

NEWPORT TRANSPORTATION PLAN



Report Finalized: January 28, 2021



Wilmington Area Planning Council

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RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) TO ENDORSE THE NEWPORT TRANSPORTATION PLAN

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, the WILMAPCO Council recognizes that comprehensive planning for future land use, transportation, sustainable economic development, environmental protection and enhancement, and community health and livability are necessary actions to implement the goals and objectives in the 2050 Regional Transportation Plan (RTP); and

WHEREAS, the Town of Newport and DelDOT/DTC requested that WILMAPCO coordinate with them to develop a transportation plan for Newport and the surrounding area that would emphasize an improved multimodal environment to support a future train station; and

WHEREAS, the Newport Transportation Plan assessed existing pedestrian, bicycling, transit, land use, environmental, and traffic conditions; and

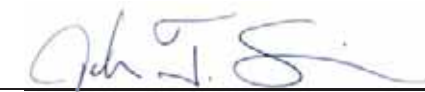
WHEREAS, the Newport Transportation Plan employed continuous and rigorous public engagement throughout the planning process; and

WHEREAS, the Newport Transportation Plan puts forth recommendations which will support economic development, mitigate community health concerns, improve the multimodal transportation network, preserve community character, and, generally, improve the multimodal network for current transit services and future train service;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby endorse the final report and recommendations of the Newport Transportation Plan.

1/14/2021

Date:



John Sisson, Chairperson
Wilmington Area Planning Council

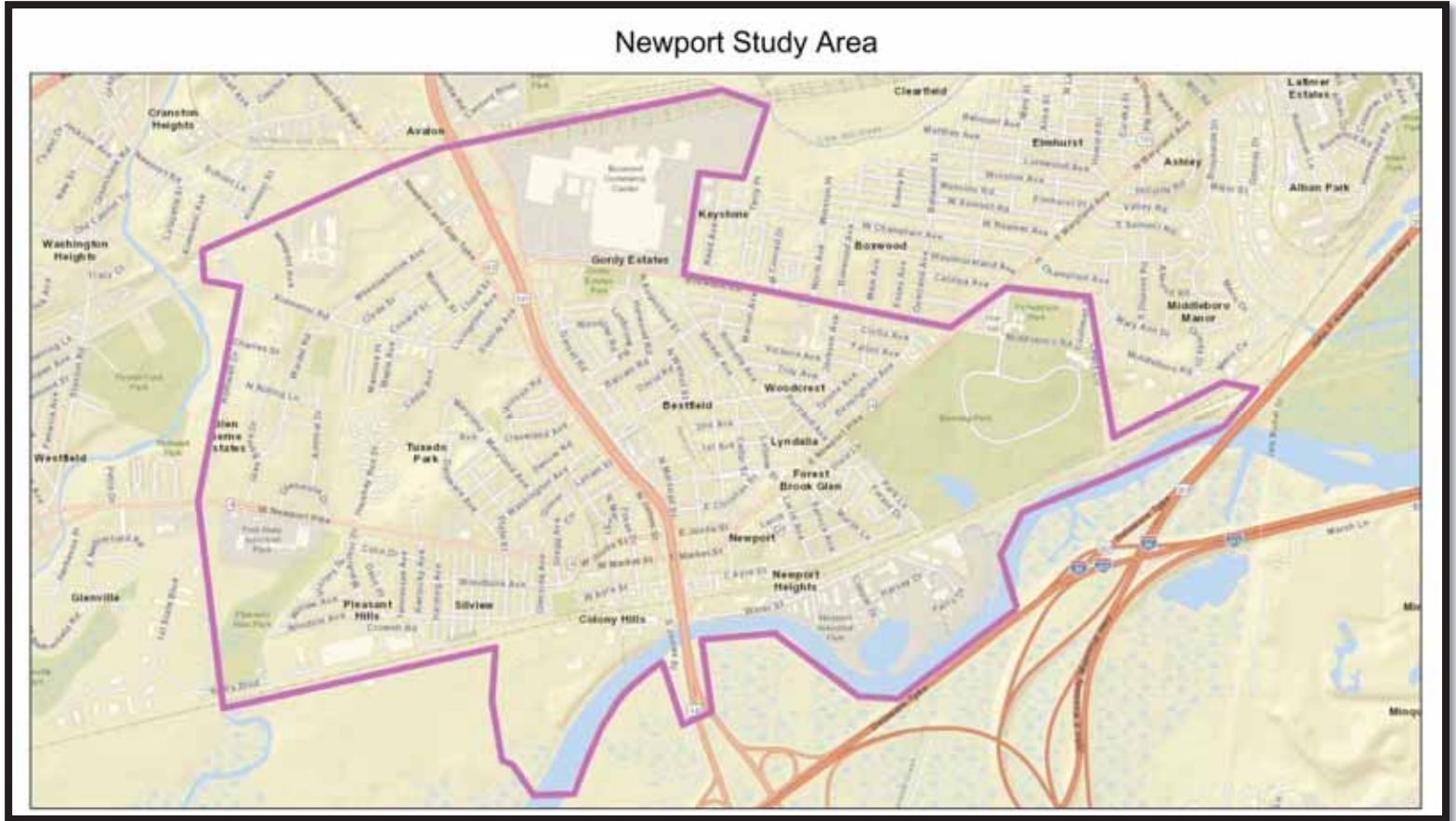


Partners with you in transportation planning

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1. Location Map



2. Executive Summary

The Newport Transportation Plan is a joint effort between the Town of Newport, Wilmington Area Planning Council (WILMAPCO), Delaware Department of Transportation (DelDOT), and the Delaware Transit Corporation (DTC) to examine the impacts that new development will have on Newport and the surrounding area. This study analyzed the challenges, concerns, and opportunities available to create a more walkable, bikeable, and transit friendly town. The study area includes the Newport Town Limits, as well as, surrounding areas in New Castle County that are within a 15- to 20- minute walk from Downtown Newport.

The main goals of the study as outlined by WILMAPCO include:

1. Assess the transportation network in Newport and surrounding areas of New Castle County to develop recommendations to improve its multi-modal capacity. Newport is striving to become a more walkable, bikeable town.
2. Determine the impacts that freight movements to and from the new Boxwood Road Facility will have on the Town and surrounding area.

3. Assess the benefits of re-opening the Newport Train Station to commuter rail service and update the data developed by the *2013 Feasibility Study*.

The Newport Transportation Plan developed a purpose and need statement, which centered around improving the bicycle and pedestrian infrastructure while determining the needs and improvements necessary for transit to result in a more multi-modal, transit-oriented community. The study reviewed existing conditions throughout the study area and developed a series of needs, community requests, and barriers or impediments that are currently inhibiting pedestrian, bicycle, and transit usage.

The result of the study includes approximately 25 recommendations that identify a variety of solutions to various issues throughout the study area related to:

- Bicycle and pedestrian connectivity through the use of new or improved shared-use paths and sidewalks; connectivity in areas where gaps occur; improved routes for safer crossings of streets and intersections
- Bus shelter recommendations
- Bus route extensions or route changes to create more direct access to popular destinations such as Prices Corner, Barley Mill, and the University of Delaware/STAR Campus
- Reopening the Newport Train Station, including ADA compliant sidewalks and connections from Downtown Newport to the Train Station
- Parking under SR 141 for the Train Station and new re-development in Downtown Newport
- Improved connectivity and pedestrian infrastructure adjacent to all the schools within the study area including Conrad Schools of Science, Delaware Military Academy, Delcastle High School, Richardson Park Learning Center and Richie Elementary
- Improved connectivity and access to Powell Ford Park, Banning Park and Ella Johnson Park; these connections also provide broader expanses of connectivity that enable numerous residential communities to be linked to each other, schools, and employment centers while using predominantly lower-stress, lower-volume routes
- Connectivity between Downtown Newport and the Boxwood Road logistics facility for bicycles, pedestrians, and transit riders through a shared-use path between the two, as well as a recommended extension of current Bus Route 9

These recommendations are also consistent with a Complete Communities Enterprise District (CCED). Given the increased growth and development slated to occur in Newport in conjunction with the Town's commitment to creating a more walkable, bikeable, transit-friendly community, the Town of Newport could be a prime investment for a CCED.

The recommendations in the Newport Transportation Plan work together to create a multi-modal town capable of handling new growth with less impact to the existing transportation network. The recommendations provide a location for a healthy, active lifestyle where community members can live, work, and play within the Town.

3. Project Purpose and Need

The Town of Newport, the Wilmington Area Planning Council (WILMAPCO), Delaware Department of Transportation (DelDOT) and the Delaware Transit Corporation (DTC) conducted the Newport Transportation Plan to examine the impacts new development will have on the Town, and the surrounding area, including how those impacts will affect future growth. Additionally, the study considered 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 Plan is to create a walkable, transit-friendly Town by developing and enhancing existing, multi-modal transportation throughout the study area.

3. Project Description

The Newport Transportation Plan encompasses the Town of Newport, as well as, surrounding portions of New Castle County, Delaware. The study area includes Boxwood Road to the north; the Christina River to the south; S. DuPont Road to the east; and Rothwell Drive to the west.

