

Concord Pike Monitoring Committee

Meeting #1: Fall 2021

Zoom Virtual Meeting

Date and Time: December 8, 2021, 4-6 PM

Monitoring Committee Attendees:

Project Partners	Organization
Dan Blevins	WILMAPCO
Peter Haag	DelDOT
Cooper Bowers	DelDOT
Matt Rogers	New Castle County (NCC)
Catherine Smith	DE Transit Corporation (DTC)
Civic, Business, Special Interest, Institutions	Organization
James Wilson	Bike DE
Sheila Fleming	Brandywine Conservancy
Nancy Willing	Civic League for New Castle County
R.J. Miles	Council of Civic Organizations of Brandywine Hundred (CCOBH)
Jennifer Kmiec	Committee of 100
Mary Roth	Delaware Greenways
Tricia Arndt	DE Office of State Planning Coordination
Lt. Lance Skinner	Delaware State Police
Bob Beichner	New Castle County Chamber of Commerce
State/County Elected Official	Organization
Laura Sturgeon	State Senate District 4
Kyle Evans Gay	State Senate District 5
Debra Heffernan	State Representative District 6
Krista Griffith	State Representative District 12
Dee Durham	New Castle County Council District 2
Consultant Team	Organization
Andrew Bing	Kramer & Associates
Mark Tudor	RK&K
Kim Troiani	RK&K

Other Attendees:

WILMPACO: Tigist Zegeye, Dave Gula, Jake Thompson, Randi Novakoff

DelDOT: Pamela Steinebach, Paul Moser

New Castle County (NCC): Andrea Trabelsi, Owen Robatino, Chris Counihan

32 Members of the Public

Meeting Summary:

- Andrew Bing introduced the Consultant Team, Project Partners, State/County Elected Officials, and Civic, Business, Special Interest, Institutions.
- Committee Members introduced themselves and provided a short statement on why the committee is important to them.
- Andrew Bring provided an overview of the Monitoring Committee that included the purpose, role, and expectations of the Monitoring Committee.
- Mark Tudor presented on the Concord Pike Master Plan, dated September 2020 and found on the project website www.wilmapco.org/202-2/
- Mark Tudor asked the Project Partners to provide an update of what has been worked on since the Master Plan.
 - Dan Blevins, WILMAPCO, noted the importance of the Committee so there can be a continuous dialogue with the community to implement the plan.
 - Dan Blevins also noted that WILMAPCO's is working on its Long Range Plan.
 - Matthew Rogers, New Castle County, noted an effort being led by Councilwoman Durham with the Department of Economic Development and Land Use. The COVID Recovery Project for the Concord Pike area is slated to be complete by the end of this calendar year. This initiative is looking to provide land use recommendations for implementation moving forward.
 - Matthew also noted the active update to the NCC Comprehensive Plan and announced the In-person Winter Forum (December 9th, 67 Reed Way) and Virtual Winter Forum (December 15th) and shared the link within the chat box, NCC2050.NewCastleDE.gov.
 - Cooper Bowers, DelDOT, noted the upcoming Virtual Public Meeting for the Restore the Corridor Project for I-95, that is planned for Tuesday, December 14th, at 6 PM and shared the link within the chat box, restorethecorridor.com.
 - Cathy Smith, DART, noted the DART First State virtual public hearing workshop that is being held later in the evening and encouraged participation to provide transit comments.
 - Mark Tudor noted the December 2nd virtual workshop *Designing Delaware Intersections for People*, and the ideas shared at the workshop of improvements for the nominated Concord Pike intersection at Silverside Rd and Garden of Eden Rd, along with the intersection of Concord Pike with Mt. Lebanon Rd.
 - James Wilson, Bike DE, noted that out of the dozens of intersections that were nominated they were pleased that the Concord Pike intersections were chosen.

