

Appendix A – *Public Workshop Summary Reports*



**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 (DeIDOT) 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 in Newport, Delaware. 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 Workshop.

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 in Marshallton 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 garage 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; DeIDOT/ 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

Newport Transportation Plan - Public Comment Form
January 27, 2020



Thank you for taking the time to participate in this process. Your feedback is greatly appreciated and all comments will be considered in the development of this plan.

If you would like more information, please visit www.wilmapco.org/newport.

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

28 January, 2020

Commendable is in carrying forth that by WILMAPCO's prior Director (Taft) to now find a renewed/rail based, commuter neighborhood-----herein, again, the Town of Newport. (Not envied is the time worn process of advanced notice to a preferred Developer to reap substantial profit in earlier land acquisition).

Rail and bike trail commutes may be a substantial reduction of global warming, pollutant emissions, (albeit, reported, over 40% of man made emitted pollutants are due to the auto and truck.) Motorized bikes/mini carts, automated carts, drones best be afforded to access the mandatory broadened physical area to justify a rail commuter station, now focused in presentation, for the Town's only 1,050 population. (Bikes do work in Amsterdam, Copenhagen, etc.)

Exceptions must be taken from that emitted from our Newport Town Hall table:

- CSX earlier did supply efficient passenger service. It became a financial loss and they, therefore, as today, 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 acquisition for servicing/parking and infrastructure costs in excess of \$33mil.

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

- Easy pedestrian access from a one mile perimeter is an absurd notion. (A 12 minute, 800 yd. walk until recent years was a maximum at educational facilities.)
- Alluding to the Boxwood and Rail station sites as "a given", thus preference to a singular Developer, is a myopic, "red herring". All sources, whence com meth public monies, should back well off this focus. (Yes, for two generations the intersection at 41 and Boxwood Rd. have required major interchange improvements. Del Dot/ New Castle County have of very recent, denied the necessity of major interchanges at Rt. 48/Rt. 141 and granted further direct access onto the major feeder toward Newport/I-95—Rt.13, the Ports, Air and the intended Newport rail station!) For such omissions, both Del Dot and the County should be denied giving further input with regard to the much needed interstate road feeders.
- Prime reasons for domestic auto production post WWII and time beyond have been: eased banking credit for auto purchase, inaccessible/inefficient rail service, and all of us advantaging the ability to be individually, mobile. By 1951, our suburban serving "Short Line" was going broke. Today, few use the public bus---an unjust public subsidization---and an unrealistic mode of servicing the labyrinth of sprawl, most development dead ended in in desired privacy/secure cul de sac. The earlier State proposal to provide a Secondary road system thru such individual developments, failed on arrival. A limited range smaller bus works well at the U. of De, U. of Penn, and at Yale (sports-on call up.----- Now, interconnect Conrad, Hodgson &

Please use the back of this page if more space is needed —>

Please share any other thoughts.

Newport Neighborhood as the focal educational institutions/library?-- (offered by another at the table.) A design offered to Los Angeles, preserving such individual discretion, was a uniform mini car, coupled in group to board the proposed high speed rail. Easy access to a station is critical. Should not a more accessible site be considered than for impacted Newport?)

- From all tables, came a concurrence to maximize a protected Christina Riverfront, bikable, trail park with suggested interconnection to the Markel/Green ways trails—with this party's caution on the potential of being attractive nuisances/ lack of security, required protection from auto/truck vehicles, private property resistance-- and further, the noted Christina Riverfront Authority's infringement to water's edge,-- buildings within the Flood Plain---("Well, we had to make money." [Public cost currently well over, reportedly, \$ 1 billion!])

Charlie Weymouth
CHARLIE WEYMOUTH AIA

Optional: Please provide your information:

Name: CHARLIE WEYMOUTH, AIA
Organization: (MEMBER CIVIC LEAGUE FOR NEW CASTLE COUNTY)
Address: [REDACTED] 9806
Email Address: [REDACTED]

☒ Please add me to the Project Mailing List.

☒ Please add me to the WILMAPCO Newsletter List.

Your comments and opinions are very important. All information provided on this form will be carefully reviewed by the Project Team. Thank you for your participation and contributions to this important transportation project.

