

Churchman's Crossing Plan Update

DeIDOT Spring Agency Meeting

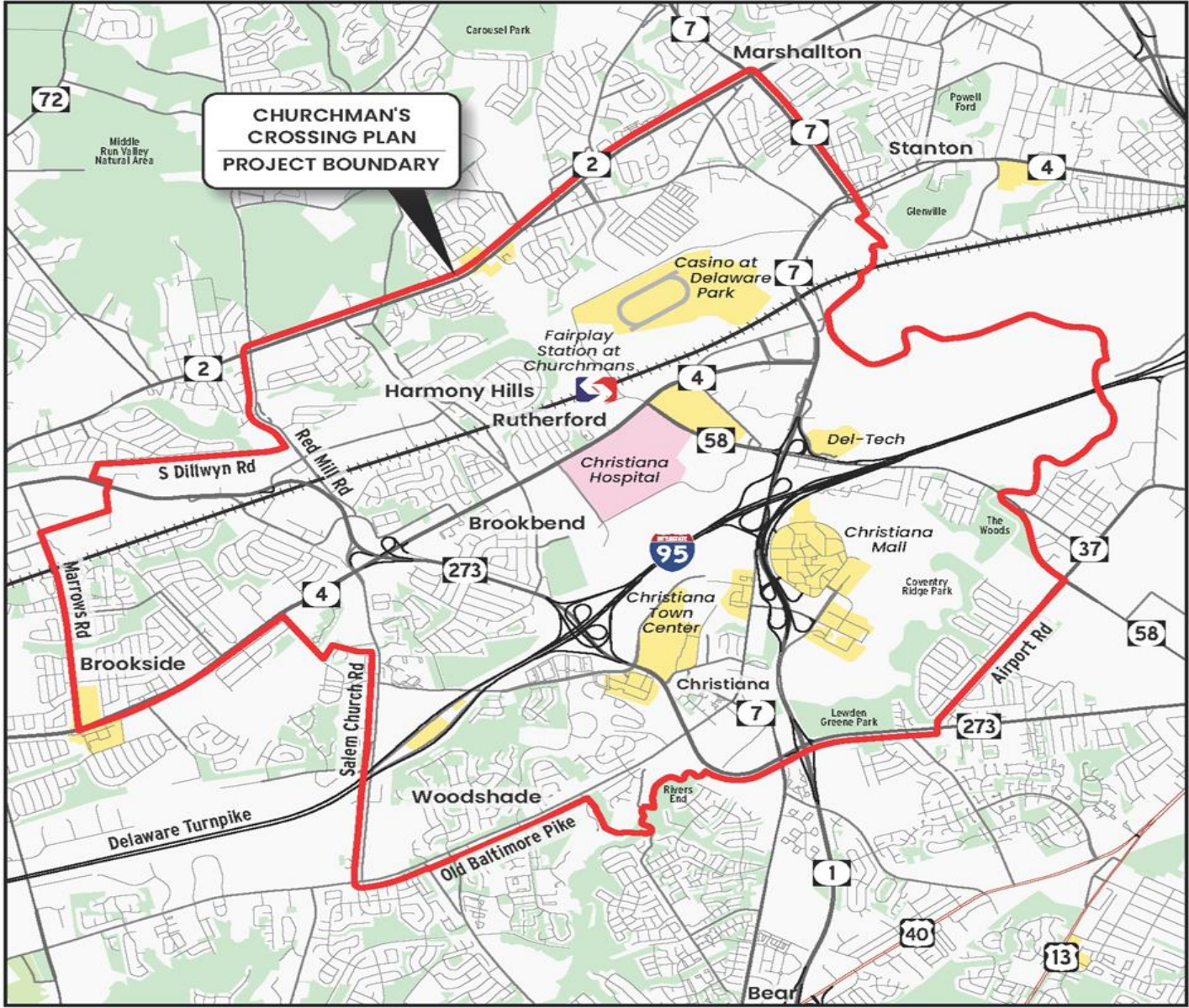
March 12, 2021



WILMAPCO

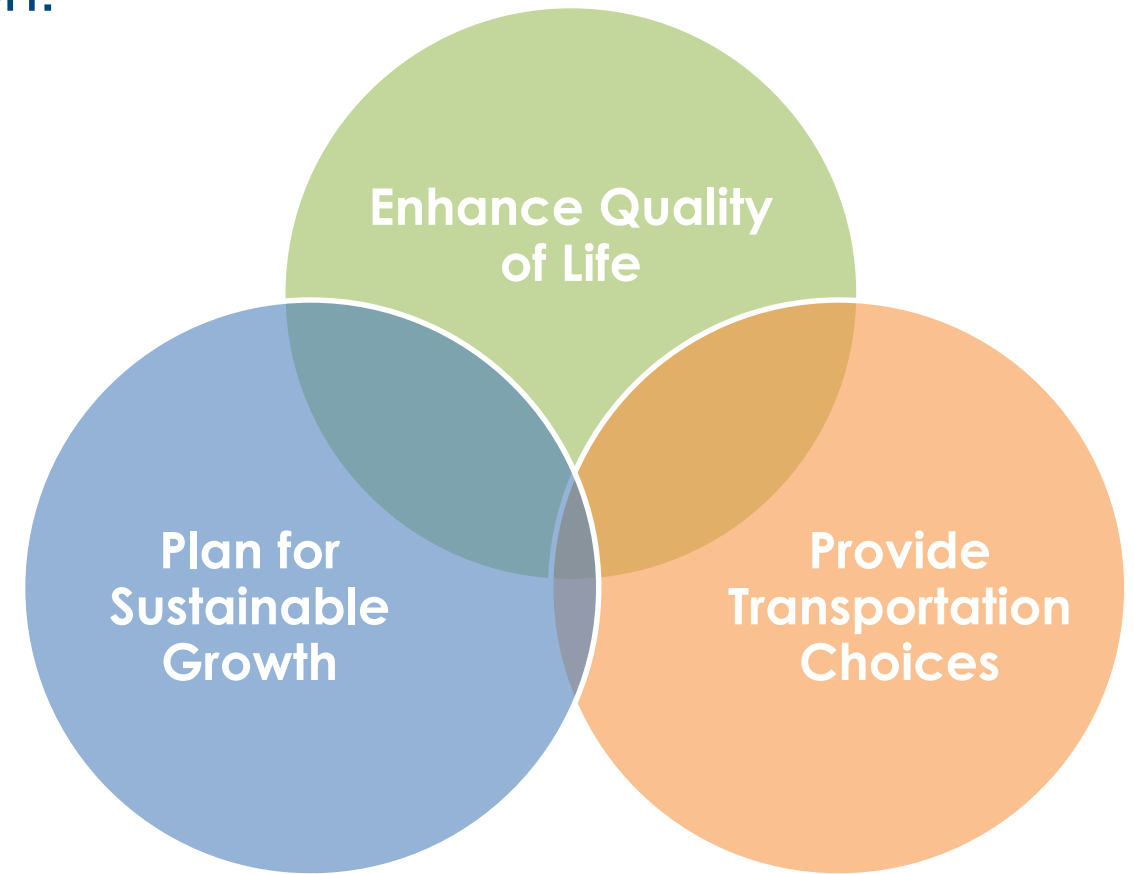


Churchman's Crossing Plan Update Boundary

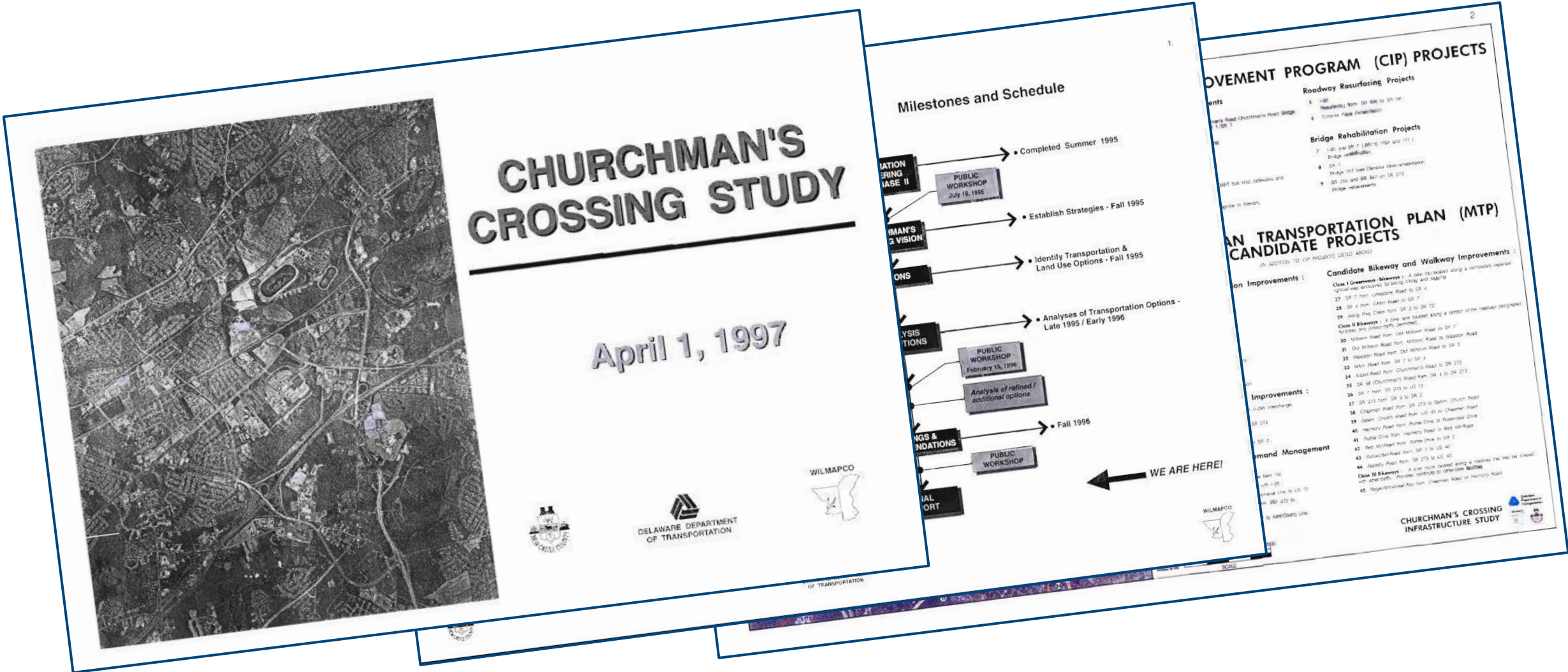


Churchman's Crossing Plan Update

- Update the Original 1997 Churchman's Crossing Study
- Updated Plan will include recommendations on:
 - Transportation Improvements
 - Land Use Strategies
