

**Wilmington Downtown Circulation Study
Listening Tour Responses
Sorted By Locations/Issues**

**DRAFT
March 19, 2009**

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SPECIFIC LOCATIONS

Martin Luther King, Jr. Boulevard area

- City needs to have countdown pedestrian signals throughout Downtown, but especially along Martin Luther King, Jr. Boulevard (“MLK”) intersections
- MLK sweep near the train station is confusing
- South Walnut Street and MLK has devastating crashes; signal timing issue?
- Quick speed transitions from Lancaster Ave to MLK to Front. Need better signage because lane numbers and widths change.
- Pedestrian crossings of MLK are too long and unsafe
- Pedestrian crossings of MLK are too long and unsafe
- Signals along MLK are not coordinated
- MLK and 4th Street are hard for pedestrians to cross
- Walking under the Amtrak bridges is very uncomfortable
- Remove the sweeps
- Make crossings safe. Conquer the barrier streets – MLK and 4th St. More alternatives to cars.
- Need to better accommodate pedestrians at intersections, especially along MLK (connections between Downtown and the Riverfront). Basic crosswalks and signal visibility are important.
- Amtrak underpasses are dark and dirty.
- Eastbound MLK Boulevard at South Market Street: Two right lanes have the ability to turn right. The right lane should be labeled on the street and overhead “Right Turn ONLY” and second right turn lane should have an overhead sign indicating straight ahead and right turn arrows. Currently indication is only painted on the street and with traffic it is often missed so other drivers are taken by surprise.
- Maryland Avenue should be closed and Route 4 put on Monroe Street. Turning onto S. Madison Street is confusing for unfamiliar drivers who see one-way sign from Martin Luther King Boulevard.
- The system of sweeps makes walking from LoMa to the train station area feel unsafe. The Martin Luther King Boulevard to Walnut Street sweep should be replaced with open space.
- The train station building is beautiful – look for opportunities to highlight it.
- The viaducts under the train station need to be lit better.
- There needs to be a countdown signal at Market Street going southbound intersecting MLK. This intersection is heavily traveled by pedestrians going to the Riverfront.
- Westbound MLK Boulevard at I-95: Signage should be posted that the I-95 ramps are MUST EXIT and at Justison there should be a “Last Exit before I-95” warning.
- Provide water lines in the medians of MLK for watering plants.
- Need better guidance for lane shifts as Lancaster Avenue becomes MLK crossing Jackson.

Rodney Square

- Rodney Square needs a solution for transit. Connect various parts of City to Downtown, more frequent service to other parts of the City.
- Rodney Square bus hub is problematic in all ways mentioned
- Rodney Square “hub” does not work.
- The Rodney Square situation has angered some residents of BPG who want to enjoy the park on their terms—that is minus the heavy bus traffic, homeless and criminals. BPG is worried this keeps many away.
- Difficult to police Rodney Square area: transit users present all day, “opportunists” mix themselves in; homeless in the square (panhandle); some affluent residents and transit users do not

like them and complain to police); criminals (members of gangs who conduct business; petty thieves)

- Rodney Square as currently configured is an impediment to pedestrian and vehicular traffic: buses often stacked; difficult for pedestrians to cross (ex. 10th and King Streets); fumes from idling buses not welcome
- Bus hub at Rodney Square actually causes schedule problems
- I agree with the “perception” of Rodney Square’s transit hub appeal but do think that any changes to the hub need to remain convenient (via walkability) for those that ride the bus.
- Rodney Square needs to be a green space (it’s the only one for Downtown residents!) rather than a bus terminal
- The transit situation at Rodney Square must be addressed to reclaim the park as a Downtown center and reduce the number of buses around the Square. What is status of Front & Walnut Streets transit center?
- Possible solutions for Rodney Square: another place for buses to layover (ex. Water Street); DART should police its own hub or pay for officers to do so
- Review DART hub location: unsafe condition Rodney Square, and confusing for riders
- Downtown center – Rodney Square
- Is one centralized transit hub needed?
- Consider shifting bus routes to Shipley Street to reduce bus congestion at Rodney Square.
- Move the bus hub to a better location (the waterfront?)
- The Rodney Square hub does not work. You never know where your bus will be pulling up along King St. and commuters are completely exposed to the elements. My suggestion: Put up some sort of structure over the sidewalks, which will protect transit riders from wind, rain, snow. Also, designate required spaces for bus routes to pull up to and load. If I am standing at 10th & King waiting for the RT 5 to show up, it may pull up at the end of the line of buses (11th & King) thus requiring me to try and dodge all the pedestrians along the sidewalk to catch my bus before it leaves. I have been left, and had to wait for the next one (20 minutes later). The panhandlers or homeless approach me at least twice during my wait, either asking for money or trying to sell me something (most times illegal).

