



BICYCLE FRIENDLY STATE REPORT CARD

DELAWARE

RANKED

6

OF 50

STATE ADVOCACY GROUP:
BIKE DELAWARE

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Delaware, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Delaware.

Designate Delaware's first "Complete Community Enterprise District" in order to catalyze bicycle-friendly development. The Complete Community Enterprise District concept prioritizes funding for biking and walking projects based on supportive land use policies. This approach has been recommended by the CDC's Community Preventative Services Task Force for increasing physical activity.

Congratulations on opening the Wilmington-New Castle Greenway aka the "Markell Trail." This connects Delaware's largest city to its historic capitol while serving as a key link in the East Coast Greenway. This high quality trail provides an example and aspiration for communities in Delaware.

Delaware's 2018 statewide bike plan prioritizes providing low stress routes for people of all ages and abilities. To follow-through on its goals the state should partner with cities and counties to provide technical assistance, training, and support for local bike planning and projects that will support connected low stress routes. The State's "Blueprint for a Bicycle-Friendly Delaware" bike plan envisions creating local and county bike plans - with high-quality bicycle network improvement project ideas - that will be aggregated, prioritized and evaluated at the State level.

Improve awareness and application of bicycle policies and guidelines by having technical training on policies and design guidance and incorporating the "Blueprint for a Bicycle-Friendly Delaware" in state and local planning documents.

Expand funding for the state's innovative Bike and Pedestrian Improvements program and broaden the program to make strategic investments in cycling networks in municipalities.

Active transportation is an important part of community health and promotion of physical activity. Delaware should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

Local governments in Delaware should take advantage of the state's innovative Complete Communities initiative that provides funding based on land use and transportation reforms.

Several states have followed Delaware's lead to institutionalize Level of Traffic Stress analysis and the mapping of current bicycle conditions. Delaware should build on this leadership to reduce high stress barriers to bicycling and enable more people to experience low stress routes.

Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.

Congratulations to DelDOT for installing "color-unique" bicycle wayfinding signs. This signage is similar to some bicycle-friendly American cities such as Boulder and Berkeley but is unique at the state level in the U.S. It is also unique in that it is the only bicycle wayfinding signage system in the U.S. that is explicitly based on the concept of the "Low Traffic Stress" bicycle network.

	Infrastructure & Funding	B
	Education & Encouragement	B
	Legislation & Enforcement	B
	Policies & Programs	B
	Evaluation & Planning	B+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	33/50
Safety	19.9 fatalities per 10K bike commuters ⁱ	41/50
Spending	\$9.09 per capita FHWA spending on biking and walking ⁱⁱ	3/50

ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown: DELAWARE





BICYCLE FRIENDLY STATE REPORT CARD

 Infrastructure & Funding Ranked 4 of 50 States B	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	A+
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	A

 Policies & Programs Ranked 8 of 50 States B	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	A
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B-
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C

 Education & Encouragement Ranked 10 of 50 States B	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	B-

 Evaluation & Planning Ranked 9 of 50 States B+	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B+
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	C
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 7 of 50 States B	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B+
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	C
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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TOGETHER!




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