

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

**April 11, 2011**

The Streets and Transportation Committee Meeting of the City of Rehoboth Beach was called to order at 11:05 a.m. by Co-Chair Pat Coluzzi on Monday, April 11, 2011 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

**ROLL CALL**

Present: Co-Chair Dennis Barbour, Co-Chair Pat Coluzzi, Cindy Lovett, Lorraine Zellers, Kathy Osterholm, John Gauger, Jim Ellison, Dennis Diehl

Audience: David Hastings of Jolly Trolley and a representative of Coast Press

**APPROVAL OF AGENDA**

Lorraine Zellers made a motion, seconded by Jim Ellison, to approve the Agenda as amended with the deletion of the March 18, 2011 and March 28, 2011 Meeting Minutes. Motion carried unanimously.

**APPROVAL OF MINUTES**

Minutes of the March 1, 2011 Streets and Transportation Committee Meeting were distributed prior to the meeting. Minutes of the March 18, 2011 and March 28, 2011 Streets and Transportation Committee Meetings were not available for approval.

Jim Ellison made a motion, seconded by Lorraine Zellers, to approve the March 1, 2011 Streets and Transportation Committee Meeting minutes as written. (Lovett – aye, Osterholm – aye, Gauger – abstain, Barbour- aye, Coluzzi – aye, Ellison – aye, Diehl – aye, Zellers – aye.) Motion carried.

**CORRESPONDENCE**

Email received from an unknown person who lives outside of the City in regard to keeping the wall at the circle.

**Update, discussion and recommendations regarding alterations on and around traffic circle.**

After the last meeting Cindy Lovett and Jim Ellison met with Marcus Richardson of Sposato in an attempt to see if this project could be moved forward in terms of design and cost. Jim provided a recap of the numbers which Marcus proposed. (Copy attached.) In all of the options, there are changes to the east and north medians which mainly deal with the removal of the holly trees and the improvement of sight lines along Rehoboth Avenue. The roses at the circle will be planted in the medians instead of where they are currently planted. The north and south areas at the circle would be kept open and low with mostly sod. Option 1 would provide minimal changes to the circle. The wall and the dune grasses would remain. The plantings would be rearranged at the circle to improve the sight lines. The cost would be \$12,790.00. Option A is the same scheme as Option 1 but with removal of the dune grass and planting dwarf mondo grass to lower the entire profile while still leaving the wall in place. The cost would be \$31,457.80. Option B would be to remove the wall and replace all the plantings. Boulders would replace the dune grass. The sight lines would be further reduced in the indicated areas. The cost would be \$35,388.36.

Marcus Richardson of Sposato provided a picture of the circle taken in May 2010 before the dune grass was at its mature height and photographs providing imagery of lighthouses in natural settings. He also provided drawings of Options A and B and further explained each option and costs.

Pat suggested that removal of the fountain grass from the north median should be considered because visibility has been an issue for a lot of people who are approaching the circle from Henlopen or Columbia Avenues. Discussion ensued as to the planting beds and types of plantings which could be used in the north median, and costs. Cindy said that the option of removing the dune grass but leaving the wall at the circle does not make sense. Pat said that this would need to be explained to the Mayor and Commissioners so they understand that while the dune grass is a potential issue if the wall remains at the circle, the wall should be removed if the dune grass is to be removed. Today's presentation should be made to the Mayor and Commissioners, and the Streets & Transportation Committee should explain the costs. Lorraine said that it would be helpful to present a current and proposed rendering and elevation of both options to show the Commissioners. Cost will be an issue with the Commissioners in regard to Options A or B. The Committee should possibly look at why the wall was designed as it was and look

at the design plan with traffic issues and sight lines developed which was done at the time Streetscape was being done. Cindy suggested that prior to the Commissioners' meeting, the Commissioners should walk the circle. What is being proposed will solve the pedestrian problem with visibility but it will not solve the vehicle problem with speed.

Pat had heard that the State owns the roadway at the circle, and it will not permit speed bumps. Dennis Barbour said that he has a copy of the agreement between the City and State, and the State does not own the roadway there. Dennis Barbour said that the circle is not based upon pedestrians, it is based upon traffic. The City has no records of how the decisions were made regarding the circle and Streetscape.

Marcus had spoken with a representative of JMT who had done the original traffic design at the circle in regard to the construction of the circle and why it was designed to the size that it was, etc. The representative's explanation was that it was designed safe with reference to the height of the wall, its proximity to traffic, etc., but it was based more on aesthetics as why the wall is there.

