

**Welcome to  
Working Group Meeting #2  
January 22, 2014**

"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."

*This Final Report will be presented to the Agencies represented on the Project Team to offer guidance for their development of an Implementation Plan. The Project Team will assist the Advisory Group in the development of the Final Report.*

# DRAFT

*Seattle, WA – 3<sup>rd</sup> Avenue*



*Portland, OR – Downtown Transit Mall*



*Minneapolis, MN – Marquette Street*



*Long Beach, CA – 1<sup>st</sup> Street Transit Mall*



*Denver, CO – 16th Street Transit Mall*



## *Characteristics of Transit Corridors*

- Consolidation of bus service
- Adequate width to support ped/bike/auto and bus
- Shared use, bus only lane(s) or exclusive transit only
- Enhanced passenger amenities
- Easily assessable for all transit customers
- High Density areas with close proximity to commercial/residential
- Dignified sense of place
- Connections to transit hubs



*Current DTC Transit Corridors*

- Orange Street



## *Current DTC Transit Corridors*

- King Street



## *Current DTC Transit Corridors*

- Walnut Street



## *Current DTC Transit Corridors*

- 11th Street



*Current DTC Transit Corridors*

- 12th Street



## *Purpose and Need for Wilmington*

- Consolidates bus routes within a corridor or corridors.
- Provides a pedestrian friendly environment for people to board and alight buses
- Provides a core spine from which people can access jobs in Downtown Wilmington
- Provides additional transfer opportunities for transit customers between routes or modes
- Optimizes speed and efficiency of buses

**Off-Street**

- Allentown, PA



*Off-Street*

- Dayton, OH





*Off-Street*

- Providence, RI



*Off-Street*

- Lancaster, PA



*Off-Street*

- Knoxville, TN



*Off-Street*

- Reading, PA



**Off-Street**

- Nashville, TN



*Off-Street*

- Dover, DE



*Off-Street*

- Christiana Mall



*On/Off-Street*

- Newark, DE





*On-Street*

- Portland, OR



***On-Street***

- Long Beach, CA



***On-Street***

- Germantown, MD



## *Characteristics of Transit Hubs*

- On or Off Street
- Structured or surface facility
- Single use or Mixed use facility
  - Parking
  - Commercial
  - Retail
- Provides for bus layovers
- Central location
  - Transit riders can use other modes (walk, bike, auto) to connect to hub or final destination
- Transfer location between modes
- Accommodates multiple bus routes
- Convenient transfers between bus routes
- Passenger amenities
  - Waiting area (covered or enclosed)
  - Staffed Transit information booth or kiosk
  - Transit pass vending
  - Retail
  - Restrooms
  - Bike Facilities
- Security – Staffed or CCTV

## *Purpose and Need for Wilmington*

- A convenient location that is easily accessible to transit customers
- Provides a safe and comfortable waiting area for transit customers to board and alight buses
- Provides more convenient and greater transfer opportunities
- Optimizes “last trip” pulse operation of DTC buses
- DTC customers prefer the predictability and assurance the hub concept offers and think it works well with the bus route system

## ***Previous Off-Street Sites Identified***

1. 12<sup>th</sup> and Jefferson Streets
2. 12<sup>th</sup> and Orange Streets
3. 9<sup>th</sup> and Shipley Streets
4. 8<sup>th</sup> and Orange Streets
5. 9<sup>th</sup> and French Streets
6. Front and 2<sup>nd</sup> Streets
7. Front and Walnut Streets
8. Sites 6 or 7 with Transit Corridor Link to Rodney Square
9. Riverfront

**Previous Off-Street Sites Identified**

1. 12<sup>th</sup> and Jefferson Streets



## ***Previous Off-Street Sites Identified***

### 1. 12<sup>th</sup> and Jefferson Streets

#### Pros:

- Joint development opportunities
- Proximity to employment centers

#### Cons:

- Privately owned
- Size of location
- Distance from Rodney Square
- Requires significant changes to DTC bus routes



***Previous Off-Street Sites Identified***

- 2. 12<sup>th</sup> and Orange Streets



**12th and Orange Street**

## *Previous Off-Street Sites Identified*

### 2. 12<sup>th</sup> and Orange Streets

#### Pros:

- Joint development opportunities
- Proximity to employment centers

#### Cons:

- Privately owned
- Comprised of 3 existing parking structures
- Will require some demolition
- Requires significant changes to DTC bus routes

*Previous Off-Street Sites Identified*

- 3. 9<sup>th</sup> and Shipley Streets



**Shipley and 9th Streets**

## ***Previous Off-Street Sites Identified***

### 3. 9<sup>th</sup> and Shipley Streets

#### Pros:

- Size
- Central location
- Transfers could occur on lot rather than on street
- Underutilized Shipley Street
- Potential public-private partnership
- Potential to acquire full block
- Current Midtown Garage is structurally compromised and demolition is underway

#### Cons:

- Privately owned
- Site being developed
- Properties facing 8th Street would need to be acquired to get the entire block

