

Newark

Transportation Plan

May 24, 2011
Public Meeting

www.wilmapco.org/newark



What is the Newark Transportation Plan?

- Follow-up to the 1998 Newark/Elkton Intermodal Transportation Plan
- Update short-term improvements & long-term strategies based on the community's changing priorities, economic development opportunities, and land use impacts
- Re-examine:
 - Congestion & traffic operations
 - Bicycle & pedestrian needs
 - Transit service & coordination
 - Parking



What's been done since 1998?

Increase Roadway Capacity

- ✓ Widen DE 273: Marrows Rd-I-95 to 4 lanes
- ✓ Extend Wyoming Rd to Marrows Rd

Increase Access to All Travel Modes

- ✓ Upgrade transit service -*ongoing*
- ✓ Build Casho Mill Rd bike/pedestrian underpass
- ✓ Add bicycle & pedestrian safety elements at downtown intersections
- ✓ Continue Newark Bike Committee & build Hall and Pomeroy trails
- ✓ Build Newark Transit Hub
- ✓ Promote pedestrian oriented redevelopment of Main & Elkton

Increase Efficiency of Roadway

Operations / Local Circulation

- ✓ Implement electronic toll collection on I-95
- ✓ Install coordinated computerized signal system in Newark (*installed, issues remain*)
- ✓ Revise operations of Main – College intersection
- ✓ Modify DE 273 – DE 2/72 intersection
- ✓ Improve signage & access to off-street parking lots
- ✓ Develop Newark Traffic Calming guidelines/plan

Commuting in Newark

- More likely to walk or bike to work
- Less likely to drive alone or take transit

Mode	Newark 2000	Newark 2006-8 avg.		New Castle Co 2000	New Castle Co 2006-8 avg.
Drove alone	69.5%	60.7%		79.0%	78.2%
Carpool	8.5%	11.0%		10.9%	10.2%
Transit	4.0%	1.8%		3.9%	4.5%
Walk	13.0%	17.6%		2.8%	3.0%
Bike	1.6%	4.7%		0.2%	0.4%

Source: 2000 Census, 2006-8 average American Community Survey

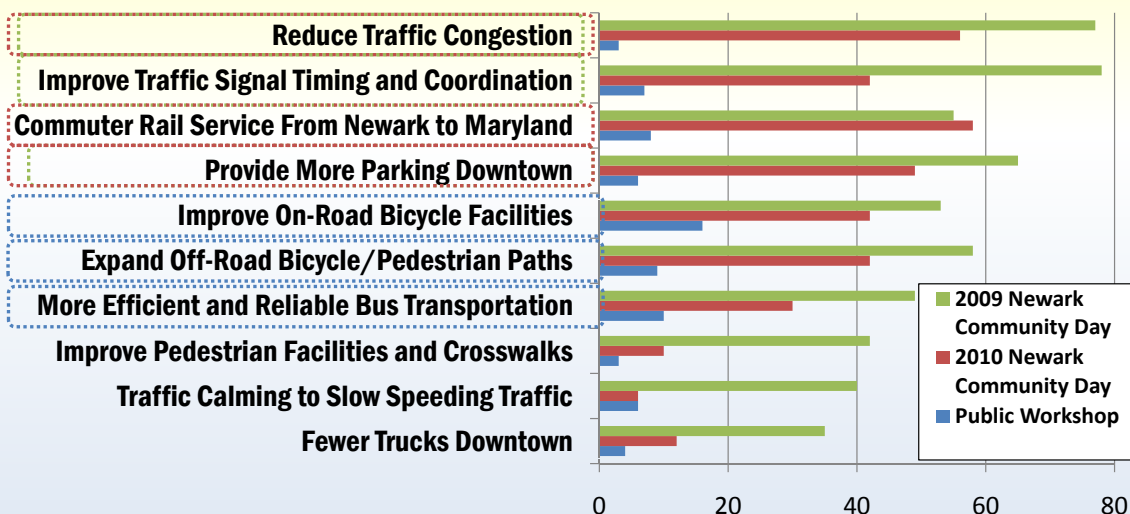
What's our planning process?

- Advisory Committee
- Newark Community Day mini-workshop, September 2009 & 2010
- Public Workshops
 - May 19, 2010 (open house workshop)
 - November 16, 2010 (presentation/discussion)
 - May 24, 2011 (presentation/discussion)
- Committee Coordination
 - Newark Traffic Committee, Newark Bicycle Committee, Downtown Newark Partnership Design Committee, Newark Conservation Advisory Committee, Newark Parking Committee
- Website — www.wilmapco.org/newark
- Facebook



Priority issues

- Sticker survey: number of responses



Newark Resident Survey

- Satisfaction with transportation services & quality of life

	1999	2004	2009	Change 04-09
Street cleaning	90%	91%	94%	2%
Parking - Neighborhood	79%	90%	92%	2%
Street lighting	90%	90%	90%	0%
Repair - Neighborhood streets	84%	78%	89%	11%
UniCity bus	89%	91%	89%	-3%
Repair - Major streets	88%	71%	86%	16%
Bike lanes/trails	na	88%	82%	-6%
Newark Trolley	na	na	80%	na
Traffic control	57%	62%	79%	17%
Amount of traffic	na	na	68%	
Parking - Downtown	45%	59%	66%	6%

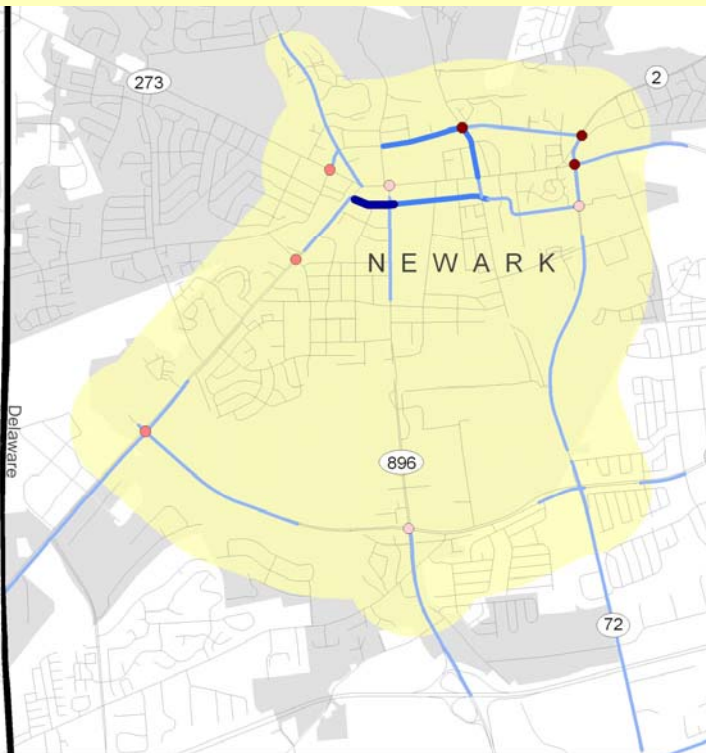
Source: City of Newark, 2009 Newark Resident Survey

