




About the Wilmington Downtown Circulation Study

- Part of the Wilmington Initiatives partnership
 - Wilmington Area Planning Council
 - City of Wilmington
 - Delaware Department of Transportation
 - Delaware Transit Corporation
- One-year study to examine opportunities to improve all modes of Downtown transportation: transit, walking, bicycling, and driving
 - Motor vehicles
 - Transit
 - Walking
 - Bicycling
- The final report in fall 2009 will include improvement recommendations

At today's workshop, we're presenting the list of issues to be addressed by the Wilmington Downtown Circulation Study. Is this list complete? Are there others you would like to add? LET US KNOW!



Through a comprehensive public involvement process, we have received over 300 comments. Those comments, including the ones from the last workshop, helped us develop **SEVEN COMMON THEMES** to be addressed by the study.

1. Promote a vibrant, healthy Downtown, with a mix of 24-hour uses, through transportation improvements.
2. Ensure that Downtown streets balance all modes of travel (walking, bicycling, transit, and driving) and include buildings and streetscape that enhance street life.
3. Provide convenient, frequent transit service throughout the City, especially to the train station.
4. Reclaim Rodney Square as Downtown's premier public space.
5. Make Downtown more walkable.
6. Improve the existing street system for all modes of travel by timing traffic signals, evaluating street direction changes, and managing on-street parking and loading.
7. Match parking supply with demand.

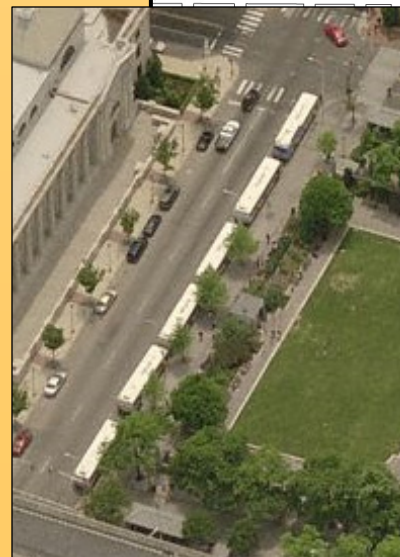
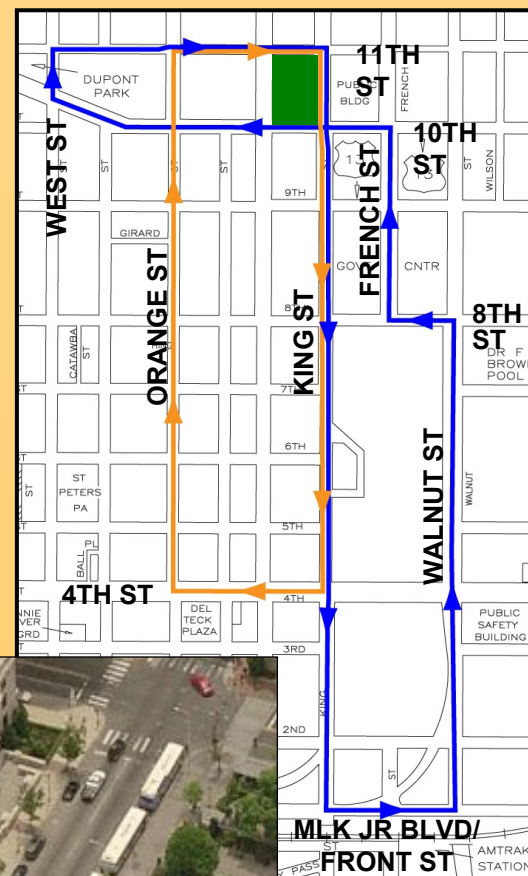
Downtown Wilmington Transit Operations: An Overview

GENERAL INFORMATION

- 38 routes provide service to downtown Wilmington, most starting or ending downtown
- Most routes start or end downtown
- Two basic downtown loops:
 - Orange Street loop (orange on map): 22 routes
 - Amtrak loop (blue on map): 12 routes

RODNEY SQUARE (green on map)

