

Appendix D: Outreach Summary

Outreach Summary

1. Advisory Committee and Management Committee Coordination

This planning study has been an open and collaborative process engaging with stakeholder agencies and community members throughout the decision-making process. The project visioning was an interactive process where the community at large, the advisory committee, and the project management committee played a role in developing and formalizing the project vision, the purpose and need statement, the measures of effectiveness, ranking of alternatives, and the recommended alternative.

The study team met with the advisory committee regarding the following topics on:

- April 22, 2021
 - Study overview, scope, schedule, and milestones
 - Current corridor conditions
 - Identified corridor issues and opportunities
 - Public visioning strategy and public outreach plans
- October 13, 2021
 - Public visioning results summary
 - Project purpose and need
 - Measures of effectiveness
 - Preliminary alternatives considered and measures of effectiveness scoring
 - Outreach strategy for October 27, 2021, public workshop.
- February 28, 2022
 - Summary of public input following public workshop #2
 - Typical section and corridor wide concept plan presentation of the recommended alternative

The study team met with the project management committee, during Wilmington Initiatives Meetings, regarding the following topics on:

- July 21, 2021
 - Public visioning results summary
 - Preliminary alternatives considered
 - Draft project purpose and need statement
- September 16, 2021
 - Revised project purpose and need
 - Measures of effectiveness
 - Preliminary recommended alternatives considered and measures of effectiveness scoring
- January 19, 2022
 - Summary of public input following public workshop #2
 - Consensus on the recommended alternative
 - Updated project schedule
 - Potential future funding sources for the project
- February 16, 2022
 - Draft concept plan presentation of the recommended preferred alternative



Interface Studio LLC

PRESENTED TO:
Advisory Committee
DATE: APRIL 22, 2021

WELCOME!

Advisory Committee Meeting #1



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

Advisory Committee Members:

- 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

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



TODAY'S AGENDA



1. Project Overview
2. Discuss Issues and Opportunities
3. Visioning Outreach
4. Schedule and Milestones

1.

PROJECT OVERVIEW

Purpose, Limits, Previous Efforts, Goals



Project Scope of Work

- Community Driven Reconfiguration and Streetscape Concept Study to develop alternatives to improve Union Street's aesthetics and transportation configuration.
- This project is focused on the use of the Public Right of Way and its connections to the overall transportation network.



Project Goals

Making a **Great Union Street**

- Inviting to all users
- Urban design to respect all transportation modes and provide safe routes
- Beautification
- Improve heat island microclimate
- Destination Street
- Encourage economic revitalization

Each block has a unique personality that needs to be interconnected through common themes and transportation modes



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Source: Pensacola.com Pensacola, FL



Source: suisman.com Burlington, VT

Project Overview

Project Area

- Sycamore St. – Pennsylvania Ave.
- ~ 79' right-of-way / ~ 55' curb to curb

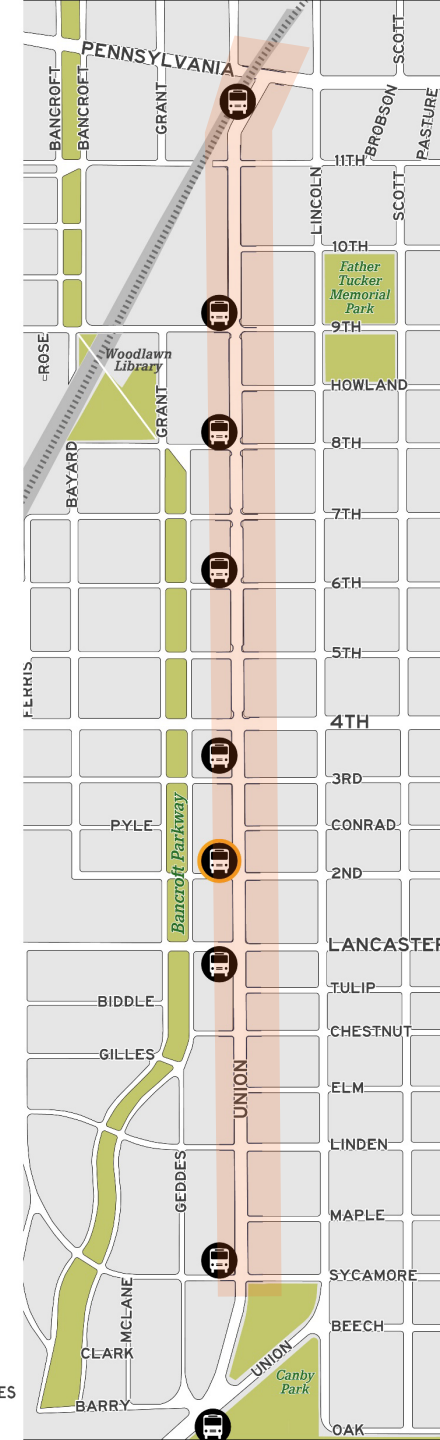
Current Corridor Configuration

- One Way Southbound with 2 travel lanes
- Southbound bike lane on the left side transitions to sharrows at Maple Street
- 8 bus stops
- Varying sidewalk widths
- On-street parking (parallel and diagonal)
- Overhead utilities and utility cabinets
- Planters, signs, benches, garbage cans



STUDY AREA

- RAIL
- OPEN SPACE
- BUS STOP
- BUS SHELTER



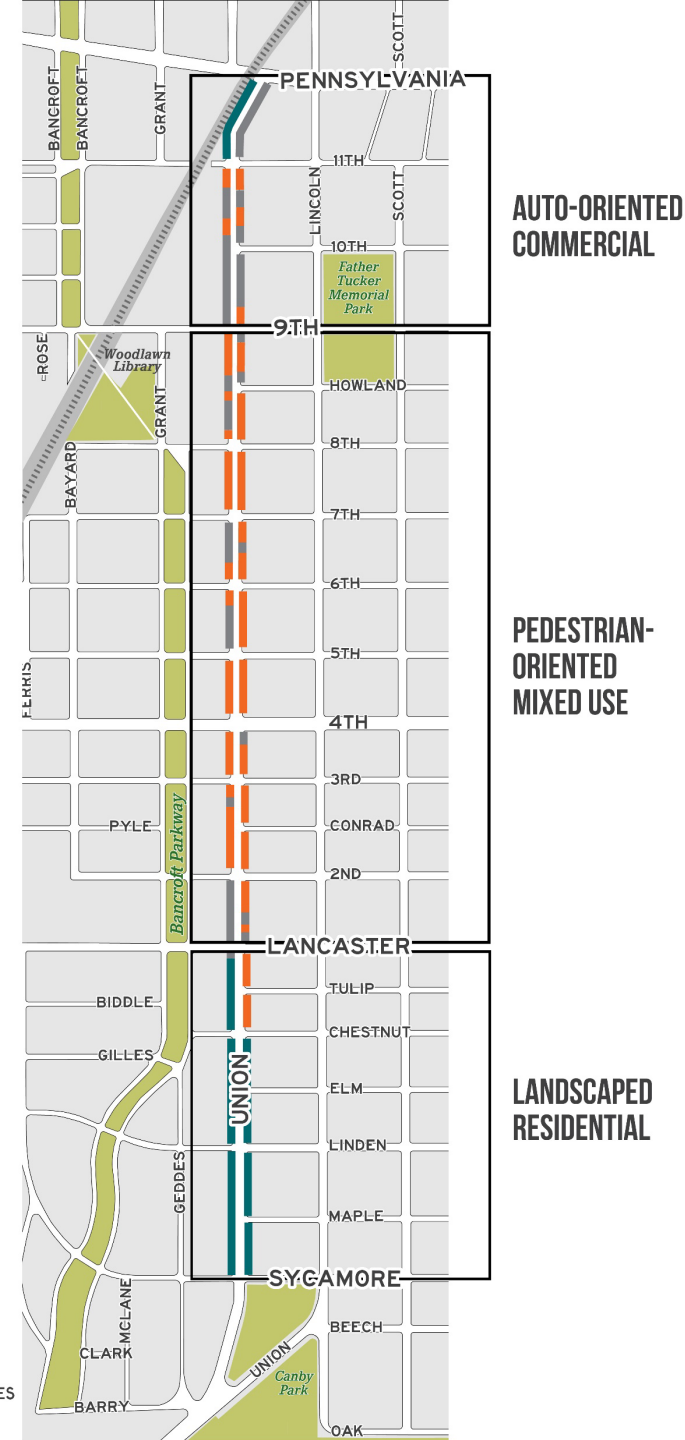
Project Overview

Corridor Sub-Sections:

- Auto-Oriented Commercial
- Pedestrian Oriented Mixed Use
- Landscaped Residential

FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



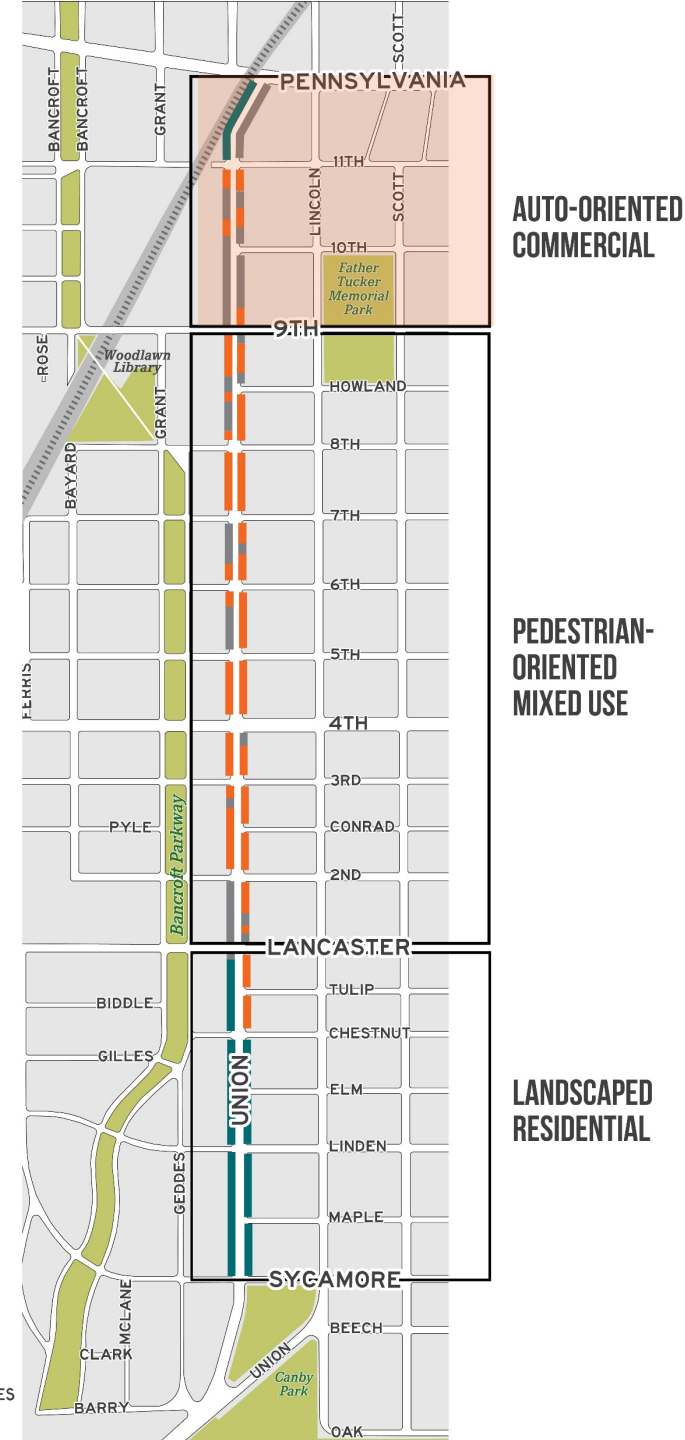
Project Overview

Auto-Oriented Commercial Pennsylvania Avenue – 9th Street

- On-street parking mix of parallel and back-in angled parking
- Some Entrances
- Signalized crosswalk with curb extensions at 9th street
- Wider sidewalks

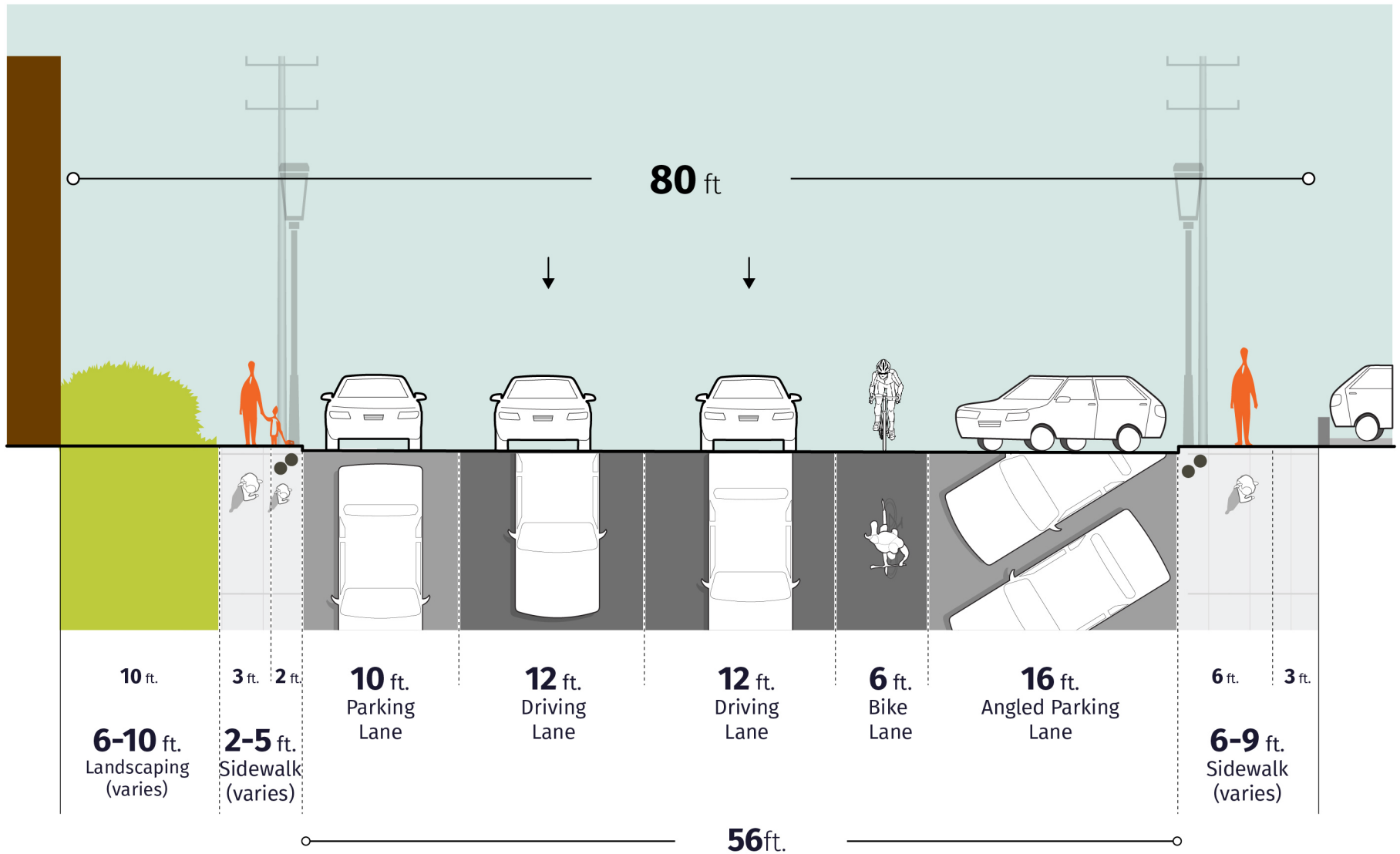
FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



Union Street - Auto-Oriented Commercial (Pennsylvania Avenue - 9th Street)

Existing



Auto – Oriented Commercial Pennsylvania Avenue – 9th Street



Project Overview

Pedestrian-Oriented Mixed Use

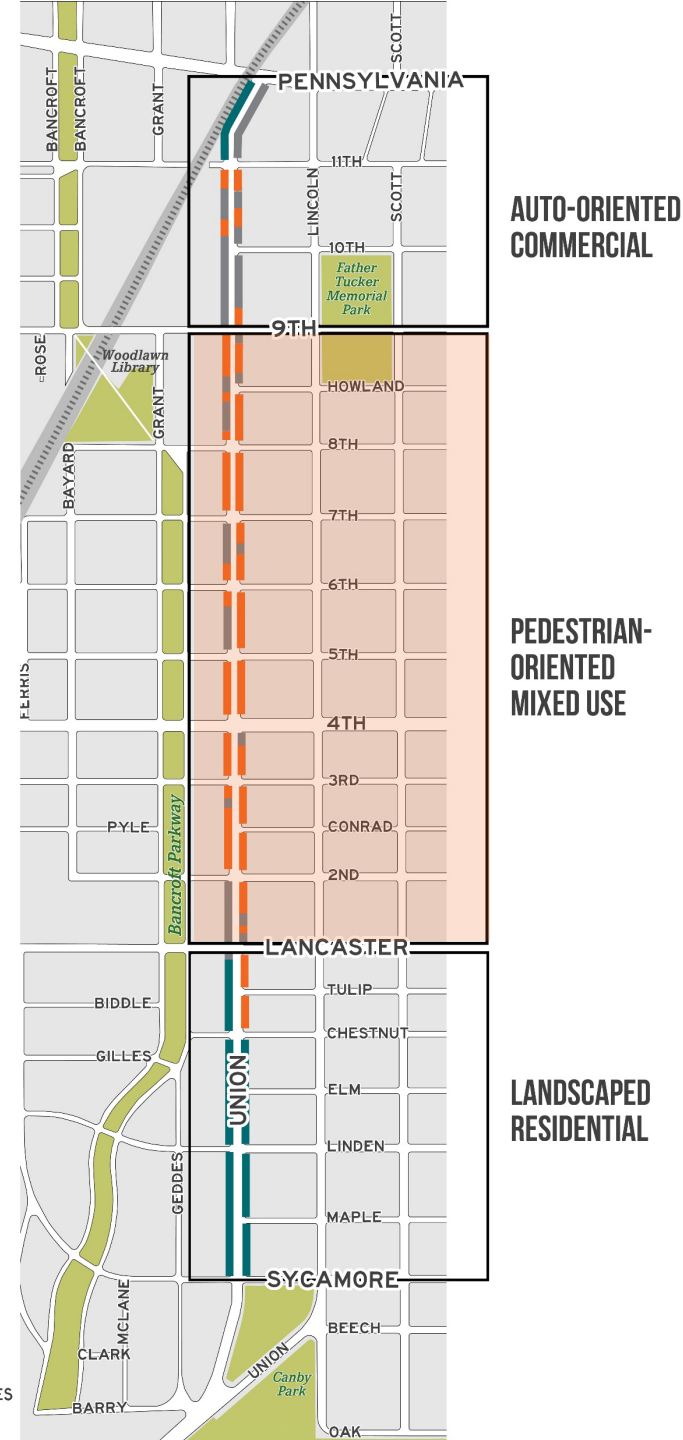
9th Street – Lancaster Avenue

- On-street parking mix of parallel and back-in angled
- Variety of retail/ commercial/ mixed use
- Wider sidewalks
- Many entrances
- Signalized crosswalk with curb extensions at 8th Street, 7th Street
- Signalized crosswalk at 4th Street, 2nd Street, and Lancaster Avenue
- Fire Station on 3rd Street



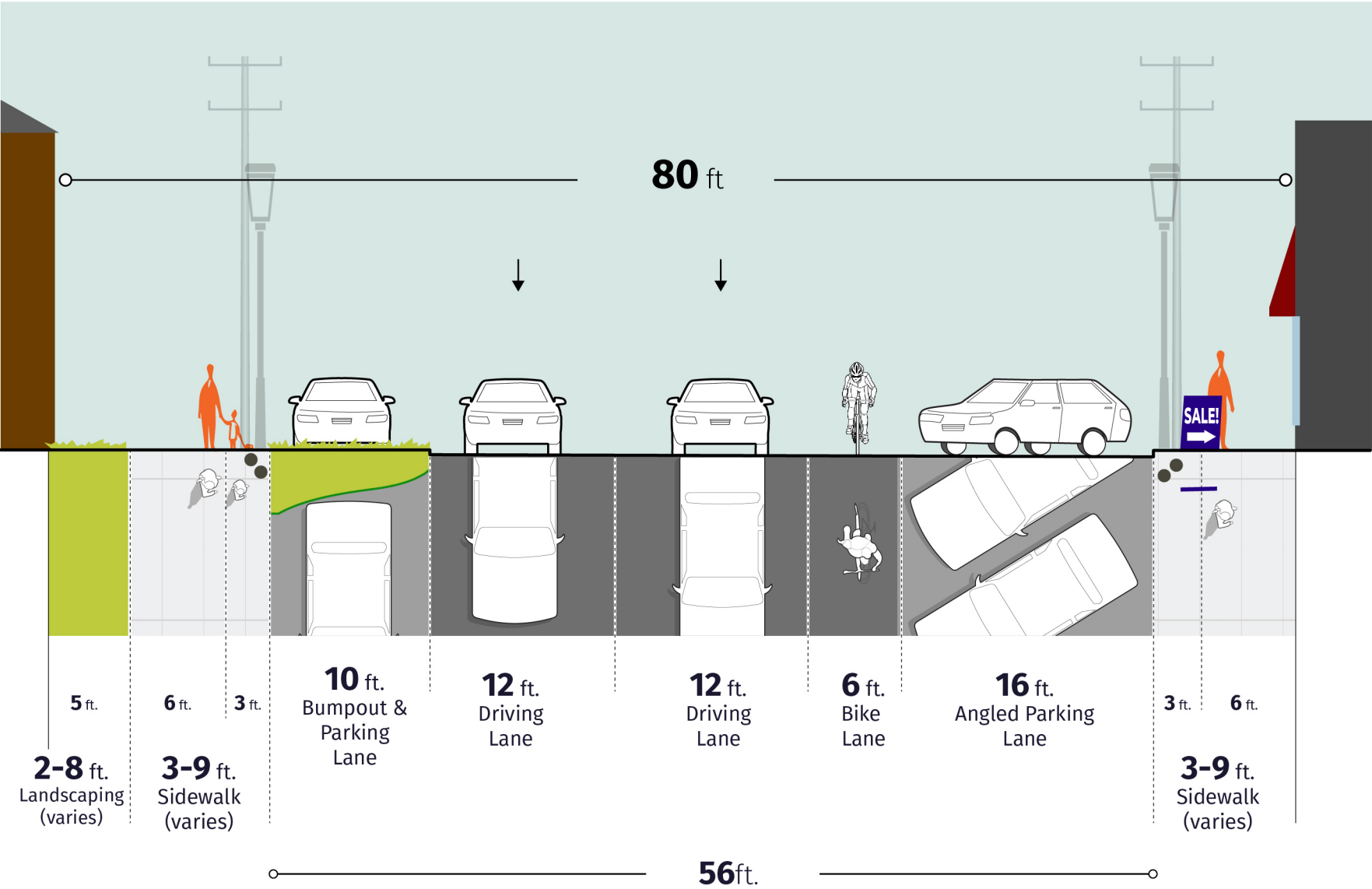
FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



Union Street - Pedestrian-Oriented Mixed Use (9th Street - Lancaster Avenue)

Existing



Pedestrian – Oriented Mixed Use

9th Street – Lancaster Avenue



2nd Street



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Project Overview

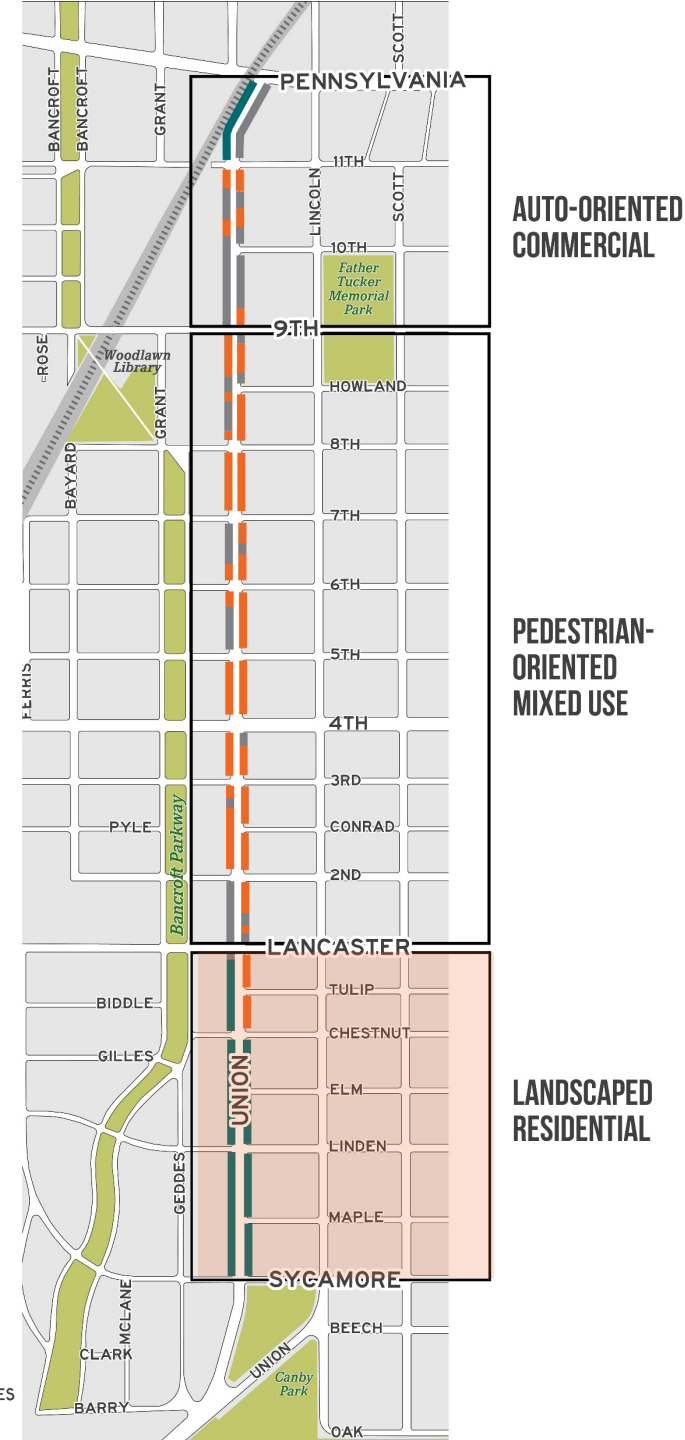
Landscaped Residential

Lancaster Avenue – Sycamore Street

- Mostly residential
- On-street parking mix of parallel and back-in angled
- Narrower sidewalks
- Signalized crosswalk at Linden Street and Maple Street

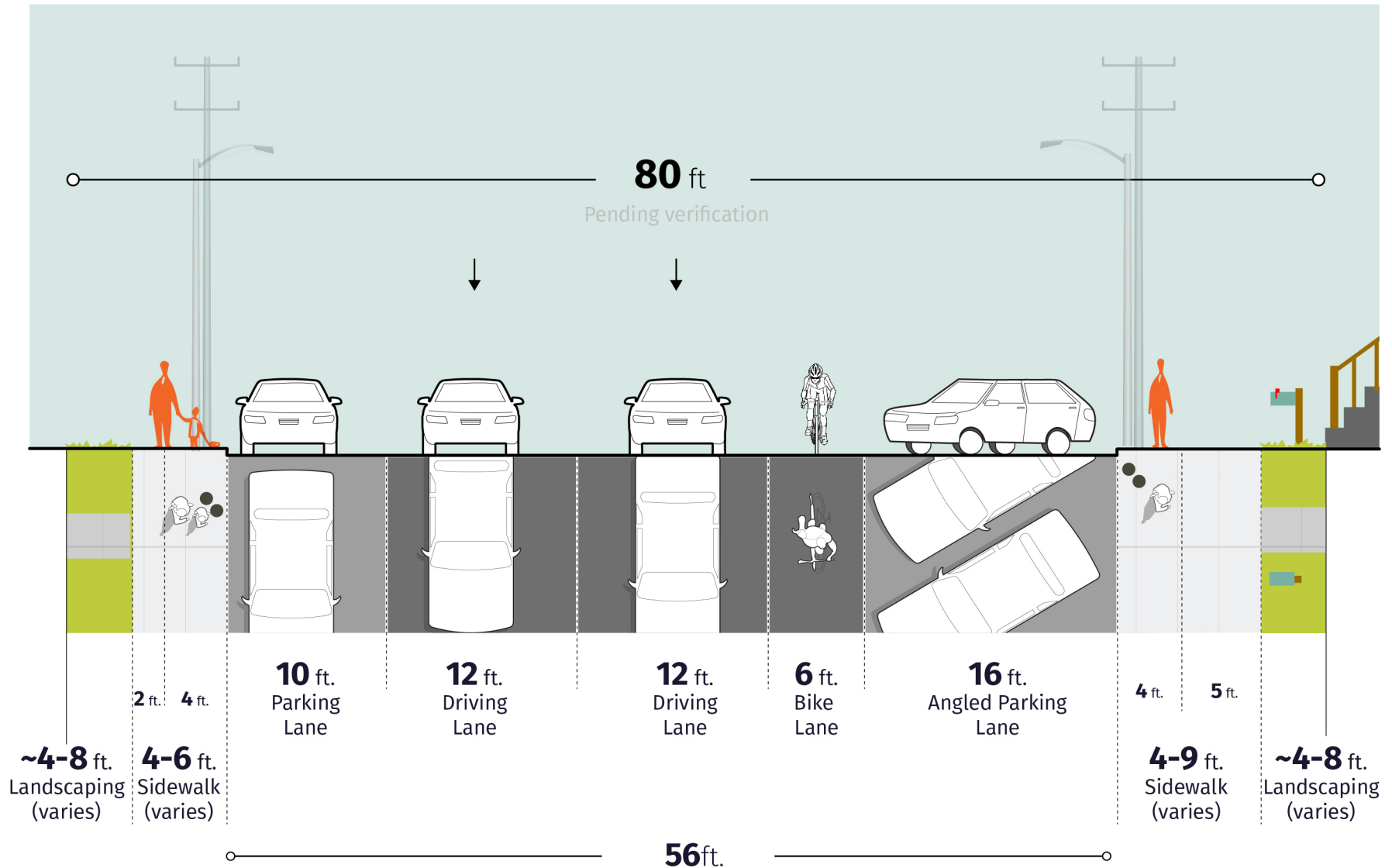
FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



Union Street - Landscaped Residential (Lancaster Avenue - Sycamore Street)

Existing



Landscaped Residential

Lancaster Avenue – Sycamore Street

Maple Street



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2. DISCUSS ISSUES AND OPPORTUNITIES

What we heard from the Comp Plan Outreach

WHAT IS A GREAT STREET?

Activity from **Wilmington**
2028

TOP CHOICES FOR UNION STREET:

Downtown business district

Pedestrian-scale lighting

Tree canopy & landscaping

Wide sidewalks

Ground floor retail and restaurants



Neighborhood commercial

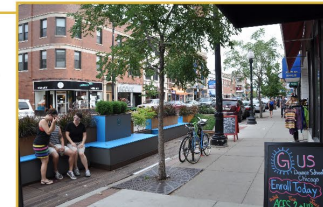
Public art

Temporary closure for events



Neighborhood commercial

"Parklet" uses parking lane to expand pedestrian space



DESIRED CHARACTERISTICS FOR UNION STREET:

fun
beautifying
dynamic
interesting
creative
festive
walkable
hybrid
accessible
multimodal
attractive
inviting
people-oriented

Issues and Opportunities

Multi-Modal Needs



Pedestrians

- Widen sidewalks
- Gathering spaces to support businesses and livability
- Crossing safety
- ADA upgrades
- Greenery/ Street trees



Bicycles

- Network connectivity
- Bike parking
- Explore two-way facilities
- On-street vs. Separated



Transit

- Transit amenities
- Maintain service times (floating bus islands)



Personal Vehicles

- Traffic calming/ Speed
- Emergency evacuation route/
Flooding @ PA Ave
- On-street parking
- Two-way conversion?



Freight Vehicles

- Deliveries
- Loading / Unloading

Issues and Opportunities Multi-Modal Needs

Placemaking / Aesthetics

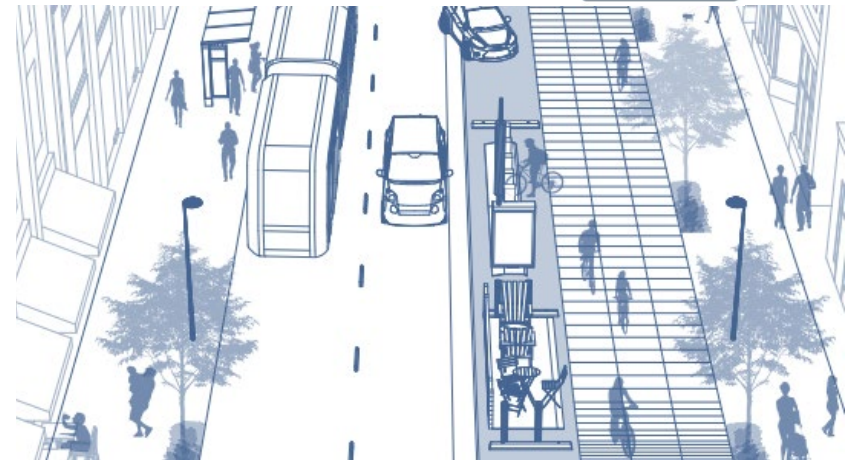
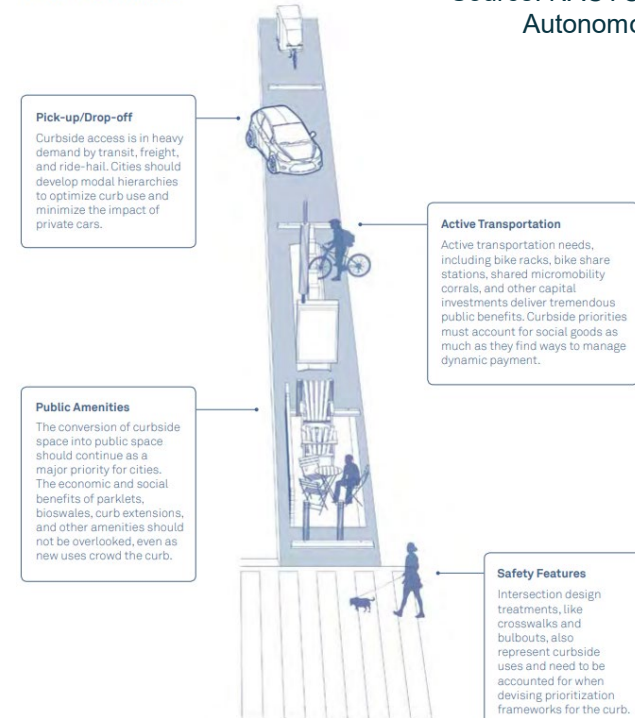
- Pedestrian Amenities
- Landscaping / Rain Gardens/ Greenery
- Aerial Utilities
- Lighting

Flex Zone / Curb Side Management

- Parklettes - Public gathering spaces / Business Space for outdoor dining and retail
- Active Transportation Parking/Docking
- Short term parking: Uber, Loading zones
- EV Charging

The Flex Zone

Source: NACTO Blueprint for
Autonomous Urbanism



Issues and Opportunities

Multi-Modal Needs

- **Open Discussion:**
 - *What is great about Union Street? (i.e., what's working well, don't mess with it)*
 - *What is not so great? (i.e., what should change in the redesign)*



Issues and Opportunities

Multi-Modal Needs

- **Open Discussion:**
 - *What's the one thing you wish you could do on Union Street that you can't do now?*
 - *What should the Union Street Corridor look like in 10 years?*
 - *What issues would you like to see fixed with this study*



3. VISIONING OUTREACH

COMMUNITY INSPIRED COMMUNITY DRIVEN



Help design a better Union Street!

