

ADVISORY COMMITTEE

JANUARY 29, 2024



AGENDA

- Welcome, Overview, and Introductions
 - Welcome
 - Kirkwood Highway Corridor Overview
 - Introductions
- Advisory Committee Process
 - Roles, Responsibilities, and Expectations
 - Project Process
- Visioning Workshop
 - Visioning Workshop Summary
 - Vision Statement
- Scenario Planning
 - What is Scenario Planning?
 - Potential Kirkwood Highway Scenarios
 - Potential Criteria for Evaluation
- Next Steps
- Public Comment

WELCOME



Charuni Patibanda



Pam Steinebach



Cathy Smith

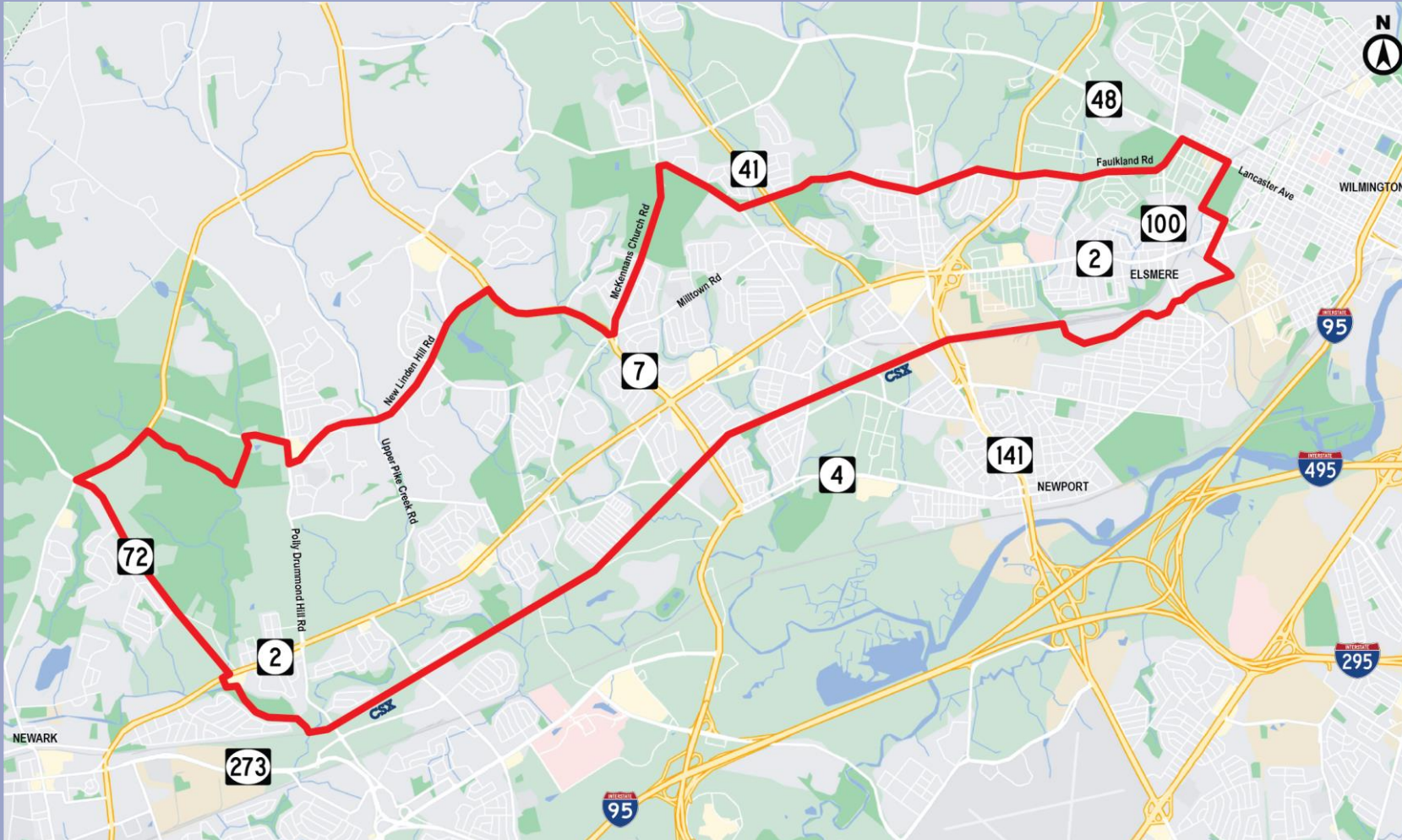


Dave Gula



KIRKWOOD HIGHWAY OVERVIEW

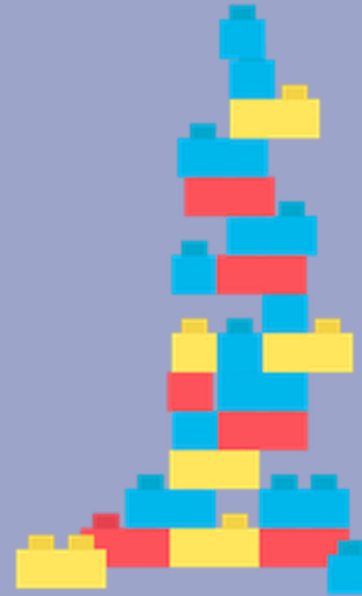
Study Area



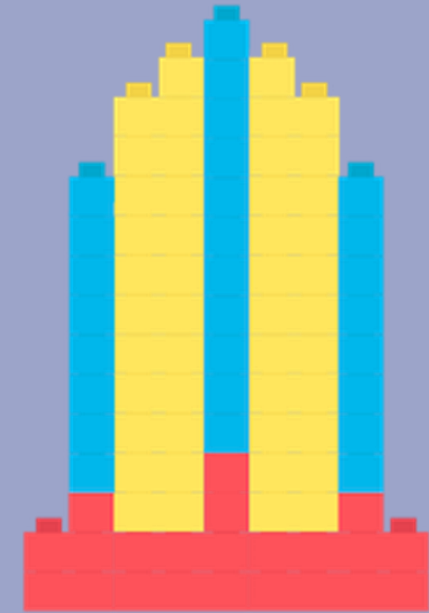
KIRKWOOD HIGHWAY OVERVIEW

Why do we need a plan?

