

Permitting, the anticipated expense is \$1,425,000.00. The anticipated expense for the Capital Improvements Program is \$1,357,300.00.

Commissioner Stan Mills was pleased to see that the contingency was increased enough to cover any potential loss from transfer taxes and if any grants come in less than anticipated. In January 2013, the City has to add multi-family recycling to its current program, and monies in the contingency may be used. He was curious to know who decides on the final design of the police uniforms.

Mr. Ferrese noted that under the police contract, there is a uniform committee which consists of himself, Police Chief Keith Banks and two police officers. This committee would discuss the style and color of the uniforms. Mr. Ferrese and Mayor Cooper would present this recommendation to the Commissioners for approval. Mayor Cooper was willing to defer to the City Manager and accept his recommendation regarding this matter.

Approval of the Budget will be placed on the agenda for the March 16, 2012 Regular Meeting.

Mayor Cooper called to discuss performing a complete city-wide property assessment.

Mayor Cooper's thought was to get a consensus of the Commissioners as to how they would want to proceed with this matter.

Commissioner Mills said that he would like to see the Commissioners develop a presentation to better educate and inform the public, and address concerns. This matter deserves more discussion. Topics which could be in the presentation are whether the Commissioners are using the reassessment as a vehicle for raising taxes, what the appeal process is, what the reassessment process is with regard to houses with grandfathering, variances, etc., if the reassessment process can be explained overall, how to determine the number of rooms, bathrooms and what the process is to be used, if inspections would be utilized for personal property, if the fee is reasonable, how the company would be selected to do the reassessment, whether the Commissioners would go with the company as stated or a RFP process, what the timeline is and how it would fit in with the use of market analysis and comparables, what the difference is between commercial and residential, etc. The presentation could better explain to people the advantages, disadvantages and justifications. Land values could be looked at. The processes used in other municipalities could be reported on including what their rollback rates are. Currently, Commissioner Mills has been looking into this. He has been in contact with the Lewes and Bethany Beach in this regard. If the Commissioners would consider going this route, he would be willing to work with Mayor Cooper to come up with something.

Commissioner Lorraine Zellers was inclined to go along with this idea. The main reason for doing a reassessment is fairness and trying to have an equal value of property across the board. It does not mean an automatic tax increase. Forty years has been a long time since the last reassessment was done. The longer the gap of time between reassessment periods, the longer the inequity is in many cases. An informational booklet could possibly be sent out to the public. The Commissioners should also consider in addition to the appeals process, exemptions for the elderly, disabled, low income, etc. so that they have an option to appeal and possibly get a lower assessment. This matter is worth discussing. More information is needed on what happens to the commercial property and how the reassessment would affect the property owners and those people who rent the buildings. This matter should be looked at closely before proceeding.

Commissioner Sargent said the taxes are so small that he would hate to make too big of a deal out of this. An equitable way of sharing the tax base is needed. A public discussion could be held which could be reflected in the newspapers. If the premise is accepted to spread the tax base based on the value of a property, then reassessment would seem to be mandatory. Commissioner Sargent felt comfortable with moving forward with using someone who is proven in this area and do a fair job, and the citizenry is happy.

Commissioner Hunker said that the communication plan is key, and time should be spent on communication with the public.

Commissioner Coluzzi thought that the reassessment is a good idea, and communication is top priority. It makes sense to talk with Lewes and Bethany Beach to find out what their experience has been. It will help the Commissioners to understand what they may face in their communications and what people can expect. Commissioner Zellers agreed.

Commissioner Gossett said that this is a new process which will be started. A communication plan is very important, and follow through is also needed. A process would need to be established that the administrative staff is familiar with and can handle if the IT system is up to the requirements to manage this.

The infrastructure will need to be in place to carry this forward. The entire process will need to be looked at. The reassessment should be done.

NEW BUSINESS

Mayor Cooper called for the presentation by Delaware Greenways on the draft Bicycle/Pedestrian Master Plan.