- Based on input from:
 - Scenario Planning Results
 - Public Agency Partners
 - Advisory Committee
 - Public Workshops

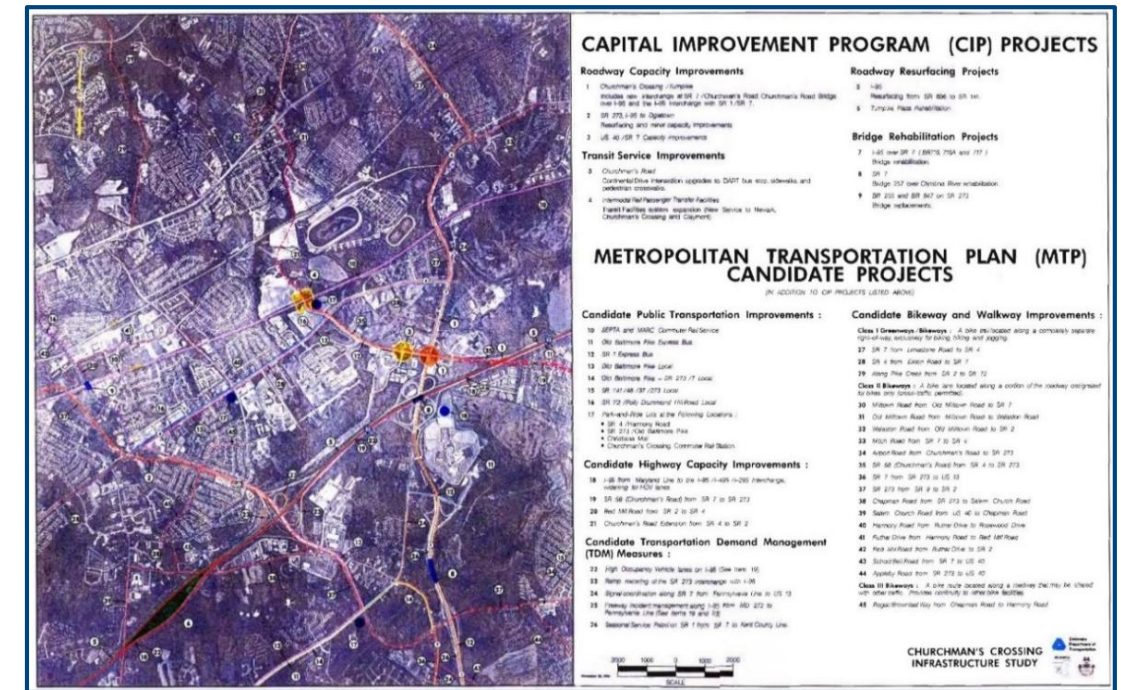


1997 Churchman's Crossing Study



Progress: 1997 To 2020

- 25 of the 61 roadway, transit, sidewalk and bicycle recommendations implemented
 - Interchange and intersection improvements
 - New SEPTA station
 - Bus service improvements
 - New sidewalks and bicycle lanes

