



CHURCHMANS CROSSING

2004 UPDATE

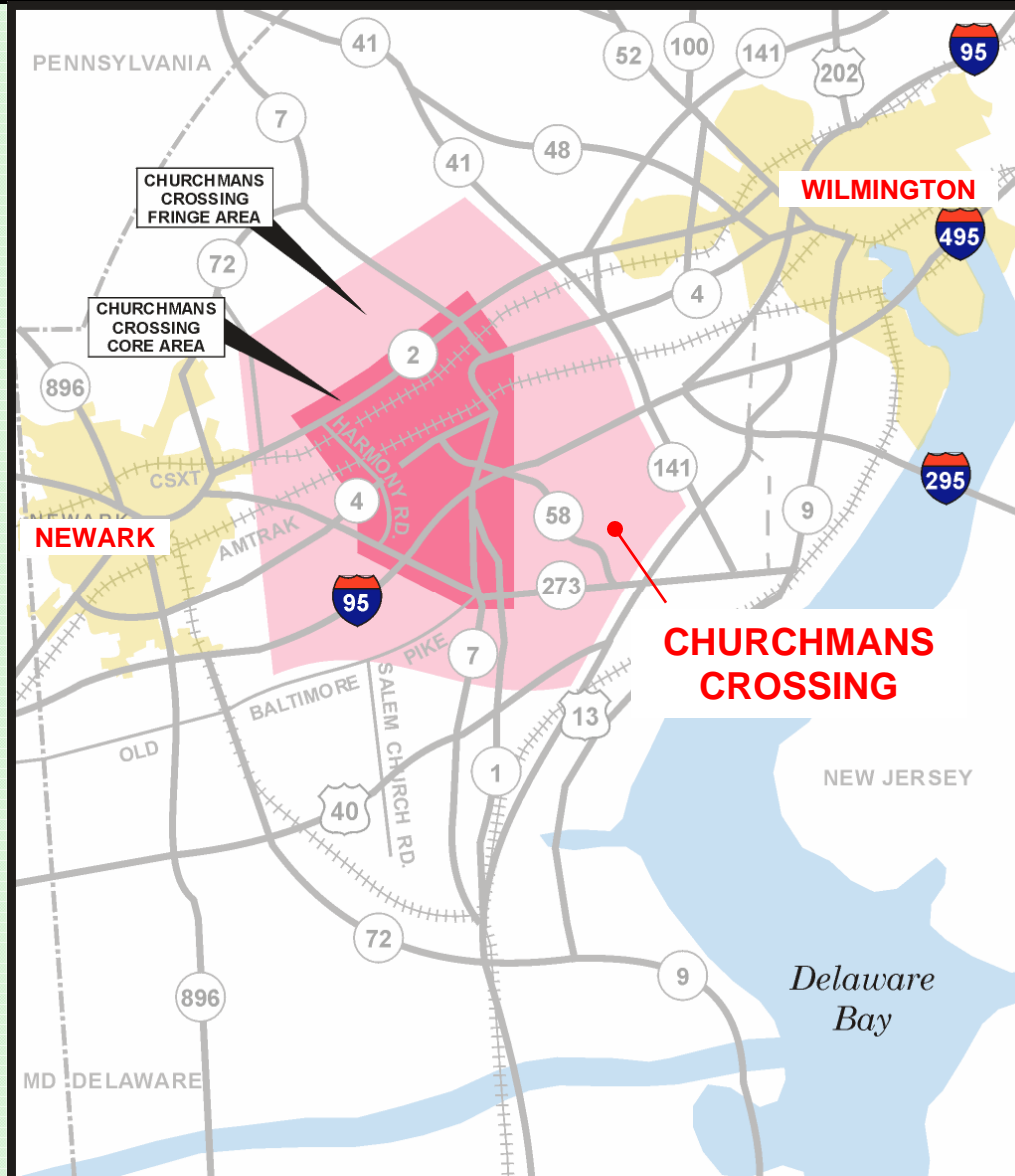
September 30, 2004



PRESENTATION AGENDA

- ☑ Churchmans Crossing Study History
- ☑ Land Use Comparison, 1997 vs. 2004
- ☑ Multi-Modal Update
- ☑ Traffic Analysis Comparison, 1997 vs. 2003
- ☑ Intersection & Roadway Improvements Update
- ☑ Program Accomplishments
- ☑ Summary and Recommendations
- ☑ Open Discussion

CHURCHMANS CROSSING



CHURCHMANS CROSSING STUDY AREA

Churchmans
Crossing
Study Area

To Baltimore

To Wilmington



PROJECT VISION

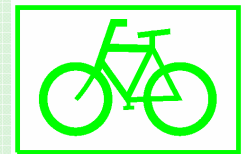
- ♦ The purpose of the Churchmans Crossing Study was to develop a transportation/land use plan that supports the vision for Churchmans Crossing. The vision was guided by three goals:
 - Enhance the area's quality of life
 - Plan for sustainable growth and development
 - Provide an opportunity for transportation choices



GUIDING PRINCIPLES

- ♦ The Churchmans Crossing Study document, dated April 1, 1997, provided a summary of the Churchmans Crossing Infrastructure Investment Study findings and recommendations, which were guided by the following principles:

- Maintain a desirable quality of life for area residents while effectively meeting the transportation needs and accommodating approved / committed development.
- Closely monitor congestion levels.
- Intersection / roadway connection improvements are to be implemented to address safety concerns or to avoid an unacceptable level of service (LOS) and will not be constructed prior to need



CHALLENGES

***Traffic
Congestion***



***Limited
Pedestrian Access***



***Inadequate
Bus Facilities***



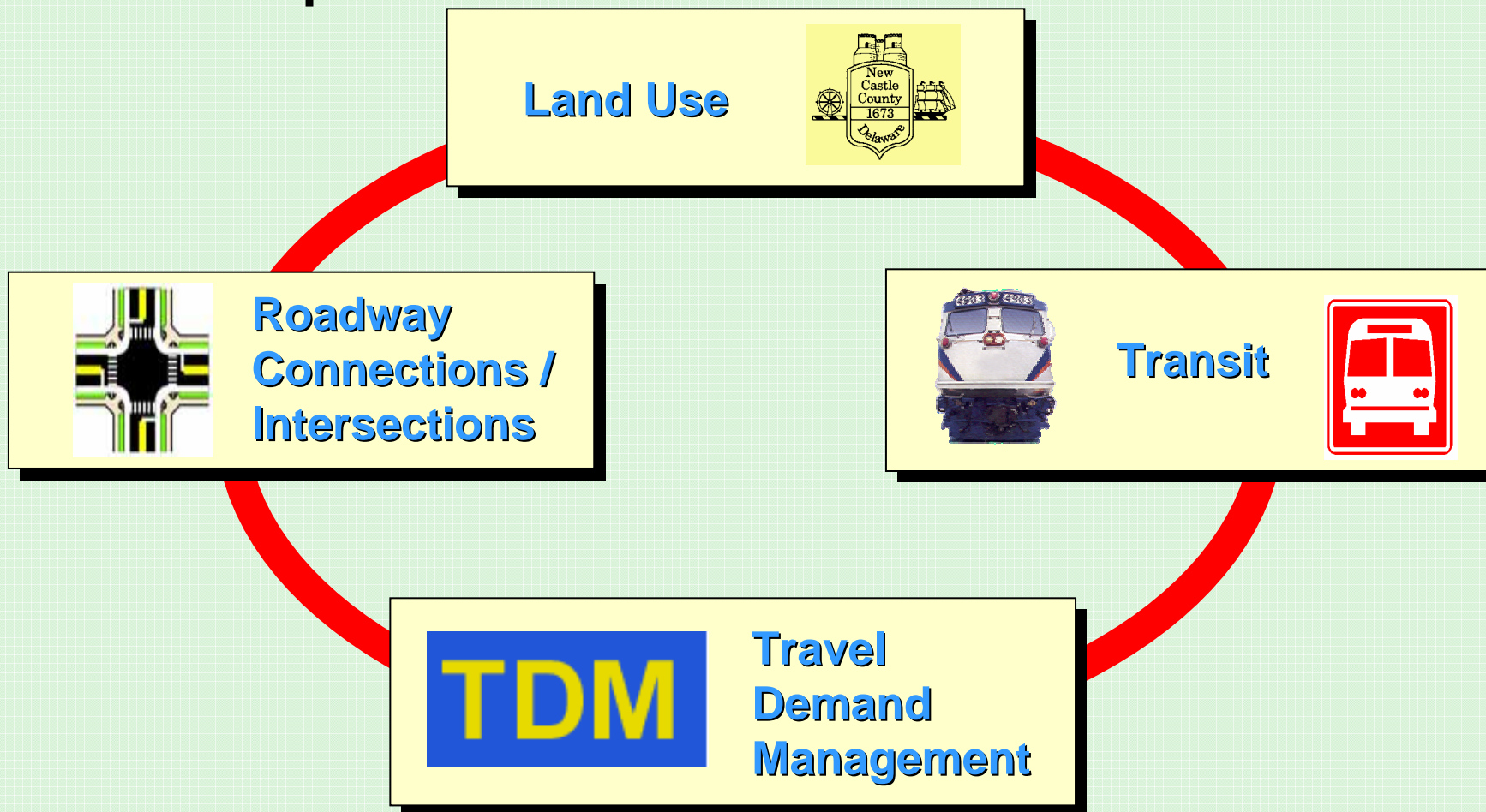
***Limited
Roadway
Options***

PARTNERSHIP



ANALYSIS

- Options, findings and recommendations grouped into four components:



STUDY RECOMMENDATIONS

1995 - 1997

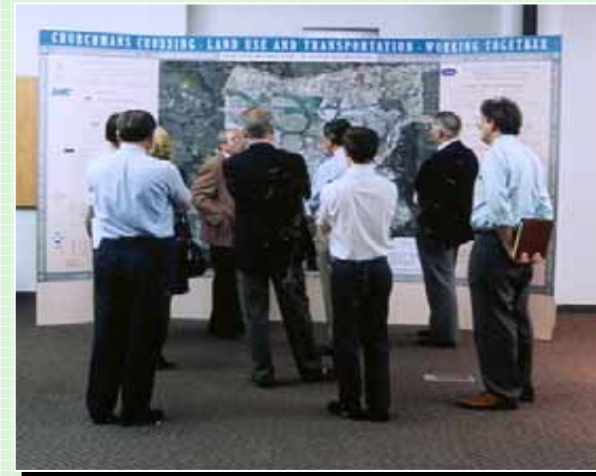
- ♦ 61 Study Recommendations Including:
 - Expanded transit service
 - Transit supportive infrastructure
 - Numerous intersection improvements
 - Travel Demand Management measures
 - Three new roadway connections
 - Churchmans Road Extended
 - Ramp from Churchmans Road to NB I-95
 - Christiana Connector
- ♦ Based on guiding principles, the program components have been monitored and analyzed to determine timing of improvement triggers.



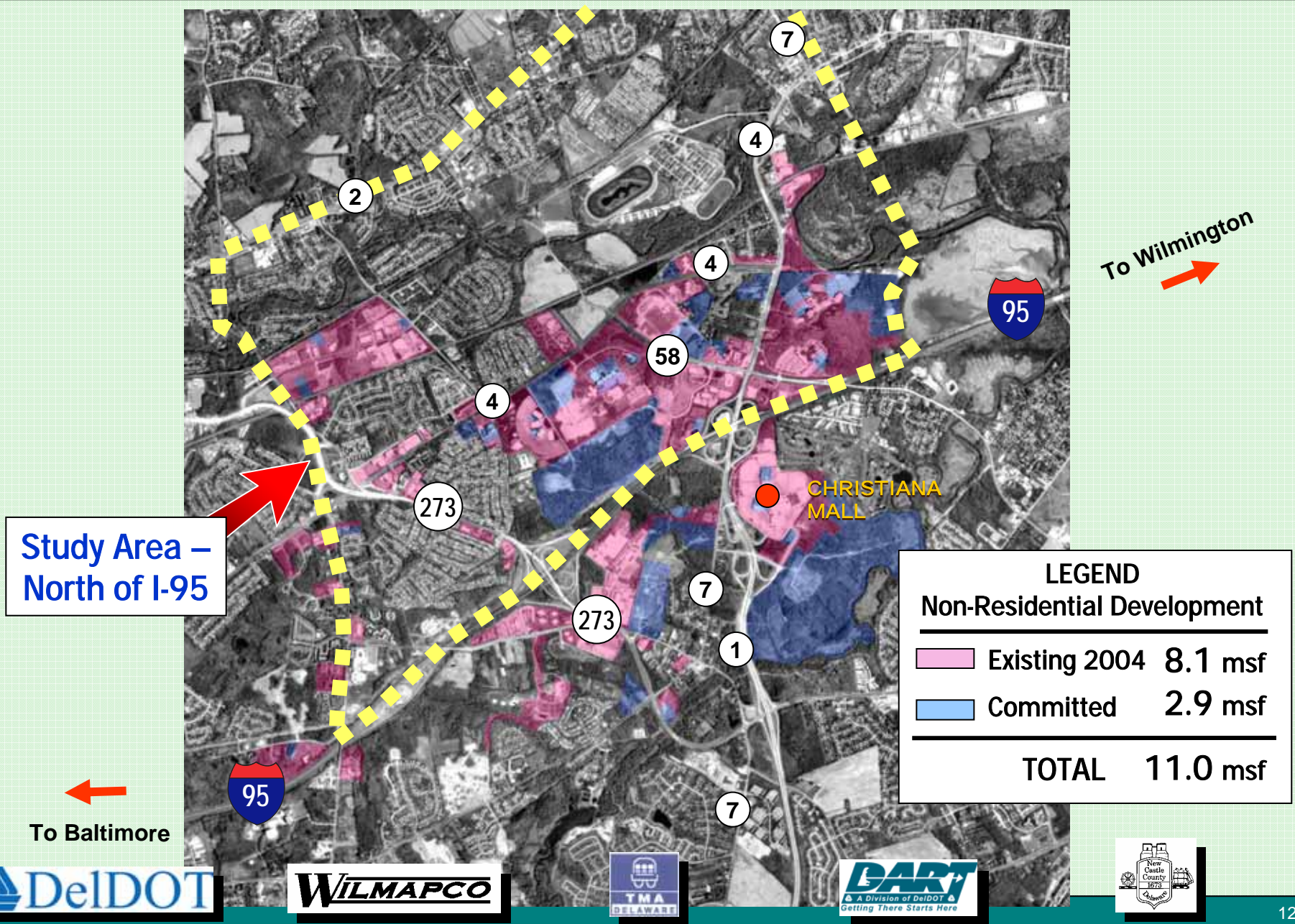
CHURCHMANS CROSSING

Monitor Transportation Conditions

- ♦ **NCC Development Coordination**
- ♦ **HSIP Coordination**
- ♦ **Transit Coordination – Bus Routes**
- ♦ **Annual Traffic Counts**
- ♦ **TIS Reviews**
- ♦ **Community Transportation Coordination**
- ♦ **Public Workshops**



DEVELOPMENT NORTH OF I-95



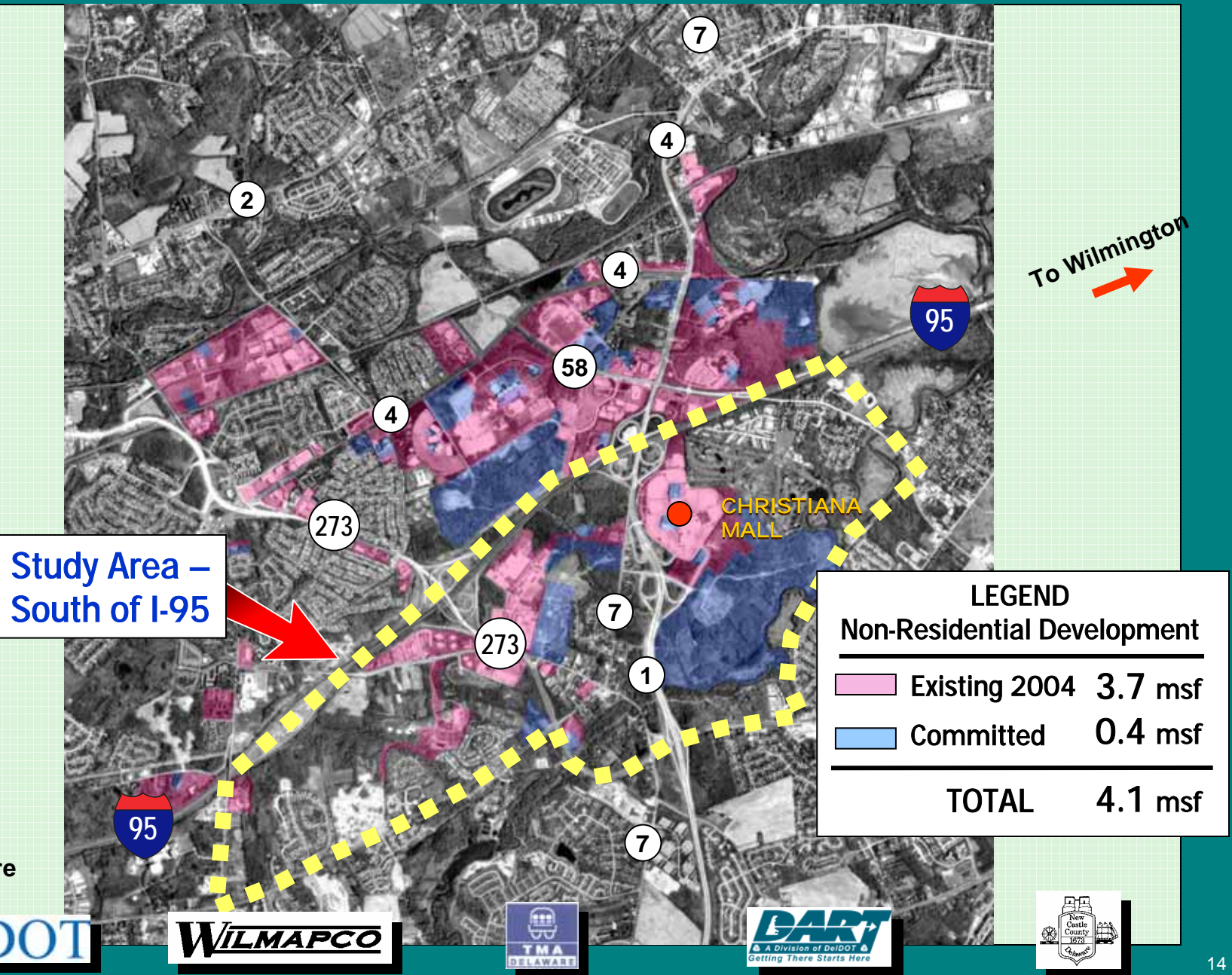
NON-RESIDENTIAL DEVELOPMENT	1997			2004		
	Existing	Committed Development (Additional)	Exploratory Plans (Additional)	Existing	Committed Development (Additional)	Exploratory Plans (Additional)
J.P. Morgan Christiana Center ^{(1) (2) (4)}	539,200	750,800	-	644,200	645,800	-
Delaware Technical Community College	228,900	-	-	230,700	-	-
Old Route 7 South	113,600	20,700	-	113,600	20,700	-
Old Route 7 North	107,300	-	-	107,300	-	-
Country Commerce Office Park	45,000	-	132,000	45,000	-	-
Delaware Motor Club	13,000	-	-	13,000	-	-
Christiana Hospital ^{(1) (2)}	1,186,700	73,700	-	1,561,195	525,946	-
MBNA Christiana Center ⁽¹⁾	541,300	1,217,200	-	672,900	1,085,600	-
Christiana Executive Campus ⁽³⁾	322,300	244,000	-	566,300	-	-
Center Pointe Plaza ⁽⁵⁾	248,000	13,300	-	255,300	187,900	-
Nationwide/Provident Mutual ⁽¹⁾	159,000	50,000	-	159,000	50,000	-
Hotel/Restaurant Cluster ⁽²⁾	104,100	800	1,200	135,900	800	-
Rockford Center Area	83,900	-	-	83,900	-	-
Omega Shops	41,400	-	-	41,400	-	-
Churchmans Shopping Center	31,600	-	-	31,600	-	-
Churchmans Business Park / 1082 Office Bldg	-	-	-	9,200	-	120,000
Centurian Plaza/Catawba Property ⁽¹⁾	-	20,300	-	9,000	87,300	-
Twin "C" Lane Area	18,500	-	-	30,500	80,200	-
Harmony Industrial Park	906,300	263,000	-	1,170,800	48,000	-
MBNA Ogletown North ⁽²⁾	321,100	-	-	321,100	-	-
Omega Professional Center Area	217,300	36,000	-	253,300	-	-
Red Mill Industrial Park	79,000	-	-	79,000	-	-
Harmony Plaza/Harmony Professional Center	86,600	10,600	-	86,600	10,600	-
Churchman Village/Metro Properties	89,300	-	-	134,300	-	-
Fairplay Train Station/Delaware Park Clubhous	-	-	-	-	34,600	-
MBNA Ogletown South	281,700	-	-	281,700	-	-
McIntosh Plaza Area	79,500	-	-	79,600	-	-
Holiday Inn/Hampton Inn	116,400	-	-	116,400	-	-
Alternative Living Services East/TutorTime	10,000	71,600	-	107,600	-	-
Salem Village Square	31,700	-	-	31,700	-	-
Islamic Society of Delaware	4,000	-	-	4,000	10,100	-
Christiana Corporate Center	128,000	193,200	-	278,000	43,200	-
Plaza Four/SCR Industrial Area ⁽³⁾	78,400	-	-	78,400	-	-
Little Sisters of the Poor	68,300	-	-	68,300	-	-
Newark Church of Christ	33,800	-	-	33,800	-	-
Metro Center	272,500	-	-	272,500	-	-
(North of I-95) SUBTOTAL	6,587,700	2,965,200	133,200	8,107,095	2,830,746	120,000