- Establish the guiding vision for the future
- Coordinate development/redevelopment
- Coordinate and time infrastructure needs
- Leverage resources to maximize results



Without Blueprints
Without public involvement



With Blueprints
With public involvement

KIRKWOOD HIGHWAY OVERVIEW

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

INTRODUCTIONS

Please share the following three items:

- Name
- Organization
- Why is the Kirkwood Highway corridor important to you?

Please keep your response under two minutes.

ROLES, RESPONSIBILITIES, AND EXPECTATIONS

Role of Advisory Committee Member

- Advisory Committee Members will provide feedback and input to the project team.
- Advisory Committee Members will provide information, experiences, and local knowledge to assist the project team.
- The project team will use 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.

ROLES, RESPONSIBILITIES, AND EXPECTATIONS

How We Treat Each Other

- Each member has an equal right to speak and ask questions.
- Each member is encouraged to share individual viewpoints.
- Individual opinions are valid whether others agree with them or not.
- We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored not suppressed.
- We will be courteous when addressing other Advisory Committee Members and the project team.
- We will refrain from interrupting each other and the project team.
- We will keep our comments relevant to the topic(s) under discussion.

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.

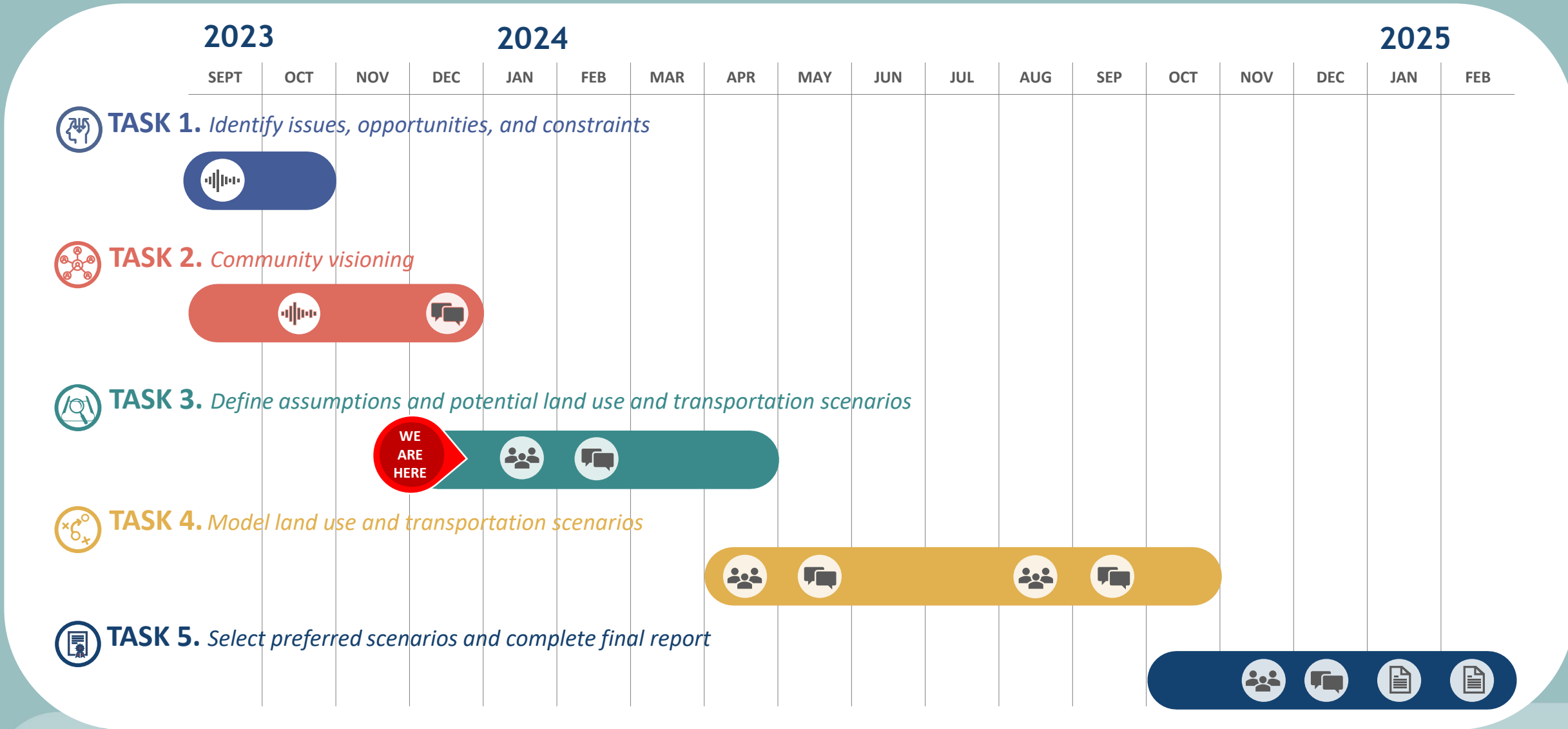
PROJECT PROCESS

- Share, Educate, Listen, Engage
- Listening Tour
- Advisory Committee
- Public Workshops



