

**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: \_\_\_\_\_

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 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.

Does this Vision Statement reflect your thoughts on the future of the Kirkwood Highway study area? (Check Y/N)

- YES
- NO

Why or why not?

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2. During the Scenario Planning Workshop, multiple criteria were identified to evaluate potential future scenarios for the Kirkwood Highway study area, based upon key elements of the Vision Statement. Are there other criteria that should be considered?

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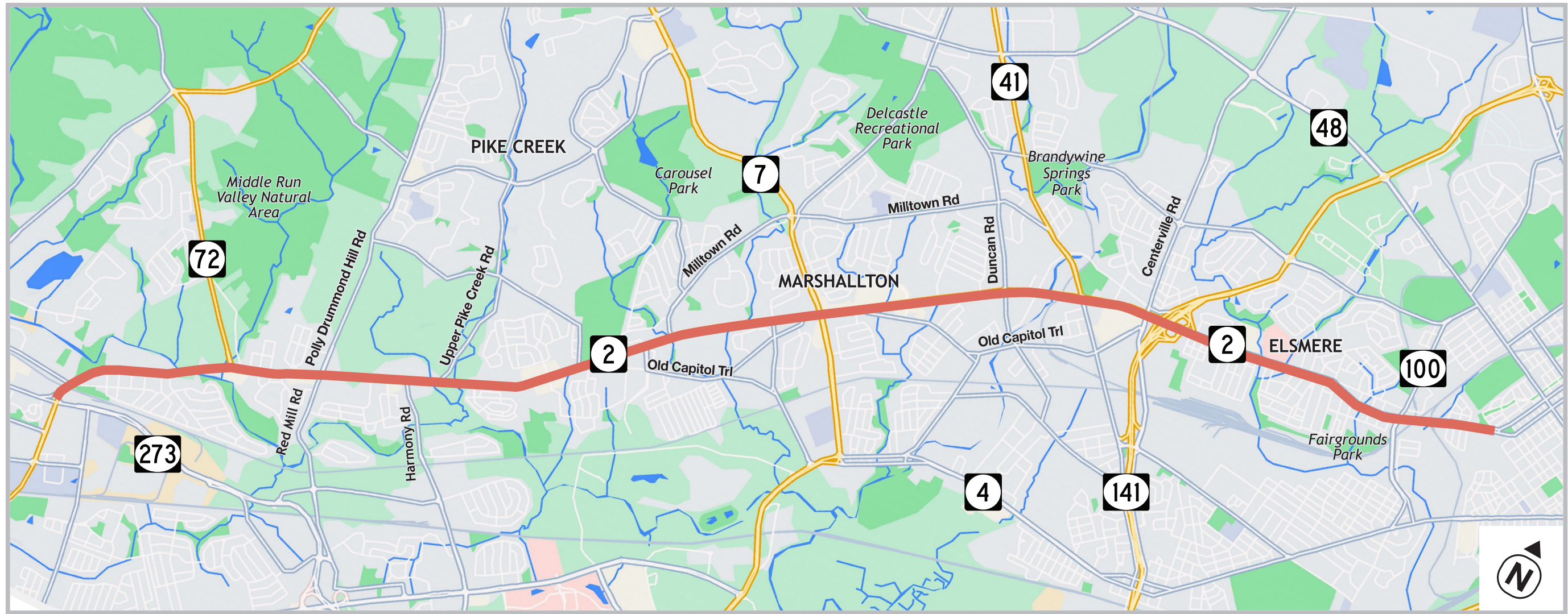


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Please submit this comment form in the designated comment box or via email to [dgula@wilmapco.org](mailto:dgula@wilmapco.org)  
To stay informed about this project, please visit the website at [www.wilmapco.org/kirkwood/](http://www.wilmapco.org/kirkwood/).

*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.*





3. Kirkwood Highway has been described as a “STROAD”, 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 BAU”. New projects will, at a minimum, reflect changes (i.e. NCC2050 Plan, funding priorities) in a “new BAU”. The new BAU is generally more auto focused than other scenarios.
- 2. **Transit boulevard (Street)**- continuous, high-profile transitway (Bus Rapid Transit or Bus Rapid Transit-lite) with landscaped median separation where appropriate.
- 3. **Multimodal 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:

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4. Please provide any additional input about the project below:

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