

# WELCOME TO THE FALL 2023 CONCORD PIKE MONITORING COMMITTEE MEETING!

## THE MEETING WILL BEGIN AT 4:00 PM

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NOVEMBER 8, 2023





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# AGENDA

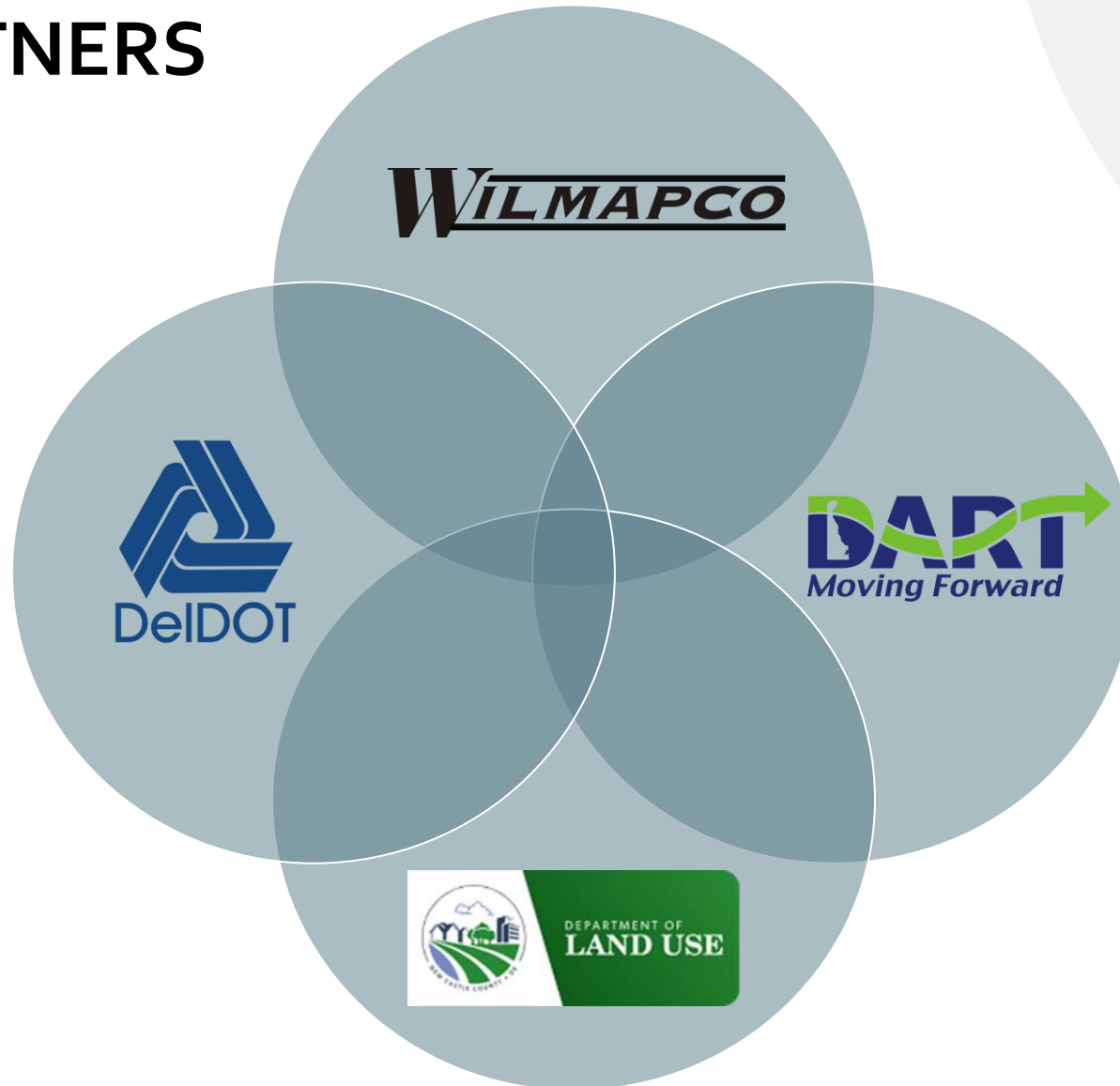
- Welcome and Introductions
- CPMC Overview
- 2022-2023 CPMC Recap
- Prioritization Update
- Looking Ahead: 2023-2024 CPMC
- Spotlight Topic: Signal Retiming
- Agency Updates
  - WILMAPCO
  - DeIDOT
  - Delaware Transit Corporation
  - NCC Department of Land Use
- Next Steps
- Public Comment



# INTRODUCTIONS



# PROJECT PARTNERS



# MEMBERS

## Civic, Business, Special Interest, Institutions

- Bike DE: James Wilson
- Brandywine Conservancy: Elena Hadley
- Civic League for NCC: Bill Dunn
- CCOBH: R.J. Miles
- Committee of 100: Troy Brestel
- Delaware Greenways: Terri Jones
- Delaware Office of State Planning Coordination: Tricia Arndt
- Delaware State Police: Lt. Roger Davis
- New Castle County Chamber of Commerce: Alysse Bortolotto
- Woodlawn Trustees: Richard Przywara
- Brandywine Creek State Park/First State National Historic Park: TBD

## Project Partners

- WILMAPCO: Dan Blevins, Dave Gula
- DelDOT: Peter Haag, 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 6: Debra Heffernan
  - State Representative District 10: Sean Matthews
  - State Representative District 12: Krista Griffith

## Project Team

- RK&K: Mark Tudor, Jim Burnett, Stephanie Everett, Katie Gibson
- Kramer & Associates: Andrew Bing

# INTRODUCTIONS



Name



Organization



Why this committee is important to me

# CONCORD PIKE MONITORING COMMITTEE OVERVIEW





# 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

# 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 benefits/consequences 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

# EXPECTATIONS OF THE MONITORING COMMITTEE

- Attend up to three (3) in-person meetings per calendar year
- Active participation at meetings
- Serve as a liaison between the Committee and the individuals/groups that you represent (if any)
- Encourage the public to attend the annual public workshop

# HOW RECOMMENDATIONS WILL BE MADE

- The Concord Pike Monitoring Committee **will not make formal recommendations**
- Rather, the Committee will provide information, experiences, and local knowledge to assist the project team in implementing the recommendations from the Concord Pike Master Plan



# 2022-2023 CONCORD PIKE MONITORING COMMITTEE RECAP



## 2022-2023 CPMC RECAP

- Held 3 CPMC meetings and 1 public workshop
- Published the 2022 Annual Concord Pike Monitoring Report
- Established initial priorities from the transportation projects included in the Concord Pike Master Plan

# ANNUAL MONITORING REPORT

- Summary of transportation and land use conditions and changes along the Concord Pike corridor, including how the projects in the Concord Pike Master Plan are being implemented
- Elements include:
  - Land Development
  - Traffic
  - Pedestrian/Bike
  - Transit
  - Safety
  - Master Plan Project Status
  - Recommendations
  - Public Comments



[bit.ly/concordpike](https://bit.ly/concordpike)

# MASTER PLAN PROJECT RECOMMENDATIONS

- 177 specific transportation project recommendations were included in Appendix A

- Bike/Ped: 143 projects
- Transit: 9 projects
- Roadway: 25 projects

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 Pedestrian/ 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 Talley 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.)	



# TRANSPORTATION PROJECTS: PLANNING → IMPLEMENTATION



## Regional Transportation Plan (RTP)

- 30 year plan - fiscally constrained and aspirational projects
- Updated at least every 4 years
- Includes NCC, DE and Cecil County, MD



## Capital Transportation Program (CTP)

- 6 year fiscally constrained program
- Updated every 2 years
- Encompasses all of Delaware



## Transportation Improvement Program (TIP)

- 4 year fiscally constrained program
- Updated every 4 years, revised every 2 years
- Includes NCC, DE and Cecil County, MD

# PRIORITIZATION RECAP

- Sought committee members' input on the prioritization of the transportation improvement projects recommended in the Concord Pike Master Plan
- Committee members participated in a dot exercise to prioritize the 52 initial projects discussed at the Winter 2022 meeting

**Project Partners will utilize this input in future decisions on the timing of funding for planning, design, and construction**

# INITIAL THOUGHTS FROM PROJECT TEAM

- 177 transportation project recommendations were included in Appendix A

- Bike/Ped: 143 projects
- Transit: 9 projects
- Roadway: 25 projects



- 52 projects identified as initial priorities by project team

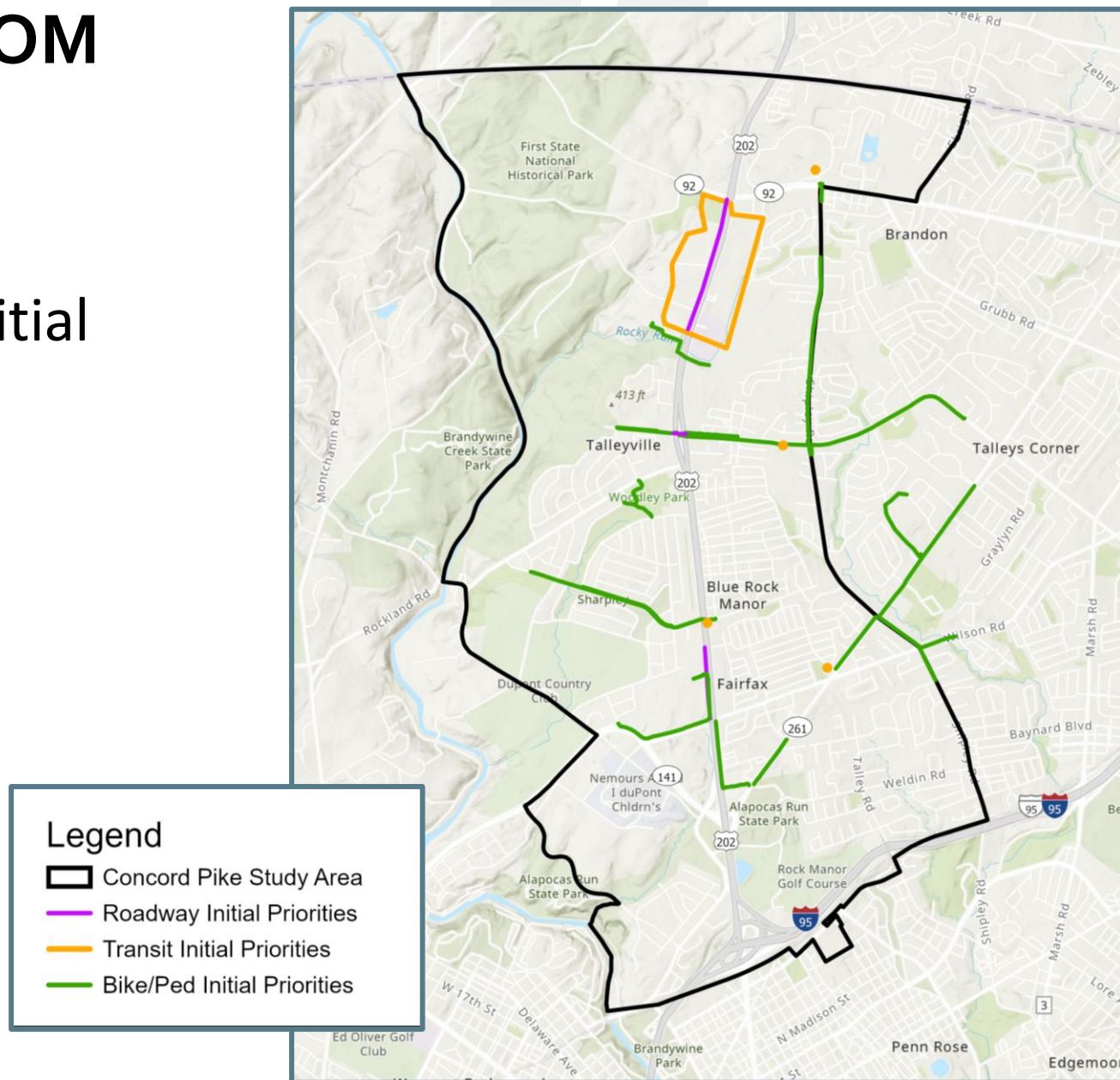
- Bike/Ped: 44 projects
- Transit: 5 projects
- Roadway: 3 projects

