TRAIN STATION FEASIBILITY STUDY

Public Workshop
March 15, 2012
AGENDA

• Visioning process
• TOD market scan
• Railroad coordination
• Ridership forecasting
• Station design alternatives
RESULTS OF VISIONING PROCESS

• If the Newport station project is successful, it will...
  – Make Newport an even better place to live, work, and play (4)
  – Build on recent beautification/streetscape efforts (4)
  – Act as a “second downtown station” – an alternative to Wilmington (3)
  – Support growth without significantly changing the town’s character (3)
  – Support quality development: shops and condos, not big box (2)
RESULTS OF VISIONING PROCESS

A Newport station could benefit the Town by...

- Drawing people in from outside Newport, creating a small business growth opportunity (6)
- Supporting SEPTA ridership, possibly providing an opportunity to increase train service in Delaware (5)
- Allowing people to take the train to work, maybe eventually living in Newport (4)
- Enhancing potential for mixed-use development of underutilized properties (4)
RESULTS OF TRANSIT-ORIENTED DEVELOPMENT (TOD) MARKET SCAN

• **Without** TOD, the Newport area has:
  – Limited demand for office and residential
  – Potential to support about 130,000 sf of retail uses, primarily food stores and pharmacies, general merchandise, and food service

• **TOD** can enhance the market for development
  – Rail service gives residents more access to job opportunities
  – Residential could be a prominent potential land use (but will depend on transit creating demand)

• Available opportunity sites can accommodate mixed-use development consistent with the Town’s character
RESULTS OF RAILROAD COORDINATION

- Met with Amtrak, Norfolk Southern, and SEPTA
  - The Northeast Corridor is owned by Amtrak but used regularly by NS and SEPTA
  - Amtrak’s high-speed trains use the northernmost tracks, so the platform must be on the south side (this matches Churchmans Crossing and Newark)
  - Amtrak’s long-range plan includes a fourth track on the Northeast Corridor
  - NS freight service cannot run next to a high-level platform due to clearance requirements
**POTENTIAL TRACK CONFIGURATION**
*(PENDING RAILROAD REVIEW/APPROVAL)*

<table>
<thead>
<tr>
<th>Existing Track 1 – Norfolk Southern</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Track 2 – Amtrak Northbound</td>
</tr>
<tr>
<td>Existing Track 3 – Amtrak Southbound</td>
</tr>
<tr>
<td>Proposed Track A – SEPTA</td>
</tr>
</tbody>
</table>

**Proposed Station Platform**
STATION SITE
### HOW MANY PEOPLE MIGHT USE THE NEWPORT STATION?

<table>
<thead>
<tr>
<th>SEPTA station</th>
<th>Existing ridership (without Newport)</th>
<th>Existing ridership (if Newport was built)</th>
<th>Future ridership (without Newport)</th>
<th>Future ridership (if Newport was built)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newark</td>
<td>500</td>
<td>500</td>
<td>710</td>
<td>710</td>
</tr>
<tr>
<td>Churchman’s Crossing</td>
<td>463</td>
<td>330</td>
<td>560</td>
<td>450</td>
</tr>
<tr>
<td><strong>Newport</strong></td>
<td><strong>--</strong></td>
<td><strong>480</strong></td>
<td><strong>--</strong></td>
<td><strong>500</strong></td>
</tr>
<tr>
<td>Wilmington</td>
<td>2,020</td>
<td>2,020</td>
<td>2,220</td>
<td>2,220</td>
</tr>
<tr>
<td>Claymont</td>
<td>1,024</td>
<td>1,020</td>
<td>1,380</td>
<td>1,380</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>4,007</strong></td>
<td><strong>4,350</strong></td>
<td><strong>4,870</strong></td>
<td><strong>5,250</strong></td>
</tr>
</tbody>
</table>
WHERE WOULD THEY COME FROM?
WHAT WOULD THAT MEAN FOR ACCESS AND PARKING?

- 500 trips per day are anticipated by 2020
- Trips are two-way, so that translates to 250 patrons per day
- 75%, or 188 patrons per day, are expected to drive
  - The remaining 25% are expected to arrive by bus, foot, or bike
- We should plan for at least 200 parking spaces, plus some provision for overflow/expansion
INITIAL DESIGN ALTERNATIVES

• Parking
  – 200 spaces plus potential overflow/expansion
  – Potential shared parking

• Access
  – Cars, pedestrians, buses, bikes
  – Make access both functional and beautiful

• Track and structure improvements

• Station amenities and safety

• Land use/development recommendations
NEXT STEPS:
COMPLETING THE STUDY

- Refinement of alternatives
  - Station layout details
  - Bus circulation/access to bus stops
- Implementation plan
- Public workshop #3
- Final report
QUESTIONS?

www.wilmapco.org/newport

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