

New Castle County Bicycle Plan

October 3, 2017



Schedule

Community and agency outreach and involvement

Project
initiation
and review
of existing
conditions

• July-October 2017

Goals and
objectives

• September –
November 2017

Recommended
bicycle
network,
programs and
policies

• November 2017-
April 2018

Prioritization,
funding and
implementation

• April-May 2018

Identify
performance
measures

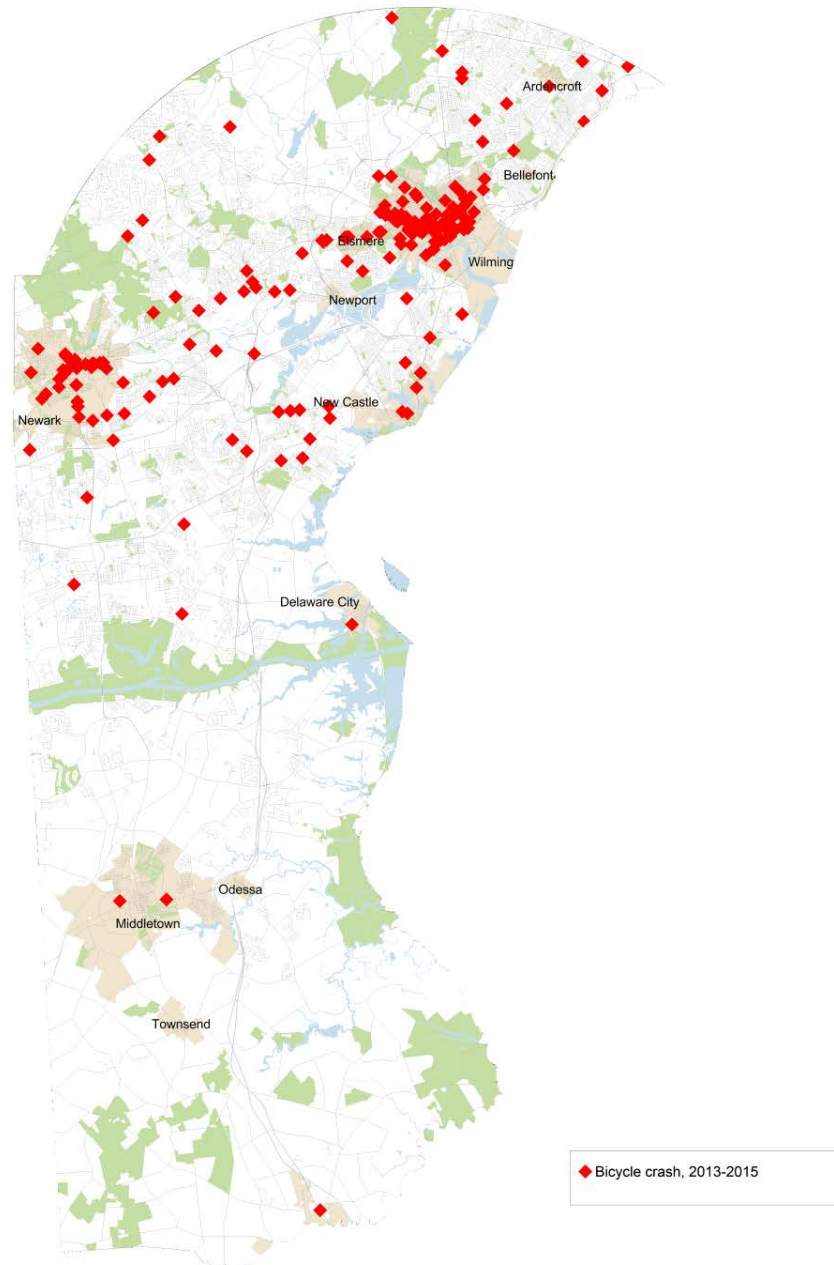
• May - June 2018

Task 1 current status

- Reviewed draft scope of work and vision with WILMAPCO TAC and Council
- Collected GIS from Delaware State Parks and Delaware Greenways
- Collected comments from Delaware Bicycle Policy Plan
- Reviewed recommendations in community/corridor plans and municipal comprehensive plans
- Currently mapping existing conditions
- Presented initial information at TIP public workshop on September 11