- (1) Traffic Mitigation Agreement in place to reduce the number of vehicles traveling to the site.
- (2) Figure shown does not include square feet for parking structures.
- (3) Square feet of some existing buildings unknown.
- (4) Also 129,000 committed square feet since 1997, with no recorded building plans.
- (5) Also 280,000 committed square feet in 1997, with no recorded building plans.

- ♦ 1.5 msf has been developed
 - 0.4 msf at Christiana Hospital
 - 0.25 msf at Christiana Executive Campus
 - 0.25 msf at Harmony Industrial Park
- ♦ Committed sf remains virtually unchanged
 - 2.3 msf of committed development is JP Morgan, Christiana Hospital & MBNA

Committed development includes plans that are recorded (major or minor), have preliminary approval before recordation (major plans only), also legally recognized development rights.

DEVELOPMENT SOUTH OF I-95



NON-RESIDENTIAL DEVELOPMENT	1997			2004		
	Existing	Committed Development (Additional)	Exploratory Plans (Additional)	Existing	Committed Development (Additional)	Exploratory Plans (Additional)
University Plaza Shopping Center Area	283,700	-	-	284,300	-	-
Conectiv (Delmarva Capital Investments) / Delmarva Services	236,500	-	354,100	236,500	-	-
273 Office Complex	74,000	-	-	74,000	-	-
Peddlers Village	63,300	-	-	63,300	-	-
Christiana Industrial Park	5,000	-	-	5,000	-	-
Christiana Corner ⁽²⁾	-	-	118,900	-	140,400	-
Conectiv Operations Center	357,700	-	-	357,700	-	-
Sears Eagle Run Unit	327,400	-	-	327,400	-	-
Bob Evans / Hawthorn Suites ⁽¹⁾	8,500	8,000	-	45,900	-	-
Christiana Town Center (273 Mall)	-	455,800	-	346,400	106,400	-
University Plaza Office Park Area ⁽³⁾	449,100	-	-	449,100	49,800	-
Industrial Rentals Property/Faith City ⁽³⁾	-	21,200	-	-	21,200	176,000
Christiana Medical Center	29,400	-	-	29,400	-	-
Christiana Retail Center I ⁽⁴⁾	-	292,600	-	308,800	-	-
Christiana Retail Center II ⁽⁴⁾	-	-	-	-	-	360,700
Christiana Fashion Center ⁽⁴⁾	-	-	910,000	-	-	-
Christiana Mall ⁽⁵⁾	1,103,000	-	-	1,103,000	-	-
Comfort Suites	32,000	2,000	-	32,000	18,900	-
(South of I-95) SUBTOTAL	2,969,600	779,600	1,383,000	3,662,800	336,700	536,700

- ♦ **0.7 msf has been developed**
 - **0.35 msf at Christiana Town Center**
 - **0.31 msf at Christiana Retail Center**

- (1) Traffic Mitigation Agreement in place to reduce the number of vehicles traveling to the site.
- (2) Property purchased by DeIDOT in 2002.
- (3) Square feet of some existing buildings unknown.
- (4) Court recognizes 928,670 committed square feet for Christiana Retail Center and 820,330 committed square feet for Christiana Fashion Center.
- (5) Also 177,000 committed square feet since 1997, with no recorded building plans.

Committed development includes plans that are recorded (major or minor), have preliminary approval before recordation (major plans only), also legally recognized development rights.

TRANSIT RECOMMENDATIONS

Transit Recommendations Implemented Immediately:

- ◆ Extended commuter rail service
- ◆ Expanded and enhanced bus service
- ◆ Improved pedestrian access



EXTENDED COMMUTER RAIL SERVICE

Rail Service



Average Daily Ridership - Fairplay

2000	2004	2010 (Projected in 1997)
180	367	1,020



Fairplay Station
Opened: June 2000

Average Daily Ridership - Newark

1997	2004	2010 (Projected in 1997)
337	518	950



Newark Station*
Opened: September 1997



Newark/Fairplay Rail Ridership – 71% Increase
Wilmington/Claymont rail ridership also increased

* New location is planned for the Newark Station

EXPANDED BUS SERVICE

In addition to expanding existing service, several new routes have been added in the Churchmans Crossing Area:

- ♦ **Transit Hub at Christiana Mall** served by 12 routes
- ♦ **Route 33** – Newark to Wilmington via I-95
 - Weekday and Saturday Service
 - Serves Newark and Fairplay Stations
- ♦ **Route 34** – Newark / University Plaza Shopping Center to Wilmington via I-95
 - Weekday Service
- ♦ **Route 36** – Eastburn Acres to Wilmington via Kirkwood Hwy
 - Weekday Service
- ♦ **Route 39** – Newark to Wilmington Commuter Express via I-95
 - Peak Hour Service
- ♦ **Route 41** – Glasgow to Wilmington limited express via 40 and I-95

EXPANDED BUS SERVICE

In addition to expanding existing service, several new routes have been added in the Churchmans Crossing Area:

- ♦ **Route 42** – Glasgow to Wilmington express via 40 and I-95
 - Peak Hour Service
- ♦ **Route 54** – Wilton to Christiana Mall/Wilmington
 - Weekday Service
- ♦ **Route 55** – Old Baltimore Pike to Christiana Mall / Wilmington
 - Weekday Service
- ♦ **Route 62** – Churchmans Shuttle East
- ♦ **Route 63** – Churchmans Shuttle West
 - Connects Fairplay Station and all major educational, retail, medical and businesses in the Churchmans Crossing area.
 - Operates weekdays from 6:00 AM – 8:00 PM every 15-20 minutes.

Average Daily Ridership		
Route	1997	2003
5	1,463	1,677
6	1,773	2,019
7	336	-
15	1,052	1,307
16	264	177
18	207	-
19	620	522
22	760	855
23	397	261
26	139	-
33	1,013	1,004
34	148	97
36	-	298
39	-	146
40	478	629
41	-	124
42	-	119
54	116	276
55	45	284
62	-	66
63	-	72
301	298	365
TOTAL	9,109	10,298
13% Increase in Bus Ridership!		