- Andrew Bing introduced the homework assignment and called upon committee members to offer their priorities in terms of recommendations of the Master Plan.
 - James Wilson, Bike DE (speaking)
 - Development of properties that are immediately adjacent to the corridor.
 - Noted that DE has the second highest per capita pedestrian fatality rate in America.
 - Corridor redevelopment does not include additional, uncontrolled, mid-block pedestrian crossings.
 - Expansion of low stress bicycle network.
 - James Wilson, Bike DE (chat)
 - Assuming that significant traffic calming of Concord Pike is not on the table, all new development adjacent to the corridor should be carefully designed so that the development does NOT generate additional uncontrolled mid-block pedestrian crossings.
 - Assuming that significant traffic calming of Concord Pike is not on the table, reduction in direct access of adjacent properties to the corridor where such reduced access can constrain uncontrolled pedestrian crossings at mid-block locations.
 - Expansion of the low stress bicycle network.
 - Shelia Fleming, Brandywine Conservancy
 - Top priority, Multi-way Concept Project, between Beaver Valley Rd and Rocky Run Blvd.
 - Bike-Ped projects, East-West Connection multi-use path, Ebright Rd to Ramsey rd.
 - Brandywine Creek State Park, Garden of Eden Rd-bike lanes, getting east west connections to the recreational, open-space facilities.
 - Nancy Willing, Civic League for New Castle County
 - Identity and Gateway work
 - Safe ped and bike crossing
 - Signage and wayfinding to public natural areas nearby
 - R.J. Miles, CCOBH
 - Congestion and Traffic
 - Challenges with 202 being a hybrid (major and local connector)
 - Master Plan Solution is well balanced
 - Highway to move traffic north to south while providing quality of life for people trying to travel within the community.
 - Jennifer Kmiec, Committee of 100
 - Mixed use infill development that in the plan to enhance the attractiveness of the corridor
 - Strip malls are not attractive and need upgraded

- Bike-Ped connectivity
- Mary Roth, DE Greenways
 - Redevelopment projects are priority
 - Connections to existing trail network
 - North-South connection to Shipley Rd
 - Wayfinding is low hanging fruit
- Tricia Arndt, DE Office of State Planning Coordination
 - Improving bike and ped linkages between the neighborhoods and commercial development
 - Recreational opportunities to promote a healthier way for folks to travel
 - Greenspace preservation and expansion – streetscape and BMPs along corridor
- Lt. Lance Skinner, Delaware State Police
 - Improvement of pedestrian crossings on Delaware roadways and appreciate the focus in this area
 - Troop 1 has really focused in the area throughout 2021 with over 500 Proactive traffic summons issued outside of verbal/written warnings.
 - 47 summons were issues for pedestrian violations.
 - These also are outside of educational contacts throughout the year where a summons would not be issued.
 - Bicycle connections throughout the corridor.
- Bob Beichner, New Castle County Chamber of Commerce
 - Responsible infill development; creation mixed use amenities
 - Safety – frightening that we are second in leading this nation’s pedestrian fatalities.
- Dee Durham, New Castle County Council District 2
 - From transportation side of things, bike-ped network off 202
 - Intersections at Independence Mall, Silverside Rd, and Mt. Lebanon Rd.
 - Bike DE Rally – Mt. Lebanon Rd. Proposal could be implemented quickly and make a huge difference
 - Wayfinding/Signage Study
- Laura Sturgeon, State Senate District 4
 - 202 from Murphy Road and new avenue north that is being built
 - Residents of Edenridge, Tavistock, Woodbrook, and Sharpley, could walk to many places on 202 (grocery store, Simon eye, restaurants); a lot you could do without getting in car
 - Not walker friendly, no consistent sidewalks