- Starting or ending point for 20 routes
- Weekday bus trips:
 - Market Street: 41 trips (all trolley)
 - 10th Street: 248 trips
 - 11th Street: 388 trips
 - King Street: 499 trips (356 lay over)
- Between 8 and 9 am, 50 trips start or end on the King Street side
- Between 4:30 and 5:30 pm, 70 trips start or end on the King Street side
- 5 or 6 buses can serve this side at one time



Downtown Wilmington Traffic Analysis

- “Level of Service,” or LOS, is a measure of how speed and convenience of travel are experienced. At a traffic signal, LOS is measured by the number of seconds of total delay experienced by the average motorist entering the intersection.
- LOS is measured by “grades” from A through F:
 - A: 0 to 10 seconds of delay
 - B: 10 to 20 seconds
 - C: 20 to 35 seconds
 - D: 35 to 55 seconds
 - E: 55 to 80 seconds
 - F: more than 80 seconds
- These are measured during the morning (7 to 9 am) and evening (4 to 6 pm) peak hours
- In Delaware, LOS D or better is generally considered acceptable in urban areas
- New research is developing models on how to consider pedestrians, bicycles, and transit as well as motor vehicles in calculating LOS for urban streets



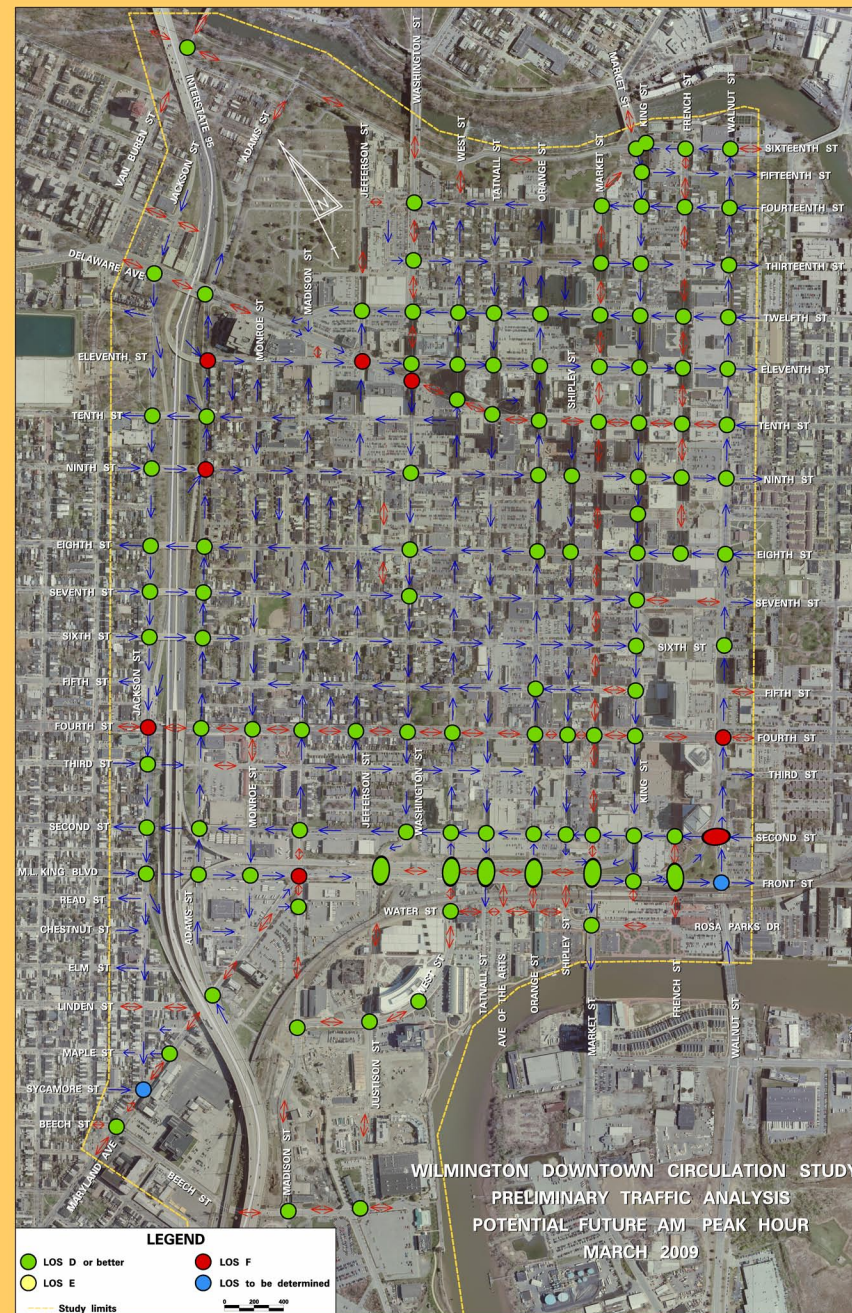
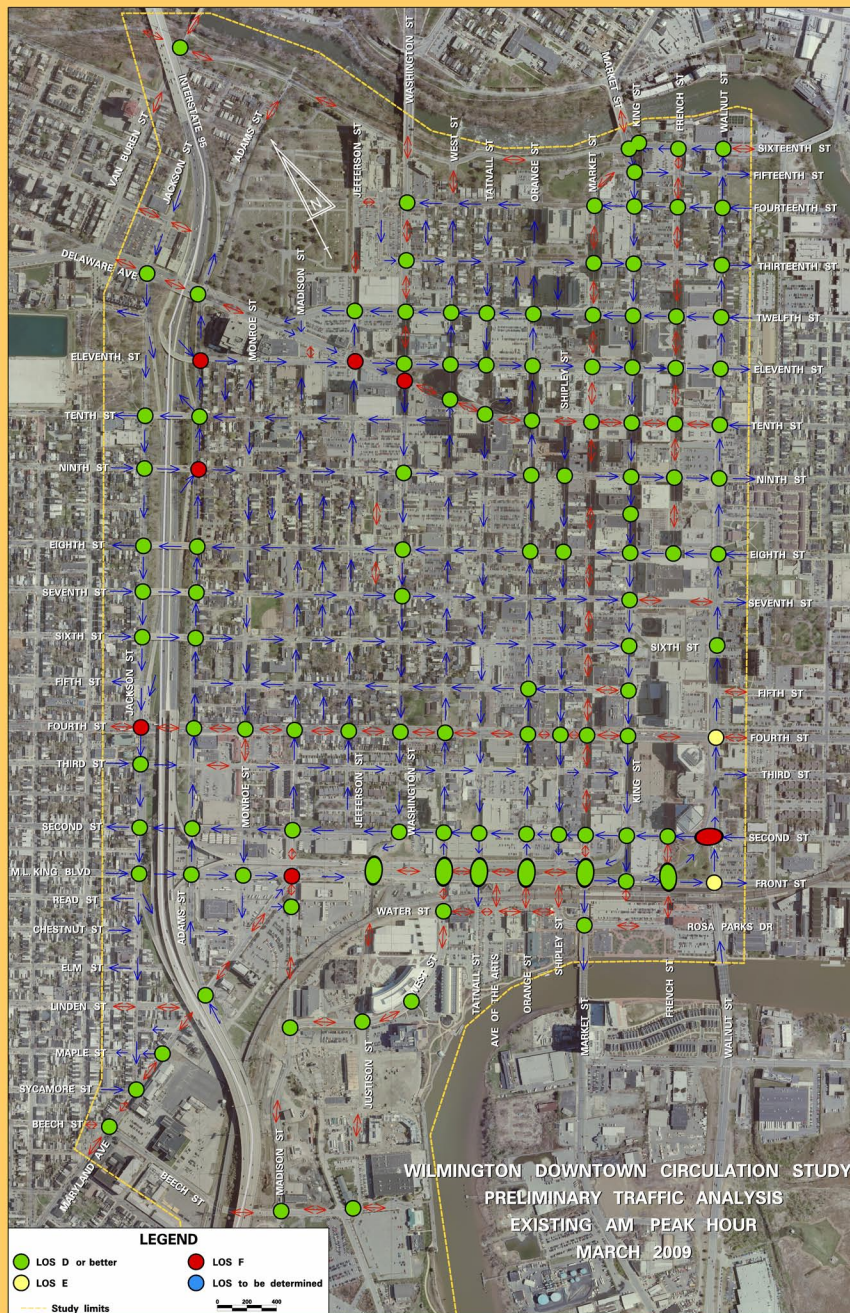
	AM peak hour level of service	
Intersection	Existing	Potential future
MLK/Maryland/Madison	F	F
2 nd /Walnut	F	F
4 th /Jackson	F	F
9 th /Adams	F	F
11 th /Adams	F	F
Delaware/11 th /Jefferson	F	F
Delaware/Washington	F	F
4 th /Walnut	E	F
Front/Walnut	E	TBD