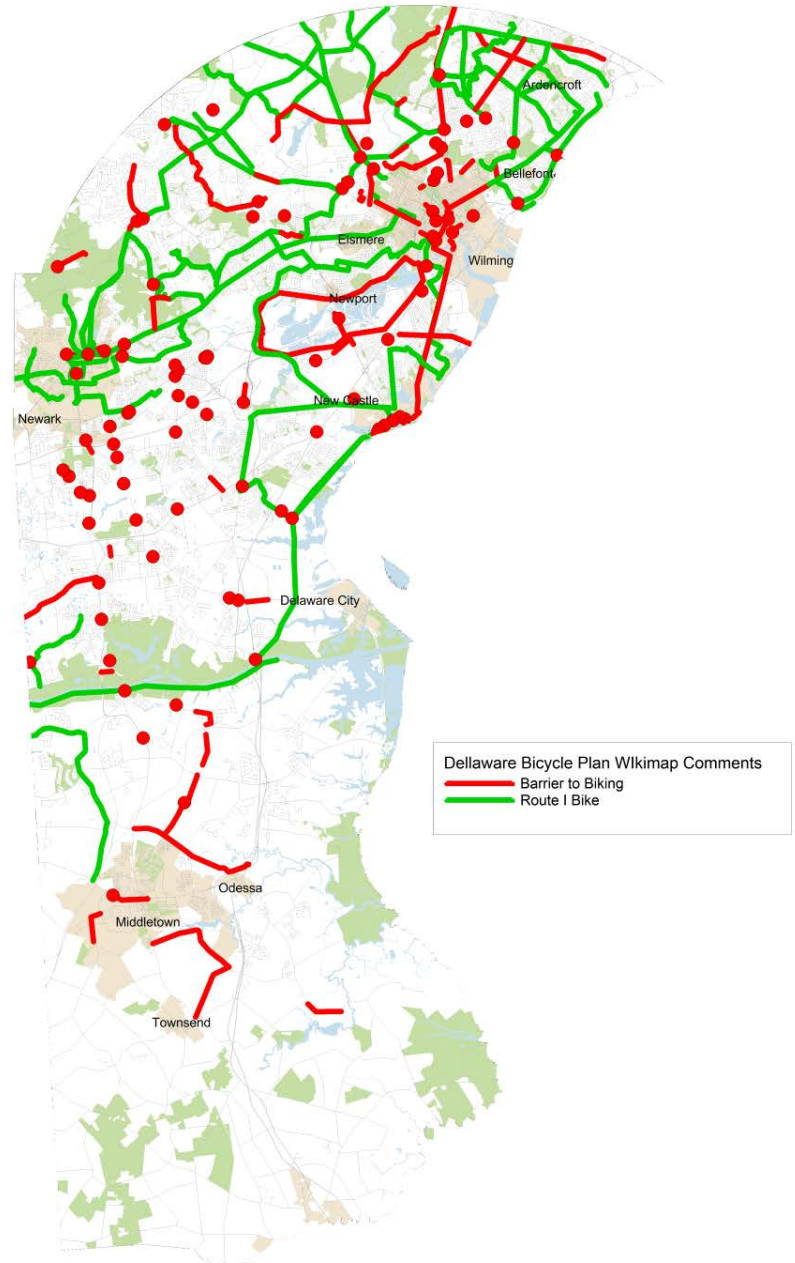
Bicycle Crashes

2013-2015



Blueprint for a