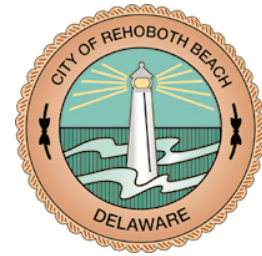


Agenda Item Report

Mayor & Commissioners (Workshop)

October 7, 2024



SECTION: New Business

ITEM: Presentation by The Rossi Group on the Parking & Transportation Study including a retrospective of what was implemented over the summer, recommendations and priorities for the future and a summation of the King Charles Avenue project.

SUBMITTED BY: Taylour Tedder, City Manager, Administration

PURPOSE

The purpose of this topic is to hear a presentation by The Rossi Group on the Parking and Transportation Study, which was conducted in 2023/2024. This presentation will include a review of the short-term recommendations which were implemented over the summer, discussion on recommendations and priorities for the future, and a summary of the results from the King Charles Avenue Pilot Project.

BACKGROUND

The City of Rehoboth Beach contracted Rossi Group (Rossi) to prepare a jurisdiction wide traffic study in 2023/2024. The purpose of this project is to develop a traffic and transportation study, improvement options, and recommendations to address traffic and transportation concerns within the City of Rehoboth Beach. Concerns include traffic, safety, congestion, and parking throughout the city. The Traffic and Transportation Study identifies current traffic and parking patterns, as well as their problems, and provides clear improvement options and recommendations for implementable goals and action items.

This Study directly supports the City's Comprehensive Development Plan (CDP) Chapter 6 Transportation & Infrastructure (Transportation). The study began in the spring of 2023 with data collection and a review of prior studies. Rossi staff performed three field visits during the summer, in June, July, and August of 2023. During these field visits, staff documented vehicular, bicycle, and pedestrian traffic patterns and identified areas where conflicts among users of the transportation system were apparent. Data collection also included a stakeholder survey questionnaire. The survey was made publicly available through Reach Out Rehoboth on October 24, 2023, and remained open through November 27th. Rossi staff also performed stakeholder interviews during November and December, to better understand the perspectives of key stakeholder groups. Based on public feedback received through the survey and stakeholder interviews, the highest priority uses of space downtown include pedestrian access and vehicle parking. All stakeholder feedback prioritized the need for more parking downtown, as well as measures to improve the safety of pedestrians and reduce conflicts between pedestrians, motorists, and bicyclists.

Based on a review of existing conditions, previous studies, and stakeholder feedback, the

study identified key concerns, including alternative modes of travel, parking, EV charging facilities, traffic calming, emergency operations/evacuation, and freight. Forty-six specific recommendations were developed to address these concerns. Recommendations include policy changes, educational campaigns, engineering and signage improvements, and additional studies. Where recommendations required additional detail, engineering concepts were developed for the reconfiguration of certain sections of roadway to reduce traffic speeds and provide a safer system of roads for all users. Appendix E of the final report provides a detailed matrix of all recommendations identified in the study with general information regarding cost, timeframe, agencies involved, and noting which recommendations are interdependent. Appendix F provides the preliminary traffic calming concepts for certain road segments within Rehoboth Beach. Implementing the recommendations and traffic calming measures identified will require coordination with other agencies and organizations, including DeIDOT.

A copy of the final study is available on the City's website under the current city projects page.

OPTIONS (COURSE OF ACTION)

Hear the presentation and begin discussions on recommendations and priorities for the future. Additionally, consider discussing next steps following the results of the King Charles Pilot Project.

STAFF RECOMMENDATION

N/A

FINANCIAL IMPLICATIONS

N/A

BUDGET REVIEW

N/A

LEGAL REVIEW

N/A

PROPOSED MOTION

N/A

CDP AFFILIATION

Chapter 6 - Transportation and Infrastructure

g) Consider contracting with a professional traffic engineering firm to conduct an in-depth analysis of traffic volumes, patterns, and speeds throughout the City, as well as parking strategies including shuttle studies, and to make recommendations regarding a traffic management program that also includes pedestrian and bicycle safety measures such as traffic calming measures on specific streets, particularly those that carry the largest volumes of traffic to and from the City, Henlopen Acres, North Shores, and Gordons Pond Trail (e.g., Columbia, Henlopen, and Bayard Avenues; State Road).

ATTACHMENTS/SUPPORT DOCUMENTS

[Recommendation Matrix](#)
[Commissioners Presentation 100724](#)



APPENDIX E: RECOMMENDATIONS MATRIX



City of Rehoboth Beach Traffic and Transportation Study Improvement Option and Recommendation Summary

Rossi Group conducted a Traffic and Transportation Study for the City of Rehoboth Beach to identify current traffic and parking patterns and problems, and provide clear improvement options and implementable recommendations. The table below summarizes improvement options and corresponding recommendations developed as a result of the Study. Some recommendations are included as both short and long term as there are aspects that could be implemented in the short term but efforts should continue in the long term.

Findings			Recommendation			Interdependent Recommendations	Agencies/Organizations Involved	Cost	Status	
Category	Subcategory	Issue Description	No.	Short term (<2 years)	Long term (>2 years)			\$: < \$10,000 \$\$: \$10,000 - \$100,000 \$\$\$: > \$100,000		
Alternative Modes of Transportation	Pedestrian Facilities	Evolving ADA standards	R-1		Complete update to the 2011 ADA Transition Plan and upgrade pedestrian facilities in accordance with Plan.	N/A	City of Rehoboth Beach/DelDOT	\$\$	ONGOING	
		Disconnected pedestrian network	R-2	Fill in sidewalk gaps in locations where missing sidewalks causes interruptions in the current network, as identified in Figure 29.	Fill in sidewalk gaps in locations where missing sidewalks causes interruptions in the current network, as identified in Figure 29.	N/A	City of Rehoboth Beach/DelDOT	\$\$		
		Dangerous pedestrian movements	R-3	Launch pedestrian education campaign similar to others in Ocean City, MD, Roanoke, VA, and Baltimore, MD.		R-15, R-23	City of Rehoboth Beach	\$		
		Pedestrians are not using walk phase	R-4	Request DelDOT undertake a signal timing and leading pedestrian interval study at Rehoboth Avenue and 1st and 2nd streets during the coming season to determine if leading pedestrian intervals may be a feasible solution at this location.		N/A	City of Rehoboth Beach/DelDOT	\$	Request made to DelDOT	
		Motorist fail to yield to pedestrians in crosswalks	R-5	Install R10-15 signs on both the east- and westbound signal masts at Rehoboth Avenue and 1st and 2nd streets.			N/A	City of Rehoboth Beach/DelDOT	\$	
			R-6	Install R1-5 signs at the existing RRFB locations.			N/A	City of Rehoboth Beach/DelDOT	\$	
			R-7	Consider installation of overhead R-9 signs on mast arms for additional awareness.			N/A	City of Rehoboth Beach/DelDOT	\$	Approved by Board of Commissioners; Request made to DelDOT
		R-8		Request that DelDOT evaluate the feasibility of a raised crosswalk across Rehoboth Avenue in front of City Hall.						
		"Walk Your Bike" sidewalk markings do not address other scooters, one wheels, and others	R-9	Install "Walk Your Wheels" markings on sidewalks throughout the downtown commercial area.			N/A	City of Rehoboth Beach	\$	Approved by Board of Commissioners
		Many intersections do not have marked crosswalks	R-10		Continue to evaluate locations with heavy pedestrian traffic for potential marked crosswalk installations. This should include locations where there are existing R1-6 signs in the roadway without crosswalks.		N/A	City of Rehoboth Beach/DelDOT	\$	ONGOING
	Insufficient pedestrian lighting in some areas	R-11		Review pedestrian lighting to determine where additional lighting would be beneficial as capital projects are developed and implemented.		N/A	City of Rehoboth Beach/DelDOT/Delmarva Power	\$\$		
	Pedestrians jaywalking	R-12	Install R9-2 and R9-3 in the median along Rehoboth Avenue.			N/A	City of Rehoboth Beach/DelDOT	\$		
	Bicycling	Insufficient bicycle network	R-13		Improve bicycling options to the north and south of Rehoboth Avenue. This could include restriping wide streets to include bicycle lanes where there is not angled parking.		R-13, R-14, R-15	City of Rehoboth Beach/DelDOT	\$\$	
		Insufficient bicycle facility signing and marking	R-14		Improve "Share the Road" signage and markings on roadways where there are not currently or are no opportunities for dedicated bicycle facilities. This could include W11-1 or W11-1-DE signs along heavily traveled bicycle routes, in addition to updated sharrow markings, to increase awareness to drivers that bicyclists can be expected on specific routes.		R-12, R-14, R-15	City of Rehoboth Beach/DelDOT	\$	
		Insufficient public awareness of bicycle routes	R-15	Improve Bike at the Beach route awareness and consider directing cyclists to specific routes off Rehoboth Avenue.			R-12, R-13, R-15	City of Rehoboth Beach/Bike Delaware	\$	
Bicycle road laws are not well known		R-16	Implement a bicycle safety campaign. This could be combined with the pedestrian safety campaign.			R-3, R-12, R-13, R-14, R-23	City of Rehoboth Beach/Bike Delaware	\$		
Transit Service	Ongoing transit planning could affect Rehoboth Beach	R-17	Review DART Reimagined recommendations.			N/A	City of Rehoboth Beach/DART/DTC	\$		
		R-18	Regularly engage with DART on transit issues.	Regularly engage with DART on transit issues.		N/A	City of Rehoboth Beach/DART/DTC	\$	ONGOING	
	Limited transit options along the Route 1 corridor and areas surrounding the City to bring people into downtown	R-19		Work with DART, the Rehoboth Beach – Dewey Beach Chamber of Commerce, and hotels along Route 1 to explore options for a shuttle service that would bring people from areas outside of town into Rehoboth Beach. Shuttling employees from parking areas outside the downtown into the downtown should be included as part of this service evaluation.		N/A	DART/DTC, Rehoboth Beach - Dewey Beach Chamber of Commerce	\$		
	Insufficient DART bus stop visibility resulting in vehicles blocking or occupying DART bus stops	R-20	Improve DART bus stop visibility along Rehoboth Avenue, particularly the bus stop at the Bandstand. This can include additional signing or markings to discourage trucks or other vehicles using the bus stop to load or unload.			N/A	City of Rehoboth Beach Public Works/DART/DTC	\$		
	No designated drop off locations for transit services outside of DART and Jolly Trolley	R-21		Identify appropriate drop-off areas for shuttle and ride share services. Remove some parking from the Surfside Place lot to reconfigure and allow a dedicated pick-up drop-off zone. Additional geometric investigation and design will be required.		N/A	City of Rehoboth Beach	\$		
Other Micromobility Options	Inconsistent use of "motor scooter" and "scooter" terminology in City Code and materials causes confusion	R-22	Establish consistent and clear terminology relating to motor scooters and scooters.			R-22	City of Rehoboth Beach Board of Commissioners	\$		
		R-23	Educate and enforce the public on rules of the road for micromobility. Education could be included in pedestrian or bicycle education campaigns.			R-3, R-15, R-21, R-23	Rehoboth Beach Police Department	\$		
	Limited micromobility options are permitted in the City	R-24	Evaluate whether skateboards and electric skateboards and scooters should be allowed in Rehoboth beyond what the code currently provides.			R-22	City of Rehoboth Beach	\$		
Parking	Management	Permit parking areas are not clearly marked near driveways	R-25	Implement a policy and procedure to ensure that driveways are clearly identified and comply with code requirements when properties are developed or redeveloped.		N/A	City of Rehoboth Beach Building & Licensing	\$		





