

Newark Transportation Plan

PURPOSE: We are seeking your thoughts on transportation and land use in your area. The City of Newark and Wilmington Area Planning Council would like your help in identifying transportation problems and needed improvements for Newark.

Below are comments from the Kick-off Public Workshop, held May 19. To submit comments, visit www.wilmapco.org/Newark

What safety issues should we address in Newark (i.e. crosswalks, intersections, traffic speed, truck speed)?

- Cleveland is dangerous for cyclists and pedestrians. Several of the intersections are also a problem. Speeding is a problem on 273 + Cleveland, among others.
- Pedestrians walking across traffic where there is no crosswalk and when thru traffic has green light. There are laws against this but they are not enforced. Not because it is difficult but because there is no will to enforce them.
- Traffic speed on tertiary roads (Lovett Ave for specific)
- Continuous bike path system north-south and east-west
- Lack of bike lanes on major roads
- Bike riders (often students) who ignore traffic laws
- Vehicle speeds too high for number of walkers/riders in town
- Elkton Road is a speedway. People use it as a race track, gunning motors, etc. the city could make a lot of 4 if they arrested heavily there. And needs lots of traffic calming.
- High speed traffic on Elkton Rd is a real hazard to bikes. The pavement is broken and lanes are narrow.
- More clearly marked bike lanes
- Crosswalk timing
- Traffic speed, drivers driving all the way to the front and blocking pedestrians. Too many trucks drive in the crowded university area.
- Congestion, intersections and speeding
- Too many cars
- Road with not enough shoulders to walk safely
- Traffic speed
- Improve pedestrian and bicycle safety through design measures and through better education and enforcement for all including pedestrians, bicyclists and drivers
- In the long term, remove at grade rail crossings
- Intersection improvement
- Improve bike paths
- Absence of bike lanes and physical separation from roads, trucks and cars...putting bushes & trees to separate bikes and pedestrians would be welcome

Describe what transportation facilities and services are needed in Newark (i.e. roads, sidewalks, transit, street lights, greenway connections, intersection improvements, bicycling improvements)?

- Coordinate DART and UD shuttles
- Improve bicycle facilities. Either create a parallel route north of the Hall Trail or improve Main St.
- Add bike parking.
- Make sure intersections are bike friendly (for ex. Cleveland/Chapel, 273/896 area).
- Main St bicycle safety. Bike lanes or sharrows. Bidirectional cycle track on Delaware Ave.

- Intersection safety
- Sidewalks wider on Paper Mill road (and no trees)
- Better bicycle safe marked routes for students to Paper Mill Rd
- More trains between Newark and Wilmington
- Barrier between bike lanes and car lanes for Elkton Rd and any new construction
- Bike lanes on major roads
- Bike racks on Main St
- Need to identify places where you can have off road bike and pedestrian paths (like Europe) before everything is built up. Would like a large green belt around the town for gardens
- We need more bike path improvements. Arrangements to share sidewalk with pedestrians and bikes look reasonable to me.
- Fairly good roads
- New bike path should be great on Elkton Rd
- More DART service. Re-extend the # 6 route and give Newark Sunday service
- Larger sidewalks, cutting shrubbery that clogs part of the sidewalk
- Some roads need intersections and some intersections should make it more clear when pedestrians cross
- Increased transit
- Bus, taxi, ped and bicycle facilities
- Sidewalks, greenway connections and bicycling
- Extend the James Hall Greenway to the Maryland line along the rail line
- On-street bicycle facilities on all roads except slow-speed local streets
- Pedestrian improvements that create a world-class public space along our streets – repurpose overly wide streets to give more space to bikes and peds
- Excellent transit connections between UD campus and Chrysler redevelopment
- Pedestrian signals that accommodate slower walking speeds
- Later evening R2 Septa service from Wilmington
- Land development along main streets that abuts the back of the sidewalk, no parking between sidewalk and building (like Commerce Bank)
- Two-way Elkton Rd between Delaware and Main in conjunction with sidewalk on the west side and a refurbished B&O station. There are benefits to this beyond the 2009 level of service study
- Road diet on Cleveland between Chapel and Library
- Bulbouts at pedestrian crossing wherever possible
- Bike lanes on Library Ave
- Unsignalized pedestrian crossing of Library Ave between the bus stop and library
- Most urgent bike need is westbound through downtown. Options: (1) separated path through campus, (2) shared lane markings on Main St, (3) separated path off-alignment between Main and Cleveland
- Reconfigure Barksdale/Casho Mill Intersection so through movements on Casho Mill don't need to change lanes
- Reconfigure 273/Marrows intersection so 2 west bound lanes on 273 are continuous from east of Marrows to west of Library (and make sure there are shoulders/bike lanes in both directions)
- Raise 25 mph speed limit on southbound Paper Mill Rd approaching White Clay Creek – I like to slow traffic but 25 mph isn't realistic here
- Do not widen Elkton Road west of Casho Mill even in the long term. 4 lanes is enough
- Bike lanes on S. College from railroad south
- Dramatically narrow W. Park Place – on-street parking is rarely, if ever, used
- Extend MARC service to Newark
- Implement the Newark Bicycle Committee's short-term recommendations
- Provide less car parking and more bike parking downtown (especially UD)
- Implement a bike sharing program
- Intersection improvements
- Continuous bike paths to plazas and places of interest
- Providing bus stop shelters (i.e. Curitiba, Brazil or Bogeta, Columbia) which could provide safety, increase loading speed

and protect from elements

- I believe in bus transportation and feel that shelters at the stops should be a big priority, it isn't fun to stand for twenty minutes in the snow/rain waiting for a bus
- Put more bike racks on Main St.

