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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, November 29, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

AGENDA

1. Introductions – Tigist Zegeye
2. November 8 Meeting Minutes Approval – Tigist Zegeye
3. Follow up Items – Tigist Zegeye
4. Action item – Continue discussion and voting on “Ideas & Approaches” - Andrew Bing
5. Next Meeting – Tigist Zegeye
 - Wednesday, December 13, 2017 at 6p.m., Cooke Elementary School, 2025 Graves Road, Hockessin, DE
6. 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, November 8, 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
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
Annie Cordo, Deputy Attorney General – DelDOT
General public, see attached sign-in sheets

MEETING AGENDA

Welcome & Introductions

Andrew Bing, the Special Committee Facilitator, welcomed the public to the meeting. Andrew noted that he received a request to complete Committee business by 7:45pm. Andrew reminded everyone in attendance that the meeting is open to the public but is designed for the Committee Members. Andrew reminded the public that the Committee would not be taking comments or questions from the public during the meeting; however, if anyone wishes to make a comment, time is reserved at the end for public remarks and will proceed in the order in which people sign up.

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

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October 25, 2017 Meeting Minutes

Draft meeting minutes were emailed to Committee Members on November 2, 2017 and are included in the project notebook materials. Tigist asked if there were any corrections, questions, or comments regarding the October 25, 2017 Meeting Minutes.

Gale Hamilton requested a correction to the units – vehicles per day, instead of vehicles – in the summary of her comments regarding the Traffic Impact Study (TIS) prepared by McCormick Taylor in July 2017.

Nick Ferrara stated that although he remembers reading aloud a portion of Senate Resolution #10, the recited text did not appear in the minutes.

Mike Begatto made a motion to approve the October 25, 2017 Meeting Minutes with the noted corrections. Michael Lewandowski seconded the motion:

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

Motion Carries. Corrected Final Meeting Minutes for Meeting #5 will be posted on the WILMAPCO website.

Follow-up Items from October 25, 2017 Meeting

Tigist noted that she received one email from Bill Taylor regarding congestion pricing and three emails regarding noise limits that were sent to all Committee Members. Tigist noted that the noise limit information would be discussed in more detail in the next agenda item.

Review of Revisions to “Ideas and Approaches” Matrix

Andrew reminded the Committee Members that at Meeting #5, the Committee reviewed Items #55-#88 in the matrix and provided clarification to revise the text to capture their ideas. Andrew indicated that the evening’s agenda would include a review of the revised language, some procedural items, then finally discussion and voting beginning back at Item #1 using the “Short-List of Potential Committee Recommendations” document on 8.5x11 paper in their project materials. Andrew stated that the Committee would first complete the second review of Items #55-#88 to confirm the language that will be added to the list of potential recommendations that will be discussed and voted on at a future meeting.

Andrew turned Committee Members’ attention to the revised 11x17 Ideas Matrix provided in the project notebook materials. Andrew requested that Committee Members look at the newest version provided that evening, which was updated following the last meeting. Andrew invited Jim Burnett to join him to assist the Committee with the review of revised text. Andrew reminded the Committee that they confirmed the language for items #1 to #54 at Meeting #4 and would therefore begin with item #55.

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Andrew and Jim guided the Committee through the updates to the matrix in Items #55-#88 following Meeting #5. *Note: these minutes document the Committee's discussion. For brevity, when Committee members did not provide comments, the item is not noted below.*

MaryAnn Summers arrived during the review of revisions to the matrix. To avoid confusion regarding minutes at a future meeting, Andrew informed MaryAnn that the Committee had voted to approve the minutes from Meeting #5 and at that point Members were discussing revisions to the 11x17 matrix provided in their project notebook materials.

Items #61 and #62 – [Perform a study to identify feasible locations to construct one or more weigh and inspection stations on SR 7, SR 41 and SR 48](#): Mike Begatto asked how this differs from Item #59 ([Perform a study to identify feasible locations to install fixed virtual WIM stations on SR 7, SR 41 and SR 48](#)). Jim clarified that a virtual WIM station includes a scale in the pavement with a small reader that can send messages back to the police vehicle down the road if there is an overweight vehicle, while a weigh and inspection station has physical scales and buildings, typically next to but separate from the roadway, such as the weigh stations often located near the state line.

Gale requested the Committee return to Item #58 ([Provide additional enforcement of existing speed limits](#)). Gale asked if there was a road safety audit earlier in the list that looks at the appropriate speed limits. Andrew confirmed that there is a potential recommendation to perform a road safety audit and that there were several other potential recommendations that could be included in the road safety audit and could be dropped as separate items if the potential recommendation to perform a road safety audit becomes a final recommendation.

Item #67 – [Recommend New Castle County Police increase enforcement of NCC Code Section 22.02.0008-B.2.a.i, which makes it unlawful to “race or gun any motor vehicle between the hours of 9:00 p.m. and 8:00 a.m.”](#): Jim reminded the Committee that at the last meeting he informed the Committee that the technical team had been unable to find anything in Delaware Code that referred to noise level limits. Based on comments at the last meeting that suggested looking at New Castle County (NCC) Code, the technical team reviewed both NCC and Delaware Code again and summarized the findings in an email sent to Tigist that was forwarded to the entire Committee. Title 7 of the Delaware Code identifies the Department of Safety and Homeland Security as the agency responsible for establishing noise standards, but does not include any noise level limits. Title 21 of the Delaware Code governs motor vehicle equipment including engine compression brakes, horns, and mufflers. The Delaware Administrative Code does include noise level limits for different land uses, but the key differentiator is that the limits apply to a “stationary source.” The NCC Code includes some discussion of motor vehicles, including the prohibition of racing or gunning vehicles at night that was used to draft proposed text.

Nick asked if the technical staff looked at the document from the Department of Natural Resources that he sent to Tigist. Jim responded that yes, the document Nick provided is the Delaware Administrative Code and that Table 1 in Section 6.1, which Nick highlighted, applies to “any stationary source.” Nick asked Jim if he knew what “stationary source” meant. Jim did not have the definition from the Delaware Administrative Code readily available to quote, but responded that stationary generally means not moving, which would not apply to motor vehicles. Nick commented that this means it is almost impossible to address noise concerns.

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Bill Taylor asked about Captain Matthew Cox's email to the Committee. Captain Cox referred the Committee to Delaware Code Title 21, §4311(a) regarding mufflers. Captain Cox provided examples of removing the baffles, which creates a rumbling roar, and smaller cars with large circumference mufflers designed to make loud, unusual noise. Captain Cox noted that those are not permitted by the Delaware Code. Jim asked the Committee if they would like to add a reference to the Delaware Code cited by Captain Cox to Item #67 or Item #68 ([Increase inspections of vehicle noise abatement equipment](#)). Michael Lewandowski requested the Committee modify Item #67 to refer to the Code included in Captain Cox's email. Andrew noted that the Committee members expressed interest in adding the citation from Delaware Code, but there may also be reason to include the NCC Code reference. Andrew asked the Committee to agree on either adding the reference identified by Captain Cox to Item #67 or Item #68. The Committee members expressed general interest for having two separate potential recommendations for each code reference (Delaware Code and NCC Code).

Item #71 – [Continue enhanced enforcement on SR 41 and SR 48](#): Mick B. asked if the type of enforcement needed to be described. Jim responded that the enhanced enforcement effort was the program that was previously initiated on SR 41 and 48 and presented by Sgt. Dan Parks at Meeting #2. Captain Cox noted that the enhanced enforcement is primarily truck enforcement, done by the Motor Carrier Safety Program and the Truck Enforcement Unit, however, the unit also handles vehicle violations if they are observed. Captain Cox stated that the primary role is to address commercial vehicle violations. Mike B. asked if adding the word "truck" in front of "enforcement" would be sufficient or if it needed to include "commercial vehicles." Captain Cox responded that "truck" would be acceptable.

Item #72 – [Expand enhanced enforcement to SR 7](#): Andrew stated that the project staff would make a similar revision to this item to include the word "truck." Nick asked why Items #71 and #72 were separate. Andrew responded that the enhanced truck enforcement program was already in place on SR 41 and SR 48 and, if the recommendation were enacted, would continue, compared to SR 7 which is not part of the existing enhanced truck enforcement program. Committee members expressed general interest in combining Items #71 and #72.

Item #73 – [Develop a process for residents to request a state-sponsored forensic structural analysis of damage to structures within 50 feet of SR 7, SR 41 and SR 48](#): MaryAnn stated that she found it unusual that the state of Delaware wouldn't have methods for vibration testing. Mike Censurato responded that the only tool that would do that is a seismograph, the same tool that is used for earthquakes. MaryAnn commented that she thought the state would need some kind of seismic or vibration testing before beginning construction near structures. Jim noted that the technical team did not find any additional information about "forensic vibration tests" and instead found information about "forensic structural analysis." Jim noted that the technical team's research did not mean that nothing exists, but rather the team was unable to find the information. Andrew reminded the Committee that the technical team struggled with the initial suggestion and drafted the potential recommendation based on the discussion at Meeting #5.

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 class 8 trucks on SR 7, SR 41 and SR 48": Gale stated that she double checked that it is not legal at the federal level to restrict traffic by way of a sticker. Gale stated that she read about IFTA in the minutes and asked Jim to explain it again. Jim responded that IFTA is a method to collect fuel taxes from trucks

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and distribute them equitably based on where trucks travel. Trucking companies report their mileage on a quarterly basis so that funds can be distributed to states based on use. MaryAnn asked if this also includes oversized trucks because they have had quite a few occasions where trucks came down from Lancaster with buildings and very large wood beams. The trucks are so large that they take up more than one lane; therefore, to get down SR 41, traffic must stop completely. MaryAnn stated that it is her understanding that they need a permit and that she was told by DeIDOT that they were not issuing permits because trucks were too large to come down SR 41. MaryAnn asked if Item #76 would be a reflection of that process. Jim responded that permits are already required for oversized and overweight loads. DeIDOT receives the requests for a permit, including information about the vehicle and trip. Then, DeIDOT reviews the application, including checking with the bridge division and any overheight clearance concerns, and determines if the trip can be accommodated before issuing permits. If the permit is granted the vehicle is allowed to make the trip.

Item #88 – [Recommend that New Castle County no longer approve new land use changes or development plans for any corporation, LLC, or logistics agency whose Traffic Impact Study \(TIS\) identifies additional truck traffic on SR 7, SR 41 and SR 48, until a comprehensive infrastructure improvement plan is developed for SR 7, SR 41 and SR 48](#): Bill stated that the intent of putting this item forward is modeled on the NCC land use process of approval for new construction and development if the appropriate infrastructure is in place. Bill states that it could be expanded a bit to include what is happening with the Boxwood Road plant. Bill noted that the intention of the new developer is there; however, he hopes it would include the implementation of a waste transfer station. Bill noted that waste transfer is already occurring at that location because trucks transfer waste to Pennsylvania and New Jersey destinations. Bill noted that it could be done without listing those specifics because the corporation does not really have specifics yet, but that it is a good example. Andrew noted that the technical team tried to incorporate some of the text of the original idea submitted by Bill without calling out a specific company or parcel. Bill agreed that there was no need to specifically call out an individual company, but that it is provided as an example. Mike C. asked if the word “major” should be added in front of “land use.” Mike C. expressed concern that as written, the potential recommendation would block all development. Jim concurred that the technical staff considered the concern about blocking all development and noted that the impact would be limited to plans in which the TIS identifies additional truck traffic on the three corridors. Jim stated that the TIS typically includes between three and five intersections on corridors extending away from the proposed development. MaryAnn commented that the word “major” should not be added because then the Committee would need to define “major.” Andrew reminded the Committee that this is a potential recommendation only and that the Committee would be able to discuss the merits of and vote on the recommendation during that portion of the process.

Andrew congratulated the Committee on completing the step to clearly define the ideas and approaches. Andrew noted that based on the discussion at the last several meetings the list had been refined from 88 items to approximately 50 clearly defined and actionable potential recommendations for discussion and voting.

Action Item – Begin Discussion and Voting on Potential Recommendations

Andrew reminded all Committee Members of the Guidelines that were discussed at the first meeting regarding how the Committee Members treat each other. Andrew noted that until that point in the process, as facilitator he kept things moving without allowing Committee Members to engage in too much

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discussion or debate about the merits of any single idea, but now is the time for the Committee to share their opinions and thoughts on each idea. Andrew stated that he will work to give everyone time to share their input.

Mike C. asked if there would be a specific number of recommendations. Andrew responded that no, there was not a set number; however, he hoped to help the Committee prioritize the recommendations to guide the General Assembly and DeIDOT to the recommendations that the Committee felt were most important.

MaryAnn commented that her understanding of Senate Resolution #10 was that the Committee was charged with collectively bringing short-term, mid-term, and long-term solutions or recommendations. Andrew and the Committee members turned in their binders to the text of Senate Resolution #10. The text does not list short-, mid-, or long-term.

Andrew reminded the Committee Members about the voting procedures. First, there must be a quorum, or a majority of Members present, for a meeting to happen. Therefore, the minimum number of Members present is 6. For a recommendation to move forward, there must be a majority of Members present in favor of the 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. An abstention, in effect, counts as a “no” vote. All votes will be public. Bill stated that because DeIDOT has recused itself from any Committee vote, the quorum would only be 5. Andrew responded that following the outline of voting procedures, he would ask Nicole Majeski to speak to the letter from Secretary Cohan. Andrew stated that he will ask people to raise their hands during the vote to help with notetaking for the meeting minutes. Andrew reminded the committee that for each item, there will be a period for discussion and if there is a motion and second, there would be a vote and that Andrew would confirm the ayes, nays, abstentions, and whether or not the motion carries.

Andrew asked Nicole to speak to the letter regarding recusal. Nicole stated that earlier in the week Secretary Cohan sent a letter to Chairwoman Tigist Zegeye that was then shared with all Members and included in the project notebook materials. Nicole reiterated that two members of the Department were listed as Members of the Special Committee, but that the Committee was directed to make recommendations to the Department. Based on consultation with their in-house lawyers, DeIDOT made the determination that to avoid any appearance of a conflict of interest, Secretary Cohan (or her designee) and Chief Traffic Engineer Mark Luszczyk will recuse themselves from voting on any potential recommendations. DeIDOT determined that recusal was the correct action because a decision to abstain would effectively count as two “No” votes. In contrast to an abstention, if Secretary Cohan (or her designee) and Mark recuse themselves, they will not count toward quorum. A recusal, in effect, counts as not being present.

