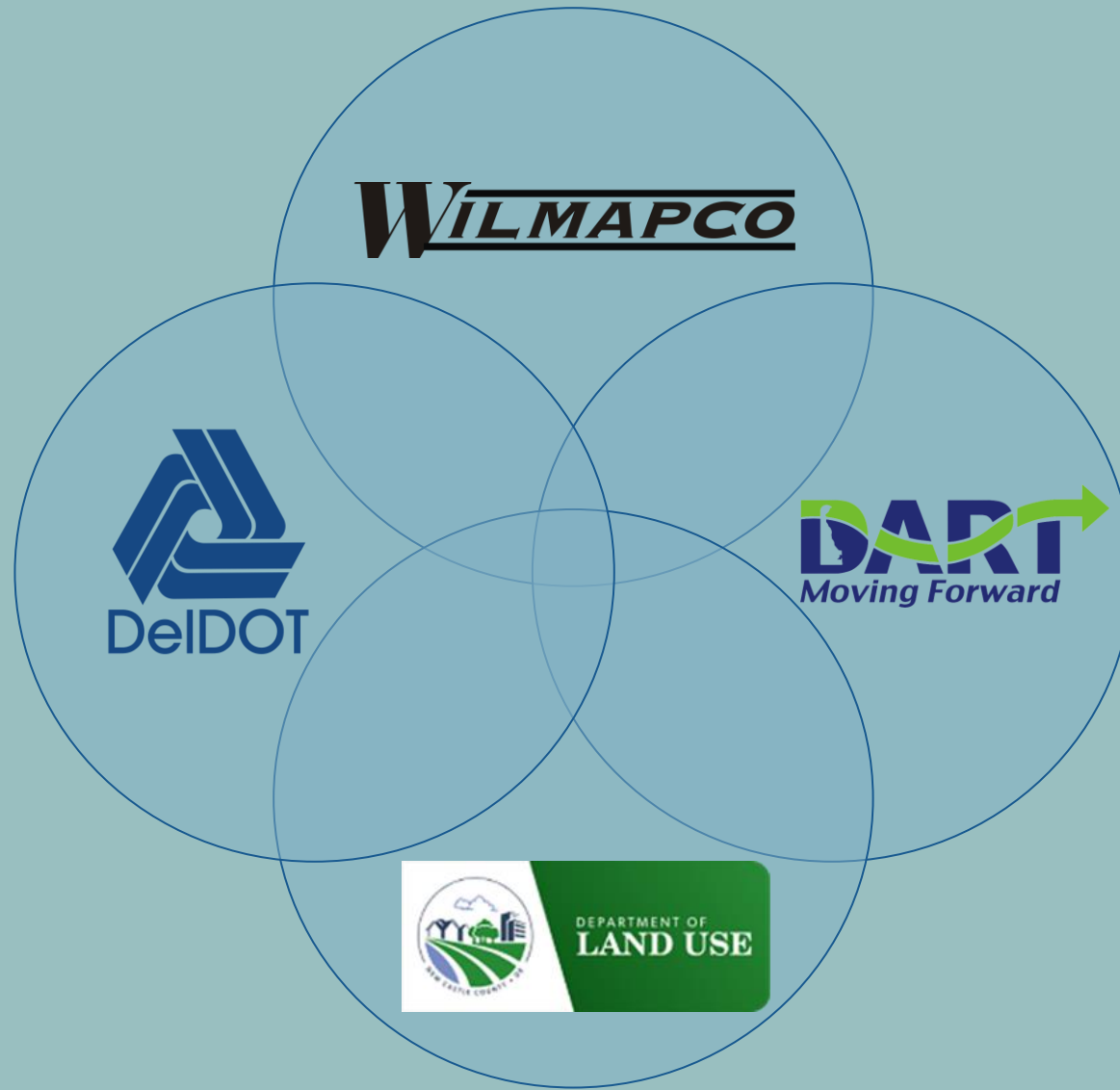


DRAFT RECOMMENDATIONS WORKSHOP

November 14, 2024

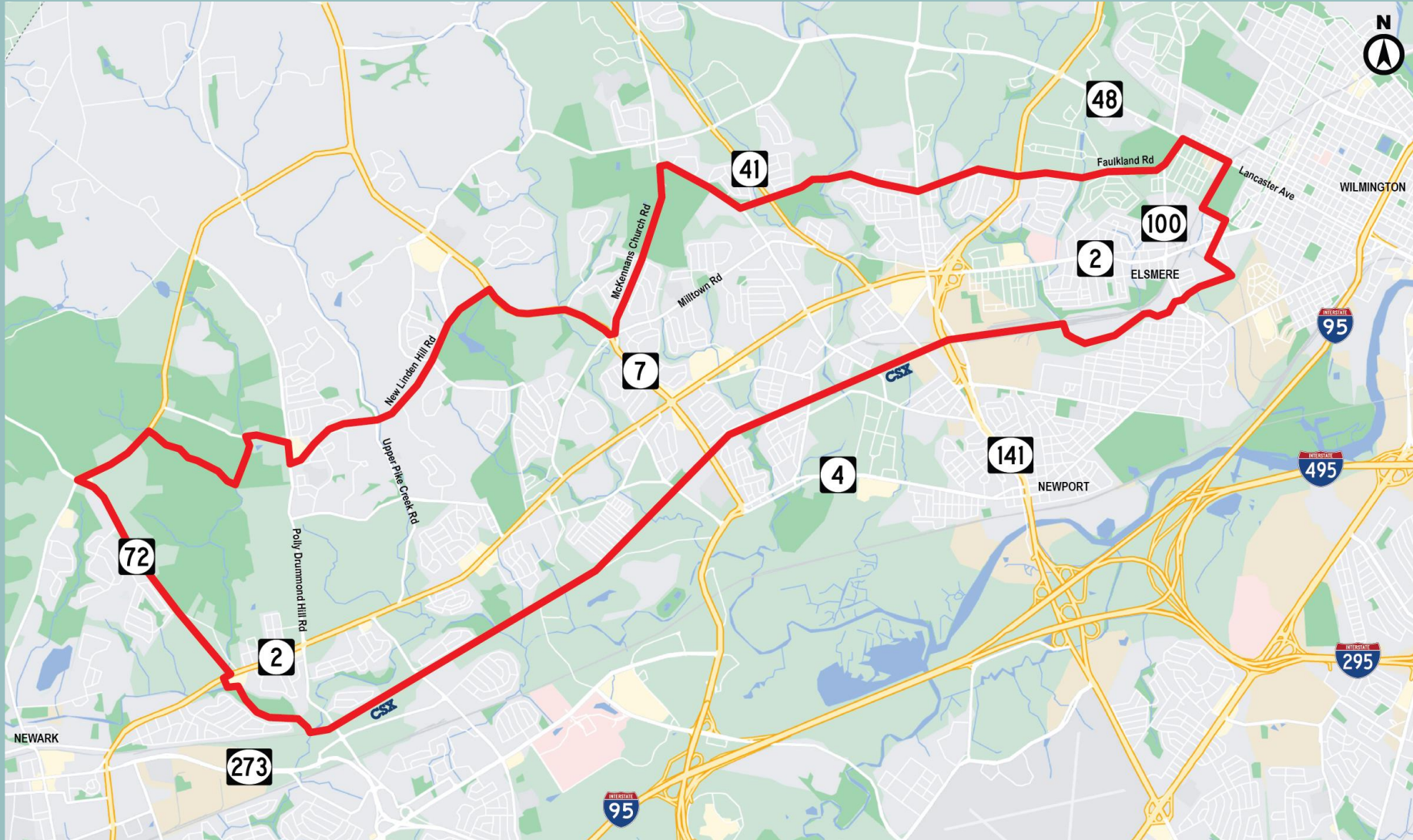


WELCOME



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



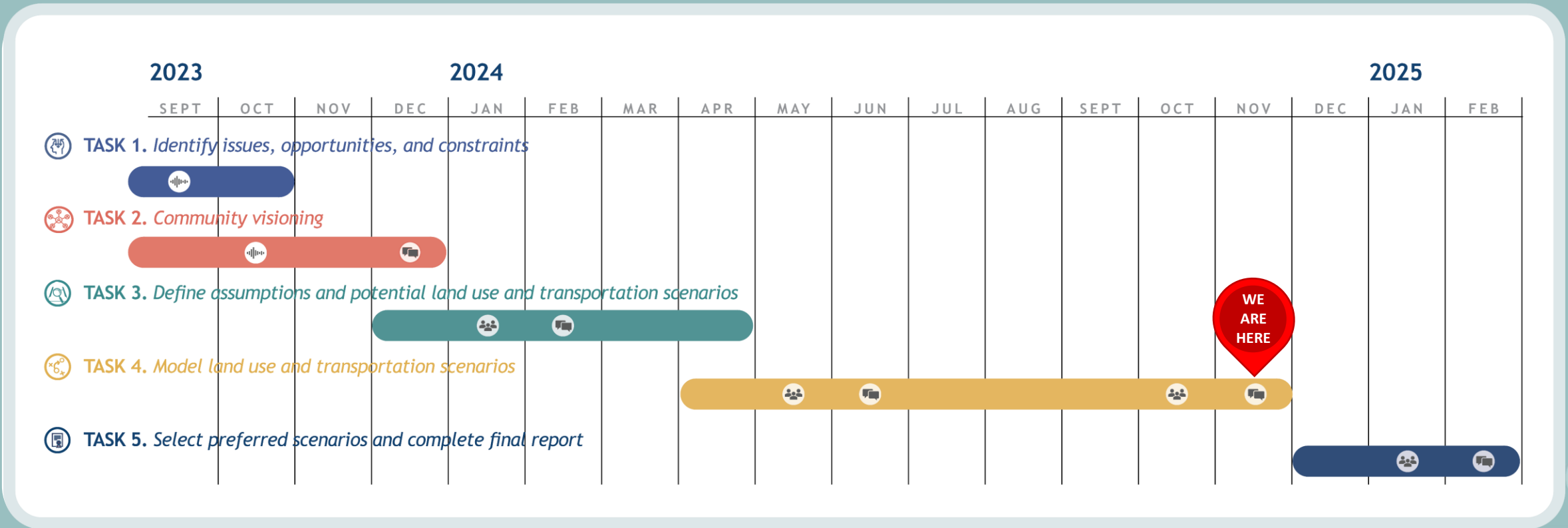
Accommodate future economic growth



Promote more sustainable patterns of development

PROJECT PROCESS

 Listening Tour
  Advisory Committee Meeting
  Public Meeting
  Major Deliverable



VISION STATEMENT

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**.

RECAP

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

JUNE 10TH ALTERNATIVES WORKSHOP RECAP



Improvement recommendations should address:

Safety

- ✓ We discussed how safety must be a top priority

The highest concentration of crashes are at/near Price's Corner and the SR 141 junction, and at/near the intersection with SR 7.

Improvement recommendations should create safer environments for all people who use the corridor, especially at high crash locations.