Delaware Avenue/I-95 area

- There are problems with weaving traffic and pedestrian conflicts near the Blue Cross Blue Shield garage entrance off Delaware Avenue and 11th Street.
- Drivers have difficulty choosing the correct lanes on 12th Street to get to their destinations: I-95 north and south, Pennsylvania Avenue, Delaware Avenue. Consider better signs.
- Intersection of downtown buildings with street - 10th St./12th St./Delaware Ave.
- Sidewalk ends at the Wilmington and Brandywine Cemetery.
- 11th Street is a speedway between I-95 and Jefferson Street.
- Pedestrian disaster at Jackson and Pennsylvania [Delaware] Avenue.
- Pennsylvania Avenue is pedestrian unfriendly; it’s auto-centric, yet it is bordered by dense neighborhoods.
- Pennsylvania Avenue is not pedestrian friendly.
- Adams Street at I-95 North: Signage is hung overhead with a straight and a left turn arrow. Left turn arrow should indicate 10th Street and straight should clearly indicate I-95 ONLY.
- Delaware Avenue south at Washington Street: Right lane must turn right but with very little warning and with the new WSFS building there, the traffic has increased heavily and is causing problems with right lane quickly wanting to move left to avoid turn only.
- Left turns should be allowed from 10th Street onto Washington Street.

- Northbound Rt. 52 exiting the City at I-95: Sign to I-95 should have MUST TURN RIGHT and that far right lane should not extend to Delaware Avenue cut off. Likewise, the lane leading to Delaware Avenue should have “ONLY” added to the sign.
- The 500 block of Delaware Avenue is problematic because of post office and illegal parking on Delaware Avenue.
- The crosswalk on Delaware Avenue at the Children’s Theatre (Jackson Street) crosswalk signal doesn’t function properly.
- Unsafe weaving, cars stopping in traffic near YMCA at 11th.
- Curb juts out too far at the southeast corner of 11th and Jefferson.
- Speeding and red light running on Adams from 9th to Delaware.

Market Street

- Difficult parking for emergency vehicles on 9th and Market St.
- Need better accommodation for school buses on 500 block of Market St; pulloffs?
- Market St. traffic (double parking, deliveries, etc.) have been a hindrance on the new Rte. 32 route along Market.
- Failure to obey parking law on North Market Street.
- Keep big buses off of Market St
- South Market St./ 8th & Orange – identified in previous plans but nothing has happened
- Need Market Street to take the lead
- Raise Market Street to allow development
- A countdown signal should be put at the light at the Riverfront Market and Market Street Bridge.
- A pedestrian-only phase should be considered at the Tenth Street intersections with King, Market, and Orange Streets.
- Drivers on Market Street intersecting north and southbound through 2nd Street have to sit at long lights while no traffic is passing on 2nd Street. This intersection needs a sensor.
- Eastbound MLK Boulevard at South Market Street: Two right lanes have the ability to turn right. The right lane should be labeled on the street and overhead “Right Turn ONLY” and second right turn lane should have an overhead sign indicating straight ahead and right turn arrows. Currently indication is only painted on the street and with traffic it is often missed so other drivers are taken by surprise.
- The light at Market Street (going southbound) for the drivers passing through 2nd is extremely long. During evening rush hour lower Market Street backs up with traffic because the 2nd Street light is long, and the Market Street light is very brief. Drivers on Market will sit through 3 light changes before passing through.
- There needs to be a countdown signal at Market Street going southbound intersecting MLK. This intersection is heavily traveled by pedestrians going to the Riverfront.
- Delivery vehicles block traffic on Market Street.

4th Street

- 4th and King is uncomfortable for pedestrians
- MLK and 4th Street are hard for pedestrians to cross
- 4th Street is difficult to cross for pedestrians, especially at the bottoms of hills and at Walnut Street.
- Public open spaces, wider sidewalks, decorative treatments, streetscapes (4th & Shipley park), 4th Street, West Street to Downtown.
- Make crossings safe. Conquer the barrier streets – MLK and 4th St. More alternatives to cars.
- 4th Street is wide and unsightly. Pedestrian, transit and gateway improvements are needed.
- 4th Street/I-95 area is a poor gateway to the City!

