

OVERVIEW

Churchman's Crossing Monitoring Committee

Established to help guide and fulfill the recommendations of the 2022 Churchman's Crossing Plan Update.

The Committee has met three times during the 2024 Fiscal Year.

- October 25, 2023
- February 28, 2024
- April 4, 2024

Role of the CXMC

- 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 projects
- Provide input on small mid-course corrections as conditions evolve over time
- Help to facilitate solutions to traffic management problems as they arise
- Identify transportation/land use opportunities and challenges to include in a Plan addendum

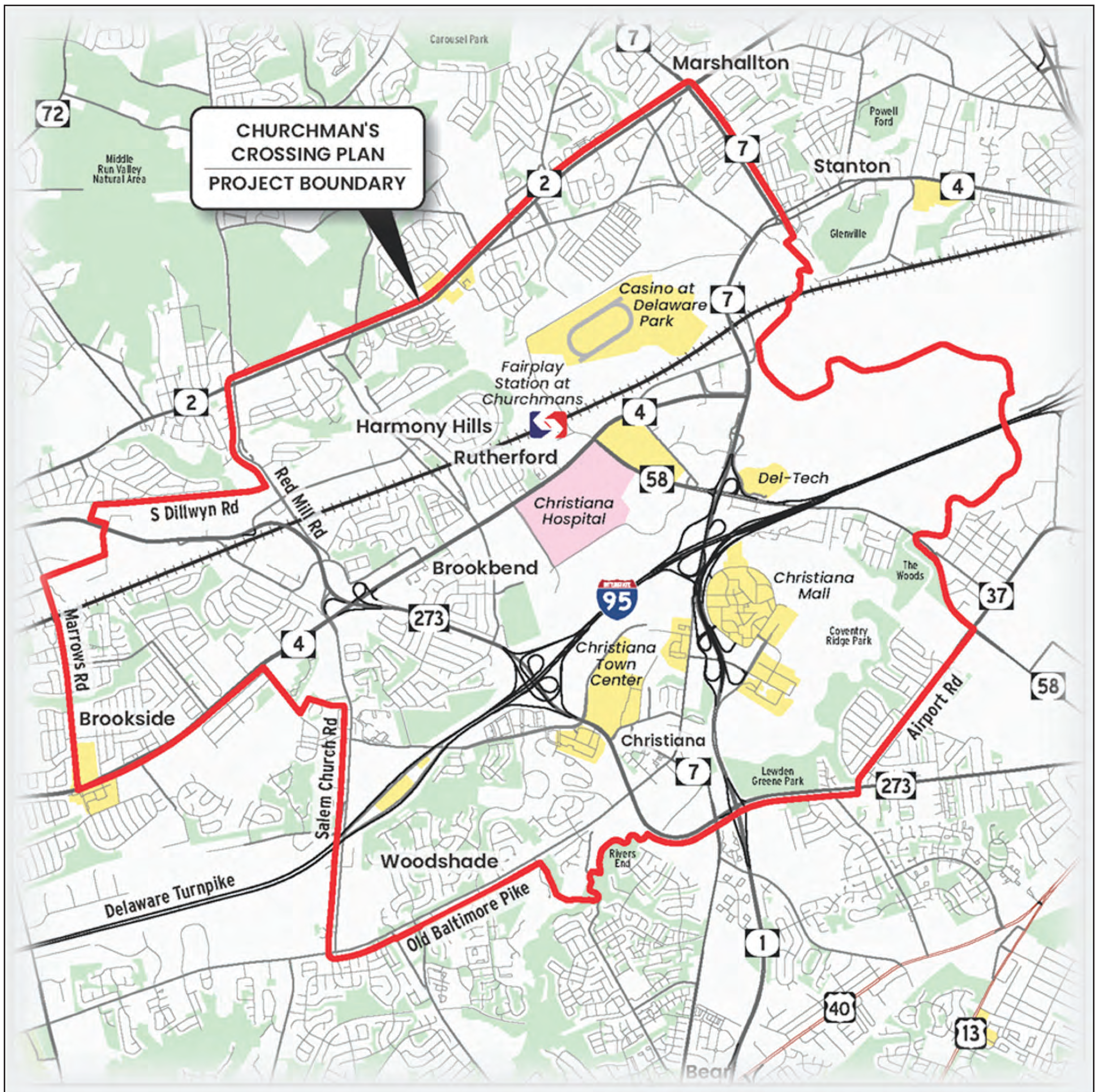
Civic, Business, Special Interest, Institutions

- 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: Samantha Bulkilvish
- Delaware Park: Shawn Tucker
- Del-Tech: Nick Dohring
- DNREC: Beth Krumrine
- J.P. Morgan Chase: Cade Kelly
- New Castle County Chamber of Commerce: Alysse Bortolotto
- Rutherford Community: Patti Beauchesne
- Village of Christiana: Barry Shotwell

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

Annual Monitoring Report



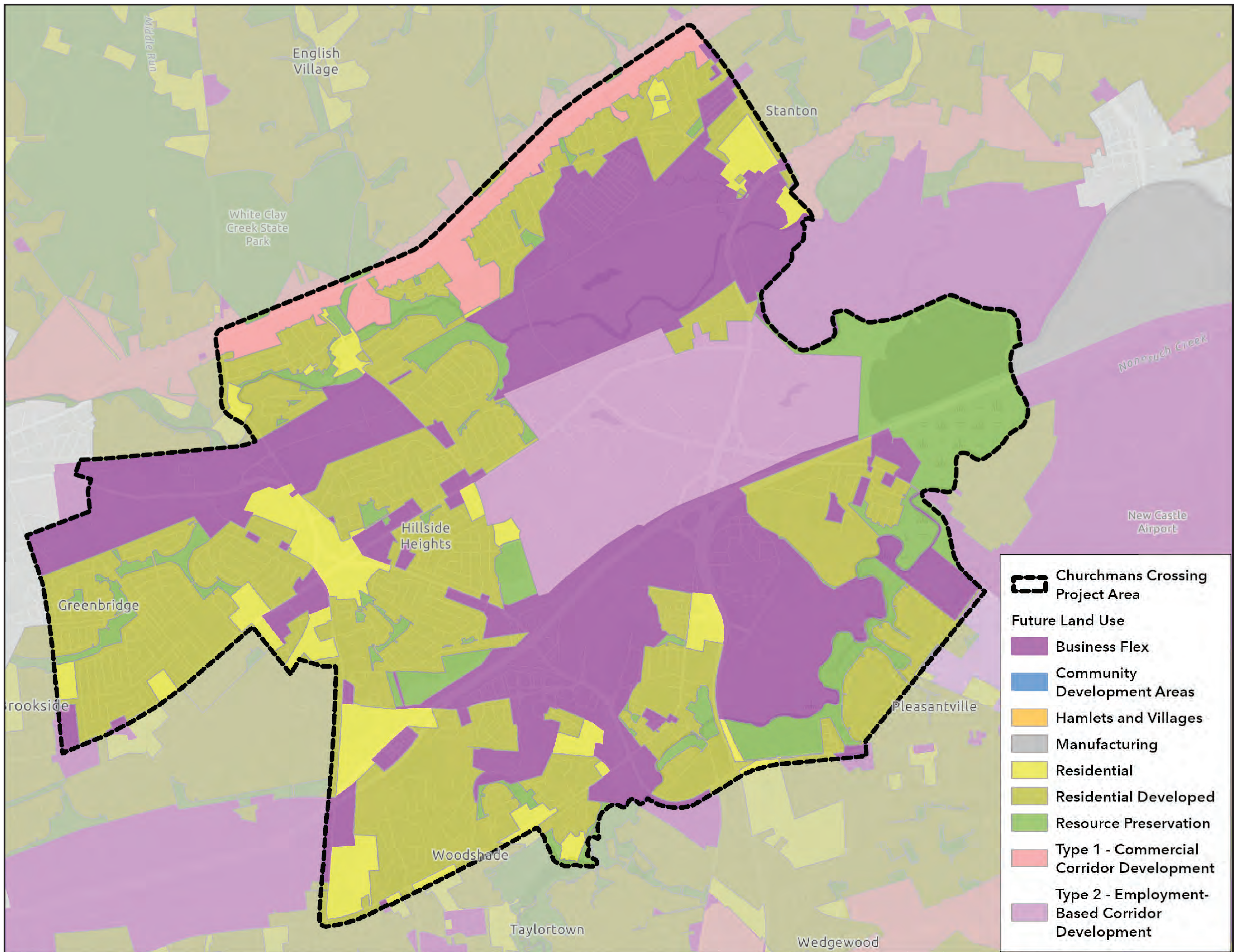
- Summary of the transportation and land use conditions and changes within the Churchman's Crossing project area, including how the recommendations of the 2022 Churchman's Crossing Plan Update are being implemented
- Uses an interactive online format for users to explore and understand details of the data
- This report and subsequent annual reports will track how conditions change throughout the study area

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LAND DEVELOPMENT

Future Land Use



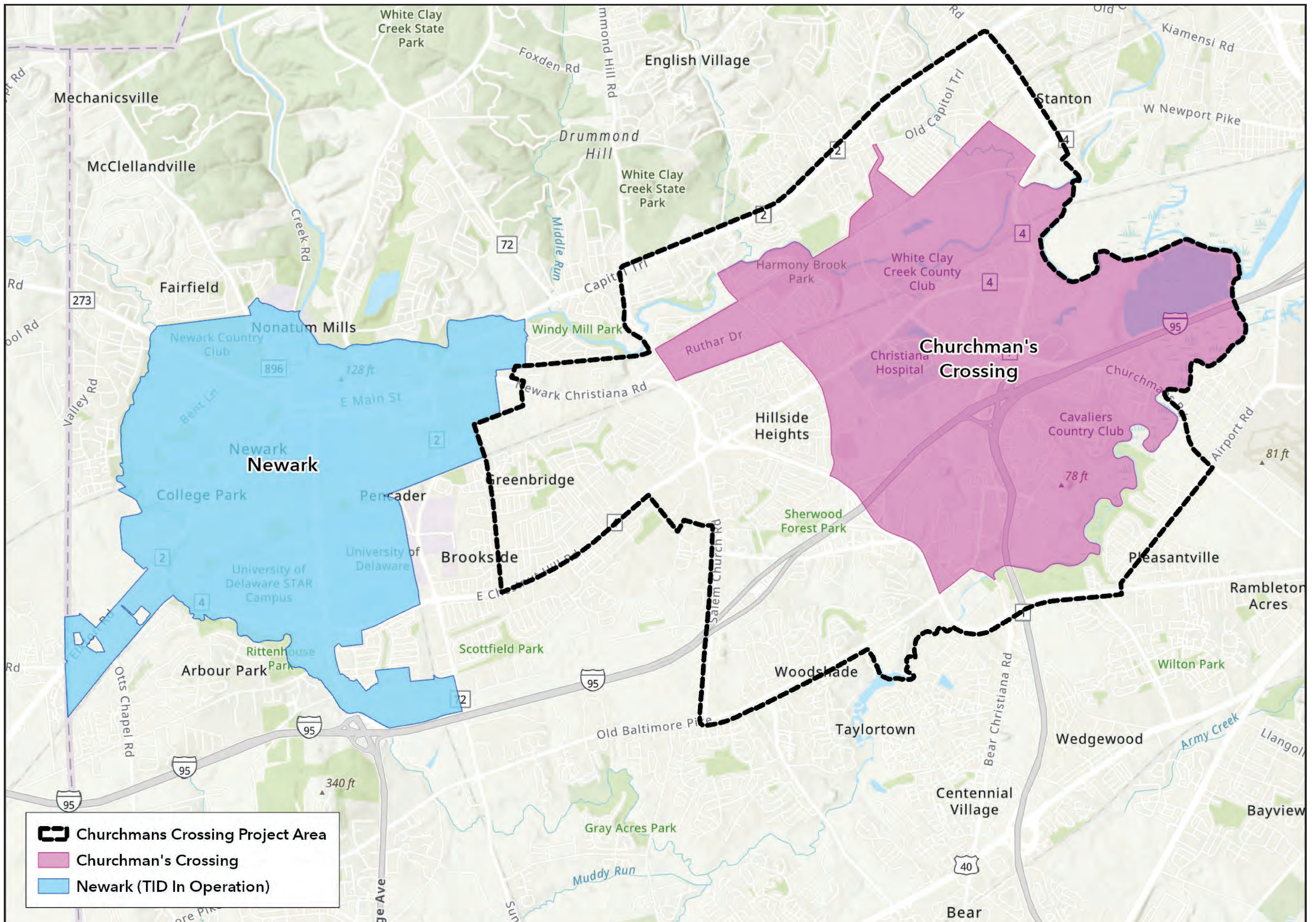
- The 2022 Churchman's Crossing Plan Update developed recommendations based on a "balanced" land use forecast
- The "balanced" forecast included strategic intensification of mixed-use to improve the jobs-to-housing balance
- The New Castle County Comprehensive Plan (NCC@2050) was adopted July 2022, and utilized the "balanced" land use
- Much of the area falls into the Business Flex or Type 2, Employment Based Corridor Development categories

