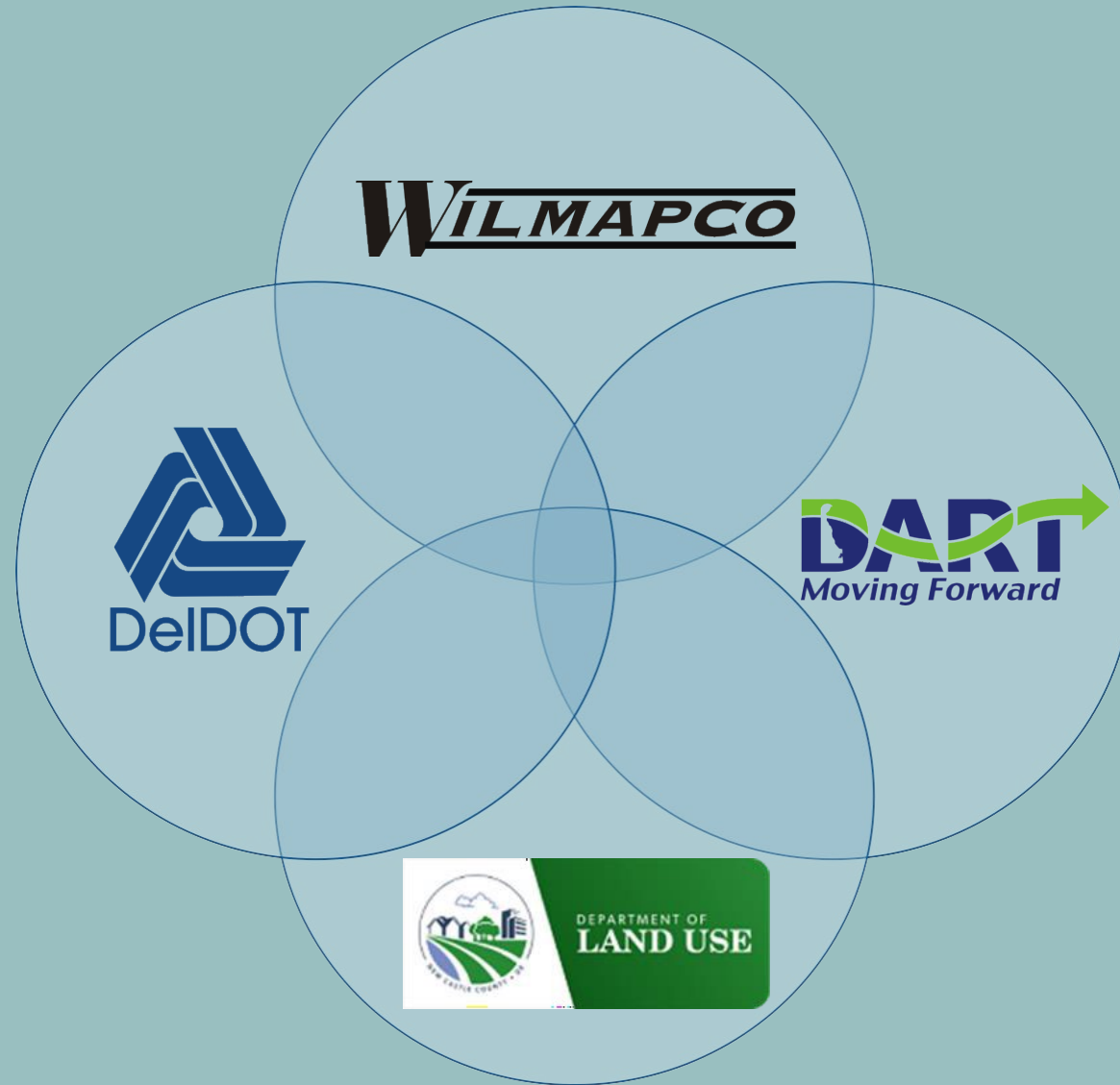


# WILMAPCO PAC UPDATE

April 14, 2025



# 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.

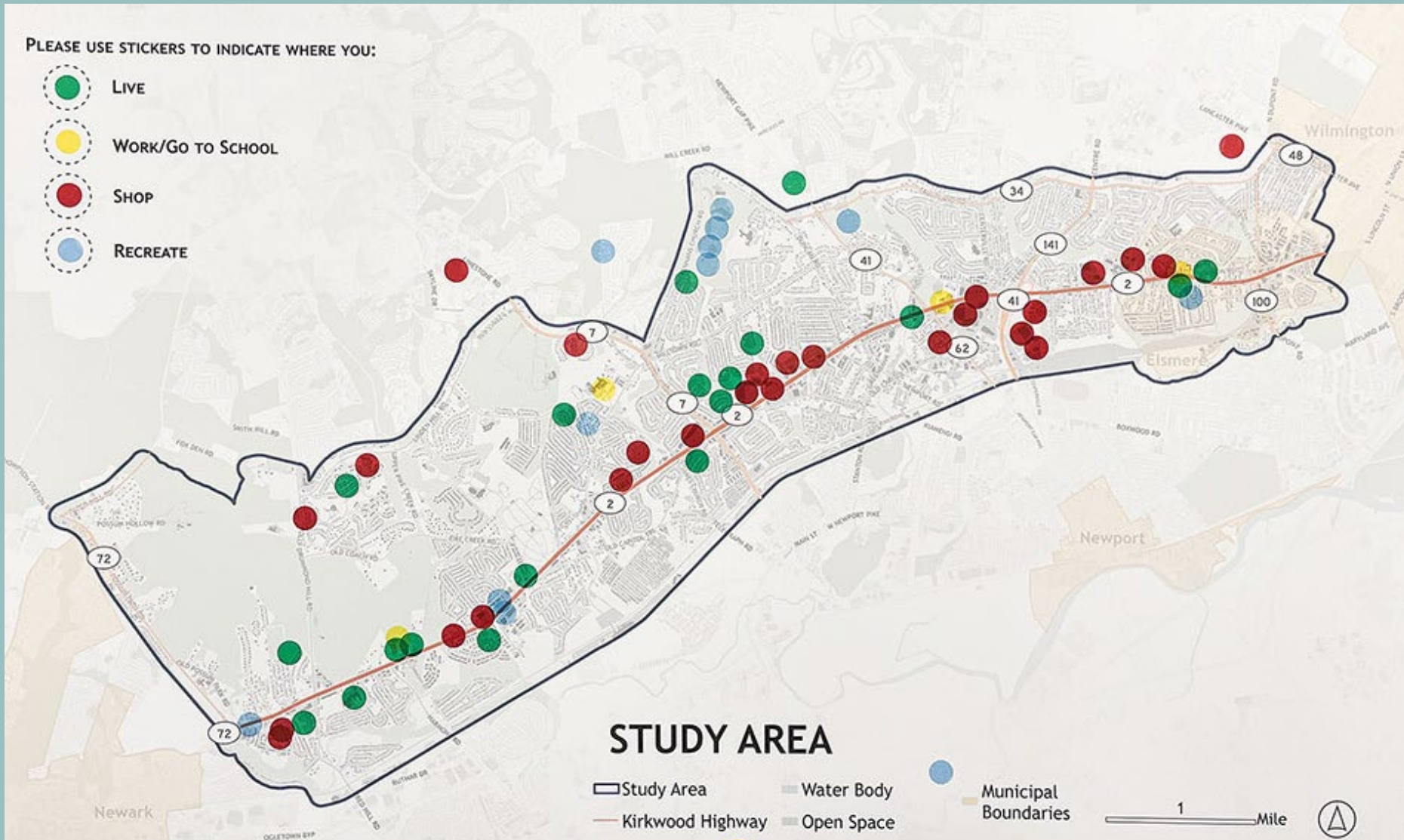
## Role of Advisory Committee

- 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

# STUDY AREA



# KIRKWOOD HIGHWAY

## LAND USE and TRANSPORTATION PLAN

# PROJECT PROCESS



Listening Tour



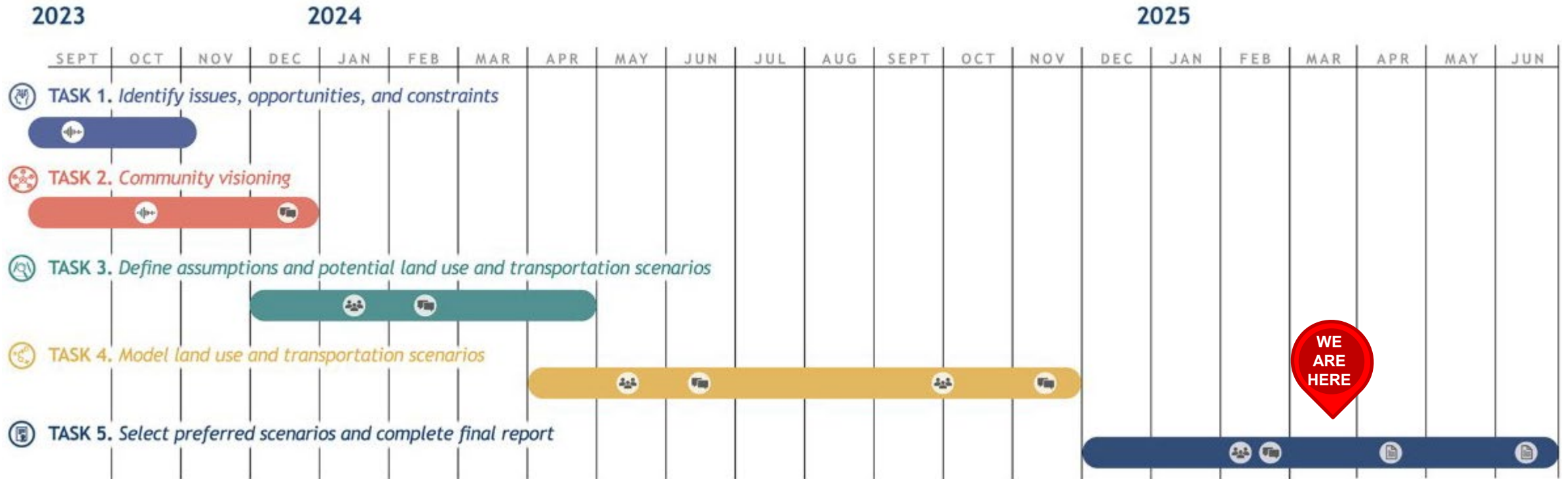
Advisory Committee Meeting



Public Meeting



Major Deliverable





# 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.**

# PUBLIC OUTREACH



Pop up event on September 22, 2024  
at St John's Holy Angles Church

## Workshops

Visioning Workshop



Scenario Planning Workshop



Alternatives Workshop



Draft Recommendations Workshop



# RECAP: NOVEMBER 21<sup>ST</sup> PUBLIC WORKSHOP

Participants were asked how well did they think each of the draft recommendations would help to achieve the long-term vision for the Kirkwood Highway Corridor.

Draft Recommendation Category	Scale (1-5)				
	1	2	3	4	5
	Not Well		Neutral		Very Well
Land Use/Econ Development	11	8	6	19	9
Road and Street Sections	8	8	10	16	10
Major Kirkwood Intersections	9	7	9	14	13
Other Key Kirkwood Intersections	11	7	10	15	8
Churchman's Road Extended	7	2	18	18	6
Transit	10	4	14	16	7
Other Key Roads in Study Area	9	7	17	11	6
Ped/Bike Network Connections	7	9	14	15	6



# FINAL RECOMMENDATIONS

Land Use & Economic Development



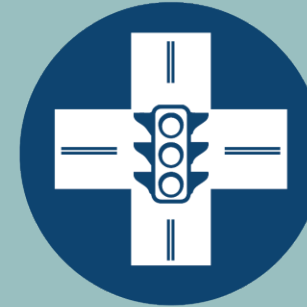
Road and Street Sections



Major Intersections



Other Key Kirkwood Highway Intersections



Accommodating Churchman's Road Extended



Other Key Roads in the Study Area



Transit



Pedestrian/Bicycle Network Connections



# FINAL RECOMMENDATIONS

## WHY DOES ALL OF THIS MATTER?



### Discourage high traffic speeds

- Narrower travel lanes, less pavement, and adjacent pedestrian/bike facilities will discourage higher traffic speeds, especially in the "Street" areas
- Improvements on other key roads in the study area will also be designed to discourage high speeds and cut-through traffic



### Safe access: all ages and abilities

- Extensive sidewalk and a shared use path network will provide more comfortable and safer access throughout the study area



### Enhance walking, bicycling, rolling, and transit

- The Plan will add 46 miles of non-motorized connections
- The Plan will increase the low-stress mileage by 15%