- There needs to be a left turn lane from 4th Street onto Adams Street.

King Street

- King St. is a highway, needs to be a boulevard, same with Orange St. More development of surface lots.
- King Street is too wide and fast
- 4th and King is uncomfortable for pedestrians
- King gets very wide after 9th Street. Minneapolis has little parking on-street, this could be useful (Shiple Street?) – no parking and wider sidewalks; loading zones.
- Congestion on King Street
- A pedestrian-only phase should be considered at the Tenth Street intersections with King, Market, and Orange Streets.
- Buses and delivery vehicles create congestion on King Street; it's not just bad at rush hour any more
- Illegal parking/stopping on King Street at the courthouse

Orange Street

- King St. is a highway, needs to be a boulevard, same with Orange St. More development of surface lots.
- South Market St./ 8th & Orange – identified in previous plans but nothing has happened
- Bad lane shift on Orange St at 9th
- A countdown signal should be placed at 10th and Orange so that pedestrians know how long they have to cross at intersection (woman was killed at this intersection).
- A pedestrian-only phase should be considered at the Tenth Street intersections with King, Market, and Orange Streets.
- Left turns are made illegally from eastbound 10th onto Orange.

Walnut Street

- Speeding is a real problem on Walnut Street
- The lane configuration on Walnut Street approaching 2nd Street is confusing.
- Walnut Street is a very unfriendly pedestrian experience.

Other locations

- Fire Station 1 has difficulty releasing trucks up West Street
- Where more than one lane turns (such as Orange Street at 12th Street), drivers cross over into adjacent lanes.
- A state police officer stops one lane of traffic on 12th Street to let people out of a garage in the evening peak hour.
- Drivers park on the sidewalk at the post office because there isn't enough parking available. This is not a good place for the post office.
- 14th Street connector
- 5th & 7th and West Street intersections need two way stop signs.
- Evening traffic from Torbert Street adversely affects the Midtown Brandywine neighborhood.
- Improve signal timing at 2nd and Shiple Streets.
- The light at Baynard Blvd and Concord Pike is problematic when turning left onto Concord Pike going northbound; it was suggested to install left turn arrows at Concord Ave and Baynard Blvd light. [outside Downtown]
- The neighborhoods on the west side of I-95 should be better connected to Downtown.
- The wayfinding signs are all outdated that lead to and around downtown.

- Two-way traffic on Broom Street should be extended north to at least 2nd Street, and possibly 4th Street.
- Walking on Baynard Boulevard between the Brandywine and 18th Street is dark and uncomfortable at night.
- 9th Street (300 block) a choke point for fire trucks
- 9th and West Streets needs a two way stop sign.
- In the 100 block of W. 9th street (by Dunkin Donuts), cars are double parked illegally which cause delays.
- 6th and 7th Streets both run in the same direction
- 5th and 6th Streets should change direction so even-numbered streets and odd-numbered streets alternate.

GENERAL ISSUES

Transit circulation/taxis

- Great arts institutions, good hotels, restaurants, strong employment base. Good transportation should enhance the ease of movement to and between all these institutions.
- Great location; between Boston and Richmond, New York and Washington, plus transportation to these cities plus to the north, west and south – New York state, Pennsylvania, Ohio, Virginia, Maryland, West Virginia. Transportation is key. More trolleys!
- Implement a local transportation system – trolley or small bus – that is independent of the routes that move people in and out of the City.
- Lack of transit alternatives beyond standard DART buses. Need more variety: wheeled trolleys, vans, taxicabs, pedi-cabs (a replacement is needed for Philly Car Share!). Need bike fleets (as in Paris, Copenhagen, etc.).
- Multiple buses at a single stop can be confusing
- Trolley is not serving its intended purpose – trips are too infrequent for ease of use and costs too much. Music on the trolley is often too loud or not appropriate.
- The trolley doesn't work – it's uncomfortable and service is far too infrequent
- Trolleys are uncomfortable and too expensive for short downtown trips – in many cities, they're free
- Larger transit and taxi service for people that want to go out at night needs to be more frequent.
- Affordable cab sources would be nice.
- Buses are not attractive, too big, use newer, smaller vehicles
- Buses should make a statement about a city.
- Improve transit facilities to improve perception – partner with development
- Different bus pattern – no major hub.
- Dedicated bus/trolley lane for access to Frawley Stadium; free parking at downtown garages to go with it?
- More residents living downtown. More transit options.
- I would like to see better retail downtown, especially a mixed with parking and bus service.
- Focus on opportunities to bring tourists into the area and help them get around; i.e. visitors arriving on the train.
- Residents should have more transportation options, especially those who want to live Downtown. The transit system should serve Downtown and other city neighborhoods as well as it does the current suburban commuter network. Transit schedules are not intuitive if you are not going out to suburbs and not enough city bus stops are shown.
- Enhanced retail development on Market Street; provide access for target market from Trolley Square, Wawaset Park, Westover Hills, Greenville.
- City circulator that can interact well with a relocated hub at the train station
- Get [people] to arts community, Opera Delaware, Delaware Theater Company, Art Museum, need to connect to this study and to Downtown
- Distinctive (color-coded) routes for downtown transit
- Better rail service to Philadelphia and the airport (something between SEPTA and Amtrak in terms of time and cost)
- Better taxi service if there is a market for it
- Trolley extended to Trolley Square with much more frequent service
- Very frequent bus service
- Transit shuttle between downtown transit hub and train station with almost constant service (like Denver)

