

Newport Transportation Study – Monitoring Committee Public Workshop

June 12, 2025

Welcome



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 relationship to the Newport Transportation Study
2. Support Newport Train Station moving forward
3. Continue coordination with community through monitoring committee and public workshops

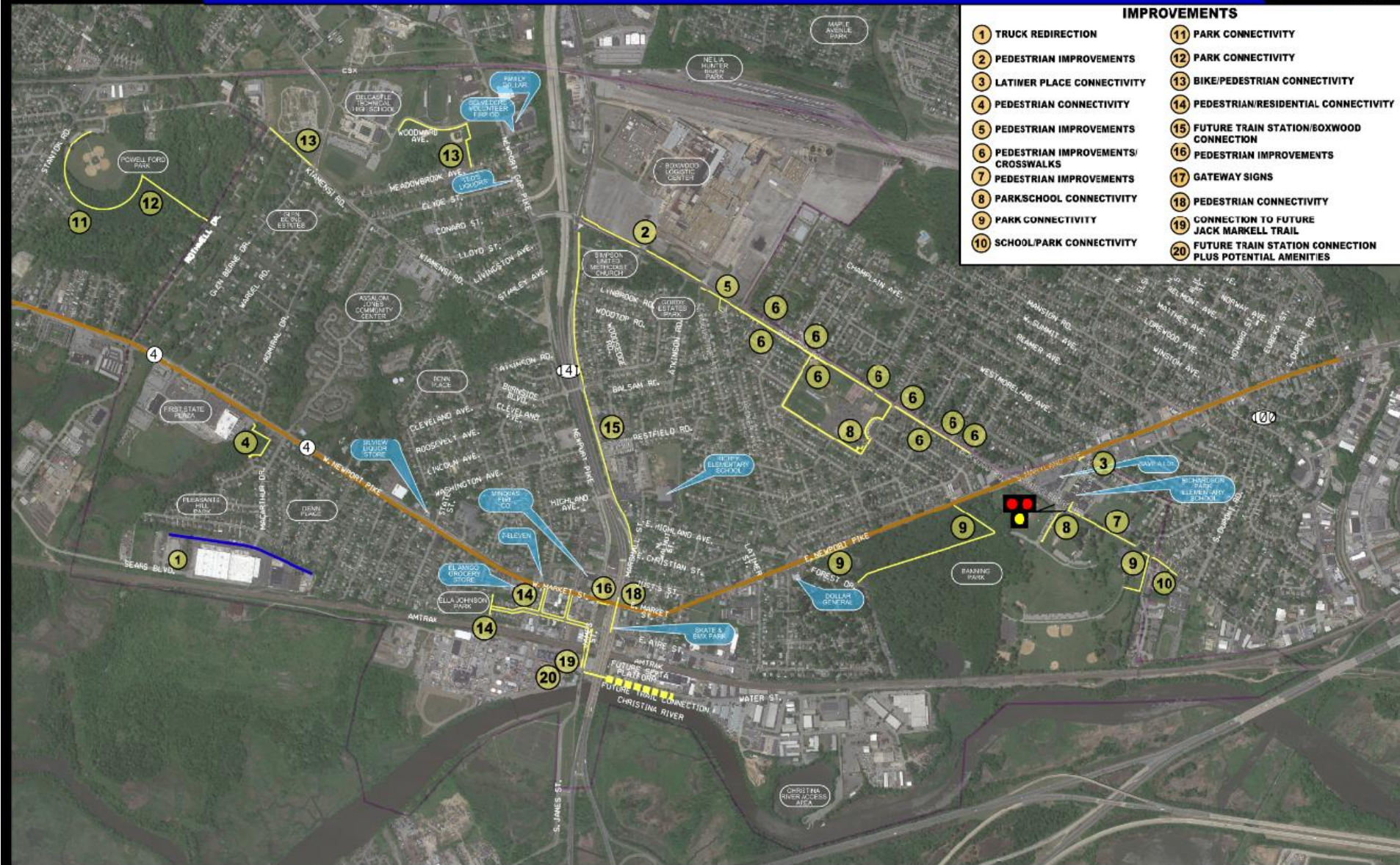
Monitoring Committee

- Land development activity
- Traffic growth
- Transit
- Pedestrian movements
- Safety
- Master plan project status and prioritization
- Major projects outside of study area

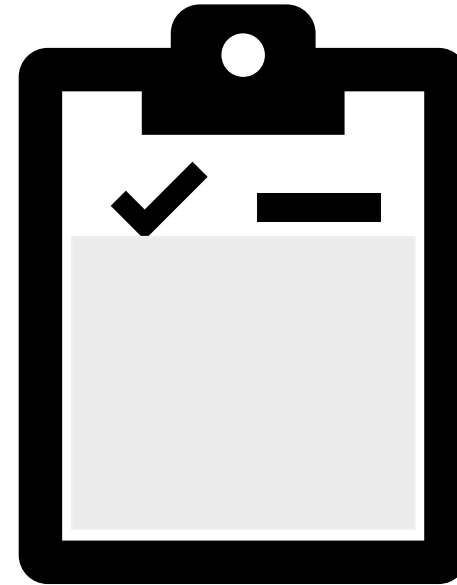
Monitoring Committee

Newport Advisory Committee
Representing
Senate District 7
Senate District 9
House District 13
House District 19
House District 2
House District 16
House District 17
Mayor of Newport
New Castle County Council
New Castle County Council
AARP
Advanced Pavement Group
Emergency Response Protocol
Sun Chemical
APEX
Buckley's Auto Care

Newport Advisory Committee
Representing
Air Liquide
APEX
Sun Chemical
Community
Newport Town Manager
Newport Chief of Police
Vice Mayor
DeIDOT
DeIDOT
DTC
DTC
DE Office of State Planning
Harvey Hanna
Harvey Hanna
New Castle County Land Use
NCC Chamber of Commerce
NCC Chamber of Commerce



New Castle County - Newport to Newark Trail



Newport River Trail

Public workshop November 12, 2024

- Project fully funded for construction to begin in 2025
- Expected to take 18-24 months to complete

[Newport River Trail | New Castle County, DE - Official Website](#)

Newport to Newark Trail

- Feasibility Report completed in May 2024
- Next Step – Concept needs to be funded to proceed to 30% design

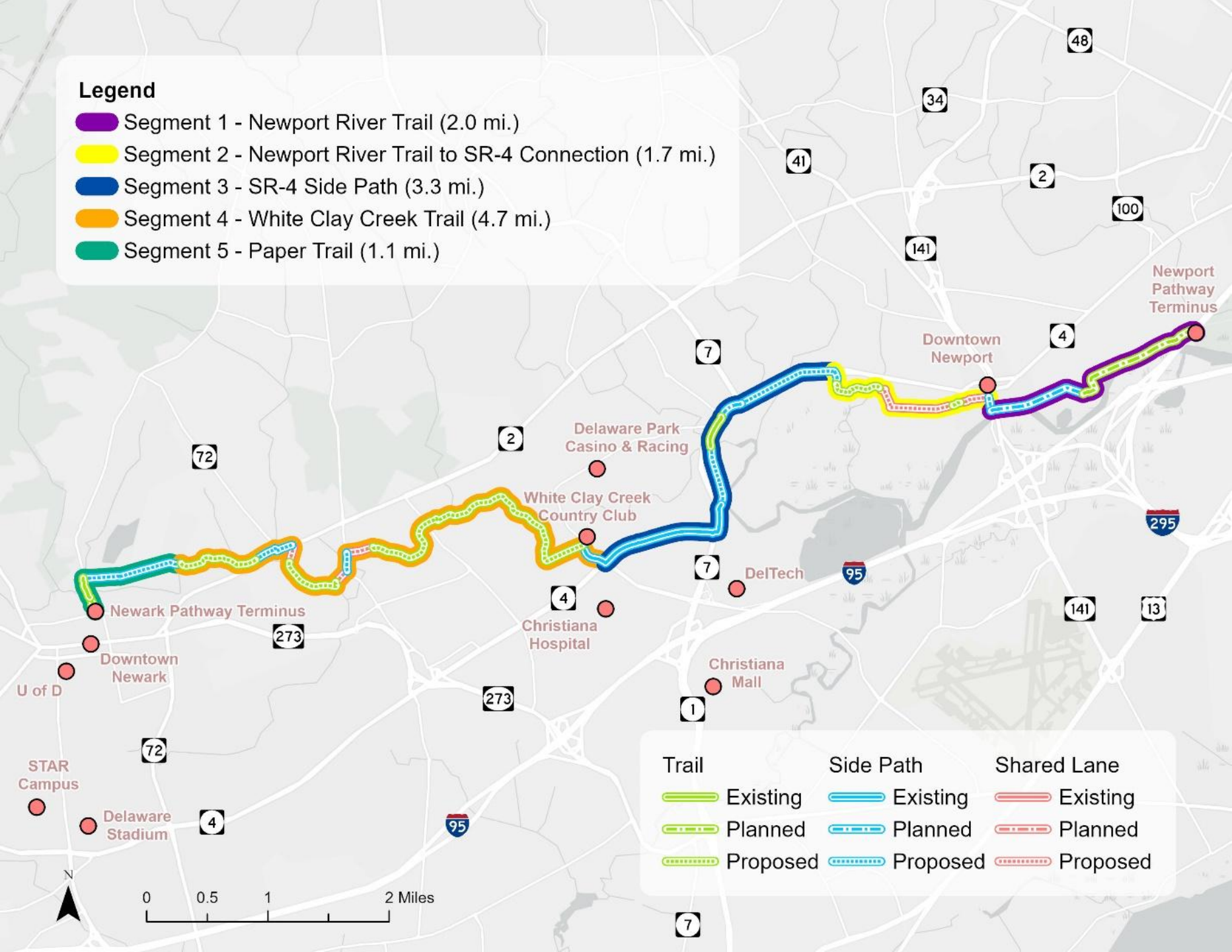
[Newport-to-Newark-Feasibility-Study](#)



