

# WELCOME

Welcome to the Draft Recommendations 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

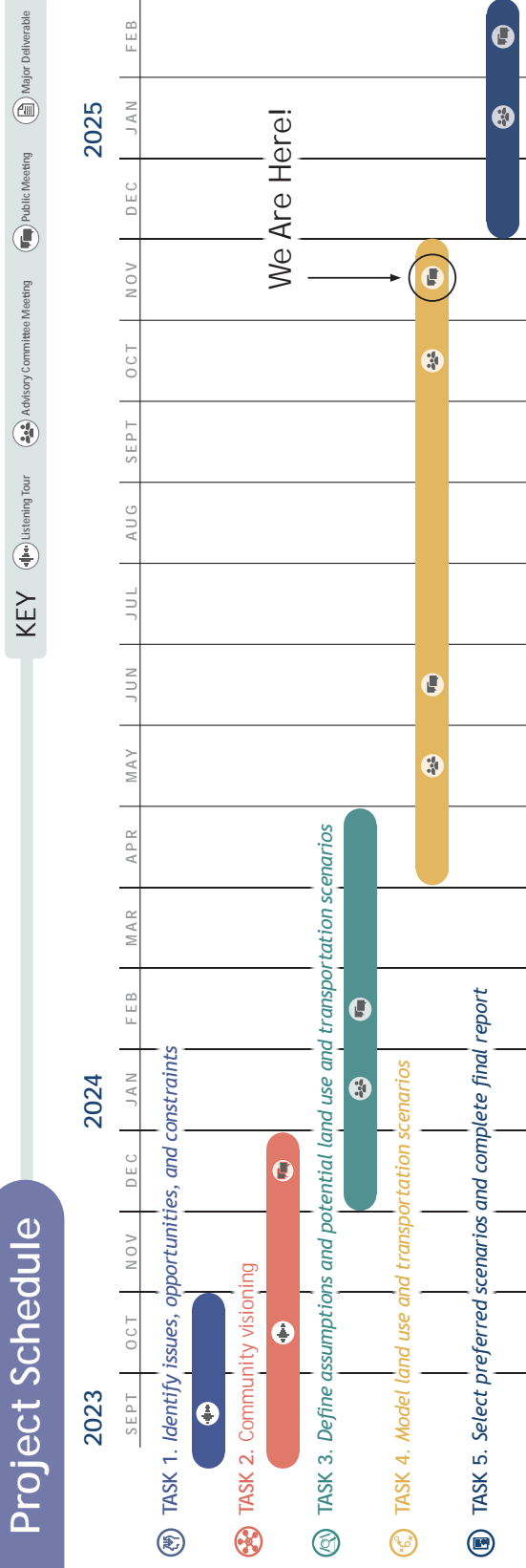
# WELCOME

Welcome to the Draft Recommendations 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 proposed draft recommendations for transportation improvements and land use policy strategies
- Provide input on the draft recommendations
- Learn about next steps and share your thoughts

## Project Schedule



# TELL US WHERE YOU LIVE, WORK, AND PLAY!

PLEASE USE STICKERS TO INDICATE WHERE YOU:

