

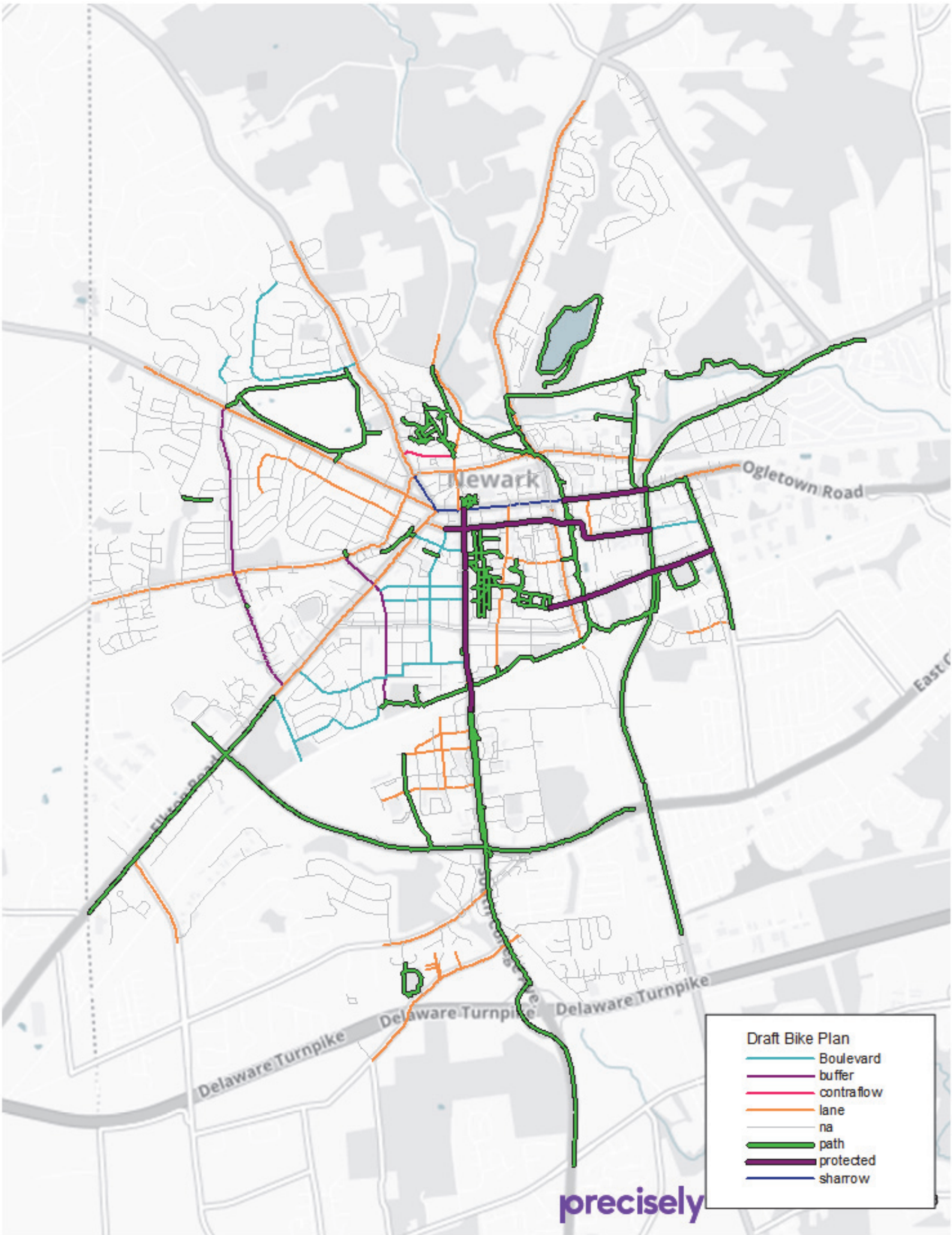
2025 Newark Bicycle Plan Update

April 2025



Newark Bicycle Plan Update – Share Your Ideas

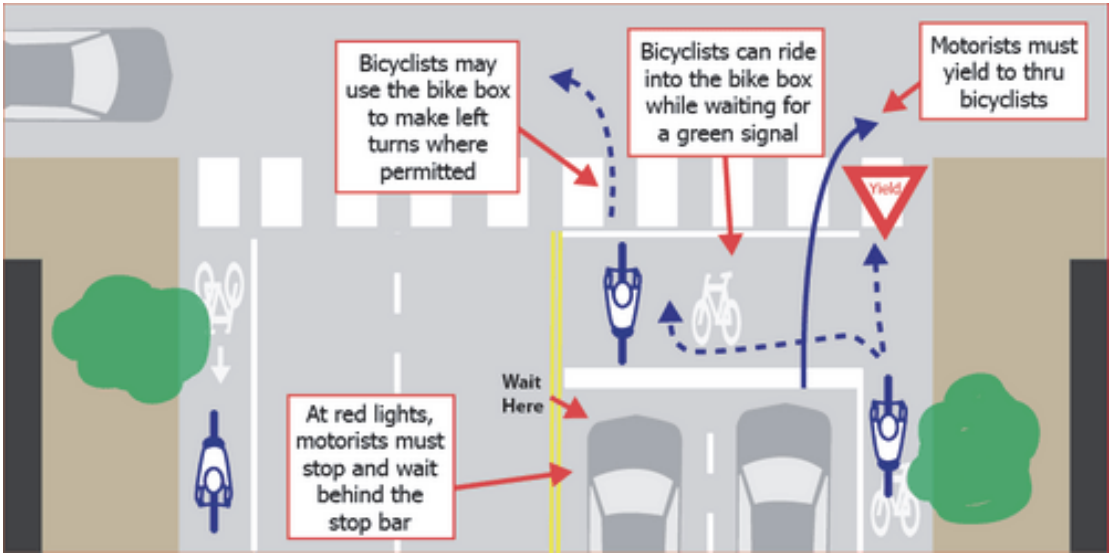
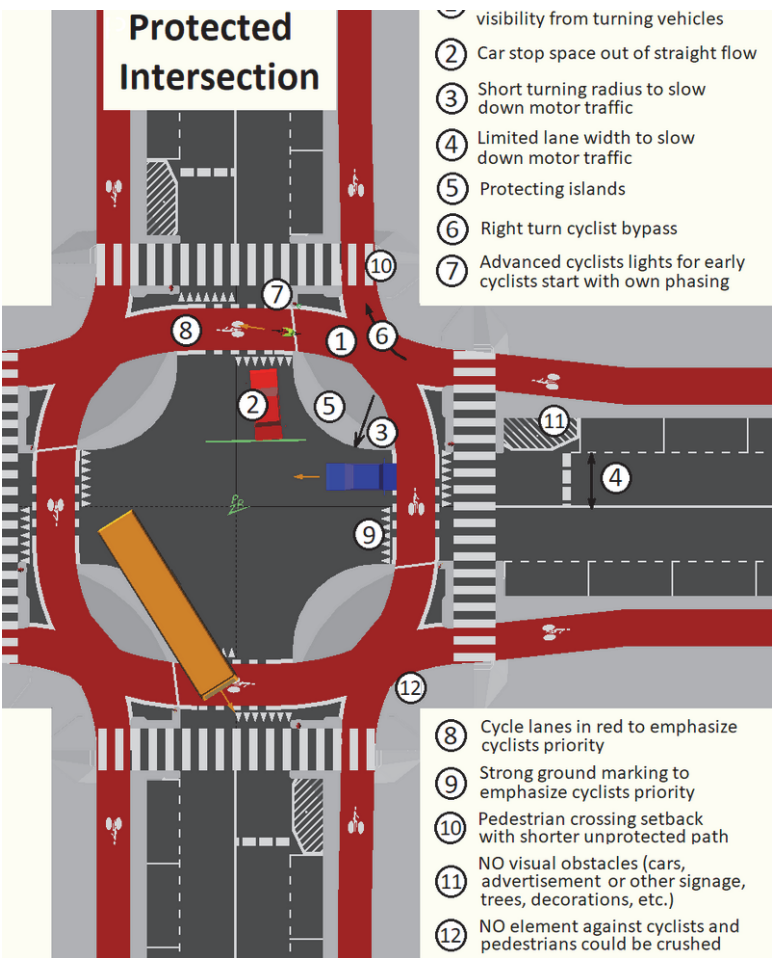
- Which bicycle routes are uncomfortable and need better design or maintenance?
- Where are bike routes missing? What destinations are difficult to reach?
- What are your favorite bike routes?
- Where is better bike parking needed?
- Where is it challenging to cross the street
- How should we prioritize improvements?