NEWPORT TO NEWARK PATHWAY SYSTEM
**NEWPORT MONITORING
COMMITTEE MEETING**

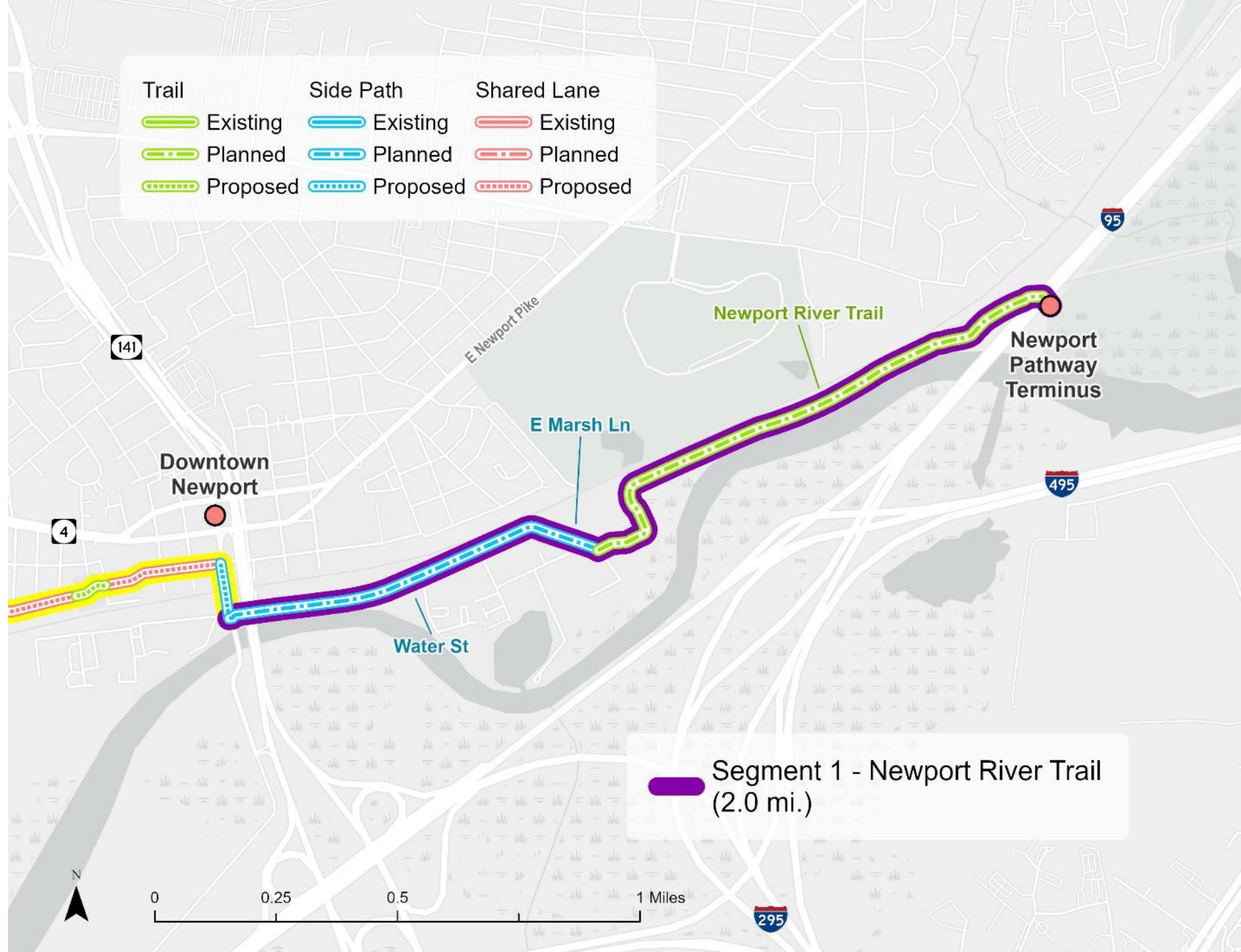
APRIL 29, 2024

FINAL ALIGNMENT



SEGMENT 1: NEWPORT RIVER TRAIL (2.0 mi.)

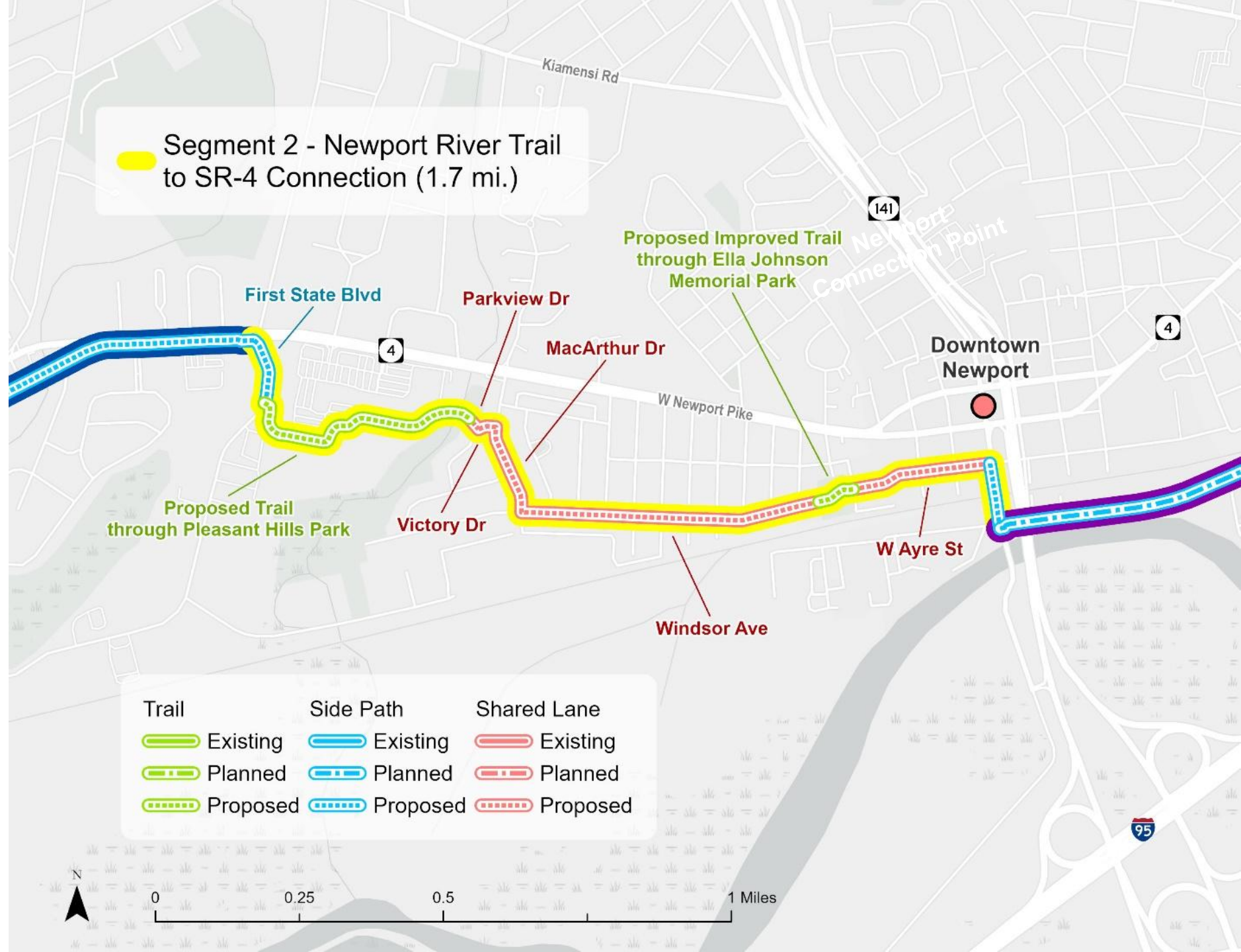
- Already Funded!!
(2026-2027 Construction)
- No additional infrastructure
needed



SEGMENT 2: NEWPORT RIVER TRAIL TO SR-4 CONNECTION (1.7 mi.)

New infrastructure needed:

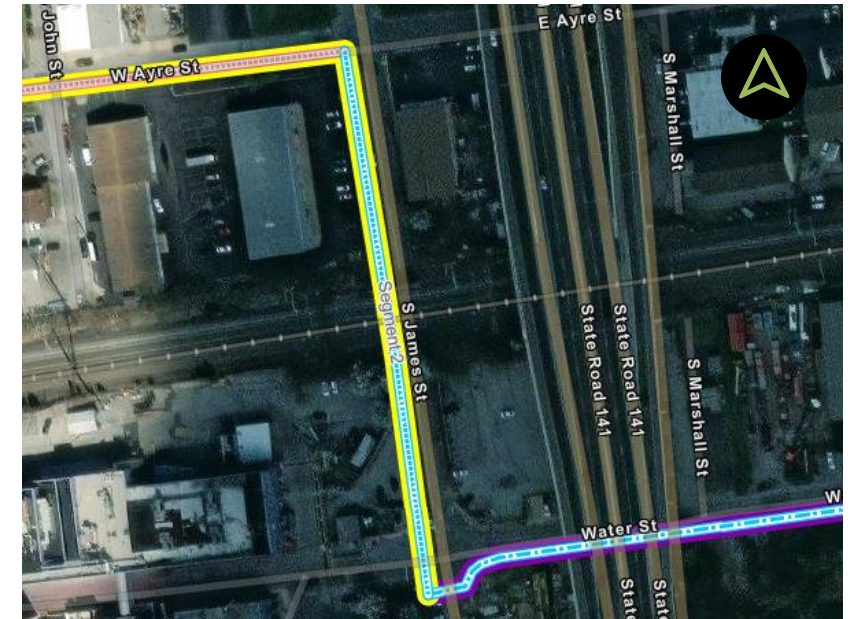
- .2 mi. new side path
- .5 mi. new trail
- 1. mi. Minor traffic calming and pedestrian improvements
- Park Master Plan (Ella Johnson Park)



SEGMENT 2: NEWPORT RIVER TRAIL TO SR-4 CONNECTION (1.7 mi.)

James Street

- shared use side path along the west side of James Street
- crossing improvements at the Water Street/James Street intersection to transition the Newport River Trail to the newly proposed side path.
- railroad underpass may need to be reconfigured to fit new shared use path under the railroad crossing.



SEGMENT 2: NEWPORT RIVER TRAIL TO SR-4 CONNECTION (1.7 mi.)

West Ayre Street (0.25 mile) / Ella Johnson Mem. Park / Windsor Avenue / MacArthur Drive / Victory Drive

- Shared Lanes, minor traffic calming improvements
- Potential pedestrian accessibility improvements
- Park Master Plan for Ella Johnson Memorial Park paired with trail improvements (not included in cost estimate)



NEXT STEPS

- Draft Report Completed
- Begin Evaluation of Funding Opportunities for Implementation of Plan

Newport Monitoring Committee

DART Route and Service Update

DTC



Summary of service changes in NCC that impact routes associated with Newport:

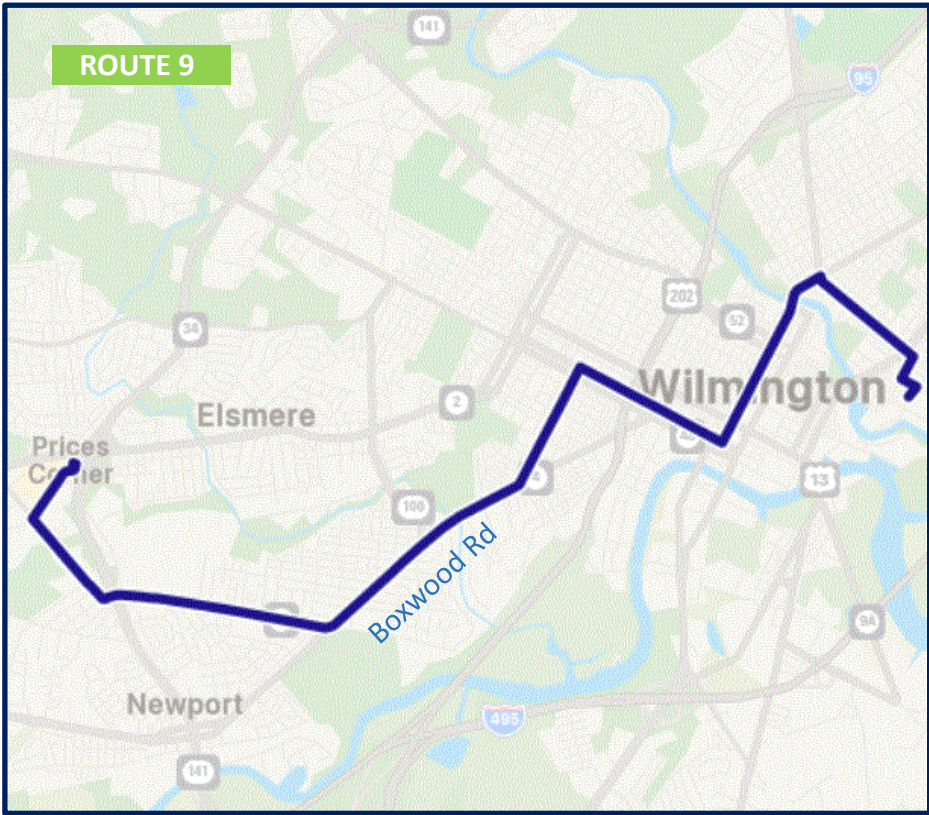
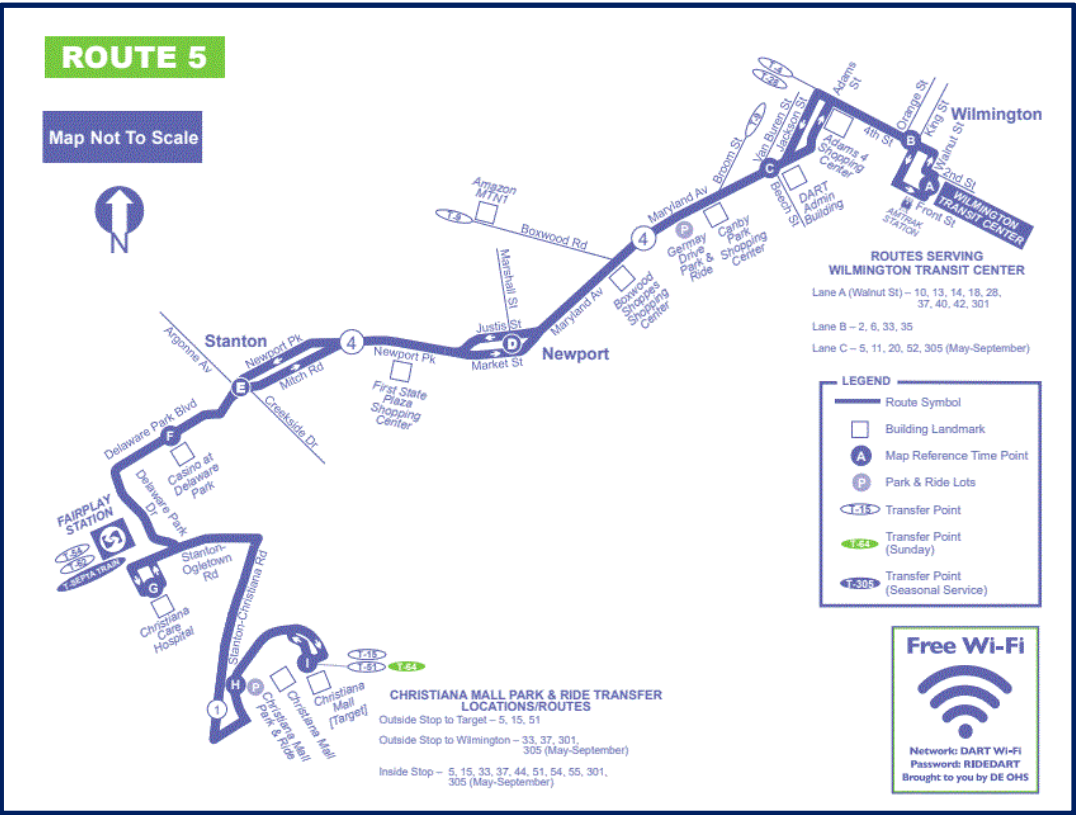
Schedule Adjustments:

Route 5

- Added trips serving Fairplay Station On-site to serve JP Morgan employees started May 19, 2025 (weekdays only)
- SEPTA Train arrivals 7:01 am and 8:43 am and Departures 4:04 pm, 5:10 pm, and 6:23 pm

Routes 5 & 9

- Time adjustments to improve on-time performance and connections began on February 23, 2025



Newport Train Station

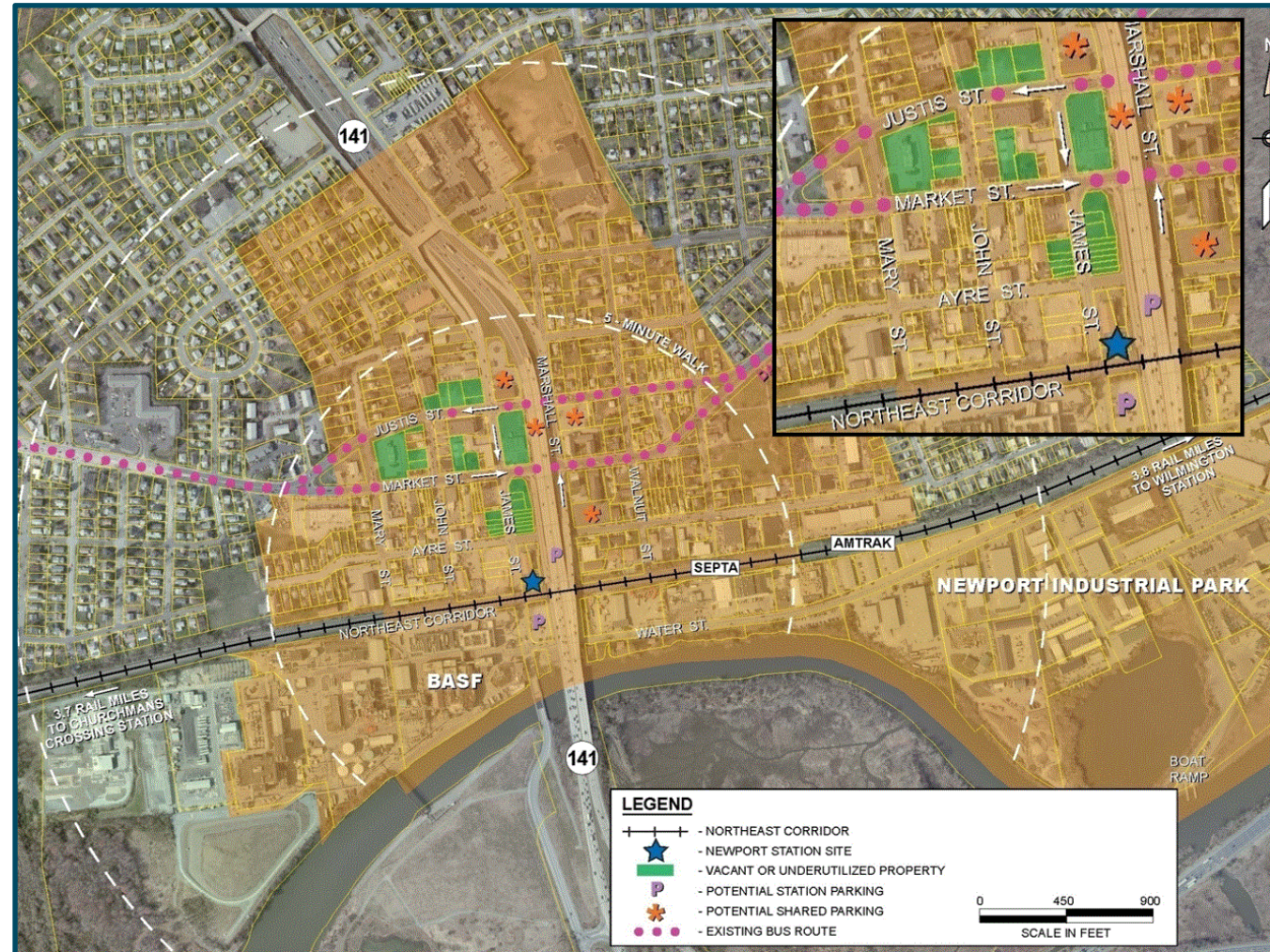
DeIDOT/DTC Project Manager:
Albert.Loyola@delaware.gov

Albert Loyola

Consultant selected: JMT

Previous related studies:

- Newport Train Station Feasibility Study (2013)
- Newport Transportation Plan (2021)
- Advisory Committee will be meeting this summer



Newport Train Station

- Establishment of Project Advisory Committee: Representation from Governor's Office, DelDOT/DTC, Town of Newport, and other stakeholders
- The Plan will take 18 months to complete and will start summer 2025
- The following activities will be included during the formation of the plan:
 - Public Meeting/Workshops (3 in total)
 - Pop-Up events to gather information from potential customers. These will take place at other commuter rail stations, transit facilities, and major employers in the Newport area (e.g. Amazon).
 - Dedicated project website.
 - Social Media
 - Surveys
 - Data Collection and Analysis (Ridership projections, demographic profile of Newport, economic impact study, topography of station area, utilities , environmental)
 - Master Plan (Station design, railroad coordination, multi-modal access , safety, alternative analysis)
 - Final Report (up to 30% design and NEPA project review).

DeIDOT Updates



Pave and Rehab, SR 4 – W. Newport Pike, 2023



Mike Beulah

Pavement Management

Department of Transportation

Email: mike.beulah@delaware.gov

W. Newport Pike - Limestone Road through Center of Newport to split at Maryland Avenue



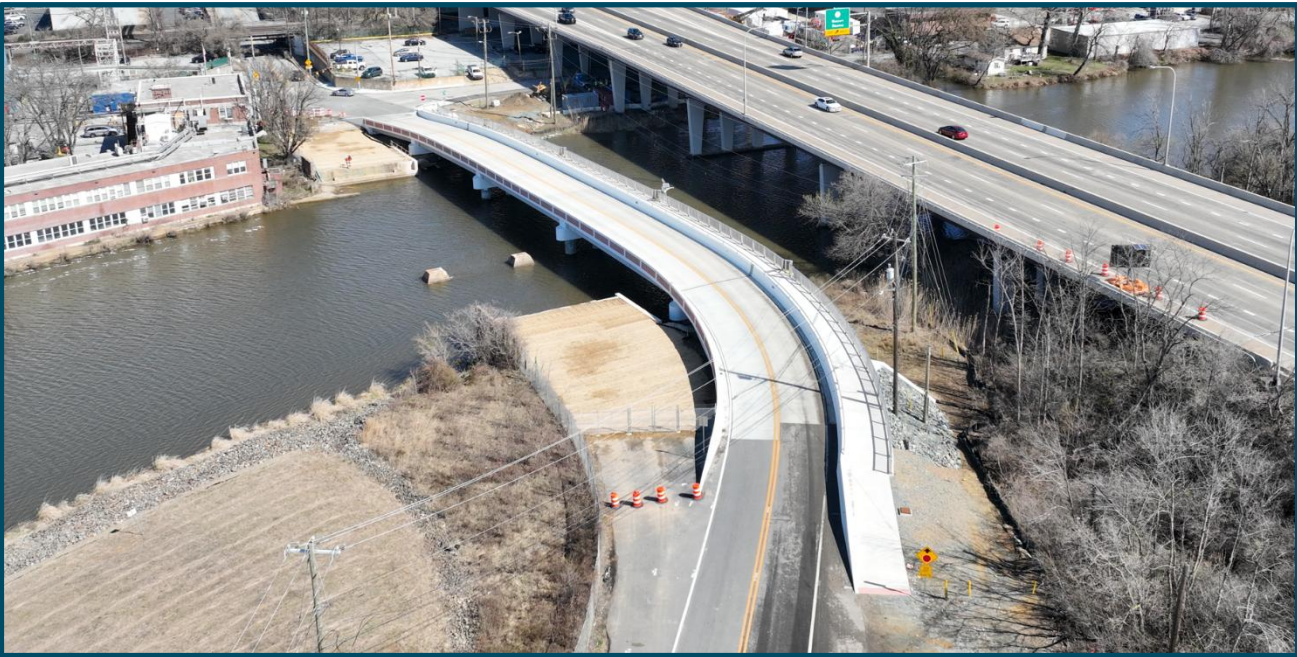
- Curb ramps at intersections
- Sidewalk gaps
- Pavement patching
- Guardrail improvements
- Near completion, just punch list items
- Completion expected late Summer 2025

Bridge 1-159, James St Bridge over Christina River



Raj Sinha, DeIDOT Area Engineer
(302.304.1110,
rajiv.sinha@delaware.gov)

Chris Rubino, KCI Project
Supervisor (302.670.8329,
christopher.rubino@kci.com)



- Final paving and striping completed
- Contractor completing punch list items
- Inspections to follow