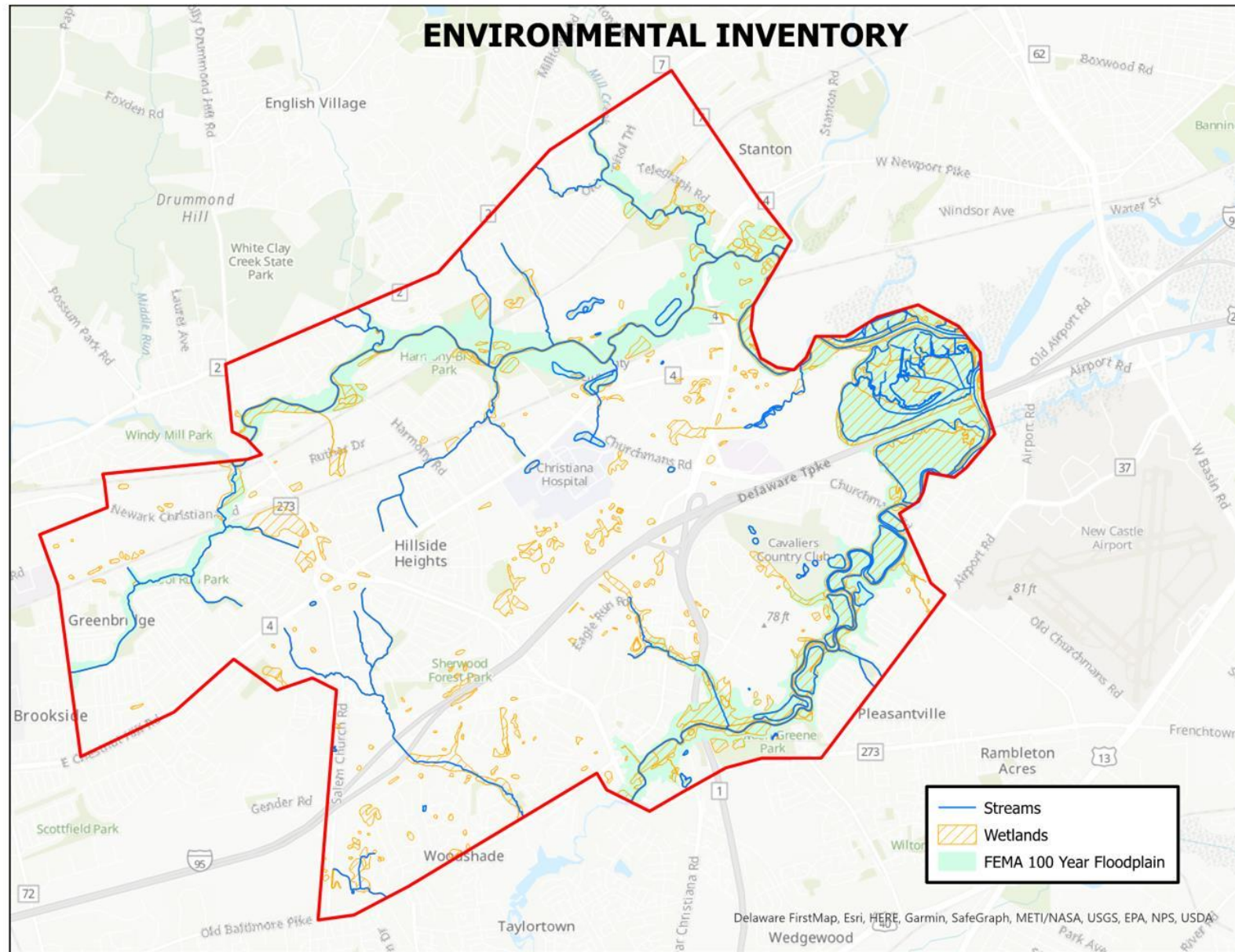


The 1997 Report and 2019 Current Conditions summary are available on the Plan Update website <http://www.wilmapco.org/Churchmans/>

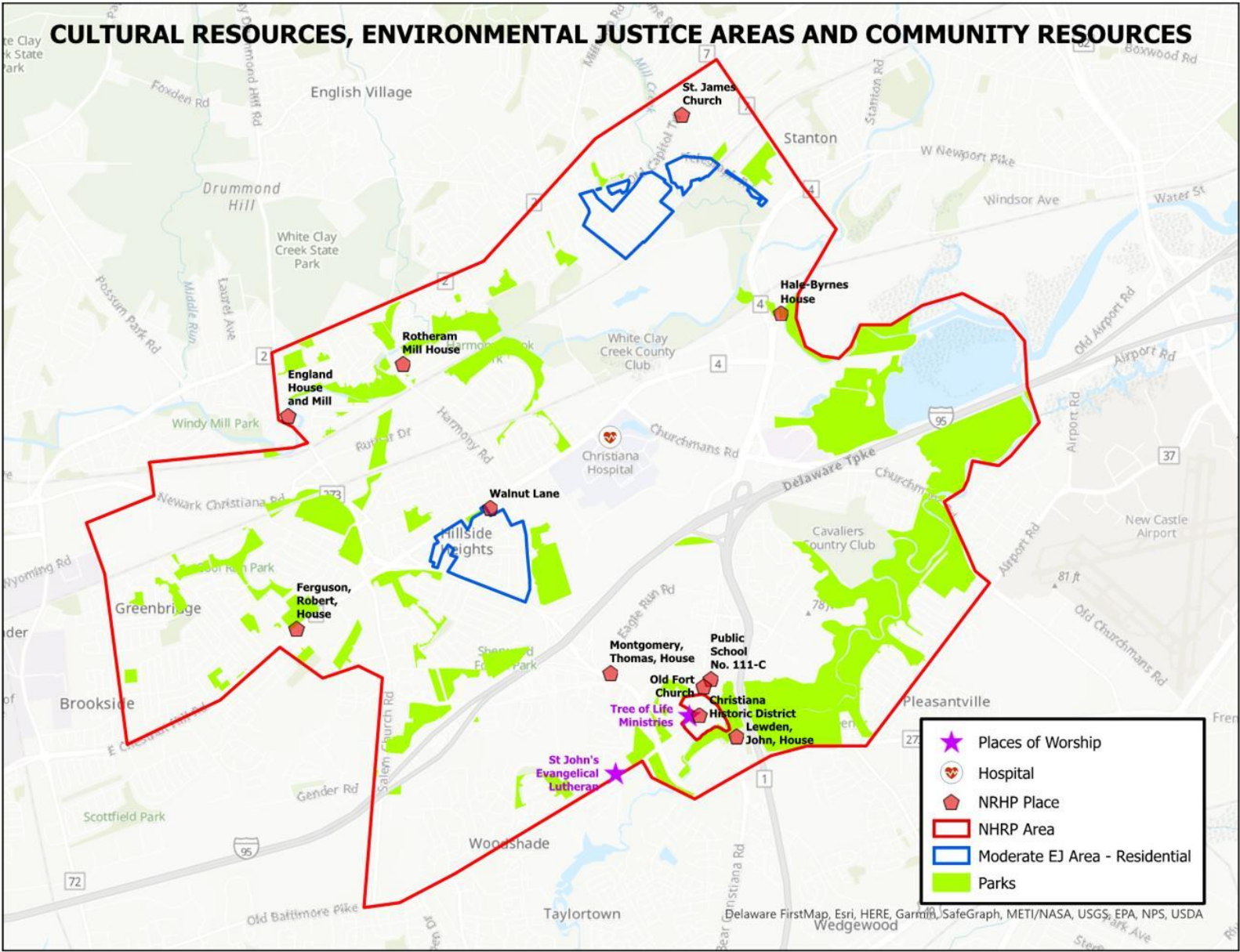
Planning and Environmental Linkages (PEL) Process

