

# Welcome to the Concord Pike Corridor Master Plan Virtual Public Workshop

April 1, 2020

The workshop will begin at 6pm.



## *Concord Pike Corridor Master Plan*

# Virtual Workshop Logistics

## **What do I do if I can't hear?**

You can listen via your computer speakers or by calling in on your phone. To listen to the audio for this event via your phone, please call:

Phone Number: 1 (646) 876-9923, Meeting ID: 164 068 462

You can download the presentation from: [www.wilmapco.org/202](http://www.wilmapco.org/202)

## **How do I ask a question?**

Please use the chat function at any time during the workshop to ask questions.

Presenters will do their best to answer questions during the Q & A portion of the event.

If you are not able to use the chat function, please email questions or comments to [rnovakoff@wilmapco.org](mailto:rnovakoff@wilmapco.org) at anytime during this event.

## **Can I view and comment on virtual workshop materials after the event?**

All of the workshop materials will be posted online by Monday (April 6). You will have the opportunity to view and comment on all materials presented today through the project website at [www.wilmapco.org/202](http://www.wilmapco.org/202). You will also receive a follow-up email after the event with this information.

# Welcome and Introductions



**Andrew Bing,  
Kramer &  
Associates**



**Rich Hall,  
New Castle  
County**



**Dave Gula,  
WILMAPCO**



**Tina Fink,  
Toole Design**

# Workshop Agenda

- 5:30 Login period
- 6:00 Welcome/Introductions
- 6:05 Project Background
- 6:10 Public Outreach & Feedback
- 6:30 Land Use
- 6:40 Traffic Analysis Results
- 7:05 Next Steps
- 7:10 Moderated Q&A via chat box



# Welcome and Introductions



**Rich Hall,  
New Castle  
County**

# Poll Question #1

**What is your favorite way  
to pass extra time while  
at home?**

## Poll Question #2

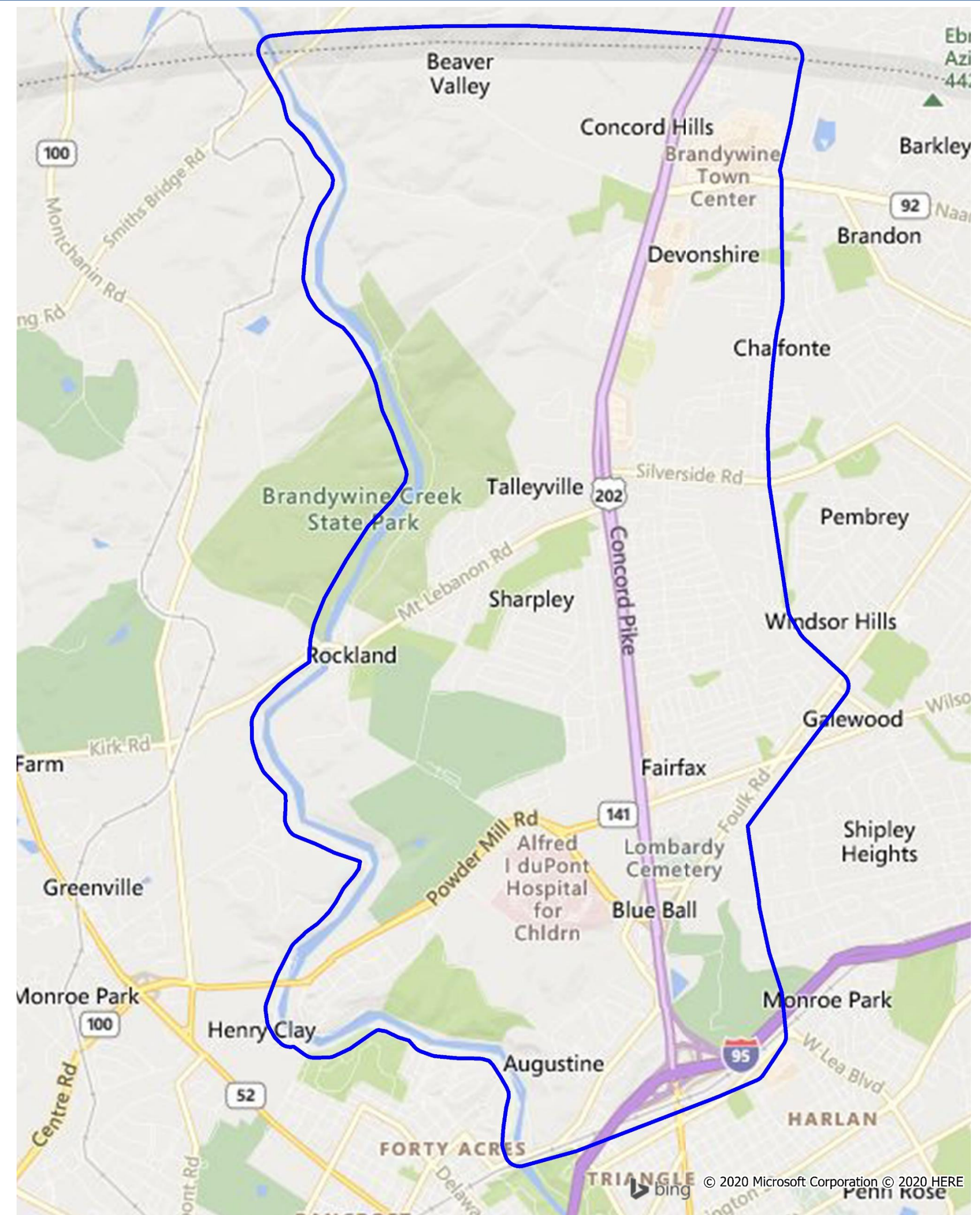
**How many people are watching this  
meeting with you?  
(Include yourself in your answer.)**

## Poll Question #3

**Please give us the ages of those  
who are watching  
(select all that apply):**

# Poll Question #4

**Do you  
(live/work/play)  
in the Corridor?**



***Concord Pike Corridor Master Plan***

# Project Overview

Constructed as a private toll road in the early 1800's, it was completed as a state highway in the early 1920's.

Predominantly a 6-lane arterial, major commuter route that is heavily commercialized with a mix of retail, restaurants, residential, office, recreational, and institutional uses

## Traffic Summary

- Between 45,000 and 55,000 vehicles daily
- The road is busy throughout the day with morning and afternoon peaks

## Physical Characteristics

- 4 –8 travel lanes
- Left and right turn lanes at most intersections
- Driveway access for individual businesses
- Abundance of parking
- Limited street network

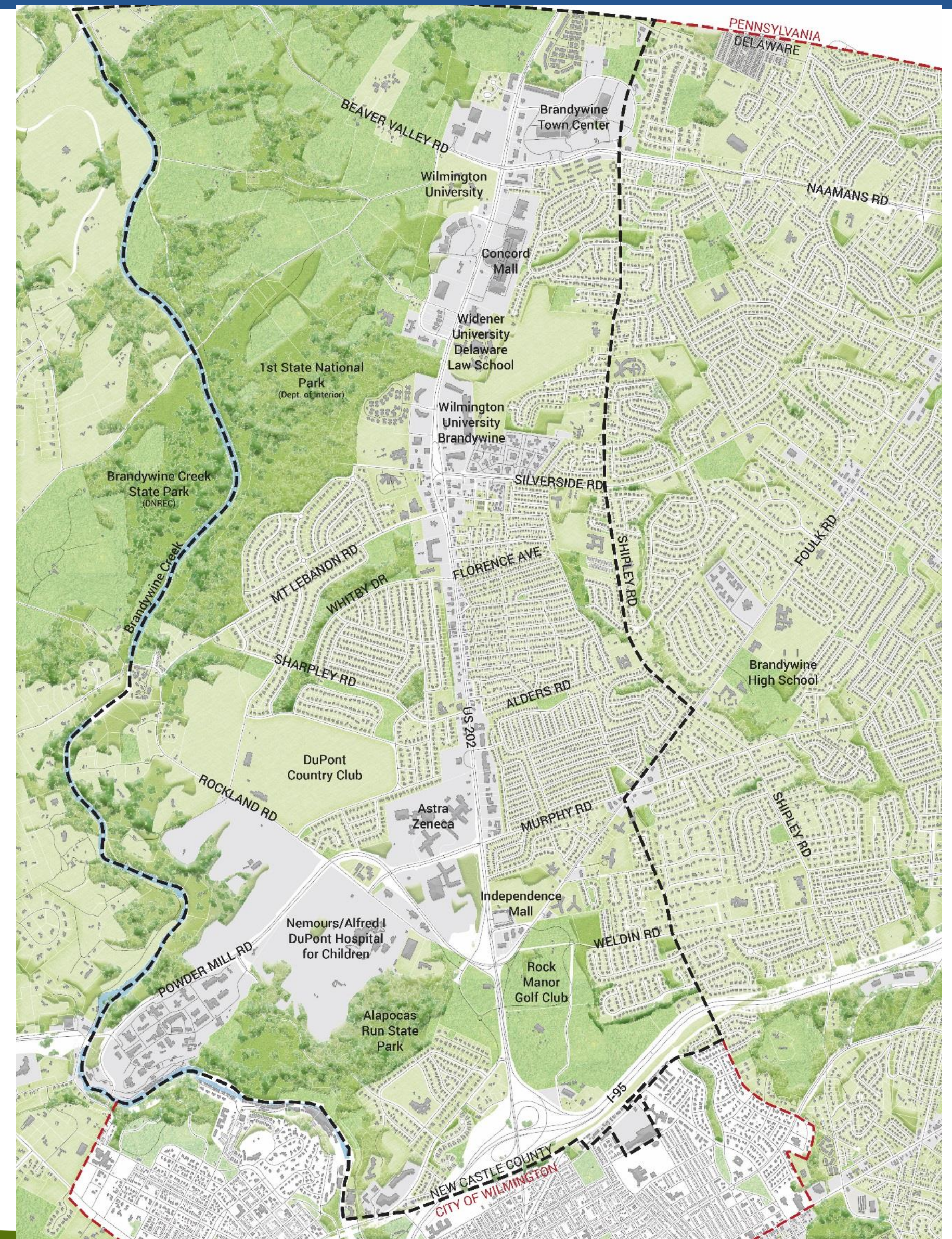


# Concord Pike Corridor Master Plan

# Project Overview

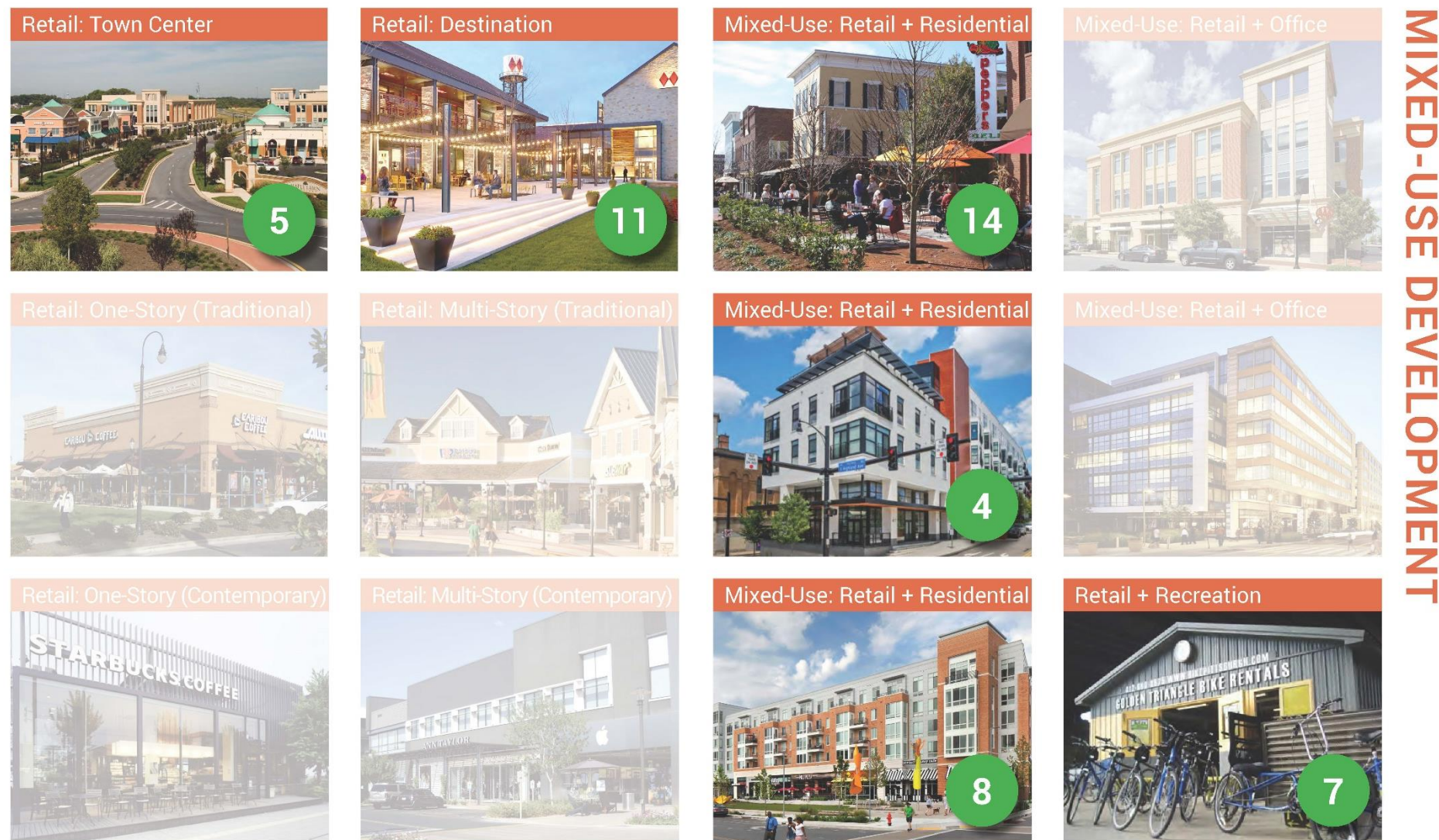
## Area Characteristics:

- Diverse stakeholders: businesses, residents, institutions
- Major employment area
- Shopping centers and in-line retail
- Churches, schools, YMCA, civics
- Hotels and single-use pad sites
- Commuter (thru) and local traffic
- Freight and truck traffic
- Bordering residential neighborhoods
- Borders First State National Park/Beaver Valley



