

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



Status Update as of 3/31/20 (for DeIDOT-led Recommendations)

Recommendation	Status
1. Conduct a feasibility study of constructing a bypass between US 1 and I-95	Given the size, scope, and bi-state nature of this study, we believe it is premature to begin work on this effort without explicit direction from the General Assembly, and a formal recommendation from a bi-state working group such as the one recommended in Item 23.
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	Same response as Item 1.
3. Conduct a feasibility study of constructing a dedicated freight line along the NE corridor from Perryville, MD to Newark, DE	Given the size, scope, and bi-state nature of this study, we believe it is premature to begin work on this effort without explicit direction from the General Assembly.
4. 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	DeIDOT Study Complete. Truck restrictions along SR 7, SR 41, or SR 48 are not feasible.
5. 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	Same response as Item 3.
6. Perform a Road Safety Audit on SR 7, SR 41 and SR 48	RSA Study Complete. Final Report from RSA Team Leader submitted to DeIDOT January 2020. DeIDOT response to recommendations released March 31, 2020.
7. Perform a traffic engineering study to implement a school speed limit zone on SR 41 near Cooke Elementary School	DeIDOT Study Complete. No school speed zone recommended on SR 41. School speed zone with 20 mph speed limit recommended on Graves Road. Project Complete – Signs installed August 2019.
8. Perform a traffic engineering study to determine appropriate speed limits on SR 7, SR 41, and SR 48	DeIDOT Study Complete. Lower speed limits recommended on portions of SR 7, SR 41 and SR 48. Project Complete – Signs installed November 2019.
9. Continue to study options described in the 2016 Delaware Valley Regional Planning Commission (DVRPC) Chester County New Castle County Transit Study	There were two general recommendations from the study: limited bus service from Wilmington to West Chester and van pools. Bus service was not recommended on SR 41 or SR 48. We will continue to monitor the options and this effort should be part of the work of the bi-state working group recommended in Item 23.
10. Consider the use of quiet pavement technology on SR 7, SR 41 and SR 48	DeIDOT installed Quiet Pavement on SR 7, from SR 72 to Kirkwood Highway, under Pave & Rehab contract T201606118 (paving complete Fall 2019). “After” noise study data collection: In Progress.
11. Relocate existing engine compression brake prohibition signs to downhill locations approaching signalized intersections	Signs fabricated and installed. Project Complete - Summer 2018

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12. Install engine compression brake prohibition sign with flashing beacons at PA state line	<p align="center">DeIDOT Studied Concept. Decision to install larger signs w/o flashing beacons. Signs fabricated and installed. Project Complete – Summer 2018</p>
13. Conduct signal warrant studies for the following locations: SR 48 and Old Wilmington Road SR 48 and Courtney Road SR 48 and Harlech Drive/Hedgegrow Place SR 48 and Old Hobson Farm	<p align="center">DeIDOT Study Complete. Traffic Signal Resolution signed for SR 48 at Old Wilmington Road. Traffic signals are not recommended at the other three intersections. Signal Activated – January 2020</p>
14. 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	<p align="center">DeIDOT Study Complete. Before and after comparison did not indicate signs consistently reduce speeds. Signs Installed – September 2018</p>
15. 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, based on WILMAPCO’s Congestion Management Program Results	<p align="center">DeIDOT Study Underway. Preliminary findings include additional lanes at 5 congested intersections. <i>Expected Completion: Spring 2020</i></p>
16. Provide additional enforcement of existing speed limits	<p align="center">This recommendation is for Delaware State Police.</p>
17. Perform a study to identify feasible locations to install fixed virtual WIM stations on SR 7, SR 41 and SR 48	<p align="center">DeIDOT Study Complete. Recommendations for two (2) VWS Sites, one on SR 7 SB and one on SR 41 SB (north of split).</p>
18. Increase the number of truck inspections	<p align="center">This recommendation is for Delaware State Police.</p>
19. 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.”	<p align="center">This recommendation is for New Castle County Police.</p>
20. Increase enforcement of Delaware Code, Title 21 §4311(a), which makes it 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.”	<p align="center">This recommendation is for Delaware State Police.</p>
21. Increase enforcement of engine compression brake prohibition	<p align="center">This recommendation is for Delaware State Police.</p>
22. Continue enhanced truck enforcement on SR 41 and SR 48, and expand enhanced truck enforcement to SR 7	<p align="center">DeIDOT continues to fund Delaware State Police with approximately \$100,000 for additional commercial vehicle enforcement on these corridors.</p>
23. 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	<p align="center">Dialog between agencies in Delaware and Pennsylvania has been occurring. WILMAPCO and DVRPC coordinating data collection efforts along DE/PA border in Spring/Summer 2019.</p>
24. Request that existing legislation be re-written to bring Delaware’s truck length laws in-line with surrounding states	<p align="center">This recommendation is for the General Assembly.</p>