



Welcome to the Concord Pike Monitoring Committee Public Workshop

OVERVIEW

Concord Pike Monitoring Committee

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

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

NEW Identify additional transportation/land use opportunities and challenges to include in a Plan addendum

Civic, Business, Special Interest, Institutions

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

State/County Elected Officials

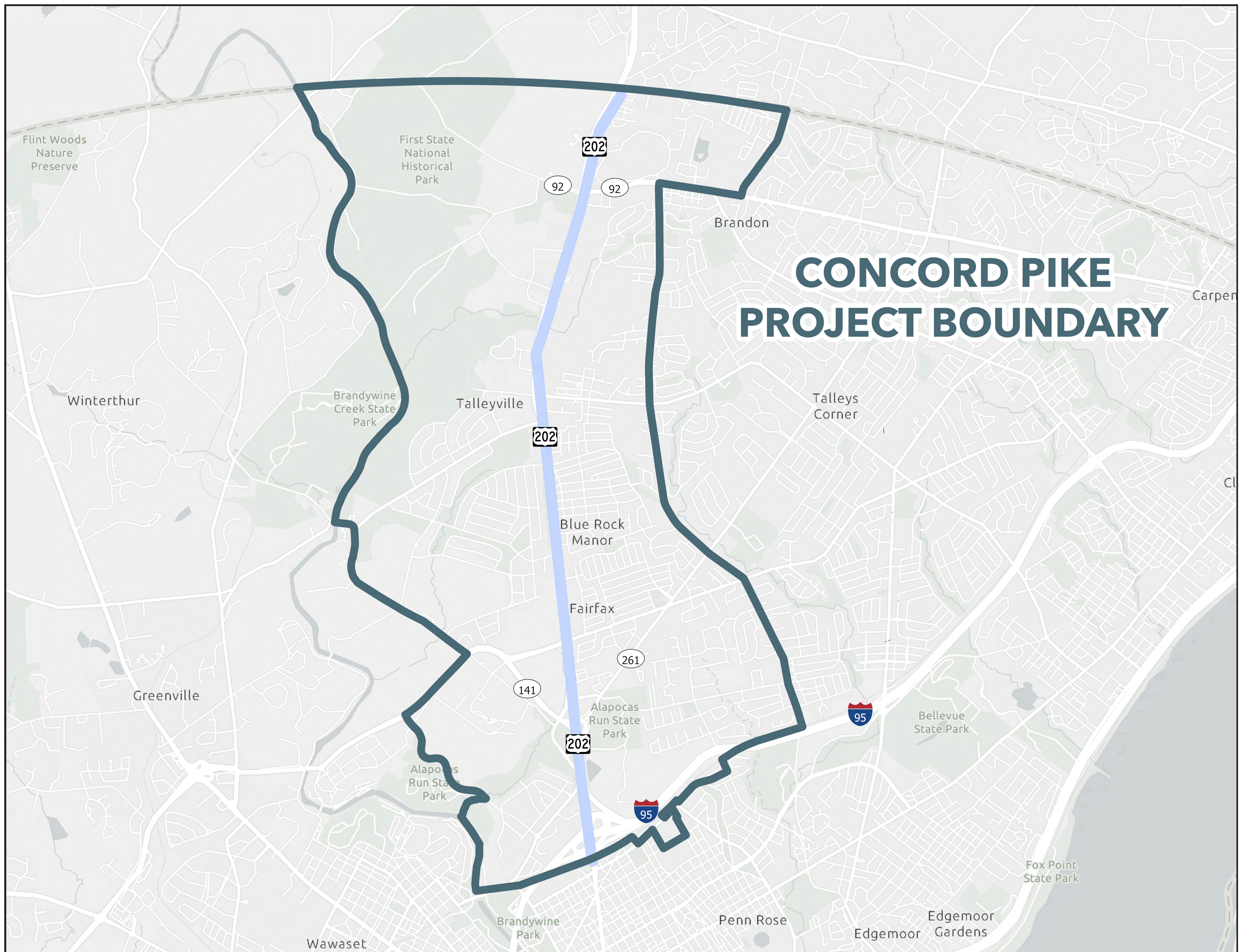
- NCC Council District 2: Dee Durham
- State Senate District 1: Sarah McBride
- State Senate District 4: Laura Sturgeon
- State Senate District 5: Kyle Evans Gay
- State Representative District 1: Nnamdi Chukwuocha
- State Representative District 6: Debra Heffernan
- State Representative District 10: Sean Matthews
- State Representative District 12: Krista Griffith

The Committee met three times during the 2024 Fiscal Year:

- November 8, 2023
- March 20, 2024
- April 24, 2024

OVERVIEW

Annual Monitoring Report



- Provides a 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 report and subsequent annual reports will track how conditions change throughout the study area

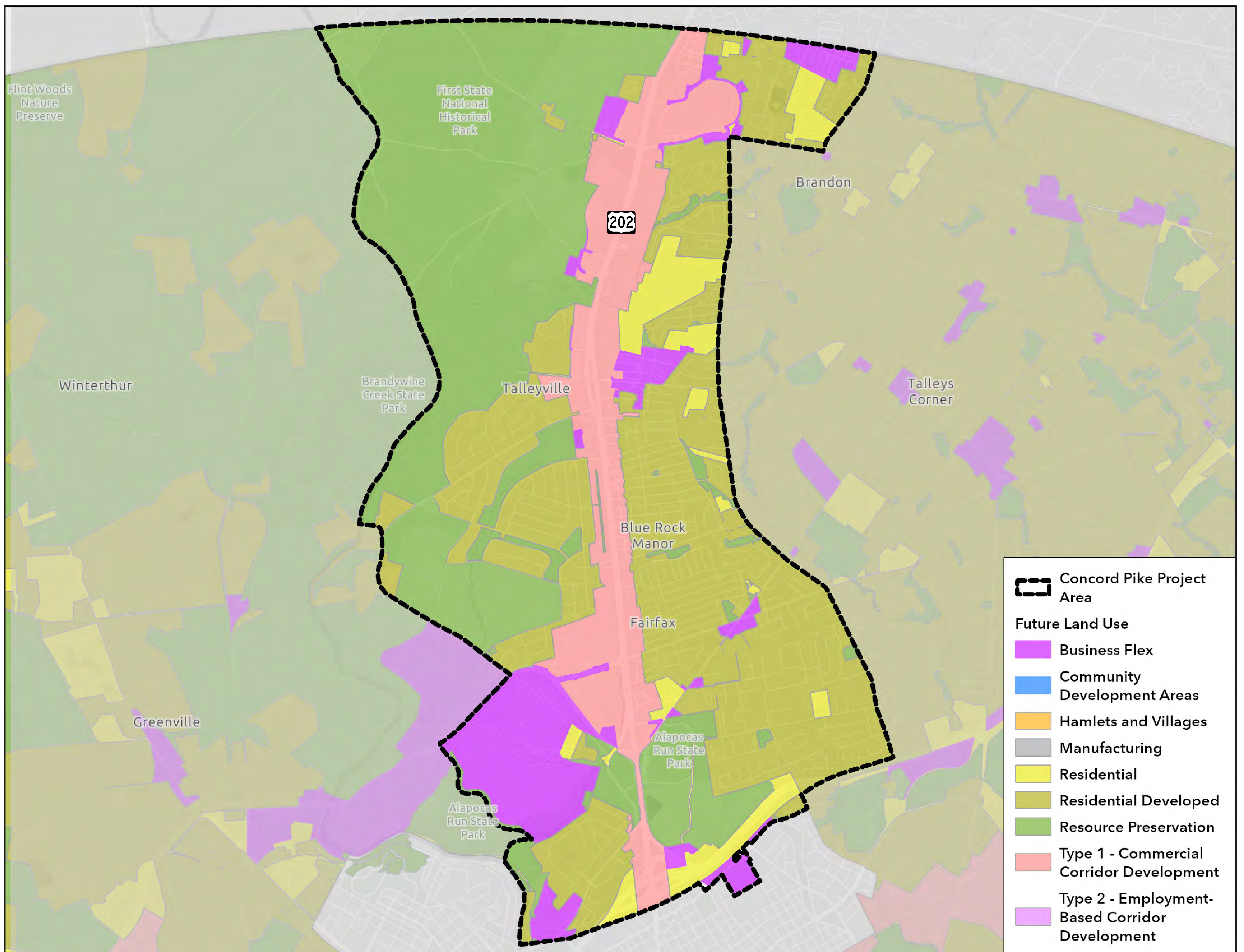
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information



