



**WILMAPCO**



# Churchman's Crossing Plan Update

*New Castle County, Delaware*

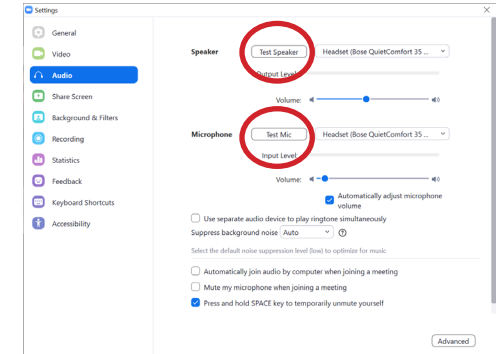
Advisory Committee Meeting #1 / December 2, 2020

## Virtual Meeting Housekeeping – Advisory Committee Members

- The **Zoom Webinar Menu Bar** (on a computer) appears at the bottom of the Zoom window once the meeting begins. If you don't see the menu bar, move your mouse slightly and the bar will re-appear. The bar disappears after a few seconds when in full-screen mode.
- Note that **you are muted and without video by default**.
- For **Advisory Committee members who cannot join via Zoom and dial in via telephone, please email your phone number to [severett@rkk.com](mailto:severett@rkk.com) before the meeting begins**.

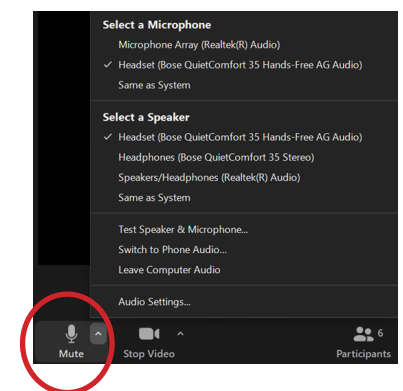
### Check Audio Settings Prior to Joining Meeting:

- **Using Zoom via the web app.** Select the “Audio” option from the menu on the left side of settings. Select the “test speaker” and “test mic” options to ensure that your sound is operating correctly. See below to adjust audio settings once the meeting begins.



### Use the Zoom Webinar Menu Bar to:

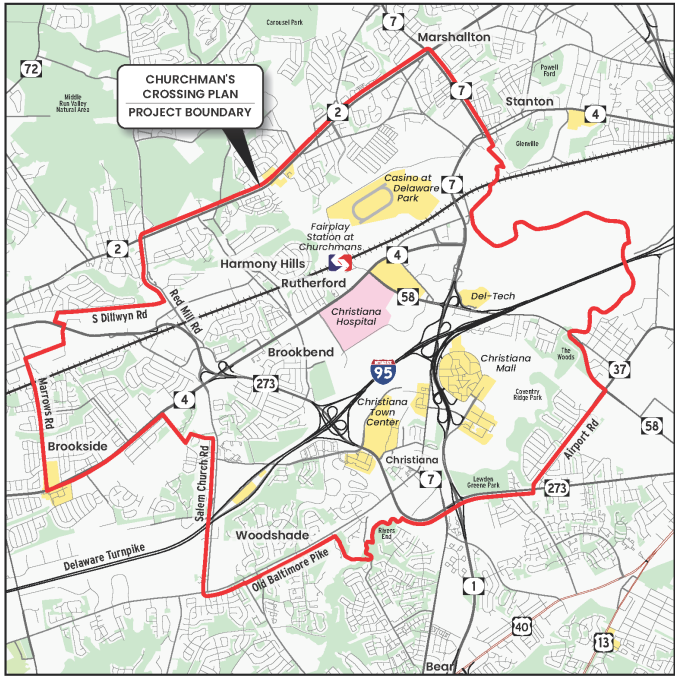
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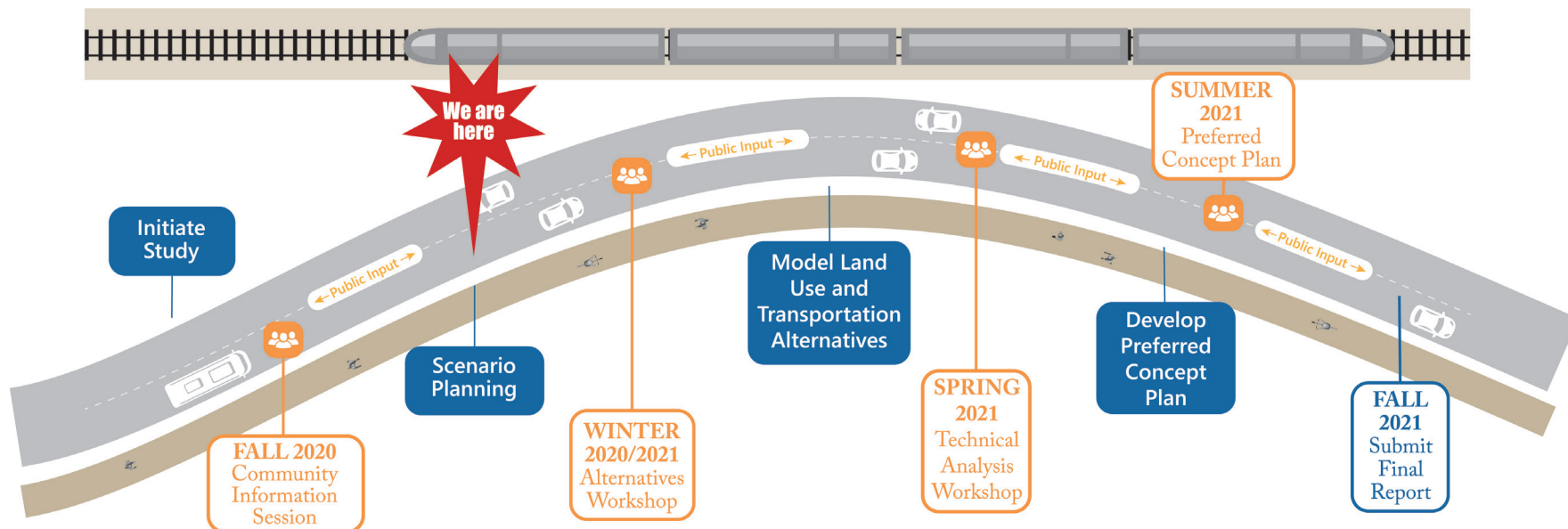
**Churchman's Crossing Plan Update**  
**Advisory Committee Meeting #1**  
Wednesday December 2, 2020  
4:00 – 6:00 PM  
Virtual Meeting

**AGENDA**

- |  |         |
|--|---------|
| 1. Welcome & Overview .....                            | 4:00 PM |
| 2. Advisory Committee Guidelines .....                 | 4:15 PM |
| 3. Advisory Committee Introductions .....              | 4:20 PM |
| 4. Transportation and Land Use Scenario Planning ..... | 4:45 PM |
| Transportation Projects                                |         |
| Land Use   |         |
| Screening Metrics                                      |         |
| 5. Public Comment .....                                | 5:45 PM |



## Where We Are ...



## Advisory Committee Guidelines

### **A** Role of Advisory Committee Members:

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.