City of Rehoboth Beach Traffic and Transportation Study Improvement Option and Recommendation Summary

Findings			Recommendation			Interdependent Recommendations	Agencies/Organizations Involved	Cost	Status	
Category	Subcategory	Issue Description	No.	Short term (<2 years)	Long term (>2 years)			\$: < \$10,000 \$\$: \$10,000 - \$100,000 \$\$\$: > \$100,000		
Parking	Management	ADA parking is insufficient and not up to PROWAG block/perimeter guidelines	R-26	As new projects are implemented (capital, developer, or others) that impact on-street parking spaces or pavement markings on a block, ensure markings are replaced in compliance with ADA and DelDOT standards.	As new projects are implemented (capital, developer, or others) that impact on-street parking spaces or pavement markings on a block, ensure markings are replaced in compliance with ADA and DelDOT standards.	N/A	City of Rehoboth Beach Building & Licensing and Public Works	\$	ONGOING	
		Lack of parking space marking for permit spaces	R-27		Maintain on-street permit parking spaces as unmarked. Studies have shown unmarked spaces can accommodate more vehicles than marked spaces.	N/A	City of Rehoboth Beach	\$	ONGOING	
			R-28		Consider a parking optimization study to count the number of cars parked versus theoretical capacity in select areas. This does not need to be City-wide but would be a better look at which areas have excess parking. capacity.	N/A	City of Rehoboth Beach	\$\$		
		Designated permit parking areas are not clearly marked	R-29		Utilize pavement marking to indicate the start and end of permit parking areas.	N/A	City of Rehoboth Beach Public Works	\$		
		Inadequate parking capacity in downtown core	R-30	Complete a feasibility study for the development of a parking garage downtown.			N/A	City of Rehoboth Beach Board of Commissioners	\$\$	
			R-31		Identify opportunities to create more public parking.	N/A	City of Rehoboth Beach Board of Commissioners	\$\$		
		Insufficient available parking wayfinding information	R-32		Explore options for a parking management system that can provide real-time information about availability of parking by zone.	N/A	City of Rehoboth Beach Parking Department	\$		
		In-person purchase of parking permits causes inconvenience	R-33		Implement a digital parking permit system that would be enforced through license plate recognition, and include an educational campaign to ensure public awareness. Information about any shuttles that are available and transit hub information should also be included.	N/A	City of Rehoboth Beach Parking Department	\$\$		
		Lack of turnover at parking spaces	R-34	Consider decreasing the maximum length of time that vehicles may park in metered spaces to encourage more turn-over. If a parking garage is constructed, this could be used for long-term parking and time restrictions could be implemented for on-street parking.			N/A	City of Rehoboth Beach Parking Department	\$	
		Increased parking demand during busier shoulder seasons	R-35	Consider expanding the permit and metered parking season to run from May 1 through October 31 to help manage parking demand in the increasingly busy shoulder season.			N/A	City of Rehoboth Beach Parking Department	\$	
	Parking spaces are too close to intersections	R-36		Adjust no parking zones approaching intersections to provide MUTCD compliant minimum distance between marked or unmarked crosswalks and parking spaces.	N/A	City of Rehoboth Beach Public Works	\$			
	Electric Vehicles	Electric vehicles are becoming more prevalent and require more charging stations	R-37	Develop a plan for deployment of public EV charging, including the appropriate mix of DC Fast Chargers and Level 2 chargers.		R-36	DNREC, Delmarva Power	\$		
		Electric vehicle charging stations are expensive	R-38	Evaluate pricing structure for EV charging to ensure that the City covers the costs associated with electricity, equipment, software, and equipment maintenance.		R-35	DNREC, Delmarva Power	\$		
Traffic Calming		Traffic calming could reduce speeding and conflicts among travel modes	R-39		Develop and implement a traffic calming policy that references the DelDOT traffic calming manual and includes an implementation process.	N/A	City of Rehoboth Beach Board of Commissioners	\$		
			R-40	Implement a demonstration traffic-calming project on King Charles Avenue to determine if permanent improvements would be effective.			N/A	City of Rehoboth Beach Public Works	\$	Demonstration project underway
			R-41		Evaluate whether a citywide speed limit reduction to 20 MPH is desirable.	N/A	City of Rehoboth Beach Board of Commissioners	\$\$		
			R-42	Implement traffic calming in key locations, as identified in the Key Locations section of this report. Continually evaluate intersections that may be crash hotspots or areas of concern for possible intersection control modifications.	Implement traffic calming in key locations, as identified in the Key Locations section of this report. Continually evaluate intersections that may be crash hotspots or areas of concern for possible intersection control modifications.	N/A	City of Rehoboth Beach Public Works and Police Department	\$\$	ONGOING	
			a.		Rehoboth Avenue Roundabout - Engage DelDOT in discussions to evaluate options to reduce pedestrian and vehicle conflict points, improve pedestrian crossing distance, improve pedestrian visibility, and improve pedestrian and vehicle safety.	N/A	City of Rehoboth Beach Public Works and Police Department	\$		
			b.	Rehoboth Avenue at Canal Street - Reinforce the existing signed northbound no left turn restriction by installing a flex post median island. Install a crosswalk across Canal Street, a stop bar and double yellow center line striping on Canal Street, as shown in Figure 37.	Rehoboth Avenue at Canal Street - Reinforce the existing signed northbound no left turn restriction by installing a flex post median island. Install a crosswalk across Canal Street, a stop bar and double yellow center line striping on Canal Street, as shown in Figure 37.	N/A	City of Rehoboth Beach Public Works and Police Department	\$		
			c.1.		Columbia Avenue - Add edge lines along Columbia Avenue to create a narrowing effect and help reduce speeds.	N/A	City of Rehoboth Beach Public Works and Police Department	\$		
			c.2.		Columbia Avenue - Remove the speed hump from Columbia Avenue and evaluate appropriate measures for traffic calming, consistent with MUTCD and DelDOT Traffic Calming Manual.	N/A	City of Rehoboth Beach Public Works and Police Department	\$		
			d.1.		State Road - Install crosswalks across all approaches at State Road at Hickman Street/Canal Street. This will require installing new ADA ramps on all approaches.	N/A	City of Rehoboth Beach Public Works and Police Department	\$		
			d.2.		State Road - 2.Add an edge line to the southbound travel lane.	N/A	City of Rehoboth Beach Public Works and Police Department	\$		
			d.3.		State Road - Install W11-2 signs (Figure 38) at the crosswalks across State Road to increase awareness to drivers.	N/A	City of Rehoboth Beach Public Works and Police Department	\$		
e.1.		Henlopen Avenue - Add a center line and edge lines to Henlopen Avenue	N/A	City of Rehoboth Beach Public Works and Police Department	\$					