We want to know what you think. There are two ways to learn more about the project and weigh in:

- 1 Attend a **live virtual public workshop** on May 19, 2021 from 6:30 to 8:00 p.m.
- 2 From May 19 - June 2, 2021 you can give us your input through an **online survey**.



UNION STREET

Reconfiguration and Streetscape Improvement Study

Market event and survey through:

- Email
- WILMAPCO Website
- Social media
- Posters in Union Street business windows
- Postcards (doorstep distribution and/or with Union Street takeout orders)

Public Visioning Outreach

- Confirm known issues/needs of Union Street and identify any others.
- Informing the vision of the future Union Street.
- Multiple ways for the public to engage.

Live Virtual Public Workshop:

May 19, 2021 (6:30 pm – 8:00 pm)

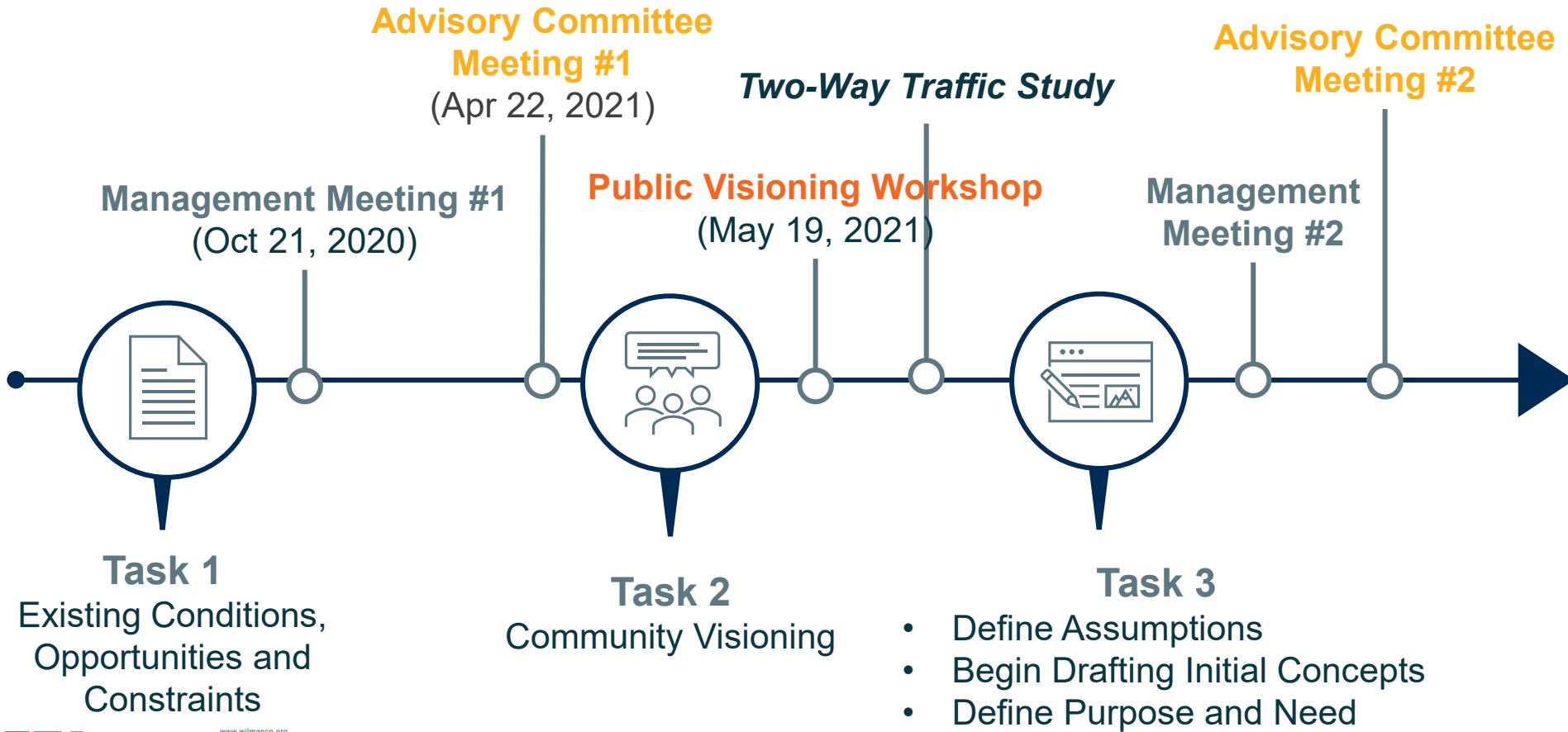
Online A-synchronous Activities:

May 19 – June 2, 2021 (Anytime)

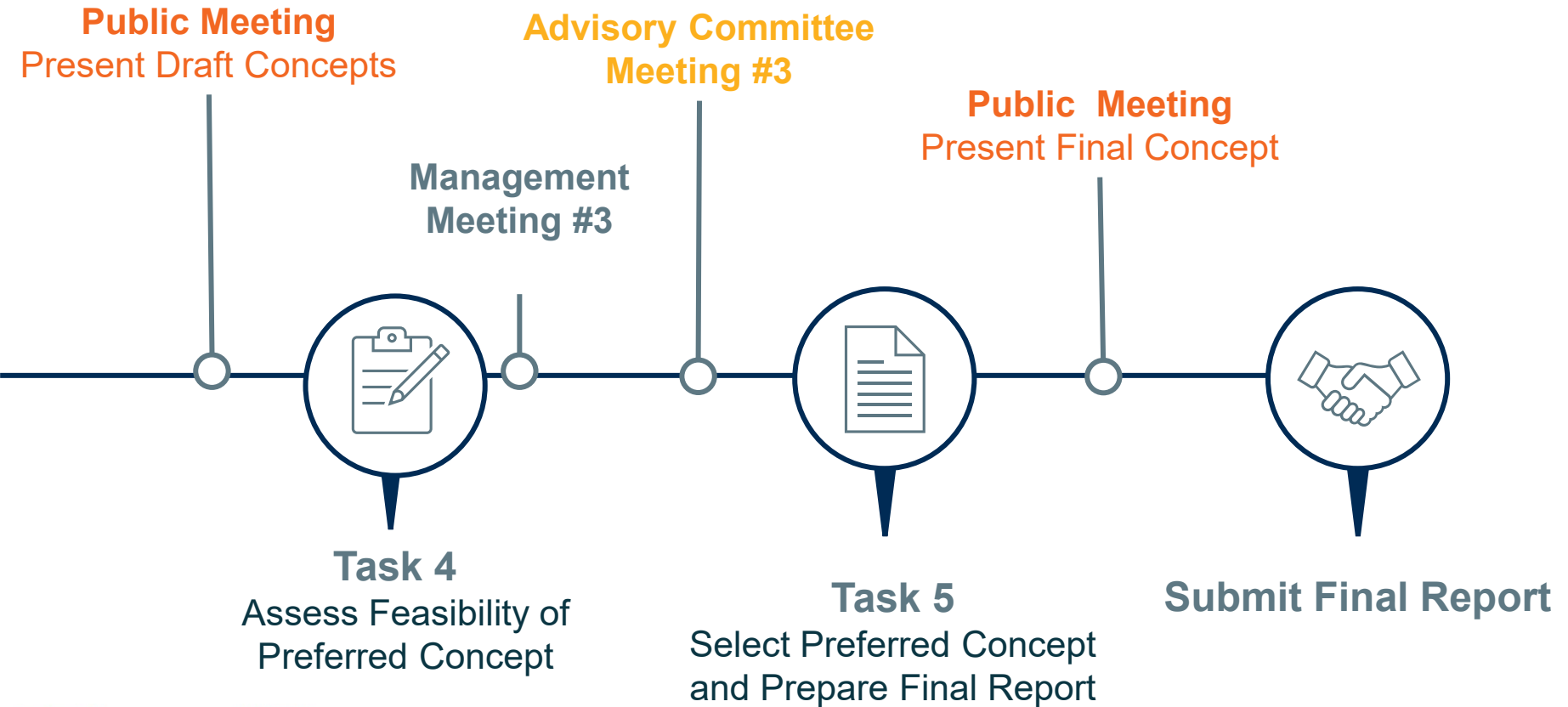


4. SCHEDULE AND MILESTONES

Schedule and Milestones



Schedule and Milestones





Contact Information:

Dave Gula

T: 302.737.6205 x122

E: Dgula@wilmapco.com

Project Website: :

www.wilmapco.org/unionstreet

Meeting Notes

Date: 04/22/2021

Time: 10:00-11:45

Location: Zoom Call

Project Number: 20-01842-001

An Advisory Committee meeting for the Union Street Reconfiguration and Streetscape Improvement Study was held via Zoom on Thursday, April 22, 2021. The following people were in attendance:

Dave Gula	WILMAPCO
Tigest Zegeye	WILMAPCO
Randi Novakoff	WILMAPCO
Nancy Bergeron	JMT
Angie Hernandez, AICP	JMT
Stacey Chen, AICP	Interface Studio
Adele Meehan	Resident
Jack Michael	Business owner
Gwinneth Kaminsky	Planning, City of Wilmington
Herb Inden	Planning Director, City of Wilmington
Sen Sarah McBride	State Senatorial District 1
Sarah Lester	West Side Grows
Jacqueline Castaneda	West Side Grows
Rep Sherry Dorsey Walker	State House District 3
Pam Steinebach	DeIDOT DOTS
Cooper Bowers	DeIDOT Planning
Tom Ogden	Mayor's Office
Rich Przywara/Donna Gooden	Woodlawn Trustees
Cathy Smith	DTC
John Constantinou	Walter's Steakhouse
Jim Ursomarso	Union Park Auto Group
Yolanda McCoy	City Council District 6
Dino Thompson	Dino's Ice Cream and Water Ice
Matt Harris	Planning, City of Wilmington
Cianna Green	Legislative Aide to Rep. Dorsey Walker
Andrea Wakefield	Mrs. Robinos

The full Advisory Committee Meeting was recorded, and the recorded files were transmitted to WILMAPCO along with these meeting notes as a full record of the meeting. The following items were discussed (not necessarily in this order but organized this way for conciseness):

Project Scope

- JMT and WILMAPCO presented the project scope which includes:
 - Identifying conceptual alternatives for the reconfiguration of Union Street.
 - Community driven process.

- This project is focused on the use of the Public Right of Way and its connections to the overall transportation network.

Public Outreach

- Virtual meeting
- Desire to engage with the local businesses along the corridor.
- The group discussed the potential for local businesses to partner in distributing and collecting information and possibly even surveys regarding the project.
- WILMAPCO will print any posters and post cards for distribution. Anyone wanting postcards or posters can email me at rnovakoff@wilmapco.org
- (Adele Meehan) said that UPG would be happy to give postcards to all our residents.

Visioning

- **When asked “What is working now on Union Street?” The comments included the following:**
 - Cultural Diversity of businesses
 - Outdoor dining
 - Planters in front of businesses
- **When asked “What isn't working, what are the needs?” The comments included the following:**
 - Pedestrian Access
 - More sidewalks, wider sidewalks
 - More crosswalks
 - Need to really get the pedestrian facility updated
 - More public art (especially on the electric boxes and crosswalks)
 - Parking
 - Andrea Wakefield shared that there are various parking limit signs along the corridor near her business that are very confusing for people for where and when they can park.
 - Identity
 - Trying to compete with Market Street and the Riverfront is difficult so it needs to find its own identity to hold its own against the other destination streets in the area.
 - Need more of a "destination" feel at the north end of Union St- greenery along the railway tracks or public art. "Welcome to Union Street", but also consistency in some design/streetscape elements that carry through the rest of the corridor
 - Current Bike Lanes
 - Bike lane is not used much Andrea Wakefield (Mrs. Robino's Restaurant).
 - Greening / Placemaking /aesthetics
 - Sarah Lester shared that there is some funding for planters and banners, etc. However there are no light poles south of 4th street to which banners could be placed.
 - Get rid of overhead utilities
 - Work with business owners to explain the importance of maintaining appealing store fronts and aesthetics of businesses.
 - Boarded up properties need to be fixed.
 - The corridor could become more of a multi-story corridor, businesses in the bottom floor and residences on the top.

- Need to maintain Union Street as an amenity to the surrounding residents
- Speeding Issues
 - Need to make Union Street a destination, not an exit route from the City as it currently functions.
 - speeding especially after Linden/Maple
 - Needs to be safe to walk to and on the corridor

Miscellaneous Discussions

- Diagonal parking
 - added 9 new spaces, the inconsistency in the diagonal parking was a result of working with business owners that didn't want them in front of their businesses. If they had placed them consistently, they would have added more spaces.
- Two-way conversion
 - Some concern over if it becomes two-way that deliveries could now be along both sides causing issues on both sides of the street.
 - Yolanda McCoy (6th District City Council person) - She believes that if the two-lane happens we would need to make sure safety isn't compromised.
 - Dino Thompson doesn't understand the pros and cons
 - (Sarah Lester) A challenge of this overall Union Street study, is that the corridor is paired with Lincoln St. They are very different, with a different concentration of businesses, but it would be important to consider what changes (perhaps the lower cost ideas) could be consistently implemented across both corridors as part of the final study.
 - the traffic is not ordinary at the moment since we are dealing with the 95-corridor construction.
 - We will use pre-95 and pre-COVID traffic volumes to best inform the data we use.
- Destination Street Examples
 - Tom Ogden brought up Main Street in Newark as a destination street example.
 - Richard Przywara brought up West Chester (Gay Street) as another example of a Street that has transformed over time.
- Union Park Gardens neighborhood has 580 houses
- When will the actual reconstruction of Union Street be?
 - There is currently no funding for reconstruction of Union Street.
 - This study is to figure out the concepts, then there will be detailed design and construction.
 - Hopefully by the end of this study there will be more of a timeframe established for funding to do the physical reconstruction work. Dave Gula is hoping for a 5-year timeframe to begin construction.
- Rep Sherry Dorsey Walker wanted to know the cost of construction anticipated and how she can be helpful to getting the project funded.
 - At this point no cost is known because we are just starting this project at the community level to help come up with concepts. We will have a better idea of cost at the conclusion of the study.
- When will this study be done?
 - Hoping the end of this year, but that will depend on the pace of the traffic study on two-way conversion.



Interface Studio LLC

PRESENTED TO:
Advisory Committee
DATE: OCTOBER 13, 2021

WELCOME!

Advisory Committee Meeting #2



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
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- Christofer Johnson, City Council
- Hon. Michael Purzycki, Mayor



Union Street Advisory Committee Role

Advisory Committee Members:

- Confirm Issues
- Guide Solutions
- Outreach Partner



TODAY'S AGENDA



1. Summary of previous public visioning
2. Draft purpose and need statement
3. Draft measures of effectiveness (MOEs)
4. Alternatives considered and MOE scoring
5. Outreach strategy for upcoming public workshop
6. Next Steps

1.

SUMMARY OF PREVIOUS PUBLIC VISIONING



Public Engagement Summary

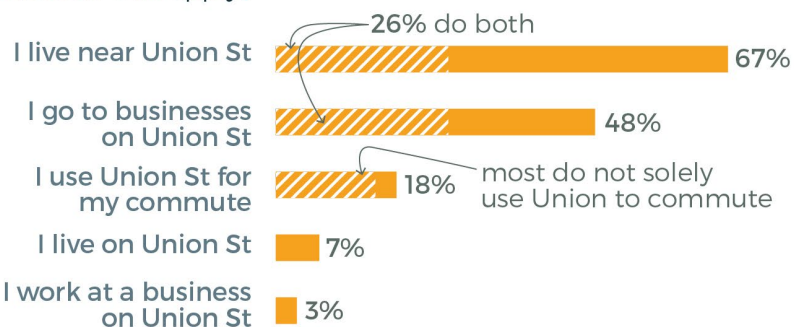
#1 Tell us about yourself

61

responses

What is your relationship to Union Street?

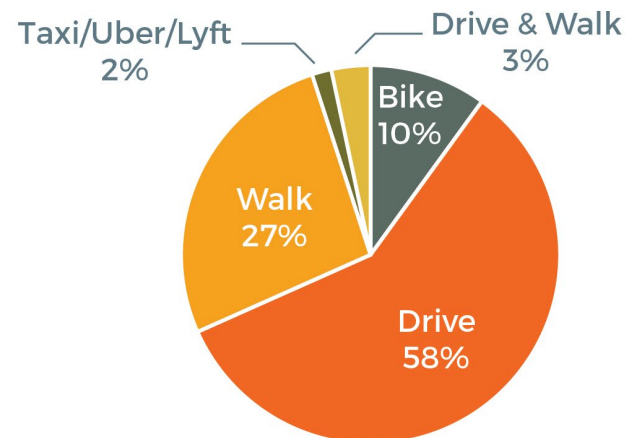
[select all that apply]



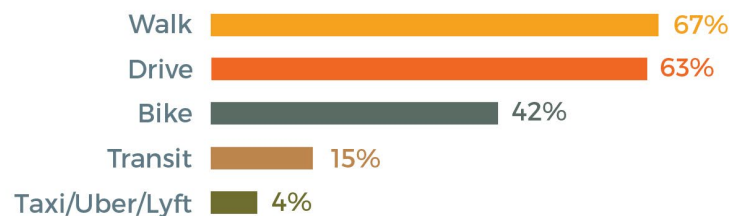
Where do you go most often on Union Street?



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 lanes** 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**

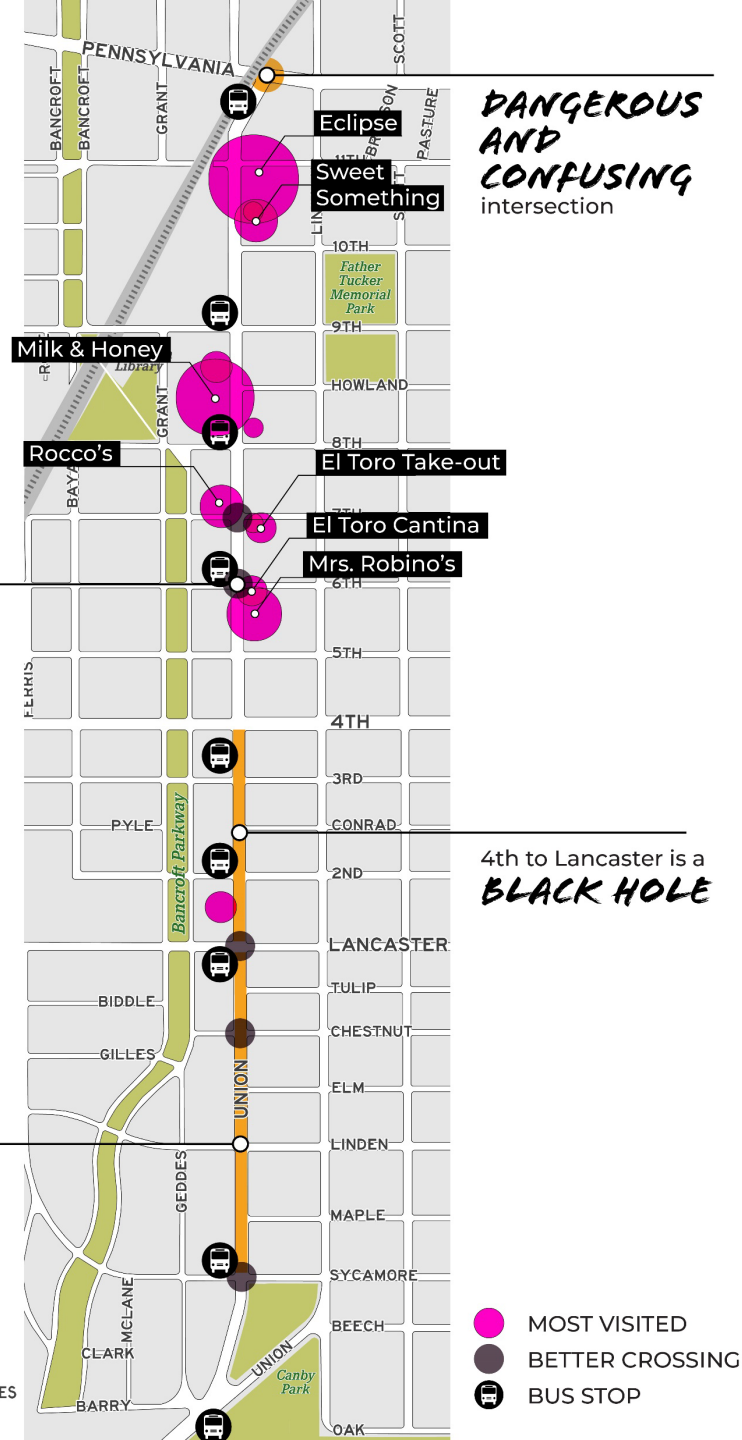
BETTER CROSSINGS
needed

Residential streets can feel like an evacuation everyday, it's like **SPEED RACER**

DANGEROUS AND CONFUSING
intersection

4th to Lancaster is a **BLACK HOLE**

0 0.1 0.2 MILES



#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.

 **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:

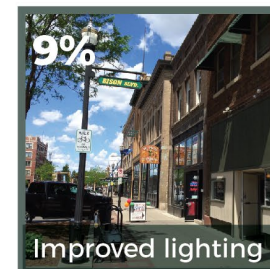
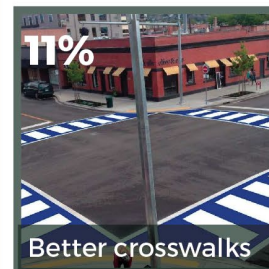
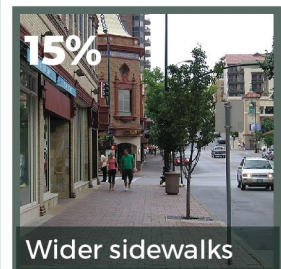
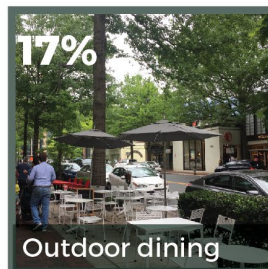
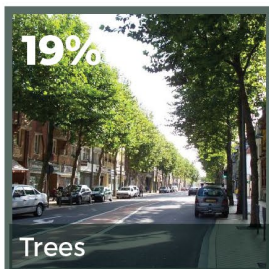
Improve parking: no angled parking, build parking garage
Traffic safety: enforcement, signage, manage deliveries

25

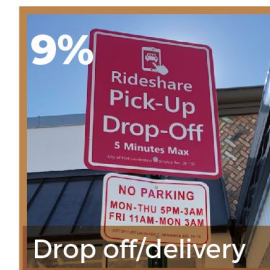
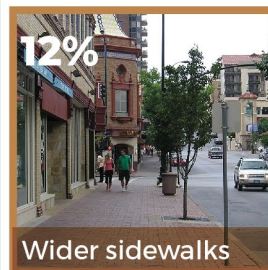
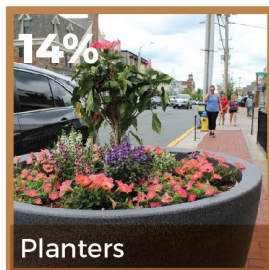
responses

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

most important



least important



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

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)

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

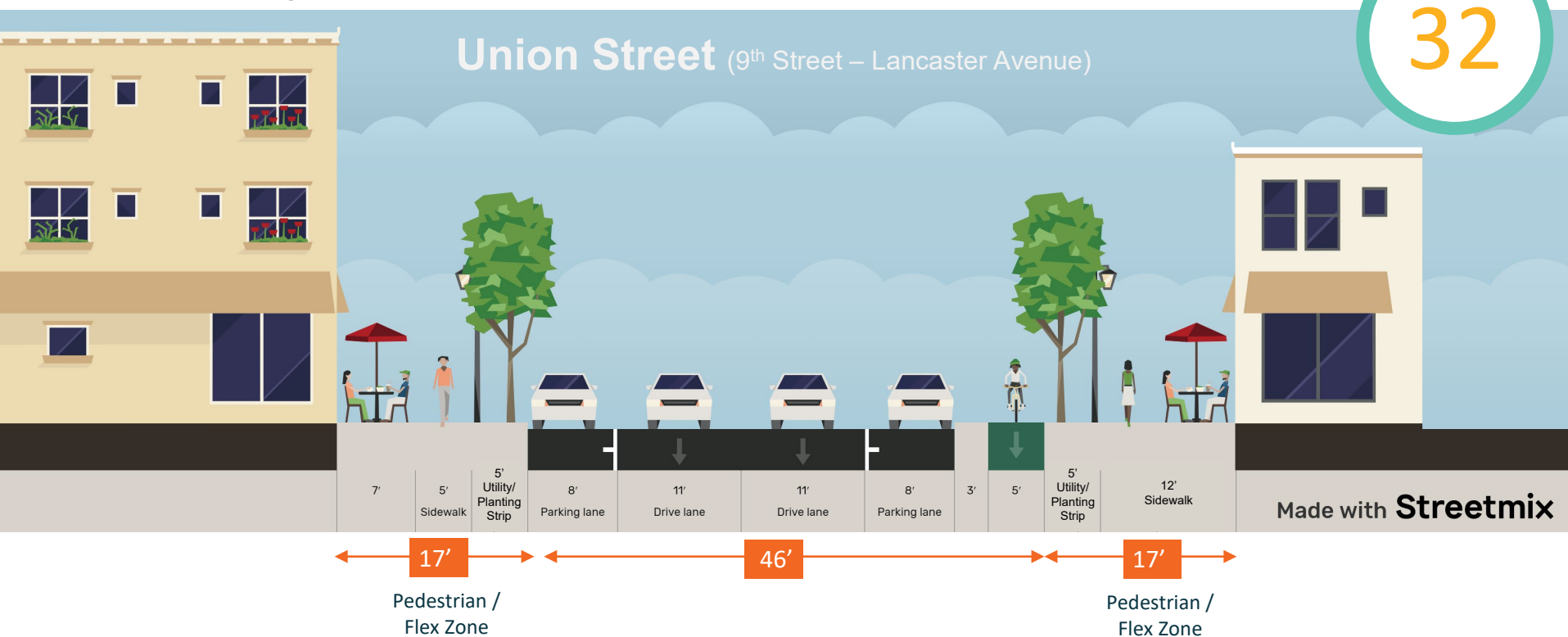
4. ALTERNATIVES CONSIDERED AND MEASURES OF EFFECTIVENESS SCORING

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

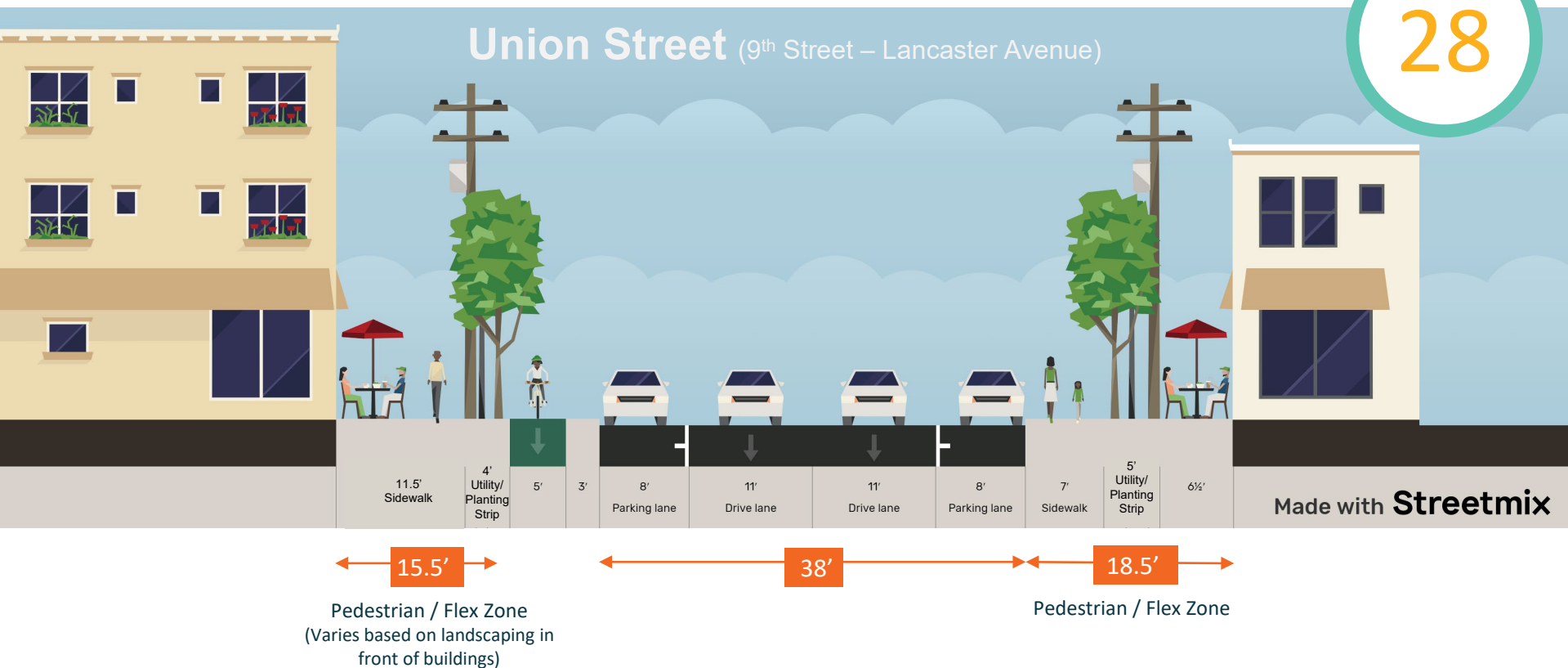


Top Performing Alternatives

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

Move Curb Alternative 6:

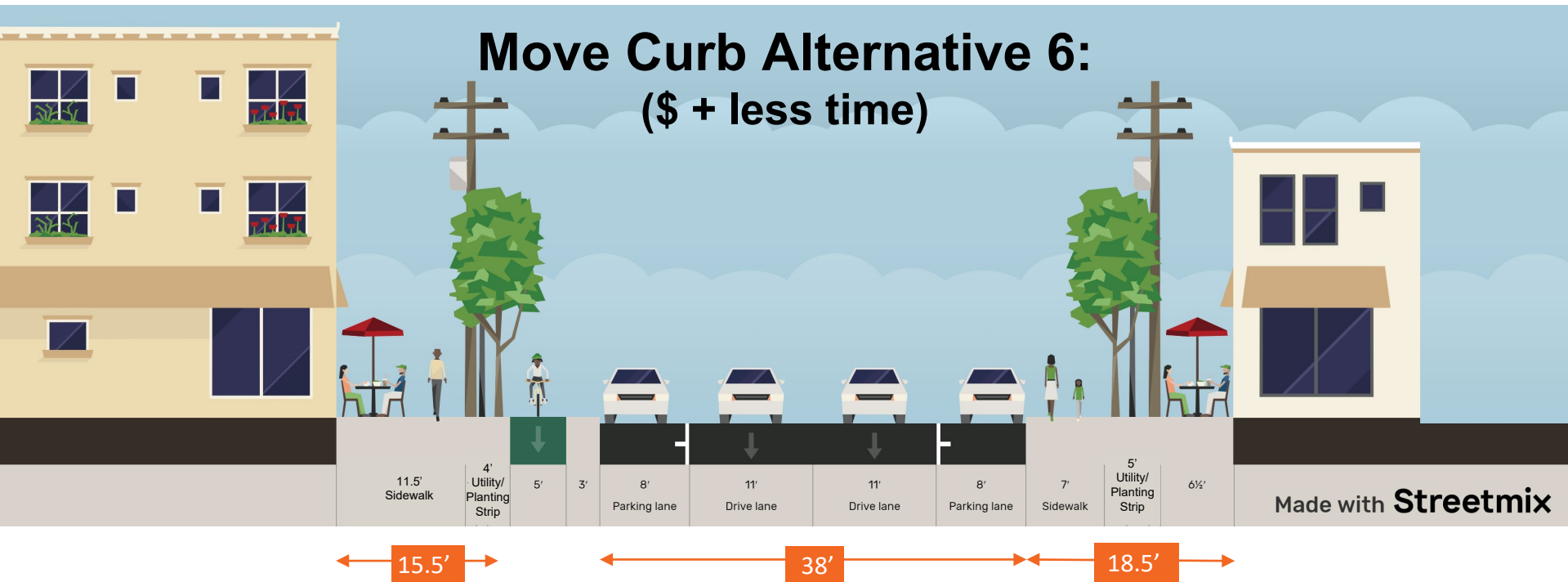
Parallel Parking with Southbound Separated Bike Lane (Maintain Utilities)



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



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

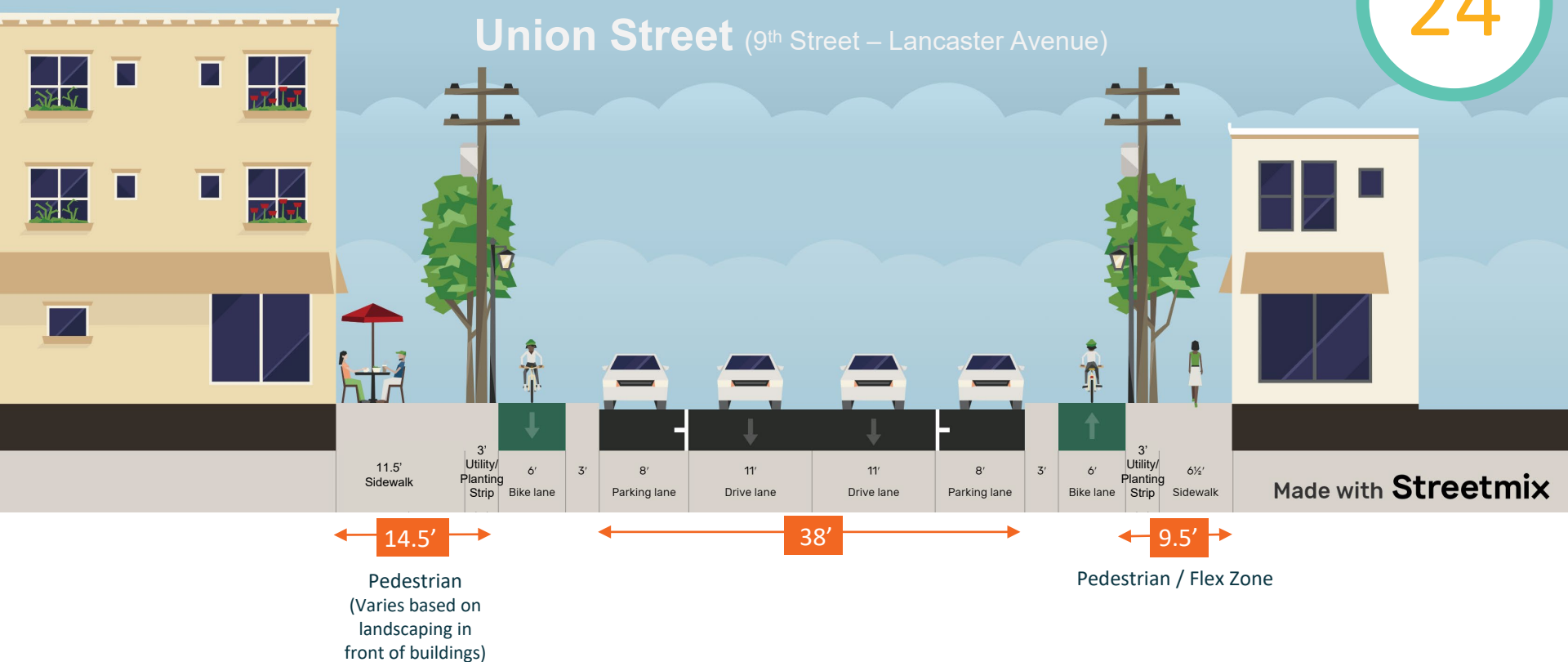


Other Alternatives

Move Curb Maintain Utilities Alternative 5:

Parallel Parking with Separated Bike Lanes (Maintain Utilities)

24



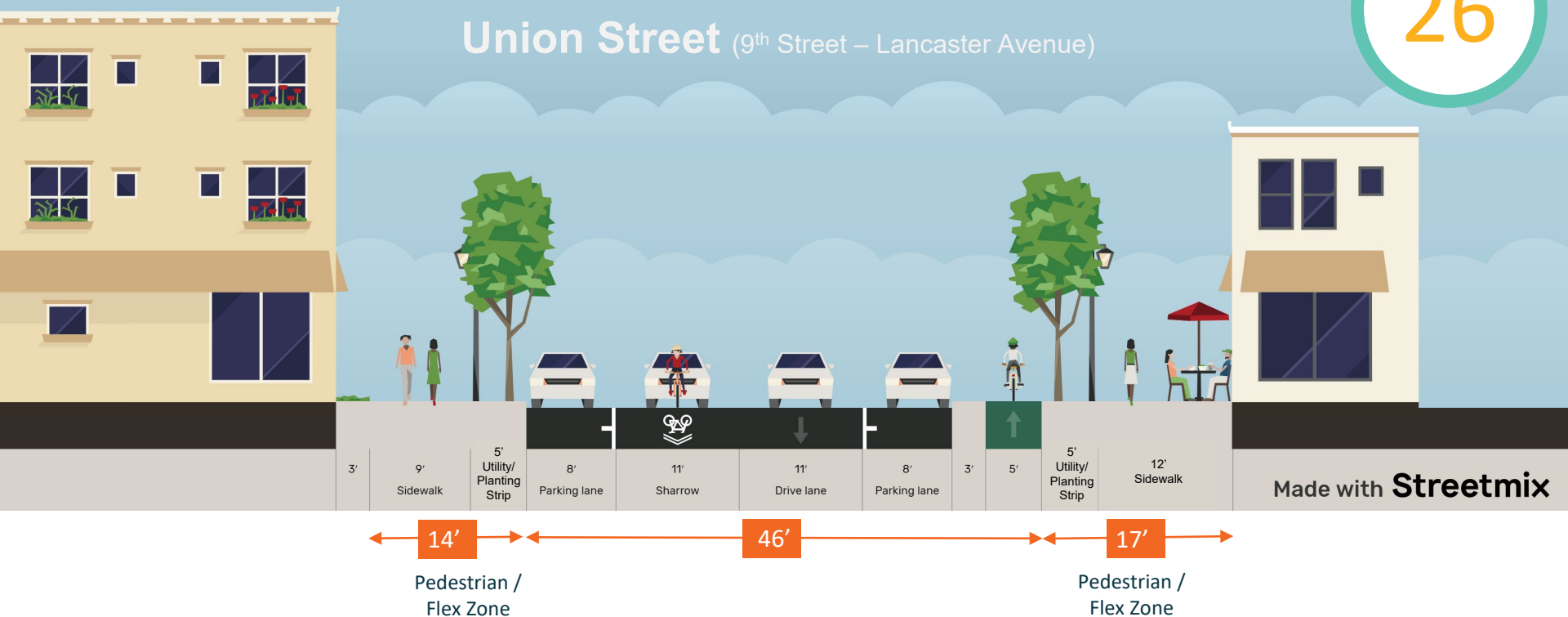
Other Alternatives

Move the Curb and Move Utilities Alternative 1:

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

26

Union Street (9th Street – Lancaster Avenue)

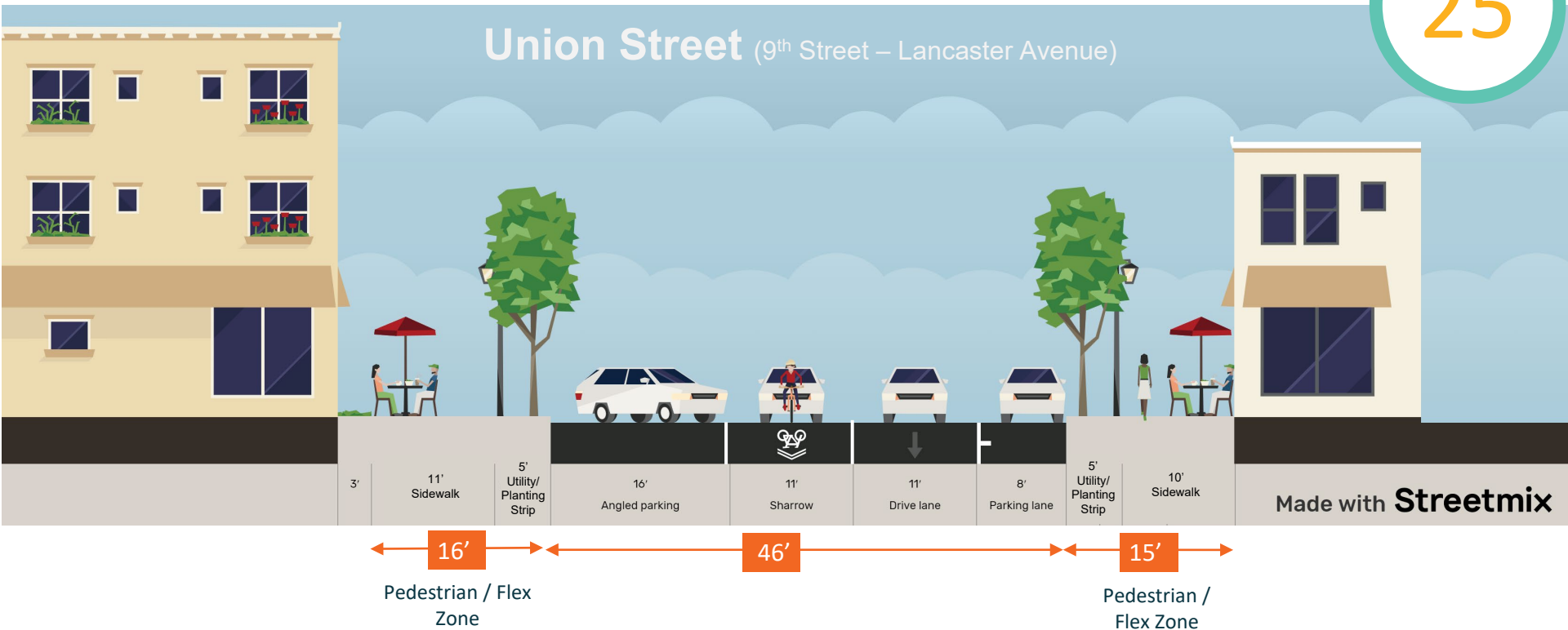


Other Alternatives

Move the Curb and Move Utilities Alternative 3: Back-in Angle Parking with Sidewalks

25

Union Street (9th Street – Lancaster Avenue)



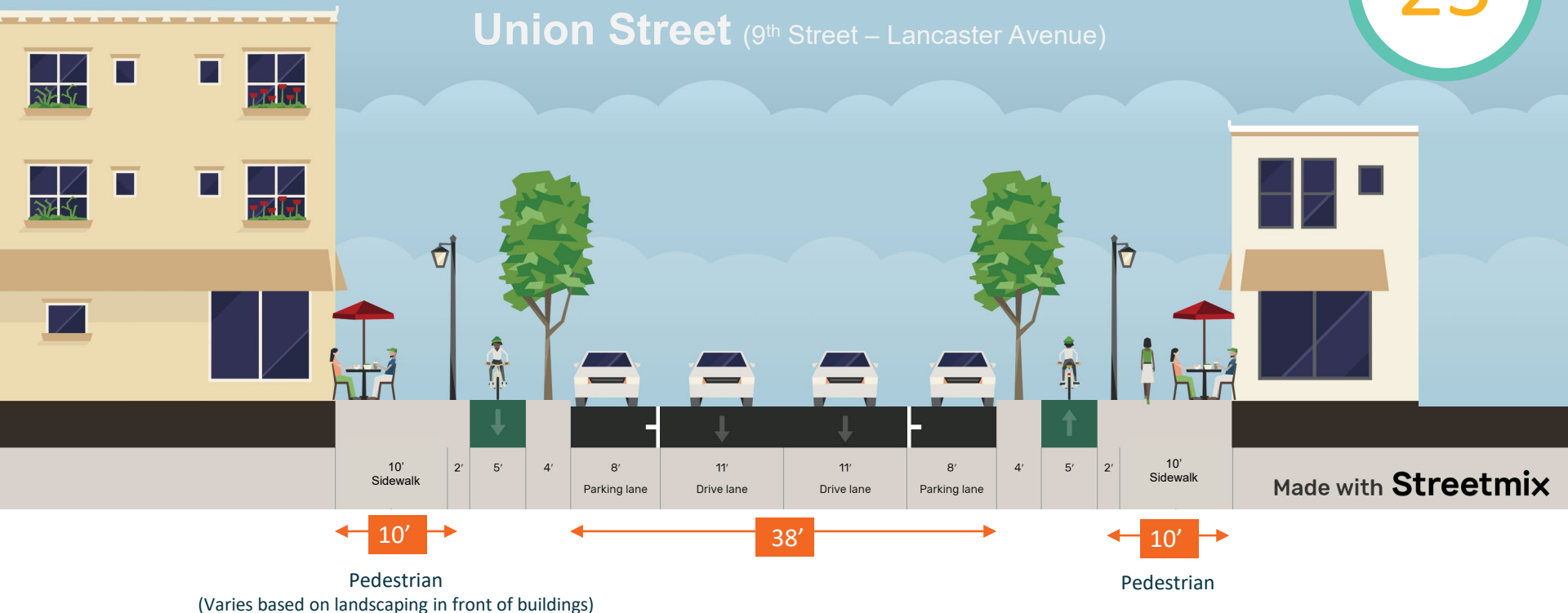
Other Alternatives

Move the Curb and Move Utilities Alternative 4:

Parallel Parking with Raised Bike Lanes

25

Union Street (9th Street – Lancaster Avenue)



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

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

Discussion



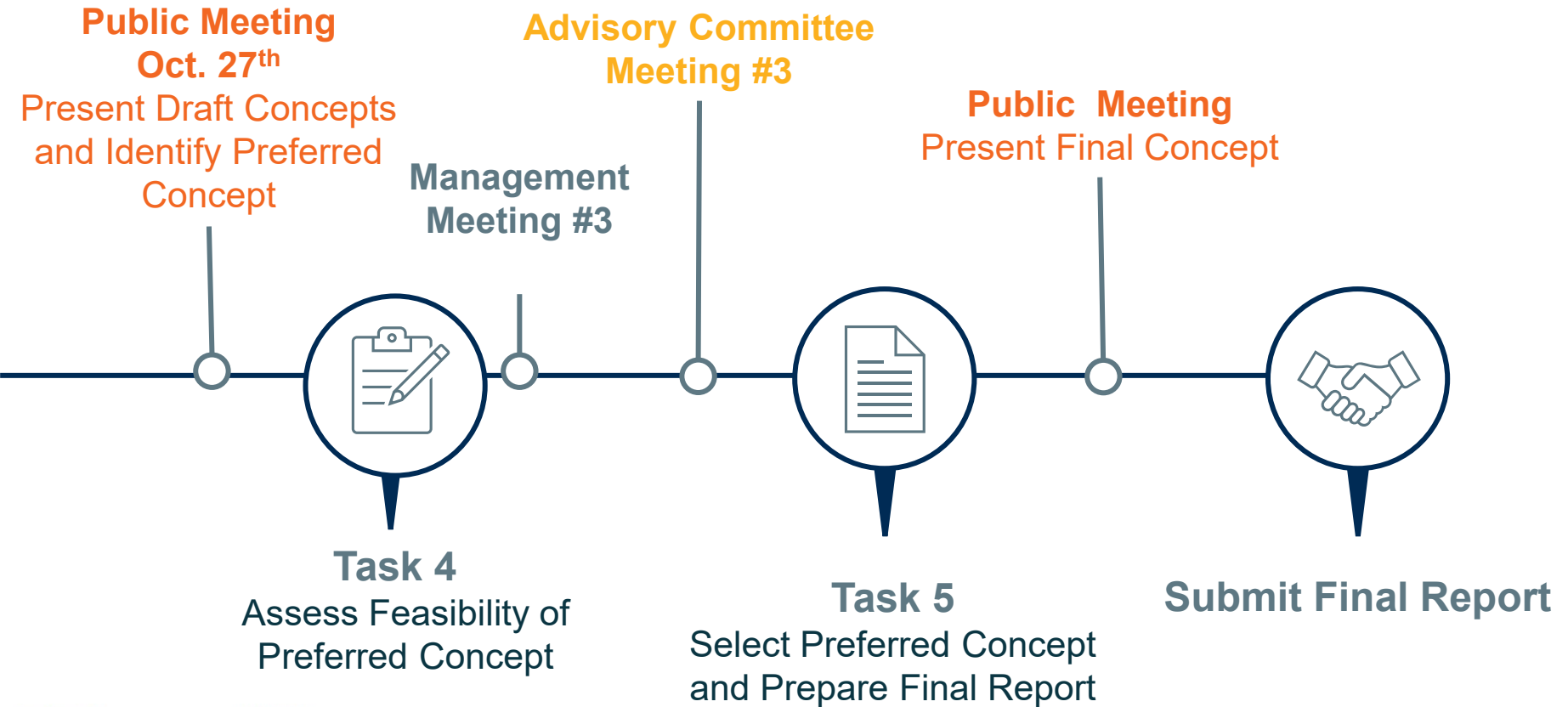
What methods of engagement worked well?

- ☐ Live meeting
- ☐ Posters/flyers to spread awareness
- ☐ Social media advertising to spread awareness
- ☐ Online asynchronous activities

6. NEXT STEPS



Next Steps





Contact Information:

Dave Gula

T: 302.737.6205 x122

E: Dgula@wilmapco.com

Project Website: :

www.wilmapco.org/unionstreet

Meeting Notes

Date: 10/13/2021

Time: 2:00 - 3:30

Location: Zoom Call

Project Number: 20-01842-001

An advisory committee meeting for the Union Street Reconfiguration and Streetscape Improvement Study was held via Zoom on Wednesday, October 13, 2021. The following people were in attendance:

Dave Gula	WILMAPCO
Josh Thompson	WILMAPCO
Nancy Bergeron	JMT
Angie Hernandez, AICP	JMT
Stacey Chen, AICP	Interface Studio
Adele Meehan	Resident
Jake Thompson	WILMAPCO
Sarah Lester	West Side Grows Together
Brian Mitchell	City of Wilmington
Rep Sherry Dorsey Walker	State House District 3
Tom Ogden	Mayor's Office
John Rago	Mayor's Office
Daykia Hunter-McKnight	Aide to Sen. Lockman
John Constantinou	Walter's Steakhouse
Carl Georgi	Eclipse/Platinum Dining Group
Representative Gerald Brady	Representative (RD 4)
Tricia Arndt	Delaware State Planning
Gladys Chamberlain and Tina	Resident

The full advisory committee meeting was recorded, and the recorded files were transmitted to WILMAPCO along with these meeting notes as a full record of the meeting. The following items were discussed (not necessarily in this order, but organized in this way for conciseness):

Summary of previous public visioning – Stacey Chen presented an overview of the previous public visioning results.

Draft purpose and need statement and draft measures of effectiveness (MOEs) – Angie Hernandez presented the draft purpose and need statement and draft measures of effectiveness (MOEs), explaining that the purpose and need statement and MOEs were derived directly from the public visioning results.

Alternatives considered and scoring – Angie Hernandez presented six alternatives (that would require moving the curb) considered in this study for this discussion. The advisory committee discussed the pros and cons of the alternatives. There was no conclusive group decision made to choose any particular alternative, but group members vocally agreed that the top performing alternatives were appropriately

scored and ranked using appropriate measures of effectiveness.

Angie Hernandez presented the three alternatives (that would not require moving the curb) that were considered, but dropped, as they did not meet the purpose and need for this project.

Electric Vehicles – Tricia Arndt, from Delaware State Planning, asked whether the alternatives include considerations for electric vehicle charging infrastructure. WILMAPCO and JMT agreed that this was not considered as a measure of effectiveness but could be a consideration once a preferred alternative is identified and the concept is applied throughout the corridor.

Undergrounding Utilities – The advisory committee discussed the challenges of any alternative that would relocate utilities underground. The advisory committee questioned if the public had requested undergrounding of utilities. WILMAPCO confirmed that undergrounding utilities was not a public request, but the option was considered to ensure that all potential options were investigated in this study. The group discussed that not undergrounding utilities would likely be beneficial in that it would reduce the project cost and construction timeline.

Short Term Solutions – Brian Mitchell, from the City of Wilmington, inquired if there were any short-term plans to make any improvements to Union Street as a temporary solution, since the long-term solution is multiple years out and funding has not yet been programmed for the construction of the project.

Outreach Strategy for Upcoming Public Workshop – The advisory committee discussed the previous methods of engagement for the previous public workshop. The group discussed that they agreed with using a similar method to engage the public for the second workshop. JMT discussed that the next public workshop would be similar in content to what was presented during this meeting to the advisory committee and that there would again be online activities for people to review and comment on project materials, including the purpose and need statement, measures of effectiveness, and alternatives.

Next Steps – Nancy Bergeron presented the next steps for the project as follows:

- A public meeting will be held on October 27th.
- Online public engagement activities will remain live for public review and comment from October 27th through November 10th.
- Upon review of the public input received, the project team will assess the feasibility of the preferred concept.
- The management team and advisory committee will meet to review the findings.
- Once the preferred alternative has been vetted and agreed upon, the project team will prepare a final corridor concept and final report.
- There will be a final public meeting to present the final concept and draft report.
- After receiving public comment and review, the project team will revise and submit the final report.



Interface Studio LLC

PRESENTED TO:
Advisory Committee

DATE: FEBRUARY 27, 2022

WELCOME!

Advisory Committee Meeting #3



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



TODAY'S AGENDA



1. Summary of public input from public workshop #2
2. Recommended preferred alternative
3. Next Steps

1.

SUMMARY OF PREVIOUS PUBLIC INPUT

Public Input on Draft Purpose and Need

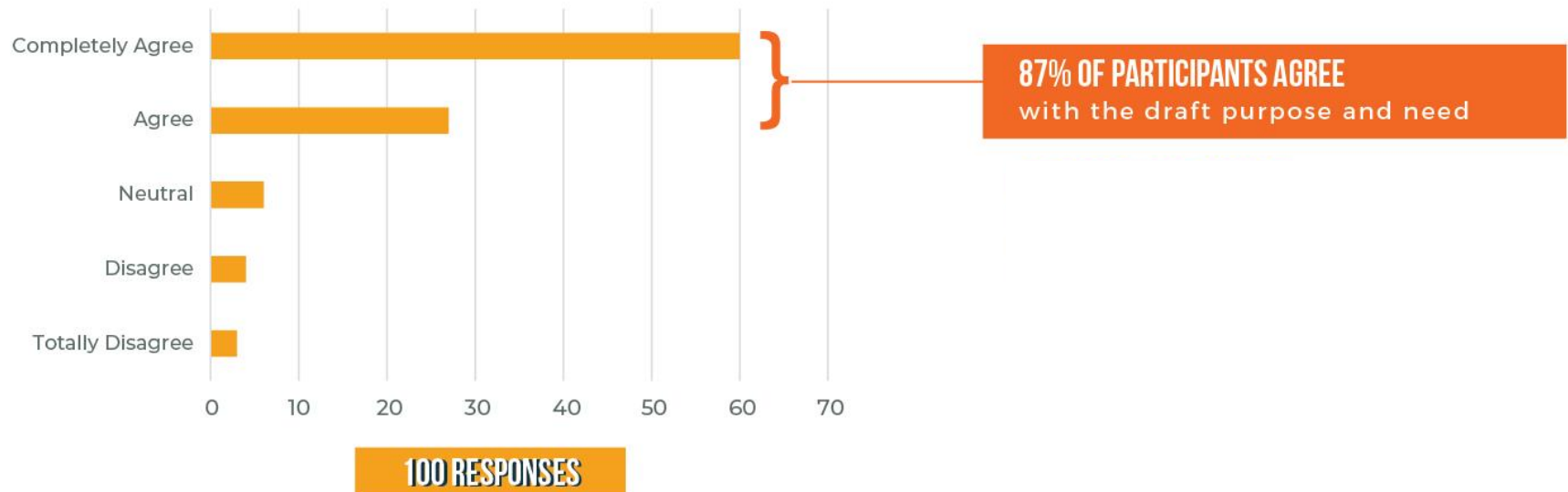
PURPOSE:

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.

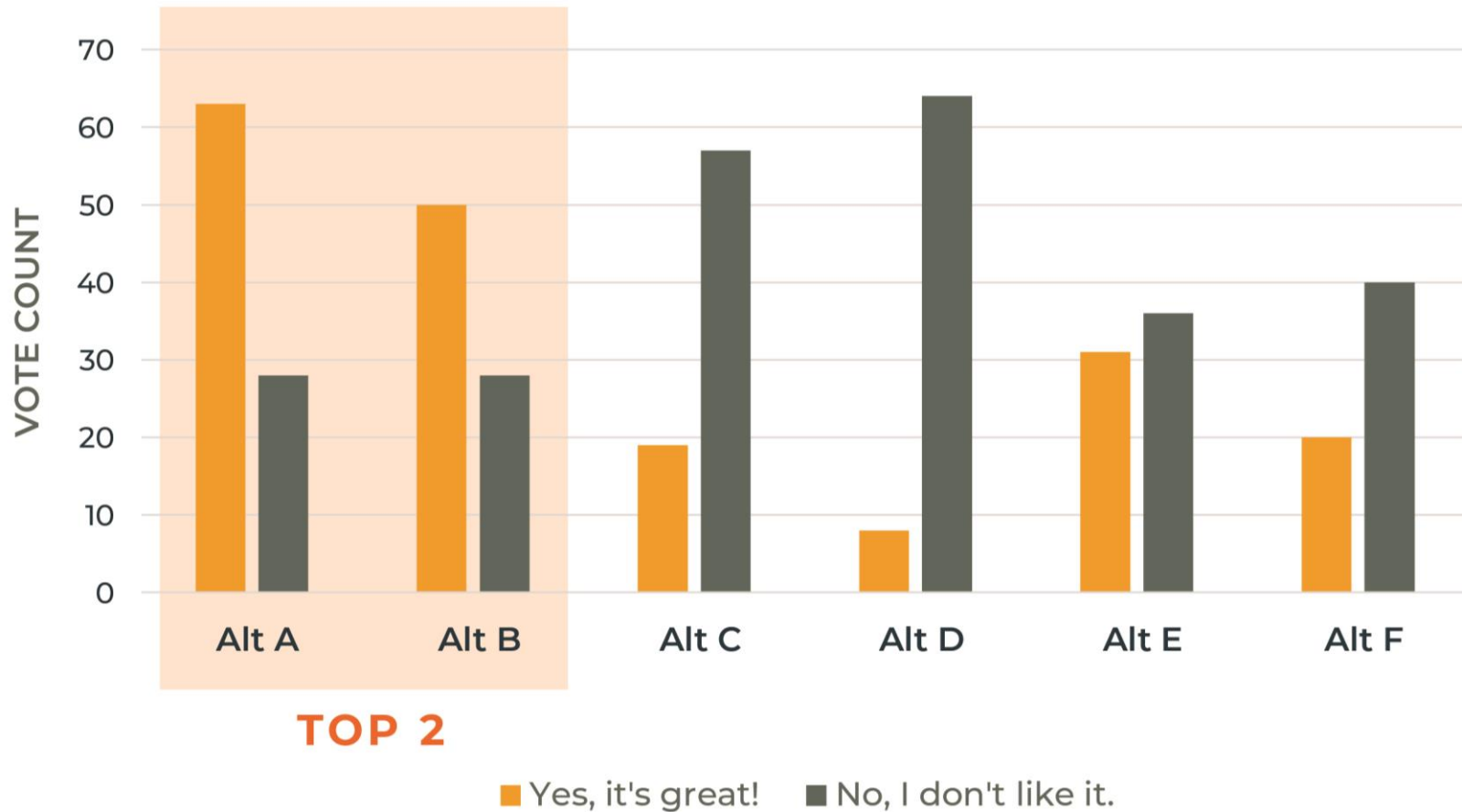
NEED:

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?



Public Input on Design Concepts



Alternative A:

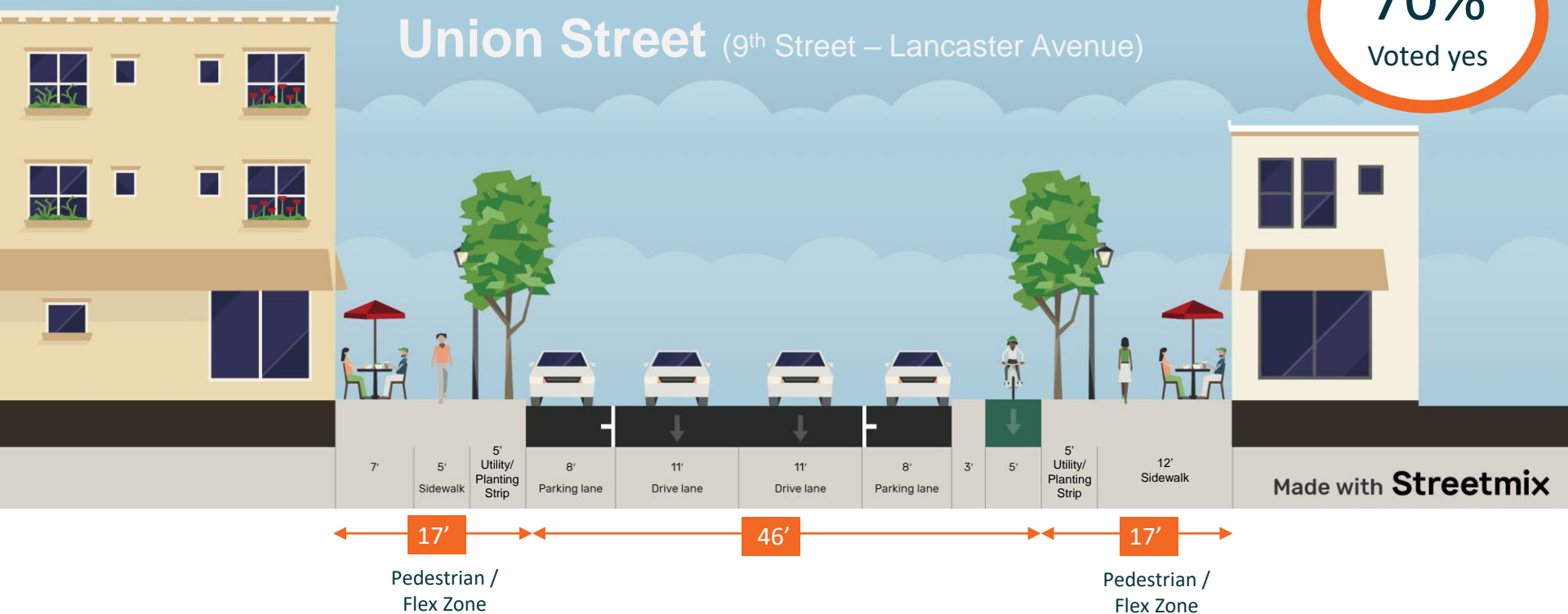
Parallel Parking with Separated Southbound Bike Lane (Utilities Underground)

91 responses

70%

Voted yes

Union Street (9th Street – Lancaster Avenue)



52 COMMENTS

THINGS PEOPLE LIKED:

Room for pedestrians and outdoor dining
Protected bike lane
trees
Buried utilities

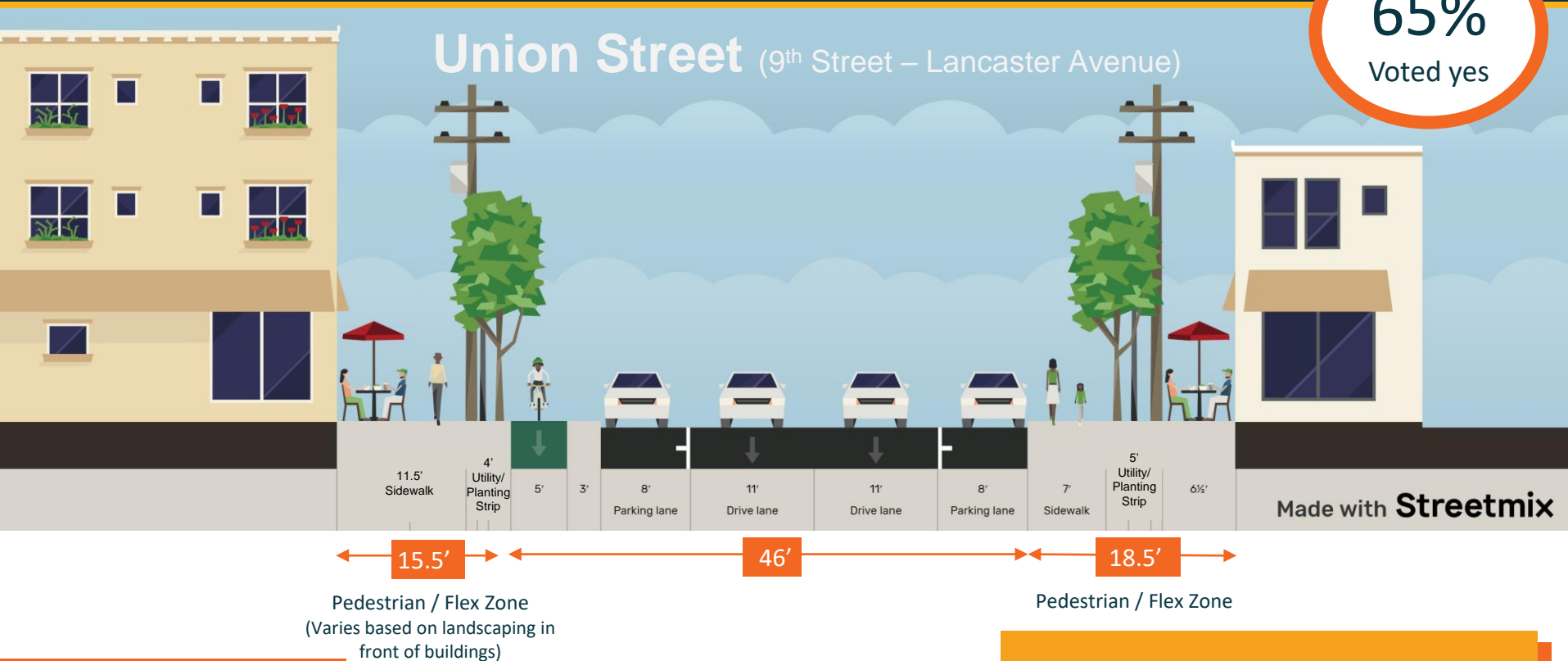
Alternative B:

Parallel Parking with Southbound Separated Bike Lane

79 responses

65%

Voted yes



53 COMMENTS

THINGS PEOPLE LIKED:

Room for pedestrians and outdoor dining

*Protected bike lane
trees*

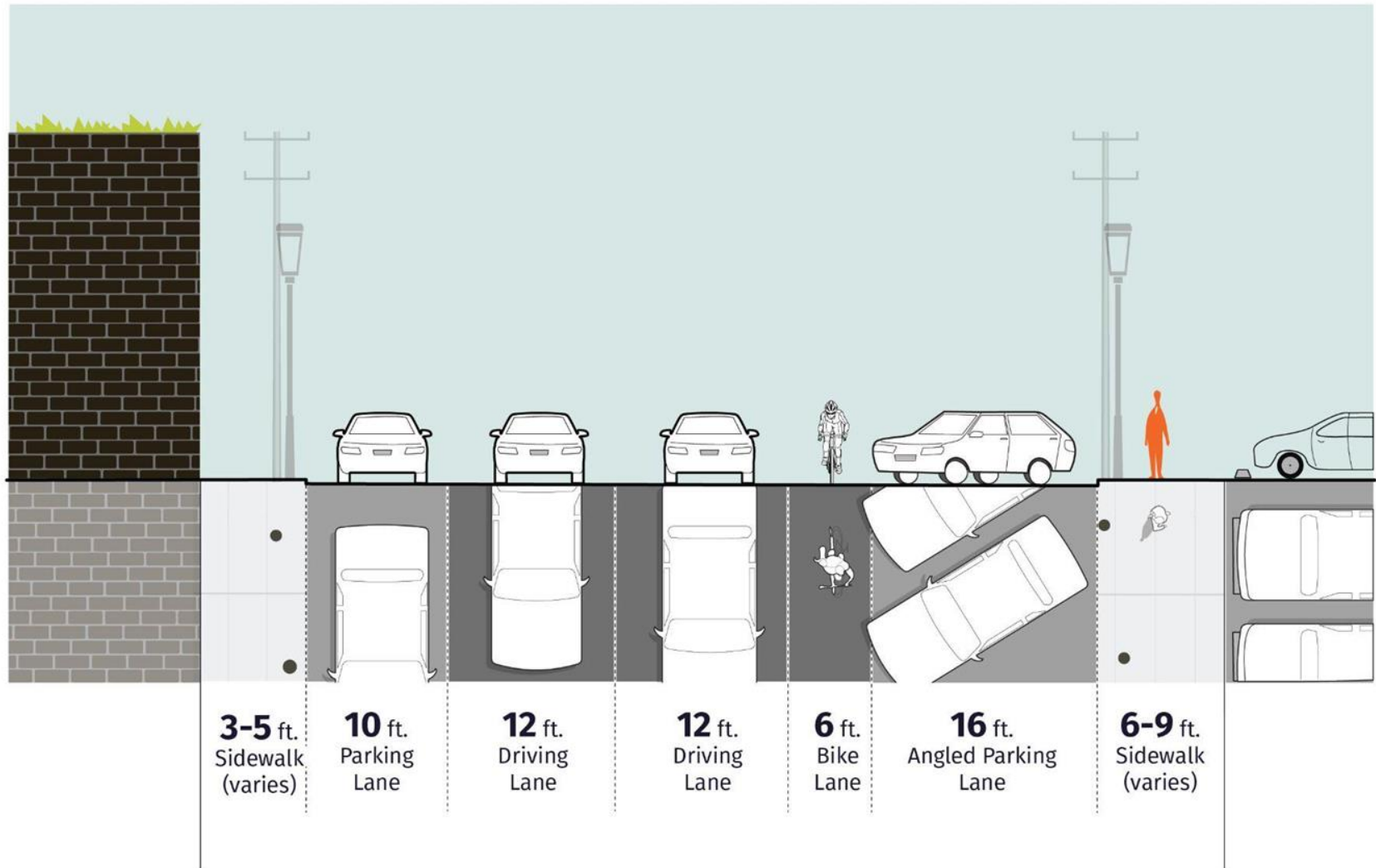
Less costly alternative to Alt A

2. RECOMMENDED PREFERRED ALTERNATIVE



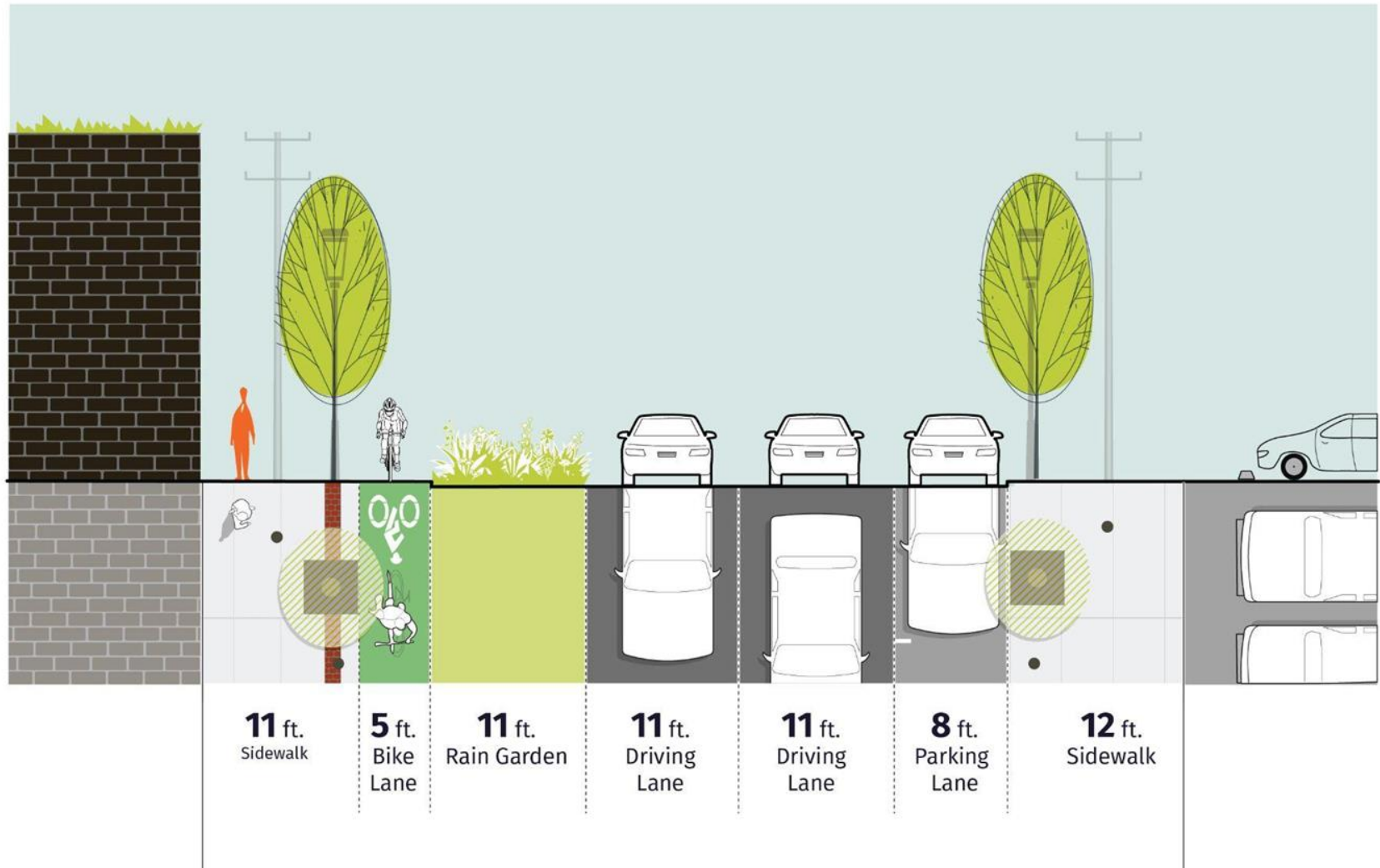
Union Street - Auto-Oriented Commercial (Pennsylvania Avenue - 11th Street)

Existing



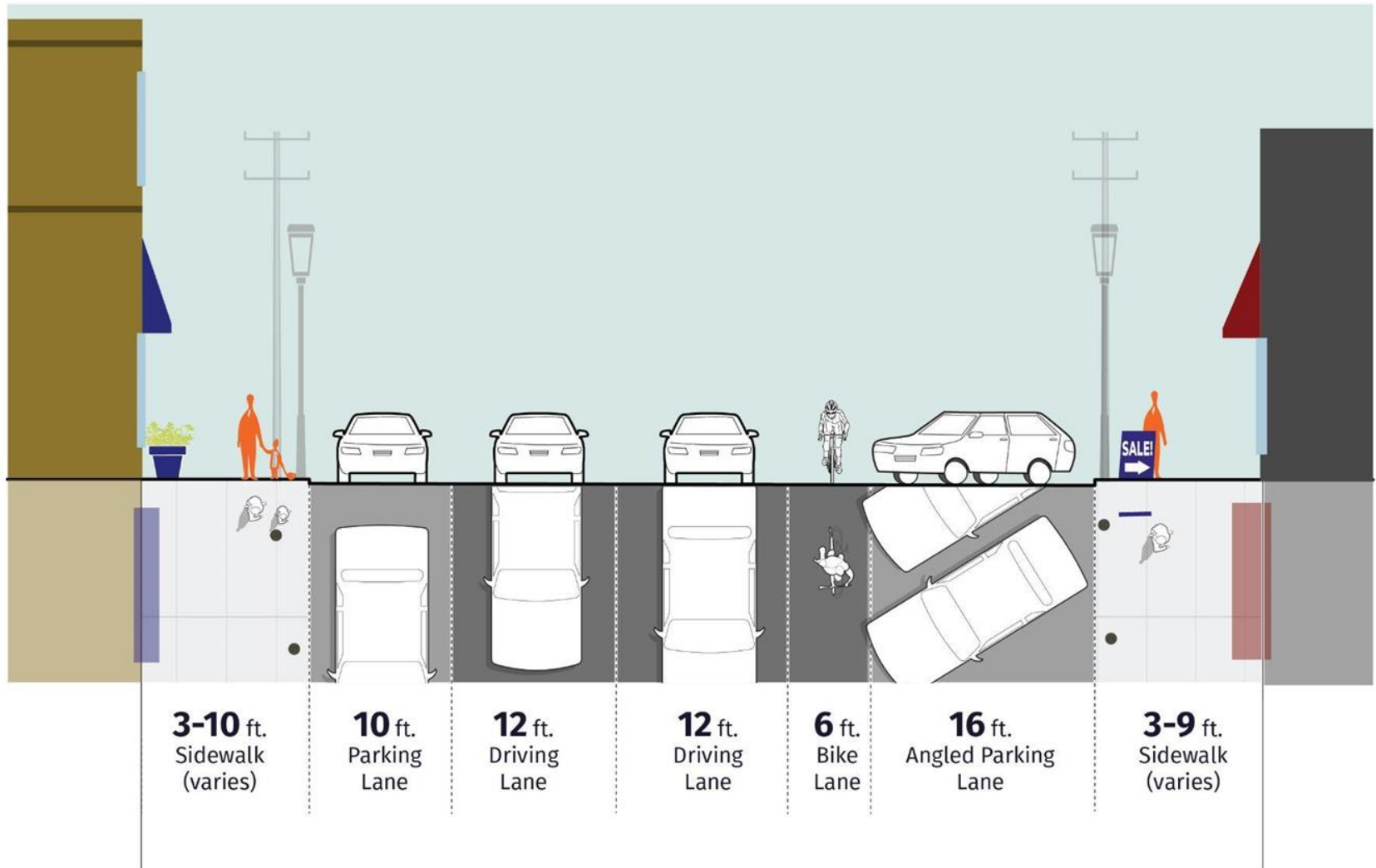
Union Street - Auto-Oriented Commercial (Pennsylvania Avenue - 11th Street)

Proposed Recommended Alternative



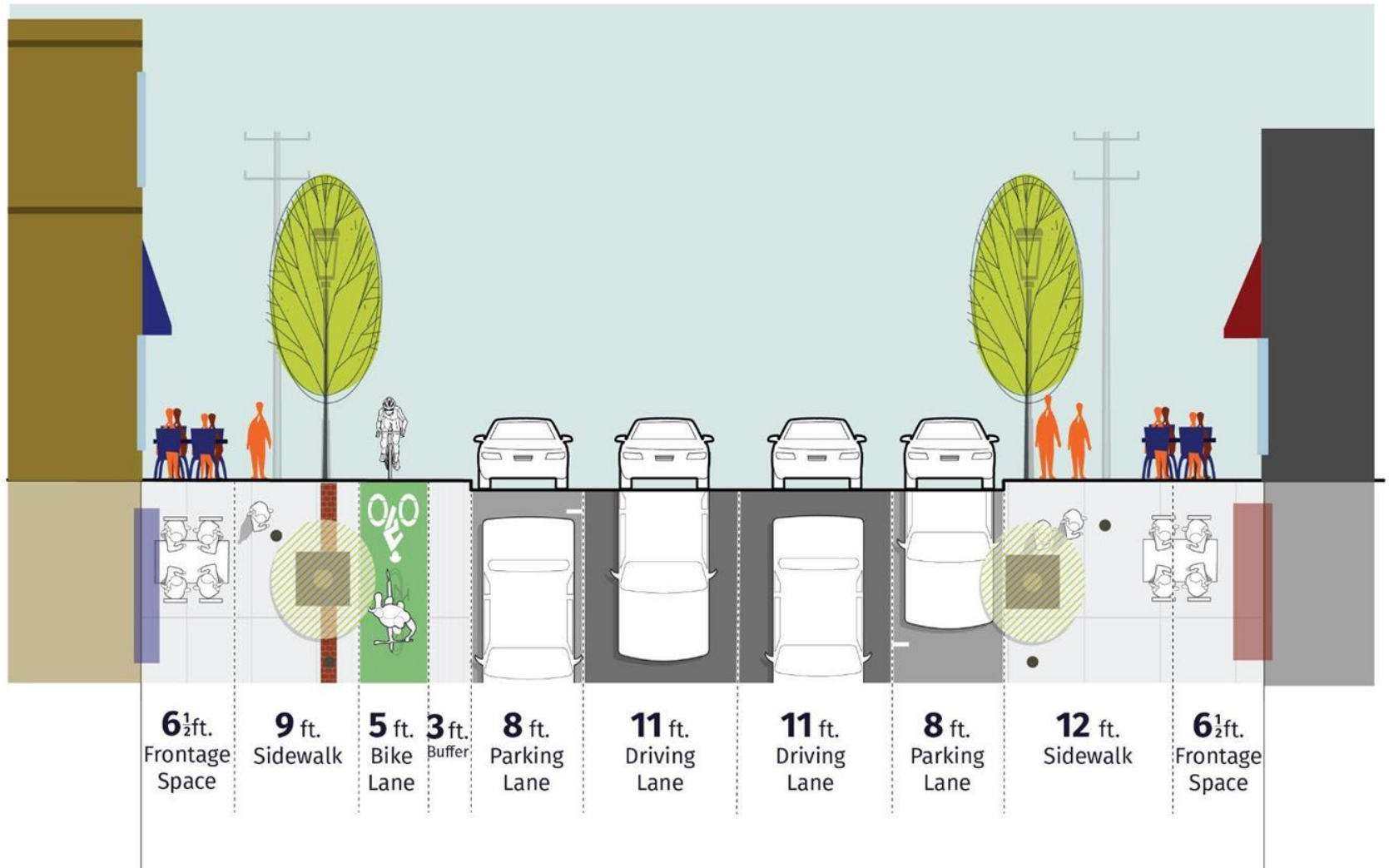
Union Street - Pedestrian-Oriented Mixed Use (11th Street - 7th Street)

Existing



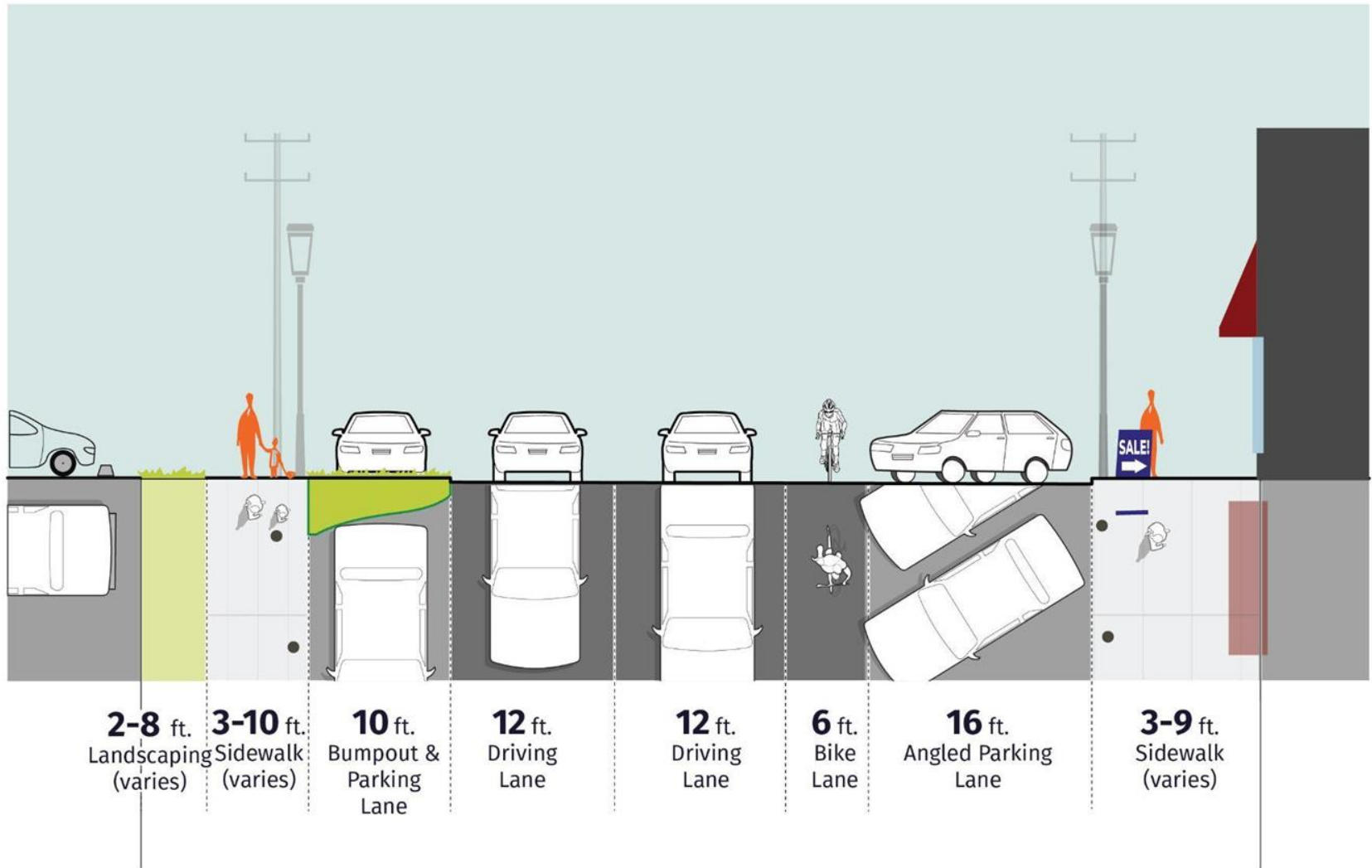
Union Street - Pedestrian-Oriented Mixed Use (11th Street - 7th Street)

Proposed Recommended Alternative



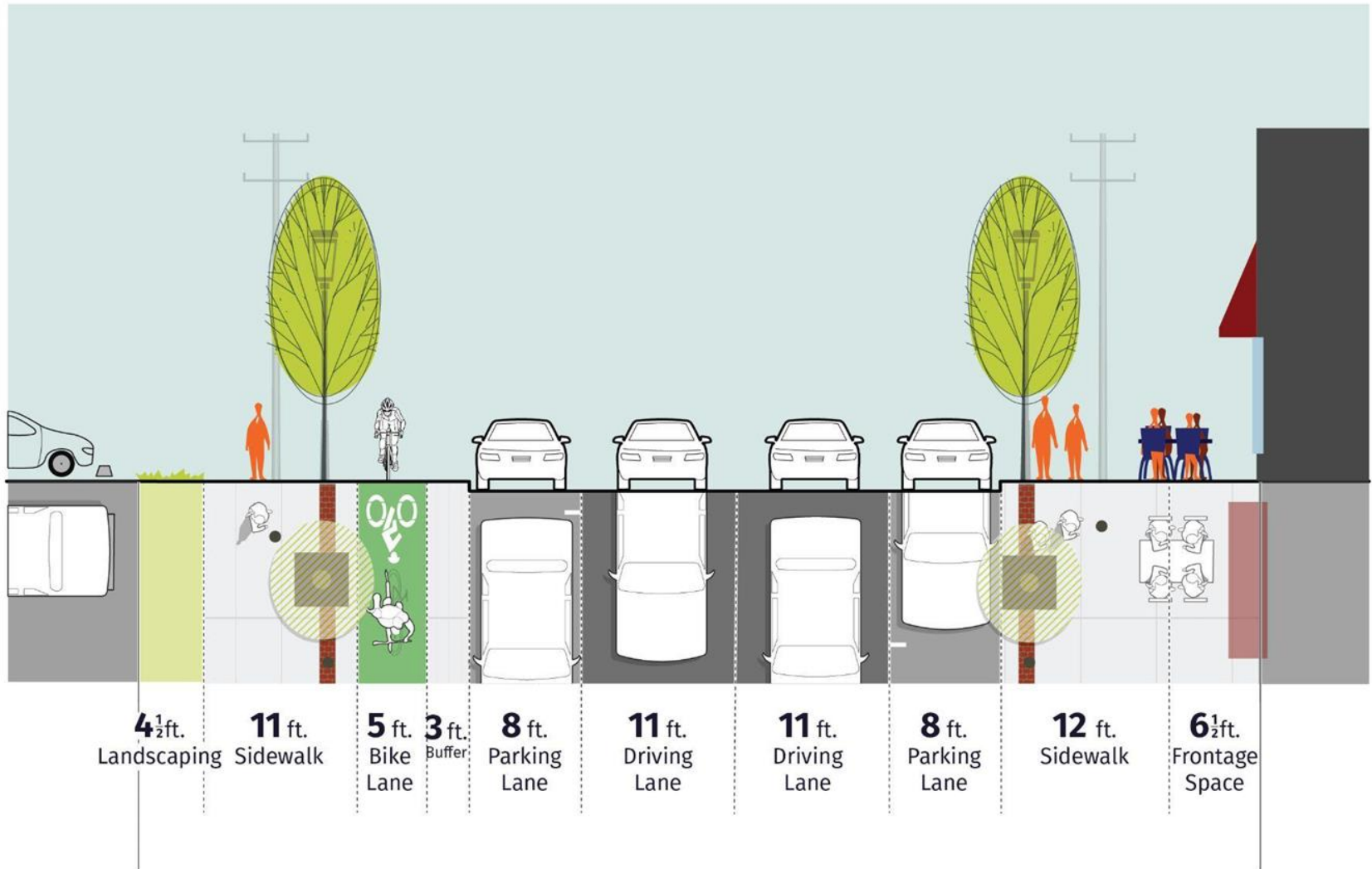
Union Street - Pedestrian-Oriented Mixed Use (7th Street - 4th Street)

Existing



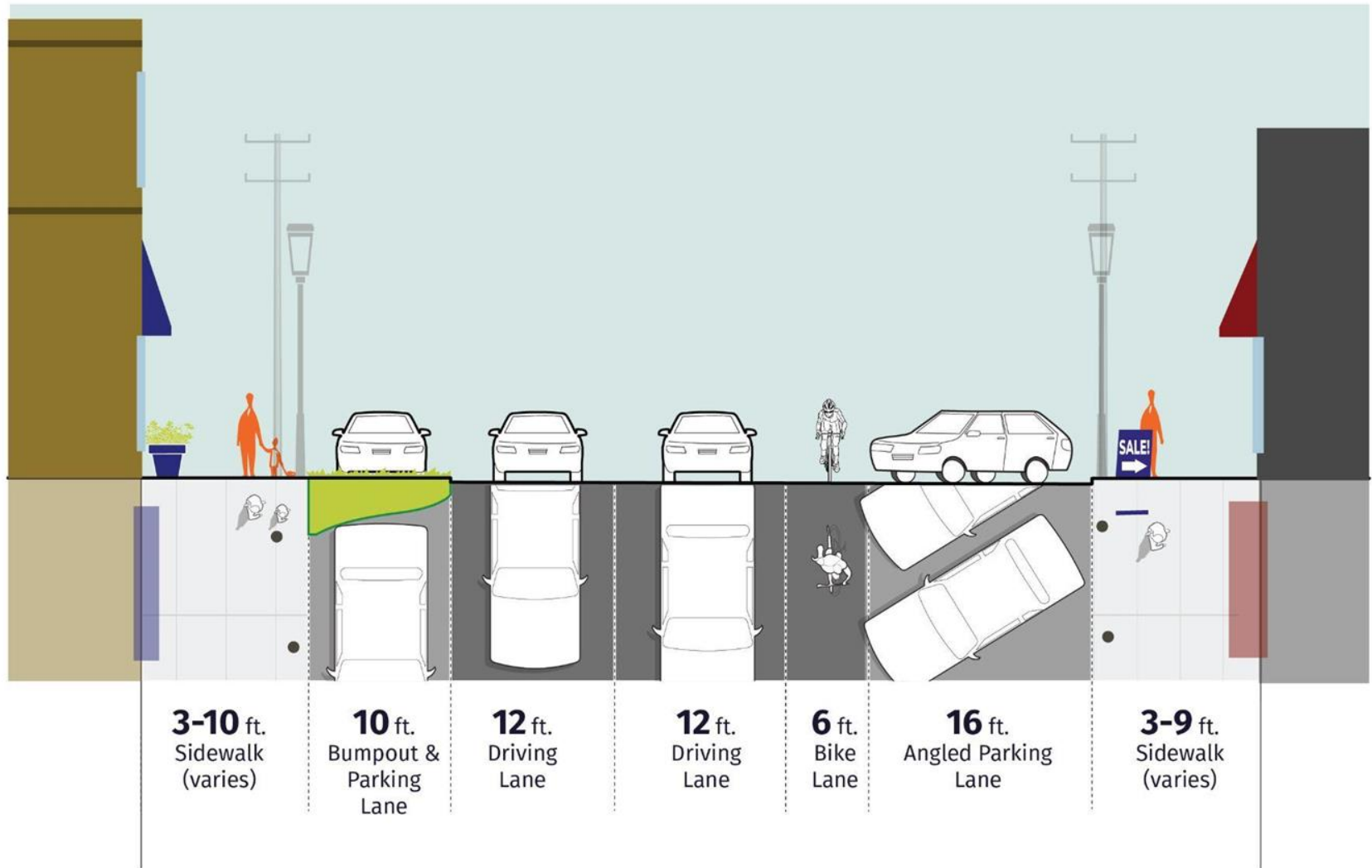
Union Street - Pedestrian-Oriented Mixed Use (7th Street - 4th Street)

Proposed Recommended Alternative



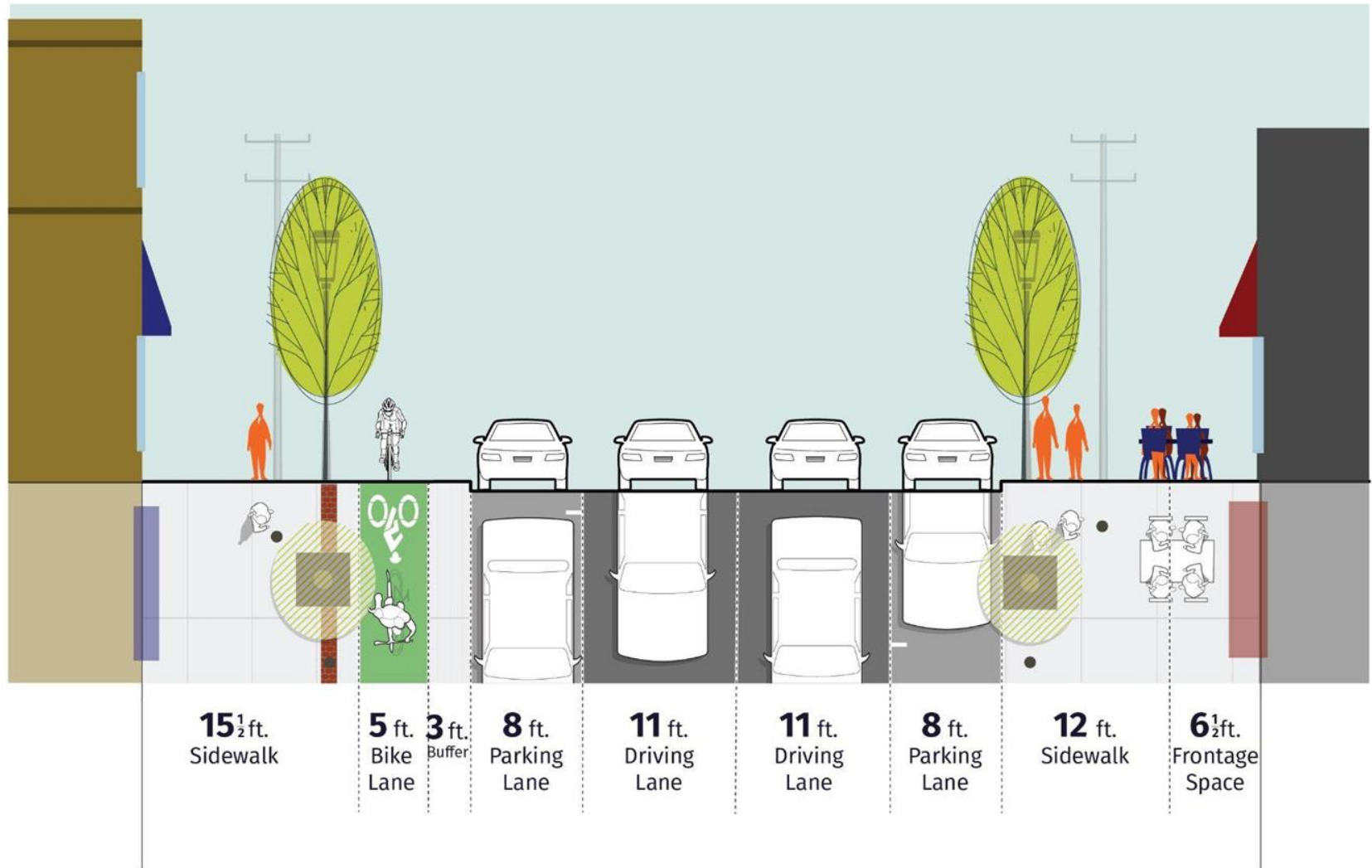
Union Street - Pedestrian-Oriented Mixed Use (4th Street - Lancaster Avenue)

Existing



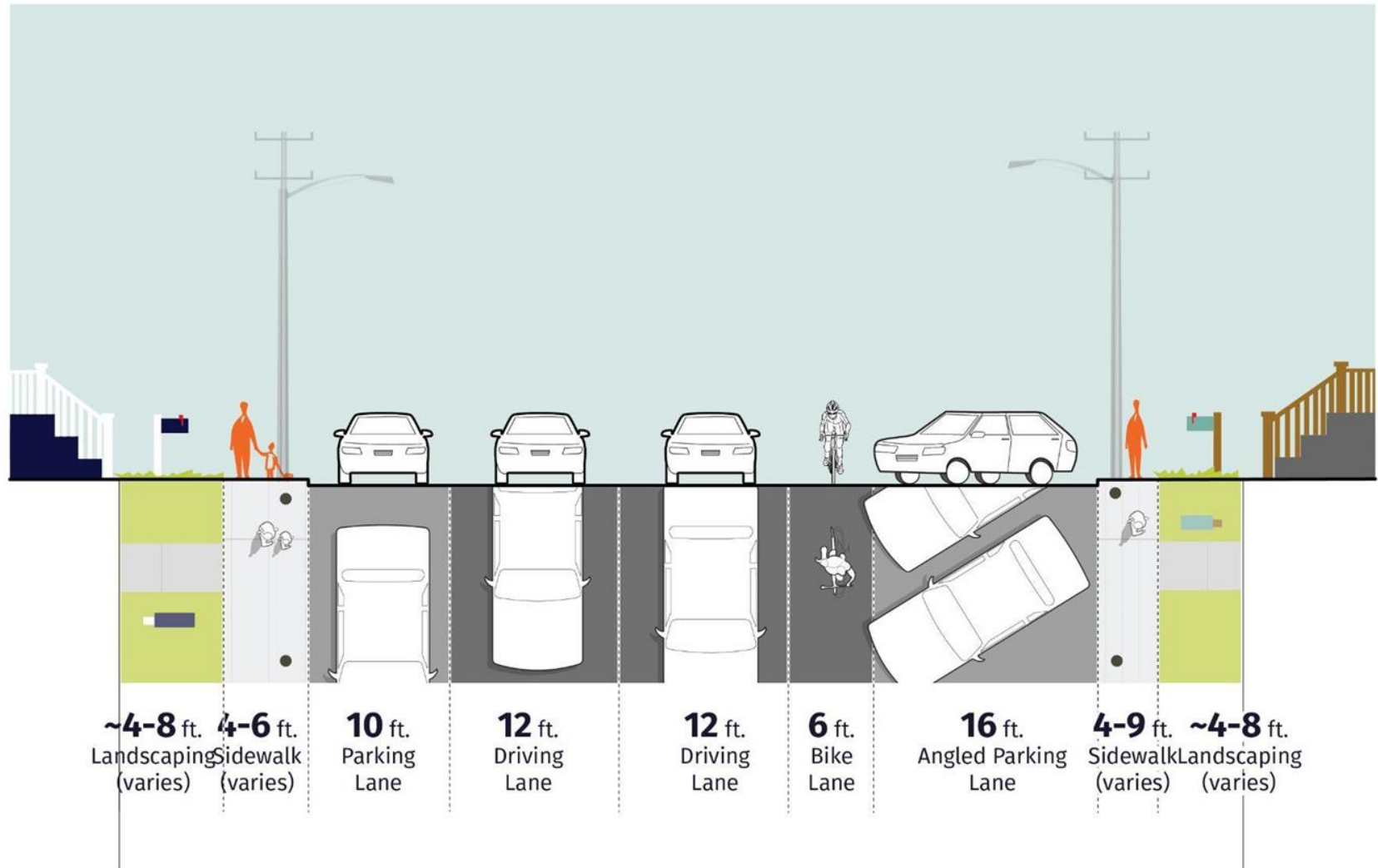
Union Street - Pedestrian-Oriented Mixed Use (4th Street - Lancaster Avenue)

Proposed Recommended Alternative



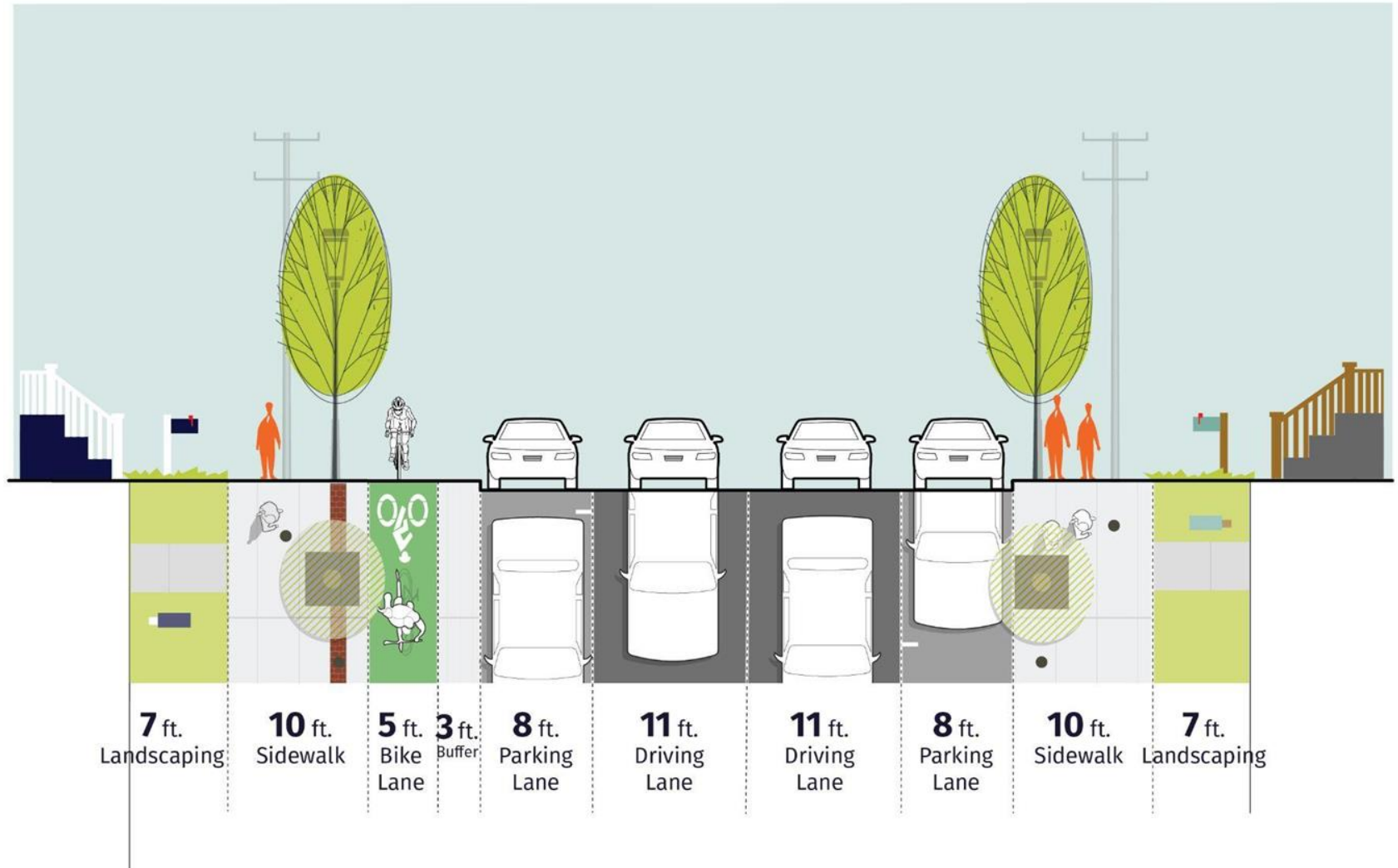
Union Street - Landscaped Residential (Lancaster Avenue - Sycamore Street)

Existing



Union Street - Landscaped Residential (Lancaster Avenue - Sycamore Street)

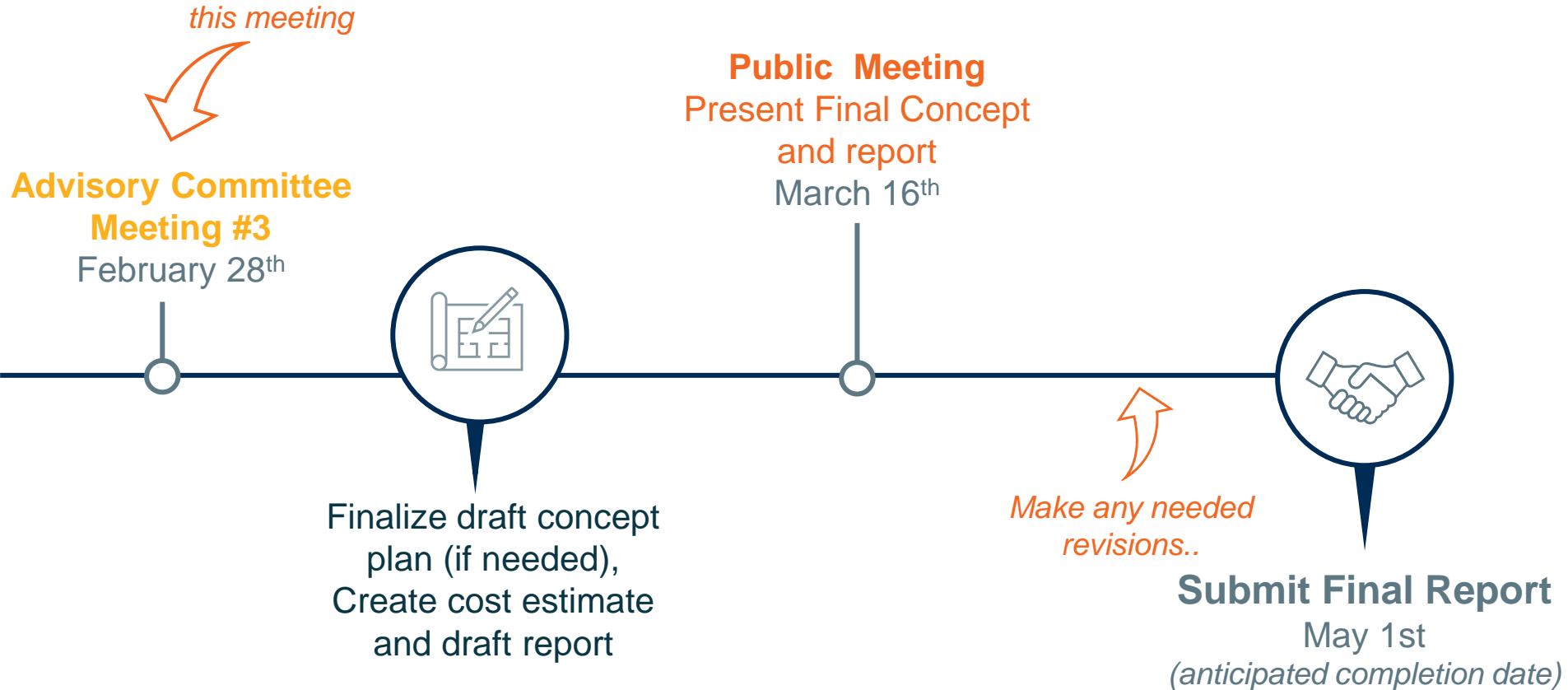
Proposed Recommended Alternative



3. NEXT STEPS



Next Steps



Upcoming Public Workshop

**Help us review the proposed
design for Union Street!**

Join us for a
Virtual Public Workshop
on
March 16, 2022
from
6 to 7:30 pm



UNION STREET

Reconfiguration and Streetscape Improvement Study



Interface Studio LLC

Visit <http://www.wilmapco.org/unionstreet/>
to learn more and register to attend.