### Manage congestion levels

- Recommended improvements will maintain similar travel times compared to no-build conditions through 2045, while providing improved pedestrian and bicycle facilities, address opportunities for modest redevelopment, and more consistent travel speeds along the corridor

# FINAL RECOMMENDATIONS

## WHY DOES ALL OF THIS MATTER?



### Encourage bikeable and walkable places

- Community Development Areas will encourage land use designs that support bikeable and walkable places



### Community-serving retail and housing

- Community Development Areas will support mixed use redevelopment



### Landscaping and open space

- Transportation Improvements will be designed with aesthetics in mind for both "Street" and "Road" areas and enhance "sense of place"
- Community Development Areas will include opportunities for landscaping and open space as part of mixed use



### Connect neighborhoods, schools, and parks

- Pedestrian and bicycle improvements will connect 49 isolated low-stress bicycle islands
- Plan improvements will increase the size of the average low-stress bicycle island by 39%



# FINAL RECOMMENDATIONS: Land Use & Economic Development

- Vision Statement Elements Addressed
  - Enhance walking, bicycling, rolling, and transit
  - Encourage bikeable and walkable places
  - Community-serving retail and housing
  - Landscaping and open space
- Refinement(s) Since November Workshop
  - The final report will prioritize the establishment of a Community Development Area for Prices Corner before Midway
- Implementation Recommendations
  - ☒ Short-term (1-6 years): Community Development Area Guidelines
  - ☐ Medium-term (7-14 years)
  - ☐ Long-term (+15 years)



## FINAL RECOMMENDATIONS

### LAND USE & ECONOMIC DEVELOPMENT

Public Feedback Rating\*

★★★★★

November 2024 Public Workshop

\*most common rating score

**Recommendation:**  
Establish Community Development Areas in Two Locations: Midway and Prices Corner

Future Land Use and Proposed Community Development Areas



- Additional incentives are available for Community Development Areas to support the efficient integration of land use and transportation
- Ordinance 24-057, which will streamline investment on infill / redevelopment sites was adopted by County Council in September
- Commercial properties along Kirkwood Highway are already classified as a Type 1 Corridor Area for commercial corridor development

Refinements since November 2024 Public Workshop

\* The final report will prioritize the establishment of a Community Development Area for Prices Corner before Midway.

