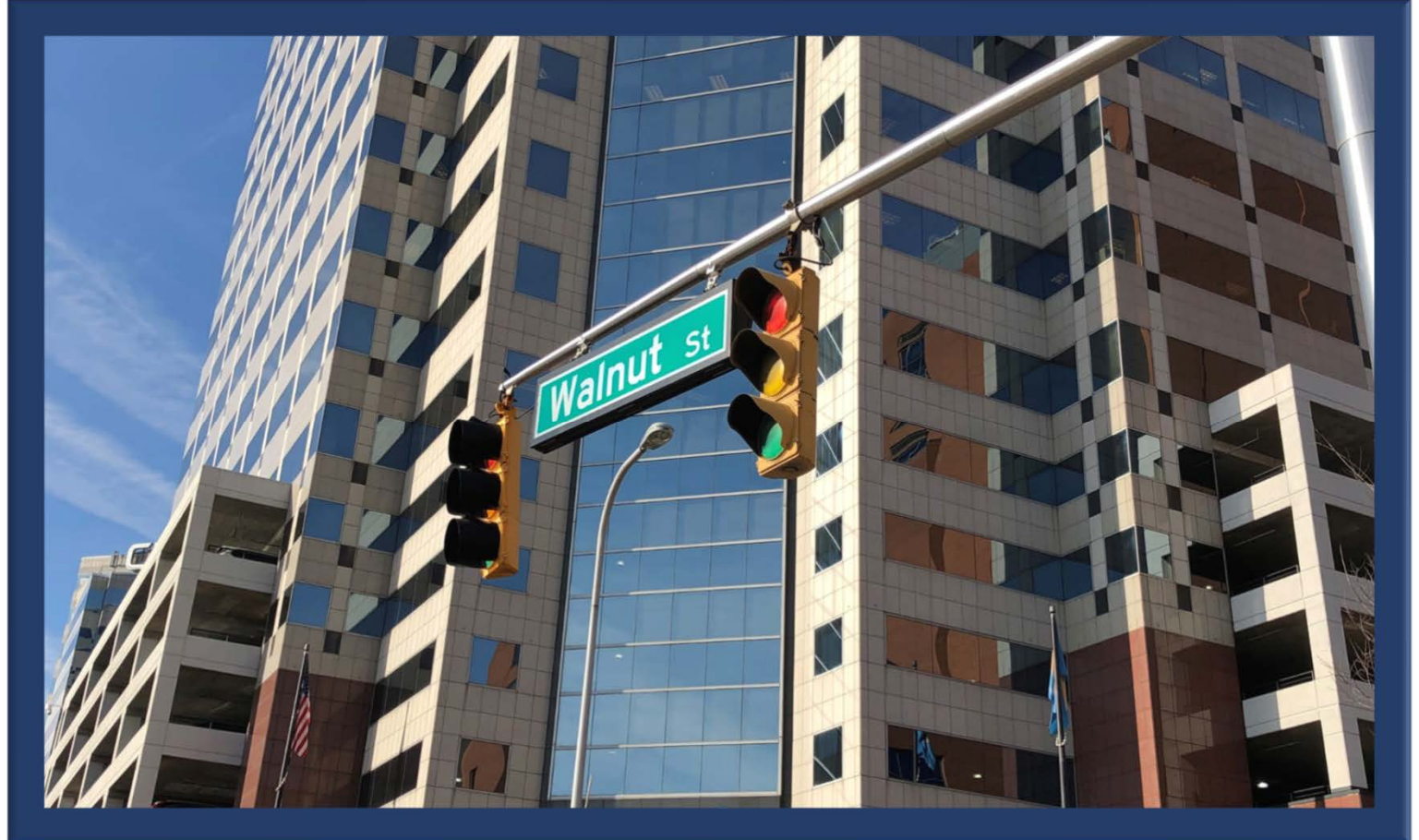


Wilmington Initiatives Open House June 22, 2022



Walnut Street Improvements

Project Design Team

- **Matthew Vincent**, DelDOT, Chief of North Project Development
- **Diane Gunn**, Century, Project Manager for DelDOT
- **Matt Goudy**, RK&K, Designer



