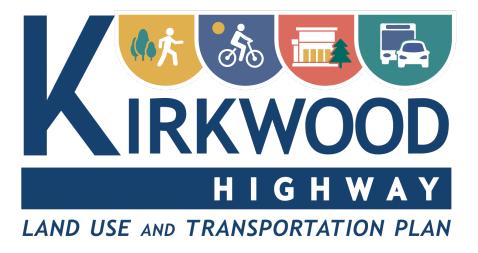
ADVISORY COMMITTEE MAY 22, 2024











AGENDA

- Welcome
- Advisory Committee
 - Roles
 - Responsibilities, and Expectations
- Schedule & Recap
- Advisory Committee Discussion Topics
 - Land Use and Market Analysis
 - Transit
 - Roundabouts
 - Appropriate # of Lanes
 - Major Intersections (SR141 Interchange, SR2/SR7, SR7/Milltown)
 - More Accessible Ped/Bike Connections
- Upcoming Public Workshop
- Public Comment



WELCOME



KIRKWOOD HIGHWAY
LAND USE and TRANSPORTATION PLAN

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.



Organization/Office	Name
NCC Chamber of Commerce	Alysse Bortolotto
Town of Elsmere	Steven Martin
Western YMCA	Chris Ryan
Office of State Planning Coordination	Dave Edgell
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	Troy Brestel
Latin American Community Center	Jose Lopez
Freedom Center	Jody Hougentogler



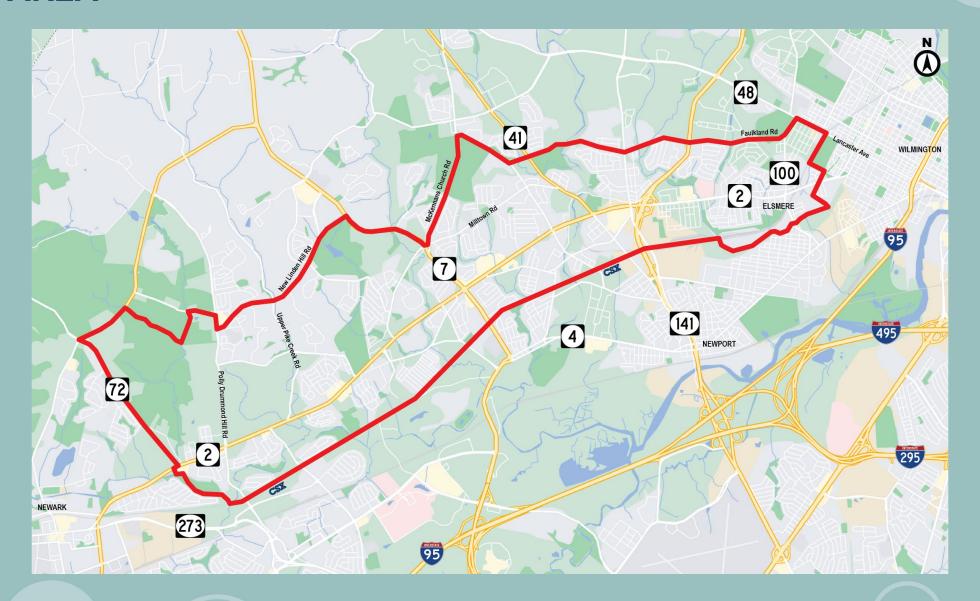
ROLES, RESPONSIBILITIES, AND EXPECTATIONS

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.



