



Welcome

Newport Transportation Study – Monitoring Committee

March 2, 2022



Agenda

- Introductions
- Goals
- Newport Transportation Study Summary
- Final Recommendations Report/PEL Report
- Bicycle/Pedestrian Updates
 - Newport River Trail
- Land Development Updates

Monitoring Committee

Newport Advisory Committee		
Elected Officials: Name	District	Email
Spiros Mantzavinos	Senate District 7	Spiros.Mantzavinos@delaware.gov
John Walsh	Senate District 9	John.Walsh@delaware.gov
John L Mitchell	House District 13	John.L.Mitchell@delaware.gov
Kimberly Williams	House District 19	Kimberly.Williams@delaware.gov
Michelle Mac Donald	Mayor of Newport	mich.macdonald@gmail.com
Name	Company	Email
Richard Piendak	Advanced Pavement Group	r.piendak@apgc.com
Dave Tiberi	Emergency Response Protocol	dtiberi@erpsafety.com
Tim Love	Sun Chemical	Timothy.Love@sunchemical.com
Patrick Oakes	APEX	poakes@apexpiping.com
J. Stevens	APEX	jstevens@apexpiping.com
Louis Dagostino	BASF	louis.dagostino@basf.com
Greg Buckley	Buckley's Auto Care	greg.buckley2@gmail.com
William Keller	Air Liquide	william.keller@airliquide.com
Sarang Gadre	Air Liquide	Sarang.gadre@airliquide.com
Vince Ruff	Community	vinceruff47@gmail.com
Wendy King	Newport Town Manager	wendyking99@yahoo.com
Chief Wohner	Newport Chief of Police	mark.wohner@ci.state.de.us
Previous Mayor Mike Spencer	Town Citizen	mikespencer100@comcast.net
	DeIDOT	
Cooper Bowers	DeIDOT	Cooper.Bowers@delaware.gov
Peter Haag	DeIDOT	Peter.Haag@delaware.gov
John Sisson	DTC	john.sisson@state.de.us
	DNREC	
Tricia Arndt	DE Office of State Planning	Tricia.Arndt@delaware.gov
Thomas Harvey	Harvey Hanna	ETHarvey@harveyhanna.com
Bill Lower	Harvey Hanna	wlower@harveyhanna.com
	New Castle County Land Use	
Matt Rogers	New Castle County Land Use	Matthew.Rogers@newcastlede.gov
	New Castle County Chamber of Commerce	
Bob Chadwick		chadwickb@ncccc.com

