

Welcome to the Churchman's Crossing Monitoring Committee Meeting!

The meeting will begin at 5:00 PM

November 16, 2022





Churchman's Crossing Plan Monitoring Committee

November 16, 2022



Agenda



This meeting is
being recorded

1. Introductions
2. Churchman's Crossing Monitoring Committee Overview
3. Churchman's Crossing Plan Update Recap
4. Agency Updates
 - WILMAPCO
 - DeIDOT
 - NCC Department of Land Use
 - Delaware Transit Corporation
5. Project Tracking Matrix
6. Next Steps/Work Plan
7. Public Comment



Introductions



Project Partners



Members

Civic, Business, Special Interest, Institutions

- Bank of America: James White
- 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: Nancy Willing
- Committee of 100: Elizabeth Keller
- Delaware Nature Society: Emily Knearl
- Delaware Office of State Planning: Tricia Arndt
- Delaware Park: Bill Fasy
- Del-Tech: Mark DeVore
- 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
- 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

Introductions



Name



Organization



Why this is important

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 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 committee members, staff, and consultants
- We will keep our comments relevant to the topic under discussion

How We Communicate With Those Outside the Churchman's Crossing Monitoring Committee



- Individuals are free to discuss the work of the Churchman's Crossing Monitoring Committee; however, any discussions reflect the views of the individual and do not reflect the views of the Churchman's Crossing Monitoring Committee
- Meetings of the Churchman's Crossing Monitoring Committee are open to the public; however, the meetings will be designed for the Churchman's Crossing Monitoring Committee members
- The public will be provided the opportunity to provide comments at the end of each Committee meeting

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 Plan Update Recap



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

Churchman's Crossing Plan Update

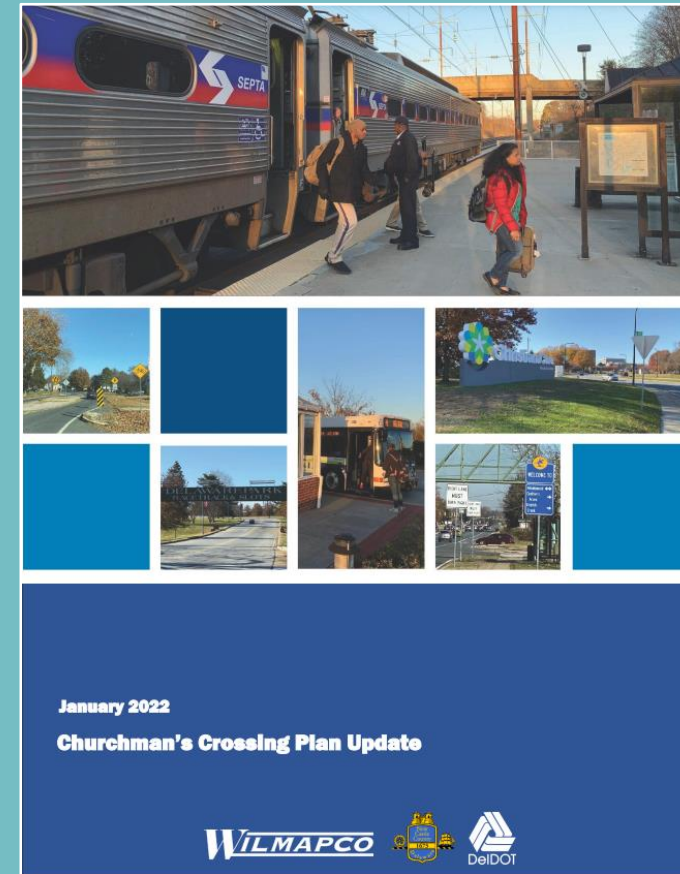


The screenshot shows the WILMAPCO website with the title "Churchman's Crossing Plan Update". The page includes a navigation bar with links like Home, Contact Us, News, Committees, Public Outreach, Data & Maps, Plans and Reports, and Calendar. Below the navigation bar, there is a section titled "About the Study" which states that WILMAPCO, DelDOT, and New Castle County Department of Land Use have developed a comprehensive update to the 1997 Churchman's Crossing Plan. The update includes new recommendations for transportation improvements, land use strategies, and transportation demand management (TDM) strategies. After a year-long process, the Churchman's Crossing Plan Update was adopted by WILMAPCO's Council on January 13, 2022.

Churchman's Crossing Plan Update

- Churchman's Crossing Plan Update Final Report
 - Interactive Map of Recommended Transportation Improvements
- Appendix A: Planning & Environmental Linkages (PEL) Checklist
- Appendix B: Intersection Turning Movement Forecasts
- Appendix C: Intersection Critical Movement Summation (CMS) Analysis
- Appendix D: Stakeholder and Public Engagement Materials
- Appendix E: Scenario Planning Summary
- Appendix F: Project Cost Estimates
- Appendix G: TID Strategic Plan
- Appendix H: Summary of Public Comments

October 25, 2021 – Public Workshop #4
This meeting was the fourth and final meeting which included an overview of prior activities, final results of more detailed land use



<http://www.wilmapco.org/churchmans/>

Adopted in January 2022

Why Was A Plan Update Developed For Churchman's Crossing?



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



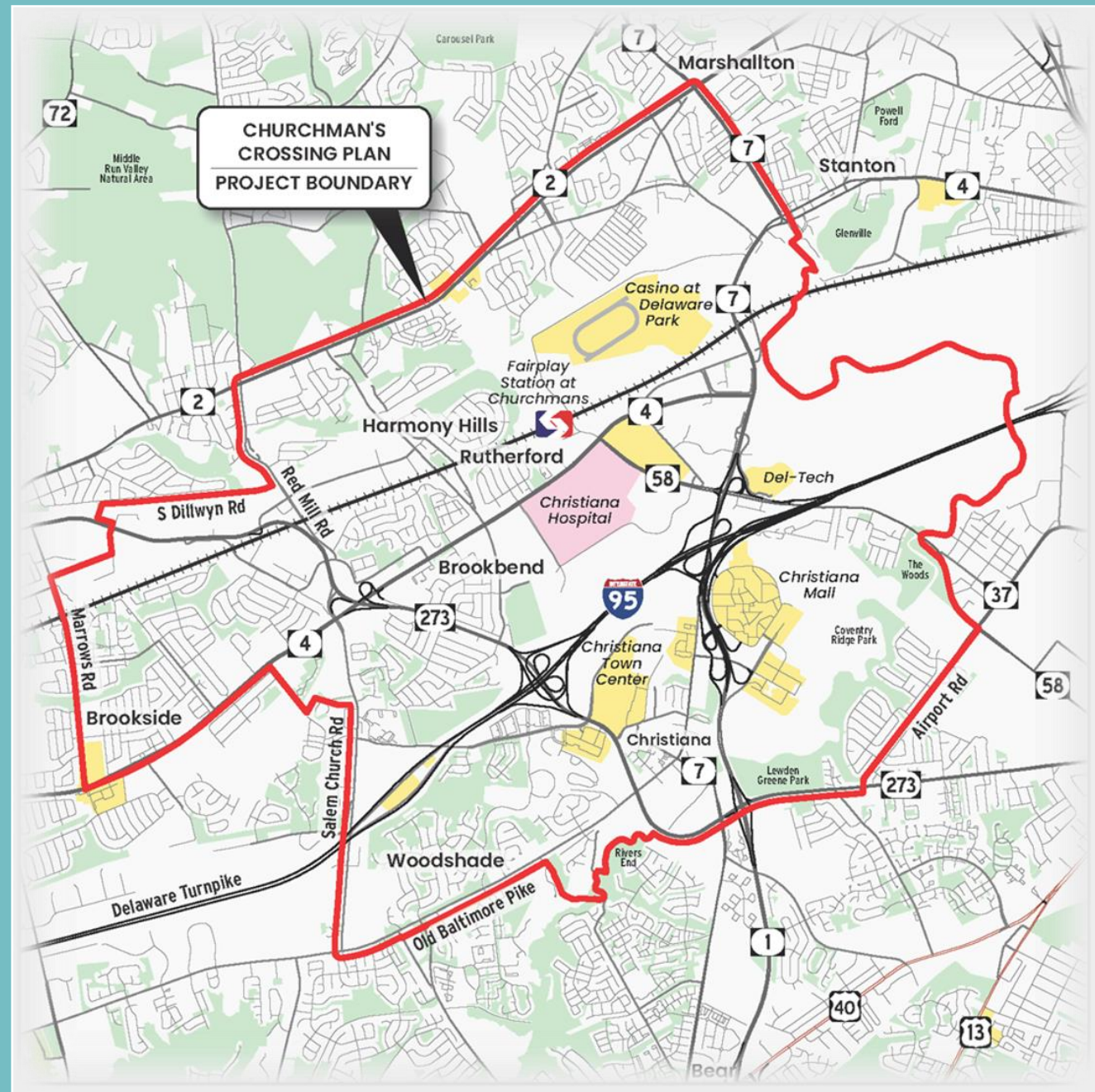
WITHOUT A PLAN

- Public infrastructure / spending may lag or be spent before facilities are needed
- Re-development/development is haphazard or unpredictable
- Impacts / consequences are random

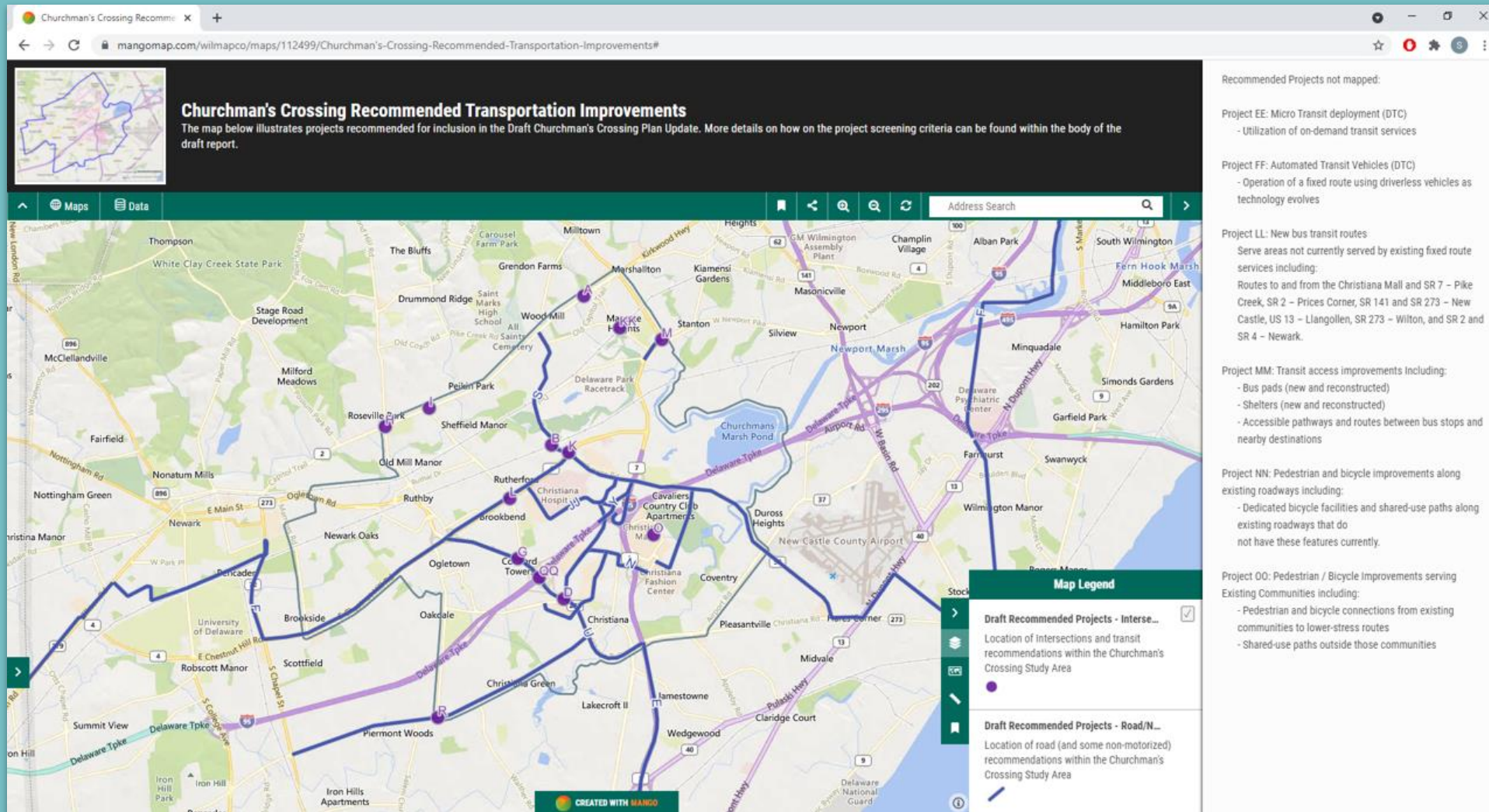
WITH A PLAN

- Public infrastructure / spending is aligned with need (efficient)
- Re-development/development efforts can benefit from each other with intention and predictability
- Better understanding of the consequences of actions

Churchman's Crossing Boundary



Transportation Improvement Recommendations



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

Land Use Principles



1. **Efficient Development Location:** Greatest potential for new development is in the eastern portion of the study area, generally between the Fairplay SEPTA station and the Christiana Mall
2. **Mix of Uses:** Vertical and horizontal mixed-use development on existing commercial properties provide an opportunity to reduce trip lengths, while existing single-family residential communities should be preserved
3. **Compact Design:** New Development can be designed to improve walkability
4. **Transportation Demand Management:** Policies, programs, and services to support TDM can augment the transportation-efficient location and design advantages above