Project Partners



Walnut Street Improvements

Agenda

- Project Limits and Goals
- Planning and Traffic Studies
- Multi-Modal and Beautification Tools
- Walnut Street Visioning
- Traffic Safety Improvements
- Project Timelines
- Next Steps

Walnut Street Improvements

Project Limits and Goals

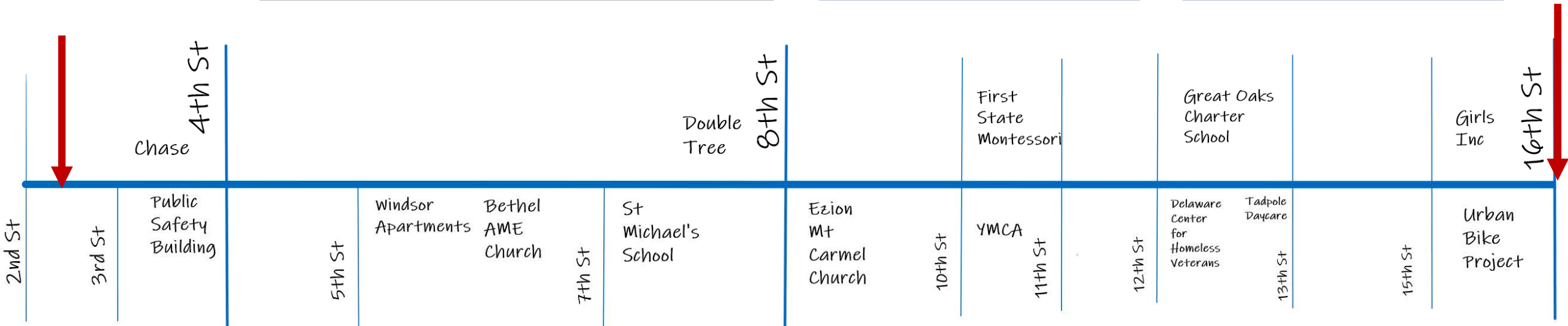
- Integrate Bicycle Connectivity According to Wilmington’s Comprehensive Plan and Bicycle Plan
- Reconnect the East Side neighborhoods to the Central Business District
- Reduce Speeding by reducing the width of travel lanes and reconfiguring lanes
- Create a more attractive, useable, safe corridor for pedestrians, bicyclists, motorists, and transit



Business District

Transition Area

Residential Area



Walnut Street Improvements

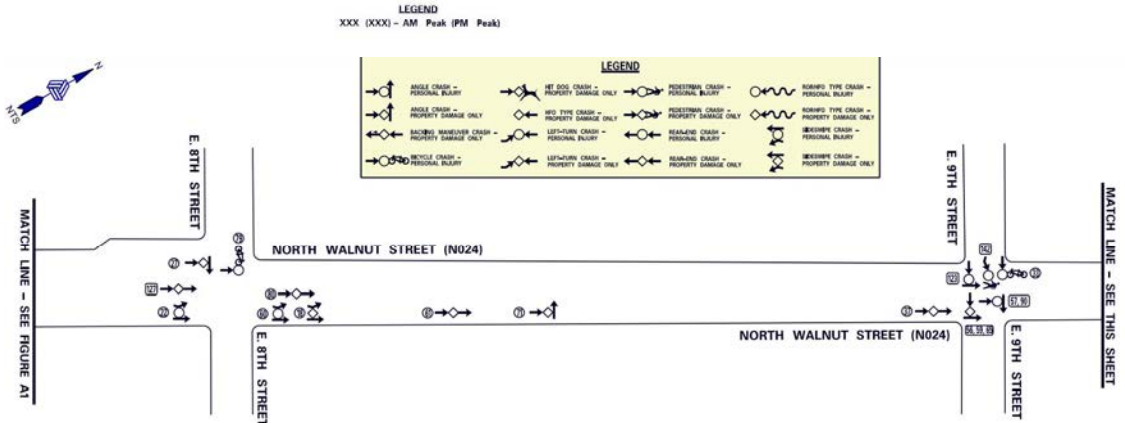
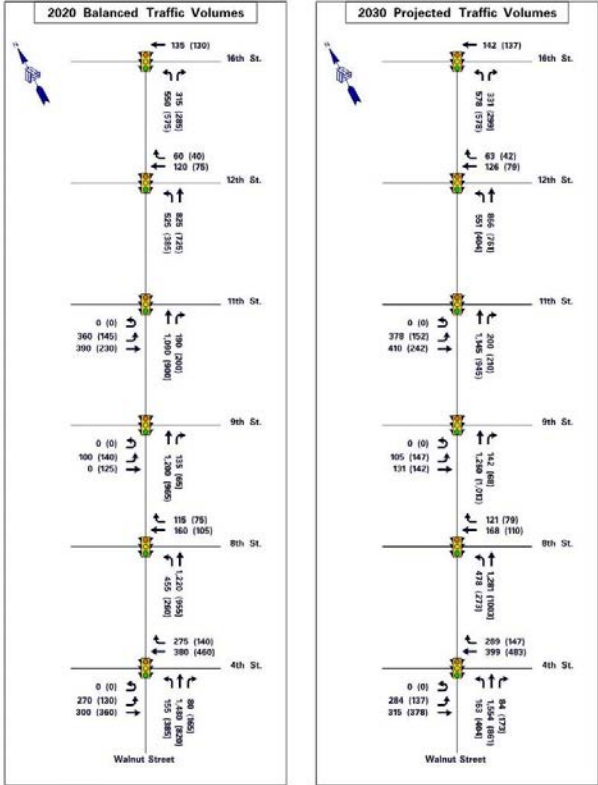
Existing Traffic and Safety Study

