

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

August 10, 2012

The Streets and Transportation Committee Meeting of the City of Rehoboth Beach was called to order at 9:04 a.m. by Chair Pat Coluzzi on Friday, August 10, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Chair Pat Coluzzi, Kathy Osterholm, Cindy Lovett, Lorraine Zellers, John Gauger, Bill Sargent

Absent: Jim Ellison, Dennis Diehl

Audience: Terry Glass, Howard Menaker, Patrick Gossett, Toni Sharp, Police Chief Keith Banks, Walter Brittingham, 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 and July 13, 2012 minutes. Motion carried unanimously.

APPROVAL OF MINUTES

There were no minutes for approval.

CORRESPONDENCE

Email received from Barry Brandt, 316 Hickman Street, asking what the process is to request a reduction in the speed limit on Hickman Street between State Road and Scarborough Avenue and to install a three-way stop sign at the intersection of Stockley and Hickman Streets.

NEW BUSINESS

Discuss possible change of speed limit on Hickman Street in Country Club Estates.

At a Country Club Estates Homeowners' Association meeting, a request was made to curb excessive speeding on Hickman Street. There was consensus among the affected homeowners except for one to install a three-way stop sign. The Board had requested from the City Manager that a three-way stop sign be put in, but it was denied.

Gary Glass, 105 Country Club Drive, noted that there were complaints from citizens regarding Hickman Street and Munson Street. In both places, there are people who do not stop at the stop signs; and there is a problem with the speed. Both streets are a direct pass-through in the neighborhood, and the Committee may want to consider speed limit changes on both streets.

A suggestion was made from Committee members to possibly install flashing mph signs to slow people down on residential streets. The flashing mph signs are effective, and silent policemen in the middle of the street also would help to slow people down. The Committee is not in a position to make decisions with regard to changing speed limits. A traffic engineer would be needed.

Police Chief Keith Banks said that on August 2, 2012 at 2:30 p.m., the metric counter machine was placed on Hickman Street and was brought back to the police department on August 8, 2012 to download the data that was received. In the six day time period, 9,308 vehicles were counted with 4,614 vehicles (49.12%) going eastbound and 4,694 vehicles (49.97%) going westbound. Between 5 mph to 20 mph, 2,569 vehicles (27.6%) were counted, 20 mph – 25 mph at 48%, 25 mph to 30 mph at 97.5%. Most traffic was counted at 4:00 p.m. going westbound at 22.5 mph. The fastest vehicle registered at 1 p.m. and was going 54 mph. The metric counter will be taken out on August 15, 2012 for a full count. The metric counter machine will also be placed on Munson Street.

A suggestion was made to show the stop signs on the bike map that was created. In an effort to try to get trees in Country Club Estates, it was looked at to possibly put in bump-outs in the areas where the trees would be located. This could possibly be a type of traffic calming device. Parking spaces would possibly be eliminated in order to put in the bump-outs.

Walter Brittingham, 123 Henlopen Avenue, many of the people who live on Hickman Street, park off-street, and therefore the street looks wider. When driving in a canyon effect such as with bump-outs, most people will slow down.

More data is needed on the streets that are used as main arteries to the beach and have Chief Banks get that information to the Committee before making any decisions. Cindy Lovett will spot the stop signs on Munson and Hickman Streets. It was thought that there is more of a perception of a problem than an actual problem with traffic on these two streets.

Gary Glass thought that this information provided at this meeting will be meaningful to the homeowners in Country Club Estates. If 97% of the people are driving within a reasonable speed that is not a ticketed offense, it is a clear-cut answer to the question of speeding on Hickman Street. Another item brought up at the Country Club Estates Homeowners' Association meeting was the use of calming circles in the middle of the road or intersections. A calming circle or something in the middle of the intersection would be more appropriate on Munson Street than on Hickman Street. This idea may cause residents to lose parking spaces.

Chief Banks said that if the speed would be lowered, there are State and City regulations about signage, especially in front of houses. People would need to be given advanced notice of reducing the speed.