Pat said that the design was done by JMT, and the safety perspective was from a vehicle and has nothing to do with pedestrians. Dennis Diehl suggested that the crosswalks and pedestrians issues should be part of the discussion regarding the circle. Some of the problems may be solved by looking at the pedestrian issues. Speed is the problem with the circle; and once speed has been reduced, a better pedestrian experience will be created. Lorraine said that there are issues within the City where speed is an issue, and the Committee should study this more and obtain data.

Pat polled the Committee with regard to its preference of Options 1, A or B.

Kathy said the Committee has enough justification that Option 1 is a doable plan. The Committee should recommend Option 1 to the Commissioners to bypass the removal of the wall, rearrange the plantings and gather visual photographic data over the course of one year.

Cindy said that if traffic cannot be slowed down, the wall must be removed.

Lorraine suggested that both options should be presented to the Commissioners. Option B would be ideal; but if the Commissioners do not agree to that, then Option 1 should be done at a minimum, more data should be gathered and the Committee should return to the Commissioners with its findings.

John Gauger agreed to Option B.

Dennis Barbour agreed to Option B because of public safety.

Pat agreed to Option B because of public safety.

Jim agreed to Option B because of public safety. He could imagine that the Commissioners will accept going with Option 1. Some type of judgment could be made at a later date about how that has succeeded with public safety and with pedestrian issues.

Dennis would like to see Option 1 implemented this season. If the Committee is not able to make changes, then next year it will ask for Option B.

The matter will be presented to the Commissioners at their next Workshop Meeting to be held on May 9, 2011 at 9:00 a.m. Marcus will be in attendance at that meeting.

Pat will verify with City Manager Greg Ferrese if he can approve whether Sposato can incorporate Option 1 and the changes to the east and north median into the overall maintenance at the circle without having to present this option to the Commissioners. Options A & B will still be presented to the Commissioners at the next Workshop Meeting. Greg will contact Marcus regarding the changes to be made.

Marcus said that in regard to the traffic circle and speed, he has done roadway alignment design work. There are a lot of issues with the fire department and emergency access vehicle in regard to speed bumps. The issues with speed bumps are with transporting people in ambulances, snow removal and plows, fire trucks. Rumble strips and cobblestones can be done as an alternative to slow vehicles down.

Cindy suggested having a representative from the State come to a Committee meeting to talk about what options there are to slow traffic down.

#### **Discussion and consideration of policy regarding 30-minute parking spaces.**

Pat said the reason why this particular parking space in front of ReMax on Rehoboth Avenue was requested is

because ReMax wants that space for people who come to the office for rentals. A list of where the 30-minute parking spaces are currently located was distributed to the Committee. The Committee had decided at a previous meeting that it would develop a policy in regard to 30-minutes parking spaces.

Cindy thought it might be a good idea to provide a 30-minute parking space in front of ReMax on Rehoboth Avenue if there are no other 30-minutes parking spaces. She will take the information from the list and plot it on a map to see where all the 30-minute parking spaces are currently located. The map will be forwarded to the Committee.

This item will be placed on the agenda for the next Committee meeting.

**Other remarks from members and the public.**

There were none.

**Discuss items to be included on future agendas.**

Items to be included on future agendas are: discussion and consideration of policy regarding 30-minutes parking spaces, crosswalks, pedestrian traffic and sidewalk cafés from May 15 to September 15 between the Rehoboth Avenue restrooms and the Bandstand, other locations for sidewalk cafés, flower pots located throughout the City and baskets on the bridge, and move the Welcome to Rehoboth Beach sign closer to the bridge.

Dave Hastings thought the flower pots are a good idea and going through Main Street would encourage uniformity throughout the City. The idea of closing the circle at the Bandstand could have merit, but there would be a problem with the charter buses and their need to drop off and pickup people.

Kathy had spoken with Representative Pete Schwartzkopf about the area which is an eyesore outside of the City near Church Street. He said the only thing that can be done is to call the businesses that own the property. There are County rules about the height of the grass and debris, but neither of the properties is in any violation of those rules. Pat suggested that Kathy attend the Commissioners' meeting on April 15, 2011 and speak during the Citizen Comment portion of the meeting.

Cindy had spoken with a company in California regarding the environmentally friendly sidewalks. The cost is \$12.00 per square foot. One hundred ninety cities in the U.S. are using rubber sidewalks. They are also being used in malls. There are grants available for projects which use recycled rubber tires. This item will be placed on the agenda for a future meeting.

**Set next meeting.**

The next meeting has been scheduled for May 2, 2011 at 11:00 a.m.

There being no further business, Co-Chair Pat Coluzzi declared the meeting adjourned at 12:47 p.m.

**Respectfully submitted,**

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

**MINUTES APPROVED ON  
SEPTEMBER 30, 2011**

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**(Pat Coluzzi, Chair)**