

Churchman's Crossing Plan Update

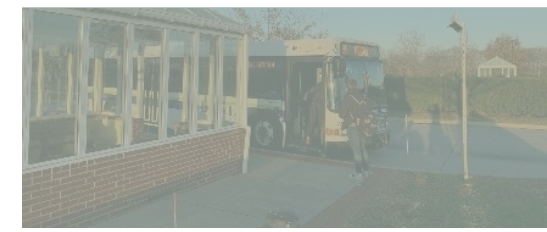
Public Workshop #4



WILMAPCO



October 25, 2021

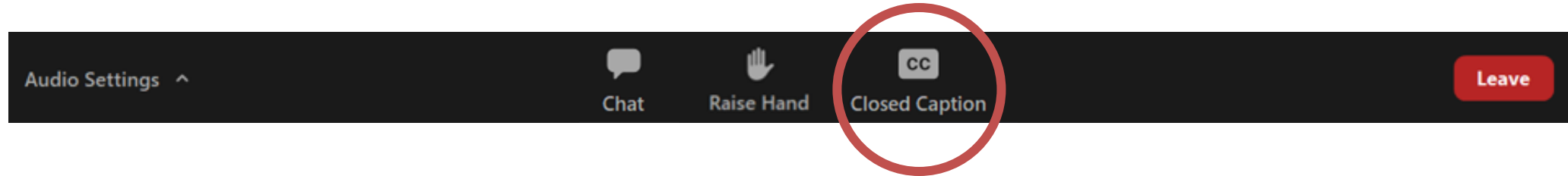


WELCOME!

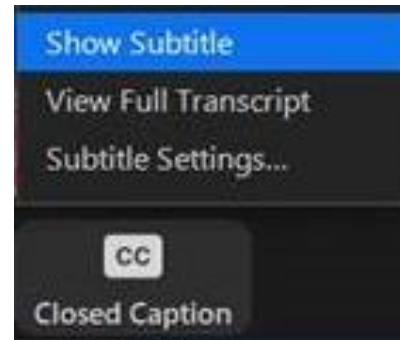
Public Workshop #4: Churchman's Crossing Plan Update

Closed Captions / Subtítulos

- Tenemos subtítulos en español para el taller público de esta noche



- Haga clic en el botón “**Closed Caption**” y seleccione “**Show Subtitle**” para activar los subtítulos o “**View Full Transcript**” para abrir la transcripción en un panel a la derecha

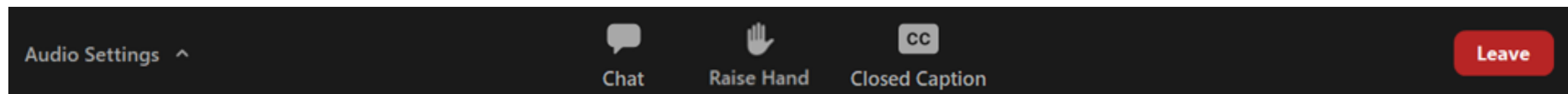


- También tenemos un intérprete disponible para ayudar con preguntas y respuestas después de la presentación

Virtual Workshop Housekeeping

Some helpful hints for tonight's virtual workshop:

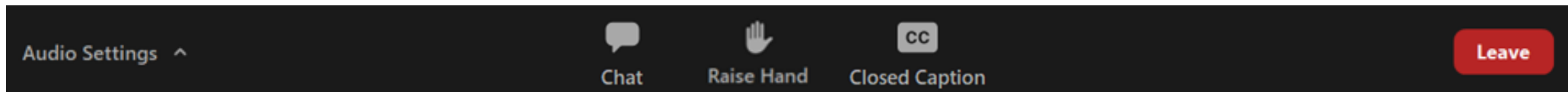
- The **Zoom Webinar Menu Bar** (on a computer) appears at the bottom of the Zoom window once the workshop begins. If you don't see the menu bar, move your mouse slightly and the bar will re-appear. The bar disappears after a few seconds when in full-screen mode.
- Note that **you are muted and without video by default**. You can ask questions via the **Chat** box. The host and panelists will monitor these questions throughout the evening.
- For **dial-in participants**, to participate during the question-and-answer period after the presentation, please press ***9 to Raise/Lower Hand** and press ***6 to Mute/Unmute**.



Virtual Workshop Housekeeping

With the Zoom Webinar Menu Bar you can do the following:

- 1. Adjust Audio Settings.** Click the upward arrow (^) next to “Audio Settings” to change your computer’s audio preferences (for example, change from headphones to computer speaker).
- 2. Chat.** During the presentation, you can submit questions and feedback using the “Chat” feature. The host and panelists will monitor the chat and answer questions following the presentation.
- 3. Raise Your Hand.** Use the “Raise Hand” button for audience participation. Once raised, the button will change to “Lower Hand”, which can be selected once you have been recognized.
- 4. Leave the Workshop.** To leave the virtual workshop, click the “Leave” button.

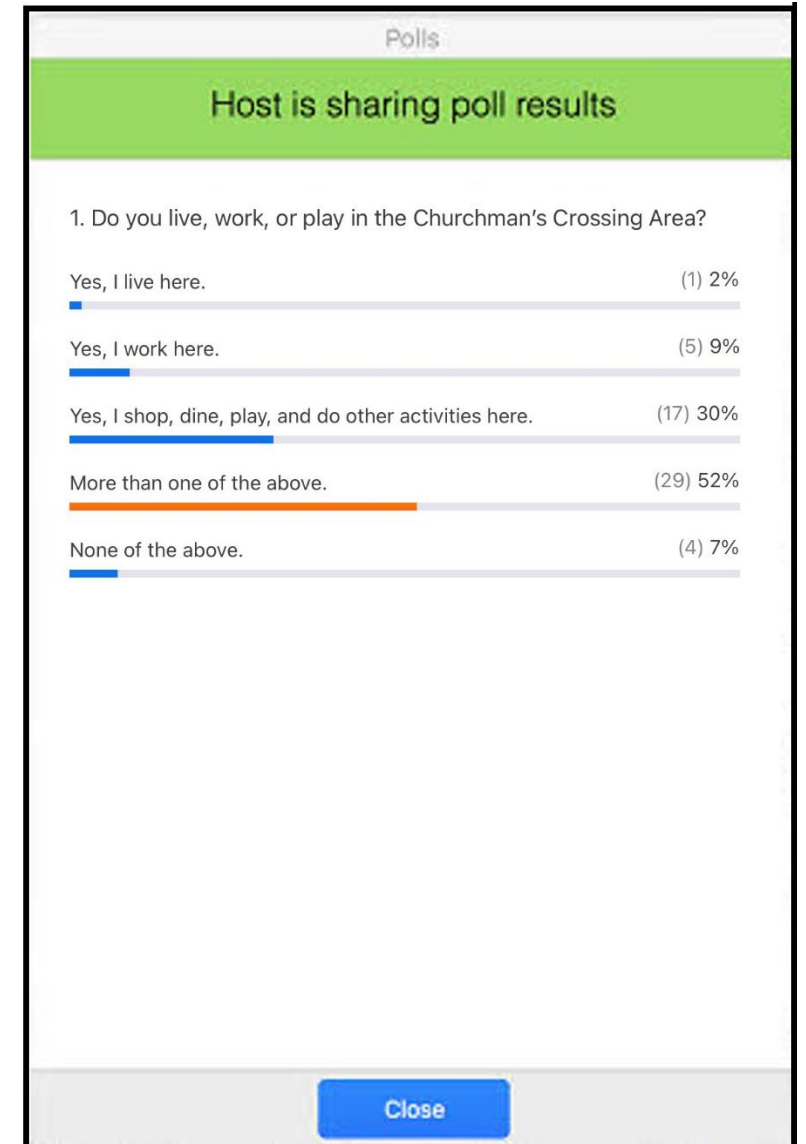


Poll Questions

We will be posing questions to participants throughout tonight's presentation.

Everyone is encouraged to participate by selecting answers in the pop-up polling window using the Zoom app (not available for dial-in participants).

The results will help inform future work and implementation of the Churchman's Crossing Plan Update.



Stay Connected

We are committed to keeping you informed about this important plan update:

- Project website: <http://www.wilmapco.org/Churchmans/>
- For questions, comments, or to sign up for project email updates, email Randi Novakoff at rnovakoff@wilmapco.org
- To reach project co-manager Dave Gula
 - Email: dgula@wilmapco.org
 - Phone: 302-737-6205 ext. 122

Agenda

- 5:00 – 5:30pm *Meeting Sign in/Log in*
- 5:30 – 6:45pm Presentation
- 6:45 – 7:30pm Q&A

Agency Partner Statements / Introductions

Dan Blevins
WILMAPCO



Pam Steinebach
DeIDOT



Andrea Trabelsi, AICP
New Castle County
Department of Land Use



Tonight's Presenters

Jim Burnett
RK&K



Mark Tudor
RK&K

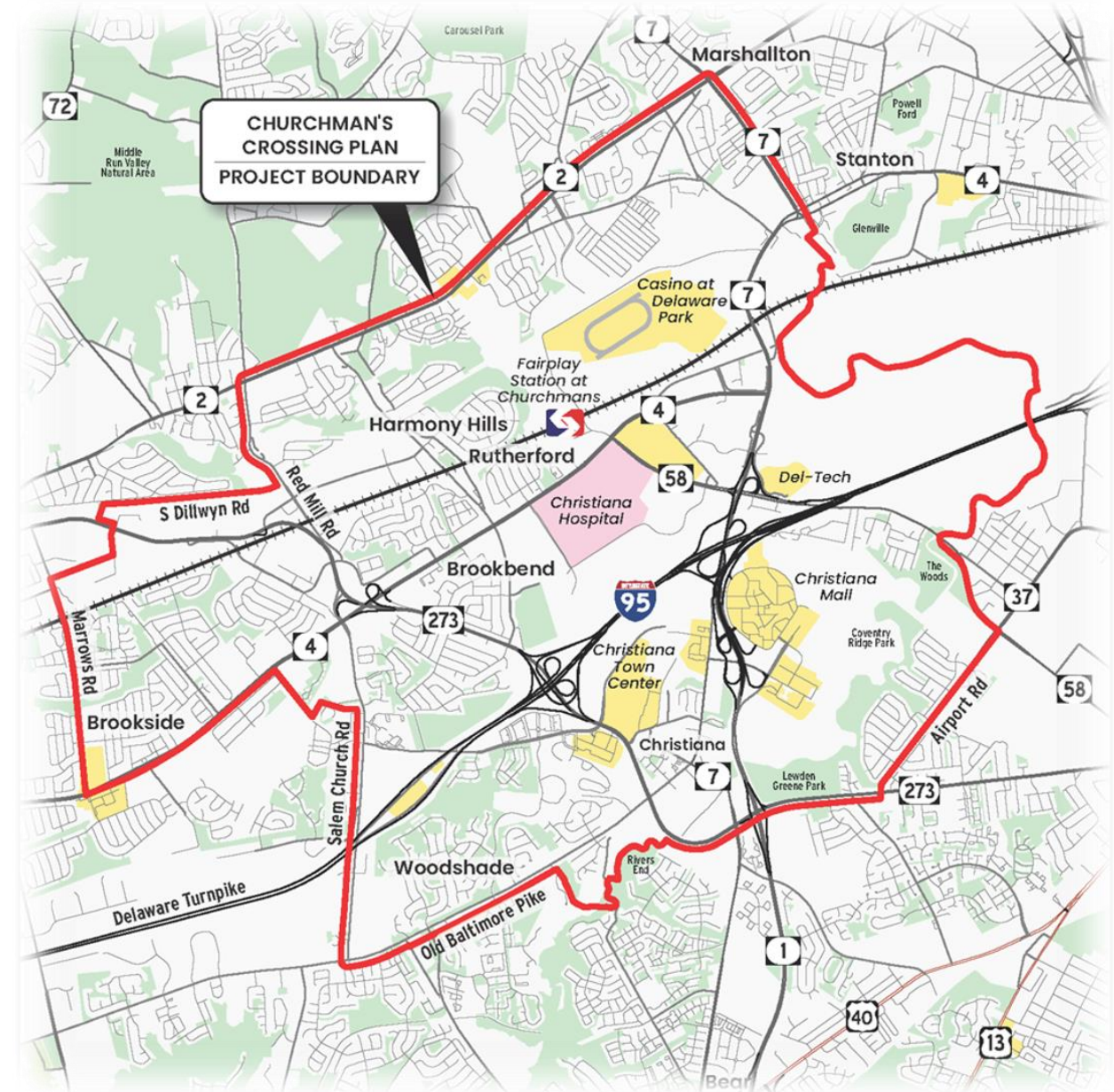


Dan Hardy
Renaissance Planning



Poll Question

- How familiar are you with the Churchman's Crossing Plan Update?
 - Attended the previous workshops
 - Unable to attend the previous workshops but have reviewed materials on the web
 - Brand new to this project



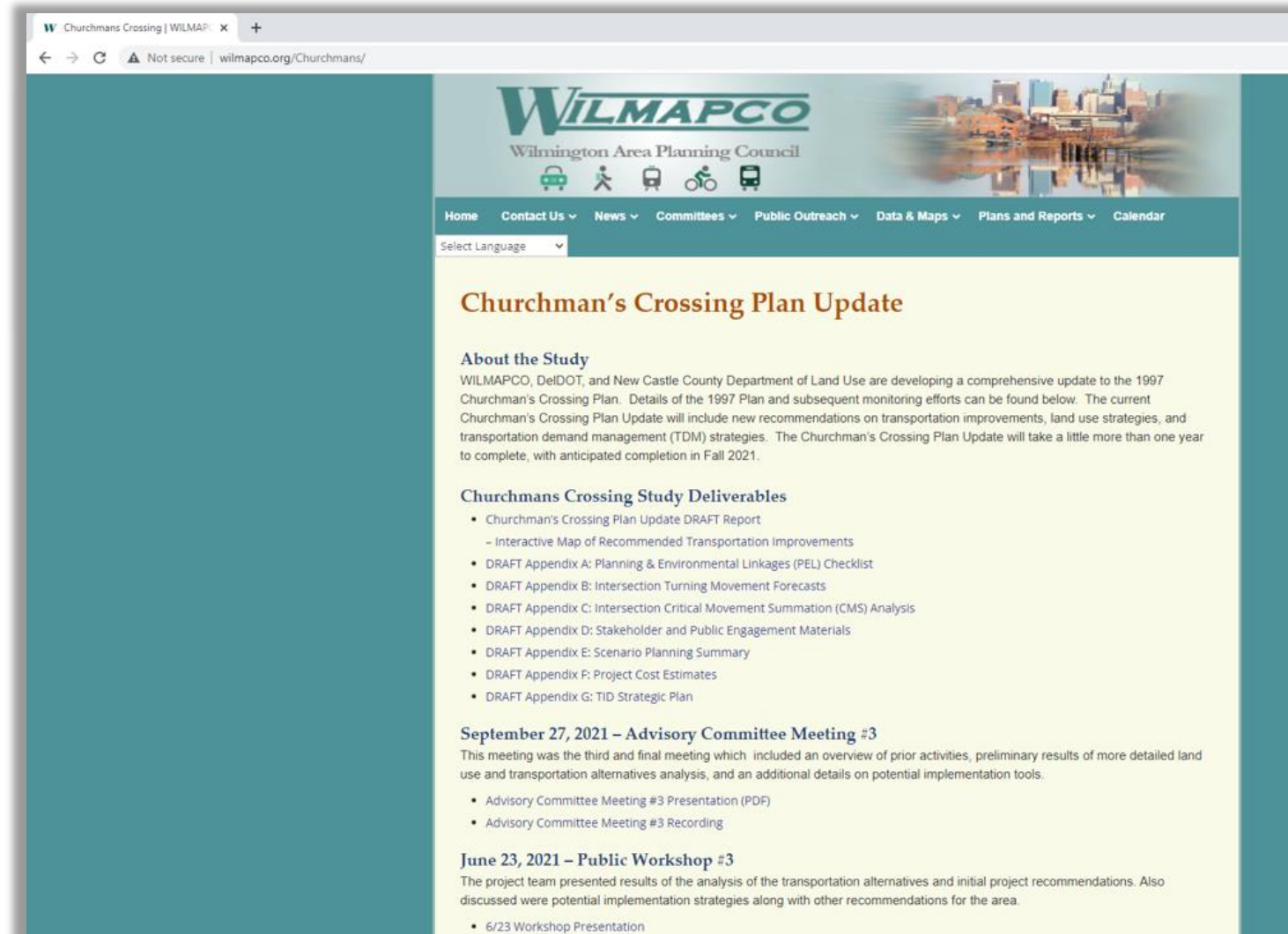
Purpose of Tonight's Workshop

- Provide an overview of the project and update on progress since the last Virtual Workshop held on June 23, 2021
- Present final analysis results and material included in the Draft Report
- Share additional details on potential implementation strategies
- Seek feedback on the Draft Report for the Churchman's Crossing Plan Update



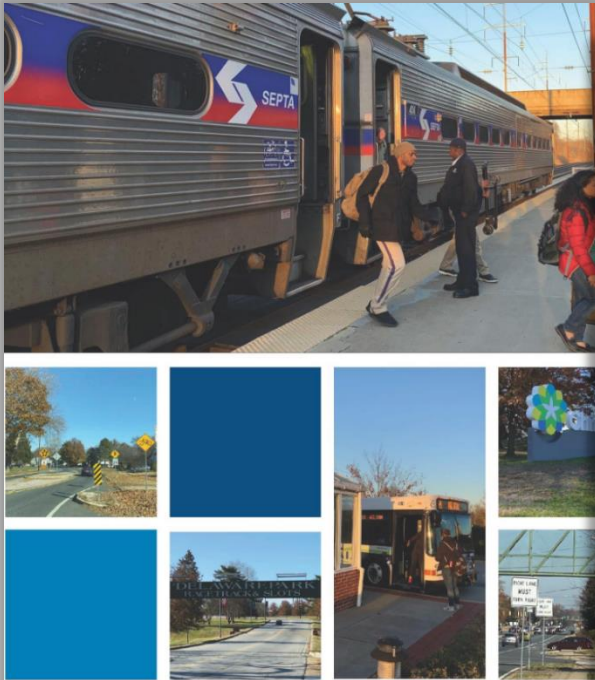
Materials Available on Website

- Draft Report – including Appendices
- Interactive recommendations map
- Recordings and materials from previous Virtual Public Workshops and Advisory Committee Meetings
- Topic-specific clips
- Other supporting technical documents
- Previous studies



<http://www.wimapco.org/Churchmans/>

Draft Report – Available on Website



September 2021

DRAFT Churchman's Crossing Plan Update

WILMAPCO Churchman's Crossing Plan Update

Table of Contents

1. Project Introduction

A. Project Background

B. Existing Transportation Network

C. Existing Traffic Operations

D. Existing Crash Data

E. Other Planning Studies

2. Planning Process

A. Project Scope and Schedule

B. Agency Coordination

C. Stakeholder Coordination and Public Engagement

3. Project Vision

4. Existing Conditions

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B. Demographic Characteristics

C. Environmental and Historic Features

D. Community Resources

5. Alternatives Considered

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B. Land Use Scenarios

6. Transportation Alternative Screening Criteria

7. Transportation Alternative Screening Analysis

A. Churchman's Road Extended SR 2 to SR 4 (Project S)

B. SR 273: 3rd Lane Northbound & Southbound between SR 1 and I-95 (Project T)

C. Northbound I-95 Ramp to Chapman Road (Project V)

D. SR 7 Intersections (Project W)

E. Southbound I-95 Access from Continental Drive (Project X)

F. Southbound SR 1 to Southbound I-95 Connection (Project Y)

G. Southbound SR 1 to Northbound I-95 Connection (Project Z)

H. Northbound I-95 Ramp from Churchman's Road (Project AA)

I. Southbound I-95 Ramp from Churchman's Road (Project BB)

J. Christiana Mall Access Road – Bus Only (Project CC)

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K. Christiana Mall Road A Extension – East (Project DD)

L. Christiana Bypass (Project GG)

M. Eagle Run Road Connector to Samoset Drive (2nd I-95 Crossing) (Project HH)

N. Brownleaf Road Extension (Project II)

O. Opening Samoset Drive / Continental Drive (Project JJ)

P. Telegraph Road / St. James Road Railroad Underpass (Project KK)

Q. Micro Transit (DTC) (Project EE)

R. Automated Transit Vehicles (DTC) (Project FF)

S. New Bus Transit Routes (Project LL)

T. Transit Access Improvements (Project MM)

U. Pedestrian / Bicycle Improvements along Existing Roads (Project NN)

V. Pedestrian / Bicycle Improvements serving Existing Communities (Project OO)

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X. SR 273 at I-95 Interchange Reconfiguration (Project QQ)

8. Preferred Concept Plan

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B. Recommended Transportation Improvements

