

Wilmington Transit Moving Forward
Advisory Committee Meeting #2 – April 23, 2014

Transit System Principles

Principle #1:

Transit locations and service should be consistent with City of Wilmington’s zoning, land use, and City-Wide comprehensive plan. Transit should continue to strengthen Wilmington’s position as the economic center of the region.

Opportunities:

1. Give special consideration to activity centers where employment, education, recreation or residential use is focused.
 2. The transit system should build upon emerging demographics that support urban communities.
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Principle #2:

Continue to grow transit ridership through DTC’s focus on service quality and with movement towards an optimal transit network.

Opportunities:

1. Combine routes to provide crosstown services.
 2. Shorten the length of downtown route alignments.
 3. Develop a split service pattern where commuter routes use different downtown streets than core bus services.
 4. The City and DelDOT should explore traffic patterns to develop an optimal transit system.
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Principle #3:

Transit locations and service must be convenient for existing and emerging patterns of ridership.

Opportunities:

1. Utilize O/D data to inform decisions
 - a. Optimize direct transit service to downtown
 - b. Optimize transit service to suburban activity centers
 2. Operations should coincide with hours of employment and minimize transfer wait times.
 3. Evaluate trolley service.
 4. Explore enhanced transit service that is aligned with high schools and other activity centers.
 5. Consider regional light rail to support the transportation and economic development framework.
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Principle #4:

Cost-effective transit service delivery and revenue generation are essential for DTC.

Opportunities:

1. If off-street hubs are developed, explore opportunities to generate revenue for DTC by working with a developer.
 2. Explore Public/Private partnerships (e.g., ownership of transit hubs and shelters).
 3. Explore a role of providing secondary level student transportation (DOE).
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Principle #5:

Transit locations are necessary to accommodate convenient transfers needed throughout the system.

Opportunities:

1. A hierarchy of locations should be provided (adjacent transit stops, on-street hubs, and off-street hubs).
 2. Multiple locations should be reasonably dispersed geographically.
 3. Intermodal connections should be served.
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Principle #6:

Explore the development of a group of internal transit loop patterns within Wilmington.

Opportunities:

1. Downtown/Riverfront Circulator bus routes.
2. Potential coordination with private shuttles.
3. Potential use of smaller buses.
4. Explore additional east-west routes.
5. Internal loops should enhance the overall transit network.

Principle #7:

Peripheral transit locations should be developed to improve transit opportunities between suburbs in the greater Wilmington metropolitan area and reduce the number of unnecessary transfers in the City.

Opportunities:

1. Utilize O/D data to inform decisions.
 2. Consider additional park and rides and use of existing underutilized parking areas.
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Principle #8:

Transit must be safe, secure, attractive, customer friendly, meet ADA accessibility standards, and serve the needs of multi-modal users in order to serve existing riders and increase new riders to the system.

Opportunities:

1. Develop partnerships with other government agencies and non-profit organizations, such as adopt-a-shelter and security patrols.
 2. Improve ADA accessibility by working to eliminating barriers impeding pedestrian access to all transit locations, services and activity centers.
 3. Ensure there is adequate crossing time for pedestrians at signalized intersections with audible crossing signals.
 4. Ensure that during inclement weather that all bus stops be considered high priority in order to provide safe access.
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Principle #9:

To efficiently operate service, DTC must have locations to layover buses.

Opportunities:

1. Layover locations should be compatible with adjacent land use and traffic.
2. DTC and the City work together to determine appropriate locations.
3. DTC has guaranteed space for layover with off-street hubs.
4. DTC Operations Center may provide a location for a layover in the downtown.

Principle #10:

Transit locations must weigh the impact to on-street parking and parking revenue.

Opportunities:

1. Mitigate loss of parking through public/private partnerships to create nearby new parking areas.
 2. Incorporate elongated bulb-outs where feasible to improve the pedestrian/passenger experience while balancing impacts on parking spaces.
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Principle #11:

Transit locations and corridors must consider traffic congestion and potential conflicts between buses and other modes of travel, including pedestrians, bikes, cars, and other types of vehicles.

Opportunities:

1. Explore development of dedicated transit lanes.
 2. Provide sufficient curb side capacity to avoid buses stopping in travel lanes.
 3. Explore linear corridors that minimize turning movements in congested areas.
 4. Explore traffic signal prioritization and preemption.
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Principle #12:

DTC should continue the purchasing of environmentally friendly buses to decrease emissions and noise.

Opportunities:

1. Increase the number of hybrid and clean diesel buses in the fleet.
2. Consider the use of electric buses.

Principle #13:

Transit service should consider upgrades in the use of technology to improve customer information.

Opportunities:

1. Visual and audible real time announcements at bus stops and internally on the bus.
 2. Provisions of GPS based phone applications to provide real time trip planning and customer information.
 3. Pin location trip planning information (location/transfers/modes) to complete trip.
 4. Provide real time information on Google Transit.
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Principle #14:

Growing transit ridership requires knowledge of customer needs and programs to educate and market to the public on the benefits of using transit.

Opportunities:

1. Develop new or expanded marketing/outreach strategies to attract new riders.
2. Explore partnerships with employers to expand Rideshare program.
3. Explore bus pass programs for students and municipal employees.
4. Build upon existing O/D data by surveying people who do not use transit.