



**Newport Transportation Study
Public Workshop
January 27, 2020
Summary Report**

The Town of Newport, the Wilmington Area Planning Council (WILMAPCO), The Delaware Transit Corporation (DTC), and the Delaware Department of Transportation (DelDOT) are conducting the Newport Transportation Study to examine the impacts new development will have on the Town, and the surrounding area, including how those impacts will affect future growth. Additionally, Newport will consider the potential benefits that an updated, multi-modal transportation network will have on the Town's vision for a more pedestrian friendly Town. The primary goal of the Newport Transportation Study is to create a walkable, transit-friendly Town by developing and enhancing existing, multi-modal transportation throughout the study area.

The first Public Workshop for this study was conducted on January 27, 2020 at the Old Town Hall located at 15 N. Augustine Street. As part of this Workshop informational displays and materials were available, comment forms were provided, a presentation was given, and breakout sessions to discuss specific topics were formed. Thirty-nine people attended this meeting.

The following provides summaries of the breakout session topics, additional comments that were recorded throughout the Workshop, as well as Comment Forms that were completed by the public. Additional information was recorded directly on aerial maps of the study area during the breakout sessions. Immediately following the summaries, appendices of the actual notes, comment forms and aerials are available as part of this report.

Breakout Table Sessions

Study Area (Purple Marker on Maps)

- One-mile radius walk from train
- One mile from Boxwood
- Include First State Plaza
- Include Delaware Military Academy and Conrad Schools
- Study area should go out toward Newport Stanton Road toward Old Capital Trail
- Include Five Points out to Stanton Road toward N. Dupont Road
- Is one mile too large?
- Stanton Rd for Station ridership is a divider
- Include shopping centers adjacent to study area



- Much transit use at First State Plaza; include First State Plaza including Delaware Military Academy
- Not hoping to attract SOV's to Station, rather have transit use/bike/ped
- University students to Philly & Newark
- Concerns about community coming out right on 41 roadway – not walkable
- Include more on the west side including Glen Berne and Kiamensi (they utilize community center)
- Include Champagne Drive
- Potential trail from W. Newport Pike
- Should expand to Old Capital Trail to behind Prices Corner – Duncan Road
- Expand to Stanton and Richardson Park
- Expand study area to include DMA & First State Plaza
- Parcel along Markel Trail
- Old Zingo's Shopping Center
- Richardson Park
- Expand Study area north. Boxwood not defining line
- Want to be inclusive.
- Purple line (current study area depicted at Workshop) represents walkable community relative to Markel Trail connector and Train Station
- Want to make walking/traveling from Boxwood to Train Station safe and feasible
- Rail Station in Newport – multimodal central point

Development and Smart Growth (Dark Blue Marker on maps)

- Trail connection to Markel Trail
- Include a real train station
- Clear accessibility to a trail – signage
- Walkable community
- Intensity of traffic
- Break from insanity of the highways
- Connection from trail to downtown
- Better interconnections between downtown
- Create a “downtown” feel
- Create a “live, work, play” atmosphere
- Walkable downtown
- North to south crossings
- The area is an industrial base; there should be areas of science-based learning and a scientific core
- Pedestrian plaza courtyard
- Wider sidewalks
- Ayre Street/ Justis/Market Streets – Library, museum
- Educational core
- Historical aspects of Newport
- Find Evan's Site and put a marker there



- Connections to parks
- Connection to Markel Trail but have to be concerned with sea level rise
- Pay attention to flood plain
- Development and infill in center of Newport
- Strong ped connections from station to bus routes and station
- Good place for university students in DE & Philly
- Medical facilities
- Family friendly eating
- Mixed use
- Access with ease
- Put bike trail in first
- Opportunities for one stop shopping
- Microbrews
- Affordability
- Maintain greenspace
- Library – Main Street feel
- Focus density along Market Street and Justice Street
- Industrial area is vacant
- Expand trail to Train Station
- Increased employment opportunity associated with high tech focus
- Mixed use, retail/office/residential
- Bike connection from Newport neighborhood into Banning Park
- Public pass through First State Industrial Park to Pleasantville Park
- Newport port for goods/wares, traveling river, emphasize history
- Better access to waterfront
- More river recreation/develop recreation area along Riverfront
- No more big businesses; Focus on small businesses; More artisan shops
- River recreation

Pedestrian and Bicycle Infrastructure (Green and Orange on maps)

- Bicycle level of stress
- Schools
- 141 on-ramp needs improvement
- N. James Street at gas station
- Consider moving pedestrians around 141 on ramp – concern for pedestrian traffic
- Trails by Forest Drive
- Allow entrance into Banning Park from behind
- Connect downtown to Boxwood through Richie
- Place a bike share at train station and boxwood for connectivity options
- Increased sidewalks between Newport and Boxwood