STUDY AREA



PURPOSE



Strengthen alternative travel modes



Enhance existing neighborhood vitality



Position existing businesses to remain competitive



Accommodate future economic growth

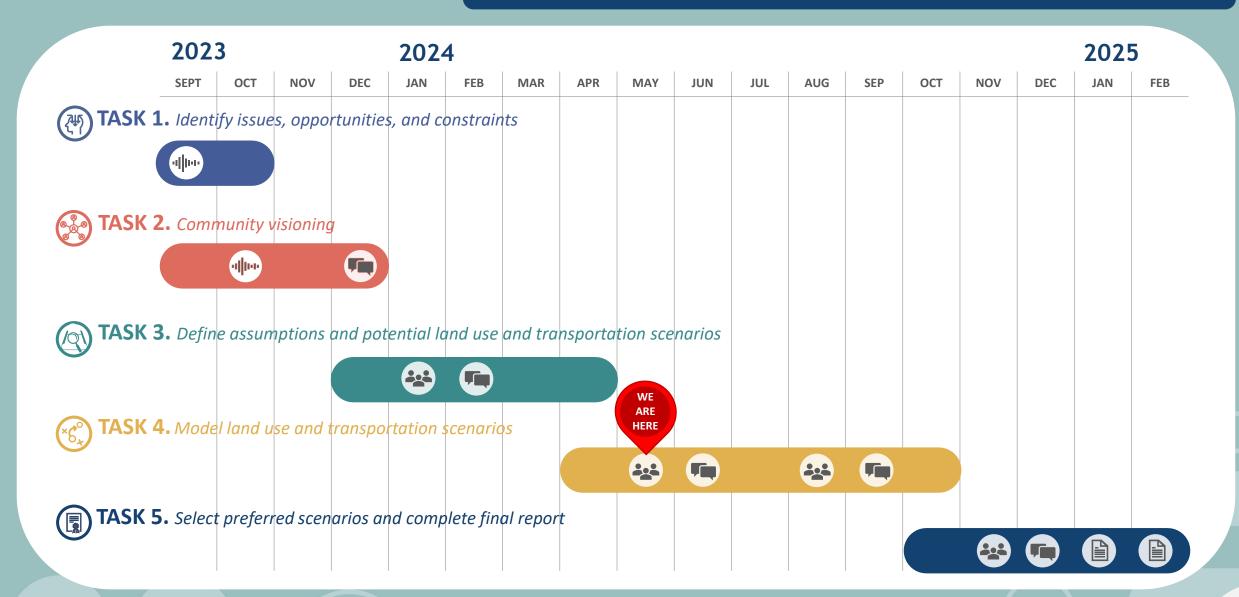


Promote more sustainable patterns of development

PROJECT PROCESS







RECAP

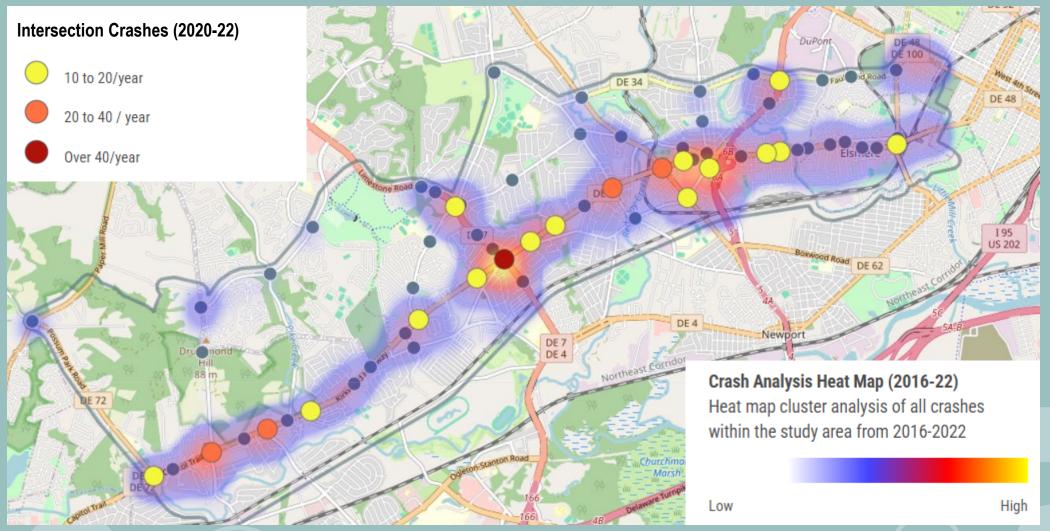
We've developed a Vision Statement:

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

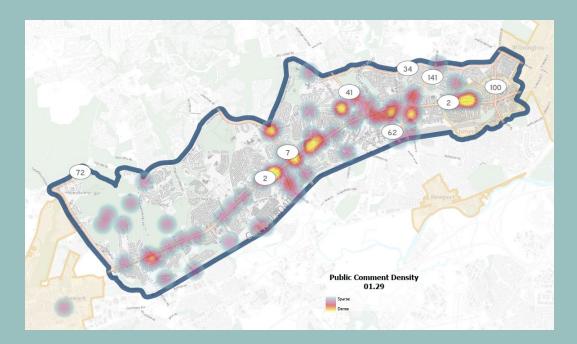
- Transportation facility design elements, reflective of the context of the different areas along the
 corridor, should discourage high traffic speeds and promote safe access for all ages and abilities to
 destinations by walking, bicycling, rolling, and riding transit while managing congestion levels.
- 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