Existing Traffic Analysis

- ❖ Used Existing Traffic Data and Completed Data Collection at Intersections
- ❖ Evaluated Existing Corridor Traffic Signal Timing
 - ❖ Northbound Travel Time is 2.7 Minutes (Morning)
 - ❖ Northbound Travel Time is 2.5 Minutes (Afternoon)
- ❖ Traffic Analysis Incorporates Pedestrians and Transit Users

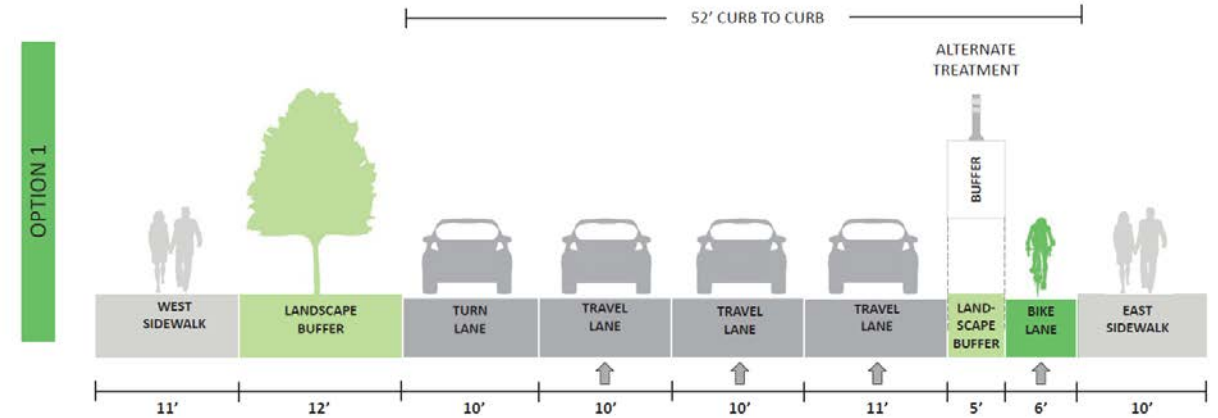
Corridor Safety Concerns

- ❖ 3 Year Accident History Shows 150 Reported Accidents
 - ❖ 13 Accidents Involving Pedestrians or Bicyclists
- ❖ Speeding Concerns between 8th and 16th Streets
 - ❖ City Working on Speed Study
- ❖ Unsafe Pedestrian Crossing Distances – Corridor Wide
- ❖ ADA Ramps are Non-Compliant
- ❖ Corridor Does not Accommodate Bicyclists



Walnut Street Improvements

Planning Studies



*Source: Wilmington Bike Plan,
Priority Corridor Concepts Report*

Walnut Street Improvements

Bicycle Connectivity

- Protected Bicycle Lanes
- Buffered Bicycle Lanes
- Shared Use Lanes
- Right Side Bicycle Lanes
- Cycle Track



