

TOWN OF OCEAN VIEW
DELAWARE

September 14, 2021

TO: Honorable Mayor and Council

FROM: Kenneth L. Cimino, Director of Planning, Zoning & Development *KLC*

VIA: Carol S. Houck, Town Manager *CSH*

SUBJECT: Monthly Update for the Dept. of Planning, Zoning & Development as of September 9, 2021

Maintenance & Operations

Seasonal tree trimming in the right of way along Woodland Avenue and Hudson Avenue was started on August 16, 2021. The project was not completed. Tree trimming will continue September 16, 2021 along Woodland Avenue, Betts Avenue and Daisey Avenue. Impacted property owners have been notified by letter of this activity on August 31, 2021.

Seasonal tree trimming along Tyler Drive will be completed on September 20 and September 21, 2021. This tree trimming does not have a direct impact on property owners and the Homeowners Association was notified on August 19, 2021.

Inlet repairs continue at two drainage inlets on Amandas Way in the Savannah's Landing Community. The damaged drainage inlets had to be reconstructed (see attached photo).

Sidewalk repairs at John West Park were completed on August 26, 2021. This project included removal and replacement of several damaged slabs of exposed aggregate sidewalk. Also included was a new section of sidewalk from the public restroom to the existing paver sidewalk on the parking lot side of Town Hall.

Sidewalk repairs will begin in Avon Park on or about September 15, 2021. The Homeowners Association was notified.

Traffic and Safety

A "before and after" Traffic Study was completed this summer along the Woodland Avenue and Central Avenue corridors, north of State Route 26. The study focused on vehicular speeds and directional travel to address cut through traffic.

The Executive Summary is attached to this report for your review. The Town will be implementing a restricted right turn from southbound Central Avenue to Westbound Oakland Avenue to reduce the traffic volume and increase safety along this 20-foot-wide residential street. Property owners on Oakland Avenue will be notified prior to implementing the turn restriction.

Land Use and Development

The Blue Heron subdivision located on Woodland Avenue is scheduled for a concept review in front of the Planning and Zoning Commission on September 16, 2021.

Capital Projects – Pedestrian Mobility

Design of the West Avenue Pedestrian Mobility Project from Atlantic Avenue to John West Park is complete. This project will be advertised this fall with construction expected to commence on or about January 5, 2022 with an anticipated completion date of May 13, 2022. All proposed improvements will be constructed within the Town's right of way. We are in the process of scheduling a meeting with residents along West Avenue who are directly affected by the project.

Design of the Daisey Avenue/Woodland Avenue Intersection Improvement Project is 40 percent complete despite the addition of sidewalks along Daisey Avenue, Central Avenue and the incorporation of traffic calming measures. The sidewalks and traffic calming measures were not part of the original scope. The schedule for this pedestrian Mobility Project along Daisey Avenue leading to the Assawoman Canal Trail was accelerated. The project was initially scheduled to be designed in 2024 with construction in 2025. As of this report the anticipated construction date for this project is September 2022.

Design of the Woodland Avenue Pedestrian Mobility Project from Atlantic Avenue to Hudson Avenue is twenty percent complete. As of this report a construction date has not been determined.

Capital Projects – Drainage Improvements

The Country Village and Country Estates Drainage Improvement Project is on hold until the Town can acquire the needed drainage easements for conveyance of water from the right of way to the Prong 4 of the Deep Hole Tax Ditch.

Design of the Hudson Avenue Pipe Culvert Replacement Project is seventy-five percent complete. As of this report the anticipated construction date is May 2022.

Design of the Cottages Drainage improvement Project is fifty percent complete. As of this report the anticipated construction date is October 2022.

