

Welcome to the Churchman's Crossing Monitoring Committee Meeting!

The meeting will begin at 5:00 PM

March 22, 2023

WILMAPCO





Churchman's Crossing Plan Monitoring Committee

March 22, 2023



Agenda



This meeting is
being recorded

1. Welcome and Introductions
2. Churchman's Crossing Monitoring Committee Overview
3. Annual Monitoring Report
4. Agency Updates
 - WILMAPCO
 - DeIDOT
 - Delaware Transit Corporation
 - NCC Department of Land Use
5. Project Prioritization
6. Next Steps
7. Public Comment



Introductions



Project Partners



Members

Civic, Business, Special Interest, Institutions

- Bank of America: James Wilson
- Bike Delaware: Vacant
- Christiana Fire Company: Kevin Cowperthwait
- Christiana Hospital: Jeff Miller
- Christiana Mall (Brookfield Properties): Steve Chambliss
- Civic League for New Castle County: Bill Dunn
- Committee of 100: Elizabeth Keller
- Delaware Nature Society: Vacant
- Delaware Office of State Planning: Tricia Arndt
- Delaware Park: Shawn Tucker
- Del-Tech: Mark DeVore
- DNREC: Beth Krumrine
- J.P. Morgan Chase: Don Mell
- New Castle County Chamber of Commerce: Alysse Bortolotto
- Rutherford Community: Melvin Crawl
- Village of Christiana: Barry Shotwell

Project Partners

- WILMAPCO: Dan Blevins
- DelDOT: Cooper Bowers
- NCC: Matthew Rogers
- DTC: Cathy Smith

State/County Elected Officials

- New Castle County Council
 - President: Karen Hartley-Nagle
 - District 1: Brandon Toole
 - District 7: George Smiley
 - District 9: Timothy Sheldon
 - District 11: David Tackett
- State Elected Officials
 - State Senate District 7: Spiros Mantzavinos
 - State Senate District 9: John Walsh
 - State Senate District 11: Bryan Townsend
 - State Senate District 13: Marie Pinkney
 - State Representative District 17: Melissa Minor-Brown
 - State Representative District 18: Sophie Phillips
 - State Representative District 19: Kimberly Williams
 - State Representative District 21: Michael Ramone
 - State Representative District 24: Edward Osienski
 - State Representative District 26: Madinah Wilson-Anton

Project Support Team

- RK&K: Mark Tudor, Jim Burnett, Stephanie Everett, Kim Troiani, Katie Gibson
- Kramer & Associates: Andrew Bing

Churchman's Crossing Monitoring Committee Overview



Purpose

- Guide and fulfill the recommendations of the 2022 Churchman's Crossing Plan Update
- A collaborative dialogue between the Committee members which represent a diverse group of stakeholders
 - Implementing agencies
 - Elected officials
 - Local civic and community leaders
 - Business interests
 - Advocacy groups

Role



- Facilitate regular communications between decision makers, community stakeholders and the traveling public on progress in implementing the Plan
- Share key technical information to help the community understand the benefits and tradeoffs of investment decisions across transportation assets or modes
- Provide input on local transportation priorities
- Provide input on the prioritization of projects
- Provide input on small, mid-course corrections as conditions evolve over time
- Help to facilitate solutions to traffic management problems as they arise



Expectations

- Attend up to three (3) in-person meetings per calendar year
- Active participation at meetings
- Serve as a liaison between the Committee and the individuals/groups that you represent
- Encourage attendance at the annual public workshop

How Recommendations Will Be Made



- The Churchman's Crossing Monitoring Committee **will not make formal recommendations**
- Rather, the Committee will provide information, experiences, and local knowledge to assist the project team implementing the 2022 Churchman's Crossing Plan Update



Churchman's Crossing Annual Monitoring Report (2022)

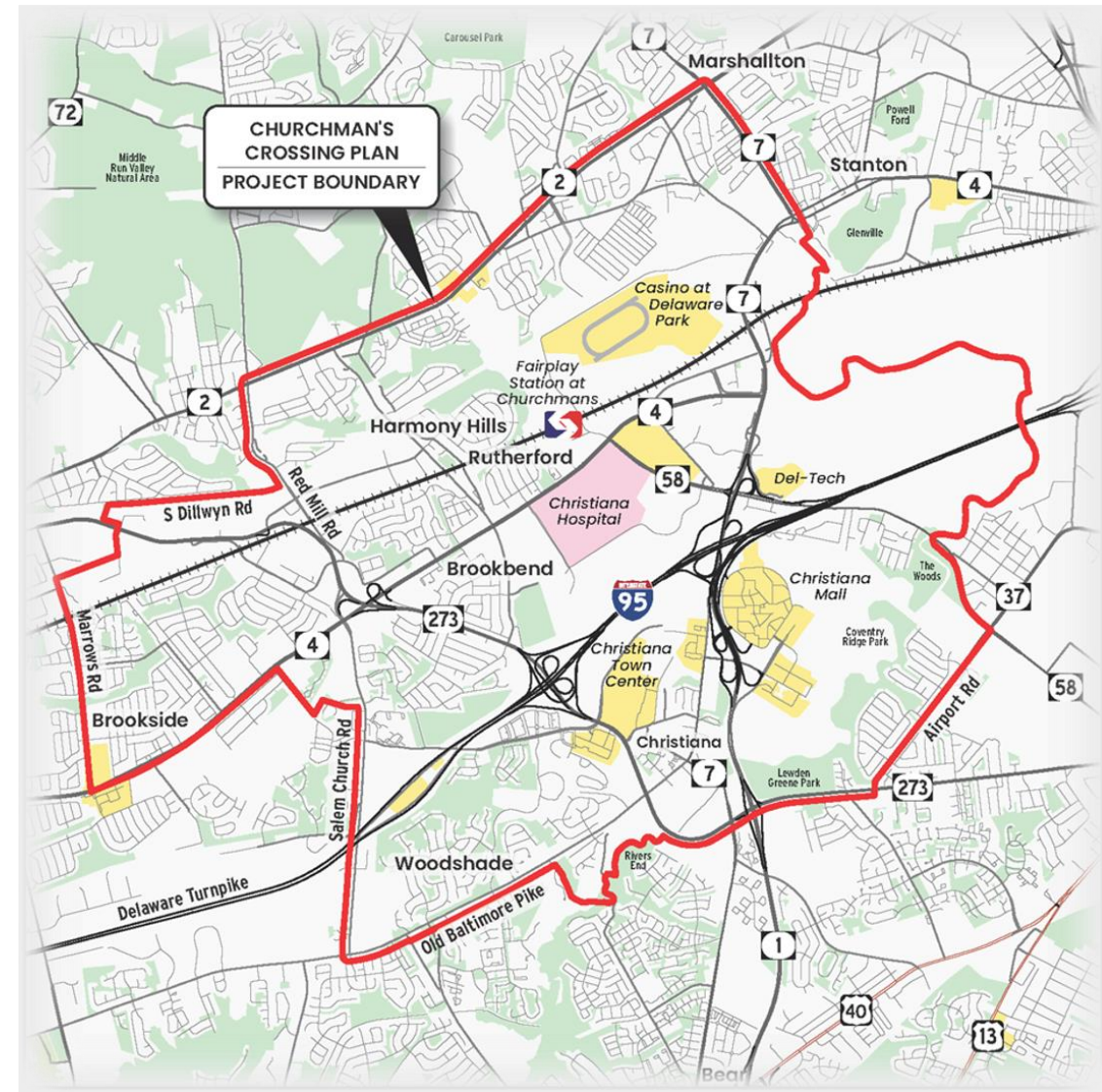


Annual Monitoring Report

- Summary of transportation and land use conditions and changes within the Churchman's Crossing project area
- Uses an interactive GIS based "Story Map" format for users to explore and understand the data more than a static printed report
- Will be a "living document" that evolves over time, as conditions change



<https://bit.ly/churchmans>

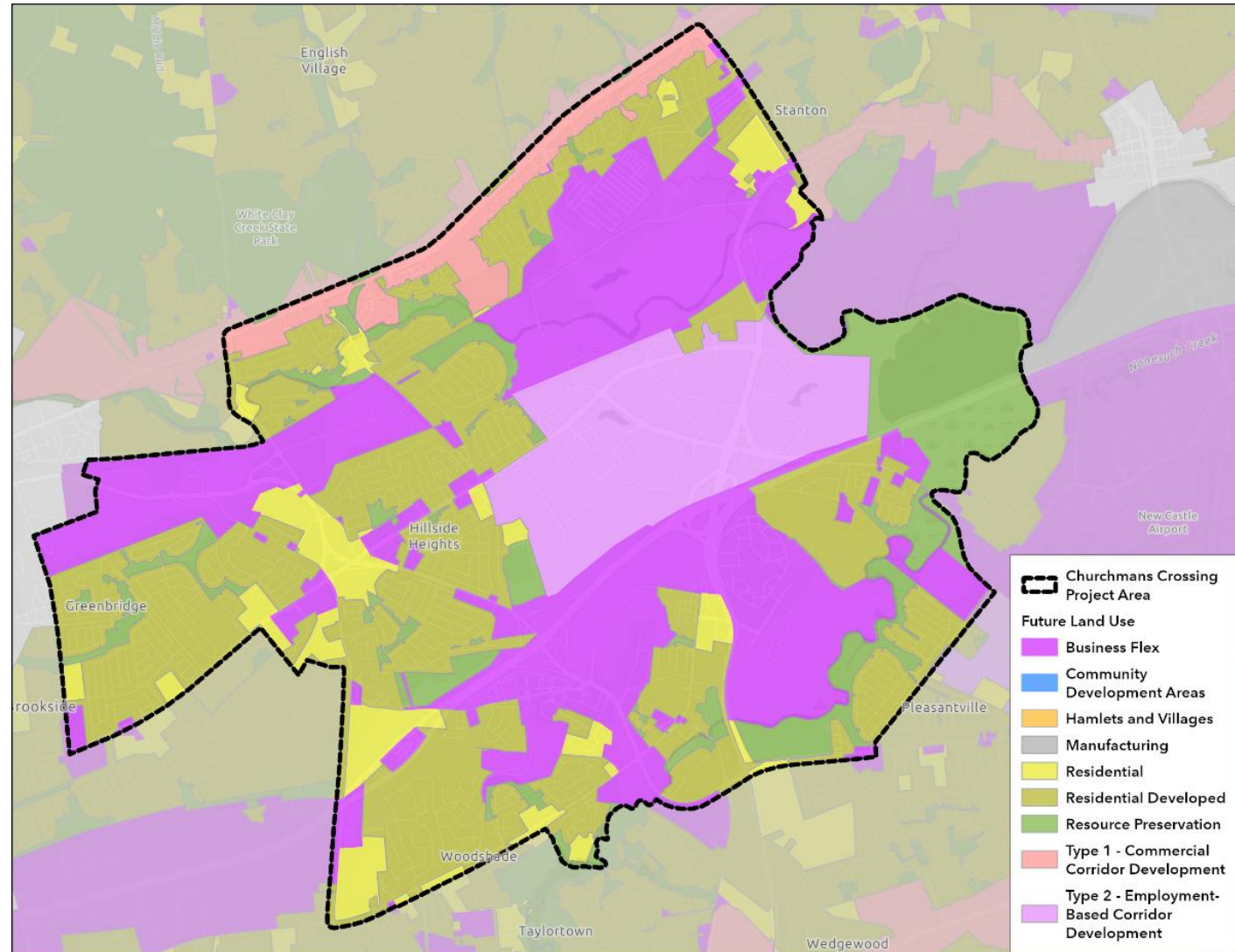


Annual Monitoring Report

- Elements being monitored include:
 - Land Development
 - Traffic
 - Pedestrian/Bike
 - Transit
 - Safety
 - Transportation Project Status
 - Recommendations
- Supports the CCMC in providing input on priorities and small, mid-course corrections as conditions evolve over time

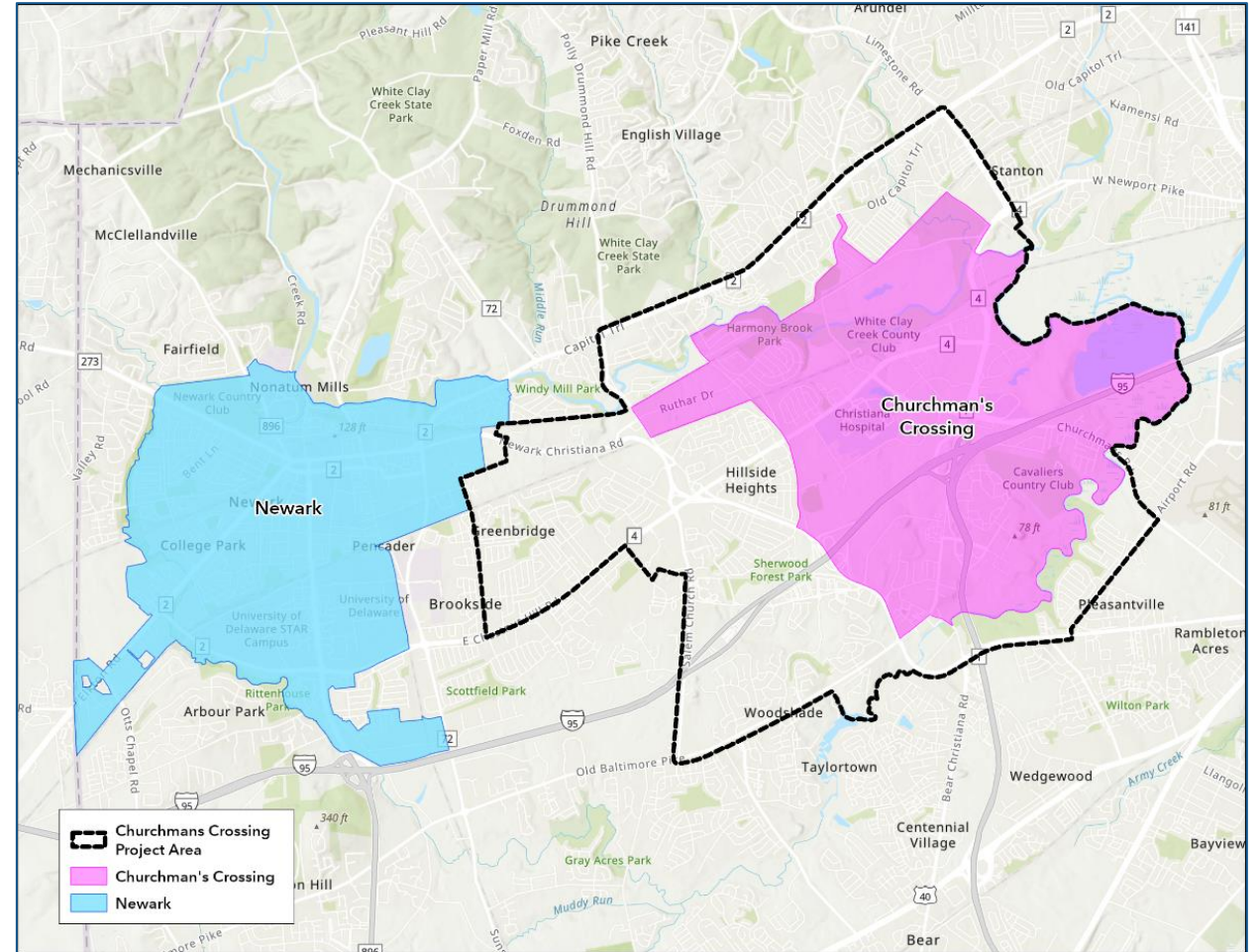
Land Development: Future Land Use

- 2022 Churchman's Crossing Plan Update developed recommendations based on a "balanced" land use forecast
- New Castle County Comprehensive Plan (NCC@2050) was adopted July 2022, and utilized the "balanced" land use
- Much of the area falls into the Business Flex or Type 2, Employment Based Corridor Development categories



Land Development: Transportation Improvement Districts

- Definition
 - A geographic area defined to secure required improvements to transportation facilities in an area
 - Defined in NCC Code 40.11.310.C.2
 - Described in the DeIDOT's Development Coordination Manual
- Approach
 - Proactively plan transportation improvements needed to support economic development
 - Identify appropriate locations for economic development in a local comprehensive plan
 - Outline transportation needs, improvements, schedules, and payment details









Traffic: Hourly Travel Time Index

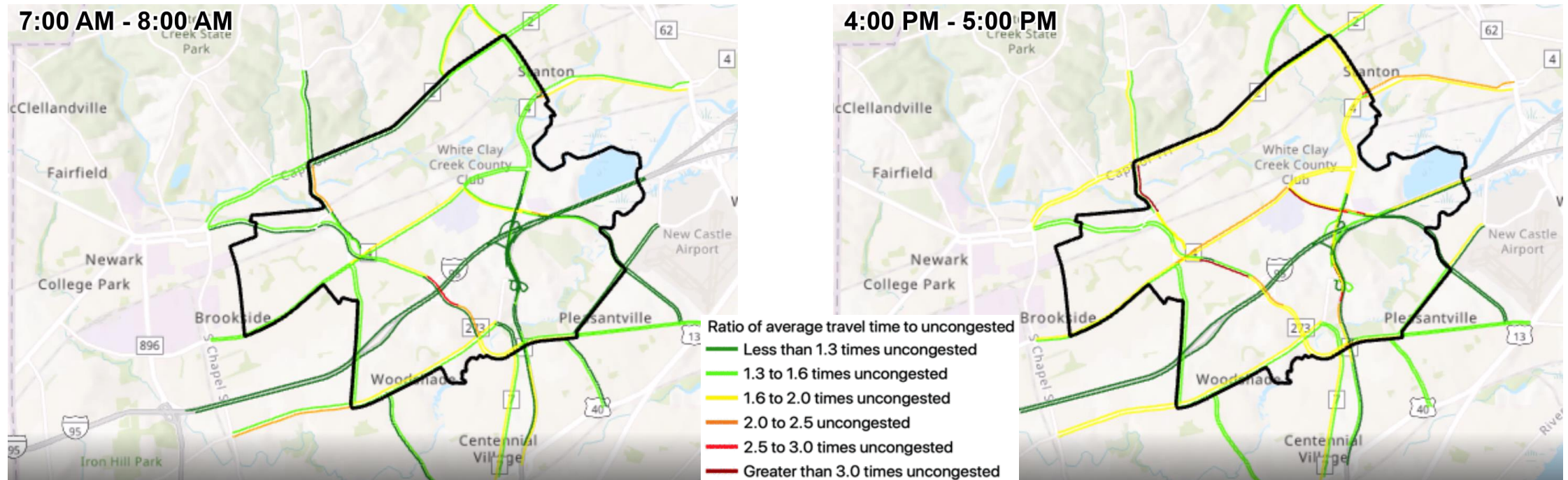
- Travel Time Index (TTI) is a measure of congestion along road segments:

$$TTI = \frac{\text{Travel Time During Any Given Period}}{\text{Travel Time under Uncongested Conditions}}$$

