

WELCOME

Welcome to the final Public Workshop for the development of the Kirkwood Highway Corridor Land Use and Transportation Plan!



The **purpose** of the Kirkwood Highway Corridor Land Use and Transportation Plan is to create a cohesive plan that will integrate land use and transportation recommendations to:



Strengthen alternative travel modes like walking, biking, and transit



Enhance existing neighborhood vitality



Position existing businesses to remain competitive



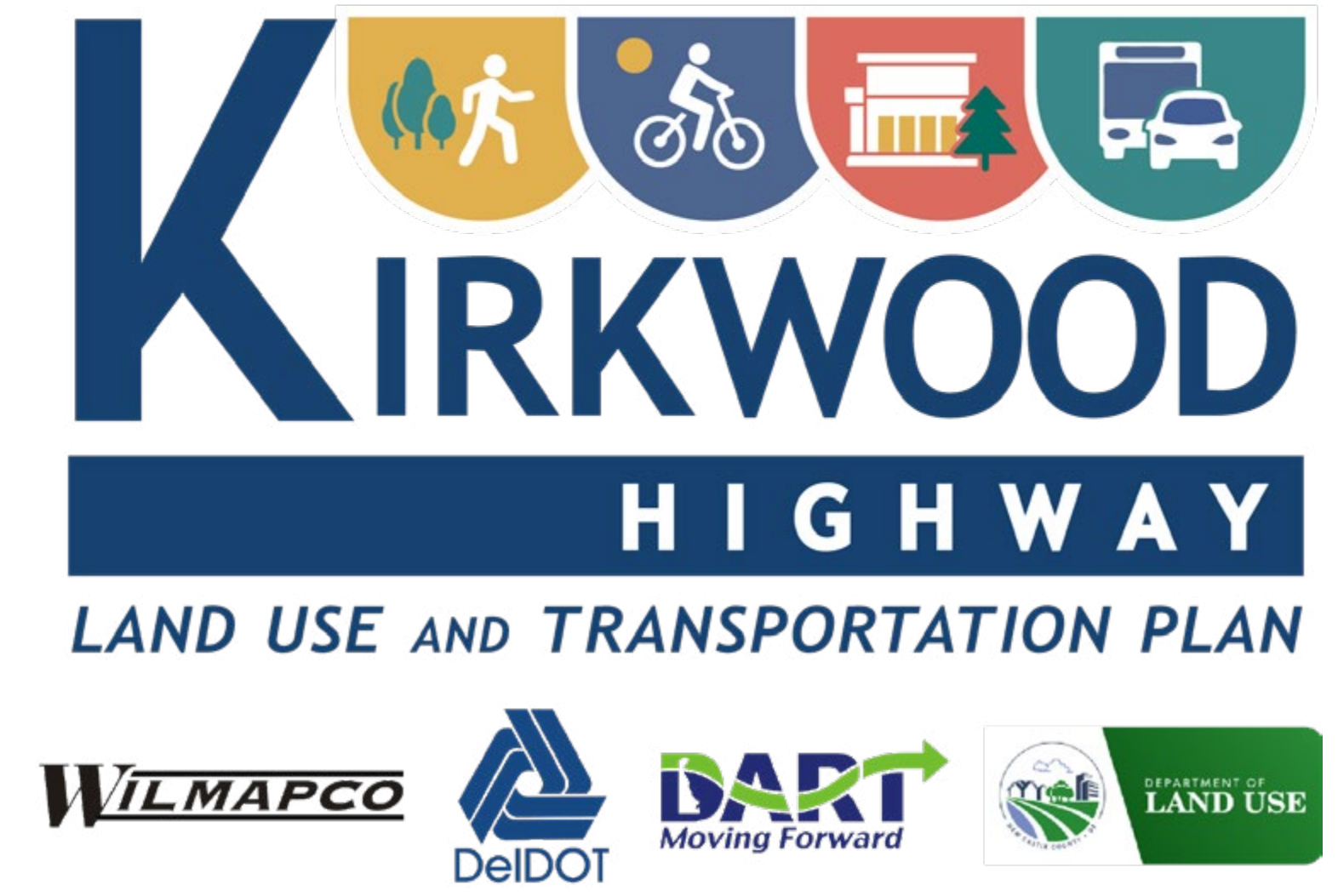
Accommodate future economic growth



Promote more sustainable patterns of development

WELCOME

Welcome to the final Public Workshop for the development of the Kirkwood Highway Corridor Land Use and Transportation Plan!

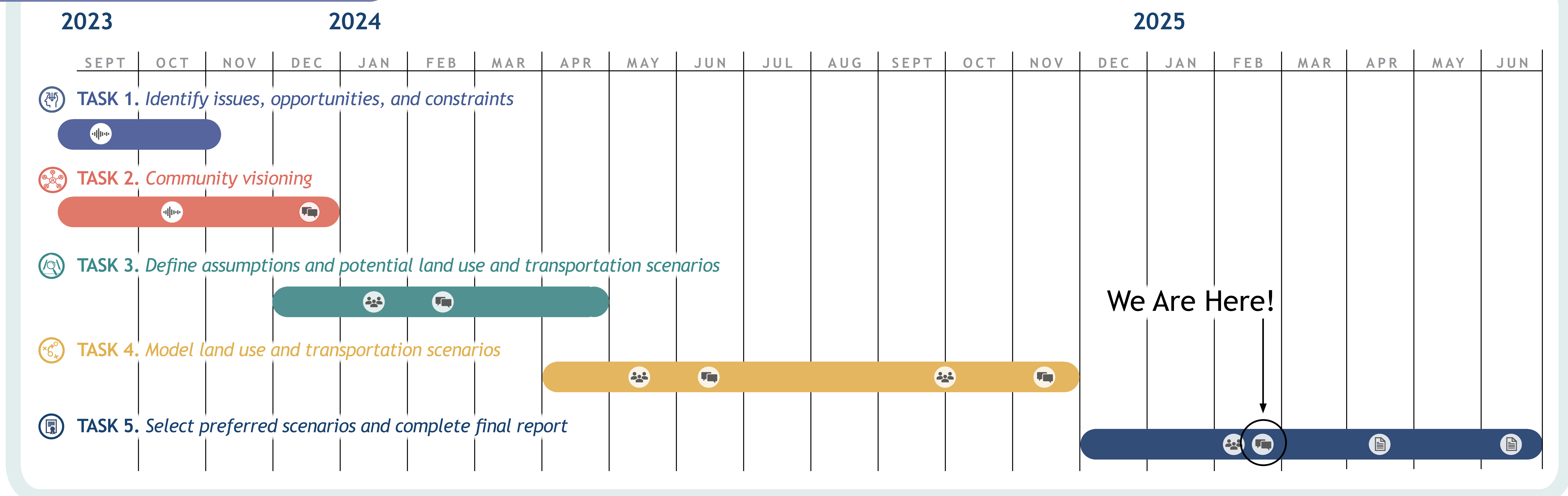


This workshop is designed for participants to:

- Learn about the final recommendations for transportation improvements and land use policy strategies for the study area
- Learn about the projected timeline for implementing the recommended improvements and strategies

Project Schedule

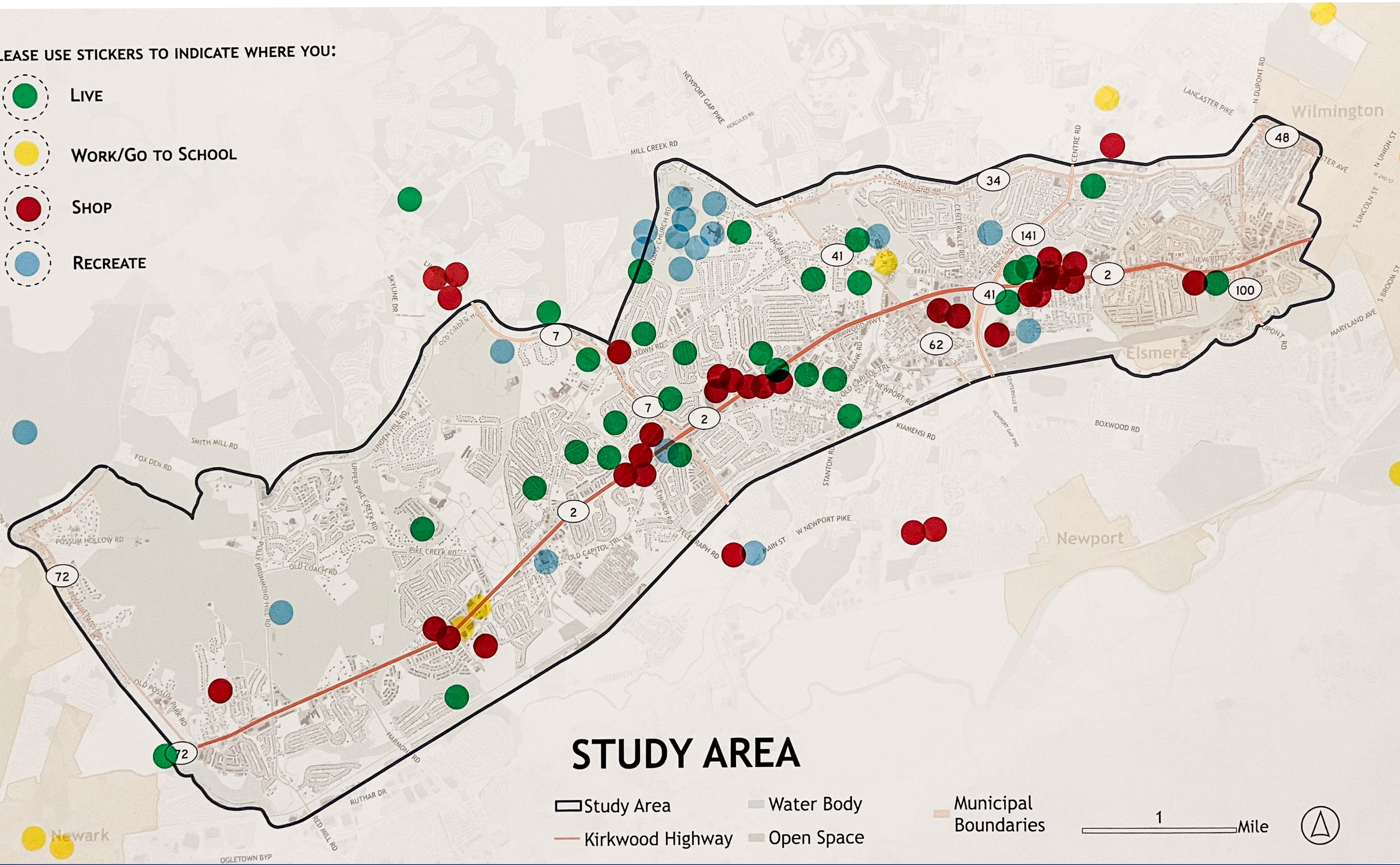
KEY Listening Tour Advisory Committee Meeting Public Meeting Major Deliverable



TELL US WHERE YOU LIVE, WORK, AND PLAY!

PLEASE USE STICKERS TO INDICATE WHERE YOU:

- LIVE
- WORK/GO TO SCHOOL
- SHOP
- RECREATE



STUDY AREA

Study Area	Water Body	Municipal Boundaries
Kirkwood Highway	Open Space	1 Mile

ADVISORY COMMITTEE



ROLES AND MEMBERS

The Advisory Committee was one part of the overall public engagement process. Feedback from both the Advisory Committee and Public Workshops has informed the Kirkwood Highway Land Use and Transportation Plan.

Role of Advisory Committee

- Advisory Committee Members provided feedback and input to the project team
- Advisory Committee Members provided information, experiences, and local knowledge to assist the project team
- The project team used the input of the Advisory Committee Members, as well as all other public input, to make land use and transportation recommendations
- The Advisory Committee was not a decision-making body and did not make recommendations

The Advisory Committee met four times:

- January 29, 2024
- May 22, 2024
- October 7, 2024
- February 6, 2025



Organization/Office	Name
NCC Chamber of Commerce	Emma Odren
Town of Elsmere	Steven Martin
Western YMCA	Chris Ryan
Office of State Planning Coordination	Samantha Bulkilvish
City of Newark	Mike Fortner
Delaware State University	Darren Blackston
Civic League for New Castle County	Bill Dunn
Del Park Manor	Paul Benicky
Hyde Park Civic Association	Jenn Ruebush
Mill Creek Fire Company	Nicholas J. Baronie, Fire Chief
United Way	Laura Gendreau (Stand By Me)
Delaware Black Chamber	Ayanna Khan
Committee of 100	Doug Eitelman
Latin American Community Center	Jose Lopez
Freedom Center	Jody Hougentogler

