

Wilmington-New Castle Industrial Track Greenway



CURRENT SITUATION:

Need only one more mile of trail to be completed in order for pedestrians and bicyclists to be able to bypass Route 9 and 13 between Wilmington and New Castle.

PROFILE:

- **From 2000-2008: 98 pedestrian crashes on Route 9 and 13 between Wilmington and New Castle, resulting in 69 injuries and 8 fatalities**
- **\$600,000 allocated for design and engineering, but no funding yet programmed for construction**
- **Multiple private and public entities support the project**

POTENTIAL:

- **Easy access for tourists from Wilmington to New Castle**
- **More bicycle commuters between New Castle and Wilmington**
- **Increased economic activity along the Riverfront and historic New Castle**

QUOTES:

"Based on various research from other states, the economic impact and the number of jobs created tourists traveling and staying overnight strongly supports the great need for Delaware to have the Wilmington to New Castle Greenway completed."

Sarah Willoughby, Executive Director, Greater Wilmington and Brandywine Valley Convention and Visitors Bureau.



After years of planning, effort and investment, a six-mile long "bicycle highway", the Wilmington-New Castle Industrial Track Greenway, which would connect the cities of Wilmington and New Castle, is only one mile from completion. Without this greenway biking between New Castle and Wilmington currently requires traveling along two high speed, high volume arterial roads: Route 9 and Route 13. From 2000 to 2008 there were 98 pedestrian crashes along these roadways. Sixty-nine were injured including 8 fatalities.

Finishing the remaining mile would not only increase safety for walkers and cyclists but would also boost tourism, economic activity and outdoor recreation. The Wilmington Riverfront and Market street, with its many businesses, restaurants, residences, train station, movie theater, minor league baseball stadium and art scene would suddenly be safely and easily accessible for bicycle commuters and visitors from the suburban communities to the south of Wilmington and from New Castle. Going in the other direction, the historic colonial capitol of Delaware, now the headquarters of Delaware's only national monument, would become similarly accessible to visitors from Wilmington.

In 2011, the Delaware House and and Senate both voted unanimously to direct DelDOT to create multi-use pathways for pedestrian and bicycle user travel between cities and towns independent of existing roadways. Subsequently the Wilmington - New Castle Greenway became one of the signature projects of the state's "First State Trails and Pathways Plan". New Castle County, the City of Wilmington, WILMAPCO, the Riverfront Development Corporation and the Historic New Castle Alliance are all in support. DelDOT and DNREC are the sponsoring agencies. \$600,000 has been programmed for design and engineering but no funding for construction has yet been programmed. Completion of the Wilmington - New Castle Greenway is probably contingent on whether the Delaware General Assembly authorizes additional funding for DelDOT's Bike and Pedestrian Improvements program.