**Appendix A: Project Recommendation Matrix**  
Initial Priorities Identified by Project Team  
4/5/2023

Project	Map ID	Project Mode	Description	Estimated Cost	Additional Notes and Justification	Initial Priorities (4/5/2023)?	Notes regarding Prioritization (4/5/2023)
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	To be paired with SEPTA service for better efficiencies	No	Requires action by one or more Pennsylvania agencies
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		No	Eliminated from consideration; Route 48 removed from service
Increase Concord Pike Route 2 Headways	T2	Transit	Change from hourly service to 30 min. from 6:50pm to 9:50pm (or later)	Low	Additional efforts to extend service later in evening to accommodate workers	Complete	Complete
Examine Possible Limited Stop Bus Service Concepts	T44	Transit	Explore limited stop bus service along US 202 between West Chester and Wilmington	High	Limited service minimizes the number of stops, which shortens travel time for passengers and creates. Based on DVRPC report from 2017	No	Requires action by one or more Pennsylvania agencies
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	Currently difficult to locate or lack of publicity	Yes	Focus on better advertising (online, bus wraps, etc.) rather than physical signage; new plaques recently installed beneath existing P&R signage indicating "Express Buses to Wilmington"

# INITIAL THOUGHTS FROM PROJECT TEAM

- 52 projects identified as initial priorities by project team
  - 44 Bike/Ped Projects
  - 5 Transit Projects
  - 3 Roadway Projects

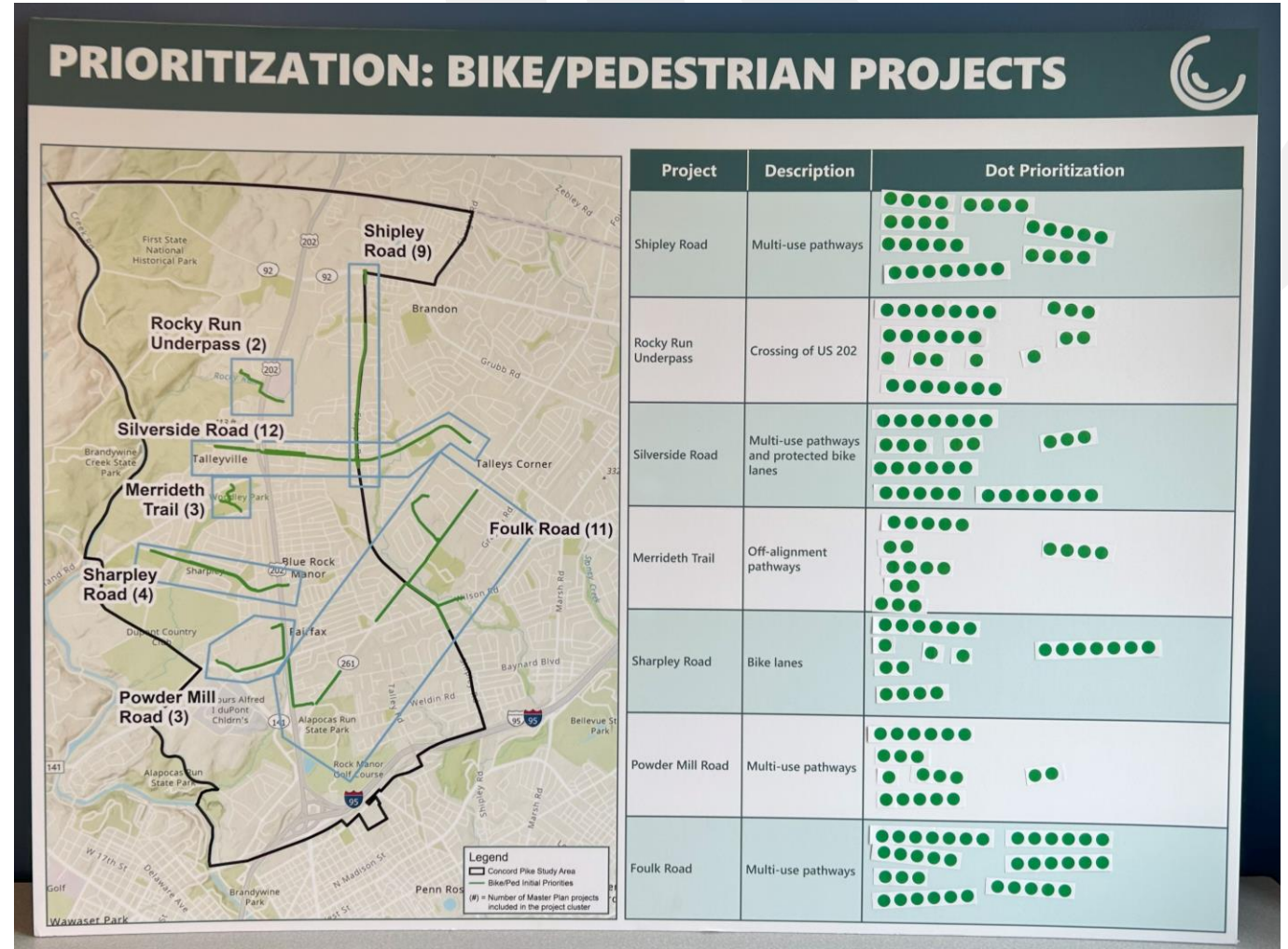




# PRIORITIZATION EXERCISE BIKE/PEDESTRIAN PROJECTS

## Bike/Pedestrian Priorities:

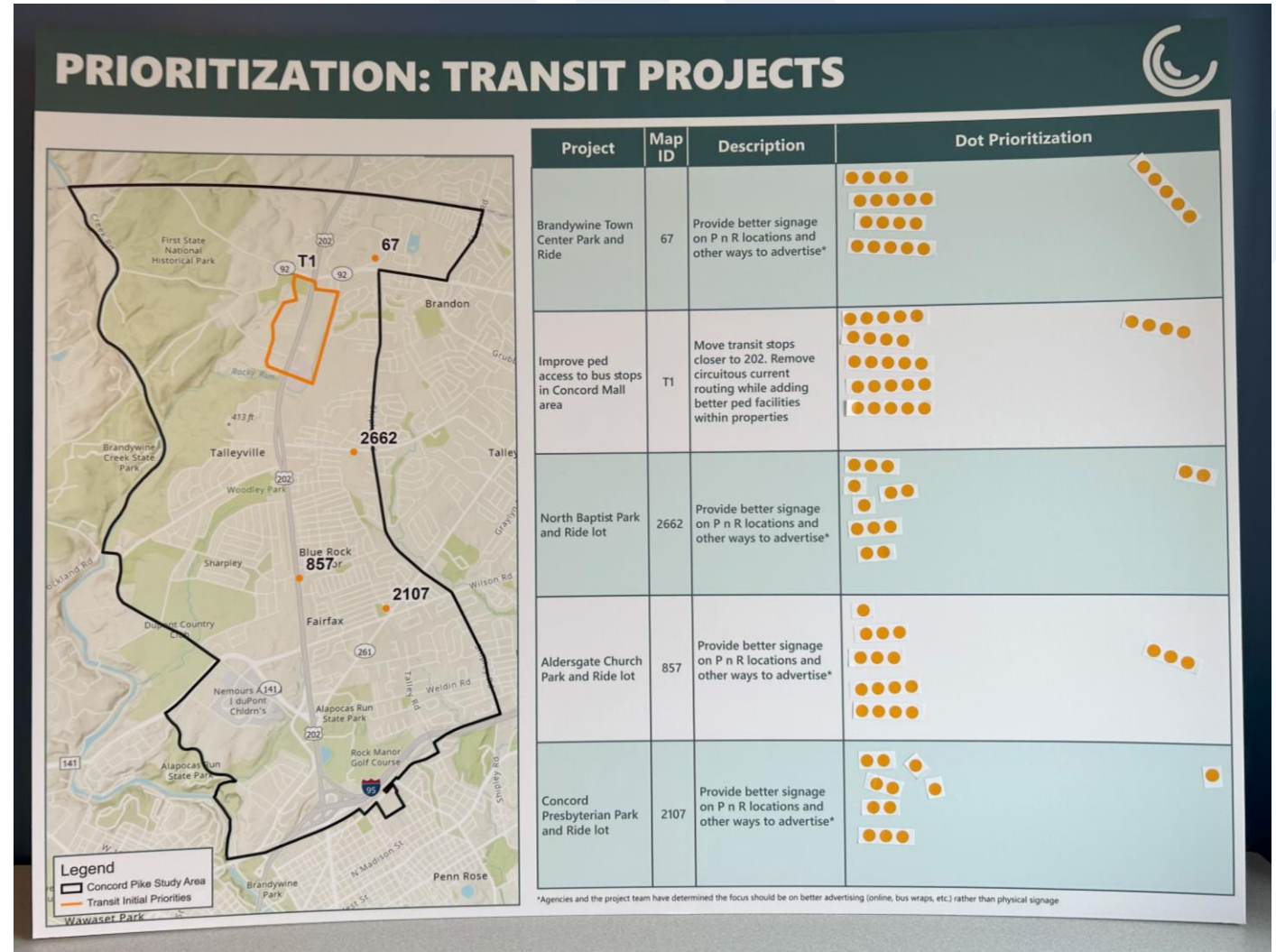
- Foulk Road multi-use pathways
- Silverside Road multi-use pathways and protected bike lanes
- Shipley Road multi-use pathways
- Rocky Run underpass



# PRIORITIZATION EXERCISE TRANSIT PROJECTS

## Transit Priorities:

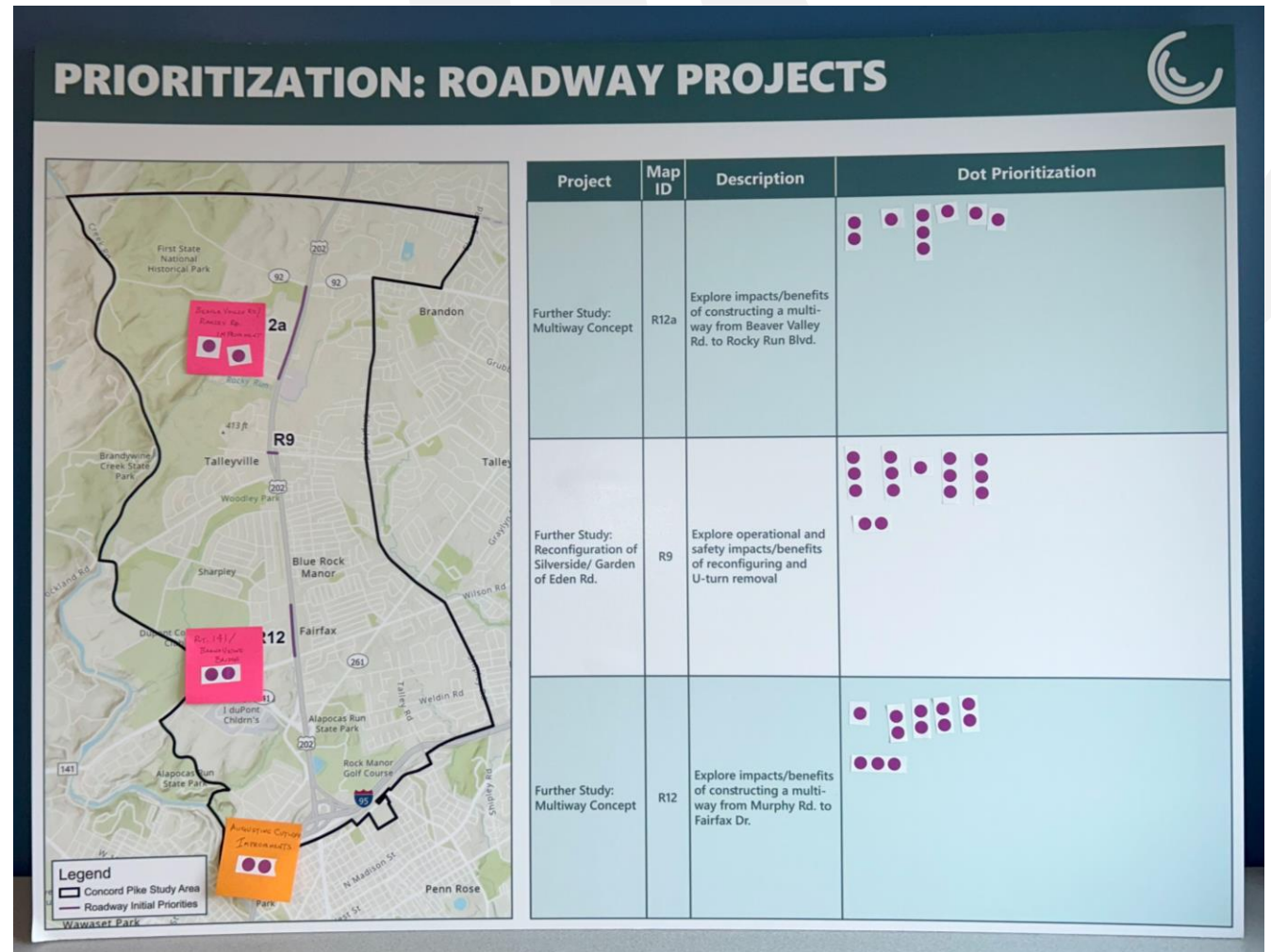
- Improve pedestrian access to bus stops in the Concord Mall area
- Provide better information and access to the Brandywine Town Center Park & Ride



