

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

**December 3, 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 Monday, December 3, 2012 in the Commissioners Room in City Hall, 229 Rehoboth Avenue, Rehoboth Beach, DE.

**ROLL CALL**

Present: Chair Pat Coluzzi, Kathy Osterholm, Jim Ellison (arrived at 9:21 a.m.), Lorraine Zellers, Dennis Diehl, Bill Sargent

Absent: John Gauger, Cindy Lovett

Audience: Toni Sharp, Walter Brittingham, George of All Wheels Bike Shop,

**APPROVAL OF AGENDA**

Bill Sargent made a motion, seconded by Lorraine Zellers, to approve the Agenda with the deletion of the August 10, 2012, September 7, 2012 and November 2, 2012 minutes. Motion carried unanimously.

**APPROVAL OF MINUTES**

No minutes were available for approval at this meeting.

**CORRESPONDENCE**

Letter from Lane Drexel, 319 Hickman Street, stating that he was not aware that a stop sign was going to possibly be placed at the corner where he lives, and he had not been contacted or consulted on this matter.

Lorraine Zellers noted that Tom Zellers had checked his notes, and Lane Drexel lives across the street from another person who is also in opposition to the proposed stop sign. Originally, Lane was approached with this idea of a stop sign, and he was in favor of it. Lane had not been in attendance at the Country Club Estates Homeowners Association meeting and was not contacted a second time, but since then he had changed his mind.

A motion was made and carried unanimously at the last Committee meeting recommending that the Committee put off the issue of a stop sign at the moment and investigate putting temporary speed bumps on both Munson and Hickman Streets as an interim measure to see if it satisfies the problem that has bothered people going down Hickman Street. This would be a recommendation that the Commissioners investigate alternative means. Alternative means would be investigated and a mechanism would be for the Commissioners to agree and charge the City Manager with the responsibility. The Committee does not have to talk about the mechanism. The Committee is recommending that it be done.

The Committee was recommending to the Commissioners that they look at a mechanism for slowing traffic, which may not necessarily be a stop sign. The Committee had talked about alternative means, and it specified the possibility of temporary speed bumps. Pat will present a report to the Commissioners at their Workshop Meeting on December 10, 2012 of what transpired at the Committee meeting. She will present the petition, letter from Lane Drexel and the motion from the Committee for the Commissioners to make a determination of what they want to do. This issue may possibly be remanded back to the Committee or the Commissioners may not want a stop sign or anything else there.

Walter Brittingham, 123 Henlopen Avenue, said that the City Manager can do this without the Committee going any further. This matter would need to be noticed for the Workshop and Regular Meetings in order for the public to be able to provide input.

**OLD BUSINESS**

**Continue discussion on a policy for scooter parking with a goal of recommending a policy to the City Commissioners.**

There are many viable places for scooter parking that are not practical for vehicle parking or are not being used for vehicles. The greater issue is how to handle scooters and whether or not they should pay a fee. Parking can be negotiated with the City as far as finding spots. The Committee has agreed that scooter parking

should not be free of charge, and the owner of a bicycle/scooter shop had also agreed. When Pat presents the general report from the Committee to the Commissioners, she will present this recommendation so it can be put on the December agenda in terms of entertaining what types of charges there could be for scooter parking. The Committee will probably recommend parking spaces every so many blocks and so many per block. There are two groups of people that have scooters, (1) are the people who park downtown and (2) are the people who are beachgoers. The Committee needs to try to accommodate parking for the people who drive scooters to the beach. The permit system and pay systems could be similar to vehicle parking. A permit would be needed to park outside of the metered area; and in the metered area, people would pay the meters by the hour in the downtown area even though they would have a permit. George of All Wheels had made the suggestion at a previous meeting to corral the scooters instead of having individual slots. The issue would be to have one pay meter and have a sticker or tag on each scooter. The only other option would be that a permit must be displayed; and in the spaces within metered parking areas, parking could be free if a permit is displayed.

Walter Brittingham noted that a definition for scooter is needed.

