

# Summary of Stakeholder Interviews

Smyrna Route 13 Study

August 20, 2012

# Overall Impressions

- Unattractive, neglect and run-down businesses
- Where does Smyrna begin and end
- Looks like everywhere else; lacks character
- Barrier divides town population
- Overall safe, well functioning road, few accidents or congestion

# Positive Things on Corridor

- Potential!
- Road infrastructure exists for future development
- Business friendly
- Density in central core adequate to support transit and walking
- Waterways are an opportunity for recreation and tourism
- Businesses walking distance from sidewalks (although may not be connected)

# Negative Things on Corridor

- No connected pedestrian network
- Southern portion developing as a “standard” commercial strip
- Too many entrances / curbs cuts (central portion)
- Flowerbeds difficult to maintain; concrete median islands are poorly cared for, unattractive
- Unattractive utilities

# Need for Transportation Improvements?

- Pedestrian Facilities (link sidewalk network)
- Bike lanes and paths
- Service roads
- Limit access / decrease number of curb cuts
- Pedestrian overpasses
- Better crosswalks
- Local transit service linking corridor (new Rt. 120)
- Covered bus shelters
- Slow traffic speeds in central portion

# Need for Aesthetic Improvements

- Landscaping
  - Along corridor on businesses
  - In medians
- Lighting (comprehensive lighting scheme)
- Banners (brand the corridor)
- Signage improvements
  - Wayfinding
  - Traffic control
- Do it neatly and uncluttered
- Hardscapes
- Bury utilities

# Enhance Bicycle, Walking, Bus Ridership

- Walking and bike paths to connect local parks and neighborhoods with the corridor
  - Design with safety in mind
  - Footbridge to cross Duck Creek linking municipal park to corridor
- Connect sidewalk network
- Crosswalks
- Limit crosswalks to safe locations
- Better pedestrian connections needed for transit
- More convenient bus stops

# Development of Remaining Vacant Lands

- Identify uses that are not being fulfilled
- Tourism is under served
- Parks and open space; recreation
- Mixed use
  - Central core
  - Northern section as it develops
- Restaurants
- Buildings in front, parking in rear
- Jobs and employment centers (northern section)
- Make Smyrna a destination

# Suggestions for Transforming Look and Feel

- Slower speed limits
- Landscaping
- Lighting
- Bike paths
- Connected sidewalks and pedestrian facilities
- Mobility and access improvements
- Signage (wayfinding)
- Bury utilities
- Renovate buildings

# Regulations that need to be changed

- Land use ordinances
  - Form based code
- Design standards
- Town codes and DeIDOT regulations need to be consistent and revised to implement plan
- Signage ordinance
- Streamlined process for development in corridor
- Manual for Uniform Traffic Control Devices (MUTCD) can not be changed, must comply

# Constraints and Ongoing Efforts

- DeIDOT
- Glenwood Avenue Safety Project
- Paving and crosswalks (done?)
- DNREC Bayshore initiative (link to eco-tourism)
- SHPO, coordinate with historic properties
- Median landscaping hard to maintain due to DeIDOT regs
- Move towards “demand-response” transit service
- Library project

# Short Term Recommendations

- Banners, branding and themes
- Sidewalk connections
- Revise codes and regulations
  - Form based codes
  - Northern corridor
- Landscaping
- Put utilities underground
- Lighting improvements
- Buy vacant properties
- Pre-permitted development sites
  - Create framework so development happens in accordance with plan

# What will it look like in 20 years?

- Pedestrian friendly
- Mixture of uses that complement each other
  - Residential, commercial, employment
- Architectural and design standards have worked and it looks unique, like Smyrna
- Roadway functions as it does now, 4 lanes, no road diet
- Uniform signage and branding; a more attractive road
- Connected downtown to the corridor
- Connected East side of Town to West side of town