



Northern Delaware Heritage Coalition

Communities across New Castle County; non-profit conservation, trails groups, and heritage interests; educational institutions; tourism organizations; and state and local government agencies make up the Northern Delaware Heritage Coalition and participated in the development of the concept plan.

You can find out more about the Northern Delaware Heritage Network, the Northern Delaware Heritage Coalition, and how to assist the project, at:
 Wilmington Area Planning Committee's web site
www.wilmapco.org/NDHC/
 OR
 [project web site]

For additional information about this project, please contact:
 New Castle County Land Use Department, 87 Reads Way,
 New Castle DE 19720 at 302.395.5451
 OR
 the National Park Service's Rivers, Trails and Conservation Assistance Program,
 US Custom House, 200 Chestnut Street, Philadelphia, PA 19106 at 215.597.6473

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Northern Delaware Heritage Network

This is a place where water flows through rocky landscapes of quiet

beauty towards the shores of the Delaware River and coastal

plain. Its proud heritage is being rediscovered and brought to

light. Its mills provided the flour that kept the American troops fed

during the Revolution. Later its industrial might supported the Union during the Civil War, and the

nation during the World Wars. The process of shaping industrial America produced a unique

system of parks. This special place is northern Delaware, an area rich in culture, recreational

amenities and natural beauty. Do you want to make this exceptional place part of your daily life?

CONCEPT PLAN

Today, an opportunity exists to link people to their history and heritage in towns and suburbs

across New Castle County, through a system of trails, transit, and auto tour routes...





The Need

The idea for the proposed Northern Delaware Heritage Network is based on a simple premise: re-connect residents and introduce newcomers to northern Delaware's parks, cultural and historic sites, and natural assets through a complete, coordinated system of trails, transit and auto routes; do it through integrated and organized marketing and communications; and package the resources in a way that enhances their collective value.

Issue #1: Access

There are many types of barriers to the pedestrian and bicycling experience, including psychological and physical, that affect not only access to heritage resources but support for active and healthy lifestyles utilizing outdoor facilities. Some of these barriers include:

- Need for basic infrastructure and signage to help people access resources by trail, transit or road. Trailheads and site entrances are often not marked, and there are gaps in the county's trail network.
- Basic information on trails, related resources and conditions is needed— e.g., trail hazards, experiences, sites & resources along the way. There is no information on the individual projects that are a part of the Northern Delaware Heritage Network.
- Children and families need to be accommodated and encouraged to spend quality time with one another. Primary staging areas with amenities can help make their participation easier.

Issue #2: Marketing and Promotion

Delaware in general is "under marketed." There are few welcome centers, and no readily identifiable "icon," resources or themes that are broadly recognized, although visitors do know about the Brandywine Valley and beaches. There is currently no organized "northern Delaware experience." Visitors do not know where to go or what to see, let alone find out where they can get this information.



- Several communities are working concurrently on trail and greenway development, state scenic byways, and various heritage related activities but not always in a coordinated fashion. Together, these communities can address common issues affecting all localities working on these interrelated projects.
- There is a need for a vehicle to share success stories from other states' heritage tourism programs and well as local success stories that communities of Northern Delaware can benefit from.



The Benefits

LINK COMMUNITIES WITH KEY DESTINATIONS ACROSS NORTHERN DELAWARE AND THE REGION

It will build on existing plans such as the New Castle County Greenways Plan and Wilmaco Pathway Plan to provide safe routes for non-motorized travel. It would provide for short trips between communities and their heritage assets, tying them together socially and economically using alternative modes of transportation. It would connect to the larger region through long-distance trails such as the East Coast Greenway and Washington Rochambeau Revolutionary Route.

INSPIRE INTEREST IN HISTORY AND CULTURE

It will provide a unique opportunity for current and future generations to learn about and appreciate the rich heritage of northern Delaware. It will be a non-traditional classroom, with heritage assets linked together thematically and enriched by interpretive areas for use by schools and the general public.

PROMOTE AND SUPPORT HEALTH, FITNESS, AND RECREATION

Inviting pathways will encourage residents and visitors to participate in healthy exercise and fitness activities. The network will create more opportunities for recreation and will link parks and facilities.

