## Churchman's Crossing Plan Update Advisory Committee Meeting #2

May 3, 2021





# WELCOME!

## Advisory Committee Meeting #2 for the Churchman's Crossing Plan Update



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Churchman's Crossing Plan Update

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#### **AGENDA**

- Welcome & Overview
- Recommended Land Use Forecast Balanced Land Use
- Transportation Alternatives
- Evaluation Matrix
  - -Discussion
- Potential Implementation Tools
  - Discussion
- Public Comment









#### **Management Committee**

- Agency Partners
  - Wilmington Area Planning Council (WILMAPCO)
  - -New Castle County Department of Land Use
  - Delaware Department of Transportation (DelDOT)

#### Consultant Team

- -RK&K
- -Kramer & Associates
- Renaissance Planning
- Rybinski Engineering



## **Advisory Committee**

- Bank of America
- Bike Delaware
- Christiana Executive Campus
- Christiana Fire Company
- Christiana Hospital
- Christiana Mall (Brookfield Properties)
- City of Newark
- Civic League for New Castle County
- Committee of 100
- Delaware Department of Natural Resources & Environmental Control (DNREC)

- Delaware Nature Society
- Delaware Office of State Planning
- Delaware Park
- Delaware Transit Corporation (DTC)
- Del-Tech
- J.P. Morgan Chase
- New Castle County Chamber of Commerce
- Rutherford Community
- Shipps Realty LLC
- Village of Christiana



## **Recommended Land Use Forecast – Balanced Land Use**





#### **Recommended Land Use Forecast – Balanced Land Use**

#### Current

- Built / occupied in 2019
- Expected
  - Considers growth already in development or expected to occur based on regional econometrics
- Balanced
  - Considers strategic intensification of mixed-use centers to improve the mix of uses





## **Balanced Land Use – Employment Growth**

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





#### **Balanced Land Use – Household 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-nearwork policies and reduce commute length

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#### What Balanced Land Use Might Look Like...Baseline



Source: New Castle County Department of Land Use "Deep Dive" Presentation 4/7/2021





#### What Balanced Land Use Might Look Like...Balanced



Source: New Castle County Department of Land Use "Deep Dive" Presentation 4/7/2021





#### What Balanced Land Use Might Look Like...Baseline



Source: New Castle County Department of Land Use "Deep Dive" Presentation 4/7/2021





#### What Balanced Land Use Might Look Like...Balanced



Idea: Infill parking lots, add amenities, encourage alternative transportation

Source: New Castle County Department of Land Use "Deep Dive" Presentation 4/7/2021





#### What Balanced Land Use Might Look Like...Baseline



Source: New Castle County Department of Land Use "Deep Dive" Presentation 4/7/2021





#### What Balanced Land Use Might Look Like...Balanced



Source: New Castle County Department of Land Use "Deep Dive" Presentation 4/7/2021





## **Transportation Alternatives – RTP Financially Constrained List**







#### **Transportation Alternatives – RTP Aspirations List + Others**



#### **Transportation Alternatives – Additional Projects for Evaluation**







#### **Evaluation Matrix**

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#### Churchman's Crossing Study PROJECT CRITERIA SUMMARY



													Cate	gory						Category    Funded  RTP Aspirations														
Transportation Improvement Alternative	RTP Financially Constrained	Churchmans Road Extended, SR 2 to SR 4	v SR 273: 3rd lane NB & SB between SR 1 define 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 Torfrom Mail and SR 7 - Pike Creek, SR 2 - Phroes 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.	Build Strain Str												
Мар	A-R	S	U	v	w	х	Y	Z	AA	BB	сс	DD	GG	НН	Ш	JJ	кк	EE	FF	LL	MM													
Connectivity																																		
Extent of Effect – Person Miles Traveled																																		
Congestion																						Neutral												
Transit Enhancement Opportunities												1										$\bigcirc$												
Mode Share																																		
Bicycle & Pedestrian Level of Traffic Stress																																		
Economic Development / Redevelopment Opportunities																																		
Safety																						Most Adverse												
Constructability / Engineering																																		
Natural Environment Impacts																																		
Cultural / Historic Resource Impacts																																		



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#### **Advisory Committee Considerations for Meeting #2**

- Discussion Topic #1: Evaluation Criteria
  - Do the criteria capture all necessary elements to consider?
  - Are the evaluation scales understandable and meaningful?





## **Evaluating Connectivity**

Does the project create new connections?



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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)





#### **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

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#### **Evaluating Congestion**

• How much traffic is the right amount?



