

WELCOME

Welcome to this Open House Public meeting for the
Wilmington Transit Moving Forward Project.

There will be identical 10 minute presentations given at:

- 4:15 PM
- 5:15 PM
- 6:15 PM

Each presentation will be followed by a question and answer period.



You are also encouraged to view the various display boards and speak with project representatives stationed at the display boards.

Please share your thoughts and suggestions on any of the materials presented tonight or any additional thoughts you have on transit in Wilmington.

We look forward to your feedback and input tonight.

A COOPERATIVE EFFORT

Wilmington Transit Moving Forward is a cooperative effort among the following Agencies:



Wilmington Area Planning Council



City of Wilmington



Delaware Transit Corporation



Delaware Department of Transportation



New Castle County

PURPOSE OF TONIGHT'S MEETING

The purpose of tonight's meeting:

- What is the future of public transit in Wilmington? We want to hear from you.
- Give us your ideas and help agencies better understand which Transit Principles and Opportunities would best serve transit riders, local businesses, and residents.
- LISTEN to the public on any ideas or suggestions they may have with regard to transit in Wilmington
- INFORM the public on the work accomplished in the Wilmington Transit Moving Forward project

PROJECT OVERVIEW

- The Wilmington Transit Moving Forward Project is the first step in the process of developing enhanced transit in the Wilmington region.
- This first step will help to set a vision for transit and includes a series of transit principles and opportunities that will form the framework for the future of transit in Wilmington.
- The Advisory Group will prepare and submit a Final Report to DTC, Wilmapco, and the City of Wilmington that will outline principles, opportunities, and priorities for transit development.
- An Implementation Plan will be developed by DTC, Wilmapco, and the City of Wilmington.
- More detailed analysis will be performed prior to the implementation of any changes.

PROJECT PARTICIPATION

ADVISORY GROUP

- The Advisory Group is composed of the organizations listed below. The role of the Advisory Group is to provide input into developing a vision for transit in Wilmington. The Advisory Group has adopted the following Mission Statement:

MISSION STATEMENT

"The mission of the Wilmington Transit Moving Forward Advisory Group is to prepare a Final Report that will advise and assist in setting a vision for the future of transit in Wilmington, identifying transit recommendations with priorities for implementation. The Final Report will build upon previous transit studies for Wilmington and represent the collaboration and discussions within the Advisory Group."

ADVISORY GROUP

- City of Wilmington City Council
- City of Wilmington Planning
- City of Wilmington Public Works
- City of Wilmington Police Department
- Colonial Parking
- Community Services Building
- DelDOT
- DelDOT Public Relations
- Downtown Visions
- DTC Operations
- DTC Planning
- DTC Marketing
- Elderly and Disabled Transit Advisory Committee (EDTAC)
- Main Street Wilmington
- M&T Bank
- New Castle County Land Use
- NCC Community Advisors Committee
- Ninth Ward Civic Association
- Office of State Planning Coordination
- RideShare Delaware
- Riverfront Development Corporation
- Sierra Club
- The Buccini/Pollin Group
- WILMAPCO
- Wilmington Free Library
- Wilmington Initiatives
- Wilmington Neighborhood Planning Council, 2nd District
- Wilmington Neighborhood Planning Council, 6th District
- Wilmington Neighborhood Planning Council, 8th District
- Wilmington Parking Authority
- Wilmington Renaissance Corporation
- Wilmington Resident

PROJECT MANAGEMENT COMMITTEE

- The role of the PMC is to provide the overall management and technical direction for the Wilmington Transit Moving Forward project.
- Project Management Committee Participants:
 - WILMAPCO
 - City of Wilmington
 - Delaware Transit Corporation
 - Consultant Team

PROGRESS TO DATE

The Wilmington Transit Moving Forward project started in October, 2013 with a kick-off Public Workshop designed to introduce the public to the project. Since the kick-off public workshop, the following has taken place:

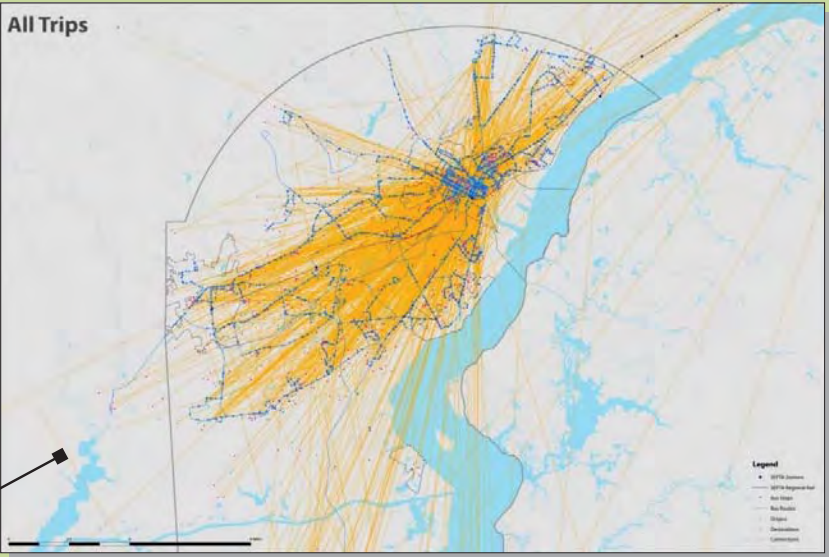
- A Project Management Committee (PMC) was formed consisting of WILMAPCO, City of Wilmington, Delaware Transit Corporation and consultant staff. The PMC has guided much of the technical analysis on the project.
- An Advisory Group (AG) consisting of 40 members of the community including residents, property owners, business leaders, transit riders, para-transit riders, elected officials, WILMAPCO, City of Wilmington and Delaware Transit Corporation representatives has provided public input into the project. The AG has met five times since October, 2013.
- The Advisory Group reviewed and discussed all Transit System Principles and Opportunities and provided suggestions and comments.
- This Open House Public Meeting shares the work of the Project Management Committee and Advisory Group that has been accomplished to date.
- A project website has been created <http://www.wilmapco.org/wilmtransitmoveforward/> to share all project information and keep the public informed.

OVERVIEW & OUTCOME

SURVEY OUTPUT AND CONCLUSIONS

OVERVIEW

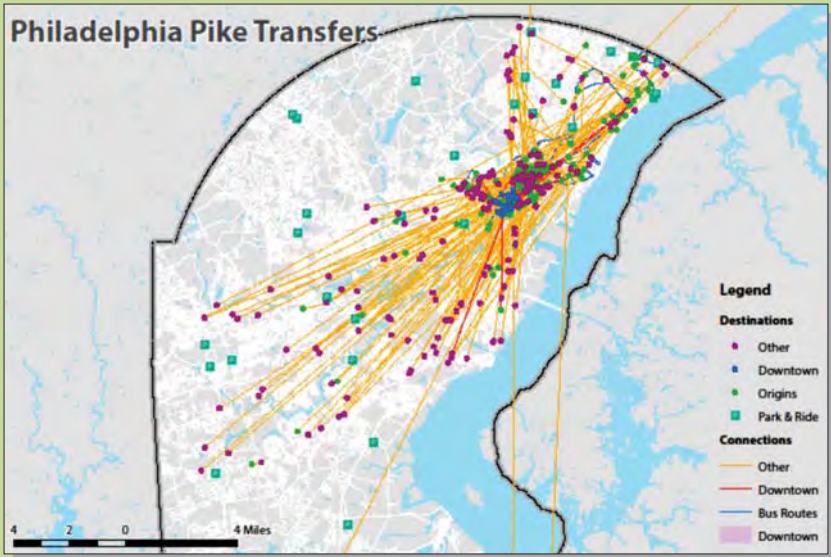
- The New Castle County Transit Origin-Destination (O-D) Study was conducted to understand the travel behavior of existing DART First State transit customers.
- Total Daily DART bus ridership (boardings) = 32,004
- Total Daily Riders = 16,002
- Target sample size for statistical validity = 1,784 (11.1%)
- Actual Surveys Distributed = 5,198
- Surveys Returned = 4,490 (27%)
 - Exceeded the required amount required for statistical validity
- Valid O-D Matches = 2,394
 - Valid responses exceeded the required sample size of 1,784