The Town of Newport is on the verge of a large redevelopment plan for the Downtown core. In an effort to be proactive with this growth and to respond to growth initiatives as it pertains to transportation the Town of Newport reached out to WILMAPCO for assistance in creating a more walkable, bikeable, and transit friendly Town. This effort will ensure that growth and development occur without sacrificing the transportation network, which is currently operating well. The mission of this redevelopment is to create a place where people live, work and play, allowing Newport to become a prime destination for the creation of retail, dining, and residential areas. With that growth comes a responsibility to plan for the trips it generates, and the impacts of those trips to the traffic volumes, delays, and capacity especially considering roadways within the Town often carry overflow traffic from the numerous interstates and regional highways adjacent to the Town. Community concerns stemming from the overflow traffic and potential nearby development are increasing with reference to traffic congestion and delays. By forging into the development with pedestrian, bicycle, and transit improvements the Town could potentially mitigate some of this increased traffic by encouraging non-vehicular transportation movements through bicycle, pedestrian, and transit infrastructure improvements.

This study analyzed the potential growth of the Town and the surrounding communities. Existing conditions were analyzed for current challenges, opportunities, and concerns. Potential challenges and concerns derived from future growth were also included and evaluated. Project Alternatives were developed and evaluated in a holistic approach covering the entire study area, and recommended improvements were developed to address a wide variety of concerns including:

- Bicycle and Pedestrian
- Transit (Bus)
- Train Station
- Parking
- Freight

With a goal of providing some level of improvements sooner rather than later, improvements were developed as short term/low cost, mid-term/moderate costs, and long term/high cost recommendations. This approach allows for lower cost improvements to be implemented while funding for more costly improvements is secured.

Bicycle and Pedestrian facilities were analyzed, and improvements were suggested to address:

- Gaps in current infrastructure
- Connectivity between current and future infrastructure
- Adding to or reconfiguring areas that lacked infrastructure altogether

Bus Routes were evaluated for ridership and warrants for bus shelters, bus stop amenities, and origins/destinations. The 2013 Feasibility Study for a new SEPTA Train Station was also reviewed and elements that are still applicable were carried over into this study and/or revised for today's standards. Parking for the Train Station and within Downtown Newport was also analyzed for locations for additional ridership parking and/or an improved use of the Downtown streets to reach the goal of a walkable community while preserving parking. Freight was analyzed within the study area and one particular area of interest behind First State Plaza was considered a priority for the residents of the adjacent neighborhood looking for assistance in removing large trucks from their residential community streets.

4. Existing Conditions

Together WILMAPCO and Century Engineering collected existing conditions and data to be used throughout the analysis of the study. WILMAPCO provided bicycle data including bicycle Level of Traffic Stress (LTS) mapping, as well as crash data for 2015 through 2018. WILMAPCO provided traffic volumes including turning movement counts for Justis Street and James Street, Market Street and James Street, Market Street and Marshall Street, as well as, Marshall Street and Justis Street. WILMAPCO provided transit ridership data, as well as a warrant analysis for bus shelter needs. Pedestrian volumes were also provided for several intersections within Downtown Newport. GIS data such as zoning, Newport's boundary, sidewalk inventory, and protected lands within the study area were also provided.

The Newport Transportation Plan includes a diverse study area that encompasses Downtown Newport and its surrounding areas to the north up to and including the new Boxwood Facility along Boxwood Road (previously General Motors). The study area includes various types of communities, land uses, and zoning including industrial, commercial, and residential. The study area also includes several schools including Conrad Schools of Science, Richardson Park Learning Center, Richie Elementary School, Delaware Military Academy, and Delcastle Technical High School.

The study area boundary, shown on the Location Map, is comprised of the Newport Town limits with a 2010 Census population of 1,055 and was expanded to include the areas within a fifteen-minute walk of the Downtown area, which encompasses the bulk of the Newport municipal area, as well as parts of adjacent New Castle County. The study area boundary also includes the former General Motors Plant on Boxwood Road and the proposed Newport River Trail along the Christina Waterfront. The study area includes three state routes: SR 4, SR 141, and SR 62. SR 141 and SR 4 are part of the National Highway System (NHS). NHS is a network of strategic highways within the US serving major airports, ports, rail or truck terminals, railway stations, pipeline terminals and other strategic transport facilities. The remaining

roads are local state roads and municipally maintained roads. Portions of SR 141 are elevated through Newport and there is a grade separated interchange at SR 4. SR 4 and SR 141 are both Principal Arterials and SR 62, Boxwood Road, is a Minor Arterial. All the state routes have highway lighting with the exception of the area adjacent to the former General Motors Plant. The study area consists of six bridges along SR 141 including Bridge 527 at Boxwood Road. Bridge 668 is located along James Street and Bridge 159 is a movable-bascule bridge over the Christina River. SR 141, SR 4, and W. Justis Street are primary evacuation routes for Wilmington's Hurricane Preparedness Plan.

The Town completed a streetscape project in 2008 which improved sidewalks, lighting, signing, and landscaping elements to improve the pedestrian access near retail areas. DeIDOT is currently in the final design phase for the replacement of Bridge 159, which will include improved pedestrian facilities.

The study area is comprised of a vast network of residential roads with a low level of bicycle stress (based on DeIDOT's Bicycle Level of Stress Analysis and Mapping). Intersections along State Routes, such as SR 4 and SR 62, have a higher level of bicycle stress, due to higher traffic volumes, higher speeds, and less formal accommodations such as bicycle lanes. In some areas, SR 141 acts as a multimodal barrier blocking certain areas from others for those wishing to use modes other than vehicles.

The study area includes the site of the former Newport Train Station shown in Figure 1, constructed in 1908, and will include an assessment on the feasibility of re-opening the Station. The potential Train Station is located along an existing rail line that is part of the Northeast Corridor that parallels E. Ayre Street and Water Street. It is shared by AMTRAK, SEPTA, and Norfolk Southern. Based on the *Newport Train Station Feasibility Study* (2013) several concepts will be further studied including:

- Grade separated pedestrian crossings
- Land for parking - potentially State-owned land, right of way may be minimal
- Transit Oriented Demand (TOD) - land near the Train Station may be available
- Track location to continue supporting freight movements
- Train station infrastructure as the original train station no longer remains

DART provides two main bus routes in the area. Bus Route 5 travels along SR 4 and Bus Route 9 travels along Boxwood Road. These routes provide good connections between the City of Wilmington and Christiana Mall, but there is no direct connection from Downtown Newport to the University of Delaware/STAR Campus and there is no direct connection from Downtown to Prices Corner.



Figure 1 - Newport Train Station (Photo Courtesy Hagley Museum Archives)

The existing conditions data gathering phase was completed with a Community Visioning Workshop held on January 27, 2020 (Public Workshop #1) that described to the community the purpose of the study, what topics would be analyzed, and included a roundtable discussion for each topic. Maps were placed on each table and the attendees were seated in small groups at different tables with the maps. Each study topic was discussed separately including the size of the study area itself, which was enlarged after the Workshop to include comments received, types of development and growth, pedestrian & bicycle infrastructure, SEPTA Train Station, freight movement, and parking. The first important recommendation from the community was to expand the study area from its previous, smaller footprint to the larger area shown on the study Location Map on page 3.

5. Environmental, Flooding and Stormwater

The study area is primarily a built environment in an urban/sub urban setting. This limits the potential for environmental resources; however, some are present within the study area.

Parks

There are seven parks in the study area:

- Banning Park
- Westview Park on Cleveland Avenue
- Absalom Jones Community Center
- Ella Johnson Memorial Park
- Christina River Access Area
- Newport Skate Park
- Powell Ford Park

Although not an official park, the Newport River Trail extends along the southern boundary of the study area. One of the recommendations of this study is to provide a connection from the intersection of S James Street and E Water Street under SR 141 and connect with to the proposed trailhead for the Newport River Trail at S. James Street and Water Street.

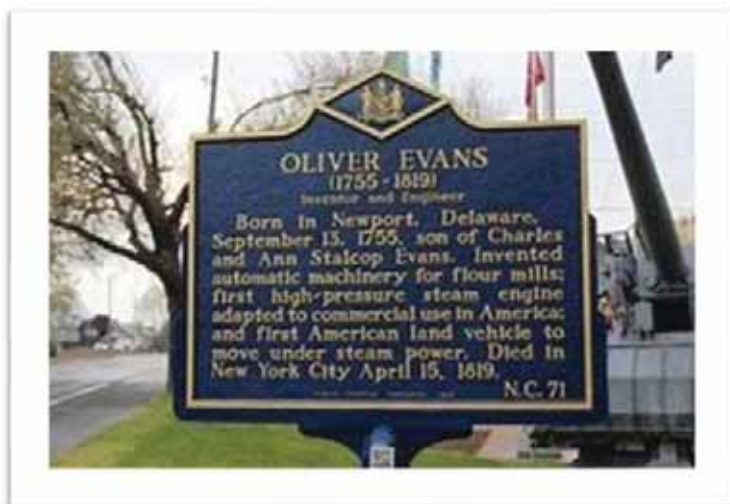
Any impact to or use of these parks, or the River Trail as a result of any of the proposed recommendations will require coordination with FHWA to satisfy Section 4(f) and possibly Section 6(f). Additionally, coordination with the Army Corps of Engineers, DNREC and New Castle County will be required to ensure all necessary permits, including wetlands, RTE Species, and floodplains are secured.

Cultural Resources

There are three National Register listed resources located within the study area.

