Welcome to the Winter 2024 Churchman's Crossing Monitoring Committee Meeting!

The meeting will begin at 4:00 PM

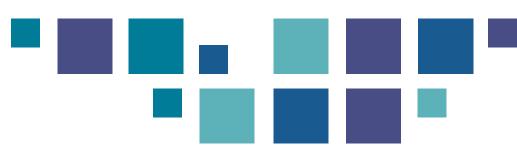
February 28, 2024







February 28, 2024

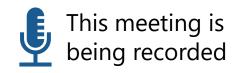






#### Agenda

- 1. Welcome and Introductions
- 2. New CXMC Framework
- 3. 2023 Annual Churchman's Crossing Monitoring Report
- 4. Spotlight Topic: Deeper dive into bicycle/pedestrian improvements
- 5. Agency Updates
  - WILMAPCO
  - DelDOT
  - Delaware Transit Corporation
  - NCC Department of Land Use
- 6. Open Discussion New Initiatives?
- 7. Next Steps
- 8. Public Comment



# Introductions





#### **Members**

#### Civic, Business, Special Interest, Institutions

- Bike Delaware: James Wilson
- Christiana Fire Company: Kevin Cowperthwait
- Christiana Hospital: Jeff Miller
- Christiana Mall (Brookfield Properties): Steve Chambliss
- Civic League for New Castle County: Bill Dunn
- Committee of 100: Troy Brestel
- Delaware Nature Society: Mark Nardone
- Delaware Office of State Planning: David Edgell
- DP Real Estate: Shawn Tucker
- Del-Tech: Nick Dohring
- DNREC: Beth Krumrine
- J.P. Morgan Chase: Don Mell
- New Castle County Chamber of Commerce: Alysse Bortolotto
- Rutherford Community: Patti Beauchesne
- Village of Christiana: Barry Shotwell

#### **Project Partners**

- WILMAPCO: Dan Blevins, Dave Gula
- DelDOT: Cooper Bowers
- NCC: Matthew Rogers
- DTC: Cathy Smith

#### State/County Elected Officials

- New Castle County Council
  - President: Karen Hartley-Nagle
  - District 1: Brandon Toole
  - District 7: George Smiley
  - District 9: Timothy Sheldon
  - District 11: David Tackett
- State Elected Officials
  - State Senate District 7: Spiros Mantzavinos
  - State Senate District 9: John Walsh
  - State Senate District 11: Bryan Townsend
  - State Senate District 13: Marie Pinkney
  - State Representative District 17: Melissa Minor-Brown
  - State Representative District 18: Sophie Phillips
  - State Representative District 19: Kimberly Williams
  - State Representative District 21: Michael Ramone
  - State Representative District 24: Edward Osienski
  - State Representative District 26: Madinah Wilson-Anton

#### **Project Support Team**

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

# New CXMC Framework

#### Goal of the 2023-2024 CXMC

#### Advance Churchman's Crossing Plan Update Recommendations

Churchman's Crossing Monitoring Committee

### How we will accomplish our goal \_\_\_\_ Monitoring Sharing Discussing Advocating

#### How we will accomplish our goal

#### By monitoring, sharing, discussing, advocating...

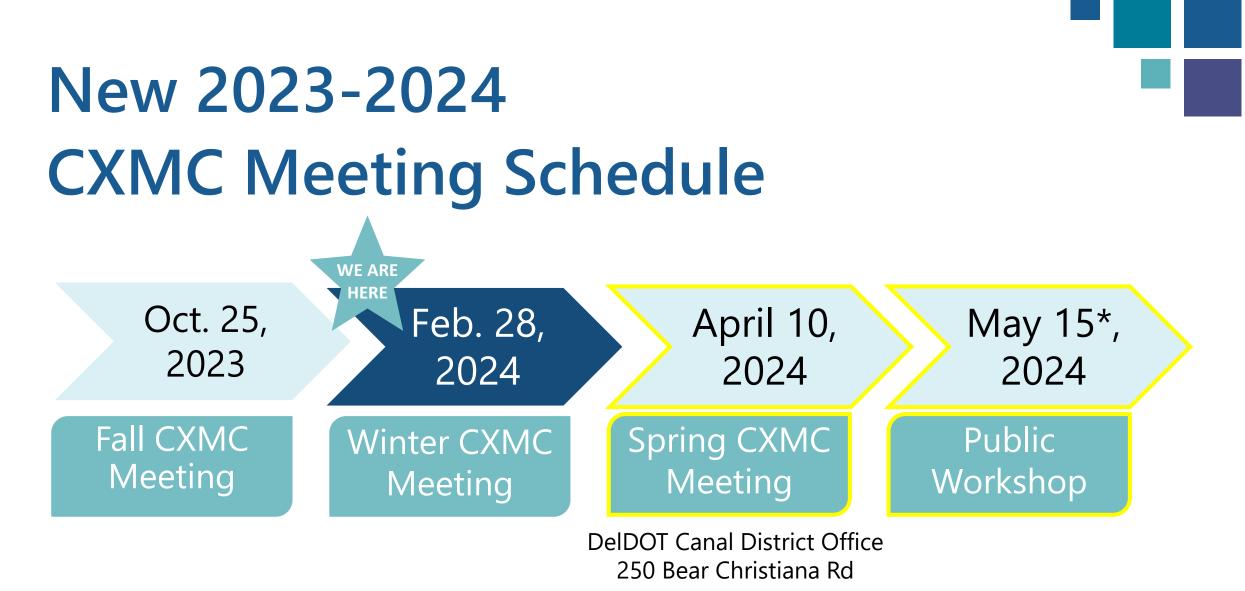
- Churchman's Crossing Plan Update Recommendations
- Spotlight Topics
- Agency Updates at each CXMC Meeting
- 2023 Annual Churchman's Crossing Monitoring Report
- Spring 2024 Public Workshop

#### **New Framework**

- More active role of Committee members in working with the project team to advance projects and studies, and help move forward other initiatives within the Churchman's Crossing area
- New framework will allow Committee members and the public to both:
  - Bring new ideas not currently in the Plan Update to agency partners for possible inclusion into an "addendum" to the existing plan
  - Continue to prioritize or highlight existing projects and studies currently in the Plan

#### New "Meeting Cycle"

- WE ARE Winter Meeting
  - Introduce Draft Monitoring Report to assist Committee in developing new initiatives and/or revised priorities
  - Spring Meeting
    - Formalize new initiatives with the Committee and create draft addendum to the existing Plan
  - Spring Public Workshop
    - Share the Monitoring Report with the public and introduce and seek feedback on the Committee's ideas of new initiatives
  - Summer
    - Agency partners will determine which new initiatives, if any, will be added to the Plan as an addendum
  - Fall Meeting
    - Report back on prior year's meeting cycle and inform the Committee of which initiatives will be added as an addendum or which existing initiatives may be (re)prioritized



\*Date to be confirmed

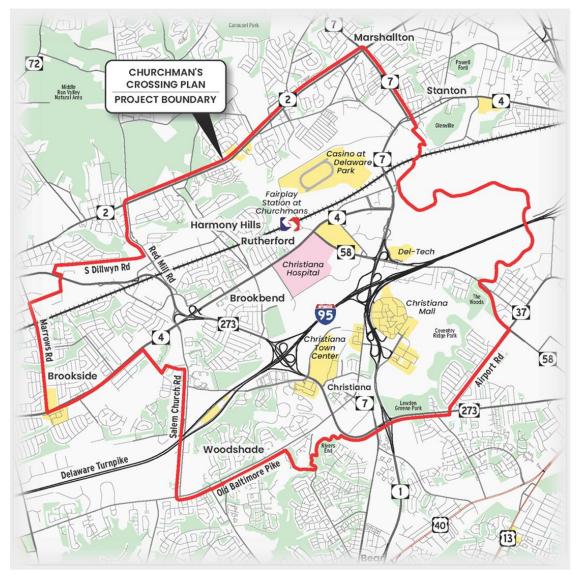
### 2023 Annual Churchman's Crossing Monitoring Report