C. Expected Outcomes

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9. Next Steps

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C. Traffic Monitoring

D. Critical Issues to be Considered

E. Implementation Strategies

RK&K

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Appendices

Appendix A: FHWA PEL Checklist

Appendix B: Turning Movement Forecasts

Appendix C: CMS Analysis Worksheets

Appendix D: Stakeholder and Public Engagement Materials

Appendix E: Scenario Planning Methodology and Results

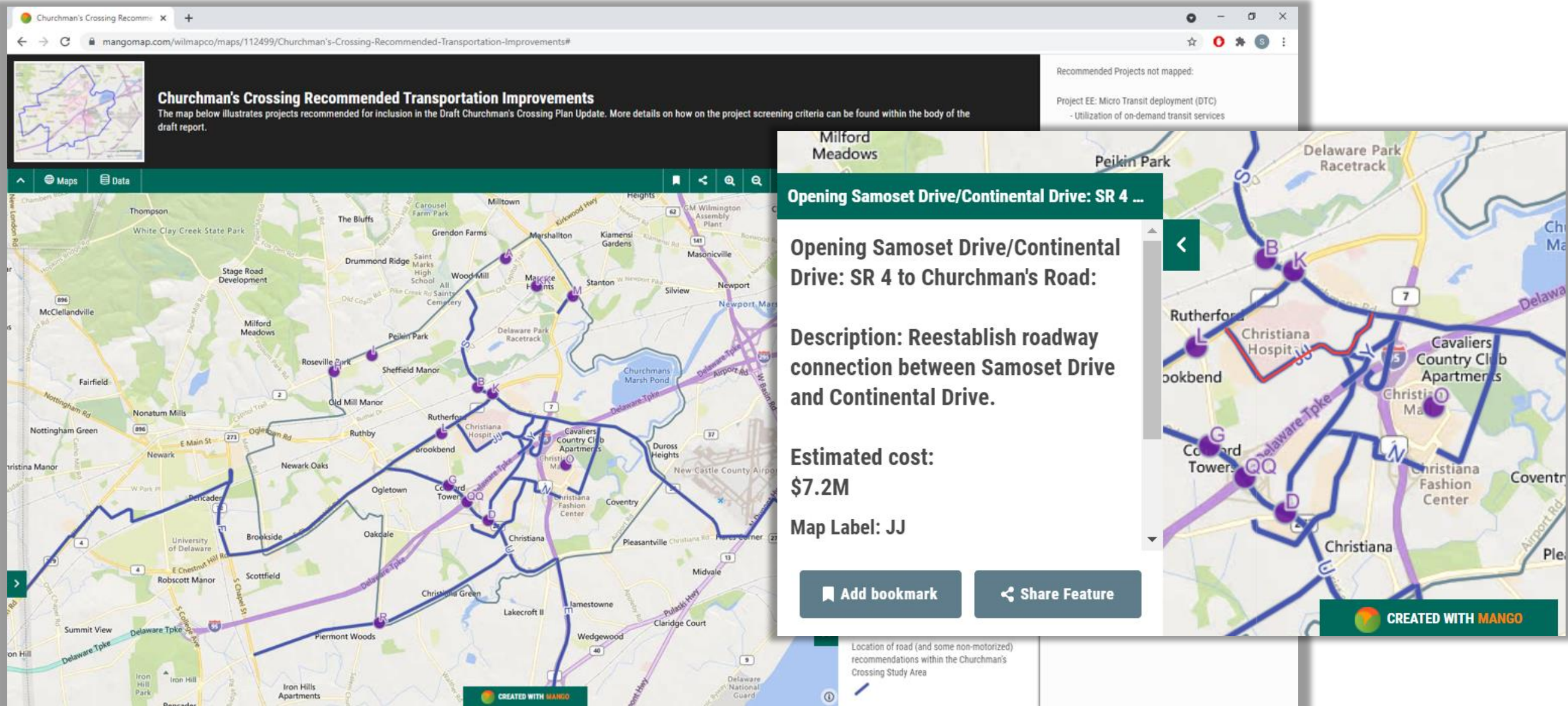
Appendix F: Cost Estimates

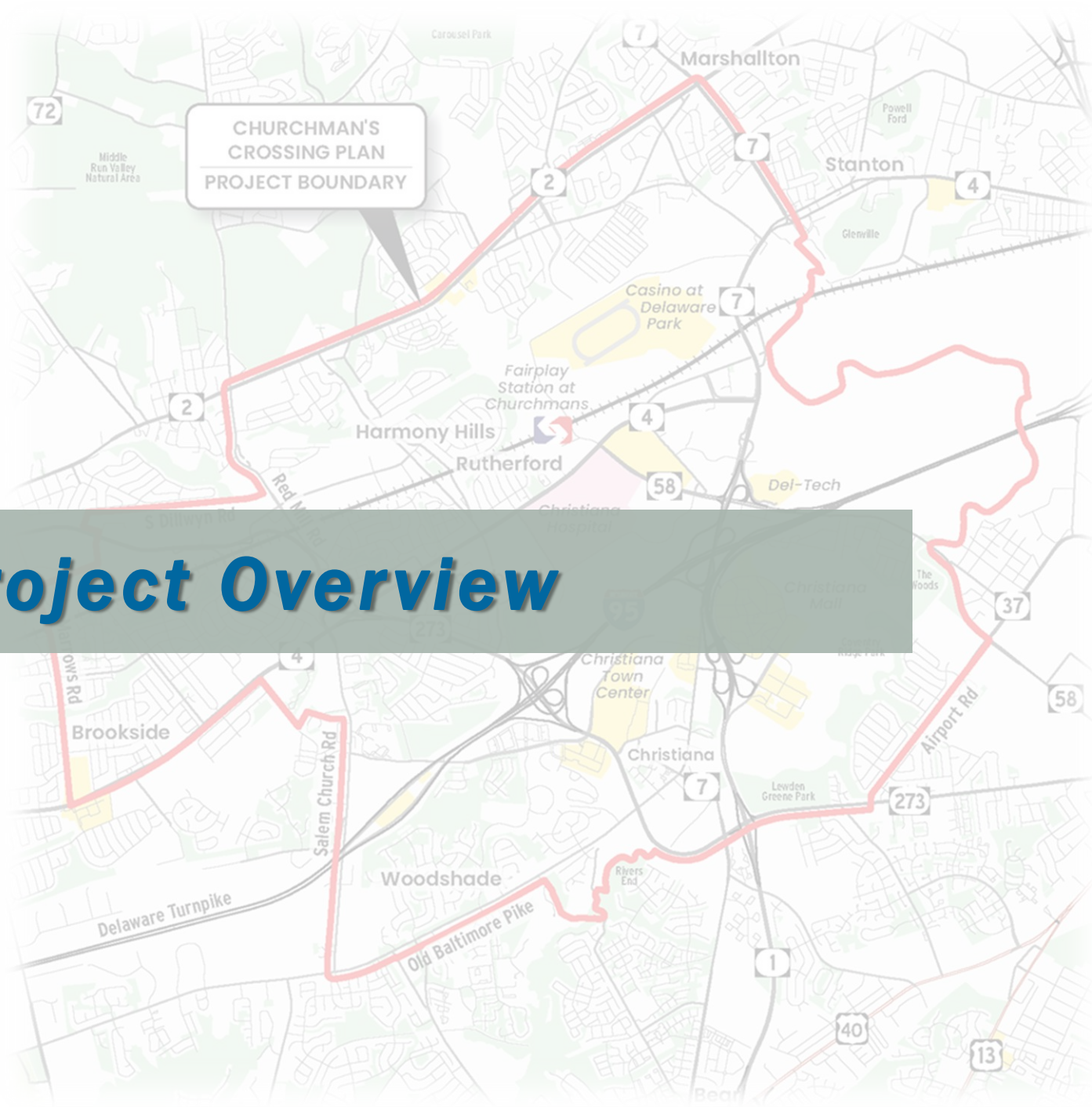
Appendix G: TID Strategic Plan

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Interactive Map of Recommended Transportation Improvements



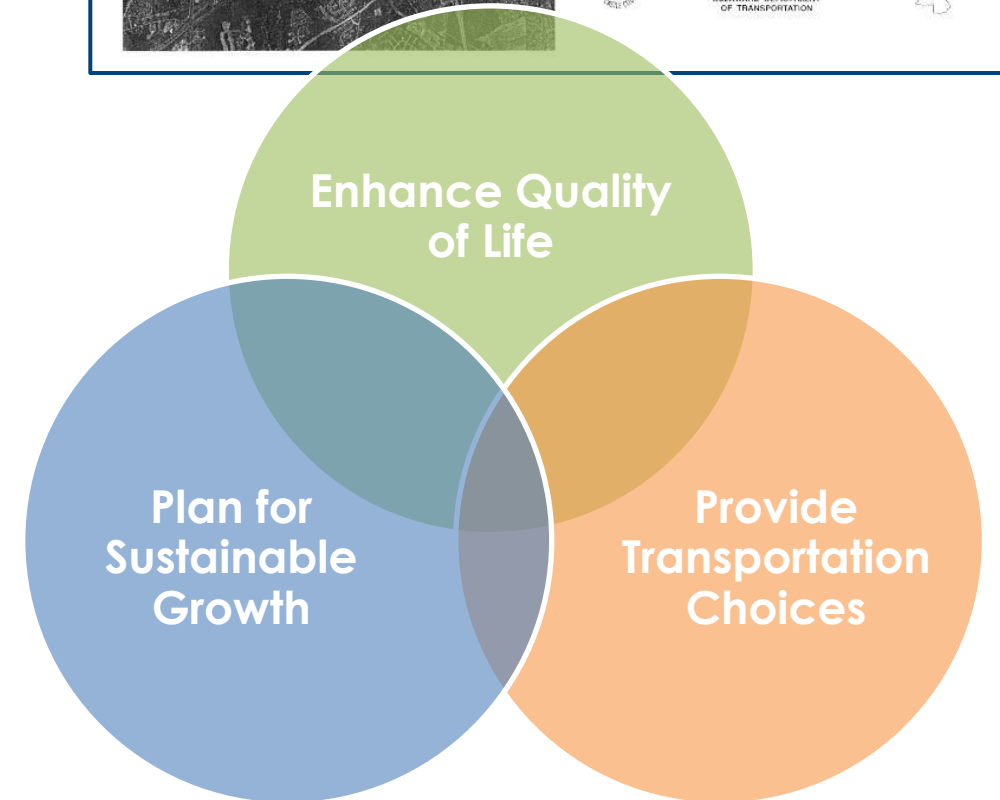
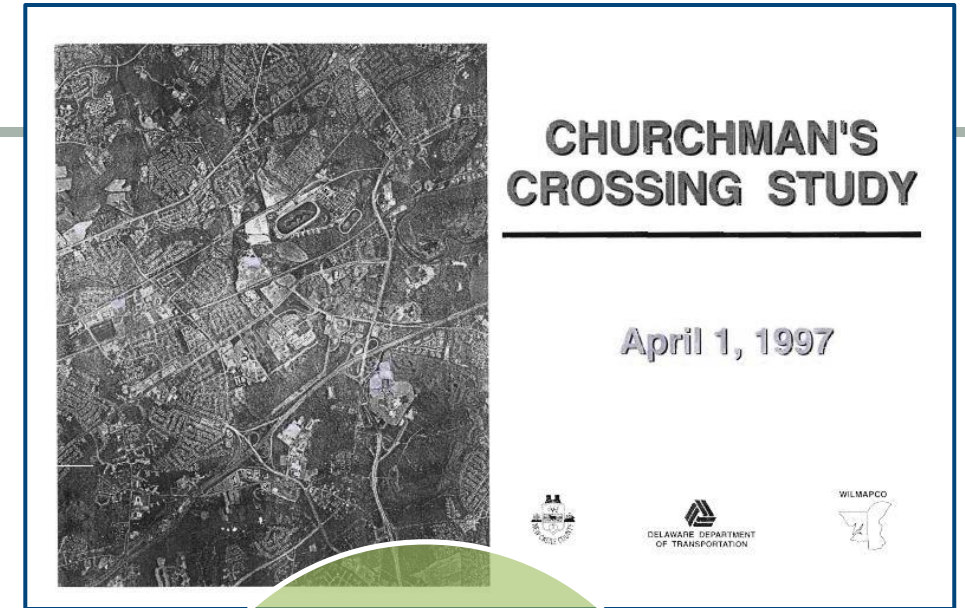


Project Overview



Churchman's Crossing Plan Update Goals

- Update the Original 1997 Churchman's Crossing Study
- Updated Plan includes recommendations on:
 - Transportation Improvements
 - Land Use Strategies
- Based on input from:
 - Scenario planning results
 - Public agency partners
 - Advisory Committee
 - Public Workshops



Management Committee

- Agency Partners

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

- Consultant Team

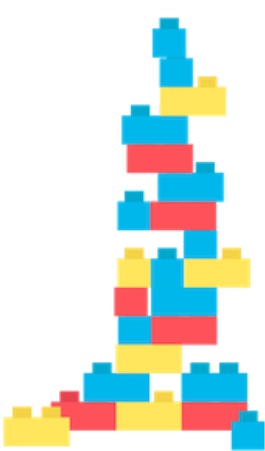
- RK&K
- Kramer & Associates
- Renaissance Planning
- Rybinski Engineering

Advisory Committee

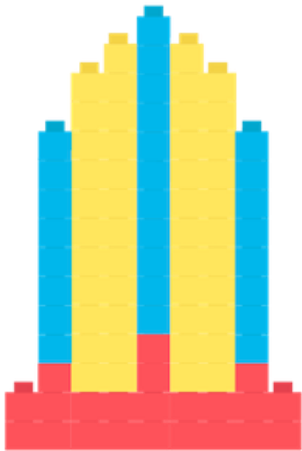
- Bank of America
- Bike Delaware
- Christiana Executive Campus
- Christiana Fire Company
- Christiana Hospital
- Christiana Mall (Brookfield Properties)
- City of Newark
- Civic League for New Castle County
- Committee of 100
- Delaware Department of Natural Resources & Environmental Control (DNREC)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

Why Do We Need to Update the Plan?

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



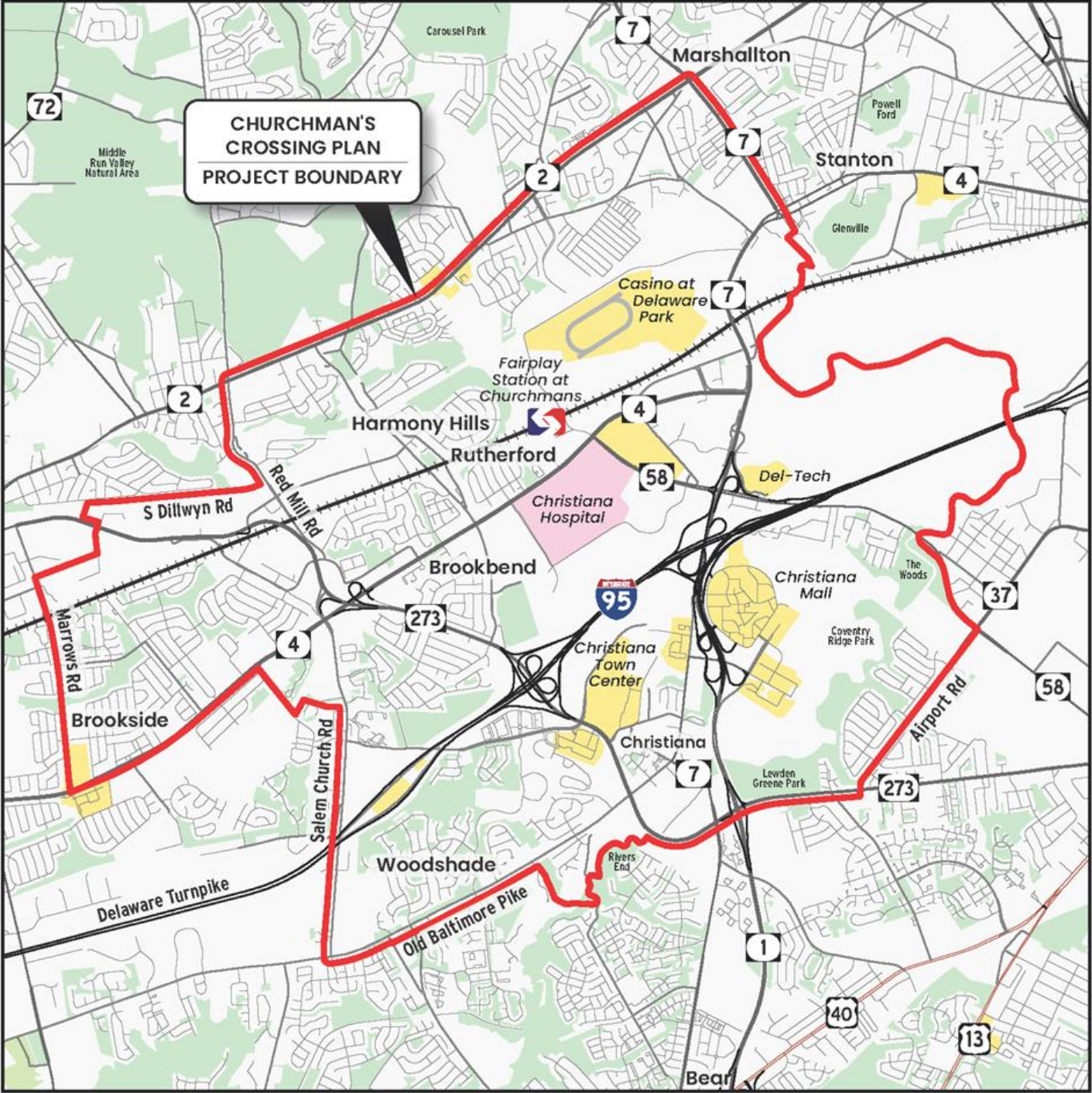
Without Blueprints
Without public involvement



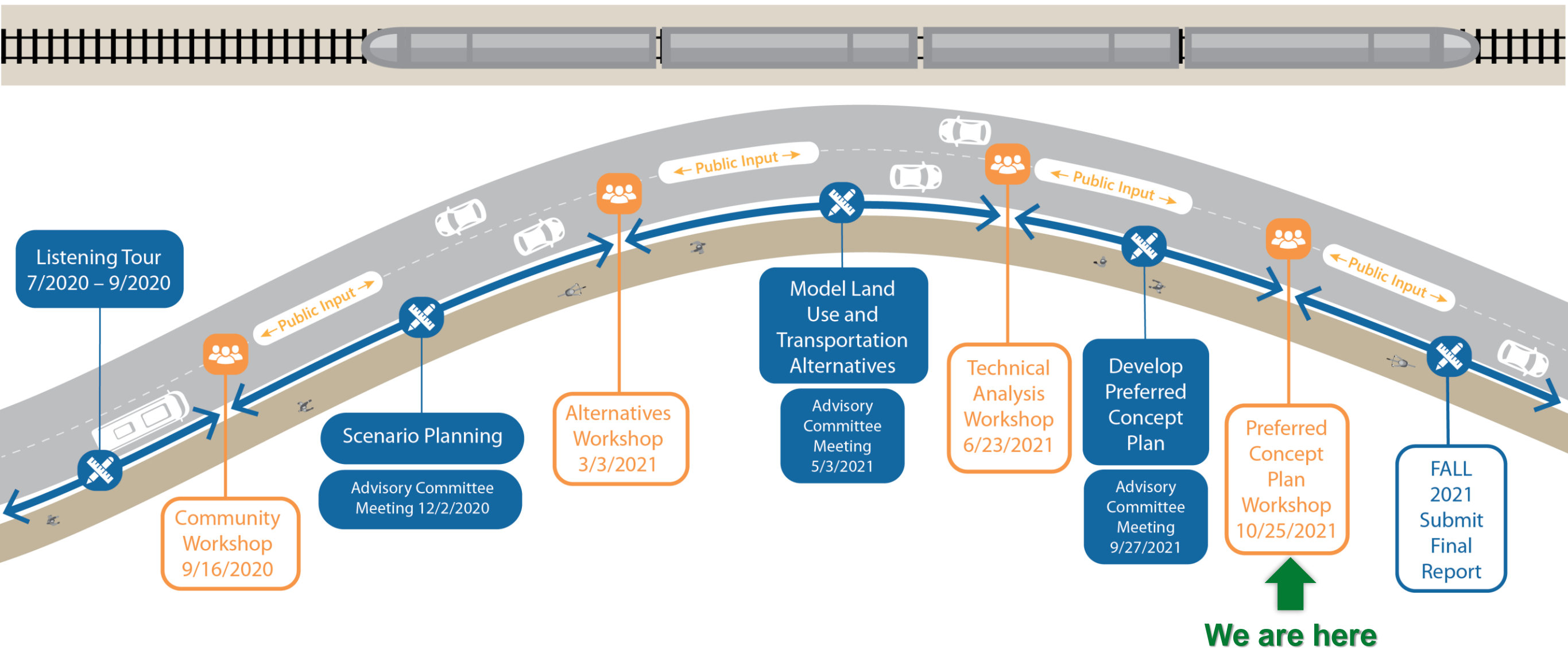
With Blueprints
With public involvement

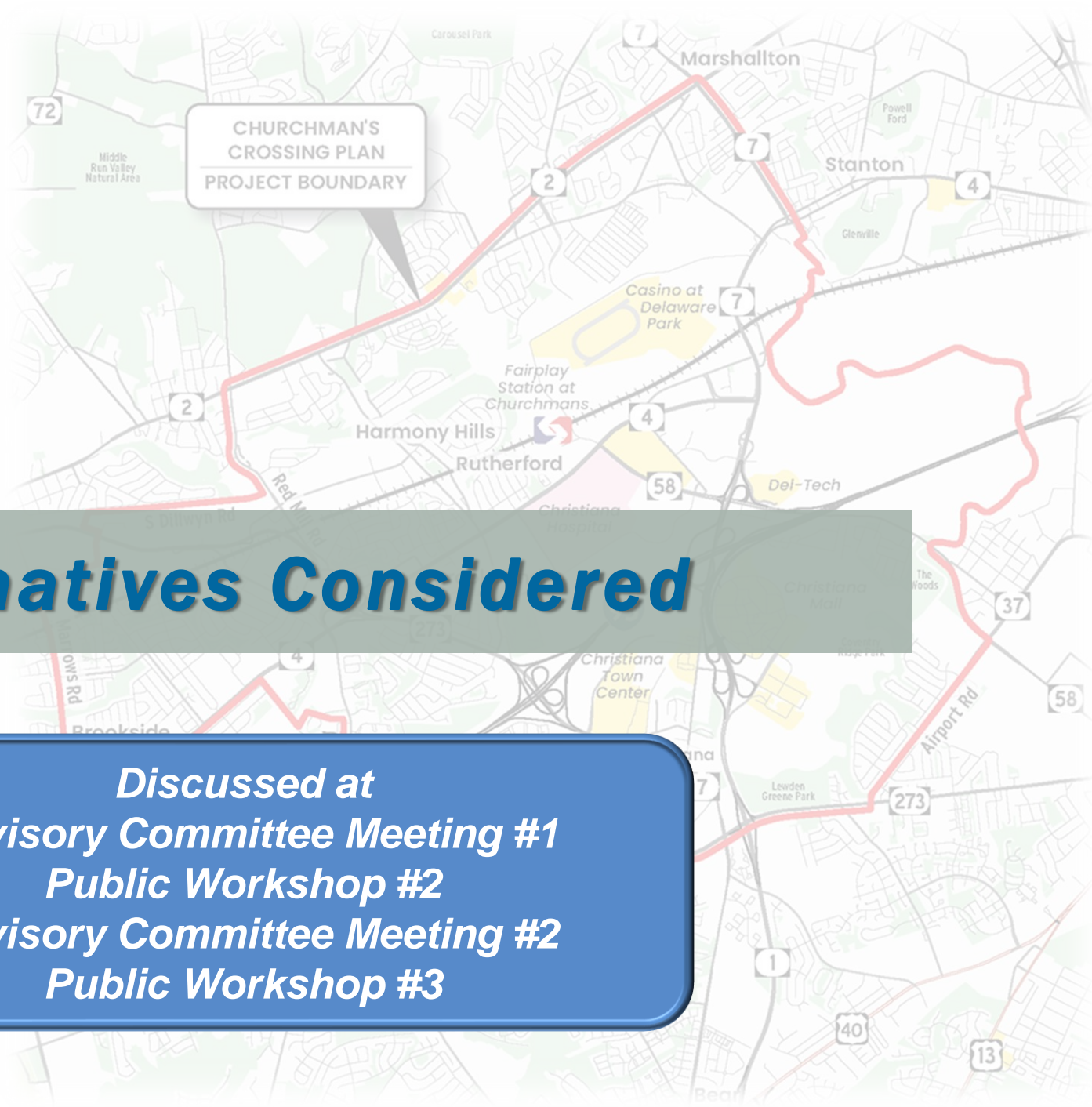
Without a Plan	With a Plan
<ul style="list-style-type: none">• Public infrastructure / spending may lag or be spent before facilities are needed• Re-development/development is haphazard or unpredictable• Impacts / consequences are random	<ul style="list-style-type: none">• Public infrastructure / spending 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