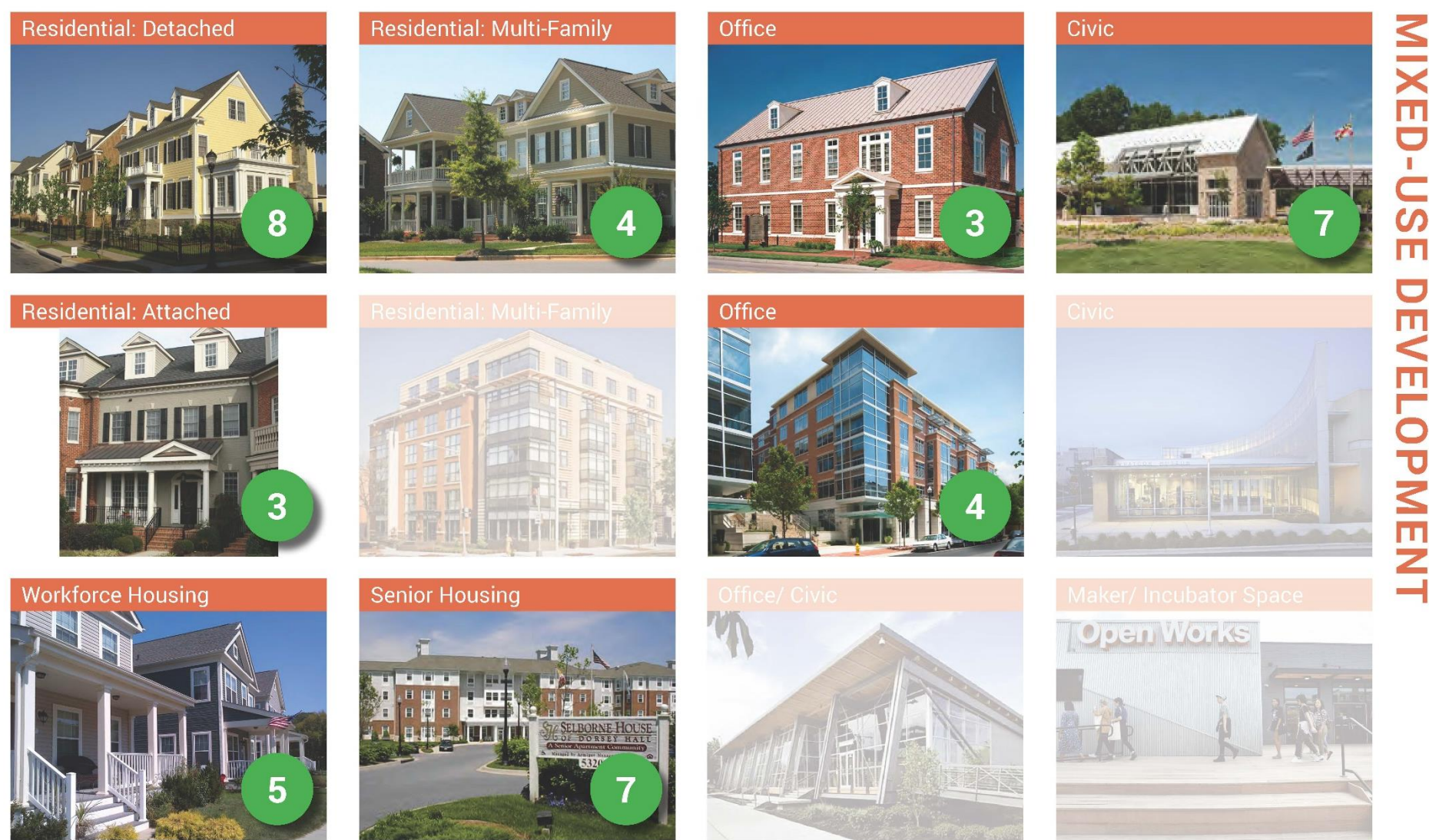
## Concord Pike Corridor Master Plan

# Goals and Objectives



Concord Pike (US 202) Corridor Master Plan  
November 14, 2018

During the Public Workshop 1 held on November 14, 2018, participants marked the images they preferred with green dots. The number indicates the sum total of preferred votes (dots) each image received. Faded images received 0-2 green dots and were not preferred by most participants.



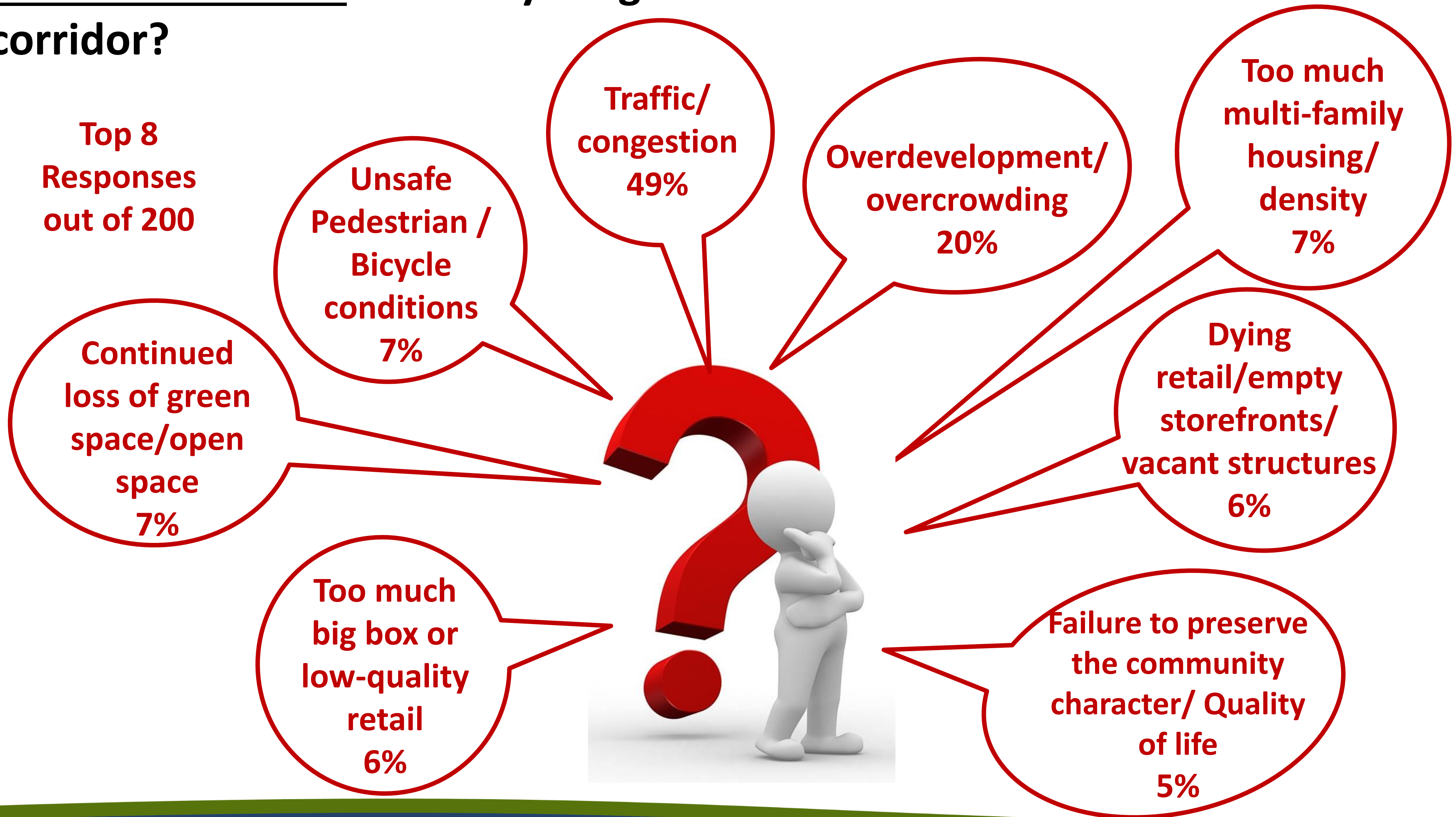
- Create an attractive, cohesive, and balanced Master Plan
- Integrate land use and transportation
- Identify multi-modal improvements and diversify mode share
- Make corridor more pedestrian & bike friendly
- Improve access management & connectivity
- Consider Transportation Demand Management (TDM) and Transportation Improvement District (TID) strategies
- Integrate streetscape, wayfinding, & branding
- Preserve existing neighborhoods
- Develop implementation strategies

# Public Outreach Overview

- **Concord Pike Market Study, 2017** – Stakeholder interviews
- **Public Information Session: July 25, 2018, Talleyville Fire Company - 200 attended**  
Displayed data & demographics for the corridor. Received public input on issues and concerns for the corridor.
- **Community Visioning Workshop: November 14, 2018, Concord HS – 100 attended**  
Small-group discussions regarding development, land use, transportation, open space & amenities
- **Stakeholder Focus Groups: November 14<sup>th</sup>, 15<sup>th</sup>, and 16<sup>th</sup>.**  
36 stakeholders interviewed regarding strengths, weaknesses, and opportunities for the Corridor
- **Wiki Map Public Engagement:**  
Hundreds of residents shared ideas on how to improve community connections and amenities via an interactive online map
- **Concord Pike Public Workshop #2, March 20, 2019, Brandywine HS – 90 attended**  
Received feedback on pedestrian, bicycle, and vehicular connections and a range of land use and transportation alternatives for potential redevelopment areas and key intersections
- **Concord Pike Workshop #3, 6-8:30 PM, December 5, 2019, Brandywine HS – 135 attended**  
Received feedback on proposed land use scenarios and potential transportation improvements addressing pedestrian, bicycle, transit, and vehicular connections

# Online Survey Results

**Common Themes:** What is your greatest concern for the future of the corridor?

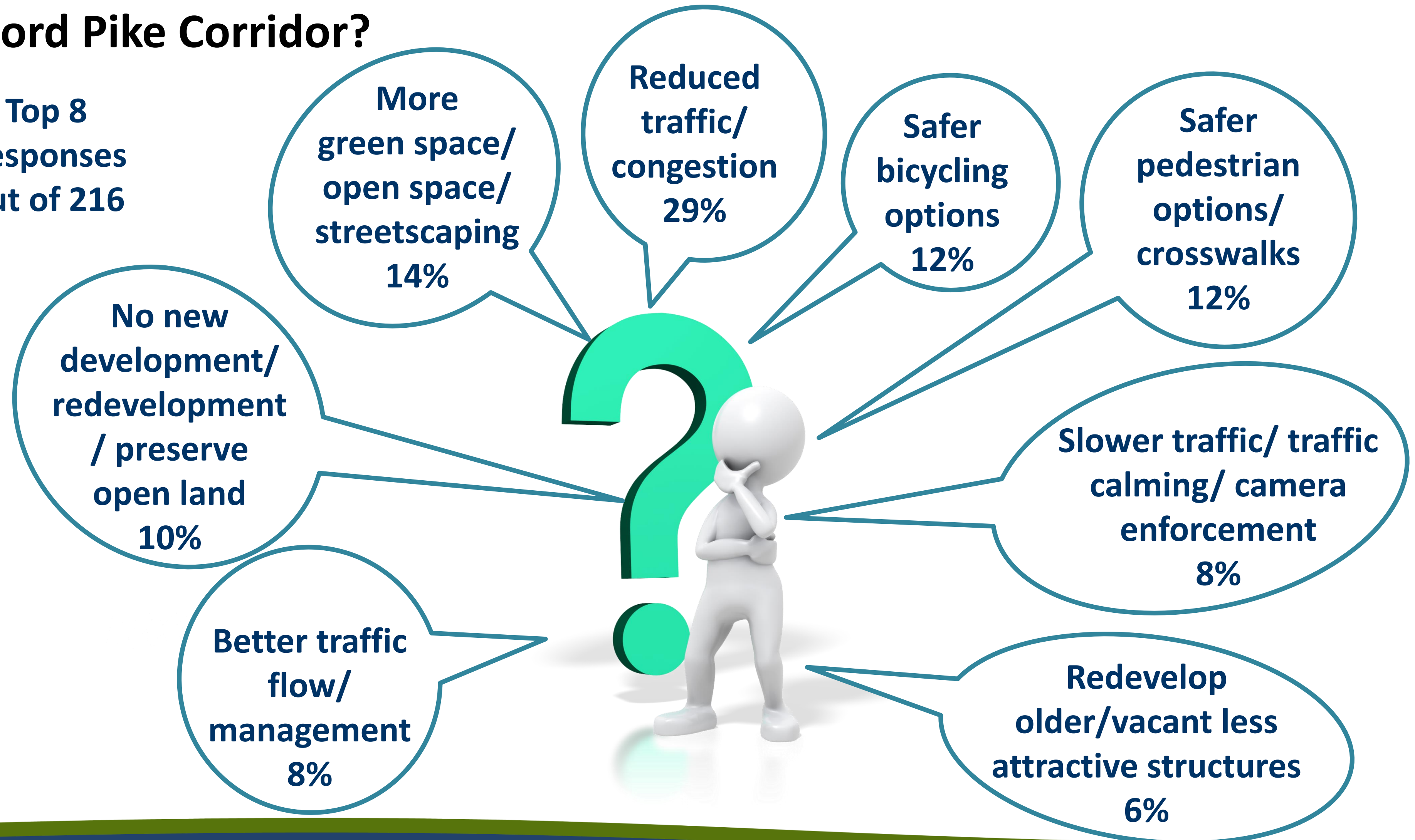


***Concord Pike Corridor Master Plan***

# Online Survey Results

## Common Themes: What could improve your quality of life in the Concord Pike Corridor?

Top 8  
Responses  
out of 216

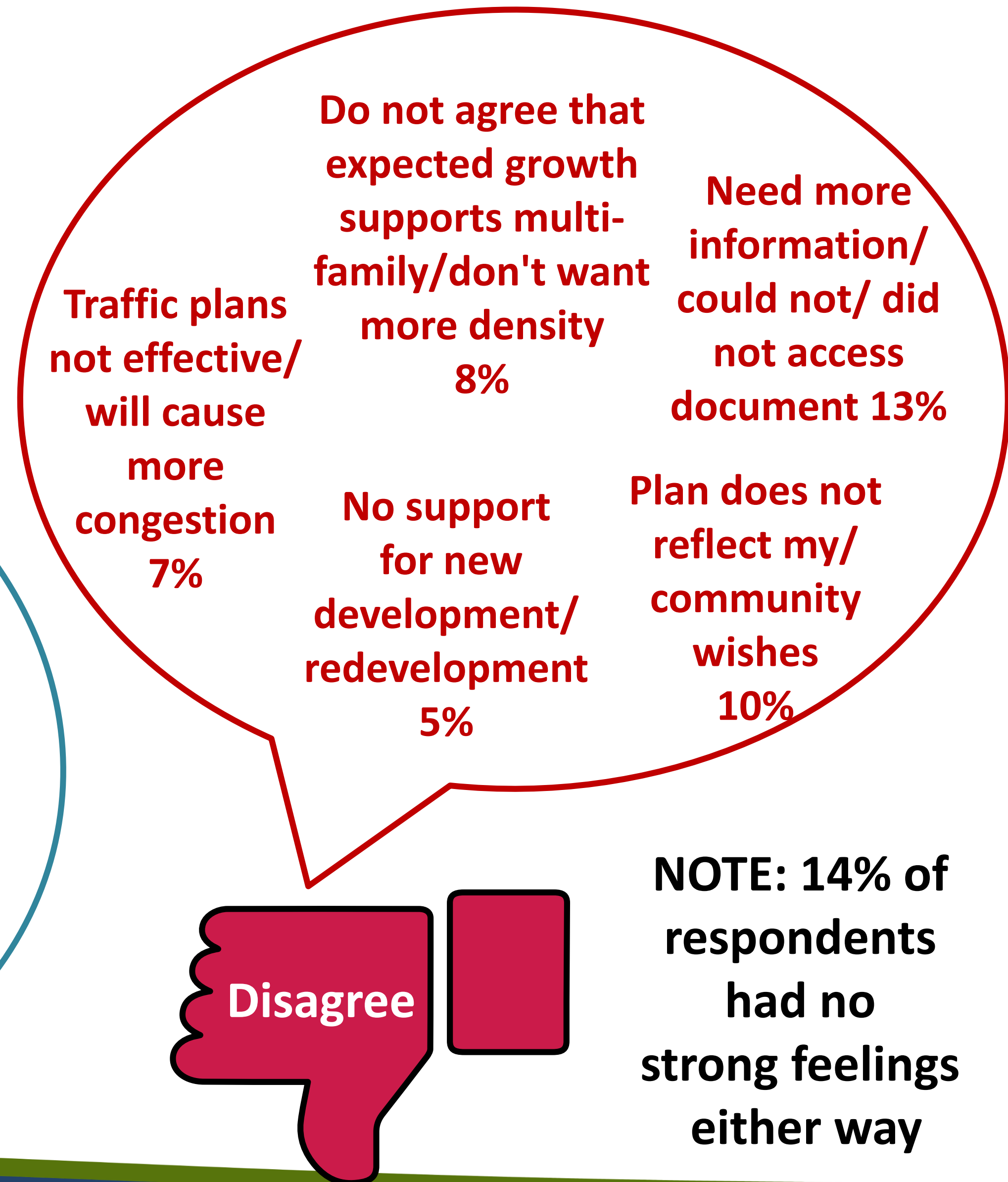
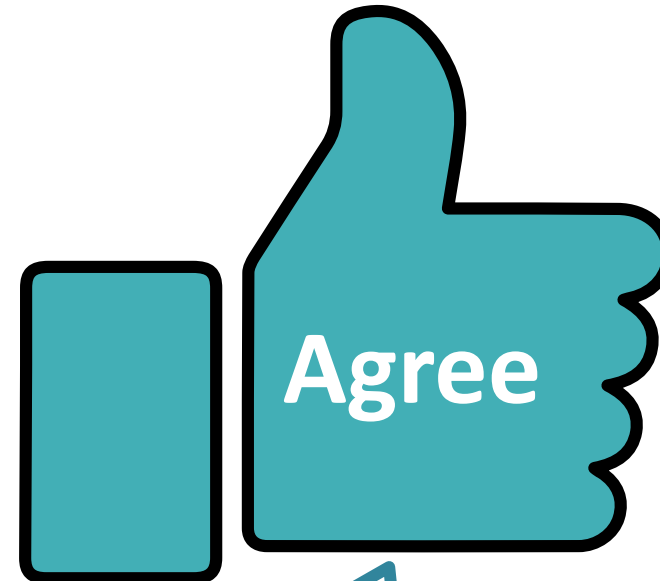