Bicycle-Friendly Delaware

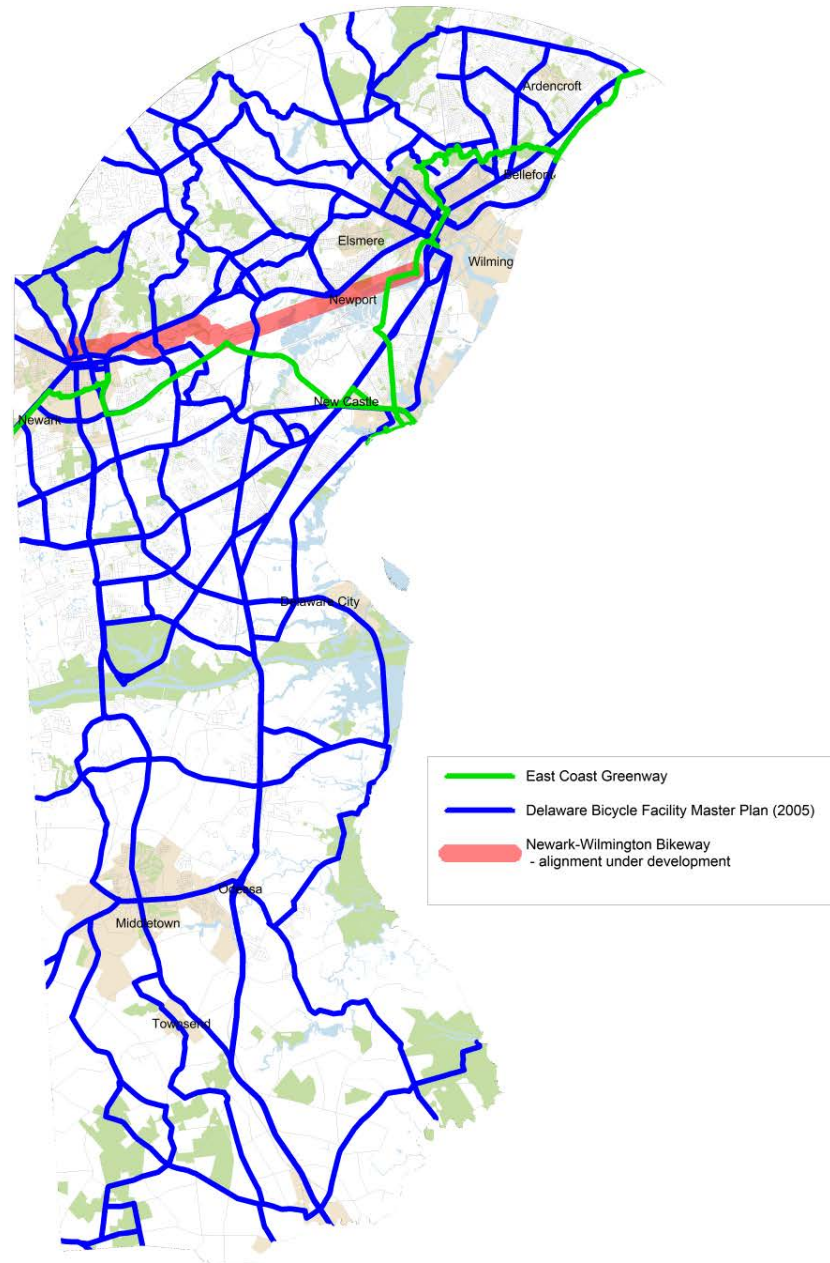
Wikimap Comment Locations