BUS STOP IMPROVEMENTS

- ♦ 151 existing bus stops in Churchmans Crossing.
- ♦ 46 bus stop improvements constructed from 2001 through 2003.
- ♦ Construct bus stop improvements at 3 stops in 2005 and 7 additional stops in 2006.
- ♦ 16 bus stops improved or will be improved under other DeIDOT roadway projects.
- ♦ 5 bus stops were improved by developers.
- ♦ 26 unimproved bus stops meet DTC's minimum bus stop requirements.
- ♦ Remaining 48 bus stop improvements to be incorporated into developer plans and/or combined with future CTP projects.



IMPROVED PEDESTRIAN & BICYCLE ACCESS

- ♦ 39 sidewalk segments, 3.6 miles, constructed in 2001 through 2003.
- ♦ 12 sidewalk segments, 2.2 miles, to be constructed in 2005.
- ♦ 10 sidewalk segments, 2.9 miles, designated for construction in 2006.
- ♦ Since 1997, 15 developers have built 1.8 miles of sidewalk adjacent to public roadways.
- ♦ Since 2000, 2.7 miles of sidewalk built under other DeIDOT roadway projects.
- ♦ 43 additional sidewalk segments, 1.9 miles, identified in Churchmans Crossing area. These segments to be incorporated into the Community Transportation Program and/or combined with future CTP projects.
- ♦ Enhanced pedestrian movements at 18 busy intersections.
- ♦ Enhanced designated Bike Route 1 along Red Mill Road.



HSIP COORDINATION

2003 HSIP Remedial Improvements Recommendations within Churchmans Crossing along Kirkwood Highway:

- ♦ Install R3-4 (No U-Turn) signs in the medians on the WB approach to Upper Pike Creek Road / Old Harmony Road.
- ♦ Install R3-4 (No U-Turn) signs in the medians on the EB approach to Upper Pike Creek Road / Old Harmony Road.
- ♦ Remove the existing “U-Turn at Signal 1200 Feet” sign on EB SR 2 left turn lane approaching Upper Pike Creek Road.
- ♦ Remove tree branches obstructing the “Watch for Turning Traffic” sign along WB SR 2 approach to Upper Pike Creek Road.
- ♦ Relocate the existing R2-1 (Speed Limit) sign from the sign post that also contains the W3-3 sign on EB SR 2 approach to E Green Valley Circle.
- ♦ Remove tree branches obstructing the W3-3 (Signal Ahead) sign along EB SR 2 approach to E Green Valley Circle.
- ♦ Remove the existing W2-2 (Side Road) sign along WB SR 2 approach to Pike Creek Road.
- ♦ Extend the stripe line across the right-turn lane at the southbound Pike Creek Road approach to SR 2.
- ♦ Modify the left-turn lane phasing on the EB SR 2 approach to St. James Church Road / Griffin Drive from protected-permissive to protected only left-turn phasing.

HSIP COORDINATION

2003 Task II HSIP Recommendations within Churchmans Crossing along Kirkwood Highway:

- ♦ Analyze the addition of a second SR 2 WB left-turn lane at Harmony Road and increasing the storage capacity of the Harmony Road NB right-turn lane.
- ♦ SR 2 / Upper Pike Creek Road – modify the median opening to prohibit SR 2 EB left-turns and NB and SB Upper Pike Creek Road / Old Harmony Road left-turn and through movements. Only SR 2 WB left-turns would be accommodated.
- ♦ SR 2 / Pike Creek Road – modify the SR 2 EB and WB left-turn phasing from protected-permissive to protected-only.
Note: This signal modification was incorporated into the FY2003 Sidewalks & Bus Stops project.
- ♦ SR 2 / Milltown Road - test and/or replace the SR 2 EB left-turn loop detector.



HSIP COORDINATION

2003 Task II HSIP Recommendations within Churchmans Crossing along SR 273:

- ♦ Develop alternatives to remove the turning movements and signal phases at the Harmony Road / Gerald Drive and Brownleaf Road intersections to increase capacity at these intersections, and present these alternatives to local leaders, community groups, and residents.
- ♦ After public input, consider modifying the SR 273 EB and WB left-turns at Harmony Road to protected-only phasing.
- ♦ Extend the channelizing island into the shoulder at the eastern entrance to McIntosh Plaza to discourage motorists from traveling in the shoulder.
- ♦ Review the existing signal coordination along SR 273 between the Harmony Road and Brownleaf Road intersections.



EXPANDED INTELLIGENT TRANSPORTATION SYSTEMS



- ♦ **Statewide Transportation Management Center (TMC) operated on 24/7 basis**
- ♦ **12 Video cameras**
- ♦ **Statewide Computerized Traffic Signal System**
- ♦ **Traveler Information Systems**
 - **Enhanced Travelers Advisory Radio (WTMC 1380 AM)**
 - **Real Time Web Site (www.deldot.net)**
 - **Transportation Information Kiosk at I-95 Service Plaza**

EXPANDED TDM EFFORTS

TMA Delaware (www.tmadelaware.org)

◆ Partnership with DART First State & DeIDOT

◆ Marketing an Alternate Commute

- RideShare Delaware
 - Home Free Guarantee
- School Pool
- Planning & Public Outreach
- Construction Projects
- Direct Mailing
- Transportation Fairs
- Worksite Commuter Corner
- Travel Alert emails
- RideShare Matters Newsletter
- Community Newsletters Articles
- Employer Newsletter Articles
- Website



- ◆ Churchmans Crossing employees comprise 20% of RideShare database.
- ◆ 5 Churchmans Crossing companies have Traffic Mitigation Agreements in place.
- ◆ 24 Churchmans Crossing employers have participants in RideShare program.
- ◆ Approximately 300 Churchmans Crossing employees commute to work in an HOV mode.
- ◆ 12 Churchmans Crossing companies are TMA Members.

TRAFFIC MONITORING / ANALYSIS

2020 Projections vs Current Status

- ◆ In seven years, traffic growth has occurred with 2.2 MSF of non-residential development (approximately half of 1997 committed development).
- ◆ 2003 levels of service already exceed 2020 projections throughout Churchmans Crossing. An additional 3.3 MSF of development is committed as of 2004.
- ◆ All corridors have experienced growth:
 - SR 2
 - SR 4
 - SR 273
 - SR 7
- ◆ Recent recession and rising gas prices have not diminished traffic.



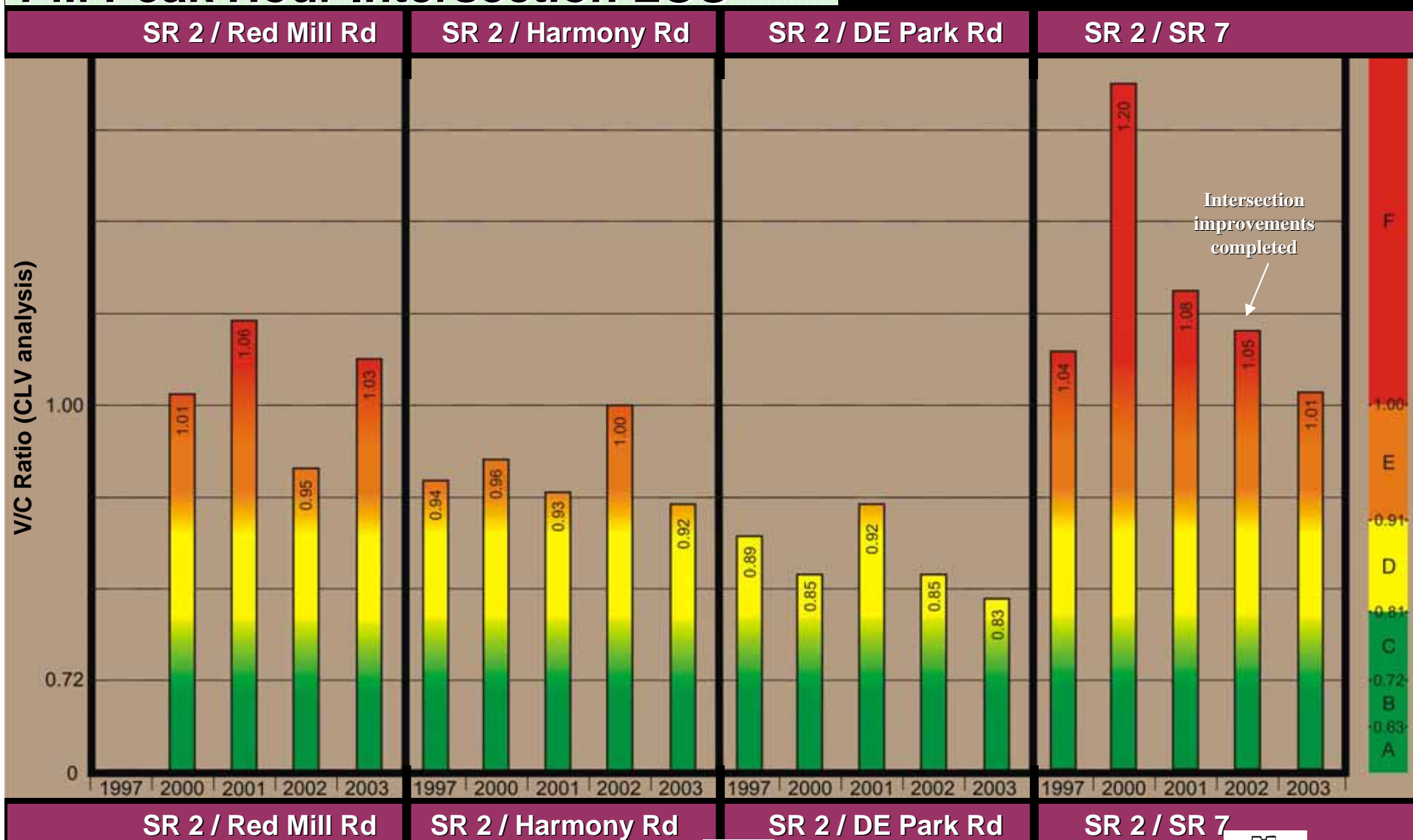
TRAFFIC ANALYSIS METHODS

- ◆ The PM peak hour intersection level of service (LOS) is shown on the following slides for each of the major intersections within the four main Churchmans Crossing corridors.
- ◆ The first group of slides displays LOS results derived using Critical Lane Volume (CLV) analysis, which calculates the maximum number of vehicles passing through the intersection per lane in one hour. This Volume value is divided by the intersection Capacity to obtain a V/C ratio.
- ◆ The second group of slides displays results derived using the Highway Capacity Software (HCS) method, which calculates intersection delay utilizing traffic count data, signal timings, truck percentage, etc.

