

ADVISORY COMMITTEE

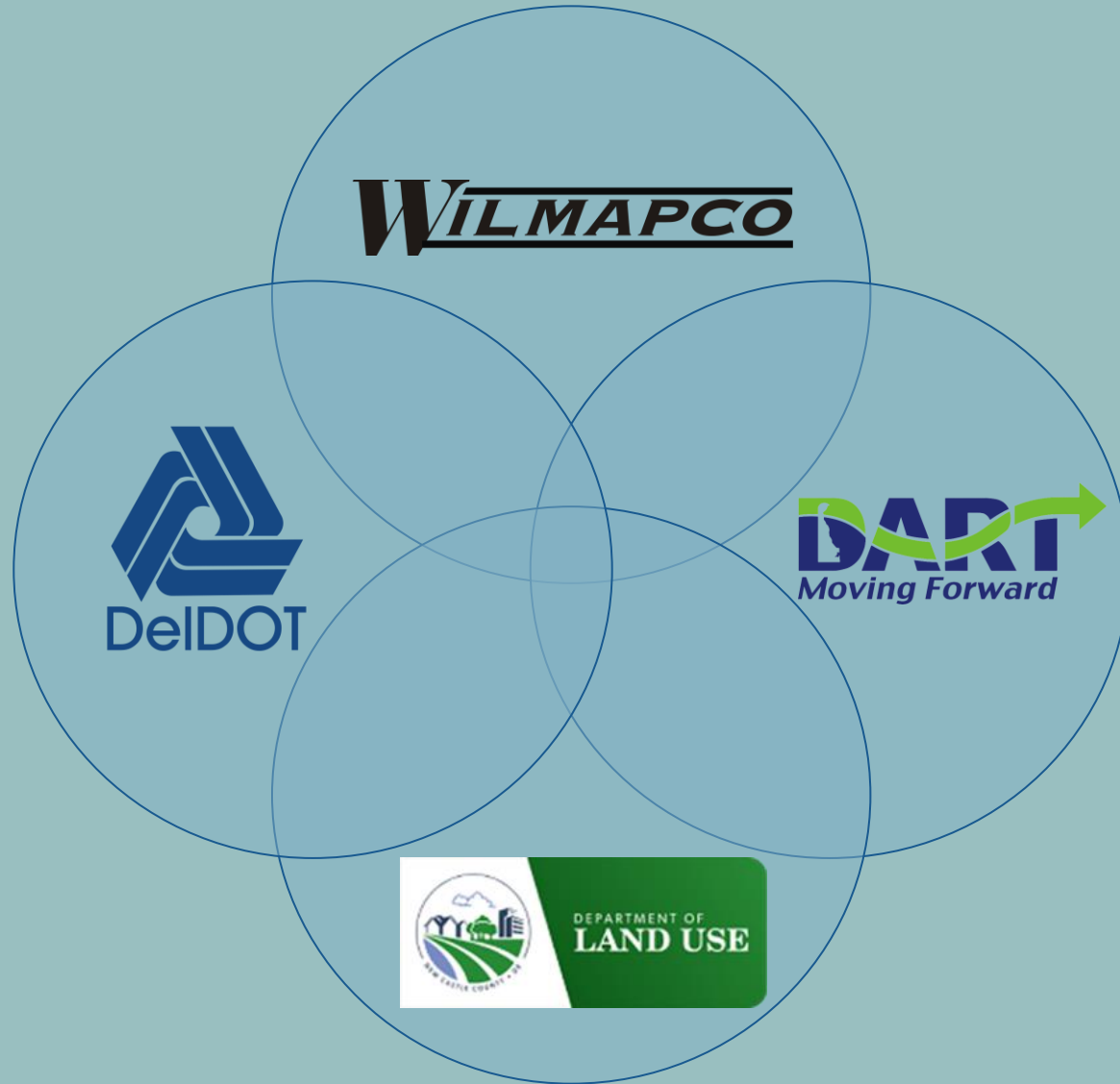
OCTOBER 7, 2024



AGENDA

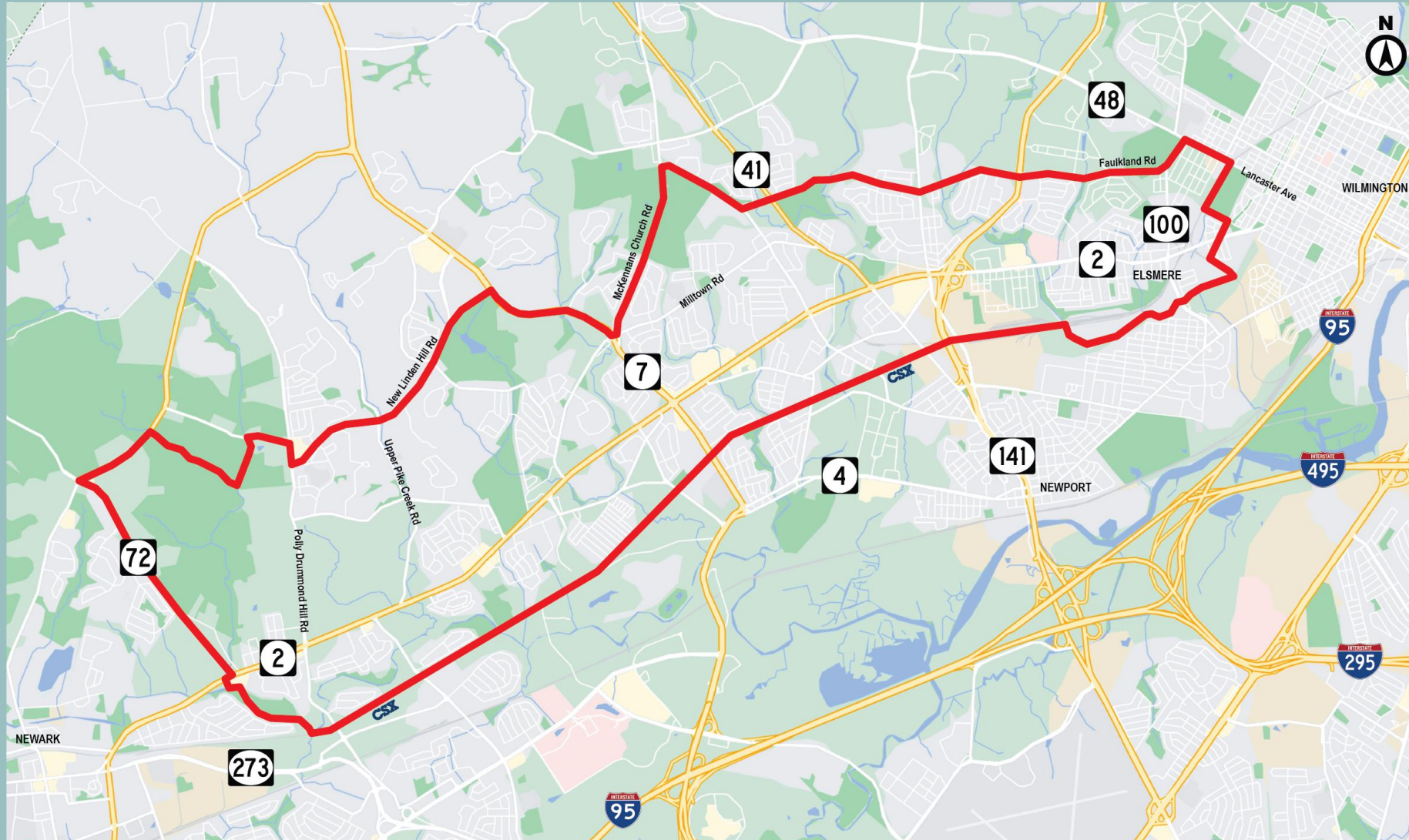
- Welcome
- Advisory Committee
- Schedule & Recap
- Draft Recommendations of Land Use and Transportation Elements
- Open Discussion
- Upcoming Public Workshop
- Public Comment

WELCOME



KIRKWOOD HIGHWAY LAND USE and TRANSPORTATION PLAN

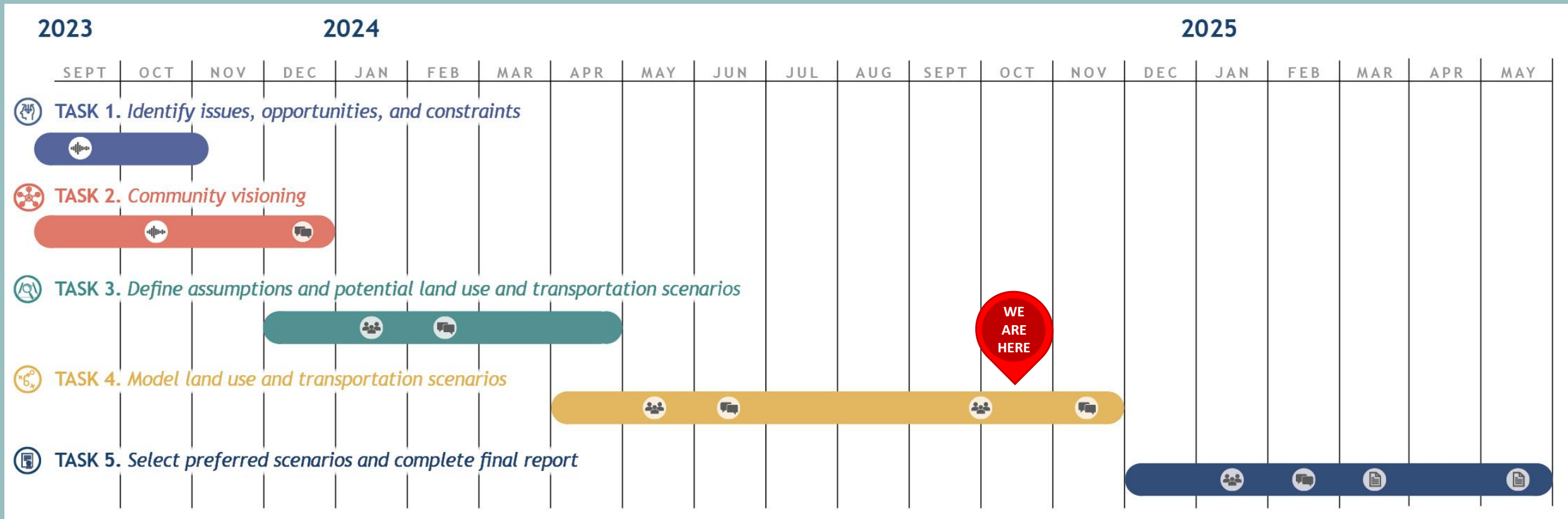
STUDY AREA



KIRKWOOD HIGHWAY
LAND USE and TRANSPORTATION PLAN

PROJECT PROCESS

 Listening Tour
  Advisory Committee Meeting
  Public Meeting
  Major Deliverable



KIRKWOOD HIGHWAY ADVISORY COMMITTEE

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.



<i>Organization/Office</i>	<i>Name</i>
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

ROLES, RESPONSIBILITIES, AND EXPECTATIONS

Advisory Committee and the Public

- All Advisory Committee meetings are open for observation by the public.
- Advisory Committee meetings are designed and for the benefit of the Advisory Committee Members.
- Only Advisory Committee Members will be allowed to ask questions and discuss topics during meetings.
- All Advisory Committee meetings will devote time for public comment at the end of the meetings.
- Individuals are free to discuss the work of the Advisory Committee outside of Advisory Committee meetings; however, any opinions/discussions reflect the views of the individual and not of the Committee.

