

Concord Pike Corridor Master Plan



Virtual Workshop will begin at 6:30 PM, October 5, 2020



Concord Pike Corridor Master Plan

Virtual Workshop Logistics

What do I do if I can't hear?

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

Phone Number: 1 (408) 418-9388, Meeting ID: 173 076 8738

You can download the presentation from: www.wilmapco.org/202

How do I ask a question?

Please use the Q&A function at any time during the workshop to ask questions. Presenters will do their best to answer questions during the Q & A portion of the event. If you are not able to use the Q&A function, please email questions or comments to rnovakoff@wilmapco.org at anytime during this event.

If you are unable to use the Q&A or to send an email, you may press *3 on your phone to “raise your hand”. The Host will unmute you when we are ready for your question.

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

All of the workshop materials will be posted online by Thursday (October 8). You will have the opportunity to view and comment on all materials presented today until November 5 through the project website at www.wilmapco.org/202. You will also receive a follow-up email after the event with this information.

Poll Questions

We will be posing questions to participants throughout tonight's presentation.

Everyone is encouraged to participate by selecting answers in the pop-up polling window using the Webex app (not available for dial-in participants).

We will utilize the results to determine community priorities and include them in the final report.

The image displays two side-by-side screenshots of a Webex poll interface. The left screenshot, titled 'Polls' and 'Connection', shows a poll with two questions. Question 1, 'How are you attached to the meeting?', has five options: Windows PC, Mac PC, Android phone/tablet (selected), iOS phone/tablet, and Other. Question 2, 'How are you attached to the audio?', has two options: Phone (selected) and VOIP/computer speakers. A 'Submit' button is at the bottom. The right screenshot, also titled 'Polls' and 'Host is sharing poll results', shows the same poll results. Question 1 results are: Windows PC (67%), Mac PC (33%), Android phone/tablet (0%), iOS phone/tablet (0%), and Other (0%). Question 2 results are: Phone (0%) and VOIP/computer speakers (100%). A 'Close' button is at the bottom.

Question	Option	Percentage
1. How are you attached to the meeting?(Multiple Choice)	Windows PC	67%
	Mac PC	33%
	Android phone/tablet	0%
	iOS phone/tablet	0%
	Other	0%
2. How are you attached to the audio?	Phone	0%
	VOIP/computer speakers	100%

Workshop Agenda

- 6:00 Login period
- 6:30 Welcome/Introductions
- 6:35 Presentation
- 7:15 Moderated Q&A
- 8:00 Wrap up



Concord Pike Corridor Master Plan

Project Overview

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

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

Traffic Summary

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

Physical Characteristics

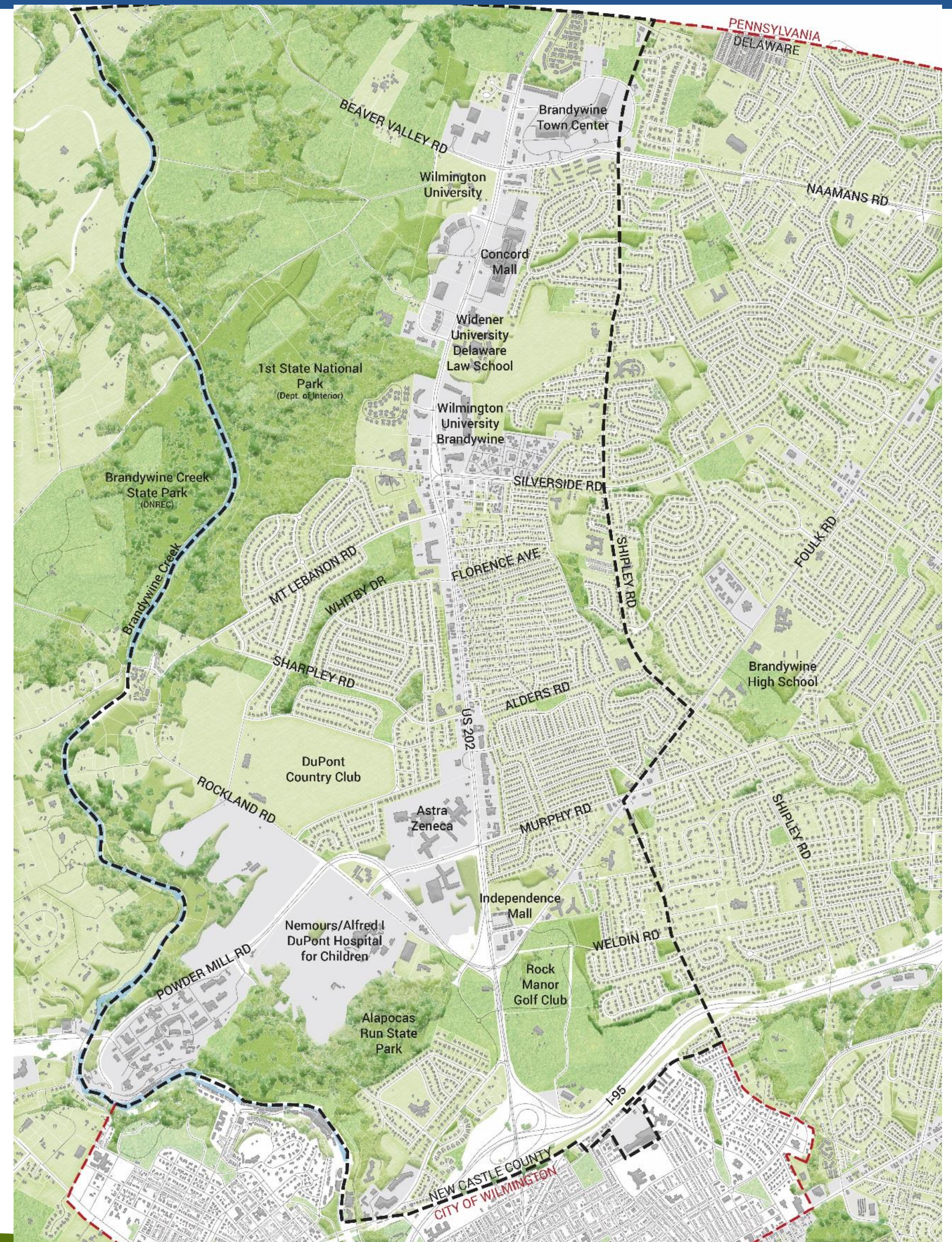
- 4 –8 travel lanes
- Left and right turn lanes at most intersections
- Driveway access for individual businesses
- Abundance of parking
- Limited street network



Concord Pike Corridor Master Plan

Project Goals & Objectives

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



Concord Pike Corridor Master Plan

Public Outreach Overview

- **Concord Pike Market Study, 2017 – Stakeholder interviews**
- **Public Information Session: July 25, 2018, Talleyville Fire Company - 200 attended**
- **Community Visioning Workshop: November 14, 2018, Concord HS – 100 attended**
- **Stakeholder Focus Groups: November 14th, 15th, and 16th.**
- **Wiki Map Public Engagement:**
- **Concord Pike Public Workshop #2, March 20, 2019, Brandywine HS – 90 attended**
- **Concord Pike Workshop #3, 6-8:30 PM, December 5, 2019, Brandywine HS – 135 attended**
- **Concord Pike Virtual Workshop #4, 6-8:30 PM, April 1, 2020 – 125 attended**



Poll Results from 4/1 Workshop

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

Comfortable	Neutral	Somewhat	Uncomfortable
27%	27%	30%	16%

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

No	Yes	Unsure
13%	80%	6%

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

Likely	Somewhat	Not Likely
44%	38%	18%

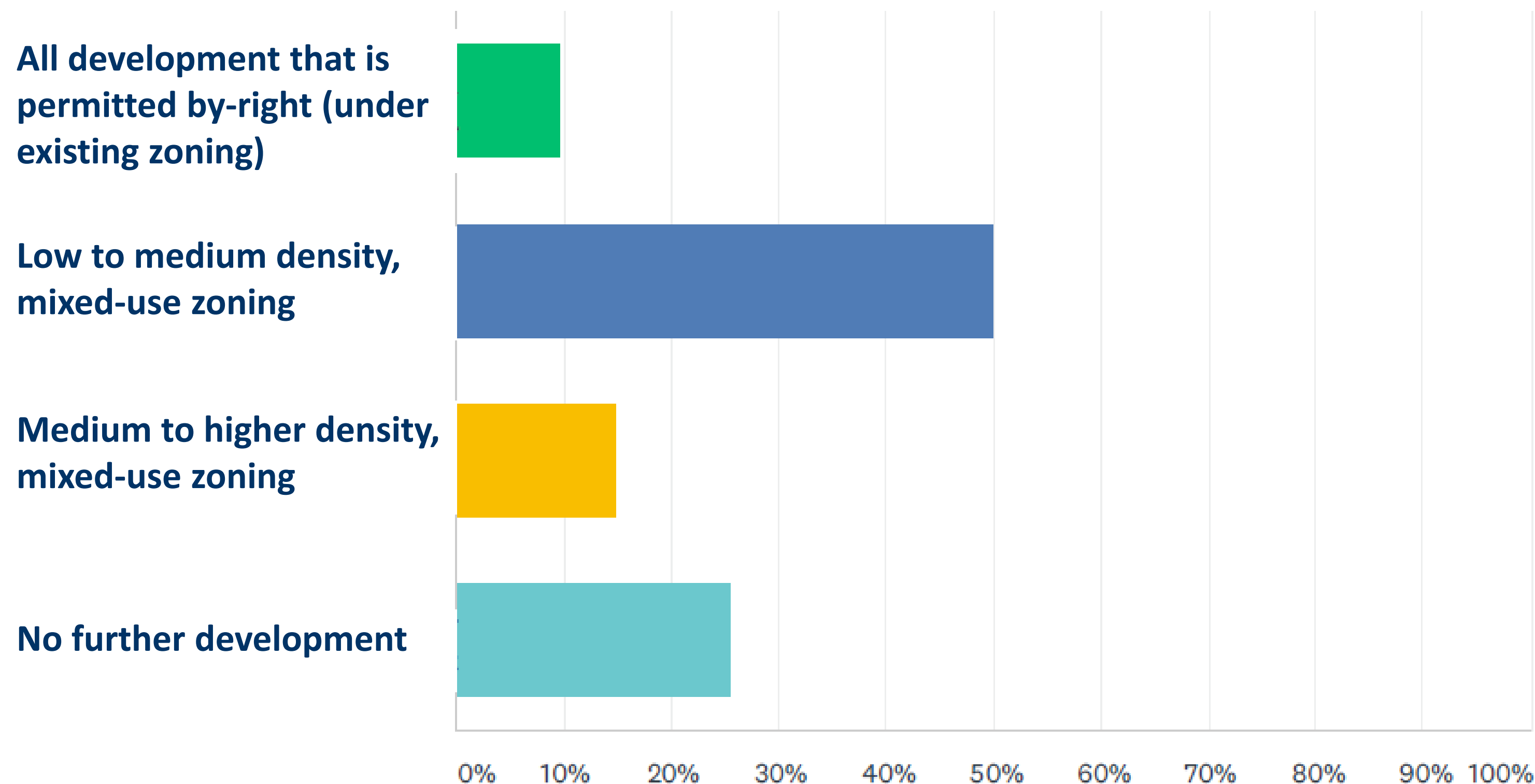
#9 How likely would you be to bike to destinations along Concord Pike and in surrounding neighborhoods if low stress connections and better bicycle parking facilities were implemented?

