

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 4, 2017
6:00pm

Location: Cooke Elementary School
2025 Graves Road
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
Jennifer Cohan – Secretary of DelDOT
Matthew Cox – Delaware State Police Truck Enforcement Unit
Gale Hamilton – Route 48 Representative
Michael Lewandowski – Route 7 Representative
Mark Luszc – Chief Traffic Engineer DelDOT
MaryAnn Summers – Route 41 Representative
Bill Taylor – Route 41 Representative

Other Attendees
Andrew Bing, Facilitator – Kramer & Associates
Jim Burnett, Technical Staff Support – RK&K
Ted Dahlburg, Speaker – Manager, Office of Freight and Aviation Planning, Delaware
Valley Regional Planning Commission
General public, see attached sign-in sheets

Not present: Nick Ferrara – Route 48 Representative

MEETING AGENDA

Welcome & Introductions

Andrew Bing, the Special Committee Facilitator, welcomed the public and reminded everyone in attendance that the meetings are designed for the Special Committee Members. Andrew also reminded the public that there is time reserved at the end of each meeting for public comment. Gale Hamilton asked if the public had to sign up prior to the meeting to have an opportunity to speak. Andrew responded that members of the public may sign up to speak at any point during the meeting, but that the time reserved for public comment would follow the formal activities planned for Committee Members.

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

Tigist called Committee Members' attention to the revised schedule included on the last page of the project notebook materials. Two meetings were added to the previously proposed schedule: one meeting on October 25, 2017 and another on November 29, 2017. The meeting scheduled for October 25, 2017 (*added*) will be held at Brandywine Springs School. The meetings scheduled for November 8, 2017; November 29, 2017 (*added*); and December 13, 2017 will be held at Cooke Elementary School. The final meeting scheduled for January 10, 2018 will be held at the Hockessin Fire Hall.

As noted on the revised schedule handout, Tigist plans to have the Committee draft recommendations at the two November meetings, then review Final Recommendations in December. The meeting scheduled in January is available if necessary, but may not be needed. Tigist noted that the additional meetings in October and November were added to avoid adding meetings during the holidays and to ensure the Committee is able to make Final Recommendations by January 12, 2018.

September 13, 2017 Meeting Minutes

Draft meeting minutes were emailed to Committee Members on September 25, 2017. Tigist received one correction prior to the meeting from Mike Censurato. On page 4, in the second paragraph, references to Mike C. and Michael L. should be reversed. Tigist asked for any other comments or corrections to the September 13, 2017 Meeting Minutes.

MaryAnn Summers commented that the minutes state that she was not present when she was only late. The September 13, 2017 Meeting Minutes reflect that MaryAnn was in attendance for the meeting, but was not present for the motion and vote to approve the Meeting Minutes for Meeting #2 on August 9, 2017.

Mike Begatto made a motion to approve the September 13, 2017 Meeting Minutes with the noted correction. Bill Taylor seconded the motion:

- Ayes: Tigist Zegeye, Mike Begatto, Matthew Cox, Gale Hamilton, Bill Taylor, MaryAnn Summers, Michael Lewandowski, Mike Censurato, Mark Luszcz, and Secretary Jennifer Cohan
- Nays: None
- Abstentions: None
- Not present: Nick Ferrara

Motion Carries. Corrected Final Meeting Minutes for Meeting #3 will be posted on the WILMAPCO website.

Follow-up Items from September 13, 2017 Meeting

Tigist invited Mark Luszcz to provide an update on DelDOT activities following the comprehensive sign inventory discussed at Meeting #2. Mark informed the Committee that the list of 51 signs noted as damaged or blocked by trees was sent to the DelDOT sign staff. Corrections are in progress, and he will have a more detailed update at the next meeting.

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Mark also noted that DelDOT will install a Route 48 END sign heading westbound on SR 48 at the SR 41/SR 48 split. The work order for the sign will be submitted October 5, 2017.

Additionally, Mark noted that the weight restriction sign on SR 41 northbound between Washington Avenue and Milltown Road will be removed because it is no longer appropriate. The sign was originally installed because there was a weight restriction on the bridge north of the sign; however, the bridge issue has been addressed and there is no longer a need for a weight restriction. Mark also noted that DelDOT can be penalized by the Federal Highway Administration if there is a signed weight restriction but no associated engineering basis for the restriction (for example, the amount of load a bridge can carry).

Finally, Mark informed the Committee that DelDOT is doing back office work to compare the speed limit signs with the formal resolutions on file. DelDOT shares the resolutions with Delaware State Police (DSP) and others. Mark noted that, over time, there can be discrepancies between the signs and the formal resolutions. Mark also noted that DelDOT is not currently looking to change any speed limits before the Committee makes recommendations; rather, they are checking their existing paperwork.

Michael Lewandowski asked if there are any differences between the two engine compression brake use prohibition signs on SR 7 that have a plaque at the bottom that reads "By New Castle County Resolution," and those on SR 41 and SR 48 that do not have a plaque. Mark did not know the answer but indicated that he will look into the difference and any reason for the plaques.

Gale asked why the jake-brake compression signs are located after intersections. Gale noted it would make sense for people driving trucks to be aware of the restriction prior to the intersection. Mark reassured the Committee that the location of the signs does not have any bearing on where the law is enforced – engine compression brake use is prohibited on highways in Delaware except in emergencies, with or without signs. Mark noted that from a traffic control perspective, signs that advertise state code are not typically installed, but for these locations, the signs were installed over time as individuals requested them. If it is a recommendation of the Committee, DelDOT can review the locations and look at re-positioning signs; however, sign placement also depends on the presence of other, potentially higher priority, signs and sign spacing requirements. Gale indicated that she would like DelDOT to consider re-positioning the signs.

Presentation from Delaware Valley Regional Planning Commission

Tigist introduced Ted Dahlburg from the Delaware Valley Regional Planning Commission (DVRPC). Ted is the Manager of Freight and Aviation Planning for DVRPC. Ted was invited following requests from Committee Members to include DVRPC in the Committee proceedings.

Ted provided an overview of DVRPC and offered insights from his perspective as a freight planner. DVRPC is the Metropolitan Planning Organization for the Philadelphia-Camden-Trenton region and includes nine counties and two states. Ted emphasized the close coordination between DVRPC and PennDOT and NJDOT, as well as with WILMAPCO. He also discussed the challenges with freight planning compared to other modes, including the distance between partners and stakeholders, the types and amount of data available, and the supply chain considerations that drive freight activity. Ted noted that although there are various estimates about freight in the future, tonnage is forecast to increase and the majority will continue to be moved by truck, even with improvements in other modes. He provided the Committee

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with a summary of four projects in Chester County, Pennsylvania in the DVRPC Transportation Improvement Program (TIP). Ted closed with a suggestion to share route attribute data with navigation providers, in addition to the range of ideas identified by the Committee so far.

