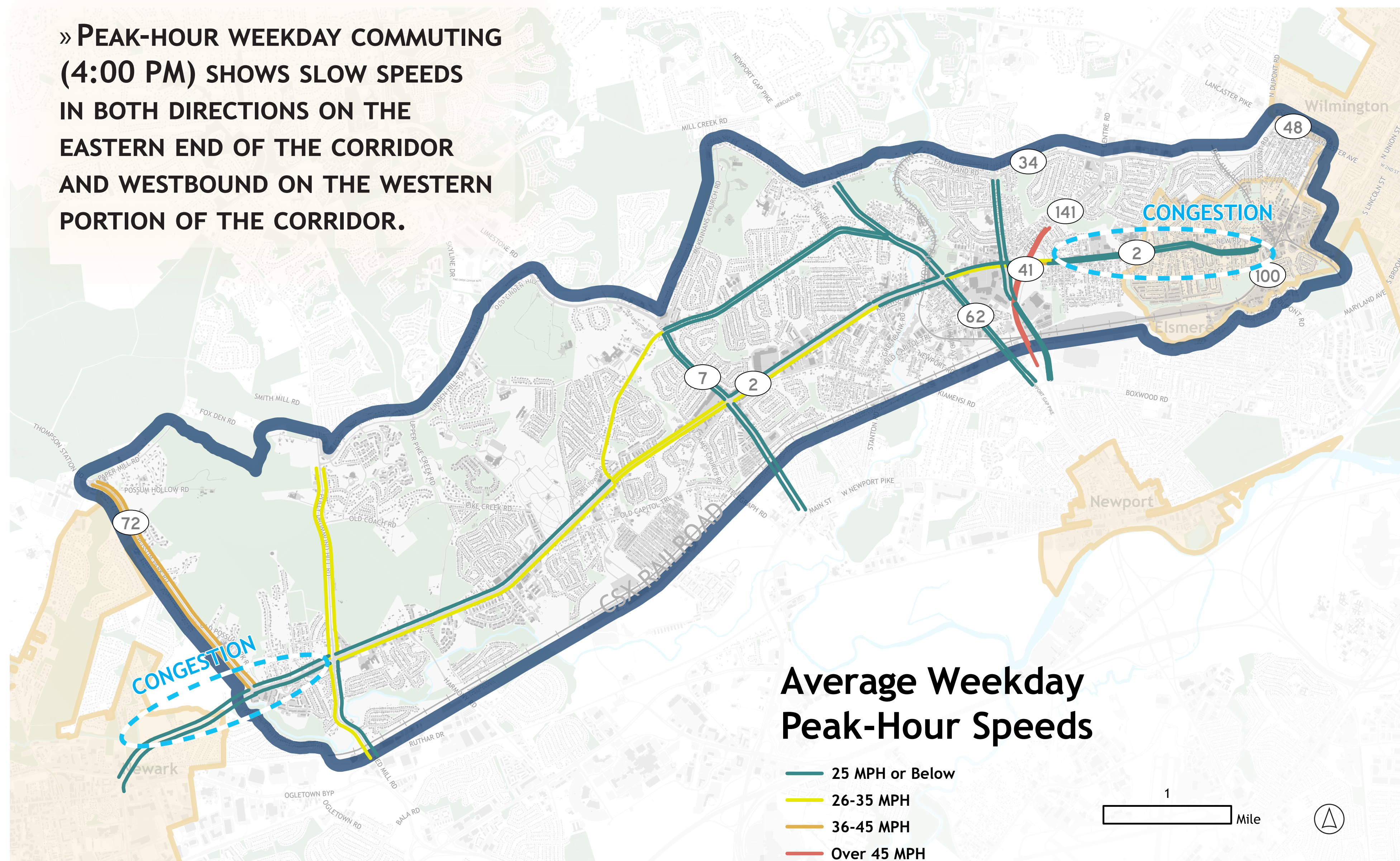
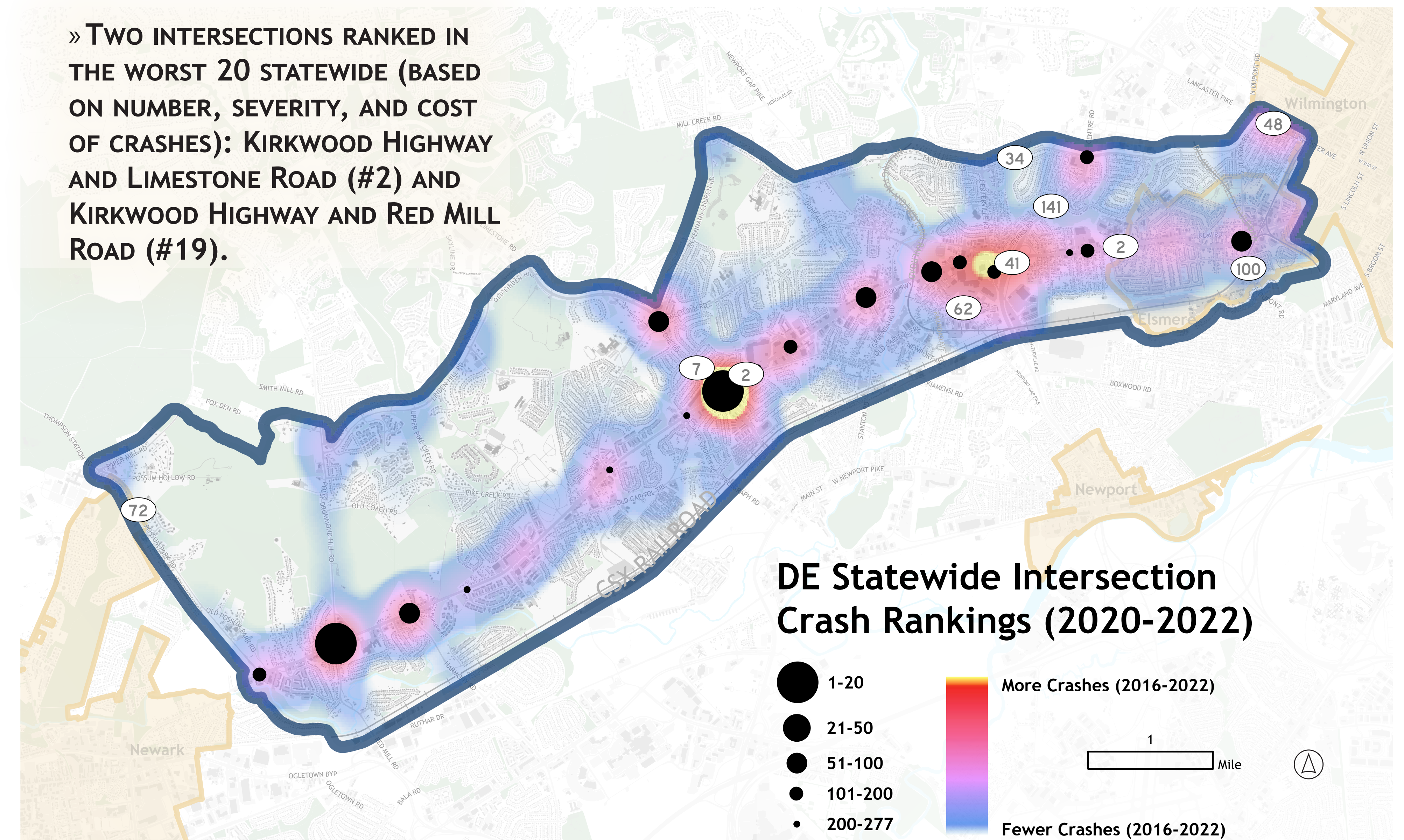