Goals

Newport Transportation Study

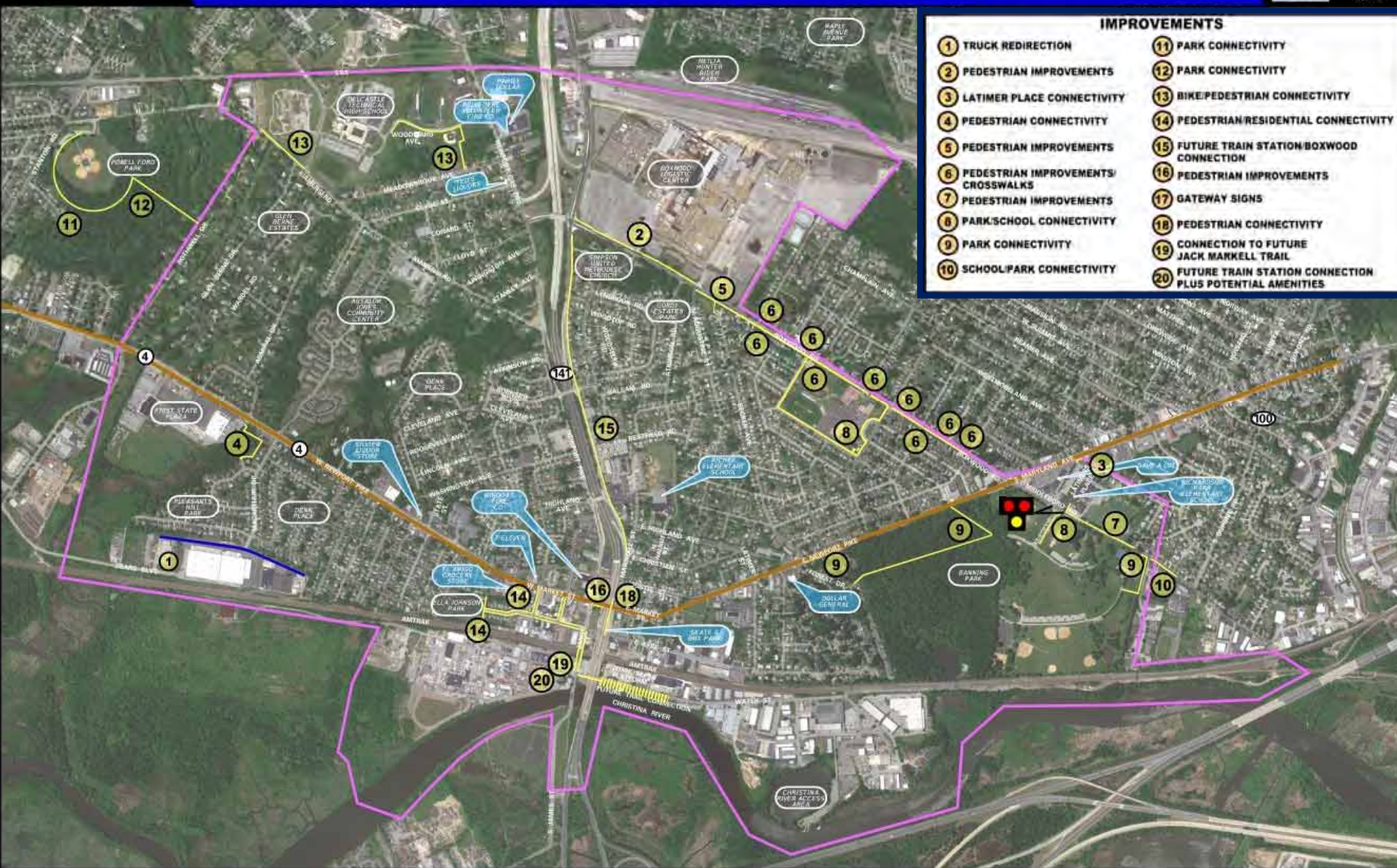
1. Improve Newport's multi-modal capacity. Newport is striving to become a more walkable, bikeable town.
2. Assess re-opening the Newport Train Station to commuter rail service.

Monitoring Committee

1. Review updates in and around Newport in comparison to the Newport Transportation Study
2. Prioritize recommendations in the Newport Transportation Study

Monitoring Committee

- Land development activity
- Traffic growth
- Transit
- Pedestrian movements
- Safety
- Master plan project status and prioritization
- Major project outside of study area
- Tasks for next year and follow ups



Plan Summary

Newport Transportation Study Estimated Costs

Number	Improvement	Length	Width	Other	Low / Moderate / High	Cost
14	Share use Connection adjacent to Ella John Park	300	10			\$150,000
14	Sidewalk/curb improvements on downtown roads	3100	10			\$2,480,000
16	Intersection Improvements by SR 141	300	10			\$390,000
18	Pedestrian connection under SR 141	500	10			\$400,000
19	Connection to Newport River Trail	300	10			\$240,000
20	Train station connection	500	10			\$400,000
	Gateway/Wayfinding Signs		assume 30 signs plus a study			\$40,000



Plan Summary

Newport Transportation Study Estimated Costs

Number	Improvement	Length	Width	Other	Low / Moderate / High	Cost
First State Plaza						
1	Truck Redirection behind Industrial area	2000'	22			\$500,000
4	Connection into First State Plaza	1000	10			\$500,000



Plan Summary

Newport Transportation Study Estimated Costs

Number	Improvement	Length	Width	Other	Low / Moderate / High	Cost
Crossing Maryland Avenue						
3	Sidewalk connection	20	10			\$16,000



