

THE LEAGUE
OF AMERICAN BICYCLISTS
since 1880

is pleased to designate

NEWARK, DE

as a

**BICYCLE FRIENDLY
COMMUNITY**

in recognition of your outstanding efforts to encourage bicycling in your community

2010-2018 » BRONZE

Andy G. G.

PRESIDENT



John Siemiatakoski

CHAIR, BOARD OF DIRECTORS



NEWARK, DE

TOTAL POPULATION

32,367

POPULATION DENSITY

3198.6

TOTAL AREA (sq. miles)

8.9

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

0

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

| | Average Silver | Newark |
|---|----------------|-----------|
| Arterial Streets with Bike Lanes | 45% | 59% |
| Total Bicycle Network Mileage to Total Road Network Mileage | 30% | 28% |
| Public Education Outreach | GOOD | GOOD |
| % of Schools Offering Bicycling Education | 43% | 32% |
| Bike Month and Bike to Work Events | GOOD | GOOD |
| Active Bicycle Advocacy Group | YES | SOMEWHAT |
| Active Bicycle Advisory Committee | YES | YES |
| Bicycle-Friendly Laws & Ordinances | SOME | VERY GOOD |
| Bike Plan is Current and is Being Implemented | YES | YES |
| Bike Program Staff to Population | PER 70K | PER 16K |

CATEGORY SCORES

| | |
|---|------|
| ENGINEERING <i>Bicycle network and connectivity</i> | 3/10 |
| EDUCATION <i>Motorist awareness and bicycling skills</i> | 2/10 |
| ENCOURAGEMENT <i>Mainstreaming bicycling culture</i> | 3/10 |
| ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i> | 5/10 |
| EVALUATION & PLANNING <i>Setting targets and having a plan</i> | 3/10 |

KEY OUTCOMES

| | Average Silver | Newark |
|---|----------------|--------|
| RIDERSHIP <i>Percentage of daily bicyclists</i> | 3.5% | 2.40% |
| SAFETY MEASURES CRASHES <i>Crashes per 10k daily bicyclists</i> | 180 | 245 |
| SAFETY MEASURES FATALITIES <i>Fatalities per 10k daily bicyclists</i> | 1.4 | 0 |
| PUBLIC RATING | SILVER | BRONZE |



KEY STEPS TO SILVER



» Continue to work with DelDOT to expand the bike network and to increase network connectivity, especially through the use of trails, protected bike lanes and bicycle boulevards. On-street improvements coupled with the expansion of the off-road system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network.

» Implement the Newark Bicycle Plan. To move Newark ahead, focus especially on the more ambitious projects in the plan, including a protected bike lane for Delaware Avenue in downtown Newark.

» Ensure that all bicycle facilities conform to current best practices and guidelines.

» Bicycle-safety education should be a routine part of secondary

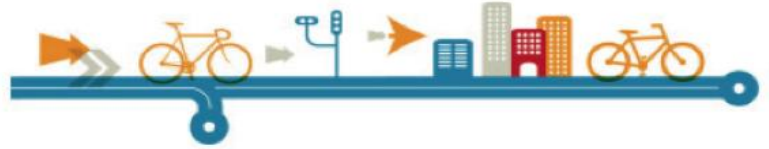
education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking.

» Offer bicycling skills training opportunities for adults more frequently and encourage the White Clay Bicycle Club and Newark Bike Project to help. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction.

» Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.



BICYCLE FRIENDLY COMMUNITY FEEDBACK



NEWARK, DE

Spring 2014

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Newark a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Newark.

Key recommendations are highlighted in bold.

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

RECOMMENDATIONS

Engineering

Continue to work with DelDOT to expand the bike network and to increase network connectivity, especially through the use of trails, protected bike lanes and bicycle boulevards. Note that shared lane markings should be used sparingly and only on low speed streets. On-street

improvements coupled with the expansion of the off- road system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Implement the Newark Bicycle Plan. To move Newark ahead, focus especially on the more ambitious projects in the plan, including a protected bike lane for Delaware Avenue in downtown Newark.

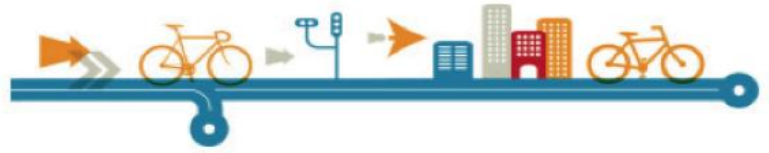
Develop a system of bicycle boulevards, utilizing quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels. Use the Bicycle Boulevards section of the NACTO Urban Bikeway Design Guide for design guidelines. See Bicycle Boulevards in action.

Ensure that all bicycle facilities conform to current best practices and guidelines – such as the NACTO Urban Bikeway Design Guide (preferred), 2012 AASHTO Guide for the Development of Bicycle Facilities and your DOT's own guidelines. For example, do not direct cyclists to the curb on the approach to intersections with right turn lanes.

Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and



BICYCLE FRIENDLY COMMUNITY FEEDBACK



cyclists. Beautiful streetscaping has also shown to increase community livability and pride, reduce crime and increase property values.

Endorse the NACTO Urban Street Design Guide.

Ensure good connectivity of your street network by adopting connectivity policies or standards. A well connected street network is associated with more walking, biking, and transit use due to greater directness of travel and more route choice options.

Pass an ordinance that would require larger employers to provide shower and locker facilities.

Increase the amount of high quality bicycle parking at popular destinations throughout the community. In particular, implement protected bike corral parking on East Main Street, at the expense of one parallel parking space per block.