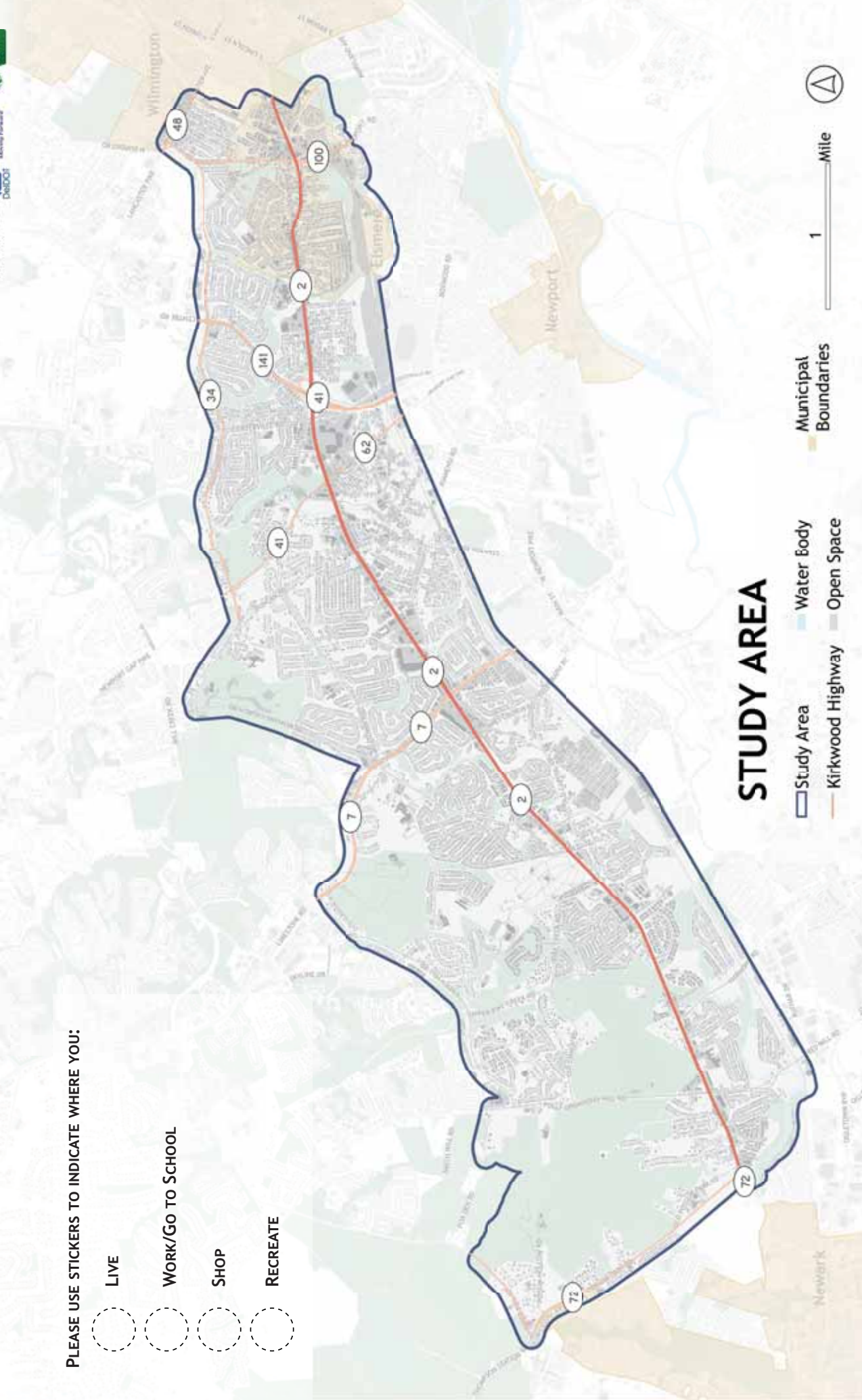


LIVE

WORK/GO TO SCHOOL

SHOP

RECREATE



## STUDY AREA

- Study Area
- Water Body
- Municipal Boundaries
- Kirkwood Highway
- Open Space



# ADVISORY COMMITTEE

## ROLES AND MEMBERS

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

### Role of Advisory Committee

- Advisory Committee Members are providing feedback and input to the project team.
- Advisory Committee Members are providing information, experiences, and local knowledge to assist the project team.
- The project team is using the input of the Advisory Committee Members, as well as all other public input, to make land use and transportation recommendations.
- The Advisory Committee is not a decision-making body and will not make recommendations.

### The Advisory Committee has met three times:

January 29, 2024  
May 22, 2024  
October 7, 2024

The next meeting is targeted for January 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 Bulkivish
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. Barontie, 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

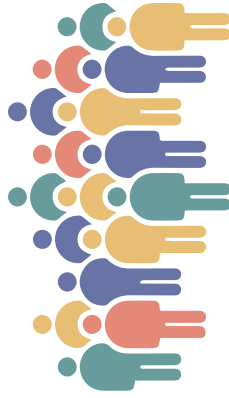




# PUBLIC OUTREACH

## STAKEHOLDER CONNECTIONS

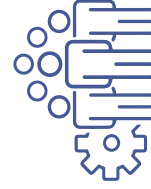
Connected with  
**300+**  
people



**4** Workshops  
(including tonight)



**31** Stakeholders  
Participated in  
Listening Tour



**3** Advisory  
Committee  
Meetings



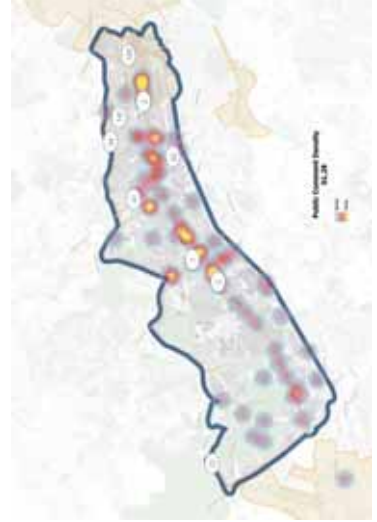
**100+** Surveys



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



## Public Feedback



## Workshops

### Visioning Workshop



### Scenario Planning Workshop



### Alternatives 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.

# JUNE 10<sup>TH</sup> 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



# JUNE 10<sup>TH</sup> 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

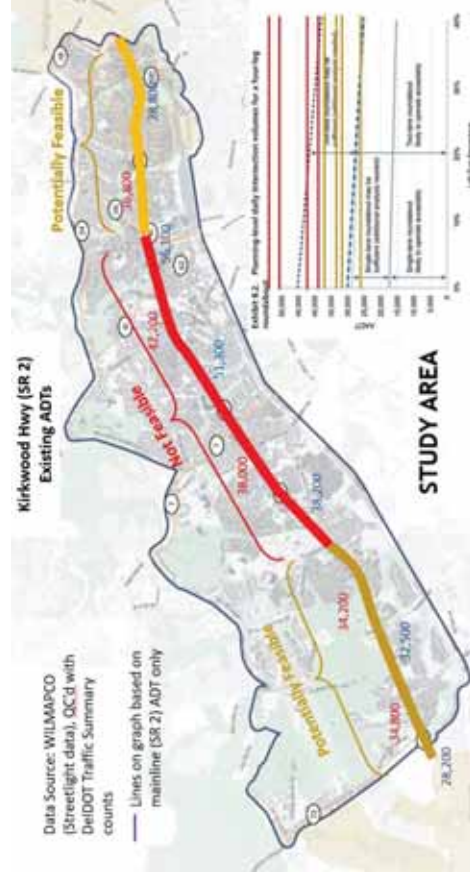


We discussed how preliminary analyses showed that roundabouts would not be feasible along a large portion of Kirkwood Highway

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.





