

**PUBLIC ADVISORY COMMITTEE MEETING MINUTES**  
WILMAPCO Hybrid-format Meeting, October 17, 2022

Minutes prepared by Dawn Voss.

Mr. Mike Kaszyski, PAC Chair, called the meeting to order.

**1. ROLL CALL**

**Members Present:**

Tracy Chamblee, Southern New Castle County Alliance  
Mike Kaszyski, Delaware State Chamber of Commerce and PAC Chair  
Deanna Murphy, Cecil County Board of Realtors  
Glenn Pusey, Bear Glasgow Council  
Anna Quisel, League of Women Voters of New Castle County  
Barry Shotwell, 7/40 Alliance  
Vic Singer, Civic League for New Castle County

**Absent:**

Serene Abiy, University of Delaware  
Mark Blake, GHADA  
Bill Dunn, Civic League for New Castle County  
Patricia Folk, Cecil County  
Mario Gangemi, Cecil County Chamber of Commerce  
Ken Grant, AAA Mid-Atlantic  
Richard Janney, Southern New Castle County  
Bill Lower, Committee of 100  
Gail Seitz, City of New Castle  
Joshua Solge, City of Newark  
Dave Tancredi, Milltown-Limestone Civic Alliance

**Staff Members:**

Dave Gula, Principal Planner  
Randi Novakoff, Outreach Manager  
Jake Thompson, Senior Planner  
Dawn Voss, Administrative Assistant  
Tigist Zegeye, Executive Director

**Guests:**

Robert Hicks, Citizen  
John Thomas, MDOT

**2. Approval of the August 15, 2022 Meeting Minutes**

**ACTION:** On a motion by Mr. Glenn Pusey and seconded by Ms. Deanna Murphy the PAC approved the August 15, 2022 meeting minutes.

Motion passed

**(10-17-22-01)**

### 3. Public Comment Period:

None.

### 4. Executive Director's Report:

Ms. Tigist Zegeye shared the following public outreach information:

- Staff are supporting DTC's Areas of Persistent Poverty Grant award that was given to the Route 9 Corridor. A path forward meeting was held on August 16<sup>th</sup>.
- The I-95 Cap Feasibility Study had an advisory committee meeting and public workshop on September 6<sup>th</sup>.
- Staff participated in the Delaware Freight Plan public meeting on September 12<sup>th</sup>.
- Staff continue to support Collaborate Northeast's Emerging Mobility work. A steering committee meeting was held on September 13<sup>th</sup>.
- Staff are supporting the Delaware Electric Vehicle Infrastructure Plan development and attended a steering committee meeting on September 14<sup>th</sup>. A virtual public meeting will be held on the 24<sup>th</sup>.
- Staff participated in the Cecil County Pre-Tour Meeting for the Capital Transportation Program on September 9<sup>th</sup> and then attended the Tour Meeting on September 16<sup>th</sup>.
- Staff exhibited at the Newark Community Day on September 17<sup>th</sup>.
- Air Quality Partnership held Air Quality Awareness Week from September 19<sup>th</sup> to 24<sup>th</sup>.
- Staff attended the Maryland MPO Roundtable on September 23<sup>rd</sup>.
- Staff participated in the APA Delaware networking event for students and emerging planners on September 28<sup>th</sup> in Newark. Staff also participated in the State Conference that was held on October 5<sup>th</sup> and 6<sup>th</sup>.
- Staff attended a RAISE grant announcement for the Route 9 corridor on October 11<sup>th</sup>.
- Staff conducted a walkable community workshop for Charlestown on October 12<sup>th</sup>.
- Staff exhibited at the Henrietta Johnson Medical Center Health Fair on October 15<sup>th</sup>.
- The Southbridge Traffic Circulation Study, 2023 Update was renamed. It is the Southbridge Transportation Action Plan. The first public workshop will be held in conjunction with the Southbridge Civic Association meeting on October 18<sup>th</sup>.
- The Ardens Transportation Plan has been renamed. It is Connecting with the Ardens: A Transportation Plan. The first public workshop will be held on October 25<sup>th</sup>.
- The Federal Certification Review for WILMAPCO will be held on November 9<sup>th</sup> during the day. There is a virtual public meeting scheduled for 6:00 p.m. that evening. The PAC is encouraged to attend.
- The Churchman's Crossing Monitoring Committee will meet in person on November 16<sup>th</sup>.
- The I-95 workshop is tentatively scheduled for November 17<sup>th</sup>.
- The US 202 Corridor Monitoring Committee will meet virtually on November 30<sup>th</sup>.
- September 23<sup>rd</sup> was the deadline for New Castle County TAP and Bike Ped Pool project submission. Eight projects were received, two for Bike Ped Pool and six TAP projects.
- Staff have been presenting the long-range plan to civic organizations and agencies. Multiple meetings were scheduled from August 10<sup>th</sup> through November 15<sup>th</sup>. If any PAC member's group is interested in learning about the long-range plan update, they should contact the office.