Work with DelDOT to install a bicycle wayfinding system with distance and destination information at strategic locations around the community, integrating preferred on street routes and off-street facilities.

Arterial roads like Rt. 2 and Rt. 273 are the backbone of your transportation network and often there are no safer alternative routes for people on bikes to access stores and places of employment. On roads with posted speed limits of more than 35 mph, it is recommended to provide protected bicycle infrastructure, such as cycle tracks, buffered bike lanes

or parallel 10ft wide shared-use paths. Shared lane markings (Sharrows) should not be used on high speed roads.

Adequately maintain your on and off road bicycle infrastructure to ensure usability and safety 365 days a year. Increase the frequency of sweepings, address potholes and other hazards faster, and frequently repaint bicycle markings.

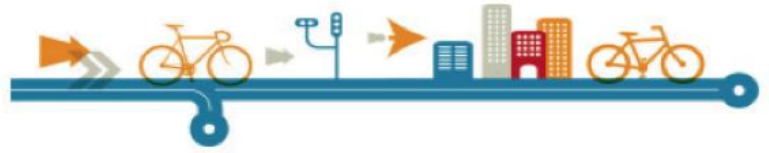
Make intersections safer and more comfortable for cyclists. Include elements such as color, signage, medians, signal detection, and pavement markings. The level of treatment required for bicyclists at an intersection will depend on the bicycle facility type used, whether bicycle facilities are intersecting, the adjacent street function and land use. See the NACTO design guidelines (preferred) and the 2012 AASHTO Guide for the Development of Bicycle Facilities for recommended intersection treatments.

Education

Bicycle-safety education should be a routine part of secondary education as well, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with your local bicycle groups or interested parents to develop and implement a Safe Routes to School or equivalent program that emphasizes bicycling for all secondary schools. For more information, see the National Highway Traffic Safety Administration's



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Safe Routes To School Toolkit or visit www.saferoutesinfo.org.

Offer bicycling skills training opportunities for adults more frequently and encourage the White Clay Bicycle Club and Newark Bike Project to help. You can set up a class by contacting an instructor in your area. There are options from short videos and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League Quick Guide, offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

Encouragement

Expand encouragement efforts during Bike Month in partnership with the Newark Bike Project, Bike Delaware, WILMAPCO and DelDOT. Host, sponsor and encourage more bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to School Day by reaching out to new and non-traditional partners. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.

Consider offering an Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action.

Encourage the University of Delaware to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University program. Many colleges and universities have embraced the growing enthusiasm for more bicycle-friendly campuses by incorporating bike share programs, bike co-ops, bicycling education classes and policies to promote bicycling as a preferred means of transportation. The community will benefit as well: Communities near BFUs have a higher number of regular bicyclists (as many students bike to campus, shops and restaurants), less congestion around campus, safer streets, and university-hosted public bicycle events, programs, and classes. The League offers many tools to help promote the Bicycle Friendly University program in your community.

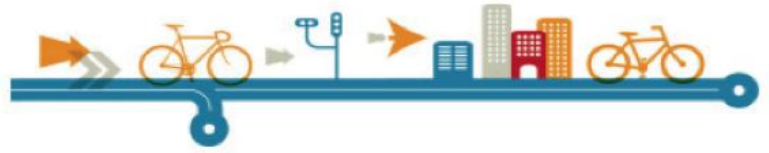
Encourage local businesses to provide discounts for customers arriving by bicycle or promote existing bicycle discount programs.

Promote cycling throughout the year by offering or supporting family-oriented community and charity rides, free bike valet parking at events, and bicycle-themed festivals, parades or shows.

Encourage local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program. Businesses will profit from a healthier, happier and more productive workforce while the community will benefit from less



BICYCLE FRIENDLY COMMUNITY FEEDBACK



congestion, better air quality, increased amenities and new destinations for cyclists, new and powerful partners in advocating for bike infrastructure and programs, and business-sponsored public bike events or classes. Your community's government should be the model employer for local businesses, and your chamber of commerce or local business association can help promote the program and its benefits. The League offers many tools to help promote the Bicycle Friendly Business program in your community.

Enforcement

Ask police officers to target both motorist and cyclist infractions to ensure that laws are being followed by all road users. Ensure that bicycle/motor vehicle crashes are investigated thoroughly and that citations are given fairly.

Pass ordinances as well as support and enforce laws that protect cyclists, e.g. implement specific penalties for motorists for failing to yield to a cyclist when turning, implement penalties for motor vehicle users that 'door' cyclists, and make it illegal to harass a cyclist.

Evaluation & Planning

Partnering with DelDOT, WILMAPCO and/or Bike Delaware, analyze bicycle travel in Newark in terms of the percentage of total potential trips that can be made under low traffic stress conditions. Use this information to prioritize projects.

Ensure that manual bicycle counts capture the gender of cyclists.

Consider adopting a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

COSTS AND FUNDING OPTIONS

Costs

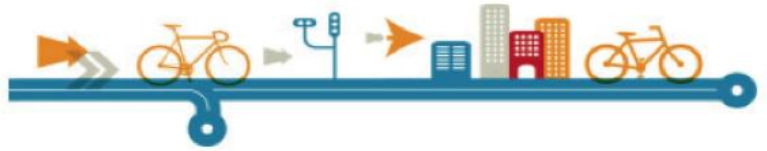
Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

Federal Funding

For municipalities willing to provide a 20% local match, federal matching funds for 80% of a transportation project's cost are available. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).



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State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use this [report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.

Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit pedbikeinfo.org/planning/funding_government.cfm.

Resources and Support

[Advocacy Advance](#) offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.