City of Rehoboth Beach Traffic and Transportation Study Improvement Option and Recommendation Summary

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Category	Subcategory	Issue Description	No.	Short term (<2 years)	Long term (>2 years)			\$: < \$10,000 \$\$: \$10,000 - \$100,000 \$\$\$: > \$100,000	
Traffic Calming		Traffic calming could reduce speeding and conflicts among travel modes	e.2.		Henlopen Avenue - Ensure that sharrow are placed immediately after each intersection and spaced at intervals no greater than 250 feet per the Delaware MUTCD.	N/A	City of Rehoboth Beach Public Works and Police Department	\$	
			f.1.		Bayard Avenue - Install crosswalks across Bayard Avenue at intersections and across side street approaches as shown in Figure 40. Extend median with flex posts to increase pedestrian refuge areas in the short term, consider reconstructing median to provide ADA compliant pedestrian refuge in the long term.	N/A	City of Rehoboth Beach Public Works and Police Department	\$	
			f.2.		Bayard Avenue - Long term, install W11-2 (Figure 38) signs at the crosswalks across Bayard Avenue to increase awareness to drivers.	N/A	City of Rehoboth Beach Public Works and Police Department	\$	
			g.1.	King Charles Avenue - Install crosswalks across King Charles Avenue at New Castle Street and Stockley Street as shown in Figure 41. Refresh crosswalks across New Castle Street.	King Charles Avenue - Install crosswalks across King Charles Avenue at New Castle Street and Stockley Street as shown in Figure 41. Refresh crosswalks across New Castle Street.	N/A	City of Rehoboth Beach Public Works and Police Department	\$	Demonstration project underway
			g.2.	King Charles Avenue - Install flex post bump outs on corners of King Charles Avenue at New Castle Street to provide additional pedestrian refuge and shorten crossing distance as a pilot project as shown in Figure 41. This will require adjustments to parking.	King Charles Avenue - Install flex post bump outs on corners of King Charles Avenue at New Castle Street to provide additional pedestrian refuge and shorten crossing distance as a pilot project as shown in Figure 41. This will require adjustments to parking.	N/A	City of Rehoboth Beach Public Works and Police Department	\$	Demonstration project underway
Emergency Operations and Evacuations		Insufficient emergency operations awareness	R-43		Provide information through the website and other publicly accessible locations to encourage residents and visitors to sign up for Rehoboth Beach Beacon Alerts.	N/A	City of Rehoboth Beach Communications	\$	
		Lack of an "emergency" procedure for thunderstorm evacuation	R-44		Develop and implement an emergency messaging procedure for thunderstorms and other unpredictable weather events to provide information to residents and visitors through Rehoboth Beach Beacon Alerts regarding what to do during a storm to help manage traffic on roads leaving Rehoboth Beach.	N/A	City of Rehoboth Beach Communications and Police Department	\$	
Freight (Delivery Trucks)		Freight delivery can occur any time of the day	R-45		Reevaluate the potential for timed delivery drop offs and engage the Chamber of Commerce in discussions.	N/A	City of Rehoboth Beach and Rehoboth Beach - Dewey Beach Chamber of Commerce	\$	
		Inadequate loading zone sizes	R-46		Increase the size of existing on-street loading zones to be able to accommodate the size of delivery vehicles. Increased loading zones sizes should comply with DE MUTCD and AASHTO intersection sight distance requirements where possible.	R-45	City of Rehoboth Beach Public Works	\$\$	
		Vehicles block loading zones or not using loading zones	R-47	Increase loading zone enforcement with a prioritization on violations blocking crosswalks, intersections, or the left travel lane on Rehoboth Avenue.		R-44	Rehoboth Beach Police Department	\$	ONGOING





Traffic & Transportation Study

Commissioners Presentation
October 7, 2024



Traffic & Transportation Study

- Initiated Spring 2023
- Study Goal - Identify current traffic and parking patterns and problems and provides clear improvement options and recommendations for implementable goals and action items.
- Finalized May 2024
 - Includes matrix of short-term, mid-term and long-term recommendations.
 - Recommendations matrix serves as action plan.
 - Revisit regularly to set priorities.
- Short-term recommendations implemented Summer 2024
 - 30-minute space markings
 - Signal timing – leading pedestrian intervals
 - Pilot project – King Charles Avenue



Review of Summer 2024



30-Minute Space Markings



Added pavement markings to increase visibility of 30-minute parking spaces.



Signal Timing/Leading Pedestrian Interval

- The City requested that DeIDOT study intersections on Rehoboth Avenue at 1st and 2nd Streets.
- City staff still discussing with DeIDOT.



Safety Benefits:

13%
reduction in pedestrian-
vehicle crashes at
intersections.¹

Source: FHWA Proven Safety Countermeasures



King Charles Avenue Pilot Project



Refuge Island at King Charles Avenue and Stockley Street

- Included temporary bump outs at New Castle Street and refuge islands at Stockley Street.
- Installation completed in early May.



King Charles Avenue Pilot Project

- Public survey posted via Reach Out Rehoboth ([May 1 – Sep 2](#)).
- Promoted by social media posts and articles/reminders in Lines in the Sand.
- Rossi staff on-site three days to interview pedestrians.
- QR Code linked to public survey available at intersections.
- 106 people participated in survey.



Bump outs at King Charles Avenue and New Castle Street.

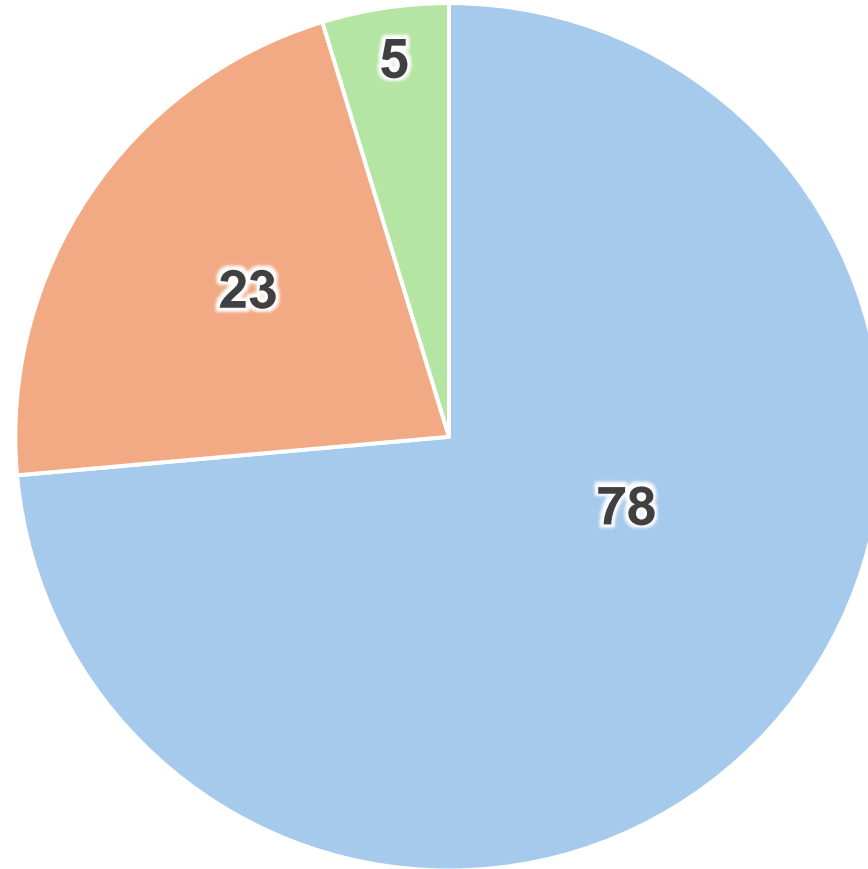


Survey QR Code Posted at King Charles Avenue and Stockley Street.