How does this recommendation(s) fulfill the vision statement?

- ☒ Enhance walking, bicycling, rolling, and transit
- ☒ Encourage bikeable and walkable places
- ☒ Community-serving retail and housing
- ☒ Landscaping and open space

Example Concept Plan



- Each of the Community Development Areas will be described in the final report, including a concept plan graphic that can guide future development and its relationship to key transportation elements

# FINAL RECOMMENDATIONS: STREET Sections

- Vision Statement Elements Addressed
  - Discourage high traffic speeds
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
- Refinement(s) Since November Workshop
  - The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation
  - The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation
- Implementation Recommendations
  - ✓ Short-term (1-6 years): Repaving Projects, Developer Improvements
  - ✓ Medium-term (7-14 years): Limited Roadway Reconstruction Projects, Developer Improvements
  - ✓ Long-term (+15 years): Corridor Wide Reconstruction Projects



## FINAL RECOMMENDATIONS

### KIRKWOOD HIGHWAY STREET SECTIONS

**Public Feedback Rating\***

★★★★★

November 2024 Public Workshop  
\*most common rating score

**Recommendation:**

Classify the following segments of Kirkwood Highway as a **STREET**, guiding future land use design and roadway improvements

- Slower automobile travel with a focus on multimodal safety
- Provides facilities for all users

St. James Church to Farrand Drive

**A** Kirkwood Highway near Limestone Road



Existing

Proposed

Elsmere to Wilmington

**B** Kirkwood Highway near Filbert Ave, Elsmere



Existing

Proposed

**Refinements based on November 2024 Public Workshop?**

\* The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation

The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation

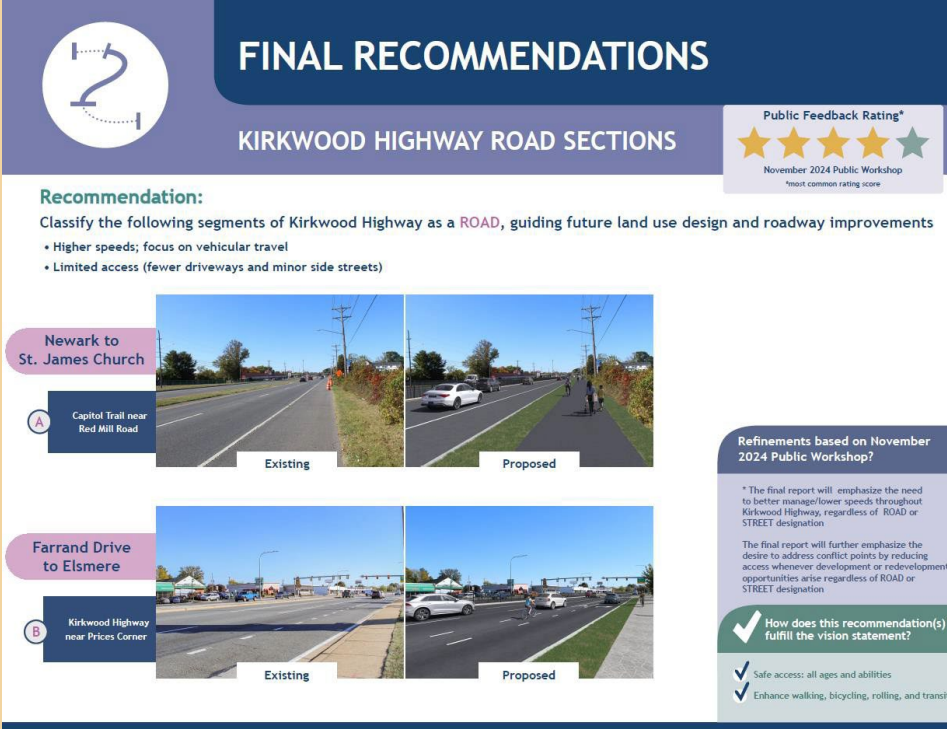
✓ **How does this recommendation(s) fulfill the vision statement?**

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit



# FINAL RECOMMENDATIONS: ROAD Sections

- Vision Statement Elements Addressed
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
- Refinement Since November Workshop
  - The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation.
  - The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation
- Implementation Recommendations
  - ✓ Short-term (1-6 years): Repaving Projects, Developer Improvements
  - ✓ Medium-term (7-14 years): Limited Roadway Reconstruction Projects, Developer Improvements
  - ✓ Long-term (+15 years): Corridor Wide Reconstruction Projects



## FINAL RECOMMENDATIONS

### KIRKWOOD HIGHWAY ROAD SECTIONS

**Public Feedback Rating\***  
★★★★★  
November 2024 Public Workshop  
\*most common rating score

**Recommendation:**  
Classify the following segments of Kirkwood Highway as a **ROAD**, guiding future land use design and roadway improvements

- Higher speeds; focus on vehicular travel
- Limited access (fewer driveways and minor side streets)

**Newark to St. James Church**  
**A** Capitol Trail near Red Mill Road

**Farrand Drive to Elsmere**  
**B** Kirkwood Highway near Prices Corner

**Existing** **Proposed**

**Refinements based on November 2024 Public Workshop?**

\* The final report will emphasize the need to better manage/lower speeds throughout Kirkwood Highway, regardless of ROAD or STREET designation

The final report will further emphasize the desire to address conflict points by reducing access whenever development or redevelopment opportunities arise regardless of ROAD or STREET designation

✓ **How does this recommendation(s) fulfill the vision statement?**

- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit

# FINAL RECOMMENDATIONS: Major Kirkwood Highway Intersections

- Vision Statement Elements Addressed
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
  - Manage congestion levels
- Refinement Since November Workshop
  - The final report will indicate that further study of the SR 2 / SR 7 intersection should:
    - Study options for addressing access for the businesses located on SR 2 to east of the potential overpass.
    - Consider emphasis of aesthetic treatments for any potential overpass to help mitigate visual impacts, further emphasizing STREET characteristics.
- Implementation Recommendations
  - ☐ Short-term (1-6 years)
  - ☒ Medium-term (7-14 years): Design
  - ☒ Long-term (+15 years): ROW, Construction



## FINAL RECOMMENDATIONS

### MAJOR INTERSECTIONS

Public Feedback Rating\*

November 2024 Public Workshop

\*most common rating score

**Recommendation:**

Provide a grade-separated intersection improvement at SR 2 / SR 7 (further study will be required)



- The most congested intersection within the study corridor
- The highest number of crashes within the study corridor
- Intersection was 2nd highest in WILMAPCO's statewide crash rankings based upon frequency, severity, and manner of impact
- Three initial grade-separated concepts have been developed, but further, more detailed study will be required
- Grade separation provides the opportunity to improve the pedestrian and bicycle crossing of Kirkwood Highway

**Refinements based on November 2024 Public Workshop?**

\* The final report will indicate that any further study of the SR 2 / SR 7 intersection should:


- study options for addressing access for the businesses located on SR 2 to the east of the potential overpass.
- consider emphasis of aesthetic treatments for any potential overpass to help mitigate visual impacts, further emphasizing STREET characteristics.