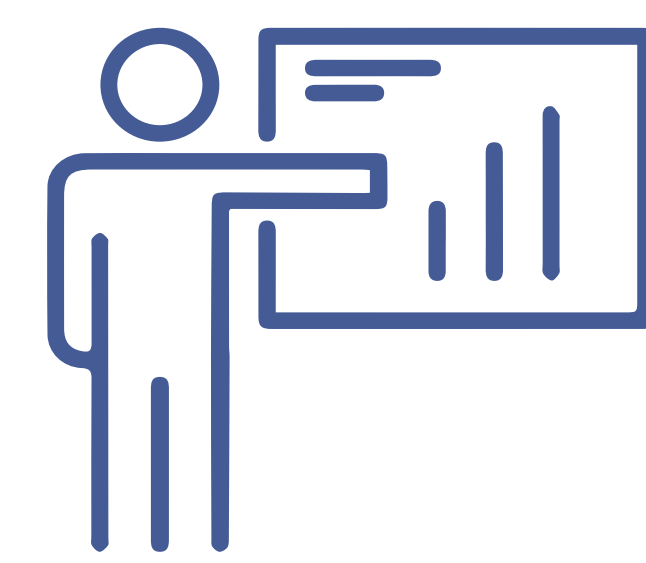


PUBLIC OUTREACH

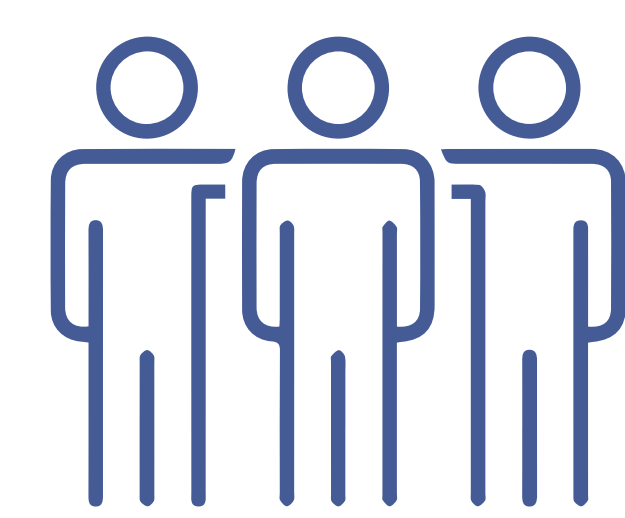
STAKEHOLDER CONNECTIONS



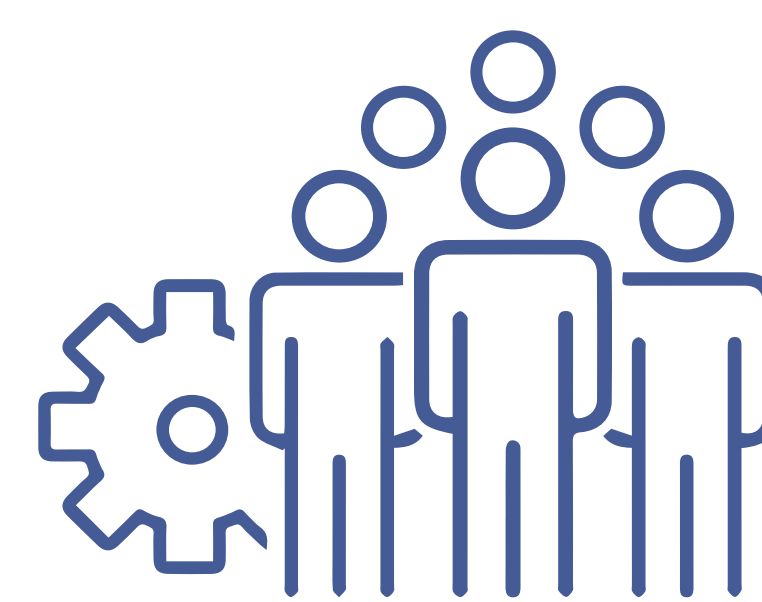
Connected with
340+
people



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



VISION STATEMENT



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

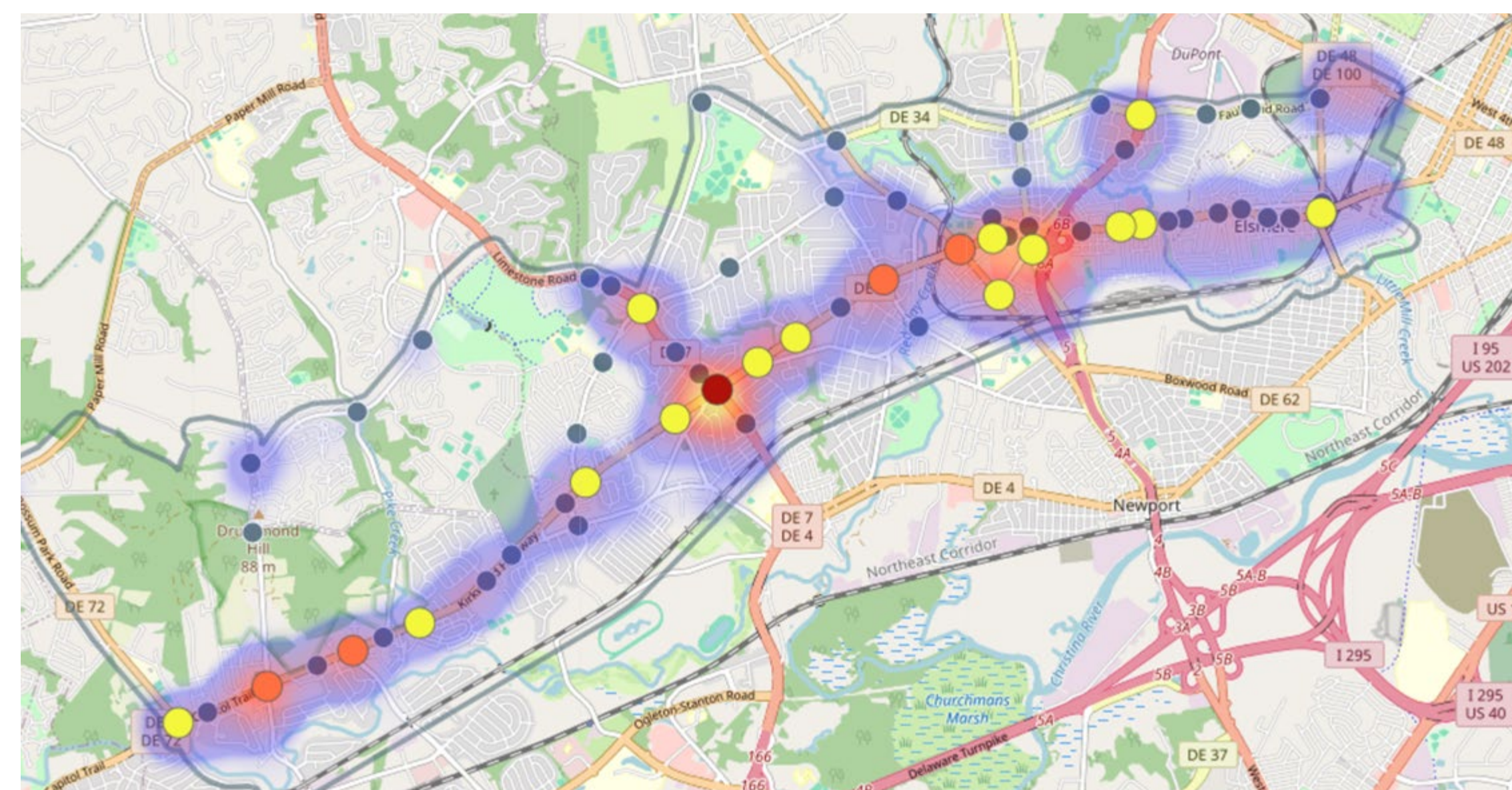
- Transportation facility design elements, reflective of the context of the different areas along the corridor, should **discourage high traffic speeds** and **promote safe access for all ages and abilities** to destinations by **walking, bicycling, rolling, and transit** while managing congestion levels.
- Economic development efforts should focus on facilitating a **transition from auto-oriented design to include 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**.

PREVIOUS WORKSHOP TOPICS

Safety

✓ We discussed how safety must be a top priority

Crashes between 2016 to 2022



Transit

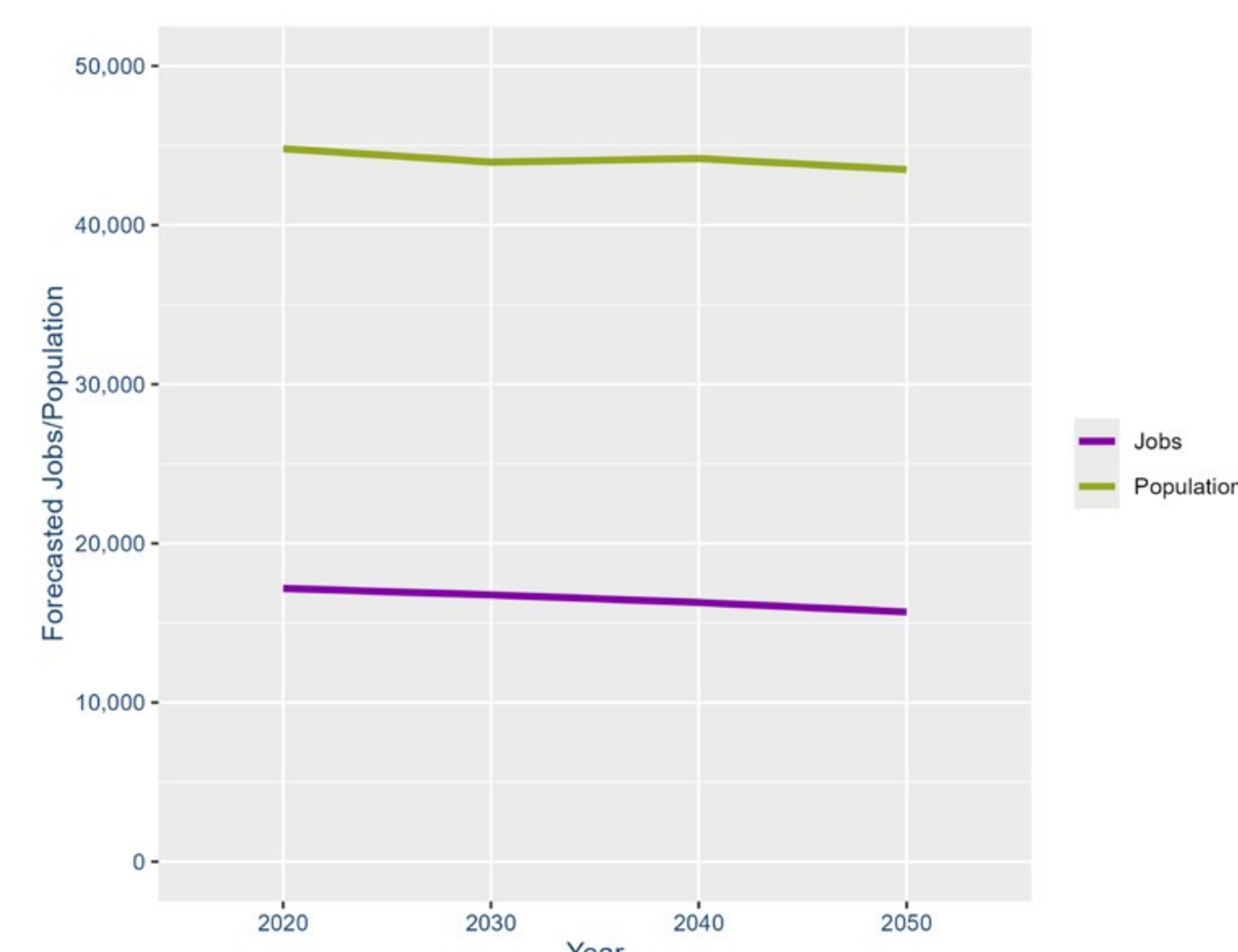
✓ We discussed how DTC's 2023 DART Reimagined Study shows that current transit service along Kirkwood Highway meets the current demand.



Market Analysis/ Land Use

✓ We discussed how population and employment are projected to decrease

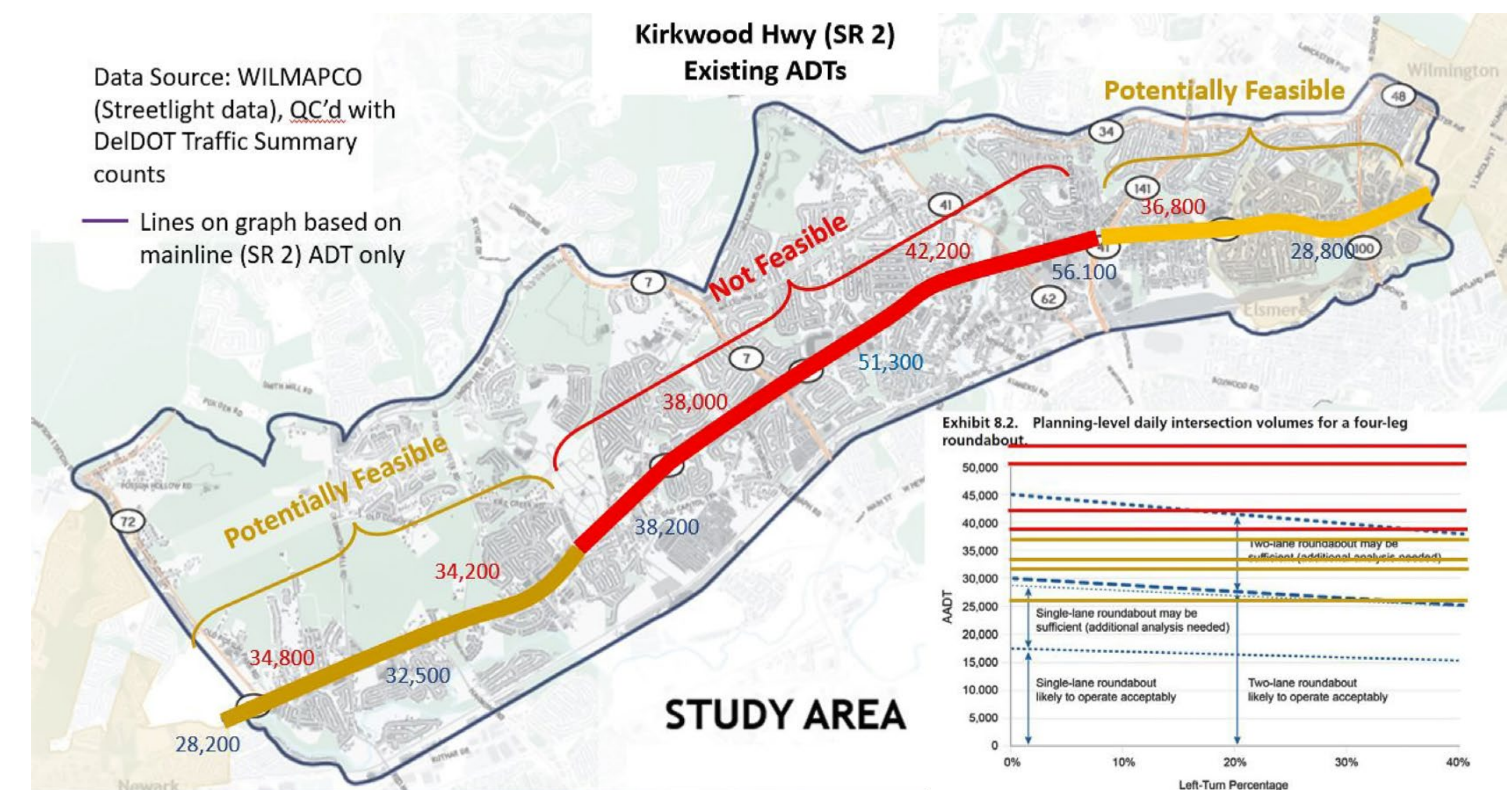
Commercial → residential conversions can be a win-win



Kirkwood Highway Study Area Employment and Population Projections

Roundabouts

✓ We discussed how preliminary analyses showed that roundabouts would not be feasible along a large portion of Kirkwood Highway

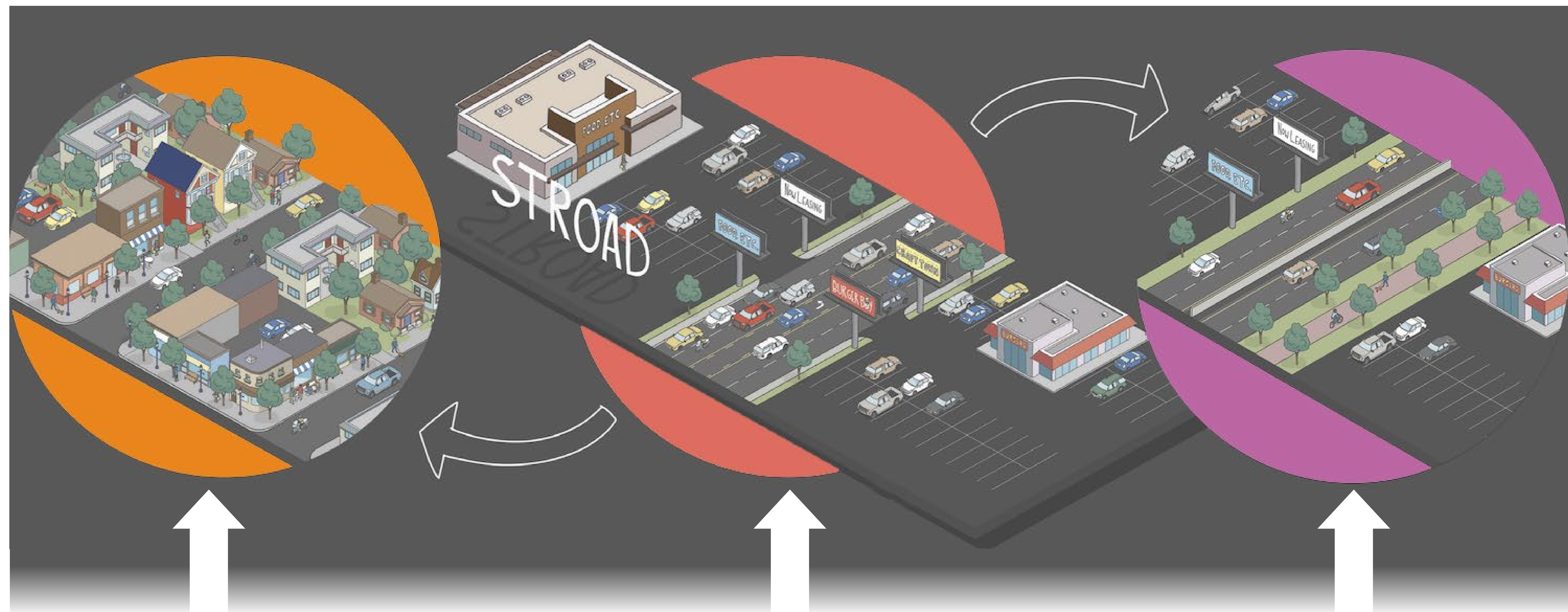


PREVIOUS WORKSHOP TOPICS

✓ Kirkwood Highway's Function

We discussed how **STROADs**, like Kirkwood Highway, end up being inefficient and result in safety challenges for all users.