- Protect pathways through some of the surrounding neighborhoods – protect pathways with shoulders and physical barriers
- More access to Banning Park – access through wooded area to the west, connect to existing trails
- Connect Banning Park north and south across Newport Pike
- Connect First State Plaza to neighborhood to east
- Access to Boxwood area – rideshare
- Protected walkways – numerous sidewalks; protect with shoulders or physical barriers
- Fill in gaps
- Connections between neighborhoods
- Lighting – sidewalks everywhere especially into the train station
- No good sidewalks on SR 4
- Missing areas of sidewalks on Stanton Road and within neighborhoods
- Ped phases at James/Marshall/Justis/Market are bad
- Not safe for peds in streets especially not kids or disabled
- Extensive sidewalks between center of town and train station
- Powell Ford Park and Banning Park need trails that connect to sidewalk network for transportation and recreation
- Bike & ped connections for all bus stops
- Add amenities at bus stops
- Add protected bike lanes and/or shoulders
- There are failing Boxwood Road intersections that are failing
- All major arteries and some neighborhoods need sidewalks including Boxwood and each side of 141
- Bike & ped connections to shopping/retail areas
- Sidewalks along Boxwood for ped access
- Safe paths for bike/ped to all schools
- Neighborhoods run right into main road
- Speed bumps
- Signage
- Traffic calming aprons
- Bike trail around industrial park
- Expand sidewalks
- ADA
- Change traffic pattern to eliminate truck traffic
- No traffic cut-throughs in residential areas to promote walking & biking
- Additional connections to Markel Trail to North
- Bike lane between First State Plaza and Newport
- Bike connections from local schools to downtown Newport
- Protected walkways
- Continuous sidewalks



- Connections between neighborhoods
- Bus stop amenity connections
- Protected bike lanes
- Shoulders on main roads
- Neighborhood connections
- Reduce need to bike on main roads
- Bike/Ped connections from E. Newport Road to Boxwood Road via N. Augustine Street, Becker Avenue and Troy Avenue
- Sidewalk from James Street to Ella Johnson Park
- Sidewalks on all neighborhood streets
- Bike /ped crossings across W. Newport Pike at State Street and Gregg Avenue
- New connection across RR Tracks to Banning Park
- Bike/ped access between Gordy Estates Park , neighborhood to south and downtown
- Downtown interconnections to trail network
- Bike/ped facilities along Water Street
- Sidewalks in Denn Place neighborhood

Multi Modal Connections (Red on maps)

- More bus routes
- Bus between downtown and Boxwood
- More north/south bus routes
- Transit hub
- Bus stop under 141 on Ayre Street – southside could be a transit hub with park n ride and hub
- Bus Stop amenities – signs, shelters, lighting
- Better transfers within the system – less spoke & hub
- Signage for DART App
- Safety for transit users at bus stops – crosswalks needed
- Bus route Kiamensi Rd to Powell Ford area connection
- Well-lit shelters
- Modify Rt 9 from Boxwood to Newport to train station to prices corner; have the Route 9 go up to Prices Corner
- Add a route from Old New Castle to Barley Mill Plaza with limited stops
- Add a route that services Maryland Avenue to Kirkwood Highway to serve Prices Corner with bus pull offs on roadways
- Add SR 141 Bus Rt New Castle to Wegmans's with limited stops
- Better signage at bus stops
- Routes 62 and 41 feel very tight and bus stops feel unsafe
- Existing Bus Routes 5, 9, 6, 18 – not a north/south connection – needed
- Is there a bus that serves Delcastle, Conrad, and DMA? How do we get them to bus there?
- More consistency and higher frequency of buses



- More responsive and efficient buses
- Safety around hubs
- Buses not promoted
- Education and access to education
- Incentivize to use bus system
- North/south connection needed to serve study area
- Bus access to train station: potential park and ride
- Bus connection between Marshall Ave and Kirkwood Highway
- Pull outs for buses to maintain traffic flow
- Frequency of existing routes
- Timeliness
- Need crosswalks at bus stops
- Powell Ford Connection
- Intersection improvements needed at Boxwood Rd and Newport Gap Pike, Boxwood Rd and 141, and Newport Gap Pike on-ramp, and 141 off-ramps
- Connections between Del Castle Technical High School and downtown via Kiamensi Road and Newport Gap Pike
- Connections between Conrad High School and downtown through neighborhood south of school
- Reduce driver confusion in downtown core entering and exiting 141