### **B** 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.

### **C** 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.

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## Churchman's Crossing Stakeholders, Advisory Committee Members and Project Team

### Agency Partners

WILMAPCO  
New Castle County Department of Land Use  
Delaware Department of Transportation

### Elected Officials

New Castle County Council, President  
New Castle County Council, District 1  
New Castle County Council, District 5  
New Castle County Council, District 7  
New Castle County Council, District 9  
New Castle County Council, District 11  
Delaware Senate, District 9  
Delaware Senate, District 11  
Delaware Senate, District 13  
Delaware House, District 17  
Delaware House, District 18  
Delaware House, District 19  
Delaware House, District 21  
Delaware House, District 24  
Delaware House, District 26

### Consultant Team

RK&K  
Kramer & Associates  
Renaissance Planning  
Rybinski Engineering

### Advisory Committee Members

Bank of America  
Bike Delaware  
Christiana Executive Campus  
Christiana Fire Company  
Christiana Hospital  
Christiana Mall (Brookfield Properties)  
City of Newark  
Civic League for New Castle County  
Committee of 100  
Delaware Department of Natural Resources & Environmental Control (DNREC)  
Delaware Nature Society  
Delaware Office of State Planning  
Delaware Park  
Delaware Transit Corporation (DTC)  
Del-Tech  
J.P. Morgan Chase  
New Castle County Chamber of Commerce  
Rutherford Community  
Shipps Realty LLC  
Village of Christiana

## **Advisory Committee Considerations for Meeting #1**

*Transportation Improvement Projects – Have we identified all of the roadway connections?*

*Land Use Considerations – Do the “bookends” make sense?*

*Scenario/Screening metrics – Are the metrics understandable and meaningful?*



## Scenario Planning

### Purpose

#### *Evaluate land use and transportation trends*

- Where are we headed?
- Do we like "business as usual" outcome?
- What other options should we pursue?
- How will we measure success?

#### *Consider both explicit scenario results as well as sensitivity to key assumptions*

- Explicit scenarios help define the bookends
- Sensitivity tests help describe continuum (area between the bookends)

#### *Examining different scenarios helps define actions*

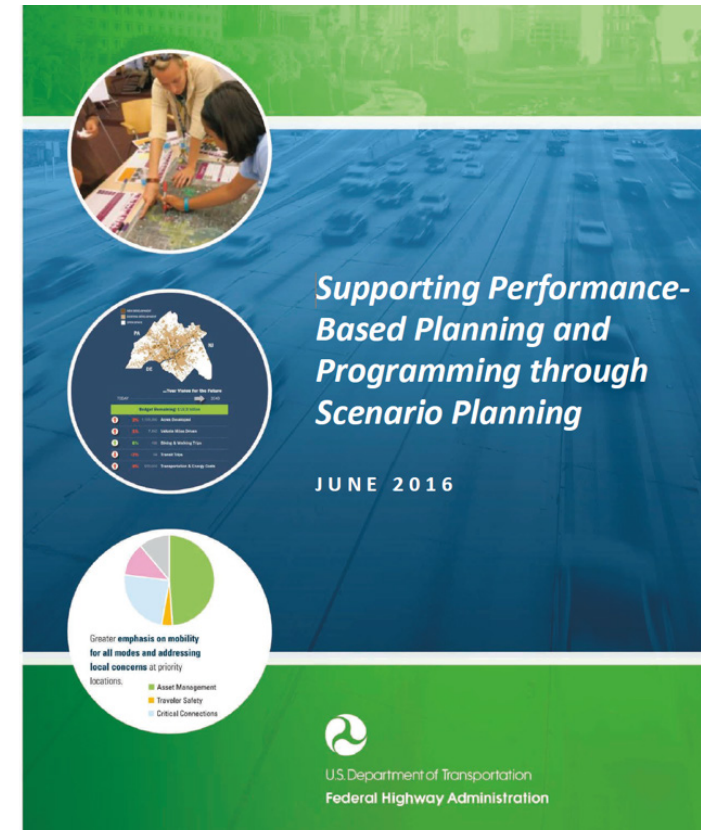
- Common to envision multiple possible futures
- Particular to a specific future

### Screening – For Presentation in Early 2021 Public Workshop

- Several possible land use and transportation options
- High level definition (placetype land use allocation, unit-cost facilities)
- Network level performance measures

### Outcomes To Be Applied / Presented In Future Public Workshops

- Tailored land use assumptions
- Specific transportation options
- Network and facility performance measures

