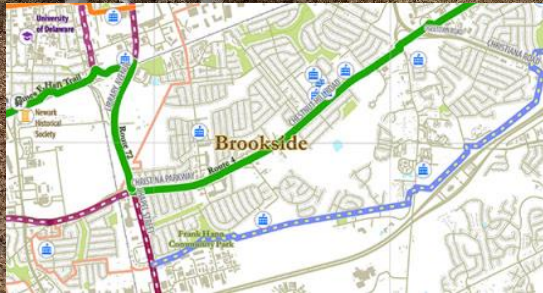
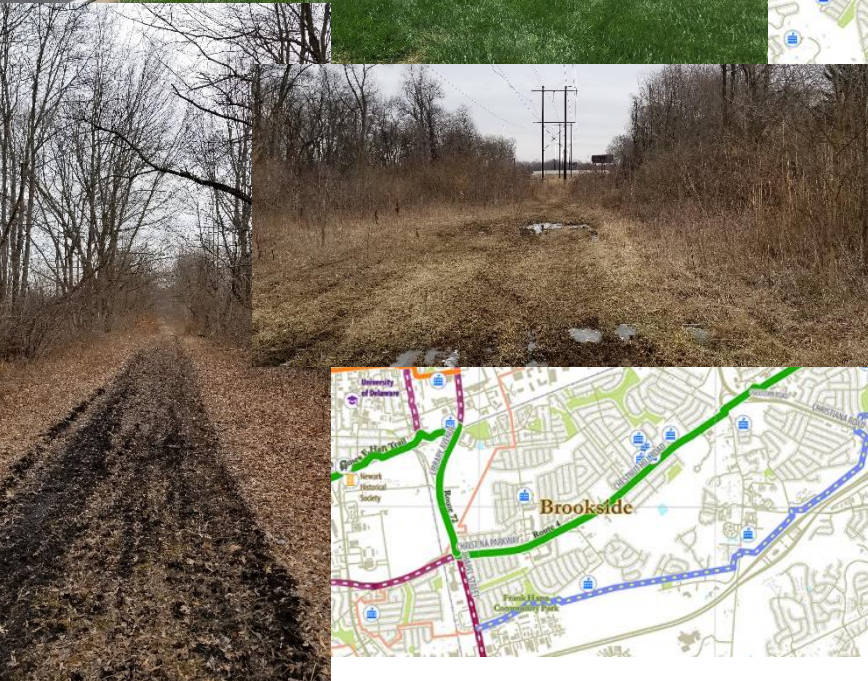
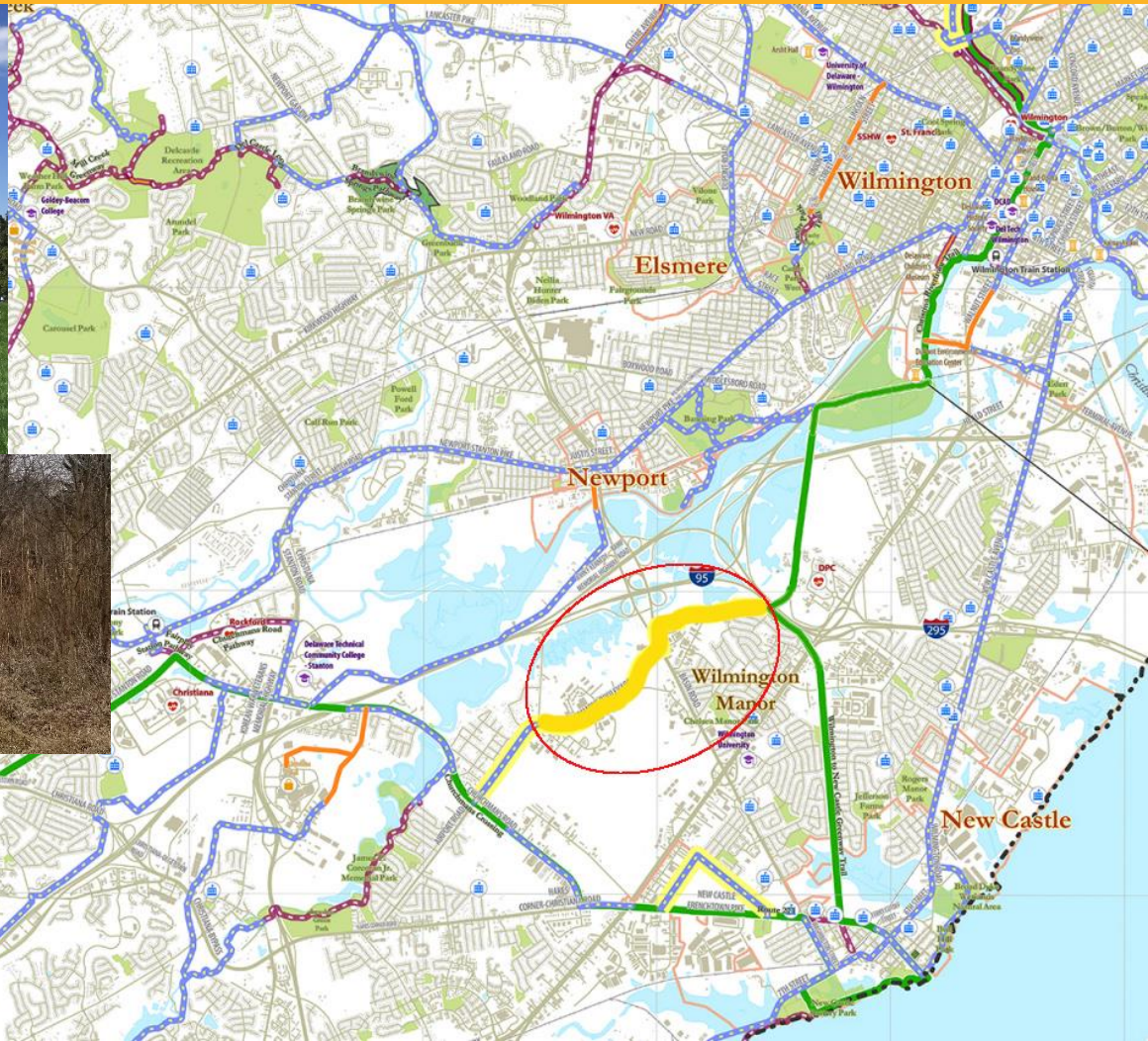


