

City of New Castle Transportation Plan Update February 10, 2021



Agenda

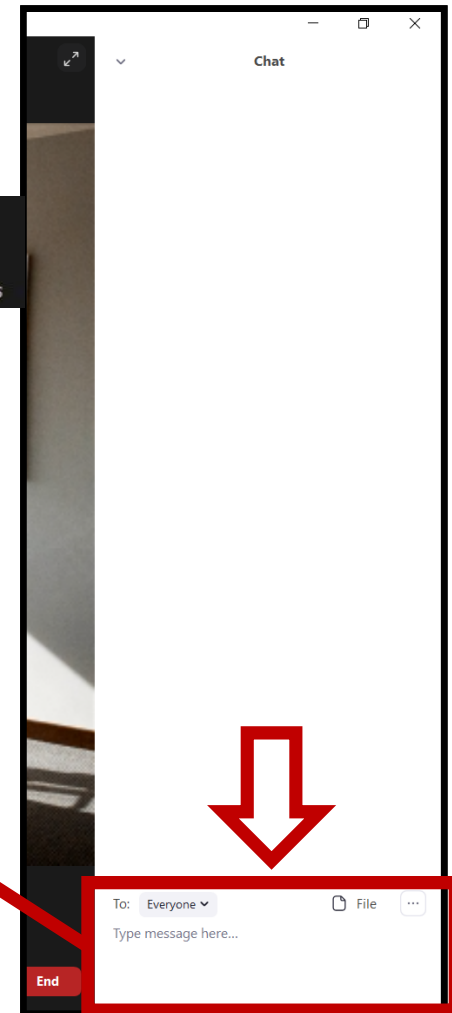
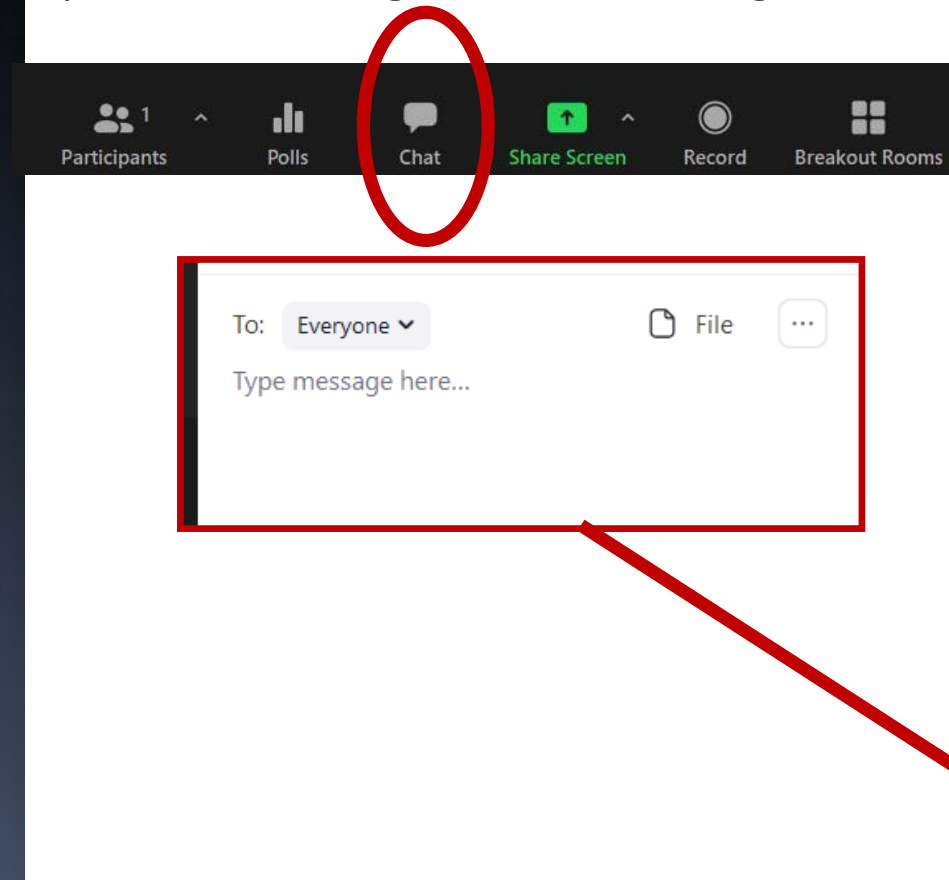
- Introductions
- Project Overview
- Existing Conditions – Breakout Sessions
 - Bicycle/Pedestrian/Transit
 - Traffic/Freight/Parking
 - Environment/Flooding/Streetscaping
- Next Steps



Introductions

- City of New Castle
- WILMAPCO
- DeIDOT
- Century Engineering

Please use the CHAT box to submit questions throughout the evening.



Purpose of the Plan:

1

Identify and evaluate opportunities to improve bicycle, pedestrian and transit facilities and connections

2

Clarify regional and local traffic patterns throughout City
Redesign streets and intersections to reduce speeding and cut-through traffic

3

Develop an optimized shared-parking analysis

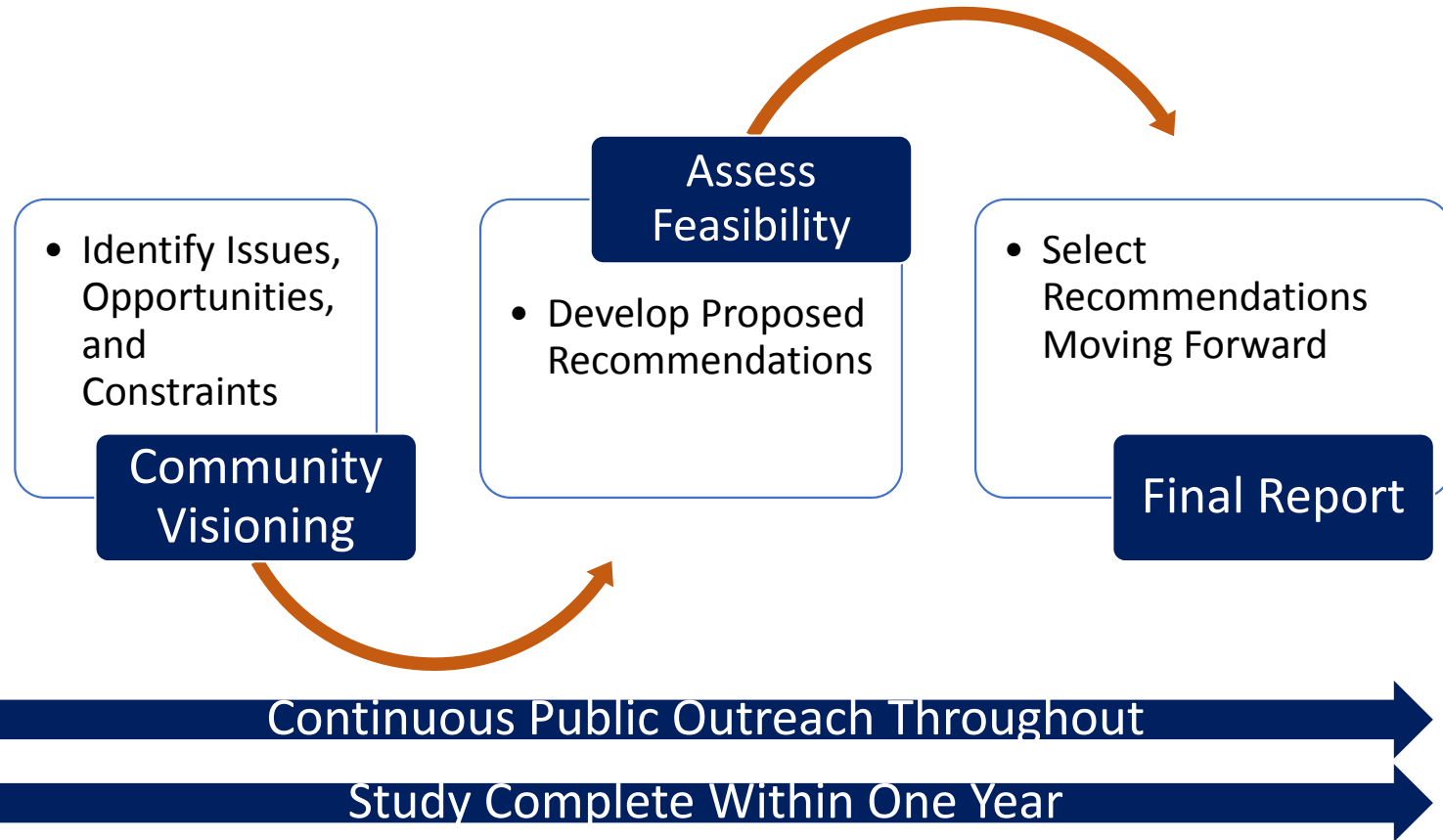
4

Improve gateways to the historic city

5

Address flooding and sea-level rise impacts on land use and access to major transportation corridors