Streets & Transportation Committee members in attendance at the meeting were Commissioners Coluzzi, Sargent and Zellers, Ms. Cindy Lovett, Mr. Dennis Diehl, Mr. John Gauger and Mr. Jim Ellison.

Mr. Jeff Greene of Delaware Greenways gave his presentation of the draft infrastructure recommendations for the City. This presentation is a result of two Committee meetings and a Public Meeting held on November 19, 2011. A Public Meeting is planned for February 2012, and a Public Hearing with the Board of Commissioners is planned for April 2012. Then the plan would be finalized in May 2012. From the Public Meeting held on November 19, 2011, the citizens present identified the top five challenges: 1. Lack of an east-west bike route other than Rehoboth Avenue. 2. Education of tourists and residents. 3. Silver Lake Bridge – speed of traffic, closeness of passing traffic and crossing the bridge in general. 4. Scarborough avenue/Schoolvue connectivity. 5. Crossing Route 1 from the west to get to Rehoboth. The first four goals are: 1. Improve safety for pedestrians and bicyclists through physical improvements and policy initiatives. 2. Identify bicycle routes that are enjoyable and relatively safe within the City. 3. Improve connections for pedestrians and bicyclists within the City and to the region's trails and parks. 4. Coordinate with appropriate entities to improve connections to destinations that lie outside of the City's jurisdiction. The second four goals are: 1. Promote walking and biking, particularly for short trips to downtown Rehoboth Beach. 2. Create appropriate educational materials for motorists, bicyclists and pedestrians. 3. Promote Rehoboth Beach as a bicycle friendly city. 4. Establish a City policy that provides an ongoing review of the continuity of safe pedestrian and bicycle travel throughout Rehoboth Beach from season to season. The guiding principles for improvements are: 1. Design for families. 2. Find the best balance among vehicles, pedestrians and bicycles. 3. Consider streets and sidewalks as a system. 4. Try the least intrusive, least costly improvement first. 5. Establish a convenient and easy to use bicycle network. 6. Make best use of the least traveled streets. 7. Consider separate trails where possible. The basic dimensions for bicycle lanes are five feet for comfortable lateral clearance and three feet for essential maneuvering space. Most Rehoboth streets have 10 foot lanes. Given the need for on-street parking, few streets are wide enough for bicycle lanes. The basic dimensions of a shared lane are 112 inches long and 40 inches wide. The shared lane pavement marking is a sharrow. The definition of a shared lane is a travel lane shared by both motorized vehicles and bicycles. More and more, communities are marking such lanes with sharrows and signing. In a 10 foot minimum width lane, the sharrow calls attention to bicycles. In a 15 foot maximum width lane, the sharrow moves cars further left and bicycles almost out of the door zone. The bicycle boulevard is an emerging concept. A bicycle boulevard is a low speed street that has been designated for bicycles through treatments such as traffic calming, traffic reduction, signage and pavement markings, and intersection crossing treatments. A short video was shown of how the bicycle boulevards are effective in Portland, Oregon. The characteristics of a bicycle boulevard are: 1. Low motor vehicle volumes. 2. Low motor vehicle speeds. 3. Logical, direct and continuous routes that are well signed and marked. 4. Provide convenient access to desired destinations. 5. Minimal bicyclist delay. 6. Comfortable and safe crossings at intersections. Bicycle boulevard traffic calming tools such as speed bumps, bulb-outs, etc. are used to slow the speed of traffic. Maps were provided of the recommended bicycle network and bicycle boulevards for the City. Rehoboth Avenue is not a bicycle network street. A map was provided showing bicycle parking stations for the City. The purpose of the stations is to provide bicycle parking where needed and safe, connect bicycle parking to the bicycle network and provide sufficient opportunities for bicycle parking convenient too but not on Rehoboth Avenue. Given the narrow and crowded sidewalks, one option is to locate the parking stations on the street. In the tight downtown area, a possible location is the first parking space at the corner. This would increase corner sight distance. In regard to the location decision process, the Streets and Transportation Committee would coordinate with the Police Department and the City Manager to balance demand and impact on parking supply and safety. Bicycle infrastructure improvement locations would be: 1. Rehoboth Avenue Gateway. The key issues for the Rehoboth Avenue Gateway are: A. Leads bicyclists to Downtown Rehoboth via a safe and convenient route, not via Rehoboth Avenue. B. Need a safe crossing of the Canal for bicycles. C. Connection to the Junction and Breakwater Trail and accommodates a potential trailhead. D. Links to neighborhoods on west side of Route 1 and coordination with the Interconnectivity Study now underway for the Trail. E. Leads bicyclists to Gordon's Pond Trail via a safe and convenient route. F. Connects Canal Street to Grove Park. G. Connection to the proposed Water Taxi Station. An aerial view of the Rehoboth Avenue Gateway and a section of Rehoboth Avenue between the Canal Bridge and the Circle were provided. The bike lane across the Canal Bridge would be extended on both sides. To protect bicyclists

