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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, December 13, 2017

6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

AGENDA

1. Introductions – Tigist Zegeye
2. November 29 Meeting Minutes Approval – Tigist Zegeye
3. Follow up Items – Tigist Zegeye
4. Prioritization of Recommendations - Andrew Bing
5. Discussion of Draft Report Outline and Schedule – Tigist Zegeye
6. Next Meeting – Tigist Zegeye
 - Wednesday, January 10, 2018 at 6p.m., Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE
7. Public Comment – Andrew Bing

MEETING MINUTES

- Subject:** Special Committee to Study and Make Recommendations
Regarding Truck Traffic & Freight Movements
Along SR 41, SR 48 & SR 7
- Date:** Wednesday, November 29, 2017
6:00pm
- Location:** Cooke Elementary School
2025 Graves Road
Hockessin, Delaware 19707
- Attendees:** *Committee Members*
Tigist Zegeye, Chair – Executive Director of WILMAPCO
Mike Censurato – Route 7 Representative
Matthew Cox – Delaware State Police Truck Enforcement Unit
Nick Ferrara – Route 48 Representative
Gale Hamilton – Route 48 Representative
Michael Lewandowski – Route 7 Representative
Mark Luszcz – Chief Traffic Engineer DeIDOT
Nicole Majeski – Deputy Secretary of DeIDOT, on behalf of Secretary Jennifer Cohan
MaryAnn Summers – Route 41 Representative
Bill Taylor – Route 41 Representative
- Other Attendees*
Andrew Bing, Facilitator – Kramer & Associates
Jim Burnett, Technical Staff Support – RK&K
General public, see attached sign-in sheets
- Not Present:** Mike Begatto – Diamond State Port Corporation Board of Directors

MEETING AGENDA

Welcome & Introductions

Andrew Bing, the Special Committee Facilitator, welcomed the public to the meeting. Andrew reminded the public, and informed any new attendees, that while there is time reserved at the end of the meeting for public comment, the meeting is designed for the Committee Members. Andrew reminded attendees that the Committee would not be taking questions or comments during the meeting, but encouraged attendees to sign up for public comment at the end if they wished to make a statement.

Tigist Zegeye welcomed participants to the 7th Special Committee Meeting. All Committee Members introduced themselves, including their affiliation with the Committee.

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November 8, 2017 Meeting Minutes

Draft meeting minutes were emailed to Committee Members on November 13, 2017 and are included in the project notebook materials. Tigist asked if there were any questions or corrections regarding the November 8, 2017 Meeting Minutes.

Gale Hamilton requested that the sentence on page 8 be revised to reflect that she indicated a need for a comprehensive plan coordinated at the state “and regional” level, not only at the state level. Gale also noted that a bypass, which she supports, could also be an underpass, similar to Nick’s idea presented at the previous meeting. Finally, Gale requested that it be noted that while the minutes mention her organization of a committee around SR 48, she was one of many involved in that grassroots organization.

Bill Taylor requested that the word “not” be added to the sentence on page five that “he hopes it would *not* [added] include the implementation of a waste transfer station.”

Bill Taylor motioned to approve the November 8, 2017 Meeting Minutes with the noted corrections. Michael Lewandowski seconded the motion.

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

Motion Carries. Corrected Final Meeting Minutes for Meeting #6 will be posted on the WILMAPCO website.

Follow-up Items from November 8, 2017 Meeting

Tigist noted that following the last meeting she communicated via email with Nick Ferrara regarding the language for a potential recommendation to conduct a feasibility study of constructing an underpass, instead of a bypass, which was voted on at the last meeting. Nick indicated that there was no proposed language he wanted added to the ideas and approaches matrix. Tigist informed the Committee that at the present time there was no language for a potential recommendation specific to an underpass.

Tigist also noted that she received a request from Gale regarding the Delaware Valley Regional Planning Commission (DVRPC) transit study. Tigist emailed the Committee a link to the entire DVRPC Chester County New Castle County Transit Study. In her email, Tigist included a summary of the recommendations from that study and attached Figure 5.2 showing potential vanpool service patterns. The email and attachment are included in the project notebook materials.