Mike C. asked Ted to describe the interaction that takes place between adjoining organizations. Ted answered that coordination consistently happens at a staff level, and often organization-wide on individual projects such as the Wilmington-Harrisburg Freight Study. Ted noted that DVRPC and WILMAPCO coordinate closely on freight issues in particular because freight movements typically extend well beyond county and state boundaries.

Bill Taylor asked Ted to identify whether the five Townships impacted by the US 1 northern section improvements are above or below the intersection of US 1 and PA 41. Ted did not have the exact Townships on-hand, but can provide that information to the Committee. He noted that the improvements on US 1 span the corridor east and west.

Gale commented that Ted seemed dismissive of a truck bypass while, to her, a bypass is one expensive way to put increasing freight on separate roads so that residents are not suffering. Ted noted that he is not dismissing the idea, but that a bypass would require significant coordination with Chester County and PennDOT. He noted that those agencies are not considering a bypass at this time. Gale asked how to convince them to consider a bypass. Gale also asked if an intermodal, companion rail line between the Harrisburg-Carlisle area and Wilmington could be considered with coordination with PennDOT and DelDOT. Ted responded that yes, coordination on rail would be possible.

Continuing the Discussion of “Ideas & Approaches”

Andrew noted that several people arrived and that he saw several hands raised among the public during and after Ted’s presentation. Andrew reminded everyone in attendance that the presentations and activities during the meeting are for Special Committee Members and that members of the public can make comments at the end of each meeting.

Andrew introduced the brainstorming activities for the evening by describing the process to reach Final Recommendations. Andrew noted that the Committee has been deliberate and productive in approaching truck traffic and freight movements along the three corridors. The Committee raised a multitude of suggestions at the first three meetings and via email following Meeting #3. The project support staff (Andrew, Jim, and their technical staff) catalogued all of the ideas received to date – 87 different ideas and approaches. Andrew noted that the Committee is currently in the middle of the process and making progress, but cautioned not to try to jump ahead. Andrew indicated that the Committee Members will go through all ideas and approaches first to get a clear picture in every Members’ mind about what each idea entails. At a future meeting, after the Committee has fully defined each of the ideas, the Committee will decide which ideas should and should not be developed into recommendations. There may be 1 recommendation, 87 recommendations, or more likely somewhere in between. Andrew also encouraged the Committee to begin to think about prioritization. After the list of recommendations is developed, Andrew will guide the Committee through prioritization to indicate which of the recommendations presented to the General Assembly are important to address first, recognizing that all may not be done right away and may depend on budget.

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Andrew invited Jim Burnett to assist him with guiding the Committee through the ideas. Andrew then introduced Committee Members to the working Ideas Matrix that includes each of the ideas and approaches, numbered 1 to 87 provided by the Committee Members. The black text in the matrix includes the Committee Members' approaches that have not been vetted. The ideas were only edited to address misspellings or other typographical errors. The green text in the matrix includes suggested text that the project support team independently developed to create quantifiable, easy to understand, actionable ideas. The support team also provided columns for the timeframe and cost estimates for appropriate study activities and (based on the study results) time and cost to implement improvements. Andrew indicated that the green text provided by the support staff was to help further the process, but the Committee Members should indicate if their ideas are captured or if something is still missing. Andrew noted that the support staff did not try to change the substance of the ideas, but rather tried to re-phrase one or more ideas presented by the Committee Member(s) as distinct, actionable items. Andrew instructed the Committee that at this phase in the process, the intent is not to advocate for ideas as good or bad, but rather to determine if we have the idea well defined in everyone's mind. Andrew noted that as facilitator, he will only direct the Committee to keep moving forward when we have moved beyond defining the ideas into the advocacy role. Jim noted that the ideas and approaches were organized to match the directives in Senate Resolution #10, not necessarily in the order in which they were received. The ideas were organized to help clarify the discussion.

Using the first item as an example, Mike B. asked what the difference is between a "feasibility" study and any other sort of study. Jim indicated that a feasibility study will necessarily involve many agencies and is more detailed. Mike B. also asked if it might be possible to combine certain items. For example, the first eight items in the matrix included feasibility studies. Jim indicated that although the technical team did try to combine related ideas into one suggested approach, for the first eight that Mike B. identified, the subjects were different enough that each should stand alone.

Andrew and Jim guided the Committee through the matrix, line-by-line, covering Committee Ideas/Approaches #1-#54, 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.*

Item #2 – **Conduct a feasibility study of constructing a passenger and freight rail spur from Wilmington that parallels the SR 41 corridor**: Michael L. would like to add an explanation on how this will affect the three corridors. Gale noted that Nick brought this idea forward and could not attend Meeting #4, but this came from reviewing the past studies provided in the project notebooks at the first meeting.

Items #4 and #5 (combined) – **Conduct a feasibility study of implementing tolls on SR 7, SR 1, SR 48 or other Delaware state roads**: Jim noted that the technical staff did not include an implementation timeframe or cost for this idea because Federal laws currently do not allow states to toll existing roadways unless the road is completely reconstructed. Secretary Cohan reiterated Jim's point to manage expectations. Secretary Cohan noted that even if the road is completely reconstructed, Delaware would still need federal permission to toll the reconstructed road. She provided the example of US 301. Andrew noted that even with the significant hurdles to this idea, the staff will honor the process and maintain the idea at this time.

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Items #6, #7, and #8 (combined) – Conduct a feasibility study of restricting trucks on SR 7, SR 41 and/or SR 48 during specified times, in specified directions, and based on loaded vs. unloaded conditions, determining impacts to, and improvements needed, on alternate routes: Gale asked why the suggested text used “and/or”. Jim answered that “and/or” was included because the results of such a feasibility study would consider one route, multiple routes, or all three. Gale noted that the use of “or” unsettled her. Mark noted that the study timeframe and cost for this combination could be changed to short-term and less than \$1 million dollars (S and \$). Jim noted that the technical staff originally estimated mid-term and between \$1 million and \$100 million (M and \$\$) due to many unknowns. Andrew stated that the technical staff will update the matrix per Mark’s revised time and cost.

Item #9: No suggested text; Committee idea “Provide incentives to trucks that switch to US 1, US 30, and US 202”: Jim asked the Committee to clarify what types of incentives to provide to trucks that switch to US 1, US 30, and US 202 and to think about how to fund them. Bill brought the Committee’s attention to the idea of congestion pricing which has been used elsewhere. Bill suggested this could also help with re-directing traffic from the Port. Andrew asked if the Committee would like to clarify this idea as a study of congestion pricing for trucks that switch to other routes. Jim noted that congestion pricing would likely be related to the earlier discussion regarding tolls on existing State Routes. Andrew stated that the technical team would use the information provided to attempt to develop an actionable item. Andrew encouraged Committee Members to submit their own text (for this or any other item) if it might more clearly define the suggestion.