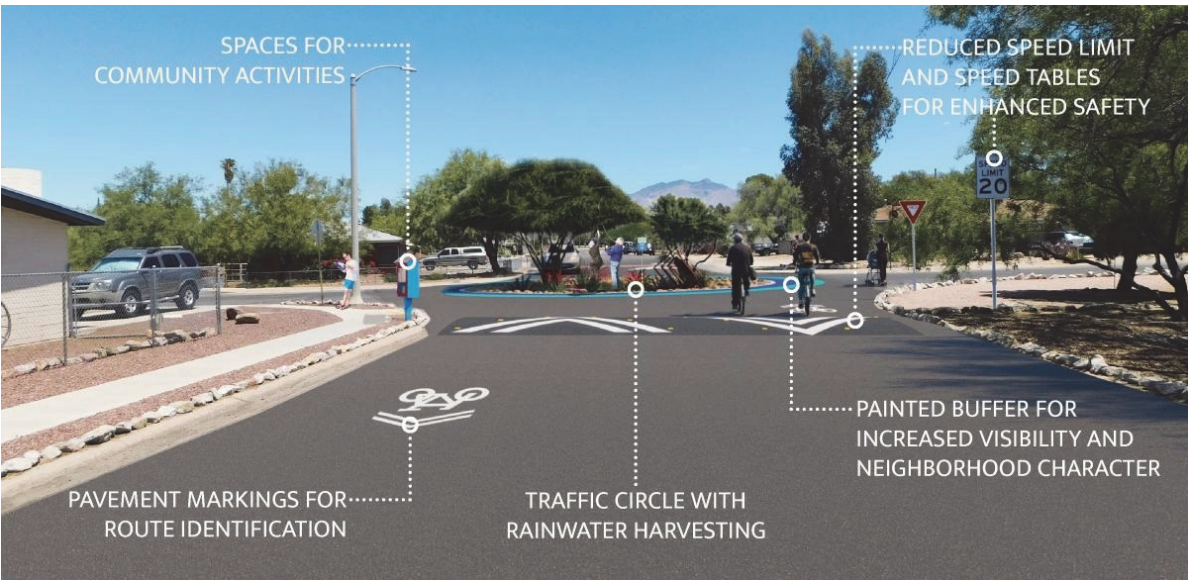


Example Bike Route Types

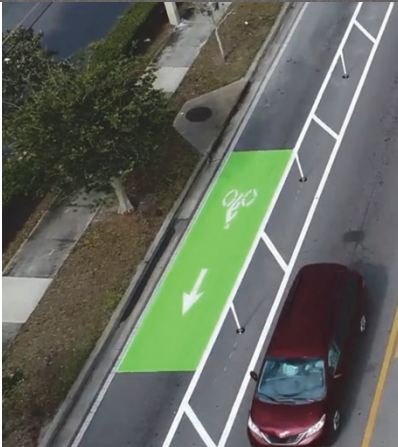
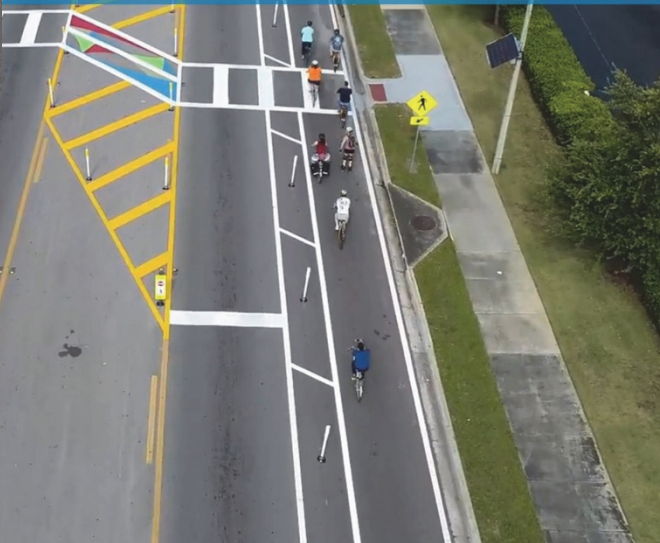
Better street crossings



Safer streets for all users



Quick-build project



2014 Newark Bicycle Plan

Developed by the Newark Bicycle Committee, City of Newark, and WILMAPCO

A plan to make bicycling a more safe and convenient choice
for transportation and recreation for people of all ages and abilities

Approved by Newark City Council on February 24, 2014

Endorsed by WILMAPCO on May 8, 2014

SCOPE OF WORK

- ✓ Being developed by City of Newark, BikeNewark, and WILMAPCO
- ✓ Review progress since 2014
- ✓ Update vision - expanded emphasis areas, e.g., equity, safety, and sustainability
- ✓ Volunteer facility needs and bike parking audit

UNDERWAY

- Update actions
- Update recommended bicycle network
- Update recommended programs and policies

