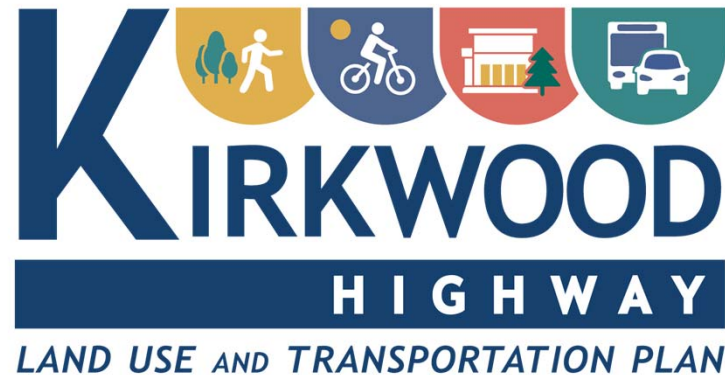
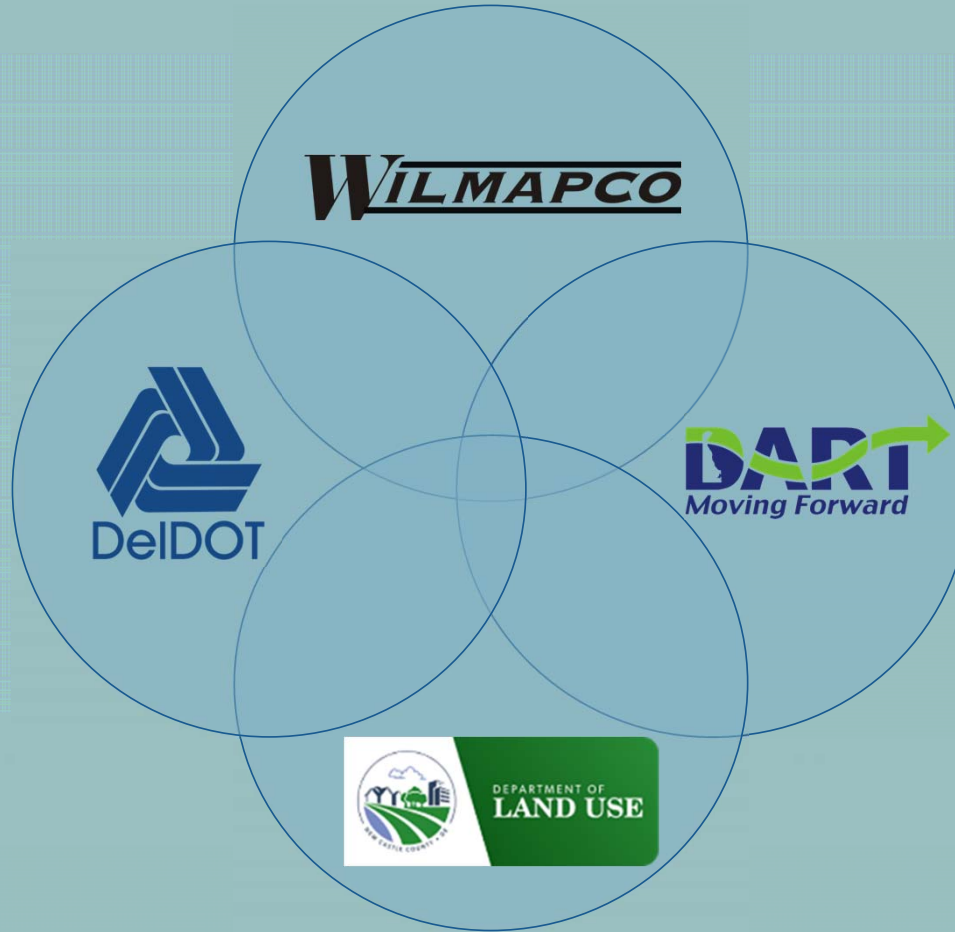


