

ADVISORY COMMITTEE

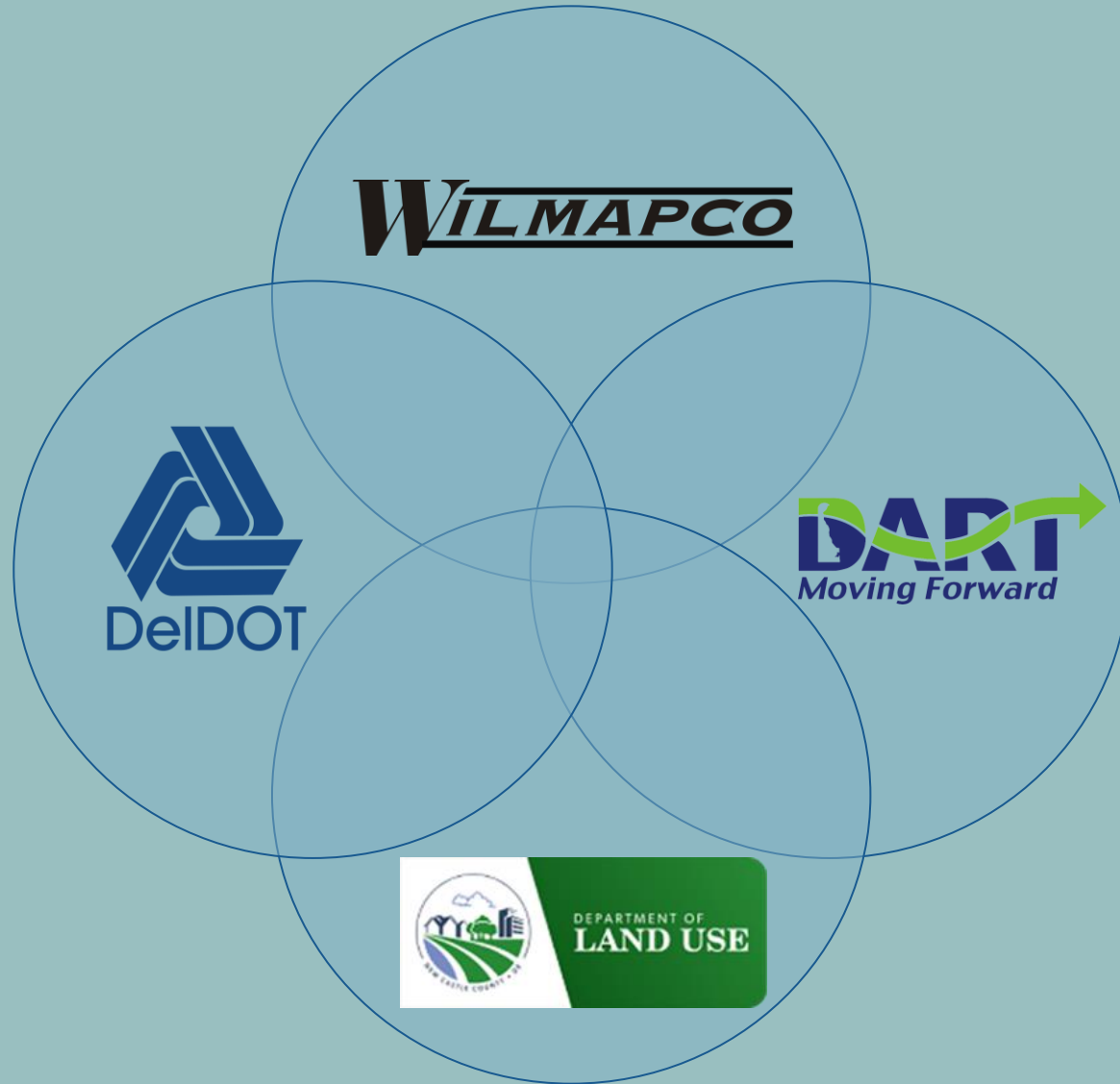
FEBRUARY 6, 2025



AGENDA

- Welcome
- Advisory Committee
- Schedule & Recap
- Final Recommendations of Land Use and Transportation Elements
- Upcoming Public Workshop
- Next Steps
- Public Comment