#### **Annual Monitoring Report**

- Summary of transportation and land use conditions and changes within the Churchman's Crossing project area
- Uses an interactive GIS based "Story Map" format for users to explore and understand the data more than a static printed report
- Will be a "living document" that evolves over time, as conditions change



https://bit.ly/churchmans2023

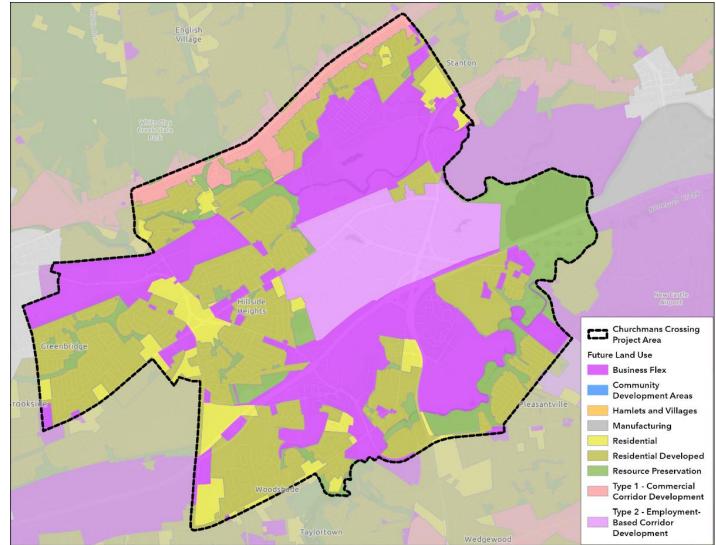


#### **Annual Monitoring Report**

- Elements being monitored include:
  - Land Development
  - Traffic
  - Pedestrian/Bike
  - Transit
  - Safety
  - Transportation Project Status
  - Recommendations
- Supports the CXMC in providing input on priorities and small, mid-course corrections as conditions evolve over time

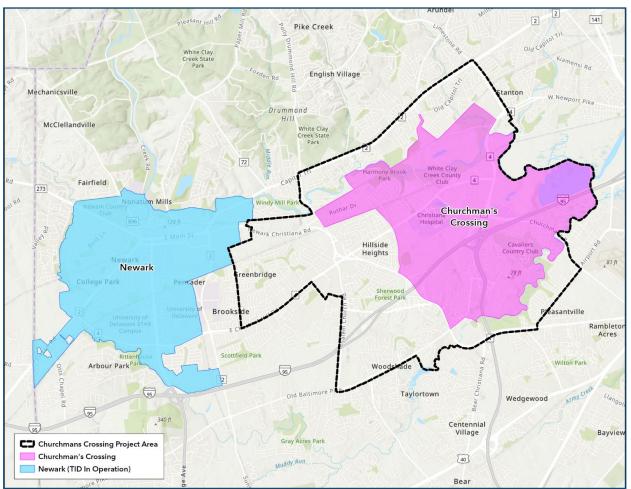
#### Land Development: Future Land Use

- New Castle County Comprehensive Plan (NCC@2050) was adopted July 2022, and utilized the "balanced" land use
- Much of the area falls into the Business Flex or Type 2, Employment Based Corridor Development categories



#### Land Development: Transportation Improvement Districts

- Throughout 2023, DelDOT and NCC DLU have been developing detailed, parcellevel land use forecasts and the corresponding traffic volume forecasts for use in evaluating traffic operations within the TID boundary
- In 2024, agencies will continue analysis to develop service standards, identify any additional transportation improvements necessary to meet service standards, meet with stakeholders, develop a TID fee structure, and prepare for a community meeting
- Newark TID in operation

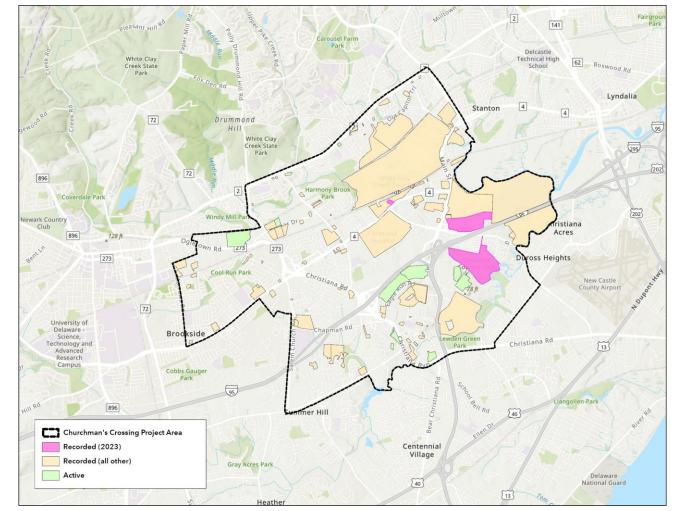


Land Development: Development Activity

Development activity will be used to:

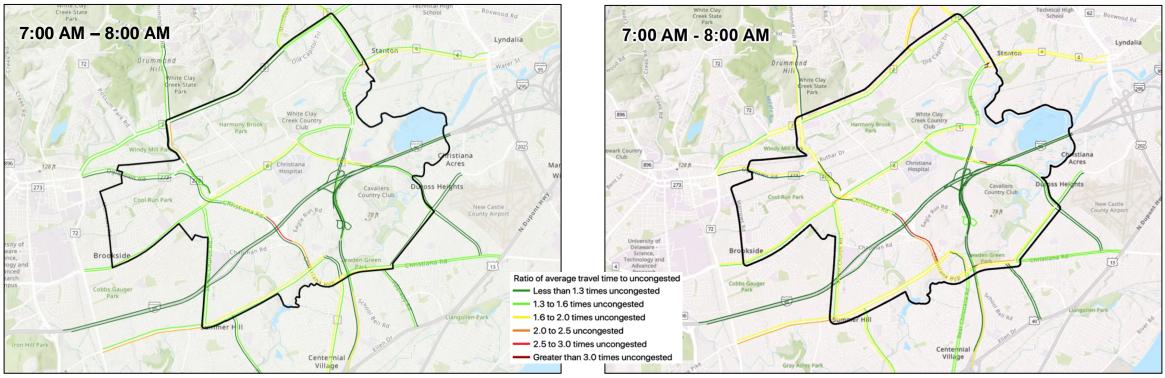
**NEW!** 

- Help monitor whether the land use development and redevelopment activity is consistent with the balanced land use scenario assumed in the Plan Update
- Assess the potential timing of the recommended transportation improvements
- Provide data and information in support of a TID
- In 2023, there were 3 recorded developments, which accounted for a total of approximately 100,000 square feet of non-residential gross floor area (GFA) and 0 new residential dwelling units



#### Traffic: Hourly Travel Time Index – AM Peak

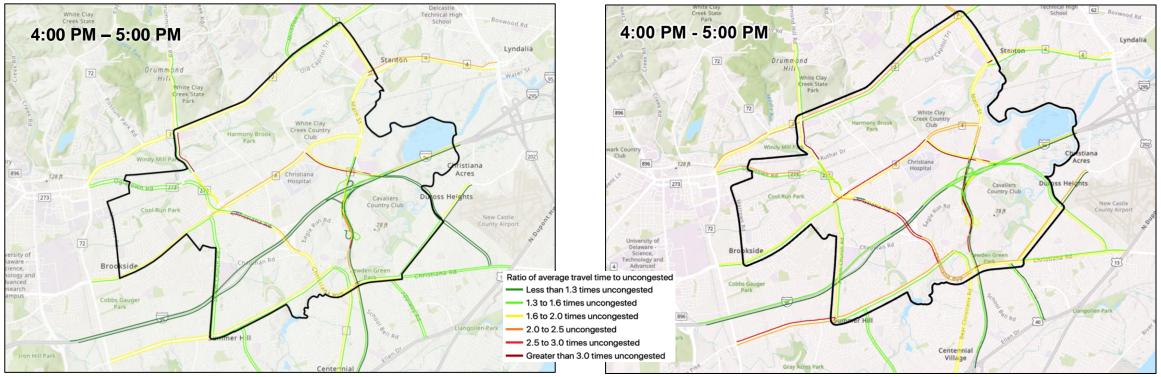
#### 2022



2023

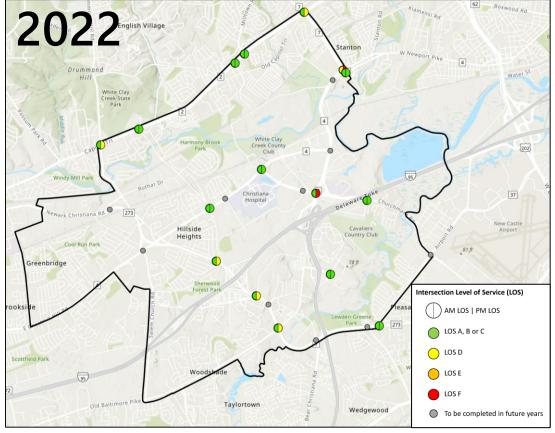
Mild to moderate congestion during the AM peak

