Churchman's Crossing Monitoring Committee

Established to help guide and fulfill the recommendations of the 2022 Churchman's Crossing Plan Update.

- First Meeting: November 16, 2022
- Second Meeting: March 22, 2023

Role of the CCMC

- Facilitate regular communications between decision makers, community stakeholders and the traveling public on progress in plan implementation
- Share key technical information to help the community understand the benefits/ consequences 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

Civic, Business, Special Interest, Institutions

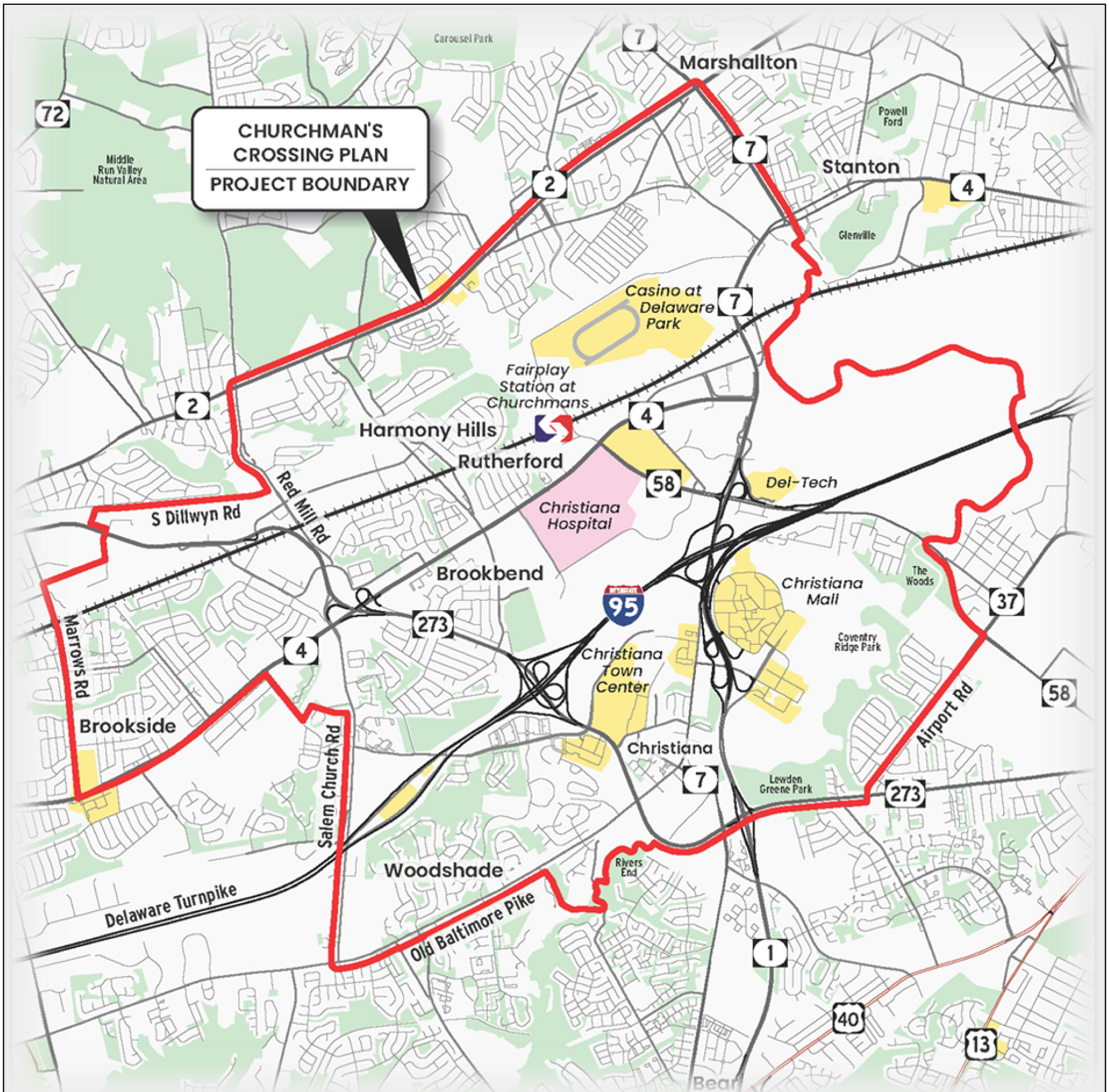
- Bank of America: Vacant
- Bike Delaware: James Wilson
- Christiana Fire Company: Kevin Cowperthwait
- Christiana Hospital: Jeff Miller
- Christiana Mall (Brookfield Properties): Steve Chambliss
- Civic League for New Castle County: Bill Dunn
- Committee of 100: Elizabeth Keller
- Delaware Nature Society: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