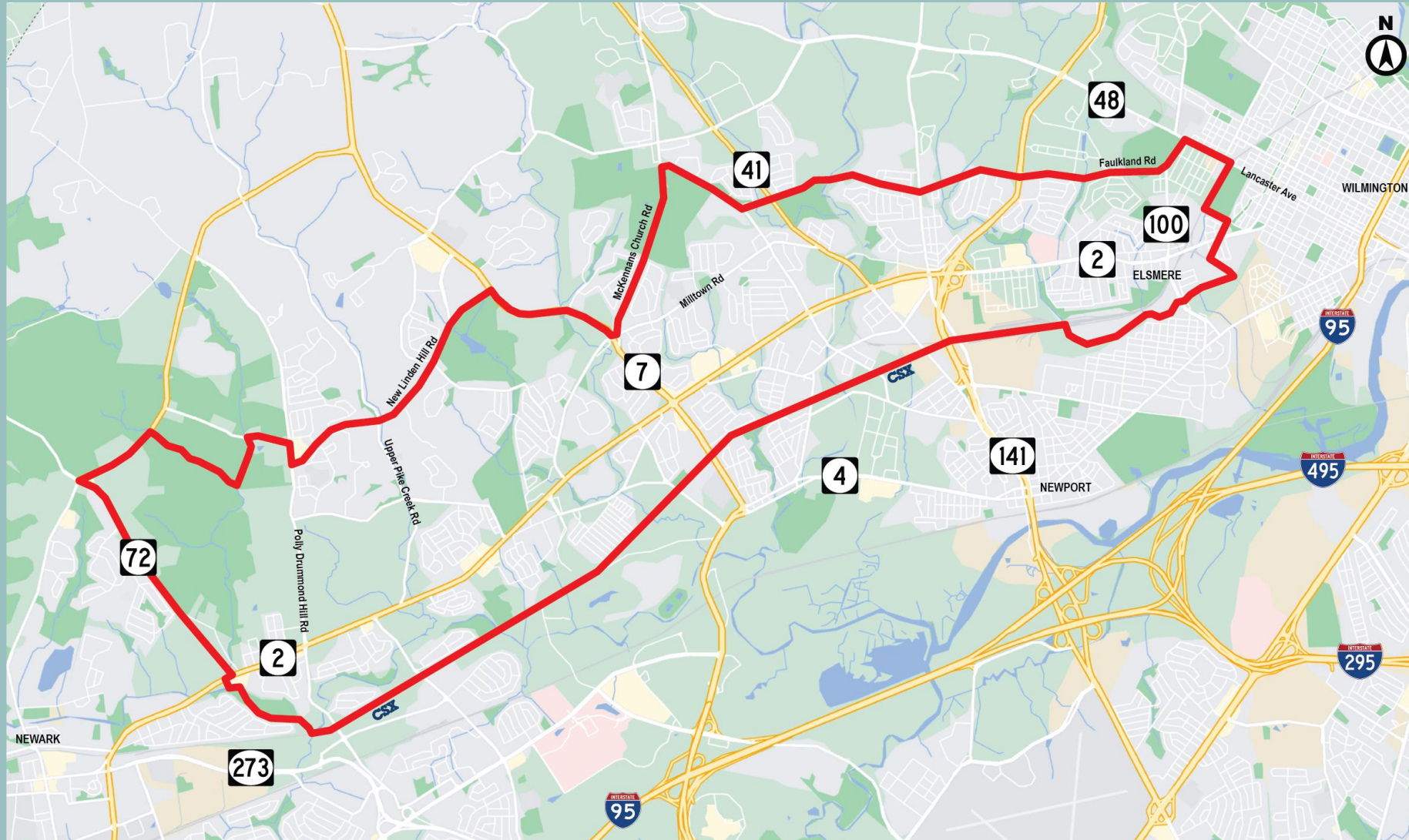
WELCOME



KIRKWOOD HIGHWAY LAND USE and TRANSPORTATION PLAN

INTRODUCTIONS

STUDY AREA

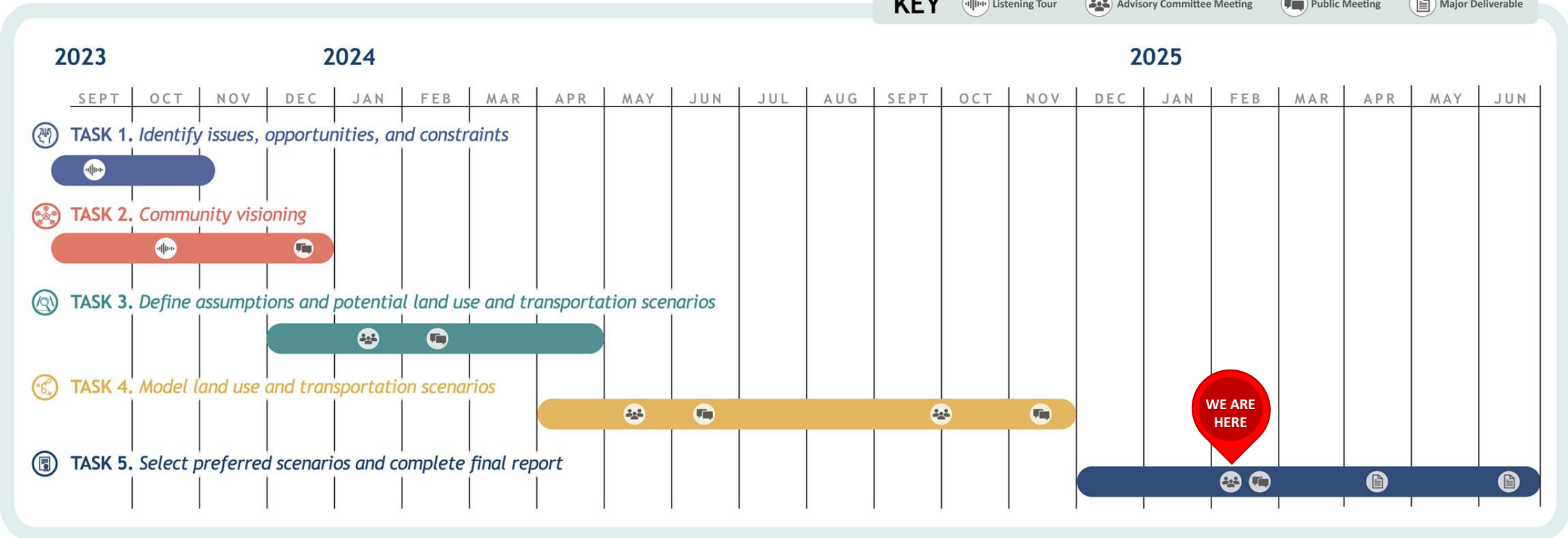


KIRKWOOD HIGHWAY
LAND USE and TRANSPORTATION PLAN

PROJECT PROCESS

PROJECT SCHEDULE

KEY Listening Tour Advisory Committee Meeting Public Meeting Major Deliverable



VISION STATEMENT

Kirkwood Highway should become a **multimodal** corridor that serves a variety of **compact community and business centers** between Newark and Wilmington.

