

Project Purpose

The purpose of the Washington Street Extension project is to create a Complete Street that works well for everyone: people walking (especially those with disabilities), bicycling, riding transit, and driving. The limits of the project are from Matson Run Parkway in the City of Wilmington to Philadelphia Pike (US 13). Although the road forms a horseshoe shape in the project area, we are calling Wilmington the “west” end of the project and Philadelphia Pike the “east” end.

Traffic Analysis

Washington Street Extension was built as a four-lane divided highway to carry volumes of vehicular traffic that never materialized. About 9,000 vehicles use the street each day, far fewer than the road is designed to carry. For that reason it is feasible to remove one lane in each direction in a “road diet.”

DeIDOT has carefully analyzed every traffic signal along Washington Street Extension and found that a road diet will not create unacceptable delays for drivers. The road diet allows DeIDOT to consider great facilities for people walking and bicycling without expanding the existing footprint of the street.

- **Before putting pen to paper, DeIDOT reached out to key stakeholders along the corridor, including:**
 - Brandywine Hills Community Association
 - Harlan Park Civic Association
 - Mount Pleasant High School
 - North Hills Traffic Committee
 - Northwest Wilmington Neighborhood Civic Association
 - Ridgewood Civic Association (invited to participate)

- **The following issues were most commonly mentioned:**
 - Insufficient facilities for people with disabilities
 - There's no comfortable way for students, faculty, and staff at Mount Pleasant to walk or bike to school
 - Enrollment growth at Mount Pleasant will make pick-ups and drop-offs more challenging
 - Speeding cars along Washington Street Extension make walking and bicycling (and driving) uncomfortable
 - The intersection of Washington Street Extension and Marsh Road is very uncomfortable for walking, especially due to the high-speed westbound right turn
 - Some sidewalk is missing on Marsh Road between Washington Street Extension and the Northern Delaware Greenway
 - Physically separated paths would encourage people to ride to local destinations – Rockwood, Greenway, etc.
 - More landscaping in the county portion of the project would be desirable
 - Lack of lighting east of Rockwood Road, especially along the wooded sections of road and at the bus stop at Marsh Road

- **The sketch plan on the tables is DeIDOT's initial idea to address the issues brought up by the stakeholders. It includes the following elements:**
 - **Upgraded curb ramps and crosswalks at all traffic signals**
 - **Separated bike lanes behind on-street parking in the City portion of the project, retaining parking while providing comfortable space for people bicycling**
 - **Separated shared-use paths in the County portion of the project, providing comfortable space for all people walking and bicycling**
 - **Mid-block pedestrian crossings with medians at Hawthorne Drive and Rockwood Road**
 - **Median break at Rockwood Park to eliminate the need for eastbound U-turns at Shipley Road**
 - **New islands at the Shipley Road intersection and a pedestrian signal phase to make crossing safer and more comfortable**
 - **Tighter right turn from westbound Washington Street Extension onto Marsh Road to reduce speeds and make walking across the street more comfortable**
 - **Sidewalk connecting Washington Street Extension with Marsh Road to the north**
 - **Straighter crosswalks to Mount Pleasant High School at Lennox Road and Windsor Road**
 - **New sidewalk near State Police Troop 1 so people can walk to Philadelphia Pike more comfortably**
 - **Consolidation of low-ridership bus stops (subject to coordination with DART)**
 - **The project will likely also include improved lighting, which is not shown**
- **This is not a final plan! Our goal tonight is to hear your thoughts about the sketch plan and how it might be adjusted to best meet the needs of people who live, work, and travel along Washington Street Extension.**

DeIDOT will carefully consider every comment received in response to tonight's workshop. We will incorporate as many of your suggestions as possible into the design.

The next step is to prepare a concept design report that documents the preferred alternative. Funding for the project would then be identified in DeIDOT's Capital Transportation Program.

Given the size of the project, it would be built in phases. The Philadelphia Pike ("east") end would be built first. Until funding is in place it is not possible to estimate when construction would occur. If funding is obtained quickly, the first construction might take place in as little as two or three years.

Thank you for attending tonight's public workshop! Your input is valuable in making Washington Street Extension a safe, comfortable, and convenient street for everyone!