Please hand your comment sheets in at the workshop or mail/email to:

WILMAPCO
100 Discovery Boulevard
Suite 800
Newark, DE 19711
Email: dgula@wilmapco.org
Phone: (302) 737-6205 ext. 122

Newport Transportation Plan - Public Comment Form

January 27, 2020



Thank you for taking the time to participate in this process. Your feedback is greatly appreciated and all comments will be considered in the development of this plan.

If you would like more information, please visit www.wilmapco.org/newport.

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. It serves as a frontage road & does need to be two lanes. The road diet will help connect Price's Corner & permits north to Newport hopefully to New Castle in time. It is doable now but could be support/ the connector to the JAM trail, Could expand to Price's Corner, but in the meantime, road diet
- Improve bike facilities along route 4 as it is the direct route.
- Right now there is no alternative because 141 is limited access. ^{to New Castle}

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

- The location for this meeting is not pedestrian friendly. Cars on Route 4 speed, I had to run across to get here. Too few crosswalks & pedestrian crossings along Route 4.

Need a network of trails & on road facilities!!

Please share any other thoughts.

Connect, connect, connect.

~~Support~~

Preserve green space & connect it for all, not just by car.

Optional: Please provide your information:

Name: _____

Organization: _____

Address: _____

Email Address: _____

☐ Please add me to the Project Mailing List.

☐ Please add me to the WILMAPCO Newsletter List.

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*Better timing of red lights
Large trucks limited*

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

Lighting, side walks, tractor trailers

[illegible]

Name: Fls + George Czernynski
 Organization: [REDACTED]
 Address: 11 [REDACTED] 19804
 Email Address: [REDACTED]

- ☒ Please add me to the Project Mailing List.
- ☒ Please add me to the WILMAPCO Newsletter List.

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100 Discovery Boulevard
Suite 800
Newark, DE 19711
Email: dgula@wilmapco.org
Phone: (302) 737-6205 ext. 122

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



**Newport Transportation Study
Public Workshop
September 30, 2020
Summary Report**

The second Public Workshop for this study was conducted on September 30, 2020 via ZOOM. This workshop was held in a webinar format with a presentation of alternatives followed by a live Question and Answer Session.

The following provides summaries of the workshop and corresponding feedback.

The workshop hosted 27 attendees. Information was presented regarding the results of the first public workshop and the corresponding analysis completed regarding the following topics:

- Study Area Boundary
- Development and Growth
- Transit
- Pedestrian/Bicycle Infrastructure
- SEPTA Train Station
- Parking
- Freight

Throughout the presentation polls were used to gather information and feedback. The following feedback was received through the polls:

Newport Transportation Study 2nd Workshop Poll Results September 30, 2020			
	Answers	Tally	%
Do you currently use transit (bus/train) in Newport / Study Area?	Yes	3	18%
Do you currently use transit (bus/train) in Newport / Study Area?	No	14	82%
Does this list of development goals meet your goals for future growth?	No	2	12%
Does this list of development goals meet your goals for future growth?	Yes	13	76%
Does this list of development goals meet your goals for future growth?	Unsure	2	12%

Do you support the improvement of sidewalks within Central Newport Residential Areas (Ayre Street, South Mary Street, South John Street)?	Yes	14	88%
Do you support the improvement of sidewalks within Central Newport Residential Areas (Ayre Street, South Mary Street, South John Street)?	Unsure	2	13%
Do you live, work or play in Newport / Study Area? (Select all that apply)	Live; Shop	2	13%
Do you live, work or play in Newport / Study Area? (Select all that apply)	Work	4	25%
Do you live, work or play in Newport / Study Area? (Select all that apply)	None of the above	5	31%
Do you live, work or play in Newport / Study Area? (Select all that apply)	Live	1	6%
Do you live, work or play in Newport / Study Area? (Select all that apply)	Play	3	19%
Do you live, work or play in Newport / Study Area? (Select all that apply)	Work; Shop	1	6%
Do you plan to use the new Newport Train Station when it is in operation?	Unsure	4	27%
Do you plan to use the new Newport Train Station when it is in operation?	No	2	13%
Do you plan to use the new Newport Train Station when it is in operation?	Yes	9	60%
Overall, do you support the Newport Transportation Study	Unsure	2	12%
Overall, do you support the Newport Transportation Study	Yes	15	88%
Did you attend the first Newport Public Workshop on January 27, 2020?	Yes	9	50%
Did you attend the first Newport Public Workshop on January 27, 2020?	Yes	9	50%
Do you support the proposed bicycle and pedestrian improvements?	Unsure	1	6%
Do you support the proposed bicycle and pedestrian improvements?	Yes	17	94%
Will a Marshall Street Connection between the Center of Newport (Train Station) and Boxwood Road (Boxwood Facility) improve your ability to travel throughout the study area?	Yes	11	73%
Will a Marshall Street Connection between the Center of Newport (Train Station) and Boxwood Road (Boxwood Facility) improve your ability to travel throughout the study area?	Unsure	3	20%
Will a Marshall Street Connection between the Center of Newport (Train Station) and Boxwood Road (Boxwood Facility) improve your ability to travel throughout the study area?	No	1	7%
Would you be more likely to use transit if the proposed improvements were implemented?	Unsure	6	38%

