

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

January 13, 2012

The Streets and Transportation Committee Meeting of the City of Rehoboth Beach was called to order at 9:02 a.m. by Chair Pat Coluzzi on Friday, January 13, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Chair Pat Coluzzi, Lorraine Zellers, Cindy Lovett (left at 10:49 a.m.), Kathy Osterholm, John Gauger, Dennis Diehl, Bill Sargent

Absent: Jim Ellison

Audience: Ryan Mavity of Cape Gazette

APPROVAL OF AGENDA

Kathy Osterholm made a motion, seconded by Bill Sargent, to approve the Agenda with the deletion of Approval of Minutes. Motion carried unanimously.

APPROVAL OF MINUTES

Minutes of the October 31, 2011 Streets and Transportation Committee Meeting were not available for approval.

CORRESPONDENCE

There was none.

Presentation by Delaware Greenways on the progress of the Bicycle/Pedestrian Master Plan to date. Review and discussion of the presentation.

Jeff Green of Delaware Greenways gave the initial presentation of draft recommendations for the City. A public meeting will be held in February 2012. The April public meeting for the plan adoption will be held with the Commissioners. The top five challenges which came out of the workshop are: 1. Lack of an east-west bike route other than Rehoboth Avenue. 2. Education of tourists and residents. 3. Silver Lake Bridge – speed of traffic, closeness of passing traffic and crossing the bridge in general. 4. Scarborough Avenue/Schoolvue connectivity. 5. Crossing Route 1 from the west to get to Rehoboth. The goals are: 1. Improve safety for pedestrians and bicyclists through physical improvements and policy initiatives. 2. Identify bicycle routes that are enjoyable and relatively safe within the City. 3. Improve connections for pedestrians and bicyclists within the City and to the region's trails and parks. 4. Coordinate with appropriate entities to improve connections to destinations that lie outside of the City's jurisdiction. 5. Promote walking and biking, particularly for short trips to downtown Rehoboth Beach. 6. Create appropriate educational materials for motorists, bicyclists and pedestrians. 7. Promote Rehoboth Beach as a bicycle friendly city. 8. Establish a City policy that provides an ongoing review of the continuity of safe pedestrian and bicycle travel throughout Rehoboth Beach from season to season. The guiding principles for improvements are: 1. Design for families. 2. Try the least intrusive, least costly first. 3. Consider the public rights-of-way a system. 4. Establish a convenient and easy to use bicycle network. 5. Make best use of the least traveled streets. 6. Consider separate trails where possible. The basic dimensions for bicycle lanes are five feet for comfortable lateral clearance and three feet for essential maneuvering space. Most Rehoboth streets have 10 foot lanes. Given the need for on-street parking, few streets are wide enough for bicycle lanes. The basic dimensions of a shared lane are 112 inches long and 40 inches wide. The shared lane pavement marking is a sharrow. The definition of a shared lane is a travel lane shared by both motorized vehicles and bicycles. More and more, communities are marking such lanes with sharrows and signing. In a 10 foot minimum width lane, the sharrow calls attention to bicycles. In a 15 foot maximum width lane, a sharrow moves cars further left and bicycles almost out of the door zone. A short video was shown of how the bicycle boulevards are effective in Portland, Oregon. The bicycle boulevard is an emerging concept. A bicycle boulevard is a low speed street that has been optimized for bicycle travel through treatments such as traffic calming, traffic reduction, signage and pavement markings, and intersection crossing treatments. The characteristics of a bicycle boulevard are: 1. Low motor vehicle volumes. 2. Low motor vehicle speeds. 3. Logical, direct and continuous routes that are well signed and marked. 4. Provide convenient access to desired destinations. 5. Minimal bicyclist delay. 6. Comfortable and safe crossings at intersections. Bicycle boulevard