BOOST LOCAL ECONOMIES AND SUPPORT TOURISM

Around the country, numerous communities are rediscovering the significant economic benefits of heritage tourism supported by a well integrated transportation network and organized, coordinated marketing and promotion. Heritage network users provide a market for food and beverages, lodging, equipment and bicycle sales/rental/repair, clothing, accessories, books, maps, and guides.

BUILD CIVIC PRIDE AND COMMUNITY AWARENESS

As residents help plan and develop the network, pride of ownership develops, creating a new appreciation and understanding of their communities' assets and amenities. This commitment can spark ideas and actions that bring a new unity and pride to the community, and will to preserve the assets that make the community special.



Share Our Vision

This network will provide excellent opportunities to link communities, boost local economies, encourage alternative modes of transportation, support environmental and history education, and reconnect people to their heritage. But it can't happen without you. Forging new partnerships between public and private interests is the only way to make the Northern Delaware Heritage Network a reality.

Please join us!





The Northern Delaware Heritage Coalition: Putting It All Together

The Northern Delaware Heritage Network isn't a completely new idea. Individual communities, non-profit groups, and county and state agencies have been working on transportation infrastructure, signage and other pieces of the network for several years. There have been many successes and new efforts started. Now is the time to bring them all together.

The Rivers, Trails and Conservation Assistance Program of the National Park Service was asked to convene these interested groups to determine if there is public/private support for the development of this heritage network throughout northern Delaware. The proposed network will be a creative cooperative effort and it needs the expertise and talents of local residents and groups.

The informally organized Northern Delaware Heritage Coalition is an advisory body made up of representatives from municipalities, non-profits, state agencies and local citizens which formed to guide the planning process. During the past two years, the Coalition met to develop a vision and goals for the project, collect resource information, develop themes, and package a series of auto loop tours as a first step in promoting northern Delaware's heritage assets. The Coalition also identified priority transportation projects and some potential information hubs within each of the five heritage areas. The most effective way for residents to become involved is by joining the Coalition, advocating the idea to their local officials and informing their neighbors and organizations about the project.

Concept Plan Recommendations: The Future

Although there are many supporters for the proposed Northern Delaware Heritage Network, other people will have questions about the benefits and impacts that such a network will bring to themselves and their communities. The Coalition will focus on the following tasks in the coming years:

- * Meet with citizens and representatives from municipalities, Wilmapco, New Castle County, and Delaware agencies to discuss alternative transportation routes and ideas for connecting heritage assets.
- * Complete production of a demonstration auto loop tour brochure and map, and web site that describes the heritage assets, themes and concept plan and elicits support for the Northern Delaware Heritage Trail Network. Broaden accessibility to these materials in the longer term with translations into additional languages and appropriate internet access for the visually/auditorially challenged.
- * Create a standard visual identity for the Heritage Network that includes the project web site, logo, and other materials. Incorporate the network logo into existing sign systems such as Wilmington Wayfinding, Pencader Heritage, state parks, and others rather than developing new signage, and create easy-to-update print materials describing the network in lieu of permanent interpretive signage.
- * Formalize the Coalition and form partnerships with business and corporations, tourism interests, schools and educational institutions, and civic organizations.
- * Develop guidelines for sites that would like to be part of the Heritage Network.
- * Create an action agenda which prioritizes trail and transit projects and the tasks necessary to complete them.



Issue #3: Public Awareness and Education

Historic resources are being lost in northern New Castle County, which has seen tremendous growth in new home and commercial development in recent years. In part, this loss of resources is due to lack of knowledge about the state's resources and history.

- Every four years there is a relatively large turnover in Delaware's population that requires re-education to appreciate the state's history and culture and form a common sense of identity.
- There is a need to simplify history and social studies and make them easily accessible and understandable.
- Enhancing the delivery of social studies in the schools is essential, and a consequent opportunity to connect students directly with trails and related resources and incorporate them into educational curricula.
- Historic sites need volunteers to maintain them, conduct programs, and educate the public.