# Online Survey Results

## Common Themes:

**Was there anything you strongly agreed or disagreed with at the 12/5 workshop?**

**164  
Responses**



**NOTE: 14% of respondents had no strong feelings either way**

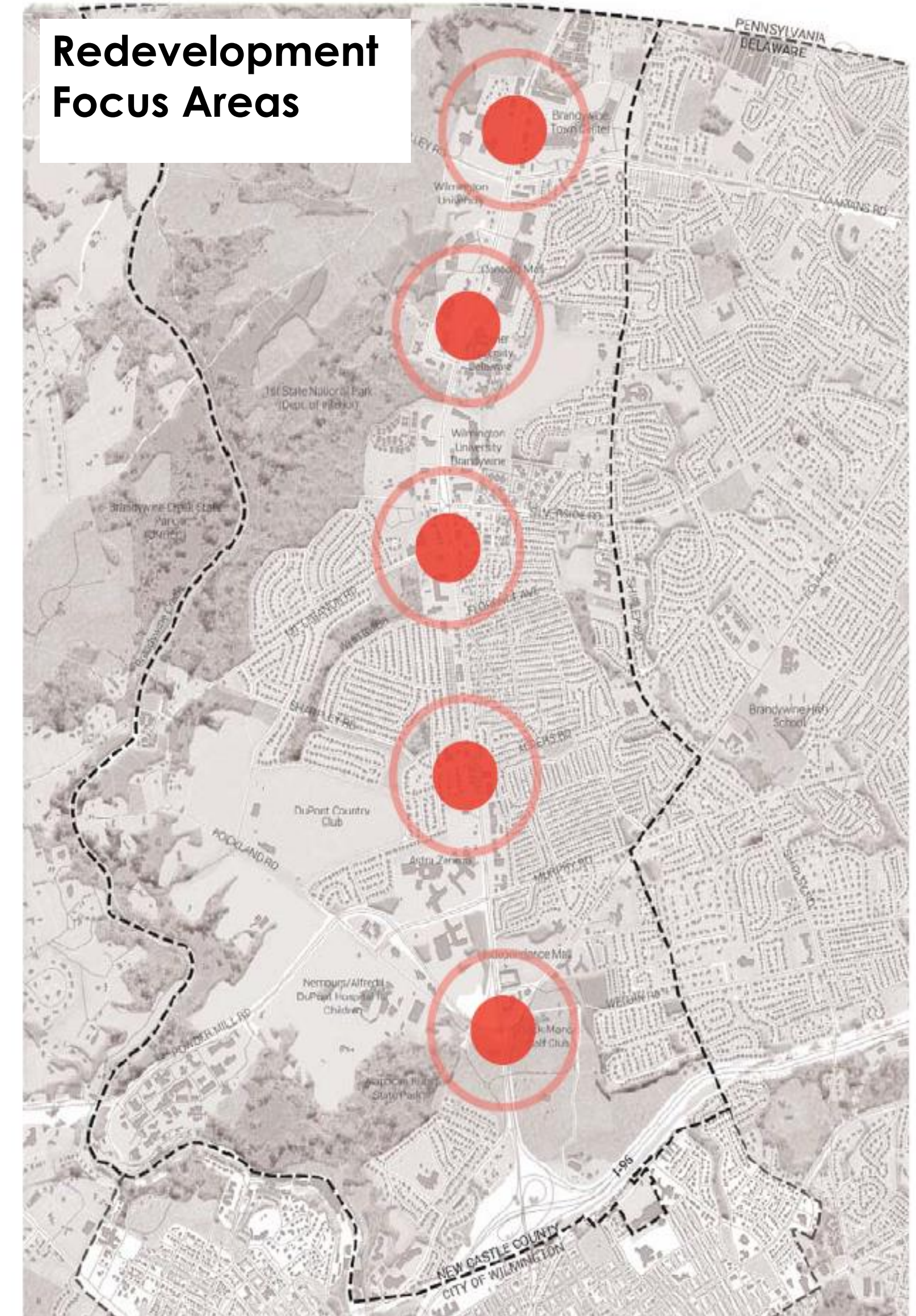
# Guiding Principles

## Guiding Principles

- Establish appropriate criteria to influence future development
- Develop strategies for creating a thriving, cohesive community that better serves its residents and visitors

## The Guiding Principles:

1. Create identifiable nodes
2. Identity and gateways
3. Infill redevelopment
4. Mix of uses
5. Recreational amenities
6. Complete streets



# Preliminary Land Use Recommendations

## Establish Target Redevelopment Area Districts (TRA)

Designate a new district that capitalizes on evolving development potential along the corridor to foster a mix of land uses and promote active storefronts with commercial uses at the street level.

## Designate Neighborhood Preservation Overlay Districts (NPOD)

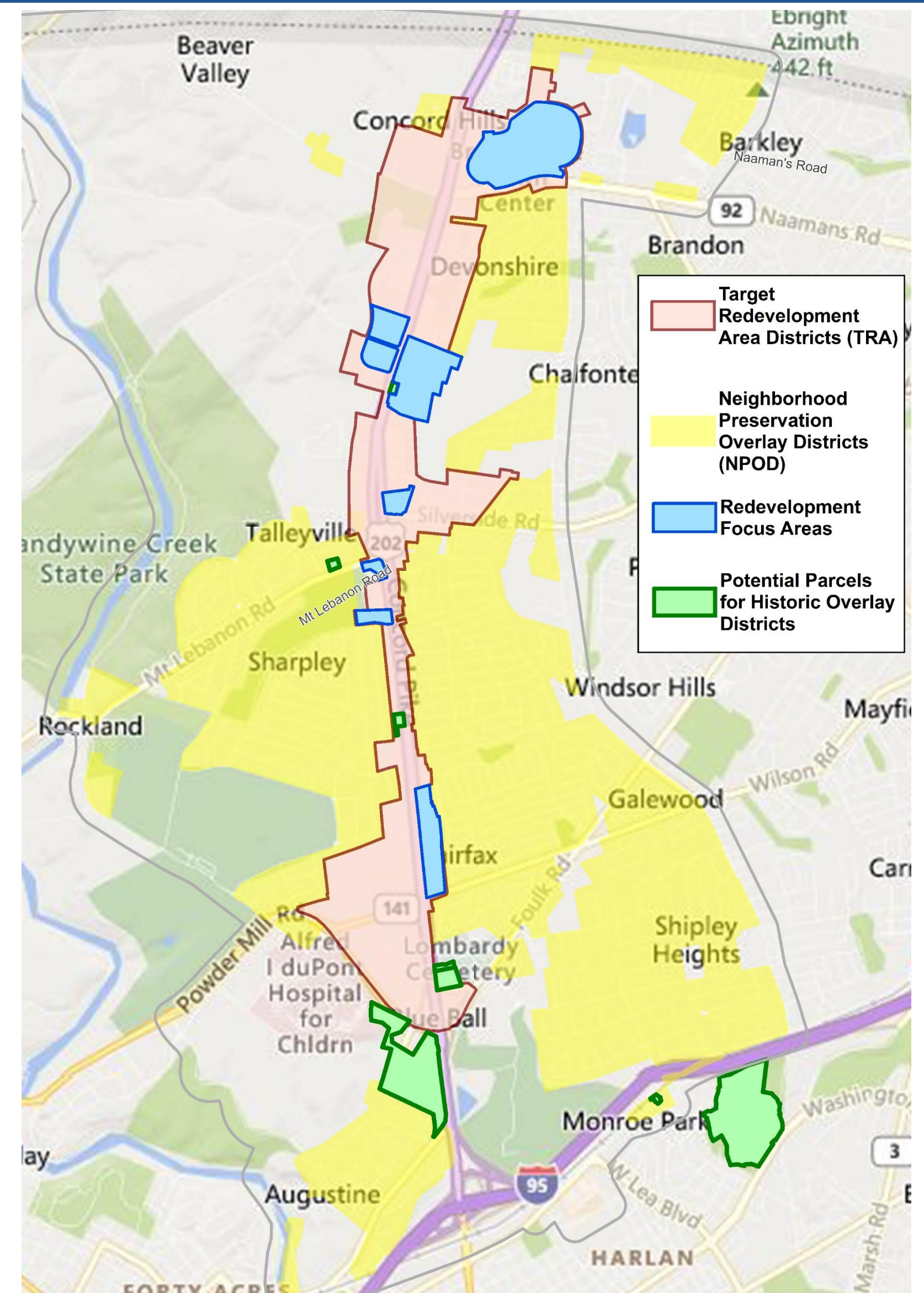
Continue existing zoning mechanism to protect residential neighborhoods, to the neighborhoods adjacent to areas of projected redevelopment, i.e., the new Target Redevelopment Area (TRA) district

## Identify Potential Parcels for Historic Overlay Districts

Designate historically significant properties that should be considered for advanced planning and assist in protecting historic values and architectural character.

## Redevelopment Focus Areas

Within the study area, 4 focus areas were identified for further investigation of vision and ideas for redevelopment planning.



# Poll Question #5

**Please tell us how you regularly  
get around in the  
Concord Pike Corridor?  
(Please select all that apply)**

# Transportation Overview

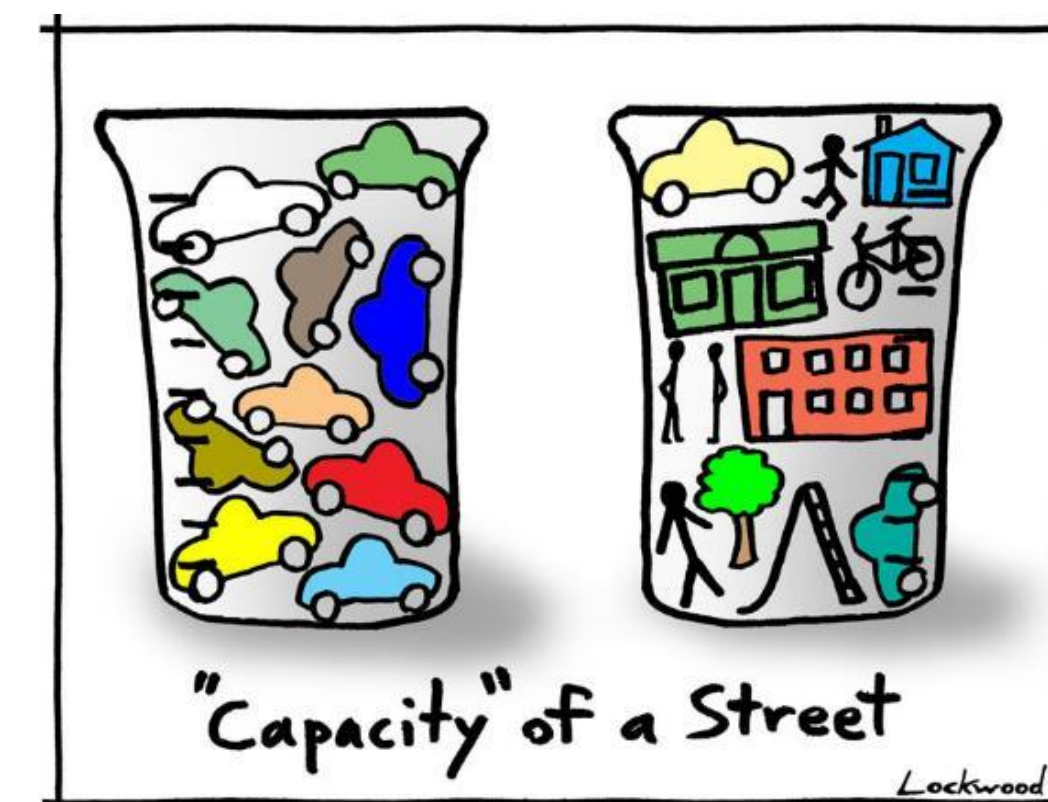
# Vision for the Corridor & Our Approach

## What We Have Heard

- Create more walkable environments, both in between the businesses on Concord Pike and to/within surrounding neighborhoods
- Establish strategies to reduce speeding and relieve heavy traffic
- Incorporate additional pedestrian and bicycle trails and crossings

## We are Taking a Multimodal Approach

- Considers all modes: Walking, Taking the Bus, Biking, and Driving
- The capacity or value of a street is more than the number of cars – it can also encourage pedestrian activity, enhance connections to surrounding land uses, and support economic vitality.



