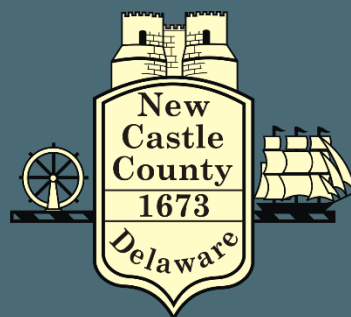


Welcome!

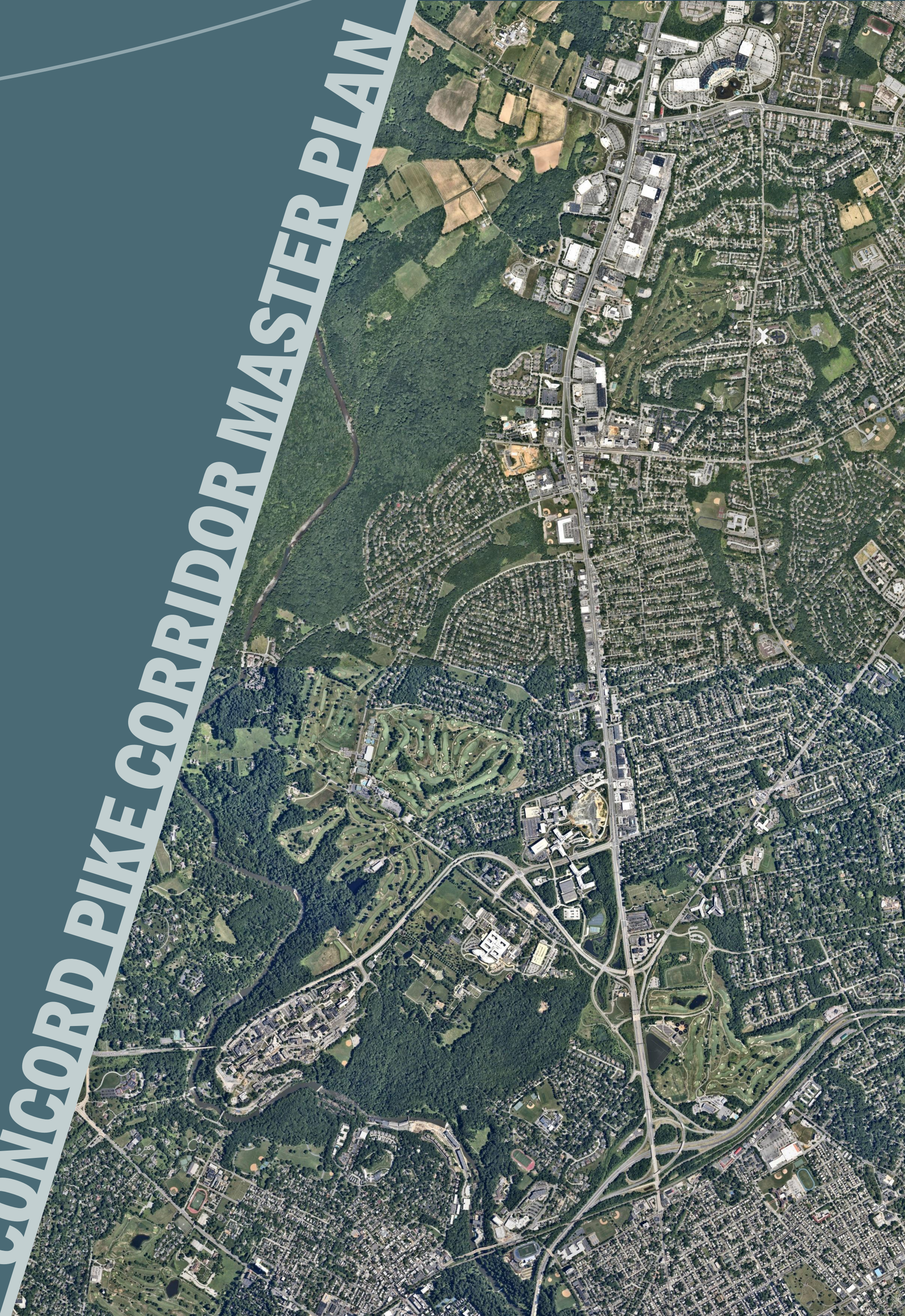
Concord Pike Corridor Monitoring Committee

December 8, 2021

WILMAPCO



CONCORD PIKE CORRIDOR MASTER PLAN



CONCORD PIKE MONITORING COMMITTEE

AGENDA

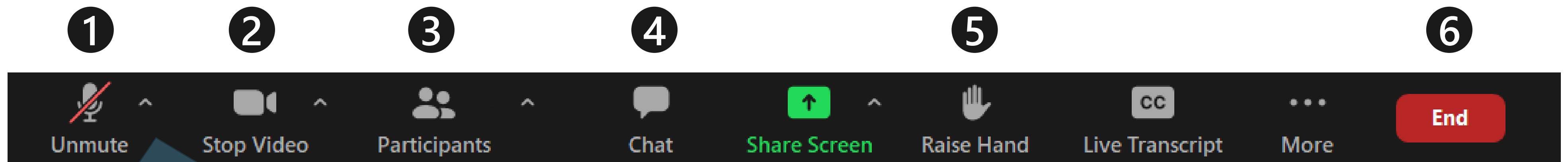
1. Introductions
2. Concord Pike Monitoring Committee Overview
3. Presentation of Concord Pike Corridor Master Plan, September 2020
4. Updates Since Master Plan Adoption
5. Committee Homework Assignment Discussion
6. Level of Traffic Stress Overview
7. Concord Pike Corridor Master Plan Implementation Opportunities
8. Next Steps
9. Public Comments

CONCORD PIKE MONITORING COMMITTEE

THE ZOOM MENU BAR:

1. Microphone icon: Mute/unmute your own audio.
2. Video icon: Start/stop your video feed.
3. Participants: List of participants.
4. Chat: Send a message to one person or all participants and ask questions during Q&A.
5. Raise Hand: Ask a question by raising your hand.
6. End or Leave Meeting: Close out of the webinar.

* Note that you are muted and without video by default.



Adjust Audio/Video Settings

- Click the upward arrow (^) to change your computer's audio/video preferences.

PROJECT PARTNERS



CONCORD PIKE MONITORING COMMITTEE

MEMBERS

Civic, Business, Special Interest, Institutions

- Bike DE: James Wilson
- Brandywine Conservancy: Sheila Fleming
- Civic League for NCC: Nancy Willing
- CCOBH: R.J. Miles
- Committee of 100: Jennifer Kmiec
- Delaware Greenways: Mary Roth
- Delaware Office of State Planning Coordination: Tricia Arndt
- Delaware State Police: Capt. Mark Windsor and Lt. Lance Skinner
- New Castle County Chamber of Commerce: Bob Beichner
- Woodlawn Trustees: Richard Przywara

Project Partners

- WILMAPCO – Dan Blevins
- DeIDOT – Peter Haag and Cooper Bowers
- NCC – Matt Rogers
- DTC – Cathy Smith

State/County Elected Officials

- New Castle County Council
 - District 2 Dee Durham
- State Elected officials
 - State Senate District 1 – Sarah McBride
 - State Senate District 4 – Laura Sturgeon
 - State Senate District 5 – Kyle Evans Gay
 - State Representative District 1 – Nnamdi Chukwuocha
 - State Representative District 4 – Gerald Brady
 - State Representative District 6 – Debra Heffernan
 - State Representative District 10 – Sean Mathews
 - State Representative District 12 – Krista Griffith

Consultant Team

- RK&K – Mark Tudor and Kim Troiani
- Kramer & Associates – Andrew Bing

CONCORD PIKE MONITORING COMMITTEE

INTRODUCTIONS

- Name
- Organization
- Why this is important

CONCORD PIKE MONITORING COMMITTEE

PURPOSE OF THE MONITORING COMMITTEE

- Guide and fulfill the recommendations of the Concord Pike Master Plan
- A collaborative dialogue between the Committee members which represent a diverse group of stakeholders
 - Implementing agencies
 - Elected Officials
 - State Police
 - Civic and community leaders
 - Business Interests
 - Advocacy Groups

CONCORD PIKE MONITORING COMMITTEE

ROLE OF THE MONITORING COMMITTEE

- Facilitate regular communications between decision makers, community stakeholders and the traveling public on progress in plan implementation.
- Share key technical information to help the community understand the consequences/benefits of investment decisions across transportation assets or modes.
- Provide input on local transportation priorities.
- Provide input on the prioritization of plan projects, in particular bike/ped improvements.
- Provide input on small mid-course corrections as conditions evolve over time.
- Help to facilitate solutions to traffic management problems as they arise.

CONCORD PIKE MONITORING COMMITTEE

EXPECTATIONS OF THE MONITORING COMMITTEE

- Attend up to two (2) meetings per calendar year.
- Active participation at meetings.
- Serve as a liaison between the Committee and the individuals/groups that you represent (if any).

CONCORD PIKE MONITORING COMMITTEE

HOW WE TREAT EACH OTHER:

- Each member has an equal right to speak and ask questions.
- Each member is encouraged to share individual viewpoints.
- Individual opinions are valid whether others agree with them or not.
- We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored not suppressed.
- We will be courteous when addressing other committee members, staff and consultants.
- We will refrain from interrupting each other, staff or consultants.
- We will keep our comments relevant to the topic under discussion.

CONCORD PIKE MONITORING COMMITTEE

HOW WE COMMUNICATE WITH THOSE OUTSIDE THE CONCORD PIKE MONITORING COMMITTEE:

- Individuals are free to discuss the work of the Concord Pike Monitoring Committee; however, any discussions reflect the individual views of the individual and do not reflect the views of the Concord Pike Monitoring Committee.
- Meetings of the Concord Pike Monitoring Committee are open to the public; however, the meetings will be designed for the Concord Pike Monitoring Committee members.
- The public will be provided the opportunity to provide comments at the end of each Committee meeting.

HOW RECOMMENDATIONS WILL BE MADE:

- The Concord Pike Monitoring Committee will NOT make formal recommendations.
- The Committee will provide information, experiences and local knowledge to assist the project team implementing the Concord Pike Master Plan.

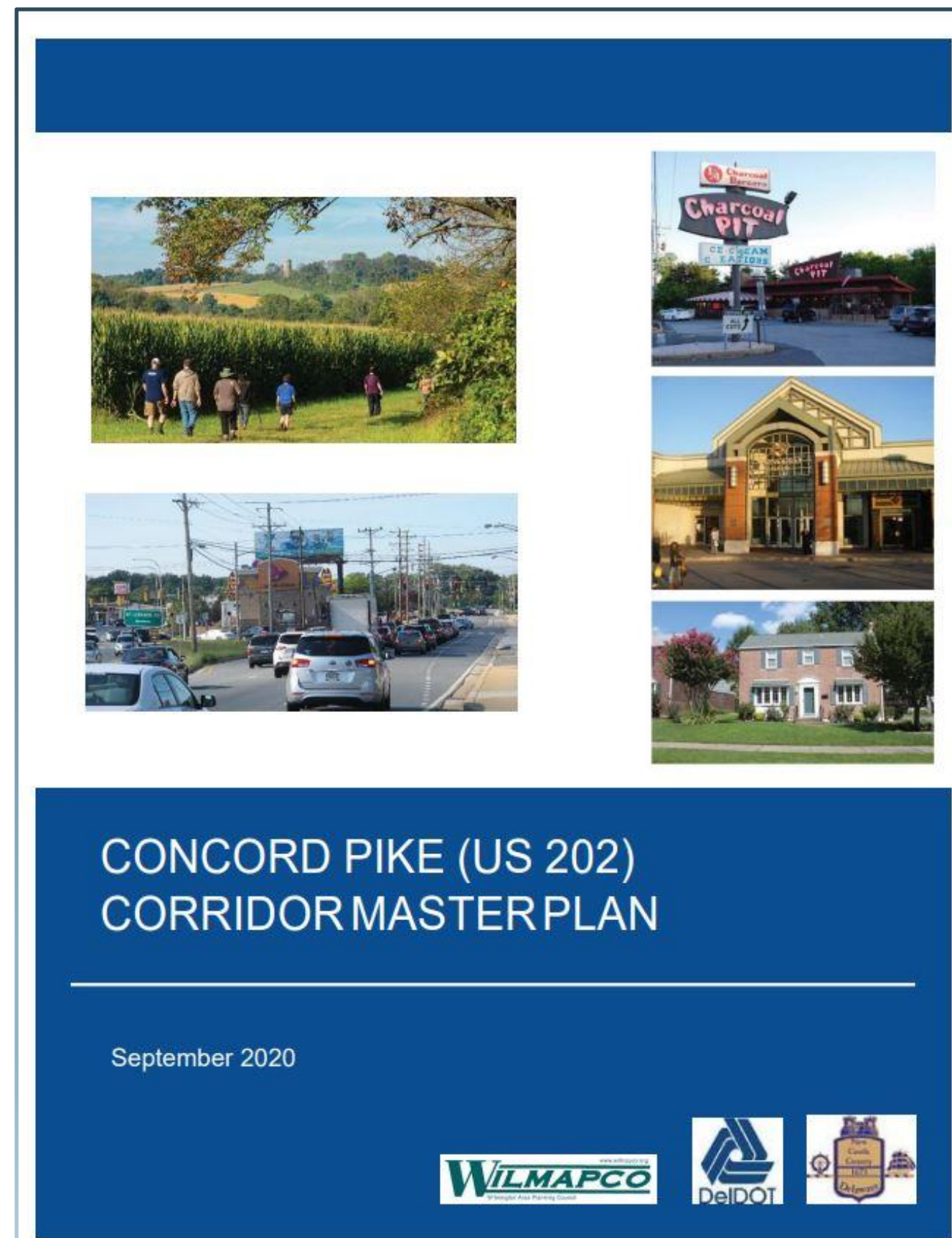
CONCORD PIKE MONITORING COMMITTEE

PURPOSE OF THE MONITORING COMMITTEE

- Guide and fulfill the recommendations of the Concord Pike Master Plan
- A collaborative dialogue between the Committee members which represent a diverse group of stakeholders
 - Implementing agencies
 - Elected Officials
 - State Police
 - Civic and community leaders
 - Business Interests
 - Advocacy Groups

CONCORD PIKE MASTER PLAN

CONCORD PIKE (US 202) CORRIDOR MASTER PLAN, SEPTEMBER 2020



CONCORD PIKE (US 202)
CORRIDOR MASTER PLAN

September 2020

WILMAPCO
DeIDOT
New Castle County Delaware



WILMAPCO
Wilmington Area Planning Council

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Select Language

Concord Pike (US 202) Corridor Master Plan

New Castle County Department of Land Use, DeIDOT, and WILMAPCO have developed a draft Master Plan for the Concord Pike (US 202) Corridor, encompassing the area between the City of Wilmington and the Pennsylvania state line. The Master Plan provides a 20-year vision that identifies cohesive land use and transportation strategies to ensure that Concord Pike will continue to be a safe, accessible, and economically thriving place for all.