bit.ly/concordpike2023

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

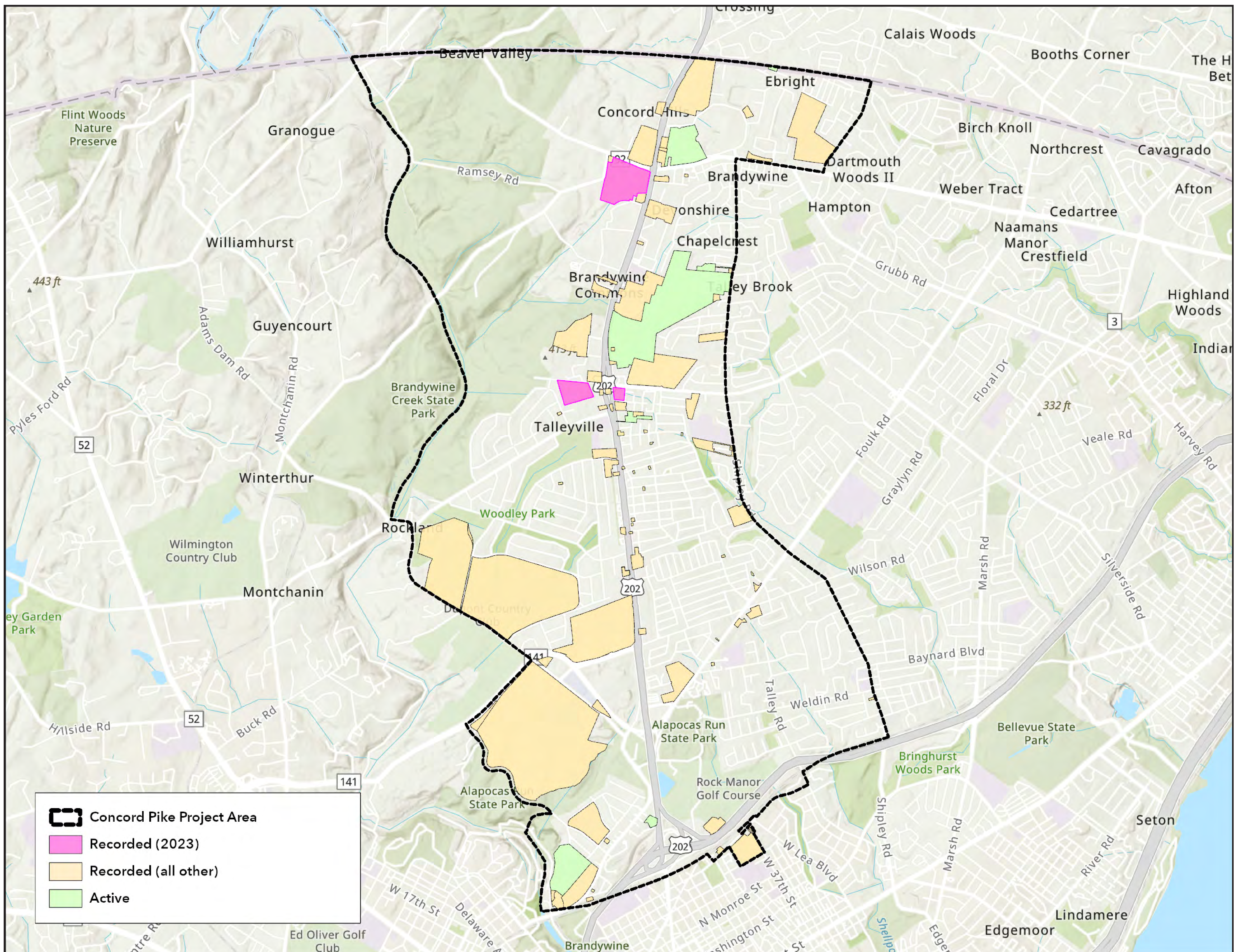


Scan to view NCC2050



LAND DEVELOPMENT

Development Activity



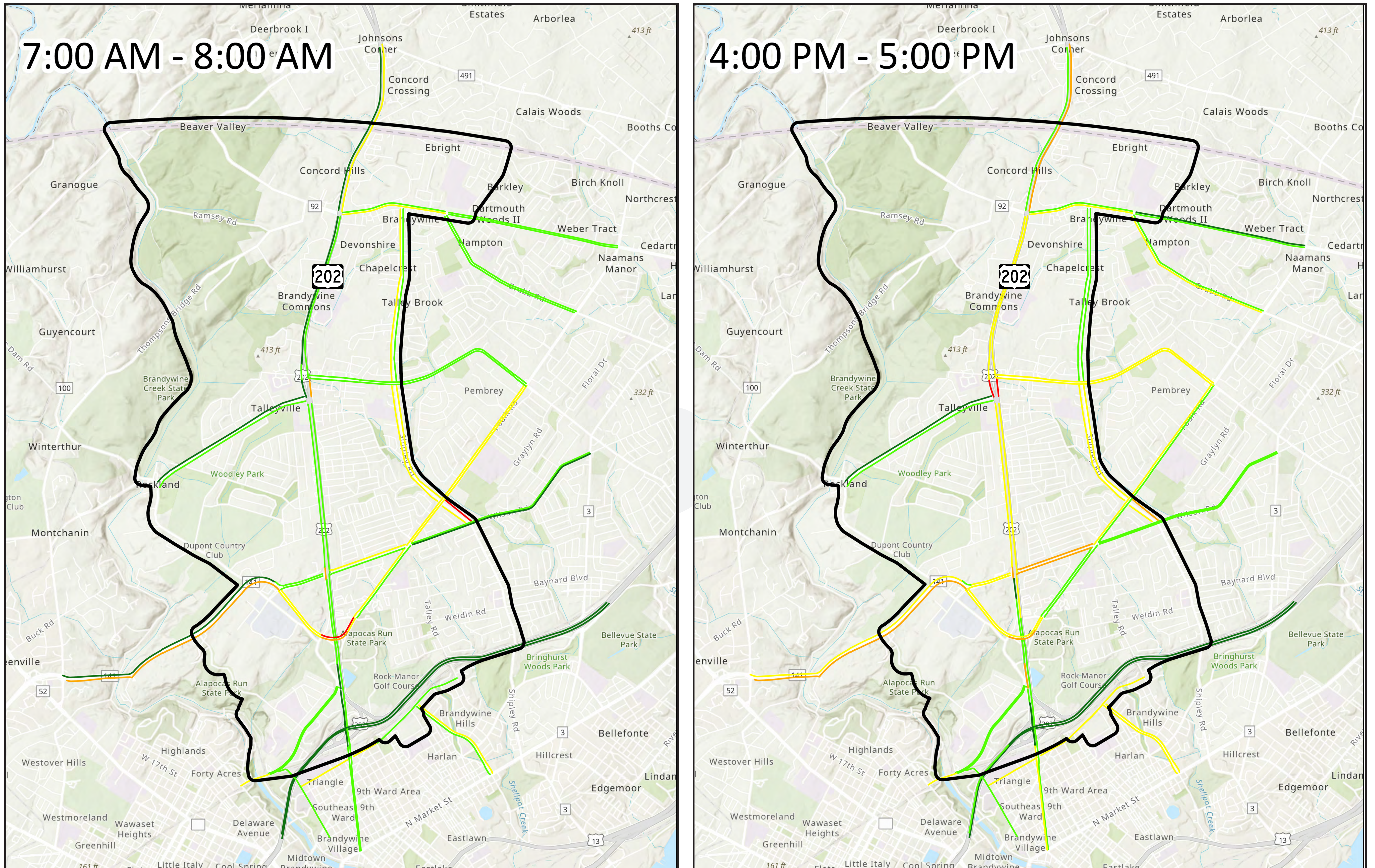
- The purpose of monitoring development activity in the Project Area is to:
 - Help monitor whether the land use development and redevelopment activity is consistent with the land use assumed in the Master Plan
 - Assess the potential timing of the recommended transportation improvements
- In 2023, 3 developments were recorded in the Project Area:
 - Wilmington University - North Campus
 - Columbia Place at Garden of Eden Road
 - Talleyville Towne Shops - Outdoor Seating
- Also in 2023, there were multiple active land development proposals, including the former Brandywine Country Club site

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information



TRAFFIC

Hourly Travel Time Index



TTI Source: NPMRDS travel time data from September to November 2023

- Travel Time Index (TTI) is a measure of congestion along road segments
- TTI data from 2023 showed mild to moderate congestion during both the AM and the PM peak travel periods
- DelDOT implemented signal timing improvements along US 202 in 2023
- Signal timing changes resulted in improved (reduced) travel times in the peak direction in each peak period