PROJECT BOUNDARY



Timeline



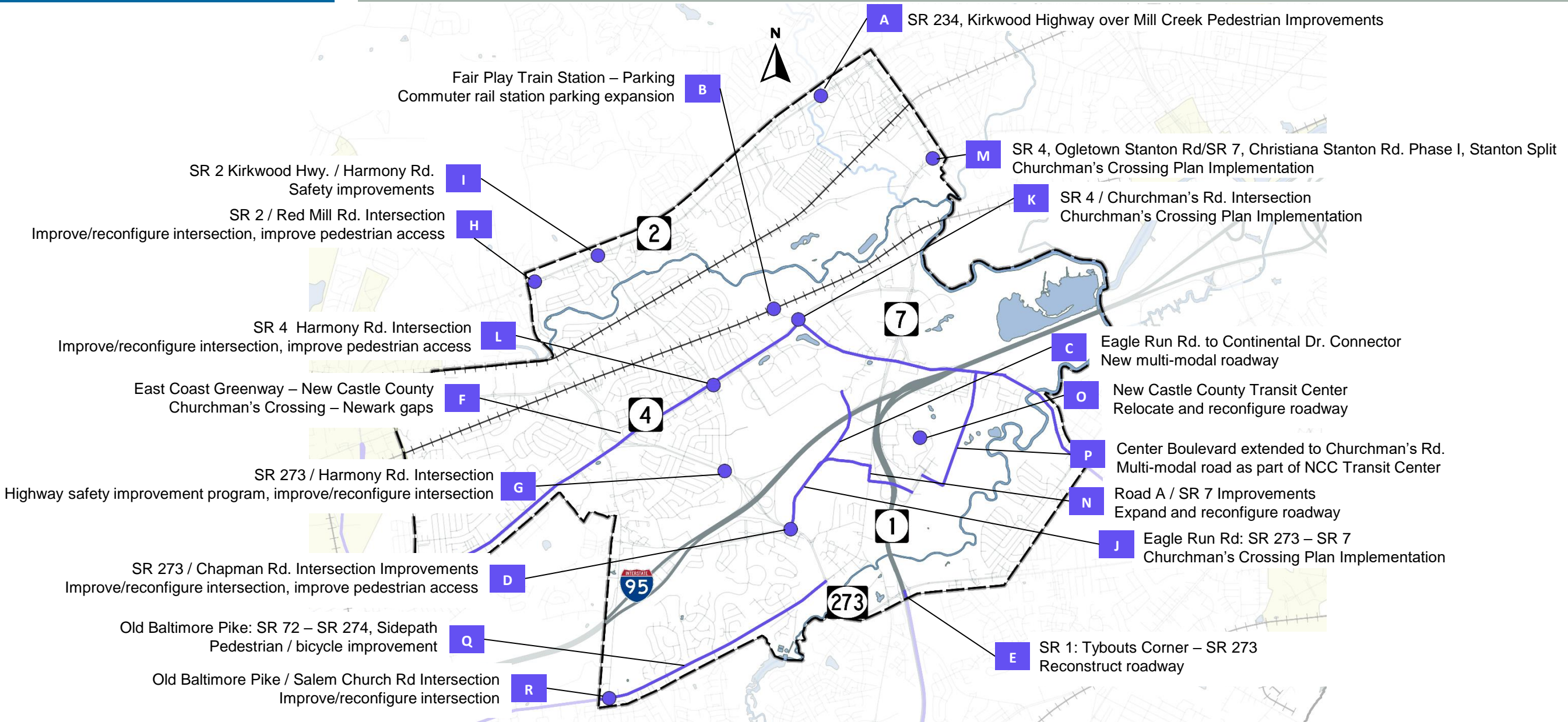


Alternatives Considered

***Discussed at
Advisory Committee Meeting #1
Public Workshop #2
Advisory Committee Meeting #2
Public Workshop #3***



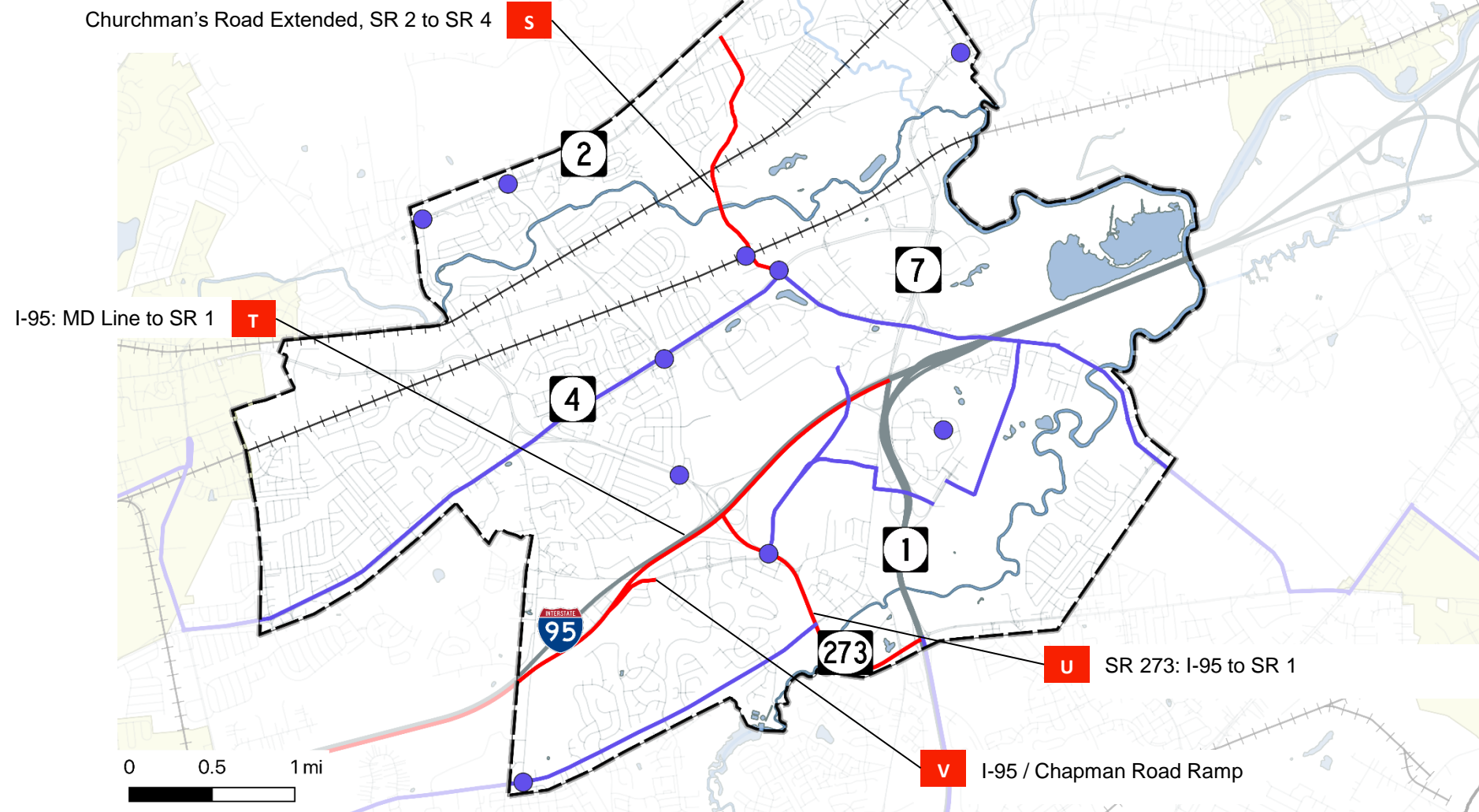
Transportation Alternatives – RTP Financially Constrained List



Transportation Alternatives – RTP Aspirational Projects List

XX Funded Projects

XX Aspirational Projects



Additional Transportation Projects for Evaluation

XX Funded Projects

XX Aspirational Projects

XX Projects Identified between 1st & 2nd Workshops

XX Projects Identified between 2nd & 3rd Workshops

Opening Samoset / Continental Drive: SR 4 to Churchman's Road

Brownleaf Road Extension

SR 273: 3rd lane NB & SB between I-95 and SR 4

Eagle Run Road Connector to Samoset Drive

SR 273 at I-95 Interchange Reconfiguration

KK Telegraph Road / St. James Road Railroad Underpass

W SR 7/Telegraph Rd/SR 7 Delaware Park Intersections

X Access to I-95 from Continental Drive

Y SB SR 1 to SB I-95 Connection

Z SB SR 1 to NB I-95 Connection

AA Ramp from Churchman's Road to NB I-95

BB Ramp from Churchman's Road to SB I-95

CC New Christiana Mall Access Road – Bus Only

DD Christiana Mall Road A Extension - East

GG Christiana Bypass

0 0.5 1 mi

Additional Transportation Projects for Evaluation

Non-mapped transportation projects for evaluation

EE Micro Transit (DTC project)

FF Automated Transit Vehicles (DTC project)

New bus transit routes

LL 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

MM Transit Access Improvements
Bus pads, shelters, accessible pathways/routes, etc.

NN Pedestrian/Bicycle Improvements Along Existing Roads

OO Pedestrian/Bicycle Connections Serving Existing Communities

Recommended Land Use Forecast – Balanced Land Use

- **Current**

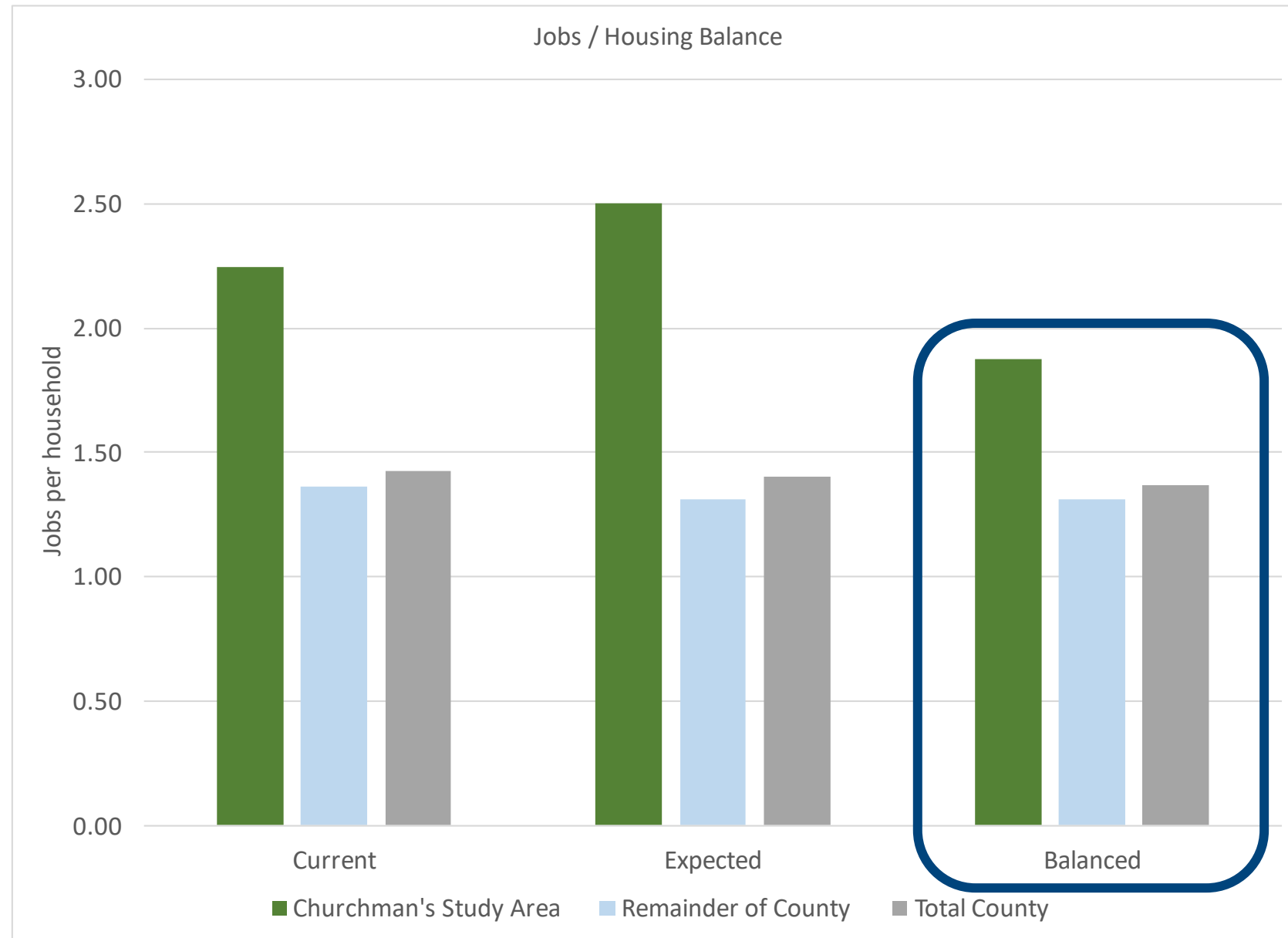
- Built / occupied in 2019

- **Expected**

- Considers growth already in development or expected to occur based on regional econometrics

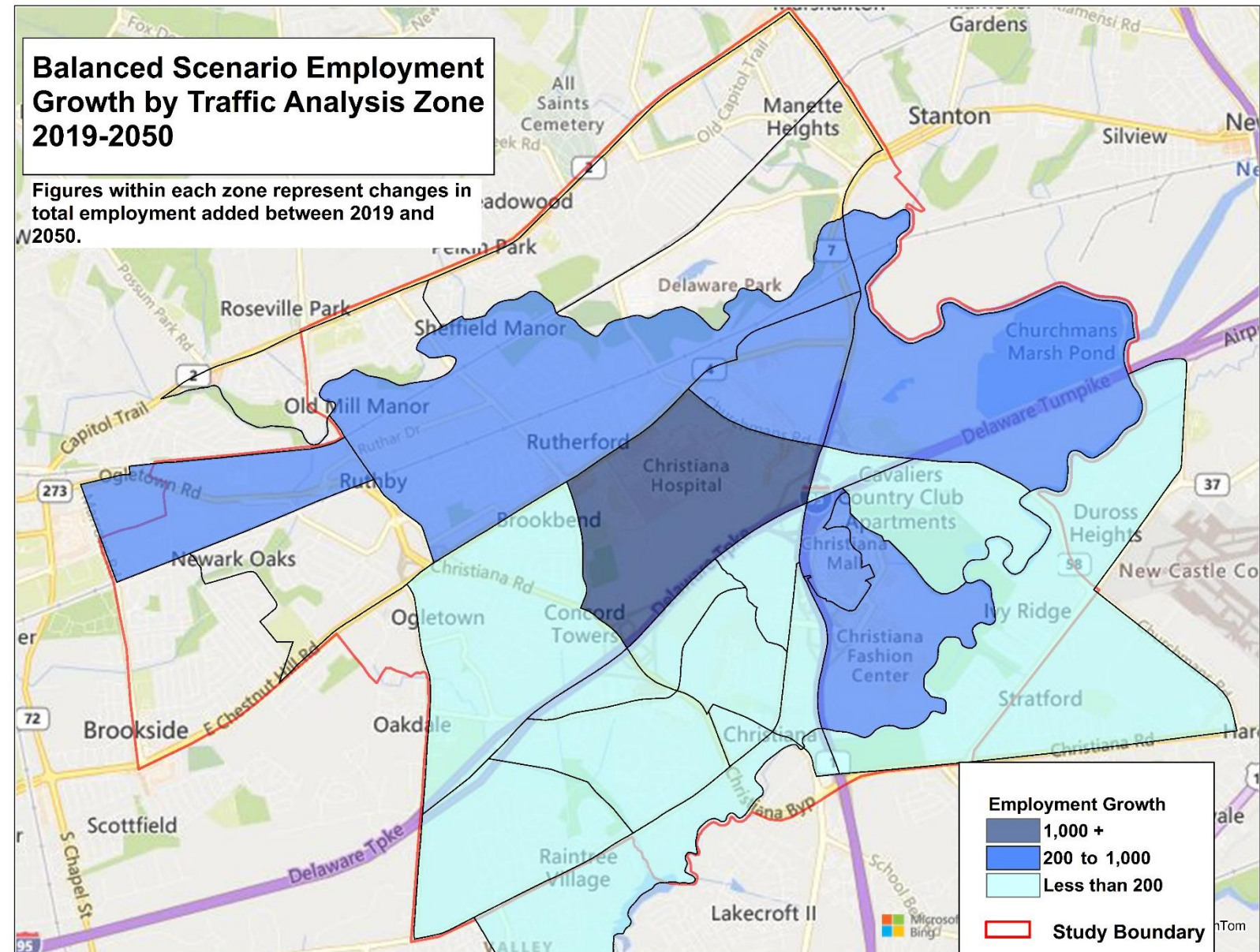
- **Balanced**

- Considers strategic intensification of mixed-use centers to improve the mix of uses