Protected Bicycle Lane



Shared Bicycle Lane



Buffered Bicycle Lane

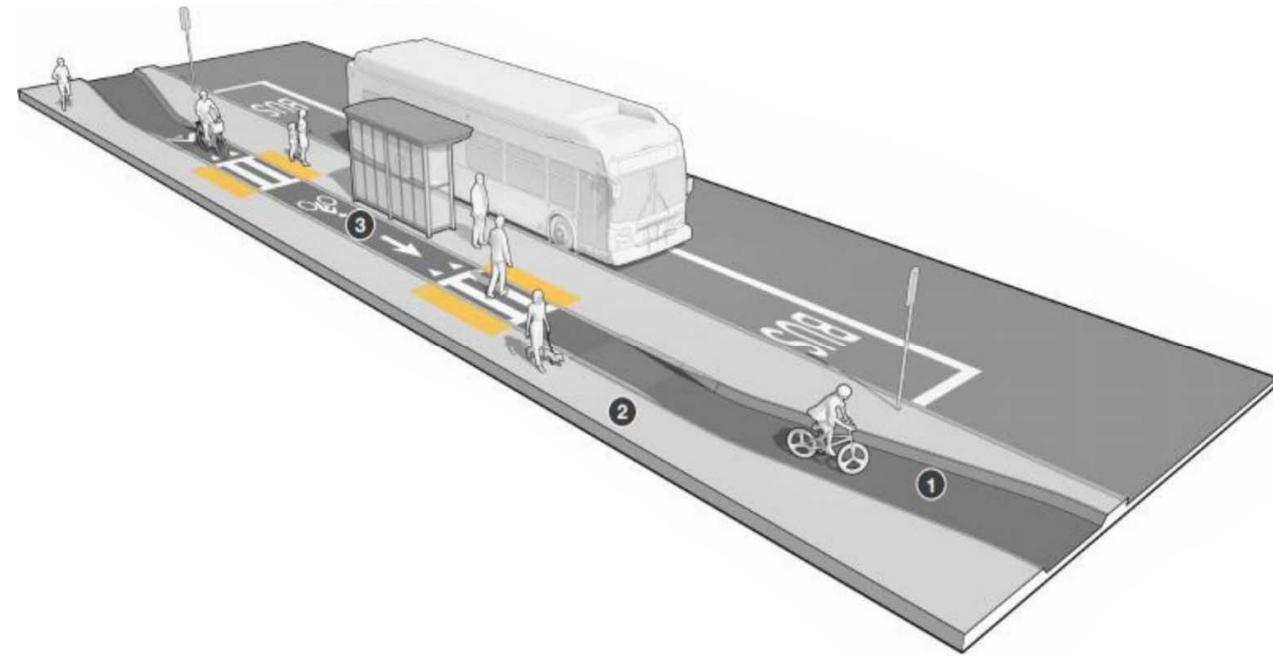


Cycle Track

Walnut Street Improvements

Floating Bus Stop

- Allows Buses to Stop Curbside and Limit Stopping Times and Congestion and Delay
- Provides Bicycle Buffer from Vehicles Reducing Conflicts
- Provides More Space for Passengers Exiting Buses and Better Access to Sidewalks
- Provides More Space for Amenities such as Benches, Shelters and Signage`