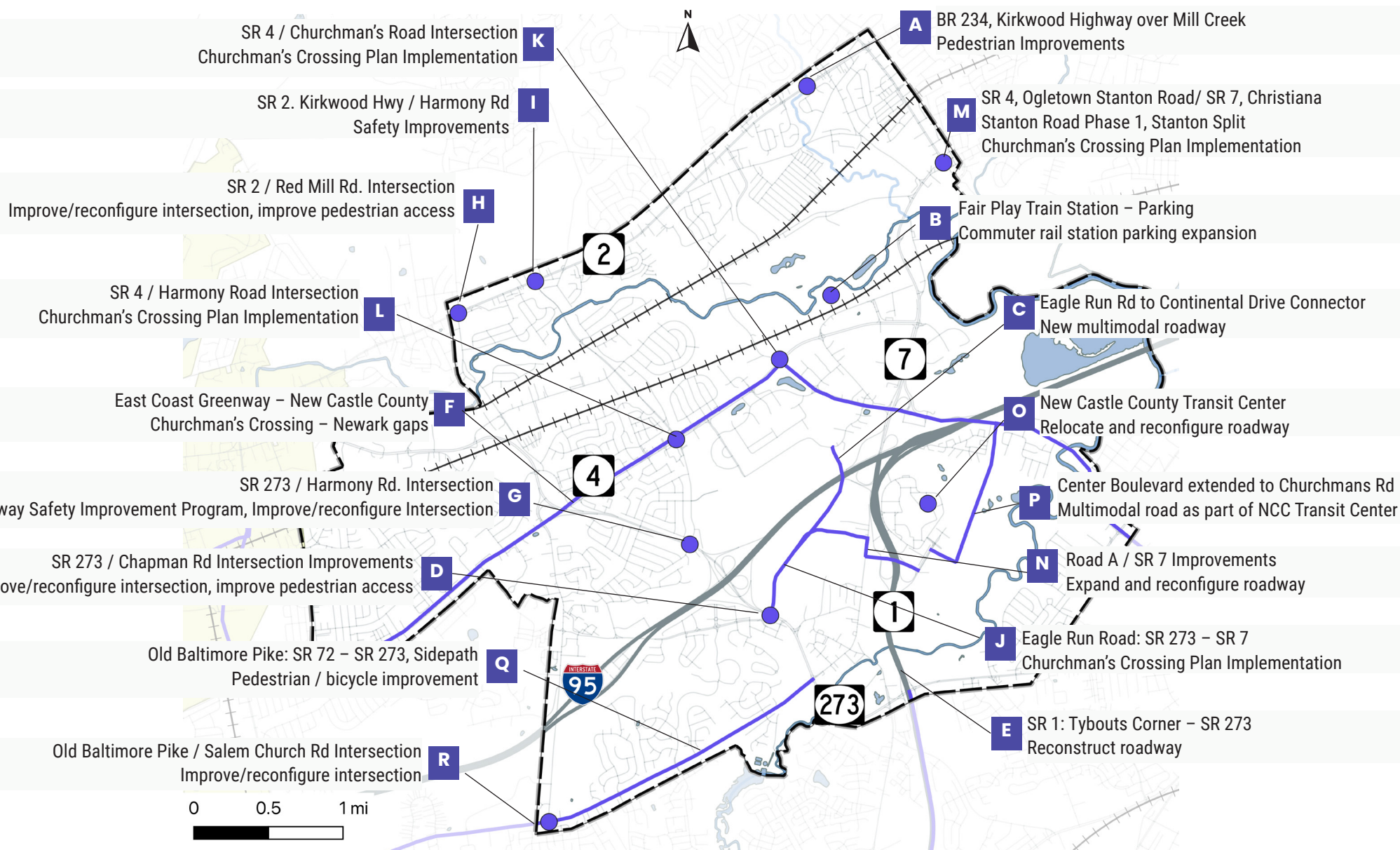




## Transportation Projects to Evaluate

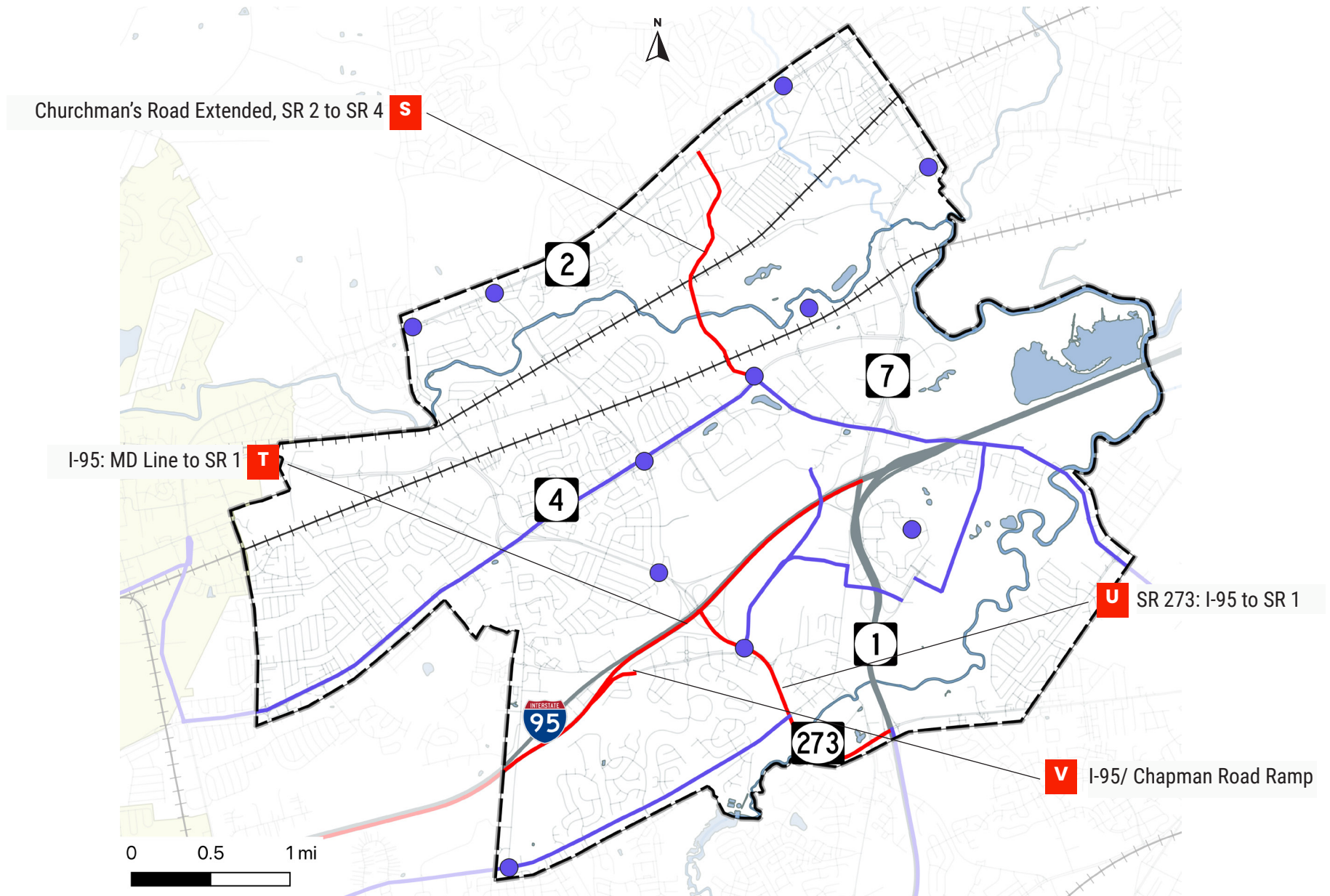
### Layer 1: Transportation Improvement Projects – RTP Financially Constrained Projects

The WILMAPCO 2050 Regional Transportation Plan (RTP) identifies and prioritizes capital projects that can be pursued through 2050 with available funding. These projects are “financially constrained.”



