

MEETING MINUTES

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

Date: Wednesday, October 25, 2017
6:00pm

Location: Brandywine Springs School
2916 Duncan Road
Wilmington, Delaware 19808

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 DelDOT
Nicole Majeski – Deputy Secretary of DelDOT, 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
General public, see attached sign-in sheets

MEETING AGENDA

Welcome & Introductions

Andrew Bing, the Special Committee Facilitator, welcomed the public to the meeting. As a reminder to those who have attended in the past and for any new attendees, Andrew informed the public that the meeting is designed for the Special Committee Members but speakers, projector screens, and handouts were provided so that the public could follow along. Andrew also reminded the public that time for public comment would be reserved at the end of the meeting.

Tigist Zegeye welcomed participants to the meeting. All Committee Members introduced themselves, including their affiliation with the Committee.

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October 4, 2017 Meeting Minutes

Draft meeting minutes were emailed to Committee Members for review. Tigist asked for any comments or corrections to the October 4, 2017 Meeting Minutes.

Gale Hamilton had two points of clarification. First, Gale noted that Jim Burnett, technical support for the Committee, stated that DeIDOT does not specifically direct truck traffic to one location. Gale requested clarification on that statement. Jim noted that the text he had referred to in the matrix was suggested by the committee, and the project team revised it with the intent of clarifying that the suggested action (for future voting) was to re-install ALL of the signs previously taken down guiding trucks to use SR 48. To avoid any future confusion regarding this language, Jim noted that the project team eliminated the entire sentence from the matrix and simply replaced it with a picture of all three (3) signs. Jim and Gale agreed to discuss the issue outside of discussion regarding approval of the meeting minutes. Second, Gale stated that she made an error when she previously stated that the signs said, "All Trucks" to SR 48 during the discussion. Gale provided a photograph of one sign (see attached) that "by implication" sent trucks to SR 48. Andrew indicated that the summary from the previous meeting would remain as is, but that the minutes for the present meeting would reflect the correction. Gale agreed.

Mike Begatto made a motion to approve the meeting minutes as written. Michael Lewandowski seconded the motion:

- Ayes: Tigist Zegeye, Mike Begatto, Matthew Cox, Nick Ferrara, Gale Hamilton, Bill Taylor, MaryAnn Summers, Michael Lewandowski, Mike Censurato, Mark Luszc, Nicole Majeski
- Nays: None
- Abstentions: None
- Not present: None

Motion Carries. Final Meeting Minutes for Meeting #4 will be posted on the WILMAPCO website.

Follow-up Items from October 4, 2017 Meeting

Following the last meeting, Tigist received an email from Bill Taylor with a question directed to Secretary Cohan regarding how trucks pay their taxes. Secretary Cohan provided a response that trucks pay fuel taxes via the International Fuel Tax Agreement (IFTA) and registration fees via the International Registration Plan (IRP). Both programs require trucking companies to prorate taxes/fees based on miles traveled in each state. Bill's email also contained a new idea that has been added as #88 to the working Ideas Matrix for discussion later in the meeting.

In response to a question directed to Ted Dahlburg from the Delaware Valley Regional Planning Commission (DVRPC) at the last meeting, Tigist informed the Committee that the five townships impacted by the US 1 North Section Project are East Marlborough Township, Kennett Township, London Grove Township, New Garden Township, and Penn Township.

Tigist invited Mark Luszc to provide an update on DeIDOT activities following the sign inventory discussed at Meeting #2. Mark noted that the 51 signs that were damaged or blocked have all been fixed or unblocked (trees trimmed, refreshed). Mark also noted that with over 1,000 signs on the corridors, it is

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likely additional signs have been damaged, blocked, or stolen since the work was completed. If any resident, Committee Member or otherwise, notices a damaged or blocked sign, they can call #77 or email deldottmc@state.de.us to directly contact the Transportation Management Center (TMC). The TMC is open 24/7/365 and can address issues, including signs, roadkill, and potholes. Additionally, Mark noted that the Route 48 End sign discussed at previous meetings has been installed and the weight limit sign on SR 41 near the intersection with Milltown Road, also discussed at previous meetings, has been removed.