# JUNE 10<sup>TH</sup> 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)

# JUNE 10<sup>TH</sup> ALTERNATIVES WORKSHOP RECAP

## CONVERTING STROAD TO STREET OR ROAD



Street

Source: WILMAPCO, DART Bus 2023

- Emphasis on multi-modal travel
- "Bus bulbs" or other facilities allow pedestrians to board bus in travel lanes



Road

Source: Google Maps, Richmond Highway, Alexandria VA, circa 2021

- Faster through traffic
- Bus boarding areas in shoulders, parking lanes, or pull-off areas to minimize impacts on traffic



Street

Source: Nearmap, E Delaware Ave, Newark DE, circa 2024

- Area is shared between travel modes (including bus lanes, shared paths, and multi-modal infrastructure)



Road

Source: Nearmap, Ekton Rd and Casco Mill Rd, Newark DE, circa 2024

- Additional right-of-way space allows access for transit and turning movements while minimizing impacts to traffic



Street

Source: Google Maps, Philadelphia Pike, Claymont DE, circa 2023

- Parking along the edge of the right-of-way to support human-scaled land use
- Buildings closer to the edge of the right-of-way



Road

Source: Google Maps, Lancaster Pike, Hockessin DE, circa 2023

- Ample parking in front of businesses
- Buildings set back from the roadway

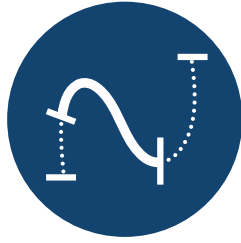
# DRAFT RECOMMENDATIONS

Draft recommendations are organized in eight categories. These 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.

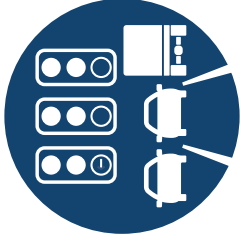
Land Use & Economic Development



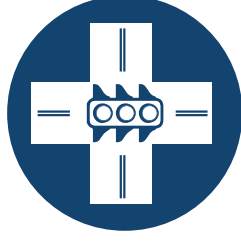
Road and Street Sections



Major Intersections



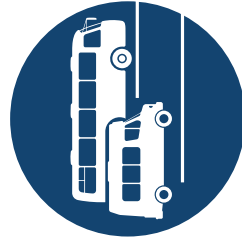
Other Key Kirkwood Highway Intersections



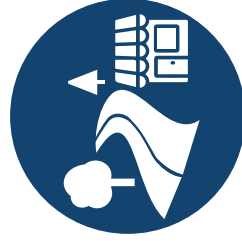
Accommodating Churchman's Road Extended



Transit



Other Key Roads in the Study Area



Pedestrian/Bicycle Network Connections







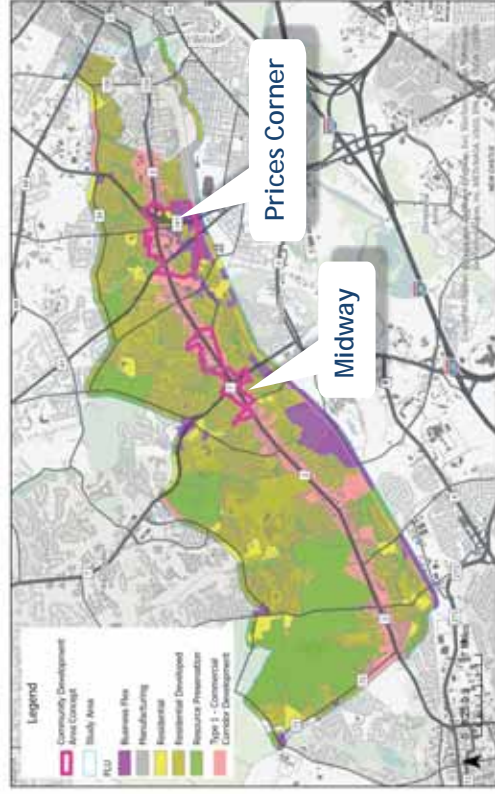
# DRAFT RECOMMENDATIONS

## LAND USE & ECONOMIC DEVELOPMENT

### 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



fulfill the vision statement?

- Discourage high traffic speeds
- E
- ✓ Manage congestion levels
- ✓ Encourage bikeable and walkable places
- ✓ Community-serving retail and housing
- ✓ Landscaping and open space
- Connect neighborhoods, schools, and parks



# DRAFT RECOMMENDATIONS

## LAND USE & ECONOMIC DEVELOPMENT

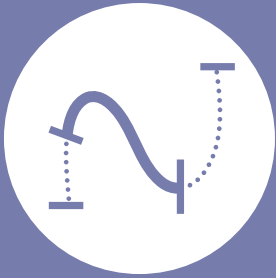
Example of Community Development Area:  
The Grove (formerly College Square Shopping Center) Newark, DE



fulfill the vision statement?