PURPOSE



Strengthen alternative travel modes



Enhance existing neighborhood vitality



Position existing businesses to remain competitive



Accommodate future economic growth



Promote more sustainable patterns of development

RECAP: VISION STATEMENT

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

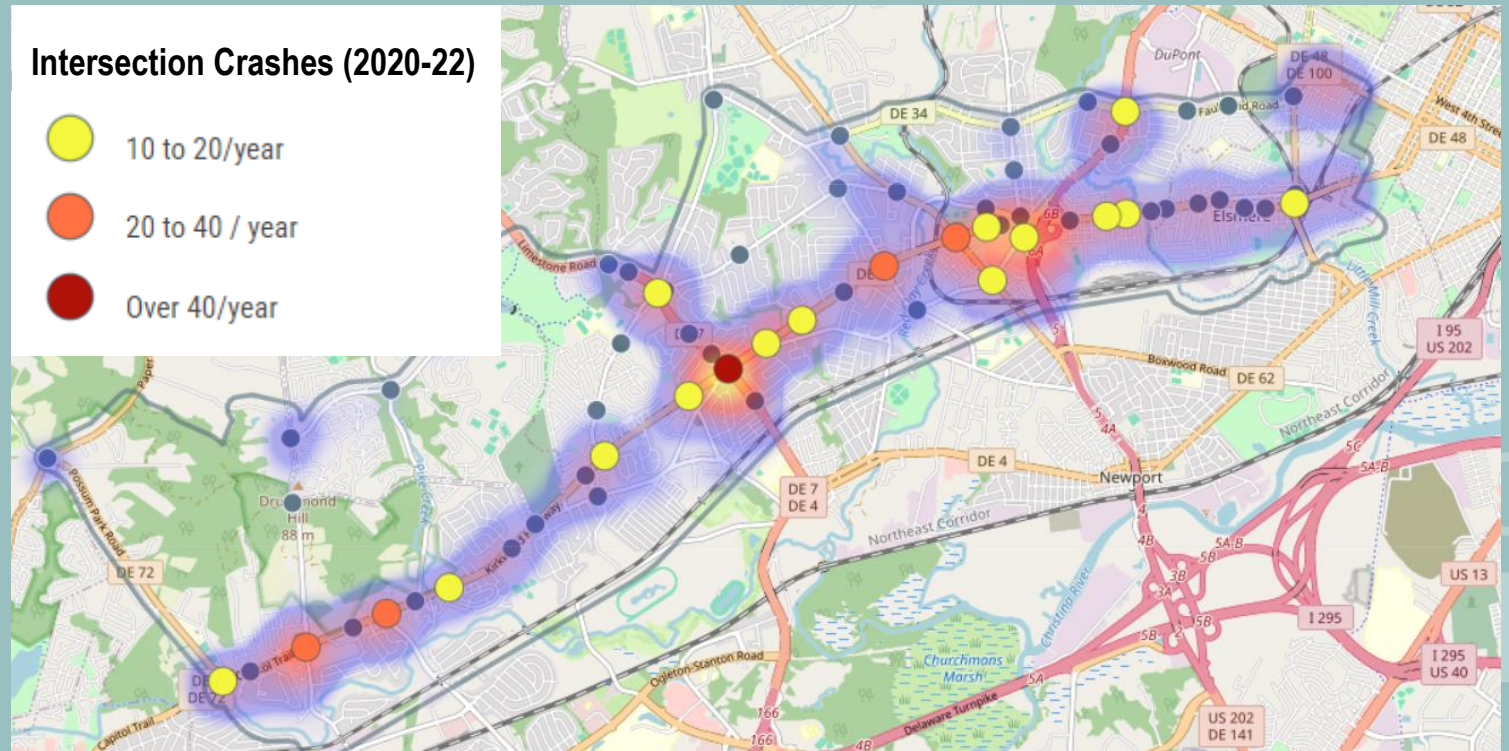
- Transportation facility design elements, reflective of the context of the different areas along the corridor, should **discourage high traffic speeds and promote safe access for all ages and abilities to destinations by walking, bicycling, rolling, and riding transit while managing congestion levels.**
- 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: 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 must be developed to create safer environments for all people who use the corridor, with particular attention to locations with a high history of crashes



RECAP: MARKET ANALYSIS / LAND USE

We discussed how population and employment are projected to decrease

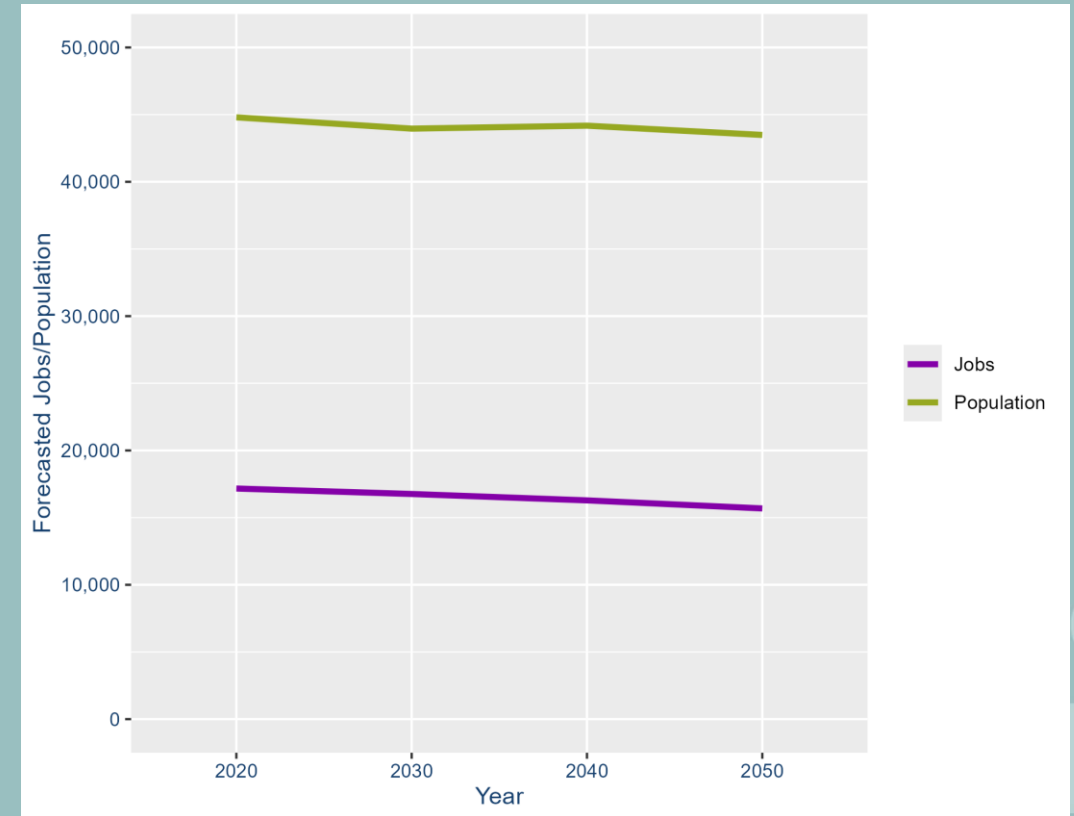
The Kirkwood Highway study area currently has approximately 45,000 residents and 17,000 jobs.

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 study area - with appropriate catalysts. Commercial → residential conversions can provide workforce housing opportunities directly along the corridor.

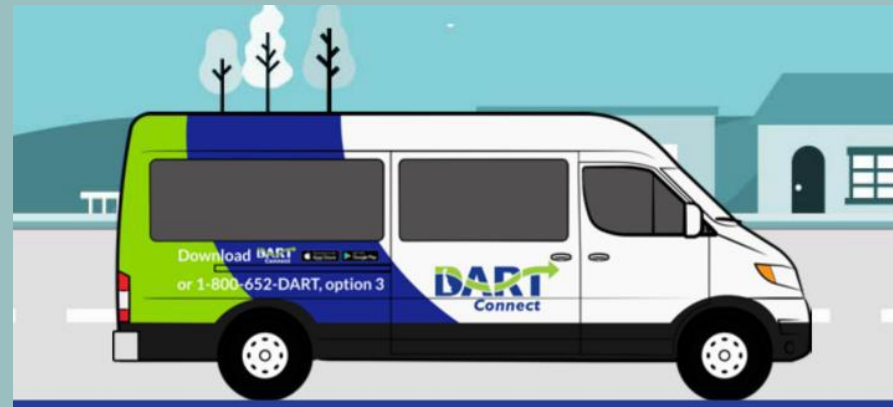
**Kirkwood Highway Study Area
Employment and Population Projections**



RECAP: TRANSIT - ENHANCED TRANSIT ELEMENTS

We discussed how DTC's 2023 DART Reimagined study shows that the current transit supply in Kirkwood Highway corridor is appropriately meeting transit demand

The study team would consider what enhanced transit elements are most appropriate for Kirkwood Highway to appropriately meet the project vision, building off the DART Reimagined recommendations

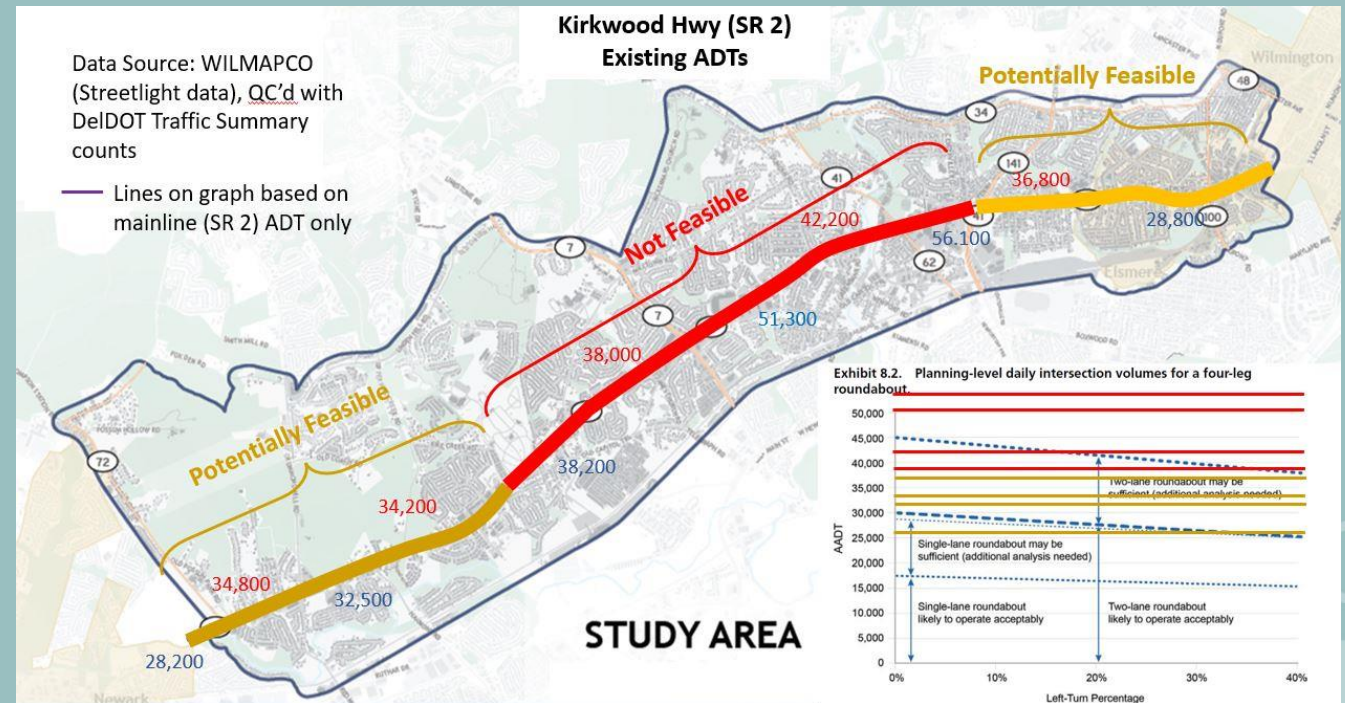


RECAP: ROUNDABOUTS ON KIRKWOOD HIGHWAY

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

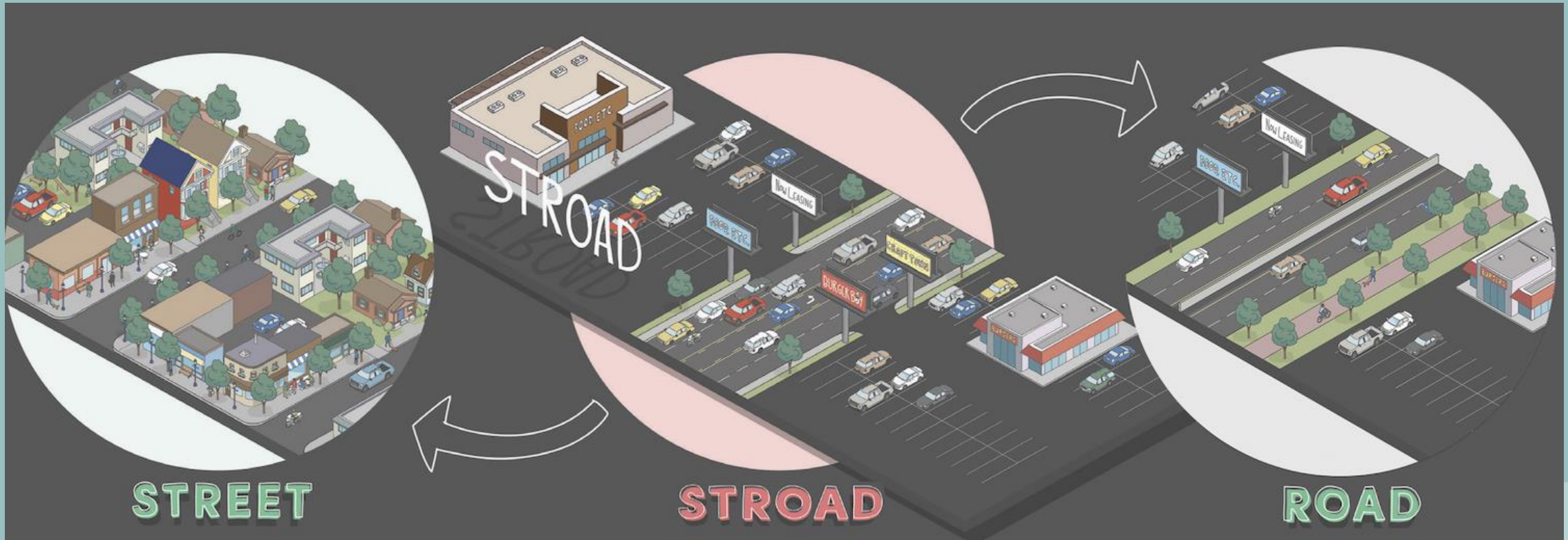
Further, more detailed analyses would be needed to see if they could be viable on the eastern- and western-most limits of the project area

Note: most feedback at the June 10th public meeting did not support roundabouts directly on Kirkwood Highway.