Concord Pike Master Plan

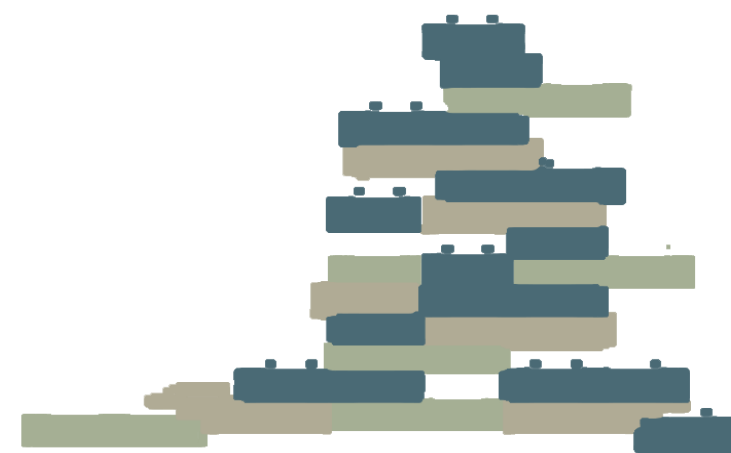
- **Concord Pike Corridor Master Plan – Document**
- Appendix A – Project Lists
- Appendix B – Traffic Analysis Technical Memo
- Appendix C – Focus Area Illustrations and Concepts
- Appendix D – Bicycle, Pedestrian and Intersection Treatment Toolkit
- Appendix E – Public Comments
- Appendix F – Multiway Concepts
- Webmap: Transportation Recommendations
- Webmap: Land Use Recommendation

www.wilmapco.org/202-2/

CONCORD PIKE MASTER PLAN

WHY WAS A MASTER PLAN DEVELOPED FOR CONCORD PIKE?

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



Without public involvement



With public involvement

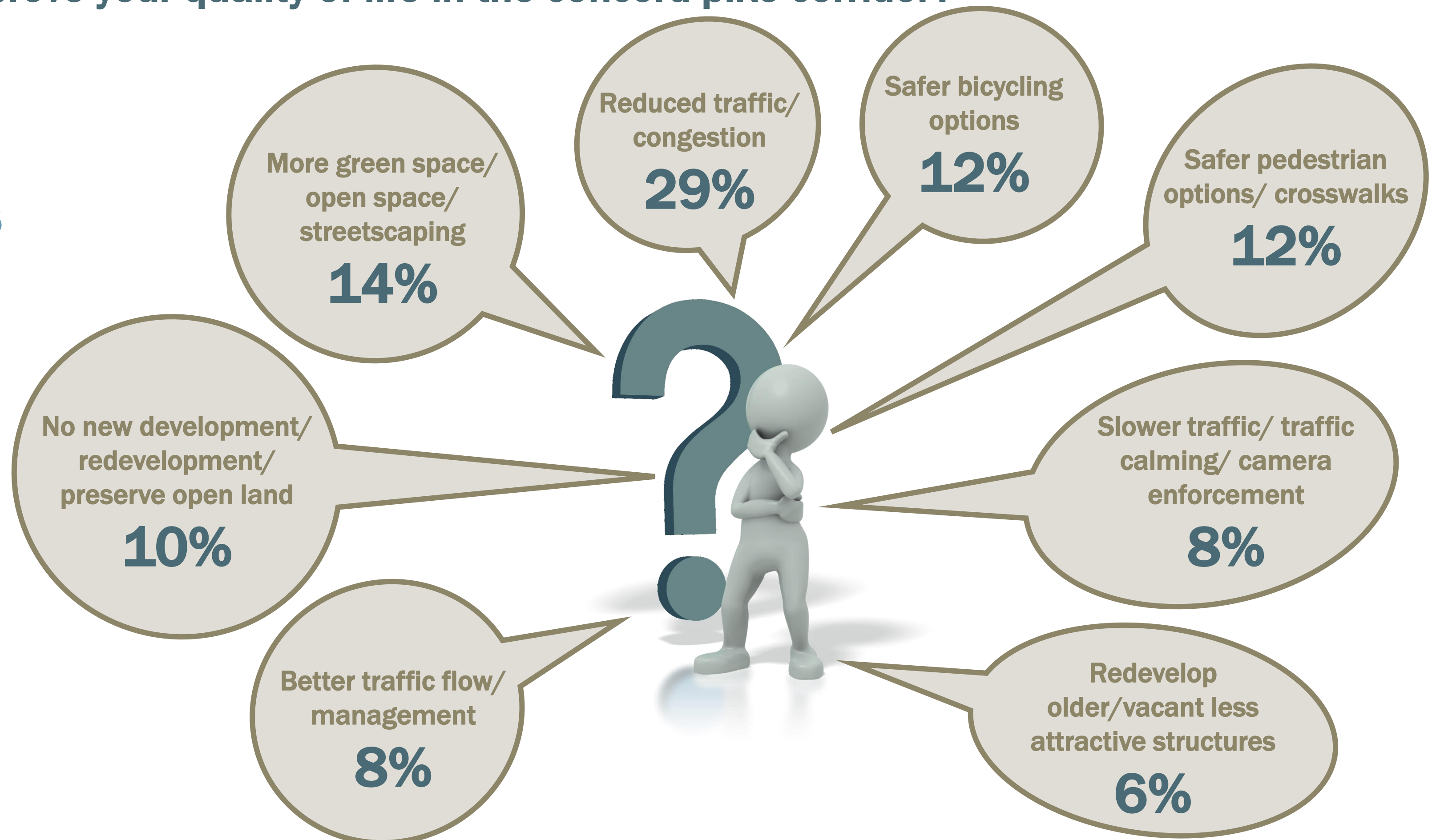
WITHOUT A PLAN	WITH A PLAN
<ul style="list-style-type: none"> • Public infrastructure / spending may lag or be spent before facilities are needed • Re-development/development is haphazard or unpredictable • Impacts / consequences are random 	<ul style="list-style-type: none"> • Public infrastructure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

ONLINE SURVEY RESULTS DURING MASTER PLAN

COMMON THEMES:

What could improve your quality of life in the concord pike corridor?

**Top 8
Responses
out of 216**



CONCORD PIKE MASTER PLAN

TRANSPORTATION RECOMMENDATIONS FOUND IN APPENDIX A

- 177 Specific Transportation Recommendations
 - 130 Bike/Ped
 - 13 Bike Lanes
 - 9 Transit
 - 25 Roadway

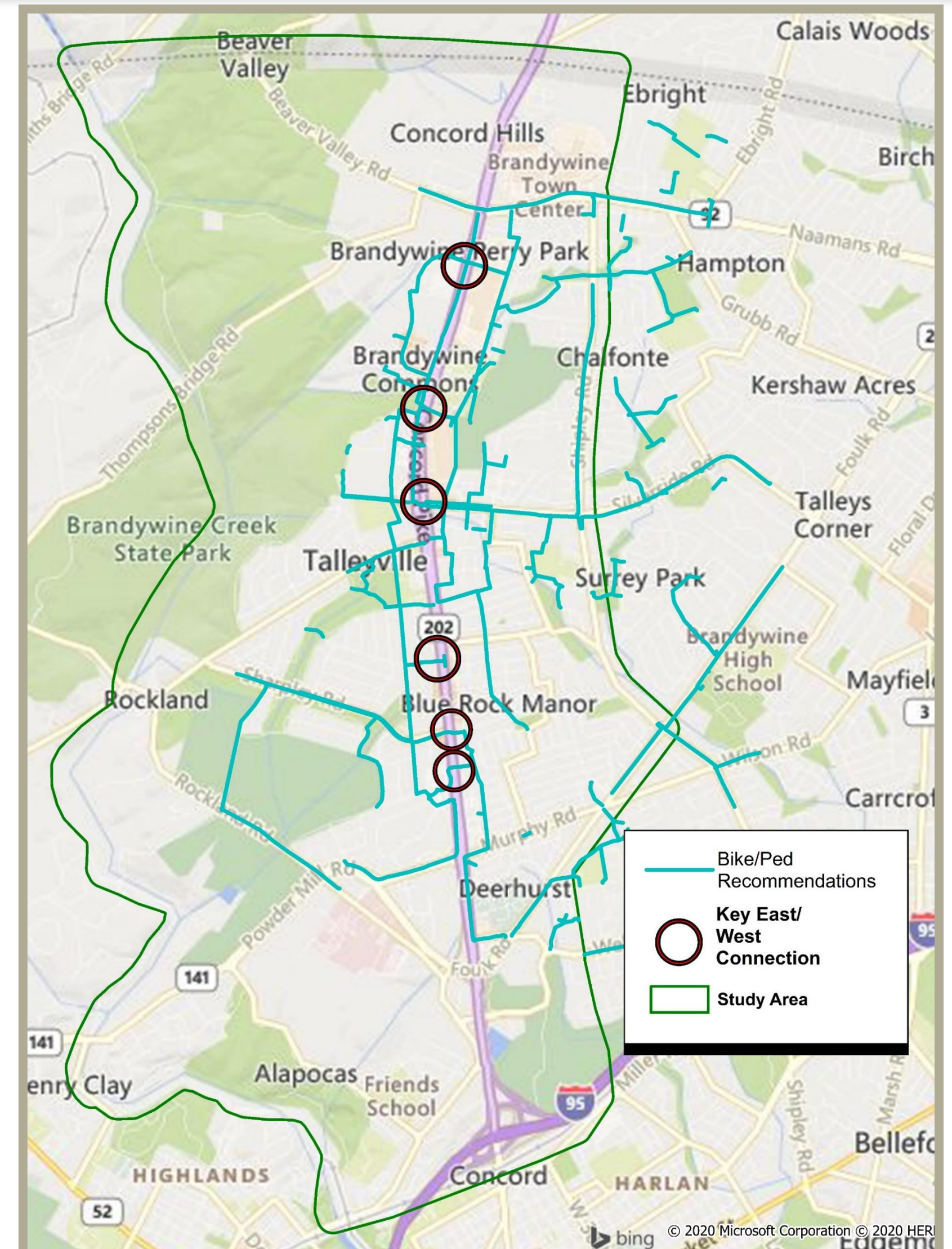
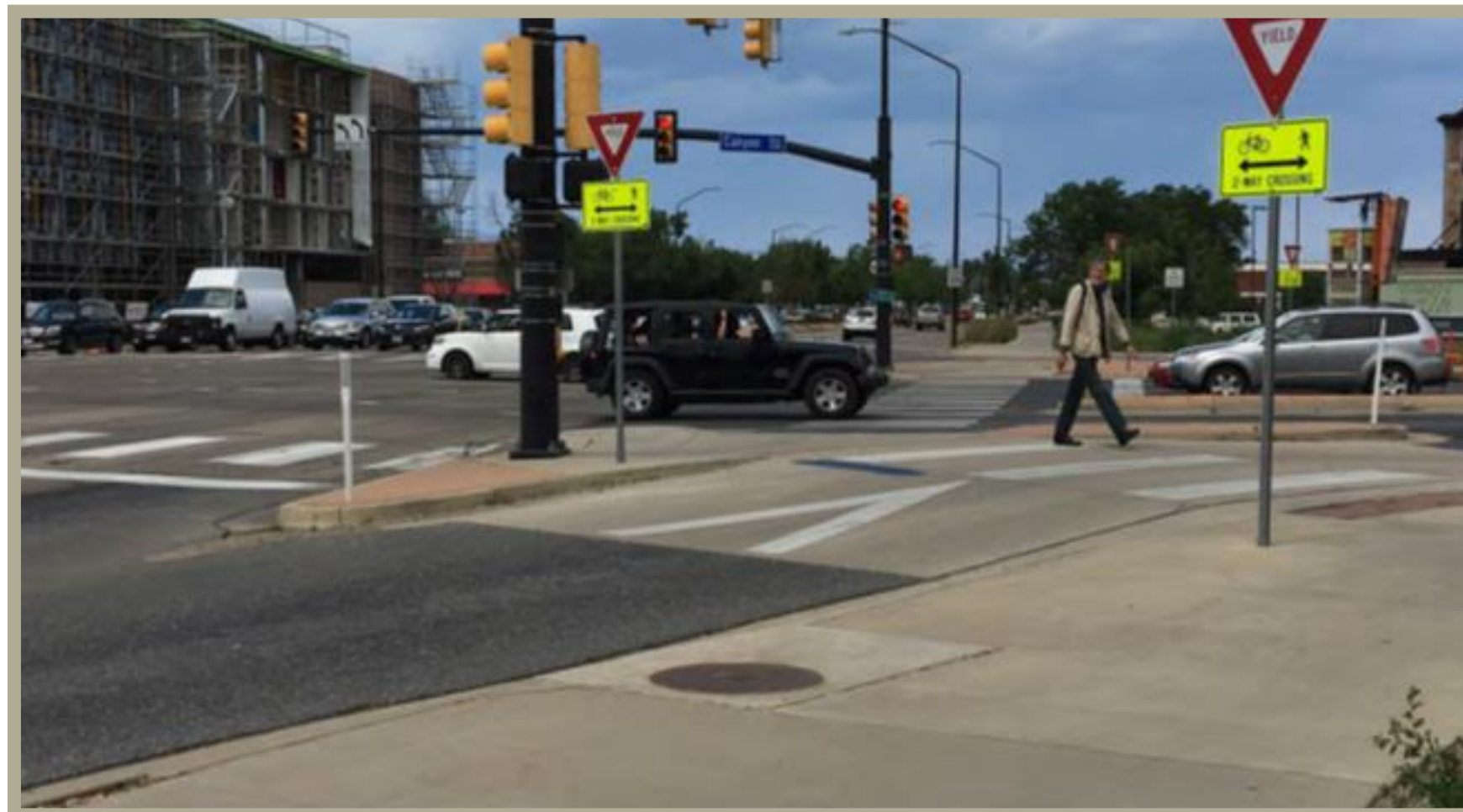
Interactive Map found on Project Website

