

OVERVIEW

Concord Pike Monitoring Committee

Purpose: To guide and fulfill the recommendations of the Concord Pike Master Plan:

- Meeting: November 30th, 2022
- Meeting: April 5th, 2023
- Spring Meeting: To be held on June 7th, 2023

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/pedestrian improvements
- Provide input on small mid-course corrections as conditions evolve over time
- Help to facilitate solutions to traffic management problems as they arise

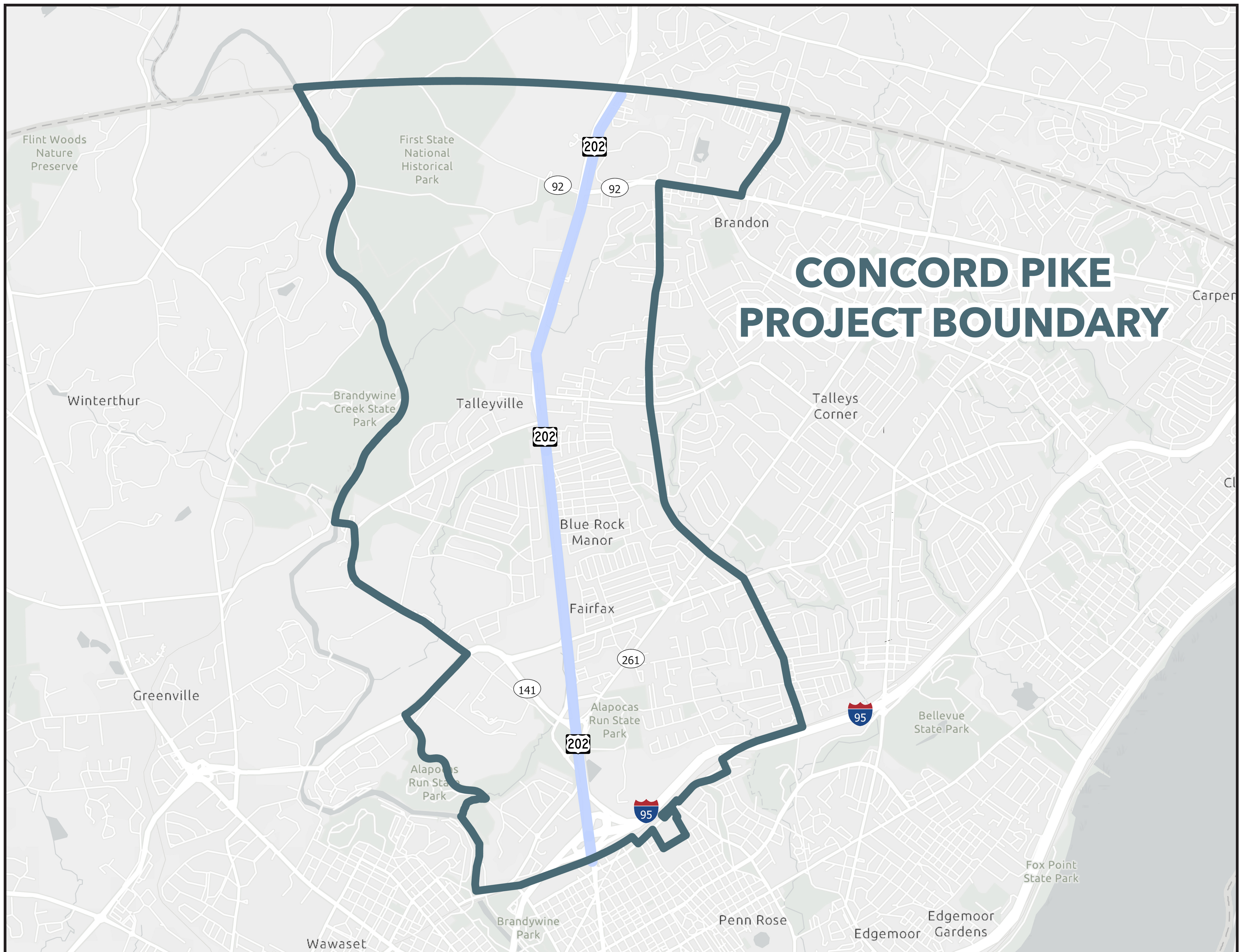
Civic, Business, Special Interest, Institutions

- Bike DE: James Wilson
- Brandywine Conservancy: Mila Carter
- Civic League for NCC: Nancy Willing
- CCOBH: R.J. Miles
- Committee of 100: Elizabeth Keller
- Delaware Greenways: Mary Roth
- 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

State/County Elected Officials

- NCC Council District 2: Dee Durham
- 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

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
- Uses an interactive online format for users to explore and understand details of the data
- This first Annual Concord Pike Monitoring Report has been prepared to document existing conditions through the end of 2022
- Subsequent annual reports will track how conditions change throughout the study area

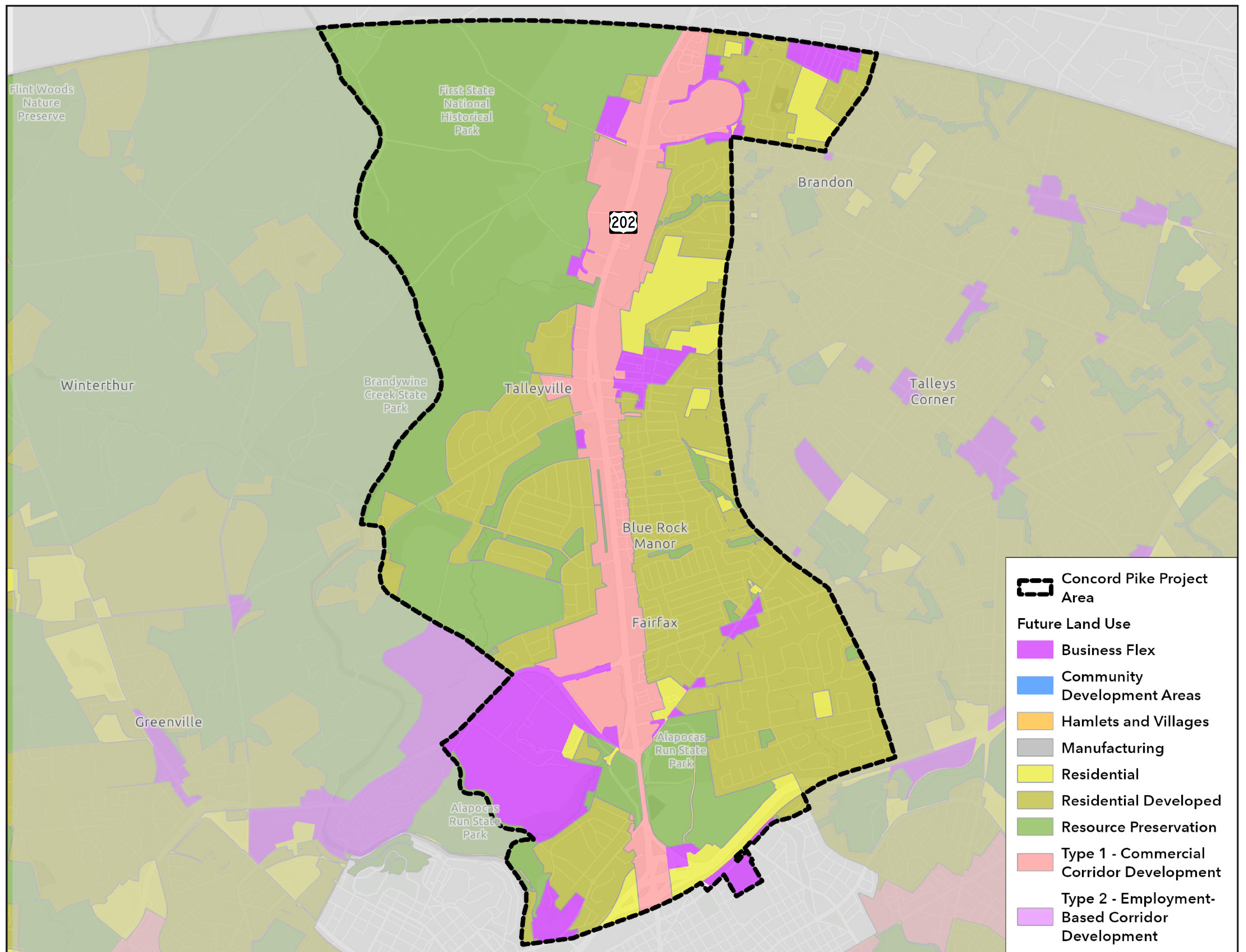
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bit.ly/concordpike