Century Work Plan

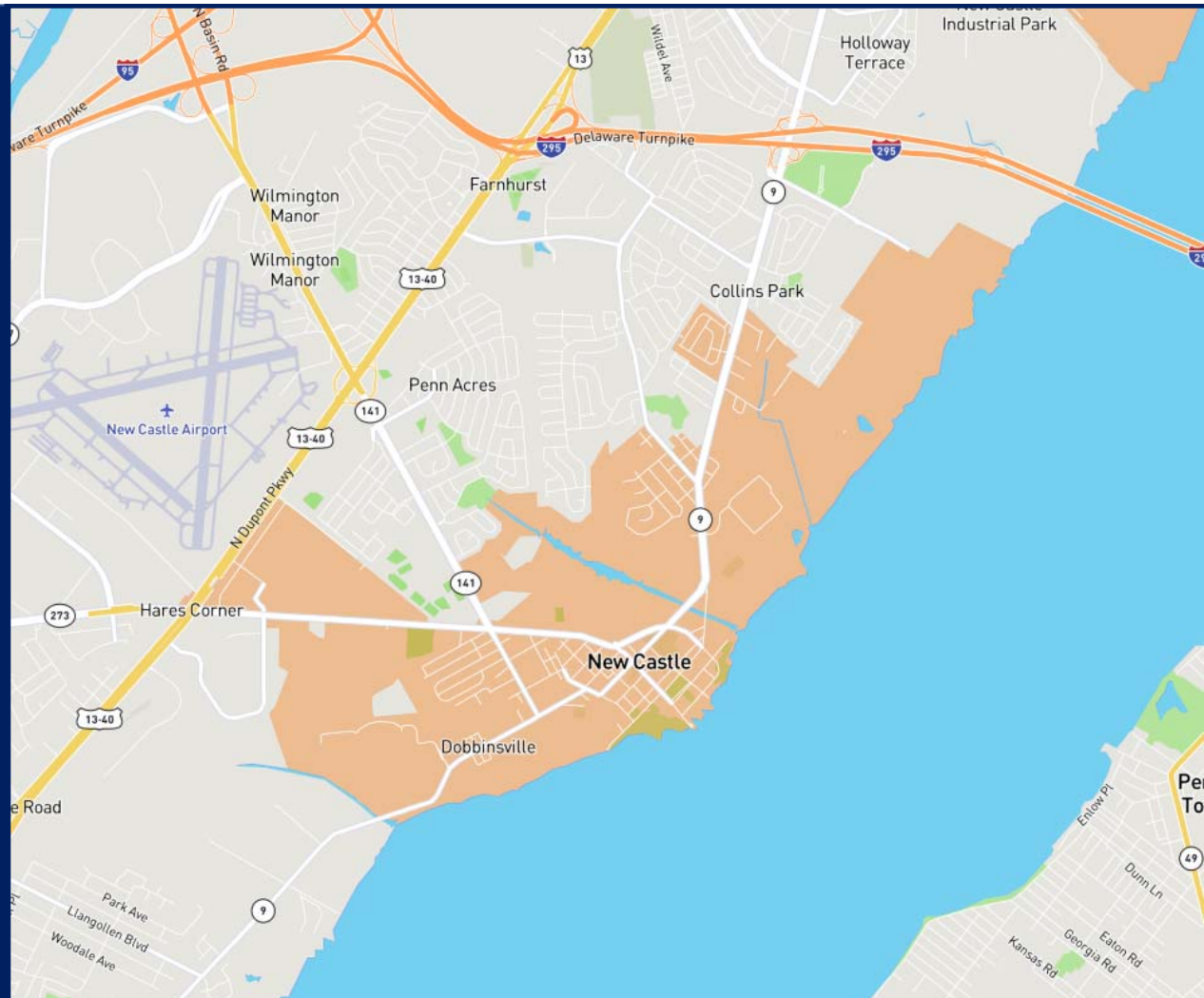


Holistic Approach

- Walking Inventory of Existing Infrastructure
 - Sidewalk, Bus Stops, Bicycle Facilities/Connections
- Determine Destinations
- Review Connectivity
- Truck Movements
- Traffic Calming
- Signing



Study Area



Breakout Sessions

1. Bicycle/Pedestrian/Transit
2. Traffic/Freight/Parking
3. Environment/Flooding/Streetscaping/Electric Vehicle Charging

We want to hear from you!

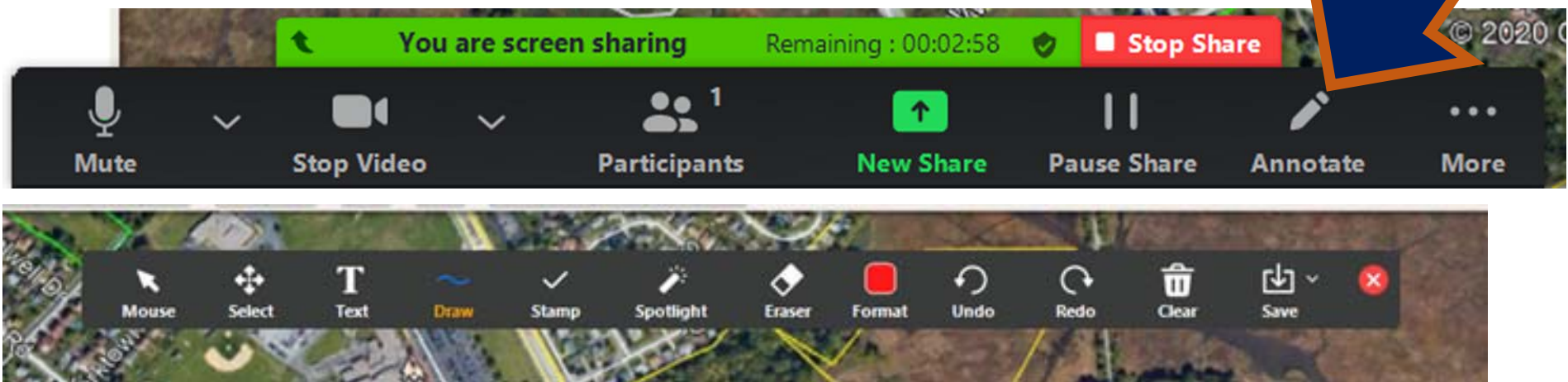


Breakout Session Instructions

- Automatically transported into the Breakout Session and back
- Moderator
- Sessions will be recorded
- Maps for reference
- Each Session will have a topic