Issue #4: Regional Connections

Several initiatives are under way that could interpretively and physically connect northern Delaware's heritage assets with the larger region and provide excellent exposure.

- The East Coast Greenway (ECG) crosses 15 states, including Delaware, and DC along 3,000 miles of the East Coast, from Maine to Florida.
- In Delaware, the ECG partially overlaps with the Washington Rochambeau Revolutionary Route (W3R), a nine-state historical route and part of the Yorktown campaign in 1781.
- The Brandywine River watershed is the focus of a bi-state Delaware and Pennsylvania effort to gain national recognition for its resources. The Brandywine Heritage Partnership is exploring the idea of a National Heritage Area. Routes 52 and 100 in Delaware are already designated a National Scenic Byway.
- The Delaware Underground Railroad Scenic and Historic Highway is part of a plan for a continuous National Scenic Byway from Maryland to Pennsylvania.
- The National Park Service is studying the possibility of designating Delaware coastal resources as a national park or other type of federally managed unit.

Issue #5: Public Safety and Health

The built environment--including land use patterns, transportation, and building design-- in many American communities has created significant environmental and public health impacts. Physical and psychological barriers prevent many from safely accessing community resources other than by car.

- These obstacles are further reinforced by (and contribute to) the trend towards indoor, sedentary activities. Sedentary lifestyles in turn are contributing to obesity and serious health problems for a significant portion of the U.S. population.
- Citizens of northern Delaware can be encouraged to be more physically active by promoting development of trails and greenways that are pleasant, safe and close to home.





About the Northern Delaware Heritage Network

INTRODUCTION TO THE FIVE HERITAGE AREAS

Northern Delaware north of the Chesapeake and Delaware Canal can be divided into five geographic and cultural regions that are based largely on watershed boundaries and the piedmont fall line:

City of Wilmington

Wilmington has been the region's economic and cultural hub from 1638 continuing into the city's current period of revitalization. Throughout its history, the city has seen important developments in industry and commerce, culture and the arts, immigration, religious freedom and civil rights. Its downtown, neighborhoods, and riverfront offer a rich tapestry of urban experiences where three rivers--the Christina, the Brandywine, and the Delaware-- meet.

Brandywine Creek

The area of the upper Brandywine Creek watershed and Piedmont descending east to the Delaware River offers a diversity of experiences, reflecting its agrarian routes as well as industrial history. Water power was the key to wealth generated by industry, resulting in estates that were later converted to an unparalleled system of public parks and private museums such as Winterthur Museum and Gardens.

Red Clay Creek

The creek meanders from the world famous "mushroom country" in Kennett Square, Pennsylvania through the Delaware countryside to the Christina River. The creek was once home to more than 90 water powered mills churning out an astonishing variety of products. Now its scenic, tranquil hills and valleys are the focus of conservation efforts by the Red Clay Valley, the second oldest small watershed organization in America.

White Clay Creek / Newark

Anchored by the University City of Newark, the core of this area is one of the rare unspoiled, intact river systems in the urbanized corridor between Philadelphia, Pennsylvania and Newark, Delaware. The White Clay Creek is a National Wild & Scenic River, recognized for its outstanding natural and recreational features.

Pencader / Red Lion

The largest of the five heritage areas geographically, Pencader/Red Lion is bounded by I-95 in the north, Chesapeake and Delaware Canal in the south, Maryland to the west and the Delaware River to the east. Its northern anchor is the historic City of New Castle, a capital seat long before William Penn arrived, and its southern anchor is Delaware City, the eastern terminus of the Chesapeake and Delaware Canal.



IV. Towards a Graphic Identity

Needs and Challenges

"Branding" is creating an identity for a product that is positive and quickly recognized by a broad population. It has often been pointed out that there is no one "icon," image or graphic identity associated with the wide variety of northern Delaware resources. The lack of a consistent graphic identity for the Northern Delaware Heritage Trail Network makes it difficult for people to recognize the project and be aware of the sites, how they are related, and how they can be accessed.