The recommended improvements for Kirkwood Highway should be consistent with converting the corridor into either a **STREET** or a **ROAD**.



STREET

- Captures value of surrounding land uses
- Slower automobile travel with a focus on multimodal safety
- Provides facilities for all users

STROAD

Attempts to achieve benefits of both **STREETS** and **ROADS** but usually ends up being inefficient and result in safety challenges for all users

ROAD

- An efficient connection between two places
- Higher speeds; focus on vehicular travel
- Limited access (fewer driveways and minor side streets)

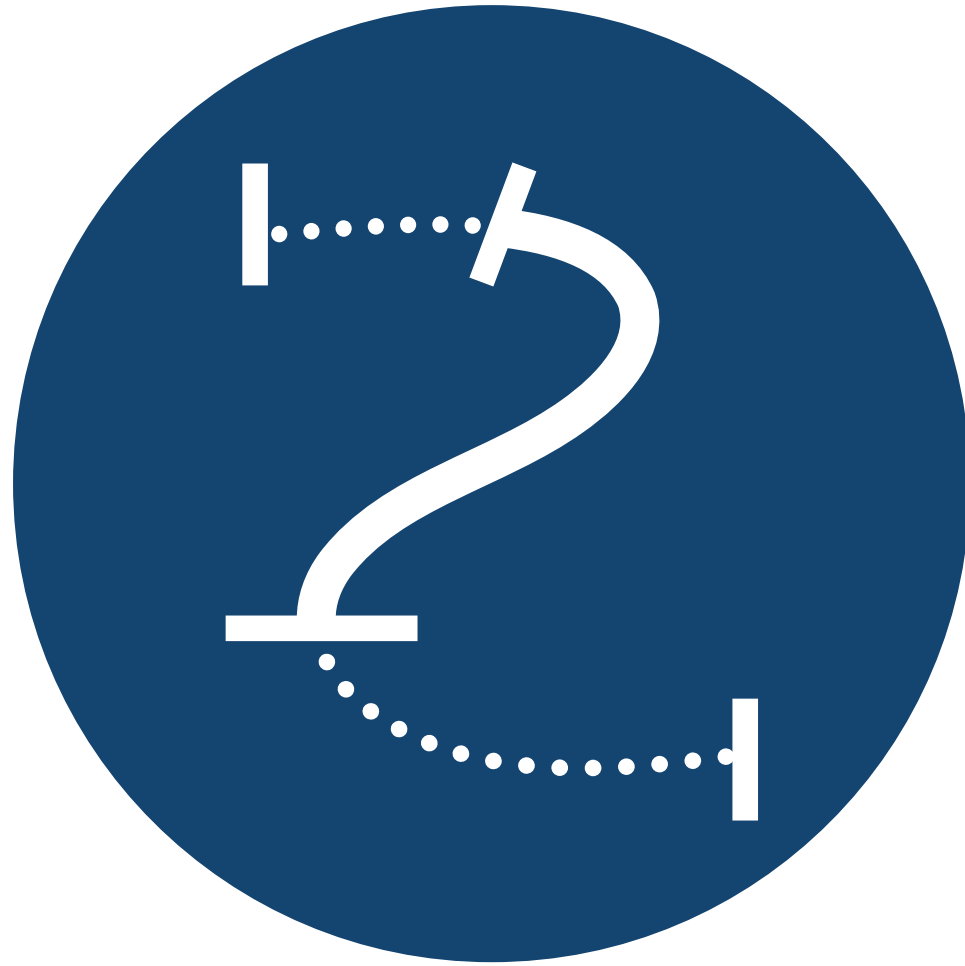
FINAL RECOMMENDATIONS

Final recommendations are organized in eight categories. The final recommendations collectively address the project vision by strengthening alternative travel modes, enhancing existing neighborhood vitality, positioning exiting businesses to remain competitive, accommodating future economic growth, and promoting more sustainable travel patterns of development.

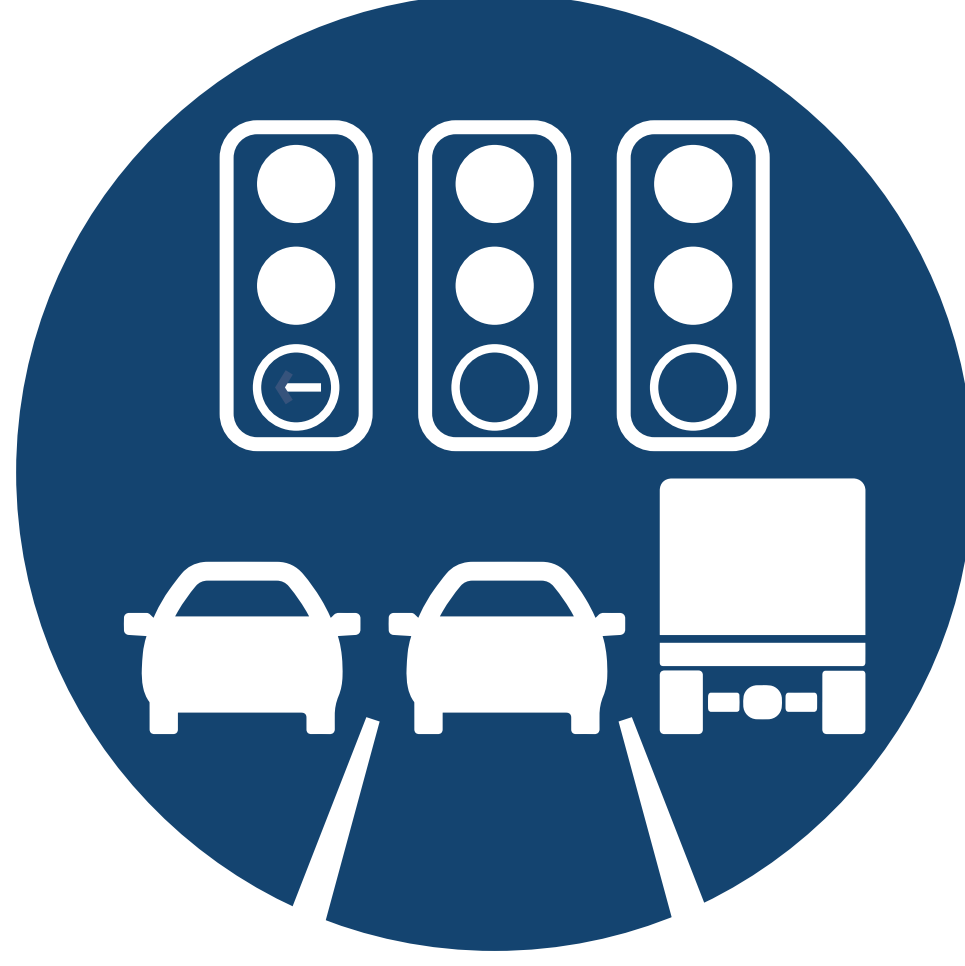
Land Use & Economic Development



Road and Street Sections



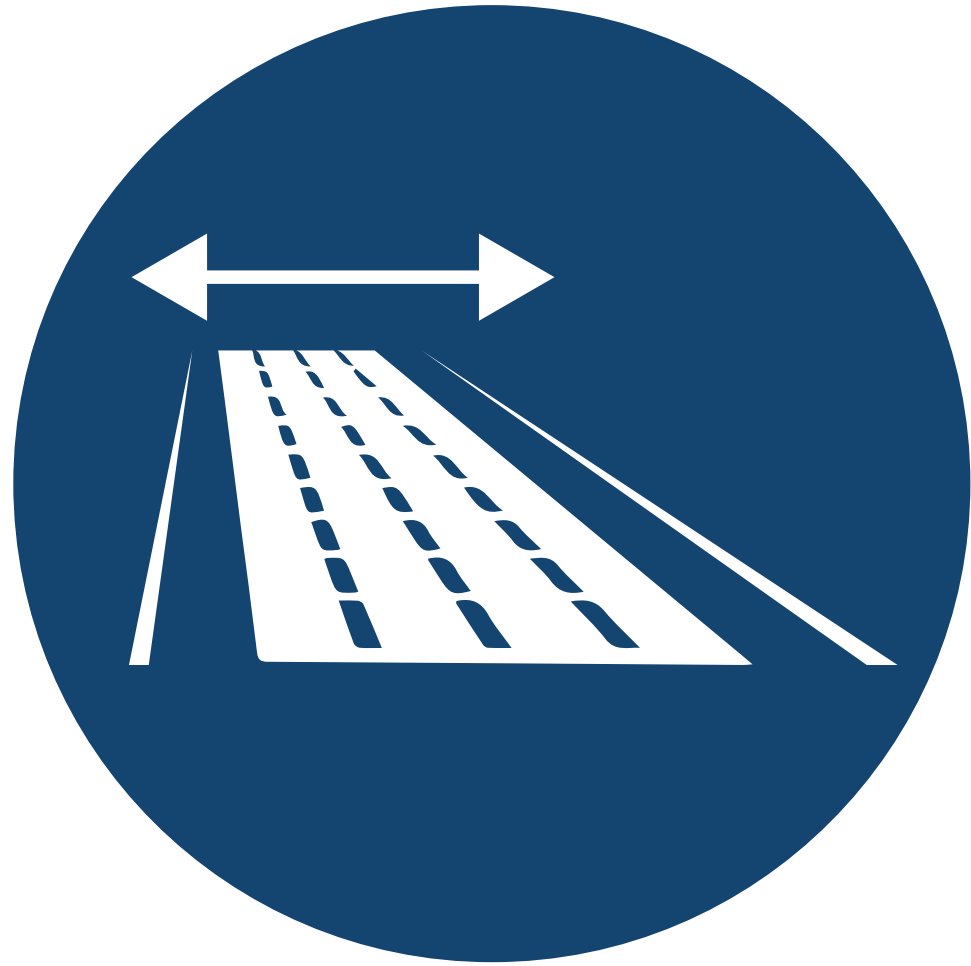
Major Intersections



Other Key Kirkwood Highway Intersections



Accommodating Churchman's Road Extended



Other Key Roads in the Study Area



Transit



Pedestrian/Bicycle Network Connections





FINAL RECOMMENDATIONS

LAND USE & ECONOMIC DEVELOPMENT

Public Feedback Rating*



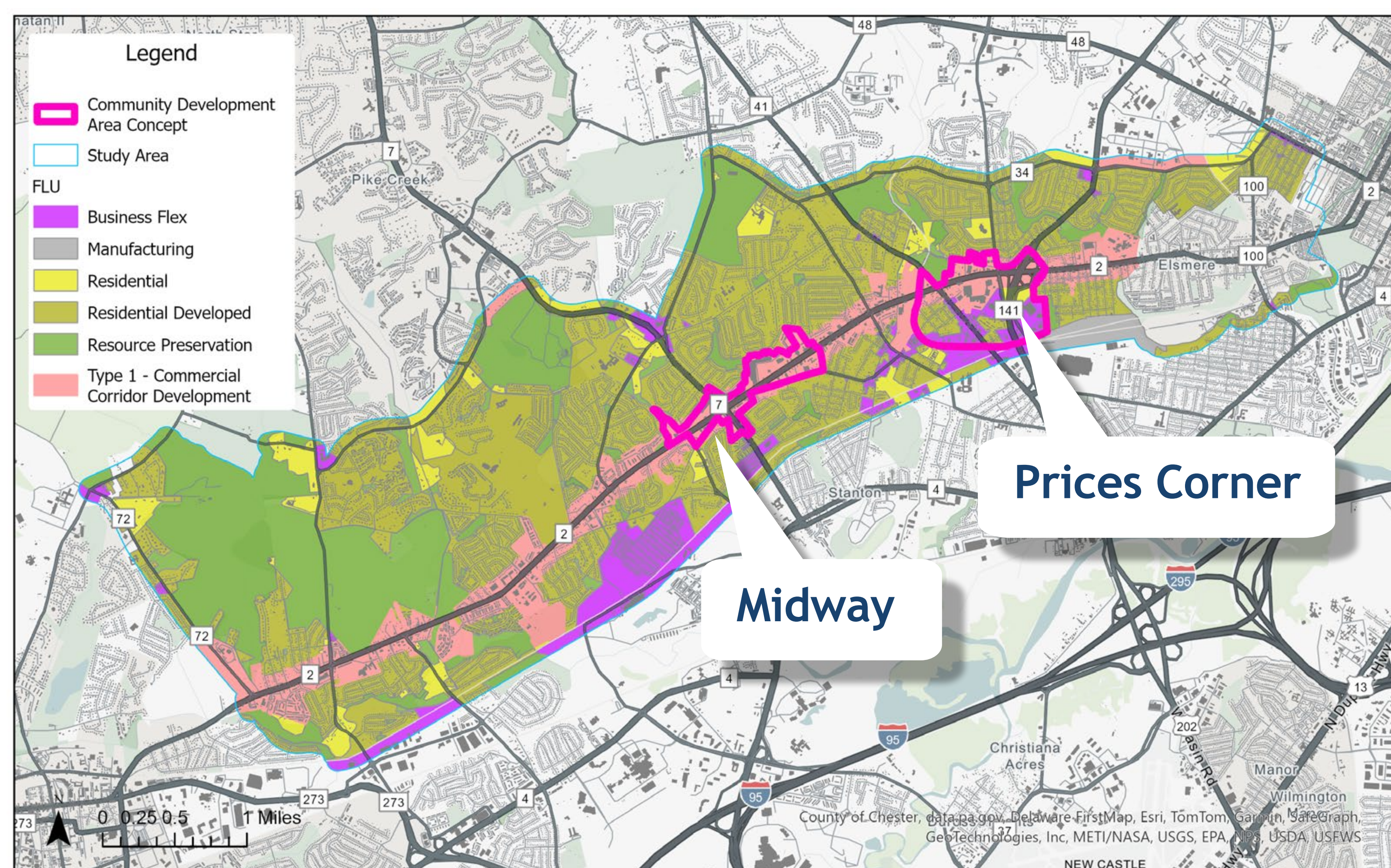
November 2024 Public Workshop

*most common rating score

Recommendation:

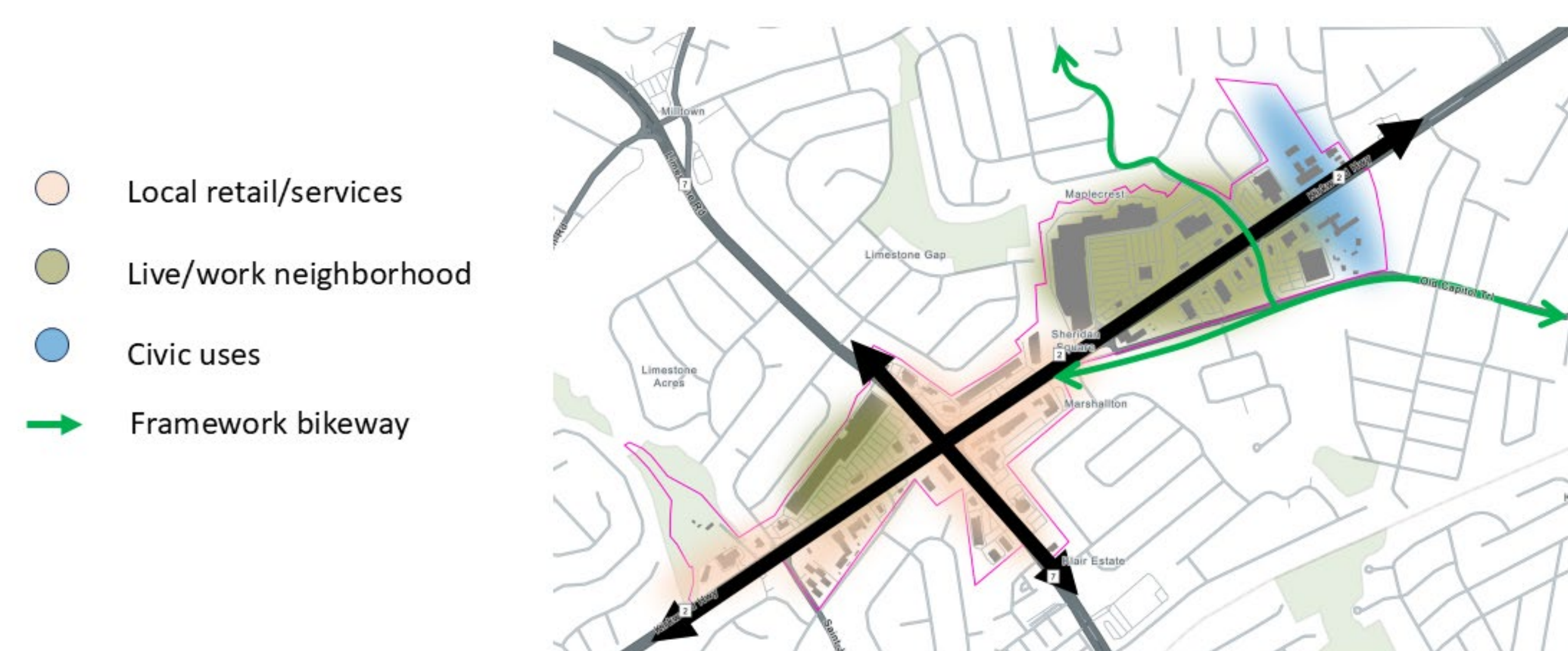
Establish Community Development Areas in Two Locations: Midway and Prices Corner

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
- 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

Conceptual Community Development Area Plan - Midway



Conceptual Community Development Area Plan - Prices Corner



Refinements since November 2024 Public Workshop

The final report will prioritize the establishment of a Community Development Area for Prices Corner before one is established for 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

KIRKWOOD HIGHWAY STREET SECTIONS

Public Feedback Rating*



November 2024 Public Workshop

*most common rating score

Recommendation:

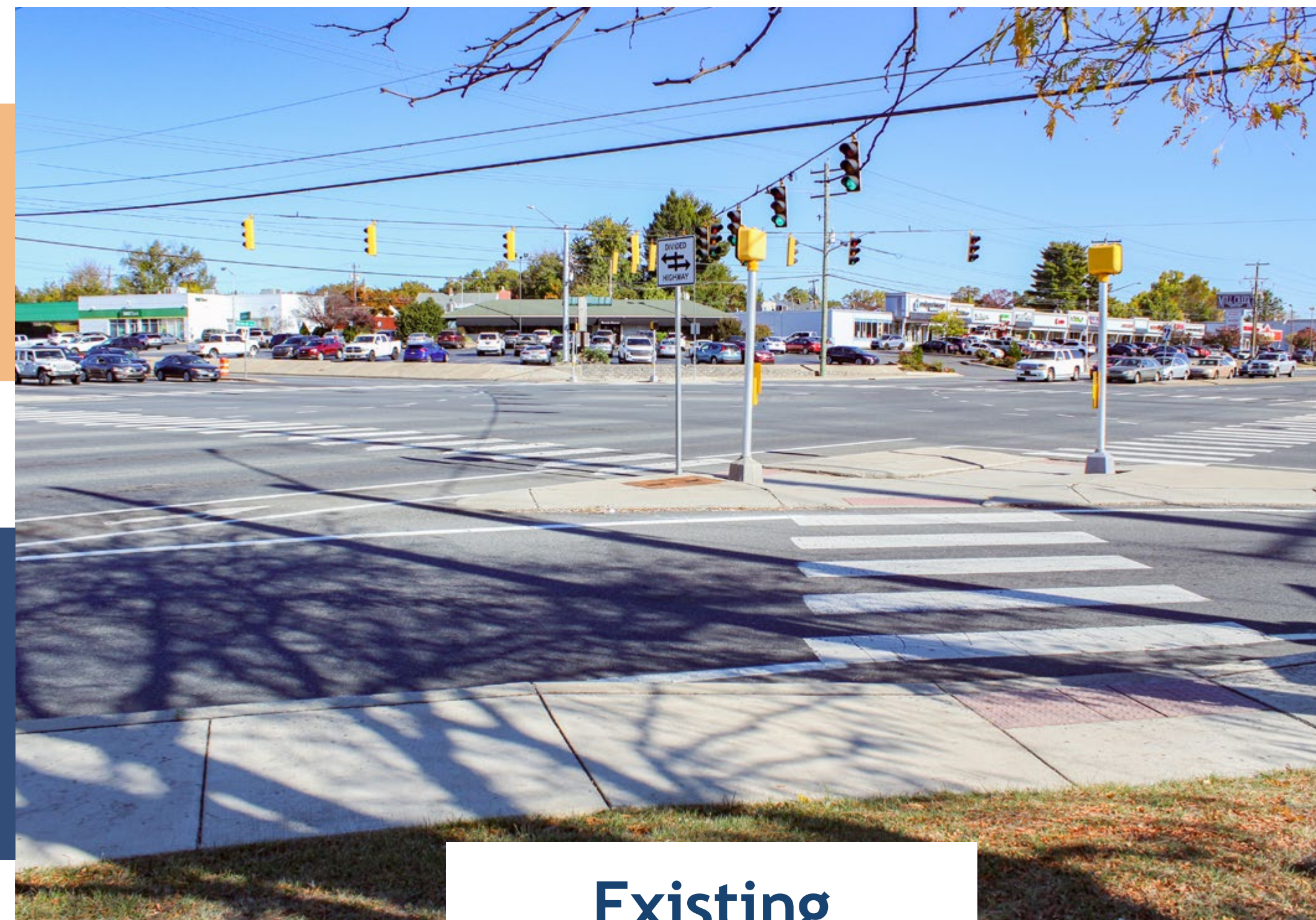
Classify the following segments of Kirkwood Highway as a **STREET**, guiding future land use design and roadway improvements

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

St. James Church to Farrand Drive

A

Kirkwood Highway near Limestone Road



Existing



Proposed



Example of Access Management, SR 9 North of New Castle

Refinements based on November 2024 Public Workshop

The final report will emphasize the need to better manage & reduce travel 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

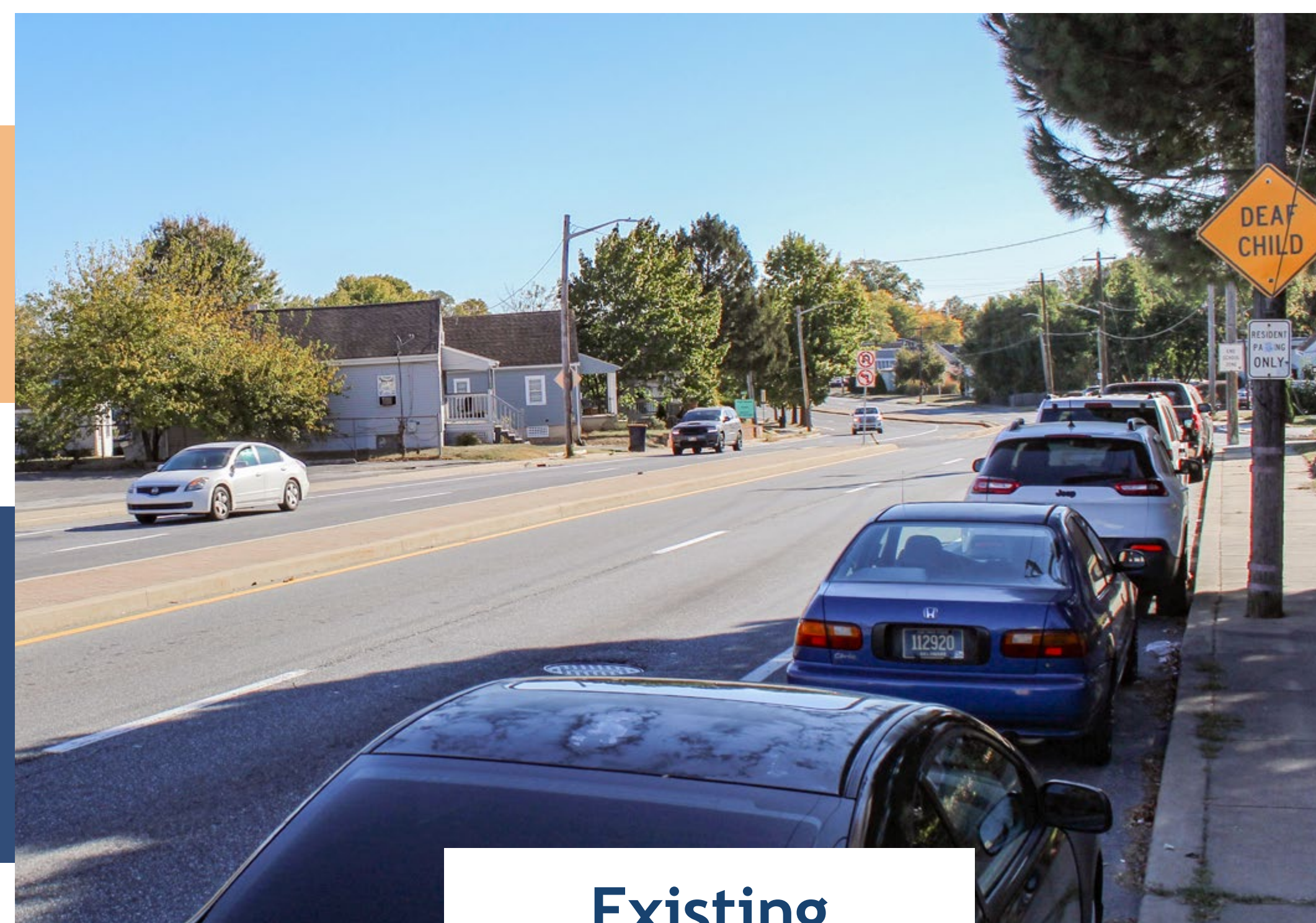


Enhance walking, bicycling, rolling, and transit

Elsmere to Wilmington

B

Kirkwood Highway near Filbert Ave, Elsmere



Existing



Proposed



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

A

Capitol Trail near Red Mill Road



Existing



Proposed

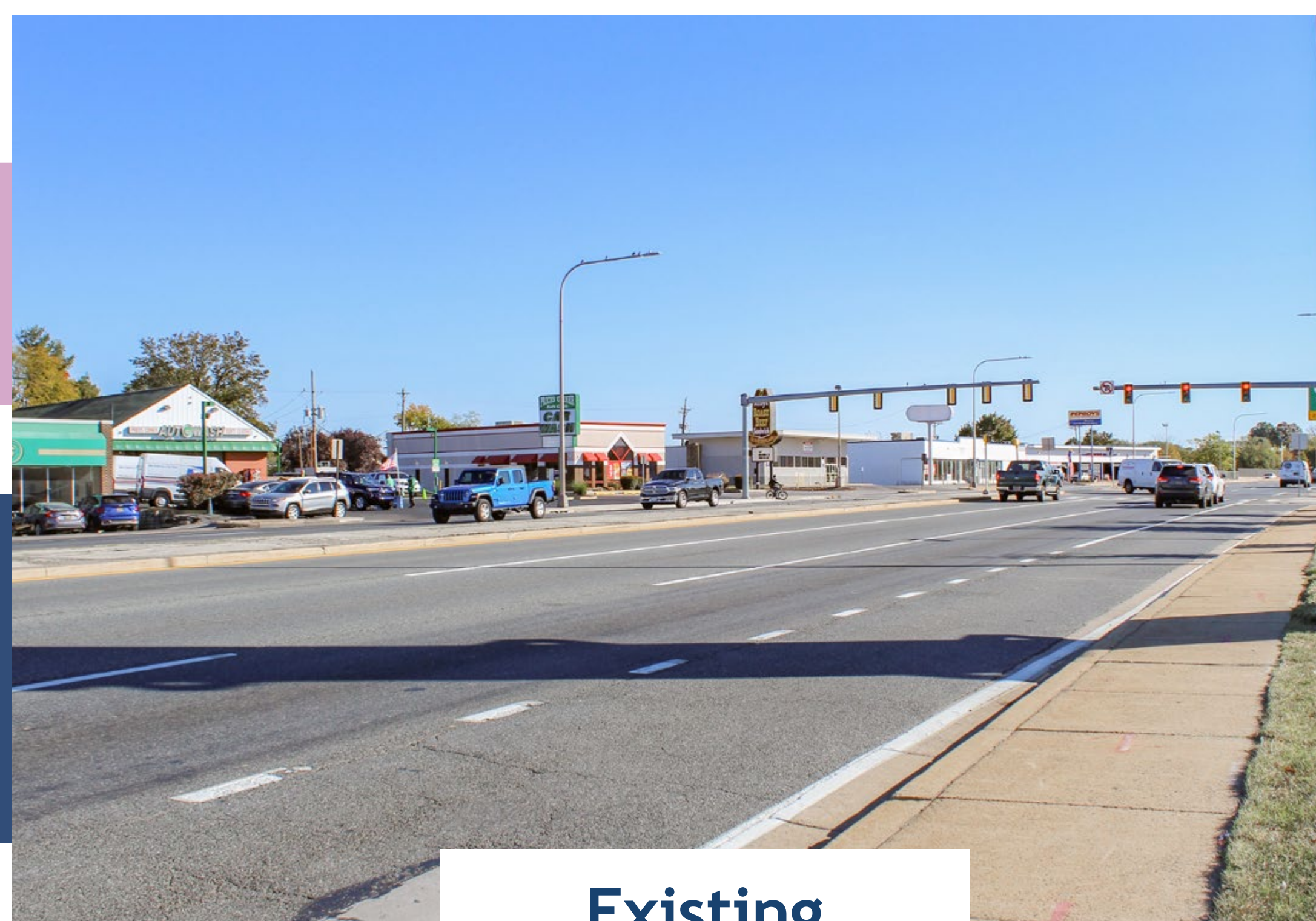


Example of Access Management, SR 9 North of New Castle

Farrand Drive to Elsmere

B

Kirkwood Highway near Prices Corner



Existing



Proposed

Refinements based on November 2024 Public Workshop

The final report will emphasize the need to better manage & reduce travel 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 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 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.