Ratio of average travel time to uncongested travel time

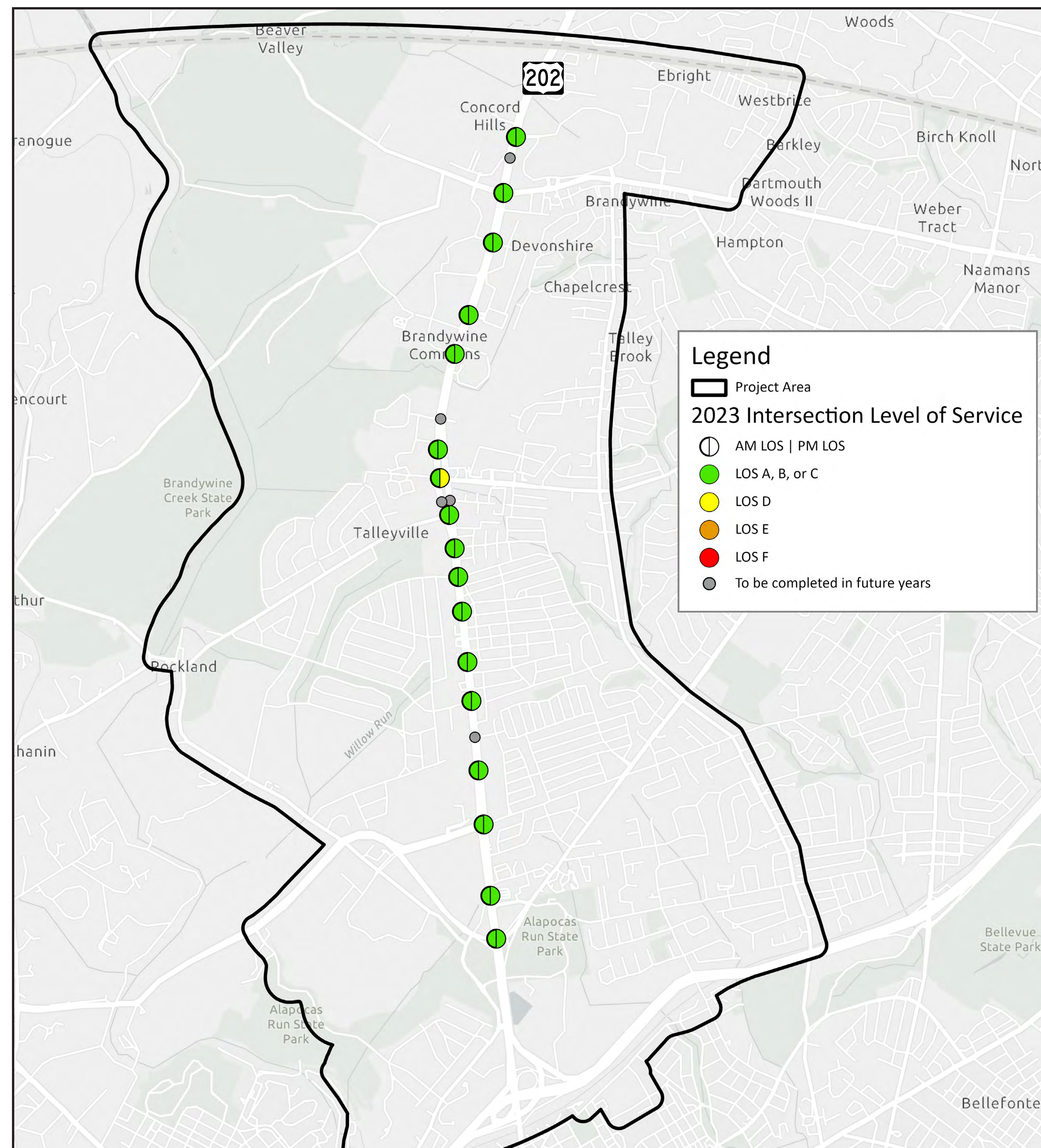
- Less than 1.3 times uncongested
- 1.3 - 1.6 times uncongested
- 1.6 - 2.0 times uncongested
- 2.0 - 2.5 times uncongested
- 2.5 - 3.0 times uncongested
- Greater than 3.0 times uncongested

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TRAFFIC

Intersection Level of Service



LOS Source: Turning Movement counts performed in 2022 or 2023

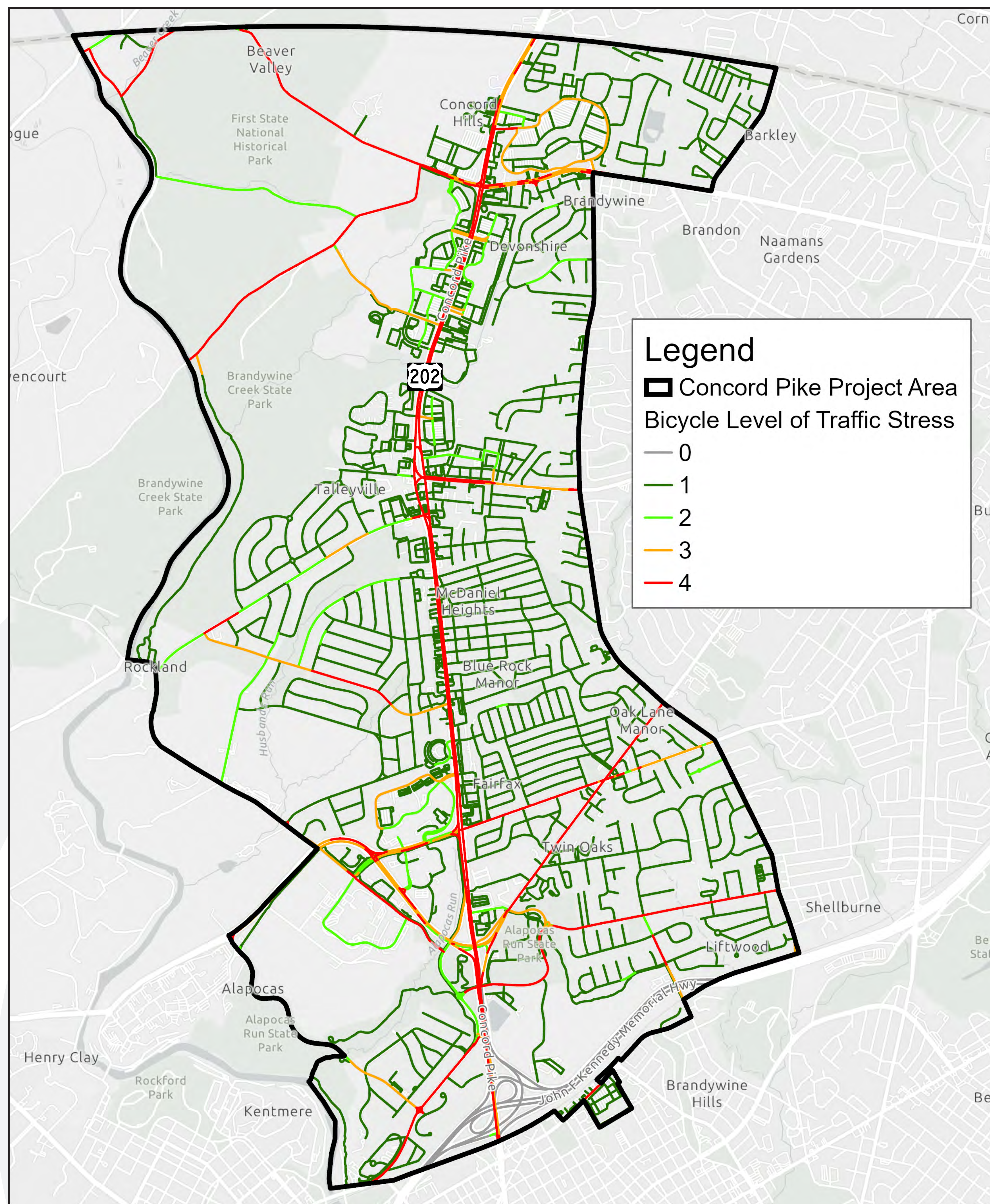
- The Critical Lane Volume (CLV) method provides planning-level estimates of Level of Service (LOS) by comparing the maximum number of vehicles passing through the intersection per lane in one hour to the intersection capacity
 - Other methods that assign intersection LOS based on calculated delay may yield slightly different results
 - CLV was selected to quickly and cost-effectively track changes over time due to changing volumes
- **In 2023, all intersections were operating similar to or better than they operated in 2022:**
 - Fall 2022: Two intersections operated worse than a LOS C during the PM peak
 - Fall 2023: Only one intersection operated worse than a LOS C during the PM peak