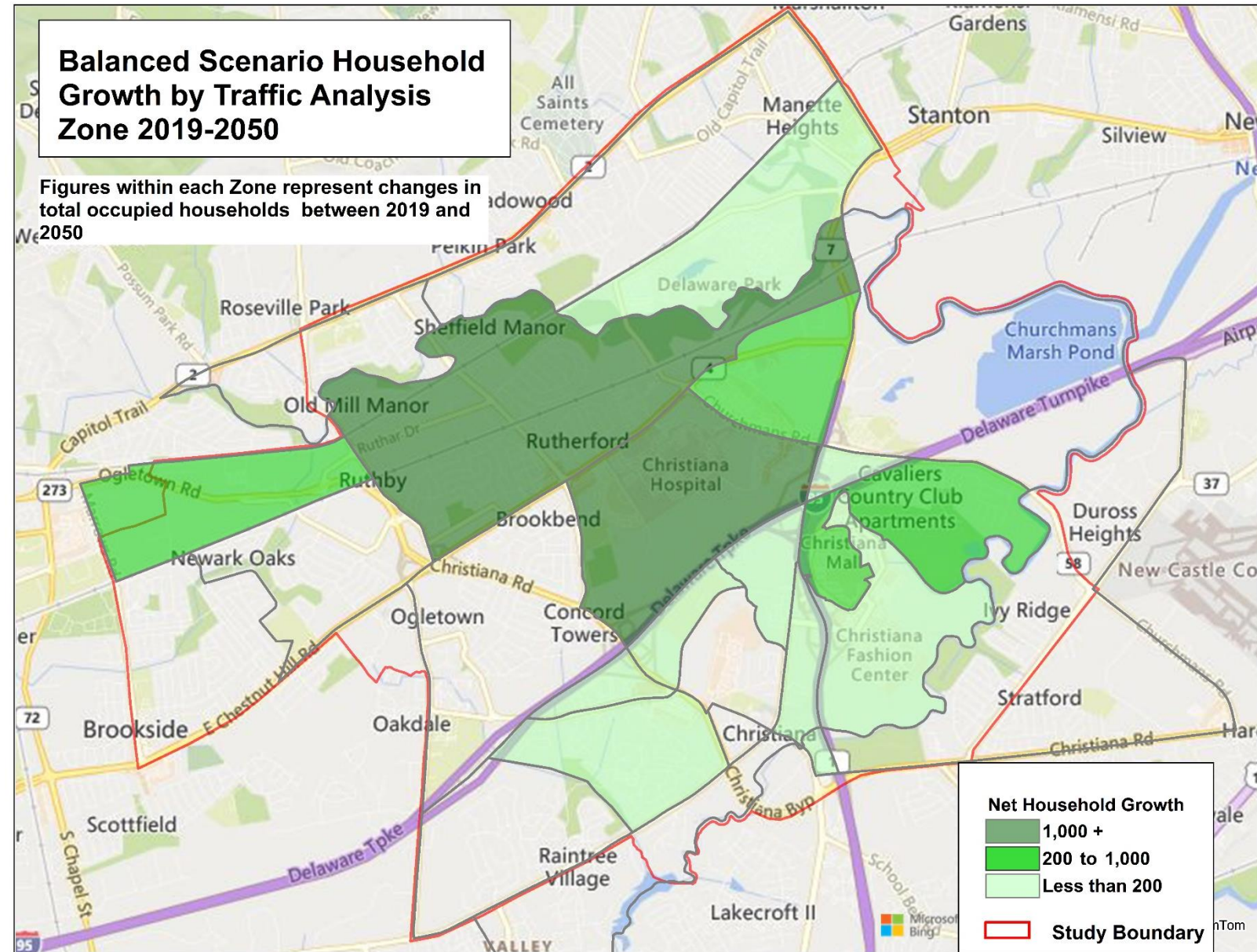
Balanced Land Use – Employment Growth

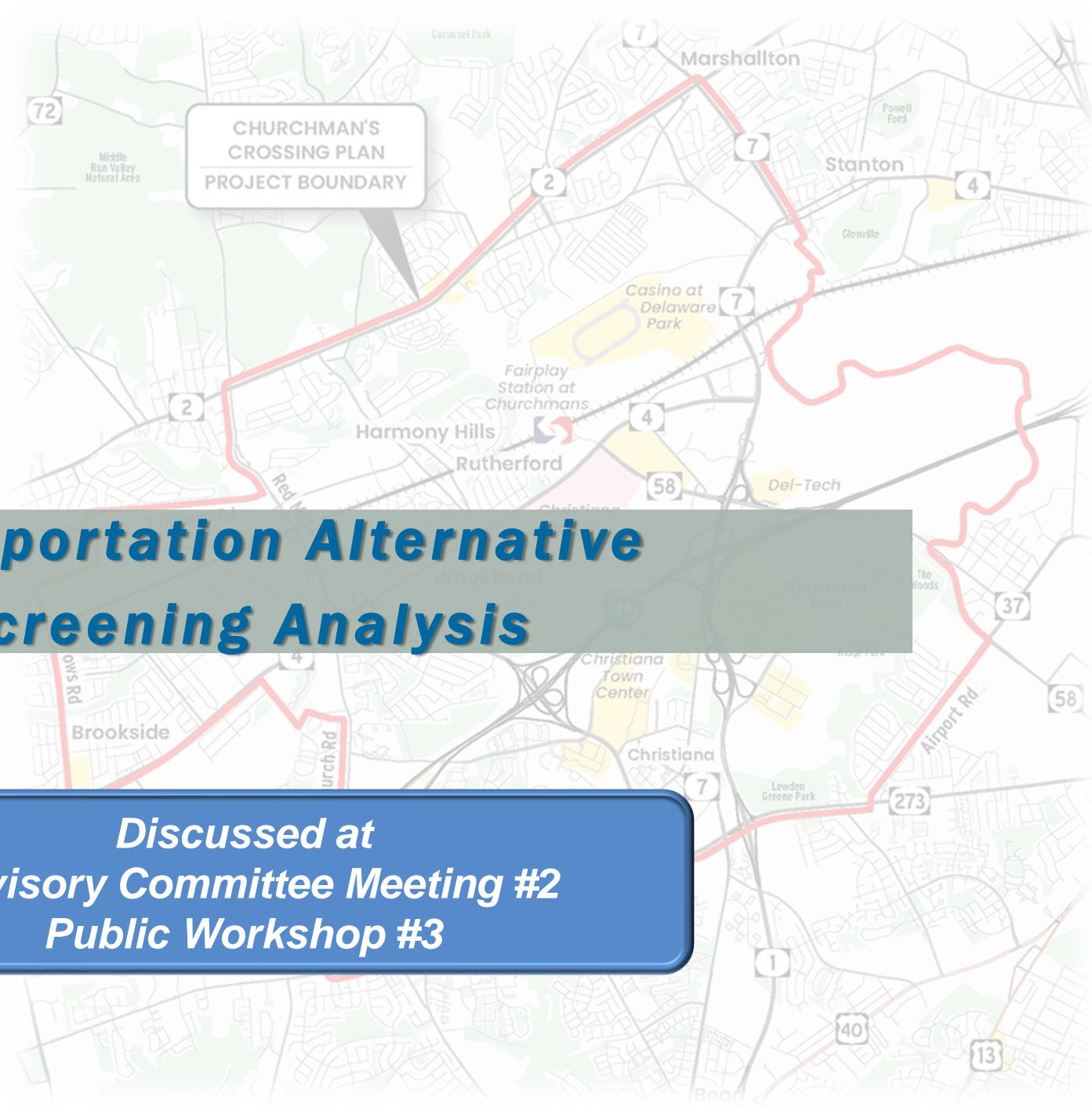
- Primary employment growth is assumed to be in TAZs surrounding the Hospital, Fairplay Station, and Christiana Mall



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-near-work policies and reduce commute length



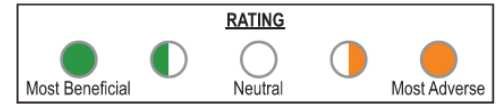


Transportation Alternative Screening Analysis

*Discussed at
Advisory Committee Meeting #2
Public Workshop #3*



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 <i>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</i>		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		<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<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>	<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>	<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>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
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	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>	<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>	<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>	<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>	<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>	<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>	<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>	<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	\$3.8M	\$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		



Recommendations

*Discussed Preliminary Recommendations
at Public Workshop #3*

Refined for Draft Report

*Discussed at
Advisory Committee Meeting #3*



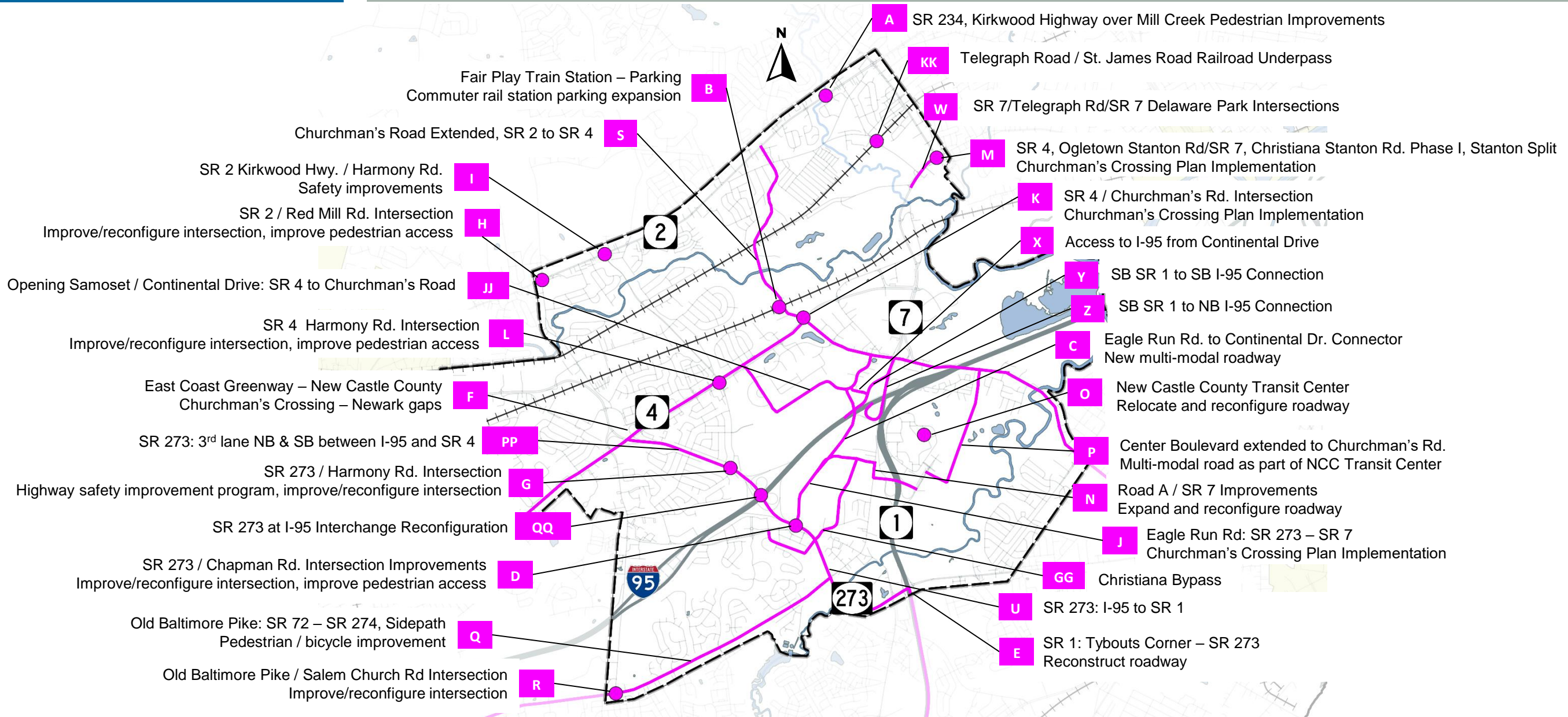
Land Use Principles

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

These principles are aligned with the goals and objectives of NCC@2050 to improve sustainability and equity throughout the County



Transportation Improvement Recommendations



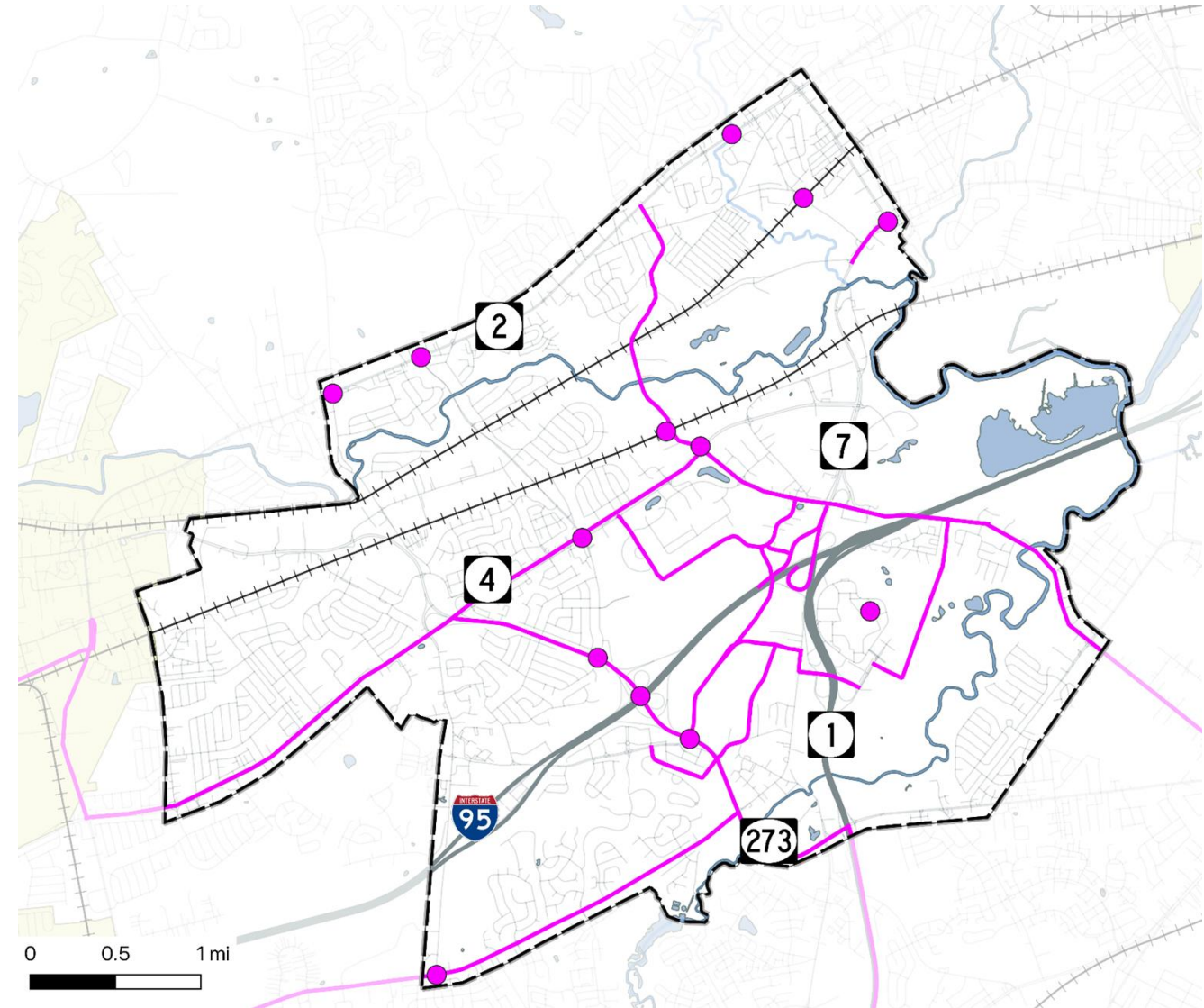
Transportation Improvement Recommendations

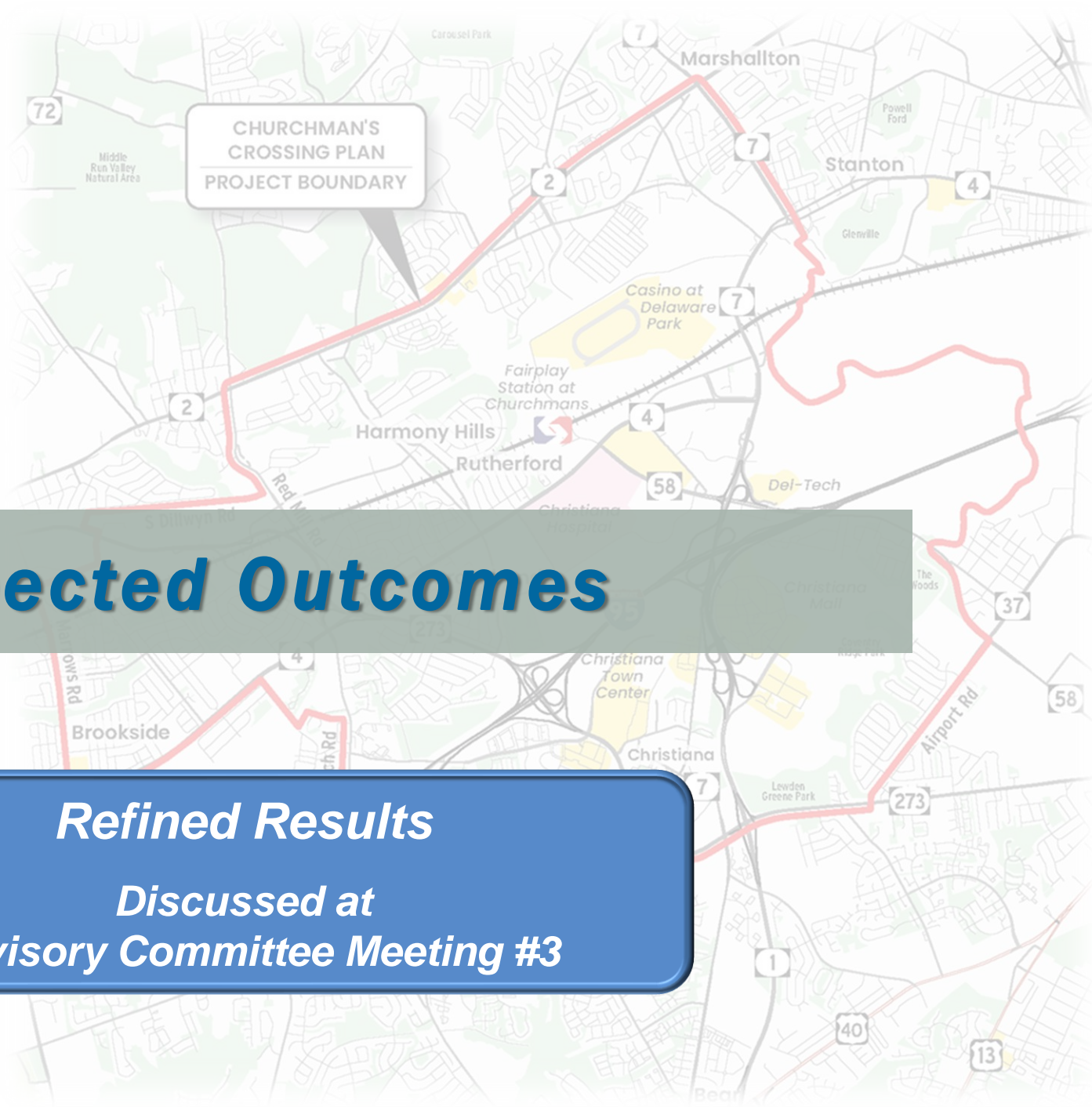
Non-mapped recommended improvements

- EE** Micro Transit (DTC project) – *On-demand service*
- FF** Automated Transit Vehicles (DTC project) – *Fixed route service using driverless vehicles*
- LL** 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
- MM** Transit Access Improvements
Bus pads, shelters, accessible pathways/routes, etc.
- NN** Pedestrian/Bicycle Improvements Along Existing Roads – *Includes completing gaps in East Coast Greenway & connector along SR 7 near Ogletown Stanton Road*
- OO** Pedestrian/Bicycle Connections Serving Existing Communities – *Includes Lewden-Greene and Coventry Park connectors & bicycle only extension of Brownleaf Road*

Poll Question

- Which of the recommended transportation improvement projects do you think will have the most positive impact in the Churchman's Crossing area?
 - New multi-modal roadways (Churchman's Road Extended & Eagle Run Road / Continental Drive Connector)
 - Capacity improvements on congested roads
 - Improved access to I-95
 - Pedestrian and bicycle improvements
 - New transit services and improvements
 - Intersection upgrades and reconfigurations
 - New Park & Ride facilities





Expected Outcomes

Refined Results

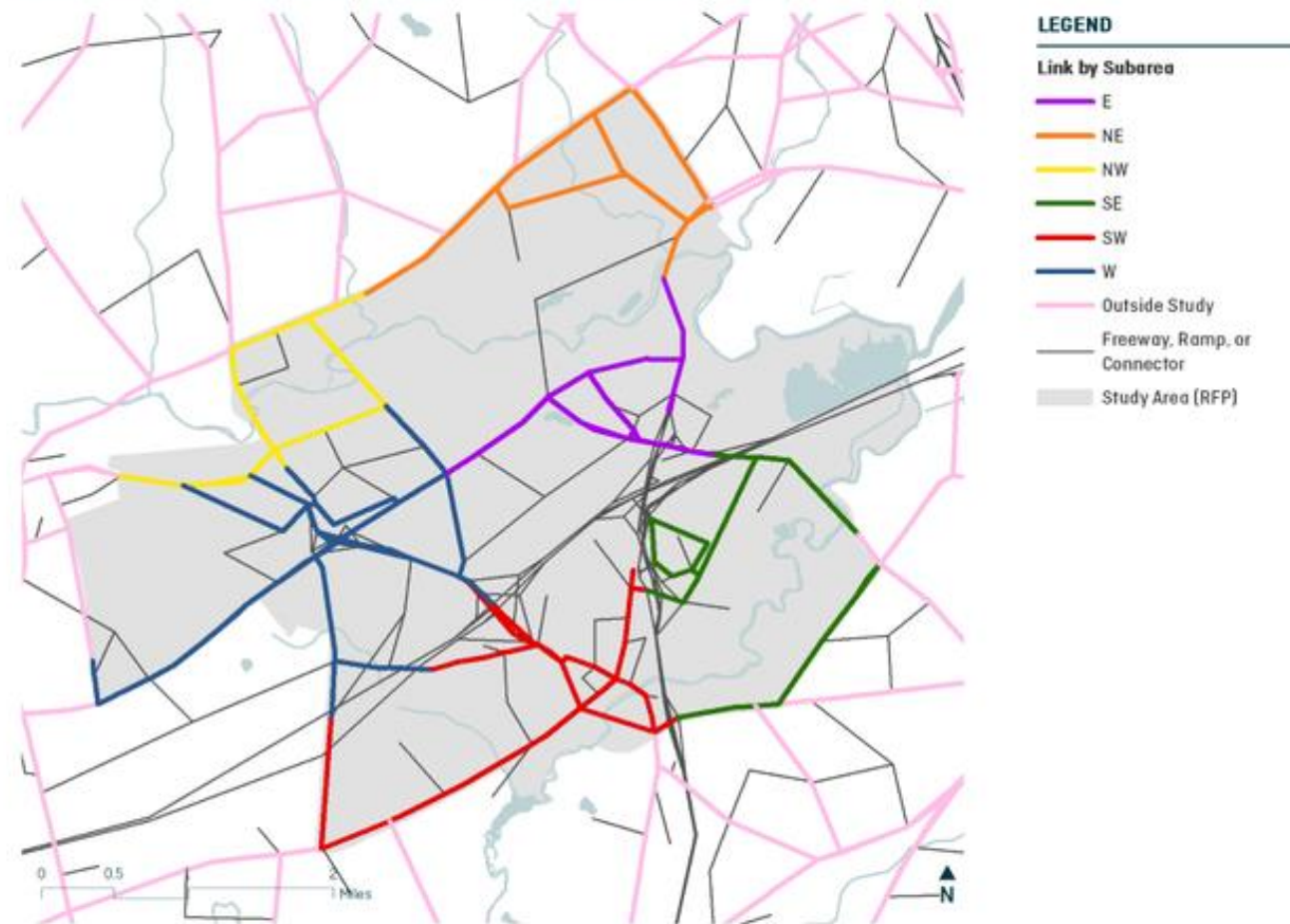
***Discussed at
Advisory Committee Meeting #3***



