

Newark Bicycle Committee
March 17, 2011, 4:00-5:00 pm
Wilmington Area Planning Council



Agenda

Introductions.....	4:00
Safety checkpoints (Dan LaCombe)	4:05
Short-term facility priorities (Jeff Riegner, Heather Dunigan)	4:15
Downtown bike racks (Mike Fortner)	4:25
Bike Month and Bike-to-Work Day (Mark Deshon)	4:35
Chrysler redevelopment (Bob Bennett).....	4:45
New business	4:50
Adjourn	5:00

Newark Bicycle Committee Infrastructure Survey

March 2011

	High	Medium	Low	Score
East Main Street: Install shared lane markings in right lane (possibly enhanced as a "green lane"); at west end, consider consolidating parking on left side and replacing right side parking with a bike lane	10	1	0	53
South College Avenue: Provide bike lanes in both directions where not already complete; consider removing on-street parking at Morris Library to remove gap in northbound bike lane	8	3	0	49
Cleveland Avenue, North College Avenue to Paper Mill Road: Restripe with 7' eastbound parking lane, 11' eastbound travel lane with shared lane markings, 11' westbound travel lane, 5' westbound bike lane (this is very tight and dimensions need to be confirmed)	7	2	2	43
Cleveland Avenue, west of North College Avenue: Install shared lane markings	6	2	3	39
Delaware Avenue: Install two-way cycle track	6	2	3	39
Elkton Road: Construct shared-use path along northwest side between Suburban Plaza Shopping Center and Casho Mill Road	6	2	3	39
New London Road, Main Street to Cleveland Avenue: Install shared lane markings	5	4	2	39
New London Road, north of Cleveland Avenue: Mark existing shoulders as bike lanes	5	4	2	39
West Park Place, South College Avenue to near Apple Road: Restripe as two 11' lanes and two 7' bike lanes	5	4	2	39
South Chapel Street, south of Delaware Avenue: Restripe as two 10' lanes and two 5' bike lanes	4	6	1	39
West Main Street, New London Road to Hillside Road: Restripe as two 11' lanes and two 5' bike lanes, removing parking (if any); provide shared lane markings at Hillside Road intersection	4	4	3	35
West Main Street, west of Hillside Road: Restripe as two 11' lanes and two 5' bike lanes; provide shared lane markings at Hillside Road intersection	4	4	3	35
Hall Trail: Extend trail west to Elkton Road on existing streets	3	6	2	35
East Park Place: Install shared lane markings	2	8	1	35
Hillside Road: Restripe as two 11' lanes and two 5' bike lanes	5	2	3	34

North Chapel Street: Install shared lane markings	4	3	4	33
West Park Place, near Apple Road to Elkton Road: Restripe as a 5' westbound bike lane, 11' westbound lane, 12' eastbound travel lane with shared lane markings, and 8' eastbound parking lane	4	3	4	33
Apple Road, Elkton Road to Barksdale Road: Restripe shoulders as bike lanes	3	5	3	33
Apple Road, West Park Place to Elkton Road: Install shared lane markings	3	5	3	33
Hall Trail: Construct shared-use path along southeast side of Elkton Road from end of on-street portion to Christina Parkway	3	5	3	33
Cleveland Avenue, Paper Mill Road to Library Avenue: Restripe from four lanes to three lanes with bike lanes and a center turn lane (and possibly some raised medians); some minor widening may be needed at either end to accommodate right turn lanes	2	7	2	33
Academy Street, south of Lovett Avenue: Restripe as two 10' lanes and two 5' bike lanes	3	4	4	31
Barksdale Road: Make some adjustments to make bike lane markings compliant with current guidelines	2	6	3	31
Wyoming Road: Make some adjustments to make bike lane markings compliant with current guidelines	2	6	3	31
Marrows Road: Restripe shoulders as bike lanes	4	1	6	29
Academy Street, north of Lovett Avenue: Restripe as two 10' lanes and two 4' bike lanes with parking on one side (this is very tight and dimensions need to be confirmed)	3	3	5	29
Casho Mill Road: Make some adjustments to make bike lane markings compliant with current guidelines; consider shared lane markings southbound through the railroad underpass	2	5	4	29
Library Avenue, south of Delaware Avenue: Restripe shoulders as bike lanes	2	3	6	25
Country Club Drive/Windsor Drive/Delrem Drive: Install shared lane markings	1	5	4	24

If you could put the Committee's full efforts behind one or two infrastructure projects to implement as soon as possible, which would they be, and why?

- Delaware Avenue cycle track and shared-use path between Suburban Plaza and Casho Mill Road.
- Cleveland Avenue rework to reduce car lanes: especially northbound the right lane is pretty much not used during the day because through traffic backs up at Paper Mill so cars won't miss it. It is very difficult to navigate this area by bike. Park place: east of south college. I lived on this street for several years and realize that cars here travel too fast for the type of street it is. Traffic calming here at academy and other cross streets would help including bulbouts for pedestrians at intersections.
- In combination, figure out improvements for cyclists on Main Street and Delaware Ave. pedestrian crossing improvements have been made, now it's time for cyclists to be recognized as part of the transportation equation on both Main Street and Delaware Ave. Hall Trail: Extend trail west to Elkton Road on existing streets because the Hall Trail is such a popular route and it would give cyclists a complete southern "by-pass" of the central part of the city
- Sharrows on Main Street and a two way cycle track on Delaware Avenue. Newark lacks a solid East/West connection that is easy for cyclists to use and that is why we see so many cyclists riding on the sidewalk, riding the wrong way down Delaware Ave, and even riding the wrong way down Main Street. Most of the other projects listed already have a shoulder or are low traffic and simple to bike on, a lot of the re-stripping list is just improving already existing bicycle facilities. To see a big change for cycling in Newark we need to focus our efforts around providing a solid East-West connection near Main Street for cyclists. Park place is already easy to ride on, even with markings Cleveland Avenue would still be extremely uncomfortable to ride on, and the Hall Trail exists to the south. Focusing our efforts on Delaware Avenue and Main Street would fill a giant hole in the bike network in Newark. We already see people riding the wrong way in the Delaware Avenue bike lane because it is perceived as safer, tons of enforcement will not stop this. Why not focus our efforts on making the two way cycle track when existing ridership patterns clearly show a demand for this?
- Elkton Road and Chapel Street.
- East Main Street: Install shared lane markings in right lane (possibly enhanced as a "green lane"); at west end, consider consolidating parking on left side and replacing right side parking with a bike lane Library Avenue, south of Delaware Avenue: Restripe shoulders as bike lanes
- Main Street

Please provide any other comments on bicycle facilities in Newark.

- Identify the easiest high-priority projects (up to \$1 million total cost) and apply for a Transportation Enhancements grant to get them moving as soon as possible.
- A comment at the last meeting startled me that the parking people want to crackdown on illegally parked bikes once racks are installed. One I don't think people know what an illegally parked bike is. Two, considering that they are planning to install the racks in the corners by bump outs I doubt there will be enough room to park tandems, recumbents or long tail bikes. All bikes I've seen used in Newark.
- More bike parking facilities all along Main Street are needed.
- I would not focus on Cleveland Avenue for a lot of improvements because even with shared lane markings it would still be a very uncomfortable ride for even the most experienced cyclists. I would put a lot of effort into fixing the trouble areas around downtown where tons of students already ride.
- Police need to enforce rules about cyclist riding wrong direction (i.e. Delaware Ave), AND cars parking in the bike line. The latter is very common on Delaware Ave, Wyoming Road (happens routinely by the bus yard).
- Incredible work on all of this. Am VERY impressed! Thank you so much.