

# WELCOME TO THE CONCORD PIKE MONITORING COMMITTEE MEETING!

## THE MEETING WILL START AT 6:00 PM

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MAY 11, 2022



# CONCORD PIKE MONITORING COMMITTEE

MAY 11, 2022

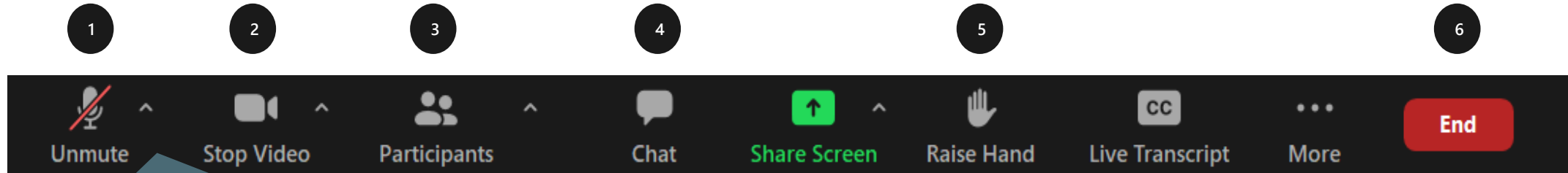


# CONCORD PIKE MONITORING COMMITTEE

\* Note members of the general public are muted and without video by default.

## To ask a question at the meeting today:

1. Use the Raise Hand function (\*9 on the phone)
2. Once you are called upon to ask your question, you will hear a prompt that you have been given permission to speak
3. You will then need to unmute yourself (\*6 on the phone)



### Adjust Audio/Video Settings

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

# MEMBERS

## Civic, Business, Special Interest, Institutions

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

## Project Partners

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

## State/County Elected Officials

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

## Consultant Team

- RK&K – Mark Tudor, Kim Troiani, Katie Gibson
- Kramer & Associates – Andrew Bing



# AGENDA

- Review Purpose and Role of the Concord Pike Monitoring Committee
- Key Takeaways from December 8, 2021 Committee Meeting
- Agency Updates and Action Items
- 2022 Updates on New Castle Comprehensive Plan and the Concord Pike Study Area
- Bicycle Network Analysis and Recommendations
- GIS Tracking Database
- Next Steps
- Public Comment



# 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 consequences/benefits of investment decisions across transportation assets or modes.
- Provide input on local transportation priorities.
- Provide input on the prioritization of plan projects, in particular bike/ped improvements.
- Provide input on small mid-course corrections as conditions evolve over time.
- Help to facilitate solutions to traffic management problems as they arise.

# EXPECTATIONS OF THE MONITORING COMMITTEE

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

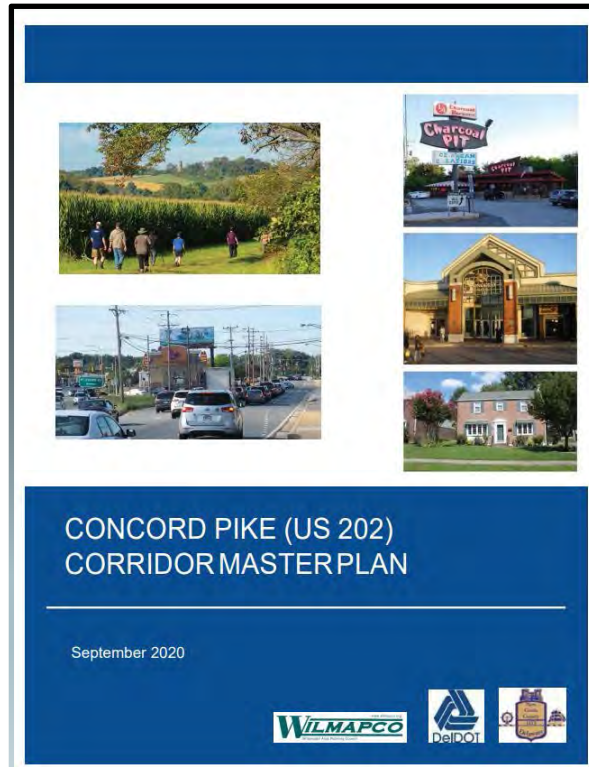


# DECEMBER 8, 2021 COMMITTEE MEETING KEY TAKEAWAYS:

- Concord Pike Master Plan
- CMC Priorities
- Annual Monitoring Report



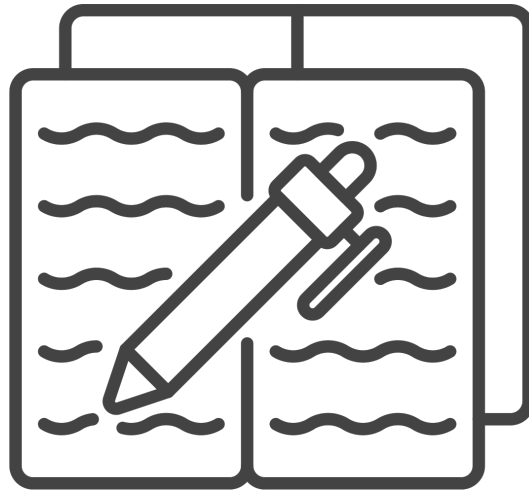
# CONCORD PIKE (US 202), CORRIDOR MASTER PLAN



[www.wilmapco.org/202-2/](http://www.wilmapco.org/202-2/)

# COMMITTEE HOMEWORK ASSIGNMENT

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



# CPMC PRIORITIES/ FOCUS AREAS

- Bike-Pedestrian Connectivity
- Intersection Improvements (Silerside Rd., Mt. Lebanon Rd.)
- Pedestrian Safety
- Signal Coordination
- Wayfinding Signage
- Corridor Aesthetics (strip malls/neighborhood entrances)
- Cut through in Neighborhoods
- Land use Design
- Transit Service



# MONITORING ANNUAL REPORT

- There will be an annual Monitoring Report developed for 2022 by the Project Partners for the Committee's review in 2023
- The annual Monitoring Report, will include updates of key metrics/trends along the corridor such as:
  - Land development
  - Traffic
  - Highway safety
  - Transit service
  - Project Implementation status
  - Effectiveness of completed projects
  - Regional factors impacting corridor



# AGENCY UPDATES AND ACTION ITEMS

- WILMAPCO
- DeIDOT
- DTC
- New Castle County



# 2022 UPDATE TO THE NCC COMPREHENSIVE PLAN AND THE CONCORD PIKE STUDY AREA

[NCC2050.newcastlede.gov](https://ncc2050.newcastlede.gov)

[NCC2050@newcastlede.gov](mailto:NCC2050@newcastlede.gov)



DEPARTMENT OF  
**LAND USE**

# WHY WE PLAN



**A COMPREHENSIVE PLAN  
IS THE STATE-MANDATED  
FOUNDATION FOR COUNTY  
DECISION-MAKING.**

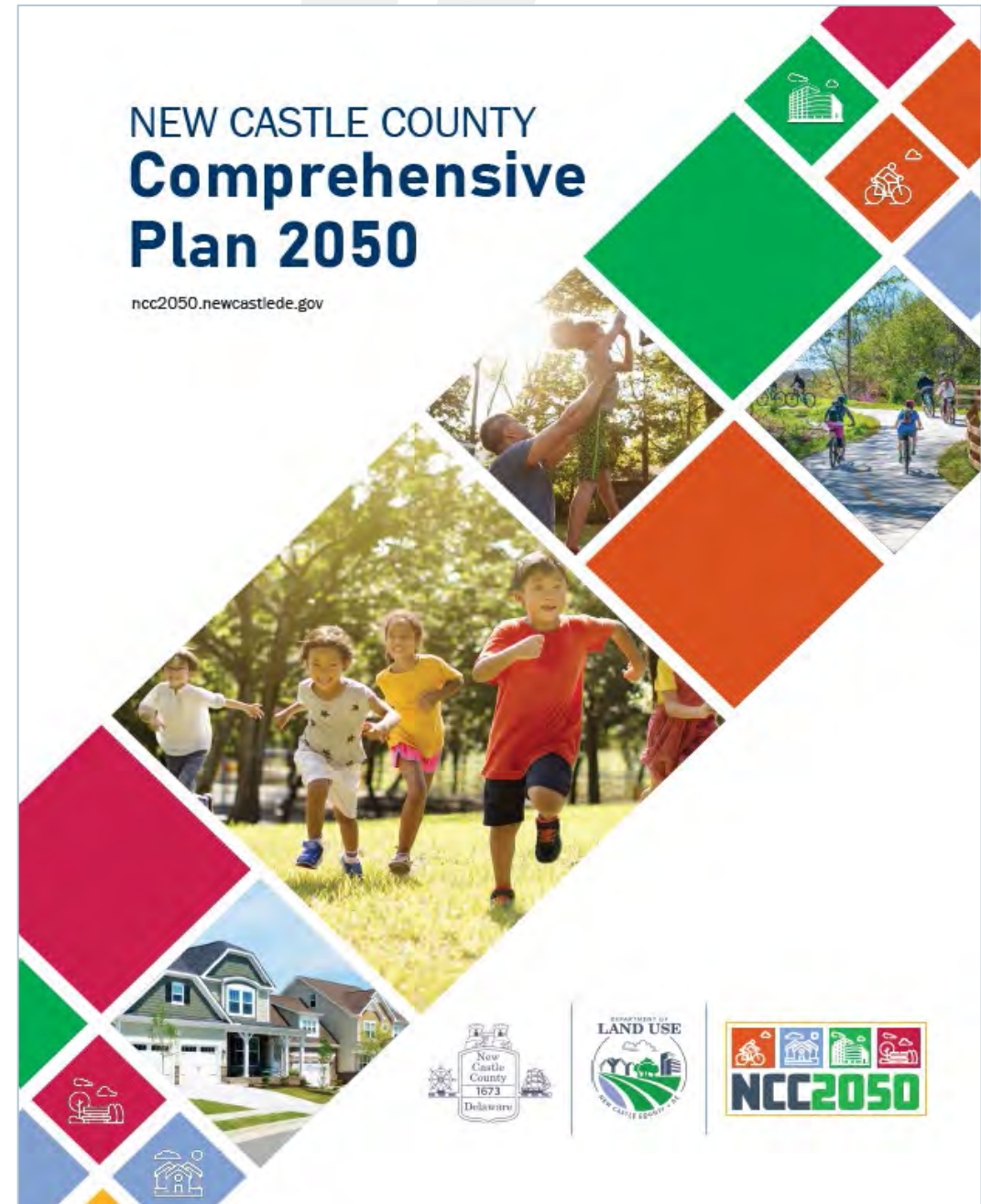


- » Shapes the places in which we live, work, and play.
- » Directs the public services, infrastructure (streets, sidewalks, sewer services, and more) and capital investments that make our communities livable.
- » Guides the use, density, and design of homes and buildings, directly shaping the physical appearance of our neighborhoods while simultaneously preserving environmental, historical, and cultural assets.



# NCC2050 THEMES:

- Livable Built Environment for All
- Conservation and Preservation
- Robust Economy
- Sustainable Growth
- Thriving Places and Community Character
- Diverse Engagement



# CONCORD PIKE MASTER PLAN NCC2050





# FUTURE LAND USE PLAN ELEMENT



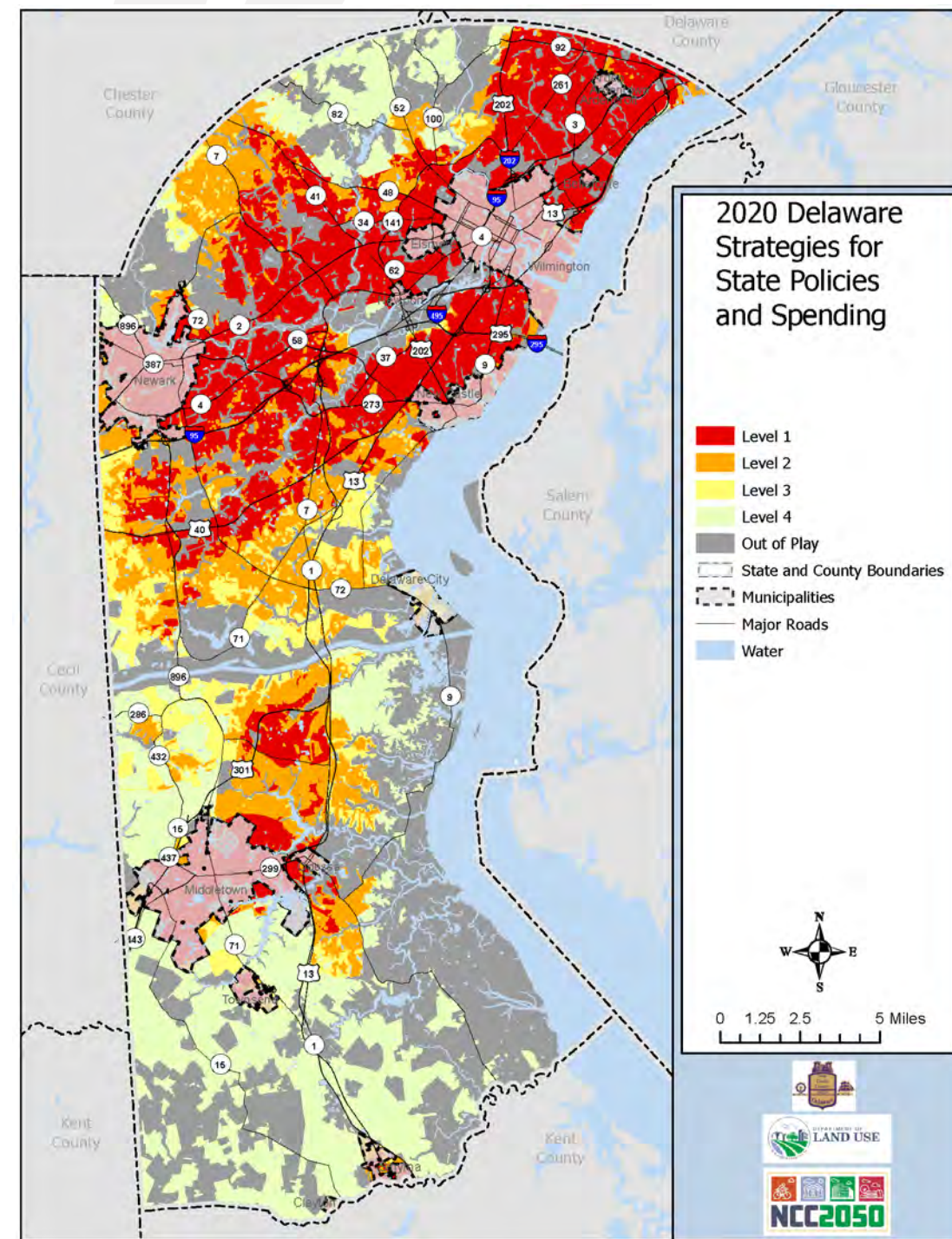
# NCC2050 IS GUIDED BY THE STATE STRATEGIES

The State Strategies provide policy guidance for state activities and serve as a framework for coordinating the plans and actions of local governments.

The importance of such coordination lies in the fact that land-use decisions are made at the local level, while the bulk of infrastructure and services that support land-use decisions are funded by the state.

