

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

**February 18, 2012**

The Streets and Transportation Committee Meeting of the City of Rehoboth Beach was called to order at 10:02 a.m. by Chair Pat Coluzzi on Saturday, February 18, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

**ROLL CALL**

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

Absent: John Gauger

Audience: Mark Hunker, Wil Thomas, Carole Ellison, Police Chief Keith Banks, Hoyte Decker, Sonja Decker, Tom Zellers, Barry Brandt, Steve Venett, Alex Moore, John Kurpjuweit, Henry McKay, Joyce Lussier, Janet Anderson, Annmarie Westerfield, Mike Mitchell, Frank Cooper, Karen Zacharian, Jim Horty, Elizabeth Sargent

**PUBLIC MEETING for presentation by Delaware Greenways regarding the Pedestrian/Bicycle Plan.**

Jeff Greene, Andrea and Chris of Delaware Greenways were in attendance at the meeting. Jeff gave his presentation. Since the Workshop Meeting that was held in November 2011, the Committee has been working in a number of areas with regard to infrastructure improvements. Any comments at today's meeting will be taken into consideration, and changes will result in moving forward. The Draft Technical Memorandum on infrastructure improvements has been submitted which the Committee will be working on. The top five challenges for pedestrians/bicyclists 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; and (5) crossing Route 1 from the west to get to Rehoboth. The following 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 and (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) find the best balance among vehicles, pedestrians and bicycles; (3) consider streets and sidewalks as a system; (4) try the least intrusive, least costly first; (5) establish a convenient and easy to use bicycle network; (6) make best use of the least traveled streets and (7) consider separate trails where possible. In regard to bicycle lanes, most Rehoboth streets have 10 foot lanes. Given the need for on-street parking, few streets are wide enough for bicycle lanes. In regard to a shared lane, the definition is a travel lane shared by both motorized vehicles and bicycles. Such lanes are marked with sharrows and signing. In a 10 foot wide lane, a sharrow calls attention to bicycles. In a 15 foot wide lane, a sharrow moves vehicles further left and bicycles almost out of the door zone. A bicycle boulevard is a low speed street that is designated for bicycles through treatments such as traffic calming, traffic reduction, signage and pavement markings, and intersection crossing treatments. A short film was presented with regard to how networking has been established in other communities. 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 and (6) comfortable and safe crossings at intersections.

Public Comment:

Issue No. 1. Signage is not easily noticed and should be made less generic.

Jeff Greene presented the recommended bicycle network with regard to the City. A connection would be provided through Grove Park. Rehoboth Avenue will not included in the network. An option would be a trail at Surf Avenue which would need to be studied further. The recommended bicycle boulevards were presented with regard to the City. Surf Avenue, First Street, State Road, Silver Lake Avenue and Bayard Avenue will not included as bicycle boulevards because of too much traffic. The purpose of bicycle parking stations is to (1) provide bicycle

parking where needed and safe; (2) connect bicycle parking to the bicycle network and (3) provide sufficient opportunities for bicycle parking convenient to but not on Rehoboth Avenue. 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. The Committee will coordinate with the Police Department and City Manager to balance demand and impact on parking supply and safety.

Pat Coluzzi pointed out that the four potential parking station areas and the possibility of losing actual parking spaces on First Street will be discussed by the Committee and recommended to the Board of Commissioners.

Public comment:

- Issue No. 2. Where will the moped parking be located?
- Issue No. 3. With regard to bike parking on First Street in the downtown area, there is too much traffic, but there is a need to maintain bike parking in the area of First Street as it is a destination.