- For example, a value of 1.3 indicates that a trip that takes 20 minutes at “free-flow” speeds (midday, overnight), takes 26 minutes during the AM or PM peak period.
- Segments are color-coded based on TTI value

Ratio of average travel time to uncongested	
	Less than 1.3 times uncongested
	1.3 to 1.6 times uncongested
	1.6 to 2.0 times uncongested
	2.0 to 2.5 times uncongested
	2.5 to 3.0 times uncongested
	Greater than 3.0 times uncongested

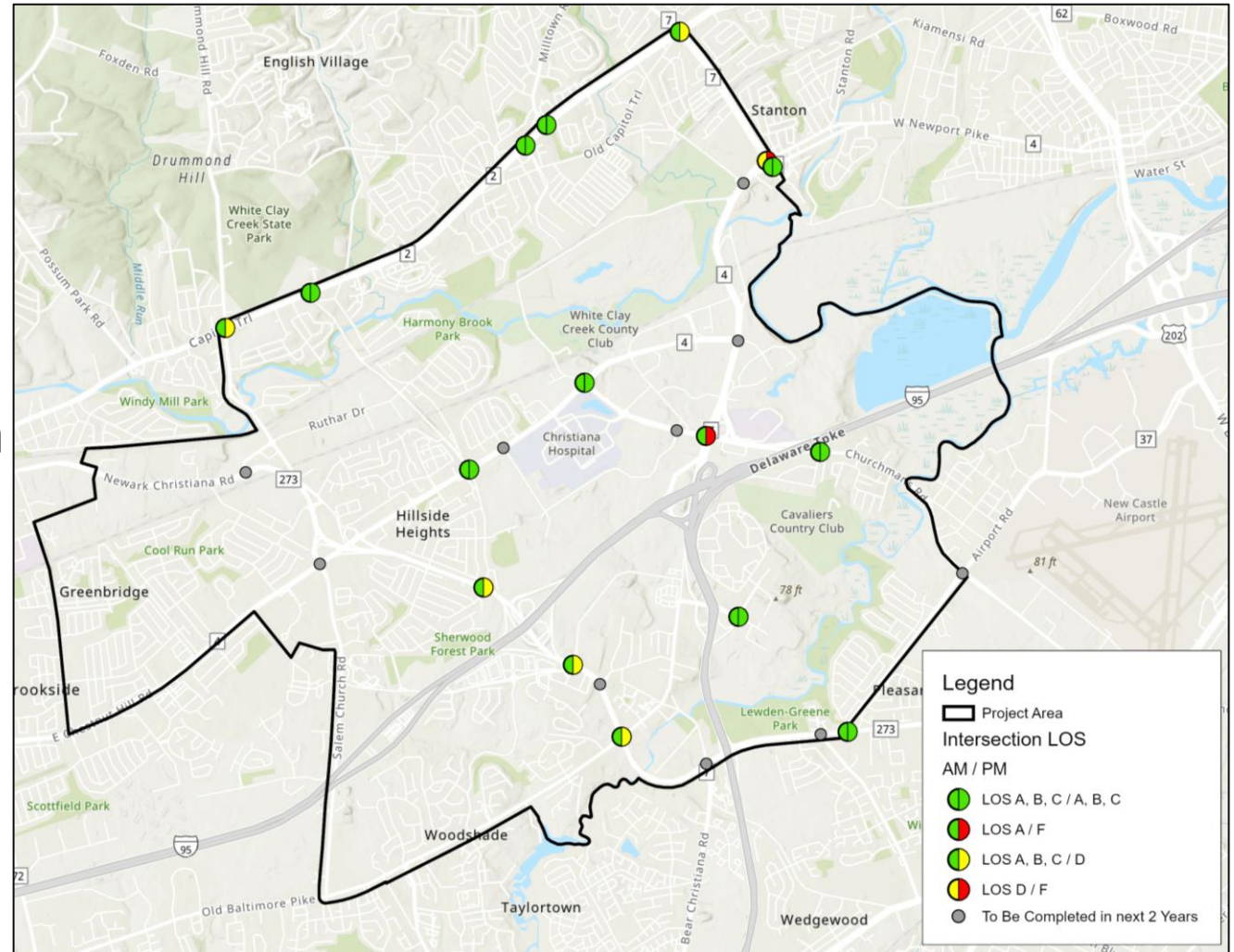
Traffic: Hourly Travel Time Index



- Mild to moderate congestion during the AM peak
 - Some severe congestion along SR 273 during AM peak
- More severe congestion during the PM peak
 - Most congested roadways during PM peak include Churchman's Road (SR 58), Kirkwood Hwy (SR 2), SR 4, and SR 273

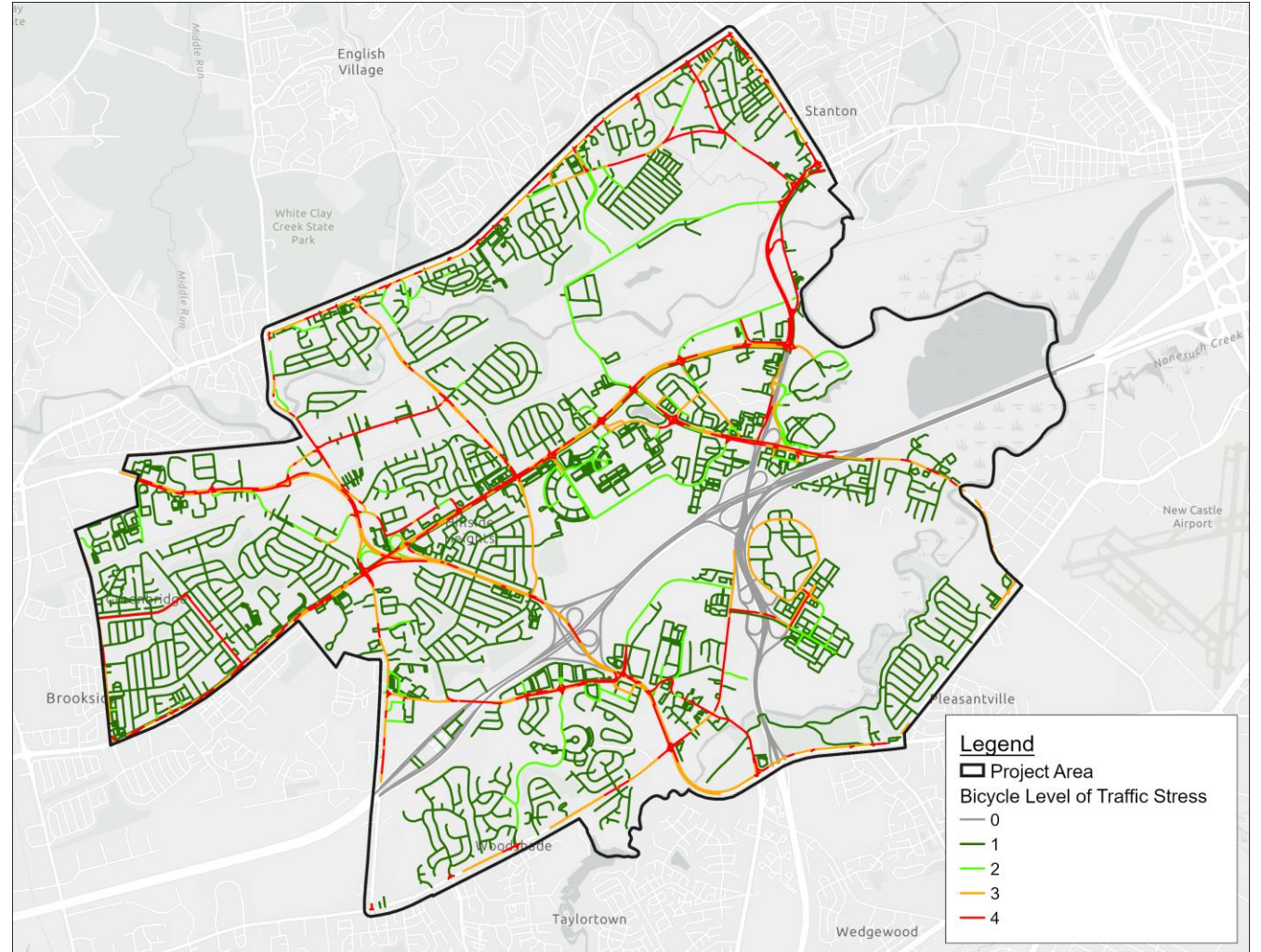
Traffic: Intersection Level of Service

- Intersection LOS is another measure of congestion
- Critical Lane Volume (CLV) method – compares the maximum number of vehicles passing through the intersection per lane in one hour to the intersection capacity
- Two intersections are above capacity during the PM peak
 - SR 7 / SR 4 Stanton Split
 - Churchman's Rd (SR 58) and SR 1 Ramps

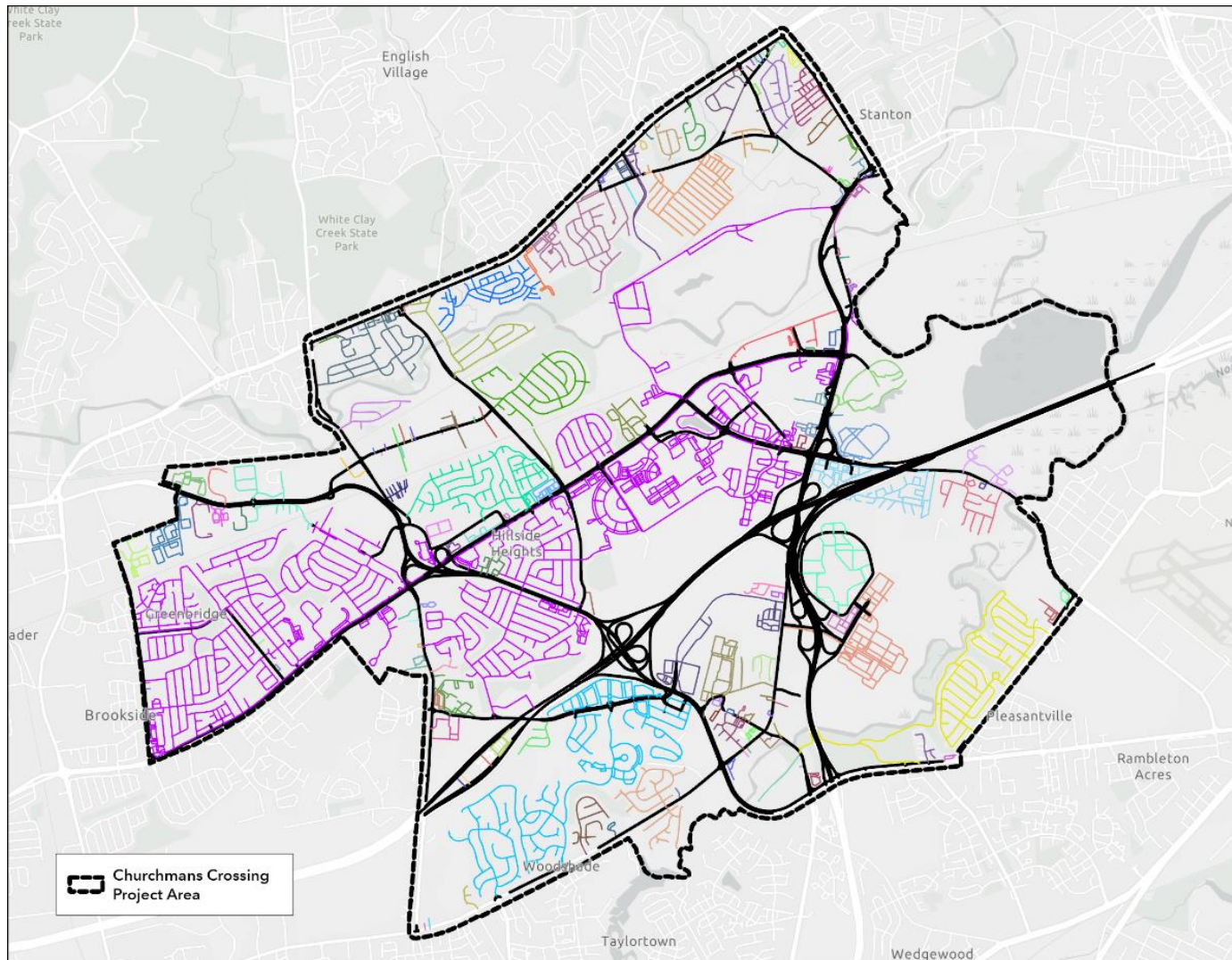


Bicycle and Pedestrian: Level of Traffic Stress

- Measure used to understand how comfortable a roadway is for bicycle riding
- LTS 1 streets have the lowest stress, suitable for most riders
- Higher LTS correspond to riders with more experience and willingness to tolerate some stress, traffic, and speed

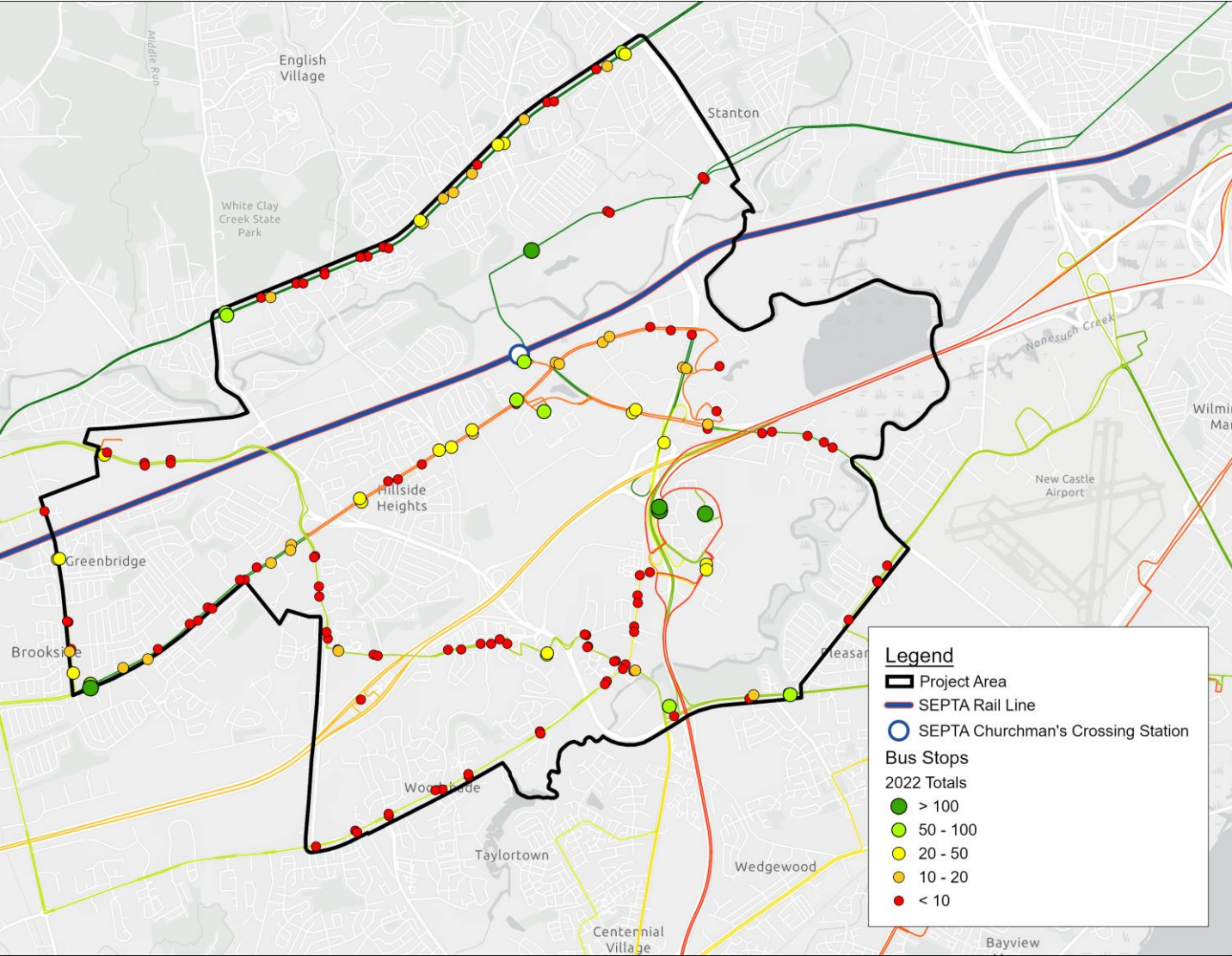


Bicycle and Pedestrian: Level of Traffic Stress



- Roadways with a low LTS (1 or 2) may be surrounded by facilities that have a higher LTS, resulting in disconnected “islands” separated by barriers that only more experienced riders would be comfortable crossing
- **166 unique low-stress islands**