**Layer 2: Transportation Improvement Projects – Layer 1 + RTP Aspiration Projects**

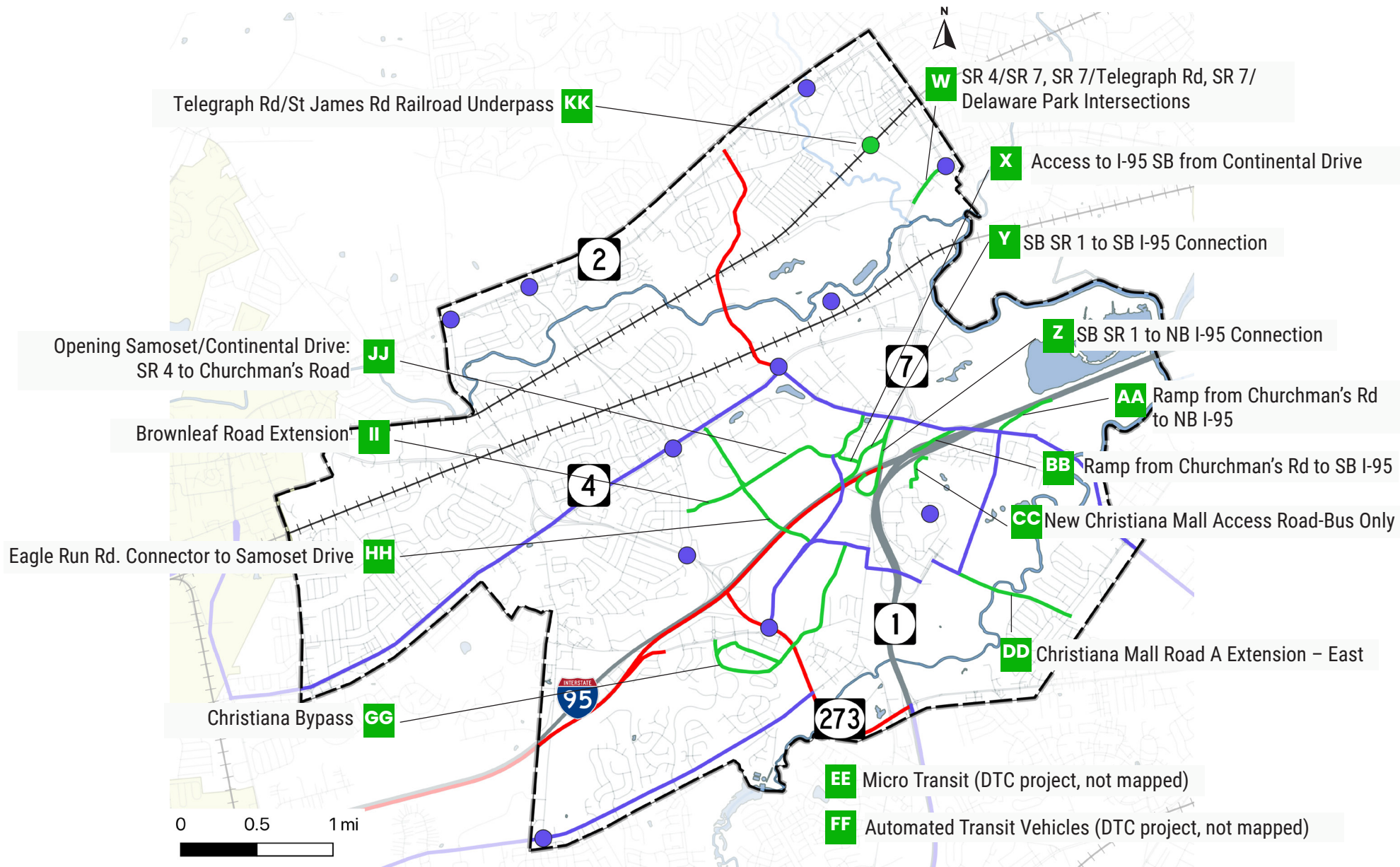
The WILMAPCO 2050 Regional Transportation Plan (RTP) also identifies capital projects that cannot be funded based on current funding forecasts. These projects are included in the RTP on the “Aspirations List.”





### Layer 3 Transportation Improvement Projects – Layer 1 + Layer 2 + Other Potential Projects

In addition to the projects included in the WILMAPCO 2050 Regional Transportation Plan (RTP), several additional projects have been identified through previous studies in the region, including the 1997 Churchman's Crossing Study, as well as feedback provided during the Listening Tour and 1st Virtual Public Workshop.



