

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

February 24, 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, February 24, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Chair Pat Coluzzi, Bill Sargent, Cindy Lovett, Jim Ellison, Lorraine Zellers, Dennis Diehl (arrived at 9:50 a.m.)

Absent: John Gauger, Kathy Osterholm

Audience: Karen Zacharian

APPROVAL OF AGENDA

There was no approval.

APPROVAL OF MINUTES

No minutes were available for approval.

CORRESPONDENCE

There was none.

Discuss Bicycle/Pedestrian Master Plan.

Pat Coluzzi noted that as a result of the Public Meeting which was held on February 18, 2012, monies have been allocated in the Budget for a few of the items that had been discussed. She requested a consensus from the Committee members to move forward with proposed projects such as installing more crosswalks, installing a bike parking station and installing sleeping policemen before the summer season starts. These items would be brought before the Board of Commissioners for review and approval.

Consensus from the Committee members:

1. Install crosswalks on Rehoboth Avenue on the north side between First Street and the Bandstand, on the north side between First and Second Streets at Village by the Sea and on the south side, on the north and south sides at Fourth Street, and on State Road. Curb-cuts and Thermoplastic would be used to match what is currently used at the existing crosswalks. It would be made implicit in the recommendations to make the curb-cuts and crosswalks fully ADA compliant. If it is technically illegal to jaywalk, then the City has an obligation to provide a legitimate path.
2. Eliminate two vehicle parking spaces and install two trial parking stations on the northeast and southwest corners of Baltimore Avenue and First Street which would consist of two bolted down bike racks per space.
3. Install sleeping policemen at the circle, mid-block on Rehoboth Avenue, on Second Street before entering the intersection at Rehoboth Avenue and on State Road. Install signage coming into the City on Rehoboth Avenue before the circle to alert people that this is a bicycle friendly city, and bicycles and pedestrians share the road.

Pat requested that Jeff Greene of Delaware Greenway schedule a meeting with DeIDOT requesting monies to install the plates on Canal Bridge and to remove the bumpers on Silver Lake Bridge and come up with an alternative there. She will be contacting Representative Pet Schwartzkopf to let him know that these are important projects. Pat will also be checking on the feasibility study that the State supposedly is doing on State Road. Jeff has been working on cost estimates for the improvements which will remain in the Plan.

Jim Ellison made a motion, seconded by Cindy Lovett to proceed with Pat Coluzzi's recommendations of the various traffic calming measures the Committee has discussed to be forwarded to the Board of Commissioners. Motion carried unanimously.

Jeff noted that at the Public Meeting on February 18, 2012, comments were written down and transcribed.

Some of the comments require action. The Committee reviewed the list and prioritized the comments that would be addressed or taken up at a later date.