- A collaborative & integrated approach to decision-making
- Considers benefits & impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process
- Uses the information, analysis, or products developed during planning to inform the environmental review process
- Uses GIS level data for evaluation & documentation

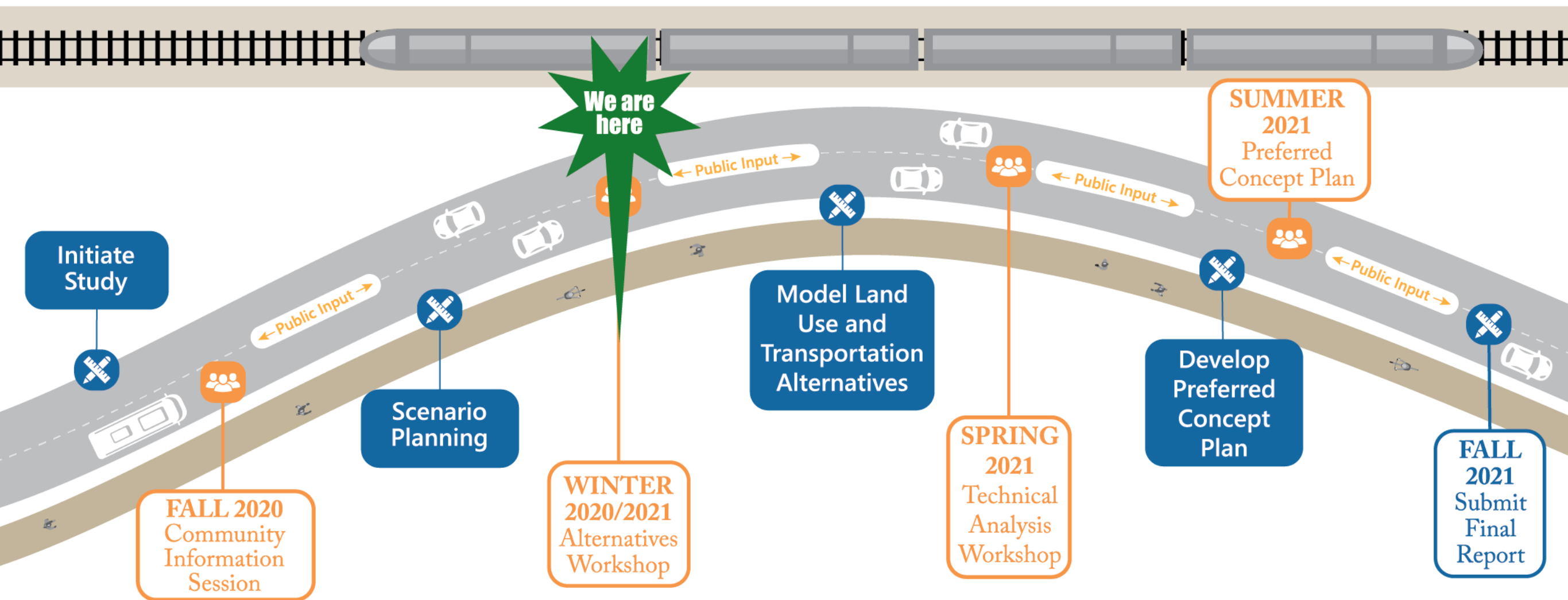
Streams, Wetlands, and Floodplains



Cultural, EJ Communities, and Community Resources



Timeline



Feedback So Far

Expressed interest in

Affordable housing

Flood mitigation

Green space

Increased connectivity and shorter trips

Less traffic and congestion

Local restaurants and small businesses

Mixed-use development, including redeveloped parking

Multi-modal options, including biking, walking, and transit

Some of these will be incorporated in the Churchman's Crossing Plan Update, while others will be addressed by the NCC Comprehensive Plan or as part of individual projects.

Feedback So Far

Discussed specific transportation improvements

The Churchman's Crossing Plan Update is considering these and other improvements. Specific improvements that have more local transportation benefits will be considered as part of next phase of analysis.