A suggestion was made for the first year of implementation. If free scooter parking corrals are provided with the idea being that a permit must be displayed on every scooter and places will be provided to park in the City off the sidewalks and bike racks, then this would solve what the Committee has wanted to do to start with. If this is evaluated after a year, then it will give the Committee a way of looking at how many scooters there are and whether or not they are being used. Trying to set up metered parking for every scooter would cause a major problem. There should be a nominal fee for the permits. Another suggestion was to have a two permit system – resident scooter permits would be a different color and sticker from the other scooter permits and would be used in the corrals. A nominal fee would be paid by the day, week or season. Resident scooters would display two stickers, one to corral and one for metered spaces. It would be too complicated to have parking meters for scooters, but it was suggested that possibly five scooters could be corralled per parking space with approximately 40 spaces placed in designated areas around the City. The fee charged per scooter could be \$.50 per hour. Putting corrals outside the metered parking areas and putting metered scooter parking within the metered areas, would then treat the scooters exactly like is done with all parking. If a resident has a tag for a scooter or a permit is bought, then the scooter can be parked anywhere in a non-metered area; and if a scooter is parked in a metered area, then a scooter meter fee would be paid. Some corrals could be specifically set aside for scooters so that people who live out of the area would not have to pay, but they would have parking that would be fairly close to the City.

Walter suggested having a moped permit for the summer to park in any moped/motorcycle parking space.

George of All Wheels noted that visitors bring scooters in the City for the week. People who rent scooters should buy stickers, and everyone should pay. The scooter rental agencies would have to abide by the City's regulations. If a seasonal fee for a scooter permit would be charged, then the scooter rental business owner would pay the fee and pass that charge on to whoever would rent a scooter. It would be part of the rental fee.

Walter noted that with regard to the scooter parking in fire lanes, most of the fire lanes are not the issue; but they are controlled by the Safe Fire Protection Commission and Fire Marshal's office. Accessibility is needed for the fire company equipment. There is not a problem with the fire department, and there is no regulation other than what is codified that at the end of every street is a fire lane which is designated by the City. The entry way on either side of the Atlantic Sands is designated by the City as an entry and is not marked as a fire lane.

City Manager Greg Ferrese and Pat met with Rehoboth Beach Fire Chief and Deputy State Fire Marshal Harold Miller at the northeast corner of Wilmington Avenue and First Street, and it was noted that the yellow-lined area could not be used for scooter parking.

The Committee decided that the business of the fire lanes should be set aside. A few parking spaces can be used and the scooter parking can be carved out as needed. Moped/scooter parking is needed downtown. The Committee agreed that a big corral could be located by Martin's Lawn; and three parking spaces on both sides of the street in the second block of Rehoboth Avenue could be used for motorcycle/moped/scooter parking.

George was not opposed to the sharing of spaces with motorcycles and moped/scooters in a corral. He suggested that in the First Street median, the spaces at the ends of the medians where the ramps are located would be good places for the location of scooter parking. At the last meeting, George had suggested charging a fee for scooter parking of \$35.00 per season and \$75.00 for three years, non-transferrable and non-refundable. He also suggested having a weekly parking permit.

Walter suggested using numbered stickers and providing a brochure that would state the rules and restrictions. Permits should be sold at the entrances to the City, and there should be signage at the entrances

The consensus of the Committee was that there should be a permit system, and a metered system would not be considered. Everyone would pay for a permit with the idea being that parking is free in a scooter space anywhere in the City. Parking permits would be a nominal fee and would be non-transferrable and non-refundable. Parking stickers would be permanent and would be virtually impossible to remove, and the stickers for the season would be a different color from the weekly stickers. Each Committee member was polled as to the nominal fee for the parking permits. (Kathy = \$50.00 seasonal, \$20.00 weekly. Pat - \$50.00, \$20.00. Lorraine - \$50.00, \$20.00. Bill - \$50.00, \$20.00. Jim - \$40.00, \$15.00. Dennis - \$40.00, \$15.00.) The Commissioners would decide on the fees.

## **NEW BUSINESS**

### **Discuss a possible policy for snow removal with a goal of recommending a policy to the City Commissioners.**

A meeting has been scheduled with Kathy Osterholm, Greg Ferrese, Annmarie Westerfield of Main Street, Carol Everhart of Rehoboth Beach/Dewey Beach Chamber of Commerce, Mel Craig of Public Works, Mayor Sam Cooper on December 6, 2012 to determine how to be consistent in keeping City sidewalks clean and what will happen if they are not. If they are not kept clean, notices will go out to all businesses. There has been a lot of criticism during the winter about the fact that people cannot walk on Rehoboth Avenue, etc. and have safe pedestrian walking in the City should there be ice/snow issues. The issue is whether or not the City will be taking responsibility for cleaning the sidewalks. Kathy will report back to the Committee the outcome of this meeting.

