

Wilmington Transit Moving Forward Transit Topics
December 11, 2013
Revised – January 22, 2014

Working Group Meetings 1 and 2
Downtown Transit Hubs and Corridors

Transit Hubs

1. Rodney Square as a transit hub
2. Amtrak Station as a transit hub
3. Redistribution of bus routes and bus stops from Rodney Square along King Street
4. Potential for multiple downtown transit hubs
5. Rail, DTC bus and intercity bus connections at one location
6. Layover locations where buses would not serve customers, but would only be awaiting their next trip

Transit Corridors

7. Orange Street, Shipley Street or Walnut Street as a Transit Corridor
8. Potential for transit corridor link between downtown transit hubs

Transit Service Quality

9. Noise level from DTC buses
10. Downtown Amenities
 - Enclosed shelters with better lighting
11. Cleanliness of bus stops
12. Safety at bus stops
13. ADA Accessibility

Working Group Meetings 3 and 4
Transit Service Optimization

Service Enhancement

14. Restructuring of bus service in the greater Wilmington area
 - More Express routes
 - More City to suburban service
 - More downtown service

Service Expansion

15. Suburban to suburban service
16. Suburban transit hubs
17. Additional park and rides, use existing underutilized parking areas
18. Intermodal transportation, connect all modes
19. Could bus routes align with high schools such that DOE could shift resources to DTC
20. Downtown/Riverfront Circulator bus routes
21. Potential coordination with private shuttles
22. Trolley service expansion

23. Steel-wheeled trolley
24. Consideration of regional light rail to support the transportation and economic development framework

Scheduling

25. Frequency of DTC bus service
26. Bus schedules coincide with hours of employment
27. Paratransit schedules vs. fixed route schedules
28. Fixed-route bus deviation
29. Transfer wait time

Performance Enhancements

30. Use of dedicated “bus only” lanes particularly in congested areas
31. Efficient use of bus service, load factor and low passenger volumes
32. Potential for transit signal priority
33. Why are people not riding the bus?
34. Potential use of smaller buses
35. Noise level from DTC buses systemwide

Infrastructure Supporting Bus Operations

36. Bus operator restroom locations
37. Traffic calming near bus stops and at intersections
38. Accessibility
 - Bus stops including barriers impeding pedestrian access to bus stops
 - Between transit service and activity centers

Working Group Meeting 5

Enhanced Customer Experience

Transit Service Information

39. Use of existing GPS and Automatic Vehicle Locator (AVL) technology
40. Information accessible for the visually and hearing impaired
41. Website accessible for disabled
42. Smartphone applications for real time bus information
43. Digital displays at bus stop locations showing real time bus arrivals

Transit Service Data

44. Ensure that for transit planning purposes is as current as feasible
45. Do traffic volumes mirror where transit riders want to go and would that data be useful to the AG?
46. Application of data driven decision making for the Advisory Group; How do they satisfy goals?

Transit Service Quality

47. Appearance/style of DTC buses
48. Amenities
 - Enclosed shelters with better lighting

- 49. Cleanliness of bus stops
- 50. Safety at bus stops

New Transit Riders

- 51. Potential marketing/outreach strategies to attract new transit riders
- 52. Potential for survey of non-transit riders of downtown businesses and their employees
- 53. Partnership with employers to expand Rideshare program
- 54. Bus pass programs for students and municipal employees
- 55. Transit supportive land use planning
- 56. Transit service consistency with local service plans