Permits & Certificates of Occupancy (C.O.'s)

Total building & sign permits issued in July & August: **93**

Total C.O.'s issued in July & August: **48**

Business & Rental Licenses

- Total Business & Rental Licenses issued for CY21: **1266**

Code Enforcement

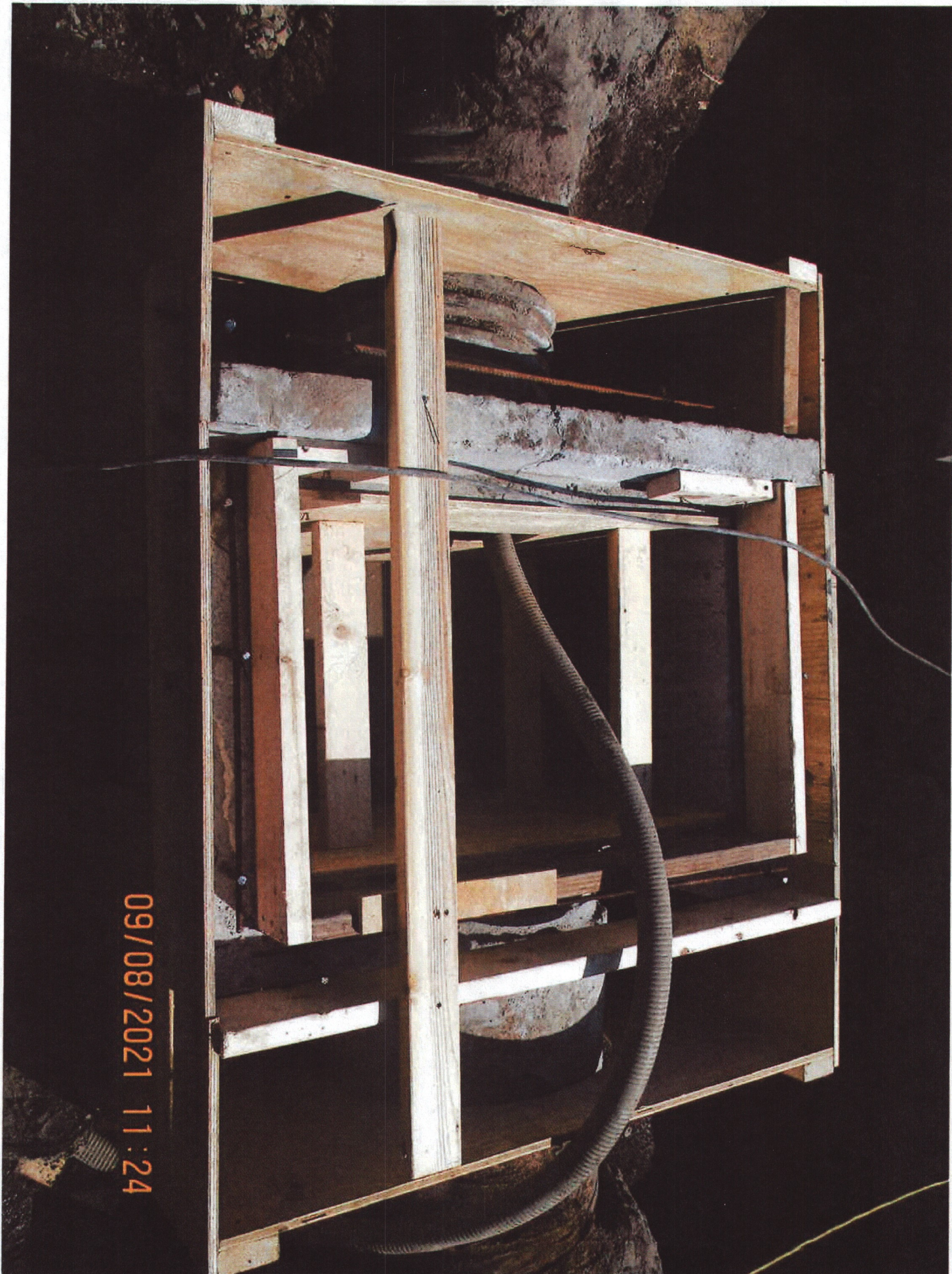
We issued **(7)** code violation notices for failure to obtain a building permit, **(11)** code violations for failure to obtain a business license, **9** property maintenance violation letters for tall grass, **(2)** property maintenance violations for overgrown shrubs/trees and **thirteen (13)** rental license/GRRT violations.

