



Interface Studio LLC

DATE: FEBRUARY 7, 2022

Project Update for the WILMAPCO PAC



UNION STREET

Reconfiguration and Streetscape Improvement Study



Union Street Outreach

Advisory Committee:

- Neighborhood Groups
- Community Advocates
- Property/Business Owners
- City & State Elected Officials
- State Agency Partners



Union Street Advisory Committee Members

Advisory Committee Members:

- Tricia Arndt, Office of State Planning
- Sarah Lester, Westside Grows Together
- Adele Meehan, 7th District Neighborhood Planning Council
- Jackie Castaneda, Westside Grows Together
- Nukun, Bangkok House
- Marina Liapis, 3 Stars Pizza
- Christa-Bell Josiah, Christa-Bells
- Jack Michael, Jack Michael Hair Salon
- Julie Mundis, Telo Massage
- Robin Robino/ Andrea Wakefield, Mrs. Robinos
- Tom Ogden, Mayor's Office
- Donna Gooden, Woodlawn Trustees
- Brian Raughley, Dead Presidents
- Richi Ayala/ Luis Palaez, El Toro/ Papa's
- Jo Pressey, Salon Ollae
- Islanda & Maria Finamore, Sheila's Dreams
- John Constantinou, Walter's Steakhouse
- Tony Latina, Corleto Latino Funeral Home
- Jim Ursomarso, Union Park Auto
- Francesco Vattilana, Union Park Auto
- Dino Thompson, Dino's Ice Cream
- Frank Pagliaro, Frank's Wines
- Susan Collins, Little Italy Neighborhood
- Jim Miller, Union Park Gardens

Advisory Committee Members (Elected Officials):

- Sen. Sarah McBride
- Sen. S. Elizabeth Lockman
- Rep. Sherry Dorsey Walker
- Rep. Gerald Brady
- Rep. John Mitchell
- Bregetta Fields, City Council
- Yolanda McCoy, City Council
- Christofer Johnson, City Council
- Hon. Michael Purzycki, Mayor



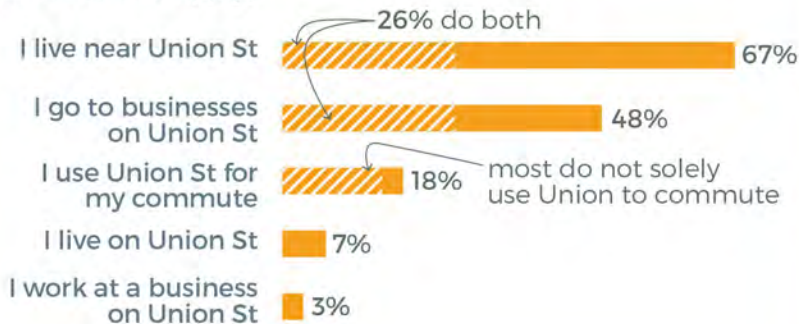
Public Engagement Summary

#1 Tell us about yourself

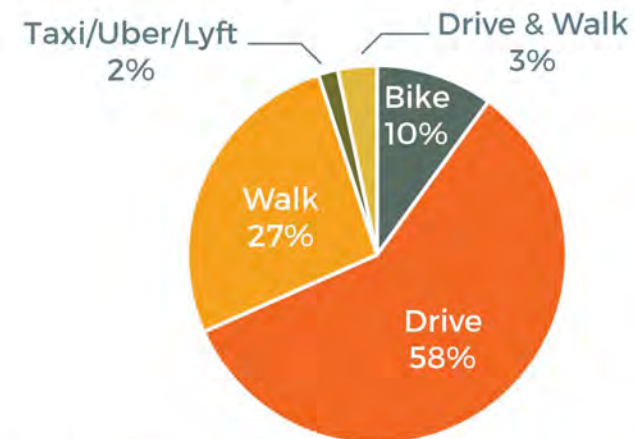
61
responses

What is your relationship to Union Street?

[select all that apply]



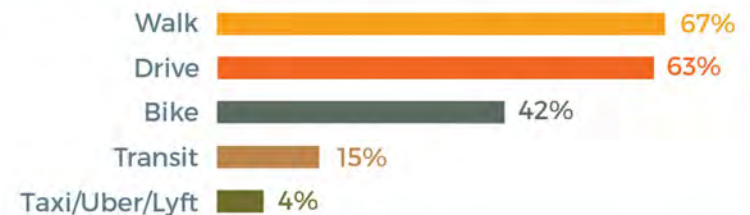
How do you usually get to Union Street? [select one]



Where do you go most often on Union Street?