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

WILMAPCO DelDOT DEPARTMENT OF LAND USE DART Moving Forward

Annual Monitoring Report

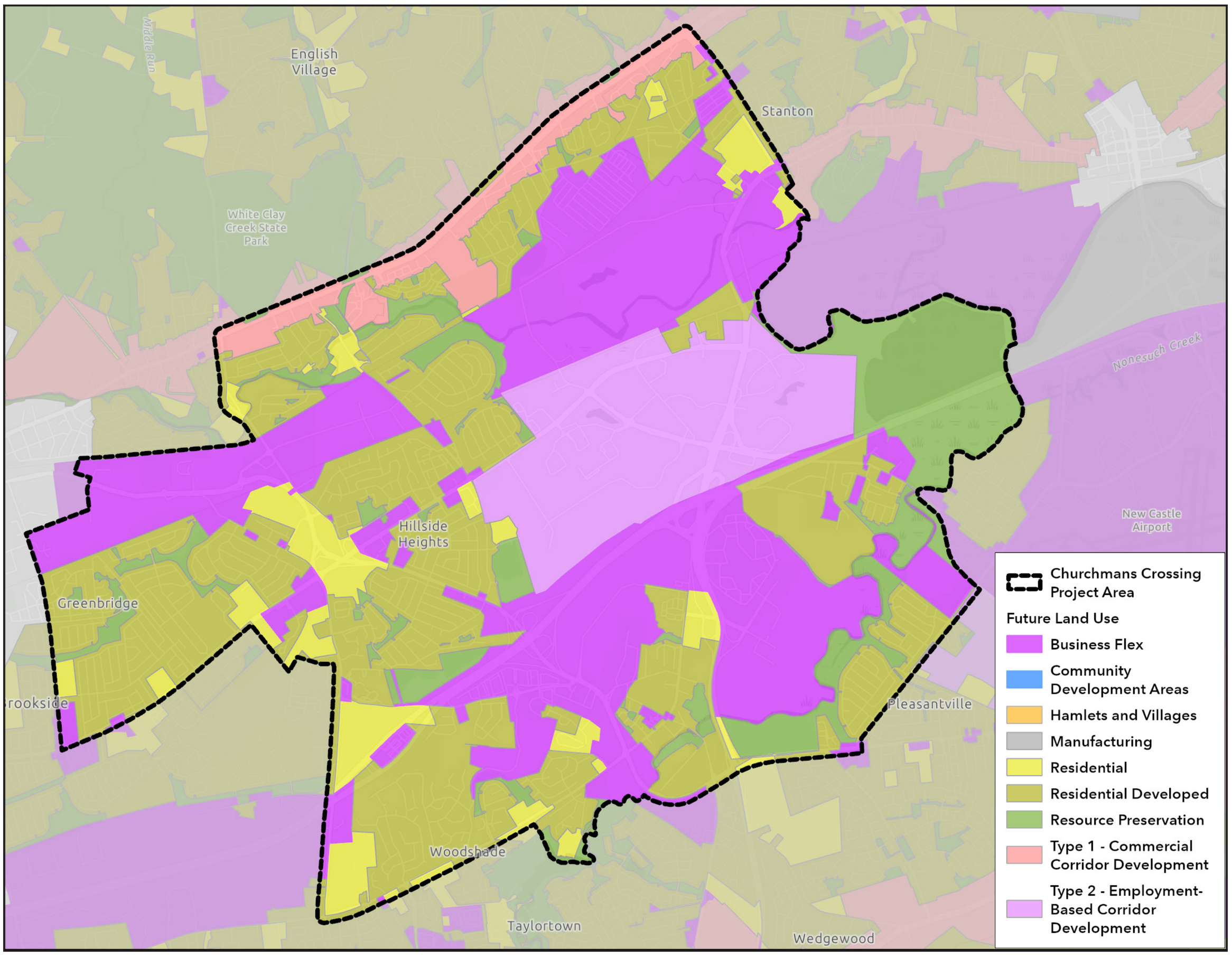


- Summarizes the transportation and land use conditions and changes within the Churchman's Crossing project area, including how the recommendations of the 2022 Churchman's Crossing Plan Update are being implemented
- Uses an interactive GIS-based "Story Map" format for users to explore and understand details of the data
- Will be a "living document" that evolves over time, as conditions change