**How does this recommendation(s) fulfill the vision statement?**

- ☒ Safe access: all ages and abilities
- ☒ Manage congestion levels
- ☒ Enhance walking, bicycling, rolling, and transit

# FINAL RECOMMENDATIONS: Major Kirkwood Highway Intersections

- Vision Statement Elements Addressed
  - Discourage high traffic speeds
  - Safe access: all ages and abilities
  - Manage congestion levels
  - Landscaping and open space
- Refinement Since November Workshop
  - The final report will prioritize modifications to the Northbound SR 141 to Eastbound SR 2 ramp, independent of any longer-term improvements at the interchange.
- Implementation Recommendations
  - ✓ Short-term (1-6 years): Ramp Modification
  - ✓ Medium-term (7-14 years): Design
  - ✓ Long-term (+15 years): Construction




## FINAL RECOMMENDATIONS

### MAJOR INTERSECTIONS


Public Feedback Rating\*  
★★★★★  
November 2024 Public Workshop  
\*most common rating score

**Recommendation:**  
Reconfigure the SR 2 and SR 141 interchange when the existing bridges reach the end of their service life

Option A:  
Diverging Diamond Interchange



Option B:  
Elongated Roundabout Interchange



- This location has a high number of crashes
- Reconfigure the existing interchange to provide more efficient access between SR 2 and SR 141 and provide a "gateway" to and from Elsmere
- Better manage speed along Kirkwood Highway
- Help motorists bypass the at-grade railroad crossings on Centerville Road and Newport Gap Pike
- Multiple concepts have been developed, but more detailed study will be required

**Refinements based on November 2024 Public Workshop?**

The final report will prioritize modifications to the Northbound SR 141 to Eastbound SR 2 ramp, independent of any longer-term improvements at this intersection.

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Manage congestion levels
- ✓ Landscaping and open space



# FINAL RECOMMENDATIONS: Accommodating Churchman's Road Extended

- Vision Statement Elements Addressed
  - Manage congestion levels
- Refinement Since November Workshop
  - The final report will recommend further study of the number and termini of Eastbound and Westbound travel lanes between Milltown Road and SR 7, in conjunction with the potential future construction of Churchman's Road Extended.
- Implementation Recommendations
  - ☒ Short-term (1-6 years): Environmental Studies
  - ☒ Medium-term (7-14 years): Design
  - ☒ Long-term (+15 years): ROW, Construction



## FINAL RECOMMENDATIONS

ACCOMMODATING CHURCHMAN'S ROAD EXTENDED

Public Feedback Rating\*  
November 2024 Public Workshop  
\*most common rating score

★★★★★

**Recommendation:**  
Reconfigure the Intersections of Kirkwood Highway with both Delaware Park Boulevard and Milltown Road to accommodate changes in traffic that are anticipated following the completion of the Churchman's Road Extension



Existing Layout



Recommended Layout

- The extension of Churchman's Road has been identified as a recommendation (in prior planning studies) to improve regional circulation patterns throughout Churchmans Crossing
- When completed, the Churchman's Road extension will change traffic patterns at the closely spaced intersections of Delaware Park Boulevard and Milltown Road

**Refinements based on November 2024 Public Workshop?**

\* The final report will recommend further study of the number and termini of Eastbound and Westbound travel lanes between Milltown Road and SR 7, in conjunction with the potential future construction of Churchman's Road Extended.

✓ How does this recommendation(s) fulfill the vision statement?

✓ Manage congestion levels

# FINAL RECOMMENDATIONS: Other Key Kirkwood Highway Intersections

- Vision Statement Elements Addressed
  - Discourage high traffic speeds
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
  - Manage congestion levels
- Refinement Since November Workshop
  - The final report will
    - Prioritize intersection control evaluation studies at SR 2 / SR 100 and at SR 2 / Green Valley
    - Monitor safety at SR 2 / Possum Park Road and SR 2 / Meadowood Drive
- Implementation Recommendations
  - ☑ Short-term (1-6 years): Intersection Control Evaluation Studies
  - ☑ Medium-term (7-14 years): Intersection Improvements
  - ☑ Long-term (+15 years): Intersection Improvements



## FINAL RECOMMENDATIONS

### OTHER KEY KIRKWOOD HIGHWAY INTERSECTIONS

Public Feedback Rating\*

★★★★★

November 2024 Public Workshop

\*most common rating score

**Recommendation:**

Perform Intersection Control Evaluation (ICE) at six intersections along Kirkwood Highway



What is intersection control evaluation (ICE)?

- An ICE evaluation is a detailed, data-driven, performance-based framework to screen intersection alternatives (All-Way-Stop-Control, traffic signal, restricted movements, roundabouts, etc) and identify optimal solutions for an intersection

These six intersections have specific challenges that warrant more detailed study:

1. Possum Park Road: potential to address crash history and pedestrian accessibility
2. Brewster Drive: potential to address history of U-turn problems
3. Green Valley: potential to address history of U-turn problems
4. Meadowood Drive: potential to address crash history and pedestrian accessibility
5. Linden/New/Sanders (Elsmere): potential to address complex intersection
6. SR 100 (DuPont Rd): potential to address crash history

Refinements based on November 2024 Public Workshop?

\* The final report will:

- prioritize ICE studies at SR 2 / SR 100 and at SR 2 / Green Valley
- monitor safety at SR 2 / Possum Park Road and SR 2 / Meadowood Drive

How does this recommendation(s) fulfill the vision statement?