mangomap.com/wilmapco/maps/104202/draft-202-project-list-transportation#

RECOMMENDATIONS: WALKING & BIKING

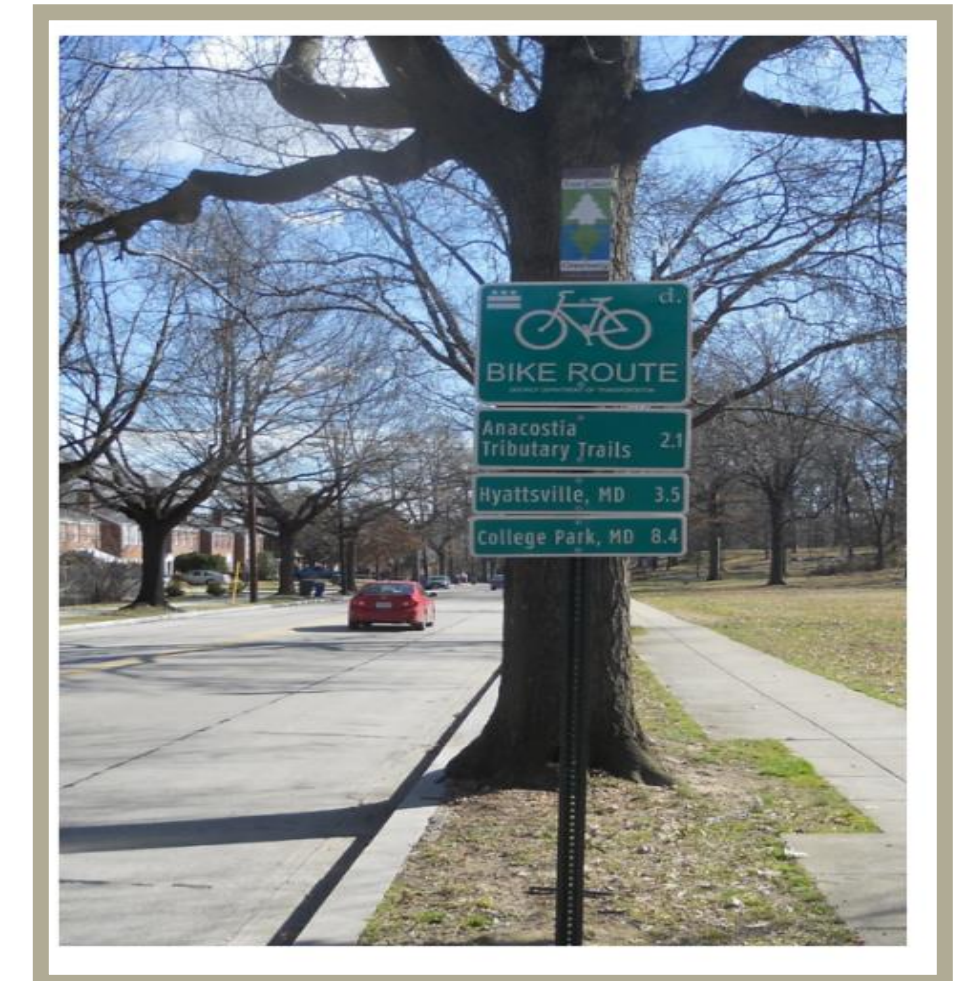
Creating more walkable environments, both in between developments on Concord Pike as well as connecting to and within the surrounding neighborhoods.

- Establish Safe East/West Connection at key locations



RECOMMENDATIONS: WALKING & BIKING

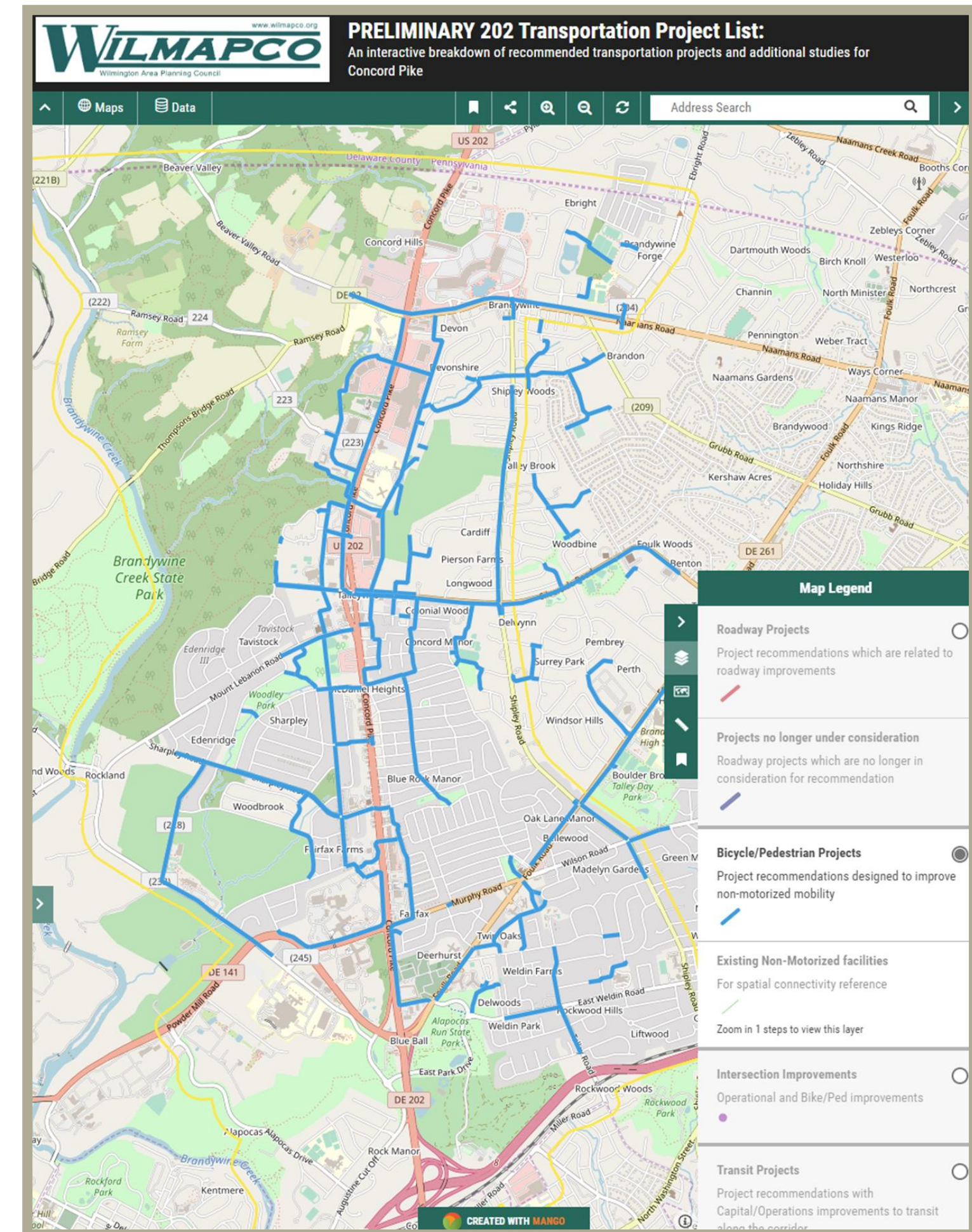
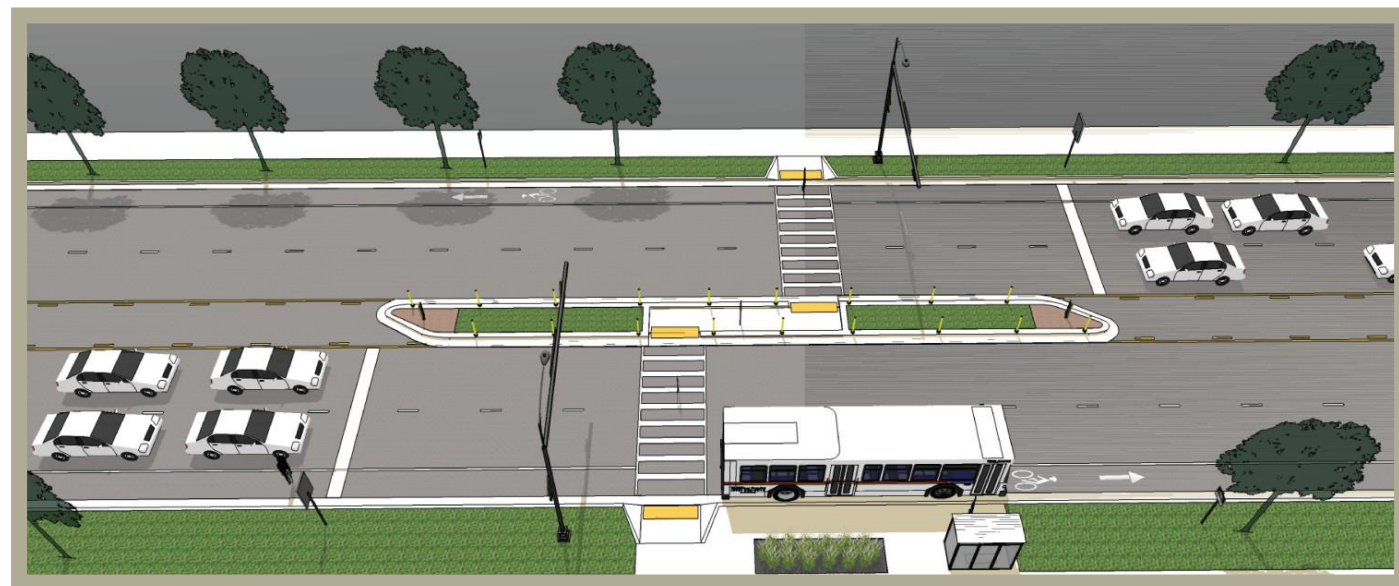
- New shared-use paths along side streets and within Neighborhoods, with Wayfinding Signage Improvements
- Opportunities to connect to existing path and park trail system
- Explore the feasibility of Bike/Ped overpass (or underpass)
- Continue Coordination with DeIDOT on Level of Traffic Stress (LTS) analysis
- Pedestrian Improvements at intersections



RECOMMENDATIONS: WALKING & BIKING

TOOLKIT OF POTENTIAL TREATMENTS AT SIGNALIZED INTERSECTIONS SUCH AS:

- High Visibility Crosswalks
- Median Refuge Islands
- Signal Phasing and Timing Strategies
- Tighter Corner Radii and Truck Aprons
- Bus Stop Access
- Pedestrian Scale Lighting on local streets



* Some may require changes to Design manual!

