

WILMINGTON TRANSIT *MOVING FORWARD*



PUBLIC OPEN HOUSE

September 23, 2014

Presentations at 4:15 and 5:45PM



Purpose of the Tonight's Open House

- Present the Final Report of the Wilmington Transit Moving Forward Advisory Group
- Present DART January 2015 Service Change Recommendations
- Receive comments and feedback on DART January 2015 Service Change Recommendations
- Provide schedule information for the DART January 2015 Service Change process

PUBLIC OPEN HOUSE Wilmington Transit Moving Forward
Final Report and
DART January 2015 Service
Change Recommendations

JOIN US
9.23.14

Wilmington Public Library
The Commons Room
10 E. 10th Street, Wilmington
Stop by anytime between 4:00 - 7:00 PM
Brief Presentations at 4:15 & 5:45 PM

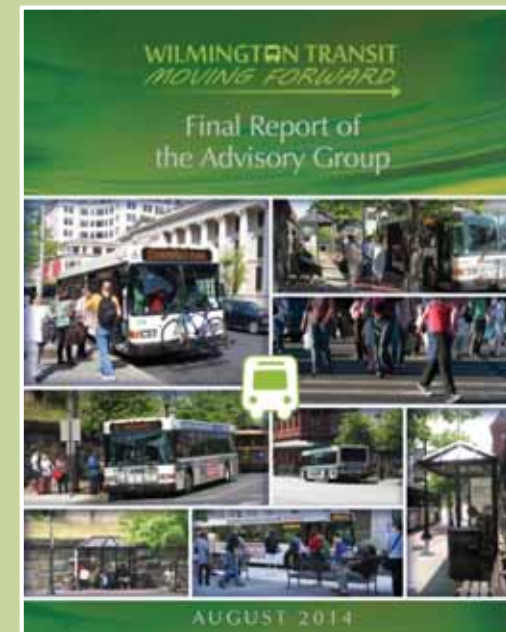
Purpose of Public Open House:

- **Presentation of the Final Report of Wilmington Transit Moving Forward.**

(A link to a PDF of the Final Report can be found at www.wilmapco.org/wilmtransitmoveforward)
- **Review and provide feedback on the DART January 2015 Service Change Recommendations**, in advance of the Service Change Public Hearings that will be held on October 28th and 29th. Routes with possible changes include: 1, 5, 6, 7, 16, 17, 19, 22, 25, 28, 30, 33, 34, 36, 44, 46, and 55.

WILMINGTON TRANSIT Moving Forward | WILMAPCO | DART | Wilmington Public Library | Wilmington Transit Authority

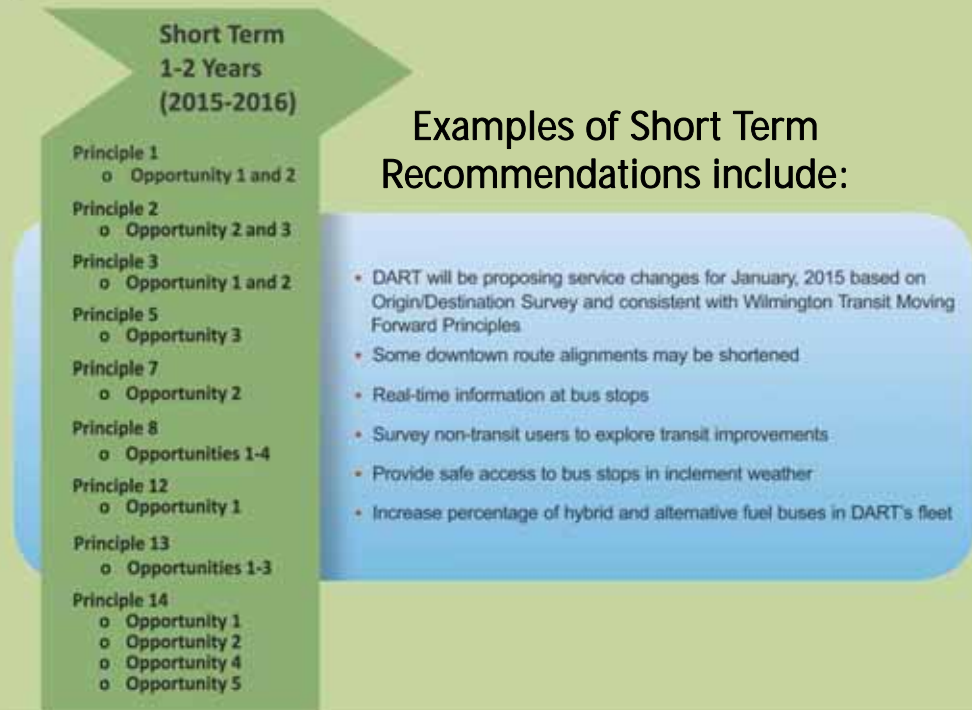
- The WTMF Final Report is the culmination of a nine month effort to set forth a vision for the future of transit in the Wilmington region.
- The WTMF Final Report identifies recommendations for nineteen Transit System Principles and Opportunities with priorities for implementation.
 - Short Term: 1 to 2 years (2015-2016)
 - Mid Term: 3 to 5 years (2017-2019)
 - Long Term: 6 to 10 years (2020-2024)
 - Future: 10+ years (2025+)
- The recommendations are the first step in an ongoing process.



- The WTMF Final Report represents a collaborative public process where consensus was achieved resulting in specific recommendations:
 - **Advisory Group Meetings:** 42 stakeholders who systematically and methodically developed the recommendations.
 - **Public Open House Meetings:** to solicit public input
 - **Project Management Committee Meetings:** Agency staff provided technical expertise supported by results of O/D Survey.
- The collaborative effort and working relationships strengthened during this process demonstrate the importance different agencies play in the development of an optimal transit system.
- The report is available at
<http://www.wilmapco.org/wilmtransitmoveforward/>

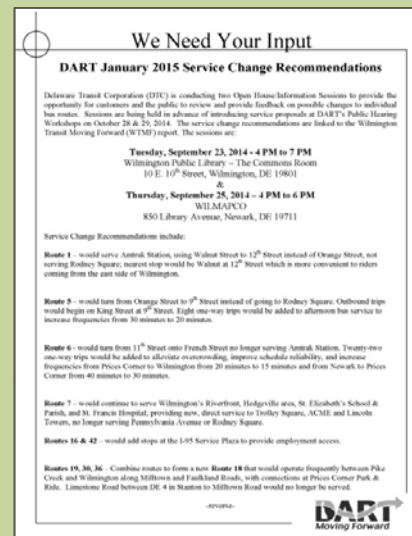
Short Term Recommendations (2015-2016)

- It is critically important that implementation of the Principles that have been recommended begin immediately.
- Short Term Recommendations, which have been identified as the first two years (2015 and 2016), are perhaps most important, because implementation will establish momentum from the outset.
- Success in implementing Short Term recommendations will build momentum and serve as a catalyst for the implementation of the succeeding Mid Term, Long Term and Future Recommendations.