PROJECT PROCESS

 Listening Tour
  Advisory Committee Meeting
  Public Meeting
  Major Deliverable



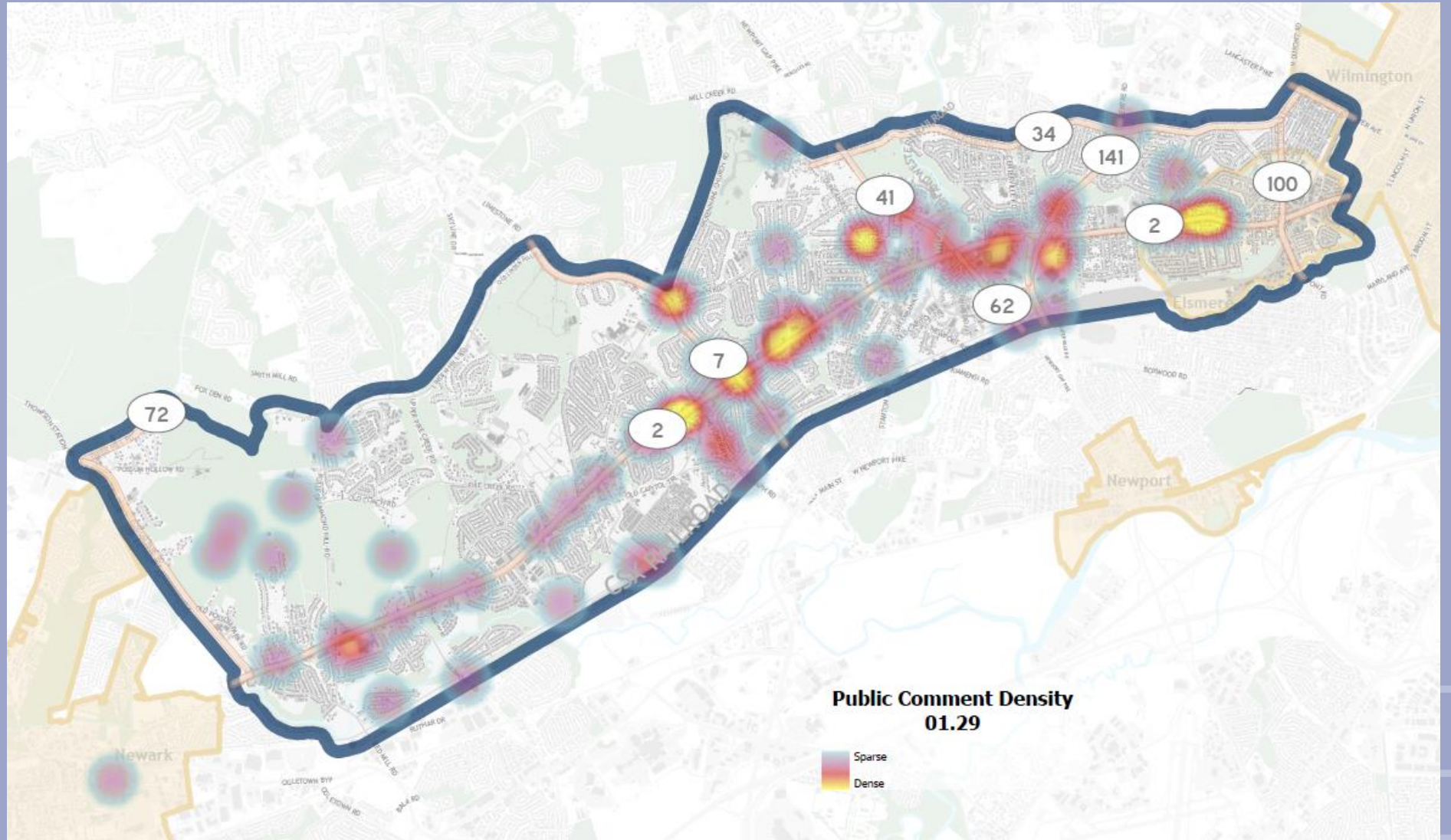
VISIONING WORKSHOP SUMMARY

- December 11th from 4:00-7:00pm
- Located at Cranston Heights Fire Co.
- Approximately 100 attendees
- Over 60 comment forms submitted
- Over 50 wiki map submissions
 - Additional comment forms and wiki map notes have been submitted since the workshop



VISIONING WORKSHOP SUMMARY

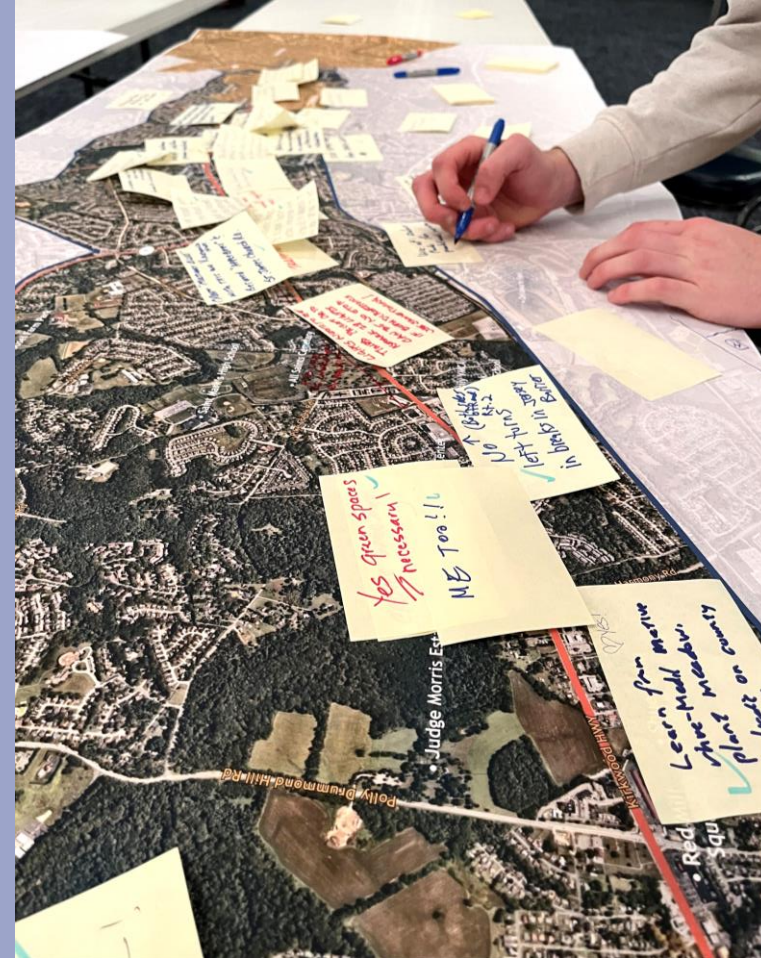
80 + comments
as of
January 29, 2024



VISIONING WORKSHOP SUMMARY

Workshop Themes

- Traffic Safety and Congestion
- Pedestrian and Cyclist Infrastructure
- Traffic Calming Measures
- Green Spaces and Aesthetic Improvement
- Targeted Infrastructure Improvements



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 to destinations by walking, bicycling, and transit while managing congestion levels.**
- Economic development efforts should focus on facilitating a **transition from auto-oriented design to 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.**

WHAT IS SCENARIO PLANNING?