on the open grate bridge deck, a portion of the bridge deck would need to be replaced/covered in the bicycle lane with a bicycle friendly surface. Two crosswalks for bicycles and pedestrians would be created at the Rehoboth Museum and would be framed in with a median. An overhead trail crossing sign would also be important.

2. Northern Gateway. The key issues for the Northern Gateway are: A. Connect Rehoboth's street network to Gordon's Pond Trail and Cape Henlopen State Park. B. Connect the beaches to the street network. C. Improve connections to downtown. D. Improve Surf Avenue for bicycles or develop a parallel trail. An aerial view was provided of the Northern Gateway showing that it connects to Gordon's Pond Trail to Rehoboth Avenue and the Junction and Breakwater Trail and downtown. Option 1 for the bicycle lane alternative for Surf Avenue would be to reconstruct parking lanes on both sides to full depth pavement and stripe the resultant 37 foot roadway to include a two-way bike lane on the ocean side and a parking lane on the land side of Surf Avenue. Option 2 would be to reconstruct parking lanes on both sides to full depth pavement and stripe the resultant 34 foot roadway to include bike lanes on each side of Surf Avenue. Parking would be eliminated. Option 3 would be to add sharrows and keep all else the same. An aerial view of a trail option near Surf Avenue was provided. An overhead trail crossing sign would be placed at Surf Avenue where the trail would begin.

3. Connecting Schoolvue and Country Club Estates. The key issues for connecting Schoolvue and Country Club Estates are: A. Adequate pedestrian connection between Schoolvue and Country Club Estates neighborhoods. B. Poor bicycle connection between the two neighborhoods because Turtle Bridge was designed for pedestrians. Turtle Bridge is narrow with narrow approach sidewalks to the bridge. New sidewalks designed for Safe Routes to School program were designed for pedestrians. There is no direct connection from the streets of Schoolvue to the bridge. An aerial view was provided to show a new bicycle connection between Schoolvue and Country Club Estates. The new bridge would have an approximate span of 150 feet. Turtle Bridge would be kept open to pedestrians. Examples were provided of pre-designed, package bridges. The advantages of these types of bridges are quick assembly, minimum foundation work, attractive truss design and cost.

4. Southern Gateway and Lake Drive. The key issues for the Southern Gateway are: A. Narrow bridge over Silver Lake which is not friendly to bicycles, and the sidewalks are too narrow. B. Carries public transit vehicles. C. Main connection to Dewey Beach. D. Bayard Avenue not bicycle friendly with median, tight travel lanes and parking. E. Silver Lake is one of the most picturesque locations in Rehoboth Beach. An aerial view and section were provided of Silver Lake Bridge. The proposed interim improvement would be to relocate the existing sidewalk to one side of the bridge deck and permit bicyclists to walk bikes on the sidewalk. The ultimate improvement would be to have a new pedestrian/bicycle friendly bridge. An aerial view and section were provided of Lake Drive between Scarborough and Bayard Avenues. A two-way bike lane is proposed. Two options exist to achieve the minimum width for the bike lane: A. Minor widening into the park. B. Remove nine parking spaces. An aerial view and section of Lake Drive between Bayard and King Charles Avenues were provided. A two-way bike lane is proposed.

