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## May Meeting Minutes

May 16, 2019

Bob McBride called the meeting to order at 4:33 p.m.

**Member attendees:** Bob McBride (Chair), Brian Bahnson, Mark Deshon, Karl Hassler (Treasurer), Helga Huntley (Co-Chair), Tom Price, Karen Rosenberg, Dave Saunders (Secretary)

**Partner liaison attendees:**

Bike Delaware: John Bare, James Wilson

City of Newark: Tim Filasky (Planning & Development), Ofc. Greg D'Elia (Police), Ofc. Morgan Fountain (Police)

University of Delaware: Ofc. Bill Knightly (Police)

DelDOT: Paul Moser

WILMAPCO and Newark Bike Project: Heather Dunigan

Delaware Greenways: Adam Crosby

**Guest:** Jennifer Kraut

**Bike to Work Day:** Speakers, agenda, supplies are ready. Paul volunteers to captain for the Hall trailhead. Tables will be provided by City of Newark Parks and Recreation. Trek is providing a bike prize at cost. Susan Grasso will be awarded Bicycle Friendly Community Leader Award.

**Community Night** in June: We decided on Handloff Park June 14. The First Friday Ride will occur as normal (with southerly direction on Pomeroy Trail) on June 7, and there will be an optional ride on June 14 to end at Community Night.

**Fairfield Connector:** Construction crew mobilizes tomorrow, expects to be done in 2 weeks or so (end of June likely).

**City council meeting** on downtown parking report: Vocal City Council members supported bike lane retention on Delaware Avenue. Business owners were skeptical of biking customers as a force.

**Bike Delaware presentation:** City of Newark and DelDOT have signed a Memo of Understanding to create a Newark TID. James Wilson of Bike Delaware gave a presentation on CCED vs TID for infrastructure planning for future land use and transportation. This gets to the character of Newark development. Coordination between transportation system (DelDOT) and city land-use regulation is the purpose of the traditional Transportation Improvement District (TID) set up by a memo of understanding between the City and DelDOT. A Complete Community Enterprise District (CCED) is an alternative to TID for Newark.

CCED serves the same basic purpose as TID and provides for equitable distribution of costs of development and comprehensive organization of transportation modes. CCEDs have extensive rules and principles established by state law, but they also have the force of state law, whereas TIDs follow Delaware regulations under DelDOT and are essentially a blank slate for planning. Density and transit service are important factors in CCED-based planning.

CCEDs are broadly supported by transport policy and environmental groups. Transportation solutions that support two-earner families getting by with one car are a goal. The standards require speed limits of 25 mph or less on all roads in the CCED. The area must be 50% residential at least. Walking, transit, and parking regulations are part of a CCED. A CCED must cover at least 1 square mile and at most 9 square miles. It enhances community liveability by encouraging non-vehicle trips. The policy requirements for CCEDs could be included in any TID, but a CCED must be declared to get the preferential legal treatments specified by CCED rules.

Wilson also discussed implementation of maroon low-stress bikeway signs in New Castle. The signs there are a mix of maroon (for low stress) and green (for wayfinding on higher-stress roads). Complete old-fashioned white-on-green signs exist at extreme end of the Markel Trail. Delaware is the only state with MUTCD-compliant colored signage.

**Delaware Avenue cycletrack:** Two new design options were suggested recently to DelDOT by Dutch consultants. These include elevated bikeway or roadway beveled-curb barriers, both with use of surface paint for visibility. DelDOT is considering these options along with the prior design—flexible delineator posts. BikeNewark members unanimously support option 3 (an elevated bikeway) as the best and preferred plan.

**Community Bike Days:** Planning is going forward for a September 7 ride. Four subcommittees have been formed. Online registration in the works. A discussion on how to spend raised funds resulted in a consensus to offer three projects for support (in no particular order):

- bike parking and repair stations
- police athletic league seed funding
- wayfinding signs and information kiosks

**Treasurer's report:** Balance is now \$1339.76.

A **new Membership/Correspondence form** was presented together with the intention to create three email lists for posts concerning events, issues, and meetings. This Google form is linked to at [bikenewark.org/get-involved/](http://bikenewark.org/get-involved/).

Meeting adjourned at 6:01.  
Minutes by Dave Saunders