	PM peak hour level of service	
Intersection	Existing	Potential future
MLK/Washington/Justison	F	F
MLK/ Market	F	F
4 th /King	F	F
9 th /Adams	F	F
4 th /Jackson	D	E
12 th /Jefferson	D	E
Delaware/Adams	D	E

All other intersections function at LOS D or better.

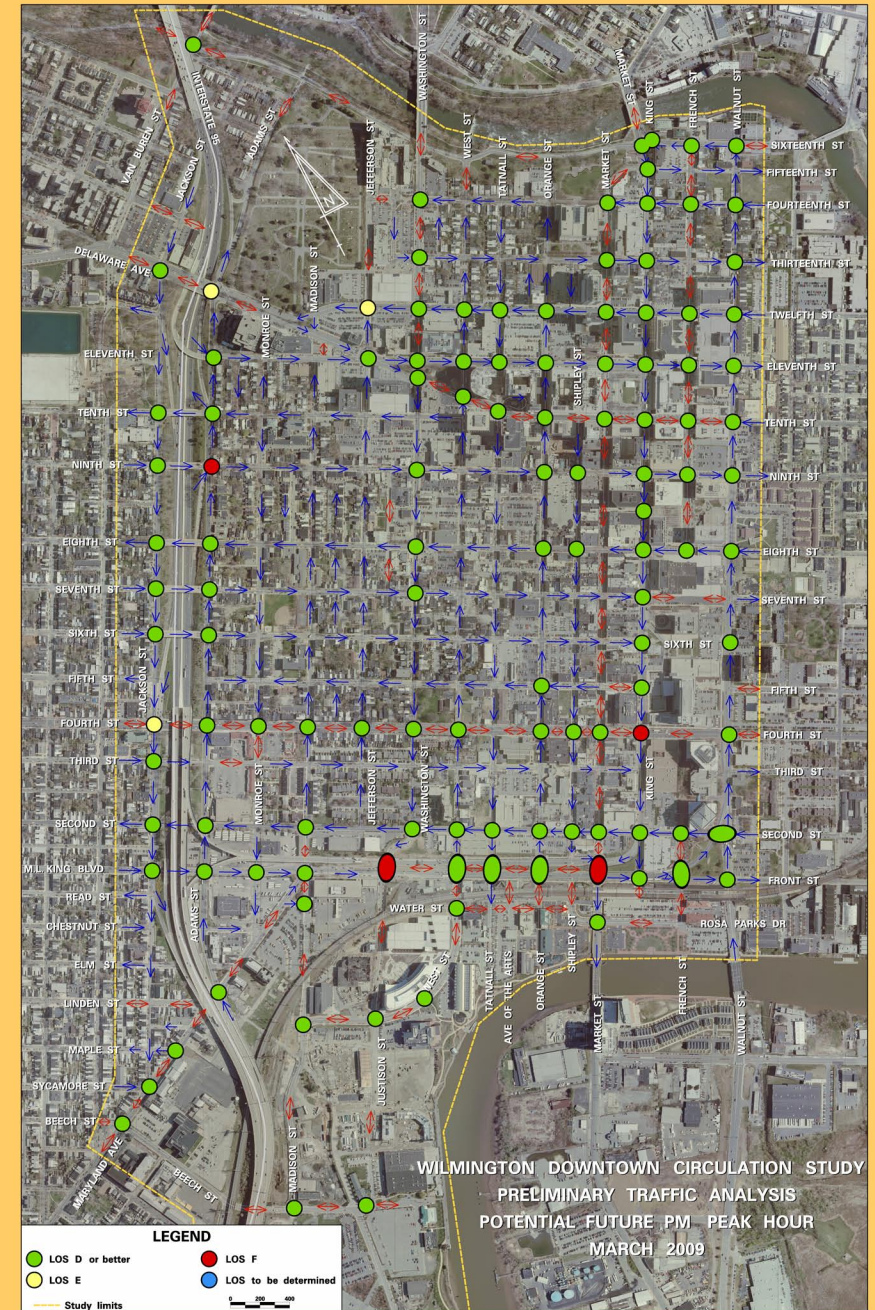
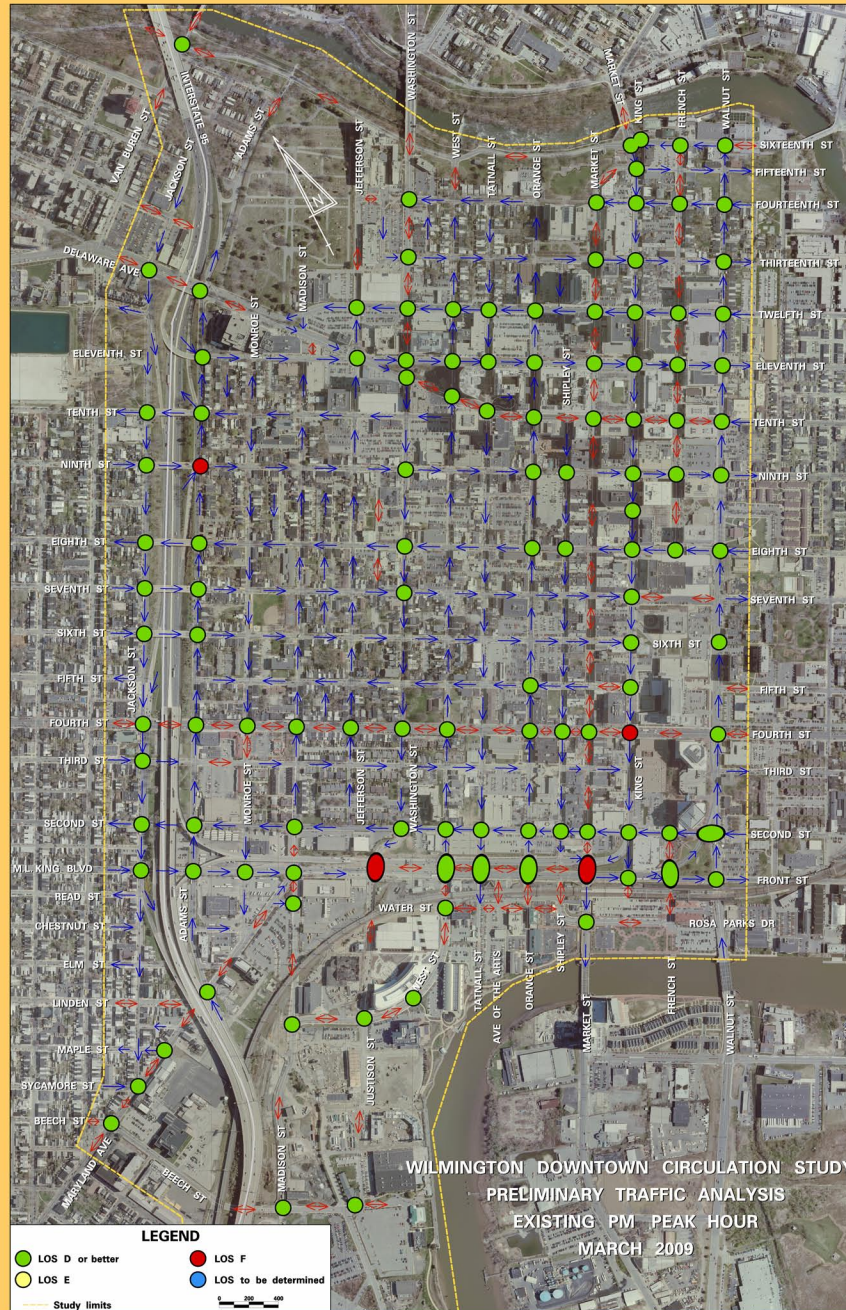
Downtown Wilmington Traffic Analysis - AM Peak Hour

