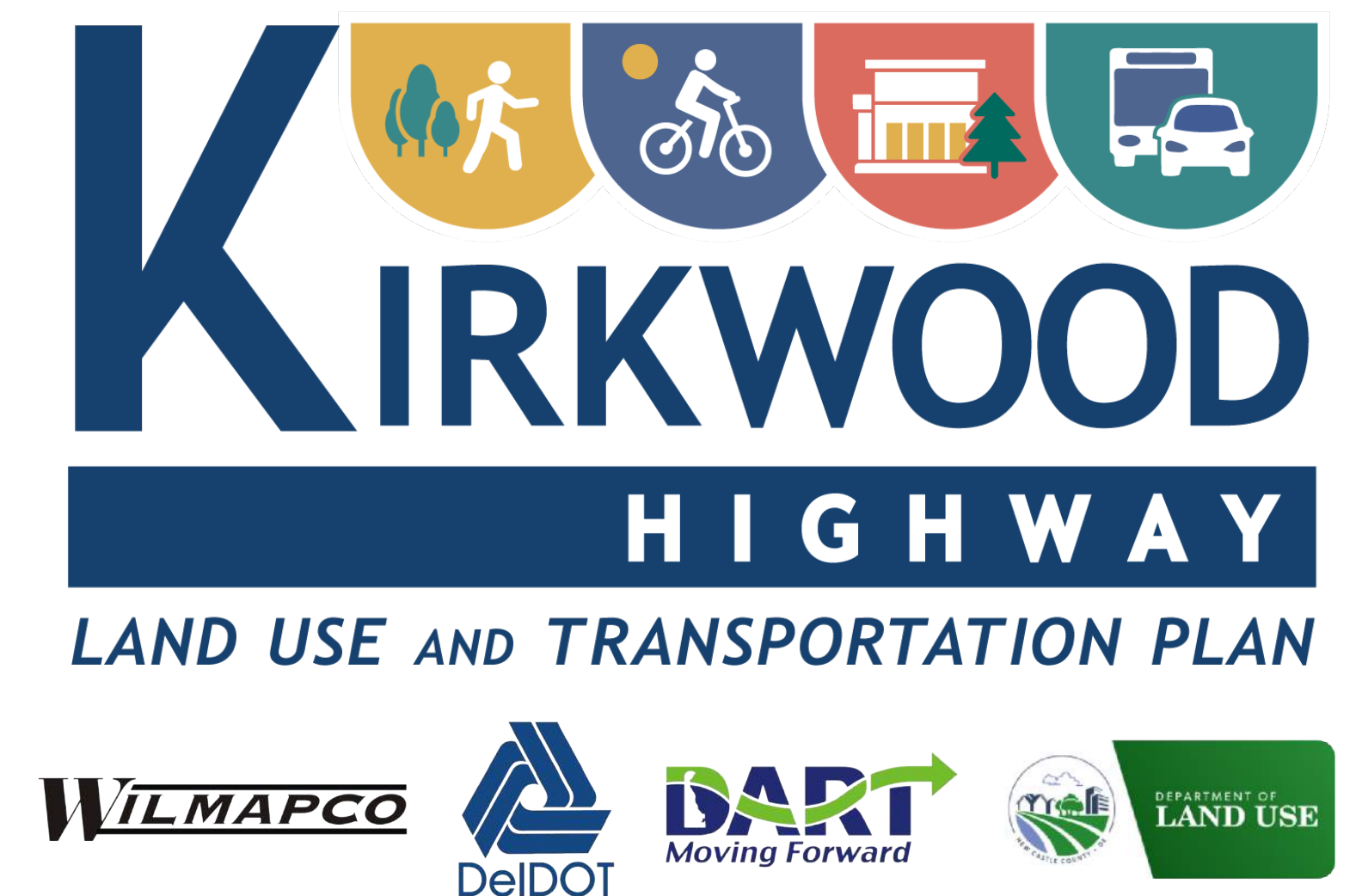


SCENARIO PLANNING

WHAT IS SCENARIO PLANNING



Purpose and Objective

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?



Guidance for Scenario Definitions:

Feasibility - stretch, but be pragmatic

Theme - establish scenarios that can be recognized as different approaches to achieving goals/objectives

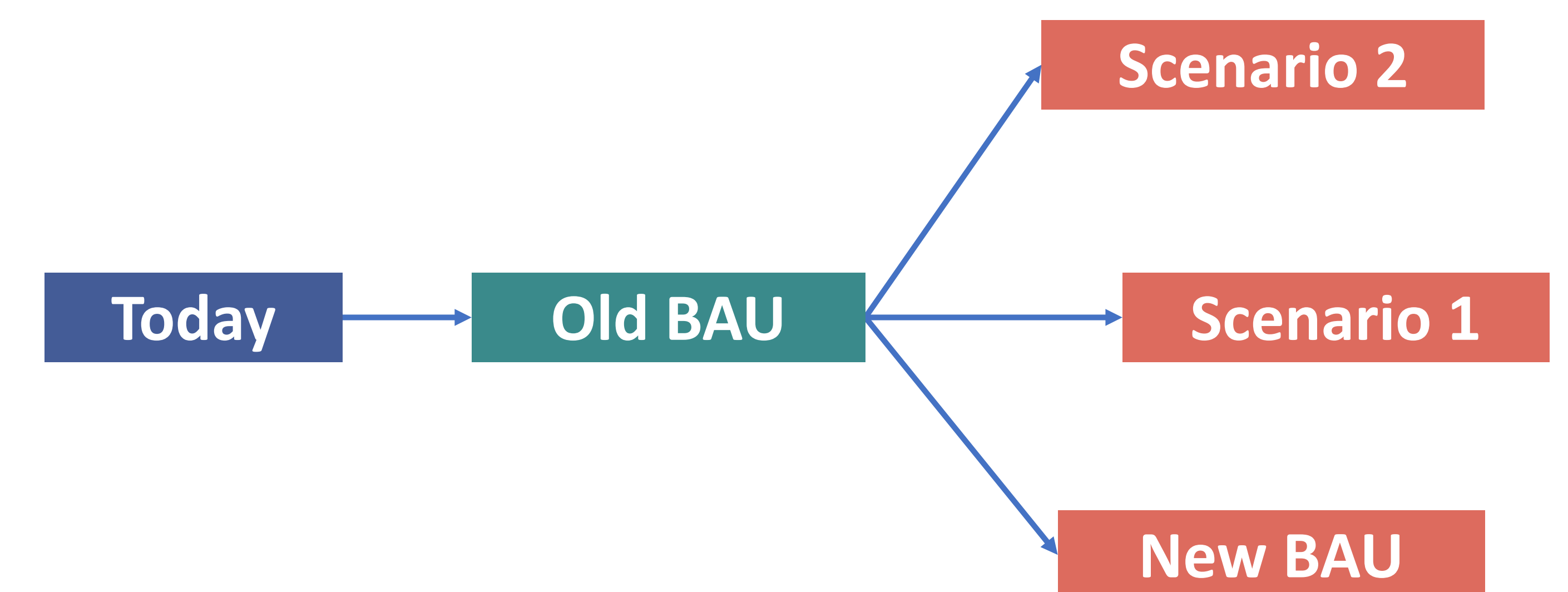
Differentiation - define scenarios that will have meaningful changes in evaluation metrics



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).