Commons Boulevard Pathway Feasibility Study

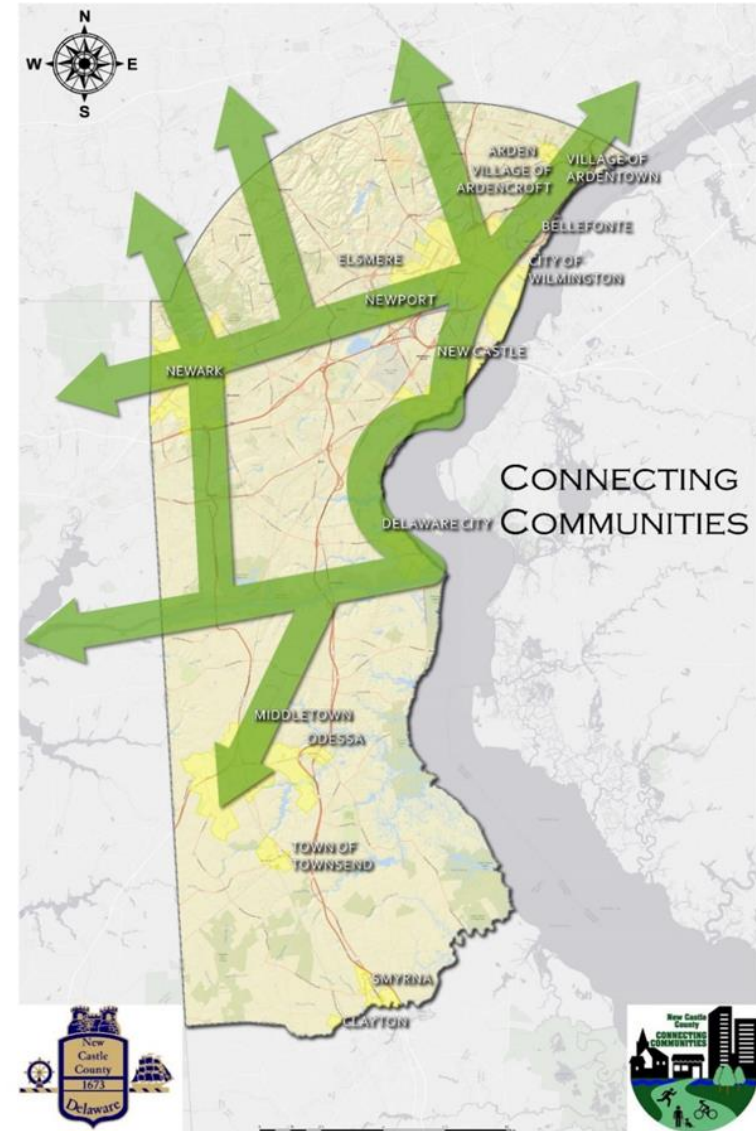


Project Introduction

New trails planned:	12
Miles of trails:	100 by 2024
New trails started:	3
Outside funding awarded:	\$50k

Partners:

- Federal, state and local government
- Delaware Greenways
- East Coast Greenway Alliance
- WILMAPCO
- Delmarva Power
- Delaware River and Bay Authority
- Private sector employers



Project Introduction

- The County is finalizing a shared use pathway feasibility study to provide a connection from the existing Jack A. Markell Trail near I-295 to New Castle County's largest employment center along Commons Boulevard
- Project promotes Walkable, Bikeable Delaware
- In support of the County's Connecting Communities Initiative

