



Interface Studio LLC

PRESENTED TO:

Advisory Committee

DATE: OCTOBER 18, 2021

Public Advisory Committee Update

WILMAPCO

UNION STREET

Reconfiguration and Streetscape Improvement Study



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
- 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



Union Street Advisory Committee Role

Advisory Committee Members:

- Confirm Issues
- Guide Solutions
- Outreach Partner



WILMAPCO
Wilmington Area Planning Council

JMIT

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1. SUMMARY OF PREVIOUS PUBLIC VISIONING



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Public Engagement Summary

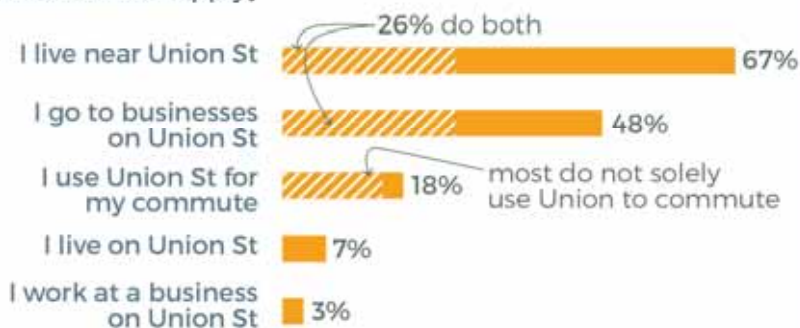
#1 Tell us about yourself

61

responses

What is your relationship to Union Street?

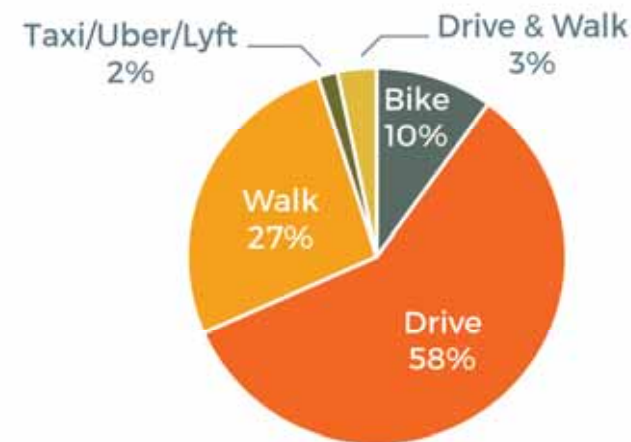
[select all that apply]



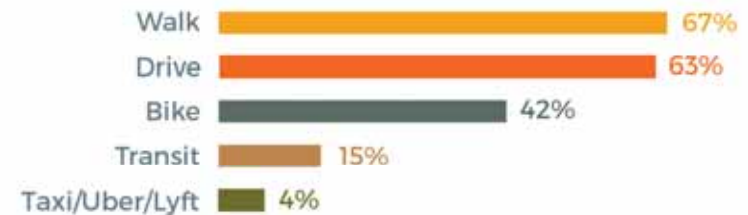
Where do you go most often on Union Street?