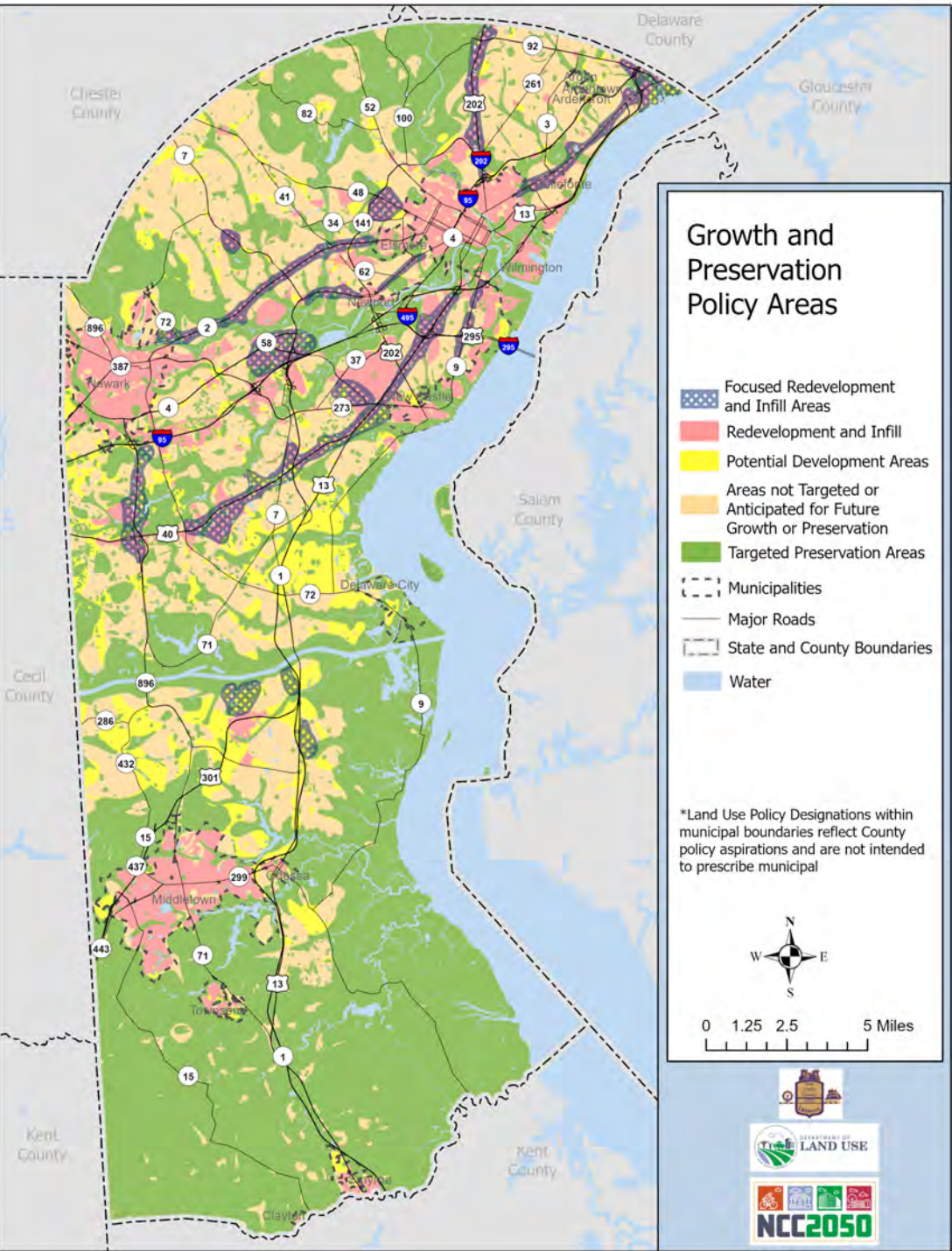


[strategies.stateplanning.delaware.gov](https://strategies.stateplanning.delaware.gov)





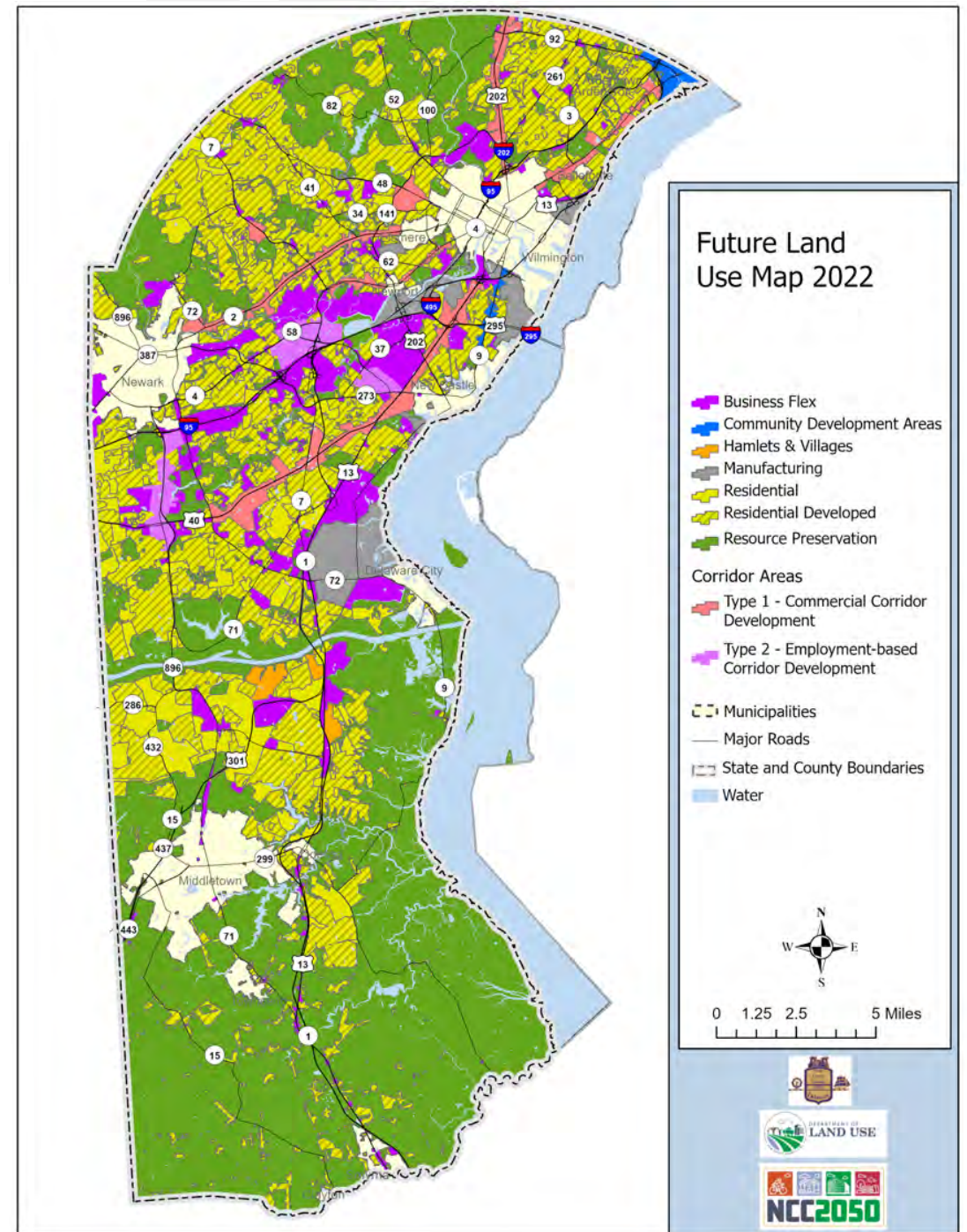
# NCC2050 GROWTH POLICY MAP



# FUTURE LAND USE MAP AND CONCORD PIKE

## *Type 1 (Commercial Corridor Development)*

- Tight integration of jobs and services with adjacent residential neighborhoods. Future development should seek to bolster this relationship.
- Non-residentially zoned land and 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.

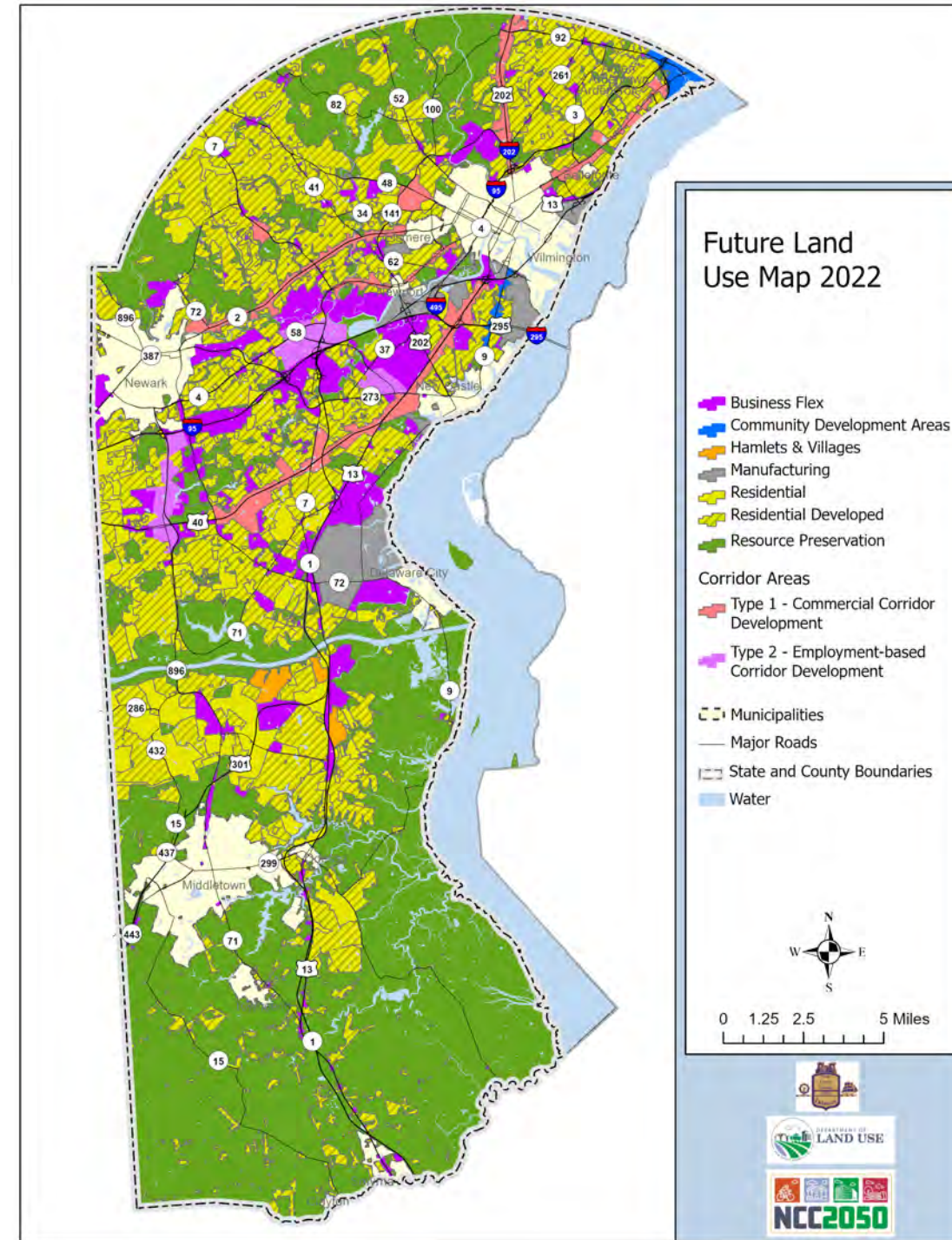




# FUTURE LAND USE MAP AND CONCORD PIKE

## *Type 1 (Commercial Corridor Development)*

- Residential Zoned Land and 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 to neighboring residential development.
- Environmental, Agricultural and Historically significant land



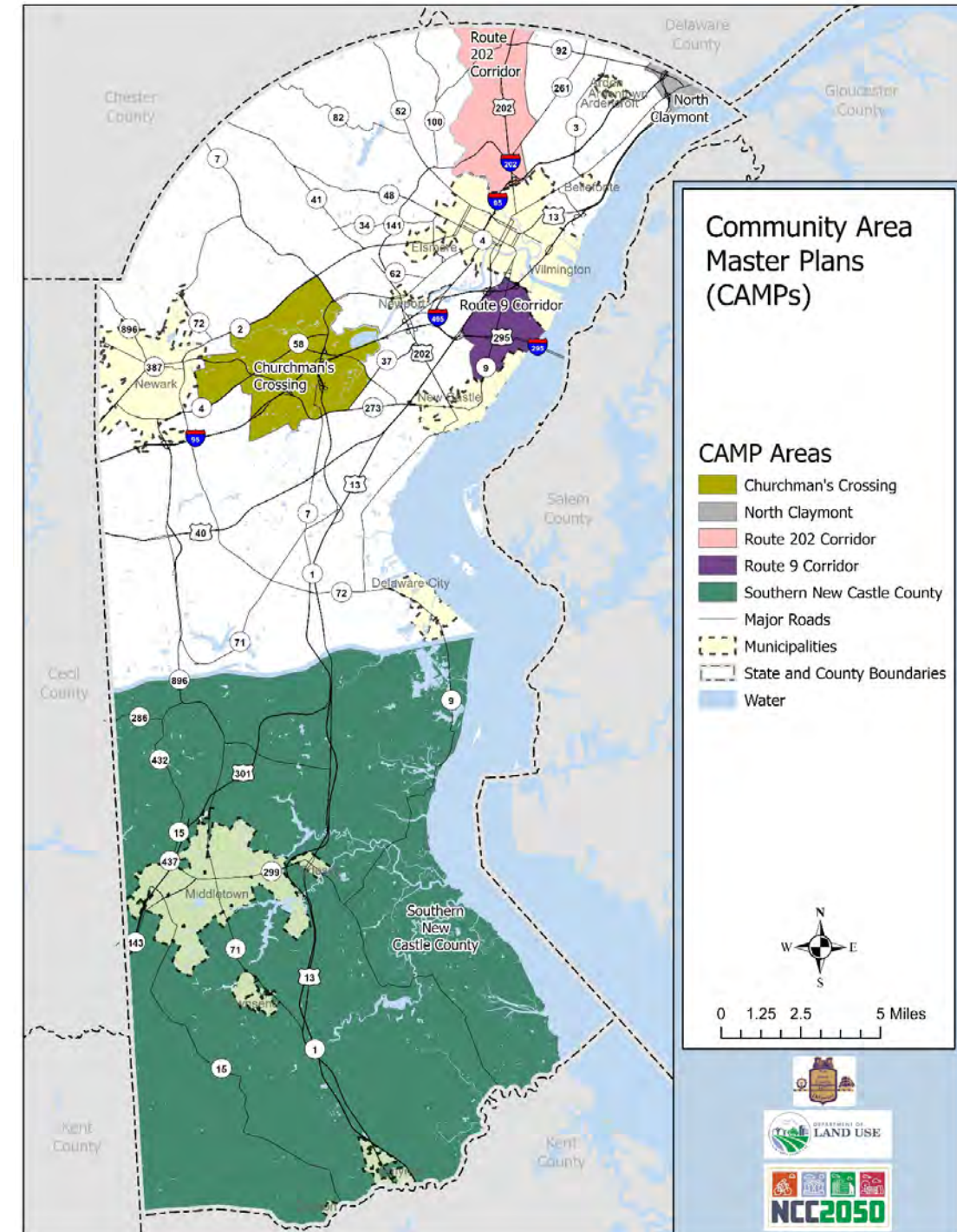


# COMMUNITY PLANNING AND DESIGN ELEMENT



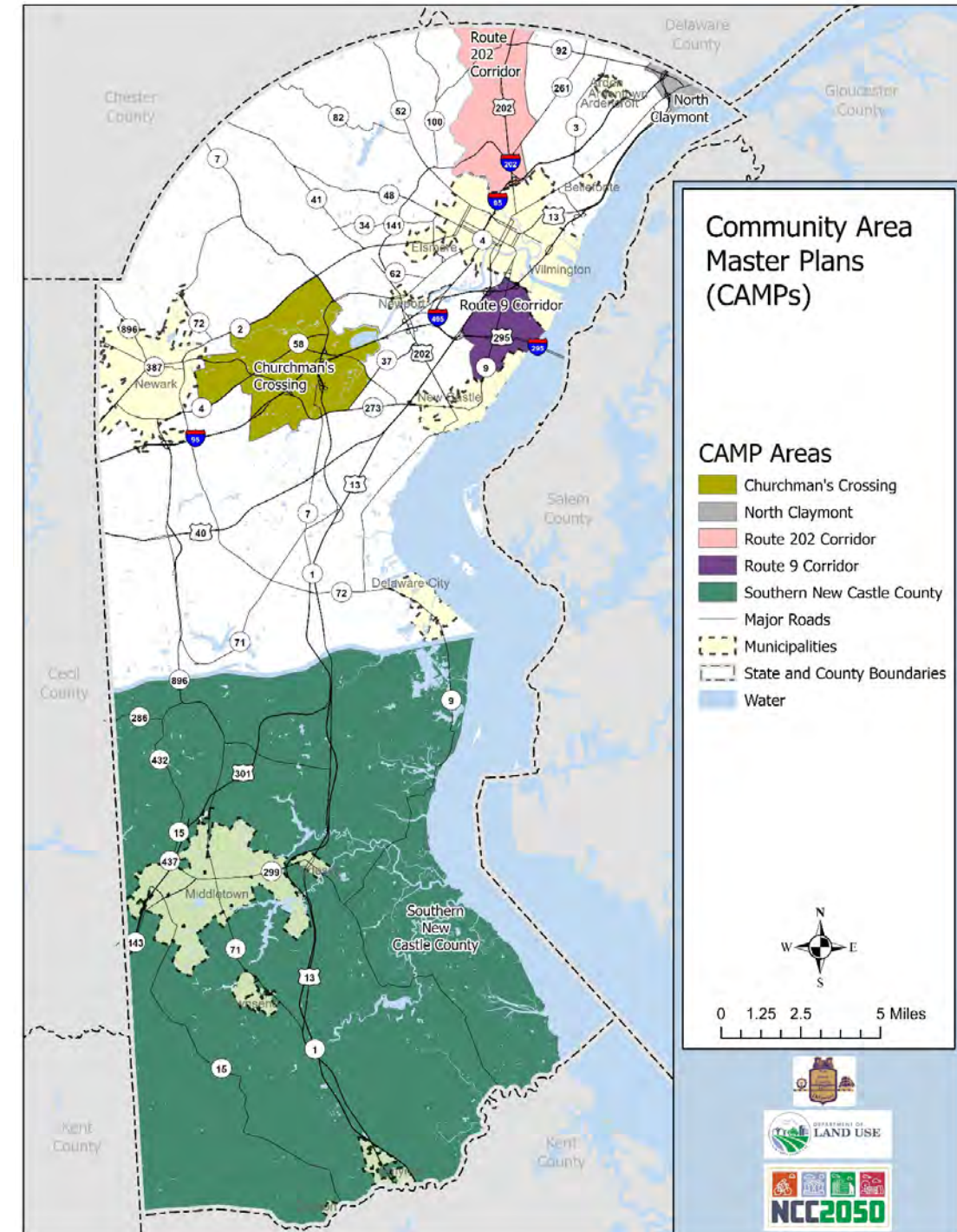
# FOCUS

- Concentrate new suburban growth
- Redevelop older developed areas
- Repurposing economic centers and former industrial sites that are no longer supported in today's economy