Andrew invited Annie Cordo, Deputy Attorney General, to confirm the recusal process for all Committee Members. Annie serves as General Counsel to DeIDOT and all related boards and committees, including this Special Committee. Annie confirmed that an abstention would effectively be a “no” vote. Annie informed the Committee that by recusing themselves, DeIDOT would be removing themselves from the discussion and would also drop out of the number of Members present, required to establish quorum. Therefore, based on the attendance at the meeting, after DeIDOT recuses themselves, there would be 9 Members present and 5 affirmative votes would be required to carry a motion. Annie also informed the

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Committee that by recusing themselves, Nicole (as Secretary Cohan's designee) and Mark were removed from discussion of items being voted on. Mike B. asked if Nicole and Mark would be able to answer questions. Annie responded that yes, there are chairs set up so that Nicole and Mark could remove themselves from the table, but be physically present in the room to answer questions initiated by the remaining Committee Members.

Annie informed the Committee Members that if anyone would like to recuse themselves on an individual item, they can do so on an individual item basis at any time. Mike B. stated that he had serious concerns with the recusal. Mike B. noted that although he understands DeIDOT's concern about an appearance of a conflict of interest, the Special Committee was established with 11 members and the number was effectively reduced. Mike B. also stated that he felt as professionals, Mark and Nicole would be able to participate in a way that does not appear like a conflict but would help resolve issues. Nick also commented that the Senate Resolution #10 text includes "The Secretary of the Department of Transportation or the Secretary's designee" and "The Chief Traffic Engineer of the Delaware Department of Transportation" as Members of the Special Committee. Nick asked how the Committee was able to get around that requirement. Annie responded that any member of the Special Committee is allowed to not attend a meeting and/or recuse themselves from any given vote. Annie also noted that for any Member listed in Senate Resolution #10, the Resolution does not require them to attend and/or vote. Annie provided an additional example of the recusal that if there were 7 Members present and 2 Members (DeIDOT or otherwise) recused themselves, the number present would then be 5, and the Committee would no longer have quorum and therefore could not vote unless additional Members were present. Annie noted that the recusal did not change the quorum requirement, only the number of Members present. Andrew asked if any Committee Members had any other questions for Annie. There were no further comments or questions.

Mark Luszcz and Nicole Majeski recused themselves and physically removed themselves from the Committee table.

Andrew noted that the Committee would then turn to the 8.5x11 document with the title "Short-List of Potential Committee Recommendations." Andrew reminded the Committee that additional items will be added to the short-list document based on the discussion of Items #55-#88 in the Ideas Matrix earlier in the meeting.

Gale asked who will draft the final recommendations and who wrote the green recommendations. Andrew reminded the Committee that the project technical staff developed the initial green text in the Ideas Matrix, but the text was revised based on the Committee discussion earlier in the evening and at previous meetings. Andrew also reminded everyone that the potential recommendations on the new document used the text that was revised and agreed to by the Committee through previous discussions.

Note: The following documents the Committee's discussion on potential Committee recommendations and recorded votes. The text of each potential recommendation is underlined.

1. Conduct a feasibility study of constructing a bypass between US 1 and I-95

Gale referred to the Native American and Polynesian cultural practice of thinking about the seventh generation when making decisions. Gale expressed concern about what they are doing to the

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environment and health. Gale noted that the Route 48 Coalition discussed at their own meeting the lost opportunity to build a truck bypass 30-40 years ago. Gale indicated a need for a comprehensive plan coordinated at the state level. Gale also compared the three corridors to three trees in a big forest. Gale noted that the solution should at least reach for the ideal with careful study to not take any homes, but find a creative way to build a truck bypass. Gale asked the other Committee Members to start with the dream so that it might inspire others to do the same. Gale reminded Committee Members that the Senate Resolution #10 includes quality of life and reducing truck traffic; and, she noted that not all of the potential recommendations do that.

Nick informed the Committee that on a recent Saturday he drove from Gap, Pennsylvania to Newark, Delaware on SR 896. Nick suggested that if a bypass is ever built, SR 896 would be the most likely route; however, Newark is highly populated. Nick also suggested SR 272 and a tie-in between SR 41 and SR 896. Nick stated that the bypass would be 30-40 miles and that even though a bypass sounds good, he is not sure it will work. Andrew reminded Nick and the Committee that the language refers to a feasibility study. Nick responded that the Committee would be remiss in their duty not to at least do a study.

Nick also put forward the idea of an underpass instead of a bypass. Andrew noted that the current recommendation under discussion was a bypass, but if the Committee motioned and voted to amend the language they could certainly change the recommendation from a bypass to an underpass. Nick stated that when trying to move traffic around SR 41, SR 48, and SR 7, a bypass is a reach but he has been thinking about this a long time, and an underpass could work and he wanted to discuss the idea. Michael L. stated that he would like to vote on the items that they had on the list in front of them. Bill stated that all of the potential recommendations #1-31 involve feasibility studies and that he feels there shouldn't be a reason why the Committee can't go through them in a short period of time. Andrew stated that in deference to those that wish to speak, and given that Andrew pushed back against Members advocating for or against ideas earlier in the process, now was time for Members to provide their input. Andrew also encouraged the Committee to discuss and vote on the ideas established so far rather than add new ideas. Nick stated that this is not new, he will still be trying to find a way to address truck traffic. Tigist suggested adding an idea for an underpass specifically at the end of the list to be addressed later and directed the Committee back to the potential recommendation under consideration. Captain Cox asked if Potential Recommendation #7 encompassed what Nick was presenting. Nick stated that he would like the idea of an underpass to be added to the list. Tigist confirmed that it will be added and the Committee will discuss the underpass at a later time.

Mike B. reminded the Committee that the task was specifically to reduce traffic on SR 7, SR 41, and SR 48 and he was not sure how a bypass between US 1 and I-95 would do that. Jim and Andrew reminded the Committee that they could motion to change the language if necessary. Mike B. stated that his intention was not to change the language but to understand why the bypass would be between those routes.

Mike Begatto motioned in favor of the recommendation. Gale Hamilton seconded the motion:

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

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Motion carries (8-0-1). Potential recommendation #1 will move forward.

2. Conduct a feasibility study of constructing a passenger and freight rail spur from Wilmington that parallels the SR 41 corridor, including impacts to SR 7, SR 41, and SR 48

Nick Ferrara motioned in favor of the recommendation. Mick Begatto seconded the motion:

- Ayes: Mike Begatto, Nick Ferrara, Gale Hamilton, Bill Taylor, MaryAnn Summers, Michael Lewandowski, Mike Censurato
- Nays: Matthew Cox
- Abstentions: Tigist Zegeye
- Not present: Nicole Majeski, Mark Luszc

Motion carries (7-1-1). Potential recommendation #2 will move forward.

3. Conduct a feasibility study of constructing a dedicated freight line along the NE corridor from Perryville, MD to Newark, DE

Nick Ferrara motioned in favor of the recommendation. Mike Begatto seconded the motion:

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

Motion carries (6-3-0). Potential recommendation #3 will move forward.

4. Conduct a feasibility study of implementing tolls, including congestion pricing, on SR 7, SR 41, SR 48

Gale commented that in her reading about congestion pricing she understood that it could be effective in urban areas but one criticism is that it can create an unfair balance for those who do not have the money to pay. Jim noted that Gale seemed to be referring to the "Lexus lanes" criticism and that congestion pricing could be implemented in different ways, including on a corridor or for a zone. Jim noted that the zone method was proposed in New York City several years ago but was not pursued, although it has been used internationally. Jim reminded the Committee that implementing tolls on an existing corridor would only be possible if the roads were completely reconstructed. Andrew reminded the Committee that the potential recommendation under consideration was a feasibility study and the issues of equity and legality would be considered as part of a study.

Nick Ferrara motioned **to withdraw** the potential recommendation. Matthew Cox seconded the motion:

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

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Motion carries (7-2-0). Potential recommendation #4 will be **withdrawn**.

5. Conduct a feasibility study of restricting trucks on SR 7, SR 41 and SR 48 during specified times, in specified directions, and based on loaded vs. unloaded conditions, determining impacts to, and improvements needed, on alternate routes

Mike Begatto motioned in favor of the recommendation. Nick Ferrara seconded the motion:

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

Motion carries (5-4-0). Potential recommendation #5 will move forward.

6. Install signs at the Port of Wilmington providing route guidance for trucks to reach I-95

Mike Begatto commented that directions to I-95 are already clearly identified when you exit the Port and he is not sure why we would need more signs.

Nick commented that the Port is one-tenth of a mile from I-495 and truckers know which way they are going.

Bill Taylor motioned **to remove** the potential recommendation. MaryAnn Summers seconded the motion:

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

Motion carries (9-0-0). Potential recommendation #6 will be **removed**.

7. Conduct a feasibility study for improvements to the SR 896 corridor, including a potential alternate parallel route, to encourage trucks to use I-95 to SR 896

Mike B. asked Nick if this recommendation encompasses his ideas presented during discussion of potential recommendation #1. Nick responded that this is one of his suggestions and his office did a study that he is submitting to the Committee (see attachment).

Gale asked if the word “parallel” was appropriate because SR 896 has curves; a route might be parallel in places but not in others. Captain Cox suggested “alternate companion route” instead. Nick stated that if you travel from Gap to Newark, the majority of the trip is in Pennsylvania, so either “parallel” or something else. Andrew noted that “parallel” was not necessarily meant in the mathematical sense, but a route nearby or adjacent to SR 896. Gale indicated that “parallel” was acceptable if it was not in the mathematical sense.

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Mike Begatto motioned in favor of the recommendation. Gale Hamilton seconded the motion:

- Ayes: Mike Begatto, Matthew Cox, Nick Ferrara, Gale Hamilton, Michael Lewandowski, Mike Censurato
- Nays: Bill Taylor, MaryAnn Summers
- Abstentions: Tigist Zegeye
- Not present: Nicole Majeski, Mark Luszc

Motion carries (6-2-1). Potential recommendation #7 will move forward.

8. Re-install signs that were originally installed in July 2016 and removed in December 2016. See Figure 1.

Gale noted that obviously the people of SR 48 were clearly upset when the signs went up and the bulk of the truck traffic used SR 48. Gale spoke about being awake all night, windows rattling, and not being able to breathe. Gale noted that she organized a Committee around SR 48 that found 11,000+ people who were opposed to the signs going back up. Gale acknowledged the distinction that the sign did not say all trucks, but stated that it had the impact of a regulating sign instead of a guidance sign. Gale noted that the Resolution tasks the Committee to reduce truck traffic. Gale also noted that SR 48 already has 30,000 vehicles per day as well as many neighborhoods and vulnerable populations. Gale noted that the density studies provided earlier by MaryAnn Summers could be interpreted a number of ways and that Google Earth is not always accurate. Gale noted that SR 48 also has a great number of people affected by the bulk of trucks going down their road. Gale reiterated requests for a fair, equitable, and balanced solution. Gale asked that trucks not be dumped on their road by signs, noting that citizens felt the signs were unfair.

MaryAnn stated that back in 2016, DeIDOT recommended that the signs go up and DeIDOT put together the verbiage. MaryAnn expressed disappointment that DeIDOT recused themselves from the present discussion and voting. MaryAnn stated that citizens of SR 41 asked DeIDOT and the state legislature to participate with them to find relief for residents of SR 41. MaryAnn stated that although DeIDOT assured her that there was no need to have public meetings, there were residents from SR 48 at the meetings. MaryAnn also noted that she attempted to make the meetings as public as possible, including writing six letters to the editor. MaryAnn stated that the residents of SR 41 were not looking to push traffic onto someone else, they were looking for equitableness and quality of life for hundreds of people who live on SR 41. MaryAnn indicated that she was open to putting up signs with different verbiage. MaryAnn indicated that she was open to suggestions, but believed that DeIDOT should accept some accountability for why the group was there.

Nick stated that there was no doubt the Special Committee was there because of the signs. Nick stated that it is not fair to erect, suggest, or imply that the trucks should be on SR 48 and that it was not the intent of the Resolution. Nick stated the intent of the Resolution was "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 stated that he wanted to show an example of what happened when the signs went up and he presented two visuals. The first visual showed images of the signs. The second visual was a series of bar charts with the title "SB SR 48 South of Split Daily Trucks." Nick noted that although it said, "Daily Trucks," the numbers were actually weekly trucks. Nick stated that the data came from a DeIDOT study. Nick noted that the

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Special Committee Regarding Trucks on SR 41, 48 & SR 7
Wednesday, November 8, 2017

blue bars were “before” and the red bars were “after” signs went up. Nick stated that before there were 1.5% trucks on SR 48 south of the split, and after there were 3.9%, or a 150% increase. Nick stated that the decrease was similar on SR 41. Nick stated that residents knew what they were getting when they moved in and that when he moved in 44 years ago, he knew that he was getting a country, rural road where they used to shoot ducks and pheasants. Nick stated that now there are 30,000 cars a day and 800 trucks a day, noting that he did not buy into that. Nick stated that SR 41 has been a truck route for 200 years, but this is not about SR 7 or SR 41 or SR 48, it’s about what is fair. Nick stated that the signs went up without his knowledge. Nick stated that he had 1,000 signatures and there were 500 people in the room who didn’t know when the signs went up. Nick stated that he found out about the signs when he drove to Walgreens and noticed the signs. Nick stated that it was not fair to put the signs back up and put the SR 48 residents back in the same situation.

Gale stated that although SR 41 advertised and SR 48 citizens were invited to meetings, there is one development, Westgate Farms, that has entrances on both roads. Gale noted that only one other person from the Route 48 Coalition attended. Gale stated that the newspaper advertised the meetings as “SR 41 Town Hall.” Gale commented that she understands that SR 41 believes they were open and invited people, but that is not what happened for people of SR 48 who were blindsided. Gale stated that her position is to have no signs, no direction to trucks, improve roads, fix intersections, lower speed limits, and thereby help everyone. Gale asked to bring DeIDOT back to answer a question regarding if DeIDOT was behind putting the signs up and the verbiage.

Nicole was invited to return to answer Gale’s question. Nicole indicated that DeIDOT did offer the language of the signs. Nicole also provided context for the chosen language. Nicole stated that DeIDOT initially recommended removing guide signs on SR 141 that instructed trucks to Lancaster to follow SR 41. Nicole stated that DeIDOT’s initial recommendation was to remove all directional signs and allow truckers to use GPS or otherwise determine for themselves the best route. Nicole stated that after the old signs were removed, there was a legislative request from area legislators and residents of SR 41 for DeIDOT to attend meetings and eventually look at additional directional signs guiding trucks to SR 48. Nicole stated that DeIDOT attended the meetings with the understanding that while attendees were predominantly from SR 41, other entities were aware of the meetings. Nicole stated that it was after the signs were installed and DeIDOT received a petition that it became clear to DeIDOT that the meetings did not have the public input that was necessary. Nicole stated that as a result of the lack of public input, the signs were taken down. After responding to Gale’s question, Nicole left the Committee table.