Nick noted that Charlie Weymouth provides the Committee Members with written remarks at the beginning of each meeting. Nick requested that the public comment period be moved to the beginning of each meeting so that speakers from the audience are not rushed. Tigist reminded the Committee that the purpose of the meetings is for Committee Members to discuss and make recommendations and that although the meeting is open for the public to observe, the public is not the focus. Tigist also indicated

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that the format of having public comment at the end of meetings was established at the beginning of the project and it may be better to continue with a consistent format. No other Committee Members made comments regarding the timing of public statements.

Action Item – Continue Discussion and Voting on Potential Recommendations

Andrew reminded the Committee that at the last meeting they confirmed the language for potential recommendations that would eventually go to vote and started the voting process. Andrew directed the Committee Members to the revised “Short-List of Potential Recommendations” document included in the project notebook materials and emailed to Members prior to the meeting. Andrew noted that the Committee previously discussed and voted on potential recommendations #1-#8. Andrew indicated that the Committee would begin with potential recommendation #9 and use the remainder of the meeting to discuss and vote on the remaining potential recommendations. As a preview, Andrew reminded the Committee that future activities would include prioritization of recommendations.

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

After Nicole and Mark left the Committee table, Andrew confirmed that with eight Committee Members at the table, there was a quorum (at least six members present) and that based on eight Members in attendance for the votes, there would need to be five votes in favor of a potential recommendation for it to become a recommendation of the Committee. Andrew invited Jim Burnett to join him to assist the Committee with discussion and voting on the remaining potential recommendations.

Note: The following documents the Committee’s discussion on potential Committee recommendations and recorded votes. The text of each potential recommendation is underlined. Revisions to the potential recommendation text are indicated in italics.

9. Perform a Road Safety Audit on SR 7, SR 41 and SR 48

Mike Censurato asked if the Road Safety Audit (RSA) is a normal process or if this would be a special procedure. Jim responded that RSAs are usually done on a specialty basis. Jim noted that his firm has participated in RSA’s in other states at the request of DOT’s, and that DelDOT has conducted a limited number of RSAs on a case-by-case basis. Jim also noted that an RSA provides a more comprehensive look at safety beyond what might be considered in a typical safety study. RSAs include many stakeholders who review data then walk or drive the corridor to look at individual elements. Following the walking/driving tour, the RSA team prepares a formal report and submits the report to the state. Then, based on the federal RSA process, the state also formally responds, indicating if and when recommendations will be implemented, and any reasons why select recommendations will not be implemented.

Gale asked if there is a way to highlight localized areas on roads that are more dangerous than others. Jim responded that the first step in an RSA is typically to review crash data to identify hot spots. Gale commented that it seemed obvious that anywhere there is damage to the road should be the first place to receive attention. Jim noted that damage to a road such as cracking or rutting may not present a safety hazard and would not necessarily be addressed in an RSA. Jim also noted that if during the course of an RSA, a crash pattern related to poor pavement was identified, then a recommendation might be to

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address pavement deficiencies; however, typical potholes, cracking, and rutting that are not related to crash clusters would typically fall under pavement management. Gale noted that potholes, ridges, and cracks make sound and vibration issues worse and referred to potential recommendation #17 (see below). Andrew recommended the Committee continue the discussion of potential recommendation #9 and return to #17 when it came up in the list.

MaryAnn Summers asked who would spearhead an RSA. Mark was invited to return to answer MaryAnn's question. Mark answered that DelDOT would fund the RSA, but would likely hire a consultant to perform the study. Mark reiterated Jim's earlier statement that the RSA team would be a multidisciplinary team including DelDOT, emergency responders, and other stakeholders. After responding to MaryAnn's question, Mark removed himself from the discussion.

Matthew Cox motioned to vote on the recommendation. MaryAnn Summers seconded the motion.

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

Motion carries (7-0-1). Potential recommendation #9 will move forward.