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BICYCLE/PEDESTRIAN

Bicycle Level of Traffic Stress



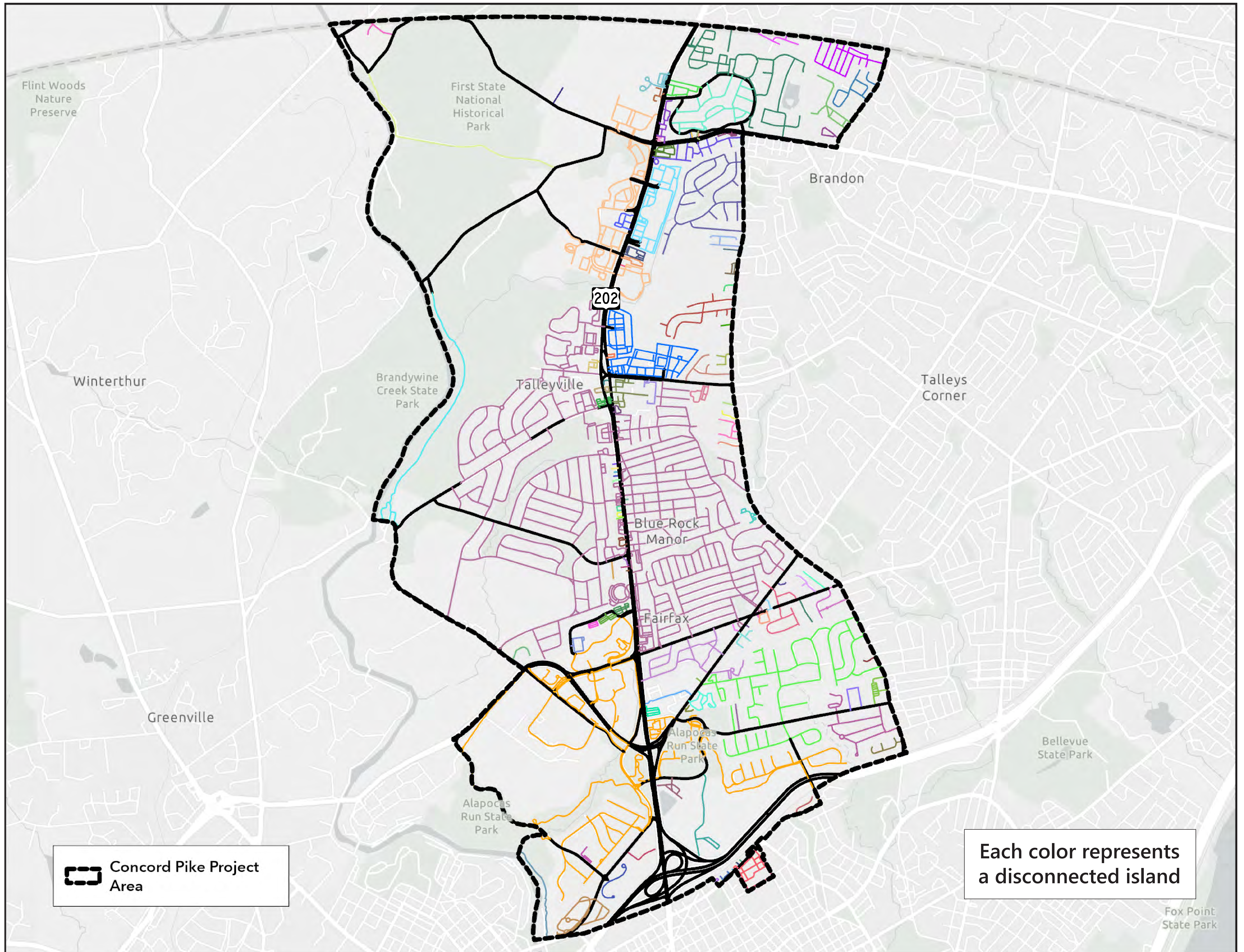
- Level of Traffic Stress (LTS) is a measure used to understand how comfortable a roadway is for bicycle riding
- LTS 1 streets have the lowest stress, suitable for most riders
- Higher LTS correspond to riders with more experience and willingness to tolerate some stress, traffic, and speed
- Bicycles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



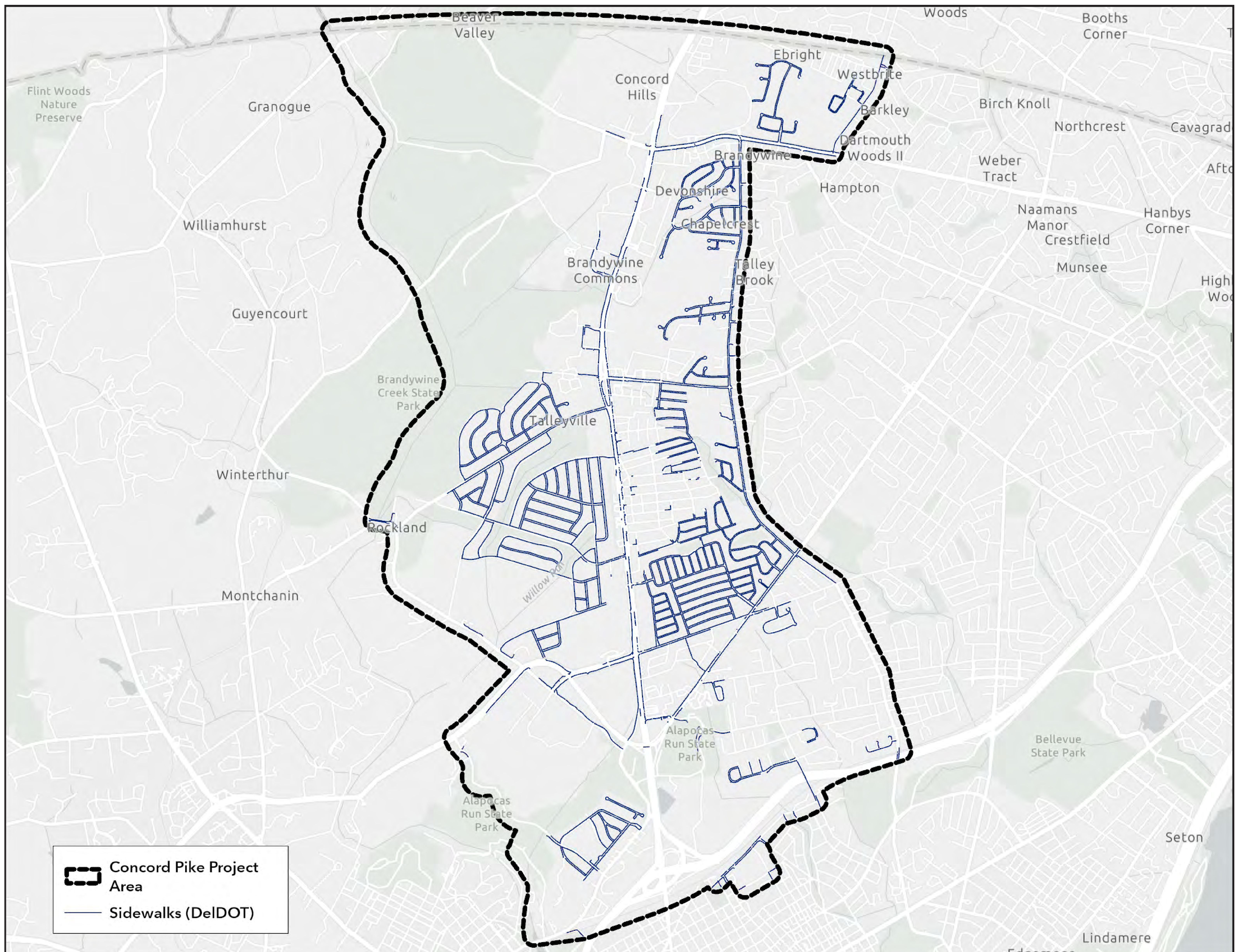
- Roadways with a low LTS (1 or 2) may be surrounded by facilities that have a higher LTS, resulting in disconnected "islands" separated by barriers that only more experienced riders would be comfortable crossing
- **130 disconnected islands in the study, unchanged since 2022**
- Goal: reduce the number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