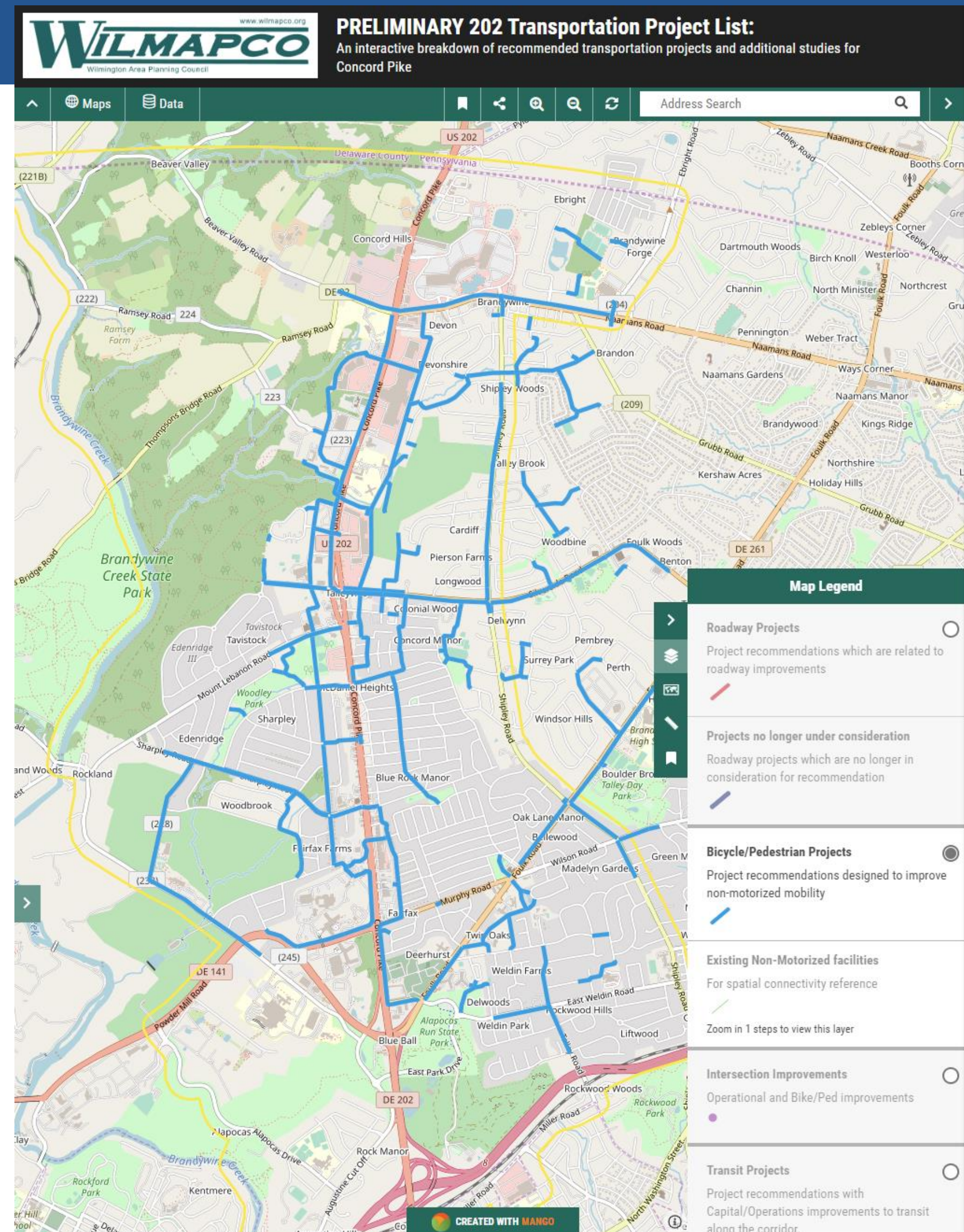
# Walking

## Plan will include:

- Toolkit of potential treatments at signalized intersections
- Recommendations for additional Roadway Connections and Ped/Bike Connections

★ Map will be available on Project Website.

★ Additional information on pedestrian toolkit available on project website (Public Workshop #3 Materials)



## Preliminary Transportation Recommendations

The projects shown on this map are the preliminary recommendations based on traffic analysis, discussions with DTC and DelDOT and feedback received at previous workshops.

Projects are grouped by Mode (Road, Transit, Bike/Ped, Intersection). Project mode types are viewed separately and can be changed by clicking on the radio button next to each category.

If applicable, each project has a rough cost estimate and a time period for implementation along with note for project justification and possible implementation hurdles.

NOTE: Future project prioritization and other factors can alter these cost/time estimates.

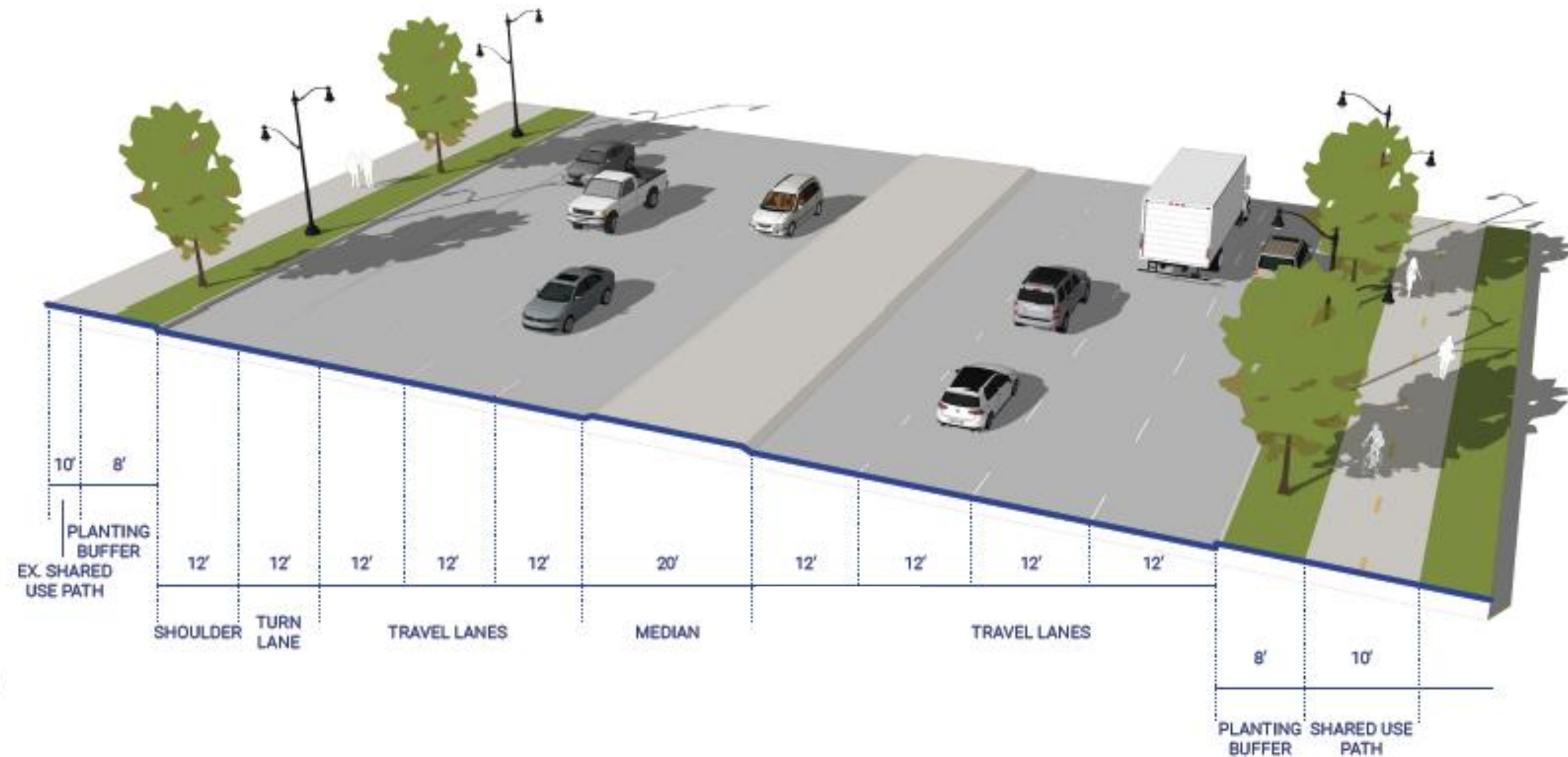
Screenshot of Ped/Bike Connections Map

# Concord Pike Corridor Master Plan

# Biking

## Bikeway types on Ped/Bike Connections map include:

- Bike lanes
- Shared-use paths
- Neighborhood bikeways



Example shared-use path on Concord Pike

★ Additional information on bikeways available on project website (Public Workshop #3 Materials)

# Taking the Bus

## Planned and Potential Improvements

- Improvements to service during peak periods



- Looking ahead
  - Keep buses on Route 202
  - Improvements to bike / ped environment near transit stops
  - Better East-West pedestrian connections between heavily used stops
  - Explore service extension into lower Chester/Delaware counties
  - Signal improvements for buses

★ Additional information available on project website (Public Workshop #3 Materials)

# Motor Vehicle Analysis

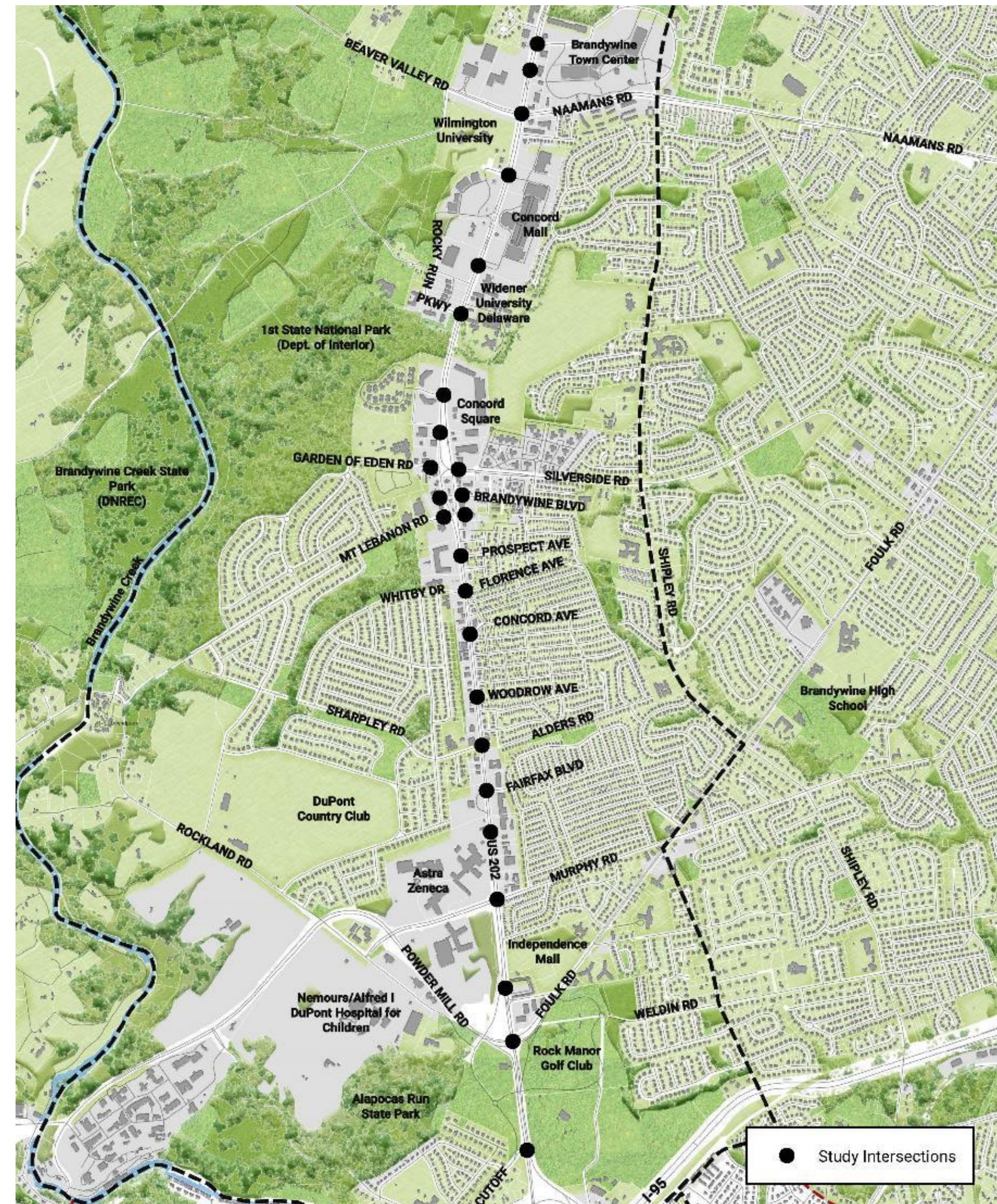
# Driving – Three Questions to Answer

Looking ahead 30 Years....

1. How will intersections along the corridor operate for motor vehicles with redevelopment?
2. How will the addition of roadway connections and ped/bike connections reduce delay for motor vehicles?
3. How can we improve intersections to provide access for all users, whether they are walking, taking the bus, biking, or driving?

# Analysis Approach

- All signalized intersections along corridor
- Close coordination with DelDOT staff
- Evaluated several using Level of Service to answer questions
  - Level of Service A through F is a rating of delay for motorists at intersections
  - In New Castle County, Level of Service A through D is considered adequate



# Question #1

Looking ahead 30 years, how will intersections along the corridor operate for motor vehicles with development...

... consistent with existing zoning (by-right)?

... proposed zoning (lower level of development)?

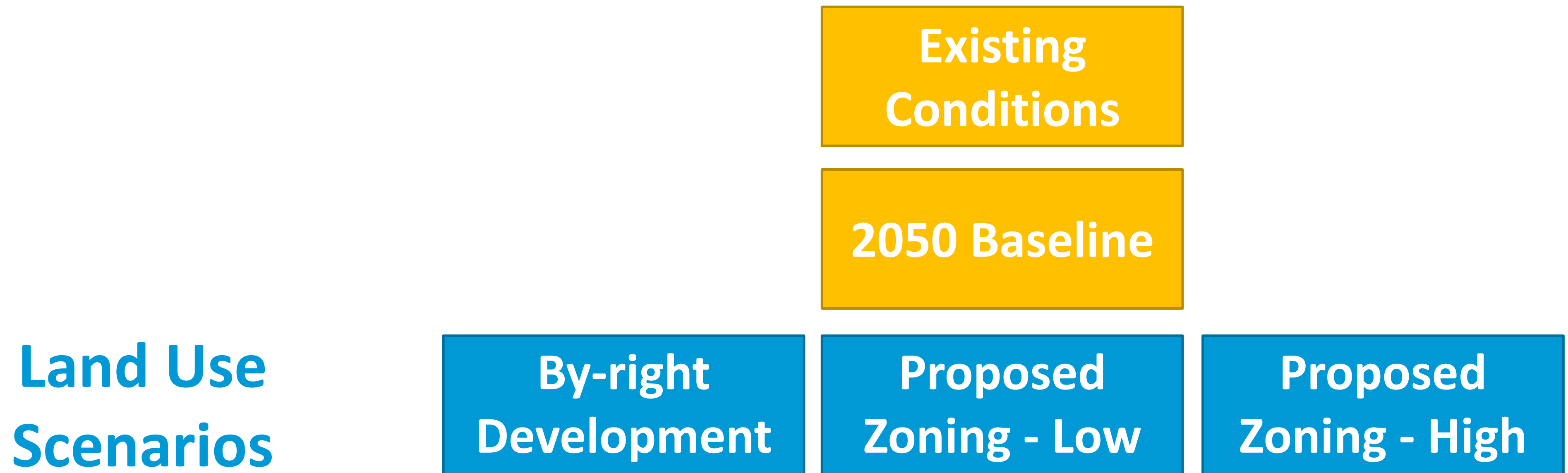
... proposed zoning (higher level of development)?