- All 2,394 O-D pairs mapped
- Strong orientation to Wilmington core

EXAMPLE OF O-D SURVEY OUTPUT

- This map illustrates the transfer trips that started on routes 1, 3, 11, 12, 24, and 38.
 - It shows some trips to the Concord Pike and New Castle Corridors that might be made without a transfer, if thru routes were established.
- The O-D study includes similar maps for each corridor.
- These maps and other O-D data can be used as input for more detailed analysis by DTC in the next phase of work.



KEY OUTCOME OF SURVEY WAS DATA ON TRANSFERS

- Surveys Returned = 4,490
- Surveys usable for Transfer Analysis = 4,392

Did Not Transfer	2,581	58.8%
Did Transfer	1,811	41.2%
Total	4,392	100%

ESTIMATED TRANSFERS BY LOCATION TYPE

LOCATION	PERCENTAGE
Rodney Square	60%
Other Downtown	9%
Christiana Mall	10%
Other Suburban	21%

- Of the returned surveys, 2,581 of the respondents did not transfer (58.8%).
- Of the returned surveys that did not transfer, 1,418 had a valid O-D match. Of these returned surveys:
 - 1,017 had an origin or destination in Downtown Wilmington;
 - 166 had an origin or destination in Wilmington, but outside the Downtown; and,
 - 235 had an origin and destination outside of Wilmington.

SUMMARY AND CONCLUSIONS

- O/D Survey provided usable results and statistically valid sample size to represent DTC bus service
- O/D Survey results were an important tool in the development of Principles and Opportunities by the Project Management Committee
- O/D Survey has detailed information that will be a valuable tool in the development of more detailed, and route specific, changes to DTC bus service in the next phase of work after the Wilmington Transit Moving Forward Study

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, visitor or residential use is focused.
2. The transit system should build upon emerging demographics that support urban communities.

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.

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
 - Optimize direct transit service to downtown
 - Optimize transit service to suburban activity centers
2. Operations should coincide with all 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, steel-wheel trolley, streetcar and small buses to support the transportation and economic development framework.

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).

TRANSIT SYSTEM PRINCIPLES

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.

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.
3. Ensure ongoing coordination between DTC and New Castle County Land Use to plan for future growth areas in New Castle County.

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.

TRANSIT SYSTEM PRINCIPLES

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

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.

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.

TRANSIT SYSTEM PRINCIPLES

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 tr
4. Provide real time information on Google Transit.

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.

TRANSIT SYSTEM PRINCIPLES

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

- Major east-west corridor for bus routes to and from Downtown Wilmington.
- Explore 11th Street and 12th Street as major transit corridor between Jefferson Street and Walnut Street.
- Investigate 11th and 12th Streets either as one-way or as two way streets.
- Consider enhanced transit amenities along 11th Street and 12th Street at Washington Street, Orange Street, Market Street, King Street and Walnut Street.

2. Orange Street

- Major northbound corridor for buses to Downtown Wilmington.
- Consider Orange Street as major transit corridor between 4th Street and 10th Street to support existing high volume of transit service.
- Consider enhanced transit amenities along Orange Street at 4th Street, 5th Street, 8th Street and 9th Street.

3. 4th Street

- Major east-west corridor for buses with service along 4th Street from Southbridge to Greenhill Ave.
- Consider 4th Street as major transit corridor between Walnut Street and Union Street to support existing high volume of transit service.
- Consider enhanced transit amenities along 4th Street between Walnut Street and Union Street.