- Transportation facility design elements, reflective of the context of the different areas along the corridor, should **discourage high traffic speeds and promote safe access for all ages and abilities to destinations by walking, bicycling, rolling, and riding transit** while managing congestion levels.
- Economic development efforts should focus on facilitating a **transition from auto-oriented design to more bikeable and walkable places that mix affordable community-serving retail and services with housing opportunities that serve the corridor's diverse clientele.**
- Both public and private properties should integrate **landscaping and open space.**
- Connected networks serving all modes should link Kirkwood Highway's community and business centers to **adjacent neighborhoods** and resources such as **schools and parks.**

PUBLIC OUTREACH

Connected with
340+
people



5
Workshops
(including tonight)



31
Stakeholders
Participated in
Listening Tour



4
Advisory
Committee
Meetings



110+
Surveys



Pop up event on September 22, 2024
at St John's Holy Angles Church

Workshops

Visioning Workshop



Scenario Planning Workshop



Alternatives Workshop



Draft Recommendations Workshop



RECAP: NOVEMBER 21ST PUBLIC WORKSHOP

- 47 people signed in at the workshop
- 52 comment forms were submitted (13 at the workshop; 39 submitted after the workshop)



RECAP: NOVEMBER 21ST PUBLIC WORKSHOP

- 79 comments on the maps
- Key Themes
 - Reduce/Manage Speed
 - Improve Safety
 - Reduce Congestion especially at SR 7 Intersection
 - Incorporation of Ped/Bike Trails but more focused away from Kirkwood Highway
 - Drainage
 - Issues at Northbound SR 141 Ramp at Eastbound SR 2



FINAL RECOMMENDATIONS

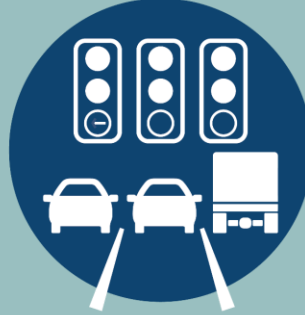
Land Use & Economic Development



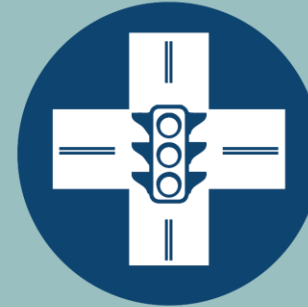
Road and Street Sections



Major Intersections



Other Key Kirkwood Highway Intersections



Accommodating Churchman's Road Extended



Other Key Roads in the Study Area



Transit



Pedestrian/Bicycle Network Connections




RECAP: NOVEMBER 21ST PUBLIC WORKSHOP

Participants were asked how well did they think each of the draft recommendations would help to achieve the long-term vision for the Kirkwood Highway Corridor.

Draft Recommendation Category	Scale (1-5)				
	1 Not Well	2	3 Neutral	4	5 Very Well
Land Use/Econ Development	11	8	6	19	9
Road and Street Sections	8	8	10	16	10
Major Kirkwood Intersections	9	7	9	14	13
Other Key Kirkwood Intersections	11	7	10	15	8
Churchman's Road Extended	7	2	18	18	6
Transit	10	4	14	16	7
Other Key Roads in Study Area	9	7	17	11	6
Ped/Bike Network Connections	7	9	14	15	6

FINAL RECOMMENDATIONS: Land Use & Economic Development


- Vision Statement Elements Addressed
 - Enhance walking, bicycling, rolling, and transit
 - Encourage bikeable and walkable places
 - Community-serving retail and housing
 - Landscaping and open space
- Refinement(s) Since November Workshop
 - The final report will prioritize the establishment of a Community Development Area for Prices Corner before Midway
- Implementation Recommendations
 - Short-term (1-6 years): Community Development Area Guidelines
 - Medium-term (7-14 years)
 - Long-term (+15 years)



FINAL RECOMMENDATIONS

LAND USE & ECONOMIC DEVELOPMENT

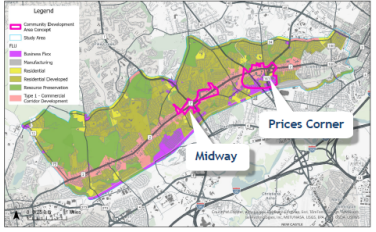
Public Feedback Rating*



November 2024 Public Workshop
*most common rating score


Recommendation:
Establish Community Development Areas in Two Locations: Midway and Prices Corner

Future Land Use and Proposed Community Development Areas



- Additional incentives are available for Community Development Areas to support the efficient integration of land use and transportation
- Ordinance 24-057, which will streamline investment on infill / redevelopment sites was adopted by County Council in September
- Commercial properties along Kirkwood Highway are already classified as a Type 1 Corridor Area for commercial corridor development

Example Concept Plan



- Each of the Community Development Areas will be described in the final report, including a concept plan graphic that can guide future development and its relationship to key transportation elements

Refinements since November 2024 Public Workshop

* The final report will prioritize the establishment of a Community Development Area for Prices Corner before Midway

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Encourage bikeable and walkable places
- ✓ Community-serving retail and housing
- ✓ Landscaping and open space

FINAL RECOMMENDATIONS: STREET Sections

- Vision Statement Elements Addressed
 - Discourage high traffic speeds
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
- Refinement(s) Since November Workshop
 - The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation
 - The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation
- Implementation Recommendations
 - ✓ Short-term (1-6 years): Repaving Projects, Developer Improvements
 - ✓ Medium-term (7-14 years): Limited Roadway Reconstruction Projects, Developer Improvements
 - ✓ Long-term (+15 years): Corridor Wide Reconstruction Projects