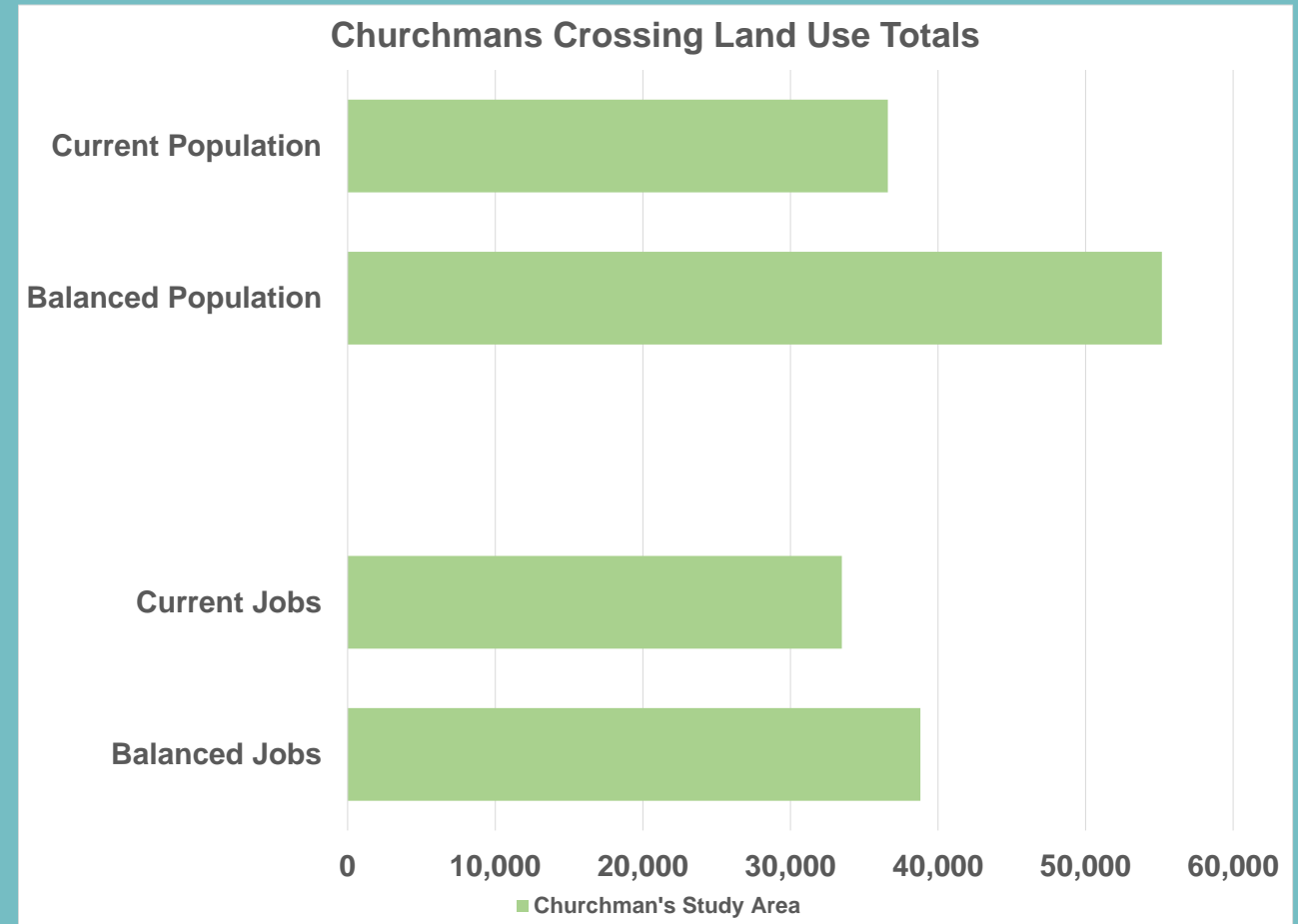
2050 Balanced Land Use Forecast

Current

- Built/occupied in 2019

Balanced

- The basis for the Churchman's Crossing Plan Update
- Considers strategic intensification of mixed-use center to improve the jobs-to-housing balance
- Included in NCC@2050



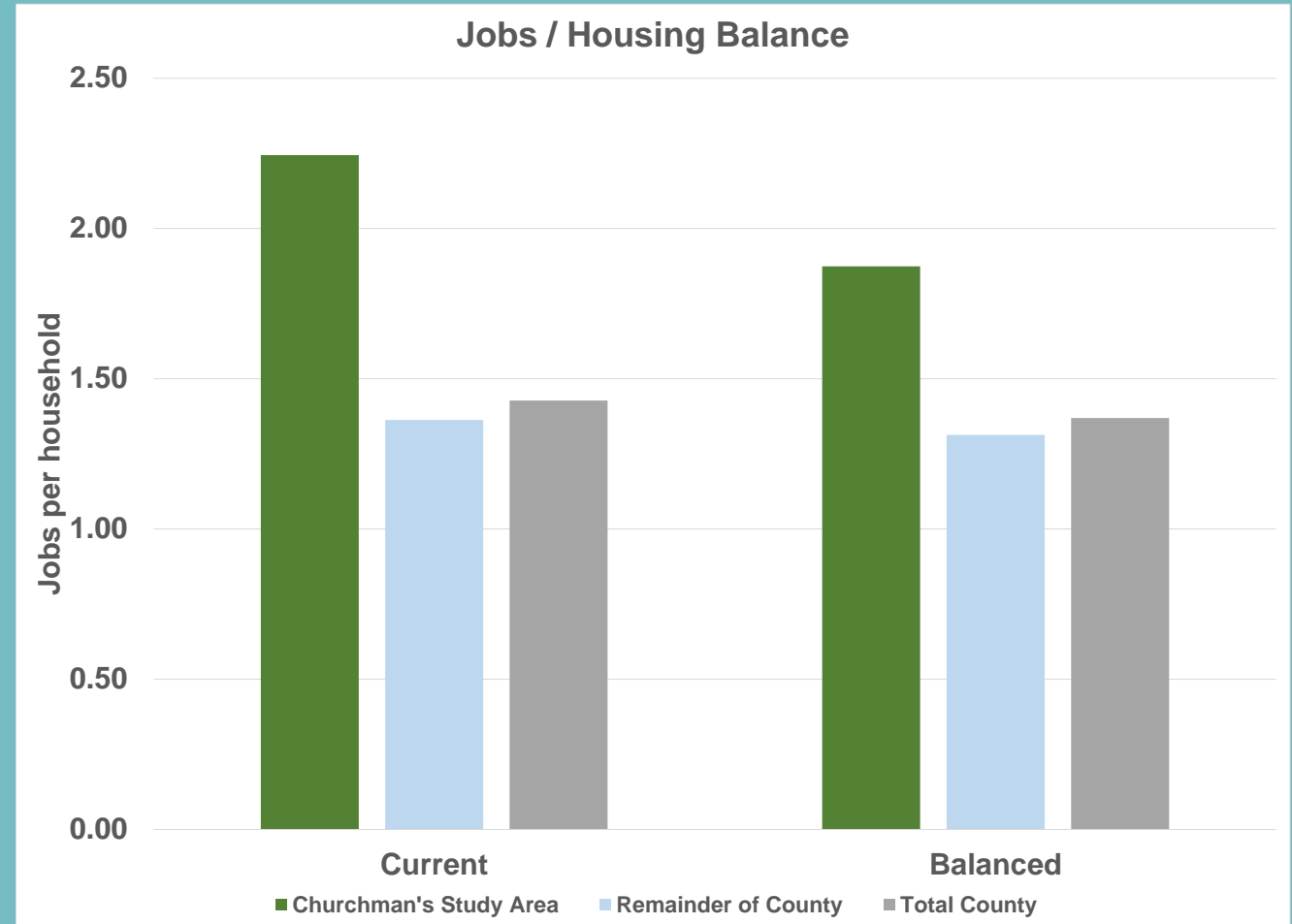
2050 Balanced Land Use Forecast

Current

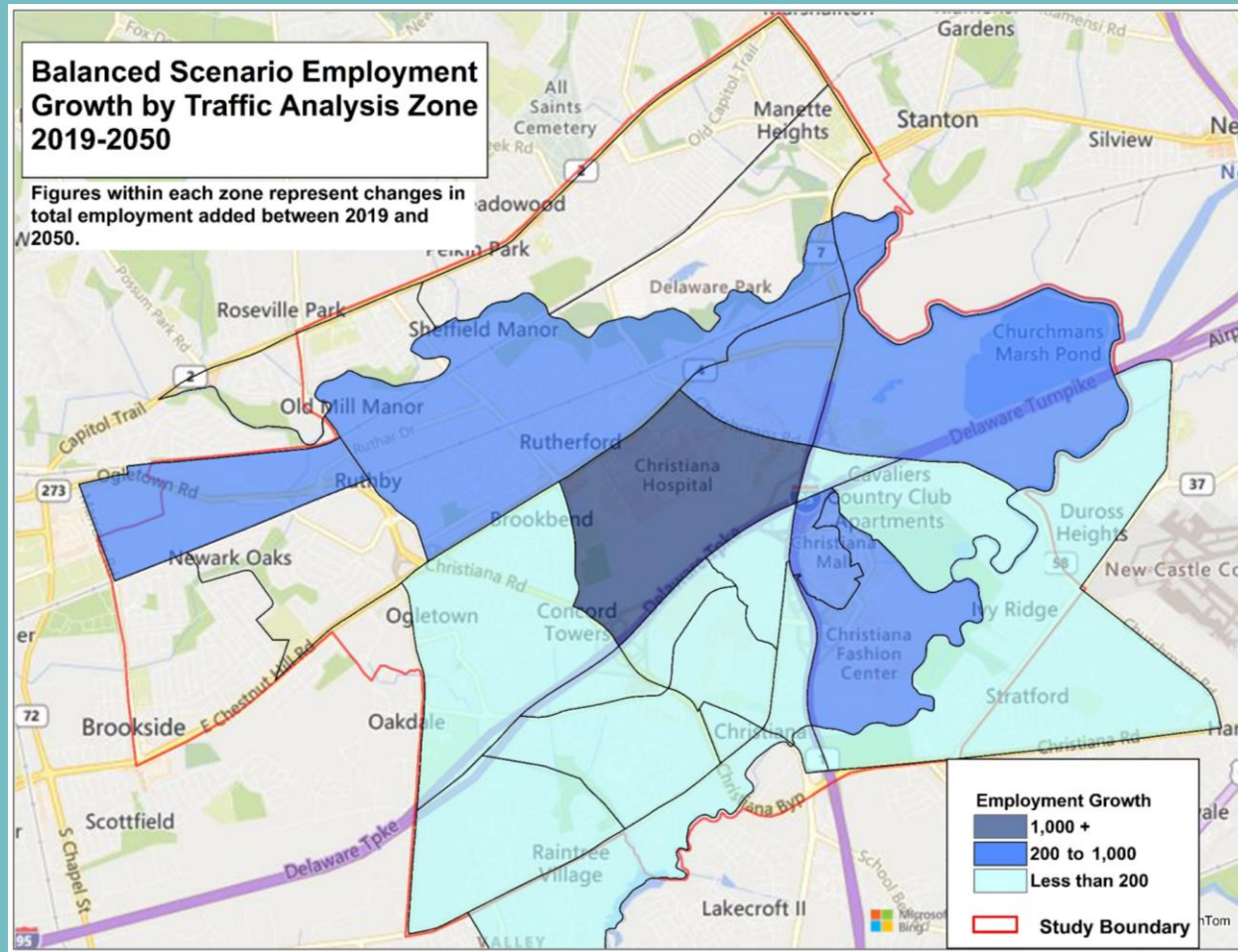
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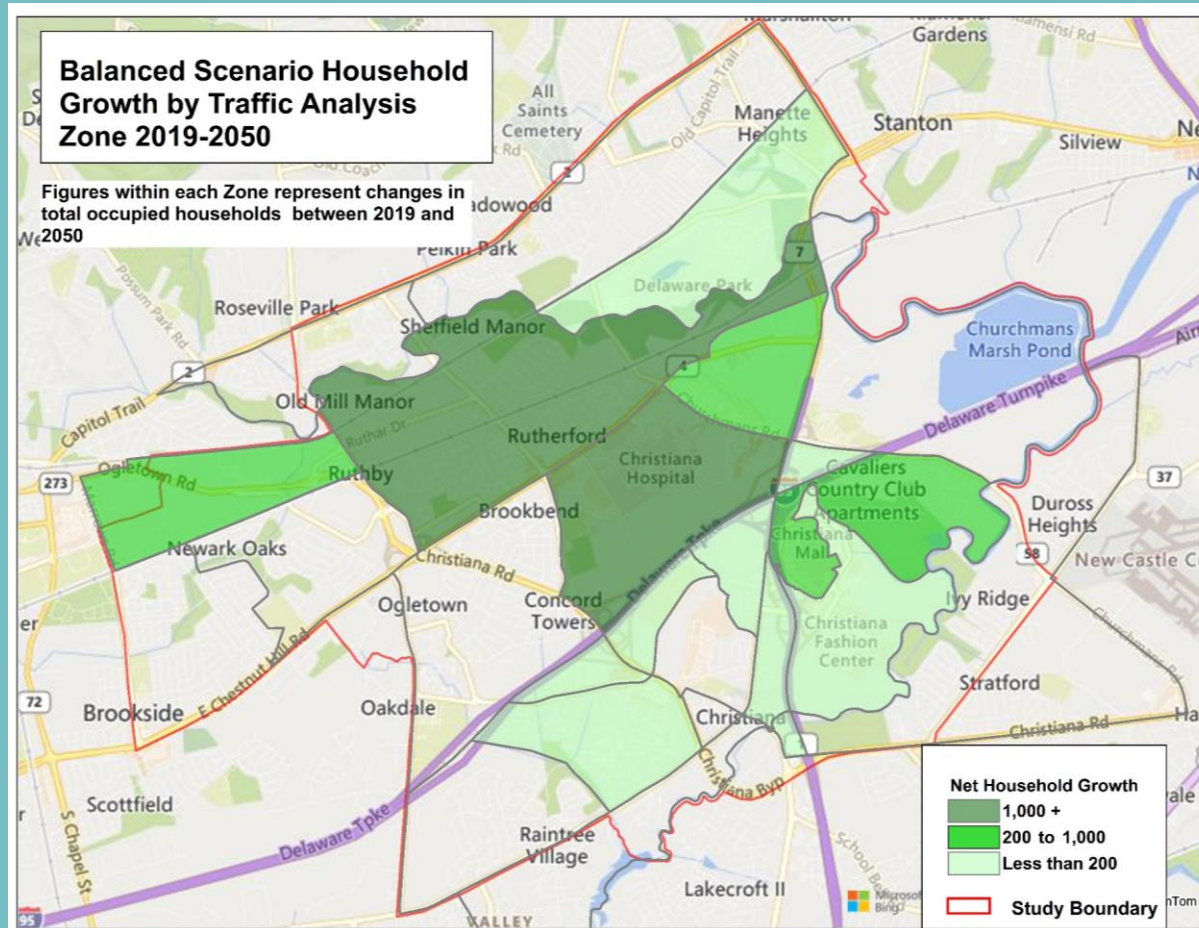


