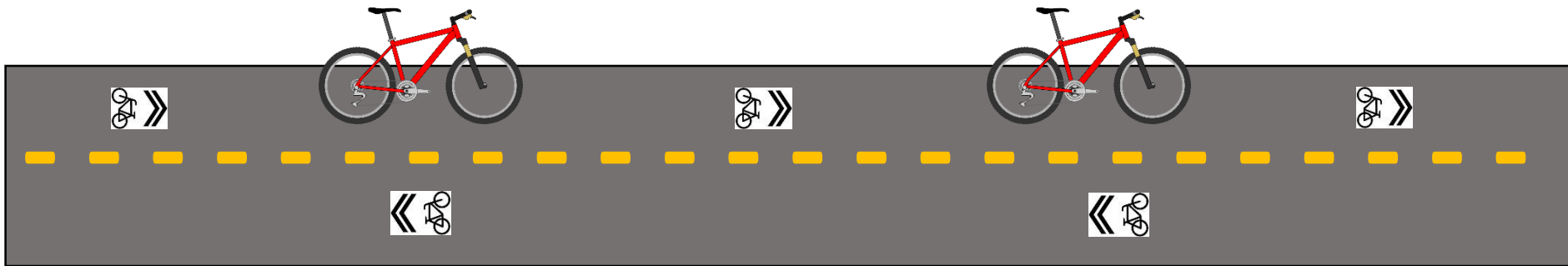


City of Wilmington Bike Plan Update Community Input and Planning Session Spring 2018

Department of Planning

Matthew Harris, Planner II
Gemma Tierney, Planner I



What is the Purpose of a Bike Plan?

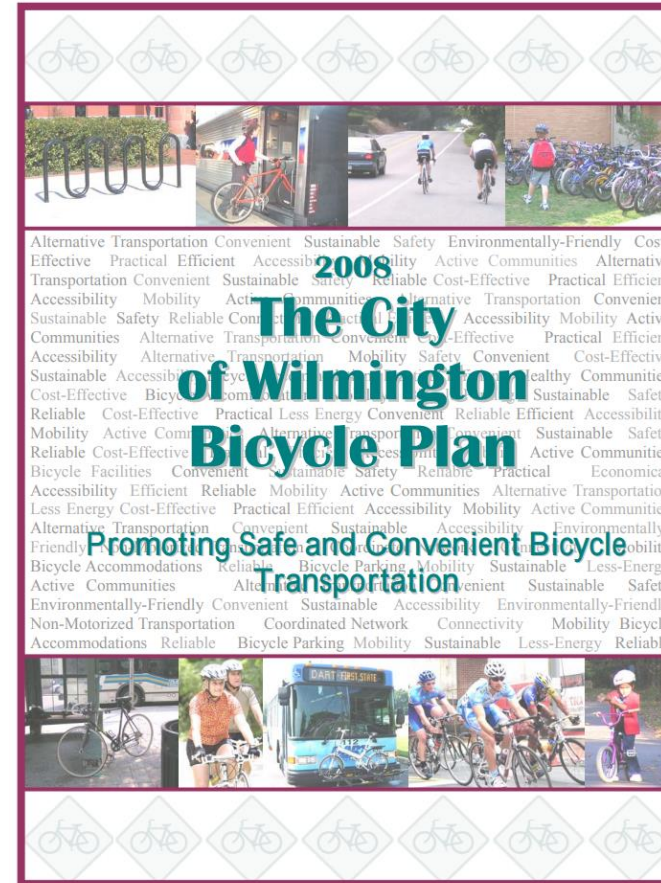
- **Improve** the bicycling environment for all riders (safe and coordinated network for all users, all ages and abilities).
- **Provide** coordinated and connected transportation options throughout the City (access to employment, services, institutions, recreation) .
- **Support** a healthy and active lifestyle for all residents.
- **Coordinate** and direct the implementation of improvements and City investment for a continuous network of routes and facilities.
- **Recommend** policy and improvement priorities.
- **Identify** funding opportunities.