Contact Information:

Dave Gula

T: 302.737.6205 x122

E: Dgula@wilmapco.com

Project Website: :

www.wilmapco.org/unionstreet

Meeting Notes

Date: 2/28/2022

Time: 4:00 - 5:30

Location: Zoom Call

Project Number: 20-01842-001

An advisory committee meeting for the Union Street Reconfiguration and Streetscape Improvement Study was held via Zoom on Monday, February 28, 2022. The following people were in attendance:

Dave Gula	WILMAPCO
Randi Novakoff	WILMAPCO
Tigist Zegeye	WILMAPCO
Jake Thompson	WILMAPCO
Nancy Bergeron	JMT
Angie Hernandez, AICP	JMT
Cathy Smith	DTC
Gwinneth Kaminsky	City of Wilmington
Pamela Steinebach	DeIDOT
Adele Meehan	7th District Neighborhood Planning Council
Tony Latina	Corleto Latino Funeral Home
Jo Pressey	Salon Ollae
Jack Michael	Jack Michael Hair Salon
Adele Meehan	Resident
Sarah Lester	West Side Grows Together
Rep Sherry Dorsey Walker	State House District 3
Daykia Hunter-McKnight	Aide to Sen. Lockman
Carl Georigi	Eclipse/Platinum Dining Group
Tricia Arndt	Delaware State Planning
Gladys Chamberlain and Tina Votta	2000 Pennsylvania Ave
Matt Harris	City of Wilmington
Jim Ursomarso	Union Park Auto
Donna Gooden	Woodlawn Trustees
Tina Votta	
Douglas Briggs	First State Health and Wellness

The following items were discussed (not necessarily in this order, but organized in this way for conciseness):

Summary of previous public visioning – Angie Hernandez presented an overview of the previous public input results regarding the final purpose and need statement and the rankings of alternatives results. She presented that Alternative A and B were the top 2 most preferred alternatives identified through the public ranking survey activity.

Recommended Preferred Alternative – Angie Hernandez presented the draft typical sections for the recommended preferred alternative throughout the corridor. Nancy Bergeron then presented the draft corridor concept plan showing the recommended preferred alternative. The Advisory Committee shared the following comments on the draft concept plan:

- **Commercial Driveways** –
 - It was requested that driveway at the Simon Eye property should be centered in the middle of the property parcel to maintain better access for all business that share that property. The project team will explore this request and determine if revisions are appropriate in the final concept plan.
 - The draft concept plan shows the 4 Brothers Auto Services and Three Star Pizza properties will lose existing driveway access from Union Street. While 4 Brothers Auto Service will still have property access from Lancaster Avenue Three Stars Pizza would lose all driveway access and their existing 6 storefront parking spaces. It was requested that these properties be further examined in the final concept plan to maintain driveway access if possible. The project team will explore this request and determine if revisions are appropriate in the final concept plan.
 - Following the Zoom meeting, there was an additional request to maintain the two existing curb-cuts at 807 N. Union Street for the Corleto-Latina Funeral Home. The project team will explore this request and determine if revisions are appropriate in the final concept plan.
 - The final report will include narrative that property owners and businesses should be invited to participate in future discussions of driveway consolidation and closures to minimize impacts to businesses.
- **Pennsylvania Avenue and Union Street Intersection** - It was requested that the project team explore adding a crosswalk across Union Street at the Pennsylvania Avenue intersection as residents noted that there is an existing crosswalk on Union Street.
- **Bicycle Signals** - There was a discussion regarding whether bicycle signals would be appropriate along this corridor at signalized intersections for the bike lane. It is not currently known what impacts protected bicycle signal phases could have on traffic flow as a signal study is not included in this scope of work. There was a discussion that not protecting bikes from right turning vehicles could create a safety concern. The group discussed that people riding bikes in the bike lane could either following existing pedestrian or traffic signals but that this issue should be further explored during future design stages. Matt Harris from the City of Wilmington offered to follow up with Dave Gula to further discuss what recommendation this study should include for future design phases to ensure that consistent decisions are being made for streets in Wilmington.
- **6th Street and Union Street Intersection** – Sarah Lester from West Side Grows Together stated that the 6th street intersection is a priority crossing and requested that the study team evaluate the possibility of adding a new pedestrian crosswalk here. There was a request for pedestrian only signals at some potential crossing locations that are unsignalized, this could be considered at 6th.

- **Rideshare Spaces** – The Advisory Committee requested that they and the community members be able to request specific locations of where rideshare types of curbside parking spaces could be designated. The project team stated that the Advisory committee can make these requests as well as anyone from the public that reviews the draft concept plan during the upcoming public workshop or provide requests/comments following the meeting to the project team.
- **Loading Zones** - The Advisory Committee discussed the possibility of designating the rideshare areas as both rideshare and loading zones. The project team will revise the concept plan to identify these areas as both curbside uses. Jack Michael expressed concerns he has with deliveries currently occurring at 5th street and requested the project team explore ideas to improve the freight deliveries occurring in that area so that trucks are not blocking sidewalks and travel lanes during deliveries.
 - *(After a follow up site meeting at the Corleto Latina Funeral Home, there was a question over whether loading zones could become open parking after a certain time of day. Most deliveries occur during daytime hours, but parking concerns grow during dinner time.)*
- **Additional Community Outreach** - Rep Sherry Dorsey Walker requested that WILMAPCO extend an invite to meet with the Hedgeville Community and Bayard Square Association before the march public meeting to discuss the project. Dave Gula will follow up with Rep Walker to discuss this further. Sarah Lester of Westside Grows Together requested an in-person meeting be considered to expand outreach during this final stage of the study. Dave Gula stated that the project budget does not include this additional outreach with consultant support. He agreed that he and other WILMAPCO staff can be made available if there are any community groups or other community meetings that are scheduled to take place during this study and would like to provide input into the study.
- **Electric Vehicle Charging** - Following the meeting, a comment was received via email from John Sisson to consider including EV charging stations along Union Street.

Outreach Strategy for Upcoming Public Workshop – JMT discussed that the next public workshop would be similar in content to what was presented during this meeting and that there would be a way for the public to review and comment on draft concept plan following the workshop.

Next Steps – Angie Hernandez presented the next steps for the project as follows:

- JMT will work to develop a draft cost estimate and draft project report.
- A public meeting will be held on March 16th to present the final concept and draft report.
- The project team will finalize the draft concept based on input from the Advisory committee as well as additional input that may be received resulting from the public workshop.
- After receiving public comment and review, the project team will revise and submit the final report.

2. Public Outreach Summary

Three virtual public workshops were held for this project, one on May 13, 2021, another on October 27, 2021, and the final workshop on March 16, 2022.

The visioning workshop on May 13, 2021, focused on:

- Study overview, schedule, and milestones
- Current corridor conditions
- Identified corridor issues and opportunities
- Visioning and group activities/discussions about project goals
- Promoting the online survey and other project activities to increase public engagement

The second public workshop on October 27, 2021, focused on:

- Public visioning results summary
- Draft purpose and need statement
- Draft measures of effectiveness (MOEs)
- Preliminary recommended alternatives considered MOEs scoring
- Project schedule update

The third public workshop on March 16, 2022, focused on:

- Summary of public input following public workshop #2
- Corridor wide concept plan presentation of the recommended alternative
- Planning level cost estimates
- Phasing Plan
- Draft report presentation for review and comment

Postcards and posters were distributed prior to the meetings to residents and business owners in the vicinity. Public engagement advertisements and materials had information in English and Spanish regarding the Zoom links for the meetings, as well as links to online surveys and other online activities for individuals to complete as a form of asynchronous public engagement after the live meetings.

The project website (<http://www.wilmapco.org/unionstreet/>) was created at the start of the project and updated throughout the project duration with project information as the project progressed. The website included presentation materials and announcements about upcoming engagement events and opportunities, ways to sign up for project information, and contact information for the project team. The webpage also housed online engagement activities that were left live for a minimum of two weeks following the public meetings. The public meetings were recorded and displayed on the project website for public viewing after the live meetings.

Spanish translation services were requested for the second public workshop on October 27 as well as the third public workshop on March 16, 2022. Live translation services were provided for Spanish-speaking community members during these meetings.



DATE: MAY 19, 2021

Interface Studio LLC

WELCOME!

Public Visioning Workshop #1



UNION STREET

Reconfiguration and Streetscape Improvement Study



TONIGHT'S AGENDA



1. Project Overview
2. Discuss Issues and Opportunities
3. Visioning
4. Milestone Schedule

1.

PROJECT OVERVIEW

Purpose, Limits, Previous Efforts, Goals



Union Street Outreach

Discussion for today:

- Confirm Issues
- Discuss Opportunities
- Envision future Union Street



Project Scope of Work

- Community Driven Reconfiguration and Streetscape Concept Study to develop alternatives to improve Union Street's aesthetics and transportation configuration.
- This project is focused on the use of the Public Right of Way and its connections to the overall transportation network.



www.wilmapco.org

WILMAPCO
Wilmington Area Planning Council



Interface Studio LLC

Project Goals

Making a **Great Union Street**

- Inviting to all users
- Urban design to respect all transportation modes and provide safe routes
- Beautification
- Destination Street
- Encourage economic revitalization

Each block has a unique personality that needs to be interconnected through common themes and transportation modes



Source: Pensacola.com Pensacola, FL



Source: suisman.com Burlington, VT



Project Overview

Project Area

- Sycamore St. – Pennsylvania Ave.
- ~ 80' right-of-way / ~ 55' curb to curb

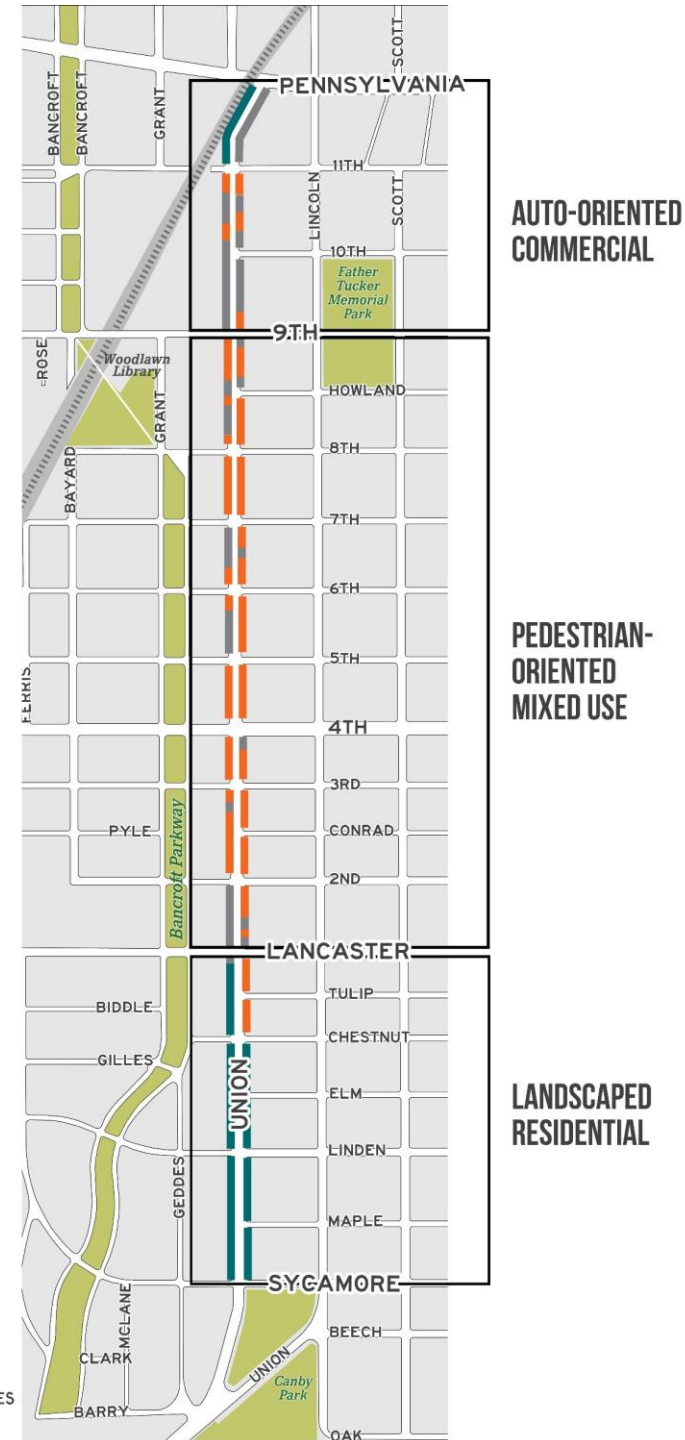
Current Corridor Configuration

- One Way Southbound with 2 travel lanes
- Southbound bike lane on the left side transitions to sharrows at Maple Street
- 8 bus stops
- Varying sidewalk widths
- On-street parking (parallel and diagonal)
- Overhead utilities and utility cabinets
- Planters, signs, benches, garbage cans



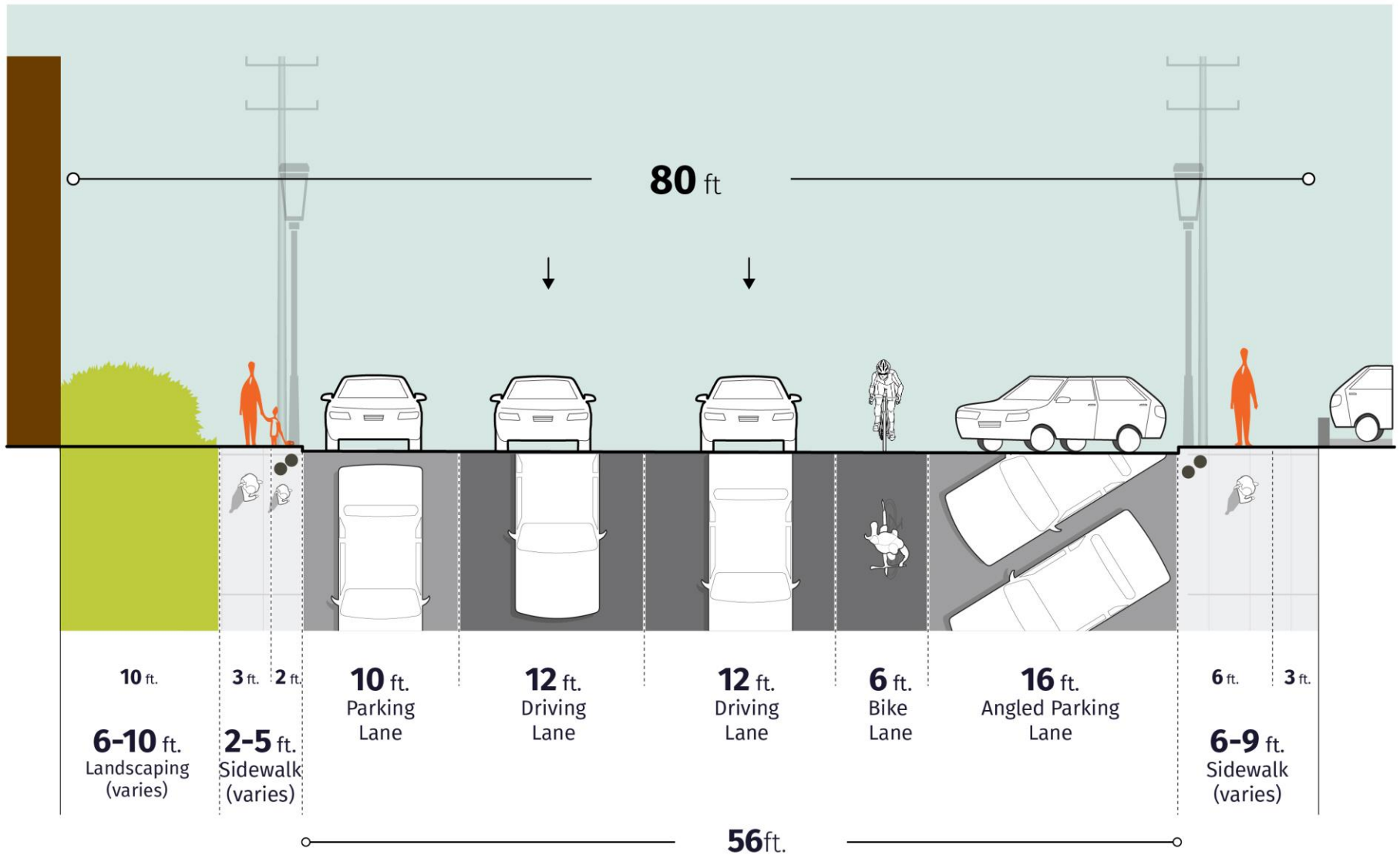
FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



Union Street - Auto-Oriented Commercial (Pennsylvania Avenue - 9th Street)

Existing



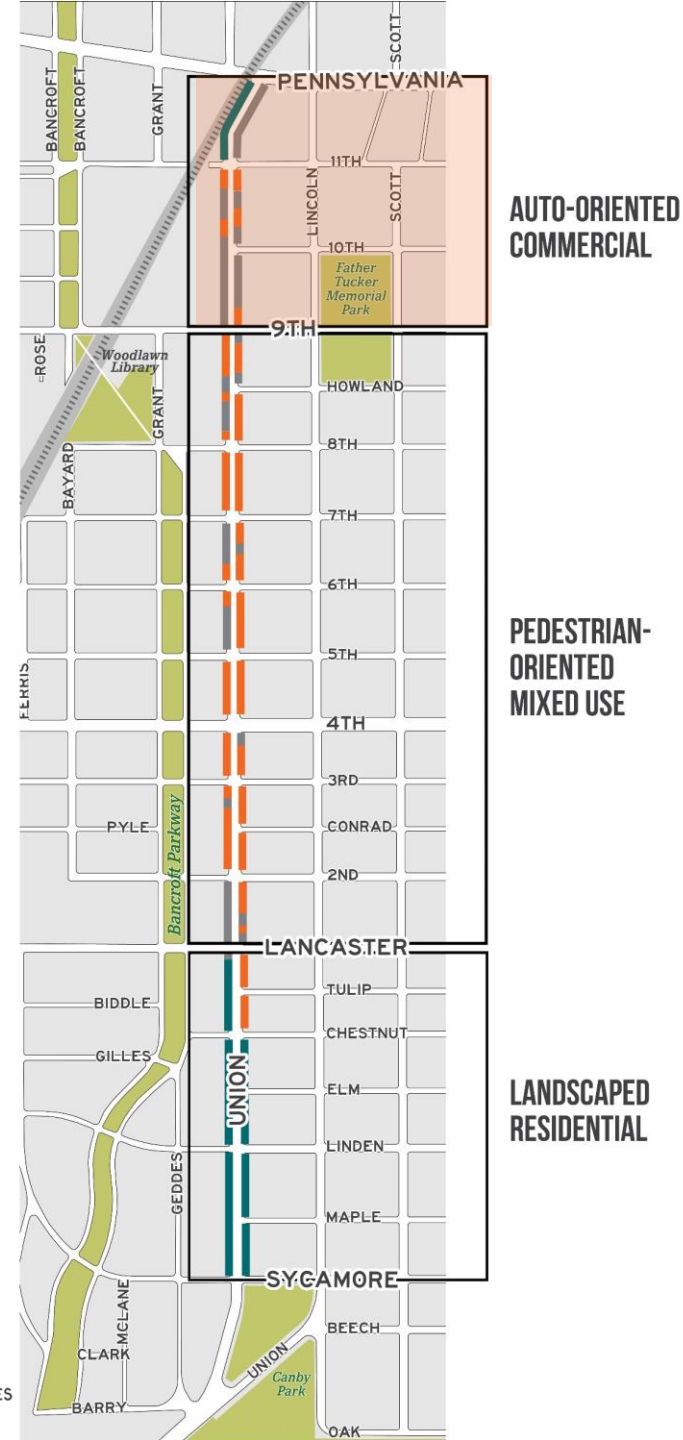
Project Overview

Auto-Oriented Commercial Pennsylvania Avenue – 9th Street

- On-street parking mix of parallel and back-in angled parking
- Some Entrances
- Signalized crosswalk with curb extensions at 9th street
- Wider sidewalks

FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



Auto – Oriented Commercial Pennsylvania Avenue – 9th Street



Project Overview

Pedestrian-Oriented Mixed Use

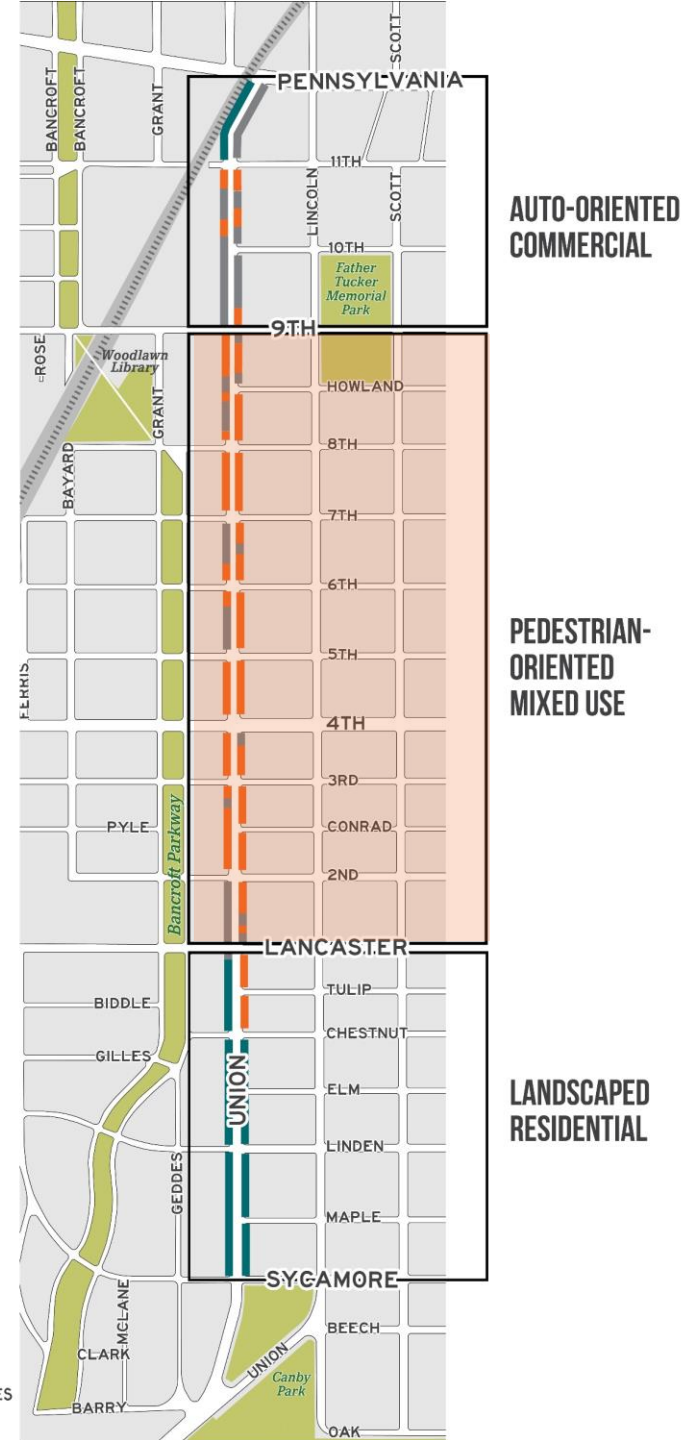
9th Street – Lancaster Avenue

- On-street parking mix of parallel and back-in angled
- Variety of retail/ commercial/ mixed use
- Wider sidewalks
- Many entrances
- Signalized crosswalk with curb extensions at 8th Street, 7th Street
- Signalized crosswalk at 4th Street, 2nd Street, and Lancaster Avenue
- Fire Station on 3rd Street



FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



Pedestrian – Oriented Mixed Use

9th Street – Lancaster Avenue



Project Overview

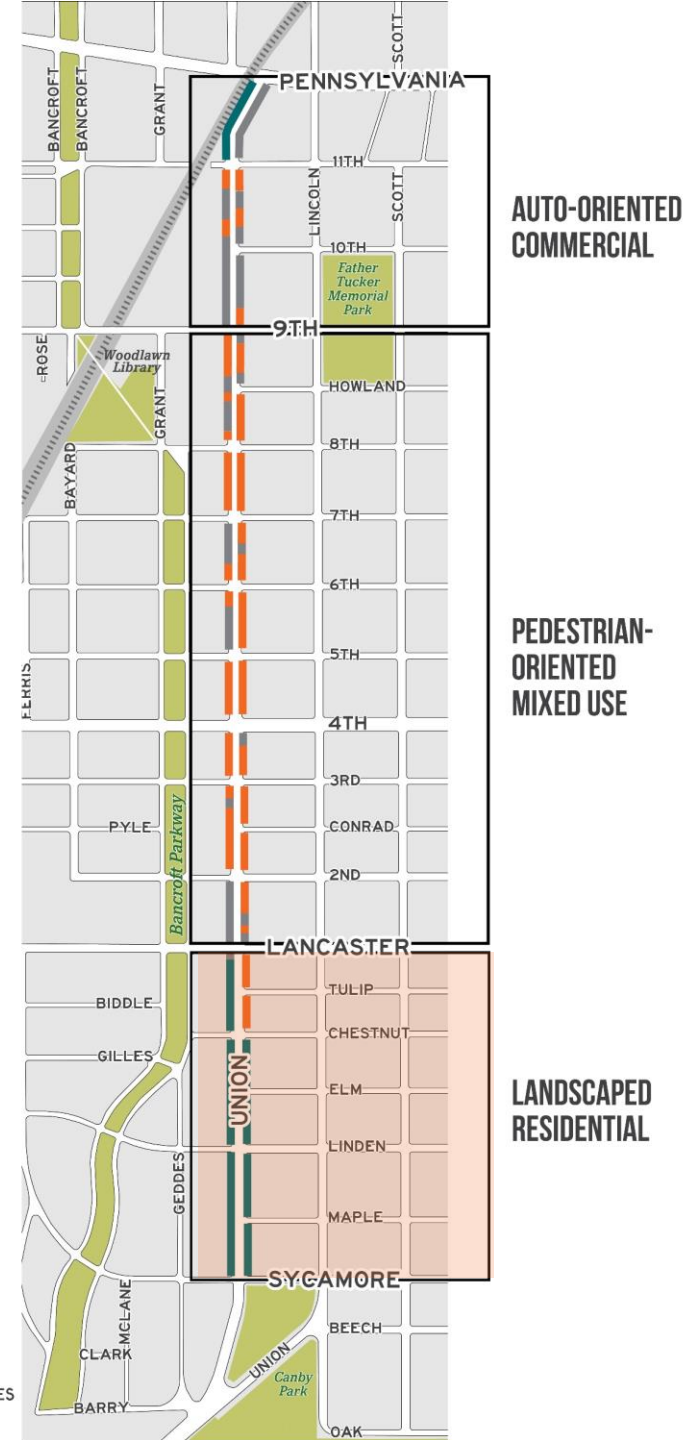
Landscaped Residential

Lancaster Avenue – Sycamore Street

- Mostly residential
- On-street parking mix of parallel and back-in angled
- Narrower sidewalks
- Signalized crosswalk at Linden Street and Maple Street

FRONTAGES

- ENTRANCE
- LANDSCAPE
- PARKING



Landscaped Residential Lancaster Avenue – Sycamore Street

Maple Street



Interface Studio LLC

2. DISCUSS ISSUES AND OPPORTUNITIES

Issues and Opportunities Multi-Modal Needs



Pedestrians

- Widen sidewalks
- Gathering spaces to support businesses and livability
- Crossing safety
- ADA upgrades
- Greenery/ Street trees



Issues and Opportunities

Multi-Modal Needs



Bicycles

- Network connectivity
- Bike parking
- Explore two-way facilities
- On-street vs. Separated



Issues and Opportunities

Multi-Modal Needs



Transit

- Transit amenities
- Maintain service times (floating bus islands)

Source: Intersection



Floating
Bus Island



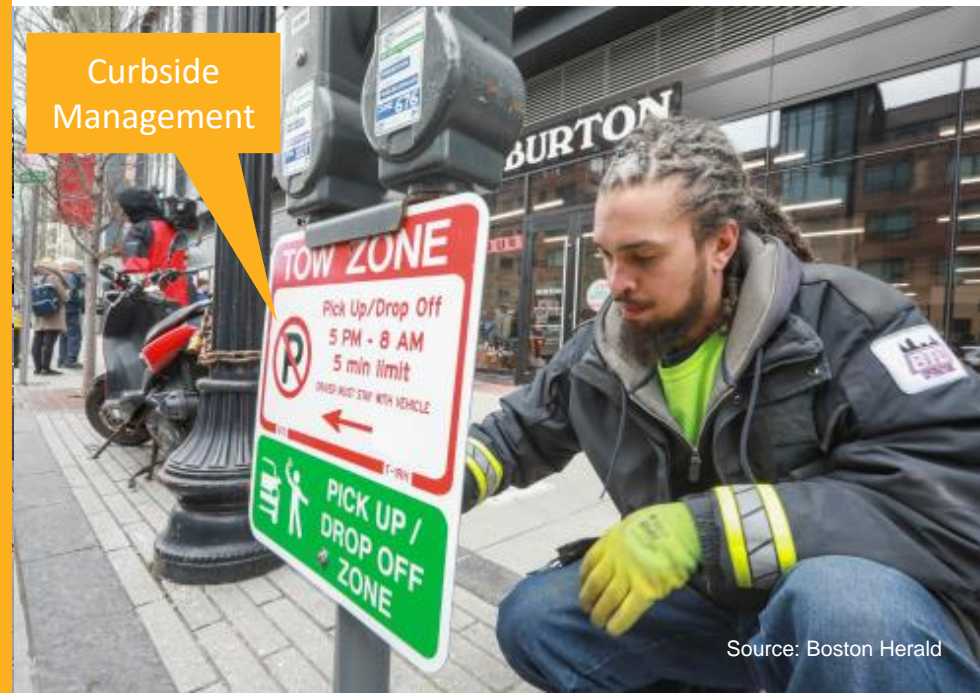
Source: NACTO

Issues and Opportunities Multi-Modal Needs



Personal Vehicles

- Traffic calming/Speeding
- Emergency evacuation route/ Flooding @ PA Ave
- On-street parking

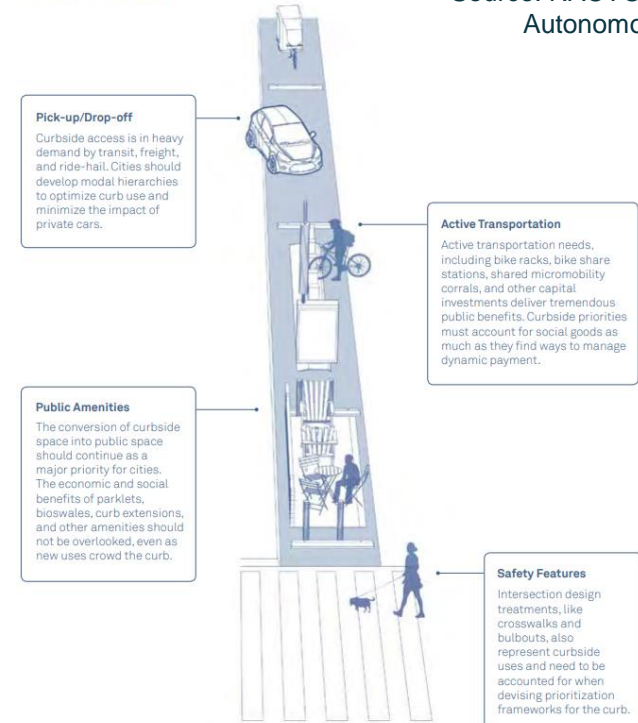


Issues and Opportunities Multi-Modal Needs

Flex Zone / Curb Side Management

- Parklettes - Public gathering spaces / Business Space for outdoor dining and retail
- Active Transportation Parking/Docking
- Short term parking: Uber, Loading zones
- EV Charging

The Flex Zone



Source: NACTO Blueprint for Autonomous Urbanism



Issues and Opportunities

Multi-Modal Needs

Placemaking / Aesthetics

- Pedestrian Amenities
- Landscaping / Rain Gardens/ Greenery
- Aerial Utilities
- Lighting



3. VISIONING

COMMUNITY INSPIRED COMMUNITY DRIVEN



Building from Existing Community Plans

The visioning work has already started.