Scan Me
for more information

https://bit.ly/churchmans

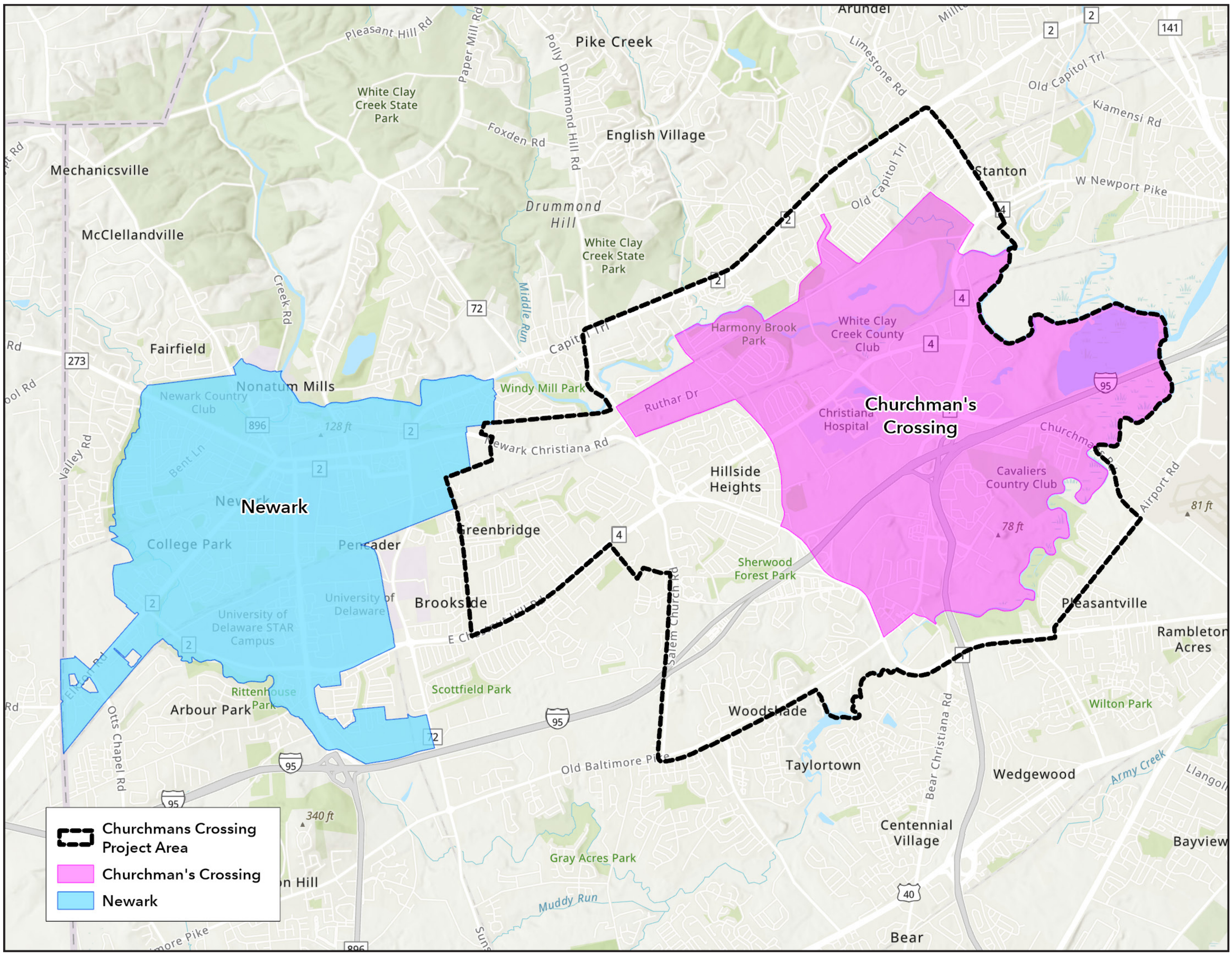
Future Land Use



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

Scan Me
for more information

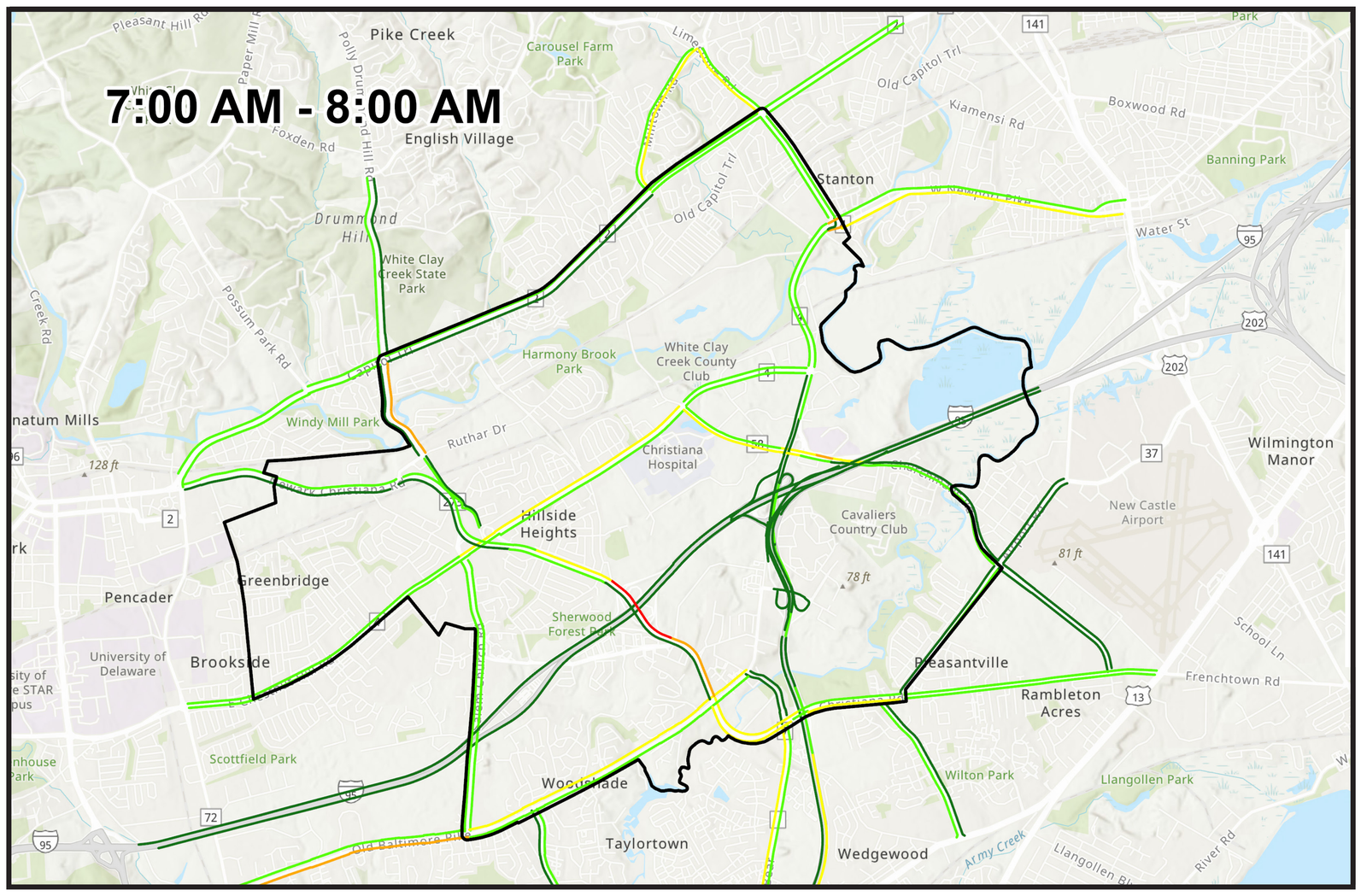
Transportation Improvement Districts



- The 2022 Churchman's Crossing Plan Update included the recommendation to establish a TID
- A TID is defined by the DelDOT Development Coordination Manual as "a geographic area defined for the purpose of securing required improvements to transportation facilities in that area."
- Starting in the Summer of 2022, NCC DLU and DelDOT began to assess the aspects of implementing a TID in Churchman's Crossing
  - 1st community workshop was held on July 30, 2022
- Adjacent to the Churchman's Crossing study area, a separate TID for the City of Newark is under development

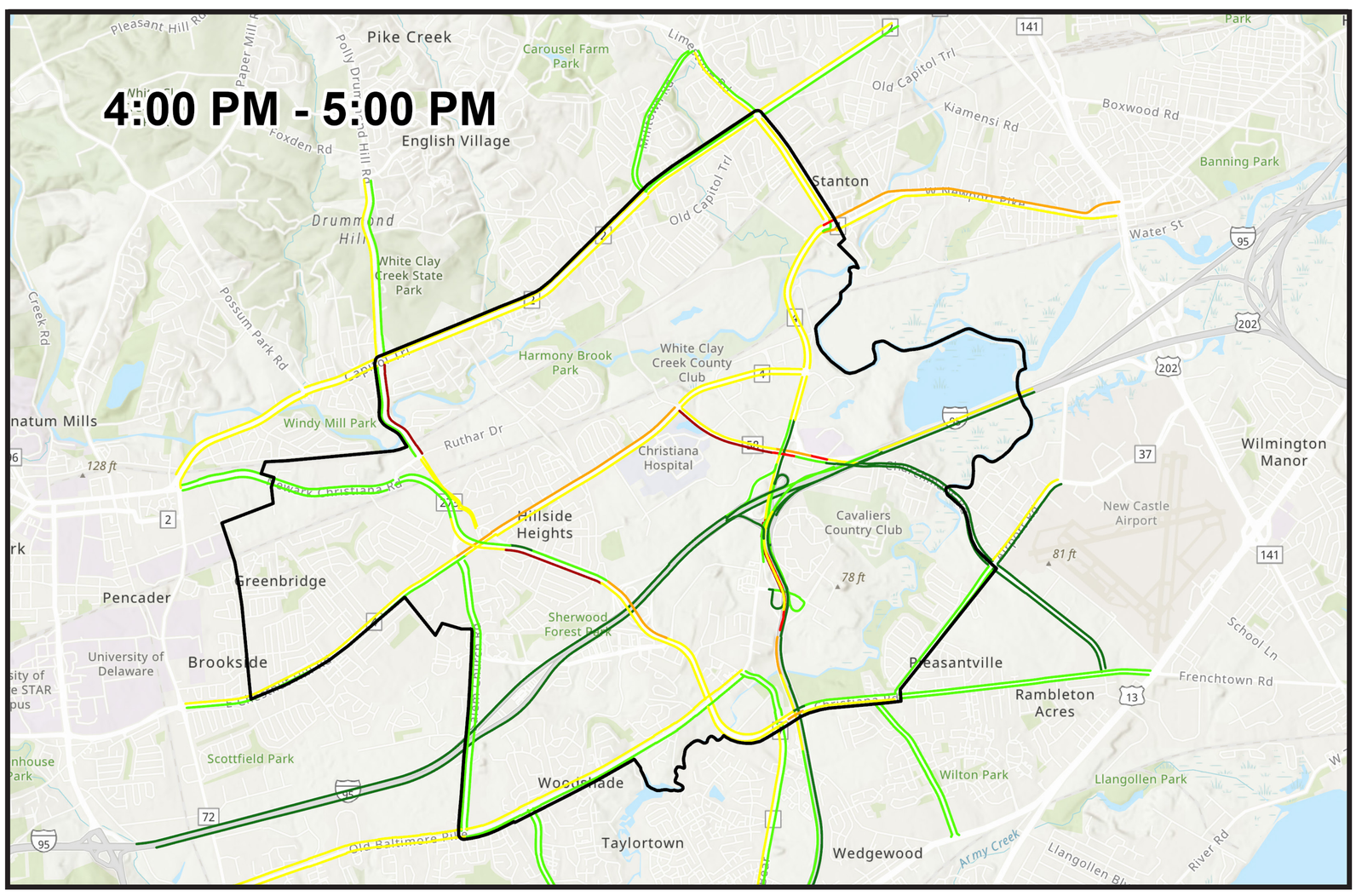
Scan Me
for more information

Hourly Travel Time Index



Ratio of average travel time to uncongested

- Less than 1.3 times uncongested
- 1.3 - 1.6 times uncongested
- 1.6 - 2.0 times uncongested
- 2.0 - 2.5 uncongested
- 2.5 - 3.0 times uncongested
- Greater than 3.0 times uncongested