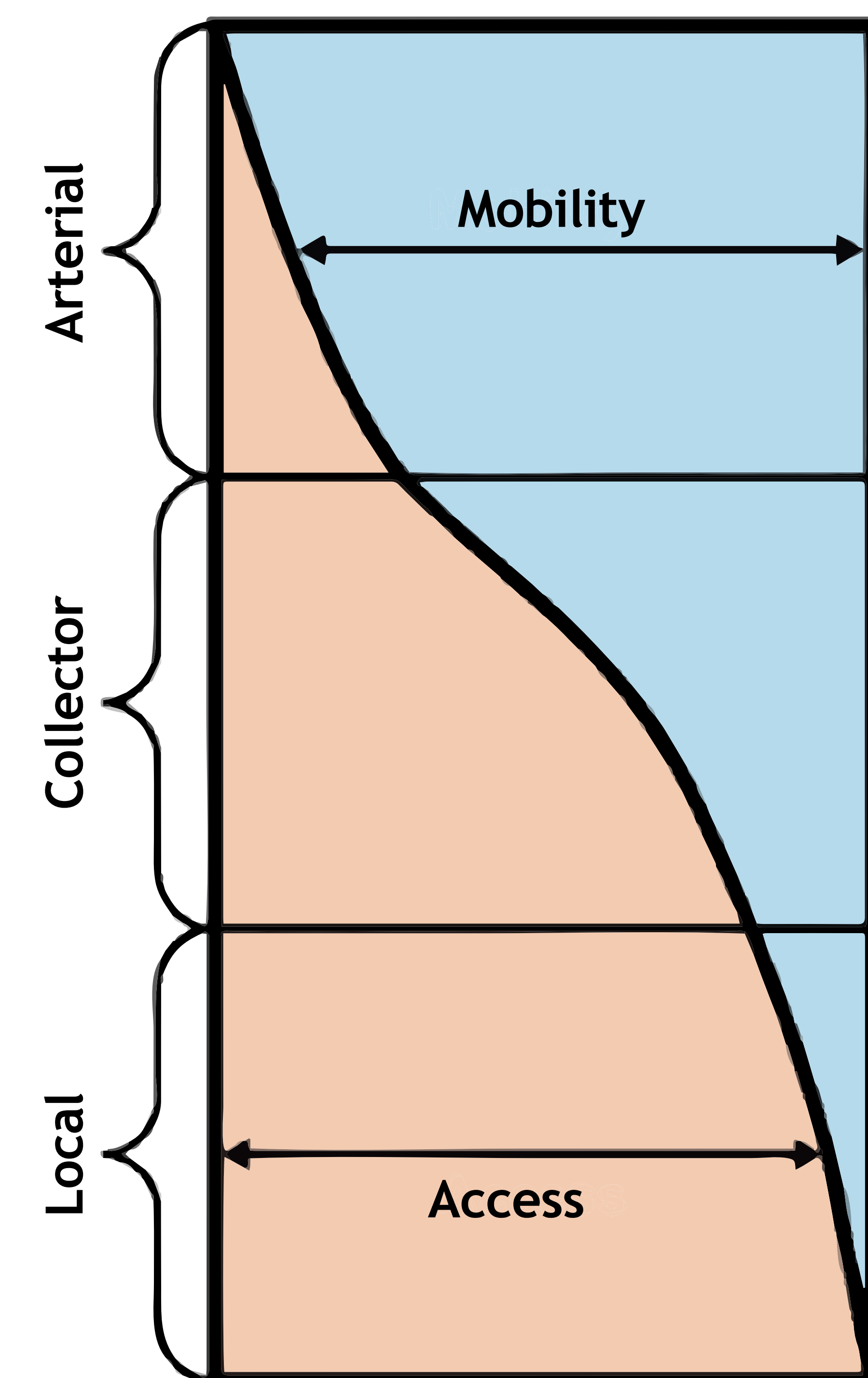


SCENARIO PLANNING

STROAD



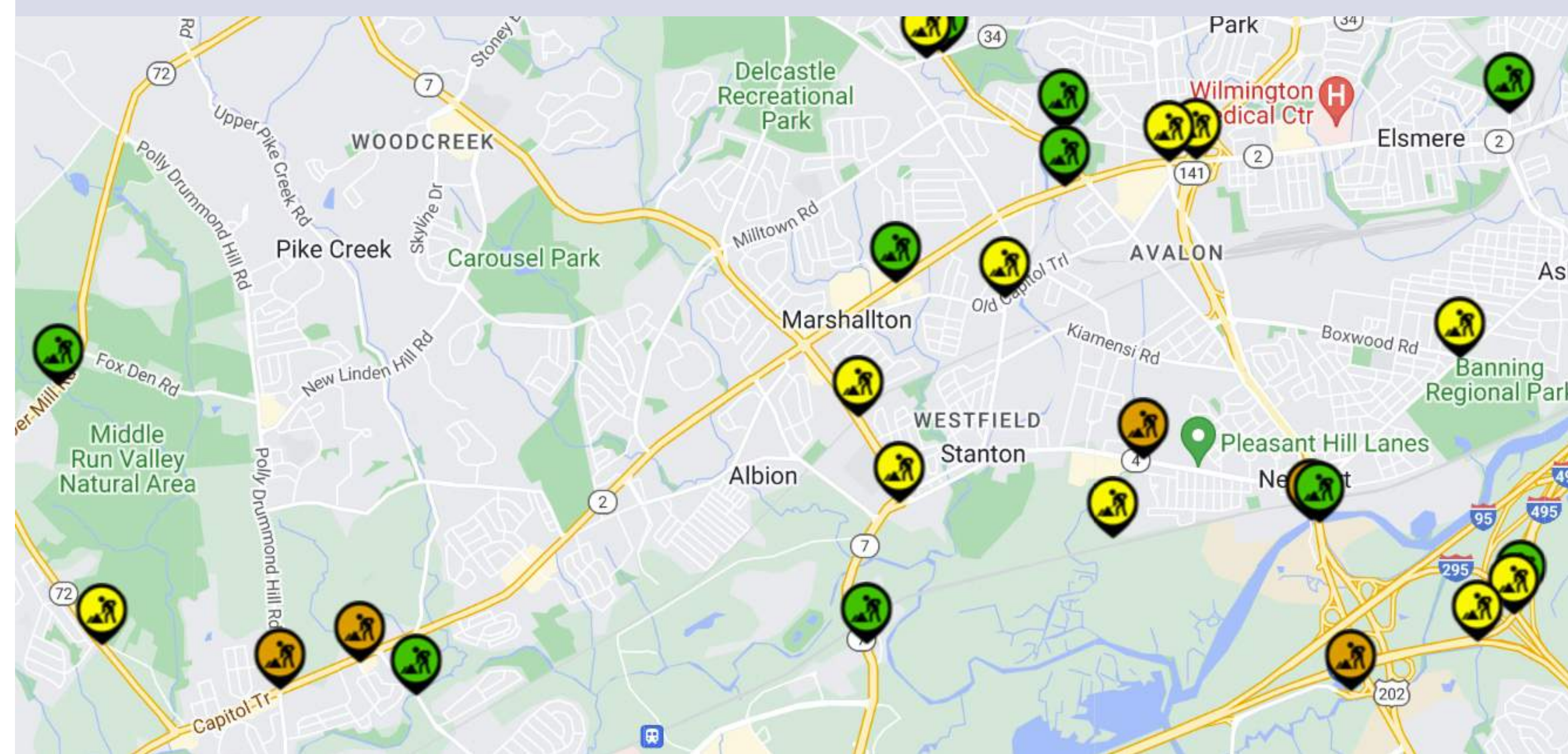
Kirkwood Highway could be described as a “STROAD”; a combination of street and road. Like many state highways nationally, Kirkwood Highway is asked to provide both mobility (like a road) and access (like a street) functions. Which function is most important to you (recognizing your opinion may vary by location along SR 2)?