Gale indicated that the Route 48 Coalition met, took to heart the task to brainstorm and think outside the box, and submitted the results of that meeting to Tigist for consideration as ideas and approaches. Gale noted that the Route 48 Coalition did not realize that their [Route 48 Coalition] ideas would all be considered by the entire Special Committee. Therefore, the Route 48 Coalition met again, voted among themselves, and would like to delete and/or combine several of their original ideas to focus on those that are most important to them. Andrew noted that while the Route 48 Coalition may no longer be committed to any given idea, there have been ideas submitted by multiple Committee Members, and that other Committee Members may still wish to discuss one or more of the ideas and approaches originally suggested by the Route 48 Coalition. Andrew noted that to this point in the process, the Committee has worked methodically to refine the language of ideas and approaches in the Ideas Matrix and that at this point none of them are recommendations. Andrew suggested that if Committee Members no longer support an idea that has been refined, the Member(s) may choose not to vote for the idea as a recommendation to be presented to the General Assembly. Andrew noted that if some groups outside the Committee try to remove items from the list on an ad hoc basis, the process will take much longer. Tigist also noted that the work completed to date has gone through a process that has been documented in the meeting minutes. Tigist requested that, although it takes time, the Committee continue with the process to refine ideas then discuss and ultimately vote on which ideas become recommendations. Andrew noted that through the refining process, the ideas and approaches have been modified to reflect the discussion at meetings and should no longer be seen as “belonging” to any one Committee Member.

Based on extensive conversation at and following Meeting #4, Jim brought the Committee’s Attention to the idea to “re-install signs” that were previously installed in July 2016 and removed in December 2016. Jim noted that the text for the suggested approach has been revised after Meeting #4 to eliminate text describing the signs and instead, simply referring to a Figure provided in the project notebook materials showing photos of each sign. Gale asked Jim if DeIDOT has a policy to direct trucks to one route or another. Jim responded that he did not feel able to speak to DeIDOT’s policy, but noted that the signs in question were guide signs, as opposed to regulatory signs, meaning that there was no legal requirement (e.g. policy) that trucks needed to follow the signs. Nick Ferrara stated that the three signs are the reason the Special Committee Members are present and that he felt that the description “guide signs” is inappropriate because they guided 100% of trucks onto SR 48. Jim clarified that based on sign colors and conventions in the traffic engineering field, the signs are “Guide Signs” and not “Regulatory Signs” meaning that whether or not trucks follow the guidance would not result in a ticket. Nonetheless, Jim noted his agreement with Nick that the signs did result in many trucks changing their route from SR 41 to SR 48. Nick noted that the wording of the signs is very important to himself and Gale because that’s the reason the Special Committee is there. Andrew reminded Nick and the Committee Members that the task at hand was to get definite language from the Committee so that all Members can understand each idea, not to advocate for or against individual ideas at this point in the process.

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MaryAnn Summers noted that the Committee has heard a lot about what SR 48 wants, but there are three routes represented. MaryAnn noted that the signs were also important to SR 41. MaryAnn commented that SR 41 residents worked hard with DeIDOT and legislators to get the signs installed initially. MaryAnn reiterated that she felt much of the conversation had focused on the wants and needs of SR 48 and that SR 41 and SR 7 were falling by the wayside. Andrew reminded the Committee Members that they are guided by Senate Resolution #10. The Resolution clearly refers to all three routes. Andrew noted that although the discussion may focus on one route or another at various times, the directives include all three roads. Andrew requested that the Committee continue with the methodical method to fully explain each approach before the Committee Members vote to make recommendations.

Nick read text from the Senate Resolution #10 text, specifically that “the Special Committee shall study and make recommendations regarding; 1. How to reduce the number of trucks traveling along these roadways; and 2. Any improvements in engineering, infrastructure, education and enforcement that can improve the quality of life for those that live along these roadways.” Nick noted that the Resolution does not indicate any language referring to the signs. Nick indicated that he thought mentioning the signs creates a new topic for SR 41, SR 48, and SR 7, but mostly for SR 41 and 48, and that the signs were not germane to the Resolution. Tigist referred Nick and the Committee Members to the organization of the Matrix, in which each of the ideas submitted to date were categorized based on their relation to each of the directives contained in Senate Resolution #10, shown in the left-most column. Andrew reminded the Committee that nothing had been decided (voted on) at this point, and that the Committee was still in the process of defining ideas. Andrew noted that voting will occur once the ideas are fully understood by all Committee Members, likely over the next two meetings, and the merits of each idea could be discussed at that time.