Likely	Somewhat	Not Likely
38%	29%	34%

Online Survey Results

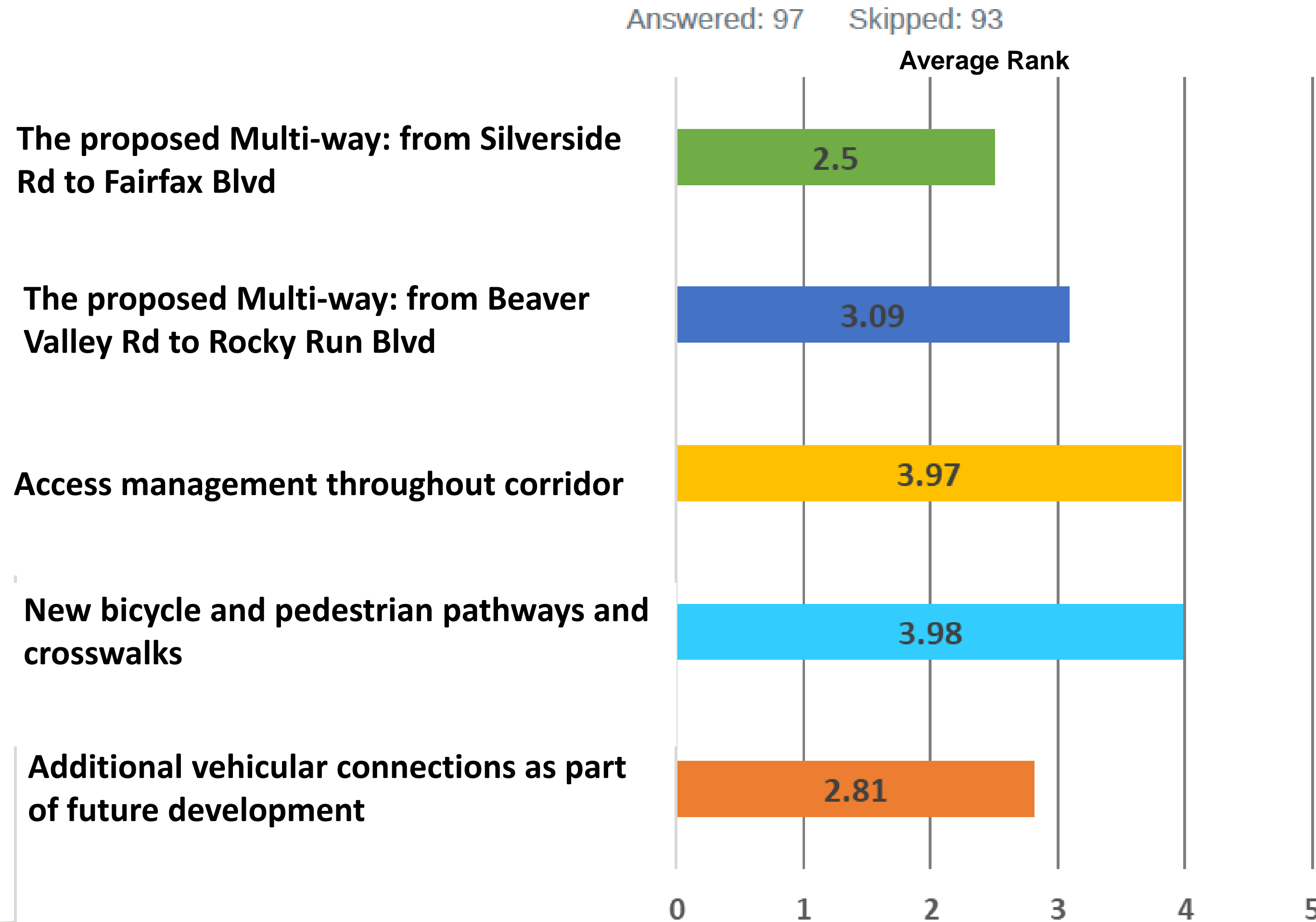
Q5| Land use scenarios help planners to understand the impacts of potential development by predicting how it could impact the area. Please tell us, which land use scenario you would prefer.

Answered: 94 Skipped: 96



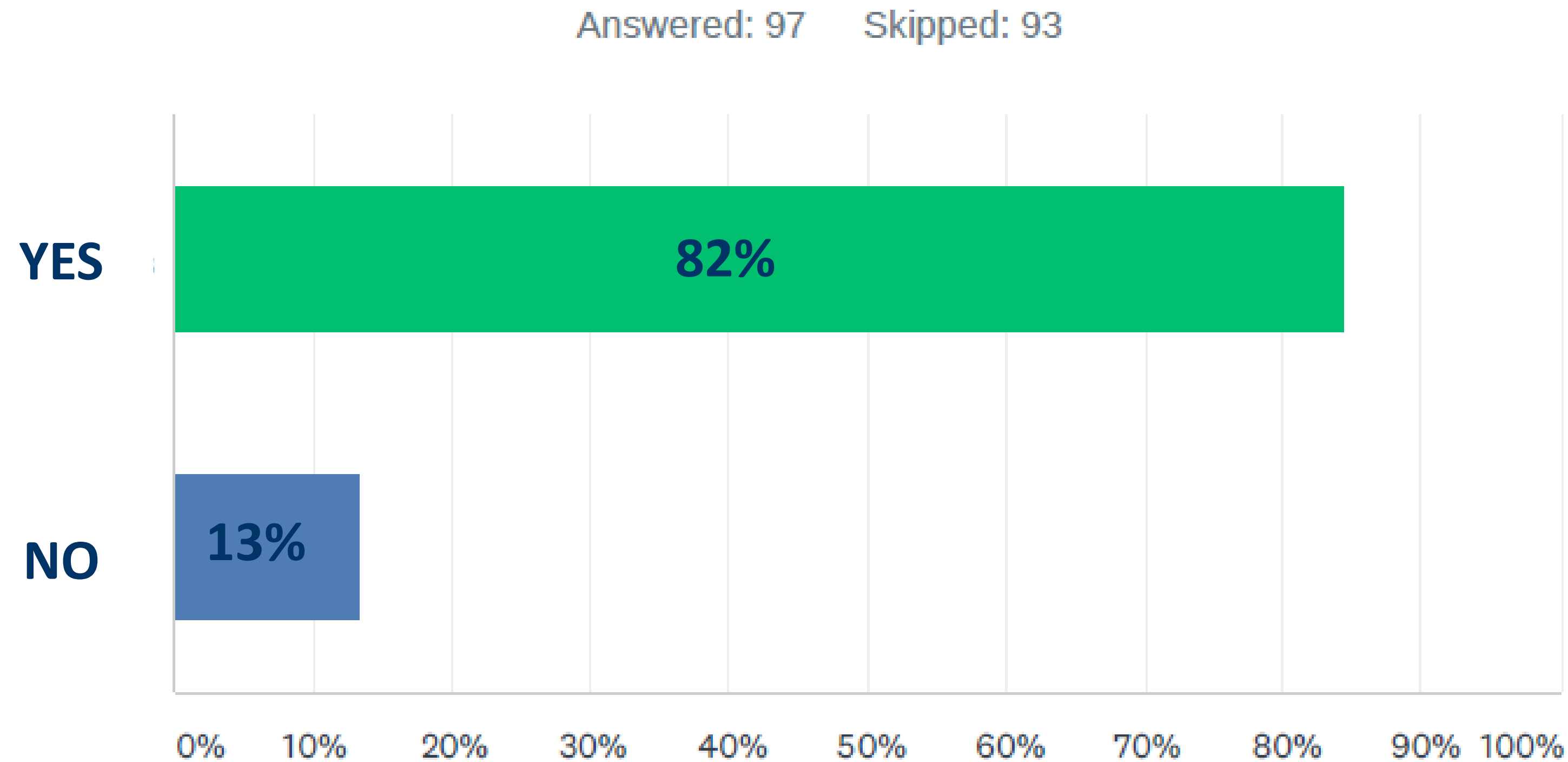
Online Survey Results

Q6 What should be further explored in this master plan? Please rank the following:



Online Survey Results

Q7 Do you think a small amount of additional delay for motorists (15-20 seconds) is acceptable to provide more safe crossings for pedestrians?