Issue: Congestion, Safety & Mobility

- Heavy traffic volumes and high crash rate
- Safe travel by all—car, bus, bike, walking
- Safe intersections—travel delay & signal timing
- Gaps in street grid



WILMAPCO Congestion Management System

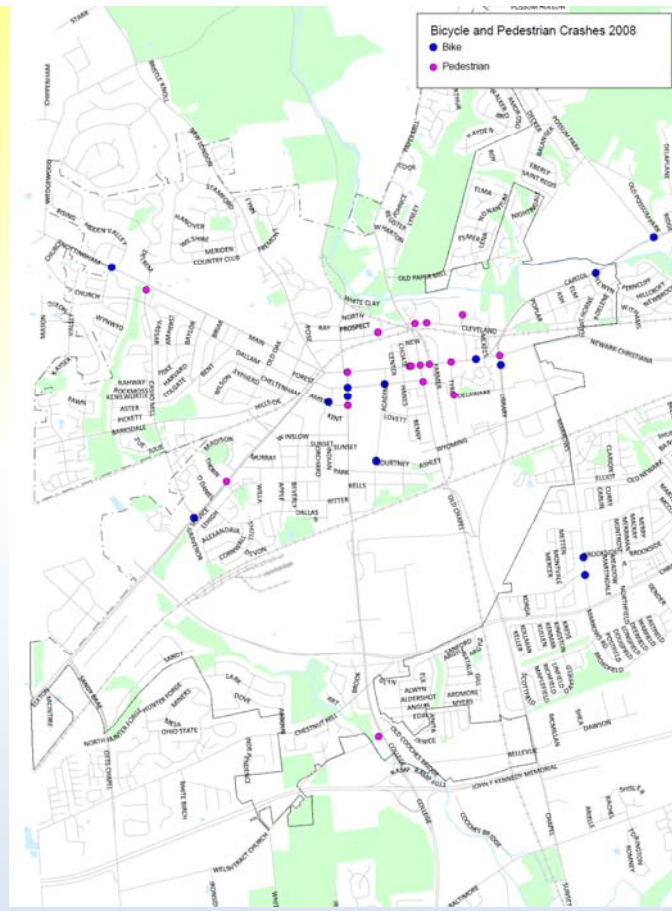


- 2008 crashes



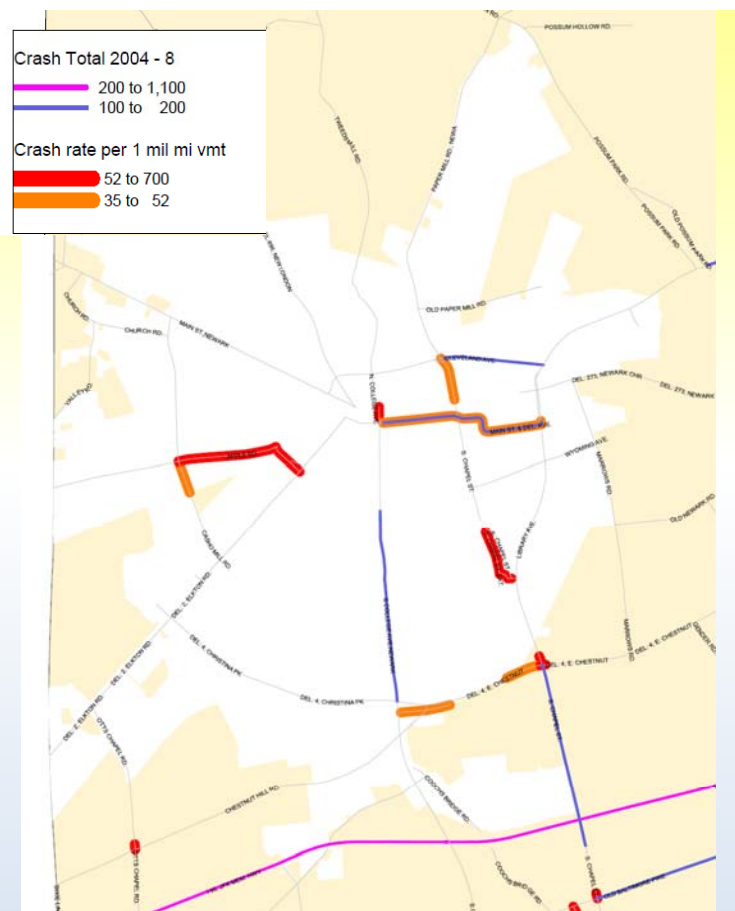
Safety

- 2008 bike and pedestrian crashes



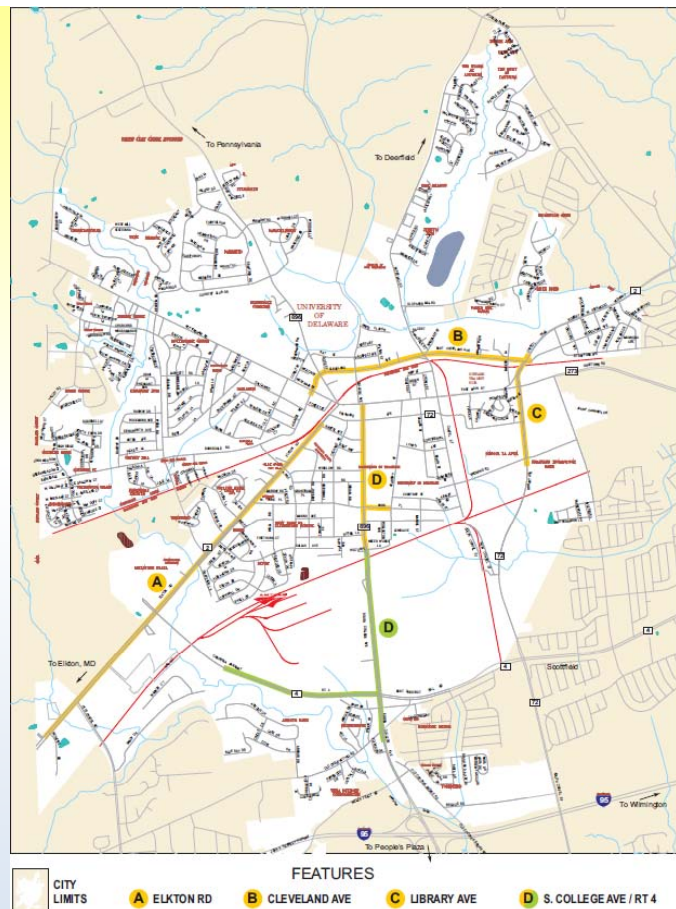
Safety

- 2004-2008 crash rate and totals



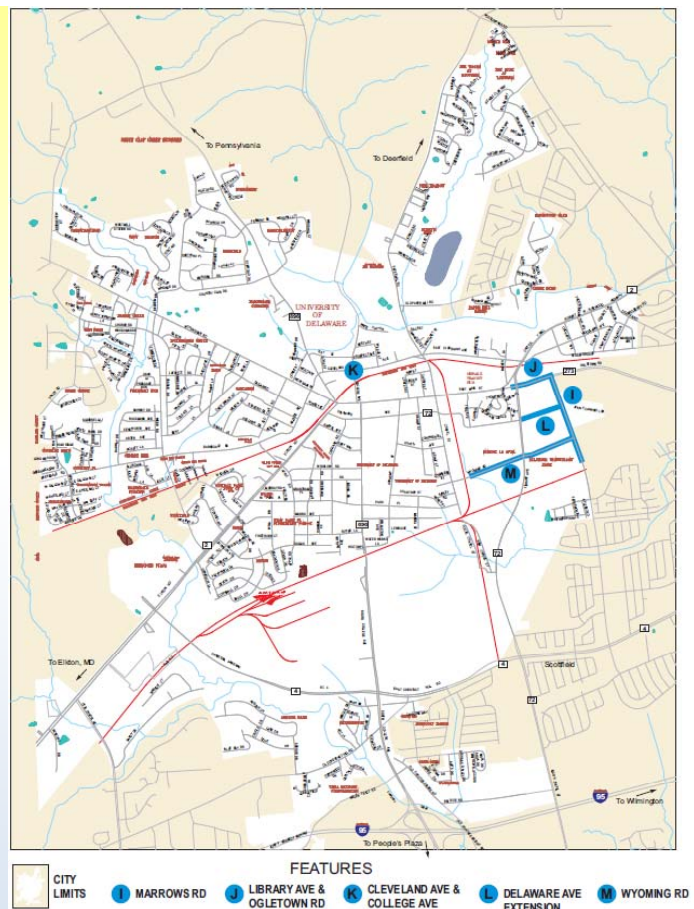
Signal Improvements

- Synchro model of existing roadway performance vs. optimized signals
- Added sensors to adapt to class change times, events, etc.



Access Management & Traffic Flow

- Wyoming Rd. “gateway” & Marrows Road “access management”
- Extend Delaware Ave.
- Intersection challenges
 - N. Chapel / Cleveland
 - Library/Main/Wyoming
 - Cleveland/N. College



