



Newark, DE



Award: Silver | Spring 2023

Award History:

Previously Bronze since 2010 and Honorable Mention in 2003.

| The 5 Es Category Scores | Newark | Max Score this round |
|--------------------------|--------|----------------------|
| Engineering | 35% | 53% |
| Education | 21% | 56% |
| Encouragement | 46% | 68% |
| Evaluation & Planning | 29% | 42% |
| Equity & Accessibility | 18% | 37% |

Percentages shown above are the points received out of total points available in that category. See pages 2-3 for Newark's subcategory points earned within each Category.

Key Outcomes

Overall Commuter Ridership: 2.8%

Male Commuter Ridership: 3.2%

Female Commuter Ridership: 2.5%

(Bicycle Mode Share among commuters, according to the Census Bureau's 2021 American Community Survey 5-Year Estimate.)

Bicycle Mode Share: Unknown

(Reported by applicant)

Annual Average Bicyclist Crashes in last 5 years: 0

Annual Average Bicyclist Fatalities in last 5 years: 0

(Crashes and Fatalities both reported by applicant)

Newark's BFA Program Stats

of Local Bicycle Friendly Businesses: **1**

of Local Bicycle Friendly Universities: **0**

of Local League Cycling Instructors: **0**

Delaware's Bicycle Friendly State Ranking: **#9**

Community Profile

Population: 31,393

Area: 9.19 square miles

Population Density: 3634 people/square mile

Land Classification:

Mixed Urban/Suburban

Poverty Rate: 26.1%*

Median Household Income: \$61,646*

Percent of the Population that Speaks a

Language Other Than English at Home: 18.2%*

Percent with Disability: 11.1%*

Percent of Households with No Vehicle Available: 3.9%*

*Source: https://data.census.gov/profile/Newark_city,_Delaware?g=1600000US1050670

Newark's Bike Links

Bike Network Map, if available:

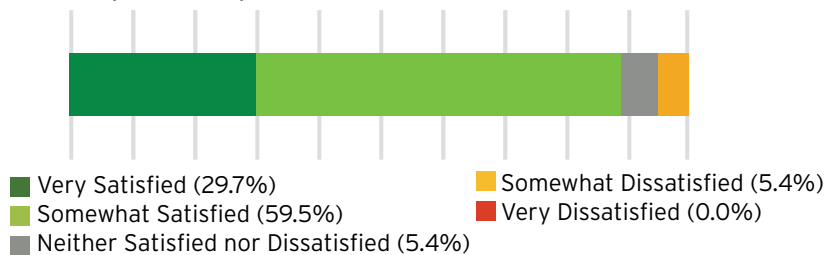
<https://bikenewark.files.wordpress.com/2022/08/bikeways-map2022.pdf>

Bike Plan, if available:

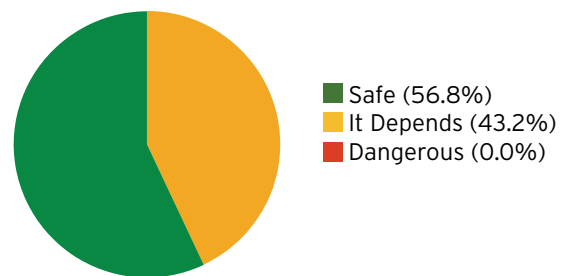
<https://bikenewark.files.wordpress.com/2016/09/newark-bikeplan.pdf>

Spring 2023 BFC Public Survey Response Summary for Newark, DE

How satisfied are you with how this community is designed for making bike riding safe? (n = 37)



Is it safe or dangerous to ride a bicycle in your neighborhood, or does it depend? (n = 37)



What is the number one change you would most like to see the local government make in this community for bicyclists? (n = 37)

1. Reduce speeds through traffic calming and/or road diets (18.9%)
2. Increase police enforcement of traffic laws for drivers (16.2%)
3. Increase education for drivers (16.2%)
4. Improve existing bike lanes to protected bike lanes (10.8%)
5. More bike lanes (10.8%)

About this Report Card

The following scores are based on the online application submitted by Newark in the Spring 2023 Bicycle Friendly Community (BFC) submission round. These scores reflect a combination of automatically-generated points earned through the online application, as well as judge-assigned points and bonus points given by BFC reviewers.