Question 1: Which of the following best describes you?

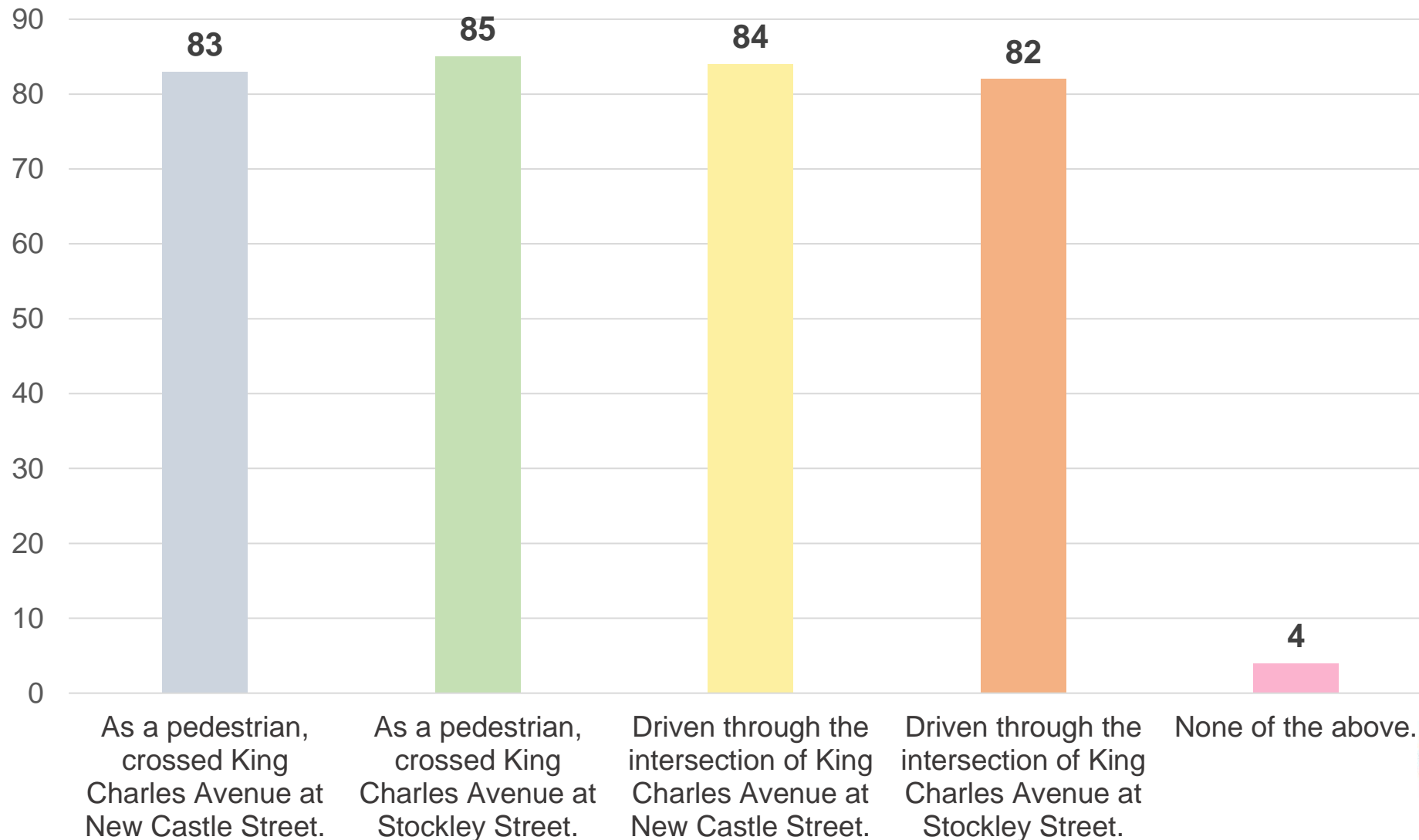
(106 total responses)



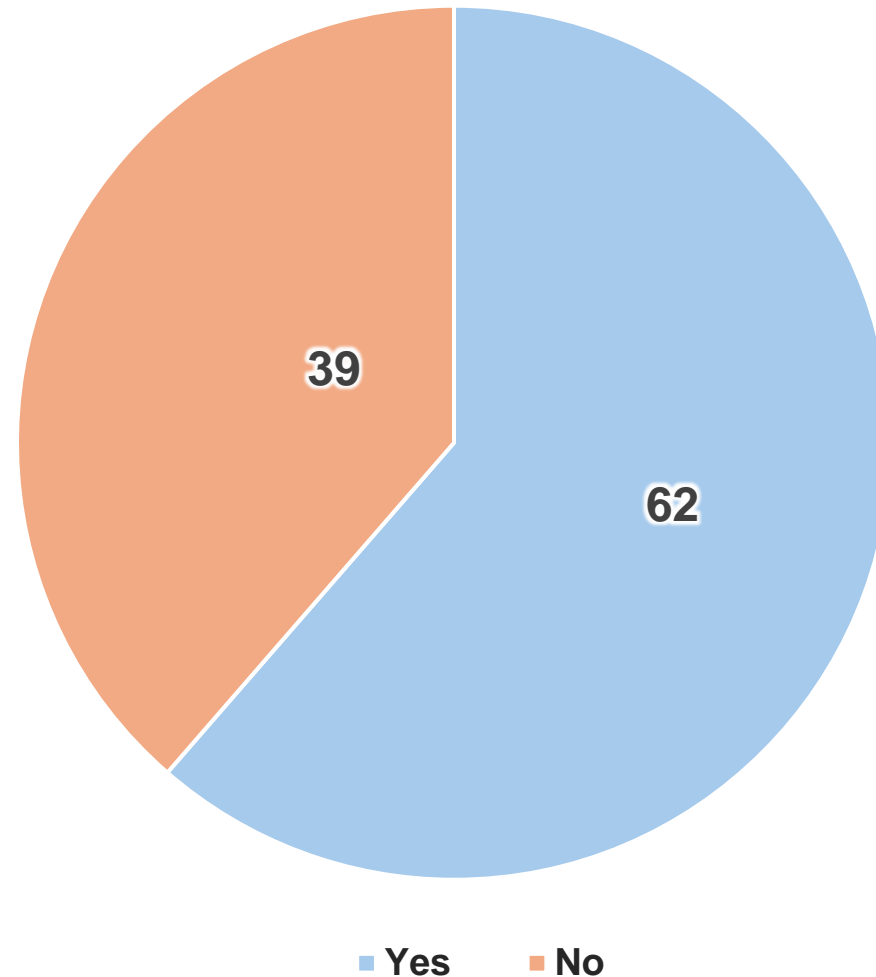
■ Rehoboth Beach Property Owner ■ Visitor ■ Other (please explain)



Question 2: *Since May 1, 2024, have you done any of the following? (Check all that apply.) (105 total responses)*



