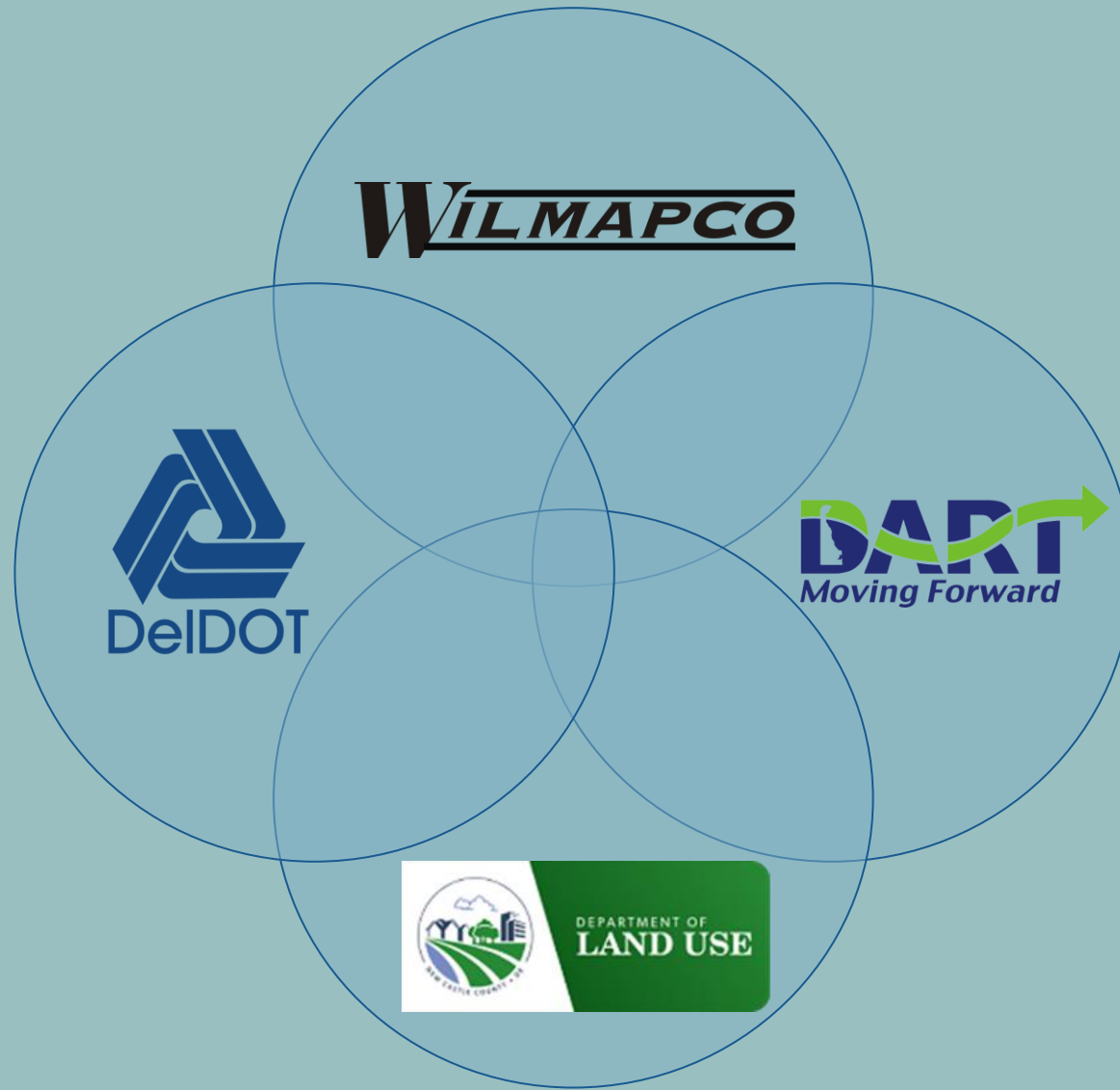


FINAL RECOMMENDATIONS WORKSHOP

February 24, 2025

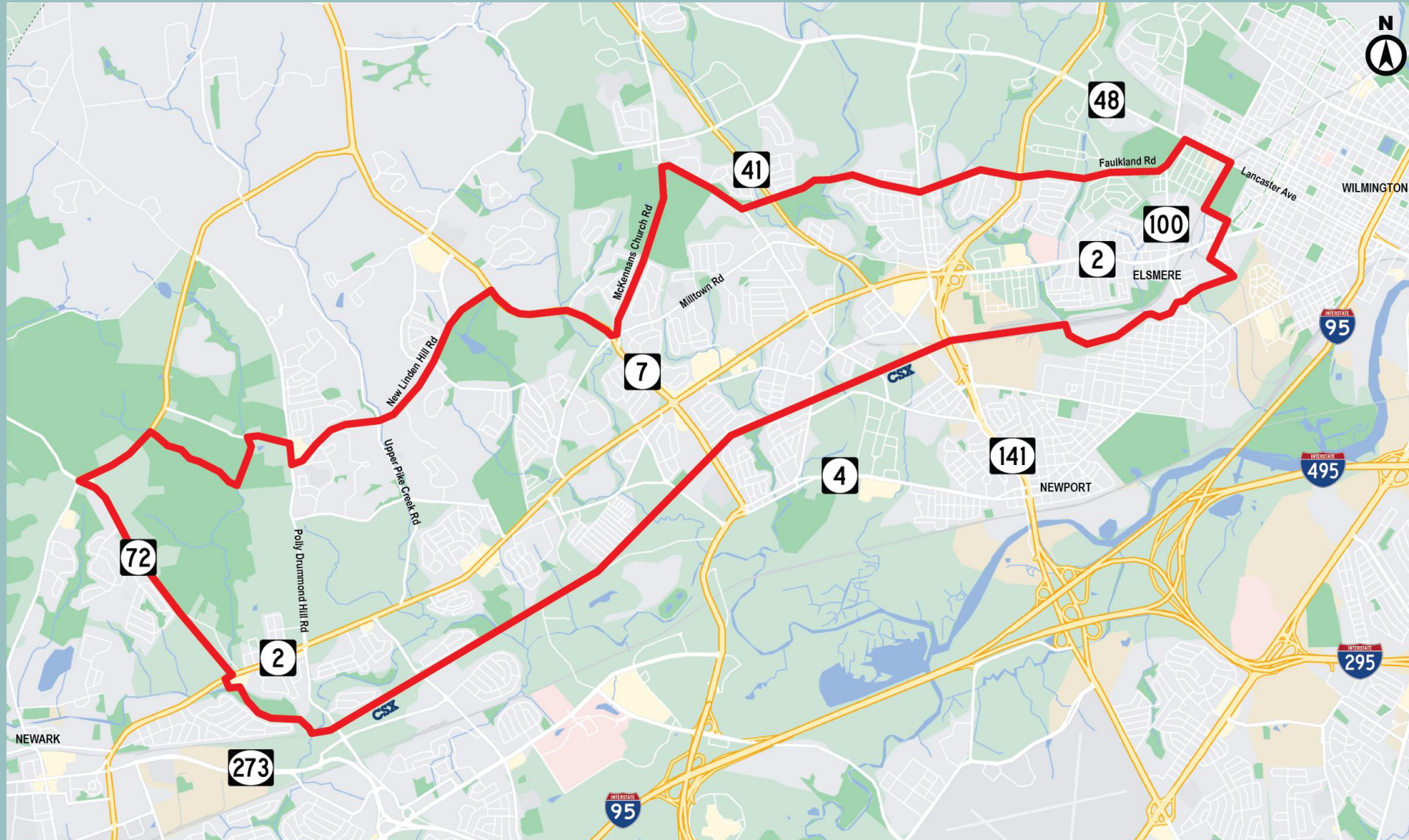


WELCOME



KIRKWOOD HIGHWAY LAND USE and TRANSPORTATION PLAN

STUDY AREA



KIRKWOOD HIGHWAY
LAND USE and TRANSPORTATION PLAN

PURPOSE



Strengthen alternative travel modes like walking, biking, and transit



Enhance existing neighborhood vitality



Position existing businesses to remain competitive

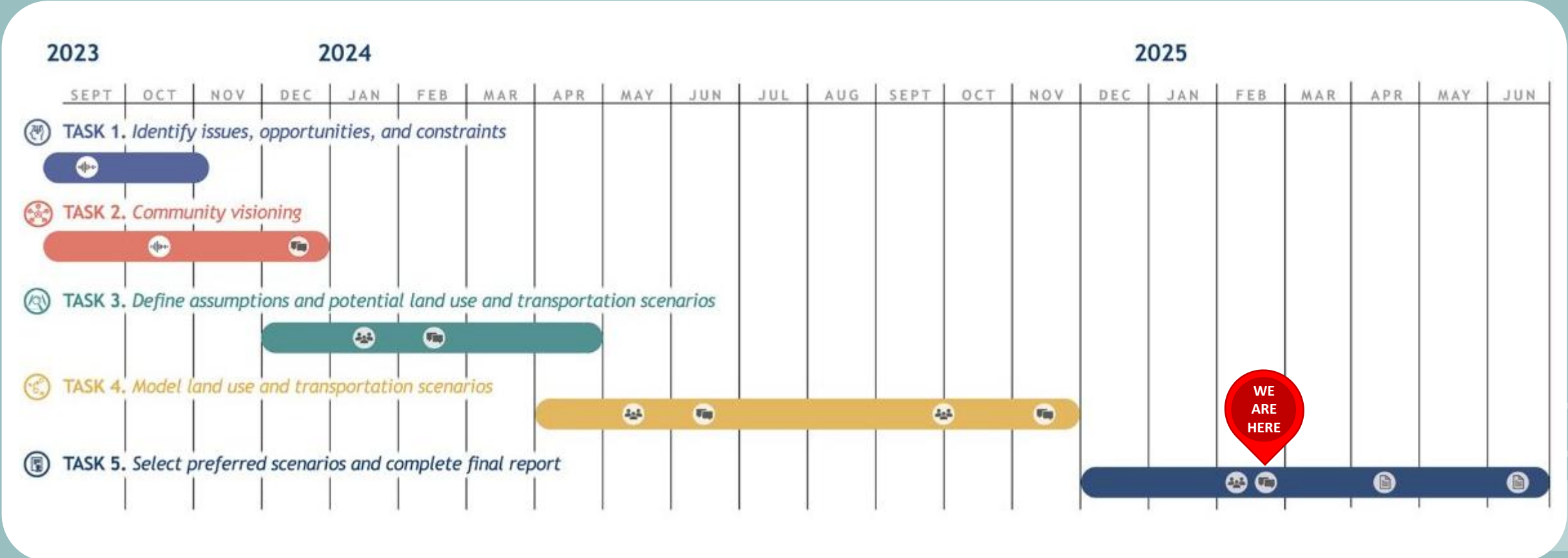


Accommodate future economic growth