Andrew encouraged the Committee to continue to think about items that did not have suggested text and to submit text to Tigist if they were able to further develop initial thoughts after the meeting adjourned. Andrew noted some initial ideas might not be carried forward if the technical staff and Committee Members were not able to develop easy to understand and actionable ideas out of the original suggestions.

Mike Begatto asked how the technical team determined implementation timeline and cost if the first step for some items is to complete a feasibility study. Jim answered that the technical team members used their knowledge from other similar types of projects throughout their career to give high-level estimates.

Gale noted that she and the other Committee Members received a written statement at the last meeting that brought up high speed maritime as an alternative to consider. Gale indicated that she wasn’t sure where the idea came from or what it would exactly entail, but wondered if the Committee should consider it further. Jim reminded the committee that the current truck traffic on the three corridors is generally oriented between inland areas, such as Harrisburg and Lancaster, and the Port. Secretary Cohan also pointed out that while it is important to consider water movement, the state does not have jurisdiction and would have to go through the Federal government.

Items #14 and #15 (combined) – Re-install signs that were originally installed in July 2016 and removed in December 2016 directing Lancaster-bound truck traffic to use SR 48: Andrew noted that the items to either re-install the signs or to not re-install the signs were combined because a “yes” vote for one is a “no” vote for the other. The technical team was not taking a position by only including one version. Andrew also reminded the Committee that they were not making decisions at that point, but making sure the idea is well-articulated. Gale objected to the suggested text as factually inaccurate. Gale indicated that the signs were at both ends of the corridor and said, “All Trucks.” Jim noted that the suggested text as

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written was only for one direction, but confirmed that the support staff will revise the text to encompass both directions of travel. MaryAnn rebutted that the signs do not say, "All Trucks." MaryAnn indicated that the signs were intended to split traffic, not to send all trucks in one direction. Mike C. observed that the Committee does not need to vote on Item #15 because once the Committee votes on Item #14, they will have an answer. Andrew confirmed that the support staff will revise the language to address both directions of travel but would keep the combined approach. Andrew emphasized that the goal of the activity was to make sure all Committee Members can agree on what the idea is, even if they disagree on whether it should be implemented or not.

Item #16 – **Perform a Road Safety Audit**: Given the support for this idea at the last meeting, Jim provided an overview of Road Safety Audits (RSAs). An RSA is a formal safety study completed by an independent group with several stakeholders. Part of the RSA includes a formal response from DelDOT to state which recommendations from the RSA will be implemented, which will not, and any reasons why any will not be implemented. Jim noted that an RSA would typically be a 6-8 month process, not something that can be done in two weeks before the next meeting. Mike B. asked if the forensic vibration tests and home noise surveys that appear later in the matrix could be included in an RSA. Jim answered that while noise could certainly be considered, an RSA formally focuses on safety. Jim also deferred on the forensic vibration and home noise surveys for the time because he does not know what a forensic noise investigation would entail.

Item #21 – No suggested text; Committee idea "Restrict trucks to right lane only": Jim asked the Committee to clarify where they would restrict trucks to the right lane only. Jim noted that where there are four lanes on SR 48, typically the outside lanes are truck climbing lanes, and there are signs that instruct trucks to keep right. In other locations on SR 48 and SR 7 close to Kirkwood Highway, there are four lanes but there are also a number of intersections where vehicles might be turning left. MaryAnn asked if it was something they could do with signage, for example signs that say "Trucks use right lane except when turning left." Mark noted that signs restricting travel in the left lane typically are used on freeways. Matt noted that with so many areas for left-turns it would not be practically enforceable. The truck enforcement unit would have to follow a truck for an inordinate amount of time to ensure that the truck turns left. Matt noted that sometimes due to congestion, trucks must get in the left lane three to four signals prior to where they are turning.

Item #22 – **Conduct a feasibility study of establishing time of day restrictions for trucks on SR 7, SR 41 and/or SR 48**: Mark asked if this could be added to the suggestion for Items #6, #7, and #8. Jim confirmed that yes, this could be addressed with the same suggestion. Bill noted that he feels time of day restrictions would be difficult to enforce. Andrew reiterated to the Committee that while it is not easy, for many ideas there likely is a degree of difficulty and as the Committee begins to make recommendations those issues will have to be considered. Andrew urged the Committee to continue to focus on defining the ideas rather than evaluating them.

Items #23, #24, and #25 (combined) – **Conduct a feasibility study of restricting trucks on SR 7, SR 41 and/or SR 48**: Jim noted a point of clarification that the restriction would need to be axle-based rather than weight-based because, as Mark noted earlier in the meeting, DelDOT can only use weight restrictions when there is an engineering justification, such as a bridge load restriction.

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Item #26 – Recommend that New Castle County evaluate re-zoning options along SR 7, SR 41 and SR 48: Bill asked if it would be more complex to bring in New Castle County because the County was not represented on the Committee. Secretary Cohan suggested that the Committee keep this approach because although DelDOT cannot instruct the County, the General Assembly that will receive the recommendations can require the County to consider re-zoning.

Items #27 and #28 (combined) – Perform a study to determine the costs and benefits associated with state acquisition of privately owned property along SR 7, SR 41, and SR 48: Secretary Cohan indicated that while this idea should not be discounted, if DelDOT does not have a project that requires the right-of-way, DelDOT would have to be directed by the General Assembly to acquire land. The Secretary noted that the idea should remain on the list for consideration.

Item #30 – Perform testing and evaluation of low-noise road surface options, and if feasible, develop a specification for use in Delaware: Bill asked if the technology exists which would allow this to happen on a cost-effective basis. Jim answered that such technology does exist in the world of pavement science, but low-noise road surface treatments have not been used in Delaware to date. Jim informed the committee that to use any pavement materials in Delaware, there must be a specification. DelDOT likely would need to do research and development to ensure that the materials would be appropriate in Delaware.

Item #37 – Perform a traffic engineering study to determine appropriate signal timing plans for SR 7, SR 41, and SR 48 to ensure adequate acceleration and braking time for heavy vehicles: Mike B. asked if this wasn't being done already. Jim agreed that yes, this is done regularly to a degree; however, he was not certain about the level of attention given to heavy vehicles. Mark indicated that he can provide more detail about signal timing plans, but that it would be a good idea to consider.

