New Castle County Bicycle Plan

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Statewide Bicycle Policy Plan

Local Plans
- Project Ideas Generated

Regional Plans
- WILMAPCO, Dover-Kent MPO, and Sussex County
- Collect & prioritize local projects

DeIDOT
- Prioritizes and Funds Projects
- Maps Planned and Proposed Projects
Purpose

- Build upon past planning
  - Blueprint for a Bicycle-Friendly Delaware
  - 2005 Delaware Bicycle Facility Master Plan
  - First State Trails and Pathways
  - Future Trails & Pathways in Northern Delaware Coalition
  - Local and Corridor Plans

- Collaborate with local/county government and bicycle/trail stakeholders on:
  - Better safety, access and comfort
  - Prioritization of improvements
  - Programs and policies for education, enforcement and encouragement
## Scope of Work

<table>
<thead>
<tr>
<th>Identify goals /objectives</th>
<th>Review existing conditions</th>
<th>Recommended network</th>
<th>Programs and policies</th>
<th>Prioritization</th>
<th>Funding and Implementation</th>
<th>Evaluation</th>
<th>Write draft document</th>
<th>Plan revision and approval</th>
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<td>On road</td>
<td>Maintenance</td>
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<td>Off road</td>
<td>Parking/support facilities</td>
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<td>Best practices &amp; innovations</td>
<td>Transit connections</td>
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- **2018**: June, July, September, October, November, December
- **2019**: January, February, March
Everyone in Delaware has front-door access to a bicycle network that is safe, comfortable, and conveniently connected to places people want to go. A seamlessly integrated transportation and land use decision-making process, with many partners working together, encourages a culture where people choose bicycling in their daily lives for transportation, recreation, and improved health.
Objectives

- Identify bicycle transportation network
- Provide equitable bicycle access to transit
- Encourage bicycle parking and other end-of-trip facilities
- Improve safety through design, maintenance, and enforcement
- Incorporate bicycle elements into land use planning
- Develop implementation and evaluation plan
Evaluating Existing Conditions

Bicycle Crashes
2013-2015
Evaluating Existing Conditions

Blueprint for a Bicycle-Friendly Delaware

Wikimap Comment Locations
Evaluating Existing Conditions

Regional Route Network

Next steps for analysis:

• Refine 2005 bicycle map based to determine project status
• Obtain updated mapping for Newark-Wilmington bicycle route segments
Evaluating Existing Conditions

Subregional and corridor plans

Bicycle lane and pathway recommendations
Evaluating Existing Conditions

Future Trails of Northern Delaware Coalition

Trail Ideas
Evaluating Existing Conditions

Trails Inventory
Compiled by Delaware State Parks
Level of Traffic Stress
DelDOT Draft Analysis
Level of Traffic Stress
DelDOT Draft Analysis
Level of Traffic Stress
DeLDOT Draft Analysis
Types of bikeways

Shared Streets
- Sharrows
- Bicycle boulevards
- Shared streets
- Advisory lanes

Striped Bikeways
- Bike lanes
- Contraflow bike lanes
- Buffered bike lanes

Separated Bikeway
- Sidepath
- Separated bike lanes

Paths
- Off-street trails
- Neighborhood connectors
# Shared Streets

- Low cost
- Best for slow, low traffic streets

<table>
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<tr>
<th>Sharrows</th>
<th>Bicycle boulevards</th>
<th>Shared streets</th>
<th>Advisory lanes</th>
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</table>
| • Also called shared lane marking  
• Shows proper lane position  
• May be on green background to enhance visibility  
| • Also called neighborhood greenways  
• Combines traffic calming and bicycle wayfinding  
• May provide bicycle-only cut-throughs  
| • Very slow, low traffic volumes  
• Includes neighborhood streets and urban shared spaces  
| • Use on roads too narrow for bike lanes  
• Motorists may yield to on-coming traffic by crossing advisory lane  

Bike lanes
• Should be approx. 5 ft
• Best for slower streets

Contraflow bike lanes
• Allows 2-way bike travel on 1-way streets

Buffered bike lanes
• Provides greater separation
• Best for faster streets
Separated Bikeways

- Higher cost
- Best high traffic/speed streets

**Sidepath**
- Shared by people walking and bicycling
- 2-way travel

**Separated bike lane**
- Protected space for biking
- May be 1-way or 2-way
Off-street paths
• Away from traffic
• For walking and biking
• Paved or unpaved with all-weather surface

Neighborhood connectors
• Very short link between low-stress local streets

Paths
• Used to walk or bike
• Can use stream, utility, rail or other corridors
Next Steps

- Establish/meet with advisory committee and focus groups
- Listening tour with towns and communities
- Develop draft recommendations for community review
- Prioritize recommendations
Discussion (programs, policies and infrastructure):

- What are your community’s greatest assets for bicycling and pathways?
- What are your community’s greatest challenges for low-stress bicycling?
- What are actions could your community take to promote bicycling?
Mapping Exercise

- In person or at
  http://wikimapping.net/wikimap/Delaware-Bike-Plan.html
Questions and comments

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