Jeff Greene presented the proposed bicycle infrastructure improvement locations as (1) Rehoboth Avenue Gateway; (2) Northern Gateway; (3) connecting Schoolvue and Country Club Estates; (4) Southern Gateway and Lake Drive; (5) King Charles Avenue and (6) First and Second Streets. The key issues regarding the Rehoboth Avenue Gateway are: (1) Leads bicyclists to the downtown area via a safe and convenient route – not via Rehoboth Avenue. (2) Need a safe crossing of the canal for bicyclists. An extension of a bike lane across the Canal Bridge is being proposed. To protect bicyclists on the open grate bridge deck, that portion of the bridge deck would need to be replaced/covered in the bicycle lane with a bicycle friendly surface. (3) Connection to the Junction and Breakwater Trail and accommodates a potential trailhead. (4) Links to neighborhoods on the west side of Route 1 and coordination with the interconnectivity study currently underway for the Trail. (5) Leads bicyclists to Gordon's Pond Trail via a safe and convenient route. (6) Connects Canal Street to Grove Park. A recommendation is being proposed for a crossing of Rehoboth Avenue at Canal Street with a trail crossing sign placed overhead and raised curb. (7) Connection to the proposed water taxi station.

Public comment:

- Issue No. 4. There is a challenge with not being able to turn left from Rehoboth Avenue onto Canal Street, usually either due to confusion or desire to avoid the circle.
- Issue No. 5. There is a possible fire company issue at Rehoboth Avenue and Canal Street with a proposed median.

Jeff Greene noted that the key issues with the Northern Gateway are: (1) Connect Rehoboth's street network to Gordon's Pond Trail and Cape Henlopen State Park. (2) Connect the beaches to the street network. (3) Improve connections to the downtown area. (4) Improve Surf Avenue for bicycles or develop a parallel trail. The goal is to bring bicycles into this area via bicycle boulevards and provide a way to collect the traffic and bring it forward to Gordon's Pond Trail. In regard to a bicycle lane alternative for Surf Avenue, Option 1 would be to reconstruct parking lanes on both sides to full depth pavement and stripe the resultant 37 foot roadway to include a two-way bike lane on the ocean side and a parking lane on the land side of Surf Avenue. Option 2 would be to reconstruct parking lanes on both sides to full depth pavement and strip the resultant 34 foot roadway to include bike lanes on each side of Surf Avenue, with parking being eliminated. Option 3 would be to add sharrows and keep all else the same. Another alternative for Surf Avenue would be a trail option with a crossing at Surf and Oak Avenues. The key issues connecting Schoolvue and Country Club Estates are: (1) Adequate pedestrian connection between Schoolvue and Country Club Estates neighborhoods. (2) Poor bicycle connection between the two neighborhoods because the existing connection (Turtle Bridge) was designed for pedestrians. Turtle Bridge is narrow and has narrow approach sidewalks to the bridge. New sidewalks were designed for the Safe Routes to School Program. There is no direct connection from the streets of Schoolvue to the bridge. An option to connect Schoolvue and Country Club Estates would be to extend the Stockley Street Extended bicycle boulevard to a trail that would connect directly across Silver Lake by using a pre-engineered bridge to Stockley Street. The existing Turtle Bridge could be kept open to pedestrians. Details were shown of three different types of pre-designed bridge structures. Jeff will be providing a cost estimate of a 150 foot pre-designed bridge at a later date.

Public comment:

- Issue No. 6. Is it cheaper to replace the existing Turtle Bridge than to build a new bridge?
- Issue No. 7. A separate bridge may be a better solution because the property involved is City owned.
- Issue No. 8. The current bridge relies on a link on school property.
- Issue No. 9. In Schoolvue/Country Club Estates, crossing should remain in the vicinity of higher traffic

areas. People will not use a new bridge if it is too far away. Part of the issue is with Scarborough Avenue Extended residents and the crossing on the school ball fields to the Turtle Bridge or to a new bridge.

Jeff Greene noted that the key issues with the Southern Gateway are: (1) Narrow bridge over Silver Lake which is not at all friendly to bicycles, and the sidewalks are too narrow. (2) Carries public transit vehicles. (3) Main connection to Dewey Beach. (4) Bayard Avenue not bicycle friendly with median, tight travel lanes and parking. (5) Silver Lake is one of the most picturesque locations in Rehoboth Beach. The proposed interim improvement for the bridge is to relocate the existing sidewalk to one side of the bridge deck, and permit bicyclists to walk bikes on the sidewalk. An ultimate improvement is a new pedestrian/bicycle friendly bridge.