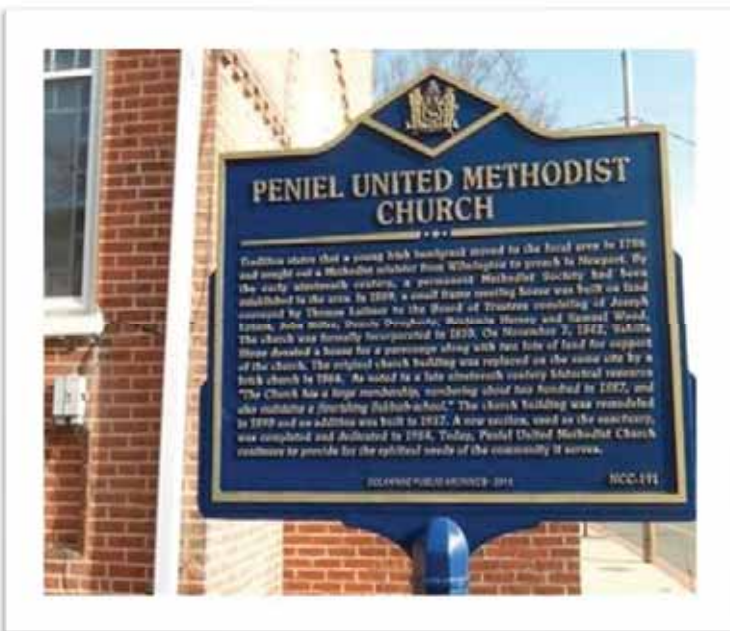
- A. Washington-Rochambeau Route and Encampment Site

Portions of this route which extended from Newport, Rhode Island to Yorktown, Virginia pass through the study area. Along this route is the National Register listed Rochambeau Encampment Site located off SR 4 (W Newport Pike) between Hershey Run Drive and Glenmore Drive. On September 6th and 7th, 1781 the PA Second Division of the French Army, coming from Chester, PA, camped at this site. On August 29th and 30th, 1782, the MD First Division of Army camped there. Finally, on August 29 and 30th the PA Second Division camped there again returning from Elkton, MD.



B. Oliver Evans Homesite

The former Oliver Evans House was located along S John Street, between W Ayre Street and W Market Street. Today, a National Register marker identifies the homestead's location of Oliver Evans, who invented automatic machinery for flour mills, the first high pressure steam engine for commercial use and the first American land vehicle to move under steam power.

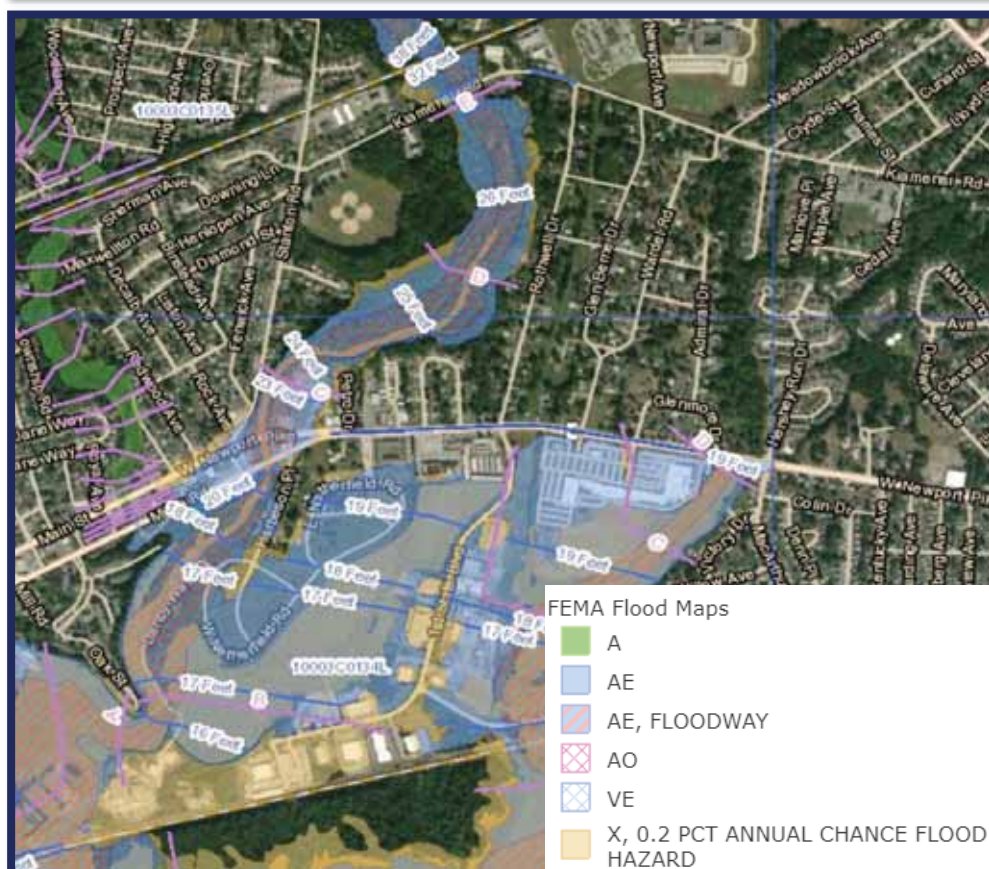
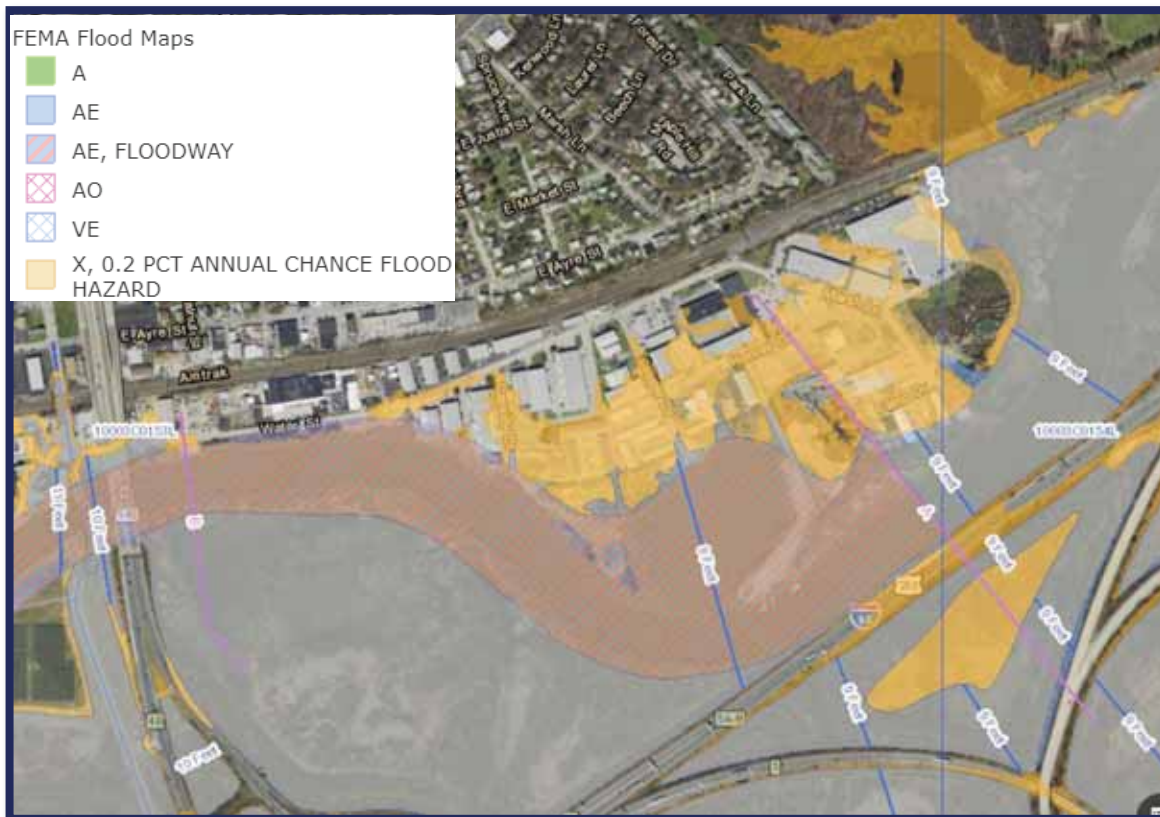


C. Peniel United Methodist Church

Located at the intersection of E Market Street and N Marshall Street, the Peniel United Methodist Church is a National Register listed resource.

Flooding and Stormwater

Within the study area there are scattered low-lying and flood-prone locations shown in the maps below. Any recommended improvements within these areas, such as the recommended connection to the Newport River Trail, will need to be developed with resiliency to ensure sustainability. Additionally, coordination with the Army Corps of Engineers, DNREC, and New Castle County will be required before any improvements are constructed in the areas.



6. Recommendations

Throughout the study area, various recommendations have been prepared as a result of opportunities, challenges, concerns, and requests revealed through various Advisory Committee Meetings, Public Workshops, and existing conditions analyses. Recommendations are categorized as low, medium, and high cost.