MOTORIZED TRANSPORTATION

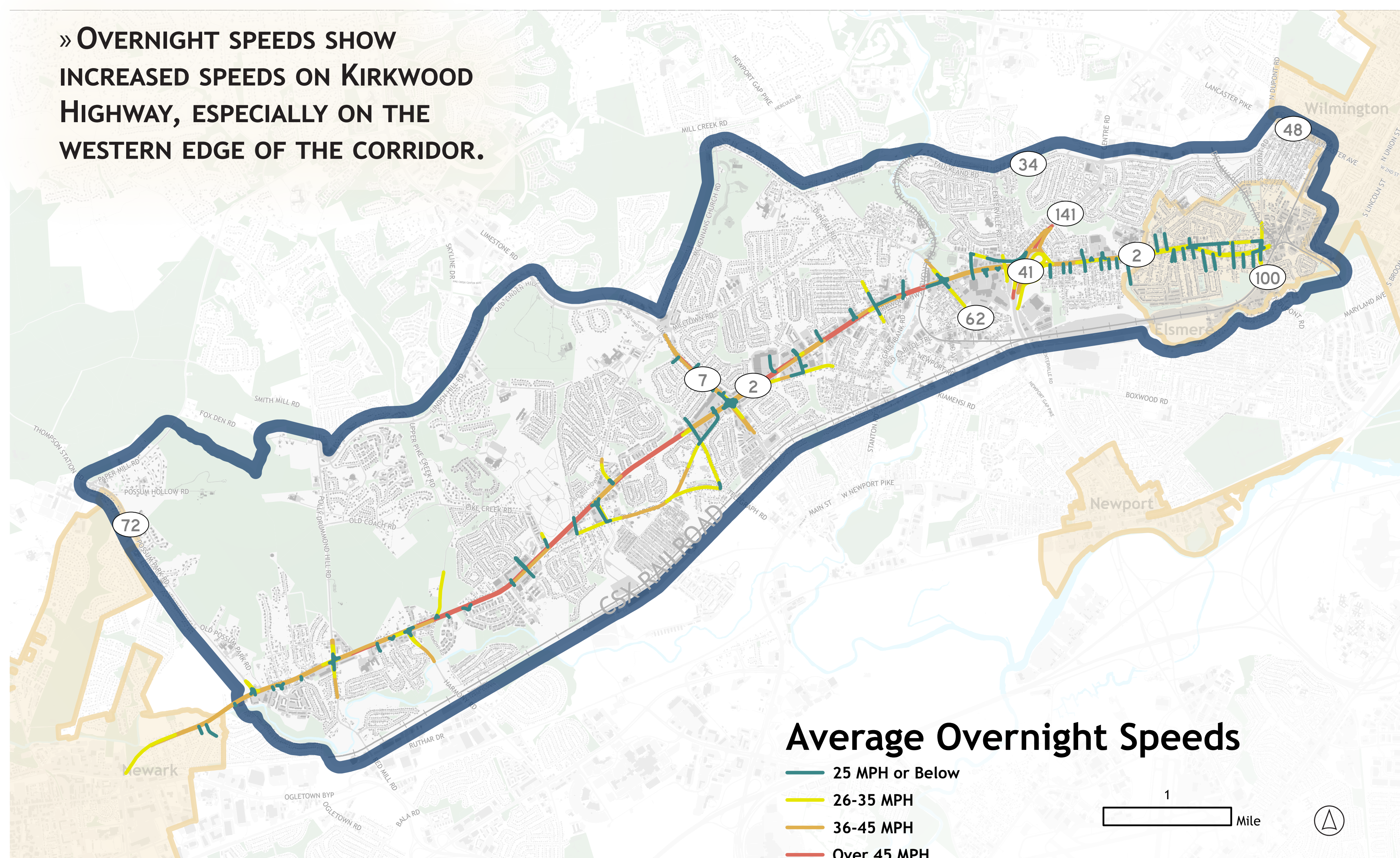
» PEAK-HOUR WEEKDAY COMMUTING (4:00 PM) SHOWS SLOW SPEEDS IN BOTH DIRECTIONS ON THE EASTERN END OF THE CORRIDOR AND WESTBOUND ON THE WESTERN PORTION OF THE CORRIDOR.