- *9 – Raise Hand
- *6 – Unmute/Mute



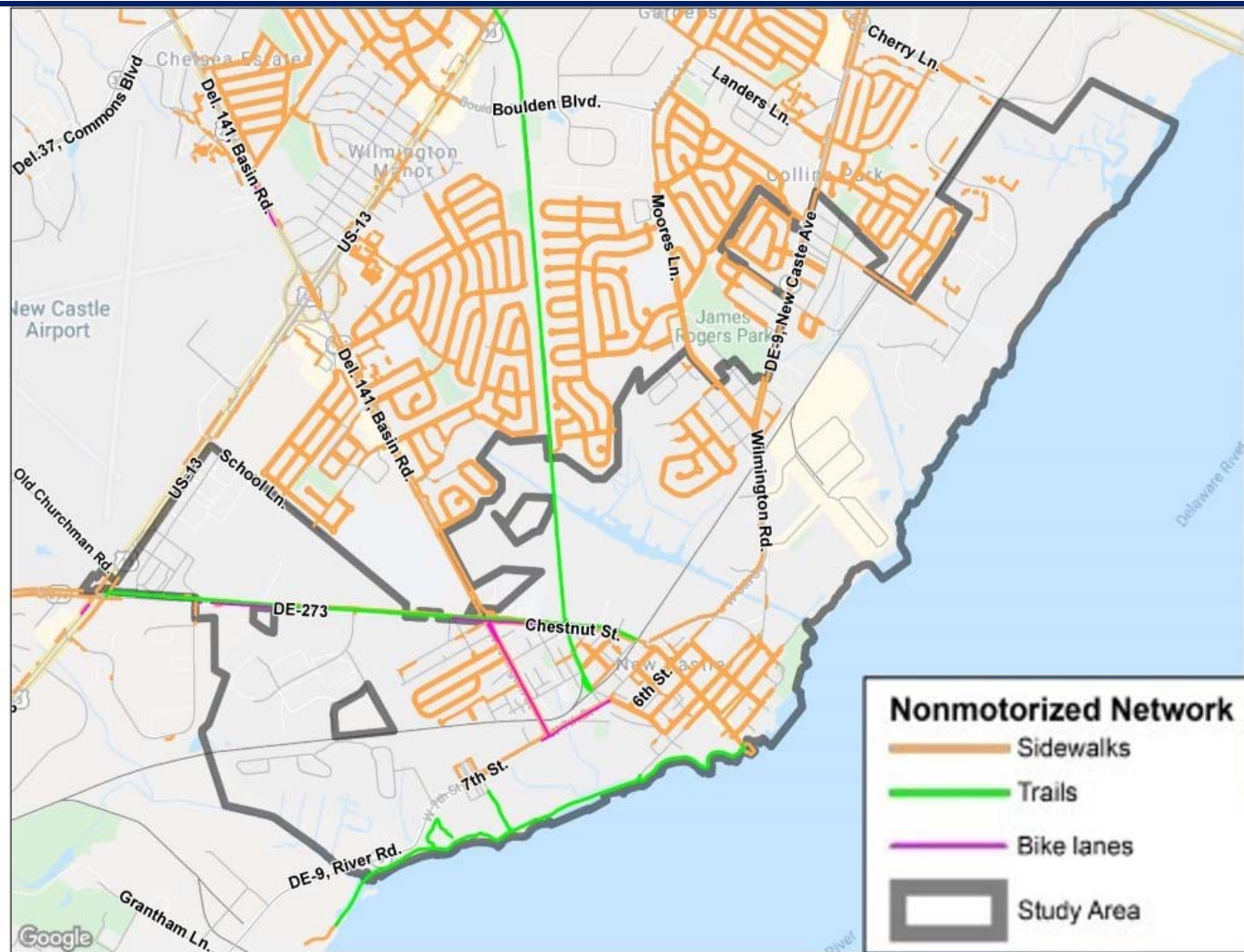
Breakout Session 1

1. Bicycle/Pedestrian/Transit

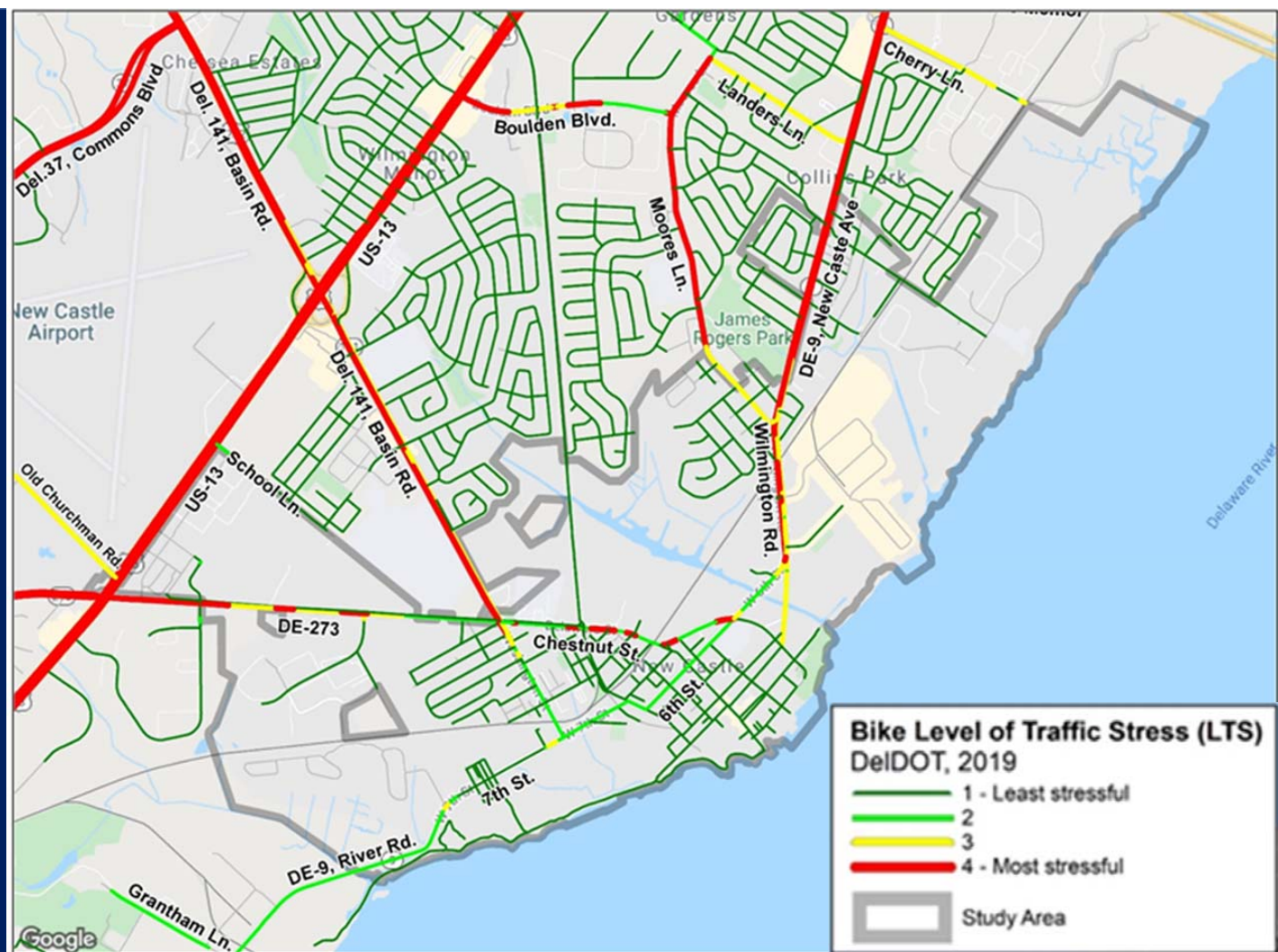
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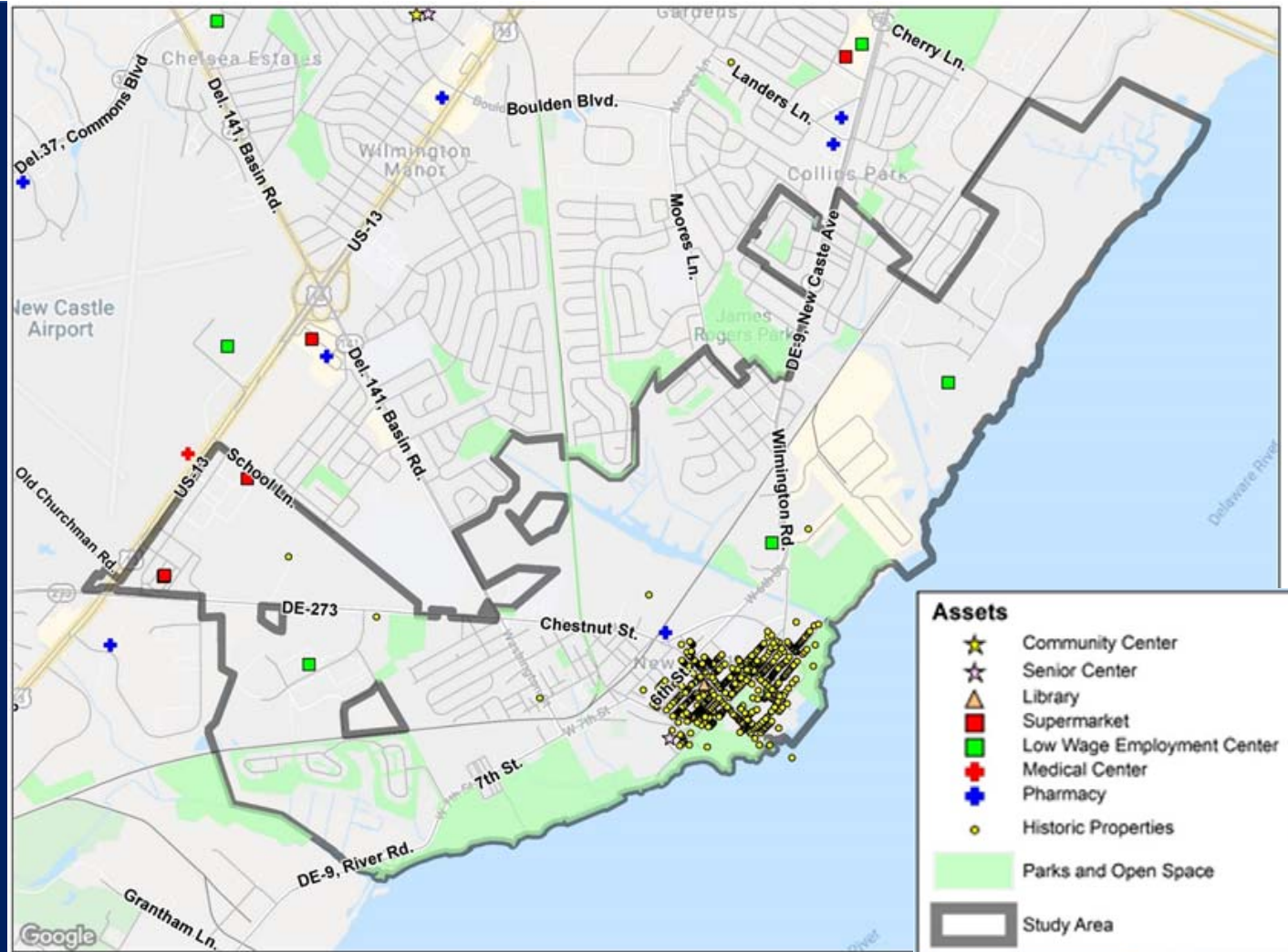
Pedestrian / Bicycle Network