Poll Questions

Plan Recommendations

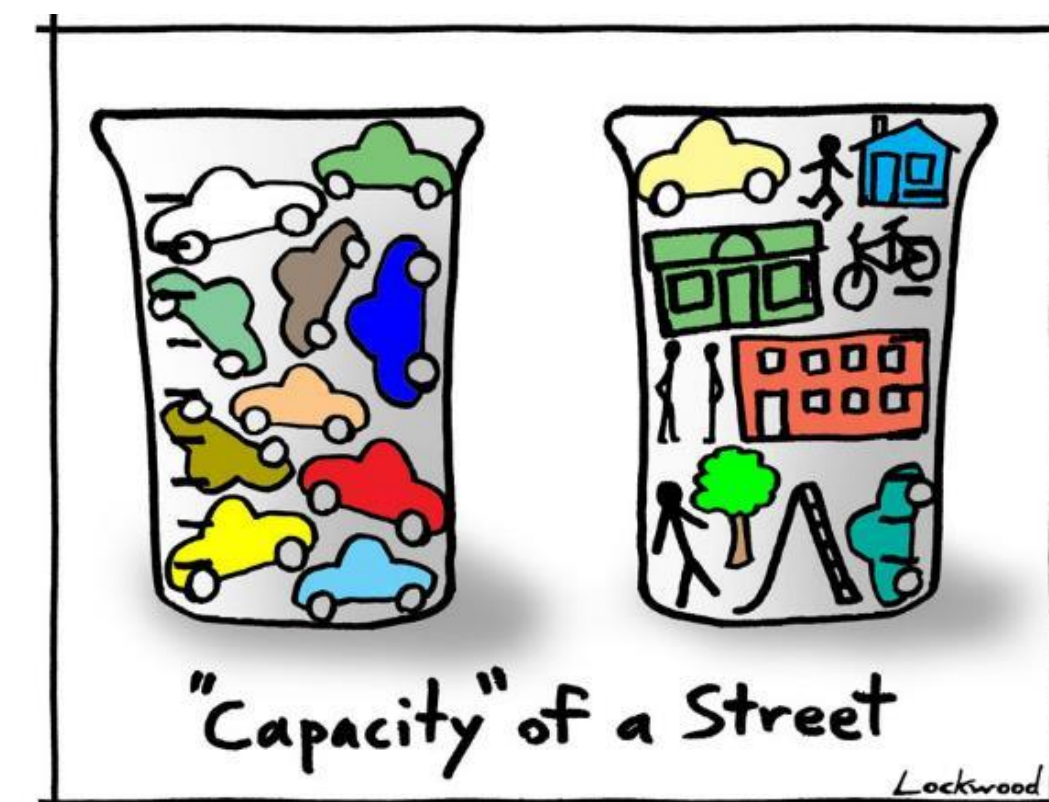
Vision for the Corridor & Our Approach

What We Have Heard

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

We are Taking a Multimodal Approach

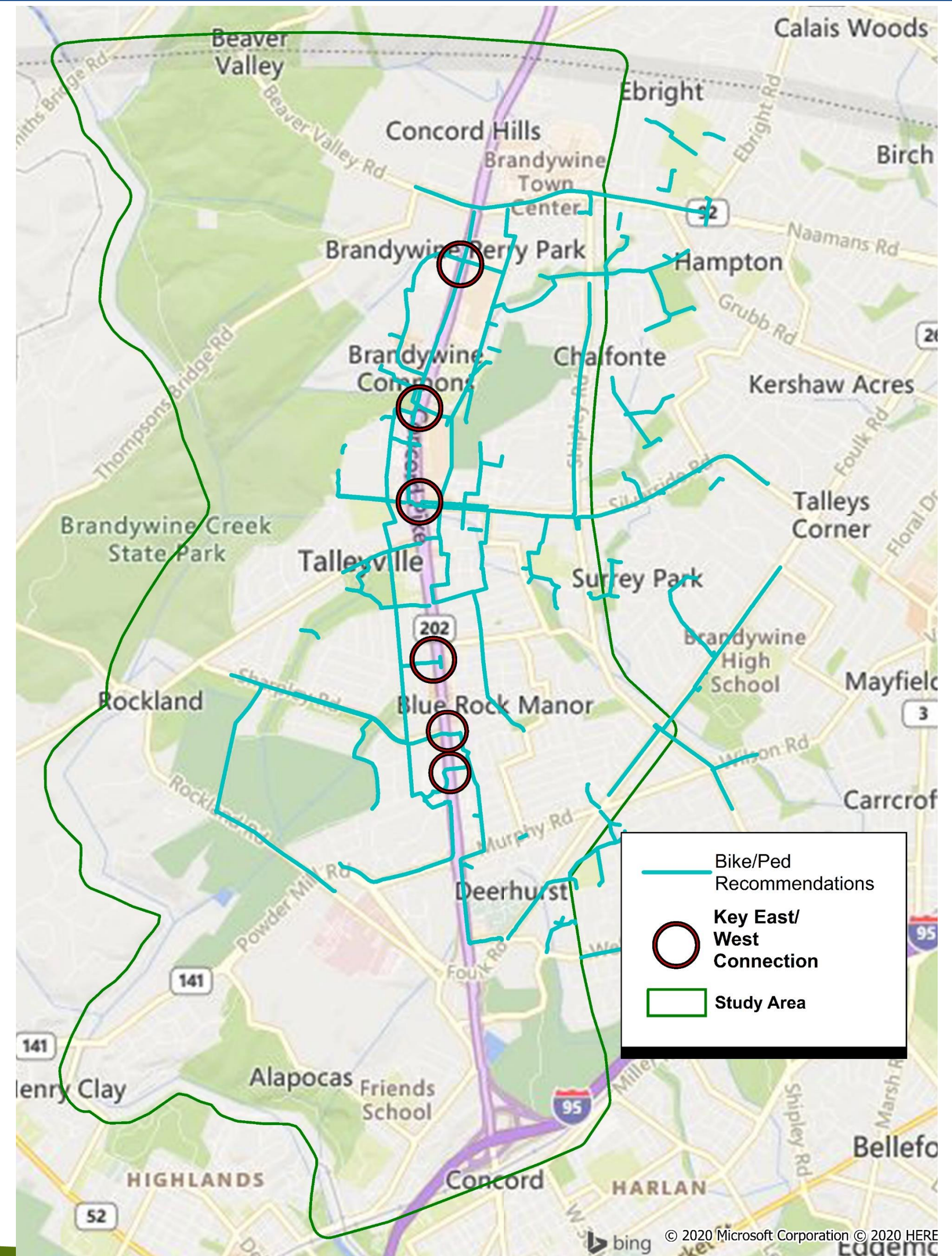
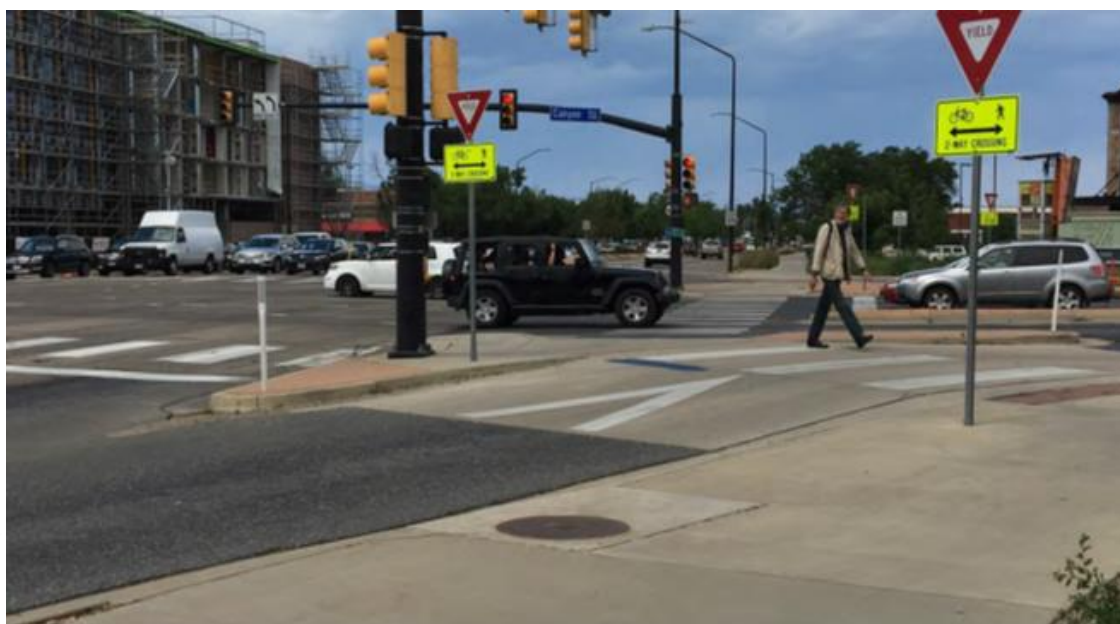
- Considers all modes: Walking, Taking the Bus, Biking, and Driving
- The capacity or value of a street is more than the number of cars – it can also encourage pedestrian activity, enhance connections to surrounding land uses, and support economic vitality.



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

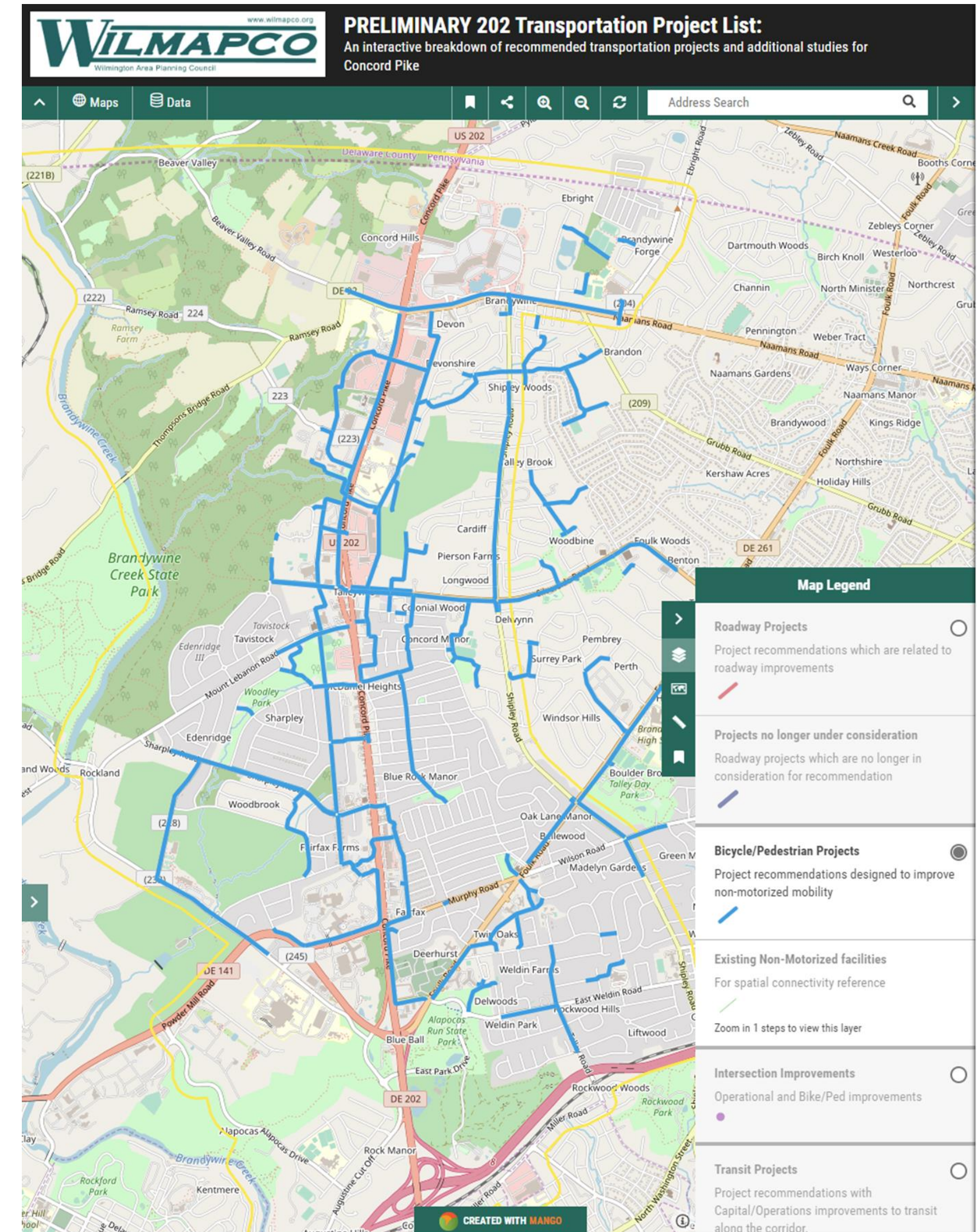
- New shared-use paths along side streets and within Neighborhoods, with Wayfinding Signage Improvements
- Opportunities to connect to existing path and park trail system
- Explore the feasibility of Bike/Ped overpass (or underpass)
- Continue Coordination with DelDOT on Level of Traffic Stress (LTS)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