RECOMMENDATIONS: WALKING & BIKING

Appendix A – 130 Bike/Ped and 13 Bike Lane Recommendations

Appendix A: Project Recommendation Matrix

Project	Map ID	Project Mode	Description	Estimated Cost	Estimated Timeframe	Additional Notes and Justification
Springer Middle School Connector Network	40	BikePed	Off alignment pathway from Hoyer Ct. to Florence Ave. Access path	Low/Medium	Long (8+yrs.)	Located on School property
Shellpot Creek Trail Connector	41	BikePed	Off alignment connection from Shipley Rd. to proposed Shellpot Creek Trail	Low	Long (8+yrs.)	Use of existing ROW Easement and County Property (Shellpot Park)
Shellpot Creek Trail	42	BikePed	Off alignment connection from Shipley Rd. to proposed Shellpot Creek Trail	Low	Long (8+yrs.)	Private Property through Assisted living property
Shellpot Creek Trail Delwynn Dr. to Coachman Rd.	43	BikePed	Upgrade of existing sidewalk to multi-use pathway.	Low	Medium (3-8yrs.)	Improve existing sidewalk
Brandywine Country Club Pathways	50	BikePed	Provide bike/ped access from cul-de-sac into future BCC development		Long (8+yrs.)	Pending any BCC redevelopment
Brandywine Country Club Pathways	51	BikePed	Addition of multi-use path, connecting proposed Concord Pathway with existing trail on Peirson Dr.		Long (8+yrs.)	Tie into any future BCC redevelopment
The Concord Pathway	52	BikePed	Addition of multi-use path		Long (8+yrs.)	Pending future development of BCC
Brandywine Country Club Pathways	53	BikePed	Upgrade multi-use path from Club Ln. to Concord Plaza	Low	Long (8+yrs.)	
Springer Middle Connector Network	54	BikePed	Off alignment connection from Largo Rd. to Hoyer Ct. Connector	Medium	Long (8+yrs.)	Multiple property owners
Shipley Road Sidepath	56	BikePed	Upgrade sidewalk to Multi-use path	Medium	Long (8+yrs.)	Serve as a safe North/South connection for residents on Eastern side of 202
Shipley Road Intersection Approach	58	BikePed	BikePed			Improve intersection approach for multi-modal
Woodbine Park Wayfinding	59	BikePed	Provide wayfinding to existing low-stress street connector. No new construction	Low	Medium (3-8yrs.)	Use of existing Low volume street (Sweetbriar). Provides connection to existing trail at Cardiff Park
Woodbine Park Pathways	64	BikePed	Addition of multi-use path		Long (8+yrs.)	Currently an open field mowed pathway. Private Property
Forever Media Pathways	65	BikePed	Addition of multi-use path connecting Kennedy Rd and Woodbine Park		Long (8+yrs.)	Private Property Currently an open field mowed pathway. Uses existing easement onto Kennedy Rd.
202 Pedestian/ Bicycle Midblock Signal	67	BikePed	Improvements to approach to mid-block crossing along Delaware and Nichols Ave	Medium	Medium (3-8yrs.)	Provide easy access to mid-block crossing.
Powdermill Road Sidepath	69	BikePed	Multi-use path to connect Avenue North with Roack Rd. residential		Medium (3-8yrs.)	Keep
York Road/Concord Pike connector	71	BikePed	Use of existing ROW for multi-use pathway	Low	Long (8+yrs.)	County property easement available.
Blue Ball Connector Pathways	77	BikePed	Addition of multi-use path		Long (8+yrs.)	HOA / Private Property
Blue Ball Connector Pathways	78	BikePed	Addition of multi-use path		Long (8+yrs.)	
Foulk Road Sidepath, Weldin to School Ln	80	BikePed	On-alignment side path from Weldin to School Lane			Establish connection from Weldin Park to other planned off-alignment pathways
Off-Alignment Side Path: Fairfax Blvd. to Avenue North	81	BikePed	Provide connection from Fairfax Blvd. to Avenue North	Medium	Long (8+yrs.)	Provides off-corridor bike/ped connection to one of the proposed East/West connection points
Willow Run Connector Wayfinding	82a	BikePed	Provide wayfinding to existing low-stress street connector. No new construction	Low		
Improved bike/ped connection to Talley Day Park	84	BikePed	Provide safer access to Tally walking trail from Foulk Rd	Low	Medium (3-8yrs.)	
Foulkstone Pathway Upgrade	88	BikePed	Upgrade current trail multi-use pathway along Foulkstone Dr. to Saddler Ln.	medium	Long (8+yrs.)	

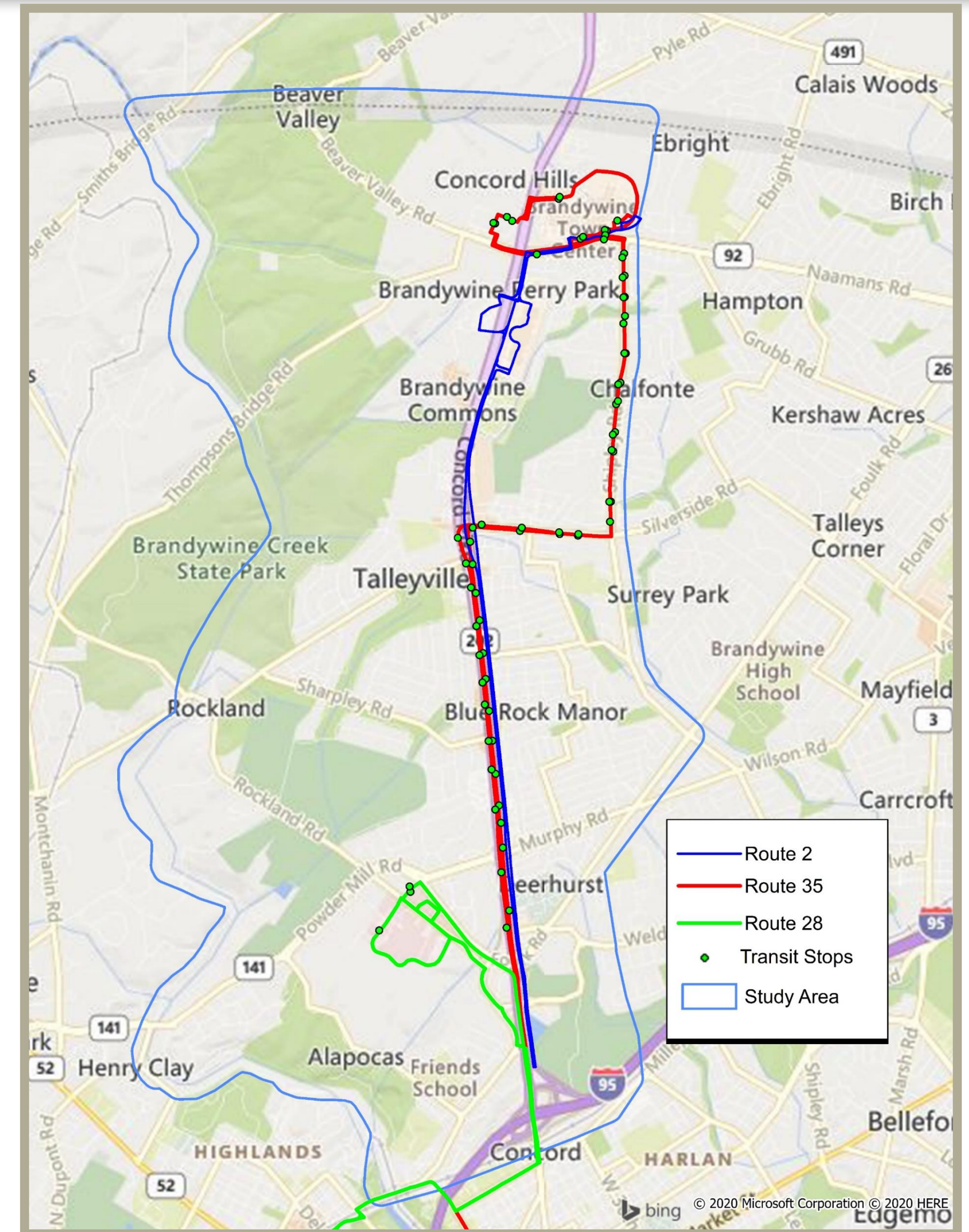
RECOMMENDATIONS: TRANSIT

LONG-TERM PLANNING: KEY PRINCIPLES

- 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

THERE ARE TWO SHORT TERM IMPROVEMENTS ALONG THE CORRIDOR:

- **Route 2:** Go from hourly service to 30 min. from 6:50pm to 9:50pm (or later)
Extend service later in evening (11:30pm on Saturdays) to accommodate workers
- **Route 35:** Elimination of unproductive trips for better travel times



RECOMMENDATIONS: TRANSIT

LONGER TERM CONCEPTS TO EXPLORE

Potential Limited Stop Bus Service Concept

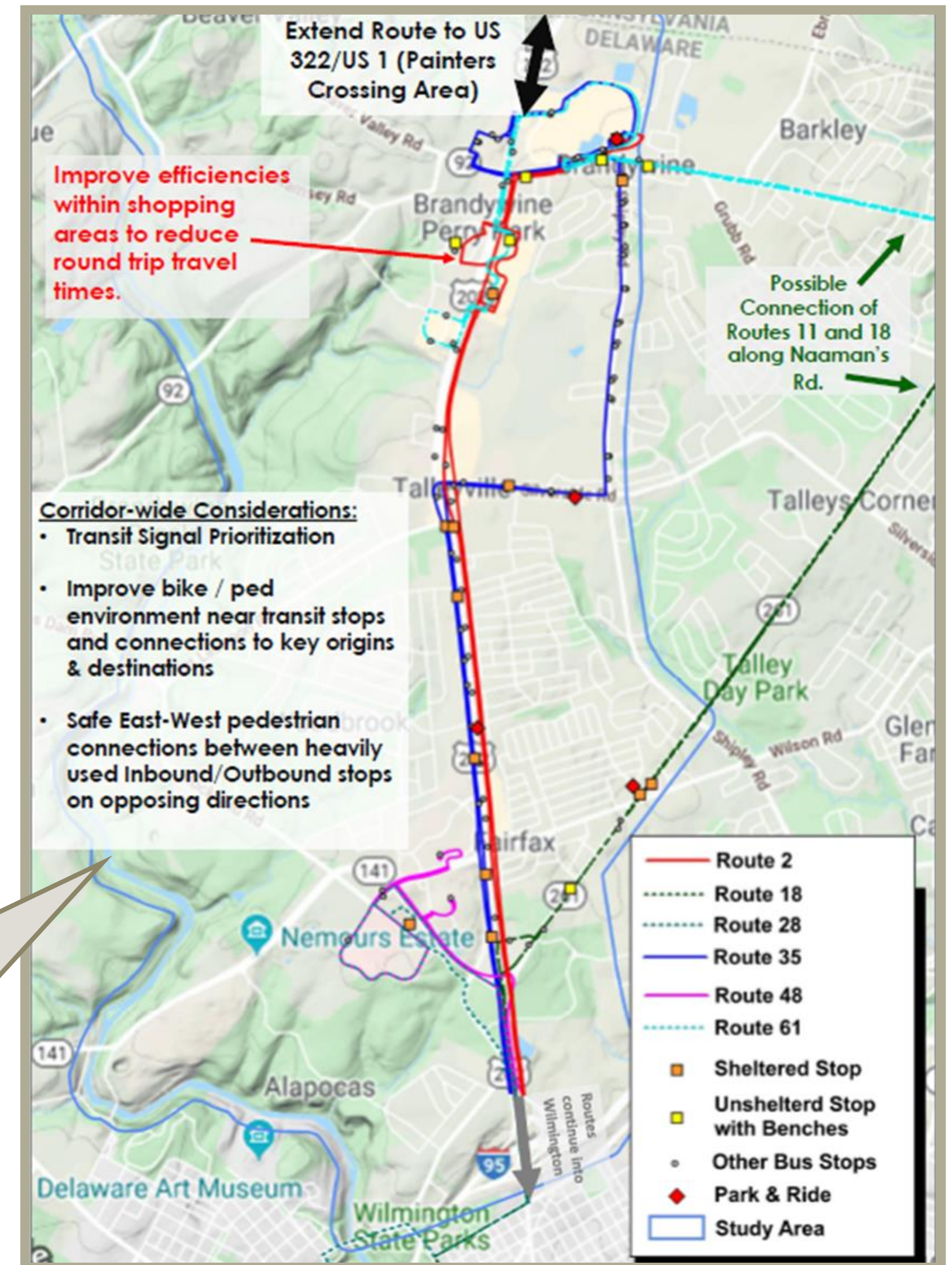
Limited stop bus service is a modified version of traditional fixed-route local bus service. Limited service minimizes the number of stops, which shortens travel time for passengers and creates a rapid regional service instead of a slower local service.

Vanpool Service Concepts

Vanpools are often used to fill gaps in transit services by coordinating travel between groups of people with similar origins, destinations, and schedules.

- Fixed Route extension to US 322
- Improve “Restaurant Row” area service
- Transit Signal Prioritization

Transit Users also
require better
East/West
connectivity!!!



RECOMMENDATIONS: TRANSIT

Appendix A – 9 Transit Recommendations

Appendix A: Project Recommendation Matrix

Project	Map ID	Project Mode	Description	Estimated Cost	Estimated Timeframe	Additional Notes and Justification
Extend Transit Route to US 322/US 1 (Painters Crossing Area)	T22	Transit	Explore options for extending DTC service into PA to provide a single stop near the US 202 / US 1 Intersection	Medium	Additional Market Study Need	To be paired with SEPTA service for better efficiencies
Merge Routes 35 and 48	T22	Transit	Merging Routes 48 and 35: Keep existing route 35 North of Powder Mill, then follow route 48 South through Hospital	Low	Medium (3-8yrs.)	
Increase Concord Pike Route 2 Headways	T2	Transit	Change from hourly service to 30 min. from 6:50pm to 9:50pm (or later)	Low	Medium (3-8yrs.)	Additional efforts to extend service later in evening to accommodate workers
Examine Possible Limited Stop Bus Service Concepts	T44	Transit	Explore limited stop bus service along US 202 between West Chester and Wilmington.	High	Additional Study Needed	Limited service minimizes the number of stops, which shortens travel time for passengers and creates. Based on DVRPC report from 2017
Better public information and access to park and rides	857	Transit	Provide better signage on P n R locations and other ways to advertise	Low	Short (1-3yrs)	Currently difficult to locate or lack of publicity
Better public information and access to park and rides	67	Transit	Provide better signage on P n R locations and other ways to advertise	Low	Short (1-3yrs)	Currently difficult to locate or lack of publicity
Better public information and access to park and rides	2662	Transit	Provide better signage on P n R locations and other ways to advertise	Low	Short (1-3yrs)	Currently difficult to locate or lack of publicity
Better public information and access to park and rides	2107	Transit	Provide better signage on P n R locations and other ways to advertise	Low	Short (1-3yrs)	Currently difficult to locate or lack of publicity
Improve ped access to bus stops in Concord Mall area	T1	Transit	Move transit stops closer to 202. Remove circuitous current routing while adding better ped facilities within properties	Low	Short (1-3yrs.)	Allow for more on-corridor transit stops to improve access and schedule efficiencies

RECOMMENDATIONS: ROADWAY

STRIKE A BALANCE BETWEEN MOVING VEHICULAR TRAFFIC WHILE PROVIDING SAFE AND EASY ACCESS FOR OTHER MODES OF TRANSPORTATION.