SEPTA Train Station

- Improvements to James Street underpass
- Build a fourth track
- Work with the James Street Bridge
- How will we cross the tracks? Tunnel is limiting; overpass is wanted
- Covered waiting room
- Could MARC come to Newport?
- Covered platform
- Ped overpass for a future trail
- James Street underpass needs lighting
- Ability to purchase ticket in Newport to go to Philly
- Amenities – businesses, refreshments, do more than bare minimum
- Add bike rental location
- Add a charging station
- Add a “Welcome to Newport” kiosk
- Skate park relocation
- Parking
- Provide heated/AC station instead of just platform
- Make sure proper drainage around station
- Update crossings around train station



- Park N Ride
- Shuttles to shopping sites
- Connections to trails
- Covered waiting area
- Welcome to Newport kiosk
- Transit oriented development – walkable accessibility

Impacts of Freight (Black on map)

- Widening of Boxwood Road over 141
- Centerville Road area runs across two bridges
- Pleasant Hills is having an issue with trucks from McCarther Drive and First State Plaza
- Appropriate pull-over area for trucks
- Much truck traffic in residential areas
- Signage
- Circulate truck traffic near Boxwood center instead of downtown Newport; widen SR 141 access to SB 95 so that more trucks use it
- Boxwood parking should be restricted in Newport
- Provide direct access from Boxwood to 141 to eliminate residential cut-throughs

Parking (Pink on map)

- Park under Ayre and James Street
- Utilize existing parking under 141
- Parking garage downtown (James or Ayre Street)
- Spots off James & Ayre Streets
- Limit parking; don't want to encourage more cars
- Clean up Routes 62 and 41
- Parking building
- 141 Viaduct

Additional Workshop Notes

General Comments

- Cars coming out of the roads along Newport Gap Pike (Meadowbrook Ave – Stanley Ave) must pull up so far to see and pull onto the road that it impedes bicyclists & pedestrians
- Community center focus – especially bike/ped - Need adequate access - Trails and or pathways to the center would be useful
- Intersection at Boxwood Road and Centerville Road is very hazardous

Study Area

- Increase access to Dunkin' Donuts/Old Capitol Trail – people will use this connection (the people of Marshalltown could also utilize)



- Increase study area to include areas in the West & the East
- Include all residents of Conrad Schools of Science and Delcastle Technical High School
- In general, a more holistic study area is desired – even if it expands further beyond Newport
- Extend east, Richardson Park – DuPont Road west to Stanton Road
- North of Boxwood

Development and Smart Growth

- Family friendly eating establishments
- 24/7 medical facility
- Local doctors & dentists
- Mixed use (shops, boutiques, etc.)
- Try and keep businesses local & quaint (not much desire to live above a Walgreens)
- Bike trails & bike infrastructure very important
- Good for older & younger crowds
- “Build it and they will come”
- Highest priority
- Make sure trails and pathways connect to outdoor activities
- Connections to local parks
- Keep the main street/local feel to Newport proper
- Professional services are important for this
- Keep the business local/artesian
- Ride share possibilities (especially under the bridge)
- Electric car charging stations (also under the bridge)
- Places for live entertainment
- Access to popular locations (especially late-night places, such as Liquid Alchemy and breweries)
- Affordable housing is very important; no desire to price out the people who currently live there or want to live there with the new development and transportation improvements
- Local library – desired by young and old population
- Pedestrian Plaza
- North/South crossing for Newport is desired
- Trail name dedicated to someone of important from the area
- Strong educational basis means a need for good access and amenities
- Diversified activities along the river
- Emphasize the historical areas of Newport
- Give mixed use but allow local retail
- Affordability for housing choices
- Ped crossing on Newport Pike
- More bikeways
- Science-oriented, educational related business development



- Don't build in floodplain

Pedestrian and Bicycle Infrastructure

- Bike share at Station and Boxwood
- Protected walkways with buffer
- Connect neighborhoods with paths & sidewalks
- Additional trail connections within parks to neighborhoods
- Let redevelopment help build sidewalks
- Eliminate truck traffic in Newport & keep trucks from surface streets
- Add lighting to sidewalk network
- Traffic calming in neighborhoods – speed bumps, rumble strips, other traffic calming
- Must consider walkable/bikeable as important