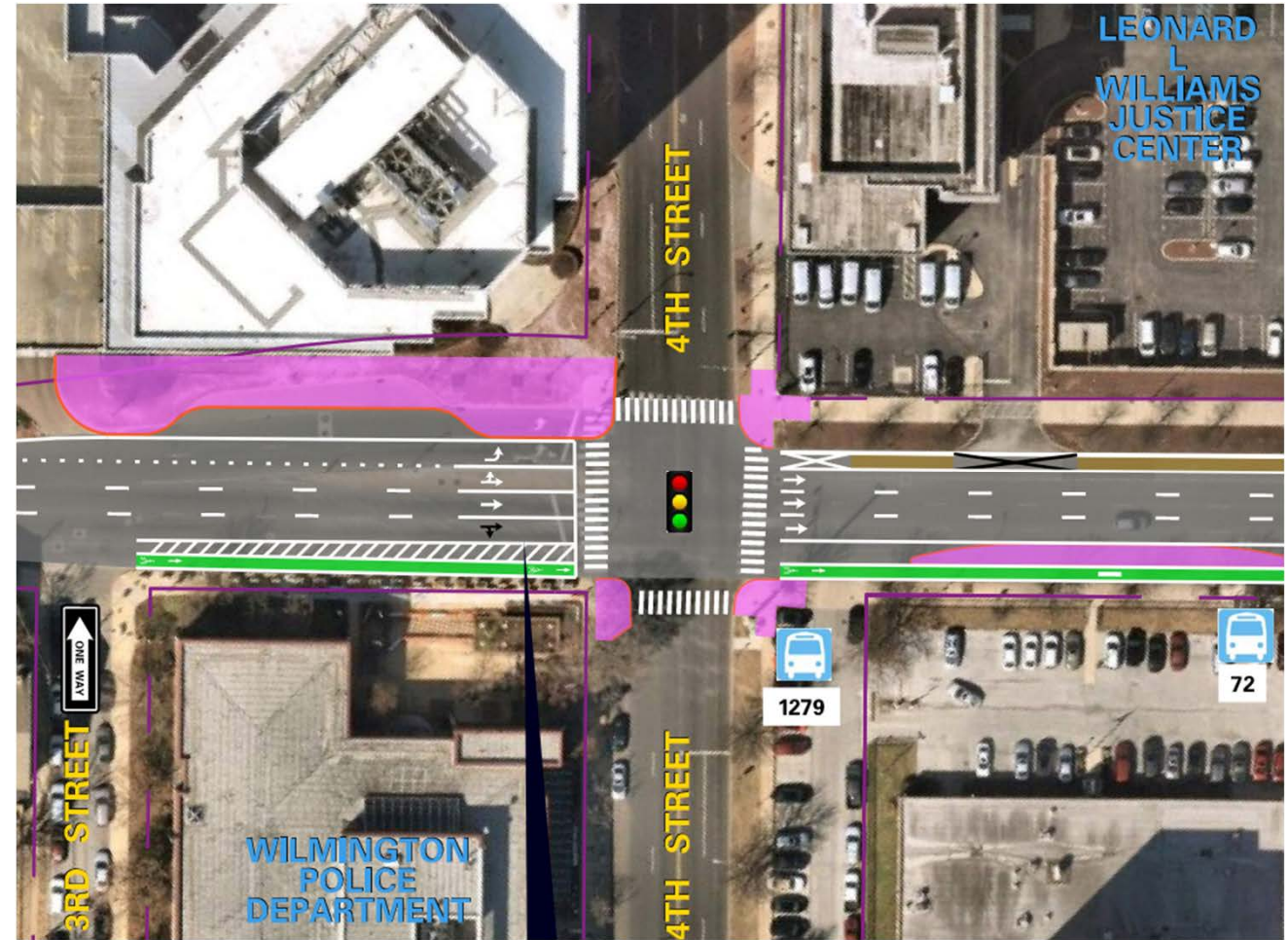
Walnut Street Improvements



Walnut Street Visioning – 4th Street Intersection



Existing



Proposed

Walnut Street Improvements

Walnut Street Visioning – 4th Street to 8th Street

- Three Through Travel Lanes
- On Street Parking on Right Side
- Evaluate Left Turn Lane/Parking from 4th to 8th Streets
- Right Side Bicycle Facility
- Evaluate Floating Bus Islands at Bus Stop Locations