- A network of Complete Streets, together with necessary physical, design, and visual elements, will enable Concord Pike (US 202) to be safer, more livable, and welcoming to everyone
- Based on traffic analysis and public comments, significant capacity increases along corridor not necessary
- Expansion difficult due to the mature character of the corridor and constraints from location of existing built environment
- Localized intersection improvements may be needed depending on land use changes
- Develop more connected street network in conjunction with land use changes

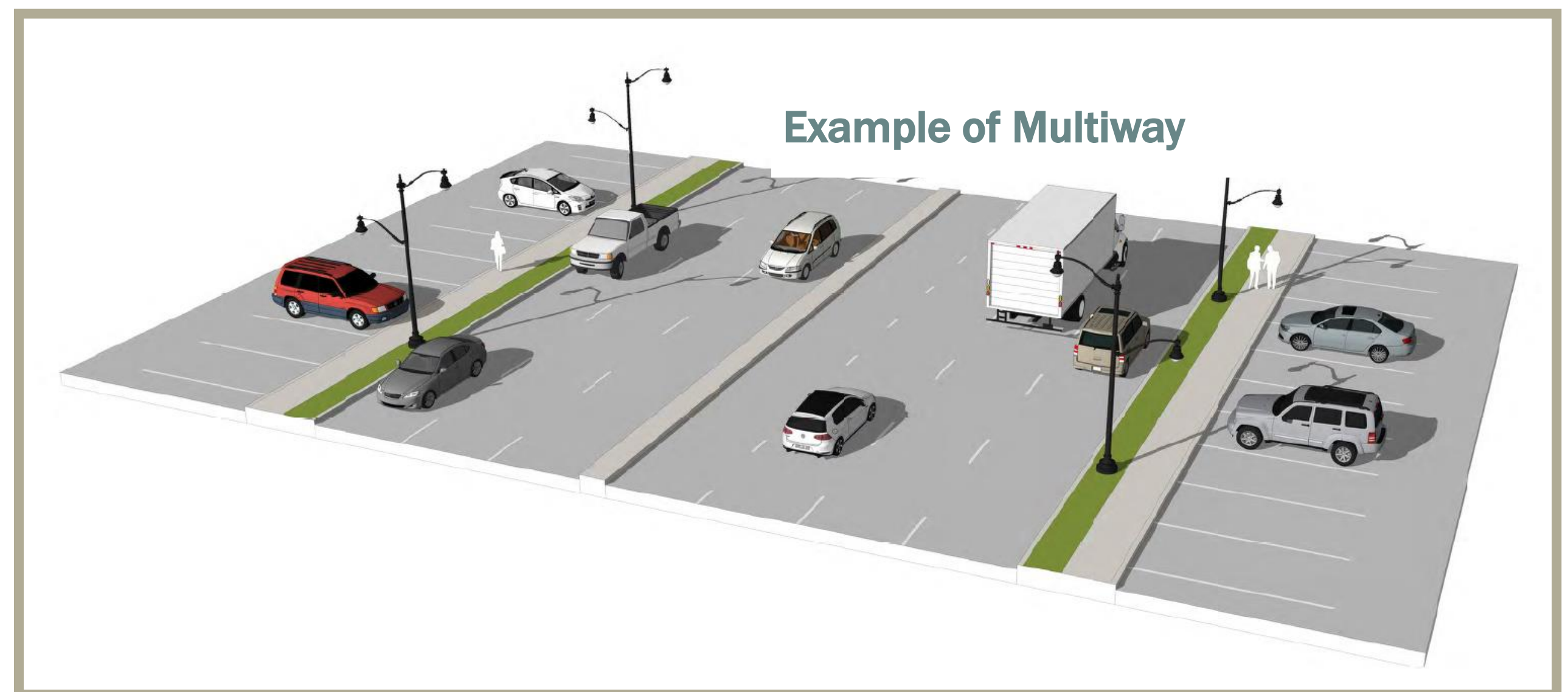
RECOMMENDATIONS: ROADWAY

EXPLORE OPPORTUNITIES IN DEVELOPMENT OF MULTIWAYS:

At various locations along the corridor, multiways can separate local traffic from through traffic with a barrier, typically a landscaped median. Multiways are used in both commercial and residential areas and offer a variety of parking configurations. Four areas along the corridor have been delineated as possible locations for implementing a multiway; see report for all locations

MULTIWAY CHARACTERISTICS:

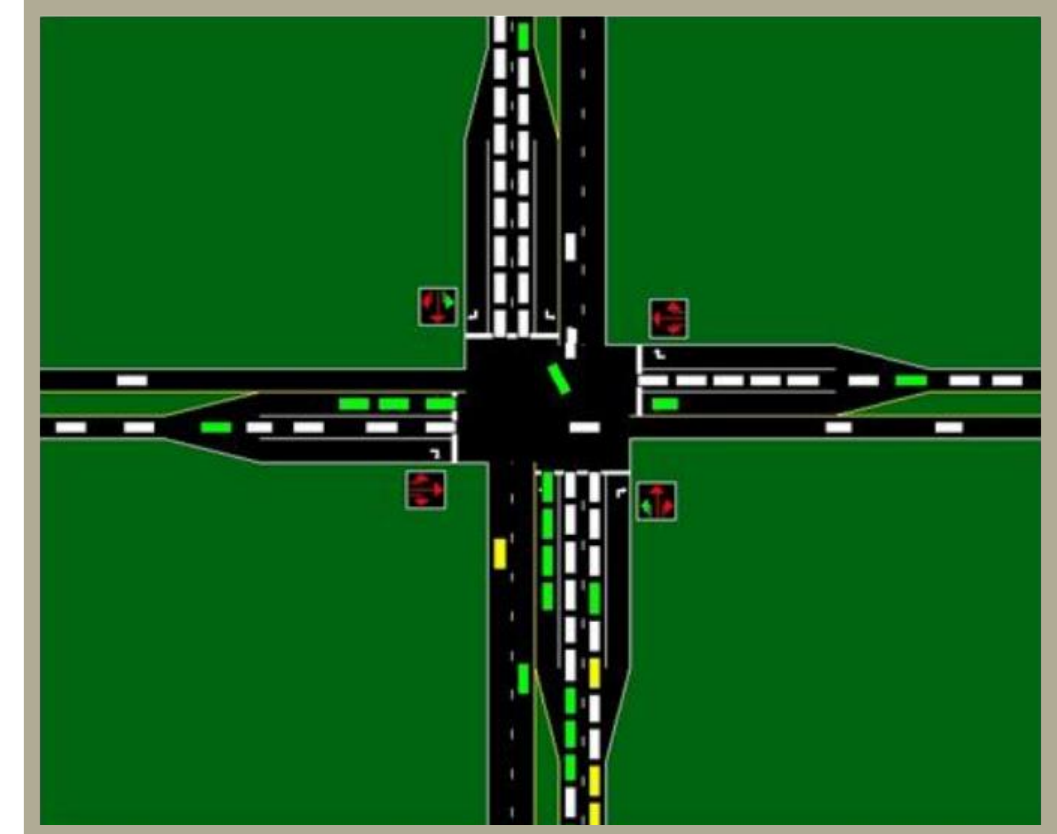
- Delineate local traffic and through traffic by way of access management
- Improve access to local businesses
- Provide less intimidating pedestrian environments
- Create more social settings
- Requires close coordination with land re-development



RECOMMENDATIONS: ROADWAY

REGULAR TRAFFIC SIGNAL COORDINATION/OPTIMIZATION

Traffic signal optimization is the coordination of the timing of a series of traffic lights. Signal optimization improves traffic flow by minimizing stops and delays, which in turn improves safety; reduces bottlenecks, fuel consumption and emissions; and improves air quality and driver satisfaction.



INTERSECTION IMPROVEMENTS

- Geared to strike a balance between moving vehicular traffic while providing safe and easy access for other modes of transportation.
- Not a “one size fits all” solution and these can vary by locations depending on factors such as roadway geometry, current and future traffic movement and land uses surrounding the immediate area.
- Plan includes a Toolkit of potential treatments that can be applied in an effort to achieve the multi-modal vision along the corridor.



RECOMMENDATIONS: ROADWAY

Appendix A – 25 Roadway Recommendations

Appendix A: Project Recommendation Matrix

Project	Map ID	Project Mode	Description	Estimated Cost	Estimated Timeframe	Additional Notes and Justification
Further Study: Multiway Concept	R12	Road	Explore impacts/benefits of constructing a multi-way from Murphy Rd. to Fairfax Dr.	High	Future Study	Allow better shared access along 202, better multi-modal opportunities
Improved Internal Grid Circulation / Alignment with Rocky Run Intersection	R88	Road	2 lane internal circulator road at North end of Mall. Aligned with Rocky Run Pkwy	Medium	Long (8+ yrs.)	Dependent on redevelopment and reconfiguration of Concord Mall N. entrance
Sharpley Road centerline	27	Road	Remove Center line. Applybike/ped striping.	Low	Short (1-3yrs)	Use of low volume portion of roadway to enhance bike/ped moveemnts near park entrance
Garden of Eden Centerline Removal	124	Road	Removal Center line	Low	Short (1-3yrs)	
Re-Align Concord Mall Entrance	R30a	Road	Re-align Mall access to create 4-way intersection with connector road (to be added as part of any redevelopment)	Medium	Long (8+ yrs.)	Dependent on redevelopment and reconfiguration of Concord Mall properties
Convert to 2-lane connector Road	R29	Road	Convert fire lane to 2-lane collector road. Creates 4-way intersection with realigned Mall entrance	Medium	Long (8+ yrs.)	Only in coordination with any Mall/Widener redevelopment
Removal of portion of Woodlawn Rd. access to 202	12	Road	Removal of access point onto 202.	N/A	N/A	Only in coordination with Mall/Widener redevelopment as other circulation optaion available
Removal and Realignment of existing Mall Southern entrance	13	Road	Removal and realignment of entrance with a new 2-lane collector Rd. to create 4 way intersection	N/A	N/A	Only in coordination with Mall/Widener redevelopment as other circulation optaion available
Further Study: Multiway Concept	R12a	Road	Explore impacts/benefits of constructing a multi-way from Beaver Valley Rd. to Rocky Run Blvd.	High	Future Study	Allow better shared access along 202, better multi-modal opportunities

RECOMMENDATIONS: LAND USE

Establish Guiding Principles

- Develop Identity and Gateways
- Encourage Responsible Infill Redevelopment
- Create a Mix of Uses
- Add Recreational Amenities

Zoning

- Context Sensitive Commercial Redevelopment
- Neighborhood Preservation
- Historic Overlay District

Interactive Map Found on Project Website

mangomap.com/wilmapco/maps/106744/us-202-land-use-recommendations#

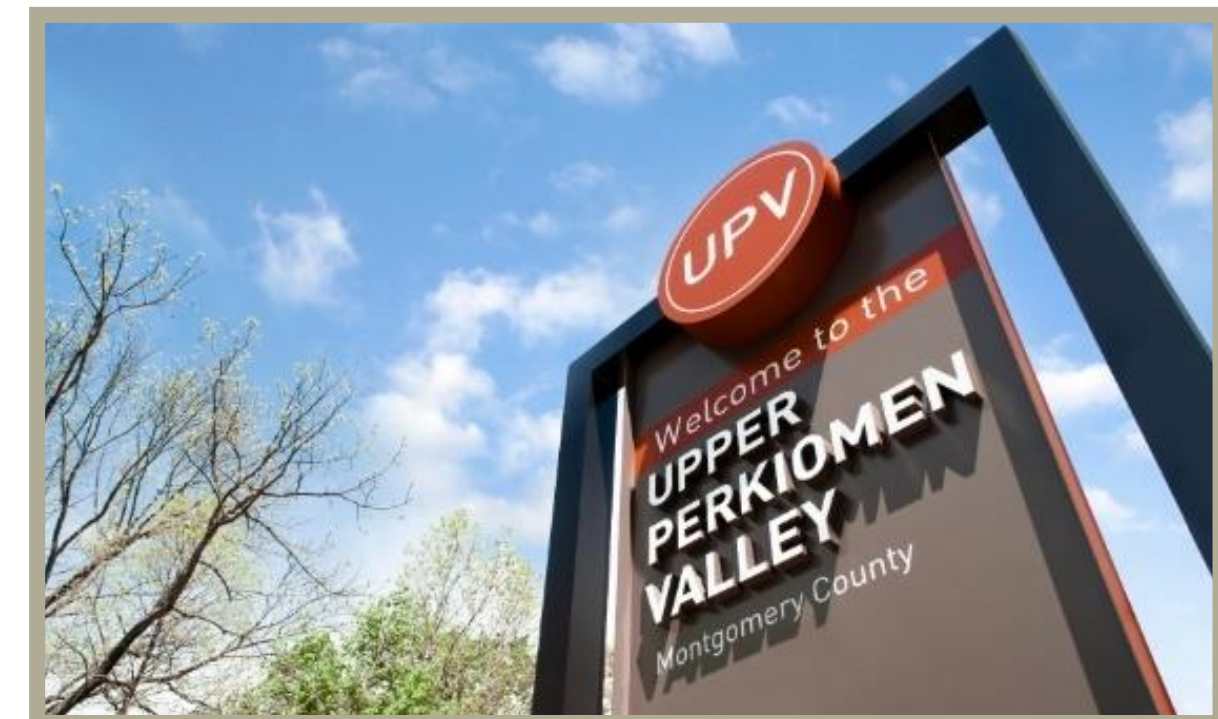
RECOMMENDATIONS: ESTABLISH GUIDING PRINCIPLES