Plan Summary

Newport Transportation Study Estimated Costs

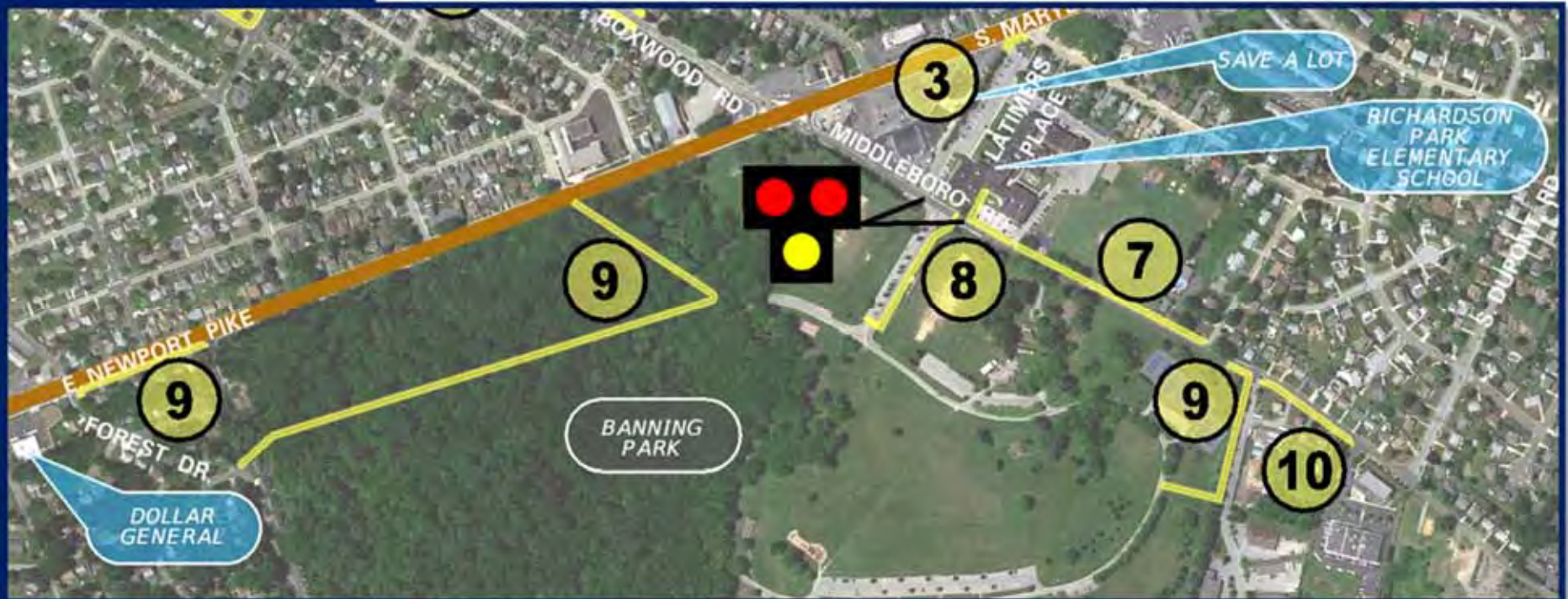
Number	Improvement	Length	Width	Other	Low / Moderate / High	Cost
Along Boxwood Road						
2	Shared use path adjacent to Boxwood Logistic Center	1800	10			\$900,000
5	Shared use path from Boxwood Logistic Center to just short of Maryland Avenue	4000	10			\$2,000,000
6	Crosswalk striping along #5			11 crossings		\$82,500
8	Shared use path around Conrad	3000	10	plus bike parking pad		\$1,500,000



Plan Summary

Newport Transportation Study Estimated Costs

Number	Improvement	Length	Width	Other	Low / Moderate / High	Cost
Middleboro Road/Banning Park Improvements						
7	Sidewalk/Shared Use Path adjacent to Richardson Park Elementary School	1200	5-10			\$600,000
8	Rapid Flash Beacon					
	Shared use path into Banning Park	550	10			\$275,000
9 East	Additional Path into Park	650	10			\$325,000
9 West	Shared Use Path into Banning Park	2300	10			\$1,150,000
10	Shared use path to Delaware Military Academy	425	10			\$212,500