- Improve key connections between downtown and adjacent districts, especially at train station, 4th St. / I-95, across Christina River. Methodical improvements to create walkable transit-friendly environment.
- More frequent trolley-like transportation. (no more slippery wooden seats though! :)
- I think that most folks who live and/or work downtown do so for the lifestyle of moving around easily with access to many things. Ensuring quick, efficient access to transit, car-share and bus transport is critical – not to mention room for pedestrians to move safely. This would include biking as well.
- Taxis and transit and rail.
- Consider signing buses for destinations within the city, not just the suburbs, so that people unfamiliar with the area will be comfortable using transit for short trips within Wilmington.
- Excellent transportation between Downtown hotels and the riverfront is needed to gain convention business.
- Need intelligent response on transit side – transportation vs development; green technology
- Neighborhoods surrounding the City need good access to Downtown
- Transit service to support residential growth
- Great location / train service
- Opportunities in close proximity / N/S train service only
- Mass transit investment (E/W?) needed if city becomes more livable and walkable
- Distance to transit
- Getting around downtown vs. to downtown
- Great increase in transit use from Middletown
- Some streets were not designed to handle traffic they see today – transit can't access everywhere
- Downtown transit should have different vehicles than suburban routes. There needs to be a better partnership between City and DART. There could be funding partnerships with businesses but decision-making for transit needs to be cooperative.
- There needs to be better cooperation with Amtrak and more information available about improvement projects.
- Bus schedules are hard to read and understand; transit needs to be something you can comfortably “hop on” and use without a lot of prior planning
- Many city residents/workers don't know how to use transit to get around. Provide maps and schedules in shelters and other marketing tools to help.
- More information and marketing needed for transit – where can you buy passes and get better schedule info. DART website should have trip planning.
- AMTRAK station: Stopping, loading and taxi stands need to be evaluated and appropriate signage put in place along Church Street and under the track overpass.
- Better trolley service will be important to support future growth.
- Bus service on Sunday is a great idea, but why bother to come downtown on a Sunday? NOTHING is open!!!
- Easy transportation access, carts, taxis (Geneva, Switzerland)
- Historic architecture; small scale; varied neighborhoods; lots to do; conveniently located. Needs to be cleaner; needs sidewalks and roads to be repaired; needs pedestrian-safe intersections; more frequent buses and on-time; make routes clear; connect neighborhoods.
- How can we move people more efficiently? Trams; access to tourist areas w/o a car.
- The lack of reliability and cost of taxicabs is a real problem. Service is fine during the day (for the most part) to and from the Hotel DuPont and the train station, but in the evenings, there are no cabs lined up on Market Street or in Trolley Square waiting for customers. In fact, you can never be sure that a cab will even be available if you call for pickup. Even if cabs were readily available, they are far more expensive here than in other cities.

- Trolley should never have raised the price, and changed the route. (Again, my own opinion). Why pay the price for ½ the ride?
- Trolley to actually serve Trolley Square. Isn't that what it's called? Will help residents get to decent supermarkets, and have access to other restaurants. Downtown needs a clean safe supermarket to shop in.