Mr. Vic Singer asked when the Churchman's monitoring committee meeting is being held. Ms. Tigist Zegeye replied that the Churchman's Crossing monitoring Committee meeting is scheduled for November 16<sup>th</sup> in person at the Gilliam Building in New Castle.

**ACTION ITEMS:**

None.

**PRESENTATION/DISCUSSION ITEMS:****5. MDOT State Freight Plan & MDOT State Rail Plan Updates**

Mr. John Thomas said that in his role as Assistant Director of Planning and Capital Programming, his focus is on rail and freight. His team has been updating the Maryland State Freight Plan and the Maryland State Rail Plan. The freight plan has very similar requirements from Federal Highway as the Delaware State Freight Plan. States cannot spend National Highway Freight Program funds, which in Maryland is more than \$15 million per year, unless the freight plan is up to date. The State Rail Plan overlaps a lot with the State Transit Plan.

The goals of freight plan include safety, security, economics, system preservation, quality of service, environmental protection, fiscal responsibility, and choices and connections. The IIJA provided a lot more money for the states last year, but also added some requirements. The plan required discussions about truck parking, supply chains, ports, multi-state compacts, e-commerce, military, and resilience. There was a lot of outreach, including with all the MPOs in Maryland. One focus area is safety and security including truck crashes and highway rail grade crossings. Another focus area is technology and operations. Asset management looks at the impact of freight on bridges and pavements and the importance of keeping them in good condition. The plan looks at congestion management including bottlenecks. The team wants to go beyond adding capacity for truck parking and partner with local jurisdictions and MPOs to deal with it. Workforce development is a big challenge in the freight industry, whether that is staffing distribution centers or staffing trucks. E-commerce is concerned with changes in the way people consume goods and have goods delivered in their neighborhoods. It is also about interaction with local planning and zoning. If a large distribution center is built, part of the planning and zoning code and development review should ensure access roads to those sites are built to avoid having to later fix problems with parking, geometry of streets, or geometry of intersections. Curbside management is a part of it as well. As conditions for bicycling and walking in a downtown core are improved, delivery trucks should not block that infrastructure. Military freight is a part of the plan. Resilience and environment are a focus area. For example, when a hurricane comes through, moving freight becomes a priority. People can survive in their homes for a couple of days, but emergency supplies need to be delivered to the affected areas. The state freight plan is reviewed and adopted by Federal Highway. Then after the first of the year implementation begins. The USDOT increased the formula funds for both states going forward. They put out billions of dollars in discretionary funds. There is a lot of money for partnering on projects for rail, freight, highways, bicycle and pedestrian facilities, and equity and resilience. Having these plans in place with lists of projects puts everyone in a better position to apply for those funding sources.

