



# TRAIN STATION FEASIBILITY STUDY

Town Meeting

May 16, 2013

# PURPOSE

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- 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

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- 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

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- 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

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- 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

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TRACK 3 – AMTRAK SOUTHBOUND

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TRACK 2 – AMTRAK NORTHBOUND

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TRACK 1 – SEPTA AND NORFOLK SOUTHERN

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# RAIL OPERATIONS: PROPOSED TRACK CONFIGURATION

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TRACK 3 – AMTRAK SOUTHBOUND

TRACK 2 – AMTRAK NORTHBOUND

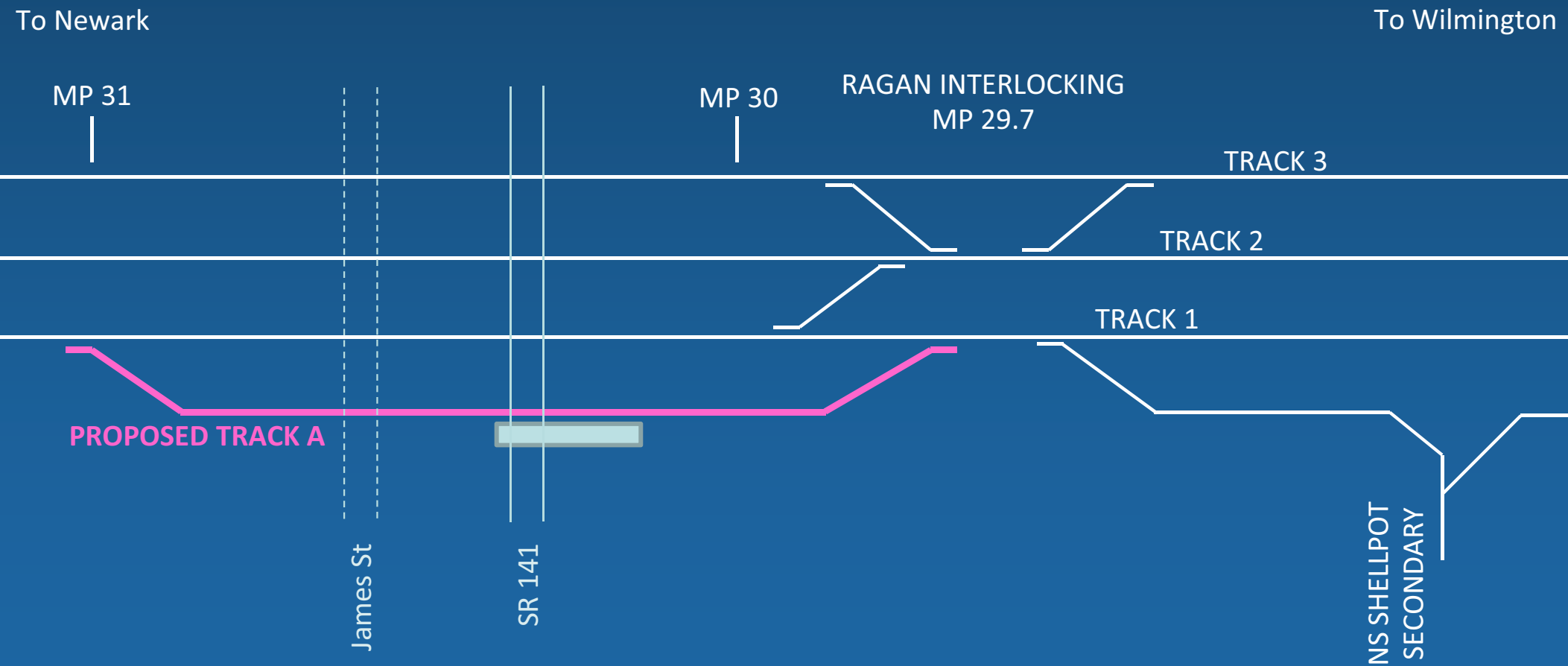
TRACK 1 – NORFOLK SOUTHERN

**PROPOSED TRACK A – SEPTA**

**PROPOSED STATION PLATFORM**



# RAIL OPERATIONS: PROPOSED TRACK CONFIGURATION



# 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



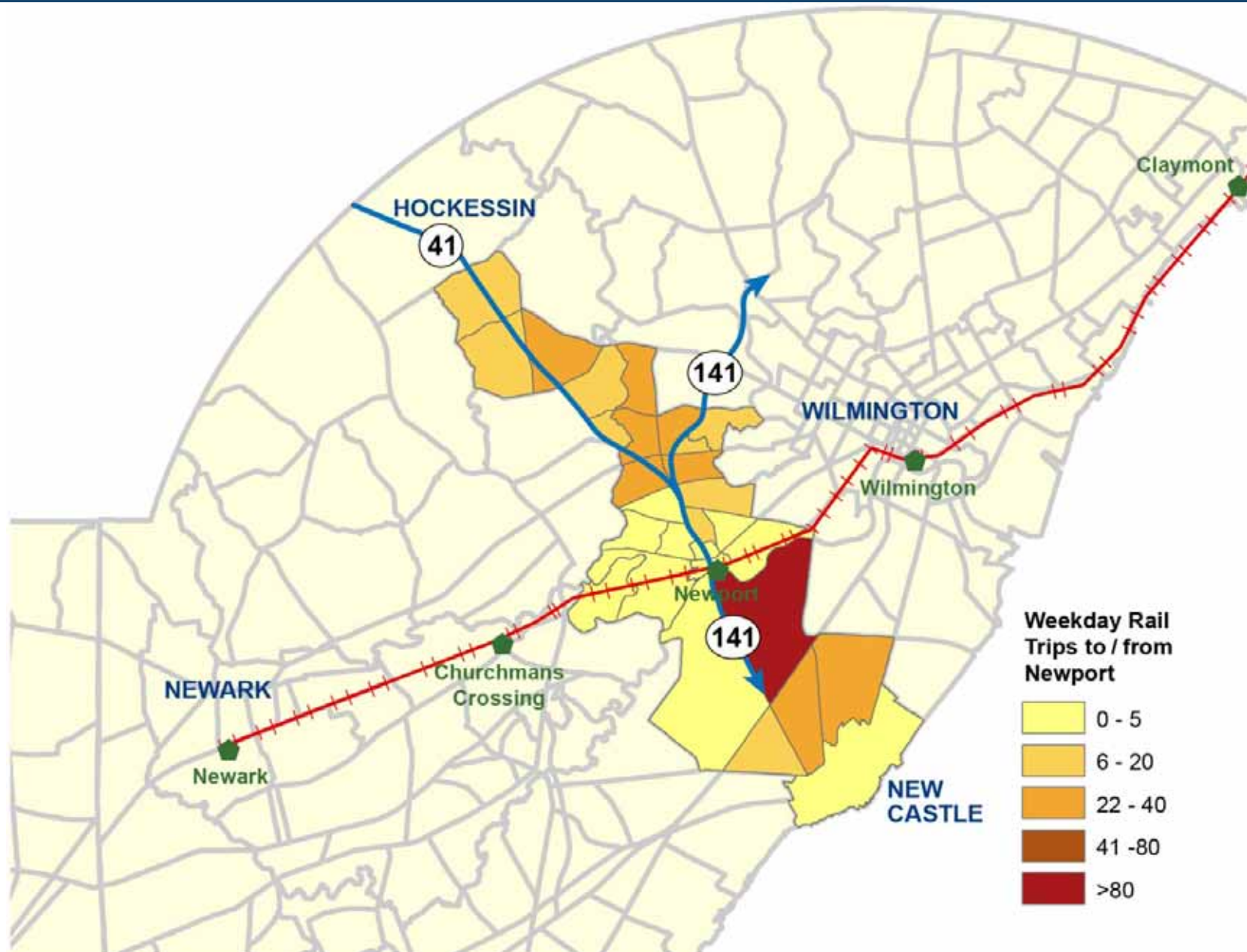
# RAIL OPERATIONS: STATION PLATFORM



# RIDERSHIP

SEPTA station	Existing ridership (without Newport)	Existing ridership (if Newport was built)	Future ridership (without Newport)	Future ridership (if Newport was built)
Newark	500	500	710	710
Churchman's Crossing	463	330	560	450
<b>Newport</b>	--	<b>480</b>	--	<b>500</b>
Wilmington	2,020	2,020	2,220	2,220
Claymont	1,024	1,020	1,380	1,380
<b>TOTAL</b>	<b>4,007</b>	<b>4,350</b>	<b>4,870</b>	<b>5,250</b>

