

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

September 7, 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, September 7, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

ROLL CALL

Present: Chair Pat Coluzzi, Kathy Osterholm, Jim Ellison (left at 10:31 a.m.), Cindy Lovett, Lorraine Zellers, John Gauger, Dennis Diehl, Bill Sargent

Audience: Walter Brittingham, Toni Sharp, Police Chief Keith Banks, Joe Hill

APPROVAL OF AGENDA

Bill Sargent made a motion, seconded by Cindy Lovett, to approve the Agenda with the deletion of the August 10, 2012 minutes. Motion carried unanimously.

APPROVAL OF MINUTES

Minutes of the June 8, 2012 and July 13, 2012 Streets and Transportation Committee Meetings were distributed prior to the meeting. The August 10, 2012 Streets and Transportation Committee Meeting Minutes were not available for approval.

Lorraine Zellers made a motion, seconded by Jim Ellison, to approve the June 8, 2012 Streets and Transportation Committee Meeting minutes as written. Motion carried unanimously.

Lorraine Zellers made a motion, seconded by Jim Ellison, to approve the July 13, 2012 Streets and Transportation Committee Meeting minutes as written. Motion carried unanimously.

CORRESPONDENCE

Email received from Mark Bechtel, 98 Sussex Street, regarding the visibility at the traffic circle and trimming the roses in that area.

Committee members agreed that the roses in the median at the traffic circle should be trim back. Pat will talk with the City Manager about this matter, and she will suggest that Sposato trims the roses as part of its program.

Walter Brittingham, 123 Henlopen Avenue, said that at night, there is an advantage to the height of the roses of not having headlights sweeping in people's eyes while they are driving. The roses probably need to be trimmed down. Pedestrians will be seen easier if the roses are lowered. Visibility is poor at Royal Farms, but it can be improved by trimming or removing the trees in that area. Cindy Lovett said that the Committee could possibly take a look at the effect of the lights in that area. Instead of trimming back all the roses, they could be lowered where the pedestrians are at the crosswalks.

OLD BUSINESS

There was none.

NEW BUSINESS

Discuss possibility of the installation of a bicycle parking station on Wilmington Avenue before the end of the 2012 season.

Pat did not get this item placed on the Commissioners' agenda in time for the last regular meeting in August. The purpose of putting a bicycle parking station of Wilmington Avenue was to obtain more data. The majority of the members were in agreement to wait and be ready to test another station on Wilmington Avenue in Spring 2013.

Toni Sharp, Scarborough Avenue Extended, said that at a prior meeting, there was consensus to discuss this item at the Commissioners' meeting. As a citizen, there is an expectation that the Committee members who are also Commissioners have a responsibility to support their colleague about the proposed bicycle parking station for Wilmington Avenue. When there are other opportunities to show support, then that would be a good time to do so.

Police Chief Keith Banks noted that there is more bicycle and moped/scooter usage in the City.

Nothing will be done with this item at this point in time.

Report from Lorraine Zellers on data collection at current bicycle parking stations.

A report was given by Lorraine regarding data collection at current bicycle parking stations. Copies and photographs were forwarded to all members of the Committee. No counts were taken of how many bicycles have been parked in the stations. The cost for three bicycle parking stations was \$10,000. The Committee will need to figure out how it wants to count the bicycles during the course of a day because it is labor intensive. A recommendation was made to photograph the stations periodically during the day. Numbers are needed to prove that the stations are working in order to justify the additional expense of other parking stations. Lorraine has been checking the scooter parking on Wilmington Avenue and Martin's Lawn, and recently they have been noticeably empty. Today, three scooters were parked there. The Committee members will need to photograph these areas during various times of the day. All members should record the numbers of bicycles on bicycle-friendly streets during the day. Each member is to email the photographs to Pat, and she will act as the repository. The date and time should be written on the photographs. It was noted that scooters are parking less at the bike racks. Because the summer season has ended, the Committee will use photographs that they currently have and make a case for possibly installing another bicycle station. A suggestion was made to also have data collection and photographs for scooter parking.

Pat has also taken photographs of bicycles at bike stations and racks in a variety of places and has come up with an idea of where the Committee could add more. The Committee should come up with a plan that looks at accommodation of bicycles and scooters, and then think about a layout. The Committee should also think about a parking station on the median or at the median on Rehoboth Avenue. This item could be placed on a future agenda.