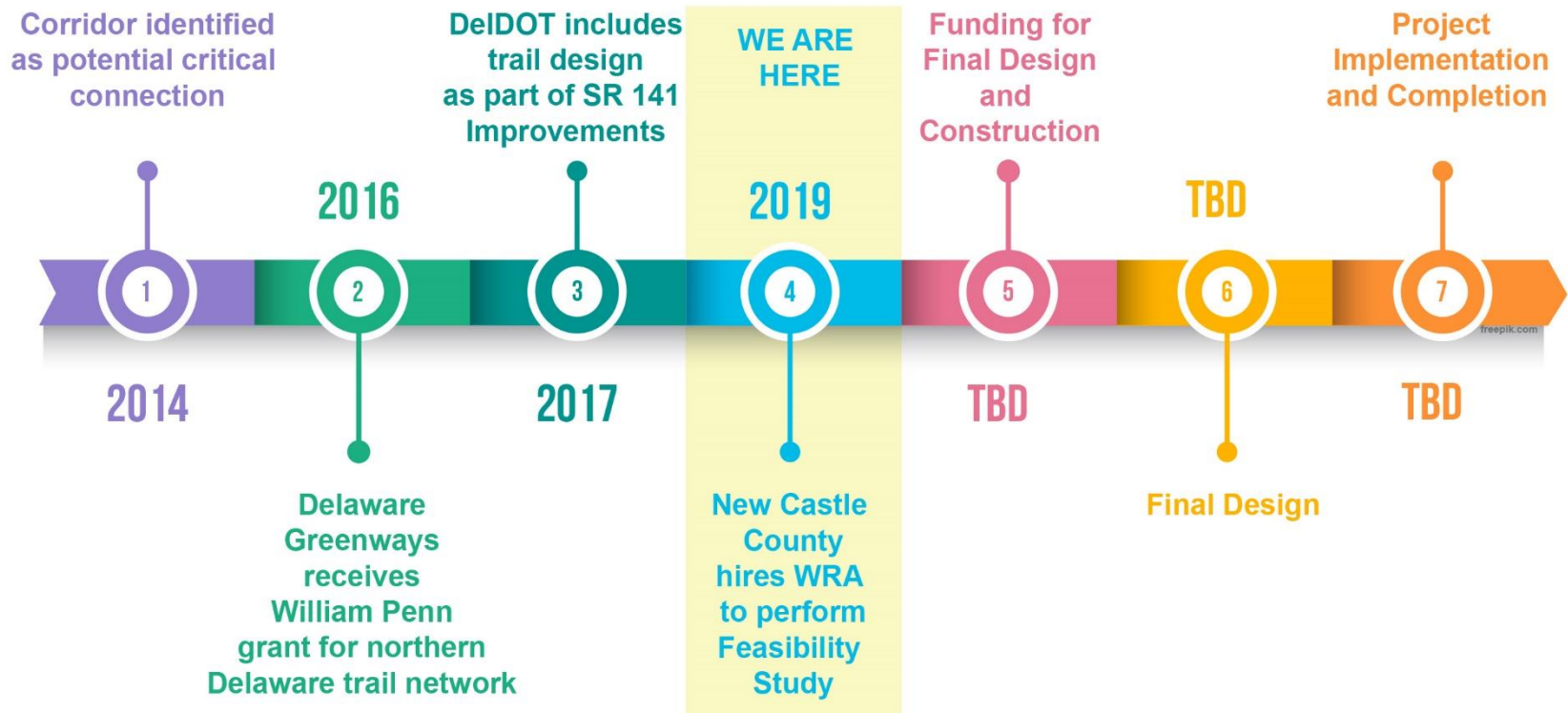


Project Introduction

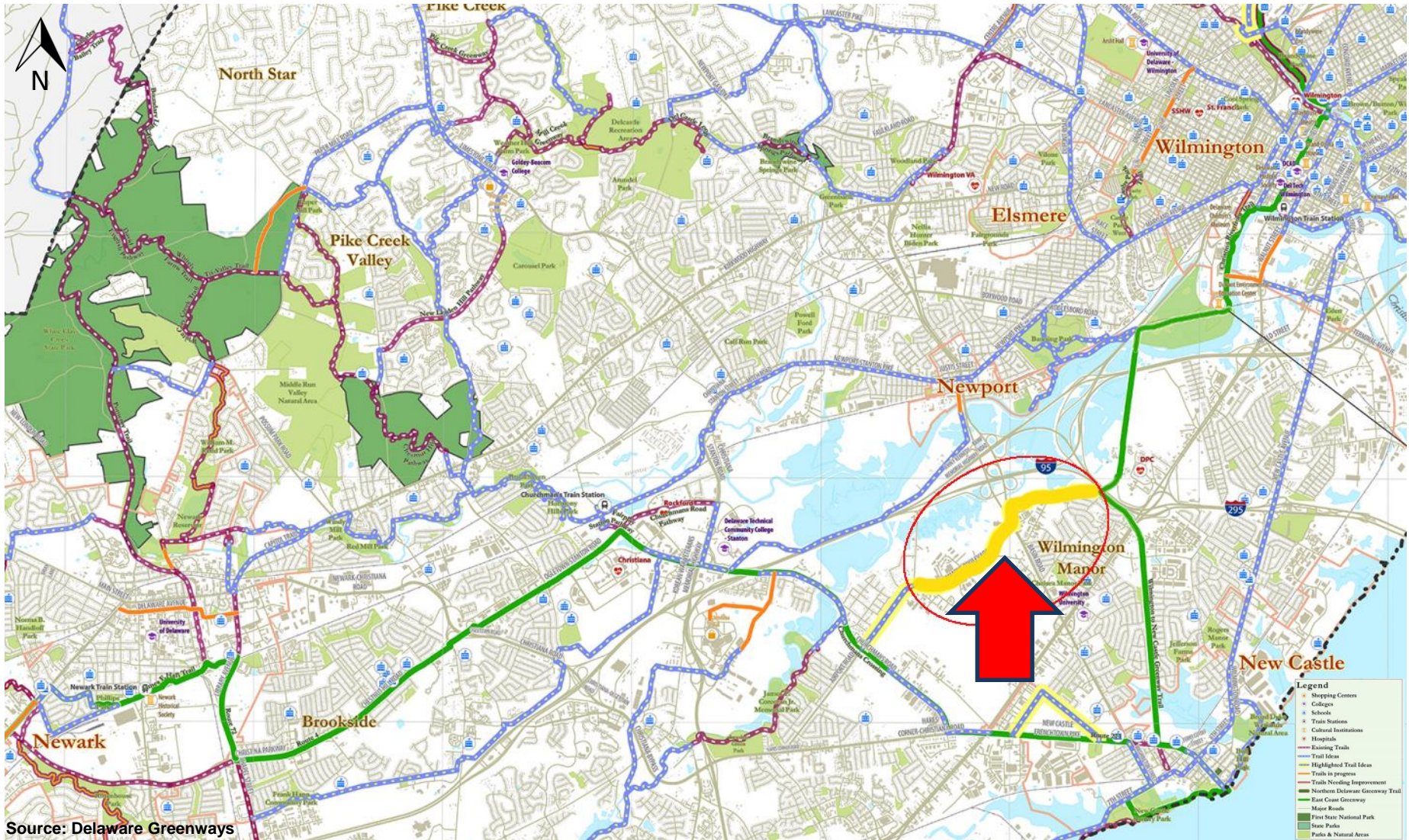
- Provides a key bicycle and pedestrian connection from Wilmington to major employers
- Expands a low stress alternative Countywide transportation network
- Initiates a trail connection between Wilmington to Christiana area and beyond



Project Background



Context



Source: Delaware Greenways

Project Phases



Phase I - Segments 1 & 2

Jack A. Markell Trail to SR 141

- Approximately 0.85-mile section that connects the existing Jack A. Markell Trail to proposed SR 141 intersection improvement project
- Private property owners: Delmarva Power and Harvey Hanna
- Primary alignment follows abandoned railbed and Creekwood Road
- Trail design must meet Delmarva requirements to allow access and maintenance of overhead high voltage transmission lines
- Direct access from businesses along Creekwood Road
- Potential access from adjacent residential neighborhoods