Low Cost/Short Term Improvements are lower cost (up to \$250,000) easily implementable recommendations that can be performed within three years. These smaller projects do not individually meet all the goals of the study's Purpose and Need, but they do help temporarily remedy some of the Town's concerns. These improvements can be implemented while funding is being sought for the larger projects or design for the larger projects is occurring. These projects can usually be implemented by the Town, New Castle County, DelDOT's Pave & Rehab or Traffic sections, or other smaller entities that have available funding.

Medium Cost/Mid-Term Improvements are between the lower cost and higher cost improvements (\$250,000 - \$1,000,000). These improvement projects usually occur three to eight years out from the study. These projects typically go through a capital prioritization program, such as through WILMAPCO or DelDOT, and have a multitude of funding options from local to federal funding. Typically they are funded through DelDOT's 6-year Capital Transportation Program (CTP), WILMAPCO's Transportation Improvement Program (TIP), and DTC's 5-year Business Plan.

Larger, long term projects generally occur beyond year eight and require the highest costs (over \$1,000,000). These projects are placed in WILMAPCO's Regional Transportation Plan (RTP). The RTP identifies our region's long-term transportation needs and the projects and activities that address them. The RTP extends at least two decades and must be financially reasonable (based on anticipated revenues) while meeting air quality standards. The projects in the Plan are divided into the Constrained List (projects that are funded in the CTP) and the Aspirations List (projects which are not yet funded). Only transportation projects found in the RTP, are eligible for federal funding. It is a living plan, subject to continual revision (at least every four years) and a tool for informed transportation and policy decisions.

Century Engineering prepared a Planning and Environmental Linkage (PEL) Study process for the Newport Transportation Study which resulted in a PEL Report documenting the process and recommendations. The process can be divided into three phases. The first phase was the data gathering phase where existing conditions were collected and reviewed. The second phase utilized the existing conditions and community feedback gathered in the Visioning Workshop to analyze the opportunities, challenges, concerns, and goals of the project. Potential recommendations were developed, analyzed, and documented to be discussed with the Advisory Committee and the community. Results from these engagements were positive and the recommendations were slightly revised. The third phase of the process analyzed funding sources, prioritization and applying costs to determine categories of low, moderate, and high-cost recommendations, as well as, short, mid and long-term recommendations.

The recommendations from the study are summarized below on the summary map followed by a description of each recommendation. The numbers associated with each recommendation correspond

to the numbers shown on the map, which are consistent (where possible) with the mapping and numbers presented to the community in the recent public workshop. These numbers do not signify prioritization.

NEWPORT TRANSPORTATION STUDY

TTT CENTURY
ENGINEERING



- IMPROVEMENTS**
- 1 TRUCK REDIRECTION
 - 2 PEDESTRIAN IMPROVEMENTS
 - 3 LATIMER PLACE CONNECTIVITY
 - 4 PEDESTRIAN CONNECTIVITY
 - 5 PEDESTRIAN IMPROVEMENTS
 - 6 PEDESTRIAN IMPROVEMENTS/CROSSWALKS
 - 7 PEDESTRIAN IMPROVEMENTS
 - 8 PARK/SCHOOL CONNECTIVITY
 - 9 PARK CONNECTIVITY
 - 10 SCHOOL/PARK CONNECTIVITY
 - 11 PARK CONNECTIVITY
 - 12 PARK CONNECTIVITY
 - 13 BIKE/PEDESTRIAN CONNECTIVITY
 - 14 PEDESTRIAN/RESIDENTIAL CONNECTIVITY
 - 15 FUTURE TRAIN STATION BOONDOGS CONNECTION
 - 16 PEDESTRIAN IMPROVEMENTS
 - 17 BATTERY SIGNS
 - 18 PEDESTRIAN CONNECTIVITY
 - 19 CONNECTION TO FUTURE JACK MARSHALL TRAIL
 - 20 FUTURE TRAIN STATION CONNECTION PLUS POTENTIAL AMENITIES



A. Downtown Newport



14. Shared-Use Connection Adjacent to Ella Johnson Park

Low Cost- \$150,000 - Short/Mid-Term Timeframe

Old Farm Lane, adjacent to and east of Ella Johnson Park, extends from just north of the train tracks, to W Ayre Street where it terminates. The proposed bicycle and pedestrian improvement would extend Old Farm Lane from W Ayre Street approximately 300 feet north, with a 10-foot-wide path to Woodbine Avenue. This proposed improvement would provide an improved connection from the residential areas to the west/north-west of Ella Johnson Park to Downtown Newport via Ayre Street, providing improved connectivity from these residential areas to the center of growth, development, retail, dining, and transit stops. Coordination with the appropriate regulatory agencies, including SHPO and FHWA for Section 106 and Section 4(f) respectively, will be required to determine permit requirements if construction impacts the Park.

14. Sidewalk / Curb Improvements on Downtown Roads

Moderate/High Cost - \$2,480,000 – Mid/Long Term Timeframe (improvements can be phased while securing funding for future phases)

Sidewalks and curb improvements are proposed along the following Downtown roads: W Ayre Street from Old Farm Lane to S James Street; S Mary Street from W Market Street to W Ayre Street; S John Street from W Market Street to W Ayre Street; and S James Street from W Market Street to E Water Street. Currently residents park their vehicles on the sidewalks and pedestrian pathways. This results in pedestrians walking in the street, but provides a wider roadway for vehicles to easily pass each other in a two-way traffic direction. These sidewalk and curb

improvements would result in cars not having the ability to park on the sidewalk to preserve that area for pedestrians. The total length of these improvements is approximately 3,100 feet and could be comprised of five-foot sidewalks on both sides of roads or one 10-foot path on one side of the road. Improvements can be phased for funding purposes. These improvements will provide improved accessibility and connectivity for pedestrians in Newport's Downtown core. A separate more localized study for this residential area is recommended to vet alternatives for this improvement with the residential community specifically affected by these potential changes.

16. Intersection Improvements Near SR 141

Moderate Cost - \$390,000 – Mid-Term Timeframe (improvements can be phased while securing funding for future phases)

Intersection improvements are proposed at the following intersections: S James Street and W Market Street; and S James Street and the SR 141 on-ramp. The total length of these improvements is approximately 300 feet. These improvements would enhance the walkability of this area and improve safety at crossings by improving visibility of pedestrians.

18. Connection Under SR 141

Moderate Cost - \$400,000 – Mid-Term Timeframe

This improvement entails providing a 10-foot wide pedestrian connection under SR 141 from E Ayre Street to E Market Street. This improvement is approximately 500 feet in length and may require right-of-way (ROW) from the Skate and BMX Park under SR 141. It would provide connectivity from existing sidewalks adjacent to the Peniel United Methodist Church to E Ayre Street under SR 141. Studies are on-going to determine the feasibility of providing parking under SR 141 in this area. This connection would benefit from lighting along the walkway given the land use this walkway would serve.

19. Connection to Newport River Trail

Low Cost - \$240,000 – Short/Mid-Term Timeframe

This improvement would be located at the intersection of S James Street and E Water Street and connect with the proposed trailhead for the Newport River Trail located on the south side of Water Street at S James Street. This ADA compliant connection to the Newport River Trail would ultimately connect Newport to the City of Wilmington. Attractions such as the Wilmington Riverfront and business district would be more accessible for bicycles and pedestrians.

The General Assembly provided Bond Bill funding to DNREC to advance the design of the Newport River Trail, which is separate from this study. DNREC and New Castle County reached an agreement for the County to administer this funding. It is anticipated that a concept design will

begin in early 2021. Details of final design and construction, including funding, schedule, lead agency, etc. have not yet been determined.

20. Connection to Train Station

Moderate Cost - \$400,000 - Mid-Term Timeframe

This improvement is proposed to provide an improved connection between the new Train Station along S James Street and E Water Street south of the tracks to the proposed five-foot wide sidewalks along S James Street. This recommendation also includes improved lighting for the James Street underpass. It would provide bicycle and pedestrian access to and from the new Train Station to Downtown Newport. This recommendation facilitates improved walking and cycling in the Downtown area moving pedestrians and bicyclists between the business growth area, parking and the Train Station.

B. Gateway/Wayfinding Signs

Low Cost - \$40,000 – Short Term Timeframe

The purpose of this improvement is to facilitate pedestrian movement in Downtown Newport to local destinations including services, restaurants, historic sites, parks, recreation areas, etc. A separate study will be required to determine the exact placement of these signs but, for the purposes of this analysis it is assumed that 30 signs will be required. The study would also determine a branding of the signs to fit in with the character of the Town.



C. Pedestrian Connectivity Downtown Newport to Boxwood Road

15. Shared-Use Path along Marshall Street/N. James Street/Newport Gap Pike

High Cost - \$2,640,000 – Long Term Timeframe

This improvement involves a shared-use path along Marshall Street from Market Street to Boxwood Road. This path extends 5,280 feet and will need to be analyzed to determine if a 10-foot wide path or 5-foot wide sidewalks can be accommodated based on utility information, right-of-way and parking. This improvement would provide the completion of a gap in infrastructure linking the new employment center at Boxwood Road (previously General Motors) with Downtown Newport. Further improving Newport's ability to provide a walkable, bikeable, transit friendly

location, this link would provide a path connection to commute by train into Downtown Newport and continue to the Boxwood Facility on foot or bicycle. This would provide an alternative for those who do not want to disembark from the train and take a bus.