In the future, how would you like to travel to Union Street? [select all that apply]



#2 Tell us what you think about Union Street currently

The diversity is great

Love the outdoor dining

Better signage needed

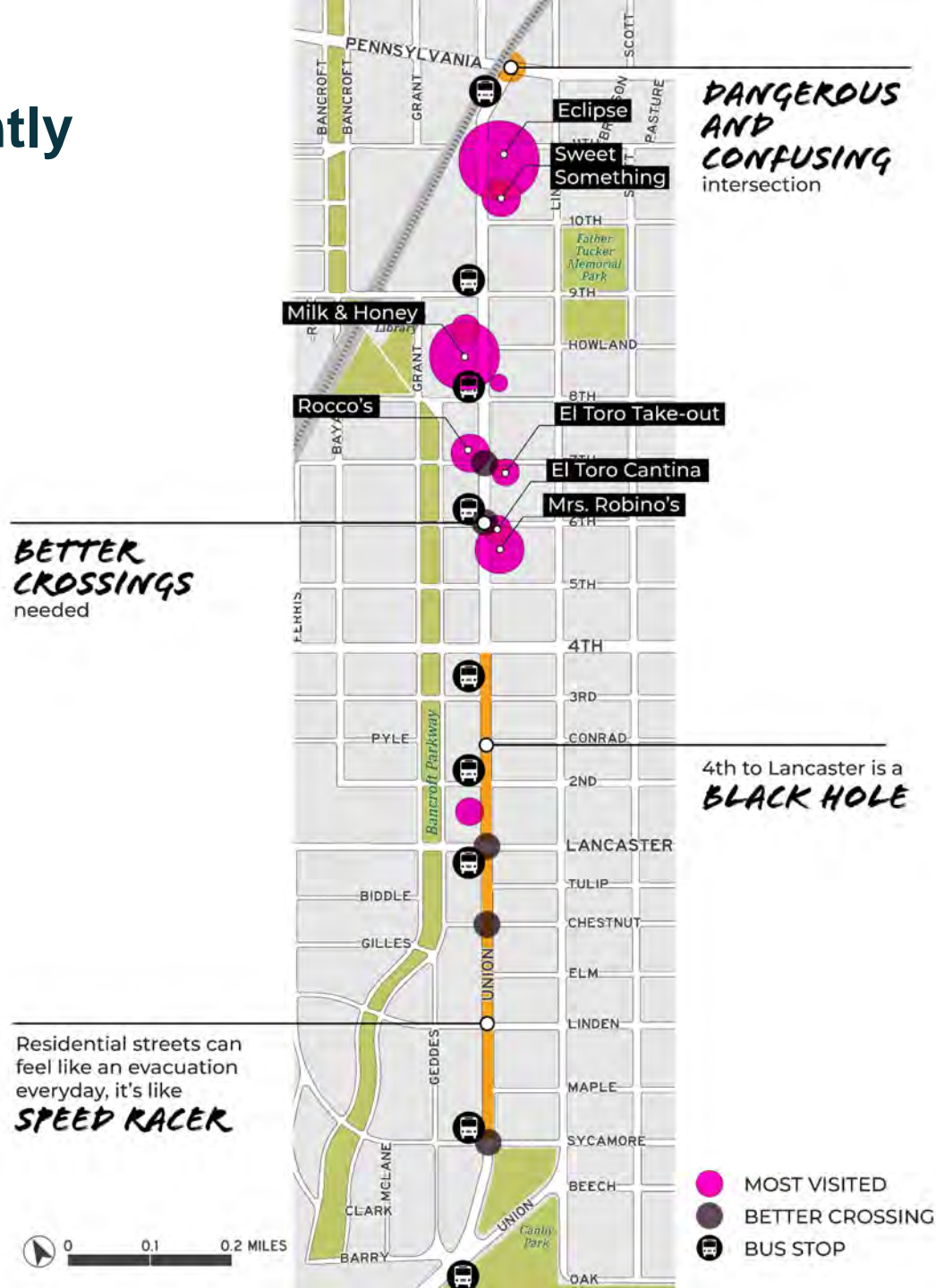
Get rid of angled parking

Angled parking should have been implemented fully, people don't know how to parallel park

If a separated bike lane is not feasible, it is better to have no bike lane at all.

