

**STREETS AND TRANSPORTATION COMMITTEE
CITY OF REHOBOTH BEACH**

February 24, 2014

The Streets and Transportation Committee Meeting of the City of Rehoboth Beach was called to order at 9:00 a.m. by Chair Bill Sargent on Monday, February 24, 2014 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Chair Bill Sargent, Lorraine Zellers, Cindy Lovett, John Gauger, Dennis Diehl (left the meeting at 11:05 a.m.), Jim Ellison, Toni Sharp

Absent: Kathy Osterholm

Also Present: Sharon Lynn (City Manager), Police Chief Keith Banks, June Embert, Peggy Smith

APPROVAL OF AGENDA

Lorraine Zellers made a motion, seconded by Jim Ellison, to approve the Agenda with the deletion of the January 27, 2014 minutes. Motion carried unanimously.

APPROVAL OF MINUTES

Minutes of the January 27, 2014 Streets and Transportation Committee Meetings were not available for approval.

CORRESPONDENCE

There was none.

OLD BUSINESS

Consider policies regarding skateboards.

Grant Willis of Sierra Moon said that the objective is to allow skateboarding as a legitimate means of transportation by workers during the summer season. The main fix to the safety issue is to allow skateboarding during daylight hours. The main idea is to extend skateboarding to allow it to be for transportation only. No skateboarding would be allowed on Rehoboth Avenue, Boardwalk, Bandstand, public fixtures, etc. The proposal would be to allow skateboarding in the summertime with restrictions. He would prefer to use a skateboard at night with a light as opposed to walking on a dark street in the summertime.

Gene Wilson, 4 Laurel Street, thought that ticketing skateboard use is criminalizing a healthy activity. A lot of people do not understand that skateboarding is illegal at certain times and legal other times which takes up valuable law enforcement time.

Lorraine asked if this issue has risen to the level of changing the rules. Discussion ensued as to safety issues. Tickets have been given to kids for using skateboards. A suggestion was made to look at other municipalities and how they have addressed skateboarding.

Walter Brittingham, 123 Henlopen Avenue, said that no one should be skateboarding on Rehoboth Avenue, especially at night. He presented different scenarios involving scenarios. Skateboards throughout the entire City should be addressed.

John Gauger had suggested a skateboard park in Grove Park, but it was turned down.

There was consensus among the Committee members that no skateboards should be allowed on Rehoboth Avenue.

Members of the Committee said that the rationale for today should have safety as its driver. Safety is an important issue, but within what bounds. The Committee needs to work towards some middle ground which will still provide safety while still allowing flexibility. There may be other pieces to the total policy that still have safety as its prime target, but still allows for a little more flexibility than the current policy.

Kathy and Grant will work on how other municipalities have addressed the skateboarding problem and will

report back to the Committee next month.

Consider possible changes to scooter permit program.

Kathy Osterholm and Cindy Lovett were tasked with looking at addressing some policy changes. Kathy was not in attendance at the meeting, and Cindy was not prepared to address these changes. Cindy would like for the scooter parking pass rules to match the automobile parking pass rules. The Committee is encouraging scooters so the \$40.00 parking pass is good, and the scooter parking which has been created is phenomenal. A person who lives in the City should be able to go to the Parking Meter Division and get one free parking pass for their scooter.

June Embert, Parking Meter Division, thought that if it would be the same, it would be alright at the enforcement end. Parking in a designated scooter parking area would require a \$40.00 permit. Scooters would be able to park in the permit areas in residential after 5:00 p.m.

Lorraine said that a change which might be proposed would be that residents would get an free open air permit for a scooter which allow the scooter to be parked in a permit parking area. The \$40.00 permit would allow parking in the permitted parking areas in the City and the permit parking areas as automobiles do in the residential areas. This permit would be free to residents and would them to be able to park everywhere. Some people may decide to have both permits on their scooters.

Cindy said the whole idea of charging a fee for the permit was to cover administrative costs and recover parking spaces that were taken away.

The majority of the Committee members encourage scooters as opposed to automobiles. Bill thought that scooters should be accommodated, but the Committee should not encourage scooters.

Frank Cooper, Lake Drive, said that the current rules in place differentiate a scooter from a motorcycle. Motor scooters should be treated as motorcycles with open air stickers. The \$40.00 premium parking pass system would still remain in effect.

Cindy and Kathy will work on a proposal and bring it back to the Committee for a vote at next month's meeting.

Consider adequacy of scooter perking in downtown and beach areas.

Lorraine mentioned that 609 scooter permits were sold. Of the 609 permits, 65 were from in-town addresses and 29 were from out-of-state addresses but owned property in the City. The majority of people who purchased permits were from out-of-town. There are 166 spaces in the City, and 3,552 spaces were utilized for the year. The high ranking totals of the spaces utilized by area were in the first block of Wilmington Avenue with 691, the second block of Baltimore Avenue with 649, the first block of Baltimore Avenue with 521, the second block of Wilmington Avenue with 381, Martin's Lawn with 229, Baltimore Avenue at Olive Street with 199, Olive Street with 195, Prospect Street with 115 and behind the Fire Department with 102. The area at Fourth Street had 11 scooters parked there annually. It was suggested that there should possibly be signage or advertising so people will know there is scooter parking behind the Fire Department.

