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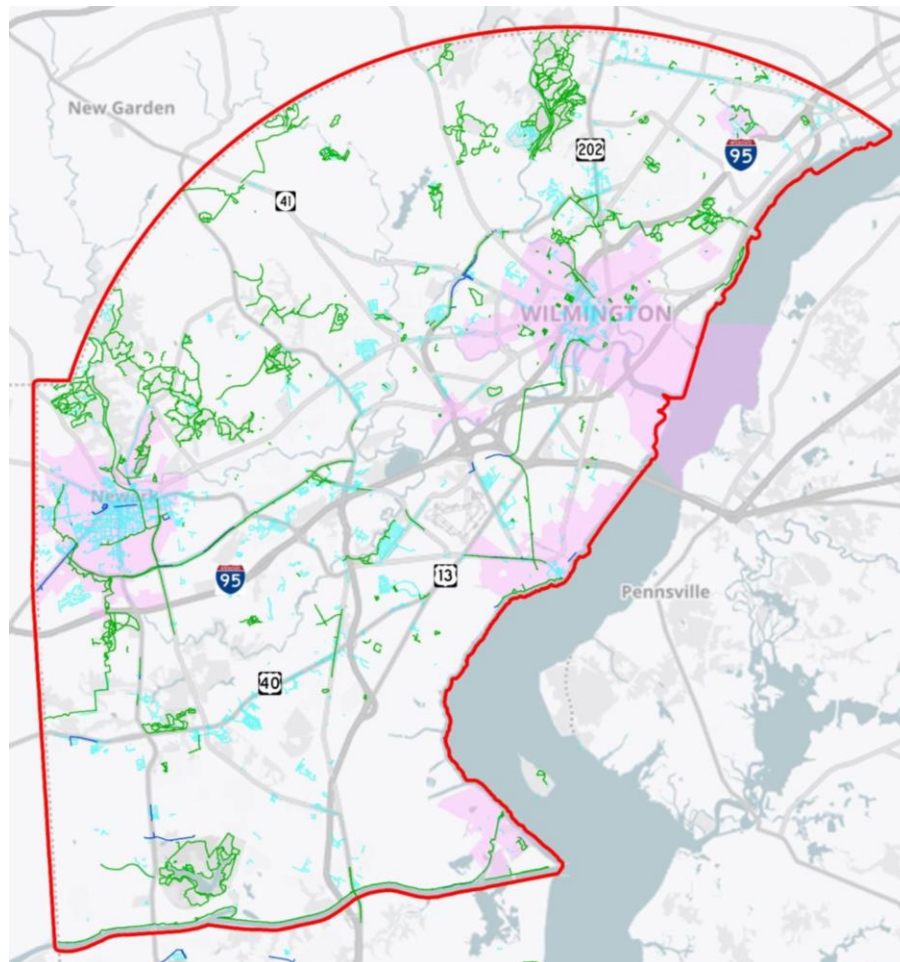
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**WILMAPCO Executive Director**  
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## REQUEST FOR PROPOSALS Northern New Castle County Bicycle and Pedestrian Network Master Plan (BPMP)

### INTRODUCTION AND STUDY AREA

The Delaware Department of Transportation (DeIDOT), the Wilmington Area Planning Council (WILMAPCO) and the New Castle County (Delaware) Department of Land Use, are seeking proposals to create a program of improvements for Northern New Castle County, which is comprised of the area north of the of C & D Canal. The primary objective of this effort is to perform a comprehensive evaluation of bicycle and pedestrian connectivity in the study area and develop a master plan of short- and long- term improvements to enhance safety and support economic growth.



## GOALS AND OBJECTIVES

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The purpose of this plan is to identify and plan for a safe, connected, and comprehensive bicycle/pedestrian network linking historic, culturally significant, and other important destinations and trailways in northern New Castle County. Integrating these locations into the larger transportation network is vital for providing safe and reliable non-motorized access to historic and cultural landmarks without relying on autocentric modes of travel.