Feels unsafe walking at night

Traffic calming has helped but there is still speeding



#2 Tell us what you think about Union Street currently


How is your experience doing the following on Union Street: driving, walking, biking, riding the bus, and parking


Scroll down then use the thumbs up to tell us if your experience is good, or thumbs down if it is bad. Then tell us more by clicking on "Add comment."


Walking


👍 6 👎 22


5 comments


 **Anonymous 14d**
I've walked up and down Union Street to visit stores and restaurants and am more likely to walk on Lincoln because of the lack of shade and atmosphere. Also, trying to cross N. Union to main Union is treacherous. I'm excited by the installation of the new crosswalk, but am so afraid drivers will NOT abide by the stoplight that's near Dunkin'.

 **Anonymous 14d**
Lots of changing surfaces and widths in the sidewalk zone. Aggressive drivers at the crosswalks.

 **Anonymous 14d**
Narrow, rough sidewalks with very little shade.

 **Anonymous 9d**
More tree cover and shade would make the walk to businesses more appealing and look nicer.


 **Anonymous 9d**
Not enough safe and convenient areas to cross the street. More benches for pedestrians and bus riders would be nice too.


 Add comment


Riding the bus

👍 1 👎 7

2 comments

 **Anonymous 14d**
No shelters or trees near bus stops, and in the summer Union Street can get HOT.


 **Anonymous 14d**
Lots of stops but would rather have fewer stops with better amenities.


 Add comment


Biking


👍 2 👎 18


6 comments


 **Anonymous 14d**
I have biked to/from places in DC and Philly, and would NEVER ride my bike down Union Street. There's not enough driver knowledge on how to navigate bikers.


 **Anonymous 14d**
Better than it was when it was 3 lanes, but still a high-stress experience on a bike. I will only bike in the bike lane during off peak hours.

 **Anonymous 14d**
The current design is better than before, but keeping the curb extensions where they are required a lot of compromises.

 **Anonymous 13d**
No one uses this bike lane. Get rid of it.

 **Anonymous 8d**
I no longer use the bike lane. Too many drivers speeding past you, then slamming on their brakes ahead to back into a parking spot. Delivery trucks AND drivers blocking the lane at all hours. Drivers ignoring the bike lane at Union & Lancaster, essentially using it as an extra turn lane to turn left onto Lancaster Ave, getting mad at YOU for being in the lane at all. I now use Bancroft Parkway, and find I am less stressed while biking home.


 **Anonymous 8d**
The bike lane needs to be moved to the RIGHT side of Union. Most people park on the left side or need to turn left onto streets, causing the bike lane to be blocked or even ignored by drivers. If bikers could be moved to the right side of the street, it would be less stressful for all commuters.


 Add comment


Driving


👍 10 👎 17

3 comments

 **Anonymous 14d**
People go too fast, Large delivery trucks block travel lane, Signage is not clear/visible.

 **Anonymous 14d**
Speeding traffic, drag racing behavior/rapid lane changing is the norm. People are impatient when you are trying to park.


 **Anonymous 9d**
Back in parking is difficult largely due to impatient drivers, blind spots, and fast traffic. It's also difficult to left turn onto Union Street from various side streets because of limited visibility due to illegally parked cars and the lack of lights/stop signs. I don't feel safe turning there frequently.


 Add comment


Parking


👍 7 👎 17


5 comments


 **Anonymous 14d**
Delawareans do NOT know how to accommodate or anticipate someone who's trying to reverse park into spots. I've almost gotten side-swiped multiple times attempting this.

 **Anonymous 14d**
MOST people do NOT know how to parallel park, they will need to accommodate to the & anticipate the back-in style of parking.

 **Anonymous 14d**
There's plenty of parking available. I may be in the minority, but I think back-in angle parking is at least as easy as parallel parking.

 **Anonymous 14d**
I like the diagonal back in parking better than parallel parking. There are more spots available, and it is easier to load/unload your car.

 **Anonymous 9d**
Back in parking itself is easy enough but the danger and fear for me comes from speeding and inconsiderate or even just impatient cars. I always feel like someone's going to hit me as I try to back in park on Union Street. Perhaps we can utilize more of the unused space I see at the Flats buildings or library?