# Land Use Scenario Summary

Existing  
Conditions

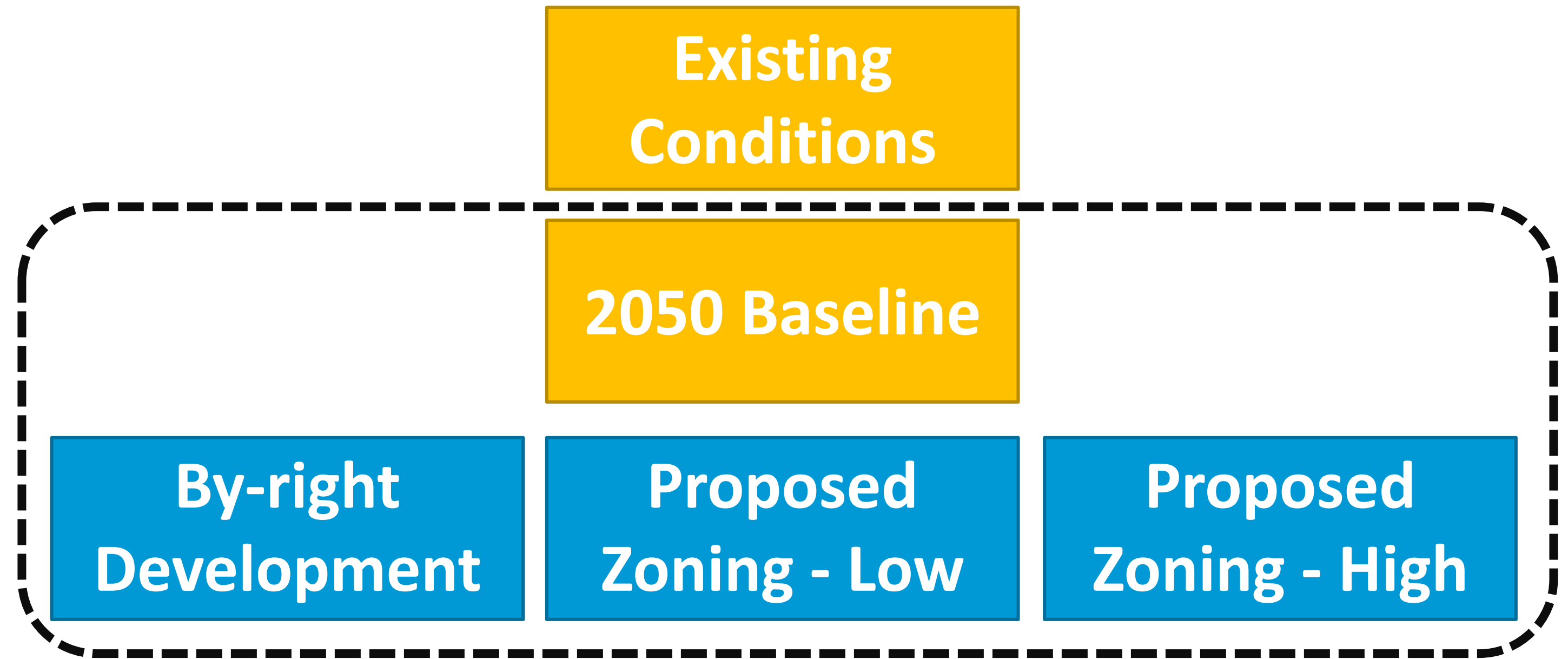
2050 Baseline

# Land Use Scenario Summary



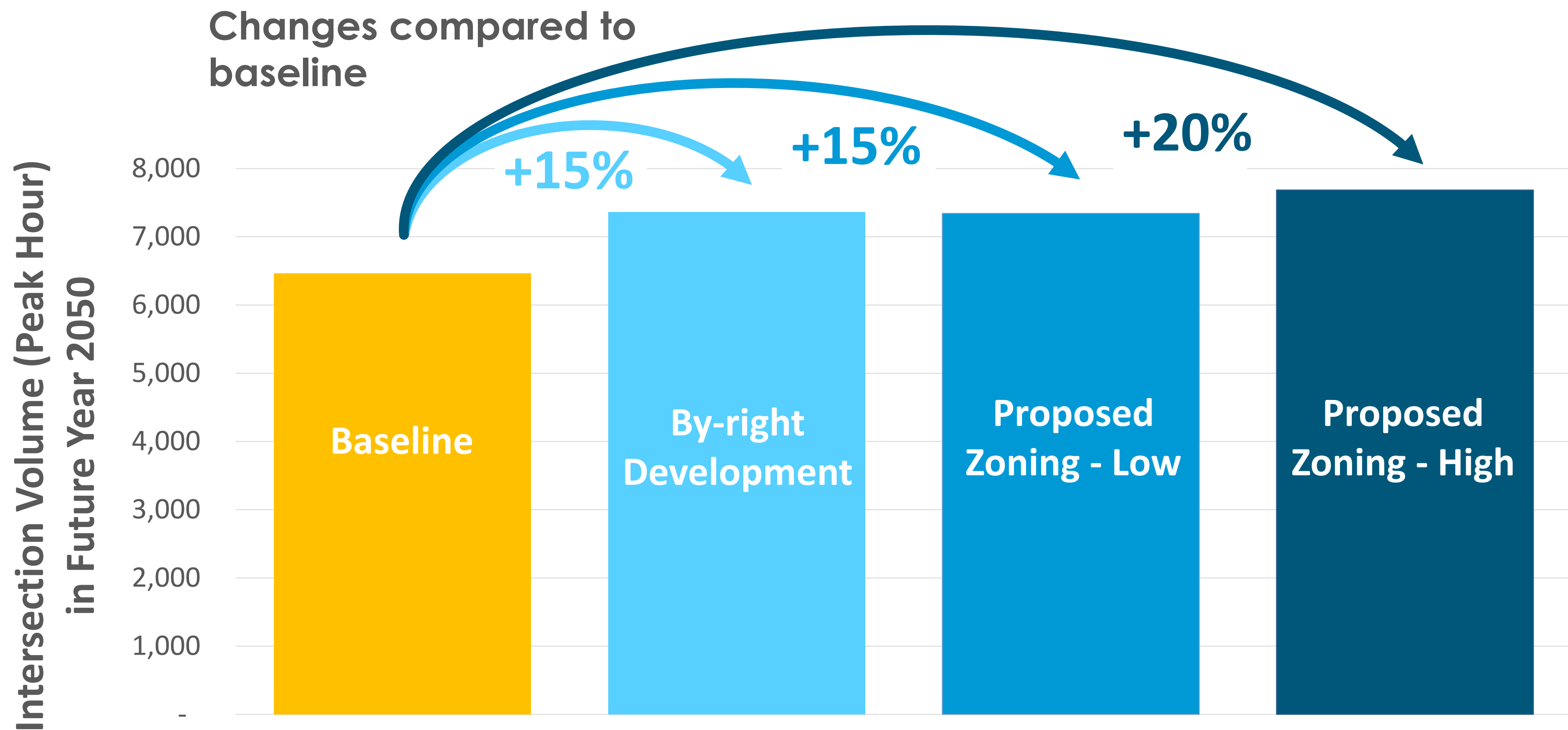
# Land Use Scenario Summary

## Land Use Scenarios



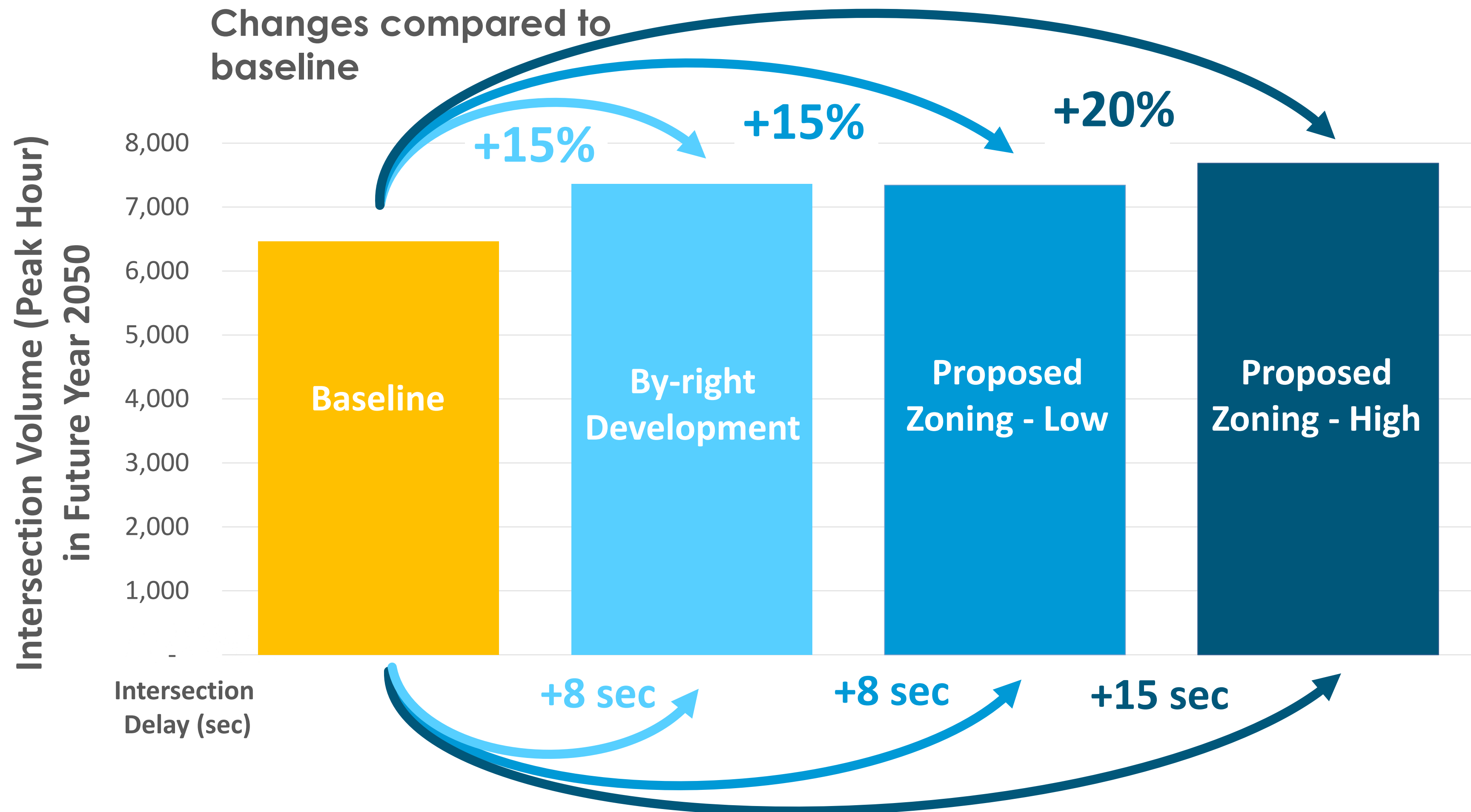
**Future Year: 2050**

# Volume Changes at Intersections with Existing Transportation Network



Note: Graph shown is for Concord Pike & Naamans Rd/Beaver Valley Road in the afternoon peak hour. Changes in volume are similar at other intersections.

# Volume Changes & Delay Changes at Intersections with Existing Transportation Network



Note: Graph shown is for Concord Pike & Naamans Rd/Beaver Valley Road in the afternoon peak hour. Changes in volume are similar at other intersections.

# Level of Service Changes at Intersections

**How many intersections operate at LOS E or F for each land use scenario?**

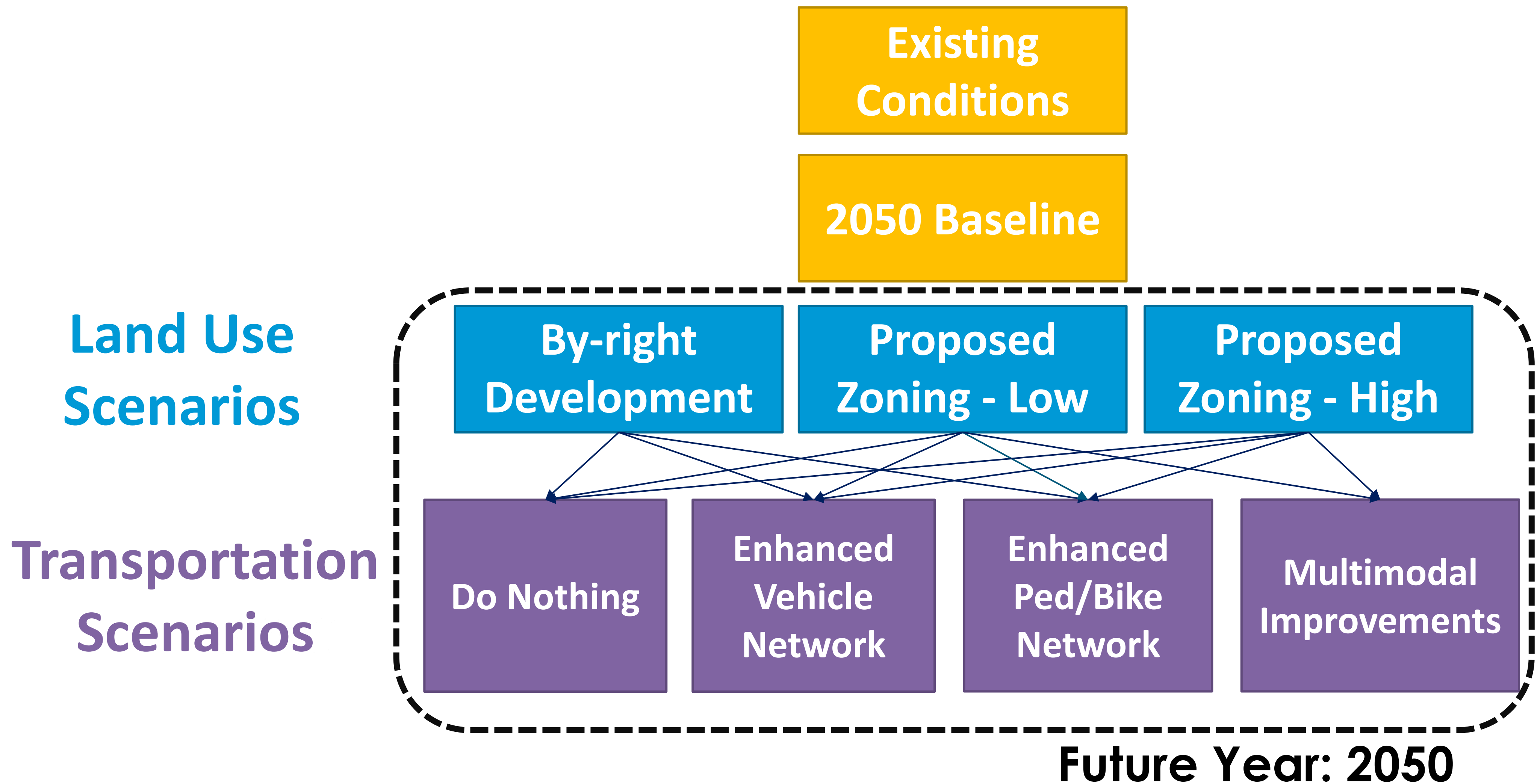
NOTE: These LOS scores include some additional roadway connections within redevelopment sites.

