



Delaware Department
of Transportation

Public Workshop Summary

Newark-to-Wilmington Trail Study

Tuesday, October 1, 2013

Wilmington Area Planning Council, 850 Library Avenue, Newark

Wednesday, October 16, 2013

Doubletree Hotel, 700 North King Street, Wilmington

The project design team held two public workshops in October 2013 to present the trail feasibility study to the public and seek input. A total of 163 people attended the public workshops. Project team members received feedback on these proposed improvements.

Public Comments:

- *North and central. South seems like much more trouble.*
- *All look great. I would prefer to start in Wilmington. Whatever you could get done with the least amount of road blocks.*
- *I fully support the trail projects. I think a “quicker fix” for the meantime would be to create bike lanes along the Kirkwood Highway, since it is the most direct route between Newark and Wilmington for commuters to follow.*
- *I'd like a central or northern route with fewer high-traffic areas between bike segments. I'm thinking of a way from New Linden Hill Road to Paper Mill Road without having to cross Fox Den Road which is quite dangerous for bikers. I think that a North trail with fewer roads to cross would be beneficial if remotely feasible. Perhaps a route between New Linden Hill and Paper Mill Roads. Again, Fox Den Road is the shortest path but is quite dangerous, just like New Linden and Rt. 2 and Possum Park and Rt. 2.*

- *We need a north-south connection to the Christiana Mall. It would be beneficial to stripe routes between Wilmington and Newark as the designated trails are being built. A trail south along Route 9 to Delaware City to connect with the canal trail would help complete a loop to Lums Pond and across to connect with the trail to Newark.*
- *“Dream” trail portion along Churchmans Marsh and Christina River would be great because it would be more direct, but I would be concerned about weather issues and maintenance that close to the water. Central – go for C01, C02, C03, C04; rather than C10, C11, C12, C13.*
- *I would like to receive e-mail links to the maps when available. Most important to me would be a safe connection between Glasgow and Newark. Prefer priority to Glasgow to Newark and New Castle to Wilmington.*
- *Love the idea of expanding bike paths beyond what we have and linking more and more areas to each other – not terribly partial as to which route – best to marry cost effectiveness along with destination. Prefer connect from Lums Pond (for camper and recreational folds) to Newark. Connect (N. Greenway) Bellevue State Park to Fox Point State Park.*
- *I think the central trail routes would be most beneficial to the widest demographic of commuters. This evidence is merely my own anecdotal observations. How feasible would trails following parallel to the AMTRAK lines be?*
- *Downtown Newark to C&D Canal. Priority to: New Linden Hill Rd. connect to Greenway and Delcastle trail (so can get to Delcastle Recreation area); and Route 273 to South Chapel Street sidepath.*
- *Pike Creek to Delcastle Park. Priority to Pike Creek to Pencader Plaza.*
- *Access to Christiana Mall important. Priority to: Connections to existing paths to provide continuity. Also, emphasis/priority on segments that can get done quickly.*
- *Prioritize the areas around north Wilmington route. There are more people living in Wilmington.*
- *A trail linking White Clay State Park to Fair Hill State Park would be useful. Mountain bikers currently have to use a stretch of road to connect to each park instead of trail. Priority to: S24, the Christiana Mall route, high traffic, rough road.*