Multi-Modal Infrastructure

- Overall infrastructure is poor
- Lack of sidewalks along Kaimensi Road and Newport Gap Pike
- Cars traveling at high speeds on cut-throughs from E Justis Street/E Newport Pike to Boxwood Road
- Traffic calming should be implemented throughout Newport proper
- Truck aprons and other creative traffic calming methods should be utilized
- Crosswalks lacking throughout study area; walking to workshop location (Old Town Hall) was hazardous
- Ability to bring bicycle on the train should be allowed
- Bike share options (rent a bike upon arrival to Newport)
- Protected pathways and bike lanes desired (separated using a shoulder/barrier)
- Fully contiguous sidewalk system connecting all of Newport
- Local connections between neighborhoods to avoid the main highway
- Local/back entryway into Banning Park
- Bike/ped connections to & from schools in the study area
- Pedestrian signalization needs to be updated and optimized
- Analyze truck traffic throughout the study area – especially projection of truck traffic generated by the Boxwood Plant

Transit

- Transit throughout the study area needs an increase in frequency and efficiency
- Investigate ways to encourage bus ridership
- Possibly send out a survey to residents asking why they don't use the transit system
- Poll/questionnaire asking what stops/services are desired
- Make sure all bus stops and areas are easily accessible and kept nice
- Promote the transit system with local business discounts and/or other incentives



- Promote the DART App
- Education about the transit system needed
- Transit to popular sporting events
- Packages for sporting events that include tickets & transportation (transit)
- Signage needed for where to go when you get off the bus – where is the next bus stop, where are the closest eateries/amenities, etc.
- Easy access to the transit system directly from the train
- Need a transit hub/park and ride combination
- Connection from New Castle to the Wegman's
- All bus stops need proper amenities, including a shelter and lighting
- CSX as a passenger option – In Elsmere there is a CSX & NS/Amtrak connection
- Make DART easier to use – more advertising and more frequency
- DART serve the schools in area
- More bus access to serve new station
- Bus pull-offs on two lane roads
- Transit hub on Ayre Street to serve as park and ride
- Dial A Ride Systems with defined boundaries
- Micro-transit/Mini transit
- Transit App - similar to Uber or Lyft
- SMART card for long distance pick up – Wilmington/Philadelphia to Newport
- Transit pick-ups at rider's homes

SEPTA Train Station

- Make sure there is ticket availability from start of the train ride all the way to desired destination
- There shouldn't be a need to have to get off at Newark/Wilmington just to get another ticket to finish the trip
- Amenities needed at the train stop so it is not just a place to get on/off food, shops, etc.
- Study the possibility of MARC access
- A structure like Wilmington's train station
- "Welcome to Newport" kiosk – tell of local restaurants, historic areas, shops, etc.)
- Floodplain concerns with station access
- Prime sidewalks add lighting
- Shuttles to shopping, downtown development
- "Welcome to Newport" kiosk

Freight/Parking

- Currently an issue with trucks traveling in truck restricted areas
- Truck traffic is bad on West Ayre Street; trucks going down the street, then getting stuck and unable to navigate and leave
- Larch Avenue to West Ayre Street popular truck route, but not appropriate roads for trucks



- Future trucks delivering to local street front business causes slowdown in traffic due to having to park in a travel lane – have possible pull off areas for deliveries only
- Truck signage showing truck restricted areas needed
- Consider First State Plaza truck traffic
- Improve Boxwood Road in anticipation of increase in freight movement
- Build a downtown parking in anticipation of new development, however, don't build a ton of new parking areas
- Centerville Road Study
- Truck route between Lindenberg & McArthur along tracks from First State Plaza
- Bad turn movement Boxwood to Newport Gap Pike – fix geometry
- Shared parking at Park N Ride
- Structured parking with new development
- Use truck control devices, new fines & license points to deter surface street use
- Structured parking for Town, shared with Town and development
- LOS counts eastbound, west of Newport
- RR crossing on Centerville Rd back ups

Public Comments

Question 1:

Please share any ideas for improving how you get around in or near Newport by car, bicycle, walking or public transit.

- Put Newport Gap Pike on a road diet. This will help connect Price's Corner and points north to Newport and New Castle
- Support the connection to the Jack Markel Trail. Could expand to Price's Corner. There is no alternative to New Castle because 141 is limited access
- Improve bike facilities along Rt. 4
- Commendable is in carrying forth that by WILMAPCO's prior Director (Taft) to find a renewed rail-based commuter neighborhood
- Rail and bike trail commuters may be a substantial reduction of global warming, pollutant emissions
- Motorize bikes/mini carts, automated carts, drones best be afforded to access the mandatory broadened physical arear to justify a rail commuter station for Town's population of 1,050. (Bikes do work in Amsterdam, Copenhagen, etc.)
- CSX earlier did supply efficient passenger service. It became financial loss – then began to concentrate on profit making cargo. (Boxwood site as an alternative?)
- Previous feedback regarding the Newport Rail Station was negative – inadequate access, excess cost for land for servicing/parking, and infrastructure costs in excess of \$33Mil
- Better timing of red lights
- Large trucks limited



Question 2:

Please share any concerns or needed safety improvements for walking, biking, public transit, or driving in or near Newport.