We've discussed how safety must be a top priority:



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

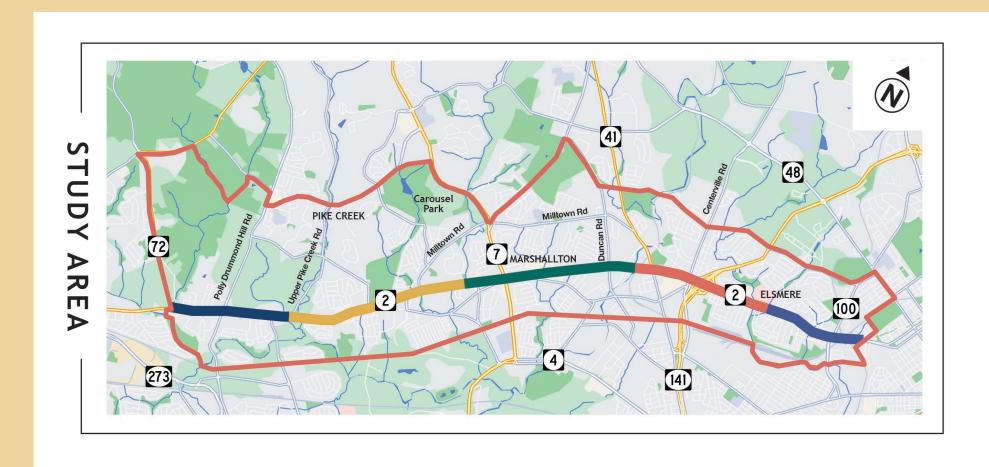
We've discussed how Kirkwood Highway is currently a STROAD which struggles to provide both access and mobility.



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)

SCENARIOS → ALTERNATIVES



At our upcoming June 10th Public Workshop, our focus will be on developing alternatives intended to convert Kirkwood Highway into either a STREET or a ROAD in each of the five (5) segments shown above

ADVISORY COMMITTEE DISCUSSION TOPICS

- 1. Land Use and Market Analysis
- 2. Transit
- 3. Roundabouts
- 4. Appropriate # of Lanes
- 5. Major Intersections (SR141 Interchange, SR2/SR7, SR7/Milltown)
- 6. More Accessible Ped/Bike Connections



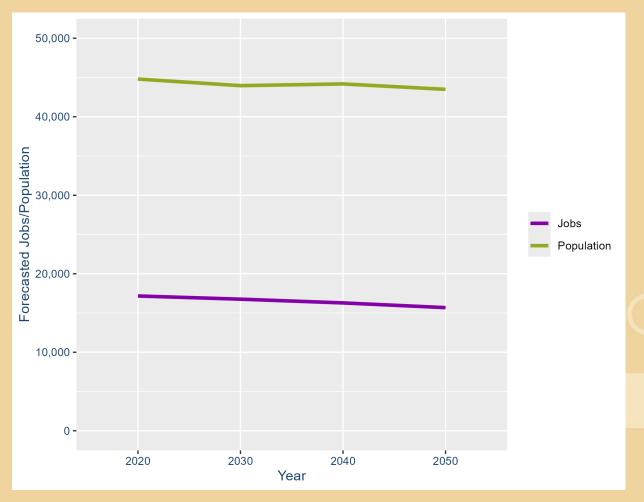
MARKET ANALYSIS / LAND USE

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.

Kirkwood Highway Study Area Employment and Population Projections

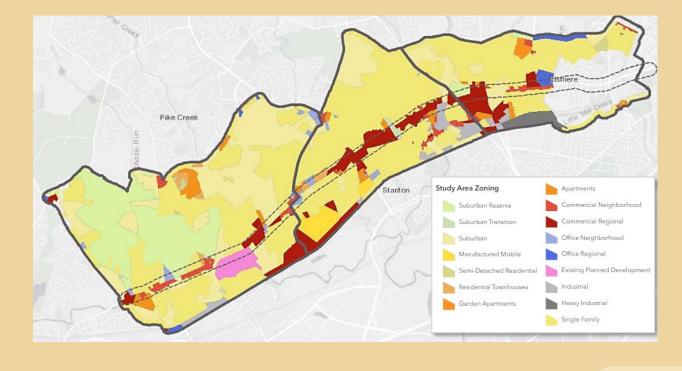




MARKET ANALYSIS / LAND USE

Stakeholder feedback indicates substantial interest in reinvestment in private commercial properties but wariness of increased density

