

Welcome to the Churchman's Crossing Monitoring Committee Meeting!

The meeting will begin at 5:00 PM

May 24, 2023

WILMAPCO





Churchman's Crossing Plan Monitoring Committee

May 24, 2023



Agenda



This meeting is
being recorded

1. Welcome and Introductions
2. Churchman's Crossing Monitoring Committee Overview
3. April 19th Public Workshop
4. Final Annual Monitoring Report (2022)
5. Agency Updates
 - WILMAPCO
 - DeIDOT
 - Delaware Transit Corporation
 - NCC Department of Land Use
6. Project Prioritization
7. Next Steps
8. Public Comment



Introductions



Project Partners



Members

Civic, Business, Special Interest, Institutions

- Bank of America: Vacant
- Bike Delaware: James Wilson
- 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: Nick Dohring
- DNREC: Beth Krumrine
- J.P. Morgan Chase: Don Mell
- New Castle County Chamber of Commerce: Alysse Bortolotto
- Rutherford Community: Melvin Cowl
- Village of Christiana: Barry Shotwell

Project Partners

- WILMAPCO: Dan Blevins, Dave Gula
- 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

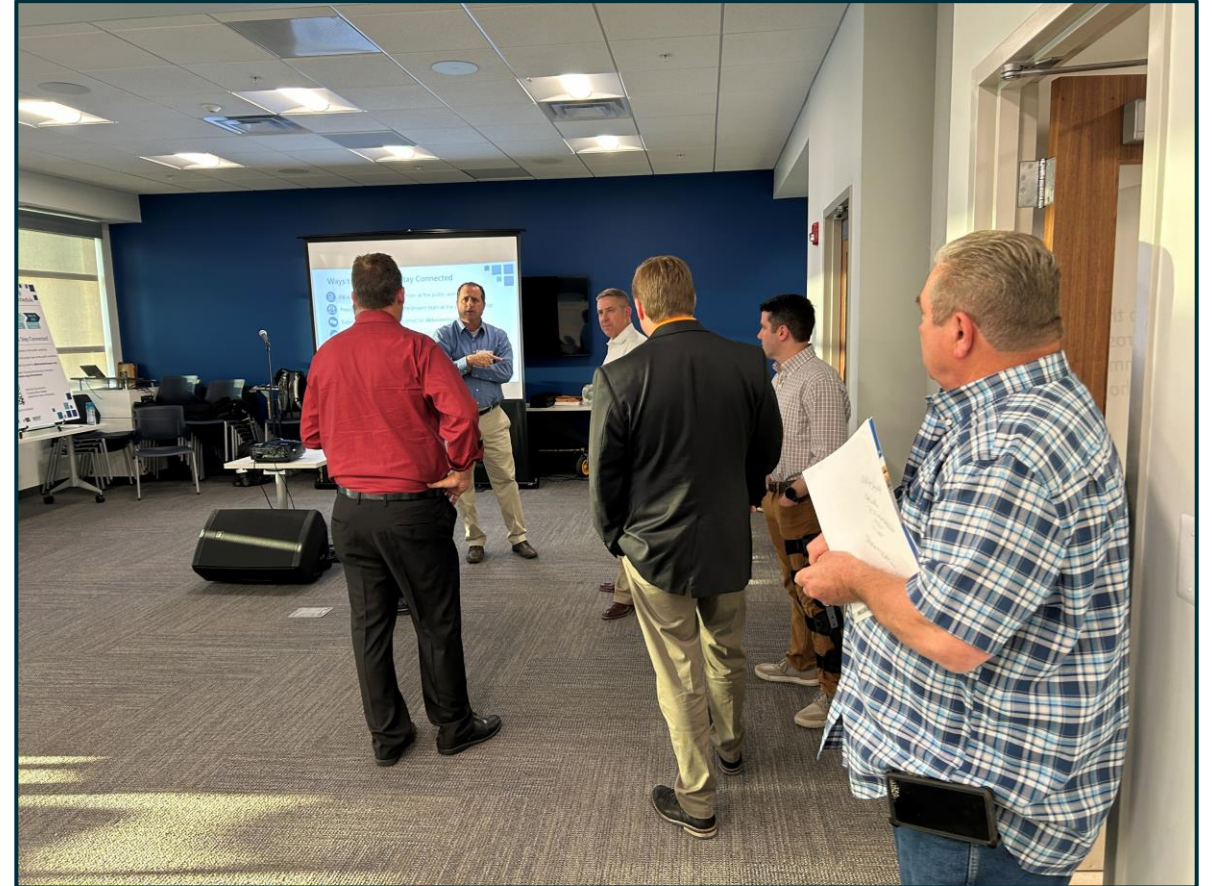


April 19th Public Workshop



Workshop Highlights

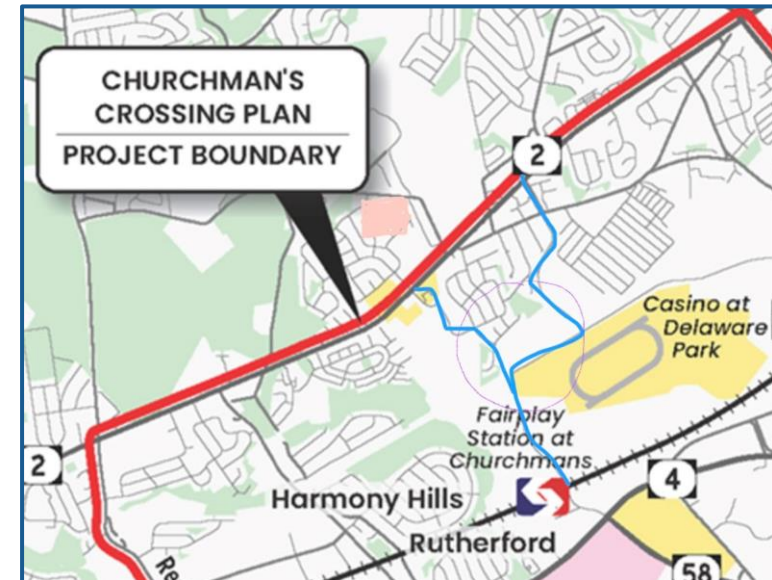
- 6 in-person attendees
- 3 virtual participants
- Received 2 comments



Workshop Feedback

- 1 comment form
 - Recommended projects FF, LL, MM, OO, D, H, F, and S for prioritization
 - Prioritize accessibility for alternative transportation modes
 - Promotions to encourage new transit riders

- 1 email
 - Suggested pedestrian/bike route shown in blue



Final Churchman's Crossing Annual Monitoring Report (2022)