Patrick Gossett, 16 Dover Street, said that a traffic calming device used in other communities is a mid-block crosswalk. One could be placed on Hickman Street between Laurel and Stockley Streets. It would possibly eliminate two parking spaces, and signage may not be needed. Silent policemen could be placed in the center of the street at the crosswalk.

It was suggested that the crosswalks could be gradually added at predictable areas.

Gary Glass noted that a petition is being prepared by Barry Brandt for putting in a stop sign on Hickman Street.

Discuss possible installation of a 3-way stop sign at Hickman and Stockley Streets.

Feedback was provided to Kathy from her neighbors that their preference would be that the four-way stop at Hickman Street and Country Club Drive would become a two-way stop on Country Club Drive if the decision is to put a three-way stop at Stockley and Hickman Streets. Traffic would be stopped in the middle of Hickman Street coming in from Stockley Street, but traffic would not be stopped again one block later on Country Club Drive. Bill said that putting a stop sign at Stockley Street will increase traffic tremendously on Stockley Street. Stops can also be associated with additional accidents.

Gary Glass said that he will bring this idea before the board at a future Country Club Estates Homeowners Association meeting. The board's idea was to put stop signs everywhere.

Discuss possible stop sign for bicycles coming out of Grove Park onto Henlopen Avenue.

The City Manager has gotten more involved in this matter earlier and has had the sign shop put up a sign at this location. The sign is not a typical stop sign.

Walter said that bicyclists are not stopping at the signs, and people on bicycles do not yield to pedestrians in crosswalks. Everyone is supposed to stop when coming out of Grove Park onto Henlopen Avenue. There should be some type of physical barrier for people to stop and not race through. The sign posted at Grove Park should be a stop sign.

Chief Banks said that more bicycle enforcement is needed. Tickets are being issued, and brochures are handed out to people when they are given warnings from the police department. These brochures and courtesy notices can also be found in the bike shops, etc. A bicycle is a vehicle and has to obey the law. A better job could be done with enforcement as well as training and education.

The philosophy from the police officers is education not punishment and trying to teach people the correct way to do something. An interesting idea would be to license the bicycles if people want to ride them in the City. A barrier may need to be considered in the future when coming out of Grove Park onto Henlopen Avenue. This would be an ideal condition for a yield sign along with a white box in front of the bollards on the street with the word yield.

Walter said that a DelDOT type yield sign could be put in the middle of the rectangular sign in lieu of a stop sign. This sign would then be a legal sign.

Patrick said that forcing a person to dismount from a bicycle because of the width of the area would be effective. Arranging the bollards at Grove Park may be another consideration.

OLD BUSINESS

Assess new scooter parking.

There are 29 spaces available scooter parking. Eight of those are located on Baltimore Avenue, 13 on Wilmington Avenue and 8 are at Martin's Lawn. Five vehicle parking spaces are now being used for scooter parking. All of the scooter parking was being utilized, but more scooter parking needs to be designated in areas of the City. Currently, scooters are still allowed to park at bicycle racks, and this may be a matter to address next year.

Gary said that the number of scooters parking in the south end of the City at the Boardwalk, are all over the place. The Committee may want to consider putting in designated parking on the last four streets before the end of the Boardwalk.

These particular scooters are parking on the Boardwalk. Ultimately, they will have to come away from the bike racks. The Committee needs to decide how to compensate for the spaces that will be lost for vehicle parking. With regard to scooter parking on Baltimore Avenue for next year, ten scooters could be parked there instead of eight. In the off-season, the Committee may decide to put in another scooter parking area on Baltimore Avenue and make it 10 spaces to see how it works out. There needs to be standards for the scooter parking such as the size of the space, etc., and that can be part of the long-range plan. The Committee will be discussing the establishment of a long-term plan over the next several meetings. The Committee may also want to consider charging a reduced rate for scooter parking to create an element of fairness.

Gary said that charging a fee for scooter parking and registering them is acceptable to every board member of the Association.

Howard Menaker, 16 Dover Street, asked if there has been any analysis done of whether head-to-head scooter parking is used more or vice versa. Pat said that no analysis had been done to date. The long-range plan will require an outline of what is needed in the plan to understand how to move forward.

