

WILMAPCO Council:

John Sisson, Chair
Delaware Transit Corporation
Chief Executive Officer

Robert J. Alt
Mayor of Elkton

Jennifer Cohan
Delaware Dept. of Transportation
Secretary

Connie C. Holland
Delaware Office of State Planning
Coordination, Director

Alan McCarthy
Cecil County Executive

Matthew Meyer
New Castle County Executive

Heather Murphy
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Michael S. Purzycki
Mayor of Wilmington

Michael Spencer
Mayor of Newport

WILMAPCO Executive Director
Tigist Zegeye

Special Committee to Study and Make Recommendations Regarding Truck Traffic and Freight Movements Along SR 41, SR 48 and SR 7

(Special Committee per Senate Resolution No. 10)

Wednesday, August 9, 2017

6:00pm

Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE

AGENDA

1. Introductions – Tigist Zegeye
2. July 12 Meeting Minutes Approval – Tigist Zegeye
3. Follow up Items - Andrew Bing
 - Traffic Data – Jim Burnett
 - Comprehensive Signage Review on SR41/SR48/SR7 – Mark Luszcz
4. New Business - Andrew Bing
 - Presentation on Safety Data – Jim Burnett
5. Subject Matter Experts Presentations - Andrew Bing
 - Jim Corbett, UD - Freight: Global & Economic Perspective
 - Lee Derrickson, Delaware Motor Transport Association
 - Michael Begatto, Diamond State Port Corporation
 - Sgt. Dan Parks, Delaware State Police
6. Next Meeting – Tigist Zegeye
 - Wednesday, September 13, 2017 at 6p.m., Hockessin Fire Hall
 - Committee Members Suggest Topics for Next Meeting
7. Public Comment – Andrew Bing

MEETING MINUTES

Subject: Special Committee to Study and Make Recommendations
Regarding Truck Traffic & Freight Movements
Along SR 41, SR 48 & SR 7

Date: Wednesday, July 12, 2017
6:00pm – 8:00pm

Location: Hockessin Fire Hall
1225 Old Lancaster Pike
Hockessin, Delaware 19707

Attendees: *Committee Members*
Tigist Zegeye, Chair – Executive Director of WILMAPCO
Mike Begatto – Diamond State Port Corporation Board of Directors
Mike Censurato – Route 7 Representative
Matthew Cox – Delaware State Police Truck Enforcement Unit
Nick Ferrara – Route 48 Representative
Gale Hamilton – Route 48 Representative
Michael Lewandowski – Route 7 Representative
Mark Luszcz – Chief Traffic Engineer DeIDOT
Nicole Majeski – Deputy Secretary of DeIDOT, on behalf of Secretary Jennifer Cohan
MaryAnn Summers – Route 41 Representative
Bill Taylor – Route 41 Representative

Other Attendees
Andrew Bing, Facilitator – Kramer & Associates
Jim Burnett, Technical Staff Support – RK&K
Dan Blevins, Speaker – WILMAPCO
Senator Anthony Delcollo
Senator Greg Lavelle
General public, see attached sign-in sheets

PURPOSE

The purpose of the meeting was to welcome the members of the Special Committee and introduce the purpose of the Special Committee. Additional items that were discussed at the meeting included the roles, responsibilities, and ground rules for committee meetings, expectations of and by committee members, previous studies along the corridors, and existing traffic data.

At the conclusion of the meeting, time was provided for public comment.

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Special Committee Regarding Trucks on SR 41, SR 48 & SR 7
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MEETING AGENDA

Welcome & Meeting Purpose

Tigist Zegeye welcomed participants to the meeting. All committee members introduced themselves, including their affiliation with the committee. Tigist reviewed the purpose of the special committee and the contents of Senate Resolution No. 10, which are included in the binders provided to each committee member. The Special Committee must provide recommendations by January 12, 2018 (six months from the date of the first meeting).

Remarks from Senator Greg Lavelle

Sen. Lavelle emphasized the importance of looking at data and bringing in experts beyond the expertise of DelDOT and WILMAPCO, as the Special Committee may find appropriate.

Remarks from Senator Anthony Delcollo

Sen. Delcollo expressed his concerns regarding the process of decision making. Sen. Delcollo emphasized an inclusive process, an open and clear approach for short-term and long-term changes to address truck traffic, and a menu of options to address problems. Sen. Delcollo noted the significant interest shown from a wide audience and would like the Special Committee to map out a course of best practices moving forward. He noted that solutions were offered in the past, but there was not an ability or willingness to implement them. Sen. Delcollo hopes that the best recommendations of the Special Committee will be executed.

Roles/Responsibilities/Ground Rules

Tigist introduced the support staff for the project. Andrew Bing will serve as the facilitator for Special Committee Meetings. Jim Burnett will provide professional traffic engineering support. Tigist turned the meeting over to Andrew to review the Special Committee Guidelines included in the binders.

The primary focus of the Special Committee will be on the eleven members of the Committee. The hope is that each member will offer ideas, feedback and recommendations based on their perspective but also actively listen to the other Committee members and the different perspectives that they bring. The secondary purpose of the meeting format is to allow members of the public to attend, observe and offer public comment at the end of the meeting. The public will not be permitted to participate in the meeting itself. Andrew explained that his only role is to facilitate productive meetings for the Committee members.

Andrew highlighted the main subject headings of the Guidelines document. With regards to "How We Make Recommendations," the committee will follow Freedom of Information Act (FOIA), sections 10001 and 10004. There must be 6 members in attendance at all times. All recommendations will be provided with a majority vote of those present. Neither Andrew nor Jim will vote. With regards to "How We Communicate with Those Outside the Special Committee," committee members cannot represent the entire committee, and must be clear that they are speaking as individuals.

Videotaping meetings will be permitted as long as it is not a distraction to the committee.

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Tigist is the chair and Andrew is serving at her direction.

Andrew opened it up for questions from committee members regarding the Roles/Responsibilities/ Ground Rules.

Mike Censurato asked for clarification regarding the purpose of the special committee. He noted that in the past there were plans to divert trucks to other roads and asked if that is off the table at this point. Tigist confirmed that nothing is off the table at this point.

Expectations of/by Committee Members

Each committee member provided comments about what they hope to get out of the Special Committee:

- Tigist hopes for 1) honest discussion and dialogue; 2) Special Committee is provided needed resources to accomplish goal; 3) the committee can come up with recommendations that everyone can live with; and 4) the committee can meet the January 12, 2018 deadline with meaningful recommendations.
- Mike Begatto is representing the Port and hopes to provide information that is beneficial to all.
- Matt Cox described the “whack-a-mole” situation when dealing with traffic in which the police receive complaints but resources do not allow for law enforcement to be the only fix. Matt hopes to come up with recommendations for Troop 6 administration to work on and other items that can be taken elsewhere in the state.
- Nick Ferrara deferred his time to Gale Hamilton.
- Gale prepared a written statement that will be provided to the Special Committee afterward. She would like for every stakeholder to be heard; every road to be represented; outcomes to be based in fairness and be data driven; to maintain positive communications both inside and outside meetings, directly discussing issues among committee (no “side talk”); and for the process to provide a “fair, equitable, and balanced” approach. Gale noted that they are all neighbors facing the same traffic and need solutions that help everyone. She emphasized that it is a regional and national problem and hopes that there are regional approaches and solutions. Gale also brought up safety concerns, jake-braking concerns, and the fatality that happened in June. Gale asked that everyone bring their highest self to the discussion to together come up with solutions.
- Bill Taylor noted that the situation has become untenable and that work done on SR 41 and other roads has kicked the problem down the road over the last 20 years. Bill hopes the committee can plan a long-term solution that involves entities and people who are most agile and willing to accept the long-term solution. He hopes the committee invites those who are most knowledgeable, not just DeIDOT and WILMAPCO, but also civic associations. Bill noted that recommendations should be in conjunction with those in the lower regions of Pennsylvania. Bill expressed concern that seven legislators are involved in the total process because of the number of districts that could be impacted, which will be very difficult. Bill would like the Special Committee to be allowed to let decisions from intelligent entities lead the group.
- MaryAnn Summers stated that she is happy the Port is part of the Committee and would like the group to move forward as neighbors. MaryAnn emphasized the safety issues and jake-braking concerns. She hopes for first a short-term fix for immediate relief for residents on SR 41. MaryAnn hopes to have anyone the Special Committee needs to bring in, that the group listen and make the committee purposeful and to make the roads safe and equitable for everyone.

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- Michael Lewandowski feels a bit behind the curve as the SR 7 Representative because he was unaware of previous meetings and committees to discuss traffic on SR 41 and 48. Michael Lewandowski comes with an open mind, has information to catch up on, and hopes to come up with correct recommendations and proper solutions.
- Mike Censurato is serving on the committee because he asked Sen. Delcollo's aide who was representing SR 7. Mike Censurato plans to listen more than speak at the first meeting but thinks that previous attempts to manage truck traffic have not been good. He noted that noise is not only a concern from truck traffic, but also motorcycles, pickups, and car traffic. Mike Censurato also expressed concerns over speeding. He noted that the majority of truck traffic is local north-south truck traffic and it would place an undue burden on truck drivers to force them to use other roads in the region. He checked the WILMAPCO 2040 plan and noted that there is only 1 project for SR 41, SR 48, and SR 7 in the plan – at SR 41 and Faulkland Road.
- Mark Luszcz hopes to develop recommendations consistent with DelDOT's Mission, Vision, and Goals. DelDOT's Mission is "Excellence in Transportation. Every Trip. Every Mode. Every Dollar. Everyone." Two Vision statements are most relevant. For Every Trip, DelDOT strives to make every trip taken in Delaware safe, reliable and convenient for people and commerce. For Every Mode, DelDOT provides safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths. Mark noted that although not explicitly mentioned in the statement, commercial vehicles are considered a separate mode. Two Goals are also most relevant: first, to minimize the number of fatalities and injuries on our system, and second, to provide every traveler with access and choices to our transportation system.
- Nicole Majeski (on behalf of Sec. Jennifer Cohan) is happy that the Special Committee was formed, knows that this is a difficult issue, and is happy to have the expertise in the room to look at all options. Nicole hopes that the Special Committee will make recommendations for short, medium, and long-term solutions that are beneficial to all roadways involved.

Presentation on Previous Studies Along the Corridors

Dan Blevins (WILMAPCO) presented previous studies along the corridors. All of the information will be placed on the WILMAPCO website at www.wilmapco.org/SR10. Common threads of the previous studies are that there are no silver bullets for the complex problem of dynamic flow of freight and goods, it is difficult to shift due to time-sensitive freight and cost, and there are long-haul components and local economy considerations that span county, state, and multi-state region. Dan recommended that committee members look at the material available and a more detailed review can be presented in the future if the committee would like.

Nick Ferrara asked to go back over the details of the Cordon Line Survey. Dan revisited the study and also noted that all of the raw data for studies is included in the binder and available on the WILMAPCO website.

Bill Taylor noticed that most studies were spearheaded by agencies in Pennsylvania and asked about DelDOT's involvement in formulating policy and/or providing data. Dan and Mark discussed WILMAPCO and DelDOT's role in various studies, including those that were funded or initiated by Pennsylvania.

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Presentation on Existing Traffic Data

Jim Burnett presented previously collected traffic data as well as data that was recently collected by RK&K for comparison purposes. Jim noted that the committee members' notebooks provide a version of his presentation that includes more detailed traffic data than what was shown on the screen.

Gale asked if the traffic engineers take into account when roads are closed due to accidents. Jim responded that yes, that is considered and for the most recent data collection, the data collection equipment was left in place to collect an additional 3-4 days of data to completely discard/exclude the data for times when the roads were closed.

MaryAnn noted that on SR 41, traffic begins to back up around 2:00pm and will run until 7:00pm and asked if data will be accumulated for the entire time period. Jim informed the committee that in addition to the data provided in the binders, the traffic engineering team can look at any other breakdowns (vehicle classifications, time periods) the committee would like considered, including for example 2:00pm to 7:00pm.

Mike Censurato asked if additional counts will be taken in the future. Jim responded that that is at the discretion of the committee. Mike Censurato noted that there are no readings on the southern portion of Limestone Road (SR 7), and would like to see how that compares to SR 41 and SR 48. Jim indicated that if the committee wishes to collect data at this new location, the traffic engineering team can do so; however, there is no "Before" data at this location for comparison.

Nick had questions about some specific numbers that were presented previously. The previous data were not collected by RK&K, but were provided by DeIDOT. Jim will review the data provided by Nick (previous DeIDOT studies). Bill noted that DeIDOT collected data over four different time periods and there were dramatic increases and decreases in the heavy truck counts. Mark noted that discrepancies between the data in the binders and previously reported results can easily be attributed to how the data was presented before versus how it is being presented now. Some summaries showed Tuesday, Wednesday, and Thursday only, some showed Monday through Friday. Additionally, DeIDOT is aware of some data errors in the previously distributed summary tables (for example, typos). Mark noted that there are millions of data points that have been collected and one of the purposes of having Jim study the data was to provide an independent evaluation of the data, and to correct any errors identified. Jim reiterated that RK&K performed an analysis of the raw data for five periods (four provided by DeIDOT, one new collection by RK&K), using an "apples to apples" approach, where identical time periods were studied for all 5 data collection periods. Jim also noted that the findings of his analysis were similar to what DeIDOT's prior studies showed.

Michael Lewandowski asked if there was still a sign at the intersection of SR 7 and SR 41 in Pennsylvania that directed traffic to Newport to use SR 7. Mike Censurato confirmed that yes, that sign exists, as well as a big "Exit" sign which is unusual for that type of road.

Nick noted that the tables do not show how many total trucks come into Delaware using SR 41, SR 48, and SR 7 but by his count it is close to 1,000 per day.

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Future Meetings

Tigist presented the proposed topics and dates for future meetings on the “Save the Date” sheet included in the binders. The proposed schedule is to meet the second Wednesday of each month, but additional meetings per month may be necessary to meet the January 12, 2018 deadline, depending on how the meetings go. The first several meetings will include brainstorming time and subject matter experts. By the November meeting, Tigist hopes the Special Committee will have a draft recommendation for review, with a final recommendation by the December meeting. Tigist opened up discussion from committee members about the proposed schedule and topics, but there were no comments.

Tigist plans to communicate via email rather than mail to ease communications. She will compile email addresses for all committee members to provide meeting notices, minutes, and the agenda at least seven days prior to the next meeting. Additionally, all information will be available on the WILMAPCO website.

Gale asked if it would make sense if alternates were also included in the meetings. Tigist responded that based on the review of FOIA and Senate Resolution No. 10, and confirmed with the Deputy Attorney General, the only members that may have an alternate or proxy are the Executive Director of WILMAPCO (Tigist Zegeye, Chair) and the Secretary of DelDOT (Jennifer Cohan). No other members may have an alternate.

Public Comment

Andrew thanked the committee members for attending the first Special Committee meeting and opened the floor for public comments:

1. Guy Vanderlek requested that if the same facility be used in the future that public wi-fi be made available and that a larger projection be provided. He also commented about traffic safety, including the number of schools and school buses along the corridors.
2. Charlie Weymouth commented on the cost of maintaining the Interstate system and land use along state roads. Charlie advocated for widening any of these three roads or control; however, someone needs to pay for it. See attached written comments.
3. Steve Larrimore voiced concerns about jake-braking and speeding. He recommends that something must be done on SR 41 from a safety perspective immediately regardless of the long-term recommendation.
4. Lenny Morris pointed out that there is a bridge on SR 41 with a weight limit and suggested alternatives including: directing trucks to SR 48 while loaded but SR 41 while empty, Red Light Ahead When Flashing warning systems, using SR 896, and tolling.
5. Jess Benoit wants the committee to work collectively and think of a broad picture for long-term solutions. She requested the committee think of solutions that are outside the box, including toll roads, weigh stations, different routes, different allowances on SR 41, and time restrictions. She agrees with Bill that subject matter experts should be involved, but also recommended that truckers be involved because their input would also be relevant.
6. Bill Dunn expressed concern that the presidents of civic associations and others that have been involved in land use and transportation decisions in the past were not included in the Special Committee membership. He feels that these individuals have better knowledge than general community members about what is possible with traffic data collection cameras, cell phone data,

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and other tools. Based on what was said during the meeting, Bill sees the civic associations as excluded unless the committee invites them to speak.

7. Richard Phillippe declined to comment.
8. Jonathan Free noted that this is a regional issue and that if there's animosity there will be problems with the solution.
9. David R Downs asked the committee to cooperate and eventually reach agreement rather than trying to reach a consensus because a consensus may not be possible. He also asked the committee to focus on a Delaware solution, not activities in Pennsylvania that are outside of DelDOT's control. He emphasized safety as a higher priority than quality of life (rattling windows) along the corridors.
10. Mark Blake discussed the success of the traffic signal at Lantana Drive and SR 7 in slowing traffic and making the road safer. He would like to see the same type of forethought going into the recommendations from the Special Committee. He also discussed the speed limits. He also requested data for SR 7 near SR 2, similar to the termini for data collection along SR 41 and SR 48.
11. Edward Nellor declined to comment.