# SENSE OF PLACE

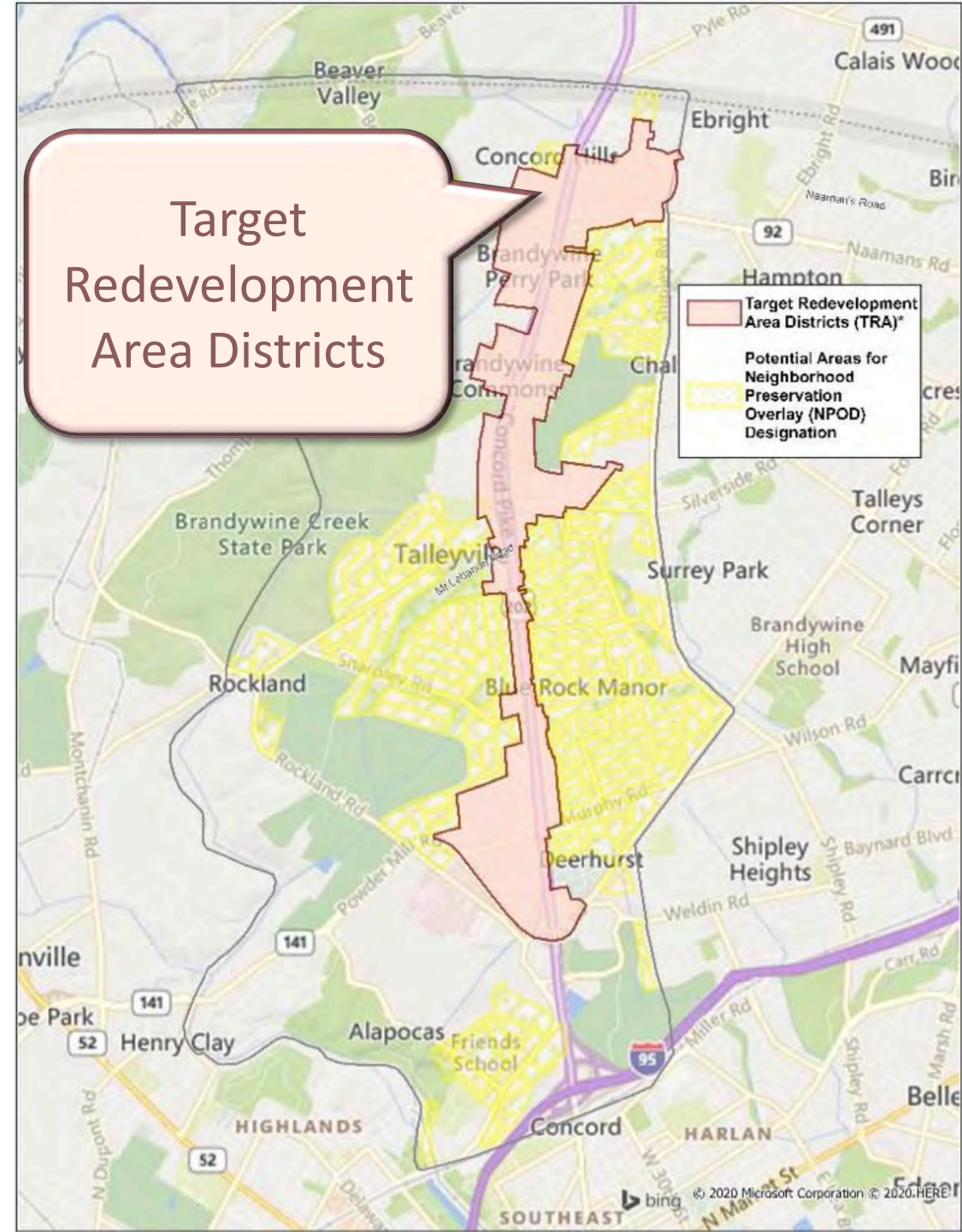
- Streetscapes that are safe, comfortable, and a beneficial part of the public realm for the whole range of users;
- Green infrastructure, such as trees and other planted stormwater infiltration areas that create beauty, moderate temperatures, and mitigate flooding;
- Quality design and maintained buildings and the relationship between buildings and other built form; and
- Historical and cultural assets.





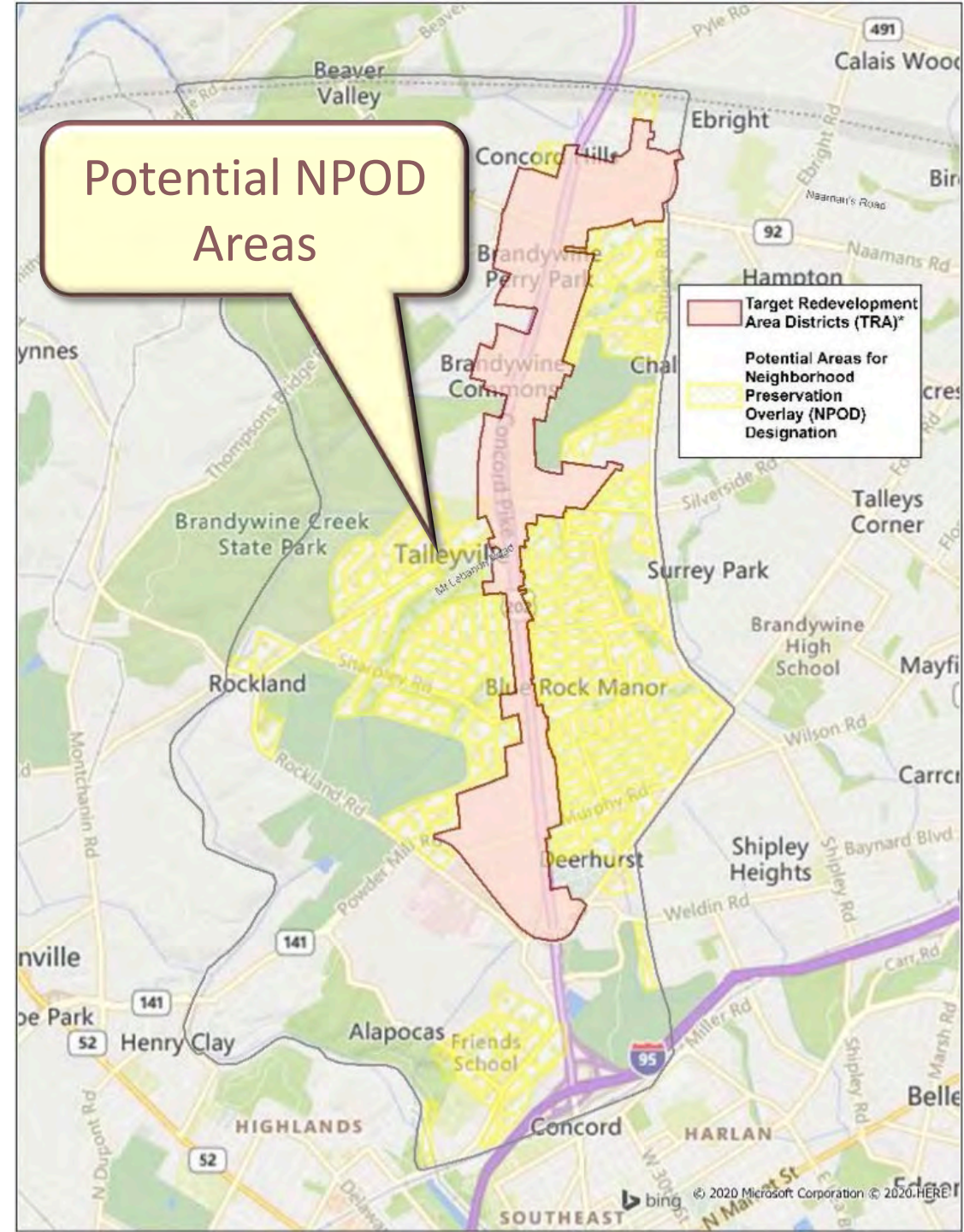
# CONCORD PIKE MASTER PLAN ZONING RECOMMENDATION 1

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



# CONCORD PIKE MASTER PLAN ZONING RECOMMENDATION 2

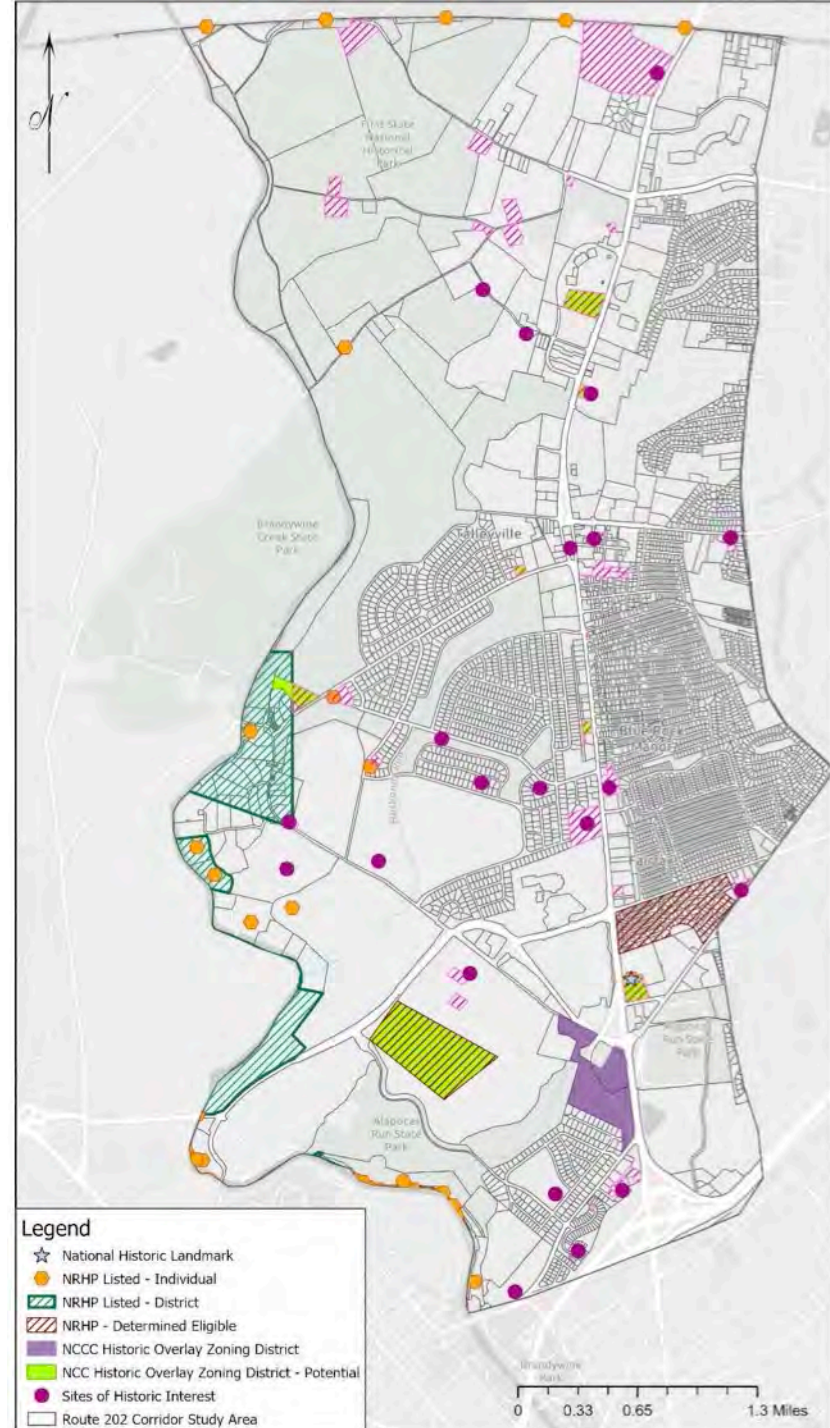
Encourage Neighborhood  
Preservation through Land  
Use Policy





# CONCORD PIKE MASTER PLAN ZONING RECOMMENDATION 3

## Identify Potential Historic Properties



# APPENDIX F: COMMUNITY AREA MASTER PLAN KEY RECOMMENDATIONS



# Build upon Market Assessment to create a sustainable commercial environment and an attractive multimodal corridor

- Assess existing development patterns and guide appropriate future development consistent with the Concord Pike (US 202) Master Plan and Unified Development Code (UDC) provisions; Coordinate with the Corridor Monitoring Advisory Group to ensure new development and redevelopment is consistent with the Concord Pike Master Plan and community vision
- Revise the redevelopment provisions of the UDC to encourage redevelopment consistent with the principles of The Concord Pike (US 202) Corridor Master Plan and the Guiding Principles for Development
- Develop land use policy that encourages context sensitive commercial redevelopment in the identified Target Redevelopment Areas (TRA)
- Incentivize economic development and diverse redevelopment of underutilized property, including mixed-use and mixed-income development with accessible retail and recreation opportunities to residential



# Build upon Market Assessment to create a sustainable commercial environment and an attractive multimodal corridor

- Encourage installation of various site improvements that promote mixed use, shared open space, and amenities consistent with the Concord Pike Corridor Master Plan recommendations and public input
- Provide opportunity to redevelop and infill existing commercial properties to promote a sense of “place”
- Maintain land use policy that further encourages conservation and preservation of neighborhood character.
- Should neighborhoods seek to further integrate adjacent non-residential development within the fabric of their community the UDC empowers the community to pursue a Neighborhood Preservation Overlay District that provides residents with further opportunity to guide such development
- In the case of historic properties, the County will work with property owners to encourage them to pursue a Historic Overlay zoning designation. The County will also continue to evaluate properties for historical significance along the corridor. Additionally, the County will consider providing additional protections for historical resources through the land development process

# Provide more walkable environments, reduce speeding, relieve heavy traffic, and improve accessibility and safety for pedestrians and bicyclists, including trails and crossings, in the Concord Pike Master Plan area

- Design and install safer pedestrian and bicycle improvements that prioritize visibility, buffer from traffic, and safer crossings near intersections
- Coordinate with DeIDOT, WILMAPCO, and other agencies to guide both on-site and off-site improvements to provide safer pedestrian and bicycle conditions
- Consider creation and establishment of a Transportation Improvement District (TID)
- Prioritize non-motorized projects using the LTS analysis tool. Given the large number of recommended projects, a technical effort will be needed to prioritize the most important projects.

# **Provide more walkable environments, reduce speeding, relieve heavy traffic, and improve accessibility and safety for pedestrians and bicyclists, including trails and crossings, in the Concord Pike Master Plan area**

- Further explore multiway concepts along the corridor
- Examine feasibility and cost analysis of pedestrian overpass/underpass options at key locations along corridor for travel and recreational users
- Explore/promote longer term transit options along corridor, including intercounty service and vanpool services



# **Protect existing natural areas and open space while mitigating existing environmental impacts and preventing potential impacts due to development; Consider environmental impacts due to physical land use and transportation improvements**

- Work with developers to preserve existing open space and help create new natural open spaces
- Encourage redevelopment and mitigation of existing Brownfield sites

# CONCORD PIKE TRANSPORTATION RECOMMENDATIONS

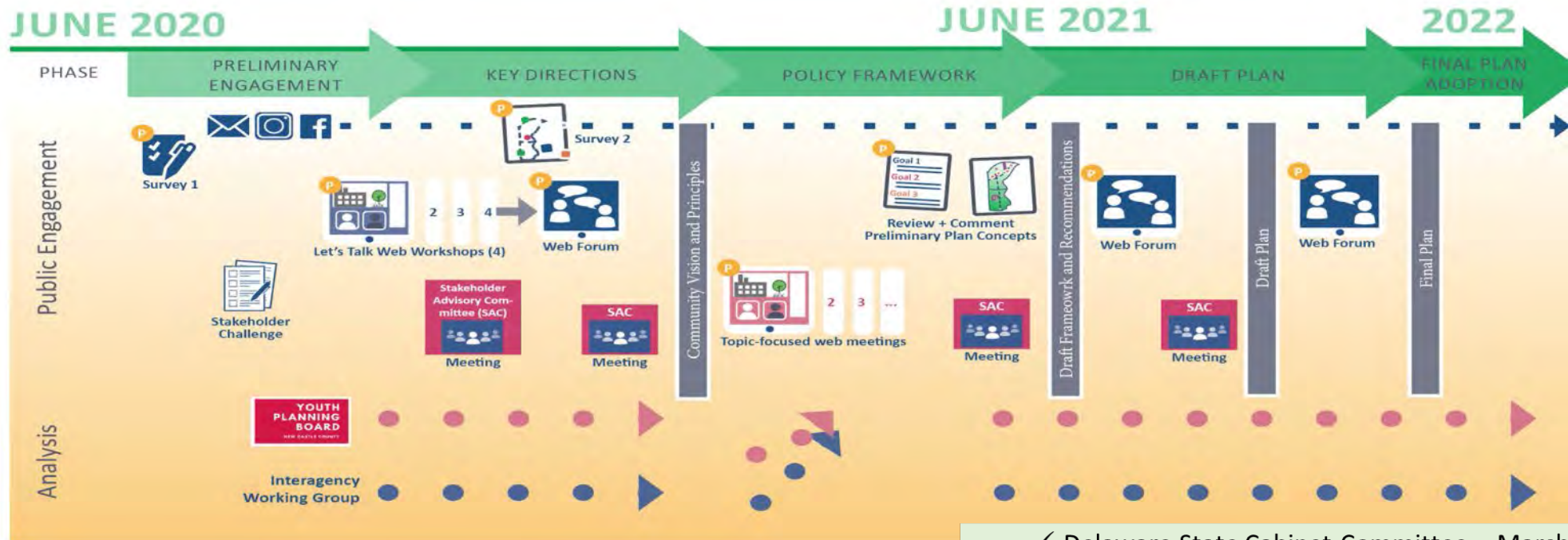
## Mobility

- State and Regional Transportation Planning –
- WILMAPCO's Regional Transportation Plan (RTP) is the County's transportation plan.
- State Level Planning
- DelDOTs Long Range Transportation Plan (LRTP)