- West Side Grows Together Neighborhood Revitalization Plan
- Better Block Demonstration / Union Street Rapid Reconfiguration
- Wilmington 2028: A Comprehensive Plan for Our City and Communities
- Wilmington Bike Plan (Moving Us forward: A Plan for Biking in the City of Wilmington, 2019)



West Side Grows Together Neighborhood Revitalization Plan



2016 Better Block Event

(Image credit: Sarah Lester, West Side Grows Together)

What we heard from the Comp Plan Outreach

WHAT IS A GREAT STREET?

Activity from **Wilmington**
2028

TOP CHOICES FOR UNION STREET:

Downtown business district

Pedestrian-scale lighting

Tree canopy & landscaping

Wide sidewalks

Ground floor retail and restaurants



Neighborhood commercial

Public art

Temporary closure for events



Neighborhood commercial

"Parklet" uses parking lane to expand pedestrian space



DESIRED CHARACTERISTICS FOR UNION STREET:

fun
beautifying
dynamic
interesting
creative
festive
walkable
hybrid
accessible
multimodal
attractive
inviting
people-oriented

Break Out Room Discussions

GROUP #

**Let's talk about Union Street
today**

What is working well? What could be improved with the redesign?

stickies



**Let's talk about Union Street
tomorrow**

What's one thing you wish you could do on Union Street that you can't do now? What should Union Street look like in 10 years?

Break Out Room Reminders

1. Please be respectful of one another's thoughts and opinions.

- Listen to each other.
- Take turns.
- Be Kind.

2. Be concise in your feedback comments (2 minutes per person, per topic).

3. Use the raise hand button and the moderator will unmute you when it is your turn to speak.



4. SCHEDULE AND MILESTONES

Schedule and Milestones

We are here!



Public Meeting #1
Visioning Workshop



Research
Existing Conditions,
Opportunities and
Constraints



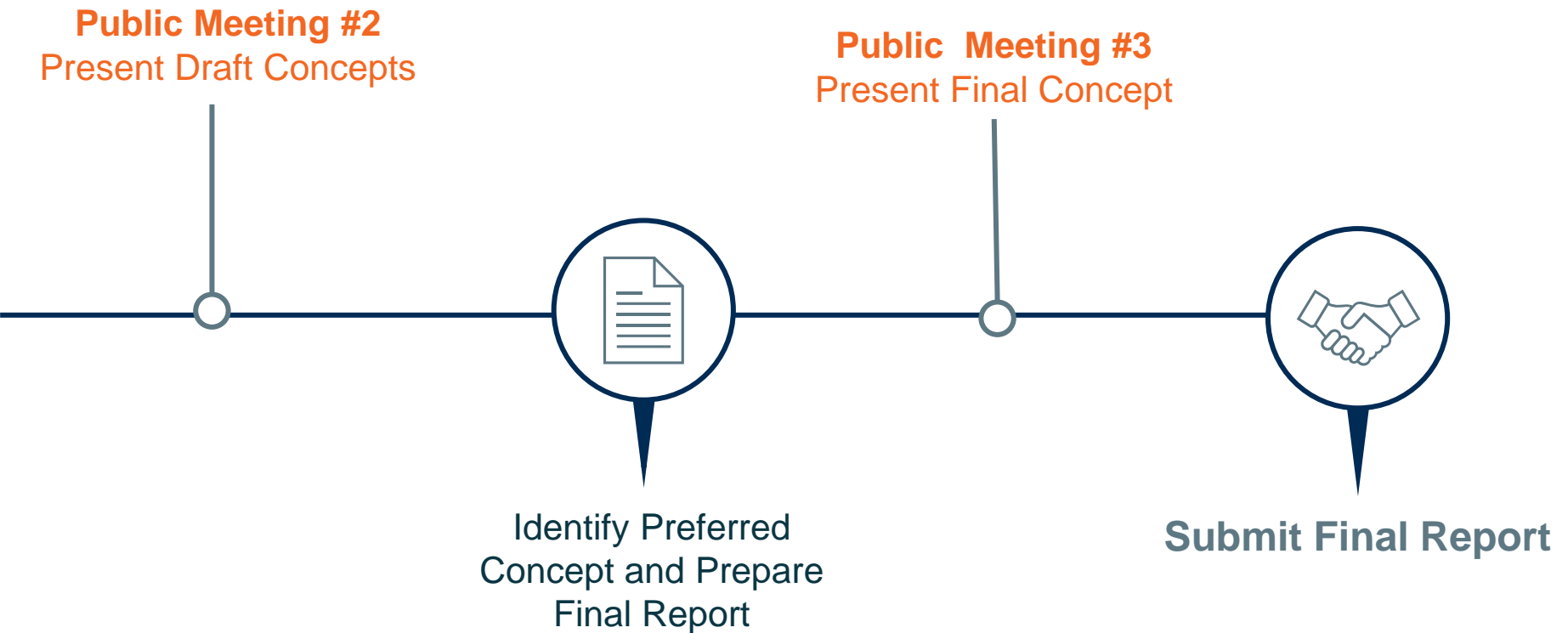
**Community
Visioning**

- Online engagement activities through June 2, 2021



Develop Concepts

Schedule and Milestones



Any last questions?

Brief Online Visioning Activities at the Website Below!



Contact Information:

Dave Gula

T: 302.737.6205 x122

E: Dgula@wilmapco.com

Project Website:

www.wilmapco.org/unionstreet



GROUP # - Angie

Let's talk about Union Street today

What is working well?

Traffic Improvements done so far have helped slow traffic.

running along Union is pleasant. Lots of space on sidewalks able to easily cross.

new business with great street spaces.

Love the outdoor dining.

back in angle parking works well for bikes.

Better Block was a huge success! Wednesday's have been having some outdoor dining and activities.

What is NOT working well?

Back in angle parking is difficult and has not added much capacity.

5th/6th street needs a crosswalk (Between Flatts and Mrs Robino's)

Better lighting for safety, at intersections and through the corridor.

Lancaster intersection, lots of cars that do not yield to peds. Issues with vehicles turning on red. Feels like people are just rushing through.

trees for shade.

Not comfortable walking home at night from Union Street. Need better lighting and lines of sight.

5th/6th street needs a crosswalk (Between Flatts and Mrs Robino's)

bike lane isn't working or attractive.

one-way streets are confusing. need to better identify direction with better signage.

back in angle parking makes pulling out of Dead President's difficult.

stickies

Let's talk about Union Street tomorrow

What's one thing you wish you could do on Union Street that you can't do now? What should Union Street look like in 10 years?

Bike lanes should be off the road and away from traffic

A place to sit and relax with a cup of coffee.

underground utilities.

Pedestrian safety at Pennsylvania Avenue. Crossing from Pennsylvania Avenue to Union still feels uncomfortable.

bus shelters more comfortable and inviting for users.

more planters and beautification. Think about planters on lights!

Rain gardens.

walkability! Wide unbroken sidewalks.

Need more placemaking, branding, community identity!

public street art space more murals, public art, use it to connect Union to The Flatts, Woodlawn Library, West End Neighborhood House- use art and other devices to highlight and connect the assets in this corridor

Need short terms pick up and drop off spaces. Need to make it convenient for customers.

Space for larger deliveries that do not obstruct street.

two-way bike lane.

Trees that stay alive! for cooling, aesthetics, connecting into Bancroft Parkway- build on the Bancroft legacy

GROUP #2 - Nancy

Let's talk about Union Street today

What is working well?

Angled parking helps to increase the number of spaces

Prefer a protected bike lane

Bike lane is used

Bike user feels that the bike stress level is high due to speeds

2 one way lanes helps keep traffic moving

Safer with one way traffic for kids playing outdoors

What is NOT working well?

Sidewalks not consistent, not level, esp between brick and conc.

Sidewalk between Lancaster and Sycamore should be wider

Lighting not consistent, needs improvement at intersections

Capriottis needs a loading zone for pickup orders

Sinkhole at 8th and Union at the intersection in far right lane

Utility poles are not aesthetically pleasing

Bus Stop cannot get out of lane to curb near 5th Street consider in lane bus stop?

Bike lane is not safe

All beautification improvements are needed

More parking near restaurants

stickies

Let's talk about Union Street tomorrow

What's one thing you wish you could do on Union Street that you can't do now? What should Union Street look like in 10 years?

Safer 2-way bike lanes away from traffic

Wednesday when dining is expanded into the street is nice, expand these opportunities. Flex space will work with daytime loading and evening dining

Improved aesthetics - Community garden near library or public gathering spaces Wider sidewalks

Improve connections - use Union Street as a spine with connections to communities

4th to Lancaster seems to be a black hole and needs to be inviting for businesses to come

Better marking on Lancaster also from 2nd onto Union. Concern of safety on the automotive and pizza place 2nd to Lancaster needs traffic calming Consider adjustments on traffic signal timing

GROUP #3 - Stacey

Let's talk about Union Street today

What is working well?

two lanes of traffic is key - safer for pedestrians and speeding

planters, aesthetics

planters professionally maintained look good. south of 9th not as maintained. landscaping/groundcover might be better and easier to maintain

new building have good landscape

What is NOT working well?

bridge needs to be a focus. its an exit corridor but there are thriving restaurants just south

bike lane doesn't make sense where people are backing into spot. having seen a lot of bikes

separated bike lanes (Like Amsterdam) would be better

need to address Union/Pennsylvania

nowhere to park when they go to the restaurants, they have to park a block or two away. garage between 4th/Penn would help

back in parking is dangerous

route 6 provides service but parking makes use of bus stops difficult

parallel parking is ok but diagonal parking is hard to back out of

how are we going to accommodate aging population?

stickies

Let's talk about Union Street tomorrow

What's one thing you wish you could do on Union Street that you can't do now? What should Union Street look like in 10 years?

rain garden

more tables, people sitting out, more pedestrian-friendly

pedestrian crossing in UPG - Chestnut St - important for residents to get to the businesses

city is not safe enough to bike yet. 2-way bike lane

widening the underpasses of the rail

smaller vehicles

sidewalk dining

improve Bancroft Pkwy for bikes then connect to Union

2 bus stops that could use crosswalks and/or signals at 6th and sycamore - Sycamore is also a school bus stop

ambassador like they have on Market St

central parking so you can easily walk to other parts of the street

Let's talk about Union Street today

What is working well?

I like Union St b/c it's a natural city street. it has all kinds of business and something is going on all the time. The diversity is great. A marvelous mix and we should encourage it.

Flats done well - more parking, better housing, aesthetically pleasing. curbs done well, well thought out project

Trees are great

What is NOT working well?

Cars speeding is irksome

Talk to businesses (didn't last time, some resentment built up). we need the businesses to create vibrancy

Residential streets can feel like an evacuation every day. it's like speed racer, and discourages people from Union Park gardens from getting to the other side. Something should be done to dissuade people from speeding

Speeding: Ever since they made it only 2 lanes, it takes a very long time to go from Penn to 4th Street. People aren't moving, and they get to Lancaster and see open space, then they speed because they were in traffic.

Back in parking is not well-received (feedback from houseguests). businesses don't like back in parking or bike lane

Compare crash data from 3 lanes to now

more of a union between restaurants and residential (5th to Lancaster is no mans land)

We need to decide where we're going. Traffic is fast there, and do we want to have it slowed down? do we want cars thru or people thru? can't have both.

Does taking away back in parking create fewer spaces? what is the solution there?

don't see rationale between putting bike lane next to parked cars? put on other side of street. you take your life in your hands on such a wide street. it isn't good for businesses to have cars speed thru

No plants in the planters

historically there has been a problem with flooding near Pennsylvania Avenue, what's being done?

New traffic signal at Pennsylvania is confusing. no information out there, dangerous. could use some dotted lines to guide drivers (like Lancaster and Adams st)

stickies

Let's talk about Union Street tomorrow

What's one thing you wish you could do on Union Street that you can't do now? What should Union Street look like in 10 years?

like the idea of putting bike path in between, closer to sidewalk. would protect cyclists from speeding cars

Parking garage to get cars off union st

more communal spaces -utilizing open spaces for more than parking lots. space for people to congregate (buskers, temporary events).

Because it has been part of little italy. lot of history. maybe signage to entice people to walk along more parts (walking tour)

More trees

issues with angle parking and bike conflicts

Maybe bike path is mixed use until more cyclists use it (protected bike lane)

Outdoor dining, food delivery/trucks, UPS, etc -- maybe certain delivery only parking in concentrations of these businesses. maybe at night is something else, mixed use

want to make people want to stay in Wilmington, especially with 95 under construction. Union is a mass exodus. need people to stay, not use as evac. route

In Europe, there are streets for bus, bike, and people (no car traffic). could this work here. maybe certain sections? NYC: protected bike lanes, able to bike with kids and feel safe

is there an opportunity for families to buy a commemorative brick, bench, or donating for a family tree? connects people to place, memorialize their families. some people have lived here generations. Connect present to past.

lots of support for this one
planters were supposed to beautify, but nobody took responsibility

Parking - people need to be able to park. maybe utilizing open areas to be outdoor parking lots open to the public



Interface Studio LLC

DATE: OCTOBER 27, 2021

WELCOME!

Public Workshop #2



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



TODAY'S AGENDA



1. Summary of previous public visioning
2. Draft purpose and need statement
3. Draft measures of effectiveness (MOEs)
4. Alternatives considered and MOE scoring
5. Next Steps

1.

SUMMARY OF PREVIOUS PUBLIC VISIONING



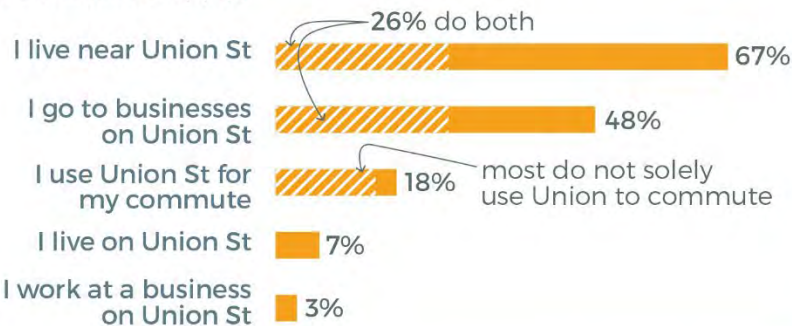
Public Engagement Summary

#1 Tell us about yourself

61
responses

What is your relationship to Union Street?

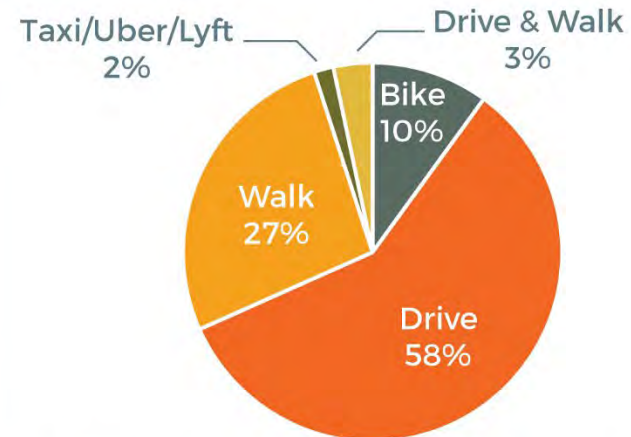
[select all that apply]



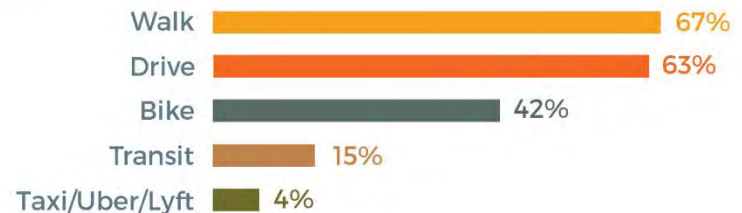
Where do you go most often on Union Street?



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

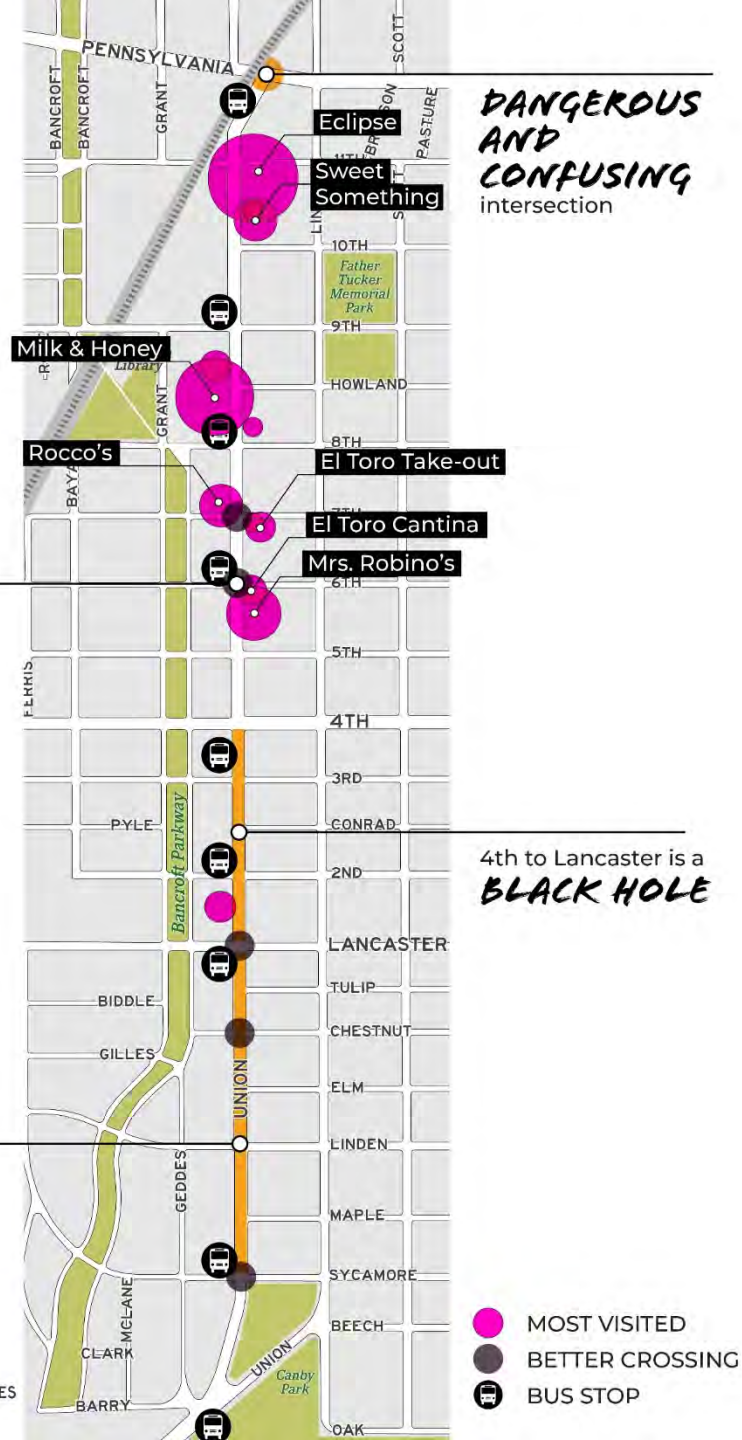
BETTER CROSSINGS
needed

Residential streets can feel like an evacuation everyday, it's like
SPEED RACER

DANGEROUS AND CONFUSING
intersection

4th to Lancaster is a
BLACK HOLE

0 0.1 0.2 MILES



#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.

 **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:

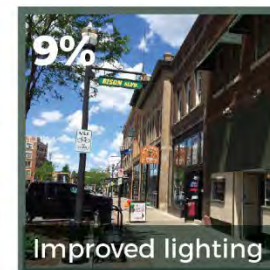
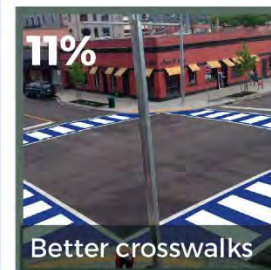
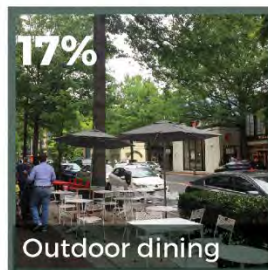
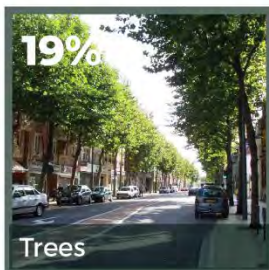
Improve parking: no angled parking,
build parking garage
Traffic safety: enforcement, signage,
manage deliveries

25

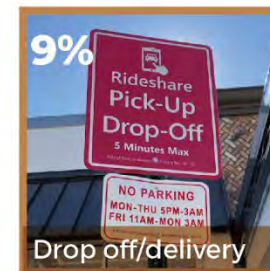
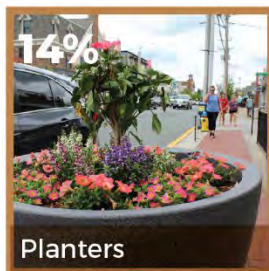
responses

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

most important



least important



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

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)

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

Top Performing Alternatives

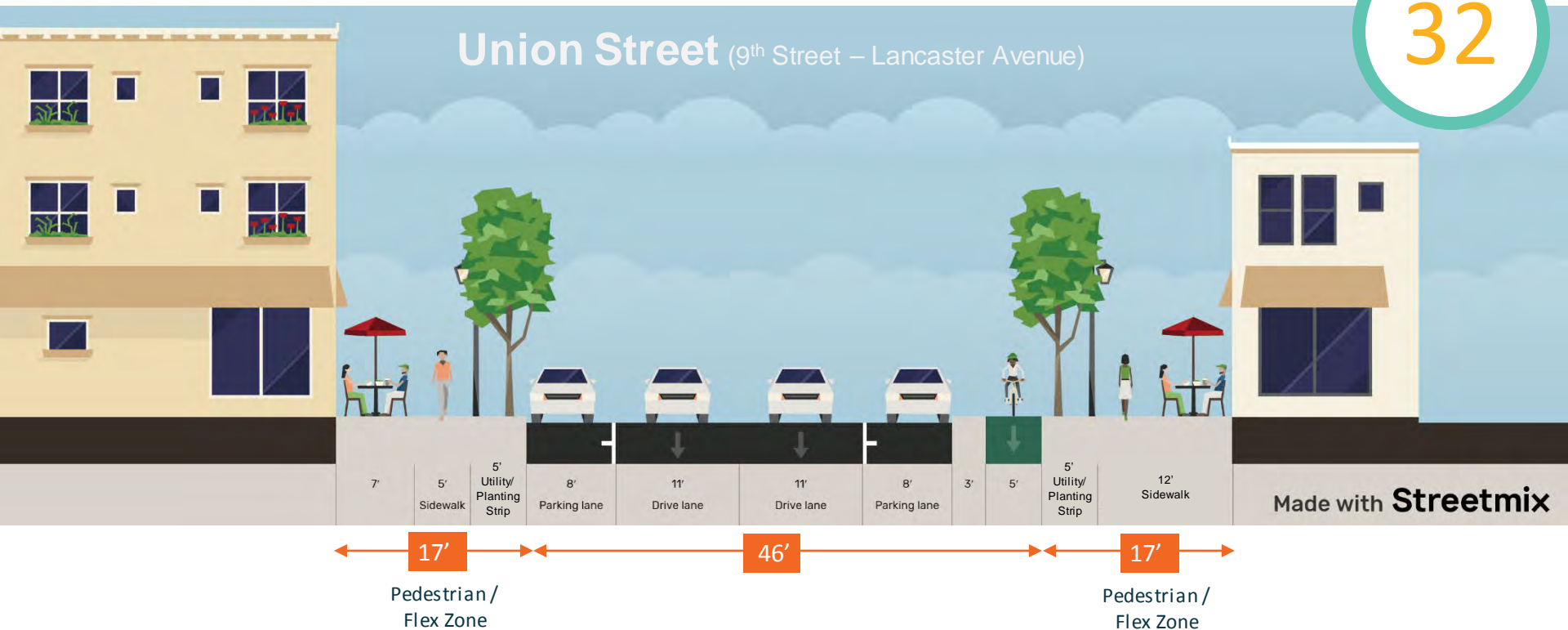
Alternative A:

Parallel Parking with Separated Southbound Bike Lane

- Moves the curb
- Undergrounds utilities
- Increases pedestrian space and room for outdoor retail/dining
- (\$\$\$) **Very expensive and lengthy construction time**

32

Union Street (9th Street – Lancaster Avenue)



Top Performing Alternatives

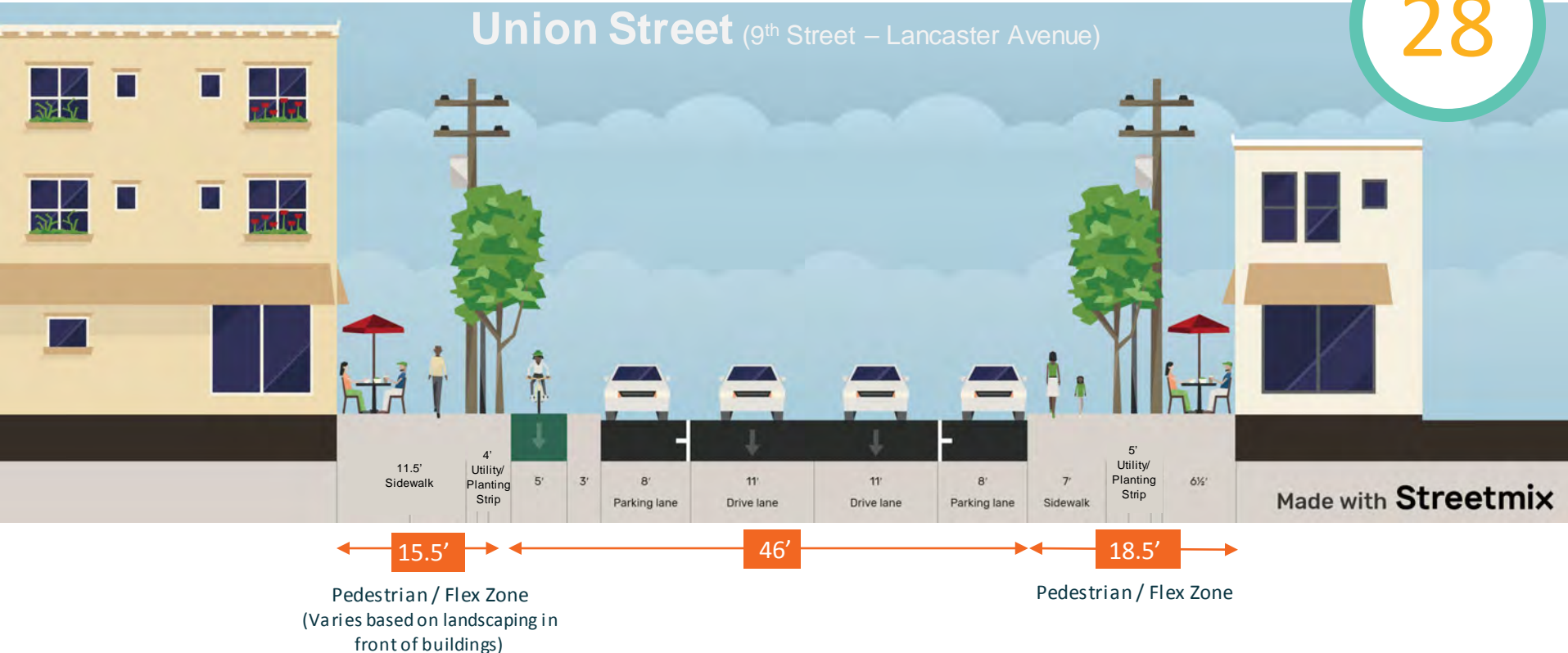
Alternative B:

Parallel Parking with Southbound Separated Bike Lane

- Moves the curb
- Works around utilities
- Increases pedestrian space and room for outdoor retail/dining
- **(\$)** less expensive and not as long of a construction time

28

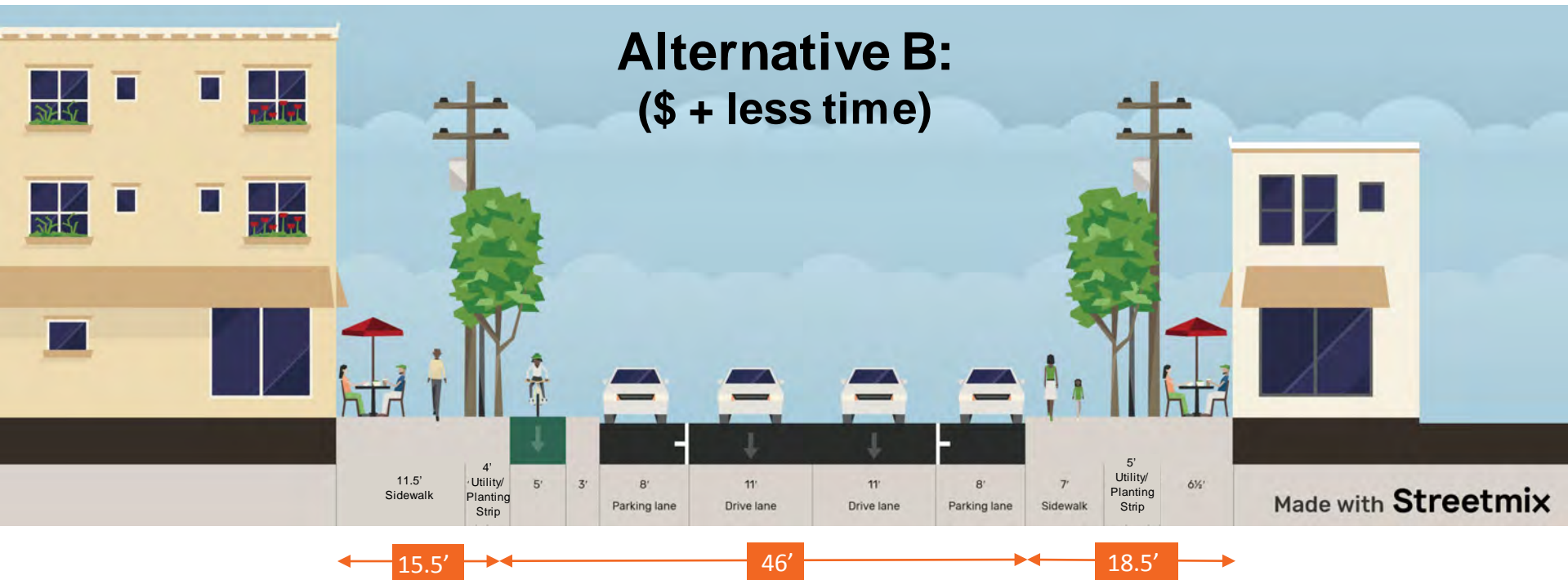
Union Street (9th Street – Lancaster Avenue)



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



Alternative B: (\$ + less time)



Other Alternatives

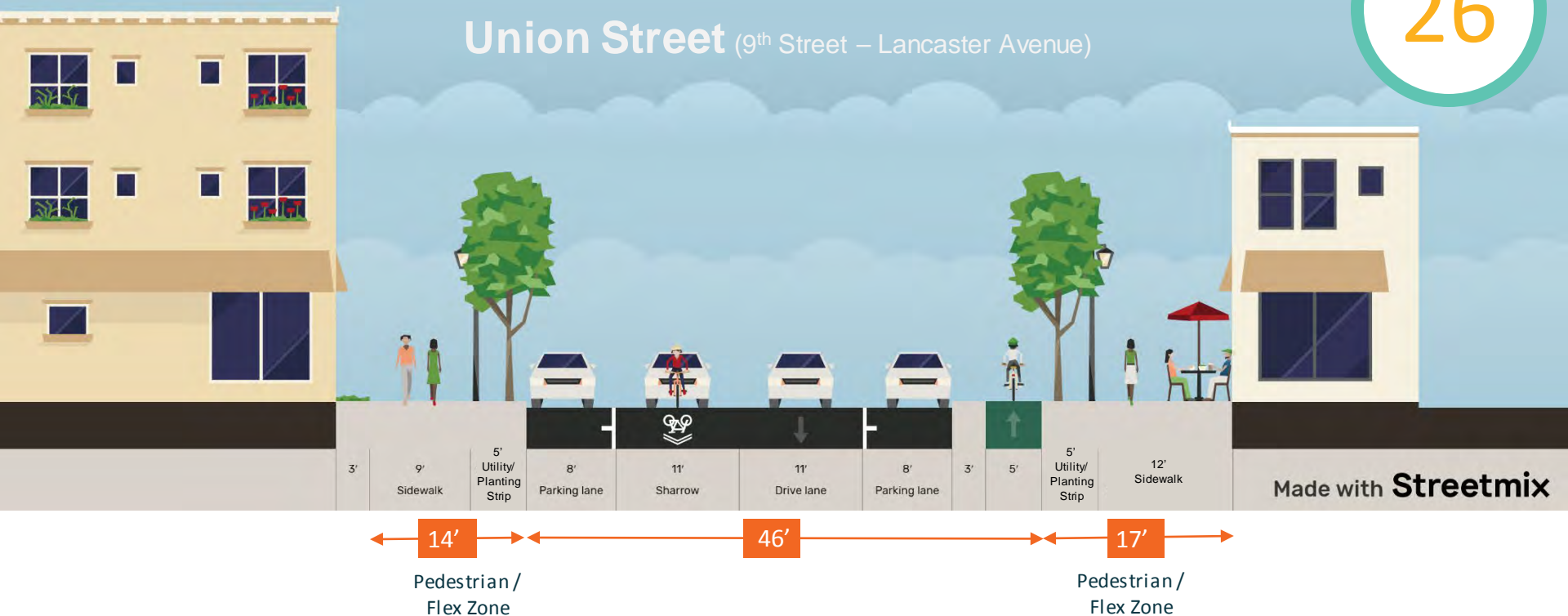
Alternative C:

Parallel Parking with Contraflow Separated Bike Lane and Southbound Shared Lane

- Moves the curb
- Undergrounds utilities
- Reduced pedestrian space and room for outdoor retail/dining
- (\$\$\$) Very expensive and lengthy construction time

26

Union Street (9th Street – Lancaster Avenue)