- Issue No. 1 – Signage: Not easily noticed, make less generic. (There will be a branding effort by Main Street and will be suggested to the Committee from another entity, so this issue will be addressed at a future meeting.)
- Issue No. 2 – Moped Parking: Where should they park? (This issue to include scooters is a (1) priority and will be addressed at a future meeting.)
- Issue No. 3 – Bike parking on First Street in downtown: too much traffic but need to maintain bike parking in area of First Street as it is a destination. (This issue has been addressed.)
- Issue No. 4 – Challenge with not being able to turn left from Rehoboth onto Canal (usually either due to confusion or desire to avoid circle). (This issue will be addressed at a future meeting.)
- Issue No. 5 – Possible fire company issue at Rehoboth and Canal with proposed median. (Slanted curb should be used.)
- Issue No. 6 – Turtle Bridge: Is it cheaper to replace existing Turtle Bridge than build a new one? (This issue will be addressed at a future meeting.)
- Issue No. 7 – Turtle Bridge: Separate bridge may be a better solution because property involved is City owned. (This issue will be addressed at a future meeting.)
- Issue No. 8 – Turtle Bridge: Current bridge relies on a link on school property. (This issue will be addressed at a future meeting.)
- Issue No. 9 – Schoolvue/Country Club Estates: Crossing should remain in the vicinity of higher traffic areas; people will not use if too far away. Ed. Note: Part of the issue is Scarborough Avenue Extended residents and the crossing of the school ball fields to the Turtle Bridge or to the new bridge. (This issue will be addressed at a future meeting.)
- Issue No. 10 – Bayard Avenue Bridge: Speed bumps on bridge? (Speed bumps are not allowed on a bridge and that class of road. This issue will be deleted.)
- Issue No. 11 – Bayard Avenue Bridge: Remove both sidewalks and add sharrow markings. (This issue is a (1) priority and is currently being addressed.)
- Issue No. 12 – Bayard Avenue Bridge: Needs immediate temporary solution. (This issue is a (1) priority and is currently being addressed.)
- Issue No. 13 – Bicycles Parking on Rehoboth Avenue: Conflicting responses about sending bike parking off high traffic areas (Rehoboth Avenue). (This issue is important and a (2) priority, and will be addressed at a future meeting.)
- Issue No. 14 – Bicycles parking on Rehoboth Avenue: Use map as method of encouraging the “off-Rehoboth parking”. (This issue is a (1) priority. An interim map will be needed by Memorial Day Weekend and approved by the Board of Commissioners.)
- Issue No. 15 – Bicycles parking on Rehoboth Avenue: Careful not to limit parking too much on Rehoboth because people will do it anyway. (This issue is a (1) priority and will be addressed as part of the map.)
- Issue No. 16 – Bicycle parking in general: People want to park where they are going. Might dissuade biking without parking spread around. (This issue is a (1) priority and will be addressed as part of the map.)
- Issue No. 17 – Bicycle parking in general: Bike racks preferred over loops. Could use meter poles. (This issue is a (1) priority and will be addressed as part of the map.)
- Issue No. 18 – Vehicle parking on Rehoboth Avenue: Make it premium or higher cost. But this was previously tried and removed. (This is a Board of Commissioners issue.)
- Issue No. 19 – Bayard Avenue Bridge: Remove bumpers asap, add in share symbol for bike/ped. Concern regarding separating walking area from rest of road. Example given was when wider peds with strollers are trying to cross.) (This issue will be addressed at a meeting with DelDOT.)
- Issue No. 20 – Bayard Avenue Bridge: Seriousness of conditions may merit congressional involvement. However, not very high rates of accidents. (This issue is currently being addressed.)
- Issue No. 21 – Lake Drive between Scarborough and Bayard: Explore right of way with City, park in that area is private property. (This issue will be addressed at a future meeting.)
- Issue No. 22 – Need more bike parking at each end of Boardwalk. (This issue is a (1) priority and should be addressed by the Committee as a whole. Invite Mel Craig to get his input as to placement of bike racks.)
- Issue No. 23 – Bike racks at Boardwalk and Rehoboth: Need to retain bike racks for workers. (This issue is a (1) priority.)
- Issue No. 24 – Bike parking at commercial destinations: continuing concern. (This issue is a (1) priority.)