Continuing the Discussion of “Ideas and Approaches”

Andrew introduced Committee Members to the revised Ideas Matrix provided in the project notebook materials. Andrew reminded the Committee Members that at Meeting #4, the Committee reviewed Items #1 to #54 in the matrix and provided clarification to revise the text to capture their ideas. Andrew indicated that the evening’s agenda would include discussion of the remaining Items #55 to #88 (#88 added following the last meeting), then the Committee would review the revisions to items previously discussed. Andrew reminded the Committee Members that some items might be easy and others might be very difficult and emotional. Andrew asked the Committee to continue with the process to develop clear, concise, actionable items before advocating for or against any idea.

Andrew and Jim guided the Committee through the matrix, line-by-line covering Committee Ideas/Approaches #55-#88, to determine if the green suggested language captured each of the Committee Members’ ideas and could be understood by all. *Note: these minutes document the Committee’s discussion. For brevity, when Andrew and/or Jim read suggested text and there was no Committee discussion, the item is not noted below.*

Items #55 and #56 – No suggested text; Committee ideas “Develop school program for teens taking Drivers’ Ed/Novice Drivers class to study the features of each road and their safety challenges,” and “Pair elder drivers from Cokesbury Village and/or other local facilities with young drivers to study the features of each road”: Gale indicated that this was a suggestion from one person from the Route 48 Coalition, but that she had no other explanation about how the legislature or DeIDOT would be involved in such a

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program. Andrew asked the Committee if any Member could provide actionable language. Andrew reminded the Committee Members that they can submit language to Tigist after the meeting if they are able to draft language between meetings. Gale commented that these ideas were the only education ideas offered.

Item #57 – **Introduce legislation that would enable speed cameras to be installed on SR 7, SR 41 and SR 48:** Bill Taylor noted that at some point in the future he would like [Captain] Cox to comment on the feasibility of this idea. Captain Cox suggested that he discuss feasibility later in the process during the time for discussing each idea. Andrew also indicated that there would be time to discuss each item after this portion of the process, but that any information about fatal flaws could certainly be presented. Mike Censurato asked if there were any other locations in Delaware where speed cameras were used. Nicole Majeski confirmed that enabling legislation would be necessary for any mobile enforcement. Nicole informed the Committee that bills were previously introduced for similar efforts at work zones and near schools, but did not pass. Nicole indicated that the Committee could have a more robust discussion of the idea later.

Item #59 – **Perform a study to identify feasible locations to install virtual weight in motion (WIM) stations on SR 7, SR 41 and SR 48:** MaryAnn stated that she has been told in the past that there's only one portable scale in the state and that it is non-operational; she asked Captain Cox if that is true. Captain Cox responded that the truck enforcement unit has three (3) portable scales, one (1) in each county as well as one (1) portable WIM that allows a truck to roll slowly over. The portable scales in each county are placed under the tires and the truck is weighed at rest (not moving). MaryAnn asked how the WIM described in this idea would be different. Jim described the differences between a permanent virtual WIM station, a permanent weigh and inspection station, and portable scales. Captain Cox indicated that this would likely be a permanent virtual WIM. Jim suggested that the project staff would add the word "permanent" to reflect this point. Captain Cox suggested instead to add the word "fixed." Nick asked how many fixed weigh stations are in the state. Captain Cox responded that there are two (2) fixed weigh stations. Nick also noted that there used to be a weigh station in Pennsylvania that has since been closed.

Items #64 and #65 – **Increase the number of truck inspections:** Michael Lewandowski asked about the use of electronic tickets. Andrew and Jim noted that electronic tickets was later in the list and treated separately. Mike C. asked if the type of inspections should be identified, length or otherwise. Jim indicated that inspections would likely be full inspections of trucks, based on rules and regulations enforced by the truck enforcement unit. Gale noted that there was an earlier idea about lower speed limits in general and she believes that this idea came from the Route 48 Coalition which included truck inspections plus speed. Andrew noted that based on the conversation, the Committee seemed comfortable that speed is covered elsewhere and that Items #64 and #65 include the full range of truck inspections. There were no objections.

Item #66 – No suggested text; Committee idea "Use electronic tickets" Michael L. asked if we currently use any type of electronic ticketing. Captain Cox responded that Delaware State Police (DSP) use the phrase "electronic ticket" to refer to any tickets that are simply non-handwritten. Jim and Andrew asked the Committee Members to clarify if the idea refers to tickets done by license plate recognition. Michael L. indicated that yes, he was thinking of red-light cameras. Captain Cox indicated that in Delaware, other than at toll plazas, the red-light camera programs are the only system that currently does that sort of violation identification and ticketing. Each agency that has red-light cameras has officers that screen

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the identified violators. DelDOT hires a company that runs the servers, fixes equipment, and outside vendors do receive some revenue from the tickets to cover the cost of running the program. Andrew asked if the Committee was looking for something different than the enabling legislation for speed cameras in Item #57. Committee Members indicated that this is the same idea and there were no objections to combining these ideas.