NEXT MEETING

Special Committee Meetings will be held on the second Wednesday of each month starting at 6:00pm for the duration of the project.

The next meeting will be held on Wednesday, August 9, 2017 at 6:00pm at the Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE 19707.

If you have any additions, corrections or comments regarding these minutes please contact Tigist Zegeye at tzegeye@wilmmapco.org.

Attachments: Committee Member Sign-in Sheet
General Sign-in Sheet
Public Comment Speaker Sign-up Sheet
Written remarks from Committee Member Mike Censurato
Written remarks from Committee Member Gale Hamilton
Written comments from Charlie Weymouth

cc: Attendees

**Special Committee to Study and Make Recommendations
Regarding Truck Traffic and Freight Movements
Along SR 41, SR 48 & SR 7**

**Wednesday, July 12, 2017
6:00pm – 8:00 pm
Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE**

Committee Member Sign-in Sheet

Member	Organization	Signature
MaryAnn Summers	Route 41 Representative	<i>Mary Ann Summers</i>
Bill Taylor	Route 41 Representative	<i>Bill Taylor</i>
<i>Gale</i> Gail Hamilton	Route 48 Representative	<i>Gale Hamilton</i>
Nick Ferrara	Route 48 Representative	<i>Nick Ferrara</i>
Michael Lewandowski	Route 7 Representative	<i>Michael Lewandowski</i>
Michael Censurato	Route 7 Representative	<i>Michael Censurato</i>
Tigist Zegeye	Executive Director of WILMAPCO	<i>Tigist Zegeye</i>
Mike Begatto	Diamond State Port Corporation Board of Directors	<i>Mike Begatto</i>
Matthew Cox	Delaware State Police Truck Enforcement Unit	<i>Matthew Cox</i>
Jennifer Cohan	Secretary of DelDOT	<i>Jennifer Cohan</i>
Mark Luszcz	Chief Traffic Engineer DelDOT	<i>Mark Luszcz</i>
Staff Support		
Jim Burnett	RK&K	<i>Jim Burnett</i>
Andrew Bing	Kramer & Associates	<i>Andrew Bing</i>

Special Committee to Study and Make Recommendations
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Sign-in Sheet

Name	Address	Phone Number	Email
Mary Pat Lubanick			
Stanley A. Lubanick			
Gale Hamilton			
GUY VANDER LEK			
Richard Johnson			
Michael Bogart			
B. J. Song			
Peter T. Christy			
Candace C. Christy			
MIKE LEWANDOWSKI			
John POWELL			
Paul F. Finski			

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Sign-in Sheet

Name	Address	Phone Number	Email
Stephen Larrimore			
MIKE CENSURATO			
Matthew Cox			
Lenny Morris			
Carolyn Ziegler			
Joe Carucci			
Bill Taylor			
Bobby Collins AR			
Nancy Parico			
LEE DERRICKSON			
STAN CZERWINSKI			

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Sign-in Sheet

Name	Address	Phone Number	Email
CHARLES WEYMOUTH			
Fran Huhn			
Jess Bendit			
Grace Fillos			
Ted Fillos			
Jim MORRISON			
Sean Walsh			
Kathryn Eikenberry			
Eric Eikenberry			
John O. MULFORD Sr			
Miguel Hurtado			

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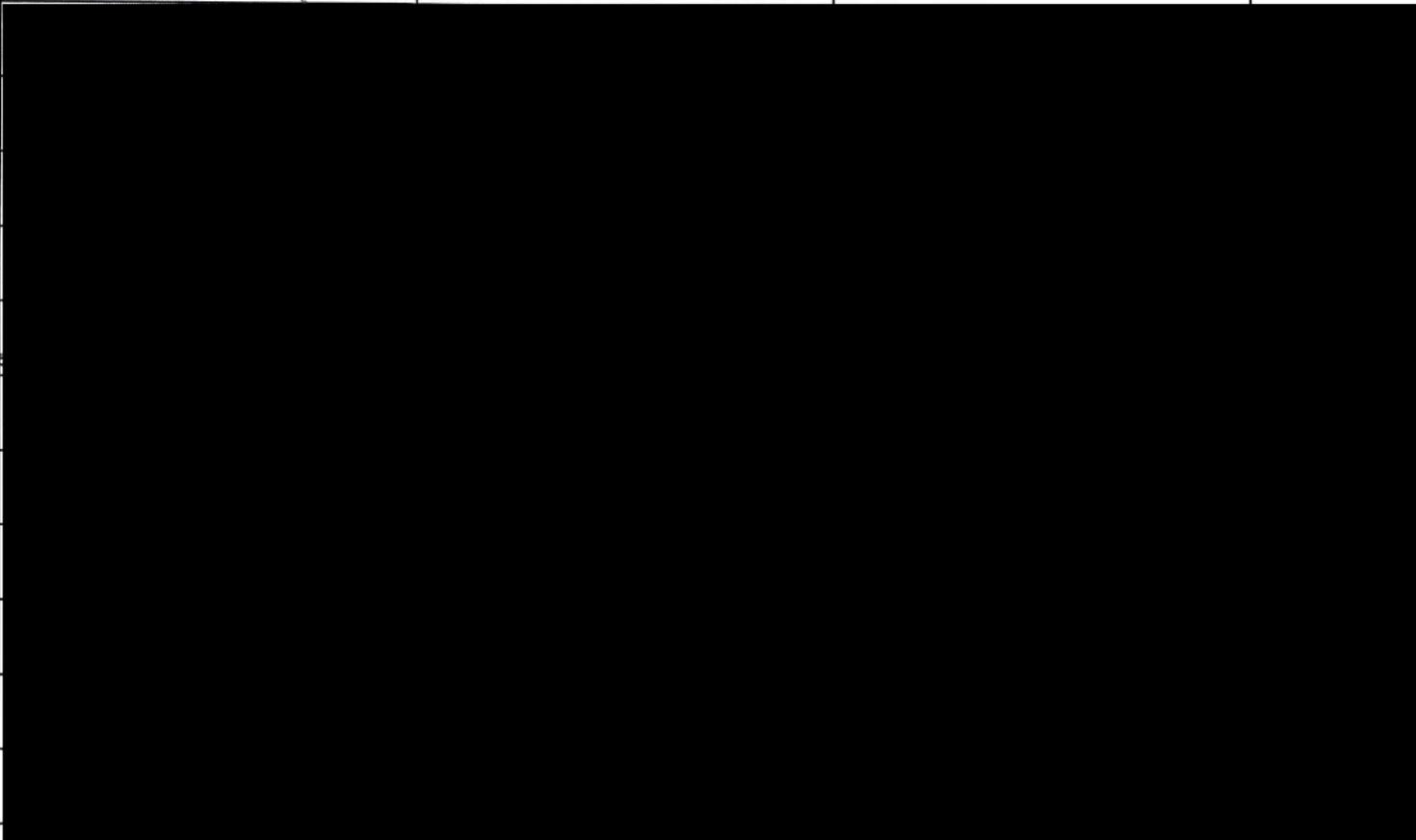
Sign-in Sheet

Name	Address	Phone Number	Email
Rosemary Atallian			
MARIA CALCAHO			
STEVE M. BRAYL			
Anne Powell			
Robert O'Flynn O'Brien			
Mary Ann Sumner			
Mary Lou Fennell			
Sheila Dixon			
Thomas Gethzug			
Eleonora Nelson			
Lyn Kee			

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Sign-in Sheet

Name	Address	Phone Number	Email
Kathy Perry			
Chic Perry			
Jill Shilling			
Adam Shilling			
Robert & EVA Gilber			
LINDA SWANNON			
RICHARD PHILIPPE			
Don Beddie			
Mandy Gonye			
MARK UPTON			
John Iwasyc			

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Sign-in Sheet

Name	Address	Phone Number	Email
Kathleen Swasey			
Steve Giancarlo			
Brian Fuhner			
Rob Veeshere			
Anthony Delcolts			
Angela Bell			
JIM WELDING			
Sarah Fulton			
MARCE VENTRES			
ANDY & APRIL RASH			
DENISE BOYLE			

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Sign-in Sheet

Name	Address	Phone Number	Email
BILL DUNN			
John Kirk			
Don Wolcott			
Greg Cavalle			
MARK BUDICE			
JOHN REYNOLDS			
April RASH			
M & J Klein			
Sam Cooper			
Jenn Ruebush			
Mitch Ruebush			

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Sign-in Sheet

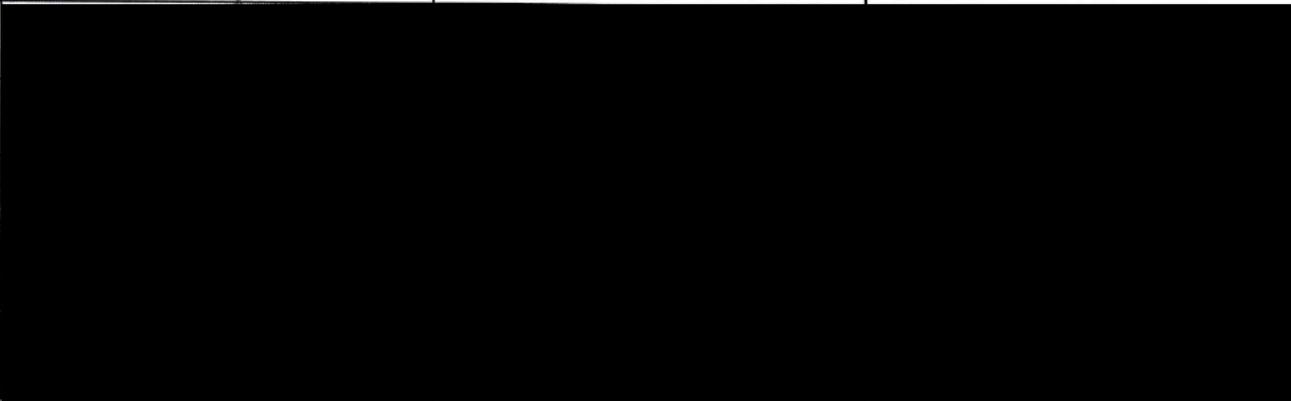
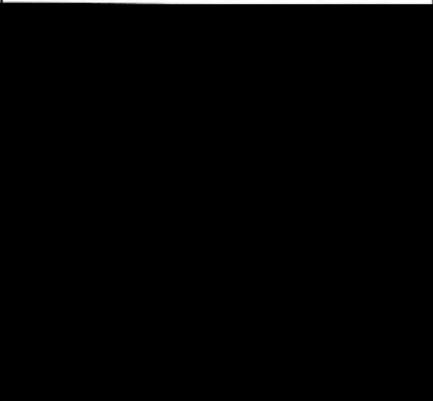
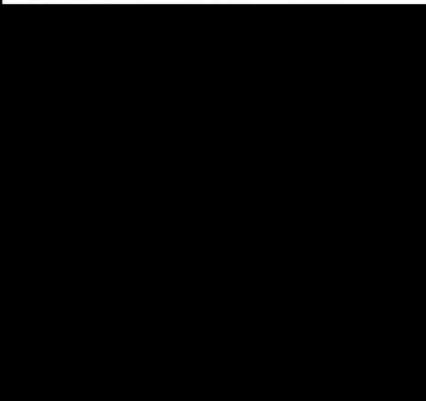
Name	Address	Phone Number	Email
Michch Freer			
michael & Diane Sisk			
Barbara Hanks			
Jerry Hanks			
Marleaha Garber			
Sally Kennedy			
Jim Kennedy			
Chuck Mendoza			
JOHWETTE KIRK			
Christine Shindler			
David R Downs			

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Sign-in Sheet

Name	Address	Phone Number	Email
Judi & Tom FREE			
Voula & Bob Stout			
Michael Miller			
A S Bergonoe			
Ed Oulh			

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Sign-in Sheet

Name	Address	Phone Number	Email
Amanda Pienkos	[REDACTED]	[REDACTED]	[REDACTED]
Shawn Murphy			
Shale "			
Margaret Kincaid			

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Public Comment Sign-up Sheet

1. GUY VANDERLEIC ✓
2. CHARLIE WEYMOUTH ✓
3. Steve Larrimore ✓
4. Lenny Morris ✓
5. Jess Bendit ✓
6. BILL DUNN ✓
7. RICHARD Phillippe NO
8. JONATHAN FREE ✓
9. David R Downer ✓
10. MARK BLOICE ✓
11. ~~Paul (Lello)~~ 
12. ~~Martecha Gerber~~
13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____
21. _____
22. _____

SR-7 Committee Member Presentation

Name: My name is Mike Censurato

I got on this committee by asking who was representing SR-7. Brian made it too easy.

Background: I have lived in DE since 1972 except for a couple of years on a company transfer. I am a quasi-retired engineer, UofD graduate, and GHADA member for about 25 years. I am currently on the GHADA Board of Directors.

Address: We built our home off of SR7 some 40 years ago, just south of the Brackenville Rd intersection.

1. At the time SR-7 was a two lane road with moderate traffic except for rush hour and beach traffic on weekends. To give you a sense of what it was like, I had to petition the post-office to move our mailbox to our side of the road.
2. Even back then noise was a concern of mine. Before deciding to build, I stood on our lot to get an impression of the noise level. It seemed tolerable.
3. At that time we were still feeling the effects of the First Energy Crisis. The conventional wisdom was that in the future, people would drive smaller vehicles and many would be moving back to the city due to high cost of fuel. Obviously it did not turn out that way.
4. After weighing all the plusses and minuses, we decided to build. I suspect that most of you that live along these roads did a similar thing.

This is my current Perspective on the Problem.

1. As a new SR-7 committee members, we are late to the party and as a result need some time to get our bearings. Tonight I am going to listen more than talk but I have some preconceived ideas that the past attempts to micromanage the redistribution of the truck traffic is unworkable and unjust. Counting trucks does not in any way prove that one area is experiencing more noise and misery than another. In any case, the Special Committee tasked us to reduce the number of trucks along these routes, not to redistribute them.
2. I presume most of you don't like trucks because of the noise they generate. However, trucks are not the only source of noise. Where I live cars, motorcycles and pickup trucks can make as much noise, if not more, than tractor trailers because of the high traffic volume and speed. The speed at my section of SR7 is posted at 50 mph but in reality people drive 60 to 70 mph.
3. Based on my quick observations, I believe the majority of the truck traffic is local north-south commercial traffic. I believe it would impose an undue burden on them to force them to use particular roads.
Long distance truck traffic likely use the three roads primarily to reach the Wilmington

Port, DE Memorial Bridge, and DE-1. There are no good alternatives for those destinations.

Future Items to work on:

My view is that this committee should work on the following goals:

- Find ways to enforce J-Brake laws and posted speeds.

- Have Wilmapco pursue coordination with PA and Ma for a regional plan to improve roadways that bypass the built up residential areas in northern NCC. I checked the 2040 WILMAPCO REGIONAL PLAN FOR 2040 and it does not contain any project that effect the three roads except for the Faulkland Rd intersection with SR41.

- Sketch out a proposal for a longer term program to create buffer space along these routes by allowing commercial rezoning of housing close to the roads. In my memory, Concord Pike and Kirkwood highways were at one time two lane roads with housing along the way but population pressures forced road widening and commercialization. No one would want to build a new house next to a four lane highway. Existing housing stock deteriorates due to low demand and rents.

- Seek State funds to yearly purchase some housing closest to the roads to create a buffer area.

- Request that WILMAPCO come up with a proposed solution to the coming gridlock along these routes. Chester County still has plenty of open land that will likely fill up with housing. The existing three routes will surely experience gridlock. Currently there is nothing on the WILMAPCO PLANNING DOCUMENT to mitigate it.

- Investigate noise barriers if practical in some instances.

Thank You

Expectations Statement from Gale Hamilton, Special Committee/Truck Traffic...

My name is Gale Hamilton, and I've lived on Route 48, 58 feet from the road, for over 40 years. I'm a member of the Route 48 Coalition, a grassroots organization made up of stakeholders from homes, a high rise, condos, townhouses, healthcare facilities, schools and businesses who've been negatively impacted by the increase in truck traffic on Lancaster Pike. Screeching, belching, thundering trucks have shaken our walls, interrupted our sleep, made us keep the windows closed to keep out lung-stinging fumes, kept us from eating or reading outside, compromised the resale values of our homes, increased commute times, and endangered workers who take the bus and have to cross the road. Truck traffic has increased stress, raised blood pressure, and put us in near-miss situations as trucks go barreling by. The situation has impacted our physical and mental health and above all, our safety. In addition, Route 48 has large populations of elder drivers, novice student drivers, and vulnerable populations at Brookdale Assisted Living, Regal Heights Rehabilitation Center as well as children dropped off and picked up at Children of America, KinderCare, and local schools.