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BICYCLE/PEDESTRIAN

Sidewalk Inventory



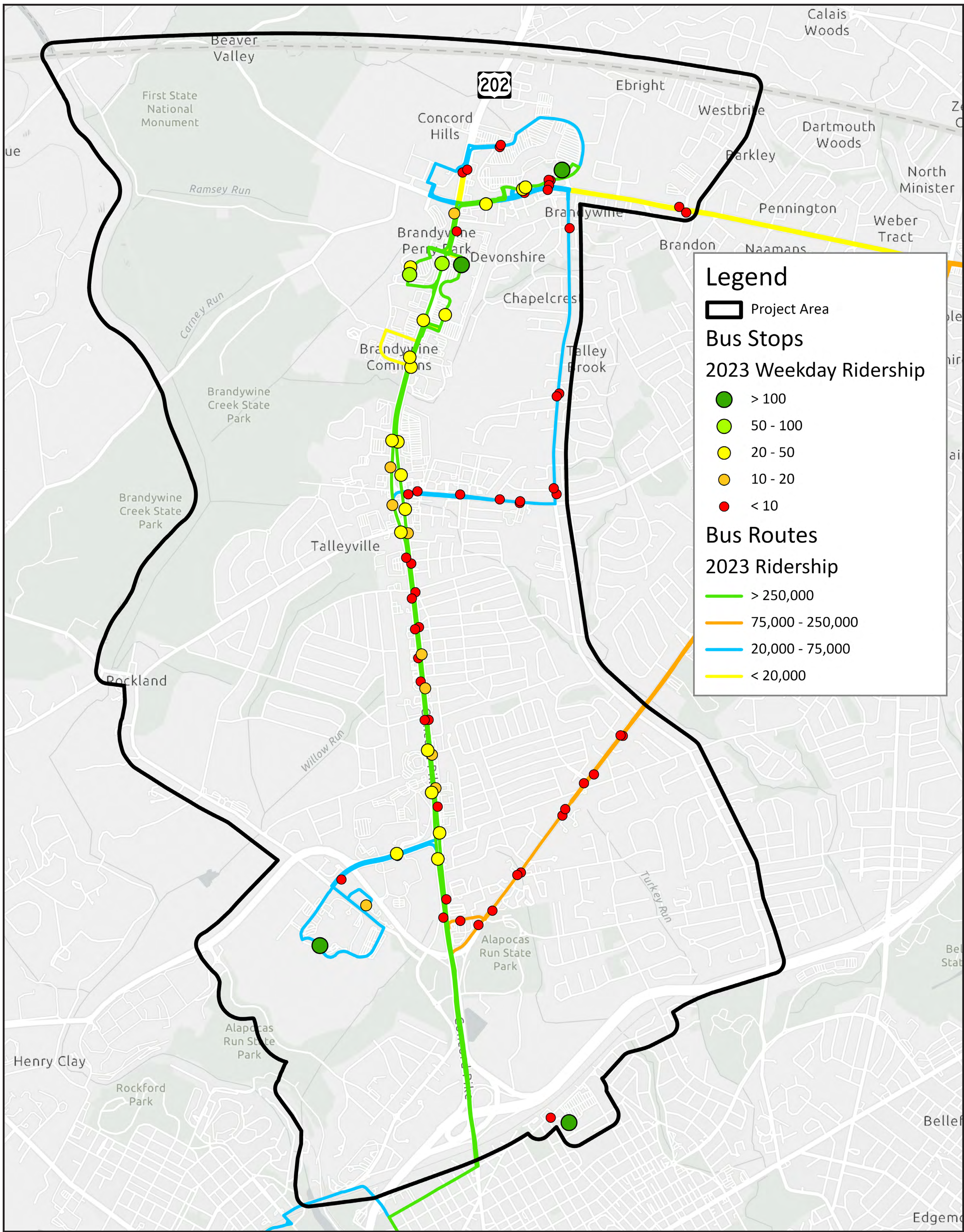
- No new sidewalks were constructed in 2023
- In future years, this will be updated to show where additional sidewalks have been added

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TRANSIT

Transit Overview



NUMBER OF WEEKDAY TRIPS WITHIN STUDY AREA AT PEAK TIMES		
ROUTE	AM PEAK (6 AM TO 9 AM)	PM PEAK (3 PM TO 6 PM)
2	13	17
18	8	7
28	9	11
35	2	2
61	6	6

- In 2023, the Concord Pike corridor was served by:
 - 5 bus routes, unchanged from 2022
 - 116 bus stops, compared to 114 in 2022
- Total weekday ridership on these 5 routes was 440,710 passenger trips in Fiscal Year 2023*

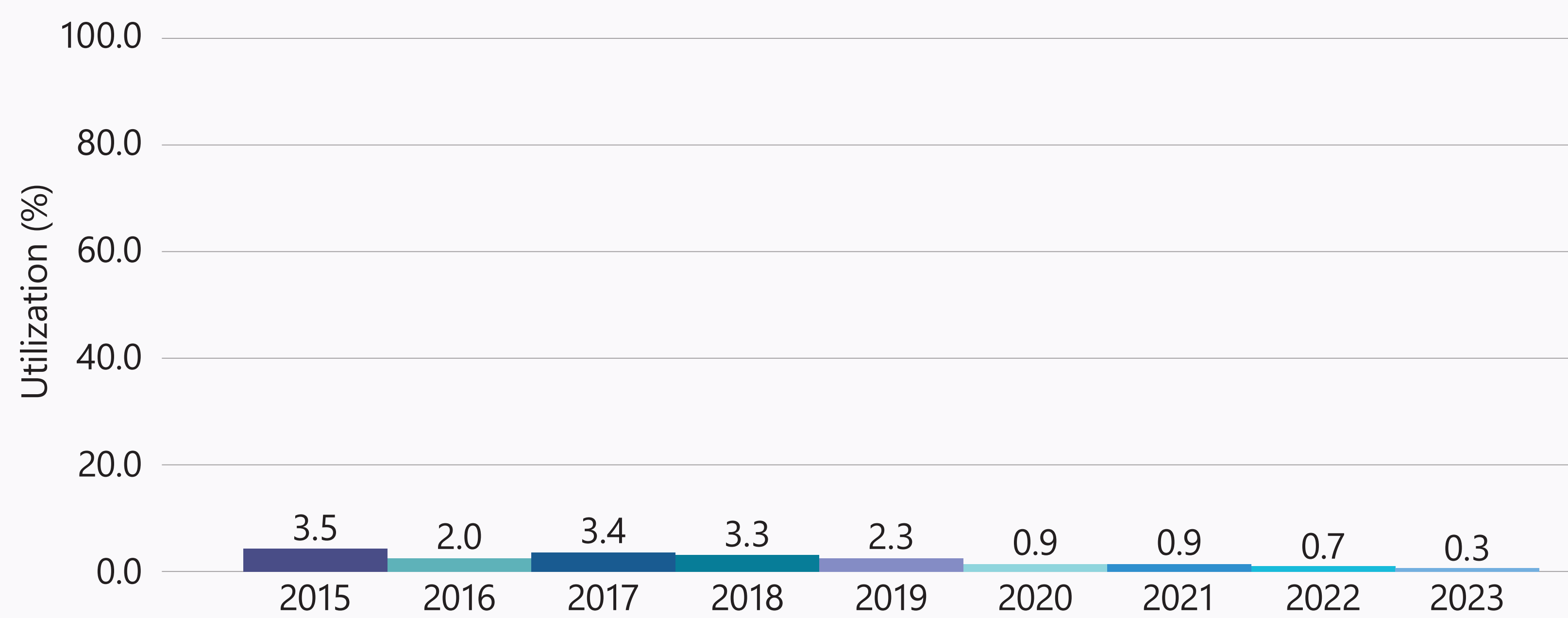
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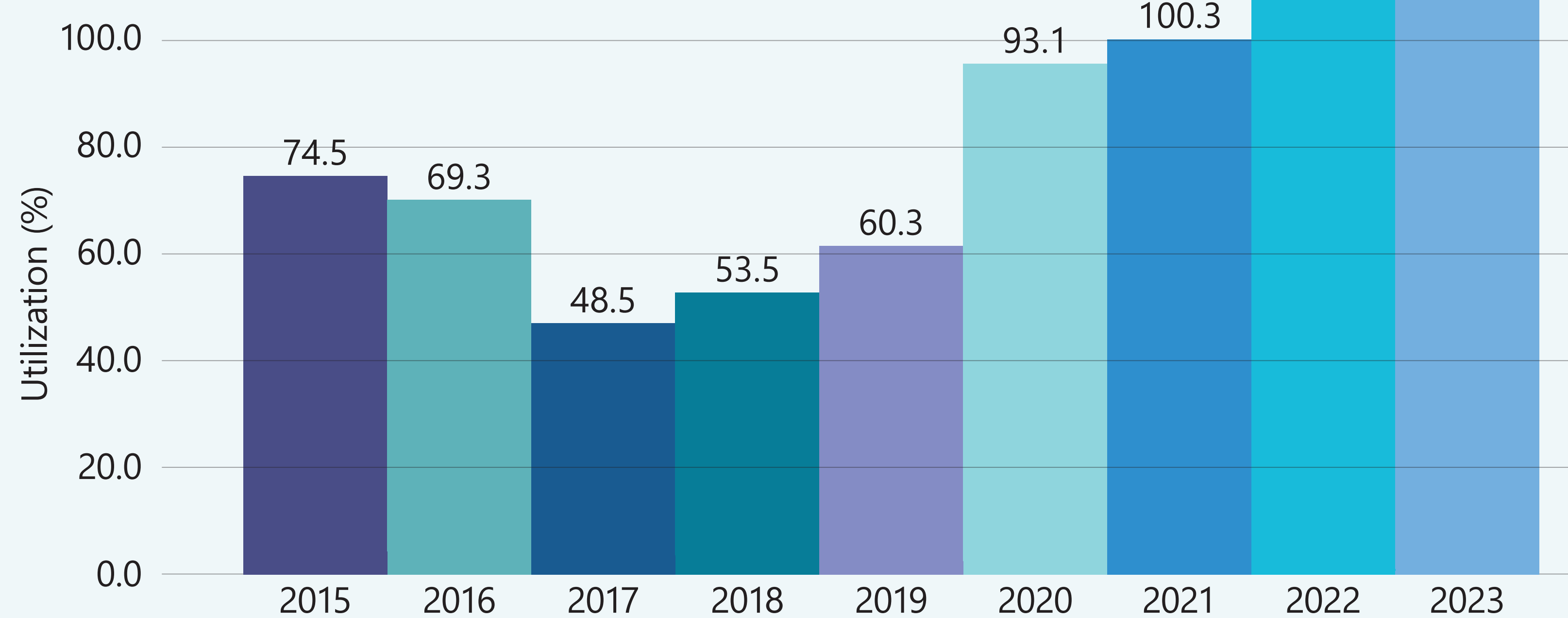
TRANSIT