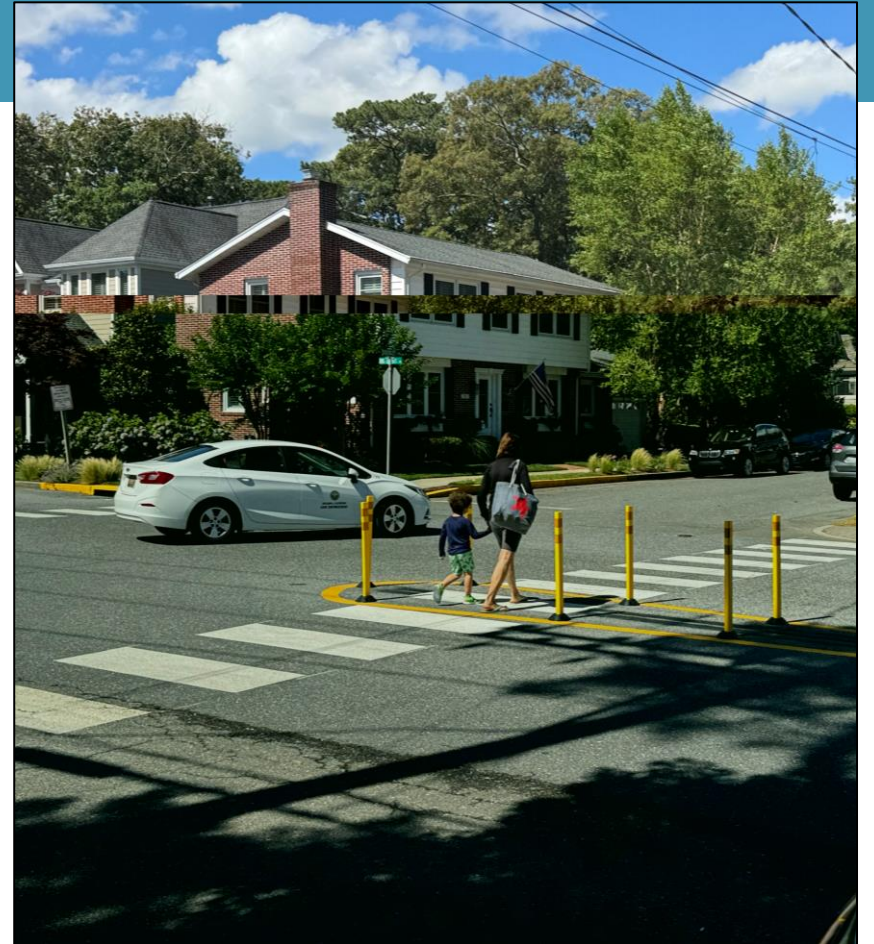
Question 3: *As a pedestrian, do you feel safer crossing the street with these traffic-calming measures in place than you did before they were installed?* (101 total responses)



Question 4: *If you answered yes to question #3, what made you feel safer?*

Among the **65 total responses**, the most common themes included:

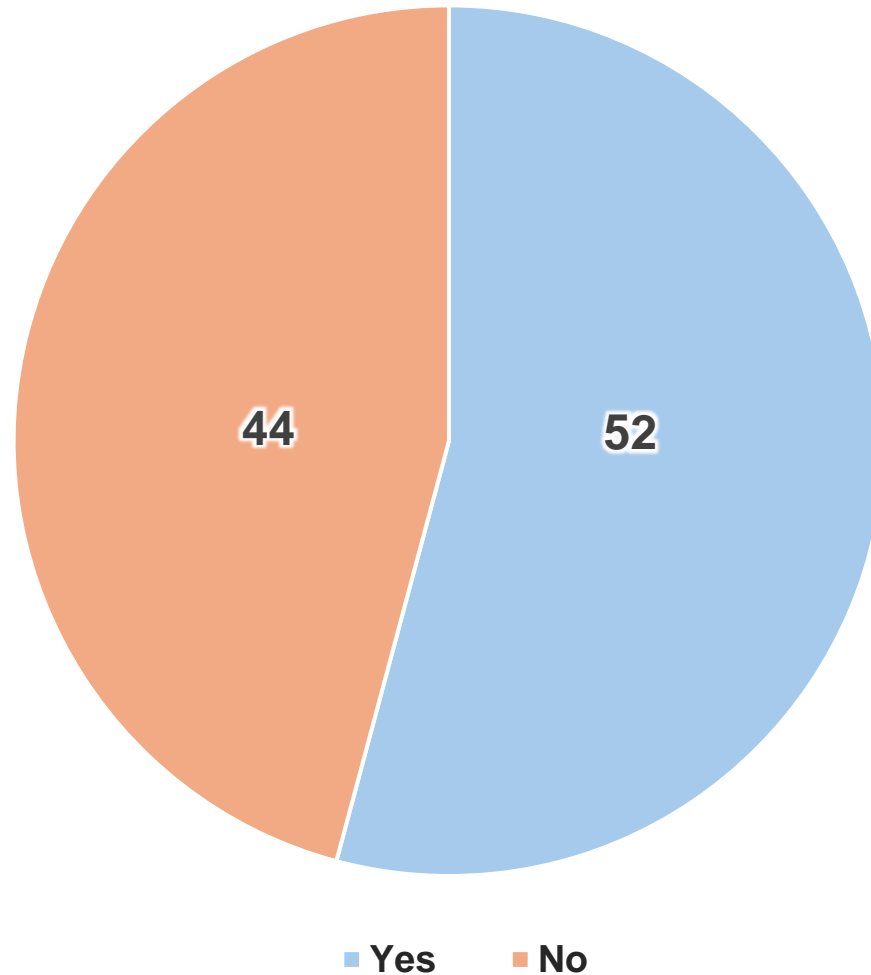
- Improved visibility and driver awareness of pedestrians. (**30 responses**)
- Reduced traffic speed. (**11 responses**)
- Refuge island. (**11 responses**)
- Improved sight line for crossing. (**8 responses**)
 - Including **3** comments attributing this to the bump out.



Refuge Island at King Charles Avenue and Stockley Street.



Question 5: *As a driver, do you feel that the general safety of the intersection has improved with these traffic-calming measures in place?* (96 total responses)



Question 6: Please explain your answer to question #5.



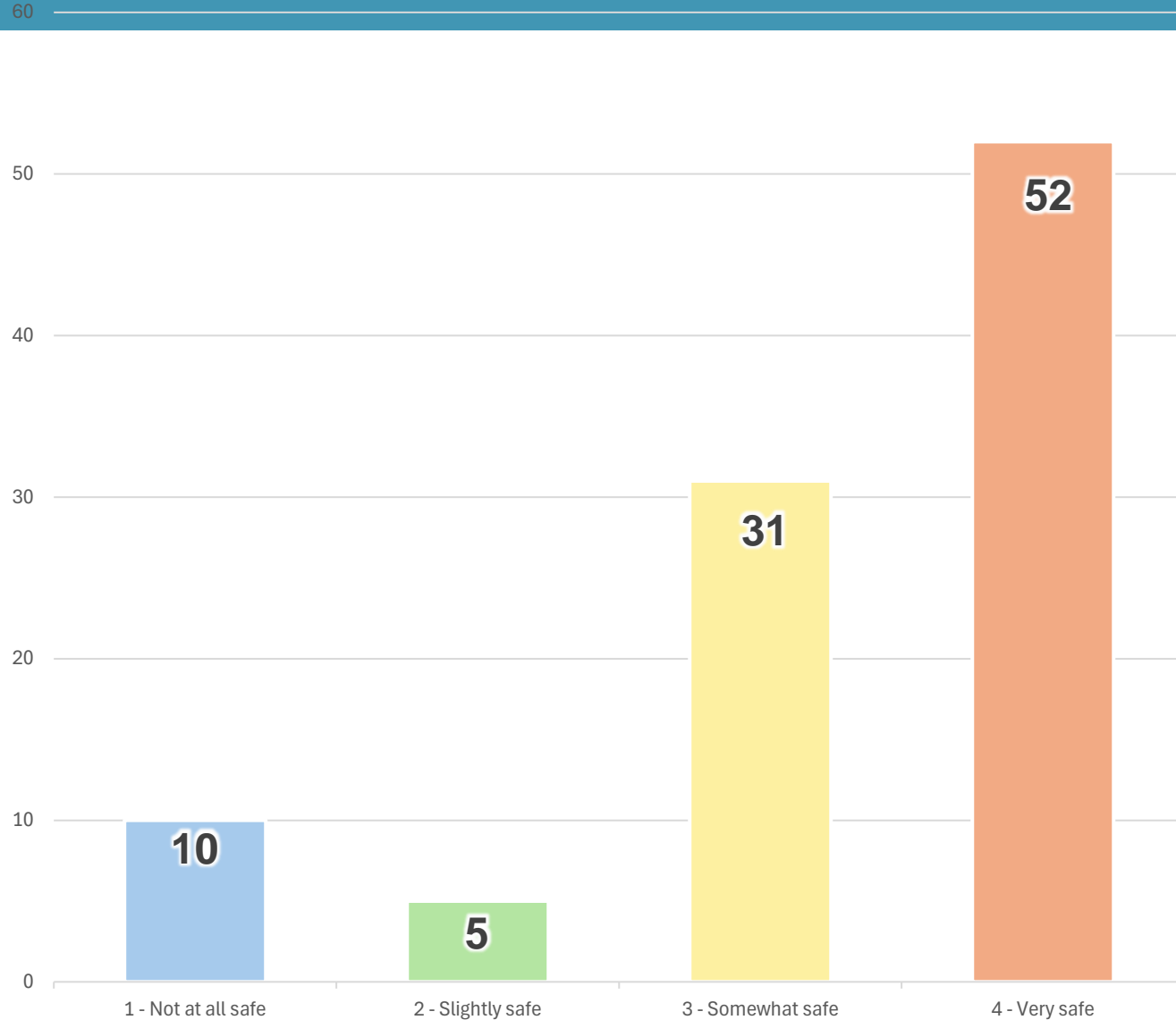
Bump outs at King Charles Avenue and New Castle Street.