# PRIORITIZATION EXERCISE ROADWAY PROJECTS

## Roadway Priorities:

- Feasibility study to evaluate the reconfiguration of the Silverside Road / Garden of Eden Road





# HOW YOUR INPUT WILL BE USED

- Will be used to help inform the agencies' decision-making for:
  - Regional Transportation Plan (RTP)
  - Capital Transportation Program (CTP)
  - Transportation Improvement Plan (TIP)
- Helps agencies chart a path forward for when funding becomes available
- The committee's priority ranking may not be the order in which projects ultimately get implemented



# PRIORITIZATION UPDATE



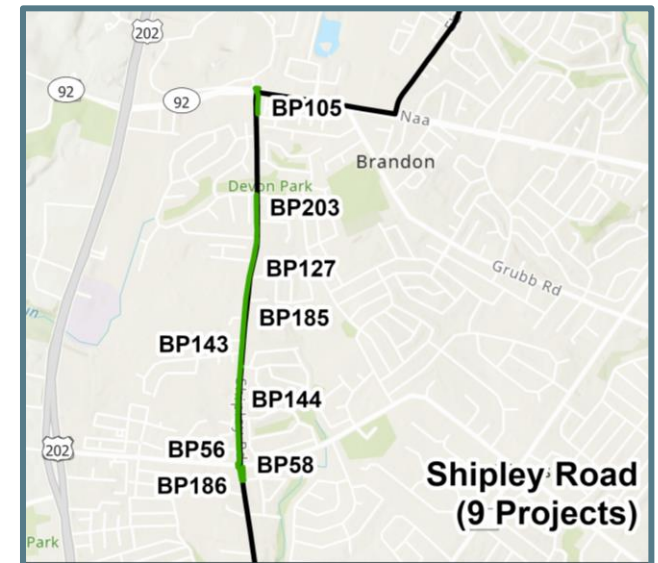
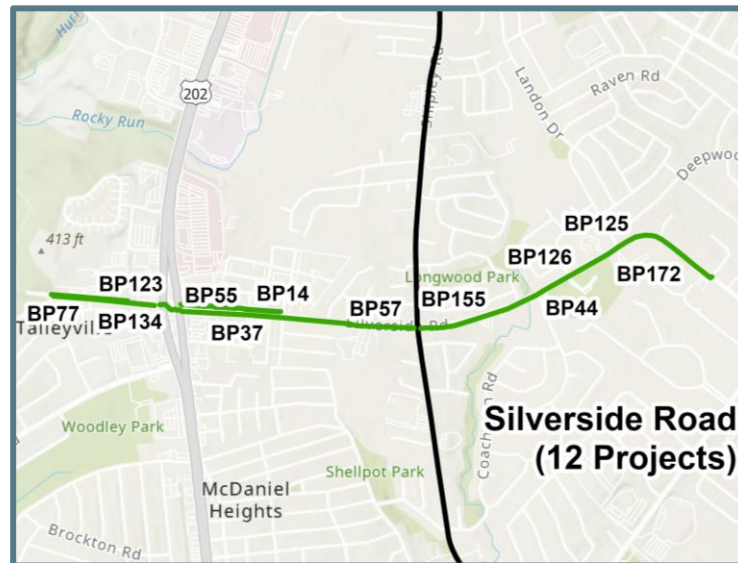
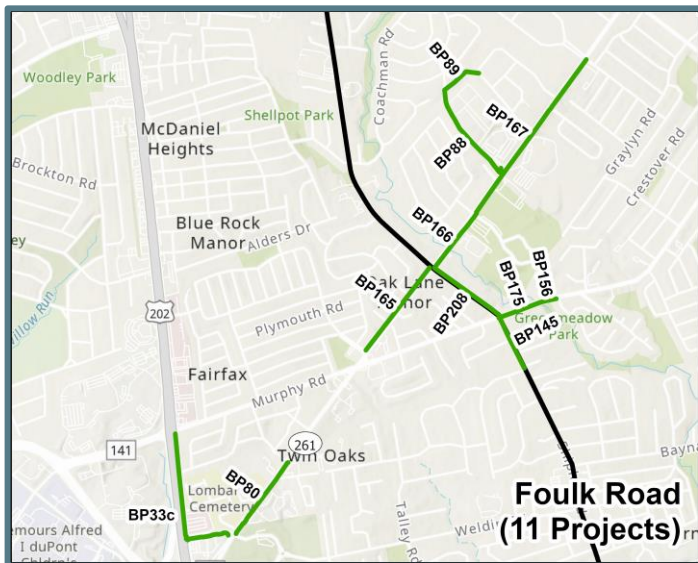
# PRIORITIZATION UPDATE

Project		Map ID	Description	Prioritization Exercise Results							
Bike/Ped Projects				7 dots	6 dots	5 dots	4 dots	3 dots	2 dots	1 dot	Total Dots
Foulk Road	N/A	Multi-use pathways	1	3	2	0	1	0	0	38	
Silverside Road	N/A	Multi-use pathways and protected bike lanes	2	1	1	0	2	1	0	33	
Shipley Road	N/A	Multi-use pathways	1	0	2	4	0	0	0	33	
Rocky Run Underpass	N/A	Crossing of US 202	2	1	0	0	1	2	3	30	
Sharpley Road	N/A	Bike lanes	1	1	0	1	0	1	3	22	
Powder Mill Road	N/A	Multi-use pathways	0	1	1	0	2	1	1	20	
Merrideth Trail	N/A	Off-alignment pathways	0	0	1	2	1	2	0	20	
Transit Projects						5 dots	4 dots	3 dots	2 dots	1 dot	Total Dots
Improve ped access to bus stops in Concord Mall area	T1	Move transit stops closer to 202. Remove circuitous current routing while adding better ped facilities within properties				4	2	0	0	0	28
Better public information and access to park and rides - Brandywine Town Center	67	Provide better signage on P n R locations and other ways to advertise				3	2	0	0	0	23
Better public information and access to park and rides - Aldersgate	857	Provide better signage on P n R locations and other ways to advertise				0	2	3	0	1	18
Better public information and access to park and rides - North Baptist	2662	Provide better signage on P n R locations and other ways to advertise				0	0	2	3	2	14
Better public information and access to park and rides - Concord Presbyterian	2107	Provide better signage on P n R locations and other ways to advertise				0	0	1	3	3	12
Roadway Projects								3 dots	2 dots	1 dot	Total Dots
Further Impact Study: Reconfiguration of Silverside/ Garden of Eden Rd.	R9	Further Impact Study: Reconfiguration of Silverside/ Garden of Eden Rd.					4	1	1	15	
Further Study: Multiway Concept	R12	Further Study: Multiway Concept					1	4	1	12	
Further Study: Multiway Concept	R12a	Further Study: Multiway Concept					1	1	4	9	

## BIKE/PED PROJECTS

# FOULK ROAD, SILVERSIDE ROAD, SHIPLEY ROAD (BIKE/PED PRIORITIES #1,2,3)

- Will likely need to be pursued as part of roadway capital projects
  - Higher cost
  - Constrained right-of-way
- Next potential opportunity through Foulk Road Reconstruction project

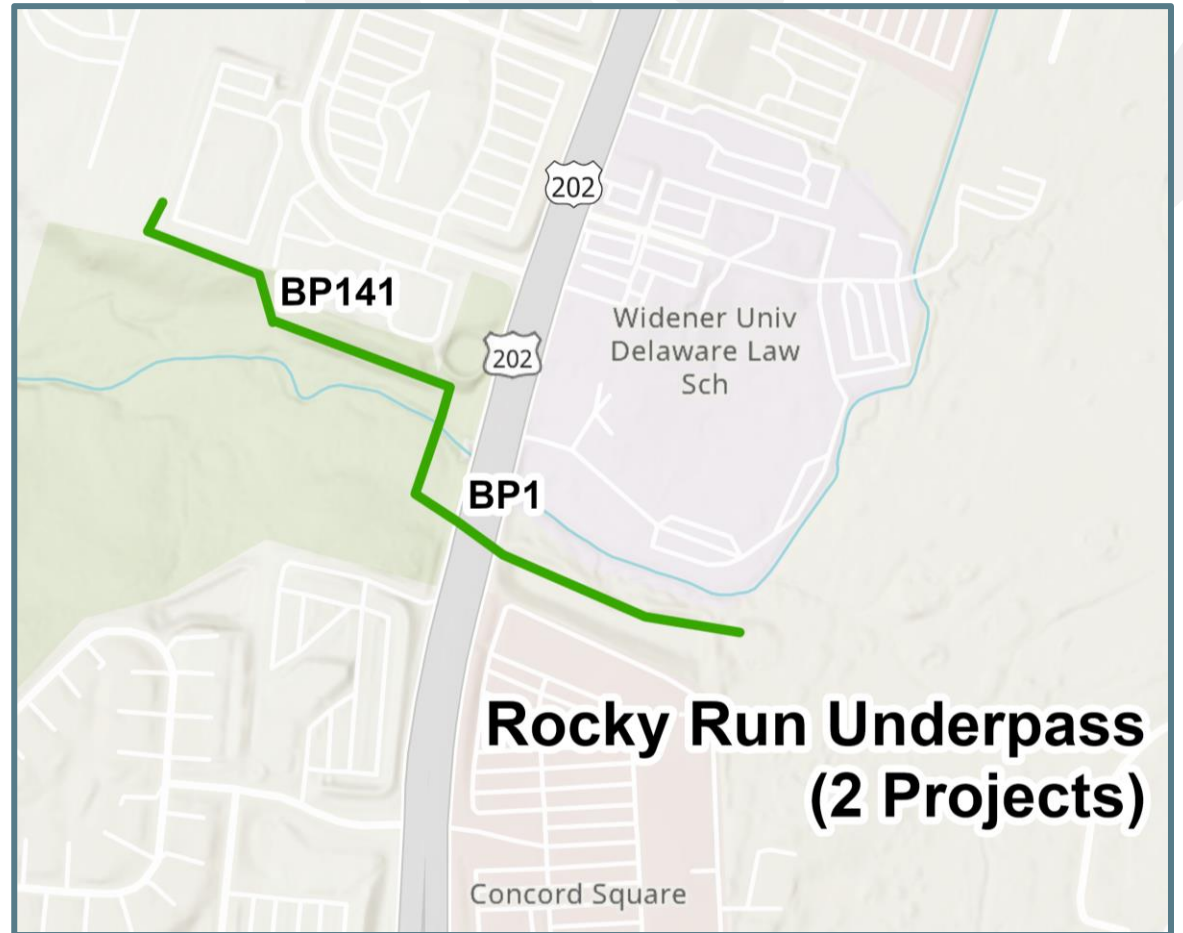


## BIKE/PED PROJECTS

# ROCKY RUN UNDERPASS (BIKE/PED PRIORITY #4)

### Next Steps:

- Future Spotlight topic
- Feasibility Study - submit for funding in the Unified Planning Work Program (UPWP)