Wyoming Road



Delaware Avenue Extension



Cleveland Avenue Intersections

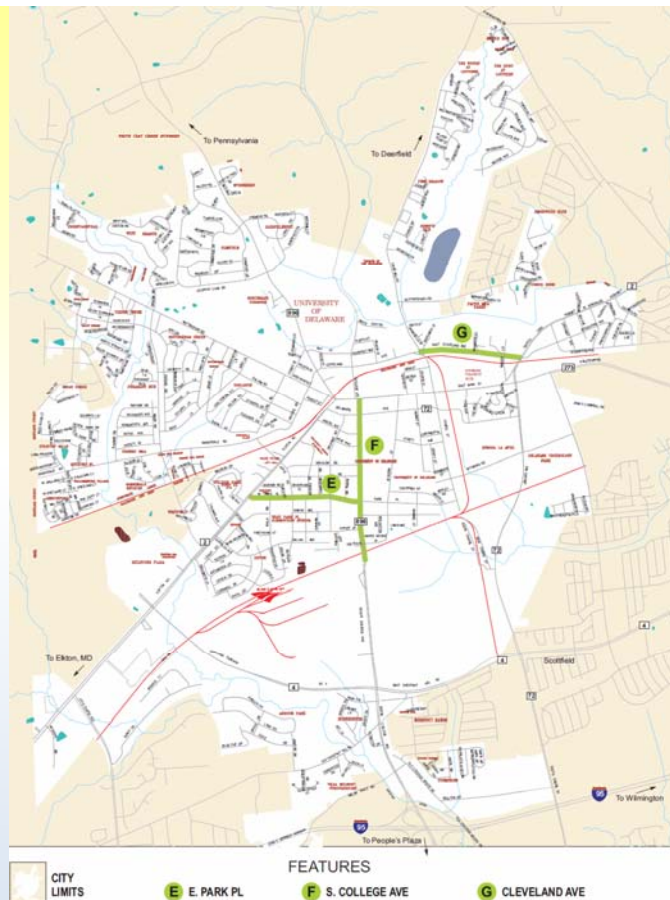


Turn lanes – Ogletown Rd

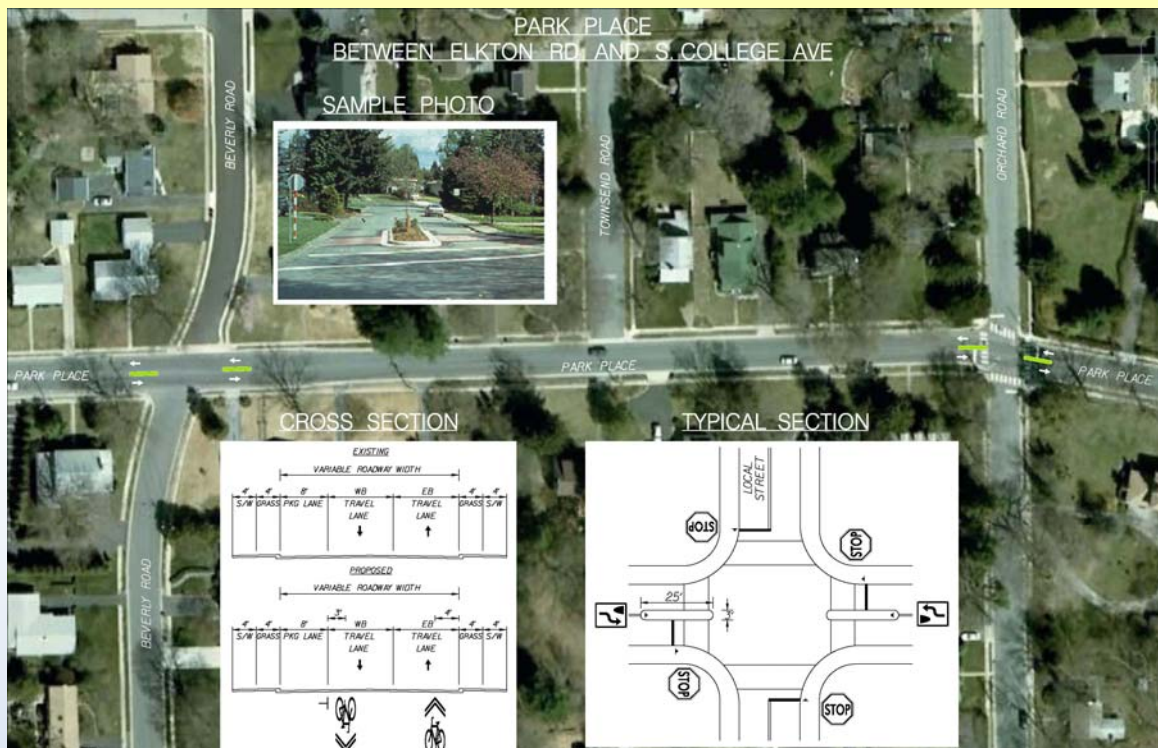


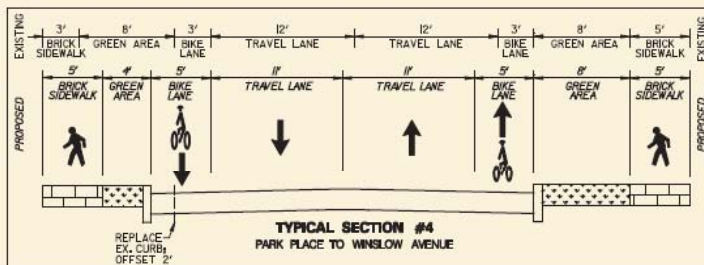
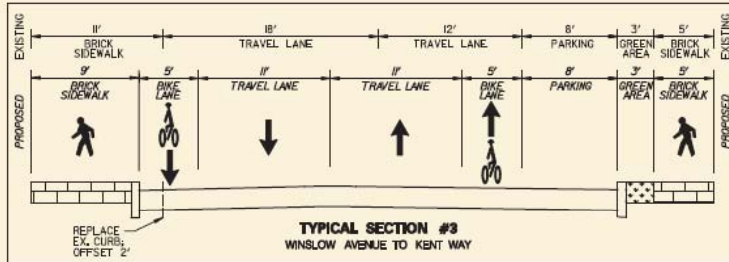
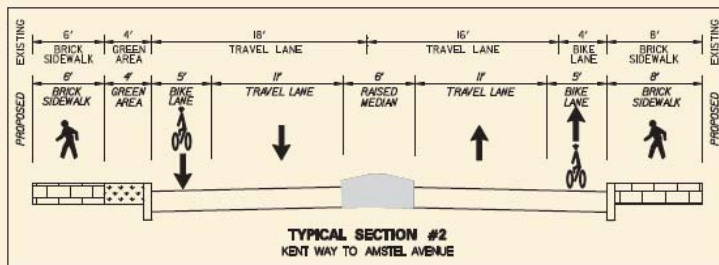
Safety, Complete Streets & Traffic Calming