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LAND DEVELOPMENT

Transportation Improvement Districts



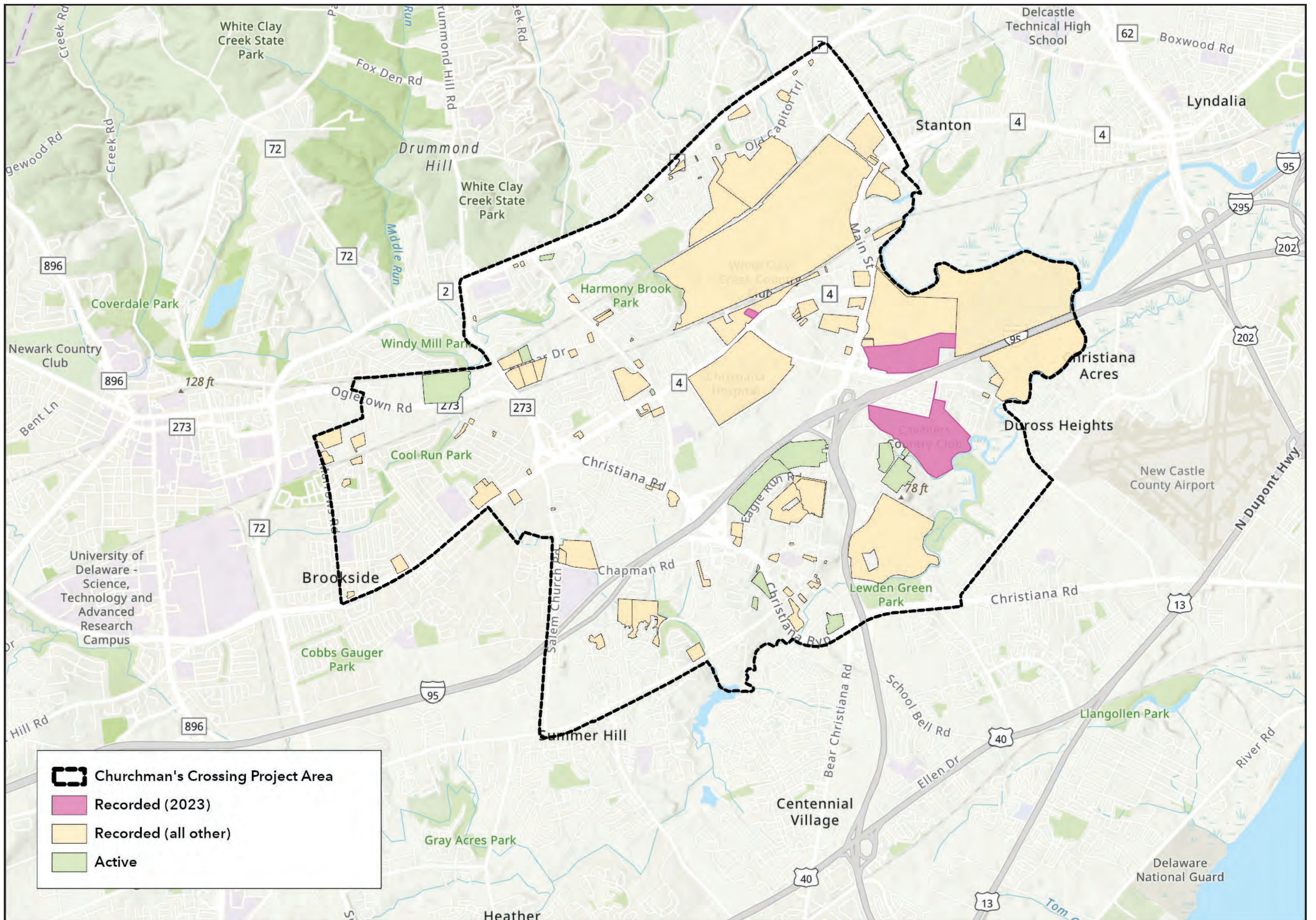
- The 2022 Churchman's Crossing Plan Update included the recommendation to establish a Transportation Improvement District (TID)
- A TID is defined by the DeIDOT Development Coordination Manual as "a geographic area defined for the purpose of securing required improvements to transportation facilities in that area."
- Throughout 2023, NCC DLU and DeIDOT have been developing detailed, parcel-level land use forecasts and the corresponding traffic volume forecasts to evaluate traffic operations
- In 2024, agencies will continue analysis to develop service standards, identify any transportation improvements necessary to meet these standards, meet with stakeholder, develop a TID fee structure, and prepare for a community meeting
- Adjacent to the Churchman's Crossing study area, a separate TID for the City of Newark is in operation

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LAND DEVELOPMENT

Development Activity

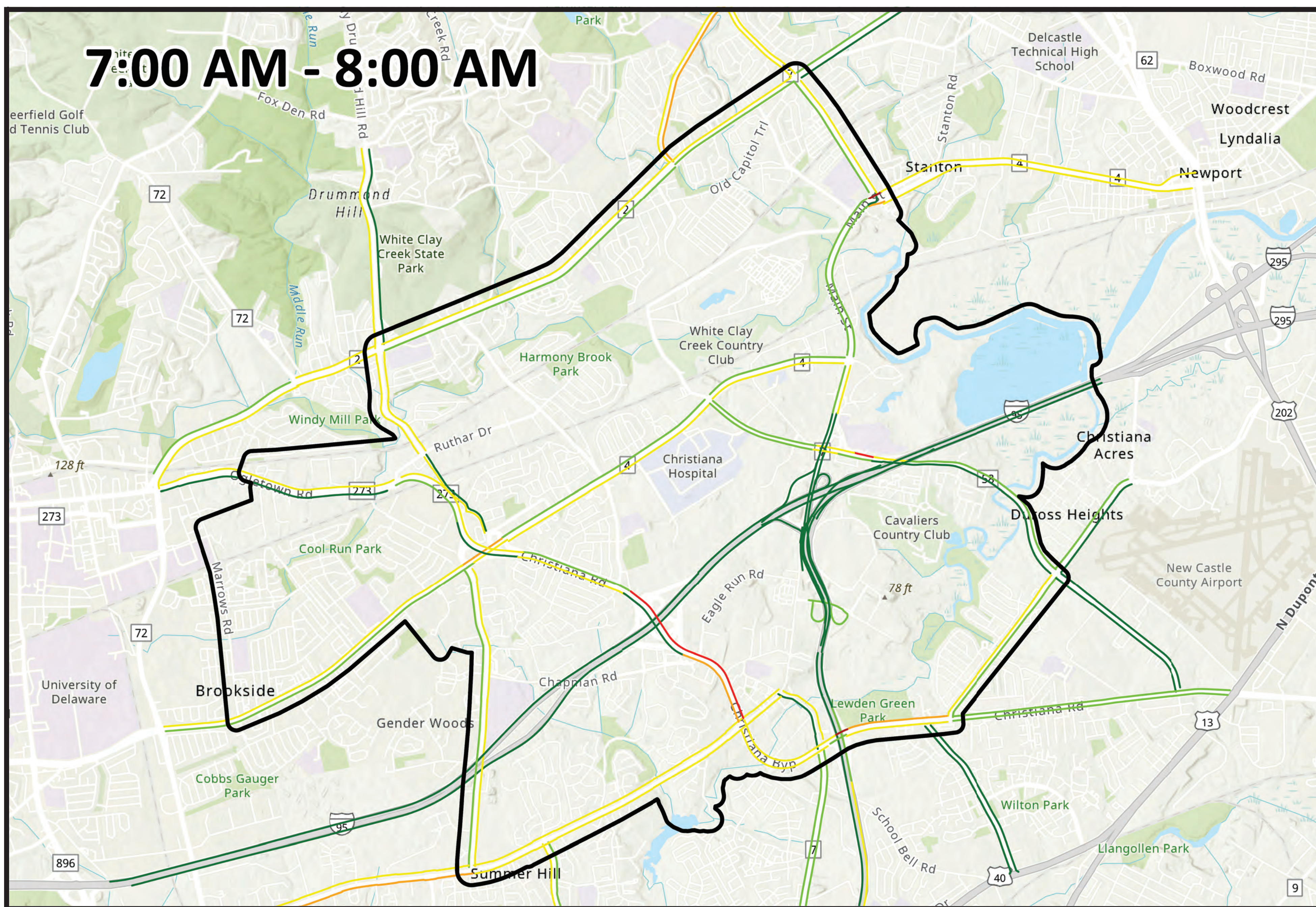


- Development activity will be used to:
 - Help monitor whether the land use development and redevelopment activity is consistent with the balanced land use scenario assumed in the Plan Update
 - Assess the potential timing of the recommended transportation improvements
 - Provide data and information 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

