

# Delaware State Chamber of Commerce Infrastructure & Transportation Committee

March 27, 2024



# PRESENTERS



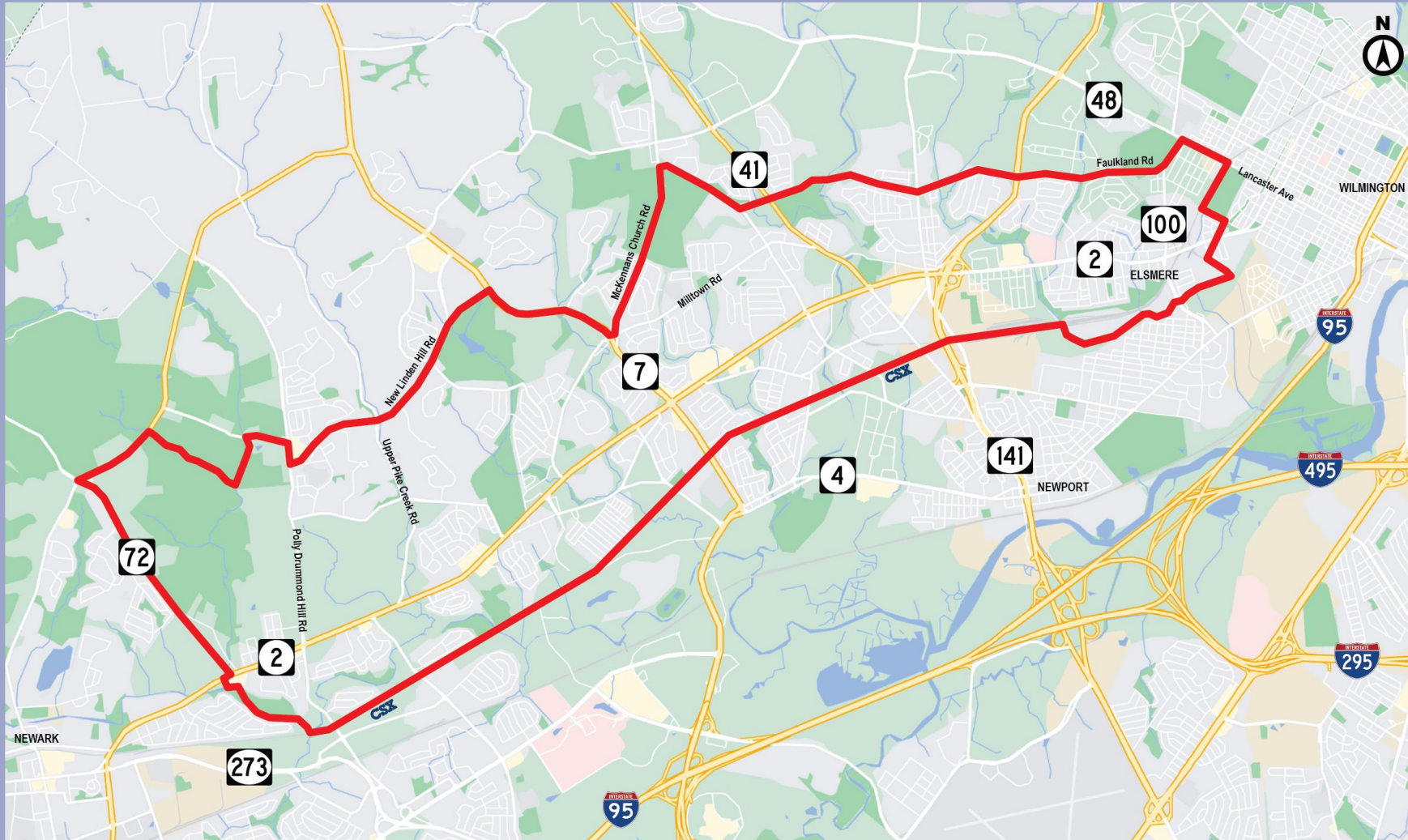
Dan Blevins



Mark Tudor



# KIRKWOOD HIGHWAY STUDY AREA



**KIRKWOOD HIGHWAY**  
LAND USE and TRANSPORTATION PLAN

# KIRKWOOD HIGHWAY OVERVIEW

## Purpose



Strengthen alternative travel modes



Enhance existing neighborhood vitality



Position existing businesses to remain competitive



Accommodate future economic growth