- West Park Place
- S. College Ave
- Cleveland Ave



West Park Place

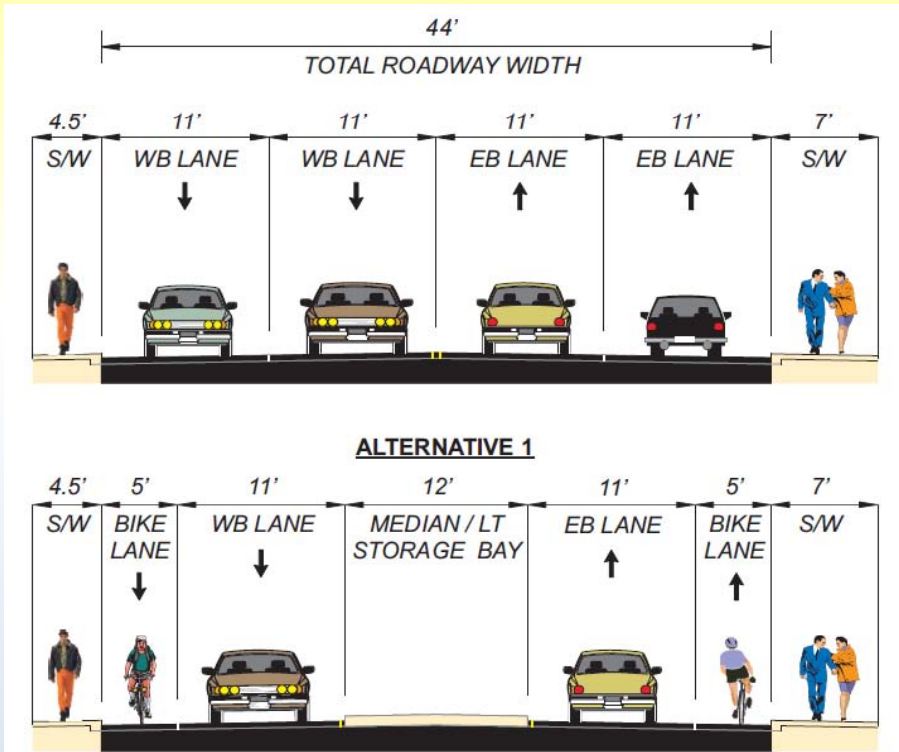




Cleveland Avenue

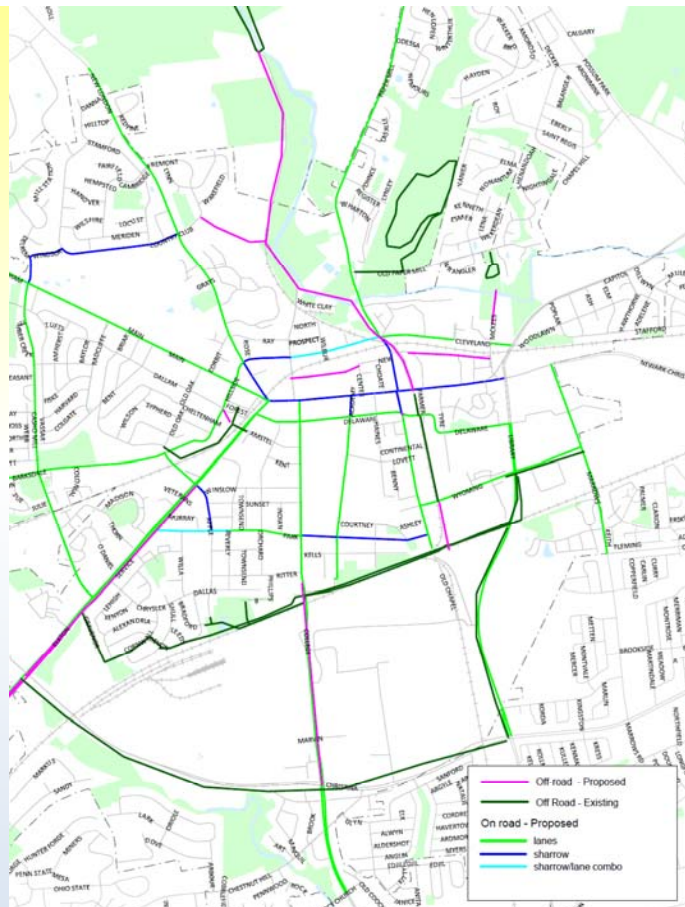


Cleveland Avenue

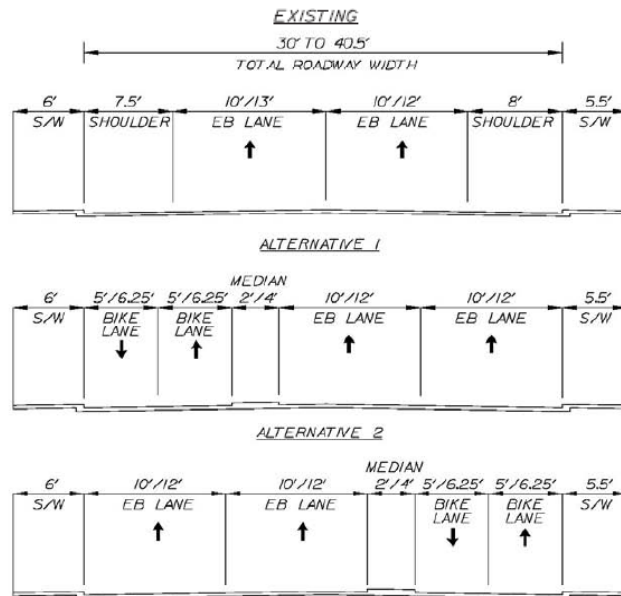


Issue: Bicycling

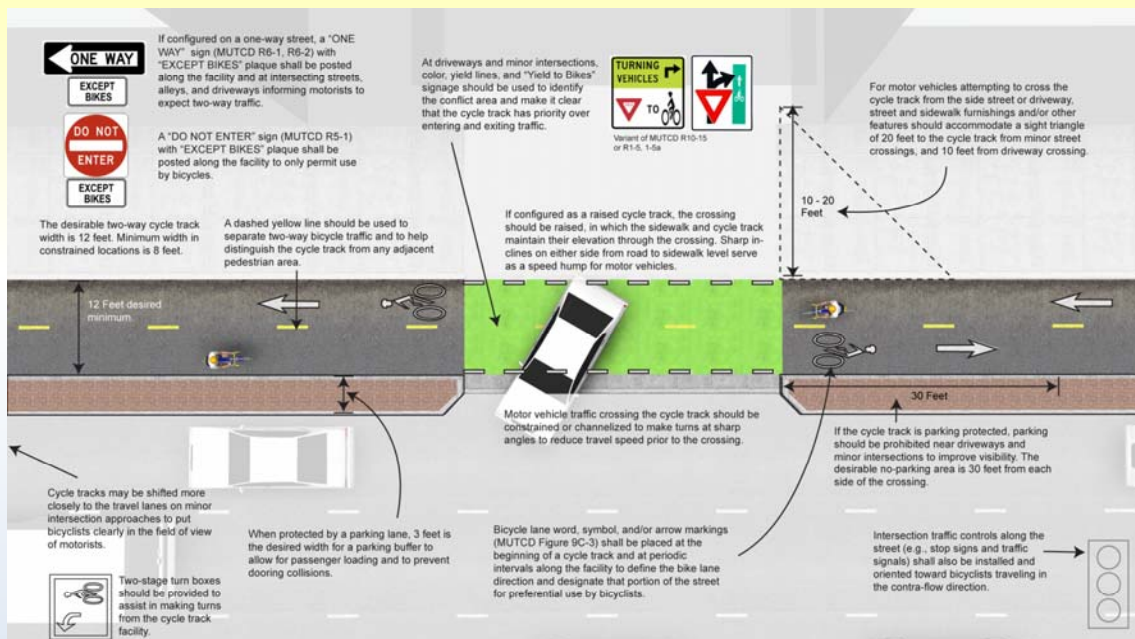
- Bicycle-Friendly Community award from League of American Bicyclists
- Active Newark Bicycle Committee



Delaware Avenue Cycle Track



Cycle Track Design



Source: NACTO Urban Bikeway Guide, http://nacto.org/wp-content/uploads/2010/08/CycleTrack_TwoWay_Raised_Plan_Annotation.jpg