5. King Charles Avenue. An aerial view and section of King Charles Avenue between Laurel Street and Lake Drive were provided. The entire length of King Charles Avenue could provide bike lanes going in both directions. Additional alternatives would include a center two-way bike lane and where both sides have angled parking, sharrows could be used; and to the south, bike lanes. Additional notes are: A. Regardless of the option chosen, sharrows should be installed on the curve to First Street. B. Applicable to all options is the installation of bulb-outs at each intersection to reduce the distance a pedestrian must travel to cross King Charles Avenue. C. Consider raising the center bicycle lane two to three inches and beveling the sides to provide additional protection to bicycles. This would be similar to a raise intersection. End the raised pavement at each crosswalk. D. An additional treatment for the center two-way bicycle lane would be to use green colored pavement. E. Consider overhead lane control signing to designate the bicycle lane.

6. First and Second Streets. A bicycle lane is not possible on Second Street with the street being 33 feet wide and having parking and turning lanes. There is no space for a separate bicycle lane on First Street with the street being 33 feet wide with parking on both sides. Strategic placement of sharrows could be considered for both streets. An alternative for First Street is parking on one side with bicycle lanes. A map was provided showing a proposed one-way street network. One-way streets provide the opportunity to provide bicycle lanes in the downtown area and/or wider sidewalks. This option would require a detailed traffic circulation study and an assessment of impacts to business access. A map was provided which showed proposed pedestrian infrastructure improvement locations. The types of improvements would be: 1. Increase corner parking clearance. Currently, cars are parked too close to the intersection. They limit sight distance for vehicles, bicycles and pedestrians. Removal of on space adds 20 additional feet of sight distance which is sufficient for low speed traffic. 2. Create a pedestrian plaza at the Boardwalk end of the Avenue. The traffic would need to be limited around the Bandstand to transit vehicles and loading vehicles in order to create a pedestrian plaza. Bicycles would be directed to parking stations to the north and south. 3. Revise traffic signal phasing. A head start would be provided for pedestrians to start crossing the Avenue before the right turns from First Avenue are given a green light. Straight through traffic would begin as usual with the pedestrians. This would insure that pedestrians get the right-of-way rather than having to fight through the first vehicle turning

right. Movement would be held for seven seconds to give the pedestrians crossing the Avenue a head start. DelDOT approval would be required. Aerial views were provided of Rehoboth Avenue to show pedestrian improvements. A crosswalk spacing analysis was done to show the lack of marked crosswalks to the median parking areas. Issues addressed for Rehoboth Avenue pedestrian improvements were: 1. Crosswalk spacing. The Plan reduces the maximum spacing to less than 500 feet. 2. Every median island with parking would be accessed by a crosswalk. 3. No parking spaces would be eliminated. 4. Mid-block crosswalk warning systems should be considered as appropriate. A low cost method of improving the percentage of motorists that yield to pedestrians at mid-block crossings such as on Surf Avenue and on Rehoboth Avenue would be to consider sleeping policemen. Installation could be in the high season only or all year-round. They must be anchored to the pavement with break-away anchors. DelDOT approval would be required for State roads. Another alternative would be rapidly flashing pedestrian warning signals. Video detection separates those people who want to cross from those just walking past or finished crossing. These signals are used when Sleeping Policemen are not effective enough. DelDOT approval would be required for each installation. The next steps in the process are to publish Tech Memo 3A, develop a policy and management recommendations, hold a Public Meeting on February 18, 2012 at 10:00 a.m. in the Commissioners Room, a meeting with Streets & Transportation Committee on February 24, 2012 and Public Tech Memo 3B.