However, despite all this, we know we are not alone in this suffering, and the truck traffic situation is also negatively impacting the people of SR 41 and SR 7. The goal of The Route 48 Coalition is therefore to find fair, equitable and balanced solutions to the truck problem, solutions which have us share the burden with stakeholders on other roads while we work together to find new and creative ways to divert, diminish or otherwise deal with the trucks. We on Route 48 do not wish to dump all or even most of the truck traffic onto another road, nor do we want it dumped on ours. The fact is we are committed to finding ways to improve the quality of all of our lives when it comes to truck traffic, though I will add The Route 48 Coalition will stand up to any attempt to have all of the trucks rerouted only in our direction. Members of our coalition are already brainstorming some outside-the-box solutions to the truck problem, solutions we look forward to sharing with everyone. Along the way, we wish to be heard and respected and, in turn, to listen and respect all stakeholders.

We share a common problem, though each road also has its individual features and quirks, which need to be considered in determining truck routes. I hope this committee will give us the opportunity to dispel myths and misconceptions about Route 48 that cause others to claim our road would be the perfect truck route. Route 48, for example, has several blind spots, unexpected curvature, a failed intersection, places that suddenly go in one direction from three lanes down to one or go from having a good-sized shoulder to none, making it impossible for a speeding truck or ambulance to pull off the road if necessary. There are frighteningly placed bike lanes on a road full of speeding trucks. We have several deadly spots, where serious and fatal crashes have occurred, large deer populations endangering drivers, a development with a dip and high hill behind it which amplify already deafening truck noise, dangerous entrances that suddenly appear, a downhill grade which, when speed and weight of freight are factored in, make it difficult for heavier trucks to stop in time at the tracks--tracks at which school buses must stop. We have DART bus traffic, too, road erosion due to a creek, frequent ambulances racing by, and parts of the road that are extremely dark at night. We also have blinding sun glare during peak commute times at certain times of the year. When people declare that Route 48 should take all of the truck traffic because the roads are wide and the residents few, we take exception, especially since our projected growth, the expansion of the port, the stacking of populations in multi-level

condos and a high rise and new businesses and homes on our near our road are only going to increase the traffic on a road which already has more than its share of car traffic. My expectation and hope is that these factors will be considered in the Special Committee's final recommendations.

One last note, which I would like to clear up. The petitions signed last fall by over 1,100 people who live or work on or near Route 48 were neither faked nor improperly vetted as has been claimed. I know because I wrote the petition, went door to door, making contact with stakeholders and civic head leaders so they could, in turn, distribute the petitions in ways they saw fit. I personally counted all the signatures and the petitions were xeroxed not because we were bending rules but because we gave out multiple copies, not just to DelDOT but to the Governor Elect, some legislators, and others. Regarding the few names that were signed twice--because a signer was affected both at the development where they lived and the place where they worked--a note was made of that doubling up so names would NOT be counted twice in the tally. If there were any errors, they were unintentional and I take responsibility. Bottom line: the buck--and the truck--stops here. May we put the issue of petitions and all other areas of past controversy to rest and begin anew.

In closing, the truck traffic problem should not be and never should have become a road-against-road, neighbor-against-neighbor problem. My expectation and hope is that from tonight onward we all come together to find fair, balanced, equitable, local and regional solutions to a tricky truck situation. The motto of The Route 48 Coalition is *Connect. Unite. Problem-solve*. We look forward to doing just that with all of you. May we all take the high road as we travel forward, and may THAT road eventually have fewer trucks on it!

Gale Hamilton
Member, Special Committee

Special Committee to Study and Make Recommendations Regarding Truck Traffic and Freight Movements Along SR 41, SR 48 and SR 7 (Special Committee per Senate Resolution No. 10)

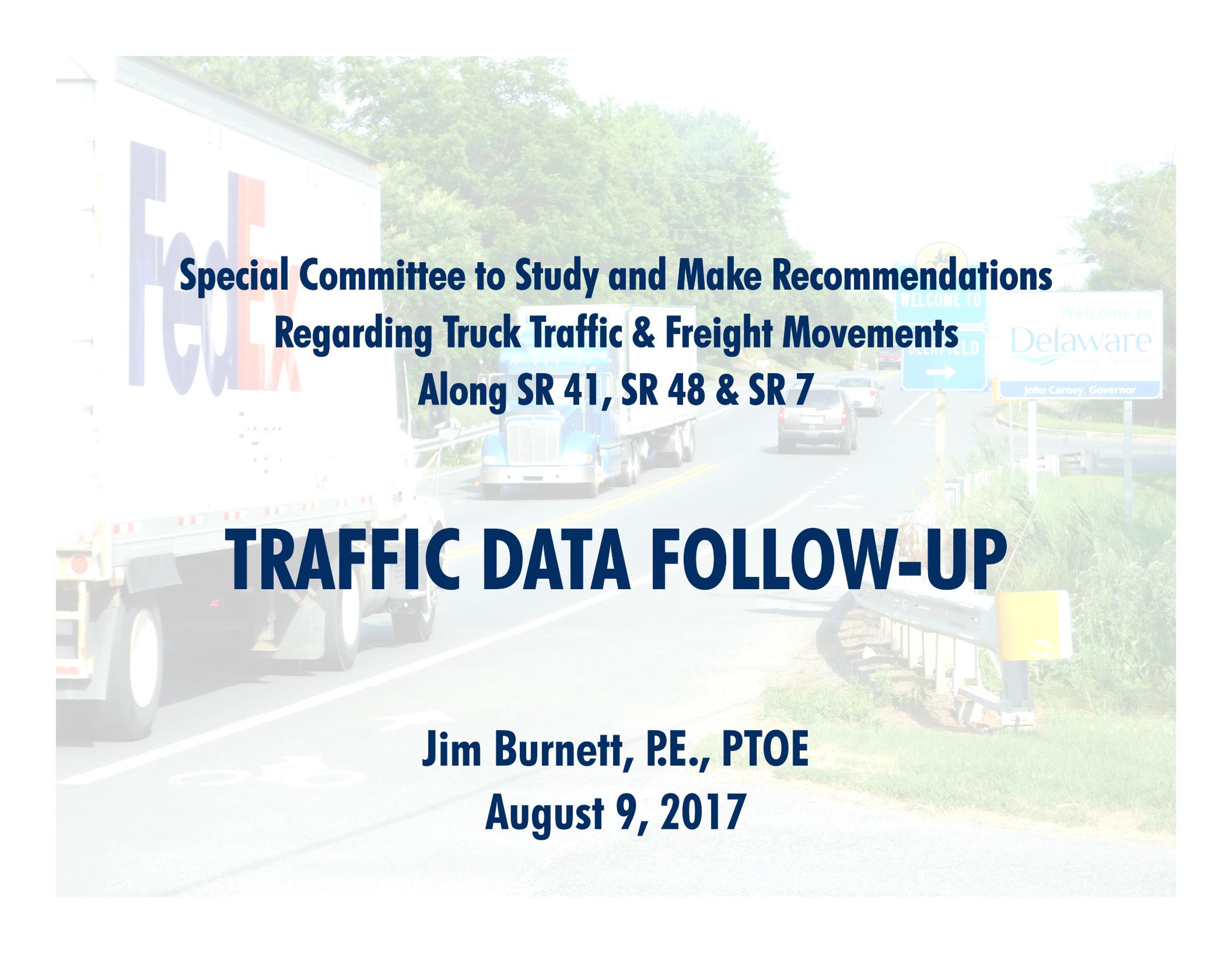
Public Comment from Charlie Weymouth, for over 65 years, a Local resident.

When will local residents accept that they will soon have to pay for mandatory constraints and improvements to accessing our Interstate road system ? Local commercial and residential intrusion upon Subject roads are primary examples of open access permitted by the State and County upon these critical routes. Envisioned widening of subject routes has been hobbled for over 45 years. Yet, further suburban residential growth continues, near unabated, with no corrective measures upon our inter states. When journeying South on Rt. 41, as to whether to swerve left to 48 or continuing to the right on Rt 41 is but a sub issue. No matter what, Public Attitude is --"George will Pay for It". Delinquency in addressing the issues of financial under writing of necessary infrastructure supportive of residential growth gives cause to cancel Land Use control for our County Government.

Thank You

A handwritten signature in black ink, appearing to read "Charlie Weymouth". The signature is written in a cursive style with a large initial "C" and a long horizontal stroke at the end.

Charlie Weymouth, AIA



**Special Committee to Study and Make Recommendations
Regarding Truck Traffic & Freight Movements
Along SR 41, SR 48 & SR 7**

TRAFFIC DATA FOLLOW-UP

**Jim Burnett, P.E., PTOE
August 9, 2017**

Differences in Reported Data

Why are Previously Reported Numbers Different?

- Only Difference was with “Daily” Traffic
- Different Definitions for “Daily”:

- Tues., Wed., Thurs. } **Prior Study**
- Mon. through Fri. }
- 7 days **Latest Study**



- **Human Error - Prior Study**
 - 15,309 → 15,039
 - Mislabeled Northbound and Southbound counts at one location in October 2016
 - Differences using rounded numbers

Quality Control/Quality Assurance

- RK&K analyzed June 2017 data AND all previously collected data
- 3 traffic engineers provided QC/QA
 - Identified differences between **Latest Study** and **Prior Study**
 - Determined reason for any differences
 - Determined correct values — presented at July 12, 2017 meeting

Bottom Line: In the **Latest Study and **Prior Study**, the trends remain the same!**

- Near State Line: From June 2016 to June 2017, a modest reduction in heavy trucks on SR 41 and almost no change on SR 7
- Since the signs were removed, heavy trucks decreased on SR 48, but increased on SR 41
- Truck volumes on SR 41 are generally lower now than they were a year ago

Truck "Split" Shifts Over Time on SR 41 and SR 48

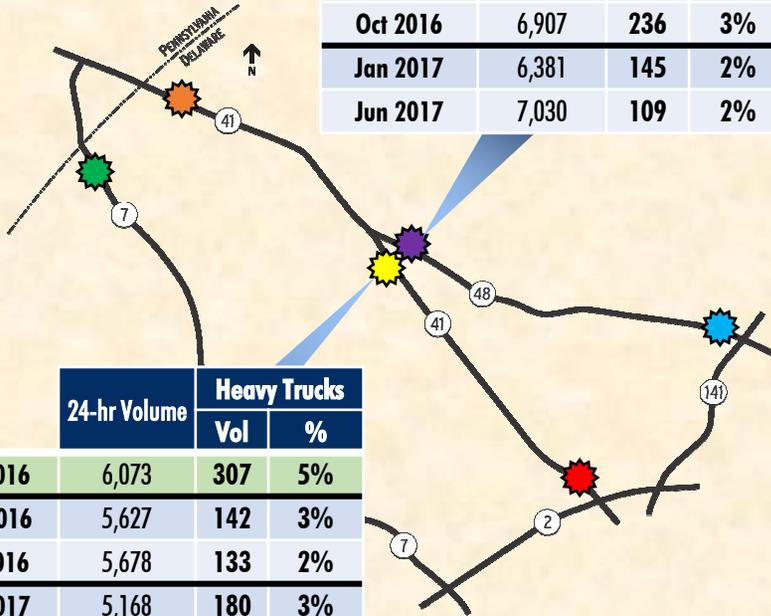


Daily (24-hour) Traffic Southbound

	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	6,849	99	1%
Aug 2016	6,395	247	4%
Oct 2016	6,907	236	3%
Jan 2017	6,381	145	2%
Jun 2017	7,030	109	2%

	Total Trucks	% of Total Trucks on SR 41 SB	% of Total Trucks on SR 48 SB
Jun 2016	406	76%	24%
Aug 2016	389	37%	63%
Oct 2016	369	36%	64%
Jan 2017	325	55%	45%
Jun 2017	318	66%	34%

	Total Volume	% of Total Volume on SR 41 SB	% of Total Volume on SR 48 SB
Jun 2016	12,922	47%	53%
Aug 2016	12,022	47%	53%
Oct 2016	12,585	45%	55%
Jan 2017	11,549	45%	55%
Jun 2017	13,116	46%	54%



	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	6,073	307	5%
Aug 2016	5,627	142	3%
Oct 2016	5,678	133	2%
Jan 2017	5,168	180	3%
Jun 2017	6,086	209	3%

After the signs were installed, there was a shift of trucks from SR 41 to SR 48.

Since the signs were removed, heavy trucks shifted back to SR 41. However, truck volumes on both routes remain lower now than they were a year ago.

Summary

- Why were there data differences?
 - Different time periods
 - Human Error
- Did trucks shift between SR 41 and SR 48 due to signs?
 - Yes:
 - When Signs installed → Trucks shifted from SR 41 to SR 48
 - 76% / 24% (SR 41 / SR 48) before
 - 36% / 64% during
 - When signs removed → Most trucks shifted back to SR 41
 - 66% / 34% after
 - Fewer total trucks than a year ago on either road



**Special Committee to Study and Make Recommendations
Regarding Truck Traffic & Freight Movements
Along SR 41, SR 48 & SR 7**

SAFETY DATA

**Jim Burnett, P.E., PTOE
August 9, 2017**

Crash Data 101

- All crash data based on crash reports from responding police agency
 - Individual crash reports completed by responding officer(s)
 - Not reported? → Not in data
 - Police entry of “non-reportable” → Not in data
- Crash Analysis Reporting System (C.A.R.S.)
 - Data entered by Police
 - Quality Control of data by DelJIS
 - Data access/analysis by DelDOT

7/18/2017

Delaware Crash Analysis Reporting System

Crash Study Time Period: 1/1/2013 - 12/31/2015
 Query Type: AdvancedQueryTool
 Description: roadSegment, Start Date: 1/1/2013, End Date: 12/31/2015, Vehicle Style: [Truck Tractor and Semi-Trailer, Other Truck Combo, Commercially Used Van]

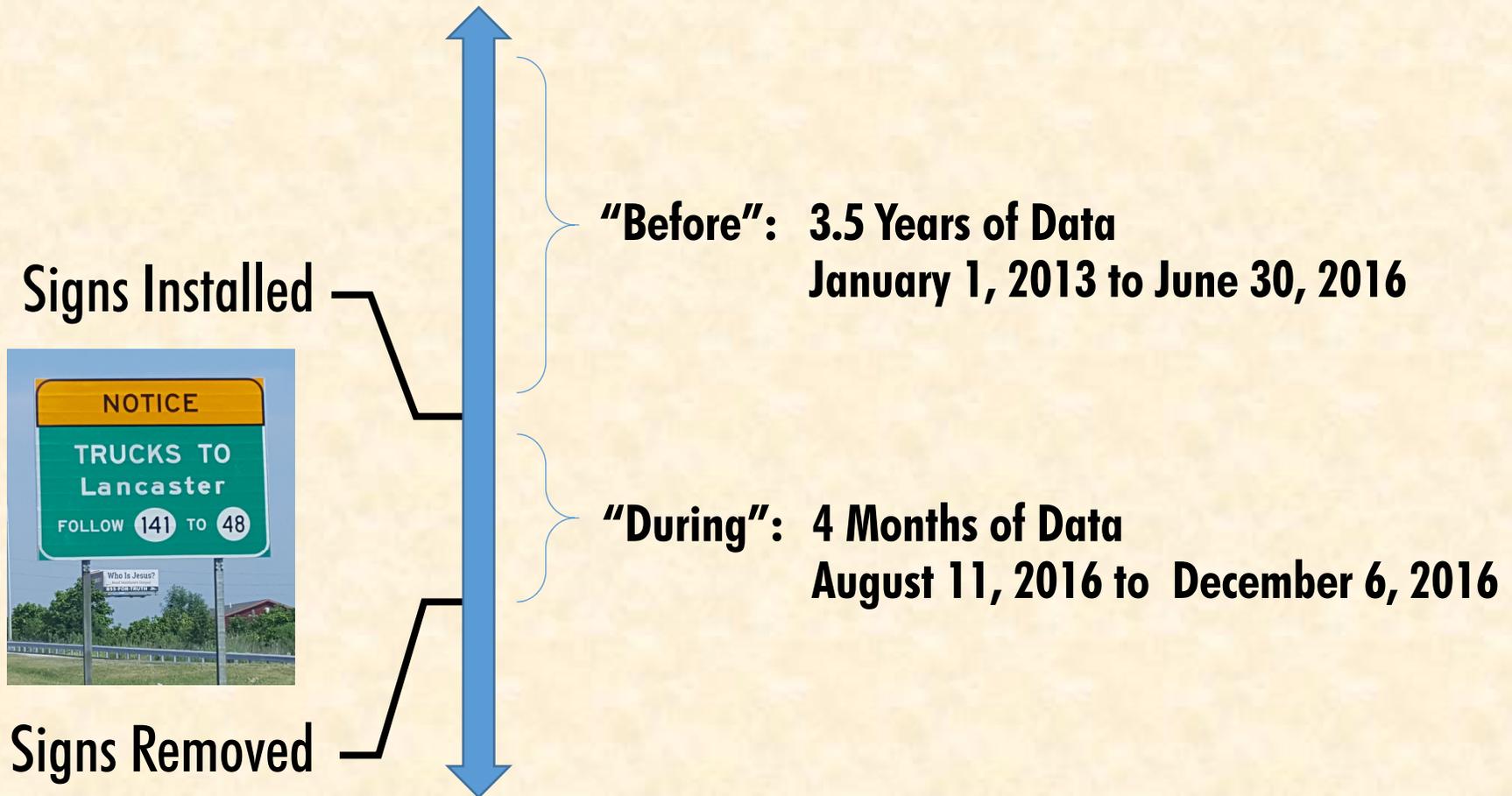
Study Requested By: TDTSSXH
 Study Generated By: 29
 Number of Crashes: 29
 Includes Non-Reportable Crashes: N
 Study Code:



Disclaimer for CARS: Crash data and associated police reports are intended for DelDOT use only and shall not be transmitted, copied, distributed or provided to any entity other than DelDOT unless written approval is received from the DelDOT Legal Section. Police reports are the property of the Delaware State Police.