Feedback So Far

Greater consistency in land use decisions made by the county, the TIS process, and DeIDOT transportation decisions

Funding for transportation improvements need to be more predictable and equitable between the public and the private

Implementation tools need to address these goals, including mechanisms to help fund needed transportation improvements, such as a Transportation Improvement District (TID) or a Complete Community Enterprise District (CCED)

Scenario Planning – Introduction

- **Screening**
 - Several possible land use and transportation options
 - High level definition (placetype land use allocation, unit-cost facilities)
 - Network level performance measures
- **Outcomes to be applied/presented in future public workshops**
 - Tailored land use assumptions
 - Specific transportation options
 - Network and facility performance measures



Scenario Planning – “Bookends”

Four bookend scenarios were evaluated to examine sensitivity to land use and transportation changes

- **Land Use**

- **Expected** Land Use reflects anticipated growth through 2050
- **Balanced** Land Use increases “3D”s of density, diversity, and design to better utilize transportation system investments

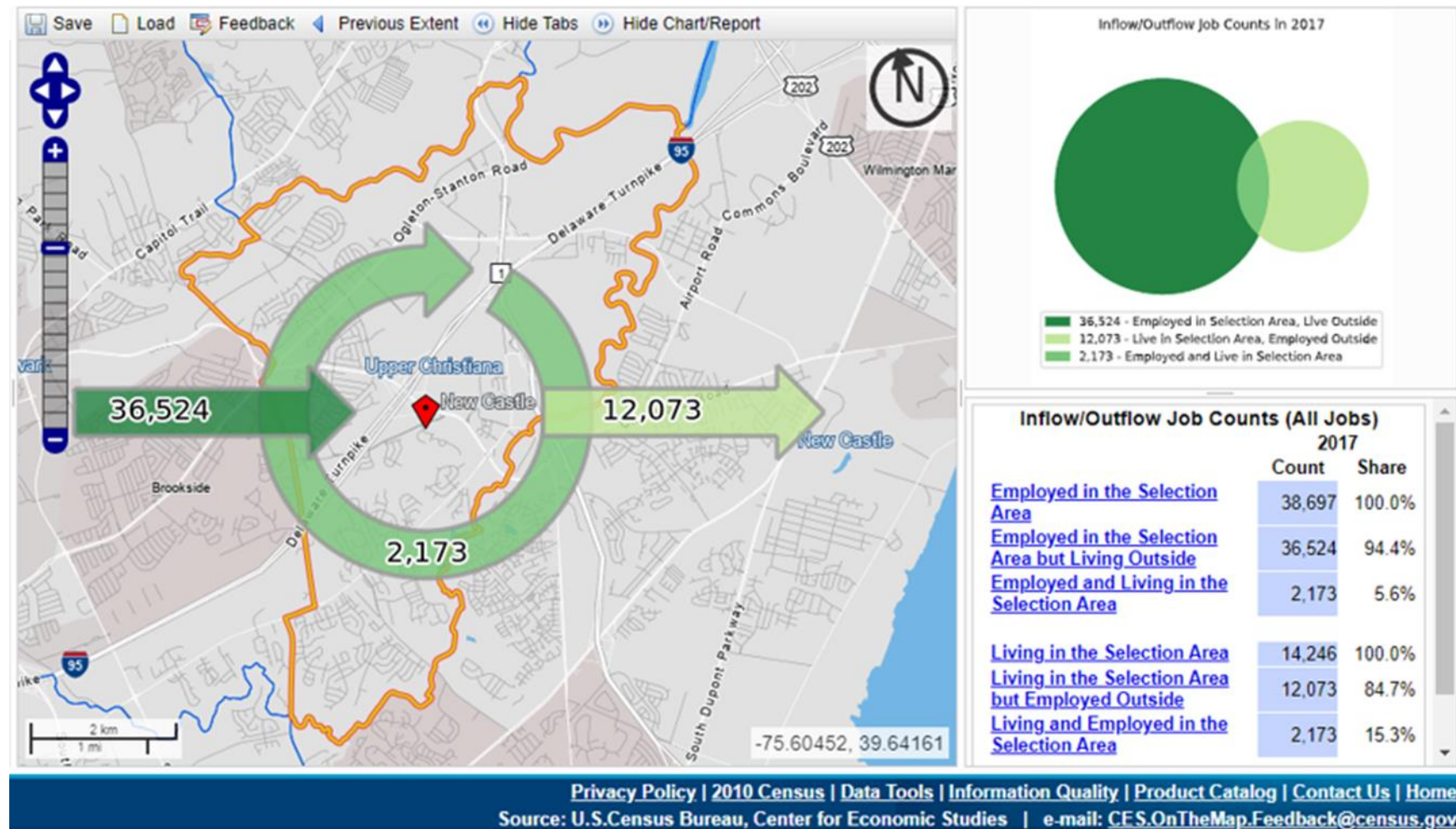
- **Transportation**

- **Funded** network includes financially constrained projects in the WILMAPCO 2050 Regional Transportation Plan (RTP)
- **Aspirational** network also includes unfunded RTP projects

Transportation	
Land Use	Funded Expected Aspirational Expected
	Funded Balanced Aspirational Balanced