- *It is obvious a lot of thought has gone into this – refreshing, to say the least! Priority to: Central route Wilmington to Newark and back primary focus to ease commuting, but then I am biased being in Newark! Suggest: A greenway path through the Star campus at the UD to ease those from the south accessing the train station in Newark.*
- *I currently commute from/to Wilmington-Newark. Every route I take has 2-3 really scary sections. An off-alignment bike pathway would be transformative – build this now! Priority to: I generally like the northern route for its scenic qualities and the central middle route for its directness and social equity qualities. Build both! In the short term, the following segments would help: N14, N01, N18, N19, N20b, N20c, N08, and fix the trail next to 141.*
- *Something as close as possible to the path of Kirkwood Highway would be ideal. Please DO NOT pave any existing single track trail in Middle Run or Whit Clay Creek State Park! Double track could be paved and I would not object. Priority to: The area around Rte. 2 and Rte. 7 and the Prices Corner area. The east end of Milltown Road where it hits 41, if 41 could have a bike lane to Greenbank, it would be a huge safety improvement. Suggest: I've ridden Skyline Drive to Milltown Road to 41 to Greenbank then cut over Centerville to 141 to PA Avenue. It's hilly, but with some bike lanes, it would be doable.*
- *I wish there was a more direct connection between the northern Delaware Greenway and the trail near Rockford park. Currently, it looks like I will take Kentmere Parkway or ride into Brandywine State Park then out again. Priority to: In the north, the one around Rockford Park is the key since that's the "beginning" of the highway for Wilmington (especially N. Wilm.) residents. I would like to see the more difficult sections tackled since the easy should stay easy. Suggest: I don't see anything in Wilmington proper to connect. Once someone gets to the city, they have to deal with the same traffic issues as before.*
- *North alignment seems to be best. I wish it went to center Newark. Uses existing infrastructure (Kentmere), connects to Alapocas Woods Trail, and it isn't too long to ride. The center path also looks nice but not sure of its feasibility. Priority to: South path seems to meander a lot, is very indirect, give it lowest priority. North path should take first priority. Central path is a great idea, especially how it goes into central Newark rather than hitting the edge, # 2. Suggest: Find a way to get the north trail to hit central Newark.*
- *Well thought out and presented. A lot of people were asking why can't we go along train routes. Would have been nice to have that explained in poster form in light of the Newark Mall Trail. Priority to: I think the northern or central routes would be more*

attractive to bikers. C06, C07 and C08 seem to provide a very direct route into the city. Bonus points for connecting to riverfront in Wilmington. I think that would be a great selling point for the trails (publicity). Suggest: I think that providing good biking routes in Newark that connect to the trail will be key to getting people to use it. I live on Otts Chapel Road and it is difficult to be a pedestrian or biker heading into town. Even some sharrows would be nice.

- *Why not build all three? (joke) I just fully support the project. Too many communities are between Newark and Wilmington and have no opportunity to bike to any of the city centers!*
- *C14, C15, C16 and improving Rte. 72 should be evaluated as an alternative to Rte. 4 for the East Coast Greenway provided permission to use the power line corridor has been obtained. Priority to: C18 and C17 should have top priority as necessary segments of the East Coast Greenway.*
- *Priority to: High: N06, N05, N21; Medium: N08, N09, N10.*
- *North Route should use the Field Spur Tri-Valley to reach central Newark rather than the far north Newark border. Suggest: Central route should go from C15-C16 point to between C02-C03 point via 273 – already. Cyclists ride 273 which is hazardous. Adding a bike lane and doing the power lines and C03 will add a lot of infrastructure between Rte. 4 power lines and 273, a great setup.*
- *Personally, I go between (UD) Newark and University Plaza quite often. The bridge over 95 is the trickiest part because there is no shoulder and a narrow sidewalk. Segments S22 or C15 look closest. Pomeroy Trail has been great to commute from work and home!*
- *More bike friendly routes are always a great idea – Wonderful use of government resources. Priority to: Routes that link existing resources or routes that replace dangerous roads.*
- *Priority to: C01 would allow much easier access to main routes.*
- *I like this idea. Bike riding is a viable means of transport.*
- *Priority to: Consider the central alignment trail as it gives a close connection to White Clay Creek trails as well as to Newark's Pomeroy Trail. There are lots of trails in NCC SP's that could supplement the main Newark-Wilmington Connector Trail. The central trail also provides for more access from locations near Route 2 which could*

then connect WCCSP. The WCCSP/MR trails could automatically add to the trail without having to construct more trails there.

- *The power line corridor from Newark to the mall would be very helpful, particularly to cyclists like me nervous about riding on main roads. Also, maybe consider adding bathrooms along the route – Philadelphia has composting ones along their bike path that seems consistent. Priority to: The power line corridor should be given a priority since I feel more bikers would be likely to take that route than on main roads. The connection would be an easier ride and helpful to university students. Suggest: I'd like to see Kirkwood Highway improved in all areas, but I think it is not feasible at all.*
- *This is the most exciting DelDOT concept project since SRI! We have to do this! It will change this state in a way people will notice and appreciate. Priority to: I think we should do them all. But for me, the Northern Trail is so very attainable and connects to the beautiful White Clay to Delcastle and on. Top priorities N15, N16, N21, N8, N9.*
- *The north trails look like they are easier to connect. This is a good area for recreational hikers and biking. Also, poor shoulders exist making it dangerous – i.e., Upper Pike Road. Priority to: I think roads that increase the potential for bike community should be important. Especially giving an opportunity to those in the City of Wilmington. Thank you for action and commitment to the project.*
- *Thank you very much for exploring and sharing options. I believe that the main priority should be providing an efficient straight commuting route backbone. If the railroad properties are not an option, then along Rt. I-95 and/or utility paths. I am absolutely not in favor of any paving inside any state (or federal) parks! These areas should be left untouched for hiking, wild animals and native plants. Priority to: The north and south options are probably not centralized enough. The Newark and New Castle Rail Trails are great examples and linkable north/south terminances that could be joined by a fairly centralized east/west trail! Nos. C14, C15, C16, C17, C07, C08 and C09 resemble a best option to my thinking.*
- *I think the south alignment trail would be most practical. Priority to: It's all about the long term plan. Thanks for the hard work.*
- *I do not understand all of this proposal as I have not done my homework into this entire proposal. However, I like linking greenways and promoting biking in this area.*