The resulting improvements as a result of this study will address the goals of the planning partners, which include economic development, safety and efficiency, and quality of life:

### Economic Development:

This plan will support economic development by aiding in the identification of connections for an effective transportation network to locations that are important for historic tourism in New Castle County. Historic tourism in New Castle County serves as a vital economic and cultural engine and is a part of the region's deep colonial and industrial roots. This plan supports the "living history" approach, that not only preserves the past but also actively contributes to the local economy by supporting jobs in preservation, hospitality, and other sectors. An integrated transportation network provides employees in those sectors, as well as the public, with alternative means of travel that are not auto oriented.

### Safety and Efficiency:

This plan will produce short- and long-term improvements that are feasible and based on analysis to improve safety and connectivity in the study area. The improvements will directly contribute towards the development of a complete low-stress non-motorized transportation in the study area.

### Quality of Life:

This plan will promote active transportation in the County and improve the accessibility and comfort of the transportation network that connects historic locations. Providing reliable non-motorized access to areas of cultural importance supports healthy community activity, helps foster a sense of "place", and provides more education and learning opportunities.

Attached as an Appendix with this request for proposals are four descriptions of potential interconnections in the study area and the historical significance of the sites involved. These examples demonstrate the importance of establishing a comprehensive transportation network of bicycle/pedestrian facilities and trails, enabling County residents and visitors to safely and easily travel to and from locations on designated routes.

This plan will document current and propose future bicycle/pedestrian facilities, amenities, and improvements to serve as linkages and connections to historical and cultural assets in the County. A review of existing signage and historic indicators along with recommendations for additional wayfinding will also be included in this study.

This project will include a Planning and Environmental Linkages (PEL) questionnaire to ensure the plan meets the qualifications of a PEL Study. PEL Studies are a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic issues early in the planning process. This information and analysis can then be utilized to inform the National Environmental Policy Act (NEPA) review process. PEL Studies are an FHWA initiative used to help make better-informed project-level decisions and to shorten project delivery time, and they follow provisions set forth in 23 U.S.C. 168(b)(1)(A) and associated regulations under 23 CFR 450.212(d) and 450.313(e).

This study would also be in line with FHWA's support for implementing Section 106 of the National Historic Preservation Act (cite).



## **PLANNING PARTNERS**

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WILMAPCO will be responsible for administering the plan development. The Project Management Committee (PMC) will collaborate on developing the NNCC Bicycle and Pedestrian Network Master Plan, and will include:

- Wilmington Area Planning Council (WILMAPCO)
- Delaware Department of Transportation (DeIDOT)
- New Castle County Department of Land Use (NCC)

An Advisory Committee (AC) of civic and business stakeholders will provide input on issues, opportunities and constraints, and draft scenarios. Outside of the planning partners, potential advisory committee members/stakeholders may include (but not limited to):

- Delaware Transit Corporation (DTC)
- Maryland Department of Transportation
- Adjacent Pennsylvania Counties and Townships
- Department of Natural Resources and Environmental Control
- Cecil County
- Delaware Department of Historical and Cultural Affairs (HCA)
- Local Elected Officials
- City of Wilmington
- Delaware Greenways
- City of New Castle
- New Castle Historical Society
- Archeological Society of Delaware
- Pencader Heritage Museum
- W3R-DE
- Mason-Dixon Trail System
- Nemours Estate
- Hagley Museum and Library
- Woodlawn Trustees
- Village of Centerville

Community residents and other identified stakeholders within the study area will also take part in the planning effort. A consultant team with demonstrated expertise to best assist the planning partners will be selected through the RFP process.



## **SCOPE OF WORK FOR CONSULTANT SERVICES**

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The Project Management Committee is seeking consultant support for the project as described below.