George of All wheels thought that the scooter program went well. He saw motorcycles parking in the designated scooter parking areas. At night, he could not find scooter parking at peak times. He suggested that more scooter parking should be provided on Rehoboth Avenue. There are some areas which could accommodate bicycles and scooters at the same location instead of big bicycle racks. The scooter parking in designated spaces on Baltimore Avenue are always full. He suggested putting scooters in alternative combination areas and give spaces back to the automobiles. George would like to see this topic revisited.

Dennis Diehl said that 75% of all the scooters which were counted were parked on Baltimore and Wilmington Avenues. This shows that there is a big demand for scooter parking on Rehoboth Avenue. Dennis presented photographs of possible scooter parking areas on Rehoboth Avenue that George took last spring. The photographs were taken of areas in the medians.

Bill noted that scooter parking on the medians on Rehoboth Avenue was discussed by the Commissioners in the past and was turned down. Every Commissioner, except Commissioner Sargent, has expressed a strong feeling that there should not be parking on the medians on Rehoboth Avenue at this point in time.

Walter Brittingham said that pictures like this were not shown when the scooter parking matter initially came up. He noted that certain curb-cuts are designated for crosswalks, and others can be designated for scooters.

Bill thought that a reasonable additional to the scooter parking areas could possibly be the area on the northeast

corner of Baltimore Avenue and First Street which had been used for bicycle parking last year. Lorraine noted that there was a visibility issue in this particular area, and delivery trucks also parked there. Lorraine thought that the ends of abutting streets at Baltimore and Wilmington Avenues should be considered for additional scooter parking. The Committee will revisit additional parking in these areas.

Police Chief Keith Banks will provide accident data to Dennis with regard to the northeast corner of Baltimore Avenue and First Street. Dennis will also talk with Trey Kraus of Carlton's.

Walter Brittingham suggested investigating particular areas as a dual purpose areas that during the day it would be used for deliveries, and at night and on weekends it could be used for scooter parking.

Parking under the Water Tower would provide a lot of spaces for scooters and would provide good access to Rehoboth Avenue.

Consider possible street markings and parking restrictions on Surf Avenue.

Bill would like to take back to the Commissioners that the Committee would like to have the white lane on Surf Avenue, no parking, Bob Palmer to give specifications for where the line should go and anything that indicates bicycle only either on the pavement or what signage there should be. It would be helpful for bicyclists in that area to know that they should not share the roadway, but there should be an indicator for them to be in the right lane heading north.

Lorraine said that in looking at Jeff Greene's Bicycle/Pedestrian Plan, his drawing shows a median of eight feet. Ten feet would be required for a double bike lane.

Cindy requested a designated drop-off area on the east side of Surf Avenue for a car, if possible.

Walter Brittingham said that Surf Avenue is not wide enough. What people have been doing in the past is that they park where the crosswalks come together. Every parked vehicle on the northbound side will be encroaching into the travel lane. He suggested that DelDOT should be called with regard to the uniform traffic code. DelDOT will provide that service for free. Surf Avenue is a state road.

Jim pointed out that the excess for bicycles on the outside of the white line ends before getting to Henlopen Avenue. It should be extended to Henlopen Avenue.

Walter Brittingham said that DelDOT has money in its budget for bicycles. He suggested that the Committee should ask DelDOT about the possibility of continuing the roadway on Route 3000 and get money to help finish it.

City Manager Sharon Lynn will contact DelDOT.

Discuss priority of remaining items included on Possible Agenda Items.

Cindy distributed a compilation of possible agenda items to the Committee. The 38 possible agenda items were ranked by priority each member. Cindy compiled the items into a spreadsheet. Out of the 38 possible agenda items, four are currently being addressed. They are adequacy of scooter parking, changes to the scooter permit program, Surf Avenue and policies regarding skateboards. The list is a guide for the Committee of issues that it feels are most important and timely or should be addressed by others. With regard to new items, the Committee can decide the priority and where it should be placed on the list.

Bill will provide a revised list of items to the Committee. The Committee will provide feedback on the revised list before the next meeting. At the next meeting, the Committee will decide the final agenda from now through the end of spring. Bill will work with City Manager Lynn to decide if some of the items can be addressed by her.

Consider problem of snow removal from downtown sidewalks.

Cindy had talked with City Manager Sharon Lynn and Building Inspector Terri Sullivan about snow removal from sidewalks on Rehoboth Avenue. There is nothing in the Code about snow removal. The property maintenance code says that sidewalks should be kept cleared by the businesses. City Manager Lynn would support and recommend enforcement of an ordinance to require sidewalks to be cleared. Cindy noted that the goals would be do not harm the businesses and how to get the property owners to clear the sidewalks and not the City. A suggestion was made by a business owner to charge the business owner a nominal fee and if that fee is not paid by a certain date, they would not have their business license renewed for that year.