Photos: March 2025

Old Capitol Trail, Newport Road to Stanton Road



Mike Beulah

Pavement Management

Department of Transportation

Email: mike.beulah@delaware.gov

Project Description:

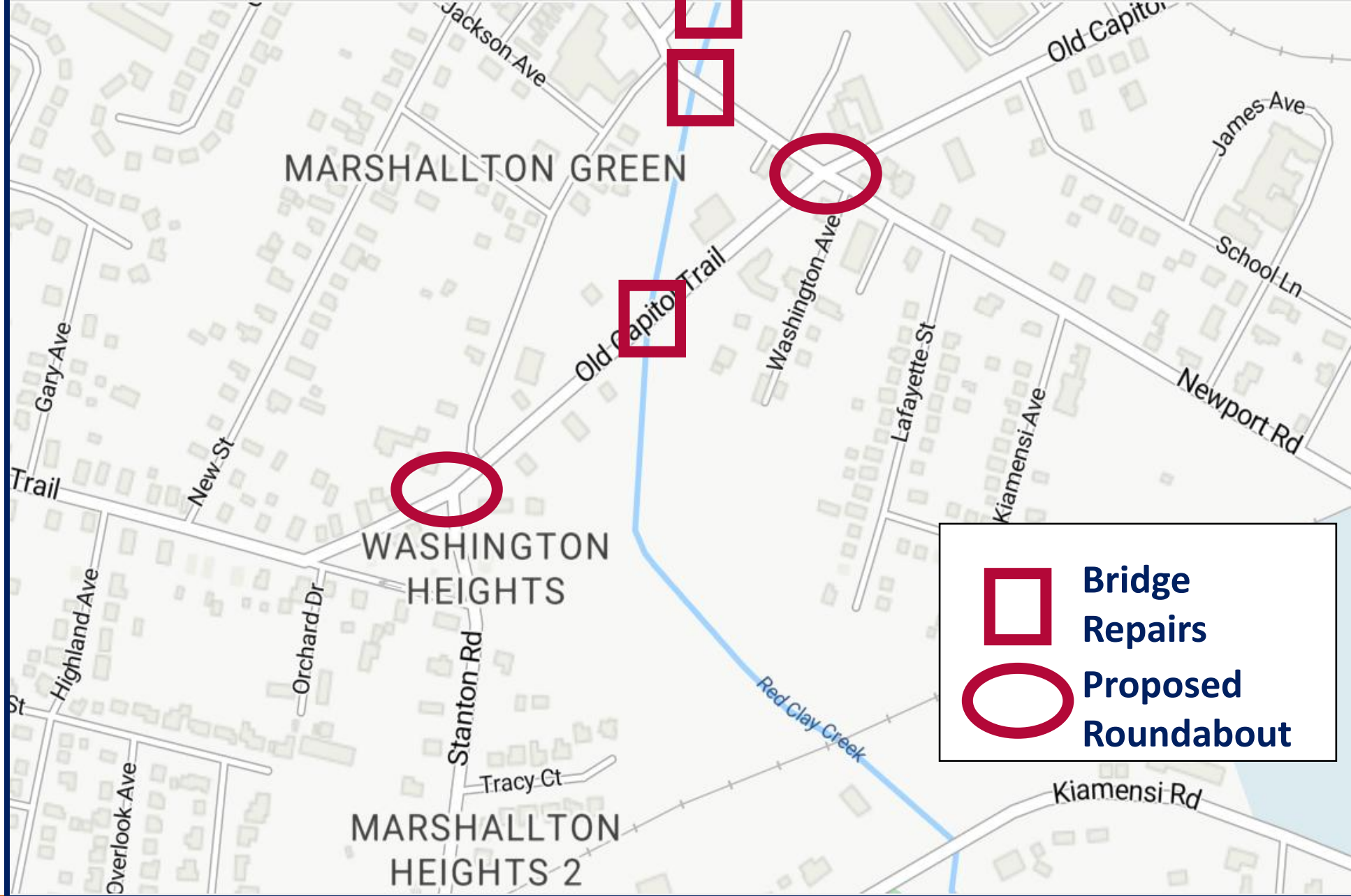
- Roundabouts at the Old Capitol Trail intersections with Newport Road and Stanton Road
- Includes accommodations for bicycles and pedestrians
- Bridge 1-168 Culvert Replacement
- Bridge 1-193 Deck Repairs
- Bridge 1-155 Scout Repairs

Project Justification:

- Result of the Marshallton Circulation Study WILMAPCO in 2014
- Address concerns with high volume cut through traffic
- Restore a more walkable connected community

Project Schedule:

- Final Plans May 2025
- Construction Fall 2025/2026





Old Capitol Trail and Stanton Road

DelDOT Marshallton Roundabout Project

Stanton Road



Newport Road and Old Capital Trail



DelDOT Marshallton Roundabout Project

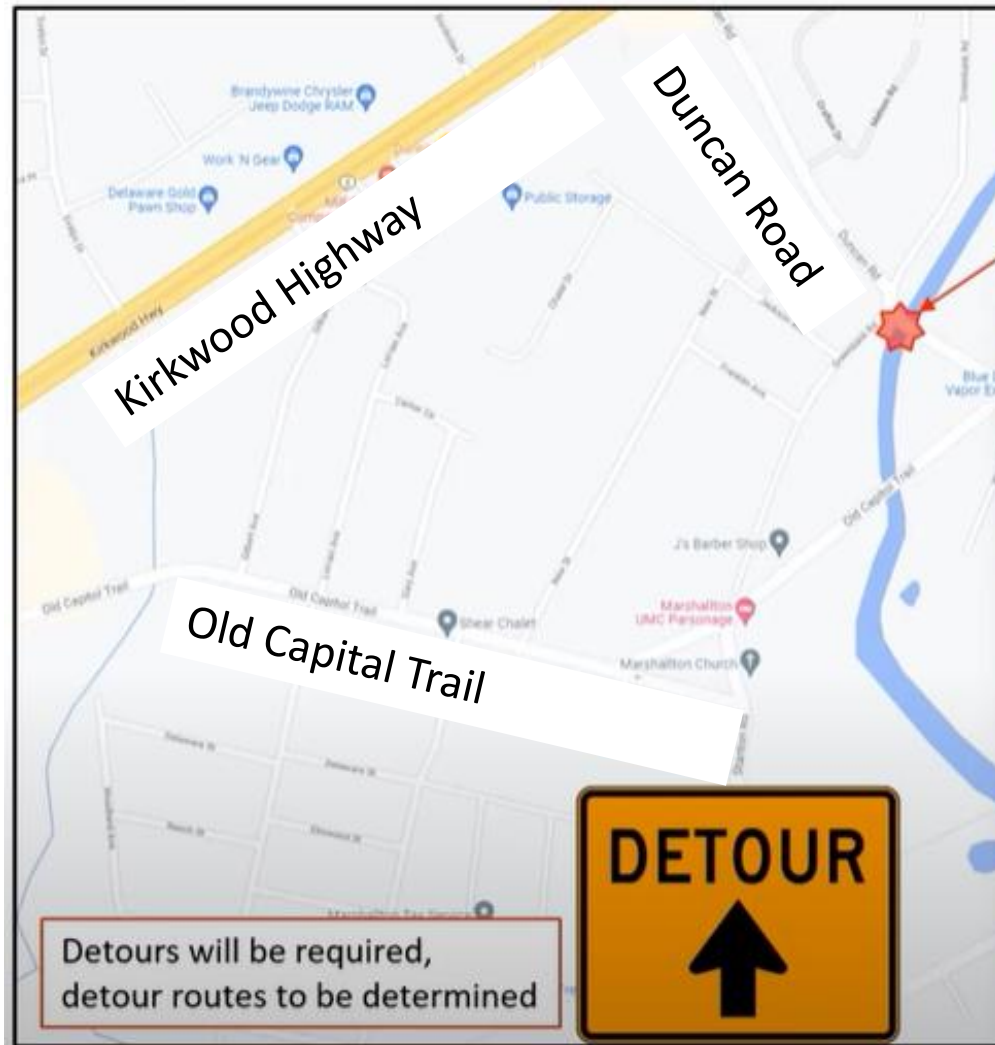
Newport Road



Bridge No. 1-168:

Greenbank Rd over Red Clay Creek
culvert replacement





Kirkwood Highway



Duncan Road

Old Capital Trail

Bridge No. 1-193:
Newport Road over Red Clay Creek
deck/substructure concrete repairs and
new thin epoxy overlay.

Detours will be required,
detour routes to be determined

DETOUR
↑



Bridge No. 1-155:

Old Capitol Trail over Red Clay Creek
scour remediation



Old Capital Trail

Newport Road

SR 4 and SR 7 (Stanton Split) Intersection Improvement Project

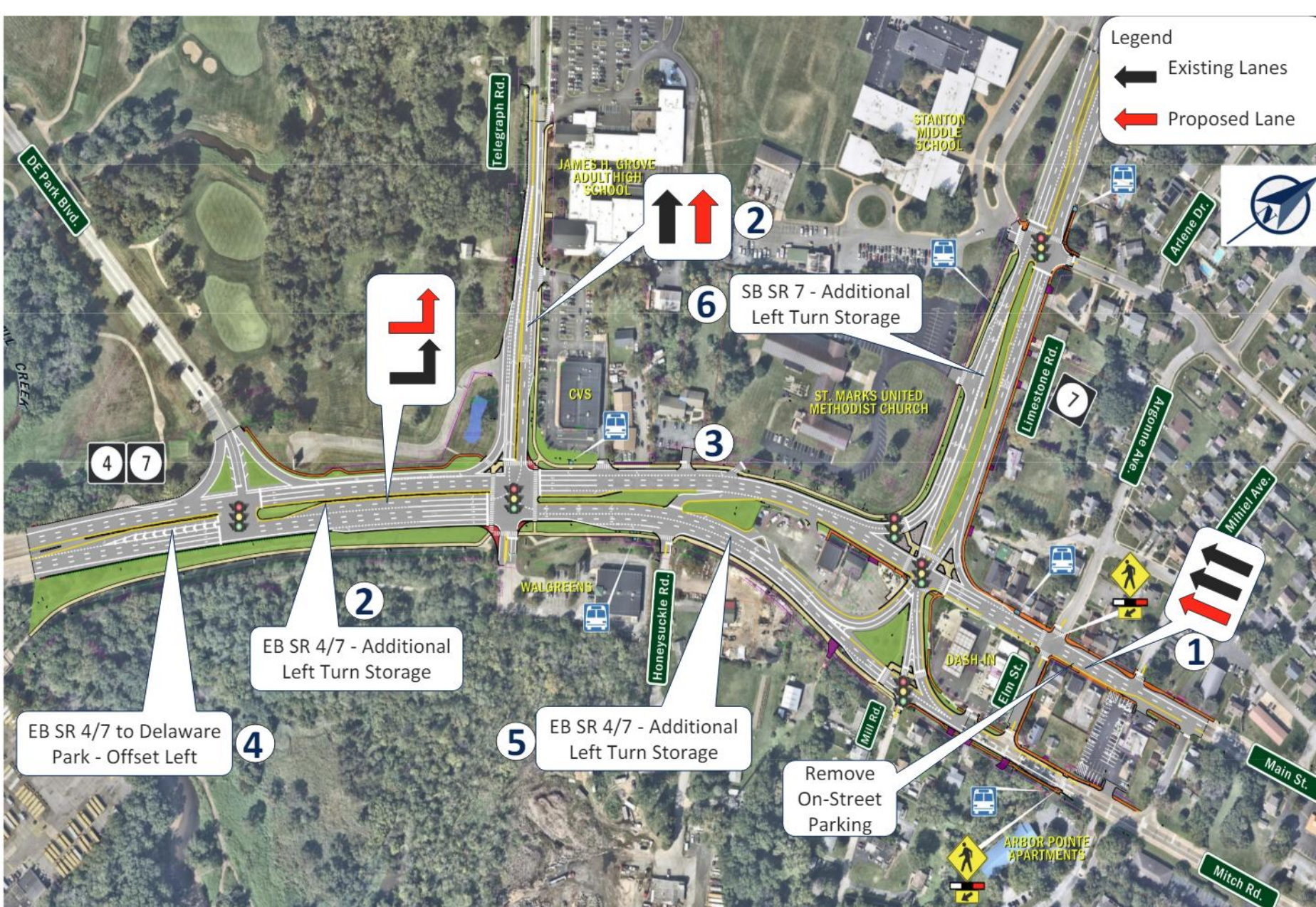


For more information contact:

Jerry Lovell

Jerry.Lovell@delaware.gov

Construction Schedule: Fall 2027-Summer 2029

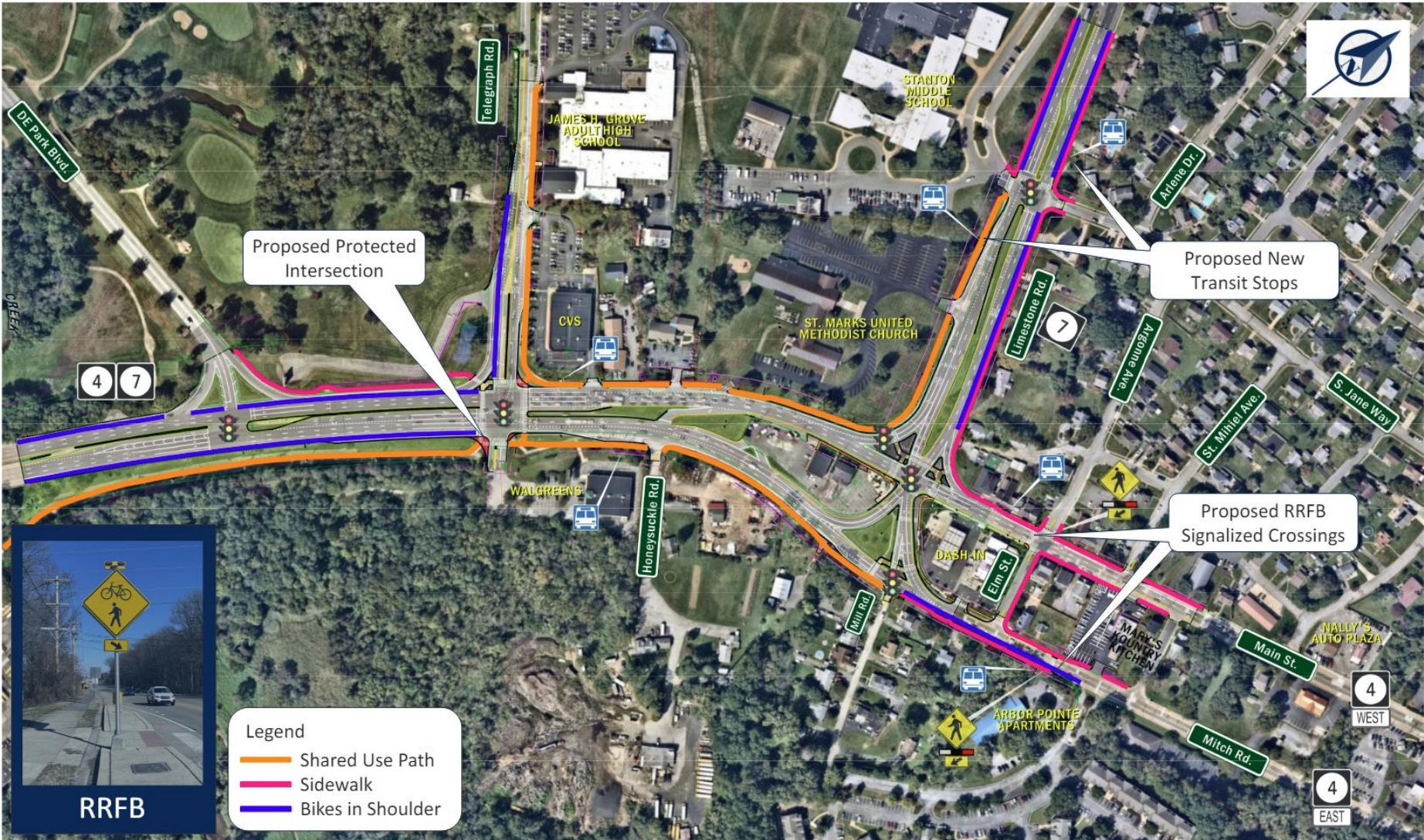


Project Goals

- Improve safety by increasing capacity to alleviate existing congestion
- Provide complete streets solutions improving vehicular, pedestrian, bicycle, and transit modes
- Maintain all existing accesses

Proposed Improvements

- Realign SR 7 from Argonne Avenue to Telegraph Road to provide three through lanes
- Widen EB SR 7 to provide 2 left turn lanes onto Telegraph Rd
- Widen WB SR 7 to extend right turn lane onto Telegraph Rd
- Widen WB SR 7 to provide offset left turn lane into DE Park
- Realign SB SR 7 to provide additional left turn storage onto EB SR 4
- Realign EB SR 7 to provide additional left turn storage onto NB SR 7



Project Multi-Modal Improvements

- 1.00 mile +/- 8' shared use path
- 1.25 miles of sidewalk
- 2 new transit stops, 6 total in project limits
- Rapid Red Flashing Beacon (RRFB) pedestrian crossings
- Protected intersection design at Telegraph Road
- Dedicated pedestrian signal phase @ Stanton Middle School



Project Website

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T200011101>

Hazard Elimination Program (HEP) NCC, SR4 at SR 62 / Boxwood Road / Middleboro Road



For more information
contact:

Jerry Lovell

Jerry.Lovell@delaware.gov

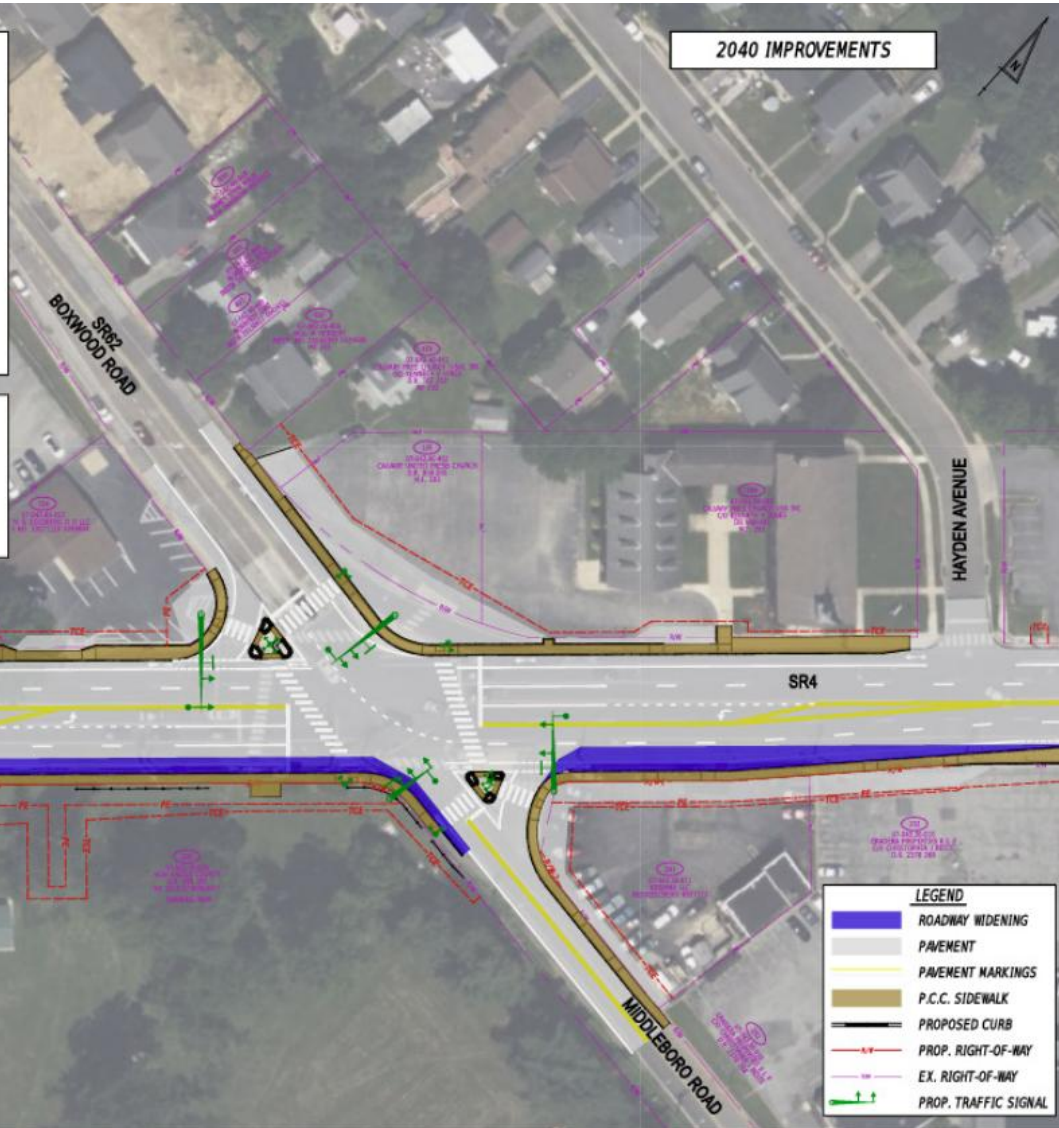
Construction Schedule: 2025

2040 IMPROVEMENTS
LEVEL OF SERVICE (DELAY (SECONDS))

<p>SB SR62 BOXWOOD ROAD</p> <p>EB SR4 MIDDLEBORO ROAD</p> <p>AM</p> <p>MB SR4 MIDDLEBORO ROAD</p>	<p>SB SR62 BOXWOOD ROAD</p> <p>EB SR4 MIDDLEBORO ROAD</p> <p>AM</p> <p>MB SR4 MIDDLEBORO ROAD</p>
<p>C (31.5)</p> <p>C (21.7)</p> <p>B (19.2)</p> <p>F (119.5)</p> <p>F (126.0)</p>	<p>C (21.1)</p> <p>C (25.6)</p> <p>C (28.3)</p> <p>C (29.9)</p> <p>D (48.0)</p> <p>C (21.1)</p> <p>B (17.3)</p> <p>F (133.7)</p> <p>F (136.2)</p> <p>F (98.8)</p>

OVERALL INTERSECTION OPERATIONS
LEVEL OF SERVICE (DELAY (SECONDS))

	AM	PM
2021 EXISTING CONDITIONS	C (29.3)	C (27.1)
2040 NO-BUILD	F (98.5)	F (84.3)
2040 IMPROVEMENTS	D (36.0)	D (40.8)



Purpose and Need

- Improve safety and traffic flow by adding protected turn lanes and maintaining two lanes of through traffic
- “High crash location with inefficient traffic flow” -2008 Hazard Elimination Program (HEP) Report

Proposed Improvements

- Add exclusive left turn lanes along SR 4
- Remove yield-controlled channelized right turn movement from SR 4 SB to SR 62 (Boxwood Rd) WB
- Reconstruct traffic signal for new lane configuration
- Upgrade pedestrian access routes – each leg
- Audible crossings for the visually impaired are being considered

Project Schedule

- Design - On-going
- Start Construction – Spring (April - June) 2027
- End Construction – Fall (October – December) 2028

Project website:

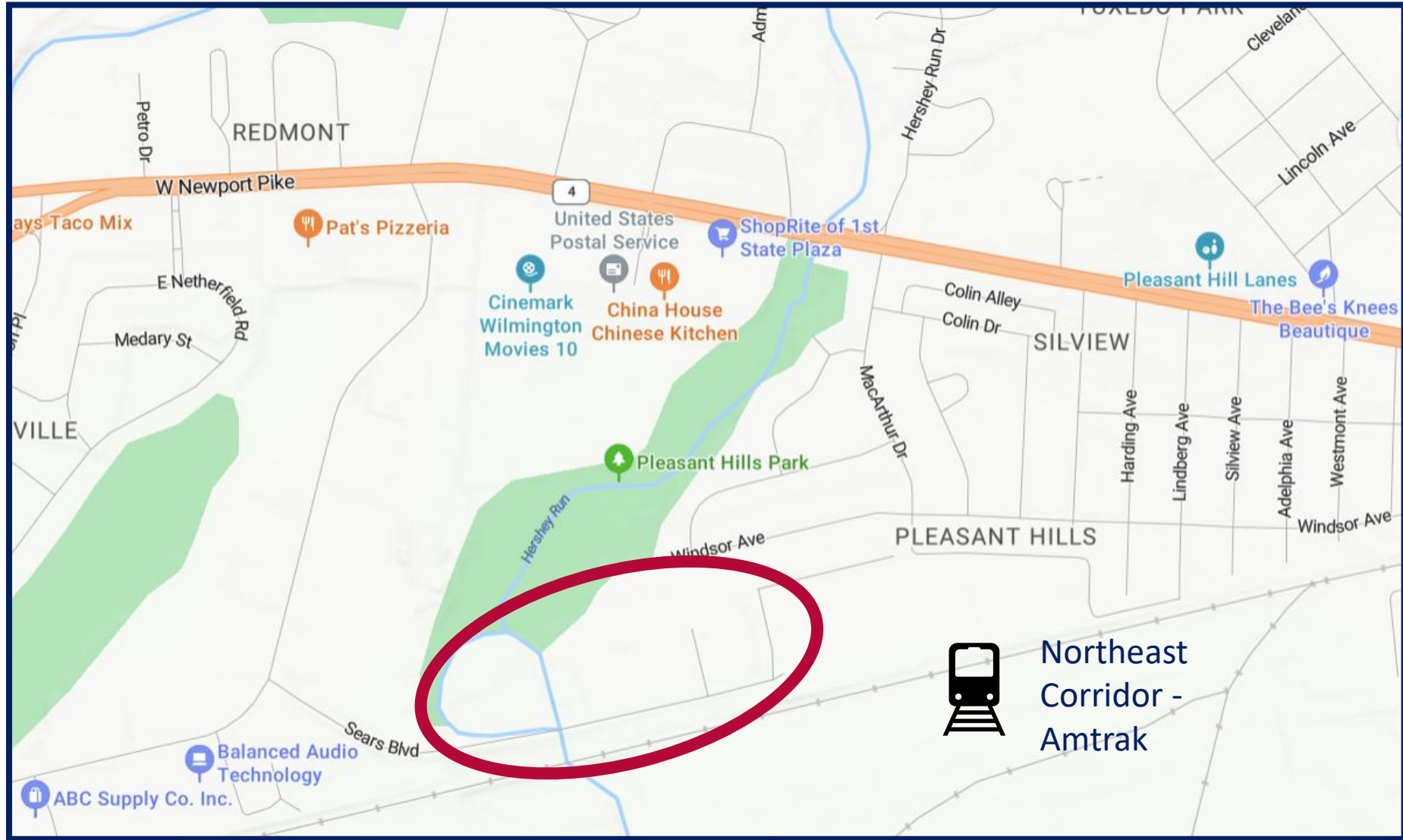
<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T201900703>

Sears Boulevard Extension



For more information contact:
Jerry Lovell
Jerry.Lovell@delaware.gov

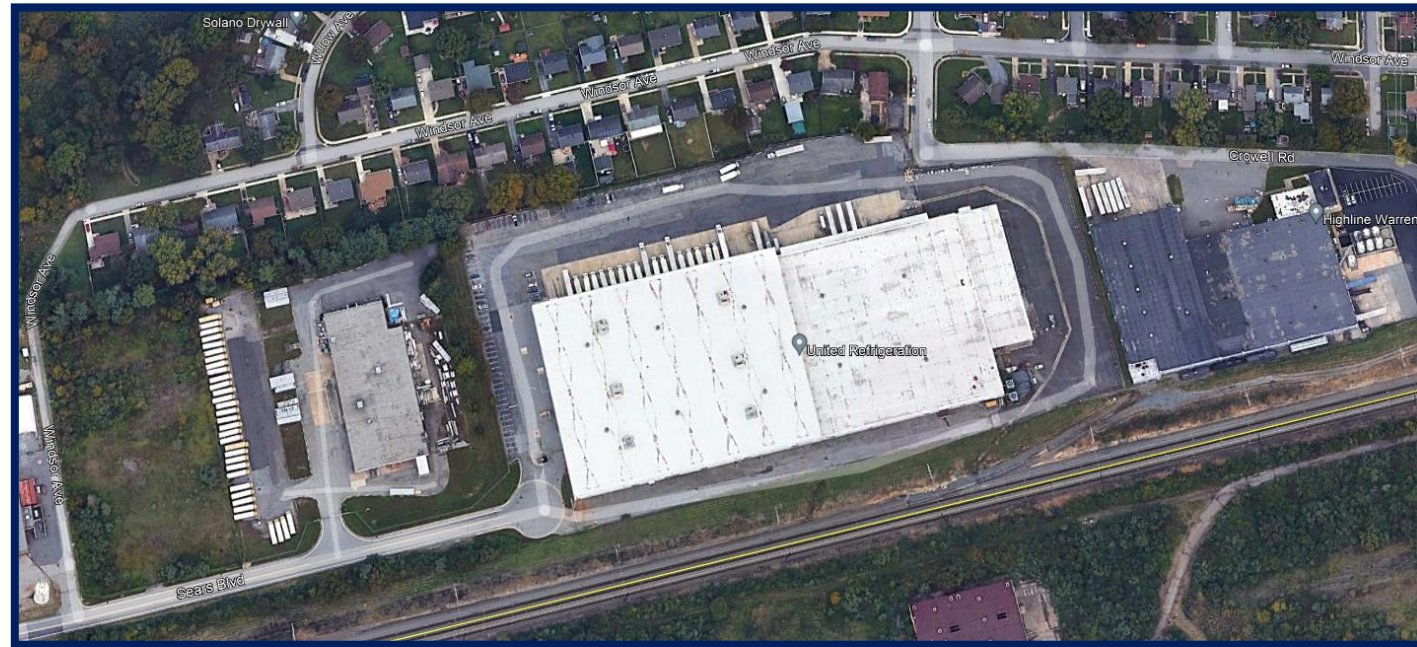
Project Location



Purpose and Need

Existing Conditions – Access to United Refrigeration (J&J Properties) is from Sears Boulevard and access to Crowell Associates LLC (formerly occupied by tenants such as Twinco and Highline Warren) is through Pleasant Hills Estates and Silview Communities

Purpose – Significantly reduce truck traffic traveling through the Pleasant Hills Estates and Silview Communities, who access Crowell Associates by providing an alternative connection to Sears Boulevard





Project Schedule

- Project Initiation: Spring 2022
- Field Surveys: Spring – Summer 2022
- In-person Workshop – 10/19/2022
- Design Completed: Spring 2023
- *Right-of-Way Appraisals & Acquisitions: On-going
- Construction: TBD



*DeIDOT has been in the condemnation process with J&J Properties (opposing party) for several months regarding the implementation of the Sears Boulevard Extension project (<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202209902>). In mid-May 2025, the Court issued an opinion denying the opposing party's motion to dismiss and to grant DeIDOT's motion for an Order of Possession. The Court still needs to determine the appropriate just compensation prior to any work being implemented for the connector road. There is currently no timeline on this phase of the condemnation process.

Railroad Crossing at Centerville Road



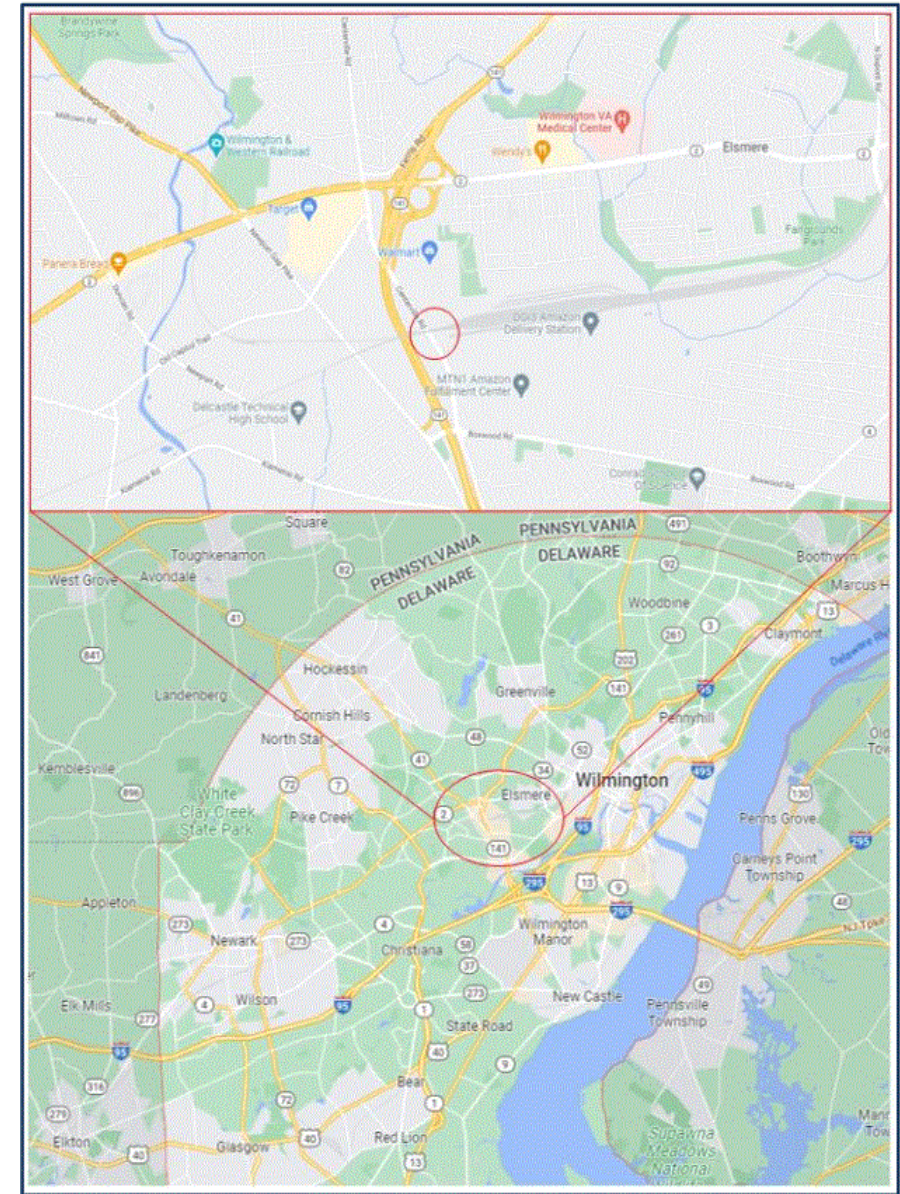
Peter Haag, P.E., PTOE
Chief of Traffic Engineering
Peter.haag@delaware.gov

Background

DeIDOT was awarded a planning grant through the Railroad Crossing Elimination (RCE) Program to eliminate the CSX Transportation (CSXT) railroad crossing (DOT Crossing #140714A) on Centerville Road in Elsmere, Delaware