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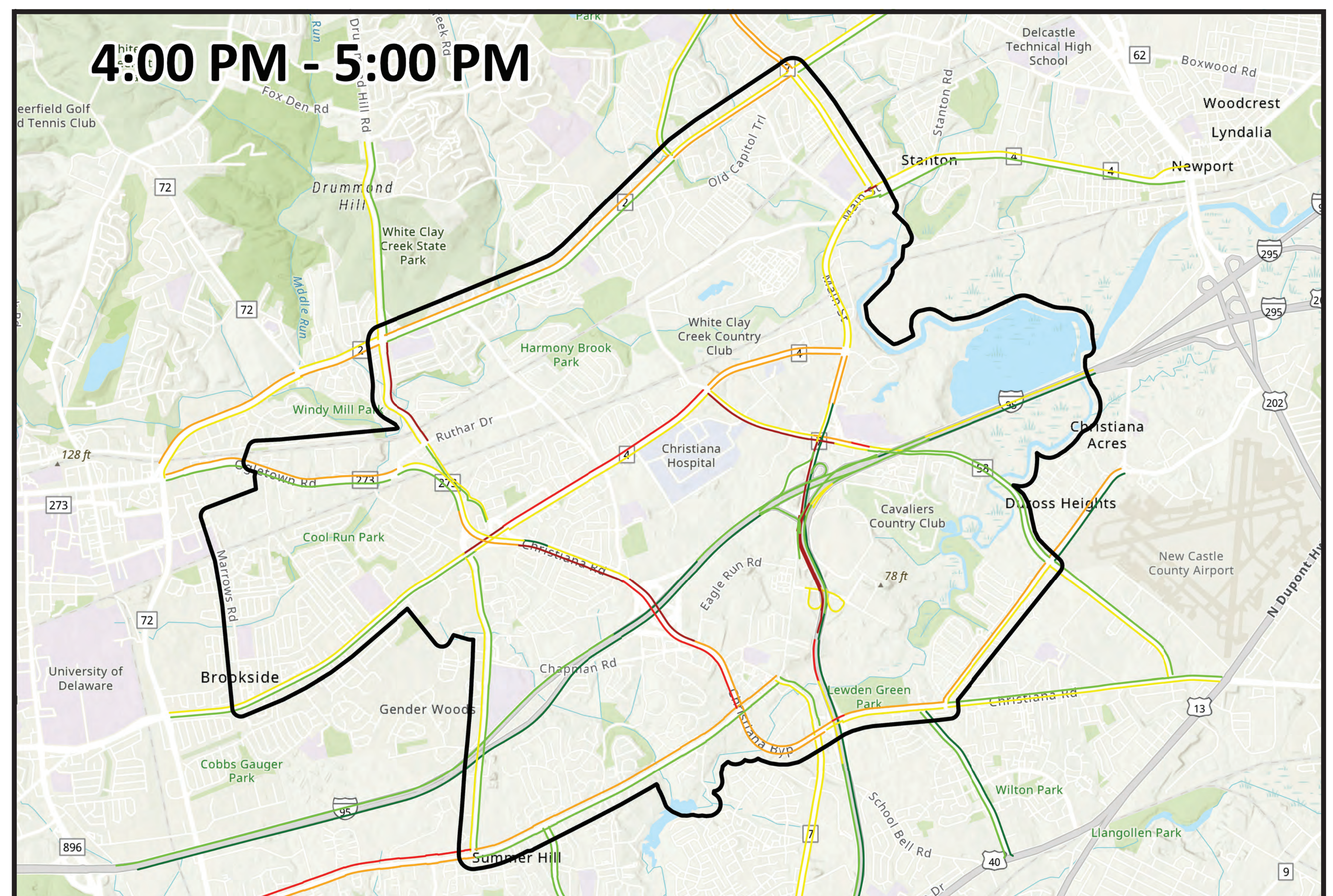
Hourly Travel Time Index



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

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

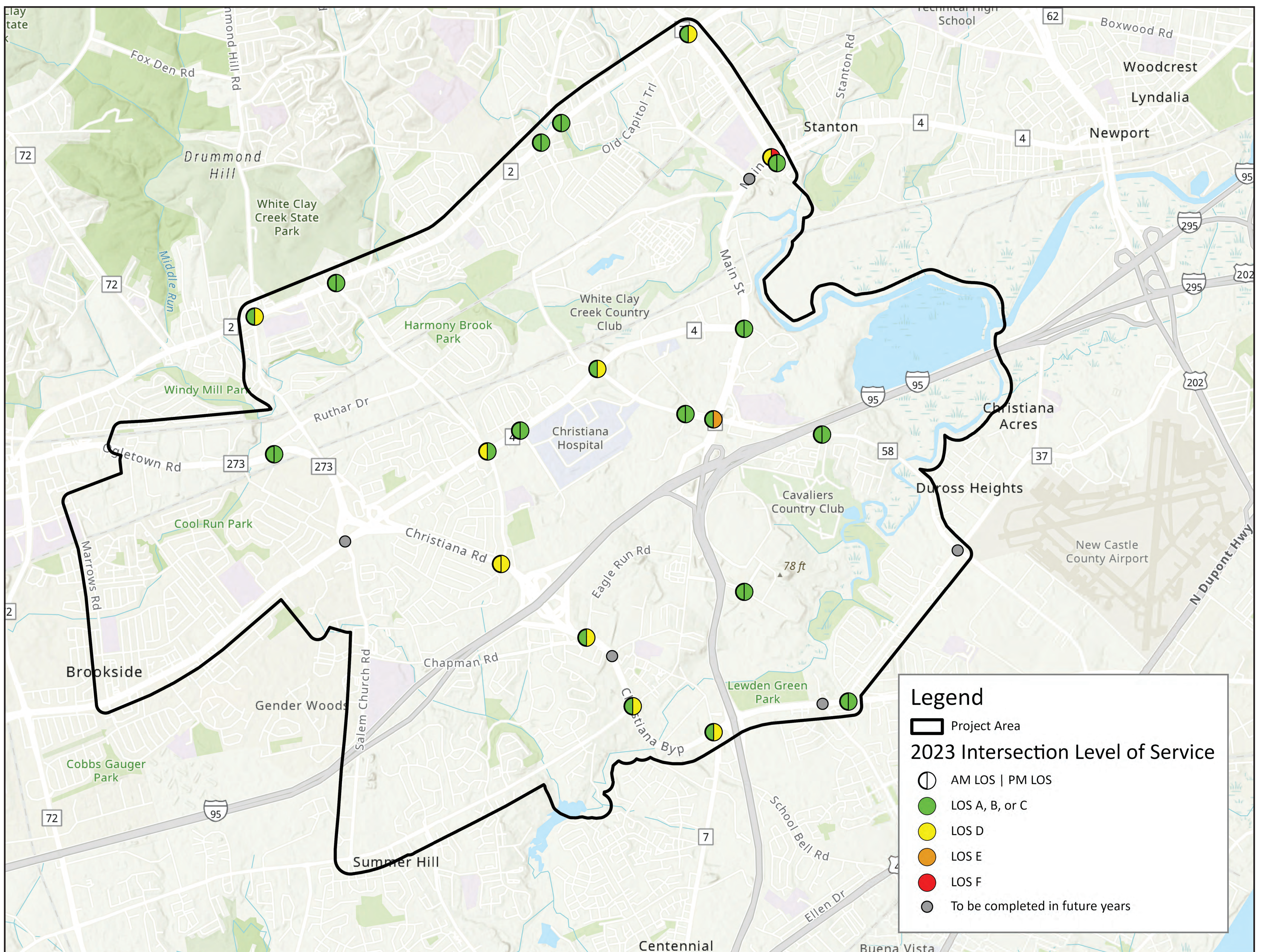


- Travel Time Index (TTI) is a measure of congestion along road segments
- Mild to moderate congestion during the AM peak, similar to 2022
- More severe congestion during the PM peak, similar to 2022
- Free-flow speed increased from 2022 to 2023
 - Although the speeds in the peak periods did not change much, TTI values are higher because speeds increased during periods when there is no congestion

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Intersection Level of Service



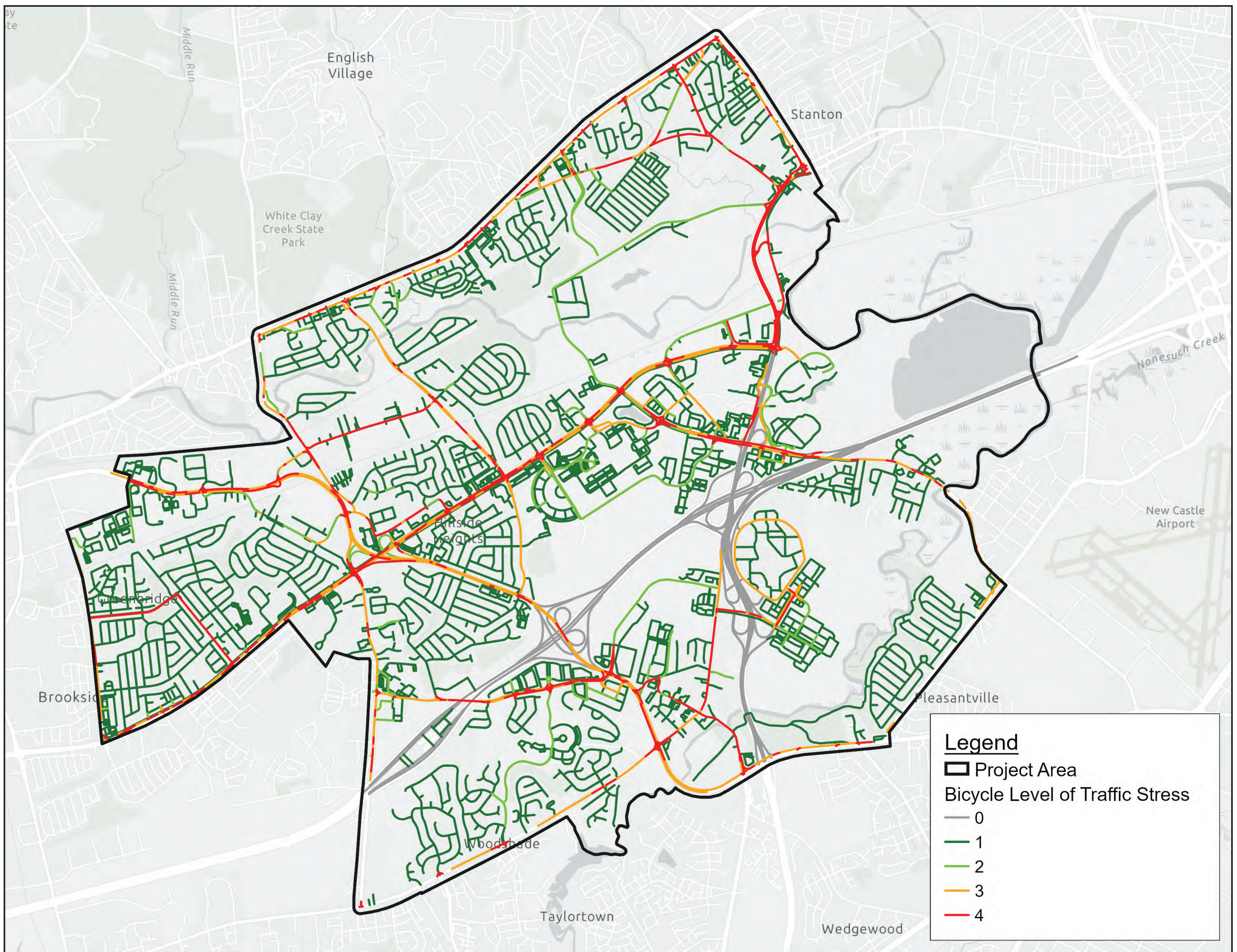
LOS Source: Turning Movement counts performed in 2022 or 2023

- 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
- One intersection had more volume than capacity during the PM peak in Fall 2023
 - SR 7 / SR 4 Stanton Split
 - During the PM peak the SR 4 / SR 7 Stanton Split Intersection has more volume than capacity (LOS F), similar to 2022
 - Volumes at Churchman's Rd and SR 1 Southbound Ramps were slightly lower in 2023, CLV results indicate this intersection operates at LOS E, compared to LOS F in 2022

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Bicycle Level of Traffic Stress