## Community Planning and Design Element

- Sub-Area Plans and Special Studies

# NCC2050 PROCESS AND ORGANIZATION



Formal  
plan  
adoption  
process is  
underway

- ✓ Delaware State Cabinet Committee – March 2, 2022
- ✓ New Castle County Council ordinance introduction – March 8, 2022
- ✓ New Castle County Land Use Committee – March 15, 2022
- ✓ Delaware PLUS – March 23, 2022
- ✓ New Castle County Planning Board – May 3, 2022
- ☐ New Castle County Planning Board Business Meeting
- ☐ New Castle County Land Use Committee
- ☐ Full New County Council consideration
- ☐ Governor's Certification



# BICYCLE NETWORK MODELING



Paul Moser, PE Engineer IV

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*302-760-2114*

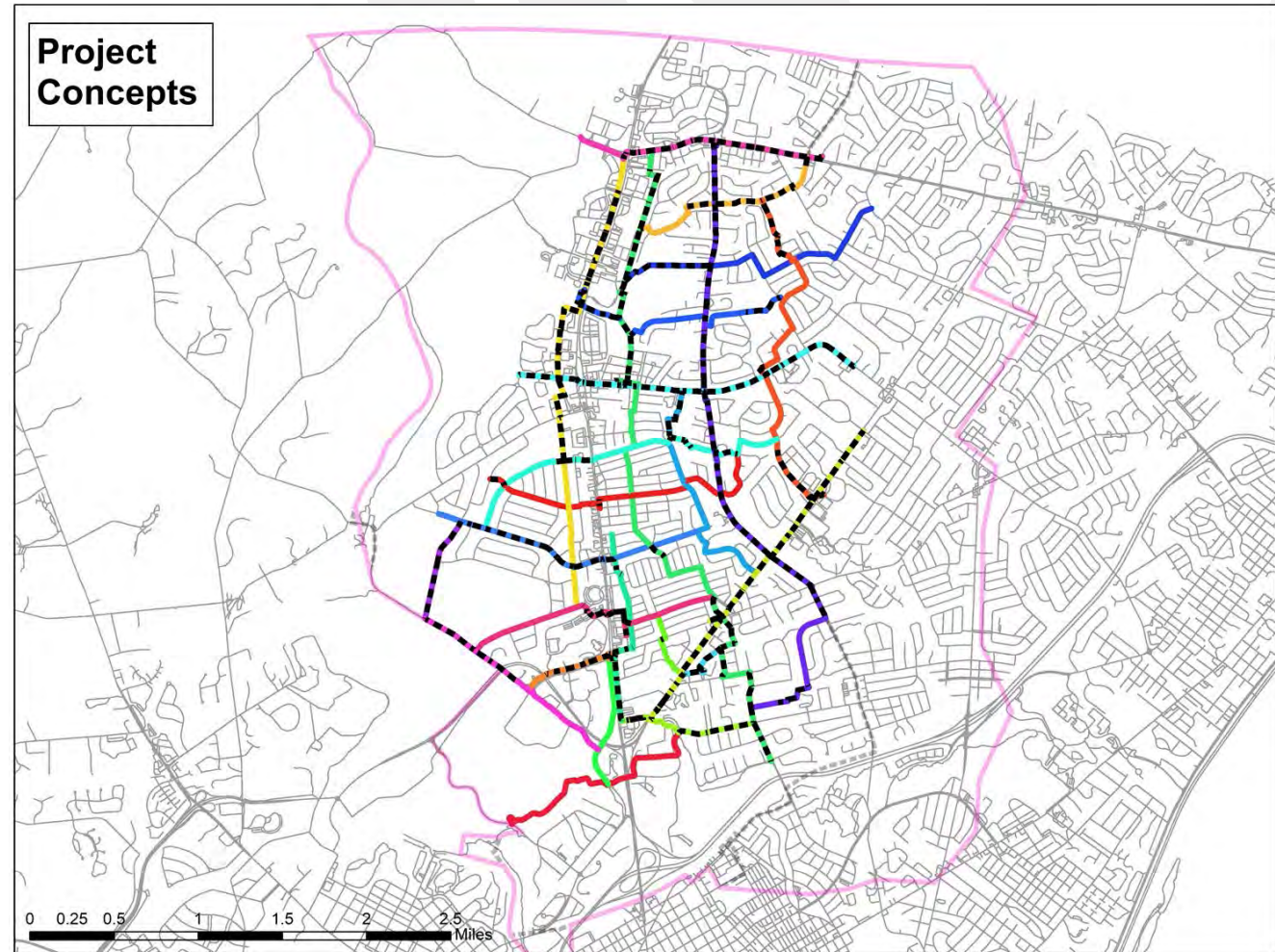


# OVERVIEW

- Study Overview
- Cycling in Brandywine Hundred
- Top 5 Stand-alone Projects
- Top 3 Scenario Projects
- A valuable sub-network
- Low-stress bikeway designations

# WHAT WAS THIS STUDY?

- A development of a “grid” of theoretical cycling connections between neighborhoods around the US202 corridor
- Evaluation of where there are missing links in this cycling network
- Modeling and prioritization of network ‘project concepts
- Constrained to the west of Foulk Road





# LIMITATIONS OF THE STUDY

- Planning level
  - Limited on-the-ground information collected about project concepts
  - No property or ROW research conducted
- None of this is planned for DelDOT design/ construction
  - Any projects to be developed would have to be sanctioned by WILMAPCO and presented to DelDOT for design/ Construction
- These projects need champions and advocates

# CYCLING IN BRANDYWINE HUNDRED

- You need to be a little bit *flexible* to get around by bike
  - ***Subdivision Streets***
  - ***Collector/ Arterial Roads***
  - ***Pathways***
- Can targeted improvements make commons movements less inconvenient and safer for cycling?





# CYCLING IN BRANDYWINE HUNDRED

- Large network of subdivision streets
- ***Most collector roads are not conducive to cycling***
- Lots of 'everyday cycling' destinations within a bikeable distance
- City of Wilmington, Brandywine State Park, Alapocas, Bellevue relatively close





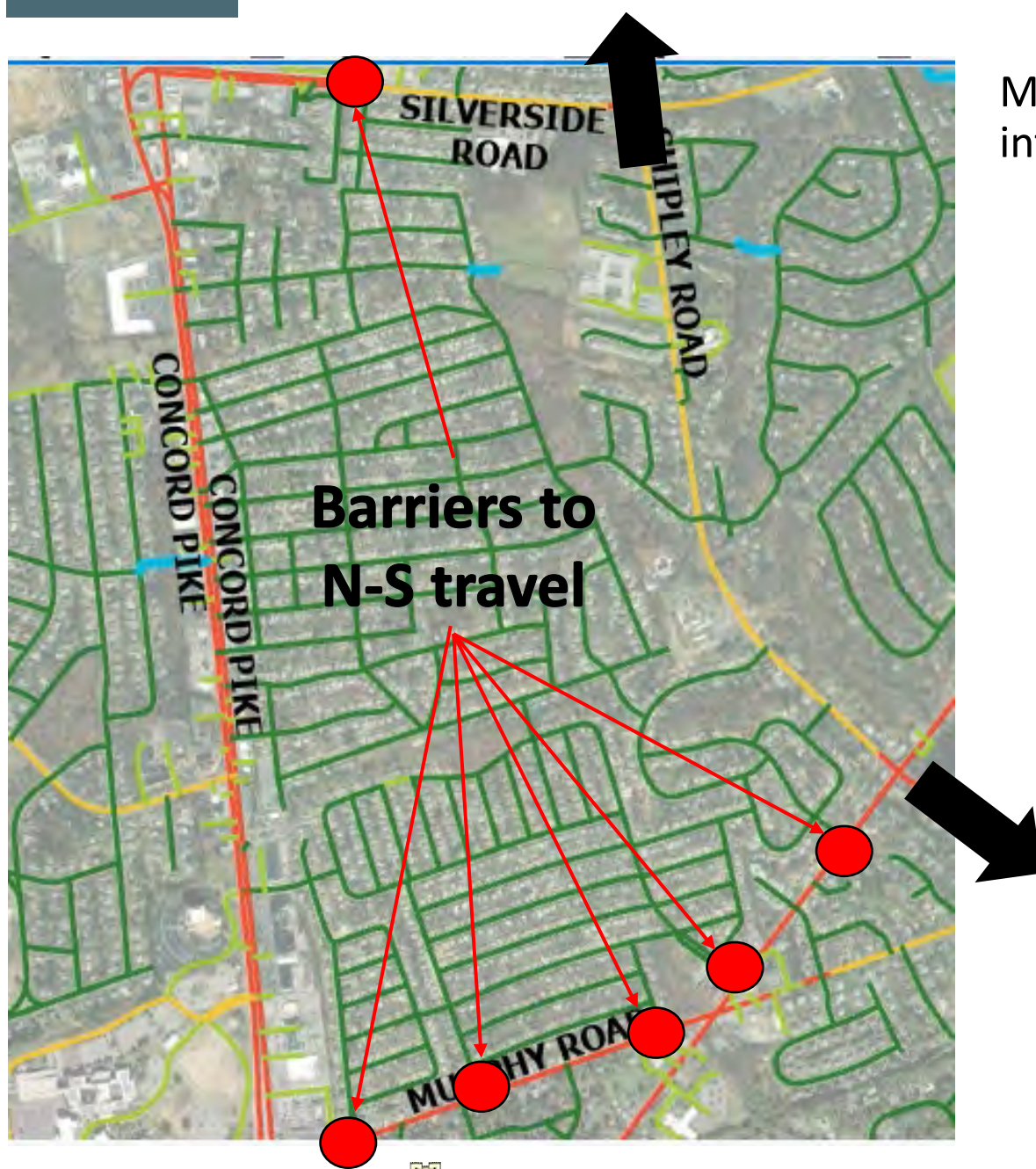
# LEVEL OF TRAFFIC STRESS

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

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







Moving beyond most subdivisions requires some interaction with the collector/ arterial road network





# CYCLING IN BRANDYWINE HUNDRED

Each color represents a disconnected 'low-stress island'. Data based on older LTS values and intersection criteria.





# TYPES OF CYCLING MOBILITY PROJECTS

## CORRIDOR IMPROVEMENTS

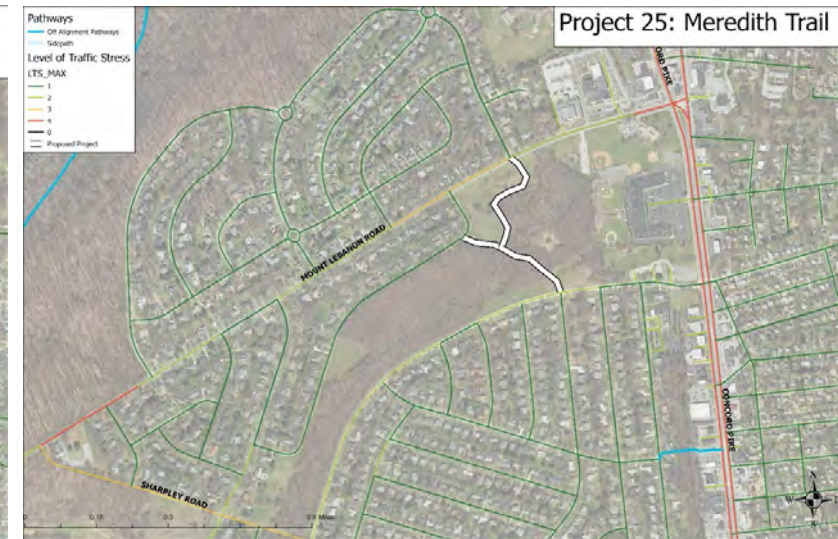
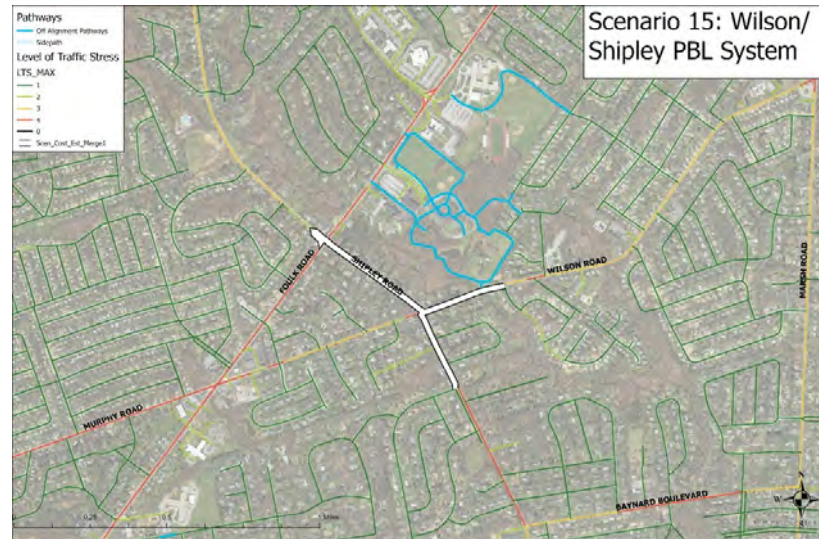
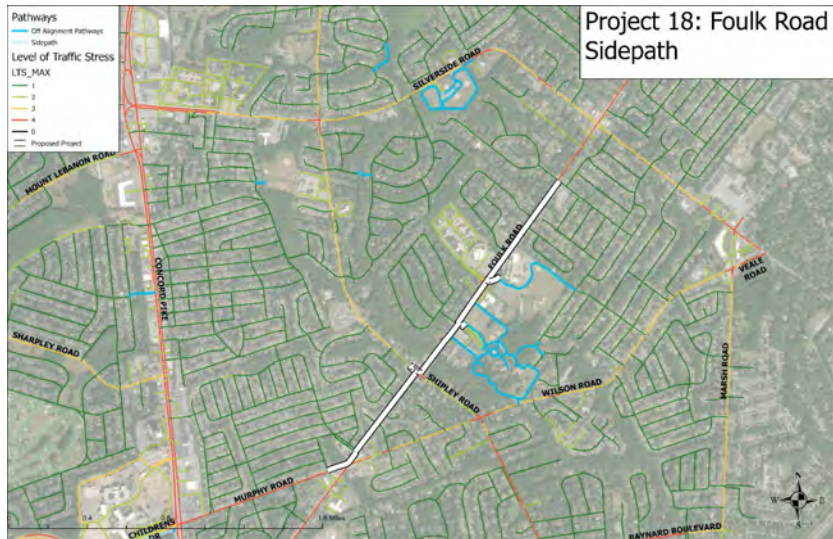
- Modifications to the typical roadway profile for a long stretch of road
- Usually quite large DeIDOT projects
- Typically developed through DeIDOT capital program, or phased with smaller, quicker moving programs (Bike/ Ped Pool, Pave & Rehab)

## SPOT ROADWAY IMPROVEMENTS

- Improvements to a specific intersection or segment of road
- Bridges gap between two otherwise disconnected areas
- Typically developed through smaller DeIDOT programs (Bike/ Ped Pool, TAP, DeIDOT Traffic)

