



# 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 *So Far!*

- 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 *So Far!*

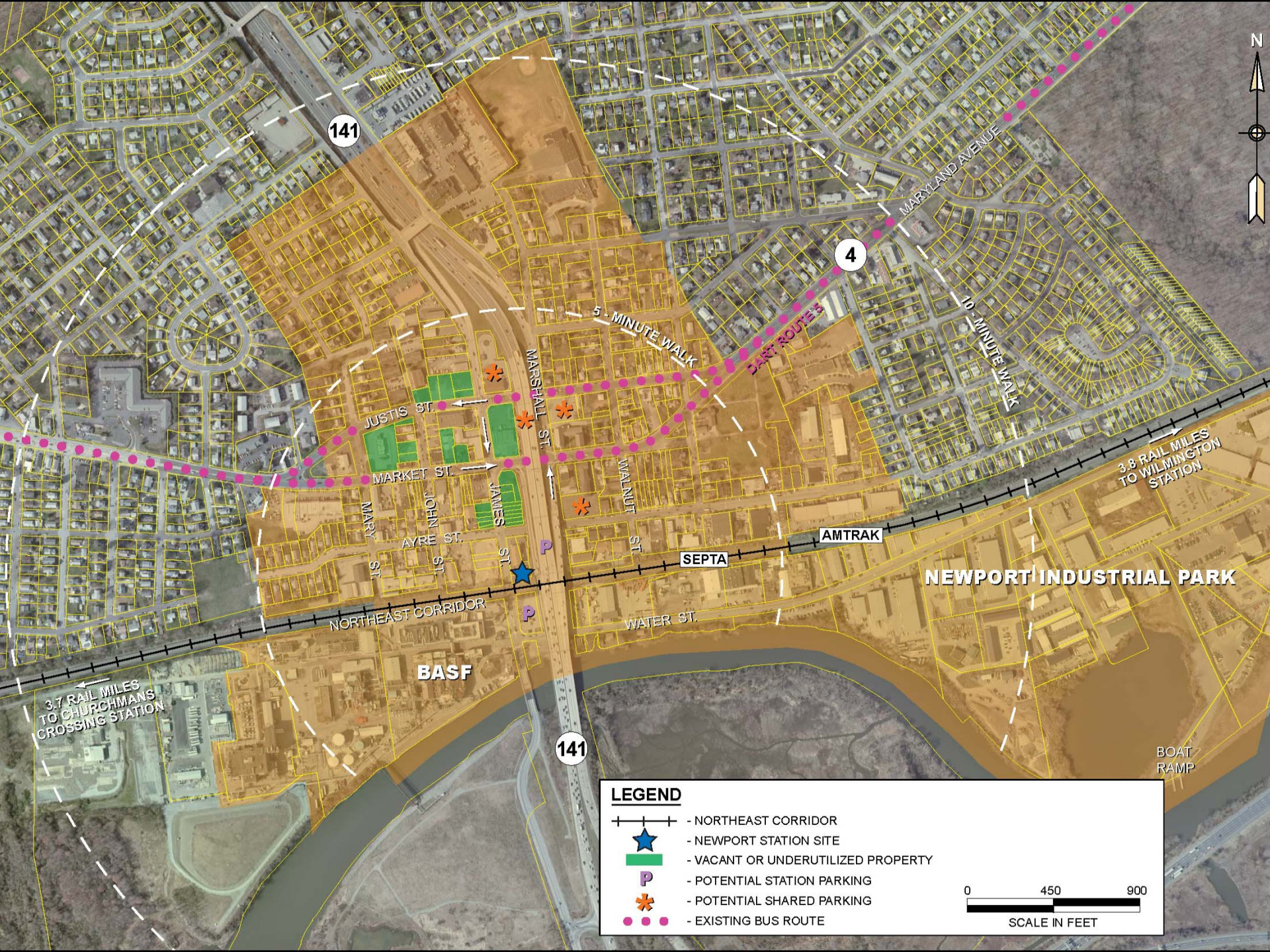
- A Newport station could benefit the Town by...
  - Drawing people in from outside Newport, creating a small business growth opportunity (6)
  - Supporting SEPTA ridership, possibly providing an opportunity to increase train service in Delaware (5)
  - Allowing people to take the train to work, maybe 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