COMING SOON

- May 22 Public Workshop
- Report approval expected summer 2025



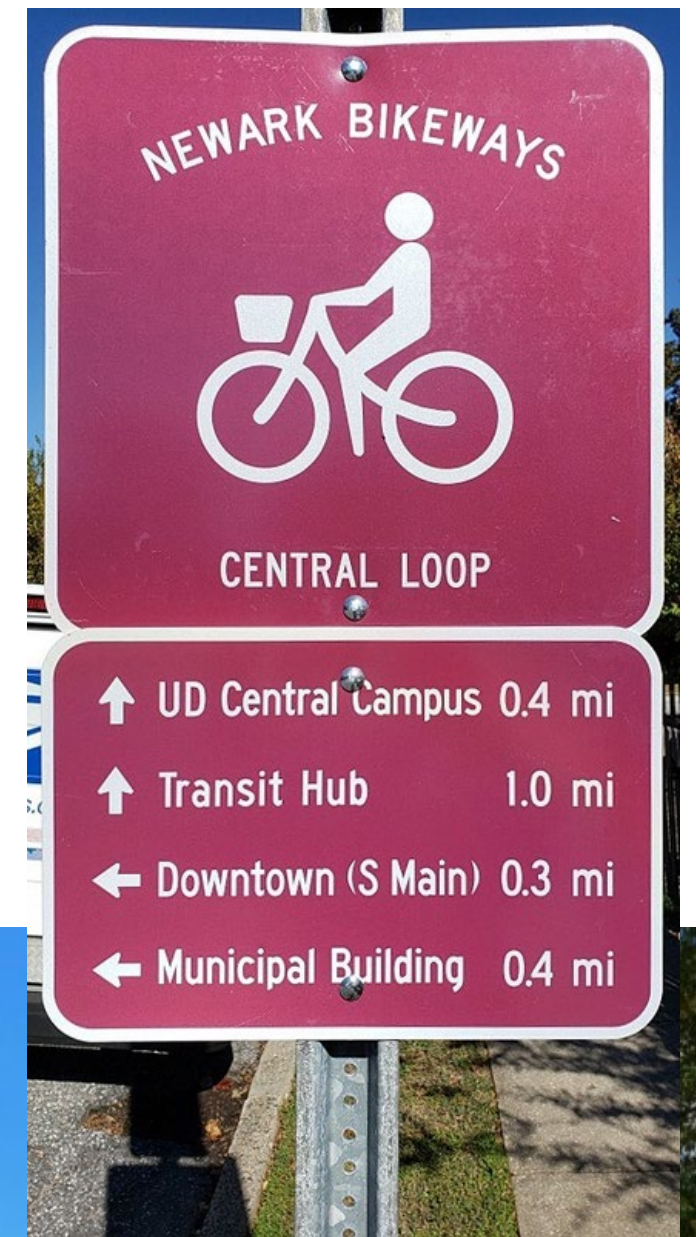
Major Accomplishments since 2014

ROUTE IMPROVEMENTS

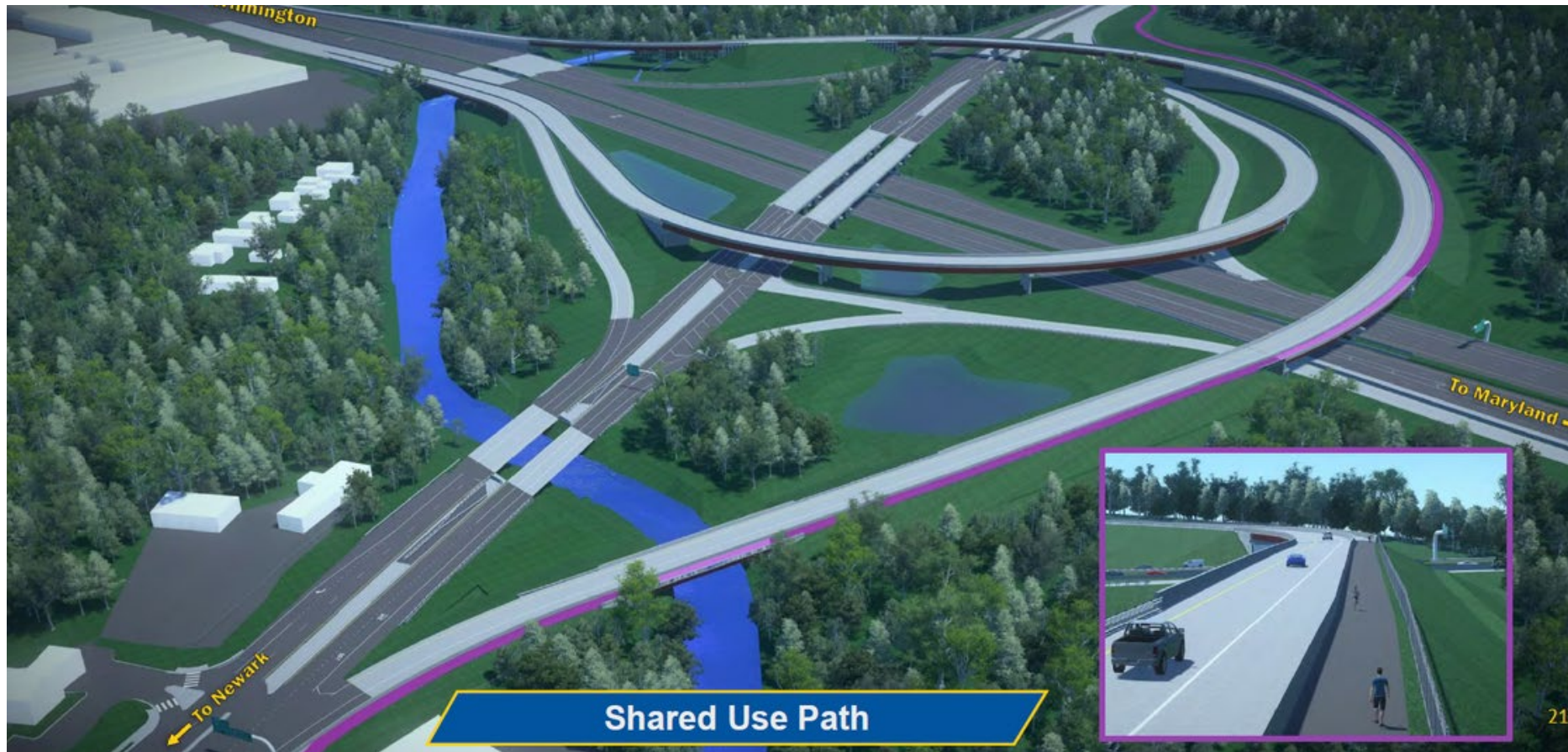
- Elkton Road Path (2023)
- Emerson Bike Pedestrian Bridge over White Clay Creek (2022)
- Delaware Avenue Protected Bikeway (2022)
- Casho Mill Road Bicycle/Pedestrian Improvements (2022)
- Cleveland Avenue Bicycle Pedestrian Improvements (2021)
- Pomeroy Connector path (2018)
- Main Street green-back sharrows (2017)
- Main Street contraflow lane linking North College to South College (2017)
- Apple Road buffered bike lane (2017)

AMENITIES

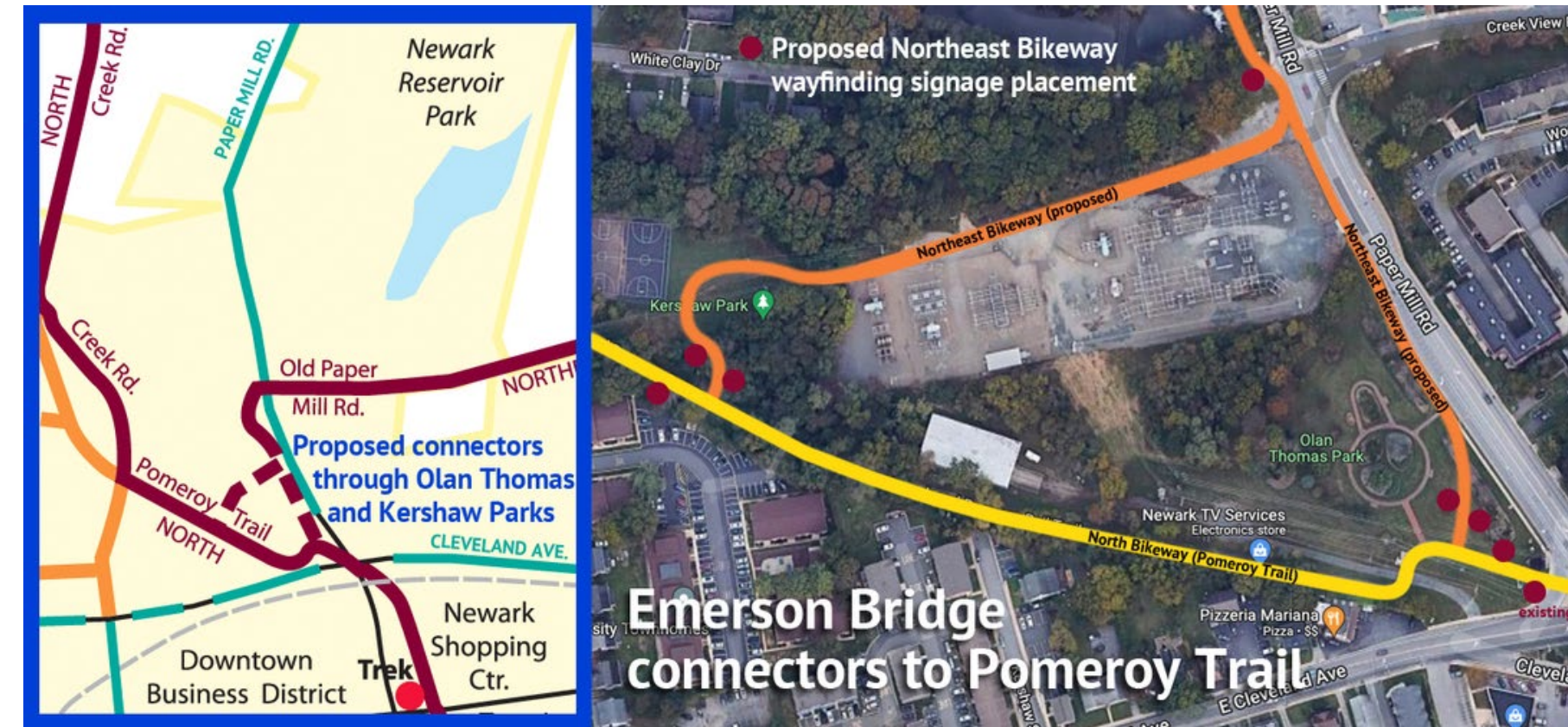
- New bike racks at Downes Elementary School, Newark High School, and The Grove (2022-23)
- Wayfinding signage for Central Loop, South, Southwest, North, Northwest, and West Bikeways and Christina Valley Stream Trail (2019-2023)
- Bike racks installed on Unicity buses (2015)
- New safety/education videos and brochures



Upcoming improvements



- Bike/ped bridge over I-95



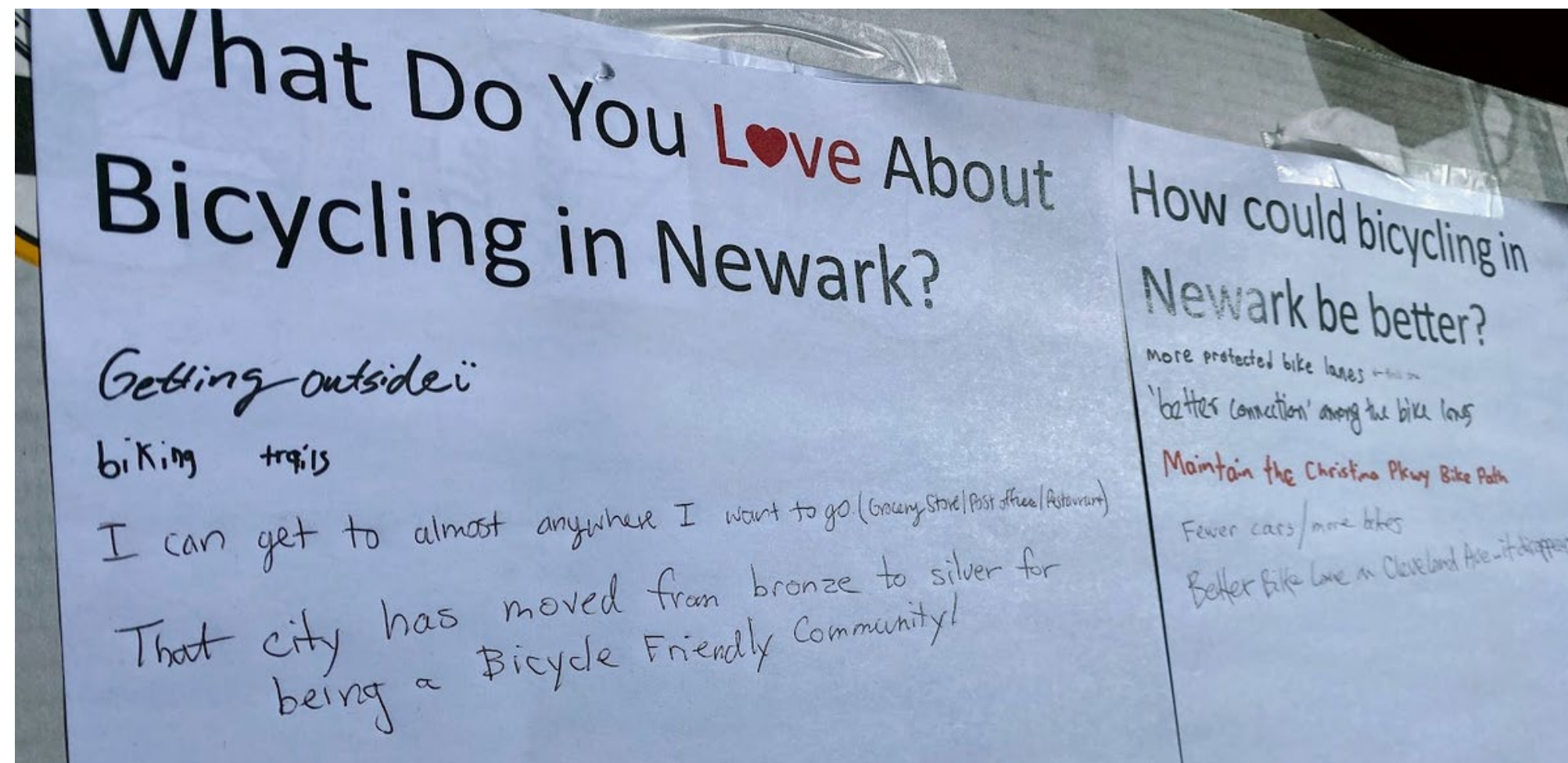
- Connector between Emerson Bridge and Pomeroy Trail