#### Traffic: Hourly Travel Time Index – PM Peak 2022 2023

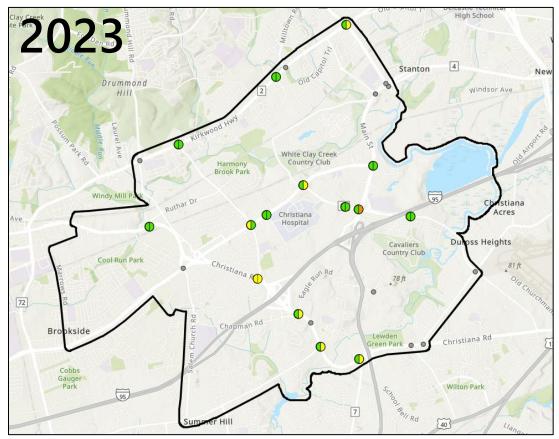


- More severe congestion during the PM peak
- Free-flow speed increased from 2022 to 2023
  - Although the speeds in the peak periods did not change much, TTI values are higher because speeds increased during periods when there is no congestion

#### **Traffic: Intersection Level of Service**



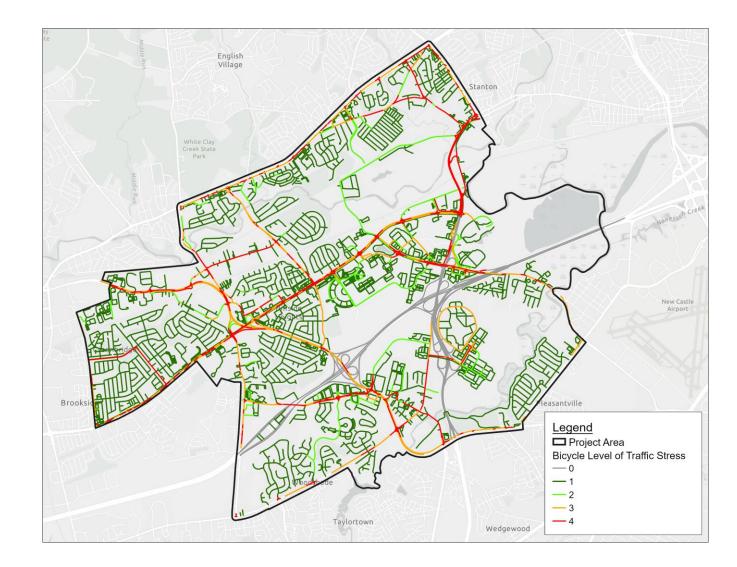
- Two intersections were above capacity during the PM peak in 2022
  - SR 7 / SR 4 Stanton Split
  - Churchman's Rd (SR 58) and SR 1 Ramps



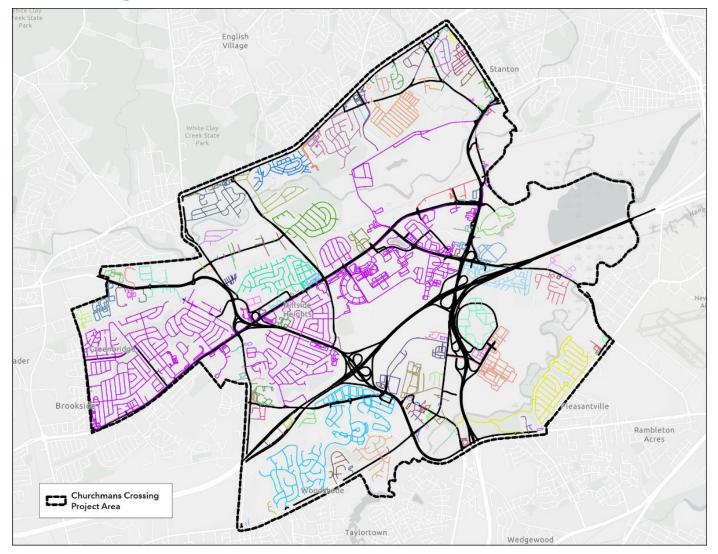
- One intersections above capacity during the PM peak in 2023
  - SR 7 / SR 4 Stanton Split

#### **Bicycle and Pedestrian: Level of Traffic Stress**

- Measure used to understand how comfortable a roadway is for bicycle riding
- Higher LTS correspond to riders with more experience and willingness to tolerate some stress, traffic, and speed
- No change since 2022

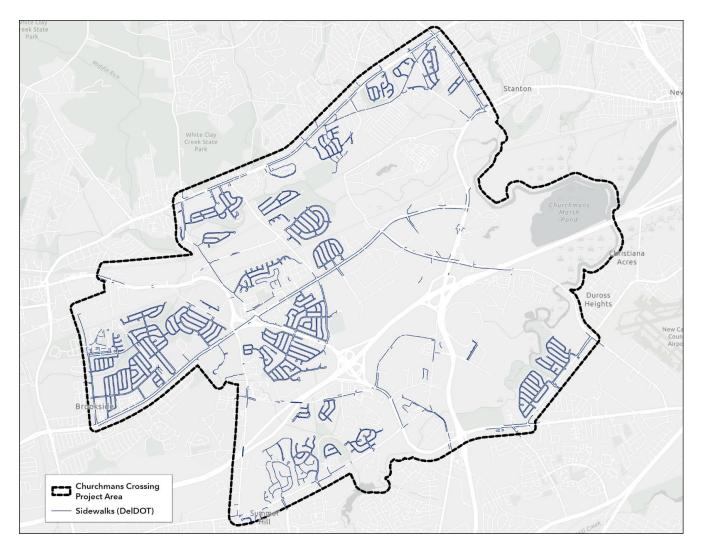


#### **Bicycle and Pedestrian: Level of Traffic Stress**



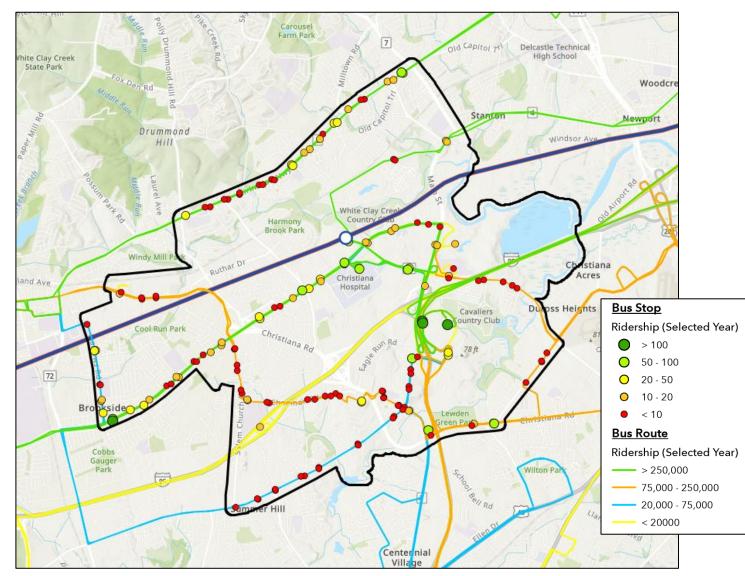
- LTS has not changed and no new bicycle connections to link islands together have been made
- Same 166 unique lowstress islands as in 2022

#### **Bicycle and Pedestrian: Sidewalks**



- Delaware Multi-Modal Pedestrian Network
- No new sidewalks were constructed in 2023
- In future years, this will be updated to show where additional sidewalks have been added

#### **Transit: Overview**

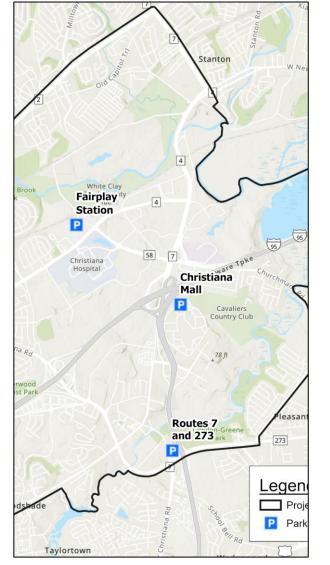


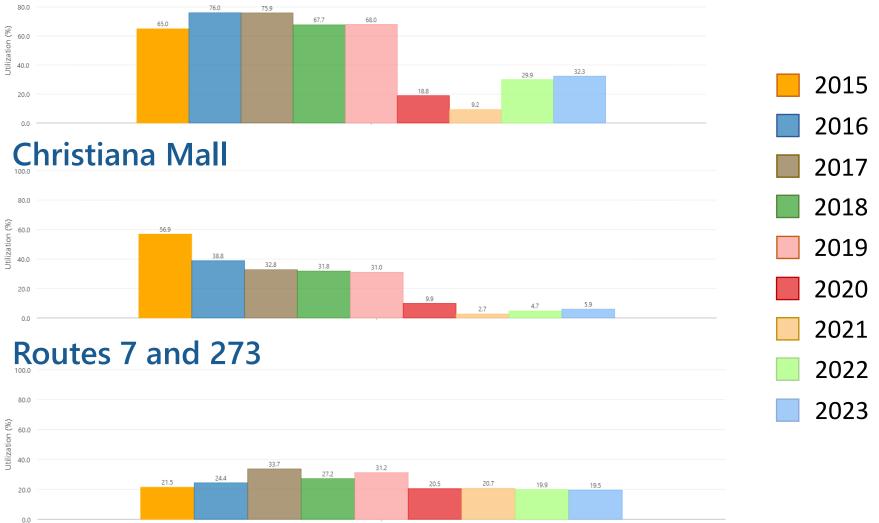
2023 Number of Weekday Trips within Study Area at Peak Times				
Route	AM Peak (6-9)	PM Peak (3-6)		
5	19	18		
6	17	18		
10	10	11		
15	6	7		
33	13	11		
37	3	0		
42	1	1		
44	4	4		
51	6	6		
54	8	8		
55	9	8		
62	5	5		
64	6	6		
301	6	5		
305	Does not provide weekday service			