	Baseline	By-right Development	Proposed Zoning – Low	Proposed Zoning – High
Total (AM+PM Combined)	5	8	9	9

## Question #2

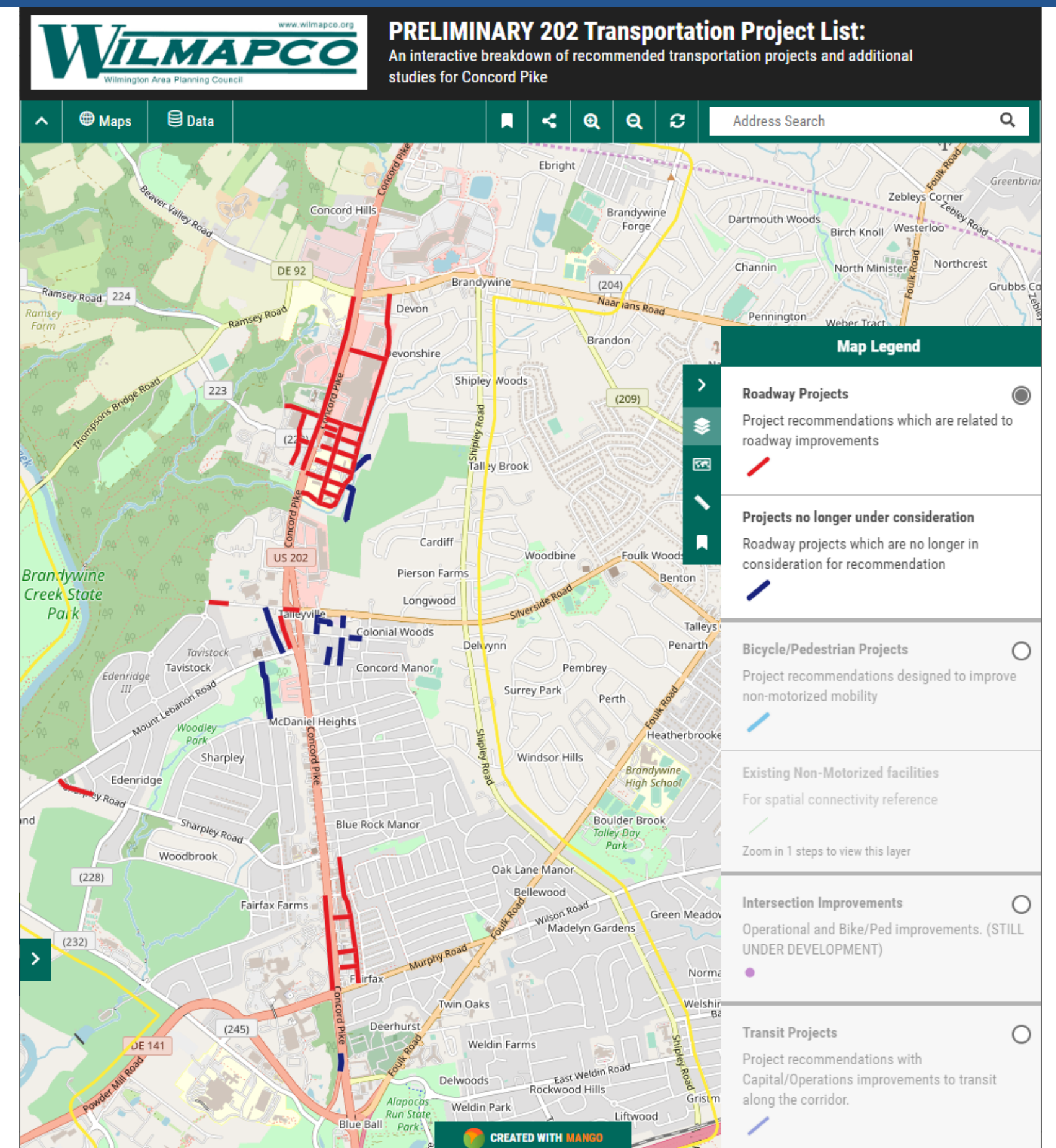
How will the addition of roadway connections and ped/bike connections reduce delay for motor vehicles?

# Land Use & Transportation Scenario Summary



# Enhanced Roadway Connections

- Allows for smaller more efficient intersections
- With mixed-use development, encourage walking between buildings



## Screenshot of Street Connections

Red lines: Projects being considered  
Blue lines: Projects no longer under consideration

★ Map will be available on Project Website

# Concord Pike Corridor Master Plan

# Level of Service Results

Level of Service for “Proposed Zoning – High” with each land use scenario

LOS	Do Nothing	Roadway Connections	Roadway Connections and Ped/Bike Connections
<i>A – C</i>	<i>28</i>	<i>31</i>	<i>34</i>
<i>D</i>	<i>9</i>	<i>10</i>	<i>8</i>
<i>E – F</i>	<i>13</i>	<i>9</i>	<i>8</i>

Note: Twenty-five intersections were evaluated for each peak. Totals shown for Total AM + PM Combined.

 **Additional information on LOS for each intersection and all land use and transportation scenarios will be available on the project website.**

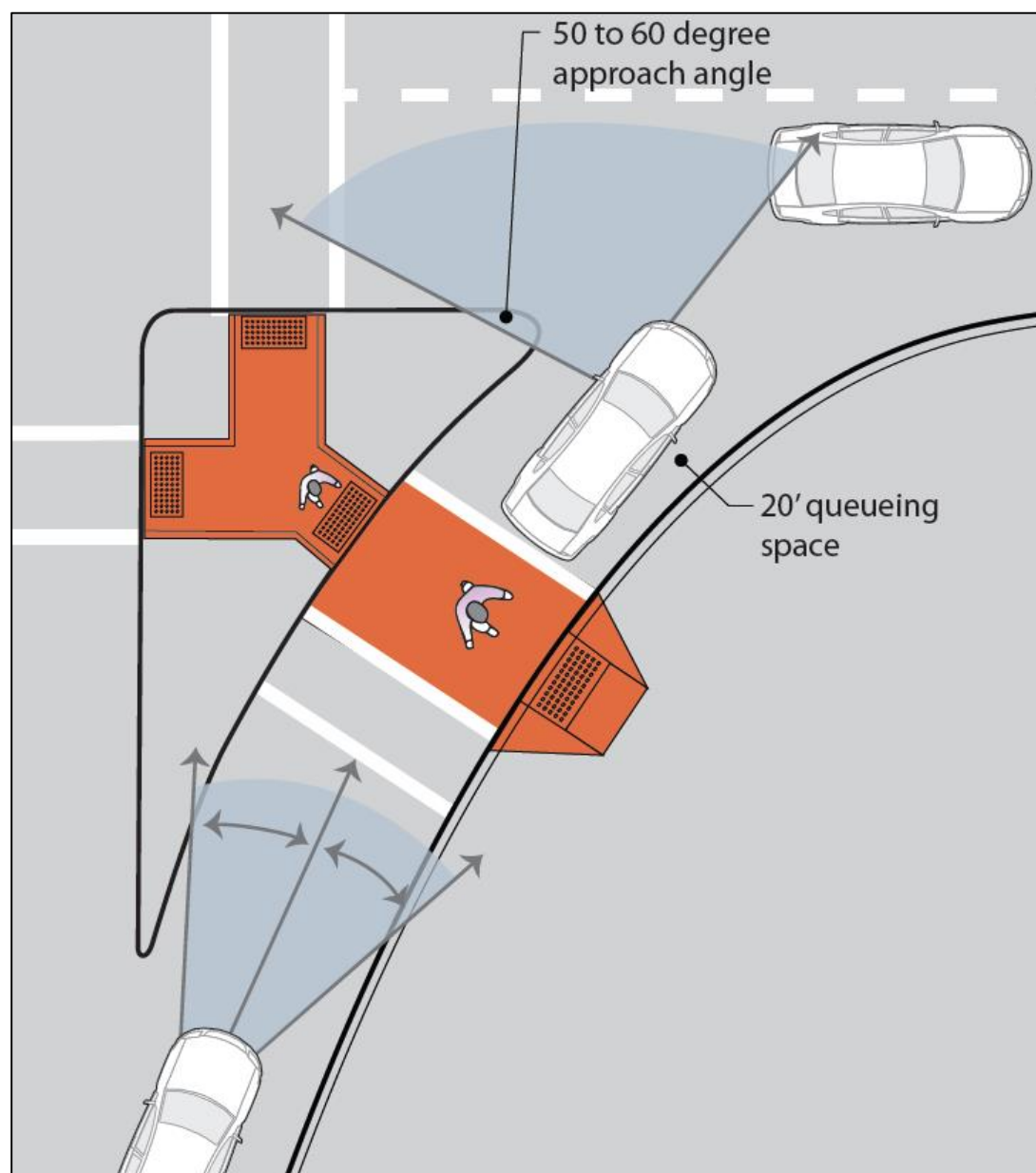
# Question #3

How can we improve intersections to provide access for all users, whether they are walking, taking the bus, biking, or driving?

Note: Treatments shown in the couple of slides are examples of things that can be done. We do not have recommendations at specific locations. The final plan will include a toolkit of treatments that could be implemented at intersections to improve access for pedestrians. All treatments will be reviewed by DelDOT on a case-by-case basis.

# Pedestrian Toolkit: Geometric Treatments

- Address right-turn conflicts
  - Remove channelized right-turns
  - Construct pedestrian-friendly right-turn slip lanes
- Add crosswalks



Pedestrian-friendly right-turn slip lanes

## EXAMPLE: Recent channelized right-turns removal



Before: Channelized right-turn lanes in place

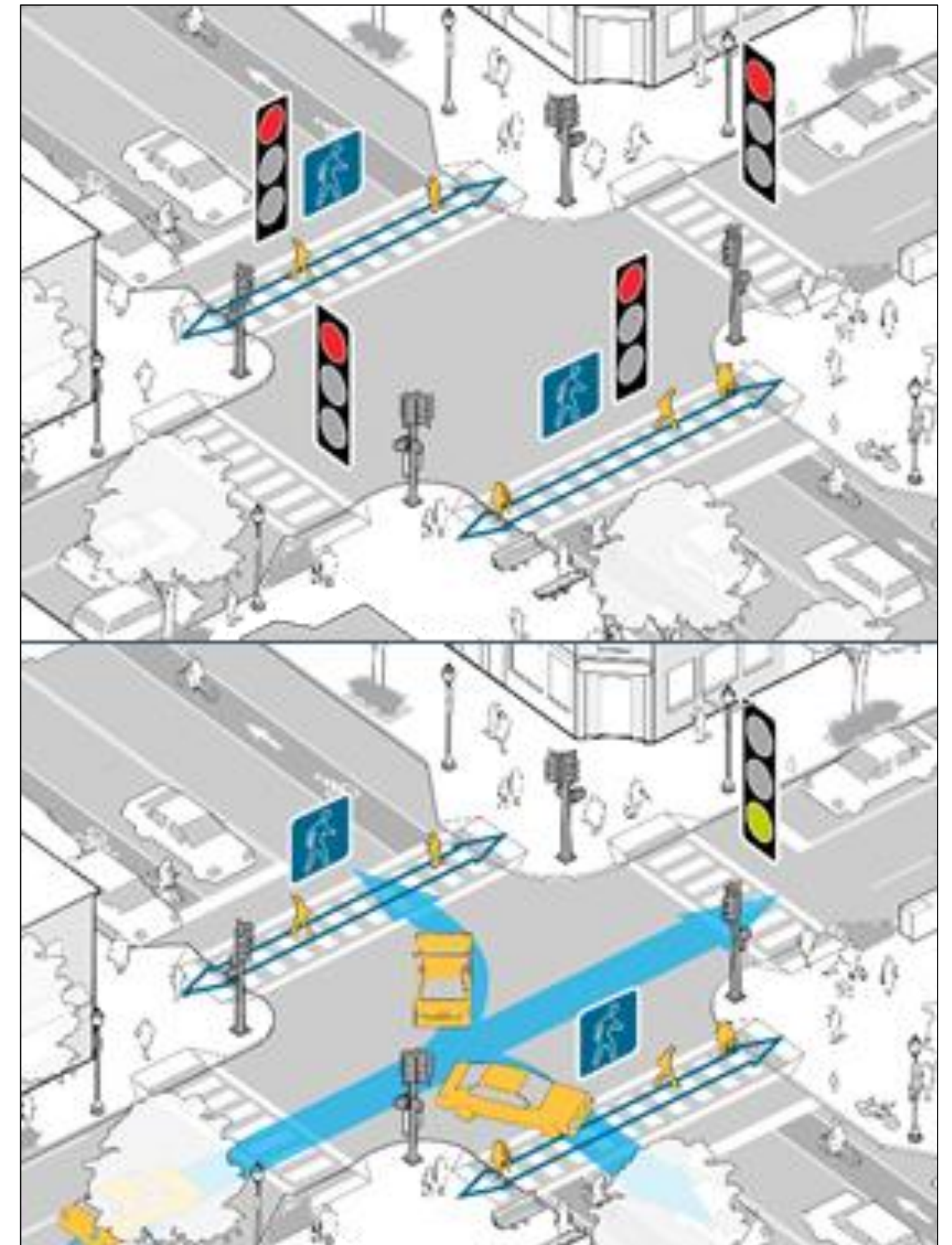
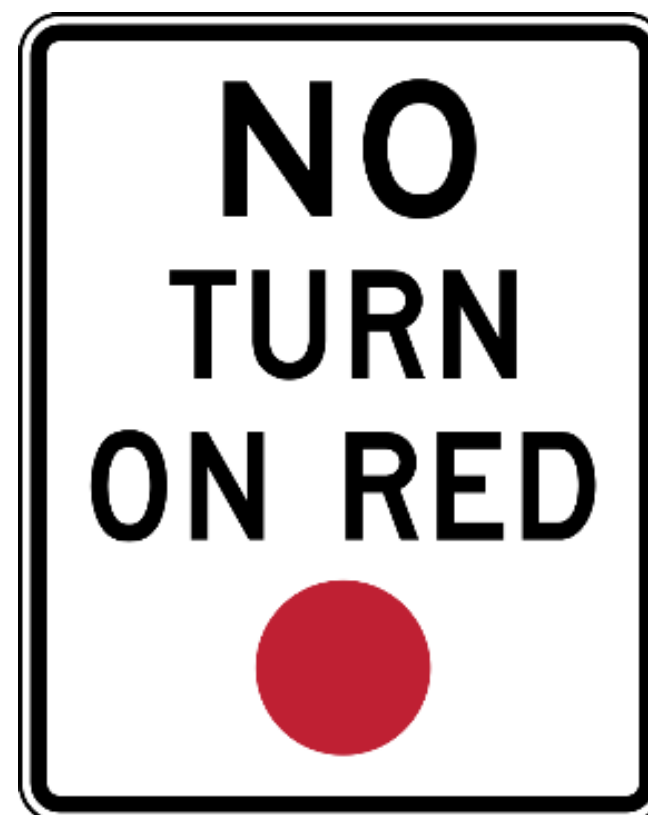


After: Channelized right-turn lanes removed

# Pedestrian Toolkit: Traffic Signal Treatments

- Implement leading pedestrian intervals
- Implement exclusive pedestrian signal phases
- Restrict right-turn on red
- Implement signal phasing and timing strategies (overlaps, turn phases, etc.)