- *I am highly interested and supportive of the general idea of building bike/pedestrian trails to connect areas of the county. Priority to: The proposed spurs N05, N06 and N07 are of particular interest.*
- *I use all of the available off-road paved trails, i.e., Pomeroy Trail, C&D. We have a bike group that travels to the trails for safety reasons as we don't feel comfortable in bike lanes and prefer paved paths exclusive to recreation. Love the idea of connecting destinations. We bike to eat and see attractions, so hoping boon to tourism \$'s! Priority to: Since so much of the C&D canal path has been completed (and I use it), it would be great to have connectors from Newark and C&D, Bear area. I like the Glasgow and South to Christiana and Newark alignment. Great job with all the possibilities.*
- *Priority to C14, C15 and C16 to give better access from Newark to the Mall.*
- *I haven't done all the research concerning this project. However, I love the idea! I am an avid biker and welcome this project.*
- *Newark to Bear to Middletown (areas) routes not too narrow whenever pass, like when they're brand new routes to the Riverfront, Wilmington and Art Loop. Love all of the off-road trails.*
- *There are existing routes such as highways and train lines that provide significant barriers to any route. Overcoming these obstacles may be the biggest impediment and should be surmounted first. Priority to: Whole project has attention. The most difficult pieces over rail lines and highway should be completed first, even if not immediately contiguous to an existing route. No full route can exist without those barriers first. Suggest: Considering connecting this project to tourism projects such as historic trails or food and beverage routes may help garner continued support.*
- *All plans should include sections SI-4 (west of Newark). Priority to: West Newark. Suggest: Connect West Newark to James Hall Trail.*
- *North alignment trail would pass closest to where I live. Glasgow alignment might serve more younger people. Priority to: Should be given to connecting existing pieces to create longer continuous pieces.*
- *Please do not take current dirt/soil trails and place crushed stone, concrete or pavement on them to complete the project. This is especially important in the currently existing State and County parks. Current trail users work long hours to keep these natural trail maintained. Priority to: Routes that bridge the gap across the Christina*

River, I-95, Route 4, Route 2 are essential. These barriers make it difficult to ride in the northern parts of the county without placing yourself in potential danger. Will provide lots of suggestions later.

- *Priority to: New Castle Industrial to Wilmington Riverfront and Lums Pond to Glasgow Park connections.*
- *I think the central route offers the most utility. As a student at the University of Delaware, I get the sense that students would use these routes regularly. PLEASE DO NOT harden any existing trails in White Clay/Middle Run/Redd Park. The existing trails are great. Priority to: The trails that, if implemented, I would get the most utility from would be in the central alignment, namely C2, C3, C14-17, C7-9, C4 and C5. Suggest: Create safe transit from Newark to Christiana along Rte. 273.*
- *The northern route would be the most interesting recreationally, while the central/southern would provide more community access. Priority to: For me personally, N15, N16 and N17 would be the most beneficial. However, I am very much in favor of a trail network. Suggest: Possible use of AMTRAK right-of-way.*
- *Great start. I put lines on the maps. Looking forward to refining the lines. Priority to: Expand on existing. Target lower cost expansions. Target higher density populations. Target high use park areas.*
- *Hard to differentiate a route without detailed data. Conceptually, all look good. If we can't afford a section, please consider using volunteer labor to build a "lower spec" trail as an alternative until the money becomes available.*
- *There's clearly been a lot of thought put into these proposed segments. However, I implore you to not pave existing singletrack in Middle Run, Iron Hill and Lums Pond parks. To do so would destroy the recreation and character of this valuable parkland! Priority to: Segments C5 and C13 are critical to open up existing on-road routes. Based on where I live and work, the central routes are more useful and because they're generally flatter, more accessible to casual cyclists. Segment S26 appears to be key to expanding access.*
- *Priority to: High priority on North section – N14, N15 and N24. Also, maintenance of existing trails, i.e., SR 141 side path. Suggest: Stated no direct route Wilmington to Newark. Seems we should be able to negotiate a right-of-way use along the AMTRAK RR line and create a direct route.*