Churchman's Crossing Monitoring Committee

#### **Transit: Park and Ride Utilization**

**Fairplay Station** 





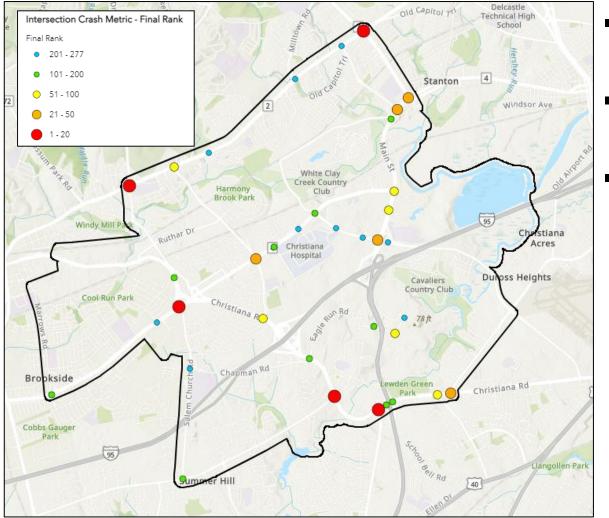
Churchman's Crossing Monitoring Committee

#### **Safety: Intersection Crash Metrics**

- 6,511 total crashes in the Churchman's Crossing project area between January 1, 2020 and December 31, 2022
- Crashes along I-95 account for approximately 18%
- 45 pedestrian crashes and 14 bicycle crashes

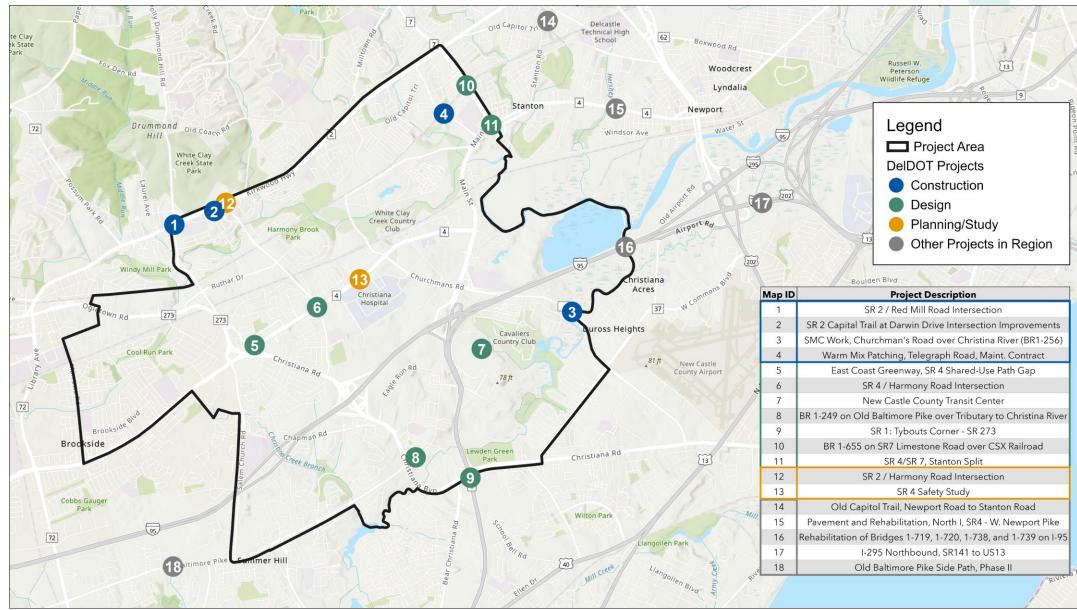


#### **Safety: Intersection Crash Metrics**



- Intersections ranked on crash frequency, severity, and manner of impact
- 277 intersections statewide that had at least 10 crashes annually over the past 3 years (2020-2022)
- Five intersections were in the Top 20 in the overall statewide rankings using 2020-2022 crash data
  - #2: SR 2 (Kirkwood Highway) and SR 7 (Limestone Road) (previously #4)
  - #15: SR 4 and Salem Church Road (previously #22)
  - #16: SR 273 and SR 7 (no change since last year)
  - #19: SR 2 and Polly Drummond Hill Road (previously #11)
  - #20: SR 273 and Old Baltimore Pike (previously #17)

#### **Transportation Project Status**



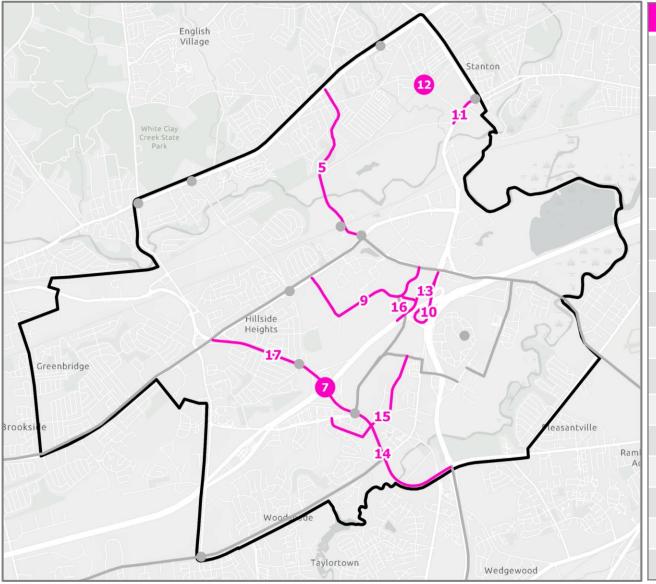
#### Recommendations

- Continue monitoring of transportation and land use in Churchman's Crossing to support the implementation of the Churchman's Crossing Plan Update
- Project Partners should utilize priorities developed by the Monitoring Committee to support funding in the CTP and TIP
- DelDOT should continue to work on implementation of transportation improvement projects currently active in the CTP
  - SR 2 / Red Mill Road Intersection: Continue Construction
  - SR 4 / SR 7 Stanton Split Intersection: Continue Design
  - SR 4 / Harmony Road Intersection: Continue Design
  - SR 2 / Harmony Road Intersection: Begin Design

## Spotlight Topic: Deeper dive into bicycle/pedestrian improvements



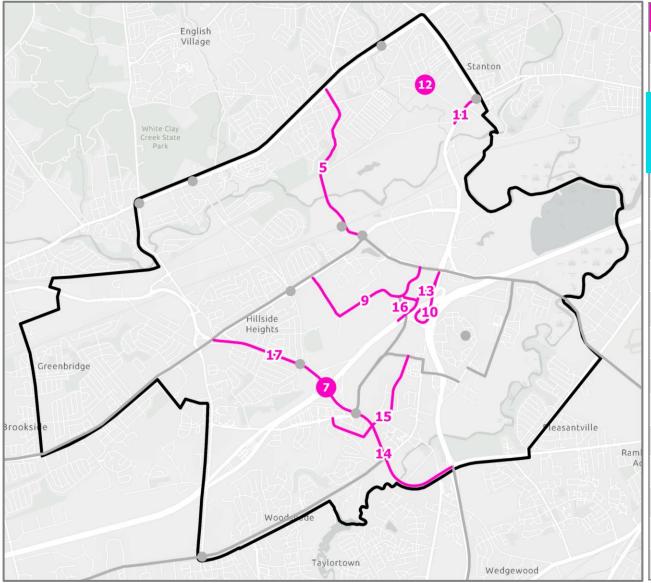
#### **Committee's Weighted Project Prioritization Results**