#### Arterial Mobility: LOS F Thriving Economy?



#### Arterial Mobility: LOS A Struggling Economy?





## **Evaluating Congestion – Hypothetical Example**

- How much traffic is the right amount? Consider: Time of Day
- Hypothetical roadway 4 lanes
- 1 mile in length
- 44,000 daily volume
- LOS D in peak periods
- 1080 daily VHT
- 12 acres of ROW
- 8 acres of pavement
- 75' crosswalk





#### **Evaluating Congestion – Hypothetical Example**

• How much traffic is the right amount? Consider: Time of Day

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- Hypothetical roadway 6 lanes
- 1 mile in length
- 44,000 daily volume
- LOS C in peak periods
- 850 daily VHT
- 18 acres of ROW
- 10 acres of pavement
- 100' crosswalk





#### **Evaluating Congestion**

• How much traffic is the right amount?

Neutral: traffic levels likely don't warrant investment

Good: the Goldilocks zone

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> Neutral: investment likely doesn't fully address traffic needs





## **Evaluating Transit Enhancement Opportunities**





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





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Will likely reduce percent of drive alone trips









## **Evaluating Bicycle & Pedestrian Level of Traffic Stress**

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



**Churchman's Crossing Existing Bicycle Level of Traffic Stress** 





## **Evaluating Economic Development / Redevelopment Opportunities**

Does the project help create "location, location, location" for (re)developable properties?



Doesn't add much accessibility value





Creates new accessibility value









## **Evaluating Safety**

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- 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



Delaware Statewide Crash Rankings, 2016 – 2018 (based on number, severity, and cost)



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## **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

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




# **Evaluating Natural Environment Impacts**

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# **Evaluating Cultural / Historic Resource Impacts**

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# **Evaluating Noise/Property Impacts**











Likely substantial impacts for noise and direct property impacts



# Do these 12 criteria capture all necessary elements to consider? Are the evaluation scales understandable and meaningful?

- » Connectivity
- » Extent of Effect Person Miles Traveled
- » Congestion
- » Transit Enhancement Opportunities
- » Mode Share
- » Bicycle & Pedestrian Level of Traffic Stress

- » Economic Development / Redevelopment Opportunities
- » Safety
- » Constructability / Engineering
- » Natural Environment Impacts
- » Cultural / Historic Resource Impacts
- » Noise/Property Impacts



# **Evaluation Matrix – Analysis Results**

See attached Evaluation Matrix





## **Potential Implementation Tools**

- Several tools can be used to implement a plan, including:
- » Future land use and zoning
- » Subdivision and building regulations
- » Concurrency (adequate public facilities)
- Transportation Improvement Districts (TIDs)
- » Complete Community Enterprise Districts (CCEDs)



## **Advisory Committee Considerations for Meeting #2**

- Discussion Topic #2: Implementation Tools
  - What are your thoughts on using one, or both, of the potential new implementation strategies, in addition to the "business-as-usual" approach to land use and transportation in Churchman's Crossing?





# Transportation Improvement District (TID) – What is it?

#### Definition

- A geographic area defined to secure required improvements to transportation facilities in an area
- Described in the DelDOT's Development Coordination Manual

#### Purpose

- 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





An Overview for Local Government Leaders

## Transportation Improvement Districts Topics Covered

#### Frequently asked questions Benefits Examples in Delaware

× Testimonials

**Delaware Department of Transportation** 



# Comparison of a TID to a Traffic Impact Study (TIS)

#### **Traffic Impact Study**

- Specific development proposal
- Development completion date
- Specific intersections meeting location and impact criteria
- Single development impact



## Transportation Improvement District

- Future land use for the TID area
- 20 years into the future
- All key intersections in the TID area
- Cumulative impact



# Why Consider a TID?

- Promotes Intergovernmental Coordination
- Establishes Fair-Share Contributions to Transportation Improvements
- Manages Transportation Impacts
- Complements Master Plans
- Supports Sustainable Development and Complete Communities
- Fosters Market-Ready (Re) Development



## Where Are TIDs In Delaware?



# **Complete Community Enterprise District (CCED) – What is it?**

#### Definition

- A geographic area defined to create transit-oriented development districts
- Defined in Chapter 21 of Title 2 Delaware Code

#### Purpose

- Encourage "complete communities" that are transitfriendly, walkable, and bikeable
- Encourage transportation improvements that can support reduced auto ownership
- Promote economic development