Mike B. asked what signs are installed now. Jim responded that currently there are no signs and the recommendation under consideration is to re-install the signs shown in Figure 1.

Gale stated that in a vacuum there are a lot of trucks, but when you add more trucks it almost doubles the total vehicular numbers a day on SR 48 and that is an unfair burden.

Bill stated that the original contacts with DeIDOT were the result of concerted efforts by MaryAnn to get some relief on SR 41 for the terrible conditions that still exist today. Bill stated that they worked with DeIDOT for over a year and a half, including traffic studies, traffic counts, and conversations about how to alleviate the situation. Bill stated that they were under no obligation to talk to SR 48. Bill stated that the fact that SR 48 felt that they were targeted is false. Bill stated that although they were under no obligation to contact anyone, they did invite SR 48. Bill stated that DeIDOT provided the suggestion for relief for SR

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41 which had been suffering for years, not to treat anyone unfairly. Bill stated that he had no animosity toward SR 48, but was seeking relief and would like to move on.

Nick stated that he also wanted to move on, but to leave out politicians. Nick stated that Bill's remarks left out the two representatives on SR 41 who did not give people on SR 48 notice and left out the fact that they had meetings without the people of SR 48 knowing. Nick stated that there was a lot to be said about DelDOT's role, but it was not all DelDOT's fault. Nick stated that although DelDOT made the decision, there were extenuating circumstances behind the decision.

Nick Ferrara motioned **to remove** the potential recommendation. Mike Begatto seconded the motion:

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

Motion carries (7-2-0). Potential recommendation #8 will be **removed**.

Next Meeting

Tigist thanked Committee Members for their patience and noted that they have much to discuss at the next meeting on November 29, 2017 at Cooke Elementary School. Tigist noted that she planned to continue the voting process at the next meeting.

Public Comment

Andrew opened the floor for public comment.

1. John Powell thanked the Committee for their work and candid discussions. John expressed his appreciation that the Committee has started the voting process. Joe also noted that it appears the items that are going forward are those that benefit everyone on SR 7, SR41 and SR 48, and he commended the Committee for doing that.
2. Don Beddie stated that he lives at Cokesbury Village and thanked the Committee for removing the most incendiary issue on the agenda and for recognizing that they all have the same problem. Don noted that the Committee would not be able to remove or significantly reduce truck traffic and therefore would need a coordinated regional plan to address long-term transportation needs. Don noted that many short-term items could provide disincentives for trucks to use their roads, including road safety audits, noise monitoring, and engineering studies to address issues. Don requested the Committee provide short-term solutions that are fair and, instead of reducing trucks, make it safer, quieter, and more peaceful, to improve the quality of life.
3. Keith Miller requested that Committee Members' comments be limited to two minutes unless one Member yields their time to another to get through the process quicker. Keith also requested that Members not be allowed to speak twice on a topic unless someone else yields their time. Keith suggested that the Committee should take time before the next meeting to agree on items that could be voted in blocks to limit the time required. Keith expressed displeasure at the

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Wednesday, November 8, 2017

outcome of the earlier voting. Keith stated that it was obvious who is affected by truck traffic and that when the signs went up it didn't take all truck traffic off SR 41 and only some truck traffic was put on SR 48. Keith stated that people's homes are more affected on SR 41 unlike Cokesbury Village where homes are far from the road. Keith also suggested forensic vibration testing and asked that if the technical team was unable to find a company, if he could recommend a company to the Committee.

4. Kathy Fricke also expressed displeasure at the outcome of the earlier voting and discussion. Kathy stated that she was in every earlier meeting regarding the signs and that the gentleman next to her was also there. Kathy also stated that when the signs went up, not all of the trucks went down SR 48, but the split was 50/50. Kathy stated that SR 48 was built for trucks, as evidenced by the truck climbing lane. Kathy noted that when she sees suggestions such as put more lights on SR 48 and trim the trees on SR 48 she wonders where are the recommendations for SR 41. Kathy noted that she spent years working on this issue but now people think that SR 41 was being mean to SR 48. Kathy asked to have an engineering company look at structural damage to houses. Kathy also stated that the potential recommendations contained too many feasibility studies. Kathy expressed displeasure with the discussion regarding mufflers, noting that they have bigger problems and should focus on jake-brakes.
5. Joe Carucci thanked the Committee for taking on a difficult task. Joe stated that he lives in Limerick, the last community to see trucks rolling down SR 48 at 50-60 mph and understands the difficulty of trucks going down SR 41, SR 48, and SR 7. Joe stated that although it is a difficult problem with no answer, the Committee needs to make sure one community does not go after another community. Joe stated it is the responsibility of the facilitator to make sure that does not happen. Joe noted that there are 6 people on the Committee that are actually impacted by the recommendations. Joe also indicated that he likes Nick's idea of an underpass. Joe noted that although the first four items are expensive, they are the only things that will fix the problem in the long-term.

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 29, 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@wilmmapco.org.

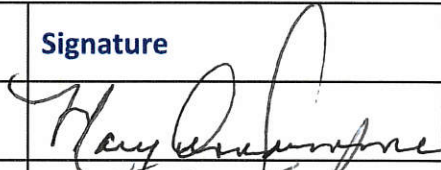
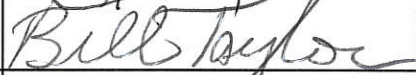

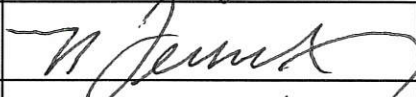






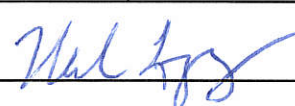


Attachments: Committee Member Sign-in Sheet
General Sign-in Sheet
Public Comment Speaker Sign-up Sheet
Gap Rd/RT 896 Alternative submitted by Nick Ferrara
Written comments from Charlie Weymouth

cc: Attendees

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

**Wednesday, November 8, 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 Nicole Majeski	Secretary of DelDOT	
Mark Luszcz	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, November 8, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Johnny Antonelli			
John POWELL			
Anne Powell			
Lourell JOHNSON			
Sean Walsh			
Bernd + Patricia Mayer			
Greg Laulle			
Allan Hughes			
John O. MURPHY			
Fran Huhn			
Anthony DiCillo			

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

Wednesday, November 8, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Joanne Abruzzese			
Raymond Abruzzese			
Alan Beddie			
STEPHEN M. GRANT			
Ann Kuchel			
Charlie Wymore			
Grace Fillos			
T.G. Fillos			
JANE NEWCOMER			
JOHN NEWCOMER			
John Lopez			

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

Wednesday, November 8, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Cathleen Lozes			
Joe Qi			
Marta Brinkley			
LINDA SHANNON			
Jess Benoit			
Keith Milton			
Kathy Frische			
James J. Morosini			

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

Wednesday, November 8, 2017
6:00pm

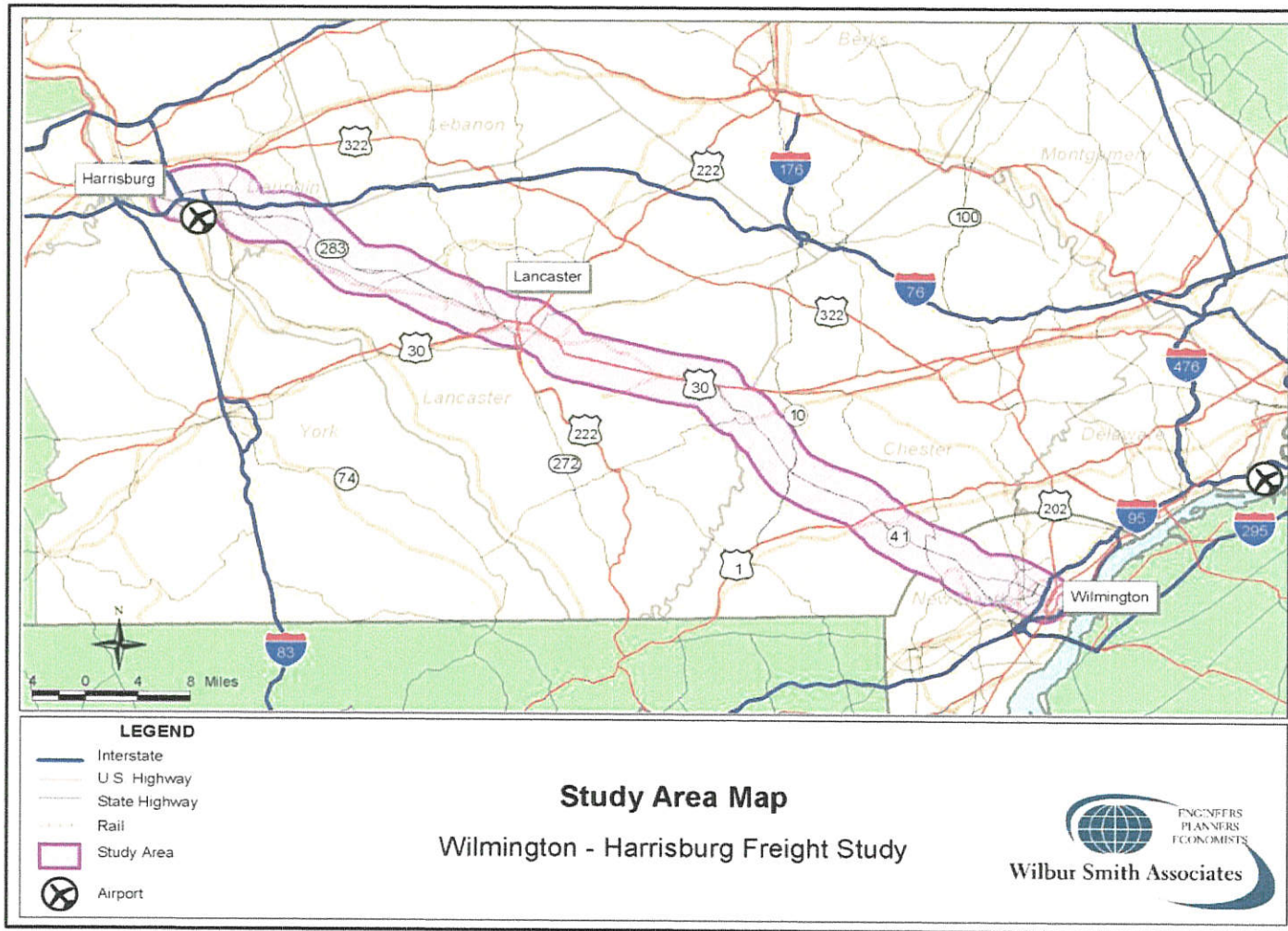
Cooke Elementary School, 2025 Graves Road, Hockessin, DE

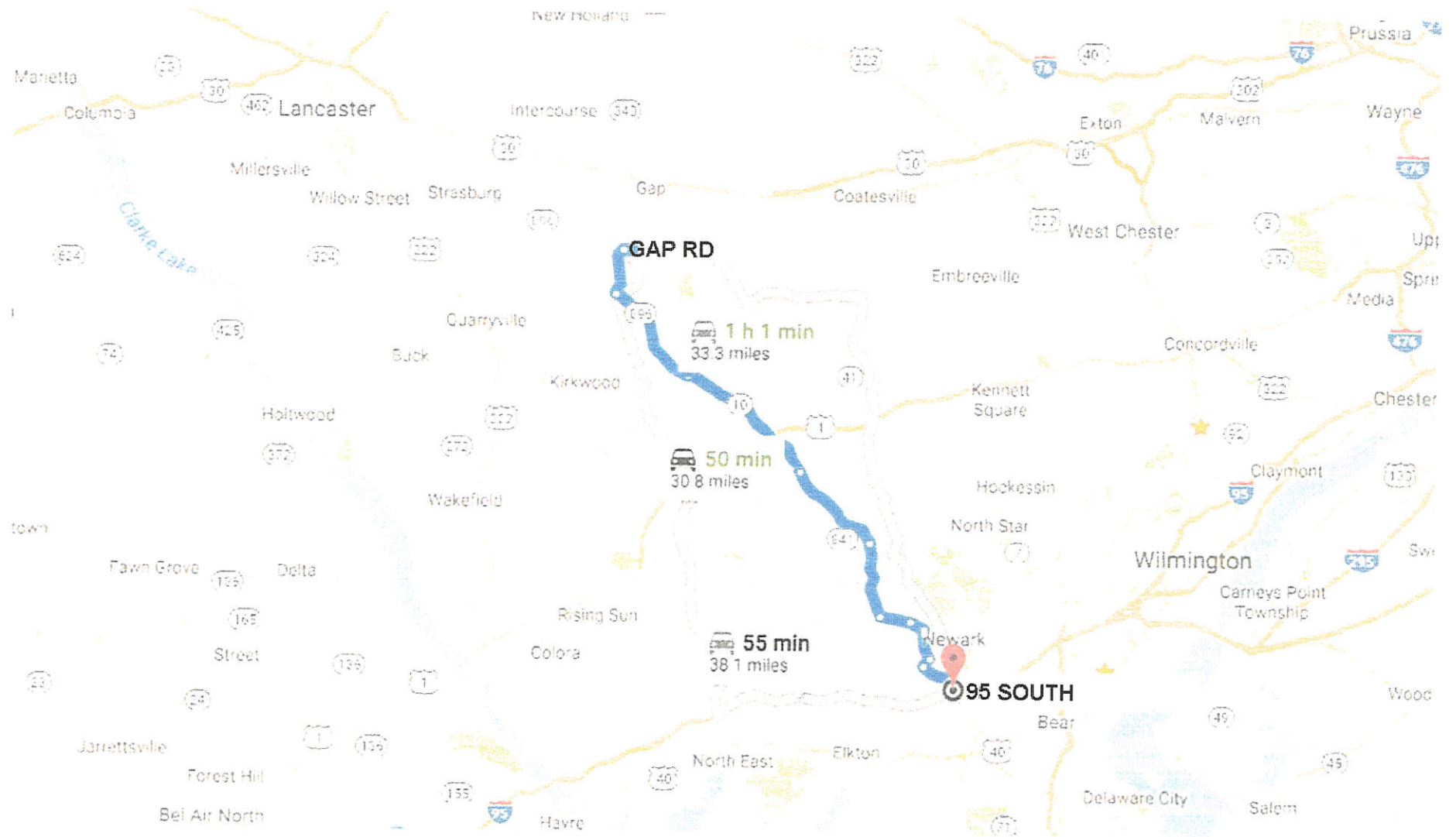
Public Comment Sign-up Sheet

1. John POWELL ✓
2. Don Beddie ✓
3. ~~Sean Gately~~
4. ~~CHARIE WELLMOUTH~~
5. ~~Jess Bennett~~
6. KEITH MILLER ✓
7. Kathy Fricke ✓
8. Joe CARUCCI ✓
- 9.
- 10.
- 11.
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- 19.
- 20.
- 21.
- 22.