Regional Route Network

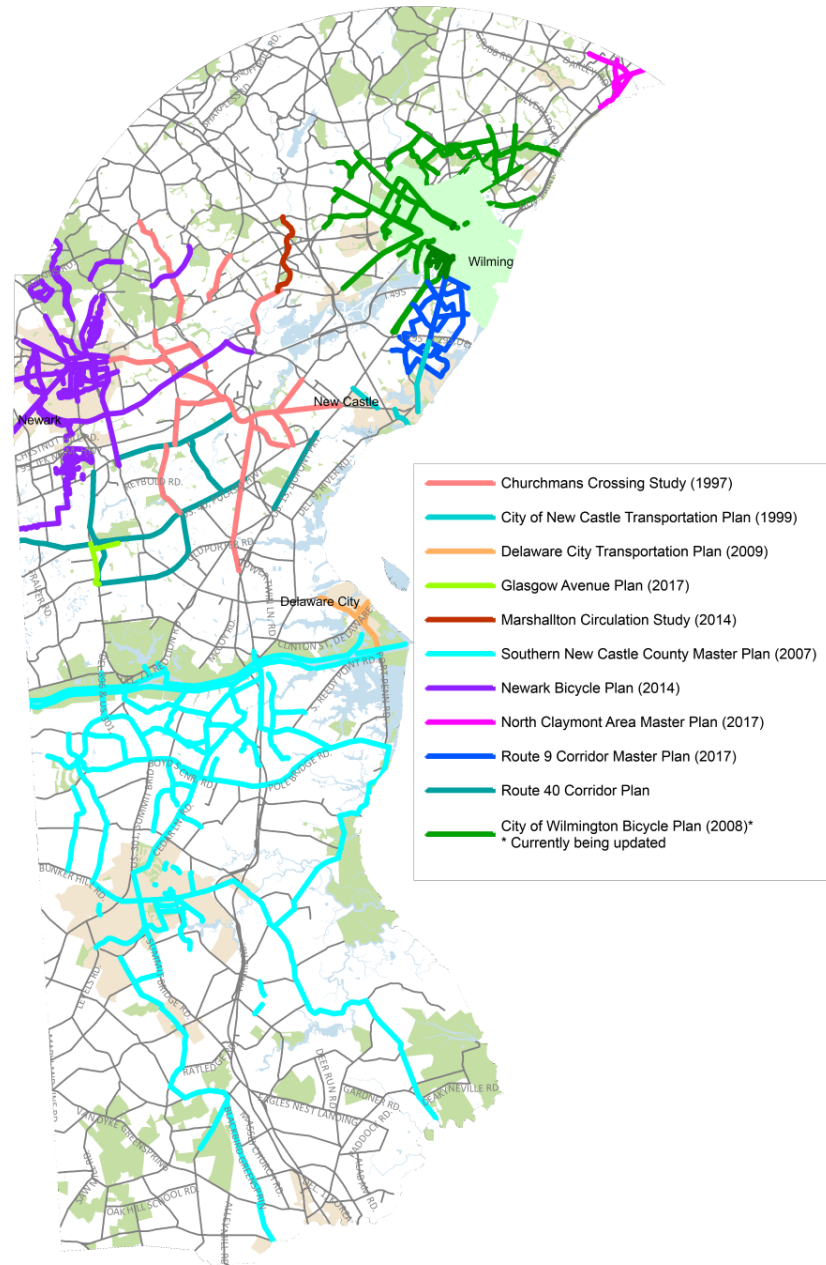
Next steps for analysis:

