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 streetHow should we prioritize improvements?





Most Comfortable

Example Bike Route Types

Better street crossings



Safer streets for all users





Quick-build project

··· PAINTED BUFFER FOR INCREASED VISIBILITY AND NEIGHBORHOOD CHARACTER

PAVEMENT MARKINGS FOR-**ROUTE IDENTIFICATION**













SCOPE OF WORK

- ✓ Being developed by City of Newark,
 - BikeNewark, and WILMAPCO
- ✓ Review progress since 2014
- 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

 \checkmark Update vision - expanded emphasis areas, e.g.,

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)

What Do You Love About Bicycling in Newark? Getting outsidei I can get to almost anywhere I want to go (Growy Strel Post office Riterrand) That city has moved from bronze to silver for being a Bicycle Friendly Community!

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







Sustainabilty

Priority setting

Vision Zero

THE FIVE ELEMENTS OF THE SAFE SYSTEM APPROACH







Safe

Safe Road Users

The Safe System approach addresses the safety of all road users, including those who walk, bike, drive, ride transit, and travel by other modes.

Safe Vehicles

Vehicles are designed and

regulated to

minimize the

using safety

measures that

incorporate the

latest technology.

occurrence and

severity of collisions

Speeds Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.

What does this mean for pedestrians and bicyclists?

The Safe System approach considers the safety of all road users, but particularly those who are most at risk of fatal or serious injury in the event of a crash, such as bicyclists and pedestrians.

Vehicle technology has made crashes more survivable for passengers inside the vehicle. Those same advances have not vet benefited pedestrians and bicyclists to the same degree.

Pedestrians and bicyclists are particularly vulnerable to death or severe injury as vehicular speed increases.





Safe Roads

Designing to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.

Post-Crash Care

When a person is injured in a collision, they rely on emergency first responders to quickly locate them, stabilize their injury, and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Given their vulnerability to fatal and serious injuries, it is important to separate bicyclists and pedestrians in time and space from vehicles as they have a heavier mass and can travel at greater speeds.

Pedestrians and bicyclists are more likely to be killed or injured in a crash, so post-crash care is even more important to their survival.

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.







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Bicycle level of traffic stress





Types of bicyclists

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

Enthused 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

Comfortable Amount of Bicycle Stress

No Way, No How: People unwilling to bicycle even if high-quality bicycle infrastructure is in place Will benefit from better bicycling for better walking, less traffic, less pollution, etc.

Elements of Equity



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





Development Coordination

Connecting with Land Use

Newark Transportation Improvement District (TID)



Newark TID

Background:

- Need identified in City of Newark 2016 Comprehensive Plan
- City Council
 Approves formation of
 TID Committee in
 September 2018
- Agreement between City & DelDOT Signed in March 2020
- Projects approved August 23, 2021

Project Types

- Intersection Improvements
- Bicycle & Pedestrian Improvements
- New Lane Addition
- Eane Striping Adjustment
- 🔲 Turn Lane Adjustment
- Higher Speed Alternative
- TID Boundary



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
10	Casho Mill Bypass Pathway	Dathway
10 11	Improvements Casho Mill Pinch Point	Pathway Seperated
13	Country Club Sharrows	Sharrows
13	Dalum Bikelane	Bicycle Boulevard
14	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
<mark>30</mark> 31	NB 896 Pathway Improvements	Pathway
32	NEC Bridge Access Improvemnts New London Bikelane	Pathway Bikelane
32 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 45	S College Ave Bikelane	Bikelane
45 46	SR4 Pathway Reconstructed	Pathway Bikelane
40 47	Tyre Ave Bikelanes Tyre Ave Connector	Bikelane Pathway
47 49	UD NEC Vineyard Bridge	Pathway
49 50	W Park Place Bikelane	Bikelane
50 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
<mark>56</mark>	273 Pathway to Marrows Road	Pathway
57	Main St, McKees connector	Protected Bikelane

Newark TID Bicycle Mobility Modeling **Standalone Projects Already Included**





Employment Center

Community Centers

0.1758

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.



DRAFT under development Attend May 22 Public Workshop or visit www.wilmapco.org/bikenewark after May 23 for updates