- Easy pedestrian access from one mile is absurd (A 12-minute, 800 yd. walk until recent years was a maximum at educational facilities.)
- Alluding to Boxwood and Rail Station sites as “a given,” thus preference to a singular Developer, is a myopic, “red herring.”; Should wait to have public monies before assuming it is available; Intersection at 41 and Boxwood Rd have required major interchange improvements; DelDOT/ New Castle County have denied access of major intersections at Rt. 48/Rt. 141 and granted further direct access to onto major feeder toward Newport/I-95-Rt. 13, the Ports, Air and intended new Rail Station
- Today, few use the public bus – an unjust public subsidization – and an unrealistic mode of service
- State proposal to provide secondary road system thru developments failed
- A limited range of smaller buses works well
- Interconnect Conrad, Hodgson & Newport Neighborhood as focal educational institutions/library
- Mini car to board high speed rail
- Easy access to Station is critical; should not a more accessible site be considered than for impacted Newport
- Location of this meeting is not pedestrian friendly
- Too few crosswalks and pedestrian crossings along Rt. 4
- Need a network of trails and on road facilities
- Lighting, sidewalks, tractor trailers

Question 3

Please share any other thoughts.

- Connect, connect, connect
- Preserve open space and connect it for all, not just by car
- Maximize a protected Christina Riverfront, bikeable, trail park with interconnection to the Markel/Greenways trails; Caution on potential of being attractive nuisances / lack of security, required protection from auto/truck vehicles, private property resistance – buildings within the floodplain



Appendix A
Public workshop Sign in Sheets
Comment Forms
Maps



Welcome... Please sign in.

Name	Address	Email
Kevin Racine		
Mr + Mrs George Gernardi		
Seperato Jack W 154		
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Welcome... Please sign in.

Name	Address	Email
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Welcome... Please sign in.

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Welcome... Please sign in.

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Welcome... Please sign in.

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1.27.20 Newport Public Visioning Workshop

- ① — scope: extend to east, Richardson Park & DuPont Rd
west to Stanton Rd
— where is the market for station?
— how to transfer between DART & 5 & 6
— north of Boxwood Rd

groups
all aligned

- ② — give mixed use but allow local retail
— affordability for housing choices
— ped crossings on Newport Pike
— more bikeways
— science-oriented, educational-related
business development
— don't build in flood plain
— CSX as a passenger option
• in Elsmore there is a CSX & NS/Amtrak
connection

- ③ — bike share at station & Boxwood
— protected walkways w/ buffers
— connect neighborhoods w/ paths & sidewalks
— additional trail connections within parks to
neighborhoods
— let redevelopment help build sidewalks in
Newport
— eliminate truck traffic in Newport; keep
trucks from surface streets
— add lighting to sidewalk network
— how to get traffic-calming in neighborhoods

③ speed bumps, rumble strips and other traffic-calming in residential areas

④ underutilized resource that DART is, make it easier to use, more advertising and more frequencies

- Can DART serve the schools in the area?
- more bus access to serve New Station
 - bus pull-offs on 2 lane roads
- transit hub on Ayre St. to serve to PNR

⑤ - floodplain concerns with station access

- prime sidewalks and lighting
- improved station, not basic
- shuttles to shopping, downtown development
- "welcome to Newport" kiosk

⑥⑦ truck route between Lindbergh & McArthur along tracks from First State Plaza

- bad turn movement Boxwood to Newport GAP Pike - fix geometry
- shared parking at PNR, different peak use times
- structured parking w/ New development

⑥⑦ Use truck control devices; new fines & license points to deter surface street use

- structured parking for town, shared w/ town & development

* - Bill D. want LOS/counts - why the back-up east bound, west of Newport?

- RR crossing on Centerville Rd and back ups

- Peggy does not want just LOS as a measure, must consider walkable/bikeable & safety as an important

* crash map still mislabeled

* need to decide on study area changes

* need data for full study area

Sonia Marichic-Goudy

From: Dave Gula <dgula@wilmapco.org>
Sent: Tuesday, January 28, 2020 4:03 PM
To: Sonia Marichic-Goudy
Cc: Theodore Foglietta; William F. Conway
Subject: FW: Mini Transit

Sonia,
Here is an additional comment from the Delmarva Rail Passengers Association.

