TRAIN STATION FEASIBILITY STUDY

Town Meeting

May 16, 2013
PURPOSE

• To review/adopt the Newport Train Station Feasibility Study
OUTREACH

- Five Advisory Committee meetings
- Three public workshops
  - Fall 2011
  - Spring 2012
  - Summer 2012

Organizations Represented on the Advisory Committee (in alphabetical order)

BASF
Delaware Department of Transportation
Delaware Transit Corporation
Harvey Hanna & Associates, Inc.
New Castle County Chamber of Commerce
New Castle County Government
Newport Businesses
Newport Residents
State Representative Bob Gilligan
  (now retired)
State Senator Karen Peterson
Town of Newport
U.S. Representative John Carney
U.S. Senator Chris Coons
U.S. Senator Tom Carper
Wilmington Area Planning Council
VISIONING RESULTS

• If the Newport station project is successful, it will...
  – Make Newport an even better place to live, work, and play (7)
  – Build on recent beautification/streetscape efforts (7)
  – Support growth without significantly changing the town’s character (7)
  – Act as a “second downtown station” – an alternative to Wilmington (6)
  – Support quality development: shops and condos, not big box (3)
  – Maintain the heritage of Newport while bringing it 21st century transportation (3)
VISIONING RESULTS

- A Newport station could benefit the Town by...
  - Drawing people in from outside Newport, creating a small business growth opportunity (9)
  - Allowing people to take the train to work, maybe eventually living in Newport (9)
  - Supporting SEPTA ridership, possibly providing an opportunity to increase train service in Delaware (8)
  - Enhancing potential for mixed-use development of underutilized properties (5)
RAIL OPERATIONS

• Proposed improvements will add a fourth track on the south side of the Northeast Corridor for SEPTA trains
  – This is necessary because freight trains cannot run next to a high-level platform

• This requires more than a mile of track work, including new turnouts and catenary (overhead power) modifications

• All railroad construction would be by Amtrak
# RAIL OPERATIONS: EXISTING TRACK CONFIGURATION

<table>
<thead>
<tr>
<th>Track</th>
<th>Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track 3</td>
<td>AMTRAK Southbound</td>
</tr>
<tr>
<td>Track 2</td>
<td>AMTRAK Northbound</td>
</tr>
<tr>
<td>Track 1</td>
<td>SEPTA and Norfolk Southern</td>
</tr>
</tbody>
</table>
RAIL OPERATIONS: PROPOSED TRACK CONFIGURATION

- TRACK 3 – AMTRAK SOUTHBOUND
- TRACK 2 – AMTRAK NORTHBOUND
- TRACK 1 – NORFOLK SOUTHERN

PROPOSED TRACK A – SEPTA

PROPOSED STATION PLATFORM
RAIL OPERATIONS:
PROPOSED TRACK CONFIGURATION

To Newark

MP 31

To Wilmington

RAGAN INTERLOCKING
MP 29.7

TRACK 3

PROPOSED TRACK A

James St

SR 141

NS SHELLPOT SECONDARY

TRACK 2

TRACK 1
RAIL OPERATIONS: STATION PLATFORM

- High-level platform to meet SEPTA accessibility requirements
- 600 feet long
- 14 feet wide
- Stair and ramp access, railings and fencing, lighting
RAIL OPERATIONS: STATION PLATFORM
## RIDERSHIP

<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>
PARKING

• 500 trips per day are anticipated in the future
• 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 about 200 parking spaces, plus some provision for overflow/expansion
PARKING

• Parking is proposed in four lots, all of which are on state-owned property
• Total of between 192 and 202 spaces
• Possible overflow south of the river

8 spaces
72 spaces
86-96 spaces
26 spaces
PARKING AND ACCESS OPTION 1

- Steps between James Street and parking lot
- Ramp between parking lot and platform
- Proposed station platform
- Sidewalk
- Kiss and ride
- Reconstruct steps
- James Street
- Water Street
PARKING AND ACCESS OPTION 3
MULTIMODAL ACCESS

• Walking and riding the bus
  – Westbound (Justis Street) stop
  – Eastbound (Market Street) stop

• Driving

• Bicycling
TRANSIT-ORIENTED DEVELOPMENT (TOD) OPPORTUNITIES

• **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
PLANNING-LEVEL COST ESTIMATE

• The anticipated cost is broken into two parts.
• (1) Work performed by the project contractor is estimated at between $10M and $11M:
  – Over $8 million for platform, including stair and ramp access, railings and fencing, lighting
  – About $2 million for parking and access, including parking lot improvements, access to James Street, sidewalk improvements, lighting, crosswalks, etc.
• Arrangements need to be made to accommodate current BASF employee parking that uses part of the primary lot
(2) All track and overhead wiring work must be performed directly by Amtrak.
   - A rough estimate for this work is $11M-$15M.
   - Amtrak costs are always rough until the project gets much closer to completion.

The total project cost is estimated to be in the range of $21-26 million.
## NEXT STEPS FOR IMPLEMENTATION

<table>
<thead>
<tr>
<th>Step</th>
<th>Responsible party</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Identify implementing agency</td>
<td>All stakeholders</td>
<td>Typically DelDOT</td>
</tr>
<tr>
<td>Facilitate MOU among DelDOT, WILMAPCO, Town, and all three railroads for construction, operations and maintenance</td>
<td>All stakeholders</td>
<td></td>
</tr>
<tr>
<td>Confirm availability of former Town maintenance yard on south side of Ayre Street (owned by State) for parking</td>
<td>Implementing agency, Town of Newport</td>
<td>Assumes Town maintenance activities will remain at another site</td>
</tr>
<tr>
<td>Determine locally-preferred alternatives for pedestrian access/streetscape and parking lot configuration</td>
<td>Implementing agency</td>
<td></td>
</tr>
<tr>
<td>Identify right of way needs for platform</td>
<td>Implementing agency</td>
<td></td>
</tr>
<tr>
<td>Conduct traffic study to identify needed signal timing or street improvements</td>
<td>Implementing agency</td>
<td></td>
</tr>
<tr>
<td>Prepare NEPA document and identify required environmental permits, if any</td>
<td>Implementing agency</td>
<td>No natural or cultural resource impacts are apparent</td>
</tr>
</tbody>
</table>
## NEXT STEPS FOR IMPLEMENTATION

<table>
<thead>
<tr>
<th>Step (continued)</th>
<th>Responsible party</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Confirm stormwater management waiver</td>
<td>Implementing agency, Town of Newport</td>
<td></td>
</tr>
<tr>
<td>Identify potential utility impacts, if any</td>
<td>Implementing agency, Town of Newport, New Castle County</td>
<td></td>
</tr>
<tr>
<td>Develop more detailed cost estimate for capital programming purposes</td>
<td>Implementing agency</td>
<td></td>
</tr>
<tr>
<td>Obtain funding to move into final design, R/W acquisition, construction, and operation</td>
<td>All stakeholders, led by implementing agency</td>
<td>Lower-cost items such as pedestrian and bus stop improvements could move forward before full station funding is available</td>
</tr>
<tr>
<td>Update zoning and land development ordinances as needed to ensure feasibility of small-scale mixed-use development</td>
<td>Town of Newport</td>
<td>Could be implemented prior to obtaining funding for the station</td>
</tr>
</tbody>
</table>
NEXT STEPS TO ADOPT THE PLAN

• Town considers/adopts the plan
  – Tonight

• Present at WILMAPCO Technical Advisory Committee meeting
  – date to be determined

• Present to WILMAPCO Council for adoption
  – Thursday, July 11