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



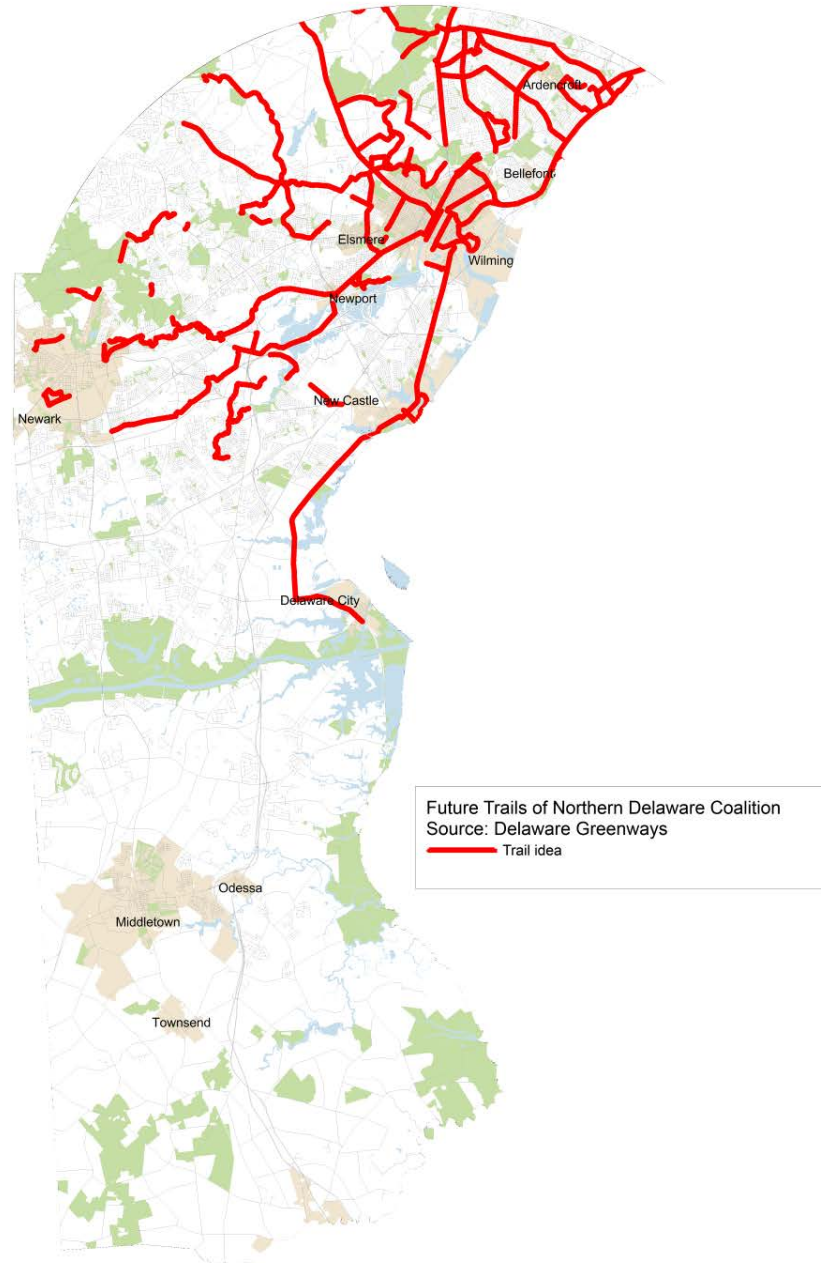
Subregional and corridor plans

Bicycle lane and pathway recommendations



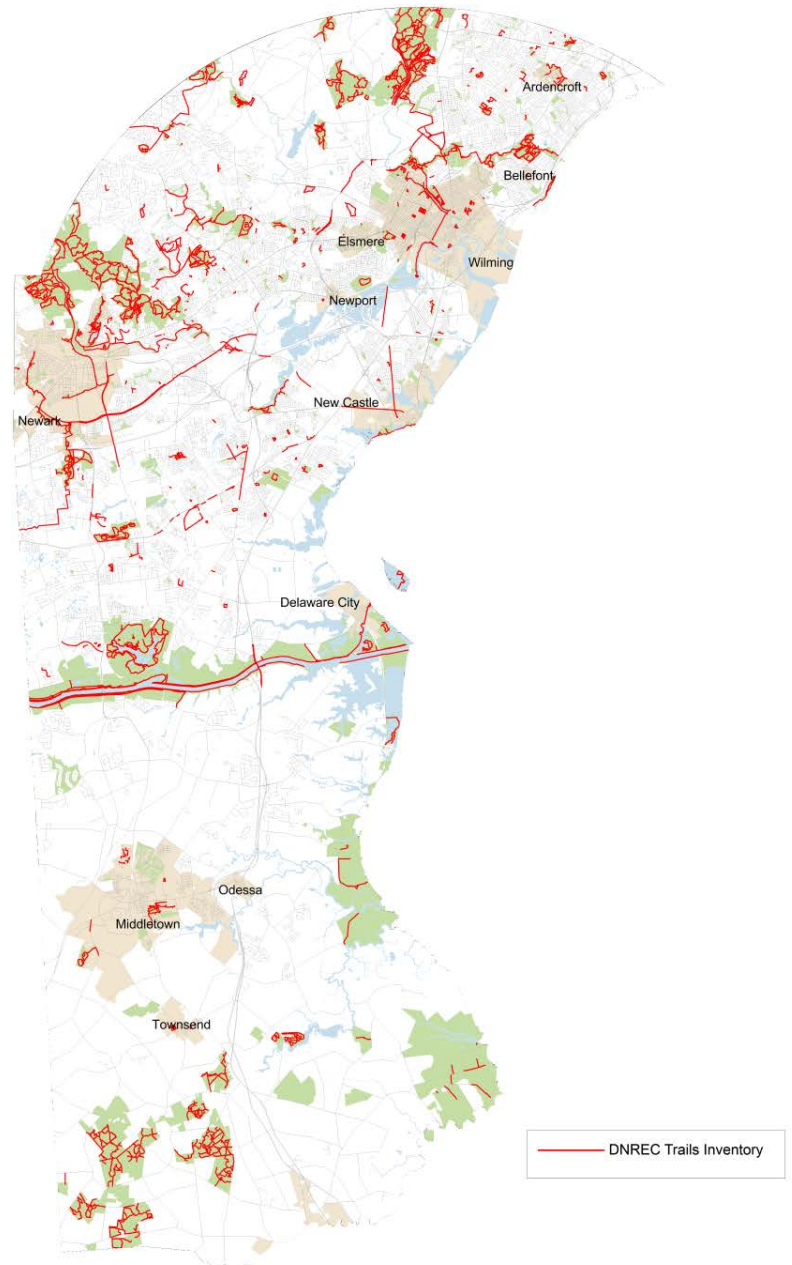
Future Trails of Northern Delaware Coalition

Trail Ideas



Trails Inventory

Compiled by Delaware State Parks



	Bicycle-related Comp Plan recommendations
Bellefonte (2007)	<ul style="list-style-type: none"> • Implement traffic calming techniques • Regularly inspect streets and identify improvement projects • Explore streetscape improvements along Brandywine Blvd. • Improve non-motorized modes and safety by adding sidewalks and crosswalk signs • Explore the installation of bicycle paths and greenway paths
Delaware City (2014)	<ul style="list-style-type: none"> • Implement traffic-calming, pedestrian and bicycle elements to SR 9 • Improvements to Washington St. based on comprehensive corridor proposal • Retain and upgrade existing roads to maintain Fort DuPont's sense of place • Reconstruct Canal Street along the Branch Canal • Implement series of proposals to increase bicycle and pedestrian facilities • Encourage bike/ped connections to adjacent developments • Construct a bridge to connect Delaware City and Fort DuPont at Officers' Row • Provide a minimum 10' wide pedestrian and bicycle zone on all bridge crossings of the Branch Canal • Enhance the interpretive trail system and connect to the park beyond Route 9 • Connect the C&D Canal Trail • Expand access to the water through boat launches, piers and pedestrian promenades