Mixed-use development would be most appropriate in aging commercial centers with Commercial Regional or Commercial Neighborhood zoning (both of which allow residential development)





The old Delaware Park administrative building is slated to be demolished and replaced with 179 apartments and supporting retail

MARKET ANALYSIS / LAND USE

Commercial → residential conversions can be a win-win

Despite the projected decline in population, the Kirkwood Highway market analysis indicated that there may be market demand for roughly 1,000 new dwelling units in the study area - with appropriate catalysts.

Commercial vacancy rates nationwide are remaining high in the post-pandemic conditions. Converting commercial properties to residential use is one way to provide workforce housing opportunities, whether through repurposing or demolition and rebuilding.

The NCC2050 Comprehensive Plan and implementing legislation (such as Ordinance 24-057) are seeking to facilitate commercial-to-residential redevelopment.

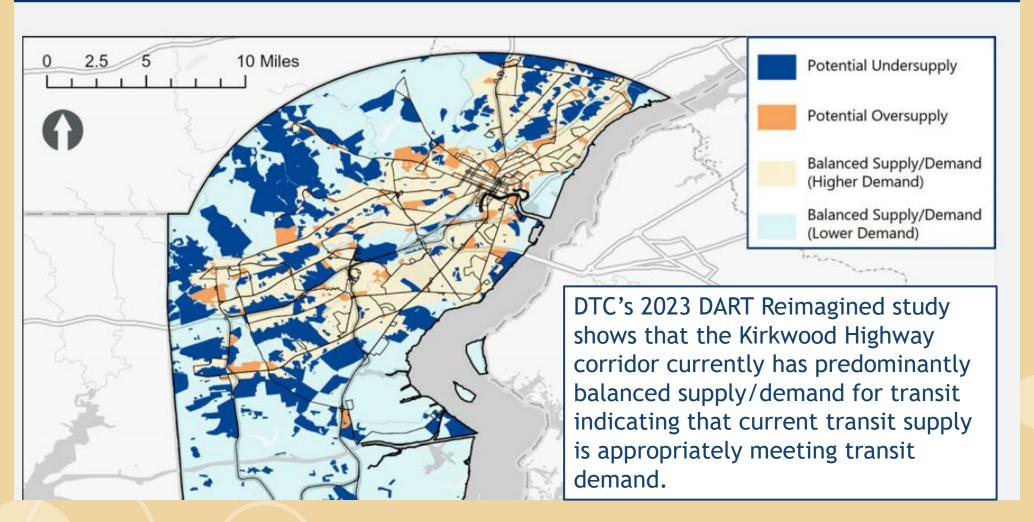


Example of a commercial \rightarrow residential conversion



TRANSIT

Gap Analysis



TRANSIT

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

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

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

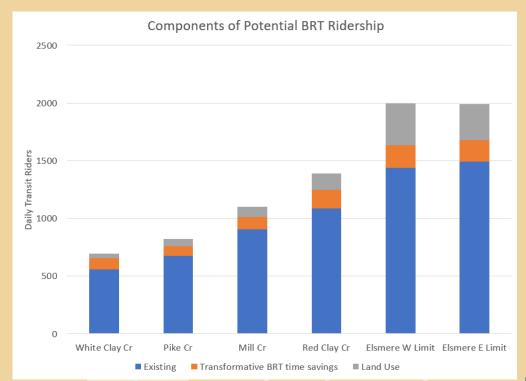


High quality pedestrian facilities & transit stops, transit signal priority

TRANSIT

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

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



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 transitoriented development at/near BRT stations (~1,000 new units with Transformative BRT, per the market analysis).

TRANSIT: WHY NOT BRT?