SR 2 CORRIDOR

PM Peak Hour Intersection LOS

1997 <0.1 msf Committed
 1997-2004 <0.1 msf Built
 2004 <0.1 msf Committed

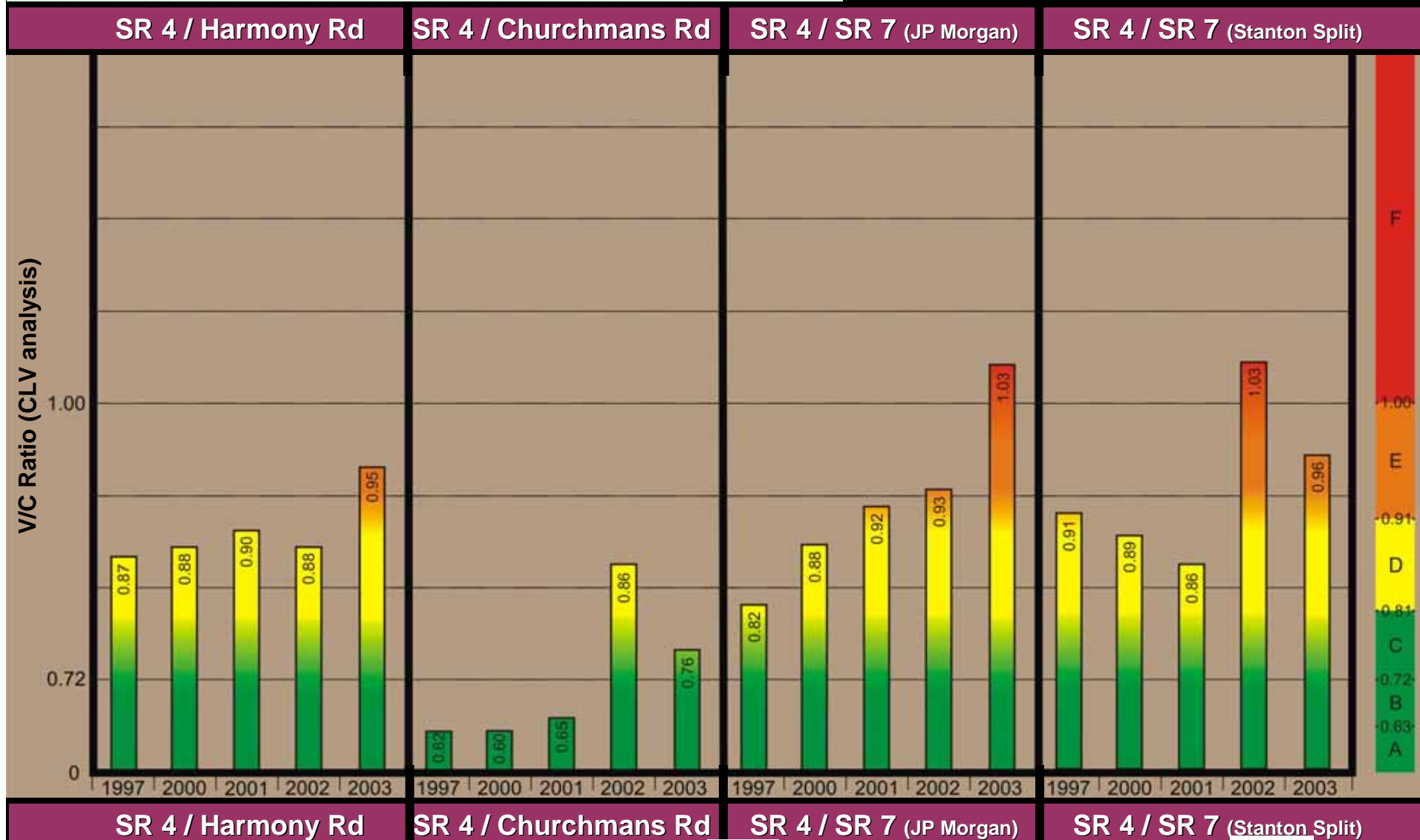


SR 4 CORRIDOR

1997
1997-2004
2004

1.5 msf Committed
0.8 msf Built
2.1 msf Committed

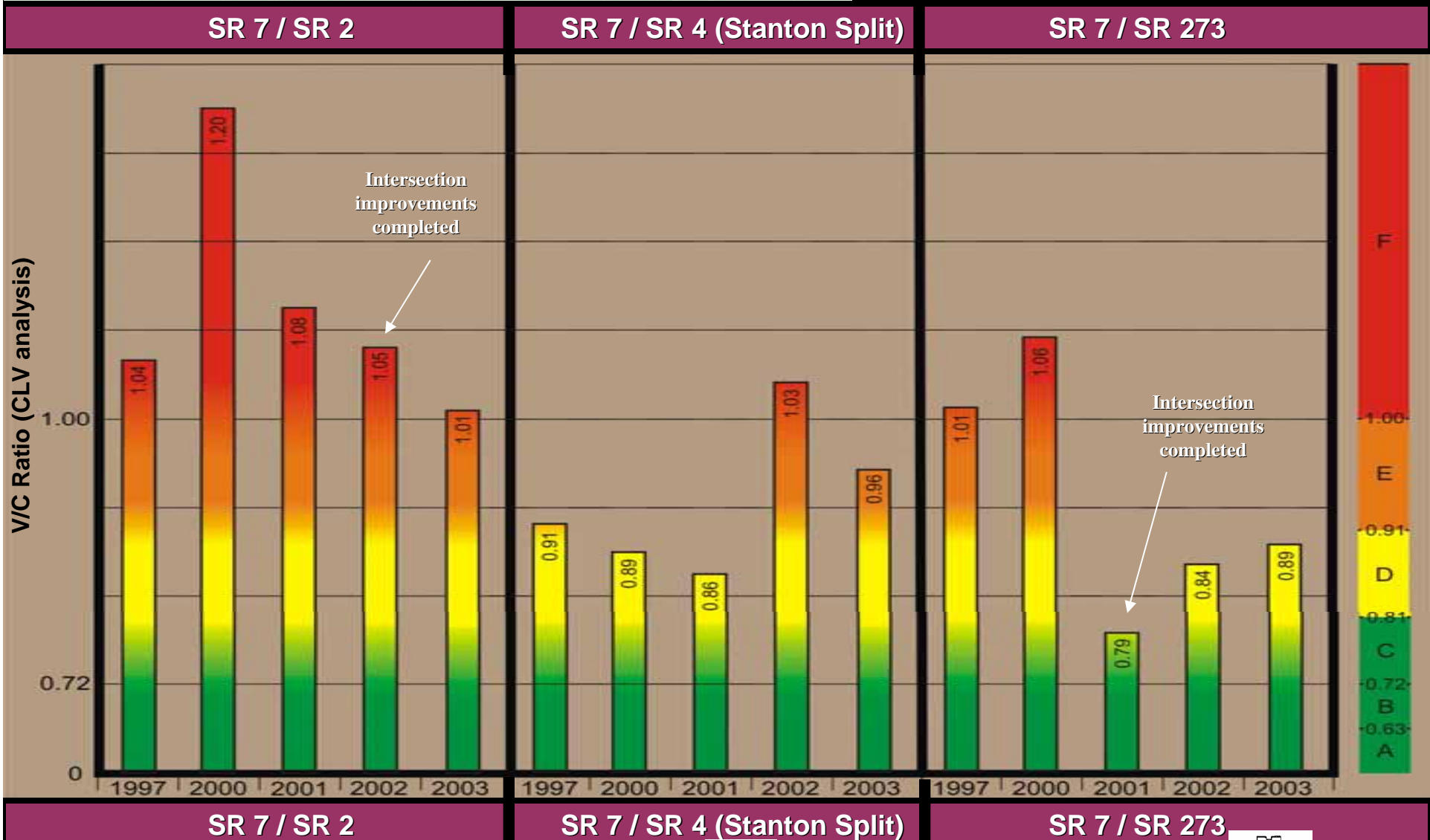
PM Peak Hour Intersection LOS



