

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

August 20, 2010

The Streets and Transportation Committee Meeting of the City of Rehoboth Beach was called to order at 9:09 a.m. by Co-Chair Pat Coluzzi on Friday, July 16, 2010 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Cindy Lovett arrived at 9:48 a.m., Kathy Osterholm arrived at 9:54 a.m., Lorraine Zellers, Co-Chair Dennis Barbour, Co-Chair Pat Coluzzi, Dennis Diehl, Jim Ellison, John Gauger

APPROVAL OF MINUTES

Minutes of the July 16, 2010 Streets and Transportation Committee Meeting were not available for this meeting.

CORRESPONDENCE

There was none.

Sub-Committee Reports:

Bikes. (Lorraine Zellers, Dennis Diehl, Barry Brandt and Jim Ellison as Lead)

Jim Ellison distributed a copy of the proposal by Barry Brandt for a bikeway/walkway route which was provided by Lorraine Zellers. The proposal is for linking the ends of the Boardwalk with a bike path that covers almost all of the neighborhoods in the City, and also links to the traffic circle and to the Breakwater Trail, North Shores, Gordon Pond and Dewey Beach. One problem along Silver Lake is that Lake Drive is one-way each way, and a way will need to be figured out as to recommending that bicycles do not go against the one-way traffic. The intent of the bike route is to get people out of the busiest part of the City and to recommend a route that bicyclists can go through the City. The bike route would be marked with signs or logos on the street for bicyclists to follow. It would be to promote a recommended route to avoid a lot of traffic. Because the proposed route connects to the ends of the Boardwalk, it does not form a complete loop in the City. Bayard Avenue would be better suited to make the loop complete. Street upgrades may be needed to provide a bike lane. The Bike Sub-Committee will meet with their bicycles and ride the proposed route to evaluate different options. Pat Coluzzi noted that the Land-Use Planning and Transportation Grant can be used to have a firm come in and do an analysis of a bike route in the City, and also possibly make recommendations of making streets one-way, such as Columbia and Henlopen Avenues. It was questioned as to whether Complete Streets would make sense regarding the City's traffic. Dennis Barbour suggested that he and Pat meet with the State to discuss changing Columbia and Henlopen Avenues into one-way streets. Pat Coluzzi noted that there is a possibility of writing a grant proposal to get money to do an analysis of Columbia and Henlopen Avenues.

Grants. (Lorraine Zellers, Dennis Barbour and Pat Coluzzi as Lead)

Pat Coluzzi said that a comprehensive look could be done for a bike route in the City along with connectivity from the outside to the inside of the City. A bike lane is needed that comes across the bridge. An analysis can be requested in the proposal for connectivity to the outside of the City, a on-street bike route in the City, the possibility of street upgrades to include Complete Streets that may change the direction of streets, connectivity to the Breakwater Trail, and a connection to Park & Ride. The whole idea of the grant is to reduce Delaware's greenhouse gases. September 15, 2010 is the deadline for submitting the grant application.

Sub-Committee: Pat, Jim (Lead) and Lorraine will meet on August 22, 2010 at 10:00 a.m. at Jim's house to go over assignments in preparation for the proposal for the GHG Reduction Projects Grant Program.

Pedestrians. (Jim Ellison, Dennis Barbour, and Dennis Diehl as Lead)

Dennis Diehl had gotten Google maps of the City to provide a visual of the streets and problems with certain existing crosswalks and the potential for new crosswalks. Signage regarding yield-stop should be used before changing the law because with changing the law, enforcement will be needed. Yield signs will slow down the speed of vehicles for pedestrians to be able to cross the streets. On the south side of Rehoboth Avenue at the turn-around before the Bandstand, the crosswalk does not connect to the north side. One or two

crosswalks may need to be considered in the second block of Rehoboth Avenue. A crosswalk may be needed from the western median to the change machine in front of City Hall. The crosswalk in front of Jack Lingo real estate is dangerous. A crosswalk may need to be considered from the eastern side of Lake Avenue across Rehoboth Avenue, and only one parking space would be lost. There is no crosswalk in connection with the median between Grub Grocery and Crosswinds Motel. Suggestions were made to provide signage for people to know that the City is pedestrian-friendly, and also movable A-frame signs at corners or on the medians before the crosswalks for motorists to know to yield for pedestrians. A count should be taken of how many A-frame signs would be needed, so the Co-Chairs of the Committee can take that recommendation to the Commissioners. Dennis Barbour had not found out any information about State law in regard to yield-stop. It was suggested that arrow pointing signs be located at the crosswalks at the circle. Dennis B. will contact the members of the sub-committee meeting to schedule a meeting to come up with recommendations and cost estimates for signs and additional locations of crosswalks.