 Add comment

#3 Tell us what Union Street should be like in the future

61

responses

What do you see as the most important priorities for the redesign of Union Street? [select three]



Other:

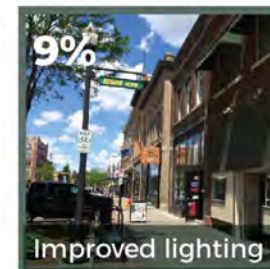
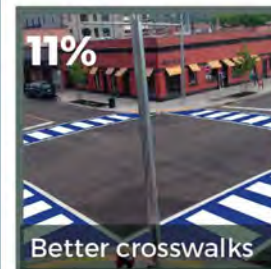
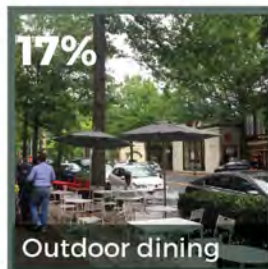
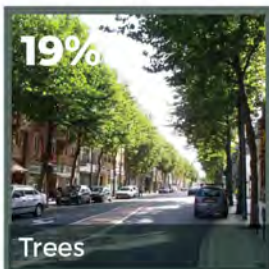
Improve parking: no angled parking,
build parking garage
Traffic safety: enforcement, signage,
manage deliveries

25

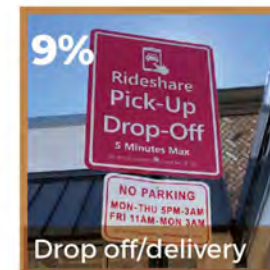
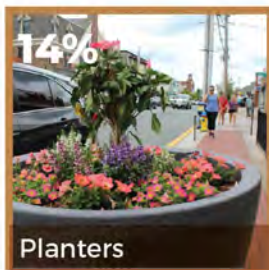
responses

What street components are most important and least important for Union Street? [select three]

most important



least important



Public Engagement Summary

#1 DRAFT PURPOSE AND NEED

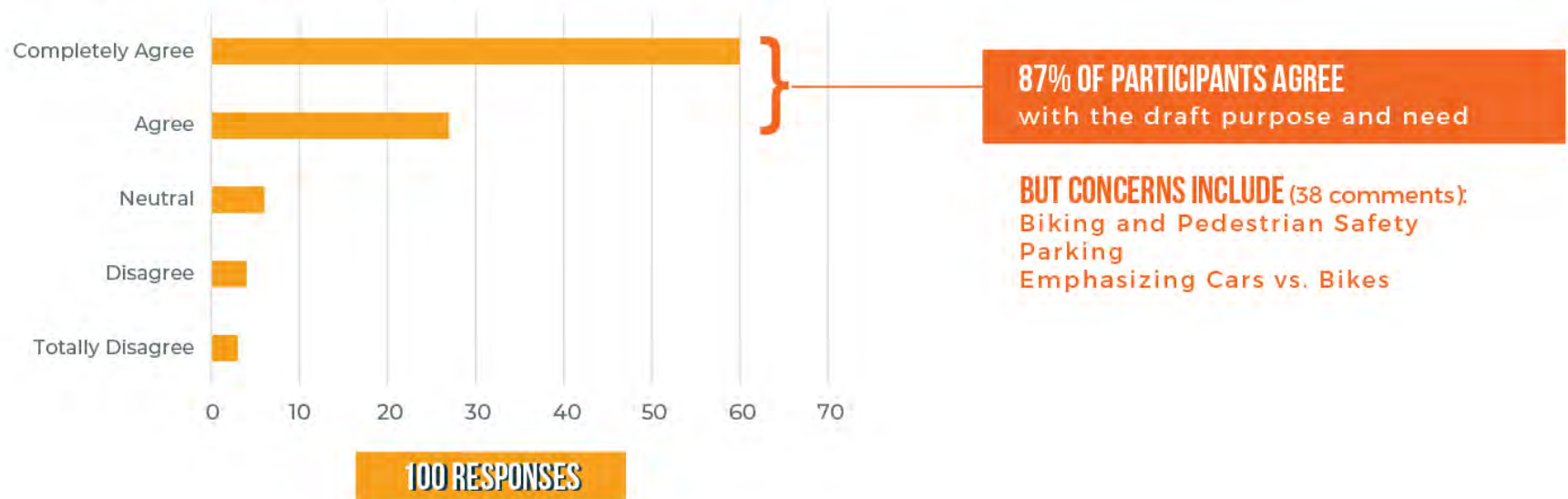
PURPOSE:

The purpose of the project is to transform Union Street into a Main Street corridor that supports the multimodal mobility and connectivity needs of the local business community and of the residents of the Flats, Little Italy, Union Park Gardens, and surrounding neighborhoods.