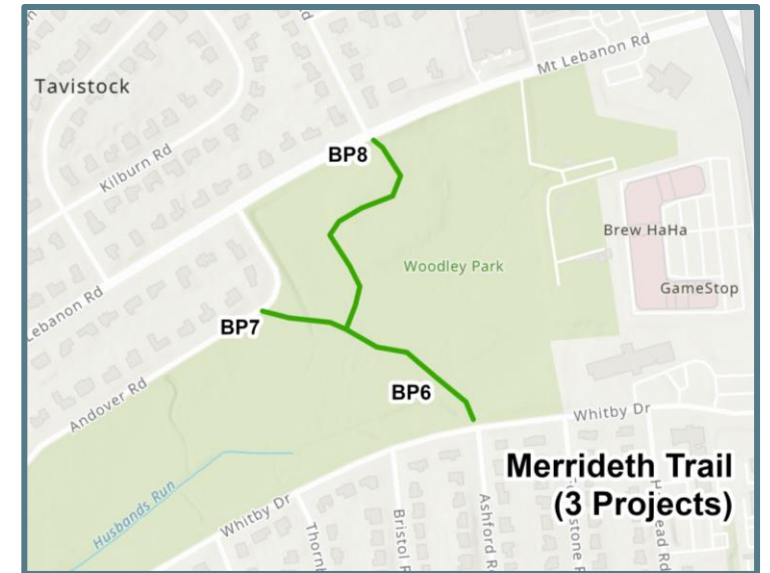
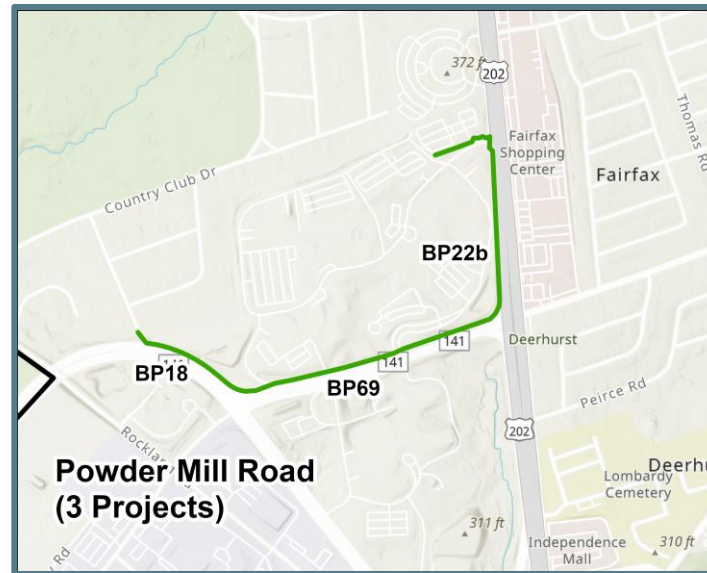
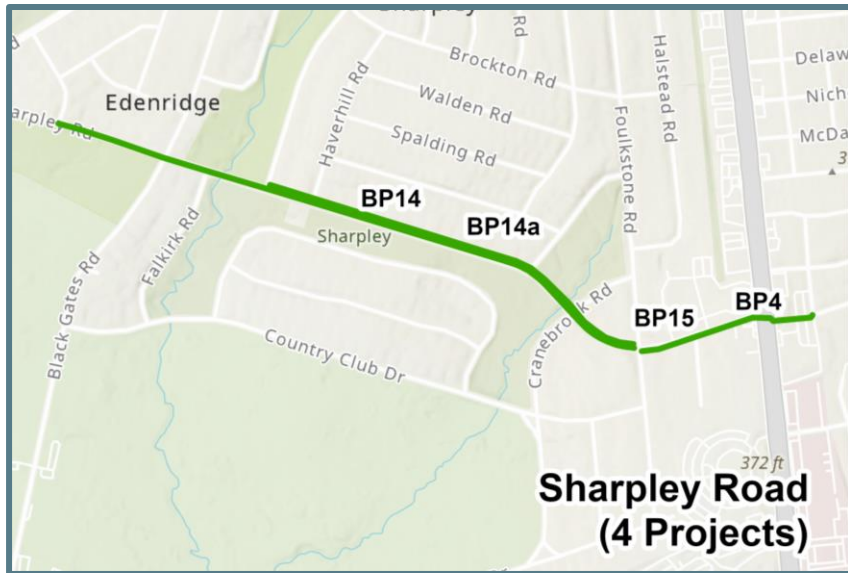




# BIKE/PED PROJECTS

## SHARPLEY ROAD, POWDER MILL ROAD, MERRIDETH TRAIL (BIKE/PED PRIORITIES #5-7)

- WILMAPCO to submit next year to DelDOT's Bike/Ped Pool



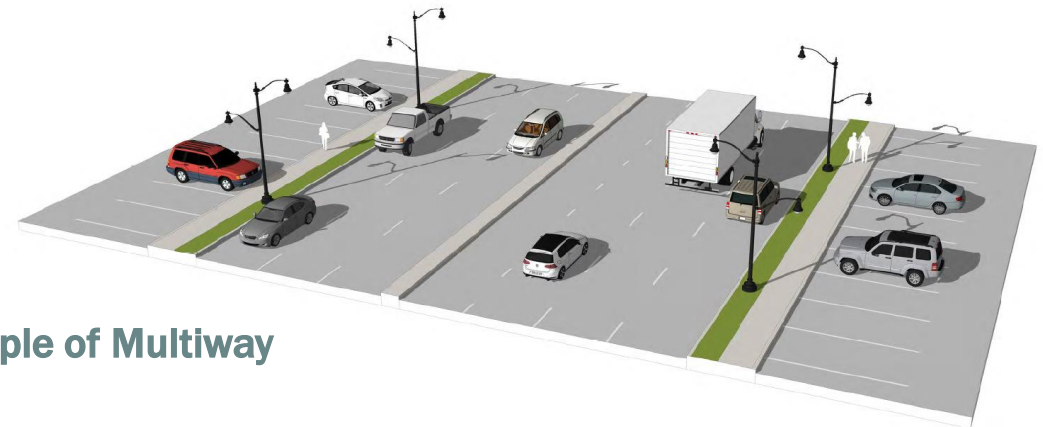
# TRANSIT PROJECTS

- Improve ped access to bus stops in Concord Mall area (Transit Priority #1)
  - Being considered through DART Reimagined
- Better public information and access to park and rides - Brandywine Town Center, Aldersgate, North Baptist, Concord Presbyterian (Transit Priorities #2-5)
  - Other improvements included in DART Reimagined may be more beneficial for transit users



# ROADWAY PROJECTS

- Further Impact Study: Reconfiguration of Silverside/ Garden of Eden Rd. (Roadway Priority #1)
  - Potential Future Spotlight Topic
  - Previously studied as part of Bike Delaware Summit
- Further Study: Multiway Concept (Roadway Priorities #2,3)
  - Potential Future Spotlight topic
  - Challenges, hurdles, opportunities



Example of Multiway

# LOOKING AHEAD: 2023-2024 CPMC



## GOAL OF THE 2023-2024 CPMC

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**Advance Concord Pike  
Master Plan Projects**

# HOW WE WILL ACCOMPLISH OUR GOAL



# HOW WE WILL ACCOMPLISH OUR GOAL

By monitoring, sharing, discussing, advocating...

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**By monitoring, sharing, discussing, advocating...**

- Spotlight Topics (New!)



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**By monitoring, sharing, discussing, advocating...**

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- Agency Updates at each CPMC Meeting

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- 2023 Annual Monitoring Report

# HOW WE WILL ACCOMPLISH OUR GOAL

**By monitoring, sharing, discussing, advocating...**

- Spotlight Topics (New!)
- Agency Updates at each CPMC Meeting
- 2023 Annual Monitoring Report
- Spring 2024 Public Workshop



## SPOTLIGHT TOPICS

- Fall CPMC Meeting (**Tonight!**)
  - Concord Pike Corridor Signal Retiming
- Future Potential Topics
  - What are the considerations/hurdles for the Rocky Run Underpass?
  - Revisit material from the Bike Delaware Summit regarding the Silverside Rd/Garden of Eden Rd reconfiguration.
  - What might a multi-way along US 202 look like?
  - What are the next steps for ped/bike recommendations in the Concord Pike Master Plan?

# WORK PLAN

## ▶ Summer

■ Assemble available data from Project Partners:

- *Land Use Development updates*
- *Safety data*
- *Traffic data*
- *Transit data*

## ▶ Fall

■ Intersection counts at 15 locations

- *Perform Critical Movement Summation (CMS) Analysis*

■ Discuss Monitoring Committee priorities for CTP input with Project Partners

■ Update GIS database with latest data

**We are here!** ➔

✱ **Fall 2023 CPMC Meeting**

- *Prioritization Update*
- *Looking Ahead: 2023-2024 CPMC Work Plan*
- *Spotlight Topic: Concord Pike Corridor Signal Retiming*
- *Additional Agency Updates*

Technical team efforts shown in **black**.

Deliverables shown in **green**.

Monitoring Committee Meetings & Public Workshops shown in **purple**.

# WORK PLAN

## ▶ Winter

### JANUARY

- Confirm data for inclusion in Draft Report
- Gather additional annual transportation data

### FEBRUARY

- Provide Draft Concord Pike Monitoring Report to Monitoring Committee

### EARLY MARCH

- Winter 2024 CPMC Meeting
  - *Review draft report*
  - *Spotlight Topic: TBD*
  - *Additional Agency Updates*

Technical team efforts shown in **black**.

Deliverables shown in **green**.

Monitoring Committee Meetings & Public Workshops shown in **purple**.

## ▶ Spring

### MARCH

- Revise Draft Report per Monitoring Committee feedback

### APRIL

- Public Workshop
- Final Concord Pike Monitoring Report

### JUNE

- Spring 2024 CXMC Meeting
  - *Feedback from the April Public Workshop*
  - *Spotlight Topic: TBD*
  - *Looking Ahead*
  - *Additional Agency Updates*



# CPMC MEETING SCHEDULE

We are here!



FALL CPMC  
MEETING

Nov. 8,  
2023

WINTER CPMC  
MEETING

March 13\*,  
2024

SPRING PUBLIC  
WORKSHOP

April 24\*,  
2024

SPRING CPMC  
MEETING

June 5\*,  
2024

\*Dates to be confirmed

# SPOTLIGHT TOPIC: CONCORD PIKE CORRIDOR SIGNAL RETIMING



# SPOTLIGHT DISCUSSION TOPICS

- What challenges have you experienced...
  - Driving along Concord Pike?
  - Driving to or from side streets?
  - Walking or biking across Concord Pike?
- What movements would you prioritize if you were retiming the corridor?
  - Through movements, pedestrians, side streets, left turns



# AGENDA

- Signal Timing Basics
- Retiming Objectives
- Signal Timing Changes
- Further Action
- Q&A

# SIGNAL TIMING BASICS

- A traffic signal allocates time to each intersection movement
- Based on roadway context and user demand
- Maximize use of the intersection
  - Minimize delay at red lights
    - Average delay
    - Max delay
  - Minimize impacts of queuing