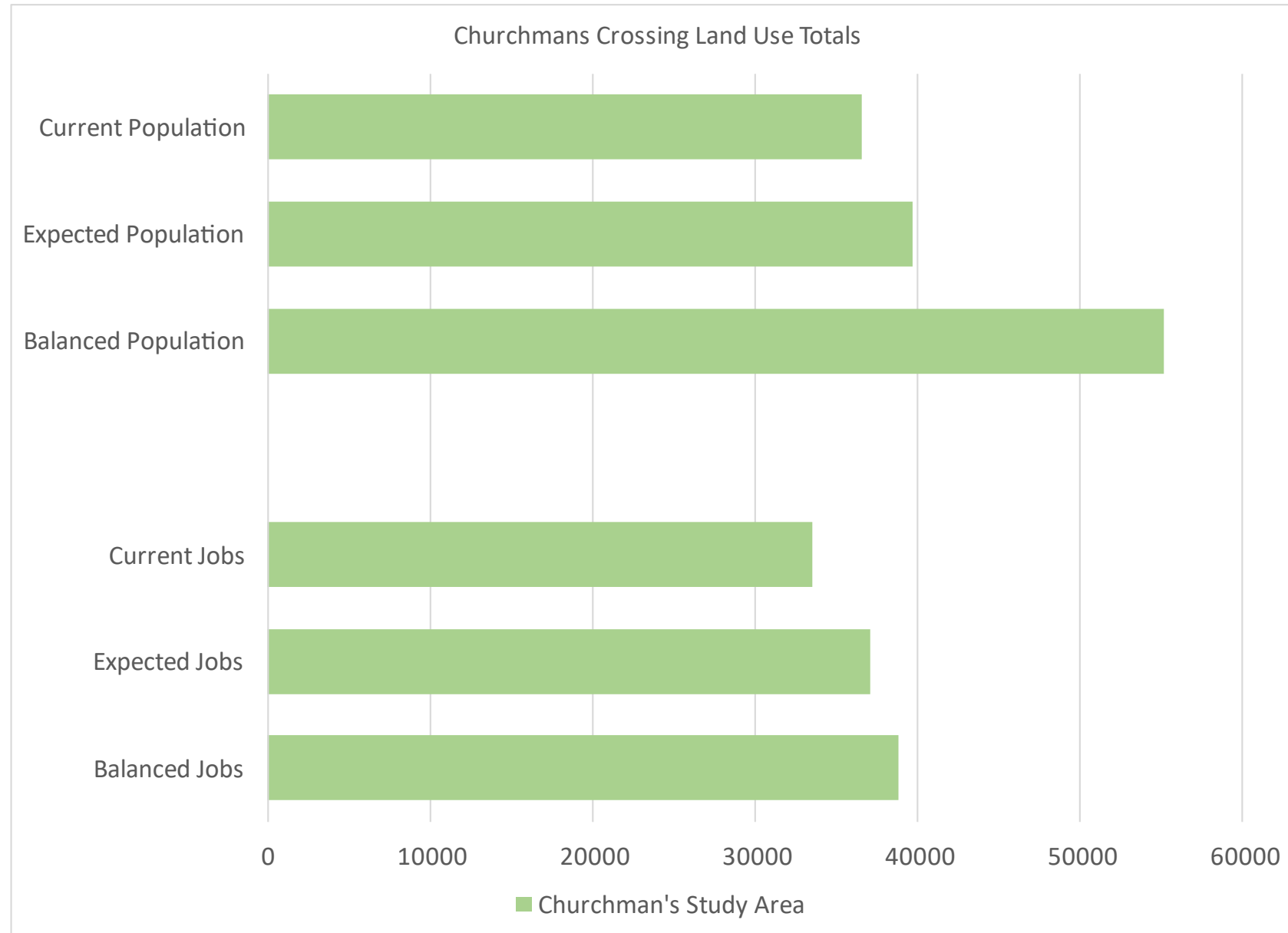
Scenario Planning – Land Use

- Churchman's Crossing is a jobs center
 - Attracts people inbound in the morning and outbound in the evening
- Increasing residential development
 - Could be part of strategic approach to foster live-near-work policies and reduce commute length