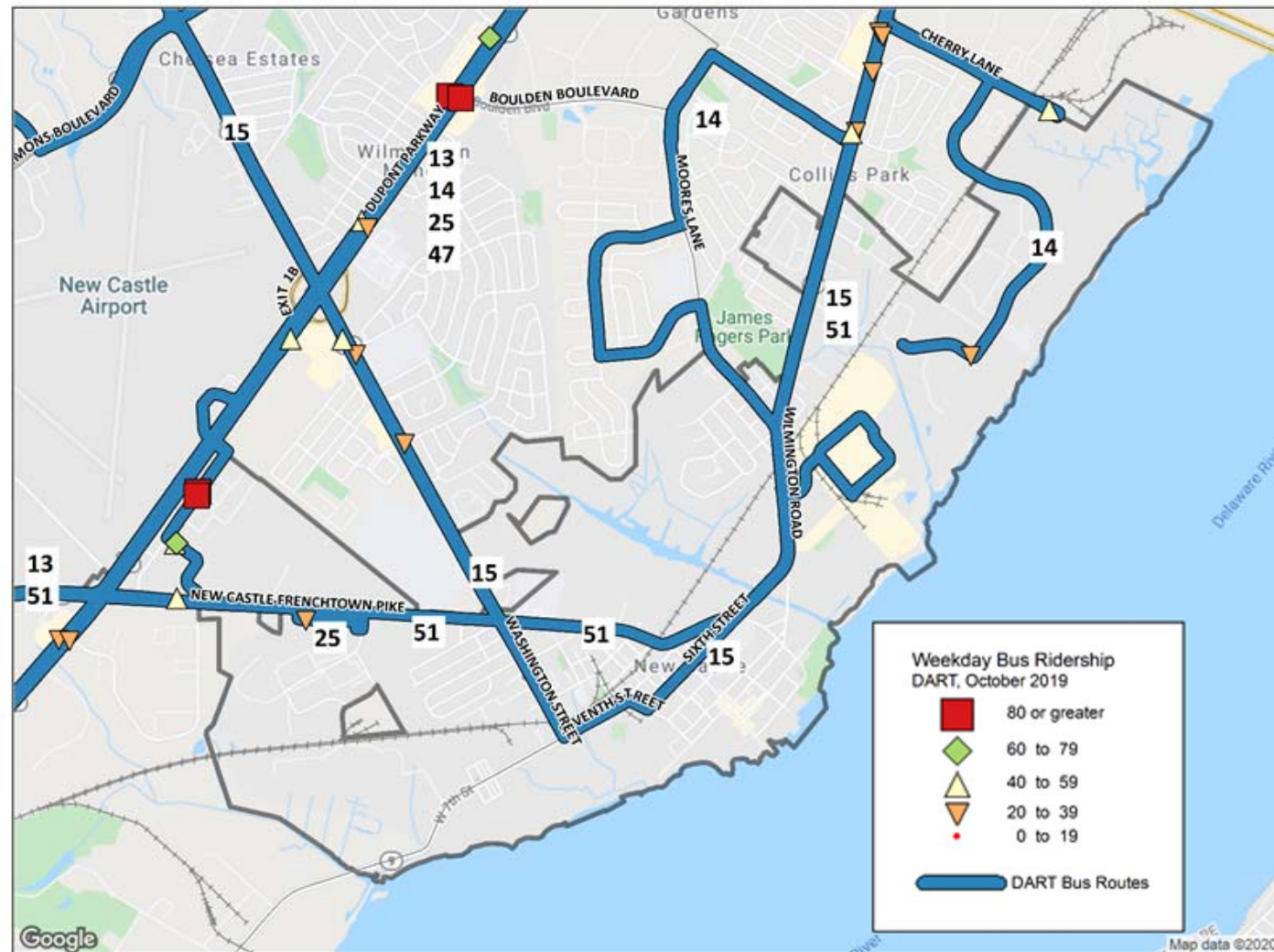
Pedestrian / Bicycle Network



Assets



Public Transit



Breakout Session 1 – Bicycle/Pedestrian/Transit

- Are there specific intersections or other locations that are difficult for cyclists or pedestrians to navigate?
- Are there specific areas where better bicycle or pedestrian connections or extensions are needed?
- Are there any improvements that could be made that would encourage you to bicycle or walk more?
- Is the current transit service adequate? Or, are additional routes, extensions of routes or additional bus stops desired?
- Are there any areas within the study area that feel disconnected from others?
- Are there any areas that are difficult to access regardless of the method of transportation?