Tigist Zegeye motioned **to remove** potential recommendations #23, #24, and #28 because these items would be covered in an RSA. MaryAnn noted her concern that the potential recommendations Tigist identified were all short-term projects compared to the RSA which is mid-term. MaryAnn indicated that the residents could benefit from the short-term recommendations more immediately. Nick asked Andrew to repeat the numbers. Andrew repeated to the Committee that Tigist motioned to remove potential recommendations #23, #24, and #28. Nick Ferrara seconded the motion.

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

Motion carries (5-3-0). Potential recommendations #23, #24, and #28 will be **removed**.

10. Perform a traffic engineering study to implement a school speed limit zone on SR 41 near Cooke Elementary School

Bill commented that there was a Traffic Impact Study (TIS) performed by McCormick Taylor before the elementary school was constructed that recommended reducing the speed limit to 25 miles per hour (mph) near the school. Bill requested that DelDOT look back at that study as a way to avoid performing a traffic engineering study.

Mike C. asked if the technical team had confirmed that no students walk to school. Jim responded that he was not aware of any follow-up to determine if students walked or not, and indicated that if the study

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was performed, it would consider that question and would consider the TIS recommendations. Gale asked if the Committee could table the potential recommendation until after the Committee has information about whether students walk to school. Jim noted that in addition to Mike C.'s question, other factors that would typically be considered during a school speed limit zone study include drop-off locations, access roads near the school, and the presence and location of land uses such as athletic fields that could draw students closer to the road.

Bill Taylor motioned to table the recommendation until after the Committee finds out more information from the TIS to determine if something could be done more immediately than doing a speed study. Mark was invited to return to answer questions whether DelDOT would be willing to use a prior TIS as the basis for establishing a school speed limit zone. Mark answered that DelDOT would not use a TIS because a TIS review is different than a speed study. After responding, Mark removed himself from the discussion. Tigist indicated that due to the limited time available, the additional information that could be provided to the Committee at the next meeting would likely also be limited. Bill stated that he was seeking to make the potential recommendation more actionable, and based on Mark's indication that DelDOT would not base a school speed limit zone on a TIS, he withdrew his motion.

Michael Lewandowski asked if potential recommendations #10 and #11 (see below) could be combined. Jim responded that in terms of scale and purpose, a traffic engineering study for a school speed limit zone is a much smaller effort compared to speed limit studies for 16-miles of roadway.

Matthew Cox motioned to vote on the potential recommendation. MaryAnn Summers seconded the motion.

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

Motion carries (6-0-2). Potential recommendation #10 will move forward.

11. Perform a traffic engineering study to determine appropriate speed limits on SR 7, SR 41, and SR 48

Mike C. asked what would be the primary criteria to determine appropriate speed limits. Jim responded existing speeds, geometric design elements such as curves or grades, and roadside environment are all considered. Jim indicated that although national best practice is to set speed limits primarily based on the 85th percentile speed, the other items he mentioned are also considered.

Gale stated that reduced speed limits were the most frequently brought up idea by the Route 48 Coalition.

Gale Hamilton motioned to vote on the potential recommendation. Bill Taylor seconded the motion.

- Ayes: Tigist Zegeye, Matthew Cox, Gale Hamilton, Bill Taylor, MaryAnn Summers, Mike Censurato, Michael Lewandowski
- Nays: None

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- Abstentions: Nick Ferrara
- Not Present: Mike Begatto, Mark Luszcz, Nicole Majeski

Motion carries (7-0-1). Potential recommendation #11 will move forward.

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

Bill Taylor motioned to vote on the potential recommendation. MaryAnn Summers seconded the motion.

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

Motion does not carry (3-4-1). Potential recommendation #12 will **not** move forward.

13. Conduct a feasibility study of implementing an axle-based truck restriction on SR 7, SR 41 and SR 48

Gale asked if the potential recommendation, as written, would be for all three roads. Andrew responded that yes, as written, it would apply to all three roads.

Bill Taylor motioned to vote on the potential recommendation. Michael Lewandowski seconded the motion.

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

Motion does not carry (3-4-1). Potential recommendation #13 will **not** move forward.

14. Recommend that New Castle County evaluate re-zoning options along SR 7, SR 41 and SR 48

Bill Taylor motioned to vote on the potential recommendation. Mike Censurato seconded the motion.