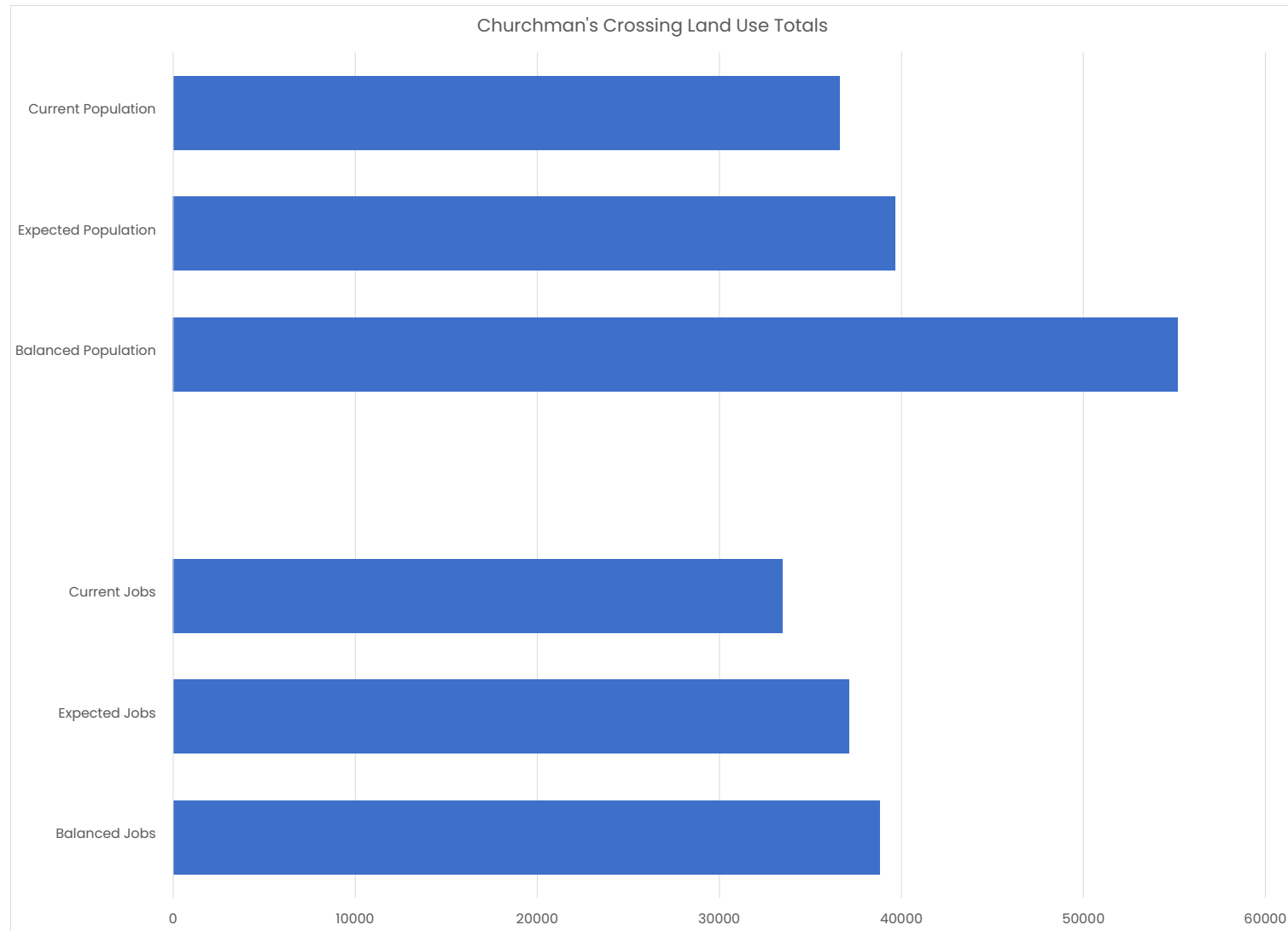
## Land Use Scenarios

### Expected Land Use

considers growth either already in development or expected to occur based on regional econometrics

### Balanced land use

considers strategic intensification of mixed-use centers to improve the mix of uses



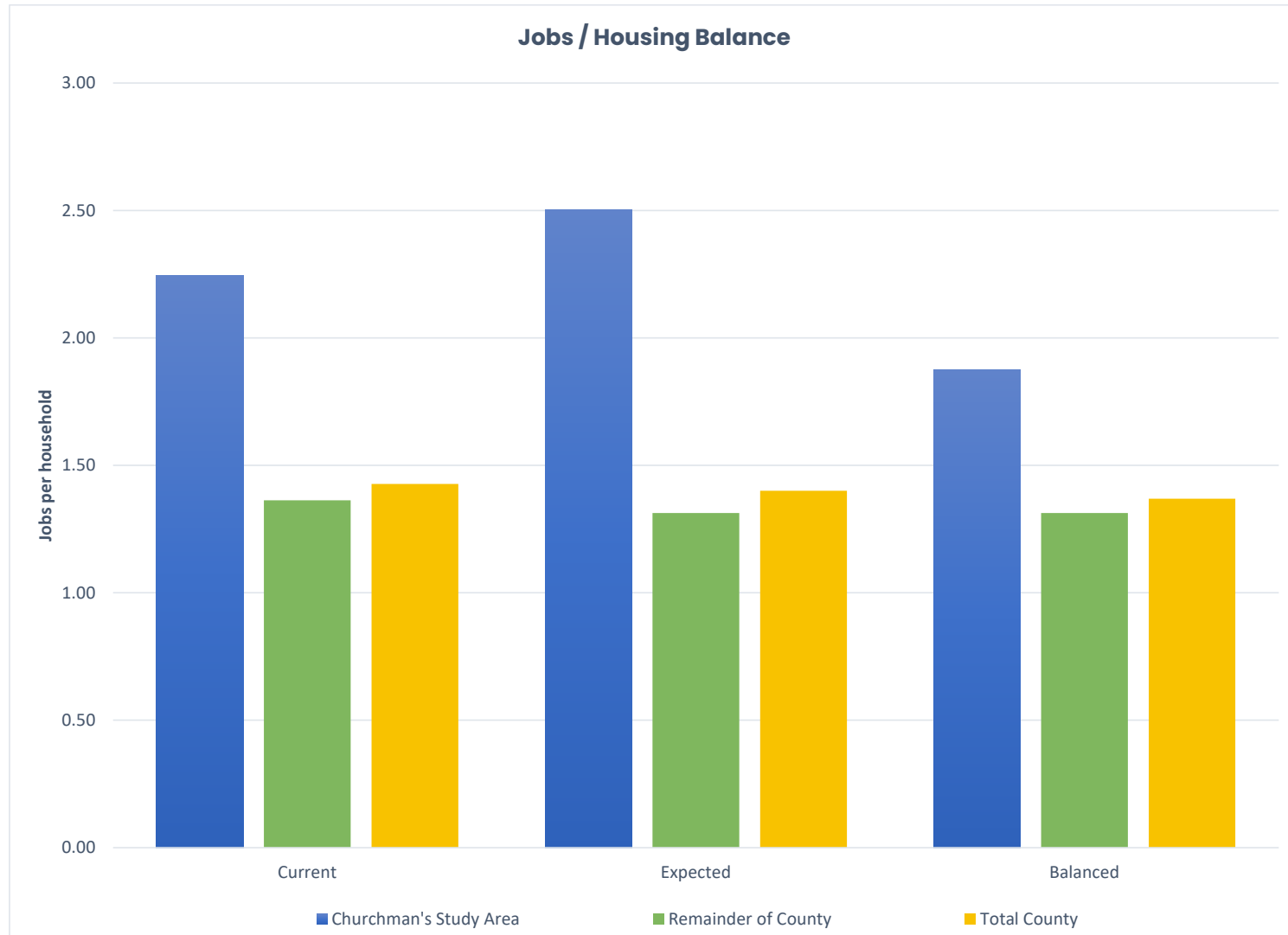
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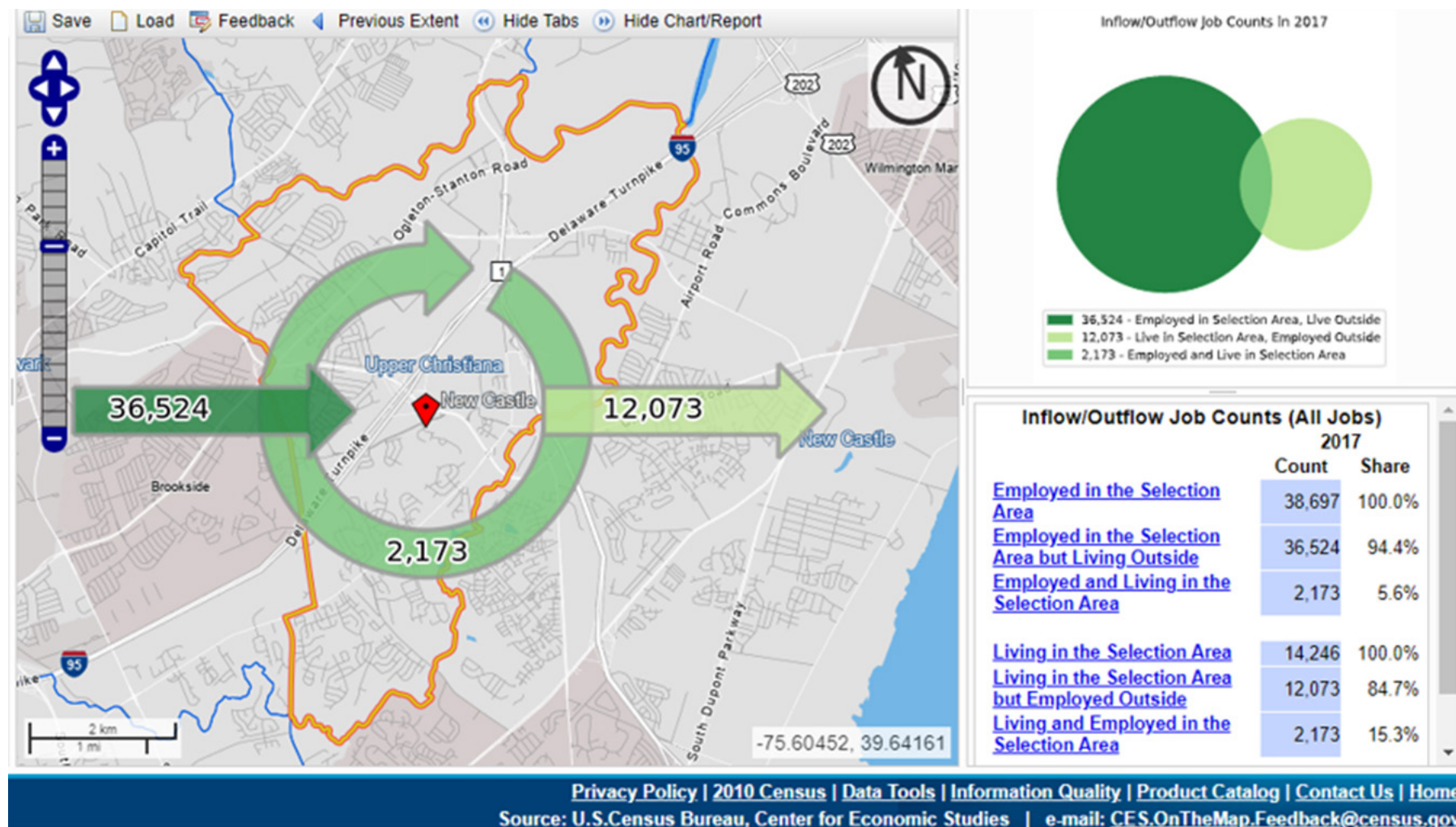
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## Why A Balanced Land Use Scenario?

