

Advisory Group Meeting #4

June 11, 2014

Meeting Summary

Brandywine Conference Room, DTC's Beech Street Administration Building
3:00 PM – 5:00 PM

The fourth meeting of the Wilmington Transit Moving Forward Advisory Group was held on June 11, 2014 from 3:00 PM – 5:00 PM. Andrew Bing of the Project Team welcomed the Advisory Group members and provided a brief overview of the meeting and what has occurred since the last meeting. The following is a summary of the Advisory Group Meeting:

Welcome and Opening Remarks

- Andrew Bing opened the meeting and reviewed the meeting agenda.
- Andrew noted that the majority of the Advisory Group meeting would be on the review and discussion of the prioritization of the Transit System Principles and Opportunities.

May 28, 2014 WTMF Open House Summary

- Steve McCarthy, Project Team, provided an overview of the May 28, 2014 WTMF Open House Public Meeting.
- This was the second Open House Public Meeting and it provided the public an opportunity to be updated on the project status and to review Transit System Principles that were developed by the Advisory Group and Project Management Committee.
- Open House attendees had the opportunity to provide written comments or speak with project staff and a summary of the comments was presented such as:
 - The Open House displays and presentation were very informative and well prepared.
 - General transit comments similar to some of the transit system principles
 - Specific concerns with existing DTC service
 - Suggestions for new service

Prioritization of Transit System Principles and Opportunities

Introduction to Principles and Opportunities

- Ken Goon, Project Team, opened the discussion and presented an overview of the prioritization of the principles and opportunities that were developed by the PMC.
- Four time periods were proposed for implementation:
 - Short Term - 1-2 Years (2015-2016)
 - Mid-Term – 3-5 Years (2017-2019)
 - Long-Term – 6-10 Years (2020-2024)
 - Future – 10+ Years (2025+)
- The time periods should be viewed as dynamic and the agencies will determine implementation based on available funding.
- In order to determine the accurate time period there was some editing to the principles and opportunities to read as implementation rather than “study” or “evaluate”
- The discussion and review of the transit principles with the AG members was led by Ken Goon, Cathy Smith, DTC, and Dave Gula, WILMAPCO.

Principle #1:

Transit locations and service should be consistent with the 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, visitor or residential use is focused.
2. The transit system should build upon emerging demographics that support urban communities.

Short-Term (2015-2016)	Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 1 & 2	Opportunity 1 & 2	Opportunity 1 & 2	Opportunity 1 & 2

Comments:

1. What is status of the City of Wilmington’s Compressive Plan?
 - It is in the process of being updated, City’s Neighborhood Planning Councils will have an opportunity to comment on draft plan.

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. Split service patterns where commuter routes use different downtown streets than core bus services.
4. Traffic patterns to develop an optimal transit system (City and DelDOT).

Short-Term (2015-2016)	Mid-Term (2017-2019)	Long-Term (2020-2024)
Opportunity 2 & 3	Opportunity 1 , 2 , 3 & 4	Opportunity 1 & 4

Comments:

1. PMC should consider Opportunity 1 in Short-Term.
 - PMC discussed that to implement #1 requires infrastructure improvements that could not be occur in short-term.

Principle #3:

Transit locations and service must be convenient for existing and emerging patterns of ridership, utilizing O/D data to inform decisions.

Opportunities:

1. Optimize direct transit service to downtown and to suburban activity centers.
2. Operations should coincide with all hours of employment and minimize transfer wait times.
3. Trolley service.
4. Enhanced transit service to align with high schools and other activity centers.
5. Regional light rail, steel-wheel trolley or streetcar alternatives to support the transportation and economic development framework.
6. Small buses to support the transportation and economic development framework.

Short-Term (2015-2016)	Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 1 & 2	Opportunity 1,2, 3, 4 & 6	Opportunity 1, 2 & 4	Opportunity 1, 2 & 5

Comments:

1. If transit service was aligned with schools, would there be fare discounts
 - DTC will need to evaluate new fare media before considering discounts
-

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. Public/Private partnerships (e.g., ownership of transit hubs and shelters).
3. Provide secondary level student transportation (DOE).

Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 2	Opportunity 1, 2 & 3	Opportunity 1 & 2

Comments:

1. Need to consider and implement fare discounts
 - DTC noted that a new fare structure was just implemented a few months ago and will need to evaluate new fare media before considering discounts
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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.