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

✓ Manage congestion levels



FINAL RECOMMENDATIONS

MAJOR INTERSECTIONS

Public Feedback Rating*



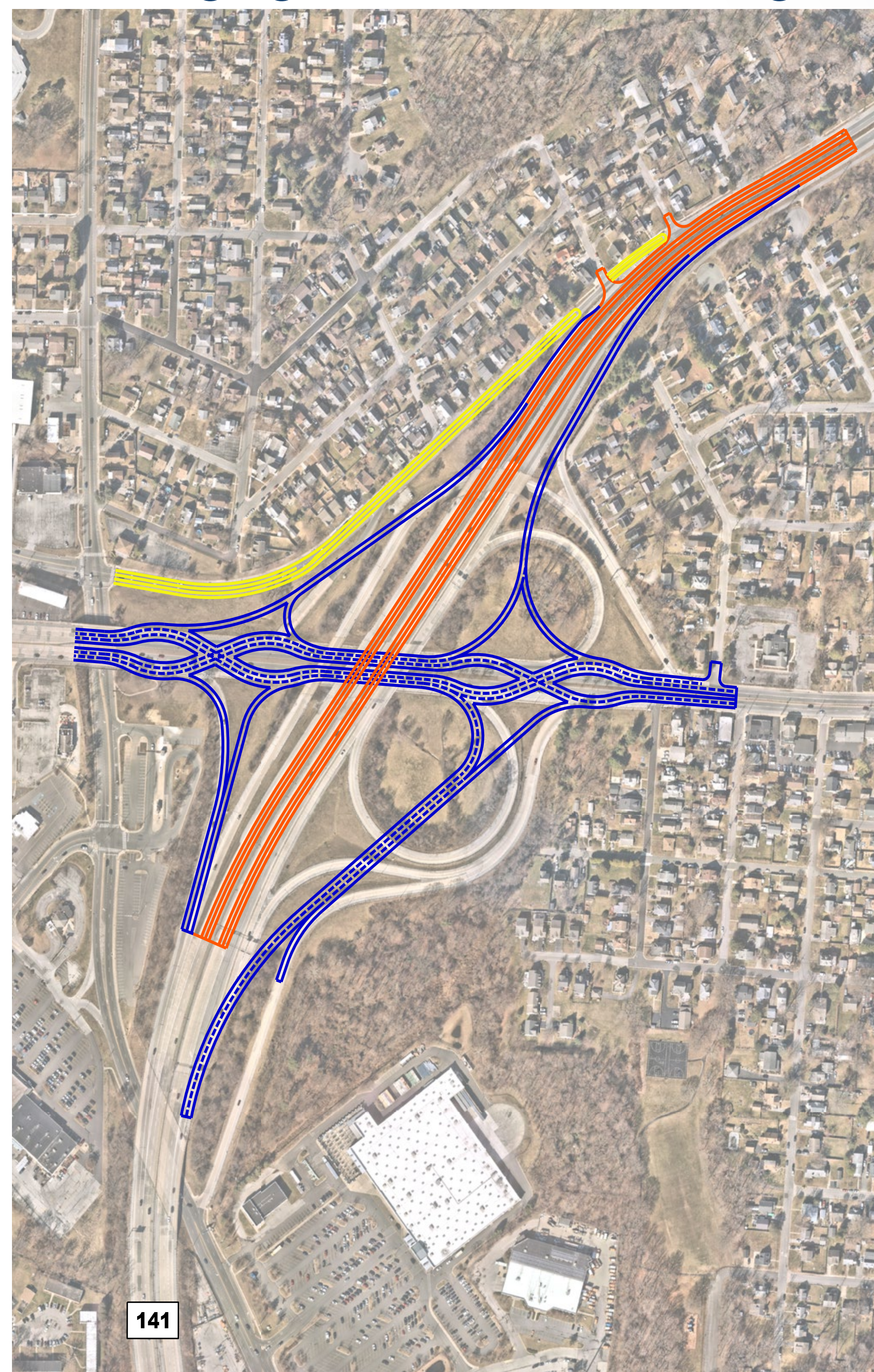
November 2024 Public Workshop

*most common rating score

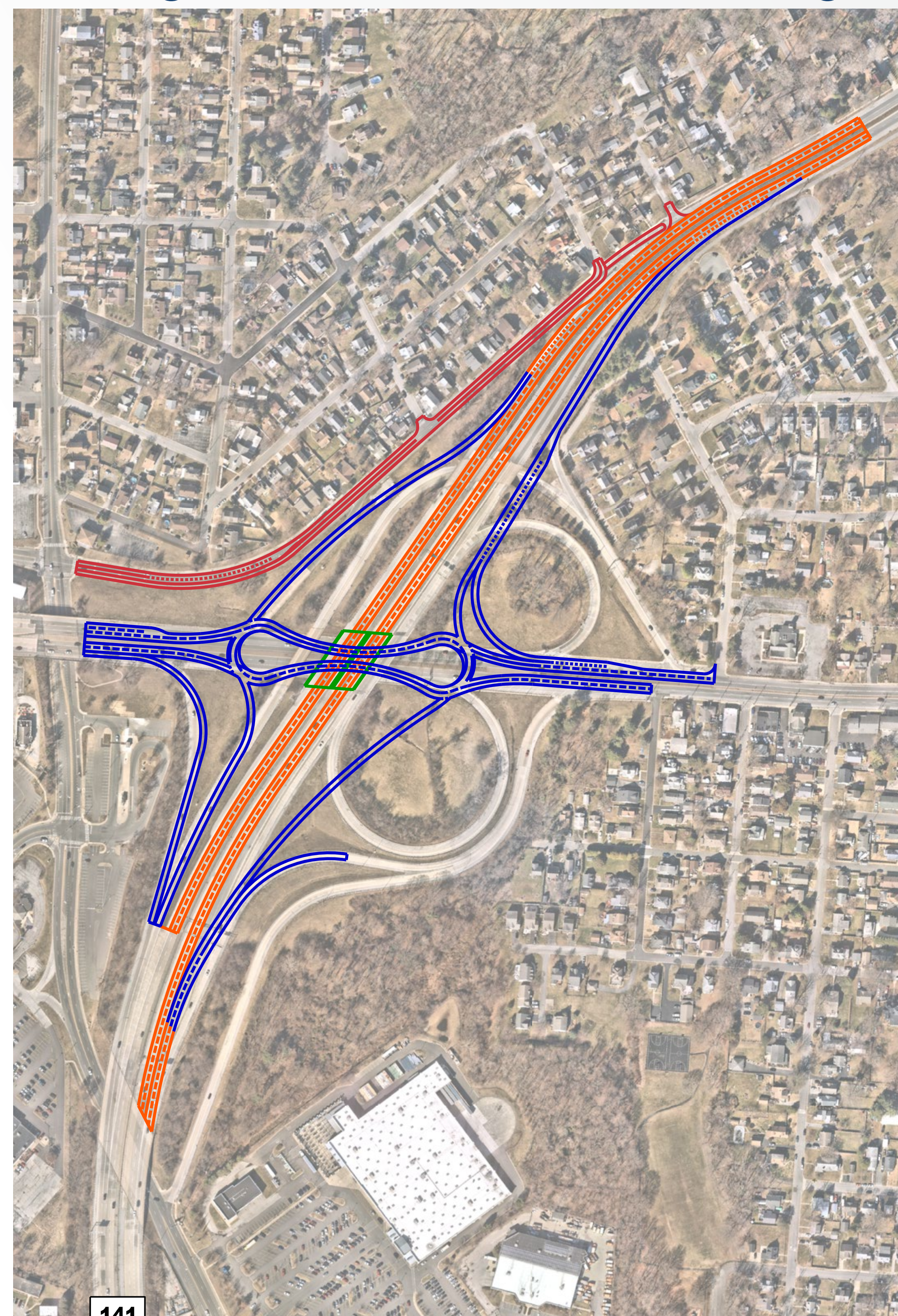
Recommendation:

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

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



What is an 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.

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 Circle: potential to address history of U-turn problems
4. Meadowood Drive: potential to address crash history and pedestrian accessibility
5. Linden Avenue/New Road/Sanders Road (Elsmere): potential to address complex intersection
6. SR 100 (Dupont Road): potential to address crash history

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.
- recommend monitoring 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