Item #67 – No suggested text; Committee idea “Enforce noise level limits”: Jim indicated that the project team searched for, but could not find noise level limits in the motor vehicle chapter of Delaware Code. Jim asked what the Committee was seeking to enforce. Nick asked if the project team looked at New Castle County Code. Jim indicated that the team searched New Castle County resolutions for the engine compression brake prohibition, but did not note any noise level limits. Nick indicated that he thinks there is an ordinance that says 65 decibels. Jim indicated that the project team will look into the New Castle County Code and/or other noise limits and will update the idea based on the search.

Item #70 – No suggested text; Committee idea “Establish method for reporting noise level infractions and muffler issues”: Bill asked if this could be done through DelDOT’s #77 system to reach the TMC. Mark responded that the TMC would not be able to take any action with that information because #77 is for maintenance issues, not enforcement issues. Mark indicated that this was similar to seeing a driver tailgating or speeding than to the potholes and roadkill issues that the TMC handles. Mark was not sure how this would turn into an actionable item. Bill asked about reporting drunk driving behavior, if there is a specific number for aggressive or drunk drivers. Captain Cox responded that this would fall under the category of imminent danger and it would be appropriate to call 911 for suspected drunk driving. Captain Cox noted that there is a non-emergency number that could be used to report noise, but that DSP would not be able to respond after the fact if noise complaints were sent to the non-emergency number. Captain Cox indicated that it is important to let local troops know about the issue, which is being accomplished by convening the Special Committee.

Item #73 – No suggested text; Committee idea “Perform forensic vibration tests for any resident who requests one and lives within 50 feet of SR 41”: Jim asked for more clarification on forensic vibration analysis, noting that the project team found information about forensic structural engineering firms that typically are consulted after a catastrophe (fire, bridge collapse, etc.) to identify why the event occurred and how to fix the structure, however, the team was unable to find anything related to forensic noise or vibration analyses. MaryAnn indicated that this idea came from residents on SR 41 who would like to identify structural damage from vibrations because residents are seeing cracking and structural damage that they would like to have examined. Jim indicated that the project team will try to incorporate MaryAnn’s feedback into an actionable item.

Item #74 – No suggested text; Committee idea “Offer state sponsored home noise reduction surveys”: MaryAnn commented that this was likely related to noise codes and could potentially be combined with Item # 67 after noise limits were determined. Mike C. noted that he thought the idea included items like storm windows that could be used to reduce noise inside homes. Andrew asked that the Committee think about potential actionable language for this idea. Mike C. will follow-up with Tigist and send language if he thinks of a way to expand on the idea.

Items #75 and #76 – No suggested text; Committee ideas “Establish SR 7, SR 41 and SR 48 “stickers” similar to IFTA” and “Implement “special use” or “restricted use” licenses or permits for class 6, class 7, and/or

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class 8 trucks on SR 7, SR 41 and SR 48”: Jim provided two points of clarification. First, Jim reminded the Committee that IFTA is the program for truck companies to pay fuel taxes that are equitably distributed to places that they drive. Second, Jim indicated that both of these approaches appear to be trying to impose a fee or toll on some users (trucks) but not others. Jim indicated that in addition to the conversation about tolling existing roads at the previous meeting (Items #4 and #5), it is currently not legal at the federal level to charge some users but not others. Jim asked the Committee for help to turn this into an actionable idea. Nick indicated that Jim’s understanding of the idea was correct and that Nick would like to find a way to legally deter trucks from using the routes. Andrew asked if the idea was to study what options are available through legislation. Nick responded that he didn’t know it was illegal to toll one group, but had intended to put another sticker on trucks and determine what an appropriate charge should be to supplement the IFTA stickers. Bill asked if the idea has to do with revenue generation and if it is not legal now, should there be a way to make sure that taxes that are generated now are reaching Delaware. Andrew indicated that subject to anything provided after the meeting to clarify or better define this idea, it appears that the Committee did not have an actionable item from these two approaches that could be voted on in the future.