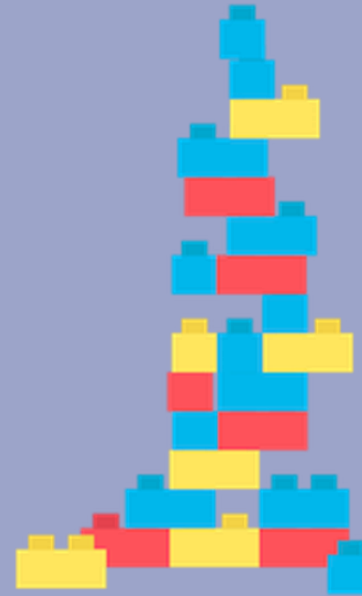


Promote more sustainable patterns of development

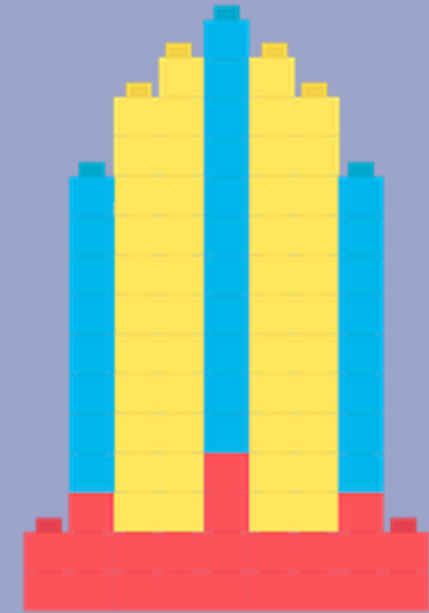
# KIRKWOOD HIGHWAY OVERVIEW

## Why do we need a plan?

- Establish the guiding vision for the future
- Coordinate development/redevelopment
- Coordinate and time infrastructure needs
- Leverage resources to maximize results



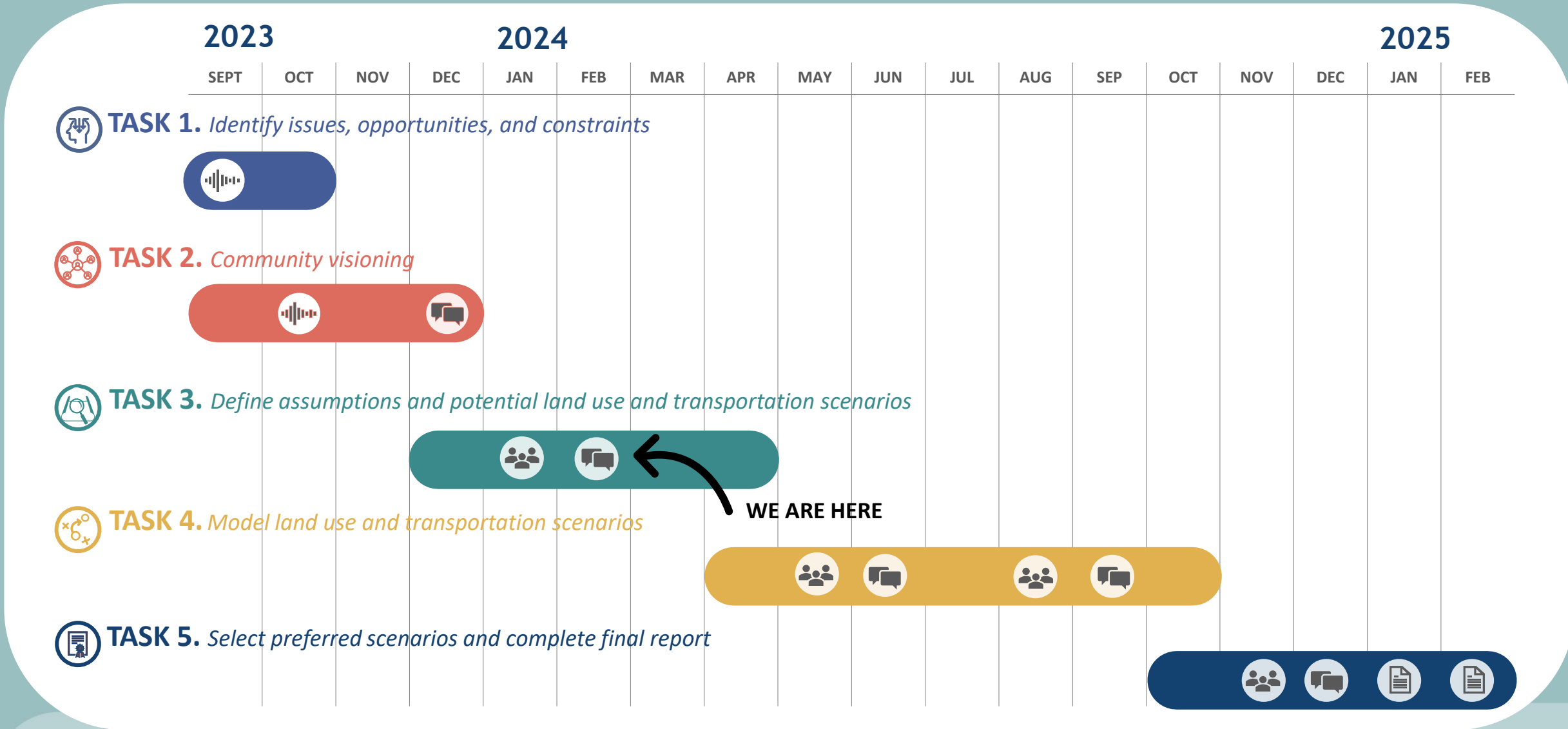
**Without Blueprints**  
Without public involvement