We have about 4K 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

Kirkwood Highway compared to BRT projects in the FTA CIG (Capital Investment Grant) program by overall project rating:



TRANSIT: ENHANCED TRANSIT ELEMENTS

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

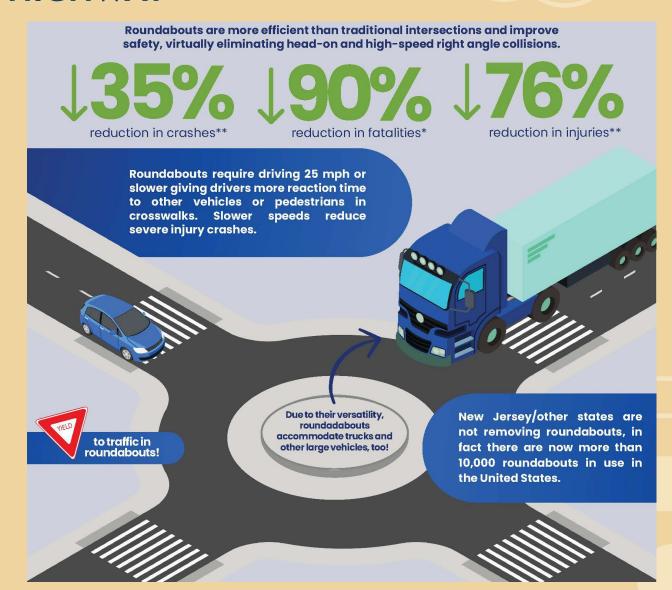
- Micro-transit services
- Enhanced bus shelters
- Improved pedestrian access to stops/shelters
- Transit signal priority?
- In-line bus stops vs. pullout bays?



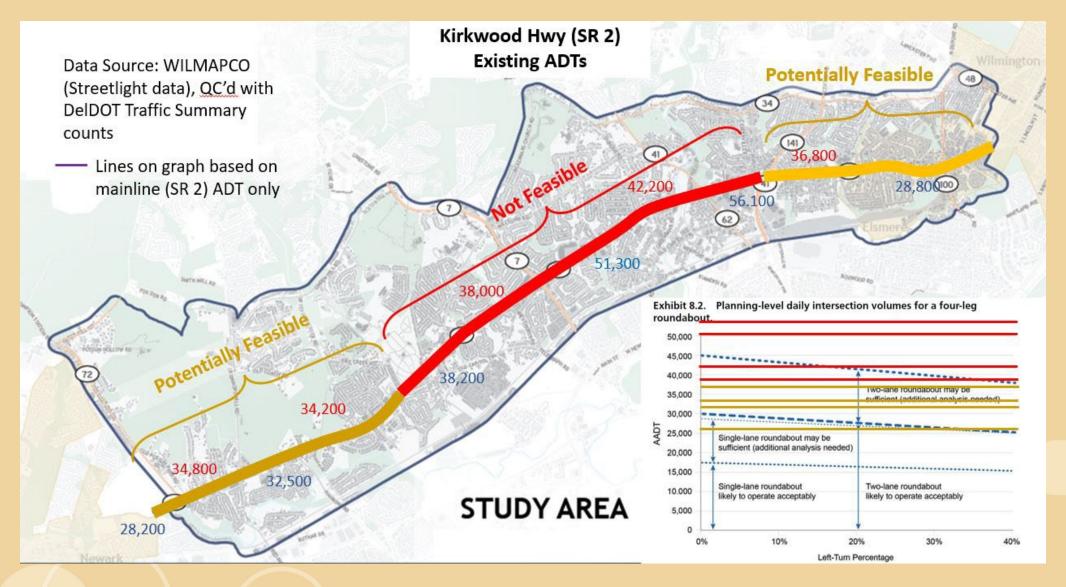
ROUNDABOUTS ON KIRKWOOD HIGHWAY

Why consider a roundabout on Kirkwood Highway?

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



ROUNDABOUTS ON KIRKWOOD HIGHWAY



APPROPRIATE # OF LANES

The regional travel demand model indicates that traffic within the Kirkwood Highway study area will experience a low level of growth over the next 20 years.

Historically, traffic on SR 2 has not grown much over the past 20 years. In several locations, volumes have dropped. For example, since 2003:

- between Milltown Rd and SR 7, traffic has decreased 16%
- between SR 41 and SR 141, traffic has decreased 18%

Initial analyses indicate that the existing number of lanes along SR 2 within the corridor remain appropriate for existing traffic volumes and also appear appropriate to accommodate projected traffic volumes; however, additional analyses are ongoing...