Rank	Label	Project	
1	EE	Micro Transit (DTC) (not mapped)	
2	MM	Transit Access Improvements (not mapped)	<b></b>
3	NN	Pedestrian/Bicycle Improvements Along Existing Roads (not mapped)	<b>్</b> స్ 🖈
4	00	Pedestrian/Bicycle Connections Serving Existing Communities (not mapped)	<b>్</b> గే
5	S	Churchman's Road Extended, SR 2 to SR 4	🖚 🏎 ố. Ż
6	LL	New bus transit routes (not mapped)	
7	QQ	SR 273 at I-95 Interchange Reconfiguration	🖚 🎞 ố. Ż
8	FF	Automated Transit Vehicles (DTC) (not mapped)	
9	11	Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	🚗 🎞 ්
10	Z	Southbound SR 1 to Northbound I-95 Connection	
11	W	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	🖚 🏎 🗞 🕏
12	КК	Telegraph Road/St. James Road Railroad Underpass	
13	Y	Southbound SR 1 to Southbound I-95 Connection	
14	U	SR 273: 3rd lane NB & SB between SR 1 and I-95	🖚 🏎 🗞 🏌
15	GG	Christiana Bypass	<b>会 🏭 </b> 禿 方
16	х	Southbound I-95 Access from Continental Drive	
17	PP	SR 273: 3rd lane NB & SB between I-95 and SR 4	🚗 🎞 ố 🕅

Churchman's Crossing Monitoring Committee

#### **Committee's Weighted Project Prioritization Results**



Rank	Label	Project	
1	EE	Micro Transit (DTC) (not mapped)	
2	MM	Transit Access Improvements (not mapped)	<b></b>
3	NN	Pedestrian/Bicycle Improvements Along Existing Roads (not mapped)	5°5 🖈
4	00	Pedestrian/Bicycle Connections Serving Existing Communities (not mapped)	<b>్</b> ం ౫ే
5	S	Churchman's Road Extended, SR 2 to SR 4	🖚 🛲 ನೆ 🕅
6	LL	New bus transit routes (not mapped)	
7	QQ	SR 273 at I-95 Interchange Reconfiguration	🖚 珊 🏍 🕏
8	FF	Automated Transit Vehicles (DTC) (not mapped)	
9	11	Opening Samoset Drive/Continental Drive: SR 4 to Churchman's Road	🚗 🎞 ś
10	Z	Southbound SR 1 to Northbound I-95 Connection	
11	W	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard	🖚 🏎 ぷ 汴
12	KK	Telegraph Road/St. James Road Railroad Underpass	<b>~~</b>
13	Y	Southbound SR 1 to Southbound I-95 Connection	
14	U	SR 273: 3rd lane NB & SB between SR 1 and I-95	🖚 珊 🏍 🕏
15	GG	Christiana Bypass	<b>会 🏭 ்</b> 疗
16	х	Southbound I-95 Access from Continental Drive	
17	PP	SR 273: 3rd lane NB & SB between I-95 and SR 4	<b>会 部 </b> 於 方

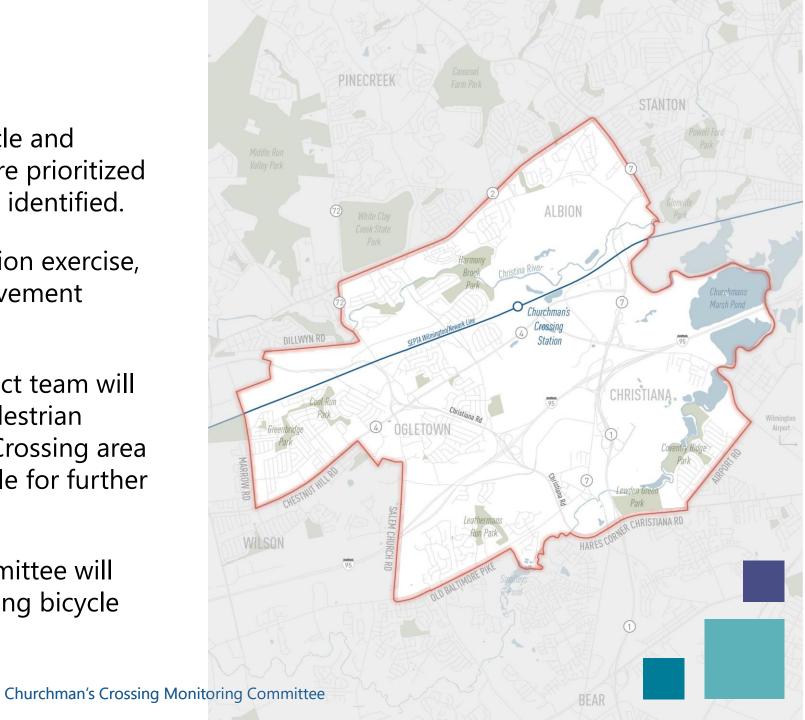
Churchman's Crossing Monitoring Committee

#### Introduction

- Tristan Jackson, AICP, Transportation Planner | RK&K
- Paul Moser, PE, Bike and Ped Engineer | DelDOT

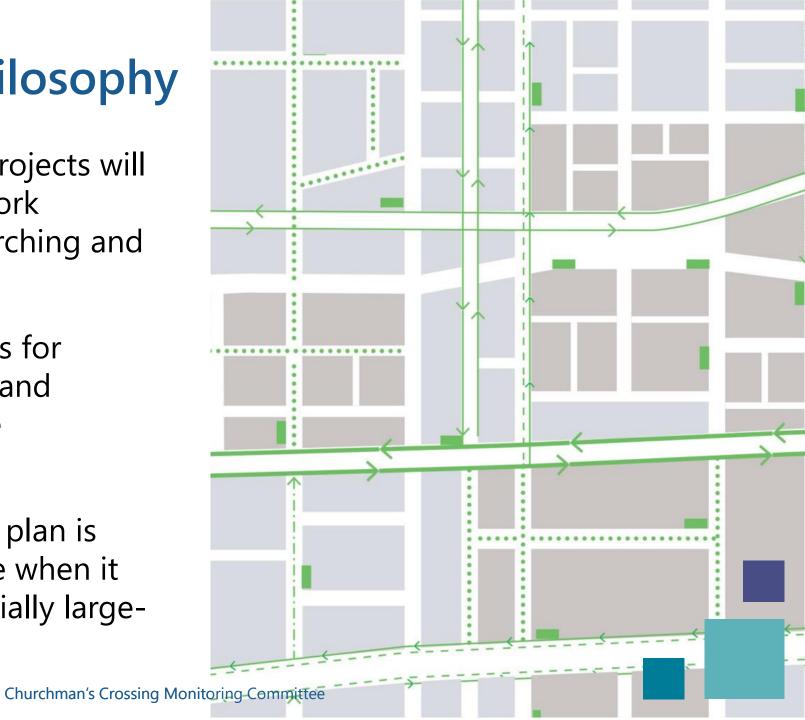
#### Background

- Previously: Funding for bicycle and pedestrian improvements were prioritized but specific projects were not identified.
- In the Committee's prioritization exercise, bicycle and pedestrian improvement ranked in the top five.
- The Committee and the project team will define and prioritize bike/pedestrian projects in the Churchman's Crossing area that are actionable and eligible for further design and implementation.
- Desired Outcome: The Committee will agree on a method for selecting bicycle and pedestrian projects.



# **Approach and Philosophy**

- Bicycle and pedestrian projects will be selected from a network approach, with an overarching and long-term vision
- Network approach allows for greater long-term value and congruity with the entire transportation network
- Comprehensive network plan is generally more favorable when it comes to funding, especially largescale capital funding

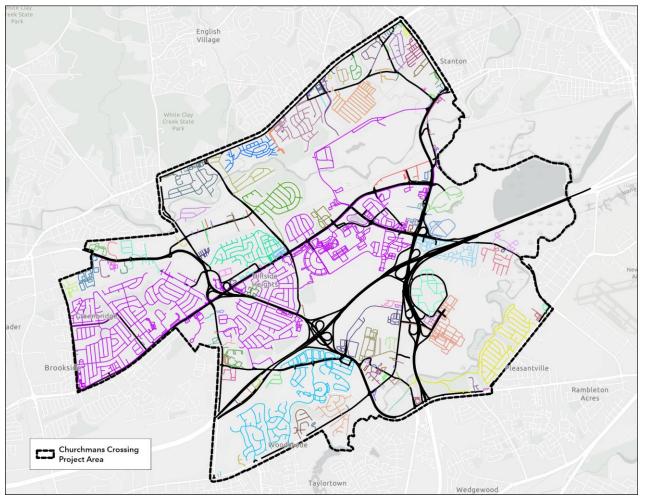


# **Approach and Philosophy**

- The two main foundational philosophies to improving the network include:
- Comfort: Maximizing comfort for bicyclists and pedestrians provides safety benefits to all road users.
- Connectivity: Connectivity improvements that allow people to efficiently travel across Churchman's Crossing by foot or bicycle.