With assistance from Cynthia Todd of PACE Design, the Northern Delaware Heritage Coalition assessed the primary challenge relating to "branding"-- finding ways to get visitors to and through the different heritage areas, and identifying what type

of information would be needed within each heritage area. During a reconnaissance tour of the Claymont and Brandywine area, the following issues were noted:

- Multiple signs on telephone poles, highway signs, business signs, state historic markers, and watershed markers compete for visitor attention and are potentially confusing.
- Heritage assets generally do not identify themselves or their parking facilities for motorists.
- Existing information kiosks are located in state parks in out-of-the-way places.
- There is a need for a logo that identifies heritage assets that are part of the Northern Delaware Heritage Network and can be consistently applied to directional and interpretive signage.
- Technology such as podcasts should be considered in lieu of a traditional wayfinding system to minimize sign clutter and help people understand what is available.

Developing a Shared Identity

Rather than bring all heritage asset signage into alignment using common standards, the Northern Delaware Heritage Network can develop a simple symbol such as a diamond (for the "diamond state") that is easy to identify at different travel speeds and can be applied to existing signs and print materials. The color could change to distinguish the particular heritage area or tour route, and an arrow could be paired with the logo to identify travel direction. Rather than a kiosk or interpretive signs at each site, a template with the logo and information about the Heritage Network could be developed. These printed materials would be much easier to update than a sign or kiosk.





HORTICULTURE & AGRICULTURE

The unique qualities of the art, architectural and agricultural traditions of the Brandywine Valley are internationally recognized, as are its gardens, including those at Longwood and Winterthur. Horse farms, country estates, and granges at Corner Ketch and along Concord Pike and farm remnants such as the Blue Ball property testify to Delaware's rich agricultural traditions and rich soils. Agriculture and horticulture remain highly valued for their economic and cultural contributions in both Delaware and Pennsylvania.

SCHOOLS of ART

Related to the themes of ecology, horticulture and agriculture, as well as landscape architecture, the Brandywine Valley is a landscape of inspiration. Several generations of Wyeths are internationally known painters of this landscape, and locals Howard Pyle and Felix C.O. Darley were well known illustrators in the Wilmington area. Northern Delaware's art traditions continue through 20th century African American sculptor Charles Parks, and the painter Edward Loper. The Delaware Art Museum is a renowned repository for the Bancroft collection of Pre-Raphaelite paintings.

ARCHITECTURE & LANDSCAPE ARCHITECTURE

This theme overlaps with the agriculture and horticulture theme, and also with ecology/conservation and industrial development. The theme includes country estates turned into distinctive parklands and preserves as well as the history of suburbanization, including new urbanism, that is well reflected in the northern Delaware's residential neighborhoods. Models for the organization of labor as part of industrial communities include workers' housing at Bancroft Mills and the Claymont steel mills. The development of utopian communities as a backlash against industrialization includes the three villages representing the Ardens.

GEOGRAPHY / CLIMATE / TOPOGRAPHY

Delaware's natural geography and climate provide the context for understanding the development of its culture, labor, politics, and society. The topographic division between the rolling, rocky hills of the piedmont and the flat, sandy soils of the coastal plain had implications for Delaware's historical development relating to the harnessing of water power and natural resource use and extraction. An exploration of the state's "unnatural" boundaries could include the arc dividing northern Delaware from Pennsylvania and the establishment of the Mason-Dixon Line.

EDUCATION

Since the early days of Delaware's settlement, a sound and practical education has been important to its citizens. Early educational resources include the academies in Newark and Wilmington. Delaware's schools also featured prominently as part of a series of suits relating to the negative effects of segregation of the classroom, leading ultimately to the landmark Supreme Court decision Brown vs. Board of Education. "Separate" classrooms for the races was no longer considered "equal" education.

FOUNDING OF A NATION

Delaware contributed to the development of our Constitutional Republic, from the signing of the Articles of Confederation and Declaration of Independence to being the first state to ratify the U.S. Constitution in 1787. John Dickinson, who plantation survives in Kent County, was the author of many of our nation's most fundamental documents, including the Articles of Confederation, and was known as the "Penman of the Revolution." The country estate of George Read, a signer of the Declaration of Independence, remains in New Castle, as does his son's house. Gunning Bedford, Jr.'s Lombardy Hall represents the estate of a man active in the Constitutional Convention, abolition of slavery, and politics in his home state.