4. Walnut Street

- Major northbound corridor for buses with service from Front Street to 8th Street.
- Consider Walnut Street as major transit corridor.
- Evaluate Walnut Street as a two-way corridor with a dedicated transit lane.
- Consider enhanced transit amenities along Walnut Street between Front Street and 8th Street.

5. King Street

- Major southbound corridor for buses with service from 12th Street to Front Street.
- Consider King Street as major transit corridor.
- Consider enhanced transit amenities along King Street between 12th Street and Front Street.

6. Martin Luther King, Jr. Boulevard/Front Street

- Major east-west corridor for buses with service along MLK Boulevard from Jackson Street to Walnut Street.
- Consider MLK Boulevard as major transit corridor.
- Consider enhanced transit amenities along MLK Boulevard from Jackson Street to Walnut Street.

TRANSIT SYSTEM PRINCIPLES

Principle #16:

Explore multiple transit locations within the City of Wilmington.

Opportunities:

1. Consider 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.
2. Build upon existing O/D data to support transit location analysis.

Examples – Hierarchy 1:

1. 12th and Jefferson Streets
 - Good location to support the potential 11th and 12th Street transit corridors.
 - Existing employment density and potential employment growth in area makes site and/or general area a viable location.
2. 8th and Orange Streets
 - Good location and proximity to Downtown Wilmington.
 - Orange Street is served by numerous DTC bus routes.
 - 8th Street is served by a DTC bus route.
3. 2nd and Front Streets/Front and Walnut Streets/Modified Amtrak Station
 - MLK Boulevard/Front Street and Walnut Street should be the focus for enhancing and expanding transit locations.
 - Supports intermodal connections to commuter and intercity rail and intercity bus.

Examples – Hierarchy 2:

1. Rodney Square
 - Maintain as a bus stop location with enhanced transit amenities.
2. 9th and French Streets
 - Explore enhanced transit amenities along French Street to support high transit volumes.
 - 9th Street is served by a DTC bus route.
3. 8th Street and 9th Street
 - Investigate transfer locations along 8th and 9th Streets where major north-south bus routes cross.
 - Consider enhanced transit amenities on 8th and 9th Streets between Walnut Street and Orange Street to support transfer connections with north-south bus routes.
 - 8th Street and 9th Street is served by a DTC bus route.

Examples – Hierarchy 3:

1. Union Street/Lincoln Street/Pennsylvania Avenue
 - Consider as western transfer location to support existing DTC Routes.
2. Union Street and 4th Street.
 - Consider as a transit location at western edge of the City near the Little Italy and the Bancroft Pkwy neighborhoods.
 - Consider enhanced transit amenities to support transfer connections with DTC Routes along the western edge of the 4th Street transit corridor.
3. 2nd Street/Lancaster Avenue/Jackson Street
 - Consider enhanced transit amenities to support transfer connections with DTC Routes along Lancaster Avenue and 2nd Street in the area of Jackson Street.

TRANSIT SYSTEM PRINCIPLES

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
 - Explore introduction of service along Concord Avenue between Broom Street and Market Street to address missing link in transit service.
 - Investigate transit amenities at Broom Street, Monroe Street, Washington Street and Market Street for transfer connections to DTC Routes.
2. Washington Street
 - Explore introduction of service along Washington Street between 10th Street and 2nd Street.
 - Investigate transit amenities at 10th Street and 2nd Street for transfer connections to DTC Routes.
3. Adams Street
 - Explore introduction of service along Adams Street between 4th Street and Delaware Avenue.
 - Investigate transit amenities at Delaware Avenue and 4th Street for transfer connections to DTC Routes.
4. Jackson Street
 - Explore introduction of service along Jackson Street between Pennsylvania Avenue and 4th Street.
 - Investigate transit amenities at Pennsylvania Avenue and 4th Street for transfer connections to DTC Routes.