FINAL RECOMMENDATIONS
KIRKWOOD HIGHWAY STREET SECTIONS

Public Feedback Rating*
November 2024 Public Workshop
5 stars (most common rating score)

Recommendation:
Classify the following segments of Kirkwood Highway as a **STREET**, guiding future land use design and roadway improvements

- Slower automobile travel with a focus on multimodal safety
- Provides facilities for all users

St. James Church to Farrand Drive
Kirkwood Highway near Limestone Road

Existing **Proposed**

Elsmere to Wilmington
Kirkwood Highway near Filbert Ave, Elsmere

Existing **Proposed**

Refinements based on November 2024 Public Workshop?

* The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation

The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation

✓ **How does this recommendation(s) fulfill the vision statement?**

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit

FINAL RECOMMENDATIONS: ROAD Sections

- Vision Statement Elements Addressed
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
- Refinement Since November Workshop
 - The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation.
 - The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation
- Implementation Recommendations
 - ✓ Short-term (1-6 years): Repaving Projects, Developer Improvements
 - ✓ Medium-term (7-14 years): Limited Roadway Reconstruction Projects, Developer Improvements
 - ✓ Long-term (+15 years): Corridor Wide Reconstruction Projects

FINAL RECOMMENDATIONS
KIRKWOOD HIGHWAY ROAD SECTIONS

Public Feedback Rating*
★★★★☆
November 2024 Public Workshop
*most common rating score

Recommendation:
Classify the following segments of Kirkwood Highway as a **ROAD**, guiding future land use design and roadway improvements

- Higher speeds; focus on vehicular travel
- Limited access (fewer driveways and minor side streets)

Newark to St. James Church
Capitol Trail near Red Mill Road
Existing | Proposed

Farrand Drive to Elsmere
Kirkwood Highway near Prices Corner
Existing | Proposed

Refinements based on November 2024 Public Workshop?

* The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation.

The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation.

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit

FINAL RECOMMENDATIONS: Major Kirkwood Highway Intersections

- Vision Statement Elements Addressed
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
 - Manage congestion levels
- Refinement Since November Workshop
 - The final report will indicate that further study of the SR 2 / SR 7 intersection should:
 - Study options for addressing access for the businesses located on SR 2 to east of the potential overpass.
 - Consider emphasis of aesthetic treatments for any potential overpass to help mitigate visual impacts, further emphasizing STREET characteristics.
- Implementation Recommendations
 - Short-term (1-6 years)
 - Medium-term (7-14 years): Design
 - Long-term (+15 years): ROW, Construction



FINAL RECOMMENDATIONS

MAJOR INTERSECTIONS

Public Feedback Rating*
November 2024 Public Workshop
*most common rating score

★★★★★

Recommendation:
Provide a grade-separated intersection improvement at SR 2 / SR 7 (further study will be required)



- The most congested intersection within the study corridor
- The highest number of crashes within the study corridor
- Intersection was 2nd highest in WILMAPCO's statewide crash rankings based upon frequency, severity, and manner of impact
- Three initial grade-separated concepts have been developed, but further, more detailed study will be required
- Grade separation provides the opportunity to improve the pedestrian and bicycle crossing of Kirkwood Highway

Refinements based on November 2024 Public Workshop?

*The final report will indicate that any further study of the SR 2 / SR 7 intersection should:

- study options for addressing access for the businesses located on SR 2 to the east of the potential overpass.
- consider emphasis of aesthetic treatments for any potential overpass to help mitigate visual impacts, further emphasizing STREET characteristics.

How does this recommendation(s) fulfill the vision statement?

- Safe access: all ages and abilities
- Manage congestion levels
- Enhance walking, bicycling, rolling, and transit

FINAL RECOMMENDATIONS: Major Kirkwood Highway Intersections

- Vision Statement Elements Addressed
 - Manage congestion levels
- Refinement Since November Workshop
 - The final report will indicate that any further study of the SR 7 / Milltown Road intersection should focus on options that discourage cut through traffic on Milltown Road.
- Implementation Recommendations
 - Short-term (1-6 years)
 - Medium-term (7-14 years)
 - Long-term (+15 years): Design, ROW, Construction



FINAL RECOMMENDATIONS

MAJOR INTERSECTIONS

Public Feedback Rating*
November 2024 Public Workshop
*most common rating score

★★★★★

Recommendation:
Provide a grade-separated intersection improvement at SR 7 / Milltown Road



- A congested intersection within the study area along SR 7
- One of the state's most challenging & complex traffic signal timing patterns due to closely spaced intersections
- Multiple grade separated concepts have been developed, but more detailed study will be required

Refinements based on November 2024 Public Workshop?


* The final report will indicate that any further study of the SR 7 / Milltown Road intersection should focus on options that discourage cut through traffic on Milltown Road characteristics.

✓ How does this recommendation(s) fulfill the vision statement?