D. First State Plaza

1. Truck Redirection Within Industrial Area South of Windsor Avenue



Moderate Cost - \$500,000 – Mid/Long Term Timeframe

This improvement would extend Crowell Road to the west through the parking areas of PEMCO, Twinco, and United Refrigeration for approximately 2,000 feet with a 22-foot wide road sufficient for large truck traffic. This improvement would encourage trucks to use this new road to

access Sears Boulevard to First State Boulevard which reaches SR 4 at a signalized intersection rather than traveling through the residential areas of Pleasant Hills Park and Denn Place. This effort is currently in progress with DelDOT and local legislators.

4. Connection into First State Plaza



Moderate Cost - \$500,000 – Mid-Term Timeframe

Parkview Drive in the Pleasant Hills Park residential area currently ends at a wooded area between two residences. This improvement includes connecting Parkview Drive with First State Plaza with a 10-foot wide multi-use path completing a gap in pedestrian and bicycle facilities between

First State Plaza and Pleasant Hills Park/Denn Place. This recommendation would provide the residential communities with a path to First State Plaza without utilizing a vehicle. Coordination with the appropriate regulatory agencies will be required to determine if, and what type of permits are required to construct through the wooded area.

E. Crossing Maryland Avenue

3. Extension of Latimers Place



Low Cost - \$16,000 – Short Term Timeframe

Latimers Place, between Richardson Park Learning Center, Maryland Avenue and Boxwood Road Shopping Center ends before connecting with the existing sidewalk along SR 4 (S Maryland Avenue) and Grier Avenue. This improvement extends Latimers Place approximately 20 feet, with a 10-foot wide multi-use path to complete the connection with S Maryland Avenue and Grier Avenue. This improvement leads pedestrians and bicyclists to a signalized crossing with crosswalks at Maryland Avenue and Grier Avenue. It provides a safer crossing,

ultimately linking the residential areas along Middleboro Road and S. Dupont Road with lower stress, lower volume residential roadways west to Conrad Schools of Science and the Boxwood Facility, while avoiding the Maryland Avenue/Boxwood Road intersection.

F. Along Boxwood Road



2. Shared-Use Path Adjacent to Boxwood Logistics Center

Moderate/High Cost - \$900,000 – Mid-Term Timeframe

This improvement involves a shared-use path along the north side of Boxwood Road, from Centerville Road to N Augustine Street which intersects on the south side of Boxwood Road. This path extends approximately 1,800 feet and is 10-feet wide. This recommendation is under consideration by the developers of the Boxwood Facility for inclusion in their plans.

5. Shared-Use Path from N Augustine Street to Birmingham Avenue

High Cost - \$2,000,000 – Long Term Timeframe

This improvement involves a shared-use path along the south side of Boxwood Road, from N Augustine Street to Birmingham Avenue. This path extends approximately 4,000 feet and is 10-feet wide. It will provide improved bicycle and pedestrian access for the residential community, Boxwood Facility, and Conrad Schools of Science.

6. Crosswalk Striping Boxwood Road and Intersecting Roads

Medium Cost - \$300,000 – Mid Term Timeframe

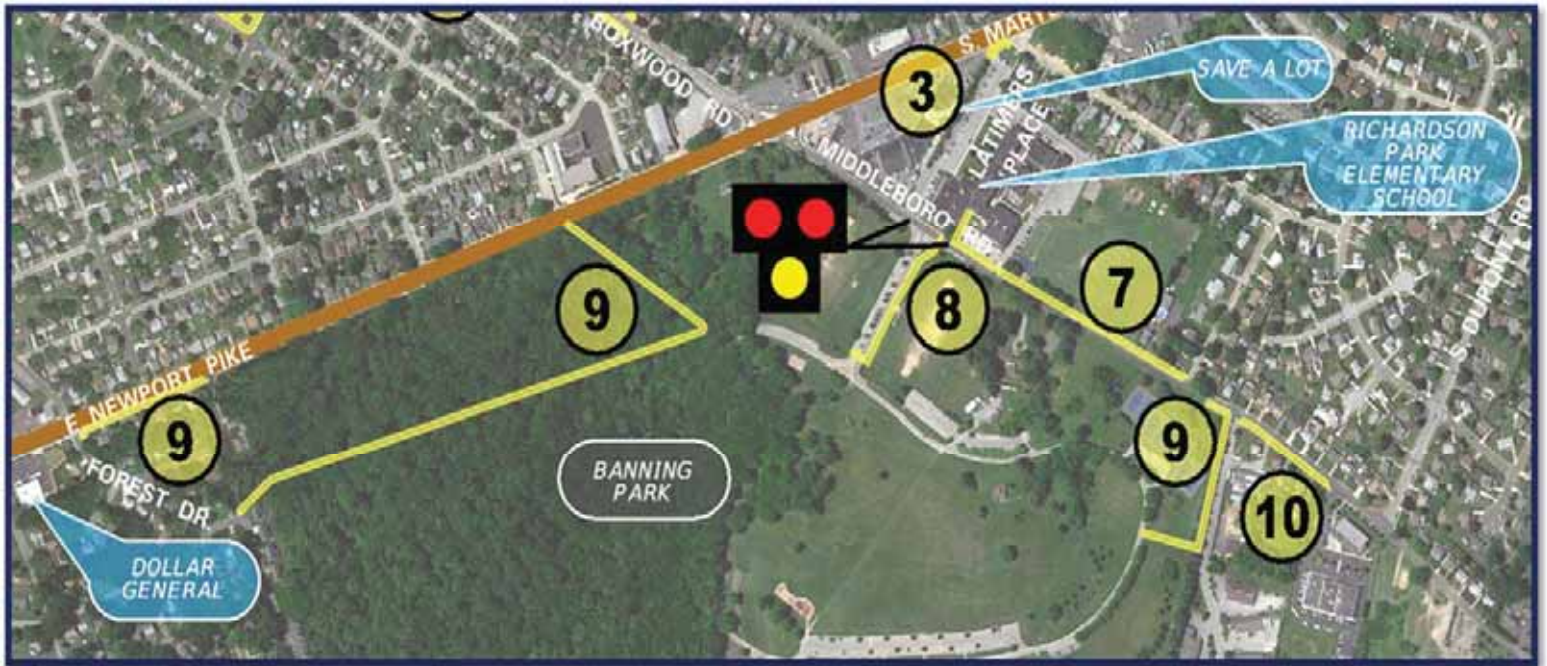
This recommendation improves the crosswalks along Boxwood Road. This recommendation includes refreshing crosswalks on the minor road approach at unsignalized intersections and refreshing crosswalks on the minor and major approaches at signalized intersections. This recommendation includes improving the pedestrian signals and curb ramps. This will provide an ADA compliant more visible crossings at each intersection to improve safety for pedestrians.

8. Shared-Use Path Around Conrad School of Sciences

High Cost - \$1,500,000 – Mid/Long Term Timeframe

This improvement involves a shared-use path around the entire perimeter of Conrad School of Sciences. The total length of this improvement is approximately 3,000 feet and is 10-feet wide. While the residential area roadways near Conrad are relatively low stress and low volume, as students or staff approach the school conflicts with vehicles increase as there is no sidewalk along Victoria Avenue or Marion Place. This path will provide a safer alternative to walking or cycling in the street. This improvement also includes a bicycle parking pad in front of the school adjacent to the shared-use path. From field assessments this infrastructure can be added to the perimeter without affecting the ball fields or perimeter fence of the school.

G. Middleboro Road Improvements



7. Sidewalk/Shared-Use Path Adjacent to Richardson Park Elementary School

Moderate Cost - \$600,000 – Mid-Term Timeframe

This improvement involves pedestrian improvements along Middleboro Road from Cushman Road to the entrance to Richardson Park Learning Center. This improvement extends approximately 1,200 feet and could be comprised of two, 5-foot sidewalks on both sides of Middleboro Road or one 10-foot shared-use path on the north side of Middleboro Road. It will provide improved access to the residential area to the east of Richardson Park Learning Center and Banning Park.

8. Improvement for Crossing Middleboro Road at Richardson Park Learning Center

Moderate Cost - \$500,000 – Short Term Timeframe

There is currently no signalized infrastructure in place such as a traffic signal, rapid flash rectangular beacon (RRFB), or HAWK signal to assist in crossing staff and students from the school to Banning Park. A traffic signal study is recommended at Middleboro Road at the entrance to Banning Park. This will improve the pedestrian crossing safety for school children from Richardson Park Learning Center. This recommendation will require a traffic study to determine the best solution for this crossing and to determine signal warrants.

10. Shared-Use Path to Delaware Military Academy

Low Cost - \$212,500 – Short Term/Mid-Term Timeframe

This improvement involves a ten-foot wide shared-use path along the south side of Middleboro Road from the driveway into Delaware Military Academy to Lewis Circle. This improvement will extend for approximately 425 feet. It will improve access into Banning Park for students from Delaware Military Academy, as well as for the residents along the south side of Middleboro Road between the school and Lewis Circle.

H. Banning Park Improvements

Three separate paths are recommended. They could be completed as one project or phased as separate projects. These recommendations have been shared with New Castle County's Department of Parks and they are reviewing/considering these recommendations in future work.