traffic calming tools would be to make the boulevard the thru street by reversing the stop signs to the main street. Maps were provided of the recommended bicycle network and bicycle boulevards for the City. The Committee recommended the following for inclusion in the bicycle boulevards: 1. Columbia Avenue from Rehoboth Avenue to Sussex Street. 2. Sussex Street from Columbia Avenue to Fourth Street. 3. Sussex Street from Fourth Street to Third Street. 4. Kent Street from Fourth Street to Third Street. 5. Fourth Street from Sussex Street to Kent Street. 6. Grove Street and Munson Street from Rehoboth Avenue to Scarborough Avenue. 7. Philadelphia Street from Scarborough Avenue to Bayard Avenue. 8. Canal Street from Rehoboth Avenue to Grove Street. 9. First Street from Oak Avenue to Lake Avenue. A map was provided showing bicycle parking stations for the City. The purpose of the stations is to provide bicycle parking where needed and safe, and to connect bicycle parking to the bicycle network. Given the narrow and crowded sidewalks, one option is to locate the parking stations on the street. In the tight downtown area, a possible location is the first parking space at the corner. This would increase corner sight distance. In regard to the location decision process, the Streets and Transportation Committee would coordinate with the Police Department and the City Manager to balance demand and impact on parking supply and safety. Bicycle infrastructure improvement locations would be: 1. New trail connection between Ocean Drive and Lake Avenue. To avoid the traffic on Surf Avenue, construct a parallel trail for bicycles. With the shoulders on Ocean Drive, this trail would provide a connection from Rehoboth to Gordon's Pond State Park. The exact route and construction would require an additional study. As an interim improvement, sharrows could be placed on Surf Avenue. The Committee recommended that the trail would remain in the plan but would be an alternative. It was decided that an alternative should be developed to install bicycle lanes. The plan will show two alternatives for the lanes: a two-way bicycle lane on the ocean side and two one-way lanes in the existing parking lane/shoulders. The shoulders would need to be paved. To avoid the curve and wall at the Henlopen Hotel, bicycles to downtown would be directed to First Street via Oak Avenue and then to Lake Avenue. Bicycles to Henlopen Hotel and the Boardwalk would share the travel lanes between Oak Avenue and the Hotel. 2. Lake Avenue, Rehoboth Avenue to Third Street. Future improvements are planned for Lake Avenue with the design to start soon. Widening Lake Avenue to 40 feet would allow for a proposed bike lane and shared lane. Widening Lake Avenue to 44 feet would allow for bike lanes in both directions. When the Lake Avenue project is under design, the Committee will insure that it is a bike friendly design. A decision will be made as to whether to include it in the bicycle network at that time. 3. Rehoboth Avenue between the Circle and Christian Street. Alternate 1 for Rehoboth Avenue would allow a shared lane, and Alternate 2 would allow a bike lane. The eastbound side of Rehoboth Avenue would mirror the westbound design. The Committee recommended that this location would be removed from the bicycle network. 4. Rehoboth Avenue between the Canal Bridge and the Circle. The bike lane across the Canal Bridge would be extended on both sides. To protect bicyclists on the open grate bridge deck, a portion of the bridge deck would need to be replaced/covered in the bicycle lane with a bicycle friendly surface. The bicycle lane on the westbound side would begin at the Chamber of Commerce. The bicycle lane on the eastbound side would end before the 7/11 store. Share the road signs could be installed, and bicycles would be permitted to be walked around the circle on the sidewalks. The Committee recommended that this improvement will have an alternative of a two-way bicycle lane from the suggested trail head at the old Suburban Propane lot to the frontage along Grove Park where bicycles would be directed to the proposed trail through Grove Park. Issues that would need to be resolved are a pedestrian/bicycle crossing at Canal Street. Jeff suggested a crossover at the Church Street intersection to move inbound bicycles from the eastbound side to the proposed two-way bike lane. The Committee also recommended signage at the Circle for walking bikes on the sidewalk. 5. New trail connection in Grove Park. Grove Street would be connected to Rehoboth Avenue via a new trail in Grove Park. Crossing Rehoboth Avenue between the Canal Bridge and the Circle is difficult and would require further study. Existing turn restrictions prohibit straight across movement from Canal Street. The Committee recommended routing the proposed trail along the back of the museum to link it with the proposed water taxi stop and extend it to opposite Henlopen Avenue. 6. Improve connection between Schoolvue and Country Club Estates. Widen the Turtle Bridge and the approach sidewalks to 10 feet and provide improved connections to Scarborough Avenue Extended and to Stockley Street. The exact routing would need to be worked out with the School District. An interim improvement would be to require bikes to be walked across the bridge. The Committee noted that the Safe Route to School program set the route from the bridge to Schoolvue. The Committee recommended that the connections be widened to 10 feet, and the connection should be deleted through the condominiums. 7. Lake Drive between Scarborough and Bayard Avenues. In the narrow area, two options exist to achieve the minimum width for a two-way bike lane: (1) minor widening into the park or (2) remove nine parking spaces. 8. Lake Drive between Bayard and King Charles Avenues. A two-way bike lane would be proposed. 9. Bayard Avenue Bridge over Silver Lake. A parallel or adjacent structure of 10 feet in width could be constructed for pedestrians and bicycles. As an interim improvement, sharrows could be added and share the road signs across the bridge. The Committee recommended as an interim improvement that the bridge sidewalks be consolidated on one side and sharrows be painted on the bridge. It also recommends the adjacent/parallel structure as an ultimate improvement. 10. King Charles Avenue between Laurel Street and

