

12th Street Connector Fact Sheet:

WILMAPCO in coordination with the City of Wilmington and Delaware Department of Transportation have developed three distinct Alternatives for the 12th Street Connector project, along with a series of additional options for multi-modal transportation improvements throughout the Study Area

Description of Alternatives:

Typical Section – The same roadway width is proposed for all three 12th Street Connector alignments. The roadway will include 2 through lanes, one in each direction, as well as on street parking. A shared-use biking and walking trail will be incorporated along the south side and a sidewalk will be incorporated on the north side connecting to other area sidewalks. Landscaping and stormwater management features will also be incorporated creating a green parkway.

Alternative A – This alignment provides a direct connection from 12th Street at Northeast Boulevard to the 16th Street Bridge loosely following parallel to the waterfront. The intersection with Northeast Boulevard is relocated further north to improve the intersection alignment and provide more land for green space along the waterfront. Portions of the existing roadway network are removed and available for redevelopment or public open space.

Alternative B – This alignment connects between 12th Street and North Church Street and reopens 14th Street between Church Street and Pine Street. As with Alternative A, the intersection with Northeast Boulevard is relocated further north to improve the intersection alignment and provide more land for green space along the waterfront. Portions of the existing roadway network are removed and available for redevelopment or public open space.

Alternative C – This alternative utilizes existing roadway alignments with streetscape and intersection improvements to add roadway capacity and upgrade the infrastructure with better pedestrian and bicycle connections. The existing street grid is preserved.

12th Street Alternatives: Cost and Impact Comparison Table			
	Alternative A	Alternative B	Alternative C
Construction Cost (without Right of Way)	\$7.71M	\$7.77M	\$7.64M
Commercial Property Impact (Acres)	0.94	0.98	0.14
Industrial Property Impact (Acres)	1.14	0.67	0.94
Institutional Property Impact (Acres)	0.05	0.1	0.07
Vacant/City-Owned Property Impact (Acres)	3.88	3.37	1.53
Total Right of Way Impact (Acres)	6.01	5.12	2.68
Displacements	2	2	0
Floodplain Impacts (Acres)	7.8	7.9	8.24
Brownfield Impacts (Acres)	1.26	0.75	0.4

Description of Options:

Roundabouts – Roundabouts are a circular intersection configuration that helps to reduce speed and safety conflicts in comparison to traditional intersections. Traffic entering a roundabout yields to traffic in the circle and to any pedestrians or cyclists crossing at designated crosswalks along the outside of the circle. They can be incorporated with each of the 12th Street Connector alternatives at Jessup and Pine Streets and/or at North Church Street.

Intersection Reconfiguration at Northeast Boulevard and 14th Street –The diagonal alignment of Northeast Boulevard across a traditional street grid has created intersections with 3 crossings and 6 “legs” at 14th Street and Thatcher Street and at 16th Street and Heald Street. This combination of roadways converging in one spot creates a traffic operations and safety hazard, and makes for a difficult pedestrian crossing. These intersections can be reconfigured to cut off access on one side of the lowest volume roadways to improve safety and operations at these large intersections.

Signal Timing Modifications at Northeast Boulevard and Vandever Avenue – Signal timing adjustments with new turn signal phases can improve the wait time at Northeast Boulevard and Vandever Avenue helping to reduce traffic congestion.

Pedestrian Sidewalk Bump Outs at Vandever Avenue and Thatcher Street – Vandever Avenue at Thatcher Street has a high accident rate compared to other intersections in the Study Area. Sight distance is a contributing factor. Adding sidewalk extensions along Vandever Avenue helps improve visibility and pedestrian safety.

Open House Stations:

- Welcome Station
- Alternatives Station
- Environmental Resources Station
- Traffic Station
- Land Use and Economic Development Station
- Comment Station