141

4

JUSTIS ST

MARKET ST

MARY ST

JOHN ST

AYRE ST

JAMES ST

MARSHALL ST

WALNUT ST

WATER ST

MARYLAND AVENUE

141

NORTHEAST CORRIDOR

BASF

AMTRAK

SEPTA

NEWPORT INDUSTRIAL PARK

3.8 RAIL MILES  
TO WILMINGTON  
STATION

3.7 RAIL MILES  
TO CHURCHMANS  
CROSSING STATION

BOAT  
RAMP

### LEGEND

- NORTHEAST CORRIDOR
- NEWPORT STATION SITE
- VACANT OR UNDERUTILIZED PROPERTY
- POTENTIAL STATION PARKING
- POTENTIAL SHARED PARKING
- EXISTING BUS ROUTE

0 450 900  
SCALE IN FEET



# 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)

---

---

EXISTING TRACK 3 – AMTRAK SOUTHBOUND

---

---

EXISTING TRACK 2 – AMTRAK NORTHBOUND

---

---

EXISTING TRACK 1 – NORFOLK SOUTHERN

---

---

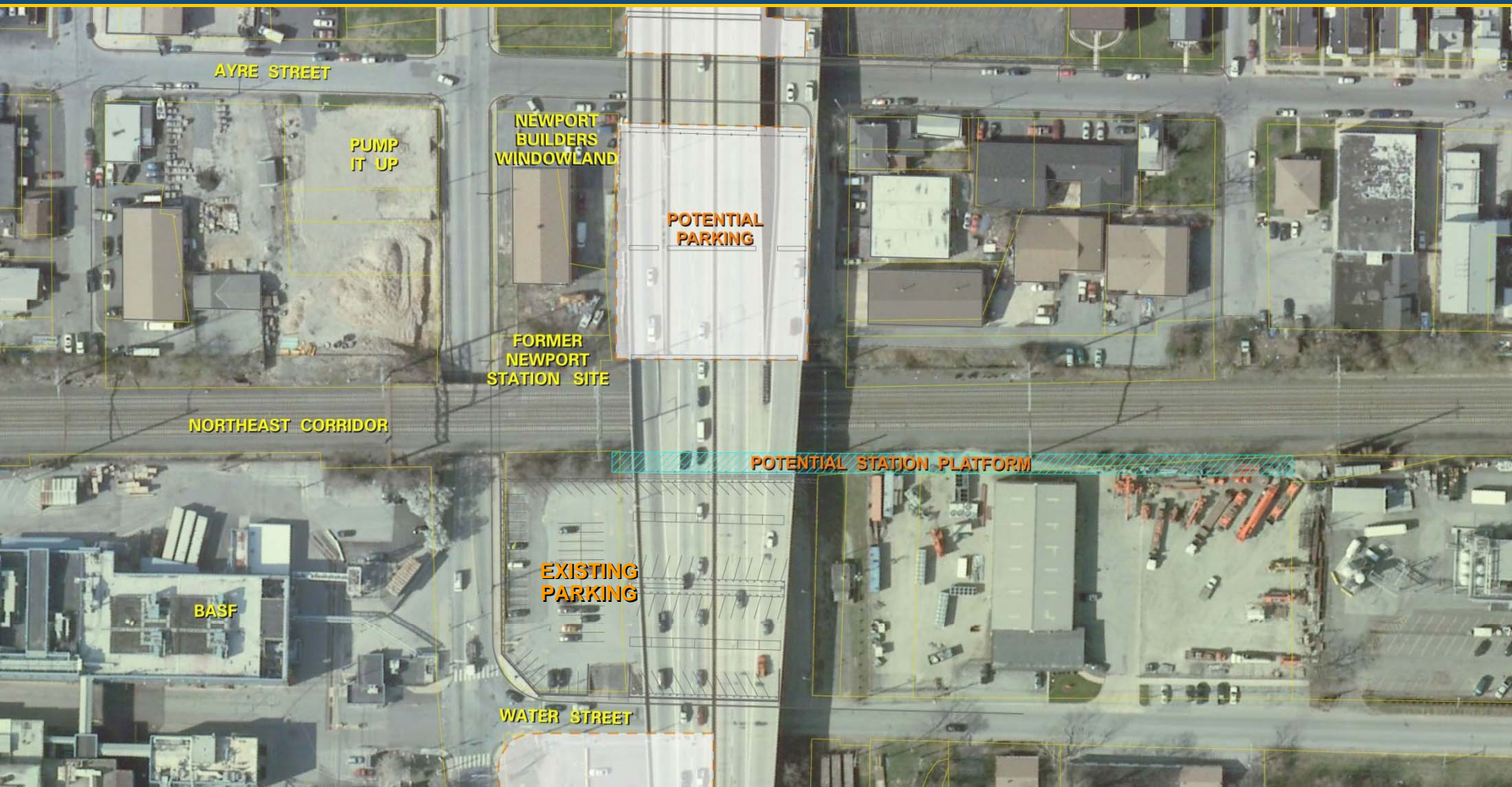
**PROPOSED TRACK A – SEPTA**

---

**PROPOSED STATION PLATFORM**



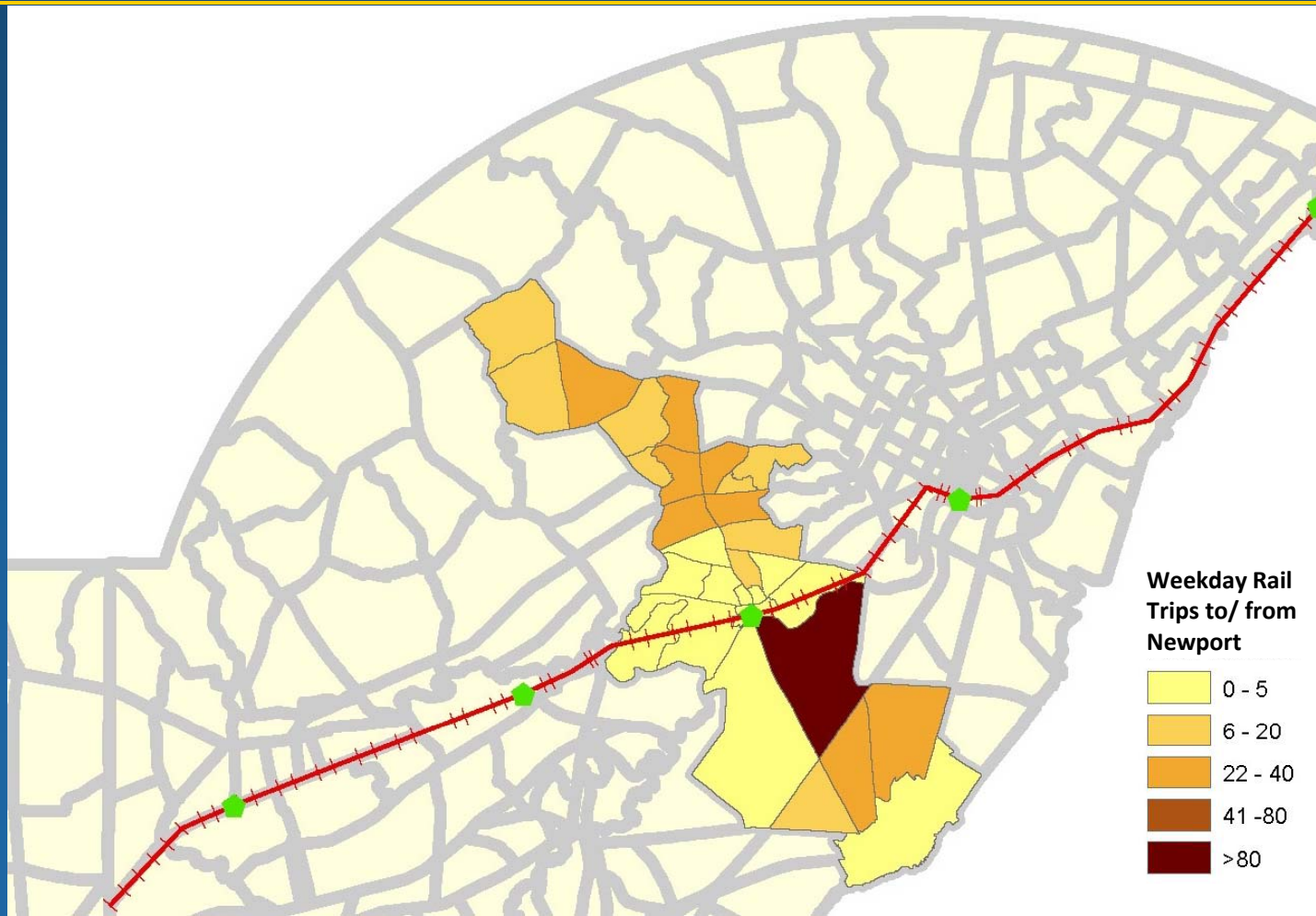
# STATION SITE



# HOW MANY PEOPLE MIGHT USE THE NEWPORT STATION?

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>

# 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](http://www.wilmapco.org/newport)

Dave Gula

Wilmington Area Planning Council

850 Library Avenue, Suite 100

Newark, Delaware 19711

302.737.6205 x122

[dgula@wilmapco.org](mailto:dgula@wilmapco.org)