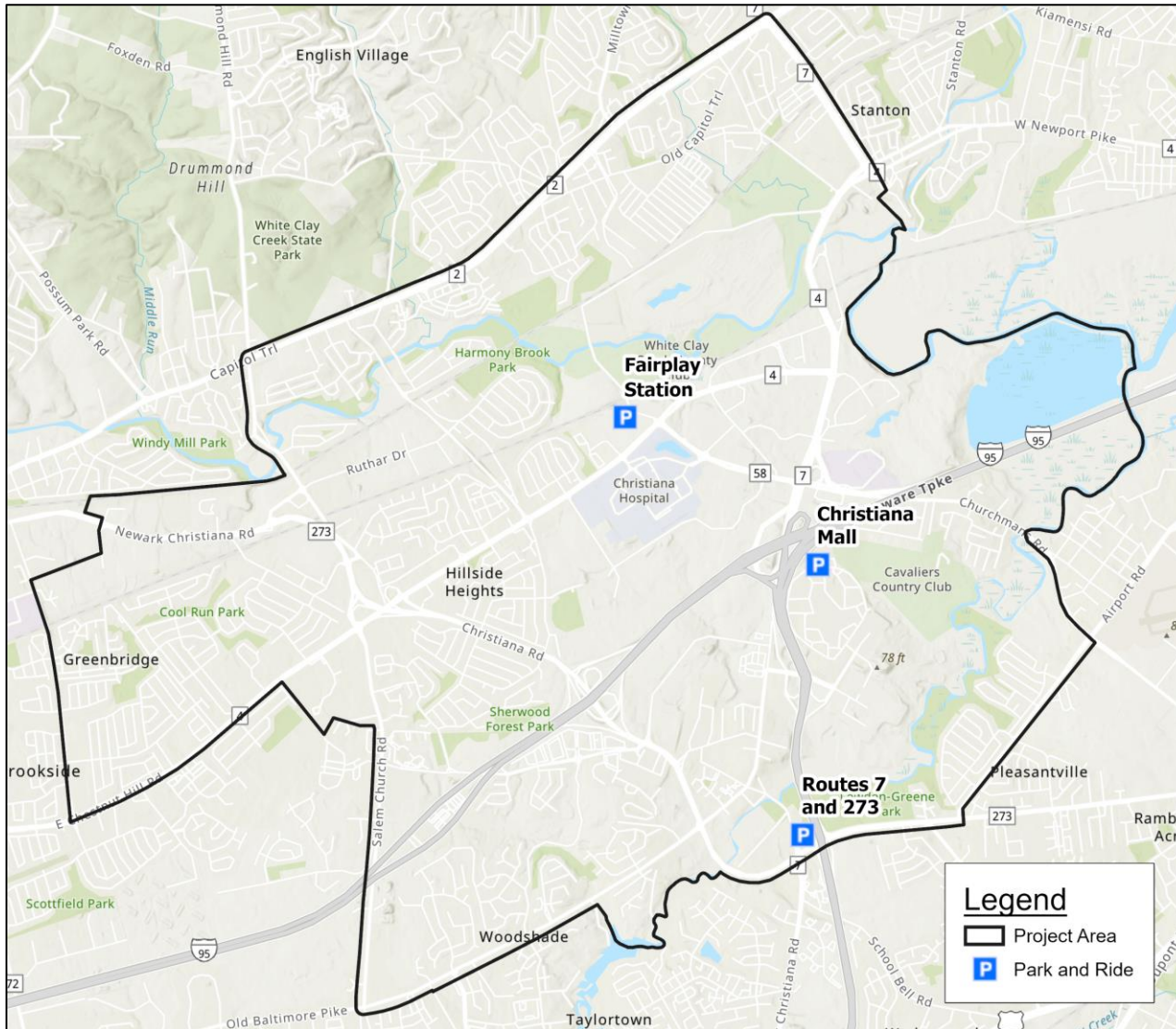
Transit: Overview



Number of Weekday Trips within Study Area at Peak Times

Route	AM Peak (6-9)	PM Peak (3-6)
5	17	18
6	17	18
10	9	8
15	6	7
33	13	12
37	5	3
42	3	3
44	4	4
51	6	5
54	7	7
55	8	11
62	5	3
64	8	7
301	4	6

Transit: Park and Ride Utilization



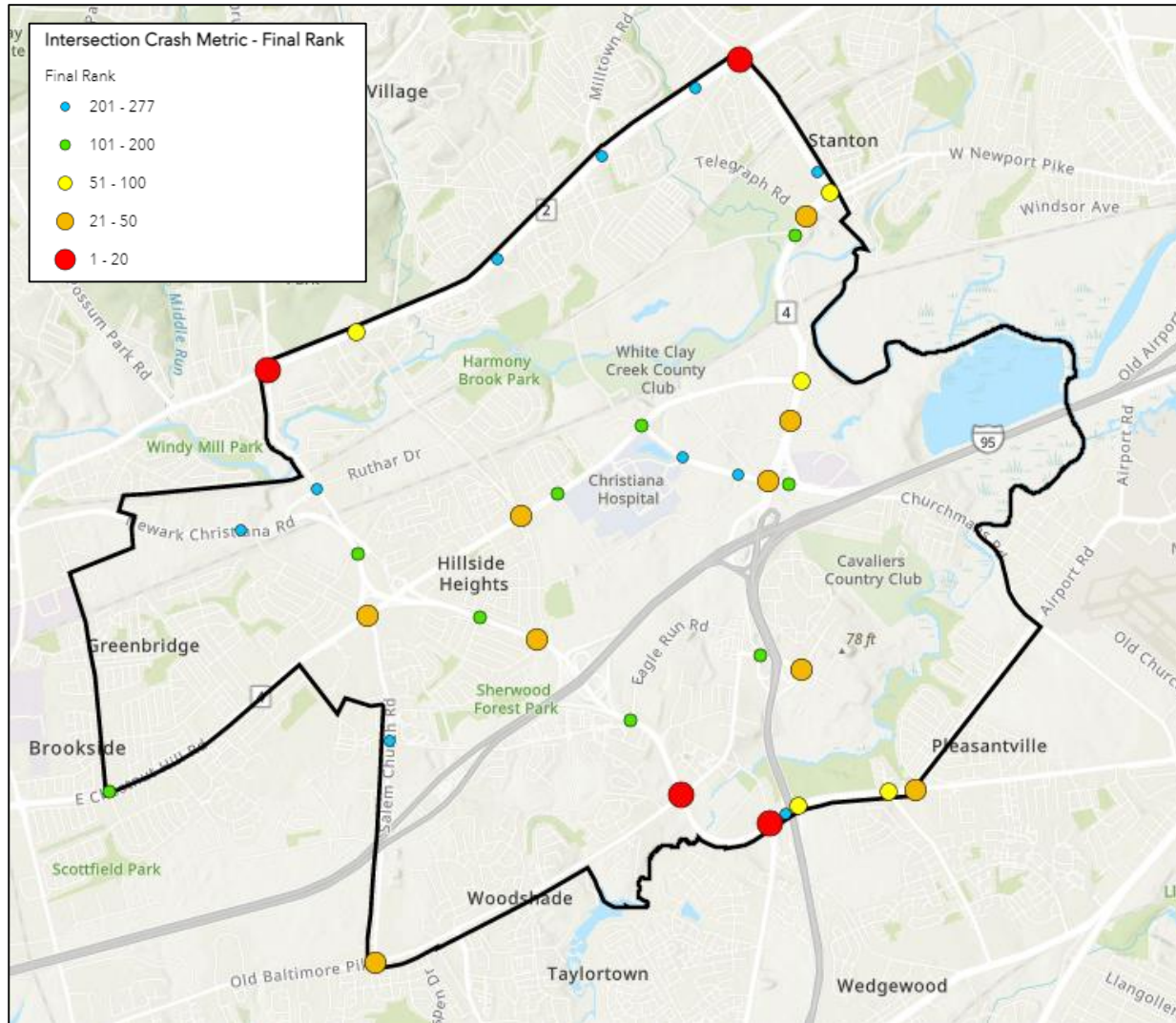
- 3 Park and Ride lots
- Fairplay Station and Christiana Mall Park and Ride lots experienced sharp declines in utilization beginning in 2020

Safety: Intersection Crash Metrics

- 8,121 total crashes in the Churchman's Crossing project area between January 1, 2019 and December 31, 2021
- Crashes along I-95 account for approximately 15%
- 61 pedestrian crashes and 16 bicycle crashes

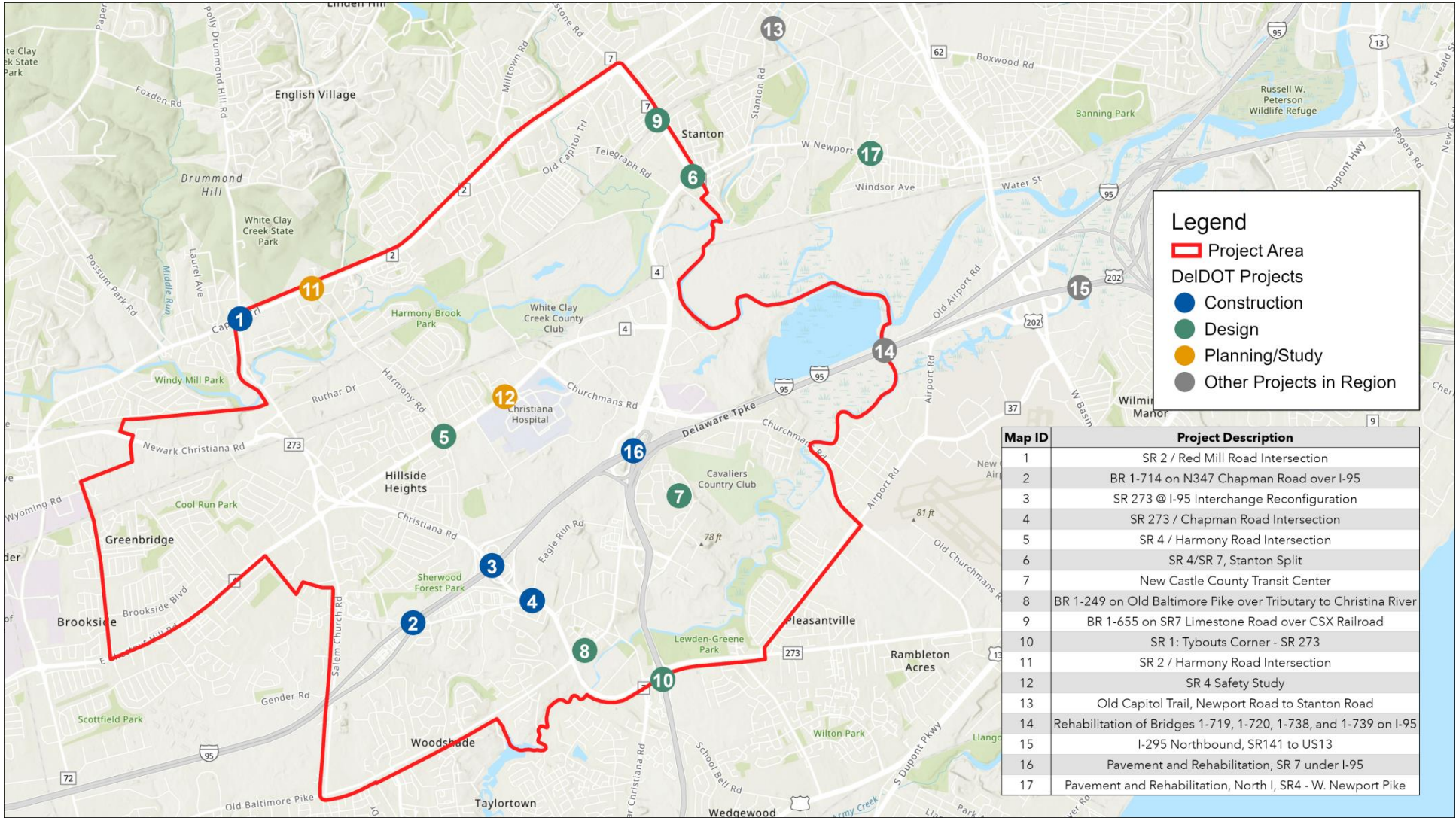


Safety: Intersection Crash Metrics



- Intersections ranked on crash frequency, severity, and manner of impact
- 267 intersections statewide that had at least 10 crashes annually over the past 3 years (2019-2021)
- Four intersections were in the Top 20 in the overall statewide rankings
 - #4: SR 2 (Kirkwood Highway) and SR 7 (Limestone Road)
 - #11: SR 2 and Polly Drummond Hill Road
 - #16: SR 273 and SR 7
 - #17: SR 273 and Old Baltimore Pike

Transportation Project Status

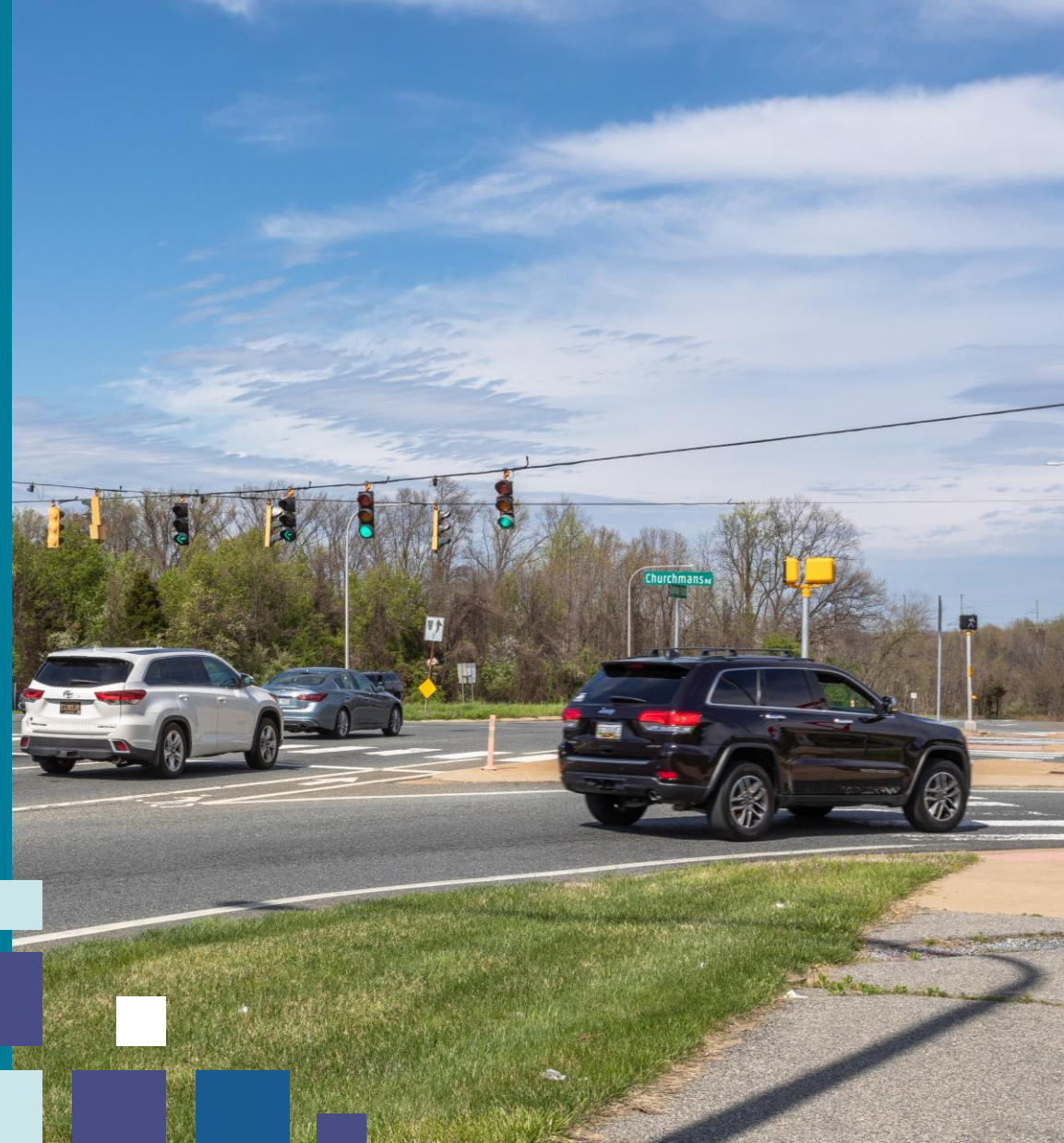


Recommendations

- Continue monitoring of transportation and land use in Churchman's Crossing to support the implementation of the Churchman's Crossing Plan Update
- Project Partners should utilize the input of establishing initial priorities from the Monitoring Committee to support funding in the CTP and TIP
- DelDOT should continue to work on implementation of transportation improvement projects currently active in the CTP
 - I-95 / SR 273 Interchange: Complete Construction
 - SR 2 / Red Mill Road Intersection: Begin Construction
 - SR 273 / Chapman Road Intersection: Begin Construction
 - SR 4 / SR 7 Stanton Split Intersection: Continue Design
 - SR 4 / Harmony Road Intersection: Continue Design

Agency Updates

- WILMAPCO
- DeIDOT
- Delaware Transit Corporation
- NCC Department of Land Use



The Regional Transportation Plan (RTP)

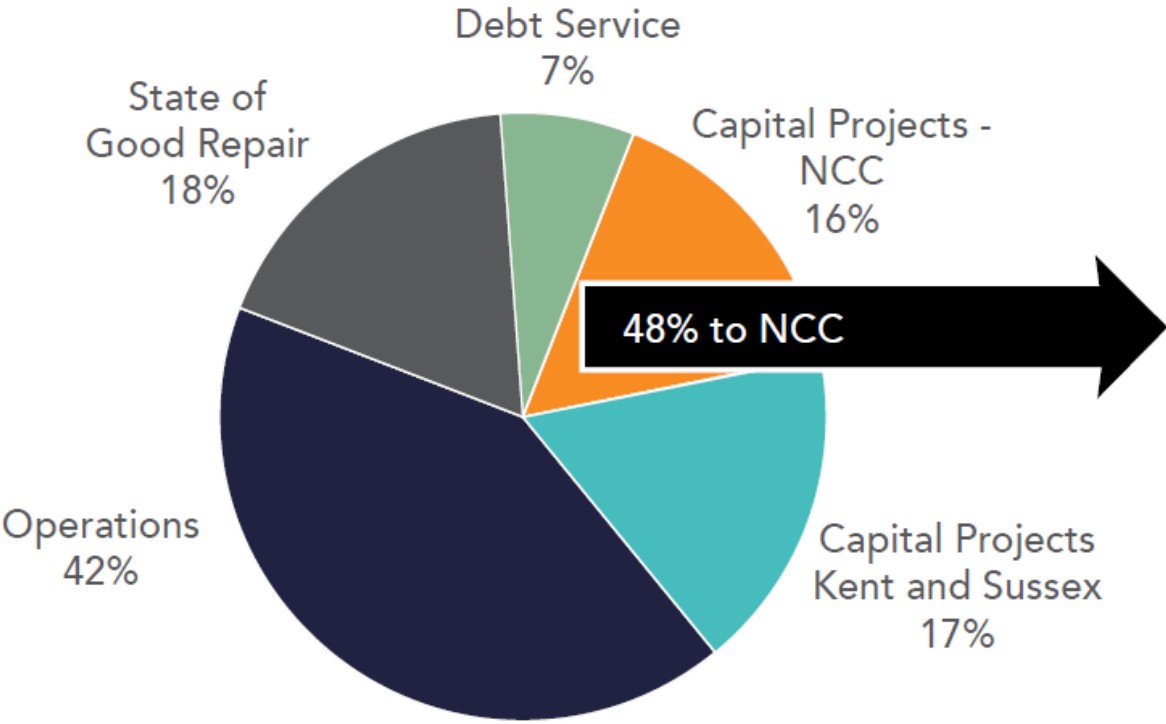


- Endorsed by WILMAPCO Council on 3/9/23
- Includes list of over 150 capital projects
- Details on where \$4.7 billion is estimated to be spent