Continue discussion on parking stations.

Bike maps have been handed out to the various bike shops. Of all the handouts at a certain bike shop, everyone like the Bike map the best. Currently, there are two bicycle parking stations located at Baltimore Avenue and First Street. The City Manager and Pat had looked at locating another bicycle parking station on Wilmington Avenue, but it was turned down by the fire department because there is a fire connection located there. Another possibility for the location of a bicycle parking station would be on the opposite corner of Wilmington Avenue in front of Sammy's deli. A parking space could be used along with the additional area that is not a fire lane. One of the stations on Baltimore Avenue which is not being utilized would be moved to this area on Wilmington Avenue. A suggestion for the parking stations was to keep the bollards and bike racks but remove the flower boxes because the visual impact would be less. A standard bike rack was suggested to be used as opposed to the new style rack. It was recommended that a new bicycle parking station be put in on Wilmington Avenue before the end of the season.

Howard said that the idea was to test the bicycle parking stations for the season and get some facts about how the stations are being used.

Walter suggested coming up with a non-engineered survey to be taped to the scooters and filled out to get information from the people with regard to the parking. Lorraine said that the surveys provided by Jeff Greene, need to be implemented in order to get the feedback and data that is needed.

John Gauger made a motion, seconded by Lorraine Zellers to add a bicycle parking station at the southwest corner of Wilmington Avenue and First Street.

Bill said that people prefer parking in the block they are going to. The station should be located at the northwest corner on Wilmington Avenue west of First Street.

Lorraine amended the motion to locate a bicycle parking station at the most appropriate spot.

John Gauger made a motion as amended, seconded by Lorraine Zellers, to locate a bicycle parking at the most appropriate spot on Wilmington Avenue. Motion carried unanimously.

The Committee will look into the issues with bicycle parking at the street ends at the Boardwalk. A suggestion was made to use two to three vehicle parking spaces at the ends of the streets at the Boardwalk at the south end of the City and line them with bike racks. The Committee needs to come up with methodology on how to put the plan together and moving forward.

Assess in-road devices.

The Commissioner determined at their meeting the areas where to put two in-road devices (silent policemen). One will be located on King Charles Avenue at the Laurel Street crosswalk on August 13, 2012. The other one will be located on Surf Avenue north of Oak Avenue. The City Manager has ordered six of these in-road devices. The Committee will need to decide other areas for them to be located.. A suggestion was made to just go with the two in-road devices and collect information.

Walter said that with regard to the in-road device being placed on Surf Avenue north of Oak Avenue, there is no shoulder, and people will have to run over the device. The foliage should be cleaned out on the east side of Surf Avenue. He suggested that the device be placed in the middle of the roadway on Surf Avenue south of Pennsylvania Avenue. Pat suggested that Walter talk with Mike Peterman as to the exact location of the in-road device.

The purpose of the device is to let people know that they need to yield to pedestrians at the intersections. It was suggested that the in-road devices should be placed at each of the crosswalks on Surf Avenue.

Walter said that there should be expansion plans for Surf Avenue to make a bike lane or walking lane on the east side. The bike racks should be placed on the west side of Surf Avenue where it is wider.

Discuss items to be included on future agendas.

Items to be included on the next agenda are: 1. Review data from Chief Banks with regard to vehicles on Hickman and Munson Streets and analyze a map with stops signs. 2. Consideration of a yield sign and barrier when coming out of Grove Park at Henlopen Avenue. 3. Moving forward on the long-range plan for scooter parking. 4. Each member to come to the next meeting with priorities on moving forward and how to approach putting the plan together.

Items to be included on a future agenda are: 1. Issues with Surf Avenue. 2. Discussion of encroachments on City property.

SET NEXT MEETING.

The next Committee Meeting will be held on September 7, 2012 at 9:00 a.m.

There being no further business, Chair Pat Coluzzi adjourned the meeting at 11:03 a.m.

Respectfully submitted,

(Ann M. Womack, CMC, City Secretary)

**MINUTES APPROVED ON
FEBRUARY 1, 2013**

(Pat Coluzzi, Chair)