#### **Connectivity Benefits**



- Connectivity within the Churchman's Crossing area → trip generators and points of interest.
- Connectivity to sidewalk, trail, and other non-motorized networks in adjacent areas.
- Connectivity to other forms of transportation, notably local and regional transit options.

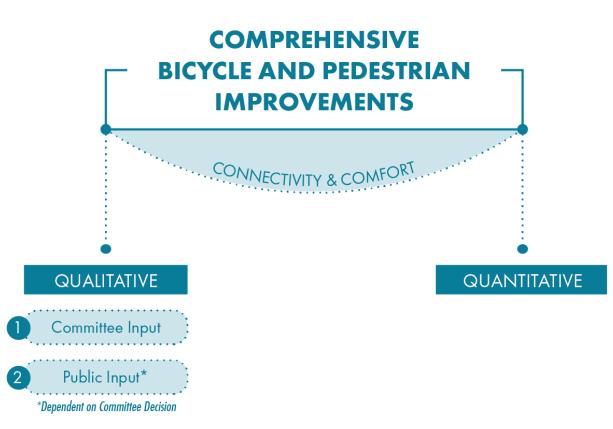
 The project team will utilize both qualitative and quantitative inputs to develop a network and prioritize projects



- The project team will utilize both qualitative and quantitative inputs to develop a network and prioritize projects
- Qualitative:
  - Committee feedback



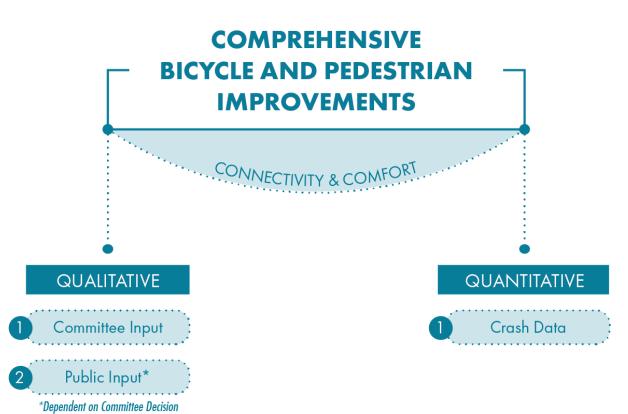
- The project team will utilize both qualitative and quantitative inputs to develop a network and prioritize projects
- Qualitative:
  - Committee feedback
  - Potential public input via annual public workshop in May 2024



- The project team will utilize both qualitative and quantitative inputs to develop a network and prioritize projects
- Qualitative:
  - Committee feedback on the Comment Map
  - Potential public input through another public facing Comment Map

#### Quantitative

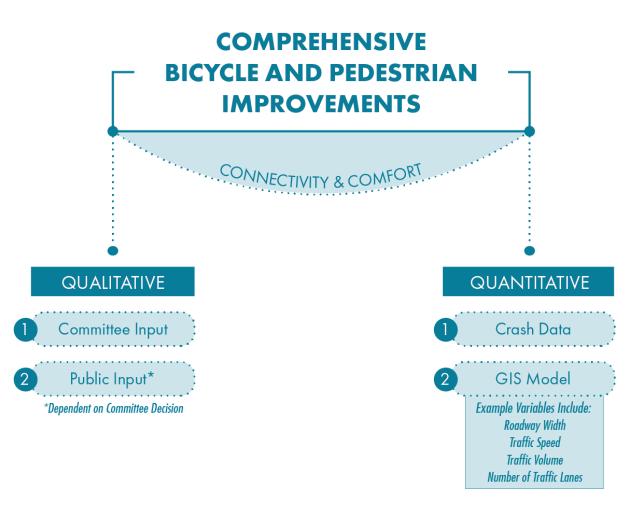
Crash Data

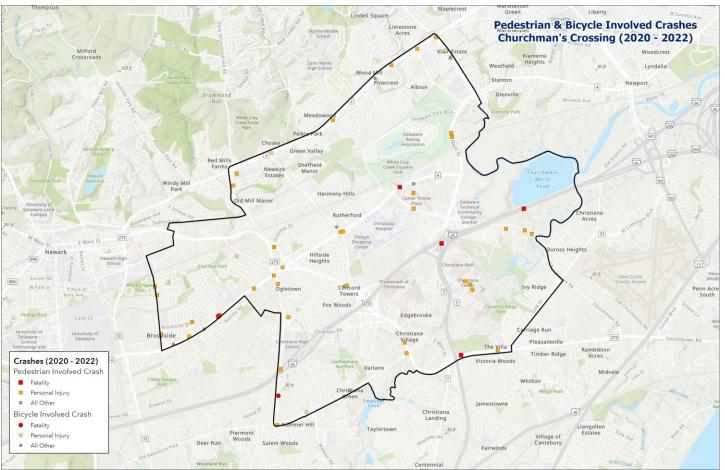


- The project team will utilize both qualitative and quantitative inputs to develop a network and prioritize projects
- Qualitative:
  - Committee feedback on the Comment Map
  - Potential public input through another public facing Comment Map

#### Quantitative

- Crash Data
- DelDOT GIS Prioritization Model



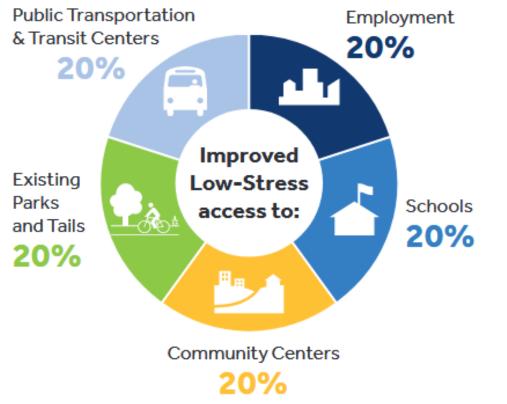


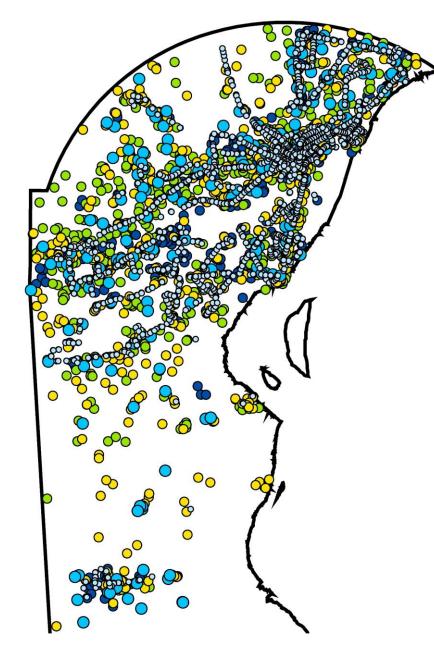
#### Crash Data and Analysis

- Basic overview of bike/ped crashes in the area.
- Potential project areas with high crashes can be given higher weight in the prioritization process.