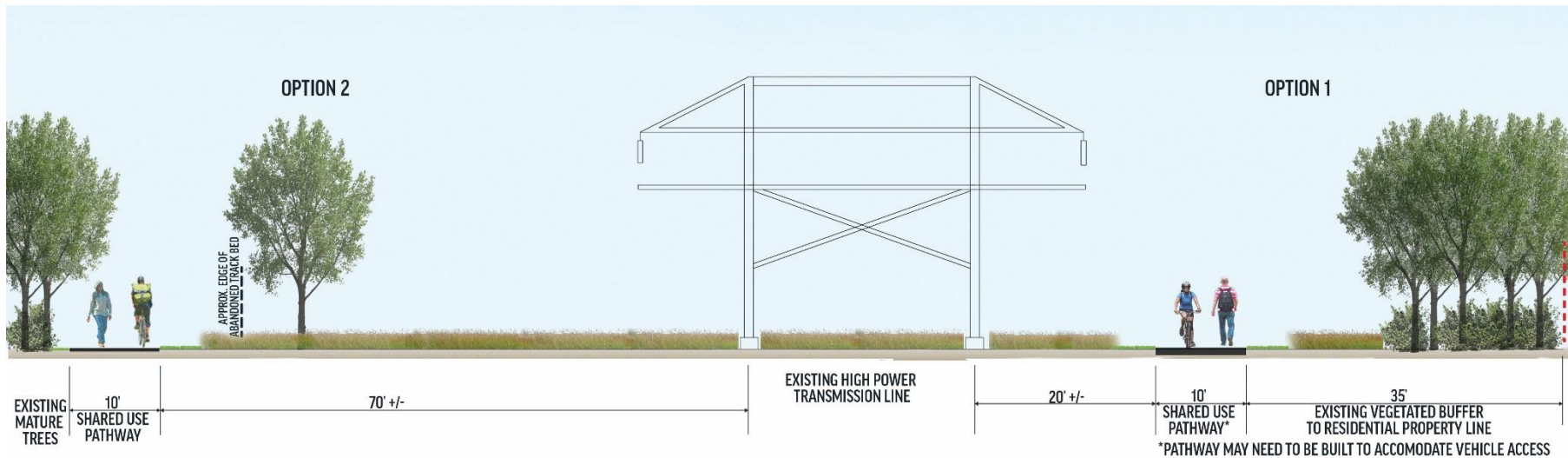
Phase I - Segment 1

Jack A. Markell Trail to Creekwood Road



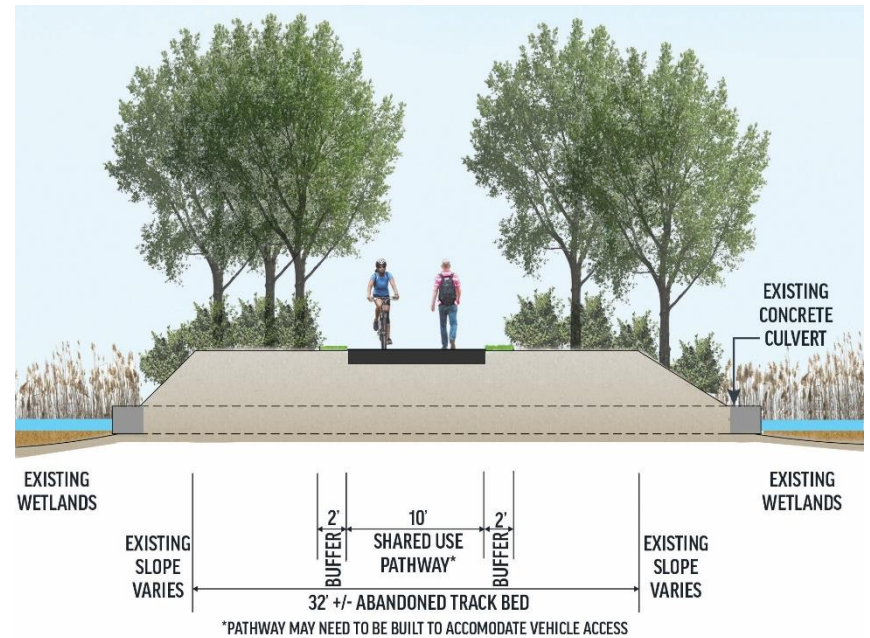
Phase I - Segment 1

Jack A. Markell Trail to Creekwood Road



Phase I - Segment 1

Jack A. Markell Trail to Creekwood Road



Phase I - Segment 2

Creekwood Road to SR 141



Phase I - Segment 2

Creekwood Road to SR 141

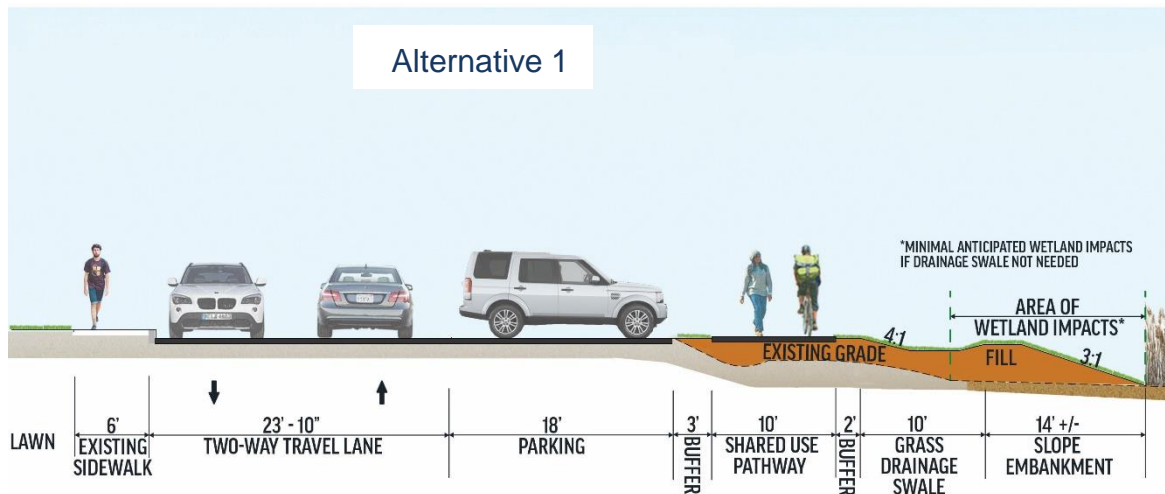
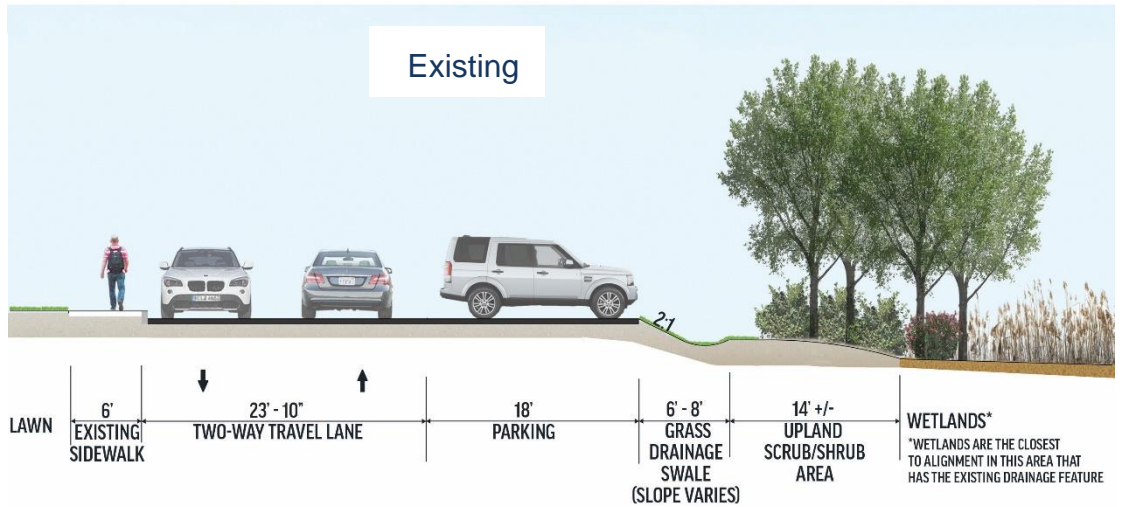


Phase I - Segment 2

Creekwood Road to SR 141

Parking Lot Area Alternative 1

- 10' wide asphalt shared use pathway
- Relocation of drainage swale; recommended slopes and width shown
- Anticipated impacts to wetlands in some locations

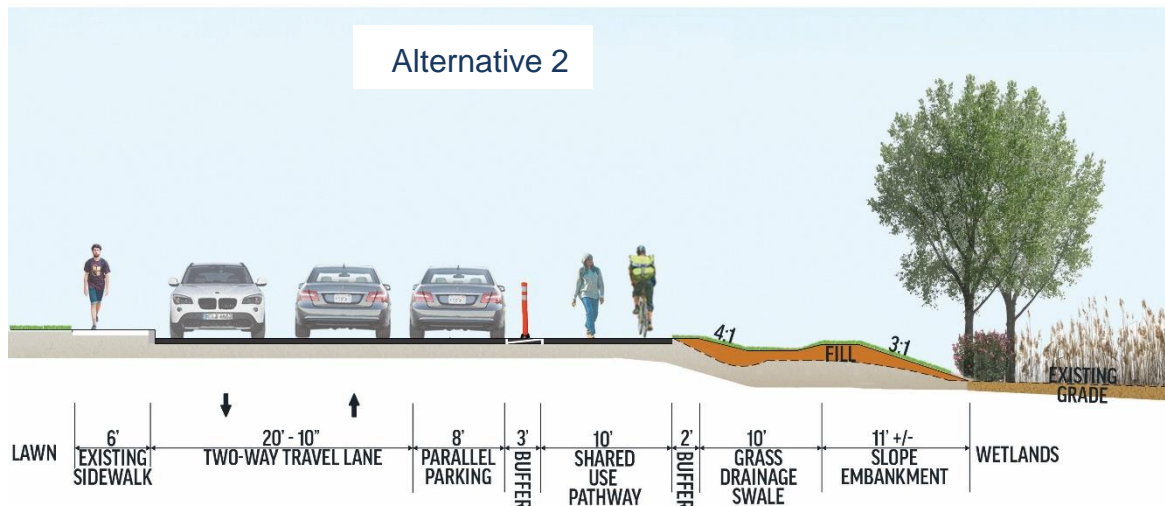
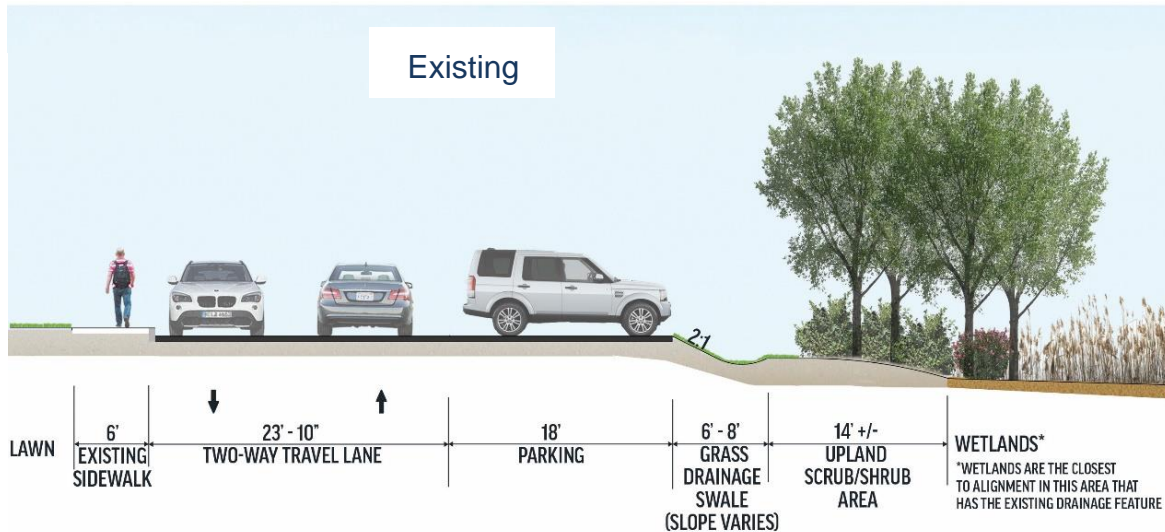