Code enforcement issued a Cease-and-Desist order to the owner of 6 Ocean Mist Drive for violating the Rental Occupancy Limit Ordinance and for violation of §140-152 of the Town Code which reads:

Dwelling Unit - One or more rooms, designed, occupied, or intended for occupancy as a separate living quarter, with cooking, sleeping, and sanitary facilities provided within the dwelling for the exclusive use of a single family, as defined in this chapter, maintaining a household.



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MEMORANDUM

TO: Town of Ocean View
Kenneth L. Cimino
Director of Planning, Zoning and Development

FROM: Jaime A. Vargas, PE, PTOE
WM Project Manager

DATE: September 1, 2021

RE: Town of Ocean View – Traffic Flow Evaluation Before and After Study

WM PROJ. No.: 220024.0004

Purpose

The purpose of this memorandum is to serve as a follow-up study (2021 “After Study”) to compare the results of the traffic calming improvements that were captured along the Woodland Avenue and Central Avenue Corridors over the 4th of July holiday weekend in the Town of Ocean View, Delaware. These improvements are based upon the recommendations of *Traffic Flow Evaluation* (“Before Study”), dated December 12, 2019, and the proposed recommendations presented by Wallace Montgomery (WM) to the Town of Ocean View in April 2021.

Background

In May 2021, the Town of Ocean View implemented the following intersection traffic control improvements to deter cut-through traffic and support traffic calming measures:

- Woodland Avenue and Daisey Avenue: All-Way Stop-Control
- Woodland Avenue and Betts Avenue: All-Way Stop-Control Supplemental Plaques (Installed in August 2021)
- Woodland Avenue and Oakland Avenue: All-Way Stop-Control
- Eastbound Betts Avenue at Central Avenue: Left-Turn Restriction

Traffic Volumes

Turning Movement Counts

13-hour intersection turning movement counts, including pedestrians and bicycles, were performed on Friday, July 2, 2021 through Sunday, July 4, 2021 at the following intersections:

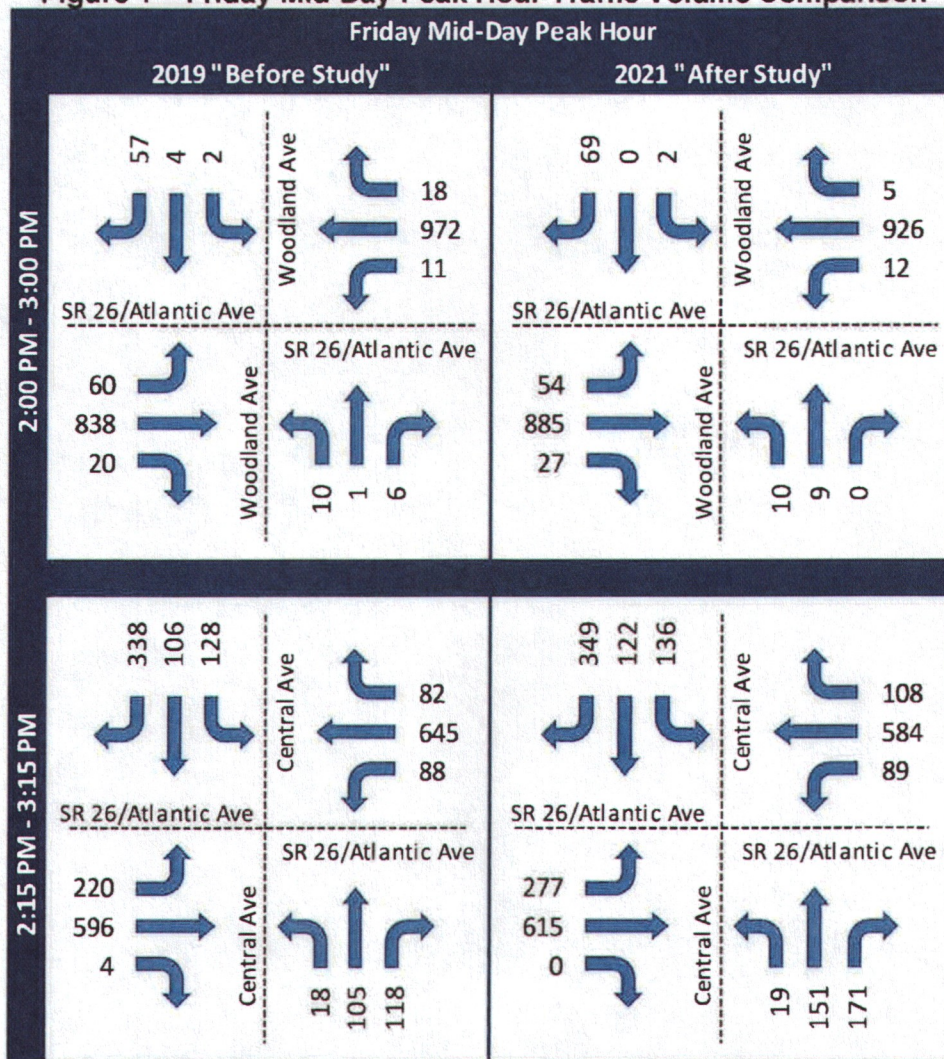
- SR 26/Atlantic Avenue (S26) and Woodland Avenue
- SR 26/Atlantic Avenue (S26) and Central Avenue



The counts were performed from 7:00 AM to 8:00 PM. The weather was raining on Friday and was clear on Saturday and Sunday. No crashes or unusual driver behavior was recorded during the count. In addition to general vehicle volumes, the turning movement count data includes heavy vehicles, bicycles, and pedestrians.

Figure 1 presents a comparison of the 2019 “Before Study” Friday mid-day peak hour traffic volumes and the 2021 “After Study” Friday mid-day peak hour traffic volumes. Turning Movement Count data sheets are included in **Appendix A**.

Figure 1 – Friday Mid-Day Peak Hour Traffic Volume Comparison



A comparison of the peak hour traffic volumes reveals that during the 2021 “After Study”, nominal fluctuations in the peak hour volumes were observed at the intersection of SR



26/Atlantic Avenue and Woodland Avenue. However, at the intersection of SR 26/Atlantic Avenue and Central Avenue, the Eastbound left-turn volume increased by 26% and the southbound Central Avenue approach increased by 6%. An argument can be made that the change in traffic volumes as noted could potentially reflect the impact of the traffic calming improvements implemented within the study area.

Automatic Traffic Recorder Counts

Automatic Traffic Recorders (ATR) were installed to record traffic volume from July 2, 2021, to July 4, 2021, at the following locations:

- Woodland Avenue – south of Oakland Avenue
- Woodland Avenue – south of Betts Avenue
- Woodland Avenue – south of Daisey Avenue
- Central Avenue – north of Oakland Avenue
- Central Avenue – north of Betts Avenue
- Central Avenue – north of Daisey Avenue
- Oakland Avenue – between Woodland Avenue and Central Avenue
- Betts Avenue – between Woodland Avenue and Central Avenue
- Daisey Avenue – between Woodland Avenue and Central Avenue

This count data was used to record vehicle counts, speeds, and classification, totaling every 15-minute interval. **Figure 2** presents a comparison of the 2019 “Before Study” daily traffic volumes and the 2021 “After Study” daily traffic volumes. ATR data sheets are included in **Appendix B**.