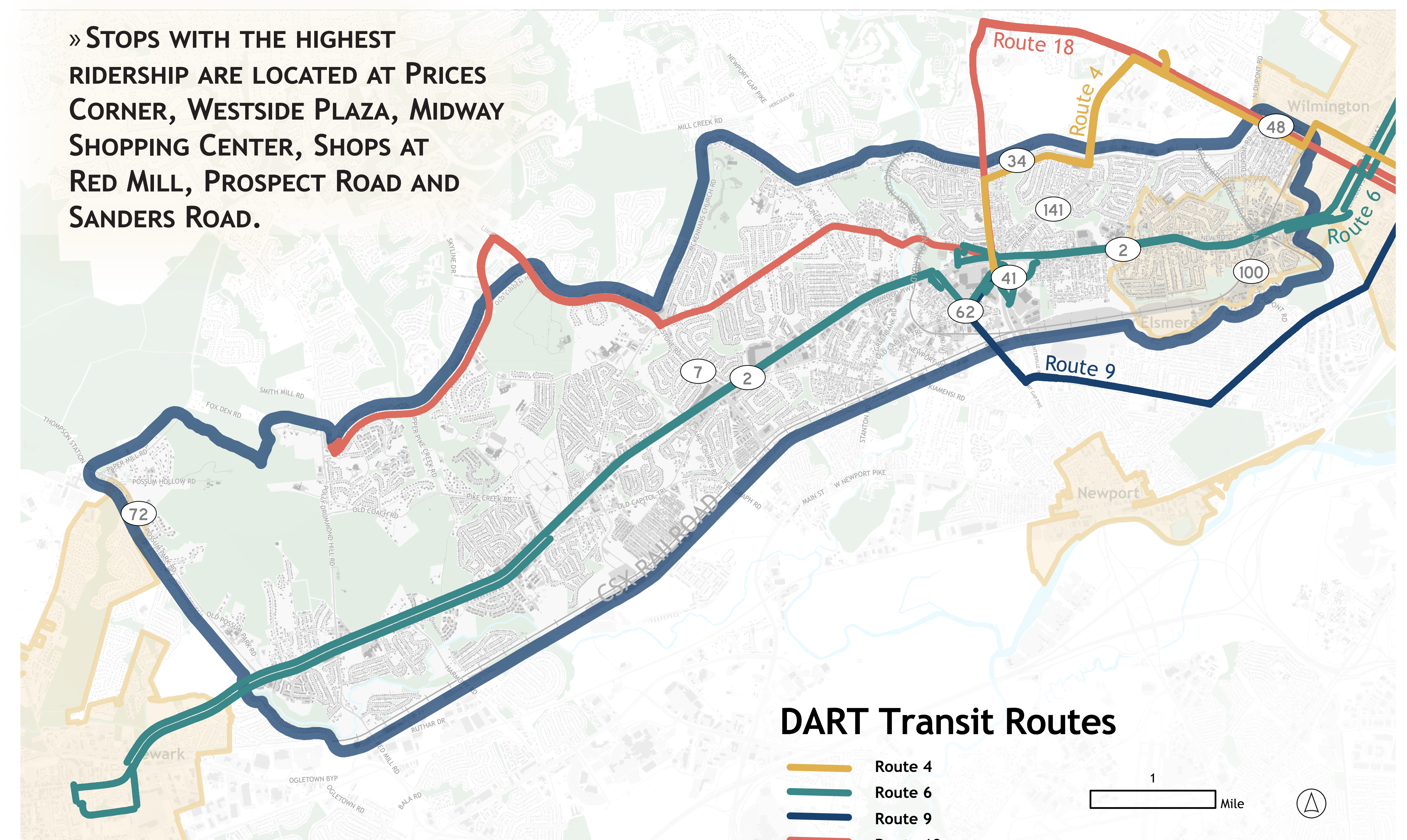
» TWO INTERSECTIONS RANKED IN THE WORST 20 STATEWIDE (BASED ON NUMBER, SEVERITY, AND COST OF CRASHES): KIRKWOOD HIGHWAY AND LIMESTONE ROAD (#2) AND KIRKWOOD HIGHWAY AND RED MILL ROAD (#19).