✓ Manage congestion levels

FINAL RECOMMENDATIONS: Major Kirkwood Highway Intersections

- Vision Statement Elements Addressed
 - Discourage high traffic speeds
 - Safe access: all ages and abilities
 - Manage congestion levels
 - Landscaping and open space
- Refinement Since November Workshop
 - The final report will prioritize modifications to the Northbound SR 141 to Eastbound SR 2 ramp, independent of any longer-term improvements at the interchange.
- Implementation Recommendations
 - ☑ Short-term (1-6 years): Ramp Modification
 - ☑ Medium-term (7-14 years): Design
 - ☑ Long-term (+15 years): Construction



FINAL RECOMMENDATIONS


MAJOR INTERSECTIONS

Public Feedback Rating*
November 2024 Public Workshop
*most common rating score


★★★★★

Recommendation:
Reconfigure the SR 2 and SR 141 interchange when the existing bridges reach the end of their service life

Option A:
Diverging Diamond Interchange



Option B:
Elongated Roundabout Interchange



- This location has a high number of crashes
- Reconfigure the existing interchange to provide more efficient access between SR 2 and SR 141 and provide a "gateway" to and from Elsmere
- Better manage speed along Kirkwood Highway
- Help motorists bypass the at-grade railroad crossings on Centerville Road and Newport Gap Pike
- Multiple concepts have been developed, but more detailed study will be required

Refinements based on November 2024 Public Workshop?

The final report will prioritize modifications to the Northbound SR 141 to Eastbound SR 2 ramp, independent of any longer-term improvements at this intersection.

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Manage congestion levels
- ✓ Landscaping and open space

FINAL RECOMMENDATIONS: Accommodating Churchman's Road Extended

- Vision Statement Elements Addressed
 - Manage congestion levels
- Refinement Since November Workshop
 - The final report will recommend further study of the number and termini of Eastbound and Westbound travel lanes between Milltown Road and SR 7, in conjunction with the potential future construction of Churchman's Road Extended.
- Implementation Recommendations
 - Short-term (1-6 years): Environmental Studies
 - Medium-term (7-14 years): Design
 - Long-term (+15 years): ROW, Construction



FINAL RECOMMENDATIONS

ACCOMMODATING CHURCHMAN'S ROAD EXTENDED

Public Feedback Rating*
November 2024 Public Workshop
*most common rating score

Recommendation:
Reconfigure the Intersections of Kirkwood Highway with both Delaware Park Boulevard and Milltown Road to accommodate changes in traffic that are anticipated following the completion of the Churchman's Road Extension

Existing Layout



Recommended Layout



- The extension of Churchman's Road has been identified as a recommendation (in prior planning studies) to improve regional circulation patterns throughout Churchmans Crossing
- When completed, the Churchman's Road extension will change traffic patterns at the closely spaced intersections of Delaware Park Boulevard and Milltown Road

Refinements based on November 2024 Public Workshop?

* The final report will recommend further study of the number and termini of Eastbound and Westbound travel lanes between Milltown Road and SR 7, in conjunction with the potential future construction of Churchman's Road Extended.

How does this recommendation(s) fulfill the vision statement?

Manage congestion levels

FINAL RECOMMENDATIONS: Other Key Kirkwood Highway Intersections

- Vision Statement Elements Addressed
 - Discourage high traffic speeds
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
 - Manage congestion levels
- Refinement Since November Workshop
 - The final report will
 - Prioritize intersection control evaluation studies at SR 2 / SR 100 and at SR 2 / Green Valley
 - Monitor safety at SR 2 / Possum Park Road and SR 2 / Meadowood Drive
- Implementation Recommendations
 - ✓ Short-term (1-6 years): Intersection Control Evaluation Studies
 - ✓ Medium-term (7-14 years): Intersection Improvements
 - ✓ Long-term (+15 years): Intersection Improvements



FINAL RECOMMENDATIONS

OTHER KEY KIRKWOOD HIGHWAY INTERSECTIONS

Public Feedback Rating*



November 2024 Public Workshop
*most common rating score

Recommendation:
Perform Intersection Control Evaluation (ICE) at six intersections along Kirkwood Highway



KEY
○ Intersection Control Evaluations
 Study Area

What is intersection control evaluation (ICE)?

- An ICE evaluation is a detailed, data-driven, performance-based framework to screen intersection alternatives (All-Way-Stop-Control, traffic signal, restricted movements, roundabouts, etc) and identify optimal solutions for an intersection

Refinements based on November 2024 Public Workshop?

* The final report will:

- prioritize ICE studies at SR 2 / SR 100 and at SR 2 / Green Valley
- monitor safety at SR 2 / Possum Park Road and SR 2 / Meadowood Drive

✓ **How does this recommendation(s) fulfill the vision statement?**

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Manage congestion levels

These six intersections have specific challenges that warrant more detailed study:

1. Possum Park Road: potential to address crash history and pedestrian accessibility
2. Brewster Drive: potential to address history of U-turn problems
3. Green Valley: potential to address history of U-turn problems
4. Meadowood Drive: potential to address crash history and pedestrian accessibility
5. Linden/New/Sanders (Elsmere): potential to address complex intersection
6. SR 100 (DuPont Rd): potential to address crash history

FINAL RECOMMENDATIONS: Other Key Roads in Study Area

- Vision Statement Elements Addressed
 - Discourage high traffic speeds
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
 - Connect neighborhoods, schools, and parks
- Refinement Since November Workshop
 - The final report will
 - Prioritize pedestrian improvements along Possum Park Road
 - Prioritize traffic calming design elements along Milltown Road
- Implementation Recommendations
 - ✓ Short-term (1-6 years): Design of Priority Roadway Locations
 - ✓ Medium-term (7-14 years): Construction of Priority Roadway Locations
 - ✓ Long-term (+15 years): Construction of Remaining Roadway Locations



FINAL RECOMMENDATIONS

Public Feedback Rating*



November 2024 Public Workshop
*most common rating score

OTHER KEY ROADS IN STUDY AREA

Recommendation:
Provide improvements on other roads within the study area

Each of the roads identified have challenges related to one or more of the following issues:

- Safety
- Pedestrian and bicycle facilities
- High traffic speeds
- Drainage
- Resiliency from significant storm events

Improvements could include:

- Narrower shoulders
- Narrower travel lanes
- Continuous sidewalks
- Off-alignment trails
- Bicycle lanes
- Traffic calming elements
- Reinforcement of steep slopes



Example location for reinforcement of steep slopes along Upper Pike Creek Road



Existing Proposed

Example of narrower travel lanes, bicycle lanes, and sidewalks along Possum Park Road



KEY — Recommended Road — Study Area

Refinements based on November 2024 Public Workshop?