Items #77, #78, #79, and #80 – No suggested text; Committee ideas “Divert the problem upstream in PA”; “Convince PA to reduce tolls on the PA turnpike”; “Add weigh stations in PA”; and, “Provide weight and size enforcement at White Clay Point in PA”: Andrew asked the Committee to transform these ideas into an actionable item that could potentially go to the General Assembly and DeIDOT. Gale indicated that DeIDOT and PennDOT should be working together to come up with solutions and that DeIDOT was taking more than its share of burden and that things should be more fair. Nick noted that the Wilmington-Harrisburg Freight Study materials on page 13 of the project notebook materials from Meeting #1 includes a Pennsylvania Turnpike scenario. Gale asked if there are ways in which DeIDOT and PennDOT are currently communicating or if there were ways that they could more formally or more regularly do so. Gale also indicated that she heard from a number of people about reducing tolls on the Pennsylvania Turnpike. Nicole suggested that a potential recommendation could be a working group or other coordination group that includes DeIDOT and PennDOT to look at freight movement. Mark indicated that likely the group should include more than just the DOTs, it could also include Metropolitan Planning Organizations (MPOs) and Police agencies, similar to this Special Committee but with Pennsylvania representation.

Item #81 – No suggested text; Committee idea “Use a flash drive that can show images of speeding trucks”: Andrew asked the Committee if this was similar to Item #57 regarding speed cameras or if there was something else the Committee was thinking of. There were no objections to combining this with #57.

Item #82 – No suggested text; Committee idea “Create Citizens’ Truck Watch”: Andrew indicated that the project team needed further information from the Committee. The committee had no comments to develop this into an actionable item.

Items #83 and #84 – No suggested text; Committee ideas “Develop electronic noise infraction tickets” and “Develop and install colorful, glow-in-the-dark guardrails”: Gale indicated that these ideas were intended to encourage engineers to go out and invent these items to make money for DeIDOT to improve the roads. Andrew observed that this is a great thought, but potentially might not be an actionable item for the purposes of the Special Committee. Andrew encouraged the Committee that if there is an actionable item

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to please provide more information, but otherwise there are several other ideas that are more developed that the Committee can move forward for consideration.

Items #85 and #86 – No suggested text; Committee ideas “Conduct letter writing campaign to trucking companies” and “Cover ears and make “silent scream” faces whenever loud trucks drive by”: General consensus among the Committee Members was that these are individual items and not actionable items to potentially recommend to the General Assembly and DeIDOT.

Item #87 – No suggested text; Committee idea “Install Warning Signal Ahead sign near existing RED SIGNAL AHEAD WHEN FLASHING sign south of Centerville Road and Greenbank Road”: Andrew indicated that this is not on any of the three corridors. General consensus among the Committee Members was that this would not be an actionable item.

Item #88 – No suggested text; Committee idea “Do not issue any future offloading, freight transfer or onloading permits to any corporation, LLC, or logistics agency until an approved infrastructure improvement plan is in place for the western New Castle County freight corridor, precluding improvements to the Boxwood Road site, the Port of Wilmington, and fulfillment centers which use the corridor into southeastern Pennsylvania”: Bill indicated that he developed this idea based on County land use rules that require new residential development to establish a plan before the development can be approved. Bill indicated that this is a novel use of that technique to apply to trucks. Jim asked if the idea was to limit the growth of additional truck traffic. Bill confirmed, yes, unless an infrastructure plan is in place.

MaryAnn indicated that she attended a meeting at the Emily Bissel facility the evening before and that group recommended that she report back to the Special Committee. The facility has four options for the property, including one do nothing option. MaryAnn indicated that for any of the three options to build on the property, there would be between 1,700 and 2,000 additional vehicles on SR 41.

Gale noted that there were two other meetings that affect the traffic numbers. First, on SR 141 at the Tyler McConnell Bridge, planned construction will reduce the existing four lanes to two lanes for 245 days, which will impact traffic. Second, there was a meeting about development of Delaware National. Gale commented that it was interesting to see that all considerations for traffic should be taken into account for that development and that trucks are not in a vacuum. Gale reported back to the Committee that the Traffic Impact Study completed by McCormick Taylor in July 2017 indicates that SR 48 has 30,646 vehicles per day.