The State Rail Plan talks about Amtrak, SEPTA, and MARC, as well as freight movement, safety at grade crossings, and the short line railroads. The plan includes background, vision, overview, needs, funding, benefits, and projects. This plan is federally required and addresses the rail components. The PAC should have MTA present the State Transit Plan, which includes the inner-city passenger service and commuter rail service. There was a lot of investment in data in Maryland, which is referenced in this plan. There was a lot of outreach. The team has a statewide freight advisory committee which meets a few times per year, and Mr. Thomas has been meeting individually with organizations. This plan includes a lot of data about the large

railroads like Norfolk Southern, CSX, the short line railroads, and Amtrak. There will be some major application-based discretionary funds which create opportunities for Northeast Corridor improvements. Northeast Corridor needs are referenced in the plan including the Susquehanna River Bridge replacement, which received \$20 million in Federal Rail Administration funds in August for design, with a match of \$17 million dollars from Amtrak and \$3 million dollars from MDOT. Other points in the plan include passenger rail needs and connections to the regional rail system. Even before the House Bill 1236 that directed Maryland to study the commuter rail connections, those things were referenced in this plan. It talks about freight needs. The interaction between Norfolk Southern, CSX, the freight railroads, and Amtrak is important. Projects that benefit MARC rail, SEPTA, and Amtrak also benefit freight rail service. The plan also talks about funding, next steps, and timing.

## **6. Ardens Walkable Community Workshop**

Mr. Jake Thompson said walkable community workshops are an opportunity for citizens to become planners as they are experts in their own community. These workshops consist of three parts. They begin with a presentation, going over topics like sidewalk design, crosswalks, traffic calming, and other tools to improve walkability. That gets ideas going for the walking audit where participants survey the area and try to identify issues and opportunities to improve walking. Then the group returns to the meeting location for a mapping exercise where they share their ideas for improving walkability, and those ideas are documented in the report. The Ardens walkable community workshop took place on Monday, September 8<sup>th</sup> at the Candlelight Theater, in Ardentown. There were about thirty-seven attendees in addition to staff and the walking audit focused on the intersection of Harvey and Veale Roads. It was well attended, and many great ideas were shared. A map was created summarizing the group's recommendations. Those include things like traffic calming measures, improvements to the path network, sidewalks, crosswalks, intersection improvements, and a recommended bike route.

Calming traffic on Harvey Road was the top concern expressed during this workshop. This has been a goal for the community for over twenty years. One recommendation was to reduce the speed limit, which currently ranges from twenty-five to forty-five miles per hour, to twenty-five miles per hour through the whole stretch of Harvey Road through the Ardens. Though that could be a deterrent, it would not force lower traffic speeds; more frequent and improved crossings, especially where paths meet Harvey Road, could. Many paths do meet Harvey Road, but they do not have dedicated crosswalks. There was also a suggestion to narrow the perceived width of the road by adding planters in sections with wider shoulders, which could calm traffic, as well as adding pedestrian-scale lighting. Many intersection improvements were discussed during the workshop. Mini roundabouts were suggested for the intersection of Sconset Road and the Mall. This is actually two intersections between the same two streets, and they currently have no traffic control devices. Harvey Road has many signalized intersections, and many ideas were proposed to make these safer to cross, such as adding no turn on red signs, yield to pedestrian signs, all-way stops that would be triggered by pedestrian push buttons, crosswalks at all legs of the intersections as many are missing crosswalks, red light enforcement cameras, and HAWK signals.

A bicycle route was also recommended. For people arriving in the Ardens by bike, Harvey Road would seem to be the most natural and direct route as it goes straight through the Ardens. However, Harvey Road is considered high stress for biking according to DeIDOT's bike level of traffic stress analysis. An alternative route would take cyclists entirely on low stress neighborhood streets. That route would follow Sconset Road, the Mall, Miller's Road, Orleans Road, the Highway, and Sherwood Road. This only adds 0.2 miles compared to biking directly

on Harvey Road and would require signage and sharrows to indicate where the route is going and direct people along this route. This would be an interim solution. Ideally, improving Harvey Road would make it safe for everyone to bike on, but this route would guide cyclists by many historic buildings, destinations, and natural areas that they would not see on Harvey Road.