- *9 – Raise Hand
- *6 – Unmute/Mute



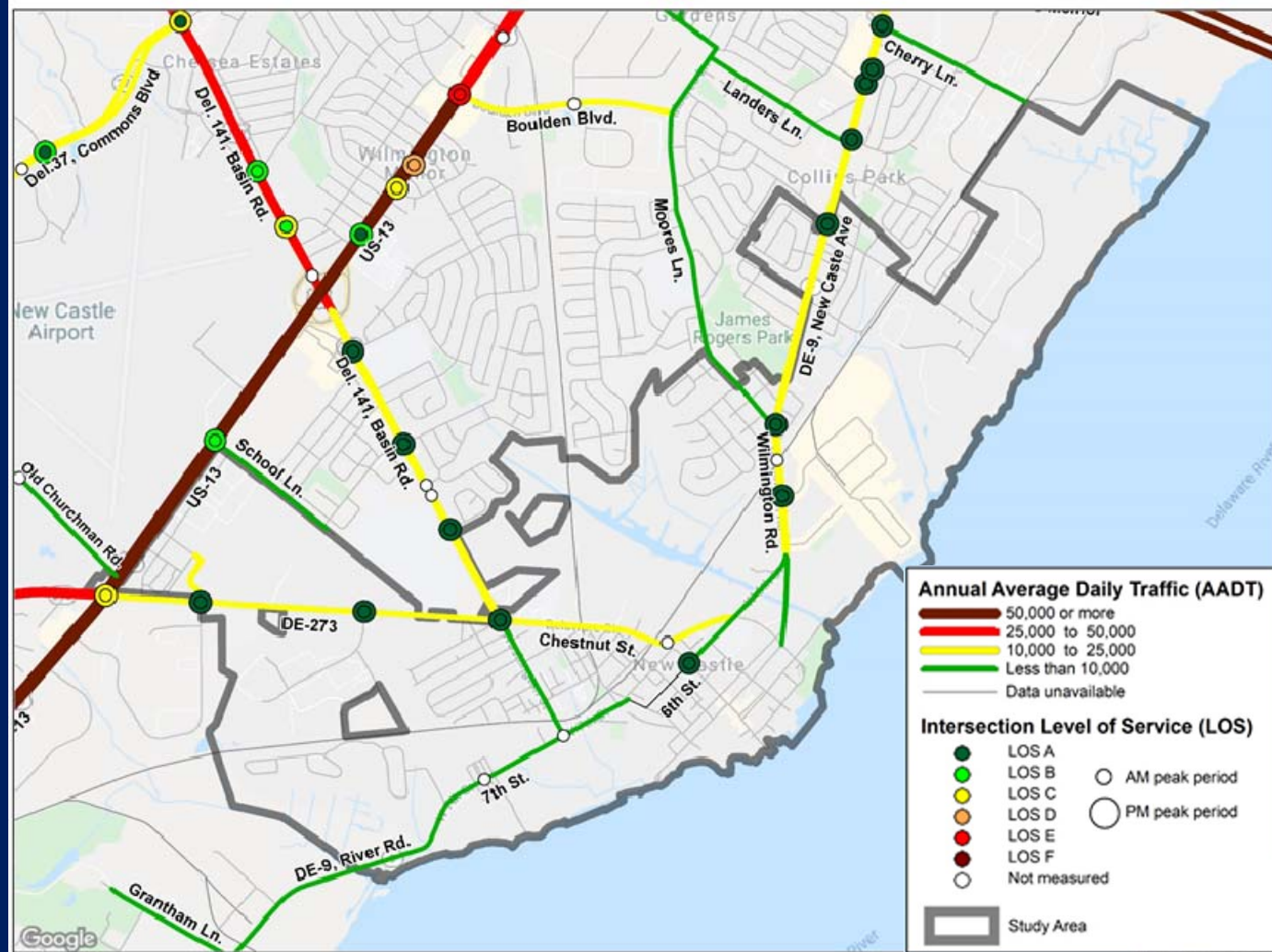
Breakout Session 2

2. Traffic/Freight/Parking

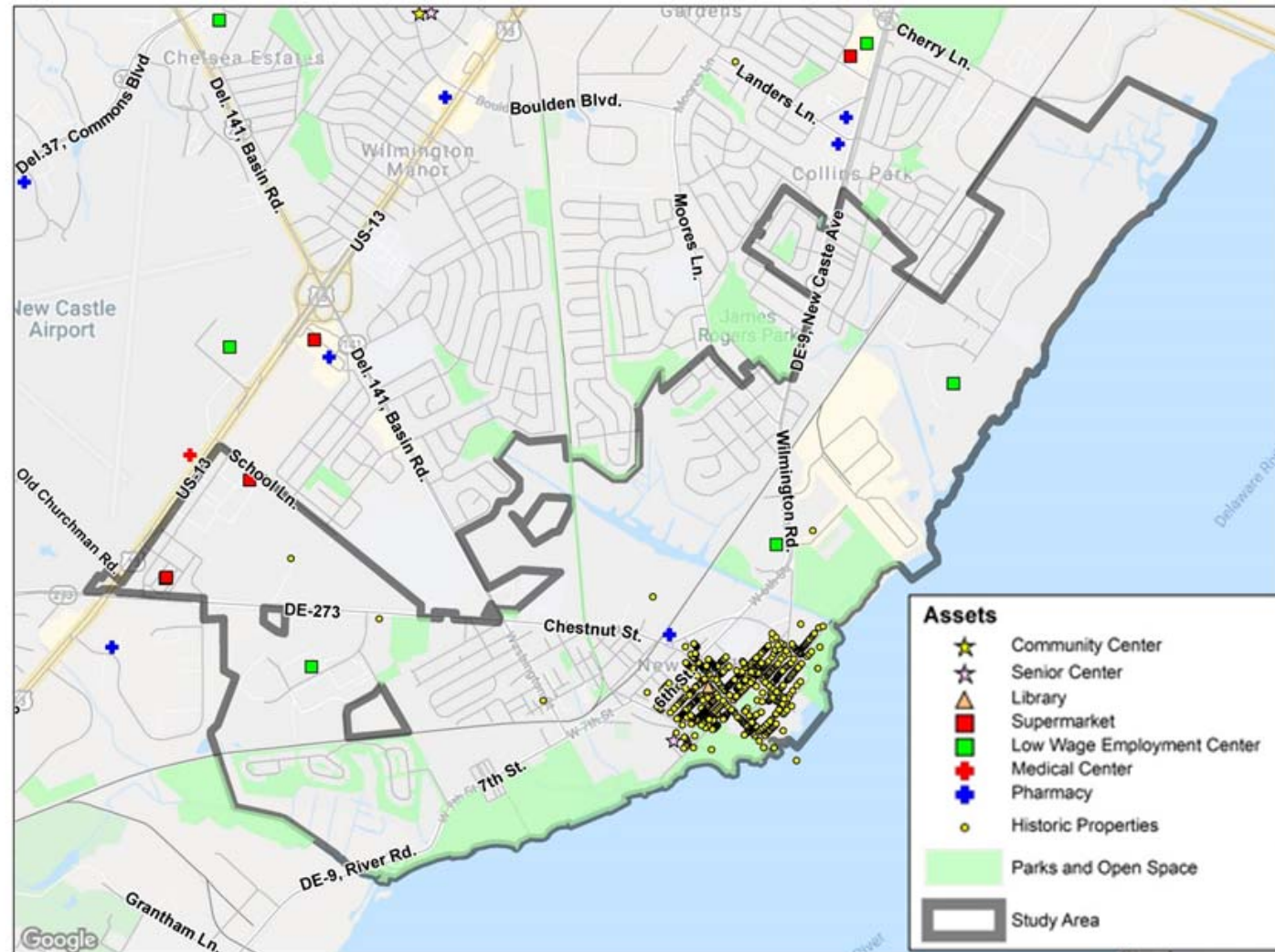
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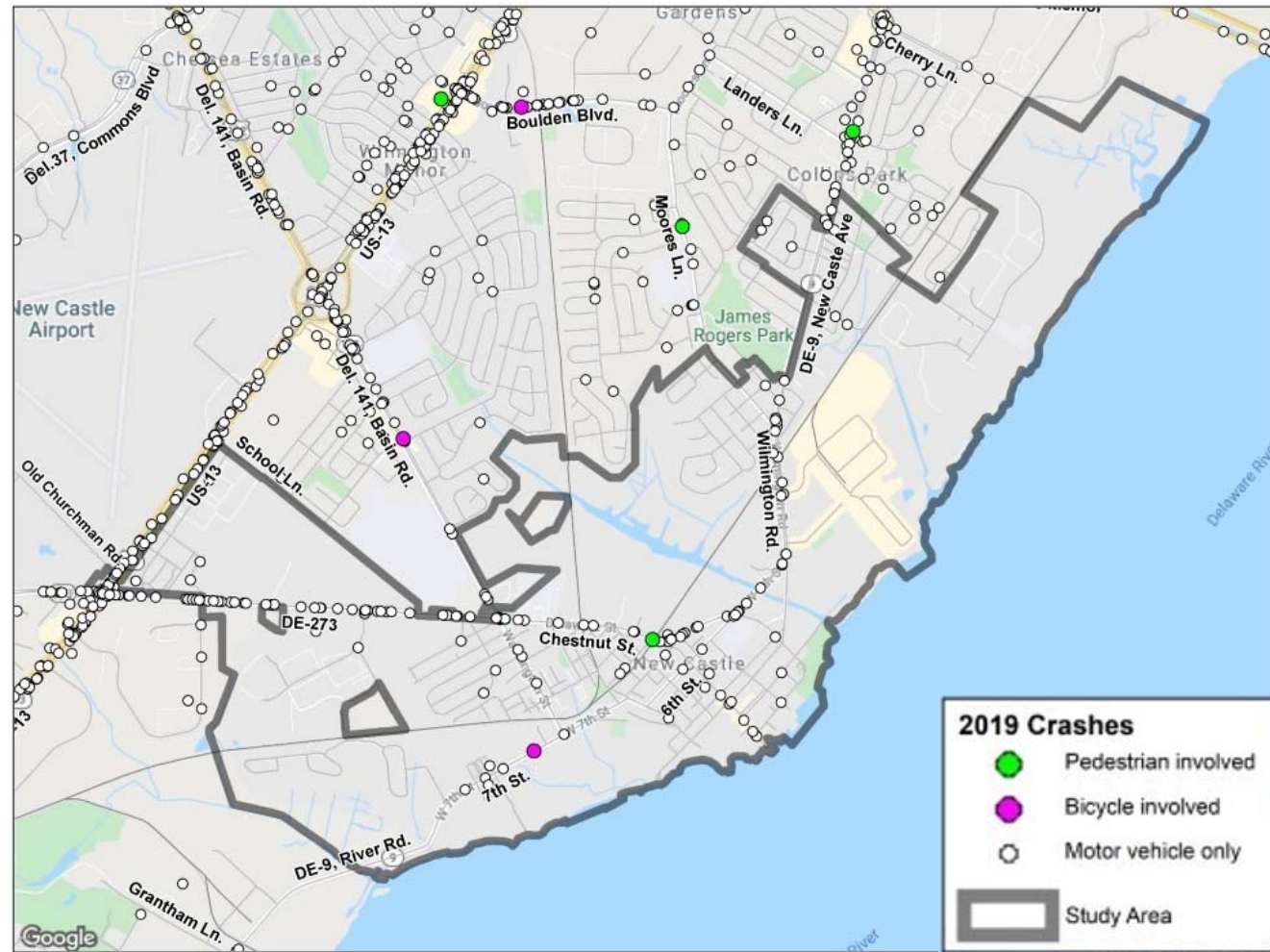
Roads