WILMINGTON DOWNTOWN CIRCULATION STUDY



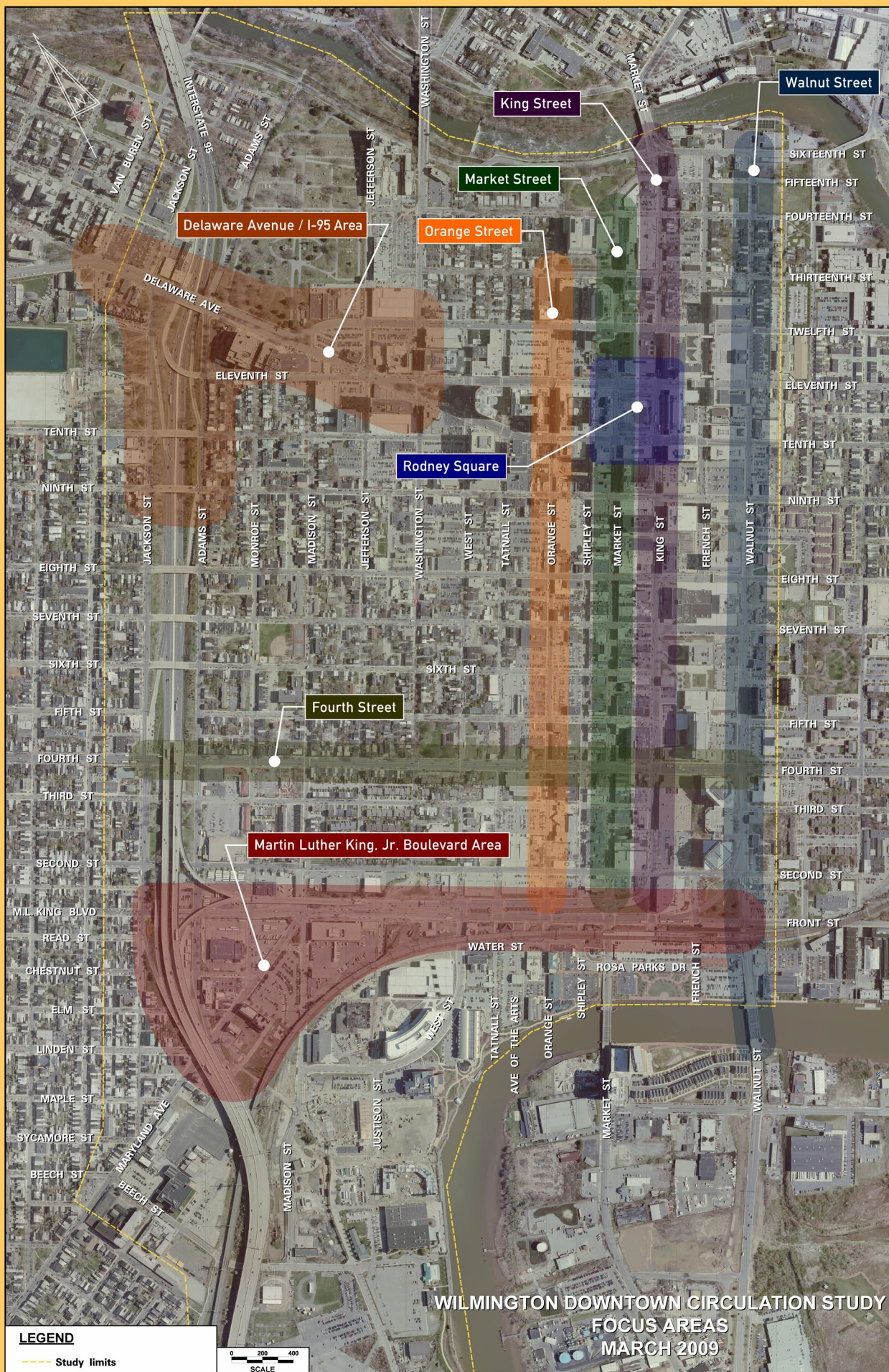
Downtown Wilmington Traffic Analysis - PM Peak Hour