DEVELOP IDENTITY AND GATEWAYS

- Locate at key perimeter locations to announce primary entry points
- Establish an authentic identity and welcome visitors; building on Concord Pike (US 202)'s history and culture
- Can be organized as a series of elements with a hierarchy of scales to address vehicular, bicycle, and pedestrian arrivals

GATEWAY TREATMENTS MAY INCLUDE:

- Planting
- Directional signage / wayfinding
- Welcome signs
- Amenities/Services
- Art
- Plazas
- Unique lighting fixtures



RECOMMENDATIONS: ESTABLISH GUIDING PRINCIPLES

ENCOURAGE RESPONSIBLE INFILL REDEVELOPMENT

- Encourage redevelopment of underutilized properties and surface parking areas that are adjacent to Concord Pike (US 202)
- Encourage plans that create strong building frontage along Concord Pike (US 202)
- Screen parking from primary streets and public spaces
- Locate building entrances along primary streets and provide easy access and wayfinding for all users



CREATE A MIX OF USES

- Provides for a wide-range of uses and amenities that benefit and attract the broader community
- Encourages more compact, high-quality development within walking distance to homes, workplaces, services, and other destinations
- Promotes walkability and bicycling
- Promotes accessibility and allows for aging in place
- Potentially, concentrate active uses adjacent to major employers along Concord Pike (US 202)



RECOMMENDATIONS: ESTABLISH GUIDING PRINCIPLES

ADD RECREATIONAL AMENITIES

- Spectrum of passive and active open spaces attracts a broad base of users
- Provides for a wide-range of amenities that benefit and attract the broader community
- Promotes walking and bicycling
- Promotes accessibility and allows for aging in place
- Promotes family-friendly outdoor activities
- Potentially, require new development to respect and integrate with trails



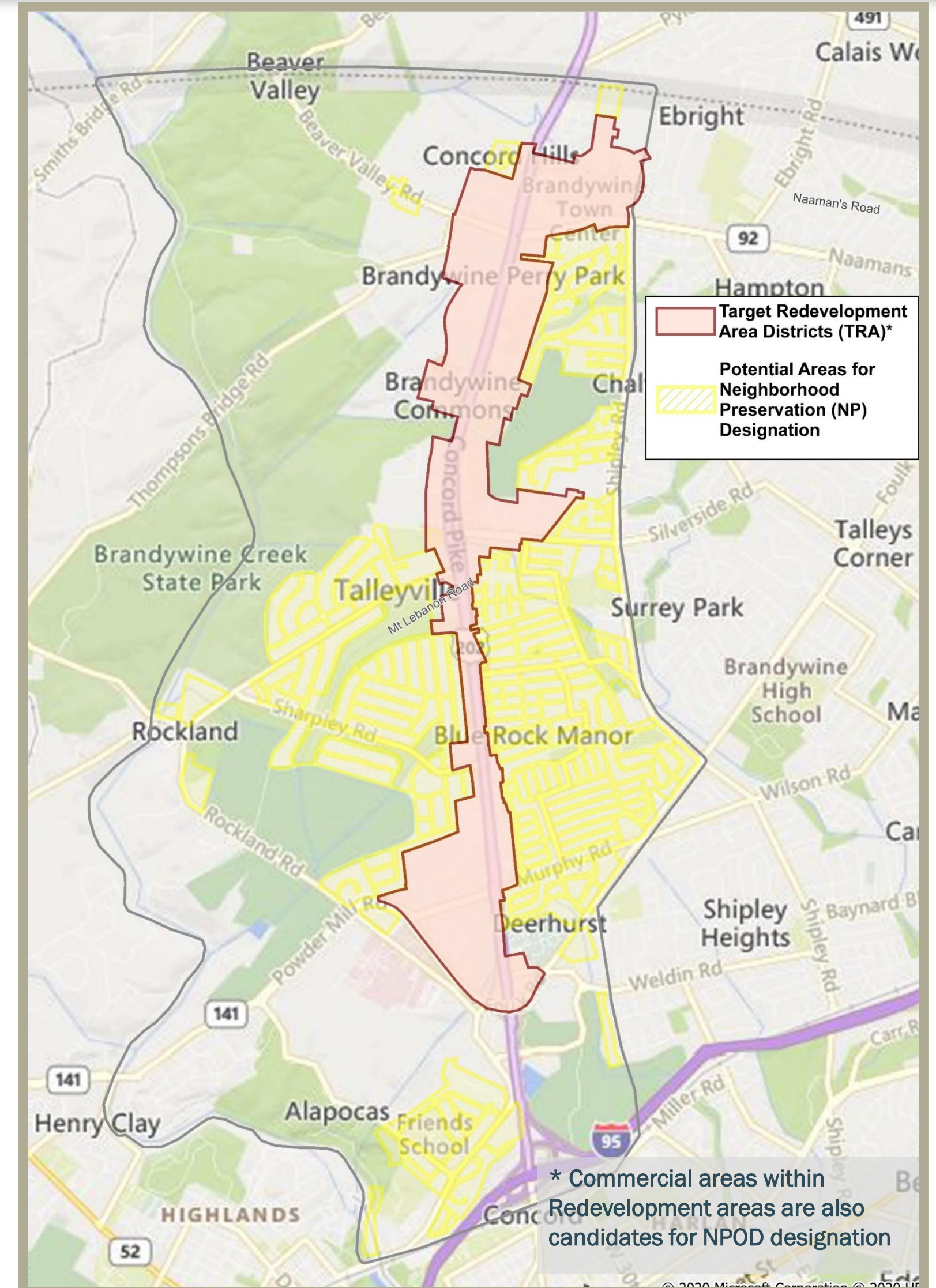
RECOMMENDATIONS: ZONING

Develop land use policy that encourages context sensitive commercial redevelopment in the identified redevelopment areas

- Revision of Guiding Principles for Development provisions within UDC to encourage redevelopment consistent with 202 Master Plan principles

Encourage the Neighborhood Preservation through Land Use Policy (NP)

- Pursue Land Use policy that affirms the preservation and conservation of residential neighborhoods adjacent to the corridor.
- Neighborhoods who seek to further integrate adjacent commercial development within the fabric of their community are empowered to pursue a Neighborhood Preservation Overlay District (NPOD) which provides, where appropriate, residents with further opportunity to guide such development and redevelopment

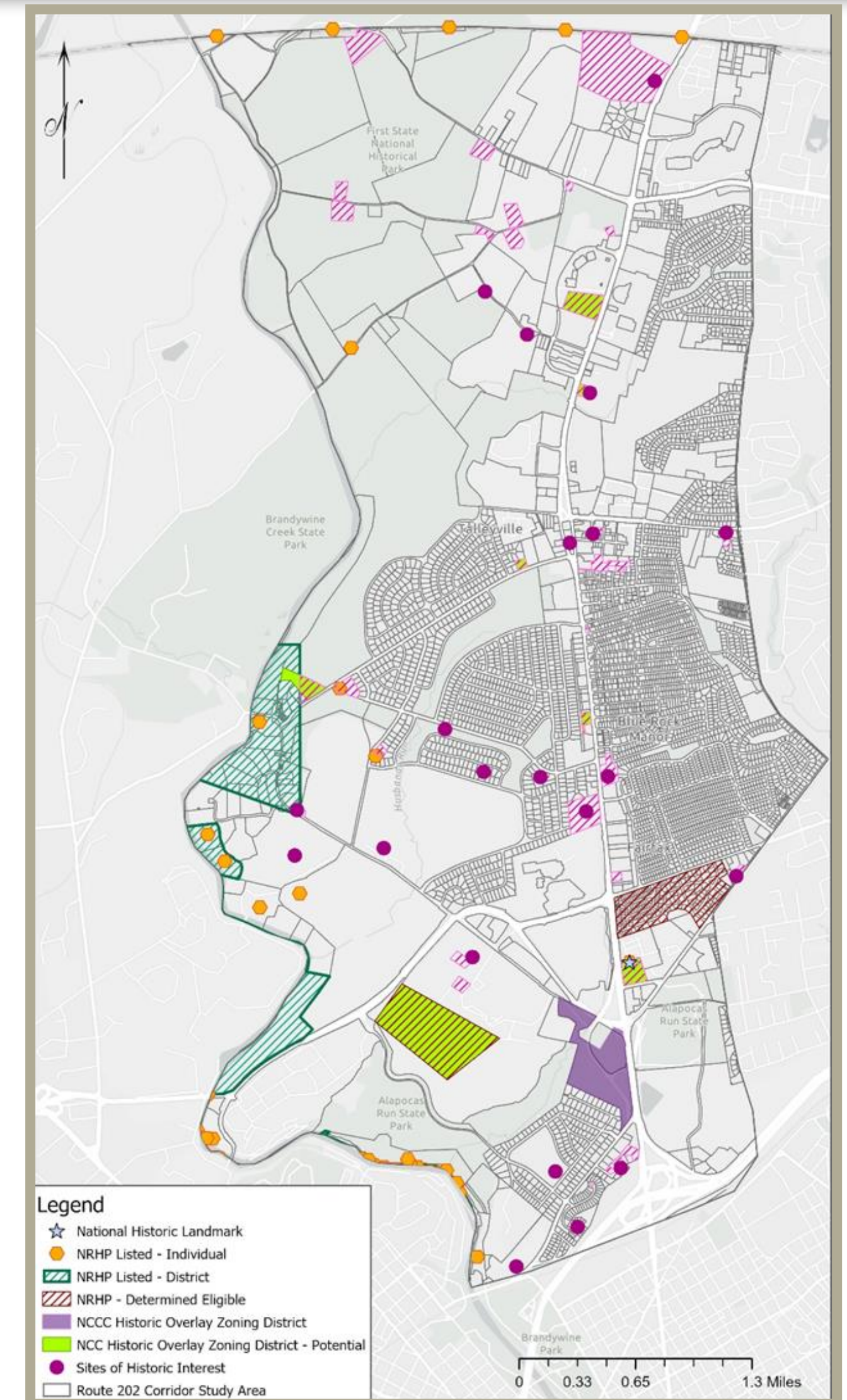


RECOMMENDATIONS: ZONING

Identify Potential Historic Properties

Historically significant properties that should be considered for advanced planning and assist in protecting through the Historic Overlay Zoning District (H-Overlay).

- National Register of Historic Places individual listings and districts
- Properties identified as eligible for listing on the National Register of Historic Places
- National Landmarks



CONCORD PIKE MONITORING COMMITTEE

UPDATES SINCE MASTER PLAN ADOPTION

CONCORD PIKE MONITORING COMMITTEE

COMMITTEE HOMEWORK ASSIGNMENT

After review of the Master Plan Recommendations, what do you feel are the top three priorities for the implementation of the Master Plan?



Bicycle Network Modeling

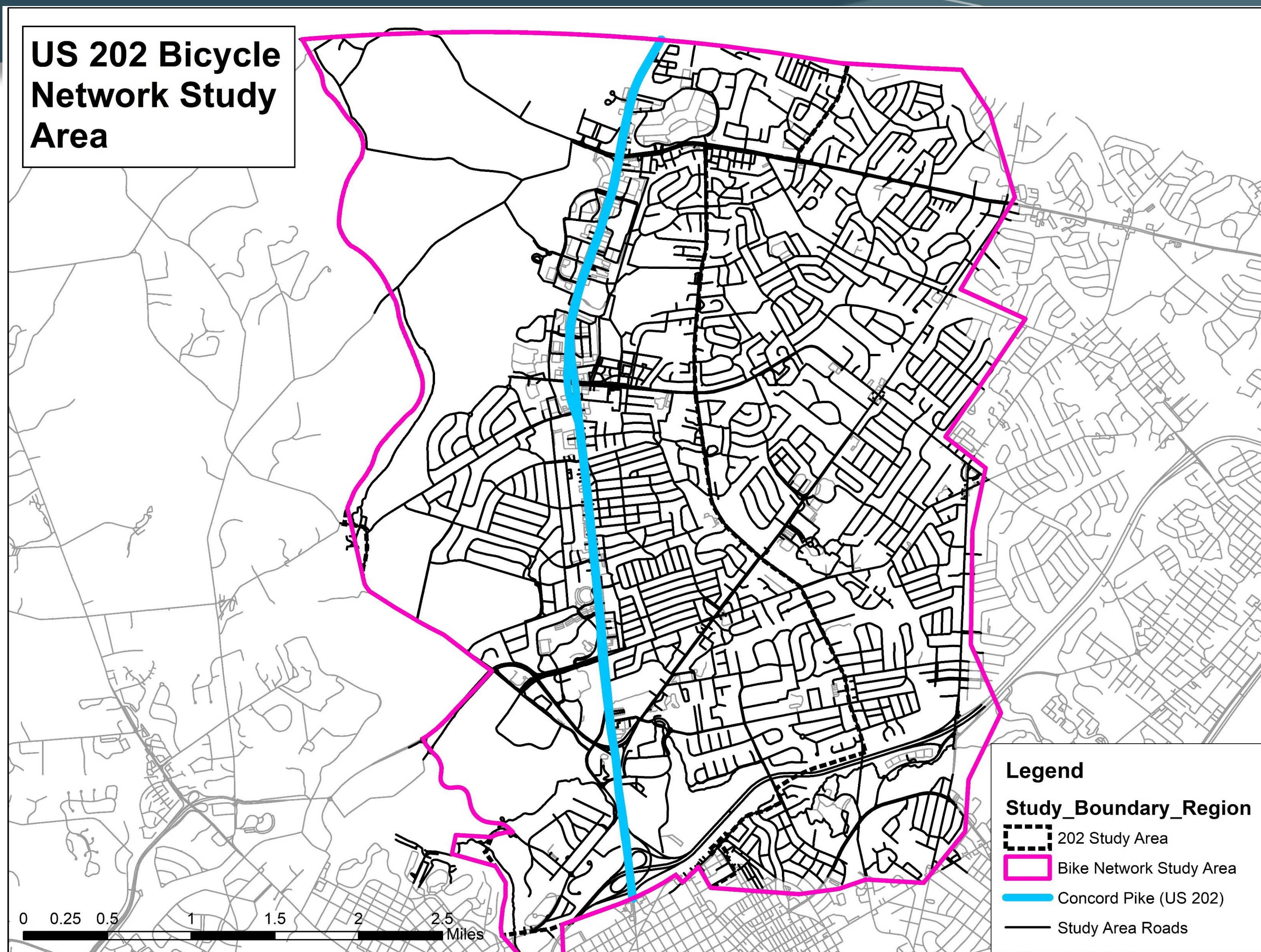
Paul Moser, Engineer III
DeIDOT Local Systems Improvement