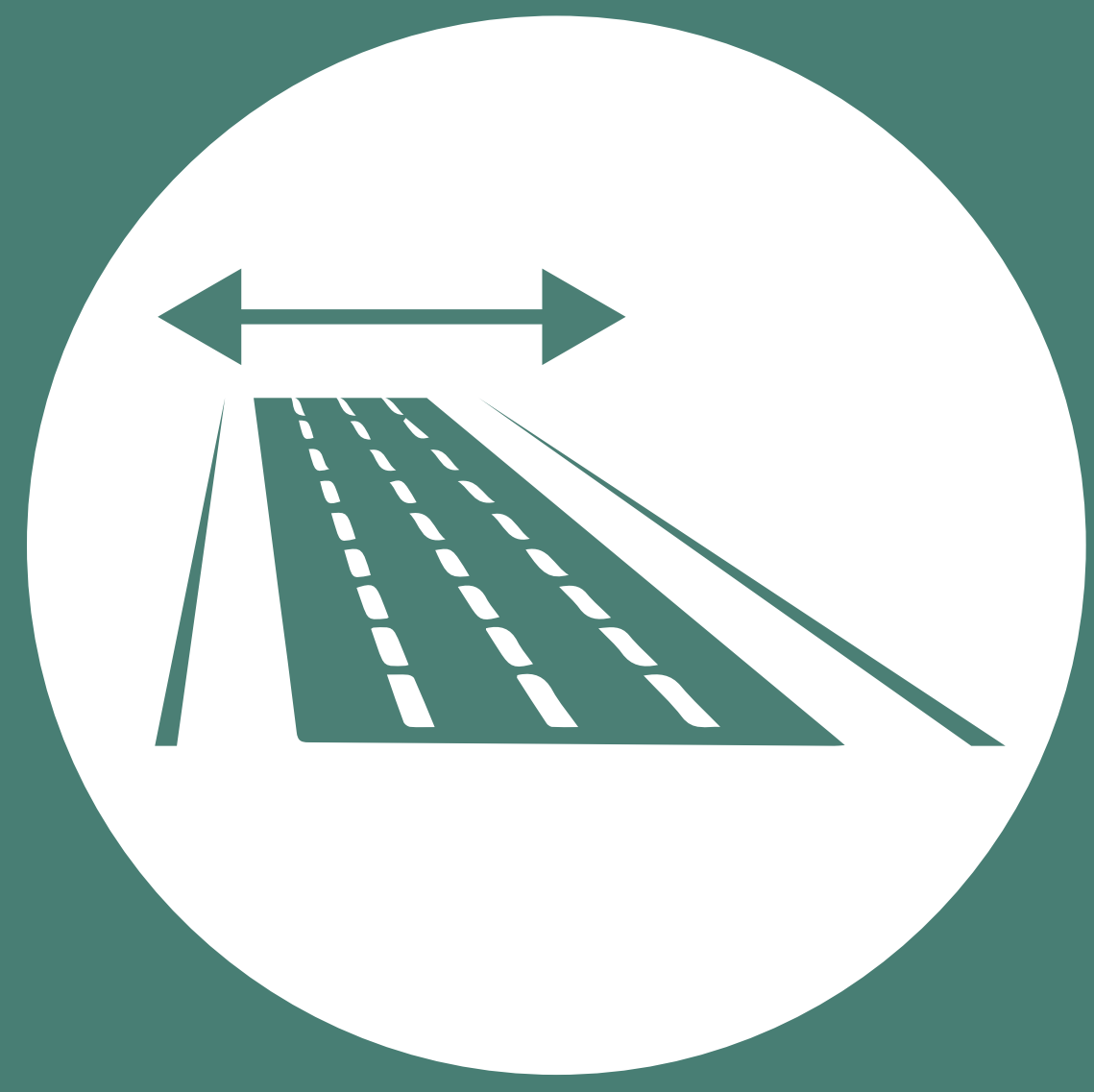
Safe access: all ages and abilities



Enhance walking, bicycling, rolling, and transit



Manage congestion levels



FINAL RECOMMENDATIONS

ACCOMMODATING CHURCHMAN'S ROAD EXTENDED

Public Feedback Rating*

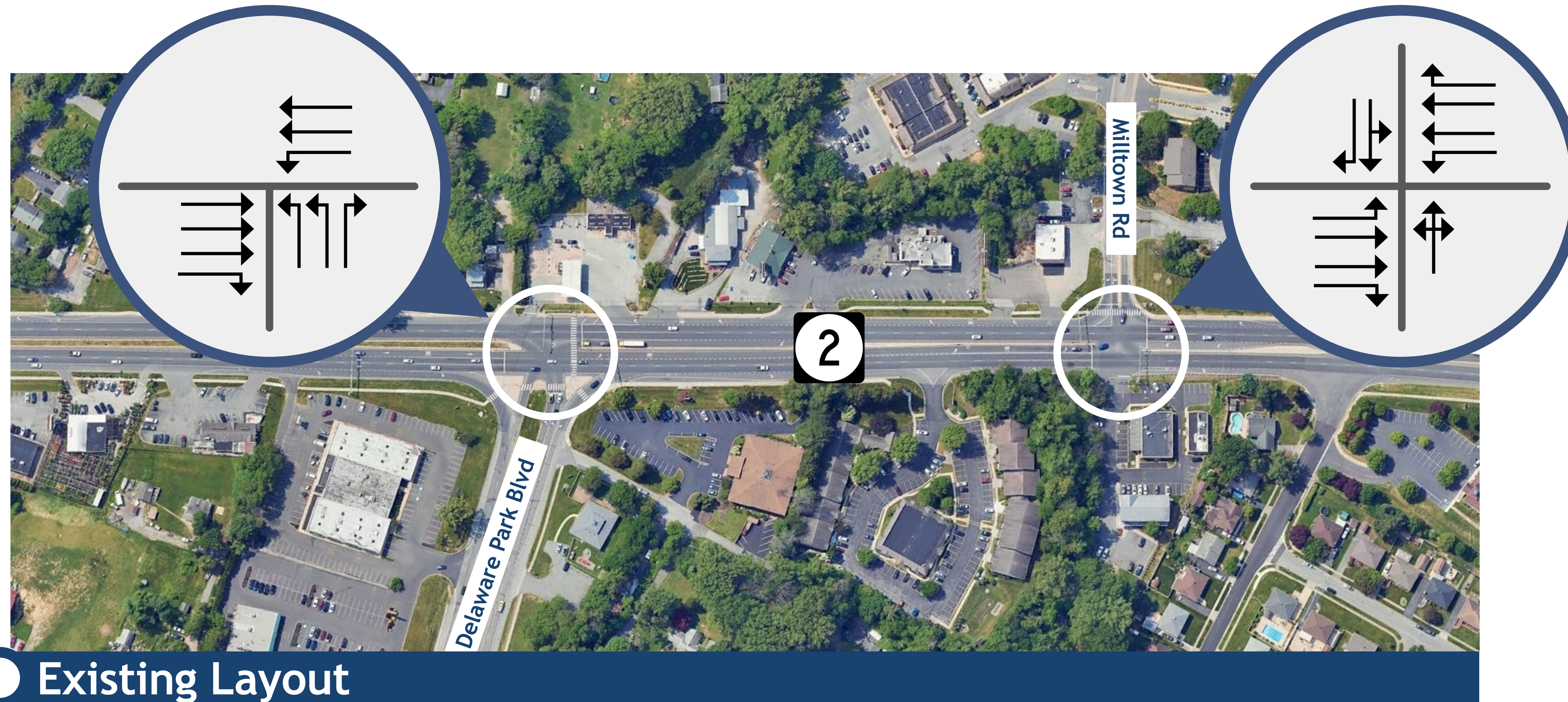


November 2024 Public Workshop

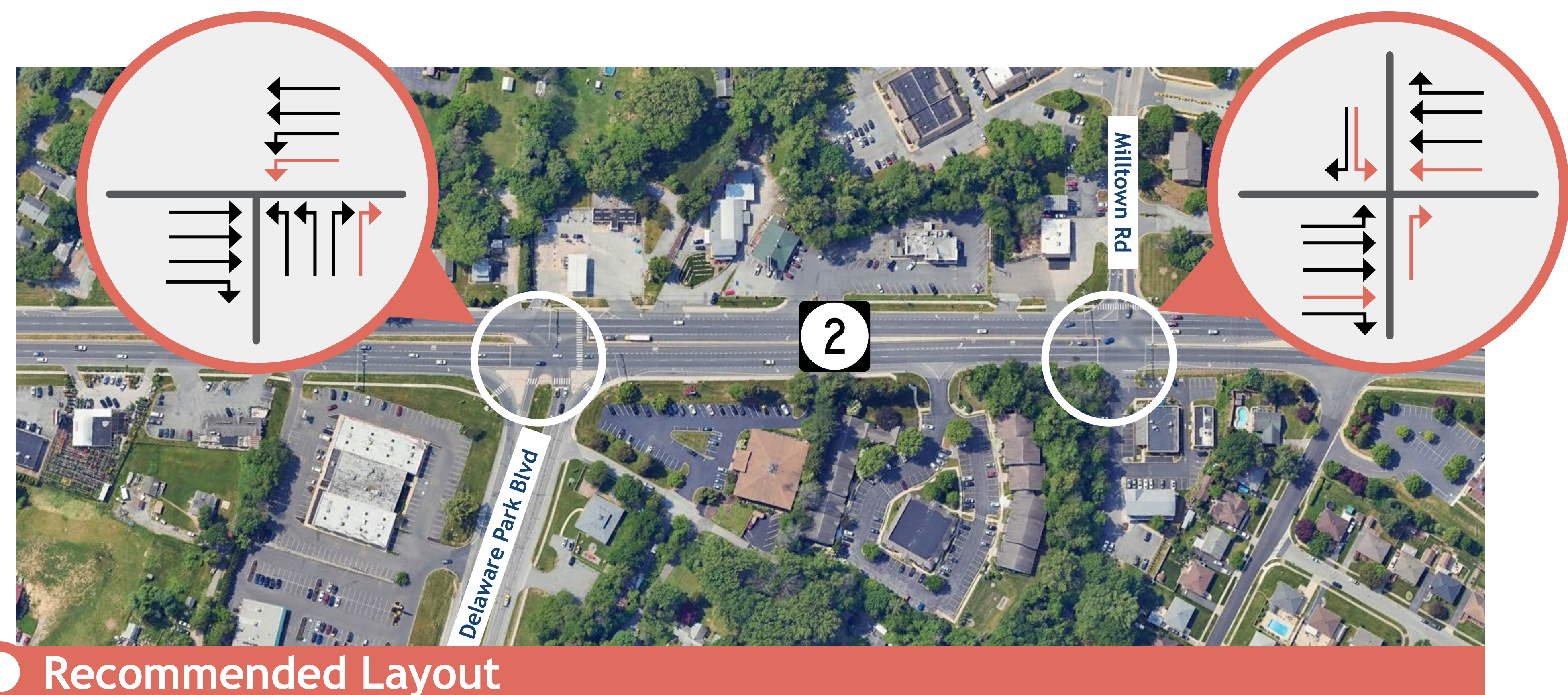
*most common rating score

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



- 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 travel lanes on Eastbound and Westbound SR 2 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

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

OTHER KEY ROADS IN STUDY AREA

Public Feedback Rating*



November 2024 Public Workshop

*most common rating score

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

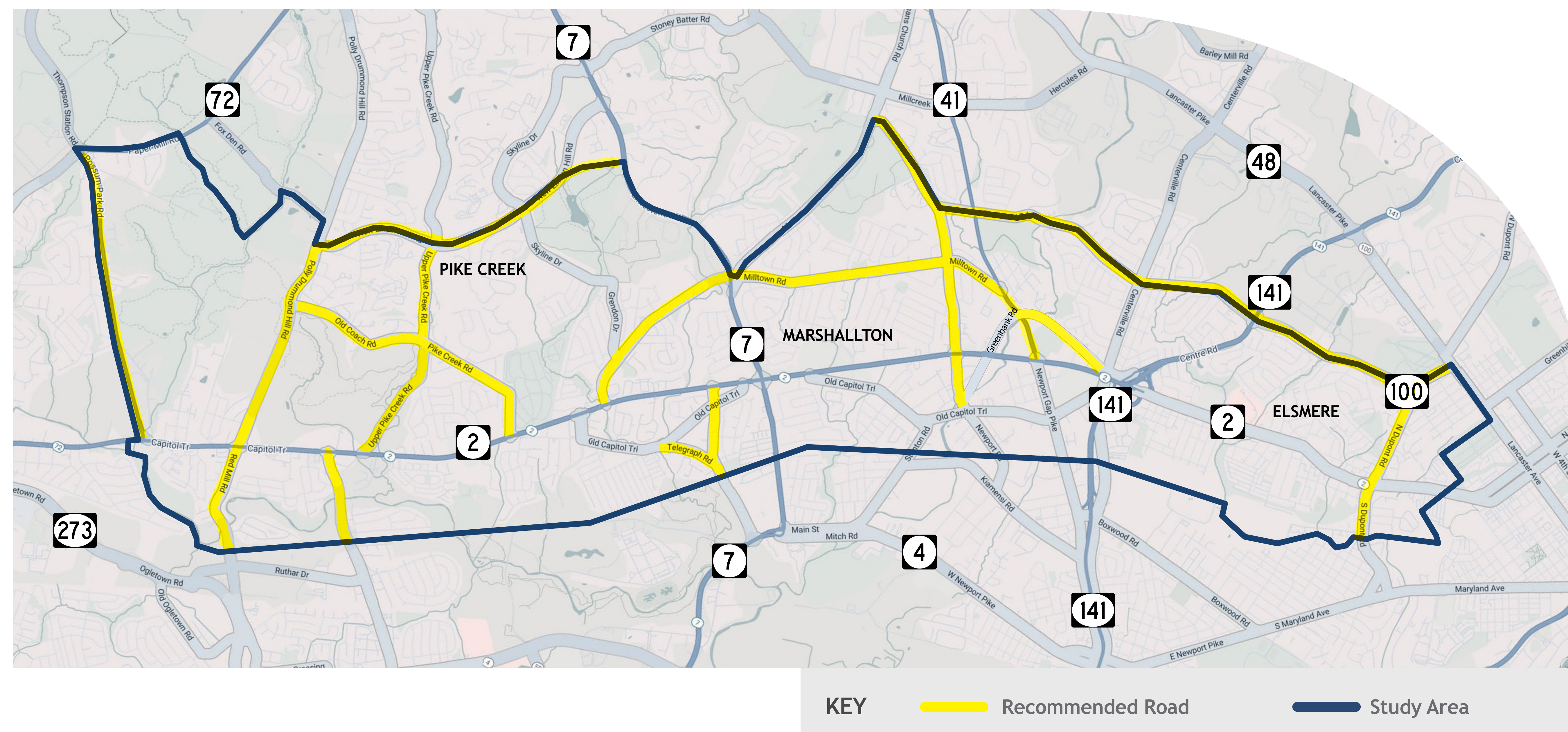


Existing



Proposed

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



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

Public Feedback Rating*



November 2024 Public Workshop

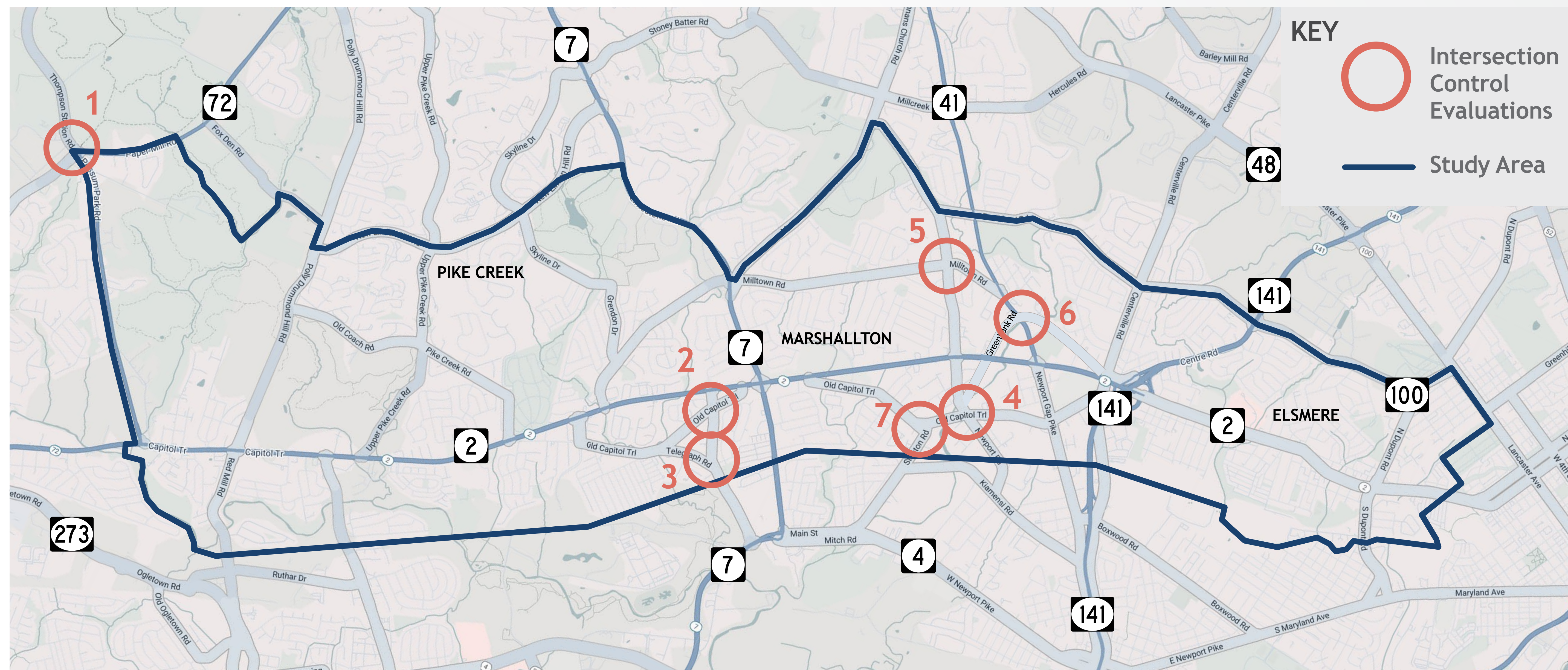
*most common rating score

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 Capital Trail @ Stanton Road: Roundabout currently in design (Construction scheduled to start in 2026)

What is an 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 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