Sidewalks were also recommended in a few places. The Ardens mostly lack sidewalks as part of maintaining their rustic and historic nature, and most residential streets have very low speeds and very low traffic, so they are comfortable to walk on alongside traffic. There were a couple of problem locations where people suggested adding sidewalks, particularly approaching the intersection of Harvey and Veale Roads, which was the focus of this workshop, as well as along Veale Road to Marini Produce. Advisory shoulders are a potential alternative solution to sidewalks, especially on roads that may have insufficient right-of-way to install sidewalks while maintaining traffic in both directions. With advisory shoulders it is just a lane restriping, but there is one center lane that is shared for vehicles in both directions and shoulders are intended for walking and biking. Drivers are required to yield to anyone using the shoulder and then they enter the shoulder to allow oncoming traffic to pass. This design is common in Europe, but not as much in the United States, and DelDOT would have to submit a request to experiment to the FHWA. These could be accompanied by HAWK signals or RRFBs, especially where paths cross these routes. There are also many path improvements discussed. Each path in the Ardens has a unique name, but most paths lack signage, and some paths are not clearly distinguishable from their surroundings. Even if you are an Ardens resident, you may not know all the paths and where they lead. There is a recommendation to install signage for all the paths which would improve wayfinding and give each path its own identity. There is also a suggestion that all path crossings should have crosswalks and pedestrian push buttons. There are concerns about drainage issues on paths, as well as improving the connection from an existing path leading to the Harvey and Veale Road intersection, which was part of our walking audit.

The next steps for this report will tie into the Ardens Transportation Plan. This report will help inform that planning process. It serves as public feedback for the plan, and that plan may incorporate ideas, and refine and expand recommendations from this report. A public workshop for the Ardens Transportation Plan, which is now called Connecting with the Ardens: A Transportation Plan, will be Tuesday, October 25<sup>th</sup>, at the Buzz Ware Village Center. This report will be on display there and will soon be on the WILMAPCO website at [wilmapco.org/walkable](http://wilmapco.org/walkable).

Ms. Anna Quisel said this sounds really exciting and asked how this moves forward as far as funding and making these things happen. Mr. Thompson said there are many funding opportunities. First, the walkable community workshop is a free program that we provide that people can apply for, and Randi is the contact for that. There are many potential funding solutions such as the TAP program and Safe Routes to School, which is going to be used to improve the intersection of Harvey and Sconset Roads. Essentially, this report is a documentation of the ideas that were expressed during the workshop, and those will be explored further in the Ardens Transportation Plan, which will also look at potential funding sources. Ms. Quisel asked if the Ardens community submits their wish list. Mr. Thompson said this is essentially their wish list. This workshop is kick-starting the Ardens Transportation Plan and will be refined as recommendations.

Mr. Mike Kaszyski said that all-way stop conditions were mentioned with pedestrian push buttons, almost like a HAWK signal with a four-way intersection. He asked if that is a signalized intersection, or what would physically be at this intersection. Mr. Thompson said this is an idea that a few participants suggested. It can be at a four-way signalized intersection. In some places it is called a pedestrian scramble. It is really more effective in places that have very large

pedestrian traffic volumes, which the Ardens probably will not. Essentially, when someone pushes one of the push buttons, the lights all go red for drivers in all directions, and the crosswalk signals go on in all directions for pedestrians, so people can cross in any direction across, diagonally, wherever they need to go. Mr. Kaszyski asked if they have a location in mind for the example that showed the center lane with the walkable shoulders. Mr. Thompson said this was suggested for Veale Road, which has a very similar configuration to Harvey Road, just heads south from Harvey Road and bisects Ardencroft. The FHWA is putting applications for advisory shoulders on hold, unfortunately, but that does not necessarily mean that will be the case in the future. This could potentially evolve into another solution in the Ardens Transportation Plan. Mr. Kaszyski said he is curious how DelDOT would stripe this. Looking at the stripes, it is somewhat intuitive, but it may need additional instruction. Mr. Thompson said part of why it works in Europe is very cultural. People tend to be more aware of people walking and biking, and this design is common, so people are used to it. Roundabouts did not used to be common in the U.S. and people have become more used to them. So, there is also the potential for people to become used to advisory shoulders as well.