Among the **87 total responses**, the most common themes included:

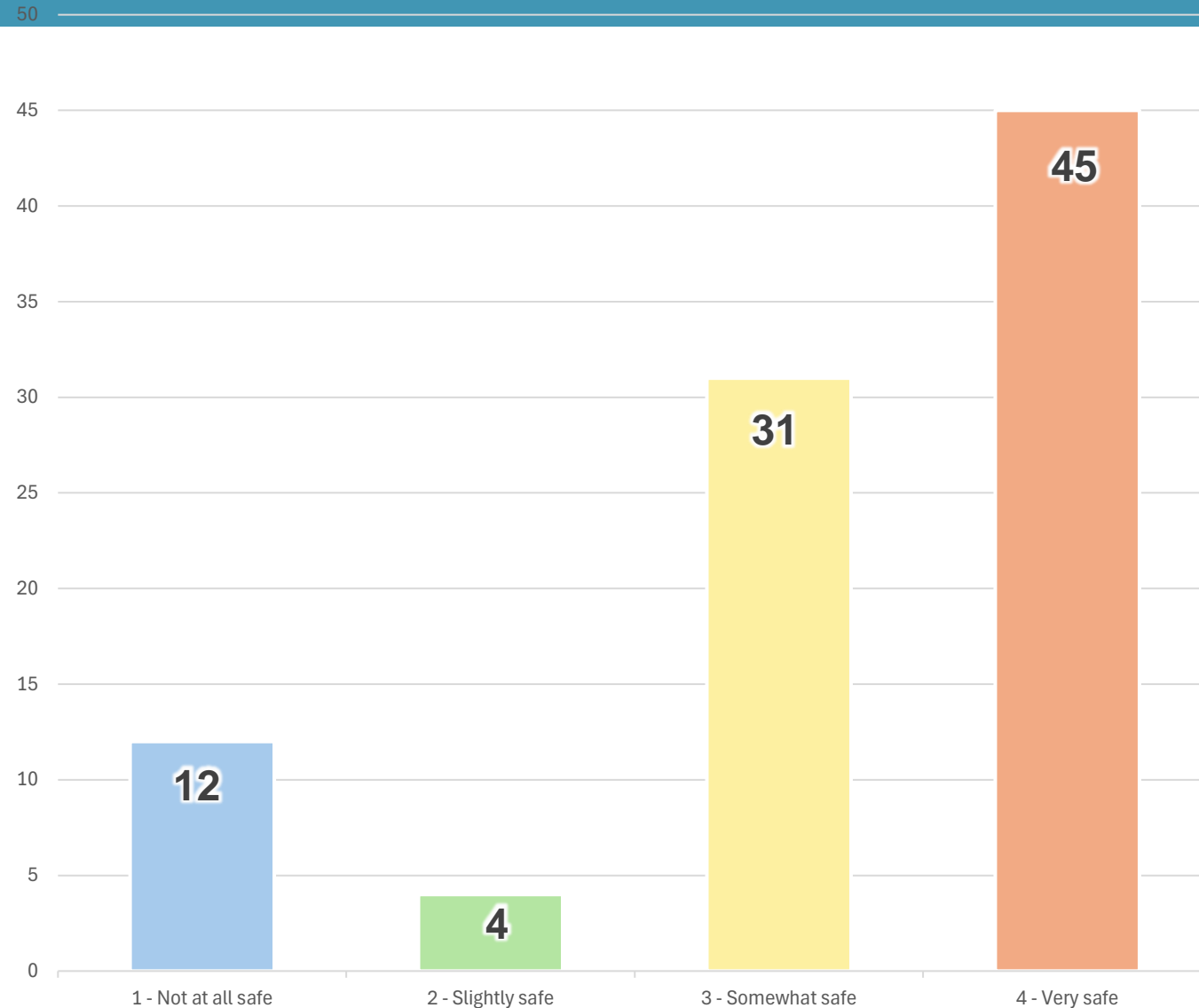
- Improved visibility and driver awareness of pedestrians. (**22 responses**)
- Traffic calming measures are confusing or distracting. (**18 responses**)
- Reduced traffic speed. (**9 responses**)
- Traffic calming measures are unnecessary. (**7 responses**)



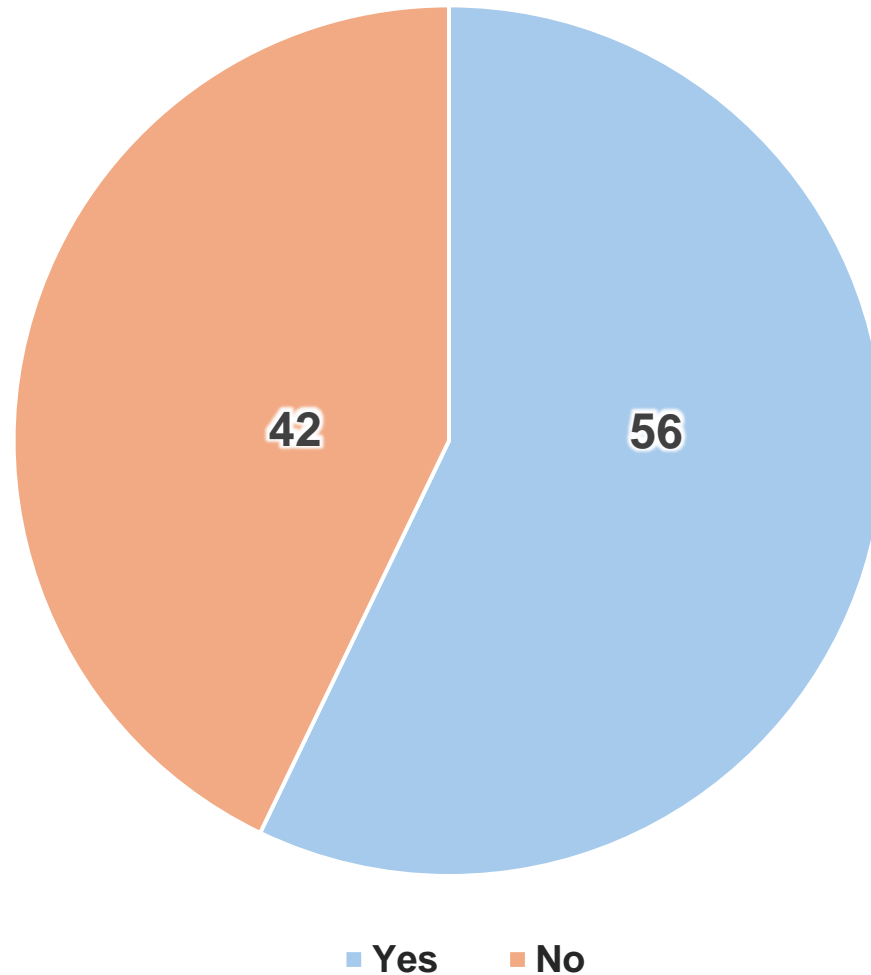
Question 7: *On a scale of 1 to 4 (with 1 being the least safe and 4 being safest), how safe do you feel crossing the street at King Charles Avenue and New Castle Street with these traffic-calming measures in place? (98 total responses)*



Question 8: *On a scale of 1 to 4 (with 1 being the least safe and 4 being safest), how safe do you feel crossing the street at King Charles Avenue and Stockley Street with these traffic-calming measures in place? (92 total responses)*



Question 9: *Would you like to see similar traffic-calming and pedestrian-safety measures implemented at intersections elsewhere in the City? (98 total responses)*



Question 10: If you answered yes to question #9, please indicate locations.