PEDESTRIAN/ BICYCLE NETWORK CONNECTIONS

Public Feedback Rating*



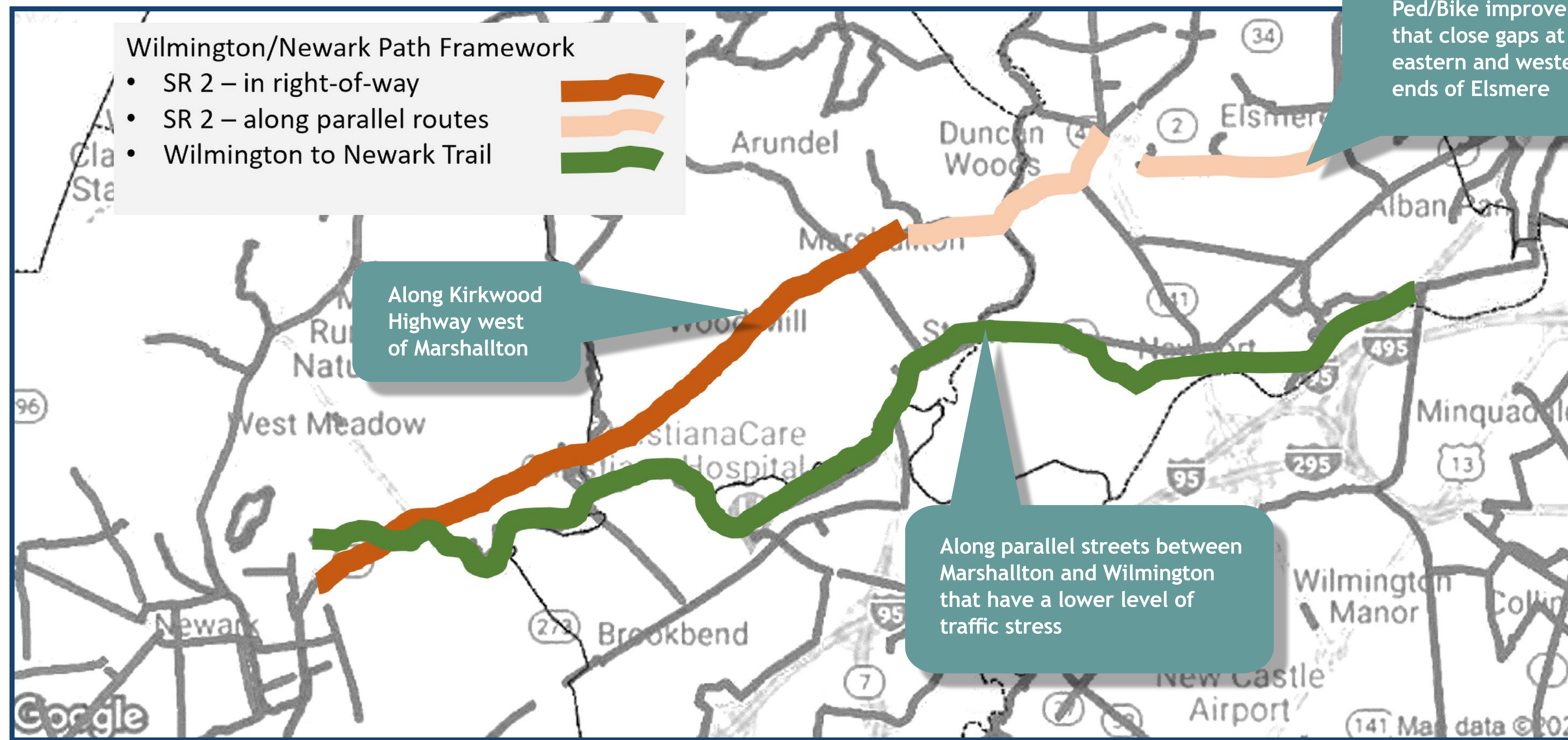
November 2024 Public Workshop

*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 bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/ intersection 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

Public Feedback Rating*



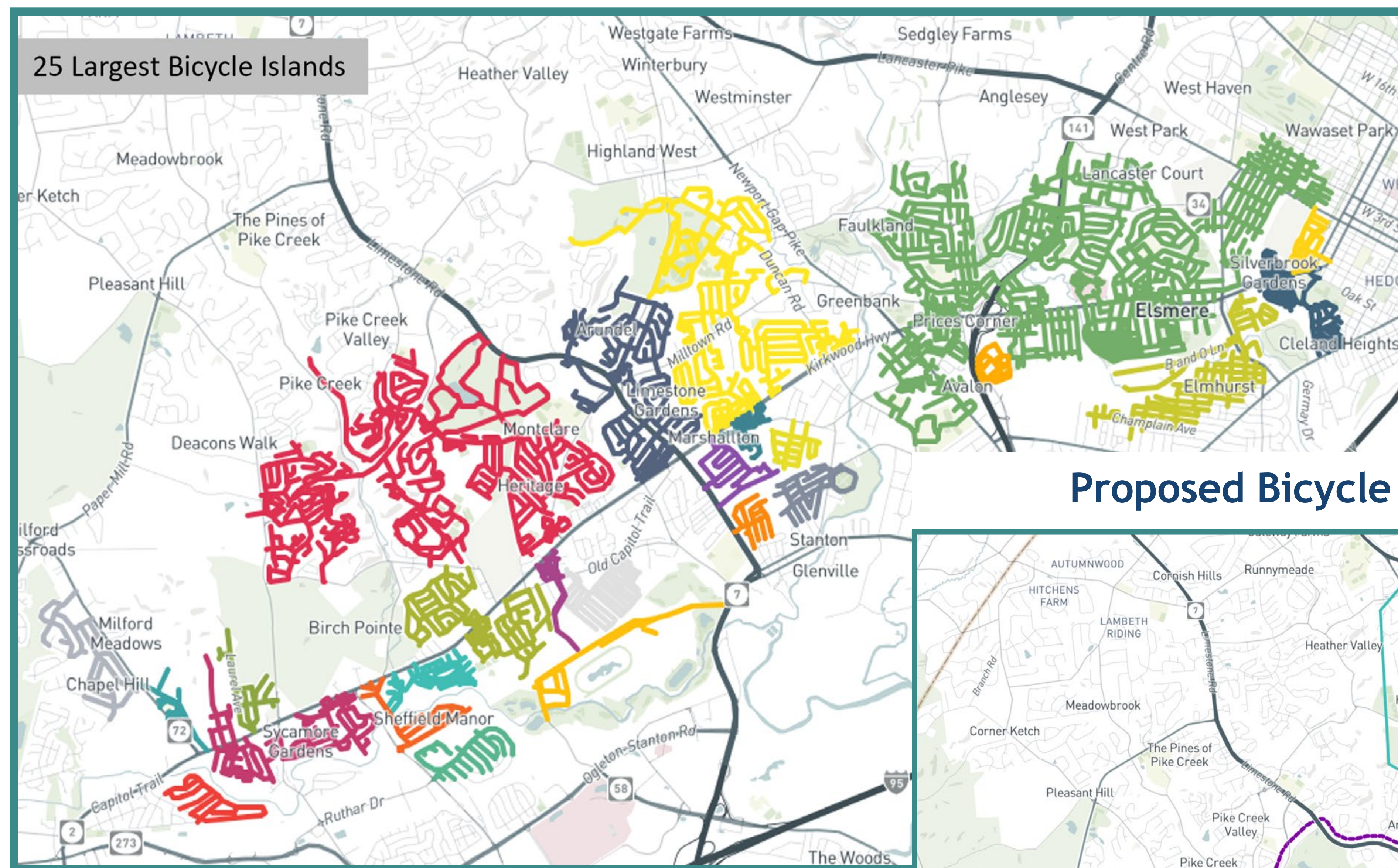
November 2024 Public Workshop

*most common rating score

Recommendation:

Provide pedestrian and bicycle connections between Kirkwood Highway and adjacent neighborhoods

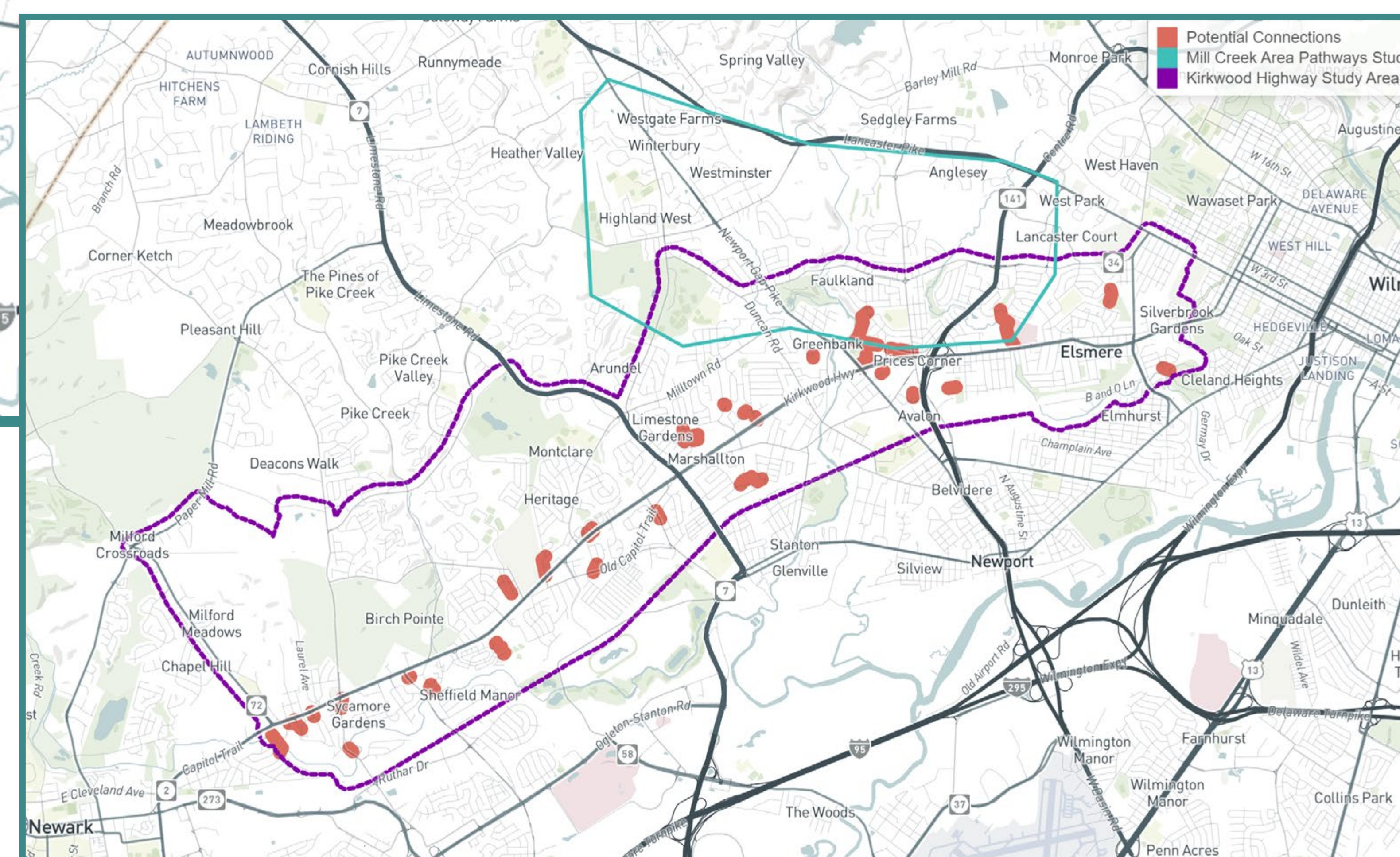
Existing Low-Stress Bicycle Islands



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

- 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



Refinements based on November 2024 Public Workshop

The Final report will emphasize that bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/ intersection 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

WHY DOES ALL OF THIS MATTER?



Discourage high traffic speeds

- Narrower travel lanes, less pavement, and adjacent pedestrian/bike facilities will discourage higher traffic speeds, especially in the “Street” areas
- Improvements on other key roads in the study area will also be designed to discourage high speeds and cut-through traffic



Safe access: all ages and abilities

- Extensive sidewalk and a shared use path network will provide more comfortable and safer access throughout the study area



Enhance walking, bicycling, rolling, and transit

- The Plan will add 46 miles of non-motorized connections
- The Plan will increase the low-stress mileage by 15%



Manage congestion levels

- Recommended improvements will maintain similar travel times compared to no-build conditions through 2045, while providing improved pedestrian and bicycle facilities, address opportunities for modest redevelopment, and more consistent travel speeds along the corridor

FINAL RECOMMENDATIONS

WHY DOES ALL OF THIS MATTER?



Encourage bikeable and walkable places

- Community Development Areas will encourage land use designs that support bikeable and walkable places



Community-serving retail and housing

- Community Development Areas will support mixed use redevelopment



Landscaping and open space

- Transportation Improvements will be designed with aesthetics in mind for both “Street” and “Road” areas and enhance “sense of place”
- Community Development Areas will include opportunities for landscaping and open space as part of mixed use



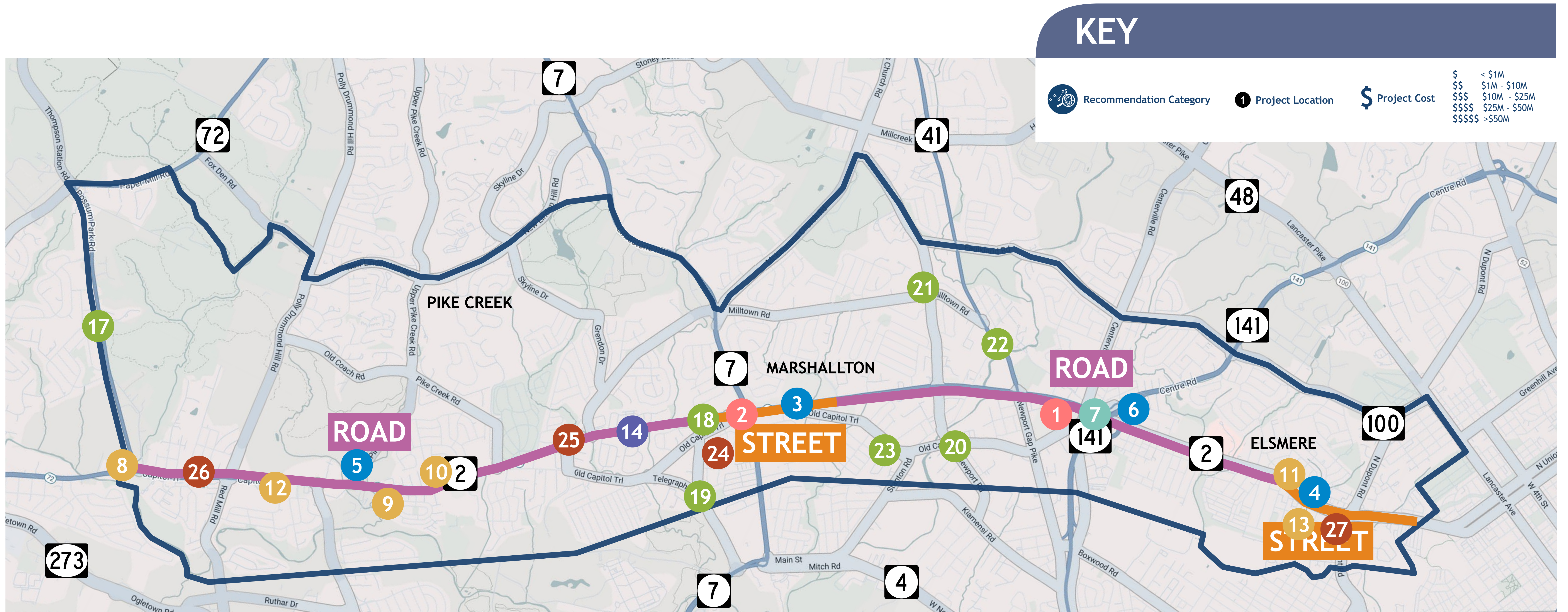
Connect neighborhoods, schools, and parks

- Pedestrian and bicycle improvements will connect 49 isolated low-stress bicycle islands
- Plan improvements will increase the size of the average low-stress bicycle island by 39%