RECAP: SCENARIOS → ALTERNATIVES

We discussed developing alternatives intended to convert Kirkwood Highway from a STROAD into either a STREET or a ROAD in different segments



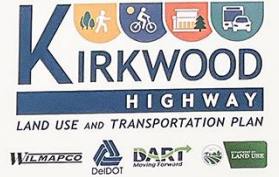
RECAP: SCENARIOS → ALTERNATIVES (DOT BOARDS)

ROAD Alternative

- Strong Support for Grade Separations at SR2/SR7 and SR7/Milltown
- Support for Access Management (Consolidation of driveways, median closures)
- Support for Pedestrian Overpass only in the SR 7 Intersection area

ROAD ALTERNATIVE

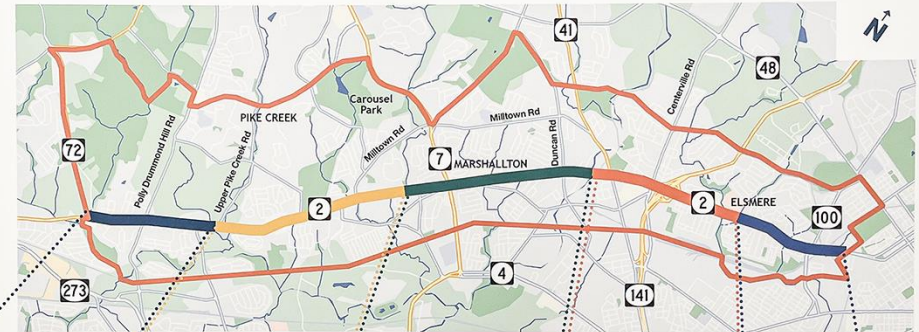
INTERACTIVE!



INSTRUCTIONS:

Place a **GREEN** dot in the box for elements you want to see move forward. ●●

Place a **RED** dot in the box for elements you do not want to see move forward. ●



Elements	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Grade Separation at SR 2 @ SR 7	Blue box	Yellow box	Green box	Orange box	Blue box
Grade Separation at SR 2 @ SR 7	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching
Pedestrian overpasses at key locations	Green dots	Green dots	Green dots	Green dots	Green dots
Access management (driveway closures)	Green and red dots	Green and red dots	Green and red dots	Green and red dots	Green and red dots
Median closures (with indirect left turns)	Green dots	Green dots	Green dots	Green dots	Green dots
Grade separation at SR 7 @ Milltown	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching

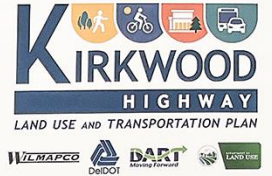
RECAP: SCENARIOS → ALTERNATIVES (DOT BOARDS)

STREET Alternative

- Strong Support for “Right Sizing” SR2 @ SR141 Interchange
- Strong Support for Sidewalks and Shared Use Paths along Kirkwood
- Minimal Support for On-Road bicycle lanes along SR2
- Minimal Support for roundabouts on SR 2 at west and east ends

STREET ALTERNATIVE

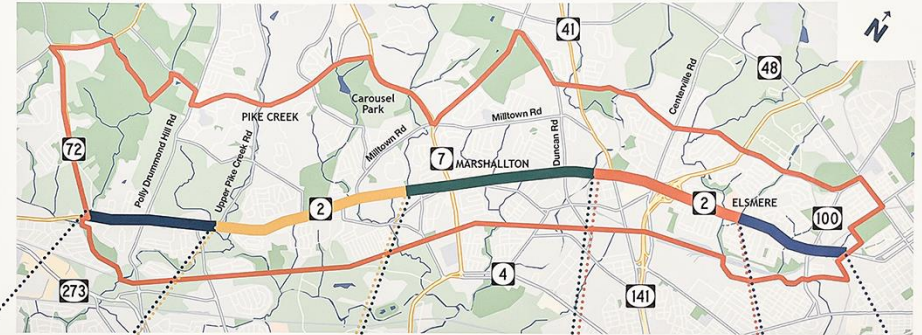
INTERACTIVE!



INSTRUCTIONS:

Place a **GREEN** dot in the box for elements you want to see move forward. ●●

Place a **RED** dot in the box for elements you do not want to see move forward. ●



Elements	Segment 1 (Green)	Segment 2 (Orange)	Segment 3 (Dark Green)	Segment 4 (Blue)	Segment 5 (Dark Blue)
Right-size SR 2 @ SR 141 interchange	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching
Roundabouts on SR 2 at western/eastern ends	Green and Red dots	Green and Red dots	Diagonal hatching	Green and Red dots	Green and Red dots
Continuous sidewalks along SR 2	Green and Blue dots	Green and Blue dots	Green and Blue dots	Green and Blue dots	Green and Blue dots
On-road bicycle lanes along SR 2	Red and Blue dots	Red and Blue dots	Red and Blue dots	Red and Blue dots	Red and Blue dots
Shared-use path along SR 2 (walking and biking)	Green and Blue dots	Green and Blue dots	Green and Blue dots	Green and Blue dots	Green and Blue dots
Transit signal priority	Green and Blue dots	Green and Blue dots	Green and Blue dots	Green and Blue dots	Green and Blue dots

RECAP: JUNE 10TH PUBLIC WORKSHOP

- 40 People signed in at the workshop
- 22 comment forms were filled out (11 at the workshop; 11 submitted after the workshop)



HOLY ANGELS SPANISH LANGUAGE CHURCH SERVICES - SEPTEMBER 22ND

- 11AM & 1PM Spanish Language Only Services
- Main Comment Provided: Sidewalks and lighting along Possum Park Road and crossing at Kirkwood Highway



¡Queremos saber de usted!



¿Cómo puede enviarnos sus comentarios?

Visite el sitio web del proyecto en www.wilmapco.org/kirkwood y envíe una encuesta por correo o asista a un taller.

¿Cuándo es el próximo taller?

Asista al Taller de Recomendaciones para el Borrador del Proyecto el jueves 14 de noviembre, de 4 a 7 p.m., en el local de la compañía de bomberos de Cranston Heights, ubicado en el 3306 Kirkwood Highway, Wilmington, DE 19808.

SE BRINDARÁN SERVICIOS DE INTERPRETACIÓN.

¿De qué tratará el próximo taller?

El equipo compartirá tableros gráficos, una presentación y se instalarán estaciones interactivas acerca de las recomendaciones para el borrador del proyectos sobre mejoras en las políticas de transporte y uso del terreno.

¿De qué manera puede mantenerse al tanto con las actualizaciones del proyecto?

Inscríbase en la lista de correo para mantenerse al tanto con las novedades en www.wilmapco.org/kirkwood

¿De qué manera puede comunicarse con WILMAPCO?



www.wilmapco.org/kirkwood



dgula@wilmapco.org



(302) 737-6205

Escanee el código para visitar el sitio web del proyecto y obtener más información. ➔



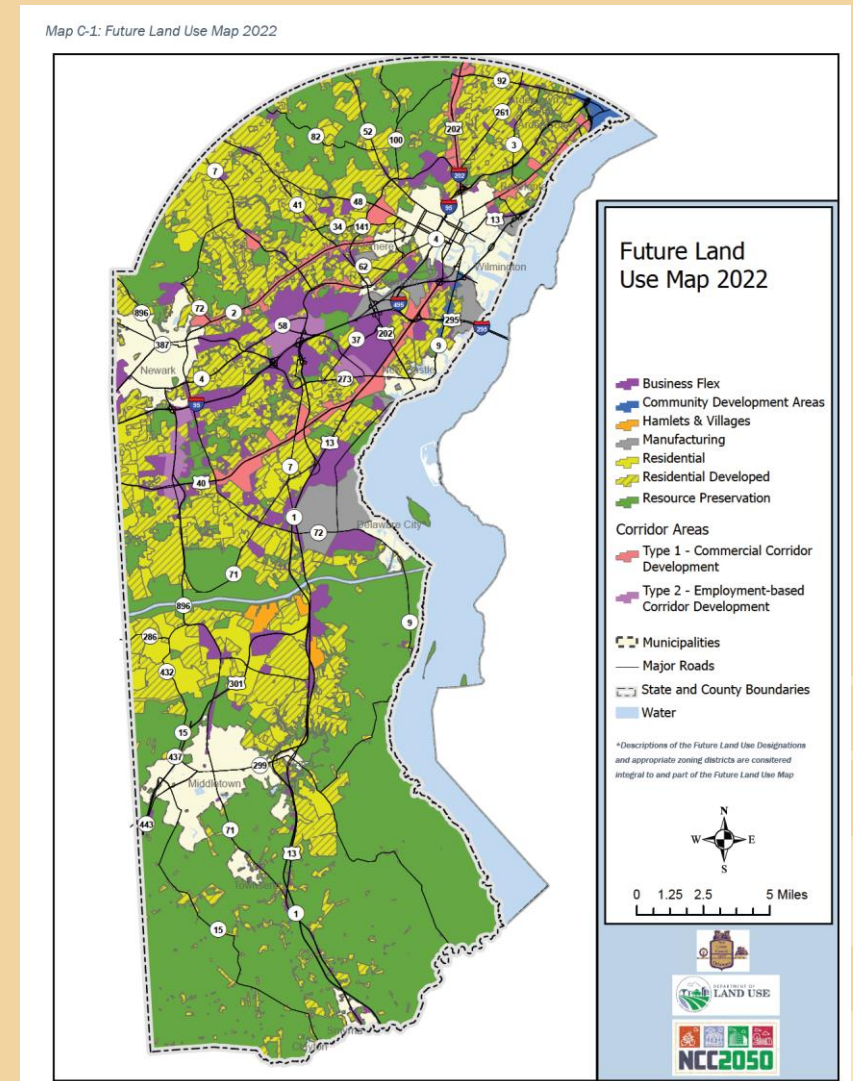
DRAFT RECOMMENDATIONS

1. Land Use & Economic Development
2. Road and Street Sections
3. Major Kirkwood Highway Intersections
4. Other Kirkwood Highway Intersections
5. Churchman's Road Extended
6. Transit
7. Other Roads in the Study Area
8. Ped/Bike Network Connections

DRAFT RECOMMENDATIONS: Land Use & Economic Development

New Castle County Redevelopment Initiative

- Planning element within the NCC2050 comprehensive plan
- Ordinance 24-057, implementing legislation to streamline investment on infill / redevelopment sites via the Unified Development Code, adopted by County Council in September
- Commercial properties along Kirkwood Highway already classified as a Type 1 Corridor Area for commercial corridor development
- Additional incentives available for Community Development Areas that have a Land Use and Transportation Plan (to date only applied in North Claymont and Route 9)

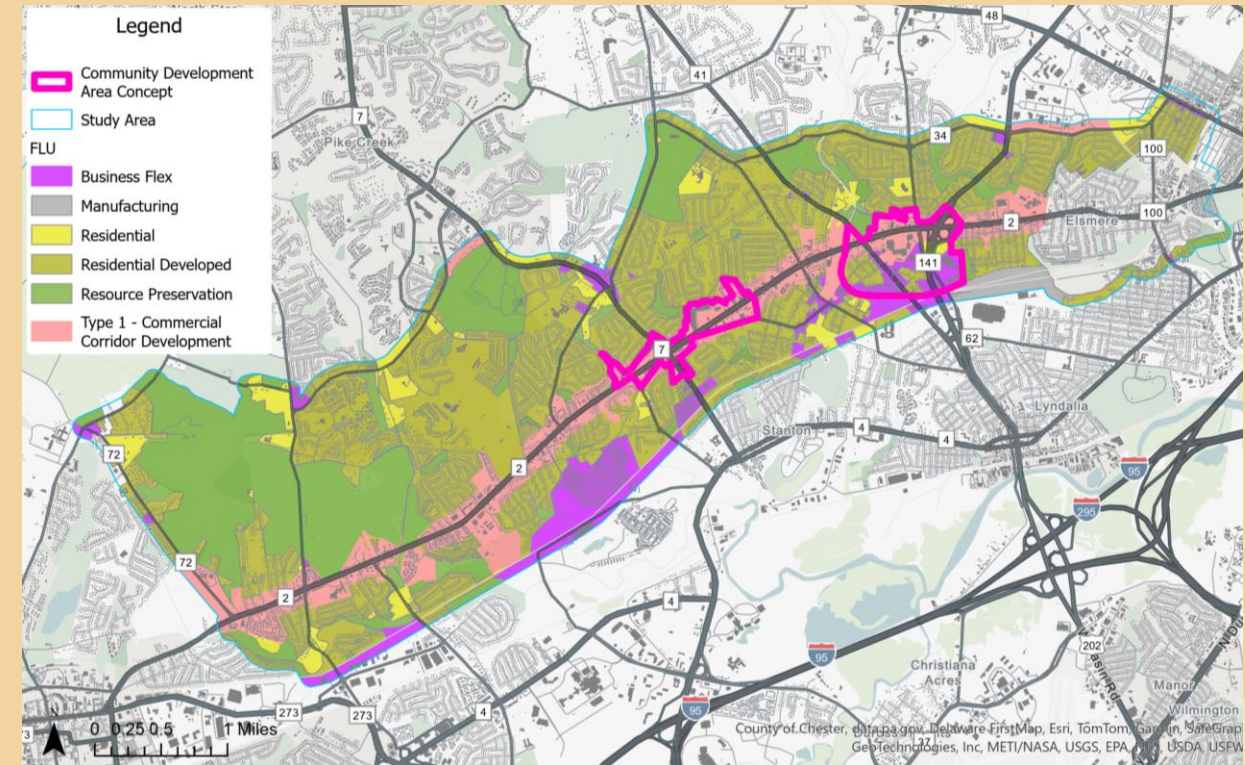


DRAFT RECOMMENDATIONS: Land Use & Economic Development

Kirkwood Corridor Future Land Use

- All of Kirkwood Highway currently classified as Type 1 Corridor
- Mixed use development most feasible and efficient at crossroads with larger, deeper parcels and a greater range of nearby goods and services
- **Two Community Redevelopment Areas Proposed: Midway, and Prices Corner**