8. Eastern Shared-Use Path into Banning Park

Low Cost - \$275,000 – Short/Mid-Term Timeframe

This improvement involves a shared-use path along Lewis Circle. This ten-foot wide path will extend for approximately 550 feet and would tie into the existing circular Park trail. It will improve access to Banning Park particularly for residents north of Middleboro Road and east of Richardson Park Elementary School. Coordination with the appropriate regulatory agencies, including SHPO and FHWA for Section 106 and Section 4(f) respectively, will be required to determine if, and what, type of permits are required if construction impacts the Park.

9. Shared-Use Path into Banning Park

Moderate Cost \$325,000 – Mid-Term Timeframe

This improvement involves a shared-use path from E Newport Pike, across from Fallon Avenue, through a wooded area, into Banning Park. This ten-foot wide path will extend for approximately 650 feet. It will create a new access point into Banning Park particularly for the residents on the north side of E Newport Pike, as well as for school children from St. Matthew's Catholic Church. The path exits the Park at a signalized intersection along SR 4, which provides a safe crossing/entrance into the Park from the residential community to the west. Coordination with the appropriate regulatory agencies, including SHPO and FHWA for Section 106 and Section 4(f) respectively, will be required to determine if permits are required if construction impacts the Park.

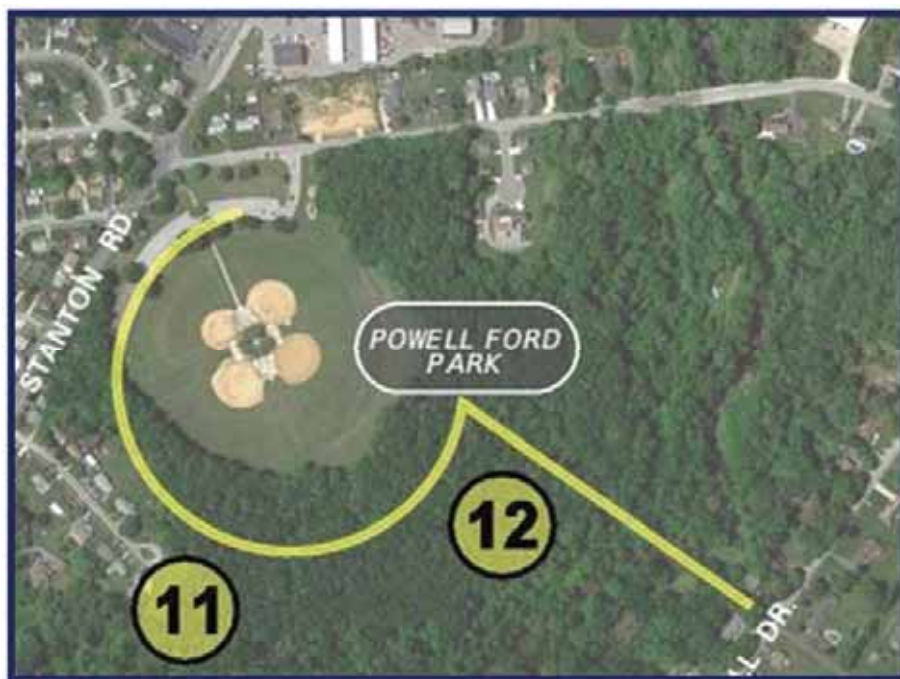
9. Western Shared-Use Path into Banning Park

High Cost – 1,150, 000 – Long Term Timeframe

This improvement involves a shared-use path from Glenhaven Lane, through a wooded area, into Banning Park. This ten-foot wide path would extend for approximately 2,300 feet. It will create a new access point into Banning Park, particularly for the residents to the west of the Park along Glenhaven Lane, Park Lane, Forest Drive and other residents in that area. This would formalize well-worn paths currently in place that are often used by the residents but are not paved or formalized in the Park plan. Coordination with the appropriate regulatory agencies, including SHPO and FHWA for Section 106 and Section 4(f) respectively, will be required to determine if, and what, type of permits are required if construction impacts the Park.

I. Powell Ford Park Improvements

11. Share Use Path Connection from Stanton Road



High Cost - \$2,640,000 – Long Term Timeframe

This improvement involves a new circular shared-use path around the perimeter of Powell Ford Park from the entrance off Stanton Road. This path will extend for 5,280 feet and will be 10-feet wide. It is proposed to tie into another path from Rothwell Drive. This would formalize well-worn paths currently in place that are often used by the residents, but are not paved or formalized in the Park plan. Coordination with the appropriate regulatory agencies, including SHPO and

FHWA for Section 106 and Section 4(f) respectively, will be required to determine the type of permits required if construction impacts the Park.

12. Shared-use Path from Rothwell Drive

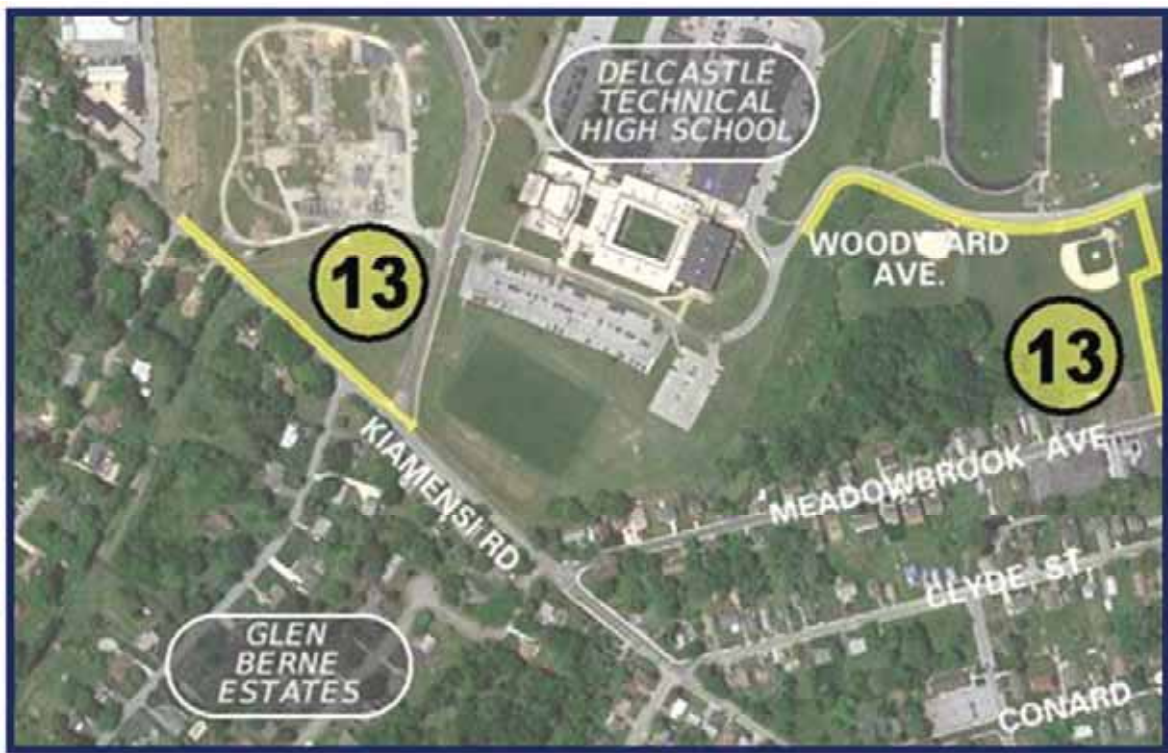
Moderate Cost - \$500,000 – Mid-Term/Long Term Timeframe

This improvement involves a shared-use path off Rothwell Drive at Riding Lane. This path extends approximately 1,000 feet and is 10-feet wide. It will provide a new access point into Powell Ford

Park particularly for residents along, and to the east of, Rothwell Drive. Coordination with the appropriate regulatory agencies, including SHPO and FHWA for Section 106 and Section 4(f) respectively, will be required to determine the type of permits that are required if construction impacts the Park.

This connection would provide connectivity from Bus Route #5 along SR 4 and Powell Ford Park. Rothwell Drive does not require any modifications for this improved connectivity as it is already low stress, low volume, and low speed.