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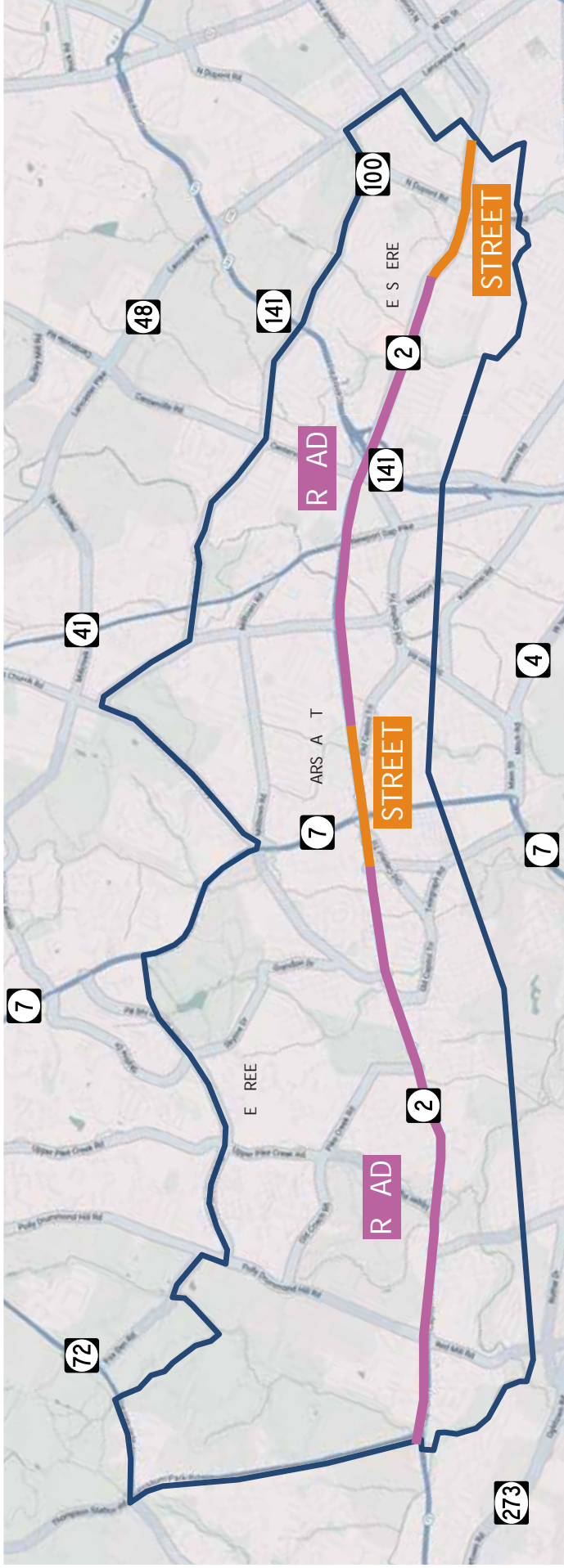


# DRAFT RECOMMENDATIONS

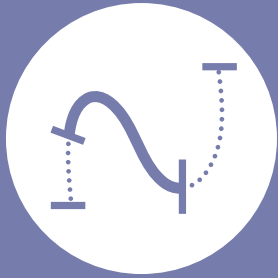
## KIRKWOOD HIGHWAY STREET AND ROAD SECTIONS

### Recommendation:

Classify each segment of Kirkwood Highway as either a **STREET** or a **ROAD**, guiding future land use design and roadway improvements







# DRAFT RECOMMENDATIONS

## KIRKWOOD HIGHWAY STREET SECTIONS

### 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

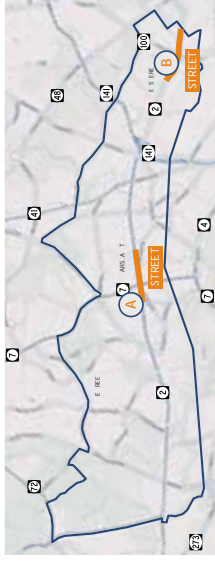
Kirkwood Highway near Limestone Road



Existing



Proposed



Elsmere to Wilmington

B

Kirkwood Highway near Filbert Ave, Elsmere



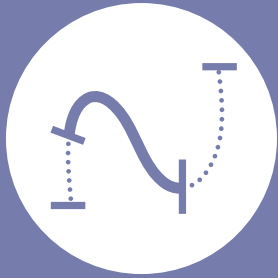
Existing



Proposed

fulfill the vision statement?

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# DRAFT RECOMMENDATIONS

## KIRKWOOD HIGHWAY ROAD SECTIONS

### 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

Farrand Drive  
to Elsmere

B

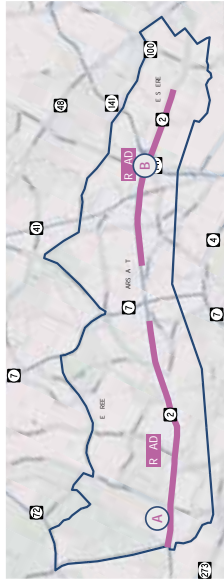
Kirkwood Highway  
near Prices Corner



Existing

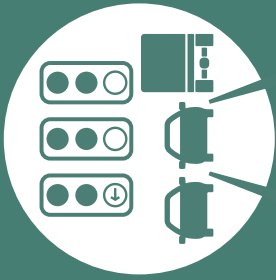


Proposed



fulfill the vision statement?

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# DRAFT RECOMMENDATIONS

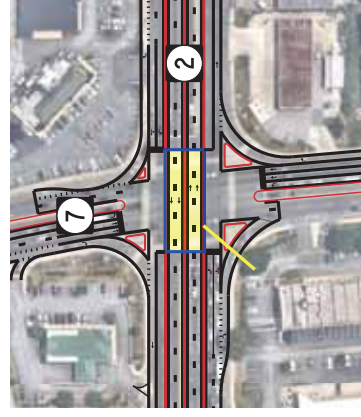
## MAJOR INTERSECTIONS

### Recommendation:

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



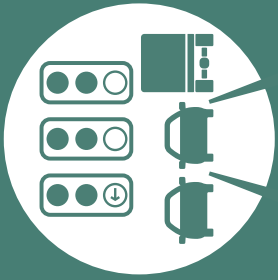
- The most congested intersection within the study corridor
- The highest number of crashes within the study corridor
- Intersection was 2nd highest in WILMAPCO's statewide crash rankings based upon frequency, severity, and manner of impact
- Three initial grade-separated concepts have been developed,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



fulfill the vision statement?