	Bicycle-related Comp Plan recommendations
Elsmere (2010)	<ul style="list-style-type: none"> • Update sidewalks to ADA standards and add striped crosswalks at necessary intersections • Address safety and noise issues associated with North Dupont Road • Work to reduce speed on Kirkwood Hwy by decreasing posted speed limits • Rearrange traffic patterns on Kirkwood Hwy to accommodate new Main St.
Middletown (2012)	<ul style="list-style-type: none"> • Construct new connector road from Bunker Hill Rd to St. Anne's Church Rd. and Industrial Dr. to Level's Rd. • Reconstruct portions of US 301, Bunker Hill Rd., Level's Rd., St. Anne's Church Rd., and Wiggins Mill Rd. • Project Development for SR 299 from Silver Lake Rd. to SR 1 • Reconstruct Cedar Lane Rd from Marl Pit rd to Boyds Corner Rd. • Creation of a connection to the planned scenic byway along the Chesapeake and Delaware Canal • Develop a Multi-Modal plan that identifies ped/bike routes • Maximize pedestrian and bicycle interconnectivity and new and existing development • Discuss with Odessa and Townsend regarding bikeways and trails connecting the three towns
New Castle (2009)	<ul style="list-style-type: none"> • Addition of bike lanes and appropriate signage to roadways • Plan for routing, construction, maintenance of East Coast Greenway through the City • Pursue grant funding to improve ped. safety at intersections

