

Concord Pike Monitoring Committee

Meeting #2: Spring 2022

Hybrid Meeting

- In-Person at Talleyville Fire Company
- Virtual component on Zoom

Date and Time: May 11, 2022, 6-8 PM

Monitoring Committee Attendees:

Project Partners	Organization	Attendance
Dan Blevins	WILMAPCO	In-Person
Steve Bayer	DelDOT	Virtual
Matt Rogers	New Castle County (NCC)	In-Person
Cathy Smith	Delaware Transit Corporation (DTC)	Virtual
Civic, Business, Special Interest, Institutions	Organization	Attendance
James Wilson	Bike DE	Virtual
Lisa Timbers	Brandywine Conservancy	Virtual
Jennifer Kniec	Committee of 100	Virtual
Mary Roth	Delaware Greenways	Virtual
Tricia Arndt	Delaware Office of State Planning Coordination	Virtual
Capt. Mark Windsor	Delaware State Police	Virtual
Alysse Bortolotto	New Castle County Chamber of Commerce	Virtual
State/County Elected Officials	Organization	Attendance
Dee Durham	New Castle County Council District 2	In-Person
Laura Sturgeon	State Senate District 4	Virtual
Krista Griffith	State Representative District 12	In-Person
Consultant Team	Organization	Attendance
Andrew Bing	Kramer & Associates	In-Person
Mark Tudor	RK&K	In-Person
Kim Troiani	RK&K	In-Person
Katie Gibson	RK&K	In-Person

Other Attendees:

WILMAPCO: Tigist Zegeye (virtual), Dave Gula (virtual)

DeIDOT: Paul Moser (in-person)

Meeting Summary:

- Andrew Bing started the meeting and introduced the hybrid meeting format and how to proceed with the virtual component
- Andrew introduced the Consultant Team, Project Partners, State/County Elected Officials, and Civic, Business, Special interest, and Institution attendees
- Committee Members in attendance in-person and online introduced themselves
- Andrew discussed the meeting agenda and provided an overview of the Monitoring Committee that included the purpose, role, and expectations of the committee
- Mark Tudor presented on the key takeaways from the December 8, 2021 Monitoring Committee meeting
 - Concord Pike Master Plan, which can be found on the project website www.wilmapco.org/202-2/
 - Priorities the committee discussed at the last meeting
 - Overview of the annual monitoring report
- Mark asked the Project Partners to provide an update of what has been worked on since the last Monitoring Committee Meeting
 - Dan Blevins, WILMAPCO, noted that WILMAPCO is about to begin their Regional Transportation Plan update cycle. This will pick up later in the summer. He noted that this will require more outreach as there are a lot of small projects within the Regional Transportation Plan that will need help to get moved on, and that heavy work on some of these may begin with the Concord Pike Monitoring Committee
 - Cathy Smith, DTC, provided updates:
 - DTC has implemented services changes in March 2022.
 - DTC has suffered great transit ridership loss due to the pandemic but has been slowly rebuilding ridership, up to 60% of pre-COVID ridership and up to 80% of pre-COVID ridership in the paratransit route
 - DTC will be receiving bids for a transit study called DART Reimagined. The study will focus on where the demand for transit is and how to redesign the network to accommodate this. Cathy noted that Concord Pike will be a key area in this, as the corridor has robust routes and ridership
 - DTC is working on a capital project, the Claymont Train Station. While not directly on Concord Pike, this station will feed into the regional transportation network.

- Krista Griffith asked Cathy if the DTC is planning to update their facilities along Concord Pike. Krista noted that there does not seem to be many shelters for bus riders to use during inclement weather
 - Cathy responded that the DTC looks at ridership to determine where there are issues in accessibility and make necessary improvements based on this assessment
 - Krista followed up with another question: how many bus shelters are there along the corridor?
 - Cathy provided a rough estimate of bus stops and shelters along the corridor
 - Northbound SR 202 has approximately 25 bus stops, 16% of which are benches and 12% are shelters
 - Southbound SR 202 has approximately 24 bus stops, 38% of which are benches and 33% are shelters
 - Dee Durham noted that she sees people sitting on the curb of Concord Pike and that this is a major safety issue.
 - Dee mentioned she would like to meet with DART and DTC to talk about this issue and how to make improvements to Concord Pike
 - Dee echoed that to encourage ridership, transit lines need to be made more user friendly
- Mark Tudor turned the meeting over to Matt Rogers, NCC, to give a presentation on the New Castle County Comprehensive Plan
- Matt Rogers presented on the 2022 update to the New Castle County Comprehensive Plan as related to the Concord Pike Study Area
 - Matt discussed future land use along Concord Pike and community planning and design in the area
 - At the end of Matt's presentation, James Wilson asked Matt if the new future land use designations consider pedestrian safety. In particular, James asked if there was anything in place that would improve pedestrian safety at mid-block locations. James also noted that 3 pedestrian fatalities occurred on Concord Pike between 2015 and 2020
 - Matt responded that NCC can encourage the reduction of driveway points to improve pedestrian safety but noted that NCC does not have jurisdiction over this, and it depends on the site. NCC can encourage reducing access points and work with DeIDOT to achieve this, as DeIDOT regulates access points
 - Andrew Bing noted how the Concord Pike Monitoring Committee allows people to come together and discuss these issues and that this is something the committee can continue to discuss, however it is more of a question for DeIDOT
 - Dee Durham mentioned that during the master plan process, there was discussion to get shopping traffic off the main road and narrow 202 to two lanes in certain areas, including Fairfax. This would slow traffic down and make for more bike/pedestrian friendly intersections