Circle Issues. (Jim Ellison and Cindy Lovett as Lead)

Cindy Lovett and Jim met at the Rehoboth Avenue traffic circle and discussed pedestrian, vehicle and bicycle issues regarding the circle. Jim distributed a copy of the recommendations which they made at the outcome of their meeting. The planting scheme at the circle should be changed in order to improve the pedestrians' view of oncoming traffic approaching from the circle. Lower plantings can be used, and the planting scheme for the large plants should be rotated as early as possible, but not later than the next regularly scheduled planting. Rumble strips should be added to the incoming lanes of Rehoboth Avenue in advance of the traffic circle on the west side and the outgoing lane in advance of the traffic circle on the east side to alert drivers to the circle and reduce vehicle speed at and around the circle. An appropriate reflective warning device of devices at the lead edge of the curb that separates incoming traffic from the left turn lane into the Museum and outgoing lanes of Rehoboth Avenue, west of the traffic circle should be installed. The City should urge Delaware state officials to consider a means of improving bicycle access, safety and directional signage from Rehoboth Beach, across the canal bridge and on to entrances to the Junction and Breakwater Trail. Pat has talked with the City Manager for him to talk to Sposato, the City's landscaper, in regard to changing the plantings for next year. The recommendations for the plantings will be forwarded to the City Manager. Concerns were raised as to the amount of signage that is being used around the traffic circle. It was recommended that some of the signage should be eliminated. The plantings on the north side of the circle are somewhat of a problem because the line of sight is limited. Another rumble strip for exiting Columbia Avenue was suggested. Immediate recommendations consisting of the plantings and the rumble strips will be presented to the Commissioners when Committee gives its report.

Sidewalks. Lorraine Zellers, John Gauger and Cindy Lovett as Lead)

Kathy Osterholm reported that she had received a list from the City Manager of sidewalks in need of repair which includes the specifics of what repairs are needed. This list is sent to Building Inspector Terri Sullivan and is given to Walter Onizuk to verify the need for repair. Walter sends letters to the owners, and the owners report back when the repairs are made. If the repairs are not completed, the City has the choice of doing repairs or putting a lien on the property and/or going to court to collect the repair bill. The City usually will not complete repairs unless requested to by the property owner. Kathy walked half of the City and found that there are a number of sidewalks in repair. Problems that cause sidewalks to be unfavorable for pedestrians are: A. Tree roots raising the sidewalk. B. Uneven sidewalks due to sinking of specific sections. C. Sidewalks that have not been repaired where sewer work has been completed. The City completes repairs when its property was the cause of damage. D. Sidewalks that have uneven bricks/stones/pavers. Section 232-1 of the City Code was also provided for the Committee to read. A suggestion was made to have a test case for a rubberized sidewalk. Another suggestion was for Jerry's Paving to be contracted to repair 10 sidewalks at a time for a flat fee. The sidewalk sub-committee will put together a long-term solution having to do with personnel, enforcement and fixing the sidewalks. The sub-committee is charged with making specific recommendation to be brought back to the Committee for them to be discussed for further presentation before the Commissioners.

Signs (philosophy). (Jim Ellison, Pat Coluzzi and Dennis Barbour)

There was nothing to report.

Discussion of moving forward on assignments and timelines.

Assignments and timelines were previously discussed during the sub-committee reports portions of the meeting.

Discussion of additional sub-committee members.

The consensus of the Committee was to ask Barry Brandt, Tom Wontorek and Mike Tyler of Sussex Cycle if they would like to be sub-committee members.

A member of the audience presented suggestions for scooter parking and additional bike racks.

Set next meeting.

The next meeting has been scheduled for September 17, 2010 at 10:00 a.m.

There being no further business, Co-Chair Dennis Barbour declared the meeting adjourned at 11:08 a.m.

Respectfully submitted,

(Ann M. Womack, City Secretary)