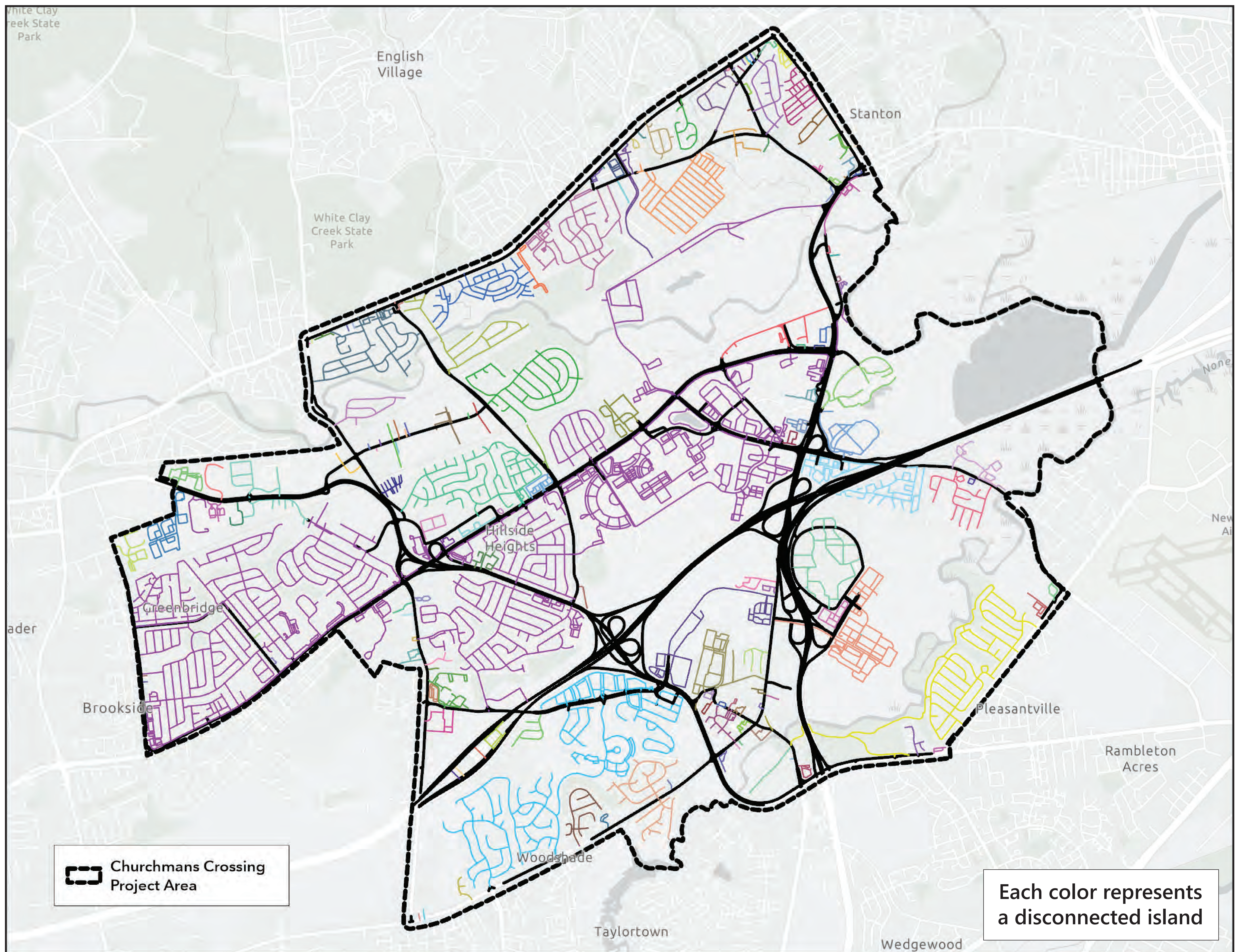
- Level of Traffic Stress (LTS) is a measure used to understand how comfortable a roadway is for bicycle riding
- LTS 1 streets have the lowest stress, suitable for most riders
- Higher LTS correspond to riders with more experience and willingness to tolerate some stress, traffic, and speed
- Bicycles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

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BICYCLE/PEDESTRIAN

Level of Traffic Stress Island Analysis



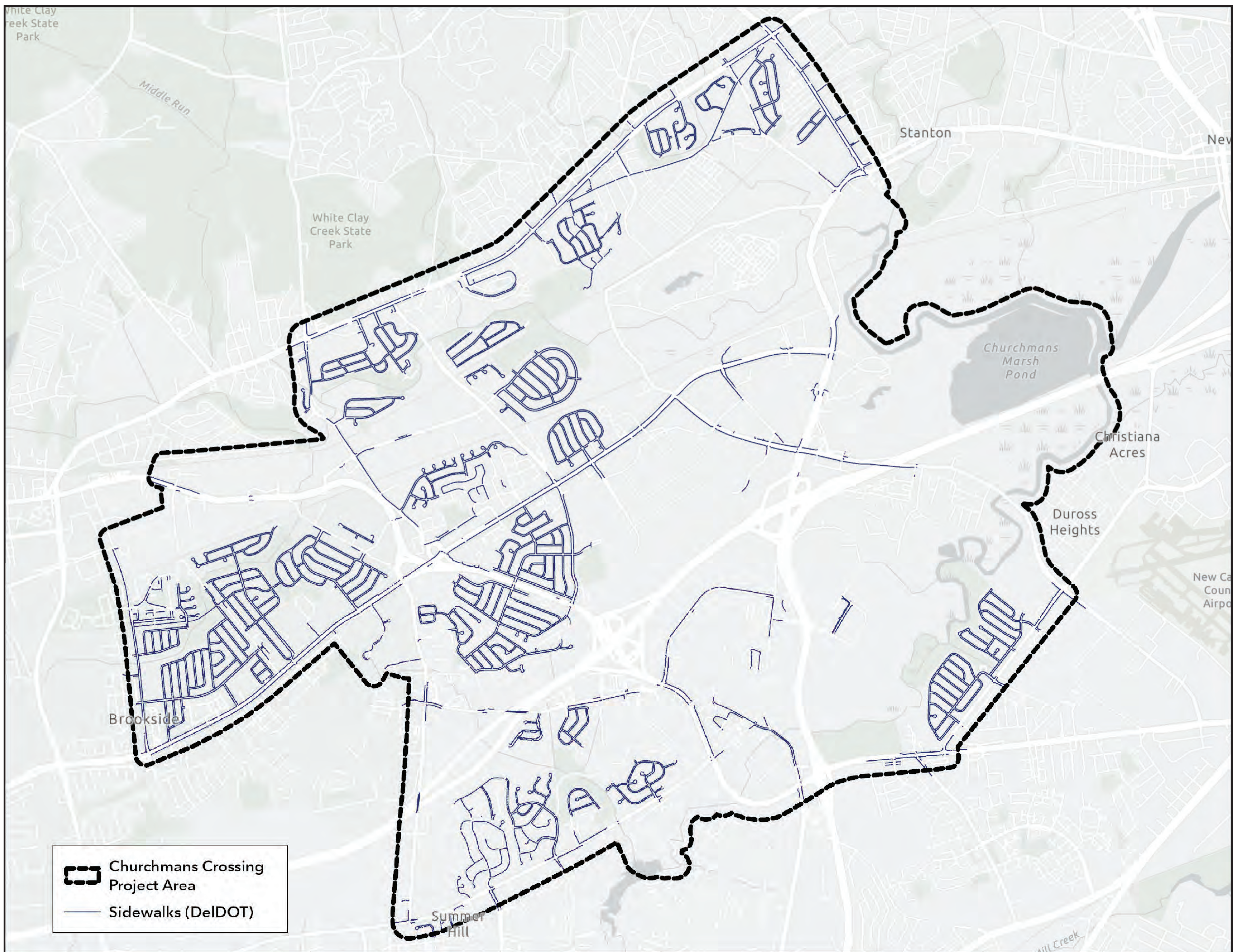
- Roadways with a low LTS (1 or 2) may be surrounded by facilities that have a higher LTS, resulting in disconnected “islands” separated by barriers that only more experienced riders would be comfortable crossing
- Same 166 low-stress islands in the Churchman’s Crossing study area as in 2022

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BICYCLE/PEDESTRIAN

Sidewalks

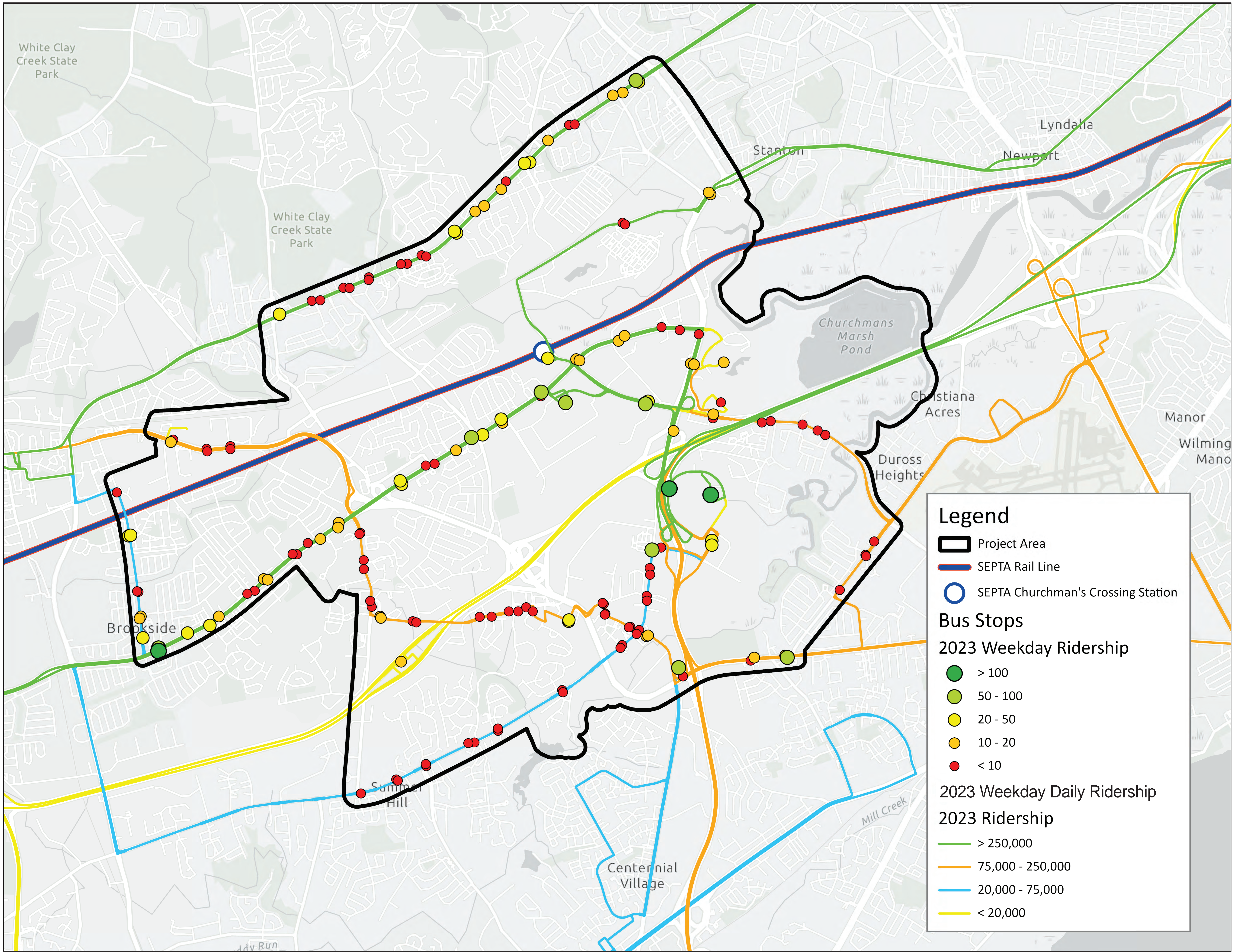


- Delaware Multi-Modal Pedestrian Network
- No new sidewalks were constructed in 2023
- In future years, this will be updated to show where additional sidewalks have been added