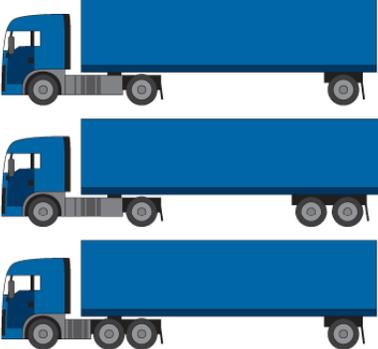
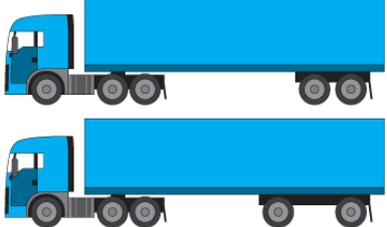
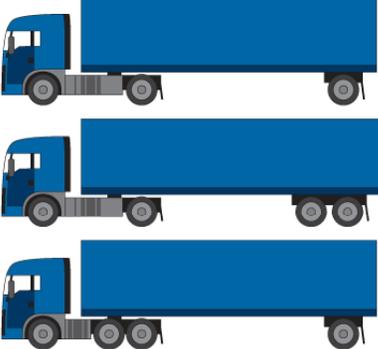
Summary		Classification		Manner of Impact	
	# of Crashes		% of Total Crashes		% of Total Crashes
Total Crashes	29	Non-Reportable	0	Front to rear	12
Fatal Crashes	1	Reportable	19	Front to front	1
Total Alcohol-Related Crashes	3	Personal Injury	9	Angle	6
Total Non Alcohol-Related Crashes	26	Fatality	1	Sideswipe, same direction	8
Total Fatalities	1	Total	29	Sideswipe, opposite direction	1
Total Pedestrian Fatalities	0			Rear to side	0
Total Pedestrian Injuries	0			Rear to rear	0
Total Pedestrian Crashes	0			Other	0
Total Motorcycle Crashes	0			Unknown	0
Total Pedalcyclist Crashes	0			Not a collision between two vehicles	

SR 7/41/48 Crash Analysis

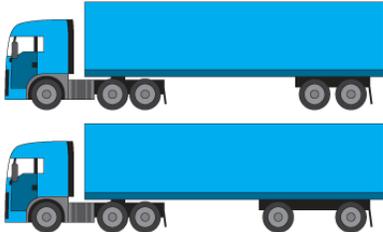
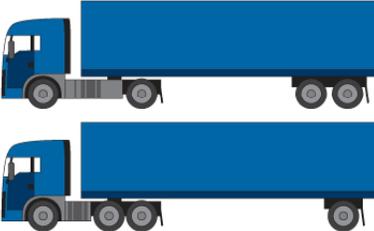


Focused on Total Crashes and Truck Crashes

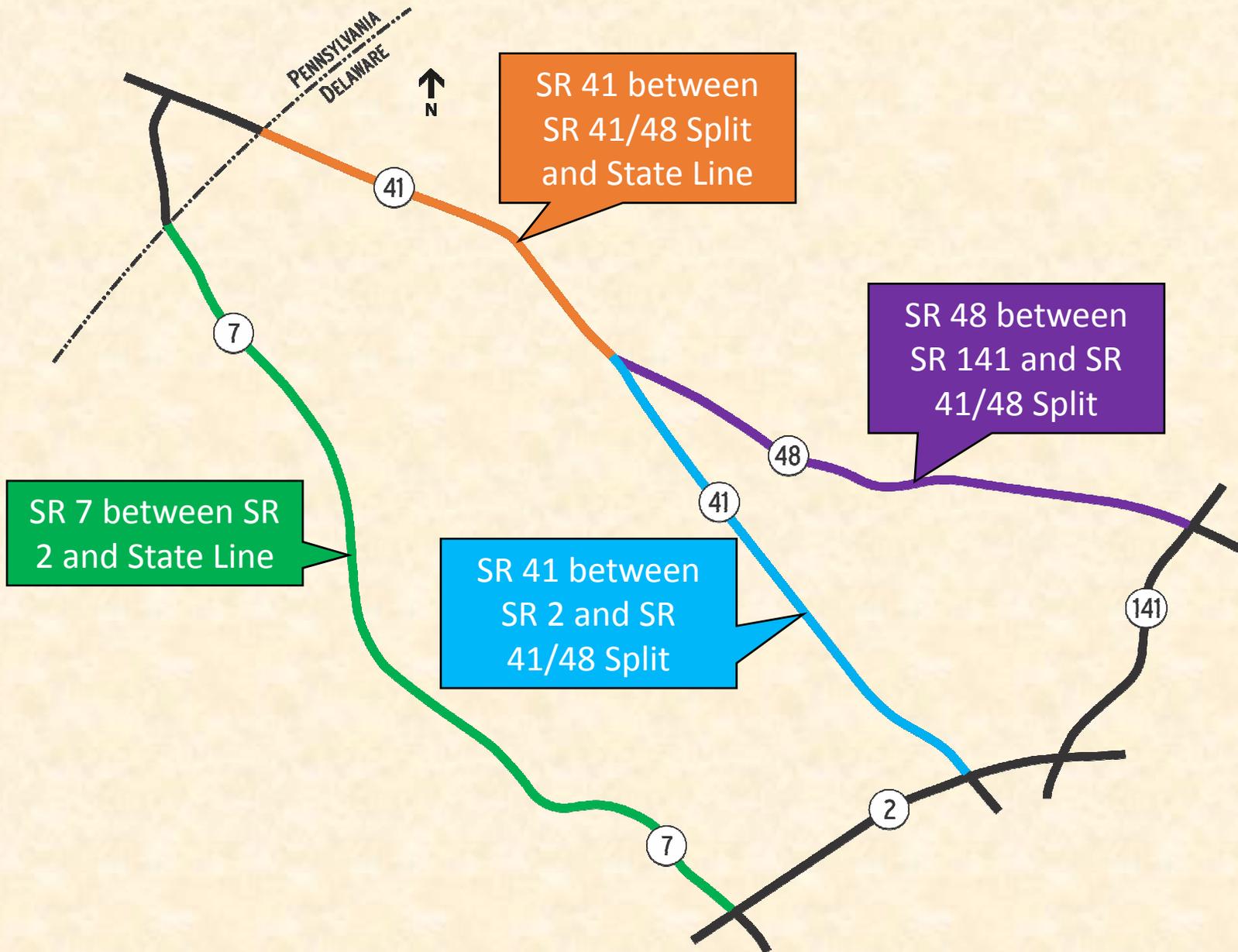
Heavy Vehicle Definition – Volume Counts

FHWA Vehicle Classifications				
<p>1. Motorcycles 2 axles, 2 or 3 tires</p> 	<p>2. Passenger Cars 2 axles, can have 1- or 2-axle trailers</p> 	<p>3. Pickups, Panels, Vans 2 axles, 4-tire single units Can have 1 or 2 axle trailers</p> 	<p>4. Buses 2 or 3 axles, full length</p> 	
<p>5. Single Unit 2-Axle Trucks 2 axles, 6 tires (dual rear tires), single-unit</p> 		<p>6. Single Unit 3-Axle Trucks 3 axles, single unit</p> 	<p>7. Single Unit 4 or More-Axle Trucks 4 or more axles, single unit</p> 	<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axles, single trailer</p> 
<p>9. Single Trailer 5-Axle Trucks 5 axles, single trailer</p> 		<p>10. Single Trailer 6 or More-Axle Trucks 6 or more axles, single trailer</p> 		<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axles, single trailer</p> 
<p>11. Multi-Trailer 5 or Less-Axle Trucks 5 or less axles, multiple trailers</p> 		<p>12. Multi-Trailer 6-Axle Trucks 6 axles, multiple trailers</p> 		
<p>13. Multi-Trailer 7 or More-Axle Trucks 7 or more axles, multiple trailers</p> 		<p>12. Multi-Trailer 6-Axle Trucks 6 axles, multiple trailers</p> 		

Truck Definition – C.A.R.S. Data

FHWA Vehicle Classifications			
<p>1. Motorcycles 2 axes, 2 or 3 tires</p> 	<p>2. Passenger Cars 2 axes, can have 1- or 2-axle trailers</p> 	<p>3. Pickups, Panels, Vans 2 axes, 4-tire single units Can have 1 or 2 axle trailers</p> 	<p>4. Buses 2 or 3 axes, full length</p> 
<p>5. Single Unit 2-Axle Trucks 2 axes, 6 tires (dual rear tires), single-unit</p> 	<p>6. Single Unit 3-Axle Trucks 3 axes, single unit</p> 	<p>7. Single Unit 4 or More-Axle Trucks 4 or more axes, single unit</p> 	<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axes, single trailer</p> 
<p>9. Single Trailer 5-Axle Trucks 5 axes, single trailer</p> 	<p>10. Single Trailer 6 or More-Axle Trucks 6 or more axes, single trailer</p> 	<p>8. Single Trailer 3- or 4-Axle Trucks 3 or 4 axes, single trailer</p> 	
<p>11. Multi-Trailer 5 or Less-Axle Trucks 5 or less axes, multiple trailers</p> 	<p>12. Multi-Trailer 6-Axle Trucks 6 axes, multiple trailers</p> 		
<p>13. Multi-Trailer 7 or More-Axle Trucks 7 or more axes, multiple trailers</p> 			

Crash Data Segments



Crash Data Summary – SR 7

Daily Traffic: 29,196
Average vehicles per day

Length: 5.93
Miles

3.5-yr Total Crashes: 748

3.5-yr Truck Crashes: 40

Total Crash Rate: 3.38
*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.18
*Truck crashes per million
vehicle miles traveled*



Truck-related crash trends

- Five crashes resulted in injuries (13%) and there were zero fatalities
- Rear-end crashes were the most common (53%)
- Sideswipe, same direction crashes were also common (23%)
- 48% of crashes occurred between 12:00 noon and 5:00 pm
- 90% of crashes occurred during daylight hours
- 65% of crashes occurred between Tuesday and Thursday

Short-Term Crash Data: Use With Caution!

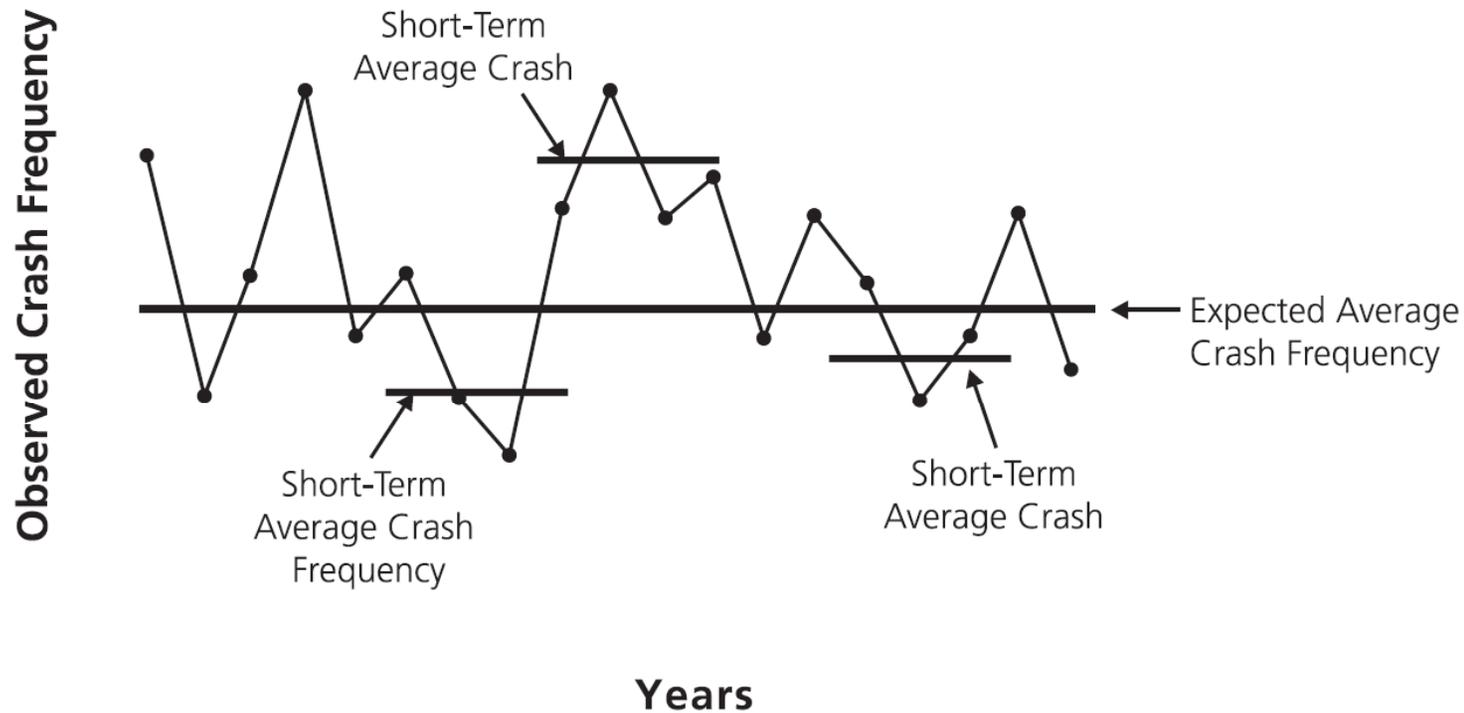


Figure 3-4. Variation in Short-Term Observed Crash Frequency

Source: AASHTO Highway Safety Manual, 1st Edition, 2010

Crash Data Summary – SR 7

“Before”

January 2013 – June 2016

Daily Traffic: 29,196

3.5-yr Total Crashes: 748

3.5-yr Truck Crashes: 40

Crashes **per year**: 214

Truck Crashes **per year**: 11

Total Crash Rate: 3.38

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.18

*Truck crashes per million
vehicle miles traveled*

“During”

August 2016 – December 2016

Daily Traffic: 30,263

4-mo Total Crashes: 64

4-mo Truck Crashes: 3

Crashes **per year**: 199

Truck Crashes **per year**: 9

Total Crash Rate: 3.03

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.14

*Truck crashes per million
vehicle miles traveled*

Crash Data Summary – SR 41 North of SR 41/SR 48 Split

Daily Traffic: 18,683
Average vehicles per day

Length: 2.75
Miles

3.5-yr Total Crashes: 292

3.5-yr Truck Crashes: 33

Total Crash Rate: 4.45
Crashes per million vehicle miles traveled

Truck Crash Rate: 0.50
Truck crashes per million vehicle miles traveled



Truck-related crash trends

- 12 crashes resulted in injuries (36%) and there was one fatality
- 30% of crashes occurred between 3:00 pm and 6:00 pm
- Rear-end crashes were the most common (42%)
- 73% of crashes occurred during daylight hours
- Sideswipe, same direction crashes were also common (24%)
- 73% of crashes occurred between Wednesday and Friday

Crash Data Summary – SR 41 North of SR 41/SR 48 Split

“Before”

January 2013 – June 2016

Daily Traffic: 18,683

3.5-yr Total Crashes: 292

3.5-yr Truck Crashes: 33

Crashes **per year**: 83

Truck Crashes **per year**: 9

Total Crash Rate: 4.45

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.50

*Truck crashes per million
vehicle miles traveled*

“During”

August 2016 – December 2016

Daily Traffic : 19,197

4-mo Total Crashes: 35

4-mo Truck Crashes: 6

Crashes **per year**: 109

Truck Crashes **per year**: 19

Total Crash Rate: 5.63

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.97

*Truck crashes per million
vehicle miles traveled*

Crash Data Summary – SR 41 South of SR 41/SR 48 Split

Daily Traffic : 13,264
Average vehicles per day

Length: 3.44
Miles

3.5-yr Total Crashes: 269

3.5-yr Truck Crashes: 32

Total Crash Rate: 4.61
*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.55
*Truck crashes per million
vehicle miles traveled*



Truck-related crash trends

- Five crashes resulted in injuries (16%) and there were zero fatalities
- Rear-end crashes were the most common (50%)
- Sideswipe, same direction crashes were also common (25%)
- 28% of crashes occurred mid-day between 11:00 am and 1:00 pm
- 81% of crashes occurred during daylight hours
- 34% of crashes occurred on Tuesdays