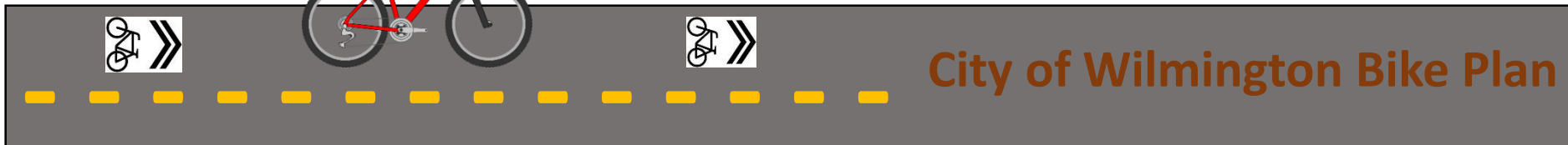
The City's first Bike Plan is from 2008

Several accomplishments since then:

- Sharrows on Market Street
- Creation of Bike Wilmington Committee
- Bike Share Feasibility Study Completed
- Bicycle Parking Expanded
- Delaware Bicycle Council Grant awarded to City and County in 2018 to study Augustine Cut-Off.



WILMAPCO



City of Wilmington Bike Plan



The Benefits of a Coordinated Bike Network

Individual Benefits

- **Low-cost**
 - Provides fast and flexible transportation to those who cannot drive or cannot afford a personal vehicle
 - Such as: low-income individuals, people who cannot get driver's licenses
- **Convenience**
 - More flexible and often more predictable than taking public transit
 - Transit can also become more convenient when you have a bike
- **Exercise**
 - Improves health while also getting you to your destination
 - Especially beneficial to heart and respiratory health



City of Wilmington Bike Plan



The Benefits of a Coordinated Bike Network (Cont'd)

Collective benefits

- **Safety**
 - Traffic calming: reduces vehicle speeds
 - Safer for pedestrians, bikers, and local residents, especially children
- **Better air quality**
 - When more people choose to bike rather than drive, there are fewer vehicle emissions, leading to better air quality
 - Improved air quality improves respiratory health
- **Local economic development**
 - Downtown shopping areas often have limited parking
 - Traffic calming features in these downtown areas encourage more bikers and pedestrians to come to local businesses



City of Wilmington Bike Plan



What have we been up to?

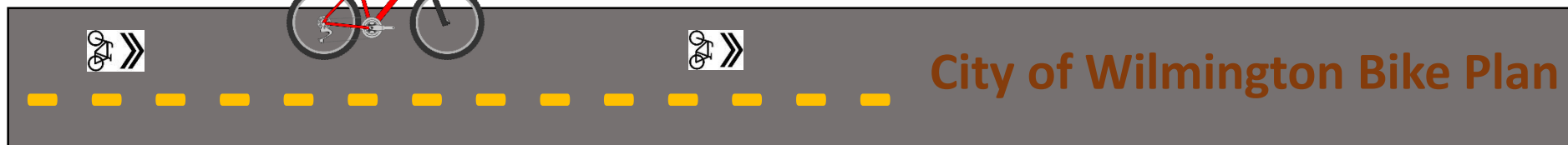
Data Analysis –

Using DelDOT data, we have developed some ideas of what a bike network in Wilmington could look like.

Better data allows us to make better decisions.