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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	

The Churchman's Crossing area is currently served by:

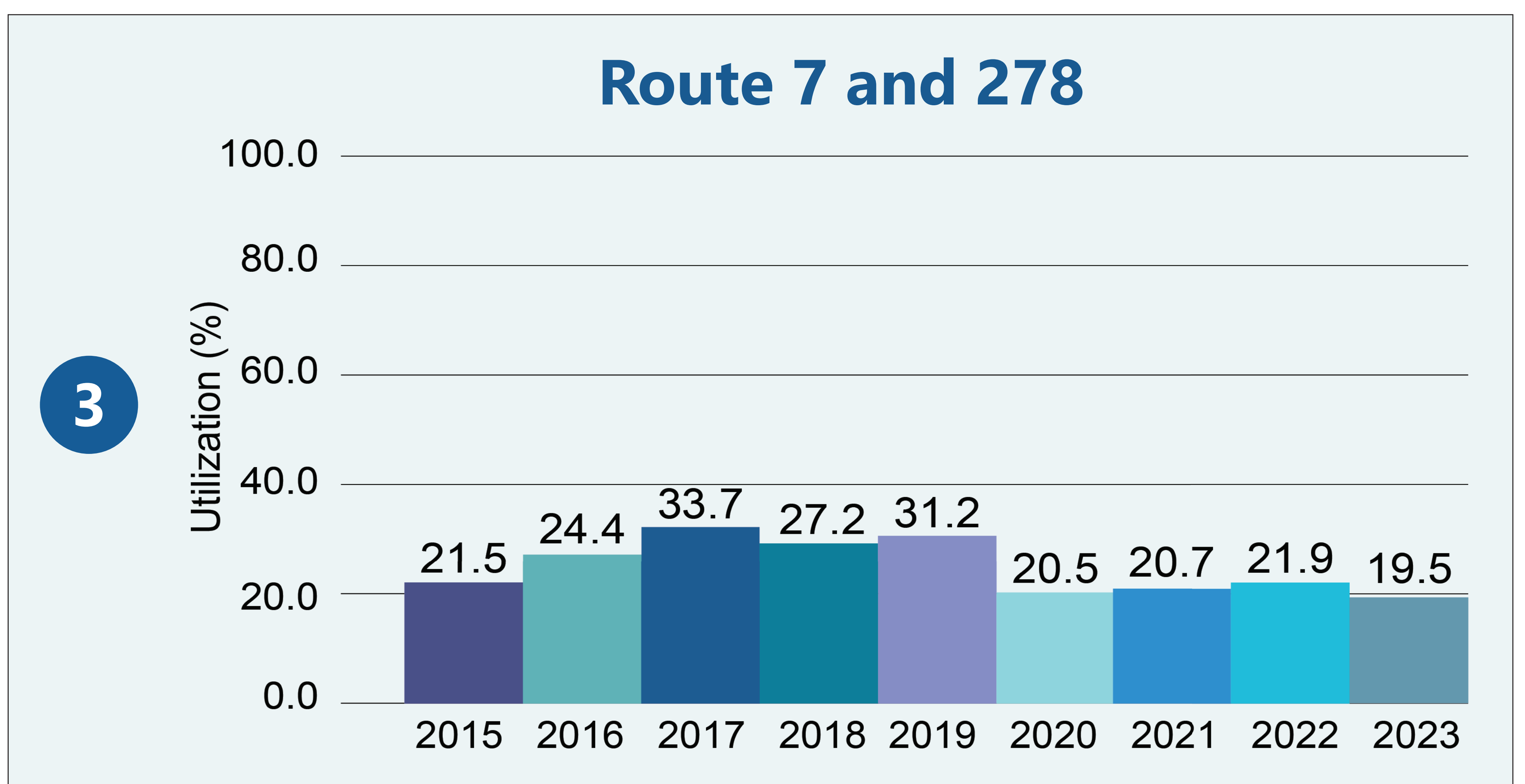
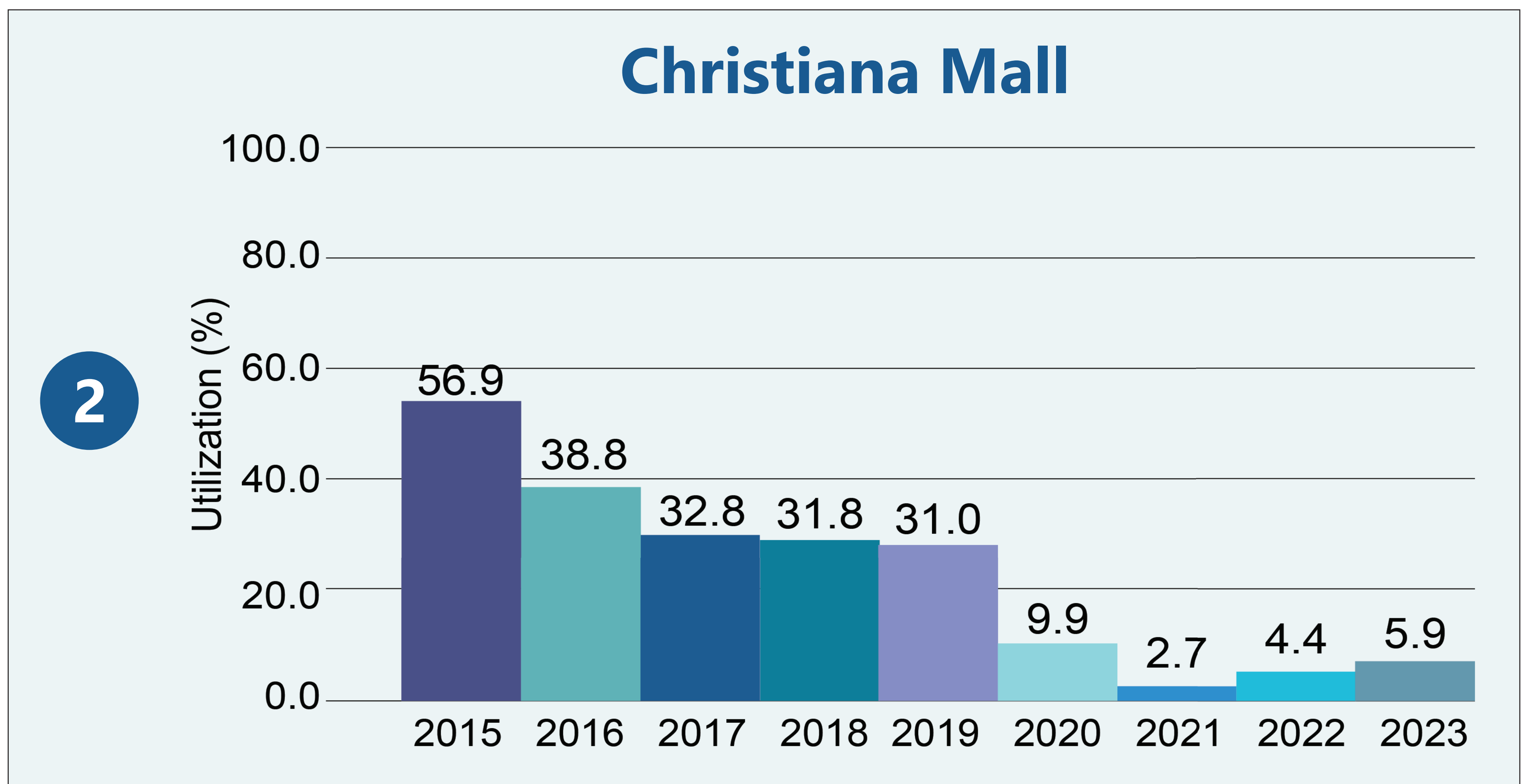
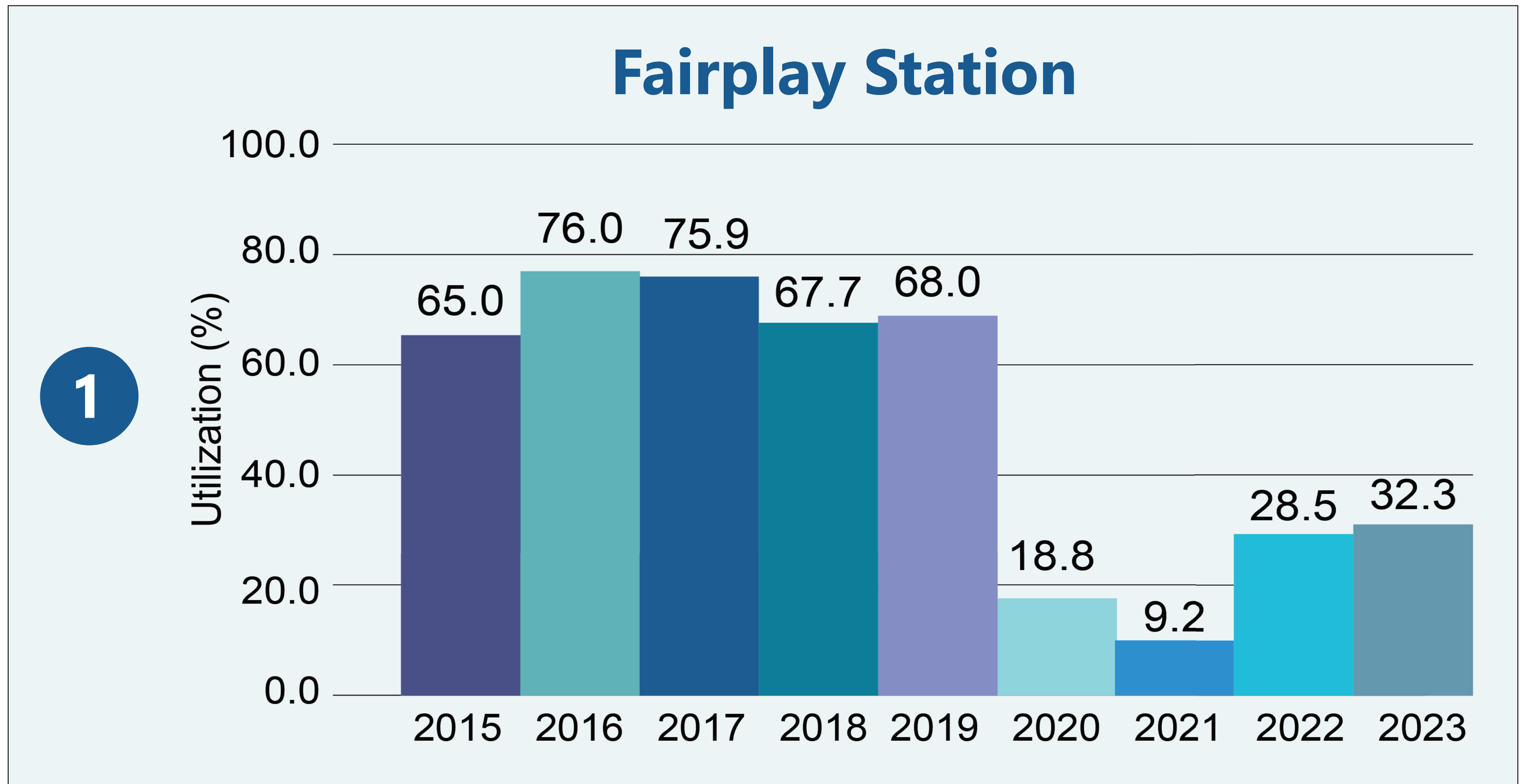
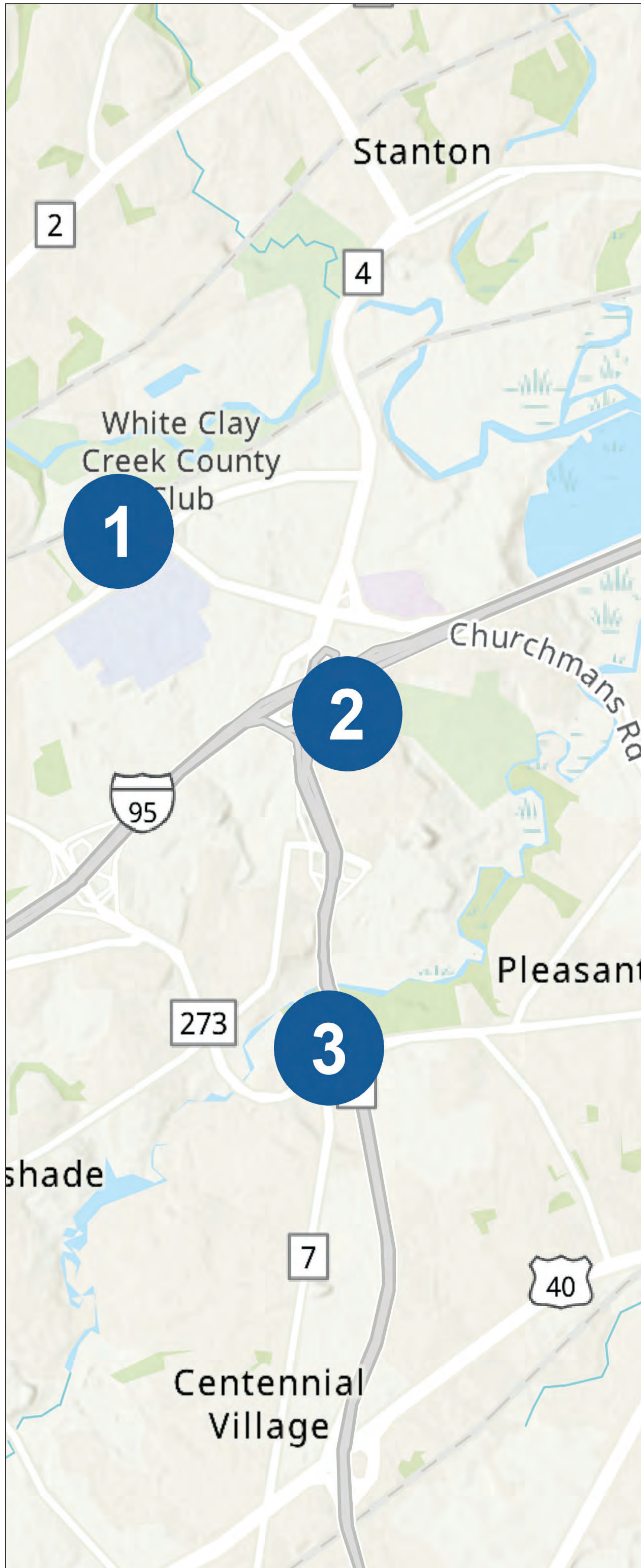
- 15 bus routes
- 139 bus stops