Development of Service Change Recommendations

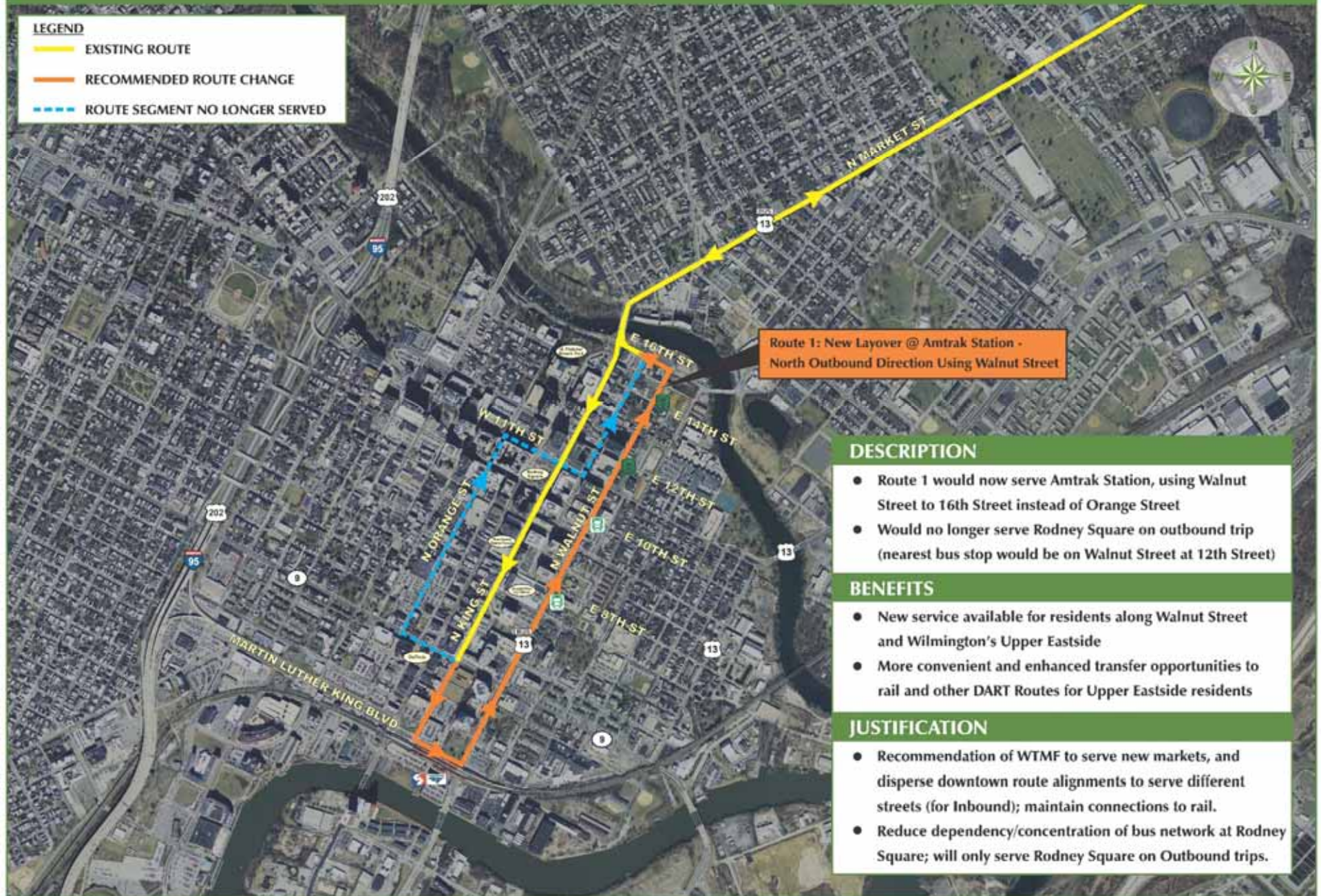
- Consistent with WTMF Short Term Recommendations.
- Supported by O/D Study survey analysis.
- Responding to Customer Comments.



Route 1 - Expand Service on Walnut Street and Upper Eastside

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED



Route 1: New Layover @ Amtrak Station - North Outbound Direction Using Walnut Street

DESCRIPTION

- Route 1 would now serve Amtrak Station, using Walnut Street to 16th Street instead of Orange Street
- Would no longer serve Rodney Square on outbound trip (nearest bus stop would be on Walnut Street at 12th Street)

BENEFITS

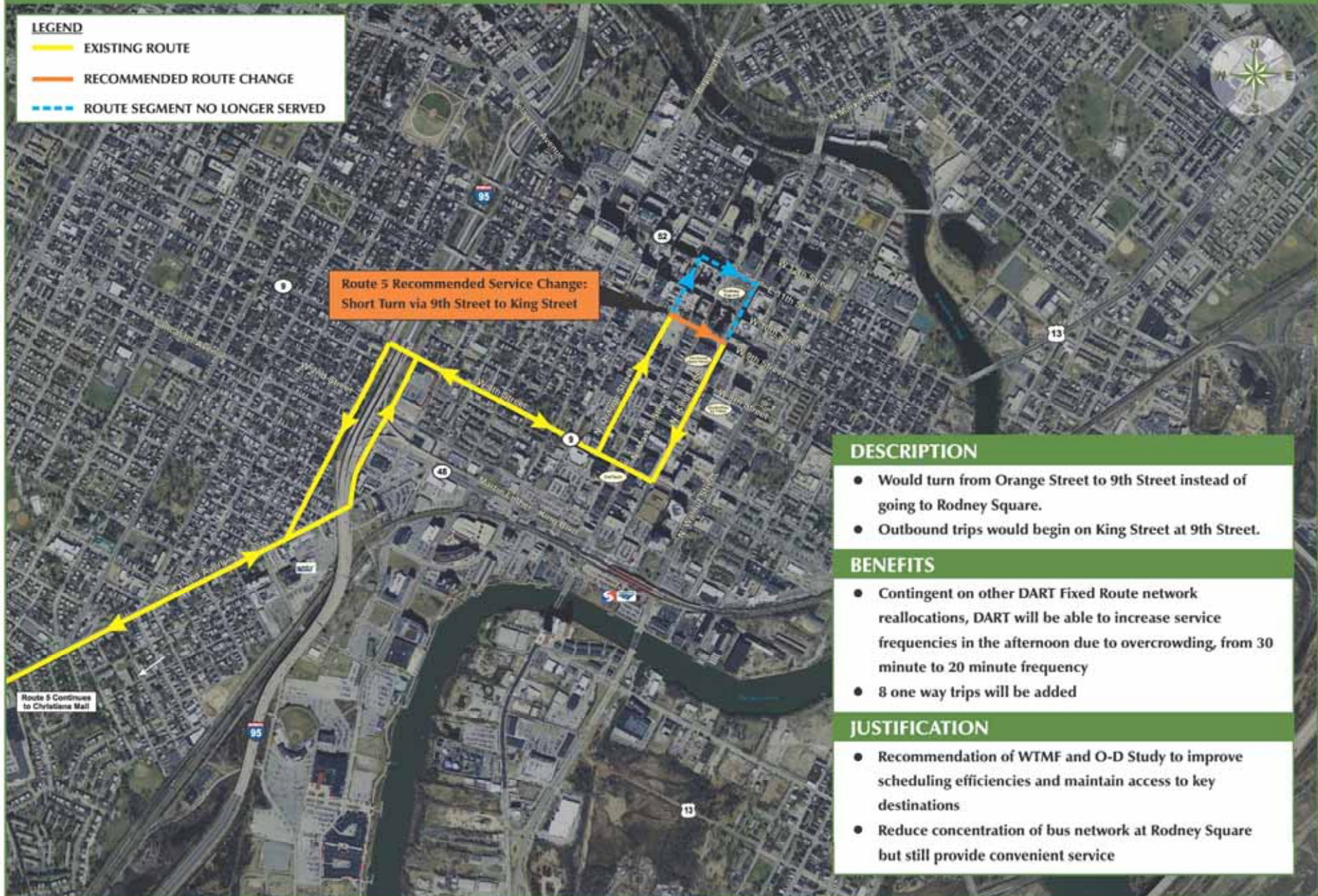
- New service available for residents along Walnut Street and Wilmington's Upper Eastside
- More convenient and enhanced transfer opportunities to rail and other DART Routes for Upper Eastside residents

JUSTIFICATION

- Recommendation of WTMF to serve new markets, and disperse downtown route alignments to serve different streets (for Inbound); maintain connections to rail.
- Reduce dependency/concentration of bus network at Rodney Square; will only serve Rodney Square on Outbound trips.