Park and Ride Utilization

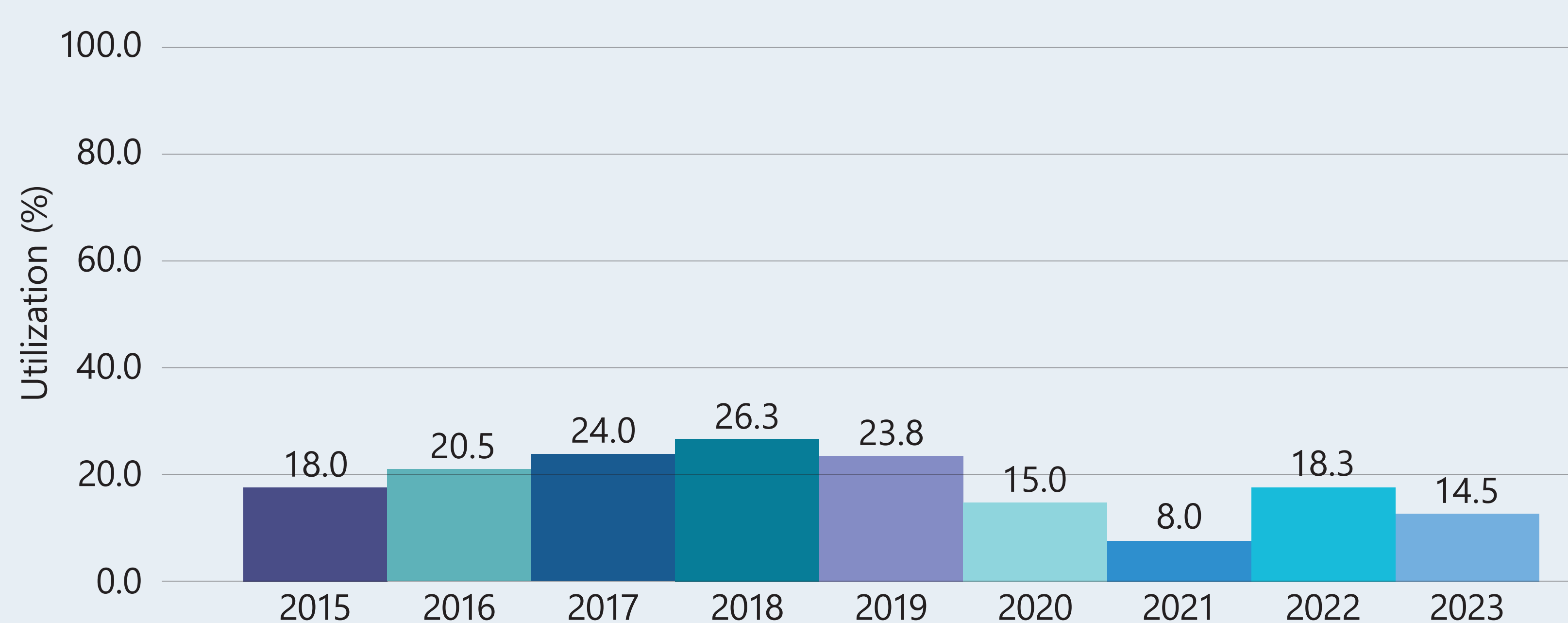
Brandywine Town Center



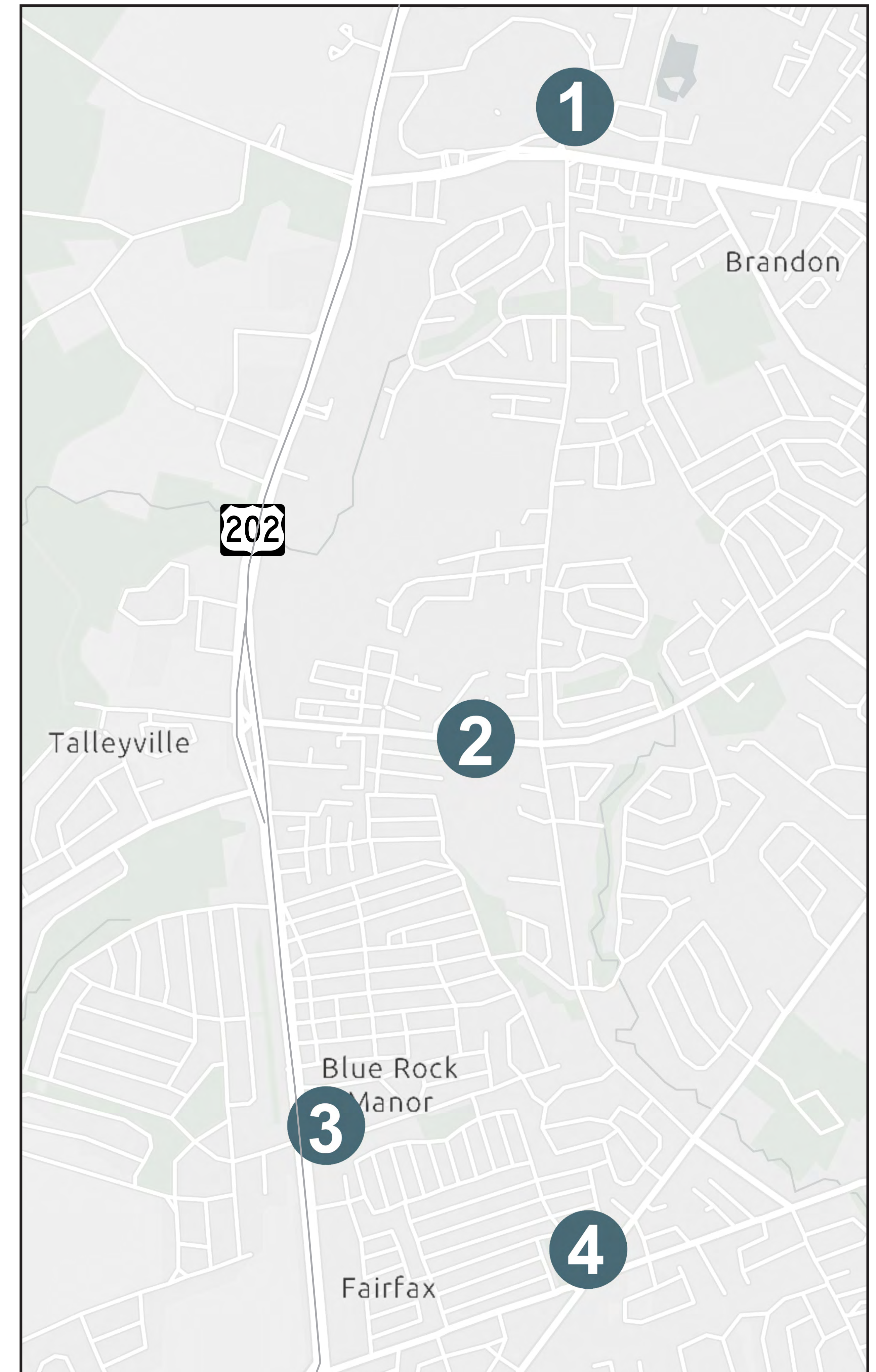
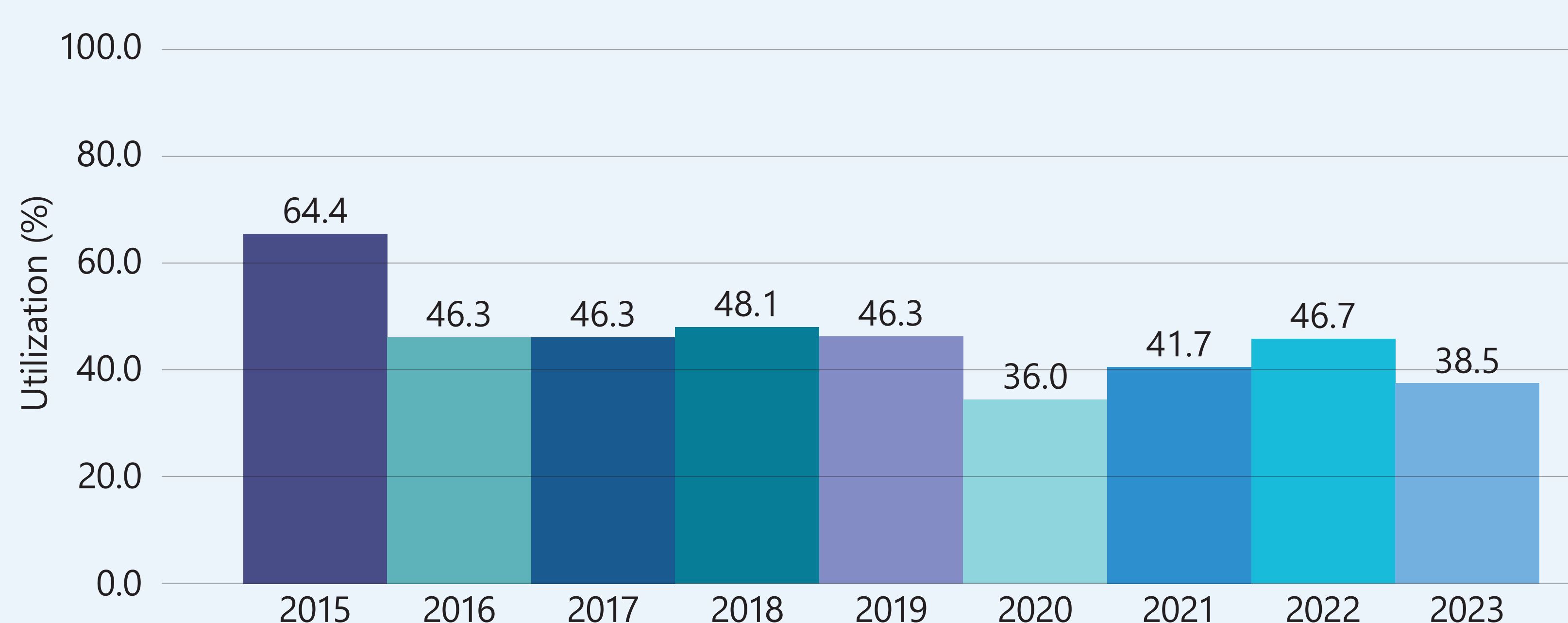
North Baptist