**With Blueprints**  
With public involvement

# PROJECT SCHEDULE

 Listening Tour
  Advisory Committee Meeting
  Public Meeting
  Major Deliverable





# PROJECT PROCESS

- Share, Educate, Listen, Engage
- Listening Tour
- Advisory Committee
- Public Workshops



# KIRKWOOD HIGHWAY ADVISORY COMMITTEE

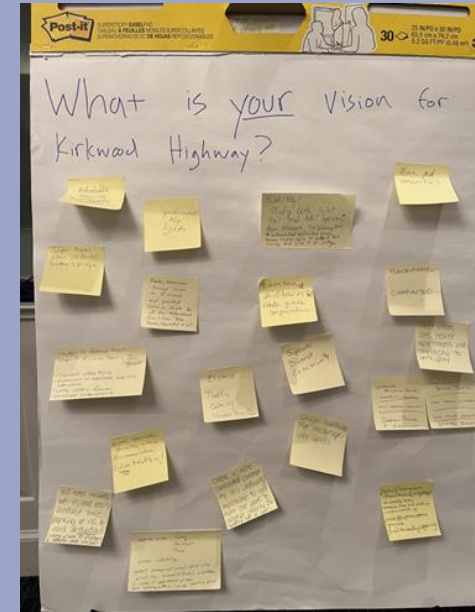
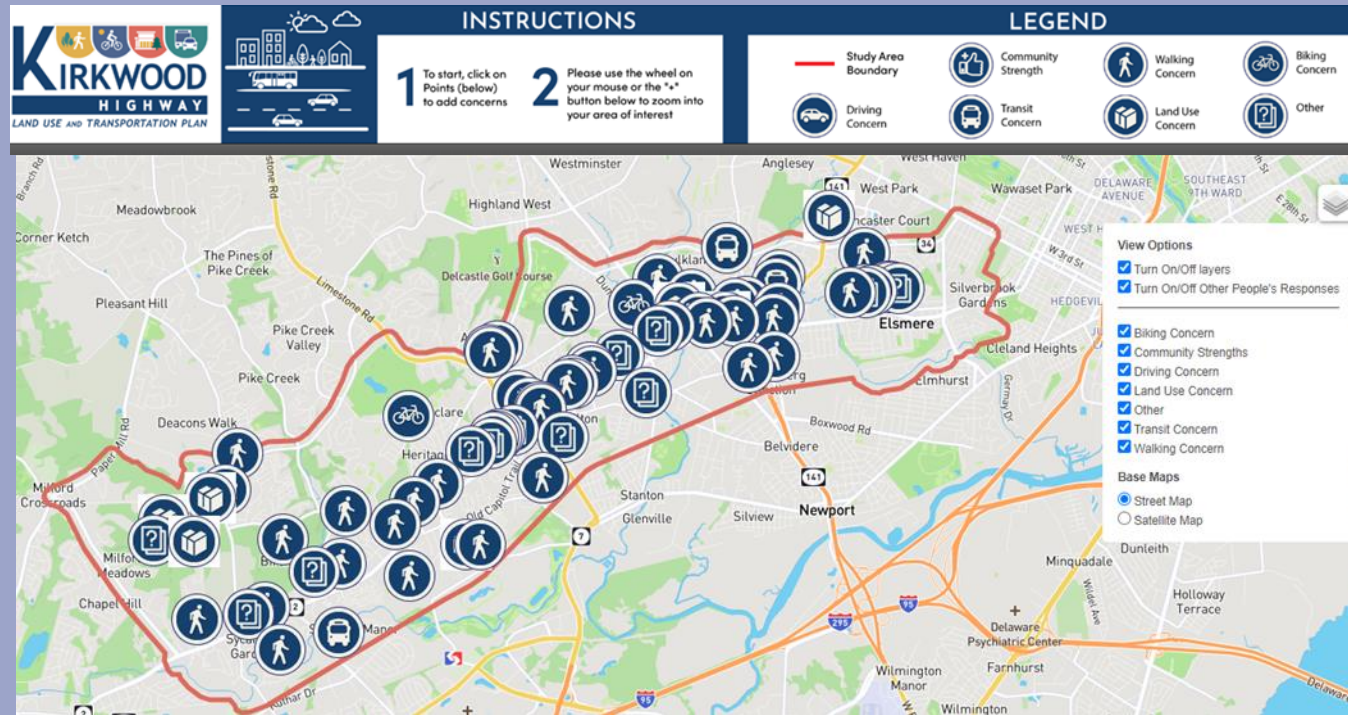
- Advisory Committee Members are providing feedback and input to the project team.
- Advisory Committee Members are providing information, experiences, and local knowledge to assist the project team.
- The project team is using the input of the Advisory Committee Members, as well as all other public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



# OUTREACH AND VISIONING

## How comments were collected:

- Hand-written comments, on maps, notepads and sticky notes
- Survey forms
- Wikimap entries



# 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.**

# MARKET ANALYSIS

## The Ecology of Housing Markets: Household Life Stages

If a housing market is challenged to accommodate the needs of the natural household life stages cycle, before long, the area's economy will be adversely impacted as workers require increased pay to meet their housing needs or, worse, leave the area to relocate in a more affordable area. Soon after, businesses will also seek to relocate as the consumer base and labor pool begins to shrink.