J. Pedestrian Connectivity Kiamensi Road/Delcastle High School



13. Kiamensi Road Shared-Use Path

Moderate Cost - \$400,000 – Mid-Term Timeframe

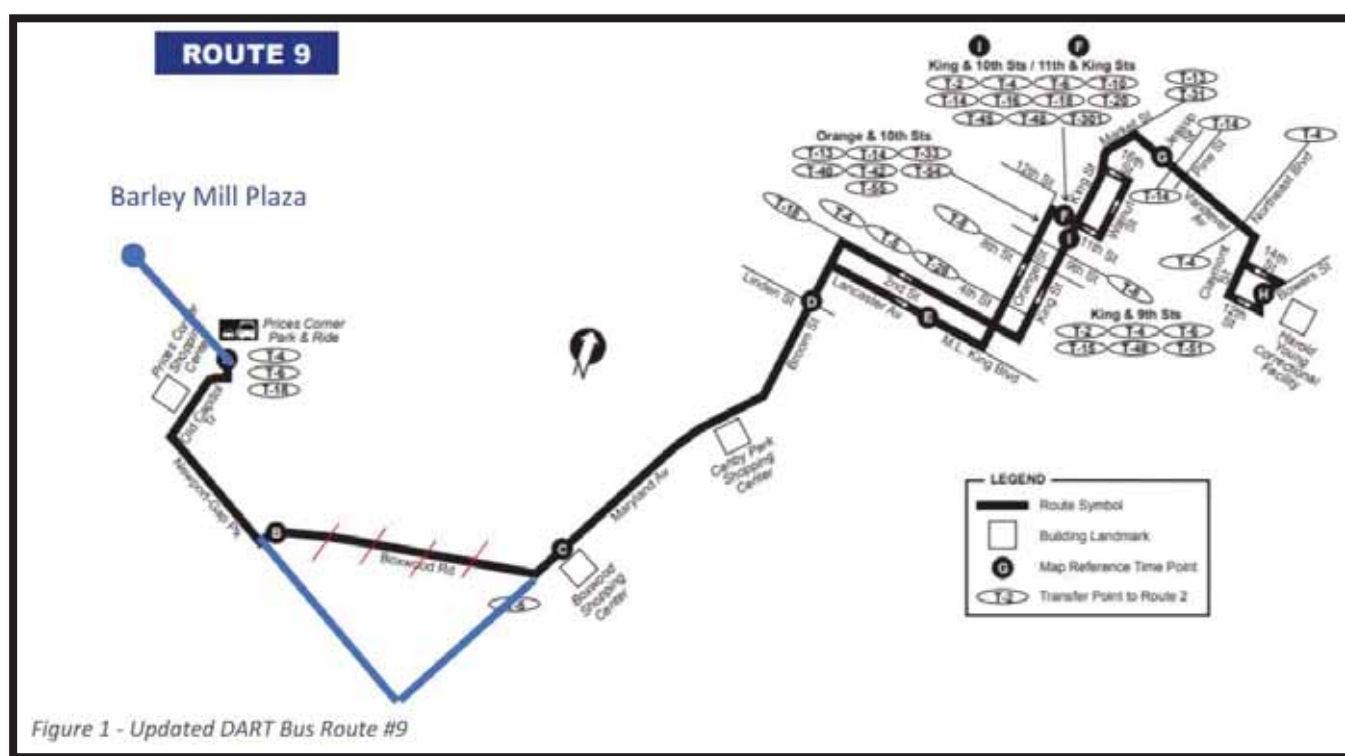
This improvement involves a shared-use path along Kiamensi Road from Rothwell Drive to Newport Road. This improvement extends approximately 800 feet. It will provide improved access along Kiamensi Road, as well as, to Delcastle Technical High School particularly for residents to the south of Kiamensi Road. Currently Bus Route 5 has a bus stop along SR 4. Rothwell Drive is a low stress low volume road, not requiring any improvements, that can provide a pedestrian or bicycle connection to Kiamensi Road. This 10-foot wide path would complete a missing link from Rothwell Drive to the existing sidewalk at Delcastle High School.

13. Shared-Use Path Connection from Middlebrook Avenue to Delcastle High School

High Cost – \$750,000 – Mid-Term/Long Term Timeframe

This improvement involves a shared-use path along Newport Gap Pike from Meadowbrook Avenue to Woodward Avenue at Delcastle High School. This path extends 1,500 and is 10-feet wide. It provides improved access along Newport Gap Pike, Woodward Avenue and to Delcastle High School particularly along and south of Meadowbrook Avenue. This path would complete a missing link from Rothwell Drive to the existing sidewalk at Delcastle High School.

K. Transit



21. Bus Route Connection from Downtown Newport to Boxwood Facility/Expansion of Bus Route 9 to the Prices Corner Park & Ride (Costs are based on studies for ridership and implementation, \$200,000 - 300,000)

For a community to expand, grow and not overly burden the existing roadway network a series of alternative networks must be in place. An example of this is the connection from the Downtown Newport Train Station and the Boxwood Road Employment Center. This bus connection would provide a link for those commuting by train to reach the employment center by bus transportation. This connection would provide yet another alternative to those who may train into Downtown Newport and then walk or bring their bicycle for the final leg of their commute. This recommendation would be achieved through an extension or addition to the Route 9 service. Currently Route 9 travels along SR 4 (Maryland Avenue) and makes a right turn

onto Boxwood Road. The extended service would continue along SR 4 to Downtown Newport and make a right turn onto Marshall Street where it would continue through to the Boxwood Facility. This route could also extend out to Prices Corner and the new Wegmans Market at the intersection of SR 41/SR 48 (previously DuPont's Barley Mill Facility). It is also recommended to monitor this ridership for alternative hours, such as the night shift/third shift as there may be a ridership group who needs transit at "over-night" or non-peak hours to accommodate factory hours.

22. Direct Bus Service to University of Delaware/STAR Campus (Costs are based on studies for ridership and implementation, \$225,000 - 450,000)

Currently the existing commute from Downtown Newport to University of Delaware/STAR Campus requires the use of two bus routes with a transfer at the Christiana Mall. This route takes approximately one hour. In an effort to shorten the commute and further promote Downtown Newport as a place to live, work, and play creating a Newport Bus Hub is recommended. This would shorten the commute, while generating an origin and destination for riders of this connection. While ridership for this recommendation is currently lower than the warrant threshold, it is recommended to monitor ridership for implementation at a future date.

23. New Bus Shelter at SR 4 & Rothwell Drive or Glen Berne Drive

Low Cost \$10,000 – \$15,000 – Short Term Timeframe



Results of the second Community Workshop, held on September 30, 2020, indicated a request to add bus service and improved connectivity to Delcastle High School and Powell Ford Park along Kiamensi Road. The analysis showed that Kiamensi Road is a two-lane single-family residential street, while Bus Route #5 travels a denser, mixed-use corridor along SR 4. Given the differences in land use it is recommended to keep Bus Route #5 in place along SR 4. However, improvements can be made to improve the ridership of this bus route and improve the connectivity

to Powell Ford Park and Delcastle High School. There are existing bus stops along SR 4 at Rothwell Drive and Glen Berne Drive. Both bus stops do not have bus shelters. A bus shelter is recommended for one of these bus stops to provide an area for shelter when disembarking the

bus or waiting for the bus to arrive. Both Rothwell Drive and Glen Berne Drive are low volume, low speed, lower stress roadways that could facility a pedestrian or bicyclist who took the Route #5 bus to reach Powell Ford Park or Delcastle High School. Improved signing could be implemented to achieve this. No other improvements would be necessary to Rothwell Drive or Glen Berne Drive. Several pedestrian improvements which are covered in the bicycle/pedestrian section of the recommendations further improve this connectivity by adding multi-use path connections from Rothwell Drive to Powell Ford Park and from both Rothwell Drive and Glen Berne Drive to Delcastle High School by adding a multi-use path connection along Kiamensi Road. These series of improvements would improve the commuting to both Powell Ford Park and Delcastle High School without rerouting Bus Route #5 to Kiamensi Road.

While ridership at these bus stops do not meet the ridership requirements for a bus shelter, in advancing the goals and purpose of this study it is still recommended to provide a shelter at one of these intersections to promote the overall study goals of making Newport a more walkable, bikeable, transit friendly town.

24. New Bus Shelter at Market Street and S. Mary Street/New Bus Shelter at Market Street and Marshall Street

Low Cost \$10,000 – \$15,000 – Short Term Timeframe

Similarly, the existing bus stops within Downtown Newport were reviewed for bus shelter requirements. As a result of the community workshop feedback, bus amenities, such as shelters,

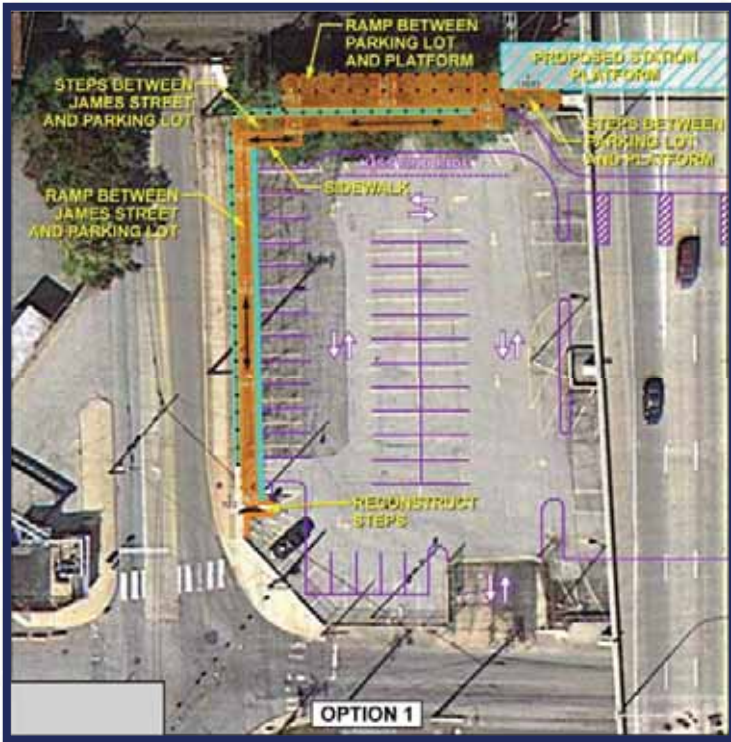
are important to the community.