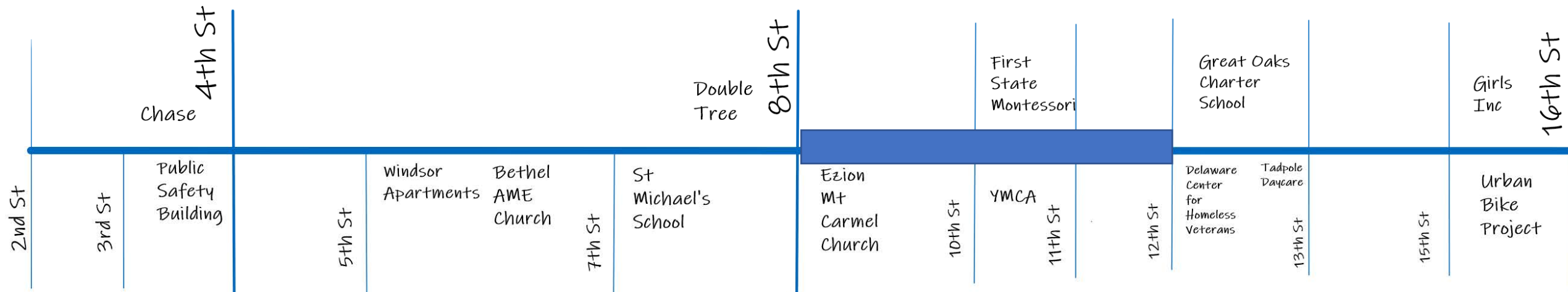
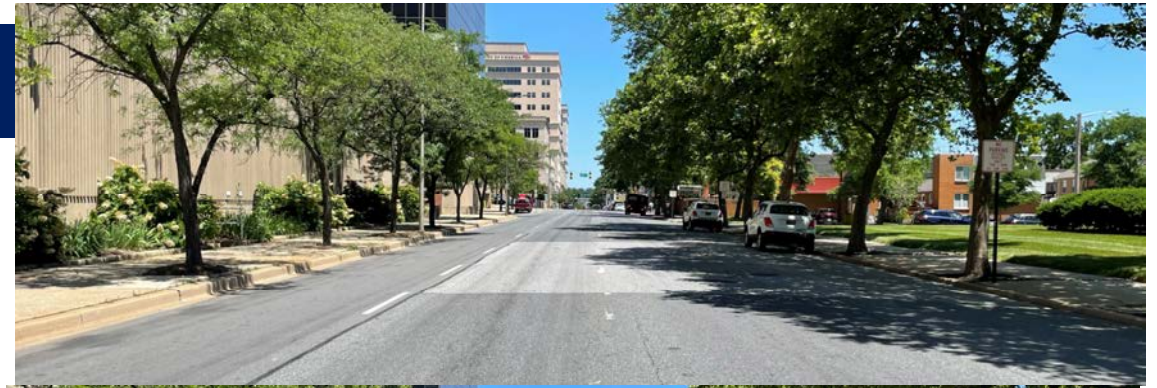


Chase			Double Tree			First State Montessori			Great Oaks Charter School			Girls Inc		
2nd St	3rd St	4th St	5th St	6th St	7th St	8th St	9th St	10th St	11th St	12th St	13th St	14th St	15th St	16th St
		Public Safety Building		Windsor Apartments	Bethel AME Church	St Michael's School		Ezion Mt Carmel Church	YMCA		Delaware Center for Homeless Veterans	Tadpole Daycare		Urban Bike Project

Walnut Street Improvements

Walnut Street Visioning – 8th Street to 12th Street

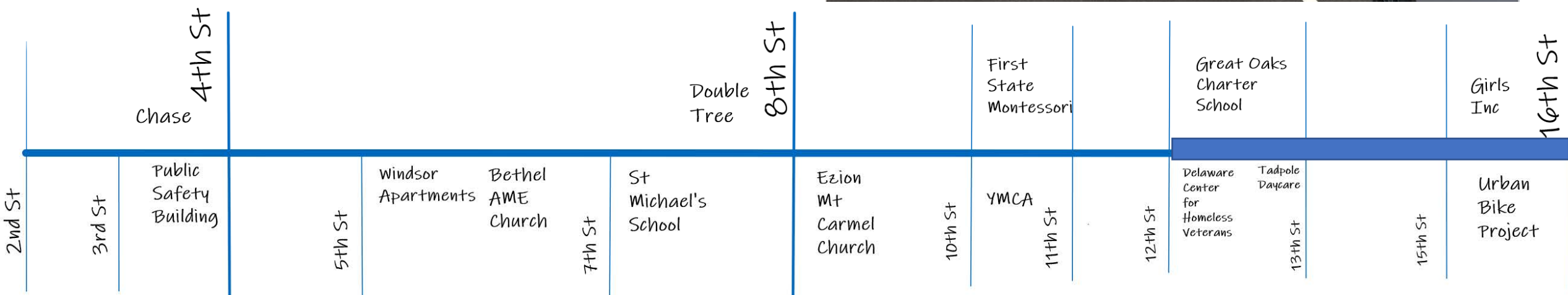
- Two Through Travel Lanes
- On Street Parking on Right Side
 - Evaluate Off Peak Parking Lane
- Right Side Bicycle Facility
 - Left Lane Heavy Parking Garage Traffic
- Evaluate Floating Bus Islands at Bus Stop Location