- *I prefer the North alignment. Priority to: Connect through or to park trails wherever possible. Suggest: Include the fingers needed to connect neighborhoods, schools, etc.*
- *It is encouraging to see a significant effort being made to consider alternate transportation mode routes. We need to look beyond just building more roads on highways because we have limited space and because we need to encourage people to bike or walk. Priority to: Whichever trail route that results in the most usable trail in the short period of time should be given priority. Once routes are expanded or people start using them, there will be more support build even more.*
- *Looking forward to seeing more of the trail gaps completed between New Castle and Wilmington Riverfront. Priority to: Finish C&D Canal Trail. This is perfect! Wonderful, we are loving it!*
- *Keeping the routes off the road is very important to me. It makes the commute safer and faster. Destiny with automobile traffic is a huge turnoff to novice and potential bikers. Priority to: Connecting the DuPont Experimental Station with downtown Wilmington could potentially take hundreds of cars off the road every day. Currently, there is no safe way to get there.*
- *Priority to: Connecting the major companies like DuPont and Astra Zeneca could potentially take hundreds of cars off the road. Start with the big ones!*
- *Not familiar with some of the existing trails along Centre Road even though I bike there regularly. Better markings? Is there a way to bypass the on-ramp section? If not, that should be a priority too. Priority to: Most important segments for me would be C01-C04, because that would give an alternative to Kirkwood Highway. Also, C17-C18 to give a safe way to cross 95. Suggest: I would like to see a way to get from the northern to the central segment possibly via 141 or 7. This would allow people who live along the northern section to get to the Christiana Mall.*
- *Although I would personally be happy to see implementation of the northern route, I think that would not be attractive to less fit, more casual cyclists due to the hills. A central route make the most send to me. Priority to: You can improve an on-road network using Ruthar Road, Harmony Road and Old Capitol Trail, and between the parts of Old Capitol Trail cut by Route 7.*
- *Great to be planning this. Suggest: Develop some corridors that are more linear with few grade crossings for Newark to Wilmington. Develop trail along AMTRAK corridor as was done for Hall Trail.*

- *Great start. Would be great to have a “circle” around Wilmington-Newark encompassing routes of all divisions. Priority to: N03, N04, N05, N06, N11, N12-N17, N07-N10. Focus on less difficult construction/conversion initially; save the more difficult/expensive endeavors until later.*
- *I would like to bike from my house in Wilmington to Newark but am scared of biking on Kirkwood Highway. I think using the existing Wilmington to New Castle Trail is a good idea. However, I am in favor of a more direct route if possible.*
- *The central route is the most direct connection and would make the least impact to current multi-use parkland and trails.*
- *I think to start we could strip routes 2, 4 and 273 for bike traffic. This would encourage people to ride while ultimately the trail is developed. It would also make sense to lock down any right of way that area available now, so as to have them not put to other uses while we wait. Suggest: A north south route to and from the Christiana Mall would be helpful.*
- *Wow – this looks great! Priority to: Connect Wilmington to New Castle.*
- *Priority to: Striping Route 9 to provide a North South Route to Delaware City from Wilmington.*
- *I don't have any preferences for specific trail routes (since I don't live in this area), but as a longtime member of the State Council of Greenways & Trails, I'm thrilled to see progress being made on connecting areas with trails. It's been a long time coming. Priority to: Listen to the residents who will use the trails on a regular basis.*
- *Suggest: Connect Newport to Banning Park to Canby Park and RR crossing at Canby. Connect Newport to Glenville abandoned subdivision and Stanton. Connect Old Airport Road across I-95 to Airport Road.*
- *Priority to: Industrial Track Trail – Wilmington to New Castle. Whatever option moves us closest to Wilmington to Newark Trail. Any remaining routes that can be implemented relatively quickly.*
- *Exciting to see expansion of trails. Priority to all of them. Suggest: Connect to Canal Trail.*
- *Wow! I'm impressed by the work that's gone into working up all these options. I feel that if we are going to create a true multimodal transportation system, then many of*

