

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

February 3, 2012

The Streets and Transportation Committee Meeting of the City of Rehoboth Beach was called to order at 9:05 a.m. by Chair Pat Coluzzi on Friday, February 3, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Chair Pat Coluzzi, Lorraine Zellers, Kathy Osterholm, John Gauger, Jim Ellison, Dennis Diehl, Bill Sargent

Absent: Cindy Lovett

Audience: Karen Zacharian

APPROVAL OF AGENDA

Bill Sargent made a motion, seconded by Lorraine Zellers, to approve the Agenda as written. Motion carried unanimously.

APPROVAL OF MINUTES

Minutes of the October 31, 2011, December 9, 2011 and January 13, 2012 Streets and Transportation Committee Meeting were distributed prior to the meeting.

Lorraine Zellers made a motion, seconded by Kathy Osterholm, to approve the October 31, 2011 Streets and Transportation Committee Meeting minutes as written. Motion carried unanimously.

Jim Ellison made a motion, seconded by Lorraine Zellers, to approve the December 9, 2011 Streets and Transportation Committee Meeting minutes as written. Motion carried unanimously.

Kathy Osterholm made a motion, seconded by Lorraine Zellers, to approve the January 13, 2012 Streets and Transportation Committee Meeting minutes as written. Motion carried unanimously.

CORRESPONDENCE

There was none.

Preview Delaware Greenways presentation for Board of Commissioners Workshop Meeting on February 6, 2012.

The stakeholders will be invited to attend the Board of Commissioners Workshop Meeting on February 6, 2012 and the Public Meeting on February 18, 2012.

Jeff Greene of Delaware Greenways held a discussion with the Committee as to the presentation of the recommendations to the Board of Commissioners. The Project Schedule will be presented with the challenges, goals and guiding principles for improvements. Suggested changes to the presentation were made:

- (1) Guiding Principles for Improvements.
 - (A) "Consider the public rights-of-way as a system" will be changed to "[C]onsider streets and sidewalks as a system".
 - (B) "Find the best balance among vehicles, pedestrians and bicycles.
 - (C) Move "[T]ry the least intrusive, least costly first" to below "[C]onsider streets and sidewalks as a system".
- (2) Define "sharrow". A sharrow creates awareness in the minds of the motorists of where the bicyclists will be on a street used by them.
- (3) Basic Dimensions for Bicycle Lanes. Put in the narrative the information people should know from the diagram.
- (4) Bicycle Boulevard. A process needs to be established. The neighborhood would be invited which would have the potential bicycle boulevard in it to discuss what it is and what is trying to be accomplished by finding a route to direct bicycles to go from one point to another. Signage, etc. would then be determined. In moving forward, the process would be written for the management plan.