Andrew thanked the Committee for their participation in the process to refine language for each idea, noting that it was laborious but necessary. Andrew and Jim guided the Committee through the revisions to the matrix in Items #1-#54 following Meeting #4. *Note: similar to the above section, these minutes document the Committee’s discussion. For brevity, when there was no Committee discussion regarding revisions, the item is not noted below.*

Items #4 and #5 – [Conduct a feasibility study of implementing tolls, including congestion pricing, on SR 7, SR 41, SR 48 or other Delaware state roads](#): Mike C. asked if someone could describe how this would work, particularly congestion pricing. Andrew responded that the idea was for a feasibility study and that the study would likely be attempting to answer that question. Jim indicated that a regional model would likely

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be used to determine the regional traffic impacts of various tolling/pricing concepts. Mike C. reminded the Committee that previous discussion indicated tolls would not be legal on existing roadways. Jim concurred, noting that for tolling to be implemented on an existing roadway, the facility would need to be completely reconstructed. Jim noted that the phrase “congestion pricing” was added to this idea following discussion at the last meeting. Andrew encouraged the Committee to provide the list of other Delaware state roads for consideration, as requested via email.

Items #14 and #15 – [Re-install signs that were originally installed in July 2016 and removed in December 2016](#). See [Figure 1](#): Gale commented that the highlighted note that states that the organization of the matrix is not an endorsement to re-install signs (or not to re-install signs) was confusing. Andrew indicated that the highlighted notes will not be part of the list to be voted on, they are to help guide the Committee.

Items #23, #24 and #25 – [Conduct a feasibility study of implementing an axle-based truck restriction on SR 7, SR 41 and SR 48](#): Nick asked if the 7,000 lbs. is a typo. Jim indicated that it was possible because 7,000 lbs. is equivalent to a very heavy car; however, Jim noted that the Committee ideas on the left were provided as-is and that the ideas have been refined since then to incorporate an axle-based restriction rather than a weight-based restriction.

Item #35 – [Conduct signal warrant studies for the following locations](#): Andrew noted that the list of locations provided to date were all along SR 48. Andrew encouraged the Committee Members to provide other locations to Tigist if they would like them included on the list. Gale noted that she has additional information to provide for each of those locations. Andrew encouraged Gale to provide that information during the discussion phase of the process, but for the Committee to focus now on identifying any additional locations. Gale asked if she can add anything else tonight or do so by email tomorrow morning. Andrew indicated that either would be acceptable.

Item #48 – No suggested text; Committee idea “Install traffic calming devices”: Mike Begatto noted that his personal opinion was that this should not be included if it is not feasible. Mark noted that DeIDOT does not have many tools in their toolbox to slow down vehicles on these types of roadways, but that what tools they do have, such as narrower lanes and speed reduction markings would be considered during a Road Safety Audit.

Item #53 – [Conduct a feasibility study of geometric improvements to Brackenville Road, Way Road, and Smithbridge Road](#): Jim noted that this text was added following discussion at the last meeting. Mike C. asked Jim to describe “geometric improvements.” Jim responded that geometric improvements typically refer to anything related to road infrastructure, such as wider lanes, shoulders, or turn lanes.

Andrew concluded the revision process for Items #1-#54 and indicated that at this point the specific language for those items are final and will be provided at the next meeting as the complete list of ideas/approaches to be voted on by the Committee.

Andrew then provided the Committee with an overview of what is planned for the next meeting(s). Before the next meeting, the project support staff will use the discussion to revise the center column of the matrix for Items #55-#88. At the next meeting, the Committee will review those revisions to confirm the language, similar to what took place for Items #1-#53. Then the Committee will begin discussion and voting on the ideas for which the language has been confirmed.

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Andrew reminded the Committee of the ground-rules agreed upon at Meeting #1 that refer to the voting process. First, there must be a quorum for a meeting to happen, meaning 6 members must be present. Then, depending on the number of members present, a majority of votes must be in favor of a potential recommendation for it to move forward. Therefore, if there are 10 or 11 Members present, there must be 6 votes in favor. If there are 8 or 9 Members present, there must be 5 votes in favor. If there are 6 or 7 Members present, there must be 4 votes in favor. If there are less than 6 Members present, the Committee cannot meet and vote on recommendations. Andrew noted that an “abstention” will in effect count as a “No” vote against a recommendation. Andrew indicated he will read the final idea/approach and then open it up to discussion among the Committee members. Once the discussion concludes there will need to be a motion and a second which will then lead to the idea/approach being voted on. All votes will be public. Andrew indicated that voting will be done by raising a hand to facilitate the recording of minutes and to meet the requirement of a public vote. Following each vote, Andrew will confirm the outcome of the vote with the Committee. Andrew noted that there may be opportunities for the Committee to combine some ideas and that, as facilitator, he will help with that process if the Committee feels it can speed up the process. Andrew asked if any Committee Members had questions about the voting process. There were no questions or comments.