2050 Balanced Land Use Forecast: *Employment Growth*



- Primary employment growth is assumed to be in TAZs surrounding the Hospital, Fairplay Station, and Christiana Mall

2050 Balanced Land Use Forecast: *Population Growth*



- Primary residential growth is also assumed to be in similar areas as the employment growth
- Increasing residential development part of strategic approach to foster live-near-work policies and reduce commute length

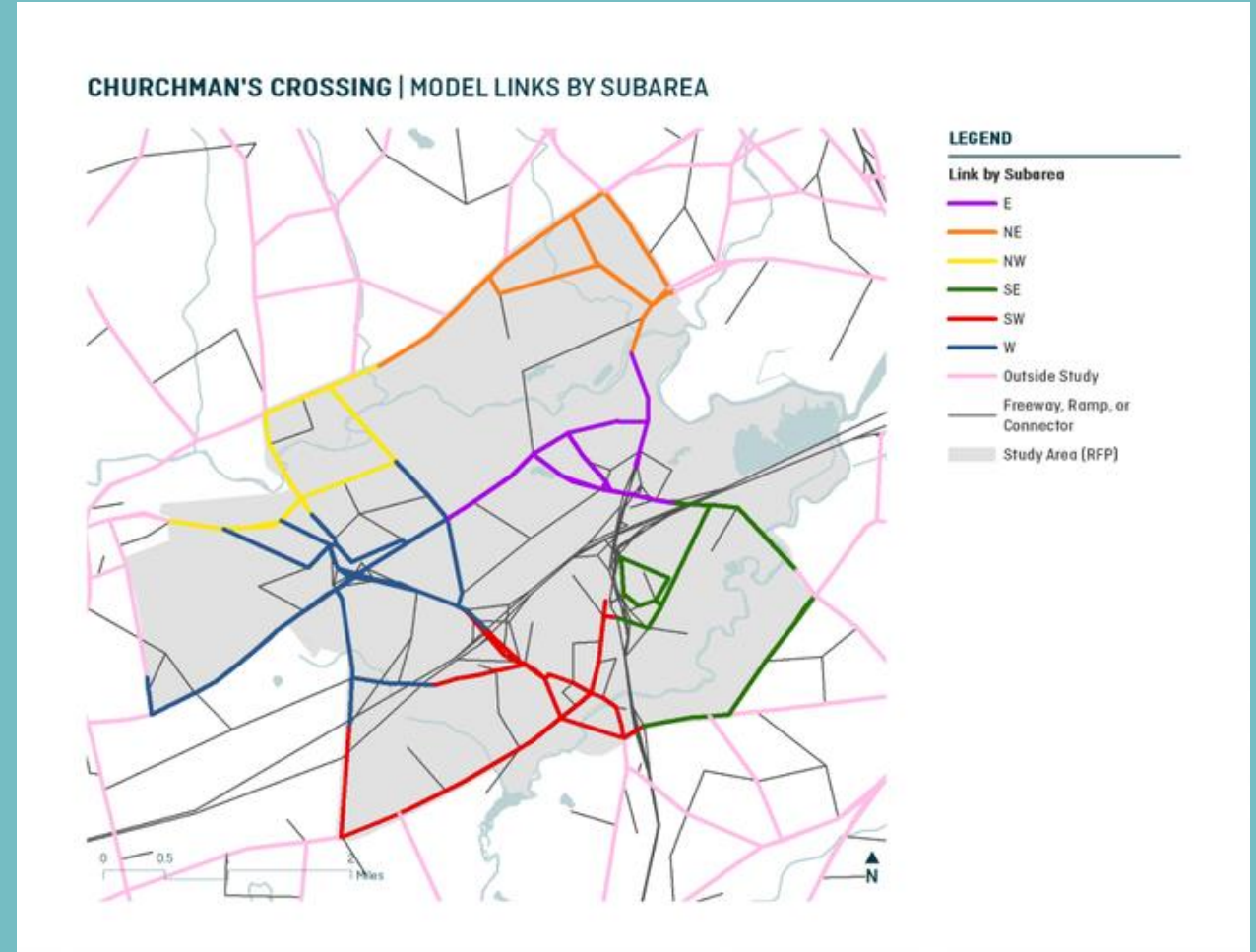
Transportation Alternative Screening Analysis

| | | FUNDED | RTP ASPIRATIONS | | | ADDITIONAL PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|--|--|--------------------------------------|---|---|---|---|---|---|--------------------------------------|---|-------------------|--|--------------------------|--|--|---------------------|----------------------------------|---|--------|---|---------|--|---------|---|---|--|--|---|---|
| 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 | Northbound I-95 Ramp to Chapman Road | 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 | Northbound I-95 Ramp from Churchmans Road | Southbound I-95 Ramp from Churchmans Road | Christiana Mall Access Road-Bus Only | Christiana Mall Road A Extension - East | Christiana Bypass | Eagle Run Rd. Connector to Samoset Dr. (2nd I-95 Crossing) | Brownleaf Road Extension | 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 - Llargollen, 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 | V | W | X | Y | Z | AA | BB | CC | DD | GG | HH | II | 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 | | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟢 | 🟢 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 | 🟡 |
| Cost | | \$377.3M | \$85.0M | \$33.0M | \$3.8M | \$3.7M | \$2.5M | \$11.1M | \$1.9M | \$7.1M | \$25.0M | \$0.9M | \$34.0M | \$19.3M | \$54.0M | \$5.0M | \$7.2M | \$1.9M | \$0.5M | \$1.2M | \$6.0M | \$5.0M | \$10.0M | \$10.0M | \$40.0M | \$37.0M | | | | | | |

| RATING | | | | |
|-----------------|---|---------|---|--------------|
| ● | ◐ | ○ | ◐ | ● |
| Most Beneficial | | Neutral | | Most Adverse |

Relative Arterial Mobility

- Measures the ratio of peak travel speeds to free-flow 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



Implementation

- Monitoring Committee
- Transportation Improvement District
 - Appendix G – TID Strategic Plan



January 2022

Churchman's Crossing Plan Update

Appendix G

Transportation Improvement District (TID) Strategic Plan

WILMAPCO



Transportation Improvement District (TID)

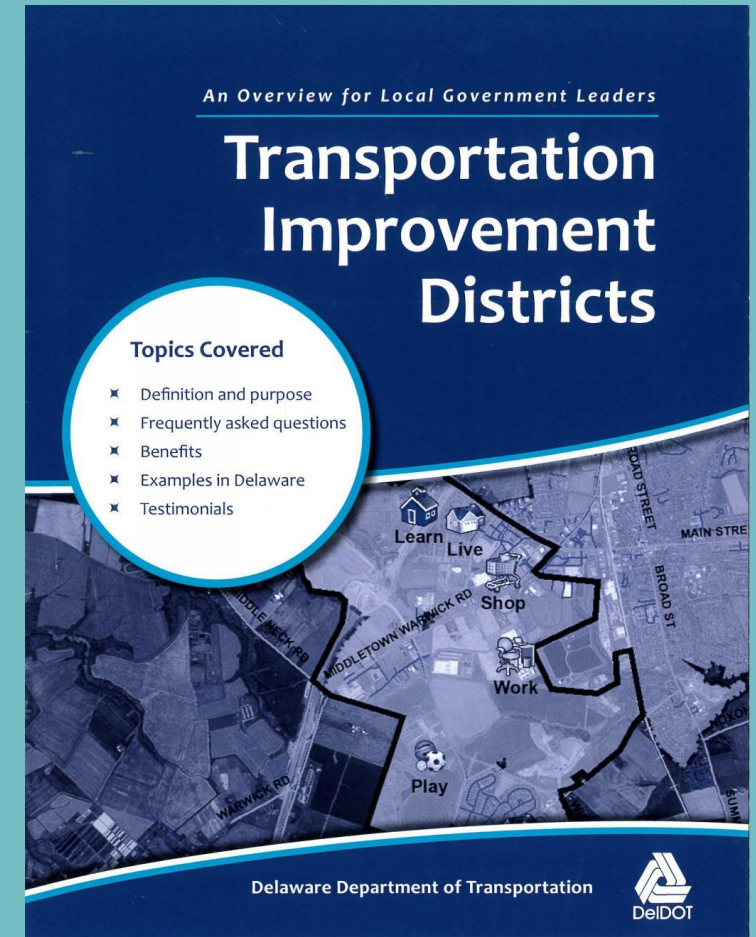
What is it?

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

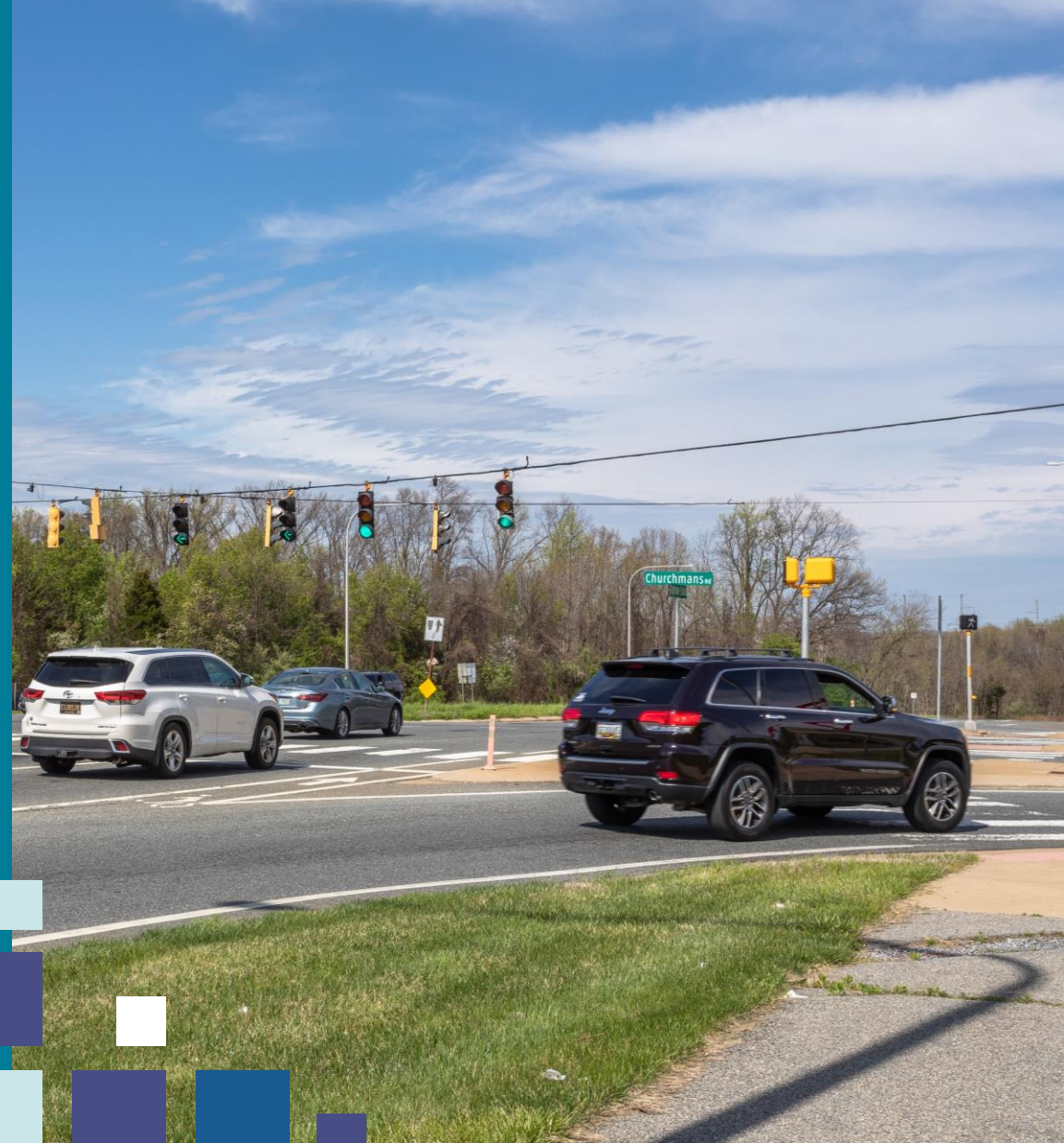
Approach

- 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



Agency Updates

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



Transportation Planning/Funding



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



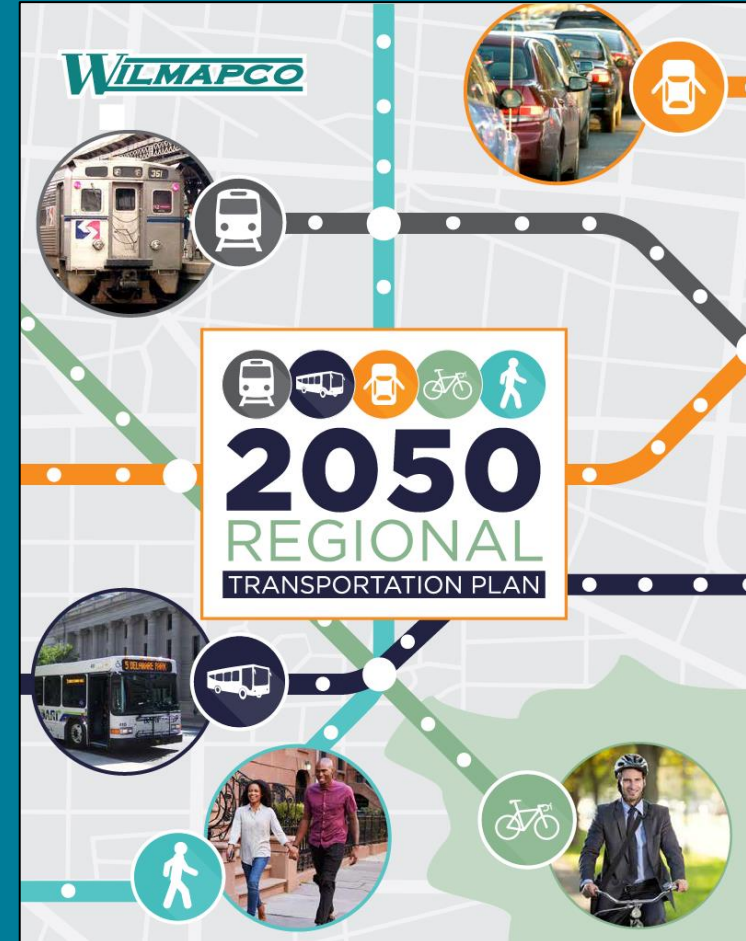
Transportation Improvement Program (TIP)