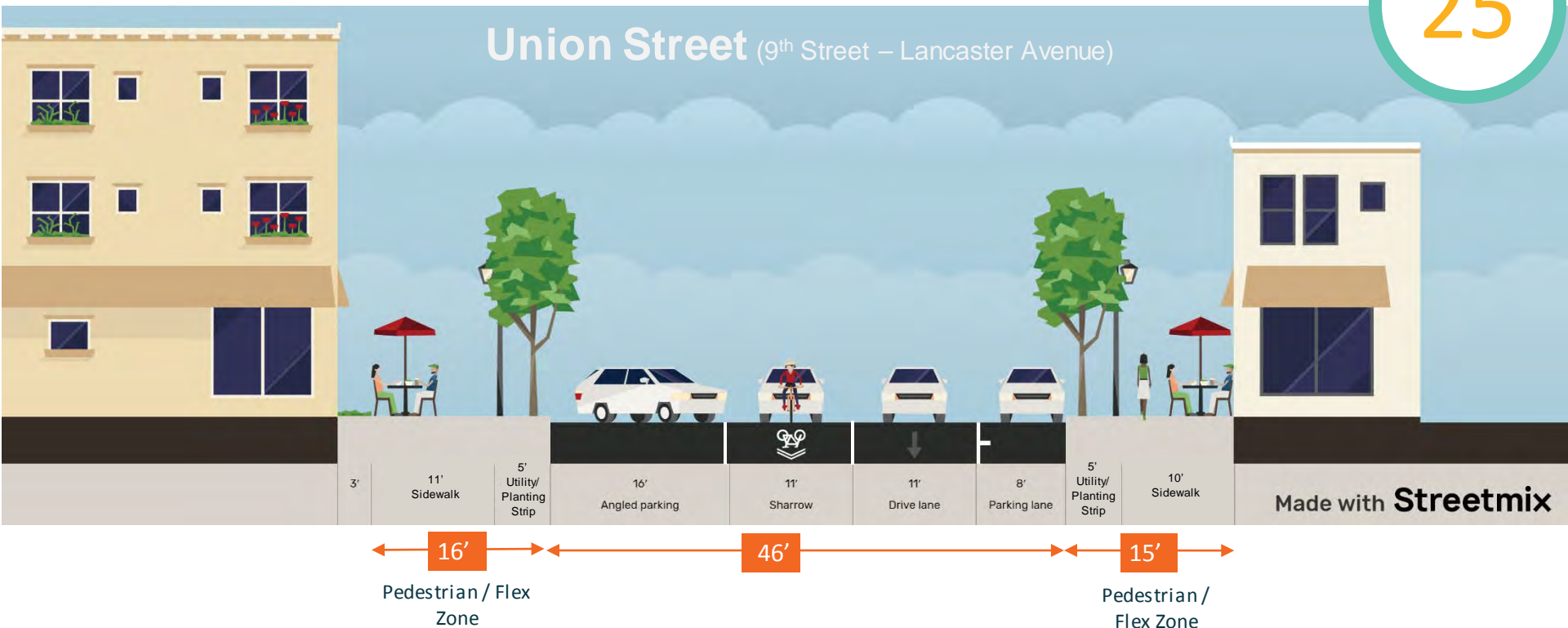
Other Alternatives

Alternative D:

Back-in Angle Parking with Sidewalks and Shared Lane

- Moves the curb
- Undergrounds utilities
- Less comfortable bike facility
- (\$\$\$) Very expensive and lengthy construction time

25



Other Alternatives

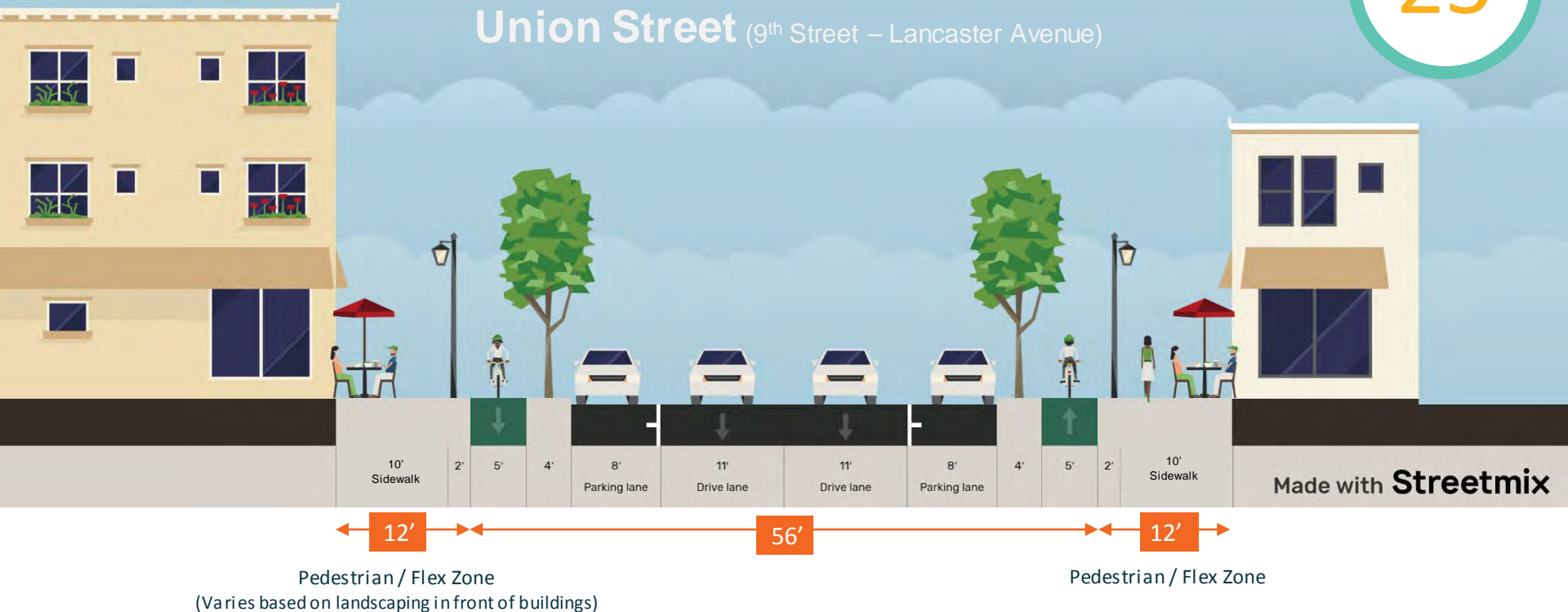
Alternative E:

Parallel Parking with Raised Bike Lanes

- Moves the curb
- Undergrounds utilities
- reduced pedestrian space and room for outdoor retail/dining
- (\$\$\$) Very expensive and lengthy construction time

25

Union Street (9th Street – Lancaster Avenue)



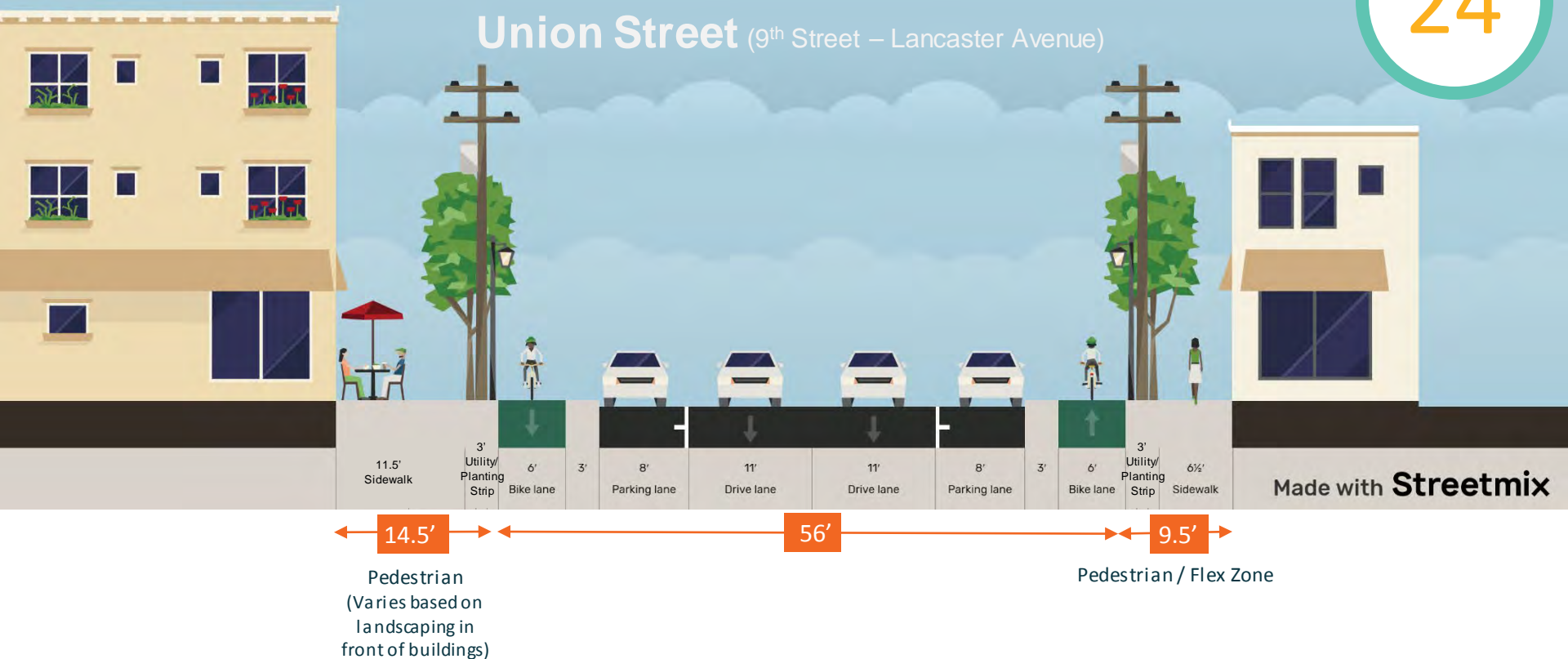
Other Alternatives

Alternative F:

Parallel Parking with Separated Bike Lanes

- Moves the curb
- Works around utilities
- Less pedestrian space and room for outdoor retail/dining
- (\$) less expensive and not as long of a construction time

24



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

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. NEXT STEPS



Next Steps



We are here!

Public Meeting
Oct. 27th

Present Draft Concepts
and Identify Preferred
Concept

Final Public Meeting
Present Final Concept



**Assess Feasibility of
Preferred Concept
and Prepare Final
Report**



Submit Final Report



Online Activities at the Website Below!



Contact Information:

Dave Gula

T: 302.737.6205 x122

E: Dgula@wilmapco.com

Project Website: :

www.wilmapco.org/unionstreet



Meeting Notes

Date: 10/27/2021

Time: 6:00 pm - 7:00 pm

Location: Zoom Call

Project Number: 20-01842-001

A public workshop for the Union Street Reconfiguration and Streetscape Improvement Study was held via Zoom on Wednesday, October 27, 2021. There were 37 people in attendance, including presenters. The full public workshop was recorded, and the recorded files were transmitted to WILMAPCO, along with these meeting notes, as a full record of the meeting. The following items were discussed:

Summary of Previous Public Visioning – Nancy Bergeron presented an overview of the previous public visioning results.

Draft Purpose and Need Statement – Angie Hernandez presented the draft purpose and need statement, explaining that the purpose and need statement was derived directly from the public visioning results.

Draft Measures of Effectiveness – Angie Hernandez presented the draft measures of effectiveness (MOEs), explaining that the MOEs were derived from the purpose and need statement. She also conducted a quick poll of the audience asking, “Do you agree with the measures of effectiveness?” Of those who responded, 71% said yes, 7% said no, and 21% said sort of. Angie paused to see if anyone who said no or sort of wanted to discuss why, but no one answered.

Alternatives Considered and Measures of Effectiveness Scoring – Angie Hernandez presented six alternatives (A through F), ranked in order of how well they each met the measures of effectiveness, as identified in this study. All six alternatives involve moving the curb. Some alternatives also involved relocation of utilities underground, which would be very costly and increase the construction time frame. The community has not requested that the utilities be relocated underground, but these alternatives were included as consideration for this study.

There were also three alternatives that considered preserving the curb, but none were found to meet the purpose and need of the project. Therefore, those alternatives were dropped and not scored using the measures of effectiveness

Questions Asked Regarding the Alternatives:

- ***“How much funding is there currently for this project?”***

Dave Gula explained that the project is not funded in DelDOT’s budget yet and will probably not be funded yet for a minimum of five years.

- ***“Why the big focus on bikes?”***
Some alternatives emphasize bikes, some deemphasize bikes. Bicycling access was brought up in the public visioning as a needed part of this study. Dave Gula mentioned that Union Street is included in Wilmington’s bike plan as a desirable bicycle corridor. Improvements to Union Street are intended to make the corridor a more comfortable bicycling experience.
- ***“Will the parking options be the same throughout the corridor or a mix of back-in and parallel?”***
Only one alternative preserves the back-in angled parking. There may be parallel parking on one side of the street and back-in angled parking on the other, but those would be consistent throughout the corridor.
- ***“Would the number of parking spaces be preserved?”***
The addition of back-in angled parking expanded parking capacity by about 9 spaces, which would be lost with the removal of back-in angled parking.

Project Timeline and Next Steps – Nancy Bergeron gave a brief overview of the project schedule and presented the next steps for the project, including public comment period and final draft and presentation.

Questions Asked During Final Question and Answer Period

- ***“Were materials for pedestrian spaces identified, stamped concrete, brick? Also, are there crosswalk improvements?”***
The alternatives are very rough concepts. The city has switched to using concrete wherever possible. These materials are not guaranteed but these are generally what Wilmington uses.
- ***“Estimate of \$24 million to bury utilities?”***
The estimate is an estimate. It costs about \$2 million per block. Some blocks are longer, some are shorter. Once there is a preferred alternative, we will be able to get a firmer estimate on cost of the project.
- ***“Is there a plan to formally get input, surveys from Union Street residents and businesses who will be impacted by this project the most?”***
The Advisory Committee is made up of resident and business groups. The previous and current public workshops and Advisory Committee meetings were opportunities to get public input. WILMAPCO also hosted 2-week-long online asynchronous public input activities paired with the previous public visioning workshop, as well as this current public input period. WILMAPCO worked with the Advisory Committee and partners to promote the workshops and the online input activities. WILMAPCO did not plan to go door-to-door to solicit input. The website, fliers, and meetings were all methods to publicize the project and get people involved in the public process. Sarah Lester, of Westside Grows, mentioned in the meeting chat that their organization did hand out fliers to all residents from Pennsylvania to Sycamore to solicit public input.

- ***“Is this project more for traffic or businesses?”***
Businesses. The existing improvements on Union Street have been to slow traffic and make it more comfortable and safer for pedestrians. Cars are welcome, but this project is not for cars. This project is to make Union Street fully multimodal.
- ***“Does the Advisory Committee prefer one or more of the alternatives?”***
WILMAPCO did not receive definitive answers from the Advisory Committee on a preferred alternative. The Advisory Committee agreed regarding the dropped alternatives. The Advisory Committee consensus was that the top scoring alternatives are the best two options.
- **A participant mentioned that the renderings reminded them of downtown Phoenixville (in a positive way).**
- **A Union Park Gardens resident mentioned that they were very enthused by this project. They had moved to Wilmington from Philadelphia but overlooked Union Street because it had no curb appeal.**



Interface Studio LLC

DATE: MARCH 16, 2022

WELCOME!

Public Workshop #3

8th & UNION KITCHEN



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
- Tina Votta/Gladys Chamberlain, 2000 Pennsylvania Avenue

Advisory Committee Members (Elected Officials):

- Sen. Sarah McBride
- Sen. S. Elizabeth Lockman
- Rep. Sherry Dorsey Walker
- Rep. Charles M. "Bud" Freel
- Rep. John Mitchell
- Bregetta Fields, City Council
- Yolanda McCoy, City Council
- Christofer Johnson, City Council
- Hon. Michael Purzycki, Mayor



TODAY'S AGENDA



1. Summary of public input from public workshop #2
2. Recommended preferred alternative
3. Next Steps in Study
4. Process to see these changes implemented

1. SUMMARY OF PREVIOUS PUBLIC INPUT



Public Input on Draft Purpose and Need

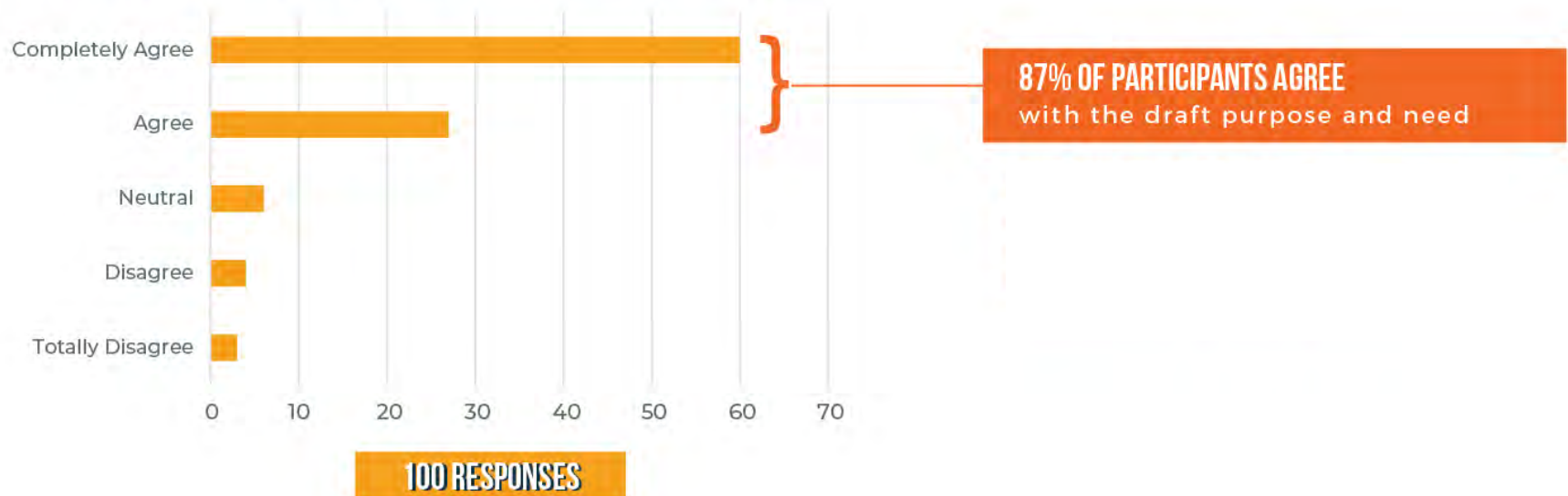
PURPOSE:

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.

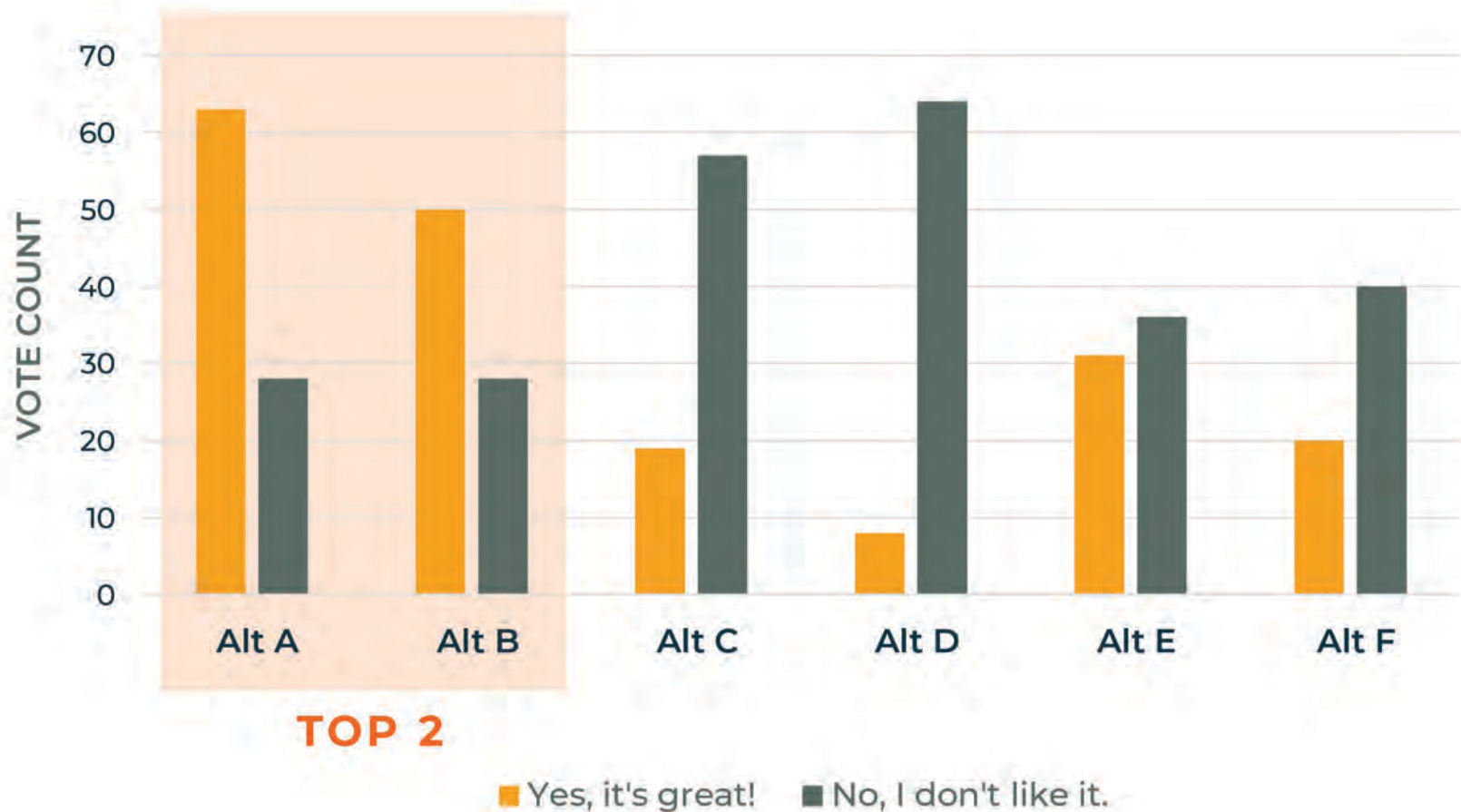
NEED:

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?



Public Input on Design Concepts



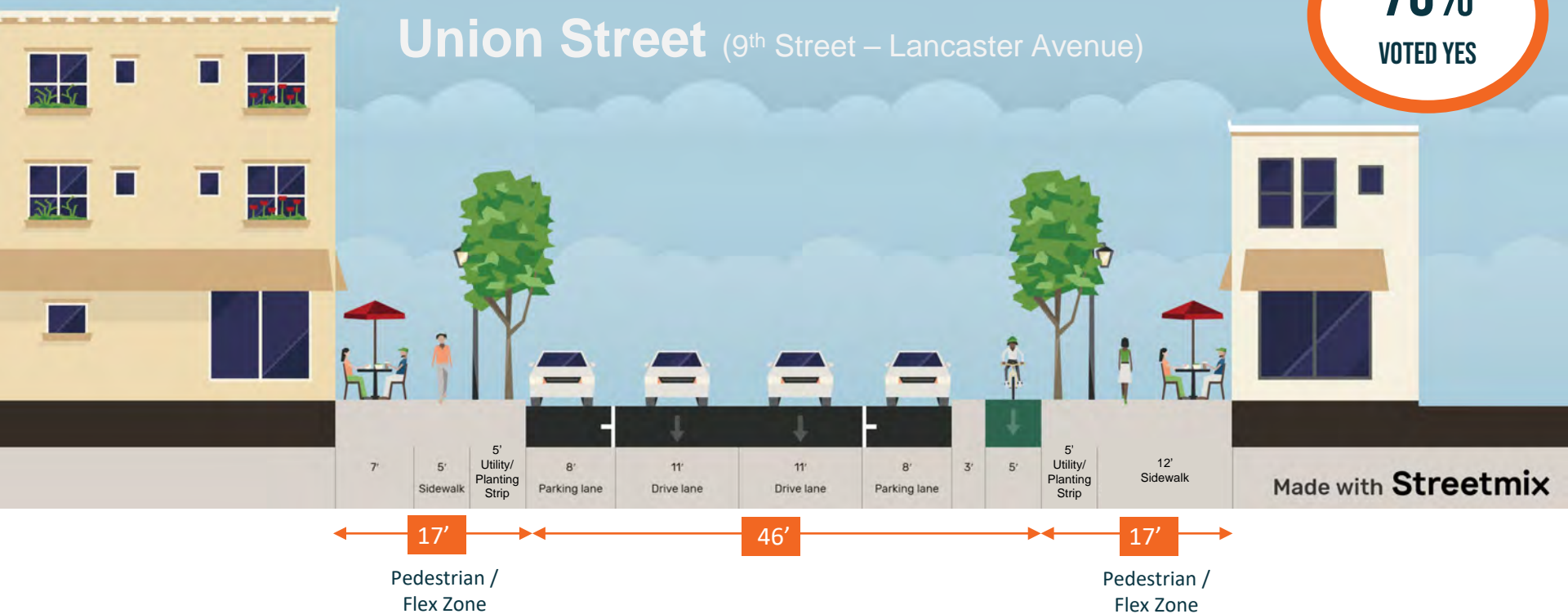
Alternative A:

Parallel Parking with Separated Southbound Bike Lane (Utilities Underground)

91 RESPONSES

70%
VOTED YES

Union Street (9th Street – Lancaster Avenue)



52 COMMENTS

THINGS PEOPLE LIKED:

Room for pedestrians and outdoor dining
Protected bike lane
trees
Buried utilities

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

THINGS PEOPLE LIKED:

Room for pedestrians and outdoor dining

*Protected bike lane
trees*

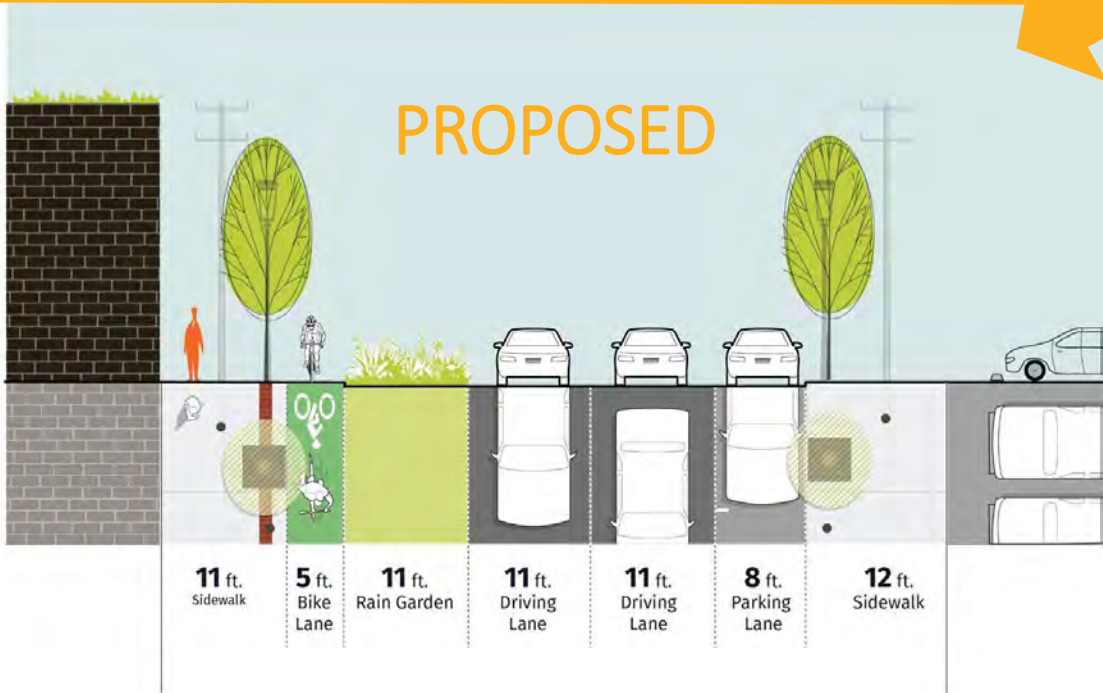
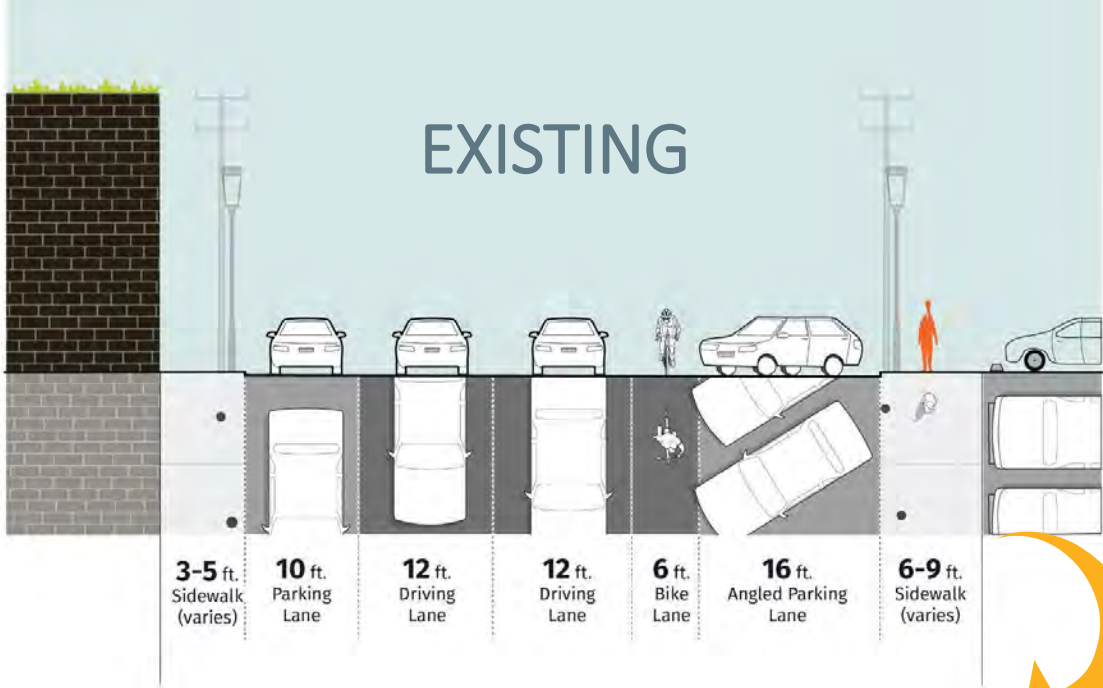
Less costly alternative to Alt A

2. RECOMMENDED PREFERRED ALTERNATIVE



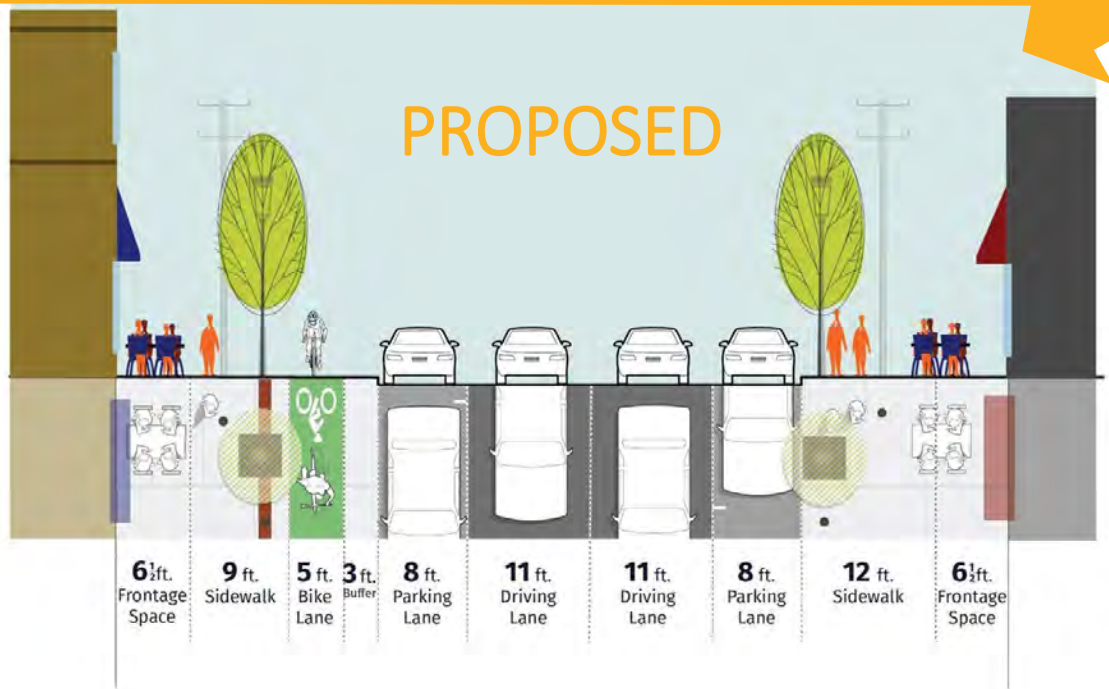
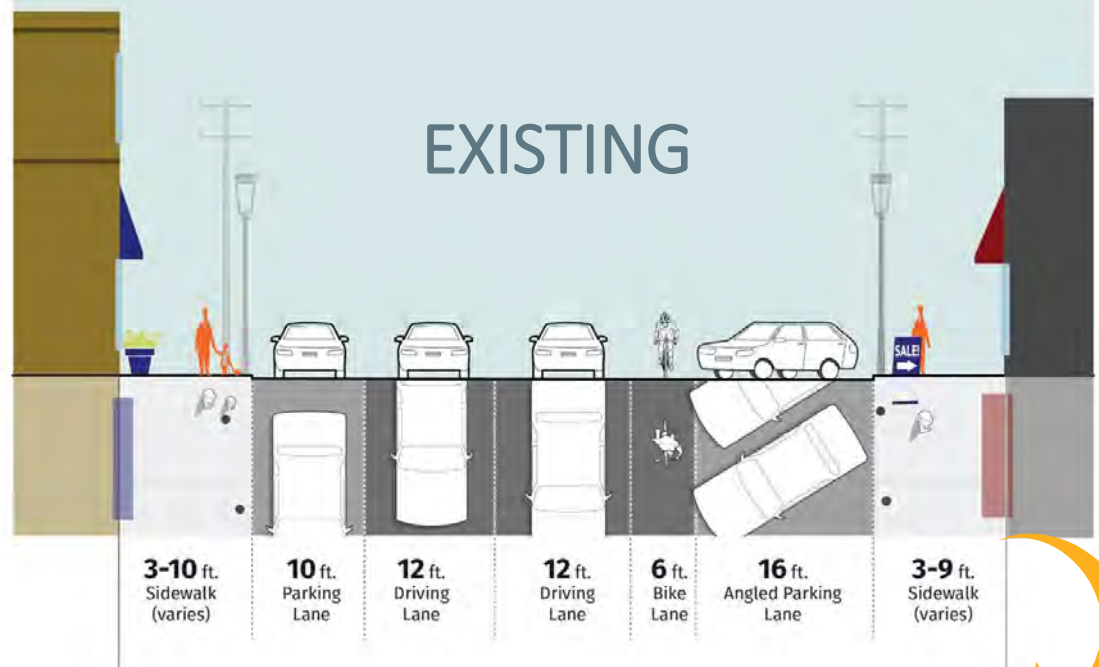
PENNSYLVANIA AVE – 11TH STREET