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Manage congestion levels



# FINAL RECOMMENDATIONS: Other Key Roads in Study Area

- Vision Statement Elements Addressed
  - Discourage high traffic speeds
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
  - Connect neighborhoods, schools, and parks
- Refinement Since November Workshop
  - The final report will
    - Prioritize pedestrian improvements along Possum Park Road
    - Prioritize traffic calming design elements along Milltown Road
- Implementation Recommendations
  - ✓ Short-term (1-6 years): Design of Priority Roadway Locations
  - ✓ Medium-term (7-14 years): Construction of Priority Roadway Locations
  - ✓ Long-term (+15 years): Construction of Remaining Roadway Locations



## FINAL RECOMMENDATIONS

### OTHER KEY ROADS IN STUDY AREA

Public Feedback Rating\*

★★★★★

November 2024 Public Workshop

\*most common rating score

**Recommendation:**  
Provide improvements on other roads within the study area

Each of the roads identified have challenges related to one or more of the following issues:

- Safety
- Pedestrian and bicycle facilities
- High traffic speeds
- Drainage
- Resiliency from significant storm events

Improvements could include:

- Narrower shoulders
- Narrower travel lanes
- Continuous sidewalks
- Off-alignment trails
- Bicycle lanes
- Traffic calming elements
- Reinforcement of steep slopes



Example location for reinforcement of steep slopes along Upper Pike Creek Road



Existing

Proposed

Example of narrower travel lanes, bicycle lanes, and sidewalks along Possum Park Road



KEY

Recommended Road

Study Area

#### Refinements based on November 2024 Public Workshop?

\* The final report will:


- prioritize pedestrian improvements along Possum Park Road
- prioritize traffic calming design elements along Milltown Road

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Connect neighborhoods, schools, and parks

# FINAL RECOMMENDATIONS: Other Key Roads in Study Area

- Vision Statement Elements Addressed
  - Discourage high traffic speeds
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
  - Landscaping and open space
- Refinement Since November Workshop
  - The final report will prioritize an intersection control evaluation study at the intersection of Possum Park / Paper Mill Road.
- Implementation Recommendations
  - ☑ Short-term (1-6 years): Intersection Control Evaluation Studies
  - ☑ Medium-term (7-14 years): Intersection Improvements
  - ☑ Long-term (+15 years): Intersection Improvements



## FINAL RECOMMENDATIONS

### OTHER KEY ROADS IN STUDY AREA

Public Feedback Rating\*

★★★★☆

November 2024 Public Workshop

\*most common rating score

These seven intersections have specific challenges that warrant Intersection Control Evaluation (ICE):

1. Possum Park Road @ Paper Mill Road: Address crash history
2. Old Capitol Trail @ St James Church Road: Address complex intersection
3. St James Church Road @ Telegraph Road: Address complex intersection
4. Old Capitol Trail @ Newport Road: Roundabout currently in design (Construction scheduled to start in 2026)
5. Milltown Road @ Duncan Road: Roundabout previously proposed at this location
6. Milltown Road @ Newport Gap Pike (SR 41): Address complex intersection
7. Old Capitol Trail @ Stanton Road: Roundabout currently in design (Construction scheduled to start in 2026)

What is intersection control evaluation (ICE)?

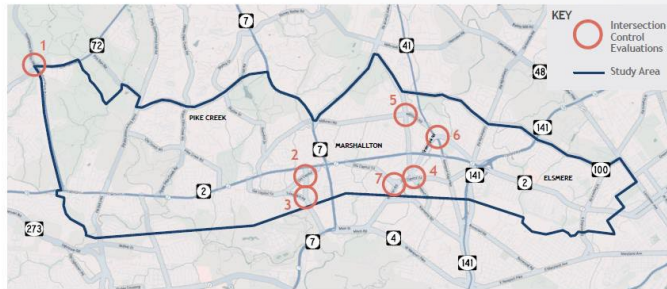
• An ICE evaluation is a detailed, data-driven, performance-based framework to screen intersection alternatives (All-Way-Stop-Control, traffic signal, restricted movements, roundabouts, etc) and identify optimal solutions for an intersection

Refinements based on November 2024 Public Workshop?

\* The final report will prioritize an ICE study at the intersection of Possum Park Road / Paper Mill Road


How does this recommendation(s) fulfill the vision statement?

- ✓ Discourage high traffic speeds
- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Landscaping and open space



# FINAL RECOMMENDATIONS: Transit

- Vision Statement Elements Addressed
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
- Refinement Since November Workshop
  - The final report will recommend further study of all bus stops along Kirkwood Highway for potential relocation and/or consolidation to address safety and enhance transit operations.
- Implementation Recommendations
  - ☒ Short-term (1-6 years): Bus Stop Improvements, Micro-Transit, Pedestrian Access Improvements
  - ☒ Medium-term (7-14 years): New Route 56, Transit Signal Priority, Pull Out Bays
  - ☐ Long-term (+15 years)



## FINAL RECOMMENDATIONS

### TRANSIT

Public Feedback Rating\*


★★★★★

November 2024 Public Workshop


\*most common rating score

**Recommendation:**


Provide a variety of enhanced transit elements throughout the Kirkwood Highway corridor to support the DART Reimagined recommendations



Micro-transit services



Enhanced bus stops



Transit signal priority

There are several ways to cost-effectively enhance the quality of transit service and provide improved access to transit, including:

- New Route 56 to connect Prices Corner with the Churchman's Crossing area: Provide new bus route
- Micro-transit services: Provide on-demand bus service
- Enhanced bus stops: Provide improved lighting, transit information displays, and DART-branded bus shelters
- Improved pedestrian access to stops/shelters: Provide accessible sidewalk connections to bus stops
- Transit signal priority: Provide improved transit travel time by prioritizing buses at traffic signals
- In-line bus stops and pullout bays: Provide bus boarding areas appropriate for the context of the roadway (street vs road)

Refinements based on November 2024 Public Workshop?

\* The final report will recommend further study of all bus stops along Kirkwood Highway for potential relocation and/or consolidation to address safety and enhance transit operations.

How does this recommendation(s) fulfill the vision statement?

- ☒ Safe access: all ages and abilities
- ☒ Enhance walking, bicycling, rolling, and transit



# FINAL RECOMMENDATIONS: Pedestrian/Bicycle Network Connections

- Vision Statement Elements Addressed
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
  - Connect neighborhoods, schools, and parks
- Refinement Since November Workshop
  - The final report will emphasize that bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads.
- Implementation Recommendations
  - ✓ Short-term (1-6 years): Design of Priority Locations
  - ✓ Medium-term (7-14 years): Construction of Priority Locations
  - ✓ Long-term (+15 years): Construction of Remaining Locations



## FINAL RECOMMENDATIONS

### PEDESTRIAN/ BICYCLE NETWORK CONNECTIONS

Public Feedback Rating\*  
★★★★★  
November 2024 Public Workshop  
\*most common rating score

**Recommendation:**  
Provide additional pedestrian and bicycle facilities throughout the Kirkwood Highway corridor to support the Newport to Newark Pathway System

The New Castle County Bicycle Plan provides key recommendations for connections between Newark and Wilmington



Ped/Bike improvement that close gaps at both eastern and western ends of Elsmere

**Refinements based on November 2024 Public Workshop?**


The final report will emphasize that bicycle lanes should not be added to Kirkwood Highway within the project area; bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads

✓ **How does this recommendation(s) fulfill the vision statement?**

- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Connect neighborhoods, schools, and parks