the proposed paths should ultimately be built. Also, all new development projects (residential or commercial) should incorporate connectors to the various proposed paths. Priority to: From a bicyclist's perspective and from a transportation viewpoint, the shortest, flattest route would be best – probably the Central alignment. However, also from this perspective, making improvements to roads may be cheaper, faster to implement and more desirable. Side paths appeal to less serious cyclists. I think making a safe cycling connection to Christiana Mall is important as well as being able to safely navigate the I-95 corridor.

- I think all accomplish the job. Appreciate how you looked at the big picture (hubs, schools, shopping) and the destinations. All routes need to be paved! Routes need to be lighted and patrolled for safety. Include signage or ‘rules of the road’ or ‘did you know’ along the way. Priority to: The central route since it is the most direct connection to Newark as well as other key destination in between. Suggest: Make a direct and exclusive bike lane down Rte. 4. Use Jersey barriers to separate from traffic. Make a direct route along the CSX line – again, Jersey barriers or low fencing to keep away from the train.*
- Central route: This route could incorporate both trail/road (through neighborhoods) as a quicker transportation means for commuters until the trail route is constructed. Also area around golf course (# 48) and housing development along Hercules Road can give a trail access to connect with Faulkland. Priority to: Any area that is marked as easy to moderate regardless of where it is located should proceed asap. This will inspire the connectors regardless of the barriers. Suggest: Golf course (#48) and the housing development next to it to get access to cross 41.*

GENERAL INFORMATION

1.) How would you describe yourself and/or your affiliation:

Resident 63

Adjacent Property Owner 2

Comm./Civic Org. 15

Institution (church, school, other) 1

Media 2

Business Owner 5

Other 4 (community cyclist, cycling group, Council on Greenways & Trails)

2.) How did you hear about this workshop?

Neighborhood/friend 22

Newspaper/Newsletter 7

Website 43

Blue Road Sign _____

Other 1 (Watershed committee)

3.) How helpful and informative were the DelDOT facilitators?

Very helpful 47

Moderately helpful 11

Not at all helpful _____

No opinion 5

4.) How effective were the display materials at explaining the project?

Very effective 51

Moderately effective 6

Not at all effective _____

No opinion _____

ADDITIONAL GENERAL COMMENTS:

- *Very busy, tough to analyze.*
- *Please e-mail links to maps. Please put comment/feedback forms online. (Abigail Clarke-Sather)*
- *Neighbors are extremely upset with motorcycle traffic on Penn Acres Segment. Need (if not already done) to have proposed route on website available for comment.*
- *I was involved with the early State Bicycle Task Force back in the 1970's. (Hugo Dreibelbeis was my contact for road reviews) and it is great to see us doing this – go Delaware!*
- *Please build this soon.*
- *Very informal for a workshop. No direction. I spent an hour waiting for a meeting that never materialized. (Mark Denio)*
- *The Wilmington and Northern Railway is not CSX. It is East Penn Railroad (just saying). Also missing some local trails on the map. (Joel Schwaber)*
- *Some DelDOT facilitators were more helpful than others. Dave was very involved, energetic and objective. Very good! Thank you again.*

- *Please keep the community involved.*
- *Patrol (safety).*
- *Please make this happen!*
- *Bigger facility to host meeting.*
- *Please get maps on website soon and provide mechanism there to comment on them. (Bill Boyd)*
- *This is a great idea! I'd like to see it completed!*
- *Space is too small for this type of workshop.*
- *Glad to see many people turned out.*
- *Projects like these are what will make Wilmington different/better than another city. There is tons of interest, but not everyone who is interested knows about this workshop. Multiply your attendance by a thousand!*
- *Keep up the good work! The persons "manning" this event did a great job – very well prepared/versed. Thank you for making "dreams" come true!! (Diane Wilson)*
- *Needed better publicity to attract more of the general public.*
- *Let's get this done! It will connect two great cities. Need good lighting and police going through these areas. Need to focus on safety. (Industrial Track Trail)*
- *Excellent! Need to relieve congestion after events, plus, should make the shops more accessible. (Christina River Bridge)*
- *Transportation enhancement projects are great work – keep it up!*