RTP: Project Funding

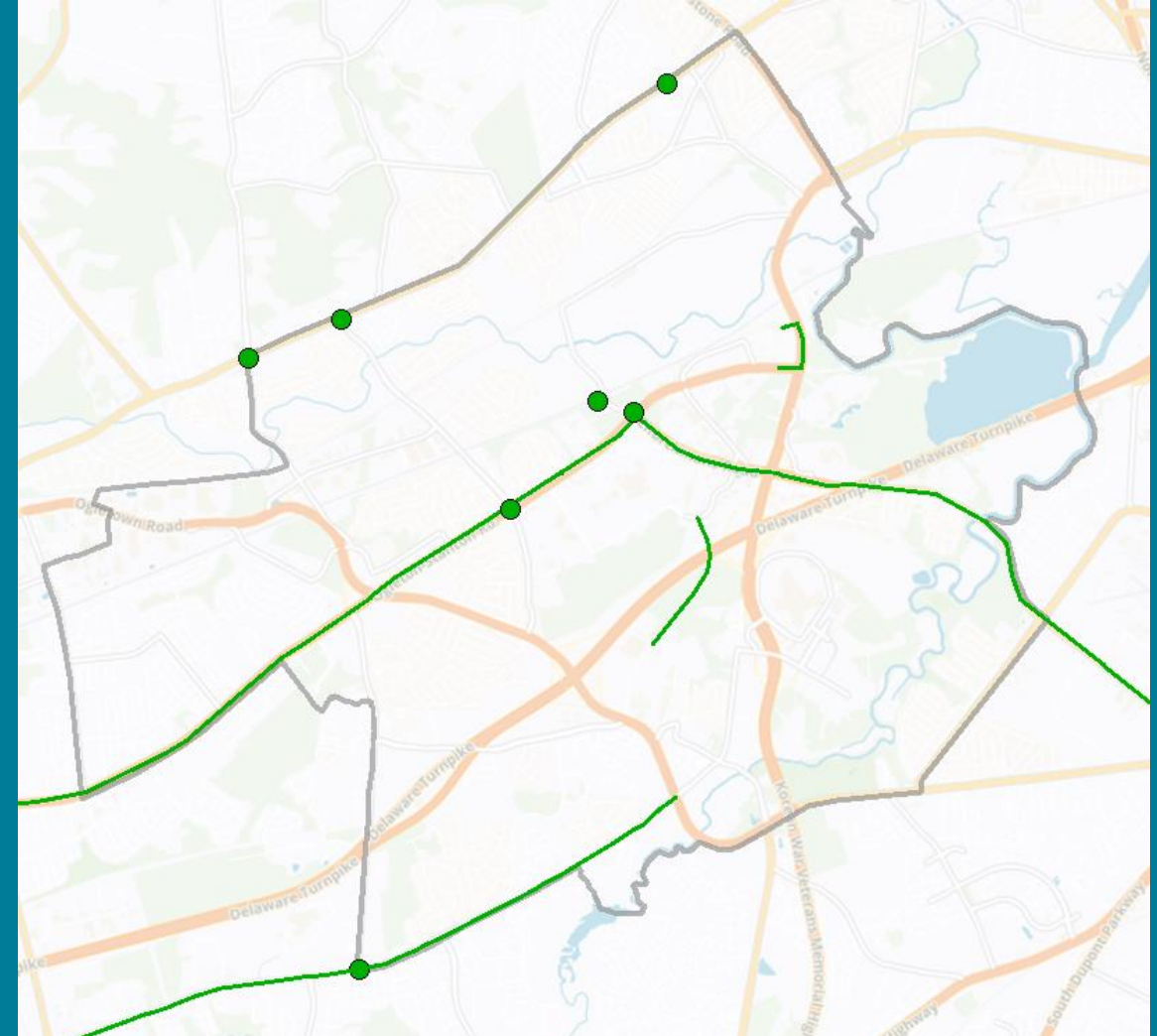
Delaware Funding



New Castle Co Funding Est.	Available Funds
\$s x 1,000	ST: 2023-2028
Does not include operating and systems preservation expenditures, and Grants	MT: 2029-2039
	LT: 2040-2050
Short term	\$1.4 billion
Medium term	\$1.6 billion
Long term	\$1.7 billion
TOTAL	\$4.7 billion

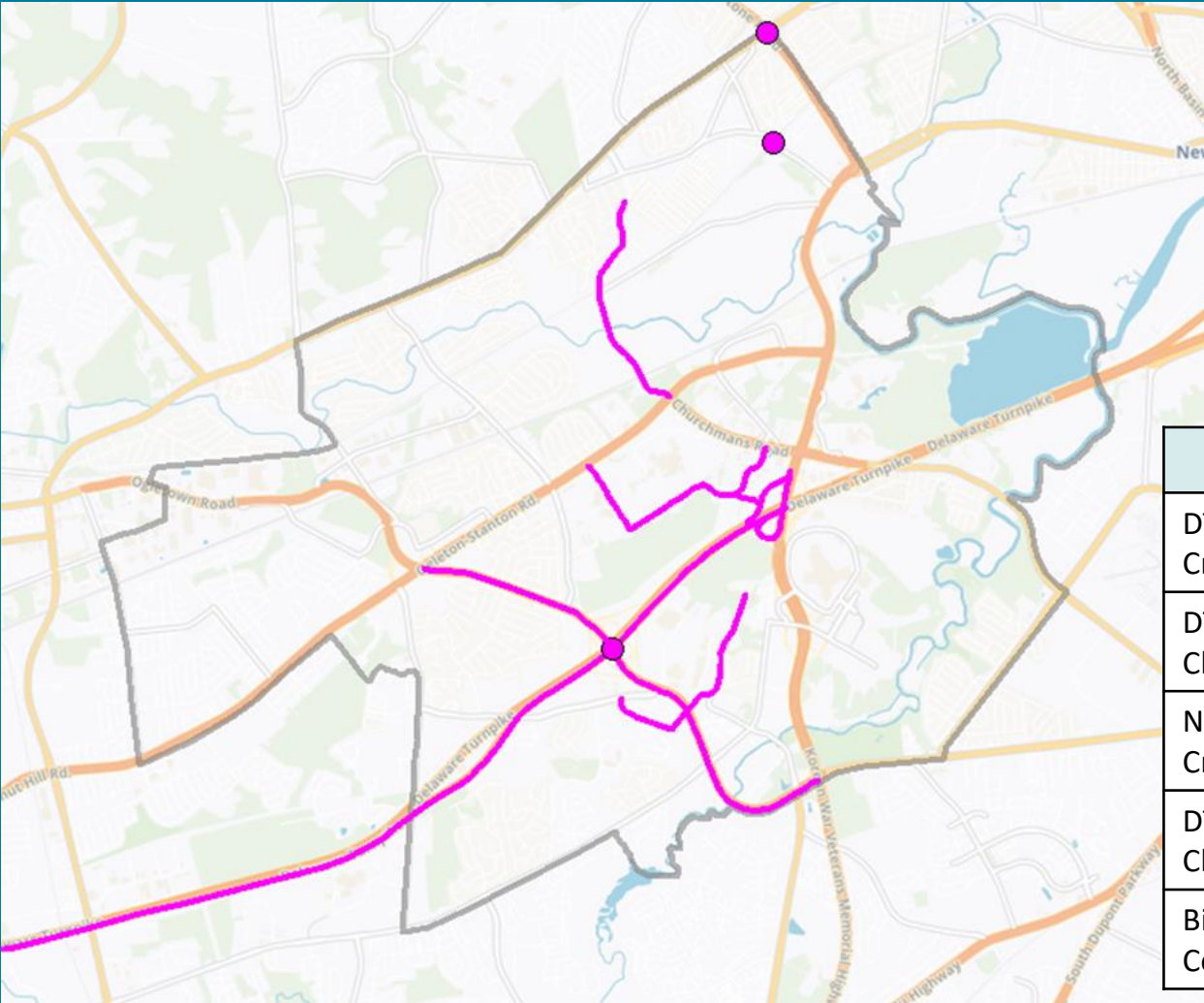
RTP: Local Projects – Constrained Projects

Project Name
Fairplay Train Station – Parking
Old Baltimore Pike / Salem Church Pd Intersection
SR 2 / Red Mill Rd. Intersection
SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split
SR 4 / Harmony Road Intersection
Eagle Run Rd to Continental Drive Connector
SR 4 / Churchmans Road Intersection
Old Baltimore Pike: SR 72 - SR 273, Sidepath
SR 2. Kirkwood Hwy / Harmony Rd
BR 234, Kirkwood Highway over Mill Creek
ECGW – NCC (grouped for mapping purposes)



RTP: Local Projects – Aspirations (Unfunded)

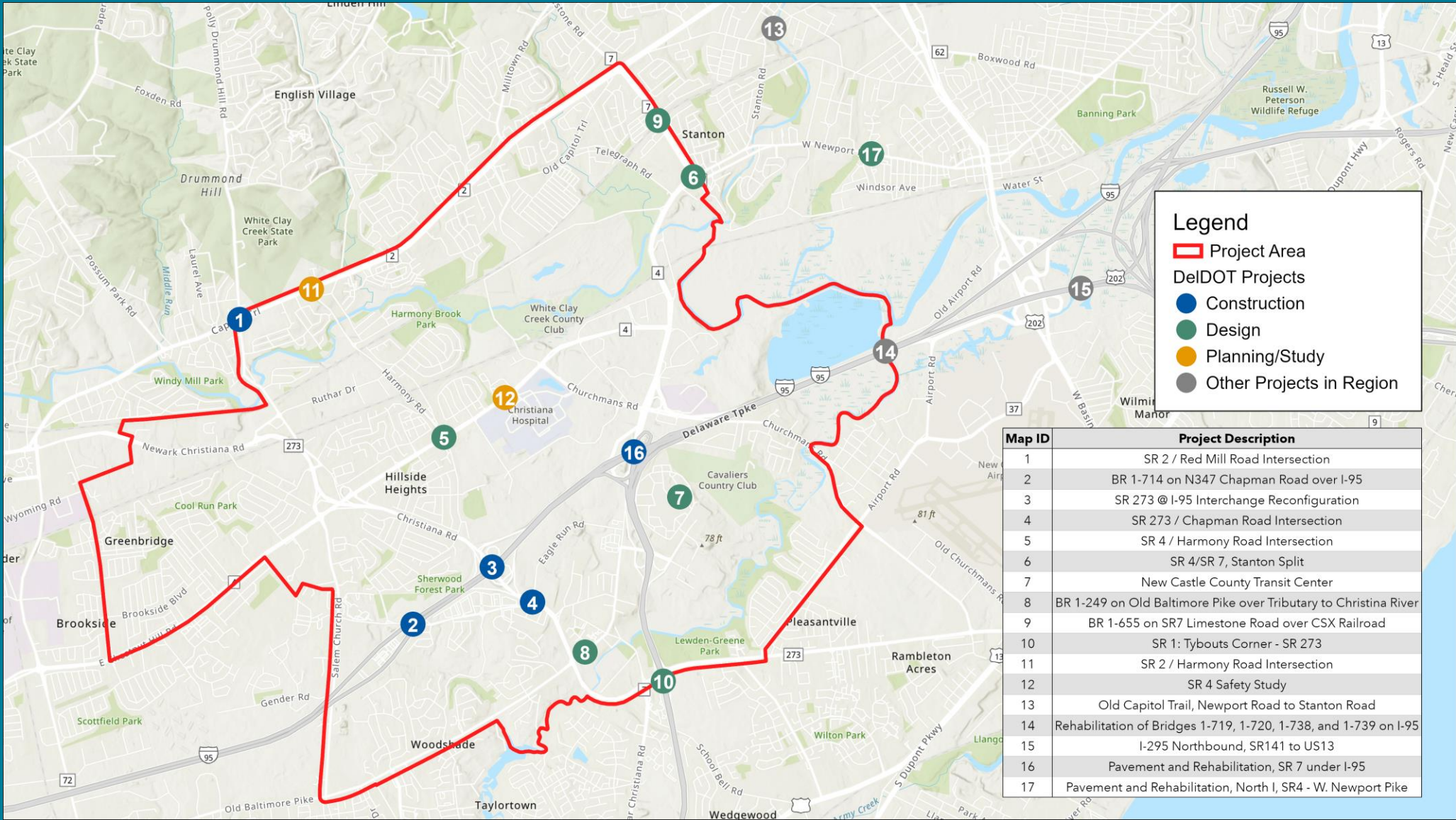
Project Name
Churchman's Road Extended, SR 2 to SR 4
I-95: MD Line to SR 1
SR 273: I-95 to SR 1
Christiana Bypass: Chapman to Eagle Run
Improvements at the Telegraph Road and St James Road Railroad Underpass
Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road
SB SR 1 to NB I-95 Connection
SB SR 1 to SB I-95 Connection
Southbound I-95 Access from Continental Drive
SR 2 / SR 7
SR 7 and SR 2 (Short Term Improvements)
SR 273 3 rd Lane Widening, SR 4 to I-95
I-95/SR 273 Interchange Reconfiguration



Project Name (not mapped)
DTC Micro Transit - Churchmans Crossing
DTC Automated Transit Vehicles - Churchman's Crossing
New DTC Bus Routes - Churchman's Crossing
DTC Transit Access Improvements - Churchman's Crossing
Bike/Ped Improvements in Existing Communities - Churchman's Crossing

DeIDOT Capital Project Updates

DeIDOT Project Portal: <https://deldot.gov/projects/>
DeIDOT Safety Website: www.safety.deldot.gov



DART: Service Updates

- Hearings held week of February 13 for NCC
 - Middletown: February 14
 - Newark: February 15
 - Wilmington: February 16
- Service updates to be implemented on Sunday, May 21, 2023
 - Routes 5, 6, 10, 15, 33, 37, 40, 42, 44, 54, 55, 62, 64, and 301
 - Service changes based on service performance review, existing resources and public comment received during hearings include trip eliminations, trip additions, and scheduling adjustments



DART Reimagined

Year-long study focused on improving transportation services across the state and will examine:



How riders are currently using the system



Where they need access now



Where they want to go in the future

APPROACH:

- Ongoing input opportunities with customers, stakeholders, committees
- Assess the current system through comprehensive service and system performance review
- Identify recommendations for improvements and opportunities

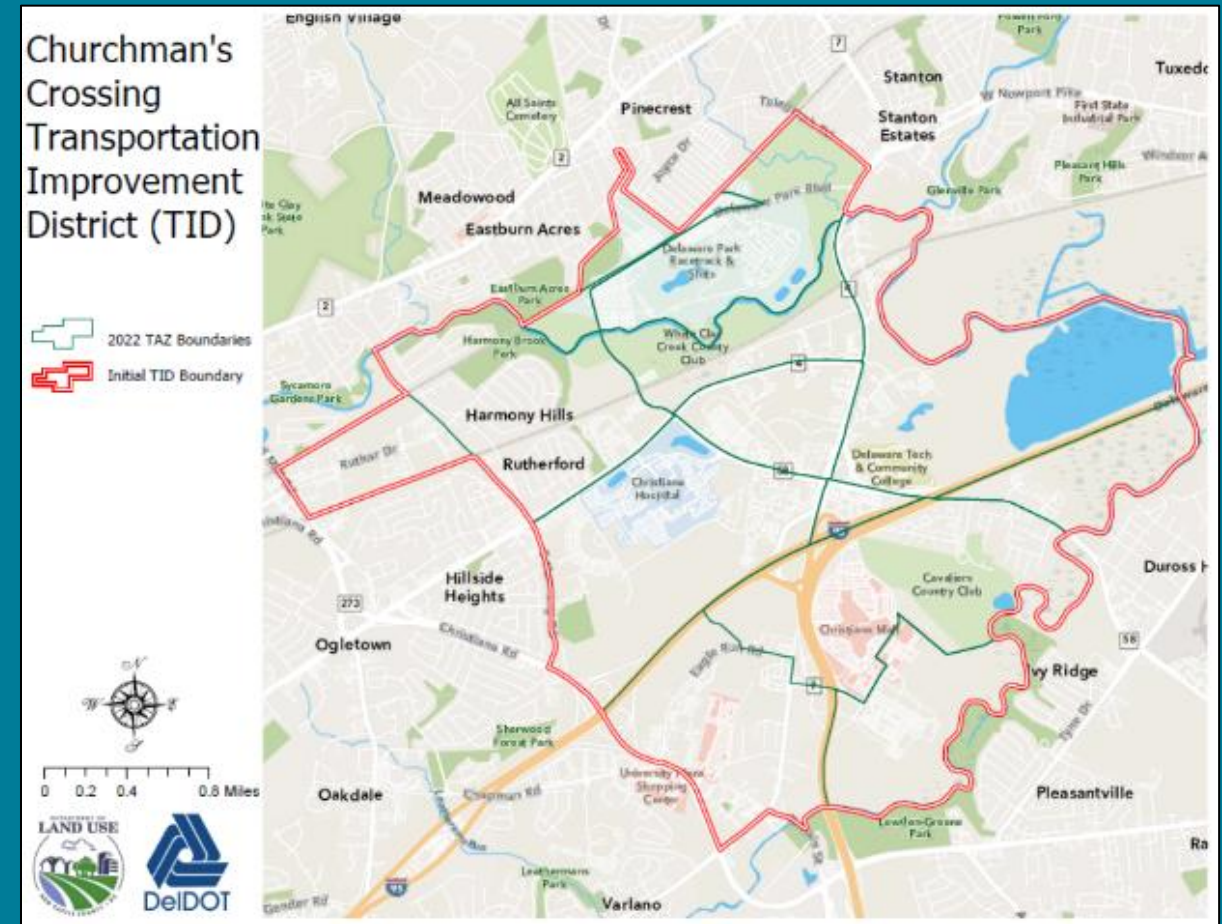
GOAL:

- Deliver recommendations for an improved transit system and service plan for the State of Delaware

Transportation Improvement District

- Churchman's Crossing Plan Update included the recommendation to establish a TID, including a Strategic Plan
- NCC DLU and DeIDOT have started a process to establish a TID
- 1st Community Workshop held July 20, 2022
- Transportation modeling is currently being refined

Proposed TID Boundaries



Transportation Improvement District

For a TID to be established in Churchman's Crossing, the following elements (per 40.11.310.C.2 of NCC Code) would need to be determined:

- Boundaries (a)
- Horizon year (b)
- Parcel-specific forecast (c)
- Service standard and measurement (d, f)
- Transportation improvements (e)
- Developer / public sector funding sources (g, h)
- Economic analysis (i)

Other key elements for consideration:

- Grandfathering
- Monitoring/refinement



Scan here to
learn more

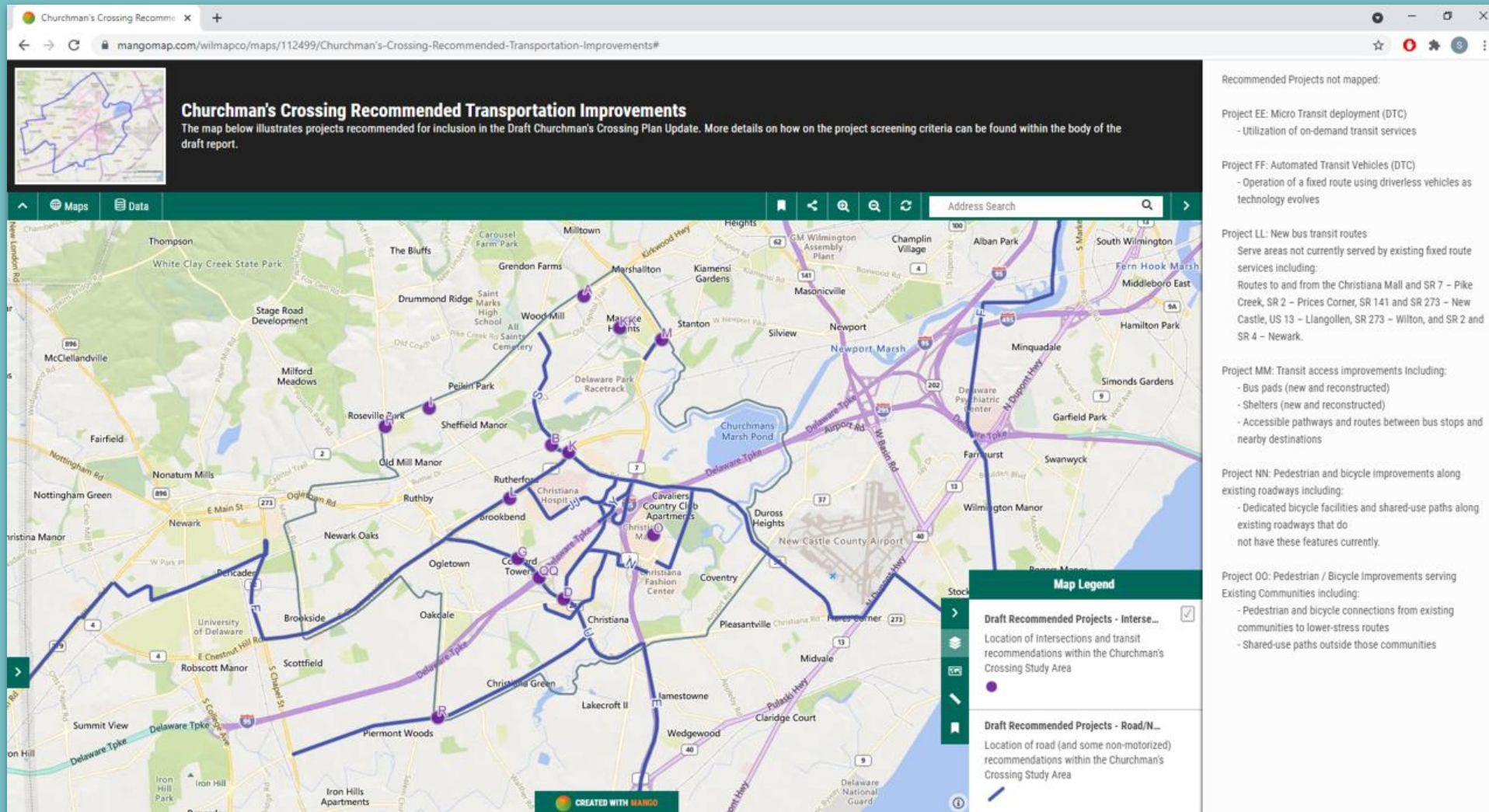
Prioritization



Purpose of Prioritization

- Looking for committee members input on the prioritization of the additional transportation improvement projects recommended in the Plan Update
- Project Partners will utilize this input in future decisions on the timing of funding for planning, design, and construction
- Criteria developed in the Plan Update will be utilized in this prioritization approach
- Committee will be asked to provide input on how important each criteria

Transportation Improvement Recommendations



<https://mangomap.com/wilmapco/maps/112499/Churchman's-Crossing-Recommended-Transportation-Improvements>

Plan to Implementation



Regional Transportation Plan (RTP)

- 30 year plan - fiscally constrained and aspirational projects
- Updated at least every 4 years
- Includes NCC, DE and Cecil County, MD



Capital Transportation Program (CTP)

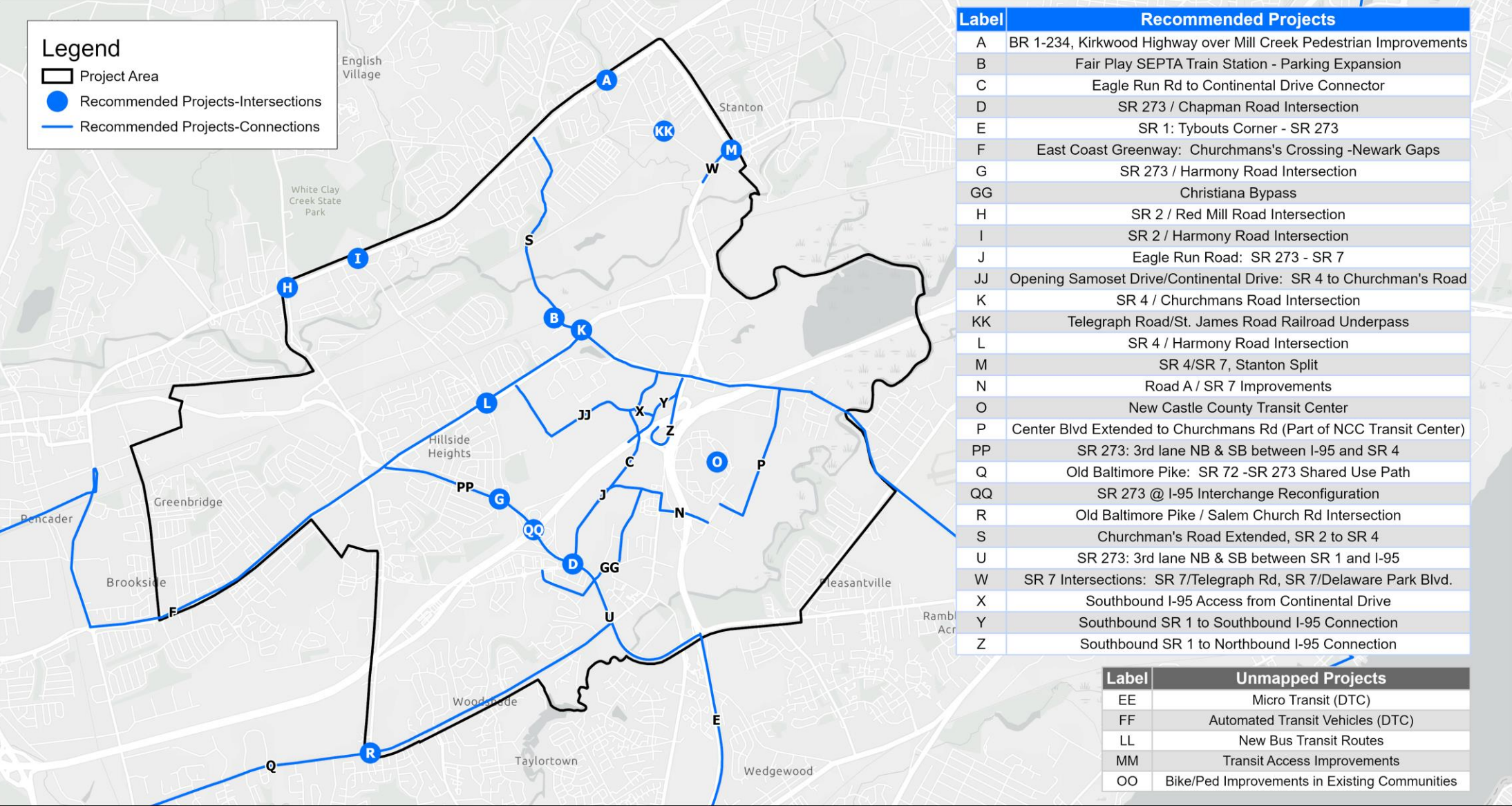
- 6 year fiscally constrained program
- Updated every 2 years
- Encompasses all of Delaware



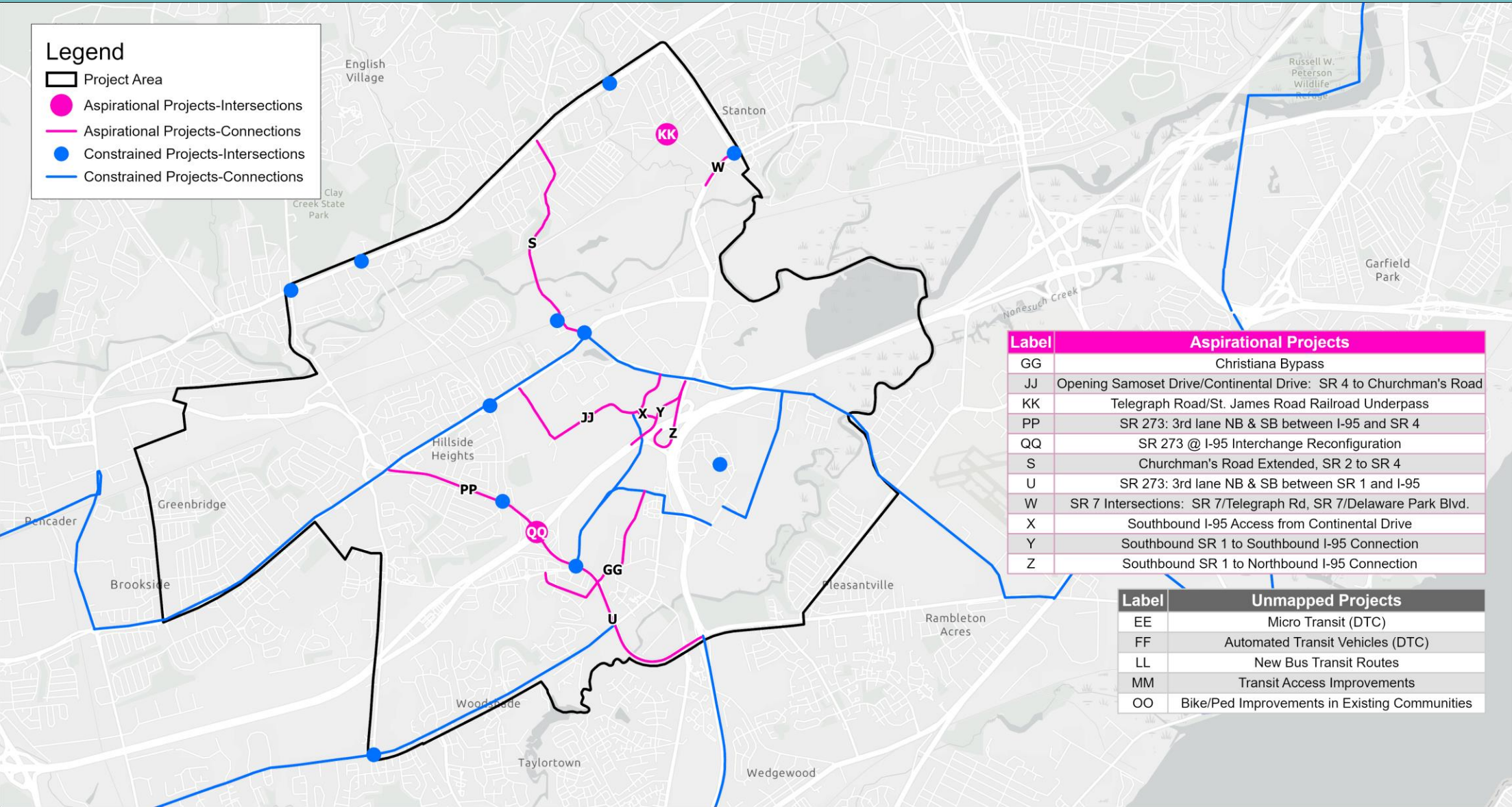
Transportation Improvement Program (TIP)

- 4 year fiscally constrained program
- Updated every 4 years, revised annually
- Includes NCC, DE and Cecil County, MD

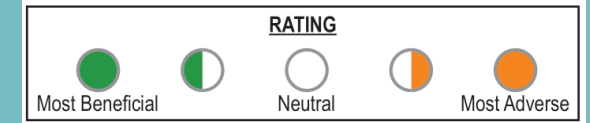
Recommended Projects



Transportation Project Prioritization



Transportation Project Prioritization

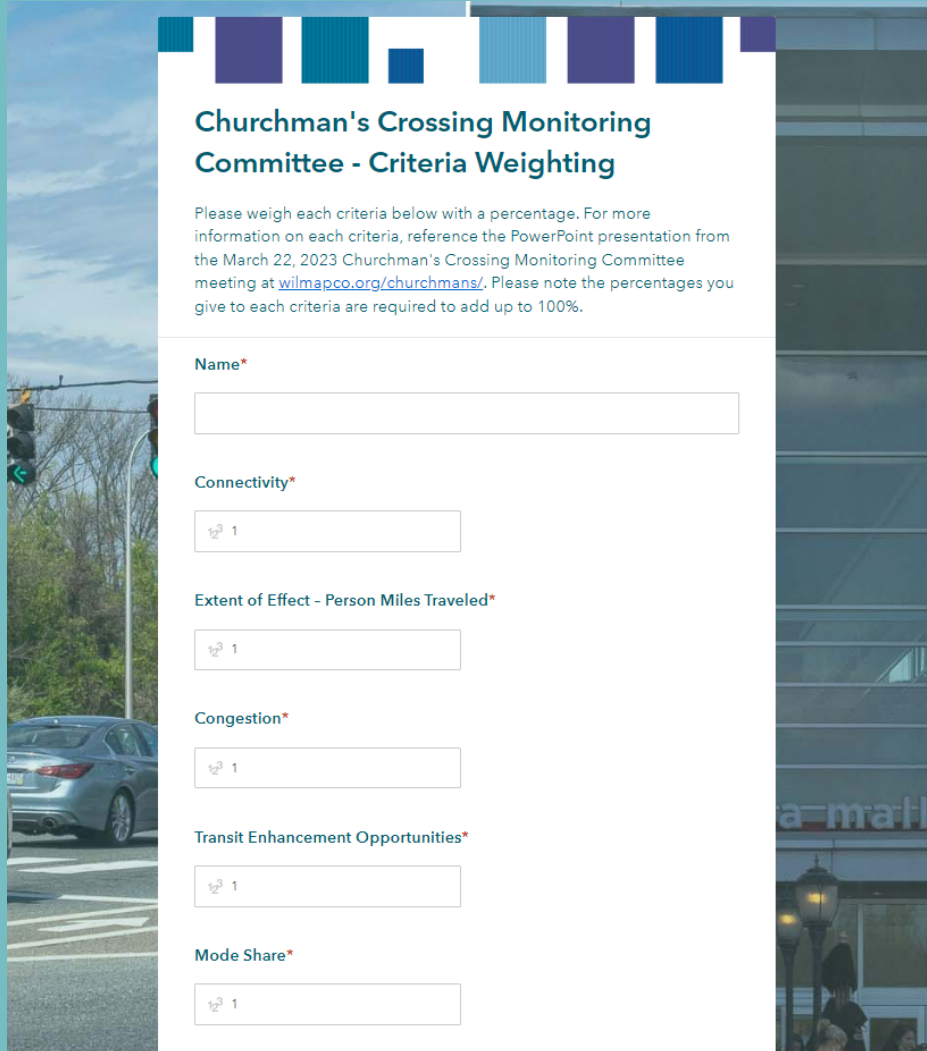


	CRITERIA WEIGHT	FUNDED	RTP ASPIRATIONS		ADDITIONAL PROJECTS														
		RTP Financially Constrained Improvements	Churchmans Road Extended, SR 2 to SR 4	SR 273: 3rd lane NB & SB between SR 1 and I-95	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	Southbound I-95 Access from Continental Drive	Southbound SR 1 to Southbound I-95 Connection	Southbound SR 1 to Northbound I-95 Connection	Christiana Bypass	Opening Samoset Dr./Continental Dr.: SR 4 to Churchmans Road	Telegraph Road/St. James Road Railroad Underpass	Micro Transit (DTC)	Automated Transit Vehicles (DTC)	New bus transit routes To/From Mall and SR 7 - Pike Creek, SR 2 - Prices Corner, SR 141 & SR 273 - New Castle, US 13 - Liangollen, SR 273 - Wilton, SR 2 & SR 4 - Newark	Transit Access Improvements: Bus pads, shelters, accessible pathways/routes, etc.	Pedestrian/Bicycle Improvements Along Existing Roads	Pedestrian/Bicycle Connections Serving Existing Communities	SR 273: 3rd lane NB & SB between I-95 and SR 4	SR 273 at I-95 Interchange Reconfiguration
Map		A-R	S	U	W	X	Y	Z	GG	JJ	KK	EE	FF	LL	MM	NN	OO	PP	QQ
CRITERIA	Connectivity																		
	Extent of Effect – Person Miles Traveled																		
	Congestion																		
	Transit Enhancement Opportunities																		
	Mode Share																		
	Bicycle & Pedestrian Level of Traffic Stress																		
	Economic Development / Re-Development Opportunities																		
	Safety																		
	Constructability / Engineering / Legal																		
	Natural Environment Impacts																		
	Cultural / Historic Resource Impacts																		
	Noise / Property Impacts																		
	Environmental Justice																		
	Social Determinants of Health																		
Cost		\$377.3M	\$85.0M	\$33.0M	\$3.7M	\$2.5M	\$11.1M	\$1.9M	\$19.3M	\$7.2M	\$1.9M	\$0.5M	\$1.2M	\$6.0M	\$5.0M	\$10.0M	\$10.0M	\$40.0M	\$37.0M

Criteria Weighting

CRITERIA	Connectivity	
	Extent of Effect – Person Miles Traveled	
	Congestion	
	Transit Enhancement Opportunities	
	Mode Share	
	Bicycle & Pedestrian Level of Traffic Stress	
	Economic Development / Re-Development Opportunities	
	Safety	
	Constructability / Engineering / Legal	
	Natural Environment Impacts	
	Cultural / Historic Resource Impacts	
	Noise / Property Impacts	
	Environmental Justice	
	Social Determinants of Health	

Criteria Weighting Homework Assignment



Churchman's Crossing Monitoring Committee - Criteria Weighting

Please weigh each criteria below with a percentage. For more information on each criteria, reference the PowerPoint presentation from the March 22, 2023 Churchman's Crossing Monitoring Committee meeting at wilmington.org/churchmans/. Please note the percentages you give to each criteria are required to add up to 100%.