Phase I - Segment 2

Creekwood Road to SR 141

Parking Lot Area Alternative 2

- 10' shared use pathway
- Reconfigure existing parking spaces to parallel parking
- Reconstruct drainage swale with recommended slope and width
- No impacts to wetlands anticipated



Phase I - Segment 2

Creekwood Road to SR 141

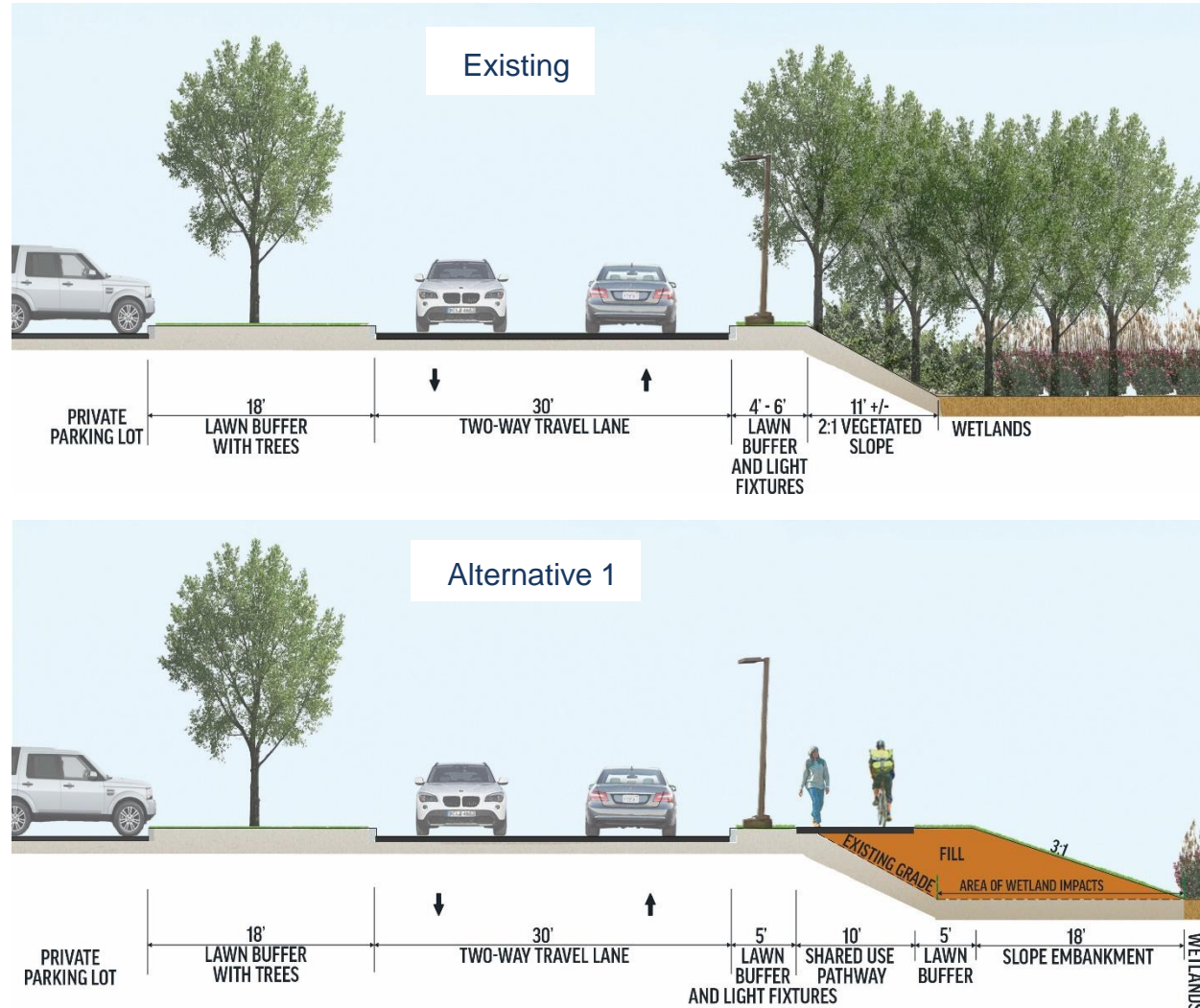


Phase I - Segment 2

Creekwood Road to SR 141

Creekwood Entry Drive Alternative 1

- 10' wide shared use pathway with required 5' buffer from travel lane
- Impacts to wetlands and streams
- 4 existing curb cut inlets for roadway drainage
- Higher cost alternative

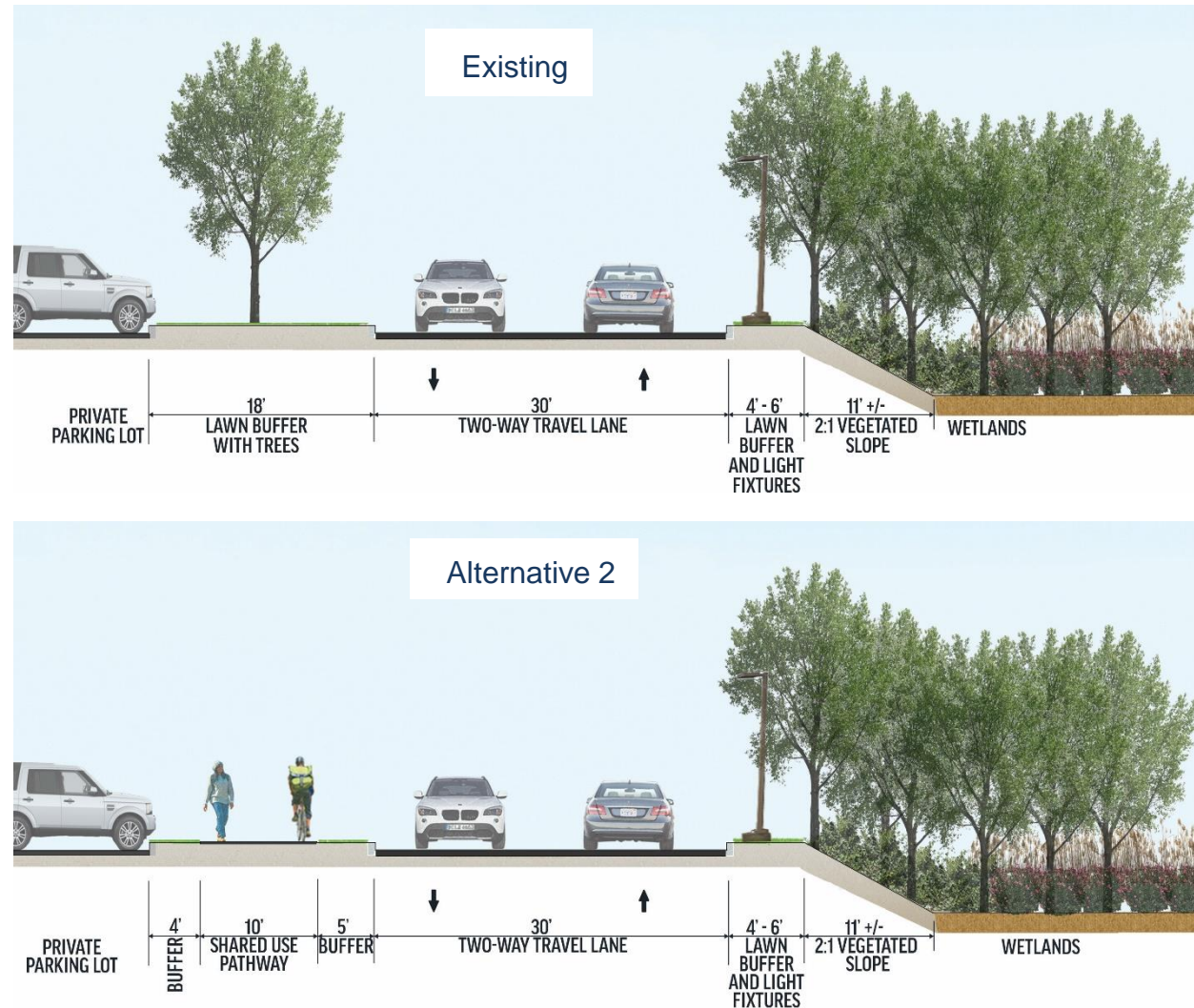


Phase I - Segment 2

Creekwood Road to SR 141

Creekwood Entry Drive Alternative 2

- 10' wide shared use pathway on existing privately owned parking buffer area
- No impacts to streams or wetlands
- Removal of trees in buffer area
- Lower cost alternative

