

What are the **Qualities** that make Newark a Bicycle Friendly Community?

- Many stores are within biking distance (1)
- Lots of bike lanes and new trail
- Existing bike routes (2)
- Designated bike lanes on Del ave. and now Elkton Road (2)
- Many destinations accessible by bike (2)
- Hall Trail and Pomeroy Trail
- The increased consciousness and acceptance of motorists to bicyclers as a result of the large number of bicyclist on the city roads.
- UD off-street pathways and parking lots.
- Hall and Pomeroy ((3)
- Bike racks on Main Street.
- University of Delaware, students that bike. (2)
- Hall and Pomeroy, quiet low traffic neighborhoods.
- Not popular as cut through for E-W or N-S thru-traffic, mostly local drivers
- Not strict w/stop sign/red light “violations”

What are aspects that make Newark less Bicycle Friendly?

- Narrow streets with lots of cars (i.e.: Nottingham Rd., West Main Street) (1)
- Few bike racks (2)
- Construction projects that do not take cyclists into account specifically signage in the shoulder that blocks bicycles.
- Lest favorite intersection: Where James Hall (Pomeroy) trail crosses Cleveland Ave.
- Approach to Newark from Maryland – debris on shoulder and dangerous intersections @ Rt 4 and Otts Chapel.
- Lack of space on Main Street for safe bike travel. (1)
- Uneducated motorists, bicyclists and pedestrians (1)
- Speeding on Hall Trail
- Potential development of Country Club site – more congestion on 273 and 896.
- Chapel Street is difficult to bike narrow roadway. (1)
- Not Enough Bike Parking: Especially in Shopping Centers. (1)
- Leaf piles in bike lane. (1)

- Vehicle speed in general
- Cleveland Ave (1)
- Main Street lacks bike lane (2)
- UD needs safe indoor or covered parking so students will be willing to bring bikes
- \Aggressive drivers especially on Main Street. Drivers think bikes should be on sidewalk.
- Insufficient roadway lighting.
- Roadway construction, eg SR 2, SR 273, SR 72, Christina Parkway (1)
- No bicycle treatment at intersections (1)
- Road trash, gravel, potholes (1)

What are **Opportunities** to improve Bicycling in Newark?

- I like the proposed bike lane plans. (1)
- We need a bike lane on Main Street Take a look at U. Wisconsin at Madison, WI (2)
- The following features would be great:
 - Bike lanes as dedicated bike lanes (i.e. not turning into turning lanes!) – Physical separation might help keep cars out of bike lanes.
 - Bike lanes at key railroad crossing such as Apple Rd and Main Street
 - Bike lanes on popular biking roads like Park Place.
- A specific problem location is the Casho Mill underpass, especially for cyclists who are south bound and whose lane just runs into a guardrail. Northbound the bike lane is frequently blocked by cars extending the right-hand lane at the light all the way back to the underpass.
- Delaware Ave cycle track !! (2)
- Redevelopment of the Chrysler property w/ trails
- Extension of Hall trail/Pomeroy Trail off-road network – east and west
- Wayfinding Signage
- More Bike Parking
- Another specific suggestion is to connect the bridge across the Christina at the end of Timberline Drive to some path to the street (Casho Mill)
- East-West travel on Main Street – allow bikes on sidewalks E of Newark Shopping Center.
- Access to Redd Park and Reservoir w/o going up Papermill – ie cross Cleveland Ave and Creek
- Green paint bike lanes heavily trafficked intersections

- Lighting
- Connectivity bike lanes and trails
- Paving the path/ trail from Fremont Road to Creek Road (to provide access to the Pomeroy from residents in the NW portion of Newark – without riding on 896)
- Safely cross Cleveland/Chapel St Intersection – very intimidating intersection for the casual rider. (1)
- Extend lighting to end of Pomeroy Trail (North End)

What are **Threats** to improving Bicycling in Newark?