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

The Regional Transportation Plan (RTP)



- Our principal plan
 - **Strategic Policy:** goals, objectives, actions
 - **Major transportation projects:** constrained and aspirational
- Updated every four years (since 1996)
- Update due March 2023



RTP: Strategic Policy



GOAL: IMPROVE QUALITY OF LIFE

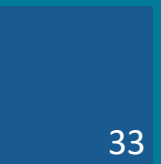
- Safer transportation
- Promote social equity
- Fund transportation choices
- Protect environment
- Support disaster & *national defense preparedness*

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT & GOODS MOVEMENT

- Use prioritization process
- Create/support local plans
- Manage traffic congestion
- Streamline freight
- *Ensure public accessibility of unique data*
- Support a greener transportation system (*new PM: VMT target*)

GOAL: EFFICIENTLY TRANSPORT PEOPLE

- Improve bus performance
- Plan for autonomous and connected vehicles
- Fund preservation first (*new PM: preservation target spending*)
- Robust public participation



Schedule – Key Tasks

- Review of *Progress Report & Public Opinion Survey*
- Develop draft goals, objectives, actions
- Agency/Civic/Municipal outreach ← **We are HERE**
- Develop project lists
- Air quality conformity
- Public Outreach
- Document refinement
- Adoption

June 2022

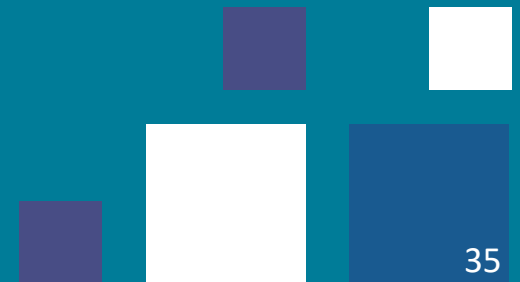
January - March

March 2023

RTP: Financial Outlook



| (\$ in 000s) | | 2023-2028 | 2029-2039 | 2040-2050 | TOTAL |
|----------------|-----------------|-----------|------------|------------|------------|
| Funding | State Funds | 3,780,966 | 7,728,677 | 8,869,294 | 20,378,937 |
| | Cash/Carry-Over | 734,955 | 452,706 | 520,000 | 1,707,661 |
| | Federal Funds | 1,845,000 | 2,420,000 | 2,420,000 | 6,685,000 |
| | Bond Proceeds | 275,000 | 300,000 | 225,000 | 800,000 |
| | TOTAL | 6,635,921 | 10,901,383 | 12,034,294 | 29,571,598 |



RTP: Financial Outlook

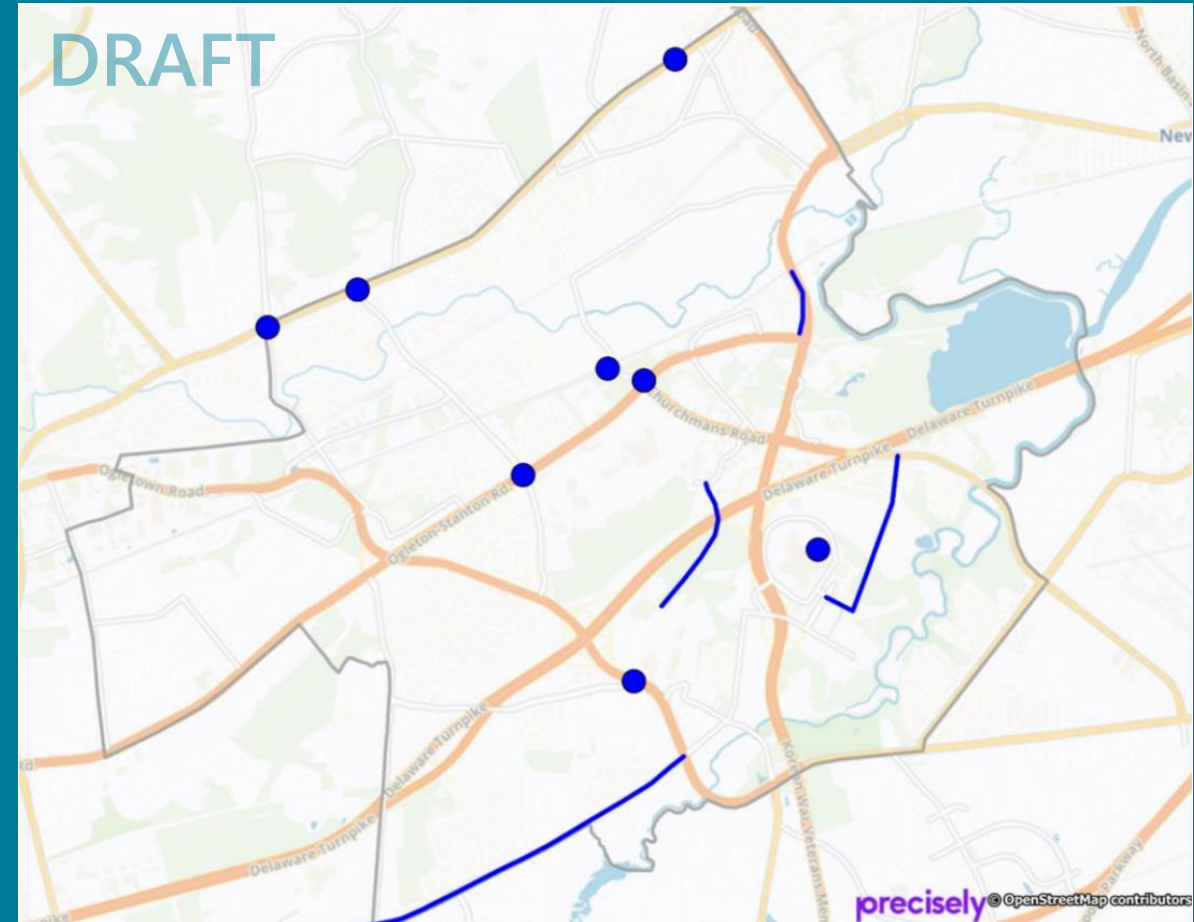


| (\$ in 000s) | | 2023-2028 | 2029-2039 | 2040-2050 | TOTAL |
|---------------------------------------|----------------------|------------------|-------------------|-------------------|-------------------|
| Funding | State Funds | 3,780,966 | 7,728,677 | 8,869,294 | 20,378,937 |
| | Cash/Carry-Over | 734,955 | 452,706 | 520,000 | 1,707,661 |
| | Federal Funds | 1,845,000 | 2,420,000 | 2,420,000 | 6,685,000 |
| | Bond Proceeds | 275,000 | 300,000 | 225,000 | 800,000 |
| | TOTAL | 6,635,921 | 10,901,383 | 12,034,294 | 29,571,598 |
| Expenses | GARVEE Payback | 109,951 | 145,732 | - | 255,683 |
| | Debt Service | 500,157 | 692,449 | 585,991 | 1,778,598 |
| | Operations | 1,924,003 | 4,516,868 | 5,926,522 | 12,367,394 |
| | State of Good Repair | 1,243,433 | 2,175,402 | 1,909,673 | 5,328,508 |
| | TOTAL | 3,777,545 | 7,530,451 | 8,422,187 | 19,730,183 |
| Available for Capital Projects | | 2,858,376 | 3,370,932 | 3,612,107 | 9,841,415 |
| New Castle County – 48% | | 1,372,021 | 1,618,047 | 1,733,811 | 4,723,879 |

NOTE: Over \$6 billion in total projects in Draft RTP project list!

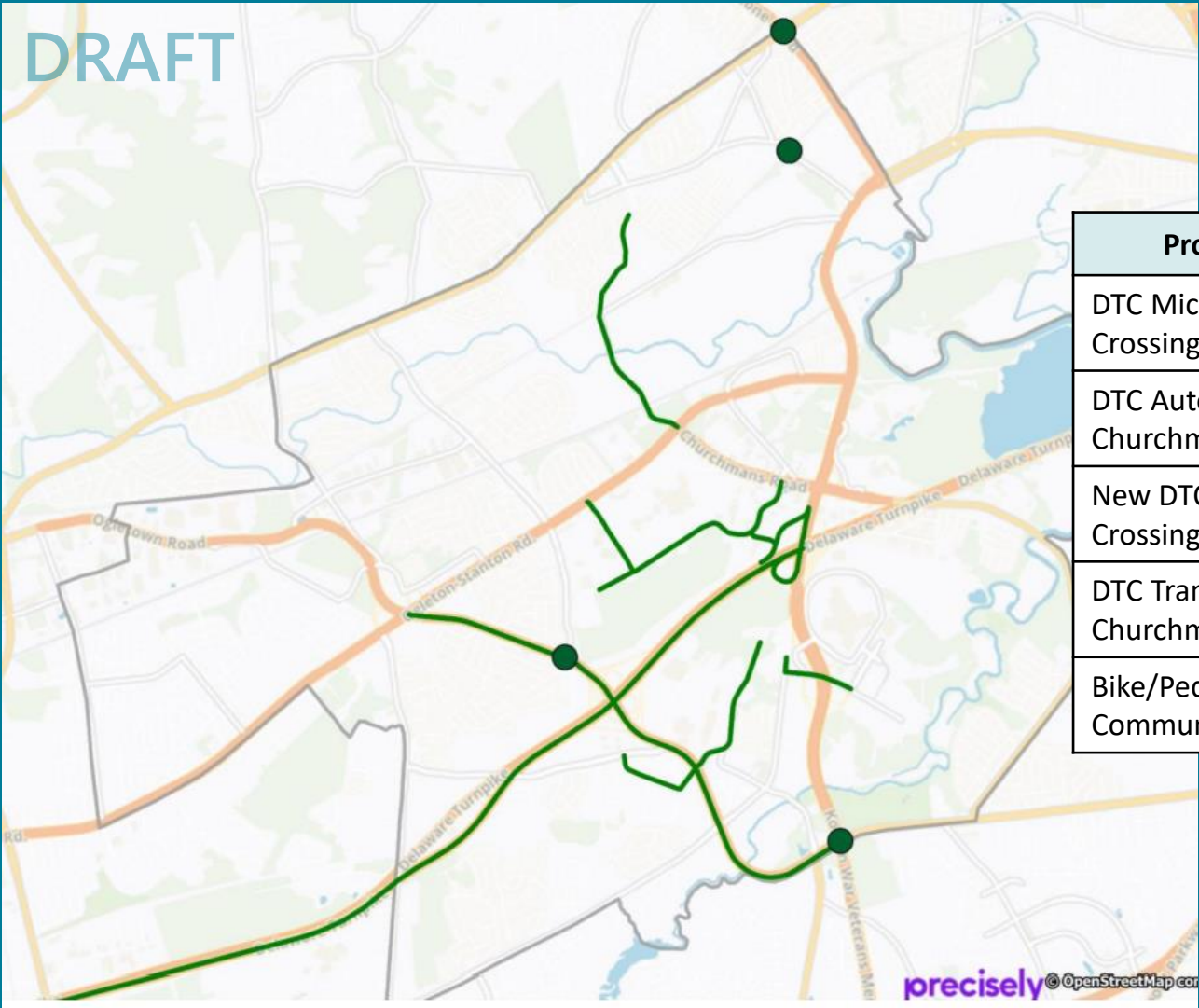
RTP: Local Projects – Constrained Projects

| Project Name | Estimated In-Service Year |
|---|---------------------------|
| SR 2 / Red Mill Rd. Intersection | 2024 |
| SR 4 / Harmony Road Intersection | 2028 |
| SR 4, Ogletown Stanton Road/ SR 7, Christiana Stanton Road Phase 1, Stanton Split | 2028 |
| BR 234, Kirkwood Highway over Mill Creek | 2030 |
| SR 2. Kirkwood Hwy / Harmony Rd | 2028 |
| Eagle Run Rd to Continental Drive Connector | 2045 |
| SR 4 / Churchmans Road Intersection | 2028 |
| New Castle County Transit Center | 2030 |
| Churchman's Crossing Fairplay Station Parking Expansion | 2024 |
| Center Blvd Extended to Churchmans Rd | 2030 |
| East Coast Greenway: New Castle - Churchmans Crossing gaps (approx. 2.8 mi) | 2028 |
| Old Baltimore Pike: SR 72 - SR 273, Sidepath | 2030 |
| SR 273 / Chapman Road Intersection Improvements | 2023 |



RTP: Local Projects – Aspirations (Unfunded)

| Project Name |
|---|
| Churchmans Road Extended, SR 2 to SR 4 |
| SR 273: I-95 to SR 1 |
| SR 2 / SR 7 |
| SR 7 and SR 2 (Short Term Improvements) |
| Southbound I-95 Access from Continental Drive |
| SB SR 1 to SB I-95 Connection |
| SB SR 1 to NB I-95 Connection |
| Christiana Bypass: Chapman to Eagle Run |
| Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road |
| Brownleaf Rd. Bike/ped connection to Samoset Dr. |
| Improvements at the Telegraph Road and St James Road Railroad Underpass |
| SR 273: 3rd lane NB & SB between I-95 and SR 4 |
| SR 273 at I-95 interchange reconfiguration |
| SR 7 Intersections: SR 7/Telegraph Rd, SR 7/Delaware Park Blvd |