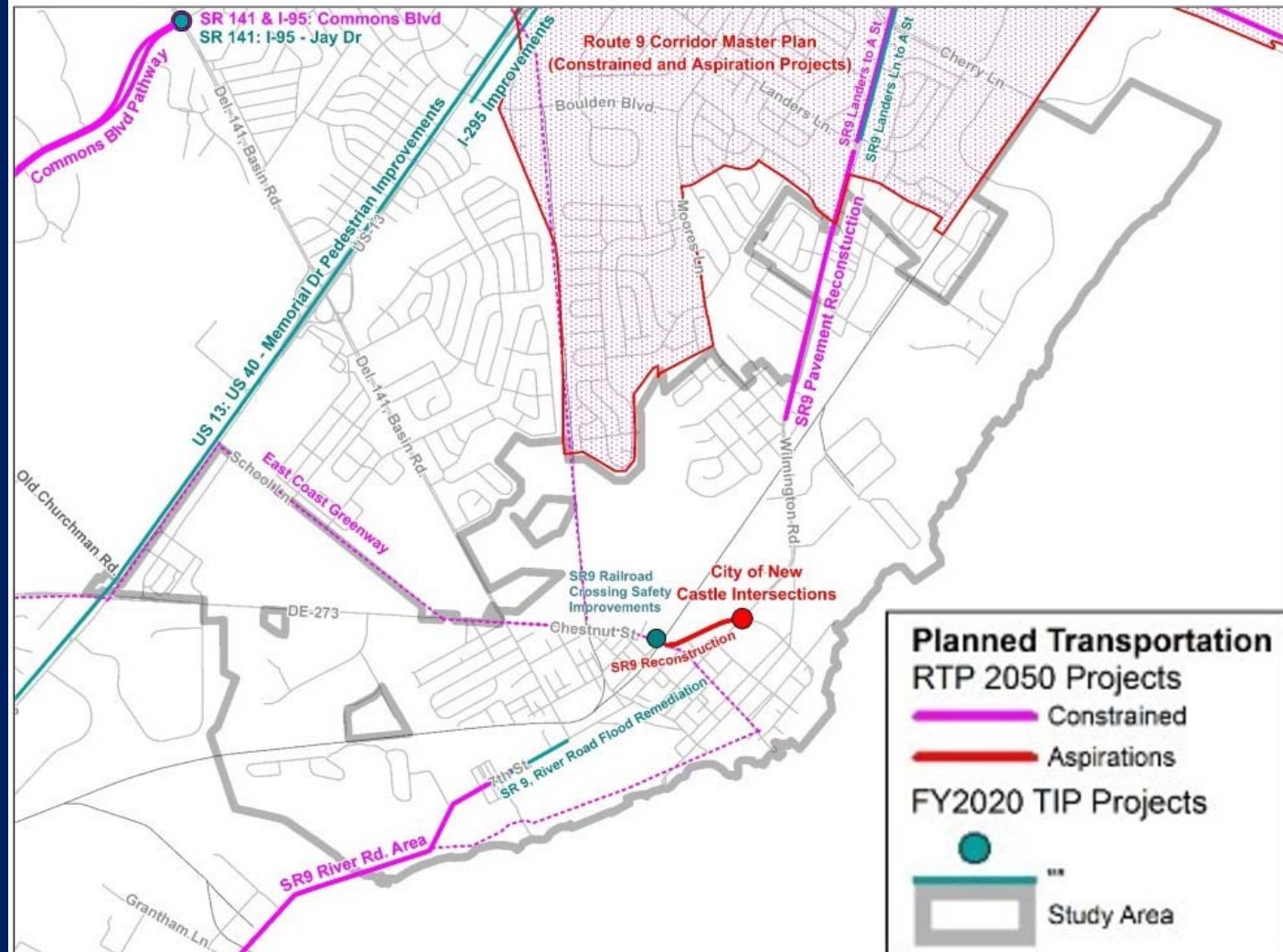
Assets



Crashes



Planned Transportation



Freight

Delaware Statewide Truck Bottleneck Analysis: Summer Peak Travel Reliability

DRAFT

- Travel Time Reliability: Summer 2017**
- LOS "C": Under 1.5 times freeflow speed
 - LOS "D": Between 1.5 and 2 times freeflow speed
 - LOS "E": Between 2 and 2.5 times freeflow speed
 - LOS "F": Over 2.5 times freeflow speed

Summer Peak shown as an average of travel time reliability from a six hour period from 11am-4pm.

Source: NPMRDS; Data collected from each Friday, Saturday and Sunday between Friday June 16th through Sunday August 13th.

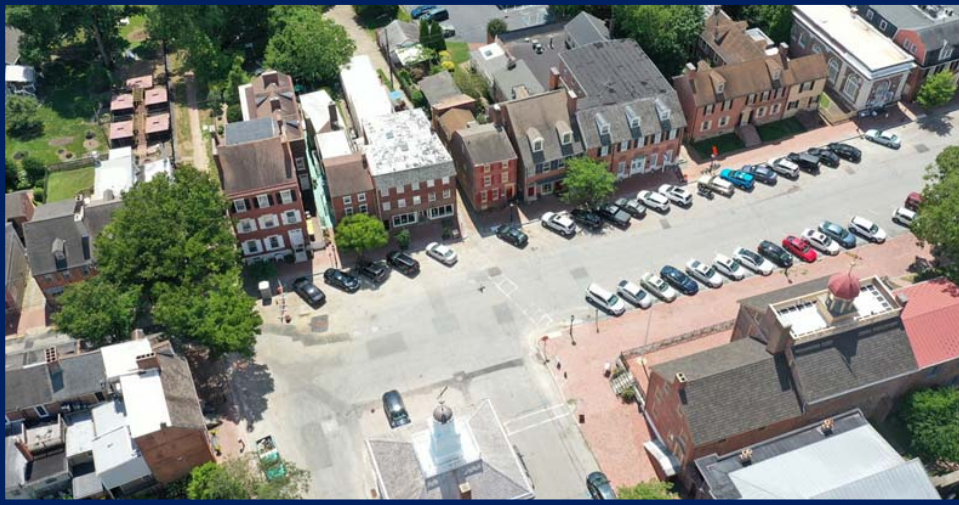
Delaware Statewide Truck Bottleneck Analysis:

- Ranking**
- High
 - Moderate
 - Low

DRAFT

ID	NAME	TOT_Score	Rank
2	SR 7 & SR 2 Area (Kirkwood Hwy.)	2.375	High
6	US 13: I-495 to SR 273	2.250	High
8	SR 273: Airport Rd. to SR 141	2.125	High
3	SR 4: SR 273 to SR7/SR 4 (JP Morgan)	1.875	High
15	US 9/DE 1: Five Points Area	1.875	High
1	SR 896: SR 4 to Old Baltimore Pike	1.750	Moderate
10	US 13 (Dover): Bay Rd. to SR 10 - Camden	1.625	Moderate
13	US 9/US 13: Georgetown Area	1.625	Moderate
11	S. Bay Rd.: US 13 Split to Puncheon Run Connector	1.571	Moderate
4	SR 1: S. of I-95 Ramps to S. of SR 273	1.500	Low
5	I-495: US 13 to I-95	1.500	Low
7	I-295: US 13 to I-95	1.500	Low
12	US 113: DE 1 to Old Shawnee Rd.	1.500	Low
14	US 113: Millsboro Area - Betts Pond to Dagsboro Rd.	1.500	Low
9	SR 15 & SR 8: West Dover	1.375	Low

Parking



Breakout Session 2 – Traffic/Freight/Parking

- Please identify any areas where traffic is regularly problematic.
- Please identify any areas where trucks regularly cause traffic congestion and backups?
- Please note areas or roadways where trucks are traveling despite being discouraged or prohibited.
- What problems, if any, do the railroad tracks cause?
- Is parking adequate in the City? If not, where and at what times is additional parking needed?