Comprehensive pedestrian/streetscape improvements

- Wilmington is not as pedestrian friendly as it could be. Intersections throughout Downtown (and neighborhoods) are not striped for crosswalks.
- Pedestrian crosswalk counters to inform pedestrians of time to cross the street.
- Need for more friendly-to-pedestrian ways.
- Safe and clean streets.
- City needs to have countdown pedestrian signals throughout Downtown, but especially along MLK intersections
- To enable pedestrians, encourage citizens, workforce and youth “auto-free” or “near” auto free zones should be considered. Car-free zones give safe haven for those who choose alternative modes. Maintenance of surfaces, level changes, must remain a priority for safety’s sake as well.
- Pedestrians unsafe; crime/perception crime – walking not an option.
- Strolling is a comfortable activity
- Washington Street, Delaware Avenue, now easy to walk – 4th Street or 6th, 7th Streets are not comfortable, Jackson Street not easy or comfortable.
- Work with City beautification projects, increase pedestrian safety measures.
- Downtown should have dense, mixed uses with nighttime activity – the pedestrian experience is paramount
- A vibrant Downtown, with businesses open late, more residents to bring in a greater variety of retail businesses, and a well-lit, safe pedestrian environment
- Better sidewalks.
- Better walking/pedestrian/bike facilities.
- City with crosswalks and defined pedestrian corridors
- More attractive, safe, walkable
- More pedestrians; more improvements – trees, plantings, etc.
- Clean, well lit, sidewalks busy after 5 p.m. with shoppers, diners, etc. Less cars.
- Lots of pedestrian traffic! as well as frequent and ample transit service! to get people out of town via bus after they’ve enjoyed an evening in town after work.
- Shops. Food establishments with areas outside. More streetscapes.
- There needs to be more public open space downtown, including areas to walk dogs.
- Cosmetic, streetscapes should be more durable and less prone to vandalism
- Streetscapes.
- Signal progression that benefits pedestrians by keeping traffic flowing smoothly, but slowly
- Provide a better connection between the courthouse and Market Street for employees, jurors
- Enhanced pedestrian signs
- Excellent pedestrian access (good lighting, better pavement markings, countdown signals)
- Great pedestrian paths to the train station
- Two-way streets slow traffic and help pedestrians
- Make crossings safe. Conquer the barrier streets – MLK and 4th St. More alternatives to cars.
- I think that most folks who live and/or work downtown do so for the lifestyle of moving around easily with access to many things. Ensuring quick, efficient access to transit, car-share and bus transport is critical – not to mention room for pedestrians to move safely. This would include biking as well.

- Improve key connections between downtown and adjacent districts, especially at train station, 4th St. / I-95, across Christina River. Methodical improvements to create walkable transit-friendly environment.
- Optimize signal phasing – extended all red/leading pedestrian interval
- Pedestrian amenities/green City
- Needs: walkability / retail centers
- Encouraging locals to walk – compared to other cities
- Need to better accommodate pedestrians at intersections, especially along MLK (connections between Downtown and the Riverfront). Basic crosswalks and signal visibility are important.
- Pedestrians and bicyclists must be accommodated everywhere.
- Walking a few blocks doesn't even occur to a lot of people
- Historic architecture; small scale; varied neighborhoods; lots to do; conveniently located. Needs to be cleaner; needs sidewalks and roads to be repaired; needs pedestrian-safe intersections; more frequent buses and on-time; make routes clear; connect neighborhoods.
- Operational improvements like crosswalks, bus shelters, curb ramps, countdown signals, bike racks, etc. would do a lot to raise awareness of pedestrians.
- Pedestrian connections between Downtown and both Trolley Square and Cool Spring are poor. This discourages walking to work.
- People avoid driving downtown at night because of perceptions about their safety.
- There is good pedestrian access.
- Wilmington's "walkability" make it a great place to work (live, etc.). It is on its way to creating/having its own reputation apart from Philly and D.C. with the growth taking place citywide.