Aldersgate Church



Concord Presbyterian



- Utilization at all four Park and Rides was similar in 2023 compared to 2022

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SAFETY

Crash Summary

Crash Summary for Concord Pike (2020 - 2022)					
		2020	2021	2022	2020-2022
Total	Total Crashes	502	547	564	1,613
	Total Fatal	1	2	3	6
	Total Personal Injury	77	80	68	225
	Total Fatal / Personal Injury (%)	15.5%	15.0%	12.6%	14.3%
I-95	Total Crashes (I-95)	43	67	34	144
	Total Fatal (I-95)	0	0	1	1
	Total Personal Injury (I-95)	8	10	7	25
	Total Fatal / Personal Injury (%) (I-95)	18.6%	14.9%	23.5%	18.1%
Pedestrian	Total Pedestrian Crashes	4	4	2	10
	Total Pedestrian Crashes (I-95)	0	0	0	0
	Total Pedestrian Fatal	0	0	0	0
	Total Pedestrian Fatal (I-95)	0	0	0	0
	Total Pedestrian Personal Injury	3	1	1	5
	Total Pedestrian Personal Injury (I-95)	0	0	0	0
	Total Pedestrian Fatal / Personal Injury (%)	75.0%	25.0%	50.0%	50.0%
	Total Pedestrian Fatal / Personal Injury (%) (I-95)	N/A	N/A	N/A	N/A
Bicycle	Total Bicycle Crashes	1	4	0	5
	Total Bicycle Crashes (I-95)	0	0	0	0
	Total Bicycle Fatal	0	0	0	0
	Total Bicycle Fatal (I-95)	0	0	0	0
	Total Bicycle Personal Injury	1	2	0	3
	Total Bicycle Personal Injury (I-95)	0	0	0	0
	Total Bicycle Fatal / Personal Injury (%)	100.0%	50.0%	N/A	60.0%
	Total Bicycle Fatal / Personal Injury (%) (I-95)	N/A	N/A	N/A	N/A

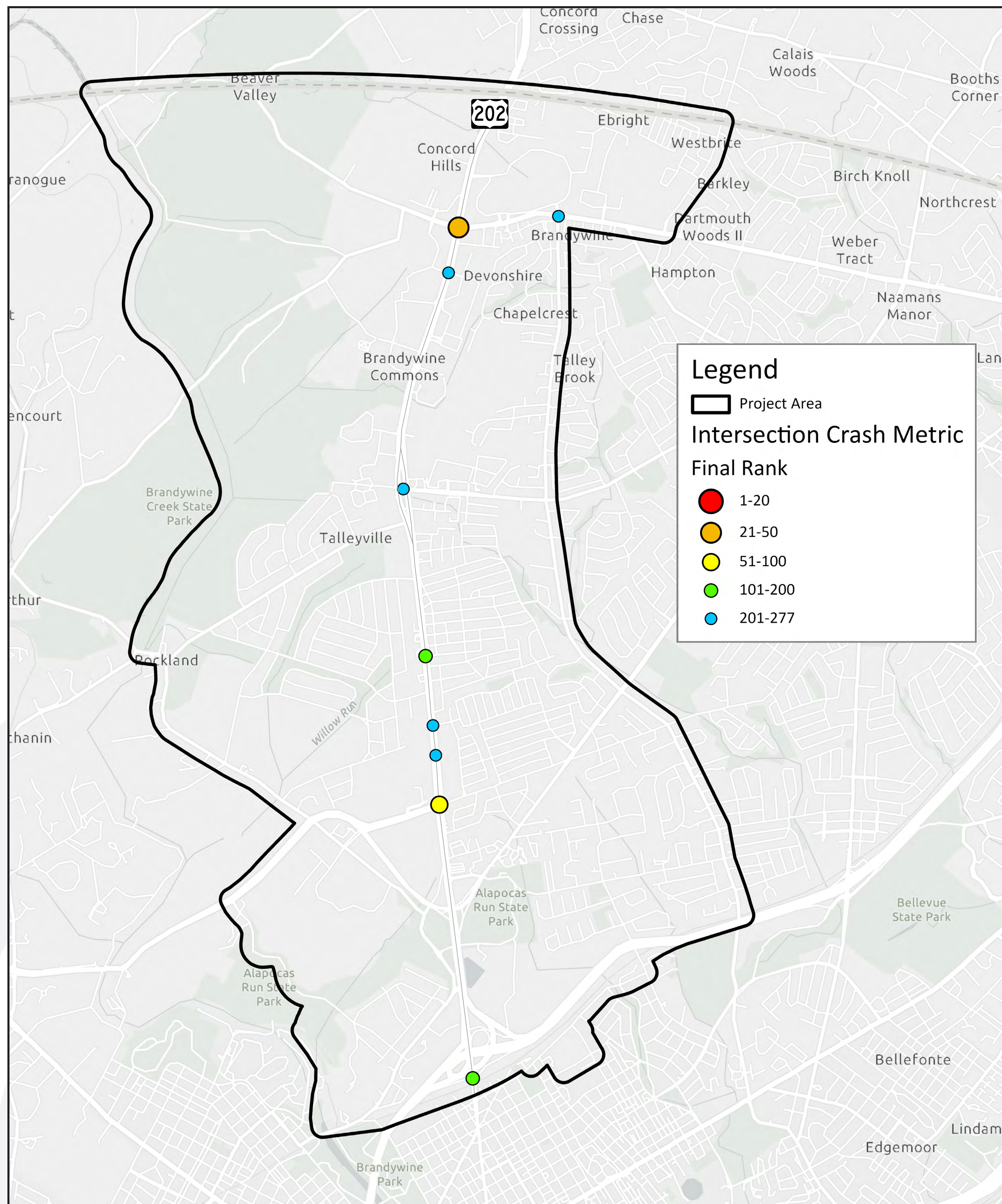
- Crash data is evaluated using a 3-year study period to account for the randomness of individual crashes and to identify trends over time
- 1,613 total crashes were reported in the study area between January 1, 2020 and December 31, 2022
 - Crashes along I-95 accounted for approximately 9% of total crashes, including 17% of fatal crashes in the study area
 - There were 10 pedestrian crashes and 5 bicycle crashes

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SAFETY

Intersection Crash Metrics



Statewide Intersection Crash Analysis

- Intersections ranked on crash frequency, severity, and manner of impact
- 277 intersections statewide had at least 10 crashes annually over the 3-year study period (2020-2022)
- 9 intersections in the study area had at least 10 crashes annually (2020-2022), 8 of which were along Concord Pike
- **2 intersections were in the Top 100 in the overall statewide rankings**
 - #44: Concord Pike at SR 92/Naamans Road (previously #58)*
 - #70: Concord Pike at Powder Mill Road/Murphy Road (previously #48)*