* The final report will:


- prioritize pedestrian improvements along Possum Park Road
- prioritize traffic calming design elements along Milltown Road

✓ **How does this recommendation(s) fulfill the vision statement?**

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Connect neighborhoods, schools, and parks

FINAL RECOMMENDATIONS: Other Key Roads in Study Area


- Vision Statement Elements Addressed
 - Discourage high traffic speeds
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
 - Landscaping and open space
- Refinement Since November Workshop
 - The final report will prioritize an intersection control evaluation study at the intersection of Possum Park / Paper Mill Road.
- Implementation Recommendations
 - ☑ Short-term (1-6 years): Intersection Control Evaluation Studies
 - ☑ Medium-term (7-14 years): Intersection Improvements
 - ☑ Long-term (+15 years): Intersection Improvements



FINAL RECOMMENDATIONS

OTHER KEY ROADS IN STUDY AREA

Public Feedback Rating*



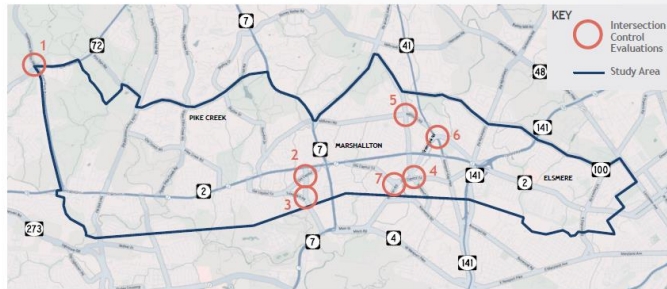
November 2024 Public Workshop
*most common rating score

These seven intersections have specific challenges that warrant Intersection Control Evaluation (ICE):

1. Possum Park Road @ Paper Mill Road: Address crash history
2. Old Capitol Trail @ St James Church Road: Address complex intersection
3. St James Church Road @ Telegraph Road: Address complex intersection
4. Old Capitol Trail @ Newport Road: Roundabout currently in design (Construction scheduled to start in 2026)
5. Milltown Road @ Duncan Road: Roundabout previously proposed at this location
6. Milltown Road @ Newport Gap Pike (SR 41): Address complex intersection
7. Old Capitol Trail @ Stanton Road: Roundabout currently in design (Construction scheduled to start in 2026)

What is intersection control evaluation (ICE)?

• An ICE evaluation is a detailed, data-driven, performance-based framework to screen intersection alternatives (All-Way-Stop-Control, traffic signal, restricted movements, roundabouts, etc) and identify optimal solutions for an intersection



KEY

○ Intersection Control Evaluations

— Study Area

Refinements based on November 2024 Public Workshop?


* The final report will prioritize an ICE study at the intersection of Possum Park Road / Paper Mill Road

☑ **How does this recommendation(s) fulfill the vision statement?**

- ☑ Discourage high traffic speeds
- ☑ Safe access: all ages and abilities
- ☑ Enhance walking, bicycling, rolling, and transit
- ☑ Landscaping and open space

FINAL RECOMMENDATIONS: Transit

- Vision Statement Elements Addressed
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
- Refinement Since November Workshop
 - The final report will recommend further study of all bus stops along Kirkwood Highway for potential relocation and/or consolidation to address safety and enhance transit operations.
- Implementation Recommendations
 - Short-term (1-6 years): Bus Stop Improvements, Micro-Transit, Pedestrian Access Improvements
 - Medium-term (7-14 years): New Route 56, Transit Signal Priority, Pull Out Bays
 - Long-term (+15 years)




FINAL RECOMMENDATIONS


TRANSIT

Public Feedback Rating*
★★★★★
November 2024 Public Workshop
*most common rating score


Recommendation:
Provide a variety of enhanced transit elements throughout the Kirkwood Highway corridor to support the DART Reimagined recommendations



Micro-transit services



Enhanced bus stops



Transit signal priority

There are several ways to cost-effectively enhance the quality of transit service and provide improved access to transit, including:

- New Route 56 to connect Prices Corner with the Churchman's Crossing area: Provide new bus route
- Micro-transit services: Provide on-demand bus service
- Enhanced bus stops: Provide improved lighting, transit information displays, and DART-branded bus shelters
- Improved pedestrian access to stops/shelters: Provide accessible sidewalk connections to bus stops
- Transit signal priority: Provide improved transit travel time by prioritizing buses at traffic signals
- In-line bus stops and pullout bays: Provide bus boarding areas appropriate for the context of the roadway (street vs road)

Refinements based on November 2024 Public Workshop?

* The final report will recommend further study of all bus stops along Kirkwood Highway for potential relocation and/or consolidation to address safety and enhance transit operations.

How does this recommendation(s) fulfill the vision statement?