# ALTERNATIVES WORKSHOP PAC OVERVIEW

June 17, 2024



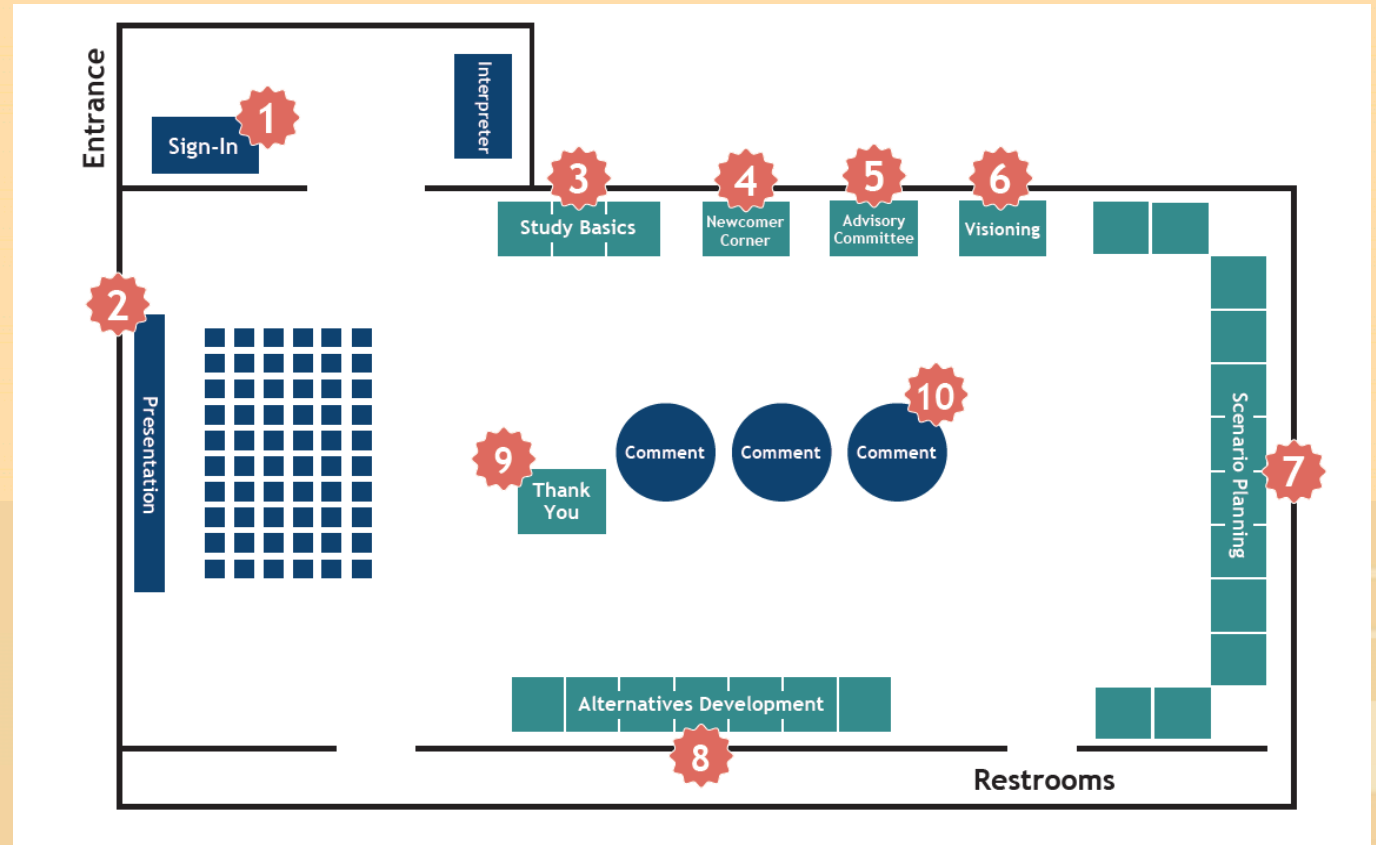
# WELCOME



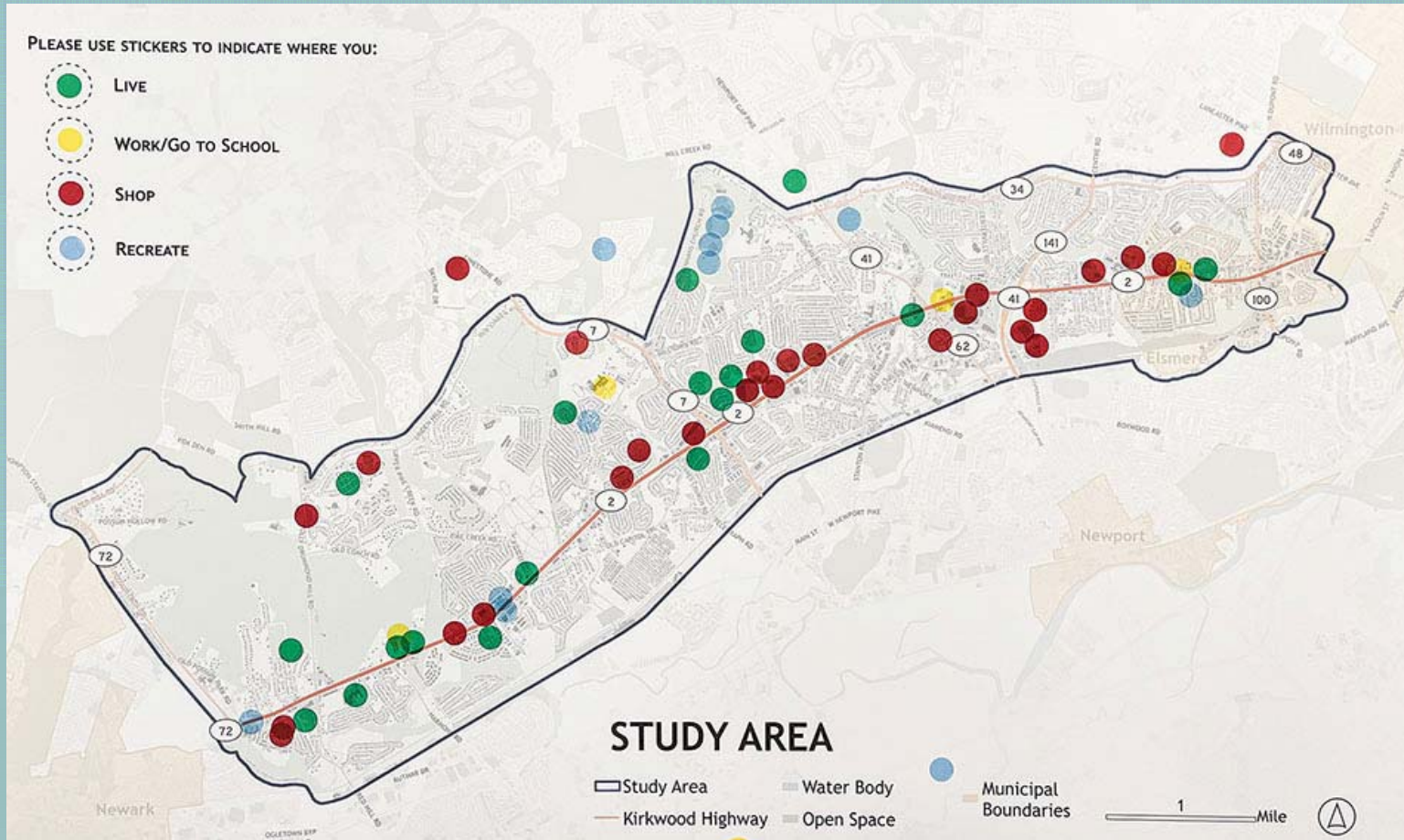
## KIRKWOOD HIGHWAY LAND USE and TRANSPORTATION PLAN

# WORKSHOP STATIONS

- 1 Welcome**  
*Sign-In and let us know if you need an interpreter*
- 2 Presentation**  
*15–20-minute presentations starting at 4:15pm and 5:45pm*
- 3 Study Basics**  
*Interactive - share where you live/ work/ recreate / shop*
- 4 Newcomer Corner**  
*Review Visioning Workshop data if you missed the first workshop*
- 5 Advisory Committee**
- 6 Visioning**
- 7 Scenario Planning**  
*Recap from previous workshops and detailed considerations being used for Alternatives Development*
- 8 Alternatives Development**  
*Interactive – Share your feedback*
- 9 Thank You & Next Steps**
- 10 Comment**  
*Interactive - Share your feedback*