Mr. Howard Menaker, Dover Street, suggested that this presentation be placed on the City website as soon as possible to provide for better citizen input.

Mayor Cooper commented that with what is proposed, there would be too much paint on the streets. People come to this City to get away from the regimentation of signage, etc. The recommendation was made for the possibility of one-way traffic in a year-round situation for a three-month issue during the summer season. He asked where the definition of the problem is. Commissioner Coluzzi said that the definition of the problem is the accident report and the number of people who have been hit by cars, pedestrians and bicyclists. Mayor Cooper asked if this could be compared to like municipalities regarding the accident data, and he thought the study should be focused on Rehoboth Avenue and downtown. Mr. Greene said that there is where there is the least amount of ability to do anything. Commissioner Coluzzi noted that the idea is to pull people off of Rehoboth Avenue so there is not a problem.

Commissioner Hunker said that the idea is to find someplace where it is safe for pedestrians/bicyclists to come into the City. This is worth discussing and finding a solution to the situation.

Commissioner Gossett noted that these ideas are worth further investigation, and some are priorities. There was no mention of the Boardwalk, and this should be included in the plan. The other issue which is something unique to the City are the bike surreys and how they should be treated whether as bicycles, vehicles, etc., and what laws they need to observe. The City is more of a resort community than an urban area. The thought process needs to be figured into this somehow. A communication plan is needed. The City needs to reach out to visitors through realtors, Chamber of Commerce, Main Street, etc.

Commissioner Coluzzi did not agree. People want to be able to ride their bikes safely. The whole idea of the bike trails, sharrows or bicycle boulevards is to get people away from Rehoboth Avenue, the connectivity between communities being able to go to bike trails in the north and west and to get to Dewey Beach.

Mr. Greene said that he would create a detail which will show in a given block or stretch of blocks, the amount of striping for things that are involved. There would not be a lot of sharrows. Only one or two would be used in a two-block area. He has started working on a signage package such as a series of bike route signs.

Ms. Cindy Lovett, 510A Rehoboth Avenue, commented that Canal and Silver Lake Bridges are dangerous for bicyclists. A way needs to be figured out to get the bikes off of Rehoboth Avenue. She commented that there are no signs on the sidewalks for no bicycles on the sidewalks.

Mr. Walter Brittingham, 123 Henlopen Avenue, said that this is also about pedestrians and not only about bicycles. The City still does not require sidewalks with all new major construction. Sidewalks are not required to be finished because pedestrians walk in the streets. Installation and completion of sidewalks needs to be done. Putting up signs for the bicyclists would let the people know that they are to be responsible, and there should be enforcement. He thought that an easement should be put in around the lakes so sidewalks could be put in. He noted that the results of the traffic studies should be asked for which was done by DNREC at the circle on Rehoboth Avenue at Church Street.

Ms. Bitsy Cochran, Baltimore Avenue, asked if the City has right-of-way on the school side of Turtle Bridge. Mayor Cooper said that the school can close it off at anytime. The City owns the bridge. At the

proposed site of a new pedestrian bridge at the extension of Stockley Street, there is continuous right-of-way.

Commissioner Coluzzi said that the Streets & Transportation Committee will be back in session in the near future, and it will make recommendations to the Commissioners in terms of where it wants to go with this plan. This would be a plan which would be reviewed periodically.

Commissioner Hunker thought with the onset of a new summer season, safe improvements can be made with better signage and arrows to help people.

Mayor Cooper called for the presentation by the Lewes-Rehoboth Canal Improvement Association on the status of the water taxi terminus at the Rehoboth Beach Museum.

Commissioner Mills recused himself from this portion of the meeting.