- Safe access: all ages and abilities
- Enhance walking, bicycling, rolling, and transit

FINAL RECOMMENDATIONS: Pedestrian/Bicycle Network Connections

- Vision Statement Elements Addressed
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
 - Connect neighborhoods, schools, and parks
- Refinement Since November Workshop
 - The final report will emphasize that bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads.
- Implementation Recommendations
 - ✓ Short-term (1-6 years): Design of Priority Locations
 - ✓ Medium-term (7-14 years): Construction of Priority Locations
 - ✓ Long-term (+15 years): Construction of Remaining Locations



FINAL RECOMMENDATIONS

PEDESTRIAN/ BICYCLE NETWORK CONNECTIONS

Public Feedback Rating*
November 2024 Public Workshop
*most common rating score

Recommendation:
Provide additional pedestrian and bicycle facilities throughout the Kirkwood Highway corridor to support the Newport to Newark Pathway System

The New Castle County Bicycle Plan provides key recommendations for connections between Newark and Wilmington



Refinements based on November 2024 Public Workshop?


The final report will emphasize that bicycle lanes should not be added to Kirkwood Highway within the project area; bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Connect neighborhoods, schools, and parks

FINAL RECOMMENDATIONS: Pedestrian/Bicycle Network Connections

- Vision Statement Elements Addressed
 - Safe access: all ages and abilities
 - Enhance walking, bicycling, rolling, and transit
 - Connect neighborhoods, schools, and parks
- Refinement Since November Workshop
 - The final report will emphasize that bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads.
- Implementation Recommendations
 - ✓ Short-term (1-6 years): Design of Priority Locations
 - ✓ Medium-term (7-14 years): Construction of Priority Locations
 - ✓ Long-term (+15 years): Construction of Remaining Locations



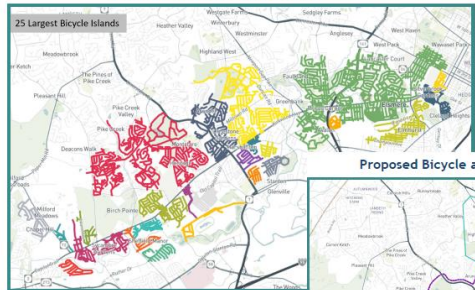
FINAL RECOMMENDATIONS

PEDESTRIAN/ BICYCLE NETWORK CONNECTIONS

Public Feedback Rating*
November 2024 Public Workshop
*most common rating score

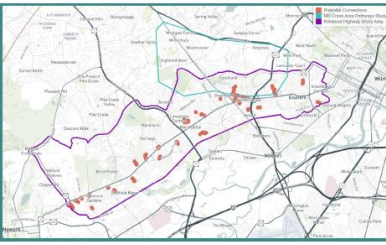
Recommendation:
Provide pedestrian and bicycle connections between Kirkwood Highway and adjacent neighborhoods

Existing Low-Stress Bicycle Islands



- Fill key sidewalk gaps along roads intersecting SR 2
- Use remnant rights-of-way for sidewalks/paths
- Leverage opportunities to strengthen inter-parcel connections
- Includes improvements in related studies, notably the Marshallton circulation study and the Millcreek Area Pathways study.

Proposed Bicycle and Pedestrian Connections



Each colored area in the graphic above represents a cluster of pedestrian and/or bicycle facilities that lacks connectivity to surrounding areas

Refinements based on November 2024 Public Workshop?

The final report will emphasize that bicycle lanes should not be added to Kirkwood Highway within the project area; bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Connect neighborhoods, schools, and parks

PROJECT IMPLEMENTATION

- Projects are divided into three categories
 - Short-term (1- 6 years)
 - Mid-term (7 - 14 years)
 - Long-term (15+ years)
- Projects are accompanied with an estimated cost
 - \$ < \$1M
 - \$\$ \$1M - \$10M
 - \$\$\$ \$10M - \$25M
 - \$\$\$\$ \$25M - \$50M
 - \$\$\$\$\$ >\$50M
- Project locations are identified on the study area map

PROJECT IMPLEMENTATION SHORT TERM



The following projects are anticipated to be implemented in 1-6 years.



Project	Cost	Project	Cost
Land Use & Economic Development		Transit	
1 Prices Corner Community Development Area	\$	12 On-Demand Micro-Transit Bus Services	\$\$
2 Midway Community Development Area	\$	13 Study potential of relocation and/or consolidations of bus stops to address safety and enhance transit operations	\$\$
Road and Street Sections		Other Key Roads in the Study Area	
3 Conversion to STREET at St. James Church to Farrand Drive	\$\$\$\$	14 Perform Intersection Control Evaluation at Possum Park Rd & Paper Mill Road Intersection	\$
4 Conversion to STREET at Elsmere to Wilmington	\$\$\$\$	15 Perform Intersection Control Evaluation at Old Capitol Trail & St. James Church Road Intersection	\$
5 Conversion to ROAD at Newark to St. James Church	\$\$\$\$	16 Perform Intersection Control Evaluation at St. James Church Rd & Telegraph Road Intersection	\$
6 Conversion to ROAD at Farrand Drive to Elsmere	\$\$\$\$	17 Roundabout design at Old Capitol Trail & Newport Road Intersection	\$\$
Major Intersections		18 Roundabout design at Milltown Rd & Duncan Road Intersection	\$
7 Interchange Reconfiguration and Ramp Improvements at SR 2 / SR 141	\$\$	19 Perform Intersection Control Evaluation at Milltown Road & Newport Gap Pike Intersection	\$
Other Key Kirkwood Highway Intersections		20 Roundabout design at Old Capitol Trail & Stanton Road Intersection	\$\$
8 Perform Intersection Control Evaluation at Possum Park Road	\$	Pedestrian/Bicycle Network Connections	
9 Perform Intersection Control Evaluation at Green Valley	\$		
10 Perform Intersection Control Evaluation at Meadowood Drive	\$		
11 Perform Intersection Control Evaluation at SR 100 (DuPont Rd)	\$		

NEXT WORKSHOP

- February 24th; 4:30pm-6:30pm
- Cranston Heights Fire Co
- Registration on Project website at www.wilmapco.org/kirkwood

YOU'RE INVITED!