LAND DEVELOPMENT

Approved Future Land Use



- The New Castle County Comprehensive Plan (NCC2050) was adopted in July 2022
- NCC2050 notes future development along the Corridor as Type 1 – Commercial Corridor Development

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LAND DEVELOPMENT

Approved Future Land Use

- Zoning recommendations from the Concord Pike Master Plan are intended to encourage neighborhood preservation through Land Use Policy and identify potential historic properties
- Type 1 - Commercial Corridor Development includes:
 - Tight integration of jobs and services with adjacent residential neighborhoods. Future development should seek to bolster this relationship
 - Non-Residential Zoned Land Uses – All development and redevelopment of these sites should be oriented and designed in a manner that creates massing and design for the corridor consistent with the vision and provisions of the Guiding Principles in the Unified Development Code for Commercial Corridor Development
 - Residential Zoned Land Uses – Rezoning is appropriate when the proposed development is conducive in form and function to the Commercial Corridor Development (Guiding Principles) of adjacent non-residential land, while being sensitive to the context of neighboring residential development



Scan to view Future Land Use
for all of New Castle County

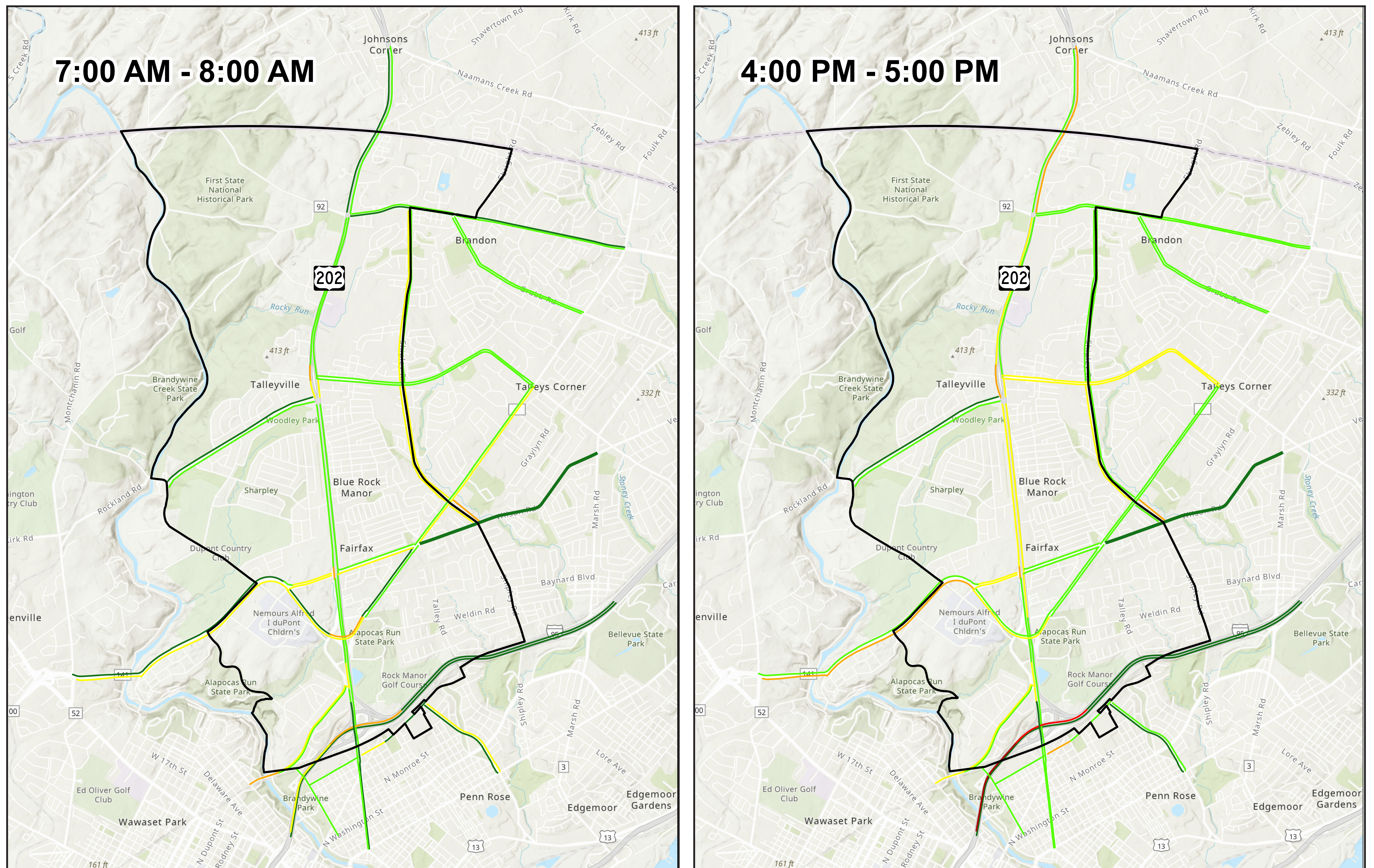


Scan to view NCC2050



TRAFFIC

Hourly Travel Time Index



TTI Source: NPMRDS travel time data from September to November 2022

- Travel Time Index (TTI) is a measure of congestion along road segments
- Fall 2022: Mild to moderate congestion during the AM peak
 - Near Garden of Eden Road/Silverside Road and Mt. Lebanon Road intersections, the Powder Mill Road/Murphy Road intersection, and approaching I-95
- Fall 2022: More severe congestion during the PM peak
 - Severe congestion along I-95
 - Worst congestion occurred in the northbound direction between SR 92 (Naamans Road) and the DE/PA state line

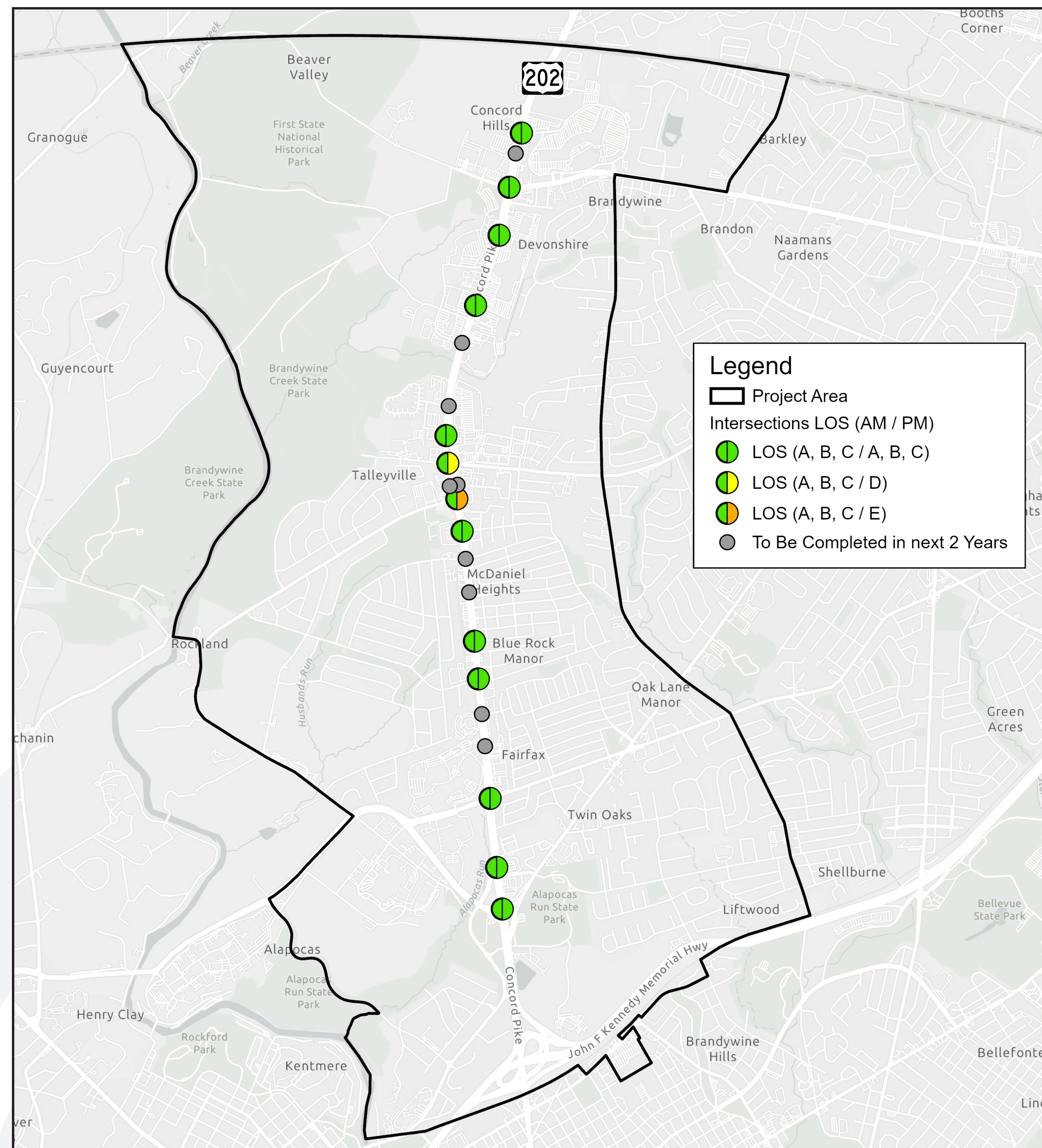
Ratio of average travel time to uncongested