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# DRAFT RECOMMENDATIONS

## MAJOR INTERSECTIONS

### Recommendation:

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

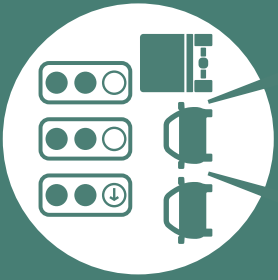


- A congested intersection within the study area along SR 7
- One of the state's most challenging & complex traffic signal timing patterns due to closely spaced intersections
- Multiple grade separated concepts have been developed, but more detailed study will be required



fulfill the vision statement?

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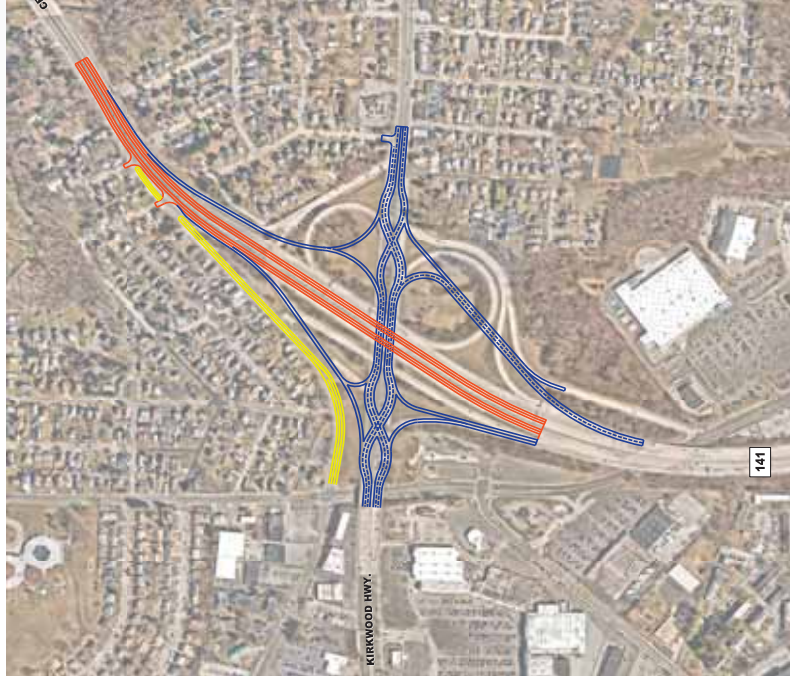
# DRAFT RECOMMENDATIONS

## MAJOR INTERSECTIONS

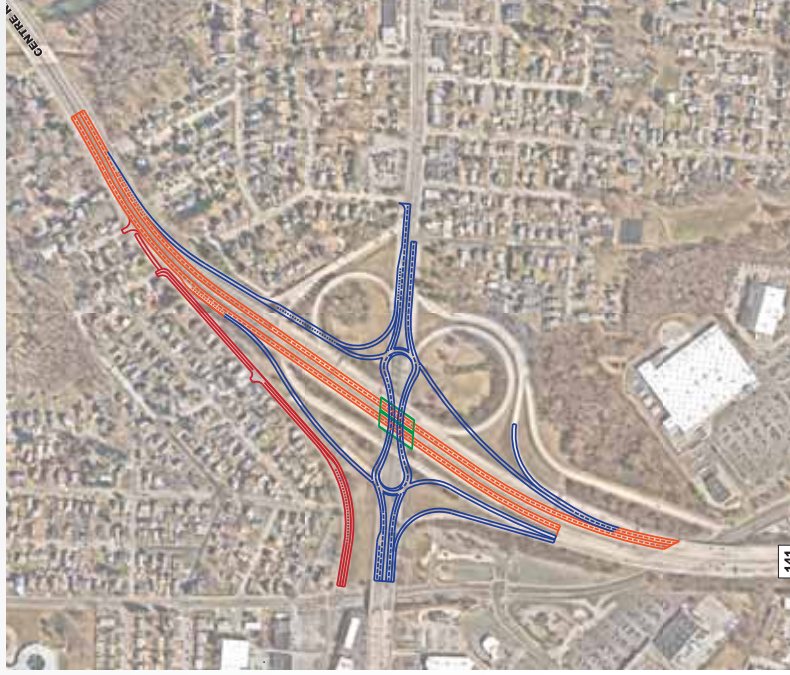
### Recommendation:

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



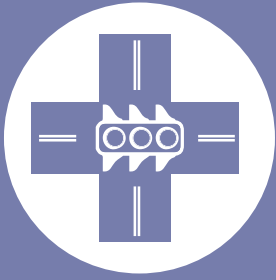
- This location has a high number of crashes
- Reconfigure the existing interchange to provide more efficient access between SR 2 and SR 141 and provide a “gateway” to and from Elsmere
- Better manage speed along Kirkwood Highway
- Help motorists bypass the at-grade railroad crossings on Centerville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



fulfill the vision statement?