Bicycle Innovations: Bike Box

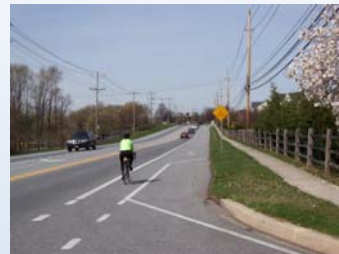


Bicycle Innovations: Sharrows



Citywide Bicycle Improvements

- Bicycle striping maintenance plan
- Work with Bicycle Committee to develop on-road marking priorities
- Bicycle signal detection improvements
- Retrofit striping as part of routine paving
- Add bicycle parking downtown



Issue: Walkability

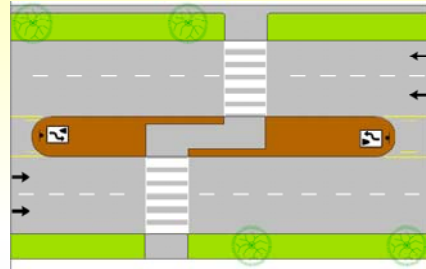
- 2009 survey—residents value walkable community
- 18% of residents walk to work
 - 2006-2008 American Community Survey 3-Year Estimates
- Many sidewalks and pathways—but lack of street grid requires mid-block crosswalks



Mid-block crosswalks

- Mid-block refuge islands

- Traffic calming
- Increase ped crossing opportunities
- Planned w/ Elkton Rd.
- Future:
 - Park Place, S. College
- Jaywalking issue: Newark library-College Square



Main Street

- Great American Main Street!

- Expand streetscaping

- Added bumpouts to define pedestrian crossings, on-street parking, parking lots
- Space on bumpouts for trash cans, bike racks, benches, etc.
- Banners to define parking lot entrances



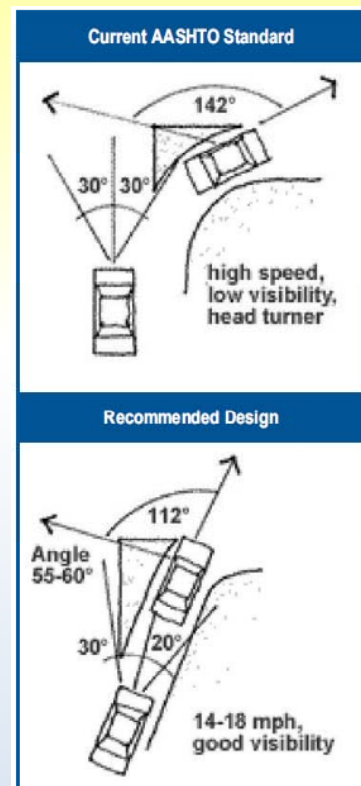
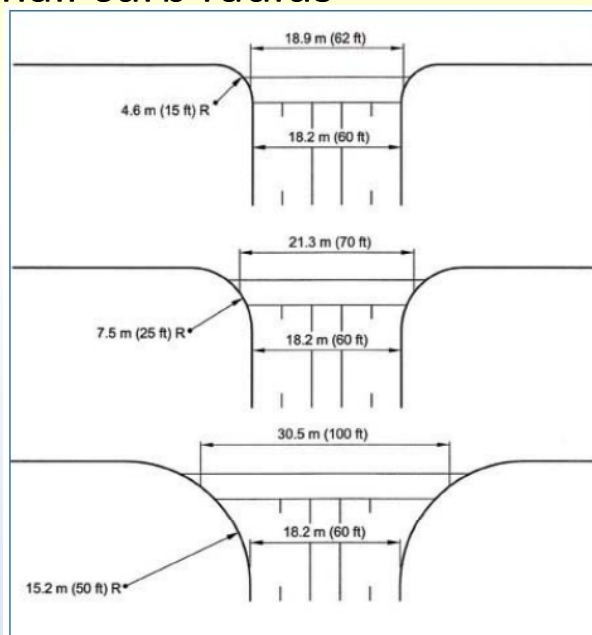
HAWK signals

- **H**igh-intensity
Activated
Cross**W**alk
– Push-button
– Dark when not in use
- Possible locations:
 - Delaware Ave
 - S. College
 - Elkton Road
 - Academy Street



Intersections for Pedestrian Safety

- Small curb radius



Citywide Pedestrian Improvements

- Crosswalk maintenance plan
- Countdown pedestrian signals
- Design for all: ADA design, safe routes to school, etc.
- Minimize crossing distance



Issue: Parking

- Current parking shortages: perception vs. reality
 - 85% occupancy desirable
- Supply to accommodate planned levels of mixed-use economic development
- UD plans to reduce parking in campus center will put added demands on city parking



Morepark

- Modular, prefab parking
- Adds second level above existing surface lots



Source: www.morepark.com

Parking Improvements

- Consolidate parking lots and entrances
 - Center Street entrance and/or exit to Lot #3 (behind Wilmington Trust)
 - Merge smaller private lots into larger municipal lots where
 - Minimize conflicts w/ pedestrians on Main Street
- Maximize space in existing lots
 - Consolidate dumpsters w/ trash compactors
- Improve wayfinding to parking entrances
 - Eye-catching banners and signs

Manage need for parking

- Car-sharing (Zipcar)
 - Membership-based automobile rental service
 - Substitute for private vehicle ownership
 - Makes occasional driving affordable
 - Providing an incentive to minimize driving
 - Expanded zip-car program recommended
 - Each zip-car can reduce demand for 15-20 vehicles
- Add additional bike racks as need
 - Beyond initial 16 to be installed



Issue: Transit

- Coordination between DART, Unicity, Trolley
- Underperforming ridership
- Lack of awareness



Expand transit hub

- Extend Transit Hub elements adjacent stops on Delaware and Main
 - Reail time schedule
 - Decorative pavers
 - Shelters
 - Service by Unicity and UD