LEVEL OF TRAFFIC STRESS OVERVIEW

Overview

- Study Area
- What is Level of Traffic Stress?
- Project Concept Development Process
- Low-stress cycling grid concept
- Modeling Methodology
- Top 10 Stand-alone Projects
- Scenario Modeling

LEVEL OF TRAFFIC STRESS OVERVIEW



LEVEL OF TRAFFIC STRESS OVERVIEW

Level of Traffic Stress

- A metric of suitability of a roadway for cycling
- Each level relates to a *type of rider*
- Allows us to view mobility from perspective of casual cyclists and understand *barriers* to a useful, connected network

Level of Traffic Stress

- **LTS1:** 12-year-old child
- **LTS2:** typical person able to bike
- **LTS3:** enthusiastic and willing to tolerate some stressful roadways and intersection
- **LTS4:** aggressive and willing to bike anywhere

INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION

LTS 4

No bike lane on a busy street



LTS 3

Narrow bike lane or shoulder on a busy street



LTS 2

Buffered bike lane on a calm street

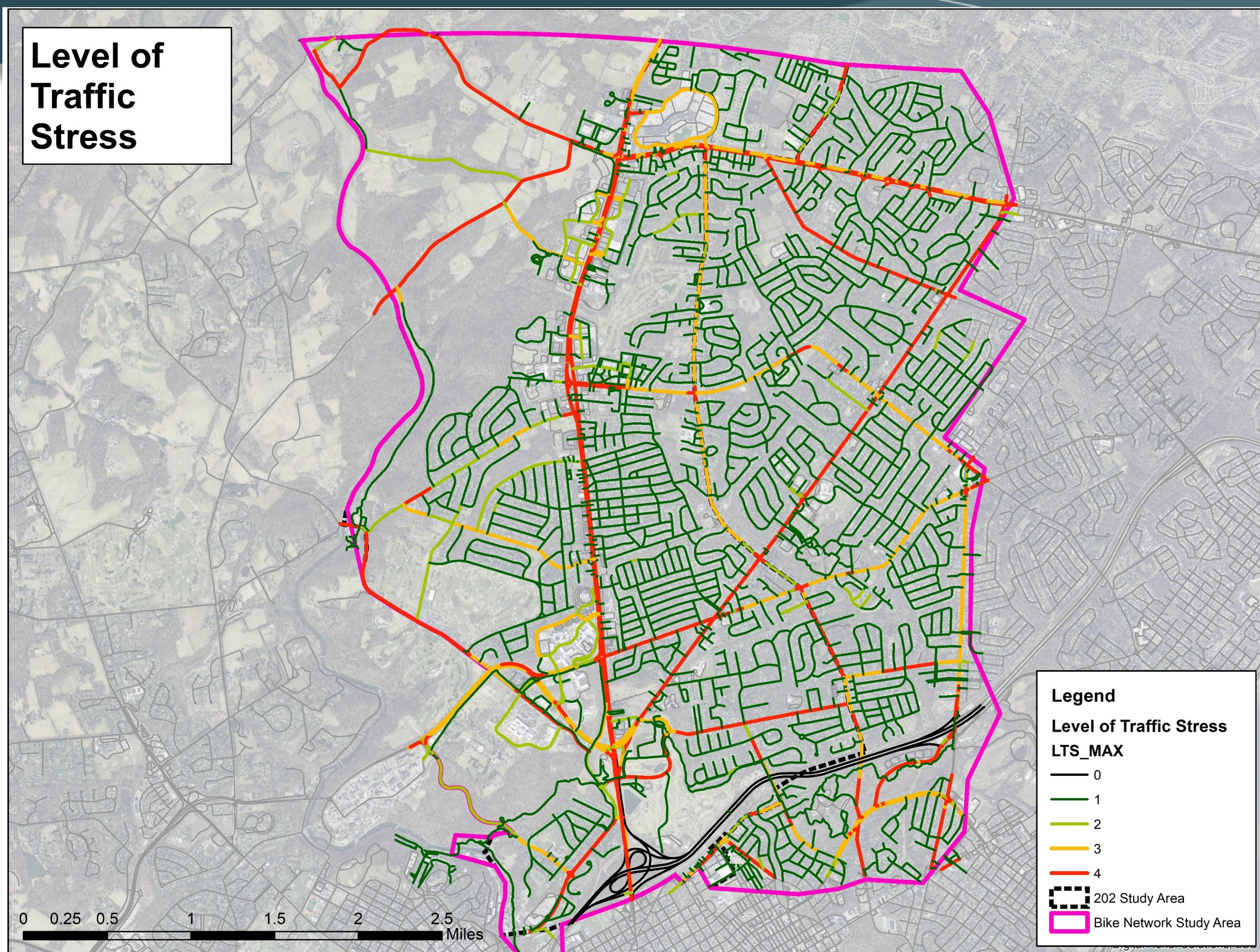


LTS 1

Separated bike lane



LEVEL OF TRAFFIC STRESS OVERVIEW



LEVEL OF TRAFFIC STRESS OVERVIEW

Process

- Interactive Planning Process @ US 202 Workshop December 2019
- Past Plans, Public comments
- Filling gaps in a 'Grid' of Low-Stress Streets in the Study Area

LEVEL OF TRAFFIC STRESS OVERVIEW

A Few Considerations:

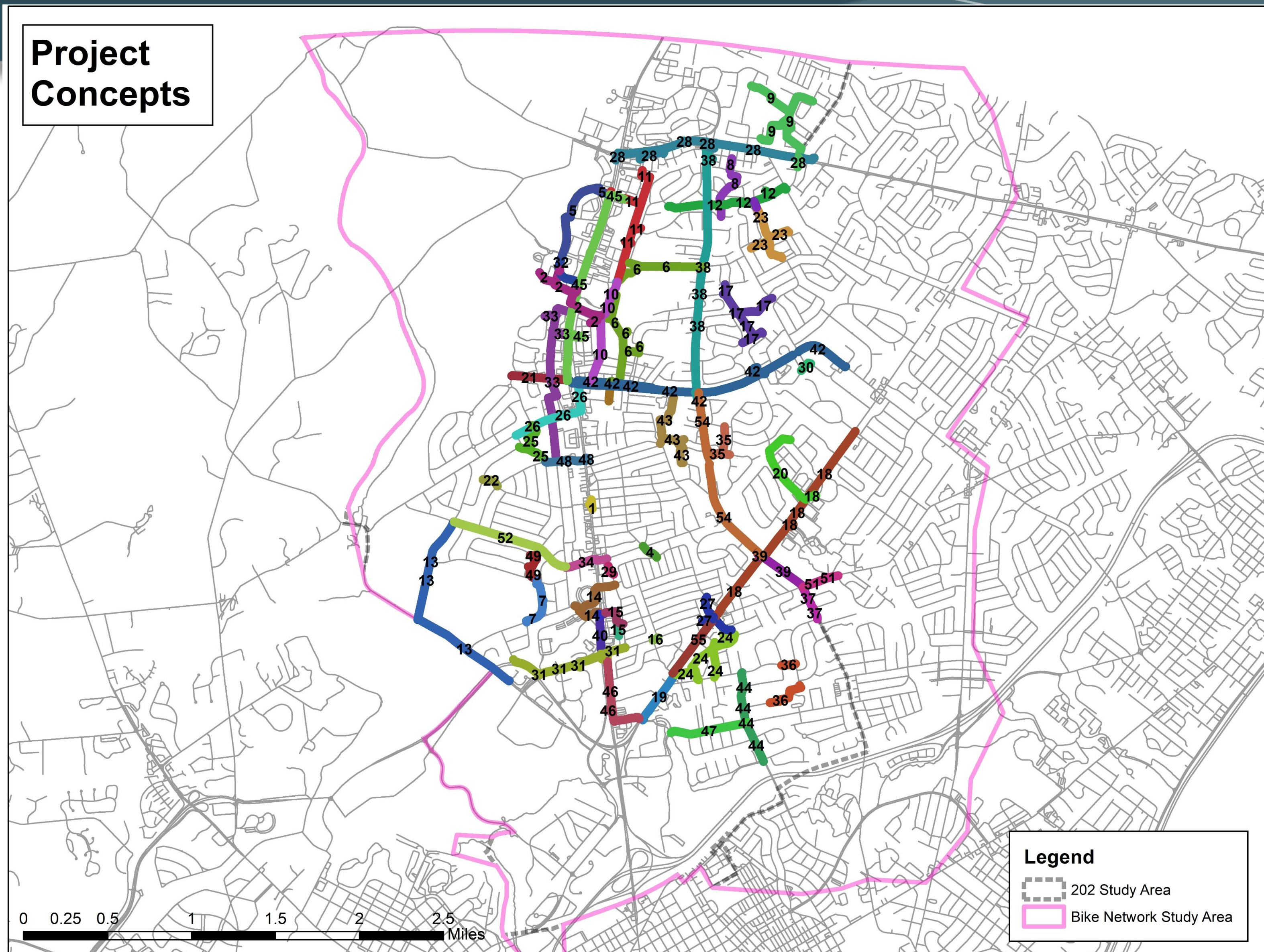
This plan IS

- A starting point to collect ideas to improve bicycle and pedestrian mobility in the study area
- Supporting documentation to suggest, advocate, or nominate project concepts for construction by DeIDOT, DNREC, or NCC
- Quite high level

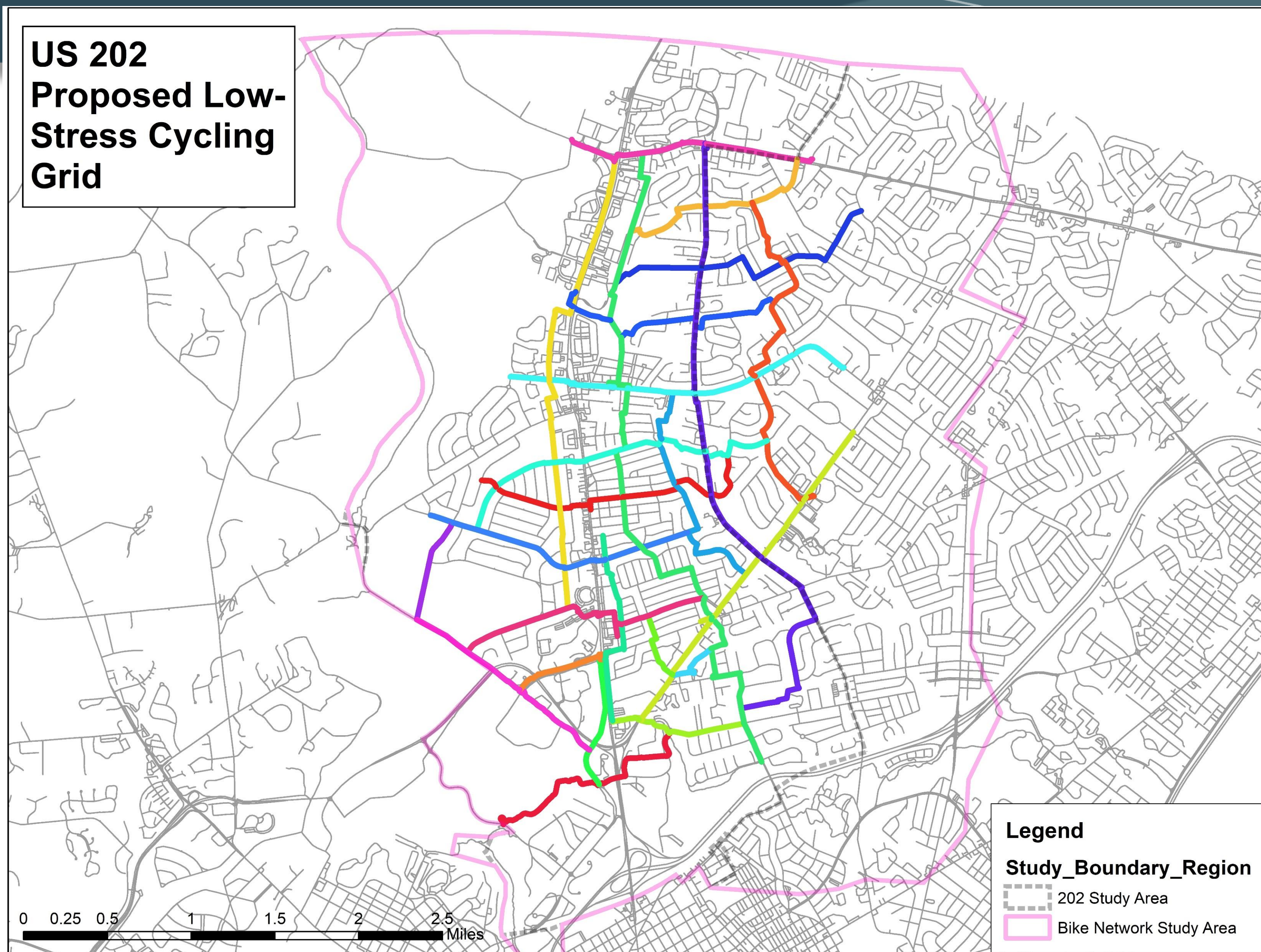
This plan IS NOT

- A comprehensive design guide or policy for all non-local roads
- Inclusive of all good ideas
- Looking for specific Sidewalk Gaps or Accessibility Issues
- Evaluated for pedestrian mobility
- Perfect