### Early Adulthood

- Needs sufficient rental housing
- Rents need to be affordable to incomes to permit savings for future ownership
- Will eventually seek a “starter-home” and, perhaps, start a family



### Young Family

- Needs sufficient “starter-home” stock
- Price points need to be affordable to incomes to permit savings and local area spending
- May eventually seek a “move-up” house to raise a growing family



### Empty Nesters

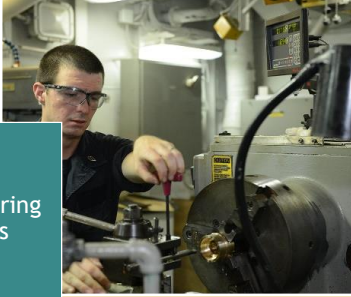
- Needs sufficient “move-up” housing
- Location, cost, and features suitable to the occupant's tastes are key factors
- May eventually seek “down-size” housing, which could be rental housing vacated by the Early Adulthood cohort



# MARKET ANALYSIS

## Affordable/Workforce Housing: Workers Who Benefit

Manufacturing  
Workers



Hospitality  
Workers



Firefighters



Police  
Officers



Food Service  
Workers



Teachers



Retail  
Workers



Homecare  
Workers



Construction  
Workers



# MARKET ANALYSIS

## Household Expenses

“Households who own or lease a vehicle spend more of their income on transportation and that trend is most pronounced for low-income households.”