Breakout Session 3

3. Environment/Flooding/Streetscaping/Electric Vehicle Charging

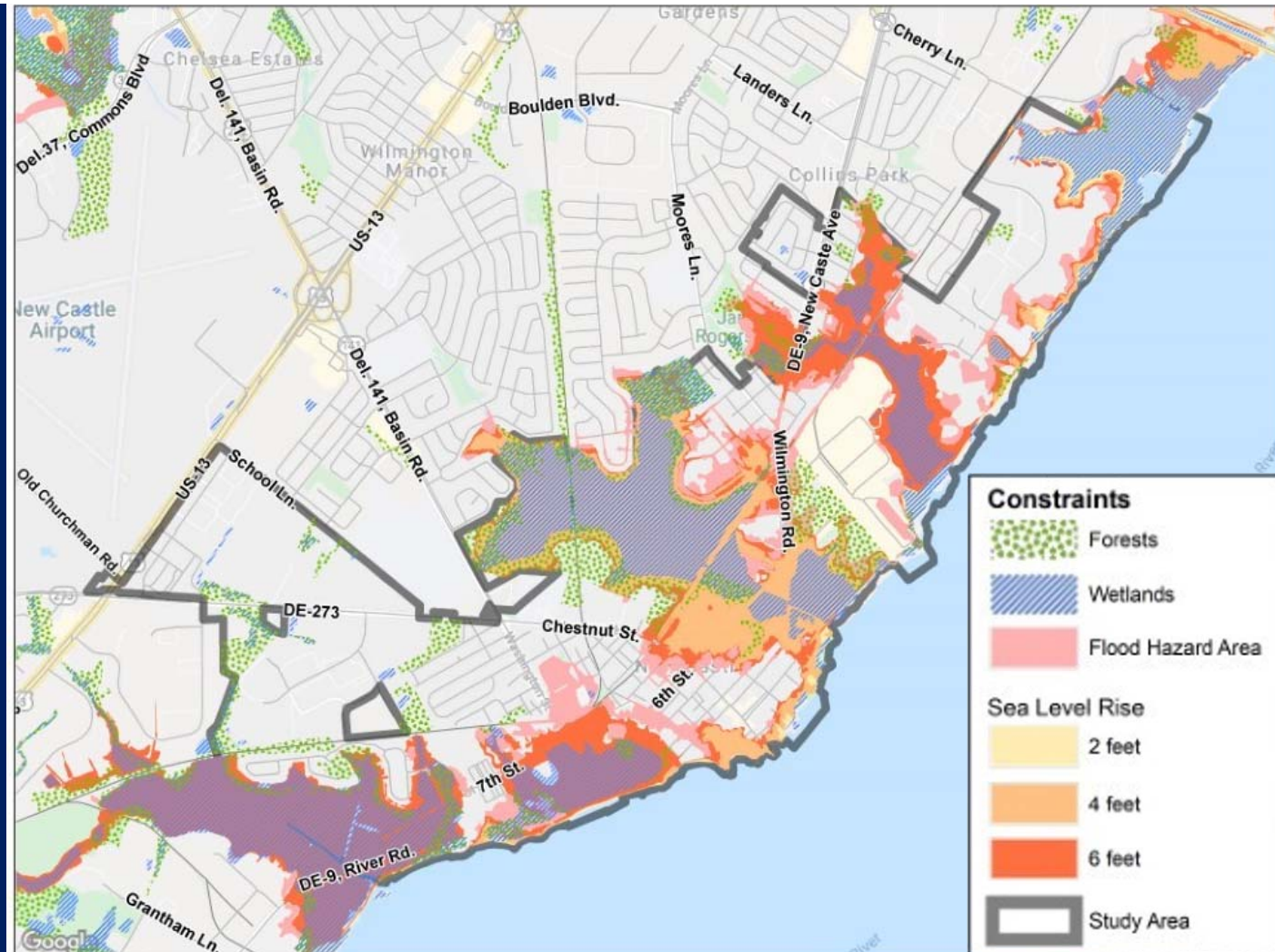
We want to hear from you!



Gateway / Streetscaping



Constraints



Breakout Session 3 – Environment/Flooding/Streetscaping/Electric Vehicle Charging Station

- Are there areas where streetscaping, such as gateway signs, landscaping and other beautification, would be desirable?
- Are there any sensitive environmental features or cultural resources to be aware of when developing improvements?
- Are there any flood prone areas?



Completed Existing Data Collection

Fall 2020

Visioning Workshop

February 10, 2021

Alternatives Development

Winter/Spring 2021

Public Workshop #2

Late Spring/Early Summer 2021

Refine Alternatives/Draft Report

Summer 2021

Public Workshop #3

Late Summer/Early Fall 2021

Final Report

Fall 2021

Next Steps



www.wilmapco.org/cityofnewcastle

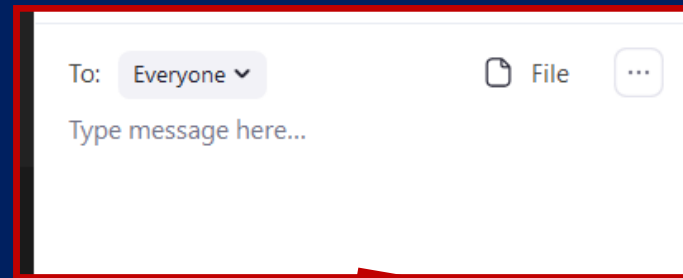
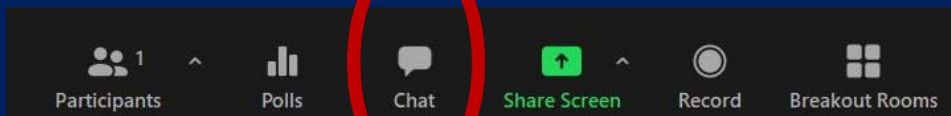


Heather Dunigan
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Question & Answer Session will now follow!

Please use the CHAT box to submit questions throughout the evening.





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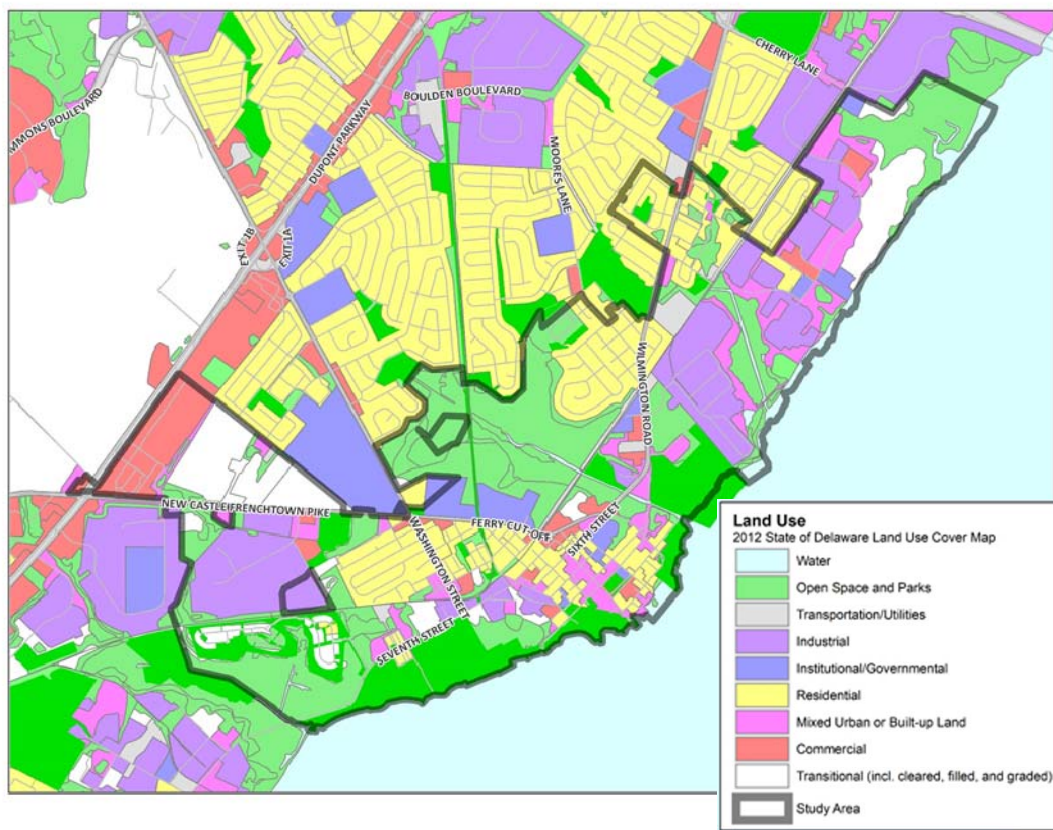
Heather Dunigan
302-737-6205 ext 118
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Thank you
For
Joining us!

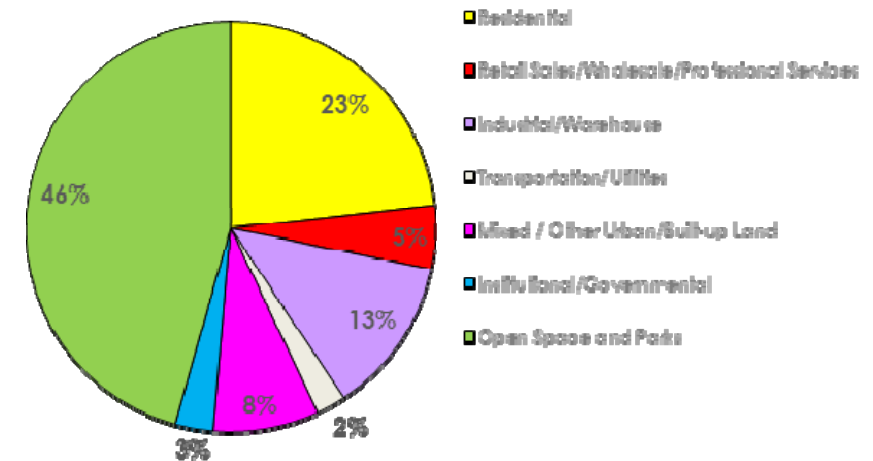
Your feedback is
important to us.