Completed Plans

- Newark Transportation Improvement District (TID) (2023)
- Wyoming Road Corridor Plan (2022)
- Newark / University of Delaware Bikeshare Feasibility Study (2022)
- New Castle County Bicycle Plan (2020)
- Newark to Wilmington Trail Study (2014)

Plans Underway

- Chrysler Avenue Bikeway
- South College Avenue Gateway
- Newark to Newport Pathway Study
- Iron Hill to Glasgow Pathway Study
- 2024 Newark Bicycle Plan



Emphasis areas for 2025 Plan Update



Connecting with land use



Bike parking assessment



Vision Zero



Equity



Sustainability



Priority setting

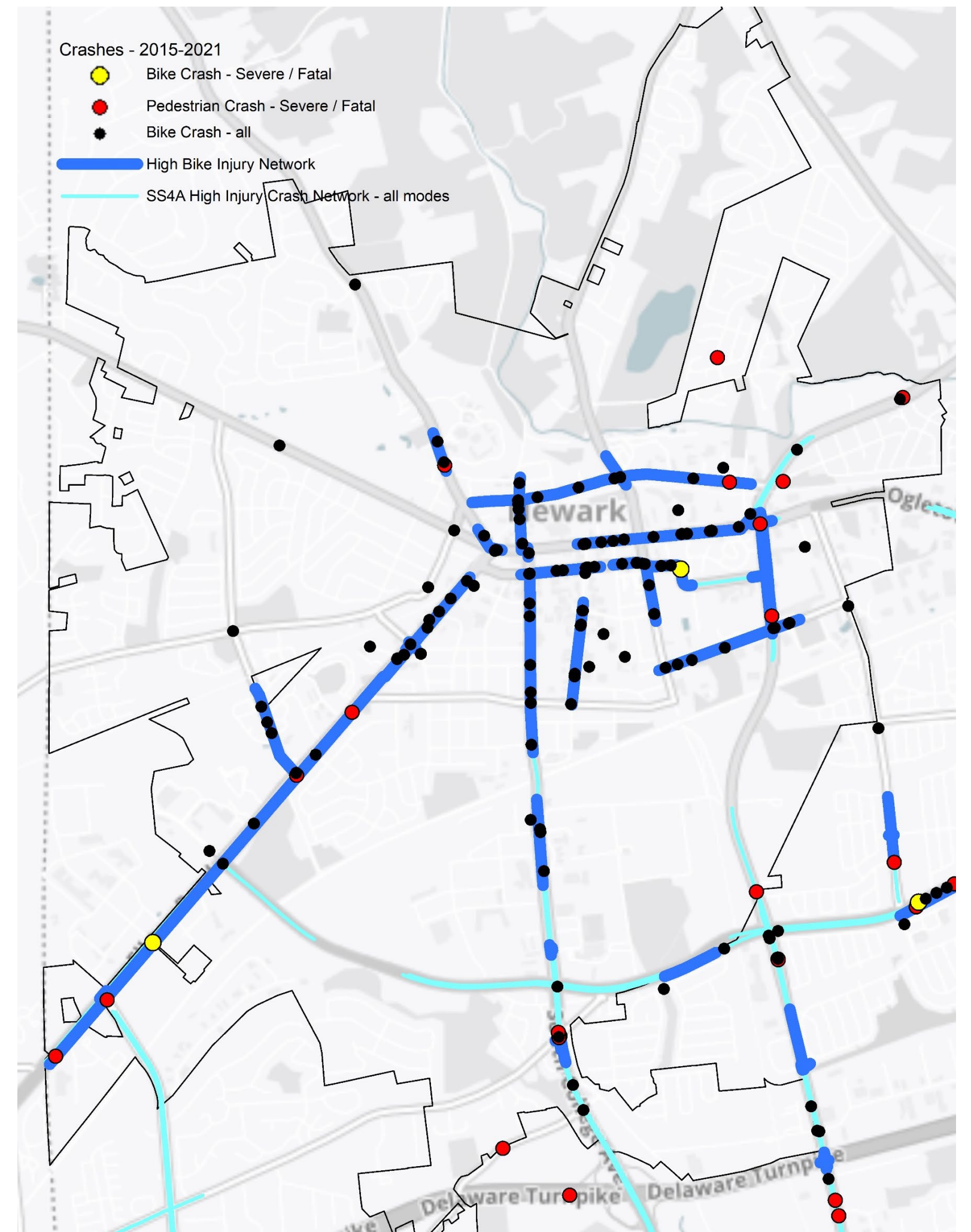
Vision Zero

THE FIVE ELEMENTS OF THE SAFE SYSTEM APPROACH



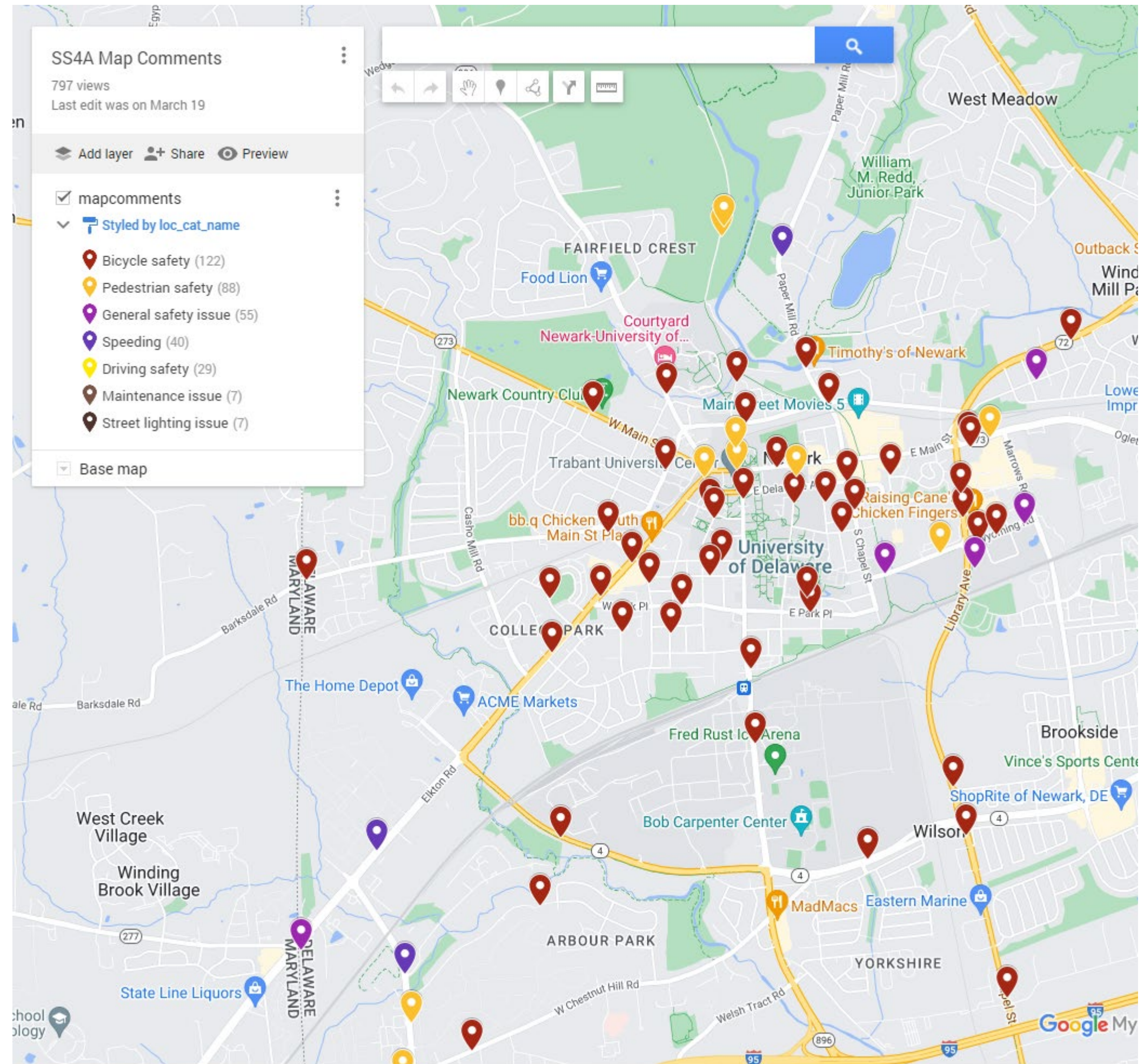
Vision Zero

- 22%+ of New Castle County bicycle crashes in Newark and surrounding area
- 72% are injury (all severity) or fatal
- 3 severe / fatal bike crashes
- 328 bike and 487 pedestrian crashes in Newark area
- 2023 Safe Streets for All in New Castle County identified measures to reduce the occurrence and potential for serious crashes
- Expanded Newark High Bike Injury Network suggested because:
 - All cyclists are vulnerable users
 - Fear of crashes discourages trips by bike



