

Newark Transportation Plan

The *Newark/Elkton Intermodal Transportation Plan* was completed in 1998. Over the next year, WILMAPCO and Newark will work with an advisory committee of citizens, civic and business groups, and public agencies to develop an updated multimodal transportation circulation plan for the Newark Area.

The 1998 Plan identified the following key issues which the 2010 *Newark Transportation Plan* will reexamine:

Congestion in Downtown Areas

Downtown congestion in Newark continues to be a concern, resulting in travel delays, safety hazards, and negative impact on quality of life. Conflicts result from the mix of automobile traffic, truck traffic, freight rail, bicycle and pedestrian traffic, and on-street parking. Congestion has not improved since the 1998 Plan was completed.

Conflicts for Bicyclists and Pedestrians

High bicycle and pedestrian volumes have led to concerns over the convenience and safety of travel for walking and cycling. Many roads are not compatible with bicycle use, and the network of bike paths is incomplete. Crashes involving pedestrians and bicycles are concentrated on Main Street, Delaware Avenue, College Avenue, Cleveland Avenue and Elkton Road. Since 1998, new pedestrian signals, Main Street streetscaping, and the completion of the Hall Trail have aided in nonmotorized travel but additional facilities, safety education and enforcement are needed.

Lack of Convenient Parking in Downtown Areas

The availability and location of parking is an important factor in downtown circulation patterns and business activity. Significant demand exists for on-street parking in downtown Newark – parking along Main Street between Chapel Street and Elkton Road and with increased mixed use development the demand for parking permits far exceeds the availability. Since 1998, the University has constructed three parking garages and plans have been developed for a downtown municipal garage.

Impact of Truck and Rail Freight Traffic

Goods movement activities have generated concerns in downtown Newark. The future use of Chrysler future truck trips on S. College Ave. and how use of the Amtrak rail corridor can be used more effectively by commuter rail and freight. The key rail traffic concern is the CSX rail line which passes through downtown Newark. Trains create roadway travel delays especially at the Deer Park intersection, and they also pose safety hazards to motorists and pedestrians crossing the line.

Availability of Public Transit

In 1998, it was felt that transit did not adequately serve the Newark area. Another concern is with the efficiency of existing services. Several transit services serve Downtown Newark, but these services are not well-coordinated with each other, e.g., the University routes duplicate some services. Most routes of DART First State are oriented toward Wilmington as a peak hour destination. The UNICITY serves downtown Newark but with only limited peak hour service. Since 1998, additional DART routes serve Newark, with transfers at the new Transit Hub. There is still a need to upgrade support facilities such as bus stops and shelters, park-rides, and public information locations.

Congestion along Regional Corridors

In addition to traffic congestion in the downtown areas, there is congestion at other locations along key travel corridors throughout the greater Newark area. Among the more congested roadway segments are DE 896, Old Baltimore Pike, and Red Mill Road. In addition, at the Newark toll plaza along I-95, delays can be lengthy during certain peak periods, e.g., summer weekends, causing some traffic to “divert” from the toll plaza in order to avoid waiting in line and/or paying the toll. Currently, improvements to add highway-speed EZ Pass lanes at the toll plaza are funded. Much of Newark falls within identified Congestion Management System corridors.

Summary of Recommendations from 1998 Newark-Elkton Intermodal Transportation Plan

A. Base Case Projects (✓ indicates recommendation has been implemented)

Increase Roadway Capacity

- ✓ DE 273: Marrows Road to I-95 –Widen to 4 lanes
- ✓ Extend Wyoming Road to Marrows Road
- ✓ Upgrade Salem Church Rd: I-95 and US 40
- Implement Route 40 corridor improvements – *in progress*
- ✓ Expand capacity of US 40 – SR 72 intersection
- Upgrade Reybold Road between DE 72 and Salem Church Road

Increase Efficiency of Roadway Operations / Local Circulation

- ✓ Implement electronic toll collection along I-95 (*EZPass installed, currently upgrading to highway speed lanes*)
- ✓ Install new coordinated computerized signal system in Newark (*installed but issues remain*)
- ✓ Implement statewide integrated transportation management system (ITS)--*in progress*
- ✓ Revise operations of Main – College intersection
- ✓ Modify DE 273 – DE 2/72 intersection
- ✓ Upgrade at-grade rail crossings
- ✓ Improve signage and access to off-street parking lots

Increase Access to All Travel Modes

- ✓ Upgrade public transit service in New Castle County--*ongoing*
- Provide new park-ride facility near US 40 - DE 896 intersection
- ✓ Provide lane for bicycle and pedestrian traffic at Casho Mill Road underpass
- ✓ Add bicycle and pedestrian safety elements at downtown intersections
- Develop system of bicycle routes in Newark –*in progress*
- Implement safety precautions along CSX rail line—*in progress*

Newark-Elkton Intermodal Transportation Plan Status of Long-range recommendations