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



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

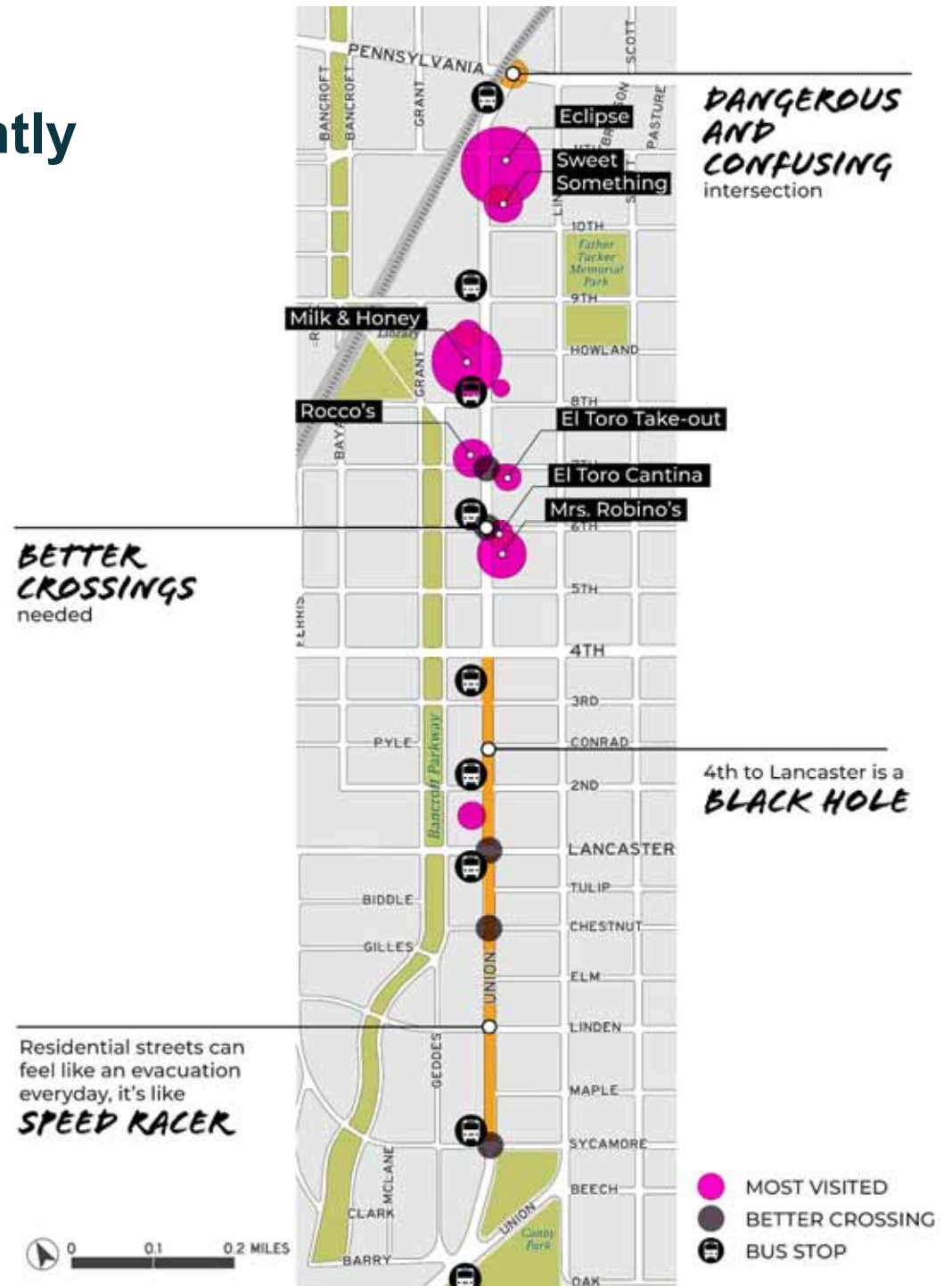
Get rid of angled parking

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."

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

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

Parking

7

17

5 comments

Anonymous 14d

Delawareans do NOT know how to accomodate 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.

Add comment

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


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


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

#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]



Future Union Street

Vision

Union Street is one of several destinations in the city: **"Sometimes I go to Trolley, sometimes Riverfront and sometimes Union Street for dinner and drinks after. I enjoy walking up and down the street after a nice dinner..."**

A place **"to stroll and people-watch and have a drink."**

It's walkable, comfortable, attractive, has things to see and do, and serves nearby residents.

Wish list for change:

Prioritize pedestrians: art, shade trees, crosswalks, wide sidewalks, lighting

Slower traffic for the whole corridor

Space for outdoor dining

Consistent aesthetics along commercial corridor including businesses around Lancaster Avenue

Convenient and comfortable transit

Safe, protected bike lane(s)

Managed parking: general discontentment with back-in angled parking though sentiment is mixed, other ideas include metered or garage parking

Managed delivery with loading zones/times

2. DRAFT PURPOSE AND NEED STATEMENT



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Draft Purpose and Need Statement

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.