Crash Data Summary – SR 41 South of SR 41/SR 48 Split

“Before”

January 2013 – June 2016

Daily Traffic: 13,264

3.5-yr Total Crashes: 269

3.5-yr Truck Crashes: 32

Crashes **per year**: 77

Truck Crashes **per year**: 9

Total Crash Rate: 4.61

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.55

*Truck crashes per million
vehicle miles traveled*

“During”

August 2016 – December 2016

Daily Traffic: 13,517

4-mo Total Crashes: 29

4-mo Truck Crashes: 3

Crashes **per year**: 90

Truck Crashes **per year**: 9

Total Crash Rate: 5.30

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.55

*Truck crashes per million
vehicle miles traveled*

Crash Data Summary – SR 48

Daily Traffic : 22,738
Average vehicles per day

Length: 3.83
Miles

3.5-yr Total Crashes: 198

3.5-yr Truck Crashes: 6

Total Crash Rate: 1.78
*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.05
*Truck crashes per million
vehicle miles traveled*



Truck-related crash trends

- Two crashes resulted in injuries (33%) and there were zero fatalities
- Four crashes (67%) were rear-end crashes
- One crash was an angle collision
- One crash was a sideswipe, same direction collision
- All six crashes occurred between 8:00 am and 6:00 pm
- Crashes were evenly split on Mondays and Wednesdays

Crash Data Summary – SR 48

“Before”

January 2013 – June 2016

Daily Traffic: 22,738

3.5-yr Total Crashes: 198

3.5-yr Truck Crashes: 6

Crashes **per year**: 57

Truck Crashes **per year**: 2

Total Crash Rate: 1.78

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.05

*Truck crashes per million
vehicle miles traveled*

“During”

August 2016 – December 2016

Daily Traffic: 23,398

4-mo Total Crashes: 23

4-mo Truck Crashes: 1

Crashes **per year**: 71

Truck Crashes **per year**: 3

Total Crash Rate: 2.18

*Crashes per million
vehicle miles traveled*

Truck Crash Rate: 0.09

*Truck crashes per million
vehicle miles traveled*

Crash Data Comparison

Segment	Total Crash Rate (Crashes per million vehicle miles traveled)		Truck Crash Rate (Truck crashes per million truck miles traveled)	
	<i>Jan '13 – Jun '16</i> <i>3.5 years</i>	<i>Aug '16 – Nov '16</i> <i>4 months</i>	<i>Jan '13 – Jun '16</i> <i>3.5 years</i>	<i>Aug '16 – Nov '16</i> <i>4 months</i>
SR 41 North of SR 41/SR 48 Split	4.45	5.63	0.50	0.97
SR 41 South of SR 41/SR 48 Split	4.61	5.30	0.55	0.55
Statewide Average Two-Lane Arterial	4.71		-	
SR 7	3.38	3.03	0.18	0.14
SR 48	1.78	2.18	0.05	0.09
Statewide Average Multilane Arterial	4.02		-	

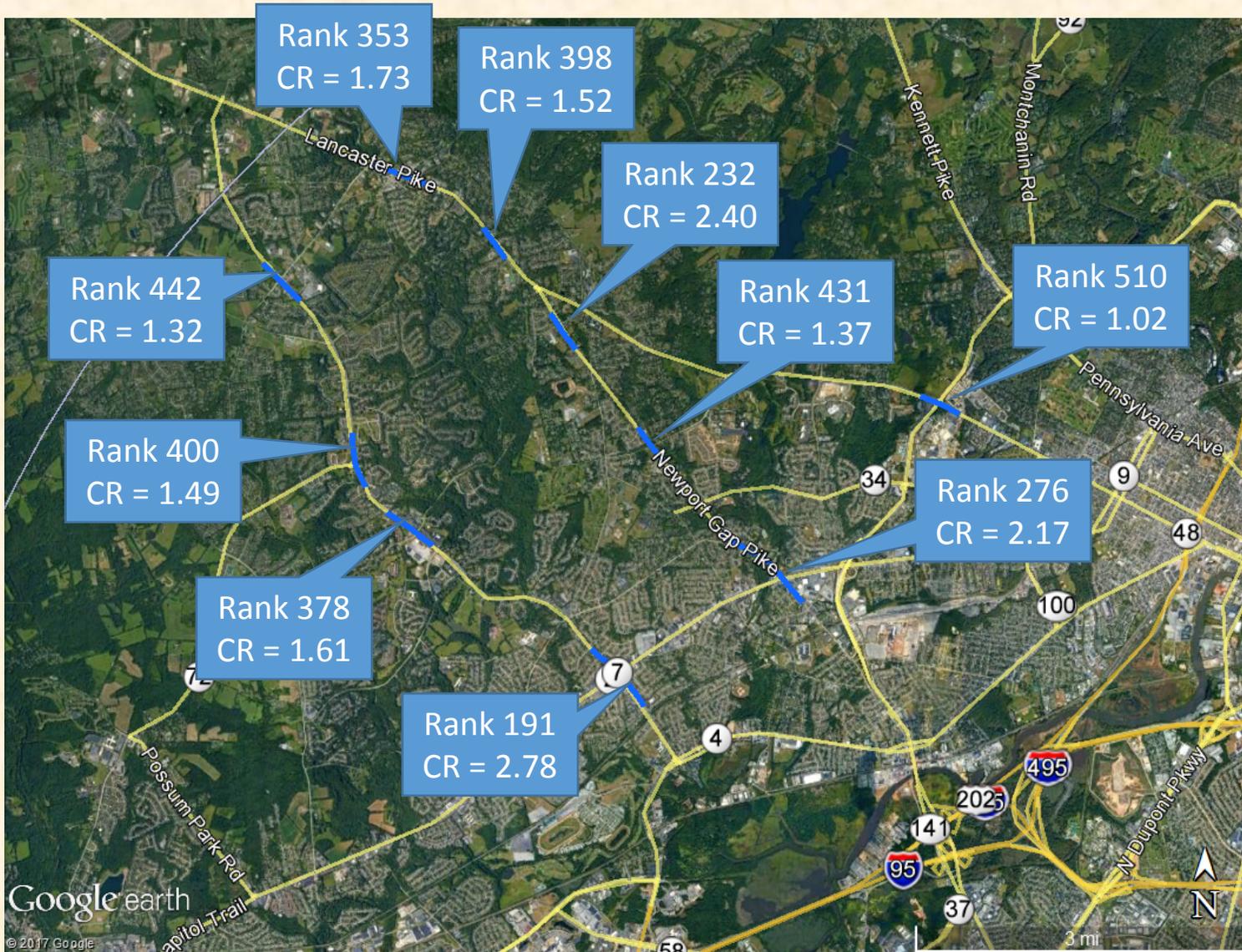
DelDOT Highway Safety Improvement Program (HSIP)



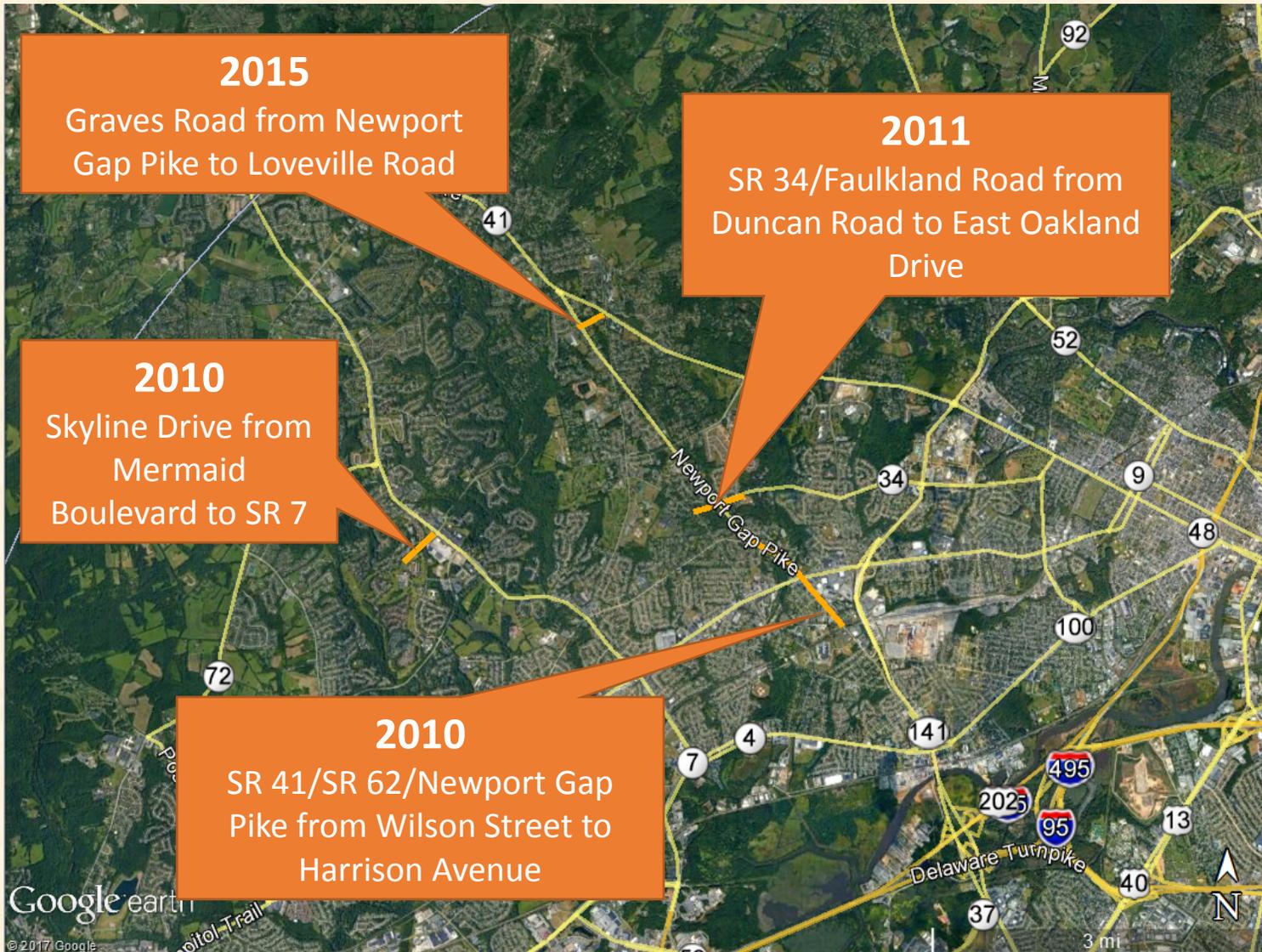
Hazard Elimination Program (HEP)

- **High crash locations selected annually using the Critical Ratio method**
 - **Determine whether crash rate is higher than the average crash rate for locations with similar characteristics (3/10 mile segments)**
 - **Critical Ratio > 1 means crash rate is statistically significantly higher than the statewide average for similar roadways**
- **DeIDOT ranks sites with Critical Ratio > 1**
- **DeIDOT selects the top 15 HEP segments (not part of an ongoing project or studied recently) for additional safety study each year**
- **2017 HEP Sites based on January 2013 – December 2015 crash data**
- **SR 7/41/48 HEP Sites**
 - **10 sites with Critical Ratio > 1**
 - **Ranked from 191 to 510**

SR 41, SR 48 & SR 7 HEP Sites



HEP Studies Since 2010



Strategic Highway Safety Plan (SHSP)

- **Statewide-coordinated safety plan**
- **Looks at crashes systemically**
- **Integrates the four E's**
 - **Engineering**
 - **Education**
 - **Enforcement**
 - **Emergency Medical Services (EMS)**
- **Proactive, rather than reactive**
- **Current priorities**
 - **Intersections**
 - **Roadway departure**
 - **Impaired driving**
 - **Unrestrained motorists**
 - **Motorcycles**
 - **Speeding**
 - **Pedestrians**
 - **Traffic records**

Summary

- **No HEP locations on SR 7, 41 or 48 on DelDOT's selected list for 2017**
- **Similar truck crash types (rear-end, sideswipe)**
- **Most truck crashes → weekdays during daylight hours**
- **"Before" Period**
 - **Non segments had crash rates higher than statewide averages for similar roadways**
 - **SR 41 and SR 7 had similar total crash rates**
 - **SR 48 had lower total crash rate**
 - **SR 41 & SR 7 truck crash rates notably greater than the SR 48 truck crash rate**
- **"During" Period**
 - **Use results with caution!**
 - **SR 7: Both total and truck crash rates went down**
 - **SR 41 (south of split): Total crash rate down slightly, truck crash rate the same**
 - **SR 48: Both total and truck crash rates went up; rates still lower than other segments**

Freight trends are closely related to Economic trends

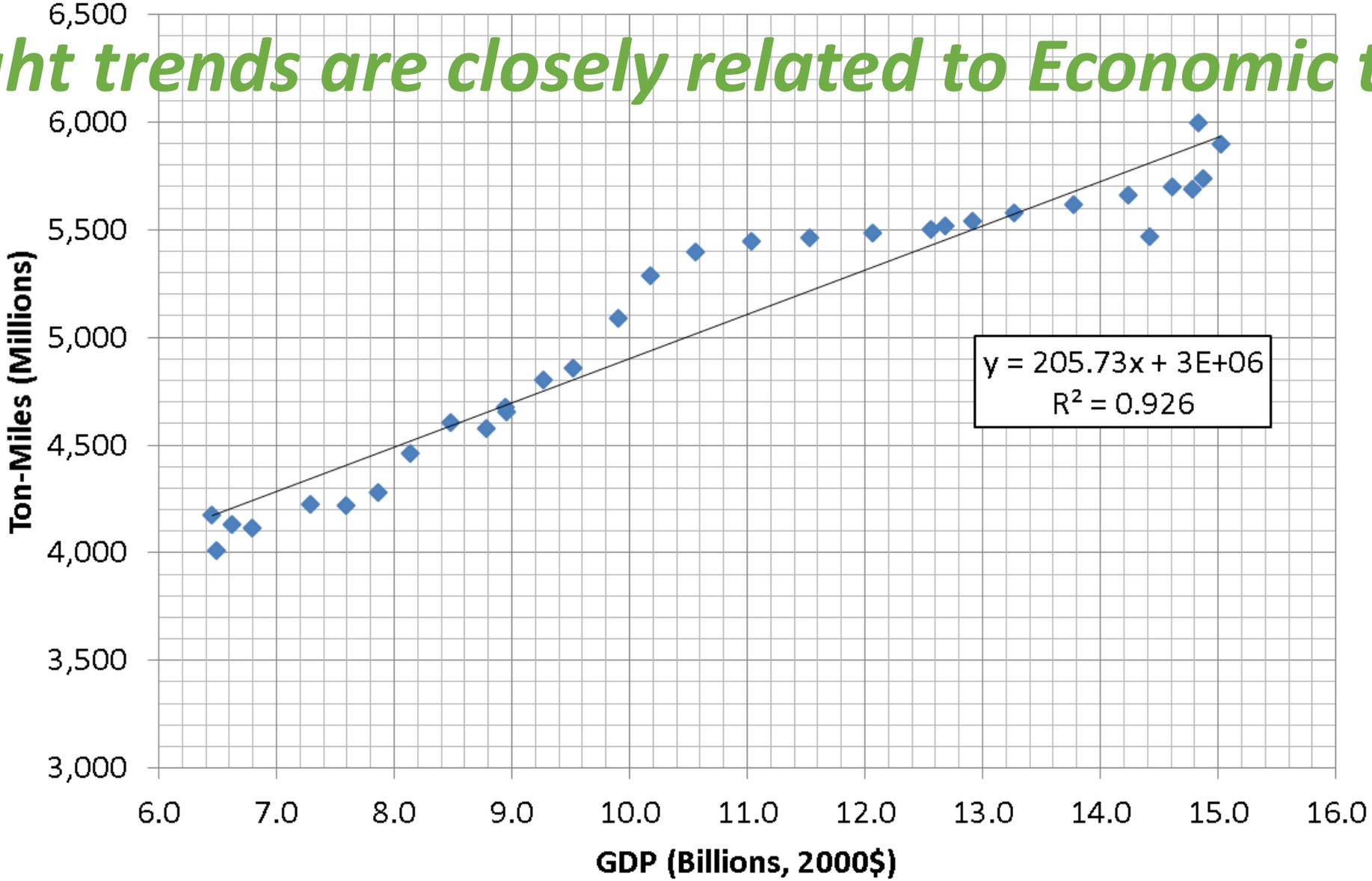
Freight: Global & Economic Perspective

James J. Corbett, P.E., PhD
University of Delaware

Special Committee per Senate Resolution No. 10)
6:00pm, Wednesday, August 9, 2017
Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE

Crossplot of GDP and US Freight Ton-miles

Freight trends are closely related to Economic trends



◆ TOTAL U.S. ton-miles of freight (Millions)

Transportation Planning and Policy is a priority at Local, Regional, **National**, International scales

The National Academies of

SCIENCES • ENGINEERING • MEDICINE engaged in Critical Transportation Issues

- **Making systems safe** and secure
- Achieving a state of good repair
- Automation/technology/innovation
- **Efficient Freight**/Goods movement
- Resilience/Climate Change/Clean energy
- **Economic development**/growth
- Reliability/**Congestion relief**
- **Equity** issues
- Governance Issues

Summary of remarks

- Why is freight mobility important and changing now?
- How paths are chosen?