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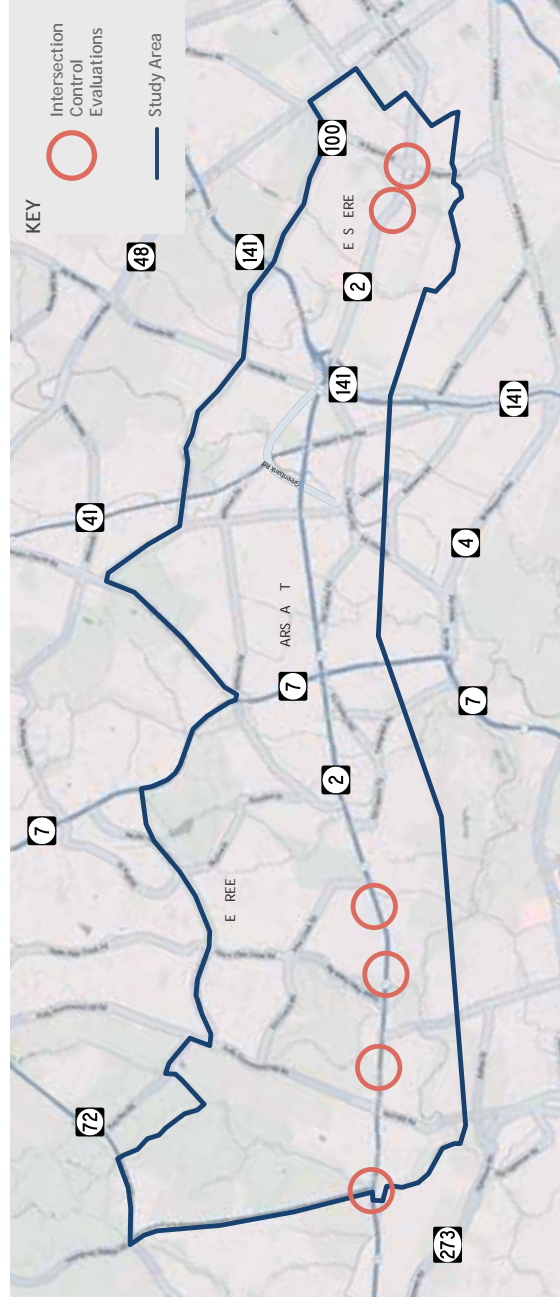


# DRAFT RECOMMENDATIONS

## OTHER KEY KIRKWOOD HIGHWAY INTERSECTIONS

### Recommendation:

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



### What is ICE?

- An ICE evaluation is a detailed, data-driven, performance-based framework to screen intersection alternatives and identify optimal solutions for an intersection
- An ICE evaluation looks at many different types of intersection control (All-Way-Stop-Control, traffic signal, restricted movements, roundabouts, etc) as well as potential geometric improvements



fulfill the vision statement?

- ✓ Discourage high traffic speeds
- ✓ S
- ✓ E
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### 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





# DRAFT RECOMMENDATIONS

## ACCOMMODATING CHURCHMAN'S ROAD EXTENDED

### 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

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



Recommended Layout



fulfill the vision statement?

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# DRAFT RECOMMENDATIONS

## TRANSIT

### 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)



fulfill the vision statement?

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# DRAFT RECOMMENDATIONS

## 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

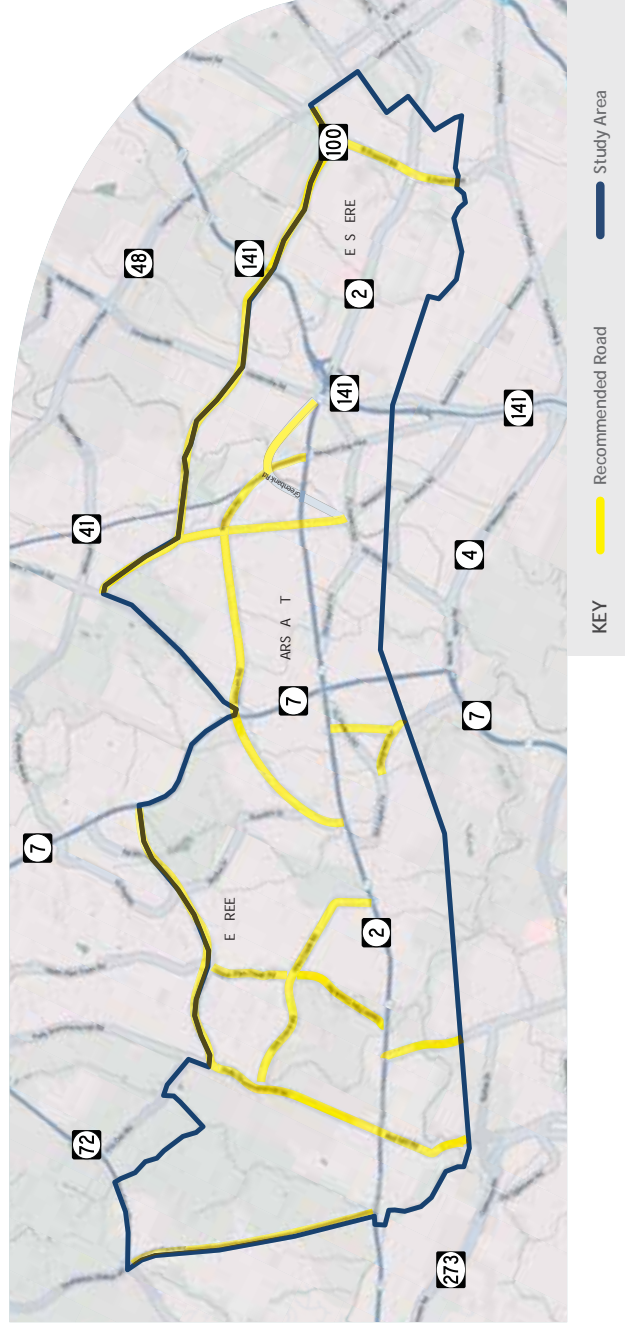


Existing



Proposed

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



fulfill the vision statement?