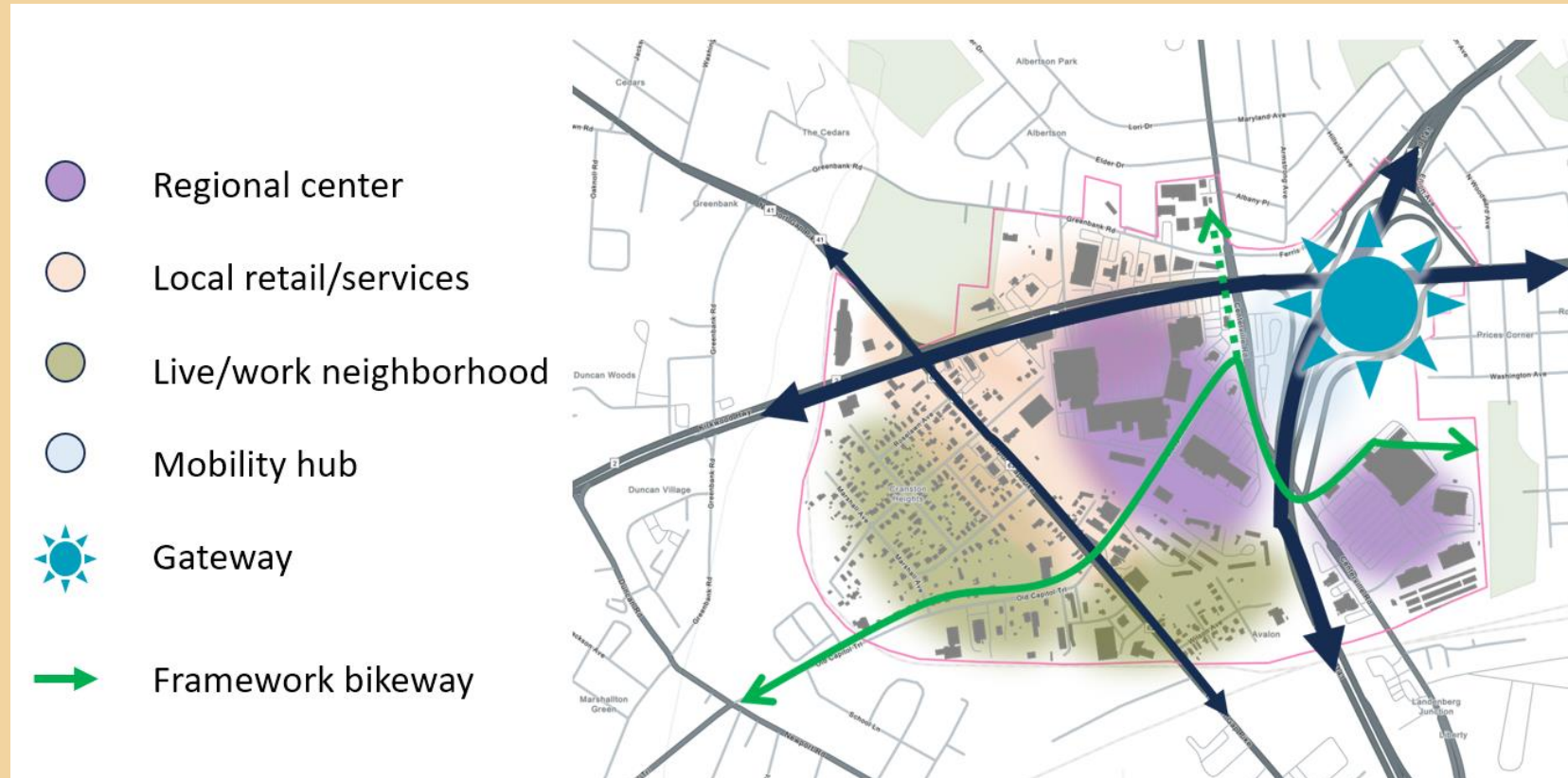
Note: One Community Redevelopment Area under further review/
consideration: Red Mill



DRAFT RECOMMENDATIONS: Land Use & Economic Development

Community Redevelopment Area Concept Plans

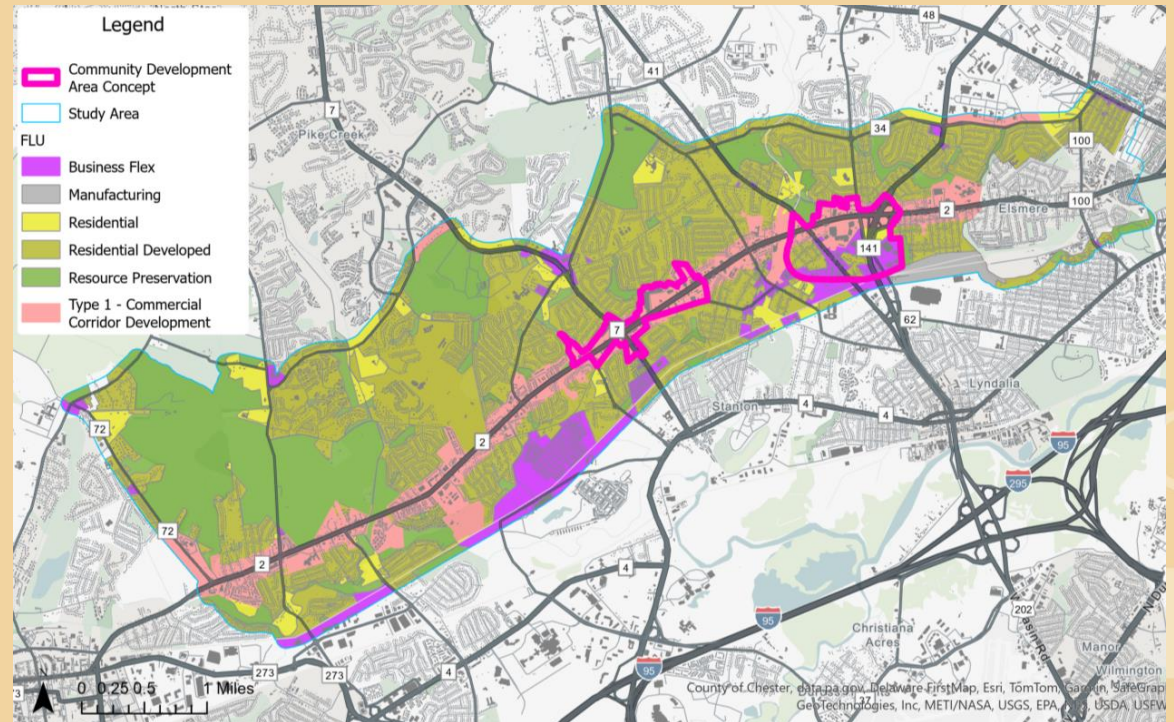
Each of the Community Redevelopment Areas will be described in the final report, including a concept plan graphic that shows a high-level vision to guide future development and its relationship to key transportation elements



DRAFT RECOMMENDATIONS: Land Use & Economic Development

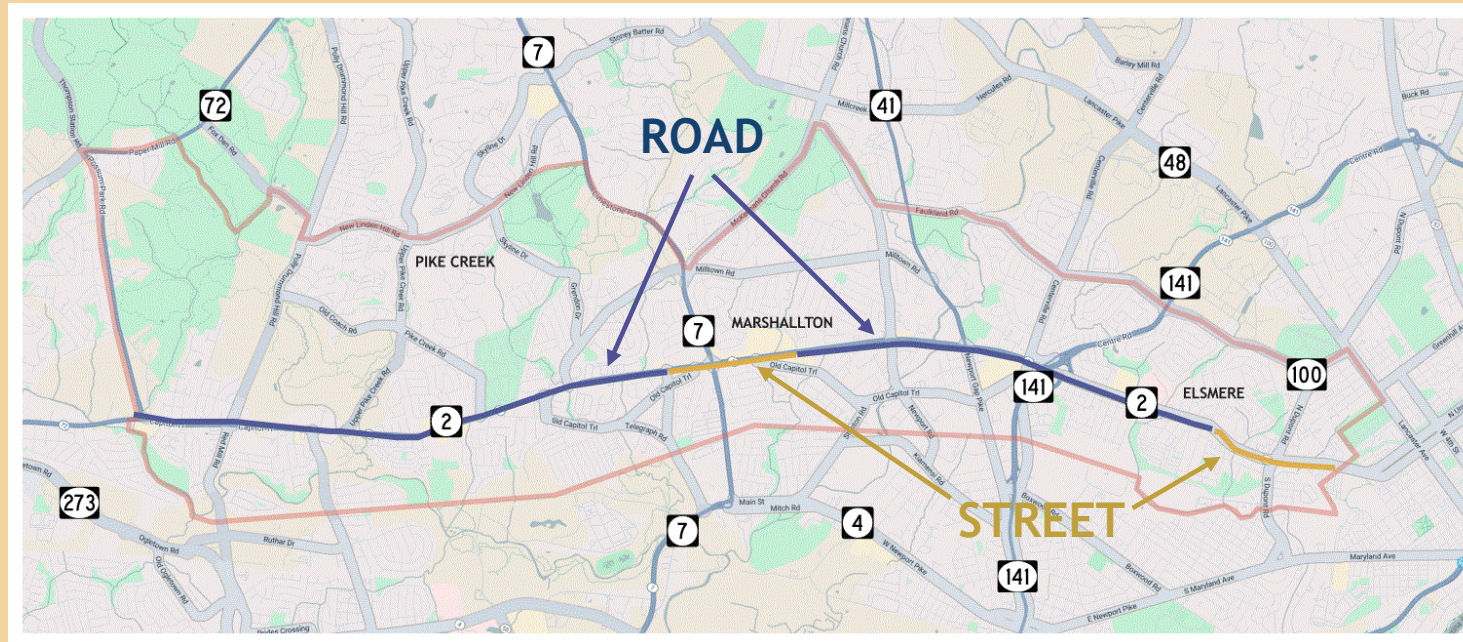
-- QUESTION --

Do the two proposed Community Redevelopment Areas (Midway, and Prices Corner) adequately address the Vision Statement?



DRAFT RECOMMENDATIONS: ROAD and STREET Sections

It is proposed that Kirkwood Highway be characterized as either a ROAD or a STREET within the following segments:



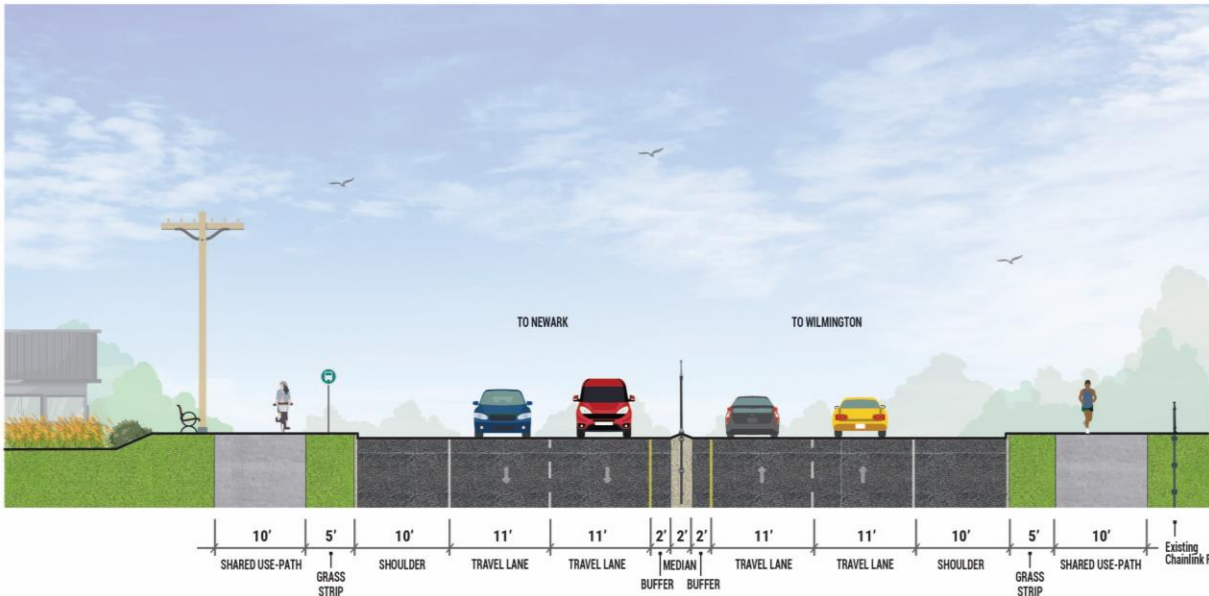
ROAD

- Newark to St. James Church
- Farrand Drive to Elsmere

STREET

- St. James Church to Farrand Drive
- Elsmere to Wilmington

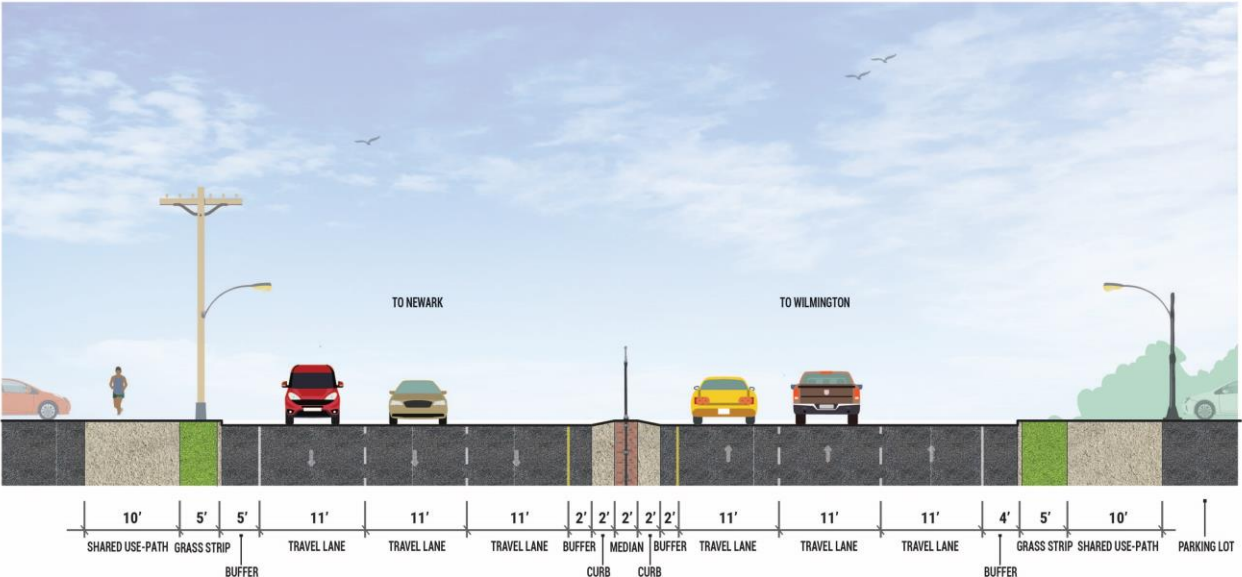
DRAFT RECOMMENDATIONS: Road and Street Sections