# 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**



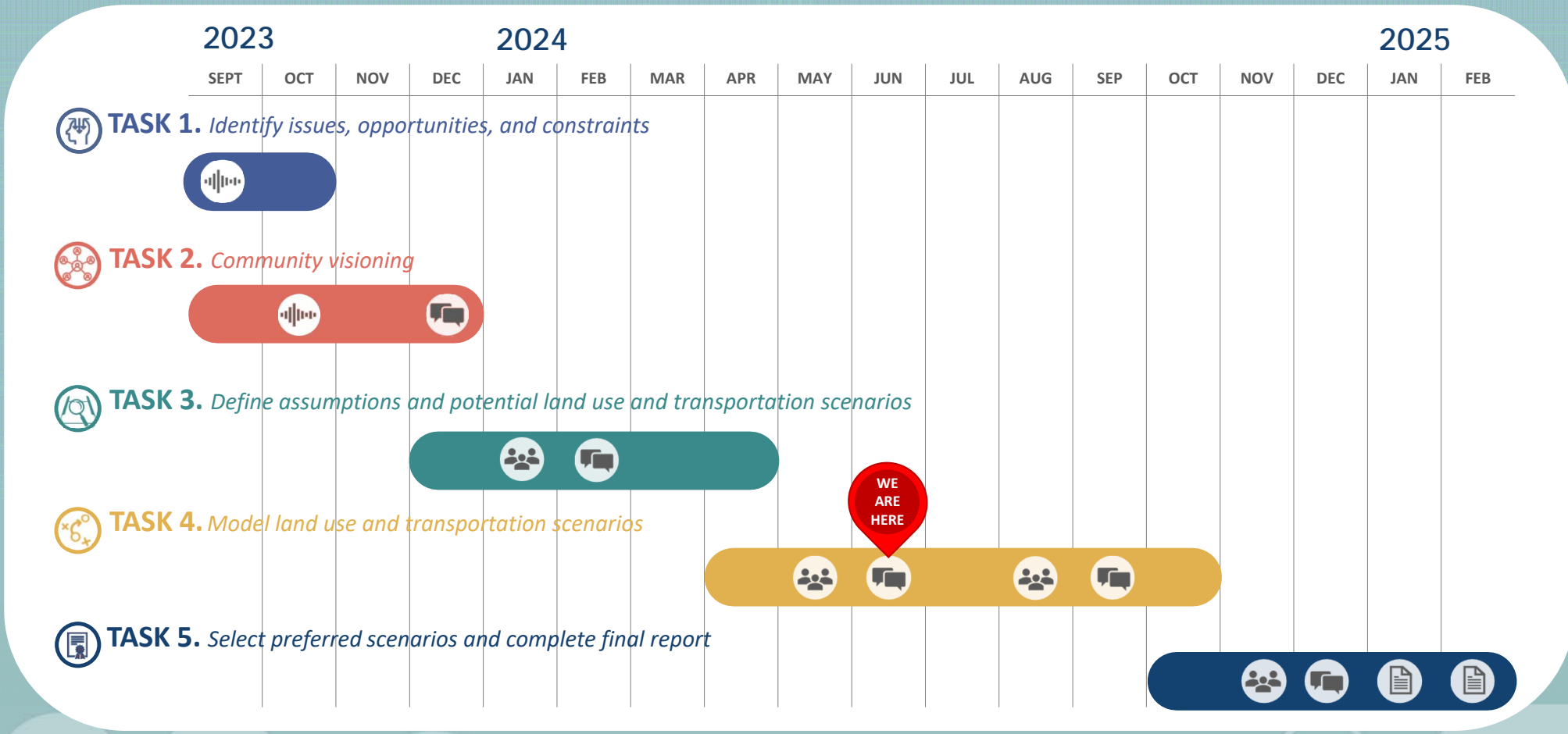
**Accommodate future economic growth**



**Promote more sustainable patterns of development**

# PROJECT PROCESS

 Listening Tour 
  Advisory Committee Meeting 
  Public Meeting 
  Major Deliverable