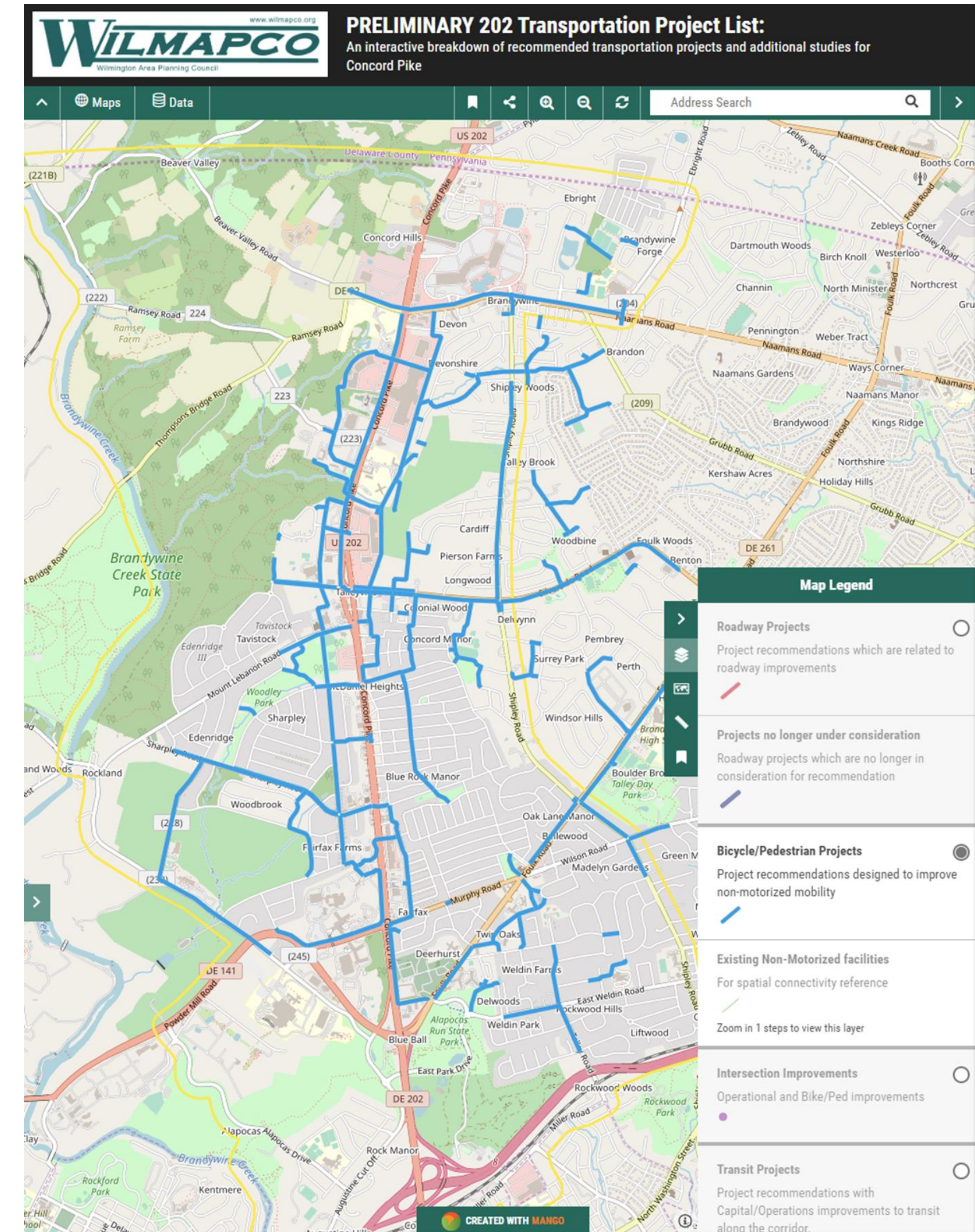
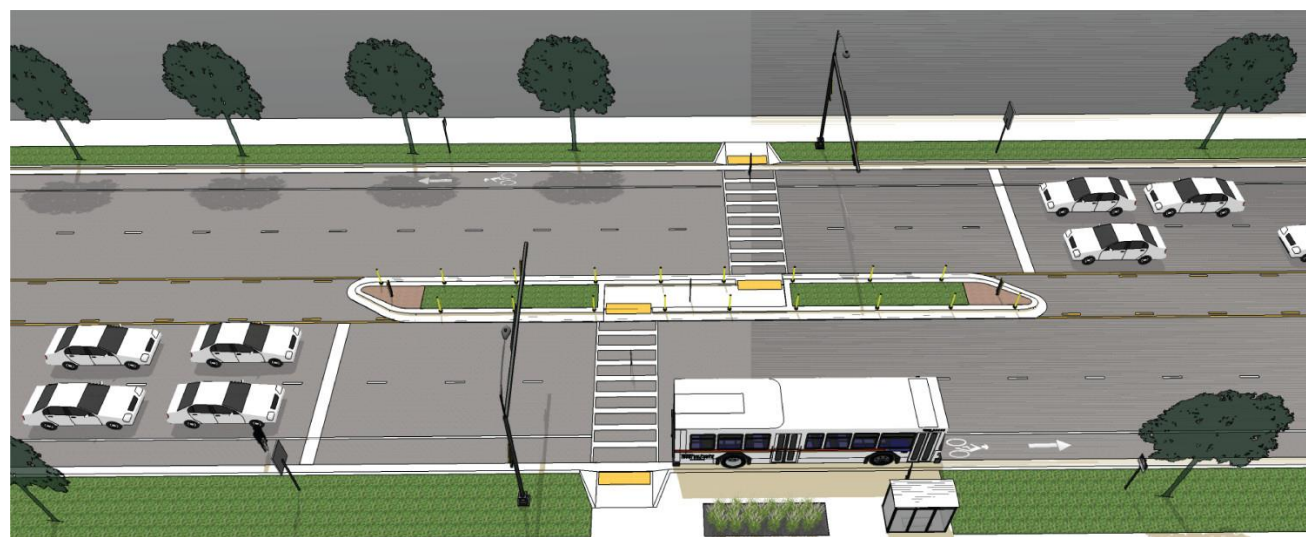
* Some may require changes to Design manual!

Concord Pike Corridor Master Plan

POLL QUESTION: 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!

Concord Pike Corridor Master Plan

Recommendations: Transit

Throughout the development of the plan, DART has been active in a series of outreach efforts to help shape DART's vision of the future for the corridor. DART's overall goal for the area is based on several key principles:

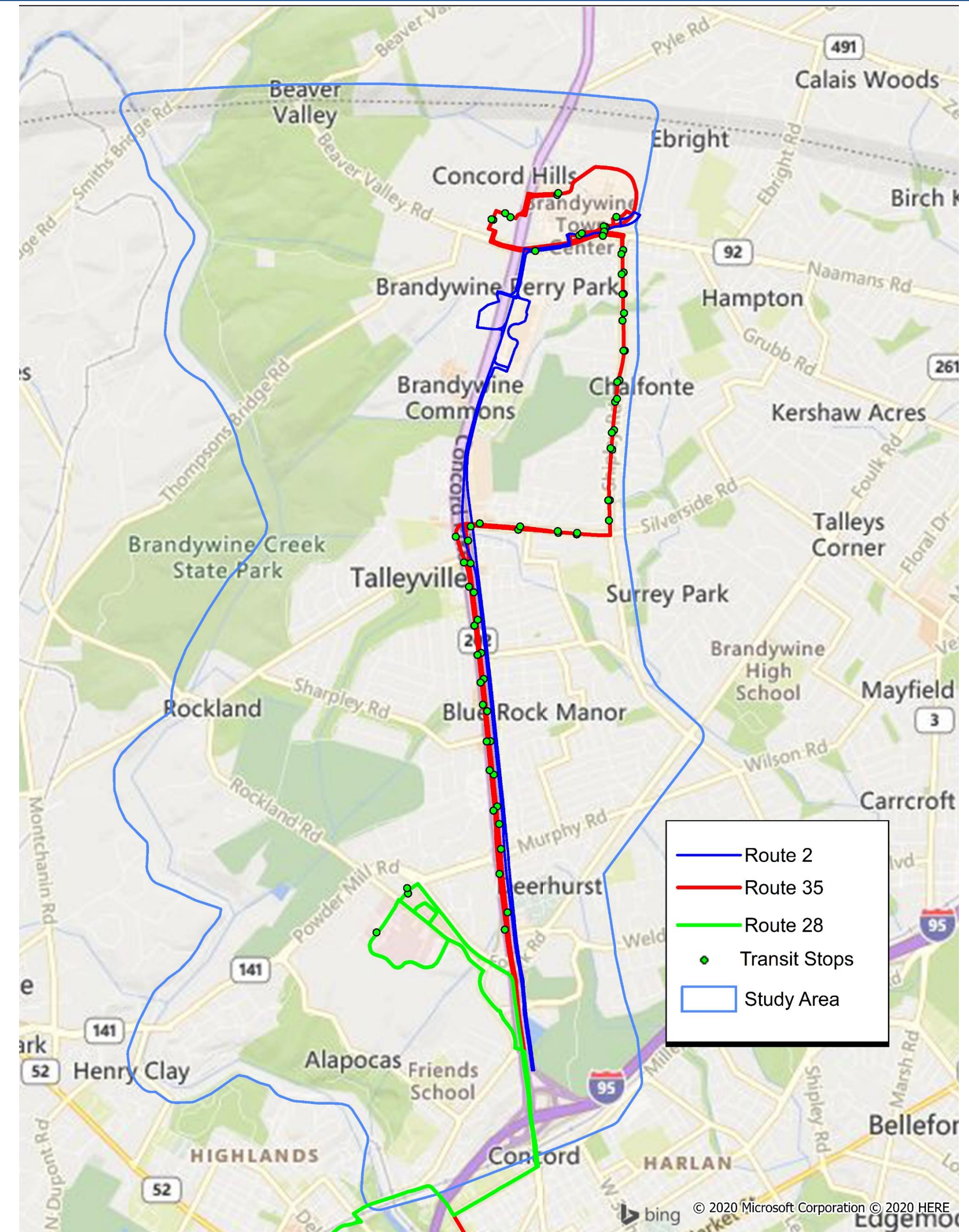
- Keep buses on Route 202
- Improvements to bike / ped environment near transit stops
- Better East-West pedestrian connections between heavily used stops
- Explore service extension into lower Chester/Delaware counties
- Signal improvements for buses