WILMINGTON DOWNTOWN CIRCULATION STUDY



Wilmington Downtown Circulation Study - Focus Areas

WILMINGTON DOWNTOWN CIRCULATION STUDY





Martin Luther King, Jr. Boulevard Area

- Pedestrian access issues
- Traffic congestion at four intersections
- Public desire to remove the “sweeps”
- Unclear signing
- Maryland/Monroe safety and congestion issues
- Proposed bike route in the Wilmington Bicycle Plan
- Wilmington Transportation/Transit Center project
- Water Street project, Shipley to West

Rodney Square

- Conflicts between pedestrian use of the square and its current function as a transit center
 - Safety for all modes of travel
 - Security
 - Aesthetics
 - Noise/air pollution



Delaware Avenue / I-95 Area

- Pedestrian access issues
- Traffic congestion at six intersections
- Unclear signing
- Speeding
- Left turn prohibition from WB 10th to SB Washington
- Delaware, 11th, and 12th are proposed bike routes in the Wilmington Bicycle Plan
- Second phase of Delaware Avenue Gateway project

Market Street

- Pedestrian access issues
- Signal timing
- Conflicts with parked cars, school buses, emergency vehicles, trolley
- Proposed bicycle boulevard in the Wilmington Bicycle Plan
- Market Street Phase IV project, 11th to 16th



Fourth Street

- Pedestrian access and safety issues, especially at King and Madison
- I-95 gateway/streetscape
- Traffic congestion at three intersections
- No left turn lane from EB 4th to NB Adams
- Downtown 4th Street project, I-95 to King

King Street

- Excessive width south of 8th Street: pedestrian access issues and speeding
- Traffic queues: too many buses, some congestion due to MLK Jr. Blvd./Market signal
- Proposed bike route in the Wilmington Bicycle Plan
- King Street transit corridor project, MLK Jr. Blvd. to 13th



Orange Street

- Spot issues
 - Pedestrian crossings at 10th Street
 - Lane shift at 9th Street
- Orange Street transit corridor project, MLK Jr. Blvd. to 13th

Walnut Street

- Speeding
- Pedestrian access issues
- Lanes are not aligned across some intersections
- Traffic congestion at three intersections
- Walnut Street corridor improvements project, Front to 16th
- Wilmington Transportation/Transit Center project
- Leo J. Dugan Bridge improvements project



Issues at Other Locations

- Old 9th Street “mall” creates issues for emergency vehicles and parking
- Exiting City Center garage on 12th Street
- Inadequate post office parking
- 12th Street connector
- Signal timing at 2nd/Shipley
- Other bike routes proposed by the Wilmington Bicycle Plan
- Riverfront access: I-95 ramps, new Christina River bridge

General Topics

- Transit circulation/taxis
- Comprehensive pedestrian/streetscape improvements
- Parking, enforcement, and other policy issues
- Comprehensive bicycle improvements

Anticipated Schedule

WILMINGTON DOWNTOWN CIRCULATION STUDY

	Visioning & data collection	Traffic modeling	Improvement alternatives	Report preparation
Aug '08				
Sep				
Oct				
Nov				
Dec				
Jan '09				
Feb				
Mar				
Apr				
May				
Jun				
Jul				
Aug				



Advisory Committee meeting



Public workshop