The Jack A. Markell Trail
Delaware’s Bicycle Highway
2018 New England Bike-Walk Summit
Sometimes a very difficult project, including significant investment and perseverance, is needed to fill a critical link in a broader active transportation network.

- Federal, state, and local funding of nearly $25 million over several phases since 2009

- A champion and a broad coalition of partners are essential to make a challenging trail project happen.
Governor Jack A. Markell
Keeping Up With Jack Across America

Astoria, Oregon
June 18th

Rehoboth Beach, Delaware
August 7th

Total Days: 50
Riding Days: 45
Total Mileage: 3,680
Daily Mileage: 80+ per day
• Seven miles
• Former freight rail line, the New Castle Industrial Track, taken out of service in the 1970s and subsequently abandoned
• Now owned by the State of Delaware
MANY MATURE URBAN AND SUBURBAN AREAS
SIGNIFICANT ENVIRONMENTAL CONSTRAINTS
Phasing and partnering

NORTHERN GAP

PHASE 1

PHASE 2

PHASE 3

SOUTHERN GAP

Route 3 crossing under the highway
0.2 miles
Preliminary Design Complete
Construction by DeDOT in 2014-2055
To be maintained by DeDOT

Willington Beach St, North End Environmental Education Center to downtown Willington 1.3 miles
COMPLETE AND OPEN
Maintained by the City of New London

Heritage Trail: 50 Mile Trail to North Willington 0.3 miles COMPLETE AND OPEN
Maintained by the City of New London

Visit DOT | Visit WRIA
PROJECT PARTNERS

• State of Delaware: Ownership of most of the corridor, design and construction of multiple phases, bridge maintenance

• Federal Highway Administration: Funding through Transportation Alternatives Program (TAP), stimulus (ARRA), and Congestion Management and Air Quality (CMAQ) programs

• New Castle County: Design and construction of one phase, day-to-day maintenance and operations

• City of New Castle: Match for design and construction of one phase

• Delaware River and Bay Authority: Design, construction, operation, and maintenance of trail tunnel under I-295

• Riverfront Development Corporation: Land ownership, day-to-day operations of one phase, security monitoring

• Many other partners advocated for the project
Overall network

Connects to existing active transportation networks

Tourism potential for Wilmington Riverwalk

- Redeveloped riverfront with shopping & restaurants
- Easy access to downtown
- Transit connections, including Amtrak
- Highlights Wilmington’s historic shipbuilding industry
### Approximate travel times

<table>
<thead>
<tr>
<th>Route</th>
<th>Length</th>
<th>Bicyclist at 12 mph</th>
<th>Bicyclist at 20 mph</th>
<th>Motorist</th>
</tr>
</thead>
<tbody>
<tr>
<td>Industrial Track Trail</td>
<td>6.4 miles</td>
<td>32 min</td>
<td>19 min</td>
<td>N/A</td>
</tr>
<tr>
<td>SR 141 and US 13</td>
<td>6.2 miles</td>
<td>31 min*</td>
<td>19 min*</td>
<td>14 min**</td>
</tr>
<tr>
<td>SR 9/A St</td>
<td>6.2 miles</td>
<td>31 min*</td>
<td>19 min*</td>
<td>18 min**</td>
</tr>
<tr>
<td>I-95 via SR 141</td>
<td>7.7 miles</td>
<td>N/A</td>
<td>N/A</td>
<td>11 min**</td>
</tr>
</tbody>
</table>

* Does not include delay at traffic signals.

** As estimated by Google Maps. May be longer during peak hours.
PHASE 1

Two mile section

Rail trail; former Industrial Track freight line

State-owned right of way

American Recovery and Reinvestment Act (ARRA) funding

Extremely fast-track schedule

Survey, concept and final design in five months

Completed in 2010
PHASE 2

1.5 mile section

Designed and constructed by New Castle County

Extends along the abandoned rail right of way to the south bank of the Christina River

Completed in 2013
Gap #1: Connecting to New Castle
FILLING IN THE GAPS

Gap #2: Connecting to New Castle

Another unsignalized, mid-block crossing

Median was installed upon completion of this phase of the trail in 2014

Rectangular Rapid Flashing Beacon (RRFB) was installed two weeks ago
New Castle Industrial Track Trail

FILLING IN THE GAPS
New Castle Industrial Track Trail

FILLING IN THE GAPS
Gap #2: Interstate 295 & US 13 Interchange
Gap #2: Interstate 295 & US 13 Interchange

- Trail underpasses incorporated into larger construction projects
- Completion anticipated this spring
PHASE 3

1.1 mile section

Feasibility study and concept design completed in 2013

Final design and permitting completed in 2016

Challenging segment

- Christina River
- Tidal wetlands
- In-service rail line

Opportunity for a signature bicycle and pedestrian bridge
The Jack A. Markell Trail

PHASE 3
Concept developed through a stakeholder charrette
PHASE 3
PHASE 3

The Jack A. Markell Trail
CONSTRUCTION PROGRESS
New Castle Industrial Track Trail - Phase III
The Jack A. Markell Trail

April 2017
SUMMARY

Progress:

- Completed: Phases 1 and 2 & Gap #1
- Under construction: Phase 3 & Gap #2

The entire trail is scheduled to open this summer
Lessons learned

• Get decision-makers at the table, and invest them in the design

• The more partners who are invested in successful implementation of a project, the more likely it will get done – especially if they’ve contributed resources

• The public is a partner – meaningfully involve them

• Demonstrate successful results to build support and funding for future projects