New Castle County Bicycle Plan

Purpose:
- Build upon past planning
- Work with partnership to establish recommendations for:
  - improved safety, access and comfort of bicycling
  - prioritization of infrastructure improvements
  - identification of programs and policies for education, enforcement and encouragement

DRAFT VISION—BLUEPRINT FOR A BICYCLE-FRIENDLY DELAWARE

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 adequate and secure bicycle parking and other end-of-trip facilities at major trip destinations
- Improve safety for bicycling through design, maintenance, and enforcement practices
- Incorporate bicycle elements into land use and development planning
- Establish collaborative strategies to collect and share data
- Develop implementation and evaluation plan

Evaluating existing conditions:
- Existing plans—statewide, county and local plans identify existing concerns and potential projects that will be part of the recommended bicycling network.
- Existing routes and use—identify where people currently enjoy riding bicycles through community feedback and roadway data.
- Existing challenges—identify challenges to safe and comfortable bicycling including locations of bicycle crashes, traffic congestion, and community feedback.
- Important places—identify key destinations where people may wish or need to access by bicycle, places where land use/transportation easily supports trips by bicycle, and population that may benefit from the affordable transportation offered by cycling.

Our Target Audience:
This plan targets, not only the active cyclists, but those who don’t consider themselves bicyclists but would enjoy riding if they have safe, low stress places to ride.

According to the 2014 WILMAPCO Public Opinion Survey, 22% of New Castle County residents feel they have adequate and safe places to bicycle. Another 34% expressed an interest in bicycling but either don’t feel safe or lack bicycle routes.

Evaluating existing conditions:

<table>
<thead>
<tr>
<th>Survey Question</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>I do not bicycle in my area for reasons other than safety.</td>
<td>44%</td>
</tr>
<tr>
<td>I do not bicycle in my area because I don’t feel safe. There are no bike lanes where I can safely ride my bike.</td>
<td>15%</td>
</tr>
<tr>
<td>I would bicycle more frequently in my area if I felt safer with more bike routes and lanes.</td>
<td>18%</td>
</tr>
<tr>
<td>I bicycle in my area whenever I want. Bike routes or lanes are adequate and I have places to ride my bike safely.</td>
<td>22%</td>
</tr>
</tbody>
</table>

According to the 2013 Delaware Statewide Outdoor Recreation Plan, bicycling is one of the most popular activities with more than 50% of households bicycling (topped only by walking/jogging, swimming, gardening, picnics, and historic site visits.)

TRANSPORTATION
- Expand travel choices
- Support transit
- Reduce congestion
- Affordable infrastructure

HEALTH AND QUALITY OF LIFE
- Support healthy, active lifestyles
- Provide recreation
- Inspire community pride

ENVIRONMENT
- Promote land use coordination
- Improve air quality
- Access to nature and historic resources

ECONOMIC DEVELOPMENT
- Support local business
- Attract new business
- Promote tourism
- Increase land value
Tell us your ideas about bicycling...

*Use the sticky notes to write your comments*

<table>
<thead>
<tr>
<th>I would bike more if...</th>
<th>My favorite place to ride is...</th>
<th>The most difficult place to bike is...</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# Bicycle Facility Toolbox

*Use the stickers to note what types you prefer using*

<table>
<thead>
<tr>
<th>Shared Lane</th>
<th>Conventional Bike Lane</th>
<th>Buffered Bike Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image1.png" alt="Shared Lane Image" /></td>
<td><img src="image2.png" alt="Conventional Bike Lane Image" /></td>
<td><img src="image3.png" alt="Buffered Bike Lane Image" /></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Cycletrack/Protected Lane</th>
<th>Pathway/Trail</th>
<th>Comments:</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="image4.png" alt="Cycletrack/Protected Lane Image" /></td>
<td><img src="image5.png" alt="Pathway/Trail Image" /></td>
<td><img src="image6.png" alt="Comments Image" /></td>
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</tbody>
</table>

Images: NACTO Urban Bikeway Design Guide
<table>
<thead>
<tr>
<th></th>
<th>Injury</th>
<th>Fatal</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>76</td>
<td>0</td>
<td>86</td>
</tr>
<tr>
<td>2014</td>
<td>80</td>
<td>2</td>
<td>82</td>
</tr>
<tr>
<td>2015</td>
<td>86</td>
<td>0</td>
<td>86</td>
</tr>
</tbody>
</table>

85% of bicycle crashes result in injury or fatality.

Source: Delaware State Police Traffic Statistical Report

Bicycle Crashes 2013-2015