HERITAGE ASSETS

Each of the five heritage areas encompasses a rich variety of resources that showcase the evolution of its distinctive landscape and connect its residents to their past. Public parklands and open space, natural areas and gardens, historic and cultural sites, and historic transportation corridors are all important community resources that are considered heritage assets. Each asset has a particular part of one or more stories to tell and can be linked thematically to other assets to create a complete, comprehensive portrait of northern Delaware.

EXISTING & PROPOSED FACILITIES

The Regional Trail Spines - East Coast Greenway (ECG) and Washington Rochambeau Revolutionary Route (W3R)

Delaware's 26-mile portion of the W3R and its historic sites, and the state's 38-mile portion of ECG represent the physical "backbone" of the Northern Delaware Heritage Network. While the W3R touches all five heritage areas, the ECG touches four, dipping south to exclude Red Clay Creek. About 13 miles--representing mainly off-road trails-- of the ECG in Delaware is complete. Delaware's W3R, an on-road route, is signed with route markers. Federal designation as a National Historic Trail is being sought.

Off Road Trail Network

A priority of the Northern Delaware Heritage Network is to support the completion of the New Castle County Pedestrian and Bicycle Pathway Plan and Delaware greenways as they specifically relate to connections with heritage assets. The primary off road elements of the Pathway Plan are pathways--that is, a bicycle and/or pedestrian path separated from motorized traffic by a curb, barrier or open space--and greenway trails-- trails for foot or bike traffic within linear natural corridors. The intersection of two or more trails was noted as a priority for implementation and an opportunity for orientation and interpretation.

On Road Transportation Network - Bike Routes, Sidewalks, Transit

On road connections to heritage assets were identified, including the Delaware Department of Transportation's proposed bike routes and Delaware Transit Corporation's (DART) bus routes and stops. In addition, on road elements of the New Castle County Pedestrian and Bicycle Pathway Plan were considered, including sidewalks and sidepaths.

Auto Loop Tour Routes, including Scenic Byways

Exploring the heritage areas at a leisurely pace on foot or by bike would be strongly encouraged; however, the five driving tour routes developed by the Northern Delaware Heritage Coalition are an excellent way to get a quick overview, particularly since several include a designated National or State Scenic Byway: Route 9's Coastal Scenic Byway, Brandywine Valley National Scenic Byway, and Red Clay Valley Scenic Byway.





About the Concept Plan

This Concept Plan represents the culmination of a three-year community planning effort of the Northern Delaware Heritage Coalition, supported by New Castle County Land Use Department and Wilmington Area Planning Council (Wilmapco), and assisted by East Coast Greenway Delaware and the National Park Service's Rivers, Trails & Conservation Assistance Program.

The first year was devoted to vision and goal setting, and the second year to development of draft text for a demonstration project that consisted of a fold-out map/brochure describing five auto loop tours through the heritage areas of northern Delaware.

During the second and third years, a series of workshops was conducted in each heritage area with community representatives to identify heritage assets; challenges and opportunities related to accessing those assets by public transit, foot or bike; and options for access now available or under development. Additional workshops with the Northern Delaware Heritage Coalition yielded information on the themes represented by heritage assets and potential information and transportation hubs within each heritage area.

Wilmapco incorporated the workshop results into a matrix of priority transportation, historic preservation and community development projects to guide future project implementation discussions with the Coalition. Wilmapco also developed the approach to organizing information on heritage assets through a series of "discovery areas."



I. Transportation Projects

Many of our region's assets are accessible by walking, bicycling or public transit, but many others are accessible only by driving. As this plan promotes travel choices for exploring the region, the planning process examined recommendations contained in the New Castle County Pathway Plan and Delaware Bicycle Plan as well as key opportunities to increase exploration by transit and walking.

DART bus service and SEPTA rail provide service to many heritage sites. Opportunities exist to provide more information at DART bus stops about the heritage resources in the surrounding area. Train stations provide ideal hubs with information about the overall network.