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# DRAFT RECOMMENDATIONS

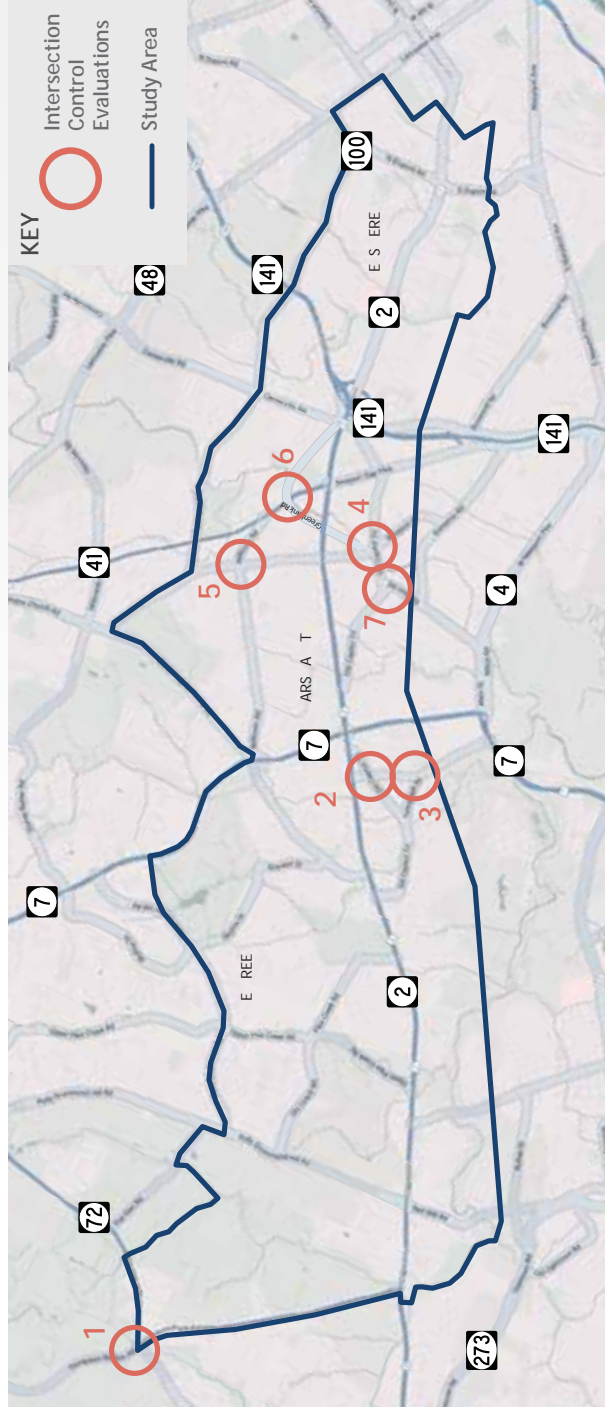
## OTHER KEY ROADS IN STUDY AREA

### 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 ICE?

- An ICE evaluation is a detailed, data-driven, performance-based framework to screen intersection alternatives and identify optimal solutions for an intersection
- An ICE evaluation looks at many different types of intersection controls (All-Way-Stop-Control, traffic signal, restricted movements, roundabouts, etc) as well as potential geometric improvements