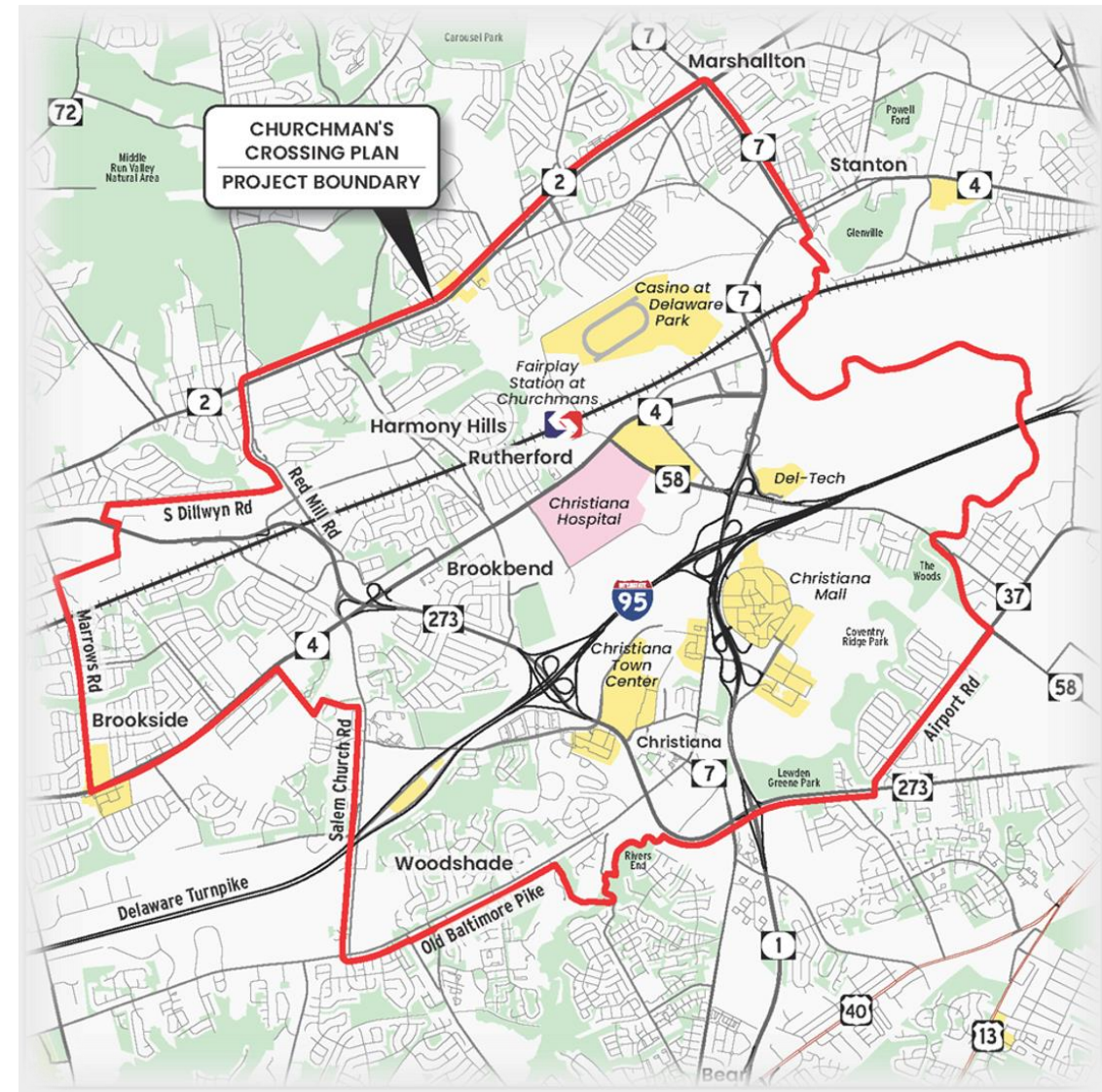


Final Annual Monitoring Report

- Summary of transportation and land use conditions and changes within the Churchman's Crossing project area, including how the recommendations of the 2022 Plan Update are being implemented
- Uses an interactive online 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>



Final Annual Monitoring Report

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

Updates

- **Added information about the CCMC Winter Meeting (3/22) and Spring Public Workshop (4/19)**



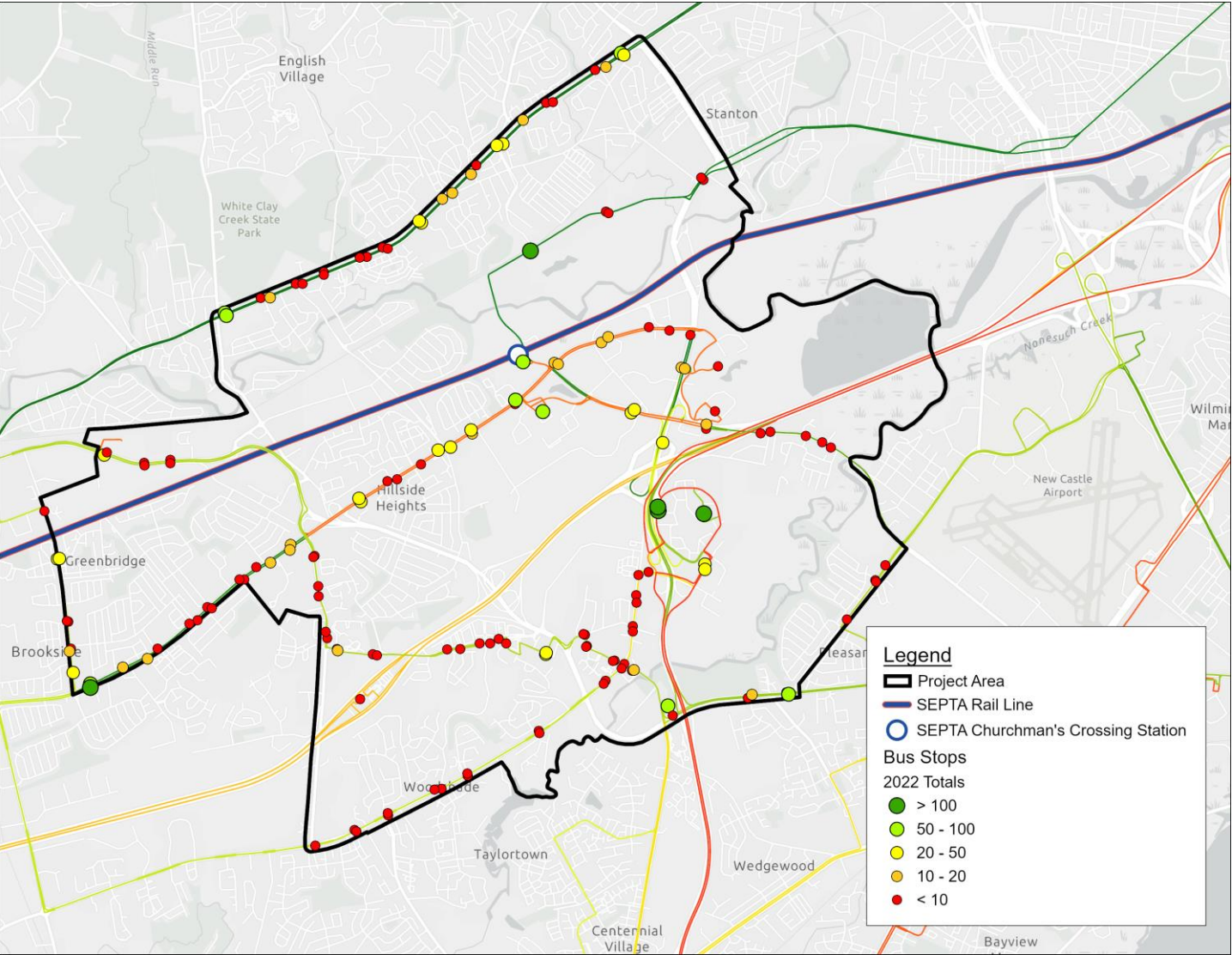
Updates

- Added information about the CCMC Winter Meeting (3/22) and Spring Public Workshop (4/19)
- **Added text related to CLV analysis results**

Updates

- Added information about the CCMC Winter Meeting (3/22) and Spring Public Workshop (4/19)
- Added text related to CLV analysis results
- **Reviewed and revised transit data**

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
305	Does Not Provide Weekday Service	

The Churchman's Crossing area is currently served by:

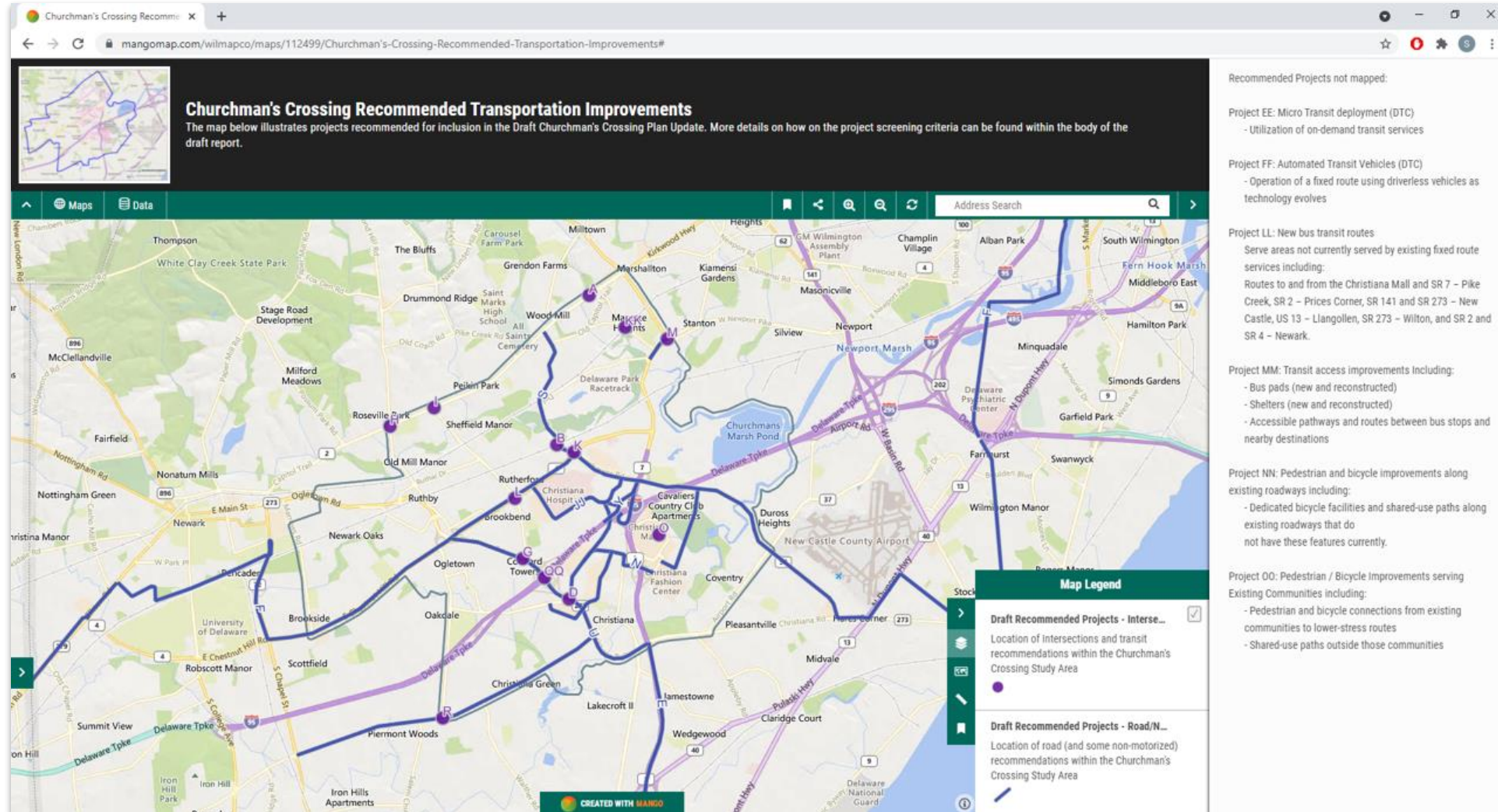
- 15 bus routes
- 139 bus stops

Total weekday ridership was 1,575,500 passenger trips in Fiscal Year 2022

Updates

- Added information about the CCMC Winter Meeting (3/22) and Spring Public Workshop (4/19)
- Added text related to CLV analysis results
- Reviewed and revised transit data
- **Added interactive map showing recommended transportation improvements from the 2022 Plan Update**