Mr. Vic Singer asked what a HAWK signal is. Mr. Thompson said a HAWK signal is usually more for much wider streets that would take a while to cross. Essentially it is a red light just for pedestrians. When you push the button, the light will go red for drivers in both directions, which gives pedestrians the right of way and makes it safer to cross. Mr. Kaszyski said there is a HAWK signal on Route 72 just north of Route 4 that the University of Delaware and DelDOT partnered with for the students walking over to AG facilities from the campus. You push the button, and it flashes yellow for fifteen or twenty seconds, and it turns red. Mr. Thompson said it does give you a warning. It stands for high intensity activated crosswalk.

## **7. I-95 Cap Feasibility Study Update**

Mr. Dave Gula said DelDOT requested that WILMAPCO explore the idea of covering a section of I-95 with a cap where it is below grade in Wilmington. This project began a year ago and is near completion. The study area spans from Delaware Avenue to the north, 6<sup>th</sup> Street to the south, Adams Street to the east, and Jackson Street to the west. This project is not touching I-95 nor the ramps. Twenty million dollars was just spent on a rehabilitation project and DelDOT does not want to spend money in the same place. This project will not touch any private property which is mostly residential along Jackson and Adams Streets. This is looking at spending transportation dollars for potential recreational spaces, but this is not the first time that has been done. Since this space is over a federal highway, there are grants that could potentially help fund this type of project.

The neighborhoods that the team has been working with include Trinity Vicinity, West Center City, Hilltop, West Hill, Hedgeville, Quaker Hill, and Midtown Brandywine. The team is confident the outreach has reached the local neighborhoods. There have been many pop-up workshops. Wherever there has been a neighborhood event, staff have tried to be there as time permits. The team has tried to saturate the area so all the residents will at least have heard of the study. There were bridge painting events on 9<sup>th</sup> and 10<sup>th</sup> Streets to paint the barriers along the bridges over I-95. United Neighbors is a community group that painted the 7<sup>th</sup> Street Bridge three years ago and continued over time with 6<sup>th</sup> and 8<sup>th</sup> Streets. They are an active group who have assisted with outreach. There is a comprehensive advisory committee made up of representatives from the area including church groups, agencies with whom we work throughout Wilmington, the US Senator and Representatives, the State Senators and representatives, City Council members, DelDOT, DTC, the City of Wilmington, and the Neighborhood Planning

Council. The team wants to make sure that concepts are reviewed by those who will live with the result.