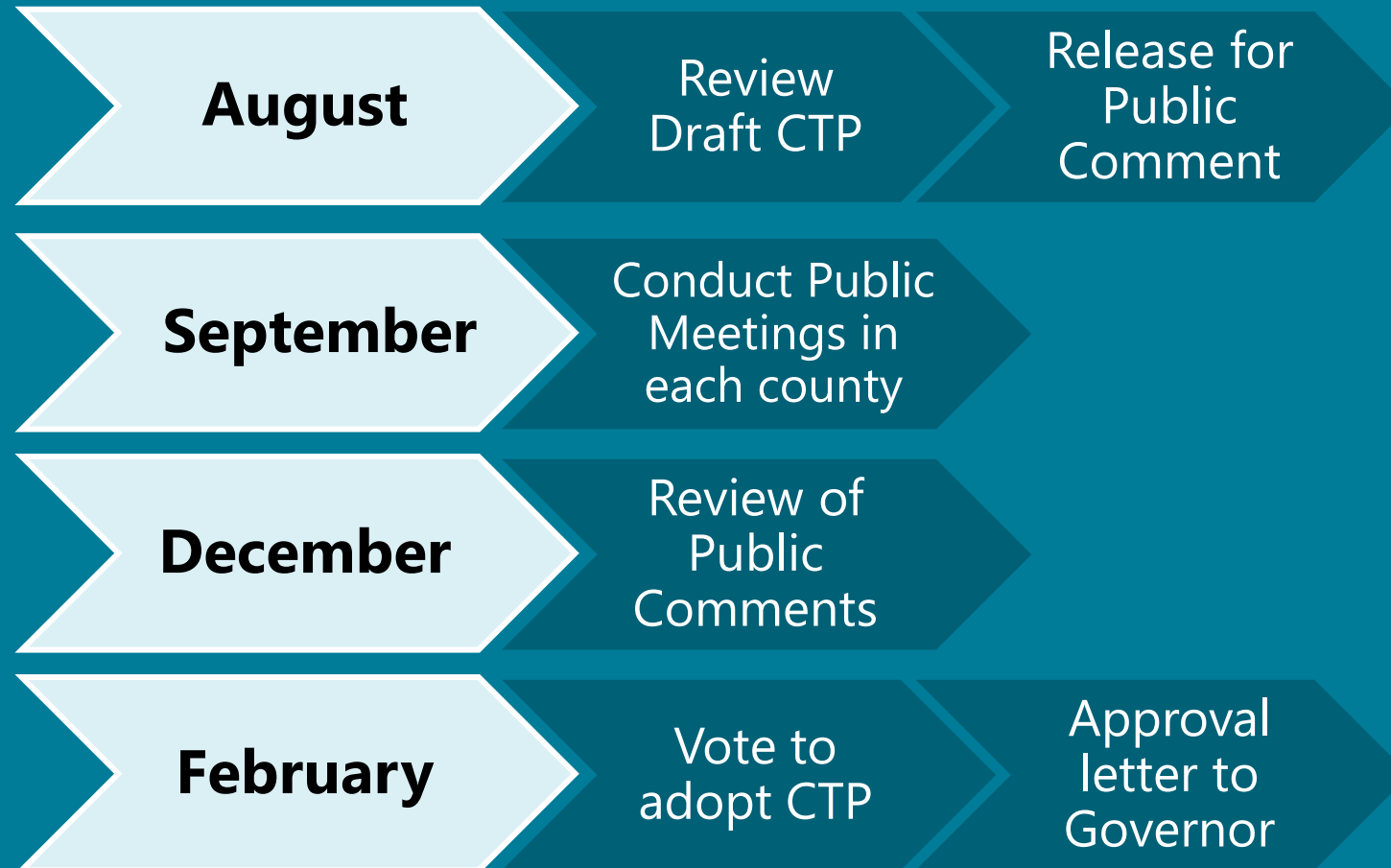
| Project Name (not mapped) |
|--|
| DTC Micro Transit - Churchmans Crossing |
| DTC Automated Transit Vehicles - Churchman's Crossing |
| New DTC Bus Routes - Churchman's Crossing |
| DTC Transit Access Improvements - Churchman's Crossing |
| Bike/Ped Improvements in Existing Communities - Churchman's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

Next Steps

- Continued public outreach and agency coordination
- Take the 2050 RTP survey – **wilmapco.org/rtp**
- Share on social media - **@wilmapco** and **#2050RTP**
- Attend Our Town Conference on **Feb 8**
- Public comment begins January 15
- Council adoption in March 2023

DeIDOT: CTP Process Timeline

CTP Process occurs in even Fiscal Years – Upcoming in FY24



CTP Information



ABOUT ▾ CITIZEN ▾ BUSINESS ▾ SERVICES ▾ EMPLOYMENT ▾ CONTACTS ▾ TRANSLATE

DELAWARE DEPARTMENT OF TRANSPORTATION

Capital Transportation Program (CTP)

CTP Home



CTP Reports

- Current CTP
- Previous Reports

Planning Partners

- WILMAPCO
- Dover/Kent MPO
- Salisbury/Wicomico MPO
- Sussex County
- 2021 Non-Metropolitan Consultation Process Update
- Sussex County Long Range Transportation Plan

Resources

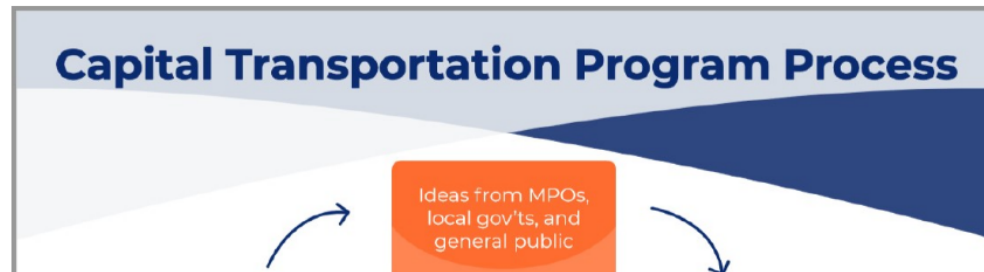
- CTP Development Process
- CTP Brochure | Spanish
- DelDOT Enhanced Project Prioritization Criteria Summary
- DelDOT Enhanced Project Prioritization Criteria

Capital Transportation Program Meetings

New Castle County Capital Transportation Program Public Meeting 9/15/2021

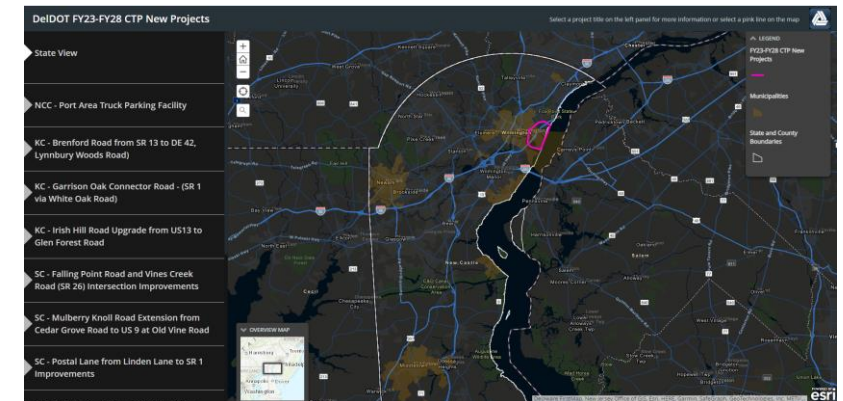
Development:

Every two years the Department of Transportation develops a 6-year Capital Transportation Program (CTP) that identifies anticipated capital investments. This program is developed in cooperation with the Wilmington Area Planning Council (WILMAPCO), Dover/Kent County Metropolitan Planning Organization, Salisbury-Wicomico Metropolitan Planning Organization, and Sussex County. The program provides information on various DelDOT capital and maintenance programs and on the estimated cost expenditures for the project phasing of a capital project that are anticipated in each specific fiscal year. The following documents provide a brief overview of the process and specific information about DelDOT's prioritization criteria.



Updated Website:
ctp.deldot.gov

Meeting Videos



New Interactive Map

CTP Prioritization Criteria



- Safety
 - Crash Index
 - Critical Crash Ratio
 - Address Strategies in the Strategic Highway Safety Plan
- System Operating Effectiveness
 - Existing Congestion Level
 - Congestion Management Corridors by MPO, Comprehensive Plans, and/or Planning Studies
- Multimodal Mobility/Flexibility/Access

CTP Prioritization Criteria



- Revenue/Economic Development/Jobs and Commerce
 - Economic Impact
 - Identified in a Transportation Improvement District (TID)
 - Cost-sharing Support
 - Freight Corridor
- Impact if the Public/Social Disruption/Environmental Justice
 - Impact of the Public/Social Disruption
 - Social and Health Related Elements

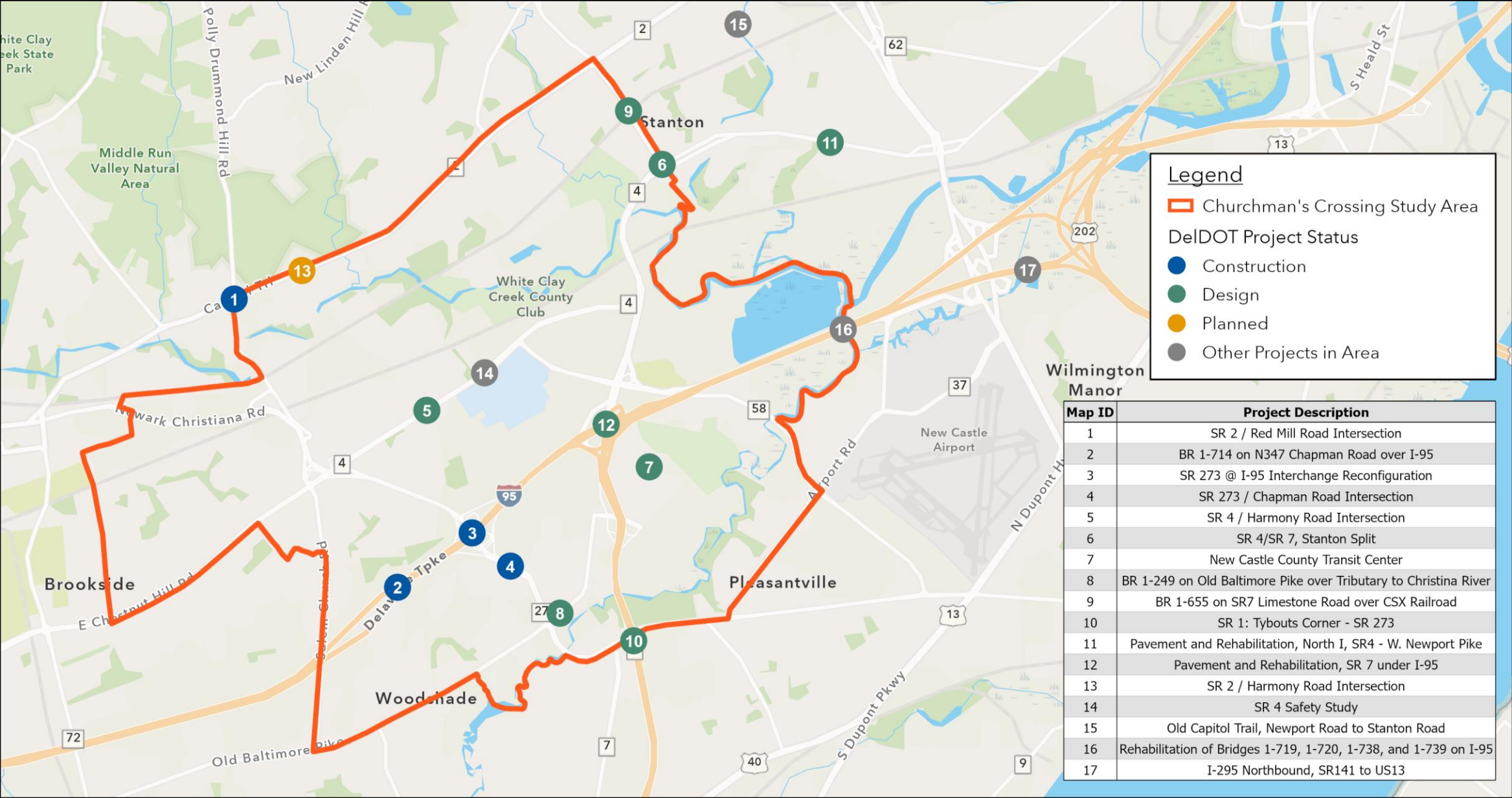
CTP Prioritization Criteria

- Environmental Impact/Stewardship
- State and Local Priority
 - Delaware Strategies for State Policies and Spending
 - Local Priority



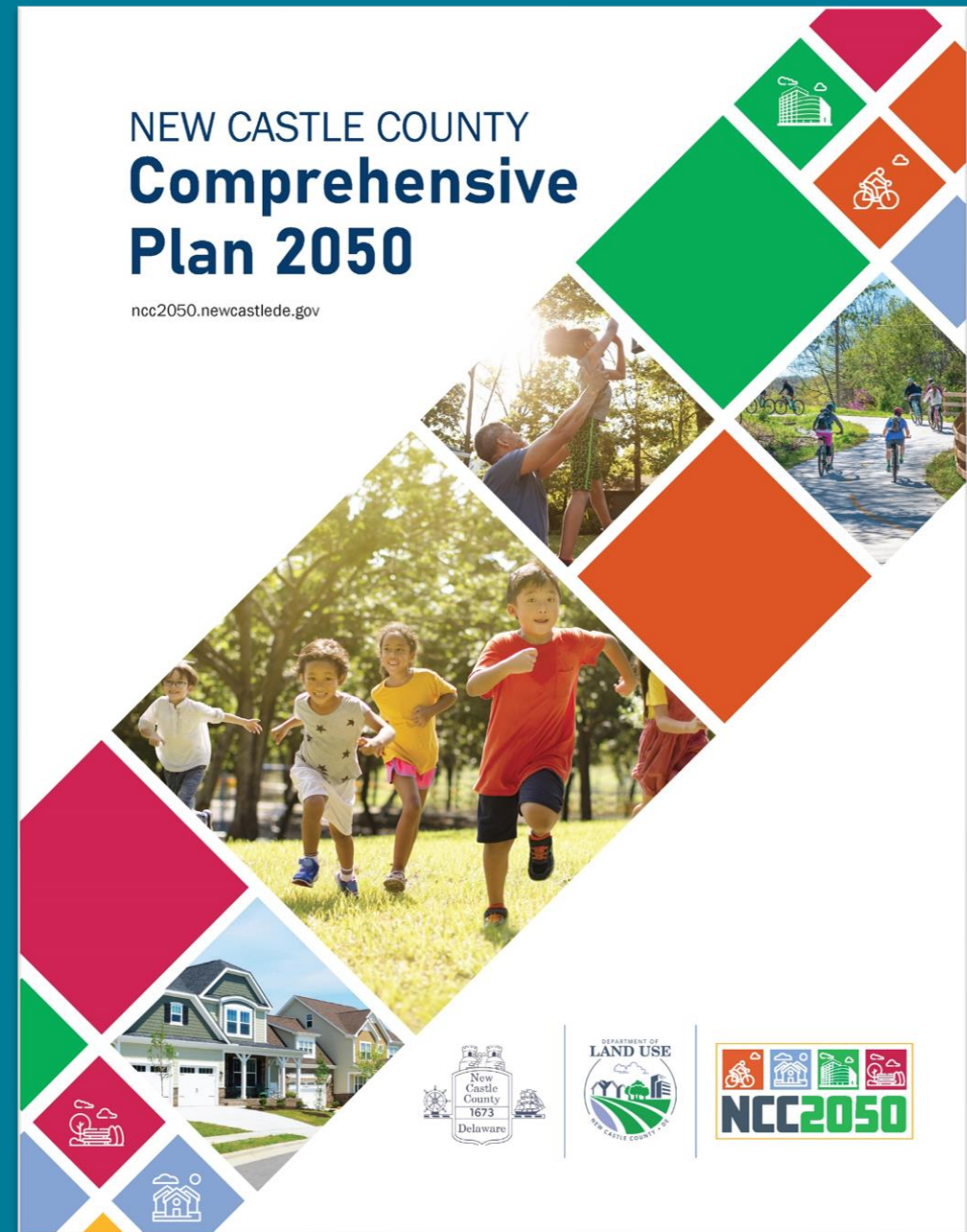
DeIDOT Capital Project Updates

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



NCC Department of Land Use

New Castle County Comprehensive Plan Update



What's the Status of NCC2050

- Adopted by County Council – July 26th
- Signed by the County Executive – August 4th
- Certified by Governor Carney