» OVERNIGHT SPEEDS SHOW INCREASED SPEEDS ON KIRKWOOD HIGHWAY, ESPECIALLY ON THE WESTERN EDGE OF THE CORRIDOR.



» STOPS WITH THE HIGHEST RIDERSHIP ARE LOCATED AT PRICES CORNER, WESTSIDE PLAZA, MIDWAY SHOPPING CENTER, SHOPS AT RED MILL, PROSPECT ROAD AND SANDERS ROAD.



Non-Motorized Transportation

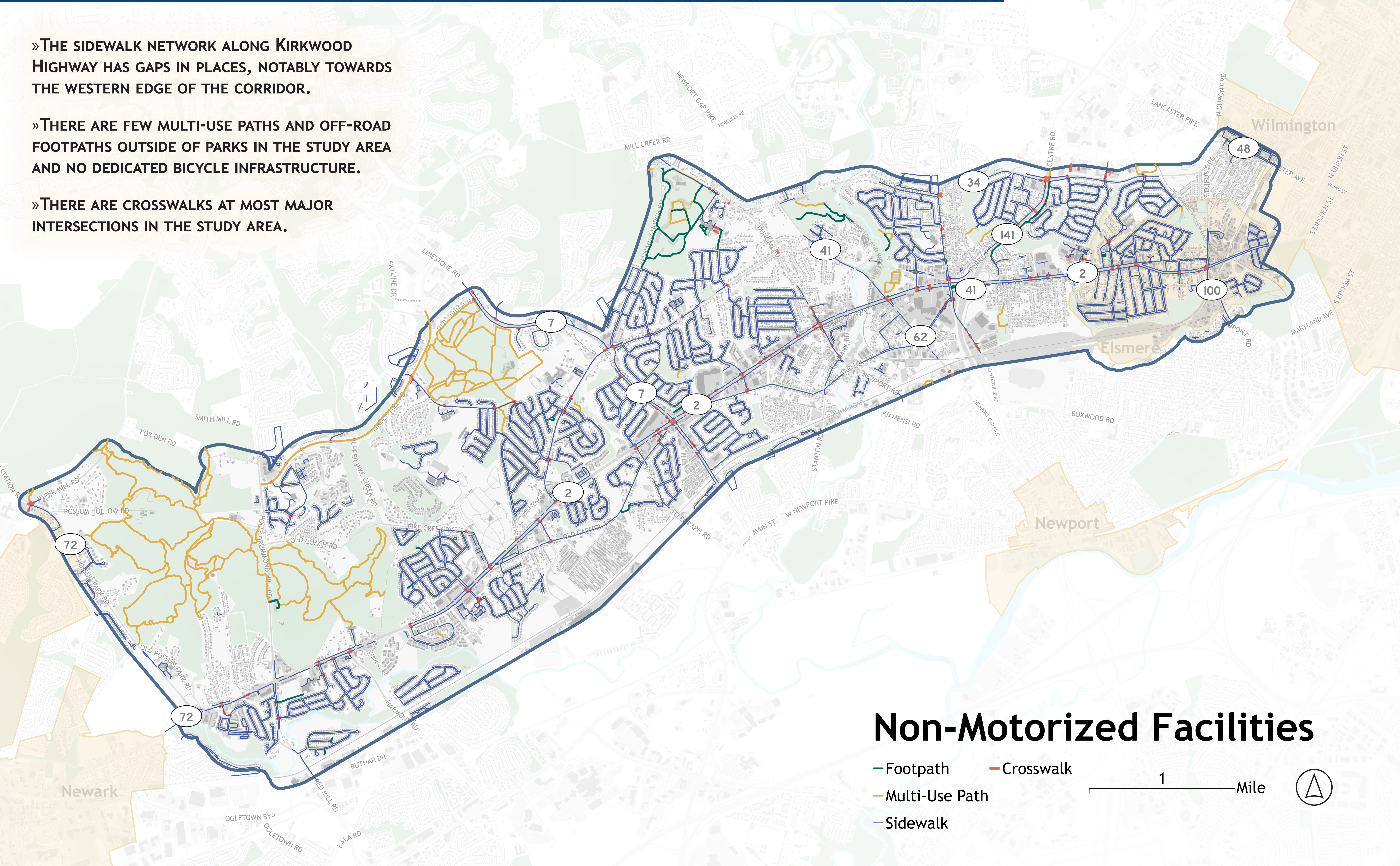


KIRKWOOD HIGHWAY

LAND USE AND TRANSPORTATION PLAN