ROAD

Newark to St. James Church

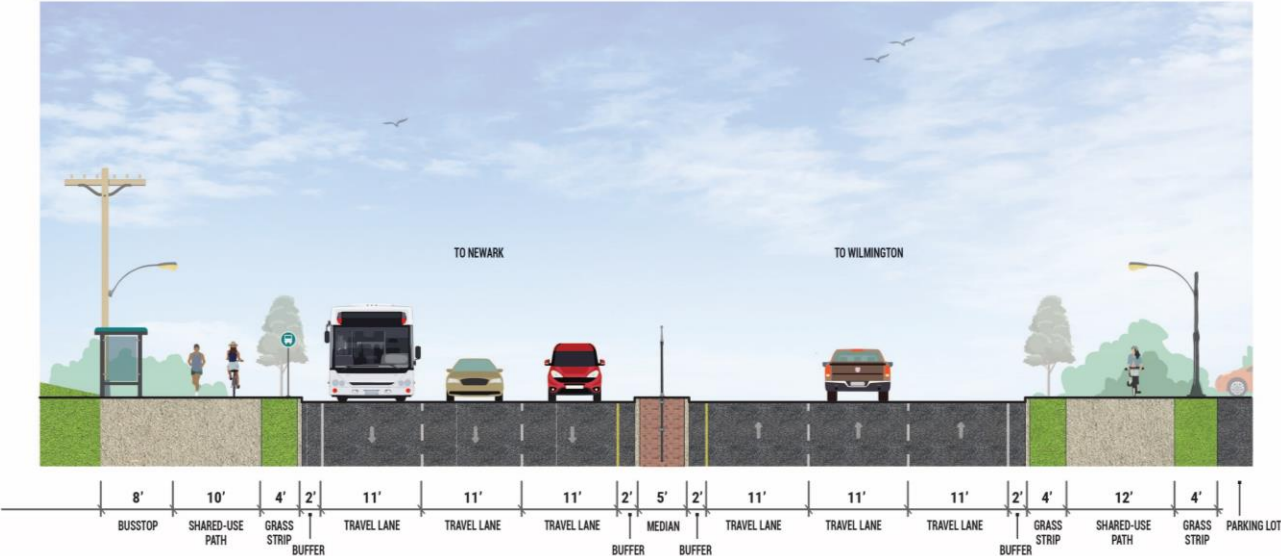
DRAFT RECOMMENDATIONS: Road and Street Sections



ROAD

Farrand Drive to Elsmere

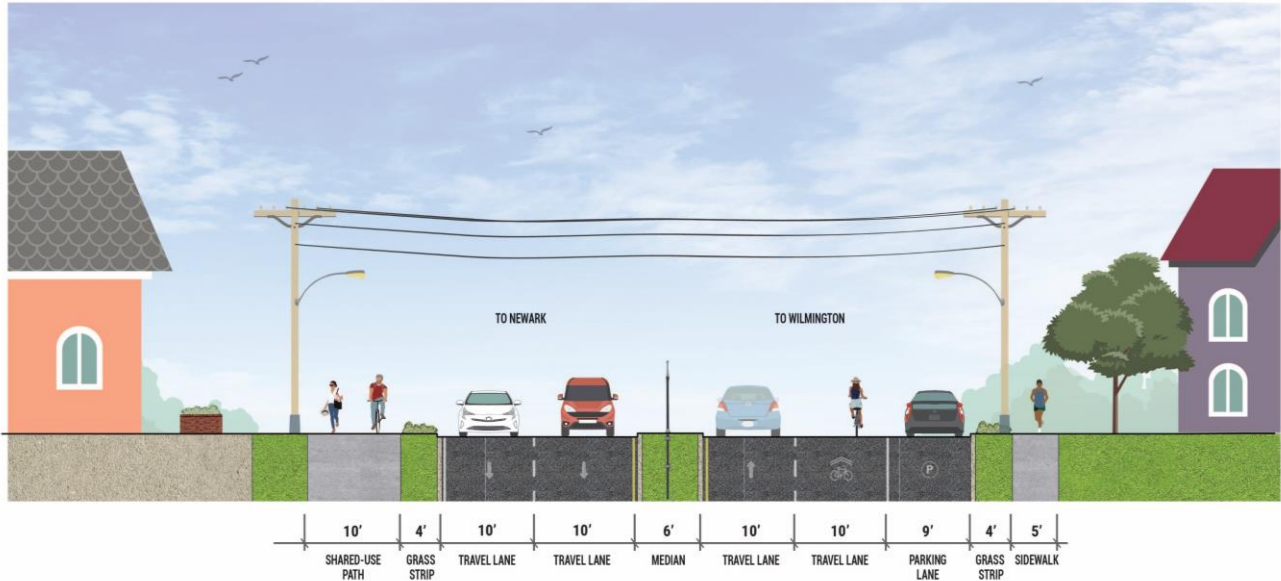
DRAFT RECOMMENDATIONS: Road and Street Sections



STREET

St. James Church to Farrand Drive

DRAFT RECOMMENDATIONS: Road and Street Sections



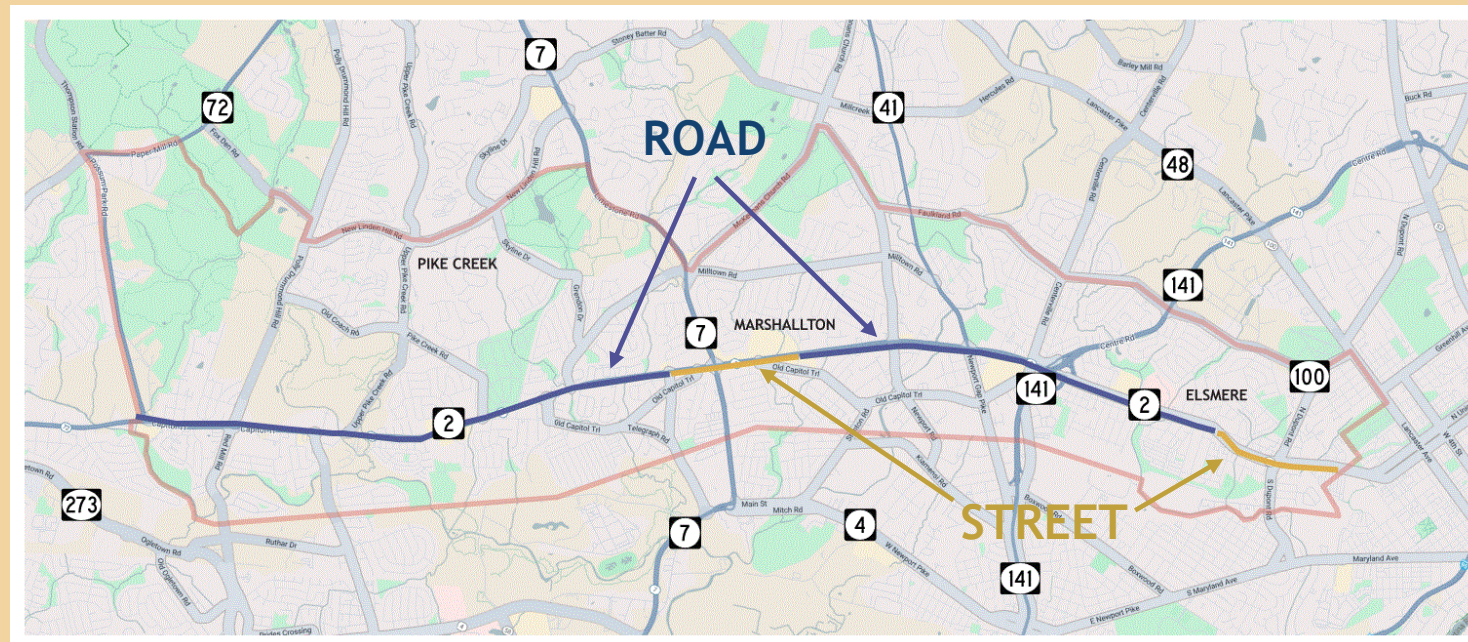
STREET

Elsmere to Wilmington

DRAFT RECOMMENDATIONS: Road and Street Sections

-- QUESTION --

- Do the selection of ROAD and STREET segments adequately address the Vision Statement?

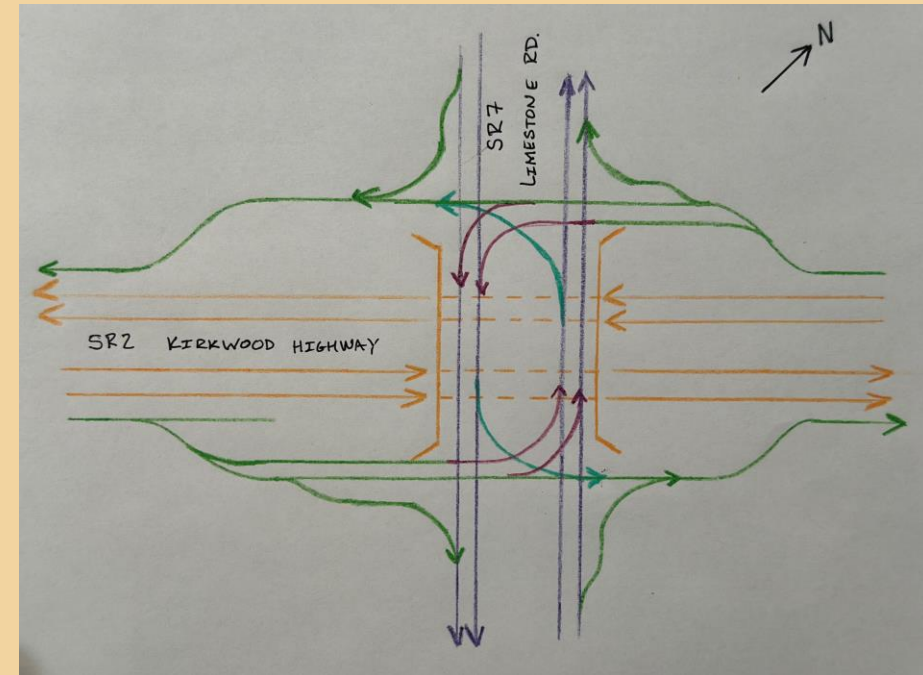


DRAFT RECOMMENDATIONS: Major Kirkwood Highway Intersections

Potential grade-separated intersection (GSI) improvement at SR 2 / SR 7

Center Turn Overpass (“Elevated Lefts”) Concept

SR 2 Over SR 7



DRAFT RECOMMENDATIONS: Major Kirkwood Highway Intersections

Potential grade-separated intersection (GSI) improvements at SR 7 / Milltown Road