Short-Term (2015-2016)	Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 3	Opportunity 1,2, & 3	Opportunity 1, 2 & 3	Opportunity 3

Comments:

1. PMC should revise Opportunity 2 to clarify what is meant by locations.
 - PMC to consider revision.

Principle #6:

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

Opportunities:

1. Downtown/Riverfront circulator bus routes.
2. Coordination with private shuttles.
3. Use of smaller buses.
4. Additional east-west routes.
5. Internal loops to enhance the overall transit network.

Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 1,2, 3 & 4	Opportunity 2, 3, 4 & 5	Opportunity 2 & 3

Comments:

1. No Comments.

Principle #7:

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

Opportunities:

1. Additional park and rides and use of existing underutilized parking areas.
2. Coordination between DTC, the County and municipalities to plan for future growth areas in New Castle County.

Short-Term (2015-2016)	Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 2	Opportunity 1 & 2	Opportunity 1 & 2	Opportunity 2

Comments:

1. No Comments.

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. Partnerships with other government agencies and non-profit organizations, such as adopt-a-shelter and security patrols.
2. ADA accessibility by eliminating barriers impeding pedestrian access to all transit locations, services and activity centers.
3. Adequate crossing time for pedestrians at signalized intersections with audible crossing signals.
4. During inclement weather all bus stops be considered high priority in order to provide safe access.

Short-Term (2015-2016)	Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 1, 2, 3 & 4	Opportunity 1,2, & 3	Opportunity 1, & 2	Opportunity 1

Comments:

1. PMC should revise Opportunity 3 to add “accessible”
 - PMC to consider revision
2. DTC needs better plan to address snow removal along sidewalks and at bus stops.
 - DTC is always assessing plan for snow removal and continues to working with DelDOT and City to make improvements.

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.

Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 1,2, & 4	Opportunity 1, 2, 3 & 4	Opportunity 1, 2 & 3

Comments:

1. PMC should revise Opportunity 3 to add “accessible”
 - PMC to consider revision

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. Ensure “loading and unloading” locations do not conflict with transit locations
3. Incorporate elongated bulb-outs where feasible to improve the pedestrian/passenger experience while balancing impacts on parking spaces.

Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 1,2, & 3	Opportunity 1, 2, & 3	Opportunity 1, 2, & 3

Comments:

1. Clarification requested on what is meant by a “bulbout” under Opportunity #3
 - PMC described bulbout is a bus stop improves access and improves curb-side parking by extending bus pad to allow bus to stop in travel lane to board and alighting passengers.

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. Development of dedicated transit lanes.
2. Sufficient curb side capacity to avoid buses stopping in travel lanes.
3. Linear corridors that minimize turning movements in congested areas.
4. Traffic signal prioritization and preemption.

Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 2, 3, & 4	Opportunity 1, 2, 3, & 4	Opportunity 2

Comments:

1. Revise Opportunity #2 so it does not contradict with Principle #10, Opportunity #3
 - PMC to consider revision

Principle #12:

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

Opportunities:

1. Increase the percentage of hybrid or other alternative fuel buses in the fleet.
2. Use of electric buses.

Short-Term (2015-2016)	Mid-Term (2017-2019)	Long-Term (2020-2024)	Future (2025+)
Opportunity 1	Opportunity 1 & 2	Opportunity 1	Opportunity 1

Comments:

1. What other alternative fuel buses id DTC considering
 - DTC to begin testing propane fueled paratransit buses. Other alternative fuel options to be considered but require considerable infrastructure to operate. DTC to continue to evaluate.
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Principle #13:

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

Opportunities:

1. Audible announcements at bus stops and internally on the bus.
2. Real time bus arrival information at bus stops.
3. Provision of GPS based phone applications to provide real time trip planning and customer information.
4. Pin location trip planning information (location/transfers/modes) to complete trip.

Short-Term (2015-2016)	Mid-Term (2017-2019)
Opportunity 1, 2, & 3	Opportunity 2, 3 & 4

Comments:

1. No Comments
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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. Partnerships with employers to expand Rideshare program.
3. Bus pass programs for students and municipal employees.
4. Survey people who do not use transit.

Short-Term (2015-2016)	Mid-Term (2017-2019)
Opportunity 1, 2, & 4	Opportunity 3

Comments:

1. Should add other employers to Opportunity #3
 - PMC to revise
 2. Add new Opportunity 4 for youth transit advocacy groups
 - PMC to include
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Principle #15:

Identify streets in Wilmington where transit service and amenities could be emphasized. These could be streets that already include a significant amount of bus service or additional bus service could be added.