Purpose and Objectives

Scenarios provide an opportunity to think big and ask important questions:

- What is “business as usual”?
- What if SR 2 had a very different modal emphasis?
- What different types of approaches would achieve the Corridor Vision?
- How would those different approaches affect evaluation metrics?
- What tensions (divergent stakeholder views, funding availability, etc.) complicate achieving the Corridor Vision?

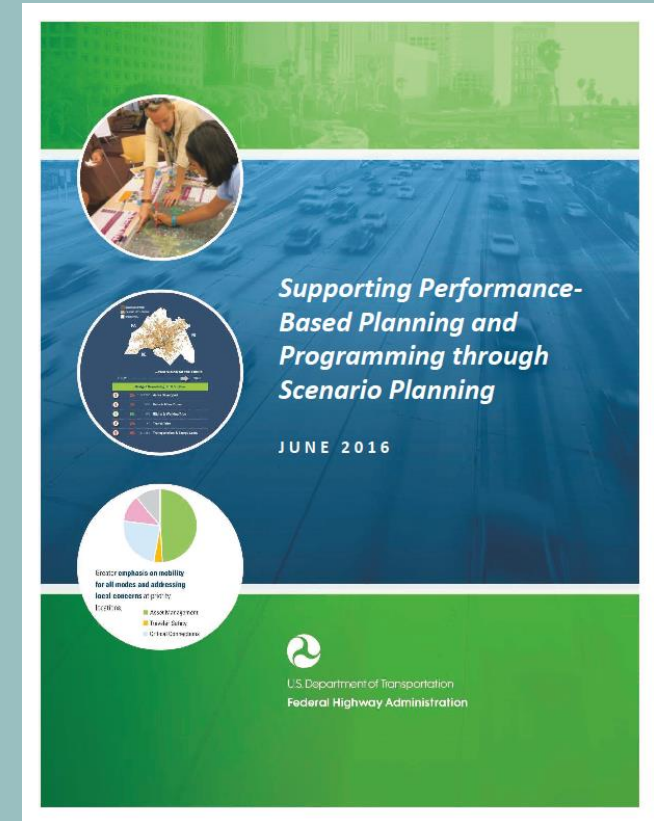


WHAT IS SCENARIO PLANNING?

Evaluating Different Possible Futures

Guidance for Scenario Definitions:

- Feasibility - stretch, but be pragmatic
- Theme - establish scenarios that can be recognized as different approaches to achieving goals/objectives
- Differentiation - define scenarios that will have meaningful changes in evaluation metrics

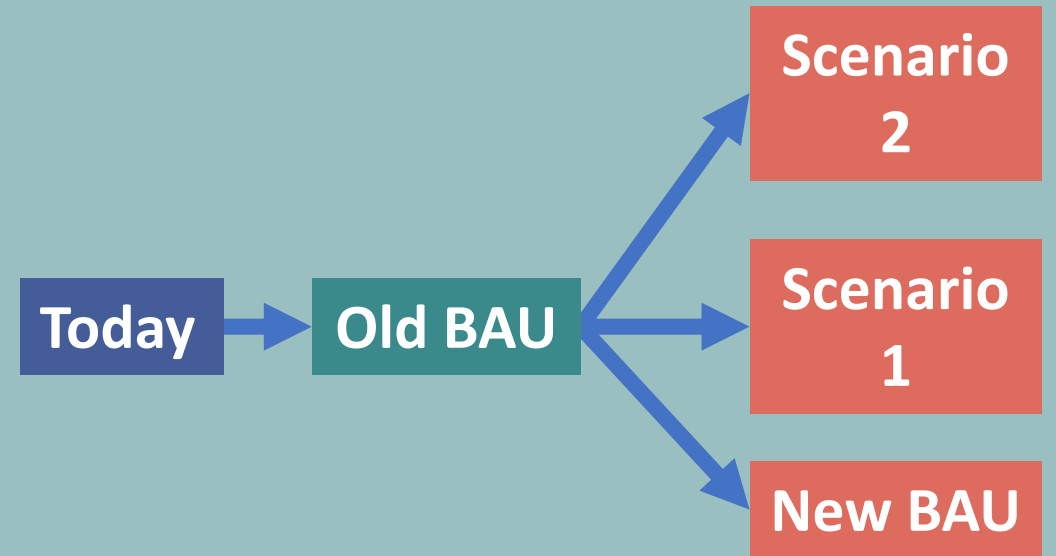


WHAT IS SCENARIO PLANNING?

Evaluating Different Possible Futures

What is “business as usual”, or BAU? 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”.

Scenarios help provide high-level, conceptual direction for identifying elements to be included in a preferred alternative. Scenarios do not reflect phasing (i.e., you can’t change horses midstream).

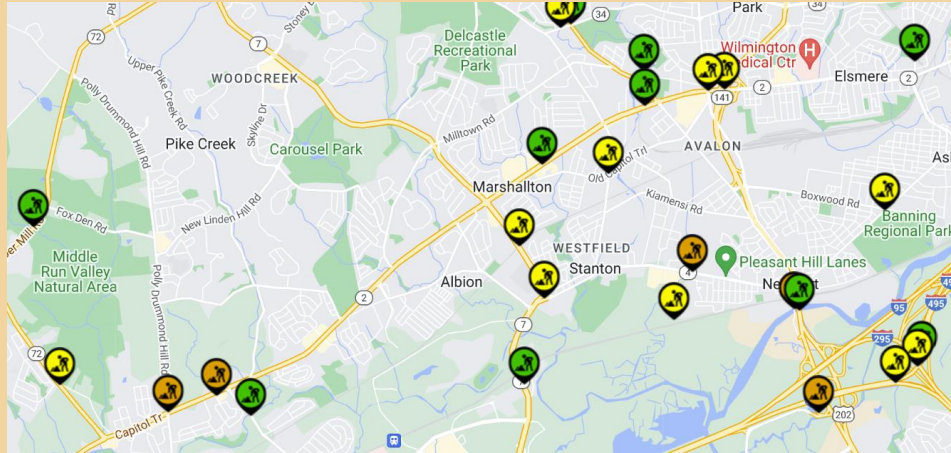


KIRKWOOD HIGHWAY AS A “STROAD”



POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

"Old BAU" includes efforts underway



<https://deldot.gov/projects/>

Construction	SR2/Red Mill Road Intersection
	Milltown Road and McKennans Church Road
	Bridge rehabilitation
Design	Possum Park and Old Possum Park Road Intersection
	SR2 at Darwin Drive
	Old Capitol Trail, Newport Road and Stanton Road
Planning	Churchman's Road Extended
	SR 2 / SR 7 Intersection

POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

What Approaches have Generated Interest?