- Less than 1.3 times uncongested
- 1.3 - 1.6 times uncongested
- 1.6 - 2.0 times uncongested
- 2.0 - 2.5 times uncongested
- 2.5 - 3.0 times uncongested
- Greater than 3.0 times uncongested

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Intersection Level of Service



LOS Source: Turning Movement counts performed between September to November 2022

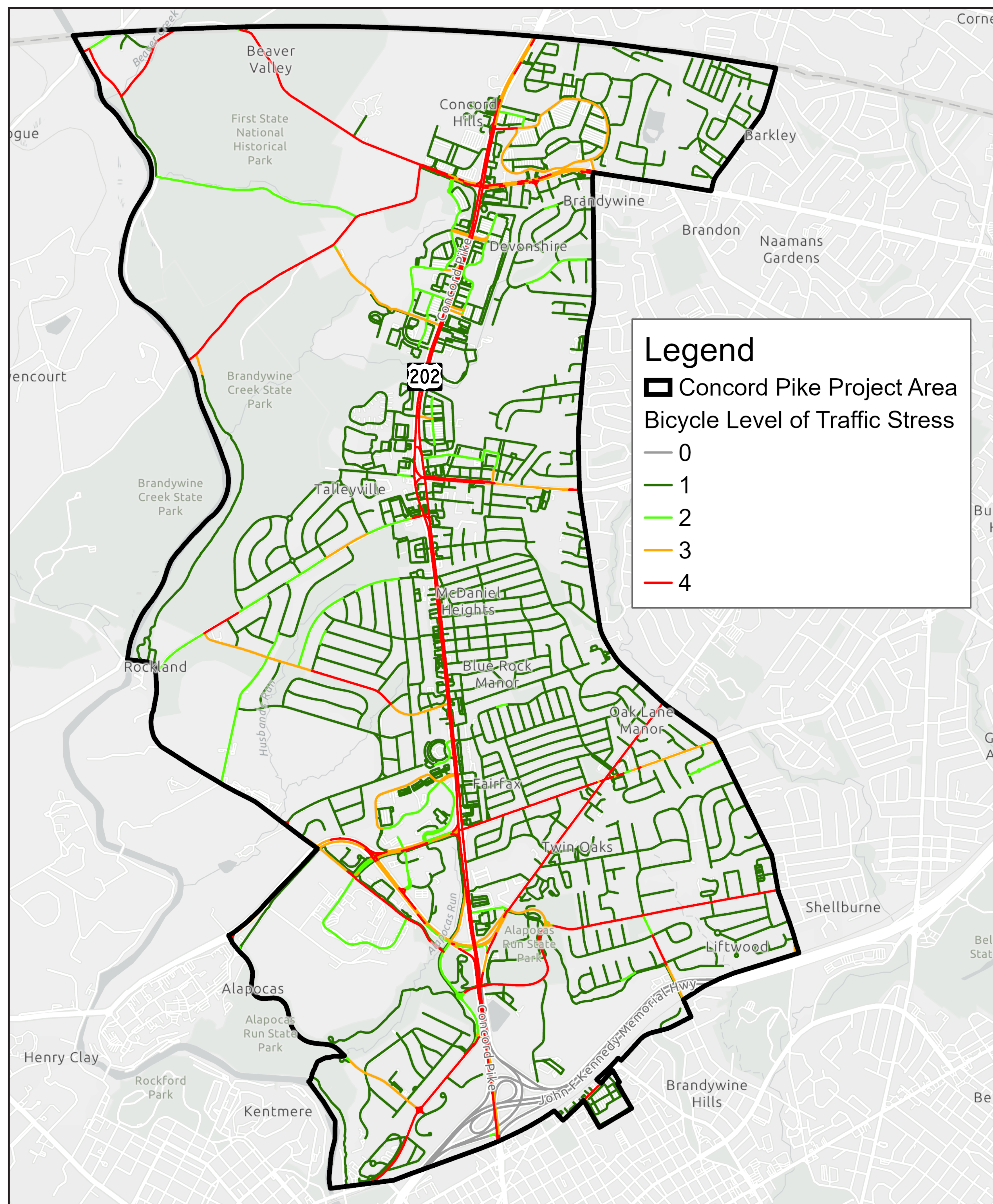
- Critical Lane Volume (CLV) method compares the maximum number of vehicles passing through the intersection per lane in one hour to the intersection capacity
 - Other methods that assign intersection LOS based on calculated delay may yield slightly different results
 - CLV was selected to quickly and cost-effectively track changes over time due to changing volumes
- Fall 2022: All intersections operated at LOS C or better during the AM peak
- Fall 2022: One intersection (US 202 at Mount Lebanon Rd) was approaching capacity during the PM peak (LOS E)

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BICYCLE/PEDESTRIAN

Bicycle Level of Traffic Stress



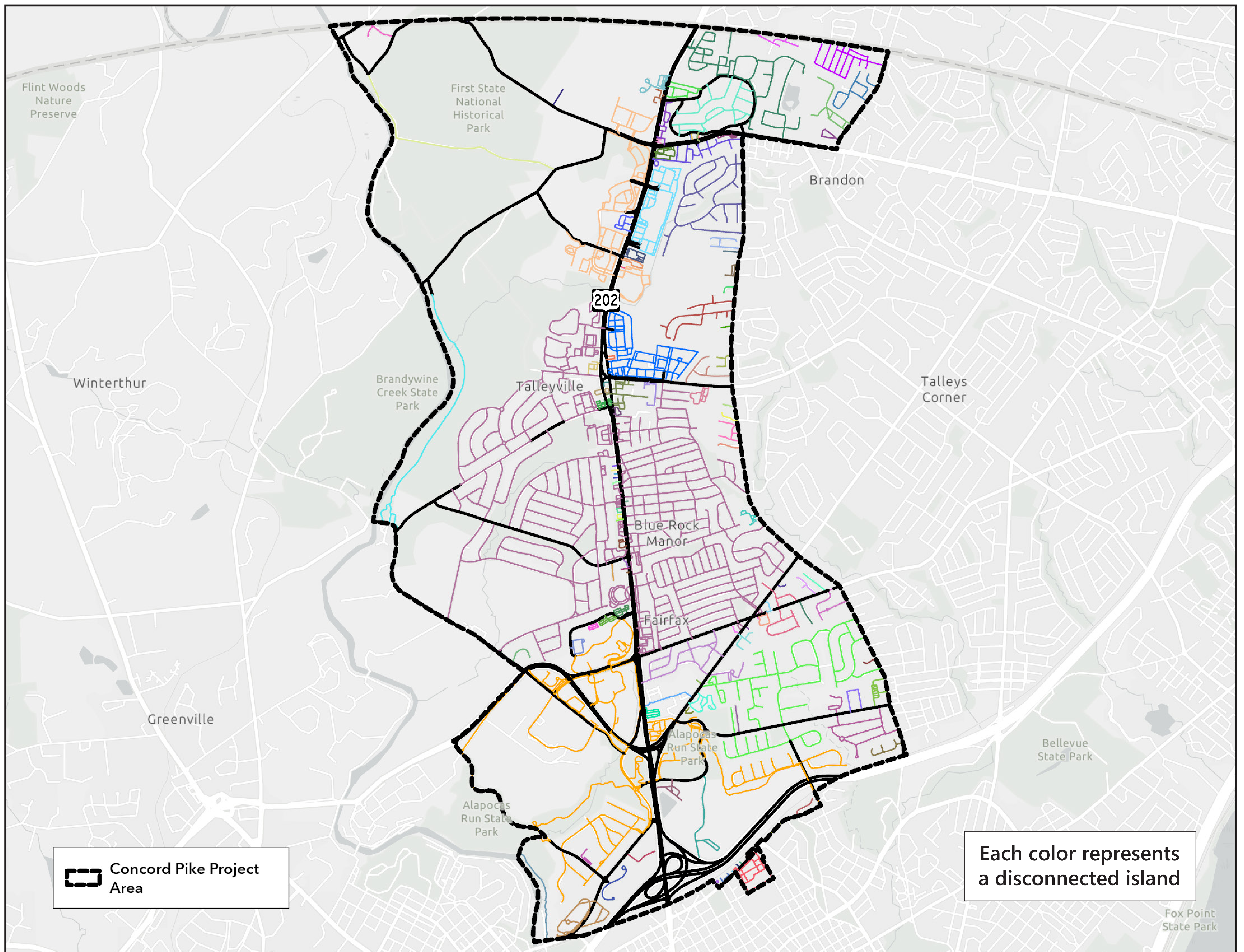
- Level of Traffic Stress (LTS) is a measure used to understand how comfortable a roadway is for bicycle riding
- LTS 1 streets have the lowest stress, suitable for most riders
- Higher LTS correspond to riders with more experience and willingness to tolerate some stress, traffic, and speed
- Bicycles and pedestrians are prohibited on some roadways, including I-95, for safety reasons