## NEIGHBORHOOD CONNECTORS

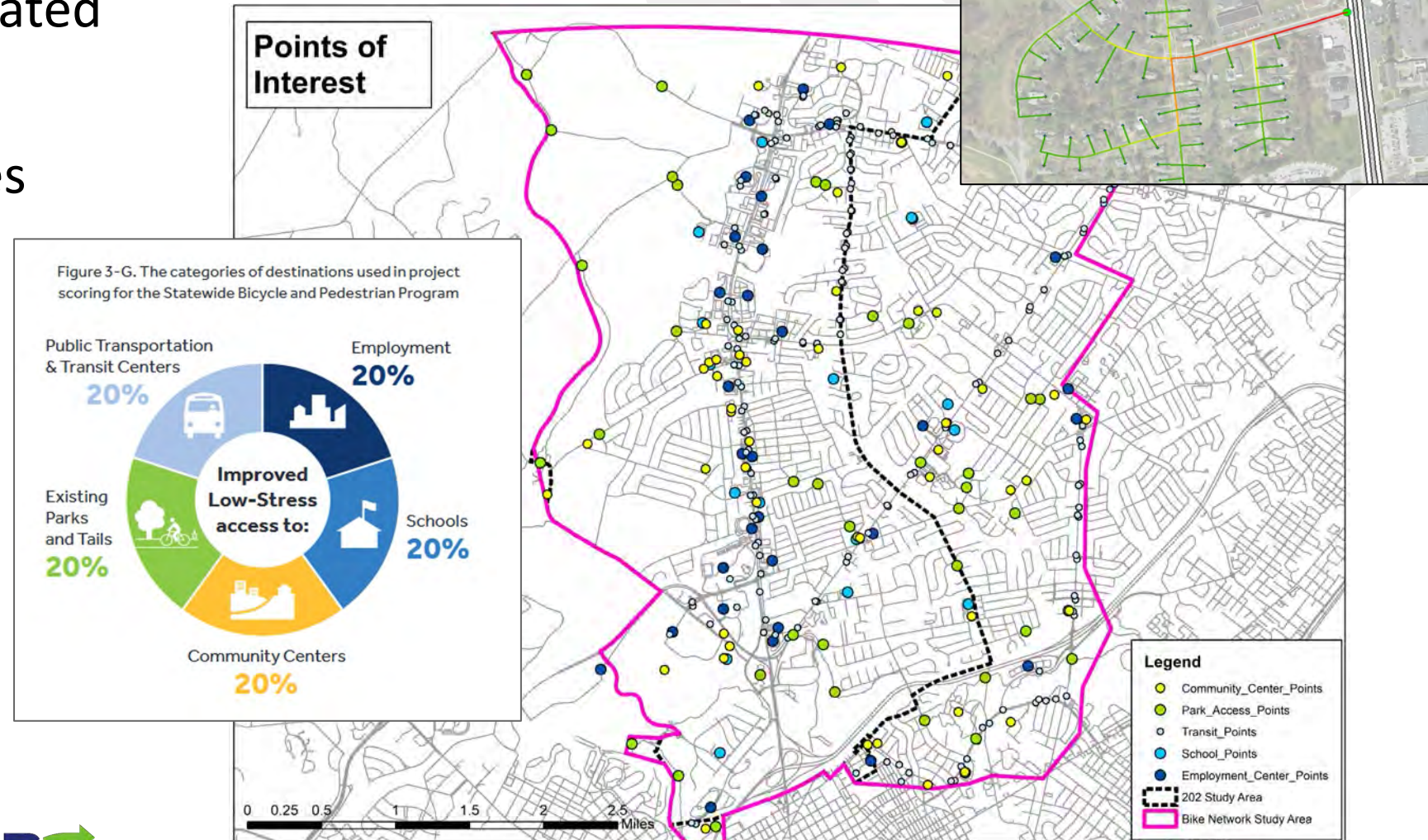
- Provides a new route between existing neighborhood streets
- Excellent for improving cycling and walking on existing low-stress streets
- Can be limited in impact compared to corridor improvements, unless well situated (may require significant detour)
- Suitable for small DeIDOT programs, New Castle County projects, or other private entities





# RANKING PROJECTS

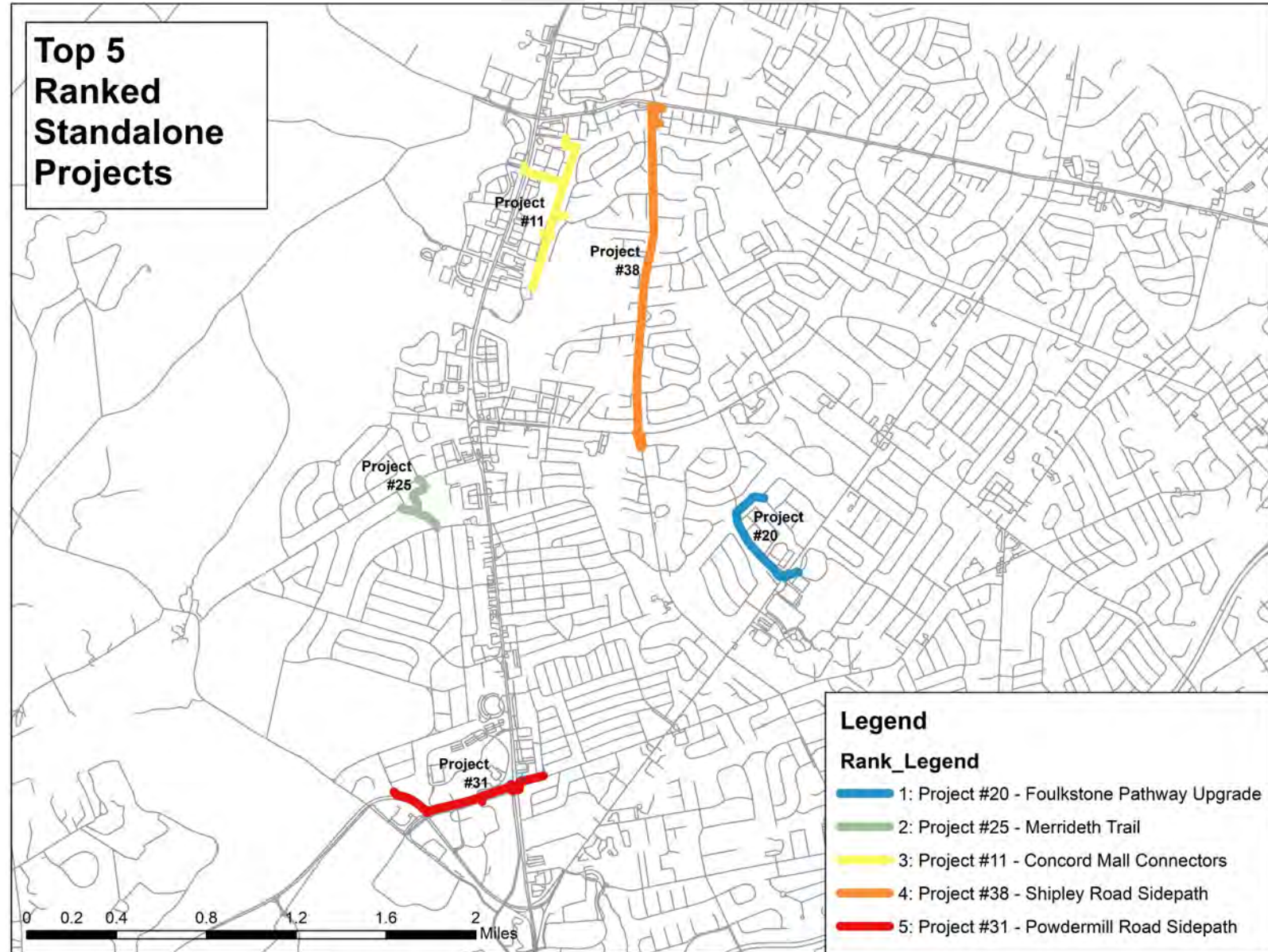
- Each project was evaluated using DelDOT's Bicycle Mobility Tool
- Which project increases low-stress access from the most households to:
  - Community Centers
  - Employment Centers
  - Parks
  - Schools
  - Transit
- Cost/ Benefit analysis





# RANKING PROJECTS

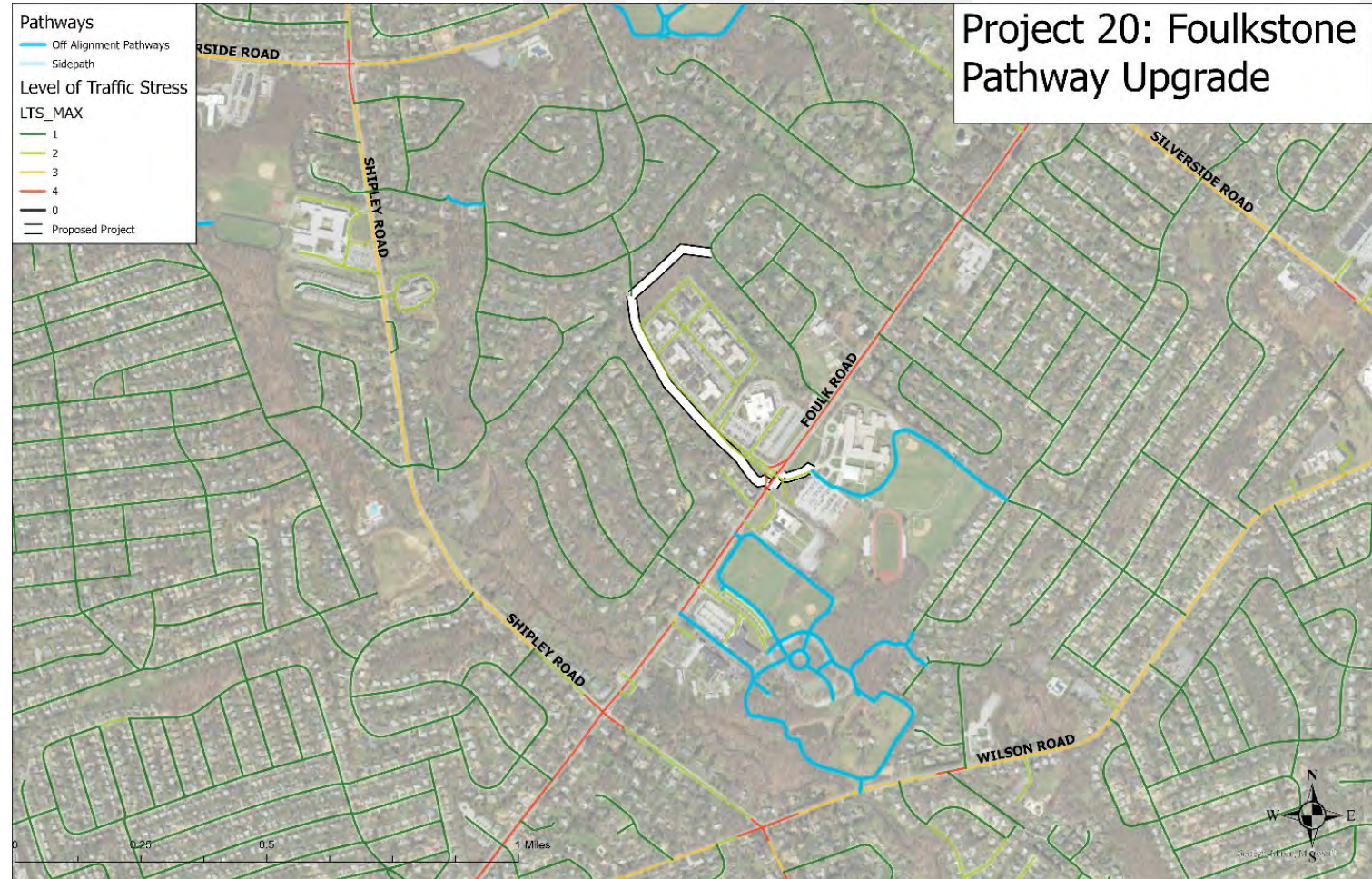
- Project accessibility scores developed with Parcel-based Bicycle Travel Model v1
- 'Cost' of each project estimated
- Projects ranked based on their 'Benefit/ Cost' ratio





# STANDALONE PROJECTS: #1

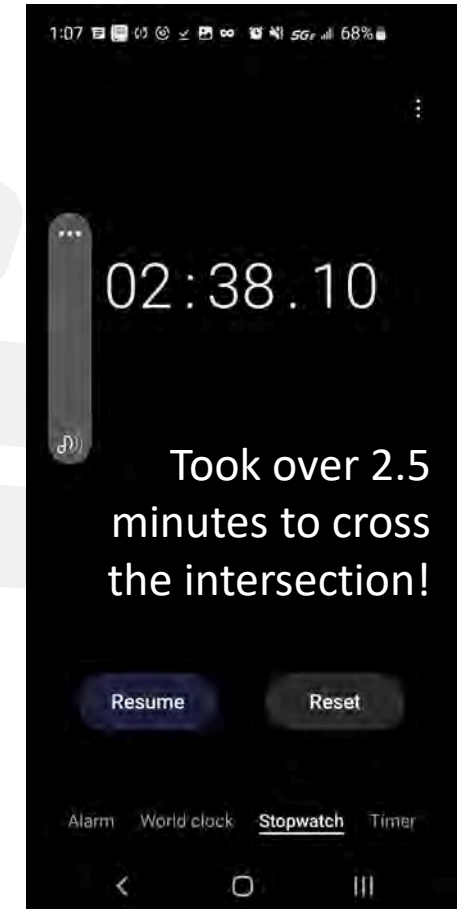
- Rehabilitation and improvement of existing hotmix path alongside Foulkstone Plaza
- Improved access to signalization
- Ped crossing on south side of signal
- Pathway on S side of Foulk Road to Talley Day Park











Existing pavement is in poor condition. It may be suitable for able-bodied walking, but cycling (without a mountain bike) and walkers with disabilities are out of luck.



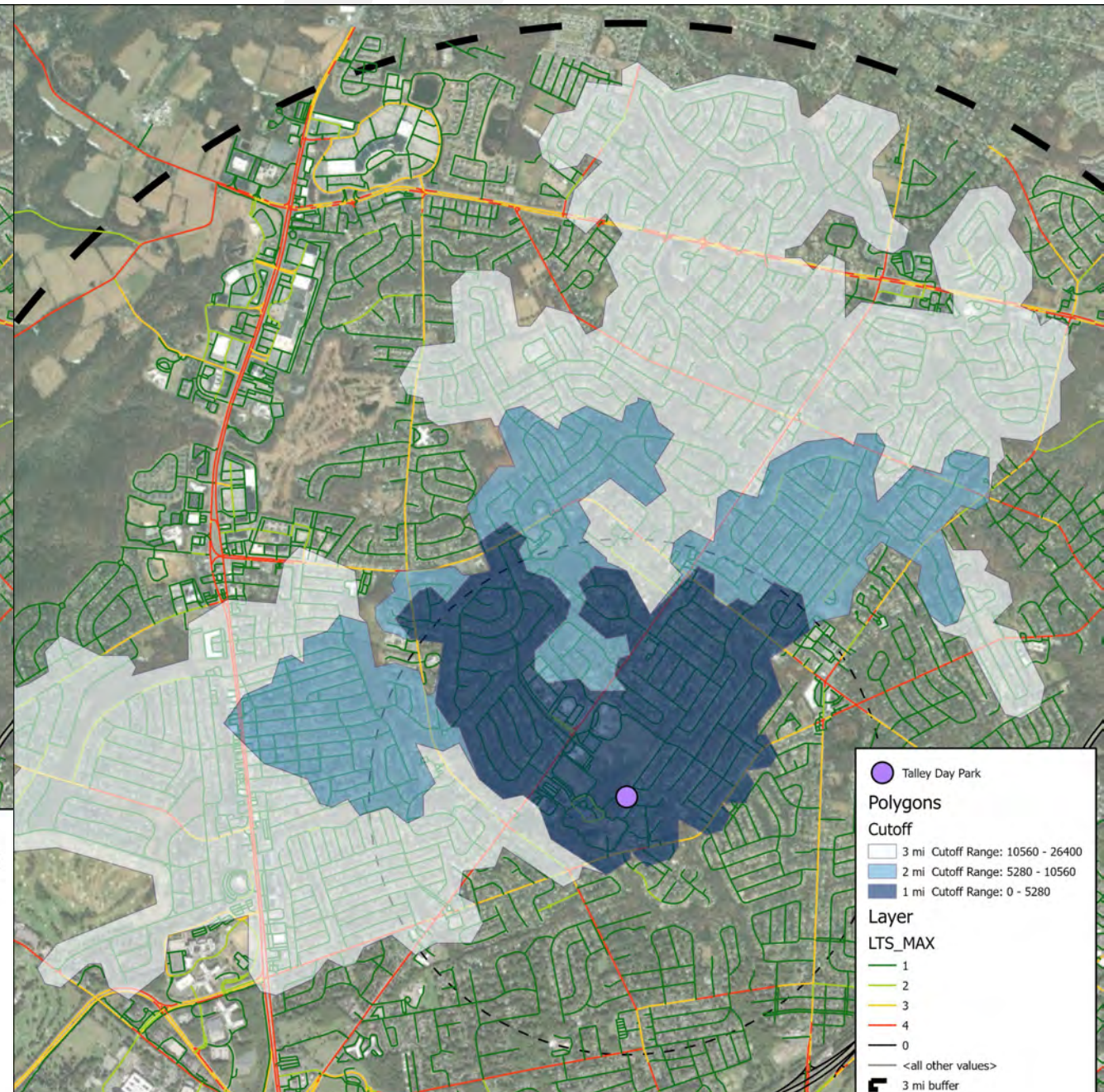
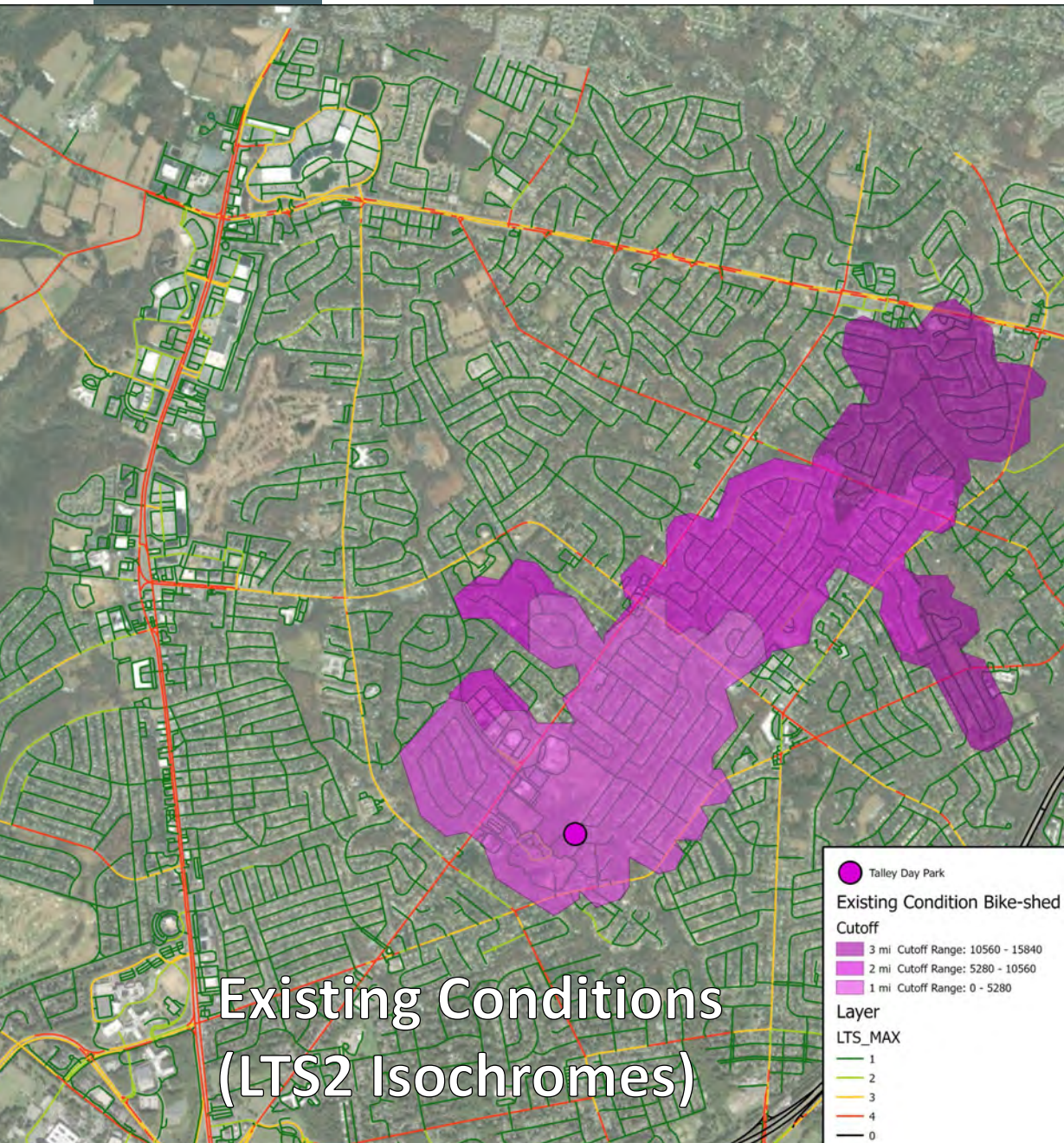