Dave Gula
Principal Planner
WILMAPCO

From: Ken Potts <kenpotts50@gmail.com>
Sent: Monday, January 27, 2020 9:14 PM
To: Dave Gula <dgula@wilmapco.org>; Dooley, David (DelDOT) <David.Dooley@delaware.gov>
Subject: Mini Transit

Dave,
Thanks for facilitating a successful Transportation Planning Workshop in Newport this evening. Just wanted to very briefly follow up with you and David about a potential new service that DTC could contract out to serve the Newport station with possible applications elsewhere.
Dial A Ride systems, as you may recall, operated within defined boundaries as demand response services that served central locations, and other longer transit bus lines. Micro Transit, or mini transit, that is developing in Southern California is simply digital dial-a-ride. Accessing a transit app similar to Uber or Lyft, for an additional fare, a van or sedan picks up passengers near or at their residences, and transports them to regular, longer bus routes.

The neighborhoods surrounding Newport could use such a service to 1) reach the new train station; and 2) to serve existing core DART routes. I found myself this evening getting into the discussion of thru fares, i.e., picked up at the curb using a SMART card, and traveling long distances such as Wilmington or Philadelphia. Those details can certainly come later. But, please consider including a mini-transit service as a possible alternative to accommodating Newport riders with free parking. It may be time to consider having transit go to riders' homes so that they don't have to use their cars,

Ken

① Study Area Map.

1 mile radius - walk from train
1 mile from Baswood.

Focus on study area -

Why was first state plaza excluded from study area.

① First state shopping center included in the boundary res.

② Adding in DELMARSE MINIMAX ACADEMY

② Development & Smart Growth

with list

DATE TRAIL TRAIL.

"first opportunity" ↔

① Trail connection to JACK WATFIELD TRAIL.

② Clear accessibility to a trail - Sange.

• Walkable community.

• 'x-tensity of network'

• Break from the density of the highways.

• connection from trail to downtown.

③ Produce subconnectivity between downtown *

⑤ PEDERSTRAIN PLAZA
around it.

- with side walks.

AYAT Street →

connected - traffic flow

→ in addition to the mixed use

④ Downtown destination

① Library

② Museum

⑥ Educational core -

Historical aspects to Newport

my concern: no market

③ Multi-modal Infrastructure

- Bicycle level of stress -

⊗ lane 141 on ramp → concern for pedestrian traffic

~~Increased Sidewalks between Newport & Boywood~~
→ ② pathways through → same as the surrounding neighborhoods

⊗ ③ Access into Banning Park

more accessibility that currently exists
→ from the Forrest Park area

→ connect north and south across Newport Pike
Orange mark - connecting 1st & State Plaza

Access to the Boywood area - Ride Share

- PROTECTORS walkways - continuous side walks
- connections between neighborhoods
- Lighting - side walks everywhere

④ Buses area

② - Shuttle - Boywood area to downtown

① Transit Hub -
HOT - under 141 on Ave - South Side

Bus stop amenities - Signs; Cams; lighting

TRAIN STATION - Supra
Light Duty

TRAIN →

① Improvements to JAMES STREET underpass
- ask for cross over from platform..

covered waiting room.

→ "Glen - provide #1's help" →

Freight:

② Working up at Boxwood Road over 141.

③ { Cartmilla Road } over closed up → runs
across two bridges.

④ Parking:

Parking bays on Ayre and James street

{ main street → TRUCK TRAFFIC. }

(safe - walking and safe Biking)

(1)

is 1 mile too large?

- any way to get from DART RT 6 to 5

- Stanton Rd for station ridership shed divider

- include shopping centers adjacent to study area

- much transit use at First State Plaza

- not hoping to attract sovs to station, rather have transit use / bike / ped

- University, students to Philly & Newark

(2)

- Connections to parks
- connection to Markell Trail but have to be concerned with sea level rise

- development & infill in center of Newport

- strong ped connections from station to bus routes & station

- good place for University students in DE & Philly

(3)

- no good side walks on SR4
- Stanton Rd also has missing areas

- some neighborhood areas are missing side walks

- ped phases at James / Marshall / Joshi's / Market are bad

- not safe for peds in streets; especially not kids or disabled

③ sidewalks need to be extensive between Center of town and Train Station.

— Powell Ford Park and

Banning Park need trails that connect to sidewalk network for transportation and recreation

— bike & ped connections for all bus stops

— bike & ped connections to shopping/retail areas

— sidewalks along Boxwood

Rd for ped access

— safe paths for bike/ped to all schools

④ Rt 9 from Boxwood to Newport then to

SR 141 Bus Rt New Castle to Weymans, with limited stops

— better signage at bus stop

④ better transfers within the system — less spoke & hub

— Signage for DART Ap

— safety for transit users at bus stops — crosswalks needed

— Kiwanis Rd to Powell Ford area

— well-lit shelters

⑤ could MARC come to Newport?