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BICYCLE/PEDESTRIAN

Level of Traffic Stress Island Analysis



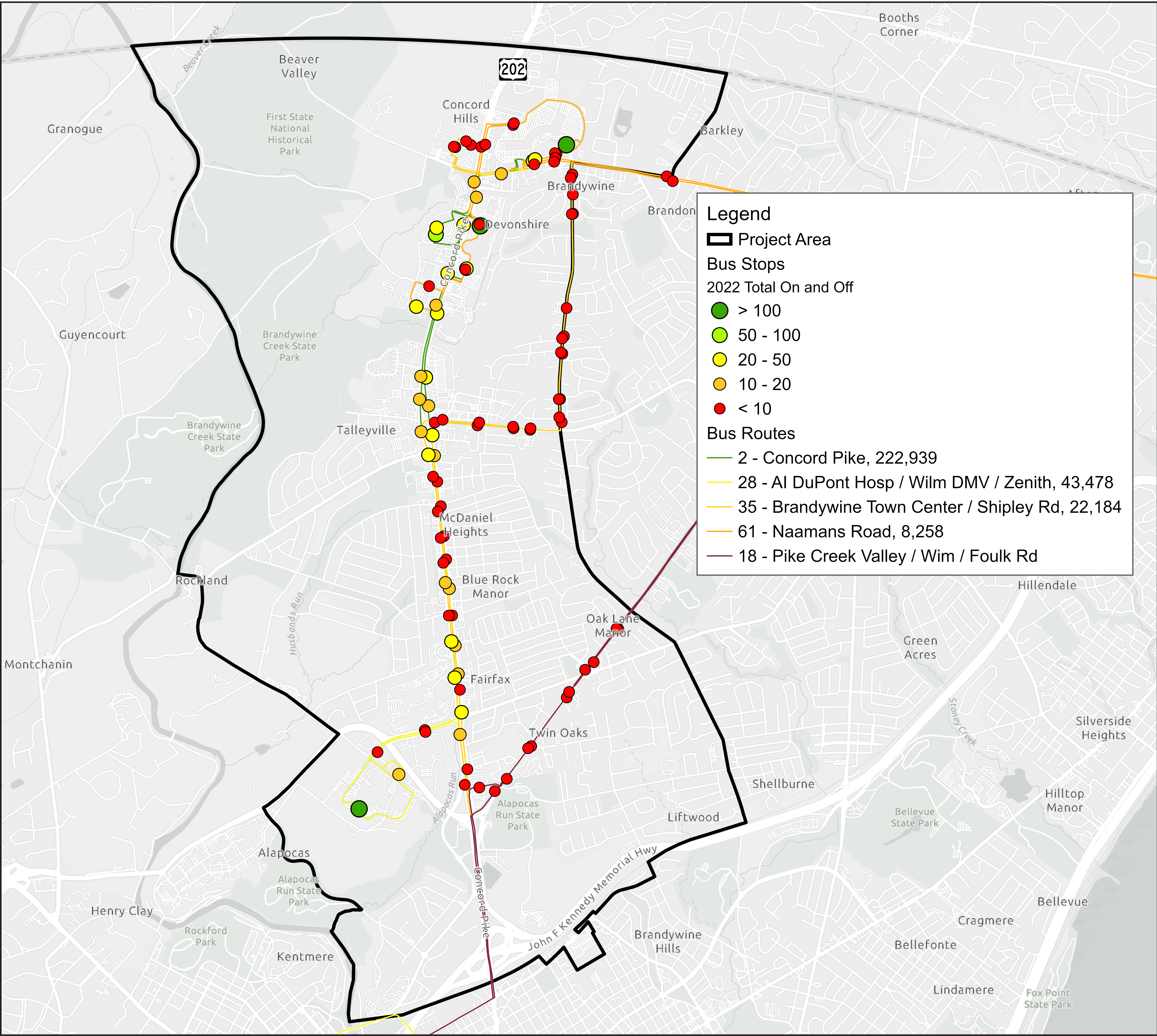
- Roadways with a low LTS (1 or 2) may be surrounded by facilities that have a higher LTS, resulting in disconnected “islands” separated by barriers that only more experienced riders would be comfortable crossing
- **As of 2022, there were 130 disconnected islands in the study area**
- Goal: reduce the number of disconnected islands in the study area