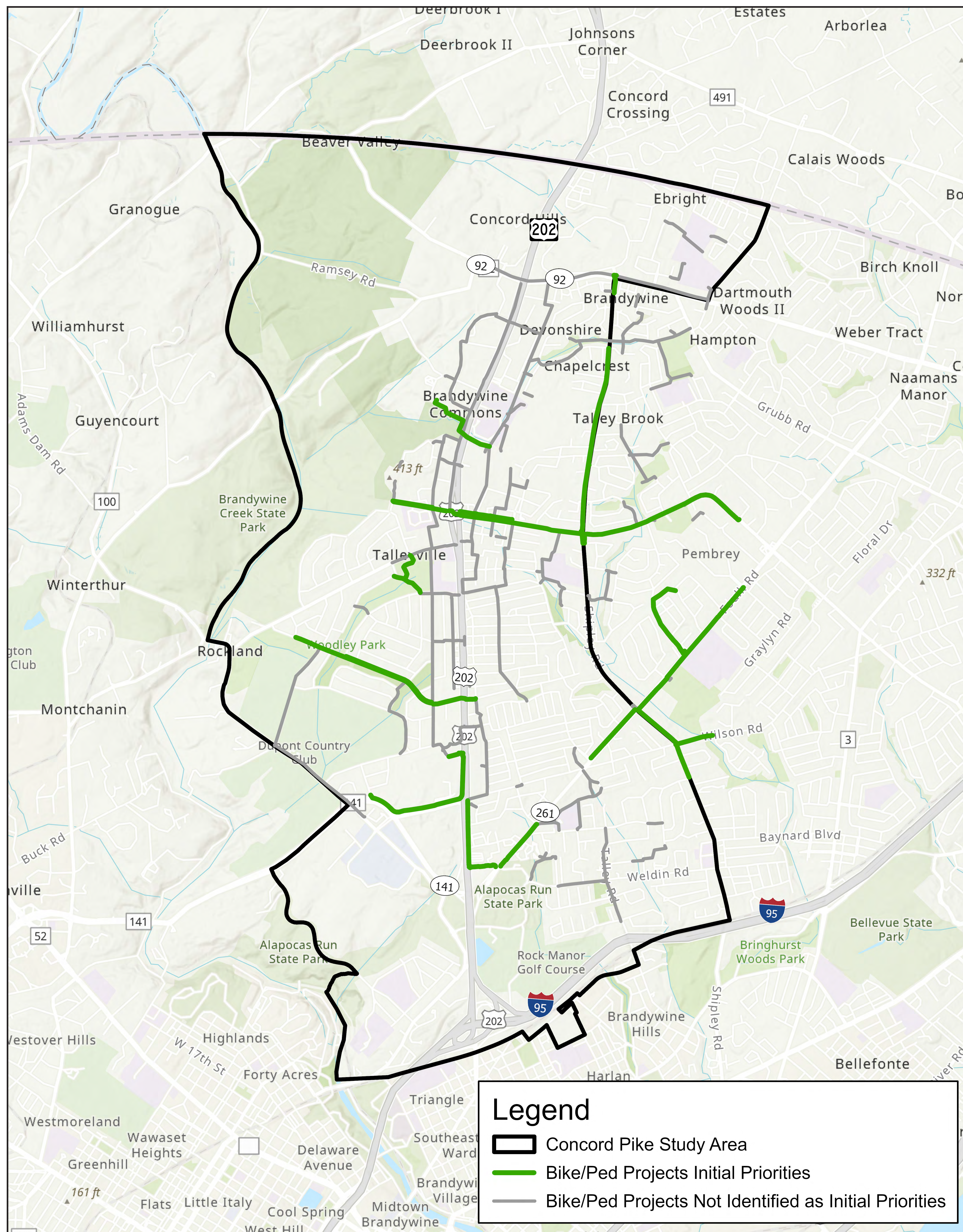
* Previous year rankings were based on 2019 - 2021 crash data

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TRANSPORTATION PROJECTS

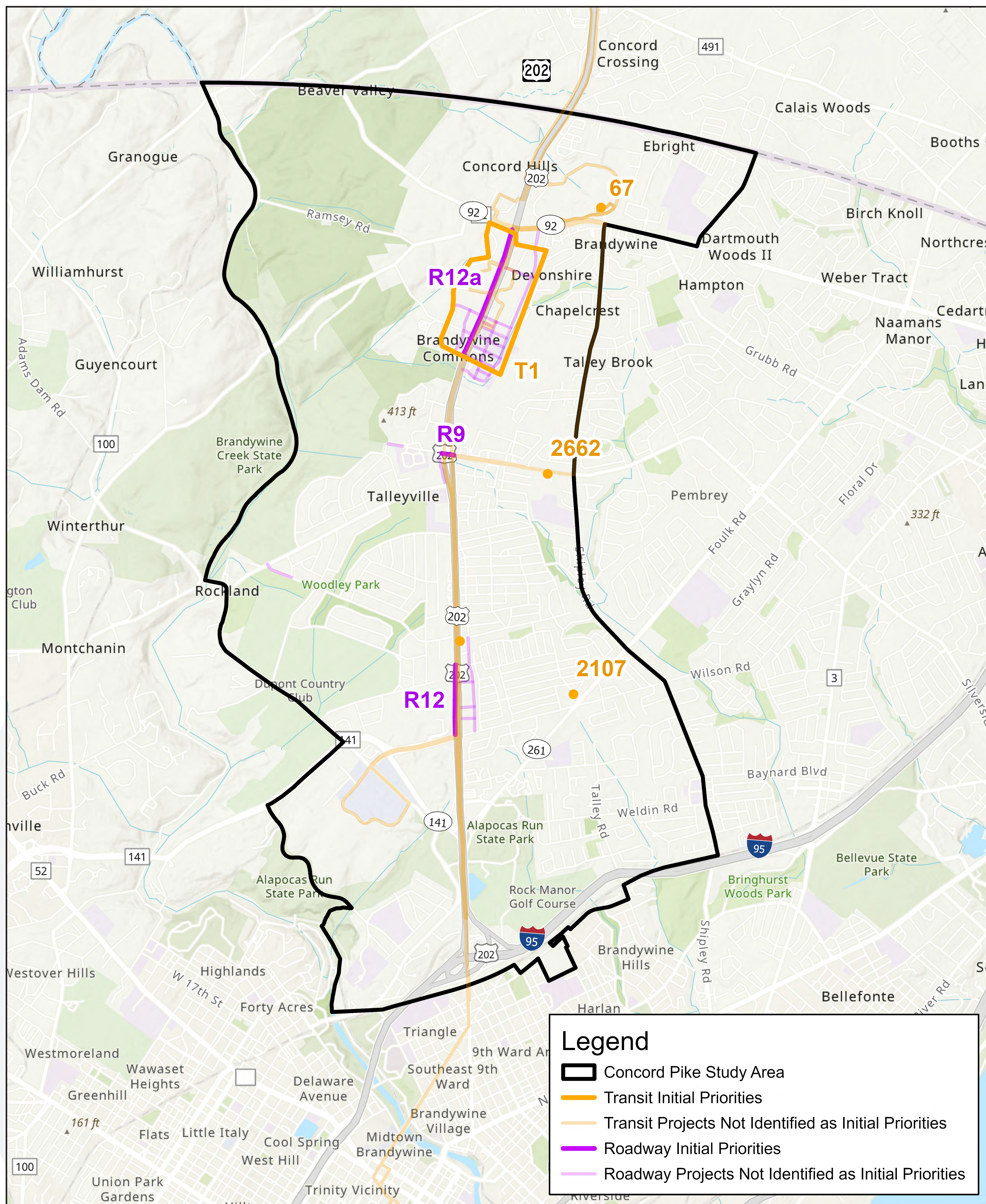
In 2023, the Monitoring Committee completed an exercise to prioritize the 277 transportation recommendations in the Concord Pike Master Plan



- 143 Bike/Pedestrian projects were included in the Concord Pike Master Plan
- 44 have been identified as initial priorities

TRANSPORTATION PROJECTS

In 2023, the Monitoring Committee completed an exercise to prioritize the 277 transportation recommendations in the Concord Pike Master Plan



- 9 transit and 25 roadway projects were included in the Concord Pike Master Plan
- 5 transit and 3 roadway projects have been identified as initial priorities





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Concord Pike Monitoring Committee Next Steps

- Final 2023 Annual Concord Pike Monitoring Report to be published in June 2024
- WILMAPCO will kick off the Rocky Run Pathway Underpass Feasibility Study
- Agency partners will determine if/which new initiatives, will be added to the Plan as an addendum
- CPMC will reconvene in Fall 2024

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/