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- Public Workshop Summary
- Alternatives Summary
- Project Costs/Prioritization
- PEL Report
- Next Steps





• 28 Attendees

- 31% Do Not Live, Work, or Shop in Study Area
- 25% Work in Study Area
- 19% Play in Study Area
- 13% Live & Shop in Study Area
- 6% Live in Study Area
- 6% Work & Shop in Study Area
- 9 Attended January Workshop
- Positive Feedback
 - 76% of 17 Study Meets Future Growth Needs
 - 88% of 17 Support Recommendations in Study
 - 8 Post Workshop Surveys





September 30, 2020

Public Workshop

Summary

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• 10 Poll Questions

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- Maximum of 18 Poll Responders
 - 82% of 17 Do Not Use Transit in Study Area
 - 88% of 16 Improve Sidewalks in Downtown Newport
 - 60% of 15 Plan to Use New Train Station
 - 94% of 18 Support Bicycle/Pedestrian Improvements
 - 73% of 15 Support Pedestrian Connection Between Downtown Newport and Boxwood Road







NEWPORT TRANSPORTATION STUDY

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Number	er Improvement Length Width		Width Othe	er Cost
	Do	wntown Ne	ewport	12
14	Share use Connection adjacent to Ella John Park	300	10	\$150,000
14	Sidewalk/curb 14 improvements on downtown roads		10	\$2,480,000
16	Intersection improvements by SR 141	300	10	\$390,000
18	Pedestrian connection under SR 141	500	10	\$400,000
19	Connection to Newport River Trail	300	10	\$240,000
20	Train station connection	500	10	\$400,000
1.0	Gateway/Wayfinding Signs	assume	y \$40,000	



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Newport Transportation Study Estimated Costs						
Number	Improvement	Length	Width	Other	Cost	
First State Plaza						
1	Truck Redirection behind industrial area	2000	22		\$500,000	
4	Connection into First State Plaza	1000	10		\$500,000	







New	port Transpor	tation S	Study E	stimate	ed Costs	
Number	Improvement	Length	Width	Other	Cost	
Crossing Maryland Avenue						
3	Sidewalk connection	20	10		\$16,000	



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Cost Estimates	

Newport Transportation Study Estimated Costs								
Number	Improvement	Length	Width	Other	Cost			
Along Boxwood Road								
2	Shared use path adjacent to Boxwood Logistic Center	1800	10		\$900,000			
5	Shared use path from Boxwood Logistic Center to just short of Maryland Avenue	4000	10		\$2,000,000			
6	Crosswalk striping along #5	Transition and		11 crossings	\$82,500			
8	Shared use path around Conrad	3000	10	plus bike parking pad	\$1,500,000			

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Number	Improvement	Length	Width	Other	Cost
r	Middleboro Roa	d/Banning	Park Improv	vements	
7	Sidewalk/Shared Use Path adjacent to Richardson Park Elementary School	1200	5-10		\$600,000
8	Pedestrian Crossing/Potential Signal				\$300,000
	Shared use path into Banning Park	550	10		\$275,000
9 East	Additional Path into Park	650	10	1	\$325,000
9 West	Shared Use Path into Banning Park	2300	10		\$1,150,000
10	Shared use path to Delaware Military Academy	425	10		\$212,500

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Newport Transportation Study Estimated Costs							
Number	Improvement	Length	Width	Other	Cost		
Powell Ford Park Improvements							
11	Shared use path connection to entrance	5280	10		\$2,640,000		
12	Shared use path to Rothwell Drive	1000	10		\$500,000		



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Newport Transportation Study Estimated Costs							
Number	Improvement	Length	Width	Other	Cost		
Pedestrian Connectivity							
13	Kiamensi Road shared use path	800	10		\$400,000		
13	Shared use path connection from Meadowbrook Avenue to Delcastle High School	1500	10		\$750,000		