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TRANSIT

Transit Overview



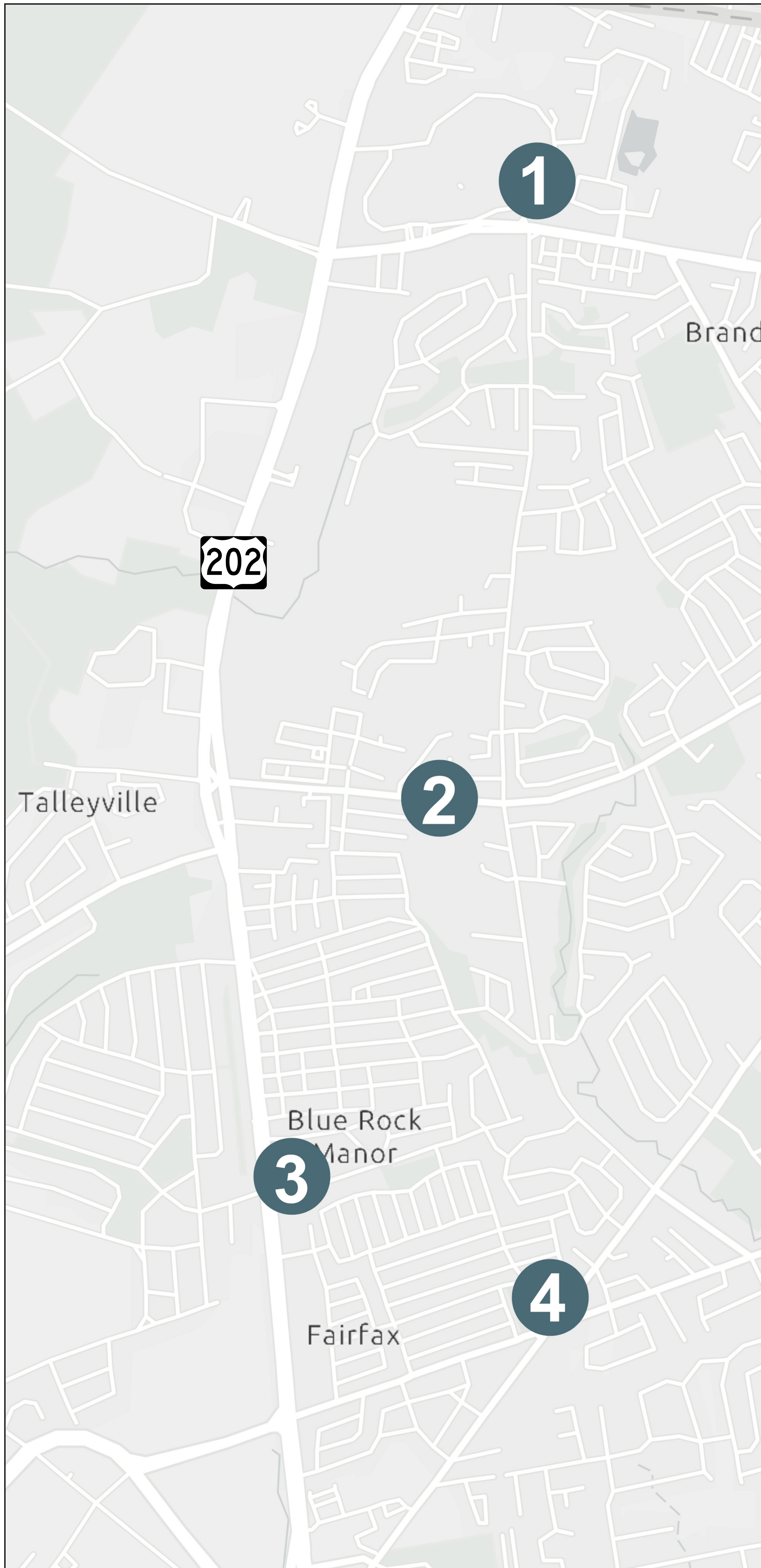
| Number of Weekday Trips within Study Area at Peak Times | | |
|---|---------------|---------------|
| Route | AM Peak (6-9) | PM Peak (3-6) |
| 2 | 16 | 18 |
| 18 | 12 | 10 |
| 28 | 10 | 10 |
| 35 | 11 | 10 |
| 61 | 6 | 5 |

- The Concord Pike corridor is served by:
 - 5 bus routes
 - 114 bus stops
- Total weekday ridership on these 5 routes was 364,615 passenger trips in Fiscal Year 2022*

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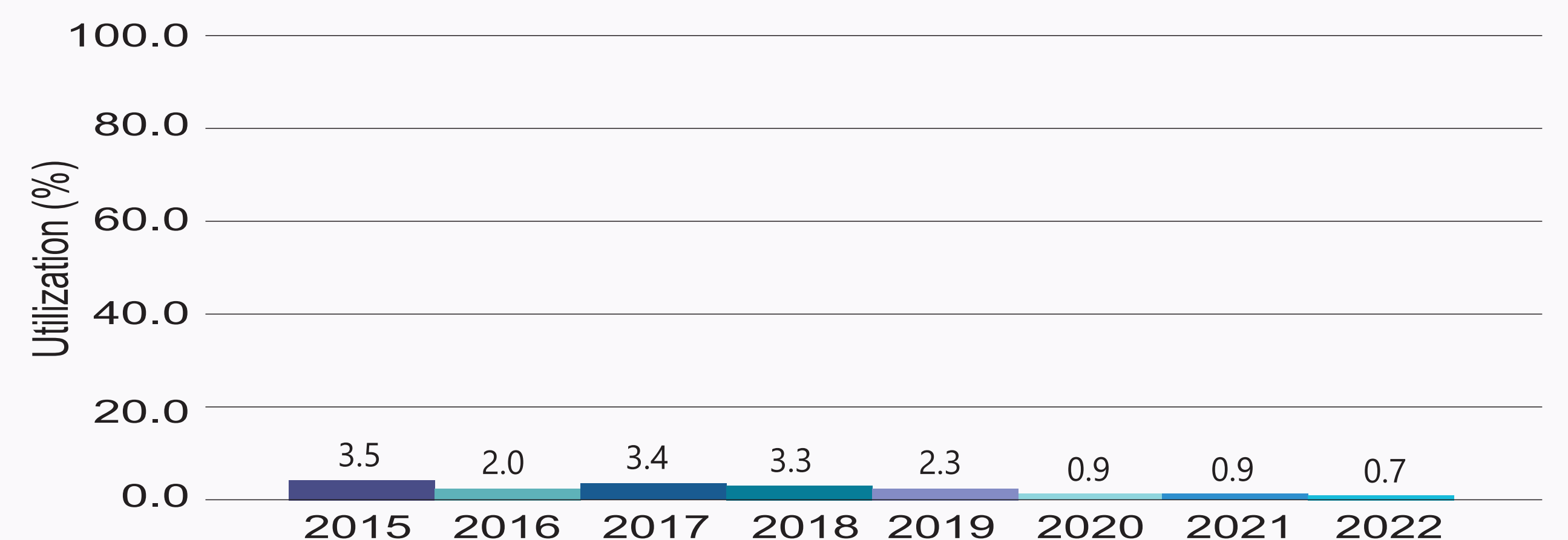
Park and Ride Utilization



1

Brandywine Town Center

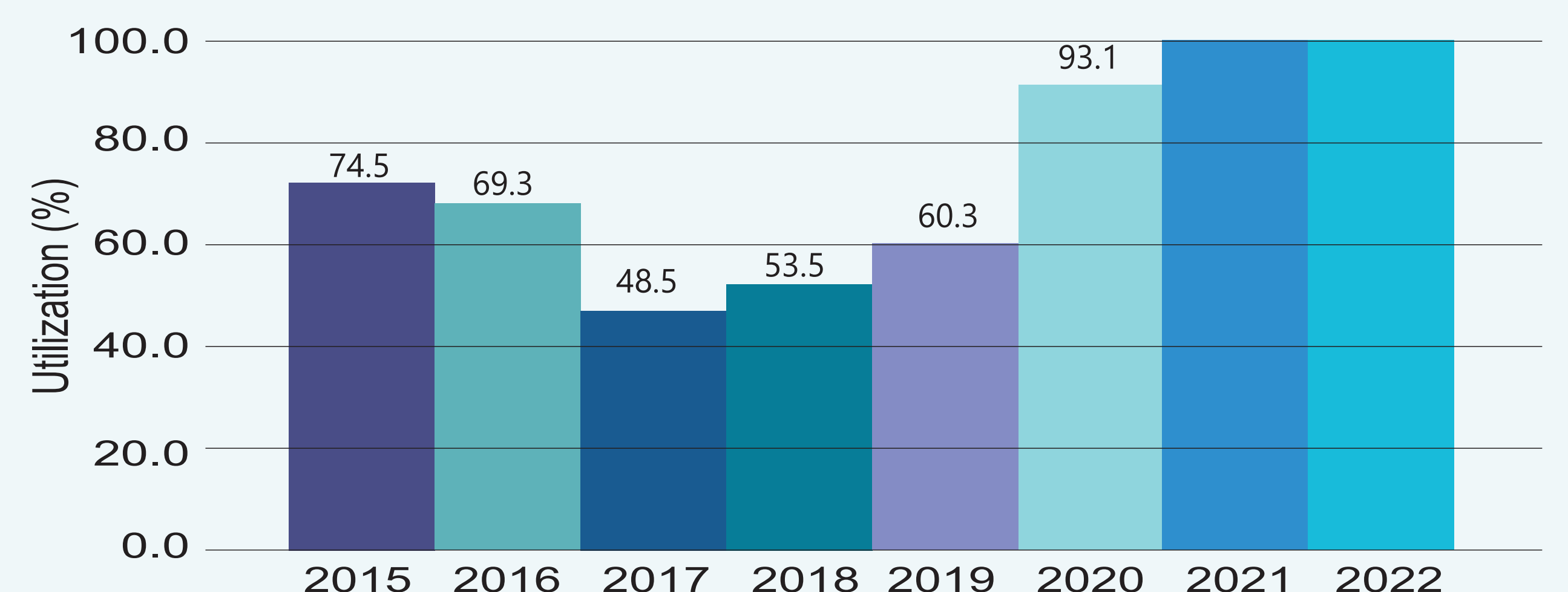
- Served by DTC routes 2, 35, and 61
- 150 Park & Ride spaces
- Utilization of the Park & Ride spaces at the Brandywine Town Center Park & Ride lot have been less than 5% since 2015