Opportunities:

1. 11th Street and 12th Street
2. Orange Street
3. 4th Street
4. Walnut Street
5. King Street
6. Martin Luther King, Jr. Boulevard/Front Street

Mid-Term (2017-2019)	Long-Term (2020-2024)
Opportunity 1, 2, 3, 4, 5, & 6	Opportunity 1, 2, 3, 4, 5, & 6

Comments:

1. Should add French Street
 - PMC to consider addition of French Street.

Principle #16:

Identify multiple transit locations within the City of Wilmington that build upon the existing O/D data.

Opportunities:

1. A hierarchy of transit locations:
 - Hierarchy 1 – Location where numerous bus routes cross and continue in service, and some routes may also terminate and need to layover.
 - Hierarchy 2 – Location where numerous bus routes cross and continue in service.
 - Hierarchy 3 – Location where a few bus routes cross and continue in service.

Examples – Hierarchy 1:

1. 12th and Jefferson Streets
2. 8th and Orange Streets
3. 2nd and Front Streets/Front and Walnut Streets/Modified Amtrak Station

Examples – Hierarchy 2:

1. Rodney Square
2. 9th and French Streets
3. 8th Street and 9th Street

Examples – Hierarchy 3:

1. Union Street/Lincoln Street/Pennsylvania Avenue
2. Union Street and 4th Street.
3. 2nd Street/Lancaster Avenue/Jackson Street

Mid-Term (2017-2019)	Long-Term (2020-2024)
Opportunity 1	Opportunity 1

Comments:

1. No Comments

Principle #17:

Consider introduction of bus service onto streets with no existing bus service to better serve neighborhoods and activity centers.

Opportunities:

1. Concord Avenue
2. Washington Street
3. Adams Street
4. Jackson Street

Mid-Term (2017-2019)	Long-Term (2020-2024)
Opportunity 1, 2, 3 & 4	Opportunity 1, 2, 3, & 4

Comments:

1. No Comments

Principle #18:

Serve emerging and future growth areas in Wilmington.

Opportunities:

1. Riverfront
 - The new Christina River Bridge will provide greater access to the Riverfront and increase the economic vitality of the area. This will provide opportunities for realignment and access of transit service within the south Wilmington/Amtrak Station/Riverfront area.
 - Transit locations near major activity centers.
2. Maryland Avenue/Monroe Street
 - Potential for connections of future development and transit.

Mid-Term (2017-2019)	Long-Term (2020-2024)
Opportunity 1 & 2	Opportunity 1 & 2

Comments:

1. No Comments

Principle #19:

Consider circulator bus routes that would connect with DTC bus service at transit locations and activity centers.

Opportunities:

1. Connections with Hierarchy 1, 2, and 3 transit locations as described in Principle 16.
2. Connections with major activity centers.
3. Connections at emerging and future growth areas.

Mid-Term (2017-2019)	Long-Term (2020-2024)
Opportunity 1, 2 & 3	Opportunity 1, 2 & 3

Comments:

1. Should include the area around the Wilmington Hospital as an emerging growth area.
 - PMC will include

Final Report

- Ken Goon, Project Team, discussed the outline and schedule for the final report.
 - It is anticipated that the draft final report will be sent to the Advisory Group members on June 30, 2014 for review and comment.

WTMF Project Schedule

- Dave Gula, WILMAPCO, discussed the next steps and project schedule for the WTMF project.
 - The PMC will continue to meet in July, August and September 2014.
 - The next Advisory Group Meeting will be in September 2014. Date and time TBD
 - A Open House Public Meeting will be held in September to review the final report and to present DTC’s service recommendations for short-term implementation

Meeting Materials Provided

- Meeting #4 Agenda
- May 28, 2014 WTMF Open House Meeting Summary
- Draft Prioritization Table for Transit System Principles and Opportunities 15 – 19
- Presentation of Prioritization of Transit System Principles
- Revised Transit Principles and Opportunities 1-19
- May 21, 2014 Meeting Notes Summary

Attendees

- See the list of attendees following this page

Advisory Group Members Present

First Name	Last Name	Organization	Email	Phone
Carol	Aiken	NCC Community Advisors Committee	aiken_carol@yahoo.com	302-655-5580
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Advisory Group Members Absent

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		District		
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