Promote more sustainable patterns of development

PROJECT PROCESS



VISION STATEMENT

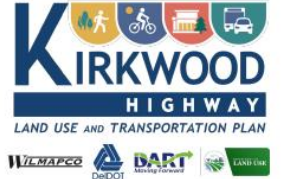
Kirkwood Highway should become a **multimodal** corridor that serves a variety of **compact community and business centers** between Newark and Wilmington.

- 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.**

RECAP

- Improvement recommendations should address:
 - Safety
 - Market Analysis / Land Use
 - Transit
 - Roundabouts

PREVIOUS WORKSHOP TOPICS



Safety

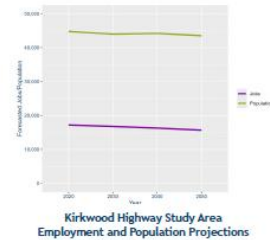
- ✓ We discussed how safety must be a top priority

Crashes between 2016 to 2022



Market Analysis/ Land Use

- ✓ We discussed how population and employment are projected to decrease
Commercial → residential conversions can be a win-win



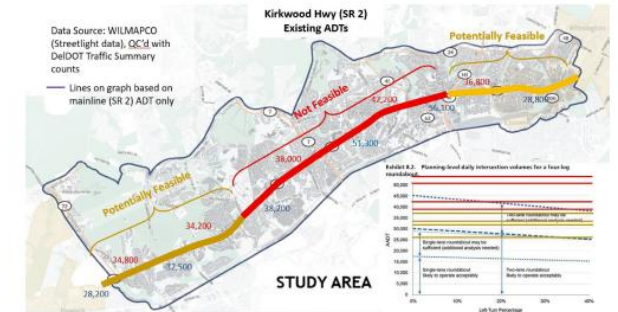
Transit

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



Roundabouts

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



RECAP

- Improvement recommendations should address:
 - Converting STROAD to a ROAD or STREET