Title 2 - Transportation	
§ 2104. District requirements.	
A Complete Community Enterprise District must meet all of the following requirements: (1) Be contiguous. (2) Be more than 1 square mile but less than 9 square miles in area. (3) Be a compact shape with an isoperimetric quotient of at least 0.7. (4) Be zoned and otherwise regulated such that the District may be developed at a density	that is high enough to enable frequent
Title 2 - Transportation	pal or county requirements for the
	s. No parcel of land included in the
N	
Part II Transportation Department	
Chapter 21	
Chapter 21 COMPLETE COMMUNITY ENTERPRISE DISTRICT	n the District that would result in a
COMPLETE COMMUNITY ENTERPRISE DISTRICT	t and develop capital improvement
§ 2101. Declaration of policy.	ti-modal mobility, flexibility/access,
It is the policy of this State to: (1) Encourage development that maximizes the economic value to the citizens and the government of the State of both existing and	Department's project prioritization
new transportation infrastructure.	affic speeds of 25 miles per hour or
(2) Strategically deploy transportation funds in ways that meet the mobility needs of the people of the State at the lowest total economic cost to the people and government of the State. (3) Encourage transportation solutions that enable the formation of new households in the State that have less than 1 vehicle per adult worker.	partment can demonstrate that such is that can be made by bicycle under
(80 Del. Laws, c. 224, § 1.)	
§ 2102. Definitions.	ng authority over proposed land use
As used in this chapter: (1) "Complete Community Enterprise District" or "District" means an area of a municipality or county, or both, that meets the criteria set forth in §§ 2103 and 2104 of this title. (2) "Department" means the Department of Transportation. (3) "Farebox recovery ratio" means the fraction of a transit system's operating expenses which are met by the fares paid by passengers. (4) "Isoperimetric quotient" means the ratio of the area of the District to the area of a circle with the same perimeter as the District. It is a measure of how compact a particular defined District is. (5) "Level of service" means a qualitative measure describing operational conditions within a traffic stream based on service measures such as speed and travel time, freedom to manewer, traffic interruptions, comfort, and convenience. (6) "Parcel of land" means any quantity of land capable of being described with such definiteness that its locations and boundaries may be established and which is designated by its owner or developer as land to be used of eveloped as a unit or which has been used	
or developed as a unit. (7) "Project" means any State-funded capital-related improvement or addition to the State's transportation infrastructure, including transit systems, facilities, stations and equipment, sidewalks, multi-use paths, protected bicycle lanes, and bicycle boulevards.	
(80 Del. Laws, c. 224, § 1.)	
<ul> <li>§ 2103. District designation.</li> <li>(a) Any municipality: county, or municipality-county partnership may enter into an agreement with the Department to create a Complete Community Enterprise District.</li> <li>(b) (1) A municipality, county, or municipality-county partnership and the Department must agree on the boundaries of the District and must create a master development plan for the District than trust subsequently be reviewed through the preliminary land use services process under Chapter 92 of Title 29 and adopted into the municipality's, county's, or municipality-county partnership's comprehensive plan.</li> <li>(2) The master development plan required by paragraph (b)(1) of this section must include enhanced mass transit routes in the District than true to the paragraph (b)(1) of this section must include the following: <ul> <li>a. A mix of parcels of land zoned for residential, commercial, light industrial, or institutional uses.</li> <li>b. A guide for the specific design of the physical form, public spaces, and amentics of the District so that transit, walking, and cycling are safe and comfortable modes of travel for all the residents of the District.</li> <li>c. An agreement on level of service requirements specific to the District.</li> <li>e. O fance a master development plan by the District to the District.</li> <li>(c) Once a master development plan by the District to most the District to most the lightway capacity and quality of service standards of the Count this section. The study shall determine the effects of creating the District to most the highway capacity and quality of service standards of the Count of the duc only or municipality in which the District is not the Department shall publis this study on its website at least 10 business days prior to any hearing required under § 2662, §4962, or § 6962 of Title 9 or § 312 of Title 22.</li> </ul></li></ul>	
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## **Requirements of a CCED**

- Be contiguous and compact
- Be more than 1 square mile but less than 9 square miles
- Zoned at a density high enough to enable frequent transit service
- Contain more area zoned for residential use than commercial uses
- May not contain any parcel zoned commercial regional
- Exempt from any municipal or county parking requirements
- Enhanced Mass Transit Routes
- Reduced Travel Speeds (Goal of 25 mph or less)
- Limited Roadway Capacity Expansion Projects



# Why Consider a CCED?

- Promotes Intergovernmental Coordination
- Provides Multi-modal Mobility "Bonus" in DelDOT Project Scoring
- Fosters Walkable, Bikeable, Transit-rich Development

May be appropriate for a smaller sub-area within Churchman's Crossing



What are your thoughts on using one, or both, of the potential new implementation strategies, in addition to the "business-as-usual" approach to land use and transportation in Churchman's Crossing?

"Business-as-usual" Approach

- » Future land use and zoning
- » Subdivision and building regulations
- » Concurrency (adequate public facilities)

#### New Tools

- » Transportation Improvement Districts (TIDs)
- » Complete Community Enterprise Districts (CCEDs)









## **Public Comment**

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- The host will be notified of who has raised their hand, and will announce your name and ask you to unmute yourself when it is your turn
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