★ Additional details on Pedestrian Toolkit is available on project website (Public Workshop #3)

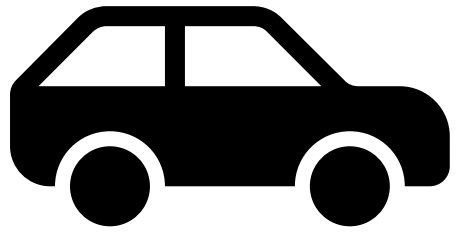


Leading Pedestrian Interval

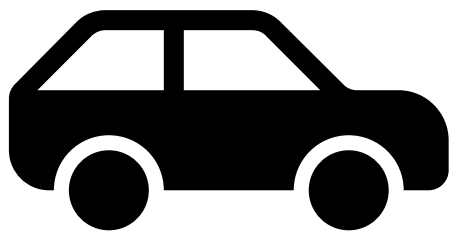
# Multimodal Improvements Impacts

- May increase delay for motorists
- Provides many benefits to pedestrians:
  - Will reduce vehicle-pedestrian interactions
  - Provide additional places for people to cross street
  - Provide head start for pedestrians or fully separated crossing
  - Improve access to bus stops

# Key Takeaways



Increases in delay for motorists are similar regardless of whether the area redevelops consistent with existing zoning or using the proposed zoning scenarios.



Addition of roadway connections within re-development sites and additional pedestrian and bicycle connections will provide relief to delay for motorists.

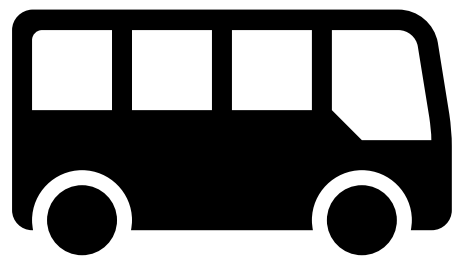


There are many opportunities to provide improved connections and options for people biking within the neighborhoods surrounding Concord Pike, crossing Concord Pike and adjacent to Concord Pike.

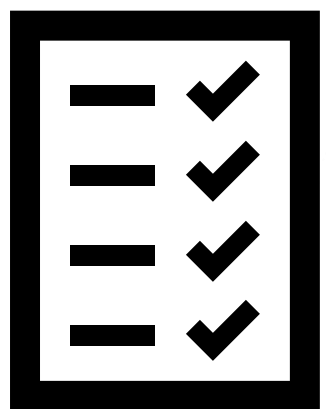
# Key Takeaways



A large menu of treatments is available to improve signalized intersections for people walking. In some cases, adding these treatments could increase delay for motorists.



There are plans for bus service improvements on the corridor in the coming months and additional plans for longer term changes.



The implementation of these recommendations will come in many forms – using existing programs, and potential new programs and policies.

## Poll Question #6

**What is your level of comfort with the proposed changes to zoning if the impact to motor vehicle delay is similar?**

## Poll Question #7

**Do you think a small amount of additional delay for motorists is acceptable to provide more safe and comfortable crossings for pedestrians?**

## Poll Question #8

**How likely would you be to walk to destinations along Concord Pike and in surrounding neighborhoods if low stress connections were implemented?**

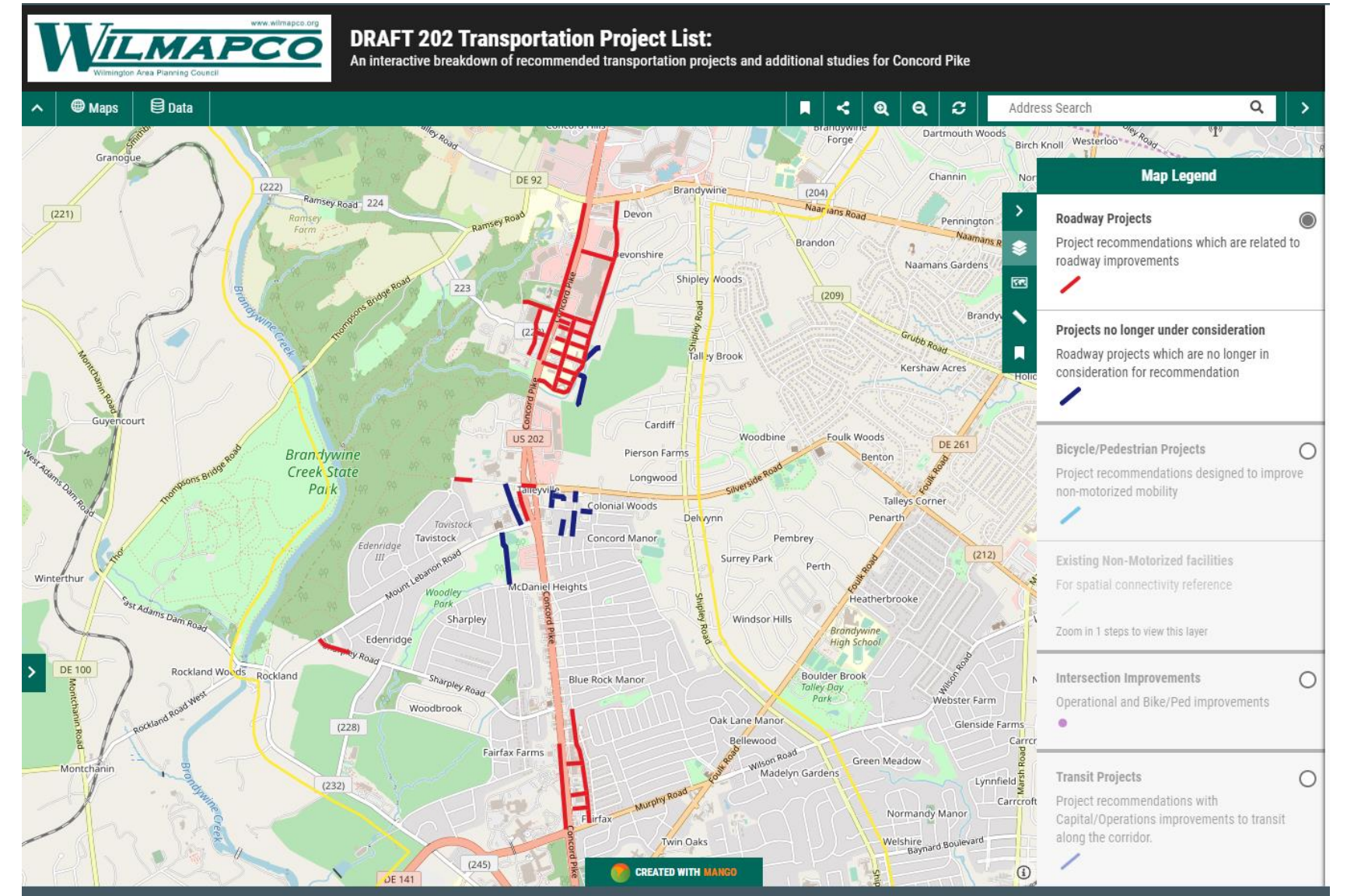
## Poll Question #9

**How likely would you be to bike to destinations along Concord Pike and in surrounding neighborhoods if low stress connections and better bicycle parking facilities were implemented?**

# Transportation – Preliminary Recommendations

- Preliminary recommendations based on traffic analysis, discussions with DTC and DelDOT, and feedback received at previous workshops.
- If applicable, each project has a rough cost estimate and a time period for implementation along with note for project justification and possible implementation hurdles.
- Interactive maps available to show a breakdown of recommended transportation projects and additional studies for area
- Webmap links available on project website [www.wilmapco.org/202](http://www.wilmapco.org/202)

NOTE: Future project prioritization and other factors can alter these cost/time estimates



Webmap includes preliminary recommendations by category :

- Projects no longer under consideration
- Roadway
- Transit
- Bike/Ped
- Intersections

# How will these project get implemented?

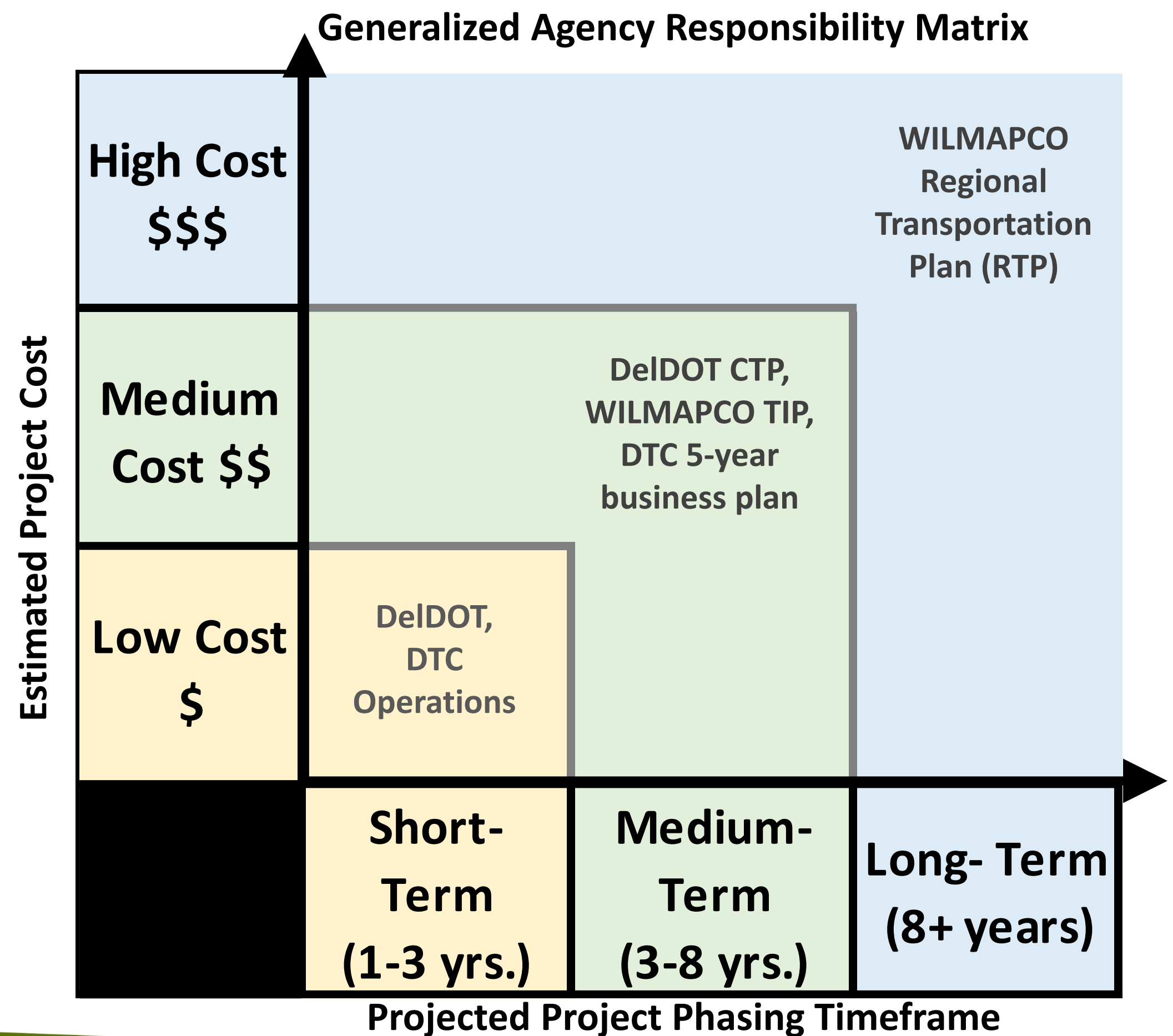
Upon adoption by WILMAPCO, the plan will be added into the Regional Transportation Plan (RTP). Projects within the plan can then be implemented using several mechanisms.

Ongoing participation by the community through a proposed Corridor Monitoring Committee (CMC) will be essential to monitor conditions in the study area, actively support projects, and advocate for project funding.

## Implementation Mechanisms:

Projects will be implemented through various agencies throughout DeIDOT and DTC. Based on the overall project size, they will be handled differently.

- **Larger, long-term projects:** Added to WILMAPCO Regional Transportation Plan (RTP)
- **Moderate-sized Projects:** A project page for the plan will be added to the DeIDOT CTP. WILMAPCO TIP
- **Smaller projects:** Projects that can be included as part of regular DOT/DTC and TMC budgets
- **TIS/TID recommendations:**, Include improvements as part of development plans through the TIS process or as specified in a specified Transportation Improvement District (TID), if designated

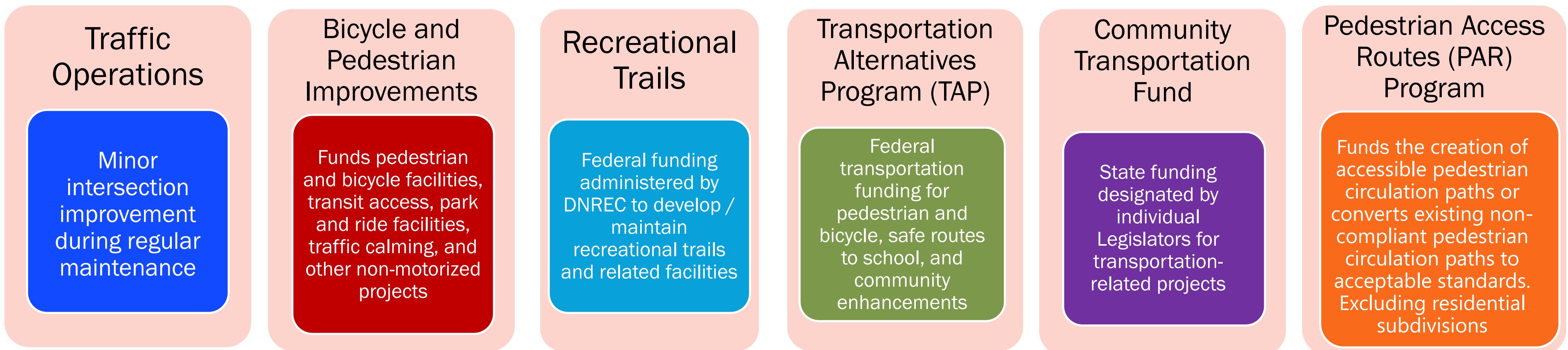


# How will projects get implemented?

## Smaller Projects

Several programs are available to address smaller projects (generally too small for a capital project).