Total weekday ridership on these 15 routes was 1,950,965 passenger trips in Fiscal Year 2023

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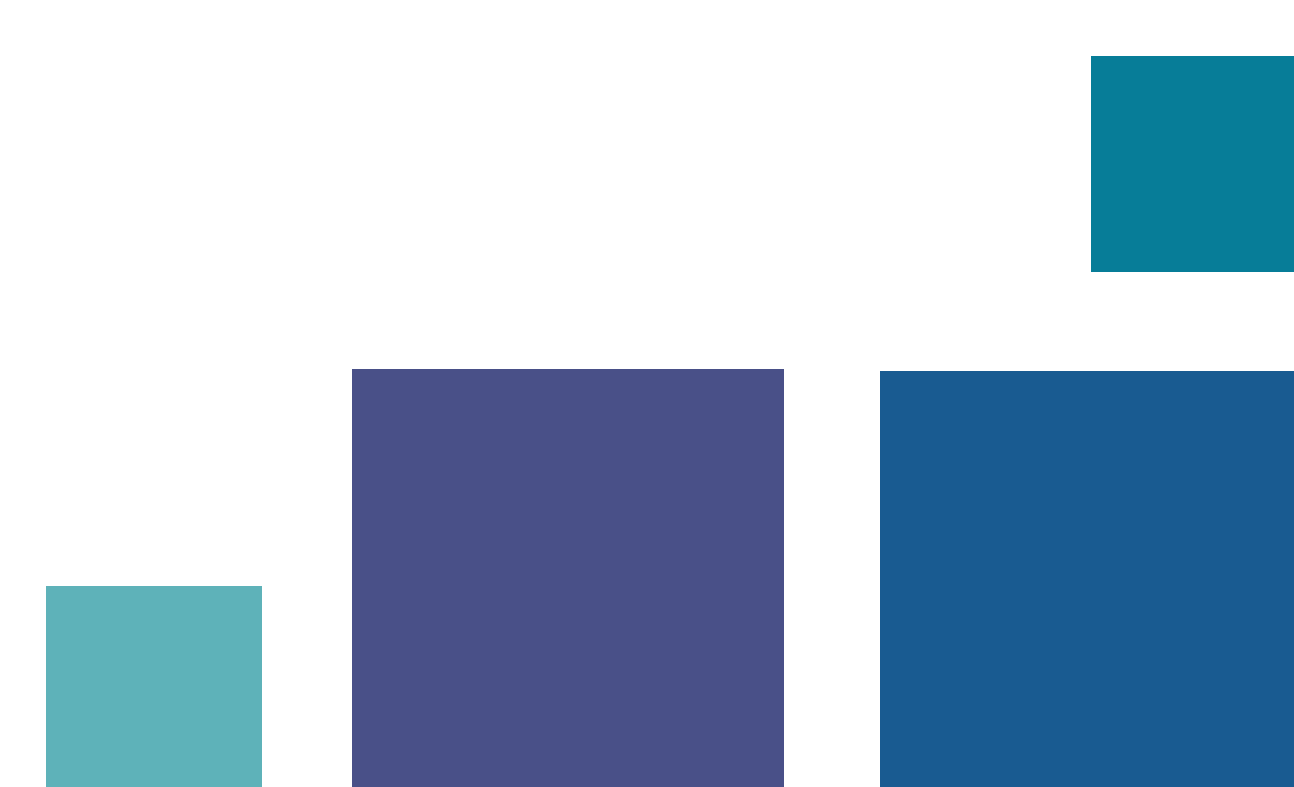


Park and Ride Utilization



Utilization at all three Park and Rides is similar to or has increased slightly in 2023 compared to 2022.

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Crash Summary

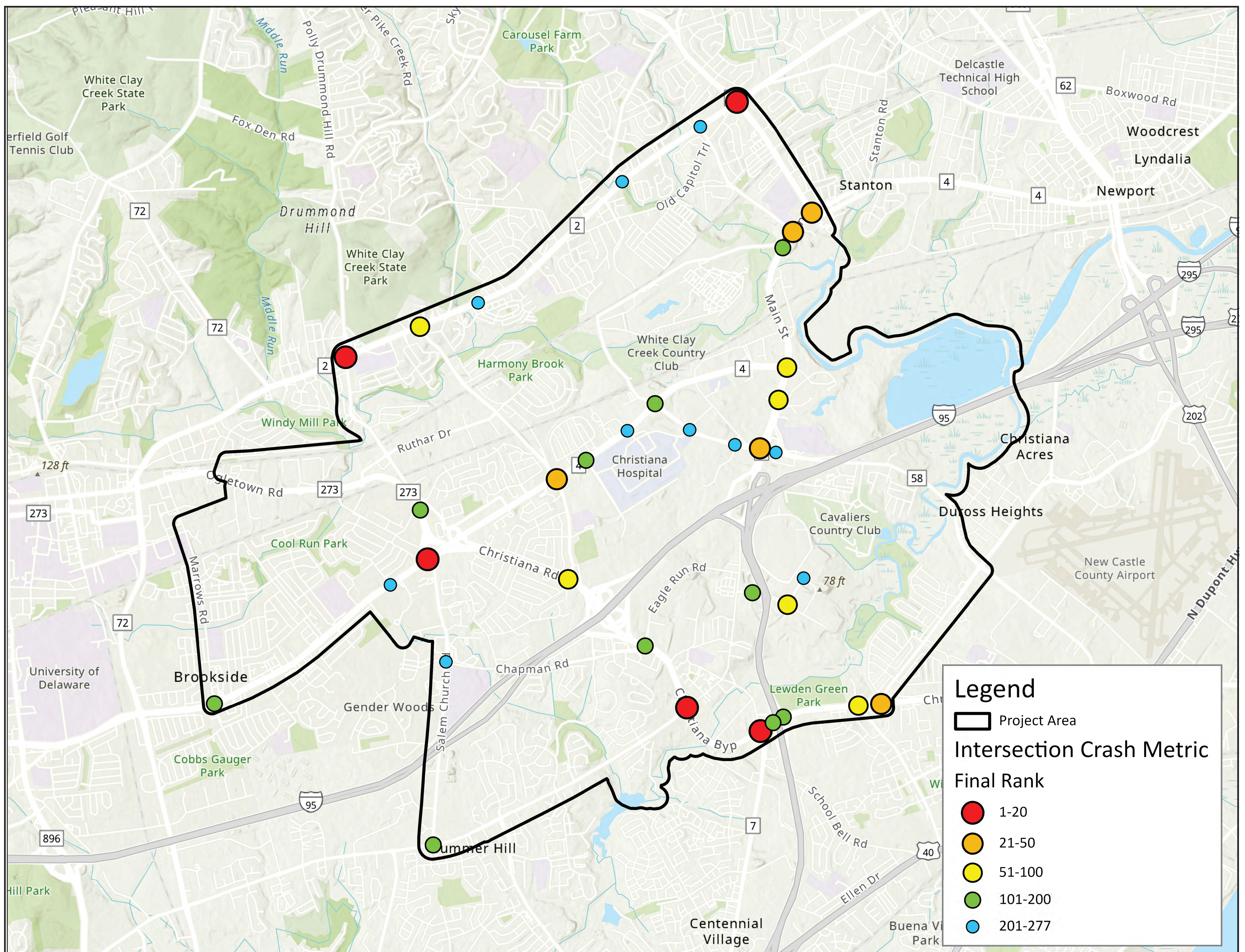
Crash Summary for Churchmans Crossing (2020 - 2022)					
		2020	2021	2022	2020-2022
Total	Total Crashes	1,888	2,245	2,378	6,511
	Total Fatal	11	6	10	27
	Total Personal Injury	341	356	350	1,047
	Total Fatal / Personal Injury (%)	18.6%	16.1%	15.1%	16.5%
I-95	Total Crashes (I-95)	315	426	435	1,176
	Total Fatal (I-95)	3	1	4	8
	Total Personal Injury (I-95)	72	66	55	193
	Total Fatal / Personal Injury (%) (I-95)	23.8%	15.7%	13.6%	17.1%
Pedestrian	Total Pedestrian Crashes	18	14	13	45
	Total Pedestrian Crashes (I-95)	1	1	0	2
	Total Pedestrian Fatal	5	0	0	5
	Total Pedestrian Fatal (I-95)	1	0	0	1
	Total Pedestrian Personal Injury	12	13	12	37
	Total Pedestrian Personal Injury (I-95)	0	1	0	1
	Total Pedestrian Fatal / Personal Injury (%)	94.4%	92.9%	92.3%	3
	Total Pedestrian Fatal / Personal Injury (%) (I-95)	100.0%	100.0%	N/A	100.0%
Bicycle	Total Bicycle Crashes	3	6	5	14
	Total Bicycle Crashes (I-95)	0	1	0	1
	Total Bicycle Fatal	0	0	1	1
	Total Bicycle Fatal (I-95)	0	0	0	0
	Total Bicycle Personal Injury	3	4	1	8
	Total Bicycle Personal Injury (I-95)	0	1	0	1
	Total Bicycle Fatal / Personal Injury (%)	100.0%	66.7%	40.0%	64.3%
	Total Bicycle Fatal / Personal Injury (%) (I-95)	N/A	100.0%	N/A	100.0%