SCENARIO PLANNING

POTENTIAL KIRKWOOD HIGHWAY SCENARIOS

“Old BAU” includes efforts underway

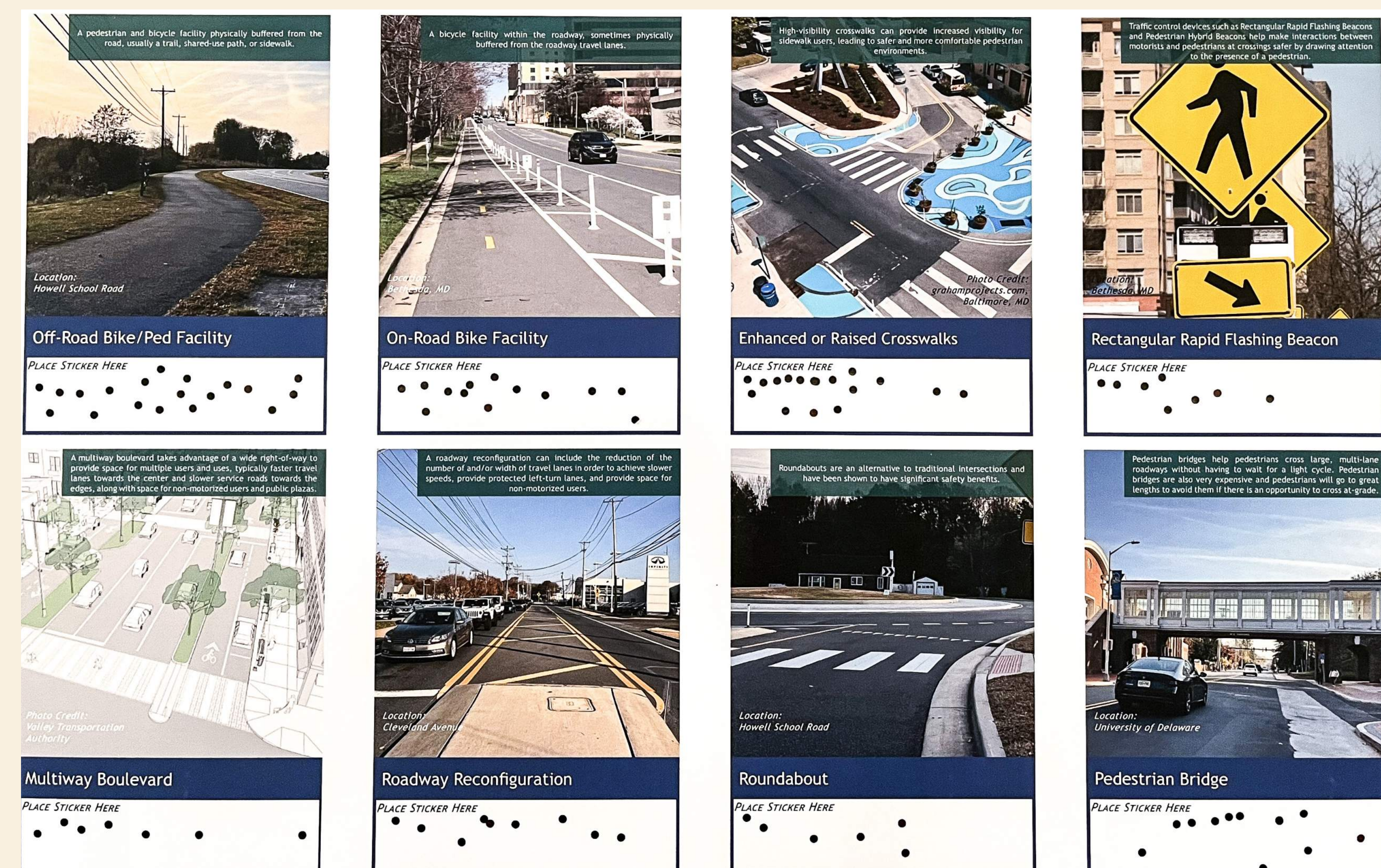


Construction	SR2/Red Mill Road Intersection
	Milltown Road and McKennans Church Road
	Bridge rehabilitation
Design	Possum Park and Old Possum Park Road Intersection
	SR2 at Darwin Drive
	Old Capitol Trail, Newport Road and Stanton Road
Planning	Churchman’s Road Extended
	SR 2 / SR 7 Intersection

What Approaches have Generated Interest?

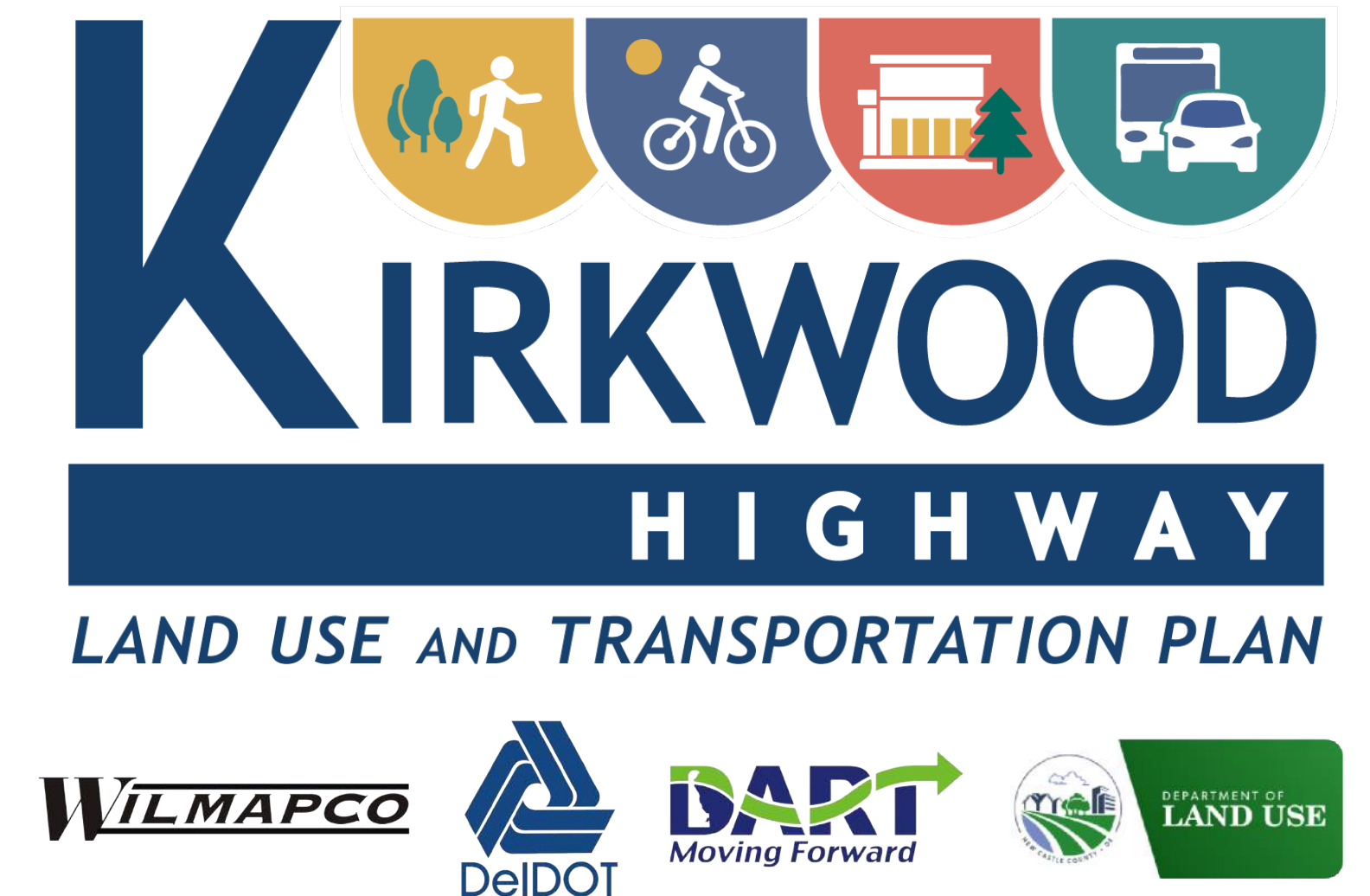
We’ve heard interest in:

- Bus Rapid Transit / Light Rail Transit
- Service roadways / boulevards
- Bicycle connectivity
- Speed management
- Affordable housing
- Retail center reinvestment



SCENARIO PLANNING

POTENTIAL KIRKWOOD HIGHWAY SCENARIOS



We probably won't stretch this far...



How far do we stretch:

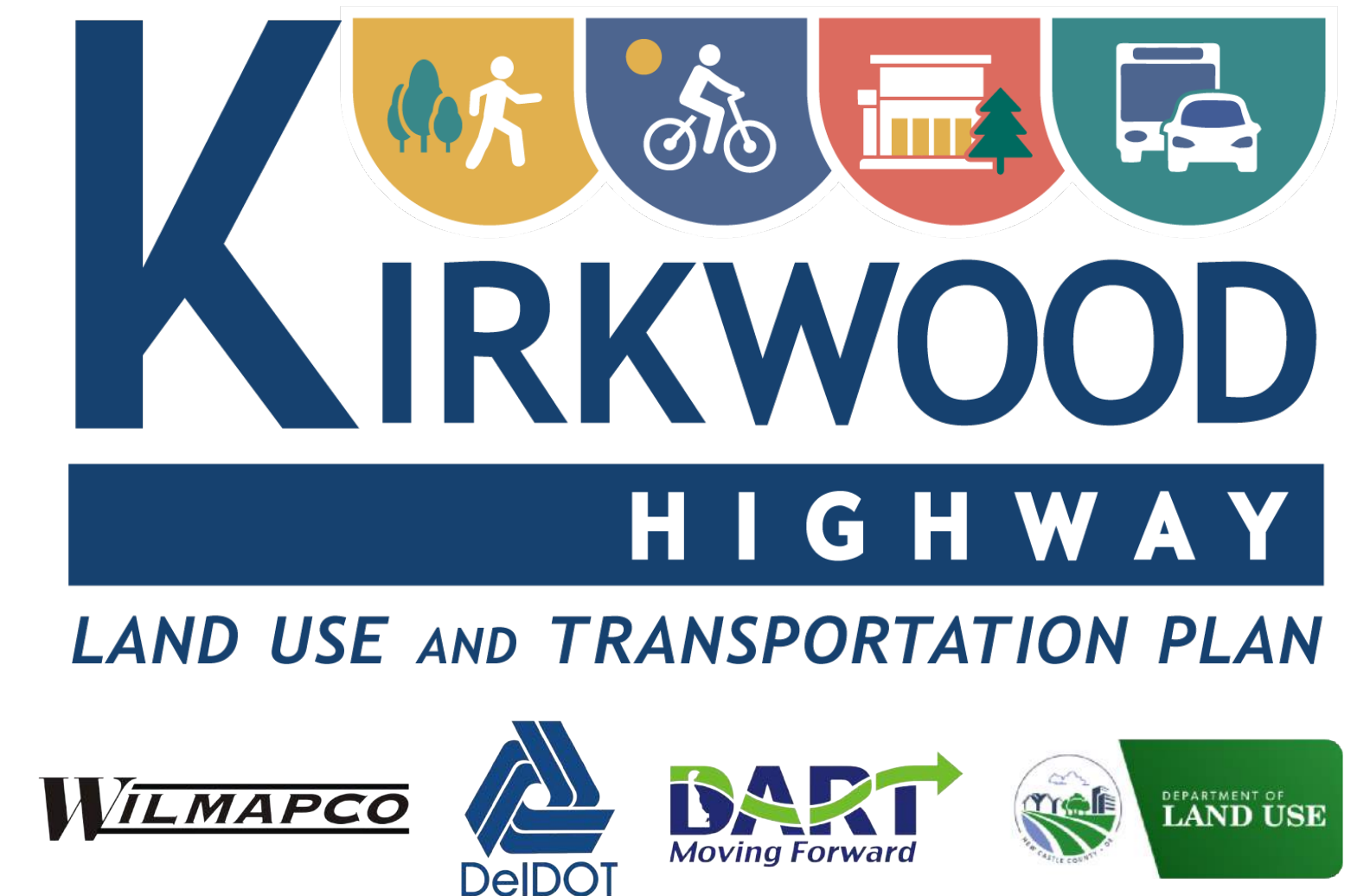
Are these opportunities within the realm of “stretch”?

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



SCENARIO PLANNING

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



The Richmond Highway BRT in Fairfax County, VA has been 15 years in the making with curblines established with the BRT in mind. As BRT becomes a reality, it has generated development interest; the private sector is helping build sidewalks/paths for the ultimate design.



A Center Turn Overpass was recommended as a long-term solution at the intersection of SR 2 and SR 7 in 2020. Grade separated interchanges (like MD 97 @ Randolph in Montgomery County, MD) can be compact and pedestrian-friendly. They tend to reinforce mobility as a priority over access.