At the April public workshop, three different types of ideas were presented. The first approach did not close any streets over I-95 and each of those spaces was treated as separate. The second approach considered closing a few bridges to the traffic and what impact that would have on vehicular traffic movement and the space available. It would provide much larger areas of greenway where you would not have to worry about crossing streets. The third option also looked at closing streets to traffic but would keep things consistent all the way through the park. The second approach, the Greenway, was most favored by the community members at the April workshop. At the workshop there was a presentation, then people were encouraged to write down comments to suggest what could go in that space. These comments were gathered and can be found on the website. The consultant team were asked to look at closing streets, take new traffic counts, and look at old traffic counts, but since the old counts were collected, sections of I-95 had two years of lane closures for the rehabilitation project. That, and the pandemic affected traffic. Data was collected in May of 2022 to see current trends. The conclusion was that two streets could be closed to vehicular traffic with little impact on traffic circulation in the area. Because 6<sup>th</sup> and 7<sup>th</sup> Streets run in the same direction, 7<sup>th</sup> can be closed with low impact on traffic flow. There is bus traffic on 9<sup>th</sup> Street, but there have been discussions with DTC about diverting bus traffic either from 9<sup>th</sup> Street to 6<sup>th</sup>, then back up Adams, or maybe one of the remaining bridges could be made two-way. The volume is low on these streets, and they are very wide, so there could be vehicular traffic on some bridges along with sidewalks and bicycle lanes. Jackson and Adams Streets carry a lot of high-speed traffic because they are very wide. The team looked at the idea of traffic calming for N. Jackson Street. The traffic signals need to remain in place to regulate the traffic. The traffic volume does not require two travel lanes, so one traffic lane could be made into a two-way bicycle path. It would provide access to whatever is built as part of this project, but also would be a north-south bike lane, which is lacking in Wilmington. This path could help with bicycle access to the Brandywine River. Traffic calming is being considered on Adams Street. It probably does not need three lanes, and it is easier to control speed on a narrow street. All of the intersections need to be reviewed to see how to make them easier for pedestrians and bicyclists to cross. These improvements do not have to wait for the cap. They can be put in place, so people can access the cap safely when it is built.

Three concepts based on the Greenway idea were brought to the public on September 6<sup>th</sup>. They show two bridges closed to vehicular traffic. Closing 7<sup>th</sup> and 9<sup>th</sup> Street bridges seems most likely. They show some cutout areas over the ramps at 9<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup> Streets. Concept A shows a structure near Delaware Avenue that could be covered for activities. On Adams Street, between Tenth and that ramp is a water feature that may cover traffic noise while providing a water play area. Also shown is a playground, a small amphitheater, gardens, lawns, and potential for art installations. Concept B shows the same streets closed. The playground is moved to 8<sup>th</sup> Street. Cool Springs Park has a playground, so this provides one for the neighborhoods to the south. The water play area is still along Adams north of the ramp. No cap is shown over the area between the 11<sup>th</sup> Street ramp and Delaware Avenue. The Secretary of Transportation questioned why that was not covered. It is good to have her input as DeIDOT will help pay for and will be the agency to build the cap. Concept B-1 shows a covered area across from Trinity Church between 11<sup>th</sup> Street and Delaware Avenue, which could be restrooms, an area for eating, or a place for food trucks. The water feature is moved to Jackson Street, and the playground is still shown at 8<sup>th</sup> Street. If all three sections are capped, some of these blocks have some natural venting from the ramps. The section from 6<sup>th</sup> to 8<sup>th</sup> Street is technically a tunnel, and there may be federal regulations that must be followed to vent exhaust from the

tunnel. There may need to be fire suppression installation as well. That needs to be determined because it will affect the price of this project.

The team is taking the comments from the September 6<sup>th</sup> meeting and putting them into a concept that will be brought to the public. The tentative date for the next public meeting is November 17<sup>th</sup>. Information received at that workshop will be used to refine the preferred concept. The team has a meeting scheduled this month to talk about the traffic and the engineering of the structure. This final concept is being presented at the final public workshop on November 17<sup>th</sup>. In WILMAPCO's process, a rough draft of the concepts and some of the report should be done by the December TAC meeting, and then final feasibility study will be brought to Council in January. It is handed off to DelDOT from that point on. It becomes an issue of funding, who is going to start designing, how much they want to do. This work will be documented as a Planning & Environmental Linkage (PEL) Study, which is sort of an addendum to the report that shows the investigation was done to look at cultural and environmental impacts as well as public outreach.

