

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

July 13, 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, July 13, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Chair Pat Coluzzi, Kathy Osterholm, Jim Ellison, Cindy Lovett, Lorraine Zellers, John Gauger (arrived at 9:09 a.m.), Dennis Diehl, Bill Sargent

Audience: Toni Sharp, Patrick Gossett, Trey Kraus, Ryan Mavity of Cape Gazette

APPROVAL OF AGENDA

Bill Sargent made a motion, seconded by Lorraine Zellers, to approve the Agenda with the deletion of the June 8, 2012 minutes. Motion carried unanimously.

APPROVAL OF MINUTES

Minutes of the June 1, 2012 Streets and Transportation Committee Meeting were distributed prior to the meeting. The June 8, 2012 Streets and Transportation Committee Meeting Minutes were not available for approval.

Lorraine Zellers made a motion, seconded by Cindy Lovett, to approve the June 1, 2012 Streets and Transportation Committee Meeting minutes as written. Motion carried unanimously.

CORRESPONDENCE

There was no correspondence.

A Freedom of Information Act (FOIA) request was filed by from Bitsy Cochran to get information on the contract with Delaware Greenways. The City Manager has provided answers to her questions with regard to this matter and the bicycle parking station.

Assess new bicycle parking station.

There have been issues with scooters parking at the bicycle parking stations. Only bicycles are supposed to be parked there. The grant that paid for those stations was a greenhouse reductions grant. The sign at the station reads that parking is for bicycles only. Most people like the stations, and they think the stations look nice. The bicycle parking stations are on a one year trial basis, and the configurations of the stations are meant to be temporary. If bicycle parking becomes permanent at the Baltimore Avenue and First Street location, it is possible that a bump-out with a curb would be installed along with a different configuration. Jeff Greene has sent Pat forms to help the Committee assess how well the bicycle parking stations are being used over time. The scooter problem has been pretty well solved. Warnings have been issued along with a few tickets. The current law reads that scooters can park at bicycle racks, and they should not be ticketed. The Committee will need to address the matter with the scooters because there is a provision in the Code that says scooters are not to park on sidewalks, etc. It was noted that at the Commissioners Workshop Meeting, there seems to be a consensus that anything with a motor should have its own parking place and should be charged. The only negative thing that Cindy Lovett has heard to date is that the planters look cheesy. One of the criteria in selecting the space is visibility. The City Engineer designed the planters for the purpose of safety. One member noted that that through his sources he had been hearing that some of the merchants are unhappy. It might be helpful to get Dinah Lingo and other to provide feedback at the end of the season. What has not come out in any of the press reports is that the extra space in from of Lingo's store was taken out to increase pedestrian visibility at the corner. Another issue was one of studying the density of the bicycles for the area; and he thought a better bike rack could be used. More bicycle parking needs to be arranged in the parking station. When the City Engineer designed the parking station, he was trying to get make it most convenient for getting bicycles in and out and probably over-engineered it. Bike Delaware assisted the engineer in designing the type of bike rack that bicyclists would find best.

Trey Kraus, owner of Carlton's on Rehoboth Avenue, noted that Baltimore Avenue and First Street was a very dangerous intersection prior to the racks being installed on the spaces being designated. The bicycle parking station

located at the corner between First Street and the Boardwalk is extremely dangerous because of visibility. A lot of activity in the line of sight has been added. He suggested that the parking station should be moved back from the intersection. His employees are concerned about the parking station at the intersection and low visibility. The parking station is in the line of sight. Unless ropes or barriers are used, people are walking everywhere. This particular parking station needs to be offset more from the intersection and towards the beach. It is extremely dark at night, and the lighting at that intersection could be improved. Delivery vehicles now park there, and no one can get onto Baltimore Avenue. There is condensed movement for vehicles and more activity in the line of sight. Trey liked the concept of the bicycle parking station, but the choice for the location of the stations is extremely close to the intersection. He seemed alright with the parking station on the other side of First Street. It was suggested that the Committee members be at the parking station in the busy times to witness what is happening.

Discuss policy for scooter parking.

The number of bicycles and scooters in the City has increased this year. Pat went with Joe Hill this morning to look at bicycle parking at the street ends and the Boardwalk, and also on Oak, Park and Pennsylvania Avenues. Pat will put together a document and send it the members, and she will also meet with Greg Ferrese and Mel Craig to see what can be done to increase the availability of bicycle parking in places where there currently are bike racks. Pat would like to see the haphazard placement of benches, bicycle racks, etc. corrected as soon as possible at the end of Rehoboth Avenue and the Boardwalk and the reconfiguration of benches along the Boardwalk. Other suggestions were to reposition the bicycle rack located Dogfish Head and bolt down the racks. It is the intention to configure everything properly. Pat has received information regarding scooter parking places from the City Manager. There are places in the City where it is too small for vehicle parking, so the City placed yellow lines at these places. A list was derived of places for potential scooter parking areas. Like bicycles, the scooter parking areas need to be spread out throughout the City. The Committee will need to determine if the scooter parking spaces will be free or charged a fee. It was suggested that the Committee review the Commissioners' discussion about paying a fee because that may have an effect on how many spaces and what considerations go into choosing sites. The Commissioners' at their meeting were looking to the Committee to make recommendations for short-term and long-term policies. The City should try to accommodate some of the scooters now and provide options. Information will need to be distributed to the scooter shops, etc. so people who ride them will know they will be parking in designated areas and paying; and they will not be allowed on the sidewalks, etc. Possible scooter parking could be located in the first block of Baltimore Avenue in front of the Sands Hotel next to the lifeguard station where the fire lane is and/or either side of the west driveway for the Sands Hotel, the first block of Maryland Avenue in front of No. 23 Tidewater House, the first block of Olive Avenue in the loading zone in front of Patrician Towers, the first block of Virginia Avenue at the driveway of No. 24 Virginia Avenue and/or the space east of the last parking space in front of No. 1 Virginia Avenue and/or the fire lane in front of The Crest, and a space in front of First Street Station on Wilmington Avenue. The information could be provided to the scooter shops on the locations and published in the newspapers, etc. Another suggestion was for the police or parking meter personnel to place hangtags on scooters in order to get the word out about the availability of scooter parking areas. Greg is also supposed to be providing possibilities for scooter parking on Delaware Avenue. It was suggested that the Committee members go out in the City to look for other availability of spaces for scooters. Pat would like to see the scooter parking areas installed on Baltimore and Maryland Avenues as soon as possible. Pat suggested that the Committee members look at those two areas and forward their responses to her, and she will talk with the City Manager with regard to this matter. It was also suggested that scooter parking be addressed in the middle of the City, such as Martin's Lawn and on the south side of the City. A long-term policy needs to be discussed.