KIRKWOOD HIGHWAY  
LAND USE and TRANSPORTATION PLAN

# VISION STATEMENT

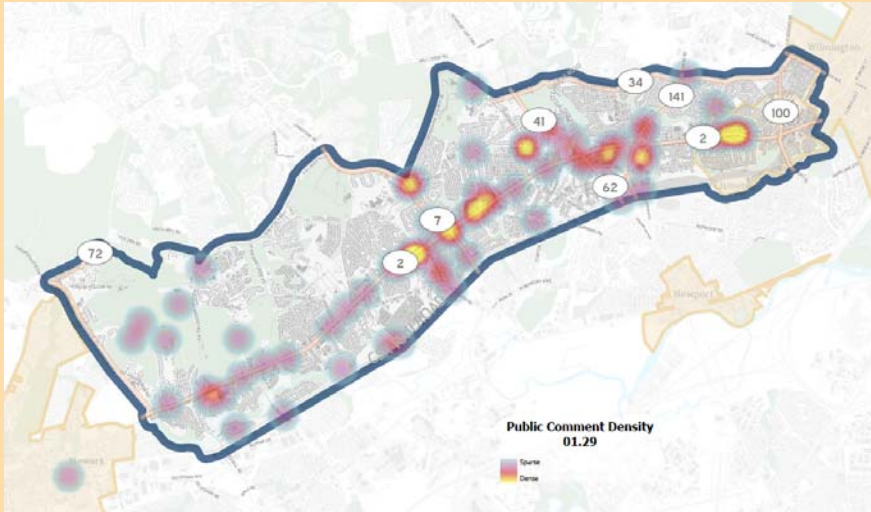
Kirkwood Highway should become a **multimodal** corridor that serves a variety of **compact community** and **business centers** between Newark and Wilmington.

- 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 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



We've heard interest in:

- Bus Rapid Transit / Light Rail Transit
- Service roadways / boulevards
- Bicycle connectivity
- Speed management
- Affordable housing
- Retail center reinvestment
- Shorter travel times

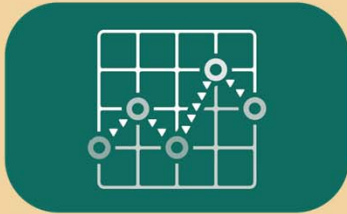
We've discussed how Kirkwood Highway is currently a STROAD which struggles to provide both access and mobility.



We've developed three scenarios that turn a STROAD into a STREET or ROAD

- New Business as Usual (Road)
- Transit Boulevard (Street)
- Multimodal Corridor (Street)

# DETAILED CONSIDERATIONS



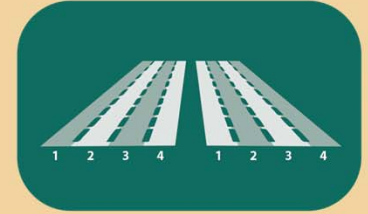
Land Use and  
Market Analysis



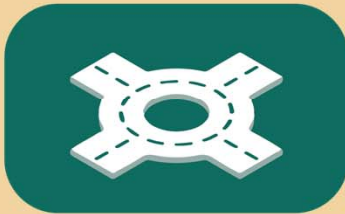
Transit



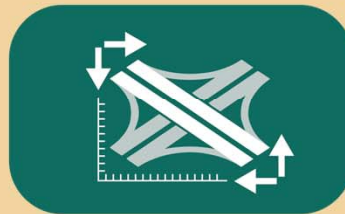
More Accessible  
Pedestrian/Bicycle  
Connections



Appropriate Number  
of Lanes



Roundabouts



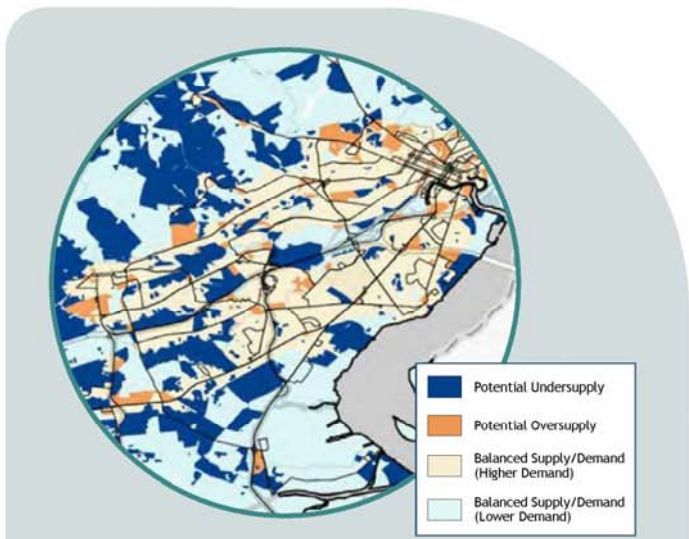
Right-Sizing the SR 2 and  
SR 141 Interchange



Major Intersections

# DETAILED CONSIDERATIONS: TRANSIT

The Transit Boulevard scenario analysis considered three levels of transit service investment: Transformative BRT, Basic BRT, and Enhanced Transit.



DTC's 2023 DART Reimagined study shows that the Kirkwood Highway corridor currently has predominantly balanced supply/demand for transit indicating that current transit supply is appropriately meeting transit demand.