*The full draft Purpose and Need Statement is posted on the project website:

<http://www.wilmapco.org/unionstreet/>

3. DRAFT MEASURES OF EFFECTIVENESS (MOES)



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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

4. ALTERNATIVES CONSIDERED AND MEASURES OF EFFECTIVENESS SCORING



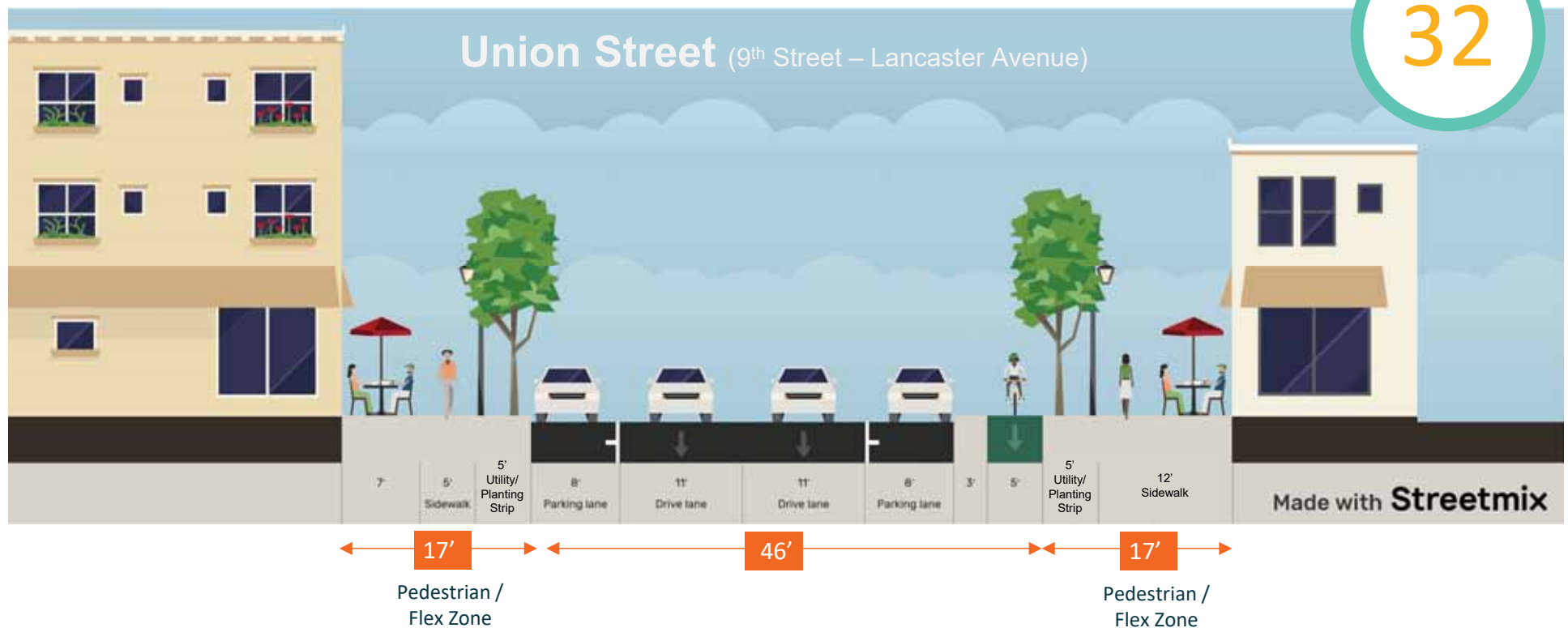
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Top Performing Alternatives

- Requires moving the curb and undergrounding utilities
- **(\$\$\$) Very expensive and lengthy construction time**

Move Curb Alternative 2:

Parallel Parking with Separated Southbound Bike Lane

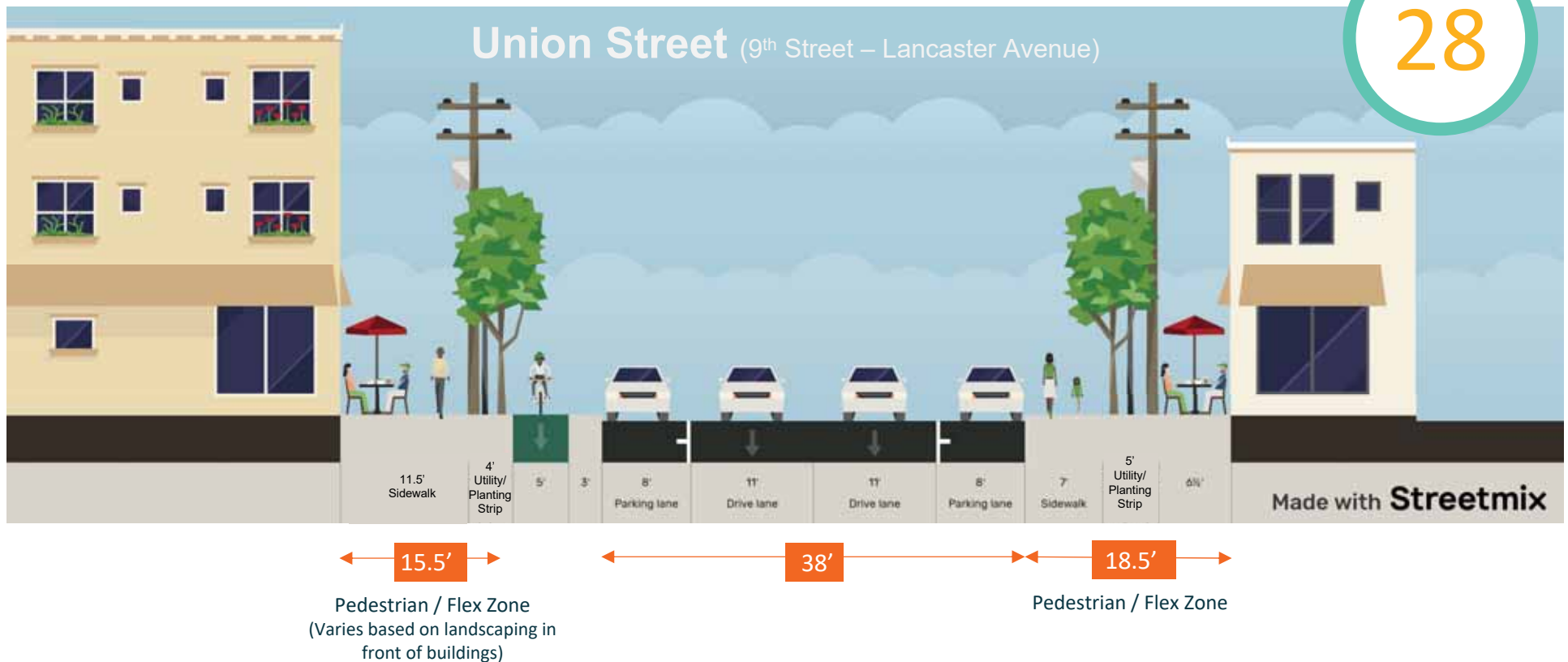


Top Performing Alternatives

- Requires moving the curb but works around existing utilities
- **(\$)** Less expensive and not as long of a construction time

Move Curb Alternative 6:

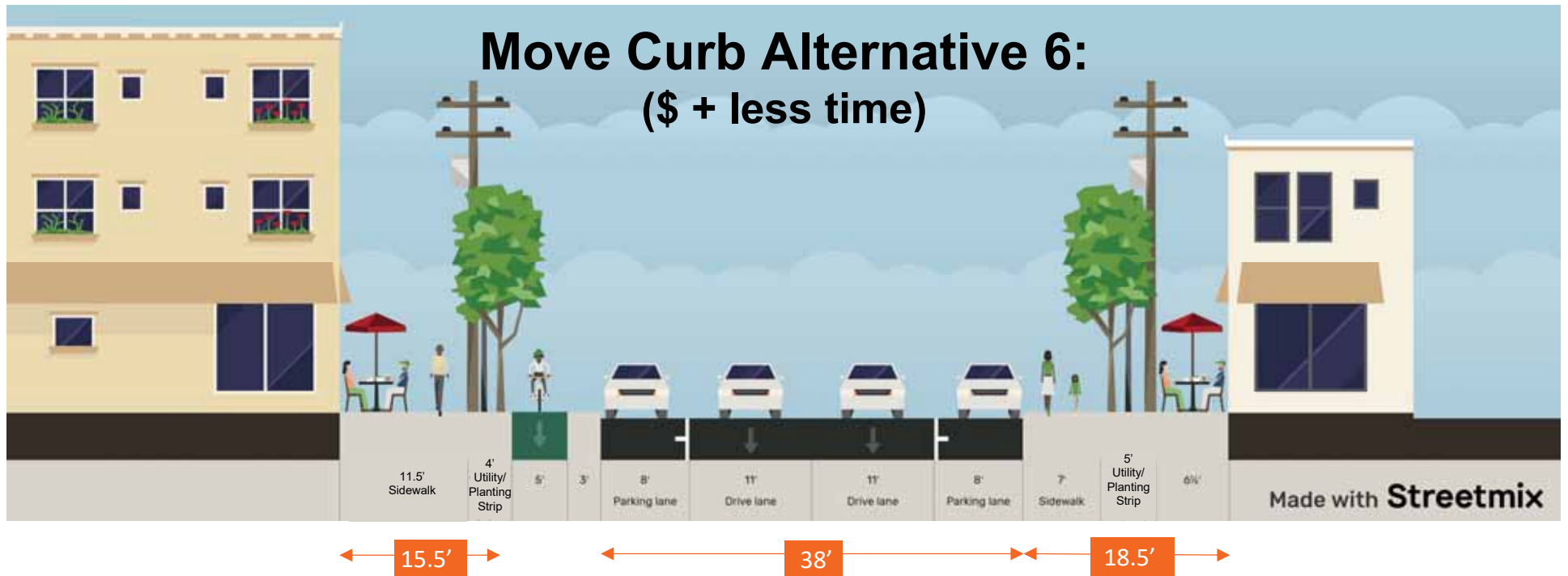
Parallel Parking with Southbound Separated Bike Lane (Maintain Utilities)