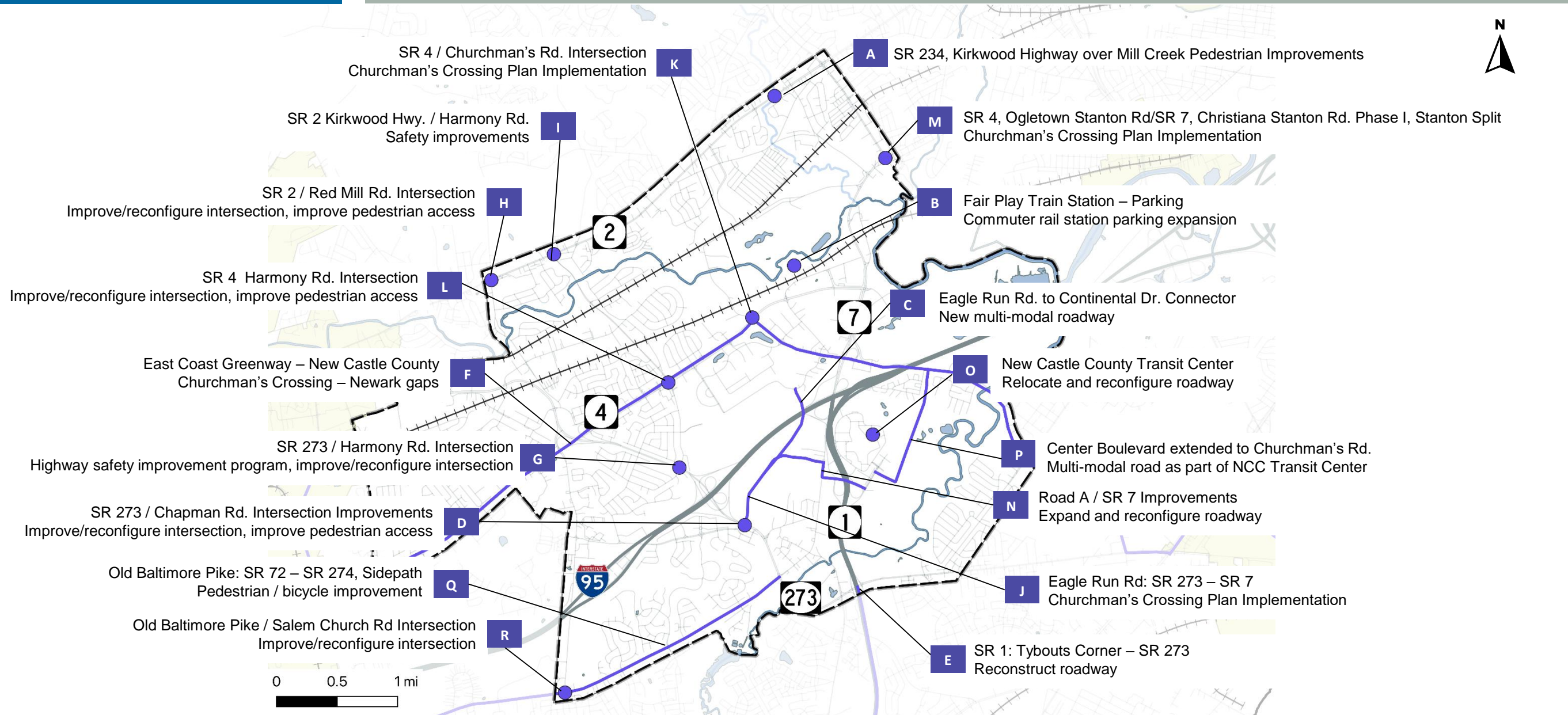


Scenario Planning – Land Use

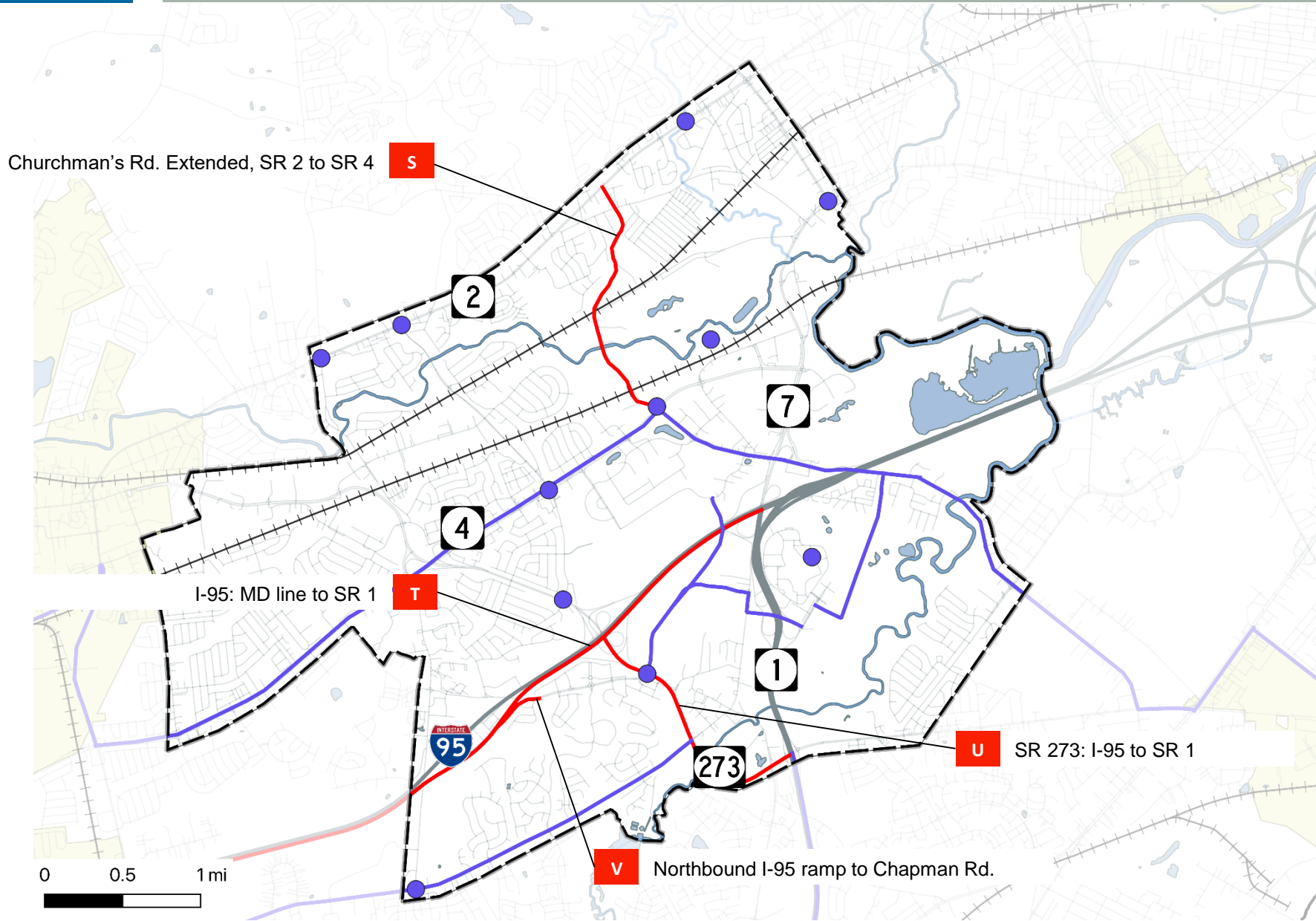
- **Current**
 - Built / occupied in 2019
- **Expected**
 - Considers growth already in development or expected to occur based on regional econometrics
- **Balanced**
 - Considers strategic intensification of mixed-use centers to improve the mix of uses



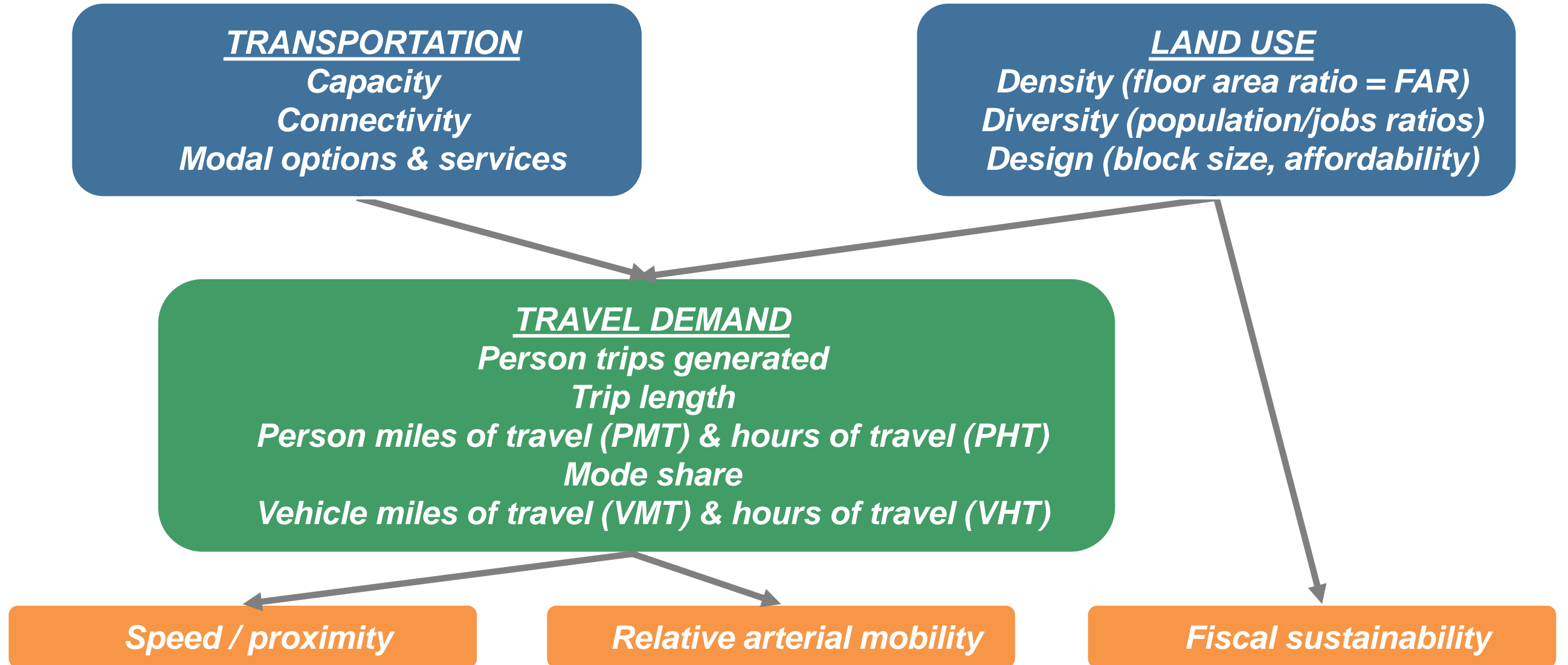
Scenario Planning – Funded Transportation Projects



Scenario Planning – Aspirational Transportation Projects



What Are The Scenario Planning Screening Metrics?