Mr. Mike Kaszyski said that the team almost packages a PEL report for DelDOT. Mr. Gula said yes, they can go to the government looking for grants and show what was done. They can point out that there are a lot of trees and things in there, because you have to worry about flooding. You are in an area that is built, so you do not have a lot of those environmental concerns where you have to worry about if it will work, because you are not touching anything that is native. That makes the technical document easier. Two and a half years is needed for the design phase. Building it will probably take a couple of more years. The estimate for Pennsylvania's cap is a two-year construction period. Until it is funded it is hard to know how long this will take. Mr. Kaszyski asked if there is any consideration as far as the neighborhoods and looking at the park areas regarding stormwater. Mr. Gula said absolutely. We would like to capture as much of it as possible to help keep everything alive. Right now, the bridges all have stormwater management draining into the I-95 system, and maybe you can pull some of that out when that is pervious. You probably manage the stormwater a little bit better than now, but that is all next level design.

## **8. Other Business**

Mr. Robert Hicks asked for an update on the Newark Train Station and when work would begin on the southbound side. Mr. Dave Gula said we have had no update on that project. This last phase has to be negotiated with Amtrak because the track work and the platform have to be done through Amtrak. There are some challenges about the costs, and so the state has been in negotiation as to how they will manage that cost. We have not gotten much information on that process. The station is open and functional. It just does not have that final covered platform area and the fully raised platform. They will be delayed until the track is done. Mr. Hicks asked about the recent revelation that they want to change the ownership of the historic train station and if that has any impact on the work. Mr. Gula said that is the Newark Museum that is in the old train station. That is currently not part of the train station. He does not know the impact of that if the city does not run it as a museum anymore. He is sure the platform section is Amtrak property, but the building is probably not. He does not think it will have an impact on operations.

Mr. Barry Shotwell said regarding comments earlier about truck parking. As a member of the Public Advisory Committee, and the community people that he talks to do not accept tractor trailers parking right along the roads by their houses or along the roads that we travel. There are plenty of areas for the trucks to park. One guy lives in a condo, and because it is convenient for him, he parks and blocks the driveway in the school all weekend. That is not acceptable. There are truck stops and parking lots. They need to negotiate something with these lots. Many



parking lots are not used, and people run them out of there, but they need to negotiate to park there instead of on the roads. Not long ago there was a death on Route 40 where someone hit a truck parked there. You are not supposed to drive on the shoulder, but the shoulder is supposed to be open. So, the people he talks to are not willing to accept that. Mr. Mike Kaszyski said some of the projects his firm is working on is for logistics facilities, and one of the things that DeIDOT is looking to do is increase truck parking on campus outside the actual facility itself, so that when these guys are driving and get to the facility early, they have a place that they can park off the road. Mr. John Thomas said he is definitely on the same page as these comments. The message is not that this is okay, but how we can find more places for those trucks to go. If we are building more places that trucks need to access, can we build those places to provide those opportunities, because there are places being built that are creating truck demand that are not providing the truck parking capacity, and that is why they are ending up in the neighborhoods, along the ramps, or along the roads. We are saying we should work together and figure out how to get the trucks out of those neighborhoods proactively instead of reactively. Mr. Shotwell said his comment was not necessarily related to places where there is a business, but where it is convenient for the trucker, because that is where he lives. There are places along Route 7 near the Bear Library where two or three trucks park every night, because people live in the townhouses across the street. It is convenient for them but inconvenient for people to travel. Mr. Kaszyski said that sounds like an enforcement issue. Mr. Shotwell said Governor Square is a big shopping center, and it is mostly empty now. Hopefully they could negotiate to use some of that area. Mr. Hicks said he lives along Old Baltimore Pike, and he agrees with Mr. Shotwell. There are definitely times when tractor trailers are parked with their trailers along Old Baltimore Pike. Maybe that is peculiar to our area, but that occurs on a regular basis. Mr. Gula said it is illegal, and you do not want to call 911 about it, but you do have to call the authorities who will eventually cite those people for parking there.

## 9. Adjournment

**ACTION:** On motion by Mr. Barry Shotwell and seconded by Mr. Vic Singer the PAC adjourned at 7:24 p.m.

Motion passed

(10-17-22-02)

**Attachments: (0)**