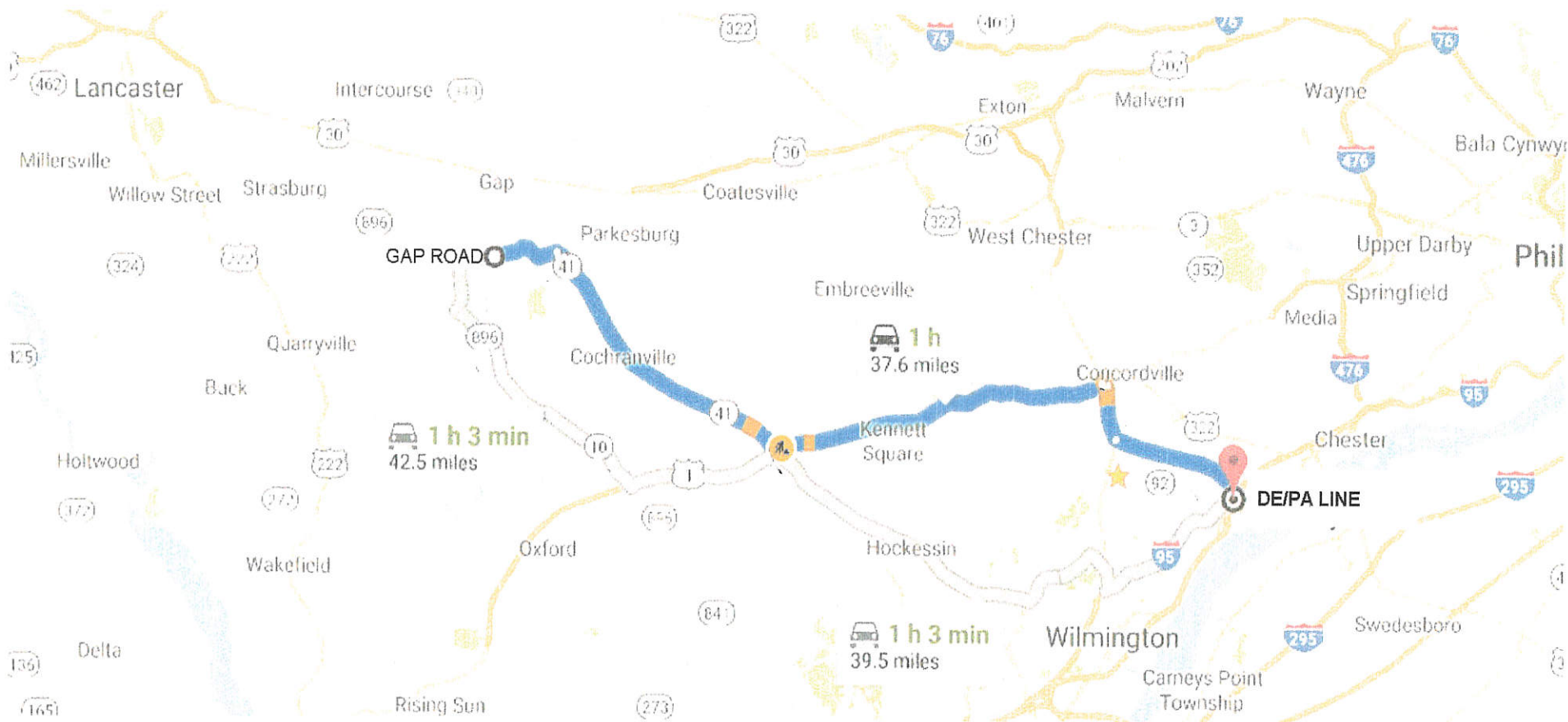
GAP RD/RT 896 ALTERNATIVE

Exhibit 1-1 Wilmington-Harrisburg Freight Study Region

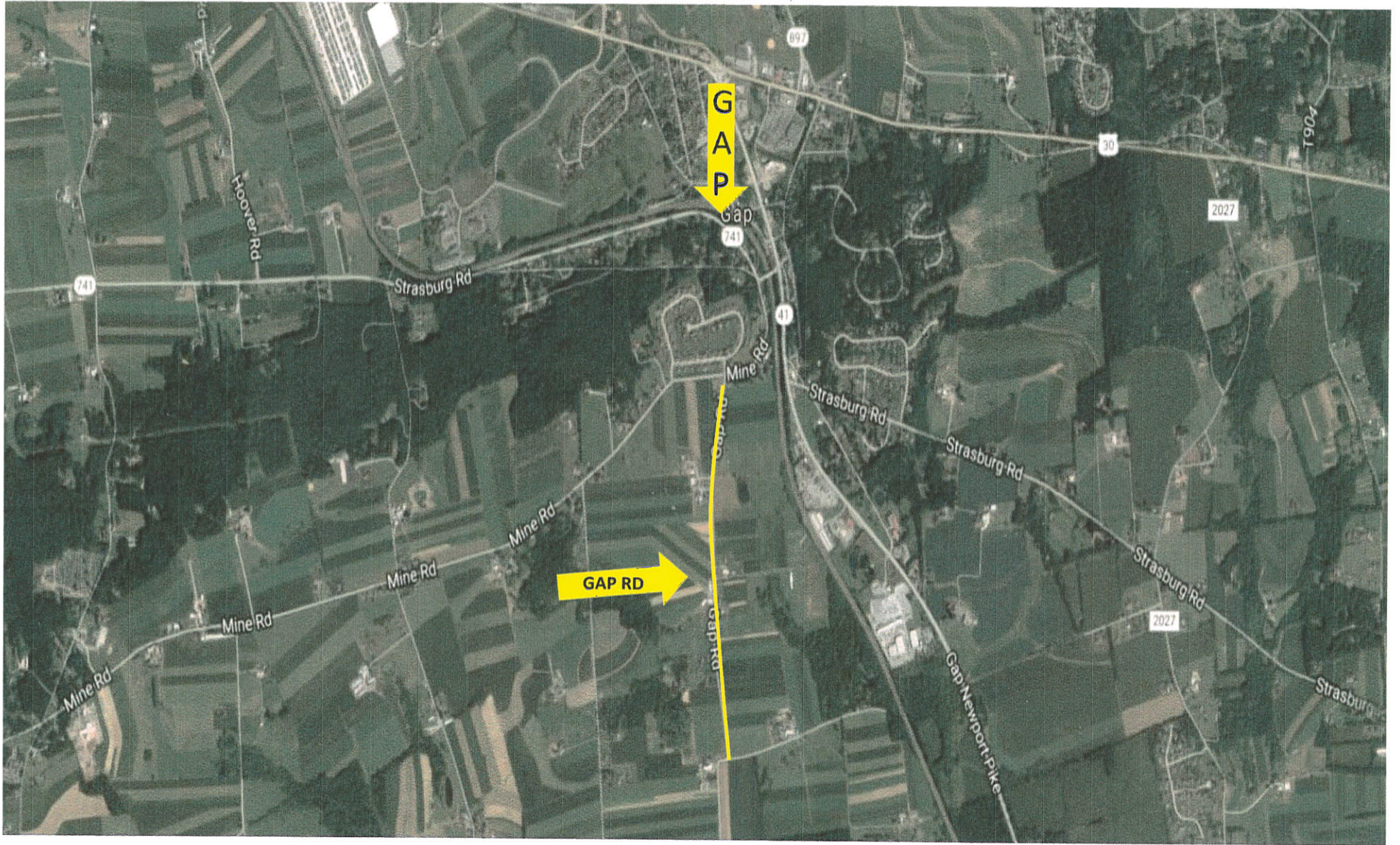




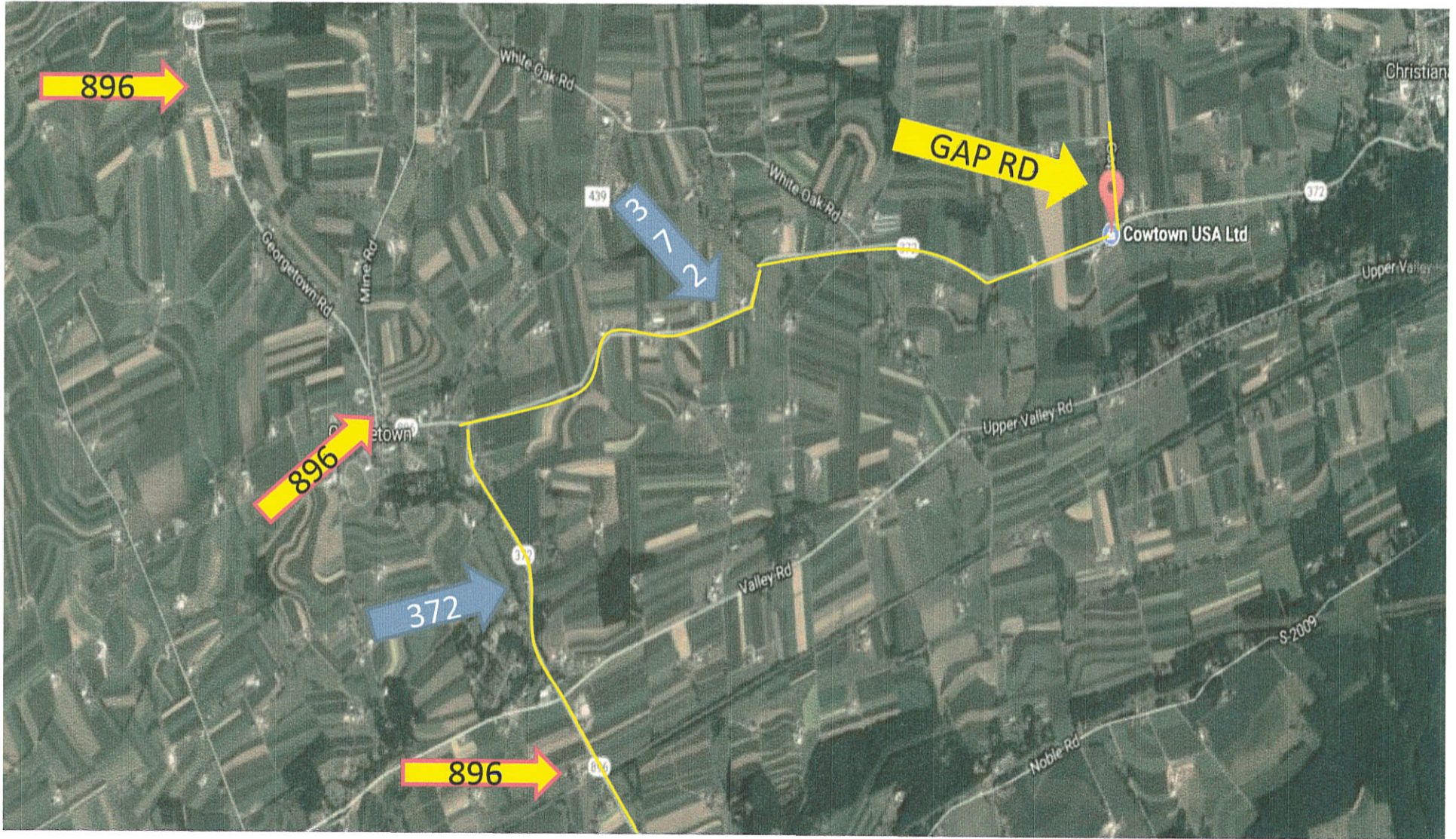
FROM LANCASTER PA (GAP ROAD) TO I95 SOUTH IN DELAWARE THE FASTEST ROUTE IS 896



LANCASTER PA- ROUTE 896 TO I95 NORTH THE DE/PA LINE











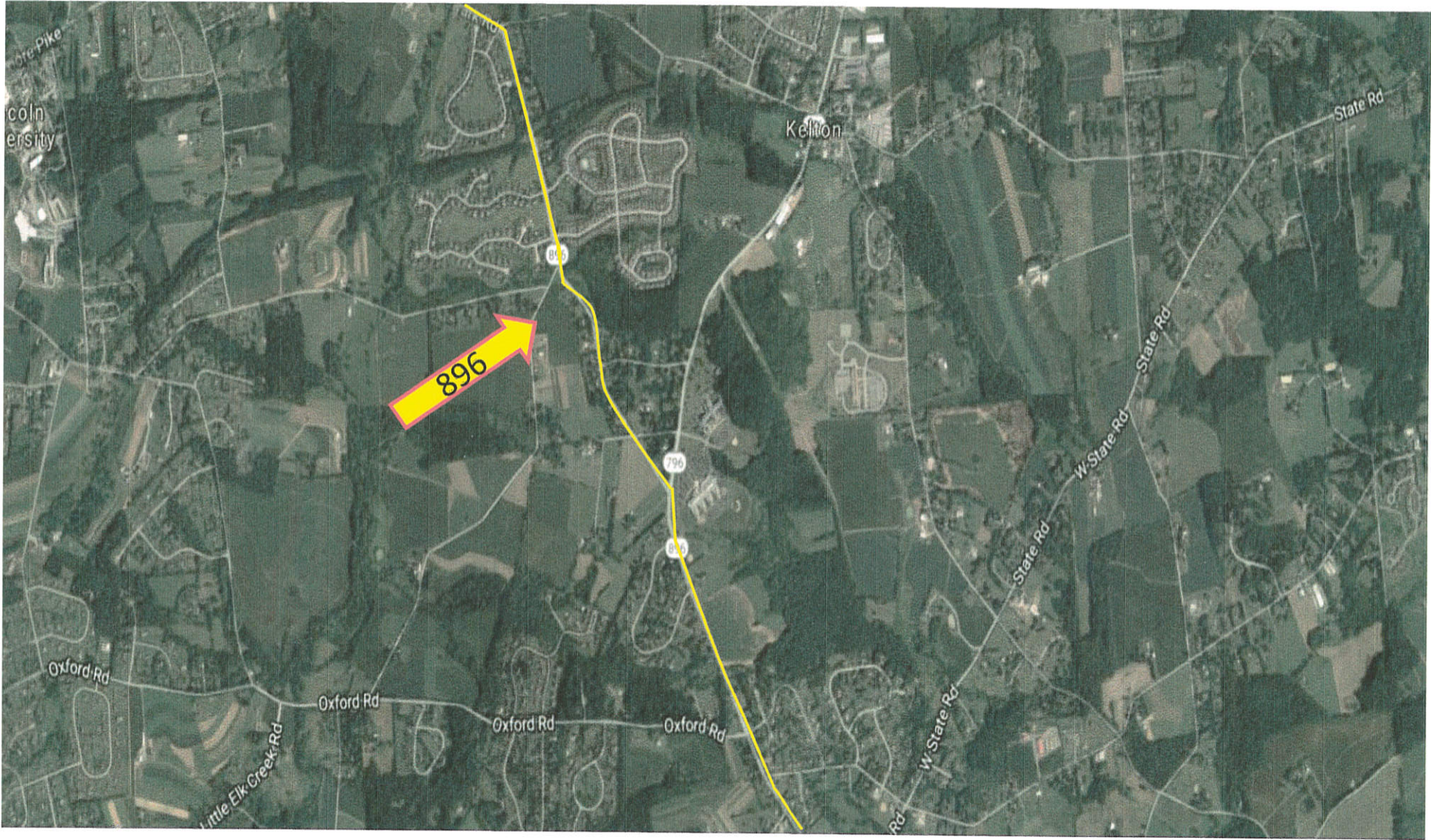








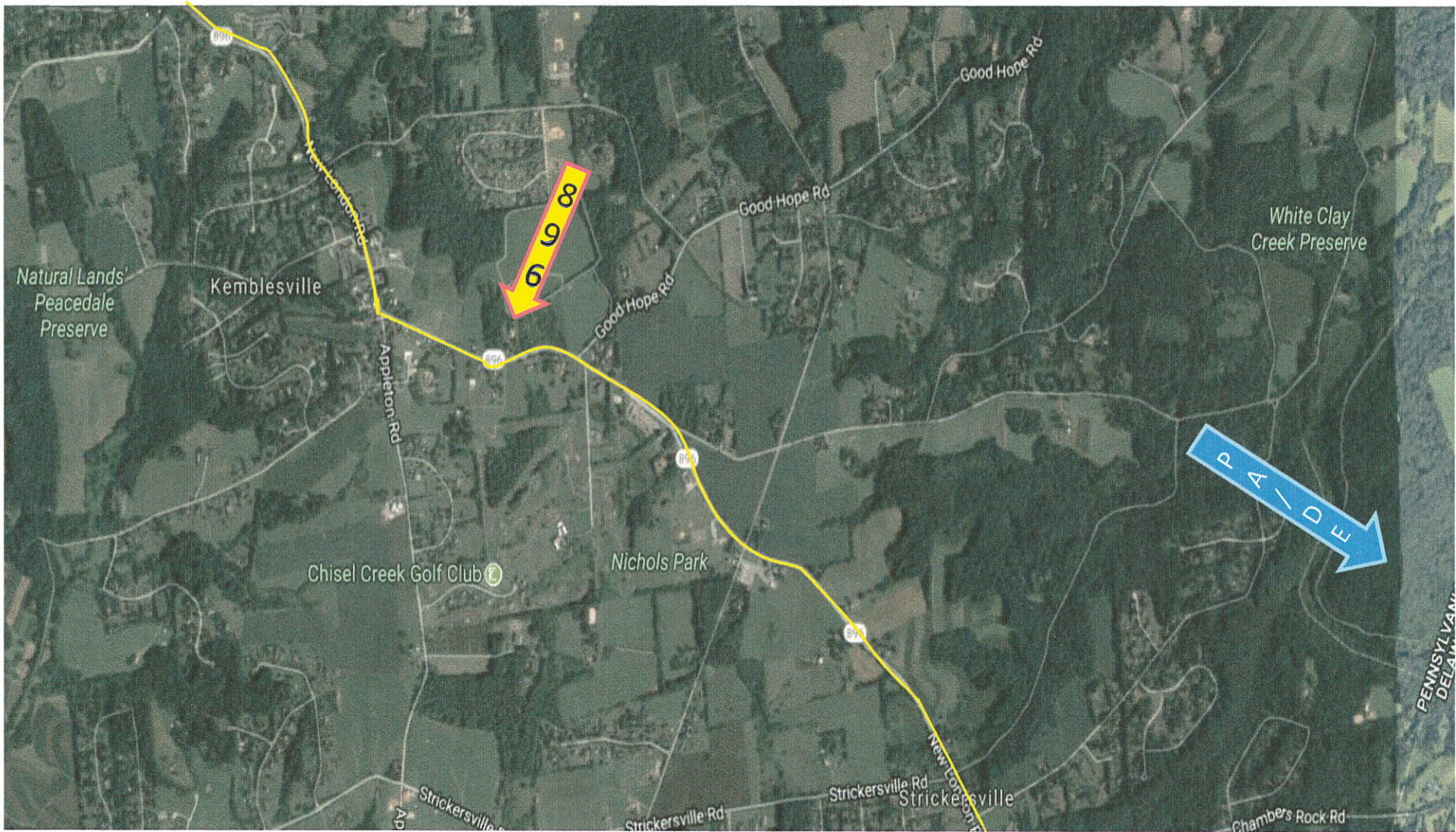


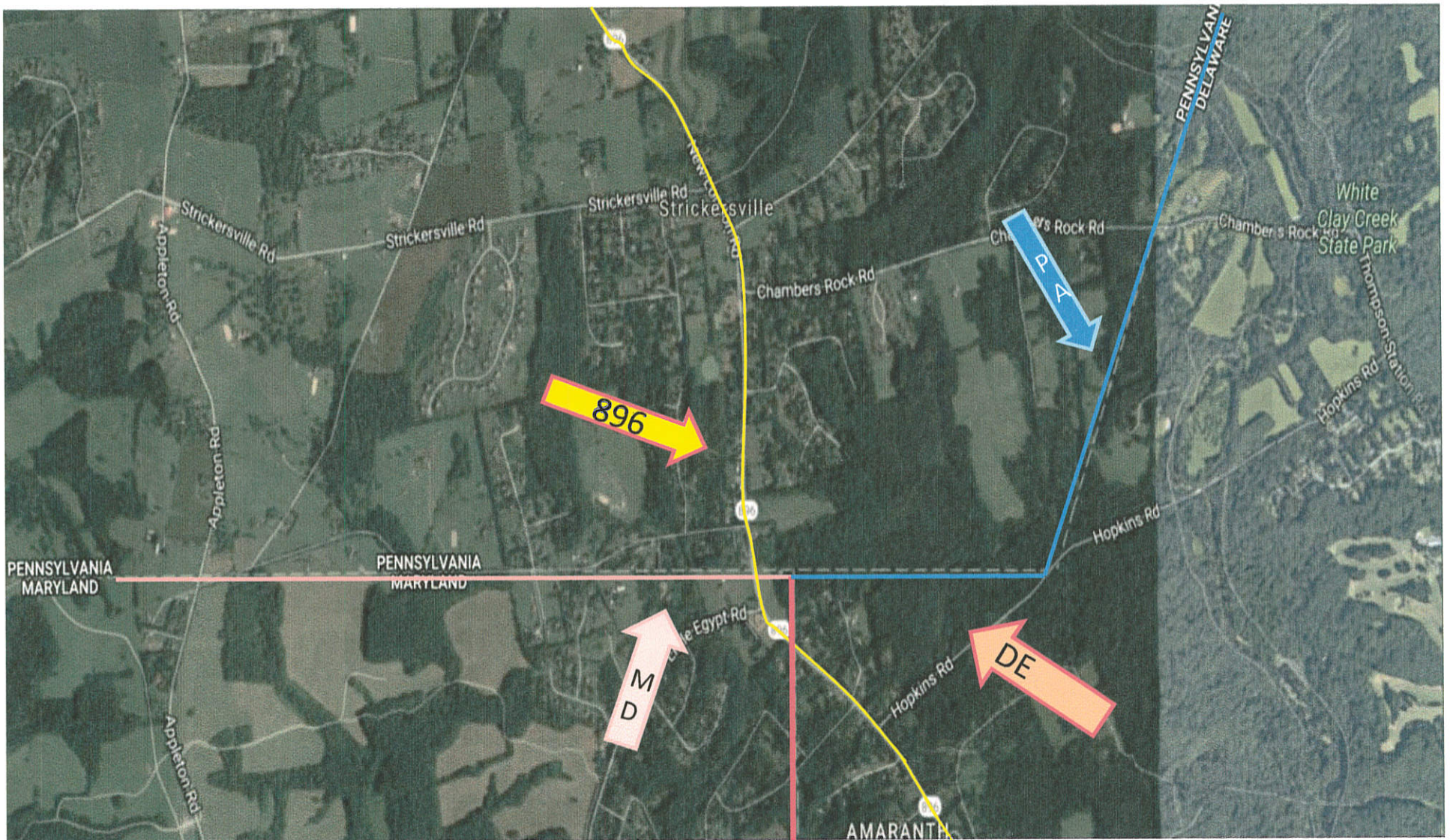


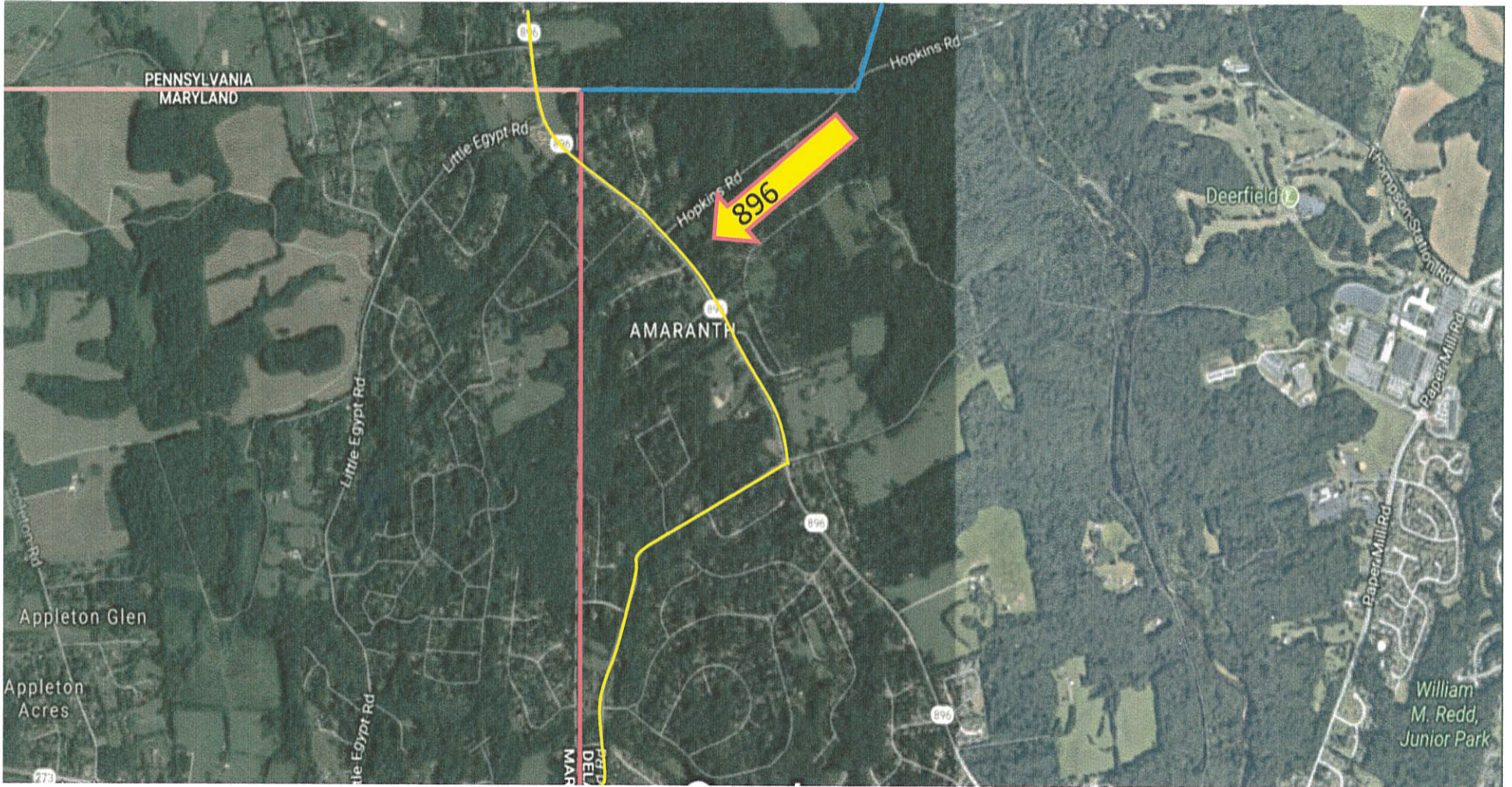


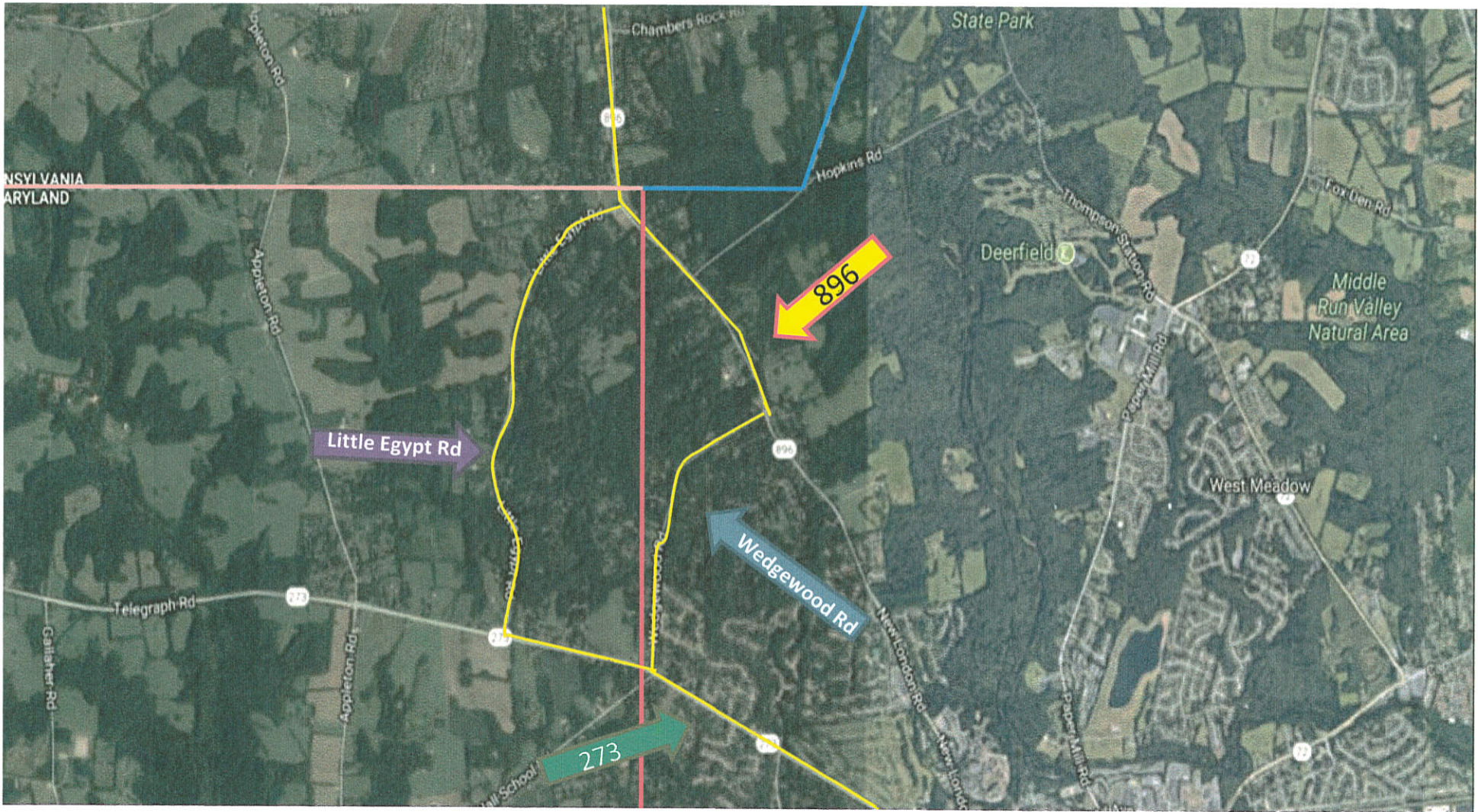


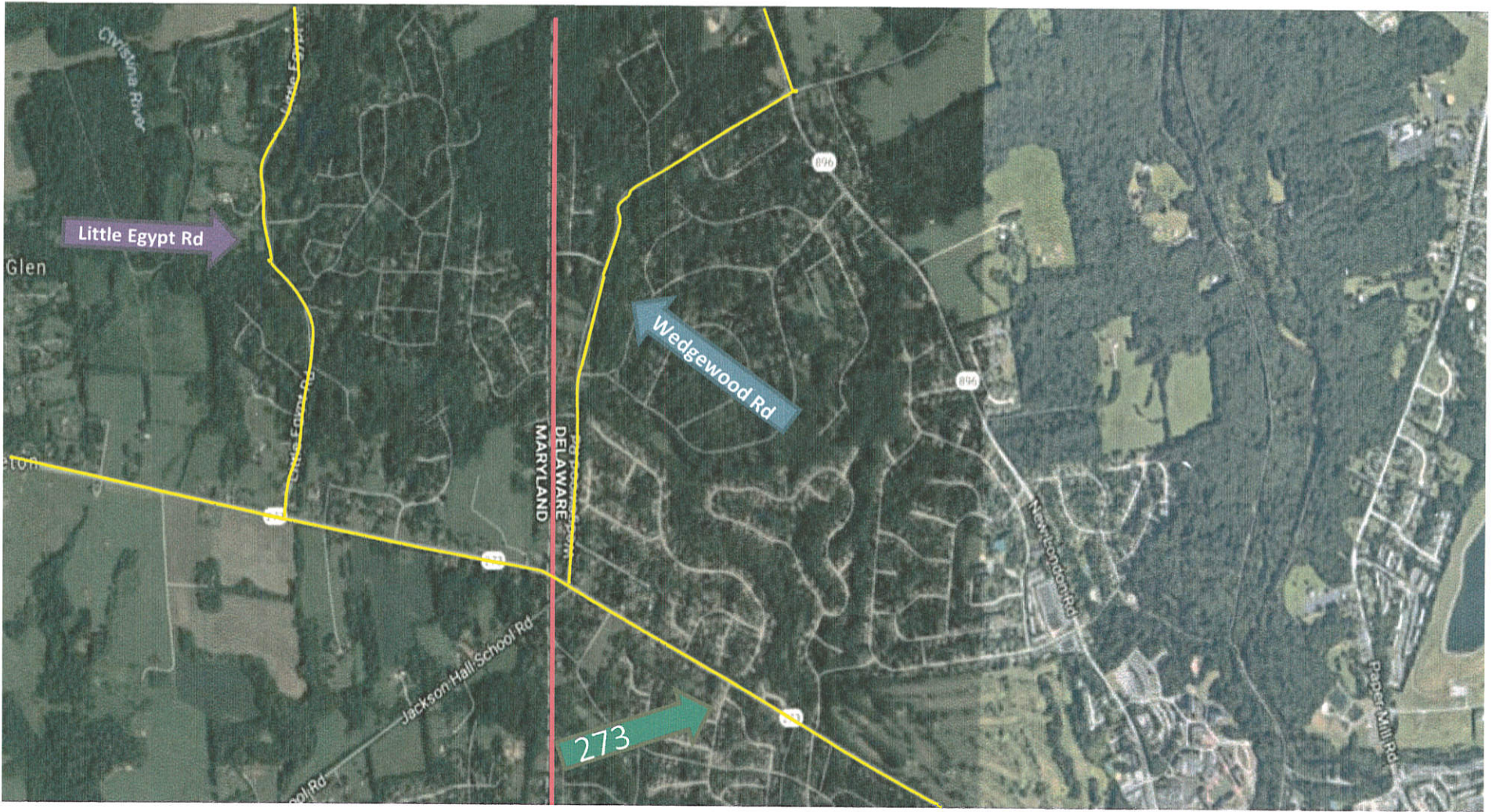




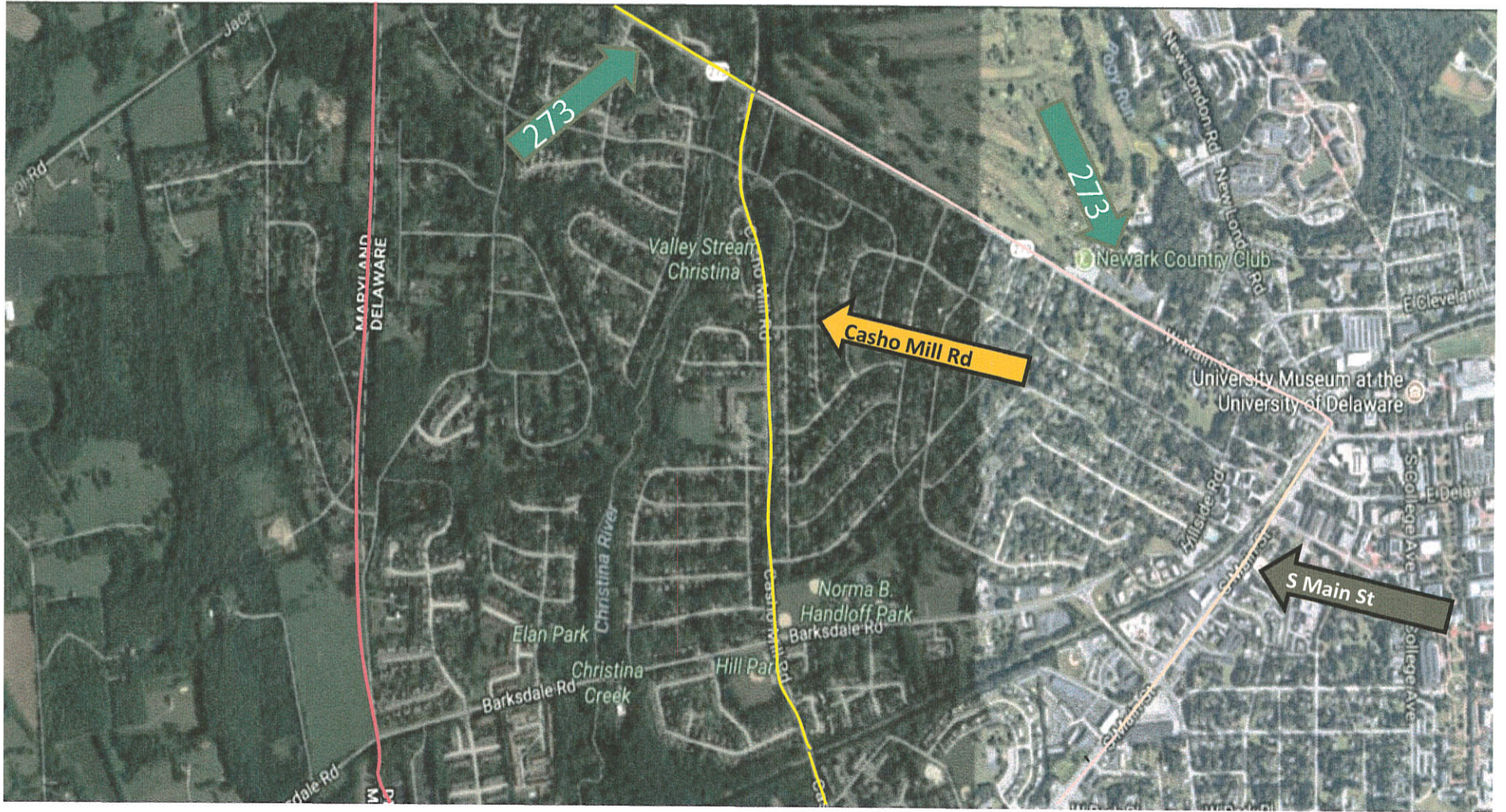


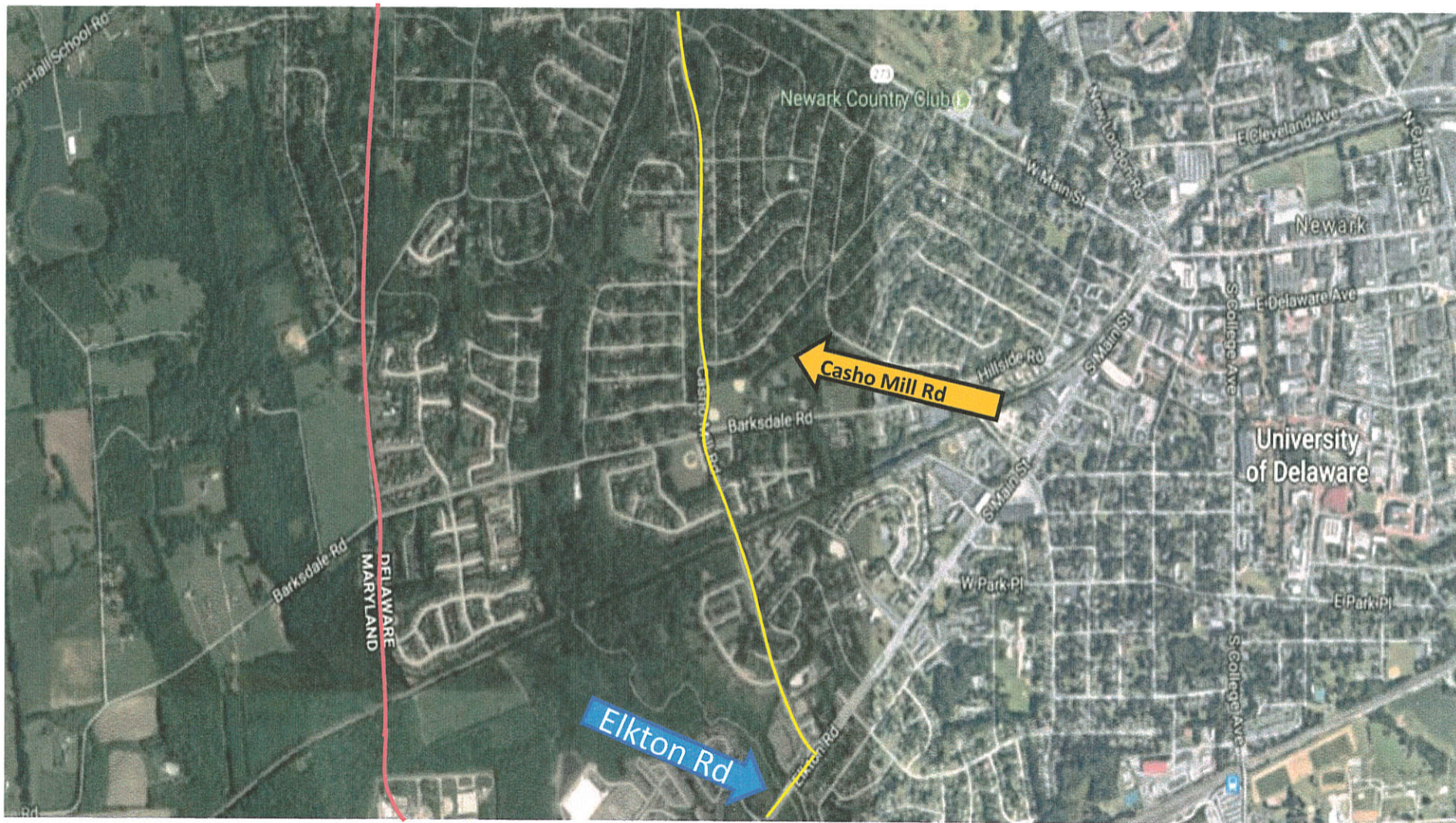




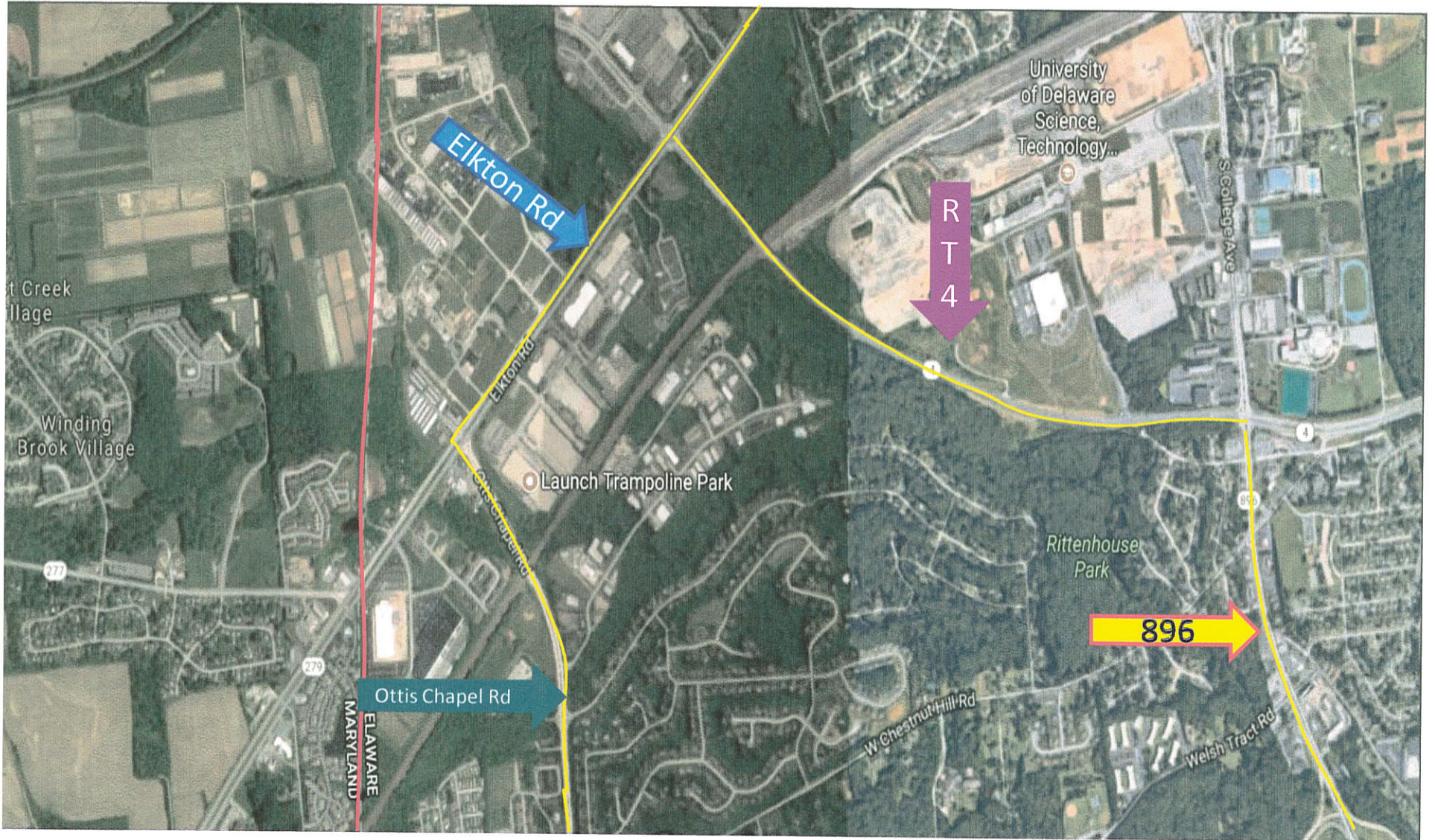


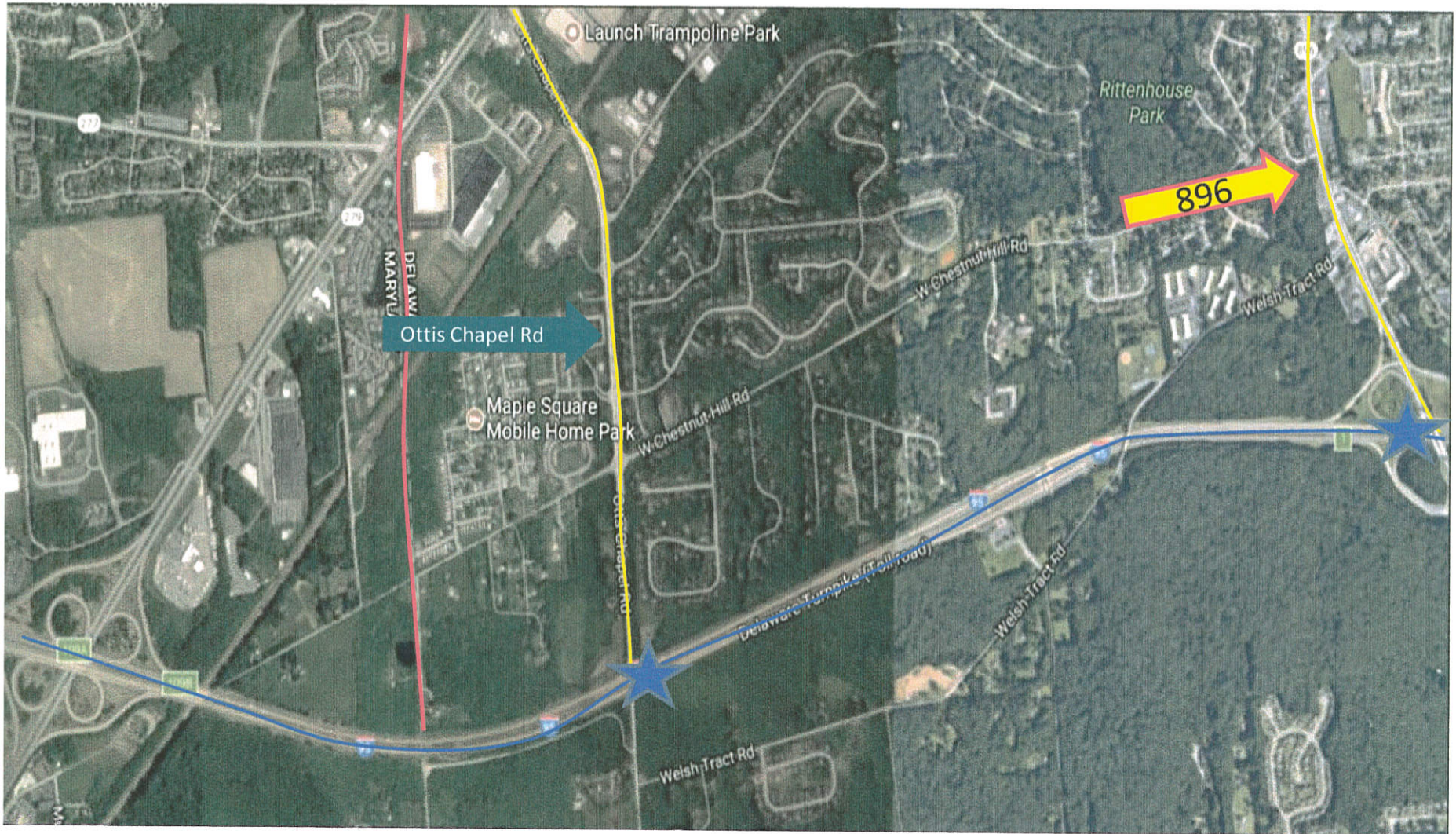


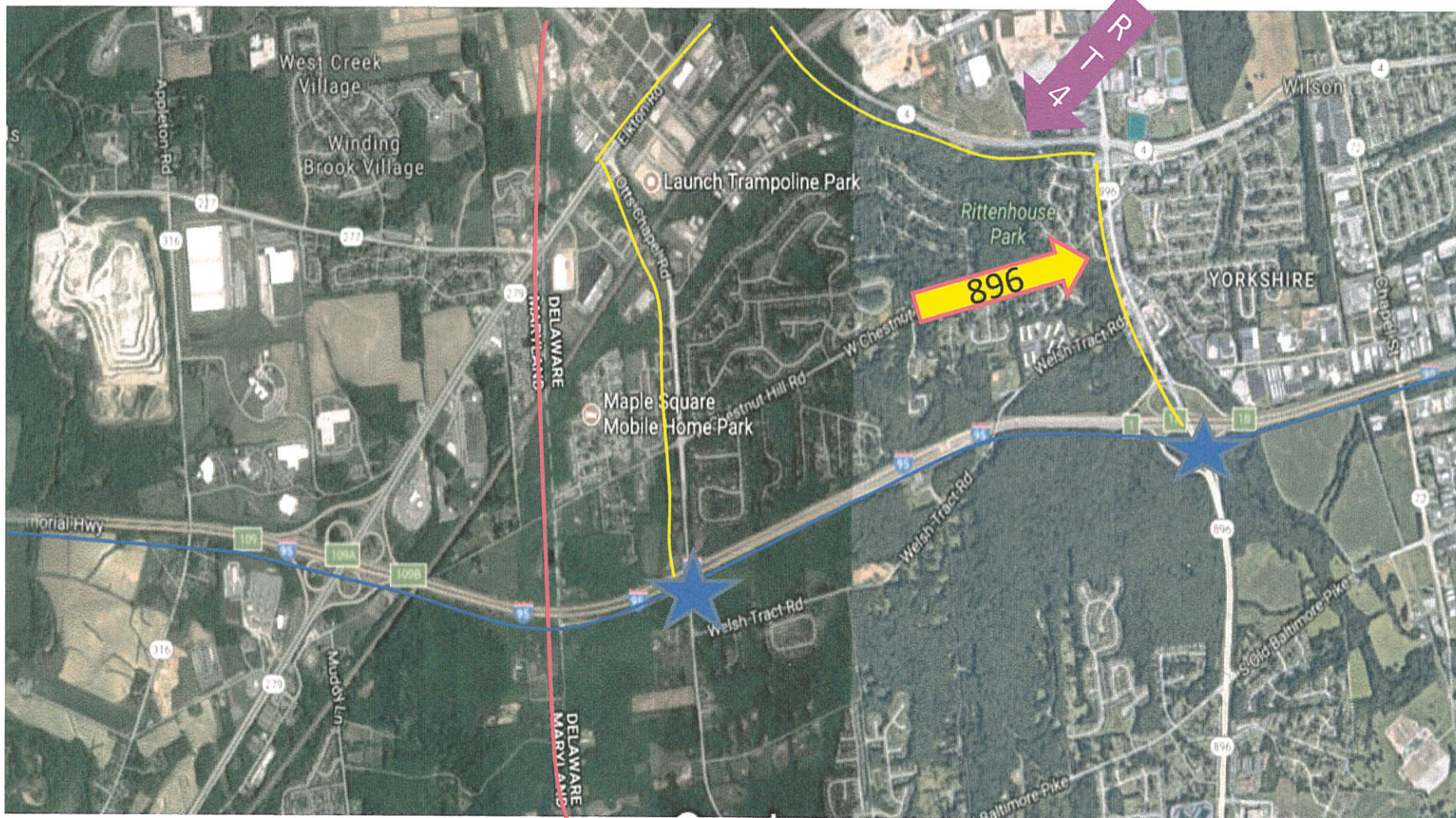












Special Committee to Study and Make Recommendations Regarding Truck Traffic and Freight Movements Along SR 41, SR 48 and SR 7 (Special Committee per Senate Resolution No. 10)

Meeting Scheduled for 08 November, 2017-Cooke Elementary School-Graves Road-Hockessin

Good Evening ! Charlie Weymouth

Committee Members- Your patience is unexcelled. But a personal opinion, I believe Each of the Committee AND the Public as a whole, are “being taken.” Please accept my post script comments immediately below, and that of the general comment, such relevant to the past meeting of 28 October, 2017.