Would you be more likely to use transit if the proposed improvements were implemented?	Yes	6	38%
Would you be more likely to use transit if the proposed improvements were implemented?	No	4	25%

Public Question and Answers

Will there be a recording of this available for those unable to attend?	Ran Barton
Thanks!	Ran Barton
Good question!	Bill Dunn
question from attendee: With the influx of new large scale businesses at the old GM plant, has there been a study of the possible number of employees and traffic that may be introduced to the area. Along with that, what is the impact of such a sizable increase, with possibly round the clock (24 hr) operations, to the local neighborhood?	Anonymous Attendee
Will there be a vocal Q & A?	Bill Dunn
What is the status of the SEPTA Newport train Station.	John Flaherty
Just written Q&A is NOT good.	Bill Dunn
Road improvements and signalization were also included. I know that for a fact.	Bill Dunn
Where is the boxwood road logistic center	Anonymous Attendee
How does this plan relate to the County's Complete Community Enterprise District plan? Does it support it, diverge from it?	Peggy Schuktz
Still confused where logistics center location. in reference to kiamensi rd intersection with rt 41/newport pike - where is the new development? i travel this area frequently but am not visualizing the logistics center.	Anonymous Attendee
Not sure you got my earlier question reached you, when I called in from my iPhone. Does this Newport plan full support the Complete Communities	Peggy J. Ostrom Schultz

Enterprise District proposed by the County?	
Definitively required is a major improvement of access/egress from Boxwood Rd. on to Rt. 141 direct.	Charlie Weymouth
what's the typical sidewalk depth where bus shelters are located? there's some narrow sidewalks in Newport. not sure whether it's an issue, in context of new development along market street, at the new recommended shelter locations. thanks guys. great work.	Ryan Kennedy
Where is the Rt.4 improvements/signalization in the report that was discussed in the first meeting?	Bill Dunn
What provision, if any, is being made for charging electric vehicles?	Peggy J. Ostrom Schultz
Excess cost to locate station where indicated.	Charlie Weymouth
In the general pecking order, when would the James st. sidewalk improvements occur?	Bill Dunn
Inadequate disclosure of highlighting of waterfront and access thereto. Access to Parks can be resisted as attractive nuisances	Charlie Weymouth
Since a CCED, by definition, prioritizes the Newport project funding, how does that play out?	Peggy J. Ostrom Schultz
What individual governances will/should pick up costs for particular infrastructure? Increased local taxes?	Charlie Weymouth
Road improvements must occur to access our improved Ports	Charlie Weymouth