Name*

Connectivity*

Extent of Effect - Person Miles Traveled*

Congestion*

Transit Enhancement Opportunities*

Mode Share*

- Weigh each criteria with a percentage, adding up to 100%
- Discuss results at the May CCMC meeting

Evaluating Connectivity

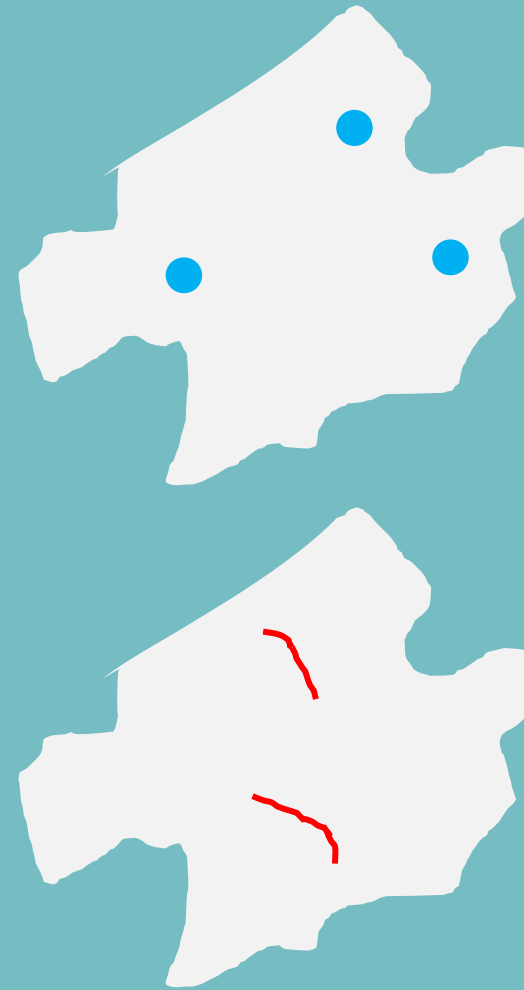
- Does the project create new connections?



No new
connections



New high-quality
connections



Evaluating Extent of Effect – Person-Miles of Travel

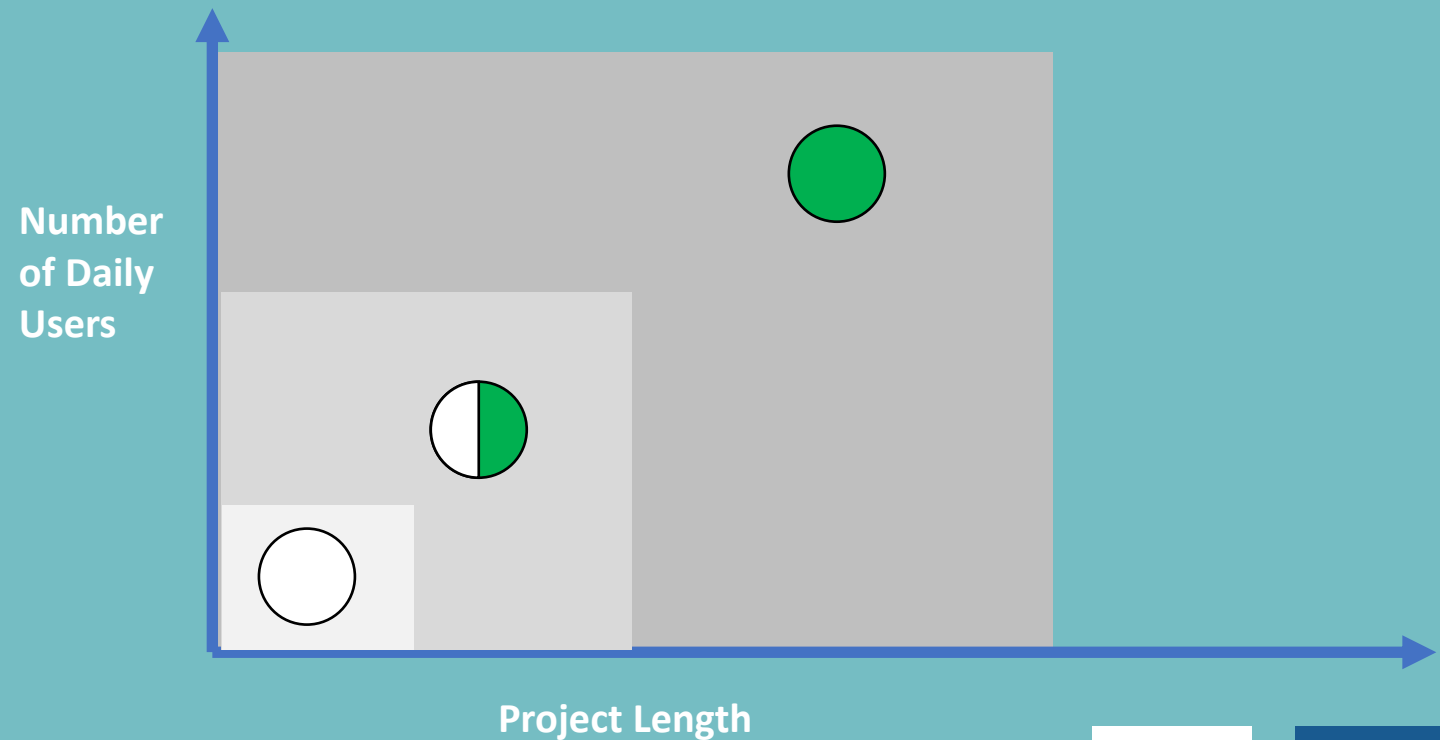
- How many users will benefit from the project? Consider Person-Miles of Travel (PMT)



Short length and/or low volume

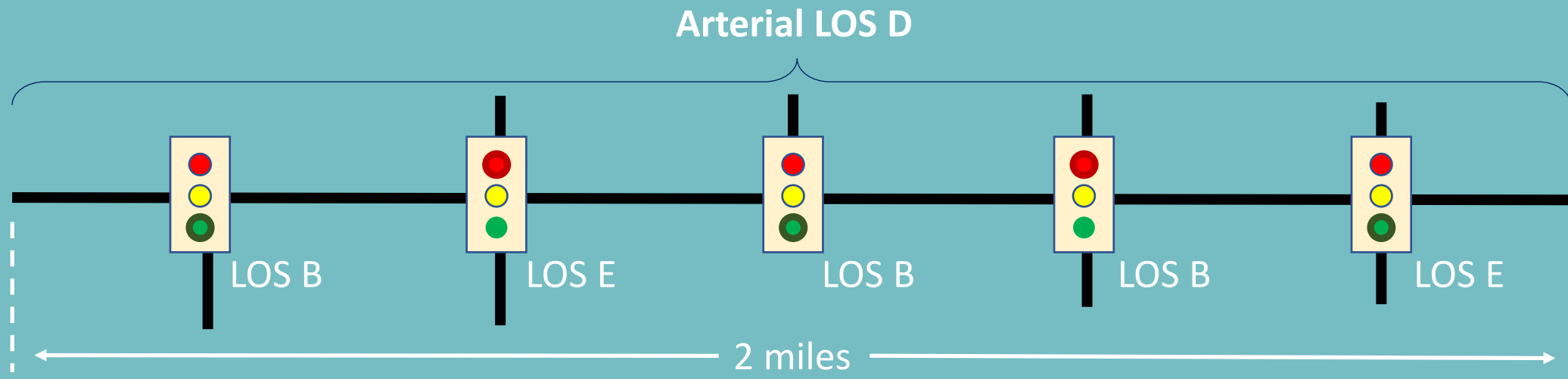


Long length and/or high volume



Evaluating Congestion – Arterial LOS

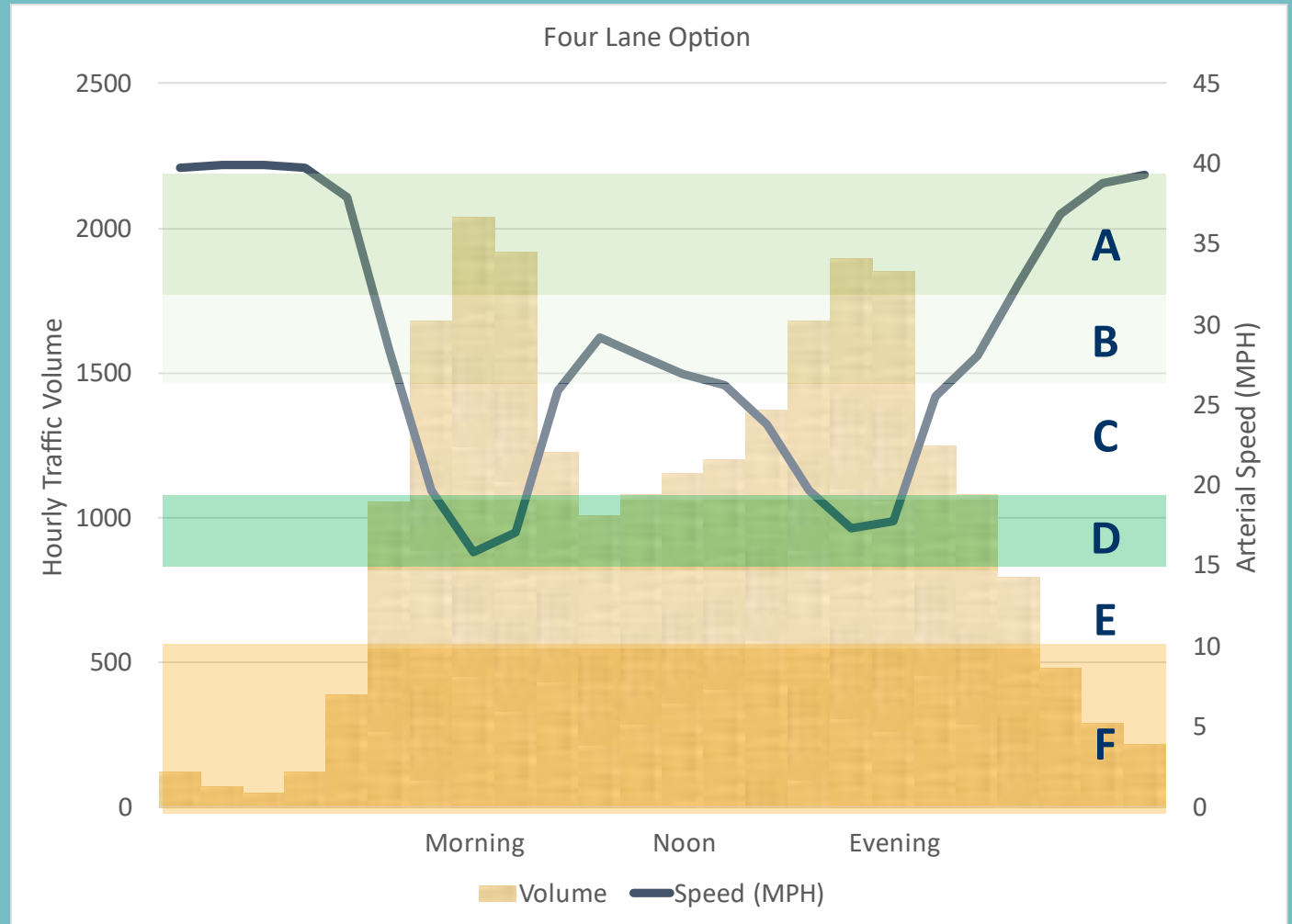
- 40 MPH posted speed
- 2 miles in length
- Three minor intersections @ 15 seconds of delay (LOS B) each
- Two major intersections @ 75 seconds of delay (LOS E) each
- Total travel time = 180 sec (2 mi @ 40mph) + 195 sec (intersection delay) = 6¼ minutes
- Average speed: 2 miles in 6¼ mins = 19 MPH → LOS D



Evaluating Congestion






- How much traffic is the right amount?

- Neutral: traffic levels likely don't warrant investment
- Good: the Goldilocks zone
- Neutral: investment likely doesn't fully address traffic needs



Evaluating Transit Enhancement Opportunities



-  Most beneficial: Provides new connections, improves access to transit stops, enhances transit experience (safety, visibility), improves performance
-  Improves performance of existing system in localized areas only
-  Neutral: Minimal impacts to transit operations
-  Negatively impacts transit operations in localized areas only
-  Most negatively impacts transit: Eliminates existing routes or highly used stops, worsens performance

Evaluating Mode Share

- Will the project reduce reliance on driving alone?



Will likely increase percent of drive alone trips

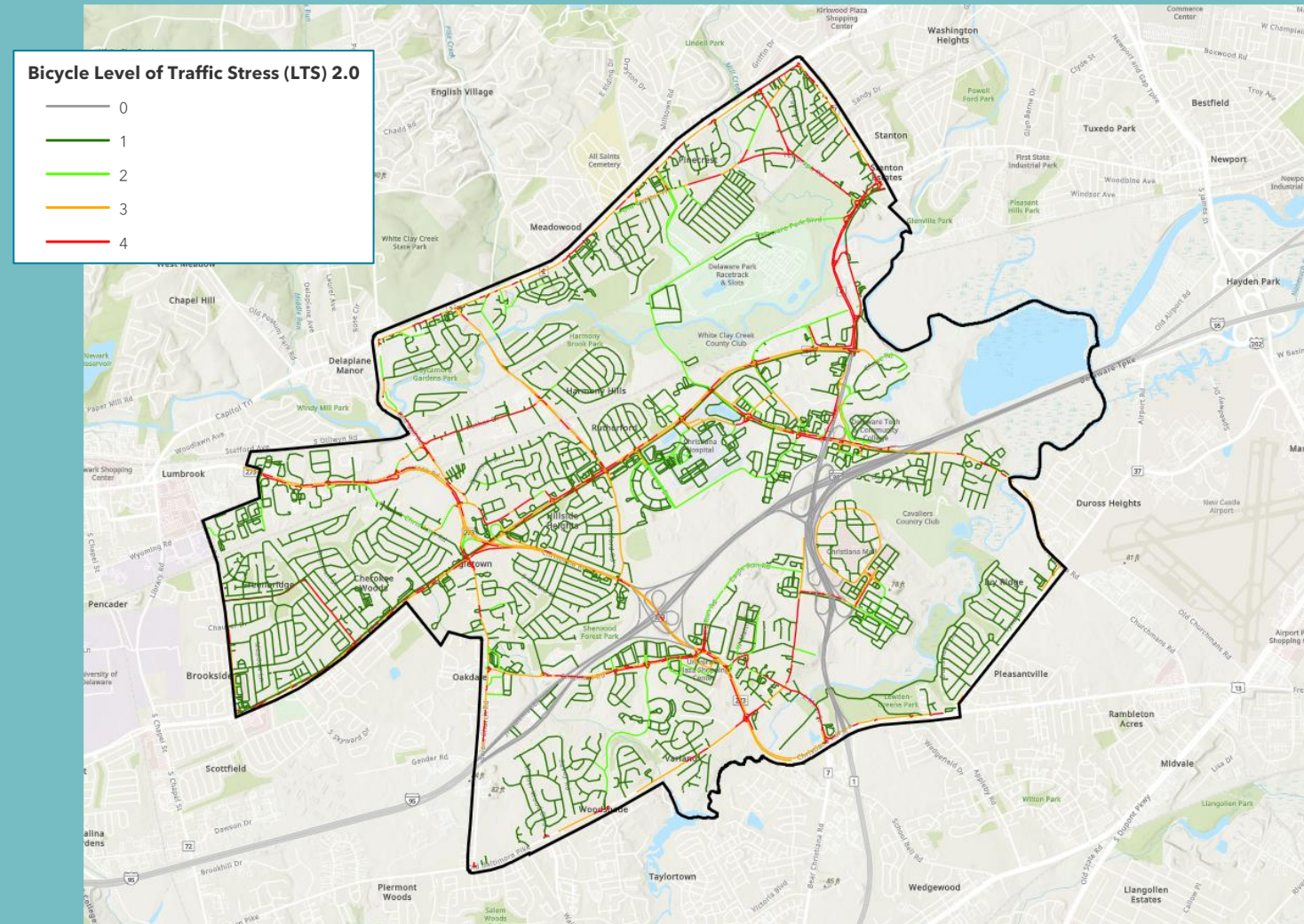


Will likely reduce percent of drive alone trips



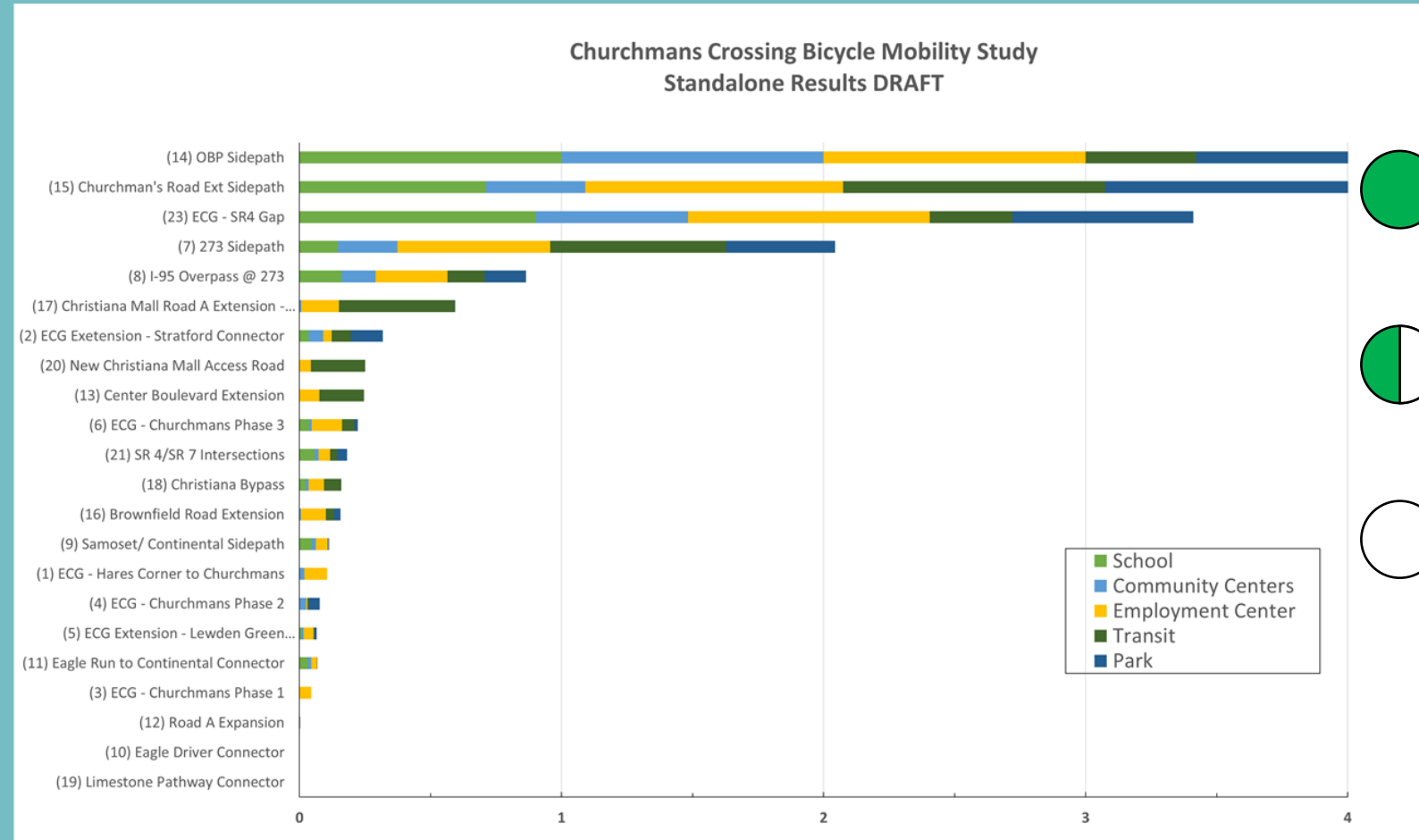
Evaluating Bicycle & Pedestrian LTS

- Bicycle & Pedestrian Level of Traffic Stress Evaluations
- Considers Connectivity to:
 - Transit
 - Schools
 - Community Centers
 - Employment Centers
 - Parks



Evaluating Bicycle & Pedestrian LTS

- Bicycle & Pedestrian Level of Traffic Stress Evaluations
- Considers Connectivity to:
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 - Schools
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 - Parks



Evaluating Economic Development / Redevelopment Opportunities

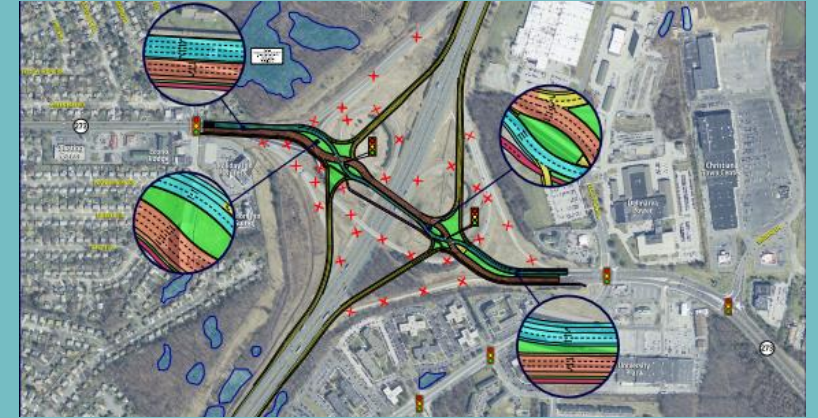
- Does the project help create “location, location, locations” for (re)developable properties?