# SIGNAL TIMING BASICS

## Time

1 hour = 3,600 seconds

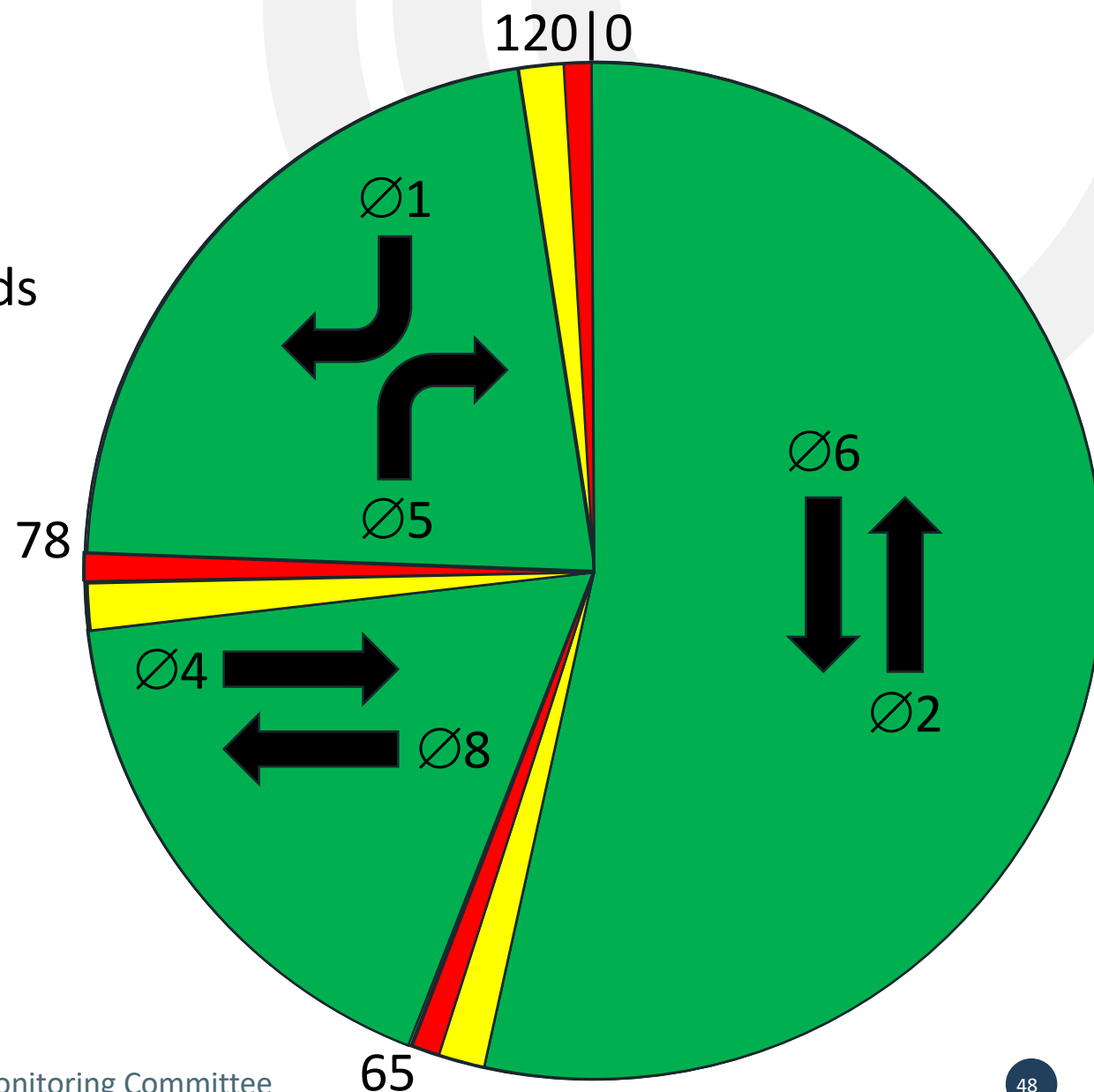
Divided into cycles → 90, 120 or 150 seconds

## Movements (signal phases)

Main St, Side St, turns, pedestrian crossings

## Mode

Cars, trucks, pedestrians and bicycles

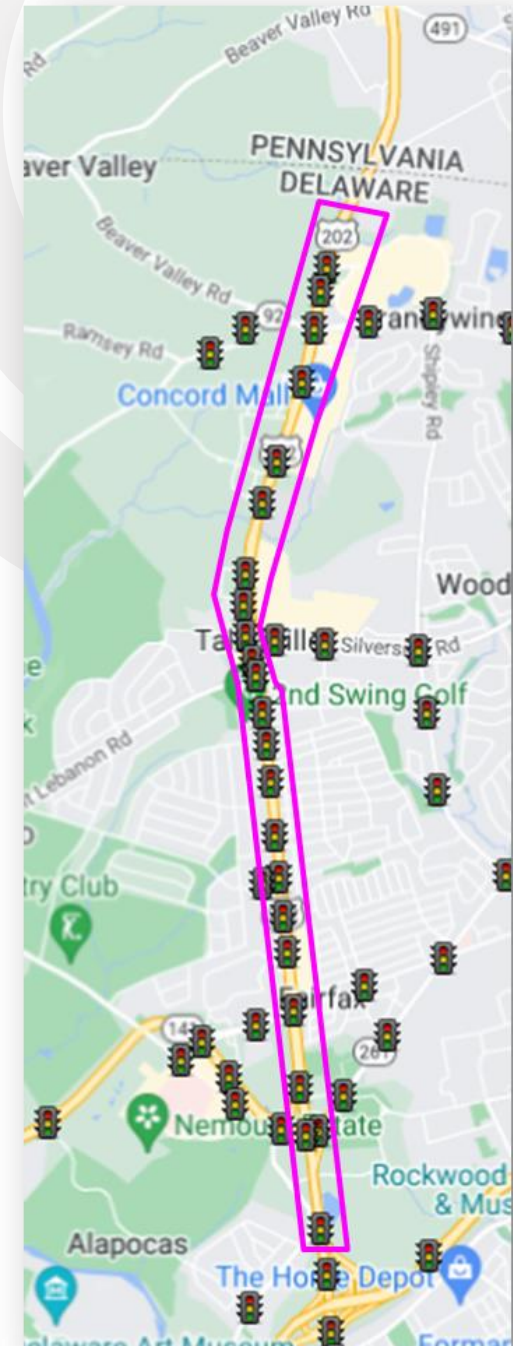


# RETIMING OBJECTIVES

- Serve all modes of travel
- Reduce peak period delay
- Improve vehicle flow along Concord Pike (US 202)

## Project Limits

Augustine Cutoff – Pennsylvania state line (22 signals)



# SERVE ALL MODES OF TRAVEL

- Cars & trucks  $\approx$  2 seconds per vehicle
- Pedestrians = 3.5 feet per second
  - Concord Pike: 85–165-foot crossings  $\Rightarrow$  25–48 seconds  $\approx$  12–24 vehicles
- Transit – southbound bus queue jump at Independence Mall and DE 141
- Bicyclists



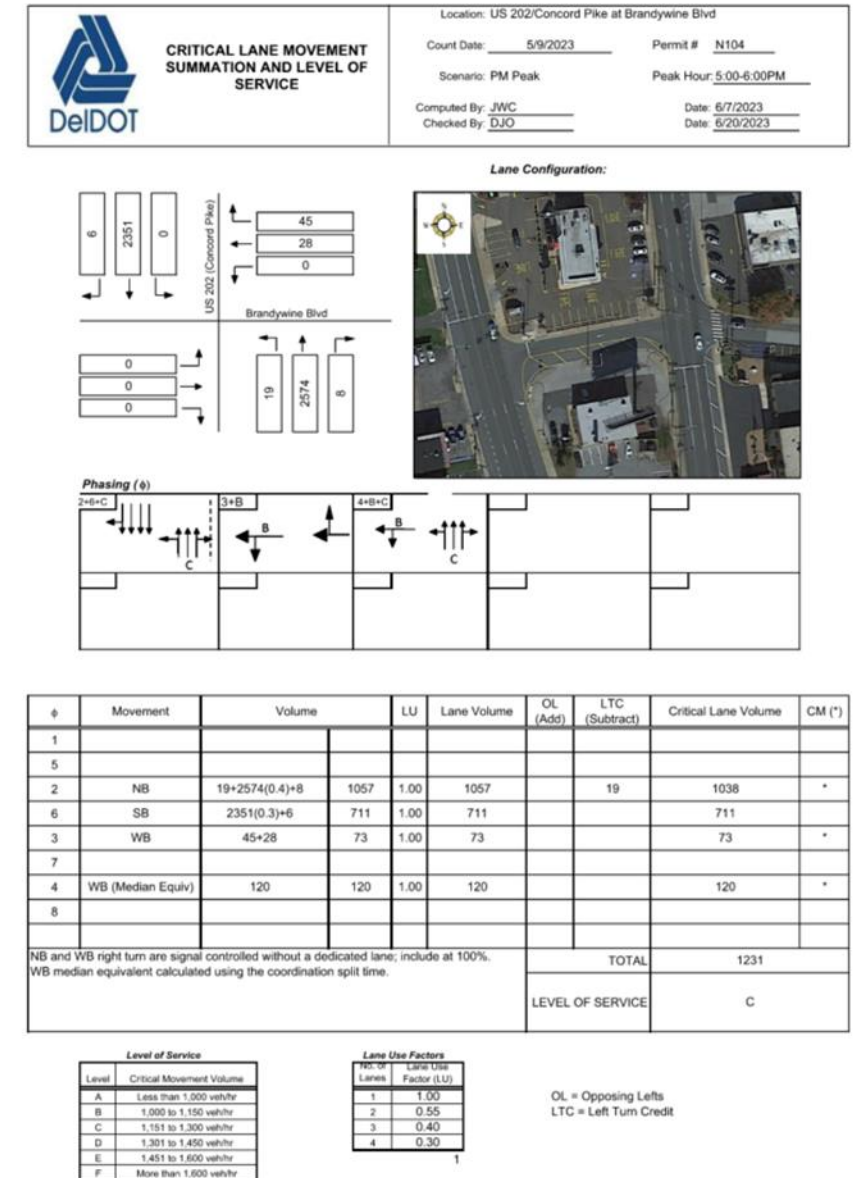
# REDUCE DELAY

- Efficient allocation of green time
  - Critical Movement Summations (CMS)

Hourly critical lane volumes (CLV) based on traffic counts and lane geometry

$$\text{Average required green time} = \frac{\text{CLV per cycle}}{2 \text{ sec/veh}}$$