Recommendations: Transit

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

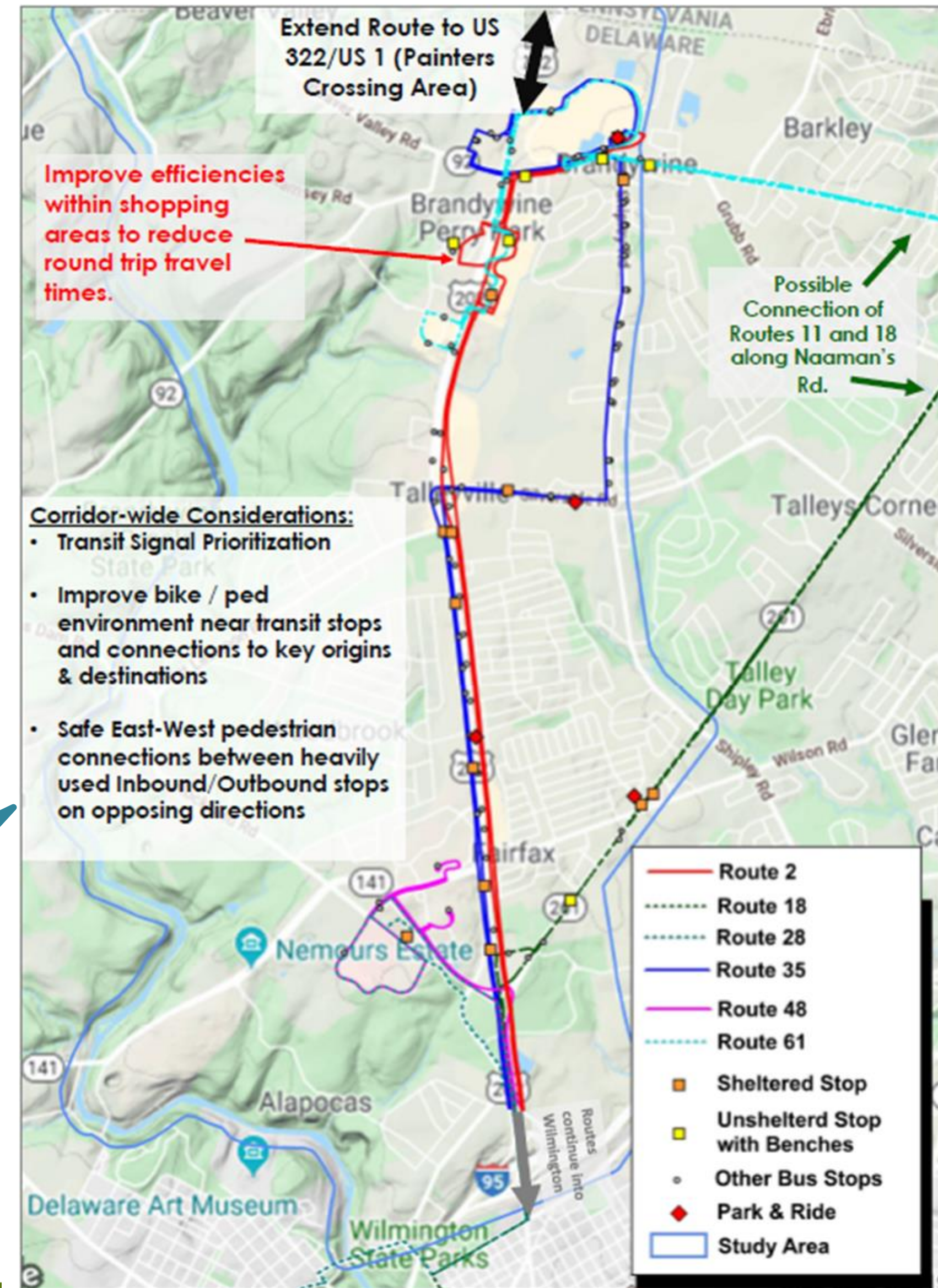
Limited stop bus service is a modified version of traditional fixed-route local bus service. Limited service minimizes the number of stops, which shortens travel time for passengers and creates a rapid regional service instead of a slower local service.

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!!!



Concord Pike Corridor Master Plan

POLL QUESTION: Transit

Longer Term Concepts to Explore

Potential Limited Stop Bus Service Concept

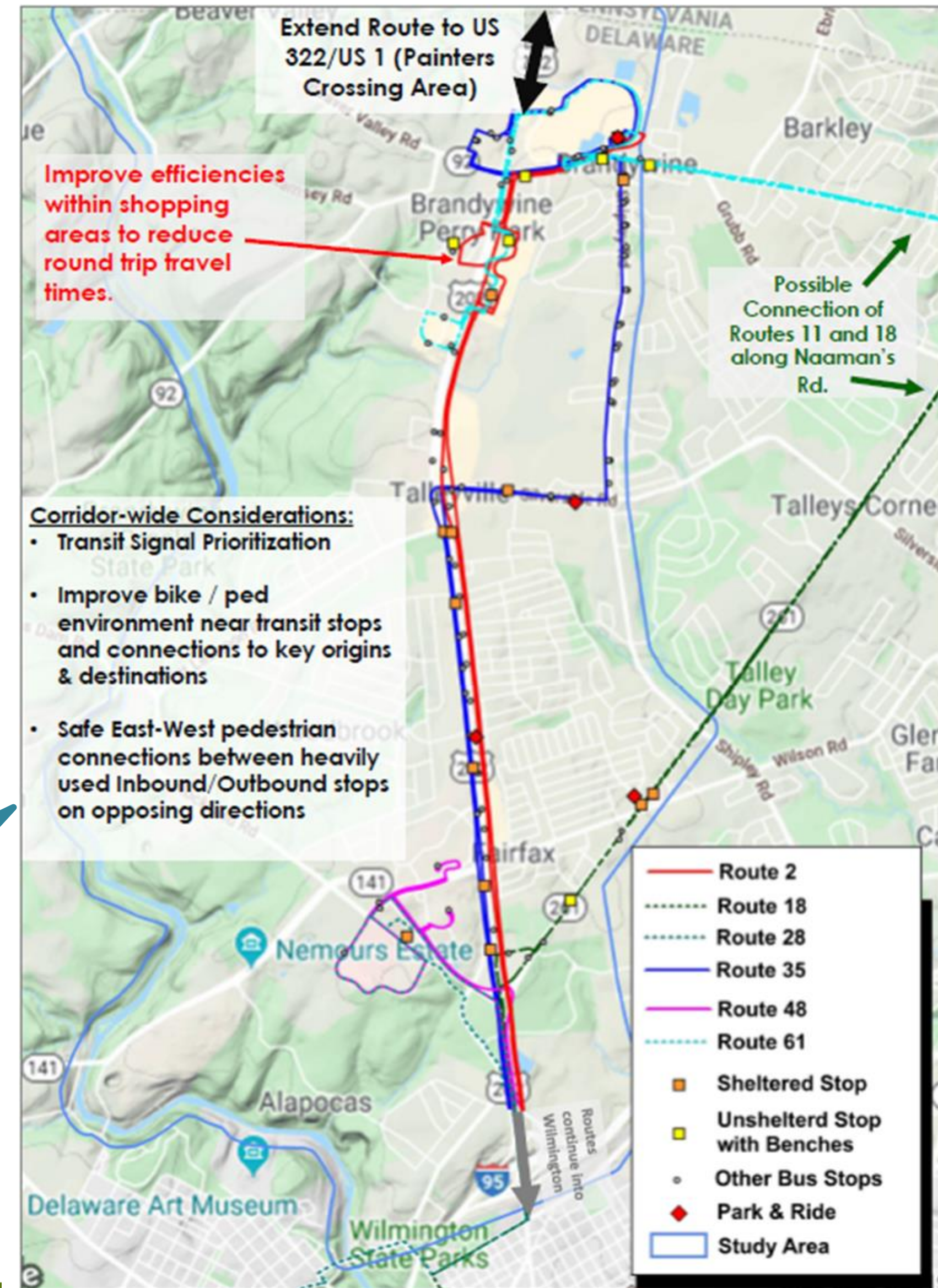
Limited stop bus service is a modified version of traditional fixed-route local bus service. Limited service minimizes the number of stops, which shortens travel time for passengers and creates a rapid regional service instead of a slower local service.

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!!!



Concord Pike Corridor Master Plan

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

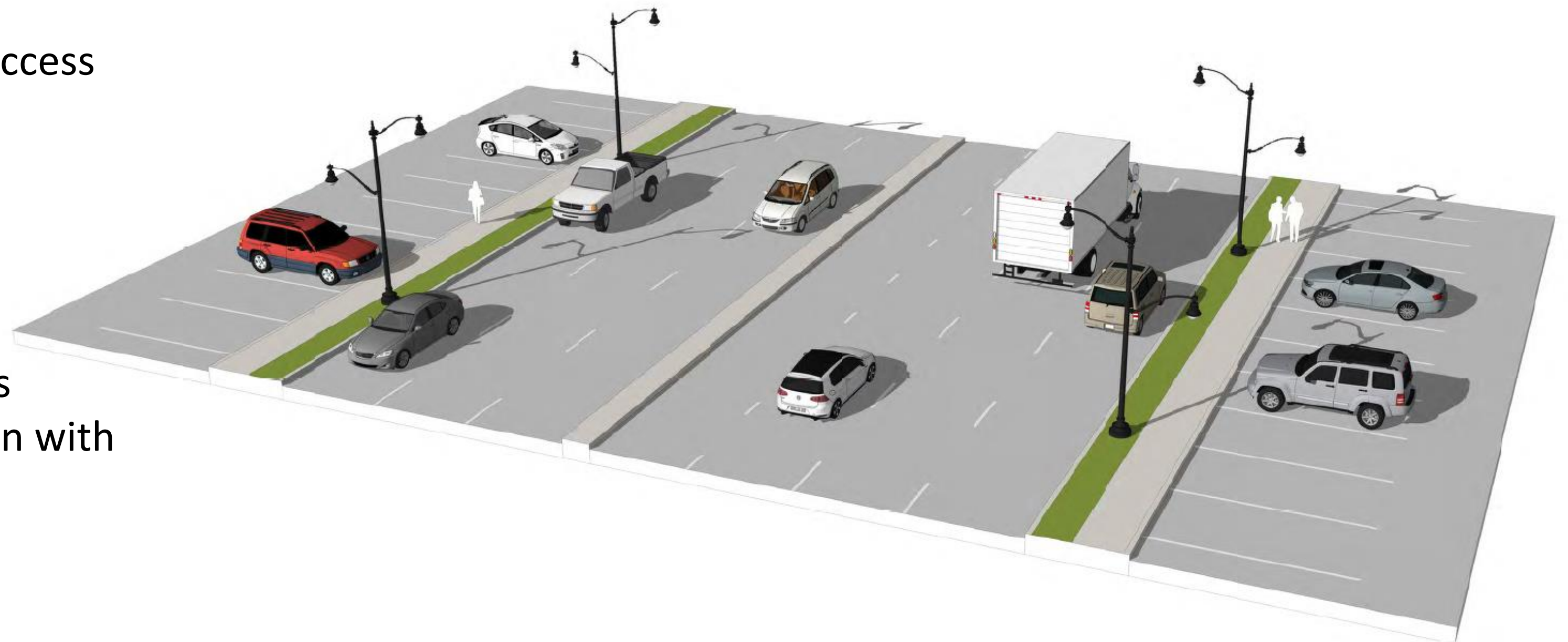
Explore Opportunities in development of Multiways:

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

Example of Multiway



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.



POLL QUESTION: 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.