- Programs have their own annual budgets for specific types of projects
- Each program generally has its own prioritization process



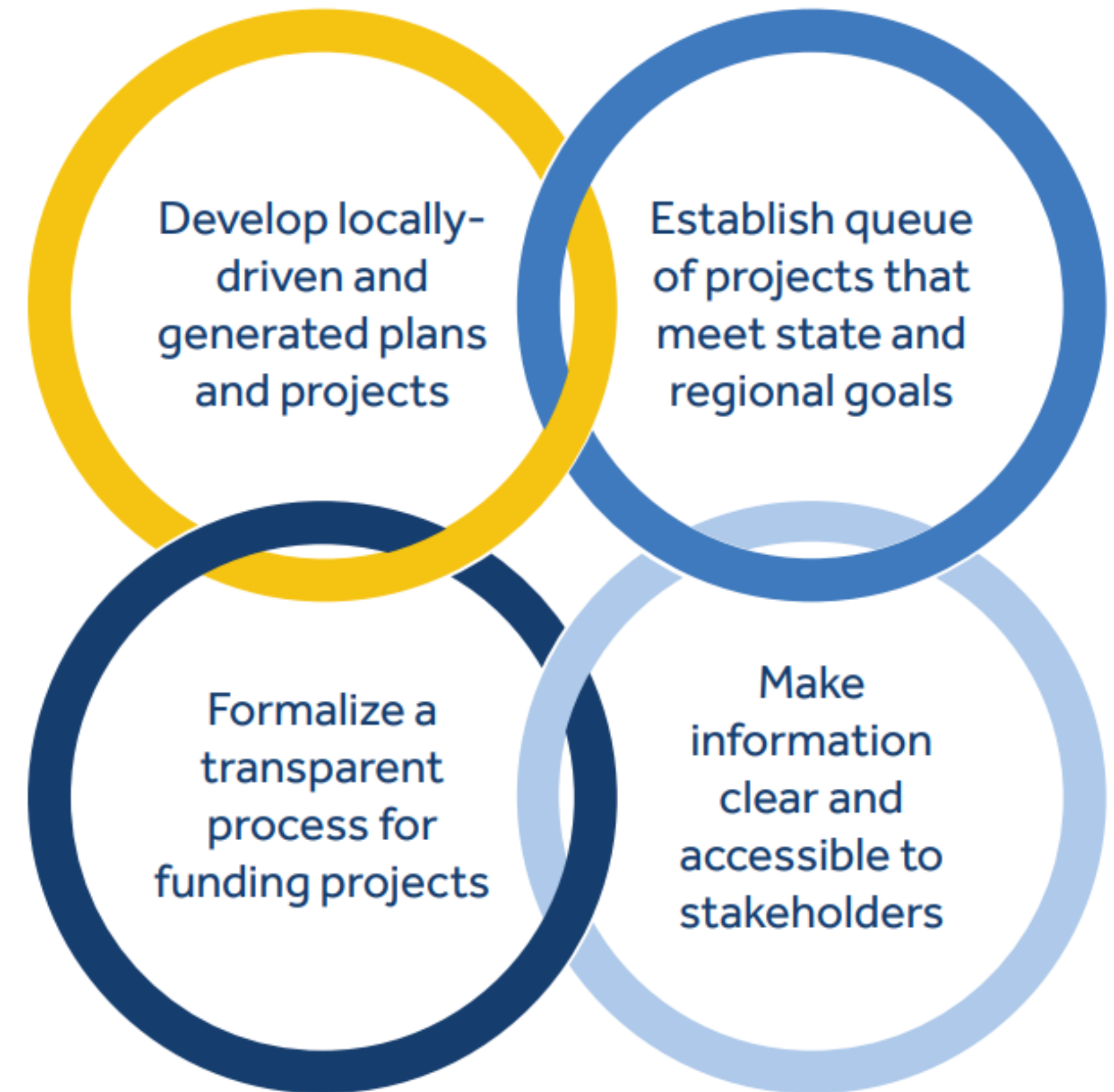
- Once the plan is completed, proposed projects can be considered for prioritization
- Community members can be involved through regular corridor monitoring efforts

# How will we prioritize these?

## Bike/Ped Improvements

- Utilize DelDOT's Bicycle Mobility Tool outlined in the *2018 Blueprint for a Bicycle Friendly Delaware*
- Evaluate proposed pathway and bikeway projects based on which projects provide the best connections from households to parks, employment centers, community centers, schools, and transit.
- Seeks projects that
  1. Connects people to destinations,
  2. Provides separation from traffic,
  3. Turns a stressful route into a comfortable one.

## Prioritization Process



Key step: Develop locally driven and generated plans and projects!

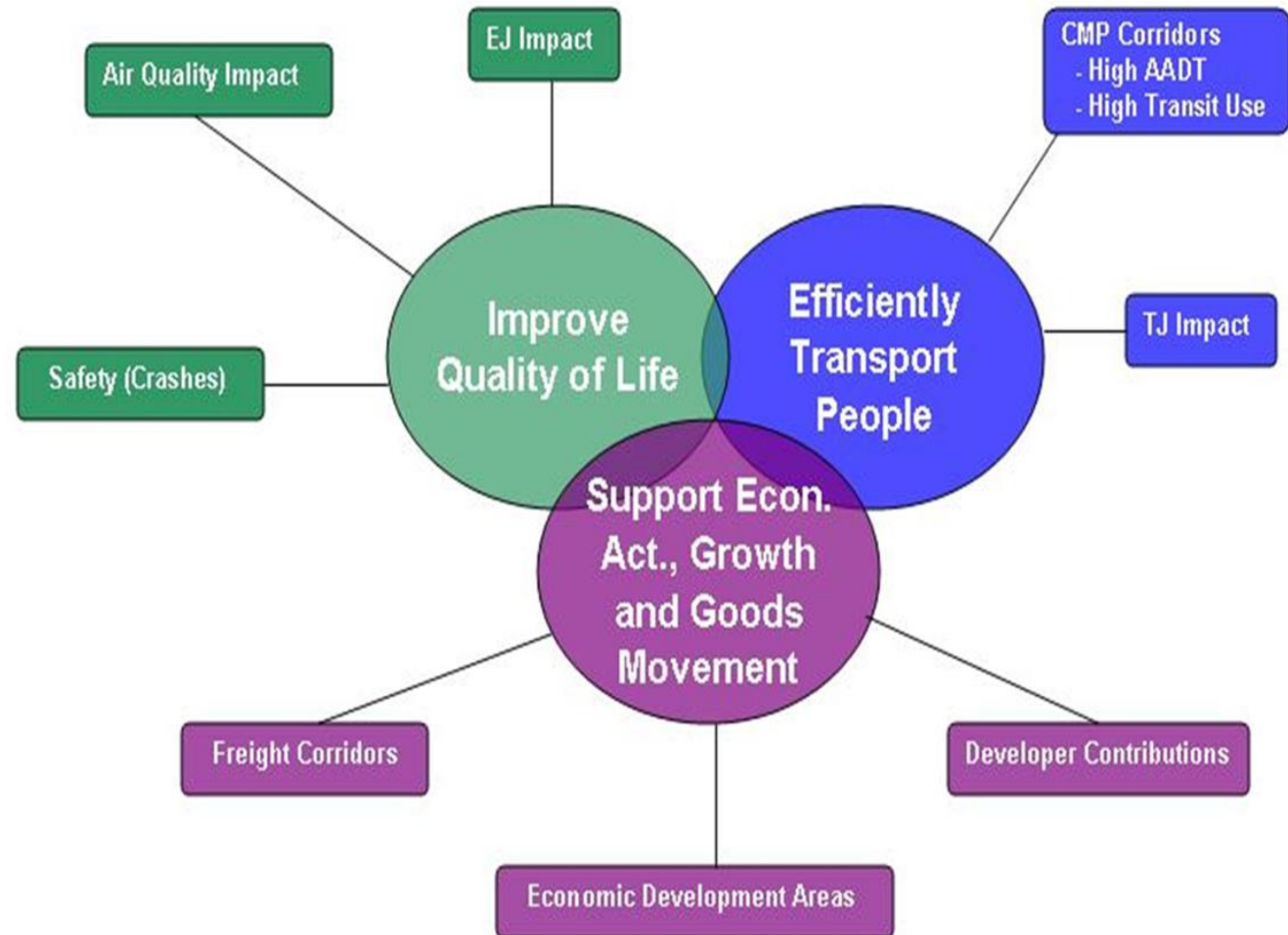
# How will we prioritize these?

## Medium and Long-Range Projects

WILMAPCO's prioritization process evaluates transportation projects using measurable criteria based on the goals of our long-range plan. It provides a quantitative method to compare projects proposed for funding in the Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP). Both offer several opportunities for public review and feedback.

Using technical data, WILMAPCO staff calculates a technical score for each project based on the goals and objectives of the Regional Transportation Plan.

## Criteria Used in WILMAPCO Project Prioritization

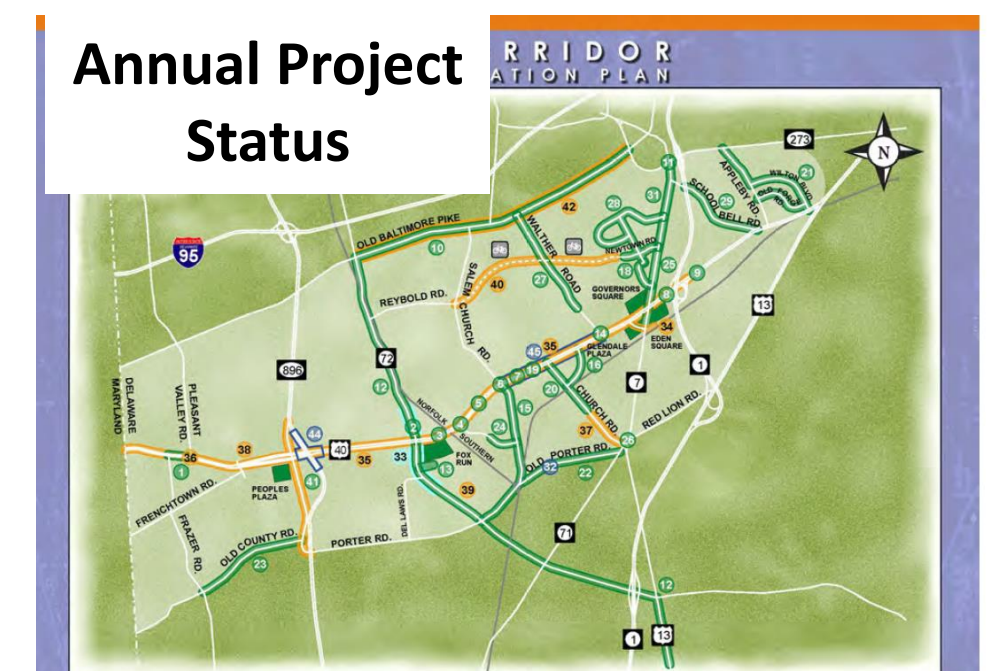
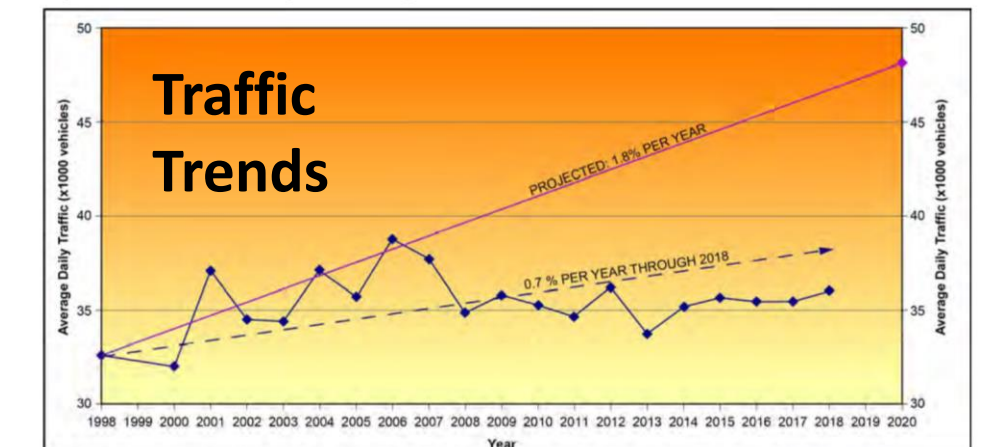
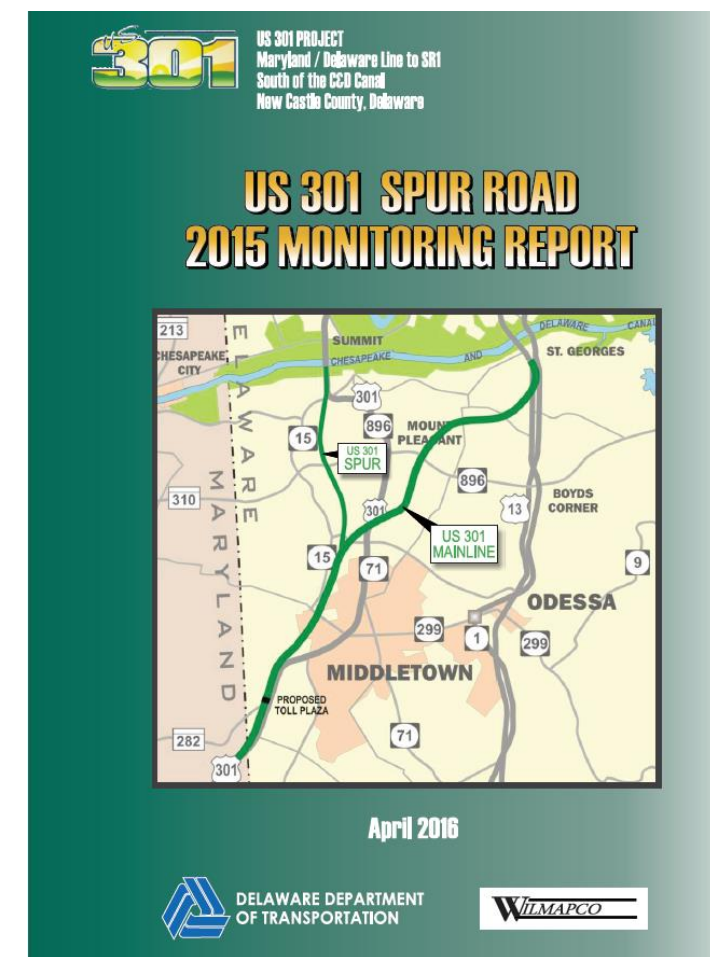


# How will we stay on track?

## Corridor Monitoring and Performance Measuring

Inspired by other corridor plans, execute the master plan through a regular, ongoing process of conducting periodic monitoring of key metrics/trends along the corridor such as:

- Land development
- Traffic
- Highway safety
- Transit service
- Project Implementation status
- Effectiveness of completed projects
- Regional factors impacting corridor



## Benefits to regular corridor monitoring

- Provides regular communications between decision makers, community stakeholders and the traveling public on progress in plan implementation
- Provides key information to help the community to understand the consequences/benefits of investment decisions across transportation assets or modes
- Allows for small mid-course corrections as conditions evolve over time

# Concord Pike Corridor Master Plan

# Next Steps

## How to comment?

A brief survey will be available on the project webpage on April 6, 2020.

[www.wilmapco.org/202](http://www.wilmapco.org/202)

WILMAPCO, NCC and DelDOT will hold the final public workshop in the coming months. We hope to hold this as an in-person and open-house meeting after the ban on large gatherings has been lifted by the Governor of Delaware.

The date of the final workshop will be announced at least 5 weeks in advance.

We welcome your thoughts, please feel free to contact the project manager, Dave Gula via email at [dgula@wilmapco.org](mailto:dgula@wilmapco.org).

Please use the chat box and select Andrew Bing to send your questions or comments to.

Andrew will be read the questions for all participants to hear.

This session will continue until 8 PM or sooner until questions have been answered.

Thank you for participating!