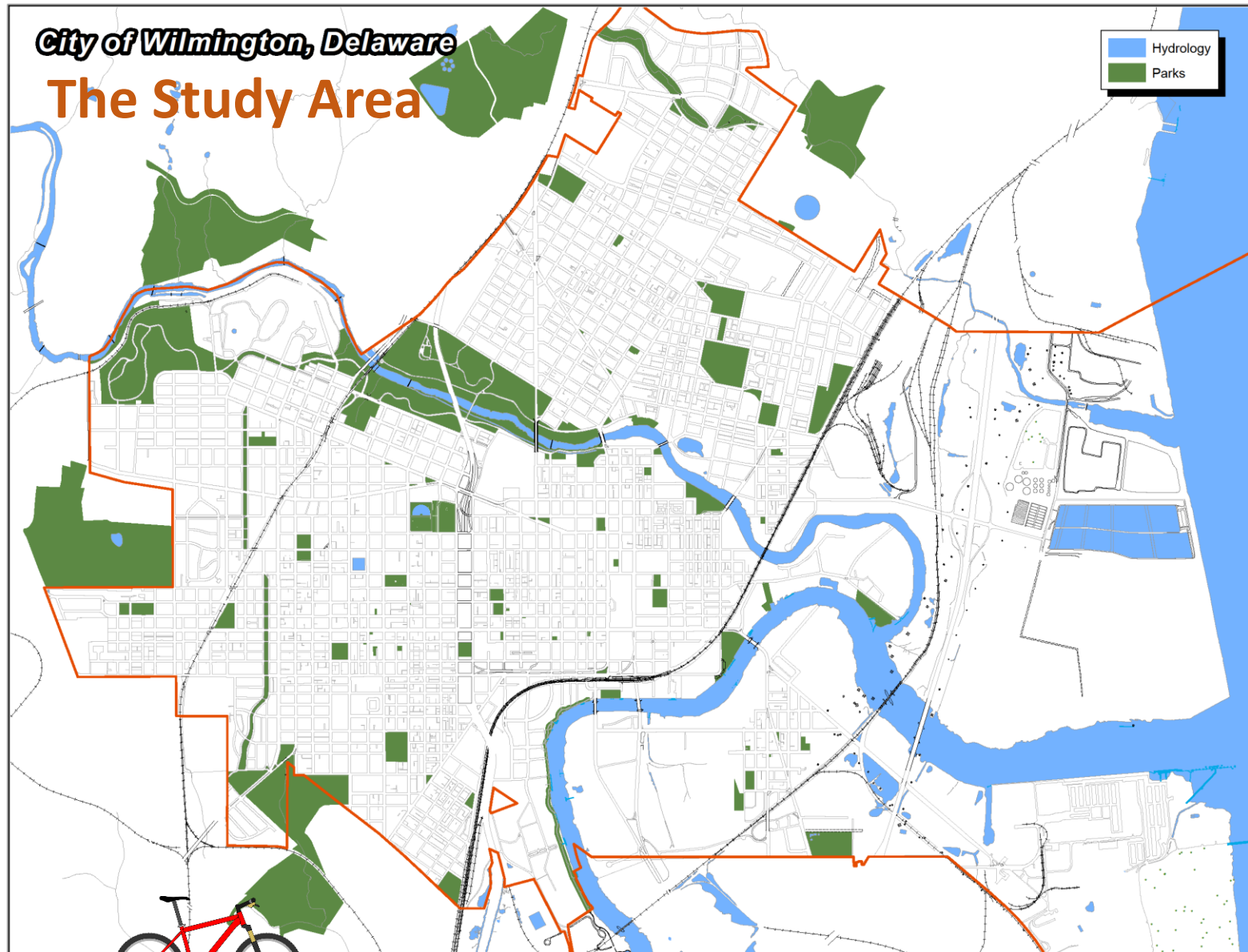
Checking data accuracy for:

- Road widths
- Parking
- Speed



City of Wilmington, Delaware

The Study Area



City of Wilmington Bike Plan



So what are some different types of bike infrastructure?