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

CHURCHMAN'S CROSSING | MODEL LINKS BY SUBAREA



Existing (2019) Relative Arterial Mobility

- Churchman's Crossing relative arterial mobility in 2019:
 - Speeds slightly higher in AM than PM
 - Congestion distributed relatively evenly throughout the study area
 - Arterial network performs at LOS C/D in AM and LOS D in PM

2019 Relative Arterial Mobility Analysis

Area	VMT AM	VMT PM	Estimated MPH AM	Estimated MPH PM	MPH @ Freeflow	AM / Freeflow	PM / Freeflow	AM Arterial LOS	PM Arterial LOS
W	38,900	42,400	24.8	21.7	43.7	0.57	0.50	C	D
SW	27,600	28,000	21.3	19.1	44.5	0.48	0.43	D	D
SE	13,600	15,200	25.8	20.0	48.0	0.54	0.42	D	D
NW	22,100	24,100	24.0	19.8	44.3	0.54	0.45	D	D
NE	43,100	47,100	25.8	21.3	45.8	0.56	0.47	C	D
E	28,200	32,400	26.8	22.1	45.3	0.59	0.49	C	D

Projected 2050 Relative Arterial Mobility

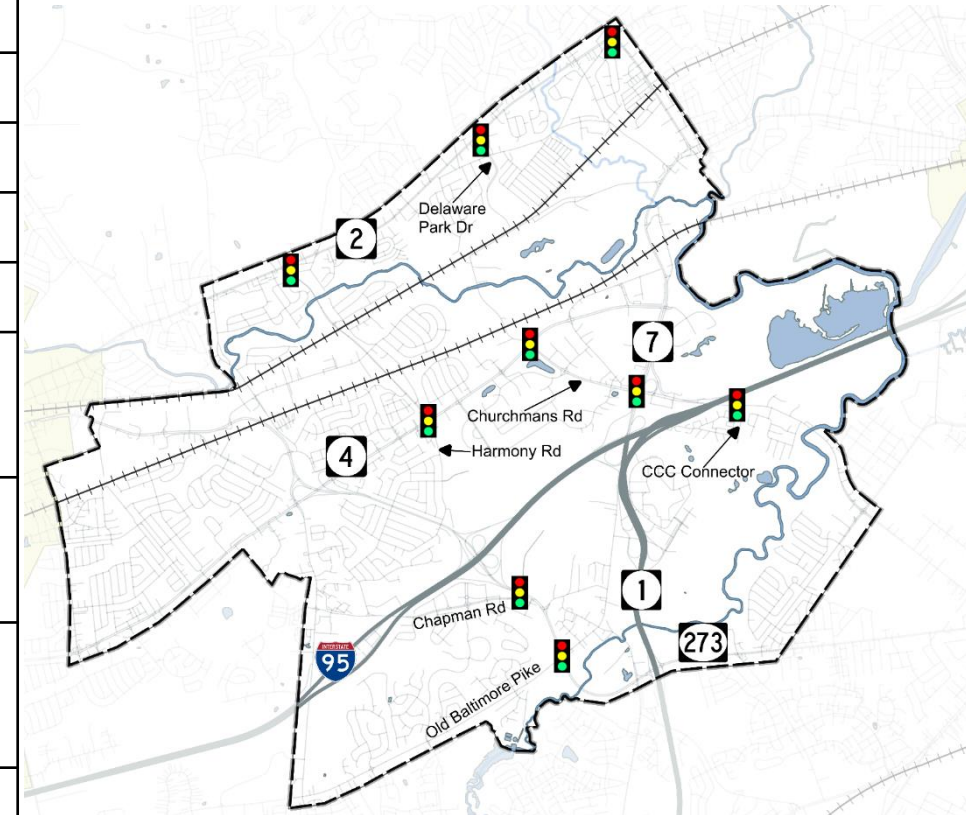
- Projected relative arterial mobility in 2050:
 - Speeds continue to be slightly higher in AM than PM
 - All 6 subareas projected to achieve LOS D in the AM peak
 - 3 subareas projected to be LOS E in PM peak, but close to LOS D/E border
 - Reducing VMT by 10% in SW, 5% in NE, and 1% in NW subareas would be expected to achieve LOS D

Projected 2050 Relative Arterial Mobility Analysis

Area	VMT AM	VMT PM	Estimated MPH AM	Estimated MPH PM	MPH @ Freeflow	AM / Freeflow	PM / Freeflow	AM Arterial LOS	PM Arterial LOS
W	38,700	44,300	23.3	19.7	43.5	0.54	0.45	D	D
SW	32,100	36,000	17.3	16.0	43.0	0.40	0.37	D	E
SE	9,800	11,500	24.6	18.9	45.9	0.54	0.41	D	D
NW	21,900	23,500	20.7	16.8	43.9	0.47	0.38	D	E
NE	59,000	69,800	18.8	15.8	41.8	0.45	0.38	D	E
E	40,900	45,200	21.0	18.1	44.6	0.47	0.41	D	D

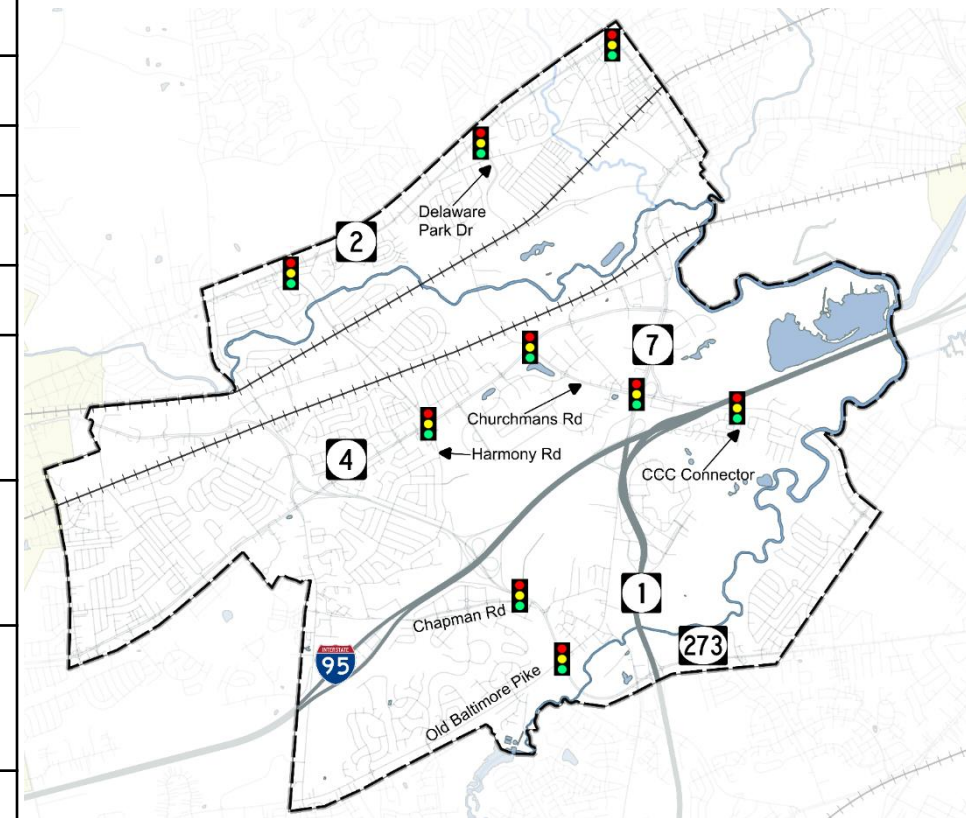
Existing (2019) Intersection LOS

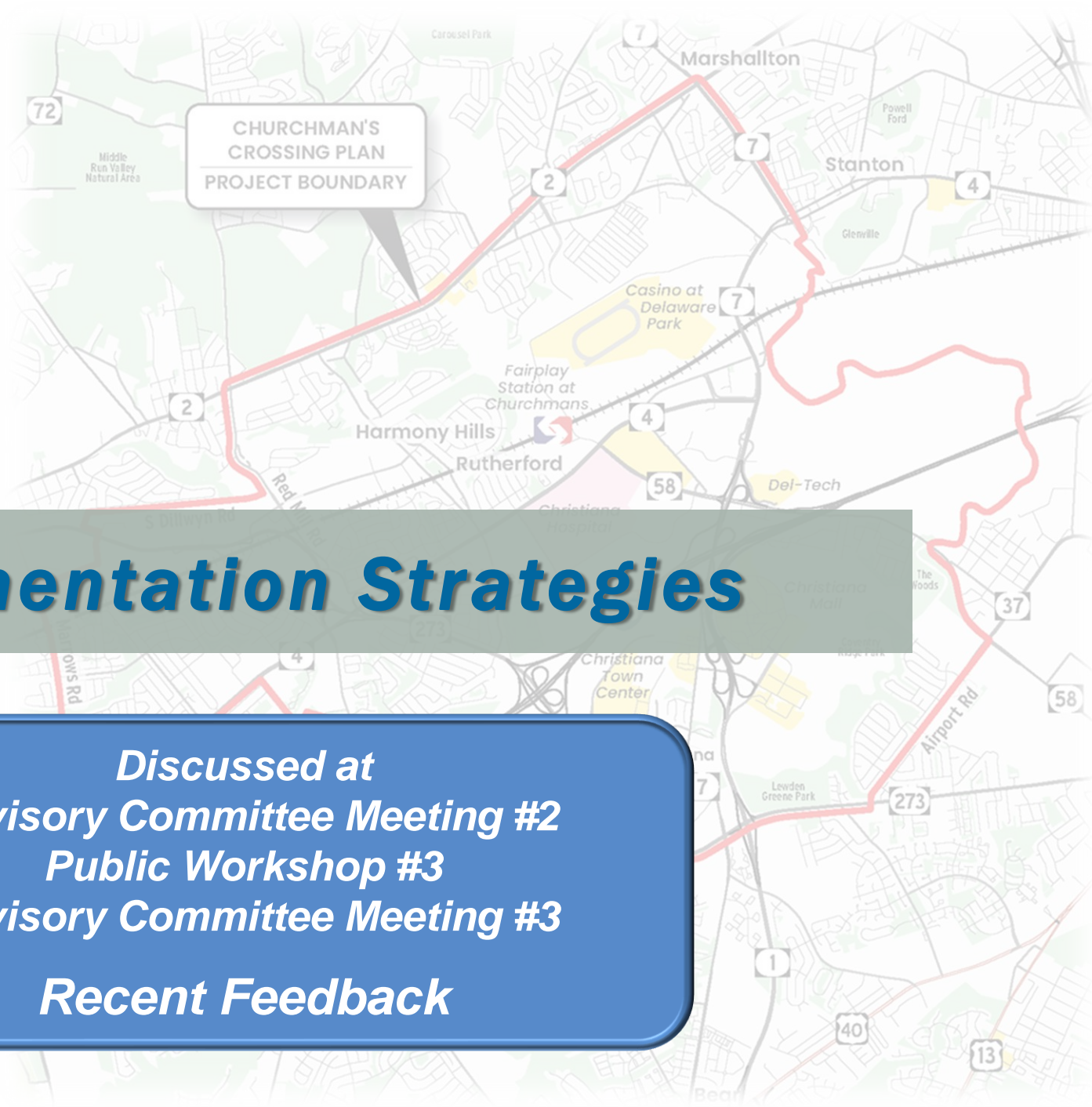
Intersection	AM Peak Hour LOS	PM Peak Hour LOS
SR 2 & Delaware Park Dr	A	B
SR 4 & SR 58	A	B
SR 2 & Harmony Rd	C	D
SR 2 & SR 7	D	D
SR 4 & Harmony Rd	D	D
SR 58 & SR 1 / SR 7 Ramps	C	F (v/c ratio 1.03)
SR 58 & Cavaliers Country Club Drive	A	C
SR 273 & Chapman Rd / Eagle Run Rd	E	E
SR 273 & Old Baltimore Pike	C	D



Projected 2050 Intersection LOS

Intersection	AM Peak Hour LOS	PM Peak Hour LOS
SR 2 & Delaware Park Dr	C	E
SR 4 & SR 58	B	D
SR 2 & Harmony Rd	B	C
SR 2 & SR 7	E	F (v/c ratio 1.04)
SR 4 & Harmony Rd	E	F (v/c ratio 1.06)
SR 58 & SR 1 / SR 7 Ramps	A	B
SR 58 & Cavaliers Country Club Drive	A	D
SR 273 & Chapman Rd / Eagle Run Rd	D	E
SR 273 & Old Baltimore Pike	B	C





Implementation Strategies

*Discussed at
Advisory Committee Meeting #2
Public Workshop #3
Advisory Committee Meeting #3
Recent Feedback*



Overview

- Transportation Improvement Districts (TIDs) and Complete Community Enterprise Districts (CCEDs) are both potential plan implementation tools for the Churchman's Crossing Plan Update
- This presentation summarizes possible elements with the intent of furthering interagency and stakeholder discussion
- The elements should also be informed by success stories and lessons learned from prior TID implementation and comparable case studies (DE & nationwide)
- The establishment of specific TID and CCED elements would occur after study completion

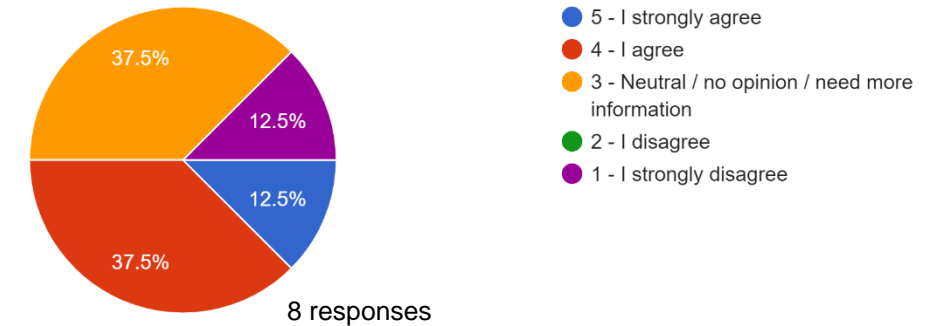
Overview

- Summarize applicability, benefits, and limitations of TID and CCED
- Discuss considerations for a Churchman's Crossing TID, related to requirements of New Castle County Code section 40.11.310.C.2
- Discuss considerations for a Churchman's Crossing CCED, related to requirements of Delaware Code Title 2, Chapter 21

What we've heard so far...

- Discussed at Advisory Committee #2 (5/3/2021) and Public Workshop #3 (6/23/2021)
- Feedback
 - Generally supportive of TID
 - Neutral responses to CCED
- A few specific concerns we've heard about TIDs
 - Phasing
 - Funding

A Transportation Improvement District (TID) could be an appropriate tool to implement the Churchman's Crossing Plan



1. On a scale of 1 to 5, how do you feel about the following statement?

A Transportation Improvement District (TID) could be an appropriate tool to implement the Churchman's Crossing Plan.



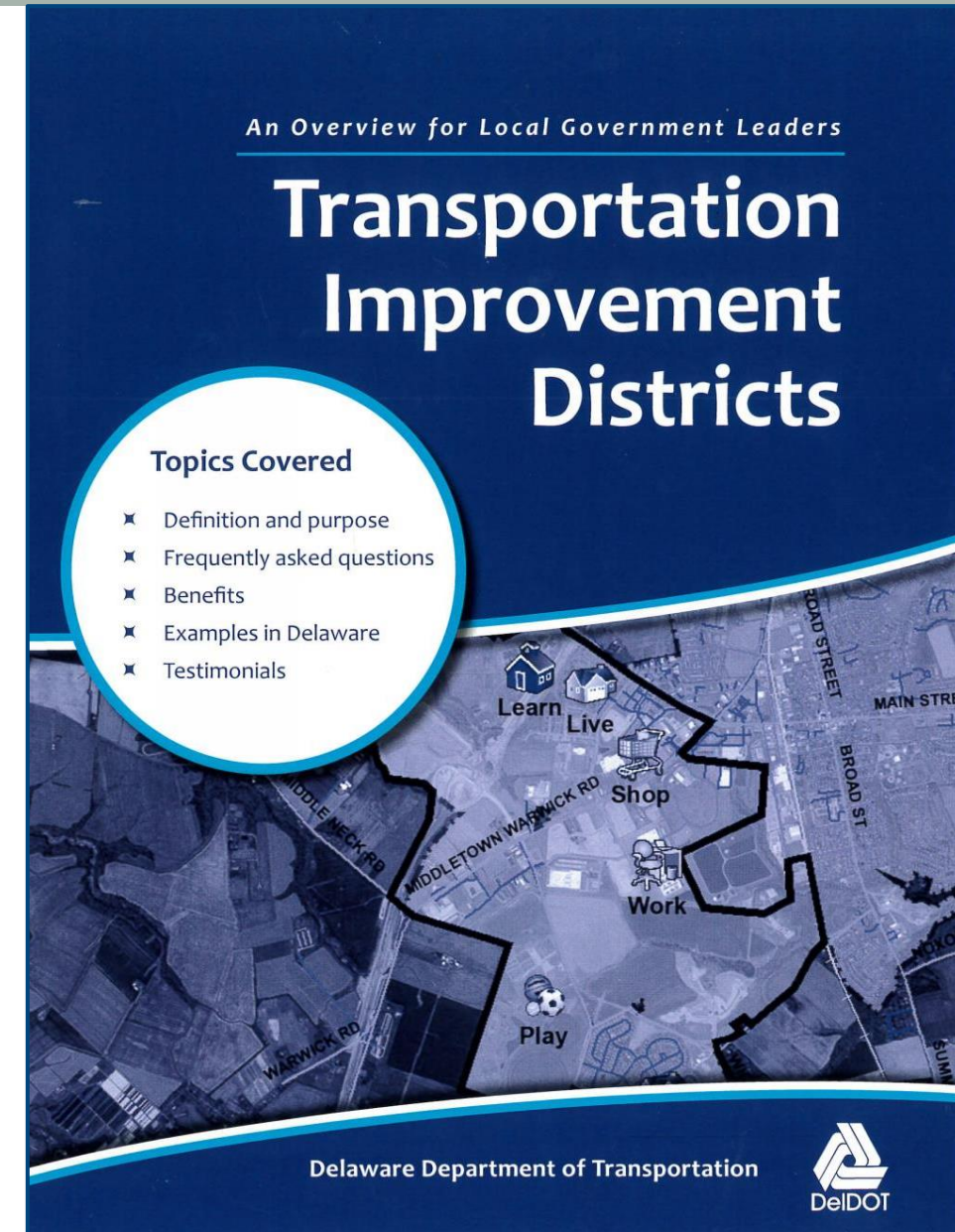
Transportation Improvement District (TID)– What is it?

■ Definition

- A geographic area defined to secure required improvements to transportation facilities in an area
- Described in the DeIDOT'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



TID Considerations

If a TID is a desired implementation tool, the following elements (per 40.11.310.C.2 of NCC Code) would need to be determined:

- Boundaries (a)
- Target year (b) – likely 2040, shall not exceed 20 years
- Parcel-specific forecast (c)
- LOS standard and measurement (d, f)
- Transportation improvements (e) – Churchman’s Crossing Plan Update recommended transportation projects
- Developer / public sector funding sources (g, h)
- Economic analysis (i) – to be completed later

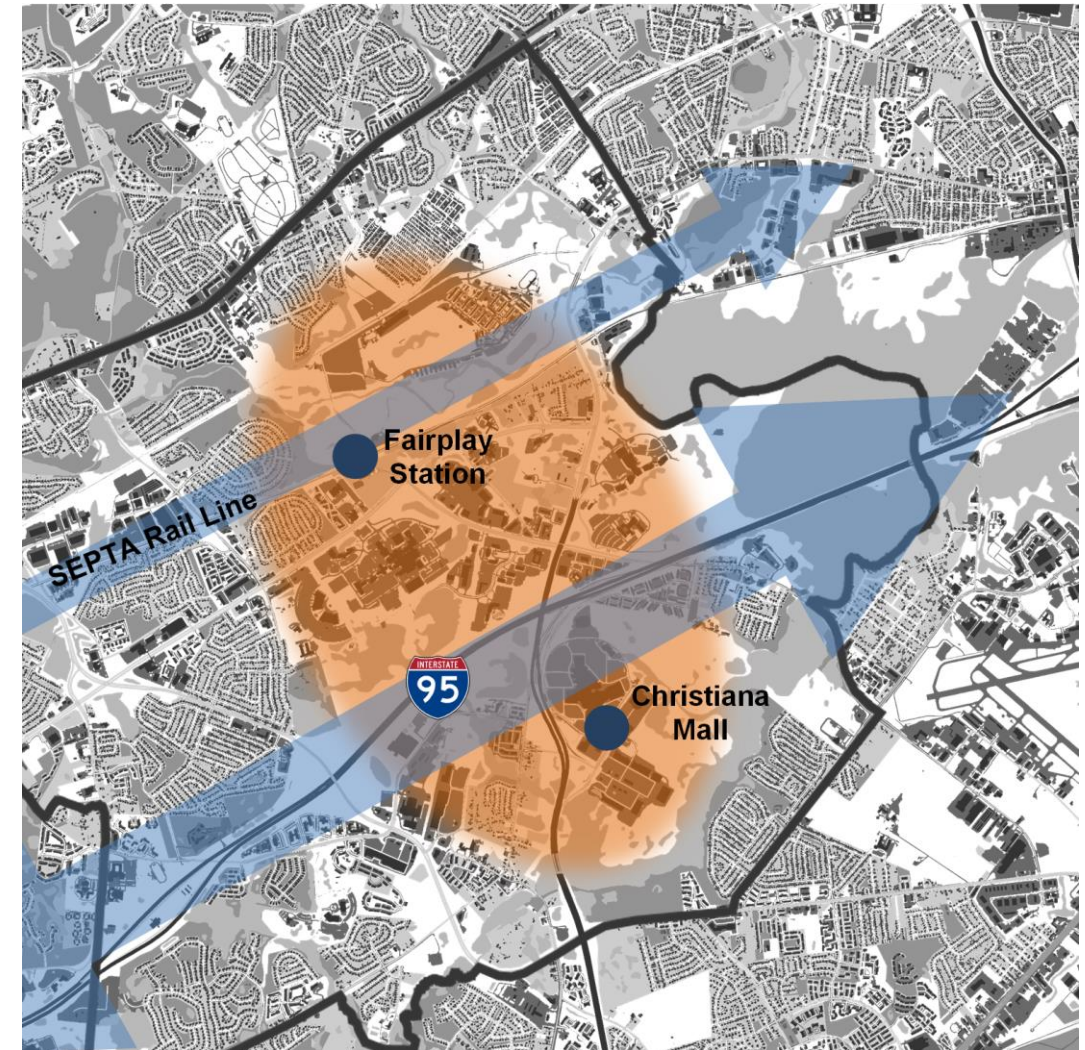
Other key elements for consideration:

- Monitoring/refinement
- Grandfathering, credits, etc.
- Phasing

The following slides focus on possible approaches to address the items in **green text** above.