*Churchman's Crossing is a jobs center,*  
attracting workers inbound in the morning and outbound in the evening.

*Increasing residential development*  
can be part of a strategic approach to fostering live-near-work policies, reducing commute lengths.



## Screening Metrics

### *Transportation*

- **Area Based Performance**
- **Trip Based Speed and Proximity**
- Vehicle Miles Traveled
- Person Miles Traveled
- Vehicle Hours Traveled
- Mode Share

### *Fiscal Sustainability*

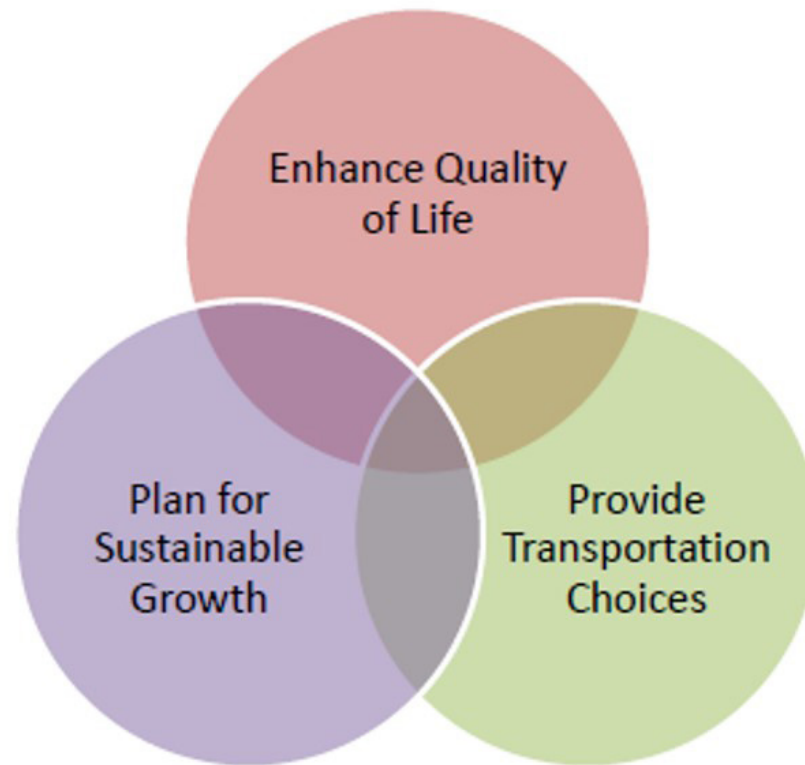
- **Value per acre of parcels**

### *Economy/Jobs*

- Number of Jobs
- Jobs/Housing Balance

### *Quality of Life/Equity/Health*

- Average Square feet per residential unit
- Square Feet of commercial and residential development