- » THE SIDEWALK NETWORK ALONG KIRKWOOD HIGHWAY HAS GAPS IN PLACES, NOTABLY TOWARDS THE WESTERN EDGE OF THE CORRIDOR.
- » THERE ARE FEW MULTI-USE PATHS AND OFF-ROAD FOOTPATHS OUTSIDE OF PARKS IN THE STUDY AREA AND NO DEDICATED BICYCLE INFRASTRUCTURE.
- » THERE ARE CROSSWALKS AT MOST MAJOR INTERSECTIONS IN THE STUDY AREA.



Non-Motorized Facilities

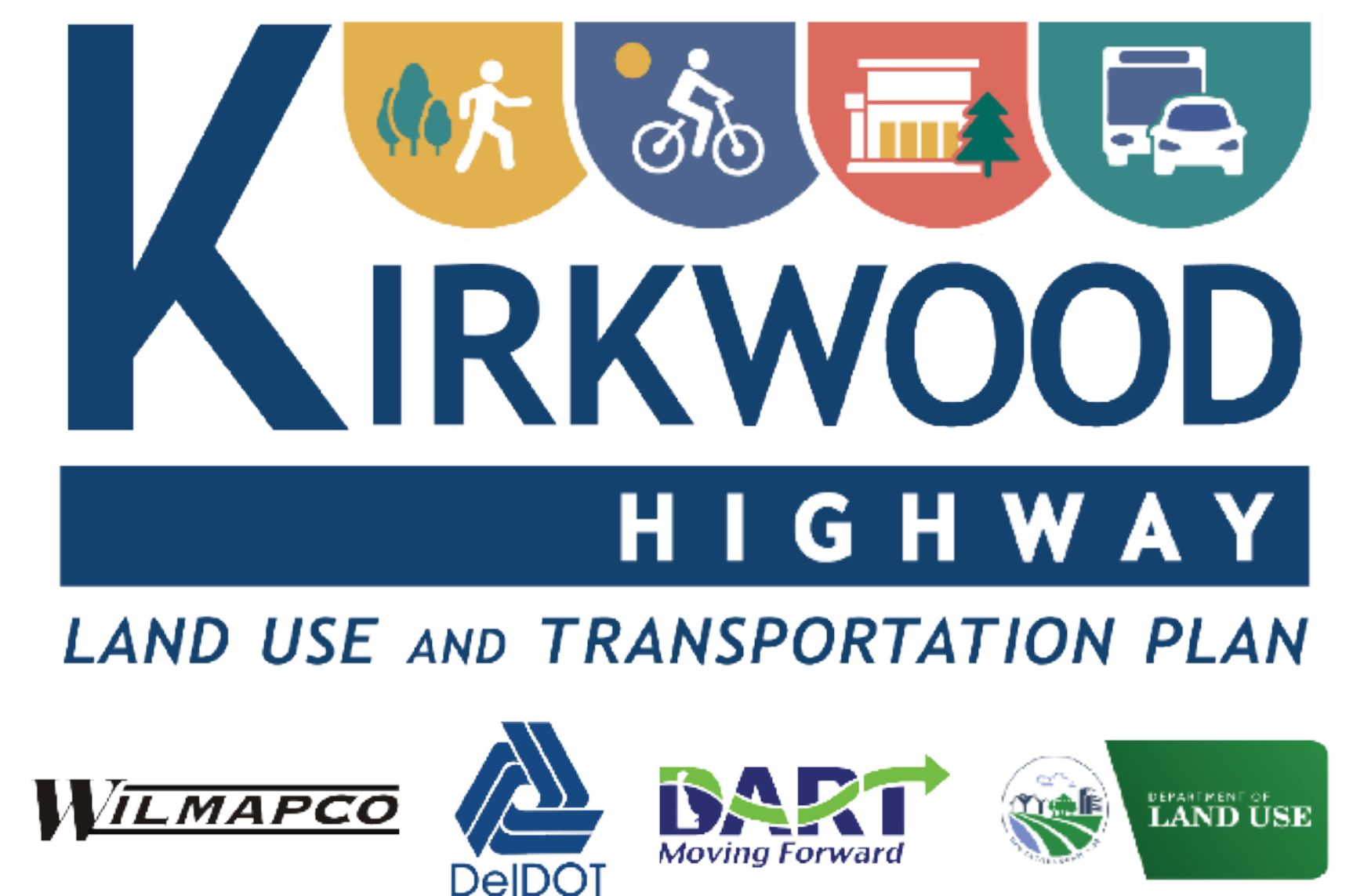
- Footpath
- Multi-Use Path
- Sidewalk
- Crosswalk