We've heard interest in:

- BRT / LRT
- Service roadways / boulevards
- Bicycle connectivity
- Speed management
- Affordable housing
- Retail center reinvestment

TRANSPORTATION OPPORTUNITIES

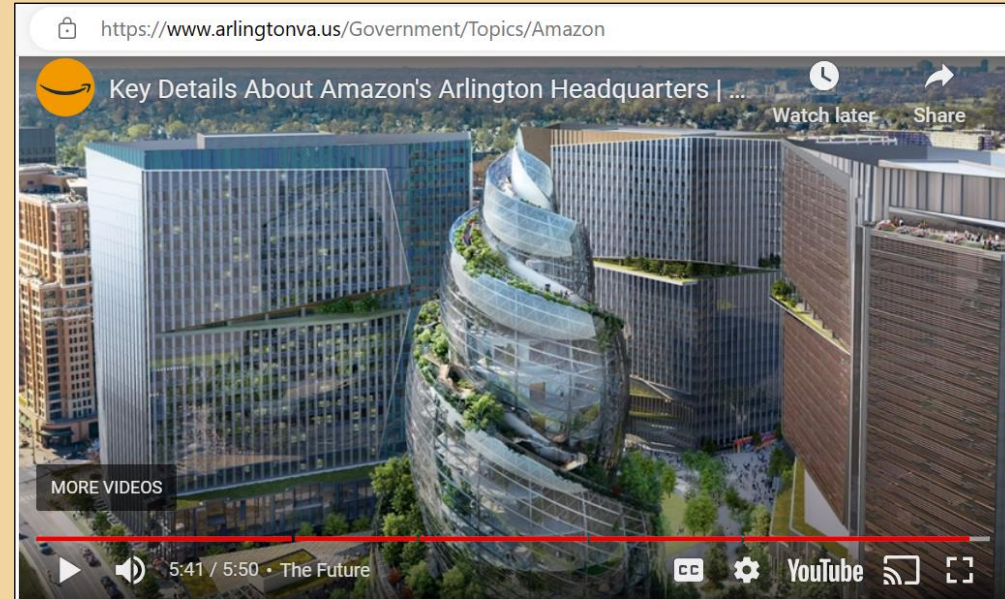
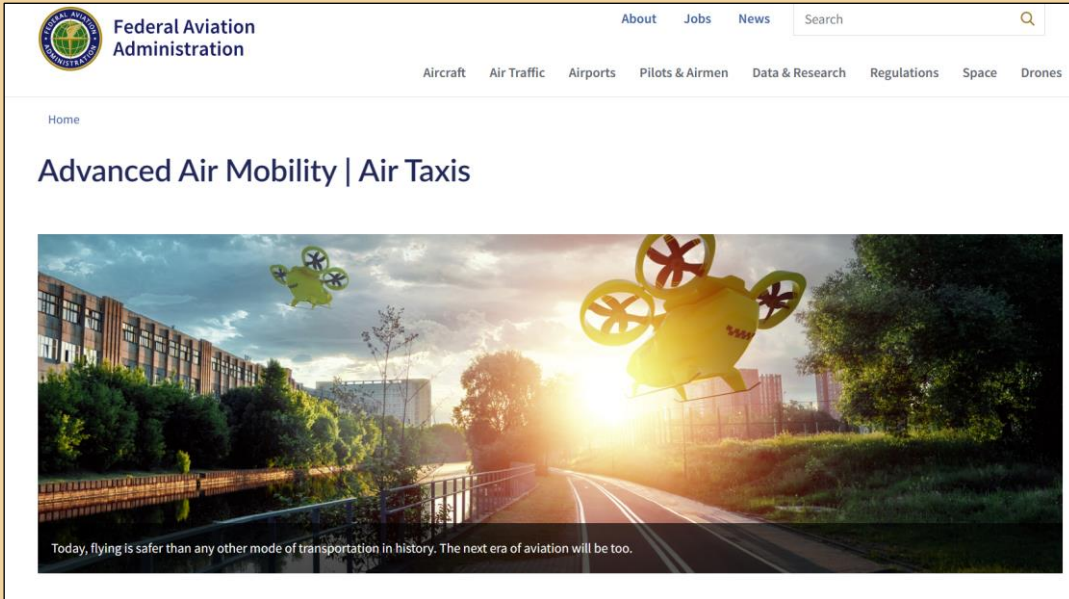
Please use the stickers provided to indicate which transportation facilities and treatments you would like to see incorporated into the future vision of Kirkwood Highway

- Off-Road Bike/Ped Facility**: A path and bicycle facility physically buffered from the road, usually a trail, shared use path, or sidewalk. Location: Howell School Road.
- On-Road Bike Facility**: A bicycle facility within the roadway, sometimes physically buffered from the roadway travel lanes.
- Enhanced or Raised Crosswalks**: High-visibility crosswalks can provide increased visibility for sidewalk users, leading to safer and more comfortable pedestrian environments.
- Rectangular Rapid Flashing Beacon**: Traffic control devices such as Rectangular Rapid Flashing Beacons and Pedestrian Signal Beacons help mediate interactions between motorists and pedestrians at crossings by drawing attention to the presence of a pedestrian.
- Multway Boulevard**: A multway boulevard takes advantage of a wide right-of-way to provide space for multiple lanes and uses, typically faster travel lanes towards the center and slower service roads towards the edges, along with space for non-motorized users and public transit.
- Roadway Reconfiguration**: A roadway reconfiguration can include the reduction of the number of and/or widths of travel lanes to order to achieve slower speeds, provide protected left-turn lanes, and provide space for non-motorized users.
- Roundabout**: Roundabouts are an alternative to traditional intersections and have been shown to have significant safety benefits.
- Pedestrian Bridge**: Pedestrian bridges help pedestrians cross large, multi-lane roadways without having to wait for a light cycle. Pedestrian bridges are also very expensive and pedestrians will go to great lengths to avoid them if there is an opportunity to cross at grade.

POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

How far do we Stretch?

We probably won't stretch this far...



POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

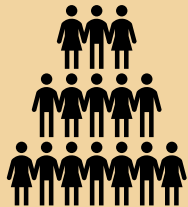
Transportation investments can catalyze property investments



Without transportation investment, population and household growth will be flat, leading to stagnant or declining economic activity and real estate values.



Improved mobility infrastructure and updated zoning which facilitates compact site designs and an increase in mixed-use residential development...



...should lead to an expanding population and household growth, along with an increase in economic activity and real estate values.

POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

How far do we Stretch?

Are these opportunities within the realm of “stretch”?

- Fully dedicated BRT?
- Lane repurposing?
- Redevelopment with integrated street grids that disperse traffic?



POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

Considering Tradeoffs

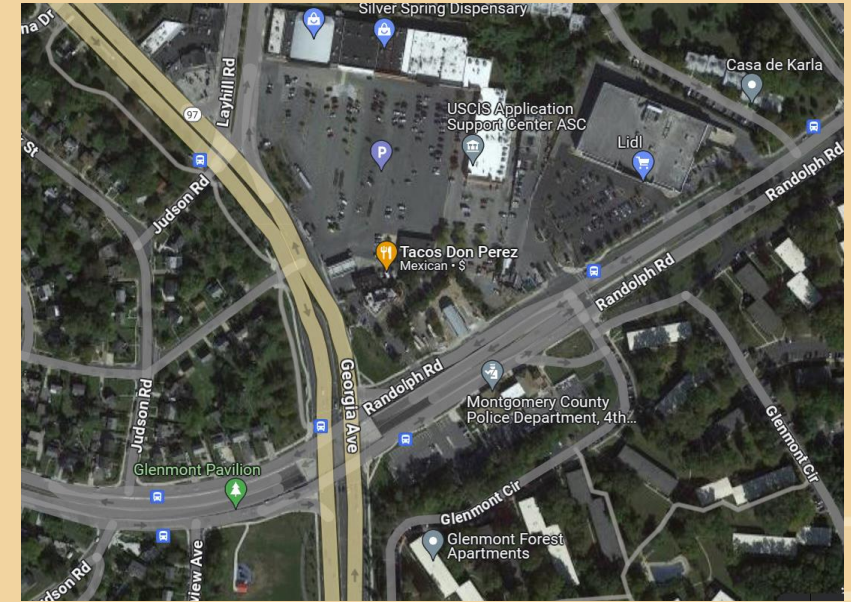
- Use of physical space for travel modes, utilities, placemaking, and environmental needs
- Scale of improvement
- Timing and funding of public and private investments



POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

Considering Tradeoffs

- Use of physical space for travel modes, utilities, placemaking, and environmental needs
- Scale of improvement
- Timing and funding of public and private investments



POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

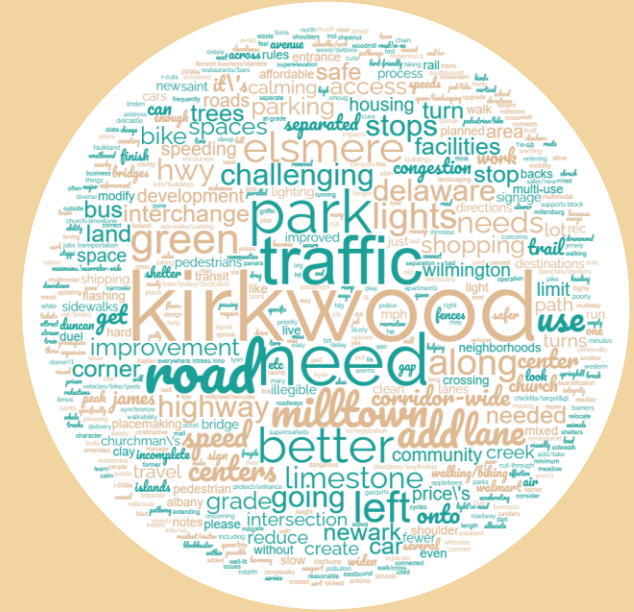
Considering Tradeoffs

What scenario ideas did we hear interest in?

- Better transit service (BRT or LRT) along with boulevard and/or service road treatments
- Better private sector investment in walkable centers with open space

These interests can inform transformative transportation and land use concepts:

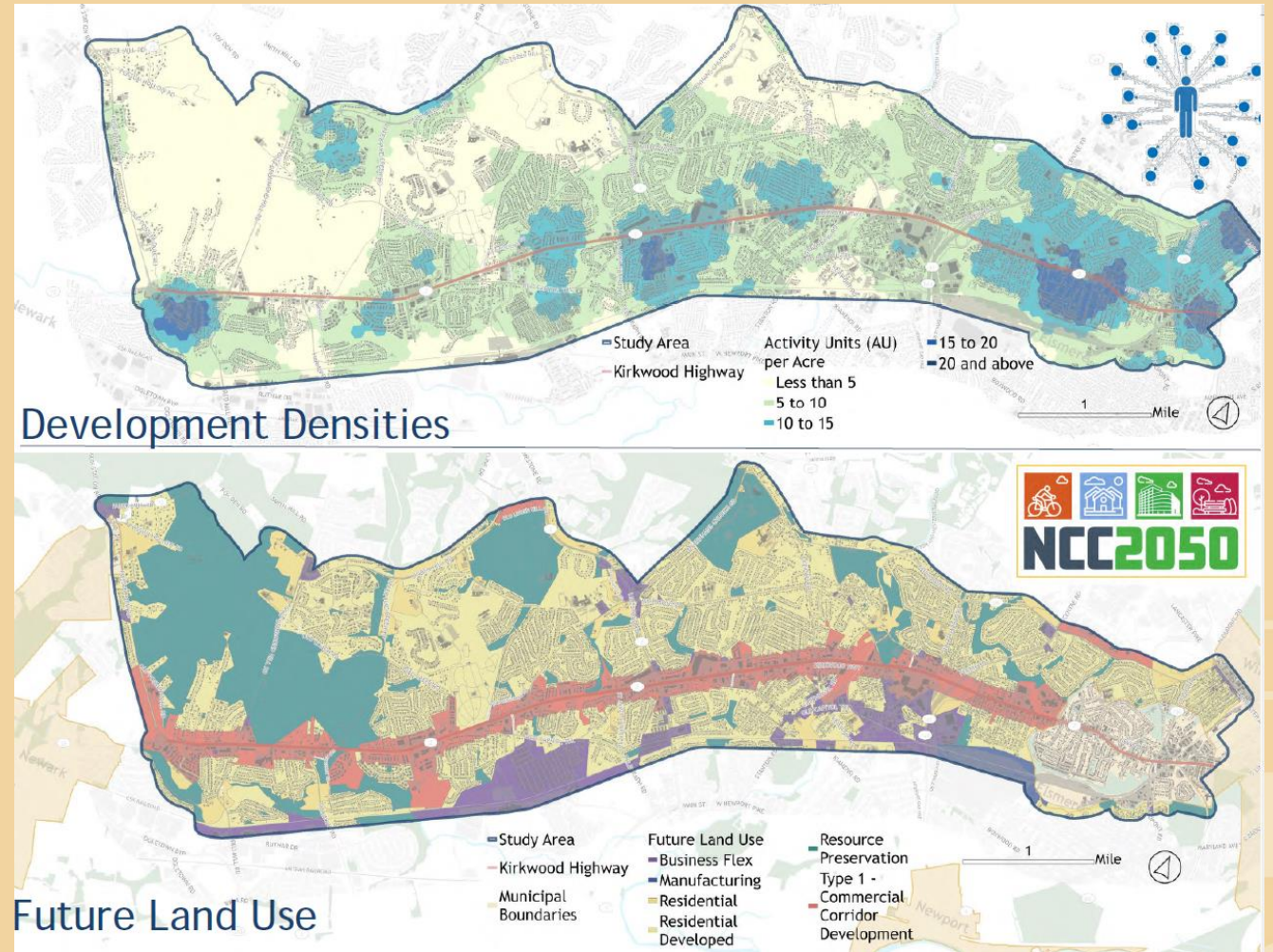
- A transit boulevard : continuous, high-profile transitway (BRT or BRT-lite) with landscaped median separation where appropriate
- A multimodal corridor scenario considers a more localized approach toward walk/bike access into walkable centers and creating a sense of place



POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

Kirkwood Highway Development: Centered, or Linear?

- Development densities reflect historic crossroad centers between stream valleys - the development nodes are not centered along modern SR 2
- NCC2050 Plan reflects opportunity and flexibility for property investment fairly continuously along corridor



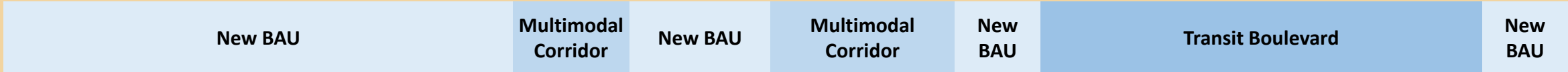
POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

Suggested Scenarios and Approaches to Corridor Vision and Key Projects

Scenarios	New BAU	Transit Boulevard	Multimodal Corridor
Scenario Focus In Achieving Corridor Vision			
Serve all travel modes	Auto emphasis	Transit emphasis	Bike/ped emphasis
Discourage high traffic speeds	Yes	Yes	Yes
Promote safe access to land uses along Kirkwood Highway	Yes	Yes	Yes
Manage congestion levels	Highest	Moderate	Moderate
Transition placemaking from auto-oriented to multimodal	No	Focus on Key Stations	Corridor-wide
Include residential uses in business centers	Yes	Yes	Yes
Improve landscaping and open space	Moderate	Moderate	Highest
Provide connections to off-corridor destinations	Yes	Yes	Yes

POTENTIAL OUTCOME FOR KIRKWOOD HIGHWAY

Blend lessons learned from each scenario along the corridor: we might end up with something like this:




POTENTIAL EVALUATION CRITERIA FOR KIRKWOOD HIGHWAY

What criteria are important to you?


Corridor Vision Element	Evaluating Criteria
Serve all travel modes	Multimodal access to opportunities and QOS
Discourage high traffic speeds	Target speeds/design criteria
Promote safe access to land uses along Kirkwood Highway	Access management, building orientation
Manage congestion levels	Auto LOS
Transition placemaking from auto-oriented to multi-modal	Multimodal connectivity
Include residential uses in business centers	Satisfaction of market demand
Improve landscape and open space	Impervious surface, placemaking elements
Provide connections to off-corridor destinations	Sidewalk and trail connectivity to offset destinations

POTENTIAL CRITERIA FOR EVALUATION

WILMARCO		Churchman's Crossing Study															
Name	Final Score	Vehicle Circulation	Walking Circulation	Bicycle Circulation	Green Enhancements	Urban Design	Bus Circulation (x2)	Transportation Safety (x2)	Walking/Biking Safety (x2)	Crime Safety (x2)	Truck Management (x2)	Job Growth Modified (x2)	SDOH (x2)	Final Score			
SR 9 Road Diet/Streetcape: Memorial Dr to Lambson Ln	61	2	3	3	2	5	2	10	10	10	0	4	10	61			
Memorial Drive at SR 9 Roundabout	51	2	4	4	2	5	2	10	0	10	0	4	8	51			
SR 9 Road Diet/Streetcape: Lambson Ln to Rogers Rd	47	0	3	3	3	2	6	10	0	6	0	4	10	47			
Rogers Rd at SR 9 Intersection Rebuild	47	5	4	4	3	5	2	8	0	2	0	4	10	47			
Cherry Ln at SR 9 Roundabout	44	5	4	4	2	5	2	10	0	6	0	4	2	44			
Multiuse Center Lane Pathway: I-295 at SR 9	43	2	4	3	2	4	0	6	0	10	0	4	8	43			
Memorial Drive Road Diet: Full Build	41	0	3	3	2	5	2	4	0	10	0	4	8	41			
Terminal Avenue at SR 9 Roundabout	38	0	4	4	3	5	2	6	0	2	0	4	8	38			
SR 9 Road Diet/Streetcape: Buttonwood Ave to Cherry Ln	38	-2	3	3	2	2	6	8	0	6	0	4	6	38			
Karyl Drive at Memorial Drive Intersection Rebuild	35	2	3	4	1	5	2	2	0	6	0	2	8	35			
SR 9 Road Diet/Streetcape: Rogers Rd to Terminal Ave	31	2	3	1	3	2	2	4	0	2	0	4	8	31			
Stamm Blvd at SR 9 Intersection Rebuild	27	-5	4	4	1	5	2	4	0	6	0	4	2	27			
Memorial Drive Road Diet: Interim Build	18	0	1	1	0	2	2	4	0	0	0	0	8	18			