Doesn't add much accessibility value



Creates new accessibility value



Evaluating Safety

- Does the proposed improvement address existing safety concerns?



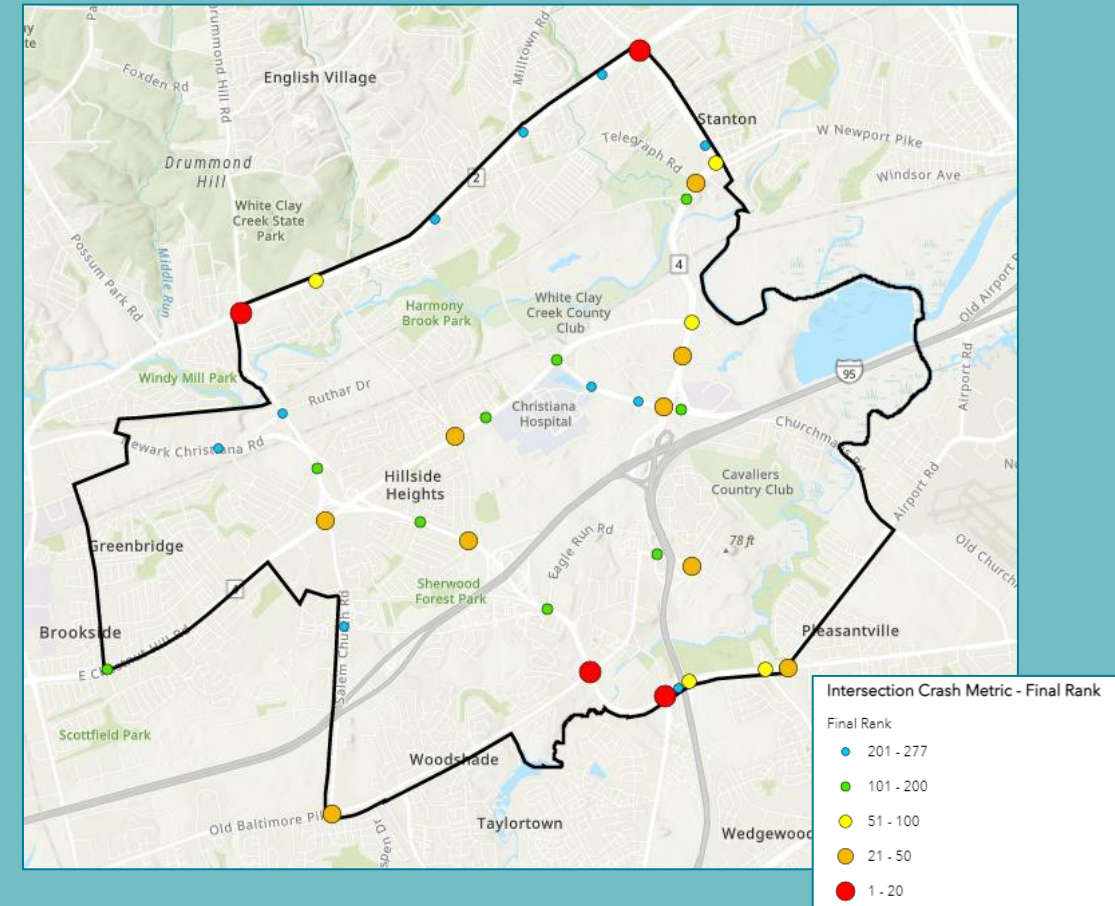
Positively impacts safety, particularly at intersections ranked worst in DE



Unknown safety impacts, or does not address existing safety concerns



Negatively impacts safety, particularly at intersections ranked worst in DE



Evaluating Constructability/Engineering



- Are there challenges to constructing the proposed improvement?



Neutral



Slightly challenging to build or some
impacts to the traveling public
during construction



Challenging to build or significant impacts
to the traveling public during
construction

Evaluating Natural Environment Impacts

- What impacts are there to streams, wetlands, or flood plains?



Substantially Positive



Could be minor positive impacts



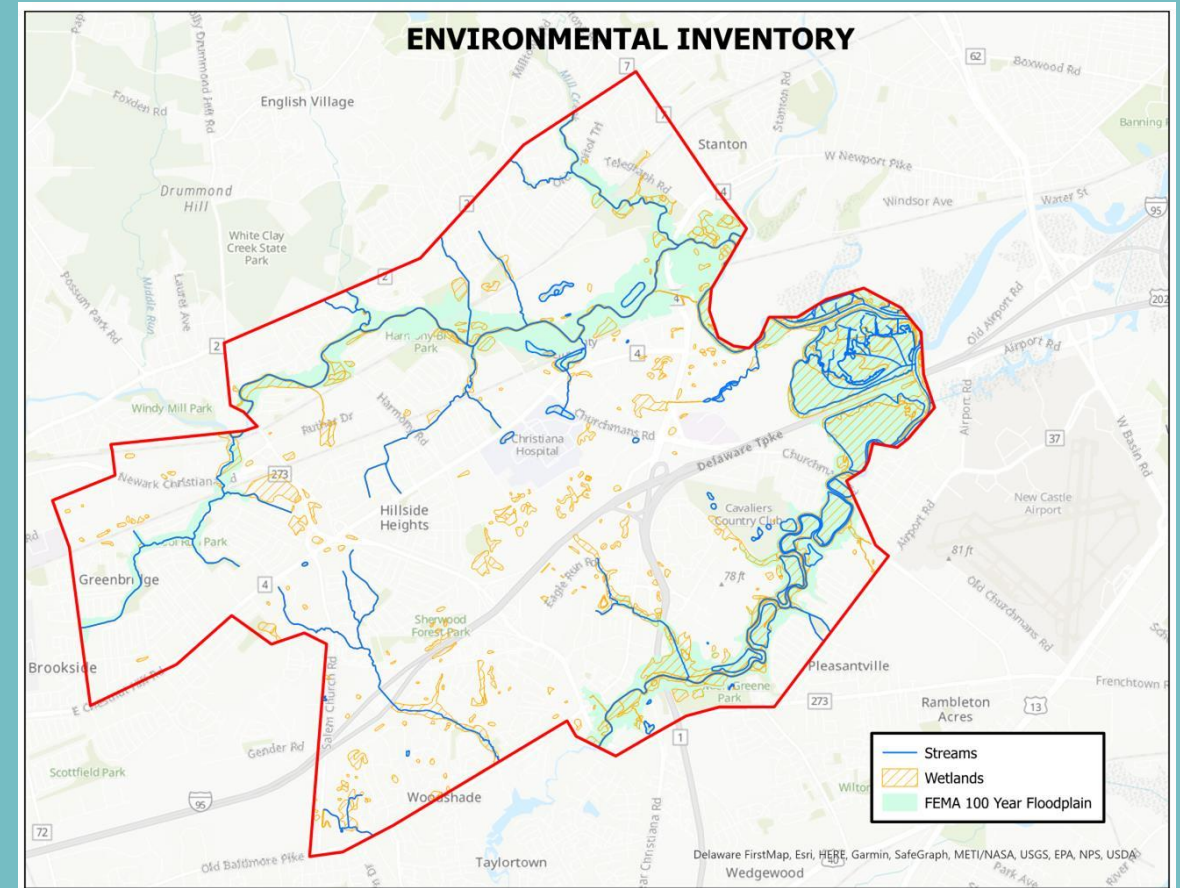
Neutral



Slightly negative impacts



Substantially negative impacts



Evaluating Cultural/Historic Resource Impacts

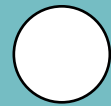
- What impacts are there to cultural and historic resources?



Substantially Positive



Could be minor positive impacts



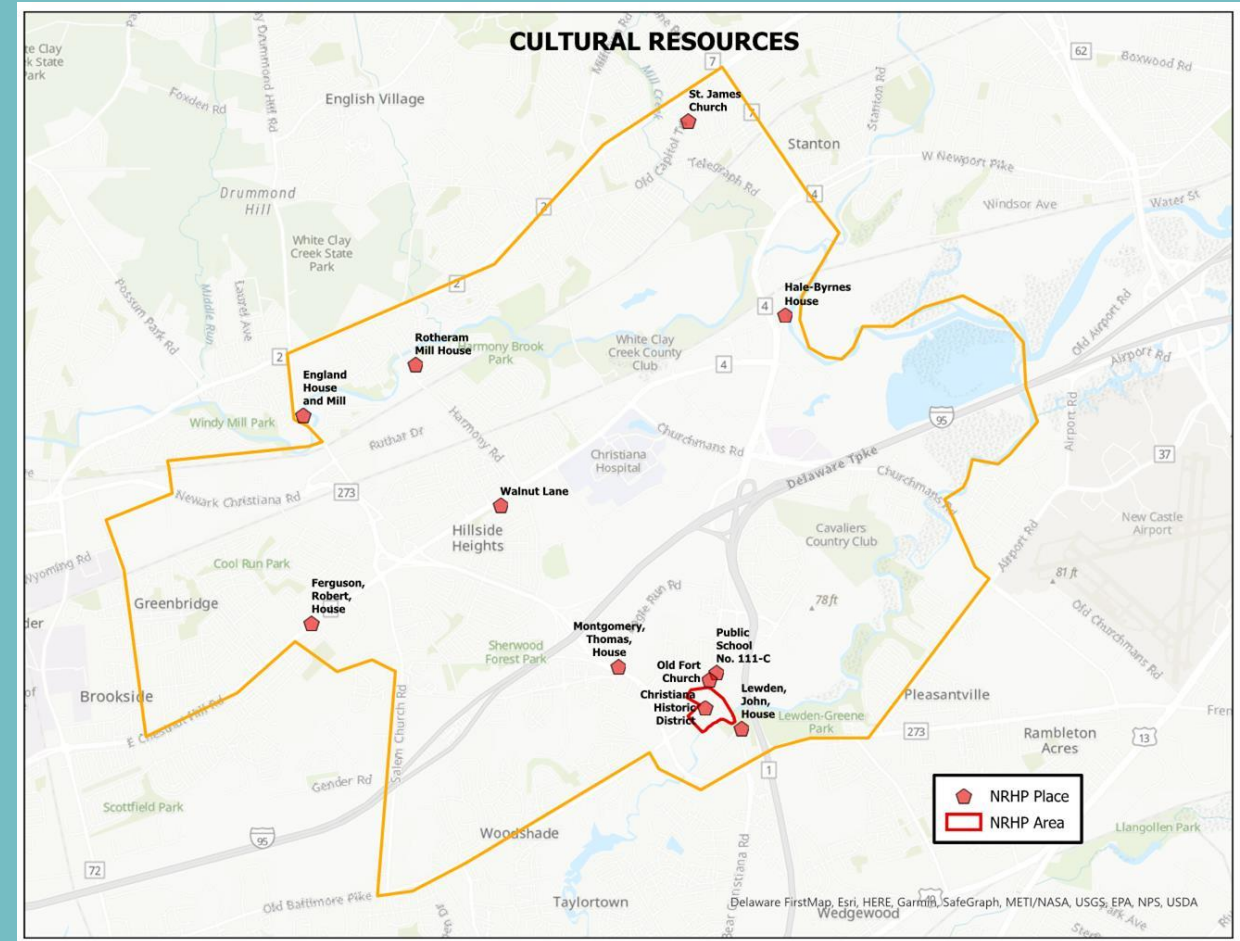
Neutral



Slightly negative impacts



Substantially negative impacts



Evaluating Noise/Property Impacts



Likely substantial positive impacts for noise and direct property impacts



Could be minor positive impacts for noise and direct property impacts



Neutral



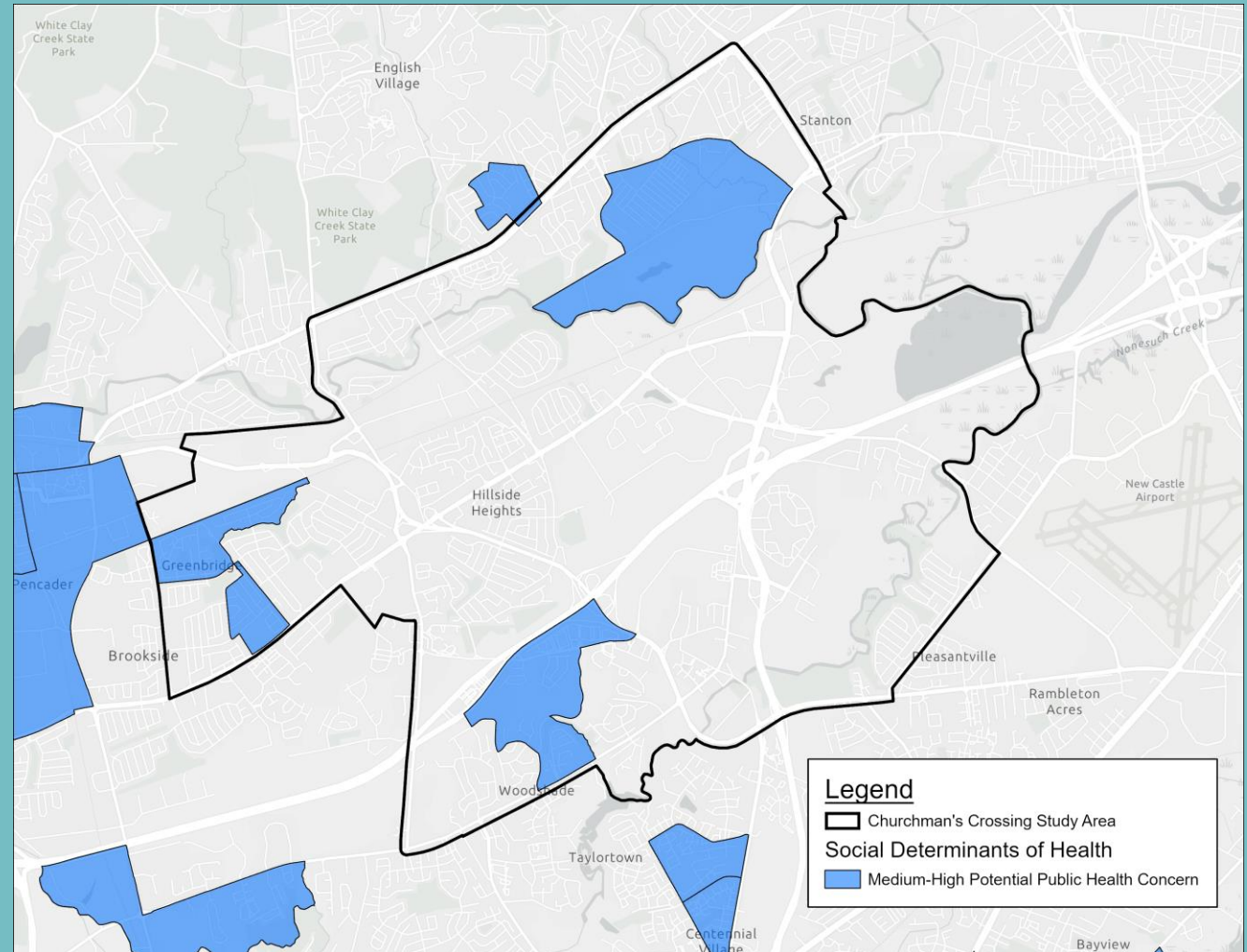
Slightly negative impacts for noise and direct property impacts



Likely substantial impacts for noise and direct property impacts

Evaluating Social Determinants of Health (SDOH)

- Uses 8 quantitative factors that are SDOH
- Each census block group is assigned a score for each factor
- Scores for each factor are added together for a total score
- A higher SDOH indicates greater potential public health concerns



Evaluating Social Determinants of Health

- Does the project affect communities with a specified SDOH score?