LEVEL OF TRAFFIC STRESS OVERVIEW



LEVEL OF TRAFFIC STRESS OVERVIEW



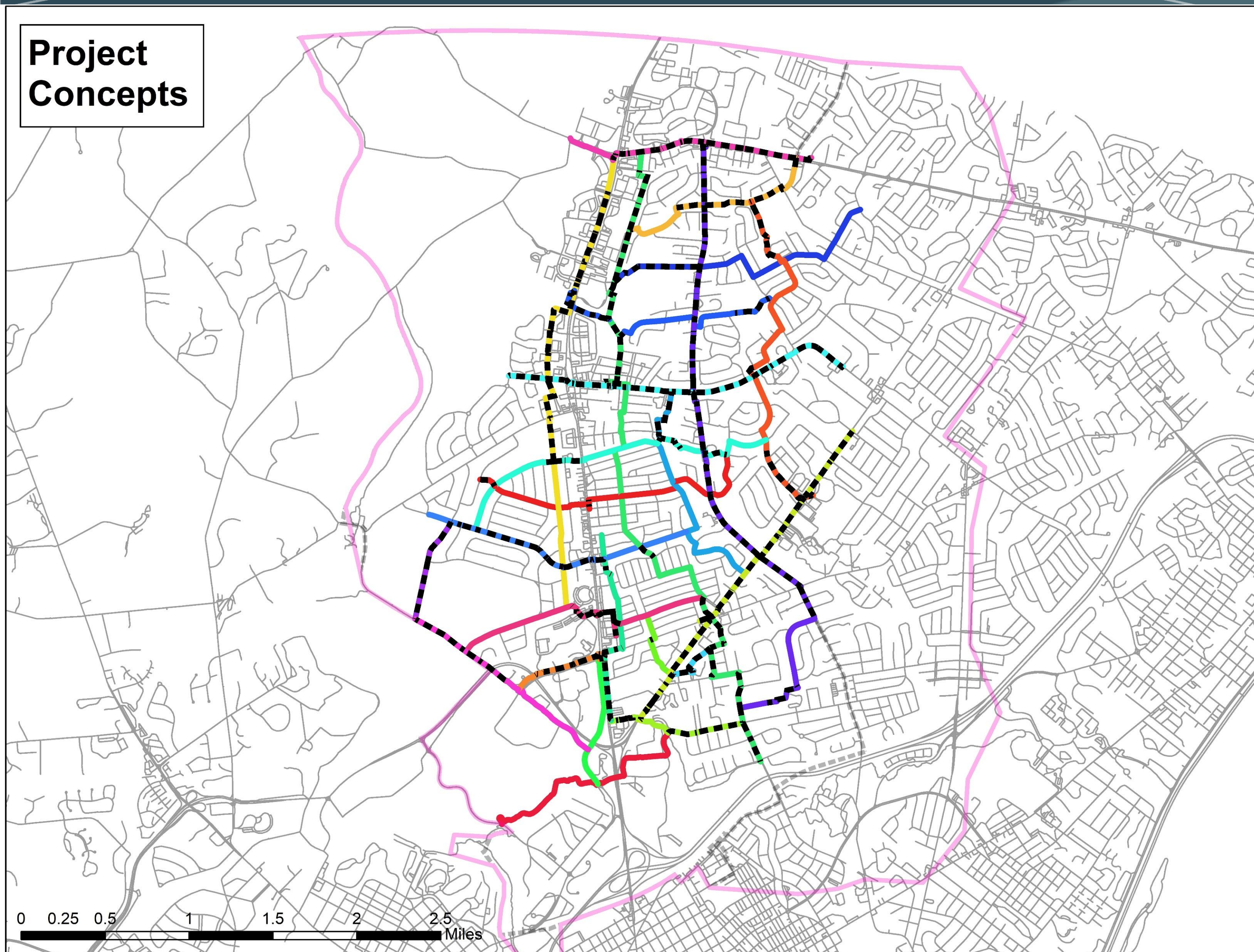
LEVEL OF TRAFFIC STRESS OVERVIEW



- Allow for continuous Low-Stress N-S and E-W Travel through the study area
- Consists of Existing roadways/ pathways and Proposed Projects
- Interconnected
- Challenges:
 - Very irregular existing street grid
 - High Stress intersections
 - Densely developed area

LEVEL OF TRAFFIC STRESS OVERVIEW

Project Concepts



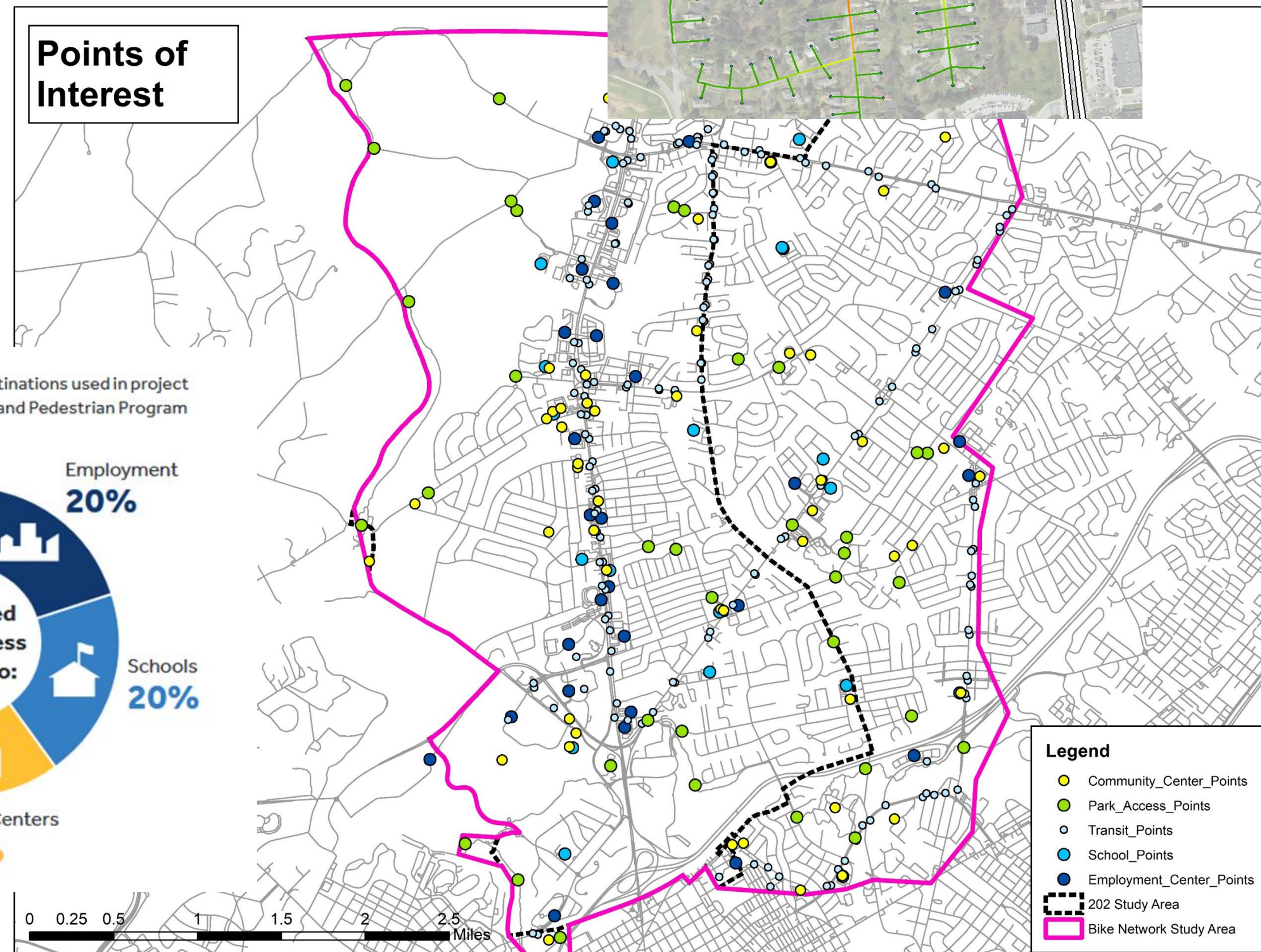
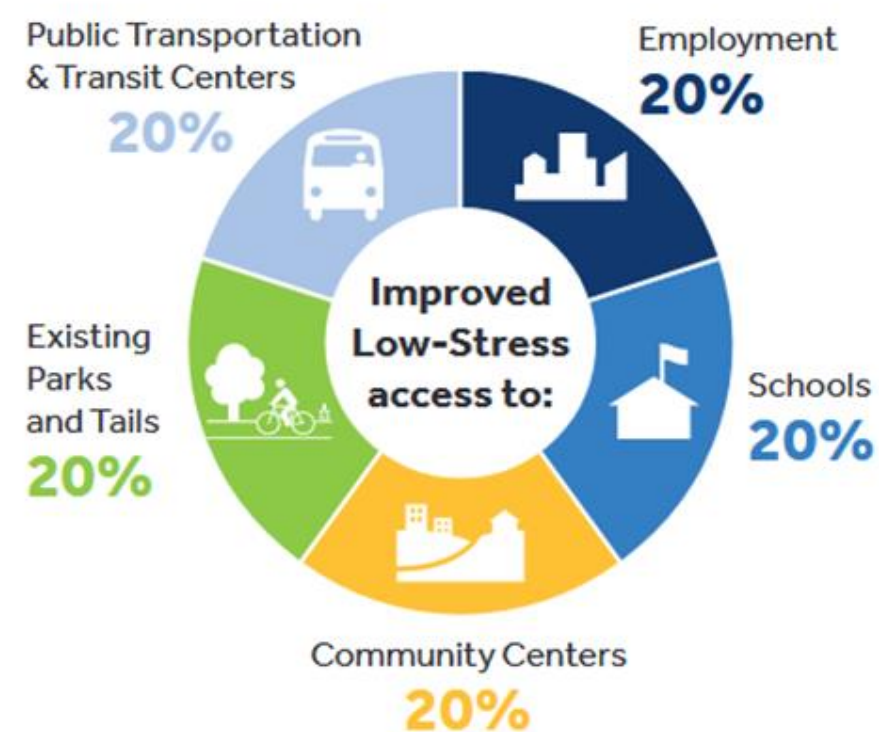
- N-S travel around Fairfax/ Sharpley uses Existing Roads
- N-S travel, outside of Fairfax/ Sharpley depends on proposed projects
- E-W travel relies on US-202 intersection improvement projects
- Sidepaths on Foulk, Shipley, Silverside and Naamans Road are integral components of direct, lower stress cycling in this study area

LEVEL OF TRAFFIC STRESS OVERVIEW

Ranking Projects

- Each project will be evaluated using DeIDOT's Bicycle Mobility Tool
- Which project increases low-stress Access to the most households to:
 - Community Centers
 - Employment Centers
 - Parks
 - Schools
 - Transit
- Cost/Benefit analysis

Figure 3-G. The categories of destinations used in project scoring for the Statewide Bicycle and Pedestrian Program



IMPLEMENTATION

MAJOR TRANSPORTATION AND LAND USE RECOMMENDATIONS

**< 3
YEARS**

- Establish ongoing corridor monitoring advisory group. Group will establish regular data collection and monitoring of land use and transportation trends. Use group to report annual planning activities project updates.
- Prioritize non-motorized projects using LTS analysis tool. Given the large number of recommended projects, a technical effort will be needed to prioritize the most important projects.

**< 8
YEARS**

- Explore feasibility of extending DTC transit to the US 322 /US 1 area in Pennsylvania
- Perform additional modeling analysis on the feasibility of reconfiguring US 202 & Silverside/Garden of Eden Road
- Further explore multiway concepts along the corridor

**+ 8
YEARS**

- Examine feasibility and cost analysis of pedestrian overpass/underpass options at key locations along corridor
- Explore longer term transit options along corridor including intercounty service and vanpool services

IMPLEMENTATION OPPORTUNITIES

IMPLEMENTATION OF BICYCLE AND PEDESTRIAN IMPROVEMENTS

- “Low Hanging Fruit” – Small low-cost Projects can be done quickly using in-house resources or existing DeIDOT Contract
- Land Use Development
- Restriping
- Paving and Rehabilitation
- Capital Project

PROJECT TRACKING MATRIX

PROJECT TRACKING MATRIX

- Interactive Map and spreadsheet to be used by the CPMC to track progress of the implementation of the Master Plan Recommendations
- Can be designed to indicate the status including
 - Design
 - Construction
 - Land Use Policies Implementation
- We will be used as part of future CPMC Meeting and Public Information

CONCORD PIKE MONITORING COMMITTEE

NEXT STEPS

- It is anticipated the Committee will meet up to two (2) times/year (Fall and Spring)
- There will be an annual Monitoring Report developed for 2022 by the Project Partner's for the Committee's review
- The annual Monitoring Report, will include updates 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

CONCORD PIKE MONITORING COMMITTEE

Public
Comments