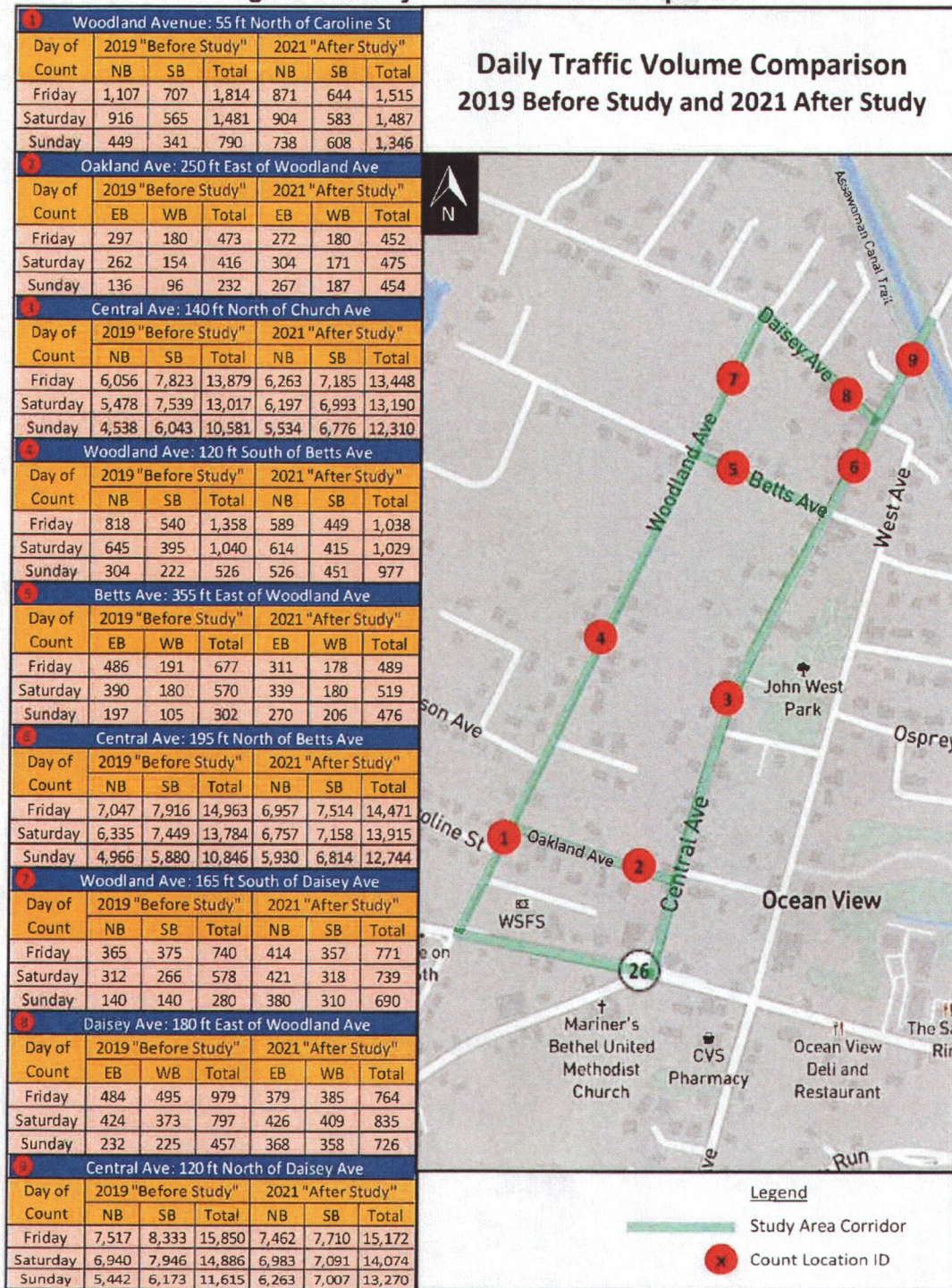
The implementation of restricting left-turns from eastbound Betts Avenue onto Central Avenue results in 36% reduction in traffic volume along eastbound Betts Avenue during a summer Friday and 13% on Saturday. However, during Sunday, Betts Avenue sees in 37% increase in traffic volume when compared to the 2019 “Before Study” traffic volumes. When comparing the eastbound traffic volumes on the adjacent east/west streets (Oakland Avenue and Daisy Avenue), all three corridors experience a significant increase in traffic volumes during Sunday.