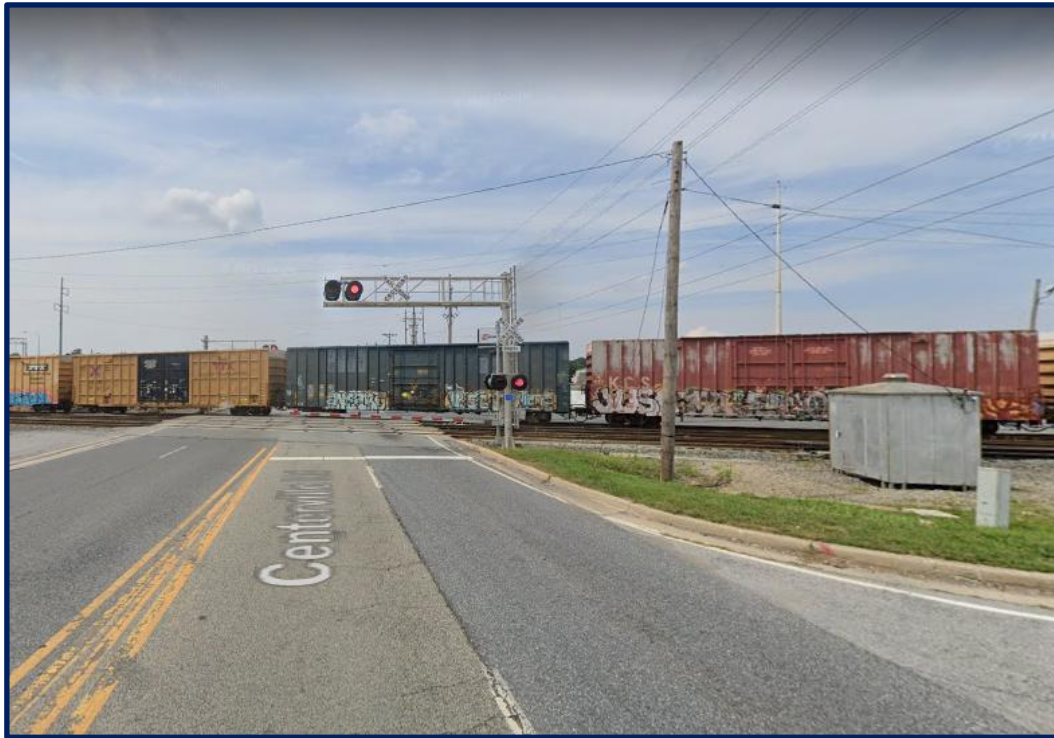
The CSXT Railroad crosses Centerville Road between the SR 141 and SR 2/Kirkwood Highway interchange to the north and SR 62/Boxwood Road to the south.

The crossing averages about 14 through trains per day with a typical operating speed of 50 mph. The crossing is located next to CSXT's Wilmington Rail Yard and accommodates an additional 11 crossings per day due to switching operations.



Purpose & Need

Purpose: The project purpose is to research and develop a plan to improve safety and mobility by providing alternative methods to cross the CSXT at-grade railroad crossing on Centerville Road in Elsmere, DE, including the possible elimination of the at-grade railroad crossing.



Need: The project need arises from CSXT trains frequently blocking Centerville Road. These blockages pose safety concerns for travelers and create delays for traffic, including emergency service providers, school buses, and freight movements for the nearby industrial and commercial businesses.

Milestone Schedule

Milestone	Schedule Date
Project Management Plan	December 31, 2024
Purpose & Need Statement and Stakeholder Coordination Plan	March 31, 2025
Project Management Plan Approved	May 15, 2025
Purpose & Need Statement and Stakeholder Coordination Plan Sumbitted	May 23, 2025
Alternatives Analysis	June 30, 2027
Final Performance Report	Within 120 days of the Project Performance End Date

DeIDOT / Delmarva Power Street Lighting Analysis



Peter Haag, P.E., PTOE
Chief of Traffic Engineering
Peter.haag@delaware.gov

Boxwood Road

- 34 new LED luminaires and retrofit of 18 existing fixtures to LED along Boxwood Rd between Centerville Rd and SR 4 (Maryland Ave)



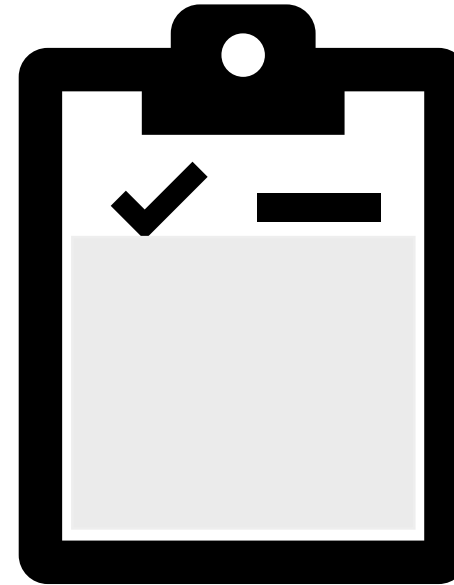
Community News



Harvey Hanna

1. Assisting Town with lighting choice on new James Street Bridge (BR-159)
1. Contracted with Barton Partners for master planning and architectural services for downtown mixed-use redevelopment. Barton initiated preliminary site analysis and design elements.
3. Coordinated with Amazon on Boxwood Road regarding plans for downtown redevelopment and SEPTA Rail Activation. Amazon supports both efforts.

The Wilmington Loop – Delaware Greenways



Still seeking funding



Community Discussion



Town of Newport

1. E. Ayre Street

- S. Augustine Street to S. James Street
- Contract awarded to DePaul Construction
- Town working with DePaul on detour routes, community awareness, and schedule to complete work

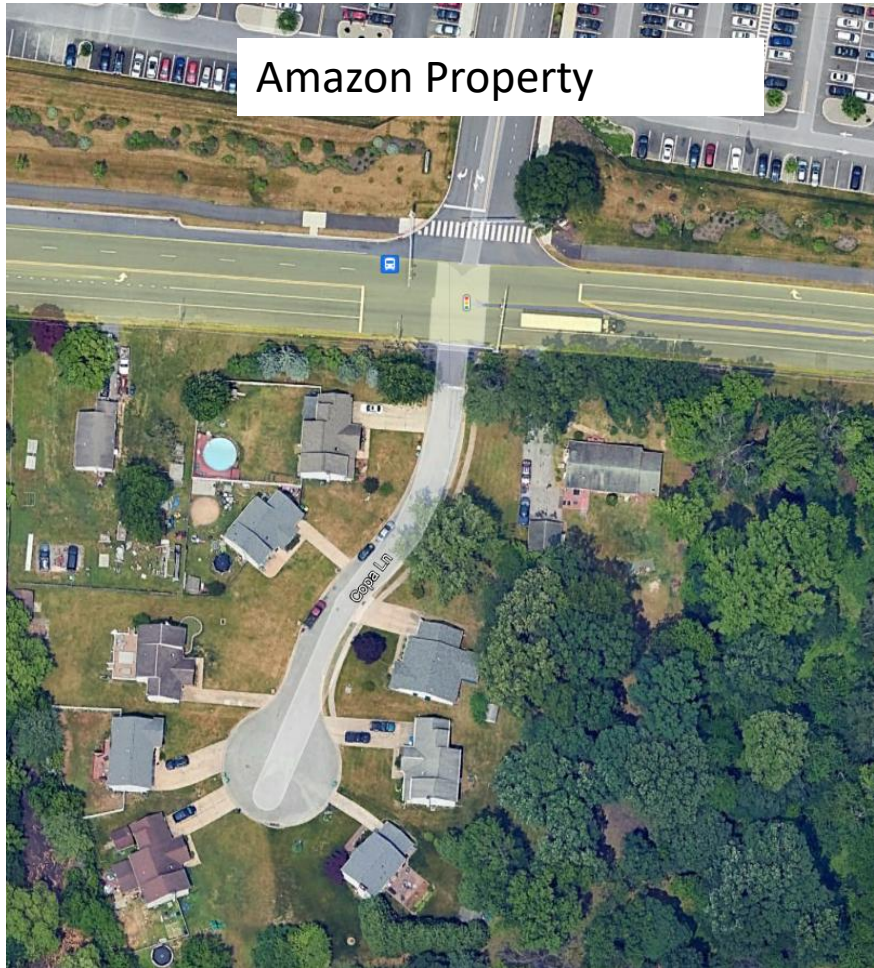
2. 2024 Comprehensive Plan update deadline extended to August 2025

3. Town submitted estimate by Badger Electric for four light poles for James Street Bridge to DeIDOT.

4. Town received Energy Efficiency and Conservation Block Grant to be used for:

- Solar panels on municipal building roof
- Upgrade lighting at Old Town Hall to LED





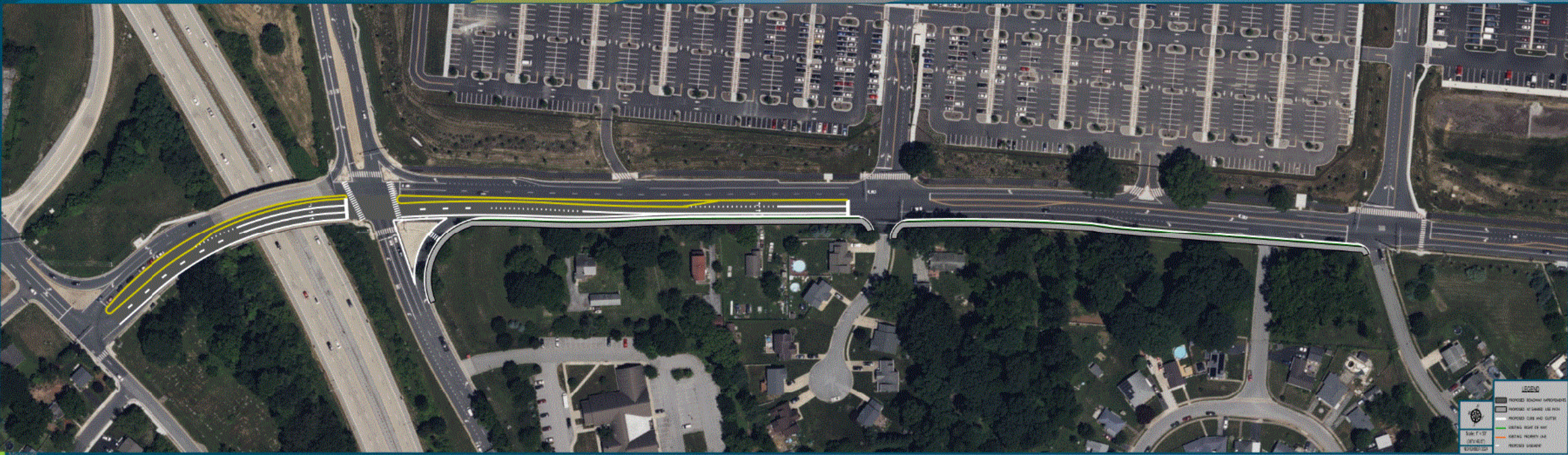
Community Feedback/Discussion

- Coppa Lane
 - 4-5 students in walker zone for Donald J Richey Elementary
 - No sidewalks along Boxwood from Coppa to SR 141
 - Students bused to school
 - Buses can't stop within 100' of traffic light so bus stops 100' back from traffic light and students walk down Boxwood Road
 - Looking for sidewalk along Boxwood from Coppa to SR 141