Next Meeting

Tigist thanked the Committee Members for attending and indicated that the next meeting is scheduled for Wednesday, November 8, 2017 at 6:00pm. The meeting venue will return to Cooke Elementary School.

Gale asked Tigist if it is possible for each Committee Member to have 10 minutes to provide a closing statement at the end of the last meeting. Tigist indicated that she and the project team will consider the request and will let Members know if this can be arranged.

Public Comment

Andrew concluded the formal meeting and opened the floor for public comment.

1. Charlie Weymouth expressed displeasure that the Special Committee is making recommendations regarding truck traffic, noting that it is time for federal intervention. Charlie noted unacceptable road conditions, particularly on Interstates, and commented that this is a regional problem.
2. Jonathan Free noted that most of his concerns had been covered already and thanked the Committee and public for coming out and doing the business of governing.
3. John Powell thanked the Committee for their time and effort noting that they face a tough set of problems. John requested that as the Committee makes recommendations, they should be equitable for all roads and should not move traffic from one road to another or pit one neighborhood against another.
4. Russ Hale expressed concern about fairness, particularly with respect to Directive #2 [in Senate Resolution #10] to improve quality of life. Russ noted that there is no good location to put a weigh station in Delaware because trucks will use a route that avoids the weigh station. Russ indicated that quality of life could not be improved, but that safety could be improved. Russ emphasized fairness in addressing safety.

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5. Linda Shannon has been a resident of Coffee Run for over eight years and a resident of Delaware her whole life. Linda expressed concern about the safety of tractor trailers on SR 48, and particularly that a vehicle involved in an accident with a tractor trailer would penetrate the embankment and kill unsuspecting residents at Coffee Run. Linda also expressed concerns about noise and air pollution from trucks, motorcycles, and cars in close proximity to residents. Linda noted that the overarching issue is traffic flow on SR 48 due to heavy traffic and expressed concern for first responders during peak hours. Linda noted budget constraints and would like to see strategic planning for mid-range and long-term solutions beyond 10 years. Linda noted that the majority of potential recommendations focus on short-term and mid-term recommendations.
6. Jess Benoit thanked the Committee for their huge undertaking. Jess indicated that she likes the ideas proposed to rectify the issue for all three roads, including enforcing the 60-foot overall vehicle length limit, improving intersections, and providing signs to I-95 from the port. Jess indicated that recommendations should not negatively impact one road or another. Jess encouraged the Committee Members to thinking completely through all decisions about what happens when they decide to divert trucks away from one road and where they will go. Jess noted that people compensate for traveling longer distances, typically by speeding, which could present safety issues.

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. In addition to the regularly scheduled meetings, two additional meetings were scheduled for October 25, 2017 and November 29, 2017.

The next meeting will be held on Wednesday, November 8, 2017 at 6:00pm at Cooke Elementary School, 2025 Graves Road, Hockessin, DE 19707.

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

Attachments: Committee Member Sign-in Sheet
General Sign-in Sheet
Public Comment Speaker Sign-up Sheet
Photograph submitted by Gale Hamilton

cc: Attendees

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

Wednesday, October 25, 2017

6:00pm

Brandywine Springs School, 2916 Duncan Road, Wilmington, DE

Committee Member Sign-in Sheet

Member	Organization	Signature
MaryAnn Summers	Route 41 Representative	<i>MaryAnn Summers</i>
Bill Taylor	Route 41 Representative	<i>Bill Taylor</i>
Gale 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>Michael Begatto</i>
Matthew Cox	Delaware State Police Truck Enforcement Unit	<i>Matthew Cox</i>
Jennifer Cohan <i>Nicole Majeski</i>	Secretary of DeIDOT	<i>Nicole Majeski</i>
Mark Luszc	Chief Traffic Engineer DeIDOT	<i>Mark Luszc</i>
Staff Support		
Jim Burnett	RK&K	<i>Jim Burnett</i>
Andrew Bing	Kramer & Associates	<i>A. D. Bing</i>