### ***Task 1: Summary and Review of Recently Completed Projects/Studies and Current Conditions***

The planning partners and the consulting team will review existing and future land use, transportation projects and infrastructure, and demographics for the study area. This task will be completed prior to public outreach and project development to ensure that all recommended improvements are feasible and implementable. This task will include:

- A complete summary of recently completed bicycle and pedestrian studies, recommendations, and projects including but not limited to:
  - Regional Gap Analysis
  - New Castle County Bicycle Plan
  - Land Use and Transportation Master Plans/Monitoring and Implementation Committees (Claymont Area Master Plan, Kirkwood Highway Land Use and Transportation Plan, etc.)
  - DelDOT Capital Transportation Program (FY27-FY32)
  - Delaware Byways Corridor Management Plans
  - Municipal Comprehensive Plans
  
- Analysis and illustration of existing conditions/trends, including but not limited to:
  - Existing and future land use
  - Bicycle and pedestrian facilities (including trails)
  - Historical, cultural, and community landmarks, features, and destinations
  - Demographics

Deliverables – Report that includes summary information, including maps, graphics, GIS layers, etc. detailing existing conditions and constraints will be prepared by the planning partners and the consulting team.

### ***Task 2: Development of Key Destination Clusters***

- Utilize information and analysis from Task 1 to compile a database of historic and cultural locations of community importance.
- Development of an approach for broad-based public outreach for gathering input on clusters (i.e. wikimap, ArcGIS, etc...)
- Develop a map that designates destination clusters in the study area.

Deliverables – Database of historic/cultural destinations. Description, map, and GIS layer of up to 6 key destination clusters (examples included in RFP Appendix).

### ***Task 3: Develop Preferred Routing Within and Connecting Each Destination Cluster***

- Evaluate potential connections and routes within each destination cluster, as well as feasible routes connecting them.
- Develop a map that clearly delineates the safest and most efficient preferred multi-modal routes within and connecting each cluster.

Deliverables – Meeting notes from Project Management and Advisory Committee. Analysis and report of potential connections and routes. Description, map, and GIS layer of preferred routes.



**Task 4: Develop Infrastructure Needs for Cluster Connections and Routes**

- Assessment of short- and long- term needs to complete each cluster and improve each preferred routing option.
- Development of transportation alternatives necessary to connect clusters within and to each other.
- Creation of unique wayfinding and marketing each cluster to improve visibility and unique identity.

Deliverables – Meeting notes from Project Management and Advisory Committee. Report detailing short- and long-term needs, transportation alternatives, and wayfinding/marketing recommendations

**Task 5: Final Report**

- Assemble a final master plan that is consistent with the policies and standards of the Project Management Committee. Included in the final report would be any electronic products used in the development of the clusters and infrastructure needs tasks.

Deliverables – Meeting notes from Project Management Committee, Advisory Committee, and public workshop(s). Report detailing information from Tasks 1-4 including trend conditions, modeling/analysis results, and developed alternatives. Final report should also include a completed PEL Questionnaire.

**ANTICIPATED SCHEDULE**

TASK	MONTH																
	Fiscal Year 2027										Fiscal Year 2028						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Task 1: Summary of Projects/ Studies and Current Conditions				i													
Task 2: Development of Key Destination Clusters																	
Task 3: Develop Preferred Routing Within and Connecting Each								i									
Task 4: Develop Infrastructure Needs for Cluster Connections and														i			
Task 5: Final Report & Material Delivery																	i
Public Workshop i																	

**FUNDING**

This project will initially be funded from WILMAPCO's FY 2027 Unified Planning Work Program (UPWP), available at [www.wilmapco.org/upwp](http://www.wilmapco.org/upwp) and/or agencies on the Project Management Committee. This study is expected to require 17 months to complete; the funding for months 11 through 17 will be included in WILMAPCO's FY 2028 UPWP. As part of the RFP, we request the inclusion of an estimate of the costs to perform each of the listed tasks over the full 17-month study period.



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## **DELIVERABLES**

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Items that will be produced by the consultant will consist of, but not be limited to:

- Draft reports as needed – one high-quality PDF and one MS Word version.
- PowerPoint and display boards for presentation at meetings and public workshops. Display will also be made available in PDF.
- Materials for a project website, including illustrative depictions of the preferred alternative, including real-world simulations and other digital products.
- Attendance at up to 4 public meetings in the study area to discuss project and assist in stakeholder outreach.
- Attendance, in person or teleconference, at about 10 Project Management Committee, Advisory Committee, and/or joint committee meetings.
- Presentations to WILMAPCO, New Castle County Planning Board and New Castle County Council.
- Meeting summaries for all meetings and workshops, including written records of all public comments.
- Final report– one high-quality PDF, one MS Word version and final publication format (such as Adobe InDesign).
- GIS files of all mapping work.