Move Curb Alternative 2: (\$\$\$ + more time)



Move Curb Alternative 6: (\$ + less time)

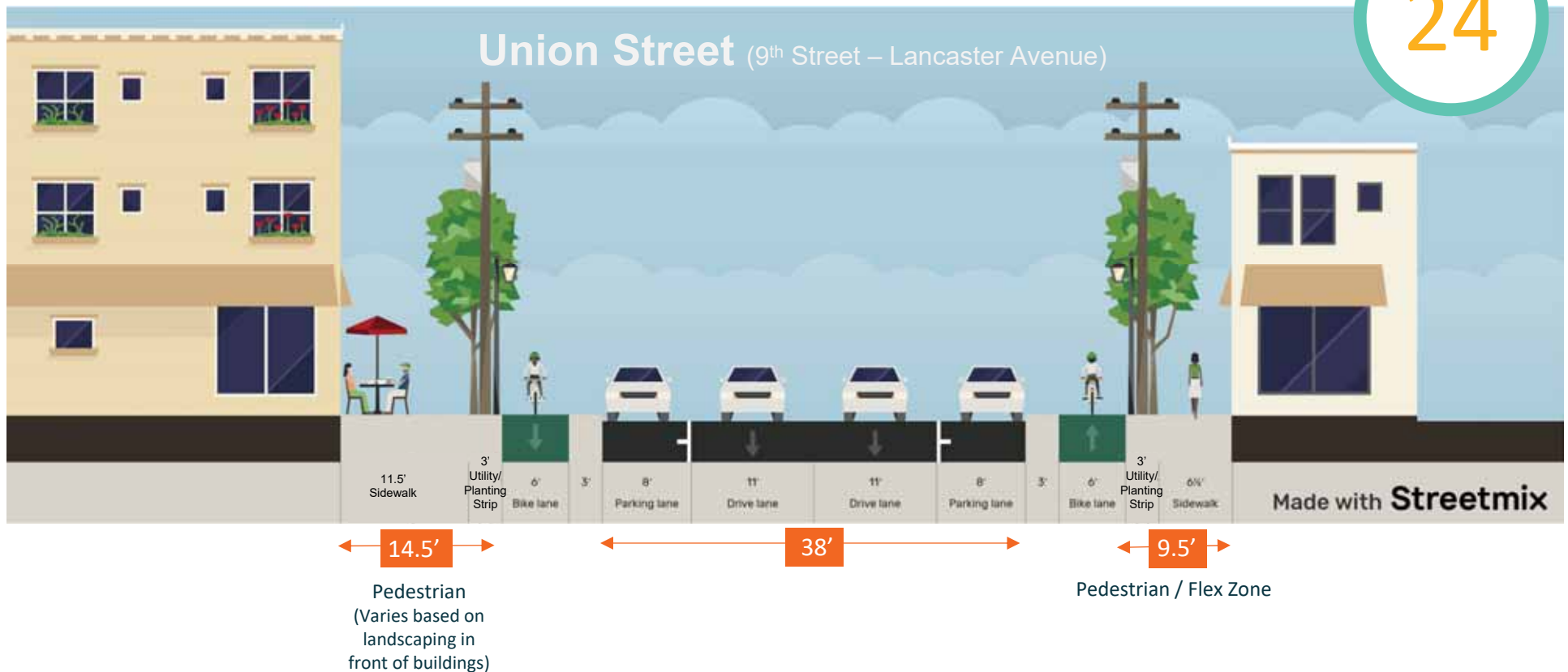


Other Alternatives

Move Curb Maintain Utilities Alternative 5:

Parallel Parking with Separated Bike Lanes (Maintain Utilities)

24

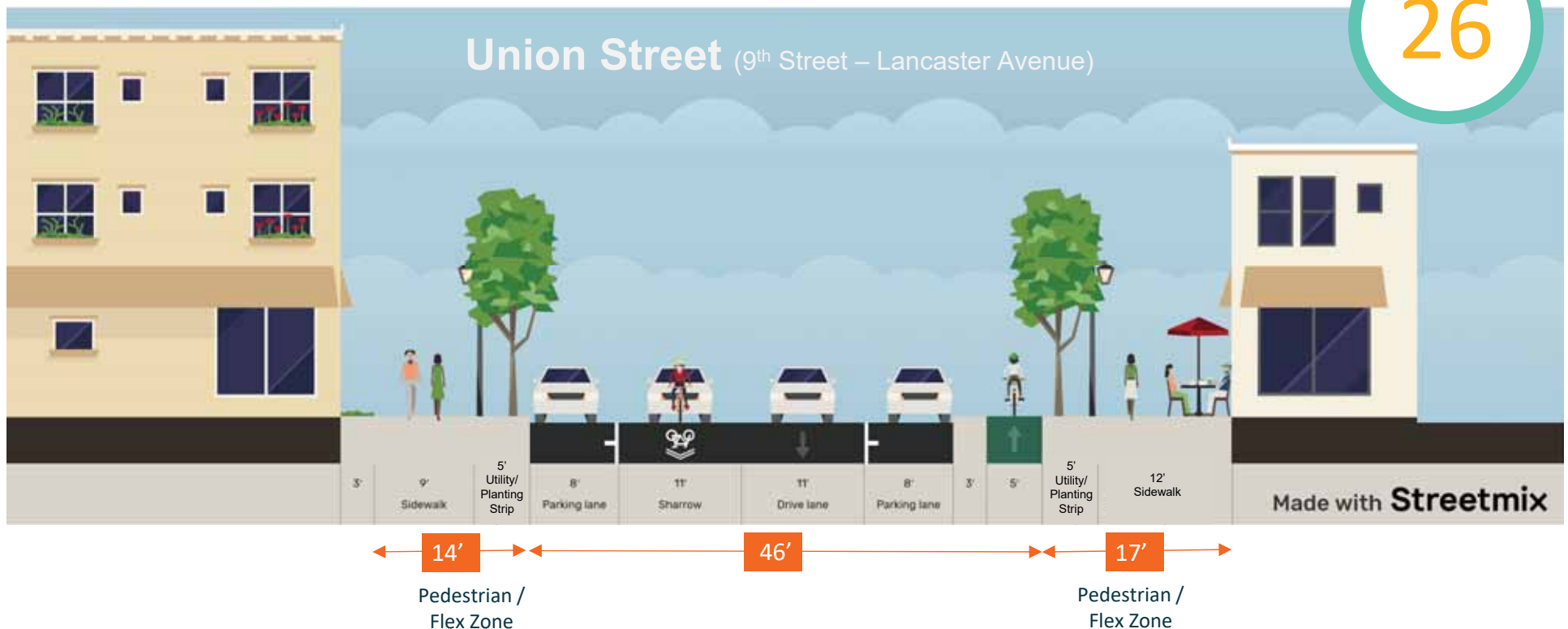


Other Alternatives

Move the Curb and Move Utilities Alternative 1:

Parallel Parking with Contraflow Separated Bike Lane and Southbound Shared Lane (Underground Utilities)

26

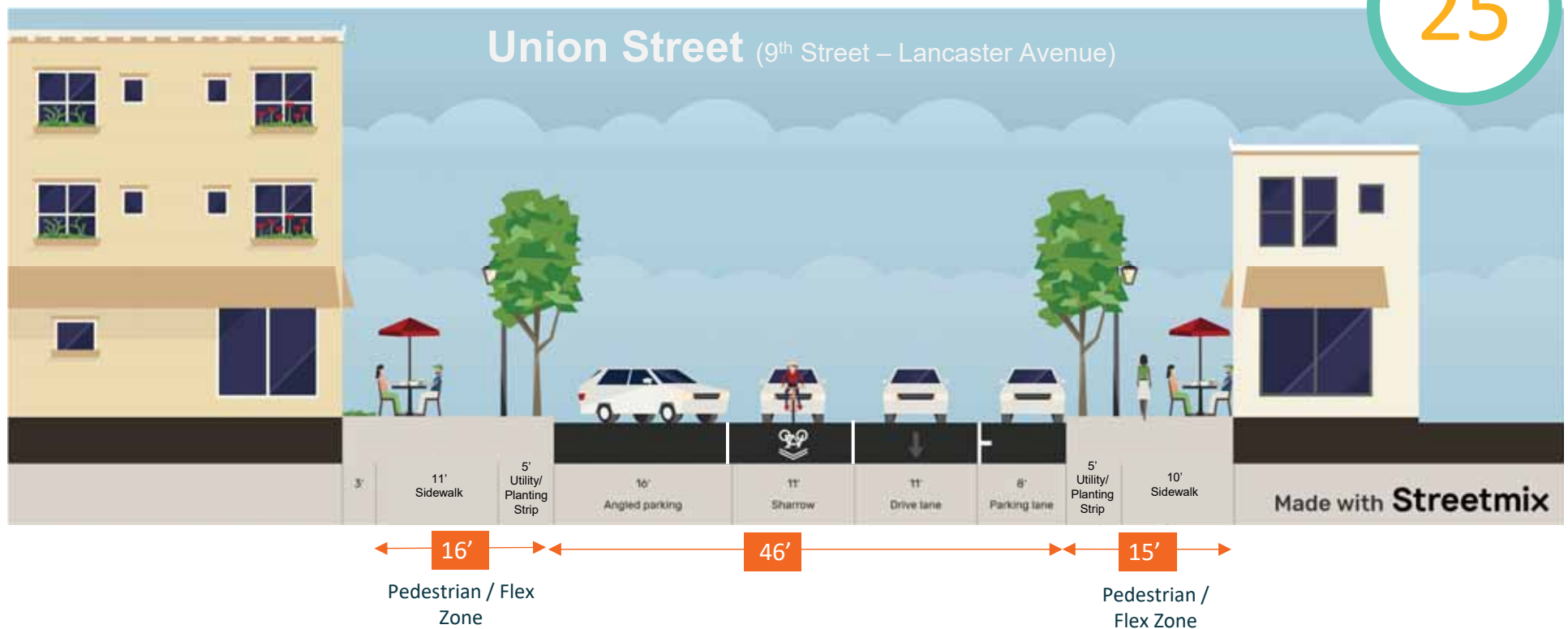


Other Alternatives

Move the Curb and Move Utilities Alternative 3:

Back-in Angle Parking with Sidewalks

25



Other Alternatives

Move the Curb and Move Utilities Alternative 4:

Parallel Parking with Raised Bike Lanes

25

Union Street (9th Street – Lancaster Avenue)



10'

Pedestrian

(Varies based on landscaping in front of buildings)

38'

10'

Pedestrian

Measures of Effectiveness Results

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

Maintain Curb Alternatives

Do NOT meet the Purpose and Need!
(Dropped from further consideration)

Maintain Curb Alternative 1: Back-in Parking with Separated Contraflow Bike Lane and Southbound shared lane



Maintain Curb Alternative 2: Parallel Parking with Separated Bike Lanes



Maintain Curb Alternative 3: Parallel Parking with Two-Way Separated Bike Lanes



5. OUTREACH STRATEGY FOR UPCOMING PUBLIC WORKSHOP



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Discuss Previous Outreach Strategy



Thoughts on what went well or didn't go well last time?