## An example of a 'Spot Roadway Improvement' type of project

- Rehabilitate and widen existing hotmix path
- Improve access to signalized intersection at Foulk Rd
- Add pedestrian crossing signal on South side of intersection
- Widen sidewalks to Talley Day Park and Brandywine HS parking lot









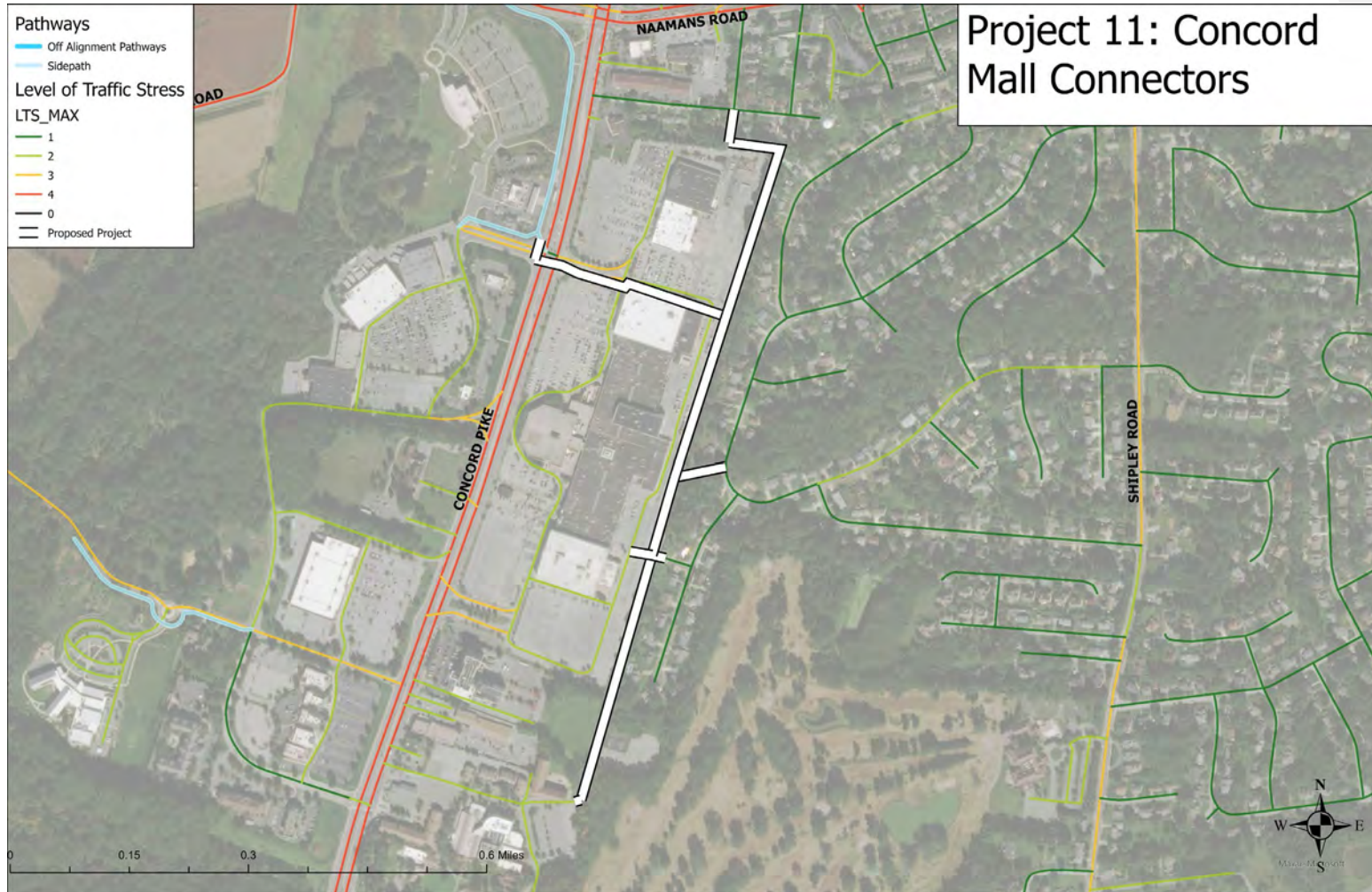
# STANDALONE PROJECTS: #2



- Surface improvements to an existing social trail
- Crossing of Husbands Run
- Tie-in to Andover and Mt. Lebanon Road @ Edenridge
- Tie-in to Ashford road @ Sharpley
- Provides more direct access from Edenridge to the destinations accessible to Sharpley and Fairfax
- The guy who maintains the trail named it after his wife? I think her name was Merideth, hence Merideth Trail



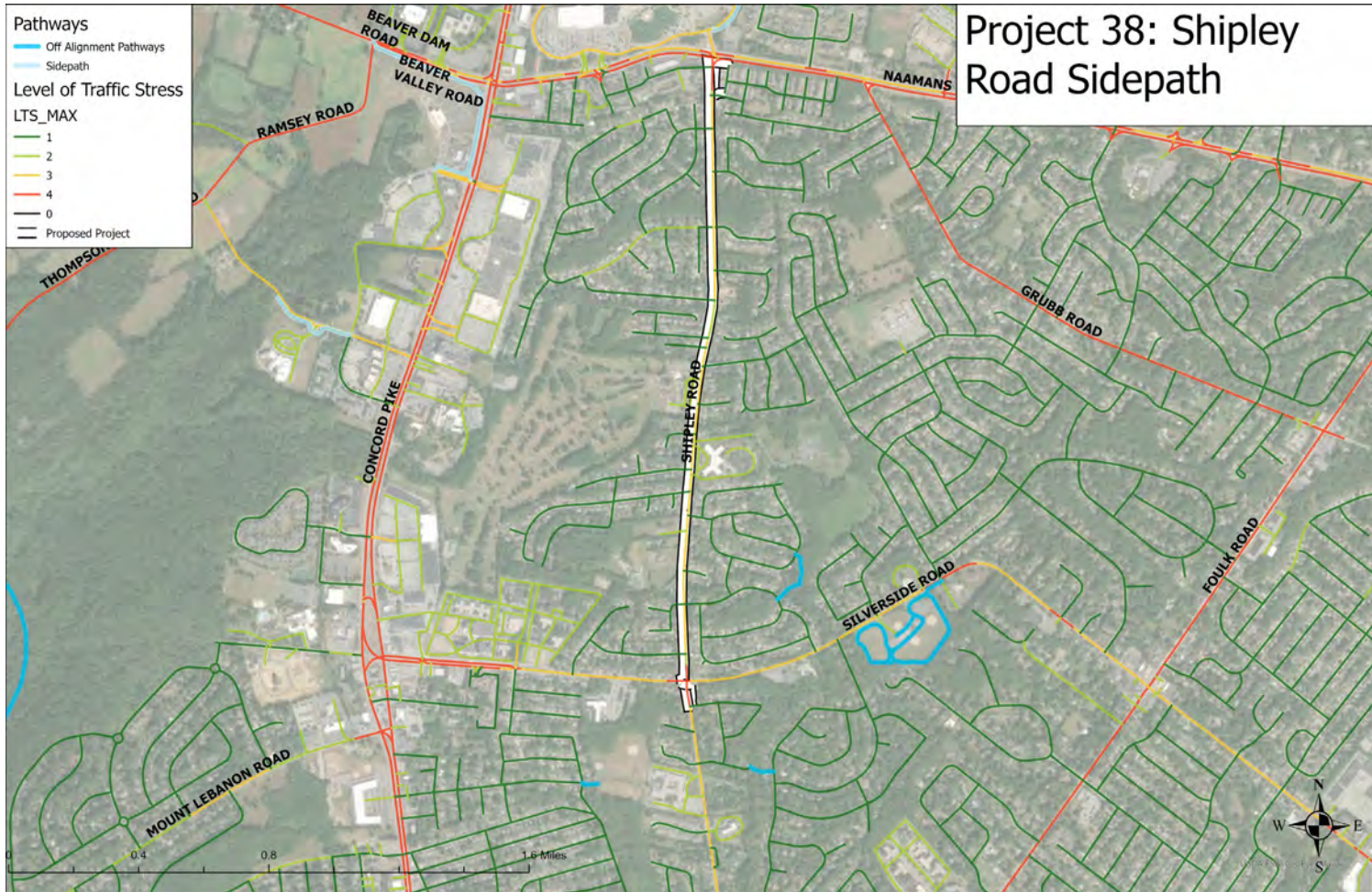
# STANDALONE PROJECTS: #3



- Connection from Concord Mall to Devonshire
- Low-stress, direct crossing of 202 @ Rocky Run Plaza to Wilm U pathway and Brandywine Commons shopping center
- Connection to Widner Campus



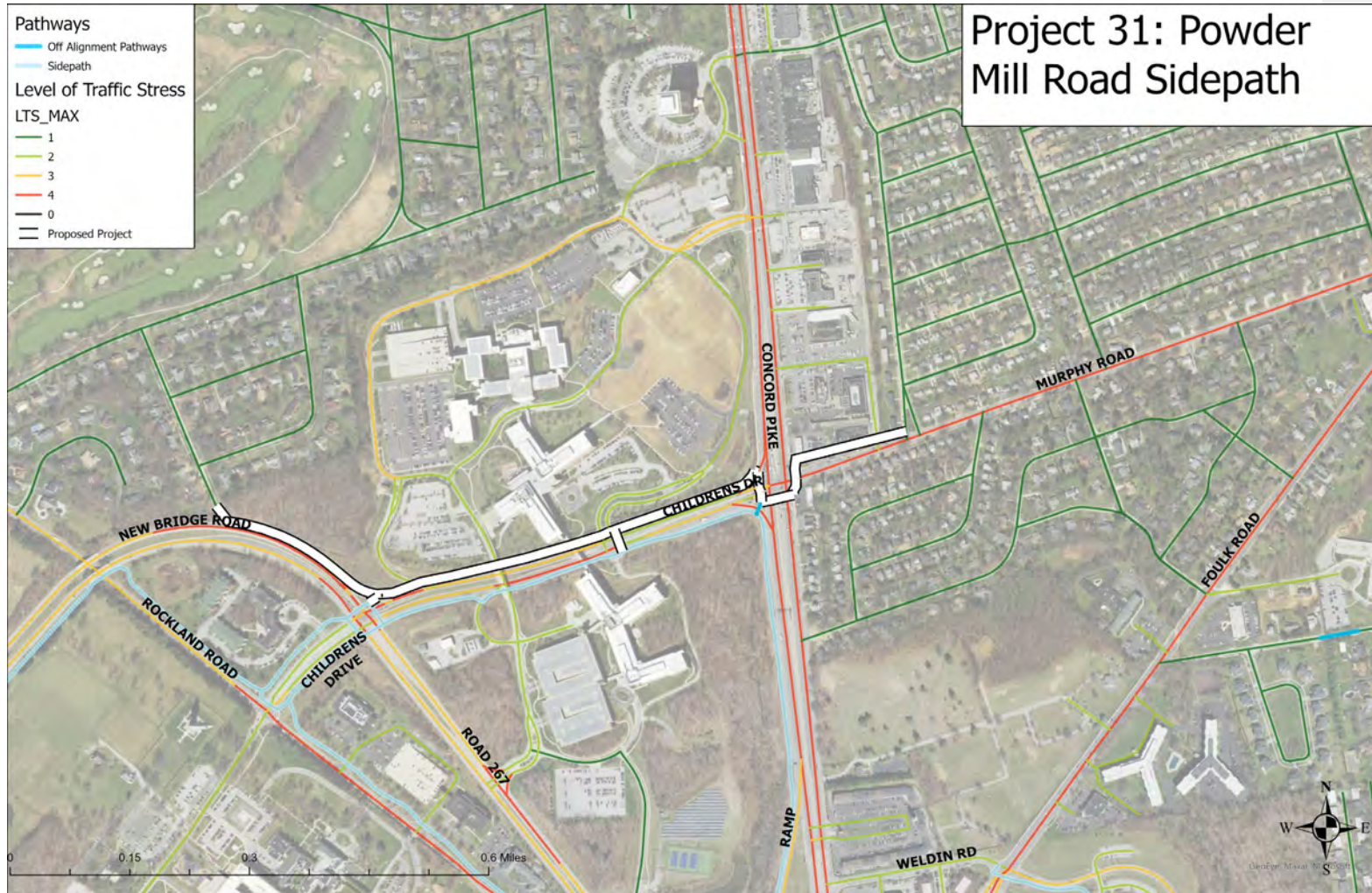
# STANDALONE PROJECTS: #4



- A sidepath or other low-stress cycling countermeasure along Shipley Road from Silver Side Rd to Naamans Road
- Low-stress crossing of Naamans Rd to sidewalk/pathways of Brandywine Town Center