Plan Summary

Newport Transportation Study Estimated Costs

Number	Improvement	Length	Width	Other	Low / Moderate / High	Cost
Powell Ford Park Improvements						
11	Shared use path connection to entrance	5280	10			\$2,640,000
12	shared use path to Rothwell Drive	1000	10			\$500,000



Plan Summary

Newport Transportation Study Estimated Costs

Number	Improvement	Length	Width	Other	Low / Moderate / High	Cost
Pedestrian Connectivity						
15	Shared use path along Marshall Street	5280	10			\$2,640,000
13	Kiamensi Road shared use path	800	10			\$400,000
13	Shared use path connection from Meadowbrook Avenue to Delcastle High School	1500	10			\$750,000



PEL Report

- Existing conditions
- Purpose and Need
- PEL checklist for NEPA documentation
- Agency coordination
- Potential permits
- Alternatives analysis
- Community coordination summary
- Cost estimates
- <http://www.wilmapco.org/newport-transportation-plan/>

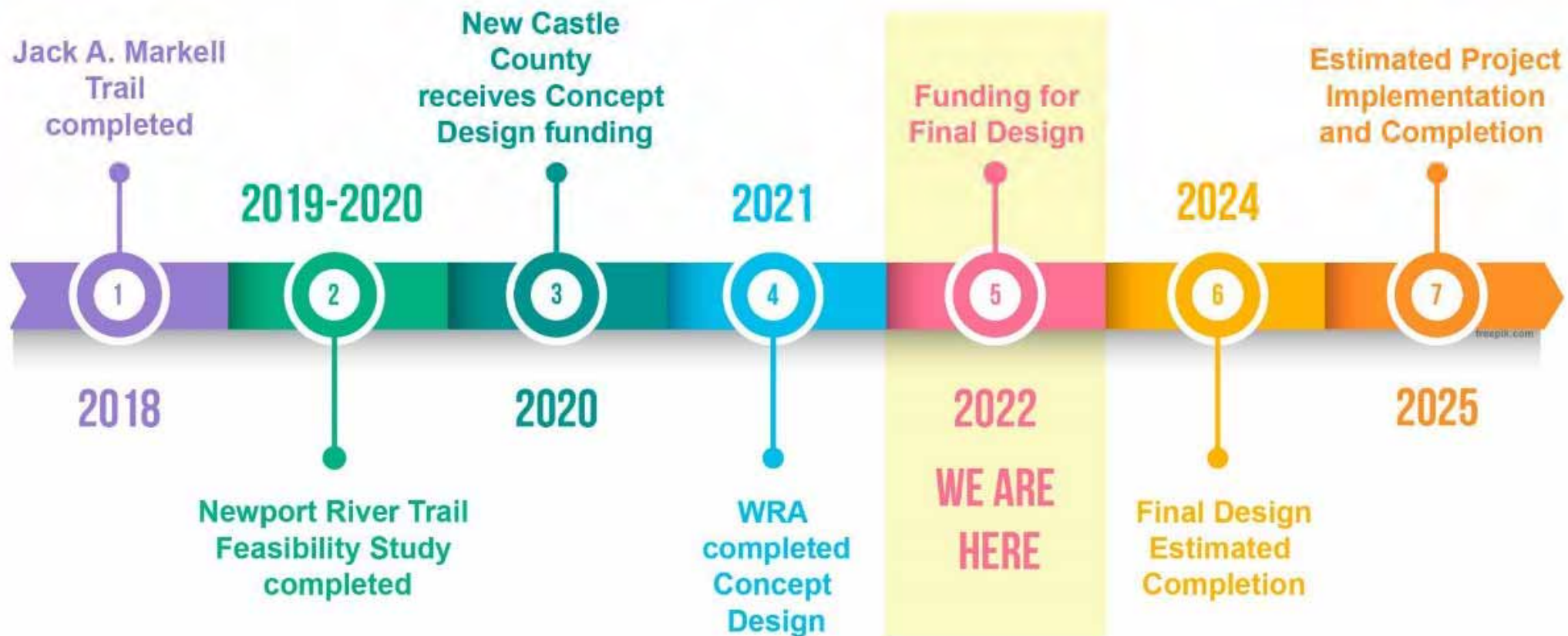
Newport River Trail Concept Design



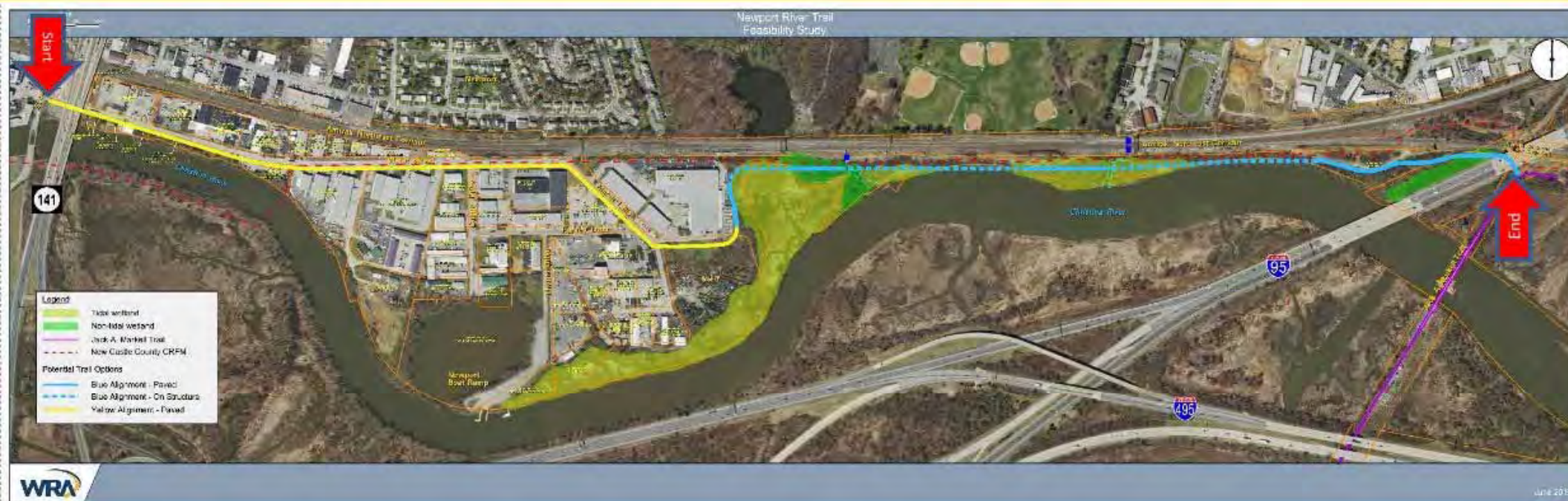
Connecting Communities Initiative



Project Schedule



Concept Alignment



- Approximately two miles of shared use path connecting the Jack A. Markell Trail to S. James Street
 - Yellow alignment
 - Blue alignment