- Dan Blevins identified these as multiways, and confirmed that they are in Chapter 4 of the master plan
- Dee also mentioned that Concord Pike commercial property owners want to slow traffic down, so more people will shop along the corridor and to improve safety
- Dee posed the question: are we designing for through traffic or for economic development?
- Dee followed this with the question of how do we prioritize one of these multiways to be built?
 - Dan Blevins responded that this would require DeIDOT, county, and landowner cooperation and agreement
 - Andrew noted that another group may need to be formed to coordinate this effort
- Andrew introduced Paul Moser, PE Engineer IV, DeIDOT Active Transportation & Community Connections, to discuss Bicycle Network Modeling
- Paul Moser, DeIDOT, presented on Bicycle Network Modeling and discussed bicycling in the area, Level of Traffic Stress, and standalone projects and scenario modeling
 - Dee Durham commented that the path Paul showed through the Brandywine County Club is already on a development plan, making its way through the land use process
 - James Wilson noted that the state bicycle plan envisions that projects will trickle upward and be nominated to DeIDOT. James asked if this committee must do anything to ensure the best of these project are appropriately nominated?
 - Paul responded that the bike/pedestrian pool is yearly and competitive Paul noted that this would depend on WILMPACO to push individual projects
 - Andrew Bing noted that this committee is not a decision-making group and does not make formal recommendations. Andrew noted however, the committee can be a starting point to show interest and get the right people involved
 - James asked if any of the projects identified are Community Transportation Fund (CTF) sized?
 - Paul responded that the Connector on Sharpley is CTF sized
 - Paul also noted he has seen CTF funds used to leverage million-dollar projects
- Andrew Bing turned the meeting over to Mark Tudor to discuss the GIS Tracking Database
- Mark Tudor gave a brief overview of the GIS Tracking Database, which will allow the committee to see that status of the implementation of the Master Plan
 - No questions were asked at the end of the GIS Tracking Database presentation
- Andrew introduced the Monitoring Committee's next steps regarding the priorities and focus areas
- Andrew asked the committee if the priorities identified seem like the right focus areas for the group to start with
 - James Wilson asked what signation coordination would mean regarding the 202 corridor?

- Dan Blevins responded that this priority refers to how we can make signal coordination more efficient
 - Dan noted the corridor has been looked at in 2015 and again in 2019 to determine how to improve signal coordination
 - Dan noted there is a balancing act with signal coordination. It depends on what the goal is with timing, to move vehicles or to balance bike/pedestrian movements?
 - James asked if there is input from engineers that time the signals? James followed this by asking what is our input and interest in this?
 - Dee Durham added by posing the question of who are we serving with signal coordination, through traffic, local merchants, or bike/pedestrian movement?
 - James asked if there are instances where signal coordination has not been for vehicle capacity
 - Dan responded that Newark is an instance of this
 - Andrew noted this is something the committee should focus on
 - Andrew mentioned he leads a similar group in Sussex County, and they recently had Gene Donaldson, who leads signal coordination for DelDOT, present to that group. Andrew noted that this could be an interesting presentation for the Concord Pike Monitoring Committee as well
 - Dee asked what bike connectivity encompasses, the bike pathway network or just intersections?
 - Mark noted that Paul's information analysis should inform the committee on this item and where to focus priority
 - Andrew posed the question of who are we in this corridor, a roadway or a community that supports businesses and attractions?
 - Dee noted that there should be signage on I-95 to highlight what this area has to offer
 - Dee noted that she would like to see the Independence Mall intersection on the list of priorities. Dee, Laura Sturgeon, and Debra Heffernan aim to meet with DelDOT to discuss this intersection after the end of session.
 - Andrew noted that priorities identified come from the master plan. Andrew reiterated that everything in the master plan is important, but we are prioritizing these areas first
- Andrew noted that the current schedule is to have two meetings per year, but that the committee may move to three meetings per year with one public workshop, depending on funding
 - Andrew noted that the last item on the agenda was to provide the public an opportunity to provide comments; however, there are no members of the public in the meeting.
 - Andrew asked the group for any final questions, and noted that the recording and meeting summary can be found on the project website, www.wilmapco.org/202-2/
 - Andrew wrapped up the meeting and thanked everyone for their attendance