The East Coast Greenway Plan for Delaware was completed in 2003. Many sections of Delaware's 38 miles, including the Northern Delaware Greenway, City of New Castle's Battery Park, Wilmington Riverwalk, and the Newark Hall Trail, have been completed. A trail guide with detailed maps is being

Theme Categories

ECOLOGY & CONSERVATION

Conservation and park planning were espoused by William Penn in planning his "Greene Country Town" of Philadelphia and by William Bancroft, the "father" of the Wilmington park system. New Castle County's natural areas and parklands include many birding hot spots and provide the basis for Delaware City's ecotourism initiative. Delaware's coastal environment and natural resources provide important resource-based recreational opportunities and economic support.

INDUSTRIAL DEVELOPMENT

Piedmont rivers provided transportation routes and the water power to drive economic development and create distinct landscapes. The industrious, entrepreneurial spirit of the early settlers later joined by the DuPont family created a significant American industrial legacy. Remnants of Latrobe's feeder canal, the still active Chesapeake and Delaware Canal, and sites associated with inventor Oliver Evans testify to this water based industrial heritage. The shipbuilding tradition lives on through the Kalmar Nyckel and riverfront sites in Wilmington active from the Civil War through World War II.

MILITARY HISTORY

Delaware's military resources include a collection of fortifications spread along the Delaware River and Bay and Revolutionary War resources. The latter are associated with the Battle of the Brandywine, the skirmish at Cooch's Bridge, and the Campaign of 1777, General George Washington's first major tactical campaign in defense of the young nation. The Washington Rochambeau Revolutionary Route commemorates the Yorktown Campaign of 1781. Other key elements of military history include the fortifications of the Swedish and Dutch settlers at Fort Christina and shipbuilding sites associated with World War II.

UNDERGROUND RAILROAD

Delaware was the last stop to freedom for runaway slaves, playing an important role in the history of the Underground Railroad network. The tension between industrialized northern Delaware and the agricultural south affected Delaware's laborers, slave and free, and dramatically divided its citizens culturally and politically before, during and after the Civil War.

RELIGION

The Quaker religion, part of William Penn's Holy Experiment, is well represented as part of the industrial theme and at Lombardy Hall. Presbyterians, Methodists, the AME Church, Jews, and many other religions maintain rich traditions and historic sacred sites throughout northern Delaware. The less traditional charitable associations such as Shriners (Nur Temple) and Freemasons (Grand Opera House) are also well represented.

CULTURAL DIVERSITY

A variety of nationalities and ethnic groups call Delaware home, starting with the indigenous peoples--the Lenapes and Nanticokes. The colonization and establishment of the frontier includes the story of the first European settlers in the Delaware Valley who built fortifications for their protection, such as at Fort Christina, and the first log cabins.

TRANSPORTATION

Water served as the main transportation link, connecting colonial Delaware with England, Europe and other colonies; supporting a long shipbuilding tradition; and giving rise to the "national" waterway, the Chesapeake & Delaware Canal. On land, Delaware's importance as a regional transportation hub is represented through the Frenchtown Railroad, the Conestoga wagons of the frontier and the pikes such as Lancaster to Wilmington, and advances in aviation at Bellanca airfield.



Northern Delaware

Heritage Network



II. Discovery Areas and Hubs

Definitions & Functions

The Northern Delaware Heritage Coalition's broad based assessment of "welcome" or visitor centers in northern Delaware pointed to the lack of places to find comprehensive information on the area's heritage assets. The Coalition chose to focus on sites within each of five heritage areas that could serve as potential "discovery areas" and information "hubs" for both the heritage area and the larger Northern Delaware Heritage Network. Suggestions for the hubs consider numbers of visitors, hours of operation, and accessibility (including access through technology).

Within each heritage area, a series of discovery areas was identified that ties together clusters of heritage assets through existing and planned trails and transit routes. A potential information hub and themes are tentatively suggested for each discovery area, along with connections to the transit, bicycle and pedestrian network and available parking facilities. A separate, more detailed list of heritage assets notes existing and potential trailheads and information about visitor amenities.