7 Themes



**Economy &
Jobs**



Environment



Quality of Life



**Community
Character**



**Transportation &
Accessibility**



**Climate Change &
Hazard Mitigation**



**Environmental and
Social Justice**

Plan Priorities



1. Direct development to planned growth areas with supportive infrastructure and limit it outside of these areas
2. Address environmental justice concerns and reduce the risk and impact from environmental and health hazards on historically overburdened communities
3. Preserve at least 7,100 additional acres of county land as open space by 2050
4. Lead in addressing climate change so that New Castle County reaches net zero GHG emissions by 2050. We will prepare the built environment for a clean energy future and become more resilient
5. Develop policies and programs to create an economic environment that supports a range of industries, including emerging industry
6. As economic growth occurs, strive for equity. Ensure that quality jobs and economic growth are accessible to all



Plan Priorities

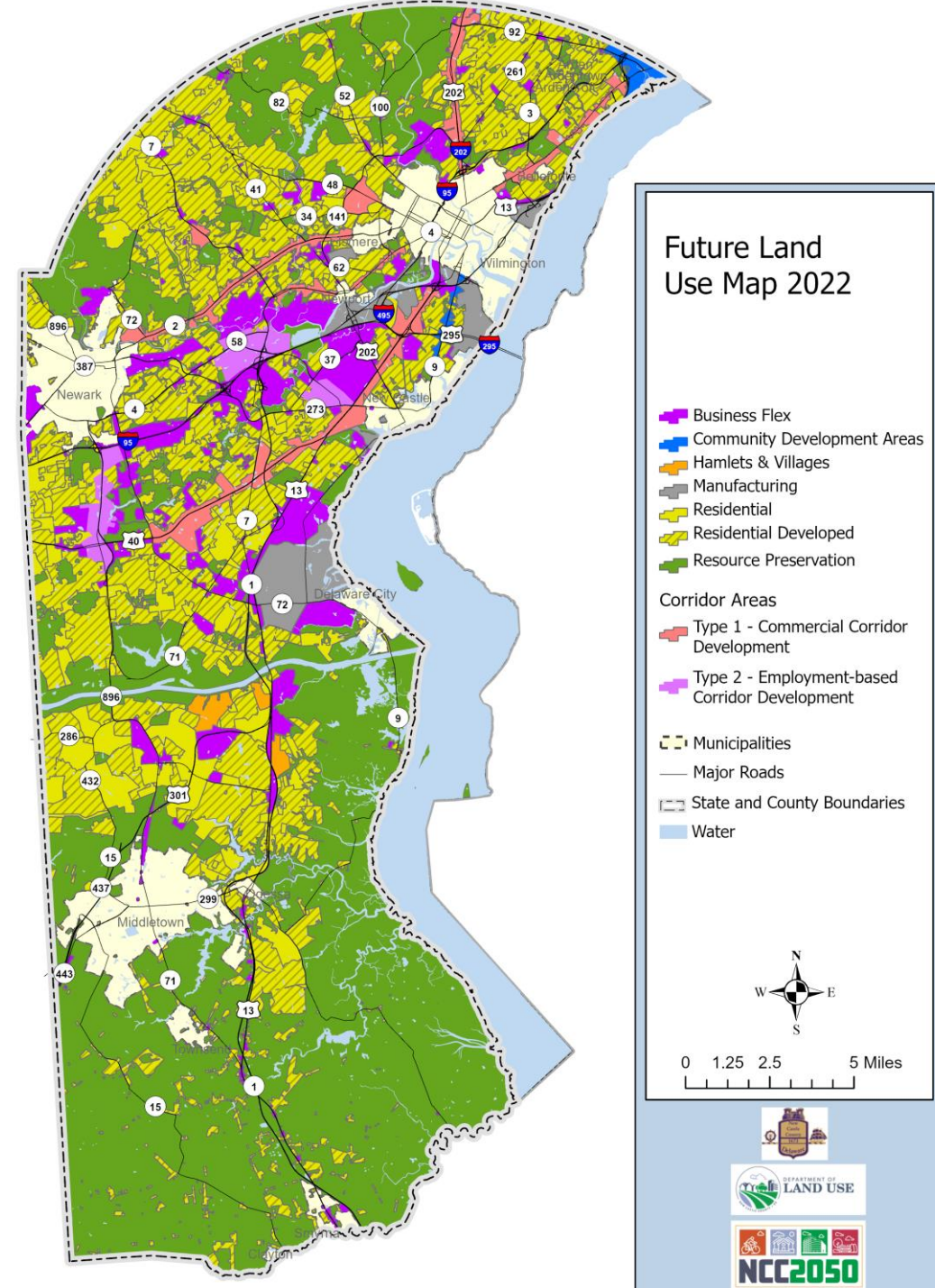


7. Ensure growth and change is coordinated and timed. Decision-making should leverage best/new data and technology
8. Increase the variety and range of price-points of safe, quality housing options for all, in a diversity of locations
9. Implement corridor, watershed-based, and other target-area-based revitalization (stormwater BMPs, trees/landscaping, greenways/trails)
10. Increase diversity of engagement in community planning activities and on professional planning staff
11. Update the practice for re-zonings and Future Land Use Map (FLUM) changes

Future Land Use Map and Churchman's Crossing

Type 2 (Employment-Based Corridor Development)

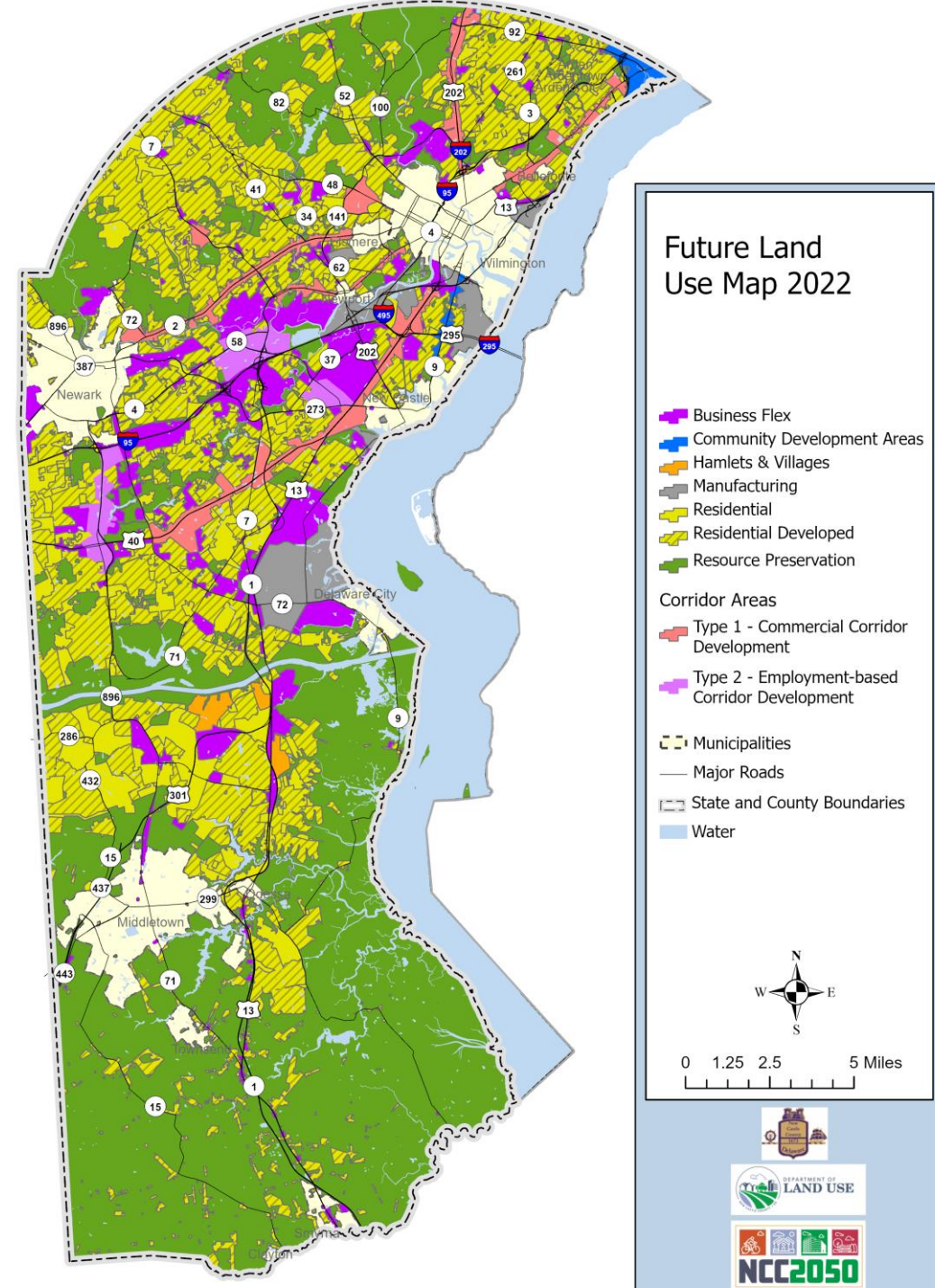
- Type 2 corridors generally have a regional impact regarding jobs and services. Future development should strengthen the impact and importance of these centers while being sensitive to the relationship the developments have on neighboring communities.
- Non-residentially zoned land and uses – Development and redevelopment of these sites should be oriented and designed in a manner creating massing and design for the corridor consistent with the vision and provisions of the **Guiding Principles in the Unified Development Code for Employment-based Corridor Development**. Balance is essential for these corridors with a variety of uses supported from existing small retail establishments to regional shopping and logistic centers to business parks. Corridor redevelopment should implement design features that contribute to achieving Vision Zero, such as reducing site access points when possible.



Future Land Use Map and Churchman's Crossing

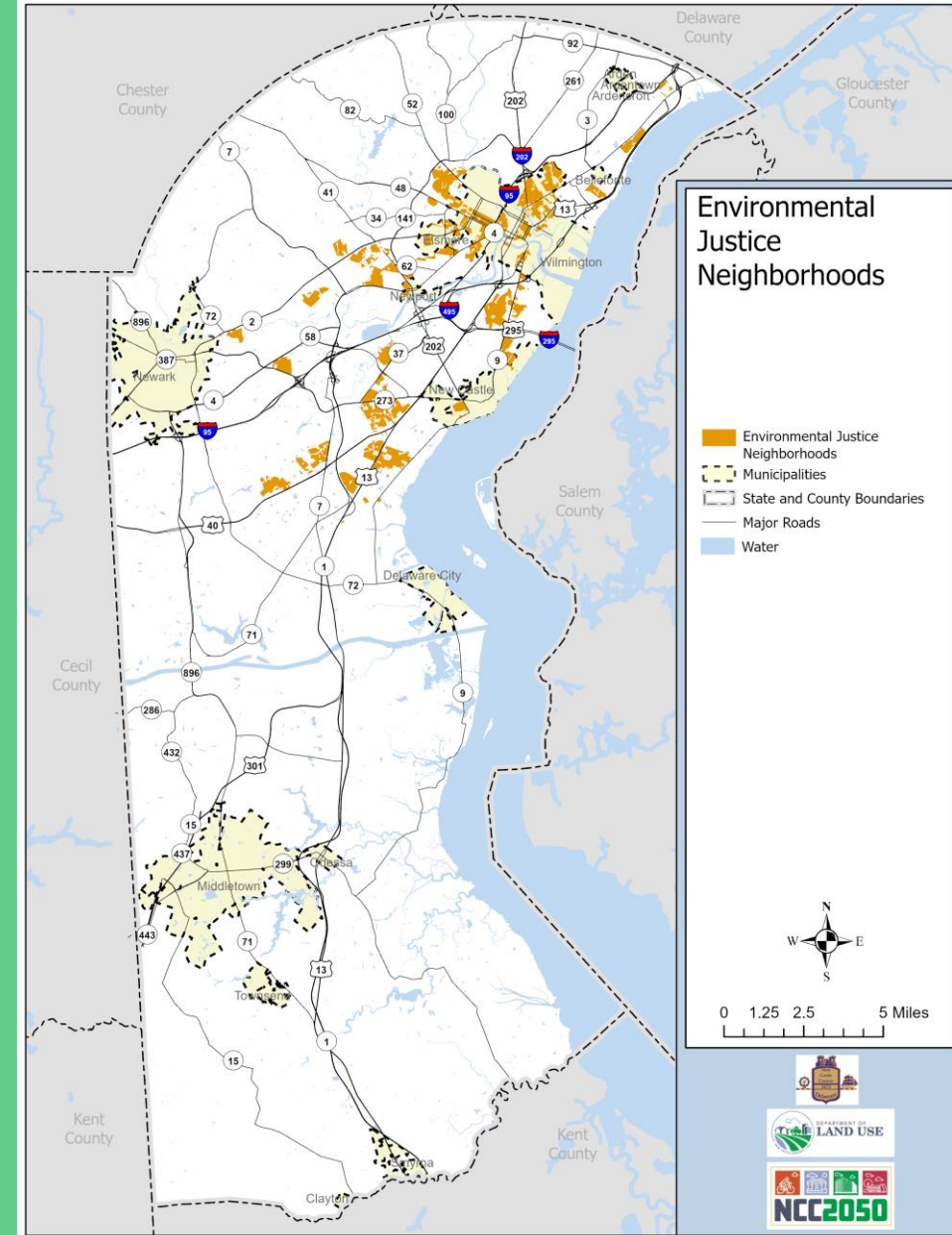
Type 2 (Employment-Based Corridor Development)