Among the **56 total responses**, the most common themes included:

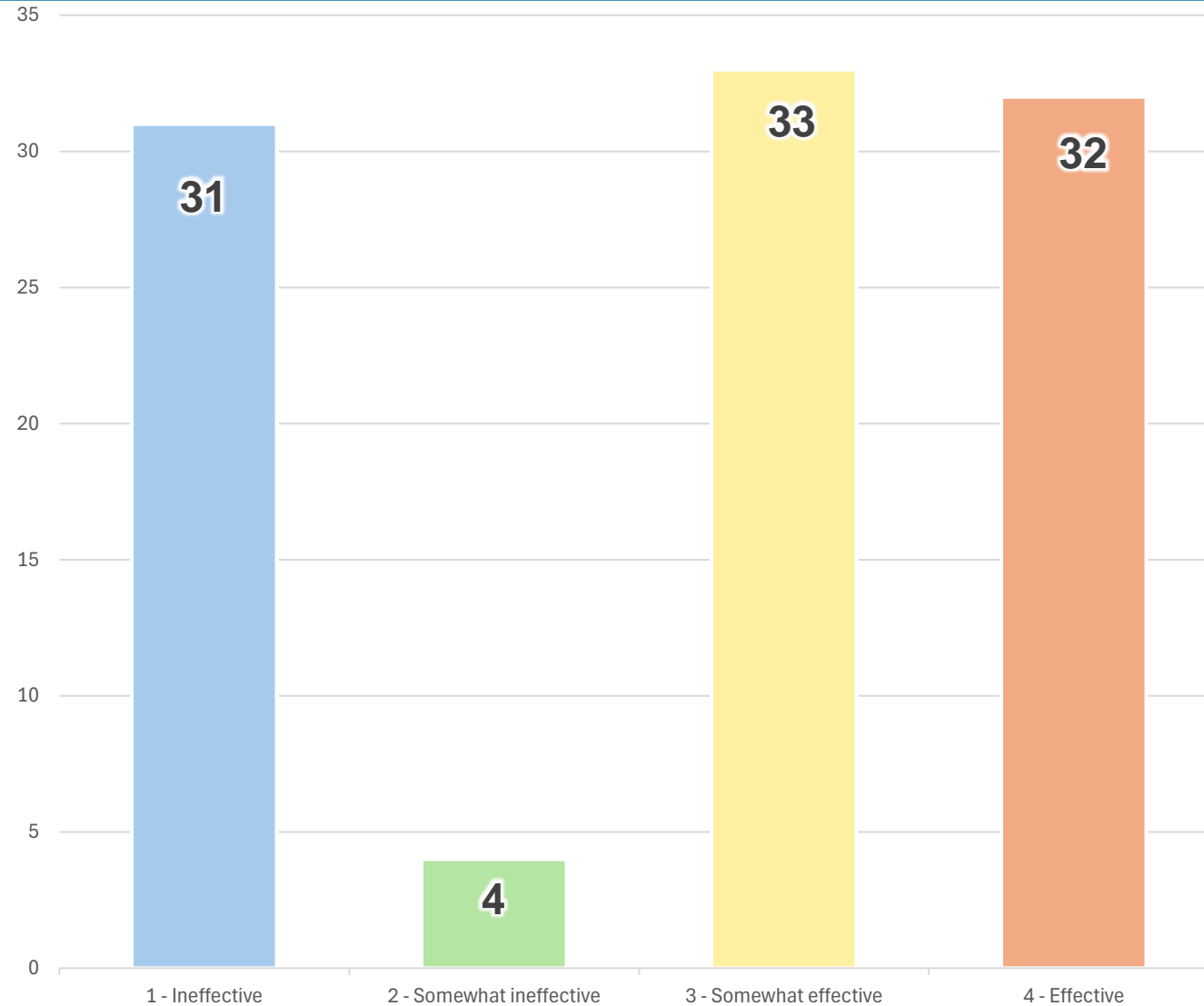
- Bayard Avenue (**7 responses**)
- Nowhere (**6 responses**)
- King Charles Avenue (**5 responses**)
- Downtown/Highly Trafficked Areas (**5 responses**)
- Rehoboth Avenue (**4 responses**)
- Hickman Street (**4 responses**)



King Charles Avenue 3/14/24 Field Mark Up



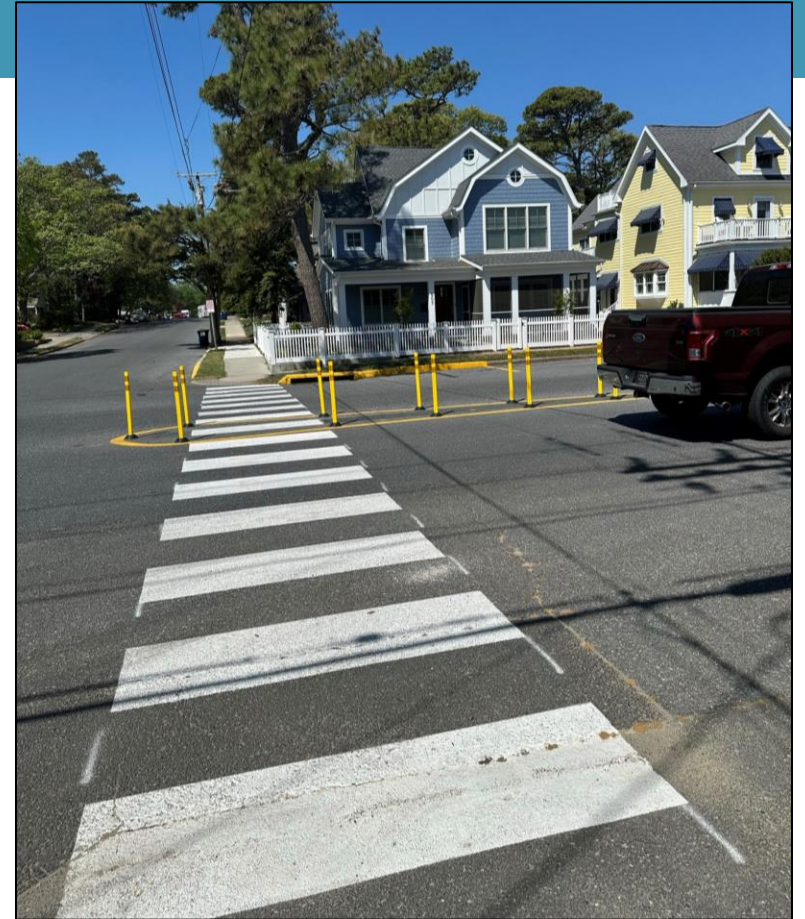
Question 11: *On a scale of 1 to 4 (with 1 being the least effective and 4 being the most effective), how effective have you found these temporary traffic-calming measures to be? (100 total responses)*



Question 12: What about these changes do you find effective/ineffective?