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED



Route 5 Recommended Service Change:
Short Turn via 9th Street to King Street

Route 5 Continues
to Christiana Mall

DESCRIPTION

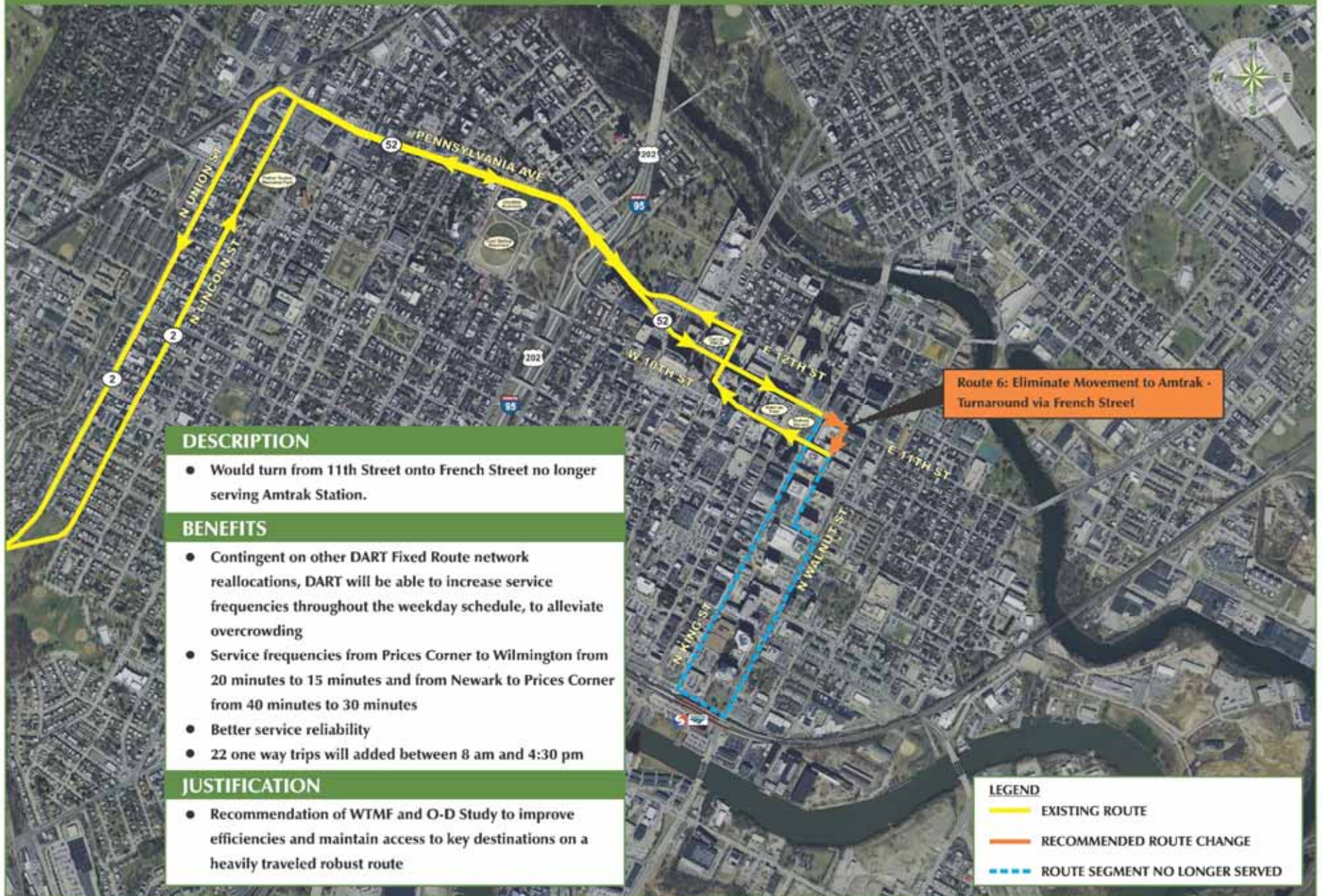
- Would turn from Orange Street to 9th Street instead of going to Rodney Square.
- Outbound trips would begin on King Street at 9th Street.

BENEFITS

- Contingent on other DART Fixed Route network reallocations, DART will be able to increase service frequencies in the afternoon due to overcrowding, from 30 minute to 20 minute frequency
- 8 one way trips will be added

JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve scheduling efficiencies and maintain access to key destinations
- Reduce concentration of bus network at Rodney Square but still provide convenient service



DESCRIPTION

- Would turn from 11th Street onto French Street no longer serving Amtrak Station.

BENEFITS

- Contingent on other DART Fixed Route network reallocations, DART will be able to increase service frequencies throughout the weekday schedule, to alleviate overcrowding
- Service frequencies from Prices Corner to Wilmington from 20 minutes to 15 minutes and from Newark to Prices Corner from 40 minutes to 30 minutes
- Better service reliability
- 22 one way trips will added between 8 am and 4:30 pm

JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve efficiencies and maintain access to key destinations on a heavily traveled robust route

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- - - ROUTE SEGMENT NO LONGER SERVED

Route 7 - Connecting Trolley Square and the Riverfront

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED

Route 7: Service to Trolley Square from Pennsylvania Avenue

DESCRIPTION

- Providing new direct service to Trolley Square, ACME and Lincoln Towers.
- Would continue to serve Wilmington's Riverfront, Hedgeville area, St. Elizabeth's School & Parish, and St. Francis Hospital
- No longer serving Pennsylvania Avenue or Rodney Square.