City Manager Lynn said that it would be impractical for the City to take on this responsibility. She related to the amount of equipment that is useful. Having employees go out and do sidewalks would take away from what

they are supposed to do on the streets. Sidewalks are the responsibility of the business owners. A property manager could be required to have the sidewalks cleared.

Bill proposed that it would be a City function because there are a lot of businesses that are not open during the winter months.

Lorraine suggested that a policy should be in place for snow removal. There is validity in saying that there is a certain amount of time to have the sidewalks cleared of snow.

Dennis said that there will be a problem with the property owner being responsible for snow removal and not the business owner.

Toni asked if this matter could be assessed at the March Workshop Meeting to see if there is an appetite to hear it.

Bill would like the City Manager to come back to the Committee with a recommendation on how this problem should be handled.

City Manager Lynn said that the burden for the employee workforce to clear sidewalks will result in an issue with the streets. Her recommendation would be to increase the times for the parking meters to have more revenue for the City so more employees can be hired. Additional revenue is needed to have additional resources.

Walter Brittingham said that the City has contracts with Sposato. Reverse plowing should be done to the center islands to keep the storm drains open. There is a separate issue with clearing the sidewalks of snow because the snow is cleared into the streets. The Streets Department then has to do an early clearing of the streets and a followup clearing. The City should hire someone who has the equipment to remove the snow.

Ann Womack will send out the relevant information which had been previously sent to the Committee.

Adequacy of bicycle parking in downtown and beach areas.

Cindy provided photographs of Wilmington Avenue near Grottos, Baltimore Avenue near Arena's, Wilmington Avenue near TCBY and a City bicycle rack perpendicular to Baltimore Avenue. If the bicycle rack would be turned parallel to the building with head on parking of bicycles, at least twice as many bicycles could be accommodated. The other three areas would not be able to accommodate bicycle parking. There are three locations on Rehoboth Avenue with extra large driveway markings in front of the Purple Parrot, New Tideline, and Pelican Loft that could possibly accommodate bicycle parking corrals. She had no indication that on Rehoboth Avenue there is inadequate parking spaces for bicycles, but more spaces could be provided. Currently, there are no bicycle racks in front of Browse About which is what led her to explore the alleyways.

Walter Brittingham noted that the driveways could be a fire lane.

Bill suggested that a pole could possibly be put in front of businesses that would be six inches away from the front of the building. This would allow one or two bicycles to be chained to the pole.

Frank Cooper, Lake Drive, suggested that the Committee should find little pockets to put in bicycle racks for two bicycles.

John said that handicap parking is needed foremost.

Bill will seek consensus from the Commissioners at the next Workshop Meeting.

NEW BUSINESS

Consider proposal to require flashing lights on bicycles.

Frank Cooper has made a suggestion that flashing lights should be required on bicycles. This is a safety issue and fairness issue to motorists. Bicyclists should compete for visibility and be fair to drivers so that they can see the bicycles.

Police Chief Banks said that the theory is a good one, but it about enforcement. DelDOT does not require flashing lights on bicycles, and the City should be consistent with State law.

Bill was sympathetic to the City not enforcing anything greater than State law. With bicyclists, a lot of information is given to them, and he suggested that a strong recommendation should be made to them to have flashing lights on the front and back of bicycles.

Jim Ellison said that the State law requires reflective material visible 600 feet from both sides as well as the rear or a lighted lamp visible on both sides and to the rear for a distance of 500 feet.

George of All Wheels was in favor of flashing lights on bicycles.

The consensus of the Committee was that it is encourage for bicyclists to have a flashing light that shines to the sides and the rear as opposed to just reflective material on their bicycles. This item will be brought to the Commissioners for their input at the next Workshop Meeting.

Discuss items to be included on agenda for next meeting.

Items to be included on the agenda are: 1. Proposal for scooter policy changes. 2. Plan for street markings and parking restrictions on Surf Avenue. 3. Review the bicycle plan.

Cindy understood that the bike trail being done by the State is going to end at Grove Park. She proposed the idea of if the State would be willing to fix Columbia Avenue, provide a solid shoulder for a bike trail to be marked and then continue the bike trail as a link.

Bill will see if the Commissioners would want to pursue this suggestion at their next Workshop Meeting. Toni said that the agenda item for the Workshop Meeting could be the impact of the Junction & Breakwater Trail on the City.

City Manager Lynn suggested getting someone from DelDOT to be in attendance at the Committee meeting in March to discuss this issue.

Jim suggested that the Committee should revisit the bicycle plan since it might be impacted.

Set next meeting date.

The next meeting will be held on March 24, 2014.

Citizen Comment

George of All Wheels asked if drivers need to yield to pedestrians who are not using the crosswalks to cross the streets. It was recommended that he talk with Police Chief Banks regarding this issue.

Walter Brittingham said that if a person is in the intersection first, they have the right-of-way to cross the street.

There being no further business, Chair Sargent adjourned the meeting at 11:36 a.m.

Respectfully submitted,

(Ann M. Womack, CMC, City Secretary)

**MINUTES APPROVED ON
JUNE 16, 2014**

(Bill Sargent, Chair)