Vision Zero

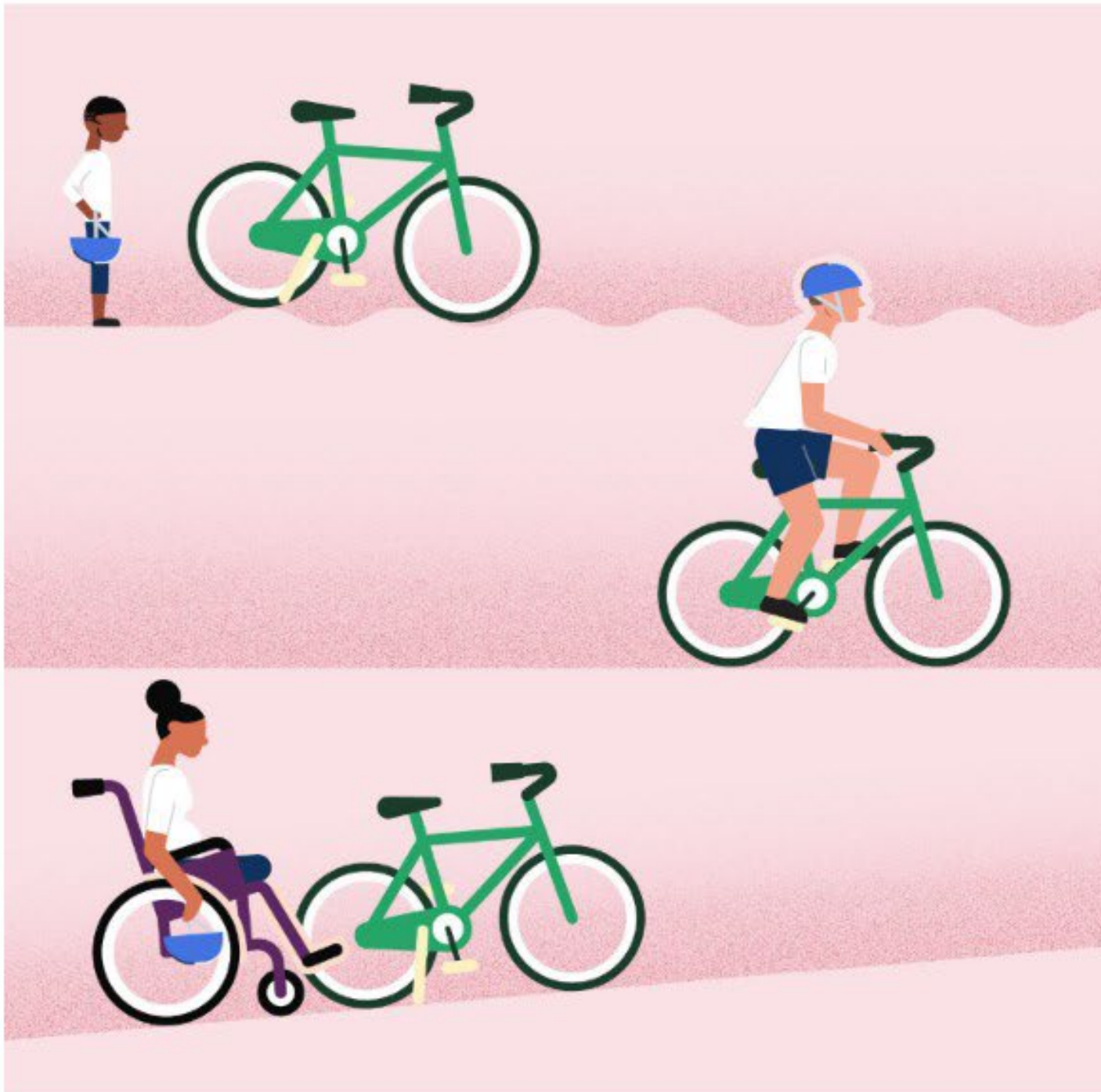
- Comments about bicycle safety dominated the Safe Streets for All in New Castle County feedback for the Newark area



What do we mean by equity for the bicycle plan?

EQUALITY:

Everyone gets the same—regardless if it's needed or right for them.









EQUITY:

Everyone gets what they need—understanding the barriers, circumstances, and conditions.



Bicycle level of traffic stress

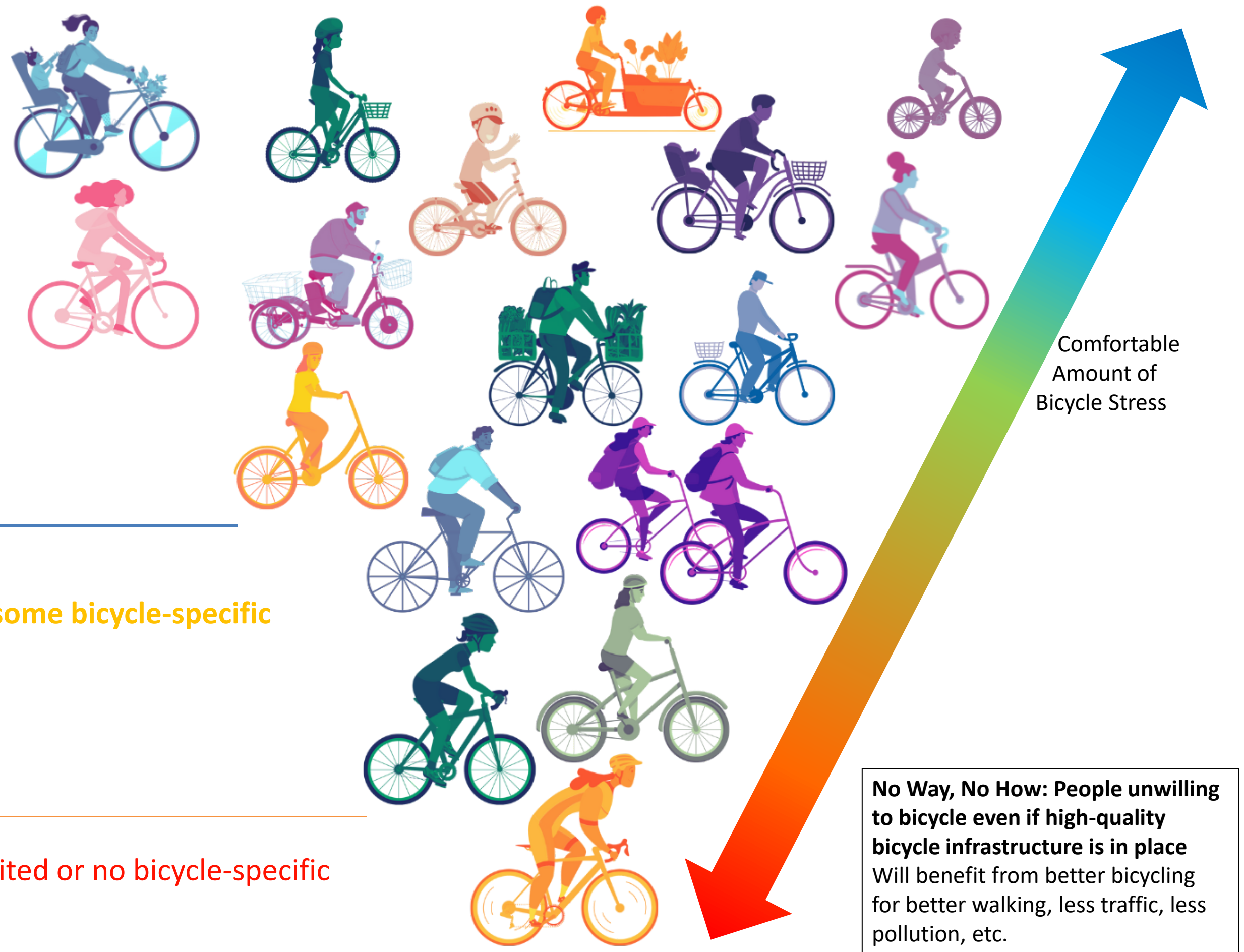
				
Higher stress				Lower stress
				
LTS 4	LTS 3	LTS 2	LTS 1-2	LTS 1
High speeds High volumes No separation	Moderate speeds Moderate volumes Low separation	Slower speeds Lower volumes Greater separation	Slow speeds Low volumes	Pathway No traffic

Types of bicyclists

Interested but Concerned: Willing to bicycle if high-quality bicycle infrastructure is in place

Enthusied and Confident: Willing to bicycle if some bicycle-specific infrastructure is in place

Strong and Fearless: Willing to bicycle with limited or no bicycle-specific infrastructure