SR 7 Thru Overpass Concept

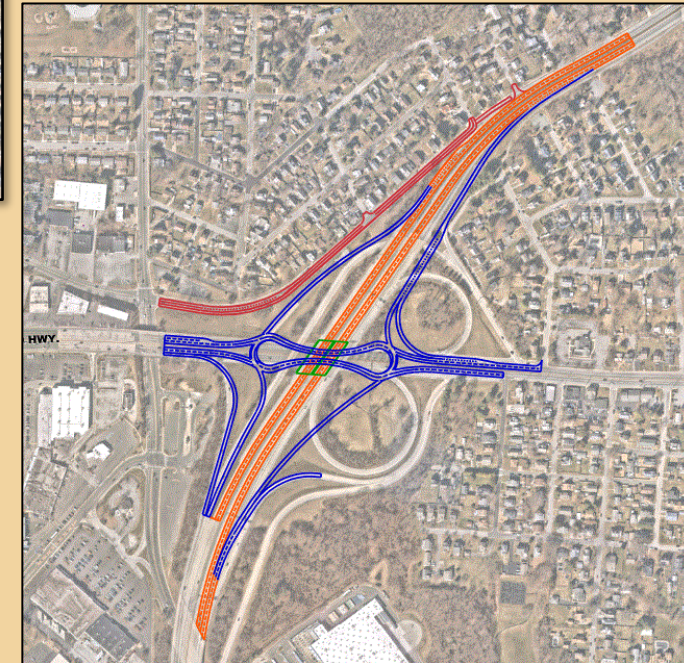
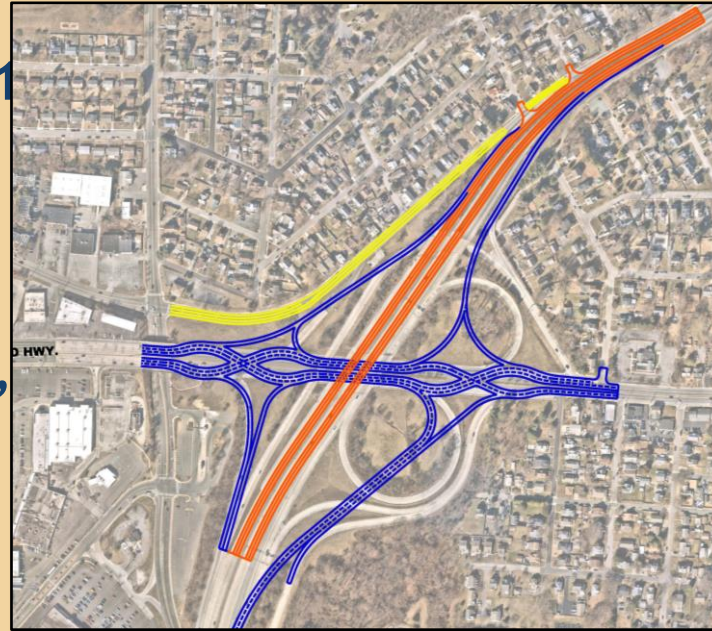


DRAFT RECOMMENDATIONS: Major Kirkwood Highway Intersections

Options to reconfigure the SR 2 and SR 141 interchange when the existing bridges reach the end of their service life

Options will provide more efficient access between SR 2 and SR 141 and a “gateway” to and from Elsmere including speed control

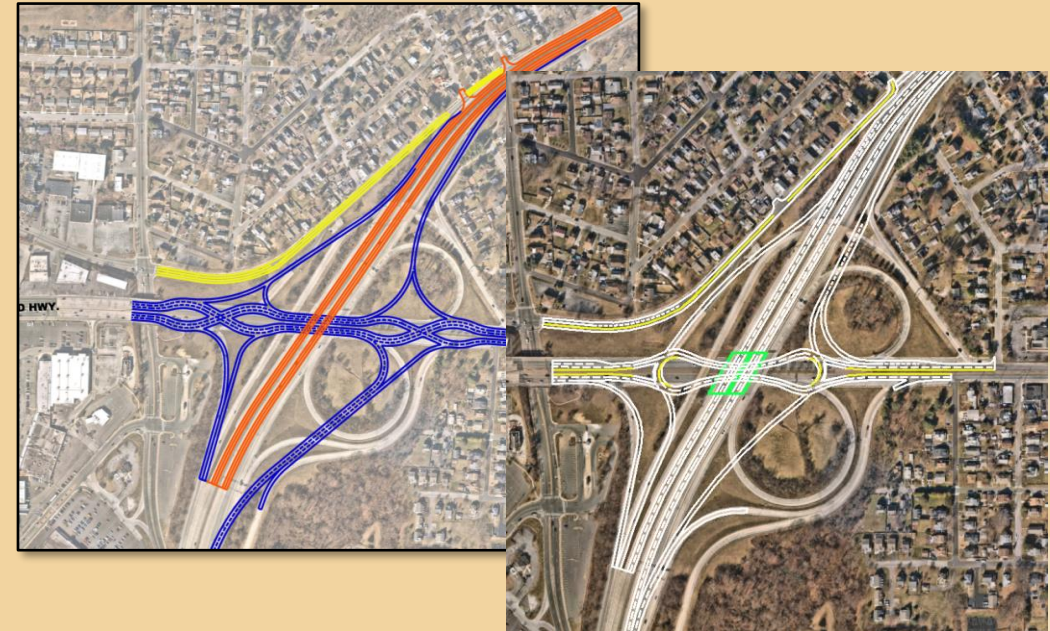
In addition to right-sizing the intersection, reconfiguration options would help motorists to bypass the at-grade railroad crossing on Centerville Road and Newport Gap Pike



DRAFT RECOMMENDATIONS: Major Kirkwood Highway Intersections

-- QUESTION --

- Do the recommended long-term reconfigurations/grade-separations of these locations adequately address the Vision Statement?



DRAFT RECOMMENDATIONS: Other Kirkwood Highway Intersections

It is proposed that six (6) intersections be recommended for future Intersection Control Evaluation (ICE)

- Detailed, Data-Driven, Performance-based framework to screen intersection alternatives and identify optimal solutions for an intersection
- Looks at many different types of intersection control (unsignalized intersection improvements, signals, restricted movements, roundabouts, etc)
- 6 candidate intersections at eastern & western ends of the corridor:
 - Possum Park Road
 - Meadowood Drive
 - Brewster Drive
 - Linden/New/Sanders (Elsmere)
 - Green Valley
 - SR 100 (DuPont Rd)

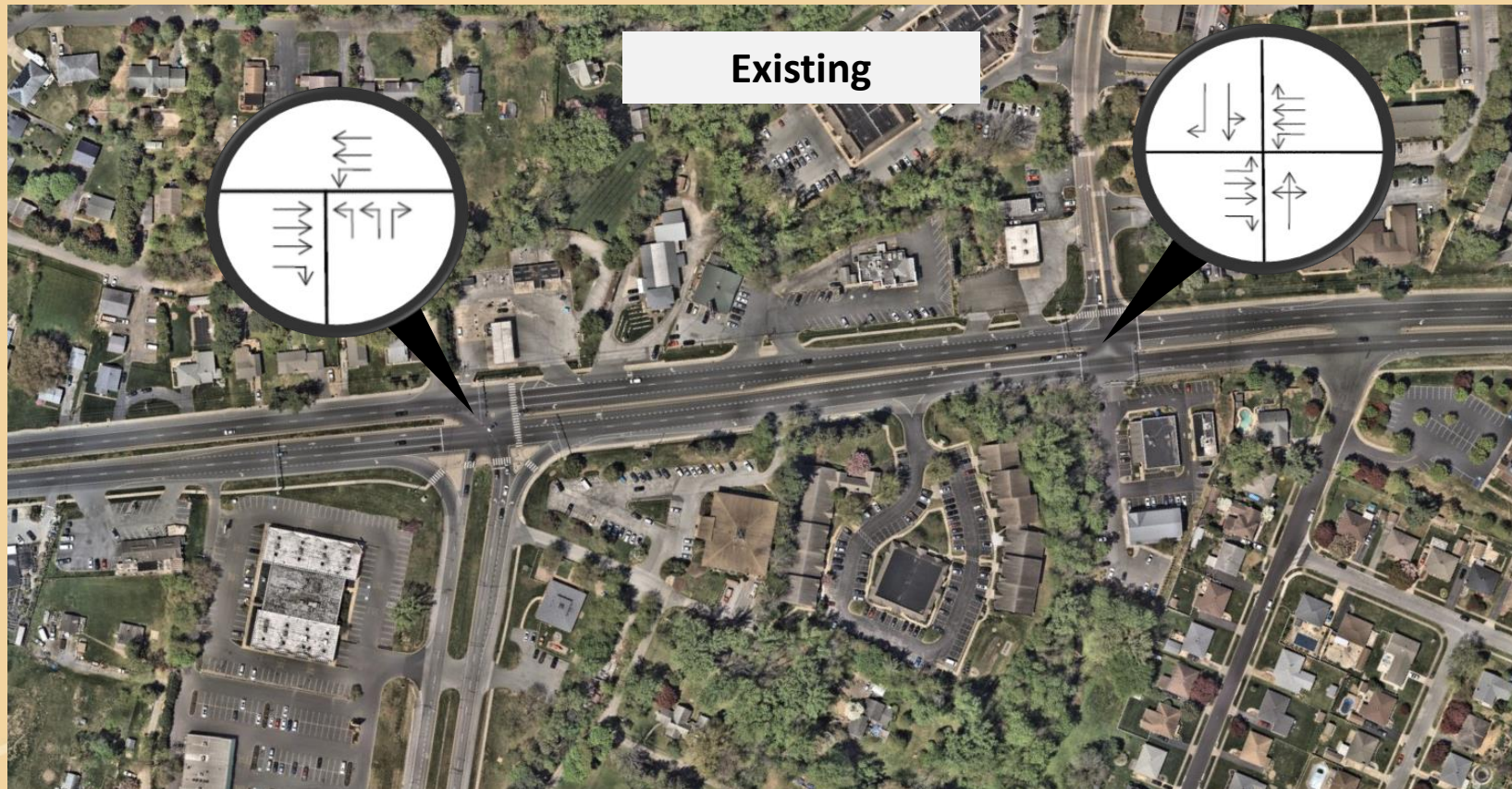
DRAFT RECOMMENDATIONS: Other Kirkwood Highway Intersections

-- QUESTION --

- Do the 6 recommended ICE Evaluations for the intersections on Kirkwood Highway adequately address the Vision Statement?
 - Possum Park Road
 - Meadowood Drive
 - Brewster Drive
 - Linden/New/Sanders (Elsmere)
 - Green Valley
 - SR 100 (DuPont Rd)

DRAFT RECOMMENDATIONS: Churchman's Road Extended

Due to the changes in traffic patterns that are anticipated following the completion of the Churchmans Road Extension, the following roadway modifications are proposed:



DRAFT RECOMMENDATIONS: Churchman's Road Extended

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DRAFT RECOMMENDATIONS: Churchmans Road Extended

-- QUESTION --

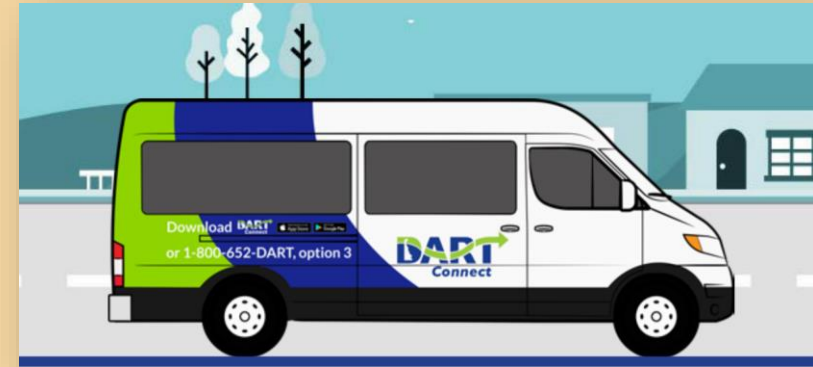
- Do the recommended roadway modifications between Delaware Park Blvd and Milltown Rd adequately address the Vision Statement?



DRAFT RECOMMENDATIONS: Transit

Enhanced transit elements:

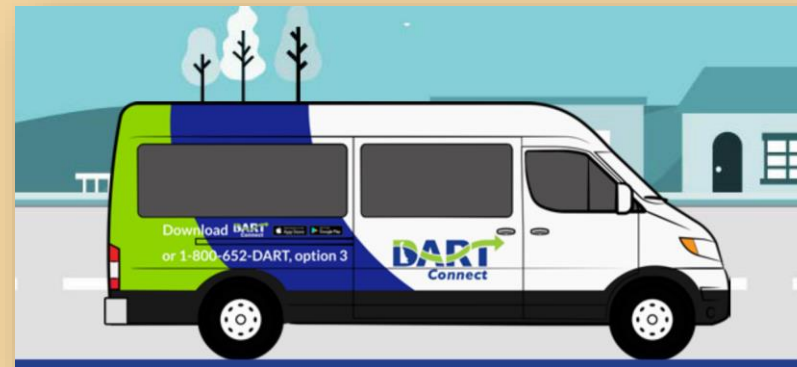
- New Route 56 to connect Prices Corner with the Churchman’s Crossing area
- Micro-transit services
- Enhanced bus shelters
- Improved pedestrian access to stops/shelters
- Transit signal priority
- In-line bus stops and pullout bays