1 Mile



ROADWAY USERS

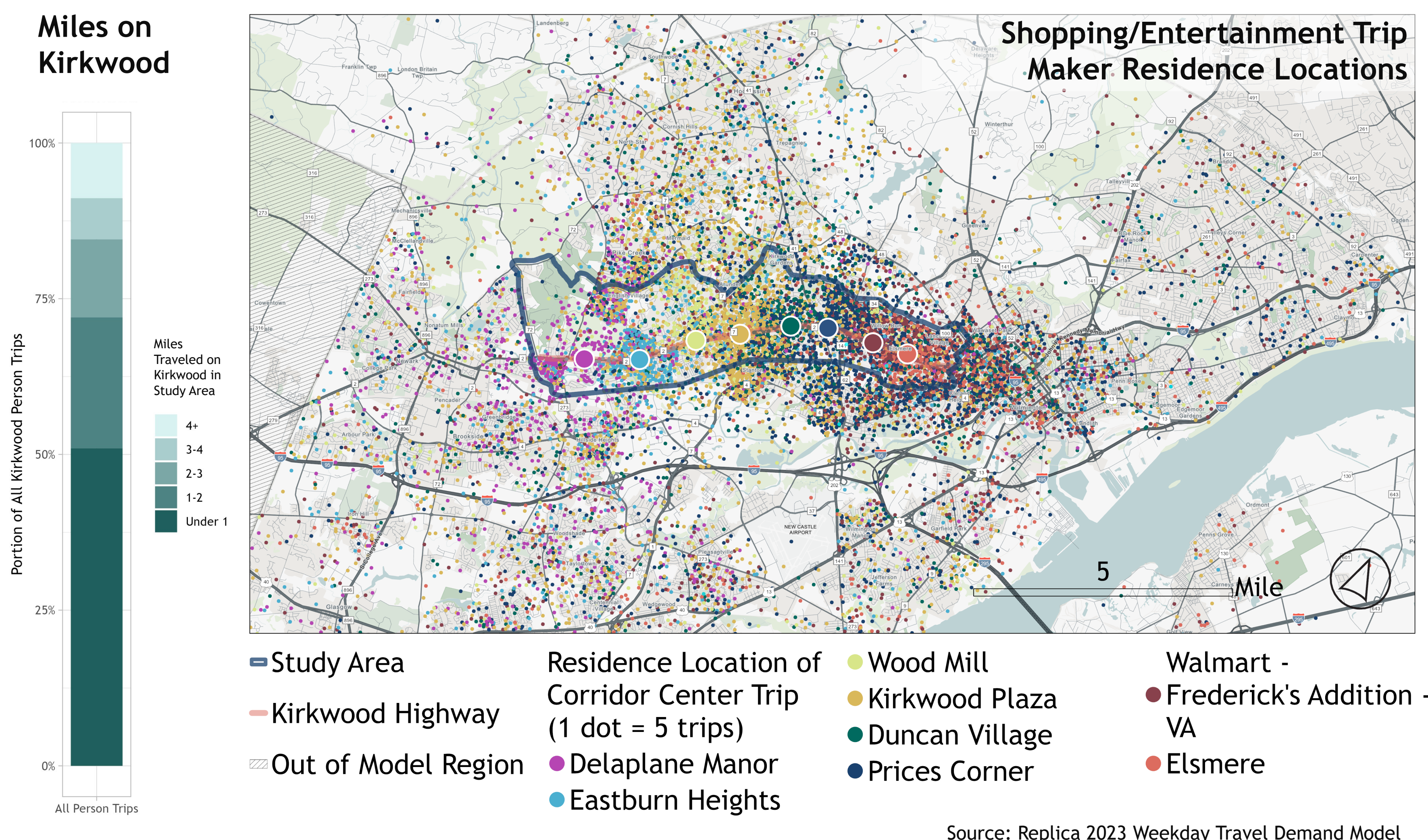
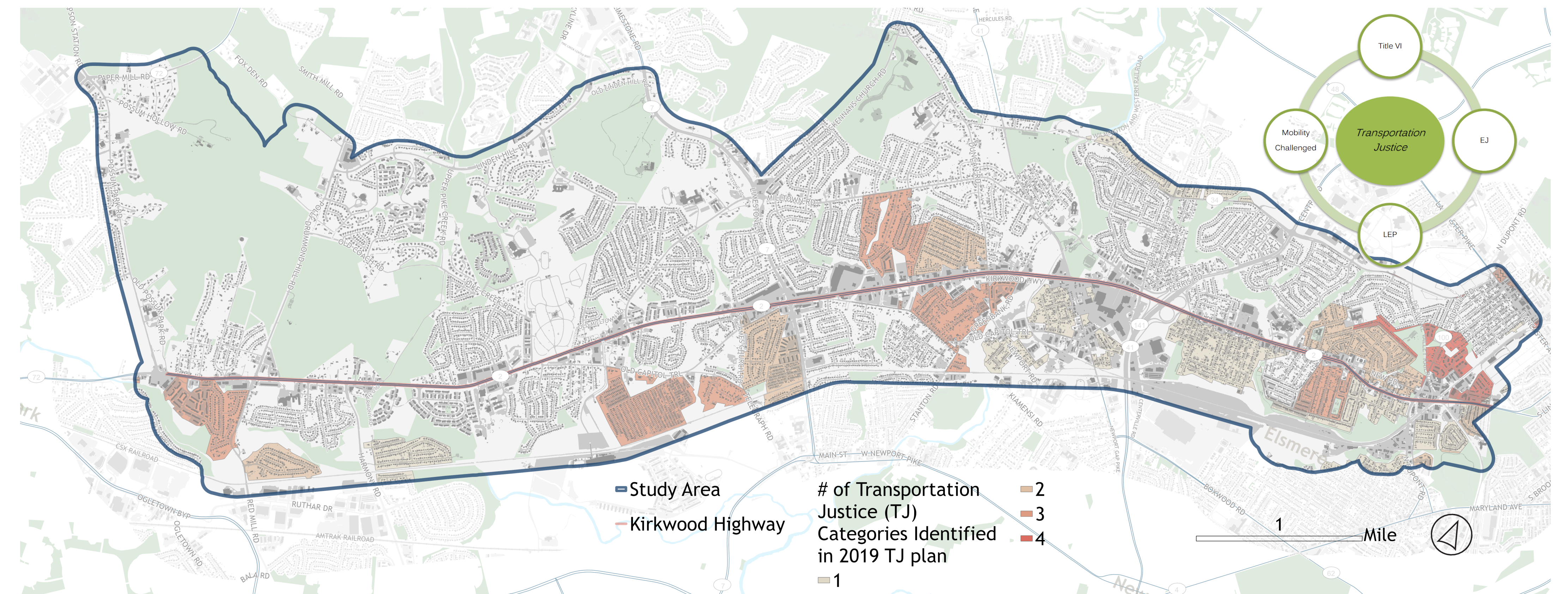
Kirkwood Highway's Residents and Travel Patterns