Public Comment:

- Issue No. 10. Should speed bumps be located on the Bayard Avenue Bridge?
- Issue No. 11. On the Bayard Avenue Bridge, remove both sidewalks and add sharrow markings.
- Issue No. 12. An immediate temporary solution is needed for the Bayard Avenue Bridge.
- Issue No. 13. On the Bayard Avenue Bridge, remove bumpers as soon as possible and add share symbols for bikes and pedestrians. There is concern regarding separating the walking area from the rest of the road. An example given was when pedestrians with wider strollers are trying to cross the bridge.
- Issue No. 14. The seriousness of conditions may merit congressional involvement. However, there are not very high rates of accidents.

Pat Coluzzi suggested inviting DelDOT to the next Committee meeting to discuss specific issues regarding Silver Lake, Canal Bridge, etc.

Jeff Greene noted that in the narrow area on Lake Drive between Scarborough and Bayard Avenues, two options exist to achieve minimum width for a proposed two-way bike lane: (1) Minor widening into the park or (2) remove nine parking spaces. A two-way bike lane is proposed for Lake Drive between Bayard and King Charles Avenues.

Public Comment:

- Issue No. 15. With regard to Lake between Scarborough and Bayard Avenues, explore the right-of-way with the City. The park in that area is private property.
- Issue No. 16. Need more bike parking at each street end at the Boardwalk.
- Issue No. 17. Need to retain bike racks for workers at the Boardwalk and Rehoboth Avenue.
- Issue No. 18. Bike parking at commercial destinations is a continuing concern.
- Issue No. 19. There were conflicting responses about sending bike parking off high traffic areas such as Rehoboth Avenue.
- Issue No. 20. Use a map as a method of encouraging the "off-Rehoboth Avenue parking".
- Issue No. 21. Need to be careful not to limit bicycle parking too much on Rehoboth Avenue because people will do it anyway.
- Issue No. 22. People want to park their bicycles where they are going. Bicyclists might be dissuaded being without parking spread around.
- Issue No. 23. With regard to bicycle parking in general, bike racks are preferred over loops. The poles with the meter heads located on them could be used.
- Issue No. 24. Make it a premium or higher cost for vehicle parking on Rehoboth Avenue. This was previously tried and removed.

Jeff Greene noted that currently there is angled parking on King Charles Avenue between Laurel and New Castle Streets, and there is parallel parking on King Charles Avenue between New Castle Street and Lake Drive. One option on King Charles Avenue between Laurel and New Castle Streets is to maintain the angled parking and have shared lanes. On King Charles Avenue between New Castle Street and Lake Drive, a six foot bicycle lane could be used with a four foot buffer for car door areas. Another option for the entire length of King Charles Avenue is to have one side angled parking and one side parallel parking with a bicycle lane on each side. Another option for the entire length of King Charles Avenue is to have one side angled parking and one side parallel parking with a two-way center bicycle lane. Regardless of the option chosen, install sharrows on the curve to First Street. Consider installation of bulb-outs at each intersection to reduce the distance a pedestrian must travel to cross King Charles Avenue. This would be applicable to all options. Consider raising the center bicycle lane 2-3 inches and beveling the sides to provide additional protection to bicycles. This would be similar to a raised intersection. End the raised pavement at each crosswalk. An additional treatment for the center two-way bicycle lane would be to use

green colored pavement. Consider overhead lane control signing to designate the bicycle lane.

Public Comment:

- Issue No. 25. There is limited sight lines at the end of angled parking rows.
- Issue No. 26. Concerns that alternatives might increase the walking distance for church goers.
- Issue No. 27. It is desired to limit the amount of signing (signage overload).

Jeff Greene noted that on Second Street, a bicycle lane is not possible because the street is 33 feet wide with parking and turning lanes. Strategic placement of sharrows should be considered. With regard to First Street, there is no space for a separated bicycle lane because the street is 33 feet wide with parking on both sides. Strategic placement of sharrows should be considered. Alternatives for First Street are sharrows and parking on one side of the street.

Public Comment:

- Issue No. 28. First Street and other downtown streets are used for loading and unloading of good destined for businesses.
- Issue No. 29. One restaurant owner will not allow food deliveries if parked on First Street.
- Issue No. 30. First Street is a safety issue.