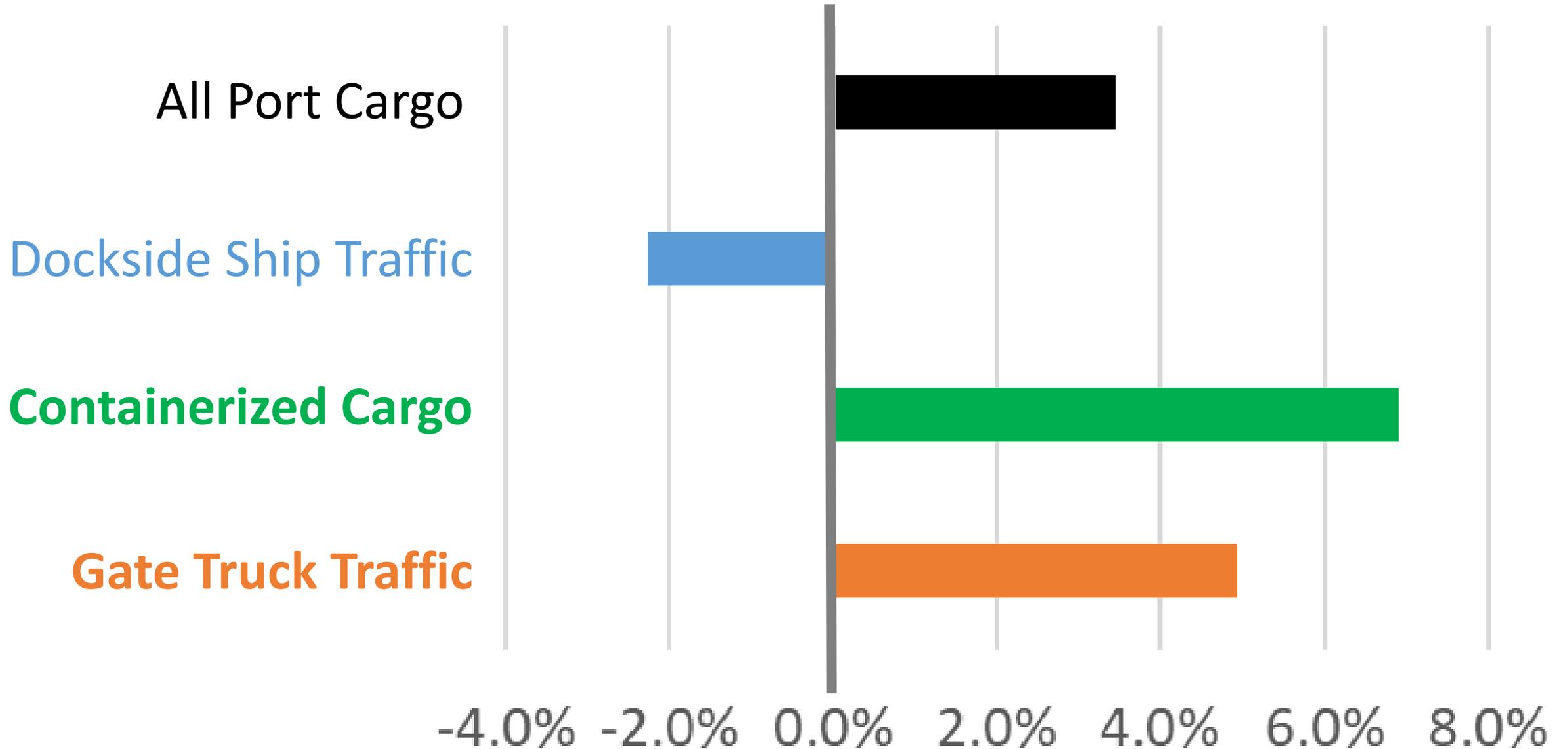
- How does freight transportation interact with stakeholders?

- What transportation attributes matter most? (Hint: trick question)
- What does this mean for transportation planners?

Three freight connections

1. International freight becomes domestic freight;
long-haul goods movements become short-haul and local deliveries
2. Freight trends are not the same as traffic trends (across modes)

Port of Wilmington Freight Change (%/yr)

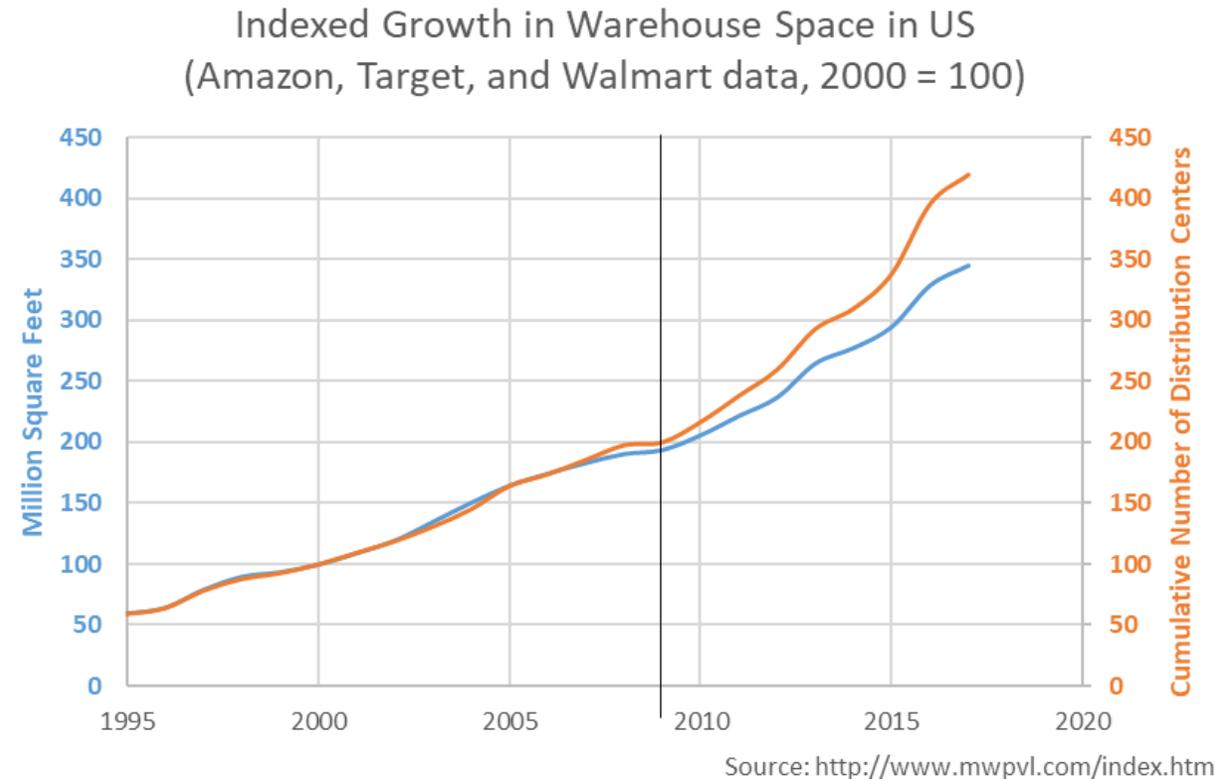


Three freight connections

1. **International freight** becomes **domestic freight**;
long-haul goods movements become **short-haul and local deliveries**
2. Freight trends are not the same as traffic trends (across modes)
3. Big freight patterns emerge in our regional corridors from:
 - Small, enterprising firms taking separate actions, aggregated
 - Large firm(s) making big decisions, maybe game changers
 - Community mobility patterns shifting in or out of sync with road system

Freight mobility is important and changing

- **Container shipments have grown by 290% since 2000**
- Vessel size/speed, “right-steaming”
- Alternative ports are on the rise
- Supply chain is more intermodal
- **Distribution Centers: larger size and greater number over last decade**



Economic Geography or Dire Straits?

Paths of least resistance and routes of greatest value

Where to Where?

When to When?

- **Least Distance** – a proxy for time, ignores posted or effective speeds
- **Least Time** – a function of distances and speeds, plus delays and dwell
- **Low Cost** – a function of labor, vehicle technology, payload characteristics
- **High Value** – the relationship between cost and freight rate (profit)

- Dire Straits analogy ... *six lanes of traffic; three lanes moving slow?*

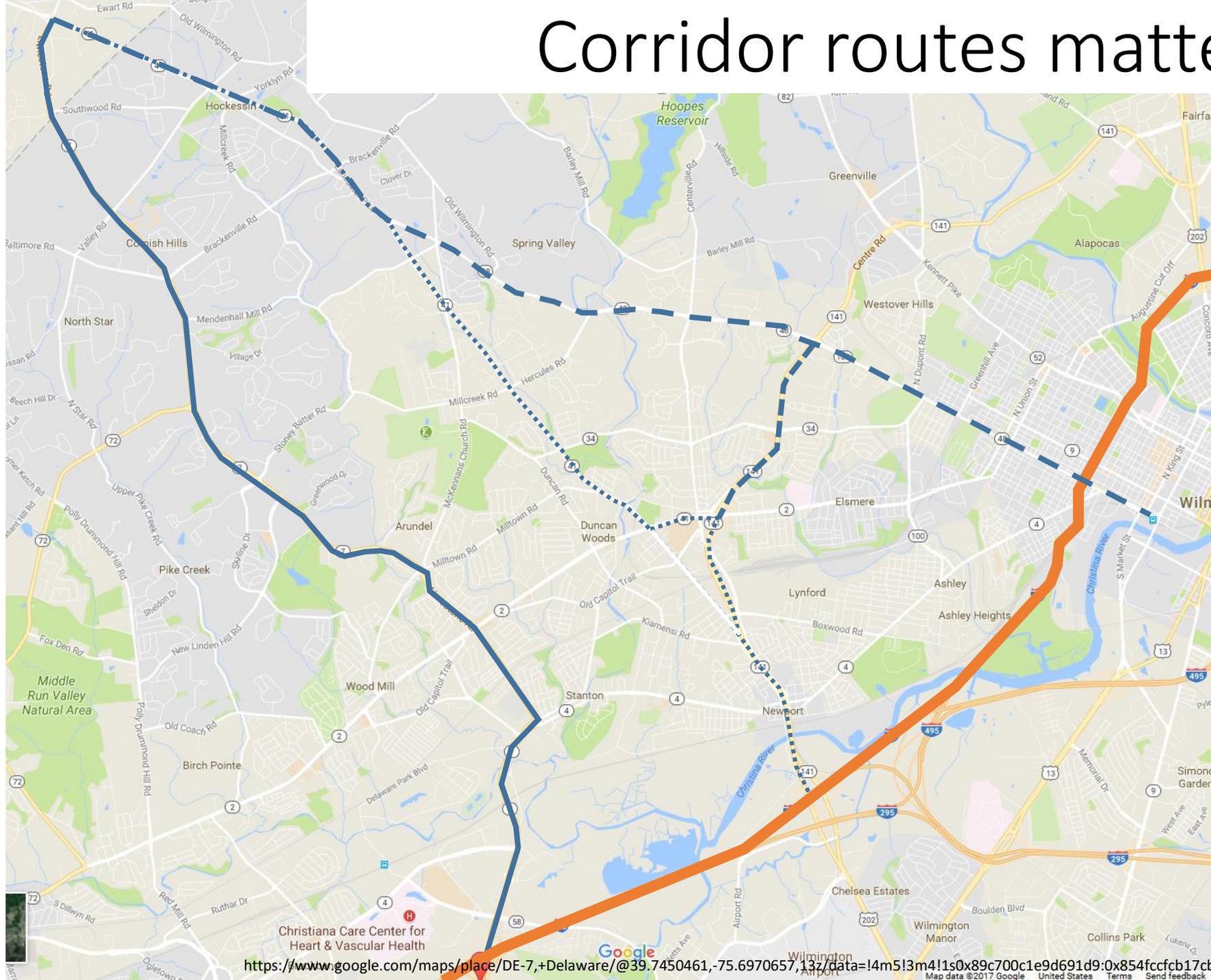
- What variables and responses fall under control of a decision actor?
 - Fleet, dispatch, route – trucking company, logistics provider
 - Road infrastructure, transport rules – transportation planning authority, engineer
 - Location, Location, Location – shipper, value-added processor, receiver

Freight corridor interactions

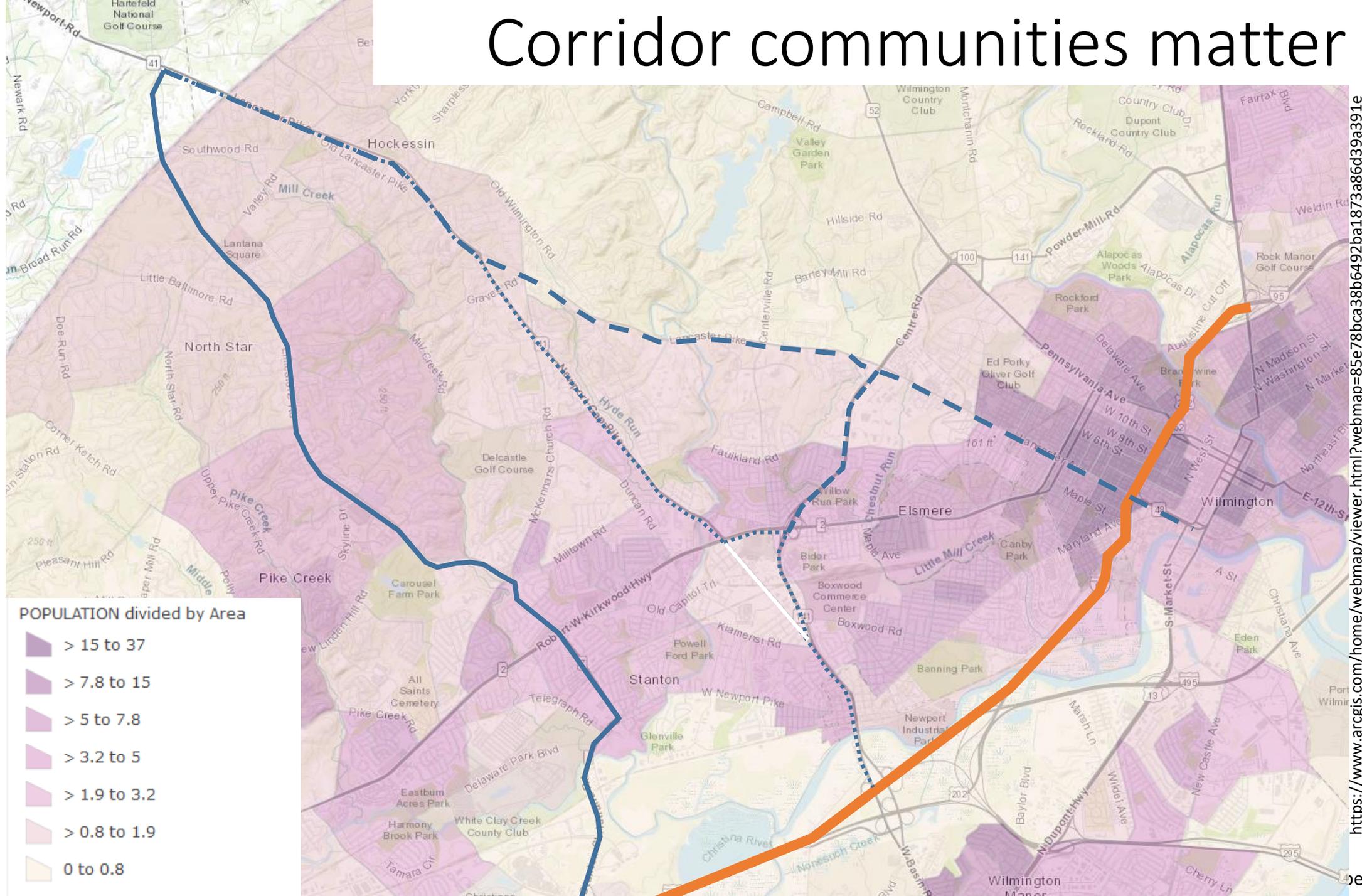
- How does the freight interact among corridor stakeholders?
 - Origin-Destination concepts: Port, Warehouse, Enterprises, Majors, Markets
 - Transport-community interactions: Auto-Truck sharing, Communities served