Recommended Transportation Improvements



Updates

- Added information about the CCMC Winter Meeting (3/22) and Spring Public Workshop (4/19)
- Added text related to CLV analysis results
- Reviewed and revised transit data
- Added interactive map showing recommended transportation improvements from the 2022 Plan Update
- **Incorporated public comments**

Public Comments



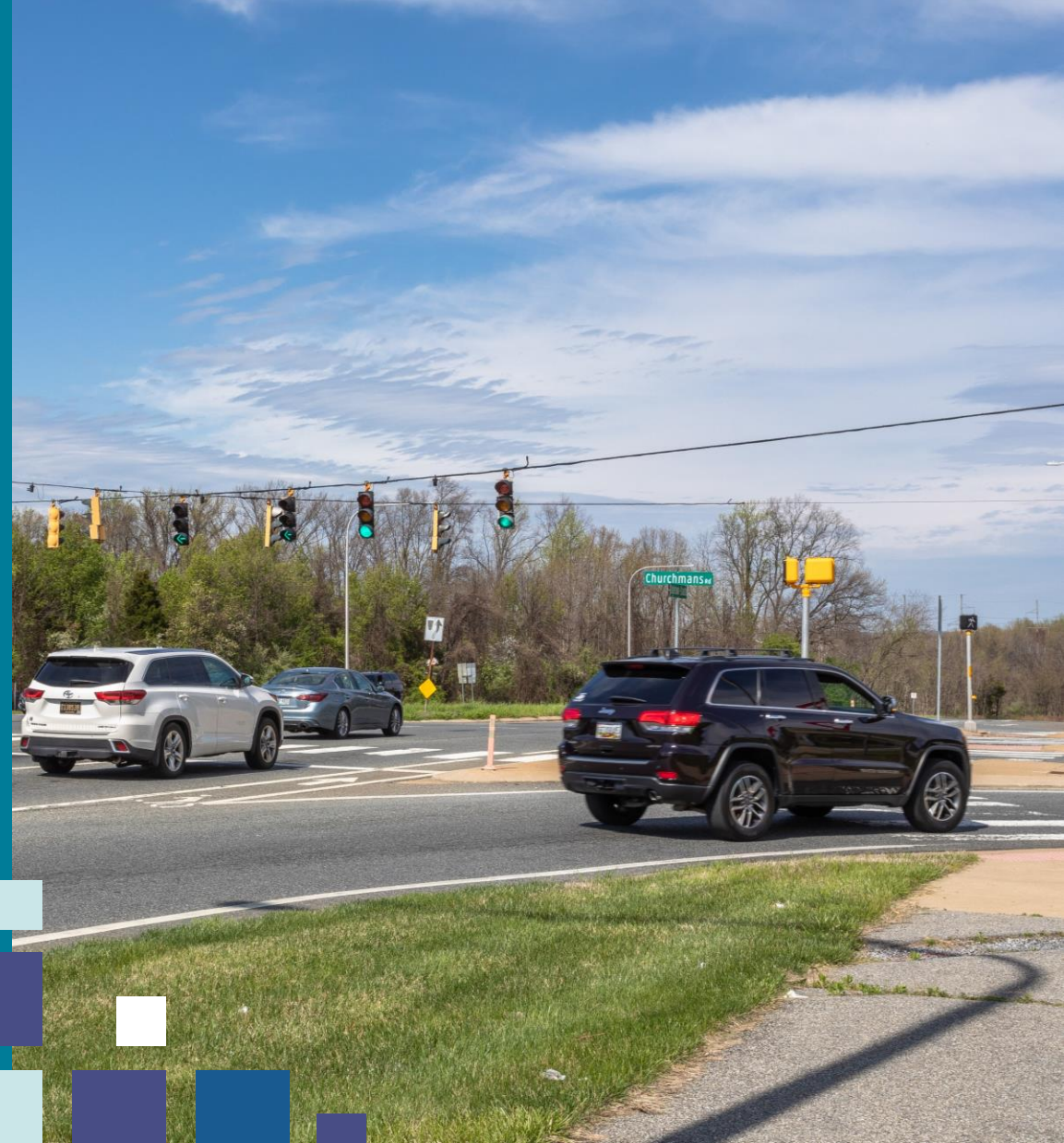
Public Comments

The comments displayed below were received at and following the Churchman's Crossing Monitoring Committee Public Workshop on April 19, 2023.

Public Comments Received	
Comment	Response
<p>Which of the recommended projects in the 2022 Churchman's Crossing Plan Update do you view as a priority for implementation? Why do you feel this should be a priority?</p> <p>Projects FF, LL, MM, OO, D, H, F and S</p> <p>Additional input:</p> <p>The Churchman's Crossing Monitoring Committee should prioritize accessibility for alternative transportation modes, namely bike/walk/bus/train.</p> <p>Also, I would recommend trying more promotions to encourage people who don't use the bus to try it. Giveaways, discounts, free days, etc.</p>	<p>Comment noted.</p>
<p>I am a resident of the Churchman's Crossing area and regular SEPTA commuter(and Planning employee) from FairPlay Station. I had some recommendations/concerns that pertain to the new CC update and I was not able to join the public meeting on April 19th to give them. I currently reside in a development near Kirkwood Hwy that is about directly 1 miles from FairPlay station. Given the short distance between my residence and the station and my distance from Harmony Rd I have attempted several times to find a bike/walking path that would connect Delaware Park drive and FairPlay station. However I've found that this is not possible bc there's a small stretch of Delaware Park that does not have a connection between the roads/paths on both sides of the park (see purple circle on map below). I was looking through the update plan and project boards and I didn't see any planned update that would improve the connectivity between the two sides of Delaware Park and make the train station more accessible from Kirkwood Hwy. For this reason, I would really appreciate if someone on your team could review the possibility that we could establish a bike/pedestrian route in the location that I am proposing (see blue lines on map). As traffic on Harmony Rd and Rt 4 continually increases, I think this would be a good way of encouraging residents of the neighborhood surrounding the station to use alternate means of reaching the station</p>	<p>This connection would be included in the multimodal improvements that are part of the Churchman's Road Extended project. This desire line can also be a consideration as specific bicycle and pedestrian projects are identified.</p>