2

North Baptist

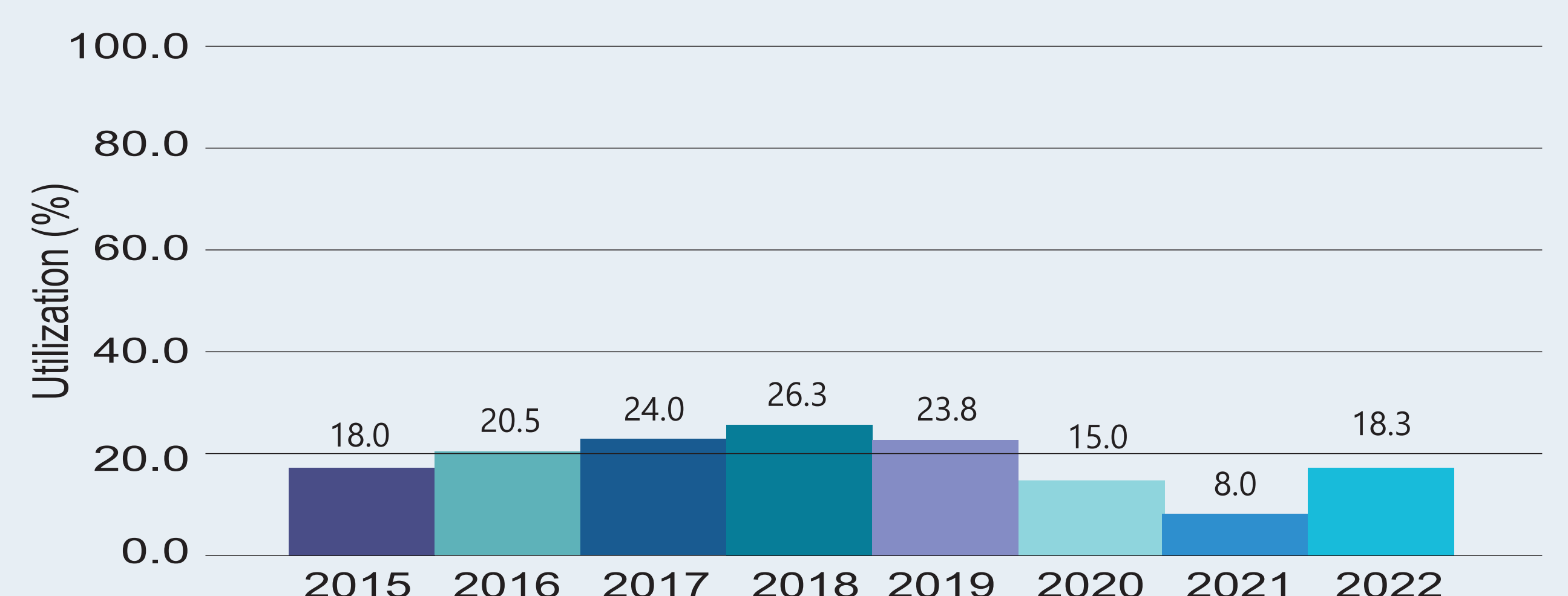
- Served by DTC route 35
- 50 Park & Ride spaces
- Utilization was 100% in 2021 and 2022
- Additionally, spillover parking was observed on adjacent streets



3

Aldersgate Church

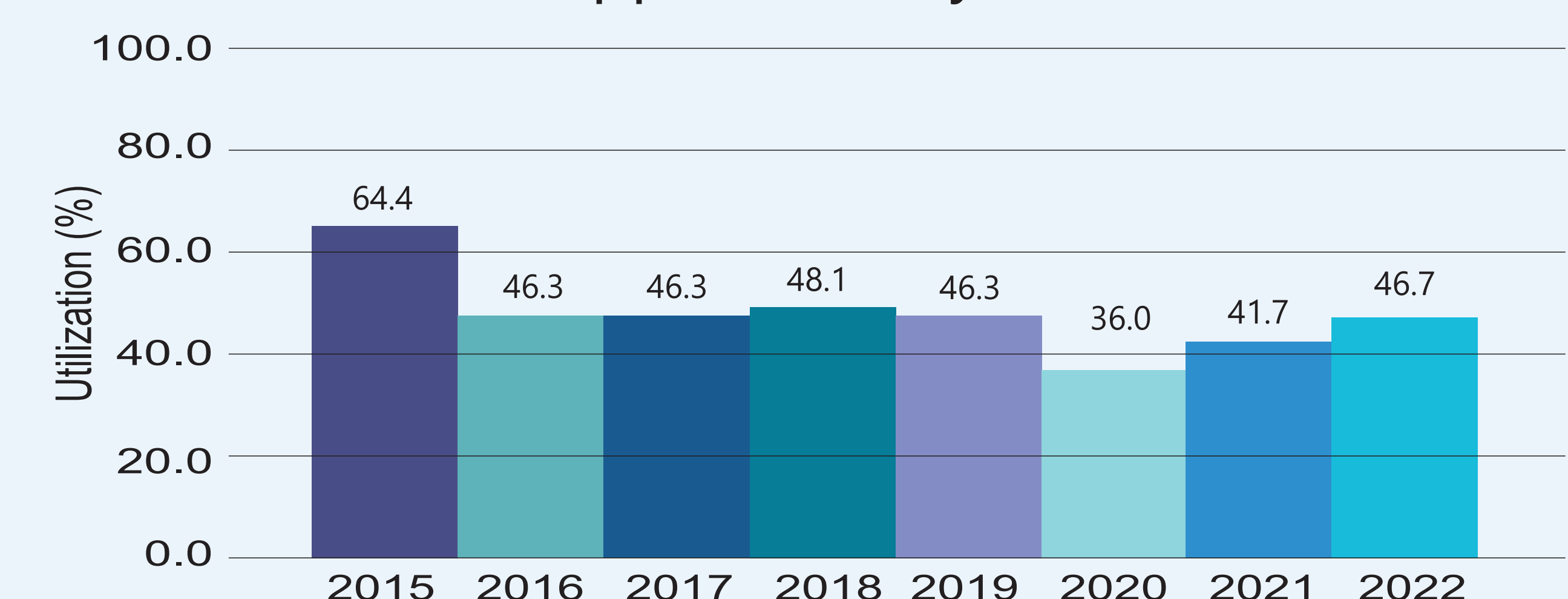
- Served by DTC routes 2 and 35
- 75 Park & Ride spaces
- Utilization was approximately 18% in 2022



4

Concord Presbyterian

- Served by DTC route 18
- 60 Park & Ride spaces
- Utilization was approximately 47% in 2022