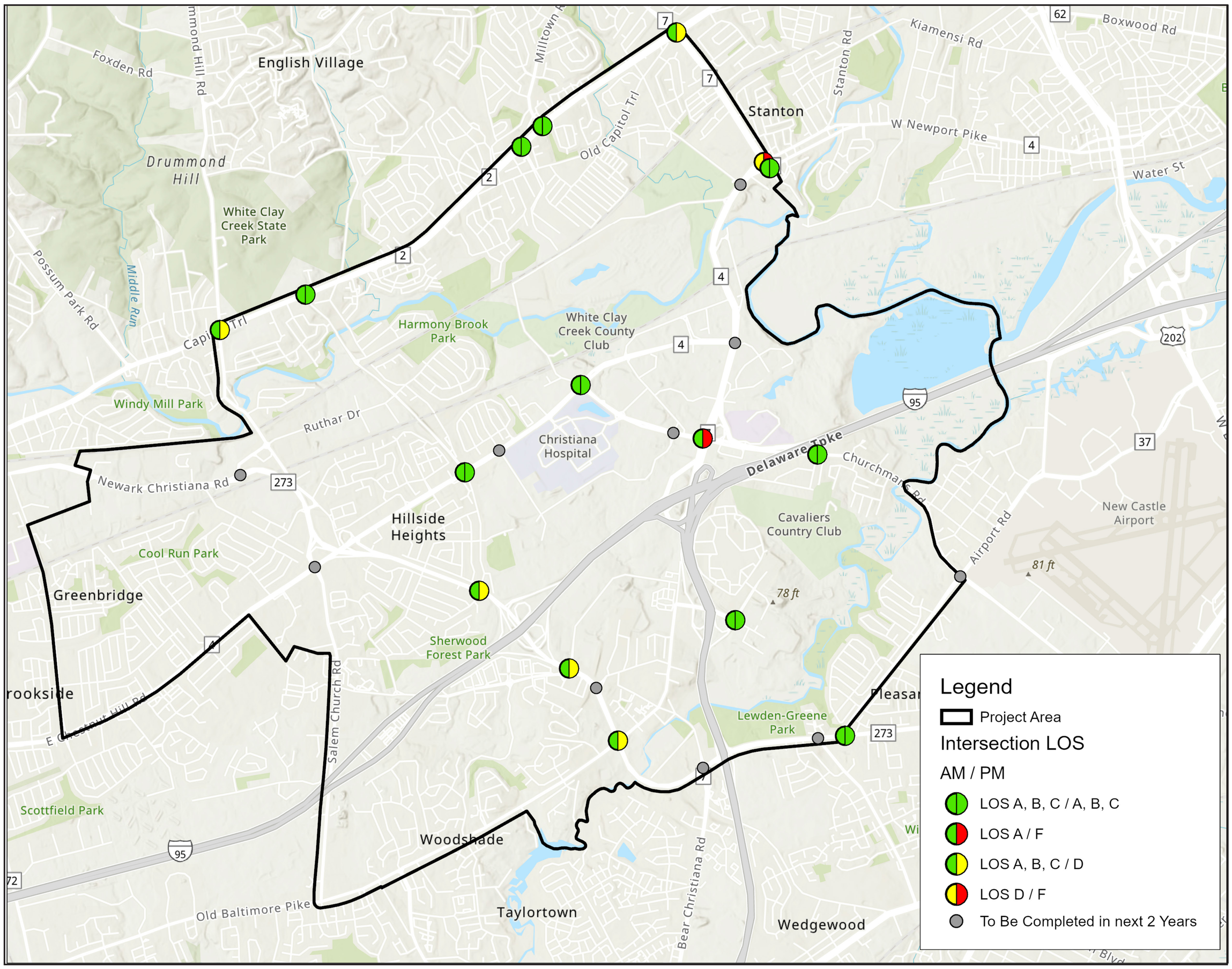
TTI Source: NPMRDS travel time data from September to November 2022

- Travel Time Index (TTI) is a measure of congestion along road segments
- Mild to moderate congestion during the AM peak
  - Some severe congestion along SR 273 during AM peak
- More severe congestion during the PM peak
  - Most congested roadways during the PM peak include Churchman's Road (SR 58), Kirkwood Hwy (SR 2), SR 4, and SR 273

Scan Me
for more information

WILMAPCO DelDOT DEPARTMENT OF LAND USE DART Moving Forward

Intersection Level of Service

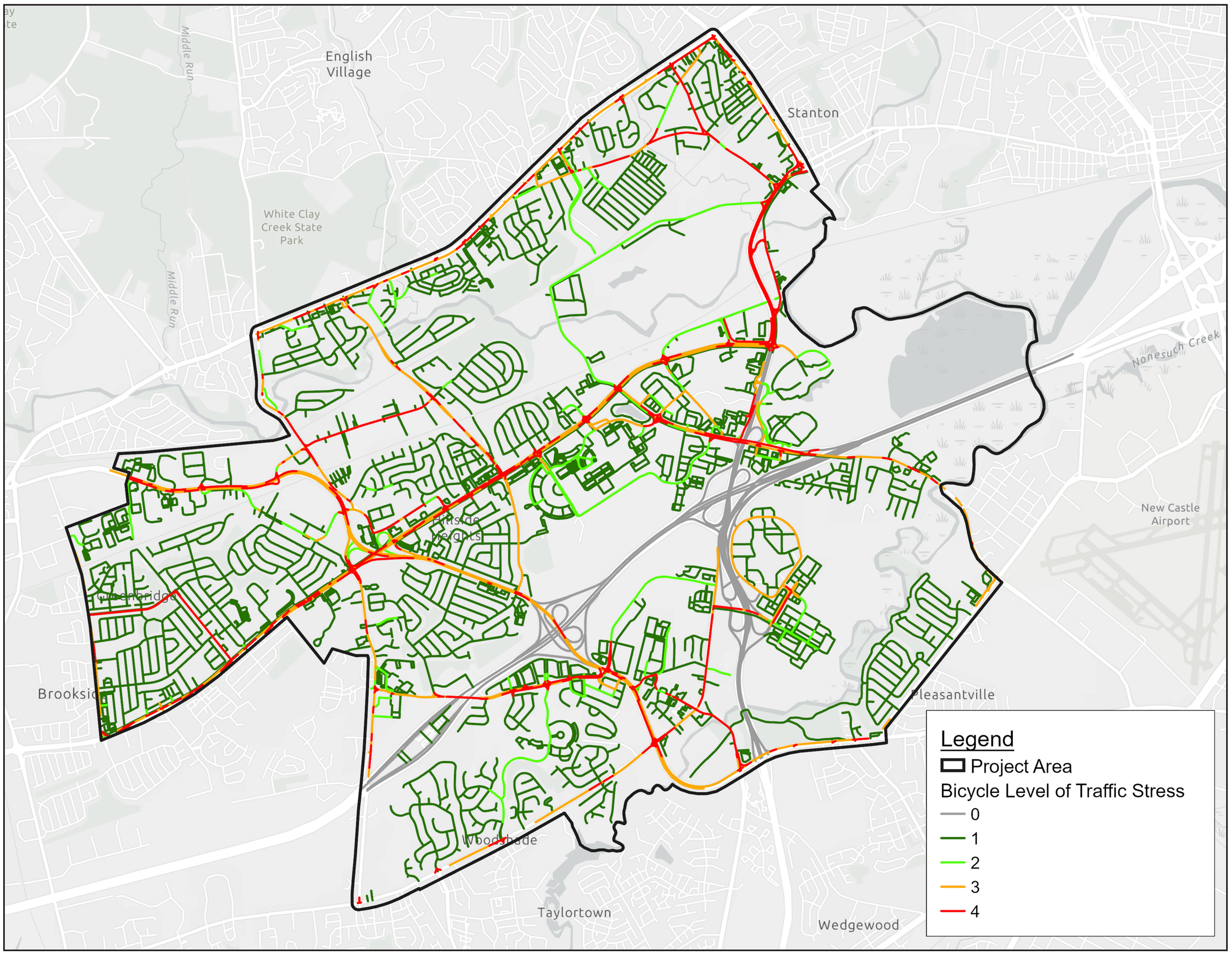


LOS Source: Turning Movement counts performed between September to November 2022

- Critical Lane Volume (CLV) method compares the maximum number of vehicles passing through the intersection per lane in one hour to the intersection capacity
  - Other methods that assign intersection LOS based on calculated delay may yield slightly different results
  - CLV was selected to quickly and cost-effectively track changes over time due to changing volumes
- Two intersections had more volume than capacity during the PM peak in Fall 2022
  - SR 7 / SR 4 Stanton Split
  - Churchman's Rd (SR 58) and SR 1 Ramps