# FINAL RECOMMENDATIONS: Pedestrian/Bicycle Network Connections

- Vision Statement Elements Addressed
  - Safe access: all ages and abilities
  - Enhance walking, bicycling, rolling, and transit
  - Connect neighborhoods, schools, and parks
- Refinement Since November Workshop
  - The final report will emphasize that bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads.
- Implementation Recommendations
  - ✓ Short-term (1-6 years): Design of Priority Locations
  - ✓ Medium-term (7-14 years): Construction of Priority Locations
  - ✓ Long-term (+15 years): Construction of Remaining Locations



## FINAL RECOMMENDATIONS

### PEDESTRIAN/ BICYCLE NETWORK CONNECTIONS

Public Feedback Rating\*

★★★★★

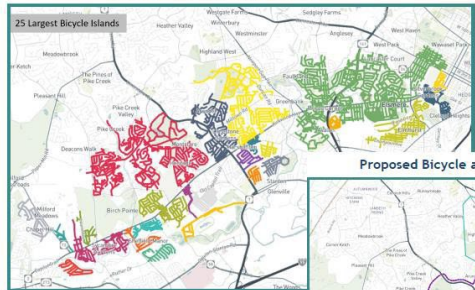
November 2024 Public Workshop

\*most common rating score

**Recommendation:**

Provide pedestrian and bicycle connections between Kirkwood Highway and adjacent neighborhoods

Existing Low-Stress Bicycle Islands



25 Largest Bicycle Islands

- Fill key sidewalk gaps along roads intersecting SR 2
- Use remnant rights-of-way for sidewalks/paths
- Leverage opportunities to strengthen inter-parcel connections
- Includes improvements in related studies, notably the Marshallton circulation study and the Millcreek Area Pathways study.

Proposed Bicycle and Pedestrian Connections



Proposed Bicycle and Pedestrian Connections

Each colored area in the graphic above represents a cluster of pedestrian and/or bicycle facilities that lacks connectivity to surrounding areas

**Refinements based on November 2024 Public Workshop?**

The final report will emphasize that bicycle lanes should not be added to Kirkwood Highway within the project area; bicycles should be accommodated on separate facilities, including mixed use paths or other parallel/intersecting roads

✓ How does this recommendation(s) fulfill the vision statement?

- ✓ Safe access: all ages and abilities
- ✓ Enhance walking, bicycling, rolling, and transit
- ✓ Connect neighborhoods, schools, and parks



# PROJECT IMPLEMENTATION

- Projects are divided into three categories
  - Short-term (1- 6 years)
  - Mid-term (7 - 14 years)
  - Long-term (15+ years)
- Projects are accompanied with an estimated cost
  - \$ < \$1M
  - \$\$ \$1M - \$10M
  - \$\$\$ \$10M - \$25M
  - \$\$\$\$ \$25M - \$50M
  - \$\$\$\$\$ >\$50M
- Project locations are identified on the study area map

## PROJECT IMPLEMENTATION SHORT TERM



The following projects are anticipated to be implemented in 1-6 years.

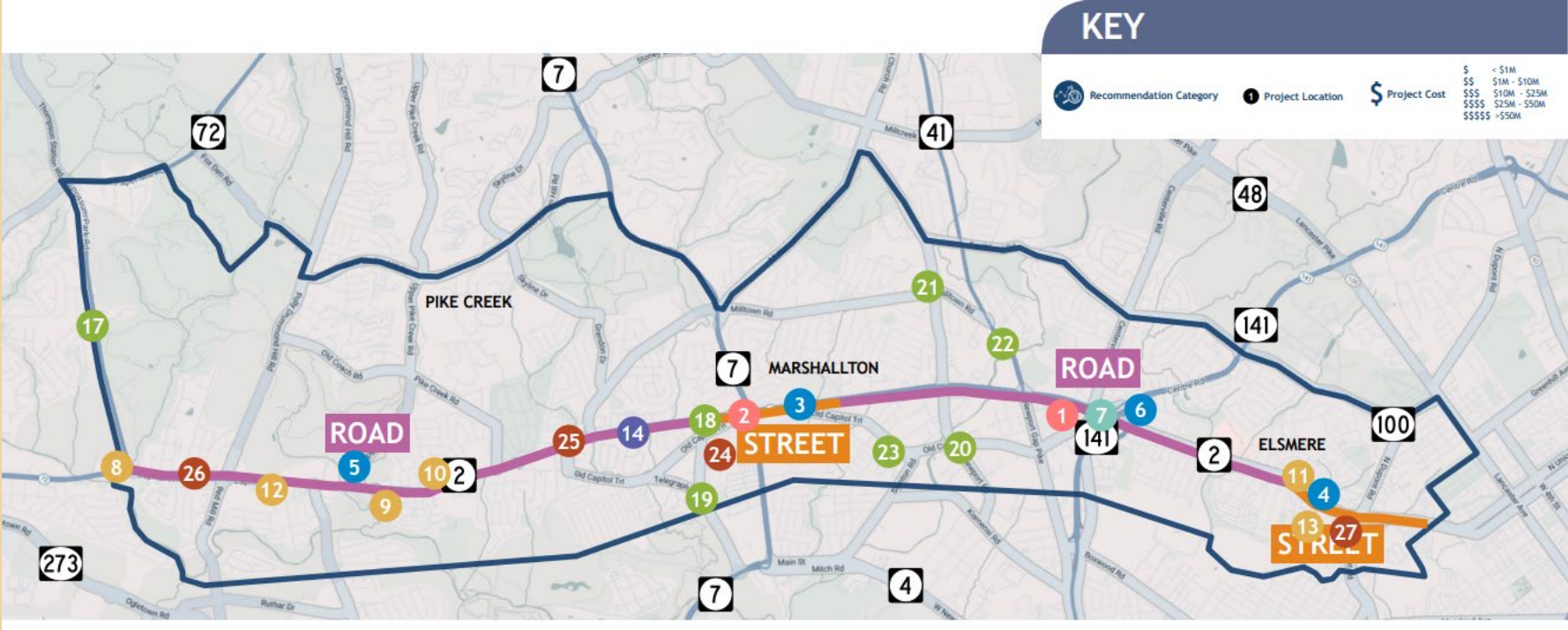


Project	Cost	Project	Cost
<b>Land Use &amp; Economic Development</b>			
1 Prices Corner Community Development Area	\$	12 On-Demand Micro-Transit Bus Services	\$\$
2 Midway Community Development Area	\$	13 Study potential of relocation and/or consolidations of bus stops to address safety and enhance transit operations	\$\$
<b>Road and Street Sections</b>			
3 Conversion to STREET at St. James Church to Farrand Drive	\$\$\$\$	<b>Other Key Roads in the Study Area</b>	
4 Conversion to STREET at Elsmere to Wilmington	\$\$\$\$	14 Perform Intersection Control Evaluation at Possum Park Rd & Paper Mill Road Intersection	\$
5 Conversion to ROAD at Newark to St. James Church	\$\$\$\$	15 Perform Intersection Control Evaluation at Old Capitol Trail & St. James Church Road Intersection	\$
6 Conversion to ROAD at Farrand Drive to Elsmere	\$\$\$\$	16 Perform Intersection Control Evaluation at St. James Church Rd & Telegraph Road Intersection	\$
<b>Major Intersections</b>			
7 Interchange Reconfiguration and Ramp Improvements at SR 2 / SR 141	\$\$	17 Roundabout design at Old Capitol Trail & Newport Road Intersection	\$\$
<b>Other Key Kirkwood Highway Intersections</b>			
8 Perform Intersection Control Evaluation at Possum Park Road	\$	18 Roundabout design at Milltown Rd & Duncan Road Intersection	\$
9 Perform Intersection Control Evaluation at Green Valley	\$	19 Perform Intersection Control Evaluation at Milltown Road & Newport Gap Pike Intersection	\$
10 Perform Intersection Control Evaluation at Meadowood Drive	\$	20 Roundabout design at Old Capitol Trail & Stanton Road Intersection	\$\$
11 Perform Intersection Control Evaluation at SR 100 (DuPont Rd)	\$	<b>Pedestrian/Bicycle Network Connections</b>	