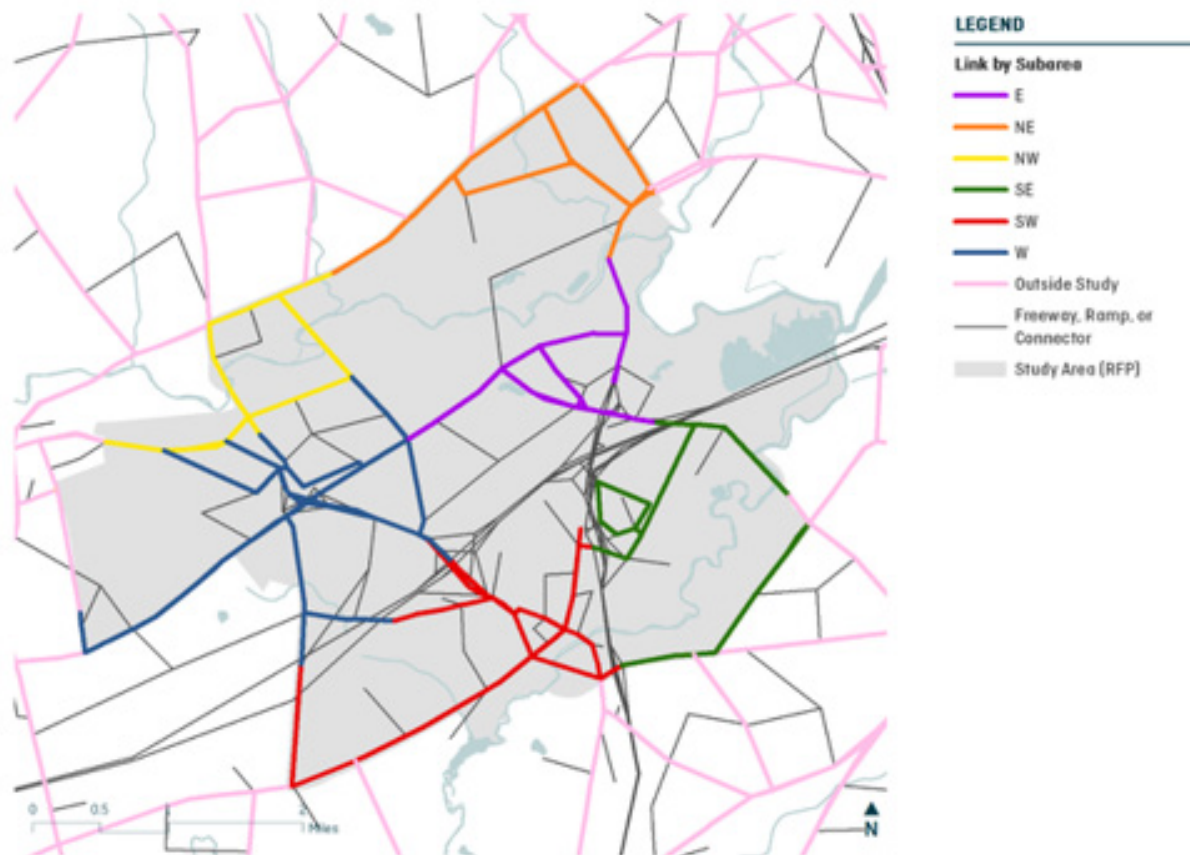




## Transportation and Land Use Screening Tools

- DelDOT's regional travel demand model to compare 2019 and 2050 conditions
- EPA's "MXD" (mixed use development) trip generation tool to test "3Ds" at a local level
- Highway Capacity Manual techniques to assess areawide arterial performance
- National best practices for NACTO, TRB, and selected jurisdictions to consider additional multimodal elements

**CHURCHMAN'S CROSSING | MODEL LINKS BY SUBAREA**



## Transportation Screening Metric – Area Based Performance

- Relative Arterial Mobility measures the ratio of peak travel speeds to freeflow travel speeds
- Based on Highway Capacity Manual relationships for urban arterial roadway Level of Service (LOS)
- Considers average performance, weighted by vehicle miles of travel (VMT), for the entire network
- Applied in Montgomery County's Policy Area Mobility Review (PAMR)

LOS	Travel Speed Threshold by Base Free-Flow Speed (mi/h)							Volume-to-Capacity Ratio <sup>a</sup>
	55	50	45	40	35	30	25	
A	>44	>40	>36	>32	>28	>24	>20	≤ 1.0
B	>37	>34	>30	>27	>23	>20	>17	
C	>28	>25	>23	>20	>18	>15	>13	
D	>22	>20	>18	>16	>14	>12	>10	
E	>17	>15	>14	>12	>11	>9	>8	
F	≤17	≤15	≤14	≤12	≤11	≤9	≤8	
F	Any							> 1.0

Note: <sup>a</sup> Volume-to-capacity ratio of through movement at downstream boundary intersection.

### Relative Arterial Mobility and Arterial LOS

If the actual urban street travel speed is	PAMR Arterial LOS is
At least 85% of the free-flow speed	A
At least 70% of the highway speed	B
At least 55% of the highway speed	C
At least 40% of the highway speed	D
At least 25% of the highway speed	E
Less than 25% of the highway speed	F

### Churchman's Crossing relative arterial mobility in 2019:

- Speeds are slightly higher in AM than PM
- Congestion distributed relatively evenly throughout the study area
- Arterial network performs at LOS C/D in AM and LOS D in PM

#### 2019 Relative Arterial Mobility Analysis

Zone Name	VMT		Estimated MPH AM	Estimated MPH PM	MPH @ Freeflow	AM /		PM /	Arterial LOS	PM Arterial LOS
	AM	PM				Freeflow	Freeflow			
Ogletown South	39,766	43,778	24.8	21.9	43.7	0.57	0.50	C	D	D
Old Churchmans Vicinity	27,887	28,418	20.7	18.9	44.5	0.47	0.42	D	D	D
Christiana Mall Vicinity	13,437	15,351	25.9	20.2	48.0	0.54	0.42	D	D	D
Ogletown North	22,424	23,917	23.8	20.0	44.3	0.54	0.45	D	D	D
Fairplay	44,008	47,800	25.4	21.2	45.8	0.56	0.46	C	D	D
Center Pointe	28,277	32,407	27.0	22.5	45.2	0.60	0.50	C	D	D

## Transportation Screening Metric – Trip Based Speed and Proximity

*The goal of transportation is to provide mobility to connect people/goods to other people/places*

- Speed is one way to improve mobility
- Proximity is another way to improve mobility

*The importance of speed depends on the level of proximity*

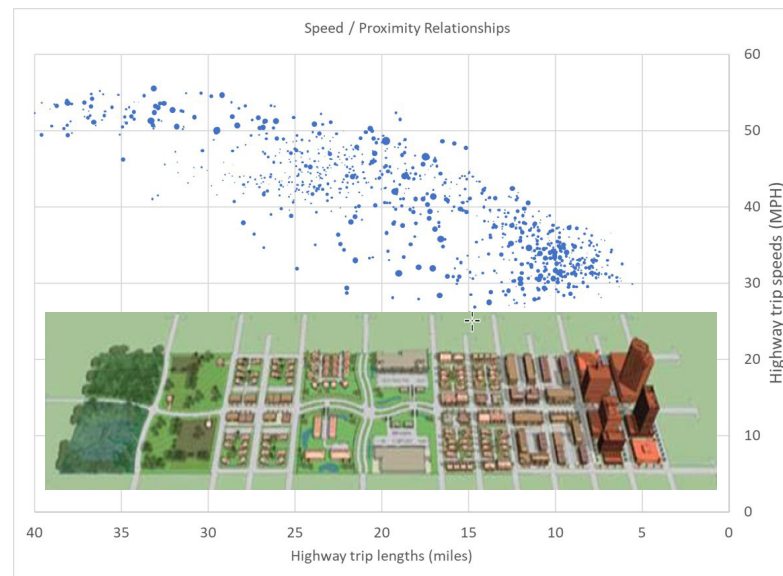
- Where communities have high levels of proximity (higher density, diversity of uses), speed is less important
- Where communities have low levels of proximity (more rural areas), speed is more important