Corridor routes matter

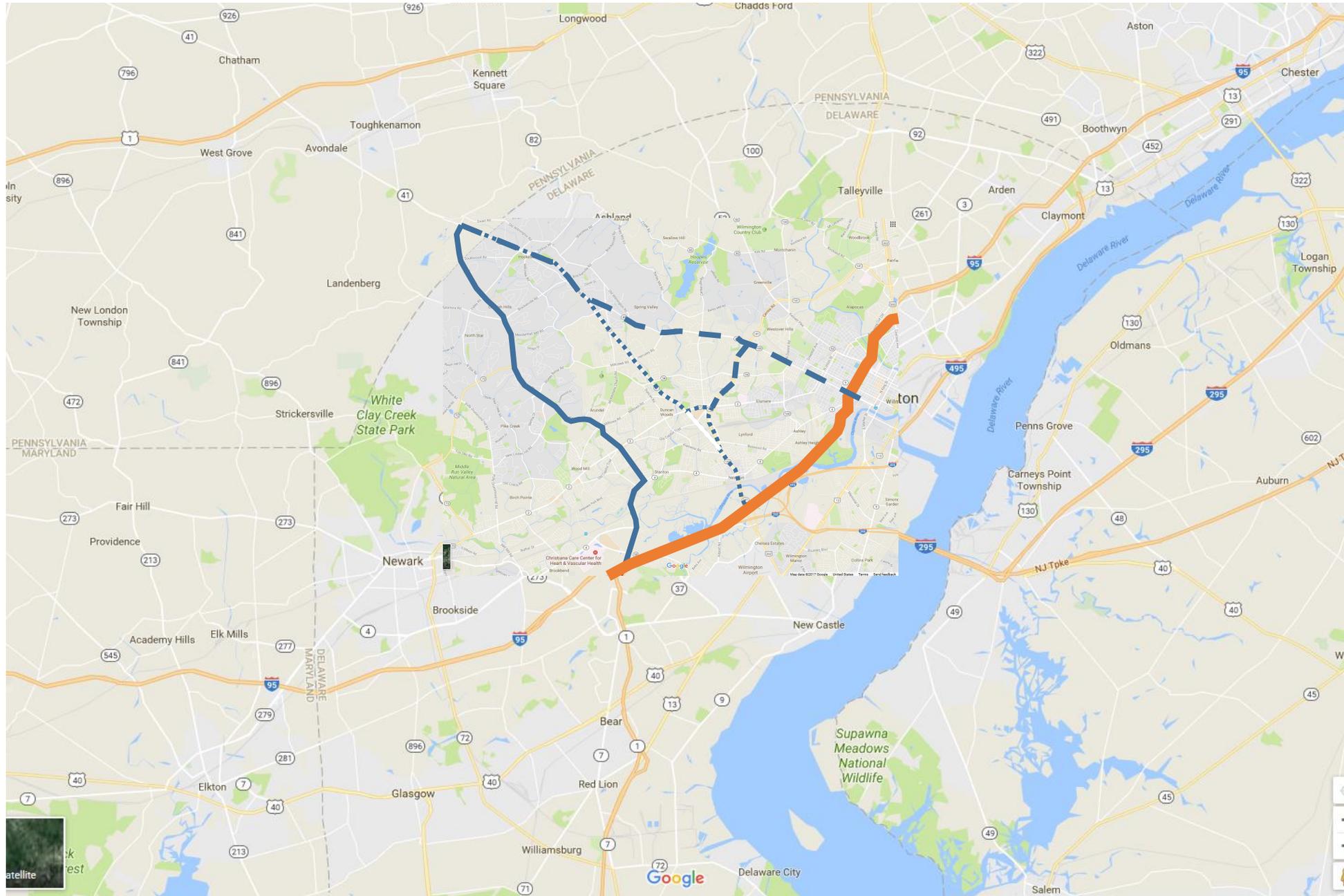


Corridor communities matter



<https://www.arcgis.com/home/webmap/viewer.html?webmap=85e78bca38b6492ba1873a86d39a391e>

Corridor options may be broader than corridor



Different modes, routes, intermodal combos

Truck traffic diversion is not controlled entirely by planners or policy making

- Depends upon [cargo compatibility](#), [infrastructure feasibility](#), and [timing practicality](#)

Bounding preferences:

- A. We all want transportation service that is timely and direct
- B. We prefer that service for “not us” be invisible or absent
- C. To obtain direct/timely service for all, we might jointly consider corridor design
We might recognize a shared corridor of traffic serving communities/businesses

SR 10 committee charter says:

- Reduce the number of trucks traveling along these roadways
- Improve the quality (reduce impact) to communities through engineering, infrastructure, education, enforcement



Some options may be infeasible, beyond bounds

Tradeoffs could be important

- 2008-10 Study for US DOT and Maritime Administration:

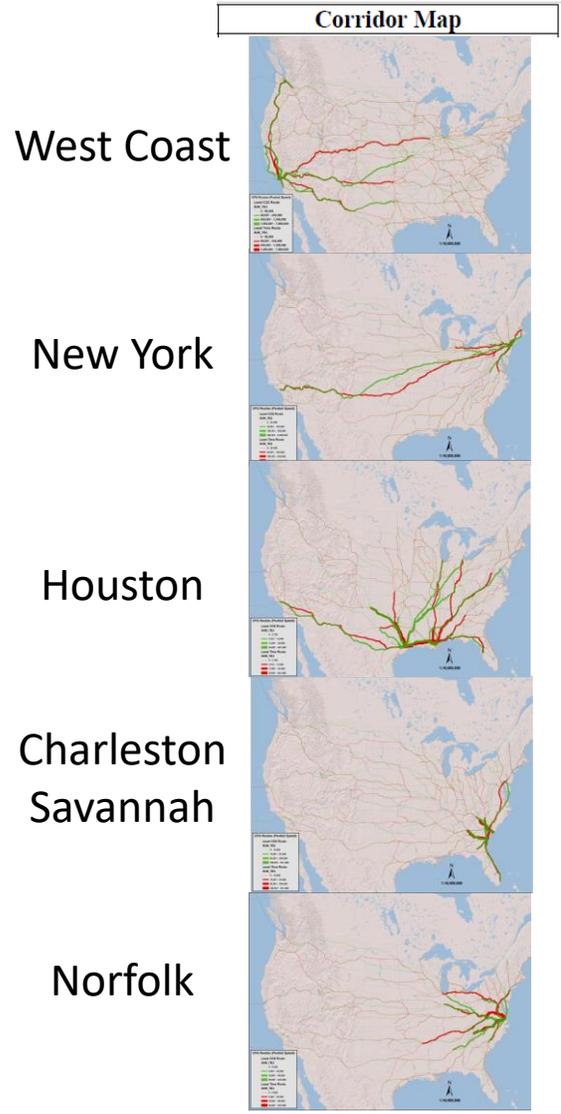
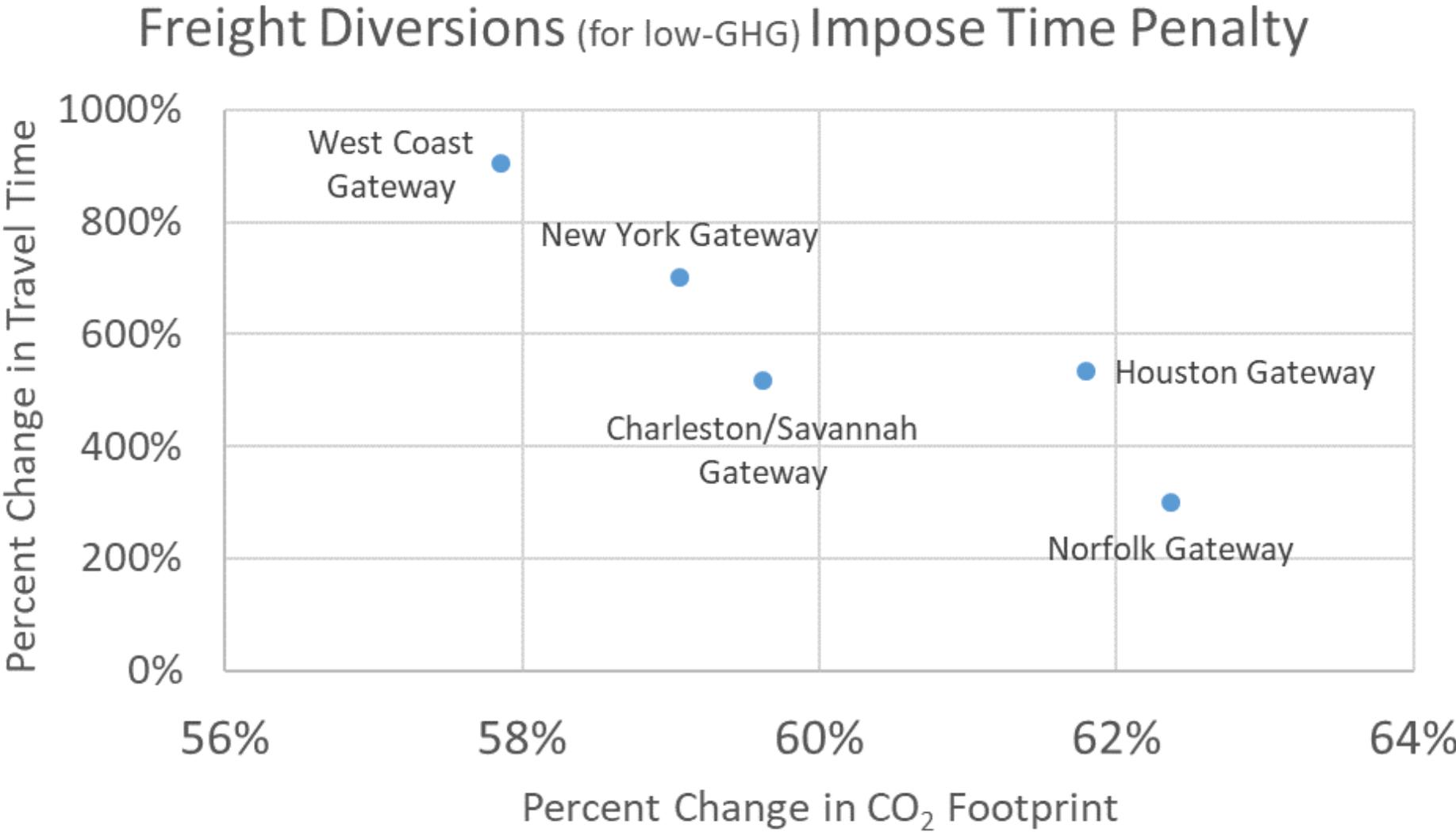
Infrastructure Performance Improvement to Reduce Corridor Delays for Freight Flows

- Time and mode tradeoff study visualizing least time and least energy routes
- Reduction in GHGs comes at a substantial time penalty

Key issues identified here: truck traffic noise, safe roads, efficient mobility

Our National Corridor study ID'd diversion delays

3x to 9x more delay for ~60% GHG reductions



Tradeoffs could be important

- 2008-10 Study for US DOT and Maritime Administration:

Infrastructure Performance Improvement to Reduce Corridor Delays for Freight Flows

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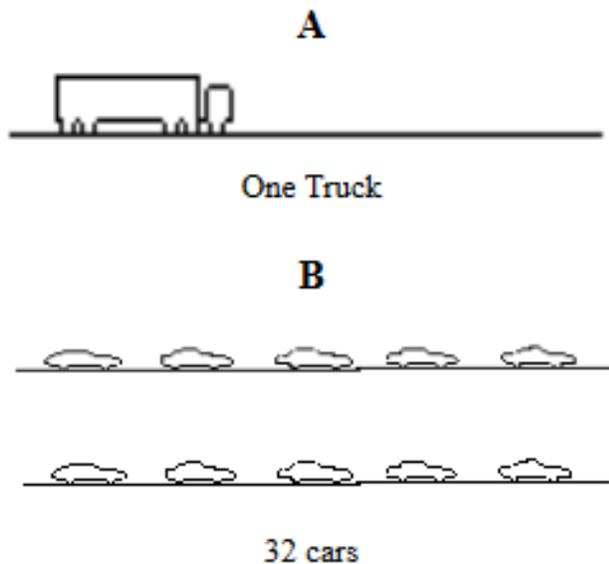
Key issues identified here: truck traffic noise, safe roads, efficient mobility

- Toward better questions for corridor communities:
 - How much do additional trucks (and/or autos) increase noise?
 - Might more truck traffic, matched to good road design, be safer?
 - Can route balancing (with policy help) make freight more or less efficient?
 - If policy (or absent policy) reduces mobility, then ↑ dispatch and enforcement costs
 - Could result in unintended changes for other community concerns

Not my area of expertise, but a primer ...

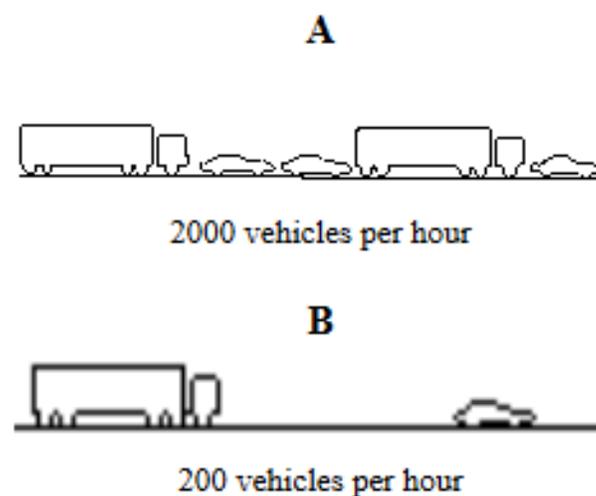
*If we get some trucks to use one route,
but cars respond by diverting to other route in sufficient numbers
... what might we get?*

How Trucks Affect Traffic Noise



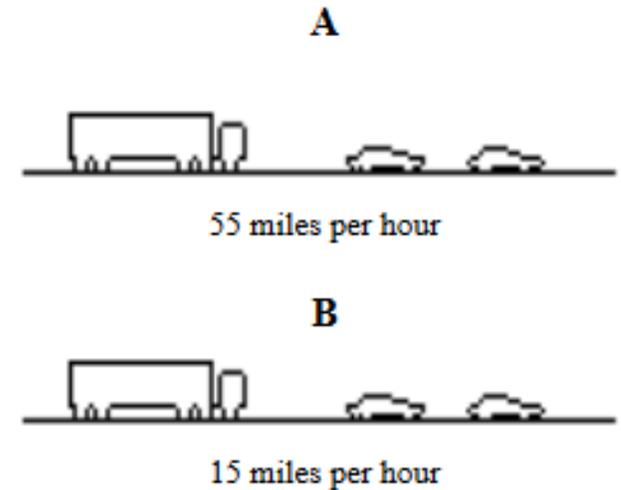
A sounds as loud as B.

How Traffic Volume Affects Noise



A sounds twice as loud as B.

How Speed Affects Traffic Noise



A sounds twice as loud as B.

Thank you for the opportunity to discuss this

- Freight mobility is important and changing
- Path patterns emerge from many different decision actors
- Freight interactions among stakeholders are a key consideration
- Designing for what matters requires cooperation and tradeoffs
- Transportation planners task is challenging, good input is important



Trucking: In Delaware, Through Delaware & Beyond

Presentation to Special Committee to Study and Make Recommendations Regarding Truck
Traffic and Freight Movements Along SR 41, SR 48 and SR 7 (per Senate Resolutions No.10)

August 9, 2017, Meeting

Delaware Motor Transport Association, Inc.

M. Lee Derrickson
Executive Director



National Highway System

- Delaware 41, 48, and 7 are part of the National Highway System
- NHS consists of strategic roadways important to the country's economy, defense, and mobility
 - Comprises 4% of the nation's roads but carries more than 40% of all highway traffic
 - Carries 75% of the nation's heavy truck traffic
 - Carries 90% of the tourist traffic

Truckers Use Highways

It's Where We Do Our Job



Trucking Is Essential

7 trucking professionals
nationwide move food, fuel and
critical cargo in manufacturing,
healthcare, retail and more.

million



#InfrastructureWeek

TRUCKING ▶
Moves America Forward

Trucking Hauls the Freight – How Much?