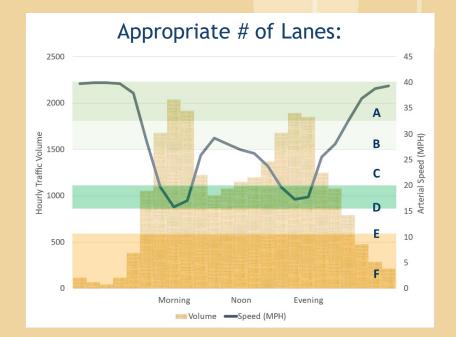




APPROPRIATE # OF LANES

Considerations:

- Queues and delay during peak travel periods
- Travel speeds during off-peak travel periods
- Pedestrian crossing widths
- Size of intersections
- Best use of available Right-of-Way:
 - Travel lanes & turn lanes
 - Bicycle lanes
 - Sidewalks
 - Landscaping / green space
 - Transit facilities
 - Service roads
 - Amount of impervious pavement





MAJOR INTERSECTIONS:

SR 2 AT SR 7 AND SR 7 AT MILLTOWN ROAD

Potential grade-separated intersection (GSI) improvements

Previous studies have identified multiple long-term improvement concepts at the SR 2 at SR 7 intersection and at the SR 7 at Milltown Road intersection

One or more of these concepts could be included in future alternatives

SR 2 at SR 7: Center Turn Overpass ("Elevated Lefts") Concept



SR 7 at Milltown Rd: SR 7 Thru Overpass Concept



MAJOR INTERSECTIONS: SR 2 AT SR 141 INTERCHANGE

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

- Single point urban interchange (SPUI)?
- Tight diamond interchange?
- Diamond interchange with roundabouts?
- Diverging diamond interchange (DDI)?
- Echelon interchange?

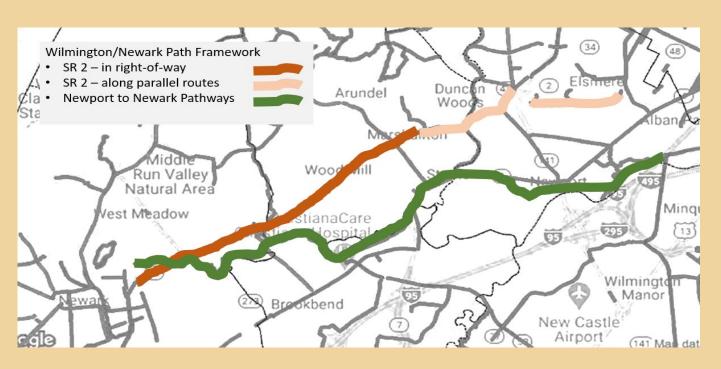
In addition to right-sizing the intersection, reconfiguration options would help motorists to bypass the at-grade railroad crossing on Centerville Road and Newport Gap Pike



MORE ACCESSIBLE PED/BIKE 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:

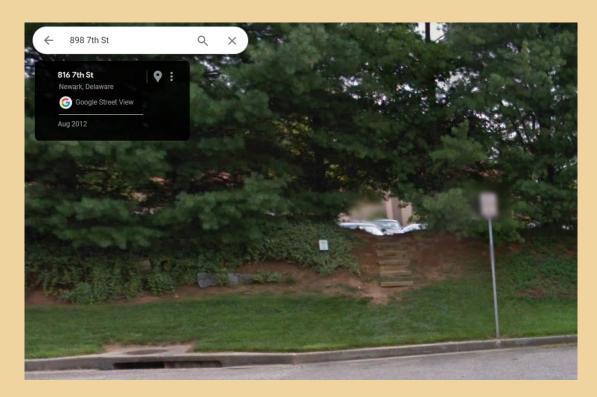
- Along Kirkwood Highway west of Marshallton
- Along parallel streets between Marshallton and Wilmington that have a lower level of traffic stress
- With a focus on closing gaps at both eastern and western ends of Elsmere

The Newport to Newark Pathway

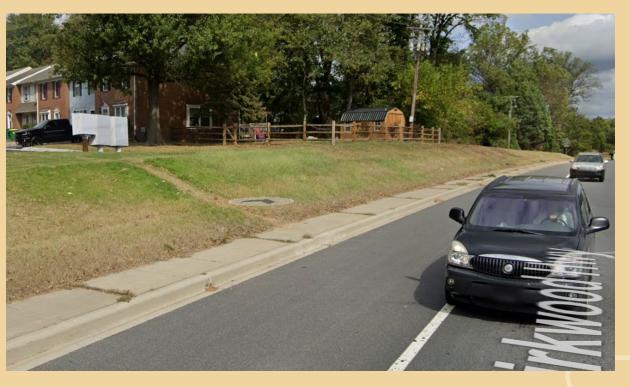
System is a separate parallel facility
currently under design which will also
serve some longer-distance trips