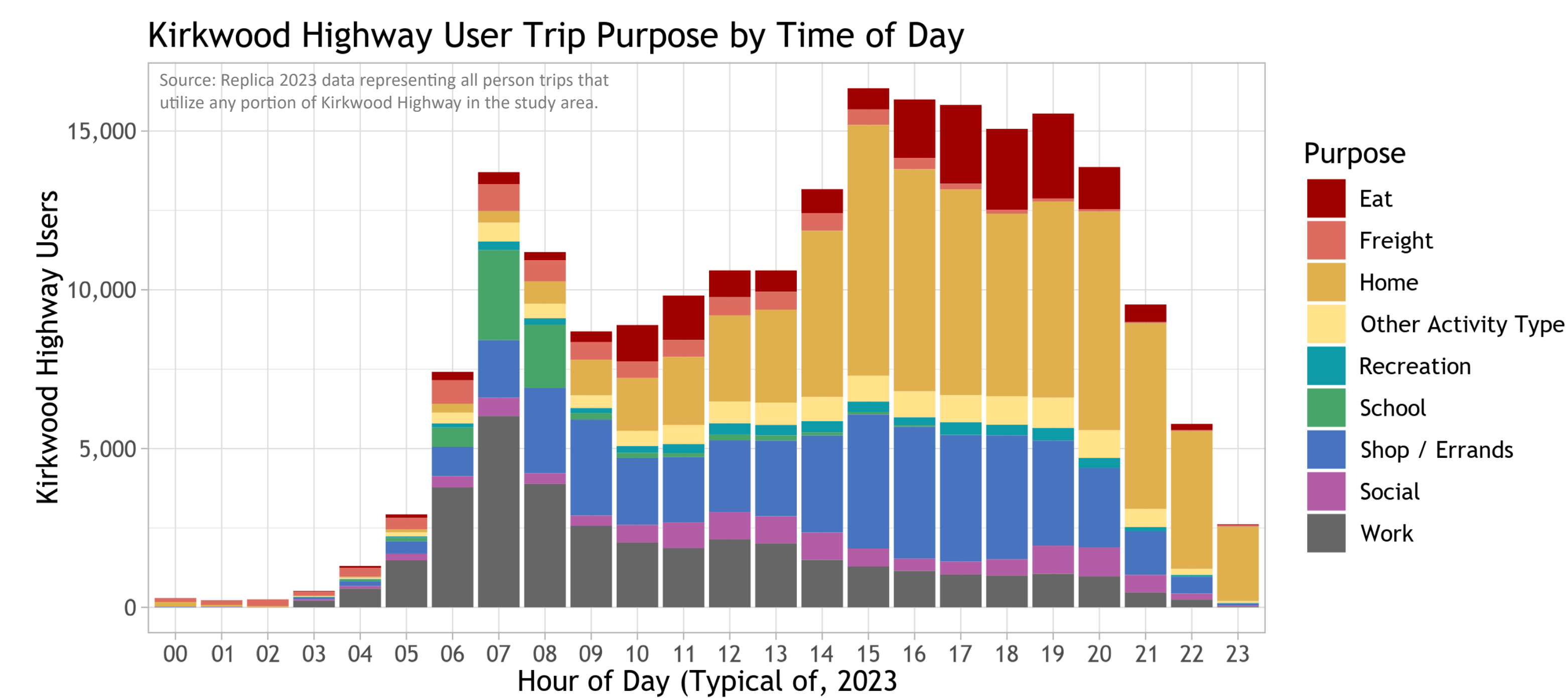
Who we are: The Kirkwood Highway corridor is home to approximately 45,000 residents and provides 17,000 jobs. Several Transportation Justice (TJ) areas are designated along the full span of the corridor, including:

- **Environmental Justice (EJ)** - low-income and minorities
- **Language Assistance (LA)** - limited English proficiency (LEP) and low literacy
- **Mobility Challenged (MC)** - people with disabilities, people who live in households without vehicles, and seniors

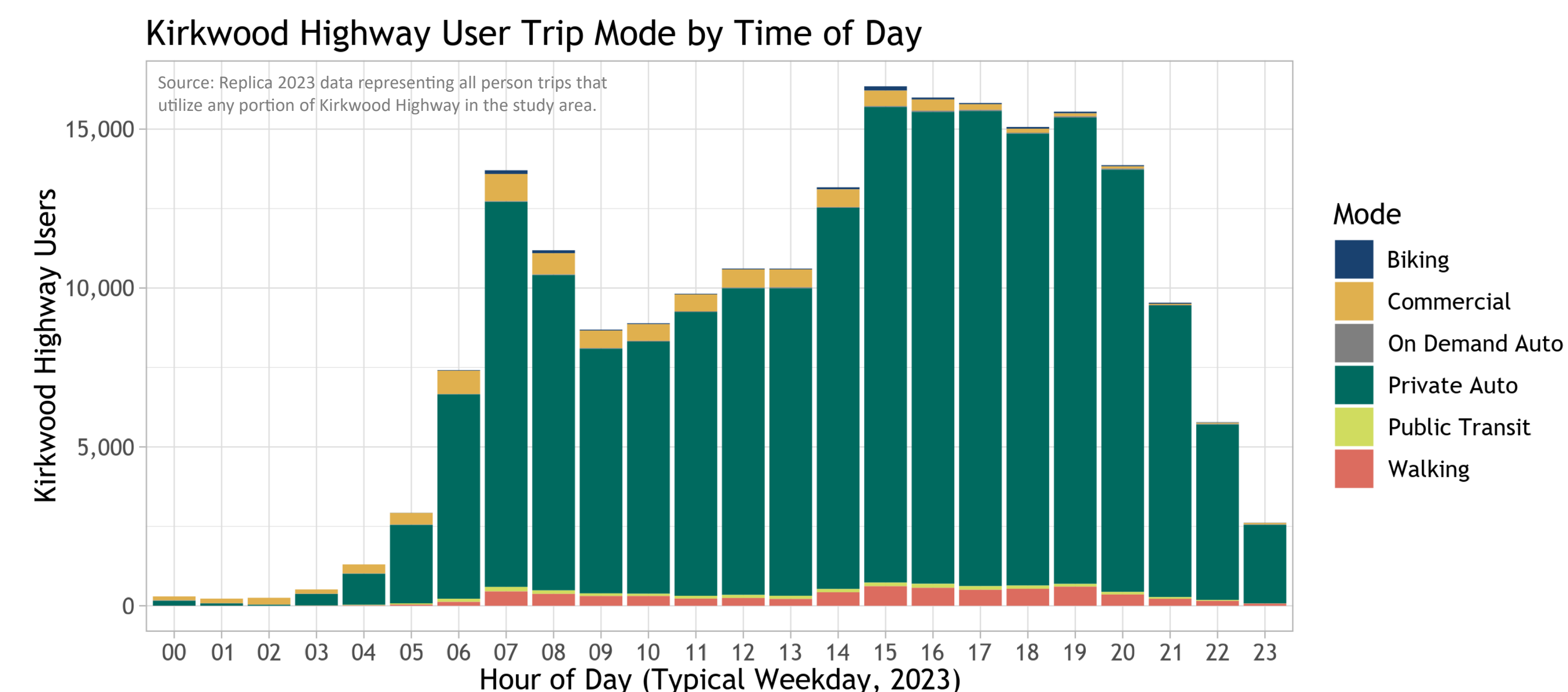
Some areas meet the criteria for multiple designations.



Where we're coming from: Most trips in the corridor are short, with origins and destinations clustering around community centers. The typical Kirkwood Highway user travels 1.5 miles along the study corridor, with about half of people traveling less than 1 mile. Fewer than 2% of the traffic that starts at one end of the corridor travels to the other end.



Where we're headed: With many retail/service jobs, travel to work peaks in the morning but is spread throughout the day. Shopping trips start midday and last through the evening.



How we're getting there: Most travelers along Kirkwood Highway are auto drivers or auto passengers (including children accompanying adults on errands).