Agency Updates

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



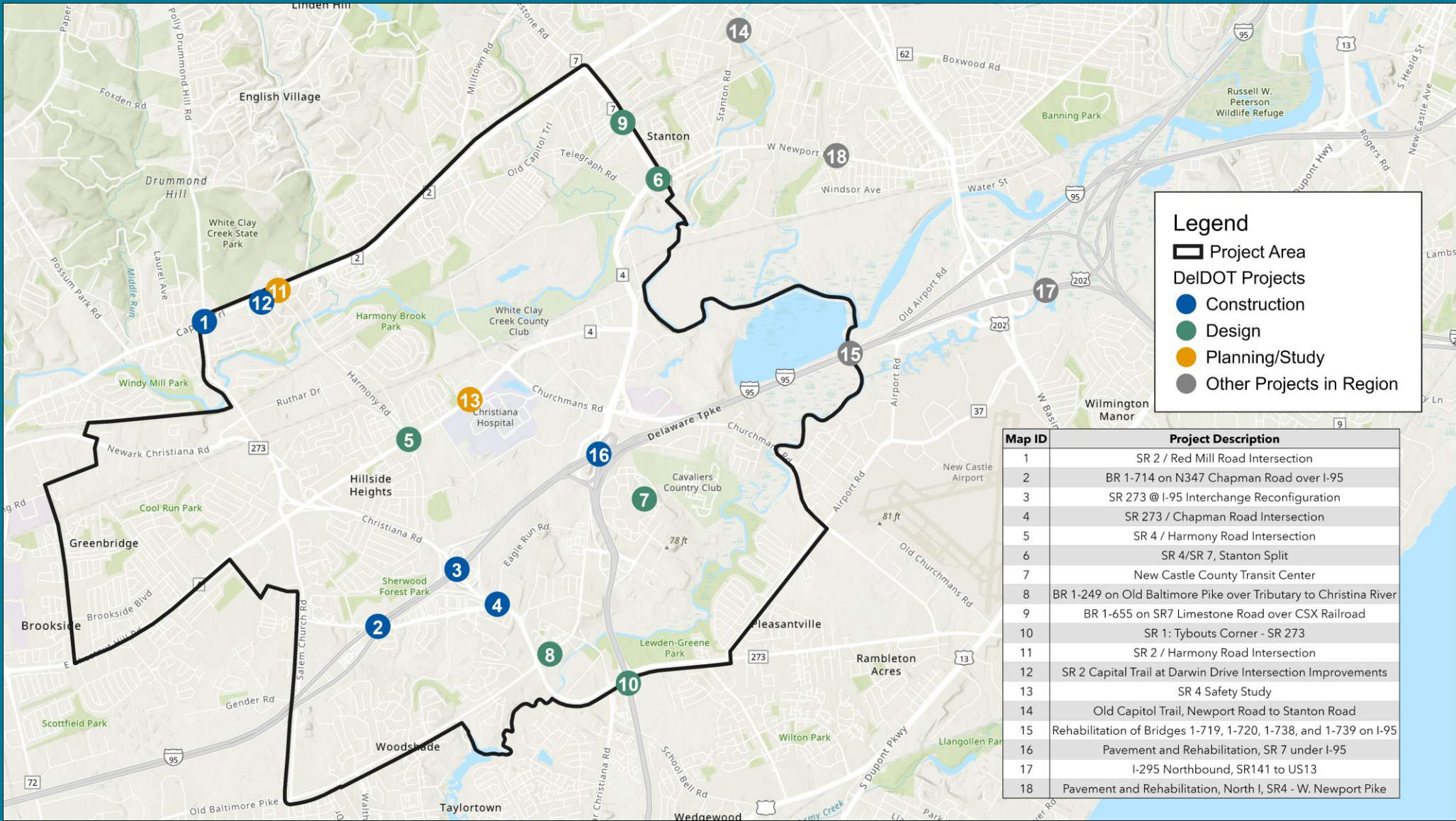
WILMAPCO



- Unified Planning Work Program FY2024 adopted on May 11, 2023
 - Continue the Churchman's Crossing Monitoring Committee
 - Kirkwood Highway Corridor Land Use and Transportation Plan
- Upcoming TIP/CTP joint meeting
 - WILMAPCO, DelDOT, and Council on Transportation (COT)
 - August 23, 2023
 - Location TBD

DeIDOT Capital Project Updates

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



DART: Service Updates

- Service updates 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



Evaluate

Evaluate the current DART First State system



Identify

Identify opportunities to improve the network, system, and future service plan



Achieve

Achieve an improved transit system

DART Reimagined

- State of the System completed March 2023
 - Performance Metrics
 - Market Analysis
 - Service GAP Analysis
- Stakeholder Engagement ongoing throughout Fall/early Winter
 - EAC
 - TACs
 - Interviews
- Public Engagement throughout Fall/early Winter
 - Digital survey to end June 15 to tally and analyze survey results
 - To date, collected over 2,000 survey responses



DART Reimagined



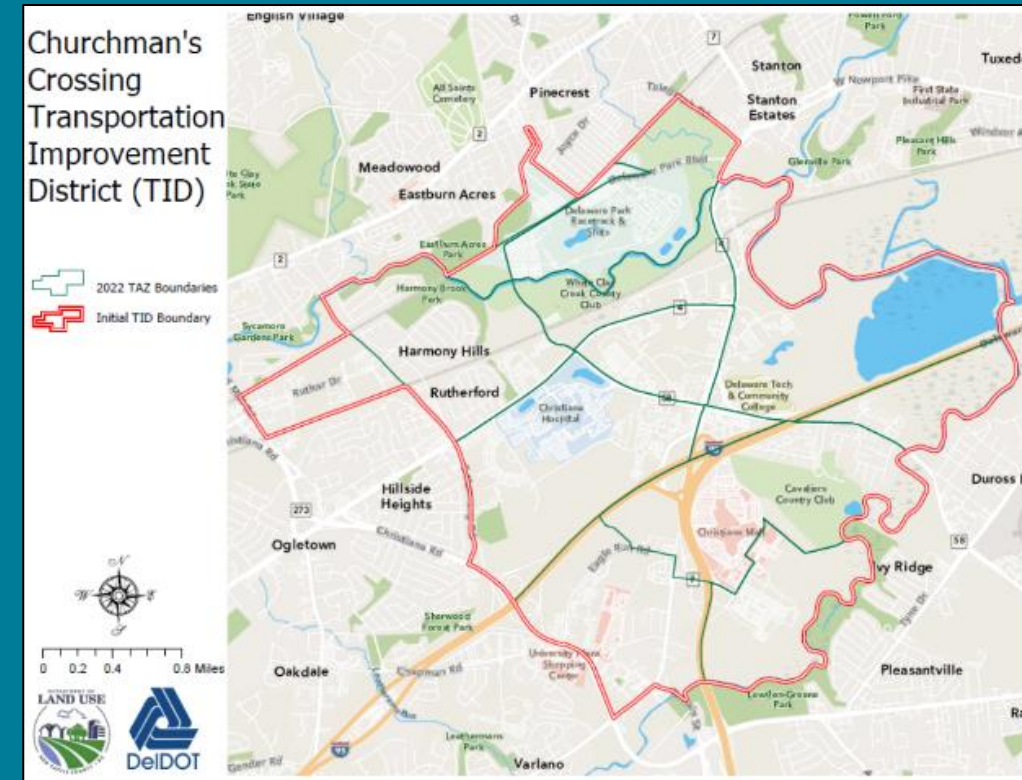
Next Steps:

- Survey Analysis
- Development of Recommendations
- Community Workshops (late summer/early fall)
- Draft Implementation Plan
- Final Recommendations

Transportation Improvement District Updates

- Transportation modeling is currently being refined
- The economic analysis is underway, with some preliminary key findings
 - The TID is in a strong position with regional accessibility to employment
 - Demographics and workforce characteristics in the TID indicate a demand for “missing middle” housing of mixed-use, compact, walkable development
 - The TID is poised for economic growth due to a diverse mix of traded and local cluster development
 - COVID-19 and inflation are not anticipated to fundamentally alter demand for office or residential office in the TID

Proposed TID Boundaries



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 was asked to provide input on how important each criteria is to them

How Your Input Will Be Used

- Will be used to help inform the agencies' decision-making for:
 - Regional Transportation Plan (RTP)
 - Capital Transportation Program (CTP)
 - Transportation Improvement Plan (TIP)
- Helps agencies chart a path forward for when funding becomes available
- May not be the order in which projects ultimately get implemented

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)

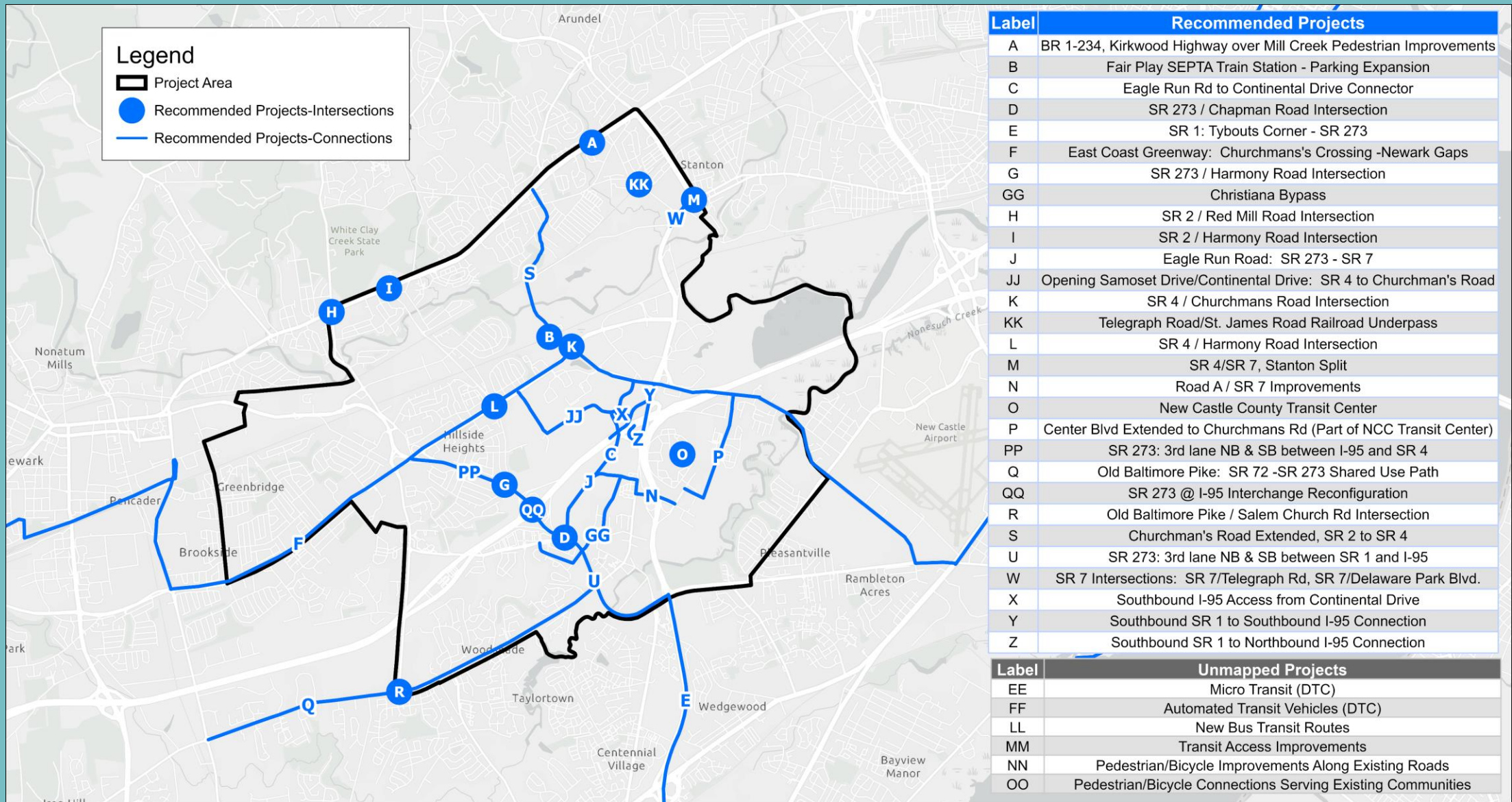
- 4 year fiscally constrained program
- Updated every 4 years, revised every 2 years
- Includes NCC, DE and Cecil County, MD