The League updated its Bicycle Friendly Community application and awards criteria in the Summer of 2022, after nearly a year of research, focus groups, interviews, listening sessions, and other outreach. The updated application includes a new section on Equity and Accessibility, and other changes throughout. As such, **this Bicycle Friendly Community Report card is a beta version** as we refine our new scoring system and develop a greater understanding of how to convey new information.

All Spring 2023 BFC Report Cards (including this one) will be republished with updated scores if there are significant changes to the points system after the next round of BFC applications. To learn more about the BFC application and awards criteria, please visit <https://bikeleague.org/community>.

| ENGINEERING | <i>Newark earned 35% of the points available in the Engineering Category. Below is the breakdown of points that Newark earned in each subcategory of the Engineering section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i> | |
|--------------------------|--|--|
| | Engineering Subcategories | Newark's Subcategory Points in Engineering |
| | Policies and Design Standards for the Built Environment | 5 / 41 pts |
| | End-of-Trip Facilities | 15 / 44 pts |
| | Bicycle Network | 40 / 128 pts |
| | Network Maintenance | 21 / 32 pts |
| | Bicycle Access to Public Transportation | 9 / 23 pts |
| | Bike Sharing | 0 / 21 pts |
| | Other Bicycle-Related Amenities | 2 / 6 pts |
| | Regional Coordination | 16 / 23 pts |
| Engineering Bonus Points | 5 / 10 pts | |

| EDUCATION | <i>Newark earned 21% of the points available in the Education Category. Below is the breakdown of points that Newark earned in each subcategory of the Education section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i> | |
|------------------------|--|--|
| | Education Subcategories | Newark's Subcategory Points in Education |
| | Youth Bicycle Education | 11 / 69 pts |
| | Adult Bicycle Education | 14 / 47 pts |
| | Motorist Education | 8 / 28 pts |
| | Bicycle Safety Education Resources | 2 / 16 pts |
| | Inclusive Education | 3 / 26 pts |
| Education Bonus Points | 2 / 7 pts | |

| ENCOURAGEMENT | <i>Newark earned 46% of the points available in the Encouragement Category. Below is the breakdown of points that Newark earned in each subcategory of the Encouragement section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i> | |
|----------------------|--|--|
| | Encouragement Subcategories | Newark's Subcategory Points in Encouragement |
| | Encouragement Policies, Programs and Partnerships | 5 / 17 pts |
| | Route-Finding Support | 6 / 10 pts |
| | Bicycle Culture and Promotion | 38 / 91 pts |
| | Access To Bicycle Equipment and Repair Services | 21 / 35 pts |
| | Reducing Work-Related/Fleet VMT | 7 / 11 pts |
| | Encouragement Bonus Points | 3 / 7 pts |

| EVALUATION & PLANNING | <i>Newark earned 29% of the points available in the Evaluation & Planning Category. Below is the breakdown of points that Newark earned in each subcategory of the Evaluation & Planning section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i> | |
|------------------------------------|--|--|
| | Evaluation & Planning Subcategories | Newark's Subcategory Points in Evaluation & Planning |
| | Staffing And Committees | 13 / 40 pts |
| | Public Engagement for Bicycle Planning | 9 / 35 pts |
| | Planning, Funding, And Implementation | 12 / 46 pts |
| | Evaluating The Bicycle Network | 0 / 24 pts |
| | Evaluating Ridership | 6 / 20 pts |
| | Evaluating & Improving Safety Outcomes | 19 / 42 pts |
| Evaluation & Planning Bonus Points | 2 / 7 pts | |

| EQUITY & ACCESSIBILITY | <i>Newark earned 18% of the points available in the Equity & Accessibility Category. Below is the breakdown of points that Newark earned in each subcategory of the Equity & Accessibility section compared to the total points available in that respective subcategory from the Spring 2023 BFC application.</i> | |
|-------------------------------------|--|---|
| | Equity & Accessibility Subcategories | Newark's Subcategory Points in Equity & Accessibility |
| | Equity & Accessibility Staffing, Committees, & Partnerships | 6 / 24 pts |
| | Equity Data Collection & Goals | 0 / 12 pts |
| | Equity & Accessibility Policies & Plans | 9 / 31 pts |
| | Equity & Accessibility in Engineering | 2 / 44 pts |
| | Equity & Accessibility in Education | 6 / 52 pts |
| | Equity & Accessibility in Encouragement | 17 / 42 pts |
| | Equity & Accessibility in Evaluation & Planning | 6 / 58 pts |
| Equity & Accessibility Bonus Points | 3 / 9 pts | |



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FEEDBACK TO IMPROVE:

To maintain and improve on Newark's Silver-level Bicycle Friendly Community award, BFC Reviewers recommend...