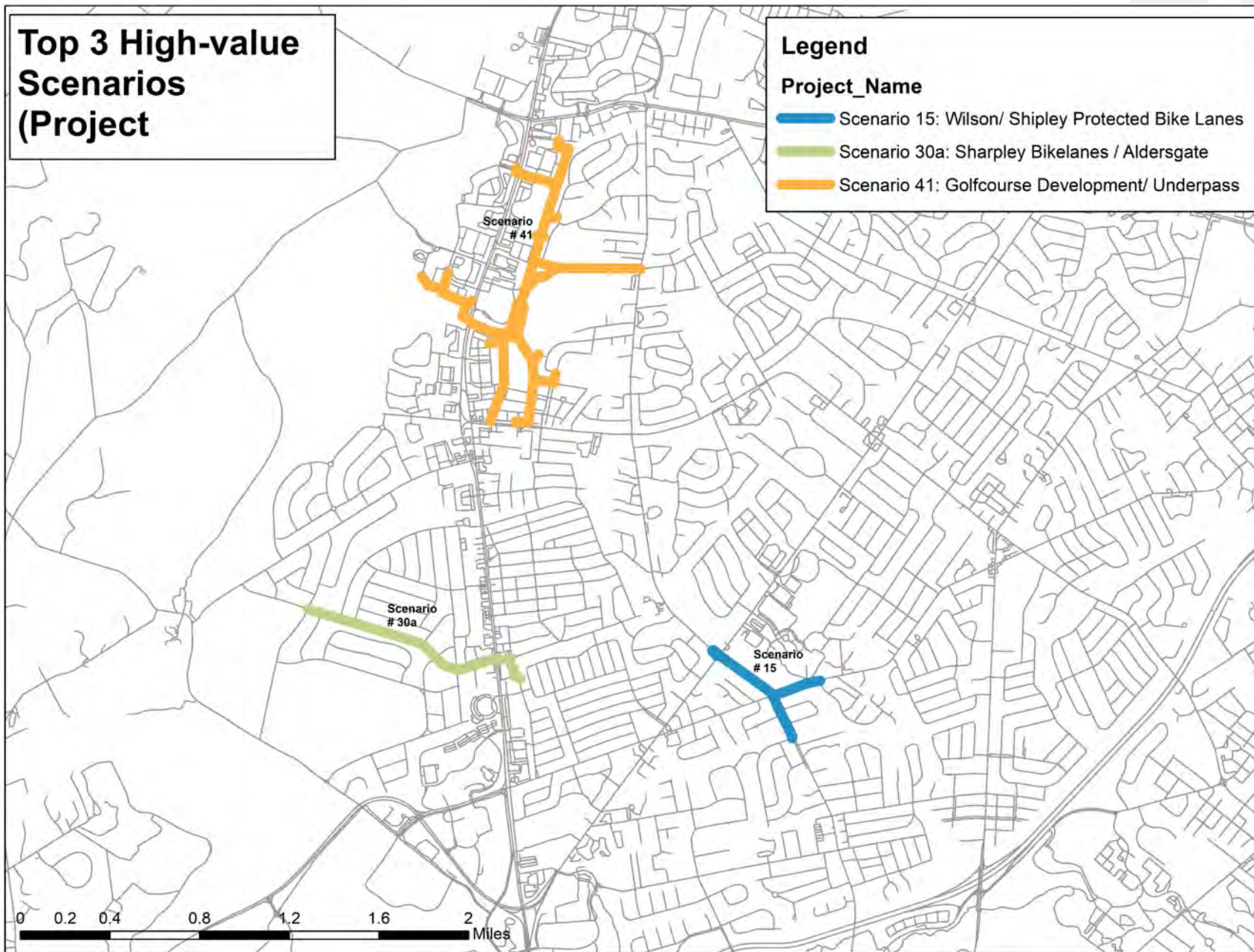
# STANDALONE PROJECTS: #5



- Primarily, a crossing of US202 @ Murphey Road, from Inglewood Road to the pathway network on Powder Mill Road
- Ideally, a new pathway on the North side of Powdermill Road
- Widen sidewalk to connect to Dexter Road



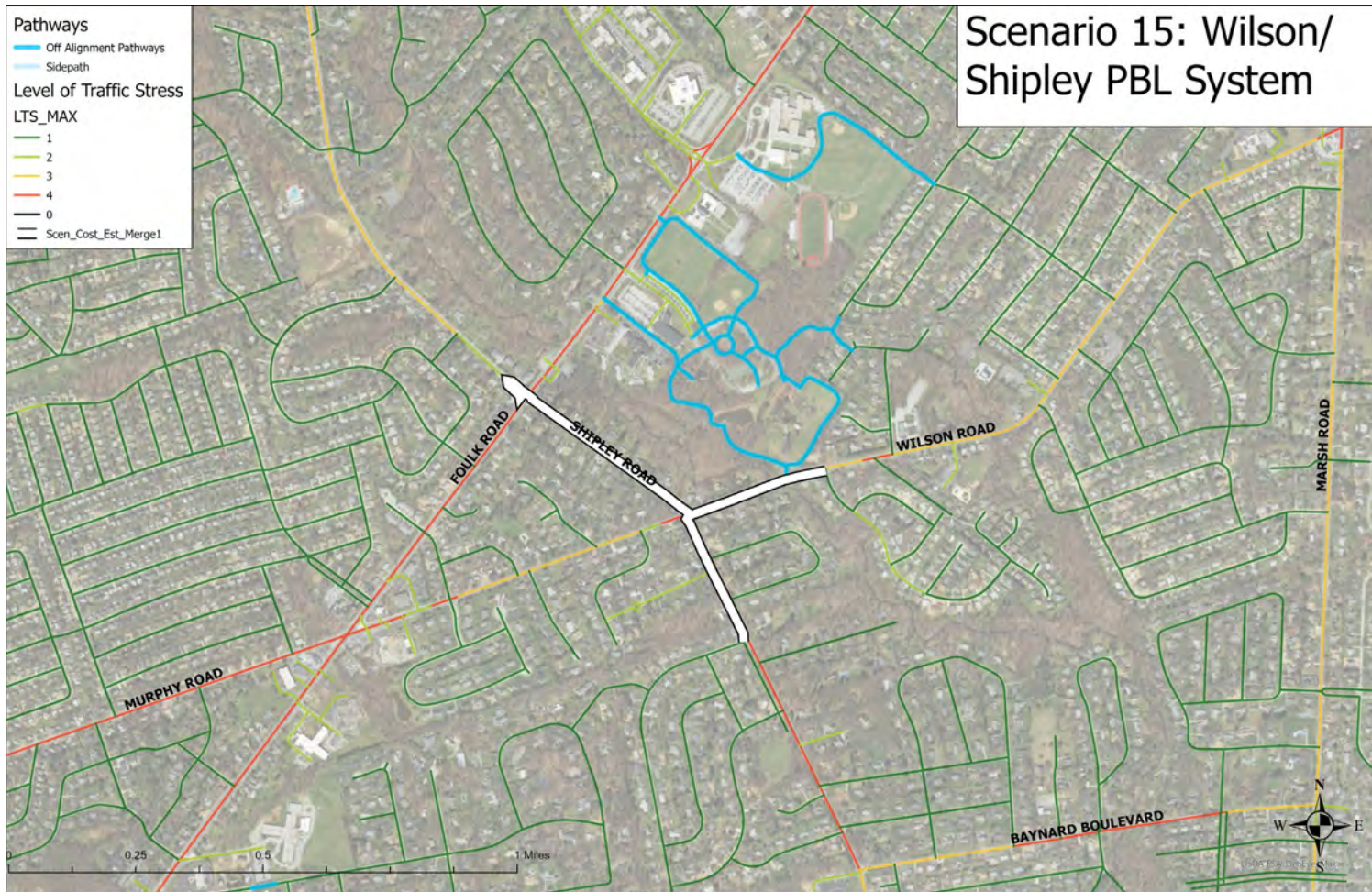
## Top 3 High-value Scenarios (Project



- “Scenarios” are combinations of projects
- Evaluated with same Benefit/Cost ratio
- Represent a much larger accessibility improvement when compared with standalone



# SCENARIOS: #1



- Improved connection between southern pathways at Talley Day Park to Shipley Heights @ Dakota Avenue
- Improved connection to Oak Lane Manor @ Elgin Lane along Shipley Street
- Represents a key missing-link in connecting Talley Day Park to Wilmington and the North Delaware Greenway
- Biggest improvement per cost project scenario in the study



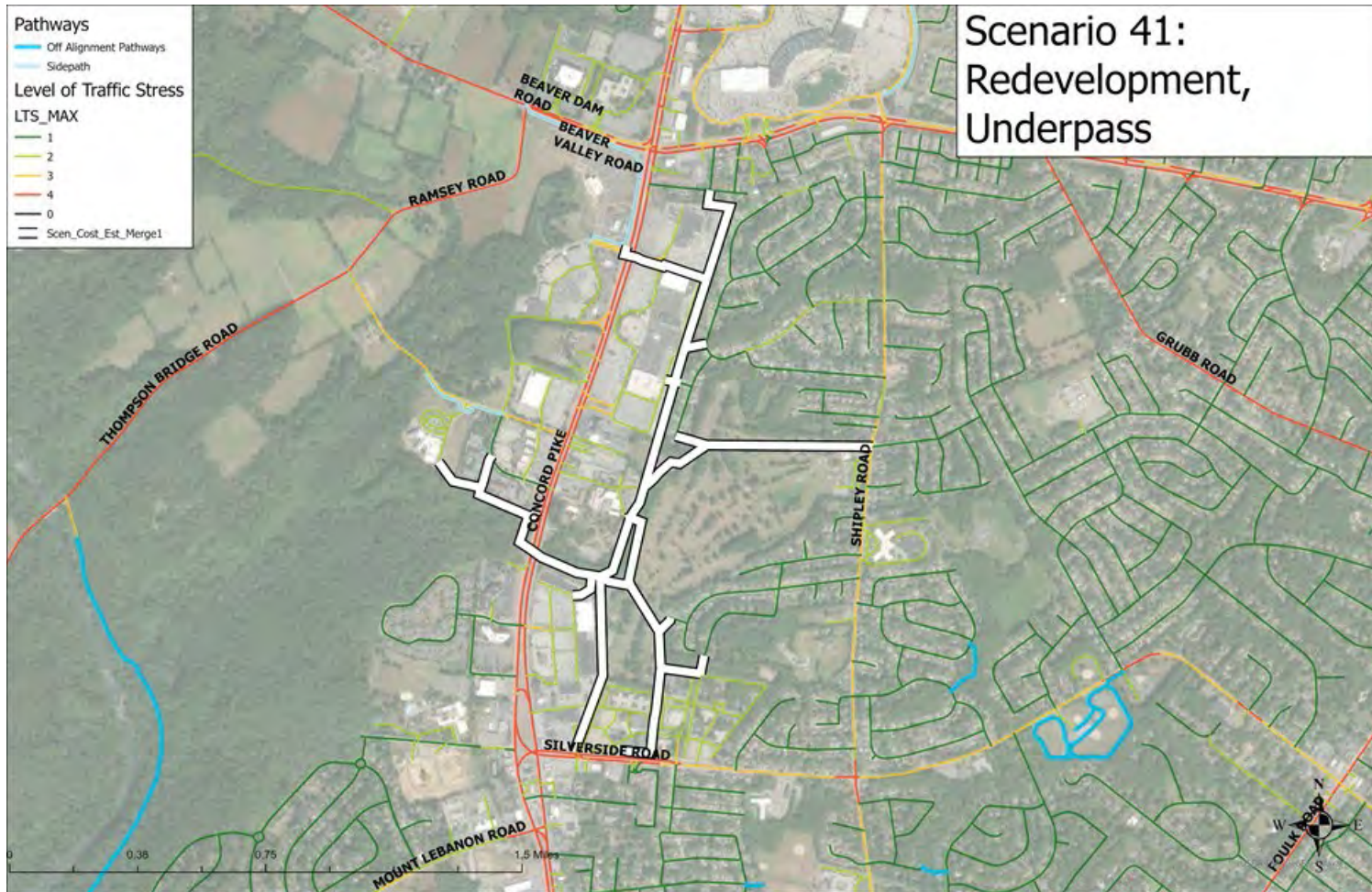
# SCENARIOS: #2



- Bike lane pavement markings or other treatment on Sharpley Road
- Low-stress crossing of US 202 @ Sharpley Road
- New connection to the parking lot of Aldersgate UMC and Alders Drive



# SCENARIOS: #3



- A future scenario where:
  1. Concord Mall Connectors are implemented
  2. Brandywine Country Club is redeveloped to incorporate internal pathways which connect surrounding neighborhoods
- The US 202 Pedestrian Underpass
- Tie-in to Rocky Run Road
- Provides significant connectivity to destinations on the North-western part of the study area

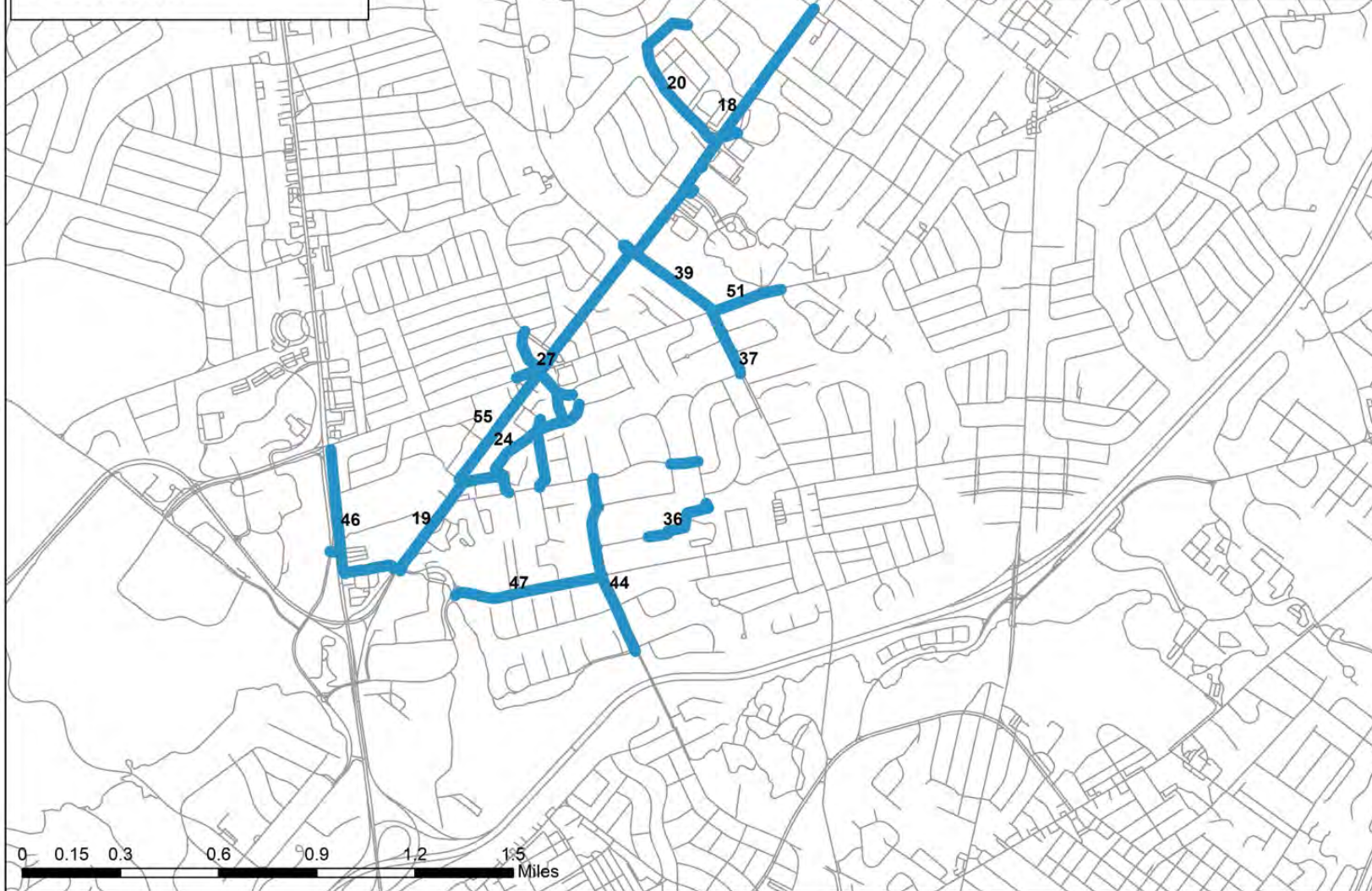


## Most Synergistic Network Build-Scenario

### Legend

#### Scenario\_Name

Scenario 13: SE Network Value Build



- This sub-set of projects represents the most 'synergistic'
- Value of combinations of projects is greater than sum of individuals



# Most Synergistic Network Build-Scenario

## Legend

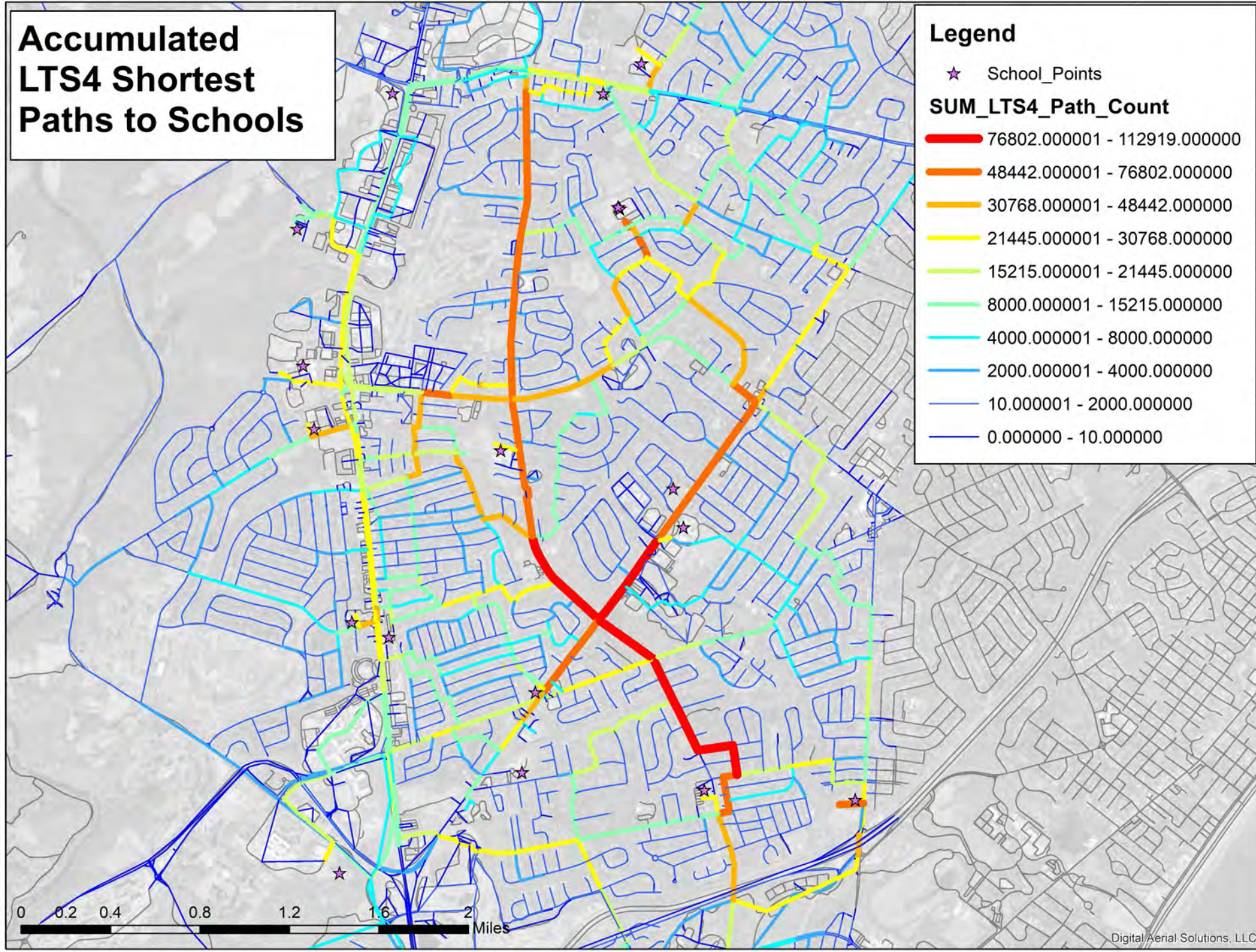
### Scenario\_Name

Scenario 13: SE Network Value Build

- Foulk Road Sidepath
- Foulkstone Pathway
- Shipley/ Wilson Improvements
- Murphy/ Foulk Intersection Improvements and connector to Fairfax
- Talley Road Pathway Extension
- Connection from Fairfax to Independence Mall