Other Implementation and Funding Opportunities:

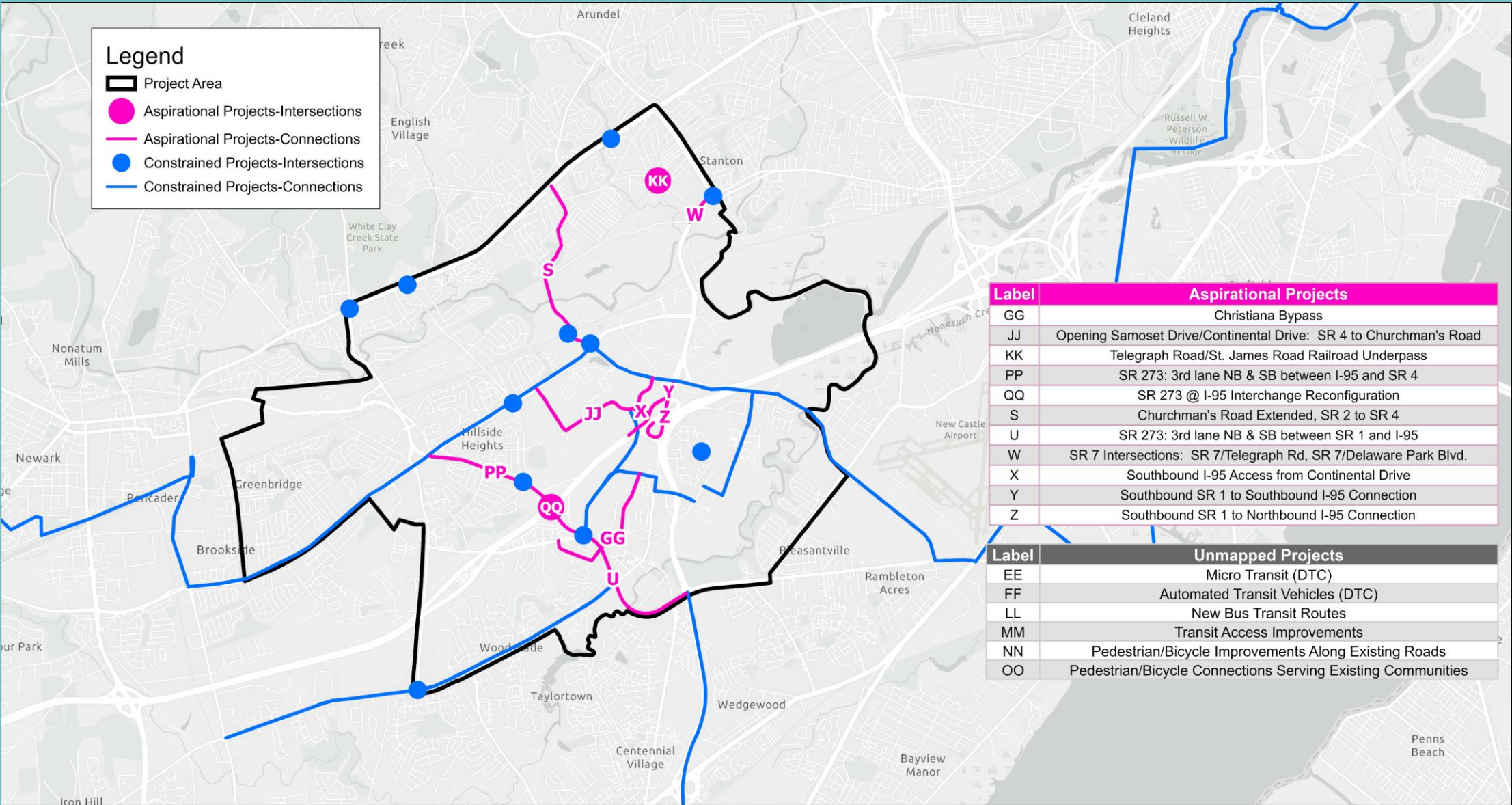
- Pave and Rehab
- Pedestrian Access Routes
- Transportation Alternatives Program
- Grant Funding Opportunities



Recommended Projects



Transportation Project Prioritization



Transportation Project Evaluation Matrix

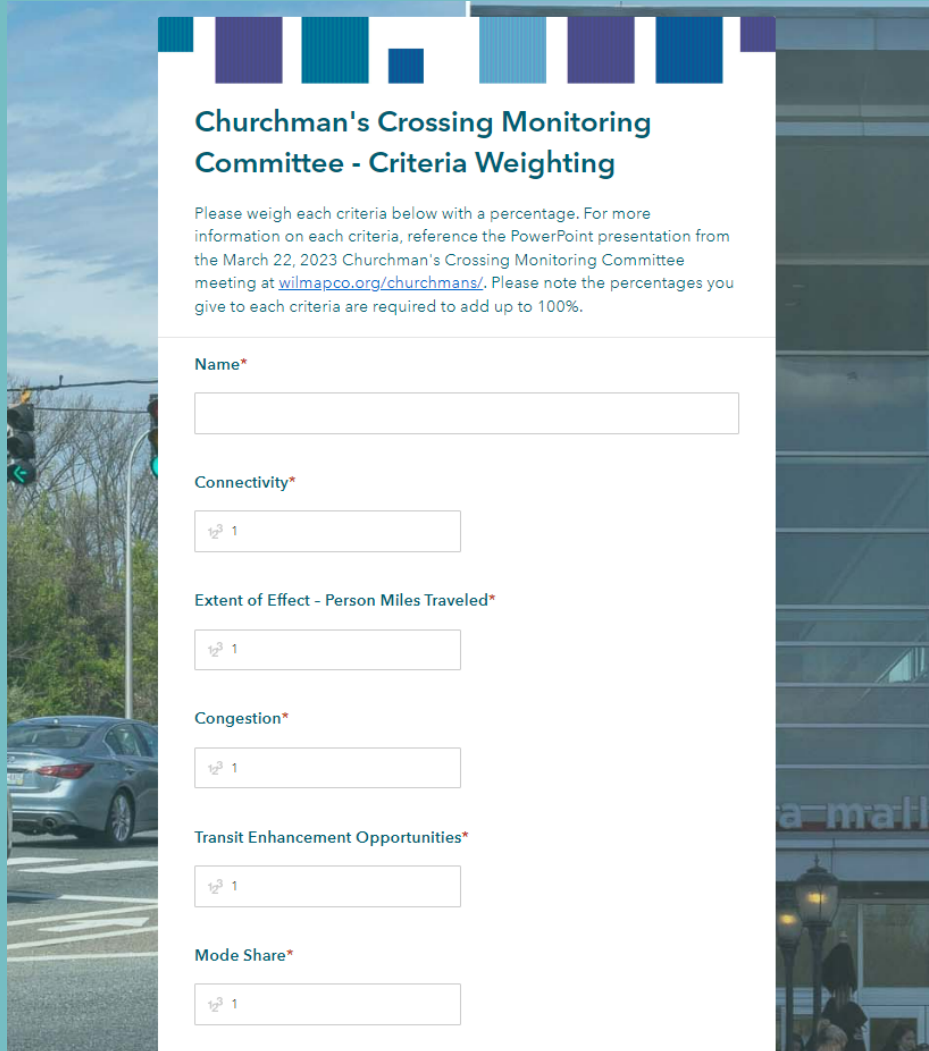


		CRITERIA WEIGHT																		
Transportation Improvement Alternative			RTP Financially Constrained Improvements	Churchmans Road Extended, SR 2 to SR 4	SR 273: 3rd lane NB & SB between SR 1 and I-95	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	Southbound I-95 Access from Continental 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			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Extent of Effect – Person Miles Traveled			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Congestion			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Transit Enhancement Opportunities			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Mode Share			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Bicycle & Pedestrian Level of Traffic Stress			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Economic Development / Re-Development Opportunities			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Safety			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Constructability / Engineering / Legal			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Natural Environment Impacts			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Cultural / Historic Resource Impacts			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Noise / Property Impacts			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Environmental Justice			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Social Determinants of Health			<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
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