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

Wednesday, October 25, 2017

6:00pm

Brandywine Springs School, 2916 Duncan Road, Wilmington, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Kaye Crouce			
Charlie Weymouth			
Randall Johnson			
JONATHAN FREE			
JOHN + JANE WENSCOME			
Russ Hale			
STEVE McBrath			
Gndy Williams			
PIERRE HAYWARD			
Senator Pelco lts			
Marylou Ferguson			

Special Committee to Study and Make Recommendations
Regarding Truck Traffic and Freight Movements
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Wednesday, October 25, 2017

6:00pm

Brandywine Springs School, 2916 Duncan Road, Wilmington, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Joanne Abruzzese			
Raymond Abruzzese			
Colleen Yegla			
RAY QUEREY			
LEE DERRICKSON			
Rep Kim Willia			
Jess Benoit			
JAMES MORRISON			
Lisa Char H			
MARY PAGE BARRY			

Special Committee to Study and Make Recommendations
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Wednesday, October 25, 2017

6:00pm

Brandywine Springs School, 2916 Duncan Road, Wilmington, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Stephen Larrimore			
John POWELL			
Anne Powell			
KRIS Nonnenmacher			
Jean Watson			
John Antonelli			
LINDA SHANNON			

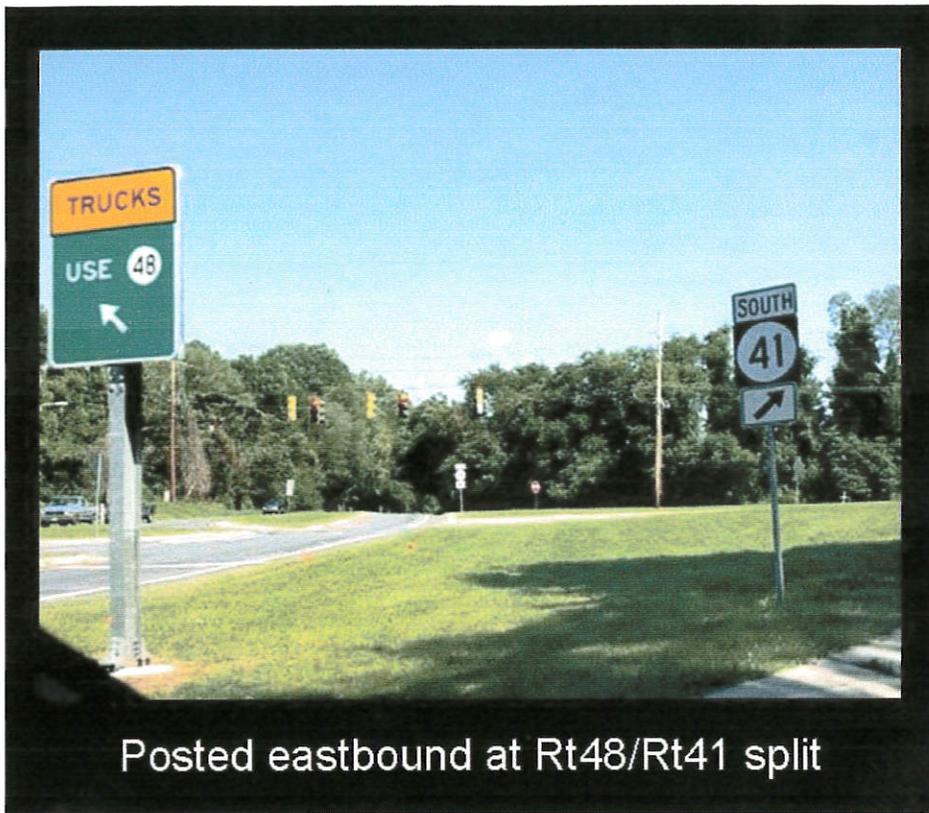
Special Committee to Study and Make Recommendations
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Wednesday, October 25, 2017
6:00pm

Brandywine Springs School, 2916 Duncan Road, Wilmington, DE

Public Comment Sign-up Sheet

1. ~~Kay Brown~~ CHARLIE WEYMOUTH ✓
2. JONATHAN FREE ✓
3. John POWELL ✓
4. KUSS HALE ✓
5. ~~Sean Walsh~~
6. ~~Don Beddie~~
7. LINDA SHANNON ✓
8. Jess Bennett ✓
9. ~~LISA Choctaw~~ did not speak
- 10.
- 11.
- 12.
- 13.
- 14.
- 15.
- 16.
- 17.
- 18.
- 19.
- 20.
- 21.
- 22.



Posted eastbound at Rt48/Rt41 split