	Bicycle-related Comprehensive Plan recommendations
Newark (2016)	<ul style="list-style-type: none"> • Implement complete streets and traffic calming • Develop and distribute a guide titled Car-Free Newark • Newark Bicycle Plan adopted as appendix to Comp Plan
Newport (2014)	<ul style="list-style-type: none"> • Evaluate traffic calming to enhance nonmotorized safety and mobility • Develop pathfinder signage throughout Newport • Provide for the safe, efficient and convenient movement of people and goods within the Town by integrating land uses, circulation routes and transportation facilities • Explore opportunities for developing pedestrian and bicycle pathways to link residential and commercial sections of Town as well as to link the boat ramp and nature center to the Town's residential and commercial areas. Consider extending the recommended pedestrian/bike path along the Christiana River.
Odessa (2012)	<ul style="list-style-type: none"> • Improve SR 299 and U.S. 13 through Town • Improved crosswalk signals across US 13 • Reduce impact of the car • Add additional pathways through the Town, especially to Memorial Park • Creation of a pedestrian path along river

	Bicycle-related Comprehensive Plan recommendations
Townsend (2010)	<ul style="list-style-type: none"> • Traffic-calming improvements to Brook Ramble Lane and conduct a traffic survey of the new Townsend Early Childhood Center • Annexation of park at intersection of South and Commerce Streets and replacing it with a safe intersection with a new traffic pattern • Crossing at Route 71 and Main Street Intersection • Investigate a pedestrian cut-through or trailhead from the end of Gray Street west toward the proposed park • Petition DelDOT to install a well-marked and signalized crosswalk at the intersection of Main Street and Summit Bridge • Re-stripe and nominally realign the town's crosswalks to ensure they are readily visible to pedestrians and drivers • Consult with DelDOT and hire an engineering firm to scope out the feasibility of large-scale streetscaping to bury utilities, widen sidewalks, etc • Mark bicycle lanes on Main Street and Wiggins Mill

	Bicycle-related Comprehensive Plan recommendations
Wilmington (Various Years)	<ul style="list-style-type: none"> • Updated comp plan and bicycle plan underway • Develop a City-wide bike route plan • Coordinate with the East Coast Greenway Plan • Conduct a traffic engineering analysis of the Lea Blvd., Tatnall St., Shipley St., and West Park Dr. intersections • Improve access to the Train Station • Enhance streetscape of Northern Walnut St. and East 4th Street in the East Side • Implement streetscape enhancement projects on the N. Market St. and Northeast Blvd. corridors to enhance pedestrian accessibility. • Enhance the streetscape environment of West 4th Street
New Castle County (2012)	<ul style="list-style-type: none"> • Improve designated roadways as shown in the WILMAPCO 2040 Regional Transportation Plan • Revise the UDC to improve walkability and interconnectivity and support mobility friendly development and design • Promote walking and bicycling by enhancing pedestrian and bicycle connections in the county

Task 1 next steps

- Collect GIS from DelDOT
- Review Safe Routes to Schools recommendations
- Summarize Delaware Bicycle Policy Plan public comments
- Finish mapping existing conditions

Next Steps

- Establish/meet with advisory committee and focus groups
 - NCC, DelDOT, municipalities
 - NMTWG, Delaware Greenways, Bike Delaware, Delaware Bicycle Council
 - Nemours, DE Heal, DE Center for Health Innovation, Delaware Sierra Club, Clean Air Council
 - AARP, League of Women Voters, youth...Others?
- Seek feedback as part of other events
- Other ideas?



Questions and
comments

www.wilmapco.org/bikencc