BENEFITS

- Direct connection to/from Trolley Square and the Wilmington Riverfront

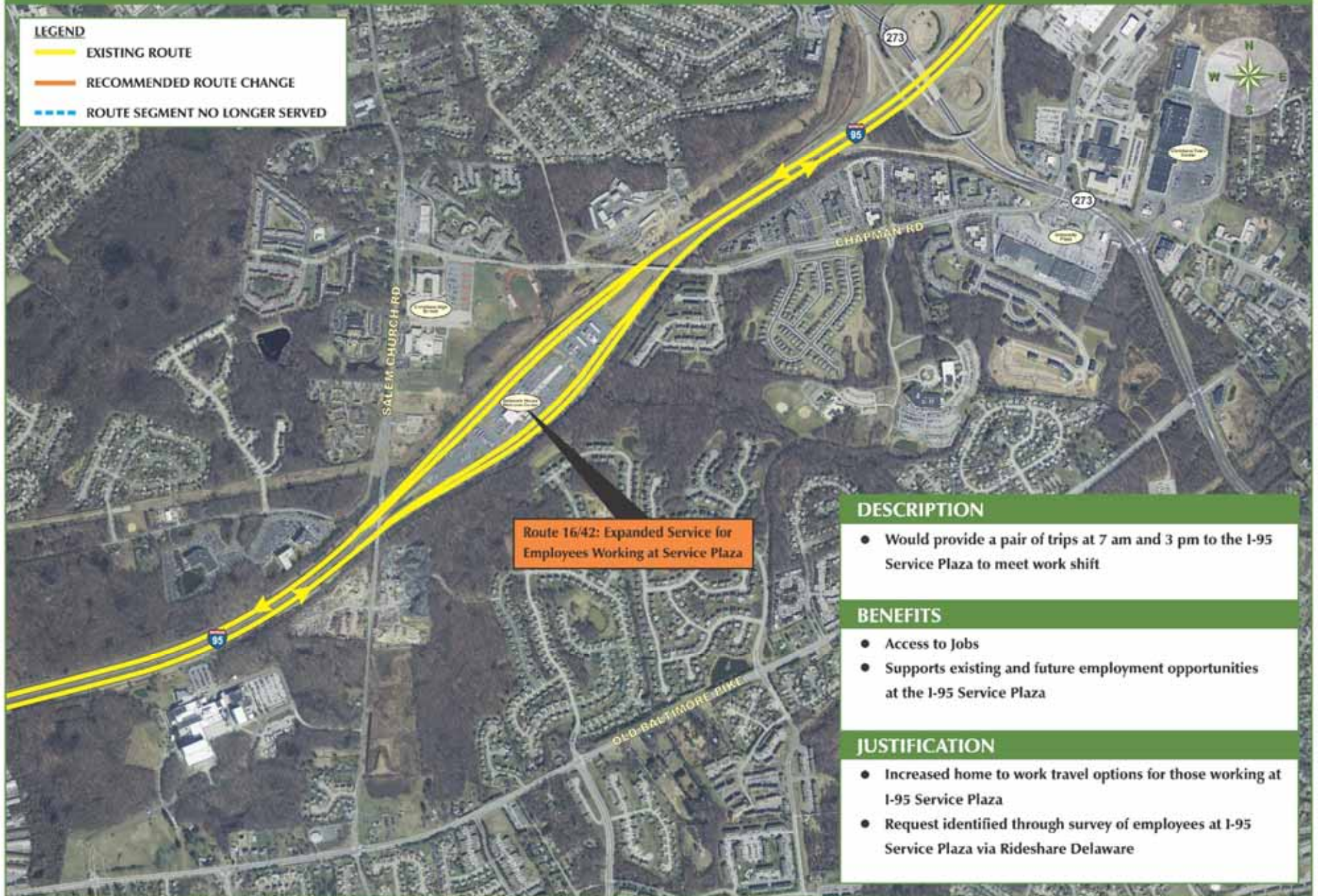
JUSTIFICATION

- Recommendation of WTMF and O-D Study to support areas emerging markets in the Riverfront area



LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED



DESCRIPTION

- Would provide a pair of trips at 7 am and 3 pm to the I-95 Service Plaza to meet work shift

BENEFITS

- Access to Jobs
- Supports existing and future employment opportunities at the I-95 Service Plaza

JUSTIFICATION

- Increased home to work travel options for those working at I-95 Service Plaza
- Request identified through survey of employees at I-95 Service Plaza via Rideshare Delaware

Routes 17, 22, 25 - Realignment to Walnut Street

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED



Route 17, 22, 25: New Alignment via Walnut Street to Bus Zone on King at 11th Street (former USPS)

DESCRIPTION

- Would now access downtown Wilmington via Walnut Street instead of Orange Street, turning on 12th Street back to King Street.

BENEFITS

- New service available for residents along Walnut Street and Wilmington's Upper Eastside

JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve efficiencies and maintain access to key destinations
- Enhance Walnut Street as an identified transit corridor; O-D Study recommended realignment of routes to different patterns within downtown Wilmington streets

New Route 18 (19,30,36) - Increased Frequencies and Quicker Service to Wilmington

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- - - ROUTE SEGMENT NO LONGER SERVED

Route 18: Combines Routes 19, 30 and 36; Would operate frequently between Pike Creek and Wilmington along Milltown and Faulkland Roads, with connections at Prices Corner Park & Ride

The Kirkwood Highway Segment of Route 18 Would Continue to be served by Route 6

The Stanton Road Segment of Route 30 Would Continue to be served by Route 5

DESCRIPTION

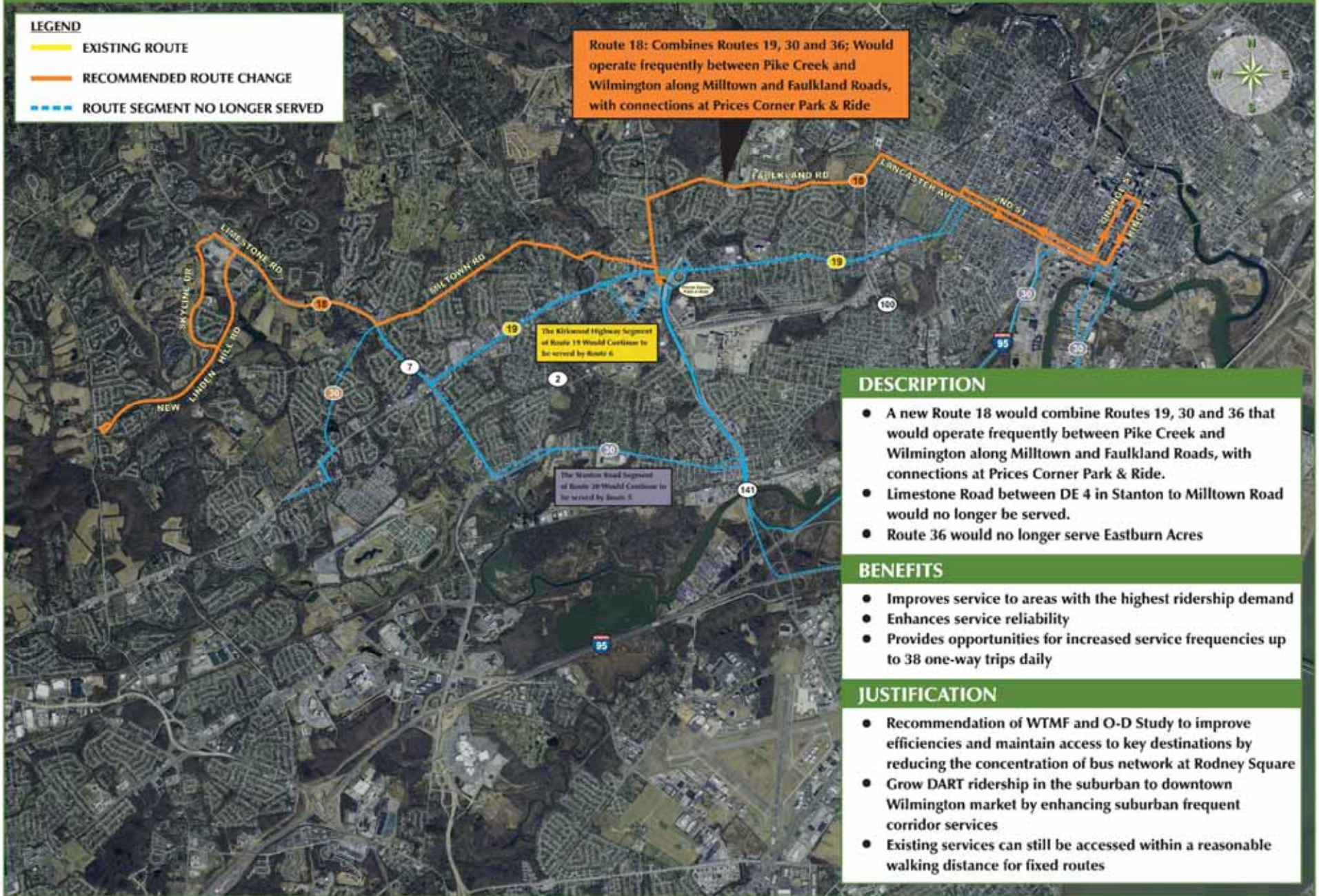
- A new Route 18 would combine Routes 19, 30 and 36 that would operate frequently between Pike Creek and Wilmington along Milltown and Faulkland Roads, with connections at Prices Corner Park & Ride.
- Limestone Road between DE 4 in Stanton to Milltown Road would no longer be served.
- Route 36 would no longer serve Eastburn Acres