- Issue No. 25 – King Charles, Laurel to Lake: Limited sight lines at end of angle parking rows. (This issue will be addressed at a future meeting.)
- Issue No. 26 – King Charles, Laurel to Lake: Concern alternatives might increase walking distance for church goers. (This issue will be addressed at a future meeting.)
- Issue No. 27 – King Charles, Laurel to Lake: Desire to limit the amount of signing (signage overload). (This issue will be addressed at a future meeting.)
- Issue No. 28 – First Street and other downtown streets: Used for loading and unloading goods destined for businesses. (This issue will be addressed at a future meeting.)
- Issue No. 29 – First Street and other downtown streets: One restaurant owner will not allow food deliveries if parked on First Street. (This issue will be addressed at a future meeting.)
- Issue No. 30 – First Street and other downtown streets: First Street a safety issue. (This issue is a (1) priority and is currently being addressed.)
- Issue No. 31 – One-Way System: Why shift Maryland to one-way? (This issue will be addressed at a future meeting.)
- Issue No. 32 – One-Way System: Chief Banks believes one way on Baltimore between First and Second will help deliveries and alleviate a back-up of traffic trying to head west. (This issue will be addressed at a future meeting.)
- Issue No. 33 – One-Way System: Relieves delivery congestion. (This issue will be addressed at a future meeting.)
- Issue No. 34 – One-Way System: Make Baltimore one way westbound? (This issue will be addressed at a future meeting.)
- Issue No. 35 – Deliveries in general: Limit hours for deliveries? Might be a logistical issue with some businesses. (This issue will be addressed at a future meeting.)
- Issue No. 36 – Pedestrian Head Start Signal: Why only for areas with dedicated right turn lanes? (For both First and Second Streets. This issue is a (1) priority for the Board of Commissioners meeting. Ask for a study, and include all walk phasing study.)
- Issue No. 37 – Crosswalks on Rehoboth Avenue: Not going to be used by pedestrians going to/from their car. Distances still too far and jaywalking still more convenient. (This issue is a (1) priority and is currently being addressed.)
- Issue No. 38 – Crosswalks on Rehoboth Avenue: Additional ones serve as a visual cue to discouraging jaywalking. (This issue is a (1) priority and is currently being addressed.)
- Issue No. 39 – Crosswalks on Rehoboth Avenue: Chief Banks – ticketing jaywalkers is a balancing act. (This issue requires no Committee action.)
- Issue No. 40 – Flashing pedestrian warning signs: Any used on a temporary basis? (This issue will be addressed at a future meeting.)

Jeff gave a presentation on wayfinding signage. The requirement for signage is a minimum height of seven feet. The signage for Wilmington and Baltimore Avenues sets a standard for what is liked to be seen. There are five issues which are required: 1. Definition. It is an informational sign. Wayfinding has to be coordinated with maps and other complimentary literature. 2. Who the audience is. There was consensus with the Committee members that signage needs to be restricted to pedestrians and bicycles. 3. Destinations. Small signage with an arrow and mileage could be used for the Junction Breakwater and Gordon's Pond Trails. Signs installed all over the City would be distracting. 4. Types. Small signs with a bicycle could be mounted on existing poles to identify bicycle boulevards and the remainder of the bicycle network. The signage could be made in the City's sign shop. This could be done on an as can afford basis. 5. Strategies. One strategy would be to keep bicycles off of Rehoboth Avenue. Signs are not the way to go with regard to bicycle boulevards. Sharrows and painting on the streets could be used.

Cindy Lovett noted that there is not one sign in the City which says "no bicycles on the sidewalks".

Jeff noted that with regard to getting specific about the issues once the bike paths and boulevards are, he will draw a typical boulevard signing plan. The traffic calming element is the more extensive part of the plan which needs to move forward. Guidance has been provided on the sharrows. This would be put into the Tech Memo as a starting point. A City traffic engineer would need to be brought onboard with regard to traffic calming and bike boulevards. Jeff is required to describe a signing plan, and one of the goals is to get this plan to a printer this year. The suggested signage plan would include the bike routes and boulevards. It was recommended that a primary map be put in Grove Park and at the dolphin near the Bandstand area. Some cities have provided a primary sign with a bicycle network map at the entrances to the city. A primary sign inside Grove Park would be for informational purposes. The bicycle sign should be a different sign with a destination. This information could also be placed on the City website. A sign identifying yielding to bicycles and pedestrians should be installed at the entrance to the

City. The Committee will need to spend some time on the specifics of this subject. Guidelines and rules should go on the map and on the sign in the Grove Park. It was recommended that sharrow flowers be used for the bicycle boulevards and the remainder of the bicycle network. A future meeting will be scheduled to discuss the minimal number of sharrows and sharrow flowers to be used on the different streets for the bicycle network.

Discuss items to be included on future agendas.

Items to be included on the next agenda are discuss the bicycle/pedestrian master plan, what a bicycle boulevard should be and the results of the presentation by Pat to the Board of Commissioners.

Set next meeting.

The next Committee Meeting will be held on March 30, 2012 at 9:00 a.m.

There being no further business, Chair Pat Coluzzi adjourned the meeting at 10:34 a.m.

Respectfully submitted,

(Ann M. Womack, CMC, City Secretary)

**MINUTES APPROVED ON
MAY 4, 2012**

(Pat Coluzzi, Chair)