Walnut Street Improvements

Walnut Street Visioning – 12th Street -16th Street

- Two Through Travel Lanes
- On Street Parking on both sides
- Right Side Bicycle Facility Adjacent to Parking
- Strategic Bump Outs to Minimize Pedestrian Crossing Distances
- Bike Racks Placed Strategically near Businesses



Walnut Street Improvements

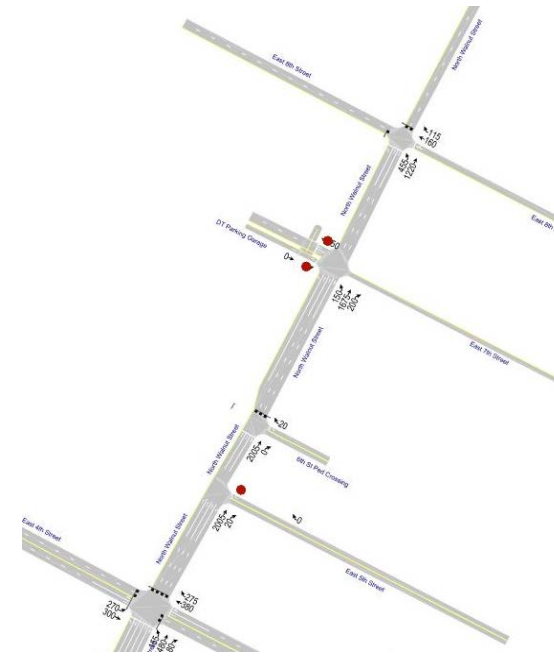
Traffic Safety Improvements

Proposed Traffic Analysis

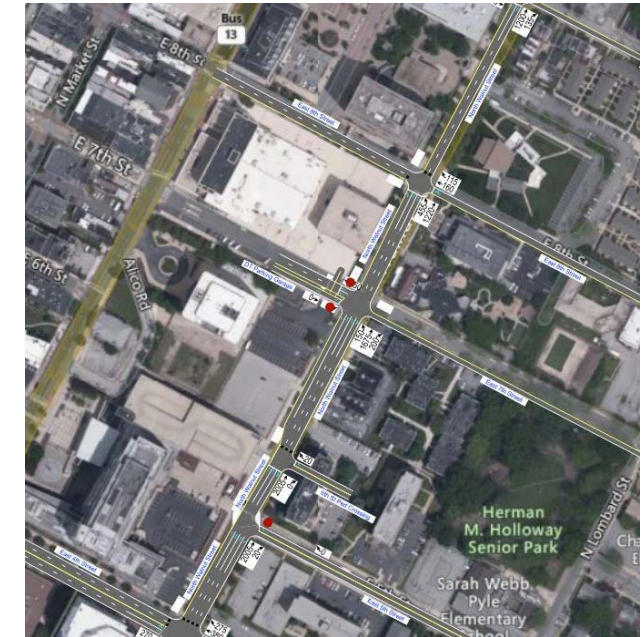
- ❖ Projected Traffic Data to the Year 2030
- ❖ Evaluated Various Visioning Traffic Signal Configurations
 - ❖ Northbound Travel Time Increase by 1 Minute (Morning)
 - ❖ Northbound Travel Time Increased by 12 Seconds (Afternoon)
- ❖ Traffic Analysis Incorporates Pedestrians and Transit Improvements

Corridor Safety Improvements

- ❖ Reduce Crossing Distances for Pedestrians at all Intersections
- ❖ Incorporate Traffic Calming Measures to Reduce Speeding
- ❖ Upgrade ADA Ramps, Existing Sidewalks and Connectivity to Transit Stops
- ❖ Provide Designated Bicycle Facilities



Concept Alternative Traffic Model



Concept Alternative Traffic Model (w/ aerial)

Walnut Street Improvements

Walnut Street Visioning – Next Steps



Project is constructed after the Restore the Corridor project (I-95)



For latest project information please
go to the project website

<https://de.gov/walnutst>

Walnut Street Improvements