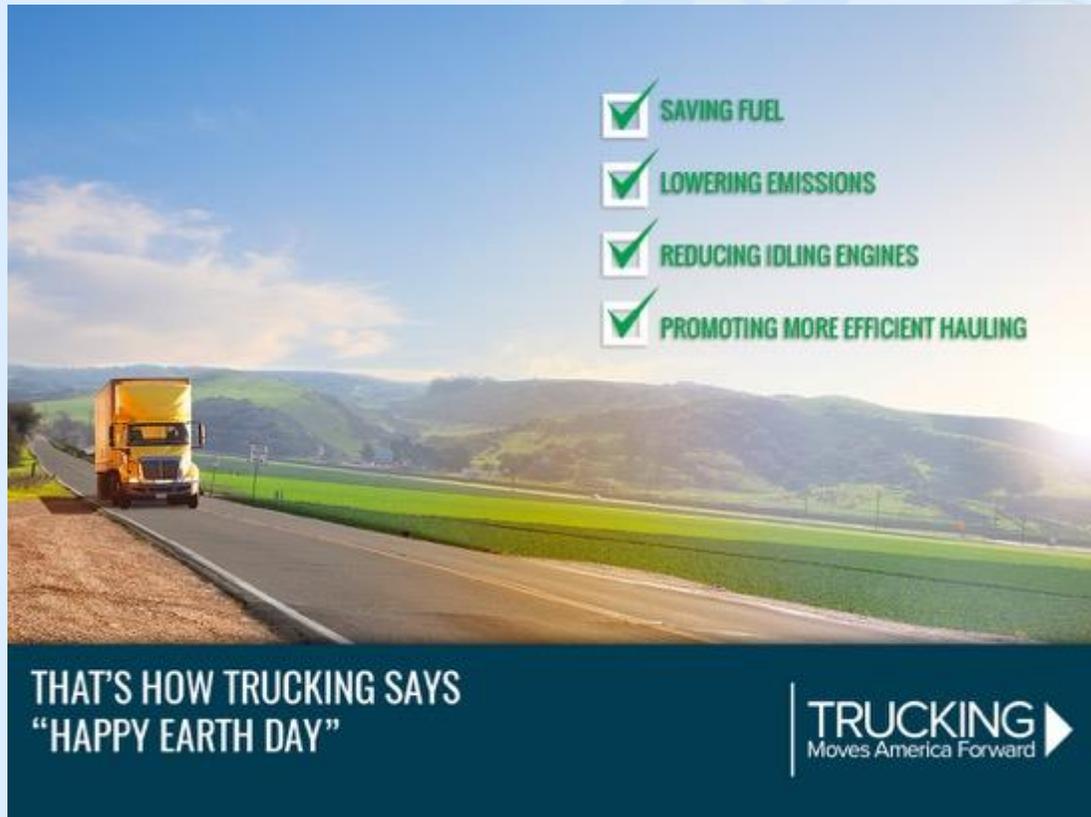


▶ **ANSWER**

Trucks account for 70% of domestic freight tonnage

#NTDAW | TRUCKING ▶
Moves America Forward

Trucking Works at Being Green



- New diesel engines produce 98% fewer particulate matter and nitrous oxide emissions than prior to 1990*
- Sulfur emissions have been reduced by 97% since 1999*

*Delaware Fast Facts, November 2016, American Transportation Research Institute

Delaware Trucking

- 1,950 trucking companies in Delaware*
 - Most of them small, locally owned businesses
- **Delaware's trucking industry provides 19,540 jobs (1 out of 19)***
 - 3,790 of them are medium and heavy truck drivers*
- Trucking hauls the freight*
 - Trucks transport 60,273 tons per day in Delaware
 - 4,000 trucks
- Trucking pays the freight*
 - Pays 26% of all taxes owed by Delaware motorists
 - Represents only 7% of vehicle miles traveled in Delaware

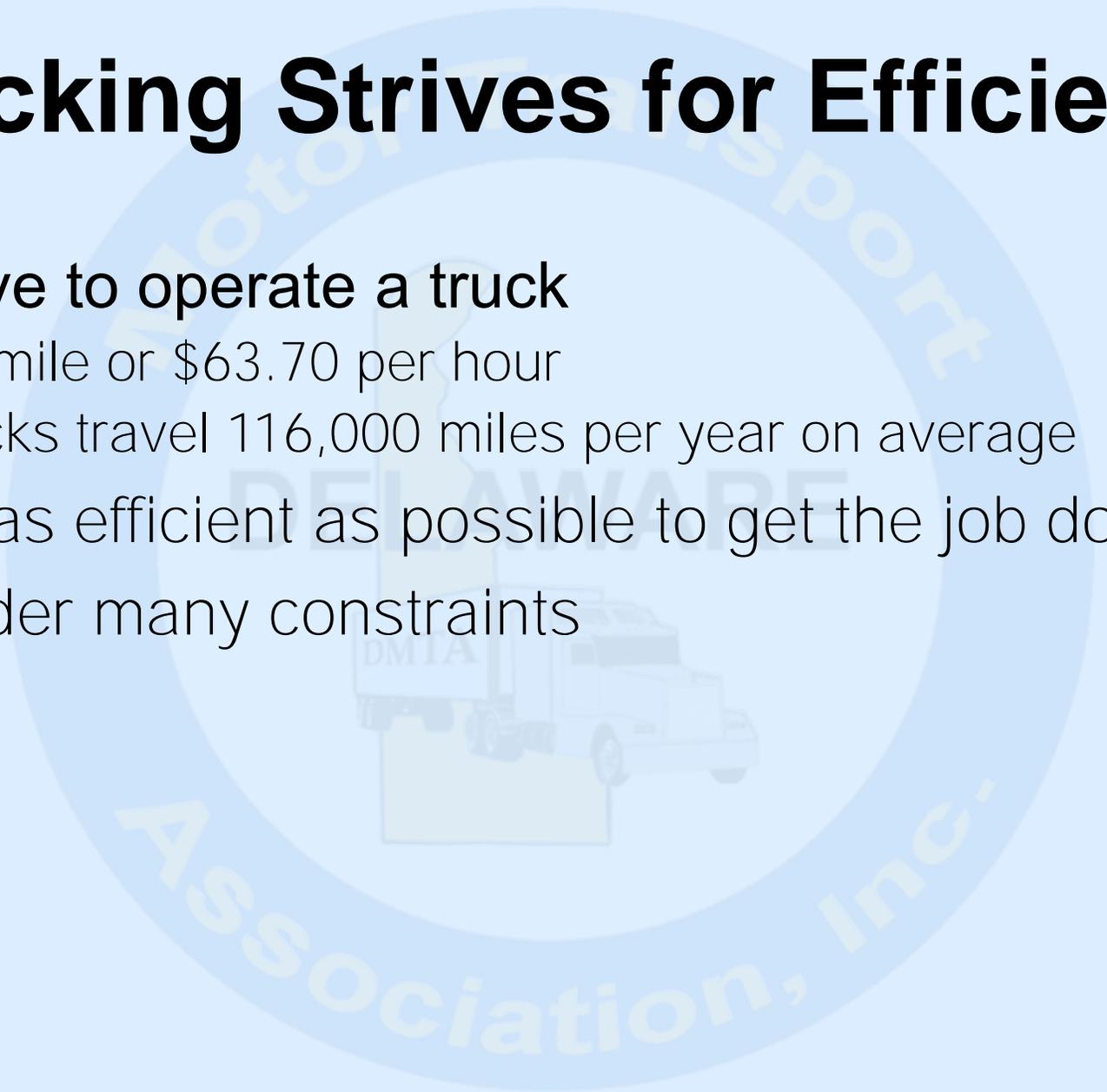
Truckers Are Road Smart



Trucking Strives for Efficiency

- It's expensive to operate a truck
 - \$1.59 per mile or \$63.70 per hour
 - Heavy trucks travel 116,000 miles per year on average
- Have to be as efficient as possible to get the job done
- Operate under many constraints

Motor Vehicle Sport
DELAWARE
DMTA
Association, Inc.



Trucking Operates Under Regulatory Constraints



Congestion Costs Trucking \$63.4 Billion Annually



Association, Inc.

Trucking Faces Weather Delays



Trucking Lives With Road Restrictions



Trucking Encounters Construction



Trucking Has to Prove It's Safe



Truckers Are Parents



THANK YOU TO ALL OUR PROFESSIONAL TRUCK DRIVERS WHO ARE ALSO FULL-TIME DADS!

TRUCKING
Moves America Forward



WE CAN'T THINK OF TWO MORE IMPORTANT JOBS: BEING A MOTHER, AND MOVING AMERICA FORWARD.

TRUCKING
Moves America Forward

Truckers Are Your Neighbors

**WE'RE ALWAYS
THERE WHEN YOU
NEED US ▶**



TRUCKING
Moves America Forward ▶

Delaware Truckers Have Big Hearts



- In 2016, Delaware Law Enforcement officers & 229 truckers joined forces to raise **\$52,000** for Special Olympics Delaware
- Special Olympics Athletes had the opportunity to ride in a “big rig” on a 20 mile route through scenic southern Delaware



Thank You For Your Time

Questions?



Delaware Fast Facts



TRUCKING DRIVES THE ECONOMY

- **Employment:** In 2015, the trucking industry in Delaware provided 19,540 jobs or 1 out of 19 in the state. Total trucking industry wages paid in Delaware in 2015 exceeded \$900 million, with an average annual trucking industry salary of \$48,563. The U.S. Bureau of Labor Statistics (BLS) reported in May 2015 that heavy and tractor-trailer truck drivers held 3,790 jobs with an average annual salary of \$42,870.
- **Small Business Emphasis:** As of April 2015, there were 1,950 trucking companies located in Delaware, most of them small, locally owned businesses. These companies are served by a wide range of supporting businesses both large and small.
- **Transportation of Essential Products:** Trucks transported 94% of total manufactured tonnage in the state in 2012 or 60,273 tons per day. 90.1% of Delaware communities depend exclusively on trucks to move their goods.

TRUCKING PAYS THE FREIGHT

- **As an Industry:** In 2014, the trucking industry in Delaware paid approximately \$56 million in federal and state roadway taxes. The industry paid 26% of all taxes owed by Delaware motorists, despite trucks representing only 7% of vehicle miles traveled in the state.
- **Individual Companies:** As of January 2016, a typical five-axle tractor-semitrailer combination paid \$4,950 in state highway user fees and taxes in addition to \$8,906 in federal user fees and taxes. These taxes were over and above the typical taxes paid by businesses in Delaware.
- **Roadway Use:** In 2014, Delaware had 6,407 miles of public roads over which all motorists traveled 9.6 billion miles. Trucking's use of the public roads was 700 million miles.

SAFETY MATTERS

- **Continually Improving:** In 2014 the U.S. large truck fatal crash rate was 1.23 fatal crashes per 100 million vehicle miles traveled (VMT). This rate has dropped by 73% since the U.S. Department of Transportation (DOT) began keeping these records in 1975. The 2014 fatal crash rate for the state of Delaware was 1.54 per 100 million VMT.
- **Sharing the Road:** The trucking industry is committed to sharing the road safely with all vehicles. The Share the Road program sends a team of professional truck drivers to communities around the country to teach car drivers about truck blind spots, stopping distances and how to merge safely around large trucks, all designed to reduce the number of car-truck accidents.
- **Safety First:** Delaware Motor Transport Association members put safety first through improved driver training, investment in advanced safety technologies and active participation in industry safety initiatives at the local, state and national levels.

TRUCKS DELIVER A CLEANER TOMORROW

- **Fuel Consumption:** The trucking industry continues to improve energy and environmental efficiency even while increasing the number of miles driven. In 2014, trucks consumed 97 billion fewer gallons of fuel than passenger vehicles in the U.S. and accounted for just 17% of the total highway transportation fuel consumed.
- **Emissions:** Through advancements in engine technology and fuel refinements, new diesel truck engines produce 98% fewer particulate matter (PM) and nitrogen oxides (NOx) emissions than a similar engine manufactured prior to 1990. Sulfur emissions from diesel engines have also been reduced by 97% since 1999.
- **Partnerships:** Through the U.S. Environmental Protection Agency's (EPA) SmartWay Transport Partnership, the trucking industry is working with government and businesses to quantify greenhouse gas emissions and take steps to reduce them.





Port of Wilmington, Delaware

Presents to

WILMAPCO - Special Committee to Study Traffic on SR 41/SR48/SR7

August 9, 2017



Port of Wilmington

- Supply chain logistics
 - ❑ Truck centric
 - ❑ Overnight access to 1/3 of US & Canadian consumers
 - ❑ Central mid-Atlantic location with immediate access to interstate highway system
 - ❑ Efficient major regional distribution center



Port of Wilmington

- Truck stats
 - FY increase
 - 7.0% FY 2017 vs. FY 2016
 - 11.6% FY 2015 vs. FY 2017
 - Seasonality – busiest December thru April
 - At 7% increase FY 2018: 190,744
 - Mix of containers; flatbeds; tankers; reefer/dry vans; and heavy duty & specialized trailers

	Gate Passes	Variance	Var. %
FY 2017	178,265	11,734	7.0%
FY 2016	166,531	6,787	4.2%
FY 2015	159,744		

	2016-17
	Gate Passes
July	11,809
August	12,680
September	12,067
October	12,556
November	12,583
December	14,434
January	17,090
February	16,502
March	19,313
April	17,383
May	16,679
June	15,169
	178,265

Potential Expansion Sites

- Existing Port
 - ❑ Potential additional berths and/or relocated berths
 - ❑ Potential changes to current operations
 - ❑ Gate capacity
 - ❑ Efficient highway access
 - ❑ Local trucking & POV impact
- Riveredge
 - ❑ Greenfield container terminal
- Former Boxwood GM plant
- Edgemoor
 - ❑ Port purchased 2/27/17
 - ❑ 112 acres
 - ❑ Outstanding Interstate & rail access
 - ❑ Container terminal

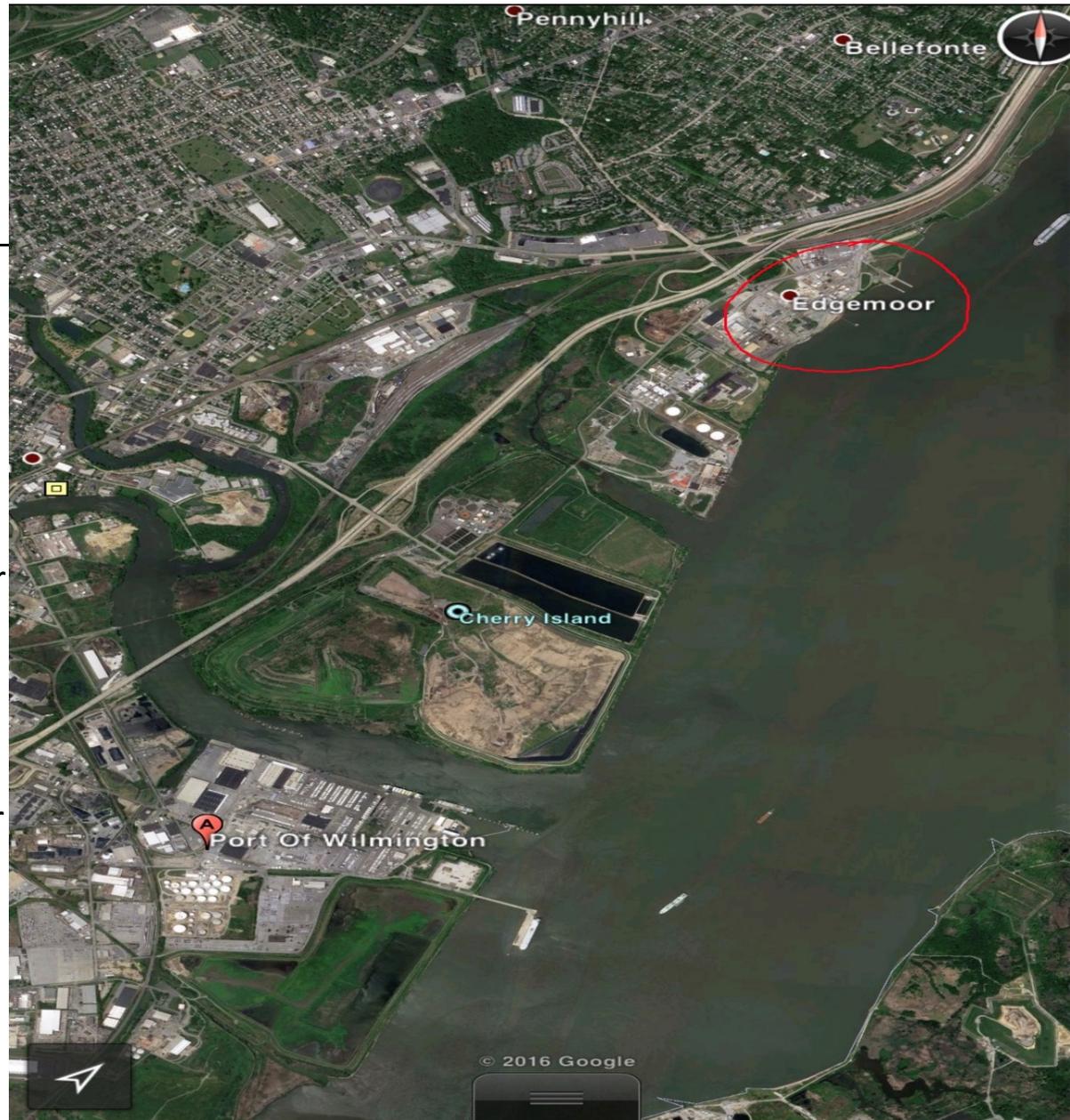


Potential Expansion Sites



Edgemoor Site

- Purchased by Port 2/27/17 for \$10m:
 - Intended as container terminal
 - RFQ/P3 process in play to ID investor/developer/operator
- Location:
 - 3 miles north – on the Delaware River
 - 20 mins steaming time from Port



Edgemoor Site





Edgemoor Site



Edgemoor Site