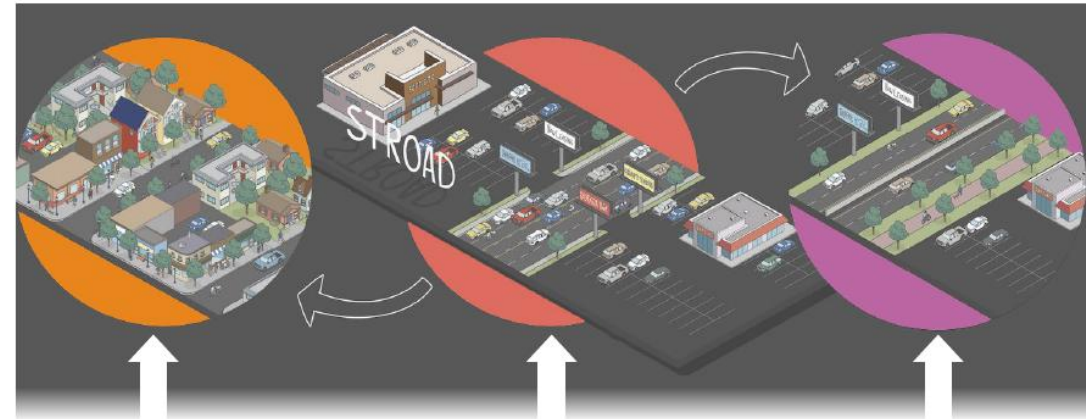
PREVIOUS WORKSHOP TOPICS



✓ 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)

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	Star Rating (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



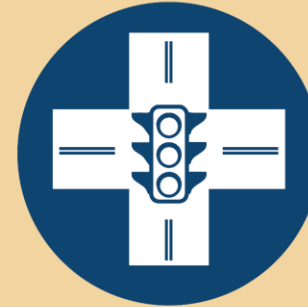
Road and Street Sections



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: 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

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?

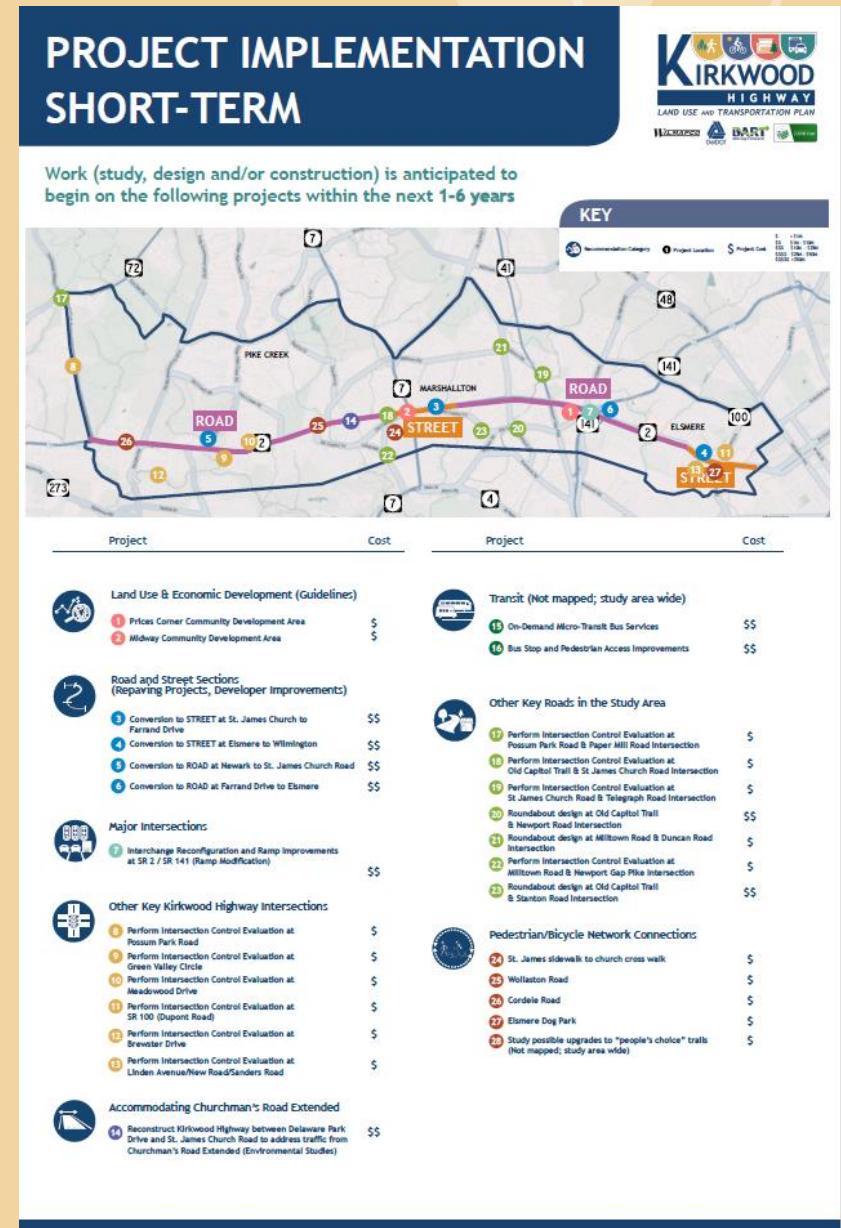
- Discourage high traffic speeds
- Safe access: all ages and abilities
- Manage congestion levels
- Landscaping and open space

