

**TOWN OF SOUTH BETHANY
TRAFFIC (AD HOC) COMMITTEE MEETING MINUTES
March 30, 2017**

MEETING CALLED TO ORDER

Committee Chair John Janowski started the meeting at 9:00 a.m.

ATTENDANCE

PRESENT: John Janowski, Mike Trentadue (remote access), Chief Troy Crowson, Mike Somers (DeIDOT Senior Transportation Planner), Dave Wilson, Ann Gravatt, DeIDOT, Chip Kneavel, DeIDOT. Pat Vorveris, Mayor.

The Traffic Committee met March 30, 2017.

The original meeting scheduled for March 15, 2017 was cancelled due to weather.

Minutes from the January 18, 2017 Traffic Committee Meeting were reviewed and approved.

Status and action items included:

1. **DeIDOT Division of Planning representatives** Ann Gravatt and Chip Kneavel joined members of the Traffic Committee for a **tour of the Study Corridor**. Both planners have expertise with walkways/sidewalks including design and ROW. Their input was timed to assist the Committee in evaluating the study's walkway alternatives. The tour began at the intersection of Evergreen Road and Pine Road (FKA a paper street) and continued to Kent Ave. It was noted that South Bethany completed a title search of Pine Road and that it had been vacated by Superior Court but the actual boundary can only be identified by survey. It appears that Middlesex Beach Association recently installed a new or painted chain and black and white regulatory private property sign at both termini. DeIDOT's comment was that the ROW was "contact sensitive" and would require environmental permits for any improvement if federal and state funds were used. The best approach would be to leave the path as is and possibly add crushed gravel to improve the surface. The tour continued to Kent Ave./Black Gum Road. The approximate jurisdictional boundary between Bayside Tennis Club and Cat Hill, South Bethany was pointed out. Kent Ave. is owned by DeIDOT and unsafe for pedestrians. It was pointed out that a bicycle fatality occurred on Kent Ave. in Bethany last summer. The tour continued through the Cat Hill section of the study corridor identifying the improvements installed over the past year. Of particular importance were the painted yellow lines, white side lines, road geometry including ROW, unknown center line location, parking, view shed, and unimproved shoulders. DeIDOT's comments were that a designated walkway could be added on one side with modifications to the existing cartway (road surface). The new three-way stop sign improvement at Canal/Tamarack Drive was pointed out and that DeIDOT's turning movement study shows considerable pedestrian use. The tour continued along Canal Road which is the narrowest street along the corridor. It was pointed out that the Town owns the property between the Canal heads and the road. Continuing on Russel Road, the intersection of Town Road aka Pine Road was identified and the approximate alignment with Pine Road/Evergreen Road near Town Hall. The tour continued along Russel Road where on the north side is the only sidewalk along the

corridor. We turned back towards the Town Hall at the intersection of Evergreen/Russell Road. It was pointed out that the north side of Evergreen Road is owned by Middlesex Beach Association but maintained by South Bethany through an agreement. The tour did not proceed to Coastal Highway because DelDOT's planners said they were familiar with that segment when arriving for the meeting.

Upon returning to Town Hall for the Traffic Committee meeting Ann Gravatt explained the DelDOT's Transportation Alternative Program (TAP) and that a sidewalk along the corridor would be eligible. TAP uses 80% federal funds matched by the local government's 20% with a \$ 1 Million cap. DelDOT administers the program. Such a project would only be successful if the sidewalk was entirely within the ROW and are not eligible for utility relocation. TAP is a popular program with a 2 to 5 year waiting list. Projects located within MPO's and Urban areas get priority. South Bethany is not located in either area. A typical project begins with a concept plan which includes a public hearing, and corridor survey. Design costs will be determined during this phase. Not until the design phase are local funds committed.

2. The Committee voted approval to recommend to Town Council the **removal of the yellow center lines along the Study Corridor** as part of the micro surfacing project. Note that the white sidelines will also be removed. DelDOT commented that their policy is not to stripe subdivision streets. See justification statement.
3. The Committee voted approval to recommend to Town Council **to survey the boundary between The Town of South Bethany, Middlesex Beach Association, and Bayside Tennis Club**. See justification statement.
4. The **"No Outlet" sign** at the intersection of Anchorage Road and Ocean Highway has been removed. South Bethany installed a "No Outlet" blade sign at Peterson Road and Anchorage Road.

The Committee completed the evaluation/scoring of the Alternatives Matrix. The list started with over a dozen alternative measures and projects designed to improve traffic and safety conditions in the study corridor. Because of information learned during the past year and the implementation of the short-term projects the number of alternatives decreased. The list now stands at seven alternatives with subsets. The Traffic Committee intends to recommend a final list with rankings to Town Council in May. Since April is the last meeting before the Traffic Committee disbands a strategy on how to continue the objectives will be recommended to Town Council. More than likely this will continue as a responsibility of the Planning Commission. The next meeting is scheduled for April 20, 2017, Town Hall 12:00 to 2:00 p.m.

Public comment was heard.

Motion to adjourn was passed.