- Lack of funds and Agree
- Opposition from car dealers on Cleveland Ave Plans
- People throwing beer cans at bikers
- More development – too many cars
- Focus on vehicular traffic during road design (2)
- Available space is limited in existing corridors (1)
- General speeding by motorists on all streets – need to calm traffic on selected routes.
- Assumption that cars are and will be sole transportation. PRIORITY = AUTOS
- Continuing to encourage traffic flow for more cars moving faster.
- Businesses not perceiving bicycle traffic as adding to their business quality/value
- Bump-outs for pedestrians on Main Street – hard for bicyclists.
- No good bike lanes on Main Street or Cleveland Ave/ good in opposite direction on Del Ave.

Newark Bicycle Workshop: 12/06/2012

Results:

Programs to Encourage Bicycling Vote for favorites

Promoting more bicycling	# of Votes
Promote Bike to Work Day	5
Community events such as charity bike rides, costume rides, bike fairs and bicycle rodeos.	0
Workplace promotion of bike commuting such as contests, rewards to bike commuters, and provision for lockers, bike parking and showers	5
Public awareness campaign emphasizing the individual and community benefits of using a bicycle for daily trips., i.e. a city-wide contest for most miles bicycled, oldest bicyclist, farthest commuter, etc.	1
Offer easy social rides and family fun rides	2
Promote existing facilities and programs	3
Bike share program	2
Business promotions through Downtown Newark Partnership	1
Changes to development code for bicycle parking and facilities	3
Covered/indoor bicycle parking for commuters	0
Others listed: Need covered bike parking area at the university and bike racks at the Senior Center. Design safety enhancement for major approaches into town from major residential centers (e.g. 72,896,,2	

Maintenance Plan	
Street sweeping priority to bike routes	4
Publicize road maintenance reporting	1
Pothole repair priority to bike routes	2
Include improved bicycle facilities when paving and improving roadways	10

How did you Learn about today's workshop?	
Newspaper	0
Radio	0
City email	2
City website	2
Newark Bike Project	0
Bike Delaware	1
WILMAPCO Newsletter	5
University of Delaware	4
Other: Newark Bicycle Committee	1

Bicycle Educating and Safety Programs

Vote for favorites

Child bicyclists	# of Votes
Safe Routes to School	5
Safety town	0
Bicycle Rodeos	1
Helmet distribution program	0
Recycle a bike program - kids fix up bikes and keep them or Earn-a-bike program through community service	3
Bicycle trips for kids program	1
Educate parent groups and adult groups that supervised children, i.e. PTA	2
Other: Recycle bikes for older folks too - not just kids	

Adult Bicyclists	
Bicycle Safety Checkpoints	0
Public awareness campaign on responsible behavior directed to bicyclists and drivers.	11
Work with bicycle shops to provide incentives for purchase of helmets and lights	0
Develop materials and programs addressing the cycling needs of seniors, i.e. a tricycle program	1
Work with/encourage UD to educate students about proper, effective cycling and distribute bike safety pamphlets to students as part of registration.	7
Effective Cycling course by the League of American Bicyclists (LAB)	0
UD effective cycling as a physical education course	0
Offer classes through the Senior Center and Parks and Recreation	0
Provide articles in community publications, newsletter	0
Encourage the medical industry to recommend cycling as a means of exercise	3
Other: UD Wellness education of staff about safe cycling opportunities (Many don't cycle because of safety perceptions) Education might open doors. Encourage projects such as Newark Bike Project	

Motorists	
Campaigns to educate motorists on how to safely share the road with bicyclists and overall awareness of bicyclists rights and responsibly.	8
Use public service space from newspapers, television, radio, bus advertising, posters and flyers mailed in utility bills and with parking permits.	2
Signage on roadways, such as "Share the Road" or "Bikes may use full lane"	8

Law Enforcement Officials	
Training for Newark and UD police on bicyclists rights/responsibilities, how best to approach the bicyclist offender, and on what bicycling and motor vehicle offenses pose the greatest risk to cyclists	8
City should develop its own bicycle fine structure so that bicycle fines will not be excessive and officers will be more willing to impose them	3
Citation alternative program -- attend education program, similar to auto traffic school, would allow fees to be waived.	0
Posted speed limits should be enforced. High auto speeds make bicyclists feel unsafe, discourage people from cycling, and increase the severity of collisions	7
Bike registration program and bike shops to register bikes when they are sold	1