You, Members of the “Special Committee” are now being asked to recommend from a reduced list of options but “Band Aid”-fix-up alterations to one small segment, to an overall badly impacted road system, that network herein, focussed on SR 7, 41, 48 and one that should include 141.

Such fragmented and partial approach is being implemented at Rt. 48 and 141. That given solution is totally inadequate---the required alternate spelled out over forty years ago by State and County. Don't become lost in the weeds of the forest by giving out some only partial “recommendation”. The County, left out in all these New Castle County-road discussions, should still be brought to bear in assuming a substantial portion of costs to correct their earlier unattentive actions in Land Use.

Thank You--

PLEASE SEE THE ATTACHED, DETAILED, COMMENT.

Charlie Weymouth, AIA Comment-cweymouth @aol.com

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 08 November, 2017-Cooke Elementary School-Graves Road-Hockessin

Good Evening ! Charlie Weymouth

Committee Members- Your patience is unexcelled. But a personal opinion, I believe Each of the Committee AND the Public as a whole, are “being taken.”

The repeatedly employed strategy of Dividing to Conquer, thereby, to avoid the determination and implimentation of a coordinated Land Use Comprehensive Plan, herein, avoids focus even upon one critical infrastructure element, that being both our interstate and local roads to be prioritized, but provides only recommendation for truck traffic onto which road, how to mollify such, such fragmentation, demonstrates the following:

- You as a “Special Committee” have been channelized into separate sub committees, each naturally counterpoised to the other, ostensibly charged how to each reduce truck traffic along your preferred route, and the State/WILMAPCO with a reduced list for you to select the best, albeit temporary, devices to reduce truck traffic. TRUCK TRAFFIC WILL CONTINUE TO INCREASE, noting the dynamic, economic, growth to our North West neighboring Pennsylvania Counties, and such each compounded by that integral residential/commuter traffic. Reasons for that growth have been clearly outlined in the public media. Today, we witness in the forming of this “Special Committee”, it, yet, but one more Committee, and with subsequent multiple, public hearings, the Public attending, meanwhile, other multiple County/road issues, each intentionally fragmented from the other. The Strategy of Dividing to Conquer appears to work. Why have you been denied information in regard to the road implications of Ports growth, the Progress on a Bi-Pass, considerations of Rt. 1 to Rt. 202 , a Coordinated County Land Use Comprehensive Plan? Could lack of attention/implementation by both the State and County justify disenfranchisement of those responsibilities by both State and County ?

Meanwhile the following :

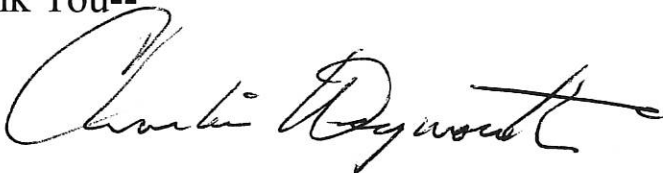
- Millions upon millions are gifted each Year to Each State Legislature to be used at individual discretion for “Transportation” related distribution. Is it but Del Dot gifted “hush” money? Does it beat having a free turkey

for an incumbent to stay in office? There have been a few misdirected monies.