Speed is more important ← → Proximity is more important

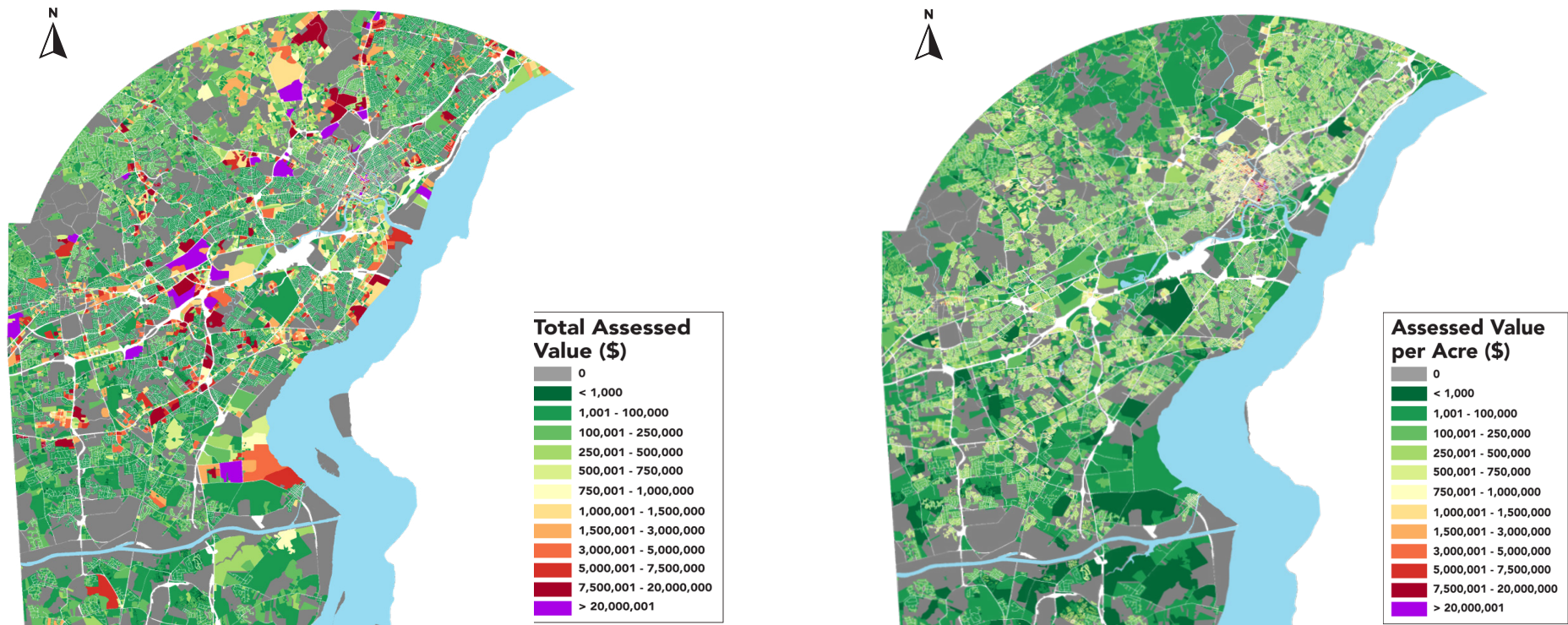


*Throughout Delaware, the relationship of speed to proximity is evident in modeled travel patterns*

- This metric helps us think in terms of completing trips rather than accumulating mileage
- Federal Highway Administration is considering this approach as a “multimodal system productivity” measure



## Fiscal Sustainability Screening Metric – Value Per Acre



- Assessed value links to the county tax base
- Value per acre normalizes the assessed value based on the size of parcels
- This metric helps us explore the “highest and best use” of land

### Current New Castle County Total Assessed Value and Assessed Value Per Acre

- Churchman's Crossing has several high value parcels
- Because parcels are large, assessed value per acre is similar to other parts of the county

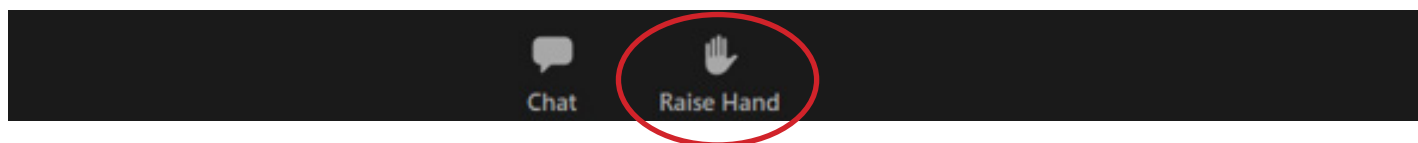
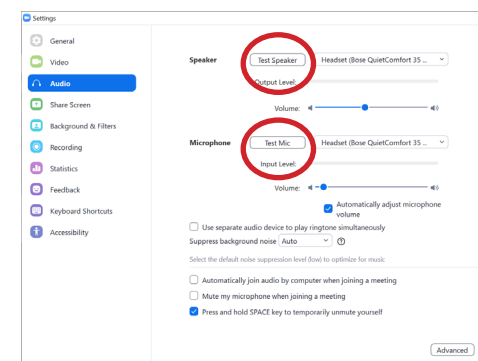
## Public Comment

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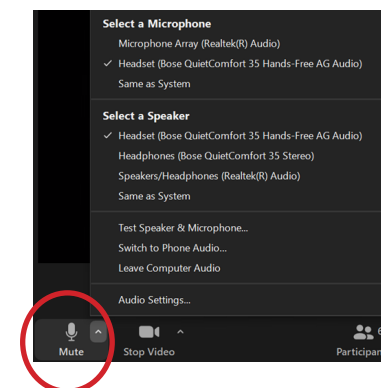
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## Advisory Committee Considerations for Meeting #1

- Transportation Improvement Projects - Have we identified all of the roadway connections?
- Land Use Considerations - Do the “bookends” make sense?
- Scenario/Screening Metrics - Are the metrics understandable and meaningful?

## Looking Ahead . . .

- Early 2021 - Public Workshop
- Spring 2021 - Evaluate specific transportation and land use options at a greater level of detail