- Crash data is evaluated using a 3-year study period to account for the randomness of individual crashes and to identify trends over time
- 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% of total crashes, including 26% of fatal crashes
 - 45 pedestrian crashes and 14 bicycle crashes

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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)
- 37 crashes in the Churchman's Crossing study area had at least 10 crashes annually (2020-2022)
- 5 intersections were in the Top 20 in the overall statewide crash rankings:
 - #2: SR 2 and SR 7 (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)

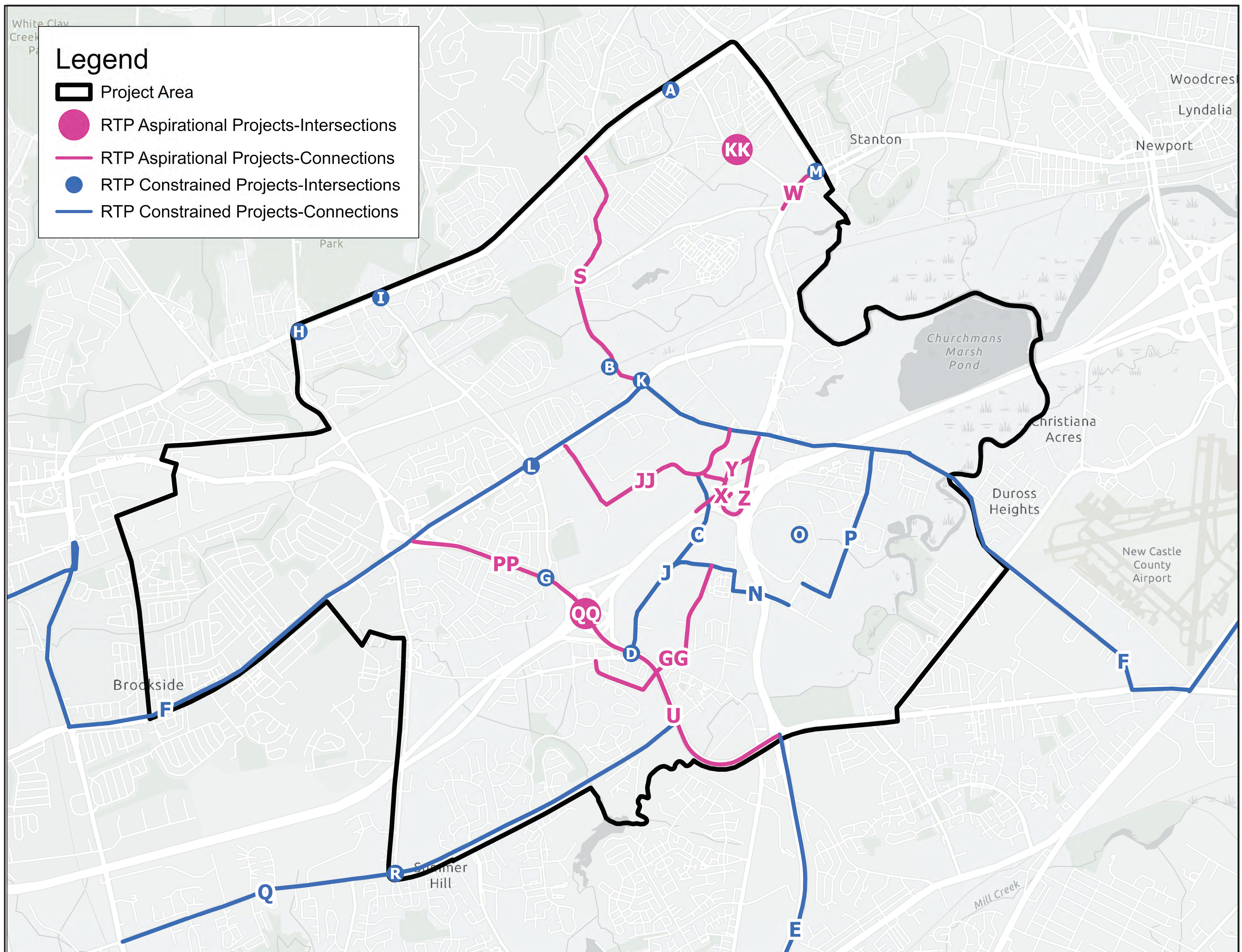
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TRANSPORTATION PROJECTS

2022 Churchman's Crossing Plan Update Recommended Projects

- In 2023, the Monitoring Committee completed an exercise to prioritize the Aspirational Projects included in the 2022 Churchman's Crossing Plan Update

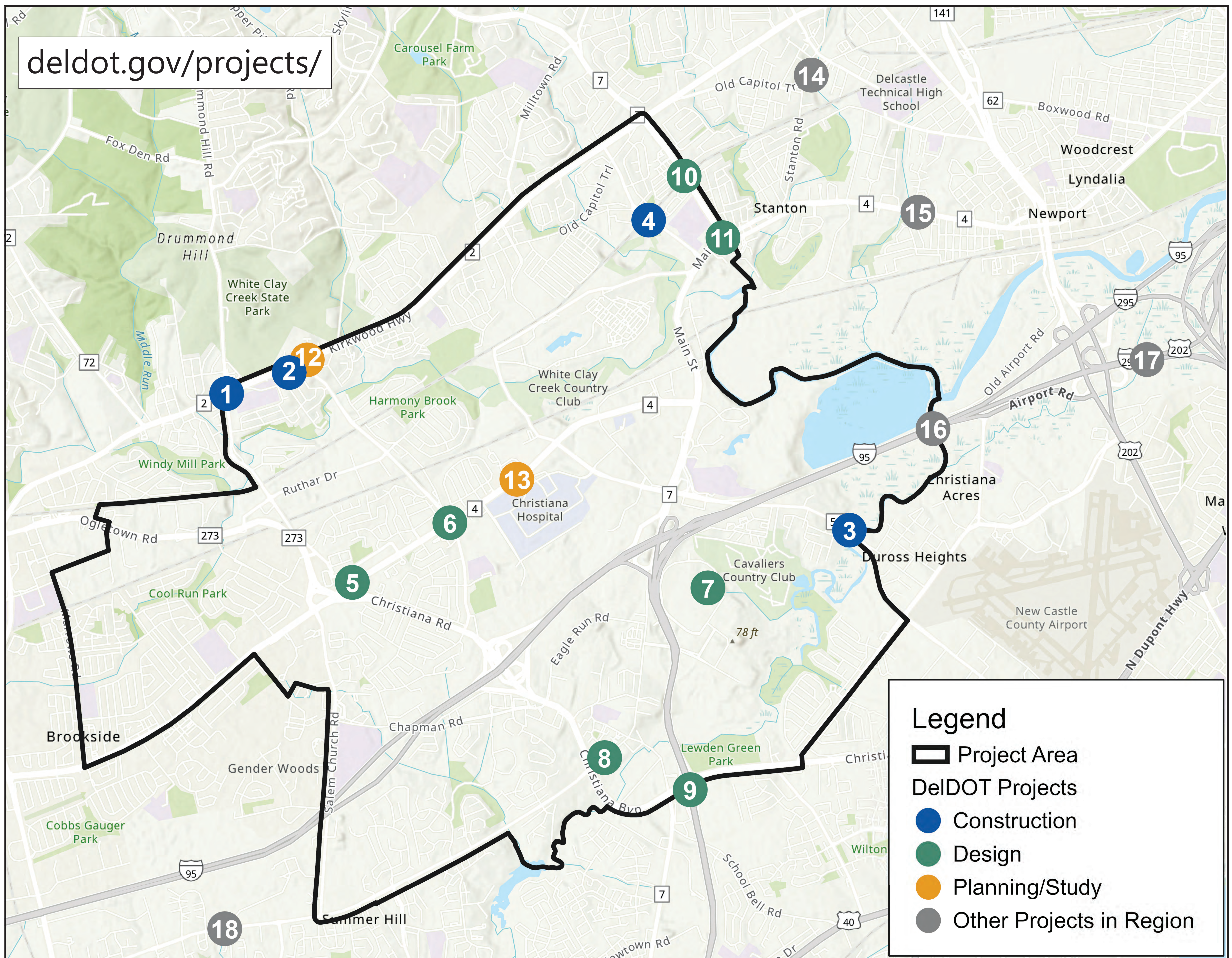


Label	Financially Constrained Projects
A	BR 1-234, Kirkwood Highway over Mill Creek Pedestrian Improvements
B	Fair Play SEPTA Train Station - Parking Expansion
C	Eagle Run Rd to Continental Drive Connector
D	SR 273 / Chapman Road Intersection
E	SR 1: Tybouts Corner - SR 273
F	East Coast Greenway: Churchman's Crossing -Newark Gaps
G	SR 273 / Harmony Road Intersection
H	SR 2 / Red Mill Road Intersection
I	SR 2 / Harmony Road Intersection
J	Eagle Run Road: SR 273 - SR 7
K	SR 4 / Churchmans Road Intersection
L	SR 4 / Harmony Road Intersection
M	SR 4/SR 7, Stanton Split
N	Road A / SR 7 Improvements
O	New Castle County Transit Center
P	Center Blvd Extended to Churchmans Rd (Part of NCC Transit Center)
Q	Old Baltimore Pike: SR 72 -SR 273 Shared Use Path
R	Old Baltimore Pike / Salem Church Rd Intersection

Label	Rank	Prioritized Aspirational Projects
EE	1	Micro Transit (DTC)
MM	2	Transit Access Improvements
NN	3	Pedestrian/Bicycle Improvements Along Existing Roads
OO	4	Pedestrian/Bicycle Connections Serving Existing Communities
S	5	Churchmans Road Extended, SR 2 to SR 4
LL	6	New bus transit routes
QQ	7	SR 273 at I-95 Interchange Reconfiguration
FF	8	Automated Transit Vehicles (DTC)
JJ	9	Opening Samoset Drive/Continental Drive: SR 4 to Churchmans Road
Z	10	Southbound SR 1 to Northbound I-95 Connection
W	11	SR 7 Intersections: SR 7/Telegraph Road, SR 7/Delaware Park Boulevard
KK	12	Telegraph Road/St. James Road Railroad Underpass
Y	13	Southbound SR 1 to Southbound I-95 Connection
U	14	SR 273: 3rd lane NB & SB between SR 1 and I-95
GG	15	Christiana Bypass
X	16	Southbound I-95 Access from Continental Drive
PP	17	SR 273: 3rd lane NB & SB between I-95 and SR 4