## **SUBMISSION REQUIREMENTS**

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The Consultant shall submit a Proposal/Statement of Qualifications via email or for purposes of sharing with the Project Management Committee. Receipt of insufficient copies of the Proposal or not providing the required information in the desired format may result in elimination from the selection process. The submission shall include the following and provide a table of contents indicating where the required information is located in the submission package:

- Identification of the consultant's project manager and a description of this person's experience with similar projects. The project manager may not change during the project without written permission from WILMAPCO.
- A description of qualifications and experience for each individual and firm participating in the project team, including an organizational chart showing the relationship of each individual to the overall project work plan.
- Three current references (more recent than three years) for each individual and/or firm that will have significant and specific responsibility for this project.
- A Technical Proposal that demonstrates an understanding of the project, describes the proposed approach and lists the proposed reports and products. This is limited to ten (10) pages.
- A proposed level of effort delineating the staff assigned with title, hours, and hourly rate for each task. The full cost of the proposal should also be included.
- A proposed schedule showing the timeline for each task including milestones and significant meetings or reviews.



- This project will include a Planning and Environmental Linkages (PEL) Study, a collaborative and integrated approach to transportation decision-making that: 1) considers environmental, community and economic issues early in the planning process; and 2) uses information, analyses and products developed during planning to inform the National Environmental Policy Act (NEPA) review process. PEL Studies are an FHWA initiative used to help make better-informed project-level decisions and to shorten project delivery time, and they follow provisions set forth in 23 U.S.C. 168(b)(1)(A) and associated regulations under 23 CFR 450.212(d) and 450.313(e).
- A written statement that all terms and conditions contained in this RFP are accepted by the consultant.
- A statement that the consultant will comply with Title VI of the Civil Rights Act of 1964, to the end that no person in the United States shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or otherwise be subjected to discrimination.
- A declaration that the consultant is an Equal Opportunity Employer and does not discriminate in employment because of race, age, color, sex, religion, national origin, mental or physical handicap, political affiliation or marital status.
- For contracts over \$25,000, WILMAPCO will complete a search of the excluded parties listing system to ensure that the organization is not debarred or suspended from federally assisted contracts.
- The consultant shall accept all applicable Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requirements surrounding Lower Tier Covered Transactions. These requirements can be found within the WILMAPCO Title VI/Nondiscrimination Assurance Statement, available electronically at: [www.wilmapco.org/titlevi](http://www.wilmapco.org/titlevi).
- Identification of the contact person during the selection phase, including the name, address, telephone numbers and email address. This contact must be available during normal business hours. WILMAPCO will also consider:
  - The extent to which Disadvantaged Business Enterprises are used (any firm wishing to be recognized as DBE must provide documentation such as official DBE certification.)
  - Creativity in identifying planning approaches and solutions to land use and transportation problems and in presenting plans to policy makers and the public.



## EVALUATION AND SELECTION

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WILMAPCO may select a short list of at least two firms who may be invited to make a presentation regarding their team and approach. The initial qualifications-based selection will be made by evaluating the proposal using these criteria:

Clarity, readability and presentation of material, including writing style	25%
Project understanding and approach as displayed in the project proposal and the interview	35%
Relevant experience, team leadership and team capabilities	35%
References and supporting information	5%

Only consultants who supply complete information will be considered for evaluation. We will base the final decision on materials submitted, the presentation, and/or contacts with references.

## SUBMISSION DATES, ADDRESS AND CONDITIONS

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The deadline for proposals is **4:30 p.m., July 15, 2026** at the WILMAPCO offices. Proposals received after this time and date will not be accepted nor considered. We will not accept faxed applications. Proposals will not be reviewed before 8:30 a.m. of the morning following the deadline. Tentatively, we will interview finalists during the week of **August 10, 2025**.

An electronic copy may be emailed to [dgula@wilmapco.org](mailto:dgula@wilmapco.org) or hand delivered to:

WILMAPCO  
100 Discovery Blvd, Suite 800  
Newark, DE 19713  
ATTN: Mr. Dave Gula, Principal Planner

The selected firm(s) will assume sole responsibility for completion of the tasks required by this RFP.