Item #40 – No suggested text; Committee idea "Install sign, with or without flashing beacons, informing drivers of 60 foot length limit, a) SR 41 near PA state line, and b) SR 7 near PA state line": Jim noted that although the technical team could directly use the suggestion to install signs that advertise the 60-foot overall length limit in Delaware, suggested text was not included in the matrix because the item requires additional discussion. Jim informed the Committee that although there is a 60-foot overall length limit in Delaware, virtually every truck on the road is longer than 60-feet because other states focus on the semitrailer length and do not have an overall length limit. Jim also noted that if enforcement is done on these three corridors it would need to be done everywhere in the state which could have a significant effect on Delaware's economy. Michael L. asked for more clarification and noted that Nick brought it to the Committee's attention at the last meeting that any 53-foot long trailer was in violation of Delaware's 60-foot overall length limit. Matt suggested that the committee do keep this idea; however, he has an additional idea to modernize the Delaware Code. Michael L. indicated that in the earlier communications about vehicle size and weight limits, the state law indicates the maximum length of a trailer exclusive of truck tractor size shall be 53-feet. Jim noted that the Delaware Code Michael L. was reading is the section that applies to Interstates and that there is an additional section that includes the 60-foot overall length limit on other Delaware highways.

Item #42 – Install YOUR SPEED XX MPH signs on SR 7, SR 41 and/or SR 48 as a pilot project to determine the effectiveness of these signs on arterial roadways: Bill asked if there was data when these signs had been out for a few days before. He asked if that was enough time to do a study. Matt noted that if the

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signs were blue, they were likely the DSP portable signs that are not meant to be permanently installed. Matt noted that DSP practice is to deploy the temporary signs for one week. The signs warn motorists and gather data for DSP to take back to the communities that request them. Matt indicated that permanent signs were likely much different. Jim clarified that the permanent installations would likely be different than the DSP temporary versions and noted that the study would include before and during data after the signs had been installed for a period of time. Bill confirmed that what he understood from the comments was that although the DSP temporary signs do collect data, the data would not be sufficient for traffic engineers to determine the effectiveness of permanent signs over longer periods of time.

Item #43 – **Perform a lighting study of SR 48 between Hercules Road and Old Wilmington Road**: Mark noted that by law Delaware must do a study prior to installing lights and DelDOT cannot use public funds to install lights unless the location meets DelDOT lighting criteria.

Item #44 – **Remove large tree limbs on SR 48 between Loveville Road and SR 41, and on SR 48 between Loveville Road and Hercules Road**: Gale commented that trucks often push through the branches and knock them down. Gale also noted that DelDOT has moved those limbs off the roadway and private residents have paid to cut the trees up. Bill noted that this also needs to be done on SR 41. Secretary Cohan indicated that the removal of tree limbs does not necessarily need to be a recommendation from the Committee. Individuals can make a request and DelDOT will put in a work order to prune the trees.

Item #53 – No suggested text; Committee idea “Upgrade secondary roads to provide relief to the SR 7, SR 41, and SR 48 corridors”: Jim asked the Committee to clarify which secondary roads should be improved to provide relief to SR 7, SR 41, and SR 48. Mike C. stated that this idea was originally his and that he was thinking of the arterials that connect each of these corridors. Mike C. suggested that if the connecting roadways were improved, this could take some traffic off all three corridors, not necessarily trucks, but traffic in general. Andrew noted that the support staff would still need specific details about which roads to consider because there would be too much effort involved to look at every connecting roadway. Mike C. commented that he has been in the area for a long time and remembers cases when traffic was supposed to have access elsewhere besides SR 7, but instead entrances to developments are on SR 7. Mike C. noted that it is potentially too late at this point to make those corrections.

Item #54 – No suggested text; Committee idea “Do not use rumble strips”: Gale stated that she requested not to use rumble strips because an SR 48 resident who had seen this elsewhere was worried about noise and vibration. Mark suggested an idea to re-visit the Delaware Design Guidance Memorandum (DGM) for rumble strips.

Andrew thanked the Committee Members for their input and reminded them to submit any additional details, particularly for the items that did not have suggested text from the support staff. Andrew informed the Committee that the remaining items on the matrix will be addressed at the next meeting.

Public Comment

Andrew opened the floor for public comment.

1. Charlie Weymouth expressed his displeasure with the State and DelDOT regarding the US 301 alignment. Charlie stated that the Special Committee has been diverting and waylaying action to

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improve vital trucking routes. He discussed potential recommendations including an Avondale bypass, prohibiting direct access on Routes 141, 41, 48, and 7, constructing interchanges to be paid for by developers, and removing access to adjoining properties. See written comments.

2. John Newcomer represents the Coffee Run Condominium Association. John encouraged the Committee and the public to remember that they are one group on three corridors and they must work together. John noted that enforcement is needed for speeding trucks, particularly between the Pennsylvania state line and the road near Walgreens (*Brackenville Road*) past Hockessin. John suggested a red-light camera at that location. John also encouraged the Committee not to close any of the roads down.
3. Kathleen Marsh requested a traffic survey. She indicated that a survey performed previously at her request showed that traffic far exceeded the speed limit on SR 41 in front of her house. Kathleen would also like the speed limit lowered to 35 on her block. Kathleen is visually impaired and has provided instructions to the paratransit bus that picks her up not to pull into her driveway because it is too difficult to back out. Instead, she instructs them to pull over on the shoulder. Kathleen expressed concern about other handicapped individuals who may need the paratransit bus to pull all the way into their driveway then back out. Kathleen reiterated that speed needs to be enforced, and needs to be reduced because of the dangers to handicapped individuals. She also suggested installing signs informing drivers that there are handicapped people in the area and to watch their speed.
4. John Powell thanked the Committee for their hard work assembling ideas and thanked the community for showing up to express concerns. John noted that the one concern he had not heard addressed yet is noise abatement or enforcement of automobiles that have modified exhaust systems and motorcycles. John noted that motorcycles sometimes exceed the noise level of trucks that they are concerned about.
5. John Mumford thanked the Committee and noted that they have an impossible task ahead. John asked if there has ever been an environmental study on this issue. John noted that the distance required to take SR 141 to SR 48 to SR 41 compared to staying on SR 41 is 2-miles longer. John completed the math of the additional truck-miles and gallons of fuel for the additional 2-miles. John asked if the Committee had talked about the extra pollution caused by the extra length.
6. Kathy Fricke noted that if there was confusion about the signs, many residents have photos of the signs. Kathy requested the Committee focus on traffic issues, not cosmetic issues. Kathy observed that when the signs were up, trucks were divided 50/50 and that the data shows it did not put all of the trucks on SR 48. Kathy requested a short-term solution. Kathy also thanked DSP; she has seen them out and requested they use her driveway if necessary to continue enforcement efforts. Finally, Kathy requested DelDOT lower the speed limit by the school to 35 mph.
7. Lenny Morris provided the distance from the Port of Wilmington to the Pennsylvania state line using different roads. He noted that Dutch Wonderland is the last location before reaching major roadways in Pennsylvania because US 30 and Pennsylvania 41 have infrastructure problems. Lenny would like the Committee to find a way to bring traffic from the Strasburg/Dutch Wonderland area, staying on the Pennsylvania side. Lenny observed that 90% of the trucks on SR 41 were going to Lancaster and they are not able to take a boat on the Susquehanna River to get there. Lenny also suggested that a county police officer could stop traffic in both directions to let buses from Cooke Elementary School leave the school, similar to what the Newark police do on SR 279.
8. Jim Morris thanked the Committee for their work. Jim stated that he believes the signs were put up in an attempt to shift all of the traffic to SR 48 and to shift the burden from only SR 41 entirely

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to SR 48. He stated that he does not think this should be a solution because it shifts the problem and shifts the burden from one area to another area. Jim has four children that take buses, but noted that his older children will soon be driving and he is concerned not only about Cooke Elementary School, but everywhere, including driving out of Canterbury Hills. Jim stated that pointing out Cooke Elementary School is not enough.