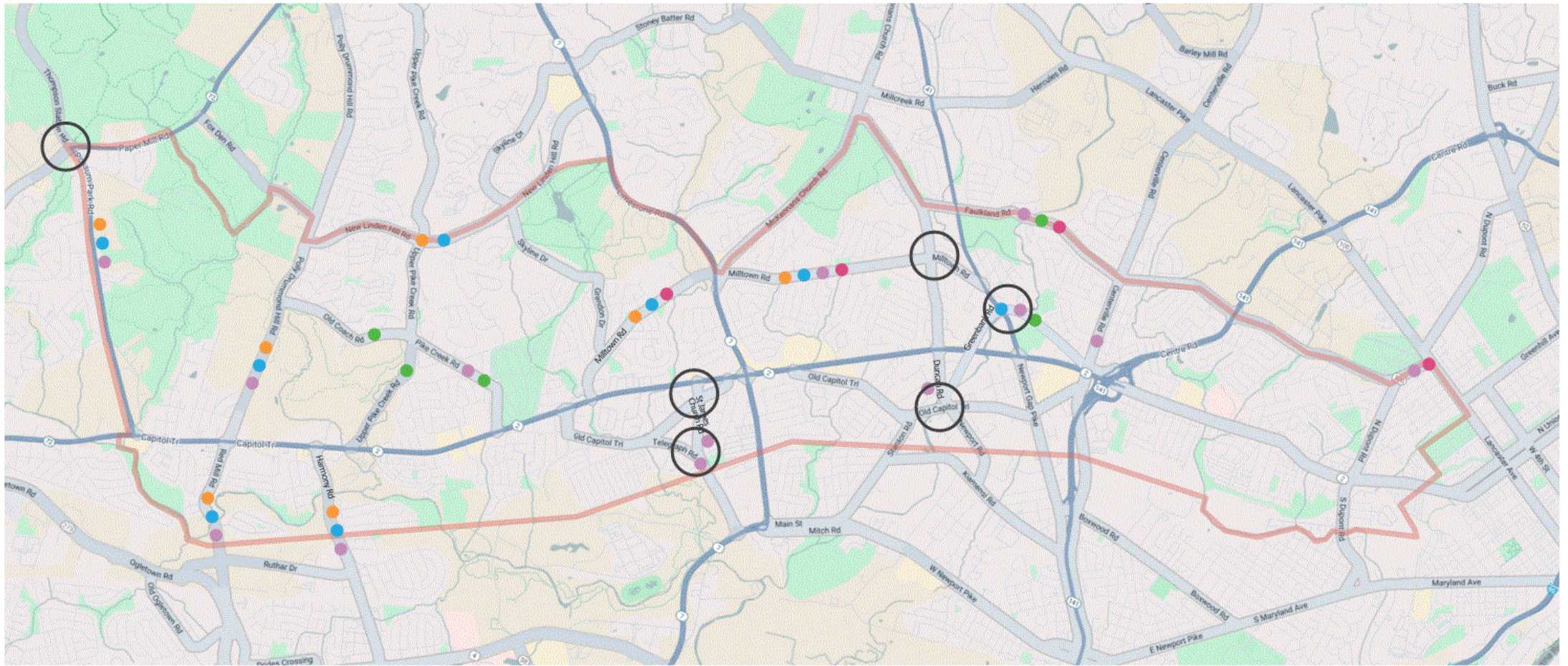
DRAFT RECOMMENDATIONS: Transit

-- QUESTION --

- Do the recommended transit enhancements adequately address the Vision Statement?



DRAFT RECOMMENDATIONS: Other Roads In Study Area

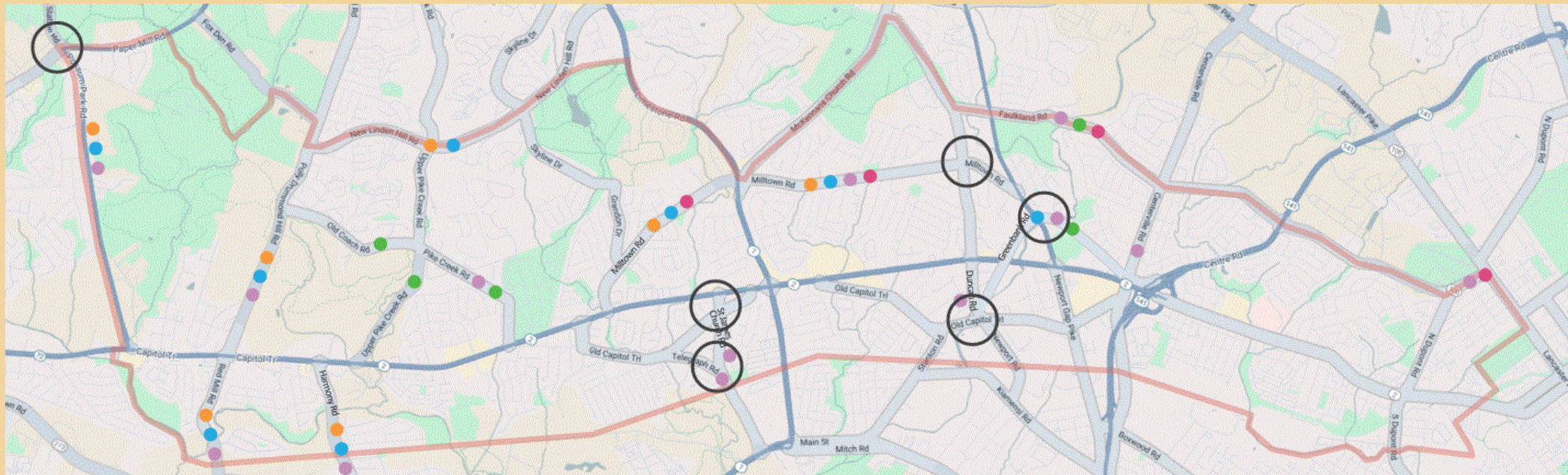


- Intersection Evaluations
- Narrower Lanes
- Narrower Sholders
- Provide Sidewalks
- Provide off Alignment trails
- On road traffic calming strategies

DRAFT RECOMMENDATIONS: Other Roads In Study Area

-- QUESTION --

- Do the recommended improvements to the other roads in the study area adequately address the Vision Statement?



DRAFT RECOMMENDATIONS: Ped/Bike Network Connections

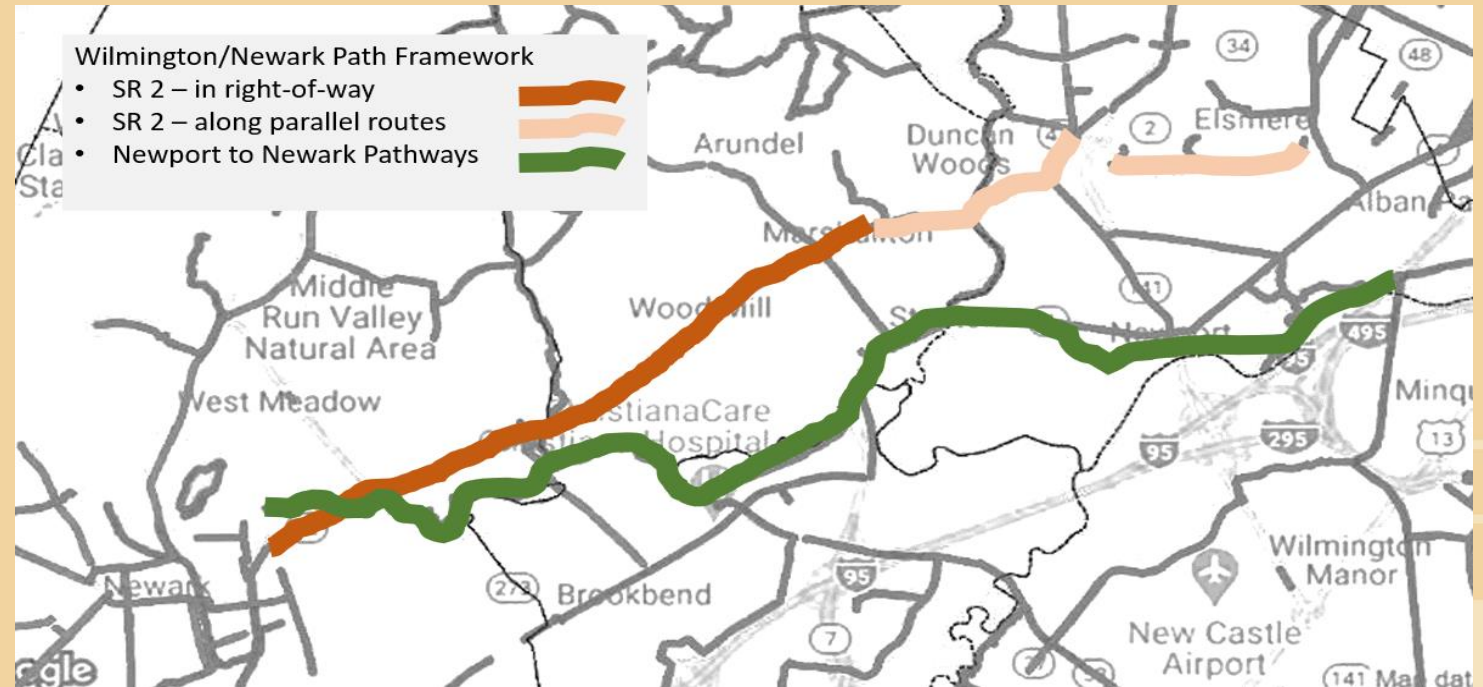
Path / Trail Framework

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

In the SR 2 corridor, bicycle and pedestrian facilities should be provided:

- Along Kirkwood Highway west of Marshallton
- Along parallel streets between Marshallton and Wilmington that have a lower level of traffic stress
- With a focus on closing gaps at both eastern and western ends of Elsmere

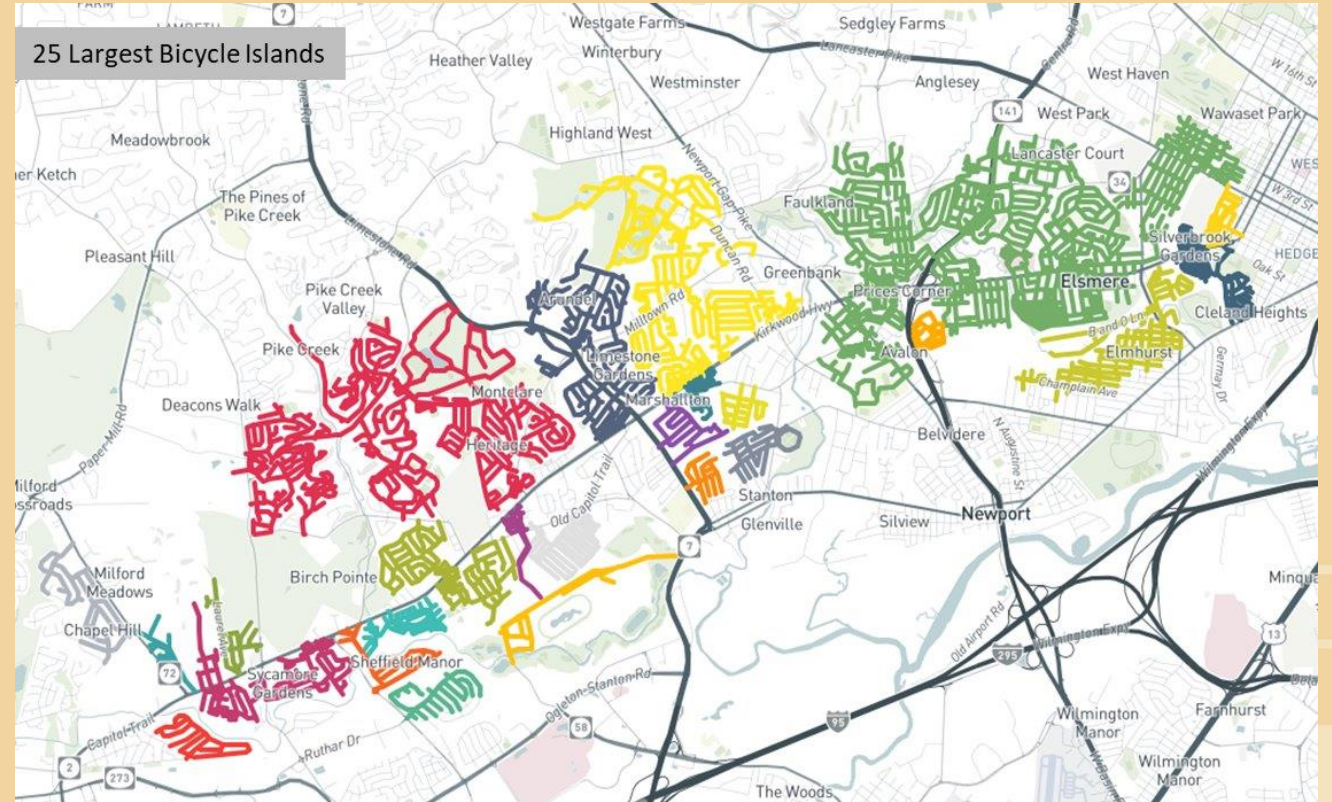
The **Newport to Newark Pathway System** is a separate parallel facility currently under design which will also serve some longer-distance trips



DRAFT RECOMMENDATIONS: Ped/Bike Network Connections

Multimodal Connectivity

- “Bicycle islands” represent areas where most adults feel comfortable traveling without encountering high-stress segments.
- This approach helps us understand barriers to low-stress bicycle travel.
- The goal is to create safe connections, expanding the opportunity for most adults to feel comfortable traveling within the corridor area.