All work may be reviewed periodically by an advisory committee and other groups.

All statements become part of the public file on this matter, without obligation to WILMAPCO. However, offerors may identify those portions of their proposals that they deem confidential, proprietary information or trade secrets and provide any justification why such materials, upon request, should not be disclosed.

WILMAPCO reserves the right to reject any or all RFP responses.

WILMAPCO is not liable for any cost incurred by the consultant in preparation or presentation of the proposal.

For additional technical or procedural information:

Contact: Mr. Dave Gula  
Phone: (302) 737-6205 Ext. 122  
Fax: (302) 737-9584  
E-mail: [dgula@wilmapco.org](mailto:dgula@wilmapco.org)



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## Appendix A: Example Clusters

### Proposed Revolutionary War Trail—The Battle of Cooch’s Bridge

While now a heavily traveled and developed corridor, the Glasgow/Cooch’s Bridge area represents the only site of Engagement in Delaware during the Revolutionary War. The proposed trail within this theme would represent the Delaware based actions in the lead up to and during the Battle of Cooch’s Bridge. The main segment would run east along Pulaski Highway (route 40), north along South College Avenue (Route 896), northeast along Old Cooch’s Bridge Road, and then finally east along Old Baltimore Pike. This path roughly aligns with the movements of the British Troops under the leadership of General Howe as he made his way from Elkton through Glasgow and up to Cooch’s Bridge.

In addition to the main volume of the trail there are multiple tie-in points such as the area along Old Baltimore Pike between Route 896 and the Delaware-Maryland border. This comprises a segment of the Mason Dixon Trail, and the Washington-Rochambeau Revolutionary Route (W3R, a Federally designated National Historic Trail). The possibility of extending the trail west along route 40 exists as well to incorporate Howe’s advance through Cecil County from Oldfield Point, south of Elkton, and through Elkton.

While the Battle of Cooch’s Bridge is Delaware’s sole Revolutionary War battlefield, further field sites should also be considered when looking at connection points that represent this period. These include individual sites like the Hale-Byrnes house, small colonial villages like Christiana, or the National Historic Landmark of Historic New Castle.

Partners on this could include Cecil County, The Pencader Heritage Museum, W3R-DE, the Mason-Dixon Trail System, State of Delaware Department of Historical and Cultural Affairs (HCA), the City of New Castle, the New Castle Historical Society, and the Archeological Society of Delaware

#### Potential Trail Stops

- Site 1- La Grange/Dr. Samuel Black House
- Site 2- Aikens Tavern Historic District
- Site 3- Glasgow Park/The Hermitage
- Site 4- Cooch’s Bridge Historic District
  - o Cooch House
  - o Pencader Heritage Museum/Cooch-Dyett Mill
- Site 5- Iron Hill Park

#### Potential Trail Stops, on theme but not close

- The Hale-Byrnes House and George Washington witness Tree of Delaware
- Christiana Historic District
- Historic New Castle

### New Castle’s Industrial Past—Milling on the Brandywine:

Much of the county’s earliest industrial past is concentrated along the banks of the major rivers.

According to a recent report from the University of Delaware’s Center for Historic Architecture and Design “During the years after the American Revolution, there was “a dizzying explosion of industry” on the Brandywine in Delaware, and by 1793, there were fifty merchant mills grinding and exporting 91,500 barrels of flour per year, fifty sawmills cutting one thousand feet per day of plank and boards, eight forges creating about 600 tons of iron annually, seven fulling mills producing cloth, four gristmills producing local flour, four paper mills, three oil mills, two slitting mills creating rods of iron for nails and other metal products, one snuff mill processing tobacco, and a tilt hammer.” By 1816, the Brandywine between Rockland and Wilmington could boast of at least 13 dams, powering no less than 86 mill buildings—many of substantial size and output.