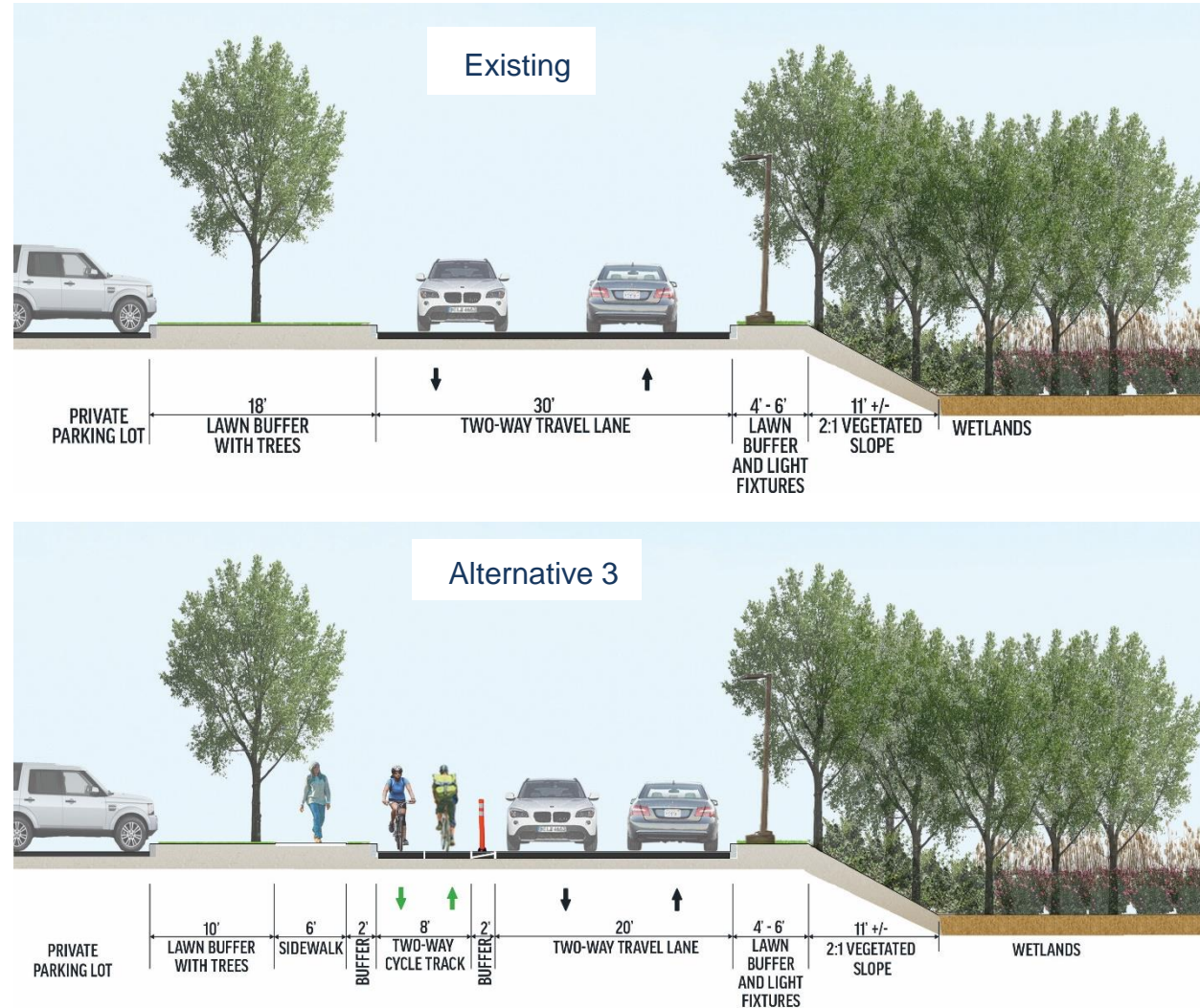


Phase I - Segment 2

Creekwood Road to SR 141

Creekwood Entry Drive Alternative 3

- 6' sidewalk in existing lawn buffer area
- 8' wide two-way cycle track with 2' buffer on existing drive
- Reduction of existing travel lane by 10'
- No impacts to wetlands or streams
- Lower cost alternative



Connecting Across SR 141

SR 141 Intersection Improvement Project by DeIDOT

- Connects Creekwood Road to future Commons Boulevard pathway to the west of FedEx
- Currently in final design
- Anticipated construction completion in 2020