The Wilmington Area Planning Council (WILMAPCO), Delaware Department of Transportation (DelDOT), Delaware Transit Corporation (DTC), and New Castle County Department of Land Use are continuing the development of the Kirkwood Highway Land Use and Transportation Plan.

The plan, which has been developed with extensive community and stakeholder input, includes both short and long-term improvements and initiatives for the Kirkwood Highway corridor between Newark and Wilmington that will help shape the way people live, work, and play in the Kirkwood Highway Corridor.



For more information and to register in advance for the Workshop, please visit: wilmapco.org/kirkwood

WILMAPCO encourages all members of the community to participate in this event. If you need language or disability assistance, please let us know. Contact our office at wilmapco@wilmapco.org or 302-737-6205 no later than three business days before the event. We will endeavor to provide a service to help meet your needs.

FINAL RECOMMENDATIONS WORKSHOP

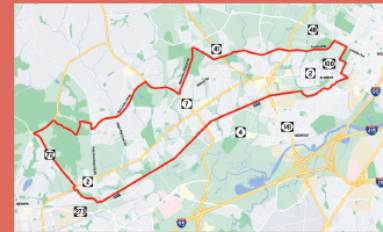
Monday, February 24, 2025
4:30 p.m. - 6:30 p.m.

Cranston Heights Fire Co.
3306 Kirkwood Highway
Wilmington, DE 19808

Snow Date: Wednesday, February 26, 2025

The in-person workshop will have a presentation at 4:30 p.m. and 5:30 p.m., but you can attend any time between 4:30 p.m. and 6:30 p.m.

- Learn about the final recommendations for transportation improvements and land use policy strategies for the study area (below)
- Learn about the projected timeline for implementing the improvements and policies



Presented by:



TU INVITADO!



La Comisión del Área de Planificación (WILMAPCO), el Departamento de Transporte (DelDOT), la Corporación de Delaware (DTC), y el Departamento de Uso de Terrenos del Condado de Nueva Castle continúan el desarrollo del Plan de Uso de Terrenos y Transporte para el Corredor de la Carretera Kirkwood entre Newark y Wilmington.

Este plan, que se ha desarrollado con amplias contribuciones de la comunidad y de los interesados, incluye mejoras e iniciativas a corto y largo plazo para el Corredor de la Carretera Kirkwood entre Newark y Wilmington que ayudará a dar forma a cómo la comunidad vive, trabaja y juega en el Corredor de la Carretera Kirkwood.

El taller presencial tendrá una presentación a las 4:30 p.m. y a las 5:30 p.m., pero puede asistir en cualquier momento entre las 4:30 y las 6:30 p.m.

Para más información y para registrarse por adelantado para el Taller, Visite:

wilmapco.org/kirkwood

Invitamos a todos los miembros de la comunidad a participar en este evento. Si usted necesita asistencia de idioma o alguna otra asistencia, por favor háganoslo saber. Comuníquese con nuestro oficina en wilmapco@wilmapco.org o al teléfono 302-737-6205 no más tarde de tres días antes del evento. Nos esforzaremos por proporcionar un servicio para satisfacer sus necesidades.

TALLER CON RECOMENDACIONES FINALES

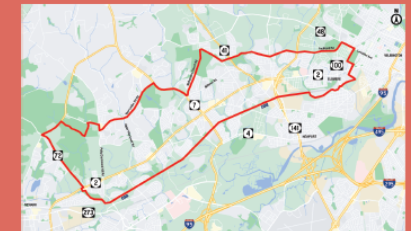
Lunes 24 de febrero de 2025
4:00 p.m. - 7:00 p.m.

Cranston Heights Fire Co.
3306 Kirkwood Highway
Wilmington, DE 19808

En caso de nieve: Miércoles 26 de febrero

El taller presencial tendrá una presentación a las 4:30 p.m. y a las 5:30 p.m., pero puede asistir en cualquier momento entre las 4:30 y las 6:30 p.m.

- Conozca las recomendaciones finales para las mejoras de transporte y estrategias de políticas de uso de tierras para el área en estudio (ver debajo)
- Conozca los plazos planificados para la implementación de las mejoras y políticas



Presentado por:



POST WORKSHOP

- Develop Kirkwood Highway Land Use and Transportation Plan Report for review and comment
- Future Steps by Agency Partners
 - **WILMAPCO**
 - Approve Kirkwood Highway Land Use and Transportation Plan
 - Include recommended projects in RTP
 - Develop Kirkwood Highway monitoring program
 - Initiate planning studies for other key roads and intersections if proposed for funding by the UPWP
 - Nominate pedestrian and bicycle projects for funding
 - **Implementing Agencies (DelDOT, DART & NCC)**
 - Establish Community Development Areas (NCC)
 - Include recommended transportation projects in the CTP (DelDOT) in a phased and prioritized approach
 - Continue implementation of DART Reimagined (DelDOT/DART)

KIRKWOOD HIGHWAY MONITORING COMMITTEE

- Guide and fulfill the recommendations of the Kirkwood Highway Land Use and Transportation Plan
- Facilitate regular communications between decision makers, community stakeholders and the traveling public on progress in implementing the Plan



THANK YOU!

PUBLIC COMMENT

KIRKWOOD
HIGHWAY
LAND USE AND TRANSPORTATION PLAN