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	New	port Transport	tatio
	Number	Improvement	Leng
	-		lestrian
	15	Shared use path along Marshall Street	528
Cost Estimates		CONTARD ST LEOVD ST UNIVERSITIE DENN DENN DENN DENN DENN ELECTION AVE NCOLDANE NCOLD	

Newport Transportation Study Estimated Costs mber Improvement Length Width Other Cost Pedestrian Connectivity Shared use path along 15 Marrholl Streagt 5280 10 \$2,640,000



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Cost Estimates

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Newport Transportation Study Estimated Costs							
Number	Improvement	Length	Width	Other	Cost		
-		Transit					
	Bus Route 9 Connection from Downtown Newport to Boxwood Facility			Engineering Study	\$50,000		
	Direct Bus Service to University of Delaware/STAR Campus			Engineering Study	\$50,000		
	New bus shelter at SR 4 & Rothwell Drive or Glen Berne Drive				\$10-15,000		
	New bus shelter at Market Street and S. Mary St				\$10-15,000		
	New bus shelter at Market Street and Marshall Street		-		\$10-15,000		



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Prioritization

Recommendations will be Categorized(Low/Medium/High Cost) and Prioritized by Location, Mode, or Funding Source

Low Cost/ Short Term Improvements Medium Cost/ Medium Term Improvements

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High Cost/ Long Range Improvements

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How will these projects get implemented?

Upon adoption by WILMAPCO, the plan will be added into the Regional Transportation Plan (RTP). Projects within the plan can then be implemented using several mechanisms.

Ongoing participation by the community through a proposed Corridor Monitoring Committee (CMC) will be essential to monitor conditions in the study area, actively support projects, and advocate for project funding.

Implementation Mechanisms:

Projects will be implemented through various agencies throughout DelDOT and DTC. Based on the overall project size, they will be handled differently.

- <u>Larger, long-term projects</u>: Added to WILMAPCO Regional Transportation Plan (RTP)
- <u>Moderate-sized Projects</u>: A project page for the plan will be added to the DelDOT CTP. WILMAPCO TIP
- <u>Smaller projects:</u> Projects that can be included as part of regular DOT/DTC and TMC budgets
- <u>TIS/TID recommendations</u>: Include improvements as part of development plans through the TIS process or as specified in a specified Transportation Improvement District (TID), if designated



Projected Project Phasing Timeframe

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Low Cost:

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- Shared Use Connection At Ella Johnson
- Connection to Newport River Trail
- Gateway Signs
- Extension of Latimers Place
- Crosswalk Striping along Boxwood
- Shared Use Paths around and into **Banning Park**
- Shared Use Path to Delaware Military Academy

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Projected Project Phasing Timeframe







Generalized Agency Responsibility Matrix

Projected Project Phasing Timeframe

Moderate Cost:

- Sidewalk/Curb Improvements in **Downtown Newport**
- Intersection Improvement Near SR 141
- Pedestrian Connection Under SR 141
- Pedestrian Connections to Train Station
- Truck Redirection Behind Industrial Area (Sears Boulevard)
- Pedestrian Connection into First State
- Shared Use Paths along Boxwood Road
- Sidewalk/Shared Use Path to **Richardson Park Elementary with Signal**
- Shared Use Paths into Powell Ford Park
- Shared Use Path along Kiamensi Road





High Cost:

- Shared Use Path from N. Augustine **Street to Birmingham Avenue**
- Shared Use Path Around Conrad School of Science
- Western Shared Use Path into Banning Park
- Powell Ford Park Connection from Stanton Road
- Shared Use Path between Downtown **Newport and Boxwood Facility**
- Shared Use Path Connection from Middleboro Avenue to Delcastle High School
- New Train Station

Projected Project Phasing Timeframe





How will these projects get implemented?