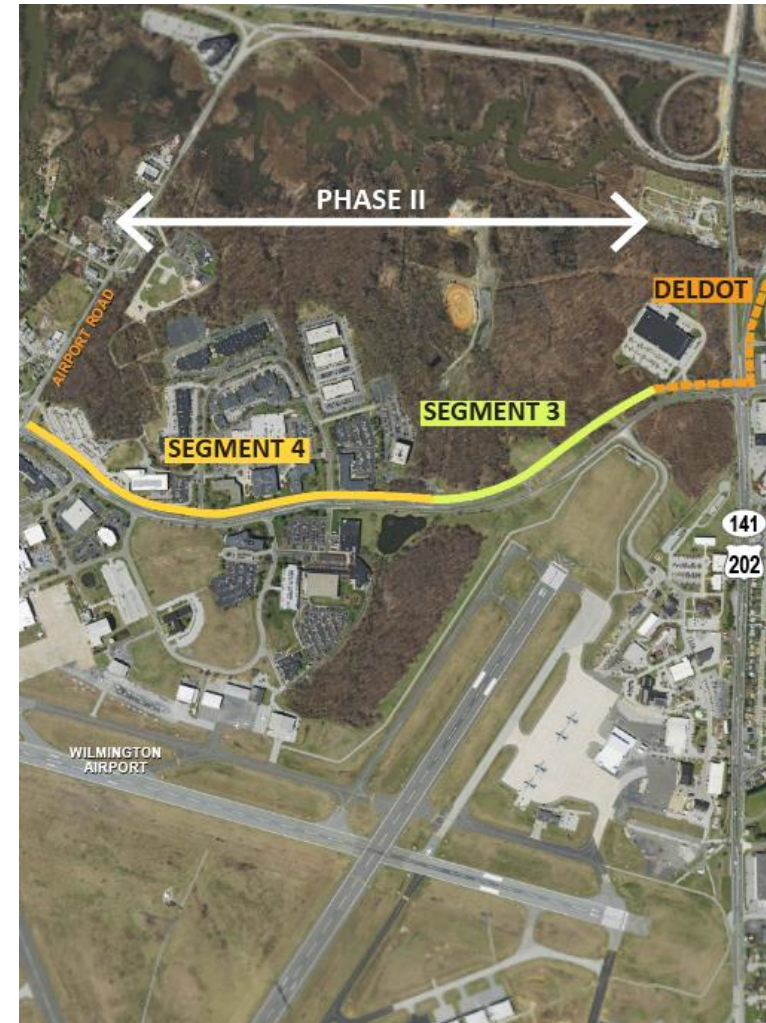


Project Phases



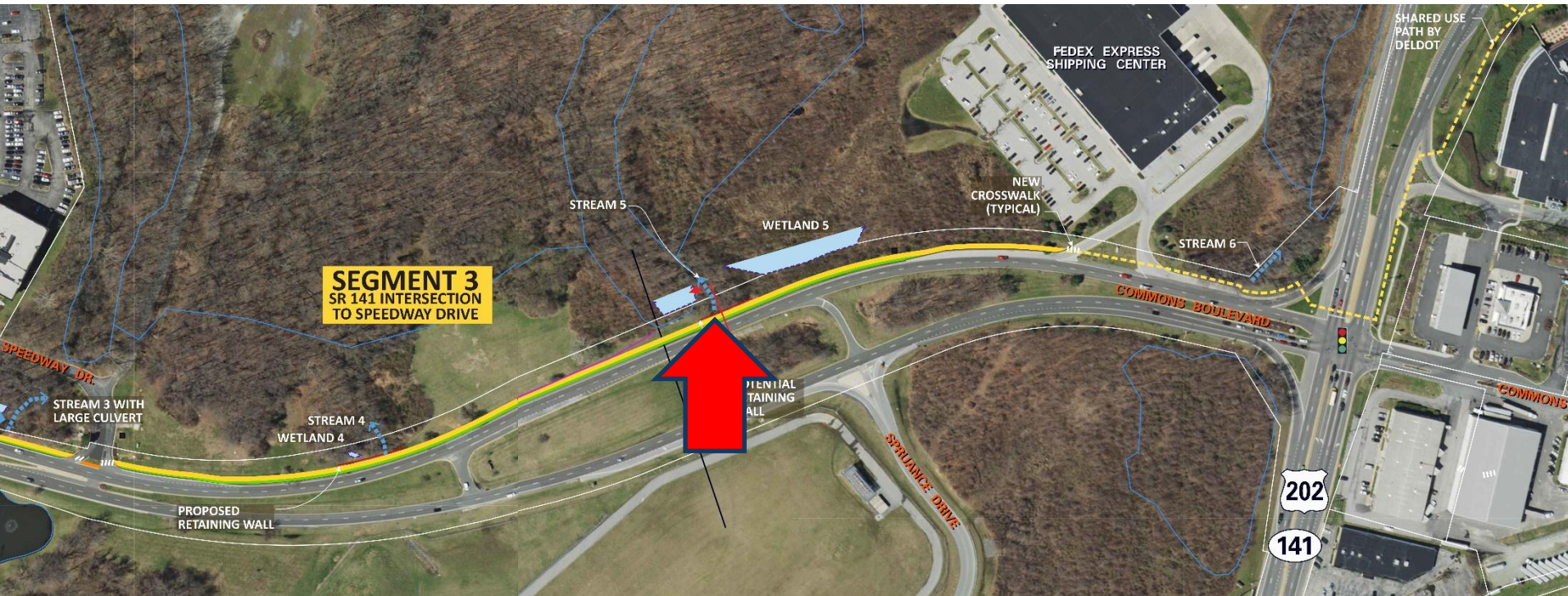
Phase II – Segments 3 & 4 SR 141 to Airport Road

- Approximately 1-mile section that connects Phase I and the SR 141 intersection improvement project to businesses along Commons Boulevard
- Alignment entirely in public right of way
- Potential for businesses to connect to trail
- Multiple stream crossings with existing culverts
- Multiple underground and above-ground utilities in Segment 4
- For Phase II to be a success, public and private partnership is a must



Phase II - Segment 3

SR 141 to Speedway Drive



LEGEND

- PROPOSED 10' WIDE ASPHALT SHARED USE PATHWAY
- ALTERNATIVE ALIGNMENT FOR PROPOSED SHARED USE PATHWAY
- PROPOSED CONCRETE CURB AND GUTTER OR DRIVEWAY APRON
- PROPOSED RETAINING WALL
- PROPOSED GRASS BUFFER
- # EXISTING PHOTO LOCATION
- EXISTING UTILITY POLE
- EXISTING TRAFFIC POLE
- EXISTING CURB AND GUTTER
- EXISTING ABOVE GROUND UTILITY
- ✉ EXISTING MAILBOX
- EXISTING STREAM
- EXISTING WETLAND (DELINEATED)
- EXISTING WETLAND (GIS MAPPING)
- EXISTING DRAINAGE FEATURE
- EXISTING CULVERT

Phase II - Segment 3

SR 141 to Speedway Drive

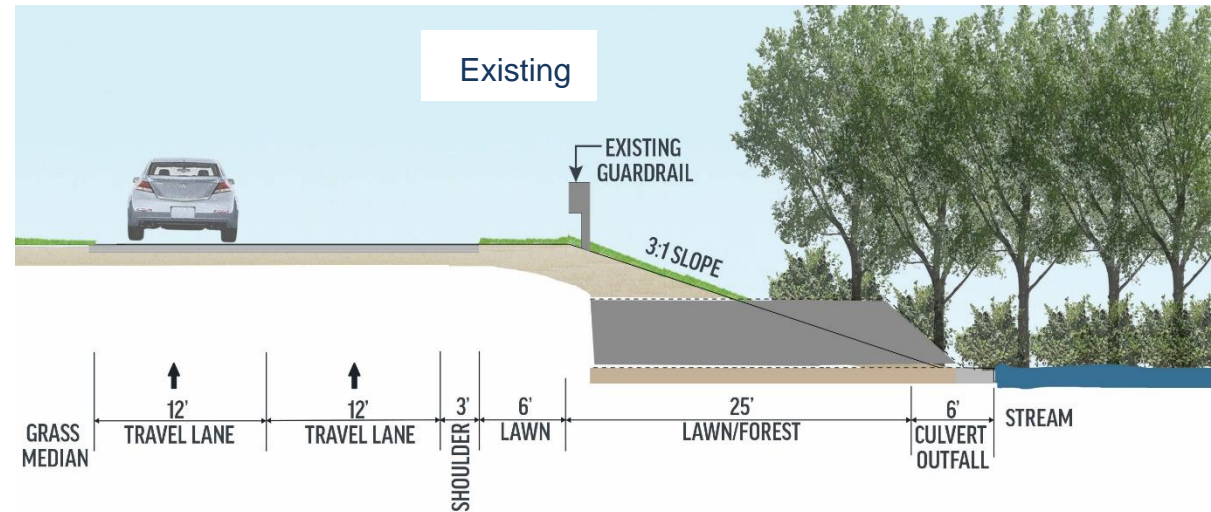


Phase II - Segment 3

SR 141 to Speedway Drive

Typical Stream Crossings

- 10' wide asphalt shared use pathway with required minimum 5' buffer
- Culvert extension and stream impacts anticipated