TRANSPORTATION PROJECTS

Transportation Projects in DeIDOT Six-Year CTP



Map ID	Project Description
1	SR 2 / Red Mill Road Intersection
2	SR 2 Capital Trail at Darwin Drive Intersection Improvements
3	SMC Work, Churchman's Road over Christina River (BR1-256)
4	Warm Mix Patching, Telegraph Road, Maint. Contract
5	East Coast Greenway, SR 4 Shared-Use Path Gap
6	SR 4 / Harmony Road Intersection
7	New Castle County Transit Center
8	BR 1-249 on Old Baltimore Pike over Tributary to Christina River
9	SR 1: Tybouts Corner - SR 273
10	BR 1-655 on SR7 Limestone Road over CSX Railroad
11	SR 4/SR 7, Stanton Split
12	SR 2 / Harmony Road Intersection
13	SR 4 Safety Study
14	Old Capitol Trail, Newport Road to Stanton Road
15	Pavement and Rehabilitation, North I, SR4 - W. Newport Pike
16	Rehabilitation of Bridges 1-719, 1-720, 1-738, and 1-739 on I-95
17	I-295 Northbound, SR141 to US13
18	Old Baltimore Pike Side Path, Phase II

- There are 18 transportation projects that are funded in the Capital Transportation Program (CTP)

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Churchman's Crossing Monitoring Committee Next Steps

- Final 2023 Annual Churchman's Crossing Monitoring Report to be published in June 2024
- Technical team will analyze potential bicycle and pedestrian network improvements
- Agency partners will determine which new initiatives, if any, will be added to the Plan as an addendum

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: **dblevins@wilmapco.org**



Sign up for Churchman's Crossing Monitoring Committee Newsletters at **wilmapco.org/churchmans/**



Visit the Churchman's
Crossing Plan Update
website for more information

wilmapco.org/churchmans/

PEDESTRIAN AND BIKE NETWORK IMPROVEMENTS

Facility Types



TRAIL

A dedicated pathway, typically aligned through open or recreational areas, not aligned next to roadways.



BIKE LANE

A dedicated lane for bicycles in the road ROW, between the curbs. Bike lanes can be protected, unprotected, buffered, one-way, or two-way.



SHARED-USE PATH

A versatile transportation network for various users, typically around 10' wide, designed to accommodate the movement of pedestrians and cyclists.



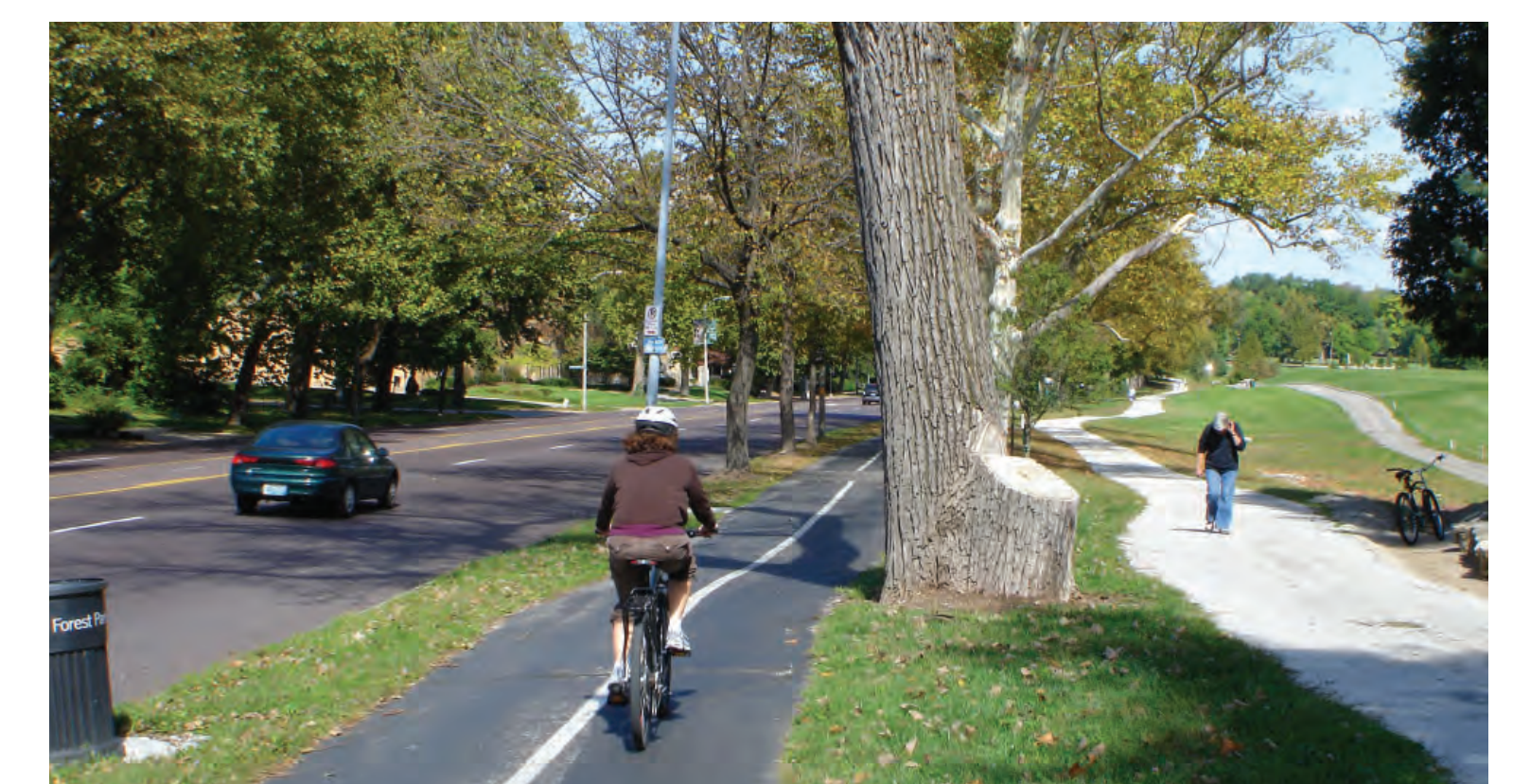
IMPROVED CURRENT FACILITY

Upgrading an existing facility, for example, changing an unprotected bike lane to a protected bike lane.



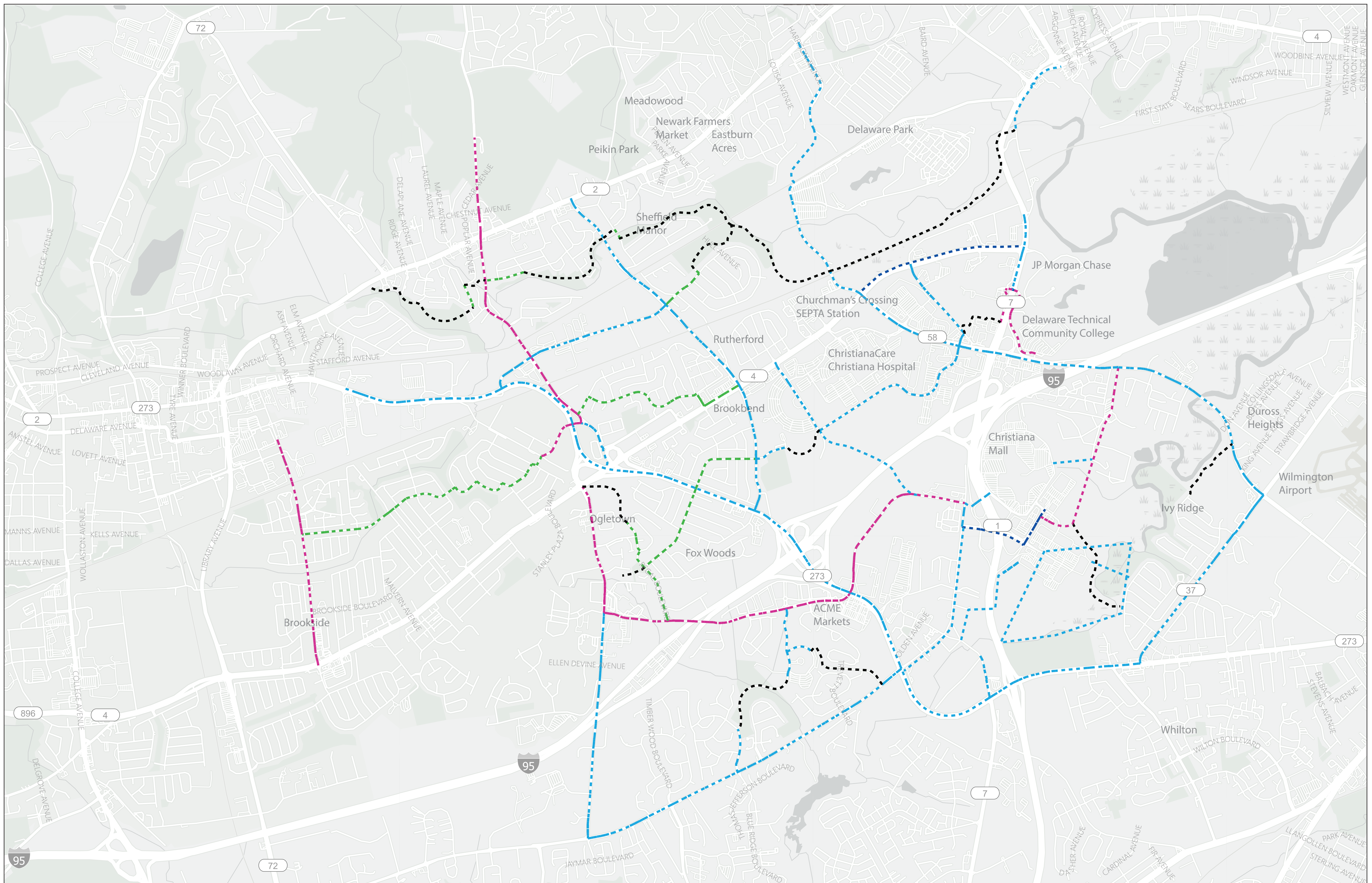
NEIGHBORHOOD GREENWAY

Dedicated routes on existing, low stress roads, on neighborhood streets. Includes some upgrades, such as signage and painted marking (sharrows)



PEDESTRIAN AND BIKE NETWORK IMPROVEMENTS

Preliminary Network Improvements



- Pedestrian/Bicycle improvements along existing roads and pedestrian/bicycle connections serving existing communities ranked third and fourth, respectively, in the Monitoring Committee's prioritization of the Plan Update recommendations
- However, specific projects were not identified as part of the Plan Update recommendations
- The Monitoring Committee and technical team identified bicycle/pedestrian projects in the Churchman's Crossing area that are actionable and eligible for further design and implementation

PEDESTRIAN AND BIKE NETWORK IMPROVEMENTS

Pedestrian and Bike Network Activity

We are seeking your input on which potential connections you think are the most important.

Your input will be used as the technical team continues to analyze potential bicycle/pedestrian network improvements.

Instructions for Activity:

- Of the bicycle and pedestrian connections shown on the handout, please highlight which ones you think are most important
- Draw any additional connections you would like to add
- Provide additional comments regarding the future of bicycle and pedestrian travel in the Churchman's Crossing Study
- Transparencies showing the transit network, sidewalk network, and bicycle level of traffic stress are available for reference

BIKE LTS

Bike LTS is the level of traffic stress, or how comfortable it is to ride a bicycle on that roadway

SIDEWALK NETWORK

The sidewalk network is the primary network for pedestrians, who often occupy the same space as bicyclists

TRANSIT NETWORK

DART is the transit provider for the Churchman's Crossing Area, stops and routes are indicated on the map