- Does the County continue to entertain more direct access to our critical, inter state road? Why has the State not earlier interceded to prevent such direct access?
- Why is the County permitted to establish Level of Service Standards over State owned public roads, and, thence, at whim, reduce the required standard? Such demonstrated malfeasance should require the County to correct such deficiencies, pay for same, and/or remove themselves from being the determining body. Uniform Federal/State LOS standards must be established and enforced.
- Recent, and repeated, public hearings, demonstrate the intended State limited, “band aid” fix-up, approach to the encumbered Rt. 141, rather than attending our forty year required relief beltway implacements for Wilmington and with such access to I-95. (Recent public presentations had placed an expanded Greenville center in the middle of interstate 52, adjacent to the now considered Rt.141 minor improvements). A full Clover-leaf exchange is required, AND NOW, at Rt. 48 and the Rt. 141 beltway, the N. Rt.48/ modulated 41 is locally challenged. The State would like to appear being just, un attentive ? (Despite numbeous public presentations and consistent public outcry against the Rt. 301 alignment-waste and not following earlier provided right of way, the State chose the 14 mile diversion). Leadership continues to lack at the State level, and the necessary dialogue/action between our State and Pennsylvania is deficient. For the latter, such now, as earlier for the Barley Mill Project, requires Court intercession.