Following public comments, Andrew noted that MaryAnn had approached him before the meeting with a document she wished to share with the entire Committee. MaryAnn presented a comparison study from April 2017 done by a resident using Google Earth. She noted that the packet also included communication with the Principal at Cooke Elementary School. The materials provided by MaryAnn are attached.

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 are scheduled for October 25, 2017 and November 29, 2017.

The next meeting will be held on Wednesday, October 25, 2017 at 6:00pm at Brandywine Springs School, 2916 Duncan Road, Wilmington, DE 19808.

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

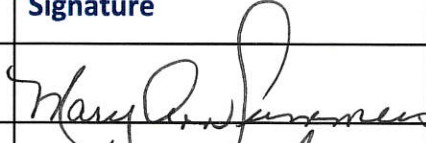





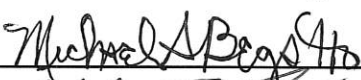
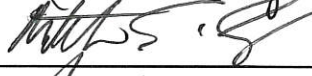




Attachments: Committee Member Sign-in Sheet
General Sign-in Sheet
Public Comment Speaker Sign-up Sheet
Comparison Study submitted by MaryAnn Summers
Written comments from Charlie Weymouth

cc: Attendees

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

**Wednesday, October 4, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE**

Committee Member Sign-in Sheet

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

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

Wednesday, October 4, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Rose+Bob. Atallin			
Rosemary McMahon			
MARIA Cacciatore			
Anne Powell			
GENE BERGEY			
LINDA SHANNON			
Franky Ziegler			
Sean T. Walsh			
PETE HAYWARD			
Greg Lauck			
JA Canucci			

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

Wednesday, October 4, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Joanne Abruzzese			
Philip Marsh			
John POWELL			
Grace Fillos			
J.E. Fillos			
John Antonelli			
Marge Stitz			
Stan Czerwinski			
John O. MOLFORD			
Barbara Hanks			
Leo Hanks			

Special Committee to Study and Make Recommendations
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Along SR 41, SR 48 & SR 7

Wednesday, October 4, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Rita Gerardi			
Earl Gerardi			
Kathleen Marsh			
Robert J. Boen			
Don & Jan Sedhe			
LEO HANKS			
Mcinn. Rife			
Marti Garber			
Joshua Heister			
Sally & Jim Kennedy			
Kellie Spencer-Carver			

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

Wednesday, October 4, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
JOHN & JADE NEWCOMB			
Allan Hughes			
Kevin Fenzl			
Judy Winter			
James J. Morrison			
David R. Dorn			
T. Duff			

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

Wednesday, October 4, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

[illegible]

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

Wednesday, October 4, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

[illegible]

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

Wednesday, October 4, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Public Comment Sign-up Sheet

✓ 1. CHARLIE WEYMOUTH

✓ 2. JOHN NEWCOMER

✓ 3. Kathleen Marsh

✓ 4. John POWELL

✓ 5. John MURPHY

6. ~~BOB RIFE~~

✓ 7. Kathy Fricke

8. ~~Geo Veltman~~

✓ 9. Lenny Morris

✓ 10. Jim Morris

11.

12.

13.

14.

15.

16.

17.

18.

19.

20.

21.

22.

Comparison Study

April 2017

Rt. 41 versus Rt. 48

Analysis 1: # of Homes within 500 FT of Road

Analysis 2: # of Homes within 1000 Ft of an Intersection Following a significant descent.

Created by David Anshen
April 23, 2017

500 Ft
Boundary

1000
Ft
Zone

of Homes = 77

Rt. 41 (1 OF 3)