### fulfill the vision statement?

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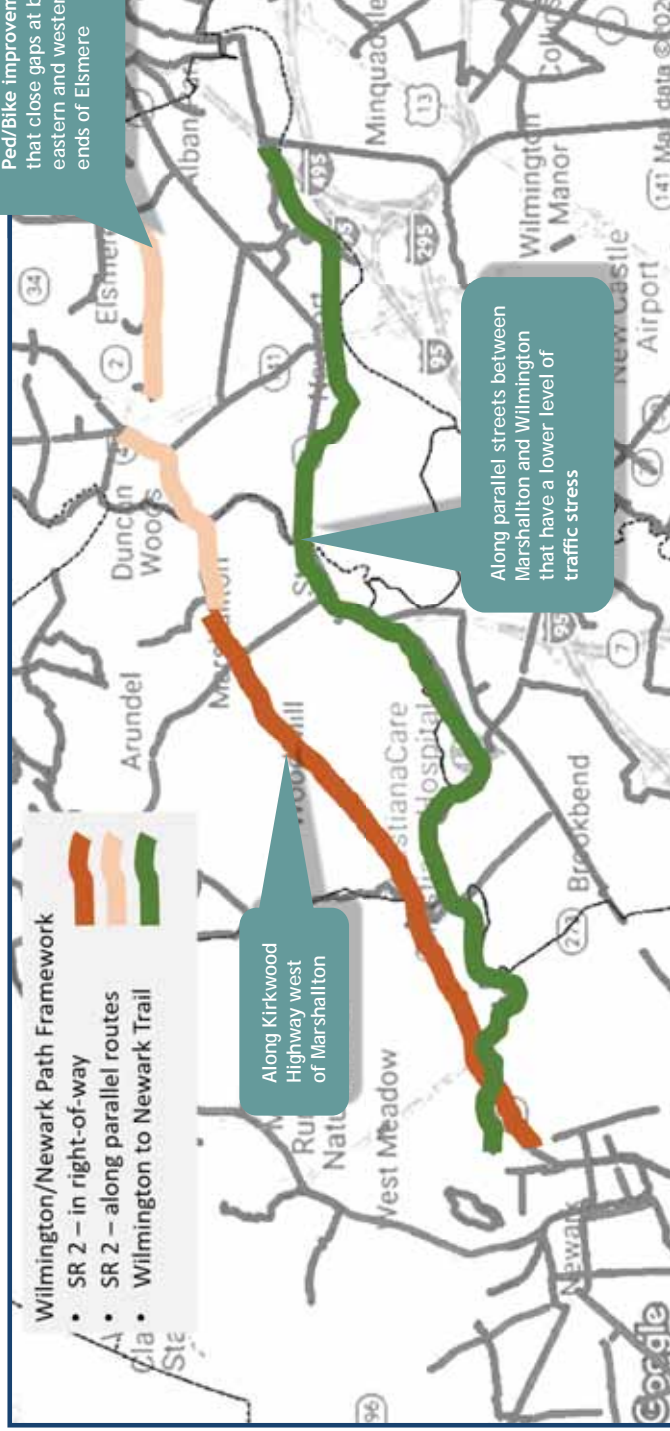
# DRAFT RECOMMENDATIONS

## PEDESTRIAN/ BICYCLE NETWORK CONNECTIONS

### 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



fulfill the vision statement?

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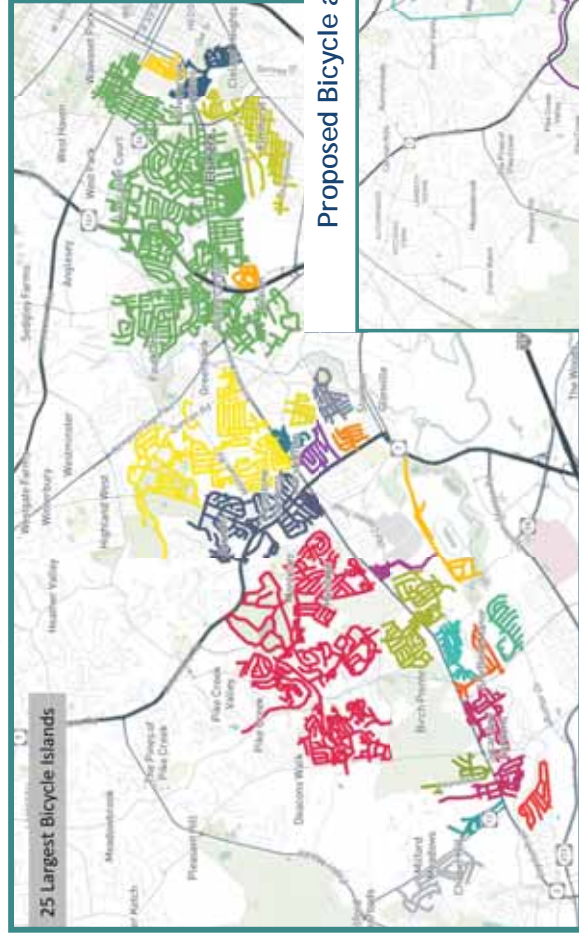
# DRAFT RECOMMENDATIONS

## PEDESTRIAN/ BICYCLE NETWORK CONNECTIONS

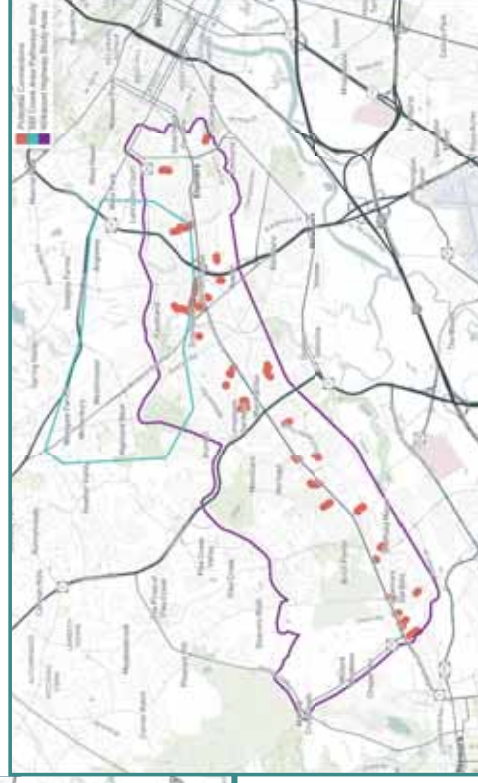
### Recommendation:

Provide pedestrian and bicycle connections between Kirkwood Highway and adjacent neighborhoods

Existing Low-Stress Bicycle Islands



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

- 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.



fulfill the vision statement?

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# DRAFT 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

# DRAFT 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%

# THANK YOU

## NEXT STEPS

### Stay Involved and Provide Feedback

- Provide a written comment tonight or online on the project website
- Visit the project website at [www.wilmapco.org/Kirkwood](http://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](mailto:dgula@wilmapco.org)
- Attend the final workshop in early 2025