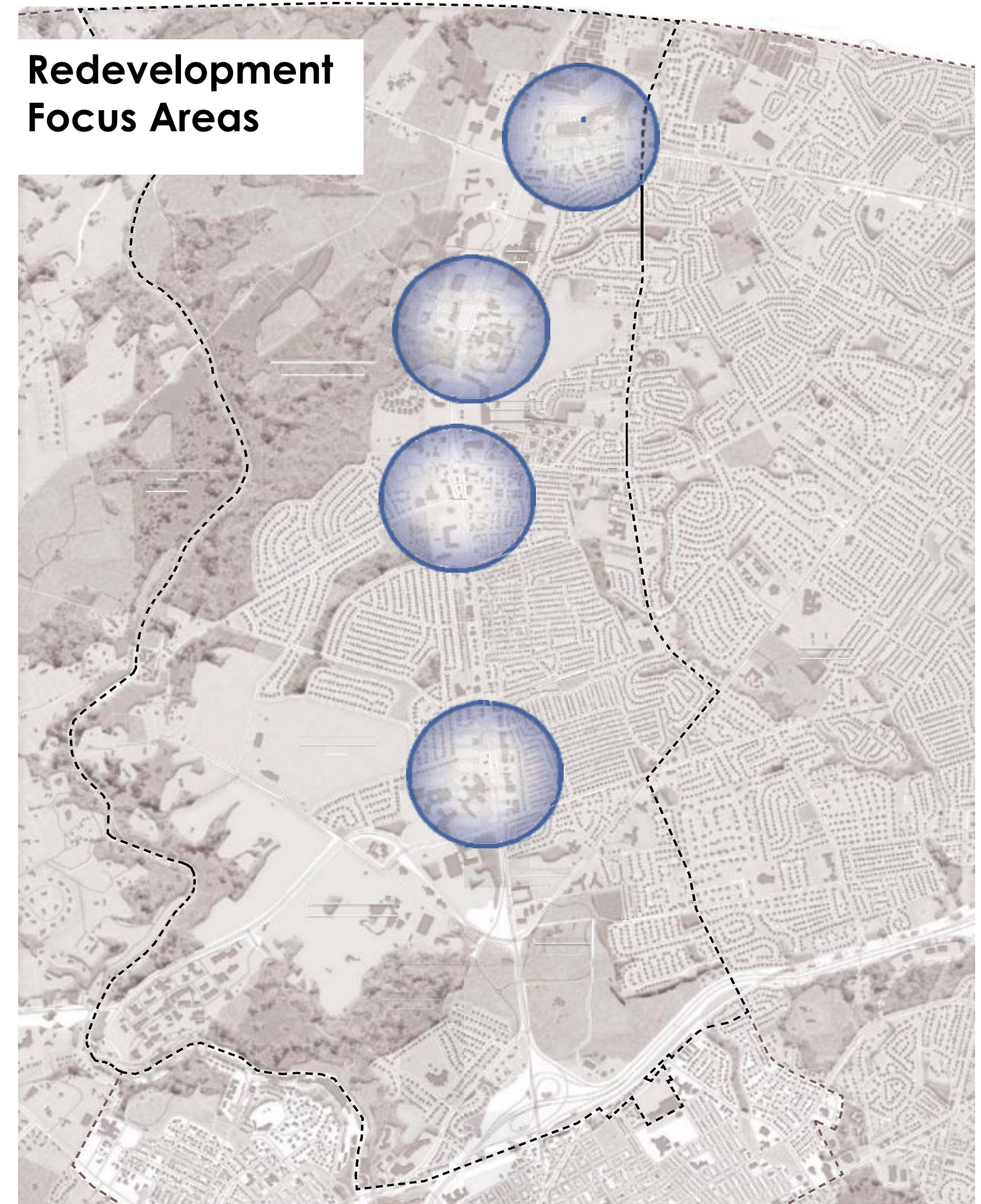
Recommendations: Land Use

Establish Guiding Principles

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

The Guiding Principles:

1. Identifiable Centers: Focus Areas
2. Identity and Gateways
3. Responsible Infill Redevelopment
4. Mix of Uses
5. Recreational Amenities



Recommendations: Land Use

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: Land Use

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



Recommendations: Land Use

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: Land Use

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



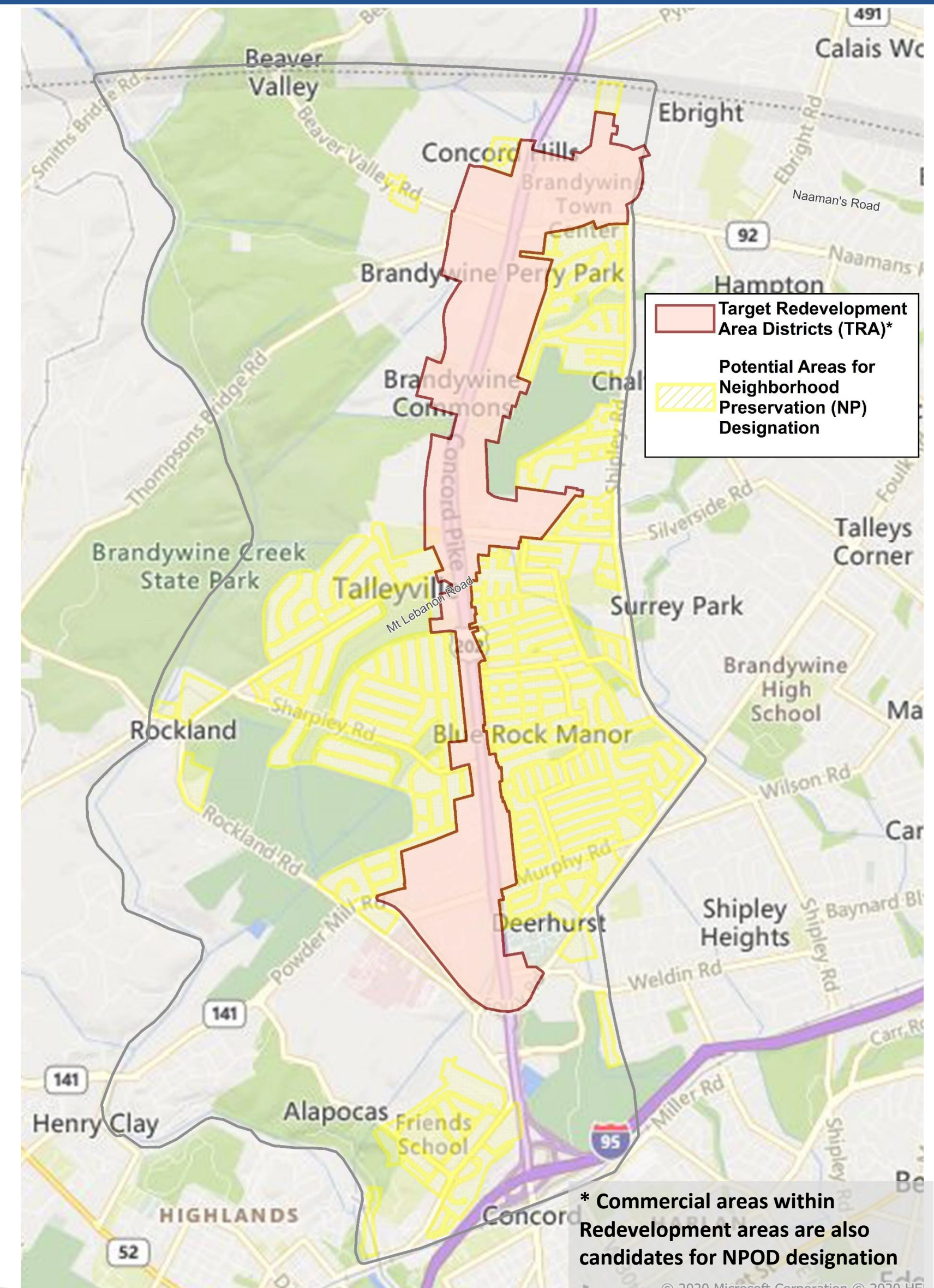
Preliminary Land Use Recommendations

Develop Land Use Policy That Encourages Context Sensitive Commercial Redevelopment in the Identified Redevelopment Areas (TRA)