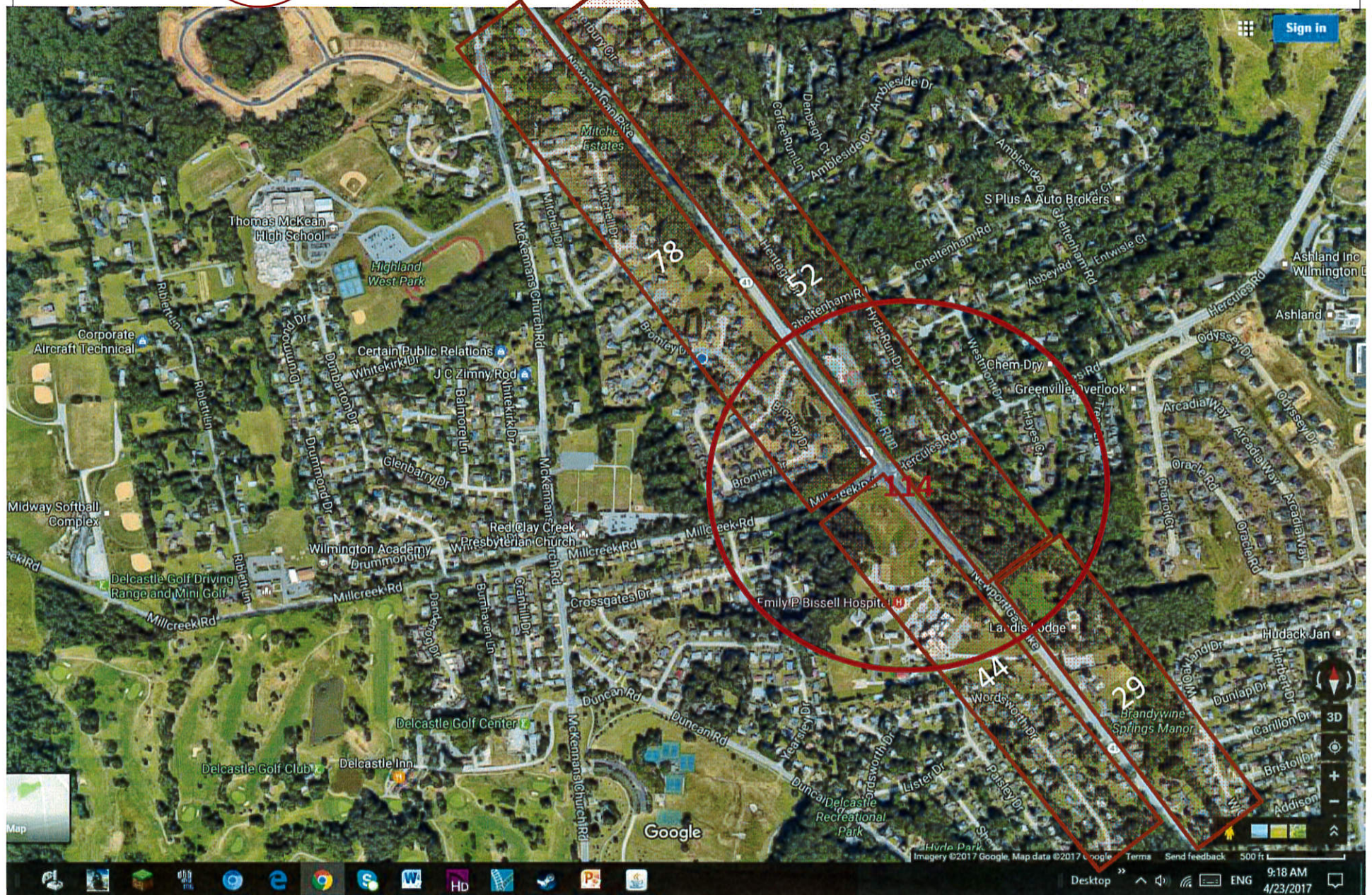


500 Ft
Boundary

1000
Ft
Zone

of Homes = 203

Rt. 41 (2 OF 3)

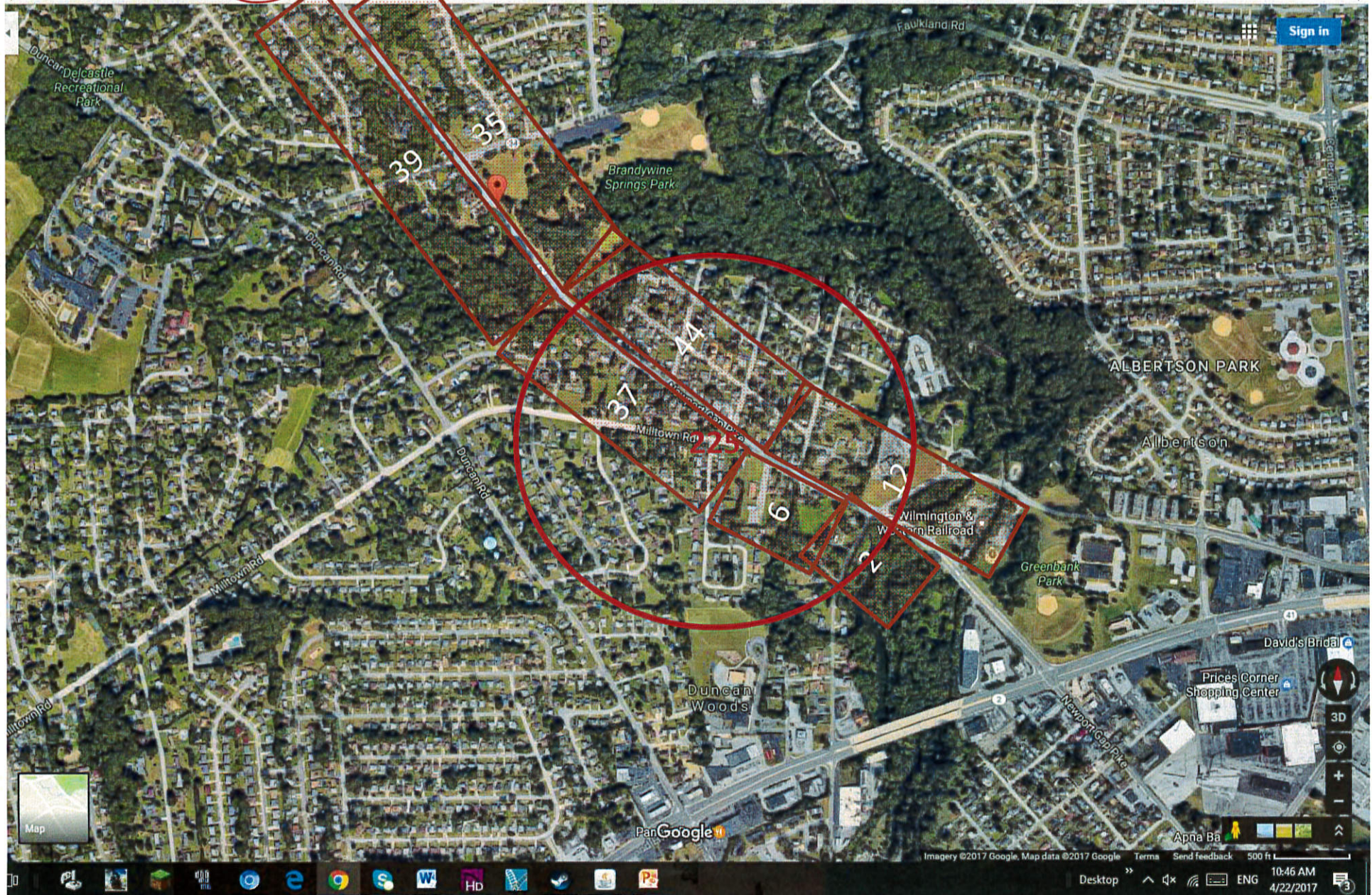


500 Ft
Boundary

1000
Ft
Zone

of Homes = 175

Rt. 41 (3 OF 3)



500 Ft
Boundary


1000
Ft
Zone

of Homes = 135

Rt. 48 (1 OF 3)