#### Bike Network GIS Modeling

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



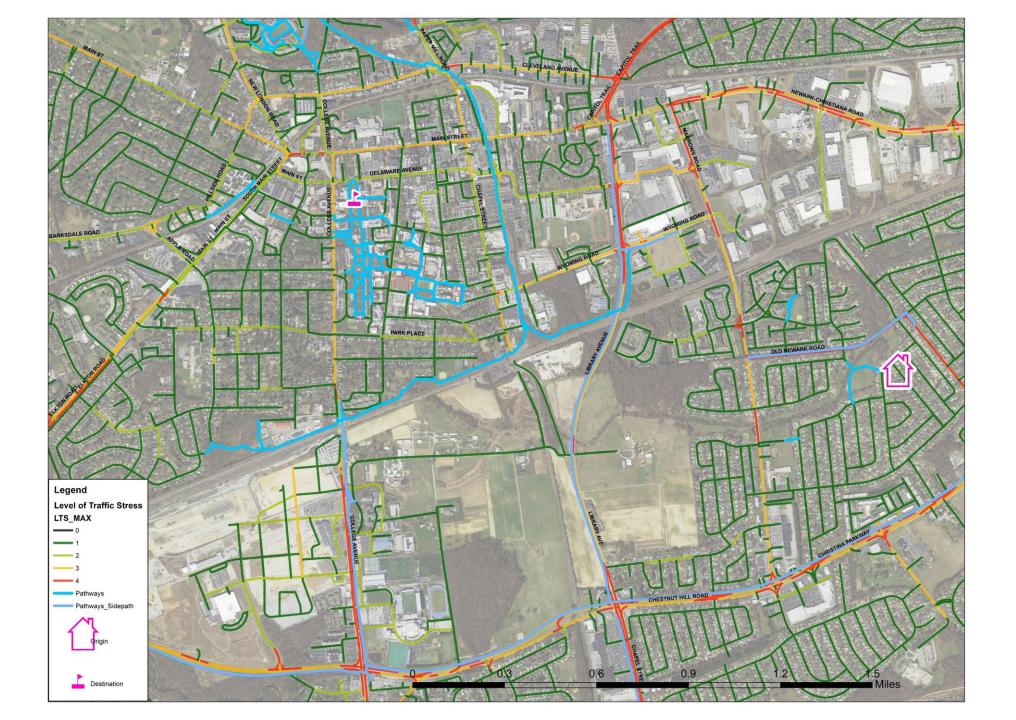


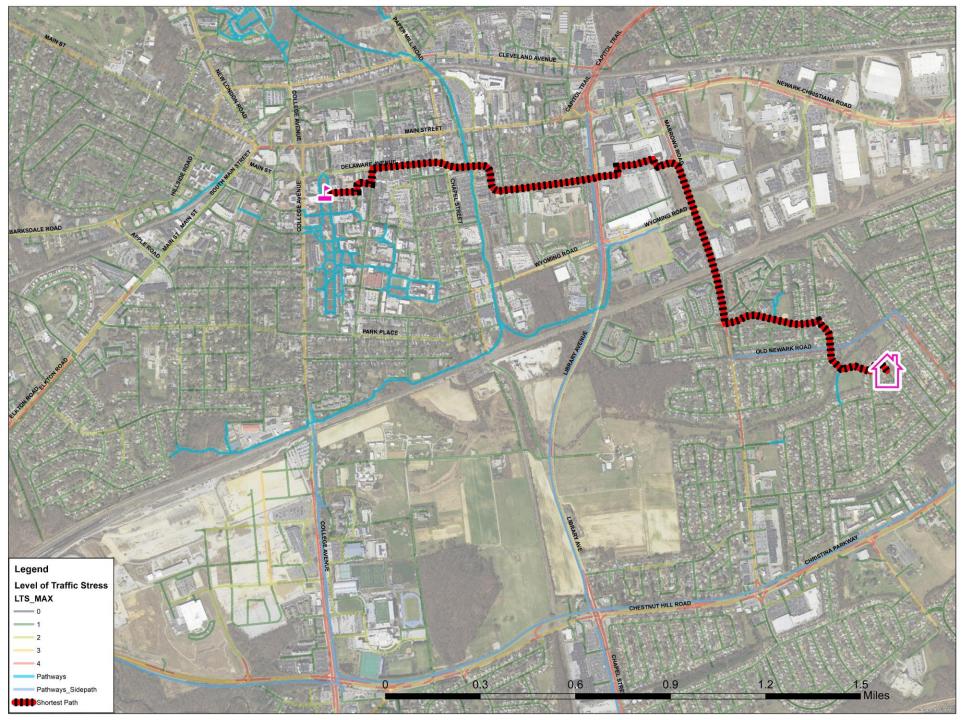
#### Bike Network GIS Modeling

- 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

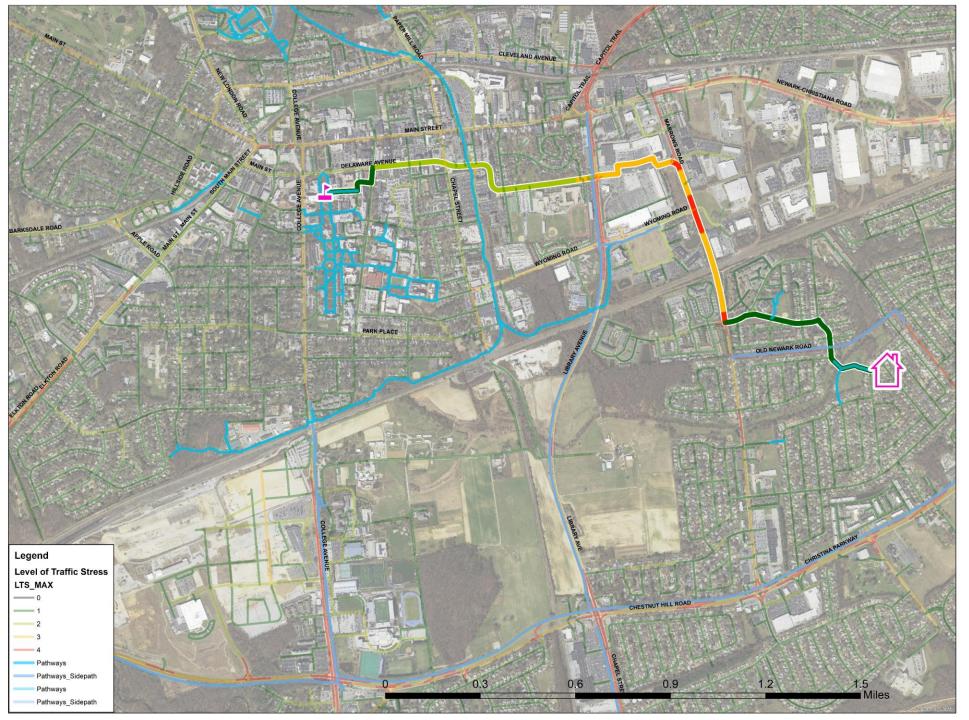






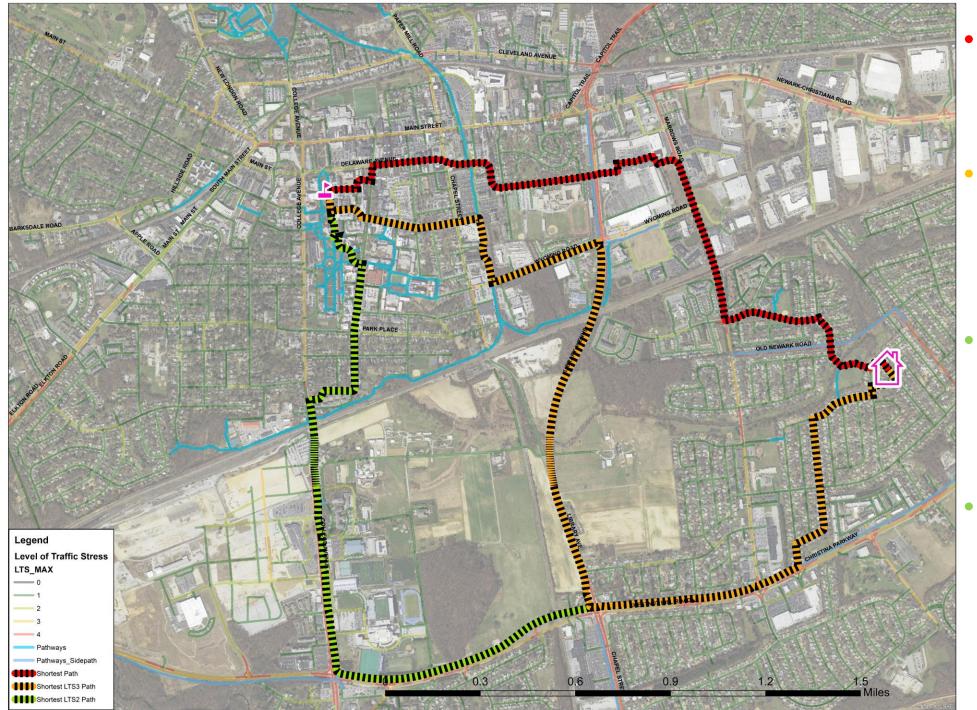
#### • Shortest Path

- 2.5 miles
- ~12 minute bike ride



#### • Shortest Path

- 2.5 miles
- ~12 minute bike ride



#### Shortest LTS 4 Path

- 2.5 miles
- P =1

#### Shortest LTS3 Path

- 3.9 miles
- 56% relative detour
- P = 0.496

#### Shortest LTS2 Path

- 4.2 miles
- 68% detour
- P = 0.359

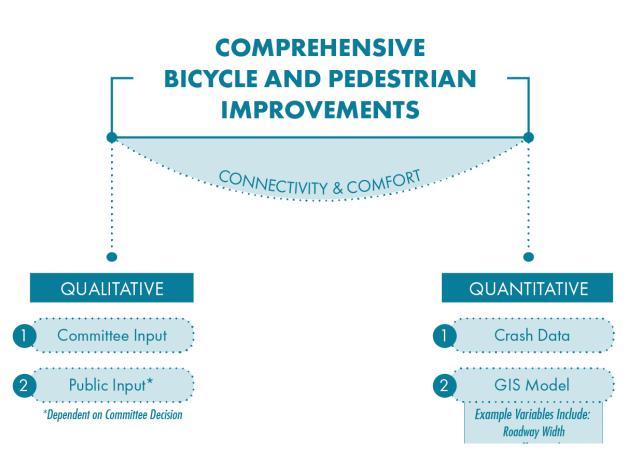
#### • Shortest LTS1 Path

- Does not exist!
- P = 0

- Comment Map Introduction and Demonstration
  - https://rb.gy/8nme64
  - Is this something we would like to open up to the public?