Scan Me
for more information

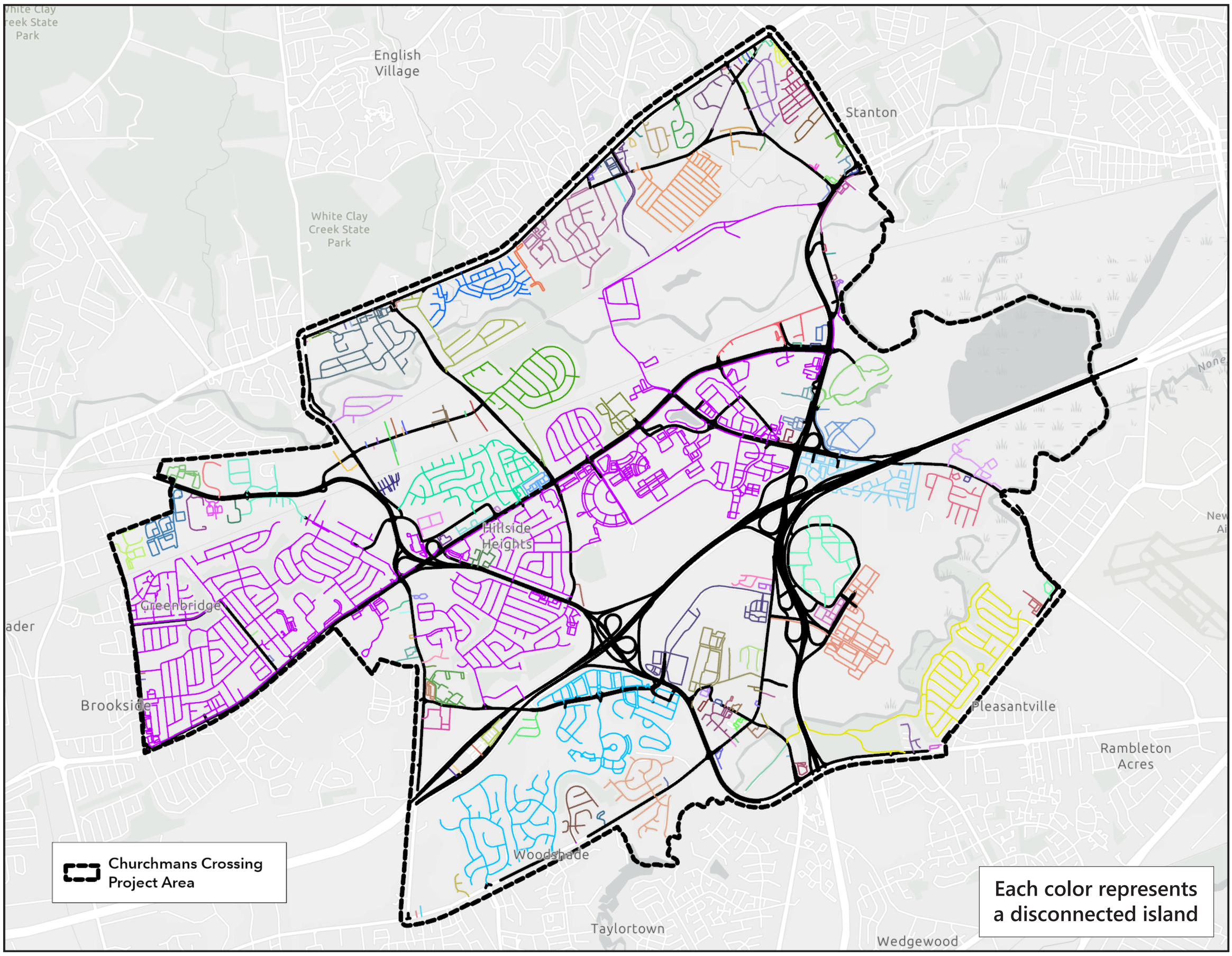
Bicycle Level of Traffic Stress



- Level of Traffic Stress (LTS) is a measure used to understand how comfortable a roadway is for bicycle riding
- LTS 1 streets have the lowest stress, suitable for most riders
- Higher LTS correspond to riders with more experience and willingness to tolerate some stress, traffic, and speed
- Bicycles and pedestrians are prohibited on some roadways, including I-95 and SR 1, for safety reasons

Scan Me
for more information

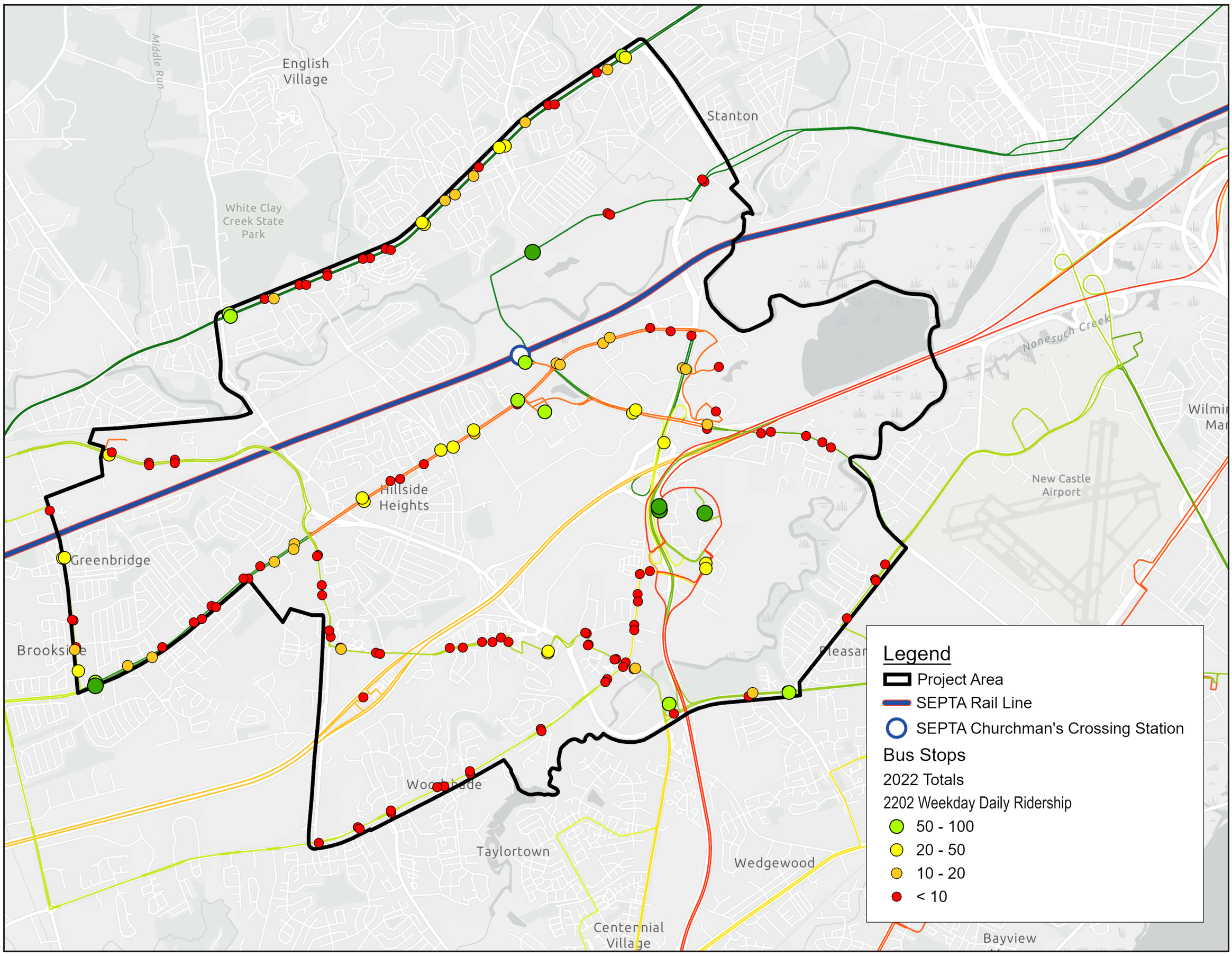
Level of Traffic Stress Island Analysis



- Roadways with a low LTS (1 or 2) may be surrounded by facilities that have a higher LTS, resulting in disconnected “islands” separated by barriers that only more experienced riders would be comfortable crossing
- As of 2022, there were 166 low-stress islands in the Churchman’s Crossing study area