Boundaries (a)

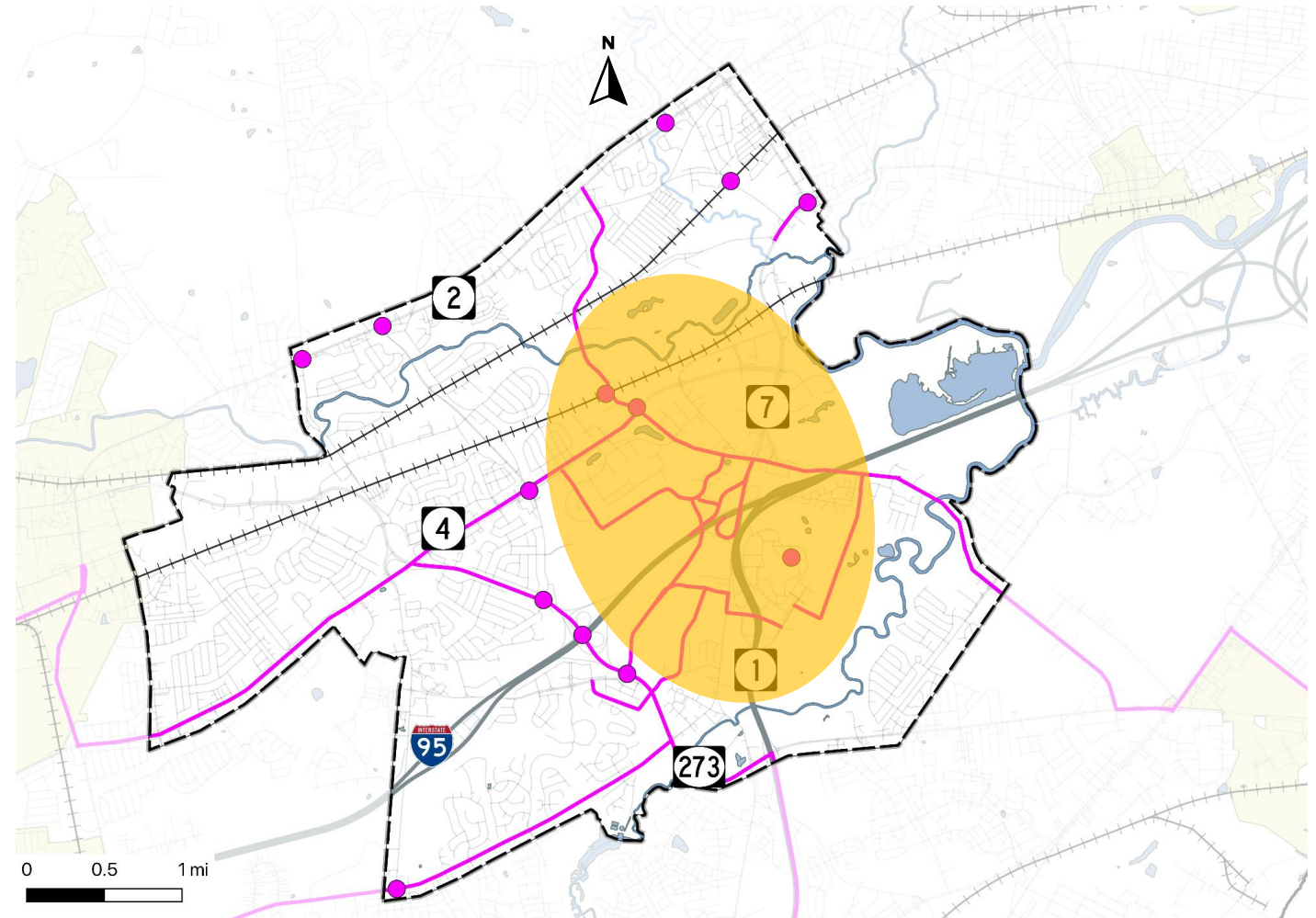
- Must be an area supporting mixed-use development
- Logically reflects areas with planned transportation improvements that benefit multiple properties (without full nexus to any individual property) such as Churchman's Road Extended and Eagle Run Road / Continental Drive Connector
- Suggested refinement/detailing for properties identified in "focal area"



Boundaries (a)

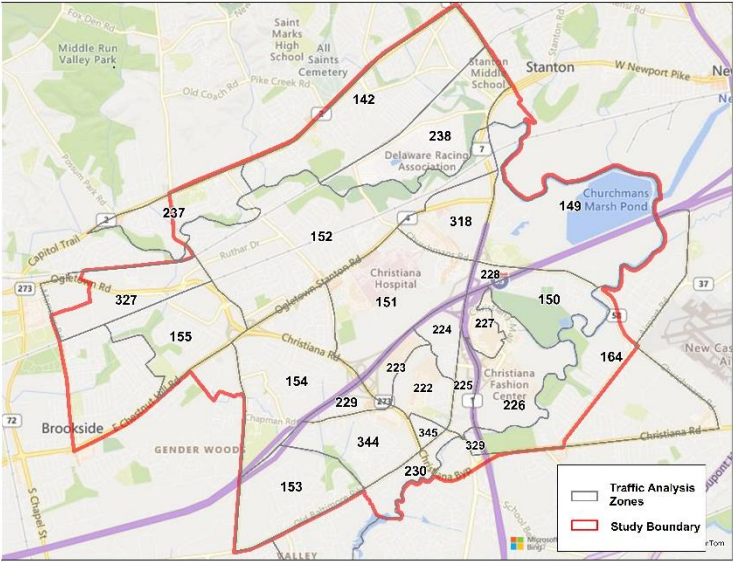
Some Considerations:

- Degree to which Ogletown/Newark is both geographically and functionally separate from Fairplay – Christiana Mall “spine”
- Degree of stable residential community inclusion within TID boundaries
- Proximity to Newark TID
- Location of key sub-regional transportation projects
- Area of greatest land use change



Parcel-specific land use forecast (c)

- Current study – Balanced Land Use assumption includes aggregated TAZ-level land use
- Ongoing NCC@2050
 - Deeper thinking on Churchman’s area land use
 - “Stress testing” of forecasts with alternative scenarios

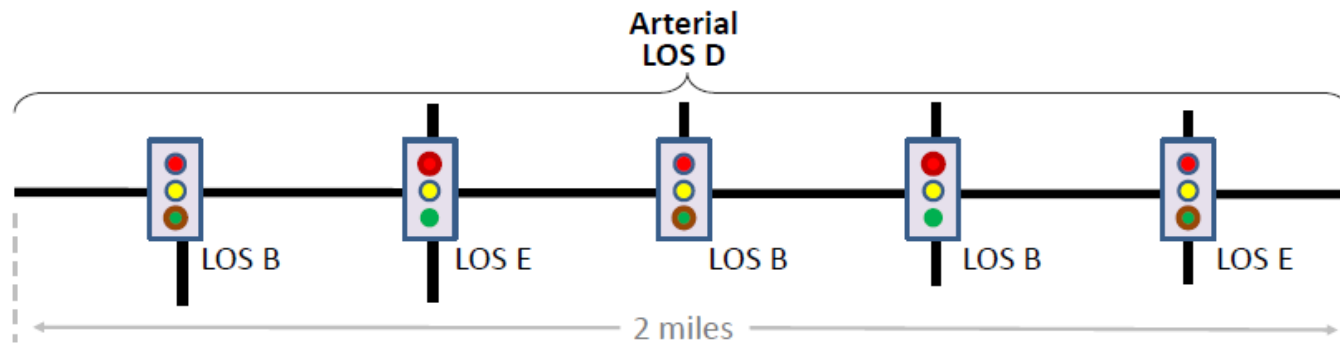


				2019	2019	2019	2019	2050	2050	2050	2050	2050	2050	2050	2050	2050	2050	2050
				Pop	HH	Jos	AU/acre	Expected Pop	Expected HH	Expected Jobs	AU / acre	Balanced Pop	Balanced HH	Balanced Jobs	AU / acre	Delta Pop	Delta HH	Delta Jobs
TAZ	Acreage	Subarea	Description															
142	859	NE	Fairplay North	6120	2712	1413	8.8	5917	2421	1324	8.4	5917	2421	1324	8.4	0	0	0
238	567	NE	Fairplay South	226	75	1478	3.0	268	82	1443	3.0	268	82	1443	3.0	0	0	0
318	296	E	Center Pointe	386	66	1811	7.4	334	61	2000	7.9	1963	755	2190	14.1	1629	694	190
149	960	E	DeITech Vicinity	25	11	3357	3.5	24	10	3731	3.9	24	10	3731	3.9	0	0	0
228	53	E	95_7_58 Gore	0	0	362	6.9	0	0	393	7.5	0	0	393	7.5	0	0	0
150	335	SE	Cavaliers Vicinity	2521	1057	232	8.2	4542	1693	271	14.4	4542	1693	271	14.4	0	0	0
227	105	SE	Christiana Mall	0	0	2569	24.6	620	248	2794	32.7	1599	615	2975	43.8	979	367	181
226	432	SE	Fashion Center	0	0	1046	2.4	207	83	1176	3.2	410	158	1252	3.9	203	75	76
225	109	SE	SR 7 - SR 1 Gap N	110	42	2	1.0	153	53	3	1.4	153	53	3	1.4	0	0	0
329	20	SE	SR 7 - SR 1 Gap N	2	0	4	0.3	2	0	10	0.6	2	0	10	0.6	0	0	0
222	200	SE	Christiana Town Center	332	105	1569	9.5	309	92	1711	10.1	309	92	1711	10.1	0	0	0
224	133	SE	Eagle Run East	149	53	122	2.0	569	164	132	5.3	569	164	132	5.3	0	0	0
223	106	SE	Eagle Run West	0	0	464	4.4	0	0	542	5.1	0	0	542	5.1	0	0	0
151	684	E	Christiana Hospital	91	32	12006	17.7	449	143	13626	20.6	5170	1880	14966	29.4	4721	1737	1340
154	749	W	Birchwood Park	4729	1982	1757	8.7	4668	1739	1907	8.8	4668	1739	1907	8.8	0	0	0
229	82	SW	95_273_Chapman Gore	0	0	1163	14.2	0	0	1263	15.4	0	0	1263	15.4	0	0	0
344	363	SW	Norwegian Woods	1533	580	708	6.2	1582	584	768	6.5	1582	584	768	6.5	0	0	0
345	39	SW	Old Christiana	333	123	129	11.9	328	108	139	12.0	328	108	139	12.0	0	0	0
158	868	NW	Ogletown Far West	9284	3610	481	11.3	9115	3247	455	11.0	9115	3247	455	11.0	0	0	0
155	438	NW	Ogletown West	1957	708	507	5.6	1908	632	480	5.4	1908	632	480	5.4	0	0	0
152	1252	NW	Ogletown East	5662	2372	1802	6.0	5602	2212	2457	6.4	13582	5224	2372	12.7	7980	3012	-85
237	359	NW	Sycamore Gardens	3141	1397	506	10.2	3066	1250	479	9.9	3066	1250	479	9.9	0	0	0
	9007		TOTALS	36601	14924	33487	7.8	39663	14822	37104	8.5	55175	20707	38806	10.4	15512	5885	1702
Churchman's Subtotals																		
	2917	NW	Ogletown North	20044	8086	3295	8.0	19691	7341	3871	8.1	27671	10353	3786	10.8	7980	3012	-85
	1427	NE	Fairplay	6345	2787	2891	6.5	6185	2503	2767	6.3	6185	2503	2767	6.3	0	0	0
	749	W	Ogletown South	4729	1982	1757	8.7	4668	1739	1907	8.8	4668	1739	1907	8.8	0	0	0
	1992	E	Center Point	502	110	17536	9.1	807	214	19750	10.3	7157	2645	21280	14.3	6350	2431	1530
	484	SW	Old Christiana Vicinity	1867	703	2000	8.0	1910	692	2170	8.4	1910	692	2170	8.4	0	0	0
	1439	SE	Christiana Mall Vicinity	3114	1256	6009	6.3	6402	2333	6639	9.1	7584	2775	6896	10.1	1182	442	257
	9007		Churchman's Study Area	36601	14924	33487	7.8	39663	14822	37104	8.5	55175	20707	38806	10.4	15512	5885	1702
	277625		Total County	562429	204151	291342	3.1	580554	200768	281217	3.1	596066	206653	282919	3.2	15512	5885	1702
	268618		Remainder of County	525828	189227	257856	2.9	540891	185946	244113	2.9	540891	185946	244113	2.9	0	0	0

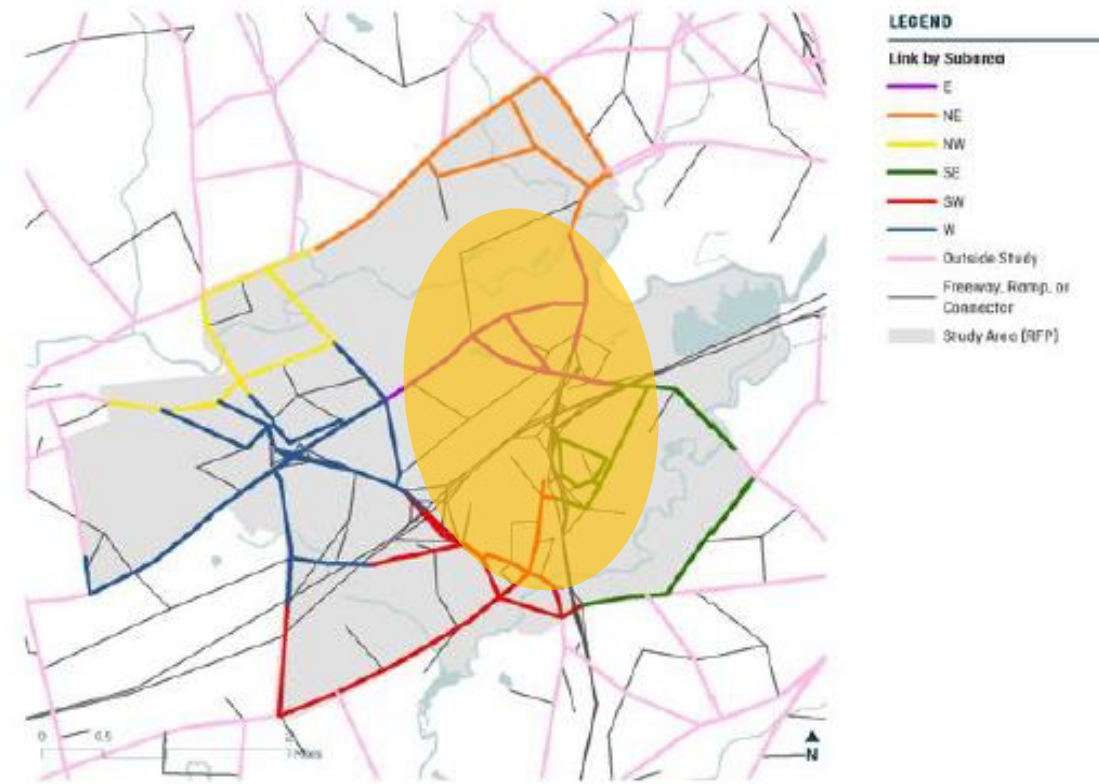
Land Use Assumptions (by TAZ) within Churchman's Crossing Area

LOS Standards and Measurement (d, f)

- Continuing suggested areawide relative arterial mobility LOS D
- Single grouping of arterials within TID (rather than 6 “neighborhoods” in current study)
- Current study to describe approach for integrating intersection and segment data for areawide LOS
- Use National Performance Management Research Data Set (NPMRDS) as tool for regular monitoring



CHURCHMAN'S CROSSING | MODEL LINKS BY SUBAREA



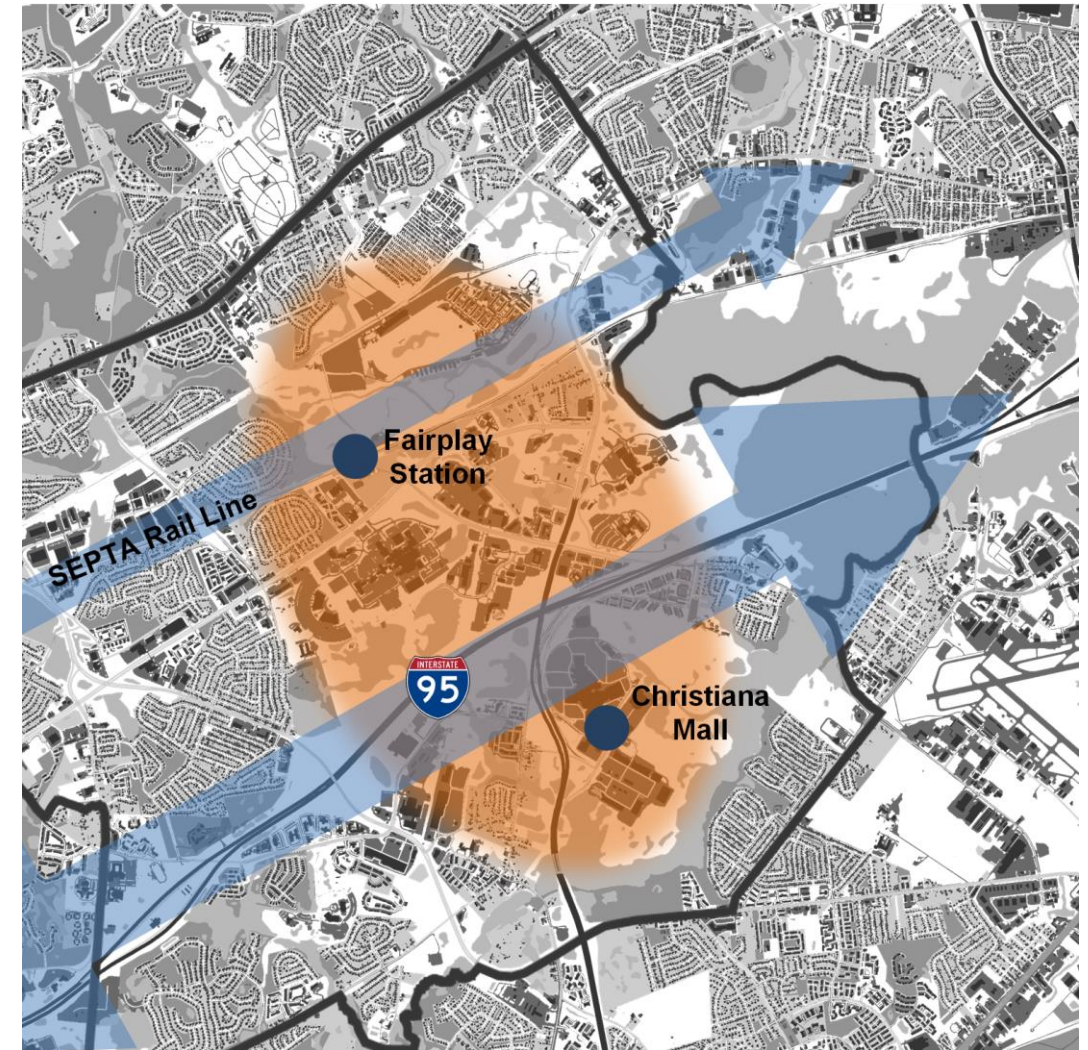
Developer / Public Sector Funding (g, h)

Key Elements:

- **Impact units**
 - For pro-rata share establishment: (i.e., ITE tripgen PM peak period vehicle trip?)
 - For fee assessment (i.e., dwelling units, square feet commercial space?)
- **Private sector contribution type**
 - Defined contribution: dollar value established up front in “one and done” assessment
 - Defined benefit: private sector “on hook” to manage site development to meet an impact unit objective (i.e., site level vehicle-trip cap)
 - Trip budget / remedy fund: approach to “overbill” at outset with opportunity to issue refunds for exceptional performance (rather than penalties)
- **Public/private share - consider**
 - TID experience statewide
 - Relative trip burden from existing local, existing through, future local (either areawide or for suite of “more local” versus “more regional” projects)
 - Churchman’s Crossing vicinity expectations per conventional TIA

Developer / Public Sector Funding (g, h)