A brief description about the discovery areas within each heritage area, and the detailed description of heritage assets is on pages ___ of the Appendices.

III. Themes and Interpretation

Introduction to Themes

Themes are storylines that can link northern Delaware's heritage sites and provide context for understanding our past, present and future. The stories communicate the most important aspects of the site to the public, answering questions about who, what, where, how and why. Themes connect to the audience on a universal level, exploring relevant ideas, meanings and values, and providing a variety of perspectives. Some thirteen potential theme categories have been identified for northern Delaware heritage sites that could be developed into detailed storylines and provide a framework for interpretative programs at the sites, on the internet, and working with local school curricula. The theme categories are described on pages 11-12.

Priorities for Theme Development and Examples

With limited resources and a multitude of potential themes, it will be necessary to prioritize which themes will be developed initially. Popular appeal, the number of existing sites representing the theme, and current initiatives that include themes development will be considered in order to maximize the beneficial impacts to as many northern Delaware sites as possible. Four theme categories stand out as being represented through the current initiatives of the Brandywine Heritage Partnership, the Delaware National Coastal Resources Study, and the Northern Delaware Heritage Coalition: ecology/conservation; industrial development, including water power; military history; and Underground Railroad. In addition, Pencader Heritage Association can provide a local model for the theme development process.



I. Transportation Projects (cont.)

developed for southeastern Pennsylvania and Delaware. The 3,000-mile-long trail through 15 states and DC provides tremendous opportunities to develop historic interpretive information that links Delaware to the region and leverages the resources of the East Coast Greenway Alliance. Twenty-six miles of the historic Washington Rochambeau Revolutionary Route partially overlap with the East Coast Greenway in Delaware, providing additional opportunities for interpretation and historic preservation. Other gaps in the route remain, including connections from Pennsylvania through Claymont to Bellevue State Park, the connection from the Riverwalk to Old New Castle, and the link between New Castle and Churchman's Crossing.

The New Castle County Pathway Plan was completed in 2007. The plan will mainly be implemented through coordinated multimodal transportation projects and new development. Other recommended Pathways can be completed using state or federal transportation funding. Information about potential funding sources is included in the appendix.

DelDOT completed the Delaware Bicycle Facility Master Plan in 2007. This study defines a statewide system of designated--and primarily on-road--bicycle routes, many of which provide access to heritage areas.

Several Scenic Byways have been designated within the planning area, including the Brandywine Valley Scenic Byway, a National Scenic Byway; and Red Clay Valley and Route 9, designated as State Scenic Byways. A requirement for scenic byway designations is the development of corridor management plans for the route that identify transportation, interpretive and preservation needs.



II. Historic Preservation, Interpretation and Community Development Projects

The Northern Delaware Heritage Coalition identified a range of priority infrastructure projects related to enhancing the experience of and access to heritage assets; however, not all of these projects fall under the transportation planning jurisdiction of Wilmapco nor can they necessarily be implemented through federal and local transportation funding. The Coalition also identified infrastructure and programs that relate to historic preservation, conservation, interpretation, and community development. The projects include design of trailheads and information kiosks or materials, development of downtown walking tours, inventories of historic resources, theme development, preservation and adaptation of historic structures, hometown overlays and mixed use developments, open space preservation and park improvements, and adaptations of existing wayfinding systems for the Northern Delaware Heritage Network. These types of projects are listed separately within the matrix of transportation projects in Appendix ____.



Our Vision & Goals

We see the The NORTHERN DELAWARE HERITAGE NETWORK as a means to utilize the Washington Rochambeau Revolutionary Route (W3R) and the East Coast Greenway (ECG) as the braided spine across New Castle County that directly connects or connects via a spur to each of five "heritage areas." The network of transit, biking, hiking and driving routes would provide alternative transportation connections among historic sites, parks and cultural assets in northern New Castle County.

Access

Provide increased mobility for a broad cross-section of the population. Create a comprehensive, consistent and understandable signage and wayfinding system. Emphasize safe, multi-modal access to historic sites and recreational opportunities throughout northern New Castle County.