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.
 - Explore transit locations near major activity centers.
2. Maryland Avenue/Monroe Street
 - Explore potential for connections of future development and transit.

Principle #19:

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

Opportunities:

1. Investigate connections with Hierarchy 1, 2, and 3 transit locations as described in Principle 16
2. Investigate connections with major activity centers.
3. Investigate connections at emerging and future growth areas.
4. Build upon existing O/D data to support circulator route analysis.

EXAMPLES 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.



Dayton, OH



Providence, RI

Hierarchy 2

Location where numerous bus routes cross and continue in service.



Baltimore, MD



Portland, OR



Hierarchy 3

Location where a few bus routes cross and continue in service.



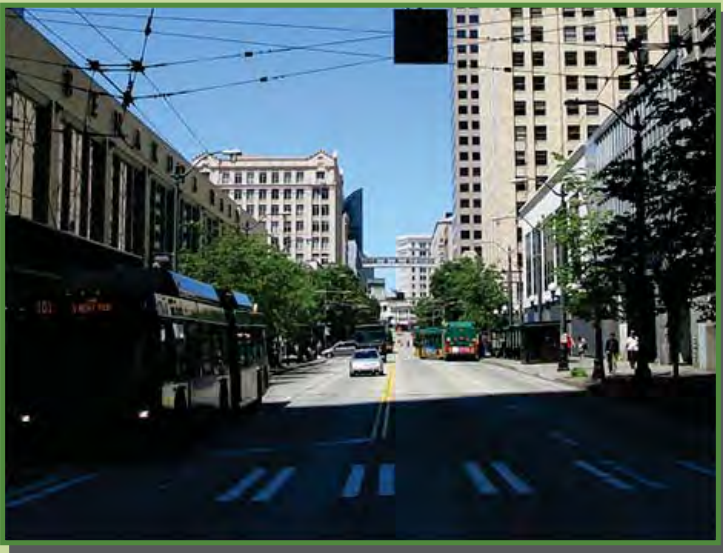
Tampa, FL



Alexandria, VA

EXAMPLES OF TRANSIT CORRIDORS

Shared Use



Seattle, WA



Washington, DC

Bus Only Lane(s)



Portland, OR



Minneapolis, MN

Exclusive Bus Only Corridor



Long Beach, CA



Denver, CO

WE WANT TO HEAR FROM YOU

PLEASE FILL OUT
COMMENT FORMS
HERE!

**WILMINGTON TRANSIT
MOVING FORWARD**

**Open House Public Meeting
May 28, 2014**

COMMENT FORM

Did tonight's Workshop provide the information you were looking for on ideas to improve transit?

Other comments?

Please provide the following information (optional):

Name: Telephone:

Address: Email:

Would you like to receive updates on this effort and/or other WILMAPCO projects (please provide your contact information above)? ☐ Yes ☐ No

Please place the completed form in the comment box at the workshop or mail to:
WILMAPCO, 850 Library Avenue, Suite 100, Newark, DE 19711 (302-737-6205
information above) or faxed to 302-737-9584.
Comments can also be submitted via e-mail: comments@wilmtransitmoveforward.com

Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by WILMAPCO. Under State law this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contribution to this important project in Delaware.

WILMAPCO  **DART**  



THANK YOU

Thank you for taking your time to participate in
the **Wilmington Transit Moving Forward Open House**.

STAY INFORMED AND CONTRIBUTE

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

- Visit the Project Website:
<http://www.wilmapco.org/wilmtransitmoveforward/>



- Submit comments by:
 1. Completing a form at tonight's workshop
 2. Via email: comments@wilmtransitmoveforward.com
 3. Mail to:

Dave Gula

Wilmington Transit Moving Forward Project Manager

WILMAPCO

850 Library Avenue

Suite 100

Newark, Delaware 19711