- » Congratulations on establishing Delaware's first two-way separated bikeway last year! Continue to focus on expanding and connecting your low-stress bicycling network to engender more widespread use of bicycles as everyday transportation. Conduct a connectivity analysis and network quality evaluation of your existing bicycle network, and work to identify and fill any gaps. Establish a performance measurement program for bicycling and/or active transportation infrastructure. See FHWA's resources on these topics: https://bit.ly/FHWA_connectivity and https://bit.ly/FHWA_bikepedPMs.
- » Further develop and expand bicycle facility design guidelines for the city to meet current NACTO standards, or adopt the NACTO Urban Bikeway Design Guide. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Lower speed limits -- and designed speeds -- on residential streets to 20 mph or less. Introduce road diets and traffic calming measures to ensure compliance. Develop a system of bicycle boulevards, utilizing these quiet neighborhood streets, that creates an attractive, convenient, and comfortable cycling environment welcoming to cyclists of all ages and skill levels.
- » Continue to increase the amount of high quality bicycle parking throughout the community, including at bus stops. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations through the use of bike corrals, bike valets, and incentives or requirements for bike parking in buildings.
- » Expand bicycle safety education to be a routine part of education for students of all ages, and ensure that all schools and the surrounding neighborhoods are particularly safe and convenient for biking and walking. Work with the school district, local bicycle groups, and interested parents to create on-bike learning opportunities and Safe Routes to School programming for all K-12 schools.
- » Increase the number of local League Cycling Instructors (LCIs) in your community, either by hosting an LCI seminar or sponsoring a City staffer or local bike advocate to attend an existing seminar elsewhere. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Encourage University of Delaware to implement the improvements recommended in their 2021 BFU feedback report, and to reapply to the Bicycle Friendly University program when ready.
- » Encourage more local businesses, agencies, and organizations to promote cycling to their employees and customers and to seek recognition through the Bicycle Friendly Business program.
- » Consider launching a City-run public bike share system.



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FEEDBACK TO IMPROVE, CONTINUED:

- » Begin the process of creating a new Bicycle Master Plan or updating your 2014 Bike Plan. Ensure the new plan includes specific and measurable goals and performance measures to track progress, and is supported by a dedicated budget for implementation.
- » Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress. Partner with University of Delaware's Center for Applied Demography and Survey Research (CADSR) to use the household travel survey "Delaware Travel Monitoring System" (DTMS) to help the city establish the current baseline modeshare.
- » Adopt a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Expanding and connecting low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.
- » If you aren't already, take advantage of Delaware's relatively new Complete Community Enterprise District law, to further support the Transportation Improvement District work happening in Newark.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

- » **Guide to this BFC Report Card:** <https://bit.ly/BFC-Report-Card-Guide-Sp23>
- » **League of American Bicyclists:** <https://www.bikeleague.org>
- » **Bicycle Friendly Community (BFC) Program:** <https://bikeleague.org/community>
- » **Resources for Building a Bicycle Friendly Community:** https://bikeleague.org/BFC_Resources
- » **About the BFC Application Process:** <https://bikeleague.org/content/about-bfc-application-process>
- » **The Five E's:** <https://bikeleague.org/5-es>
- » **The League's Benchmarking Project on Biking and Walking Data and Reports:** <https://data.bikeleague.org>
- » **Bicycle Friendly State Rankings and Report Cards:** <https://bikeleague.org/state>
- » **Bicycle Friendly Business (BFB) Program:** <https://bikeleague.org/business>
- » **Bicycle Friendly University (BFU) Program:** <https://bikeleague.org/university>
- » **Smart Cycling Education Program:** <https://bikeleague.org/ridesmart>
- » **Advocacy Reports and Resources from the League:** <http://bikeleague.org/reports>
- » **Federal Funding Resources from the League:**
<https://bikeleague.org/take-action/policy-advocacy/federal-policy/federal-resources/>
- » **Pedestrian and Bicycle Funding Opportunities from U.S. DOT Transit, Safety, and Highway Funds:**
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf
- » **U.S. DOT Navigator:** <https://www.transportation.gov/dot-navigator>