Sharrows
Bicycle Boulevards



Shared with cars

Bike Lanes



Separated Pathways



Separate from cars



City of Wilmington Bike Plan

Sharrows

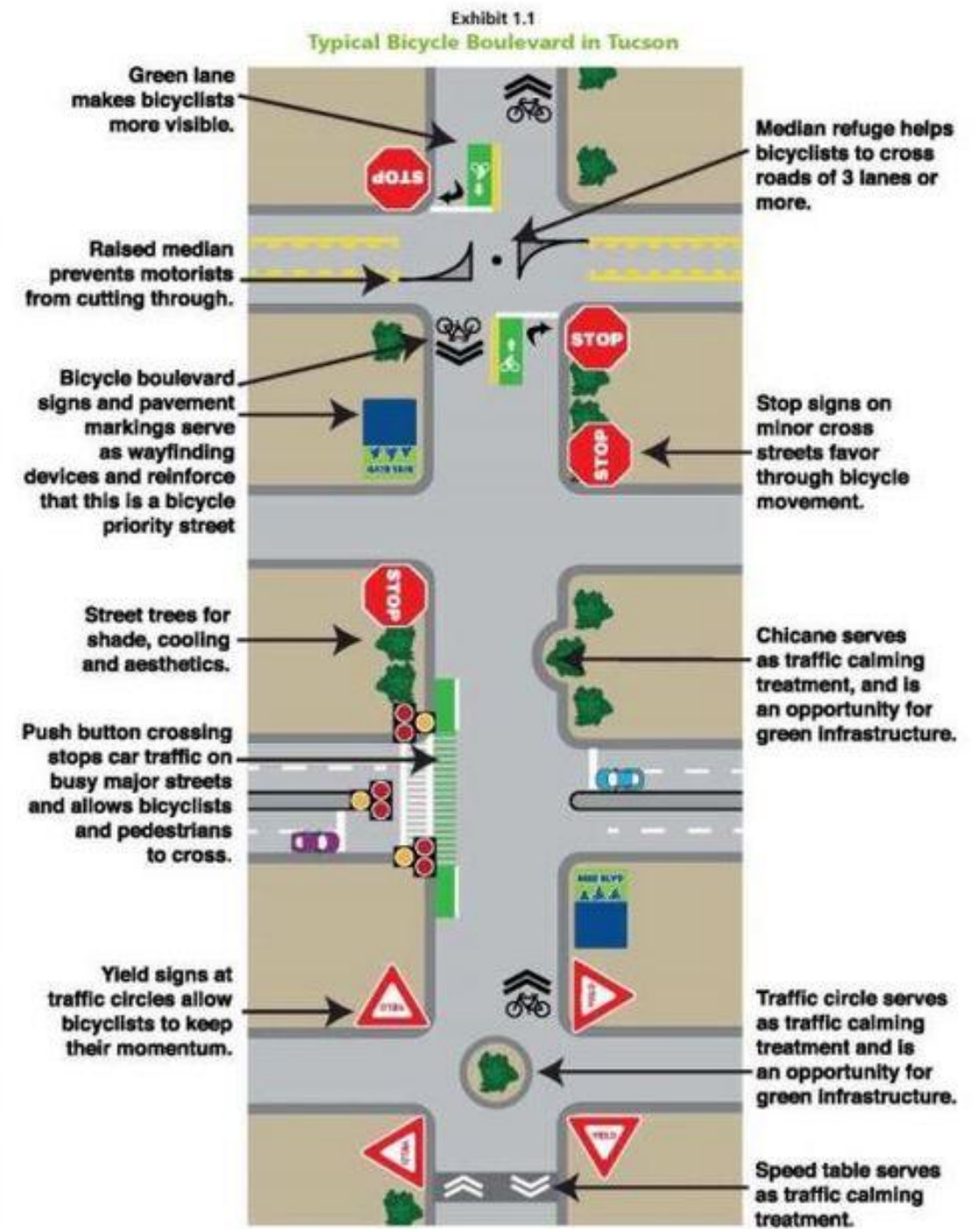
- In traffic lane
- Indicates that bike may use entire traffic lane
- Do not need to change street layout
- For low-speed, low-volume streets
- Enhanced when paired with bicycle signage



<http://sdotblog.seattle.gov/2009/09/24/sharing-the-road-with-sharrows/>

“Bicycle Boulevards”

- Cars can still use the street, but it is designed to slow down car traffic
- Elements can include:
 - Pavement markings and signs
 - Alternating the direction of car travel from block to block to reduce non-local traffic cutting through neighborhood
 - Traffic calming measures like narrower traffic lanes, roundabouts, bump outs
- A low-speed, low-traffic street- safer for pedestrians, cyclists, children



Bike Lanes

- Bike-only lanes but next to cars
- Minimum 5' wide
- Many different configurations



<https://seattletransitblog.com/2011/09/15/more-bike-boulevards-please/seattle-bike-lane/>

Beyond the basic bike lane

Buffered bike lane:



<http://www.newarktransitauthority.com/>

Protected bike lane:



<https://www.phillymag.com/news/2017/08/31/west-philly-protected-bike-lane/>

Separated Pathways

- Separated from the road network
 - May run alongside roads
- Typically found in parks
- Low-stress



<http://gobiking.ca/quebec-rides/cycling-in-montreal/>

Bike Boxes

- Or advanced stop lines (ASL)
- In front of line where cars stop
- Used at intersections with traffic signals



Bike Parking

Sheltered bike parking



<http://bellinshambikeblog.blogspot.com/2011/05/denise-guren-memorial-bike-shellter.html>

Bike lockers



<https://trimet.org/bikes/lockersavailable.htm>

Bike Signage and Traffic Signals



What's next and how can you help?

- **Plan Phases:**

1. **Data Gathering and Analysis (Spring 2018) – [WE ARE HERE](#)**
2. **Plan Development: use data to form recommendations for potential routes and policy changes (Summer 2018 – Fall 2018)**
3. **Finalize Plan (Winter 2019)**

- Please complete our short [bicycle survey](#), either in person here today or online.
- Plan updates are given at Bike Wilmington meetings- all are welcome to attend!
 - Provide your email on our sign-up sheet if you would like to be included in emails about Bike Wilmington meetings.
- Ongoing conversations.



City of Wilmington Bike Plan



Thank You!

Matthew Harris, Planner II
mharris@wilmingtonde.gov
(302) 576-3110

Gemma Tierney, Planner I
grtierney@wilmingtonde.gov
(302) 576-3117



City of Wilmington Bike Plan