Jeff Greene presented the potential for a one-way street network. One-way streets provide the opportunity to provide bicycle lanes in the downtown area and/or wider sidewalks. This option would require a detailed traffic circulation study and an assessment of impacts to business access. The area which could be affected are First and Second Streets, Maryland, Olive and Delaware Avenues and Philadelphia Street.

Public Comment:

- Issue No. 31. Why shift Maryland to a one-way street?
- Issue No. 32. Police Chief Banks believed one-way on Baltimore Avenue between First and Second Streets would help deliveries and alleviate a back-up of traffic trying to head west.
- Issue No. 33. A one-way system would relieve delivery congestion.
- Issue No. 34. Consider making Baltimore Avenue one-way going westbound. It may help to alleviate congestion which people trying to head west.
- Issue No. 35. Limiting the hours for deliveries in general might be a logistical issue with some businesses.

Pat Coluzzi noted that this subject will be discussed at the next Committee meeting.

Jeff Greene presented the pedestrian infrastructure improvement locations for First Street and Maryland, Baltimore, Rehoboth and Wilmington Avenues and First and Laurel Streets. The types of improvements are: (1) Increase corner clearance. Cars are parked too close to the intersection on First Street and Baltimore Avenue. They limit sight distance for vehicles, bicycles and pedestrians. Removal of one 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 Rehoboth Avenue. Limit general traffic around the Bandstand to transit vehicles, handicapped parking and loading vehicles to create a pedestrian plaza. Direct bicycles to parking stations to the north and south of Rehoboth Avenue. (3) Revise traffic signal phasing. Provide a head-start for pedestrians to start crossing Rehoboth Avenue before the right turns from First Street are given a green light. Straight through traffic begins as usual with the pedestrians. This insures that pedestrians get the right-of-way rather than having to fight through the first vehicle turning right. DelDOT approval is required. (4) Rehoboth Avenue pedestrian improvements. Analyses of crosswalk spacing and median parking area access were provided. There is a lack of marked crosswalks to the median parking areas. The issues addressed are: (1) Crosswalk spacing – the Plan reduces maximum spacing to less than 500 feet. (2) Every median island would have parking accessed by a crosswalk. (3) No parking spaces would be eliminated. (4) Mid-block crosswalk warning systems should be considered as appropriate. A ladder design would be used, and the recommended material would be a thermoplastic.

Public Comment:

- Issue No. 36: Why only use the pedestrian head start signals for areas with dedicated right turn lanes?
- Issue No. 37: With regard to crosswalks on Rehoboth Avenue, they will not be used by pedestrians going to/from their car. The distances between crosswalks would still be too far apart, and jaywalking would still be more convenient.
- Issue No. 38: Additional crosswalks serve as a visual cue to discouraging jaywalking.
- Issue No. 39: Police Chief Banks noted that ticketing jaywalkers is a balancing act.

Jeff Greene noted that a sleeping policeman can be considered as a low cost method of improving the percentage of motorists who yield to pedestrians at mid-block crossings such as on Surf Avenue and on Rehoboth Avenue. Installation could be in the on-season only or all year round. A sleeping policeman must be anchored to the pavement with break-away anchors. Each would cost \$250.00 per location and would require DelDOT approval for State roads. Rapidly flashing pedestrian warning signals use video detection to separate those that want to cross from those just walking past or finished crossing. These signals are used when sleeping policemen are not effective enough. DelDOT is needed for each installation.

Public Comment:

Issue No. 40: Can the flashing pedestrian warning signs be used on a temporary basis?

Jeff Greene noted that prior to this meeting, the draft of Technical Memo No. 3A had been forwarded to the Committee for its review. Based on the comments at today's meeting, this document will be changing. The next steps are to develop policy and management recommendations. A meeting is scheduled for February 24, 2012 with the Streets & Transportation Committee to discuss the results of today's meeting, and Technical Memo No. 3B will be published in the near future.

There being no further business, Chair Pat Coluzzi declared the meeting adjourned at 12:15 p.m.

**Respectfully submitted,**

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**(Ann M. Womack, CMC, City Secretary)**

**MINUTES APPROVED ON  
MAY 4, 2012**

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**(Pat Coluzzi, Chair)**