BENEFITS

- Improves service to areas with the highest ridership demand
- Enhances service reliability
- Provides opportunities for increased service frequencies up to 38 one-way trips daily

JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve efficiencies and maintain access to key destinations by reducing the concentration of bus network at Rodney Square
- Grow DART ridership in the suburban to downtown Wilmington market by enhancing suburban frequent corridor services
- Existing services can still be accessed within a reasonable walking distance for fixed routes



LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED



Route 25: Alignment to Delaware City via Tybouts Corner Park & Ride and Wrangle Hill Park & Ride/
New DMV

DESCRIPTION

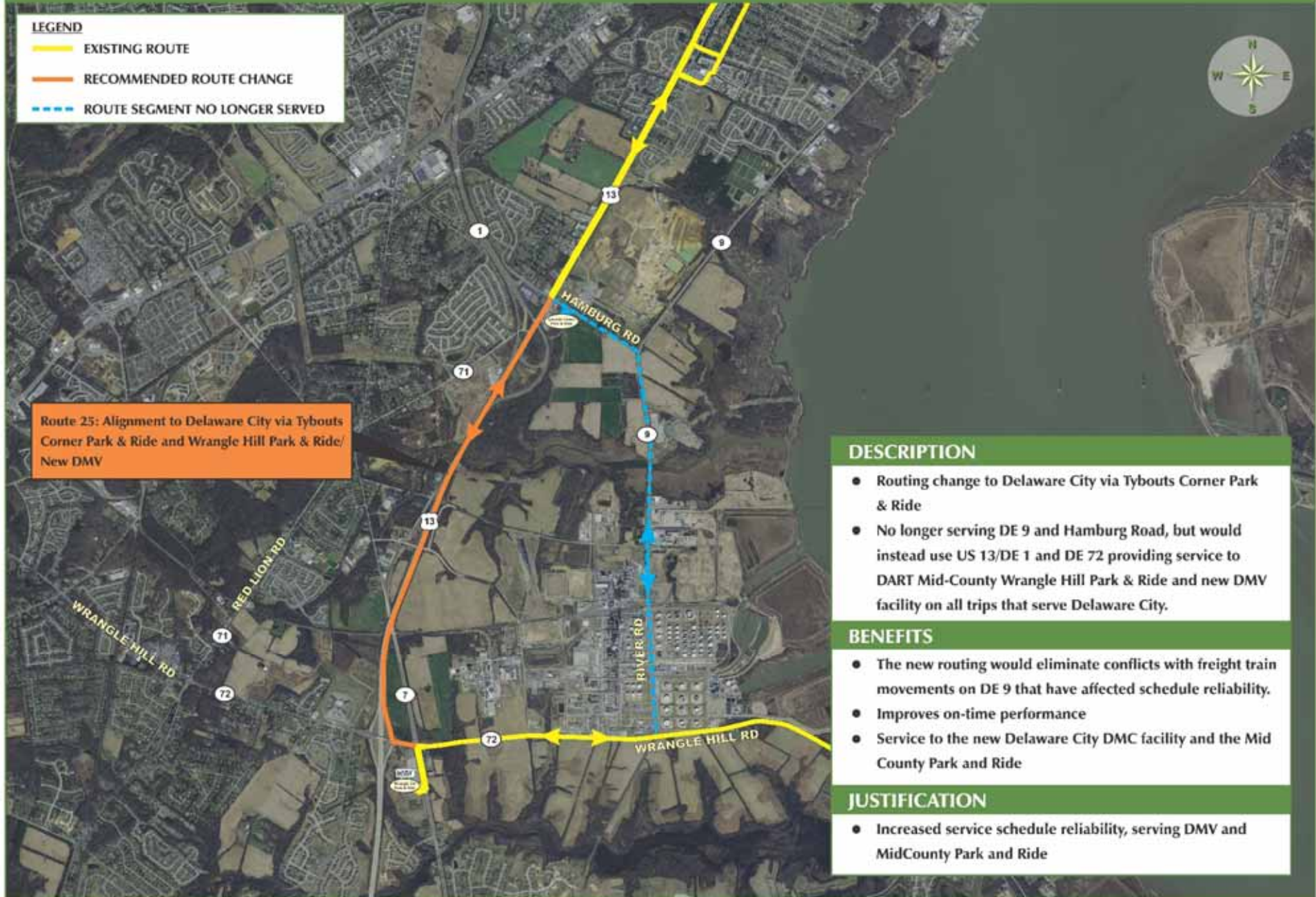
- Routing change to Delaware City via Tybouts Corner Park & Ride
- No longer serving DE 9 and Hamburg Road, but would instead use US 13/DE 1 and DE 72 providing service to DART Mid-County Wrangle Hill Park & Ride and new DMV facility on all trips that serve Delaware City.

BENEFITS




- The new routing would eliminate conflicts with freight train movements on DE 9 that have affected schedule reliability.
- Improves on-time performance
- Service to the new Delaware City DMC facility and the Mid County Park and Ride