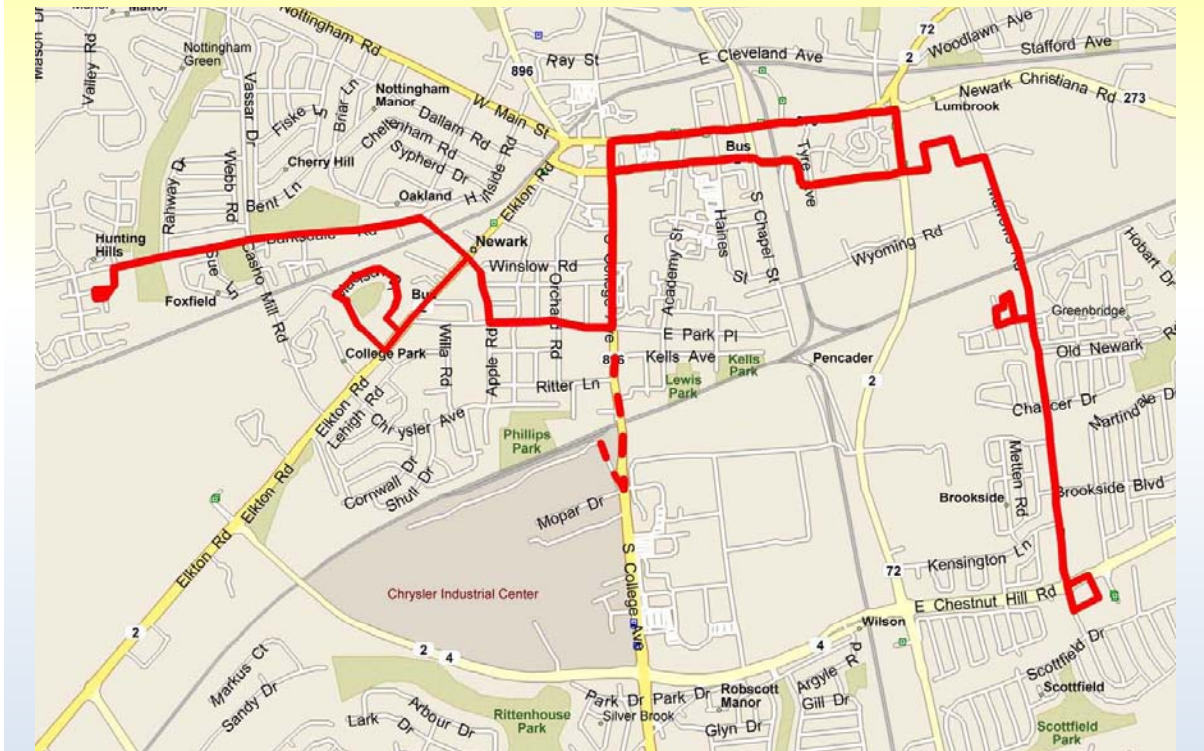


Transit Improvements/Amenities

- Expand rider info/amenities/marketing
- Single area transit map/schedule
- Explore options to increase University use of DART
- Transit signal priority pilot project