SR 7 CORRIDOR

PM Peak Hour Intersection LOS

1997	2.8 msf Committed
1997-2004	0.8 msf Built
2004	2.2 msf Committed

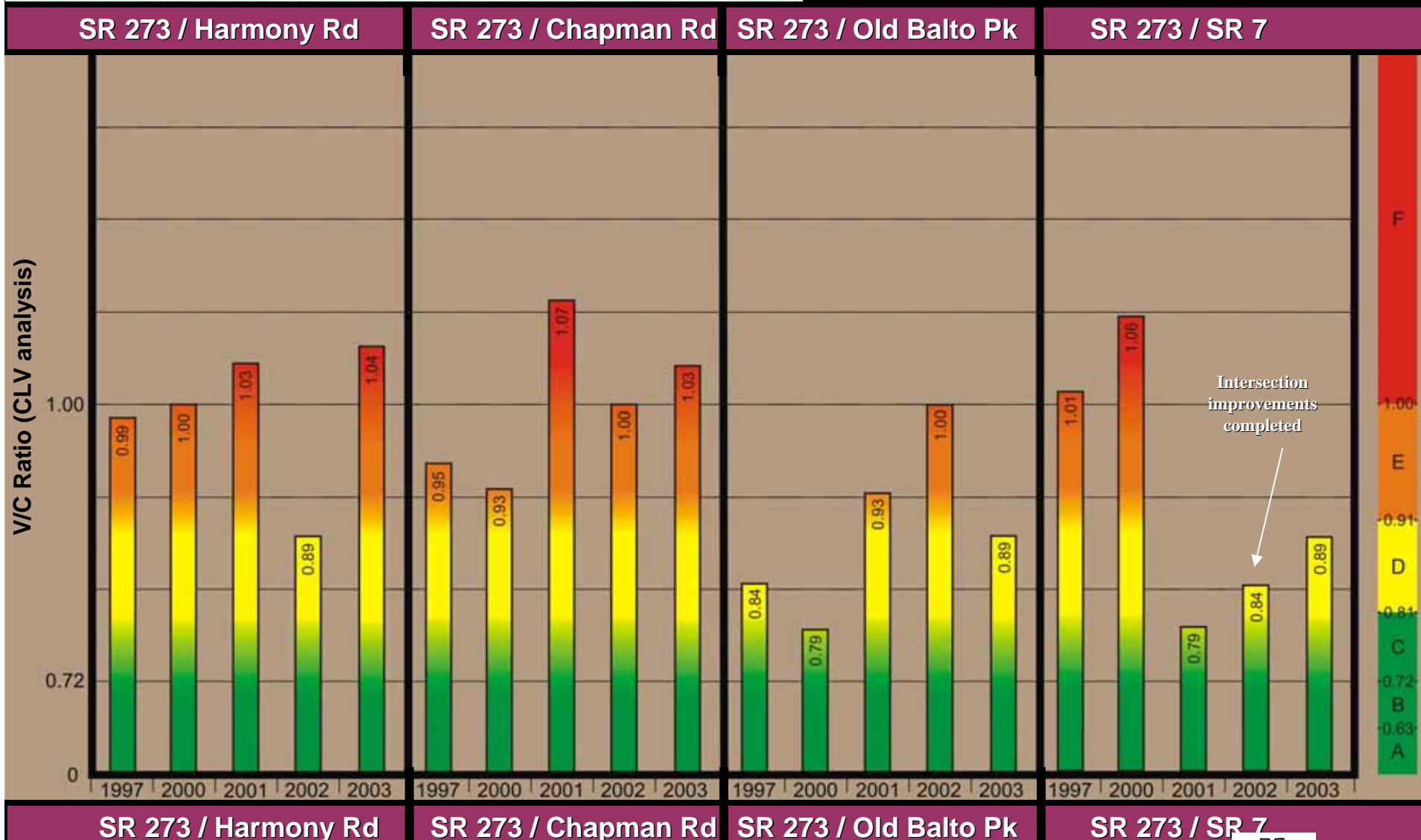


SR 273 CORRIDOR

PM Peak Hour Intersection LOS

1997
1997-2004
2004

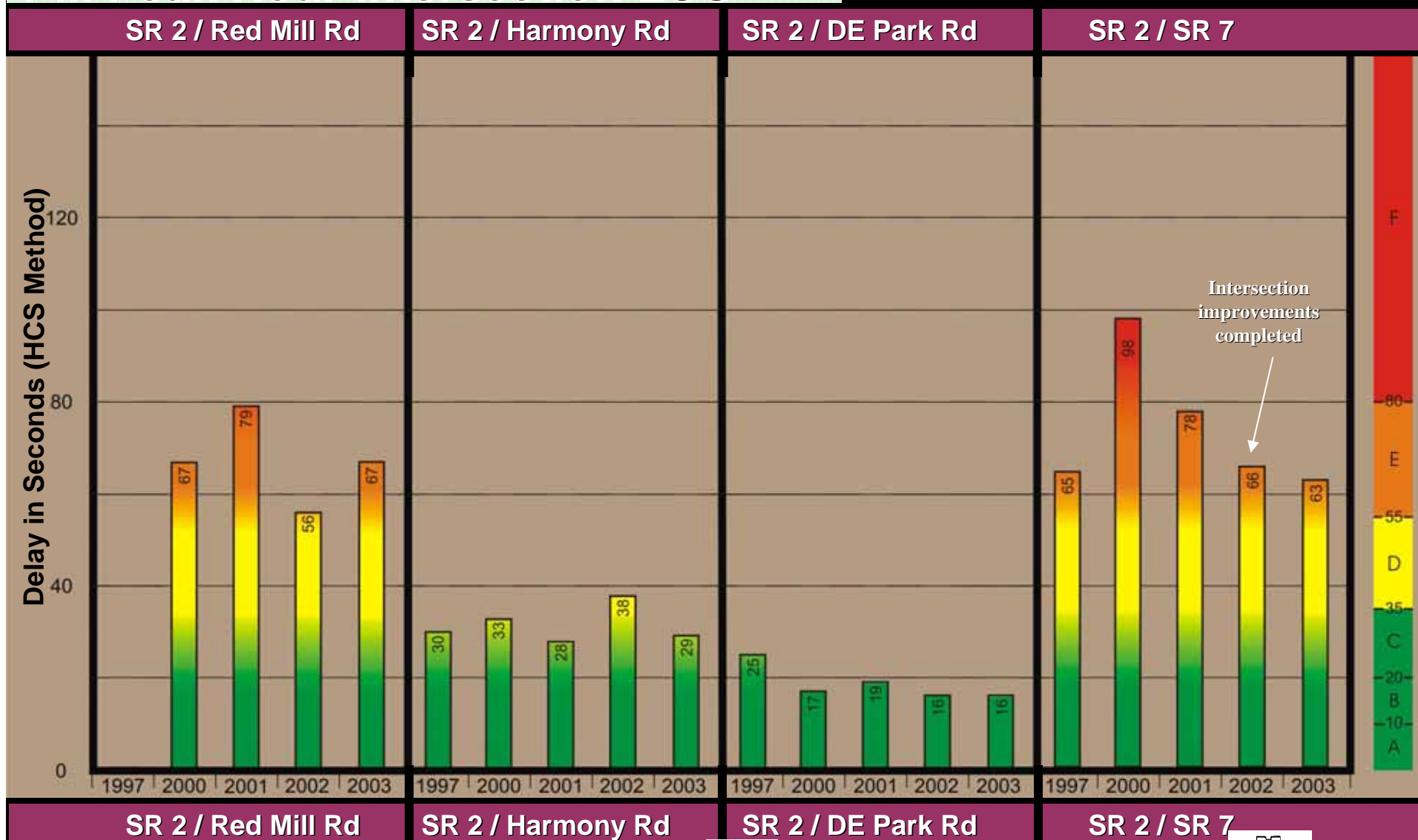
0.5 msf Committed
0.4 msf Built
0.3 msf Committed