The above innumerations highlight the continued fragmentation of issues, wherein an integrated County land use and interstate road system, one reaching beyond the offered “Districting” is essential---- albeit immediate relief measures must be applied.

Thank You--



Charlie Weymouth, AIA Comment-cweymouth @aol.com

To: Tigist Zegeye
Subject: DVRPC Transit Study

Good morning,

A Committee member has requested information on the Refined Idea/Approach Item #16. [“Continue to study options described in the Delaware Valley Regional Planning Commission \(DVRPC\) Chester County New Castle County Transit Study”](#).

There are two general recommendations from the study: Limited Stop Bus Service and Vanpools. The bus service was suggested for a route between West Chester and Wilmington; there is no route proposed along the SR 41/48 corridor.

Attached you will find Figure 5.2 showing potential vanpool service patterns.

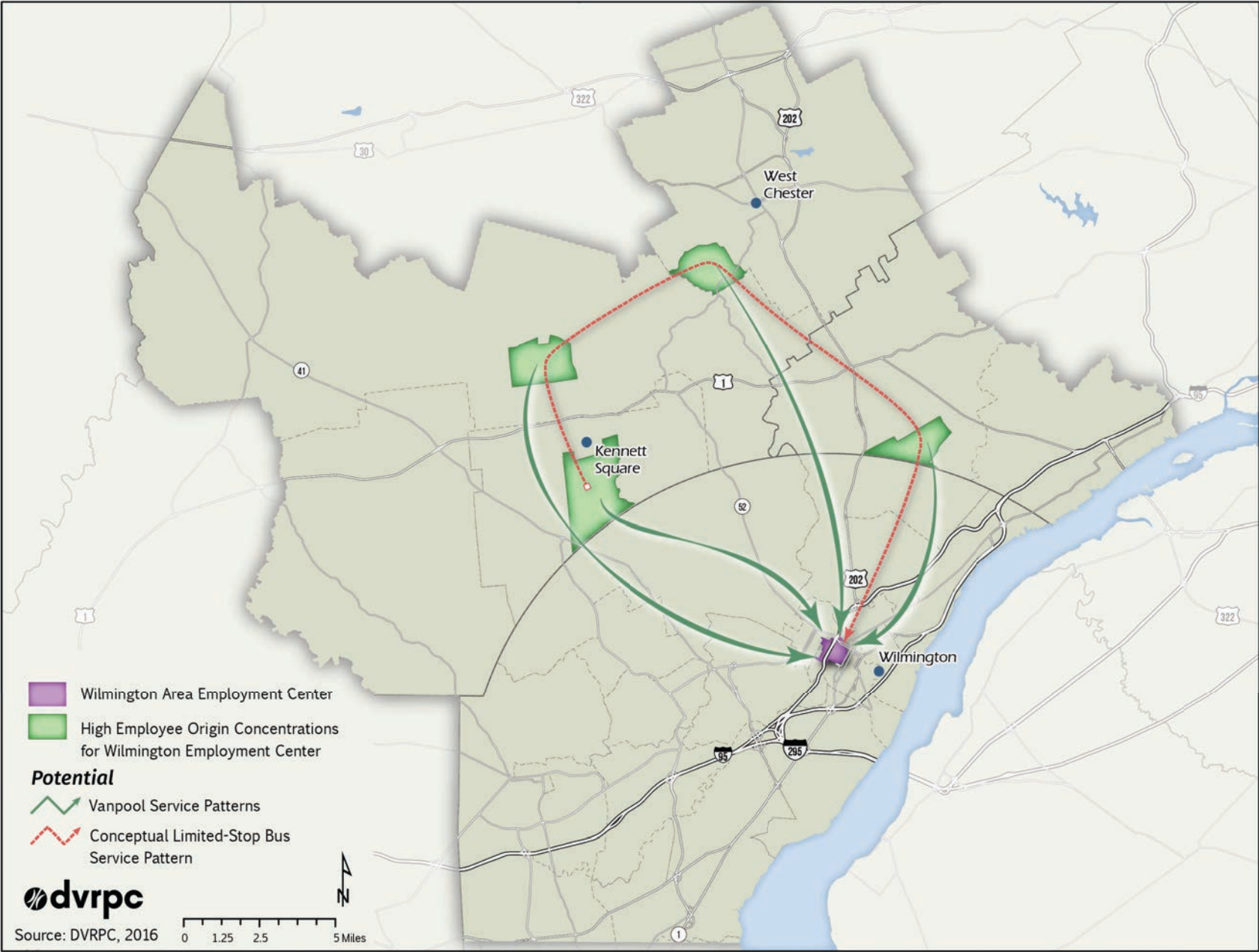
The vanpools were recommended for multiple areas, including Kennett Square, which could have an impact on the SR 41/48 commuter corridor:

Vanpools are often used to fill gaps in transit service areas. Multiple case studies in Chapter 4 outline vanpool operations and describe their benefits, including cost efficiency and time savings. If the vanpool option is selected to provide service between Chester and New Castle counties it could potentially serve both Non-Choice and Choice commuters.

Here is a link to the final report: <https://www.dvrpc.org/Reports/16037.pdf>

Thank you!

Figure 5.2: Potential Vanpool Service Patterns



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



**Short-List of Potential Committee Recommendations
November 29, 2017**

The table below documents the ideas and approaches that have been refined for consideration as potential recommendations to be made by the Special Committee as of November 29, 2017. The refined ideas and approaches are organized based on the stated purpose and role of the Special Committee per Senate Resolution #10. The project support staff has provided timeframe and cost estimates to assist the Committee in decision-making and prioritization, based on their technical expertise.

Legend:	Timeframe to Implement	Cost to Implement
S:	Short-term, 1-3 years	\$: <\$1 million
M:	Mid-term, 4-10 years	\$\$: >\$1 million - \$100 million
L:	Long-term, >10 years	\$\$\$: >\$100 million - \$1 billion
		\$\$\$\$: >\$1 billion
		^A denotes recurring cost

Strikethrough: Recommendation was withdrawn or removed from consideration by majority vote.

1. How to reduce the number of trucks traveling along these roadways

Special Committee Refined Idea/Approach	Study		Implementation		Carries? Y/N
	Timeframe	Cost	Timeframe	Cost	
1. Conduct a feasibility study of constructing a bypass between US 1 and I-95	M	\$\$	L	\$\$\$\$	Y
2. Conduct a feasibility study of constructing a passenger and freight rail spur from Wilmington that parallels the SR 41 corridor, including impacts to SR 7, SR 41, and SR 48	M	\$\$	L	\$\$\$\$	Y
3. Conduct a feasibility study of constructing a dedicated freight line along the NE corridor from Perryville, MD to Newark, DE	M	\$\$	L	\$\$\$\$	Y
4. Conduct a feasibility study of implementing tolls, including congestion pricing, on SR 7, SR 41, SR 48	M	\$\$			
5. Conduct a feasibility study of restricting trucks on SR 7, SR 41 and SR 48 during specified times, in specified directions, and based on loaded vs. unloaded conditions, determining impacts to, and improvements needed, on alternate routes	S	\$			Y
6. Install signs at the Port of Wilmington providing route guidance for trucks to reach I-95	N/A	N/A	S	\$	
7. Conduct a feasibility study for improvements to the SR 896 corridor, including a potential alternate parallel route, to encourage trucks to use I-95 to SR 896	M	\$\$	L	\$\$\$\$	Y

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



2. Any improvements in engineering, infrastructure, education and enforcement that can improve the quality of life for those that live along these roadways.

Special Committee Refined Idea/Approach	Study		Implementation		Carries? Y/N
	Timeframe	Cost	Timeframe	Cost	
8. Re-install signs that were originally installed in July 2016 and removed in December 2016. See Figure 1.	N/A	N/A	S	\$	
Ended Voting here at Meeting #6 (11/8/2017)					
9. Perform a Road Safety Audit on SR 7, SR 41 and SR 48	S	\$	S-M	\$-\$\$	
10. Perform a traffic engineering study to implement a school speed limit zone on SR 41 near Cooke Elementary School	S	\$	S	\$	
11. Perform a traffic engineering study to determine appropriate speed limits on SR 7, SR 41, and SR 48	S	\$	S	\$	
12. Perform a traffic engineering study to determine appropriate locations, if any, to install TRUCKS KEEP RIGHT EXCEPT LEFT TURNS signs along four-lane portions of SR 7, SR 41 and SR 48	S	\$	S	\$	
13. Conduct a feasibility study of implementing an axle-based truck restriction on SR 7, SR 41 and SR 48	M	\$\$			
14. Recommend that New Castle County evaluate re-zoning options along SR 7, SR 41 and SR 48	S	\$	M-L	\$	
15. Develop a process for state acquisition of privately owned property along SR 7, SR 41, and SR 48 that would be voluntarily initiated by the property owners	S	\$	L	\$\$	
16. Continue to study options described in the Delaware Valley Regional Planning Commission (DVRPC) Chester County New Castle County Transit Study.	S	\$	M	\$ ^A	
17. Perform testing and evaluation of low-noise road surface options and, if feasible, develop a specification for use in Delaware	S	\$	M	\$\$	
18. Collect noise data on SR 7, SR 41 and SR 48, and conduct a feasibility study of potential noise mitigation measures	S	\$\$	M	\$\$\$	
19. Relocate existing engine compression brake prohibition signs to downhill locations approaching signalized intersections	N/A	N/A	S	\$	
20. Install engine compression brake prohibition sign with flashing beacons at PA state line	N/A	N/A	S	\$	

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



2. Any improvements in engineering, infrastructure, education and enforcement that can improve the quality of life for those that live along these roadways.

Special Committee Refined Idea/Approach	Study		Implementation		Carries? Y/N
	Timeframe	Cost	Timeframe	Cost	
21. Conduct signal warrant studies for the following locations: SR 48 and Old Wilmington Road SR 48 and Hercules Road SR 48 and Courtney Road SR 48 and Harlech Drive/Hedgegrow Place SR 48 and Old Hobson Farm	S	\$	S	\$\$	
22. 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	S	\$	S	\$	
23. Perform a traffic engineering study to determine any appropriate locations on SR 7, SR 41 and SR 48 for the installation of RED SIGNAL AHEAD WHEN FLASHING signs	S	\$	S	\$\$	
24. Perform a traffic engineering study to determine any appropriate locations on SR 7, SR 41 and SR 48 for the installation of advance warning signs	S	\$	S	\$-\$\$	
25. Install signs with flashing beacons near the Pennsylvania state line on SR 41 and SR 7 reminding motorists of the 60-foot overall length limit in the Delaware Code	N/A	N/A	S	\$	
26. Install permanent YOUR SPEED XX MPH signs on SR 7, SR 41 and SR 48 and perform a “before” and “during” study to determine the effectiveness of these signs on arterial roadways over time	S	\$	S	\$	
27. Perform a lighting study of SR 48 between Hercules Road and Old Wilmington Road	S	\$	S-M	\$-\$\$	
28. Perform a traffic engineering study to determine any appropriate locations on SR 7, SR 41 and SR 48 for the construction of auxiliary lanes and/or improved shoulders	S	\$	M	\$\$	
29. Perform a traffic engineering study to determine any potential improvements for intersections on SR 7, SR 41 and SR 48 that are currently operating at LOS E or worse	S	\$	S-M	\$-\$\$	
30. Conduct a feasibility study of widening SR 7, SR 41 and SR 48	M	\$\$	L	\$\$\$	
31. Conduct a feasibility study of geometric improvements to Brackenville Road, Way Road, and Smithbridge Road	S	\$\$	L	\$\$	

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



2. Any improvements in engineering, infrastructure, education and enforcement that can improve the quality of life for those that live along these roadways.

Special Committee Refined Idea/Approach	Study		Implementation		Carries? Y/N
	Timeframe	Cost	Timeframe	Cost	
32. Introduce legislation that would enable speed cameras to be installed on SR 7, SR 41 and SR 48	S	\$	M	\$	
33. Provide additional enforcement of existing speed limits	N/A	N/A	S	\$ ^A	
34. Perform a study to identify feasible locations to install fixed virtual WIM stations on SR 7, SR 41 and SR 48	S	\$	M	\$	
35. Increase weight and size enforcement at the DE state line	N/A	N/A	S	\$ ^A	
36. Perform a study to identify feasible locations to construct one or more weigh and inspection stations on SR 7, SR 41 and SR 48	S	\$	L	\$\$	
37. Increase enforcement along SR 7, 41 and 48 of the 60-foot overall vehicle length limit in the Delaware Code	N/A	N/A	S	\$\$ ^A	
38. Increase the number of truck inspections	N/A	N/A	S	\$ ^A	
39. Recommend New Castle County Police increase enforcement of NCC Code Section 22.02.0008-B.2.a.i, which makes it unlawful to “race or gun any motor vehicle between the hours of 9:00 p.m. and 8:00 a.m.”	N/A	N/A	S	\$ ^A	
40. Increase enforcement of Delaware Code, Title 21 §4311(a), which makes is unlawful to “drive a motor vehicle, including a motorcycle, on a highway, including residential streets, unless such motor vehicle or motorcycle is equipped with a muffler in good working order and in accordance with manufacturer’s specifications and in constant operation to prevent excess or unusual noise.”	N/A	N/A	S	\$ ^A	
41. Increase enforcement of engine compression brake prohibition	N/A	N/A	S	\$ ^A	
42. Continue enhanced truck enforcement on SR 41 and SR 48, and expand enhanced truck enforcement to SR 7	N/A	N/A	S	\$ ^A	
43. Develop a process for residents to request a state-sponsored forensic structural analysis of damage to structures within 50 feet of SR 7, SR 41 and SR 48	S	\$	S-M	\$-\$\$	

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



2. Any improvements in engineering, infrastructure, education and enforcement that can improve the quality of life for those that live along these roadways.

Special Committee Refined Idea/Approach	Study		Implementation		Carries? Y/N
	Timeframe	Cost	Timeframe	Cost	
44. Establish a bi-state working/coordination group to discuss and address issues associated with regional freight movement. The working group should be comprised of representatives from DeIDOT, PennDOT, WILMAPCO, Delaware Valley Regional Planning Commission (DVRPC), Delaware State Police, Pennsylvania State Police, and other relevant stakeholders.	S	\$			
45. Recommend that New Castle County no longer approve new land use changes or development plans for any corporation, LLC, or logistics agency whose Traffic Impact Study (TIS) identifies additional truck traffic on SR 7, SR 41 and SR 48, until a comprehensive infrastructure improvement plan is developed for SR 7, SR 41 and SR 48	N/A	N/A	S		