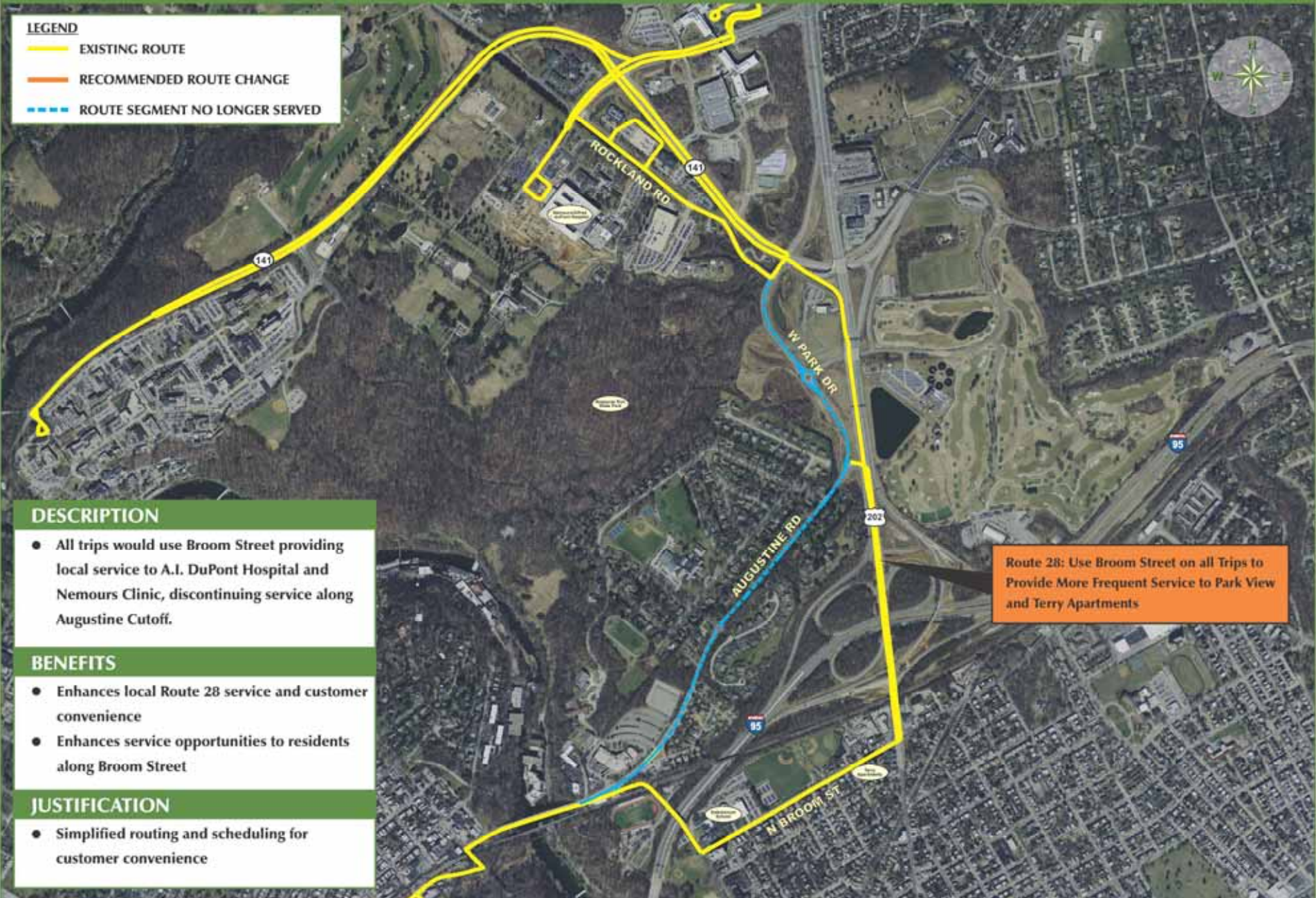
JUSTIFICATION

- Increased service schedule reliability, serving DMV and MidCounty Park and Ride



LEGEND

-  EXISTING ROUTE
-  RECOMMENDED ROUTE CHANGE
-  ROUTE SEGMENT NO LONGER SERVED



DESCRIPTION

- All trips would use Broom Street providing local service to A.I. DuPont Hospital and Nemours Clinic, discontinuing service along Augustine Cutoff.

BENEFITS

- Enhances local Route 28 service and customer convenience
- Enhances service opportunities to residents along Broom Street

JUSTIFICATION

- Simplified routing and scheduling for customer convenience

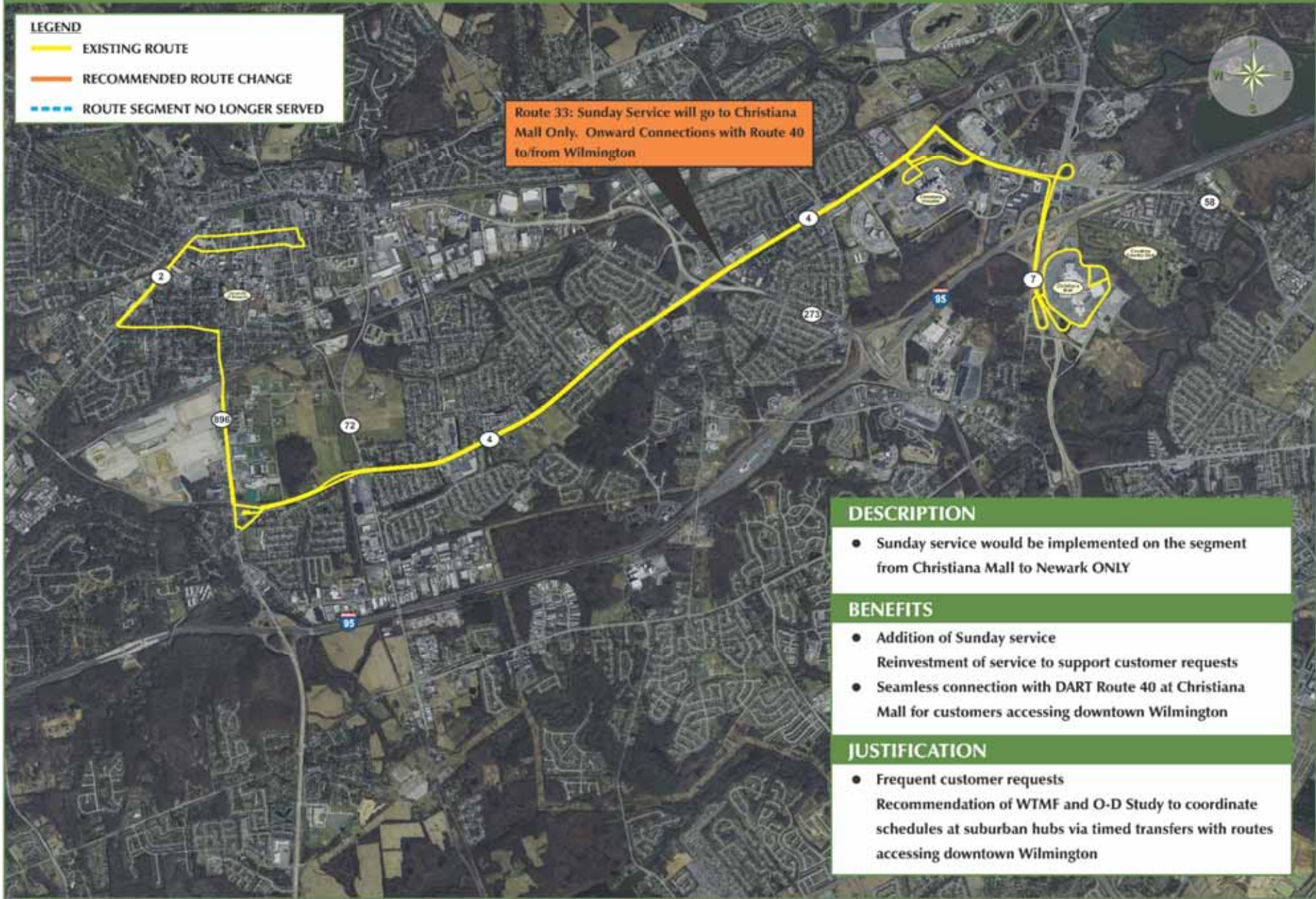
Route 28: Use Broom Street on all Trips to Provide More Frequent Service to Park View and Terry Apartments

Route 33 - New Sunday Service between Newark and Christiana Mall

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- - - ROUTE SEGMENT NO LONGER SERVED

Route 33: Sunday Service will go to Christiana Mall Only. Onward Connections with Route 40 to/from Wilmington



DESCRIPTION

- Sunday service would be implemented on the segment from Christiana Mall to Newark ONLY

BENEFITS

- Addition of Sunday service
- Reinvestment of service to support customer requests
- Seamless connection with DART Route 40 at Christiana Mall for customers accessing downtown Wilmington

JUSTIFICATION

- Frequent customer requests
- Recommendation of WTMF and O-D Study to coordinate schedules at suburban hubs via timed transfers with routes accessing downtown Wilmington