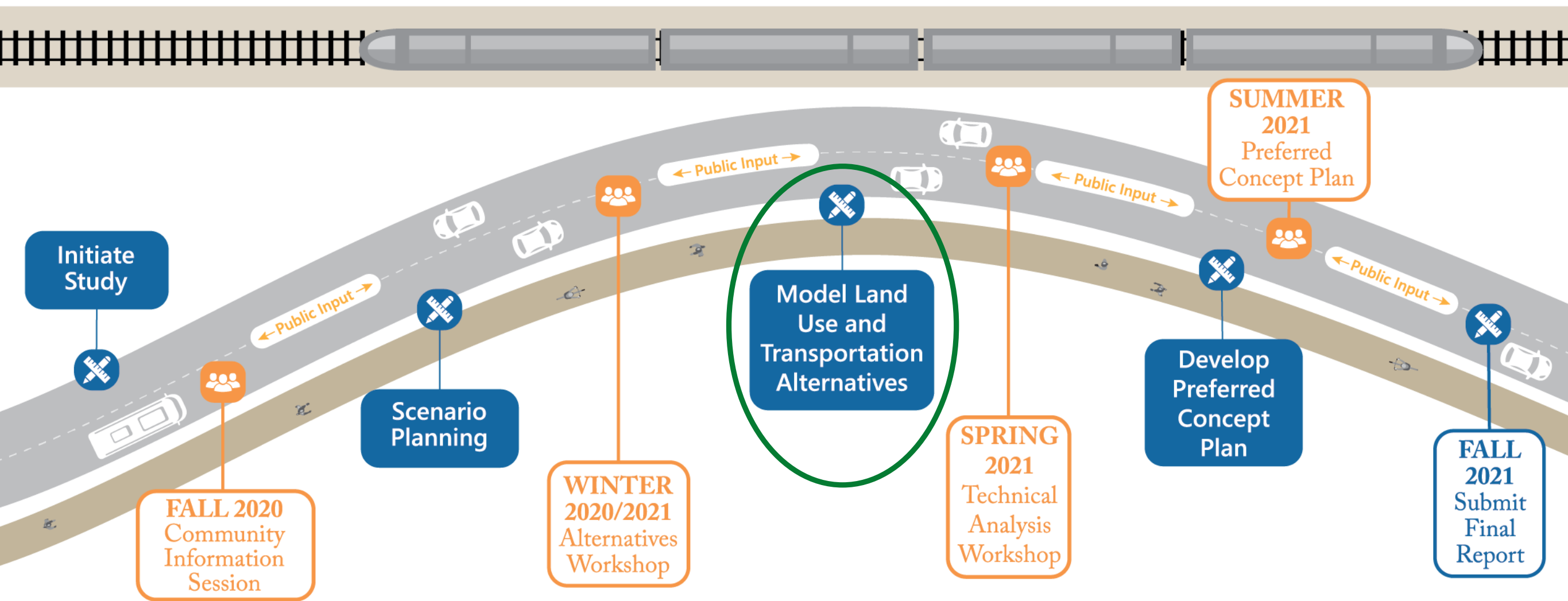


Scenario Planning – Three Key Findings

- Scenario planning findings provide guidance for more detailed analysis of alternatives in next stage of study

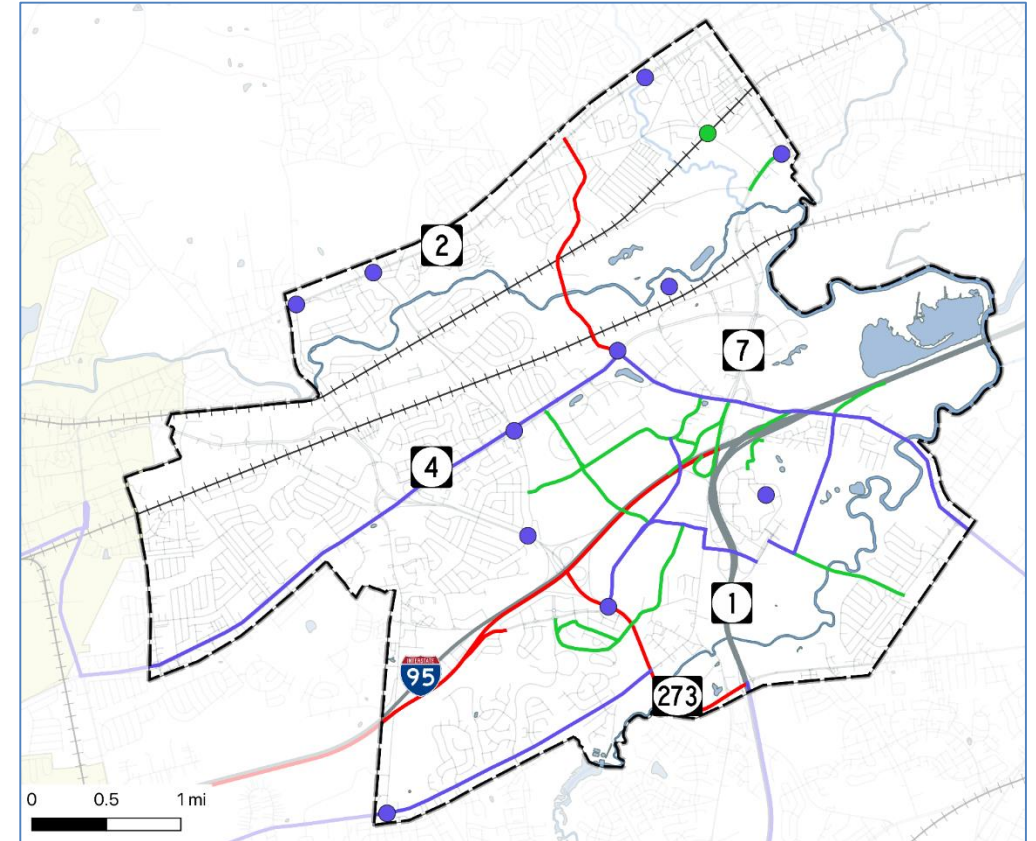
Finding	Implication
1. The study area is close to achieving an area-wide arterial LOS D objective with the funded transportation scenario, and the aspirational transportation scenario performs slightly better	Subsequent tasks will refine location-specific details
2. While transportation improvements are important, so too are the land use “3D”s (density, diversity, design) to meaningfully reduce VMT	Land use / Transportation Demand Management (TDM) policies are critical to success
3. Land use and transportation solutions will span multiple properties	Consider implementation mechanisms that recognize these synergies

What is Ahead?



Path Forward

- Develop Transportation Master Plan Alternatives based upon the land use scenarios
- Further use of GIS Level data to assess impacts for new roadway concepts and desire lines
- Further Documentation of Stakeholder Concerns and Feedback
- Share draft recommendations at a future Agency Meeting





Thank You!

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