Crashes between 2016 to 2022



Market Analysis/ Land Use

- ✓ We discussed how population and employment are projected to decrease

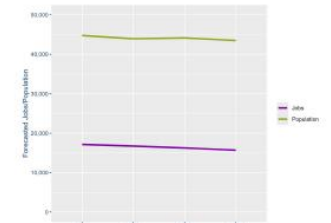
The Kirkwood Highway study area currently has approximately 45,000 residents and 17,000 jobs.

The adopted forecasts for the study area project a loss of about 1,300 residents and 1,400 jobs over the next 30 years.

- ✓ Commercial → residential conversions can be a win-win

Despite projected population declines, the market analysis indicated a demand for roughly 1,000 new dwelling units in the 8.5 mile corridor study area—with appropriate catalysts.

Commercial-to-residential conversions can provide workforce housing opportunities directly along the corridor.

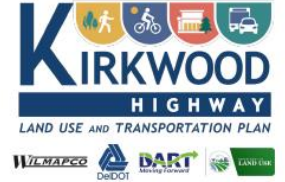


Kirkwood Highway Study Area Employment and Population Projections

RECAP

- Improvement recommendations should address:
 - Transit
 - Roundabouts

JUNE 10TH ALTERNATIVES WORKSHOP RECAP



Improvement recommendations should address:

Transit

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

Therefore, large scale changes, including Bus Rapid Transit (BRT), are not appropriate within the project corridor.

Improvement recommendations should include enhanced transit elements that are appropriate for Kirkwood Highway and complement the DART Reimagined recommendations.



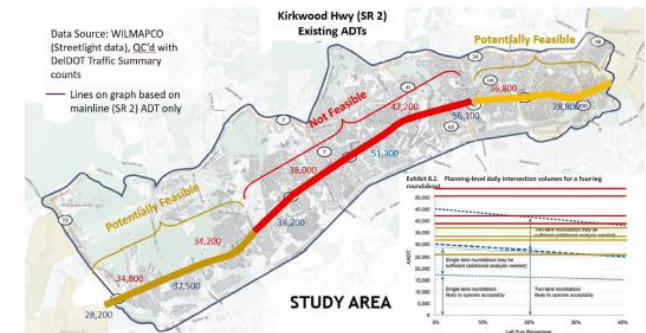
Roundabouts

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

Further, more detailed analyses would be needed to see if they could be viable on the eastern- and western-most limits of the project area.

Most feedback at the June 10th Public Workshop did not support roundabouts directly on Kirkwood Highway.

Roundabouts may be appropriate along other roadways within the study area.