- 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

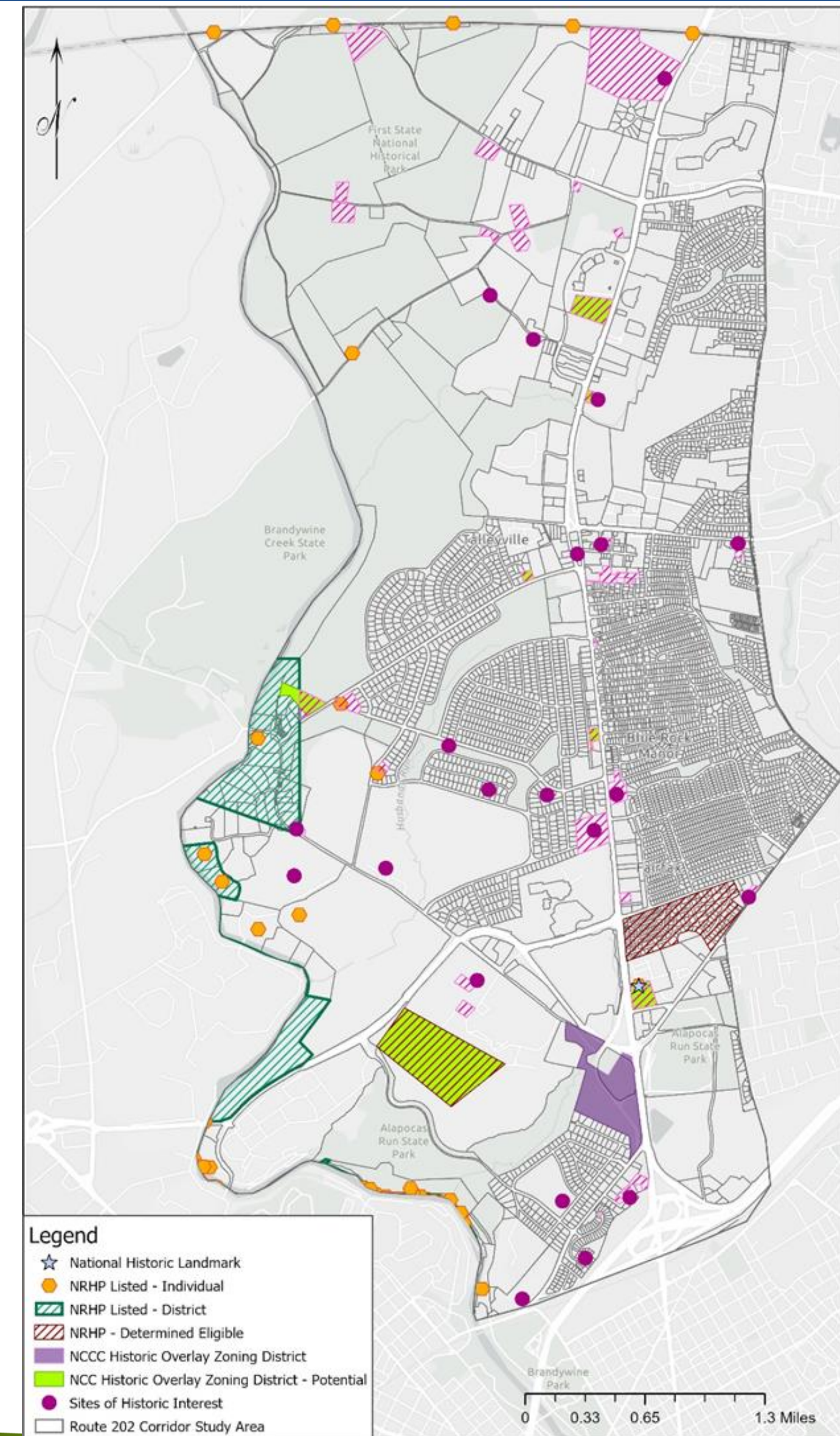


Preliminary Land Use Recommendations

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

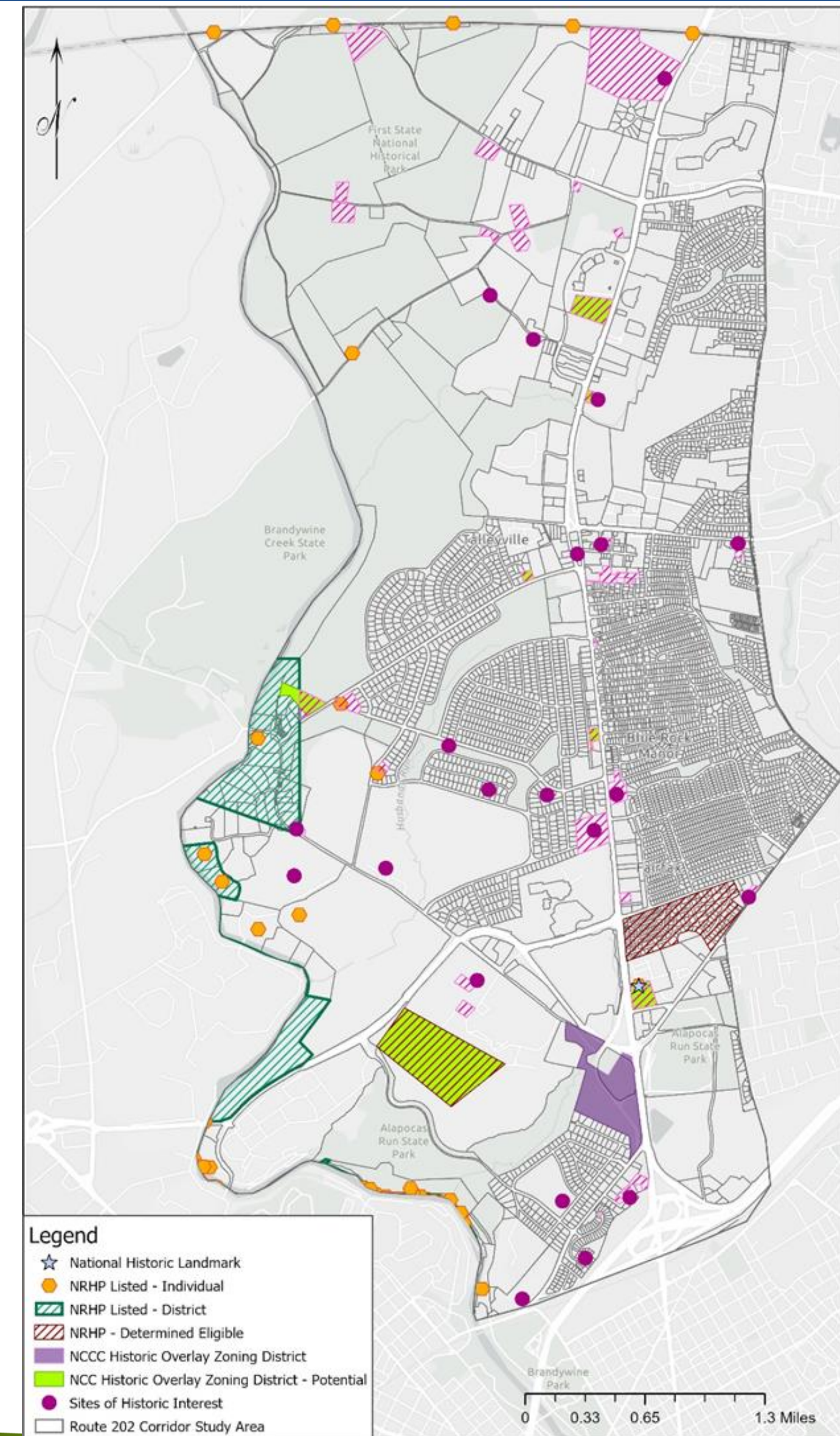


POLL QUESTION: Land Use

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



How will these projects get implemented?

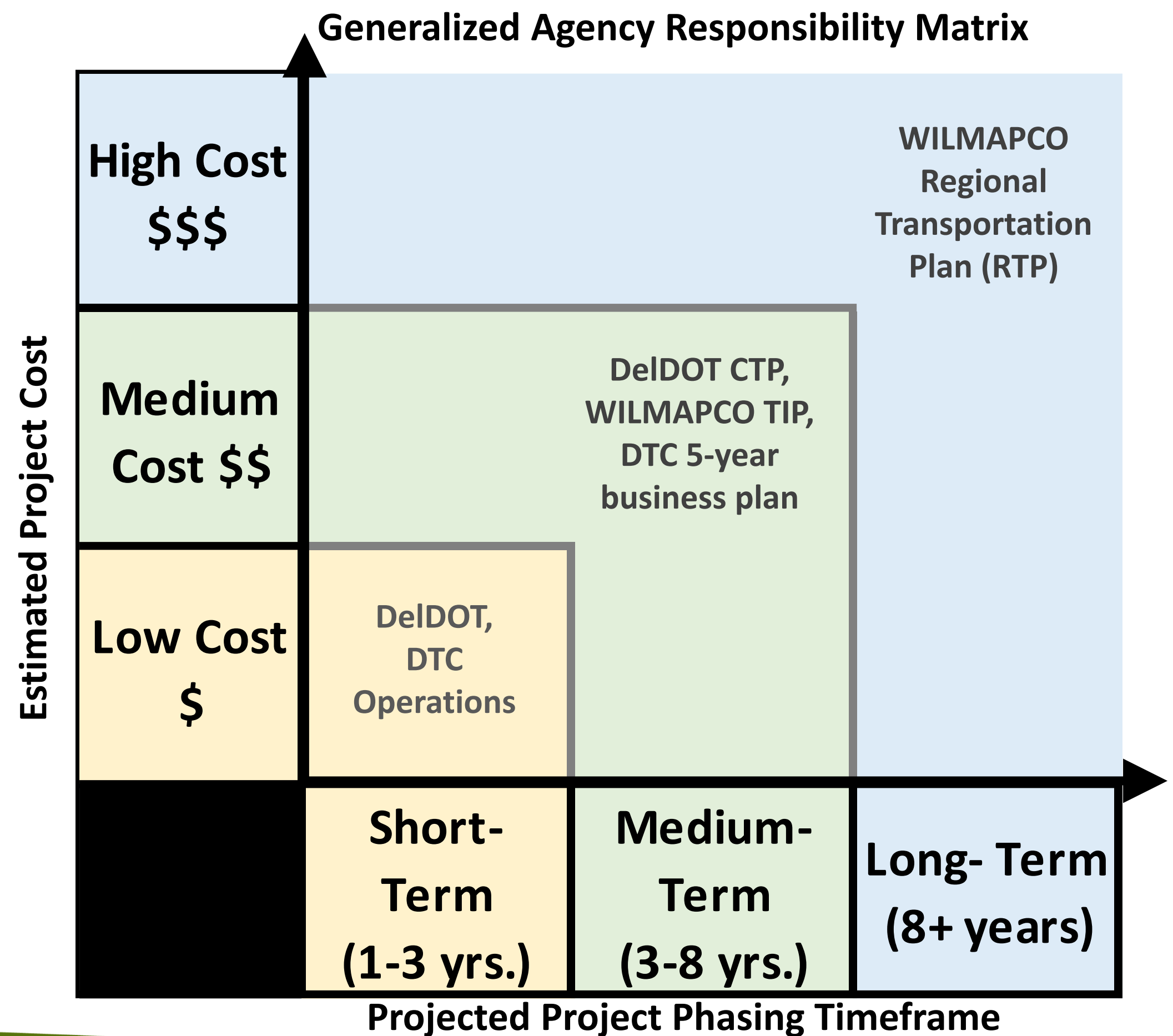
Upon adoption by WILMAPCO, the plan will be added into the Regional Transportation Plan (RTP). Projects within the plan can then be implemented using several mechanisms.

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

Implementation Mechanisms:

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

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

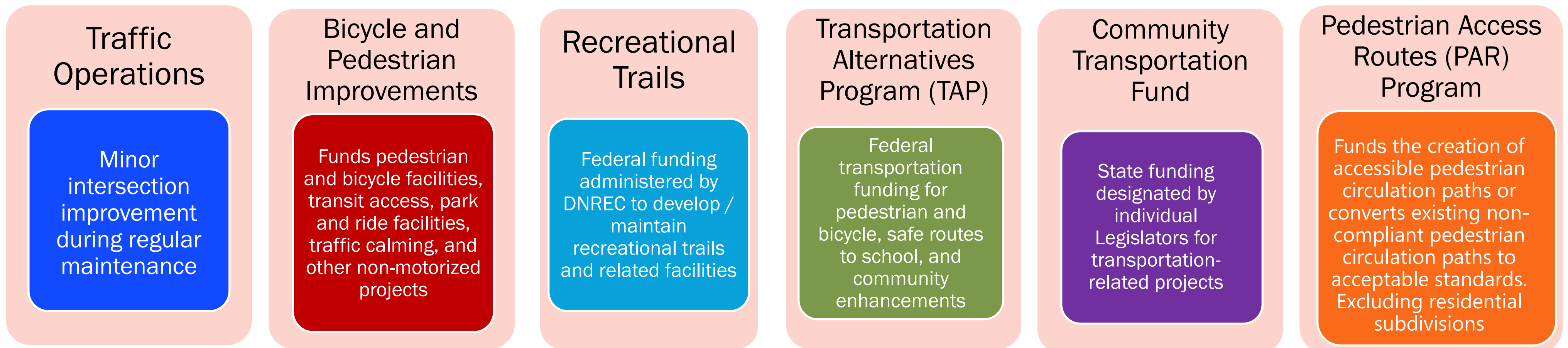


How will projects get implemented?