# PROJECT IMPLEMENTATION: Pedestrian/Bicycle Network Connections

- 24 St. James sidewalk to church Crosswalk
- 25 Wollaston Rd
- 26 Cordele Rd
- 27 Elsmere Dog Park
- 28 Study possible upgrades to “people choice” trails (not mapped: study area-wide)

\$  
\$  
\$  
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\$

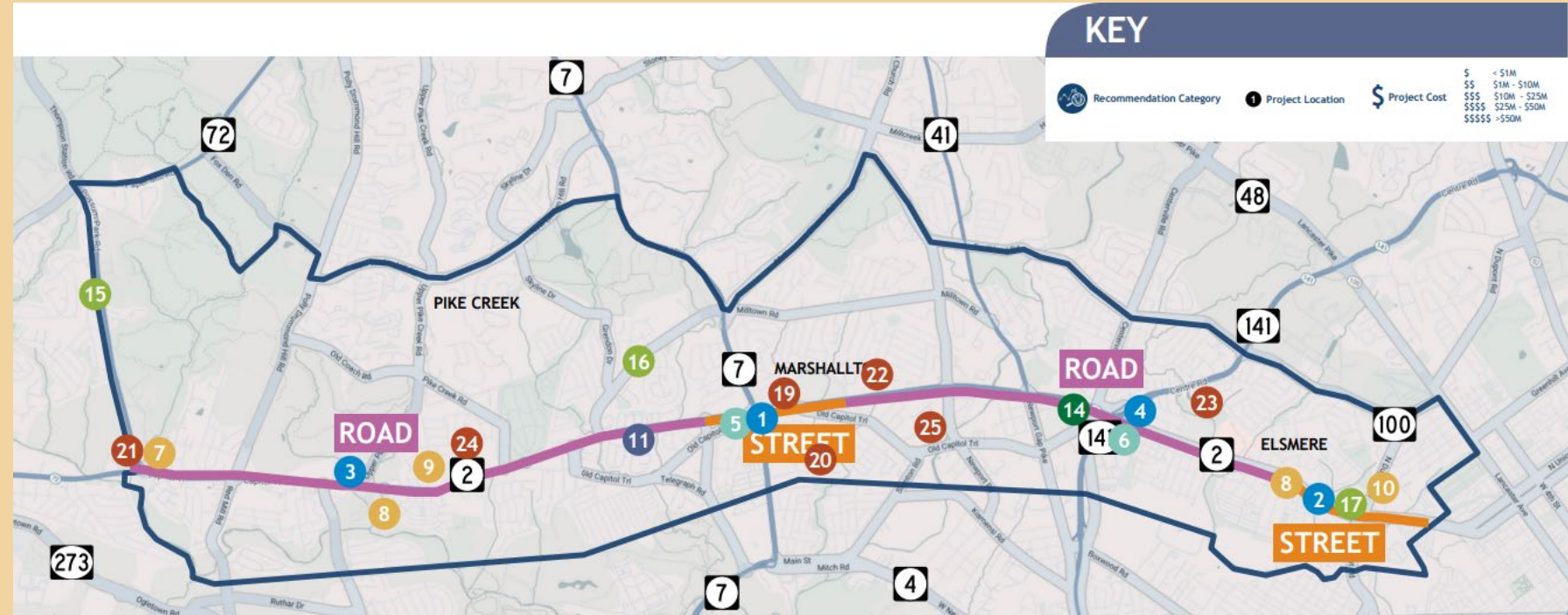


- Implementation Recommendations
  - ✓ Short-term (1-6 years): Design of Priority Locations
  - Medium-term (7-14 years): Construction of Priority Locations
  - Long-term (+15 years): Construction of Remaining Locations



## PROJECT IMPLEMENTATION: Pedestrian/Bicycle Network Connections

<b>19</b> Truit Ln to Dombay Rd	\$
<b>20</b> Sharon Dr to Marshalltown Heights Park	\$
<b>21</b> Dillwyn – Liberty Plaza (requires bridge)	\$\$
<b>22</b> Delaware State University (Wilmington) – Claire Pl	\$
<b>23</b> Montgomery Rd ped connection	\$
<b>24</b> Larkspur Rd – 2701 Capital Trail	\$
<b>25</b> B&O to Lincoln Ave connection	\$
<b>26</b> Study possible upgrades to “people choice” trails (not mapped: study area-wide)	\$