Two bus stops that do not meet the requirements for shelter warrants but were recommended for shelters are along Bus Route #5 along Market Street at S. Mary Street and Market Street at Marshall Street. These bus shelters could be the beginning of a Downtown Transit hub and would also service expanded bus ridership for the Downtown growth and the Boxwood Road Employment Center.



25. New Train Station

High Cost - \$30,000,000 – 40,000,000 – Long Term Timeframe



Comprehensive analyses of reopening the Newport Train Station were performed as part of the *Newport Train Station Feasibility Study*, Final Draft Report June 20, 2013 (Feasibility Study). These analyses included technical studies; guidance from an established Advisory Committee comprised of State and Federal Officials, local business owners, residents, Town of Newport representatives, DTC, DelDOT and WILMAPCO; and input received from the community at three public workshops. Century reviewed this feasibility study and deemed it still feasible and appropriate to continue recommending the re-opening of the train station.

Based on the previous analyses numerous opportunities were identified with reopening the Newport Train Station. These include:

- The Station is very close to Downtown Newport
- The Northeast Corridor through Newport is currently served by SEPTA
- Newport is strategically located between Wilmington and Churchmans Crossing
- Station is a good location between rail interlockings
- Existing underpass at James Street with serviceable pedestrian connections to connect both sides of rail line
- State of Delaware owns land under US 141, which can be used for Station parking
- Historic grid layout of Newport supports various travel mode choices to access Station
- Recent development, as well as, proposed development in Downtown Newport support potential ridership
- DART Bus Route 5 provide service in close proximity to Station

The proposed Newport Station will be served by a single high-level platform on the south side of the Amtrak Northeast Corridor (NEC). The proposed station platform will be located adjacent to the new section of Track A, which will be constructed alongside existing Track 1 to serve the new platform. The platform is proposed to be 600 feet long, 14-feet wide, covered and equipped with stair and ramp access, railings, and lighting. ADA-compliant pedestrian accommodations will include stair and ramp access between the parking lot level and the platform level, as well as stairs between James Street and the parking lot.

Anticipated ridership at the new Train Station was determined using a ridership model required by the Federal Transit Administration (FTA). Based on this model, it was determined that existing ridership (with a new Station) would total 480 riders and future ridership would total 500 riders. This ridership model was updated in 2019 and showed that anticipated ridership was still very high, even when looking at an expanded commute area. This update is included in **Appendix A Newport Train Station Feasibility Study**, Final Draft Report June 20, 2013. These forecasted ridership numbers are significant and support the reopening of the Newport Train Station. Seventeen trains each weekday are required to support this ridership, however, this number is expected to increase as SEPTA expands service south of Wilmington. Currently there are ten trains traveling the corridor providing SEPTA service.

Other analyses the Feasibility Report considered included, Amtrak's third track project between Wilmington and north of Newport, which is complete and provides more capacity on the Northeast Corridor to support the additional service at Newport. For the complete analysis and conclusions of the Feasibility Report, please consult **Appendix A Newport Train Station Feasibility Study**, Final Draft Report June 20, 2013.

Each of the transit improvements listed above have been conceptually reviewed by DTC and are under consideration for implementation.

L. Project Monitoring Committee

Inspired by other WILMAPCO plans, the formation of a committee is recommended for this study in an effort to conduct periodic monitoring of key metrics/trends such as land development, traffic, highway safety, transit service, project implementation status, effectiveness of completed projects, and regional factors impacting the area. The benefits to a project monitoring and performance measuring committee is that it provides regular communications between decision makers, community stakeholders, and the traveling public on progress in plan implementation. The committee provides key information to help the community understand the consequences and benefits of investment decisions across transportation assets or modes. The committee can also help prioritize projects allowing for implementation to be revised as conditions evolve over time. Through ongoing regional interagency coordination small transportation problems are facilitated as they arise and the community, agencies, and project partners are in communication to assist in moving the goals of the Town and the study forward into the future.

7. Prioritization

There are various methods to prioritize projects throughout a large study area such as in the Newport Transportation Study. Several types of prioritization methods were suggested to the participants in this study including prioritization by location, transportation mode, or funding source. Through Advisory Committee and Community feedback the prioritization method used for this study is through a location-based methodology. A location-based prioritization process will group projects by location throughout the study area in a method that will allow for multiple projects to receive funding from multiple funding sources simultaneously. Locations could include Downtown Newport, industrial area adjacent to First State Boulevard, residential area improvements between Downtown Newport and First State Plaza, Train

Station Improvements, Boxwood Road Improvements, Powell Ford Park, Banning Park, Middleboro Road Improvements, and the connecting area between Downtown Newport and Boxwood Road.

8. Complete Communities Enterprise District (CCED)

A CCED is a physical area designed to encourage the creation of redevelopment complete communities that are transit friendly, walkable, and bikeable. These areas promote walking, biking, and public transportation to encourage healthy lifestyles and lower carbon footprint. This results in reduced requirements for off street parking. Generally, CCED's include and encourage higher density development.

Given the increased growth and development slated to occur in Newport, in conjunction with the Town's commitment to creating a more walkable, bikeable, transit friendly community, the Town of Newport could be a prime location for a CCED. It is the recommendation of this study that the Town of Newport and New Castle County continue to pursue the creation of a CCED to ensure that development and growth place a priority on increased transit ridership, improved pedestrian and cycling infrastructure, and connectivity within and surrounding the Town. The recommendations of this Plan are consistent with and support the goals of the CCED and provide a framework for DelDOT and the other regulatory agencies to meet the requirements of the CCED when it is formalized. This Plan identified the necessary infrastructure improvements however, in keeping with the goals of a CCED, streets within the CCED should maintain a 25-mph speed limit which fits within the land use and character of the Town. Slower speeds are encouraged and desired and the Town should work with DelDOT in this regard once the District is created.

9. Meeting Summaries

The Newport Transportation Plan Partners held a kick-off meeting with the Project Management Committee on September 23, 2019 at Old Town Hall in Newport. Century Engineering introduced the project team to the attendees who represented DelDOT, WILMAPCO, DTC, and the Town of Newport. The meeting included a walking field view of the study area with a discussion of known impediments, barriers, concerns, and challenges. The Advisory Committee (AC) also was discussed and the next meeting will be a presentation to the AC to introduce the project.

The first AC meeting was held October 29, 2019 to introduce the project, discuss the project goals, and introduce the project team. The AC discussed existing conditions as they pertain to the project goals of making the Town a more walkable, bikeable transit-friendly Town. The discussion included the topics of expanding the study area, bicycle and pedestrian infrastructure, bus routes and amenities, reopening the Newport Train Station, freight, parking, as well as growth and development. This meeting set the framework for the next meeting, the Community Visioning Workshop.

The Community Visioning Workshop was held January 27, 2020 at the Old Town Hall. Century Engineering and WILMAPCO introduced the Newport Transportation Study to the community, introduced the project partners including the consultant team, and began discussing the existing conditions with the community. At this workshop, maps were set out on tables and each topic was given a specific color so that markers on the tables could be used to color code the information on the maps drawn by the community to provide information such as the study area boundary, gaps in pedestrian connectivity, routes that are frequented

by bicycles, origins/destinations, types of growth that community would like to have come to the Town, bus routes, bus shelters and amenities, park access, school access, signing, and environmental/historical markers. The community was also given the opportunity to discuss issues they felt pertained to the study area, which included expanding the study area. A large amount of information was collected at this workshop and used as the foundation for analysis. A workshop summary was provided to the Project Management Committee.

The second Project Management Committee meeting was held June 25, 2020. This meeting provided a summary of the community workshop, as well as, recommendations developed as a result of the analysis and feed gathered at the community workshop. The recommendations were reviewed in detail and discussed. Revisions were made based on the feedback of this meeting and further developed to be presented to the AC.

The second AC Meeting was held September 9, 2020. The community workshop was summarized and recommendations were presented. Recommendations included pedestrian improvements, bicycle improvements, connectivity, bus routes, bus shelters and amenities, park connections, school connections, wayfinding signs, Train Station recommendations, and various other recommendations to make Newport more bikeable, pedestrian and transit friendly.

The information presented to the AC was revised and presented to the community in a workshop on September 30, 2020. The recommendations were presented to the community and a series of questions and polls were utilized to gauge feedback and support. Overall, the results were positive and the recommendations were supported by the attendees.

Results from the community workshop were summarized and presented to the PMC on November 10, 2020. In addition to the results, prioritization of these improvements and the final report were discussed. Cost estimates were prepared for this meeting and discussed in terms of low, moderate, and high cost projects, in addition to, short, mid, and long term projects. Determining the mode of prioritizing the improvements spread throughout a large study area was the main discussion topic.

Results from the community workshop were summarized and presented to the AC on November 30, 2020. In addition to the results, prioritization of these improvements and the final report were discussed. Determining the mode of prioritizing the improvements spread throughout a large study area was the main topic. Cost estimates were prepared for this meeting and discussed in terms of low, moderate, and high cost projects, in addition to, short, mid, and long term projects.

Results from the community workshop were summarized and presented to the community in a third and final workshop on December 16, 2020. The workshop summarized the previous workshop, summarized the final recommendations that will move forward formally within the Newport Transportation Study PEL Report, discussed cost estimates for each recommendation, discussed the options for prioritization of the projects by location, mode/type, or funding source, the PEL Report itself was discussed and the next steps.