We're ready to share some ideas for Union Street!

There are two ways to review and comment on the Union Street design options:

- 1** Attend a **virtual public workshop** on October 27, 2021 from 6:00 to 7:30 p.m.
- 2** Review the options and comment **online** from October 28 - November 10, 2021.



UNION STREET

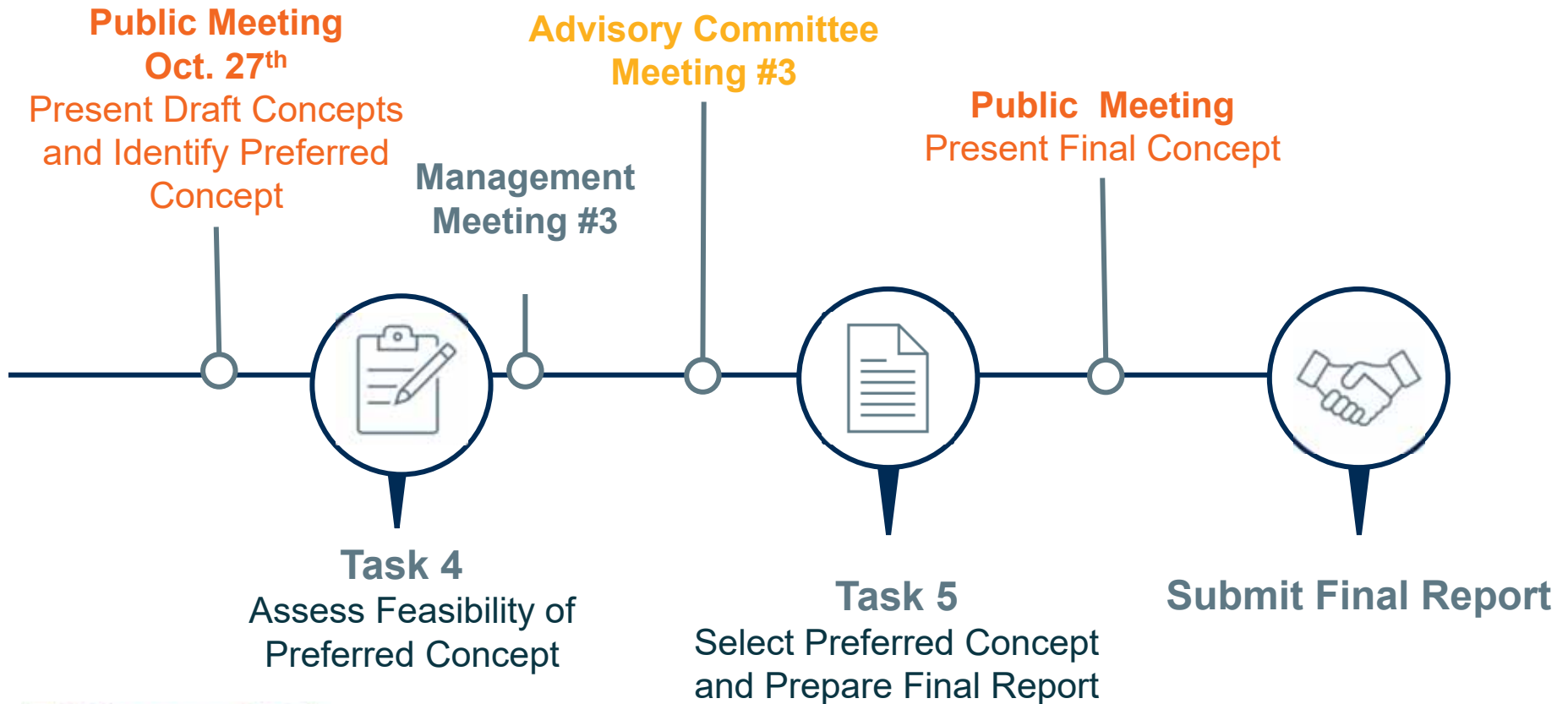
Reconfiguration and Streetscape Improvement Study

6. NEXT STEPS



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Next Steps



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www.wilmapco.org/unionstreet