Jim Ellison made a motion, seconded by Kathy Osterholm, to move forward with providing up to two scooter parking areas on a trial basis with one to be located at the fire lane in front of the Atlantic Sands Hotel and the other possible area to be determined with the notion that more scooter parking areas would be installed by the end of the year and publicized, and with the notion that the Committee will be creating a long-term plan which may include charging of fees for parking, but not to be implemented this year.

Kathy suggested that the scooter parking areas should be labeled for scooter parking only so that the differentiation between motorcycles and scooters does not get muddled. There are numerous employees of businesses who work the kiosk and who use scooters because they know the scooters can be parked free of charge. Possibly as this is publicized and working through the businesses, Main Street, etc., the businesses owners can tell their employees that new scooter parking will be available. She was in favor of using space as best as can be used if there are places in the City currently not being used. Cindy had suggested a good idea of placing hangtags on the scooters. Bill suggested that the large area in front of the Atlantic Sands should be done on a trial basis before proceeding to others. He will photograph the areas for possible scooter parking to present to the Commissioners. Pat has expected to do one or two scooter parking areas

and fine tune them over the course of days. Then more could be done. Lorraine thought that the Committee is supposed to be making a recommendation to take to the Commissioners before moving forward with any of the scooter parking areas. Jim agreed to putting the main scooter parking area in first so long as it does not mean the Committee will put off the other areas until next year.

Jim Ellison accepted all the subtleties involved in the discussion as part of the motion, with a second from Bill Sargent.

(Gauger – aye, Lovett – aye, Osterholm – aye, Zellers – aye, Coluzzi – aye, Sargent – aye, Ellison – aye, Diehl – aye.) Motion carried unanimously.

This recommendation will be made to the Commissioners at their next meeting on July 20, 2012.

Pat suggested from the standpoint of the Committee that it should not make a decision on a policy for owners of scooters paying for spaces until it hears from the Commissioners on what they want to do. It was suggested that members should look at ordinances and information from other municipalities. Another suggestion was to look at the subtlety between a motorcycle and a scooter. The Committee members should meet with the scooter shop owners to find out whether a driver's license is needed for rental of scooters. One of the advantages of starting the policy this year is that it will give the Committee time to tweak it, get input from people and have it ready by Spring 2013. Another consideration would be that there is limited ability to issue a fine. The Committee should think of a policy that if a person is going to ride a motorized vehicle of any sort in the City, other than a car, a City license or something is needed where an owner is identified with that vehicle so there is an enforcement mechanism.

Discuss inroad pedestrian/traffic devices – Sleeping Policemen.

Pat would like to move forward on what the Committee is going to do with this matter. At a minimum, she has wanted to install one or two of these devices on a trial basis for this year. Lorraine suggested that Chief Banks, City Engineer or Jeff Green should go with members to get input as to the selection of spots to possibly install these devices. She was in favor of moving forward. Locations along Surf Avenue at Oak, Park and Pennsylvania Avenues were suggested by Bill where the devices would be effective. Kathy said that instead of having somebody to consult, use the devices in areas such as Surf and King Charles Avenues to make people aware of them. The idea of using a device at First Street and Baltimore Avenue was withdrawn because traffic will run over it. Another suggestion was to place a device at Olive Avenue and First Street.

Kathy Osterholm made a motion, seconded by John Gauger to install inroad pedestrian/traffic devices at Oak and Surf Avenues, Philadelphia Street and King Charles Avenue, and Olive Avenue and First Street. (Gauger – aye, Lovett – aye, Osterholm – aye, Zellers – aye, Coluzzi – aye, Sargent – aye, Ellison – aye, Diehl – aye.) Motion carried unanimously.

Discuss items to be included on future agendas.

Items to be included on the next agenda: 1. Purchasing scooter parking passes instead of parking meters. 2. Discuss a scooter policy. 3. Assess new scooter parking. 4. Assess in-road devices. 5. Yield for pedestrians – in-road devices for Rehoboth Avenue. Invite DelDOT. 6. Re-assess parking station. 7. Position a stop at Grove Park for bikes coming out onto Henlopen Avenue.

Items to be included on future agendas: 1. Driveway and parking striping – yellow lines are inconsistent throughout the City. Kathy will provide addresses/examples to the Committee. 2. Discuss surreys/fun vehicles/bicycle scooters with motors.

Set next meeting.

The next Committee meeting will be held on August 8, 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
SEPTEMBER 7, 2012

(Pat Coluzzi, Chair)