SR 2 CORRIDOR

1997 <0.1 msf Committed
 1997-2004 <0.1 msf Built
 2004 <0.1 msf Committed

PM Peak Hour Intersection LOS

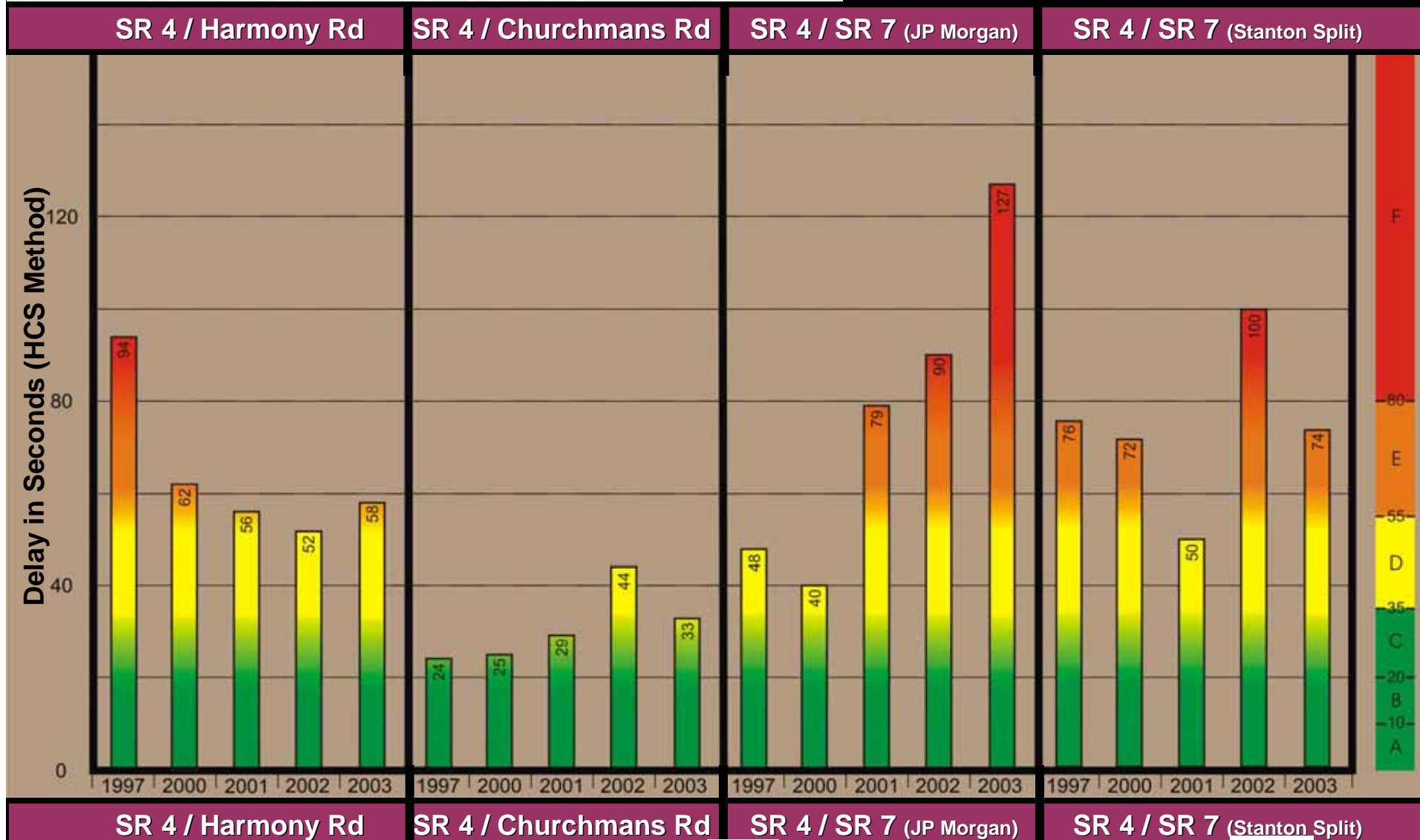


SR 4 CORRIDOR

1997
1997-2004
2004

1.5 msf Committed
0.8 msf Built
2.1 msf Committed

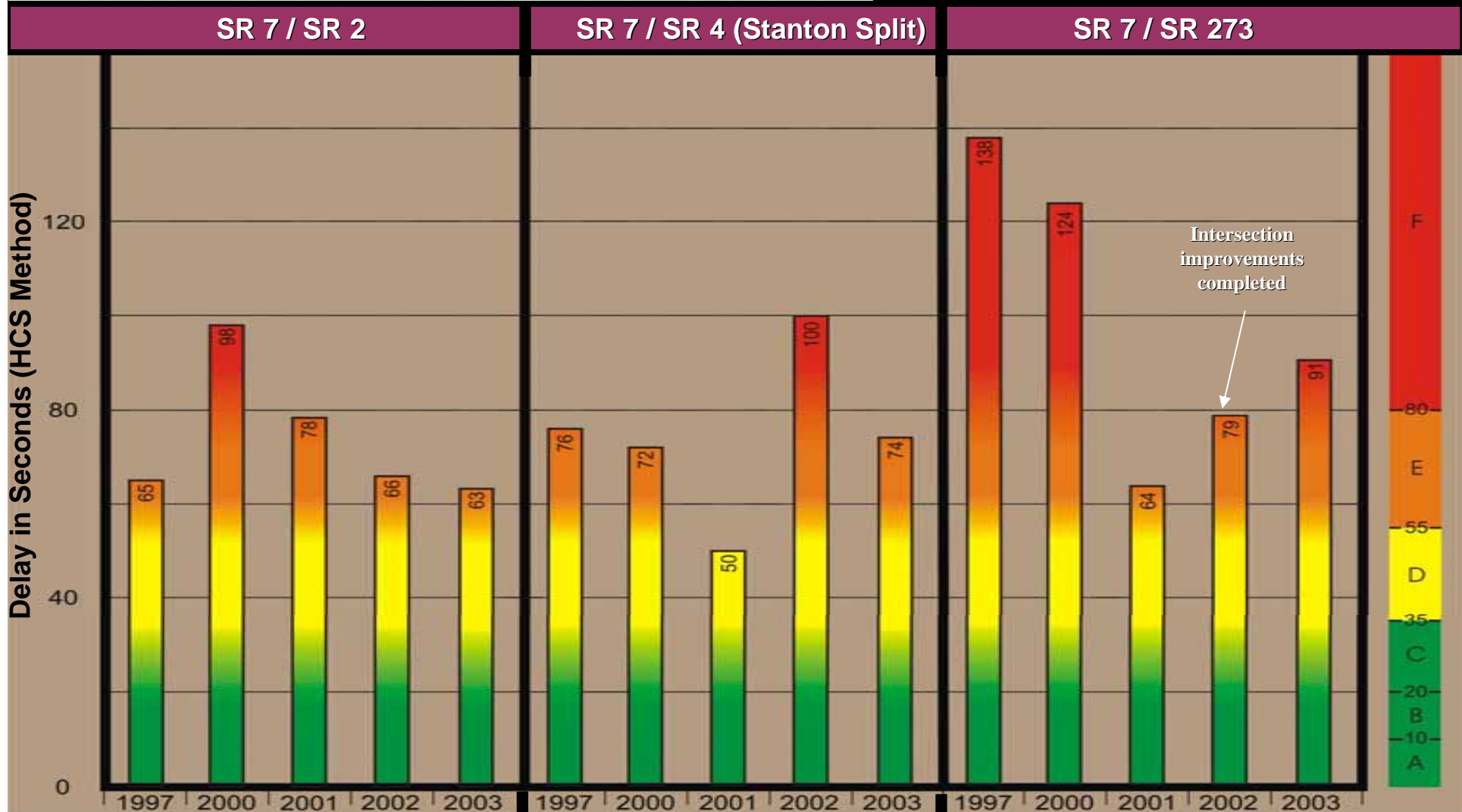
PM Peak Hour Intersection LOS



SR 7 CORRIDOR

PM Peak Hour Intersection LOS

1997	2.8 msf Committed
1997-2004	0.8 msf Built
2004	2.2 msf Committed



SR 7 / SR 2	SR 7 / SR 4 (Stanton Split)	SR 7 / SR 273
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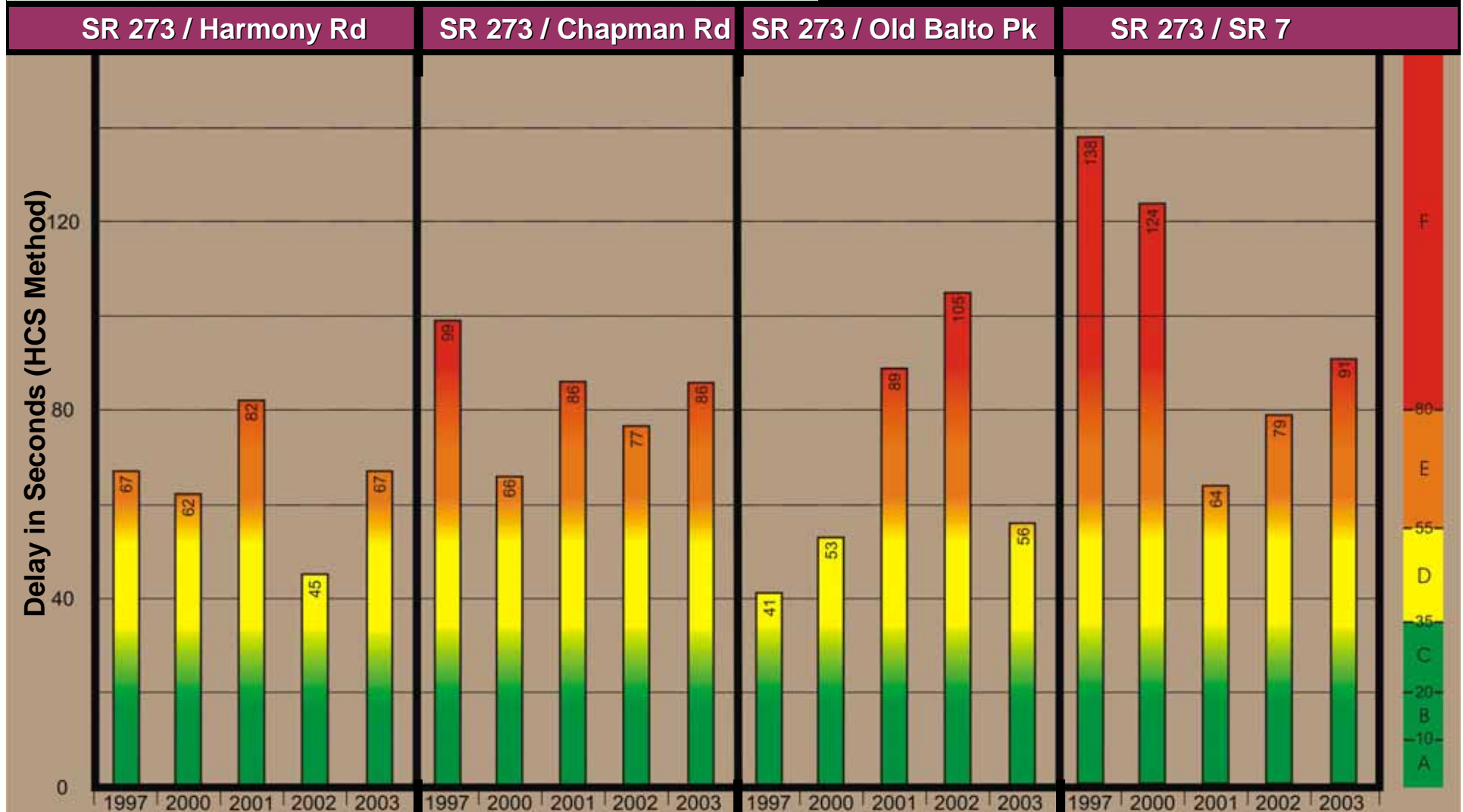