What is Newark's single greatest transportation need?

- Multi-level parking facility on Main St
- Reduce congestion, preferably by fully implementing the bicycle plan and improving transit connections
- Parking need – it's time for a parking structure (behind commercial on Main St)
- Enforce jaywalking laws
- Bicycle plan implementation
- Reduce congestion
- Park on the reservoir and ride to the city
- Parking in all its forms. Possibly take parking off Main St. to provide bike lanes. Need to provide effective and convenient parking all along Main St. to support businesses
- Resolving the Deer Park intersection issue and getting trucks out of the center of town/campus
- Getting rid of traffic - other ways of getting to town other than the car
- Cut number of cars going thru downtown
- Fewer cars, more bikes
- Connection from/to Maryland via rail and/or bus
- More public transportation with reliable handicap access
- More bus
- Cutting down on driver aggressiveness, such a crowded area needs some safety measures
- Bicycle safety related to congestion and lack of facilities
- Fewer student cars. Try a Newark city tax on them.
- Try an automatic speed sensor that measures speed and sends the notice of violation and fine
- An on-street bicycle network
- Reduced traffic loads
- Reduce the number of badly timed dumb traffic lights
- Upgrade all traffic light control systems, and add on-road sensors where needed to enable traffic to spend a minimum amount of time stopped for a signal and to reduce the time when a signal is on and there is no traffic in or coming to the intersection
- Coordinated public transit to points of interest: shopping plazas, hospitals, train stations, airports and other cities (Philly, Wilmington, Elkton...)
- It would be nice to be able to plan trips using public transit/bikes through a web site, maybe simply upload info to Google? Comprehensive route calculations would make carless travel easier.

What do you like best about transportation in Newark?

- Cruising Main
- The Hall Trail and the soon to be constructed Pomeroy trail. Also the planned Elkton Rd improvements. In addition, Newark is making a good effort in the right (green, bicycle-friendly) direction
- Buses are better than in a lot of places
- Moving in progressive direction
- Walkable scale
- By bike or foot a resident can get around fairly easily
- Appreciate that there are still housing areas near the downtown. The town I grew up in has lots of housing near the town center so everyone can easily walk to town.
- New bus hub on Delaware Ave.
- To go to the mall
- Being able to easily walk place to place
- Ability to walk to Main St from neighborhoods
- You don't need a car
- Streets like Main Street where traffic moves at a more human speed, creating a great mixed-use pedestrian environment
- There are multiple options to get from many places to many other places

Please provide us with any comments that will assist us in Newark transportation planning.

- The traffic on Delaware Ave would move smoothly if /when the light at 896 was red and the double cross walk for students had a green light. When the cars moved forward on green the students would have to stop on red. Simple, inexpensive, could be implemented next week.
- Keep up the good work
- Parking structures could/should be a public/private partnership
- Just listen to Jeff Riegner and Mike Fortner
- Please stop trucks that go on College Ave and they are too big to turn from Delaware Ave to College Ave. Sometimes they go over the sidewalk. They do not fit to drive where there are walking students. It is dangerous.
- Advertise the public sessions better. I only heard about this because I met with Paul Pomeroy last week.
- Create loop around Main Street with Cleveland Ave one-way westbound and Delaware Ave one-way eastbound. That would greatly reduce traffic on Main Street. Maybe revert it to two-way or give enough room for bike lanes
- I realize it's complicated and yet I have seen many ideas presented over the years (like planted roundabouts) that never happen. There are studies but not action. Gets discouraging
- DART Rt. 64 and 34 more afternoon service
- Keep to improvements coming – great work
- Devise a carrot-stick system that overall is revenue neutral to get two or more people in each car. This might be done for the WILMAPCO area or better by the states of DE, MD and PA. Use stimulus money for sidewalks and greenways, not for cars
- Examine the long-term feasibility of lowering the CSX line through Newark and putting a linear park above it. It would be expensive but it has been none to improve safety and reduce congestion. Examples include Long Beach, CA and Bladensburg, MD.
- Examine the short-term feasibility of a rail-with-trail along the CSX line between Newark and Wilmington. There are only 3 at-grade crossings along the entire line.
- Elkton Road diet is an excellent idea. Duplicate it elsewhere.
- Keep the train station at S. College Ave.
- Hawk signal system displayed is too complicated for motorists.
- Displayed video indicates a need to lengthen left turn lane from E. Cleveland onto southbound N. Chapel
- Consider making Main St a pedestrian - Treat Delaware Ave and Cleveland as one way and a traffic circle. Use side streets between Main St. – Delaware and Main – Cleveland as parking. Sores on Main receive supplies in their rear rather than on Main. Make Main attractive.
- Making sure that bike paths are physically separated from cars/truck roads would greatly increase bike use, as well as increase air quality.
- Developing more ways of getting to Philly/Wilmington and state parks on weekends would greatly increase tourism in Newark and surrounding areas
- Newark trolley service needs to be improved. Needs to start earlier, end later and needs better schedule coordination with other buses at transit hub. Also, transit hub needs video surveillance – was approached by a panhandler.