Scan Me
for more information

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

The Churchman's Crossing area is currently served by:

- 20 bus routes
- 139 bus stops

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

Scan Me
for more information

WILMAPCO DelDOT DEPARTMENT OF LAND USE DART Moving Forward

Park and Ride Utilization

Fairplay Station 1

- Expanded from 138 to 260 spaces in 2015
- Utilization peaked at more than 75% in 2016 and 2017
- In 2022, utilization rebounded from a low of less than 10% (due to COVID-19) to nearly 30%

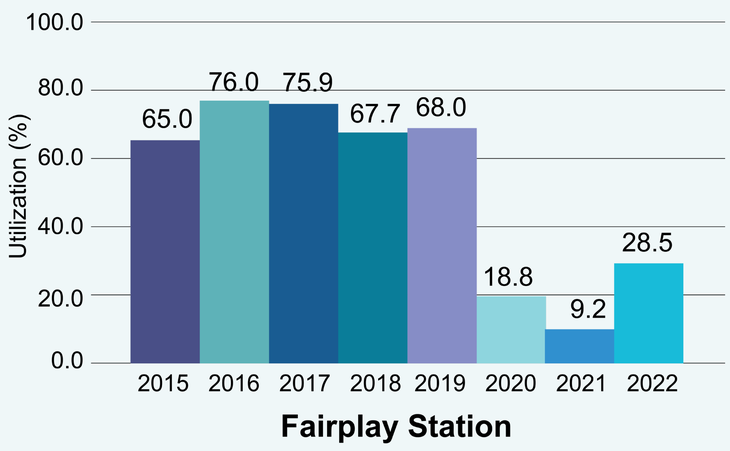
Christiana Mall 2

- Spaces for 200 vehicles on the west side of the Christina Mall
- Utilization peaked at more than 50% in 2015
- Utilization remained less than 5% in both 2021 and 2022

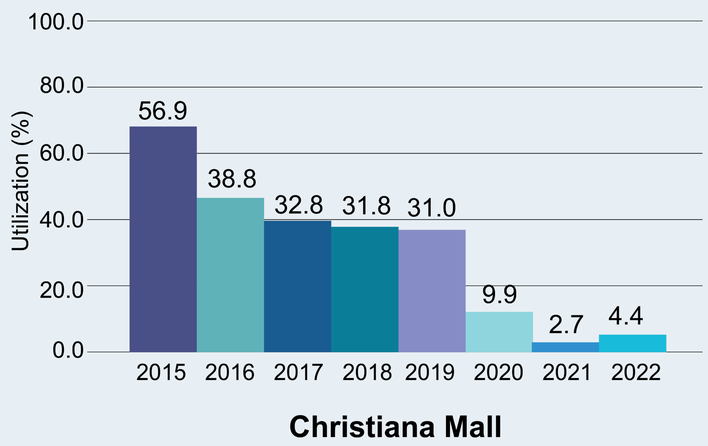
SR 7 and 273 3

- Includes 180 spaces
- Utilization peaked at approximately 33% in 2017
- Utilization remained steady even after the start of the COVID-19 pandemic and was more than 20% in 2022

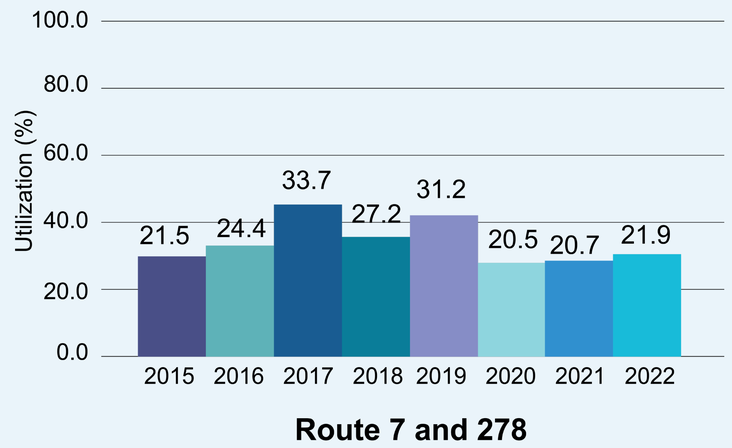
Park and Ride Facility Utilization (2015-2022)