— Covered Platform

— ped overpass for a future trail

— Jams St underpass needs lighting

⑤ waiting room

⑥⑦ Freight & Parking

See Dave G's Notes

access along 141 (sidewalk and cars)
dangerous

Study Area Topic-

- does this work?
- other areas?

Concerns about community
coming out right on 41 roadway
- not walkable

- Glen Berne and Kiamensi utilizing
community center
- Potential trail from W. Newport Pike
- Should expand to Old Capitol Trail
to behind Prices corner - Duncan Rd.
- Expand to Stanton and Richardson
Rock Park

Development - Smart Growth

What would you like to see?

- medical facilities
- family friendly eating
- mixed use
- access with ease
- Put bike trail in first
- opportunities for "one stop shopping"
- microbrews
- affordability

• maintain greenspace

multimodal infrastructure

- Bikes
- Pedestrians
- Critical intersections
- trail connections

Where are you trying to go?

How are you trying to get there?

Existing sidewalks
Bicycle level of stress

Walking - green

- No shoulder / sidewalk
- neighborhoods run right onto main
- Road
- Speed bumps
- Signage
- traffic calming
- aprons

Biking - orange

- Bike trail around industrial park
- Expand sidewalks
- ADA

Bus Routes

5, 9, 16, 18

- not a NIS Bus connection

- Thoughts on bus system
- where are you going?

- more consistency and frequency
- more responsive and efficient
- safety around hubs
- Bus what promoted
- Education and access to education
- Incentivize to use bus system
-

Train Station

thoughts

types of things people are looking for

Adding a track

- a mile
- adjacent to track
- stop on southern most track

Estimate - \$26 million

- are you able to purchase ticket in Newport to go to Philly
- amenities - businesses, refreshments
- skatepark relocation
- parking

Freight

- where are trucks are prohibited
- where do you see truck traffic

appropriate pull off area
much truck traffic in residential areas

Signage

Parking

- parking garage downtown
- spots off James & Ayre streets

- check traffic counts, failing level of service
 - expand study area to include DMA & first state plz:
 - parcel along Markell Trail
 - Richardson park
 - old zingos shopping center
-

- bring a library to create ~~new~~ street feel
 - focus density along Market St.
Justice St.
Industrial Area if vacant
 - expand trail to train station
 - increase employment opportunity for Newport associated with
 - high tech focus
 - office
 - mixed use: retail/office/residential
-

- change traffic pattern to eliminate truck traffic
 - make sure traffic cut throughs are not in residential areas to promote walking & biking
 - additional connections to Markell Trail to North
 - bike lane between 1st state Plaza & Newport
 - ~~best~~ bike trail connections from local schools to Newport downtown network
-

- North / South connection needed to serve study areas
- Des access to train station: potential park & ride
- Des connection between Maryland Ave & Kirkwood Hwy
- pull outs for buses to maintain traffic flow

- update design around train station
- provide better/AC station instead of just platform
- circulate track traffic near boxwood center instead of downtown newport
- Boxwood parking should be restricted in Newport
- utilize existing parking under 141

Transit Oriented Development viable assembly

Stakeholder Discussions

Study Area (purple)

Should study area extend North

Why is Boxwood Rd Defining line for fire depts.

Want to be inclusive.

~~Good thing~~

Purple line = walkable community rela to JAM trail connector + train st

Wider streets = safer walking.

Want to make walking/travelling for Boxwood to train st. Safe feasible

- Questioning WHY rail station in Newport multi-modal central point.

~~Downtown~~ Neighbourhoods convenient

EXPAND STUDY AREA NORTH

2. Development + Smart Growth VISION/WISHLIST for growth:

Development in Newport:

Dike/Inlet

1. Dike/Connection from Newport neighborhood into Banning

* Connection to Park Areas

2. Public pass through First State Indus Park

to Pleasant Hill Park ^{emphasize history}

3. Newport to port for goods/wares
travelling river - historical marker

4. Better Access to waterfront

↕

5. More River Recreation/develop

Recreation area along Riverfront

Bus Routes

5 - Major

6 -

9 -

Frequency to Existing Routes

Time Inters

Cross Walks

Partial Form Connection

- 2nd ST. CONNECTION
- WITH 2nd STREET
- 1st STREET
- 1st STREET
- 1st STREET

Newport Transportation Study Public Workshop Notes

- General Comments
 - Cars coming out of the roads along Newport Gap Pike (Meadowbrook Ave – Stanley Ave) must pull up so far to see and pull onto the road that it impedes bicyclists & pedestrians
 - Community center focus – especially bike/ped
 - Need adequate access
 - Trails and or pathways to the center would be useful
 - Intersection at Boxwood Road and Centerville Road is very hazardous
- Study Area Comments
 - Increase access to Dunkin' Donuts/Old Capitol Trail – people will use this connection (the people of Marshalltown could also utilize)
 - Increase study area to include areas in the West & the East
 - Include all residents of Conrad Schools of Science and Delcastle Technical High School
 - In general, a more holistic study area is desired – even if it expands further beyond Newport
- Development and Smart Growth
 - Family friendly eating establishments
 - 24/7 medical facility
 - Local doctors & dentists
 - Mixed use (shops, boutiques, etc.)
 - Try and keep businesses local & quaint (not much desire to live above a Walgreens)
 - Bike trails & bike infrastructure very important
 - Good for older & younger crowds
 - “Build it and they will come”
 - Highest priority
 - Make sure trails and pathways connect to outdoor activities
 - Connections to local parks
 - Keep the main street/local feel to Newport proper
 - Professional services are important for this
 - Keep the business local/artesian
 - Ride share possibilities (especially under the bridge)
 - Electric car charging stations (also under the bridge)
 - Places for live entertainment
 - Access to popular locations (especially late-night places, such as Liquid Alchemy and breweries)

- Affordable housing is very important; no desire to price out the people who currently live there or want to live there with the new development and transportation improvements
- Local library – desired by young and old population
- Pedestrian Plaza
- North/South crossing for Newport is desired
- Trail name dedicated to someone of importance from the area
- Strong educational basis means a need for good access and amenities
- Diversified activities along the river
- Emphasize the historical areas of Newport
- Multi-Modal Infrastructure
 - Overall infrastructure is poor
 - Lack of sidewalks along Kaimensi Road and Newport Gap Pike
 - Cars traveling at high speeds on cut-throughs from E Justis Street/E Newport Pike to Boxwood Road
 - Traffic calming should be implemented throughout Newport proper
 - Truck aprons and other creative traffic calming methods should be utilized
 - Crosswalks lacking throughout study area; walking to workshop location (Old Town Hall) was hazardous
 - Ability to bring bicycle on the train should be allowed
 - Bike share options (rent a bike upon arrival to Newport)
 - Protected pathways and bike lanes desired (separated using a shoulder/barrier)
 - Fully contiguous sidewalk system connecting all of Newport
 - Sidewalks along all roads (arterials & neighborhood roads)
 - Local connections between neighborhoods to avoid the main highway
 - Local/back entryway into Banning Park
 - Bike/ped connections to & from schools in the study area
 - Pedestrian signalization needs to be updated and optimized
 - Analyze truck traffic throughout the study area – especially projection of truck traffic generated by the Boxwood Plant
- Transit
 - Transit throughout the study area needs an increase in frequency and efficiency
 - Investigate ways to encourage bus ridership
 - Possibly send out a survey to residents asking why they don't use the transit system
 - Poll/questionnaire asking what stops/services are desired
 - Make sure all bus stops and areas are easily accessible and kept nice

- Promote the transit system with local business discounts and/or other incentives
 - Promote the DART App
- Education about the transit system needed
- Transit to popular sporting events
 - Packages for sporting events that include tickets & transportation (transit)
- Signage needed for where to go when you get off the bus – where is the next bus stop, where are the closest eateries/amenities, etc.
- Easy access to the transit system directly from the train
- Need a transit hub/park and ride combination
- Connection from New Castle to the Wegman's
- All bus stops need proper amenities, including a shelter and lighting
- SEPTA Train Station
 - Make sure there is ticket availability from start of the train ride all the way to desired destination
 - There shouldn't be a need to have to get off at Newark/Wilmington just to get another ticket to finish the trip
 - Amenities needed at the train stop so it is not just a place to get on/off
 - Food, shops, etc.
 - Study the possibility of MARC access
 - A structure like Wilmington's train station
 - "Welcome to Newport" kiosk – tell of local restaurants, historic areas, shops, etc.)
- Freight/Parking
 - Currently an issue with trucks traveling in truck restricted areas
 - Truck traffic is bad on West Ayre Street; trucks going down the street, then getting stuck and unable to navigate and leave
 - Larch Avenue to West Ayre Street popular truck route, but not appropriate roads for trucks
 - Future trucks delivering to local street front business causes slow down in traffic due to having to park in a travel lane – have possible pull off areas for deliveries only
 - Truck signage showing truck restricted areas needed
 - Take into account First State Plaza truck traffic
 - Improve Boxwood Road in anticipation of increase in freight movement
 - Build a downtown parking in anticipation of new development, however, don't build a ton of new parking areas
 - Centerville Road Study