Prioritization: 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	

Prioritization: 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*

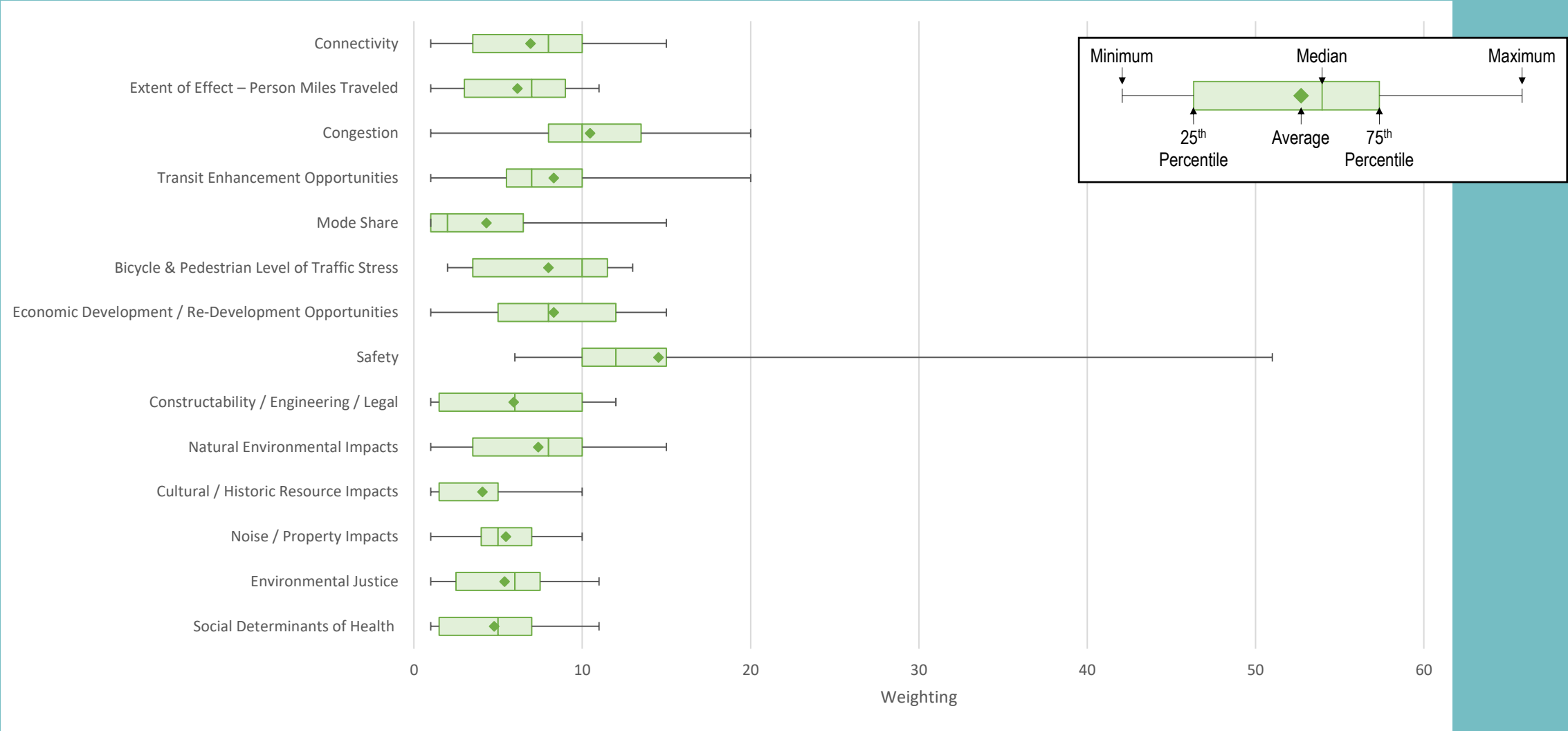
Congestion*

Transit Enhancement Opportunities*

Mode Share*

- Committee asked to weigh each criteria with a percentage, adding up to 100%
- Received 14 responses
- Agency partners were not participants in the assignment

Summary of Committee Members' Prioritization Exercise Responses



Prioritization: Committee's Average Criteria Weights

CRITERIA	Connectivity	7%
	Extent of Effect – Person Miles Traveled	6%
	Congestion	11%
	Transit Enhancement Opportunities	8%
	Mode Share	4%
	Bicycle & Pedestrian Level of Traffic Stress	8%
	Economic Development / Re-Development Opportunities	9%
	Safety	14%
	Constructability / Engineering / Legal	6%
	Natural Environment Impacts	8%
	Cultural / Historic Resource Impacts	4%
	Noise / Property Impacts	5%
	Environmental Justice	5%
	Social Determinants of Health	5%

Prioritization: Committee's Average Criteria Weights

Transportation Improvement Alternative		CRITERIA WEIGHT	Churchman's 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 Churchman's 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 - Llangollen, 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		S	U	W	X	Y	Z	GG	JJ	KK	EE	FF	LL	MM	NN	OO	PP	QQ		
CRITERIA	Connectivity	7%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Extent of Effect – Person Miles Traveled	6%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
	Congestion	11%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Transit Enhancement Opportunities	8%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Mode Share	4%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Bicycle & Pedestrian Level of Traffic Stress	8%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Economic Development/Re-Development Opportunities	9%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Safety	14%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Constructability/Engineering/Legal	6%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Natural Environment Impacts	8%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Cultural/Historic Resource Impacts	4%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Noise/Property Impacts	5%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Environmental Justice	5%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Social Determinants of Health	5%	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
Cost		\$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		

Prioritization: Committee's Average Criteria Weights

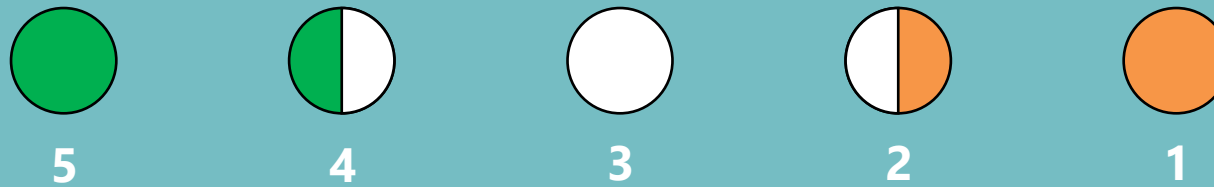
		CRITERIA WEIGHT																	
Transportation Improvement Alternative			Churchman's Road Extended, SR 2 to SR 4	SR 273: 3rd lane NB & SB between SR 1 and I-95	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	Southbound I-95 Access from Continental Drive	Southbound SR 1 to Southbound I-95 Connection	Southbound SR 1 to Northbound I-95 Connection	Christiana Bypass	Opening Samoset Dr./Continental Dr.: SR 4 to Churchman's 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 - Ilangollen, 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			S	U	W	X	Y	Z	GG	JJ	KK	EE	FF	LL	MM	NN	OO	PP	QQ
CRITERIA	Safety	14%																	
	Congestion	11%																	
	Economic Development/Re-Development Opportunities	9%																	
	Transit Enhancement Opportunities	8%																	
	Bicycle & Pedestrian Level of Traffic Stress	8%																	
	Natural Environment Impacts	8%																	
	Connectivity	7%																	
	Extent of Effect – Person Miles Traveled	6%																	
	Constructability/Engineering/Legal	6%																	
	Noise/Property Impacts	5%																	
	Environmental Justice	5%																	
	Social Determinants of Health	5%																	
	Mode Share	4%																	
	Cultural/Historic Resource Impacts	4%																	
Cost			\$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

Prioritization: Committee's Average Criteria Weights

Transportation Improvement Alternative	Map	Safety	Congestion	Economic Development/Redevelopment Opportunities	Transit Enhancement Opportunities	Bicycle & Pedestrian Level of Traffic Stress	Natural Environment Impacts	Connectivity	Extent of Effect - Person Miles Traveled	Constructability/Engineering/Legal	Noise/Property Impacts	Environmental Justice	Social Determinants of Health	Mode Share	Cultural/Historic Resource Impacts	Cost
CRITERIA WEIGHT		14%	11%	9%	8%	8%	8%	7%	6%	6%	5%	5%	5%	4%	4%	
Churchman's Road Extended, SR 2 to SR 4	S															\$85.0M
SR 273: 3rd Lane NB & SB between SR 1 and I-95	U															\$33.0M
SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	W															\$3.7M
Southbound I-95 Access from Continental Drive	X															\$2.5M
Southbound SR 1 to Southbound I-95 Connection	Y															\$11.1M
Southbound SR 1 to Northbound I-95 Connection	Z															\$1.9M
Christiana Bypass	GG															\$19.3M
Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	JJ															\$7.2M
Telegraph Road/St. James Road Railroad Underpass	KK															\$1.9M
Micro Transit (DTC)	EE															\$0.5M
Automated Transit Vehicles (DTC)	FF															\$1.2M
New Bus Transit Routes: To/From: Mall and SR 7 - Pike Creek; SR 2 - Prices Corner; SR 141 & SR 273 - New Castle; US 13 - Llangollen; SR 273 - Wilton; SR 2 & SR 4 - Newark	LL															\$6.0M
Transit Access Improvements: Bus Pads, Shelters, Accessible Pathways/Routes, etc.	MM															\$5.0M
Pedestrian/Bicycle Improvements Along Existing Roads	NN															\$10.0M
Pedestrian/Bicycle Connections Serving Existing Communities	OO															\$10.0M
SR 273: 3rd Lane NB & SB between I-95 and SR 4	PP															\$40.0M
SR 273 at I-95 Interchange Reconfiguration	QQ															\$37.0M