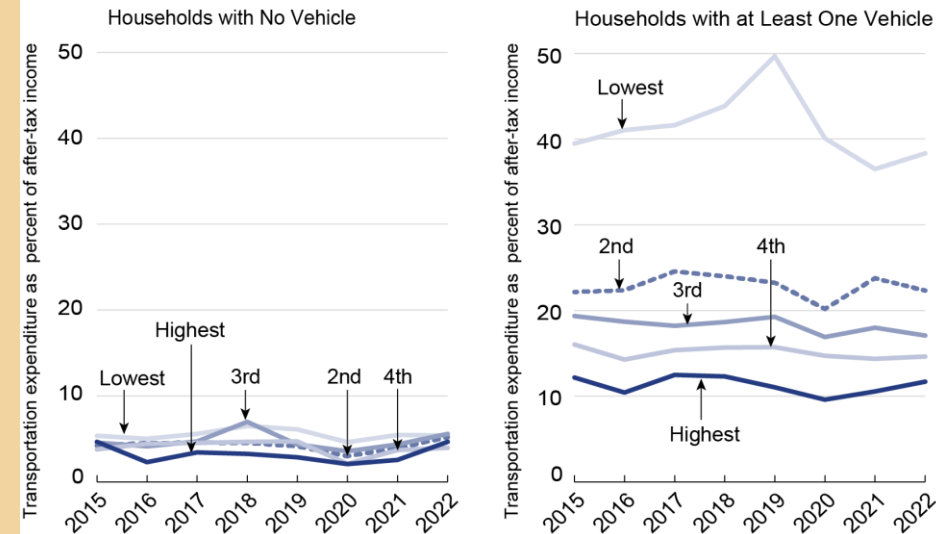
Source: Bureau of Transportation Statistics,  
United States Department of Transportation, 2023



Good public transit can help make housing more affordable to low- and middle-income households



Figure 2. Percent of After-tax Income Spent on Transportation Expenditure by Households with No Vehicle vs. Households with One or More Vehicles by Income Quintile



# MARKET ANALYSIS

## Transportation investments can catalyze property investments



Without transportation investment, population and household growth will be flat, leading to stagnant or declining economic activity and real estate values.