Critical intersections have the largest sum of CLVs

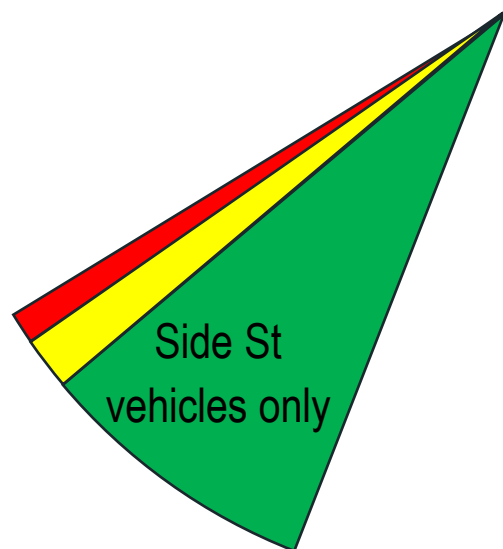


# REDUCE DELAY – CRITICAL INTERSECTIONS

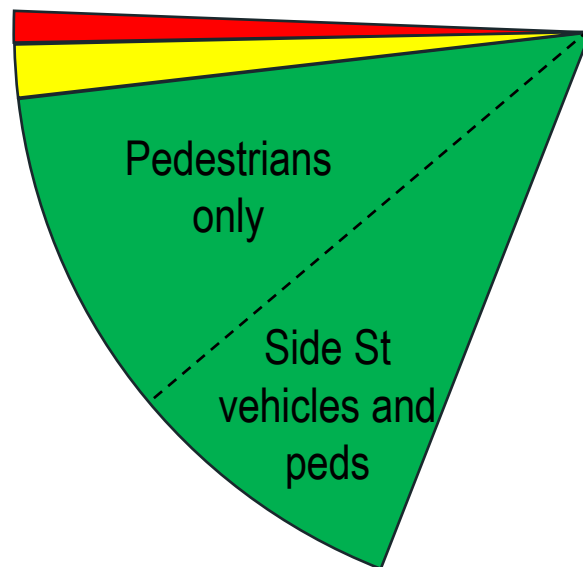
US 202 Critical Movement Summation Summary								
Intersection		Notes	Calculated CMS					
Permit Number	Intersection		AM Peak (Vehicle Volume)	AM Peak (Pedestrian Equivalent)	Mid-Day (Vehicle Volume)	Mid-Day (Pedestrian Equivalent)	PM Peak (Vehicle Volume)	PM Peak (Pedestrian Equivalent)
N026P	US202 & Concord Mall S		A (651)	A (984)	A (669)	B (1034)	A (848)	B (1138)
N028P	US202 & Concord Mall N	has exclusive PED phase	A (954)		-	-	C (1176)	
N030P	US202 & Brandywine TC		A (660)	A (983)	A (689)	A (993)	A (884)	B (1103)
N046P	US202 & Independence Mall		A (731)	B (1090)	A (598)	B (1035)	A (908)	C (1240)
N100	US202 & INA Ent		A (651)	B (1099)	-	-	A (823)	B (1136)
N101	US 202 & Naamans Rd		A (780)	B (1038)	A (787)	C (1182)	B (1130)	D (1375)
N102	US202 & Silverside Rd		A (937)	A (951)	A (976)	A (976)	C (1186)	C (1186)
N104 ●	US202 & Brandywine Blvd		A (940)	A (940)	-	-	C (1231)	C (1231)
N106	US202 & Concord Ave	no PEDs at intersection	A (993)	-	-	-	A (954)	-
N107 ●	US202 & Sharpley Rd	has exclusive PED phase	B (1106)	D (1418)	A (738)	B (1128)	B (1061)	D (1373)
N108 ●	US202 & Fairfax Blvd		B (1148)	C (1284)	-	-	D (1342)	D (1446)
N109	US202 & Murphy Rd		A (996)	D (1346)	A (816)	C (1192)	B (1123)	D (1363)
N111 ●	US202 & Augustine Cutoff	no PEDs at intersection	A (928)	-	-	-	C (1271)	-
N230	US202 & Woodrow Ave	no PEDs at intersection	A (894)	-	A (824)	-	B (1054)	-
N322	US202 & Astra Zenica		A (932)	C (1264)	-	-	B (1118)	D (1385)
N327	US202 & Whitby Dr		A (978)	C (1241)	-	-	B (1006)	C (1273)
N349	US202 & Mt Lebanon Rd		A (936)	A (937)	A (828)	A (877)	B (1071)	B (1062)
N468	US202 & Prospect Ave		A (812)	B (1116)	A (745)	B (1042)	B (1014)	C (1259)
N479	US202 & Widner U		A (867)	C (1164)	-	-	B (1047)	D (1333)
N481	US202 & DE Corp Center	split side street w/peds	A (867)	F (1848)	-	-	B (1055)	F (1902)
N503	US202 & Silverside U-turn	no PEDs at intersection	A (900)	-	A (883)	-	B (1016)	-
N660	US202 & Ramp B/E	no PEDs at intersection	A (948)	-	A (608)	-	A (883)	-

# REDUCE DELAY

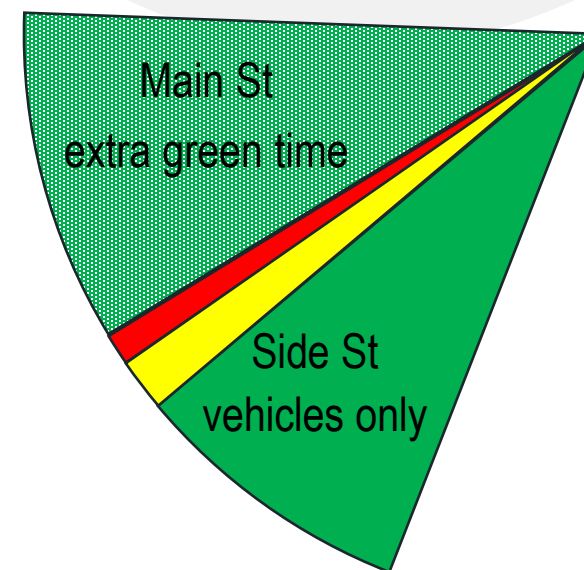
- Efficient allocation of green time
  - Vehicle and pedestrian timing



Side street with vehicle demand only



Side street pedestrian timing > vehicle demand



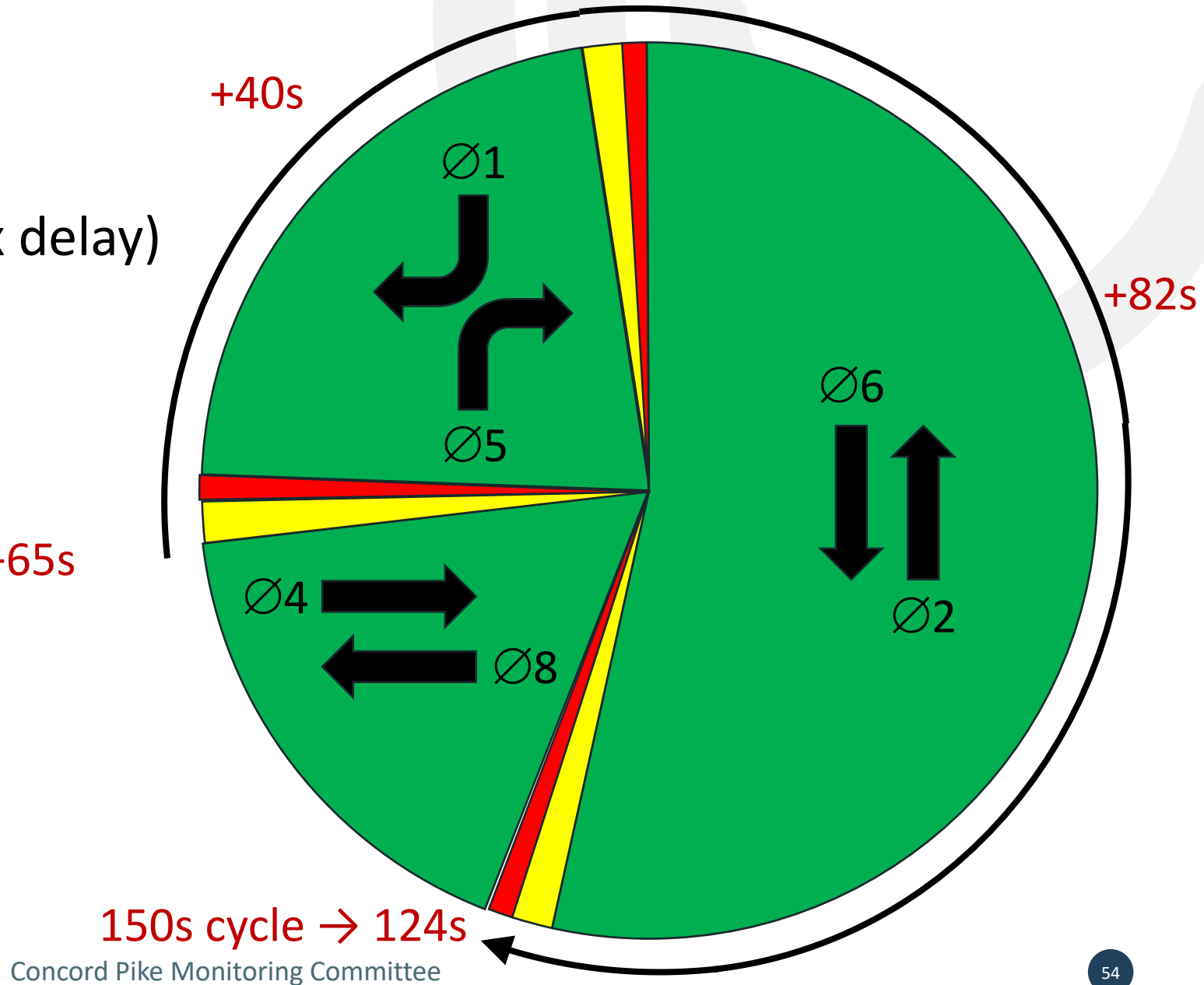
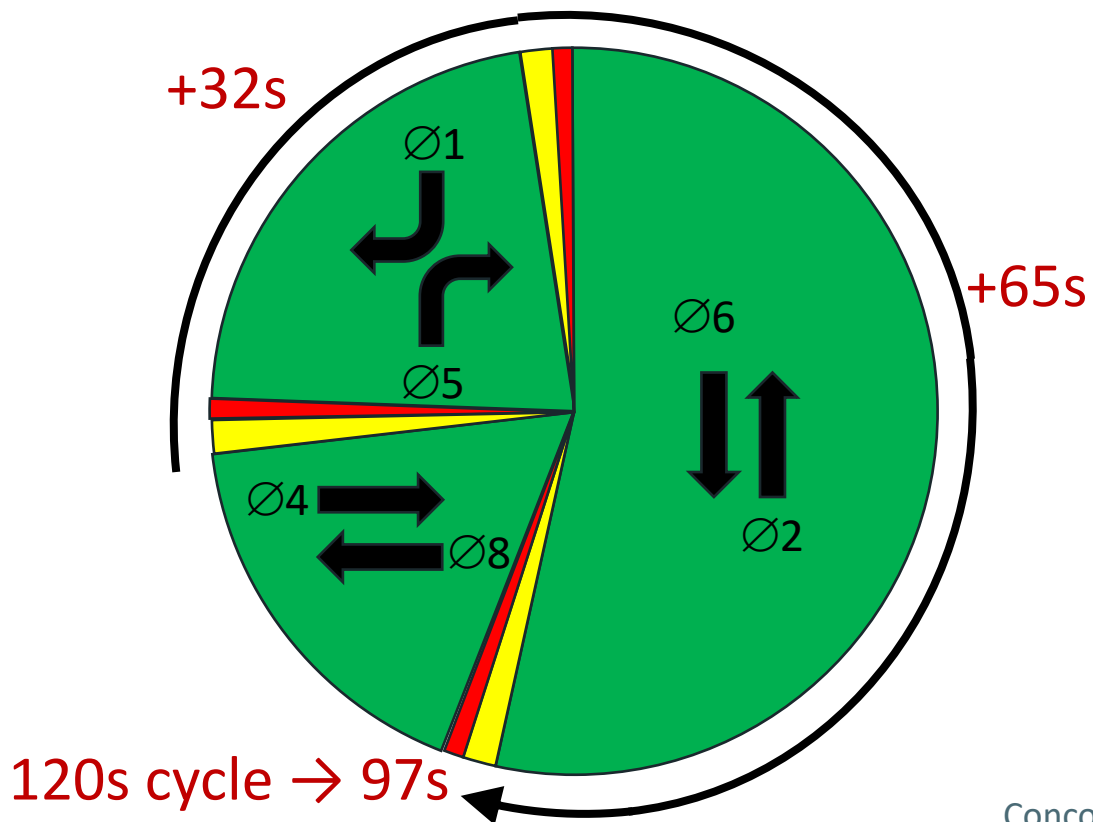
Side street with pedestrian timing and no pedestrians (common)