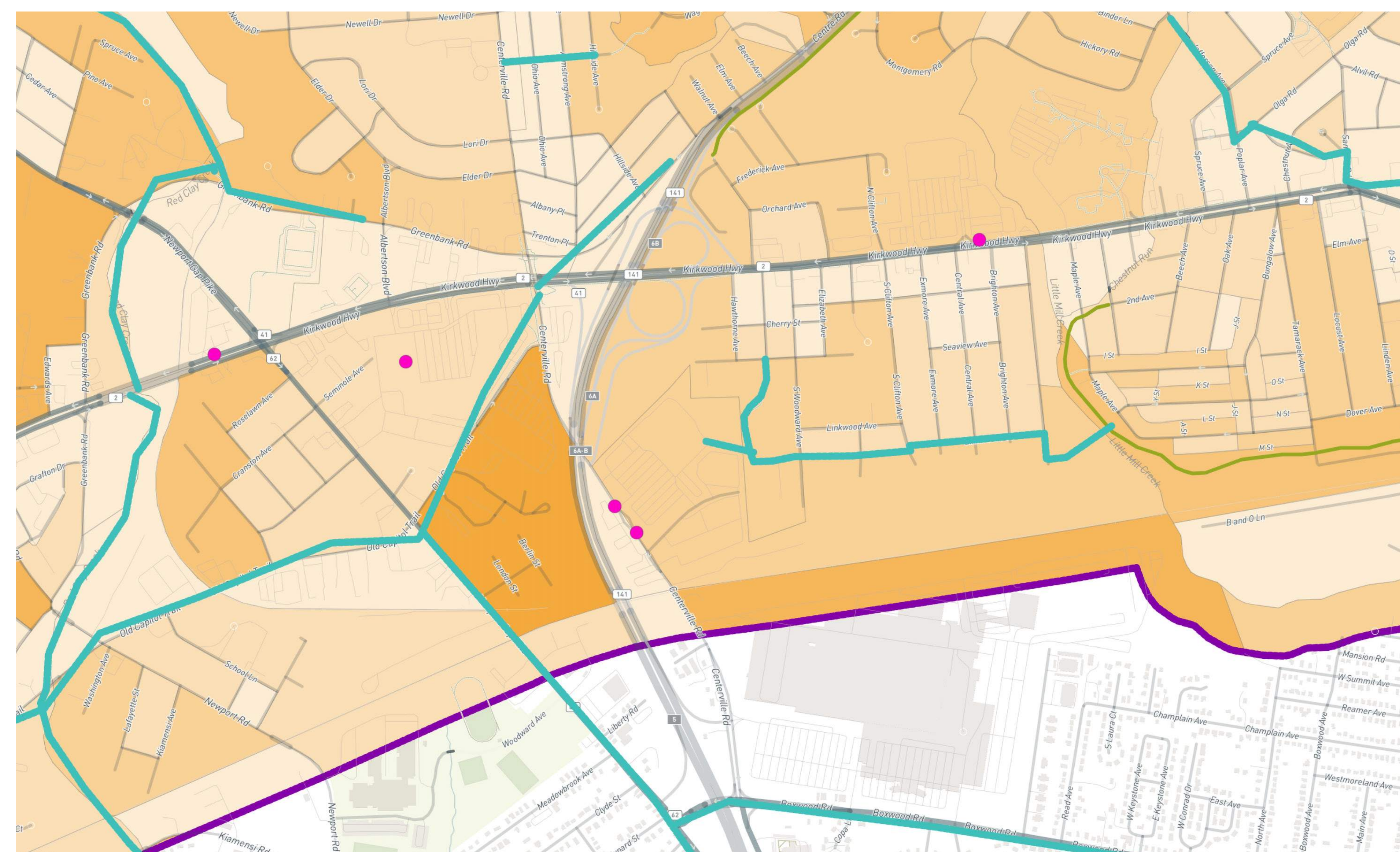
SCENARIO PLANNING

NON-MOTORIZED ACCESS TO KEY DESTINATIONS

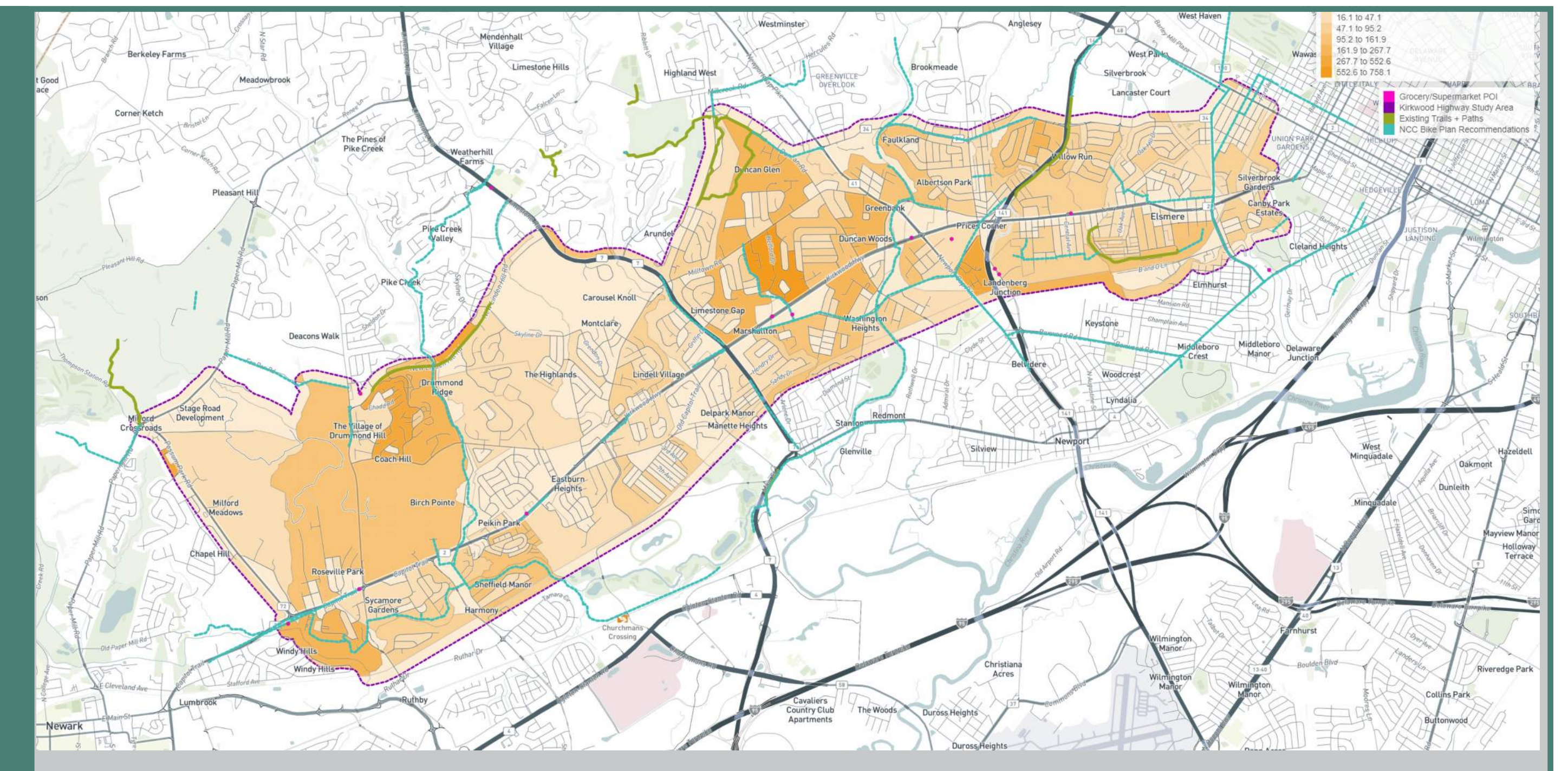
Access to activities of daily life can be enhanced by seeking connections that would reduce walking distance. These maps show where walking routes to common destinations are most circuitous, weighted by population to consider expected usage.

Darker areas show places where more direct connections could provide the greatest improvement in access. Proposed paths are noted with dashed blue lines.

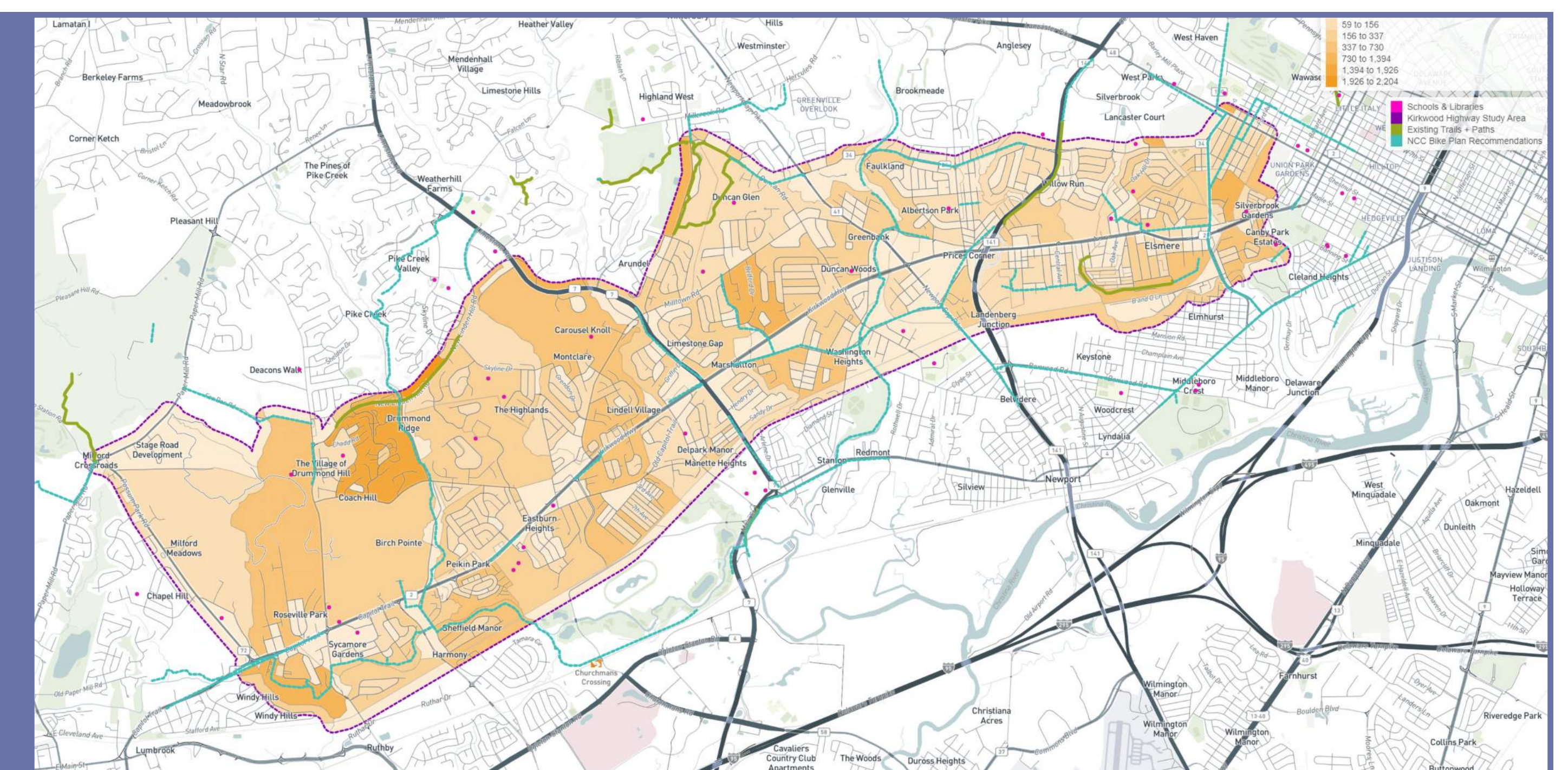
For instance, the proposed “Walmart path” shown in blue that would connect Elsmere to the Prices Corner Walmart lot would help reduce walking distance for many in the Wood Wards Addition and Forest Park neighborhoods.