SR 273 CORRIDOR

PM Peak Hour Intersection LOS

1997
1997-2004
2004

0.5 msf Committed
0.4 msf Built
0.3 msf Committed



SR 273 / Harmony Rd SR 273 / Chapman Rd SR 273 / Old Balto Pk SR 273 / SR 7



1997 RECOMMENDED INTERSECTION & ROADWAY IMPROVEMENTS

■ Intersections

- SR 2 / SR 7
- SR 7 / SR 273
- SR 2 / Harmony Road
- SR 4 / Harmony Road
- SR 4 / SR 7 (J. P. Morgan)
- SR 4 / SR 7 (Stanton Split)
- SR 4 / Churchmans Road
- SR 273 / Chapman Road
- Road A / SB SR 1 Ramps
- SR 2 / Delaware Park Road
- Churchmans Road / SB SR 7 Ramps



■ Roadway Connections

- Churchmans Road Extended
- Ramp, Churchmans Road to NB I-95
- Christiana Connector (includes ramp from NB I-95 to Chapman Road)

INTERSECTIONS & ROADWAYS

Construction Completed

12

SR 7 / SR 273

14

**Harmony Road Traffic Calming
2001 Outstanding Safety Project Award**

3

**SR 2 / SR 7
2002 Outstanding Highway Project Award**

7

**SR 4 / SR 7 (J.P. Morgan)
Developer Turn Lane Improvements**

20

**Red Mill Road Safety
Improvements**



INTERSECTIONS & ROADWAYS

Funded for Design & Construction in Current CTP

7

SR 4 / SR 7 (JP Morgan)
(FY '05/'07-'09)

4

SR 4 / SR 7 (Stanton Split)
(FY '04/FY '06)

1

SR 2 / Harmony Road
(FY '05/'07-'09)

5

SR 4 / Harmony Road
(FY '03/'07-'09)

9

SR 273 / Chapman Road
(FY '05)

19

SR 273 / Old Baltimore Pike
(right turn lane)
(FY '04)

15

Churchmans Road Bridge
over I-95
(FY '04)

17

SR 1 / I-95 Interchange
(FY '05-06/07-09)

21

SR 273 / Main Street,
Christiana (TBD)



ADDITIONS TO PROGRAM SINCE 1997

- ♦ **Additional Intersections being Monitored**
 - SR 4 / Hygeia Drive
 - SR 273 / Harmony Road
 - SR 273 / Old Baltimore Pike
 - SR 273 / SB SR 1 Ramp
 - SR 273 / NB SR 1 Ramp
 - SR 2 / Red Mill Road / Polly Drummond Hill Road
- ♦ **Roadway Safety Projects**
 - Harmony Road Traffic Calming
 - Red Mill Road Sidewalk Improvements
 - SR 7 Ramp Extension
- ♦ **Intersection Improvements**
 - SR 273 / Old Baltimore Pike right turn lane
 - SR 273 / Main Street, Christiana
- ♦ SR 273 Corridor Study, SR 1 to I-95
- ♦ SR 2 over Mill Creek Bridge Rehabilitation and Sidewalk
- ♦ 48" Pipe Replacement on SR 4 at Hospital
- ♦ Hospital funded intersection improvements



DELETIONS FROM PROGRAM SINCE 1997

- ♦ **Ramp, Churchmans Road to NB I-95**
 - Ramp was to provide redundant movement to loop from Churchmans Road / SB SR 7 to NB I-95. The operation of this loop would be improved with the provision of the flyover ramp from SB I-95 to SB SR 1, i.e., closing of loop from SB I-95 to SB SR 7 eliminates existing weave condition between loops.
- ♦ **SR 7 Ramp Extension Safety Improvements**
 - This project's operational improvements would be addressed in I-95 / SR 1 / SR 7 Interchange Improvements.
- ♦ **Intersections No Longer Being Monitored
(5 of the 7 operated at LOS C or better in 2002)**
 - Churchmans Road / Continental Drive
 - SR 7 / Churchmans Road (Ramp A)
 - SR 7 / Churchmans Road (Ramp B/C)
 - Churchmans Road / DelTech
 - Churchmans Road / Country Club Drive
 - Road A / SB SR 1 Ramp
 - Road A / NB SR 1 Ramp

OTHER IMPROVEMENTS

Not Currently Funded in CTP

2 SR 2 / Delaware Park Road

6 SR 4 / Churchmans Road

8 SR 273 / Harmony Road

10 11 Road A / SR 1 Ramps

19 SR 273 / Old Baltimore Pike

13 Churchmans Road Extended



CHRISTIANA VILLAGE / SR 273 CORRIDOR

- ♦ Early 2002 – Christiana Village community raised concerns with the Christiana Town Center construction and impacts to their community.
- ♦ Christiana Village Working Group goals:
 - Significantly reduce cut-through traffic in Christiana Village, Main Street, and Browns Lane.
 - Eliminate need for local community traffic to mix with Christiana Town Center traffic to gain access to and from SR 273.
- ♦ Several of the community's concerns have been addressed:
 - Maintenance improvements to improve sight distance and drainage.
 - Resurfacing Main Street to improve Fire House drainage.
 - Adding/replacing sidewalks along Main Street to SR 273 Park and Ride (Sidewalk & Bus Stop construction Spring 2005).
 - Adding right turn lane from westbound Old Baltimore Pike to northbound SR 273 (construction substantially complete).

CHRISTIANA VILLAGE / SR 273 CORRIDOR

- ♦ Major improvements proposed to address Christiana Village traffic circulation issues - potential solutions were nearing consensus in Summer 2002.
- ♦ SR 273 Corridor Study, I-95 to SR 1, initiated Summer 2002.
- ♦ Christiana Village circulation solutions and SR 273 Corridor Study have been delayed by Chancery Court litigation since Summer 2002, with ongoing Consent Order negotiations since November 2002.

MULTI-MODAL ACCOMPLISHMENTS

- ✓ **Enhanced Facilities & Services = Increased Ridership**
 - 5 new bus routes + Fairplay Station opened
 - 49 Bus Stop Improvements
 - 6 miles of Sidewalk Improvements
 - 71% Increase in Rail Ridership
 - 13% Increase in Bus Ridership
- ✓ **DelTrac – most Corridors on-line with Real-Time Camera monitoring**
- ✓ **Intersection & Safety Improvements**
 - SR 7 / SR 273
 - Harmony Road Traffic Calming
 - SR 2 / SR 7
 - Red Mill Road Safety Improvements
- ✓ **Enhanced Pedestrian Movements**
 - Pedestrian Signals
 - Curb Ramps
 - Crosswalks
 - Improved Lighting
- ✓ **Traffic Mitigation Agreements in place with 5 major employers to reduce number of vehicles traveling to sites.**



SUMMARY

- ♦ New multi-modal facilities & services have been successfully implemented
- ♦ 2.2 MSF of development has occurred since 1997 with additional 3.4 MSF of development committed as of 2004
- ♦ New Castle County Unified Development Code (UDC) adopted in December 1997
- ♦ New Castle County Comprehensive Plan updated in 2002
- ♦ In 1997, intersections LOS were projected for year 2020. Those projected LOS's were reached in 2003 at the following intersections:
 - SR 2 / SR 7
 - SR 2 / Delaware Park Road
 - SR 4 / Harmony Road
 - SR 4 / SR 7 (JP Morgan)
 - SR 4 / SR 7 (Stanton Split)
 - SR 273 / Harmony Road
 - SR 273 / Chapman Road



RECOMMENDATIONS

- ♦ Continue to monitor and implement program as funded in CTP
- ♦ Funded for Final Design
 - FY 2005 Sidewalk & Bus Stop Improvements
 - SR 4 / SR 7 (Stanton Split)
- ♦ Funded for Project Development ('04 – '05)
 - SR 4 / Harmony Road
 - SR 273, I-95 to SR 4
 - SR 2 / Red Mill Road / Polly Drummond Hill Road
- ♦ Analyze SR 7 / SR 273 / SR1 area for potential interchange improvements
- ♦ Continue good access management coordination between DeIDOT and NCC, including development interconnectivity, specifically the Churchmans Superblock bounded by SR 4, SR 7, Churchmans Road, and Old Churchmans Road