Both the bicycle and scooter parking needs to be thought of together in order to figure out what it means for the current bicycle racks, stations and parking for scooters, and future parking. In the coming months, it should be discussed and decided whether to treat anything with a motor as a motored vehicle and require metered parking because this could have a huge impact on allocating places for scooters in the downtown area. One member thought that there would be a problem with scooter parking on the medians because pedestrians walk down the medians.

Walter Brittingham suggested using students from the University of Delaware as a source because they need projects. He also suggested getting a self-standing recording television system to monitor bicycles and scooters, etc. The repository should be in a common place such as the City Manager's office. Cindy said that the camera could face both incoming entrances to the City at the Silver Lake and Canal Bridges and monitor bicycles coming into the City. Cameras could be used on First Street and Baltimore Avenue to determine how bicycle traffic moves.

Review traffic data from Chief Banks and discuss map of stop signs supplied by Cindy Lovett.

Chief Banks noted that through a grant the police department has purchased a traffic data collection device that measures vehicle speeds, traffic volume and time, and different types of vehicles. This will help to enforce the initiatives from the police department's standpoint and will help the City to make decisions on the need for stop signs, traffic calming devices, etc. Chief Banks had reported on Hickman Street at last month's meeting. The device was setup at 318 Hickman Street, and it ran from August 2-8, 2012. There were 9,308 vehicles that passed through in both directions with the average speed being 22 mph and the highest speed being 54 mph. From August 9-15, 2012, there were 8,405 vehicles that passed through in both directions with the average speed being 22 mph and the highest speed being 45 mph. From August 15-22, 2012, the device was placed on Munson Street, and there were 12,386 vehicles that passed through in both directions with the average speed being 24 mph and the highest speed being 50 mph. From August 22-29, 2012, there were 10,260 vehicles that passed through in both directions with the average speed being 25 mph and the highest speed being 53 mph. The Committee needs to be aware that people want traffic to slow down, but the residents in the area do not want signage for stop signs or placement of stop signs in front of their residences, and the increased traffic noise due to stopping and going, revving engines, etc.

At the last Committee meeting, there was general consensus that lowering the speed limit did not make sense because it would cause issues throughout the City. If there is enough of the community on Hickman Street that would want a stop sign, then it may be warranted in that circumstance. Lorraine had provided photographs of rubberized speed bumps that are placed on the street to slow traffic. These particular mini-hump speed bumps can be moved to other locations in the City. She suggested trying these speed bumps on a trial basis on Hickman Street. The Committee should decide whether a stop sign should be placed on Hickman Street or if another traffic calming device could be used to slow down traffic.

Tom Zellers, 308 Stockley Street, President of Country Club Estates Property Owners' Association, noted that the

people who live on Hickman Street want a three-way stop at the Stockley Street and Hickman Street intersection. There will be a petition for those people to sign at the Association's meeting on September 8, 2012. One resident said that he would lose parking in front of his house. The stop signs will curtail speeding on Hickman Street. Seeing a device on the road will slow down vehicles. More trucks travel on Hickman Street than are on Rehoboth Avenue.

The appropriate action is for Tom to bring the petition to the Committee. Then the Committee will provide the data and petition and make a recommendation to the Commissioners for their review and decision. If it were not for the request of the residents on Hickman Street, the data which was provided to the Committee shows that stop signs are not needed at the Hickman and Stockley Street intersection. The Committee needs to act on the basis of the residents asking for stop signs.

Walter Brittingham noted that the no traffic calming devices such as silent policemen are being discussed. Between Chief Banks and DelDOT, they would be able to provide ideas on how to slow traffic by using traffic calming devices.

Assess in-road devices and discuss the possibility of the placement of more in-road devices.

In-road devices have been placed at Surf Avenue and King Charles Avenue. The device on Surf Avenue has been effective. It has slowed down traffic and has made the crossing at Oak and Surf Avenues safer than what it was. It was suggested that an in-road device should be placed at Pennsylvania and Surf Avenues along with one at the turn at Lake and Surf Avenues. The in-road device at King Charles Avenue causes drivers to slow down, and it makes a good case for having more of these devices.