	Transformative BRT	Basic BRT	Enhanced Transit
Continuous sidewalk/bike facilities	✓		
Consistent design/landscaping	✓		
Fully dedicated travelway for BRT vehicles	✓		
Queue jumpers / "RED" lanes	✓	✓	
Limited-stop (i.e., express) service	✓	✓	
Transit signal priority	✓	✓	✓
BRT route / vehicle branding	✓	✓	✓
High-quality BRT stations	✓	✓	✓
Connected vehicle technologies	✓	✓	✓
Off-board fare collection	✓	✓	✓

## Transformative BRT

*Dedicated express bus lanes, typically within the median with extensive pedestrian amenities*



## Basic BRT

*Limited-stop express bus service typically with "queue jump" lanes and enhanced pedestrian facilities*



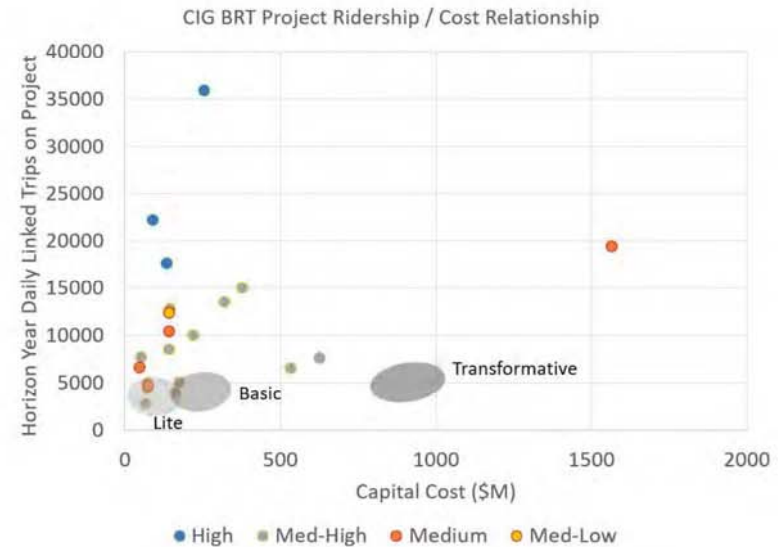
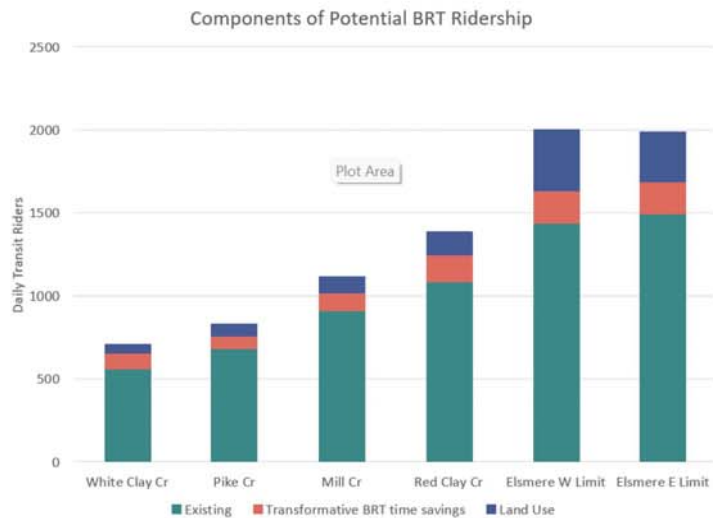
## Enhanced Transit

*High quality pedestrian facilities & transit stops, transit signal priority*



# DETAILED CONSIDERATIONS: TRANSIT/BRT

We estimated how transit ridership along Kirkwood Highway would increase at several locations along SR 2 based on both time savings for Transformative BRT and potential new transit-oriented development at/near BRT stations (~1,000 new units with Transformative BRT, per the market analysis).



**We have about 4,000 corridor riders today.** Transit forecasting suggests we could possibly increase that by about 20% with Transformative BRT; somewhat less with Basic BRT.

The cost to construct Transformative BRT on Kirkwood Highway is likely well in excess of \$500M which would not be cost effective.

The cost to construct Basic BRT is likely over \$200M which would also not be cost effective.

## DETAILED CONSIDERATIONS: ENHANCED TRANSIT

Enhanced Transit Elements, with a budget <\$200M, could be cost-competitive for Federal funding.