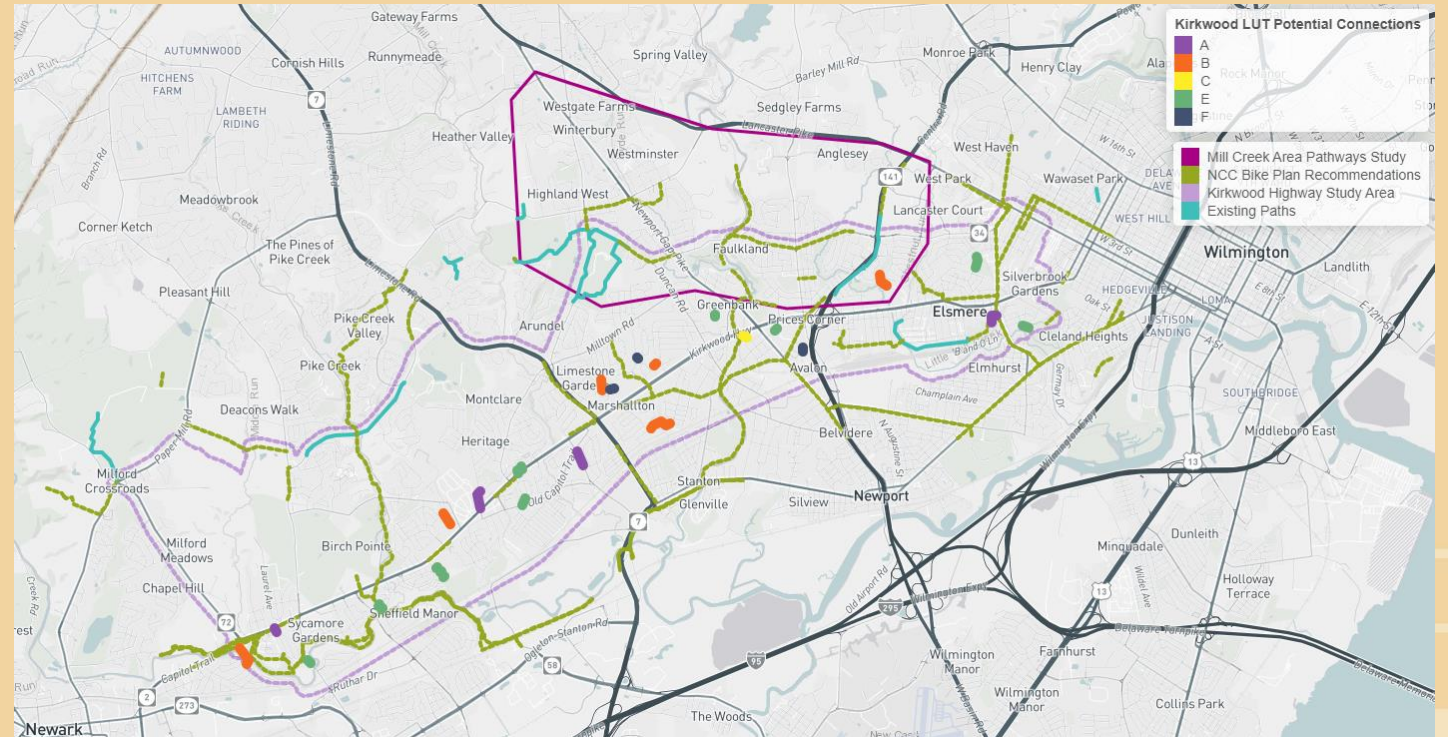


DRAFT RECOMMENDATIONS: Ped/Bike Network Connections

Neighborhood Access

The review of the Multimodal scenario included identification of several types of connections that will be reflected in all alternatives:

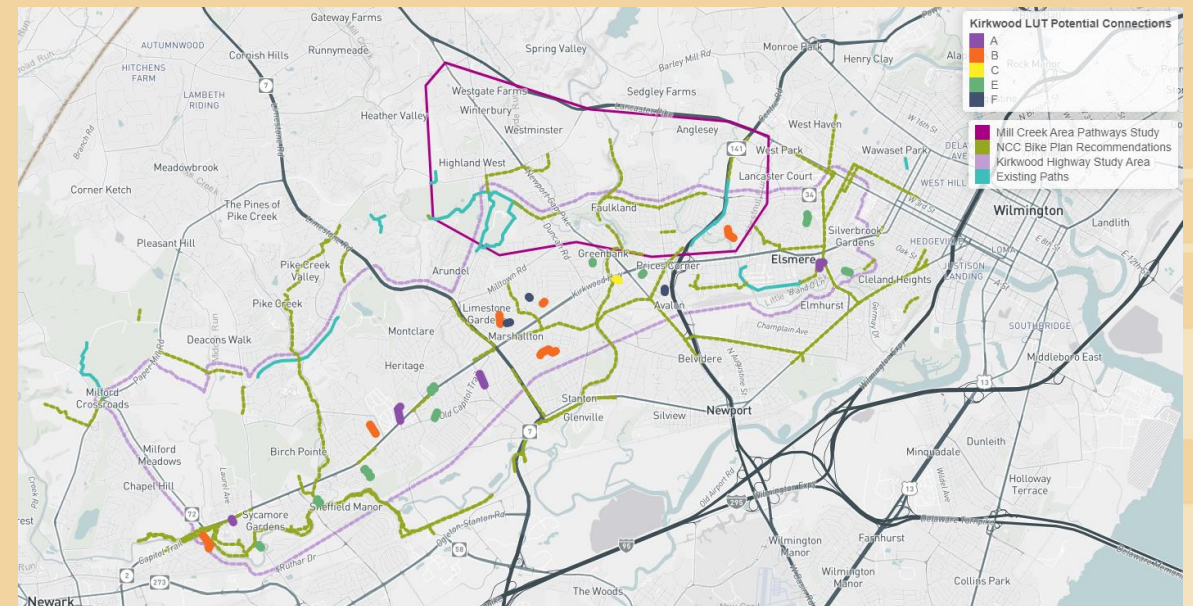
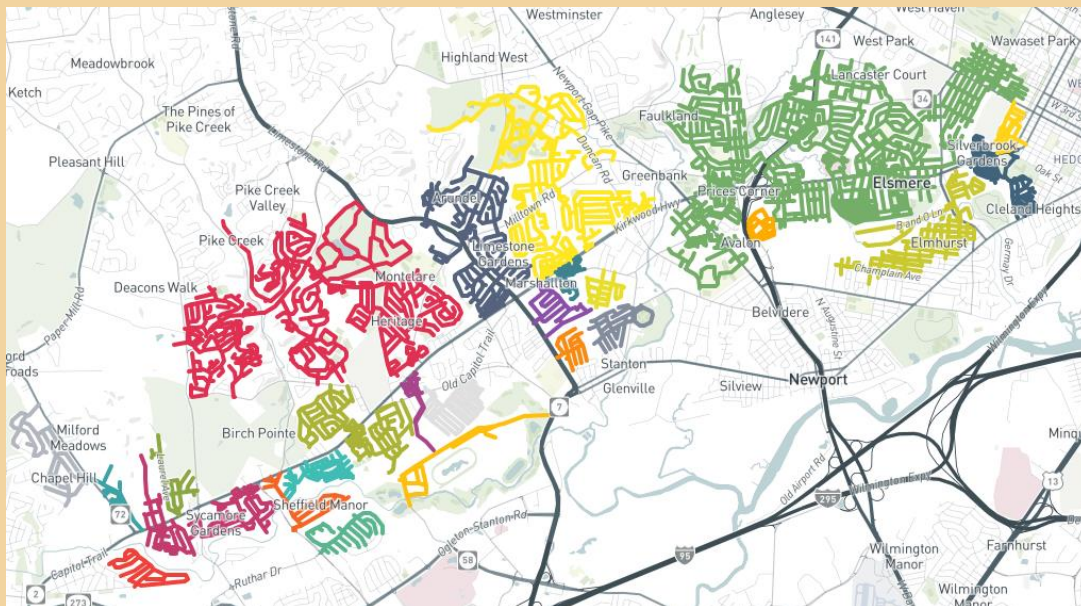
- Key sidewalk gaps along roads intersecting SR 2
- Use of remnant rights-of-way for sidewalks/paths
- Opportunities to strengthen inter-parcel connections
- Recognition of improvements in related studies, notably the Marshallton circulation study and the Millcreek Area Pathways study.



DRAFT RECOMMENDATIONS: Ped/Bike Network Connections

-- QUESTION --

- Do the recommended ped/bike network connections adequately address the Vision Statement?



DRAFT RECOMMENDATIONS - Open Discussion

1. Land Use & Economic Development
2. Road and Street Sections
3. Major Intersections
4. Other Intersections
5. Churchman's Road Extended
6. Transit
7. Other Roads in the Study Area
8. Ped/Bike Network Connections

NEXT WORKSHOP

- November 14th; 4pm-7pm
- 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 will include both short and long-term improvements and initiatives for the Kirkwood Highway corridor between Newark and Wilmington.

Help shape the way people live, work, and play in the Kirkwood Highway Corridor.



SCAN ME

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.

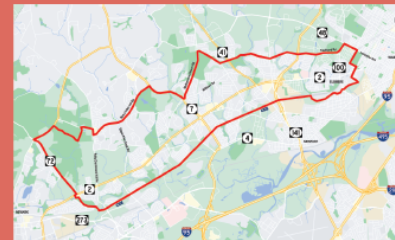
DRAFT RECOMMENDATIONS WORKSHOP

Thursday, November 14, 2024
4:00 p.m. - 7:00 p.m.

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

The in-person workshop will have a presentation at 4:15 p.m. and 5:45 p.m., but you can attend any time between 4:00 p.m. and 7:00 p.m.

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



TU TAMBIÉN ESTÁS INVITADO!



El Área de Planificación del Área de Planificación (APCO), el Departamento de Delaware (DelDOT), la Corporación de Transporte de Delaware (DTC) y el Departamento de Uso de Terrenos del Condado de Nueva Castle continúan el desarrollo del Plan de Transporte y Uso de Terrenos de la Carretera Kirkwood Highway. El plan incluirá tanto mejoras e iniciativas a corto como a largo plazo para el corredor de la Carretera Kirkwood entre Newark y Wilmington.

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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 302-737-6205 no más tarde de tres días antes del evento. Nos esforzaremos por proporcionar un servicio para satisfacer sus necesidades.

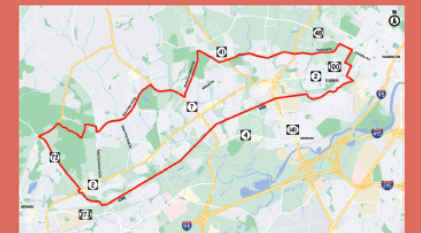
Taller de Borrador de Recomendaciones

Jueves, 14 de noviembre de 2024
4:00 p.m. - 7:00 p.m.

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

El taller presencial tendrá presentación a las 4:15 p.m. y 5:45 p.m., pero puede asistir en cualquier momento entre las 4:00 p.m. y 7:00 p.m.

- Conozca el borrador de recomendaciones propuesto para mejorar las estrategias de políticas de transporte y ordenamiento territorial
- Proporcionar opinión sobre el proyecto de recomendaciones
- Infórmate de los siguientes pasos
- Comparte tus pensamientos

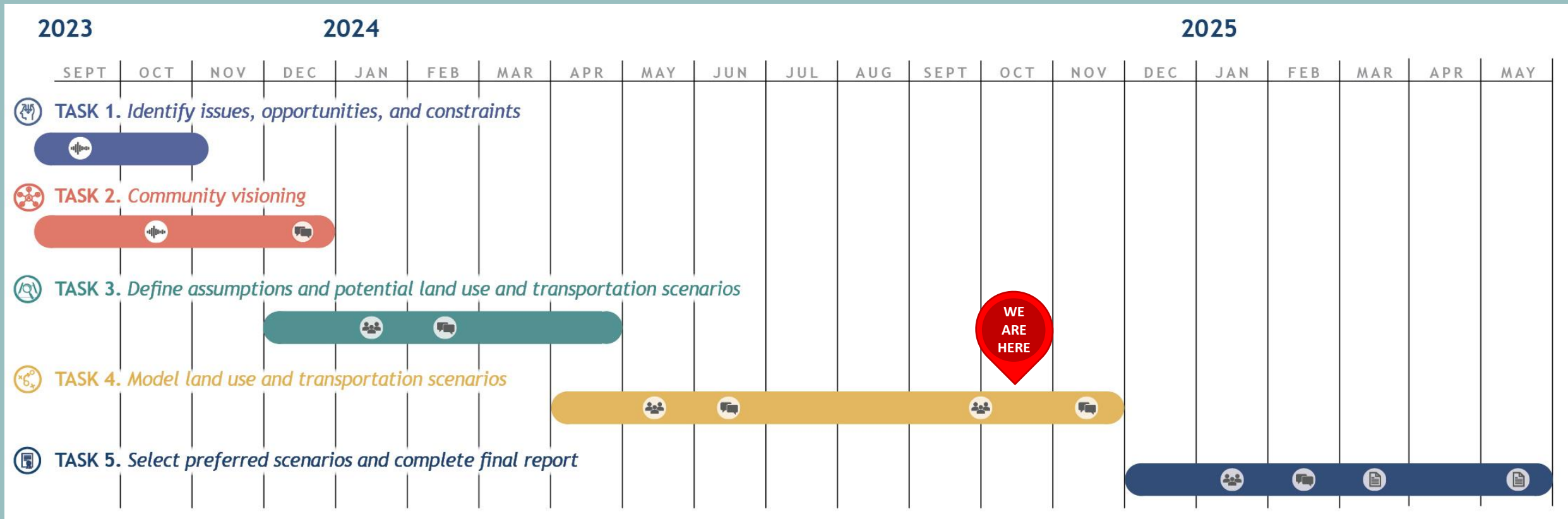


Presented by:



Presentado por:

NEXT STEPS



PUBLIC COMMENT

KIRKWOOD
HIGHWAY
LAND USE AND TRANSPORTATION PLAN