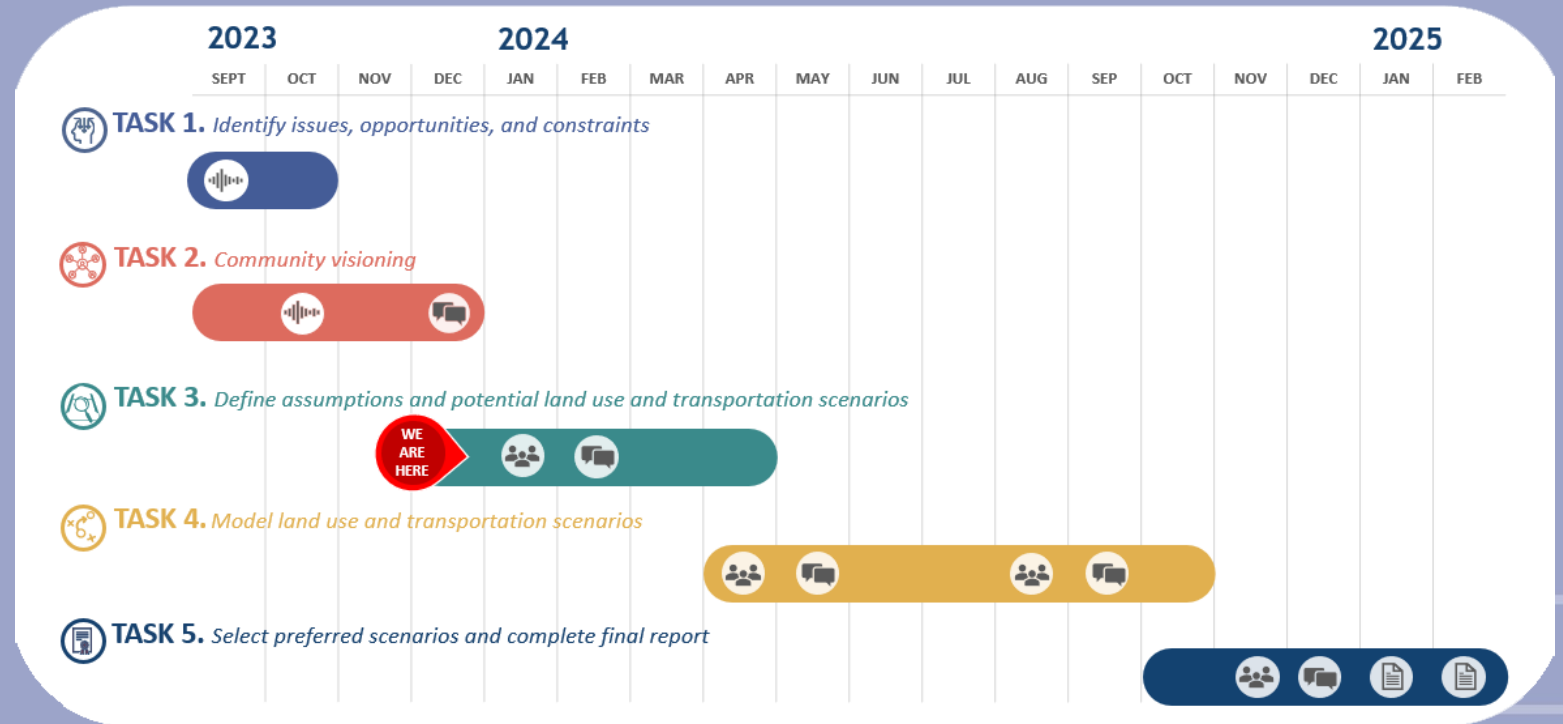
Category	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30
Safety	○	○	◐	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛	◜	◝	◞	◟	◠	◡	◢	◣	◤	◥	◦	◧	◨	◩	◪	◫
Constructability / Engineering / Legal	◐	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛	◜	◝	◞	◟	◠	◡	◢	◣	◤	◥	◦	◧	◨	◩	◪	◫	◬	◭
Natural Environment Impacts	◐	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛	◜	◝	◞	◟	◠	◡	◢	◣	◤	◥	◦	◧	◨	◩	◪	◫	◬	◭
Cultural / Historic Resource Impacts	◐	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛	◜	◝	◞	◟	◠	◡	◢	◣	◤	◥	◦	◧	◨	◩	◪	◫	◬	◭
Noise / Property Impacts	◐	◑	◒	◓	◔	◕	◖	◗	◘	◙	◚	◛	◜	◝	◞	◟	◠	◡	◢	◣	◤	◥	◦	◧	◨	◩	◪	◫	◬	◭
Cost	\$377.3M	\$85.0M	\$33.0M	\$3.8M	\$3.7M	\$2.5M	\$11.1M	\$1.9M	\$7.1M	\$25.0M	\$0.9M	\$34.0M	\$19.3M	\$54.0M	\$5.0M	\$7.2M	\$1.9M	\$0.5M	\$1.2M	\$6.0M	\$5.0M	\$10.0M	\$10.0M	\$40.0M	\$37.0M					

RATING				
◑	◒	◓	◔	◕
Most Beneficial		Neutral		Most Adverse



NEXT STEPS

- Refinements based upon tonight's feedback
- Next public workshop on February 21st from 4-7pm at the Cranston Heights Fire Hall
- Next Advisory Committee meeting in April



PUBLIC COMMENT

KIRKWOOD
HIGHWAY
LAND USE AND TRANSPORTATION PLAN