Typical Streetscape Cross-Section



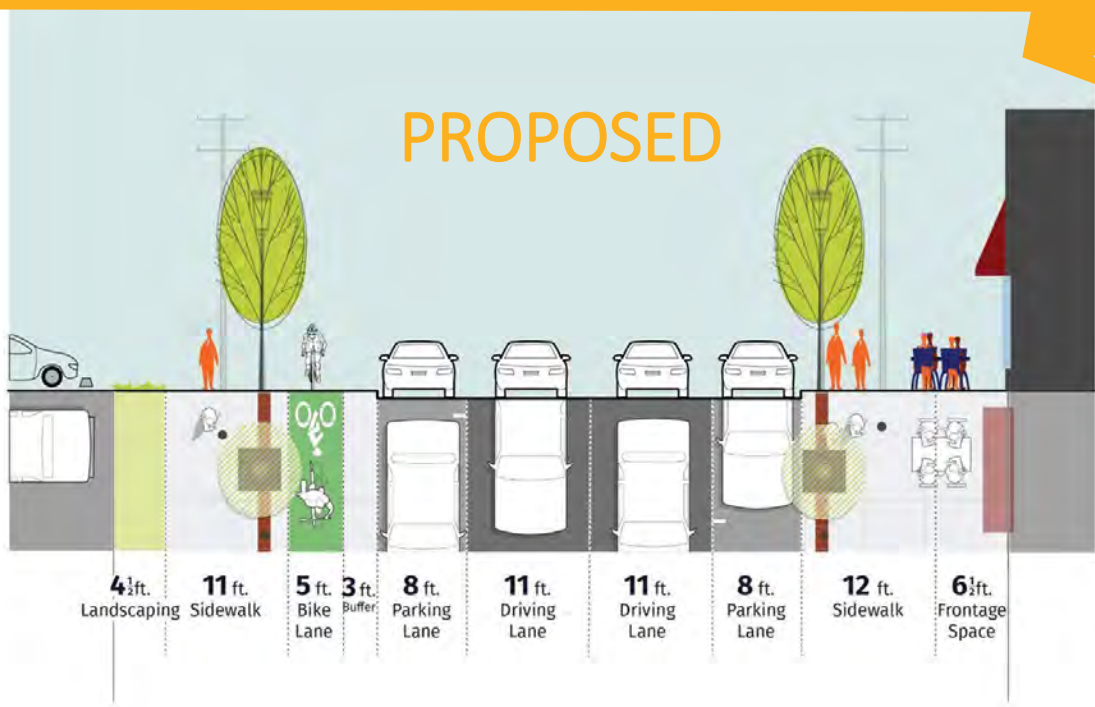
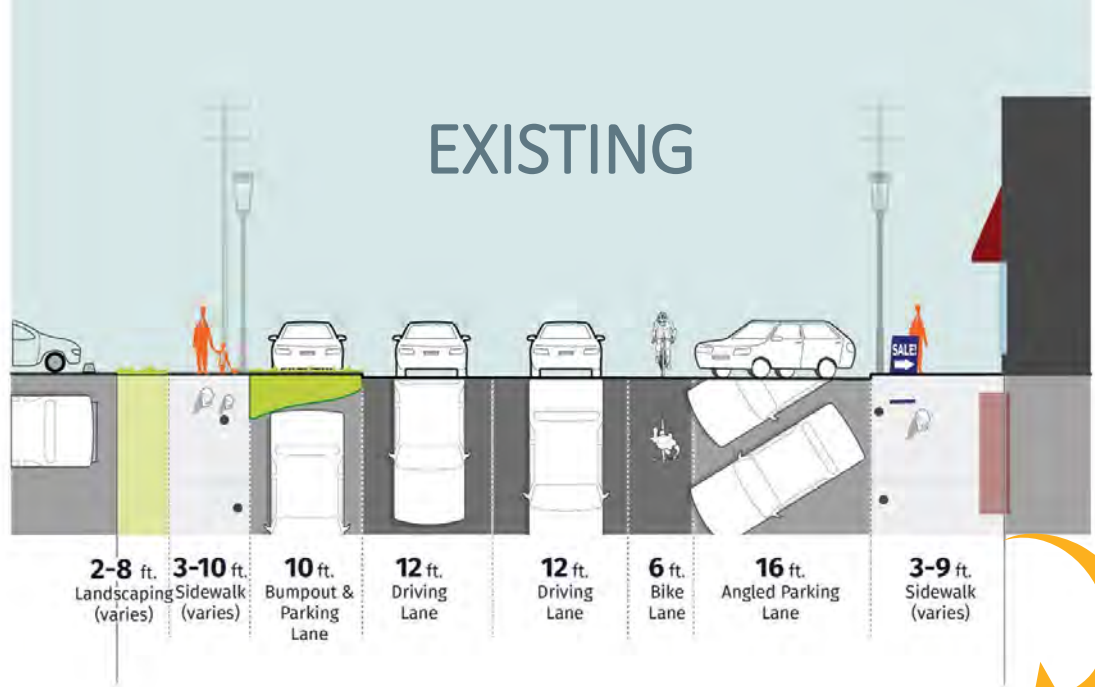
11TH STREET – 7TH STREET

Typical Streetscape Cross-Section



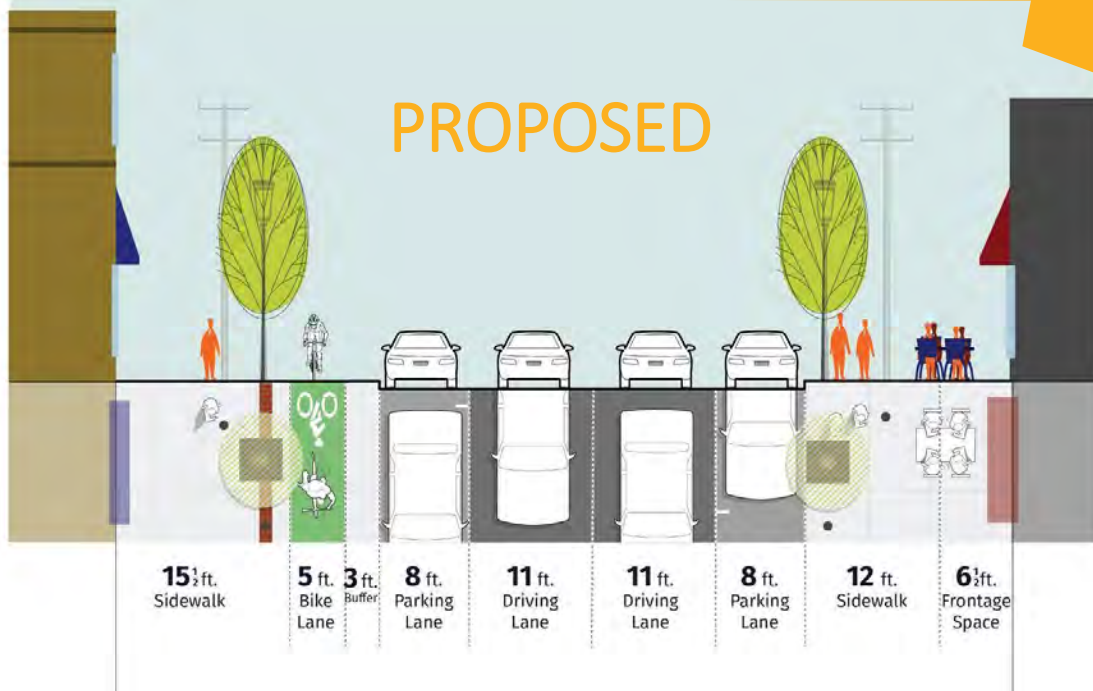
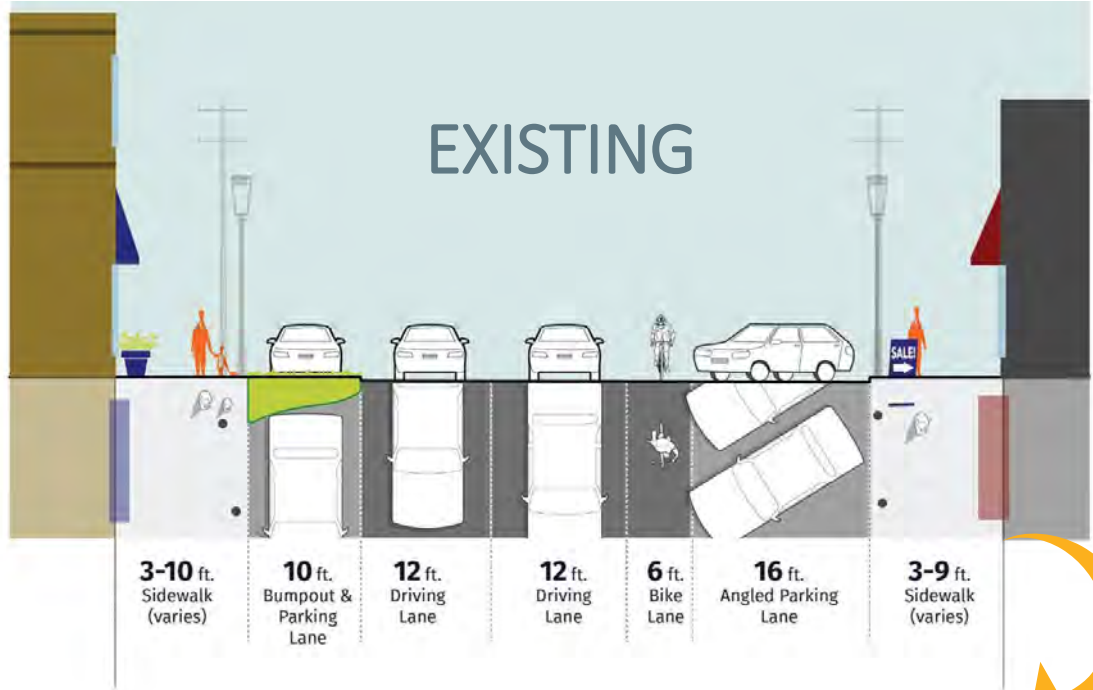
7TH STREET – 4TH STREET

Typical Streetscape Cross-Section



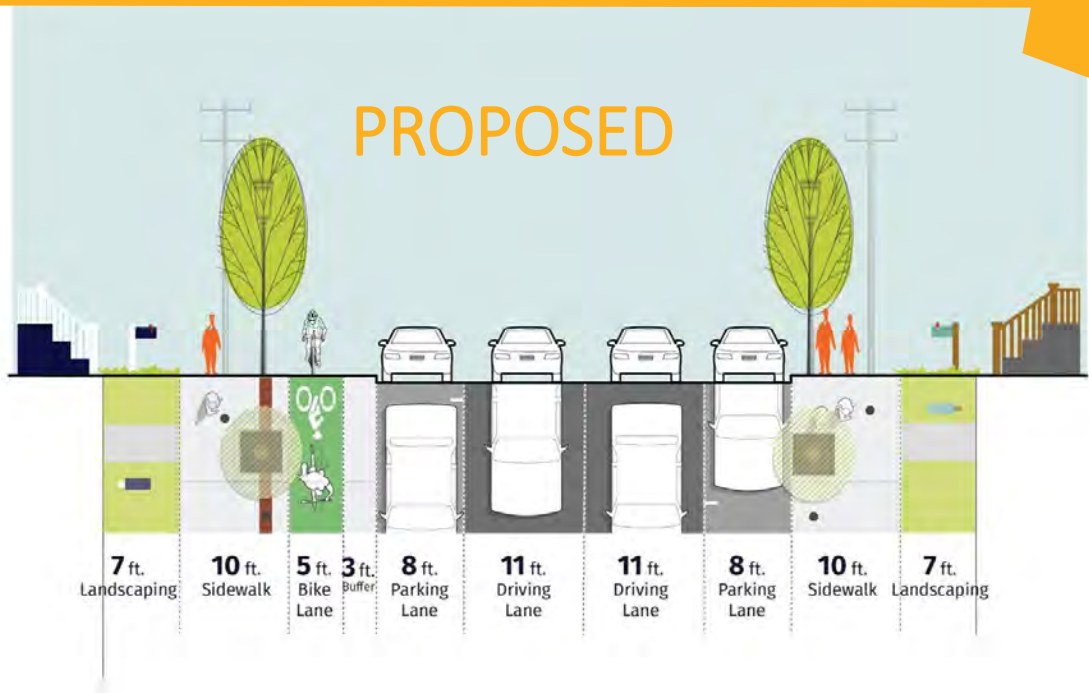
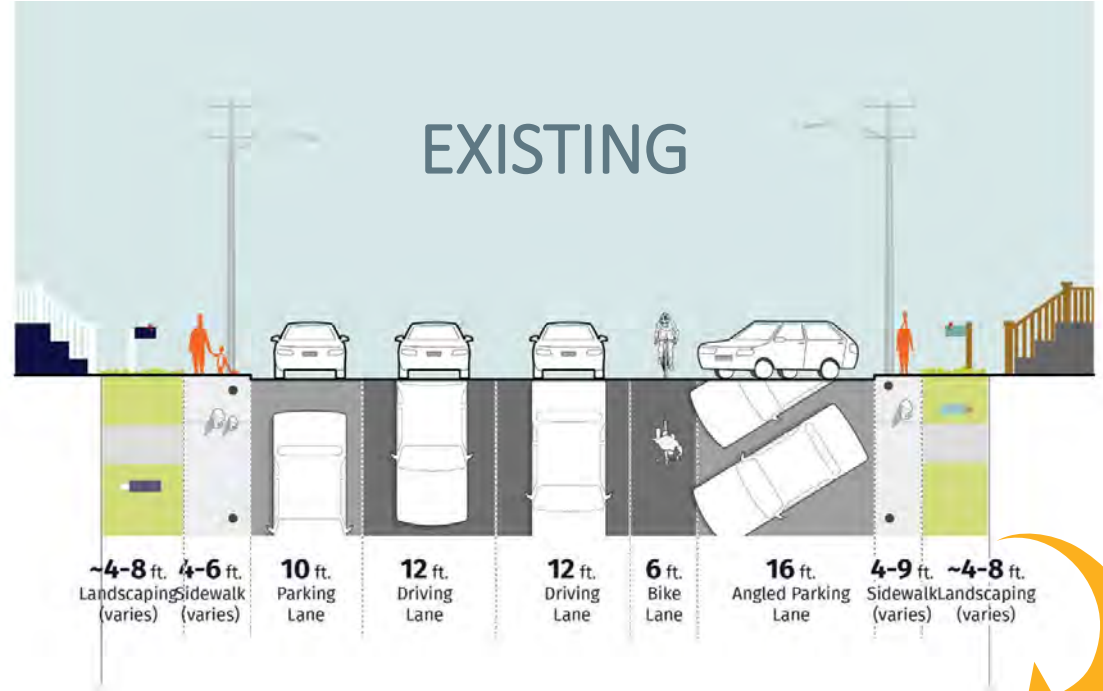
4TH STREET – LANCASTER AVENUE

Typical Streetscape Cross-Section



LANCASTER AVENUE – SYCAMORE STREET

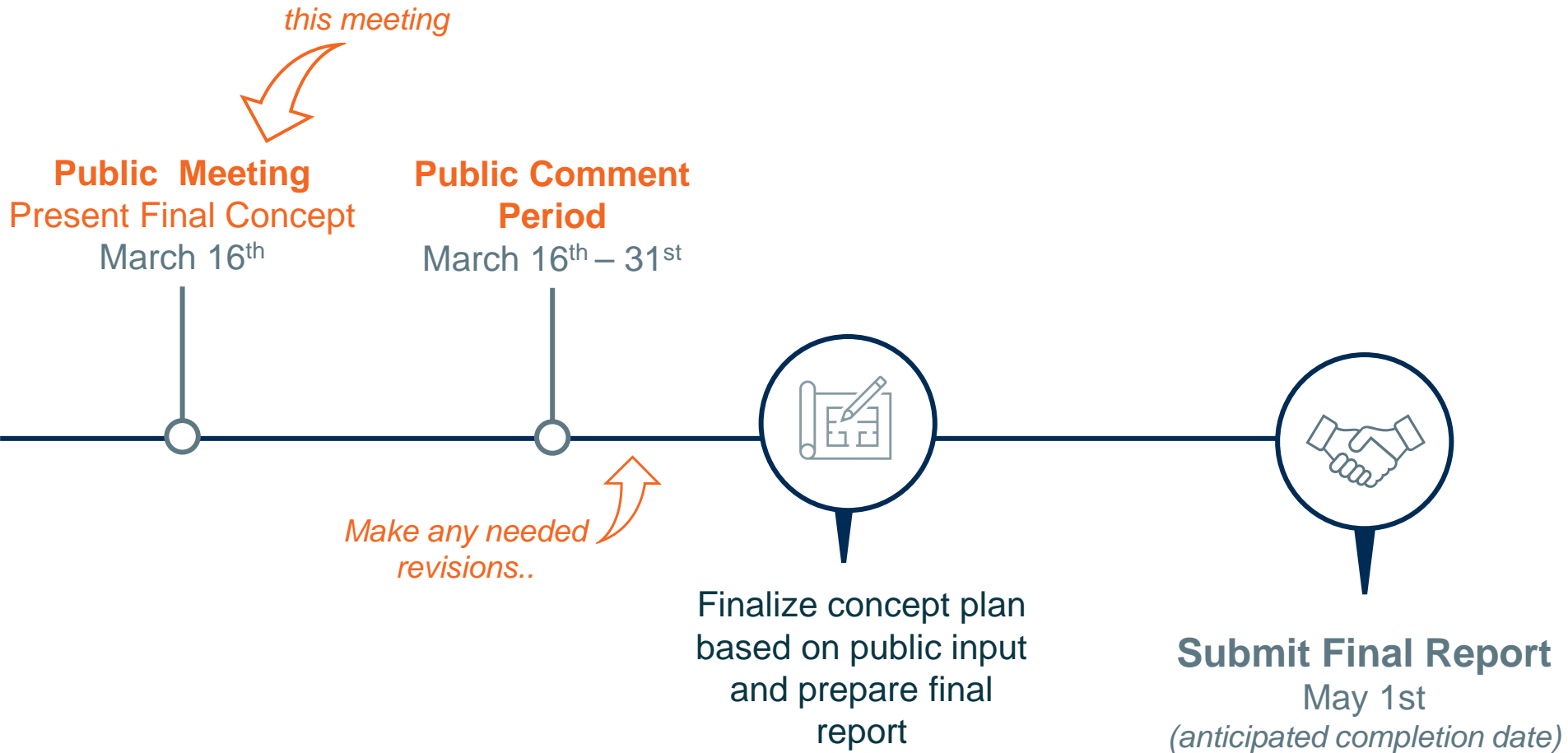
Typical Streetscape Cross-Section



3. NEXT STEPS



Next Steps

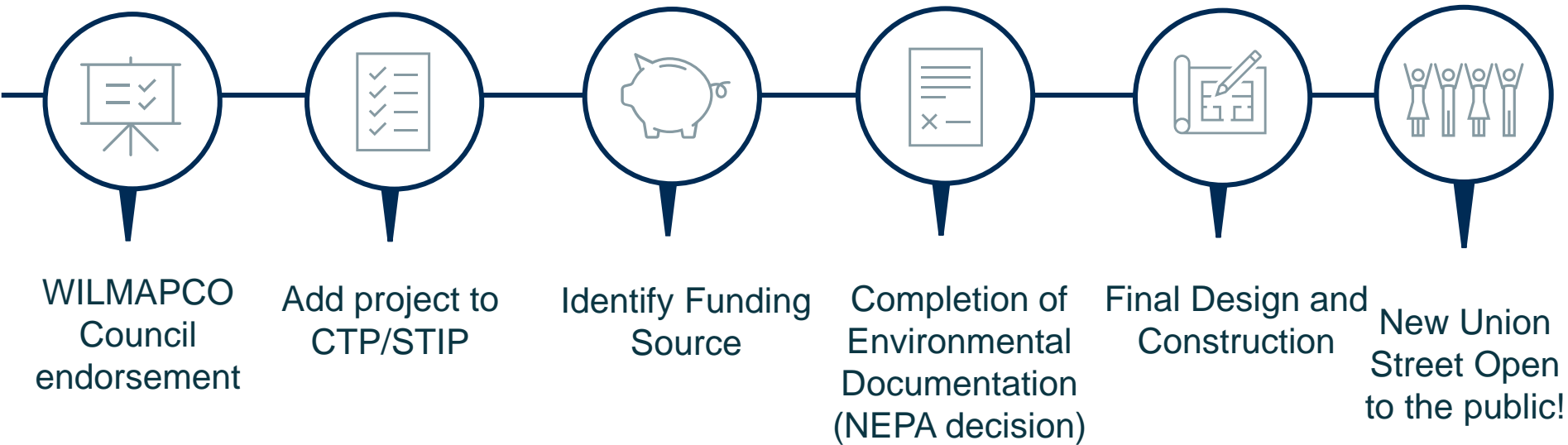


COMING SOON!: NEW Union Street!



ESTIMATED COST:
\$15million - \$18 million

Process to see these changes implemented



Please email comments and feedback on the proposed concept by March 31st to Dave Gula:



Contact Information:

Dave Gula

T: 302.737.6205 x122

E: Dgula@wilmapco.com

Project Website: :

www.wilmapco.org/unionstreet

Meeting Notes

Date: 3/16/2022

Time: 6:00 pm - 7:30 pm

Location: Zoom Call

Project Number: 20-01842-001

A public workshop for the Union Street Reconfiguration and Streetscape Improvement Study was held via Zoom on Wednesday, March 16, 2022. There were 61 people in attendance, including presenters. The full public workshop was recorded, and the recorded files were transmitted to WILMAPCO, along with these meeting notes, as a full record of the meeting. The following items were discussed:

Summary of Previous Public Input from Public Workshop #1 – Angie Hernandez (JMT) presented an overview of the previous public input regarding the final purpose and need statement and ranking of alternatives.

Recommended Preferred Alternative – Angie Hernandez (JMT) presented the draft typical sections for the recommended preferred alternative throughout the corridor. Nancy Bergeron (JMT) then presented the draft corridor concept plan showing the recommended preferred alternative. The public workshop participants shared the following questions and comments on the draft concept plan, the responses to each of the questions are summarized below each question.

Outdoor Dining

- ***“The 6.5' areas for outdoor dining use are not very useful.”***

Response: The frontage areas along the corridor will vary in size based on the locations of utility poles, streetlights, signs, hydrants, and street furniture. In some areas there will be 6.5', in other areas it could be between 10' – 12' wide, and other areas the frontage space will be less than 6.5'.

Street Dimensions and On-Street Parking

- ***“8' parking and 11' drive lanes are very tight. Otherwise, it looks much better than what is currently there.”***

Response: 8' parking and 11' drive lanes are an approved DelDOT dimension for this type of street.

- ***“Are any accommodations being made for ride sharing or delivery vehicles (Uber, Lyft, Doordash, etc.)? Sometimes a lack of parking at a specific location encourages them to park in the travel lane and turn on their flashers.”***

Response: The purple shading throughout the concept plan demonstrates areas that are being considered for flexible curbside uses including short-term parking, ride sharing or delivery vehicles (Uber, Lyft, Doordash) as well as other freight loading and unloading.

Traffic Calming

- ***“Union is a hard-core drag race for traffic at the moment. My understanding is that we are trying to make Union more people friendly, which means slowing down cars and making them pay attention more.”***

Response: This proposed concept is meant to slow down cars and make Union Street a more comfortable street for all modes of transportation. This concept includes multiple proposed traffic calming measure including curb extensions and roadway narrowing. There are also new crosswalks and signals being proposed to help increase the pedestrian comfort and connectivity.

- ***“The speeding is really unbelievable from Lancaster, Linden, and once past Maple, the vehicles go about 50.”***

Response: This proposed concept is meant to slow down cars and make Union Street a more comfortable street for all modes of transportation. This concept includes multiple proposed traffic calming measure including curb extensions and roadway narrowing. There are also new crosswalks and signals being proposed to help increase the pedestrian comfort and connectivity.

Accessibility

- ***“Will this section of Union St be 100% ADA accessible if these improvements are implemented? Is it 100% accessible now?”***

Response: Union Street is not 100% ADA accessible now, like many older streets there are multiple ADA deficiencies along the corridor. Once Union Street is reconstructed, it will be brought into more complete ADA compliance. The final design details for accessibility will be decided during the design phase of this project.

- ***“With this design, with the curb separated bike lane on the west side, just curious whether an individual in a wheelchair leaving a mid-block would need to travel along the sidewalk to the nearest intersection and then enter the roadway and backtrack along the travel lane to access their car?? Or are the curbs eliminated in certain areas (perhaps near handicap spaces?)”***

Response: This concept proposed curb cuts at all accessible parking spaces against the west side of the roadway with crosswalk markings across the bike lanes and curb ramps up to the sidewalk. On the east side, it is proposed to lower the sidewalk to be flush with the pavement next to all accessible parking spaces. The final design details for accessibility will be decided during the design phase of this project.

Bike Parking

- ***“Will there be any bikes to rent?”***

Response: Bikeshare is a decision that needs to be made by the City of Wilmington. This study did not explore bike share feasibility as it was not part of the scope of work.

- ***“I think the bike racks should be closer to the restaurants and businesses. I cannot imagine anyone parking their bike at 4th St.” also “The 7 Eleven at 4th and Lancaster gets robbed often, I would not park my bike there because of the crime at this location.”***

Response: The proposed locations of bike parking in this concept were based on the City of Wilmington’s Bike Plan. The locations of the proposed bike parking align with the intersecting streets that are identified as priority bike routes with the City Bike Plan. The final design details and locations for bike parking will be decided during the design phase of this project.

- ***“Can more bike parking be included along Union Street midblock, maybe smaller more frequent bike parking staples?”***

Response: The proposed locations of bike parking in this concept were based on the City of Wilmington’s Bike Plan. The locations of the proposed bike parking align with the intersecting streets that are identified as priority bike routes with the City Bike Plan. The final design details and locations for bike parking will be decided during the design phase of this project.

Bike Access

- ***“Are there any plans to create a bike lane heading north towards trolley? maybe on another side street? I know this isn't a part of this project's scope.”***

Response: The City of Wilmington’s Bike Plan includes Bancroft Parkway as a potential north - south bicycle corridor. For more information about future bike routes please visit the City of Wilmington’s website: <https://www.wilmingtonde.gov/government/city-departments/planning-and-development/bike-wilmington/bike-plan> to review the Bike Plan.

- ***“How will the City clear snow and ice from the bike lane in the winter, will the responsibility of property owners like the sidewalks are?”***

Response: Winter maintenance of the bike lane has not yet been established. The City of Wilmington will need to decide this during the design phase of this project.

Project Timeline and Next Steps – Nancy Bergeron (JMT) gave a summary overview of the remaining task items to complete this study, including public comment period (closes March 31) and final concept plan and report (submitted to WILMAPCO by May 1).

Process to See These Changes Implemented – Dave Gula (WILMAPCO) presented the next steps that will be needed to ultimately progress this study into a design project and ultimately construction. The steps are as follows:

1. WILMAPCO Council endorsement
2. Add project to CTP/STIP
3. Identify Funding Source
4. Completion of Environmental Documentation (NEPA decision)
5. Final Design and Construction
6. New Union Street Open to the public

The public workshop participants shared the following questions and comments on the process to see these changes implemented, the responses to the questions are summarized below each question.

- ***What is the timeline for this? As in, what is the estimated time that construction would begin on this - I'm guessing 2023 or 2024?"***

Response: Construction is not anticipated to begin in 2023 or 2024. This type of project will follow the following steps:

1. WILMAPCO Council endorsement
2. Project added to CTP/STIP
3. Project funding source identified
4. Completion of Environmental Documentation (NEPA decision)
5. Final Design and Construction

The estimated timeframe for a project like this to proceed through these steps can range between 5 – 10 years. It typically takes at least four years to secure funding for projects, then NEPA review, design, and construction must occur.

- ***"Have you considered a temporary installation to see how it operates?"***

Response: This study did not explore a temporary installation of the streetscape. The decision to install a temporary installation using temporary construction materials such as paint and flexible posts would be up to the City of Wilmington to decide upon and coordinate.

Estimated Construction Cost – Nancy Bergeron (JMT) presented the estimated cost to construct this project which will likely range between \$15 million and \$18 million.

The public workshop participants shared the following questions and comments on the estimated construction cost, the responses to each of the questions are summarized below each question.

- ***"Is there funding/a budget already? Or is the 15-18 mill a theoretical estimate?"***

Response: There is no identified funding source yet to construct this project. The project is estimated to cost between \$15 million - \$18 million to construct. This construction estimate is a planning-level estimate and could change based on the final design of the project.

- ***"If the funding fell short for some reason, would a partial version of this project be feasible or not likely?"***

Response: This project will likely be built using some type of phasing which will result in constructing a block or a few blocks at a time. This could result in the construction period covering two years of construction in which the funding would be allocated per year. However, the funding will still need to be programmed for the full amount to ensure that the project will be completed during whatever construction period is determined.

Comments Received During Two-Week Comment Period Following Public Workshop

The following is the list of comments (and responses to the comments) that were received following the public workshop via email during the comment period from March 16 – March 31.

- ***How feasible is a roundabout at the intersection of PA and Union St? I know they're expensive but much safer.***

Response: A roundabout has not been proposed at that intersection due to space constraints – a two lane roundabout would require more space than a single lane roundabout that DelDOT has used in other areas.

- ***I'm very much in support of the horticulture barrier between the vehicle lane and bike lane. The raising is great too, but I would sooner forego the raising if costs needed to be cut somewhere.***

Response: Thank you for your comment.

- ***A heftier suggestion: Widen the bike lane for two-way traffic and narrow the vehicle lanes to 9 or 10 feet. We know that narrower lanes encourage motorists to reduce speed, and 9-10' lanes facilitate the feel of an urban environment where caution is necessary rather than the sort of rushing that happens on arterials more appropriate for other landscapes.***

Response: The City of Wilmington is working with the Wilmington Initiatives Partners toward street standards for all categories of City streets. At this time, streets like Union Street have been recommended to be 11 feet wide, due to bus, truck and fire equipment maneuvering needs. If those street types standards allow for lanes narrower than 11 feet, we will update the design to reduce the travel lanes and allocate that space to other modes of travel.

- ***I think the overall plan looks great and can create a template of street redesign that will change the mindset of drivers and encourage walk and bike -ability in NCC and the surrounding area.***

Response: Thank you for your comment.

- ***My one comment is around the area by Union Park Jaguar right after turning from Pennsylvania Avenue. Even with the recent redesign of Union Street there are always cars parked there. It could be workers or potential buyers. My opinion is the area from 52 to the entrance to their parking lot should be designed in such a way that prevents parking.***

Response: Just to explain the design, the continuation of on-street parallel parking in this area is intended to reduce speeds in the area by narrowing the travel corridor as vehicles enter Union Street. Much of the design changes to the street are similarly intended to reduce the speeding that we currently see on the corridor.

- ***The current pedestrian and cyclist experience is unsafe and extremely car centric. The sidewalks are extremely narrow and are often blocked by lampposts. The car lanes are too wide causing drivers to go faster than 25 mph. There are no trees and pedestrian crossing***

bump outs for traffic calming. The bike lane does not have a protected lane or barrier leading to less people biking on the street. Lots of work is needed but I'm excited about the proposals and potential changes. Recommended changes and proposal: I wholeheartedly agree with both A and B proposals. Right now, I'm leaning more with A. I love the protected bike lane, new changes to the parking lane, expanded sidewalks, tree installation, and bump outs. The main difference between A and B are around above vs in ground utilities. I'm no expert in this area as both proposals have their pros and cons. Proposal A will take longer to finish and have a higher cost. Not only do in ground utilities look nicer they also prevent having to repair damaged power lines after heavy winds and unpredictable weather. Underground utilities is what Europe focuses on. I also believe that Newark, DE also put all utilities underground. However, if a problem arises underground then the street will need to get dug up causing higher costs and repair delays. This takes longer to repair vs above ground utilities. Underground utility problems usually occur due to excessive street flooding. Questions: How often does this area get flooded and what's the time of completion difference between above vs in ground utilities? Do the benefits of in ground utilities outweigh the costs?

Response: To answer your questions, the main part of the corridor does not suffer from serious flooding issues. The most frequent area of flooding complaints is at the intersection Union Street and Pennsylvania Avenue. We have some reports of spot-flooding after the recent cloudburst storms, but not serious, recurring issues. However, the cost to underground the utilities is estimated at \$1 million per block, per pole line, based upon similar work done recently within Wilmington. As there are 2 pole lines, and 16 blocks, that could add another \$30 million to project already estimated at \$15-18 million. Also, funding to underground utilities cannot come from DelDOT's Capitol Transportation Program (CTP), which is the expected funding source. This is why our project team has recommended Alternative B. That is not to say that the utilities cannot be undergrounded, just that some agency will have to champion that project and find funding to complete it, as we move forward. Our report will include this discussion of the utilities.

- ***At the intersection of North Union Street and Pennsylvania Ave, the pedestrian crosswalk lacks a crosswalk signal/post. This area is dense as tons of people walk across the street to different restaurants/housing/bus stops. The current crosswalk causes confusion as only one side has a crosswalk light (right). The crosswalk light on the gas station side is hard to see and notice, especially when its incredibly sunny out and if you don't walk in this area frequently. Both sides need a crosswalk light as I constantly see other people struggle / trying to figure out when exactly is it safe to cross. In addition, pedestrians can't press any button that would indicate that a pedestrian wants to cross the street. Overall, the current environment poses a great risk to pedestrians.***

Response: Thank you for bringing this to our attention. We received a similar message from Councilmember Field and are reaching out to City Public Works and DelDOT to handle this issue.

- ***My husband and I reviewed the plans and are hoping that the small piece of sidewalk that is between Three Stars Pizza and Glacier Auto can be removed. That area is currently being used as a loading area. If it is added it will put a strain on Three Stars Pizza's daily deliveries and operations.***

Response: TBD (Dave Gula to meet with Three Stars Pizza owners to resolve comment)

Dave Gula (WILMAPCO Project Manager for this study) met with the owner of Flowers by Yukie (916 Union Street) to discuss this project and its impact on their business. Below is a summary of comments, questions, and ideas that were exchanged during this visit.

- Could the final design of this project create a parklet, or just add some benches, to the west side of the street between PA Ave and 11th Street. One idea to do this might be to reduce the width of a section of the sidewalk, which is approx. 11 feet wide, and move the bike lane closer to the sidewalk in order to add a small, paved section with a bench(s) along the rain garden. One other idea was to have the sidewalk meander a bit, maybe using the utility poles line to add greenspace up against the viaduct – citizens could plant some climbing vines to green up the wall a bit. In any case, it could make that walk a bit more interesting as the trees mature you could end up with a shaded walk and parklet. There aren't many spaces along the corridor for a parklet unless a property grants an easement or is used for a park.
- In Japan, life-sized painted wooden cutouts that resemble police officers holding yellow flashing lights in their hands are used to get motorists to slow down.
- The southern part of the Flowers by Yukie lot is used to access a garage door to bring in product, and smaller trucks can back in from the southern entrance, while larger trucks stop on the street. On the northern end, there are 3 parking spaces for their neighbor, Studio 22. Based on the proposed concept, some spaces will be lost, and the loading and unloading of delivery vans will block the single entrance. The future design of this concept should consider narrowing the existing curb cuts and direct to the northern driveway as an entrance and the southern driveway as an exit.