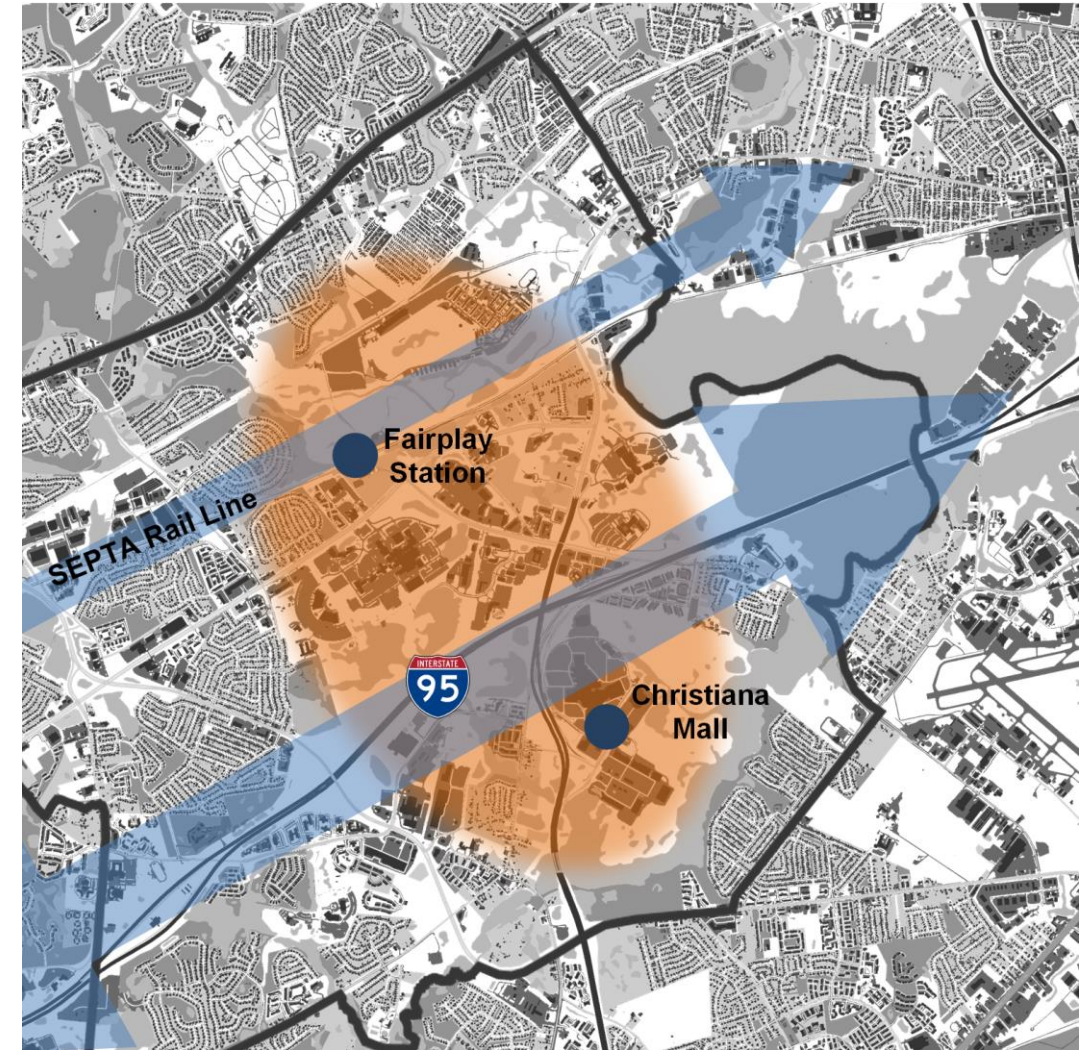
- Balanced Land Use: 5800 more DU, 5300 more jobs – some already in pipeline
- Transportation Cost (\$652M total capital):
 - \$377M in financially constrained RTP
 - \$118M in aspirations (without I-95 widening)
 - \$157M in additional projects, including transit capital costs
- Key policy variables are which projects would be included in a TID and the public/private split of improvement costs



Grandfathering

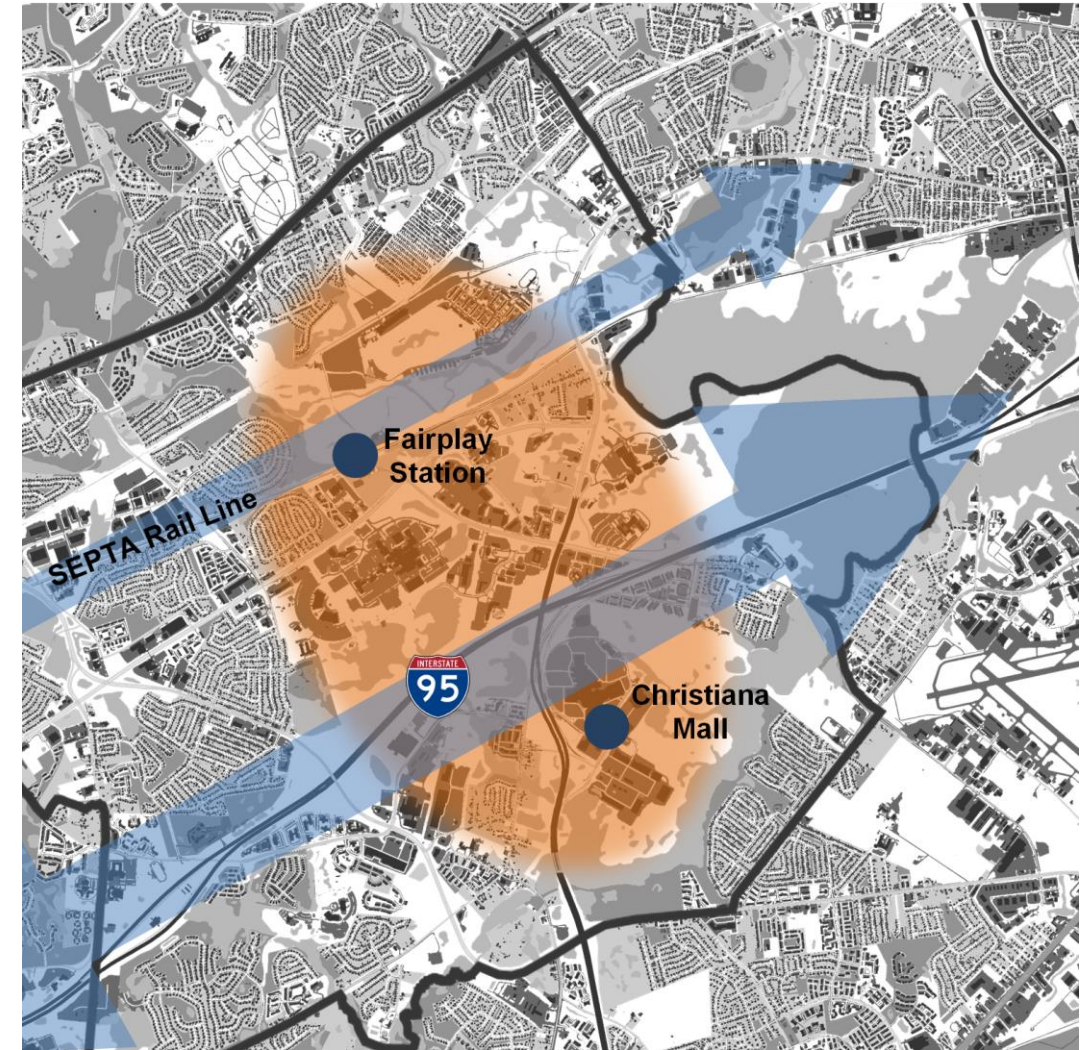
Need to consider and document:

- Timing of payment (i.e., building permit)
- Vested development approvals
- Any changes from TIA approach re: administrative items such as:
 - Mixed- use internal capture considerations
 - Credits for developer-constructed improvements



Monitoring / Refinement

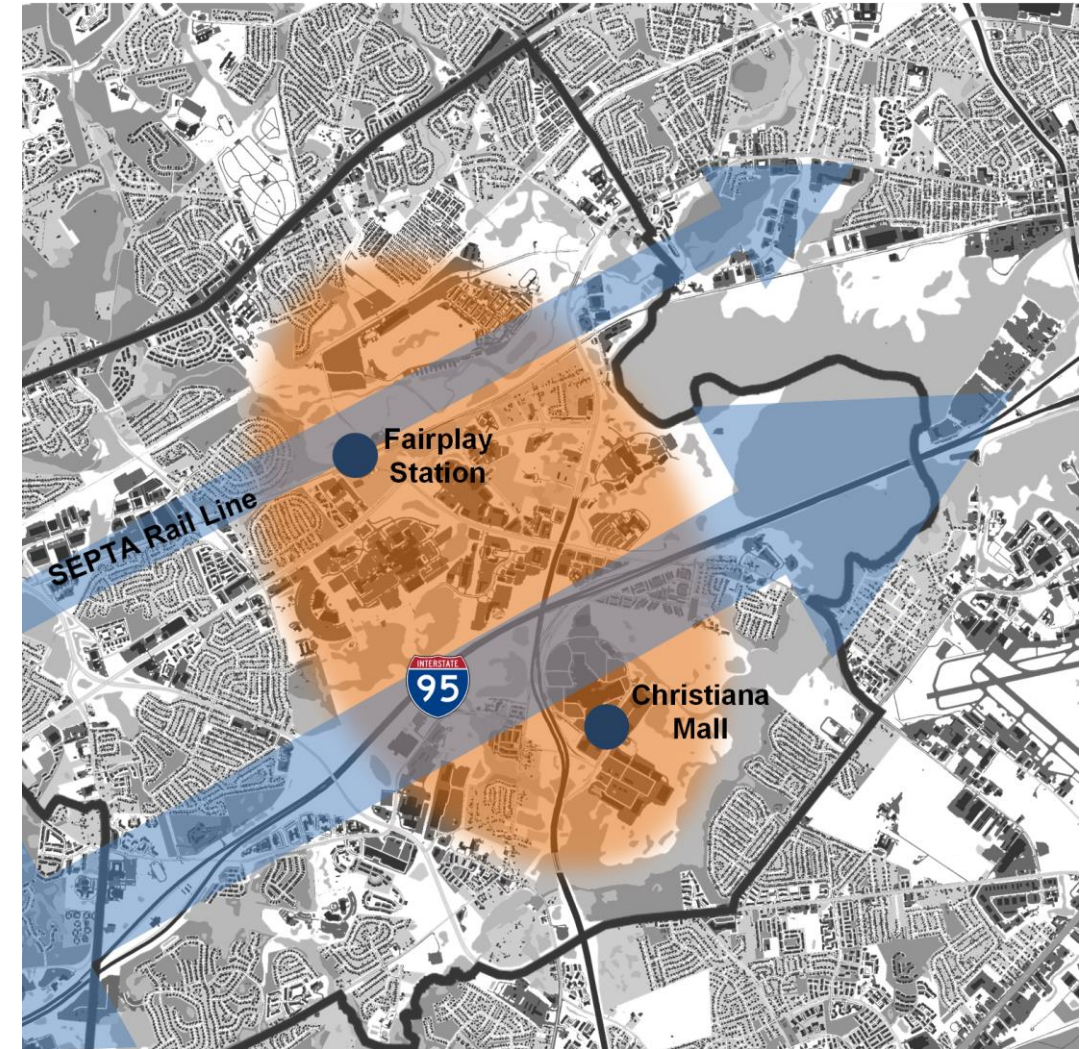
- Seek balance between course correction and stability
- Automatic elements like inflation factors
- Suggest annual cycle of monitoring/reporting (there may always be 4 MGSF envisioned in the future....)
- Suggest 4-year cycle of possible refinement



Phasing

Optional – dependent on stakeholder concerns

- “Phasing plan” indicating intent of improvement timing



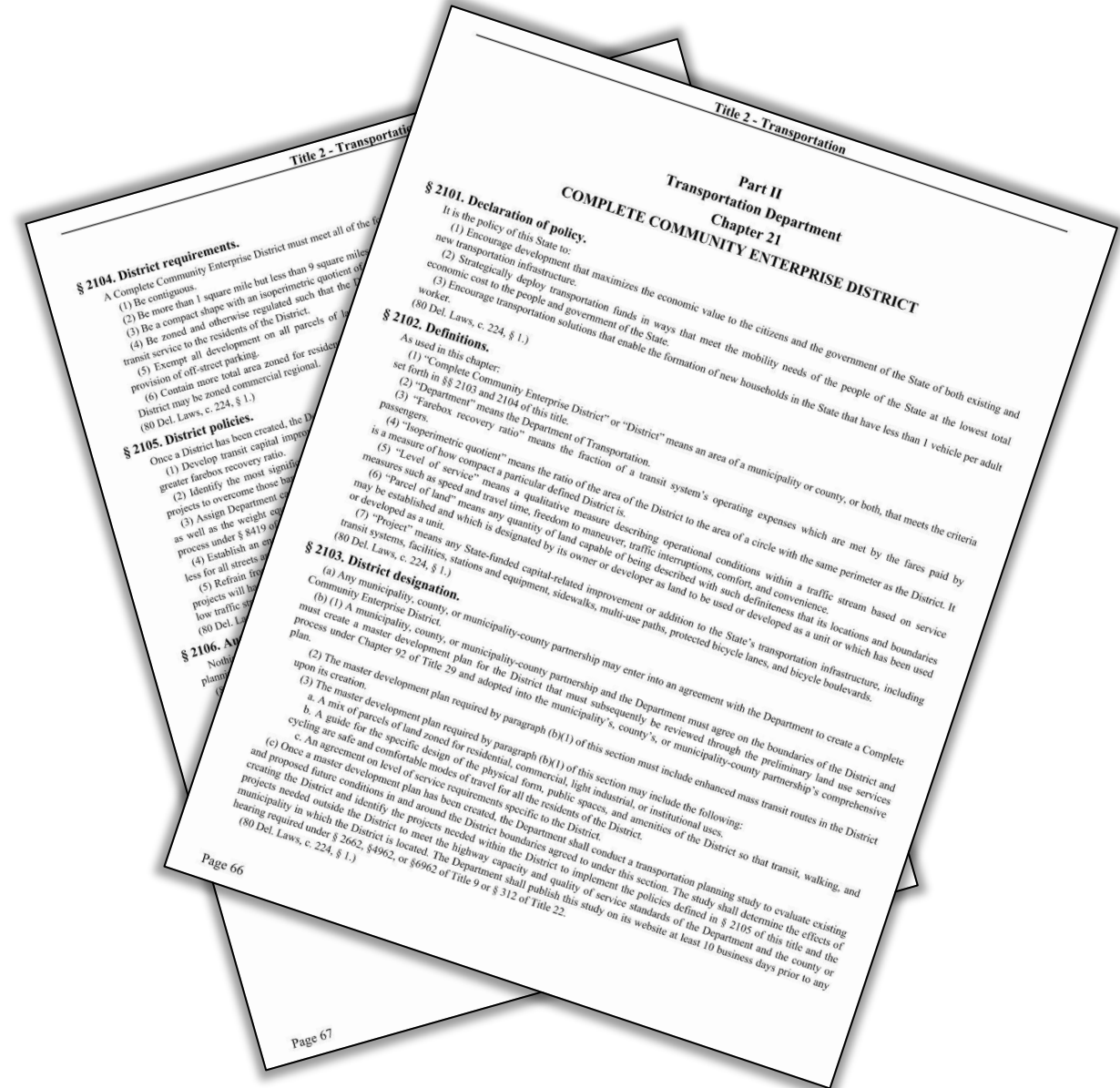
Complete Community Enterprise District (CCED) – What is it?

■ Definition

- A geographic area defined to create transit-oriented development districts
- Defined in Chapter 21 of Title 2 Delaware Code
- Recently revised by House Bill No. 18 Signed 6/3/2021

■ Purpose

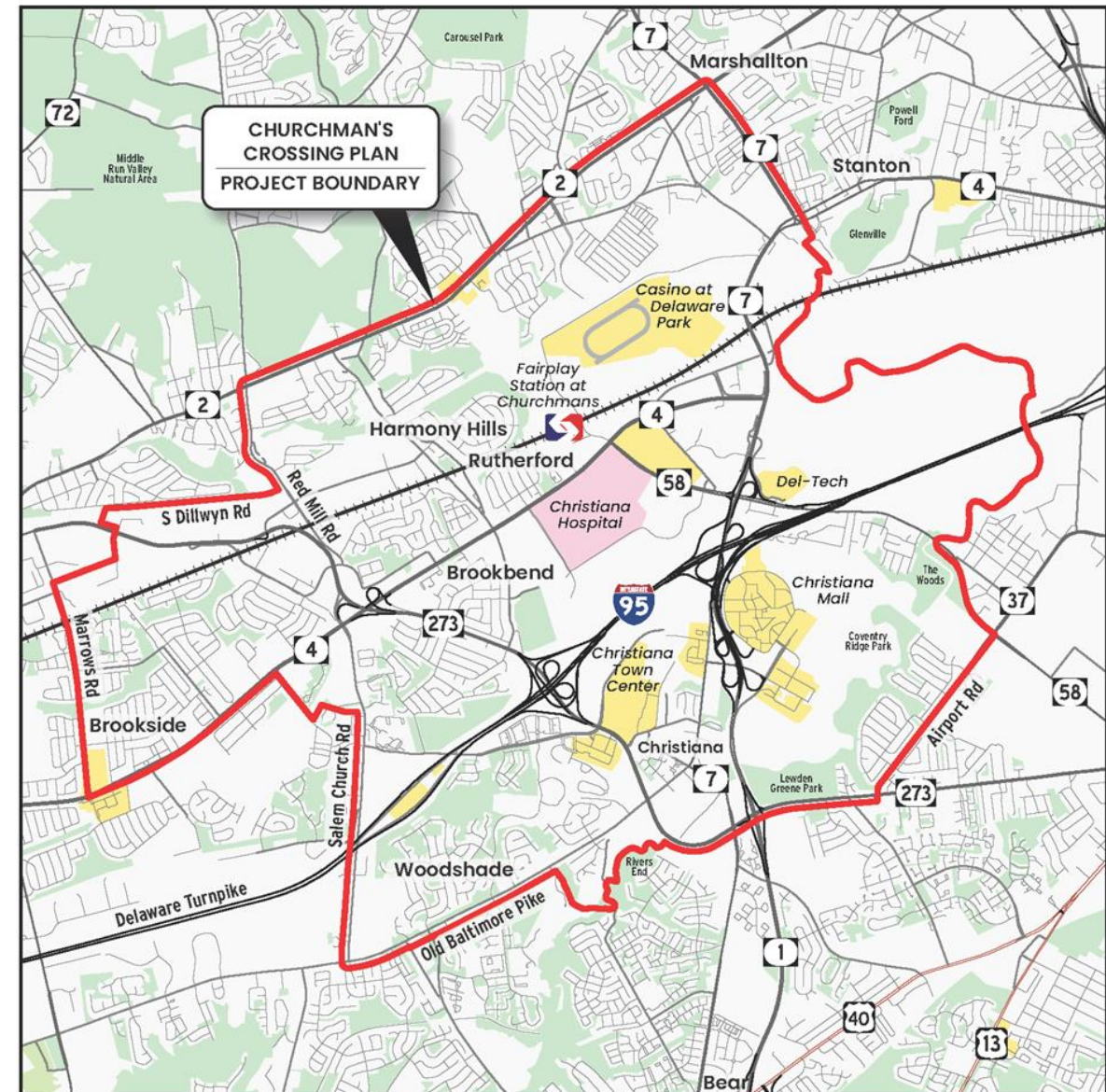
- Encourage “complete communities” that are transit-friendly, walkable, and bikeable
- Encourage transportation improvements that can support reduced auto ownership
- Promote economic development



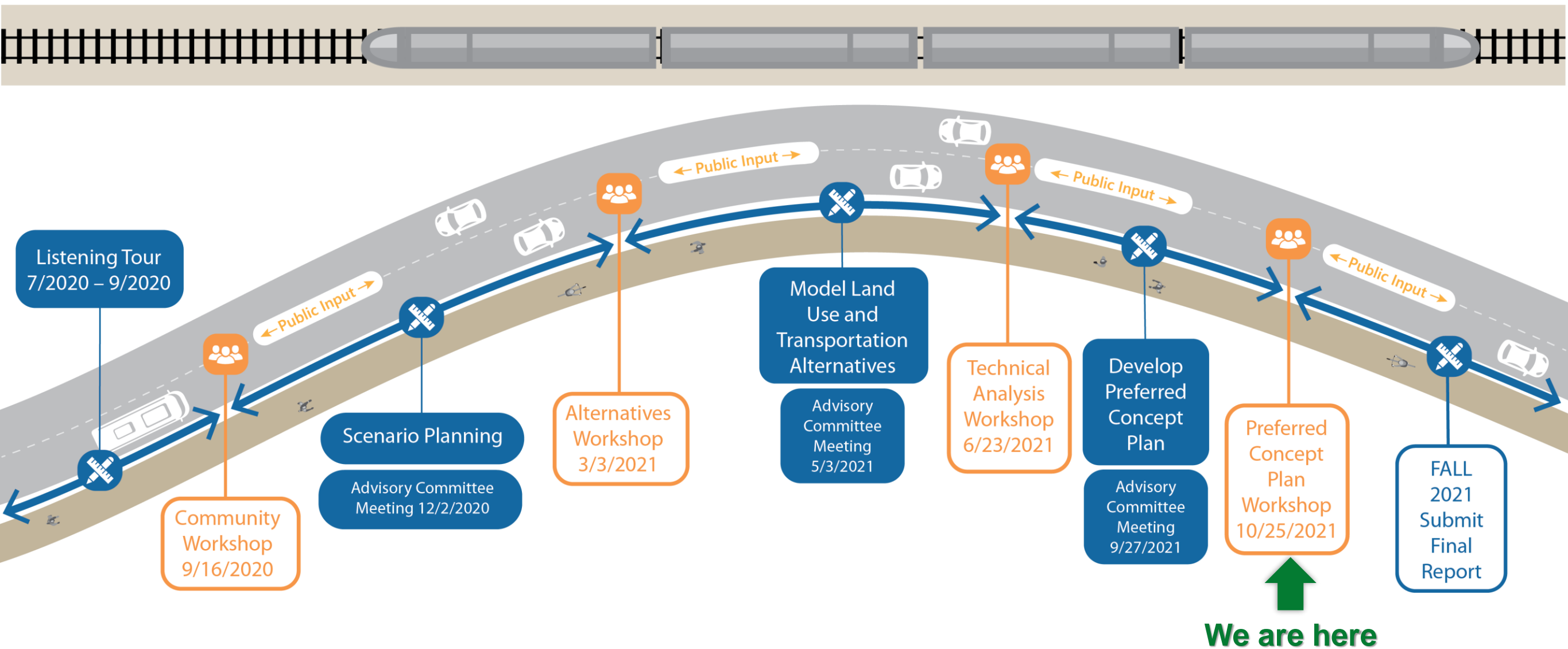
CCED Considerations

Possible areas that would meet:

- Letter of the law
 - Appropriate size
 - Transit-supportive, mixed-use zoning
 - Parking exemptions
- Intent of the law
 - Slow vehicular travel speeds
 - Generally contiguous
- Locations – maybe....
 - Delaware Park?
 - Hospital Vicinity?
 - Christiana Mall?
 - Combination of above?