Elements of Equity

Engage

Broad, convenient, and
meaningful engagement
in planning

Plan

Low-stress routes to
places people need to go

Prioritize

Growing bicycling for
underserved areas and
populations

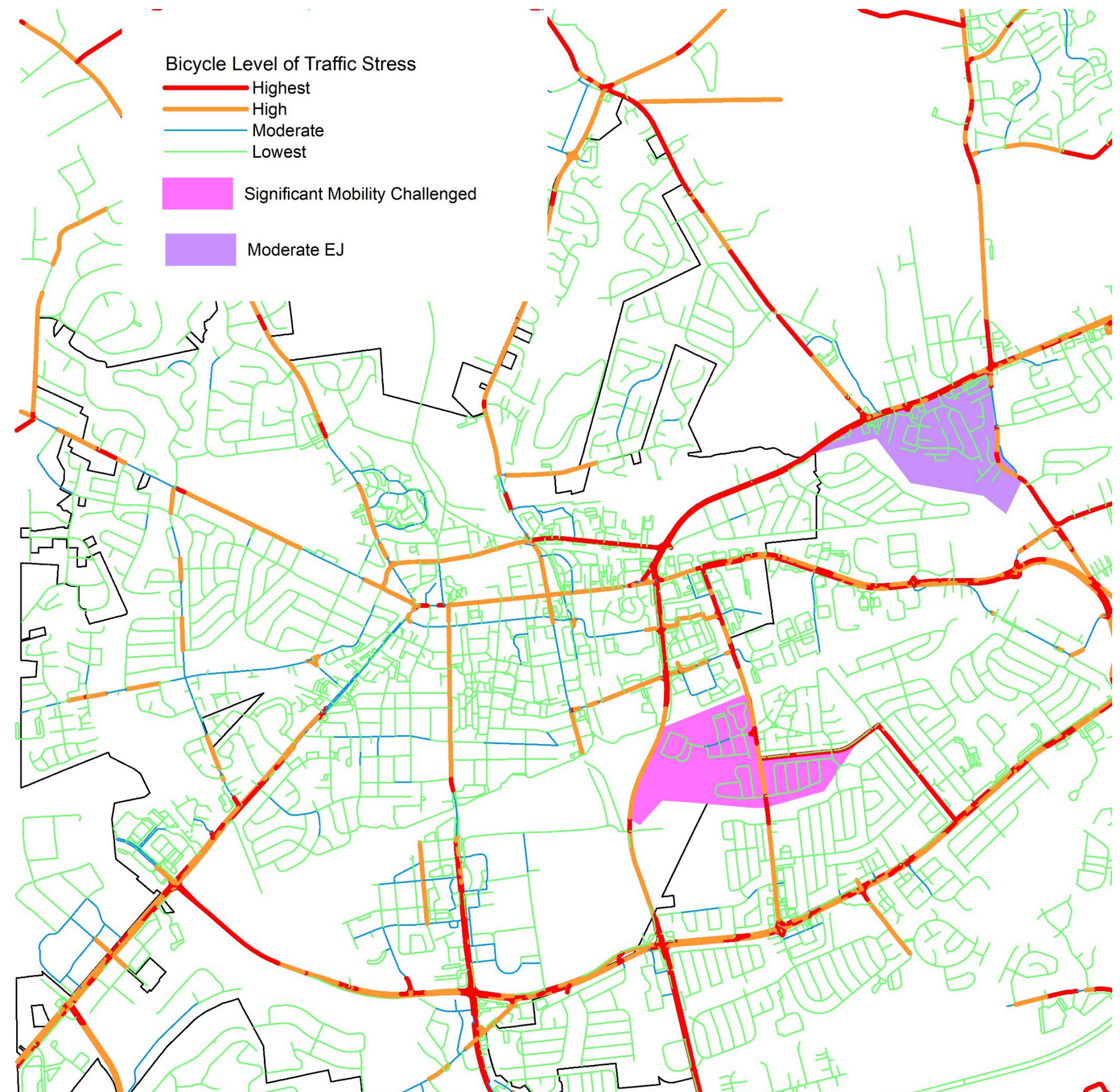
Create

Culture of diversity &
inclusion

Outcome: Newark is a
place where biking is
safe, convenient, and
inviting for people of
all ages and abilities
who choose to bike
for any reason

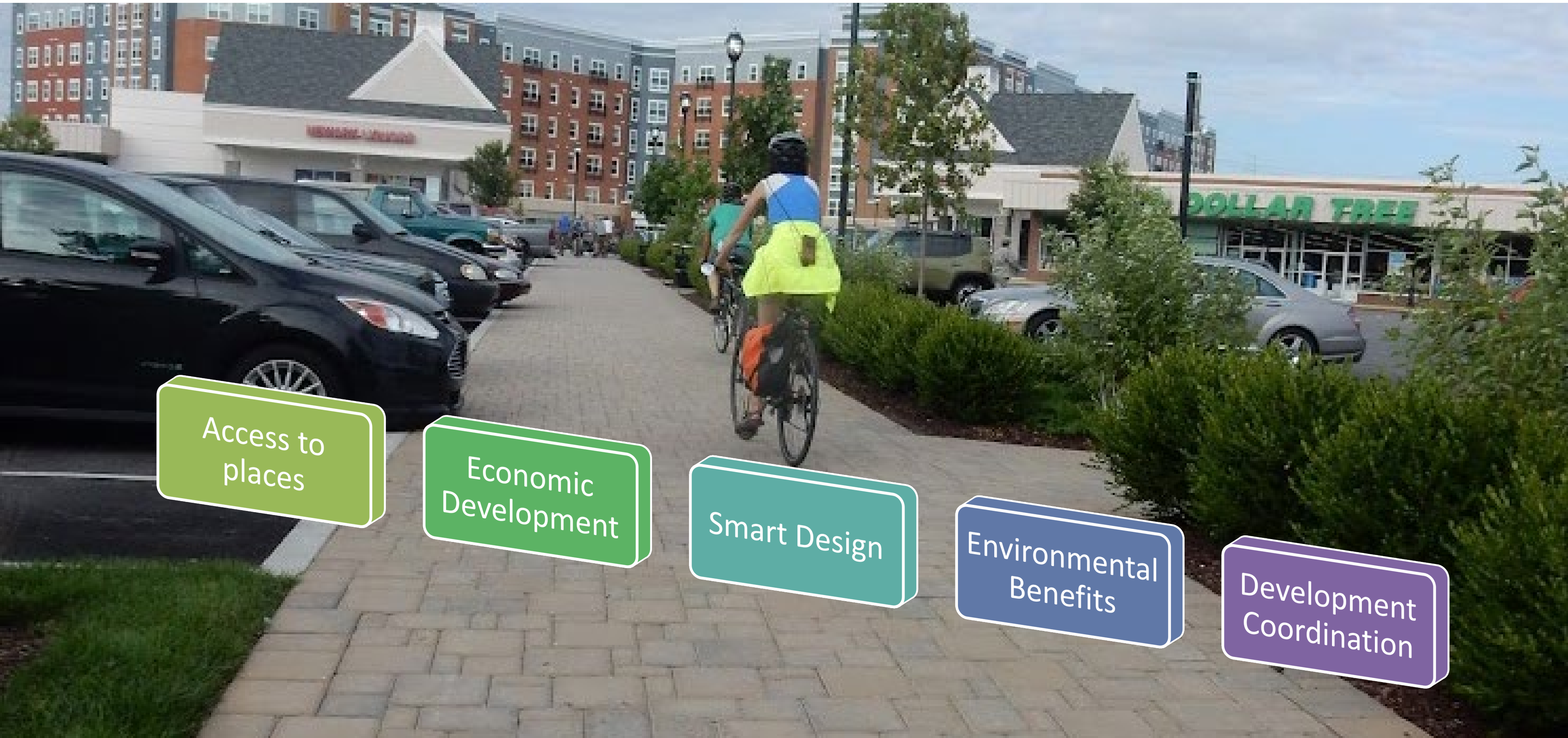
Equity

- Mobility challenged and EJ communities near Newark are cut off by high stress bike routes
- Plan analysis will identify lower-stress connections from surrounding communities
- Expand analysis to include additional Newark areas that are marginal mobility challenged/EJ
- Low stress routes to social services and jobs