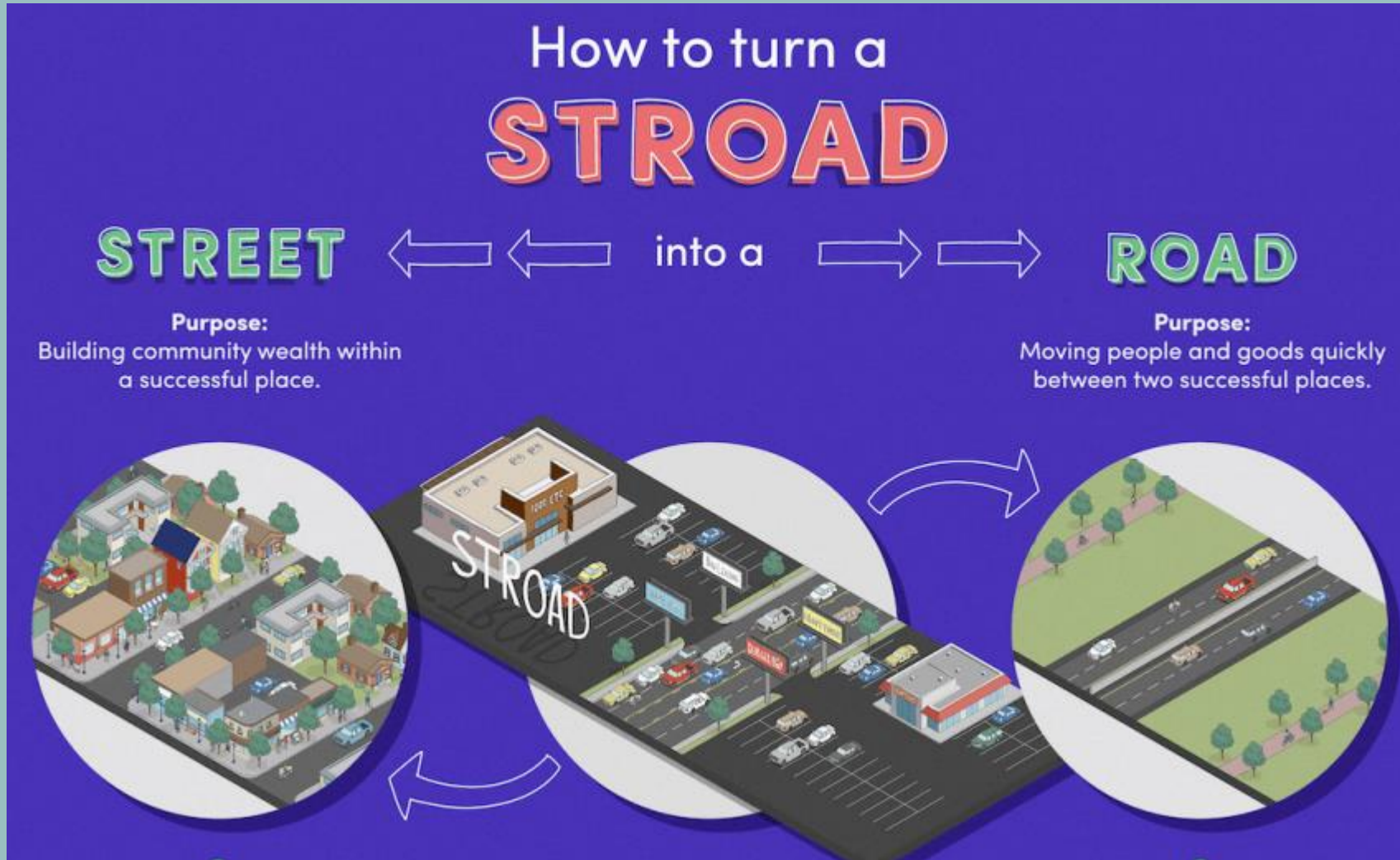
Improved mobility infrastructure and updated zoning which facilitates compact site designs and an increase in mixed-use residential development...



...should lead to an expanding population and household growth, along with an increase in economic activity and real estate values.



# KIRKWOOD HIGHWAY AS A “STROAD”





# WHAT IS SCENARIO PLANNING?

## Purpose and Objectives

Scenarios provide an opportunity to think big and ask important questions:

- What is “business as usual”?
- What if SR 2 had a very different modal emphasis?
- What different types of approaches would achieve the Corridor Vision?
- How would those different approaches affect evaluation metrics?
- What tensions (divergent stakeholder views, funding availability, etc.) complicate achieving the Corridor Vision?

