

**Newark Bicycle Committee**  
October 21, 2010, 4:00-5:00 pm  
Wilmington Area Planning Council

## **Minutes**

### **In attendance**

Trevor Booz  
Mark Deshon  
Heather Dunigan  
Mike Fortner  
Dan LaCombe  
Jeff Riegner  
Frank Warnock

### **Not in attendance**

Rachel Anderson  
Bob Bennett  
Charlie Emerson  
Jim Grimes  
Steve Hegedus  
Rich LaPointe  
George Stanko  
Arthur Wicks  
Rich Willy  
James Wilson

### **Introductions**

The meeting convened at 4:00 pm.

### **Encouragement group** (Rachel Anderson, Mike Fortner, and Frank Warnock)

- Frank reported that Community Day was a great success and a model for future outreach events. He suggested, and the Committee agreed, that outreach continue at both Newark Nite and Community Day in the future. Jeff Riegner recommended that next year's events also be used as advocacy opportunities for specific projects or initiatives. Mike will compile the survey responses received. Initial review of the surveys indicates that there is little public knowledge of Newark's trails and that perception of bike lanes is not good. Frank thought the bike lane issue may be related to deferred renewal of pavement markings.
- Jeff asked about the status of bike sharing. Dan LaCombe said Bike Line and Wooden Wheels may want to add or expand bike sharing or rentals with the opening of the Pomeroy Trail. On a related topic, Heather Dunigan suggested the Hall Trail be counted before the Pomeroy Trail opens so the impact of the new trail can be ascertained.

### **Parking group** (Heather Dunigan and Frank Warnock)

- Heather reminded the group that a meeting was held in September to discuss downtown bike rack installation. DeIDOT has been asked about on-street installation of some racks, in no-parking areas adjacent to pedestrian bulbouts. Dan said that the City needs to formally request a safety permit, providing diagrams showing

anticipated locations and configurations of racks. Mike will survey business owners for those bike racks that will be installed on the sidewalk.

- Trevor Booz suggested that addition of bike racks to parking meters be considered. Heather said this could be mentioned in the Newark Transportation Plan, currently in process, but that the Downtown Newark Partnership will be hesitant to attach anything to new decorative meters. Jeff added that any obstructions to Main Street's very high pedestrian volumes are a concern.
- There was an anecdotal report that UD has installed bike racks in some garages. Followup is needed.

**Enforcement group** (Jim Grimes and George Stanko)

- Trevor expressed concern about police officers riding the wrong way and parking in the bike lane on Delaware Avenue at the UD Green.
- Dan said the second Newark bicycle checkpoint, held on September 21 on North College Avenue, was very successful. He suggested that checkpoints be held in spring and fall. Frank said he has seen a lot more bike lights around Newark since the checkpoints were conducted. Mark Deshon recommended outreach to the English Language Institute regarding helmets.

**Infrastructure group** (Anthony Aglio, Charlie Emerson, and Rich LaPointe)

Jeff presented some initial draft ideas (attached) for street improvements developed by Anthony, Charlie, and Rich based on DelDOT and City measurements. They are limited to improvements that could be done within the existing curb lines and do not explicitly address intersection issues. Although time constraints did not allow detailed review of the entire list, the following comments were offered.

- Mark suggested a colored bike lane be provided for bicyclists continued west on Main Street at the Elkton Road/New London Road intersection.
- Frank recommended shared-lane markings on the White Clay Creek bridge, the only gap in the Paper Mill Road bike lanes.
- Trevor suggested a different treatment than shared-lane markings on East Main Street east of Chapel Street. On-street parking is less frequently used here, and bicyclists may be better off riding in the parking lane than over the shared-lane markings. Alternatively, because on-street parking levels are low, all on-street parking could be moved to the left side with a dedicated bike lane on the right.
- Jeff noted that the Newark Transportation Plan is considering a two-way cycle track on Delaware Avenue. The consultants for the Plan measured the roadway width as 32 feet, which would minimally accommodate two ten-foot motor vehicle lanes, a two-foot raised divider, and a ten-foot cycle track. DelDOT or City measurements indicated the street is 30 feet wide, which would likely preclude a cycle track.
- Mark recommended painting the Delaware Avenue approach to South College Avenue to keep right-turning cars out of the bike lane. Heather noted that this

recommendation was included in the 2002 draft bicycle plan, in addition to a bike box to facilitate left turns for bicyclists. The bike box treatment could be extended to all intersections on Delaware Avenue.