The study team will consider what enhanced transit elements are most appropriate for Kirkwood Highway, building off the DART Reimagined recommendations, including:

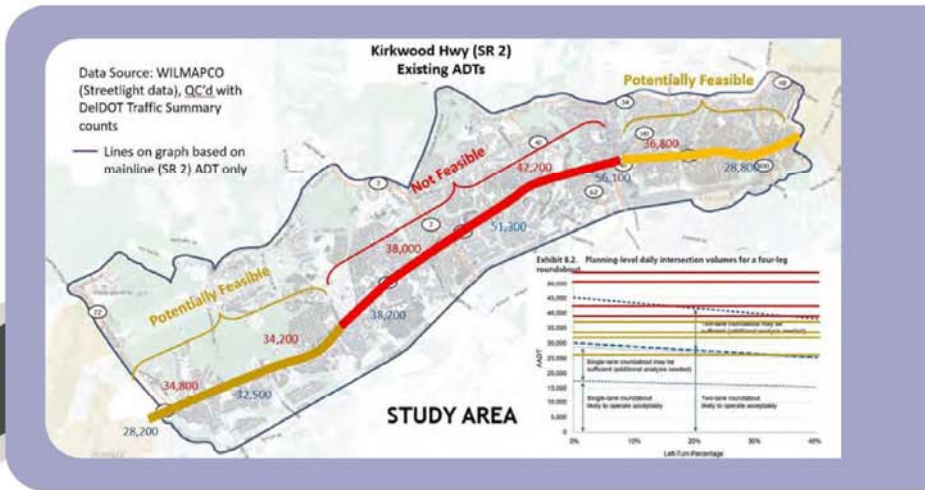
- New Route 56 to connect Prices Corner with the Churchman's Crossing area
- Micro-transit services
- Enhanced bus shelters
- Improved pedestrian access to stops/shelters
- Transit signal priority?
- In-line bus stops vs. pullout bays?



# DETAILED CONSIDERATIONS: ROUNDABOUTS

## Why consider a roundabout on Kirkwood Highway?

- Safety
- Speed Reduction
- Gateway Treatment / Aesthetics / Placemaking
- Transition from one roadway environment to another



**35%**  
reduction in crashes

**90%**  
reduction in fatalities

**76%**  
reduction in injuries

Roundabouts require driving 25 mph or slower giving drivers more reaction time to other vehicles or pedestrians in crosswalks. Slower speeds reduce severe injury crashes.

There are now more than 10,000 roundabouts in use in the United States.

## SCENARIOS → ALTERNATIVES

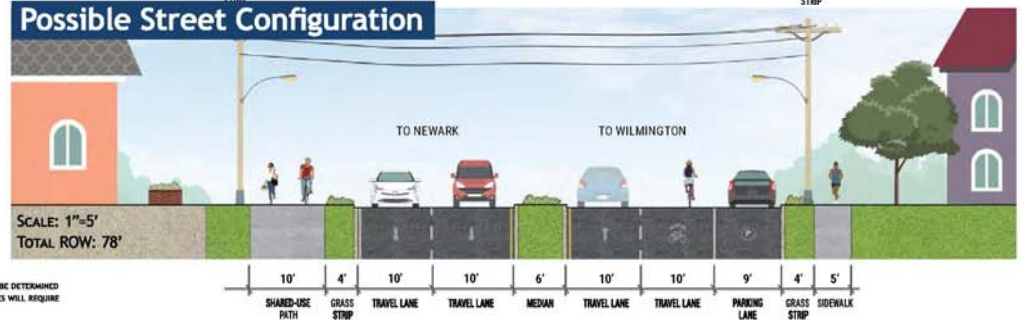
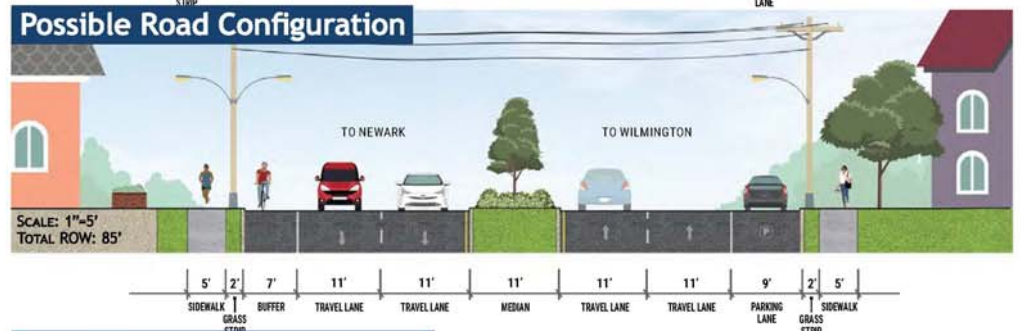
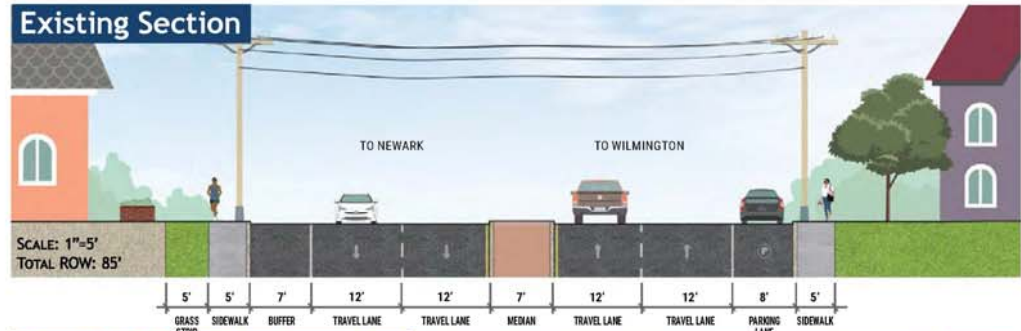