Walter noted that Rehoboth Avenue is a state road, but the City's responsibilities start at the bridges. A bobcat has been proposed to be ordered in this year's budget to aid in cleaning the Boardwalk and sidewalks, etc.

This item will be placed on the next agenda.

### **Discuss a strategy for bicycle parking for the 2013 season.**

The Committee will need to address the issue that there is a lot of demand for bicycle parking along Surf Avenue, and part of the problem is the sand and bicycle racks. Also to be looked at is how to move forward with bicycle parking stations.

With regard to bicycle racks along Surf Avenue, there is a hazard with parking on the beach side. It was suggested that the bicycle racks should be moved to the west side of Surf Avenue. A few vehicle parking spaces may be eliminated, but it would be a nice improvement. Another thing that may affect this is that Surf Avenue may be widened. Bob Palmer will be providing an estimated cost to widen the street. Approximately 300 feet of a section of the road is narrower. Then it gets wider for bicycles. At the point where the silent policeman was located at Oak and Surf Avenues, the road is narrow. Vehicles had to slow down if bicycles were present. It would be better not to have parking at this location. Bill Sargent had a conversation with Greg Ferrese regarding this matter, and Greg has tasked Bob with doing this. Bill will provide a report to the Committee so the Committee can have input into this decision. A suggestion was made to prohibit bicycle parking on the east side of Surf Avenue. The genesis of a bike path along the east side of Surf Avenue should come from the Committee. It has been recommended in the Bicycle/Pedestrian Plan; and as a practical matter, the Committee should make that recommendation to the Commissioners in moving forward because there will be a cost associated with it. Decisions will need to be made based on safety and servicing the public.

Questions were raised to the bicycle stations and bike racks and whether more of them are needed. With regard to bike racks in general, they are inefficient and should not be reused in a high use area. Money has been budgeted for bike racks. The Committee should think about the kind of bike racks it would want for future use. One concern with bike racks is that there is no consistency at the ends of streets at the Boardwalk as to how they are placed, how many there are and how they are positioned. There are a lot of unused bike racks and/or space at the ends of the streets because there are some racks that are ill-positioned so they cannot be accessed with a bike. During the Boardwalk project, there was no time or money or effort was placed on paying attention to the street ends. Apart from this Committee, Pat will be requesting that monies be put in the budget for the rehabilitation of the street ends where needed. It will help the Committee to make decisions about bike racks at street ends. There should be a place to park bikes at every street end intersection at the Boardwalk, and it should be easy and convenient to use. A suggestion was made to consider putting in 20 feet of bike racks on one or both sides of the street ends at the Boardwalk. Scooter parking and bike racks need to be done in

conjunction at the ends of each streets at the Boardwalk with regard to the location of fire hydrants, if at all possible.

Dennis will contact George of All Wheels with regard to photographs of different types of bike racks.

It was recommended that all members come to the next meeting with the bike map. They are to look at bicycle parking, bike racks and scooter spaces, and provide ideas and any additional recommendations for the next season which would include a bike path. Items should be prioritized as to what direction the Committee will take this year and next year. It was also recommended that a traffic engineer/planner should be used to help with placing sharrows and other infrastructure things the Committee would like to do.

**DISCUSS ITEMS TO BE INCLUDED ON FUTURE AGENDAS.**

Items to be included on the next agenda are: 1. Snow removal from sidewalks. 2. Strategy for bicycle parking. 3. Strategy for scooter parking. 4. Any recommendations for infrastructure or bike lanes.

Item to be included on a future agenda is a bike path from Dewey Beach to the state parks.

**SET NEXT MEETING.**

The next Committee meeting will be held on January 4, 2013 at 9:00 a.m.

There being no further business, Chair Pat Coluzzi adjourned the meeting at 10:55 a.m.

**Respectfully submitted,**

---

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

**MINUTES APPROVED ON  
FEBRUARY 1, 2013**

---

**(Pat Coluzzi, Chair)**