- Create a pedestrian way through parking lot so pedestrians know they are welcome to walk
 - Neighborhoods are not well lit for walking at night
 - Trees to provide a sense of a protective barrier between 202 and walkways
- Kyle Evans Gay, State Senate District 5
 - Integrity of neighborhoods; traffic patterns are not creeping into neighborhoods
 - Pedestrian safety
- Debra Heffernan, State Representative District 6
 - Highest priority for the Concord Pike area is safety for pedestrians, bikers, and cars.
 - Represent neighborhoods that are near Concord and would like traffic to not cut through neighborhoods to save time. And that is something that a lot of people do.
- Krista Griffith, State Representative District 12
 - Walkability-bikeability across 202 for neighborhoods to access one another.
 - Many wonderful resources in this area and connections can be made to the beautiful neighborhoods in a safe and efficient manner.
 - Protect the integrity of neighborhoods.
 - I live in Fairfax. The entrance, which is a public entrance roadway maintained by DelDOT, looks horrible, like you drive into our neighborhood and the roads in bad shape, the turning in and out is in bad shape. People cut through
 - The West Side has done a much better job in terms of managing the traffic that goes into those internal neighborhoods.
 - The East Side also deserves that same treatment so that you're not just getting cut in traffic at each street. The roads deteriorate quickly. They cost a lot to repave.
 - Need a consistent, redevelopment approach to neighborhoods.
 - In the past there has been a hodge podge type of development scheme
 - Now we're dealing with aging properties, many of which are vacant or partially filled, and it just does not have an attractive look.
- Andrew Bing wrapped up the homework assignment and noted to the Monitoring Committee that public comments are being accepted and will be accepted through chat at the end of the meeting.

- Andrew also noted that another way to get the public involved is for committee members to be liaisons with the public.
- He also noted that as projects move forward, there will be a public outreach process as part of each of the projects.
- Mark Tudor introduced Paul Moser, Engineer III, DelDOT Local Systems Improvement, to discuss Level of Traffic Stress
- Paul Moser presented on Level of Traffic Stress, referencing a PowerPoint presentation titled Bicycle Network Modeling
 - Paul provided an overview of the study area that was used in the modeling, an explanation of Level of Traffic Stress, the project concept development process, the low stress cycling grid concept, modeling methodology, the top 10 stand-alone projects, and scenario modeling.
 - No questions were asked at the end of Paul's presentation.
- Mark Tudor presented on the approach of the implementation of major transportation and land use recommendations and bicycle and pedestrian improvements, as noted in the Master Plan.
- Mark Tudor noted to the group that there will be a project tracking matrix developed to track progress of the Master Plan recommendations.
- Andrew Bing transitioned by asking if there were any questions of the Monitoring Committee:
 - R.J. Miles asked if the monitoring committee is "hitched to the wagon" to the Master Plan? If so, the Master Plan has not been adopted by the County Council and when would that need to happen to be in the "tool box" for the Monitoring Committee to execute.
 - Dan Blevins responded that the Master Plan has been adopted by the WILMAPCO council, so it is considered an adopted plan.
 - Dan noted how the Master Plan fits within the updates to the New Castle County Comprehensive Plan that is in process.
 - Dee Durham, wanted to be sure that the Mt. Lebanon Road intersection was on the list of priorities and Paul Moser confirmed that it was a priority project.
 - Dee noted Mark's implementation slide from 3-8 years mentions "transit to US322 and the Stateline" and that the priority should be transit service within the corridor area and locally.
 - Dee also echoed R.J. Miles sentiment that that although the Master Plan has been approved by WILMAPCO, as far as land use goes, New Castle County has not approved the master plan.
- Andrew Bing asked if there were any questions of the public:
 - Dean Griffin, noted that something that could be implementable in the early process of less than three years, would be to add signage at the entrances of 202

from Pennsylvania to Delaware that noted, “No Compression Braking, Delaware State Code”.

- Dean noted that this would really go a long way to all the people living along US202 to cut down on noise, especially at night.
- Dean represents the Committee of 184 Residents/Units at the boundary of US202 entering PA and noted that it would be beneficial to have the big rig trucks heading to 95 and Port of Wilmington, access US322 by not having to come down US202.
- Andrew Bing wrapped up the meeting and thanked everyone for their attendance and noted there will be a meeting in the Spring and in the interim asked the group to communicate any priorities.
- Dan Blevins also thanked the Committee for their time and commitment and noted that the presentation and meeting recording will be available on the project webpage.