Lake Drive. The entire length of King Charles Avenue could provide bike lanes going in both directions. The Committee recommended additional alternatives including a center two-way bike lane and where both sides have angled parking, sharrows would be used; and to the south, bike lanes. Sharrows need to be included at the curves between First Street and King Charles Avenue. A map was provided showing a proposed one-way street network. One-way streets provide the opportunity to provide bicycle lanes in the downtown area and/or wide sidewalks. This option would require a detailed traffic circulation study. A map was provided which showed proposed pedestrian infrastructure improvement locations. The types of improvements would be: 1. Increase corner clearance. Currently, cars are parked too close to the intersection. They limit sight distance for vehicles, bicycles and pedestrians. Removal of on space adds 20 additional feet of sight distance which is sufficient for low speed traffic. 2. Create a pedestrian plaza at the Boardwalk end of the Avenue. The traffic would need to be limited around the Bandstand to transit vehicles and loading vehicles in order to create a pedestrian plaza. Bicycles would be directed to parking stations to the north and south. 3. Revise traffic signal phasing. A head start would be provided for pedestrians to start crossing the Avenue before the right turns from First Avenue are given a green light. Straight through traffic would begin as usual with the pedestrians.. This would insure that pedestrians get the right-of-way rather than having to fight through the first vehicle turning right. Movement would be held for seven seconds to give the pedestrians crossing the Avenue a head start. DeIDOT approval would be required. 4. Install pedestrian crossing warning lights. Rapidly flashing pedestrian warning signal would allow video detection which would separate those who want to cross from those just walking past or finished crossing. DeIDOT approval would be required for each installation. A low cost alternative to the rapidly flashing pedestrian warning signals would be to consider sleeping policemen. Installation could also be considered at seasonal mid-block crossings such as on Surf Avenue. The sleeping policeman must be anchored to the pavement with break-away anchors. DeIDOT approval would be required for state roads. The next steps in the process are to incorporate today's revisions, publish Technical Memorandum No. 3A, develop policy and management recommendations, meet with Streets & Transportation Committee in February and publish Technical Memorandum No. 3B.

Pat suggested that Jeff send this presentation to all the members of the Committee so they can comment about specific items.

Discuss the options for planting flowers in the City.

Lorraine noted that the sub-committee held its first meeting of the Bloom project. A presentation was made by Sally Boswell from the Center of Inland Bays on rain gardens. The sub-committee has come up with three recommendations: 1. Demonstration rain garden. It is a good way of managing stormwater and putting in native plants which depend on water runoff. Once the rain garden is established, it could be sustainable and cost effective. DNREC has done soil testing in front of City Hall. This would be an ideal public place for visibility. A soil test has also been done at Grove Park in the area of the pavilion. There would be signage of how to get information about a rain garden and how and where to build it. 2. Canal Bridge and Lake Gerar Bridge with hanging baskets and a barrel. 3. Flowers at the bus stop and Bandstand areas. Help with design will be needed. Lorraine will be talking with Warren Goldie today with regard to cost estimates and design. Another sub-committee meeting will be held at a future date.

Discuss items to be included on future agendas.

Items to include on future agendas are: Options for planting flowers in the City to be discussed at the February 3, 2012 Committee meeting. Kathy will be meeting with Greg Ferrese and Mel Craig regarding a snow removal policy.

Set next meeting.

The stakeholders will be invited to the Committee Meeting to be held on February 3, 2012 at 9:00 a.m. The presentation will be made to the Board of Commissioners on February 6, 2012 at 9:00 a.m. The next Public Meeting will be held on February 18, 2012 at 10:00 a.m.

There being no further business, Bill Sargent made a motion, seconded by Lorraine Zellers to adjourn the meeting at 12:12 p.m.

**MINUTES APPROVED ON
ON FEBRUARY 3, 2012**

Respectfully submitted,

(Pat Coluzzi, Chair)

(Ann M. Womack, CMC, City Secretary)