The westbound Oakland Avenue traffic volume increased when compared to the 2019 “Before Study” traffic volumes. A 2% increase was recorded on Friday, 11% increase on Saturday, and the volumes nearly doubled on Sunday when compared to the 2019 “Before Study” condition. The increase and most notably doubling in volume suggests motorists are using Oakland Avenue to bypass the signalized intersection of SR 26/Atlantic Avenue and Central Avenue.

Throughout the entire study area, all Sunday traffic volumes recorded at the count locations were significantly higher than the 2019 “Before Study” Sunday traffic volumes. Per direction, traffic volumes increased from 73 vehicles per day along eastbound Betts Avenue to as much as 996 vehicles per day along Central Avenue, north of Daisey Avenue. When combining both directions, Central Avenue (north of Betts Avenue) increased by 1,898 vehicles on this day. The Sunday daily count volumes increase can be attributed to the 4th of July holiday falling on the Sunday of this study.



Figure 2 – Daily Traffic Volume Comparison





Speed Data

Vehicular speeds were collected at the dates and locations referenced under the traffic volume discussion and averaged to represent travel speeds along the study corridors. **Figure 3** presents a comparison of the 2019 “Before Study” 95th and 2021 “After Study” 95th percentile travel speeds along the study area corridors.

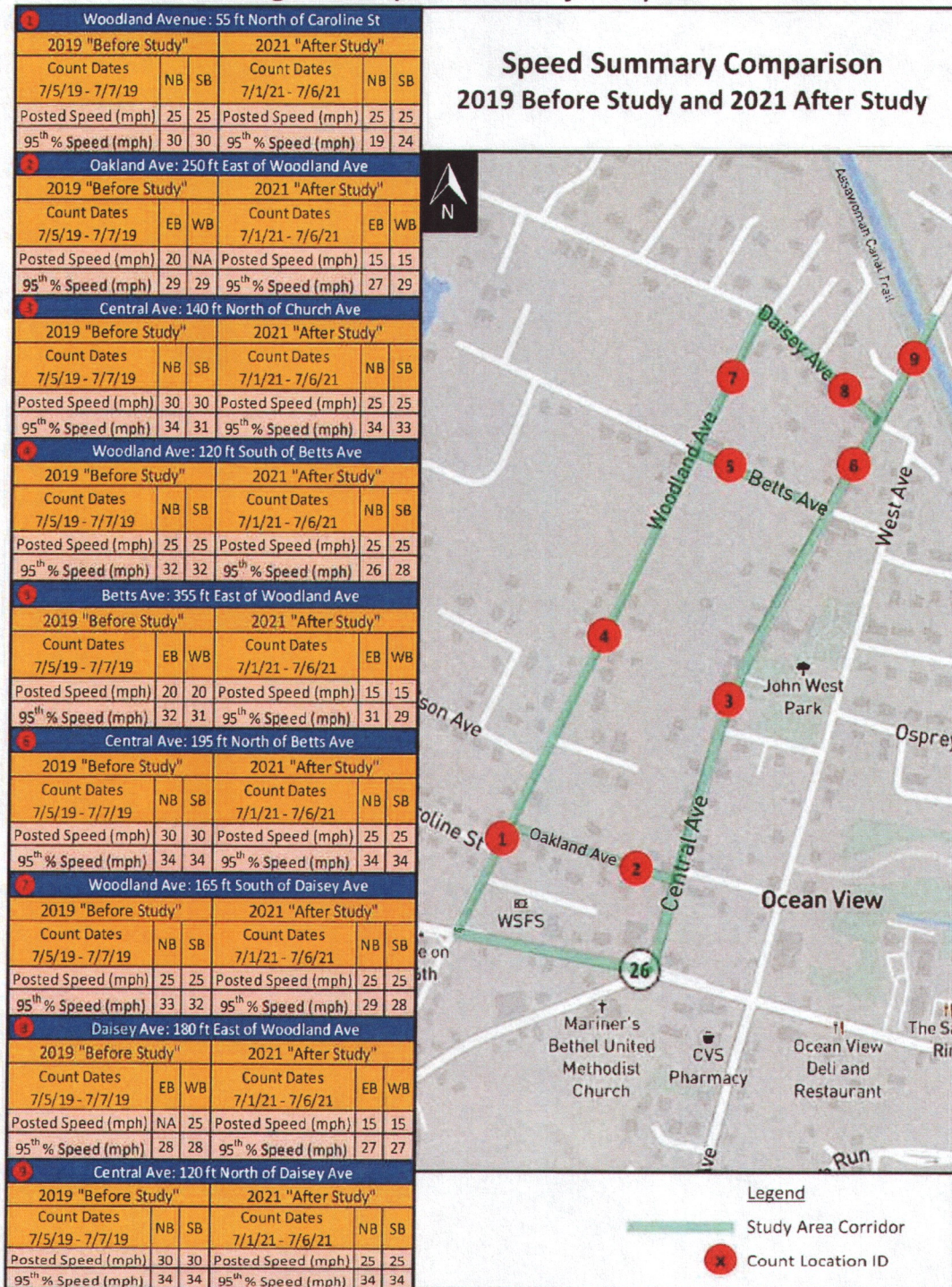
When comparing the 2019 “Before Study” and 2021 “After Study” speeds, there are relatively no changes in the traveling speeds throughout the study area, despite the changes that were made to the posted speed limits between the 2019 “Before Study” and the 2021 “After Study”. Of the nine (9) count locations and 18 directional data points, only one direction captured an increase in speed. The speed increase was 2 mph and was captured along southbound Central Avenue, north of Church Avenue. This suggests that reducing the posted speed limit alone does not have a positive impact on reducing travel speeds.