Prioritization: Weighted Project Scores

- Projects were assigned a score from 1-5 for each criteria

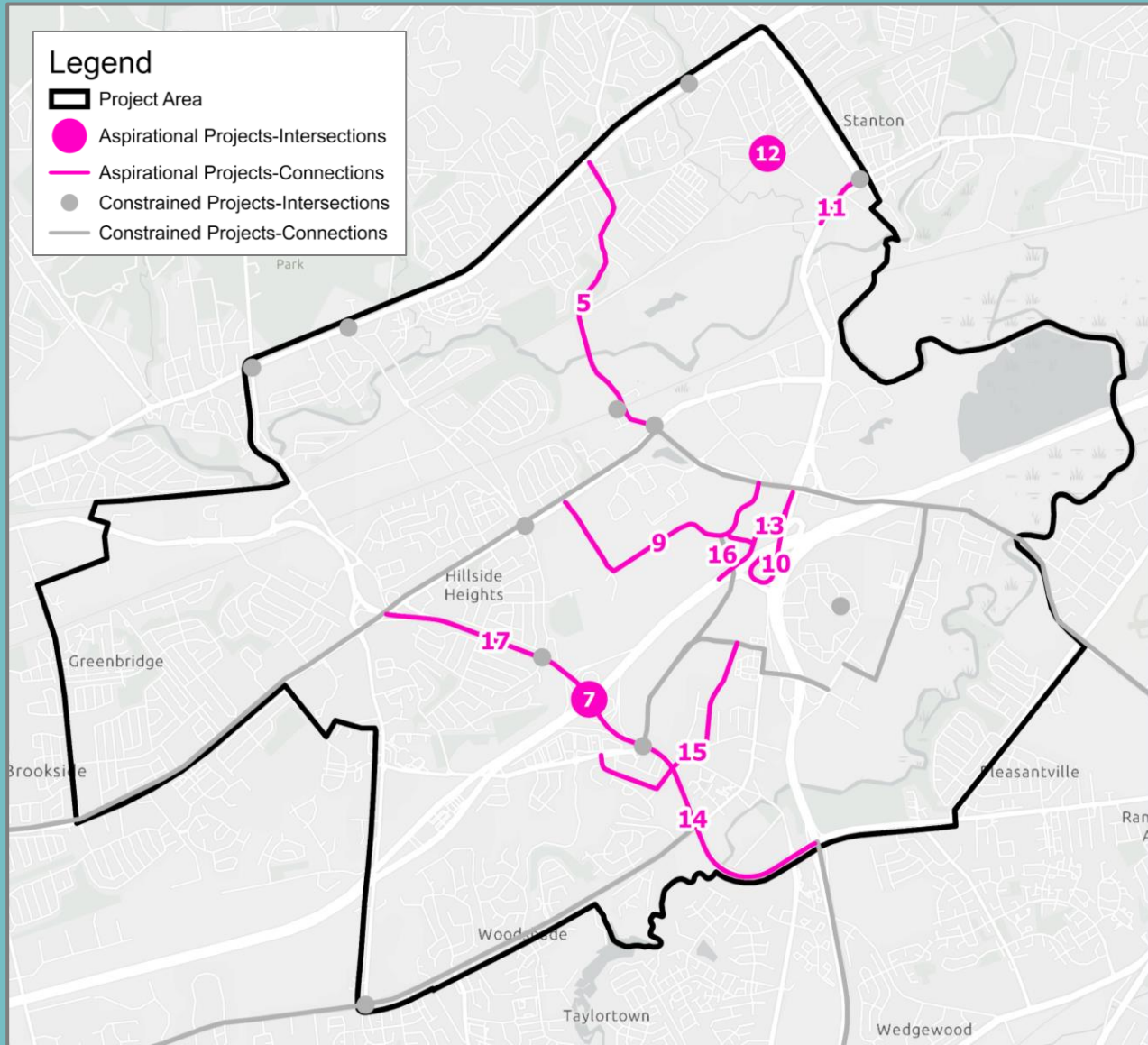


- Multiplied the project's score in each category by the Committee's average criteria weight
- Added each weighted score to get a total project score
- Ranked the projects by the total project score (3.19 – 3.96)

Committee's Weighted Project Prioritization Results

Transportation Improvement Alternative	Map	Safety	Congestion	Economic Development/Redevelopment Opportunities	Transit Enhancement Opportunities	Bicycle & Pedestrian Level of Traffic Stress	Natural Environment Impacts	Connectivity	Extent of Effect - Person Miles Traveled	Constructability/Engineering/Legal	Noise/Property Impacts	Environmental Justice	Social Determinants of Health	Mode Share	Cultural/Historic Resource Impacts	Cost	Weighted Score
CRITERIA WEIGHT		14%	11%	9%	8%	8%	8%	7%	6%	6%	5%	5%	5%	4%	4%		100%
Micro Transit (DTC)	EE	●	○	●	●	○	●	●	○	○	●	●	●	●	○	\$0.5M	3.96
Transit Access Improvements: Bus Pads, Shelters, Accessible Pathways/Routes, etc.	MM	●	○	●	●	●	○	●	○	○	●	●	●	●	○	\$5.0M	3.96
Pedestrian/Bicycle Improvements Along Existing Roads	NN	●	○	●	●	●	○	●	○	○	○	●	●	●	○	\$10.0M	3.91
Pedestrian/Bicycle Connections Serving Existing Communities	OO	●	○	●	●	●	○	●	○	○	○	●	●	●	○	\$10.0M	3.91
Churchman's Road Extended, SR 2 to SR 4	S	○	●	●	●	●	○	●	●	○	○	●	●	○	○	\$85.0M	3.85
New Bus Transit Routes: To/From: Mall and SR 7 - Pike Creek; SR 2 - Prices Corner; SR 141 & SR 273 - New Castle; US 13 - Llangollen; SR 273 - Wilton; SR 2 & SR 4 - Newark	LL	●	○	●	●	○	●	●	○	○	●	●	●	●	○	\$6.0M	3.82
SR 273 at I-95 Interchange Reconfiguration	QQ	●	●	○	○	●	○	○	●	○	○	○	●	○	○	\$37.0M	3.71
Automated Transit Vehicles (DTC)	FF	●	○	●	●	○	●	●	○	○	●	●	●	●	○	\$1.2M	3.68
Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	JJ	○	●	●	●	●	○	●	○	○	○	○	○	○	○	\$7.2M	3.65
Southbound SR 1 to Northbound I-95 Connection	Z	●	●	○	●	○	○	●	○	○	○	○	○	○	○	\$1.9M	3.55
SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	W	●	●	○	●	●	○	○	●	○	○	●	●	○	○	\$3.7M	3.50
Telegraph Road/St. James Road Railroad Underpass	KK	●	○	●	●	○	○	○	○	○	○	●	●	○	○	\$1.9M	3.43
Southbound SR 1 to Southbound I-95 Connection	Y	○	●	○	●	○	○	●	○	○	○	○	○	○	○	\$11.1M	3.35
SR 273: 3rd Lane NB & SB between SR 1 and I-95	U	○	●	○	○	●	○	○	●	○	○	○	●	○	○	\$33.0M	3.28
Christiana Bypass	GG	○	●	●	●	○	○	●	○	○	○	○	●	○	○	\$19.3M	3.24
Southbound I-95 Access from Continental Drive	X	○	●	●	●	○	○	●	○	○	○	○	○	○	○	\$2.5M	3.22
SR 273: 3rd Lane NB & SB between I-95 and SR 4	PP	○	●	○	○	●	○	○	●	○	○	○	○	○	○	\$40.0M	3.19