*Previous Off-Street Sites Identified*

- 4. 8<sup>th</sup> and Orange Streets



**8th and Orange Streets**

## Previous Off-Street Sites Identified

### 4. 8<sup>th</sup> and Orange Streets

#### Pros:

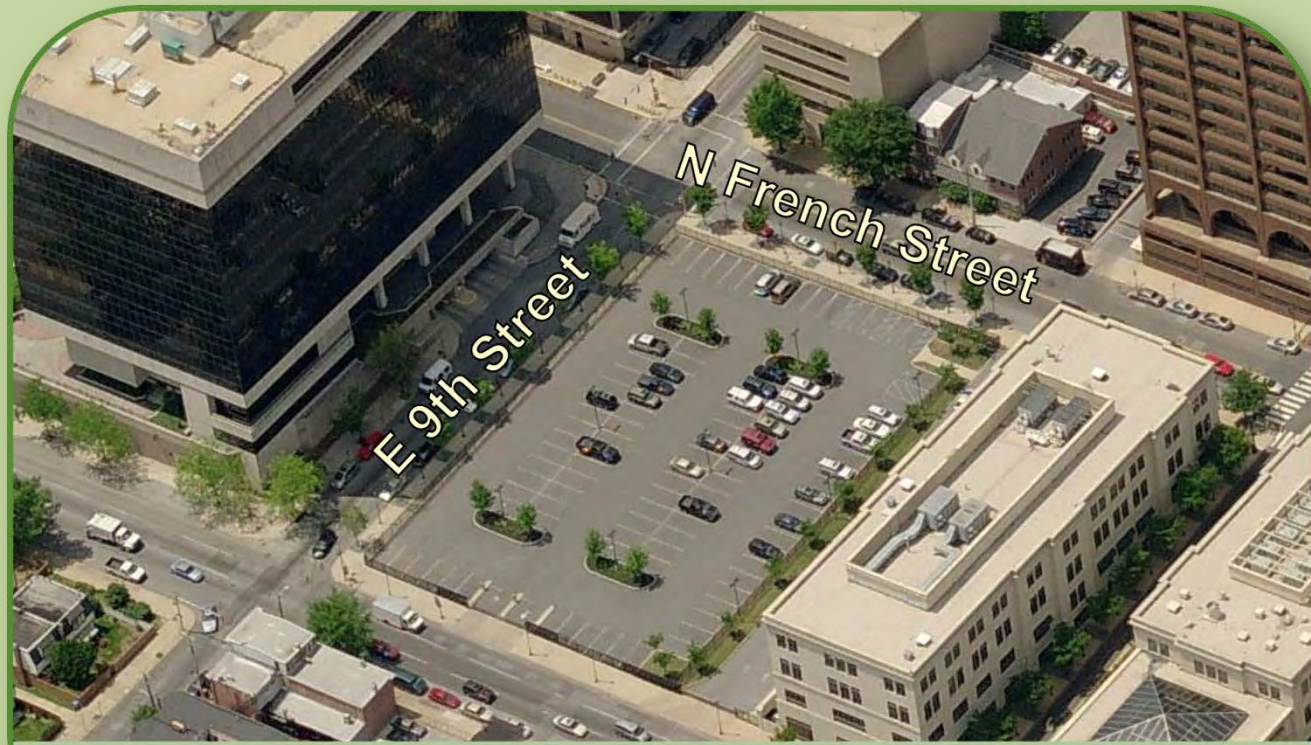
- Size
- Central location
- Proximity to Downtown CBD
- Publically owned (Wilmington Parking Authority)
- Joint development opportunities
- Transfers could occur on lot rather than on street

#### Cons:

- Existing surface parking facility
- Would require some rerouting of DTC buses
- Width of Tatnall St would restrict bus traffic
  - Ingress and Egress of buses would be limited to Orange St

*Previous Off-Street Sites Identified*

- 5. 9<sup>th</sup> and French Streets



**French and 9th Streets**

## *Previous Off-Street Sites Identified*

### 5. 9<sup>th</sup> and French Streets

#### Pros:

- Publically owned
- Central location
- Proximity to Rodney Square
- Joint development opportunities
- Transfers could occur on lot rather than on street
- Minor rerouting of some DTC buses

#### Cons:

- Size
- Previously identified for redevelopment
- Existing grades



*Previous Off-Street Sites Identified*

- 6. Front and 2<sup>nd</sup> Streets – Christina Gateway – Walnut Street Sweep



**2nd and Front Streets (Christina Gateway - Walnut Street Sweep)**

### ***Previous Off-Street Sites Identified***

#### 6. Front and 2<sup>nd</sup> Streets – Christiana Gateway – Walnut Street Sweep

##### Pros:

- Partially Publically owned
- Joint development opportunities
- Near train station and intercity bus terminal

##### Cons:

- Not central to offices near Rodney Square
- Potential to Increase transfers
- Probable need for circulator bus to serve Rodney Square
- Needs new street access
- Needs street reconfiguration
- Loss of public green space
- Would require rerouting of DTC Orange Street Loop buses

**Previous Off-Street Sites Identified**

- 7. Front and Walnut Streets



**Front and Walnut Streets**

## Previous Off-Street Sites Identified

### 7. Front and Walnut Streets

#### Pros:

- Partially Publically owned
- Joint development opportunities
- Near train station and intercity bus terminal
- Proximity to train station
- Easy access for Walnut Street loop buses
- Access from S. Walnut Street

#### Cons:

- Potential to Increase transfers
- Gateway house property acquisition may be required
- Not central to Downtown employment centers
- Probable need for circulator bus to serve Rodney Square
- Would require rerouting of DTC Orange Street Loop buses

### ***Previous Off-Street Sites Identified***

#### 8. Sites 6 or 7 with Transit Corridor Link to Rodney Square

##### Pros:

- Proximity to Rodney Square and train station/intercity bus terminal
- Increased route efficiencies
- Multimodal opportunities connecting transit and bike modes
- Decreased travel times
- Increased commercial development activity
- Eliminates need for brick-and-mortar facility
- Increases connectivity south of river

##### Cons:

- Potential to increase transfers
- May require street reconfiguration from one-way to two-way.
- Potentially impacts greater downtown circulation network.

***Previous Off-Street Sites Identified***

9. Riverfront
  - Recommendation recorded during DTC Public Hearing
  - Assessment not performed

## *Working Group Meeting #3*

- February 26, 2014
- 3:00 – 5:00 PM