Smaller Projects

Several programs are available to address smaller projects (generally too small for a capital project)

- Programs have their own annual budgets for specific types of projects
- Each program generally has its own prioritization process

Traffic Operations	Bicycle and Pedestrian Improvements	Recreational Trails	Transportation Alternatives Program (TAP)	Community Transportation Fund	Pedestrian Access Routes (PAR) Program
Minor intersection improvement during regular maintenance	Funds pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming, and other non-motorized projects	Federal funding administered by DNREC to develop / maintain recreational trails and related facilities	Federal transportation funding for pedestrian and bicycle, safe routes to school, and community enhancements	State funding designated by individual Legislators for transportation- related projects	Funds the creation of accessible pedestrian circulation paths or converts existing non- compliant pedestrian circulation paths to acceptable standards. Excluding residential subdivisions

- Once the plan is completed, proposed projects can be considered for prioritization
- Community members can be involved through regular corridor monitoring efforts



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Prioritization

By Mode/Type of Improvement

- Pedestrian Improvements
 - Sidewalk
 - Multi-Use Paths
 - Crosswalk Striping
 - Pedestrian Signals
- Park Improvements
 - Entrance Improvements & Access

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- Transit
 - Bus Shelters
 - Bus Route Extensions
 - Train Station/Parking
- Freight/Trucks





Prioritization

By Funding Sources

- DTC
 - Bus Route Modifications
 - Bus Shelters
- DelDOT/DTC
 - Newport Train Station
- DelDOT Major/Minor Capital Improvements
 - Intersections
 - Corridor Improvements
- DelDOT Transportation Alternatives/Safe Routes to Schools
 - Richardson Park Elementary
 - Delaware Military Academy
 - Conrad School of Science
 - Multi-Use Paths and Sidewalks
 - Trail Connections
- DelDOT Pave & Rehab/Maintenance
 - Crosswalk Striping
- DelDOT Pedestrian Access Routes (PAR) Program
- DNREC Recreational Trails
- Community Transportation Fund
- New Castle County
 - Powell Ford Park
 - Banning Park





Prioritization Process



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- Transit Recommendations
- Pedestrian and Bicycle Infrastructure

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- Wayfinding Signs
- Future Train Station Connection
- Parking
- Freight

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- Existing Conditions
- Purpose and Need
- PEL Checklist for NEPA Documentation
- Agency Coordination
- Potential Permits
- Alternatives Analysis
- Community Coordination Summary
- Cost Estimates

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 CCED Support – Complete Communities Enterprise District

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- Physical Area Designed to Encourage the Creation or Redevelopment of Complete Communities
 - Transit Friendly
 - Walkable
 - Bikeable

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- Promotes Walking, Biking and Public Transportation
- Higher Density Development
- Reduced Requirements for Off-Street Parking







This Plan Supports the Concept of a CCED

Transportation agency Requirements (DelDOT)

• Develop a Plan for Projects to

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- Increase Transit Ridership
- Improve/Remove Barriers to Walking and Biking
- Provide Maximum Score for Multi-Modal Criteria in DelDOT's Prioritization Process
- Develop a Goal for all Streets to be 25 MPH





Project Monitoring and Performance Measuring Committee

Inspired by other WILMAPCO plans, execute the plan recommendations through a regular, ongoing process of conducting periodic monitoring of key metrics/trends in the study area such as:

- Land development
- Traffic
- Highway safety
- Transit service
- Project Implementation status
- Effectiveness of completed projects
- Regional factors impacting the area







Staying on Track

Benefits to Project Monitoring and Performance Measuring

 Provides regular communications between decision makers, community stakeholders and the traveling public on progress in plan implementation



- Provides key information to help the community to understand the consequences/benefits of investment decisions across transportation assets or modes
- Help prioritize projects, in particular bike/ped improvements
- Allows for small mid-course corrections as conditions evolve over time
- To facilitate small transportation problems as they arise
- Ongoing Regional Interagency Coordination





- TAC Action Item December 17, 2020
- Council Action Item– January 2021

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• Creation of Project Monitoring and Performance Measuring Committee

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Next Steps

THANK YOU







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