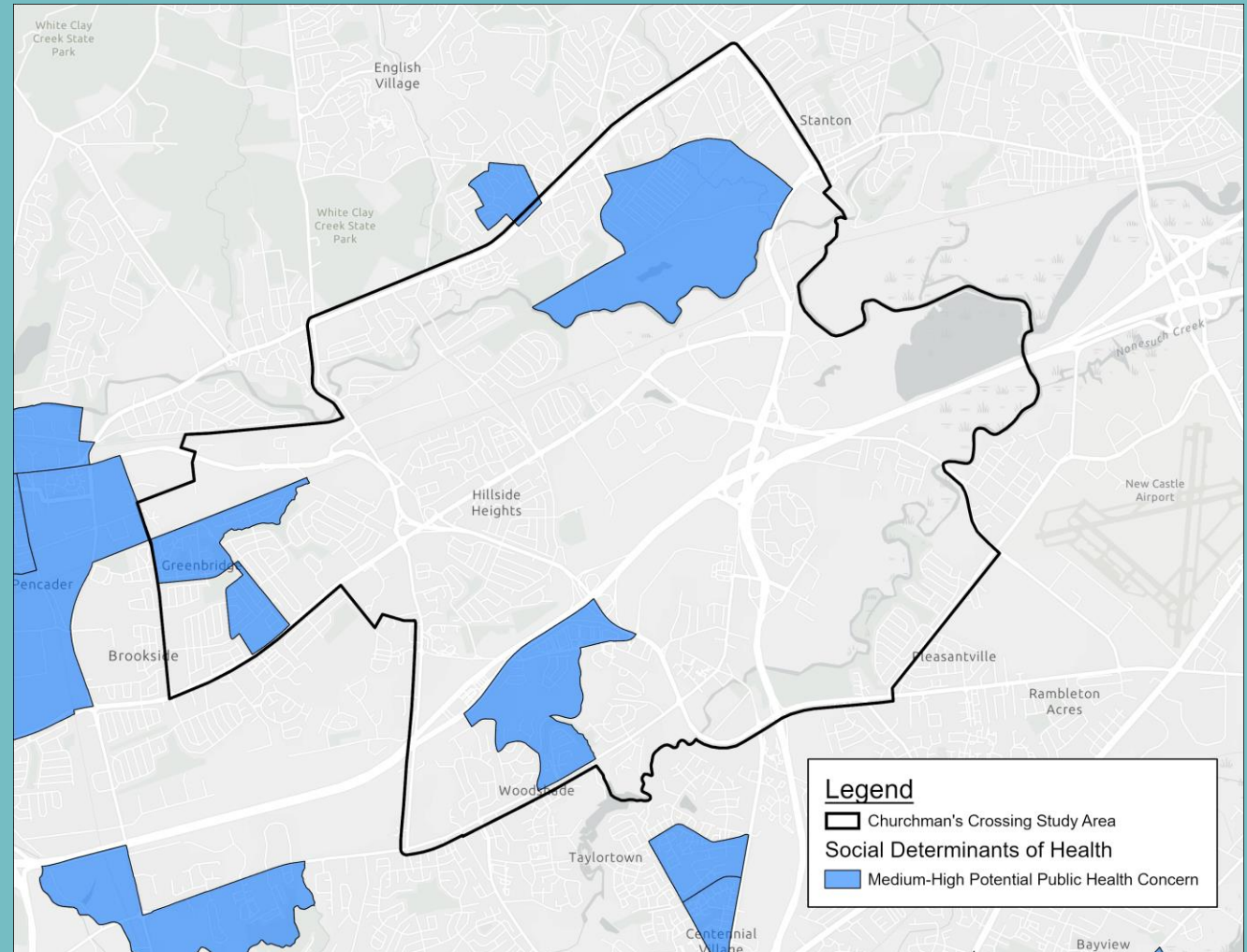
Affects high SDOH area



Affects medium-high SDOH area

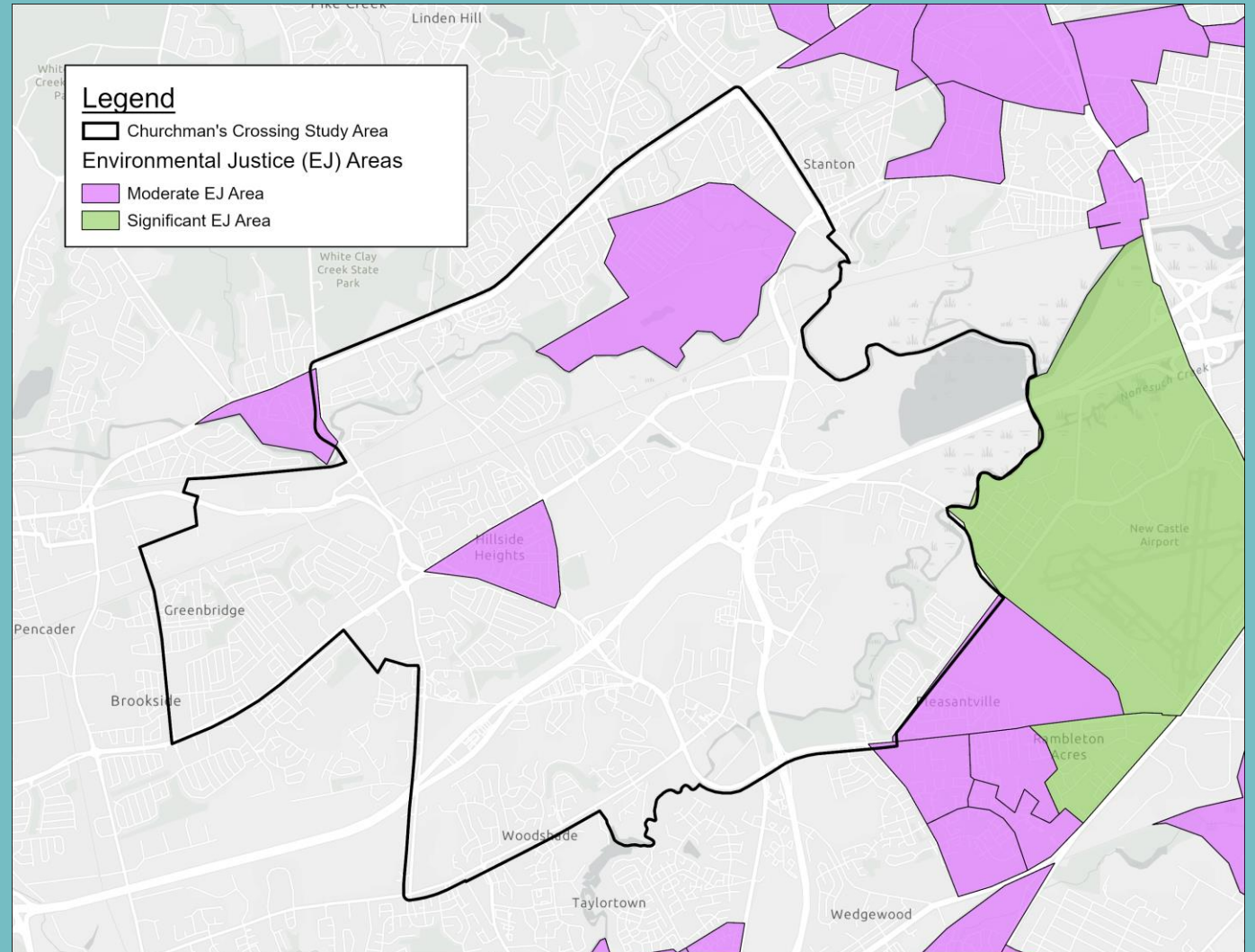


Affects medium-low SDOH area or does not affect SDOH area








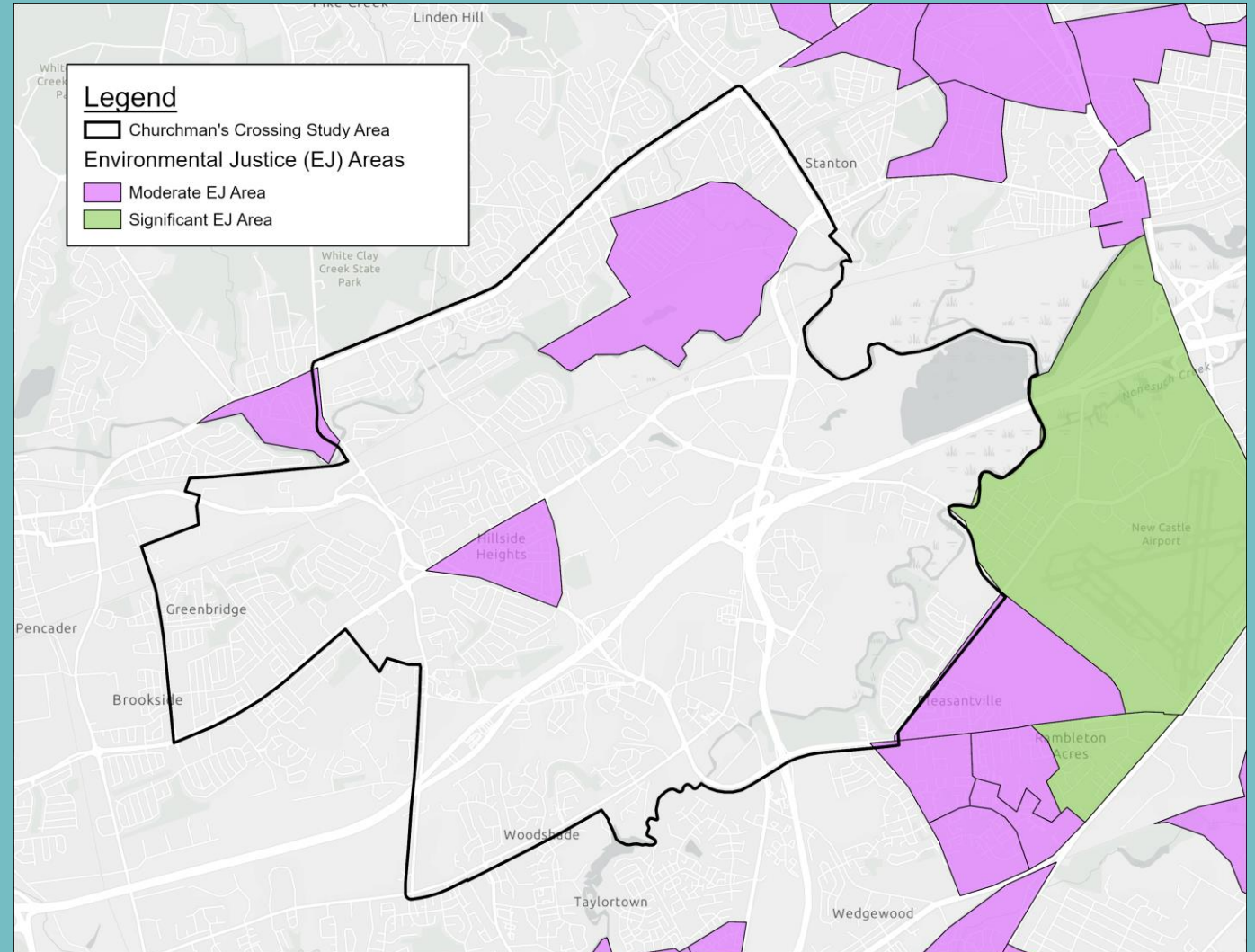
Evaluating Environmental Justice

- Environmental Justice neighborhoods
- Concentrations of low-income and minority populations
- Based on data from the American Community Survey (ACS) 5-year average

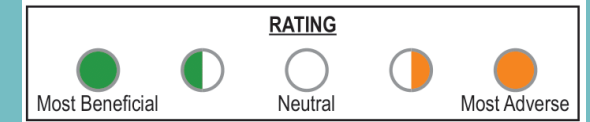


Evaluating Environmental Justice

-  Enhances significant EJ area
-  Enhances moderate EJ area
-  Does not impact an EJ area
-  Negatively impacts moderate EJ area
-  Negatively impacts significant EJ area



Transportation Project Prioritization

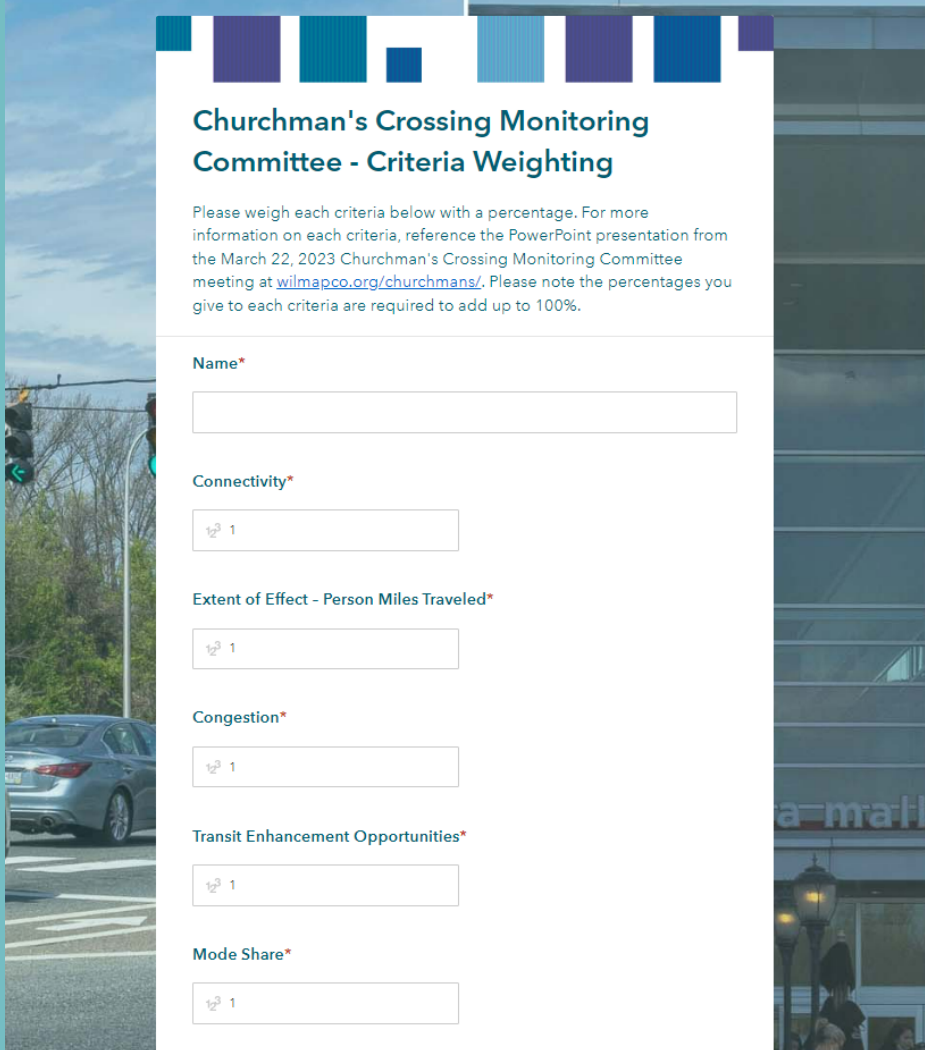


	CRITERIA WEIGHT	FUNDED	RTP ASPIRATIONS		ADDITIONAL PROJECTS														
		RTP Financially Constrained Improvements	Churchmans Road Extended, SR 2 to SR 4	SR 273: 3rd lane NB & SB between SR 1 and I-95	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	Southbound I-95 Access from Continental Drive	Southbound SR 1 to Southbound I-95 Connection	Southbound SR 1 to Northbound I-95 Connection	Christiana Bypass	Opening Samoset Dr./Continental Dr.: SR 4 to Churchmans Road	Telegraph Road/St. James Road Railroad Underpass	Micro Transit (DTC)	Automated Transit Vehicles (DTC)	New bus transit routes To/From Mall and SR 7 - Pike Creek, SR 2 - Prices Corner, SR 141 & SR 273 - New Castle, US 13 - Liengollen, SR 273 - Wilton, SR 2 & SR 4 - Newark	Transit Access Improvements: Bus pads, shelters, accessible pathways/routes, etc.	Pedestrian/Bicycle Improvements Along Existing Roads	Pedestrian/Bicycle Connections Serving Existing Communities	SR 273: 3rd lane NB & SB between I-95 and SR 4	SR 273 at I-95 Interchange Reconfiguration
Map		A-R	S	U	W	X	Y	Z	GG	JJ	KK	EE	FF	LL	MM	NN	OO	PP	QQ
CRITERIA	Connectivity																		
	Extent of Effect – Person Miles Traveled																		
	Congestion																		
	Transit Enhancement Opportunities																		
	Mode Share																		
	Bicycle & Pedestrian Level of Traffic Stress																		
	Economic Development / Re-Development Opportunities																		
	Safety																		
	Constructability / Engineering / Legal																		
	Natural Environment Impacts																		
	Cultural / Historic Resource Impacts																		
	Noise / Property Impacts																		
	Environmental Justice																		
	Social Determinants of Health																		
Cost		\$377.3M	\$85.0M	\$33.0M	\$3.7M	\$2.5M	\$11.1M	\$1.9M	\$19.3M	\$7.2M	\$1.9M	\$0.5M	\$1.2M	\$6.0M	\$5.0M	\$10.0M	\$10.0M	\$40.0M	\$37.0M

Criteria Weighting - Initial Thoughts from Project Team

CRITERIA	Connectivity	10%
	Extent of Effect – Person Miles Traveled	10%
	Congestion	15%
	Transit Enhancement Opportunities	5%
	Mode Share	5%
	Bicycle & Pedestrian Level of Traffic Stress	5%
	Economic Development / Re-Development Opportunities	10%
	Safety	10%
	Constructability / Engineering / Legal	5%
	Natural Environment Impacts	5%
	Cultural / Historic Resource Impacts	5%
	Noise / Property Impacts	5%
	Environmental Justice	5%
	Social Determinants of Health	5%

Criteria Weighting Homework Assignment



Churchman's Crossing Monitoring Committee - Criteria Weighting

Please weigh each criteria below with a percentage. For more information on each criteria, reference the PowerPoint presentation from the March 22, 2023 Churchman's Crossing Monitoring Committee meeting at wilmingtonco.org/churchmans/. Please note the percentages you give to each criteria are required to add up to 100%.

Name*

Connectivity*

Extent of Effect - Person Miles Traveled*

Congestion*

Transit Enhancement Opportunities*

Mode Share*

- Weigh each criteria with a percentage, adding up to 100%

TOTAL

This field will automatically populate as your answers are recorded above.

This is a required question

Submit

- Discuss results at the May CCMC meeting
- **Due April 28**

Next Steps





CCMC Meeting Schedule



Upcoming Public Workshop

- Churchman's Crossing 2023 Public Workshop
 - **April 19, 2023, between 6-8 p.m.**
 - In-person with a virtual option
 - DeIDOT Canal District Building
250 Bear Christiana Road,
Bear, DE 19701
- Presenting the final Annual 2022 Churchman's Crossing Monitoring Report



Questions?



THANK YOU!



(302) 737-6205 Ext. 121



dblevins@wilmapco.org



Wilmapco.org/churchmans/

A large teal speech bubble with a white outline, containing the text 'Public Comments'. A smaller, light gray speech bubble is partially visible behind it to the right.

Public
Comments