0 0.15 0.3 0.6 0.9 1.2 1.5 Miles



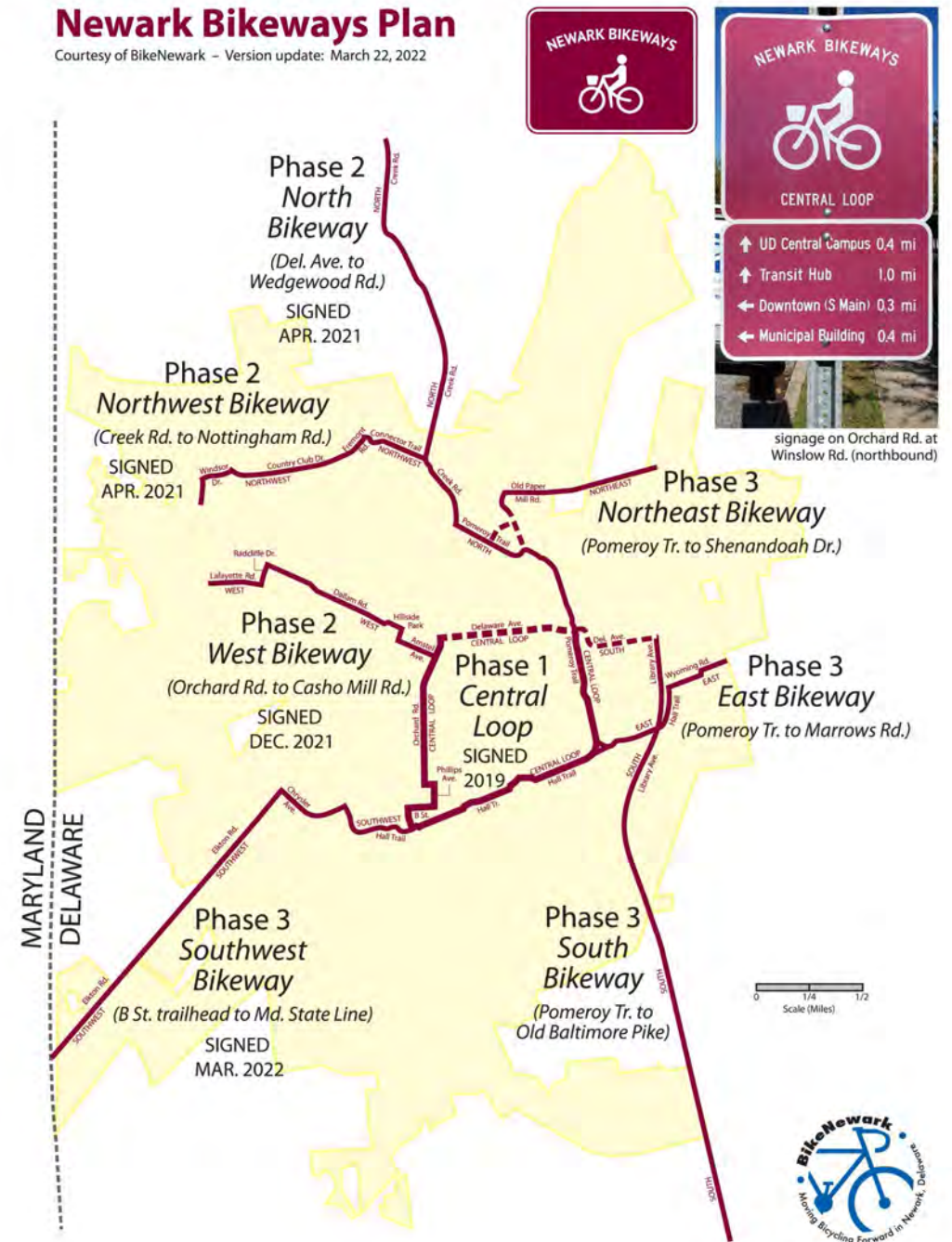


- During model run, shortest path (regardless of existing LTS) is evaluated for each OD pair
- # of trips on each road is accumulated and shown
- Shows us a type of ***desire lines*** on the existing network



# LOW-STRESS BIKEWAYS SIGNAGE

- An MUTCD-approved sign for designated 'low-stress bikeways'
- Used in Newark and New Castle
- Used for wayfinding, mapping, and supporting future projects to grow their cycling network
- Concept developed by 'Bike Newark' a non-profit advocacy group





# TAKE-AWAYS

- There are many standalone projects which add value to the bike network
- Projects work best in thoughtful combination! Investment should be done intentionally
- Future redevelopment should consider bicycle network connections
- Foulk Road can act as the spine in future bicycle network development scenarios in this area
- Consider how the group can use this information
- Consider Low-stress bikeway designations



## QUESTIONS?



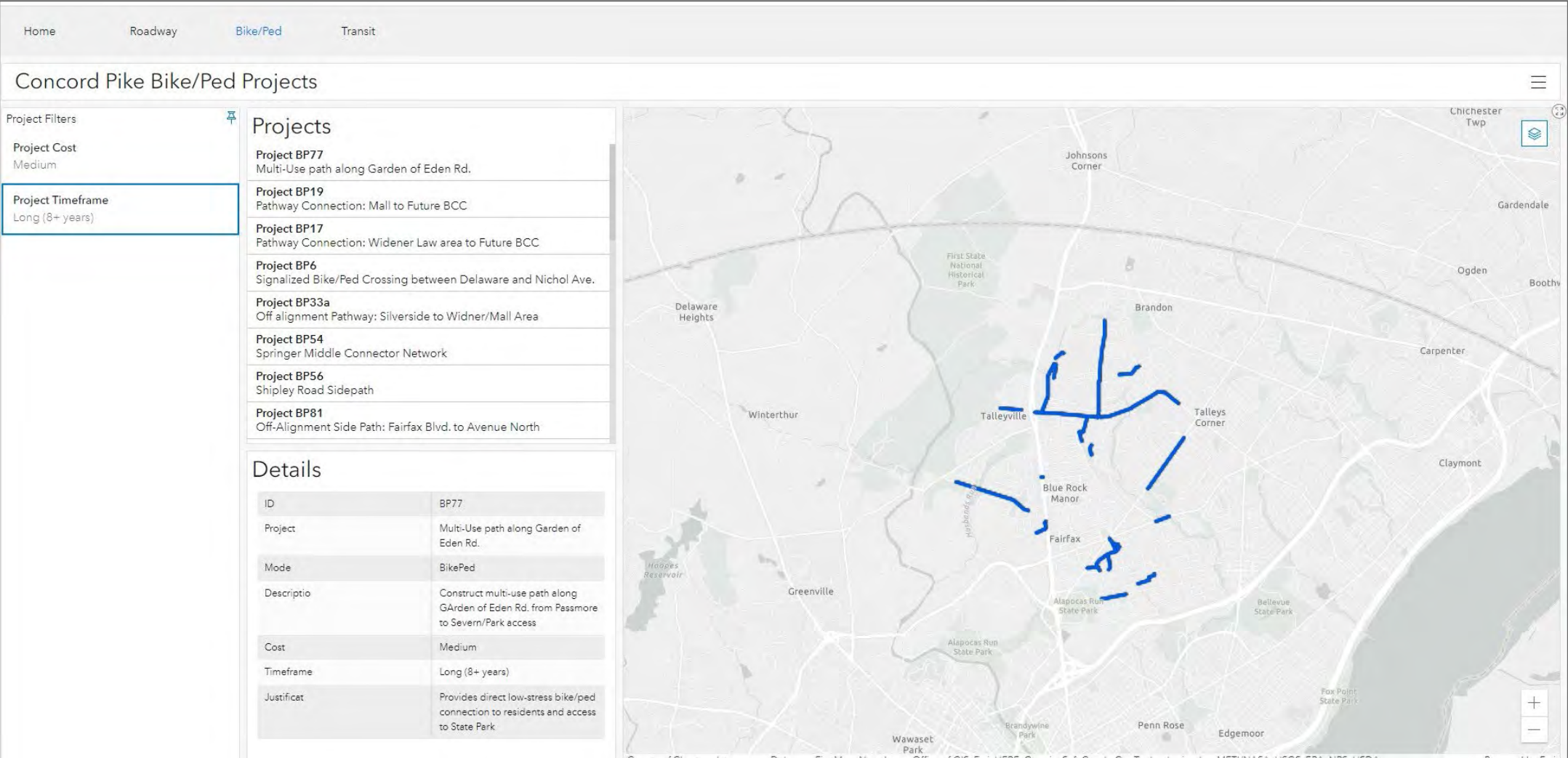
**Paul Moser, PE Engineer IV**  
*Active Transportation & Community Connections*  
[Paul.moser@delaware.gov](mailto:Paul.moser@delaware.gov)  
302-760-2114



# GIS TRACKING DATABASE

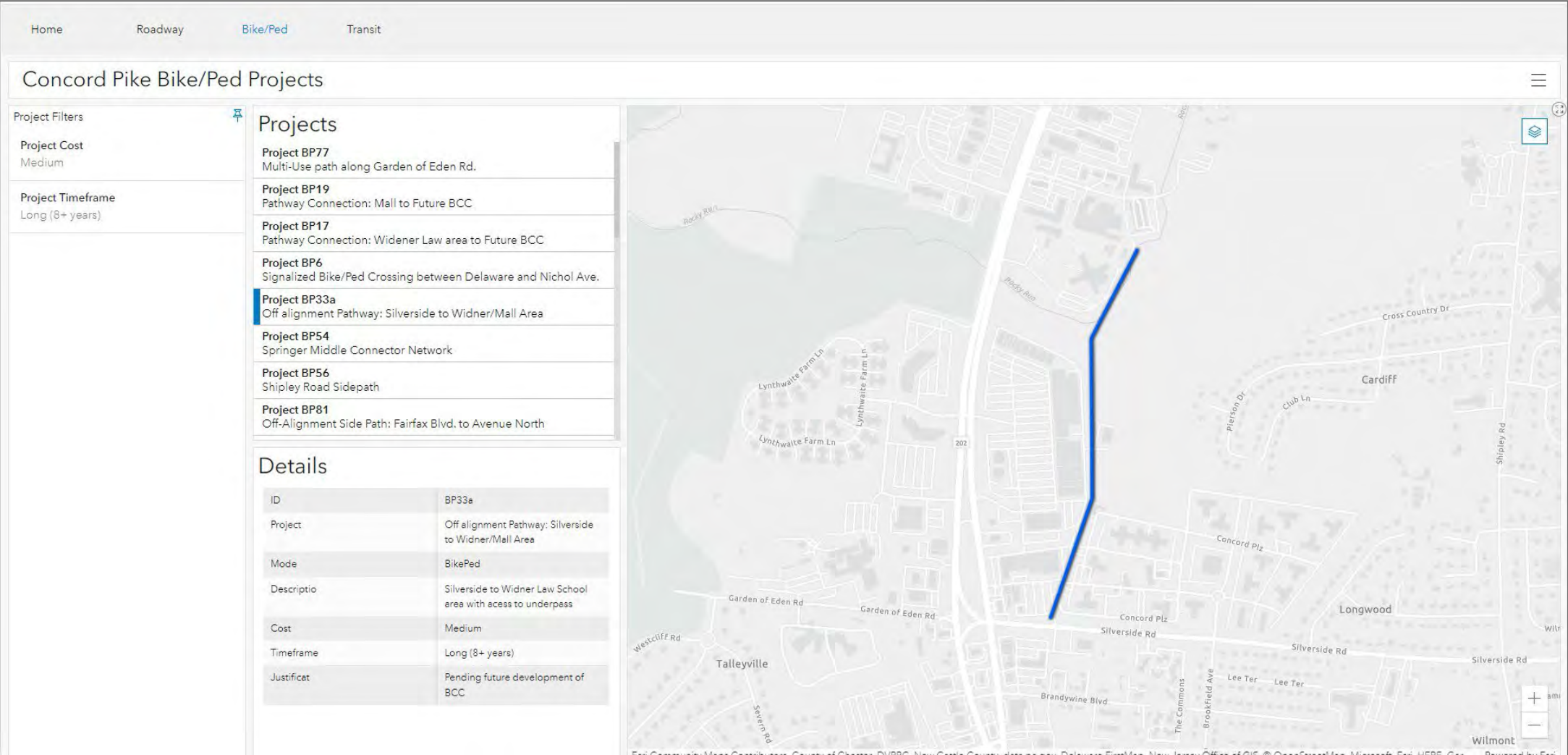


# GIS TRACKING DATABASE





# GIS TRACKING DATABASE



# GIS TRACKING DATABASE

Home

Roadway

Bike/Ped

Transit

Concord Pike Roadway Projects

Project Filters

Project Cost

High

✓ High

Low

Medium

N/A

Reset

Select all

Projects

Project R16

Reserve ROW for multi-modal circulation road between Widener to Naaman's Rd. through Mall

Project R9

Explore operational and safety impacts/benefits of reconfiguring and U-turn removal

Project R2

Reserve ROW for circulation road between Alders Ln. & Murphy Rd.

Project R12

Explore impacts/benefits of constructing a multi-way from Murphy Rd. to Fairfax Dr.

Project R12a

Explore impacts/benefits of constructing a multi-way from Beaver Valley Rd. to Rocky Run Blvd.

Project R12a

Explore impacts/benefits of constructing a multi-way from Florence Dr. to Fairfax Dr.

Details

ID	R16
Project	Local Roadway Circulator: Widener to Naamans
Mode	Road
Description	Reserve ROW for multi-modal circulation road between Widener to Naaman's Rd. through Mall
Cost	High
Timeframe	Long (8+ yrs.)
Justification	Dependent on any redevelopment of Mall & Widener. U. Provides better management of traffic along 202 to help with safety/multi-modal improvements

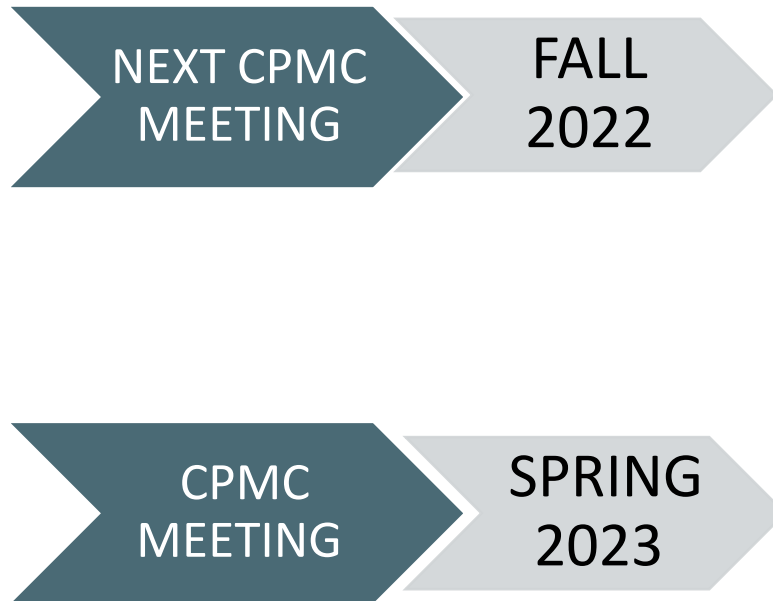


# NEXT STEPS - PRIORITIES/FOCUS AREAS

- Bike-Pedestrian Connectivity
- Intersection Improvements (Silerside Rd., Mt. Lebanon Rd.)
- Pedestrian Safety
- Signal Coordination
- Wayfinding Signage

# NEXT STEPS – CPMC MEETINGS (TWO SCENARIOS)

## Scenario A



## Scenario B







Public  
Comments

# THANK YOU!

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