DESCRIPTION

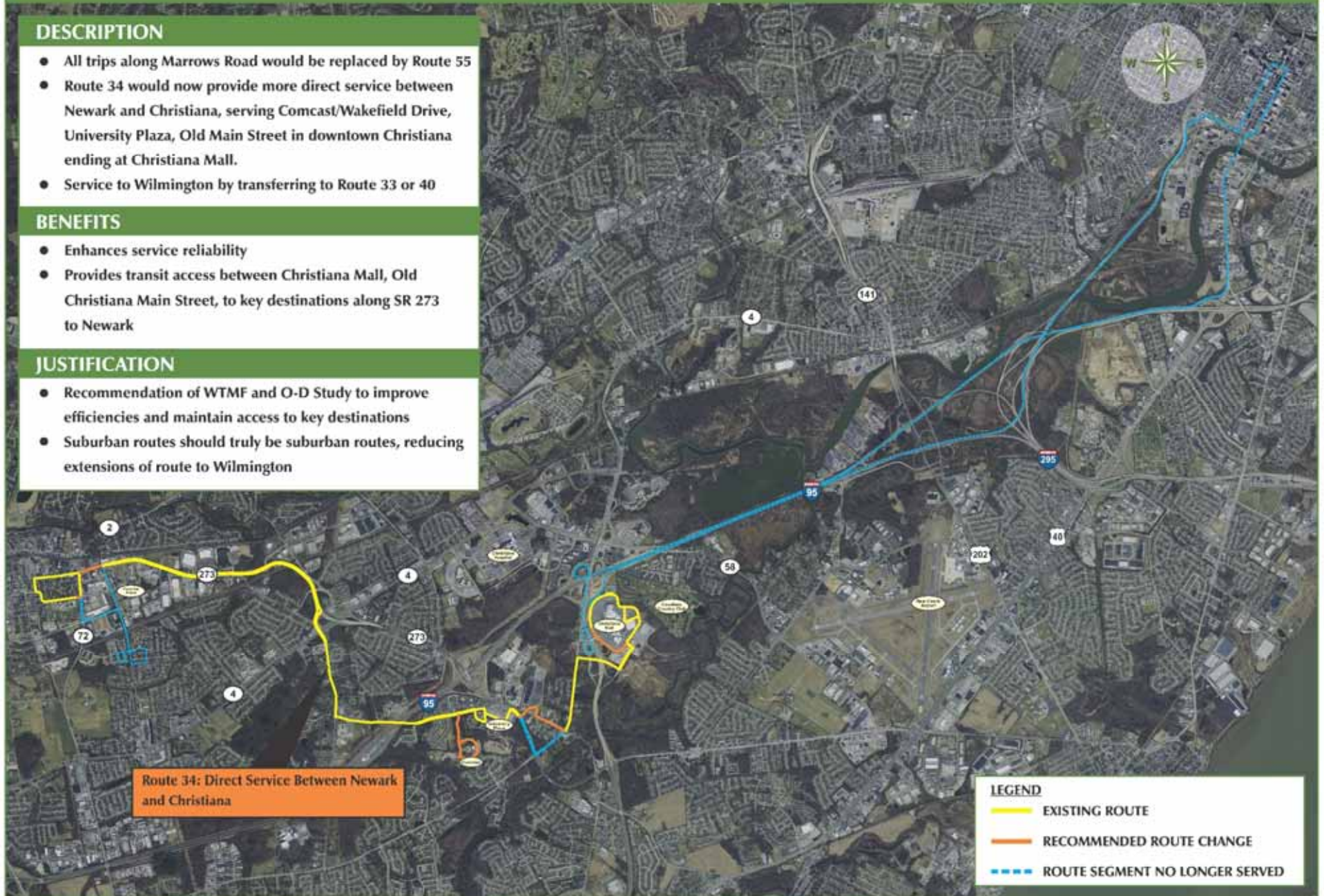
- All trips along Marrows Road would be replaced by Route 55
- Route 34 would now provide more direct service between Newark and Christiana, serving Comcast/Wakefield Drive, University Plaza, Old Main Street in downtown Christiana ending at Christiana Mall.
- Service to Wilmington by transferring to Route 33 or 40

BENEFITS




- Enhances service reliability
- Provides transit access between Christiana Mall, Old Christiana Main Street, to key destinations along SR 273 to Newark

JUSTIFICATION

- Recommendation of WTMF and O-D Study to improve efficiencies and maintain access to key destinations
- Suburban routes should truly be suburban routes, reducing extensions of route to Wilmington



Route 34: Direct Service Between Newark and Christiana

LEGEND	
	EXISTING ROUTE
	RECOMMENDED ROUTE CHANGE
	ROUTE SEGMENT NO LONGER SERVED

New Route 44 - New Service to Delaware City DMV

LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- - - ROUTE SEGMENT NO LONGER SERVED

New Route 44: Would Convert Existing "Not In Service" Buses to Express Buses Between DART Mid-County Wrangle Hill Park & Ride and New DMV Facility to Christiana Mall

DESCRIPTION

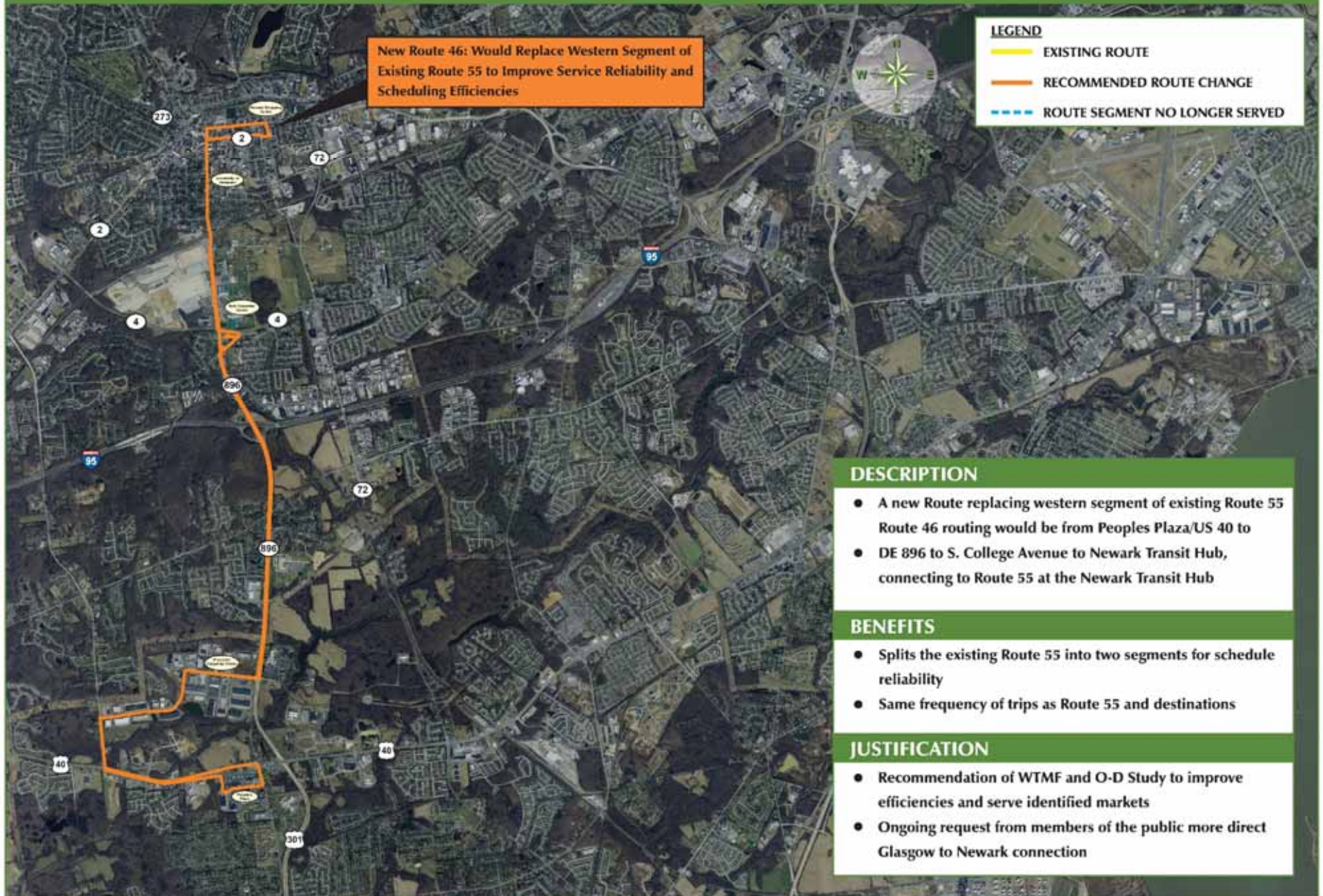
- A new Route 44 would convert existing "Not In Service" buses to express buses between DART Mid-County Wrangle Hill Park & Ride and new DMV facility to Christiana Mall