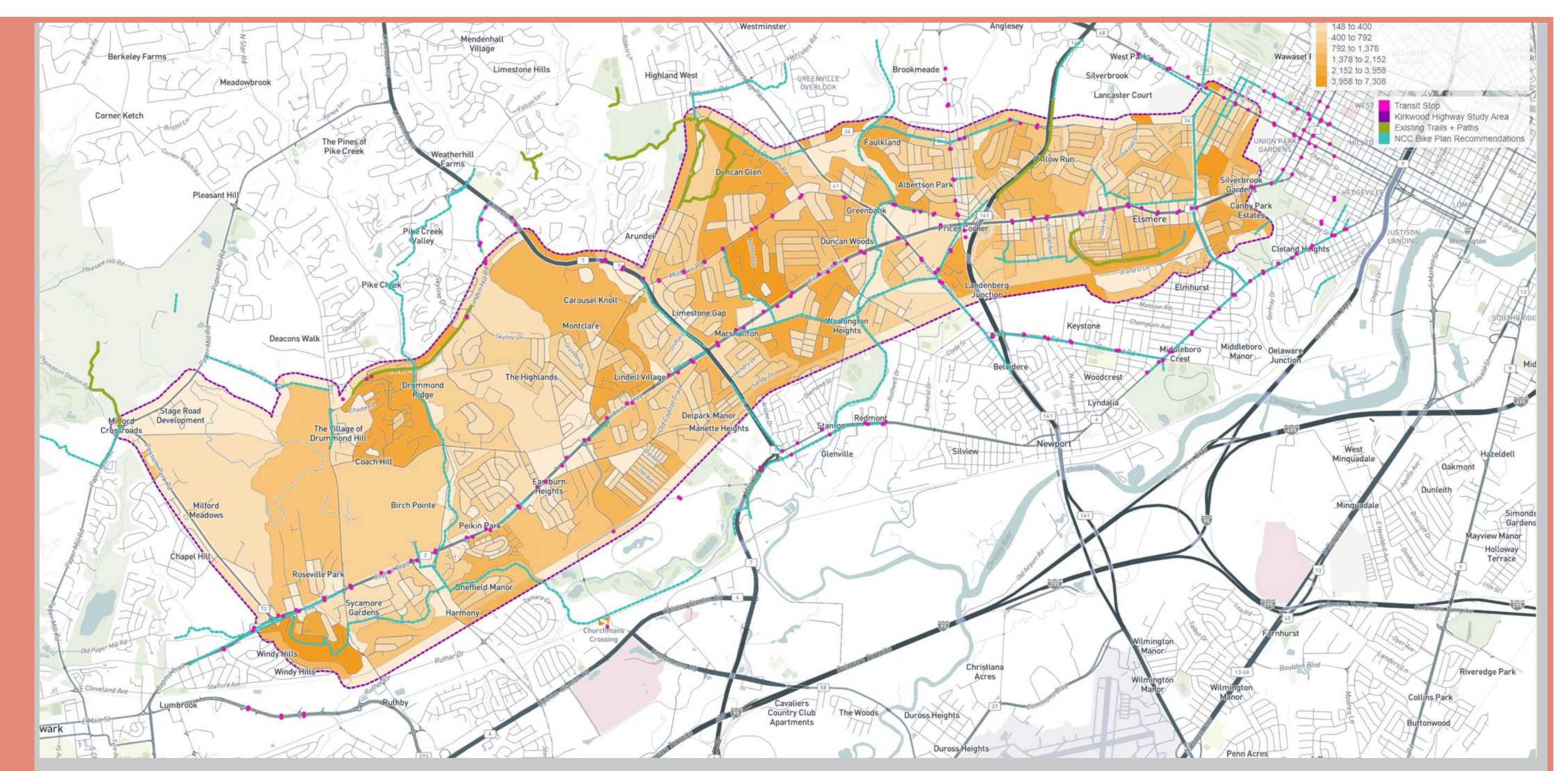
Grocery stores



Schools/ libraries

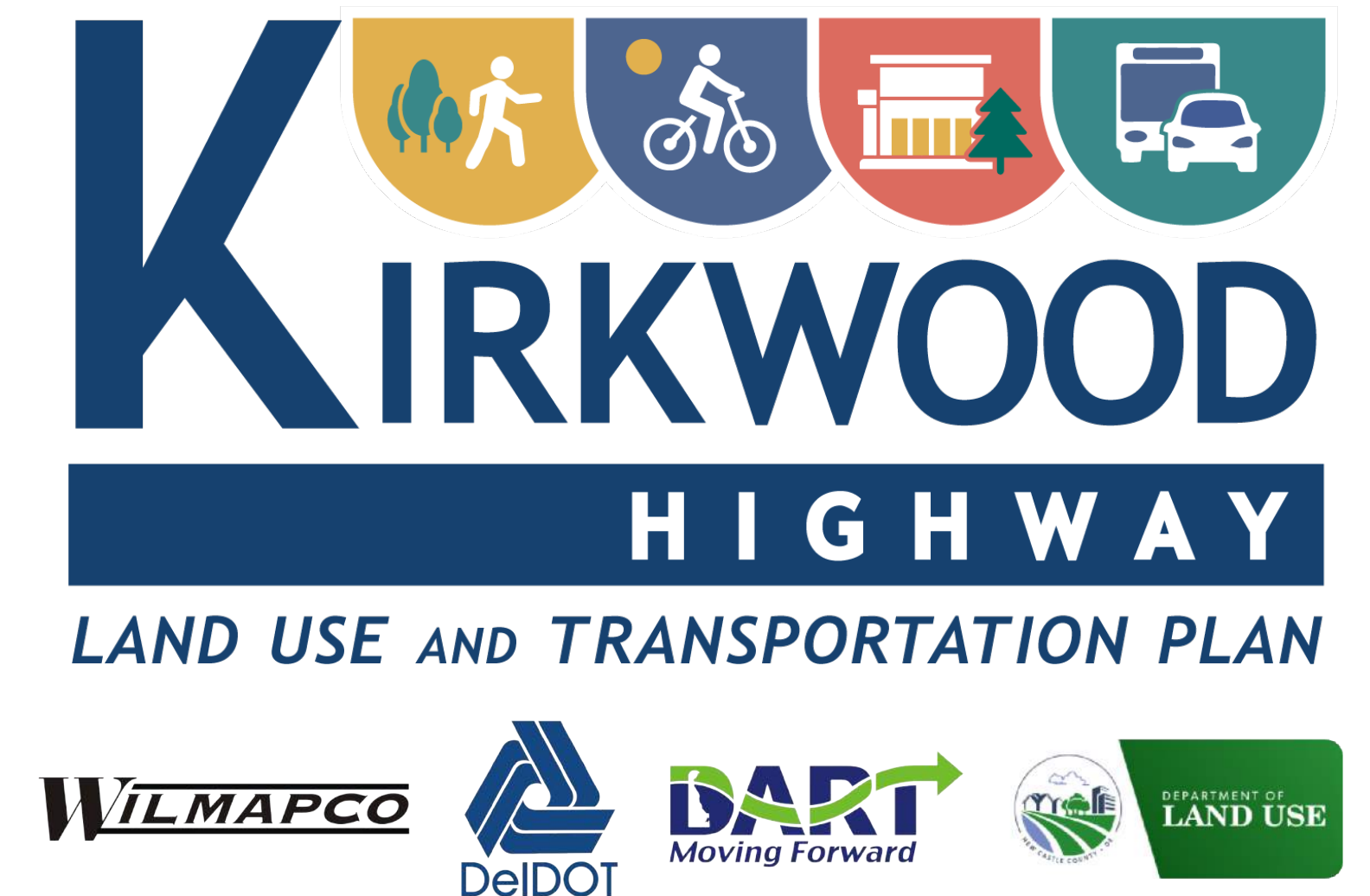


Transit stops



SCENARIO PLANNING

POTENTIAL SCENARIOS



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

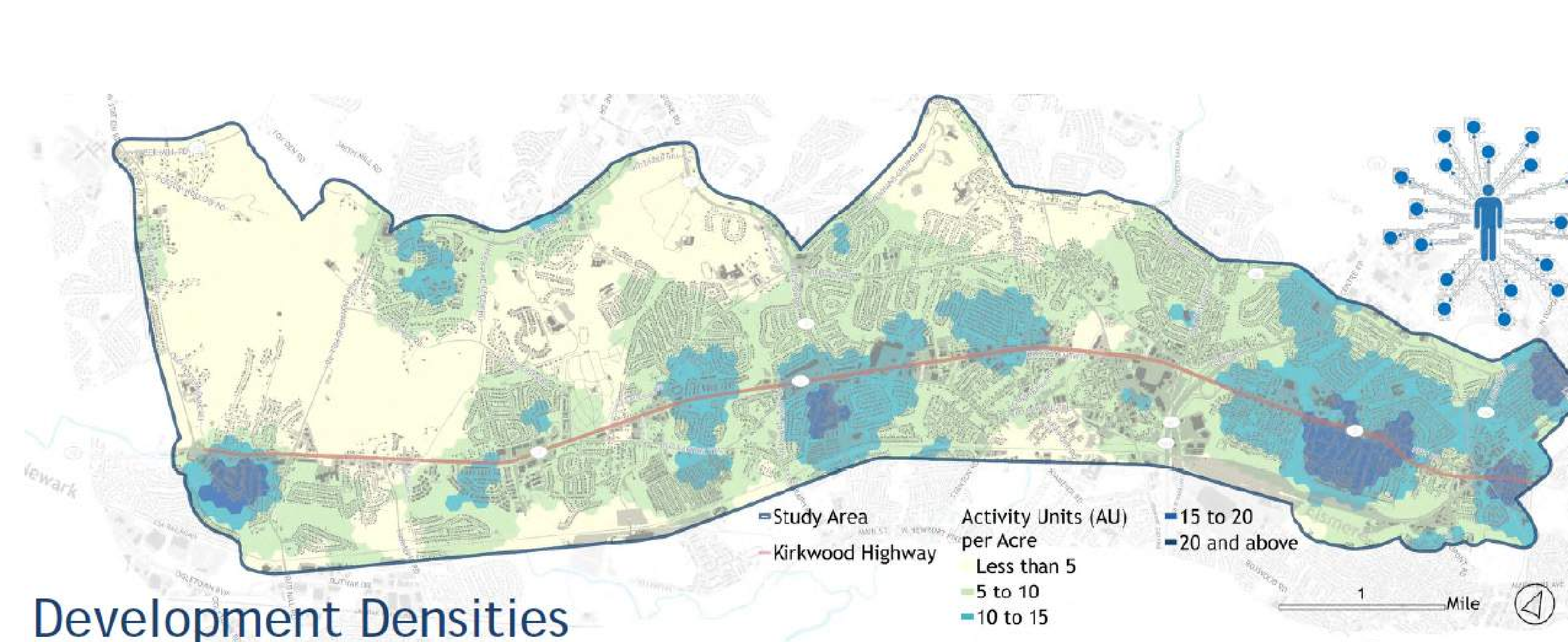


These interests can inform transformative transportation and land use concepts:

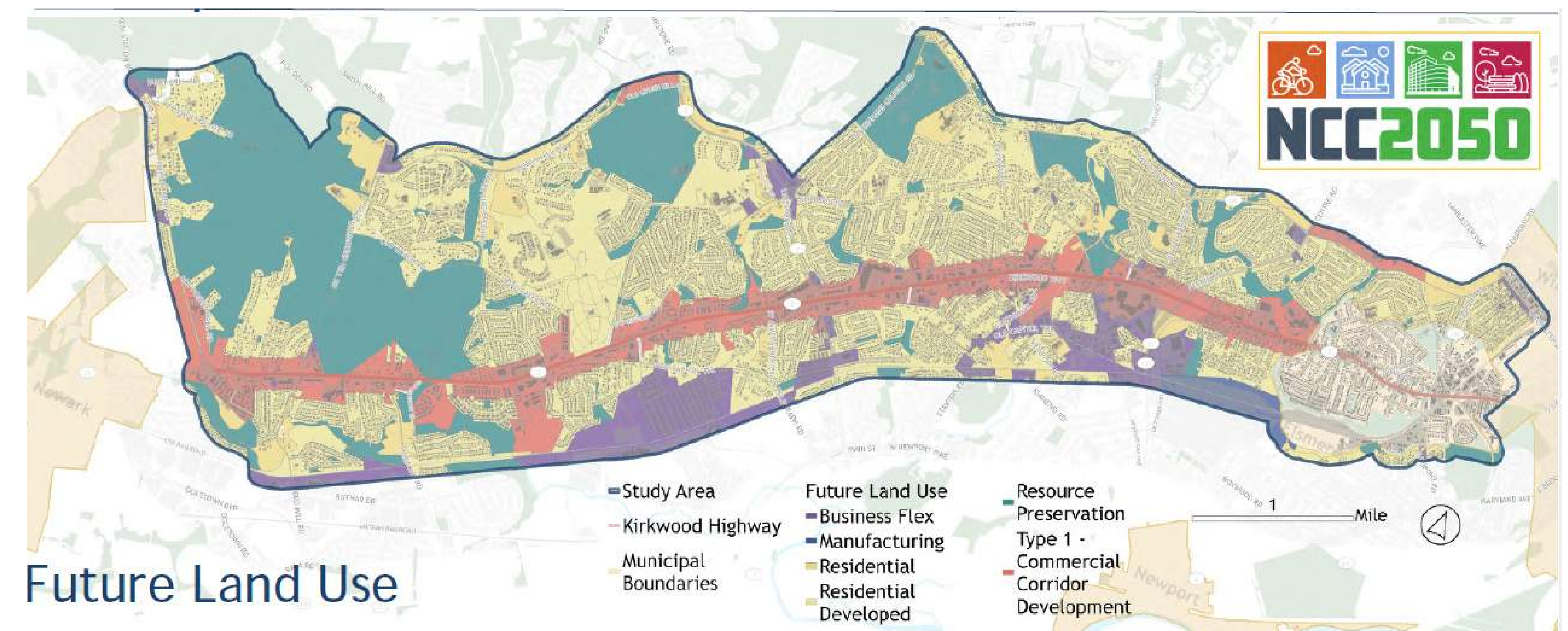
- **A transit boulevard:** continuous, high-profile transitway (BRT or BRT-lite) with landscaped median separation where appropriate
- **A multimodal corridor** scenario considers a more localized approach toward walk/bike access into walkable centers and creating a sense of place

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

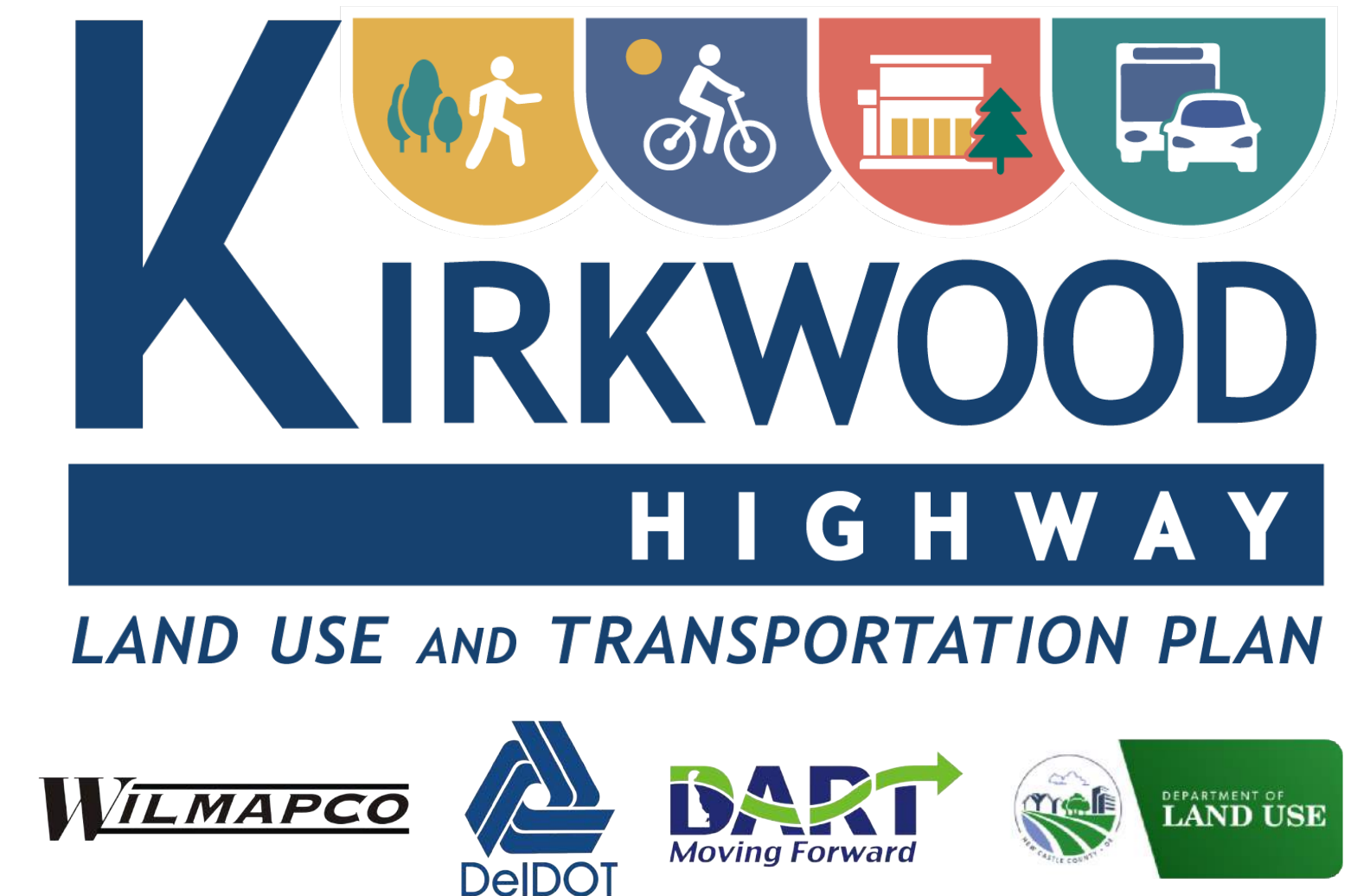


- NCC2050 Plan reflects opportunity and flexibility for property investment fairly continuously along corridor



SCENARIO PLANNING

EVALUATING CRITERIA



The benefits and limitations associated with each scenario can be examined using both qualitative and quantitative evaluation criteria. The table below suggests some of the quantitative criteria to consider, along with a suggestion indicating how each scenario might be expected to perform relative to the others.