Crash Summary

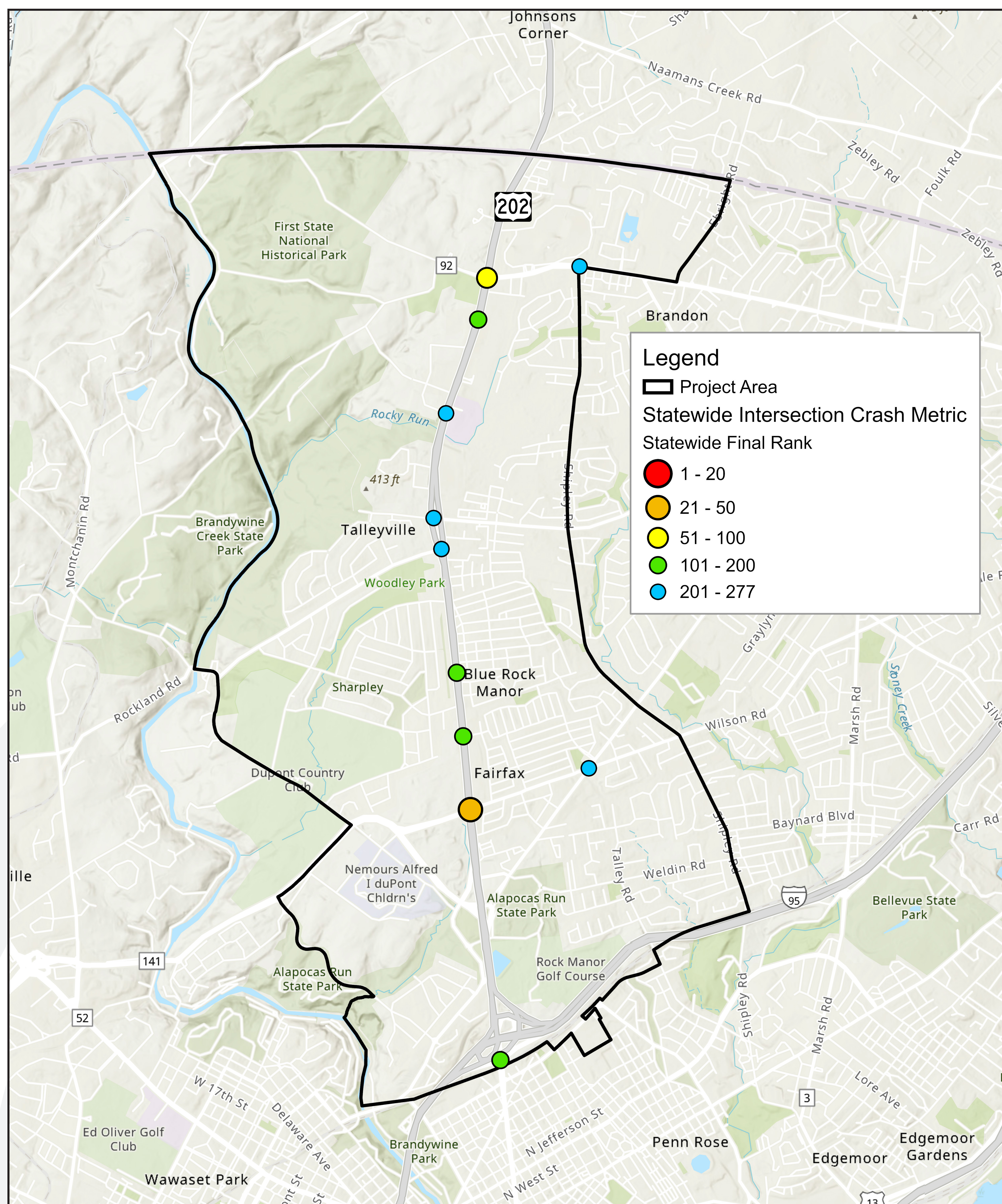
| Crash Summary for Concord Pike (2019 - 2021) | | | | | |
|--|---|--------|-------|-------|-----------|
| | | 2019 | 2020 | 2021 | 2019-2021 |
| Total | Total Crashes | 783 | 591 | 669 | 2,043 |
| | Total Fatal | 6 | 1 | 2 | 9 |
| | Total Personal Injury | 102 | 77 | 80 | 259 |
| | Total Fatal / Personal Injury (%) | 13.8% | 13.2% | 12.3% | 13.1% |
| I-95 | Total Crashes (I-95) | 71 | 72 | 80 | 223 |
| | Total Fatal (I-95) | 1 | 0 | 0 | 1 |
| | Total Personal Injury (I-95) | 15 | 9 | 11 | 35 |
| | Total Fatal / Personal Injury (%) (I-95) | 22.5% | 12.5% | 13.8% | 16.1% |
| Pedestrian | Total Pedestrian Crashes | 8 | 5 | 5 | 18 |
| | Total Pedestrian Crashes (I-95) | 1 | 0 | 0 | 1 |
| | Total Pedestrian Fatal | 2 | 0 | 0 | 2 |
| | Total Pedestrian Fatal (I-95) | 1 | 0 | 0 | 1 |
| | Total Pedestrian Personal Injury | 2 | 3 | 1 | 6 |
| | Total Pedestrian Personal Injury (I-95) | 0 | 0 | 0 | 0 |
| | Total Pedestrian Fatal / Personal Injury (%) | 50.0% | 60.0% | 20.0% | 44.4% |
| | Total Pedestrian Fatal / Personal Injury (%) (I-95) | 100.0% | 0.0% | 0.0% | 100.0% |
| Bicycle | Total Bicycle Crashes | 3 | 2 | 5 | 10 |
| | Total Bicycle Crashes (I-95) | 0 | 0 | 0 | 0 |
| | Total Bicycle Fatal | 1 | 0 | 0 | 1 |
| | Total Bicycle Fatal (I-95) | 0 | 0 | 0 | 0 |
| | Total Bicycle Personal Injury | 0 | 1 | 2 | 3 |
| | Total Bicycle Personal Injury (I-95) | 0 | 0 | 0 | 0 |
| | Total Bicycle Fatal / Personal Injury (%) | 33.3% | 50.0% | 40.0% | 40.0% |
| | Total Bicycle Fatal / Personal Injury (%) (I-95) | 0.0% | 0.0% | 0.0% | 0.0% |

- Crash data is evaluated using a 3-year study period to account for the randomness of individual crashes and to identify trends over time
- 2,043 total crashes were reported in the study area between January 1, 2019 and December 31, 2021
 - Crashes along I-95 accounted for approximately 11% of total crashes, including 16% of fatal crashes in the study area
 - There were 18 pedestrian crashes and 10 bicycle crashes

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Intersection Crash Metrics



Statewide Intersection Crash Analysis

- Intersections ranked on crash frequency, severity, and manner of impact
- 267 intersections statewide had at least 10 crashes annually over the 3-year study period (2019-2021), 9 of which were along Concord Pike
- 11 intersections in the study area had at least 10 crashes annually (2019-2021), 9 of which were along Concord Pike
- 2 intersections were in the Top 100 in the overall statewide rankings
 - #48: Concord Pike at Powder Mill Road/Murphy Road
 - #58: Concord Pike at SR 92 (Naamans Road)

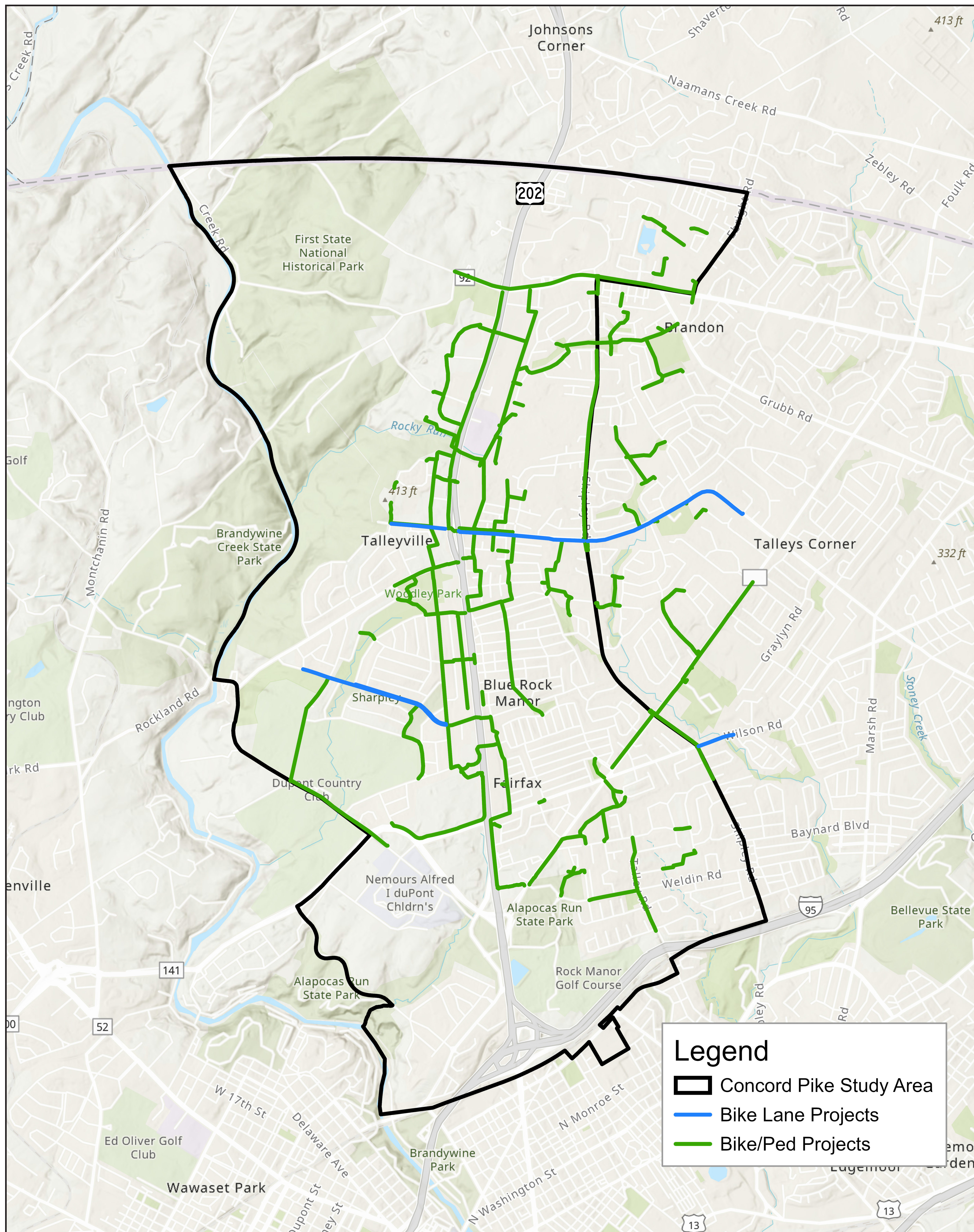
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TRANSPORTATION PROJECTS