Gaps in low stress routes make trips high stress

Land Use



Access to
places

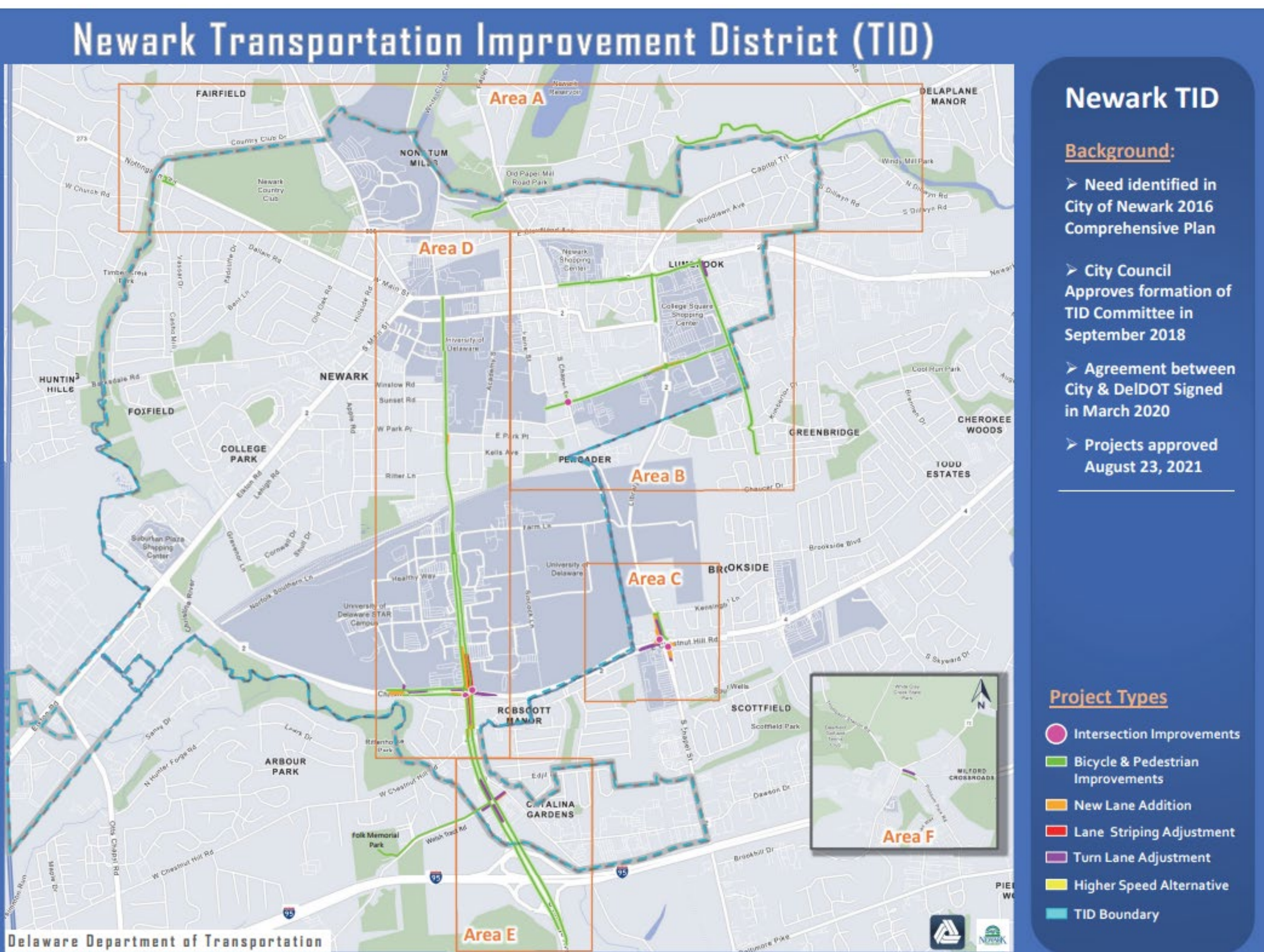
Economic
Development

Smart Design

Environmental
Benefits

Development
Coordination

Connecting with Land Use

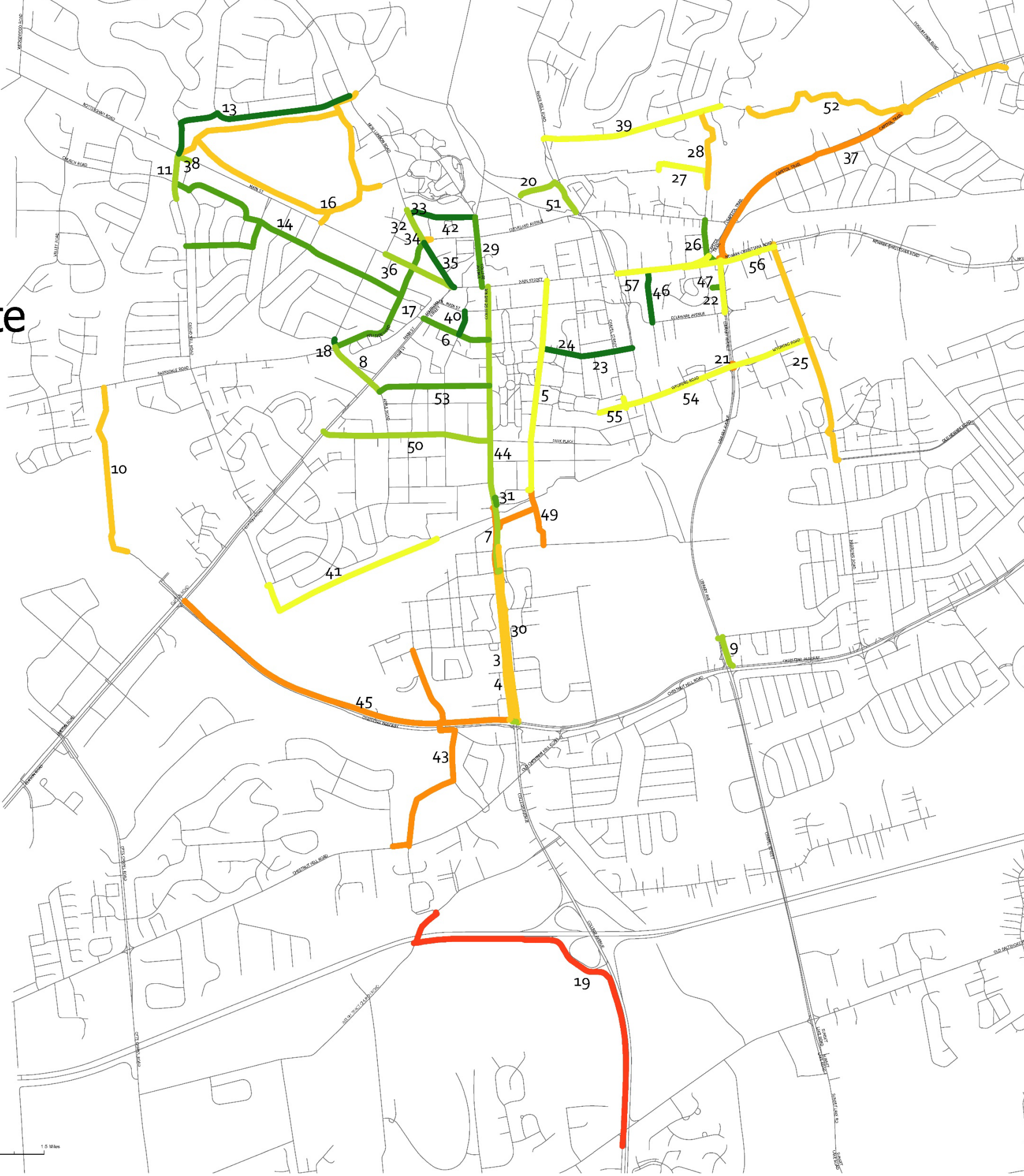
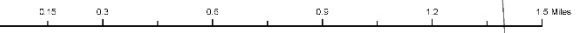


Cost_Estimate

CostEst

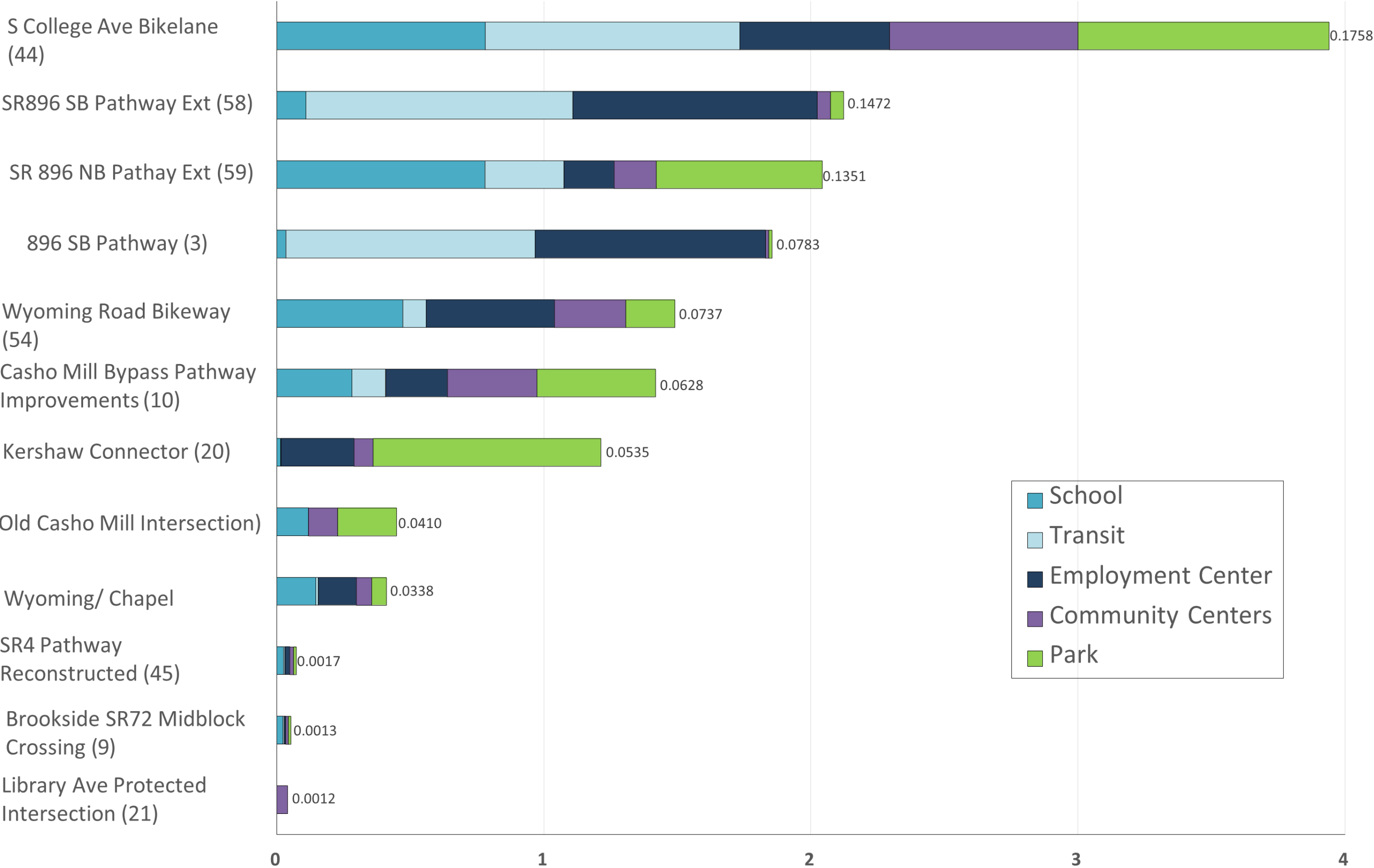
- \$0 - \$100000
- \$100000 - \$500000
- \$500000 - \$1000000
- \$1000000 - \$2500000
- \$2500000 - \$5000000
- \$5000000 - \$10000000
- > \$10000000