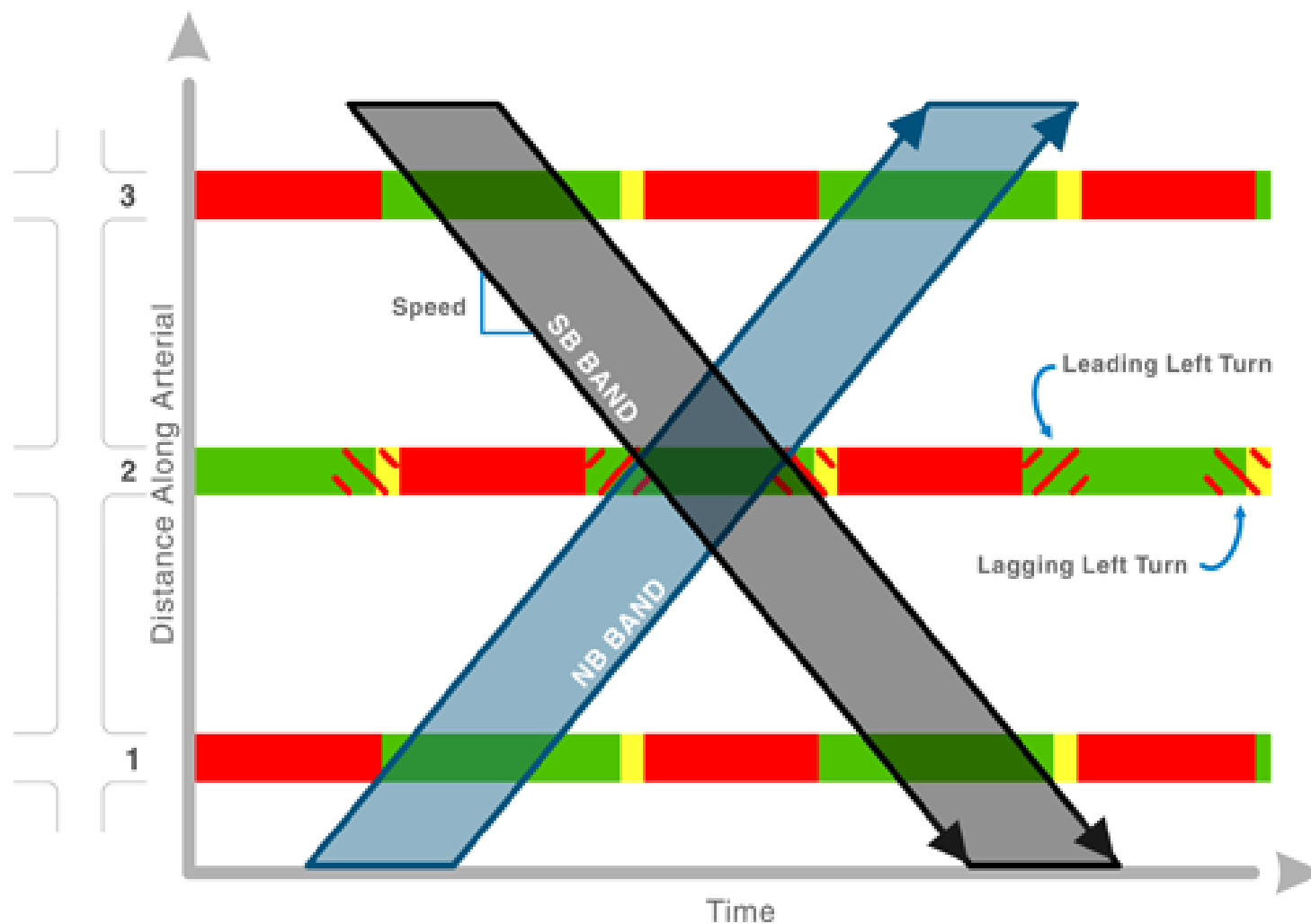
# REDUCE DELAY

- Minimize cycle length (max delay)



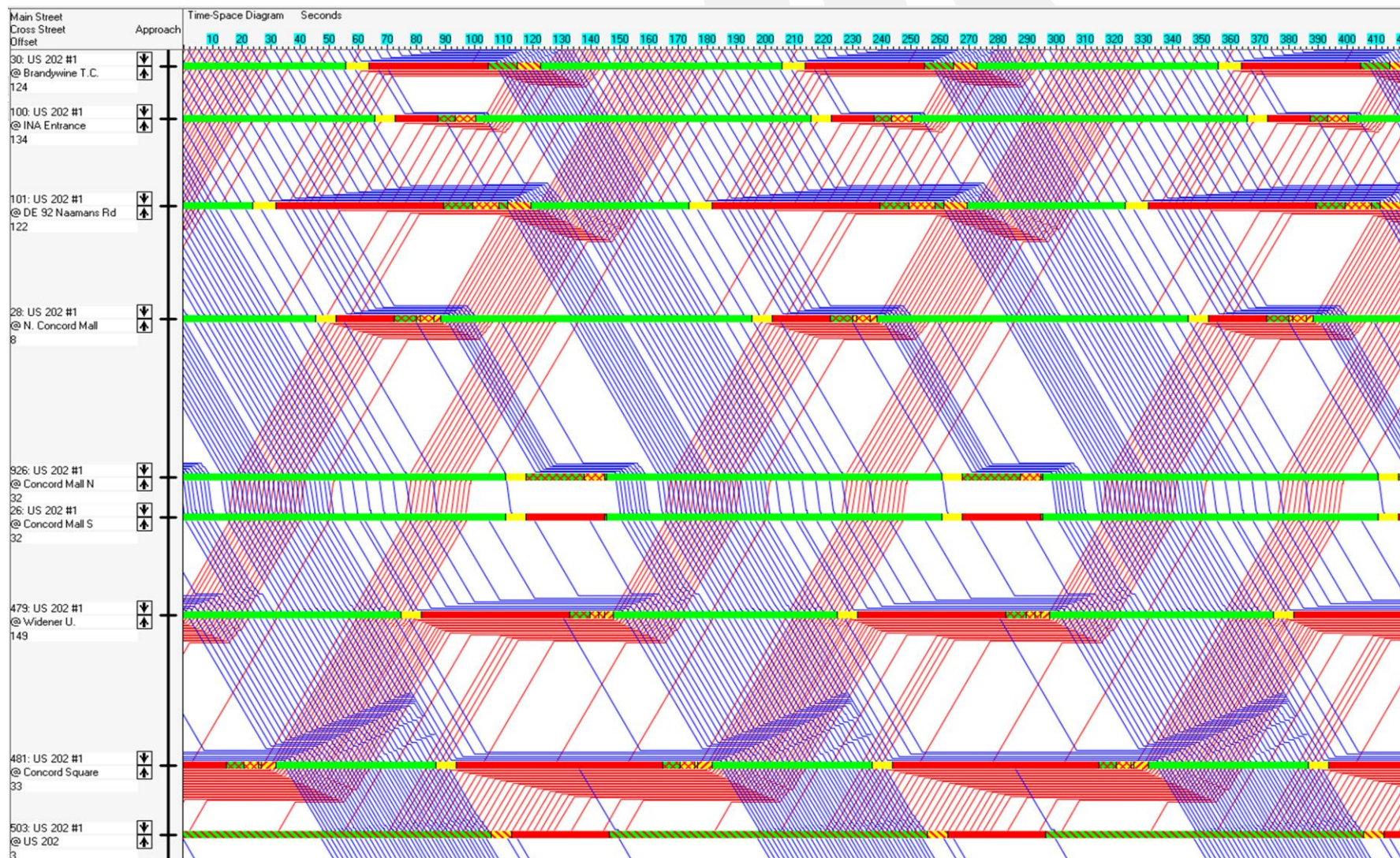
# IMPROVE VEHICLE FLOW ALONG CONCORD PIKE

- Signal coordination / time-space diagrams
  - Improve flow
  - Reduce # of stops



# IMPROVE VEHICLE FLOW ALONG CONCORD PIKE

Example:  
Proposed AM  
peak time-space  
diagram  
(Synchro traffic model)





# IMPROVE VEHICLE FLOW ALONG CONCORD PIKE

## Traffic Model – Calculated Peak Hour Arterial Travel Times

Scenario	AM Peak Southbound	AM Peak Northbound	PM Peak Northbound	PM Peak Southbound
Existing	12.2 min	9.6 min	11.4 min	13.3 min
Proposed	10.9 min	9.8 min	10.8 min	11.6 min
Difference	- 1.3 min	+ 0.2 min	- 0.6 min	- 1.7 min
	✓	✗	✓	✓

# SIGNAL TIMING CHANGES

- Minor green time adjustments
- Concord Pike coordination / offset adjustments
- Concord Pike pedestrian signal heads to rest in walk
- Event management patterns
  - 165 second cycle with NB progression
  - 165 second cycle with SB progression

# FURTHER ACTION

- Before and after travel time evaluation
- Overnight/off-peak cycle reduction evaluation
- Ongoing traffic monitoring
  - DelDOT Transportation Management Center (TMC) is staffed 24/7/365
  - Contact DelDOT TMC with signal timing concerns  
Phone: #77 or (302) 659-4600  
Email: [TMC1@delaware.gov](mailto:TMC1@delaware.gov)



# SPOTLIGHT DISCUSSION TOPICS

- What challenges have you experienced...
  - Driving along Concord Pike?
  - Driving to or from side streets?
  - Walking or biking across Concord Pike?
- What movements would you prioritize if you were retiming the corridor?
  - Through movements, pedestrians, side streets, left turns

# AGENCY UPDATES

- WILMAPCO
- DeIDOT
- Delaware Transit Corporation
- NCC Department of Land Use

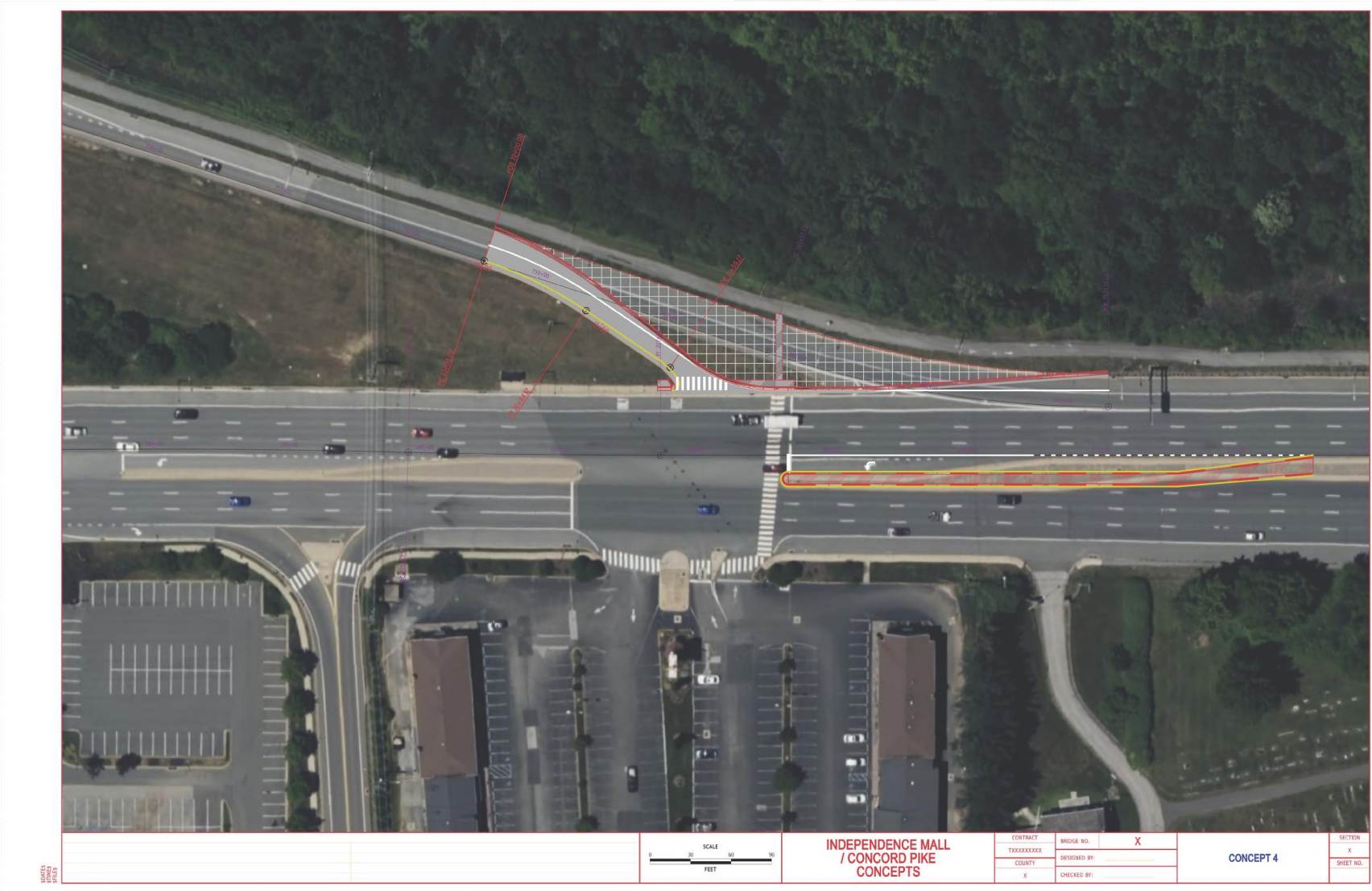


# WILMAPCO: UPDATES

- Will continue to support the CPMC through the Unified Planning Work Program (UPWP)
- Will submit the CPMC's prioritized bike and pedestrian projects to DelDOT's Bicycle and Pedestrian Funding Pool

# DeIDOT: Independence Mall

- Field Survey is underway



# DART: STATEWIDE SERVICE CHANGE: OCTOBER 22, 2023

## Changes

- Routing changes on Routes 13 and 61 (Claymont Transportation Center opening) and Route 40 (downtown Wilmington)
- Additional early weekday morning trip on Route 301
- Additional early Saturday morning trip on Route 25
- Schedule adjustments for better efficiency (16 routes)

