Suggested Vision

BLUEPRINT FOR A BICYCLE-FRIENDLY DELAWARE VISION

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

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 on:
  - Better safety, access and comfort
  - Prioritization of improvements
  - Programs and policies for education, enforcement and encouragement

- To benefit:
  - Transportation
  - Health and Quality of Life
  - Environment
  - Economic Development

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
TARGET AUDIENCE:
Planning for all ages and abilities

THE FOUR TYPES OF BICYCLISTS

<table>
<thead>
<tr>
<th>Interested, but concerned – 60%</th>
<th>No interest – 33%</th>
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<tbody>
<tr>
<td>Enthused and confident – 6%</td>
<td></td>
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<tr>
<td>Strong and fearless – 1%</td>
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Source: Roger Geller, [www.portlandoregon.gov/transportation](http://www.portlandoregon.gov/transportation)

EXAMPLE EXISTING CONDITIONS:
TYPES OF BICYCLE FACILITIES:

**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
Slow, low traffic streets designated and designed to make bicycling and walking comfortable. Traffic calming, signs, and pavement markings can discourage through trips by motor vehicles and create safe, convenient bicycle access.

Bicycle Lanes
Bicycle lanes can provide a buffer to give greater separation from traffic.

Separated Lanes and Paths

NEXT STEPS:
• Forming advisory committee of state and local agencies, and advocacy groups
• Local outreach with towns and civic association
  o Identify existing plans and existing facilities
  o Identify concerns and project ideas. Ideas for outreach include:
    ▪ Interactive community workshops and open house meetings
    ▪ Presentations to committees
    ▪ Walking/bicycle tours around town

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