Mr. Matt Spong of LAS, Mr. Carey Webb & RK&K, Ms. Betsy Dreamer of Lewes Chamber of Commerce, Mr. Mark Carter of Dogfish Head, Mr. Paul Kuhns of Rehoboth Beach Historical Society, Mr. Scott Thomas of Southern Delaware Tourism and Mr. Ed Lugowski of Delaware Sea Grant were in attendance at the meeting. Commissioner Coluzzi noted that the Lewes-Rehoboth Canal Improvement Association received a grant from DNREC to explore the feasibility of a water taxi connecting Lewes and Rehoboth. Mr. Mark Carter and Mr. Scott Thomas gave the presentation. The Project Team of the Lewes Rehoboth Canal Improvement Association (LRCIA) consists of Mr. Mark Chura of Delaware Greenways, Mr. Scott Thomas of Southern Delaware Tourism, Mr. Mark Carter, LRCIA Treasurer. The LRCIA is a 501(c)(3) non-profit organization consisting of a volunteer staff composed of Board of Directors. Its mission is to improve the appearance and functionality of the Lewes-Rehoboth Canal corridor in order to better serve residents and visitors to the Cape region of Delaware. The Project Team consists of LRCIA Board Members, City of Rehoboth Beach, Rehoboth Beach Historical Society, Town of Dewey Beach, Delaware Greenways, Southern Delaware Tourism, Rehoboth Beach-Dewey Beach Chamber of Commerce, City of Lewes, The Lewes Historical Society, Lewes Chamber of Commerce and University of Delaware's Sea Grant Program. Aerial images were provided of the overall canal, Lewes and Rehoboth Beach Museum. The water taxi terminus requirements would be: 1. Dock shall accommodate up to two 30 foot pontoon boats. 2. Dock shall accommodate a non-powered vessel (canoe/kayak) launch. 3. Facility shall be ADA compliant. 4. Facility shall comply with all Federal, State and Local codes. A summary of the design process was provided: 1. Preliminary Concept Plan was done on June 29, 2011. 2. Revised Concept Plan was done on October 20, 2011 with the following requirements: A. Verified that a development plan could provide access to the Canal for a pier and dock to accommodate two 30 feet pontoon boats and kayak launch. B. It meets ADA requirements. C. Ties into existing Museum site. D. Compliments existing architecture. E. Creates Western Gateway for City. F. Creates a stronger link between Lewes and Rehoboth Beach. The LRCIA Project Team participated in a Joint Process Meeting on October 20, 2011. The Concept Plan was reviewed by regulatory agencies such as DNREC – Subaqueous Lans Section and Coastal Zone Management, US Army Corps of Engineers (USACE) and EPA. The Concept Plan was revised to reflect the comments of the Joint Process Meeting and the Design Liaison Sub-committee Meeting on December 6, 2011. The consensus of those in attendance at the Joint Process Meeting was that the need for this project could be justified to fulfill recreational and tourism needs. It can tie into the existing facility in Lewes with eco-tours for educating the public about the historical and environmental significance of the Canal, the Canal's connection to the Delaware and Rehoboth Bays, and natural resource protection and education. This site is already connected to historical education (Rehoboth Beach Museum) and Grove Park's recreation facilities. The design constraints are topography and utilities. The bank drops off 24 feet vertically over 33 to 50 feet horizontally which is an approximate 2:1 slope. The 16 inch City water line and Verizon conduits cross under the Canal. The aerial 12kV electric distribution line crosses the Canal. The 30 inch storm drain outfalls are located on the north and south side of the Canal. MissUtility located an eight inch sanitary force main, City sanitary sewer and Comcast lines on site. A summary of the lease terms was provided. The Rehoboth Beach Historical Society's lease of Canal property from the US Army Corps of Engineers contains approximately 0.43 acres. The lease is for the purpose of making general landscaping improvements and development of the waterfront adjacent to the Rehoboth Beach Museum. The term of the lease is for 25 years which began November 21, 2005 and ends November 22, 2030. The Rehoboth Beach Historical Society cannot transfer nor assign this lease or sublet the premises without written consent of US Army Corps of Engineers, shall maintain all soil and water conservation structures that may be in existence on the premises, and shall take appropriate measures to prevent or control soil erosion on the premises. Aerial views were shown of the existing site conditions, existing lease and easement, concept plan. A rendering of the site was also provided. The Concept Plan highlights the riparian buffer utilizing emergent plantings which would improve water quality – filtration, provide erosion control, provide wildlife habitat and compliment natural environment. It also highlights the boardwalk in lieu of a bulkhead and a canoe/kayak tapered ramp. Photos of the existing site condition were