Joe Hill suggested that an in-road device should be placed at Park and Surf Avenues, and more bicycle racks are needed at Deauville Beach.

Four additional in-road devices are in stock. One of them was proposed to be placed on Rehoboth Avenue before the circle when coming into the City. A letter will be sent to DelDOT requesting the placement of the in-road device in the proposed area on Rehoboth Avenue. It was suggested that a "slow" in-road device be tested at Hickman and Stockley Streets. When the petition is gotten from the Association, the Committee can discuss the in-road devices as an option for a recommendation to the Commissioners. Another device was proposed to be placed going out of town on Rehoboth Avenue.

Walter Brittingham noted that the Fire Department is not against placing the in-road devices in the middle of the road, but it is against placing them in the intersections where the emergency vehicles cannot make the turning radius on narrow streets. The in-road devices could be placed before the crosswalk before the circle on Rehoboth Avenue.

Cindy and Jim had spent time watching the traffic at the circle and realized that people at the crosswalk on the northeastern side of the circle cannot see vehicles coming around the circle and entering the City, and people at the crosswalk on the southwestern side of the circle cannot see vehicles coming around the circle and exiting the City. Pat suggested sending a letter to DelDOT, inviting it to meet with the Committee at the traffic circle to discuss this issue. Ann Womack will take with Greg Ferrese about getting the initial report from DelDOT for the traffic circle.

Walter Brittingham said that a plan for no passing on Surf Avenue and makes provisions for a bicycle lane is needed. On the eastern side of Surf Avenue, there is no room for bicycles, etc.

Bill Sargent made a motion, seconded by Cindy Lovett, to place an in-road device at Park and Surf Avenues. Motion carried unanimously.

Pat will talk with the City Manager about moving forward with the placement of the in-road device at Park and Surf Avenues. If not, this item will be placed on the Commissioners' agenda for their approval.

The Committee will take a look at the possibility of locating in-road devices at the Lake and Surf Avenues crosswalk, at the Bayard and Delaware Avenues and Philadelphia Street intersection, at the intersection of First Street and Olive or Virginia Avenue, and anywhere on King Charles Avenue. This item will be placed on the next agenda.

Collect priority items from each committee member for the continuation of the implementation of the bicycle/pedestrian master plan for 2013.

Since the options for coming out of Grove Park onto Henlopen Avenue was not placed on the agenda for discussion, it will be placed on the next agenda.

Suggested priority items were:

1. Education and signage.

2. Responsibility of the summer police with regard to enforcement and education.
3. Bike lane on Surf Avenue.
4. Canal crossing plates for the bridge as a safety issue.
5. Continue placement of sharrows to emphasis bike-friendly streets.
6. Representative to discuss ambassadors.
7. Installing more bike racks and possibly another bicycle parking station.
8. Bicycle rack and stations, and scooter parking to be ready for next season.
9. Locations of reach the beach and trail connector signage.
10. Making the City's signage for the trails consistent with State signage.
11. Address the issues individually for the bicycle plan.
12. Crossing Rehoboth Avenue safely on bicycles for the bicycle plan

DISCUSS ITEMS TO BE INCLUDED ON FUTURE AGENDAS.

Item to be placed on the next agenda are: 1. Develop a plan that looks at bicycles and scooters with a percentage increase in the accommodation of bicycles, and then think about the layout. 2. Data collection on bicycles and scooters.

Items to be placed on future agendas are: 1. Ideas of where to place scooter parking on Rehoboth Avenue. 2. Discuss and decide whether to treat anything with a motor as a motored vehicle and require metered parking. 3. Height of wires above the street on Hickman Street. 4. Moped/scooter plan. 5. Snow/ice removal policy (November agenda). 6. Discuss idling of vehicles, specifically trucks.

SET NEXT MEETING.

The next Committee meeting will be held on October 12, 2012 at 9:00 a.m.

There being no further business, John Gauger made a motion, seconded by Bill Sargent to adjourn the meeting at 11:02 a.m.

Respectfully submitted,

(Ann M. Womack, CMC, City Secretary)

**MINUTES APPROVED ON
APRIL 19, 2013**

(Pat Coluzzi, Chair)