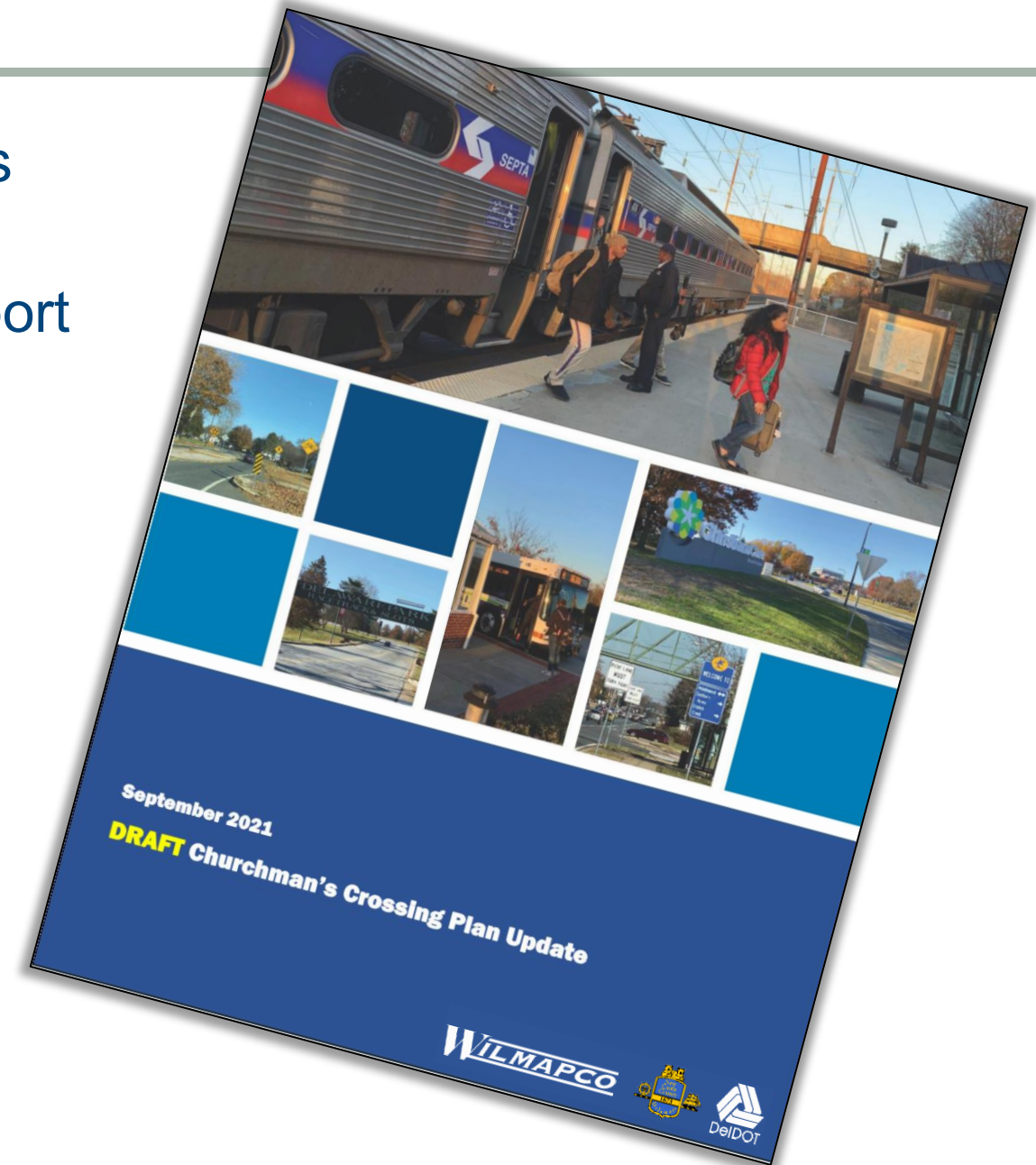


Timeline



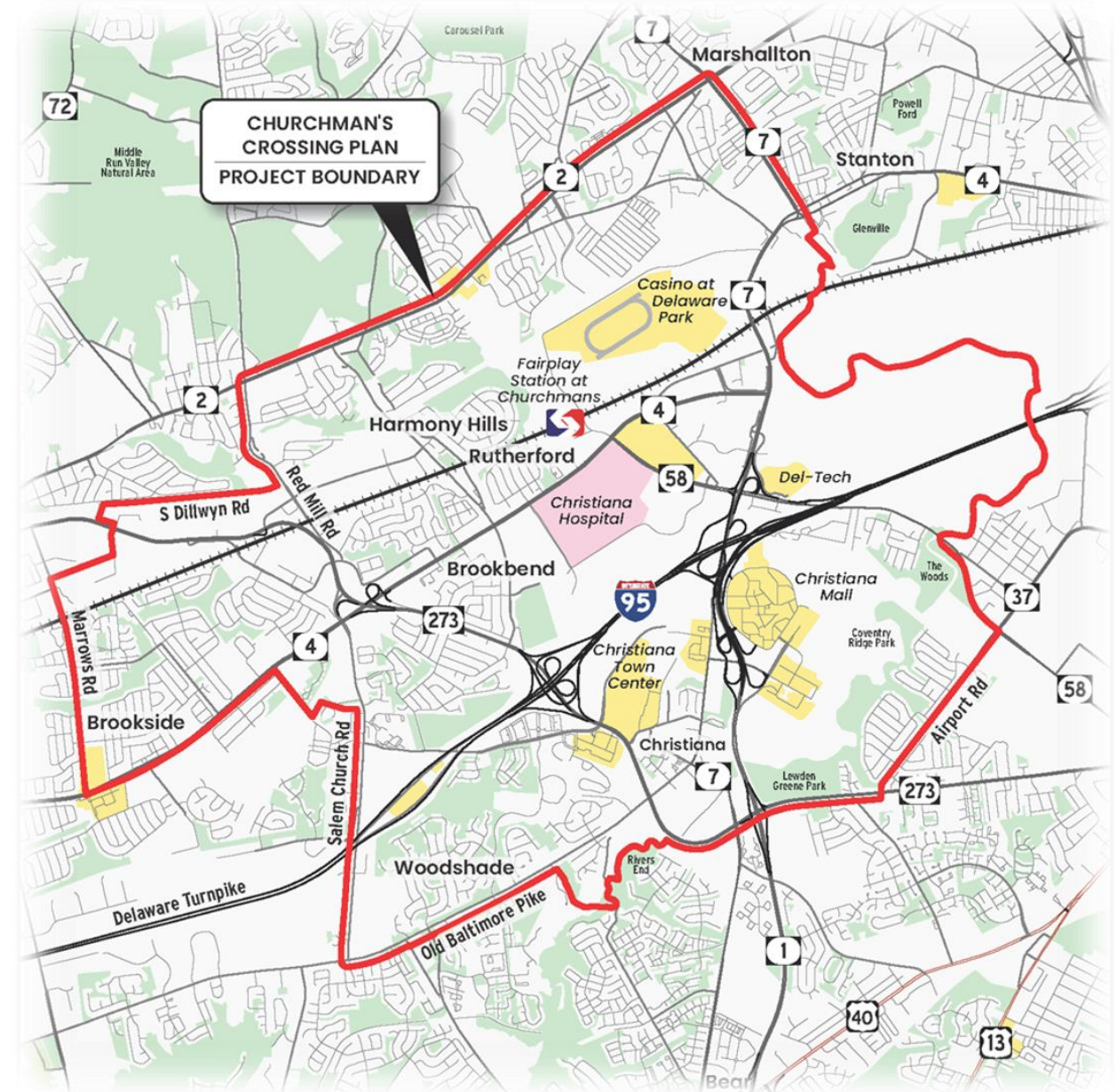
Next steps

- Address Advisory Committee & Public Comments
 - Please share your thoughts by November 22, 2021
- Finalize Churchman's Crossing Plan Update Report
- Future Steps by Agency Partners
 - WILMAPCO**
 - Approve Churchman's Crossing Plan Update
 - Include recommended projects in RTP & TIP
 - Develop monitoring program for Churchman's Crossing
 - Implementing Agencies (DeIDOT & NCC)**
 - Complete NCC@2050 planning process (by NCC)
 - Adopt NCC@2050 (by NCC)
 - Continue implementation discussions, including TID & CCED
 - Include recommended projects in CTP (by DeIDOT)



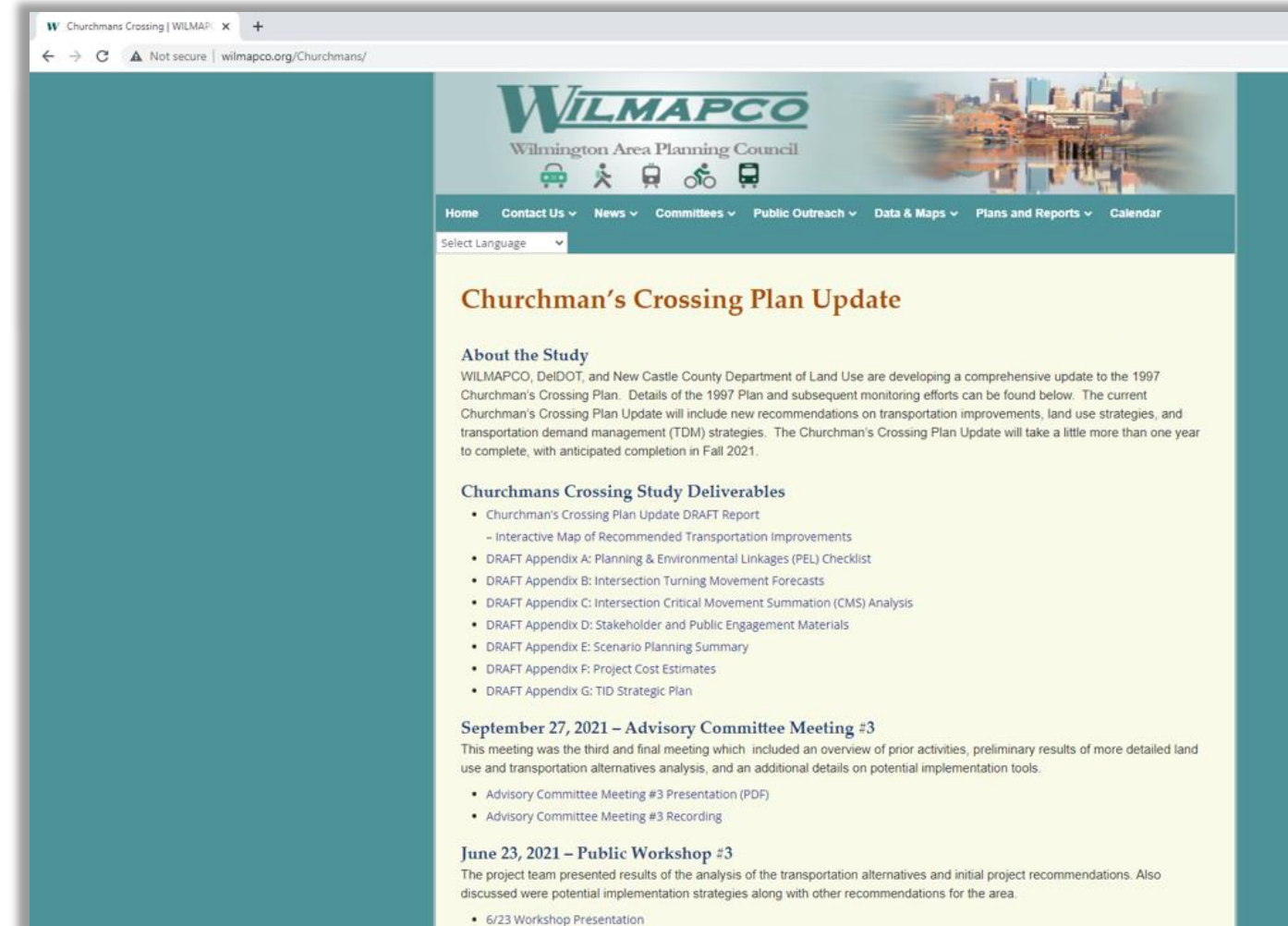
Poll Question

- Where did you learn about and keep up to date on the Churchman's Crossing Plan Update?
 - WILMAPCO newsletter
 - Project website
 - Project email list
 - News blast from a local legislator
 - News blast from another organization
 - Word of mouth



Poll Question

- How often did you visit the project website for information?
 - Once a month or more
 - A few times in the past year
 - Once or twice
 - Never



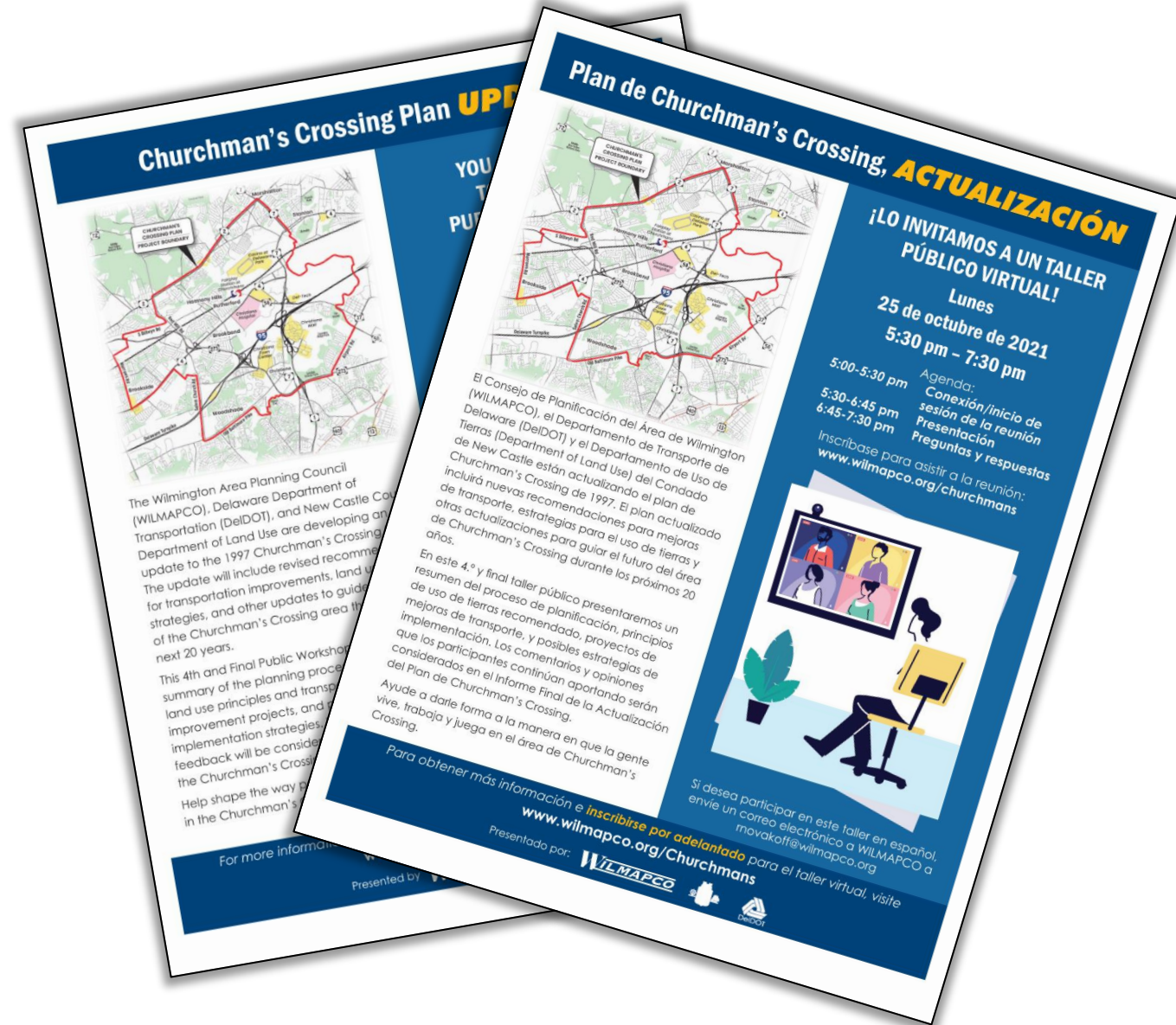
Poll Question

- What are your preferences for virtual workshops compared to in-person workshops?
 - Prefer virtual option only
 - Prefer hybrid option
 - Prefer in-person only



Poll Question

- How often did you share information about the project, public workshops, or ways to get involved in the Churchman's Crossing Plan Update with your network (family, friends, coworkers, employees, constituents, etc.)?
 - Once a month or more
 - A few times in the past year
 - Once or twice
 - Never



Poll Question

- What social media platforms do you prefer for advertising and sharing information about public workshops?
 - Facebook
 - Nextdoor
 - Twitter
 - LinkedIn
 - Other (please specify in chat box)



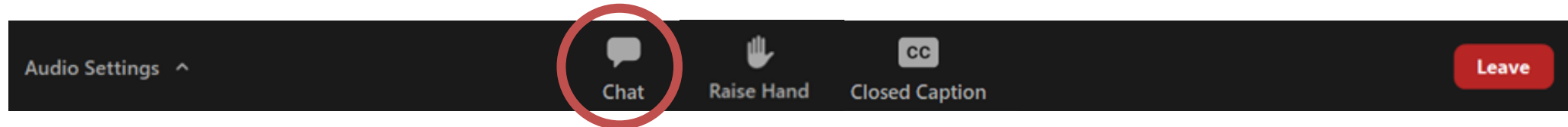
Stay Connected

We are committed to keeping you informed about this important Plan Update:

- Project website: <http://www.wilmapco.org/Churchmans/>
- For questions, comments, or to sign up for project email updates, email Randi Novakoff at rnovakoff@wilmapco.org
- To reach co-project manager Dave Gula
 - Email: dgula@wilmapco.org
 - Phone: 302-737-6205 ext. 122
- Please provide comments by November 22, 2021!

Questions & Answers

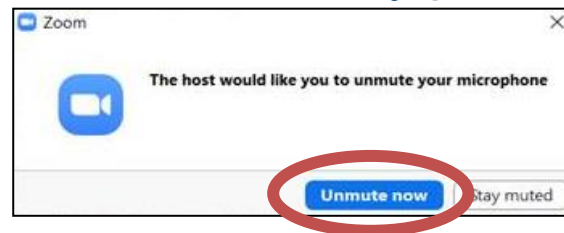
- Please use the “**Chat**” button in the **Zoom Webinar Menu Bar** at any time to enter your question



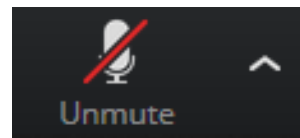
- To speak your question, please raise your hand by using the “**Raise Hand**” button in the **Zoom Webinar Menu Bar**, or by pressing ***9 when calling in on a phone**

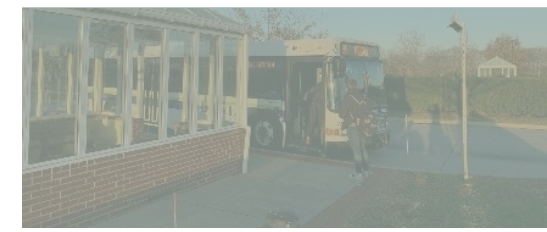
*Por favor levante la mano usando el botón "**Levantar la mano**", o presionando ***9 si estas por teléfono***

- The host will announce your name and ask you to unmute yourself when it is your turn
- Please unmute yourself by clicking “**Unmute now**”, or by pressing ***6 when calling in on a phone**



- Depending on your settings, you may need to also click “**Unmute**” a second time in the lower left side of the menu bar





Questions and Answers

To speak your question, please raise your hand by using the **“Raise Hand”** button in the **Zoom Webinar Menu Bar**, or by pressing ***9 when calling in on a phone**

Please provide comments on the Draft Final Report by November 22, 2021

Para hacer su pregunta en voz alta, levante la mano usando el botón **"Levantar la mano"** en la barra de menú del seminario web de Zoom, o presionando ***9 si estas por teléfono**

Por favor proporcione comentarios sobre el borrador de informe final antes del 22 de noviembre, 2021

Public Workshop #4 : Churchman's Crossing Plan Update

Timeline