The 95th percentile speeds on Central Avenue range from 8 to 9 mph above the posted speed limit of 25 mph. On Woodland Avenue, the 95th percentile speeds are within 5 mph of the posted speed limit of 25 mph. For the posted 15 mph sections of the study area east-west corridors of Daisey Avenue, Betts Avenue, and Oakland Avenue, almost all capture speeds remained nearly the same as the 2019 “Before Study”, nearly doubled the posted speed limit (approximately 30 mph).

Woodland Avenue saw approximately a 12% decrease in travel speeds between Daisey Avenue and Betts Avenue, over 35% decrease traveling northbound Woodland Avenue (north of Caroline Street), and 20% decrease in traveling speed along southbound Woodland Avenue (north of Caroline Street). This change in travel speed is thought to be directly attributed to the all-way stop-control intersections at Oakland Avenue and Daisey Avenue.



Figure 3 – Speed Summary Comparison





Operational Analysis

To determine capacity impacts at the adjacent intersections along SR 26/Atlantic Avenue, an operational analysis was conducted using Synchro 11 to compare the 2019 "Before Study" and 2021 "After Study" for the Friday Mid-day peak hour, as this scenario was used as the baseline in the 2019 "Before Study".

Table 1 presents a summary of the level of service (LOS)/Delay/Queues and the capacity analysis reports are included in Appendix C. For comparison, the same peak hour times were used for the 2021 "After Study" analyses as used in the 2019 "Before Study"

Table 1 – LOS/Delay/Queue Summary Table

SR 26 /Atlantic Avenue Intersections	Approach	Summer - Friday Midday Peak Hour					
		2019 "Before Study"			2021 "After Study"		
		LOS	Delay (sec/veh)	95th Percentile Queue (ft)	LOS	Delay (sec/veh)	95th Percentile Queue (ft)
Central Avenue (Signalized) 2:15 PM - 3:15 PM	Overall	D	51.8	-	E	56.4	-
	EB	D	42.6	649	D	47.6	665
	WB	C	27.8	730	C	27.1	645
	NB	E	58.5	164	E	62.9	215
	SB	F	92.9	163	F	98.0	168
	SBR*	F	123.5	96	F	133.7	94
Woodland Avenue (Unsignalized - TWSC) 2:00 PM - 3:00PM	Overall	A	2.3	-	A	2.8	-
	EB	A	0.7	3	A	0.6	7
	WB	A	0.1	0	A	0.1	1
	NB	F	125.1	30	F	181.9	12
	SB	D	27.0	18	C	21.3	23
	SBT/L*	F	92.9	10	F	74.3	23

*LOS for exclusive turn lane

When comparing the LOS/delay results of the 2019 "Before Study" and 2021 "After Study", at the intersection of SR 26/Atlantic Avenue and Central Avenue, the southbound Central Avenue approach experienced a 5% increase in delay, and the eastbound SR 26/Atlantic Avenue approach at Central Avenue experienced a 12% increase in delay during the Friday Mid-Day peak hour.

At the intersection of SR 26/Atlantic Avenue and Woodland Avenue, the southbound Woodland Avenue approach experienced a 21% reduction in delay, and the eastbound SR 26/Atlantic Avenue approach at Woodland Avenue experienced a 14% reduction in delay during the Friday Mid-Day peak hour.

A comparison of the analyses reveals negligible changes in the 95th percentile queue lengths.



Conclusion

The comparison of the 2019 "Before Study" and 2021 "After Study" traffic volumes revealed the directional traffic patterns throughout the study area remained the same. However, the daily traffic volumes captured Friday and Saturday of the 2021 "After Study" demonstrate the implemented traffic calming improvements provided the expected results. These include a reduction in volume along eastbound Betts Avenue (attributed to the left-turn restriction at the intersection at Central Avenue). In addition, during the Friday mid-day peak hour, the eastbound SR 26/Atlantic Avenue left-turn volume decreased at Woodland Avenue and increased at Central Avenue.

The westbound Oakland Avenue traffic volume shows an increase when compared to the 2019 "Before Study" traffic volumes. This increase and most notably doubling in volume during Sunday, July 4th, suggests motorists are using Oakland Avenue to bypass the signalized intersection of SR 26/Atlantic Avenue and Central Avenue.

The Sunday daily count volumes present a different scenario that seem to conflict with the proposed cut-through deterrence and traffic calming measures when compared to the 2019 "Before Study" traffic volumes. Justification for the increase in volumes is assumed to be attributed to the 4th of July holiday falling on the Sunday of this study.

There are relatively no changes in the traveling speeds throughout the study area, except along Woodland Avenue, where some sections saw travel speed reductions, and which could be directly attributed to the all-way stop-control intersections.

Recommendations

- Based on the findings from the traffic volumes along westbound Oakland Avenue, it is recommended to restrict the southbound Central Avenue right turn onto westbound Oakland Avenue to remove traffic cutting-through Oakland Avenue to by-pass the signalized intersection at SR 26/Atlantic Avenue.
- Police enforcement is recommended to help enforce the proposed turn restrictions at the intersections of Central Avenue & Oakland Avenue and at Betts Avenue & Central Avenue. In addition, speed enforcement is also recommended along these corridors for compliance and deterrence counter measures.
- From the results of the observed vehicular speeds along Central Avenue, edge line pavement markings, including 10-inch white wide edge line markings, appear to satisfy the DelDOT edge line warrant criteria (DE MUTCD, Section 3B.07). The installation of an edge line pavement marking should be investigated since they offer the opportunity to reduce the travel lane width, which typically results as a traffic calming improvement.