- Methodology Discussion
- What inputs would we like to use?
  - Committee Input
    - Public Input
  - Basic Crash Analysis
  - GIS Model
  - Others not suggested here?



#### **Next Steps**

- Project Team Deliverables for April 10<sup>th</sup> (next CXMC meeting)
  - Summary of Committee Comment Map
  - Public workshop draft materials
- Comment Map Deadline is March 15 (Friday)

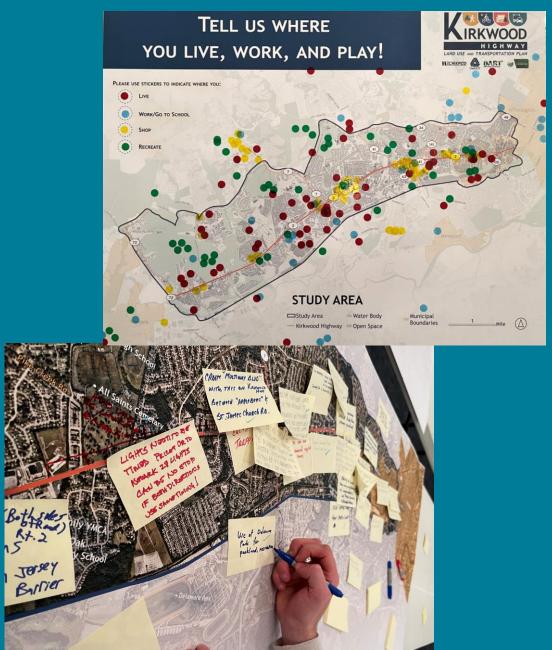
# Agency Updates

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



### WILMAPCO: Kirkwood Highway Land Use and Transportation Study

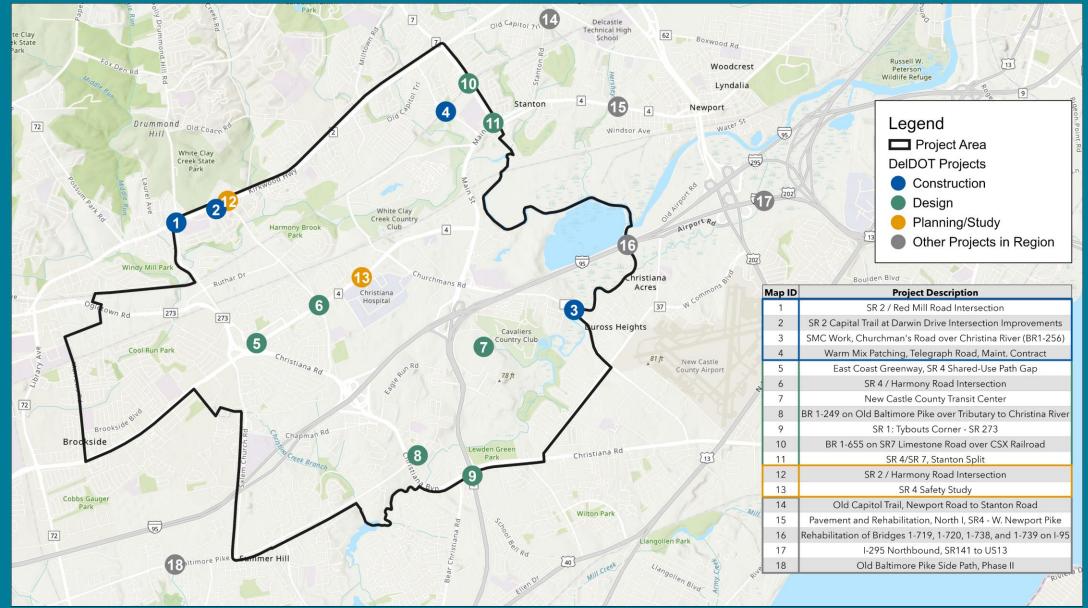
- First public visioning workshop held December 11<sup>th</sup>
- Second workshop held February 21<sup>st</sup>
- wilmapco.org/Kirkwood





#### **DelDOT Capital Project Updates**

#### DelDOT Project Portal: <u>https://deldot.gov/projects/</u> DelDOT Safety Website: <u>www.safety.deldot.gov</u>



DelDOT

#### **DART:**

#### **Fairplay Station:**

- Closed due to scheduled track maintenance, no SEPTA rail service starting March 25, 2024 through June 24, 2024
- DTC working on transit alternatives for impacted rail passengers

#### May 19, 2024 Service Change Implementation Date:

- Proposed Changes for Route 5 to serve hospital and discontinuation of Route 62
- Public Hearing Workshop Feedback from JP Morgan Chase to retain Route 62 service
- Final approved Service Changes expected end of February

#### **DART Reimagined:**

 DTC working with HDR to write and revise the DART Reimagined Final Report of network recommendations (over next month)

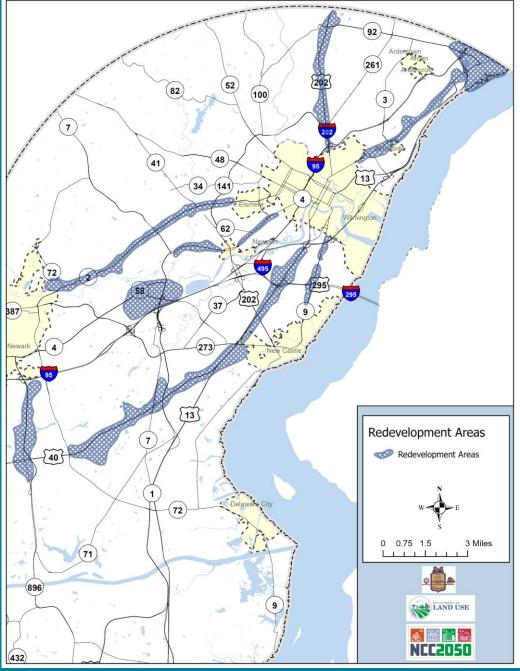
#### **Microtransit:**

 The Churchmans Crossing Pike Creek DART Connect service is proposed for Phase III of DART Reimagined Implementation approximately 2027 - 2029



#### Goals for Encouraging Redevelopment

- Redeveloping Vital Corridors (Future Redevelopment/Economic Development Ordinance) Implementing Land Use Recommendations from NCC2050
- Much of the Churchman's Crossing study area falls into the Type 2 Employment-based Corridor Development
- Moving Forward
  - Continue to make progress on the establishment of a TID in the Churchman's Crossing Area





# Open Discussion – New Initiatives?

# New "Meeting Cycle"

- WE ARE Winter Meeting
  - Introduce Draft Monitoring Report to assist Committee in developing new initiatives and/or revised priorities
  - Spring Meeting
    - Formalize new initiatives with the Committee and create draft addendum to the existing Plan
  - Spring Public Workshop
    - Share the Monitoring Report with the public and introduce and seek feedback on the Committee's ideas of new initiatives
  - Summer
    - Agency partners will determine which new initiatives, if any, will be added to the Plan as an addendum
  - Fall Meeting
    - Report back on prior year's meeting cycle and inform the Committee of which initiatives will be added as an addendum or which existing initiatives may be (re)prioritized

# Next Steps

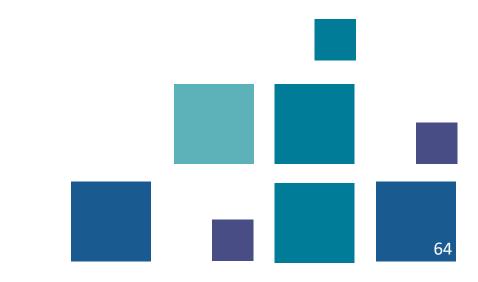


\*Date to be confirmed

# **Potential Future Spotlight Topics**

- Opportunities and Challenges for Churchman's Road Extended
- Churchman's Crossing Transportation Improvement District

Churchman's Crossing Monitoring Committee



# Questions?



# **THANK YOU!**

🖔 (302) 737-6205 Ext. 121

- dblevins@wilmapco.org
- Wilmapco.org/churchmans/

