

Advisory Group Meeting #3

May 21, 2014

Meeting Summary

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

The fifth meeting of the Wilmington Transit Moving Forward Advisory Group was held on May 21, 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 briefed the AG members on the progress of the project since the last meeting:
 - The PMC met to develop a series of principles and opportunities that focused on transit locations and corridors.
 - New principles and opportunities #'s 15 – 19 would be presented to the Advisory Group.
- Andrew noted that the focus of this Advisory Group meeting would be on the discussion of the new principles and opportunities.

Transit Principles and Opportunities – Transit Locations and Corridors #'s 15 - 19

Introduction to Principles and Opportunities

- Ken Goon, Project Team, opened the discussion and presented the new transit principles and opportunities that were developed by the PMC.
- It is important to note that the “Opportunities” do not commit or identify that DTC and or the City must take action. Rather the opportunities should be considered and evaluated and implemented when funding and need is determined.
- The principles and opportunities presented are not all inclusive, but rather initial thoughts developed by the PMC. The PMC encourages the AG members to provide any additional principals or opportunities.
- The discussion and review of the transit principles with the AG members was led by Ken Goon, Cathy Smith, DTC, Len Sophrin, City of Wilmington and Dave Gula, WILMAPCO.

Principle #15:

Identify streets in Wilmington where transit service and amenities could be emphasized.

Opportunities:

1. 11th Street and 12th Street
 - Major east-west corridors 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 Street and 12th Street as one-way pair or each 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 in 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.

Comments:

1. Proposed extension of service along Walnut Street should NOT be considered due to nearby residences and schools.
 - It was noted that any proposed changes would need to be analyzed with full public involvement with stakeholders prior to any final decisions with stakeholders.
 - PMC to revise Walnut Street example to address comments.
2. PMC needs to consider King Street as possible corridor, confused why it was not included.
 - PMC to add King Street to corridors.
3. Support for principles, but there are concerns over the opportunities that include converting one –way streets to 2-way travel.
 - PMC noted prior to any implementation there would be the need to perform detailed traffic analysis to analyze the traffic impacts and the opportunity for public involvement.
4. Concerns raised that corridors could decrease transit service on other streets. PMC asked to define a transit corridor.
 - PMC to revise principle to address concerns over service volumes.
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5. PMC needs to consider air quality and how the recommended changes will impact it.
 - The PMC discussed that the air quality is currently monitored and would continue to be monitored

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 interconnect and buses may layover.
 - Hierarchy 2 – Location where numerous bus routes cross.
 - Hierarchy 3 – location where a few bus routes cross.
2. Build upon existing O/D data to support transit location analysis.

Examples – Hierarchy 1:

1. 12th and Jefferson Streets
 - Site is 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.
 - 8th and 9th Streets are served by a DTC bus route.
 - Consider enhanced transit amenities on 8th and 9th Streets between Walnut Street and Orange Street to support transfer connections with north-south bus routes.

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.

Comments:

1. Concerns over use of “interconnect” and “cross” under Hierarchy 1-3 when referring to transit locations since it can be confusing as to the meaning.
 - PMC will revise Hierarchy descriptions to clarify.
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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.

Comments:

1. AG members agree the locations identified should be looked at, but raised concerns over accessibility issues on some of the streets due to the grades of those streets.
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- The PMC noted that all new locations would need to be evaluated and improved for accessibility prior to implementation of potential new service.
2. It was noted that the intersection of Broom and Concord was just upgraded to improve accessibility and safety for pedestrians.

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 areas near activity centers as a potential transit location.
2. Maryland Avenue/Monroe Street
 - Explore potential for future development in the area that could support a transit location.
 - Explore connections to future Riverfront transit locations.

Comments:

1. No Comments
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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.

Comments:

1. No Comments
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- Ken Goon, Project Team reviewed Principles 15-19 asking for any final comments and suggesting two options for presenting the complete list of principles and opportunities.
 - Option 1 – Present as 19 separate principles and opportunities
 - Option 2 – Since Principles 15 – 19 contain some similar content as Principles 1 – 14 they could be merged together.

- The AG recommended that principles 15 – 19 should remain as separate principles since they are key principles for consideration.
 - The PMC will prepare a final list of the Transit Principles and Opportunities 1 -19.

Open House Public Meeting

- Andrew Bing, Project Team, discussed the May 28, 2014 Open House Public meeting at the Wilmington Library and encouraged all AG members to attend and to encourage others to attend.
- AG members were provided with copies of the meeting notice and suggested it be forwarded by email to encourage attendance by others.
- The Project Team also noted that large, poster size meeting notices would be made available and could be delivered to any interested parties.

Next Steps

- Next Advisory Group Meeting is scheduled for June 11, 2014, 3:00 – 5:00 at DTC’s Brandywine Conference Room.

Meeting Materials Provided

- Meeting #3 Agenda
- Draft Transit Principles and Opportunities 15 – 19
- Meeting #3 Agenda
- Revised Transit Principles and Opportunities 1-14
- May 28, 2014 Open House Public Meeting Flyer

Attendees

- See the list of attendees following this page

Advisory Group Members Present

First Name	Last Name	Organization	Email	Phone
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Advisory Group Members Absent

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