NEED:

Transportation and streetscape improvements are needed along Union Street between Pennsylvania Avenue and Sycamore Street to (a) better function as a Main Street corridor, balancing moving cars while functioning as a place for residents and neighbors to shop, dine, work, recreate, socialize, and play, and (b) improve multimodal mobility and connectivity.

DO YOU AGREE WITH THE DRAFT STATEMENTS?



Draft measures of effectiveness

Based on the Purpose and Need

Better Function as Main Street

- Greenspace / Shade Trees
- Public Gathering Space / Business Frontage Space
- Streetscape Lighting

Multimodal Mobility



Pedestrian

- ADA improvements
- Sidewalk Space



Transit

- Transit Delay (bike lane on west side could cause delays)
- Space for Transit Amenities



Freight

- Deliveries and Pick Ups



Vehicular

- Level of Service
- On-Street Parking Capacity



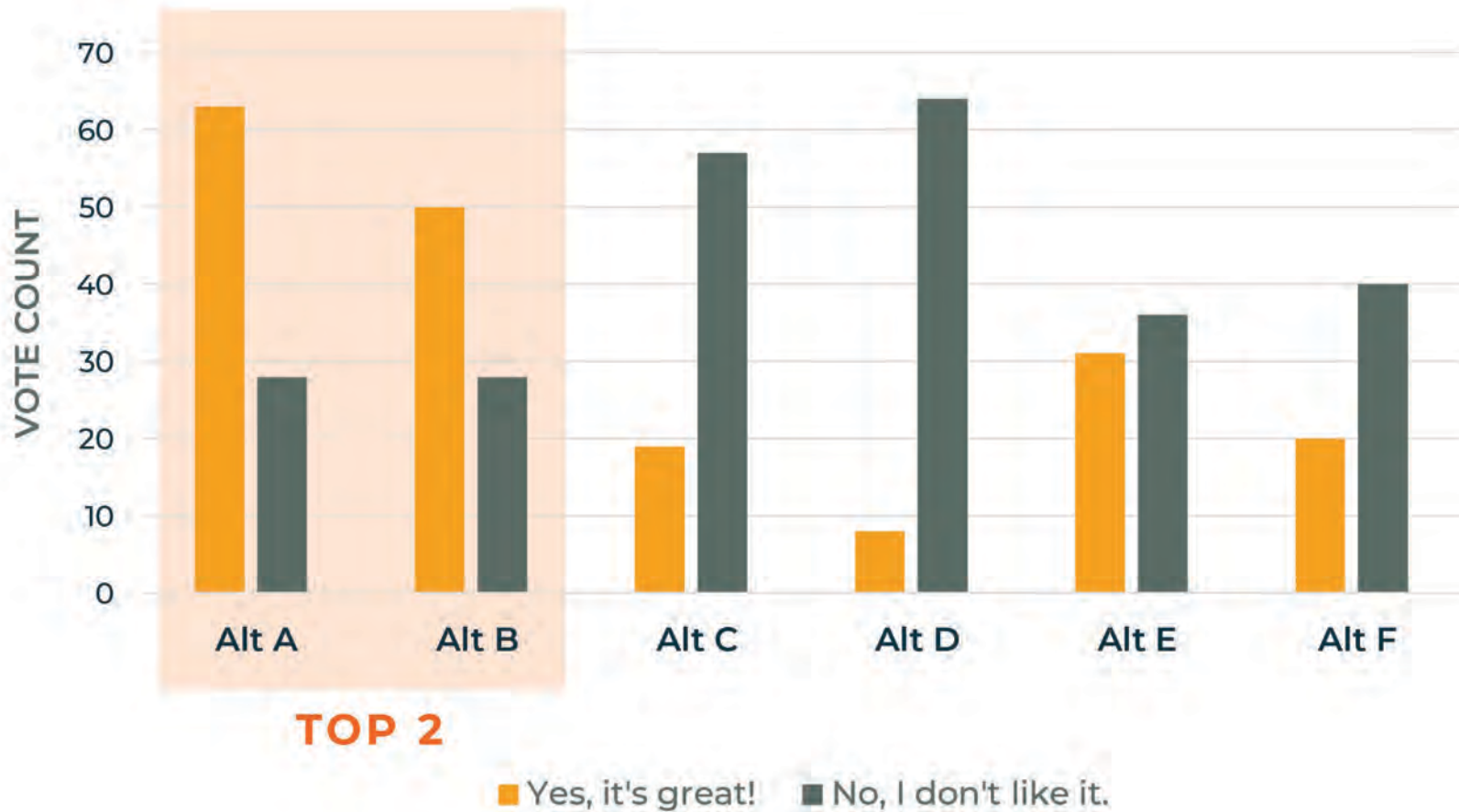
Bicycle

- Bicycle Level of Comfort
- Access and Connectivity