Newport Transportation Study end of workshop feedback summary September 30, 2020

Does this plan address your transit, bicycle, pedestrian, parking, and freight needs or concerns? Why or why not?	Are there any improvements within the Study you are particularly in support of and why?	Do you have any concerns about any of the improvements with the Study?	How would you rate this workshop experience?	How was the video quality?	How was the audio quality?	Any additional questions or comments you would like to share with the project team?
Not as extensively as would have hoped. Specificity of Rt.4 improvements (i.e. additional sidewalks, shoulders, signaling).	Connections between Rothwell Dr. and Powell-Ford Park, but I think it would be highly expensive.	see Question 1	7	8	7	Members of the public should be able to hear and interact with others involved in the Workshop, even on Zoom.
Yes	All equally important	Potential Impact to existing businesses	8	9	9	
For the younger generations and future generations, this area will be ideal and a super place to visit/live.!!! Great presentation tonight.	I like the walking, connecting links - to Delcastle HS, the truck problem near First State Plaza - and cross walks along Boxwood Rd - greatly needed!!!	Bus stops along Rt 4 and creating bus shelters - please make sure they are not right in the path of puddle spray - and that they will keep at least 8-10 people dry in inclement weather.	10	10	10	Great job tonight !!
Typical problem is a pre-existent station and rail alignment has been over time incurably impacted by traffic constricting growth. Recommendation by this office was to alternately locate Wilmington station at AMTRAK service yards or, preferably, at Claymont.	Multiple waterfront usages and multiple mode access. We must project use of mini auto. Think of intended location and proximity not only to waterfront but major New Castle Airfield.	While encouraging access via pedestrian and bike to Parks, long held negative feeling by adjoining neighbors of becoming attractive nuisances.	9	9	8	HIGH COMMENDATION TO SONIA MUNICHOC(?)---FAST, MOST ARTICULATE. \CHARLIE WEYMOUTH
It is great to see there will be multi modal options.	The addition of a new train station provides transportation options to the community.		10	10	10	Great job with the presentation. Thorough and easy to understand.
I believe it is a good start	Train station is number 1	No all are necessary	10	9	9	Thanks
See below.	Very excited for the rail improvements.		9	10	8	I'm sorry I had to leave early. I will watch the recording once it's available.
yes	rail and trail, parking under 141.	i asked about sidewalk depth. just thinking ahead about the downtown redevelopment we are working on and potential amenities like sidewalk dining.	10	10	10	we appreciate your hard work. thank you.



**Newport Transportation Study
Public Workshop
December 16, 2020
Summary Report**

The third Public Workshop for this study was conducted on December 16, 2020 via ZOOM. This workshop was held in a webinar format with a presentation of alternatives followed by a live Question and Answer Session.

The following provides summaries of the workshop and corresponding feedback.

The workshop hosted 42 attendees. Information was presented regarding the results of the second public workshop and the corresponding analysis completed regarding the following topics:

- Study Area Boundary
- Development and Growth
- Transit
- Pedestrian/Bicycle Infrastructure
- SEPTA Train Station
- Parking
- Freight

Cost estimate for the recommendations were discussed as well as various avenues of prioritization.

Throughout the presentation polls were used to gather information and feedback. The following feedback was received through the polls:

Public Question and Answers

Question	Name
Not a question but Dermody Properties is paying for the shared use path in front of Amazon	Stephen Davies
Powell Ford Park	Rep. Kim Williams
Is the path between Forest Brook Glen thru Banning Park cutting through the Park Lane development?	Justin Chaney

Thank you	Rep. Kim Williams
Will this connect to the existing pathway around Powell Ford?	Rep. Kim Williams
That would be fine to share. Thanks	Stephen Davies
Love the Powell Ford connection, Thank you!!!	Sharon Fickeissen
How long did the Newark train station take in planning and construction?	Bill Dunn
Remind me again what is the dollar range for each cost category?	Sen. Spiros Mantzavinos
Regarding Conrad, I believe Red Clay is due to be remodeled depending upon referendum	Jim Baran
From an overall perspective, Newport with a train station has the possibility to become more of a city center with additional apartments similar to the project on Silverside road	Jim Baran
You didn't mention Community Enterprise Districts. Once designated, a district could have more access to capital funds for mass transit routes and additional walking and biking trails.	Rep Ed Osienski
Why is bicycling not listed as one of the types of improvement??	Kurt Tappe
Newark is not done yet?	Bill Dunn
Again suggesting that within prioritization by location geography, biggest connectivity and EJ opportunities could and should be considered.	Stacey Dahlstrom
How often do different areas talk with each other to try and coordinate efforts? I'm with Millcreek Neighbors for Safer Pathways and would love connectivity from Millcreek to Newport to be considered together.	Jenn Ruebush
Dave, has the report been sent to the PAC yet?	Bill Dunn
Are they modifying the Norfolk Southern leg?	Bill Dunn
When is it on the PAC agenda	Bill Dunn
You're going to ask Council BEFORE presenting it to the PAC	Bill Dunn
Do you know the timetable for building the connection to the Markell Trail?	Kurt Tappe
Hypothetical: If an infrastructure stimulus package is approved by Congress, could any of the proposed project components (specifically Newport Train Station and associated components) be expedited to shovel ready status?	Bill Ritzler
Will any of the Banning Park/Middleboro updates take into account the current flooding issues on Middleboro Rd next to the shopping center?	Jordyn Pusey
Will the slideshow from this presentation be available for future viewing? or will the information presented here be essentially what's on the report spoken about earlier?	Anonymous Attendee
I noticed that many houses have been torn down in Newport. What is happening? Is the town prospering?	Anonymous Attendee
AND the PAC!!!	Bill Dunn
TY	Anonymous Attendee
very professional and competent presentation. thank you all	Anonymous Attendee
Thank you so much.	Rep. Kim Williams