Fairplay Station



Christiana Mall



Route 7 and 278

Scan Me
for more information

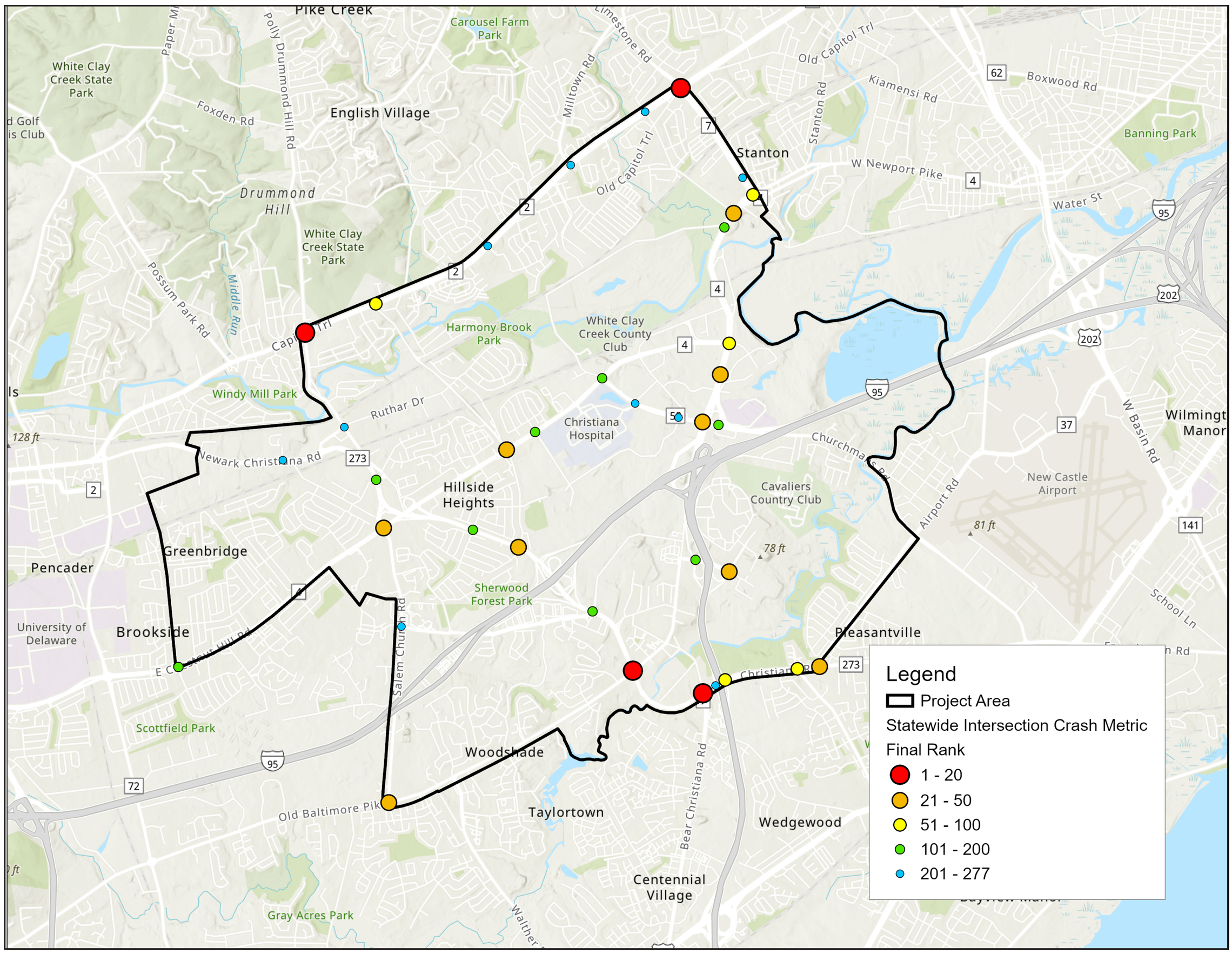
Crash Summary

Crash Summary for Churchmans Crossing (2019 - 2021)					
		2019	2020	2021	2019-2021
Total	Total Crashes	3,114	2,245	2,762	8,121
	Total Fatal	6	11	6	23
	Total Personal Injury	435	341	356	1,132
	Total Fatal / Personal Injury (%)	14.2%	15.7%	13.1%	14.2%
I-95	Total Crashes (I-95)	427	348	477	1,252
	Total Fatal (I-95)	1	4	1	6
	Total Personal Injury (I-95)	56	70	65	191
	Total Fatal / Personal Injury (%) (I-95)	13.3%	21.3%	13.8%	15.7%
Pedestrian	Total Pedestrian Crashes	21	20	20	61
	Total Pedestrian Crashes (I-95)	1	3	1	5
	Total Pedestrian Fatal	3	5	0	8
	Total Pedestrian Fatal (I-95)	0	2	0	2
	Total Pedestrian Personal Injury	8	12	13	33
	Total Pedestrian Personal Injury (I-95)	0	0	1	1
	Total Pedestrian Fatal / Personal Injury (%)	52.4%	85.0%	65.0%	67.2%
	Total Pedestrian Fatal / Personal Injury (%) (I-95)	0.0%	66.7%	100.0%	60.0%
Bicycle	Total Bicycle Crashes	7	3	6	16
	Total Bicycle Crashes (I-95)	0	0	1	1
	Total Bicycle Fatal	0	0	0	0
	Total Bicycle Fatal (I-95)	0	0	0	0
	Total Bicycle Peronal Injury	4	3	4	11
	Total Bicycle Peronal Injury (I-95)	0	0	1	1
	Total Bicycle Fatal / Personal Injury (%)	57.1%	100.0%	66.7%	68.8%
	Total Bicycle Fatal / Personal Injury (%) (I-95)	0.0%	0.0%	100.0%	100.0%

- **Crash data is evaluated using a 3-year study period to account for the randomness of individual crashes and to identify trends over time**
- **8,121 total crashes in the Churchman's Crossing project area between January 1, 2019 and December 31, 2021**
  - **Crashes along I-95 account for approximately 15% of total crashes, including 26% of fatal crashes**
  - **61 pedestrian crashes and 16 bicycle crashes**

Scan Me
for more information

Intersection Crash Metrics



Statewide Intersection Crash Analysis

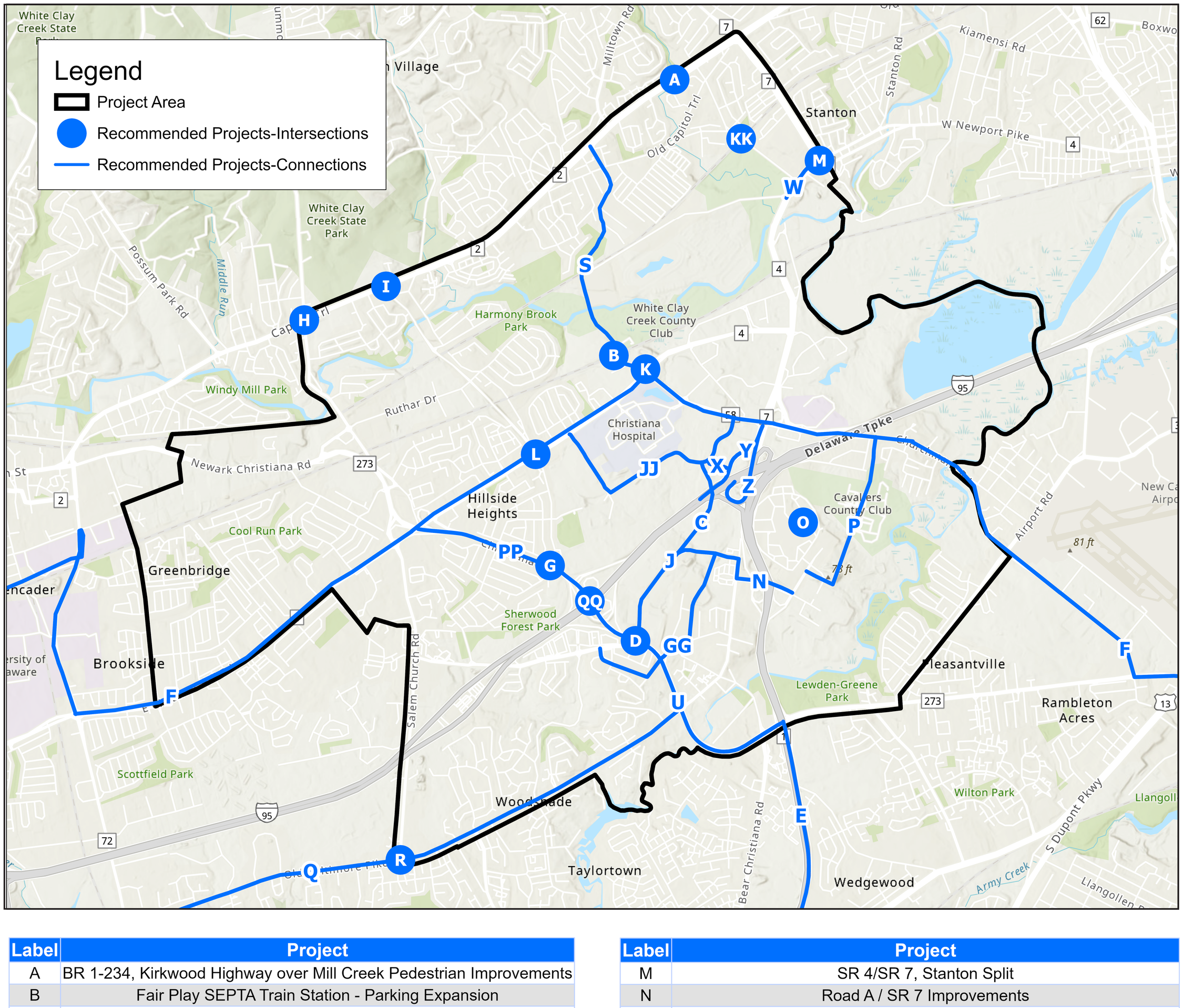
- Intersections ranked on crash frequency, severity, and manner of impact
- 267 intersections statewide had at least 10 crashes annually over the 3-year study period (2019-2021)
- 37 crashes in the Churchman's Crossing study area had at least 10 crashes annually (2019-2021)
- 4 intersections were in the Top 20 in the overall statewide crash rankings:

  #4: SR 2 (Kirkwood Highway) and SR 7 (Limestone Road)
  #11: SR 2 and Polly Drummond Hill Road
  #16: SR 273 and SR 7
  #17: SR 273 and Old Baltimore Pike