Marketing

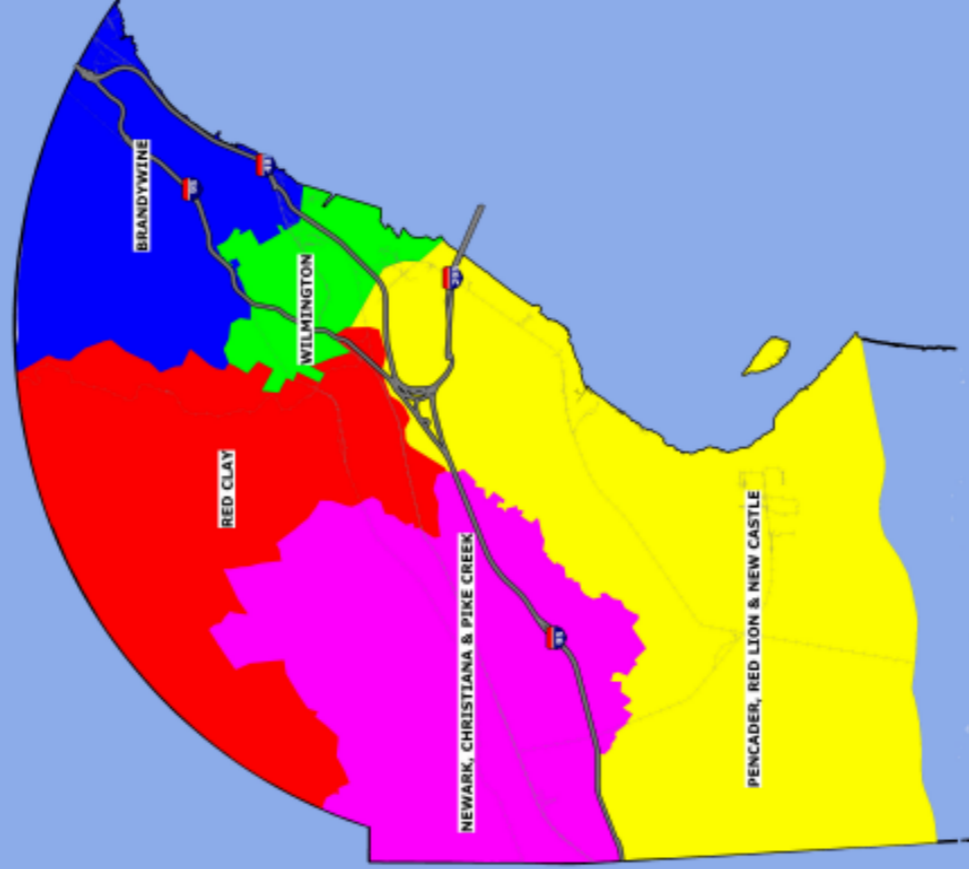
Enhance awareness of and access to heritage resources through coordinated cross-marketing, including virtual information sharing and delivery systems as well as physical media.

Interpretation

Provide a framework and options for incorporating information on heritage initiatives and interrelated stories and themes.

Conservation

Increase community commitment to resource preservation.



Geography:

The Northern Delaware Heritage Network includes Northern New Castle County from Chesapeake and Delaware Canal north to the Pennsylvania border, organized into five heritage areas:

- * City of Wilmington
- * Brandywine
- * Red Clay
- * White Clay / Newark
- * Pencader / Red Lion

Heritage Assets:

- * Major waterways - Delaware River, Brandywine Creek, Christina River, Red Clay Creek, White Clay Creek, Chesapeake & Delaware Canal
- * Parks & recreation areas
- * Cultural and historic sites
- * Educational institutions - libraries, schools

Physical Network Elements would consist of:

- * Regional trail spines - East Coast Greenway, Washington-Rochambeau Revolutionary Route
- * New Castle County trail network from Pathway Plan, DelDOT proposed bikeways, Delaware greenways
- * Trailheads
- * Transit routes and stops
- * Auto tour routes
- * Discovery areas with information hubs