PROJECT IMPLEMENTATION TIMELINE

- 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



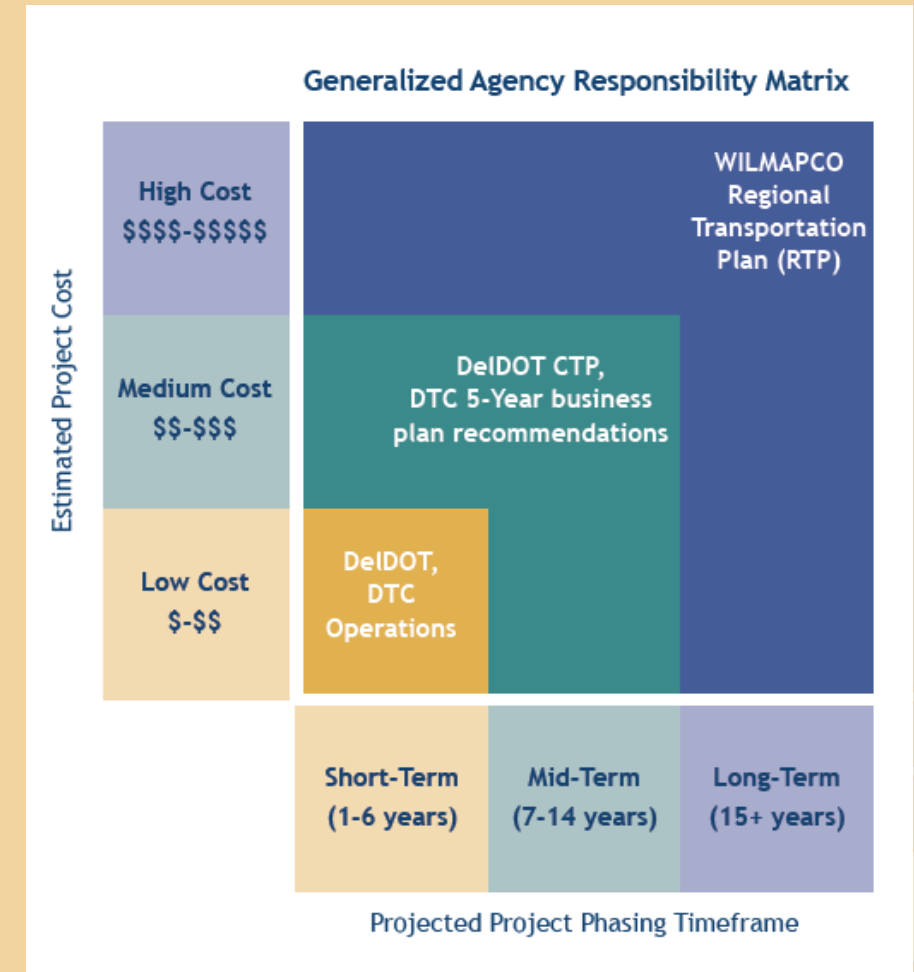
FUTURE KIRKWOOD HIGHWAY MONITORING COMMITTEE