Measures of Effectiveness Results

MOE	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F
Better Function as Main Street	9	8	8	8	8	7
Greenspace / Shade Trees	3	2	3	3	3	2
Public Gathering Space / Business frontage Space	3	3	2	2	2	2
Streetscape Lighting	3	3	3	3	3	3
Multimodal Mobility	22	20	18	17	17	17
Pedestrian Improvements	6	6	5	5	5	5
ADA improvements	3	3	3	3	3	3
Sidewalk Space	3	3	2	2	2	2
Transit	5	3	4	4	2	2
Transit Delay (bike lane on west side could cause delays)	2	1	2	3	1	1
Space for Transit Amenities	3	2	2	1	1	1
Freight	2	2	2	1	1	1
Deliveries and Pick Ups	2	2	2	1	1	1
Vehicular	4	4	3	5	3	3
Level of Service (contra-flow bike lanes could reduce LOS)	2	2	1	2	1	1
On-Street Parking Capacity	2	2	2	3	2	2
Bicycle Improvements	5	5	4	2	6	6
Bicycle Level of Comfort	3	3	2	1	3	3
Access and connectivity	2	2	2	1	3	3
Total	31	28	26	25	25	24

#2 TELL US WHAT YOU THINK OF THE 6 DESIGN CONCEPTS



Alternative A:

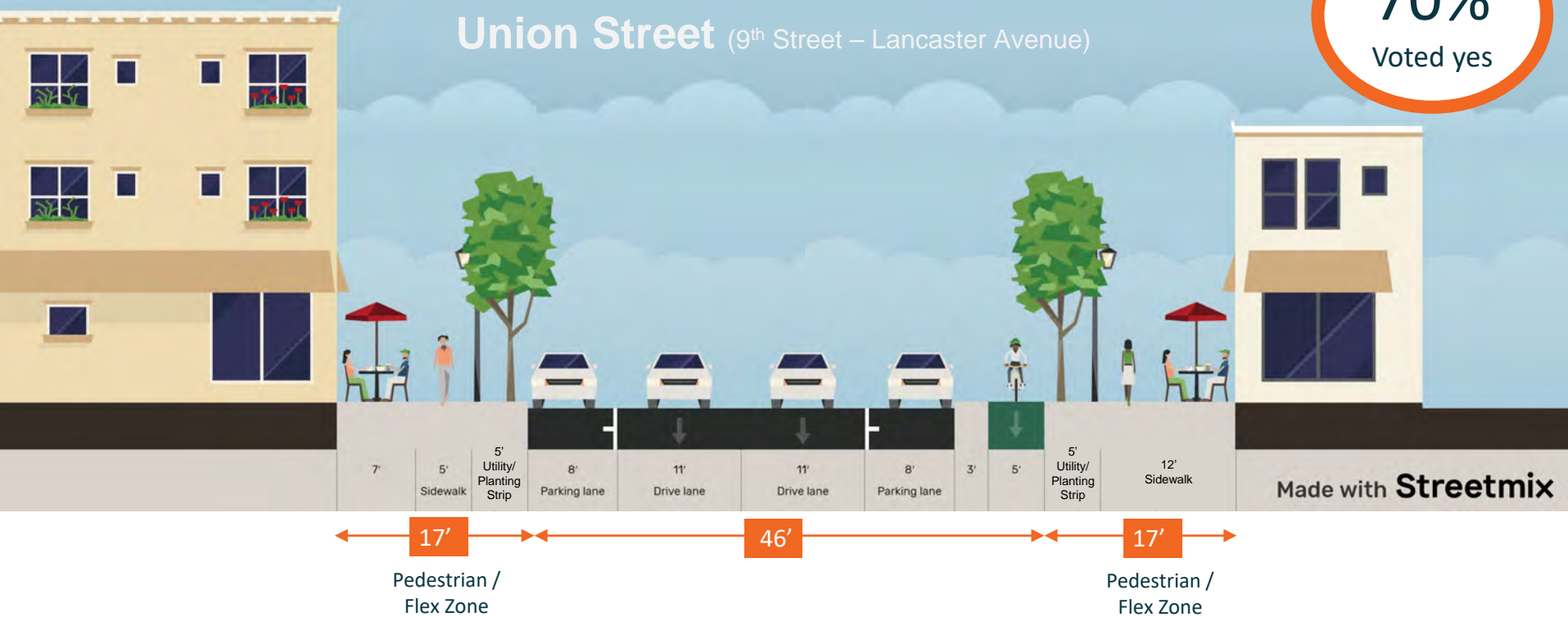
Parallel Parking with Separated Southbound Bike Lane