177 transportation projects were recommended in the
Concord Pike Master Plan including:

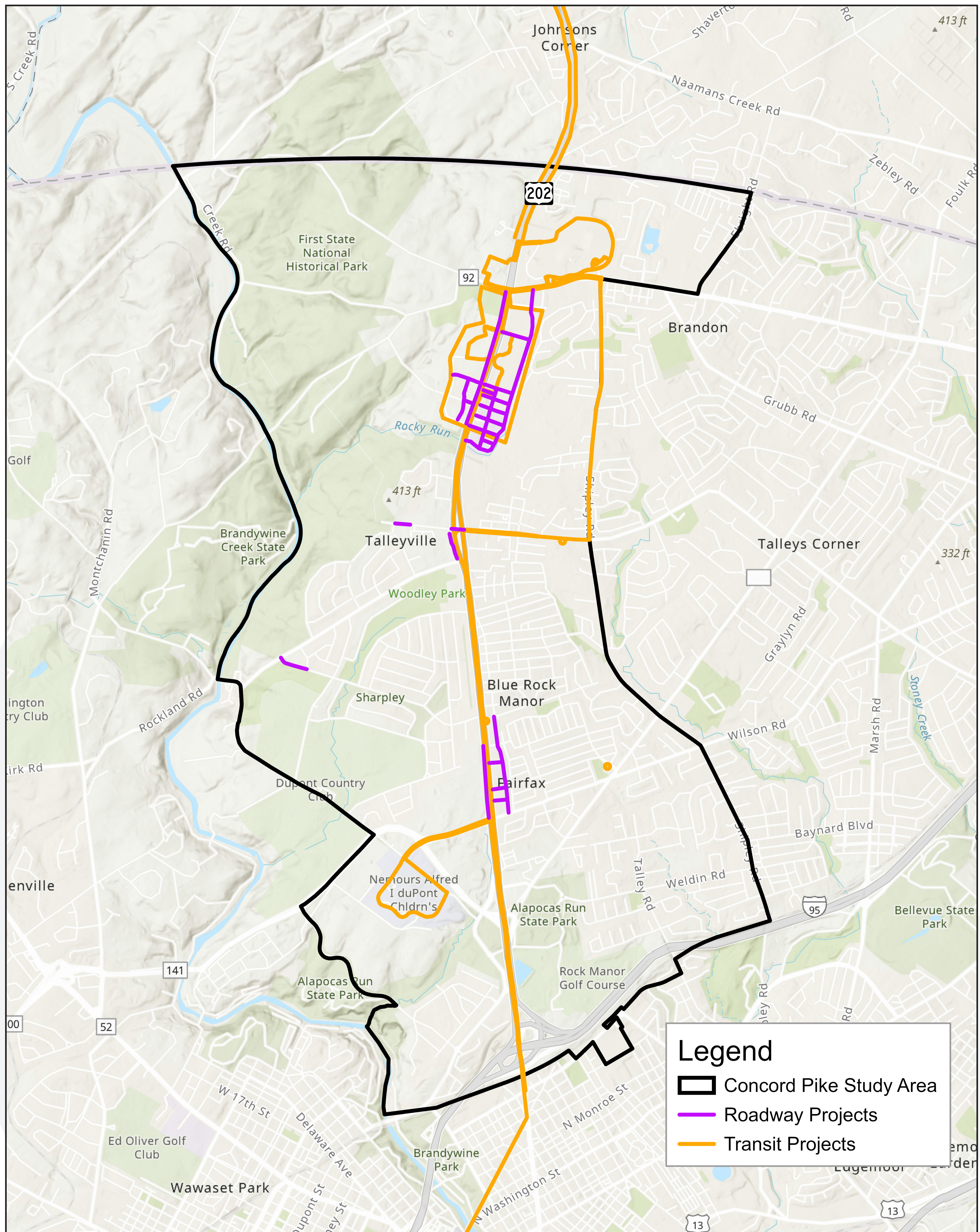
143 Bike/Ped Projects



TRANSPORTATION PROJECTS

177 transportation projects were recommended in the
Concord Pike Master Plan including:

9 Transit and 25 Roadway Projects



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Concord Pike Monitoring Committee Schedule

FALL CPMC
MEETING

Nov. 30, 2022

WINTER CPMC
MEETING

April 5, 2023





We are here! PUBLIC
WORKSHOP

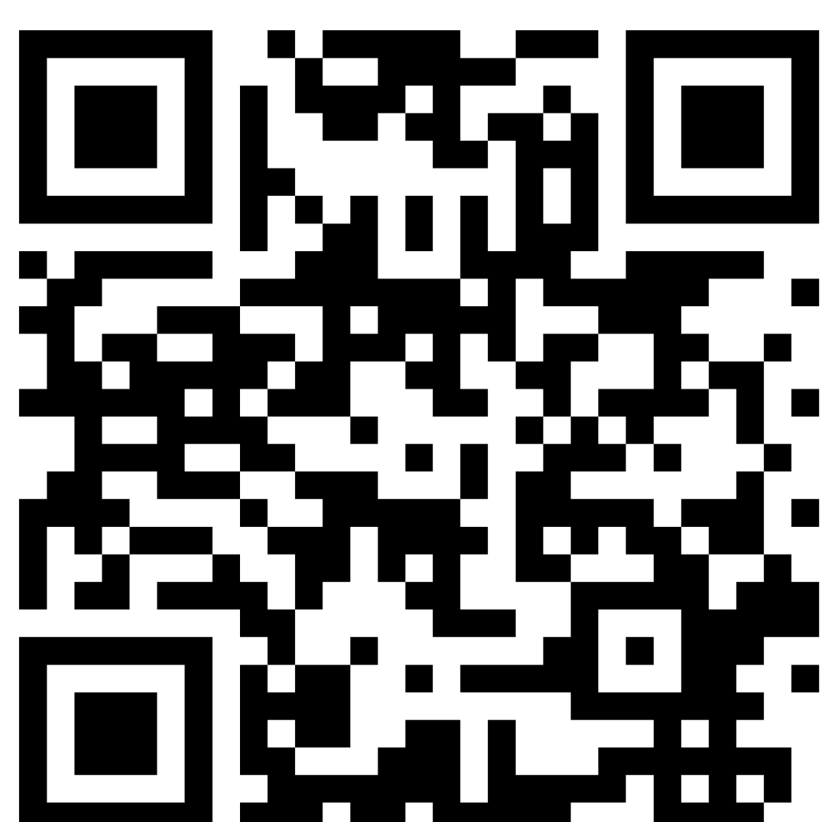
May 3, 2023

SPRING CPMC
MEETING

June 7, 2023

Ways to Comment & Stay Connected

-  Fill out a Comment Form in-person at the public workshop
-  Provide verbal comments to the project team at the public workshop
-  Submit a comment online via email to: **dgula@wilmapco.org**
-  Sign up for Concord Pike Monitoring Committee Newsletters at **wilmapco.org/202-2/**



Visit the Concord Pike Master Plan
website for more information
wilmapco.org/202-2/