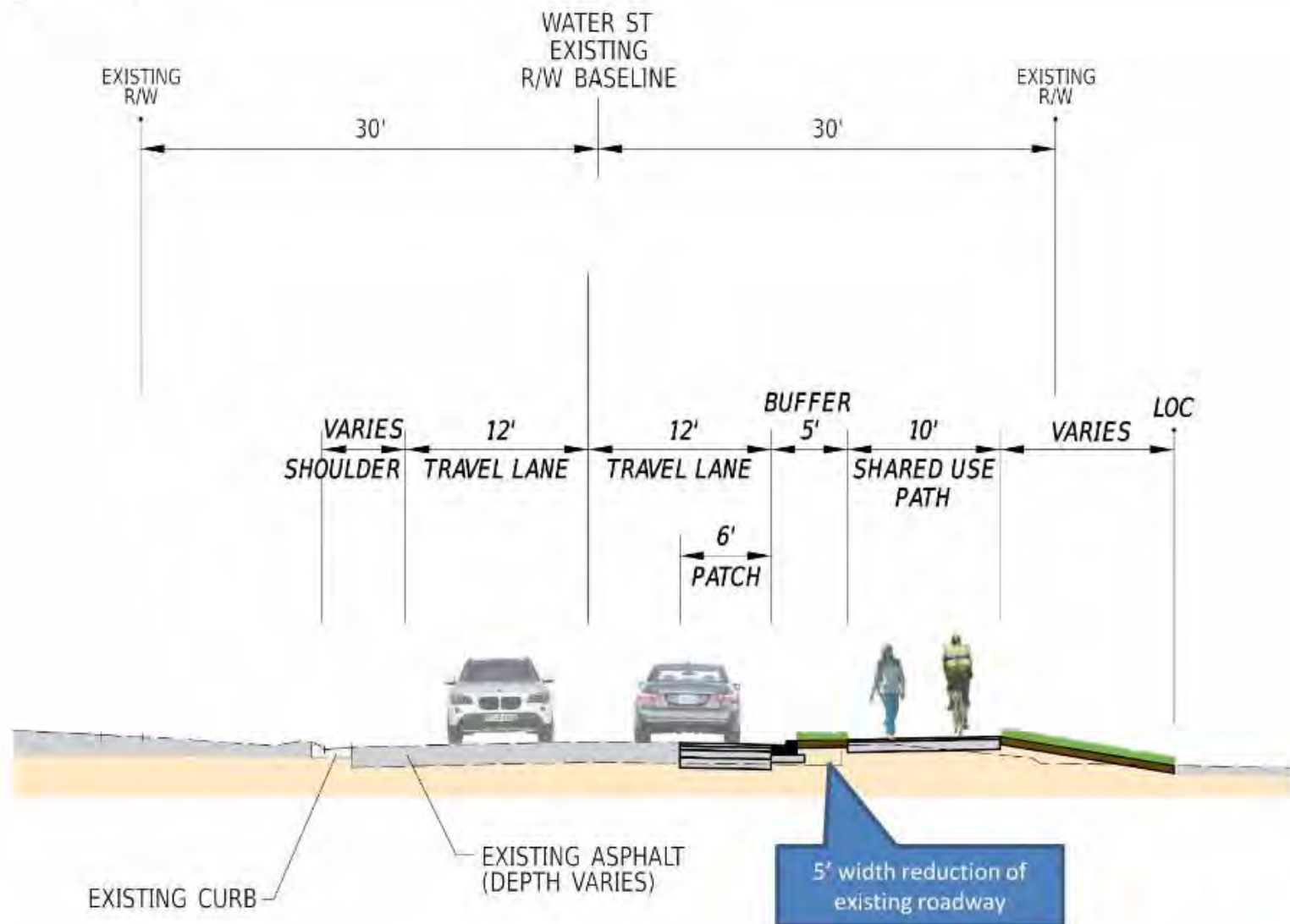
Concept Alignments



- Yellow alignment – approximately one mile
 - Shared use path separated from traffic
 - Minimal environmental impacts
 - Potential for temporary on-road marked facility for project phasing

Concept Design Typical Sections

Yellow Alignment



Land Use - Amazon

Fully Operational

- Incorporated the shared use path



Land Use

Harvey Hanna will provide an
update

Complete Communities Enterprise District (CCED)

- What is it??
 - A CCED is a physical area designed to encourage the creation or redevelopment of complete communities—transit friendly, walkable, and bikeable places.
 - Promotes walking, biking and public transportation
 - Higher density development
 - Reduced requirements for off-street parking

Complete Communities Enterprise District (CCED)

- How This Plan Supports the Concept of a CCED
- Transportation agency Requirements (DeIDOT)
 - Develop a plan for projects to increase transit ridership
 - Identify barriers to walking and biking and develop plans to improve
 - Provide maximum score for multi modal criteria in DeIDOT's prioritization process
 - Develop a goal of all streets to be 25 MPH

Next Steps

- 3 additional monitoring committee meetings this year
- Annual Corridor Monitoring Report
 - Land development activity
 - Traffic growth
 - Transit
 - Safety
 - Master Plan project status/prioritization
 - Major projects outside of study area
 - Follow up tasks
- Project Prioritization
 - Funding opportunities
 - Pave/rehab, capital, Transportation Alternatives Program (TAP), Community Transportation Funds (CTF), grants, Bicycle and Pedestrian Improvements Program (PAR)

THANK YOU