Provided. A Concept Plan rendering was also provided. The total estimated project cost would be \$849,372.00. In regard to the Feasibility Analysis, potential funding mechanisms were identified: 1. DelDOT – Community Transportation Fund and Transportation Enhancement Program (TEA-21). 2. DNREC, Division of Parks & Recreation – Delaware Land and Water Conservation Trust Fund. 3. Delaware Economic Development Office – Tourism Matching and Direct Grants. Potential permits were also identified: 1. US Army Corps of Engineers – General Permit. 2. DNREC Wetlands and Subaqueous Lands – Lease and Dock Permit. 3. Coastal Zone Management Consistency. 4. Sussex Conservation District – Stormwater Management and Sediment & Erosion Control. 5. State of Delaware – Architectural Accessibility Board. Multi-modal link opportunities were identified: 1. DART Bus – Route 201 from Rte. 1 Park and Ride, 2. DRBA Ferry Shuttle, 3. Junction & Breakwater Trail connection. The water taxi project will improve the appearance, accessibility and functionality of the Lewes-Rehoboth Canal and will improve the public's appreciation of the natural resources and recreational features of the Canal. The addition of a mass-transit opportunity will reduce vehicular traffic on area roads and provide a unique way of linking together the Cities of Rehoboth Beach and Lewes' many attractions. Project design constraints can be solved: 1. Pedestrian access can be achieved in an attractive and environmentally friendly manner. 2. The existing lease allows for making general landscape improvements and development of the waterfront. The lease may need to be modified depending on the water taxi operator. 3. Impact to existing facilities can most likely be avoided with verification of locations. If relocation is necessary, it would have significant implications on the project's budget. 4. DelDOT has a bridge maintenance permanent easement which overlaps the Museum's lease with the USACE. In recent communication with DelDOT, it had no objection to the concept plans. However, final plans will need to be submitted to DelDOT Maintenance & Operations for approval. 5. Permits for dock construction can be granted from the USACE & DNREC's Subaqueous Lands and Coastal Zone Sections. 6. Sediment erosion control and stormwater management issues have been preliminarily addressed in the Concept Plan. Permits can be obtained and the final product will reduce run-off quantity and improve run-off quality. 7. ADA compliant access is possible and will create an attractively landscaped Western Gateway into the City. 8. Several sources of potential funding have been identified: State Legislature's Community Transportation Funds, DelDOT's Transportation Enhancement Program and DNREC Land and Water Conservation Greenway and Park Development Grants. Based on the information already compiled through this study, it would be possible for the LRCIA to apply for these funds if a partnership with the City, as landowner, could be formally established. A project implementation schedule was provided with it showing that a water taxi could be operational by late summer 2013. The tourism aspect is that the time is now to implement alternative transportation options for visitors. Over the last three years, more public transportation options have been among the top three requests compiled in the annual Southern Delaware Tourism Visitor Survey. The water taxi will be an attraction within an attraction. Increased visitation will further fuel the economy. With regard to the First State Trails and Pathways, the Governor's initiative would be supported by meeting these goals: 1. State legislature's part of a world-class interconnected, non-motorized trails and pathway network. 2. Linking Delaware communities internally to support more sustainable local economies and externally expand the linkages between the State's neighborhoods, towns and cities. 3. Developing/implementing sustainable practices in the creation of Delaware's pathway and trails network, such as supporting native landscaping and natural habits. 4. Supporting more healthy communities by providing safe and affordable active transportation choices. The next steps in the process are to partner with the City, prepare and submit grant applications, champion the project to build public enthusiasm and support and interact with the public and stakeholders to listen to and implement ideas. The ownership and operation of the water taxi would be contracted out. Mr. Carter noted that the City would be a sponsor for this project, and the Association would be asking for monies if there is a buy-in. The funding would be done together with regard to maintenance costs. A copy of the feasibility study will be forwarded to the Commissioners. There would be a limited off-season time for the water taxi due to winter weather and temperatures.