PROJECT IMPLEMENTATION SHORT-TERM



Work (study, design and/or construction) is anticipated to begin on the following projects within the next 1-6 years

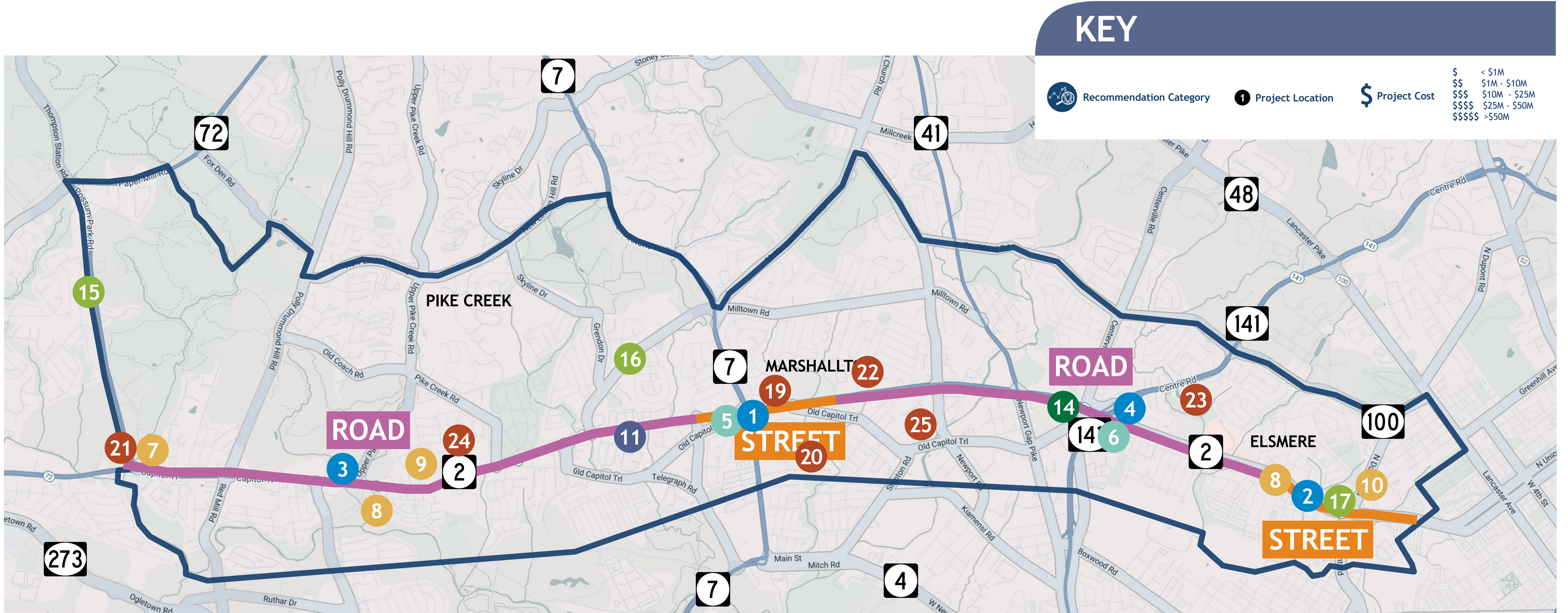


Project	Cost	Project	Cost
Land Use & Economic Development (Guidelines)			
1 Prices Corner Community Development Area	\$	Transit (Not mapped; study area wide)	
2 Midway Community Development Area	\$	15 On-Demand Micro-Transit Bus Services	\$\$
Road and Street Sections (Repaving Projects, Developer Improvements)			
3 Conversion to STREET at St. James Church to Farrand Drive	\$\$	16 Bus Stop and Pedestrian Access Improvements	\$\$
4 Conversion to STREET at Elsmere to Wilmington	\$\$	Other Key Roads in the Study Area	
5 Conversion to ROAD at Newark to St. James Church Road	\$\$	17 Perform Intersection Control Evaluation at Possum Park Road & Paper Mill Road Intersection	\$
6 Conversion to ROAD at Farrand Drive to Elsmere	\$\$	18 Perform Intersection Control Evaluation at Old Capitol Trail & St James Church Road Intersection	\$
Major Intersections			
7 Interchange Reconfiguration and Ramp Improvements at SR 2 / SR 141 (Ramp Modification)	\$\$	19 Perform Intersection Control Evaluation at St James Church Road & Telegraph Road Intersection	\$
Other Key Kirkwood Highway Intersections			
8 Perform Intersection Control Evaluation at Possum Park Road	\$	20 Roundabout at Old Capitol Trail & Newport Road Intersection	\$\$
9 Perform Intersection Control Evaluation at Green Valley Circle	\$	21 Roundabout design at Milltown Road & Duncan Road Intersection	\$
10 Perform Intersection Control Evaluation at Meadowood Drive	\$	22 Perform Intersection Control Evaluation at Milltown Road & Newport Gap Pike Intersection	\$
11 Perform Intersection Control Evaluation at SR 100 (Dupont Road)	\$	23 Roundabout at Old Capitol Trail & Stanton Road Intersection	\$\$
12 Perform Intersection Control Evaluation at Brewster Drive	\$	Pedestrian/Bicycle Network Connections	
13 Perform Intersection Control Evaluation at Linden Avenue/New Road/Sanders Road	\$	24 St. James sidewalk to church cross walk	\$
Accommodating Churchman's Road Extended			
14 Reconstruct Kirkwood Highway between Delaware Park Drive and St. James Church Road to address traffic from Churchman's Road Extended (Environmental Studies)	\$\$	25 Wollaston Road	\$
		26 Cordele Road	\$
		27 Elsmere Dog Park	\$
		28 Study possible upgrades to "people's choice" trails (Not mapped; study area wide)	\$

PROJECT IMPLEMENTATION MID-TERM



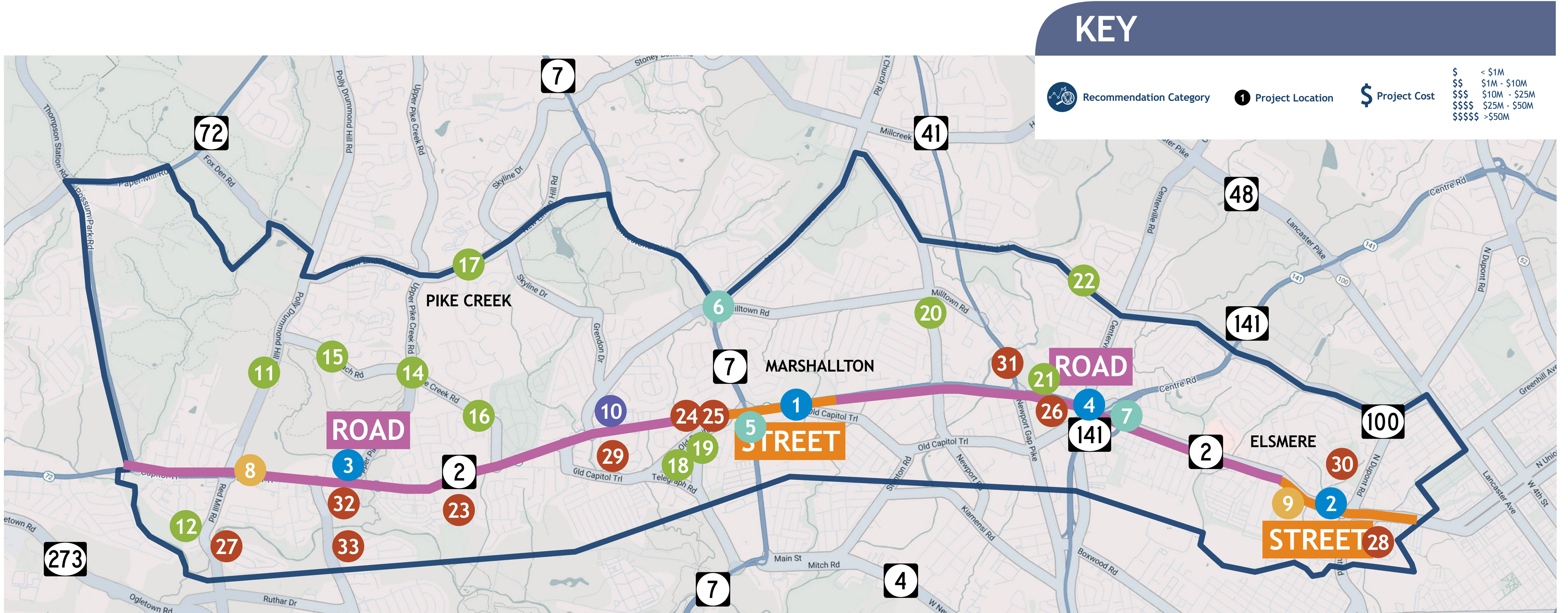
Work (study, design and/or construction) is anticipated to begin or continue on the following projects within the next 7-14 years



Project	Cost	Project	Cost
Road and Street Sections (Limited Roadway Reconstruction Projects, Developer Improvements)		Transit (Not mapped; study area wide)	
1 Conversion to STREET at St. James Church Road to Farrand Drive	\$\$\$	12 New bus route to connect Prices Corner with the Churchman's Crossing Area	\$\$
2 Conversion to STREET at Elsmere to Wilmington	\$\$\$	13 Provide improved transit travel time by prioritizing buses at traffic signals	\$
3 Conversion to ROAD at Newark to St. James Church Road	\$\$\$	14 Provide bus boarding areas appropriate for the context of the roadway (STREET vs ROAD)	\$
4 Conversion to ROAD at Farrand Drive to Elsmere	\$\$\$		
Major Intersections		Other Key Roads in the Study Area	
5 Intersection improvements at SR 2 / SR 7 (Design)	\$\$	15 Possum Park Road, Papermill Road to Capitol Trail	\$\$\$
6 Interchange Reconfiguration and Ramp Improvements at SR 2 / SR 141 (Design)	\$\$	16 Milltown Road, Kirkwood Highway to Newport Gap Pike	\$\$\$
Other Key Kirkwood Highway Intersections		17 Dupont Road, Lancaster Avenue to Richardson Lane	\$\$\$
7 Possum Road Intersection	\$\$	18 Intersection Improvements (Not Mapped)	\$\$
8 Green Valley Intersection	\$\$		
9 Meadow Drive Intersection	\$\$	Pedestrian/Bicycle Network Connections	
10 SR 100 DuPont Road Intersection	\$\$	19 Truit Lane to Dombey Road	\$
Accommodating Churchman's Road Extended		20 Sharon Drive to Marshalltown Heights Park	\$
11 Reconstruct Kirkwood Highway between Delaware Park Drive and St. James Church Road to address traffic from Churchman's Road Extended (Design)	\$\$	21 Dillwyn - Liberty Plaza (requires bridge)	\$\$
		22 Delaware State University (Wilmington) - Claire Place	\$
		23 Montgomery Road Ped Connection	\$
		24 Larkspur Road - 2701 Capitol Trail	\$
		25 B&O to Lincoln Avenue Connection	\$
		26 Study possible upgrades to "people's choice" trails (Not mapped; study area wide)	\$

PROJECT IMPLEMENTATION LONG-TERM

Work (study, design and/or construction) is anticipated to begin or continue on the following projects within the next 15+ years



Project	Cost	Project	Cost
Road and Street Sections (Corridor Wide Reconstruction Projects)		Other Key Roads in the Study Area	
1 Conversion to STREET at St. James Church Road to Farrand Drive	\$\$\$\$	11 Polly Drummond Hill Road, New Linden Hill Road to Capitol Trail	\$\$\$
2 Conversion to STREET at Elsmere to Wilmington	\$\$\$\$	12 Red Mill Road, Capitol Trail to Ruthar Drive	\$\$\$
3 Conversion to ROAD at Newark to St. James Church Road	\$\$\$\$	13 Harmony Road, Capitol Trail to Greenridge Road	\$\$\$
4 Conversion to ROAD at Farrand Drive to Elsmere	\$\$\$\$	14 Upper Pike Creek Road, New Linden Hill Road to Capitol Trail	\$\$\$
Major Intersections		15 Old Coach Road, Polly Drummond Hill Road to Upper Pike Creek Road	\$\$\$
5 Intersection improvements at SR 2 / SR 7 (ROW, Construction)	\$\$\$\$\$	16 Pike Creek Road, Upper Pike Creek Road to Capitol Trail	\$\$\$
6 Intersection improvements at SR 7 / Milltown Road	\$\$\$\$\$	17 New Linden Hill Road, Polly Drummond Road to Limestone Road	\$\$\$
7 Interchange Reconfiguration at SR 2 / SR 141 (Construction)	\$\$\$\$\$	18 Telegraph Road, Old Capitol Trail to St James Church Road	\$\$\$
Other Key Kirkwood Highway Intersections		19 St James Church Road, Old Capitol Trail to Telegraph Road	\$\$\$
8 Brewster Drive Intersection	\$\$	20 Duncan Road, McKennans Church Road to Kirkwood Highway	\$\$\$
9 Linden Avenue/New Road/Sanders Road Intersection	\$\$	21 Greenbank Road, Newport Gap Pike to Centerville Road	\$\$\$
Accommodating Churchman's Road Extended		22 Faulkland Road, Duncan Road to S Dupont Road	\$\$\$
10 Reconstruct Kirkwood Highway between Delaware Park Drive and St. James Church Road to address traffic from Churchman's Road Extended (ROW, Construction)	\$\$\$\$\$	Pedestrian/Bicycle Network Connections	
		23 YMCA Connections	\$
		24 SR 2 - Woodmill Drive	\$
		25 SR 2 - Carolina Court	\$
		26 Target - Seminole Drive	\$
		27 Old Red Mill Road - Connection Exists but Appear Semi-Formal	\$
		28 Cranby Park to Rosemont Drive	\$
		29 Pinecrest Park to Old Capitol Trail Connection	\$
		30 Formalize Greenleaf Road Entrance/Connection	\$
		31 Formalize school entrance path	\$
		32 Old Harmony Road - Michelle	\$
		33 Old Harmony Road - Creekside	\$

THANK YOU

WHAT'S NEXT?



- The Project Team will Address Advisory Committee and Public Comments
 - Please complete the final survey by March 31, 2025
- Finalize the Kirkwood Highway Land Use and Transportation Plan Report
- Future Steps by Agency Partners
 - WILMAPCO**
 - Endorse the Kirkwood Highway Land Use and Transportation Plan
 - Include recommended projects in the Regional Transportation Plan
 - Develop a Kirkwood Highway monitoring program
 - Pursue planning studies for other key roads and intersections
 - Nominate pedestrian and bicycle projects for funding
 - Implementing Agencies (DeIDOT, DART & NCC)**
 - Establish Community Development Areas (NCC)
 - Include recommended transportation projects in the Capital Transportation Plan (DeIDOT)
 - Continue implementation of DART Reimagined (DeIDOT/DART)

To Stay Involved

- Sign up for project updates on the project website at www.wilmapco.org/Kirkwood
- For questions or comments email the project manager Dave Gula at dgula@wilmapco.org

Generalized Agency Responsibility Matrix