<u>1998 Plan Recommendation</u>	<u>2010 Status</u>
<u>Land Use Planning / Growth Management</u>	
<ul style="list-style-type: none"> • Promote Transit-Friendly Development 	<ul style="list-style-type: none"> • Redevelopment along Elkton Road and Main Street built to be walkable & transit supportive
<ul style="list-style-type: none"> • Implement Traffic Calming Measures 	<ul style="list-style-type: none"> • Traffic calming policy and design guidelines approved by Council
<u>Travel Demand Management</u>	
<ul style="list-style-type: none"> • Expand Scope of TDM Activities 	<ul style="list-style-type: none"> • University of Delaware has actively promoted carpooling and non-driving commuting
<u>Bicycle and Pedestrian Circulation</u>	
<ul style="list-style-type: none"> • Develop Regional Greenway/Bike Route System 	<ul style="list-style-type: none"> • New Castle County Greenway Plan developed, Hall Trail complete and Pomeroy Trail in final design with construction funded
<ul style="list-style-type: none"> • Develop an Integrated Bike Route System in the Newark Area 	<ul style="list-style-type: none"> • Newark Bicycle Plan completed, Newark Bicycle Committee formed to provide guidance on implementation of improvements
<ul style="list-style-type: none"> • Enhance Pedestrian Amenities in Downtown Areas 	<ul style="list-style-type: none"> • Main Street Streetscape project completed, Elkton Road redesign funded to improve pedestrian amenities
<ul style="list-style-type: none"> • Increase Level of Education and Enforcement 	<ul style="list-style-type: none"> • Newark Bicycle Committee is working with the City and University to improve safe cycling education and enforcement
<u>Public Transit Service</u>	
<ul style="list-style-type: none"> • Establish Transit Center in Downtown Newark 	<ul style="list-style-type: none"> • Transit hub complete
<ul style="list-style-type: none"> • Increase Circulator Services in Newark 	<ul style="list-style-type: none"> • Newark Trolley service initiated with limited hours
<ul style="list-style-type: none"> • Implement Newark-Elkton Local Bus Service 	<ul style="list-style-type: none"> • Route 65 bus route links Elkton-Newark
<ul style="list-style-type: none"> • Enhance Bus Stop Facilities 	<ul style="list-style-type: none"> • Some shelters added
<ul style="list-style-type: none"> • Implement "Bikes on Transit" Service 	<ul style="list-style-type: none"> • All DART routes have bike racks on buses and the University has been installing racks on new buses
<ul style="list-style-type: none"> • Enhance Connections at Newark Rail Station 	<ul style="list-style-type: none"> • Station improvements will be examined in station plan, with final recommendations due later in spring 2010
<ul style="list-style-type: none"> • Evaluate Extension of Commuter Rail Service 	<ul style="list-style-type: none"> • Feasibility Study complete for rail extension between Newark, Elkton and Perryville; improvements remain unfunded
<u>Traffic Operations / Systems Management</u>	
<ul style="list-style-type: none"> • Continue to Evaluate Alternatives for Deer Park Intersection 	<ul style="list-style-type: none"> • Study completed, options found to have limited cost/benefit value
<ul style="list-style-type: none"> • Continue Parking Management Initiatives 	<ul style="list-style-type: none"> • Using shared parking and parking fees to manage parking demand, new garage location selected but unfunded
<ul style="list-style-type: none"> • Modify Intersection Geometries / Signals 	<ul style="list-style-type: none"> • Signal timing will be re-evaluated as part of 2010 Plan
<u>Increased Roadway Connections</u>	
<ul style="list-style-type: none"> • Evaluate Feasibility of Northern Connector Route 	<ul style="list-style-type: none"> • No expansion in this corridor is currently planned
<ul style="list-style-type: none"> • Preserve Pomeroy Branch Corridor for Multi-Use Facility 	<ul style="list-style-type: none"> • Pomeroy bicycle/pedestrian facility is fully funded for construction
<ul style="list-style-type: none"> • Widen CSX Underpass at Casho Mill Road 	<ul style="list-style-type: none"> • Newark opted to work with DeIDOT to install a pedestrian tunnel rather than an additional lane
<ul style="list-style-type: none"> • Evaluate Need to Widen Intersections 	<ul style="list-style-type: none"> • Intersection needs continue to be evaluated

Transportation in Newark

Major Projects Funded in FY 2011-2014 Transportation Improvement Program

- Rail Improvements
 - S. College Avenue Train Station Study now underway to look at station and operational improvement, \$11 million programmed for construction in FY 2014-15
 - Added track capacity between Newark and Wilmington, \$42 million construction FY 2010-2012

- I-95 Toll Plaza
 - High-speed EZ Pass lanes funded for construction FY 2010-12 using Stimulus funds, \$48 million

- Elkton Road: Casho Mill Road to Delaware Avenue
 - Multimodal improvements programmed for construction FY 2010-2013, \$23 million

- Pomeroy Line Rail-Trail
 - Bicycle and pedestrian path scheduled for construction in FY 2010, \$5 million