MORE ACCESSIBLE PED/BIKE CONNECTIONS



Inter-parcel connections such as this access to the Western Family YMCA can be an effective way to shorten walking distances



Opportunities for connections were identified through walk-accessibility analysis, field review, and public comment

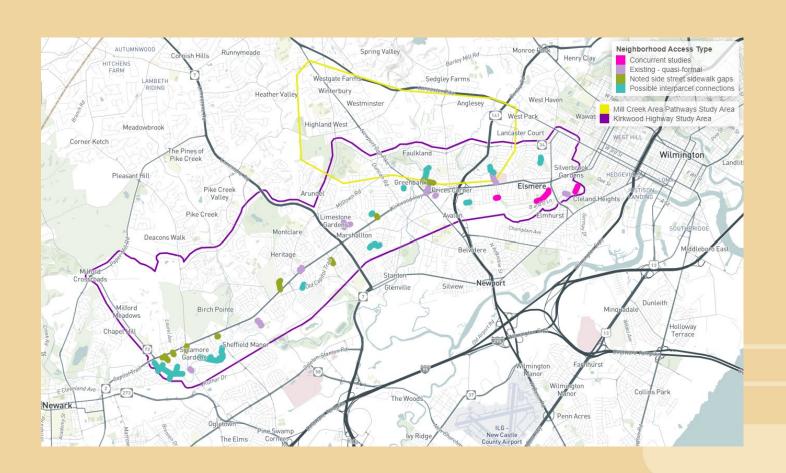
Note: ADA accessibility must be considered for all pedestrian connections

MORE ACCESSIBLE PED/BIKE 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 interparcel connections
- Recognition of improvements in related studies, notably the Marshallton circulation study and the Millcreek Area Pathways study.



NEXT WORKSHOP

- June 10th; 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.



For more information and to register in advance for the Workshop, please visit: wilmapco.org/ kirkwood

SCAN ME

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.

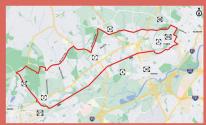
ALTERNATIVES WORKSHOP

Monday, June 10, 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 formal presentations 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 how scenario planning was used to develop alternatives for potential improvements and
- Provide input about potential improvements and initiatives that are being considered for
- · Share your thoughts



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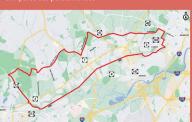
LAND USE AND TRANSPORTATION PLAN

Taller de Alternativas Lunes, 10 de junio de 2024

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

4:00 p.m. - 7:00 p.m.

cualquier momento entre las 4:00 p.m. v 7:00 p.m.











Presented by:



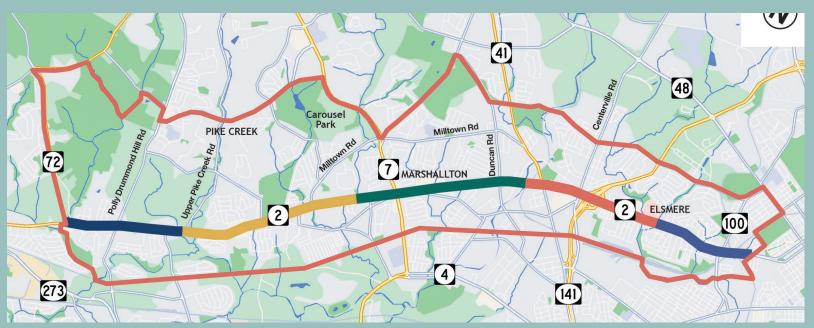




NEXT WORKSHOP: EXAMPLE OF INTERACTIVE BOARDS

Dot/sticker exercise:

- Like/Prefer in this area
- Dislike in this area



Type of Improvement			
Right-size SR 2@ SR 141 interchange			
Roundabouts on SR 2 at western/eastern ends			
Continuous sidewalks along SR 2			
On-road bicycle lanes along SR 2			

PUBLIC COMMENT