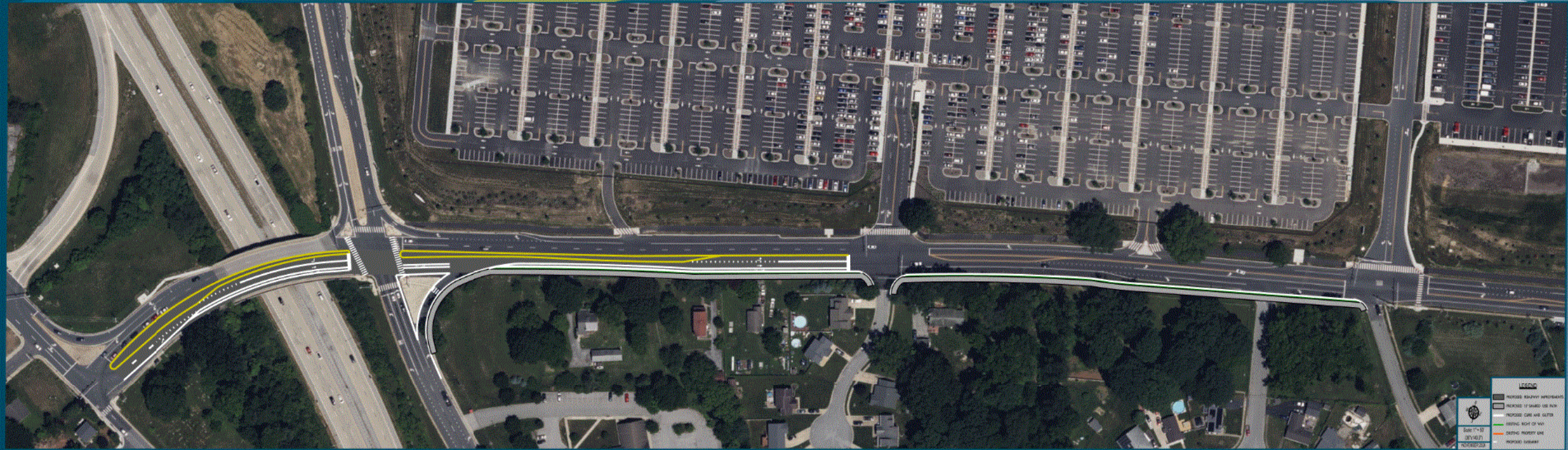
Boxwood Concept 1

BOXWOOD ROAD



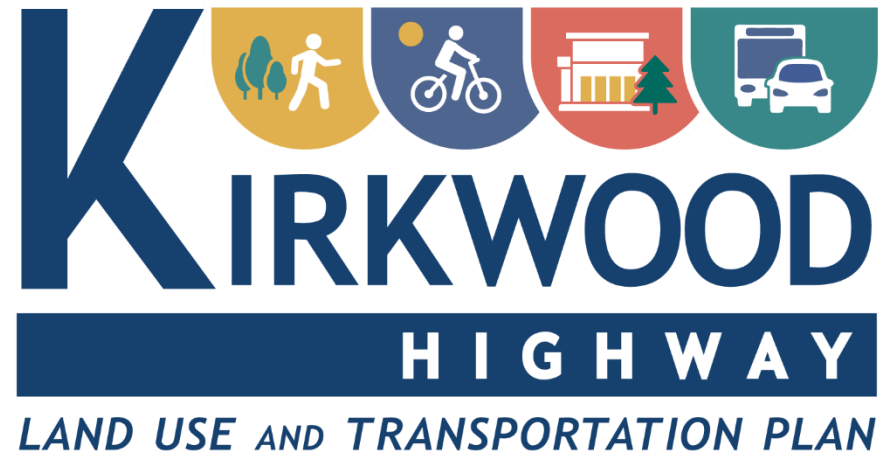
Boxwood Concept 2

BOXWOOD ROAD



PROJECT OVERVIEW

June 12, 2025



WILMAPCO



Outreach Summary

December 2023 - February 2025



Workshops

Visioning Workshop



Scenario Planning Workshop



Alternatives Workshop



Draft Recommendations Workshop



Key Plan Principles

WHY DOES ALL OF THIS MATTER?



Discourage high traffic speeds

- Narrower travel lanes, less pavement, and adjacent pedestrian/bike facilities will discourage higher traffic speeds, especially in the “Street” areas
- Improvements on other key roads in the study area will also be designed to discourage high speeds and cut-through traffic



Safe access: all ages and abilities

Extensive sidewalk and a shared use path network will provide more comfortable and safer access throughout the study area



Enhance walking, bicycling, rolling, and transit

- Add 46 miles of non-motorized connections
- Increases the low-stress mileage by 15%



Manage congestion levels

- Recommended improvements will maintain similar travel times compared to no-build conditions through 2045
- More consistent travel speeds along the corridor

Key Plan Principles

WHY DOES ALL OF THIS MATTER?



Encourage bikeable and walkable places

- Community Development Areas will encourage land use designs that support bikeable and walkable places



Community-serving retail and housing

- Community Development Areas will support mixed use redevelopment



Landscaping and open space

- Transportation Improvements will be designed with aesthetics in mind for both “Street” and “Road” areas and enhance “sense of place”
- Community Development Areas will include opportunities for landscaping and open space as part of mixed use



Connect neighborhoods, schools, and parks

- Pedestrian and bicycle improvements will connect 49 isolated low-stress bicycle islands

Recommendations

Final recommendations are organized in eight categories. The final recommendations collectively address the project vision by strengthening alternative travel modes, enhancing existing neighborhood vitality, positioning exiting businesses to remain competitive, accommodating future economic growth, and promoting more sustainable travel patterns of development.

Land Use & Economic Development



Road and Street Sections



Major Intersections



Other Key Kirkwood Highway Intersections



Accommodating Churchman's Road Extended



Other Key Roads in the Study Area



Transit



Pedestrian/Bicycle Network Connections

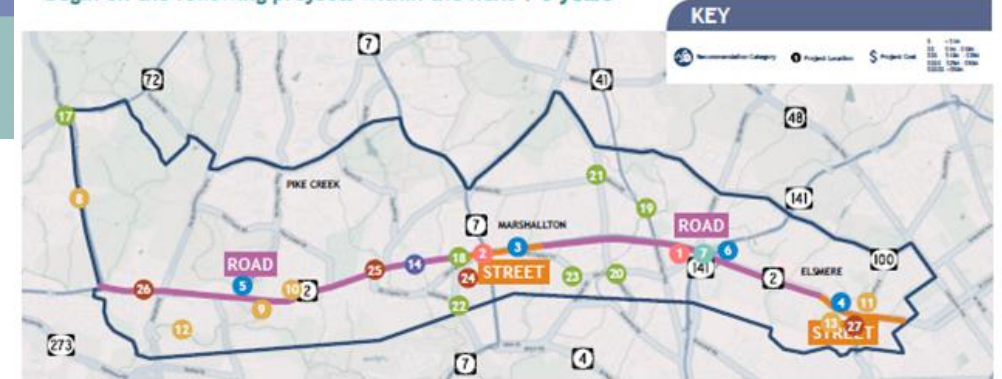


Implementation

PROJECT TIMELINE

- Projects are divided into three categories
 - Short-term (1- 6 years)
 - Mid-term (7 - 14 years)
 - Long-term (15+ years)
- Projects are accompanied with an estimated cost
 - \$ < \$1M
 - \$ \$ \$ \$ \$1M - \$10M
 - \$ \$ \$ \$ \$10M - \$25M
 - \$ \$ \$ \$ \$25M - \$50M
 - \$ \$ \$ \$ \$ > \$50M
- Project locations are identified on the study area map

Work (study, design and/or construction) is anticipated to begin on the following projects within the next 1-6 years



Project	Cost	Project	Cost
Land Use & Economic Development (Guidelines)		Transit (Not mapped; study area wide)	
1 Prices Corner Community Development Area	\$	15 On-Demand Micro-Transit Bus Services	\$ \$
2 Midway Community Development Area	\$	16 Bus Stop and Pedestrian Access Improvements	\$ \$
Road and Street Sections (Repaving Projects, Developer Improvements)		Other Key Roads in the Study Area	
3 Conversion to STREET at St. James Church to Farrand Drive	\$ \$	17 Perform Intersection Control Evaluation at Possum Park Road & Paper Mill Road Intersection	\$
4 Conversion to STREET at Elsmere to Wilmington	\$ \$	18 Perform Intersection Control Evaluation at Old Capitol Trail & St. James Church Road Intersection	\$
5 Conversion to ROAD at Newark to St. James Church Road	\$ \$	19 Perform Intersection Control Evaluation at St. James Church Road & Telegraph Road Intersection	\$
6 Conversion to ROAD at Farrand Drive to Elsmere	\$ \$	20 Roundabout design at Old Capitol Trail & Newport Road Intersection	\$ \$
Major Intersections		21 Roundabout design at Milltown Road & Duncan Road Intersection	\$
7 Interchange Reconfiguration and Ramp Improvements at SR 2 / SR 141 (Ramp Modification)	\$ \$	22 Perform Intersection Control Evaluation at Milltown Road & Newport Gap Pike Intersection	\$
Other Key Kirkwood Highway Intersections		23 Roundabout design at Old Capitol Trail & Stanton Road Intersection	\$ \$
8 Perform Intersection Control Evaluation at Possum Park Road	\$	Pedestrian/Bicycle Network Connections	
9 Perform Intersection Control Evaluation at Green Valley Circle	\$	24 St. James sidewalk to church cross walk	\$
10 Perform Intersection Control Evaluation at Meadowood Drive	\$	25 Wollaston Road	\$
11 Perform Intersection Control Evaluation at SR 100 (Dupont Road)	\$	26 Cordelle Road	\$
12 Perform Intersection Control Evaluation at Brewster Drive	\$	27 Elsmere Dog Park	\$
13 Perform Intersection Control Evaluation at Linden Avenue/New Road/Sanders Road	\$	28 Study possible upgrades to "people's choice" trails (Not mapped; study area wide)	\$
Accommodating Churchman's Road Extended			
14 Reconstruct Kirkwood Highway between Delaware Park Drive and St. James Church Road to address traffic from Churchman's Road Extended (Environmental Studies)	\$ \$		

Next Steps

- Finalize the Kirkwood Highway Land Use and Transportation Plan Report

- Future Steps by Agency Partners

WILMAPCO

- Endorse the Kirkwood Highway Land Use and Transportation Plan
- Include recommended projects in the Regional Transportation Plan
- Develop a Kirkwood Highway monitoring program
- Pursue planning studies for other key roads and intersections
- Nominate pedestrian and bicycle projects for funding

Implementing Agencies (DeIDOT, DART & NCC)

- Establish Community Development Areas (NCC)
- Include recommended transportation projects in the Capital Transportation Plan (DeIDOT)
- Continue implementation of DART Reimagined (DeIDOT/DART)

To Stay Involved

- Sign up for project updates on the project website at www.wilmapco.org/Kirkwood

Generalized Agency Responsibility Matrix

Estimated Project Cost	High Cost \$\$\$\$-\$\$\$\$\$	WILMAPCO Regional Transportation Plan (RTP)		
	Medium Cost \$\$-\$\$\$	DeIDOT CTP, DTC 5-Year business plan recommendations		
	Low Cost \$-\$\$	DeIDOT, DTC Operations		
		Short-Term (1-6 years)	Mid-Term (7-14 years)	Long-Term (15+ years)



Questions?



<https://www.wilmapco.org/kirkwood/>





Next Steps

Monitoring Committee Meeting

Date: Fall 2025

Time: TBD

Old Town Hall

15 N. Augustine Street

Newport, DE 19084

THANK YOU

Stay in Contact with us:

Dave Gula

Principal Planner

WILMAPCO

dgula@wilmapco.org

302-737-6205

Ted Foglietta

Vice President

Century Engineering, a Kleinfelder Company

Tfoglietta@kleinfelder.com

302-861-6706