RECAP

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

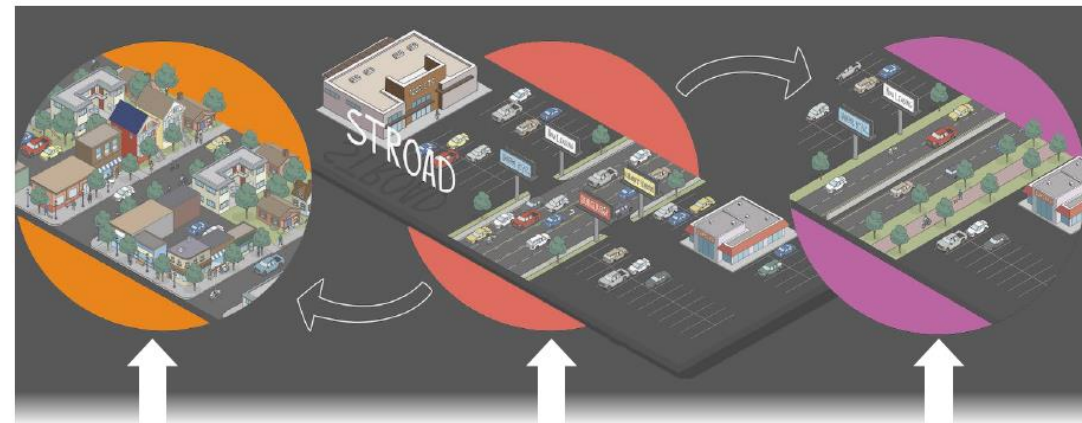
JUNE 10TH ALTERNATIVES WORKSHOP RECAP

CONVERTING STROAD TO STREET OR ROAD



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)

DRAFT RECOMMENDATIONS

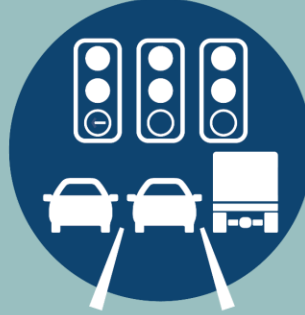
Land Use & Economic Development



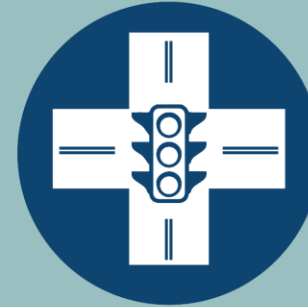
Road and Street Sections



Major Intersections



Other Key Kirkwood Highway Intersections



Accommodating Churchman's Road Extended



Transit



Other Key Roads in the Study Area



Pedestrian/Bicycle Network Connections



WHY DOES THIS ALL 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

WHY DOES THIS ALL 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%

WORKSHOP STATIONS

- 20 stations
- 4 interactive stations
- Provide feedback on the roll maps



FEEDBACK

- Provide a written comment tonight or online on the project website
- Visit the project website at www.wilmapco.org/kirkwood
- To stay connected, sign up for project updates on the project website
- Contact the project manager Dave Gula at dgula@wilmapco.org
- Attend the Final workshop in early 2025

KIRKWOOD HIGHWAY
LAND USE and TRANSPORTATION PLAN

PUBLIC COMMENT SHEET
NOVEMBER 2024 | DRAFT RECOMMENDATIONS WORKSHOP

1. How well do you think each of the Draft Recommendations will help to achieve the long-term vision for the Kirkwood Highway corridor?

	NOT WELL		NEUTRAL		VERY WELL
Land Use & Economic Development	1	2	3	4	5
Road and Street Sections	1	2	3	4	5
Major Kirkwood Highway Intersections	1	2	3	4	5
Other Kirkwood Highway Intersections	1	2	3	4	5
Churchman's Road Extended	1	2	3	4	5
Transit	1	2	3	4	5
Other Roads in the Study Area	1	2	3	4	5
Pedestrian/Bike Network Connections	1	2	3	4	5

2. Please provide any additional input about the project.

KIRKWOOD HIGHWAY
LAND USE and TRANSPORTATION PLAN

PUBLIC COMMENT SHEET
NOVEMBER 2024 | DRAFT RECOMMENDATIONS WORKSHOP

Contact Information (Optional)

Please provide your contact information if you wish to be added to the Kirkwood Highway Project mailing/email list.

Name: _____

Address: _____

Email: _____

Demographic Information (Optional)

The following demographic information will be used for internal planning purposes; it will give the Project Team more updated information about people living/working in the Corridor.

1. How would you describe yourself and/or your affiliation? (Check as many as apply)

Resident Institution (School, Church, Other)

Community/Civic Organization Government Official/Elected Official

Business Owner Other: _____

2. What year were you born? _____

3. What is your zip code? _____

4. Please describe your ethnicity. (Choose all that apply)

African American/African/Black/Caribbean Indigenous American/Native American

Asian American/Pacific Islander Prefer Not to Self-Identify

Caucasian/White Other: _____

Hispanic/Latino/Latinx

5. What's the best way for WILMAPCO to communicate with the public as the Study progresses? (Check as many as apply)

Website Virtual Public Meeting

Social Media Email: _____

Newspaper Direct Mail: _____

In-Person Public Meeting Other: _____

Please submit this comment form in the designated comment box or via email to dgula@wilmapco.org
To stay informed about this project, please visit the website at www.wilmapco.org/kirkwood

Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by the project team. Under state law, this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contribution.



KIRKWOOD
HIGHWAY
LAND USE AND TRANSPORTATION PLAN