DelDOT bicycle program

• Bicycle-friendly accomplishments
• What DelDOT has done to support bicycling and to improve infrastructure and safety
• Trail crossings at roadways
• Bicycle safety countermeasures
• Delaware bicycle laws
• Connections to trails
BICYCLE-FRIENDLY ACCOMPLISHMENTS
Bicycle-friendly accomplishments

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Bicycle-Friendly Communities
Bicycle-friendly accomplishments

City of Newark

Delaware Department of Transportation
BICYCLING SUPPORT, INFRASTRUCTURE AND SAFETY IMPROVEMENTS
Support, infrastructure, safety
Map at www.bikeatthebeach.com
Map at www.bikeatthebeach.com
Junction & Breakwater Trail
Georgetown-Lewes Trail
Georgetown-Lewes Trail
Route 1 sidewalks
• Plantation Road Improvements, Robinsonville Road to US 9
• Realignment of Old Orchard Road at Wescoats Corner
• SR 1, Minos Conaway Road Grade Separated Intersection
CROSSINGS
Crossings

Old Orchard Road

Minos Conaway Road
BICYCLE SAFETY
Bicycle safety

SLOW DOWN
LOOK FOR TRAFFIC.
BICYCLE LAWS
Bicycle laws

• Delaware’s bicycle laws are found in Title 21 of the Delaware Code, Chapter 41, Subchapter XII

• They are summarized in the Delaware Bicycle Laws brochure at [www.deldot.gov/programs/bike](http://www.deldot.gov/programs/bike)

• Today we’ll focus on key parts of the Bicycle Friendly Delaware Act of 2017
Bicycle laws

Delaware Bicycle Laws

August 2015

For More Information please contact:
The Delaware Department of Transportation
Staunton and Newmarket Plaza
P.O. Box 778
Newark, DE 19714
(302) 739-1838

Co-sponsor the Delaware Bicycle Coalition at:
www.delbikes.com/delaware

Title 21. Delaware Code, Chapter 41, Subchapter XII

1. No bicycle shall carry more passengers than it was designed to carry, except an adult who may carry a child seated securely attached in a backpack or sling.

2. Persons riding a bicycle shall have the right of way and to operate the bicycle at a safe speed which may exceed the speed limit in effect at the time, and shall not obstruct the exclusive use of bicycles.

3. A bicycle need not yield to traffic when the bicycle is not obstructing the exclusive use of bicycles.

4. Persons under 18 years of age shall wear a helmet which meets the Federal Motor Vehicle Safety Standard No. 218, except those riding a bicycle as an occupant of a vehicle or otherwise exempted by law.

5. A person on a bicycle may look and shall look to see both ways before turning, crossing, or entering another street.

6. Bicycle shall be ridden "for enjoyment" at the same time as other vehicles, with or without passengers, and shall be operated in a manner that does not interfere with traffic in the same lane.

7. When turning a bicycle, either to the left or right, a rider shall slow down and be aware of other vehicles and pedestrians in the same lane.

8. Bicyclists shall ride in single file or two abreast, but shall not interfere with traffic the same way.

9. Bicyclists shall ride in the same direction as vehicles, and shall not be required to dismount to allow vehicles to pass.

10. Bicyclists shall not ride a bicycle on the sidewalk, or in a pedestrian crossing.

11. Left turns shall be permitted according to:
(a) Bicycles may enter a left turn lane.
(b) Bicycles shall not cross a pedestrian lane on a lane by a pedestrian walkway.
(c) Bicycles shall not cross a pedestrian lane on the same street.

12. Right turns are permitted by:
(a) Bicycles shall be at the front of the line of traffic, and shall maintain the same direction.
(b) Bicycles shall not cross a pedestrian lane on the same street.

13. Turn and stop signs shall be at the same time as vehicles.

14. Persons riding a bicycle shall stop at a stop sign and a stop line or other stop device.

15. Persons under the influence of alcohol shall not operate a bicycle on a roadway.

16. A bicycle may be ridden by:
(a) Persons who are under 18 years of age.
(b) Persons who are under the influence of alcohol.
(c) Persons who are under the influence of any other drug.

17. Bicyclists shall not be required to dismount to allow vehicles to pass.

18. Bicyclists shall not be required to dismount to allow vehicles to stop or yield to traffic.

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Bicycle Friendly Delaware Act

- Bicycle traffic signals are defined and enabled as an engineering tool for DelDOT
- Requires that motorists change lanes when passing bicycles where travel lanes are too narrow to share
- Clarifies how far to the right bicyclists must ride
Bicycle Friendly Delaware Act

- Motorists may not honk horns at bicyclists except in cases of imminent danger
- Bicyclists are permitted to ride two abreast
- Bicyclists may yield at stop signs when the way is clear rather than coming to a full stop (the “Delaware Yield”)

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CONNECTIONS TO TRAILS
Connections to trails

• Five Points Transportation Study recommendation D-2:
  • Study the feasibility of potential connections for walking and bicycling between existing neighborhoods, along streets, and to trails
Connections to trails
Connections to trails
Connections to trails

**SR 1 Low-Stress Bikeways Study goals:**

- Identify continuous low-stress bikeway routes on either side of SR 1
- Identify low-stress crossings of SR 1 that enable property access and connect the two routes
- Develop recommendations for which segments should be prioritized for design and construction
Questions?