- Residential Zoned Land and Uses - Residential land may continue to be used and developed for residential purposes, however, rezoning to permit uses allowed by the above zoning districts is appropriate when the proposed development is conducive in form and function to the Employment-based Corridor Development (Guiding Principles) of adjacent non-residential land while being sensitive to the context to neighboring residential development.
- Environmental, Agricultural and Historically significant land – Preservation shall be encouraged, and development shall be discouraged



Reduce the risk and impact from environmental and health hazards on overburdened communities

1. EJ/SJ Committee
2. Better separate Heavy Industry from residential neighborhoods
3. Evaluate cumulative impacts of pollutants and other community stressors to residents of Environmental Justice Communities.
4. Develop tools to assist the Board of Adjustment in evaluating Special Use Permits for HI uses



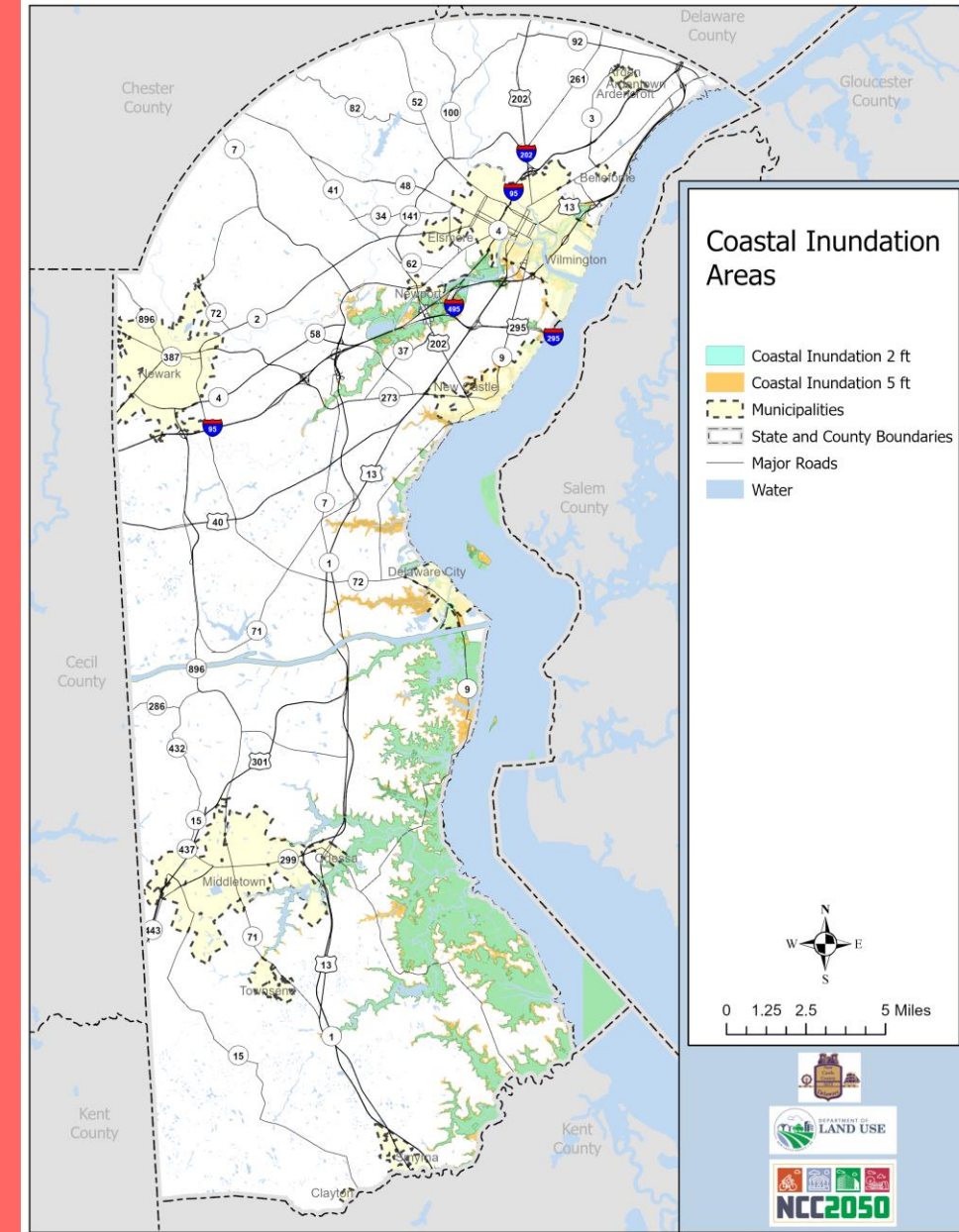
Economic Development

1. Redevelopment
2. Right Size Parking Requirements
3. Mixed Use
4. Large Nonresidential Structures
5. Churchman's Crossing TID



Lead in addressing climate change, with a path for New Castle County government to reach net zero greenhouse gas emissions by 2050

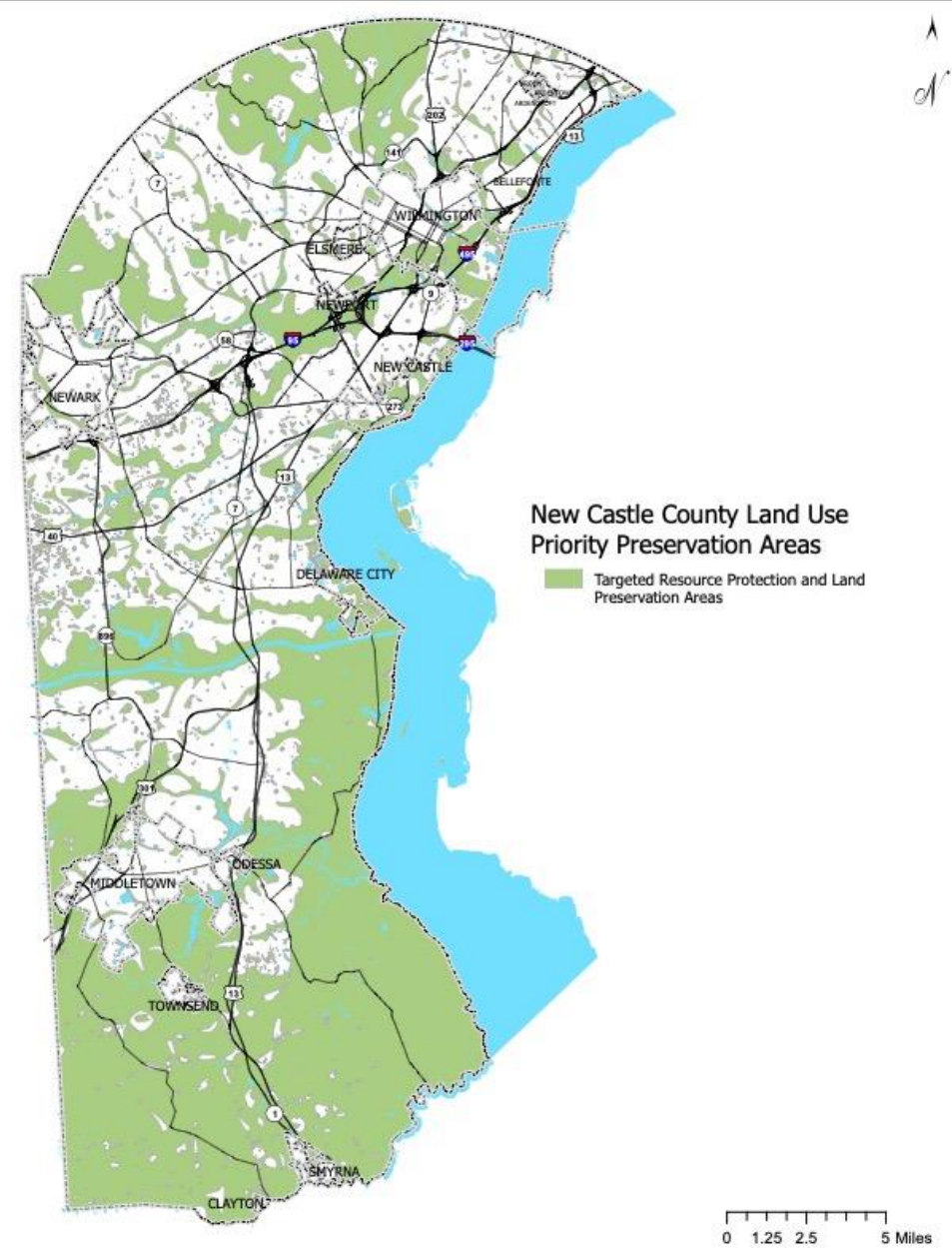
1. Sustainability implementation
2. Review County operations to reduce greenhouse gas emissions
3. Collaborate with partners and other agencies to achieve reduction in Vehicle Miles Traveled (VMT) per capita.



Preserve land for open space in the county, improving its ecosystem health, agricultural viability and historic character

1. Agricultural Preservation Committee
2. Open Space Advisory Board
3. Implement the Land Preservation Task Force

Recommendations



Community Development

1. Work with Newport Potential CCED
2. Claymont Planning Efforts
3. Redevelopment and Design on Concord Pike, Rt.9 and Philadelphia Pike and other Corridor Areas
4. Comp Plan Notice Requirements: For new development
5. Potential corridor studies with WILMAPCO and DeIDOT



Increase the variety and range of safe, quality housing options for all.

1. Enable a greater range of housing types and price points
2. Using the market value analysis (MVA) from the State and other data, identify priority areas and areas of opportunity





NCC2050 was approved on July 26, 2022!

Thank you to all of our residents and stakeholders who provided ideas and feedback, attended workshops, and participated in the comprehensive planning process! Stay tuned for next steps!

Robust Public Engagement

2,000+ Planning Board
Public Hearing mailings

141,284
social media impressions

123,070
newsletters in
annual sewer bills

370 people attended
4 “Let’s Talk” virtual
workshops fall 2020

40+ youth participants via
the Youth Planning Board
(now recruiting for its 3rd class!)

900+ responses to
multiple surveys

701 registrants for 3
virtual Public Forums
(November 2020,
July 2021, December 2021)