- (5) Bicycle Boulevard: An Emerging Concept. “A Bicycle Boulevard is a low speed street that has been optimized for bicycle travel through treatment such as...” will be changed to “[A] Bicycle Boulevard is a low speed street that is designated for bicyclists through treatments such as...”
- (6) Provide other photographs with better images that will be less intrusive.
- (7) Bicycle Boulevard Traffic Calming Tools. Delete “[A]s well as consider making the Bicycle Boulevard the ‘thru’ street by reversing the stop signs to the main street”.
- (8) Recommended Bicycle Network.
 - (A) The crossing of Rehoboth Avenue through Grove Park and the trail should remain as an alternative.
 - (B) Add Henlopen Avenue at First Street to the network.
 - (C) First Street can be improved by using sharrows, signage and bicycle parking stations. Second Street can be used as an alternative.
- (9) Bicycle Parking Stations. Move the proposed parking station at Lake Gerar closer to the Henlopen Hotel. Possibly provide posts periodically along Rehoboth Avenue for dash in/dash out parking of bicycles.
- (10) Bicycle Infrastructure Improvement Locations were grouped together to form five locations – Rehoboth Avenue Gateway, Northern Gateway, Connecting Schoolvue and Country Club Estates, Southern Gateway and Lake Drive, and King Charles Avenue.
- (11) The importance of the key issues were prioritized: 1. Lead bicyclists to downtown via a safe route. 2. Need a safe crossing of the Canal for bicyclists. The remainder of the key issues followed in the same order of importance.
- (12) The index map was modified.
- (13) Two alternatives were proposed for bike lanes crossing the Canal Bridge and the crossing of Rehoboth Avenue at Canal Street. Alternative 1 was chosen by the Committee to be presented to the Board of Commissioners. The bike lane shown on both sides of the street and showing the potential trailhead to the Junction Breakwater Trail were chosen by the Committee. Alternative 2 was deleted.
- (14) In regard to the Northern Gateway, the Trail listed in the Legend was changed to read Potential Trail.
- (15) In Option 2 of the Surf Avenue Alternative – Bicycle Lane Alternative, it needs to be stated that there would be a loss of parking spaces. The Committee proposed an Option 3 which would be to have sharrows painted on the road.
- (16) In regard to connecting Schoolvue and Country Club Estates, a new bicycle/pedestrian bridge was proposed.
- (17) In regard to the Bayard Avenue Bridge over Silver Lake, it was proposed to relocate the existing sidewalk to one side of the bridge deck which would permit bicyclists to walk bikes on the sidewalk. The Committee recommended using sharrows in the interim.
- (18) In regard to Lake Drive between Scarborough and Bayard Avenues, two options exist to achieve minimum width: (1) Minor widening into the park or (2) remove nine parking spaces.
- (19) In regard to King Charles Avenue between Laurel Street and Lake Drive, it was recommended that angled parking would remain on the church side of the street.
- (20) King Charles Avenue between Laurel Street and Lake Drive.
 - (A) Install sharrows on the curve to First Street.
 - (B) Consider installation of bulb-outs at each intersection in the future. This concept would remain in the presentation.
 - (C) Consider raising the center bicycle lane 2-3 inches and ending the raised pavement at each crosswalk.
 - (D) Consider treatment for the center two-way bicycle lane to be a green colored pavement.
 - (E) Consider overhead lane control signing to designate the bicycle lane.
- (21) Consideration of a detailed traffic circulation study and an assessment of impacts to business access with regard to a potential one-way street network.
- (22) Pedestrian Infrastructure Improvement Locations
 - (A) Increase corner clearances.
 - (B) Create pedestrian plaza.
 - (C) Revise traffic signal phasing at First Street to permit pedestrians to get a head-start in the southbound direction.
 - (D) Rehoboth Avenue pedestrian improvements. There is a lack of marked crosswalks to the median parking areas. Issues addressed:
 - (1) Crosswalk spacing – plan reduces maximum spacing to less than 500 feet.
 - (2) Every median island with parking accessed by a crosswalk.
 - (3) No parking spaces eliminated.

(4) Mid-block crosswalk warning systems should be considered as appropriate.

(E) Provide crosswalk(s) on State Road.

- (23) Sleeping Policeman is a lower cost alternative to the rapidly flashing pedestrian signals. Consider the installation at seasonal mid-block crossings such as on Surf Avenue.
- (24) Rapidly flashing pedestrian warning signals provide video detection that separates those who want to cross from those just walking past or finished crossing.
- (25) The next steps would be a Commissioners' briefing, publish Tech Memo 3A, develop a policy and management recommendations, public meeting on February 18, 2012, meet with Streets and Transportation Committee in February 2012 and public Tech Memo 3B.

Jeff Greene noted that the public meeting will be held on February 18, 2012 to present the proposed plan to the public.

Discuss items to be included on future agendas.

An item to be discussed on a future agenda is way-finding.

Set next meeting.

The next meeting has been scheduled for February 24, 2012 at 9:00 a.m.

There being no further business, Chair Pat Coluzzi declared the meeting adjourned at 11:56 a.m.

Respectfully submitted,

(Ann M. Womack, CMC, City Secretary)

**MINUTES APPROVED ON
MAY 4, 2012**

(Pat Coluzzi, Chair)