Newport Transportation Study Post Workshop Survey

How would you rate this workshop experience?	Do you feel the recommendations address the study's goals of creating a more walkable, bikeable, transit friendly Town?	If the improvements are implemented would you consider walking around the study area more frequently?	If the improvements are implemented would you consider cycling around the study area more frequently?	If the improvements are implemented would you consider using buses in, out, and throughout the study area?	If the improvements are implemented would you consider using the train station in Downtown Newport?	Do you have any additional comments pertaining to this study, it's goals, or the information provided?	How was the video quality?	How was the audio quality?
10	9	5	8	8	8		10	10
10	10	8	7	6	5		10	10
8	8	6	7	8	9		8	8
10	9	9	9	9	9		10	9
10	10	6	5	8	9	Include consideration for the impact of Transit Oriented Development in the center of Newport (i.e increased	10	9
10	10	10	10	7	10		10	10
9	9	10	10	5	10	Please connect to the Markell Trail / Wilmington. Cycling on Maryland Avenue is harrowing!	9	5
9	9	9	8	8	9	My first time attending a WILMAPCO meeting. Very professional presentation, both Sonia and Dave were clearly very competent and knowledgeable. Got a lot of useful information regarding the plans for Newport, an area I do believe needs a bit of love. Overall very good experience and I'll be attending more in	9	9
9	10	9	5	3	9		9	8
10	8	8	8	8	5		10	10
9	9	10	4	8	10		9	9
6	6	8	5	3	4	Will address directly with Dave Gula	9	8
10	10	10	10	5	10		10	10
10	10	10	10	6	10		10	10
8	8	8	8	6	8		9	9
6	5	7	7	5	5		9	9
8	10	10	7	10	10		8	10



Upon review of the Final Report BASF had the following comments:

At the BASF Newport site we are of course very close to downtown Newport, and to the proposed site of the new train station, so we are very interested in the plans and the potential impact on our operations.

As we employ 150 people and have 35-50 contractors on site most days, we obviously have a lot of people that routinely pass through the town center and use South James Street to gain access to our site.

Due to the height restrictions of the railway bridge on South James Street, all trucks delivering materials to site and taking product out of the site, need to access from the south side of the site; crossing the bridge over the Christina River to gain access. This means that most truck traffic avoids Newport town center and that we are dependent on the bridge crossing to operate our facility.

Concerns with the proposal

- Our first concern is of course safety of the people that need to get into our site on a daily basis and to the people that pass by our site on a daily basis. I note that proposal 19, Connection to Newport River Trail, shows a mixed use path which starts on the south side of East Water Street. This appears to be directly opposite our site main gate and so we have a concern about users of this new connection interacting with traffic that needs access to our site. My concern would be about how the traffic is segregated (pedestrian/ cycle/ cars and trucks), how lighting is provided to ensure visibility, how the stop sign and flashing red light at the junction of Water Street and S James Street is enforced. In general I would support a walkable transit-friendly town, I am simply interested in ensuring that the walking routes are thoughtfully laid out to prevent conflicts with known required heavy traffic areas. This can be safely managed.
- Our second concern is that we would like to see a stronger emphasis on “not sacrificing the transportation network” in the document. As a business that has been successfully operating at this location for over 100 years, and one that plans to continue to operate and provide high quality jobs for the area; we want to ensure that the business transportation / logistical needs of our site will be accommodated as the project develops. I would appreciate some project premises and assurances that existing businesses will not be negatively impacted and traffic will continue to flow throughout the development works.
- Our third concern is that BASF currently lease the car park intended for use for the rail station, so we will have to address our parking needs once this project is approved. We currently cannot accommodate all employee and contractor vehicles on site, that is why we lease the car park today, so we will need some notice to make alternative arrangements if we are to be refused a lease in future. We can manage this with sufficient notice, we currently have a year to year extension on the lease so I would simply ask that we be given as much notice as possible about future lease arrangements for the car park.