837 people attended five
“Deep Dive” virtual workshop
sessions in Spring 2021

12+ community
meetings held
Fall 2021 -
Winter 2021

88 Stakeholder Advisory
Committee & Interagency
Work Group members

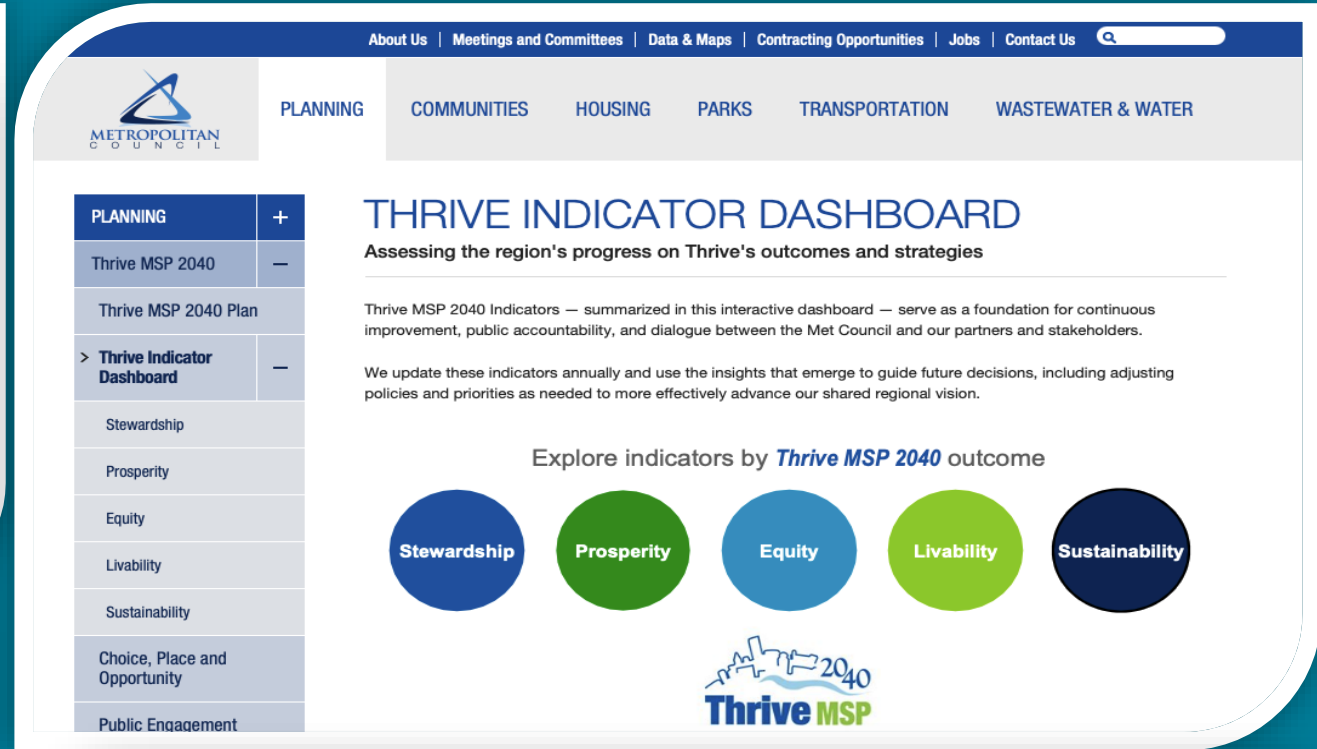
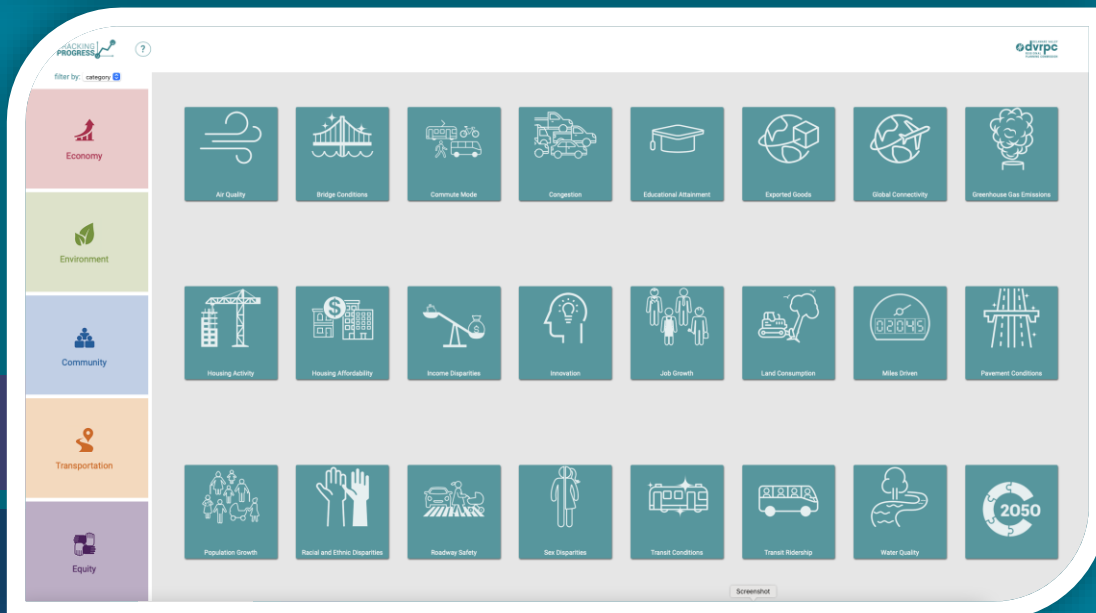
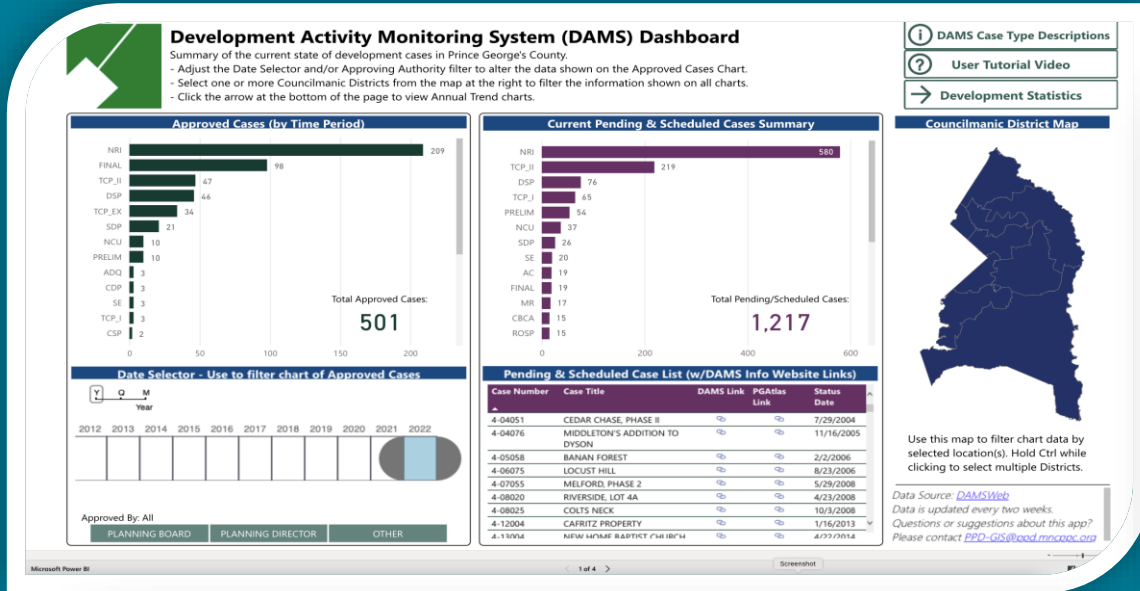
130 written public
comments received
and reviewed

56,343+ visits to
NCC2050 website

[CLICK HERE TO VIEW OUR UPDATED PLAN](#)

[CLICK HERE TO VIEW FORMAL PUBLIC RECORD](#)

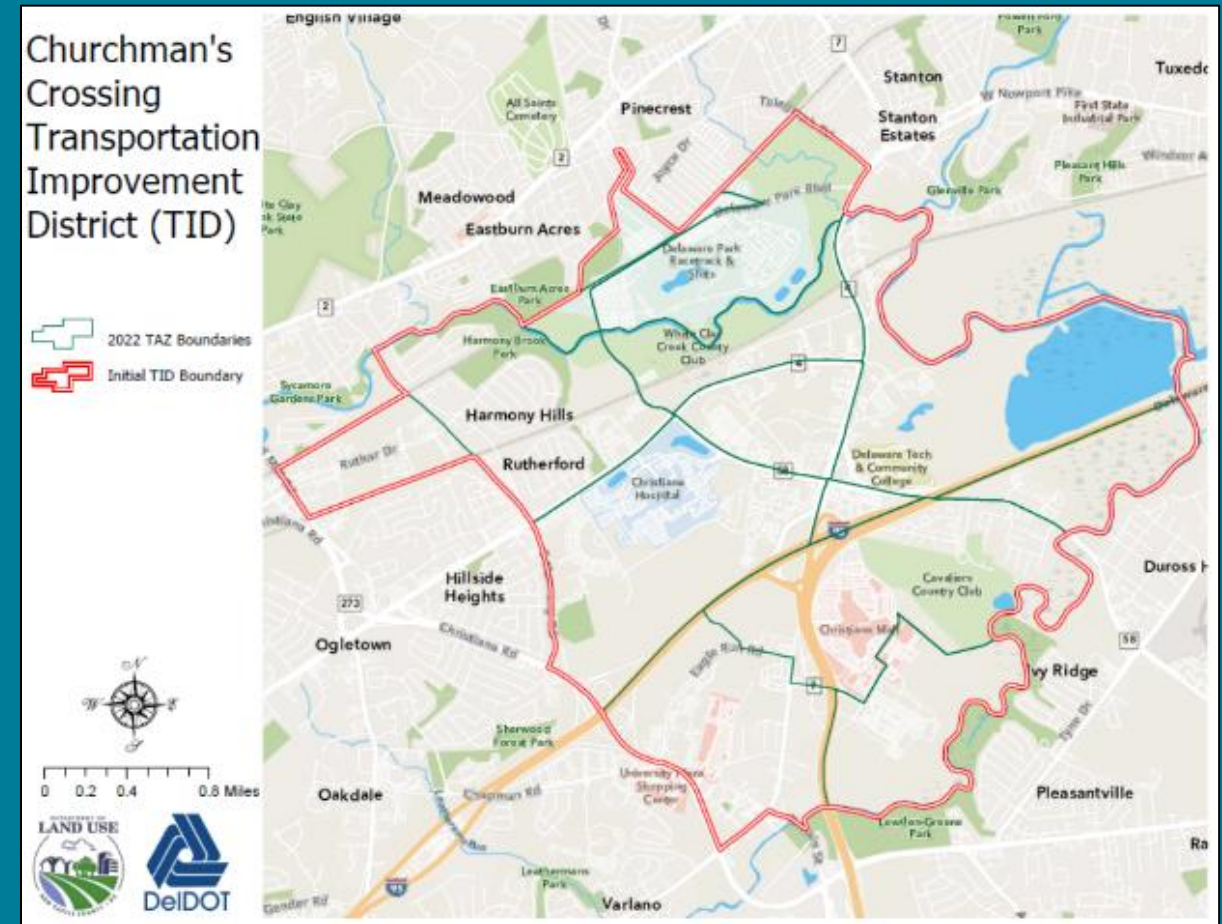
Dashboard/Metrics



Transportation Improvement District

- Churchman's Crossing Plan Update included the recommendation to establish a Transportation Improvement District (TID), including a Strategic Plan
- NCC DLU and DeIDOT have started a process to establish a TID
- 1st Community Workshop held July 20, 2022
- Expect process to take approximately 1 year

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

DART: Service Updates

- Fixed Route Bus Ridership 80% pre-pandemic levels
- Churchman's Crossing Area served by 13 Fixed Routes and 1 Intercounty Route
 - Routes 5, 6, 10, 15, 33, 37, 42, 44, 51, 54, 55, 62, 64, and 301
- Total Ridership within Churchman's Crossing Area 2,014 ons and 2,165 offs per weekday
- Route 33 highest # of riders 524 ons / 578 offs per weekday



DART: Service Updates

| Stop | Ons | Offs |
|------------------------------------|--------|--------|
| Christiana Mall PNR Outside | 124.56 | 303.01 |
| Christiana Mall PNR Inside | 597.31 | 518.85 |
| Target | 176.24 | 159.77 |
| Fashion Center Opp Pier One | 3.7 | 35.44 |
| Fashion Center at Pier One | 27.99 | 5.26 |
| Christiana Hospital Parking Garage | 58.71 | 38.39 |
| DE 4 at Christiana Mall Entrance | 1.05 | 4.68 |
| Del-Tech | 2.32 | 8.21 |

Fairplay Station Parking Expansion

- Design is underway to replace the existing surface parking lot with a 300-space parking garage
- Project also involves platform improvements, including new lighting, shelters, signage and security enhancements
- Construction is slated to begin in 2024



DART Reimagined

Reshaping DART Transit Services to Meet the Needs of Today... and Beyond

- Comprehensive Transit Study
- Iterative Public Process
- Recommendations/Implementation Plan
 - Routing
 - Service Types
 - Fleet Size
 - Infrastructure Improvements
- Consultant Announcement Coming Soon
 - Kick-Off Meeting Scheduled for November
 - Extensive Outreach through Spring 2023

Project Tracking Matrix



Project Tracking Matrix



- Interactive Map and spreadsheet to be used by the CCMC to track progress of the implementation of the Plan Update Recommendations
- Can be designed to indicate the status including
 - Design
 - Construction
 - Land Use Policies Implementation
- Will be used as part of future CCMC Meetings and Public Information

Next Steps/Work Plan



Work Plan

▶ Summer

■ Assemble available data from Project Partners:

- *Land Use Development updates*
- *Safety data*
- *Traffic data*
- *Transit data*

▶ Fall

■ Intersection counts at 15 locations

- *Perform Critical Movement Summation (CMS) Analysis*

■ Discuss Monitoring Committee priorities for CTP input with Project Partners

■ Update GIS database with latest data

We are here! →



Monitoring Committee Meeting #1

- *Workplan for Draft Report*
- *Capital project implementation/prioritization updates*
- *Additional agency updates*

Technical team efforts shown in **black**.

Deliverables shown in **green**.

Monitoring Committee Meetings & Public Workshops shown in **purple**.

Work Plan

▶ Winter

JANUARY

- Confirm data for inclusion in Draft Report
- Gather additional annual transportation data

FEBRUARY

- **Provide Draft Churchman's Crossing Monitoring Report to Monitoring Committee**

▶ Spring

MARCH

- **Monitoring Committee Meeting #2**
 - **Review of Draft Report**
 - **Looking ahead discussion**
- Revise Draft Report per Monitoring Committee feedback

APRIL

- **Public Workshop**
- **Final Churchman's Crossing Monitoring Report**

MAY

- **Monitoring Committee Meeting #3**
 - **Feedback from the April Public Workshop**
 - **Goals for the year ahead**

Technical team efforts shown in **black**.

Deliverables shown in **green**.

Monitoring Committee Meetings & Public Workshops shown in **purple**.

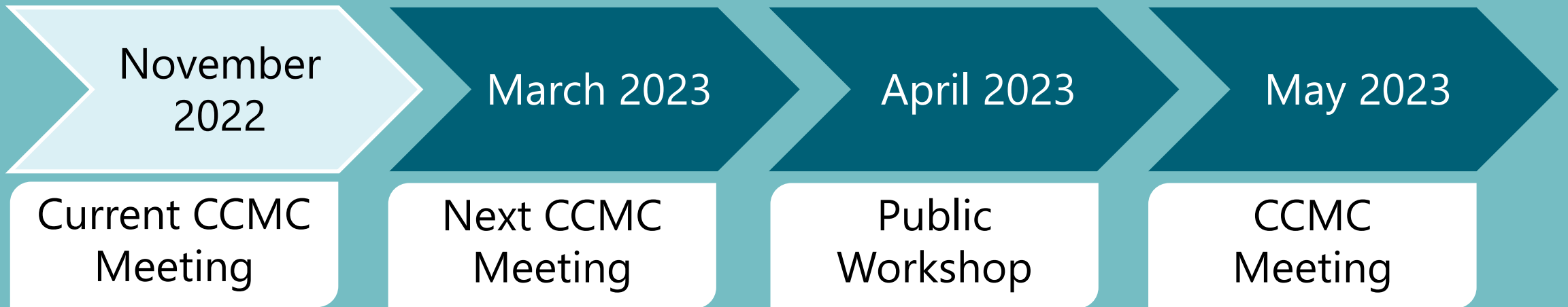
Draft Monitoring Report

- There will be an annual Monitoring Report developed for the Committee's review in February 2023
- The annual Monitoring Report, will include updates of key metrics/trends in Churchman's Crossing:
 - Land development
 - Traffic
 - Highway safety
 - Transit service
 - Project Implementation status
 - Effectiveness of completed projects
 - Regional factors impacting corridor





CCMC Meeting Schedule



Questions?



THANK YOU!



(302) 737-6205 Ext. 121



dblevins@wilmapco.org



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