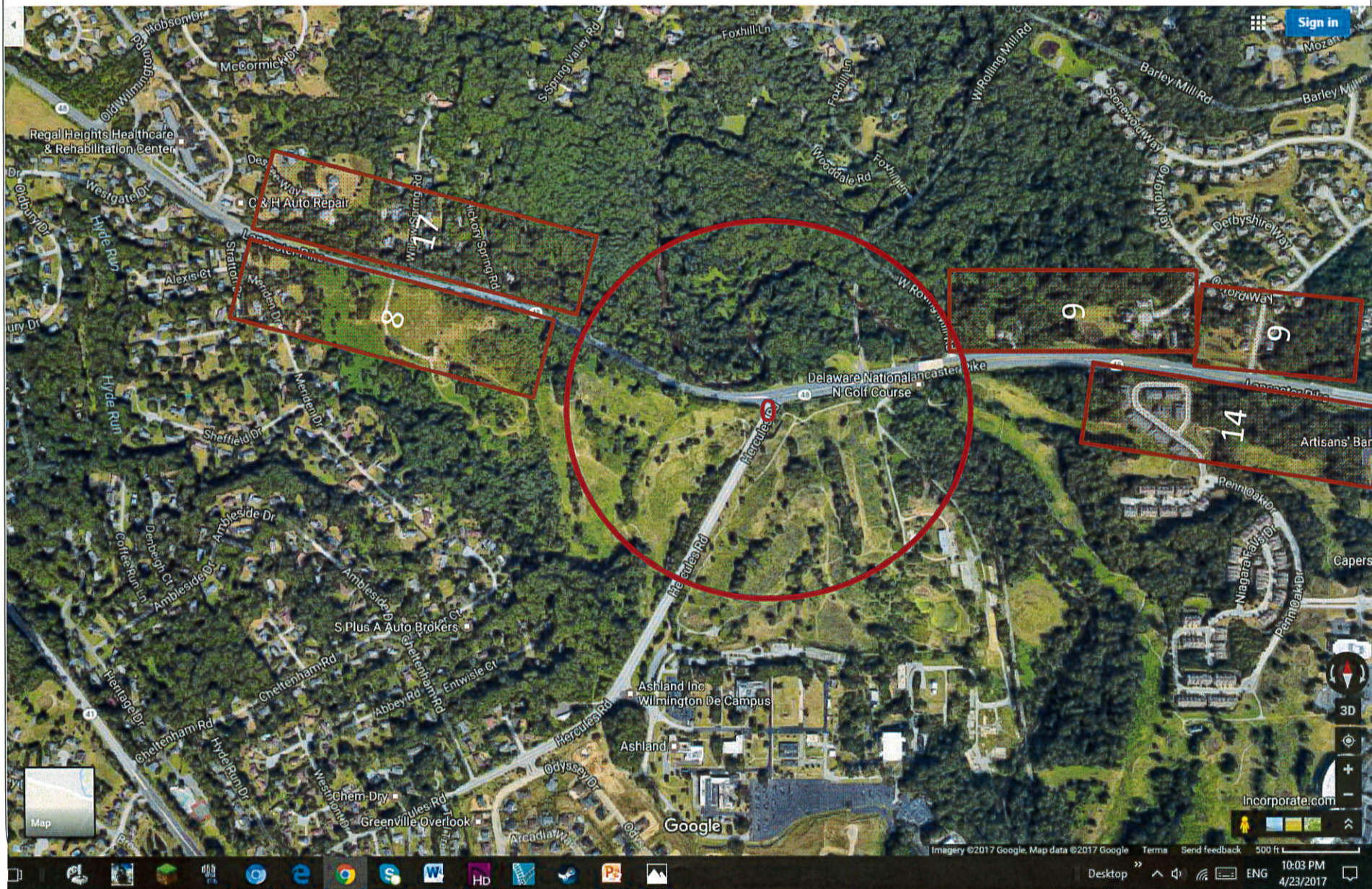
500 Ft
Boundary



1000
Ft
Zone

of Homes = 57

Rt. 48 (2 OF 3)

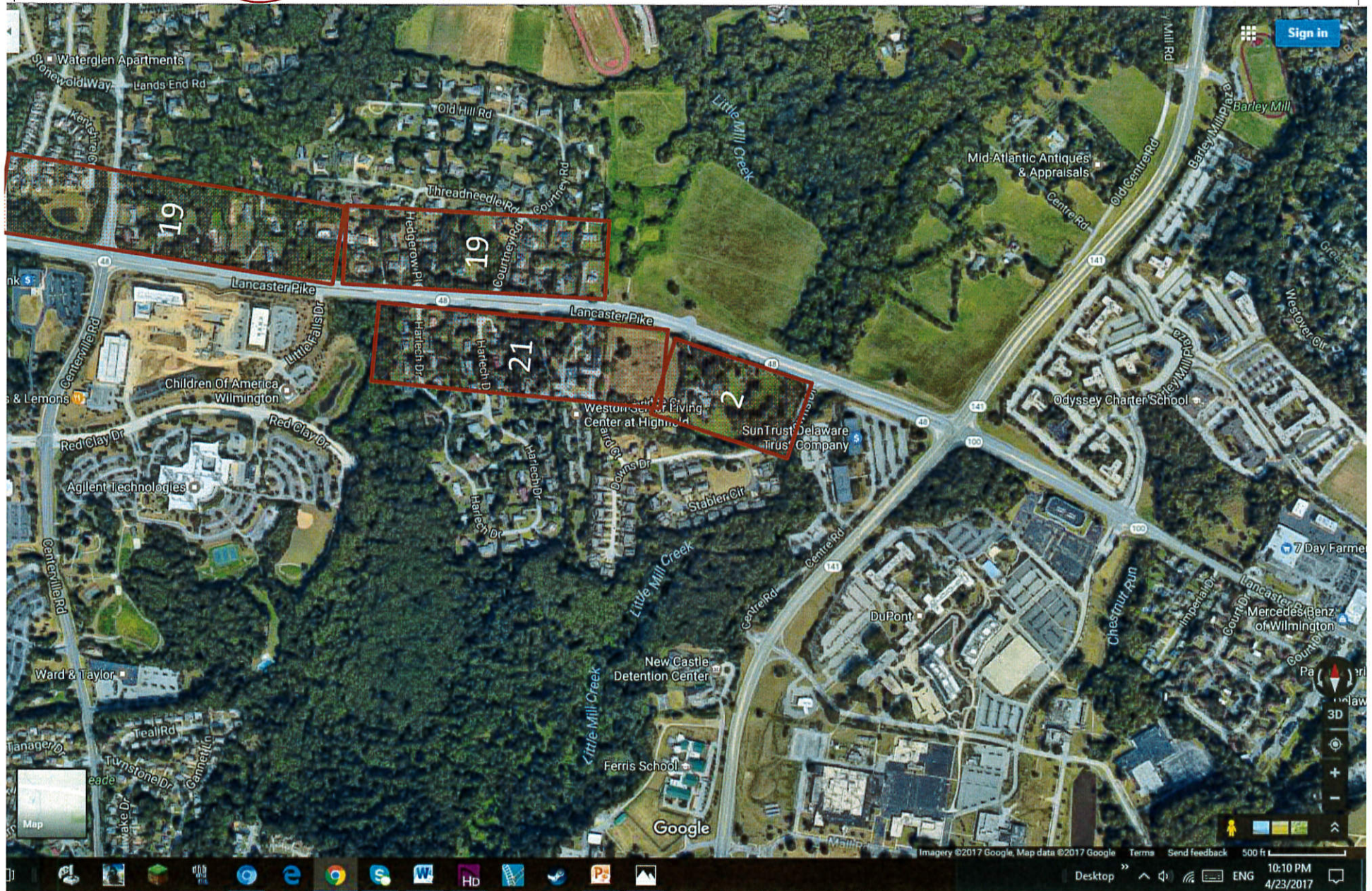


500 Ft
Boundary

1000
Ft
Zone

of Homes = 61

Rt 48 (3 OF 3)