BENEFITS

- New service to Delaware City DMV

JUSTIFICATION

- Request by DMV for transit access
- Recommendation of WTMF and O-D Study to improve direct service connections from suburban hubs, express to downtown Wilmington



LEGEND

- EXISTING ROUTE
- RECOMMENDED ROUTE CHANGE
- ROUTE SEGMENT NO LONGER SERVED

Route 55: Would Extend Weekday Service to 9:30 PM and Add New Saturday Service from 6:30 AM to 8:00 PM to Marrows Road, White Chapel, and Kimberton Communities

DESCRIPTION

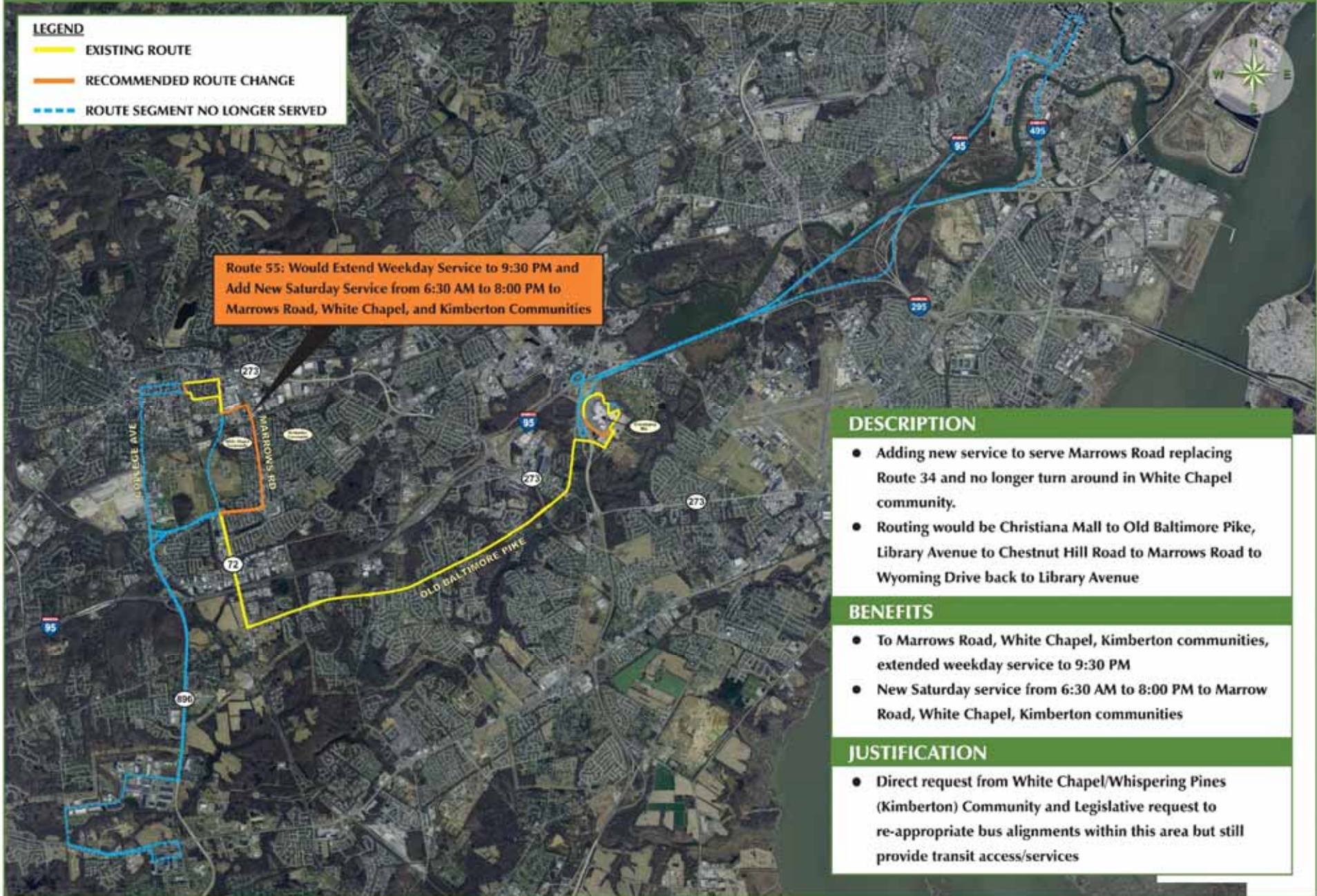
- Adding new service to serve Marrows Road replacing Route 34 and no longer turn around in White Chapel community.
- Routing would be Christiana Mall to Old Baltimore Pike, Library Avenue to Chestnut Hill Road to Marrows Road to Wyoming Drive back to Library Avenue

BENEFITS

- To Marrows Road, White Chapel, Kimberton communities, extended weekday service to 9:30 PM
- New Saturday service from 6:30 AM to 8:00 PM to Marrow Road, White Chapel, Kimberton communities

JUSTIFICATION

- Direct request from White Chapel/Whispering Pines (Kimberton) Community and Legislative request to re-appropriate bus alignments within this area but still provide transit access/services



Benefits of DART January 2015 Service Change

- Improved access to employment
- Additional services (Sunday, new markets)
- Increased frequencies
- Direct service connection for local communities
- Improved scheduling efficiencies
- Improved service reliability
- Improved mobility
- Enhanced schedule coordination



Schedule for DART January 2015 Service Change Recommendations

Public Information Session

September 25, 2014

WILMAPCO Office

850 Library Avenue, Newark

4:00-6:00 PM

DART's October Public Hearings:

October 28, 2014

Wilmington Library

10 E. 10th Street, Wilmington

4:00-6:00 PM

October 29, 2014

Newark Free Library

750 Library Avenue, Newark

4:00-6:00 PM

DART's 2015 Service Changes will be implemented on January 18, 2015.

We Want to Hear From You

Please fill out a comment form or speak with an Open House Staff Member at tonight's meeting



Stay Informed and Contribute

Public input is the key to an effective planning process.

You're encouraged to stay involved and provide input in the following ways:

Visit the WTMF Project Website:

<http://www.wilmapco.org/wilmtransitmoveforward/>



Visit the DART First State website for more information on the January 2015 Service Change: <http://dartfirststate.com/rightfit/index.shtml>

Submit comments to DART by:

1. Completing a form at tonight's Open House
2. By Phone at: 1-800-652-DART (3278)
3. Online comments at: <http://dartfirststate.com/rightfit/index.shtml>