Scan Me
for more information

2022 Churchman's Crossing Plan Update

Recommended Projects

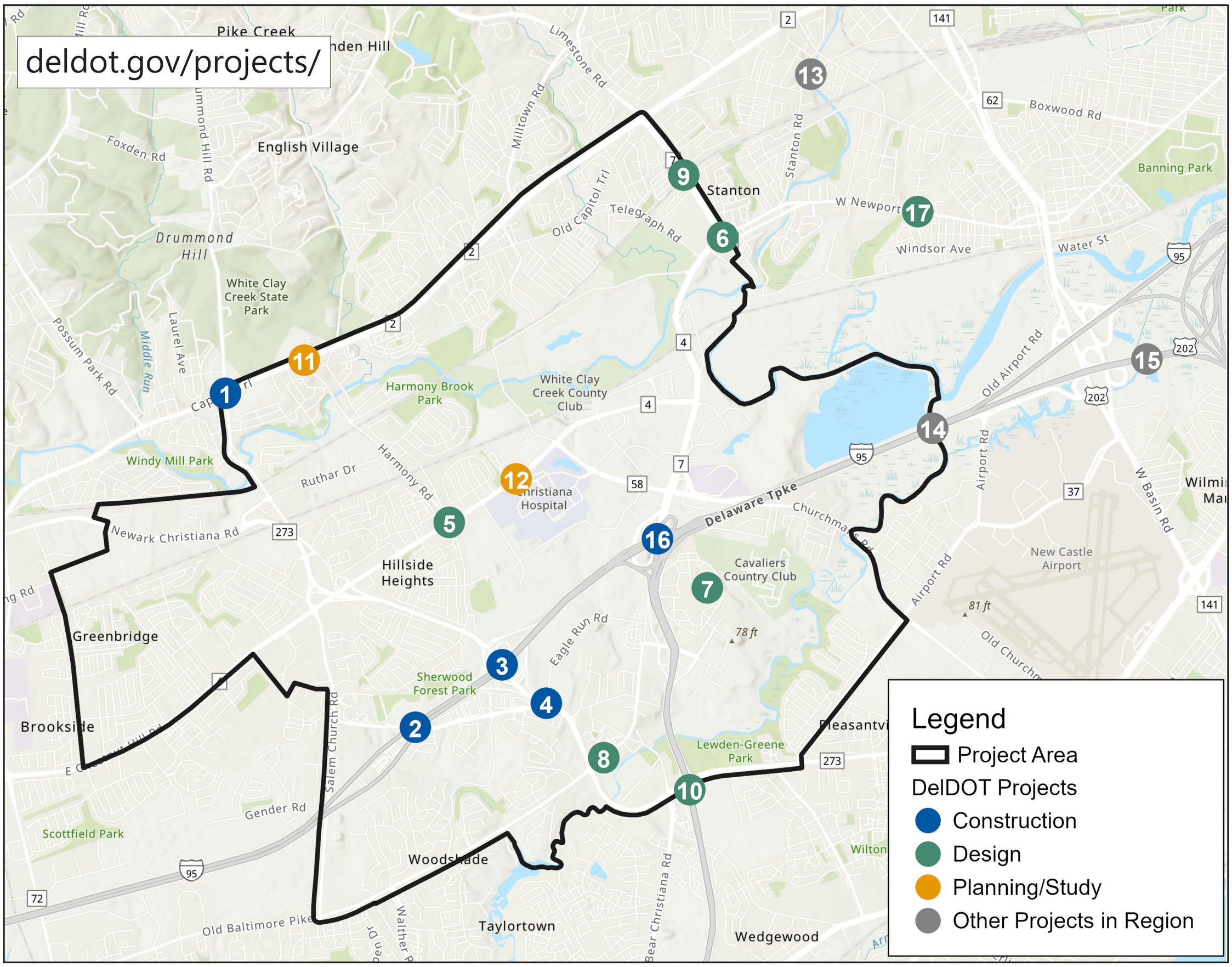


Label	Project
A	BR 1-234, Kirkwood Highway over Mill Creek Pedestrian Improvements
B	Fair Play SEPTA Train Station - Parking Expansion
C	Eagle Run Rd to Continental Drive Connector
D	SR 273 / Chapman Road Intersection
E	SR 1: Tybouts Corner - SR 273
F	East Coast Greenway: Churchmans's Crossing -Newark Gaps
G	SR 273 / Harmony Road Intersection
GG	Christiana Bypass
H	SR 2 / Red Mill Road Intersection
I	SR 2 / Harmony Road Intersection
J	Eagle Run Road: SR 273 - SR 7
JJ	Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road
K	SR 4 / Churchmans Road Intersection
KK	Telegraph Road/St. James Road Railroad Underpass
L	SR 4 / Harmony Road Intersection

Label	Project
M	SR 4/SR 7, Stanton Split
N	Road A / SR 7 Improvements
O	New Castle County Transit Center
P	Center Blvd Extended to Churchmans Rd (Part of NCC Transit Center)
PP	SR 273: 3rd lane NB & SB between I-95 and SR 4
Q	Old Baltimore Pike: SR 72 -SR 273 Shared Use Path
QQ	SR 273 @ I-95 Interchange Reconfiguration
R	Old Baltimore Pike / Salem Church Rd Intersection
S	Churchman's Road Extended, SR 2 to SR 4
U	SR 273: 3rd lane NB & SB between SR 1 and I-95
W	SR 7 Intersections: SR 7/Telegraph Rd, SR 7/Delaware Park Blvd.
X	Southbound I-95 Access from Continental Drive
Y	Southbound SR 1 to Southbound I-95 Connection
Z	Southbound SR 1 to Northbound I-95 Connection

Label	Unmapped Projects
EE	Micro Transit (DTC)
FF	Automated Transit Vehicles (DTC)
LL	New Bus Transit Routes
MM	Transit Access Improvements
OO	Bike/Ped Improvements in Existing Communities

Active Transportation Projects



Map ID	Project Description
1	SR 2 / Red Mill Road Intersection
2	BR 1-714 on N347 Chapman Road over I-95
3	SR 273 @ I-95 Interchange Reconfiguration
4	SR 273 / Chapman Road Intersection
5	SR 4 / Harmony Road Intersection
6	SR 4/SR 7, Stanton Split
7	New Castle County Transit Center
8	BR 1-249 on Old Baltimore Pike over Tributary to Christina River
9	BR 1-655 on SR7 Limestone Road over CSX Railroad
10	SR 1: Tybouts Corner - SR 273
11	SR 2 / Harmony Road Intersection
12	SR 4 Safety Study
13	Old Capitol Trail, Newport Road to Stanton Road
14	Rehabilitation of Bridges 1-719, 1-720, 1-738, and 1-739 on I-95
15	I-295 Northbound, SR141 to US13
16	Pavement and Rehabilitation, SR 7 under I-95
17	Pavement and Rehabilitation, North I, SR4 - W. Newport Pike

- **There are 17 transportation projects that are funded in the Capital Transportation Program (CTP).**

Scan Me
for more information

Churchman's Crossing Monitoring Committee Schedule

November 16, 2022	March 22, 2023	April 19, 2023 (WE ARE HERE)	May 24, 2023
Fall CCMC Meeting	Winter CCMC Meeting	Public Workshop	Spring CCMC Meeting

Ways to Comment & Stay Connected

- Fill out a Comment Form in-person atthe public workshop
- Prove verbal comments to the project team at the public workshop
- Submit a comment online via email to: **dblevins@wilmapco.org**
- Sign up for Churchman's Crossing Monitoring Committee Newsletters at **wilmapco.org/churchmans/**

Visit the Churchman's Crossing Plan Update website for more information

wilmapco.org/churchmans/

WILMAPCO DelDOT DEPARTMENT OF LAND USE DART Moving Forward