Parking, enforcement, and other policy issues

- There should be close 'satellite Park & Rides' on US-13, Miller Road S.C., Governor Printz to serve Downtown employees with high frequency transit/shuttles, as is done in Atlantic City for casino workers.
- Parking kiosks to do away with so many parking meters
- I hope that new satellite parking additions are remote enough to keep traffic from entering highly traveled corridors during peak commute times, i.e., the Frawley P&R, while convenient, is a barrier to reducing city congestion.
- Park and Ride studies / options
- Park and Ride future locations
- Wilmington police do not have a traffic enforcement so speeding and California stopping add risk to pedestrian proliferation.
- Too much air pollution, vagrants, etc.
- Parking Issues – need better enforcement
- Cost of parking may deter commuters but is especially difficult for employees of small businesses and service/hospitality workers. Can there be different parking rates for different levels of employment?
- Riverfront Park & Ride is too close and brings too many cars into Wilmington
- Parking code is too restrictive for downtown residential development
- Bus schedules are hard to read and understand; transit needs to be something you can comfortably "hop on" and use without a lot of prior planning
- Students can use parking permit stickers to park at meters on Market St; enforcement? policy?
- Walking a few blocks doesn't even occur to a lot of people
- Perception that there's not enough parking

- Despite Downtown Visions, streets are trashy, cans are overflowing in the a.m., recent sidewalks and old sidewalks have failures.
- 4th and Market – both sides of sidewalk closed due to construction at same time! Needs coordination.
- New parking garages replacing “historic buildings”
- Requirements for minimum parking spaces keeps some downtown buildings from being rehabbed
- Pedestrians unsafe; crime/perception crime – walking not an option.
- Double parking that blocks traffic.
- Many city residents/workers don’t know how to use transit to get around. Provide maps and schedules in shelters and other marketing tools to help.
- Encourage means of transportation without automobiles!
- Downtown needs to be prettier, not so dingy (although Downtown Visions has made a difference)
- Development should proceed in a more contiguous fashion, building on existing areas rather than creating isolated, “Fort Apache” style development
- Free parking at the Riverfront could undermine the urbanity of Downtown
- Fine days to regulate loading/deliveries.
- Maintenance is important, so solutions must be considered.
- Garages with longer hours to support around-the-clock activity
- Good guidance to parking: Web-based application to find available spaces, parking on maps, more parking guide signs
- Encourage use of underutilized office space
- Ride/Share options – Philly car share example
- Overall public safety
- Code changes to encourage different use
- New design guidelines for riverfront
- Wilmington needs to revive Transportation Department, or create a commission to bring all parking and transportation issues to one place. Could this be Downtown Visions? Go for quick wins, especially bicycle improvements.
- There should be an ‘Easy Pass’ or smart card that would allow use on transit, for parking (on and off street)
- More information and marketing needed for transit – where can you buy passes and get better schedule info. DART website should have trip planning.
- Parking is ridiculous downtown. We want people to work here, but then charge them astronomical amounts to park their vehicles. Perhaps work with the parking garages, and surface lots to offer reduced fees for ridesharing commuters?

Comprehensive bicycle improvements

- Bicycle lanes are not striped; generally speaking, we need to encourage more walking and bicycling.
- Bike share program. Bike lanes.
- Better walking/pedestrian/bike facilities.
- Still consider bike paths, encourage bicycle-to-work from Highlands, 40 Acres, other neighborhoods.
- More opportunities for bicycling
- Have a bike rack design competition
- I think that most folks who live and/or work downtown do so for the lifestyle of moving around easily with access to many things. Ensuring quick, efficient access to transit, car-share and bus transport is critical – not to mention room for pedestrians to move safely. This would include biking as well.

- Pedestrians and bicyclists must be accommodated everywhere.
- Although outside Downtown, the East Coast Greenway should be connected to encourage bicycling into town.
- Use greenway trails as bicycle commuter routes between North Wilmington and Downtown.