Two interactive boards provide an opportunity for you to help the Project Team develop alternatives that convert Kirkwood Highway to either a Street or a Road in each of the five (5) segments shown above

# ALTERNATIVES: THREE STREET SECTIONS PRESENTED



Existing Aerial Imagery



**NOTES:**

- UTILITIES AND DRAINAGE TO BE DETERMINED
- RELOCATION OF UTILITY POLES WILL REQUIRE EXTRA COST



# INTERACTIVE BOARDS: ROAD ALTERNATIVE

## 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	Blue Route	Orange Route	Yellow Route	Green Route	Blue Route
Grade Separation at SR 2 @ SR 7	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching
Pedestrian overpasses at key locations	Green dot	Green dot	Green dot	Green dot	Green dot
Access management (driveway closures)	Blue, Green, Red dots	Blue, Green, Red dots	Blue, Green, Red dots	Blue, Green, Red dots	Blue, Green, Red dots
Median closures (with indirect left turns)	Green dot	Green dot	Green dot	Green dot	Green dot
Grade separation at SR 7 @ Milltown	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching	Diagonal hatching

# INTERACTIVE BOARDS: STREET ALTERNATIVE

## 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	Dark Blue Segment	Yellow Segment	Green Segment	Orange Segment	Dark Blue Segment
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	Red and Green dots	Red and Green dots	Diagonal Hatching	Red and Green dots	Red and Green 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, Green, and Blue dots	Red, Green, and Blue dots	Red, Green, and Blue dots	Red, Green, and Blue dots	Red, Green, and Blue dots
Shared-use path along SR 2 (walking and biking)	Green, Red, and Blue dots	Green, Red, and Blue dots	Green, Red, and Blue dots	Green, Red, and Blue dots	Green, Red, and Blue dots
Transit signal priority	Red, Green, and Blue dots	Red, Green, and Blue dots	Red, Green, and Blue dots	Red, Green, and Blue dots	Red, Green, and Blue dots

# 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 next workshop in the fall

**KIRKWOOD HIGHWAY**  
LAND USE and TRANSPORTATION PLAN

**PUBLIC COMMENT SHEET**  
JUNE 2024 | ALTERNATIVES WORKSHOP

1. Are there elements that were not discussed at today's workshop that you would like to see incorporated in a ROAD or a STREET alternative?

2. Please provide any additional input about the project.

**KIRKWOOD HIGHWAY**  
LAND USE and TRANSPORTATION PLAN

**PUBLIC COMMENT SHEET**  
JUNE 2024 | ALTERNATIVES 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](mailto:dgula@wilmapco.org).  
To stay informed about this project, please visit the website at [www.wilmapco.org/kirkwood](http://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.



*LAND USE AND TRANSPORTATION PLAN*

**QUESTIONS?**