Mayor Cooper thought that this would be a great improvement to the Canal, but there would be a problem with how to get kayaks to the launching location. This probably will create a parking demand which the City does not have a way to meet at that this location. Mr. Carter noted that there are add-ons to the project such as a kayak launch with a winch system for lowering the kayaks. There could be a possible parking area across the Canal to support this plan. Mayor Cooper said that this discussion would be needed. Mr. Carter said that at this point, the feasibility study is more for whether infrastructure can go in place that would allow a water taxi service and access to the water. The feasibility does not address the type of usage anticipated and congestion in the Canal; but it can be researched. No parallel study has been done about the operation of the water taxi. RFP's can be done to several water taxi companies and other interested parties. Proper signage would be used that this would not be a marina.

Commissioner Hunker noted that this infrastructure can be built without the kayak launch. The idea is to

get support from the Commissioners so grant can be pursued. This will be a great possibility and enhancement to the Canal. This would go beyond the May 15 to September 15 timeframe so parking will not always be a big issue.

Mr. Howard Menaker, Dover Street, said that in order to meet the schedule, funding is needed quickly. Timing is critical to have a formal proposal done before the March budget meeting.

Commissioner Coluzzi noted that the Secretary of DNREC is willing to fund part of the project with some matching funds that the Board would have to raise and would like to ask the City for. The Board would asking for approximately \$30,000.00 to \$40,000.00 from the City. She hoped that this would be placed in to the budget if there is consensus from the Commissioners to move forward with this project.

Mr. Alex Moore thought that this could be a revenue generating opportunity for the City. There could be minimal fees for kayakers. Operators should be paying fees.

Mayor Cooper said that helping to fund the project would be one thing, but to accept the maintenance issues is a bigger problem.

Mr. John Gauger suggested that this ramp be ADA compliant. He thought the City could look into acquiring the propane property on the other side of the Canal for parking.

CITY MANAGER'S REPORT

City Manager Gregory Ferrese reported that the City is presently advertising to accept sealed bids for the purchase of a new beach cleaner to replace the 2006 beach cleaner. Sealed bids will be opened on March 6, 2012. Sealed bids will also be opened on March 8, 2012 for a new tractor to replace the 2000 tractor. Monies have been allocated in the 2012/2013 Budget for these purchases. A pre-construction meeting was held on January 30, 2012 with Shade Construction in regard to the renovations to the Delaware Avenue restrooms. This project has currently started and will be completed before Memorial Day 2012. The ADA Ramping Project is proceeding on schedule. Mr. Ferrese has been advised by the State Transportation Department that by the end of February 2012 it will release the Lake Avenue design of the project, and engineering work will begin.

COMMITTEE REPORTS

There were no reports.

CITY SOLICITOR'S REPORT

There was nothing to report.

COMMISSIONER ANNOUNCEMENTS/COMMENTS

There were no announcements/comments.

Discuss items to include on future agendas.

There were no items.

The Mayor and Commissioners Regular Meeting will be held on Friday, February 17, 2012 at 7:00 p.m.

There being no further business, Mayor Cooper adjourned the meeting at 12:03 p.m.

Respectfully submitted,

(Pat Coluzzi, Secretary)