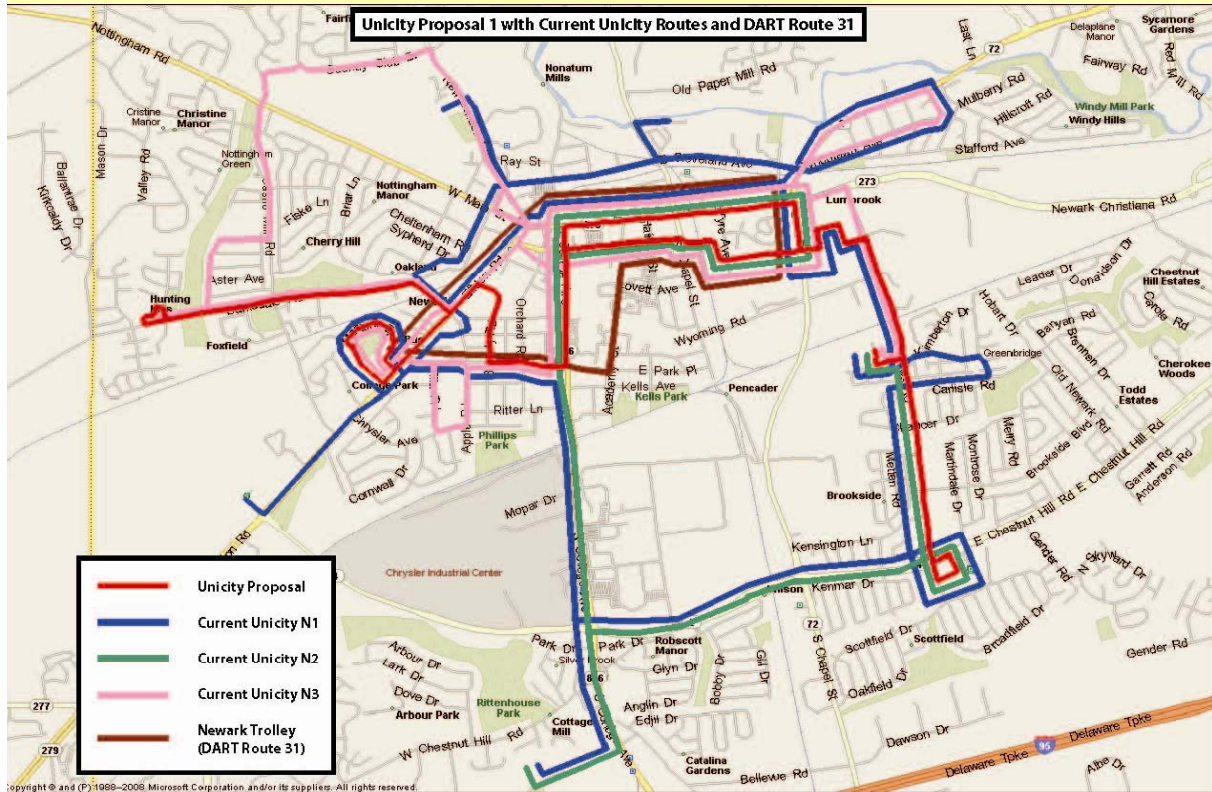
Consolidate UniCity/Trolley



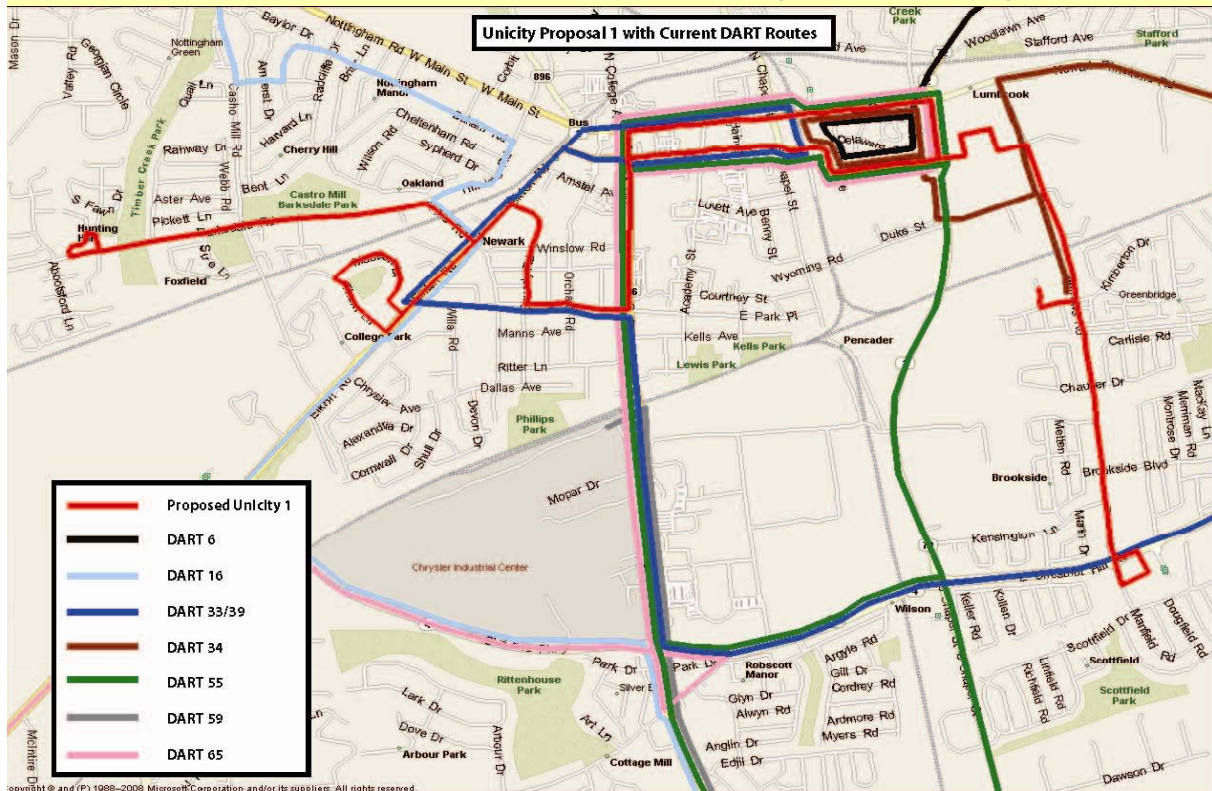
Consolidate UniCity/Trolley



Consolidate UniCity/Trolley



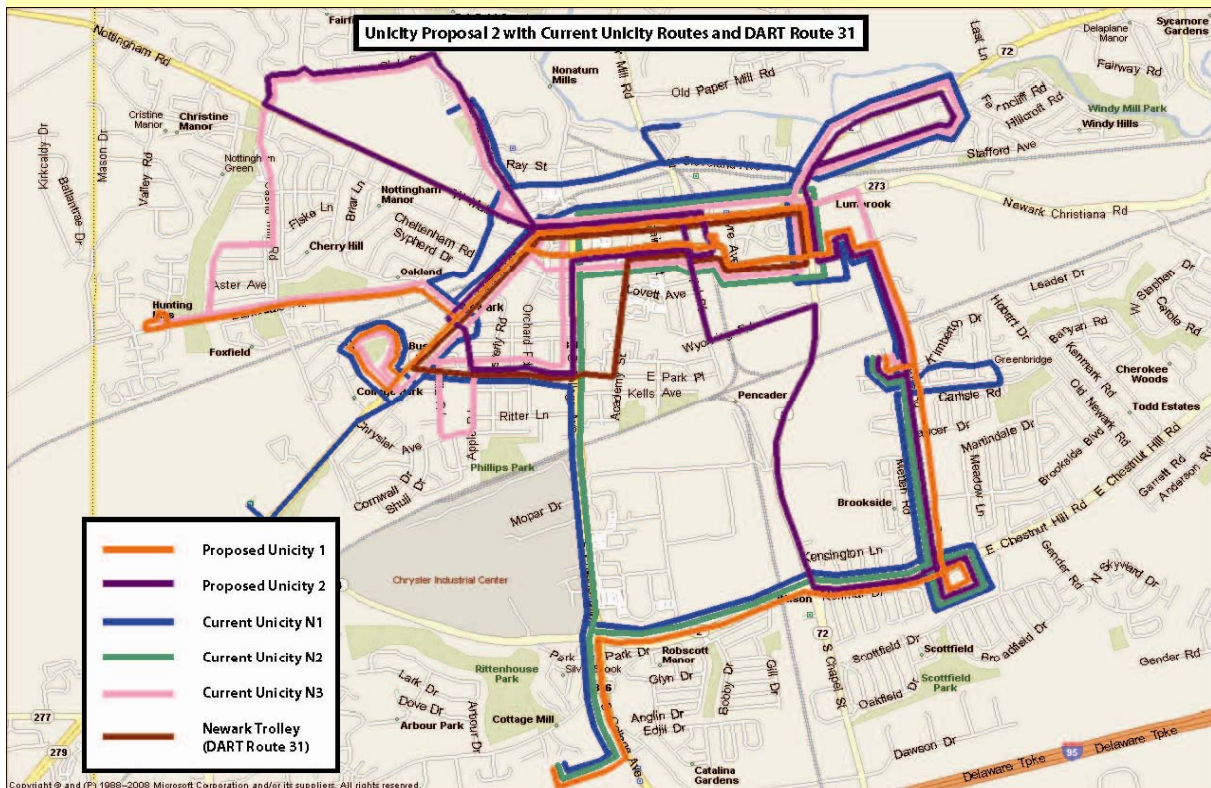
Consolidate UniCity/Trolley



Consolidate UniCity/Trolley



Consolidate UniCity/Trolley



Newark Regional Transit Center

- Tiger II grant project for planning/engineering improved Newark station at Chrysler site
 - Public private partnership
 - Coordinate with Chrysler redevelopment
 - Goal to improve both freight and passenger service and allow for increased SEPTA and future Maryland commuter rail



Next steps

- Seeking public review and input on draft report through June 24
- Review with Newark Traffic Committee
- Additional presentations to community groups as requested
- Revise report based on agency/community feedback
- Present to Newark City Council/WILMAPCO Council for approval later this summer

Questions and Comments

Heather Dunigan, 302.737.6205 ext 118
www.wilmapco.org/newark

WELCOME

Newark *Transportation Plan*

November 16, 2010
Public Meeting

www.wilmapco.org/newark