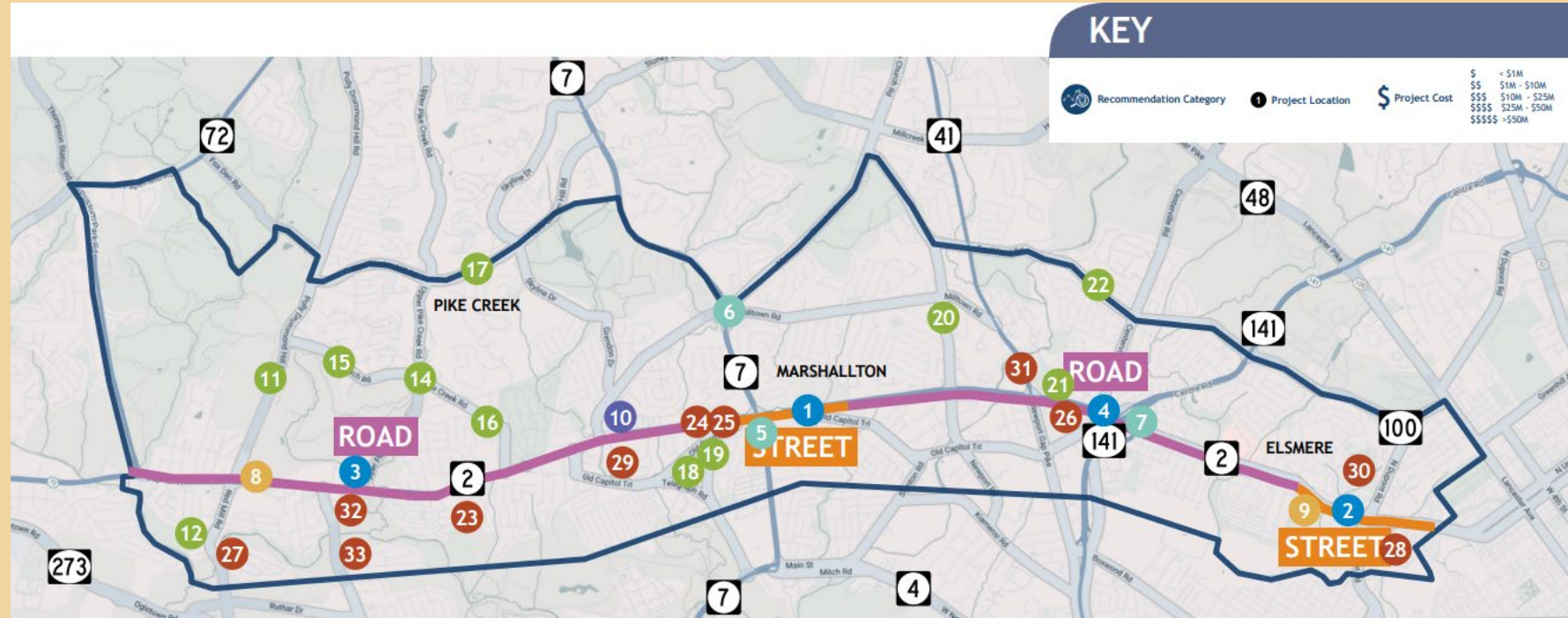


- Implementation Recommendations

- ☐ Short-term (1-6 years): Design of Priority Locations
- ☒ Medium-term (7-14 years): Construction of Priority Locations
- ☐ Long-term (+15 years): Construction of Remaining Locations

## PROJECT IMPLEMENTATION: Pedestrian/Bicycle Network Connections

<b>23</b>	<b>YMCA connections</b>	<b>\$</b>
<b>24</b>	<b>SR 2 – Woodmill Dr</b>	<b>\$</b>
<b>25</b>	<b>SR 2 – Carolina Ct</b>	<b>\$</b>
<b>26</b>	<b>Target – Seminole Dr</b>	<b>\$</b>
<b>27</b>	<b>Old Red Mill Rd – informal connection exists</b>	<b>\$</b>
<b>28</b>	<b>Canby Park to Rosemont Dr connection</b>	<b>\$</b>
<b>29</b>	<b>Pinecreast Park to Old Capital Trail connection</b>	<b>\$</b>
<b>30</b>	<b>Formalize Greenleaf Rd entrance/connection</b>	<b>\$</b>
<b>31</b>	<b>Formalize school entrance path</b>	<b>\$</b>
<b>32</b>	<b>Old Harmony Rd (Michelle)</b>	<b>\$</b>
<b>33</b>	<b>Old Harmony Rd (Creekside)</b>	<b>\$</b>

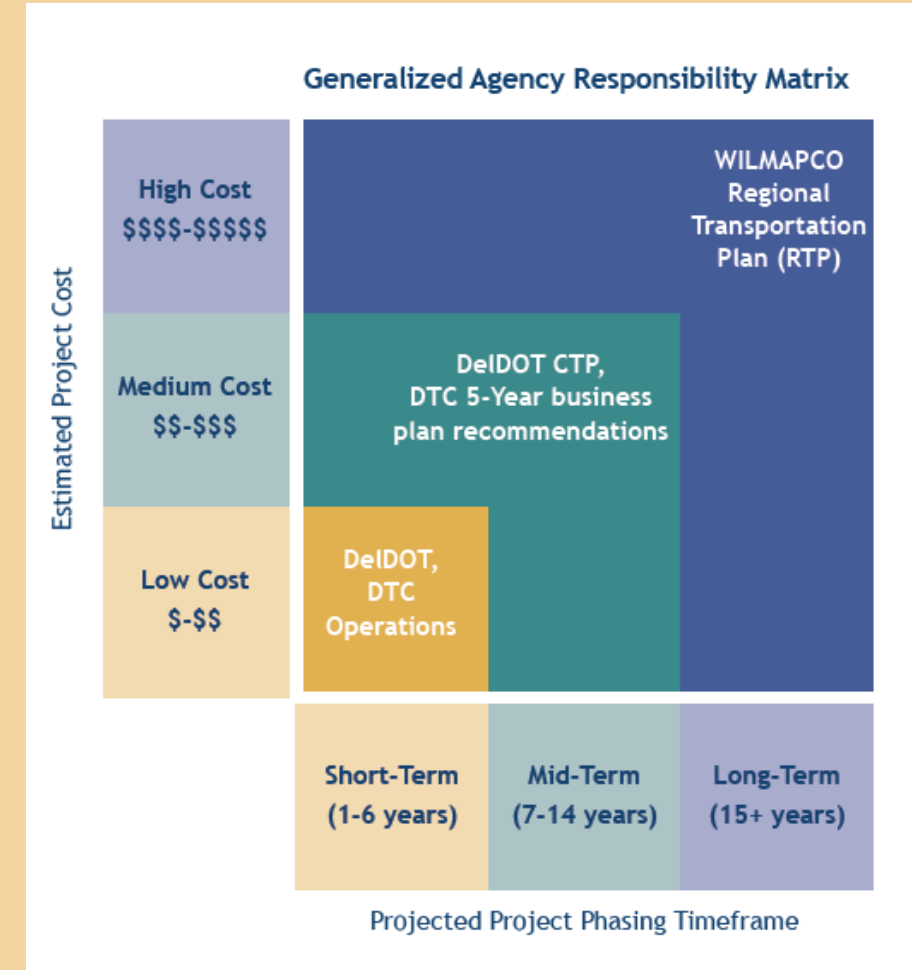


- Implementation Recommendations

- ☐ Short-term (1-6 years): Design of Priority Locations
- ☐ Medium-term (7-14 years): Construction of Priority Locations
- ☒ Long-term (+15 years): Construction of Remaining Locations

# POST WORKSHOP

- Develop Kirkwood Highway Land Use and Transportation Plan Report for review and comment
- Future Steps by Agency Partners
  - **WILMAPCO**
    - Adopt the Kirkwood Highway Land Use and Transportation Plan
    - Include recommended projects in the Regional Transportation Plan
    - Develop a Kirkwood Highway monitoring program
    - Pursue planning studies for other key roads and intersections
    - Nominate pedestrian and bicycle projects for funding
  - **Implementing Agencies (DeIDOT, DART & NCC)**
    - Establish Community Development Areas (NCC)
    - Include recommended transportation projects in the Capital Transportation Plan (DeIDOT)
    - Continue implementation of DART Reimagined (DeIDOT/DART)





# KIRKWOOD HIGHWAY MONITORING COMMITTEE

- Guide and fulfill the recommendations of the Kirkwood Highway Land Use and Transportation Plan
- Facilitate regular communications between decision makers, community stakeholders and the traveling public on progress in implementing the Plan



# QUESTIONS?

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