Newark TID Bicycle Network Improvement Proposals v1
Paul Moser
paul.moser@delaware.gov
DelDOT Planning



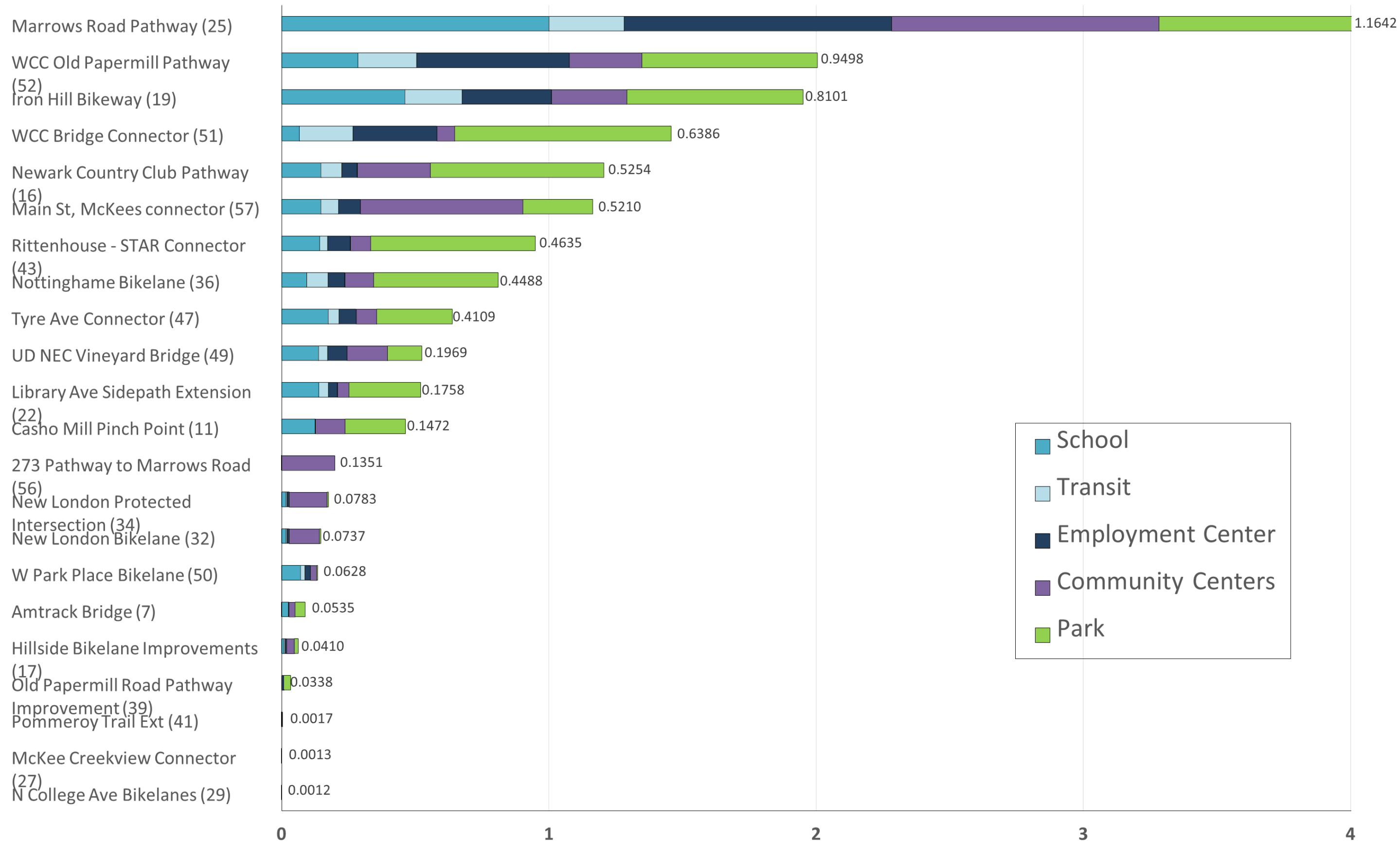
PROJECT	PROJ_NAME	Facility
3	896 SB Pathway	Pathway
4	896 SB PathwayImprovements	Pathway
5	Academy Street Traffic Calming	Bicycle Boulevard
6	Amstel Bikelane	Bikelane
7	Amtrack Bridge	Pathway
8	Apple Road Sidepaths	Seperated
9	Brookside SR72 Midblock Crossing	Intersection Improvement
9	Brookside SR72 Midblock Crossing	Pathway
	Casho Mill Bypass Pathway	
10	Improvements	Pathway
11	Casho Mill Pinch Point	Seperated
13	Country Club Sharrows	Sharrows
14	Dalum Bikelane	Bicycle Boulevard
16	Golf Pathway	Pathway
17	Hillside Bikelane Improvements	Bikelane
17	Hillside Bikelane Improvements	Bikelane
18	Hillside Connector	Pathway
19	Iron Hill Bikeway	Pathway
20	Kershaw Connector	Pathway
21	Library Ave Protected Intersection	Intersection Improvement
22	Library Ave Sidepath Extension	Pathway
23	Lovette Bike Boulevard	Bicycle Boulevard
24	Lovette Bikelane	Bikelane
25	Marrows Road Pathway	Pathway
26	McKee Bike Lane	Contra-flow Bikelane
27	McKee Creekview Connector	Pathway
28	McKee OPM Bridge	Pathway
29	N College Ave Bikelanes	Bikelane
30	NB 896 Pathway Improvements	Pathway
31	NEC Bridge Access Improvemnts	Pathway
32	New London Bikelane	Bikelane
33	New London Crossing Islands	Intersection Improvement
34	New London Protected Intersection	Intersection Improvement
35	New London Sharrows	Sharrows
36	Nottinghame Bikelane	Bikelane
37	Old Capitol Trail Sidepath	Pathway
	Old Casho Mill Intersection Approach	
38	Connector	Pathway
	Old Papermill Road Pathway	
39	Improvement	Pathway
40	Orchard Bikelane	Bikelane
41	Pommeroy Trail Ext	Pathway
42	Ray St contra-flow bikelane	Contra-flow Bikelane
43	Rittenhouse - STAR Connector	Pathway
44	S College Ave Bikelane	Bikelane
45	SR4 Pathway Reconstructed	Pathway
46	Tyre Ave Bikelanes	Bikelane
47	Tyre Ave Connector	Pathway
49	UD NEC Vineyard Bridge	Pathway
50	W Park Place Bikelane	Bikelane
51	WCC Bridge Connector	Pathway
52	WCC Old Papermill Pathway	Pathway
53	Wilson Bicycle Boulevard	Bicycle Boulevard
54	Wyoming Road Bikeway	Seperated
	Wyoming/ Chapel Intersection	
55	Improvements	Intersection Improvement
56	273 Pathway to Marrows Road	Pathway
57	Main St, McKees connector	Protected Bikelane

Newark TID Bicycle Mobility Modeling
Standalone Projects Already Included



Newark TID Bicycle Mobility Modeling

Standalone Projects



Community Audit

Bike Parking

- Community facilities
- Transit facilities
- Commercial areas
- Schools
- Parks

Route Audit

- Add any suggested recommendations. For locations without suggestions, we will use 2014 and TID recommendations if available
- Add brief description of current facilities
- Add any comments about maintenance needs, pinch points, safety observations, lighting, etc.