- A Monitoring Committee will be established to help 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



POST WORKSHOP

- Develop Kirkwood Highway Land Use and Transportation Plan Report for review and comment
- Future Steps by Agency Partners
 - **WILMAPCO**
 - Approve 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)



WORKSHOP STATIONS

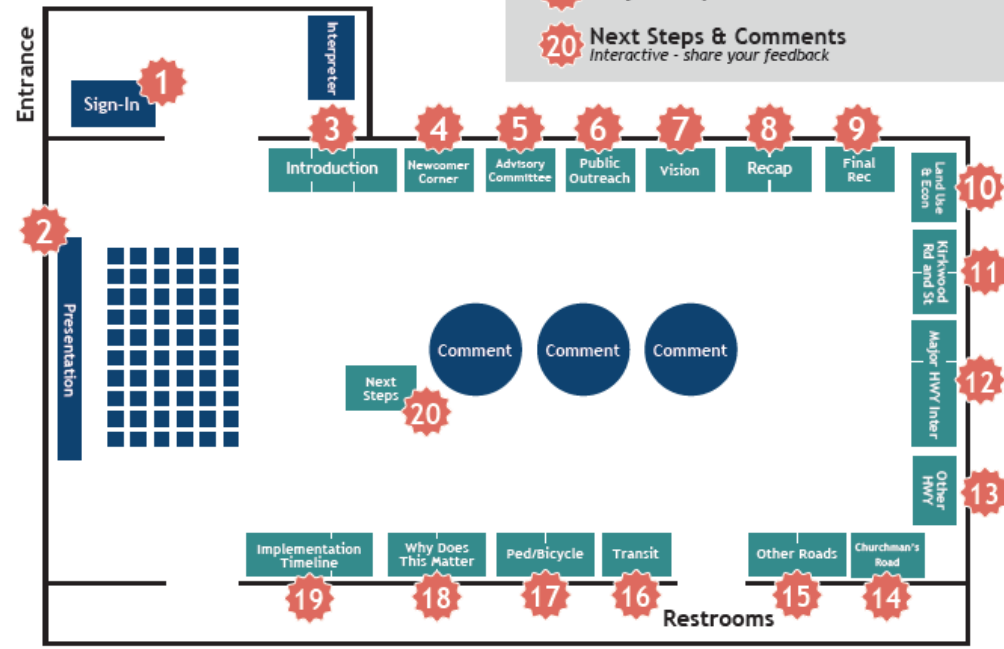
- 20 stations
- 3 interactive stations

FINAL RECOMMENDATIONS WORKSHOP - STATION MAP



Welcome to the workshop! Please follow the stations in a clockwise path around the room. Let us know if you have questions or need assistance.

- 1 Welcome**
Sign-In and let us know if you need an interpreter
- 2 Presentation**
15-20 minute presentations starting at 4:30pm and 5:30pm
- 3 Introduction**
Interactive - share where you live/work/recreate/shop
- 4 Newcomer Corner**
Review Visioning Workshop data if you missed past workshops
- 5 Advisory Committee**
- 6 Public Outreach**
- 7 Vision Statement**
- 8 Recap Past Workshops**
- 9 Final Recommendations Introduction**
- 10 Land Use & Economic Development**
- 11 Kirkwood Highway Street & Road**
- 12 Major Intersections**
- 13 Other Key Kirkwood Highway Intersections**
- 14 Accommodating Churchman's Road Extended**
- 15 Other Key Roads in the Study Area**
- 16 Transit**
- 17 Pedestrian/Bicycle Network Connections**
- 18 Why Does All This Matter?**
- 19 Project Implementation Timeline**
- 20 Next Steps & Comments**
Interactive - share your feedback





KIRKWOOD
HIGHWAY
LAND USE AND TRANSPORTATION PLAN