91 responses

70%

Voted yes

Union Street (9th Street – Lancaster Avenue)



52 COMMENTS

"We should choose the best design regardless of time required and cost because we want to do the best and do it once."

THINGS PEOPLE LIKED:

Room for pedestrians and outdoor dining

Protected bike lane

Trees

Buried utilities

Concerns:

Expensive

Lengthy construction time

Need 2-way bike lanes

"Construction nightmare."

Alternative B:

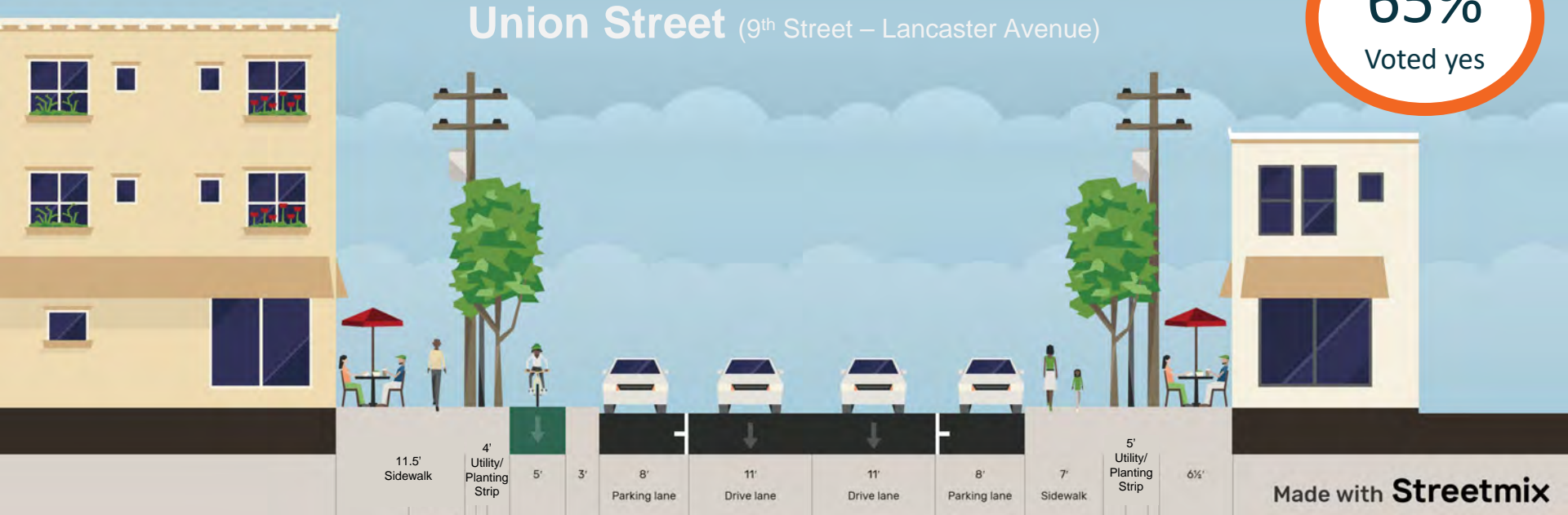
Parallel Parking with Southbound Separated Bike Lane

79 responses

65%

Voted yes

Union Street (9th Street – Lancaster Avenue)



Pedestrian / Flex Zone
(Varies based on landscaping in front of buildings)

Pedestrian / Flex Zone

53 COMMENTS

"This could be a phase one. We could use it as a stepping stone."