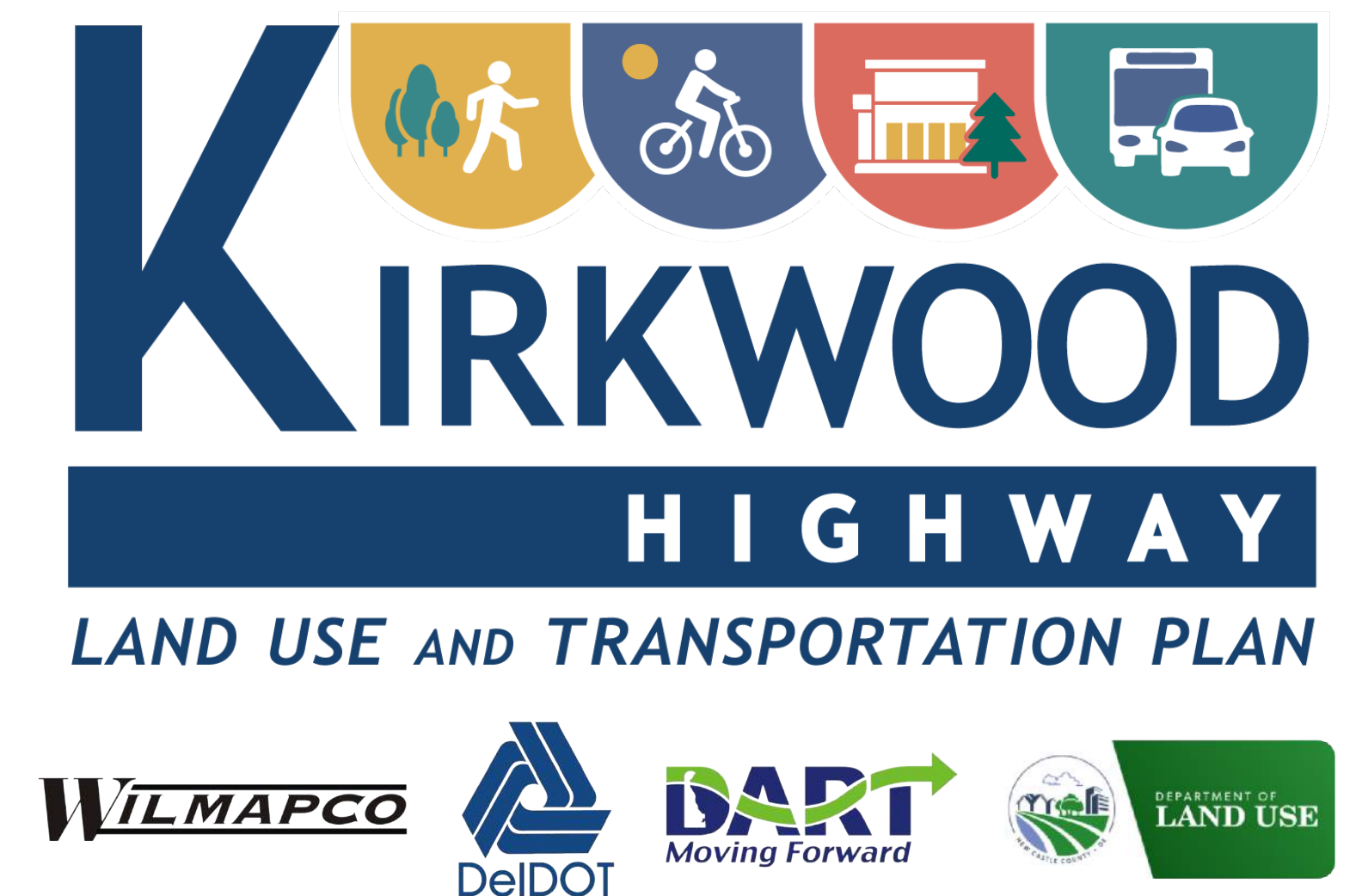
An order-of-magnitude assessment of capital/operating costs and implementation timeframes will also be considered...

Scenarios	New BAU	Transit Boulevard	Multimodal Corridor
Serve all travel modes	Better auto Level of Service (LOS)	Better transit Quality of Service (QOS)	Better Level of Traffic Stress (LTS)
Discourage high traffic speeds	Target speed = 45 MPH*	Target speed: 35 MPH in centers, 45 MPH elsewhere*	Target speed: 30 MPH in centers, 40 MPH elsewhere*
Promote safe access to land uses along Kirkwood Highway	Focus on SR 2 driveway access	Focus on BRT station access	Focus on adjacent community access
Manage congestion levels	Seek intersection LOS D or better	Seek arterial LOS D or better	
Transition placemaking from auto-oriented to multimodal	No land use policy changes	Land use policies and incentives for compact development in centers	
Include residential uses in business centers	No land use policy changes	Higher population / job ratios in centers	
Improve landscaping and open space	Lowest open space acreage	Moderate open space acreage	Highest open space acreage
Provide connections to off-corridor destinations	Lowest # homes within 10-min walk of centers	Moderate walking access to centers	Highest # homes within 10-min walk of centers

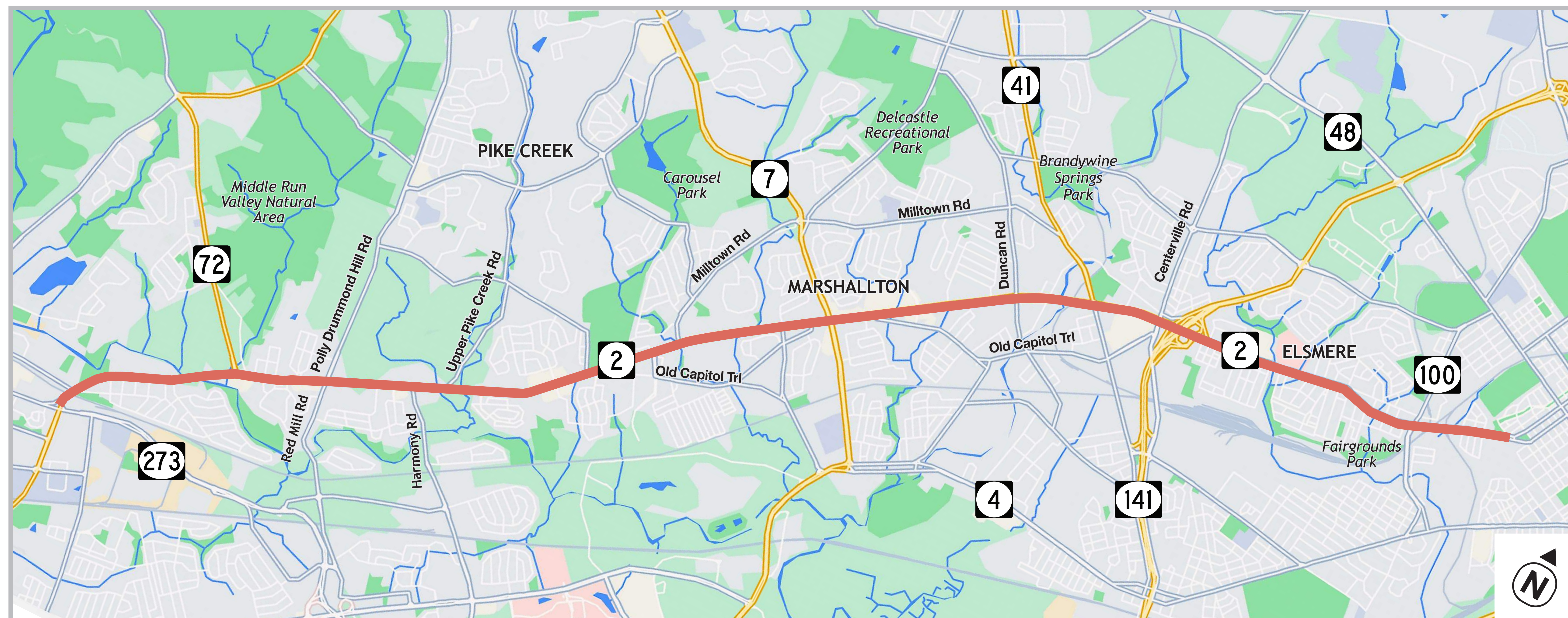
* - Target speed in Elsmere = 25 MPH in all scenarios

SCENARIO PLANNING

SCENARIO LOCATION FEEDBACK



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. The preceding boards presented several potential scenarios to help achieve the Vision and address operational and safety concerns in the Kirkwood Highway study area. Please use the comment forms to indicate where you think different scenarios would be appropriate and provide ideas of other scenarios for the project team to consider.



Definitions:

New Business as Usual:

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.

Transit Boulevard:

continuous, high-profile transitway (Bus Rapid Transit or Bus Rapid Transfer-lite) with landscaped median separation where appropriate

Multimodal Corridor:

scenario considers a more localized approach toward walk/bike access into walkable centers and creating a sense of place