Comments not otherwise classified

- Development considers interaction with the street as an imperative.
- Need to be a more comfortable walking city, how to deal with new ways to do things.
- 7th Street has more residential, but there need to be neighborhood amenities, and getting people around. Buses are intrusive and require advance knowledge.
- Development of South Wilmington across the river from the train station.
- Greatly increased housing opportunities, more of a “neighborhood” feel, more 24-hour activity.
- More of its own identity – not a suburb of Philadelphia
- Focus on unique aspects
- Focus on transportation investments that support quality development
- More residents; more businesses, commercial uses, neighborhood vibrancy.
- Visitors, particularly from downstate, need a very positive first impression of downtown Wilmington
- The City is gaining momentum and will be considered a destination the way Providence, RI, is today. The downtown sill include the Christina Riverfront which will run through the middle of it (i.e., the definition of “Downtown” will expand to include area S. of Christina Landing).
- I believe the downtown will become more lively and populated as we area affected by a radically changing economy and higher energy issues.
- I am excited that Wilmington has such great representation via the WRC and look forward to the residential growth along with the commercial attractions. Slowly but surely these changes will help the economic growth as we choose to partake of these changes in our own backyard.
- I see it growing with residents.
- Fully integrated with housing
- Downtown residential growth is one of the most important developments in Wilmington.
- Beautiful, bustling, welcoming and comfortable.
- More life beyond 9-5.
- More comparable to downtown Philadelphia.
- More eating, entertainment and venues.
- Be open to new ideas. Look at things in a new way.
- Most important to help with image of Wilmington.
- Use of water to move people on ferry inter- and intra-city
- Transportation is key. Focus on good transportation handling will lead to better, more vibrant life in City and in Downtown.
- Compatible with land use, provides infrastructure.
- Make downtown a destination, not a pass through. We need “anchor” establishments to draw people. Affordable cab service would make access easy.
- Increase focus on multimodal – residential trend
- Downtown life after 5 pm
- There is a misperception regarding Downtown safety
- Partner with communities to reduce cut-through traffic
- Small City feel/motto for city “One person can make a difference.”
- 24/7 character vs. work week
- “in the middle of it all”

- Timing of study related to how people are choosing living alternatives – sustainable.
- Increase in jobs within city limits
- Street network – difficulty to get around
- Existing infrastructure – focus on employment growth
- Attracting younger work force to live and work in city
- Return on investment (100% in city / 20% state)
- South bank of the Christina River access – how do you improve multimodal access?
- Available space / underutilized sites
- Master Plan ideas – ongoing study
- Parking Issues – safety perceptions
- Perspective from surrounding larger cities
- Trends in parking demand / commuting habits
- \$20K-30K per space for new construction
- New large companies? Smaller workforce
- Travel link – subsidized travel issues
- Economy drives downtown growth
- Ensure that transportation doesn't limit growth
- Hospital expansion to 600 jobs
- Interest in centers along south bank
- Congestion on roadways leading to city – buses stuck in traffic
- Density of corporate headquarters related to size of city
- In 20 years, we want Wilmington to be able to compete with the suburbs
- Wilmington needs to be a destination for future generations to live and work
- Concentrate on congestion issues
- Cost of parking may deter commuters
- No connection to multi-use – single purpose
- During rush hour it's easy to leave downtown – problems occur outside of city
- Political influences during traffic patterns
- Neighborhoods controlling traffic – Trinity
- Congestion in City is not bad
- On-street parking occupancy
- Coordinate with City climate change initiatives
- Coordinate signals; “show that the City cares” about transportation.
- Piggyback with a market study/economic development study
- Take historical assets into consideration: Old Swedes Church, Christina Landing (national park?)
- Get feedback from the suburbs: Why are/aren't people coming Downtown?
- Although many improvements have been made over the past several years, more needs to be done to provide a balance of transportation options. A combination of better management and road improvements like the one that have recently been done are needed.
- Bank of America: parking is not an issue due to a reduced work force and telecommuting opportunities.
- Compact, friendly. Greater support to pedestrians, bus users, tied to the increased proposed development.
- Good economic basis of companies; untapped architecture; transportation huge role – economic contributor.
- Greater population density driving greater variety of activities and venues

- I don't believe we are great yet. To become a "great" city, we need to be a "destination", not a "pass through." Wilmington just isn't center city. It is the east and west and north sides. We need more places to go, restaurants, events, clubs.
- It's trying. By looking at other city examples of forward thinking. Compliments to you for embracing bicycling mode of transportation. If we embrace bicycling, then we also have to embrace those of our youth who use skateboarding as their mode of transportation. Even though it may be used to a lesser degree, we can be a great city by being skater friendly. To be a vibrant city, we must embrace our youth. We welcome students to DCAD; may use skateboarding.
- Living alternatives – sustainable.
- Location in broader region. Economical cost of living. Manageable traffic.
- Poor design of buildings failing to interact well with the street
- The transportation system is easy to understand and use.
- Wilmington is a great city because many of its citizens are. There is a common interest among all.
- Wilmington is a great city because of its scale and its diversity. Transportation plays an important role in providing access to and within the city. Transportation design forms and reinforces perception of overall well-being of the city – for better or worse.
- Confusing direction of one-way streets.
- Two-way: may need to do more within Downtown
- More 2-way streets, fewer one-ways
- Two-way streets slow traffic and help pedestrians
- Landscape improvements need maintenance agreements before they're built