Comparison Summary

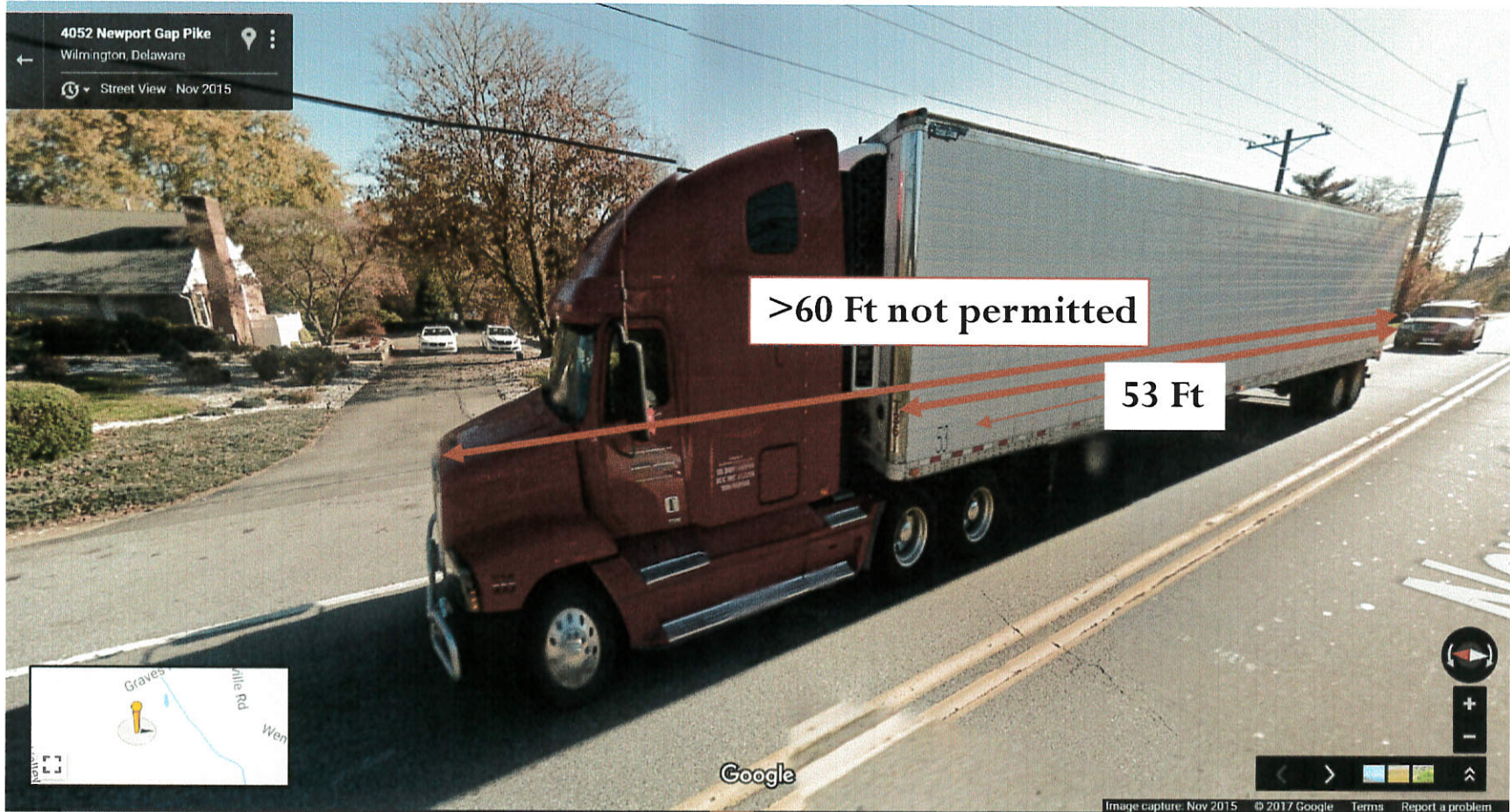
Route	# of Homes within 500 Ft. of Road	# of Homes within 1000 Ft of an Intersection (following a significant descent)
Rt. 41	$77+203+175=$ <u>455</u>	$178+225+114 =$ <u>517</u>
Rt. 48	$135+57+61 =$ <u>253</u>	0

Data: Based on Google Earth Graphic on April 23, 2017

Note: Count accurate +/- 2% due to some homes along both route hidden by trees

Tractor Trailers > 60 Ft.

Google image at entrance to Cooke Elementary School



Cooke Elementary School

- Contacted Linda Ennis (Principal) on May 2nd
- Cooke Elementary School – Principal Linda Ennis
 - Suggested we speak with Dr. Ted Ammann - Assistant Superintendent
 - Phone: 302.552.3704
 - Email: Ted.Ammann@Redclay.k12.de.us
 - Dineen Lewis, Administrative Secretary 302.552.3704
 - Email: dineen.lewis@redclay.k12.de.us
 - **Linda's Concerns:**
 - Rt. Turns (on red) at the intersection of Graves Road
 - Truck traffic and speeds cresting the hill and the risk of an accident
 - Lack of School Zone speed restrictions during school hours
 - She would be willing to be a co-signer (or reference) in a letter to DelDOT (after she can review the final draft)

[Note – Linda Lives in the Cedarcrest neighborhood off Milltown Road)

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)

Meeting Scheduled for 04 October, 2017-Graves Road-Hockessin

Committee Members- But Another Early Good Evening to Each of the Committee

Charlie Weymouth-

The Establishment by State Legislature of a Select Committee to find a joint "Recommendation" for, de facto, the best and improved truck routing, yet, more immediately, find solution to arrive at reduced Truck traffic, and that Select Committee be divided into Groups, each obviously opposed to the other, is chicanery obvious to a reviewing Public. State Legislature, with the varied Governors' concurrence continues, for over fifty years, their negligence of correcting the un abated direct residential and local retail access to these vital interstate commerce routes. Nor should County Government be held free of liability in such transgression and cost to correct.

While continuing action to find a new Avondale-I-95 By Pass, the following immediate actions must occur :

- Curtail existent direct access upon Rts. 141, 41, 48 and SR 7 unless installed necessary overpass, clover-leaf, allowing 141 be the Relief Bypass of Wilmington with direct access to I-95 and continued Rt.13 as originally intended. Local Commercial/Residential access to the improved/earlier Hockessin re aligned Rt. 41 shall be only through the original Rt. 41-Newport-Gap Pike (as earlier intended). Overpass at the Yorklyn Road should occur with existent direct retail access now denied. Intended high density Barley Mill Development shall provide at their own cost the necessary over fly. The Cedars and other adjoining properties must allow similar device or find access through interior roads or the property be removed (such normal procedure existing through 1951). For SR 7, similar restrictive devices must be enacted, remembering this Route the intended supplemental pathway for the Avondale-I 95 By Pass.
- Recovery Costs ? Don't leave the County out of the mix.

Charlie Weymouth, AIA Comment-cweymouth @aol.com