# RIDERSHIP



# PARKING

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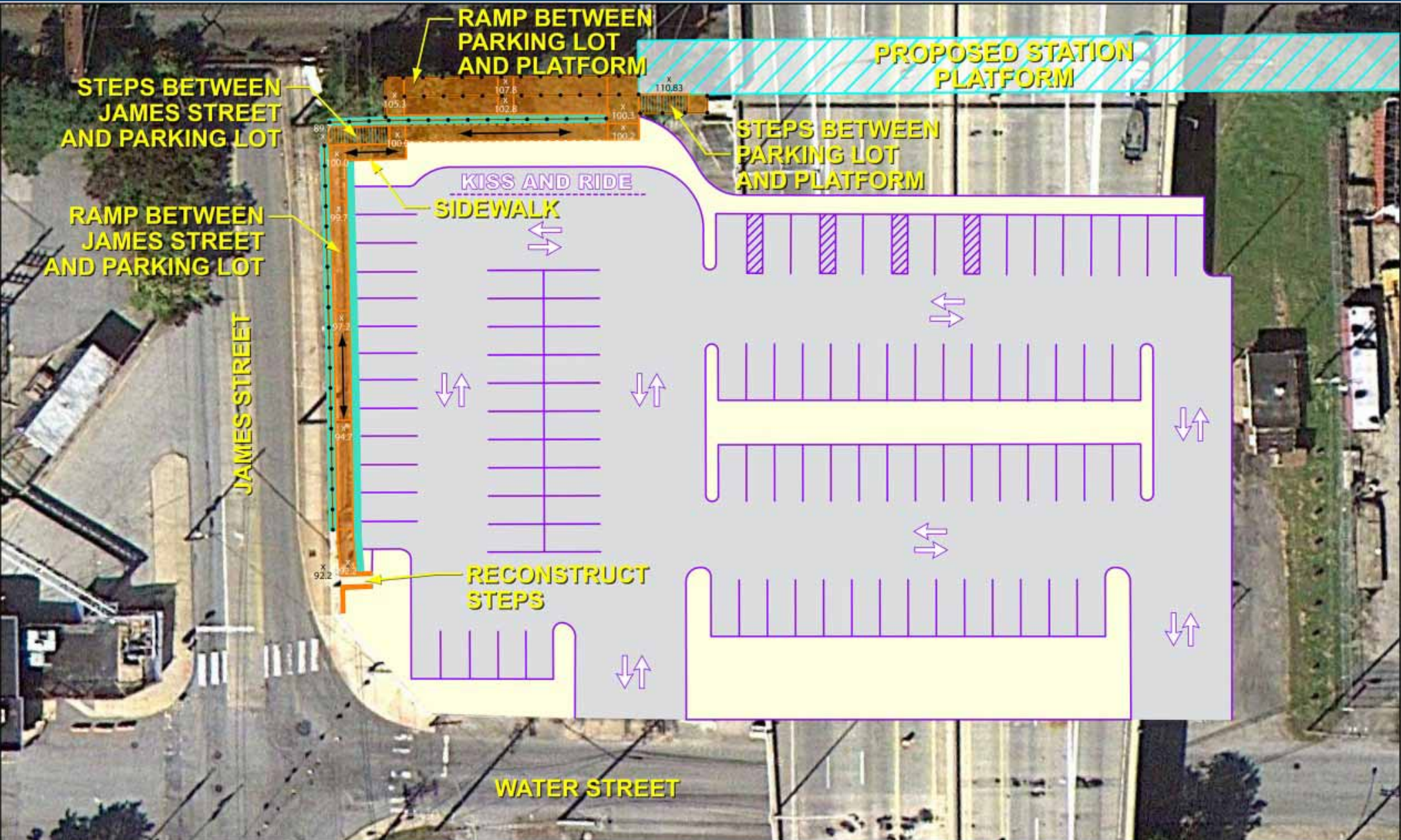
- 500 trips per day are anticipated in the future
- Trips are two-way, so that translates to 250 patrons per day
- 75%, or 188 patrons per day, are expected to drive
  - The remaining 25% are expected to arrive by bus, foot, or bike
- We should plan for about 200 parking spaces, plus some provision for 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