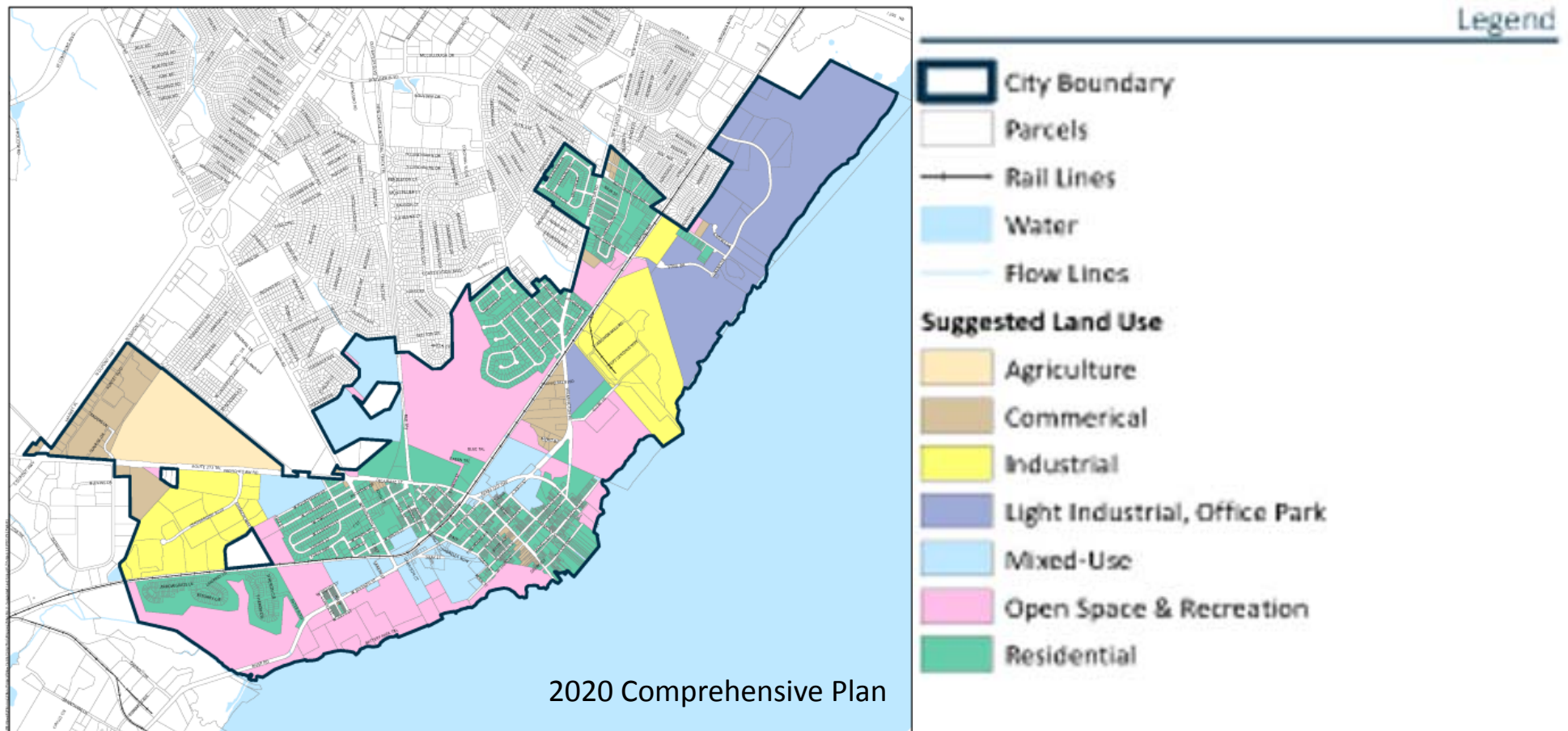
Existing Zoning and Land Use



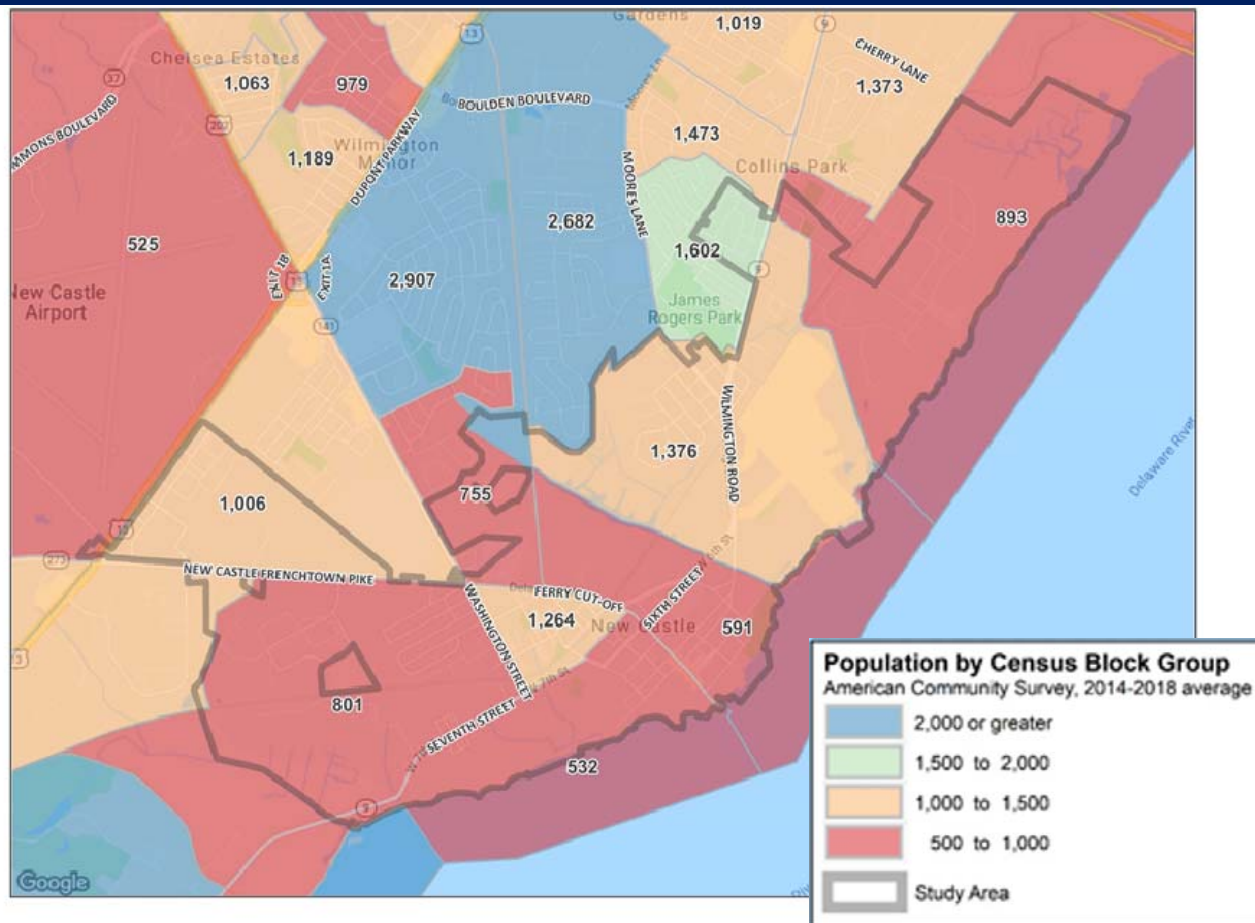
Existing Land Use, City of New Castle*



Potential Land Use and Economic Development



Demographics



Demographic Makeup - ACS 2014-2018	
Population	
Total population	5,359
Total housing units	2,740
Race	
White alone	62.7%
Black or African American alone	24.8%
Hispanic or Latino (of any race)	8.5%
Asian alone	1.8%
American Indian and Alaska Native alone	0.4%
Two or more races	1.5%
Age	
19 years and younger	12.1%
20 to 59 years	60.7%
60 years and older	27.2%
Income	
Below 100 percent of the poverty level	4.1%
100 to 149 percent of the poverty level	5.7%
At or above 150 percent of the poverty level	90.2%