Today, the banks of the Brandywine are quiet and characterized by parkland, residential developments and museums. Due to the efforts of Willaim Bancroft and the Woodlawn Trustees huge swaths of land on the eastern side of the Brandywine were preserved and park and farmland. While the area to the



west has remained large residential lots. Much of the lower Brandywine, from Rising Sun Lane to the Christina River, has been incorporated into various parks and remains publicly accessible. The northern bank of this section also corresponds to the East Coast Greenway and the Northern Delaware Greenway with various interpretive signs placed by the City of Wilmington. An extension of this trail north would incorporate sites such as Hagley, Montchanin, and Rockland.

The path is largely walkable and can easily tie into walking or driving the Underground Railroad Trail with the connecting point being the Rockland Mill Historic District and Brandywine State Park. The potential to extend towards the Christina River exists and could tie into the Wilmington Loop of the Northern Delaware Greenway, which, in turn, ties into the Jack Markell Trail.

Potential partners include the City of Wilmington, Delaware Greenways, Nemours Estate, Hagley Museum and Library, and DNREC.

Potential Trail Stops, unincorporated New Castle County

- Site 1- Nemours Estate
- Site 2- Dupont Experimental Station (viewed from New Bridge Road or Rockland Park)
- Site 3- Walkers Bank Mill
- Site 4- Hagley Museum and Library
- Site 5- The Village of Montchanin
- Site 6- Rockland Mill

## Underground Railroad Trail

New Castle County represented one of the last legs of the fraught journey that freedom seekers undertook as they left the south and made their way north towards emancipation. Delaware has had a complicated relation with slavery, officially remaining a slave state until the Civil War, it also had a significant Quaker population that opposed slavery on moral grounds. This created tension within the state, with conflicting ideologies coexisting. This conflict makes it commonplace to find records relating to enslavement as far north as the Pennsylvania border, however, the influence of the Pennsylvania Quaker communities that settled the areas adjacent to New Castle County did trickle down and provided freedom seekers with allies as they attempted to flee to Pennsylvania.

Of the three proposed trails this is the least well defined, due largely to a lack of documentation around the Underground Railroad. While it stymies present day researchers this secrecy was the key to its success. This trail seeks to provide a walking trail to and around the soon-to-be established Underground Railroad Museum on Beaver Valley Road with connections to the First State National Park. Development and site selection on this trail would take the most amount of work.

If connections are possible a link to the Federally recognized Tubman Underground Railroad to Freedom Byway would be ideal. The Byway is located to the west along Route 52/Kennett Pike, and passes through Centerville, a small town of early to mid-19th century resources, which was a common stop for Thomas Garrett as he helped usher freedom seekers over the State line. While not a great distance, the roadways in the area make walking along the connecting roads hazardous. Visitors to the trail should also visit the well documented sites within the City of Wilmington. Another potential connector is the forthcoming Center for Global Africa which will be located at 1301 Naamans Road. This trail also has the ability to tie into the proposed Industry on the Brandywine Trail at Brandywine State Park or Rockland Mills.

Partners on this could include The City of Wilmington, The Woodlawn Trustees, DNREC, and the Village of Centerville

Potential Trail Stops

- Site 1- Forthcoming Underground Railroad Museum, Beaver Valley Road
- Site 2- First State National Historic Park
- Site 3- Centerville



## The Congress on Racial Equality (CORE)'s Route 40 Freedom Ride Wayside signage and Online Interpretation

In mid-October of 1961, CORE announced its intent to organize a massive Freedom Ride up Route 40, to occur on November 11th. The ride would have involved a series of "tests" - during which biracial groups would fill every seat and wait to be served - and protests at individual restaurants. Meanwhile, the State Department and other groups worked behind the scenes and attempted to persuade the establishments to desegregate voluntarily.

Due to increased pressure the 12 of the 14 restaurants and hotels in Delaware voluntarily desegregated. As a result, riders were encouraged to stop and patronize these sites to show support. The Delaware portion of this story is less complicated than the Maryland and DC segments of the ride, but is no less important. This led to the State of Delaware founding a Council on Human Rights and the eventual enactment of the Public Accommodations Act (House Bill 466). Since 1961 many of the diners and hotels have been demolished (such as the Glass Kitchen and the Howard Johnson's by the Delaware Memorial Bridge). This would be marking and 'recreating' a vanishing landscape.