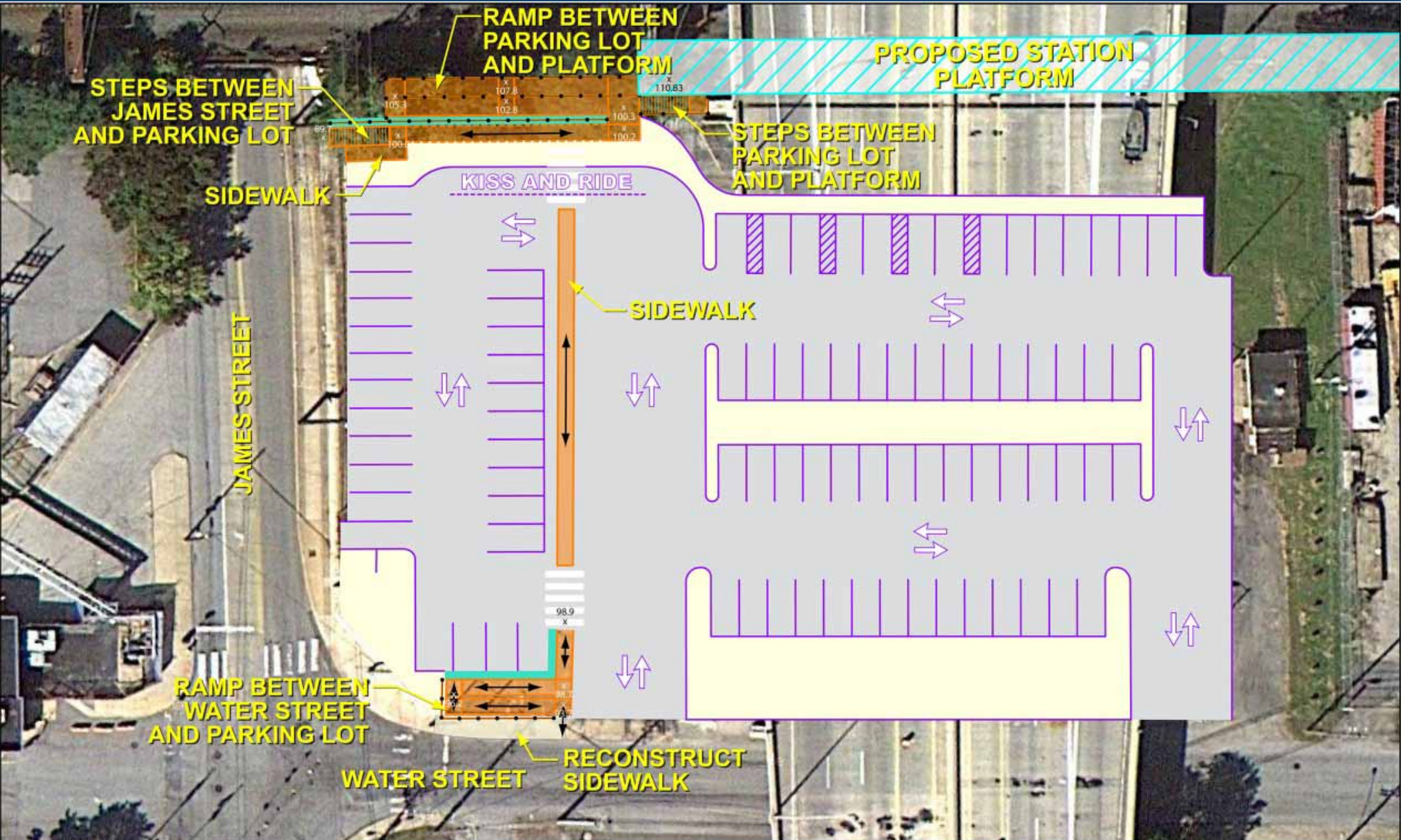


# PARKING AND ACCESS OPTION 1

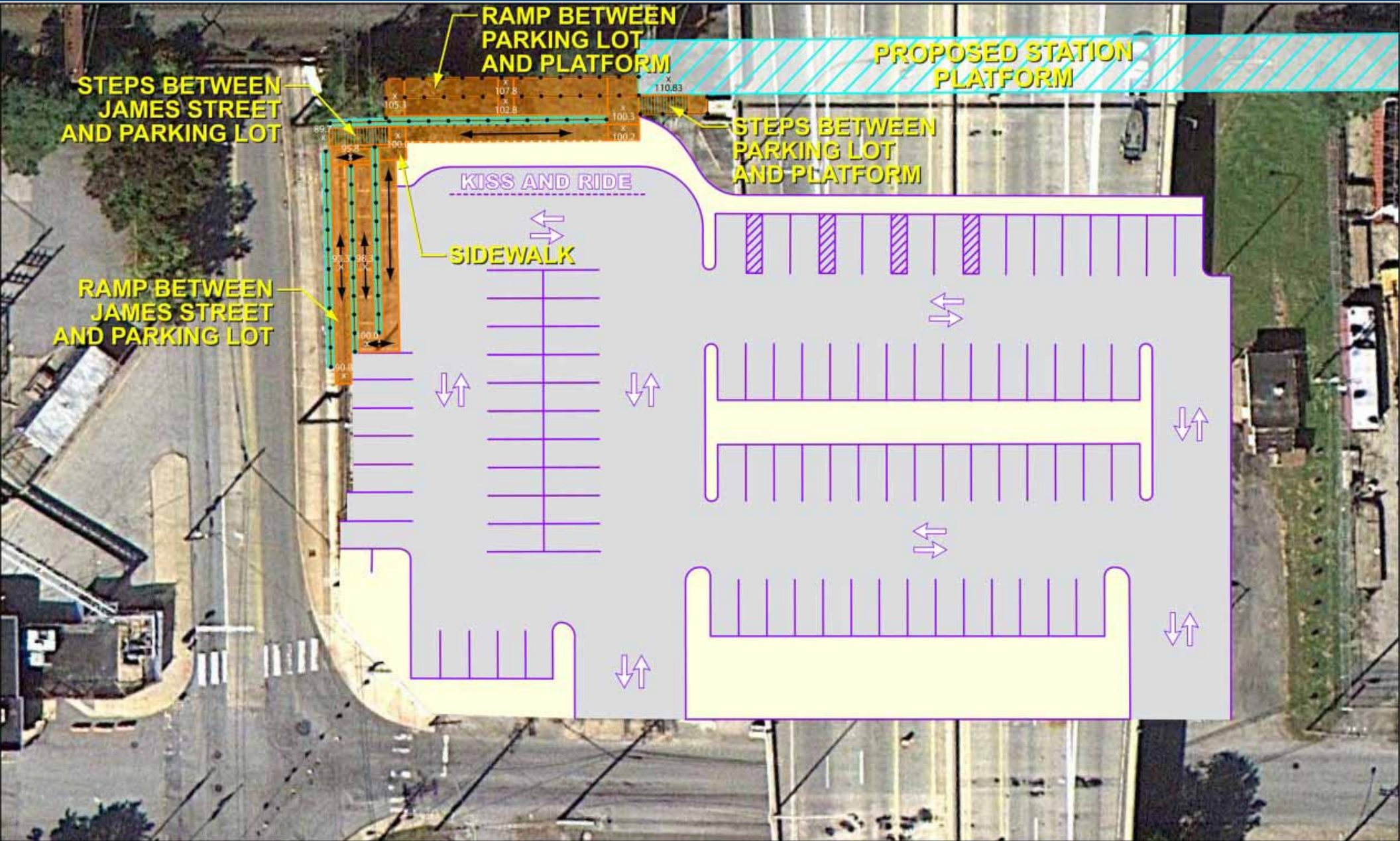




# PARKING AND ACCESS OPTION 2



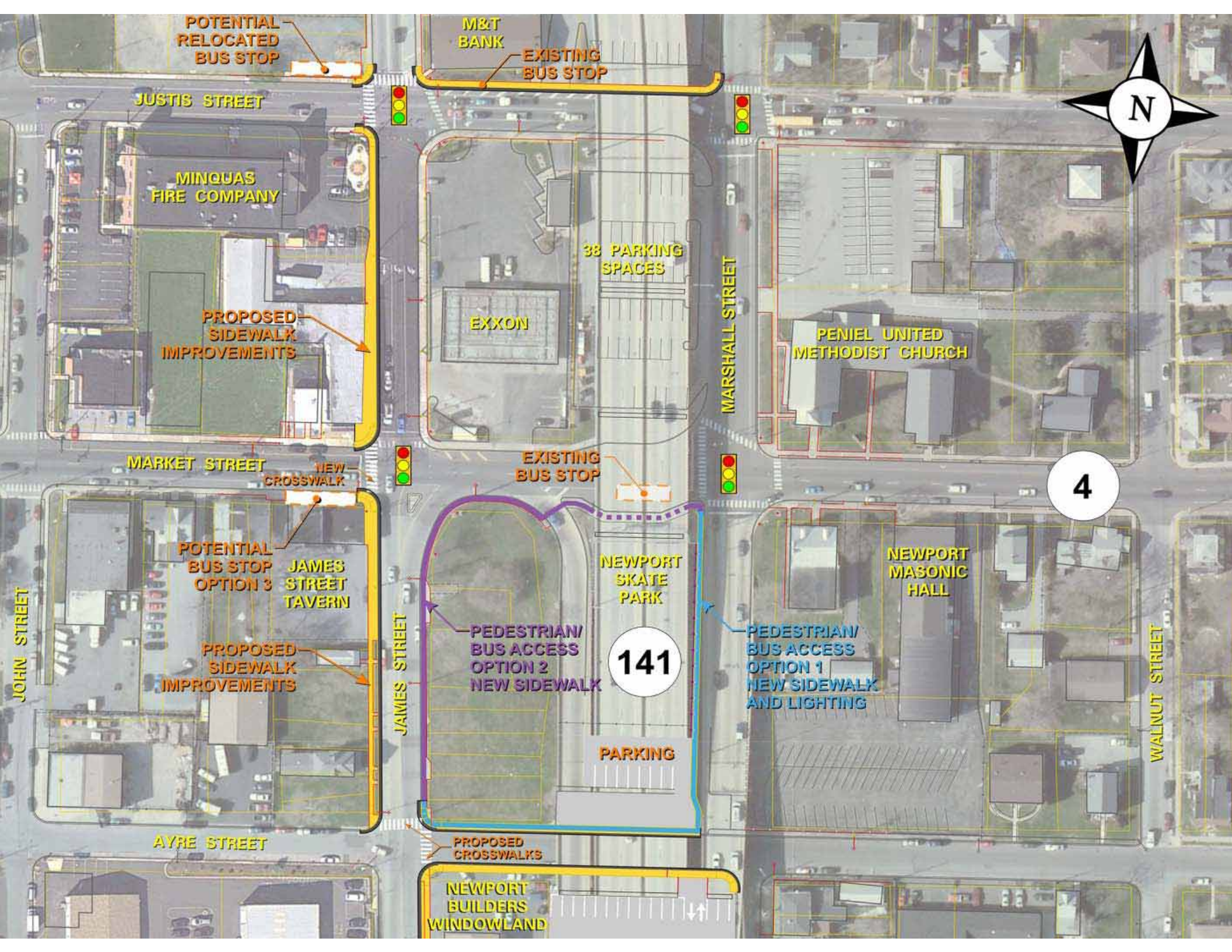
# PARKING AND ACCESS OPTION 3



# MULTIMODAL ACCESS

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- Walking and riding the bus
  - Westbound (Justis Street) stop
  - Eastbound (Market Street) stop
- Driving
- Bicycling



POTENTIAL  
RELOCATED  
BUS STOP

M&T  
BANK  
EXISTING  
BUS STOP

JUSTIS STREET

MINQUAS  
FIRE COMPANY

PROPOSED  
SIDEWALK  
IMPROVEMENTS

38 PARKING  
SPACES

EXXON

MARSHALL STREET

PENIEL UNITED  
METHODIST CHURCH

4

MARKET STREET  
NEW  
CROSSWALK

EXISTING  
BUS STOP

POTENTIAL  
BUS STOP  
OPTION 3  
JAMES  
STREET  
TAVERN

PROPOSED  
SIDEWALK  
IMPROVEMENTS

NEWPORT  
SKATE  
PARK

PEDESTRIAN/  
BUS ACCESS  
OPTION 2  
NEW SIDEWALK

141

PEDESTRIAN/  
BUS ACCESS  
OPTION 1  
NEW SIDEWALK  
AND LIGHTING

NEWPORT  
MASONIC  
HALL

PARKING

JOHN STREET

JAMES STREET

WALNUT STREET

AYRE STREET

PROPOSED  
CROSSWALKS

NEWPORT  
BUILDERS  
WINDOWLAND

# 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

# PLANNING-LEVEL COST ESTIMATE

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- (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

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



# NEXT STEPS FOR IMPLEMENTATION

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

# NEXT STEPS TO ADOPT THE PLAN

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- 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