## Continued Improvements to Service Change Process

- Proposal Review with Ops., Field Trainers
- OTP Review w/ Operators
- Employee “Ride Our Service” Challenge





# DART REIMAGINED PROJECT SCHEDULE

## SPRING

### Develop Standards & Concepts

- Goals, guiding principles
- Scenario tradeoffs
- Families of service types, characteristics

## SUMMER

### Develop Initial Draft Network

- Scenarios with defined service types, alignments, headways, spans, and resource needs
- Illustrate proposed changes for feedback

## FALL

### Develop Final Draft Network

- Select final service types, alignments, headways, spans, and resource needs

## FALL

### Develop Implementation Plan

- Document the proposed route and system changes
- Produce a phasing plan
- Provide route change sheets



#### Input From:

- DART
- EAC/TAC
- Public



#### Input From:

- DART
- EAC/TAC
- Public Workshops



#### Input From:

- DART
- EAC/TACs
- Public



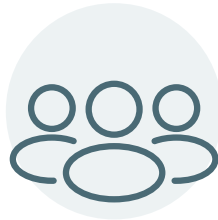
# OUTREACH AND ENGAGEMENT TO DATE



**19**

EAC  
Members

4 meetings in 2023



**79**

TAC  
Members

3 meetings in 2023



**27**

Outreach  
Events



**2,425**

Customer Survey  
Responses Received



**5,294**

Website  
Views

# WHAT WE HEARD FROM YOU



- Riders want more weekend and evening service – shift workers need these, too
- Equity is an important value to consider in any service change
- Rural residents still need transit even though there might not be the numbers to justify fixed route bus service
- More education is needed on microtransit is & how it's already used
- An advantage of microtransit is its flexibility
- Some bus stops (especially in rural areas) need infrastructure improvements to become safer

# DART REIMAGINED RECOMMENDED CHANGES

Route	Change
<b>Replace with revised or new routes</b>	
8	Merge with Route 15.
14	Replace with revised Routes 15 and 28.
<b>Replace with new DART Connect service</b>	
11	Replace with DART Connect Naamans and revised Route 25.
18	Replace with DART Connect Naamans and DART Connect Churchmans – Pike Creek.
35	Replace with DART Connect Naamans and Route 2 (averages 8.1 riders/trip)
54	Replace with DART Connect Wilmington Manor, revised Route 64, and new Route 98.
61	Replace with DART Connect Naamans. (averages 1.2 rider/trip)
62	Replace with DART Connect Churchman's – Pike Creek. (averages .5 rider/trip)
<b>Discontinue routes</b>	
20	Discontinue due to low ridership. Portions of route still served by existing Route 4. (averages 4.7 riders/trip)
37	Discontinue due to low ridership. Portions of route still served by existing Routes 46 and 301 (averages 3.5 passengers/trip)
42	Discontinue due to low ridership. Portions of route still served by existing routes 33 and 40. (averages 4.6 passengers/trip)
44	Discontinue due to low ridership (averages 1 passenger/trip)
52	Discontinue due to low ridership (averages 3.9 passengers/trip)
53	Discontinue due to low ridership (averages 1.1 passengers/trip)

## Moderate ridership routes

> 5 passengers per scheduled trip, but portions of route have very low ridership

## Lowest ridership routes in county

< 5 passengers per scheduled trip



## NEXT STEPS

Review stakeholder & public feedback of draft recommendations

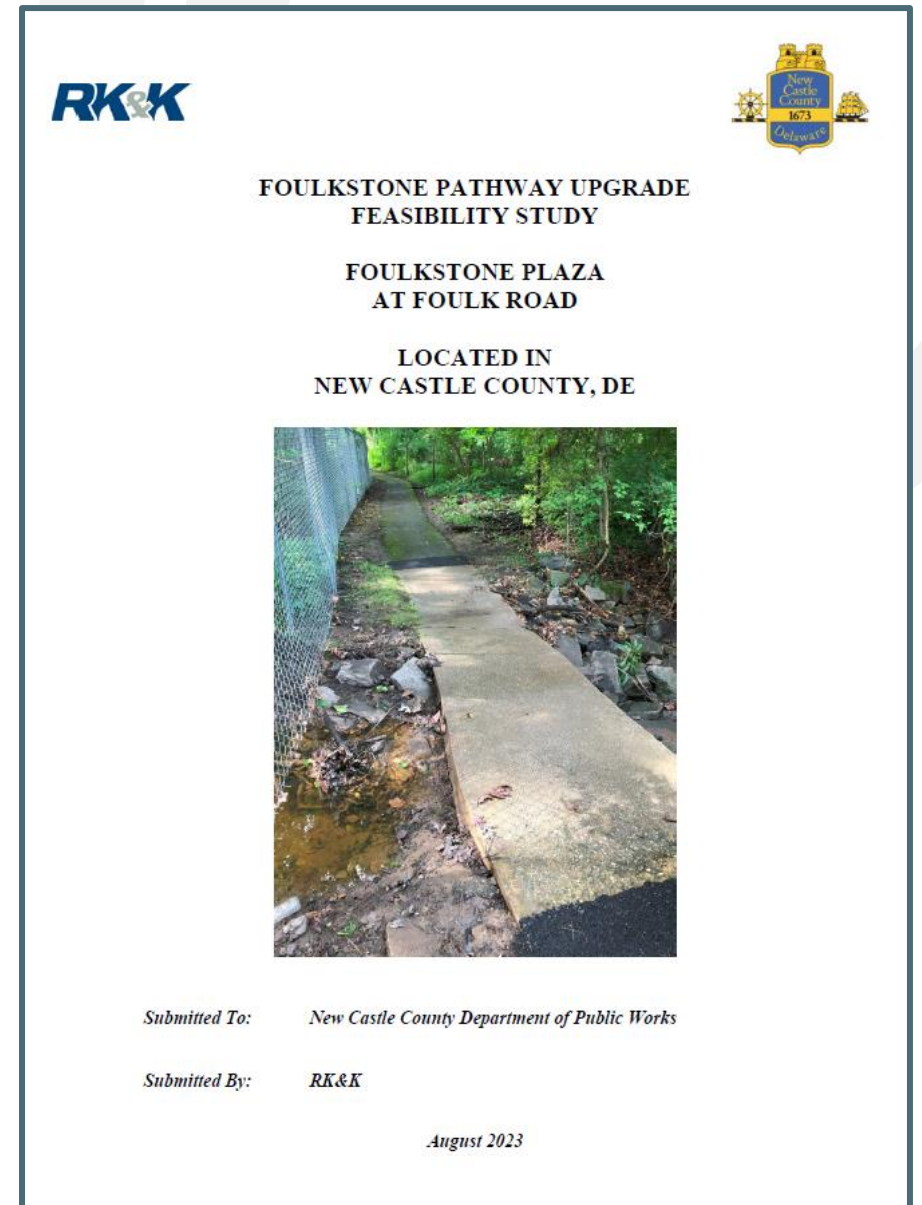
Finalize & develop draft and final reports

Phased implementation for DART Reimagined new network design

- Based on resources (drivers, funding, etc.)
- Will go through DART's service change public hearing process for each conceptual network change (May 2024 through next 5 years)

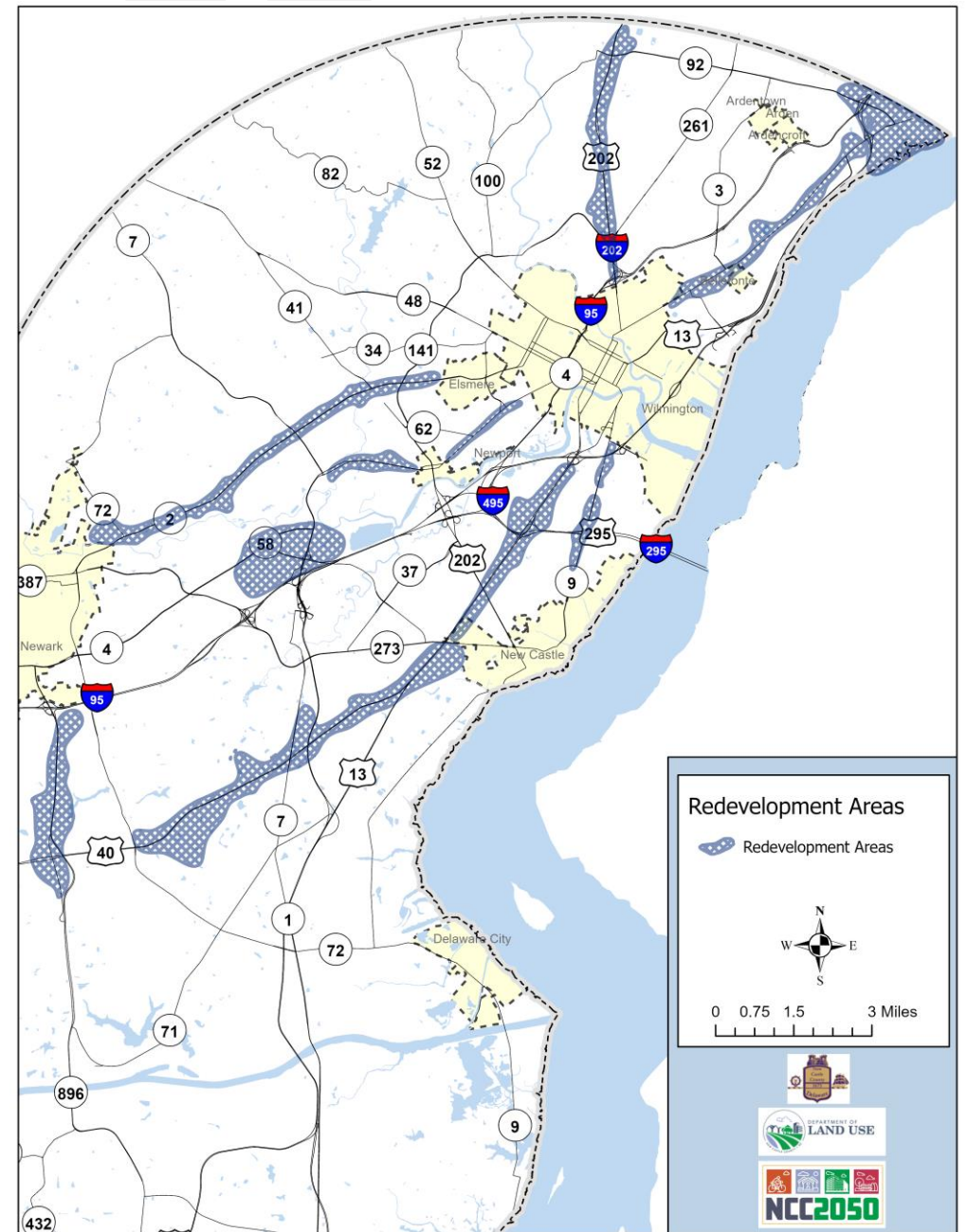
# NCC DEPARTMENT OF LAND USE: FOULKSTONE PATHWAY

- Feasibility study completed in August 2023
- County seeking design/construction funding to implement the project



# NCC DEPARTMENT OF LAND USE: ORDINANCE 23-053

- Redeveloping Vital Corridors (Ordinance 23-053) Implementing Land Use recommendations from the Concord Pike Master Plan and NCC2050
- The Concord Pike corridor falls into the Type 1 – Commercial Corridor Development
- 3 Public Listening Sessions to gather input have been held over the past month
- Moving Forward
  - Use the feedback received at the January Information Session as well as the 3 Public Listening Sessions to craft an ordinance that both enhances existing redevelopment provisions and adds important incentives for redevelopment opportunities in the Corridor Areas





# NEXT STEPS



# CPMC MEETING SCHEDULE

We are here!



FALL CPMC  
MEETING

Nov. 8,  
2023

WINTER CPMC  
MEETING

March 13\*,  
2024

SPRING PUBLIC  
WORKSHOP

April 24\*,  
2024

SPRING CPMC  
MEETING

June 5\*,  
2024

\*Dates to be confirmed



# QUESTIONS?



Public  
Comments

# THANK YOU!

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[WILMAPCO.ORG/202-2](http://WILMAPCO.ORG/202-2)