- Trevor asked whether the eastbound left turn lane from Delaware Avenue onto Chapel Street is needed. Removal of this turn lane would allow for removal of the bike lane “pinch point” on the opposite side of Delaware Avenue.
- Trevor expressed concern about a westbound bike lane on Cleveland Avenue increasing motor vehicle speeds and making conditions less safe for bicyclists. Some members of the Committee agreed, while others believe the bike lane would be a valuable addition, particularly given the lack of westbound bicycle facilities in downtown Newark.
- Frank noted that some areas shown as “complete” require some improvements due to faded pavement markings, edge lines that curve through the bike lane, or other issues. Heather said that pavement marking renewal will be included as a policy recommendation of the Newark Transportation Plan.
- Mark said that marking Country Club Drive, Windsor Drive, and Delrem Drive is a good idea. This route is used as a bypass by Pennsylvania drivers accessing I-95.
- Potentially contentious areas should be considered as a second phase in most instances. It is most important to get the non-controversial parts of the plan implemented as soon as possible.
- Heather asked that this information be presented at the Newark Transportation Plan workshop on November 16. Jeff cautioned that presentation of the information is dependent on approval of DelDOT and City representatives.

**Education group** (Arthur Wicks and Rich Willy)

- No discussion.

**New business: Key focus areas for the upcoming year**

- Formalizing and implementing the infrastructure plan
- Education
- Encouragement, especially among long-term residents (consider link to UD parking policy changes)
- Committee bike ride of key areas

**Review of action items** (not discussed at the meeting; updated from May minutes)

- Jeff Riegner will poll Committee members regarding key focus areas for the coming year.
- The infrastructure group will provide the Traffic Committee with recommendations on bicycle facility retrofits and on updating bicycle pavement markings.

- Heather Dunigan will have the Newark Transportation Plan consultant recheck the width of Delaware Avenue to see if a two-way cycle track is feasible.
- Heather Dunigan will continue to track the City's installation of new Main Street bike racks, including a City permit request.
- Mike Fortner will survey business owners on Main Street regarding sidewalk bike rack installation.
- Steve Hegedus will continue to work with Drew Knab on indoor parking policies at the University of Delaware.
- Mike Fortner will compile the Community Day survey results.
- Frank Warnock will determine financial details of the Pottstown bike sharing program for potential application in Newark.
- Dan LaCombe will look into how the State (DeIDOT and DNREC) participates in current bike shares at Delaware state parks.
- Steve Hegedus will connect Students for the Environment with Arthur Wicks to discuss bicycle repair co-ops.
- The Newark Police Department will look for opportunities to increase bicycle enforcement, potentially later this fall.

The meeting adjourned at 5:30 pm.

## INITIAL DRAFT IDEAS

West Main Street	New London to Hillside	Remove parking (if any)
"	West of Hillside	2 11' lanes, 2 5' bike lanes
New London Road	Main to Cleveland	Shared lane markings
"	North of Cleveland	Bike lanes
Paper Mill Road	All	Complete except White Clay Creek bridge
East Main Street	All	Shared lane markings in right lane (possible enhancement with "green lane")
South Chapel Street	South of Delaware	2 10' lanes, 2 5' bike lanes
"	Main to Delaware	No short-term improvement proposed
North Chapel Street	All	Shared lane markings
Cleveland Avenue	West of College	Shared lane markings?
"	College to Paper Mill	7' parking lane EB, 11' EB lane with shared lane markings, 11' WB lane, 5' WB bike lane
"	Paper Mill to Library	Potential road diet
Academy Street	South of Lovett	2 10' lanes, 2 5' bike lanes
"	North of Lovett	2 10' lanes, 2 4' bike lanes, parking on one side (very tight)
Casho Mill Road	All	Complete except possible shared lane markings SB through underpass
Hillside Road	All	2 11' lanes, 2 5' bike lanes
Barksdale Road	All	Complete
South College Avenue	All	Provide bike lanes in both directions where not already complete; consider removing on-street parking at Morris Library
East Park Place	All	Shared lane markings
West Park Place*	College to near Apple	2 11' lanes, 2 7' bike lanes*
	Near Apple to Elkton	5' WB bike lane, 11' WB lane, 13' EB shared lane, 7' EB parking*
Elkton Road	All	Continuous bike lanes to be provided by DeIDOT project currently under construction
Wyoming Road	All	Complete
Library Avenue	South of Delaware	Restripe shoulders as bike lanes
"	North of Delaware	No short-term improvement proposed
Marrows Road	All	Restripe shoulders as bike lanes
Apple Road	South of Park Place	Local street; improvements not needed
"	Park Place to Elkton	Shared lane markings
"	Elkton to Barksdale	Restripe shoulders as bike lanes
Country Club/Windsor/Delrem	All	Shared lane markings

\* - Newark Transportation Plan is considering a different configuration that includes traffic calming.