Phase II - Segment 4 Speedway Drive to Airport Road



Phase II - Segment 4

Speedway Drive to Airport Road

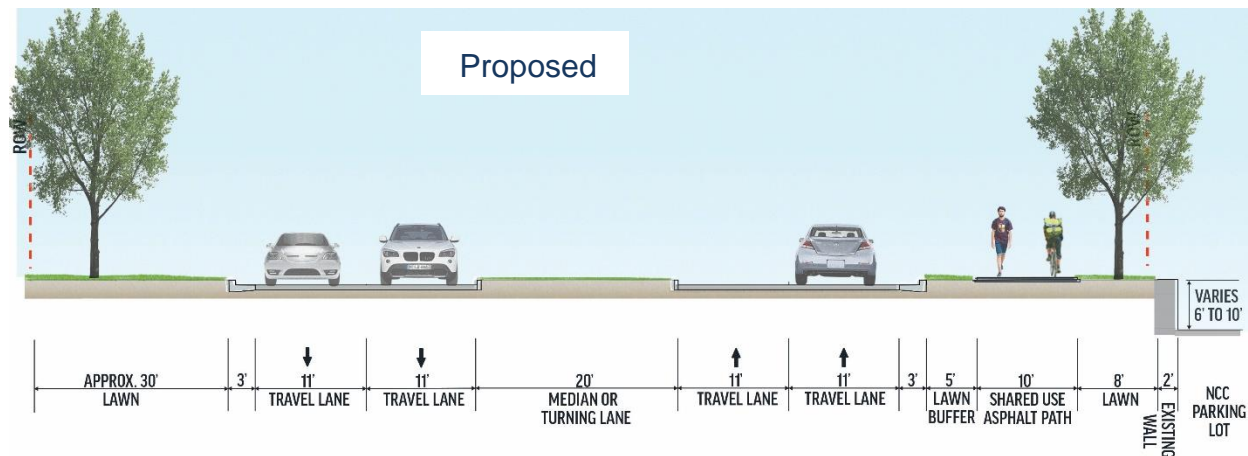
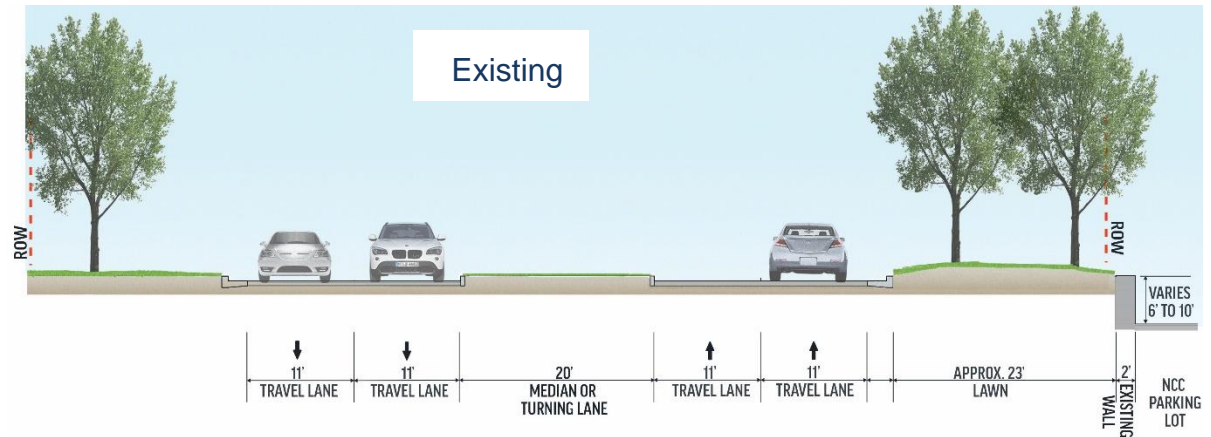


Phase II - Segment 4

Speedway Drive to Airport Road

Typical Section near NCC Building

- Significant available right-of-way
- Minimal tree impacts
- Retaining wall offset to avoid impacts



- Potential connection from Phase II of Commons Boulevard trail to existing shared use trail at Churchmans Road Intersection
- Expands the low stress alternative transportation network from Wilmington to Christiana area and beyond
- Some existing sidewalks and on roadway bike lanes

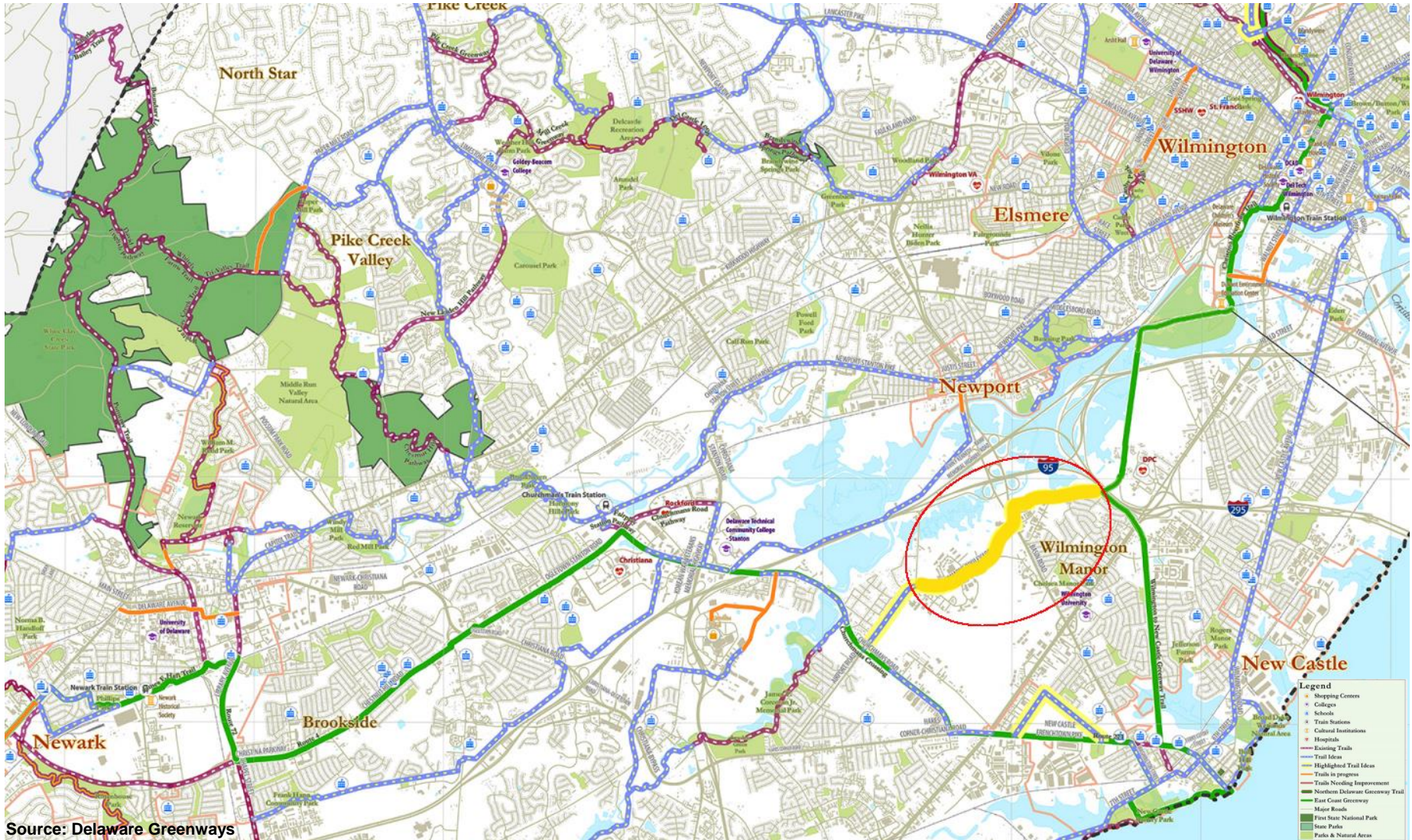


Next Steps

- Finalize feasibility study and level of cost
- Present feasibility study to the community
- Identify final design and construction funding sources

BUILD IT!

Questions/Comments



Source: Delaware Greenways