Smaller Projects

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

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



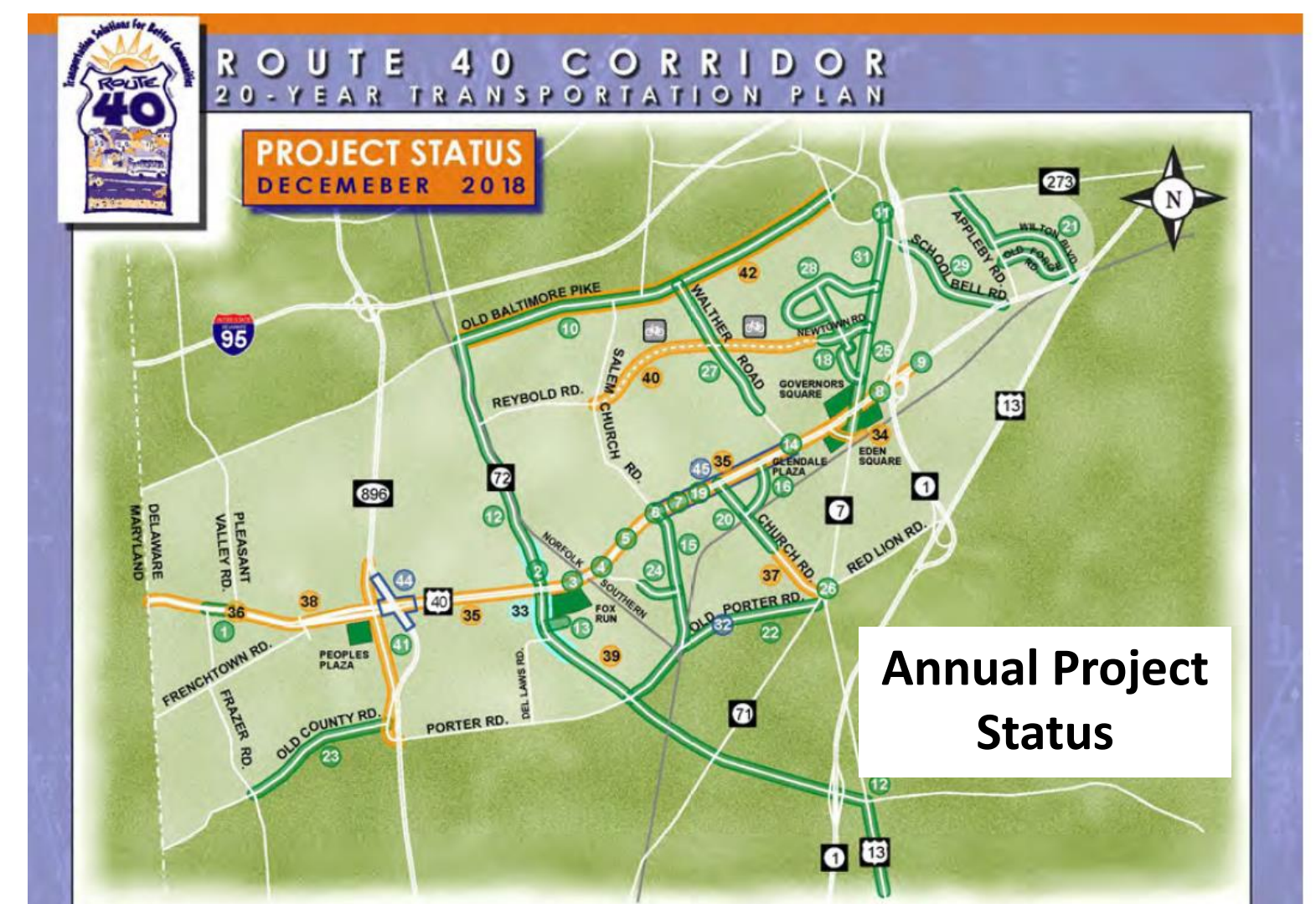
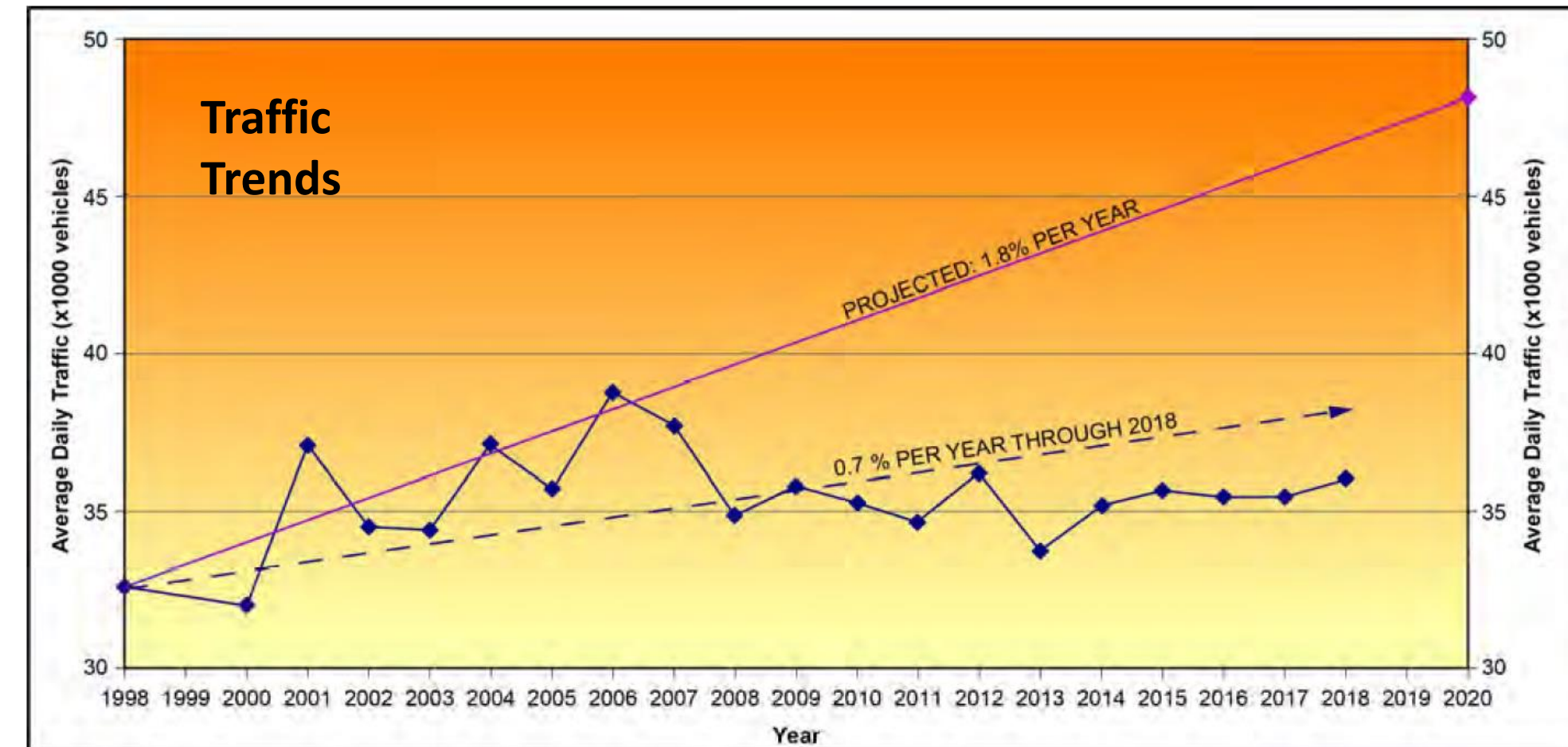
- Once the plan is completed, proposed projects can be considered for prioritization
- Community members can be involved through regular corridor monitoring efforts

How will we stay on track?

Corridor Monitoring and Performance Measuring

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

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



Concord Pike Corridor Master Plan

How will we stay on track?

Corridor Monitoring and Performance Measuring

Benefits to regular corridor monitoring

- Provides regular communications between decision makers, community stakeholders and the traveling public on progress in plan implementation
- Provides key information to help the community to understand the consequences/benefits of investment decisions across transportation assets or modes
- Help prioritize projects, in particular bike/ped improvements
- Allows for small mid-course corrections as conditions evolve over time
- To facilitate small transportation problems as they arise (i.e. McDonald's, U-Turn in PA, other out of area impacts)
- Ongoing Regional Interagency Coordination



The image shows two pages from a report. The top page is the cover of the '2018 CORRIDOR MONITORING AND TRIGGERING REPORT' dated April 2019. It features a logo for 'Innovation Solutions for Better Commutes ROUTE 40' and a photograph of a construction site with a crane. Logos for WILMAPCO, DelDOT, and DART are at the bottom. The bottom page is the 'MONITORING COMMITTEE' agenda for the 'route 9 corridor MASTER PLAN'. It includes a header 'Route 9 - It's About Time', a 'REMOTE ACCESS' section with phone and webex information, and an 'AGENDA' section with items like 'Introductions', 'Review of Mission/Vision Statements', and 'Transportation Alternatives Program (TAP)'. A 'BRIEF UPDATES' section lists items like 'Proposed port area truck study' and 'Healthy Communities Delaware Grant Update'. A 'PACKET' section lists documents like 'Previous meeting notes' and 'Draft TAP map'. The footer includes the website 'www.wilmapco.org/route9' and a Facebook icon.

2018 CORRIDOR MONITORING AND TRIGGERING REPORT
April 2019

MONITORING COMMITTEE
route 9 corridor MASTER PLAN

AGENDA

- o Introductions
- o Previous Meeting Notes
- o Review of Mission/Vision Statements
- o ProRank Academy E-Tour
- o Transportation Alternatives Program (TAP) Project update (DelDOT)

BRIEF UPDATES

- o Proposed port area truck study
- o Healthy Communities Delaware Grant Update
- o Recent land development scan
- o Outreach Subcommittee (TBD)
- o Public Health Subcommittee (5/13/20, 5PM via conference call or WebEx, TBD)
- o Local Hire/OJT Subcommittee (5/4/20, 4:30 PM via conference call)

PACKET

- Previous meeting notes
- Mission/Vision statements
- Draft TAP map
- Draft WILMAPCO work plan (UPWP) excerpt

REMOTE ACCESS
Via Phone: USA Toll-Free 888-557-8511, Access Code: 5660767#
Via WebEx meeting: wilmapco.webex.com/join/selcock OR <https://wilmapco.webex.com/meet/selcock>

Route 9 - It's About Time

4.21.20 4:30 PM
Via Webconference

www.wilmapco.org/route9

Concord Pike Corridor Master Plan

Next Steps

Project schedule:

- WILMAPCO Council Action Item: **November 12, 2020**
- Inclusion into WILMAPCO RTP, DelDOT CTP and New Castle County Comprehensive Plan



Final Report

How can the public comment?

The draft report is available on the project webpage; comments will be accepted until November 5:

www.wilmapco.org/202

We welcome your thoughts, please feel free to send comments to the project manager, Dave Gula via email at dgula@wilmapco.org.

For More Immediate Concerns

- To report a road condition (such as drainage problems, potholes, traffic signs or signals, streetlights)
 - Call the TMC at 302-659-4600 or 800-324-8379
 - Or visit <http://deldot.gov/Traffic/ReportRoadCondition>
- To reach New Castle County Department of Land Use
 - Call 302-395-5400 for Permits/Inspections/Planning and/or 302-395-5555 for Code Enforcement
 - Or email LandUse@newcastlede.gov or view the New Castle County Resident Toolbox at:
<https://nccde.maps.arcgis.com/apps/MapSeries/index.html?appid=50430efd9544bba81e529d7d0392852>

Virtual Q&A

How do I ask a question?

Please use the Q&A function at any time during the workshop to ask questions. Presenters will do their best to answer questions during the Q & A portion of the event. If you are not able to use the Q&A function, please email questions or comments to rnovakoff@wilmapco.org at anytime during this event.

If you are unable to use the Q&A or to send an email, you may press *3 on your phone to “raise your hand”. The Host will unmute you when we are ready for your question.

Andrew will read the questions for all participants to hear.

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

Thank you for participating!



Final Report

How can the public comment?

The draft report is available on the project webpage; comments will be accepted until November 5:

www.wilmapco.org/202

We welcome your thoughts, please feel free to send comments to the project manager, Dave Gula via email at dgula@wilmapco.org.