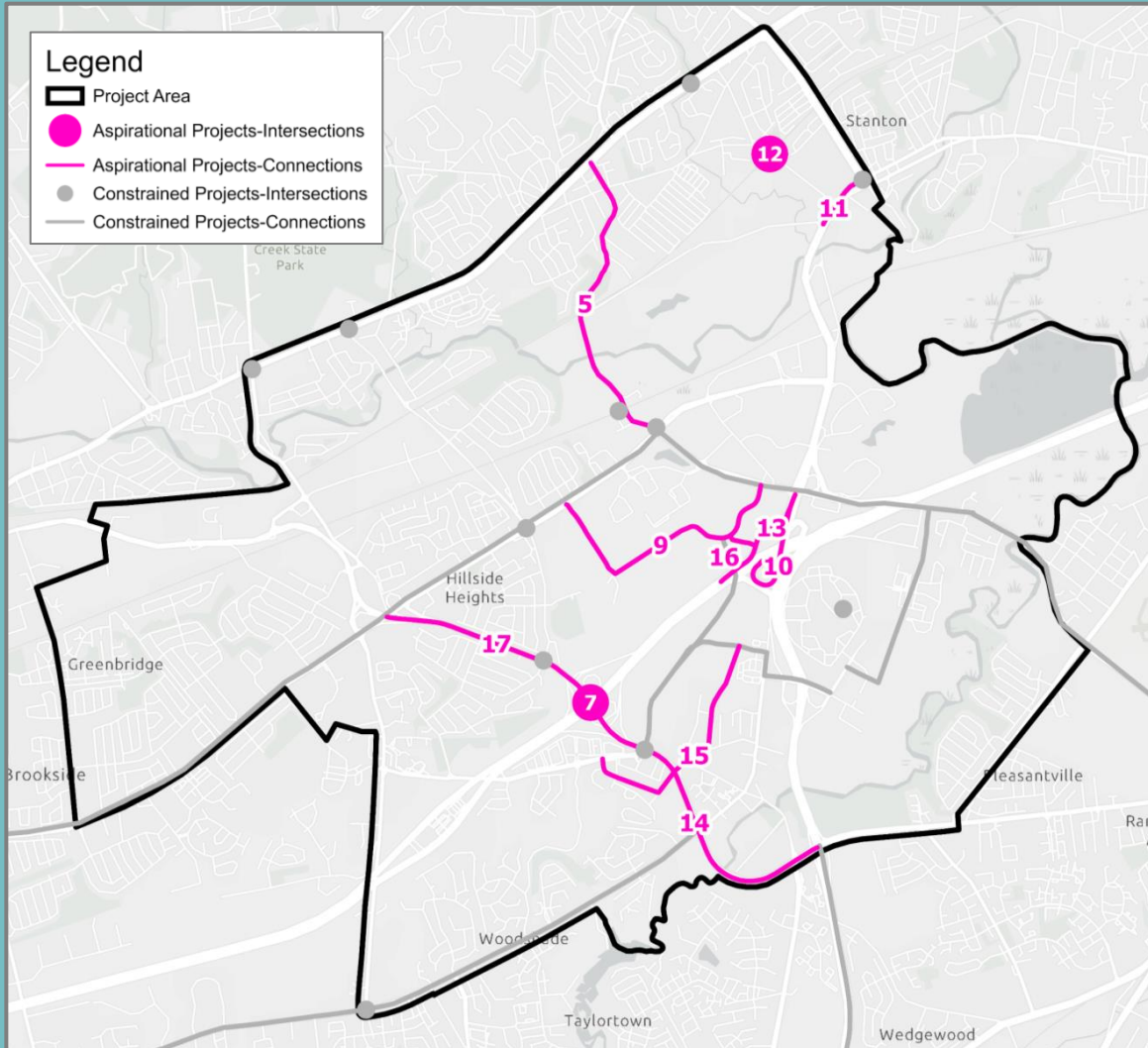
Committee's Weighted Project Prioritization Results



Rank	Label	Project	
1	EE	Micro Transit (DTC) (not mapped)	
2	MM	Transit Access Improvements (not mapped)	
3	NN	Pedestrian/Bicycle Improvements Along Existing Roads (not mapped)	
4	OO	Pedestrian/Bicycle Connections Serving Existing Communities (not mapped)	
5	S	Churchman's Road Extended, SR 2 to SR 4	
6	LL	New bus transit routes (not mapped)	
7	QQ	SR 273 at I-95 Interchange Reconfiguration	
8	FF	Automated Transit Vehicles (DTC) (not mapped)	
9	JJ	Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	
10	Z	Southbound SR 1 to Northbound I-95 Connection	
11	W	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	
12	KK	Telegraph Road/St. James Road Railroad Underpass	
13	Y	Southbound SR 1 to Southbound I-95 Connection	
14	U	SR 273: 3rd lane NB & SB between SR 1 and I-95	
15	GG	Christiana Bypass	
16	X	Southbound I-95 Access from Continental Drive	
17	PP	SR 273: 3rd lane NB & SB between I-95 and SR 4	

Open Discussion

Are there any projects that should move up or down this list?

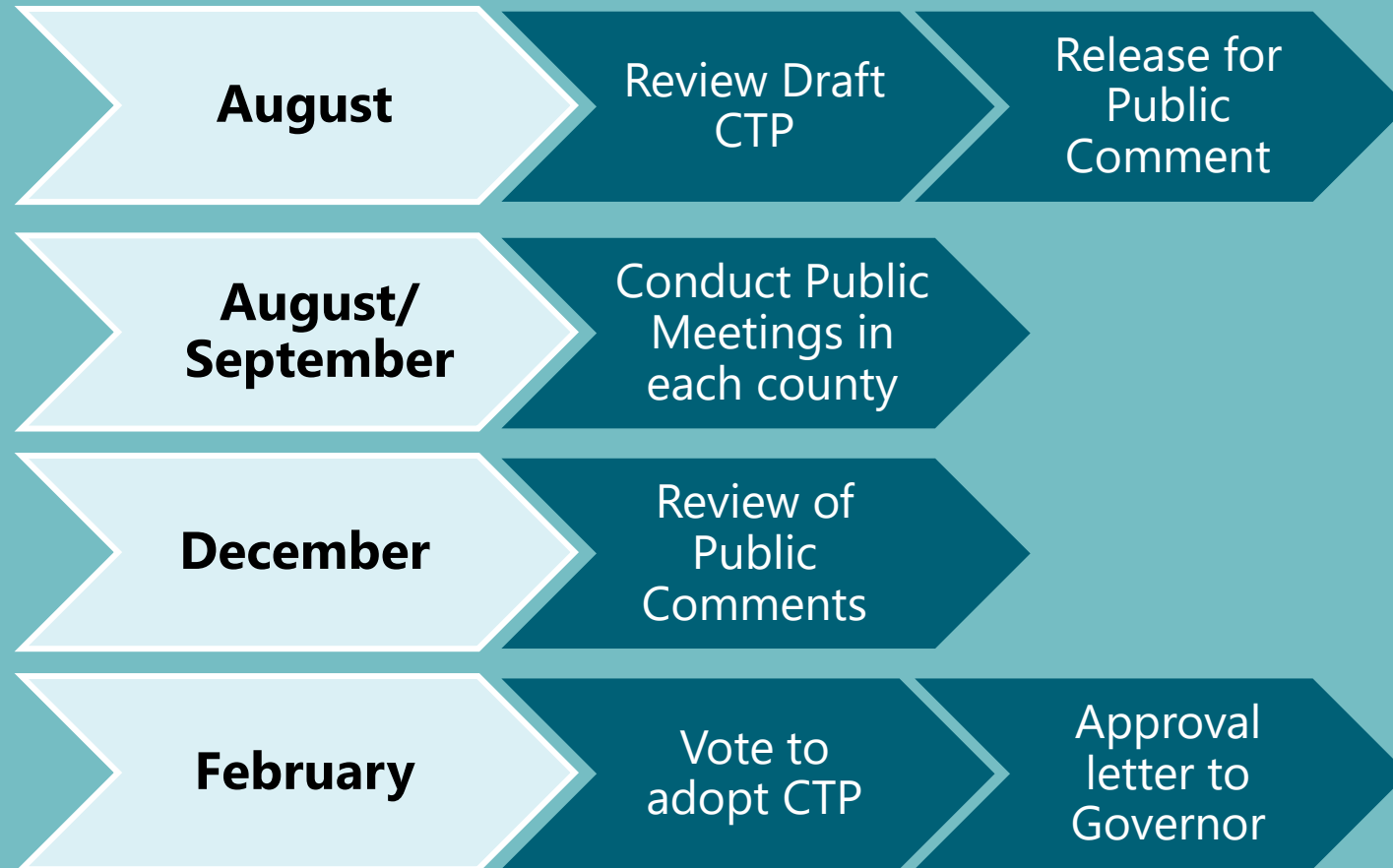


Rank	Label	Project	
1	EE	Micro Transit (DTC) (not mapped)	
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3	NN	Pedestrian/Bicycle Improvements Along Existing Roads (not mapped)	
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15	GG	Christiana Bypass	
16	X	Southbound I-95 Access from Continental Drive	
17	PP	SR 273: 3rd lane NB & SB between I-95 and SR 4	

How Committee's Prioritization Input Might Be Used

- Can use this feedback in agency conversations regarding the timing of funding for planning, design, and construction
 - First time having prioritization feedback
 - May not be the order in which projects ultimately get implemented
- TIP/CTP process will be starting in Summer 2023

CTP Process



Next Steps





CCMC Meeting Schedule



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

Next Steps



- Finalize the Churchman's Crossing Annual Monitoring Report (2022)
- Adjourn the CCMC for the summer
- CCMC Newsletter will be sent over the summer
- Project Partners will review membership and goals for next year and we will reconvene in the Fall
- In the Fall, we will discuss how the CCMC prioritization feedback is being considered

Questions?



THANK YOU!



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Wilmapco.org/churchmans/

A graphic consisting of two overlapping speech bubbles. The foreground bubble is dark teal and contains the text 'Public Comments'. The background bubble is light gray.

Public
Comments