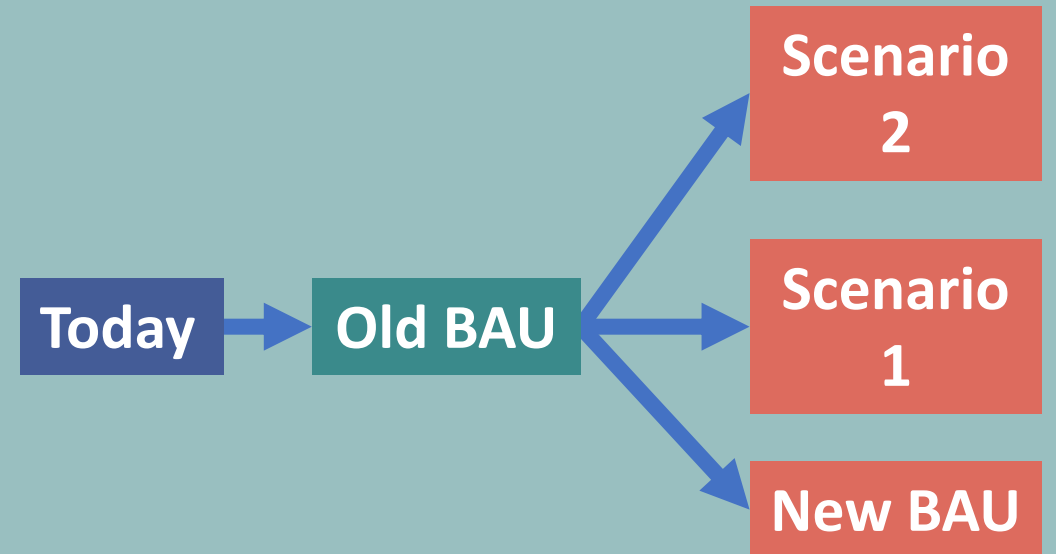


# WHAT IS SCENARIO PLANNING?

## Evaluating Different Possible Futures

What is “business as usual”, or BAU? Some Kirkwood Highway investments have been programmed and will continue moving forward under the “old BAU”. New projects will, at a minimum, reflect changes (i.e., NCC2050 Plan, funding priorities) in a “new BAU”.

Scenarios help provide high-level, conceptual direction for identifying elements to be included in a preferred alternative. Scenarios do not reflect phasing (i.e., you can’t change horses midstream).





# FEEDBACK & UPDATES

- Visit the project website at [www.wilmapco.org/kirkwood](http://www.wilmapco.org/kirkwood)
- Surveys on the project website
- To stay connected, sign up for project updates on the project website
- Next workshop schedule for June

**KIRKWOOD HIGHWAY**  
PUBLIC OPINION SURVEY AND COMMENT SHEET  
FEBRUARY 2024 | SCENARIO PLANNING WORKSHOP

1. A Vision Statement has been developed to guide the Kirkwood Highway Land Use and Transportation Plan, based upon the input received at the Visioning Workshop in December 2023. The Vision Statement is proposed as:

Kirkwood Highway should become a multi-modal 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 design to more bikeable and walkable places if services with housing opportunities that serve
- Both public and private properties should integrate
- Connected networks serving all modes should be centered to adjacent neighborhoods and resources

Does this Vision Statement reflect your thoughts on the  
 YES  NO  
 Why or why not?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

2. During the Scenario Planning Workshop, multiple criteria scenarios for the Kirkwood Highway study area, based on Are there other criteria that should be considered?  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

3. Kirkwood Highway has been described as a "STRAD" - a thoroughfare that struggles to provide both access (like a street) and mobility (like a road), which because of its dual functions experiences operational and safety issues for all modes. During the Scenario Planning Workshop, several potential scenarios were identified to help achieve the Vision and address operational and safety concerns in the Kirkwood Highway Study area.

**Instructions:**  
 Please use the map above to indicate where you think a given scenario would be appropriate along Kirkwood Highway. You may indicate that different scenarios are appropriate in different areas along the corridor. As a reminder, the following scenarios were presented at the Scenario Planning Workshop:

- 1) New Business as Usual (Road) - Some Kirkwood Highway investments have been programmed and will continue moving forward under the "old B&E". These projects will, at a minimum, reflect changes (i.e. NCC2050 Plan, funding priorities) in a "new B&E". The new B&E is generally more auto focused than other scenarios.
- 2) Transit boulevard (Street) - continuous, high profile transitway (Bus Rapid Transit or Bus Rapid Transit-dia) with landscaped median separation where appropriate.
- 3) Multi-modal corridor (Street) - scenario considers a more localized approach toward walk/bike access into walkable centers and creating a sense of place.
- 4) Other (please describe) - "Other" scenarios that you think should be considered:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



**KIRKWOOD HIGHWAY**  
PUBLIC OPINION SURVEY AND COMMENT SHEET  
FEBRUARY 2024 | SCENARIO PLANNING WORKSHOP

**Optional Contact and Demographic Information**  
 The following demographic questions are optional, this information is used for internal planning, and it gives us current demographics instead of waiting for the Census Bureau update.

**Contact Information (Optional)**  
 Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Email: \_\_\_\_\_  
 Phone: \_\_\_\_\_

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 [dg6a@wilmapco.org](mailto:dg6a@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.

# THANK YOU!

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**[www.wilmapco.org/kirkwood](http://www.wilmapco.org/kirkwood)**



**KIRKWOOD**  
**HIGHWAY**  
*LAND USE AND TRANSPORTATION PLAN*