THINGS PEOPLE LIKED:

Room for pedestrians and outdoor dining

Protected bike lane

Less costly alternative to Alt A

Concerns:

Bury the utilities

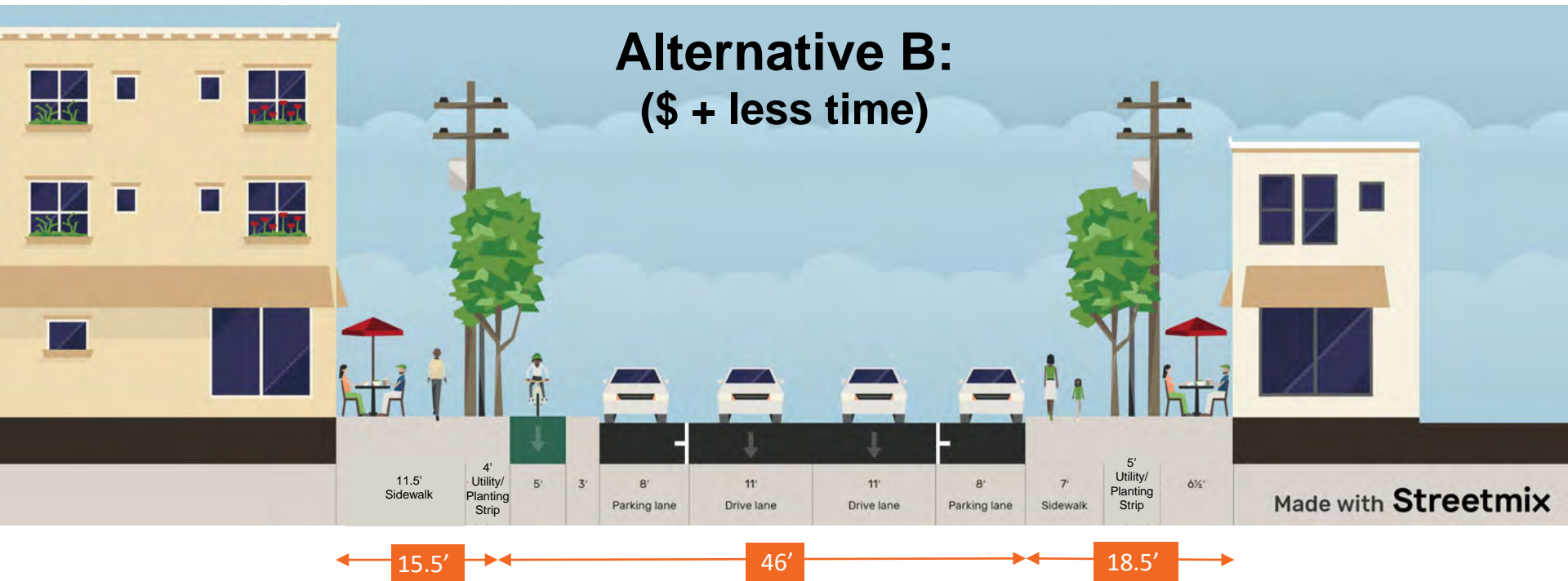
Need 2-way bike lanes

"Underground utilities would be better long term."

Alternative A: (\$\$\$ + more time)



Alternative B: (\$ + less time)



#3 Is there anything ELSE we should know?

34 COMMENTS

Reexamine existing parking

Many expressed **unhappiness with current parking situation**.

But participants are **divided on parking solutions**: about half want to keep back-in parking and half want to switch back to parallel parking.

There is also interest in garages rather than surface parking lots.

"I lived on Union Street 50 years ago, parking was always a problem."

IMPROVE PEDESTRIAN EXPERIENCE

Overall desire for **traffic calming and safety**, including **better sidewalks** and **intersections, public art, and streetscape improvements**, like shade trees, benches, better lighting at night.

"Union Street is still a raceway."

"I enjoy walking up and down the street after a nice dinner, so it would be great if the street included more interesting things to look at: art, more benches, trees, planters, lighting."

IMPROVE BIKE EXPERIENCE

Comments were **mixed on whether more or less space was needed for bikes**. Some wanted space for two-way bike lanes while others questioned whether Union Street was the best bike route.

Schedule and Milestones





Are there any questions?

Online Activities at the Website Below!



Contact Information:

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Project Website: :

www.wilmapco.org/unionstreet

