

Subject: [Bike DE] New Castle County Bicycle Ordinances
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Date: Tue, 06 Jan 2009 19:04:46 -0000
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As discussed at last night's meeting, New Castle County's bike parking code is as follows.

New Castle County, Delaware - Code of Ordinances

Bicycle Parking

[ARTICLE 3. USE REGULATIONS](#)

Sec. 40.03.527. Bicycle parking.

All parking facilities containing more than ten (10) parking spaces shall provide one (1) bicycle parking space or locker for each ten (10) parking spaces in the lot. No more than twenty (20) bicycle parking spaces shall be required in any one facility.

(Ord. No. 97-172, § 3(ch. 13, § 03.527), 12-31-1997)

[ARTICLE 22. DRAINAGE, UTILITIES, SEPTIC SYSTEMS, PARKING, LOADING, AND LIGHTING*](#)

Sec. 40.22.611. Parking lot design standards.

M. *Bicycle parking.* Bike racks shall be located so that they are highly visible from the street or main building entrances. No bike rack shall be installed in an isolated location. Bicycle parking areas shall be separated from motor vehicle parking areas by at least a curb barrier which would prevent vehicles from damaging bicycles. A hard-surfaced parking area is required.

Other Bicycle

[ARTICLE 21. IMPROVEMENT AND DESIGN STANDARDS](#)

Sec. 40.21.130. Street standards.

In addition to complying with all applicable DelDOT standards the following standards shall also apply:

B. Where necessary, the developer shall provide acceleration/deceleration lanes along major roads, as determined by DelDOT, as well as right- and left-turn lanes and bypass lanes, depending on local conditions and the amount of traffic generated by the proposed development. Where such lanes are required, they shall be at the expense of the developer. Acceleration, deceleration, bypass, and right-turn lanes shall include space for bicycle lanes, as required by DelDOT.

[ARTICLE 20. SUBDIVISION AND LAND DEVELOPMENT DESIGN PRINCIPLES](#)

Sec. 40.20.110. General plan review standards.

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E. All street and circulation patterns shall provide for the safe, efficient, and convenient movement of vehicular and pedestrian traffic. Vehicular travel lanes, pedestrian movement systems, and parking should be separated. Within the context of overall community development, the internal circulation system should promote and encourage the increased use of pedestrian and bicycle movement among residential, local shopping, schools, and other areas. Road connections shall seek to avoid external automobile trips through the employment of superblocks, stub streets, connecting open space, bicycle-pedestrian ways, and other design techniques and devices.

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