Among the **75 total responses**, the most common themes included:

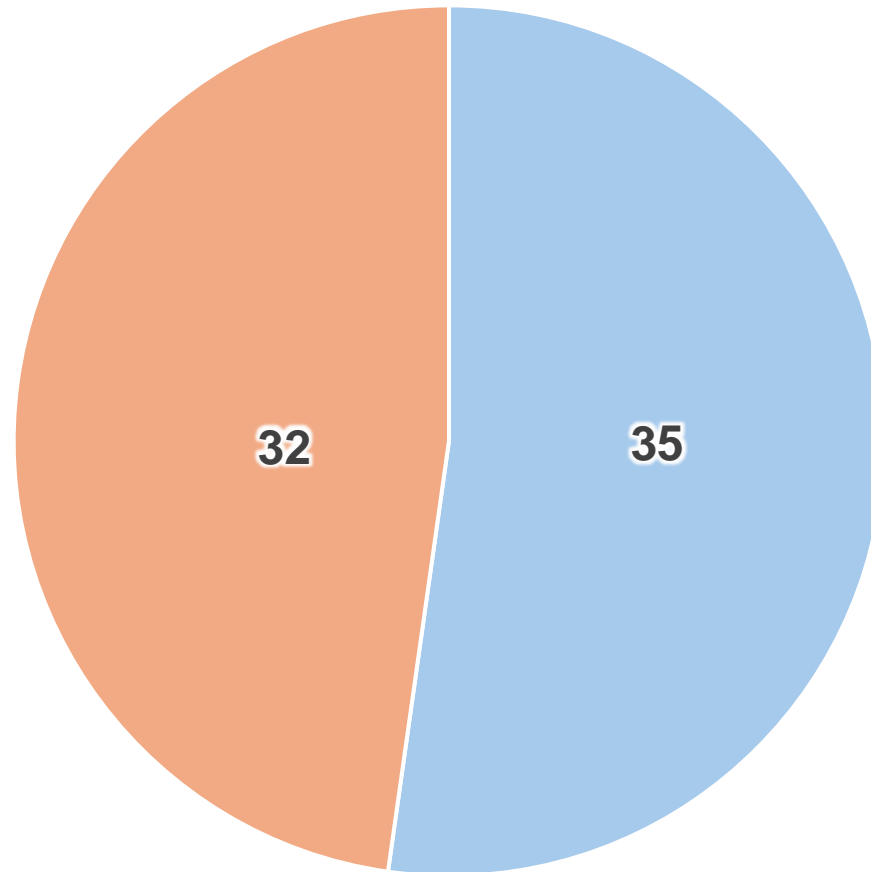
- Improved visibility and driver awareness of pedestrians. (**14 responses**)
- No change in driver behavior. (**10 responses**)
- Traffic calming measures are confusing or distracting. (**9 responses**)
- Traffic calming measures are unnecessary. (**9 responses**)
- Reduce traffic speed. (**6 responses**)



Refuge Island at King Charles Avenue and Stockley Street.



Question 13: *Of the two strategies employed, which did you find more effective?* (67 total responses)



- Bump outs at New Castle Street
- Refuge island at Stockley Street



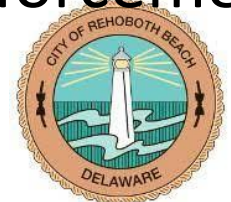
Question 14: Do you have any other comments you would like to share?



Refuge Island at King Charles Avenue and Stockley Street.

Among the **61 total responses**, the most common themes included:

- Request for similar traffic calming measures at other locations. (**9 responses**)
- Support for the refuge island. (**6 responses**)
- Traffic calming measures are unnecessary or overkill. (**6 responses**)
- Support for bump outs. (**5 responses**)
- Request for increased traffic enforcement. (**5 responses**)

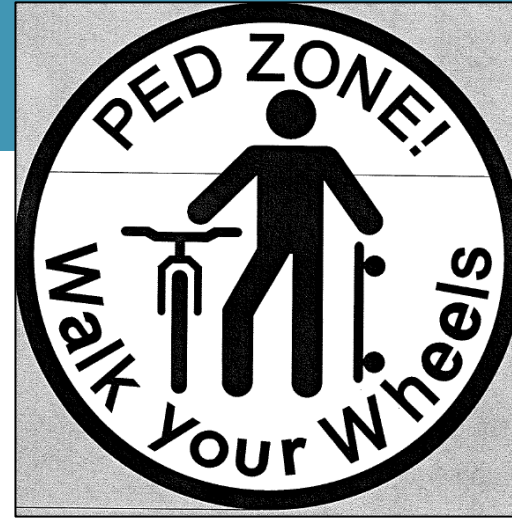


2024-2025 Priorities



Staff Priorities

- Install “Walk Your Wheels” medallions.
- Policy to ensure driveways are marked.
- Address motor scooter/scooter terminology.
- Evaluate locations for potential marked crosswalk installations.
- Ensure sidewalk gaps are filled.



Focus Areas for Board of Commissioners



- King Charles Avenue
- Change of Parking Season
- Garage Feasibility Study
- Skateboards and Scooters
- Pilot Project – Canal Street at Rehoboth Avenue



King Charles Avenue

Does the Board of Commissioners want to permanently implement any of the aspects of traffic calming that were done for the King Charles Avenue Pilot Study?



*Permanent Bump Outs and Crosswalk
Source: FHWA*

- Flex posts and paint are temporary.
- Making bump-outs or median islands permanent would involve concrete.



Change of Parking Season

R-35. Consider expanding the permit and metered parking season to run from May 1 through October 31 to help manage parking demand in the increasingly busy shoulder season.



Parking Restriction Sign, Rehoboth Beach DE

- Demand clearly extends beyond the current season.
- Could reduce enforcement staffing during these extended dates.
- Could consider a reduced parking fee before Memorial Day and after Labor Day.



Parking Meter, Rehoboth Beach DE



Garage Feasibility Study

R-30. Complete a feasibility study for the development of a parking garage downtown. The feasibility study should include:

- Evaluation of the feasibility of the lot adjacent to City Hall and the Martin's Lawn property.
- Review of site impediments and identification of countermeasures.
- Conceptual plans with architectural treatments suited for the character of Rehoboth Beach.



*Knighton Garage, Annapolis, MD
Source: visitannapolis.org*

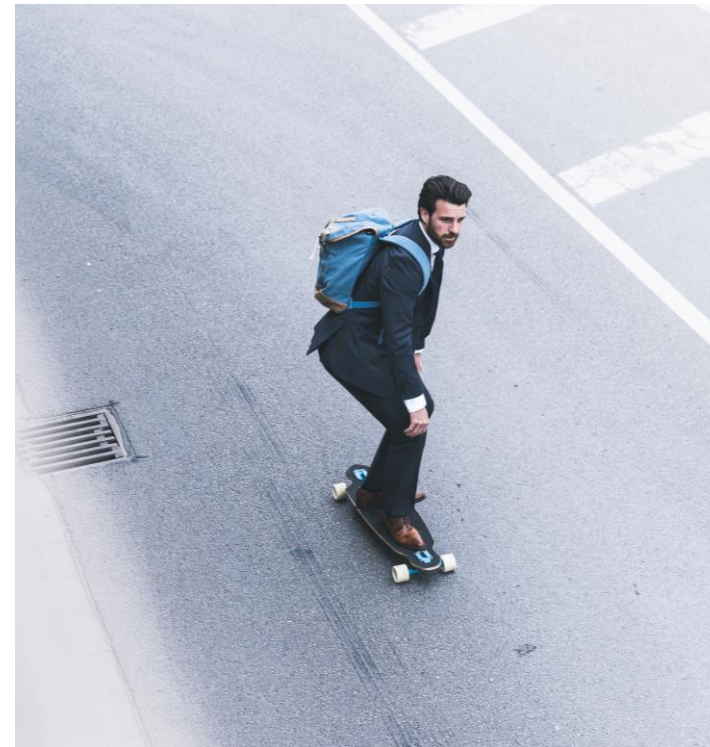
- Consideration of fee structures to make the garage viable.
- Development of cost estimates for construction.
- Evaluation of whether the facility should be owned and operated by the City or a public-private partnership.



Skateboards and Scooters

R-24. Evaluate whether skateboards and scooters should be allowed in Rehoboth beyond what the code currently provides.

- Scooters and skateboards are prohibited as follows:
 - Skateboard– Sidewalk or adjoining street, or any street in Rehoboth May 15-Sept 15; or on the boardwalk anytime.
 - Scooter – boardwalk or Rehoboth Avenue May 15-Sept 15.
 - On or around the bandstand.
- Scooters and skateboards provide a way for people to travel without using cars, potentially reducing the number of vehicles on the road.



Potential Pilot Project – Canal Street at Rehoboth Avenue

- Left turns are prohibited onto Rehoboth Avenue from Canal Street.
- Many drivers make this illegal left turn.
- Pilot Project - Install flex post median island, crosswalk, stop bar, and centerline striping.
- Evaluate effectiveness

Flex Post Median Island at King Charles Avenue and Stockley Street



Questions?