Nick asked if this already happens. Jim responded that this potential recommendation originated from discussion about an idea to re-zone properties along the corridors for homeowners who may want their land re-zoned. Gale asked if this meant that residents could be at risk of an area being zoned commercial. Mike C. indicated that he initially came up with the idea because he's watched area roads that started residential become commercial as traffic increased and he hoped this would give homeowners a way to increase the value of their homes if noise increased. Bill indicated that although that might help the landowner, he did not think New Castle County land-use would find it actionable and the state would likely acquire land using eminent domain. Gale voiced her opposition, noting that it could open a can of worms.

- Ayes: Nick Ferrara, Mike Censurato, Michael Lewandowski

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- Nays: Tigist Zegeye, Matthew Cox, Gale Hamilton, Bill Taylor, MaryAnn Summers
- Abstentions: None
- Not Present: Mike Begatto, Mark Luszcz, Nicole Majeski

Motion does not carry (3-5-0). Potential recommendation #14 will **not** move forward.

15. Develop a process for state acquisition of privately owned property at a premium above fair market value along SR 7, SR 41, and SR 48 that would be voluntarily initiated by the property owners

Mike Censurato motioned to add a qualifier for the state acquisition “at a premium above fair market value.” Andrew asked if any other Committee members had other comments or would like to second the motion to change the language. Michael L. asked if the state currently pays fair market value when acquiring land. Andrew responded that yes, the state does use an appraisal process and homeowners can get independent appraisals if they would like. Nick responded that typically the state receives three appraisals and offers the middle value, but if there cannot be agreement with a homeowner, will move to eminent domain. Andrew acknowledged the eminent domain process but reminded the Committee that eminent domain is usually a last step in the process and this recommendation would not be eminent domain. Nick agreed that there is a process before moving to eminent domain. Andrew confirmed the response to Michael L.’s question that yes, the process is intended to achieve a fair market value.

Mike Censurato motioned to vote on the potential recommendation with the phrase “at a premium above fair market value” inserted. Bill Taylor seconded the motion.

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

Motion does not carry (3-5-0). Potential recommendation #15 will **not** move forward.

16. Continue to study options described in the 2016 Delaware Valley Regional Planning Commission (DVRPC) Chester County New Castle County Transit Study.

Bill asked if the study has a name and date. Tigist reminded the Committee that she emailed a link to the full text of the study to the Committee on November 28, 2017. Tigist did not have the full text in front of her, but the date on the map included in the project notebook materials was dated 2016. The year 2016 was added to the text of the potential recommendation. Nick asked if the Committee was discussing study number two in the booklet. Tigist responded that the binder materials for the evening contained the email she sent to the Committee, including the attachment, but the email contained a link to the full text of the study. The full text of the DVRPC study was not included in the project notebook materials.

Gale asked Tigist to summarize the options from the DVRPC study. Tigist responded that the study’s two general recommendations were limited stop bus service and vanpools. Tigist noted that the limited stop bus service did not have routes proposed along SR 41, SR 48, or SR 7. Tigist also noted that the vanpools were recommended for multiple areas, including Kennett Square, which could have an impact on the SR 41/48 commuter corridor.

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Bill Taylor motioned to vote on the potential recommendation. MaryAnn Summers seconded the motion.

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

Motion carries (5-3-0). Potential recommendation #16 will move forward.

~~17. Perform testing and evaluation of low-noise road surface options and, if feasible, develop a specification for use in Delaware Consider the use of quiet pavement technologies on SR 7, SR 41, and SR 48~~

Jim informed the Committee that while doing additional follow-up work between meetings, he and Mark Luszcz spoke with the DeIDOT pavements section and determined that DeIDOT already has a low-noise road surface treatment specification and would not need to do the research and development initially anticipated. Based on that information, Tigist proposed changing the language of the potential recommendation to “Consider the use of quiet pavement technologies on SR 7, SR 41, and SR 48.”

Jim informed the Committee that in addition to the existing specification, DeIDOT is considering quiet pavement technologies for the section of SR 7 between SR 72 and SR 2 as part of the routine schedule of pavement and rehabilitation projects. The section is scheduled to be repaved in 2018.

Gale asked about SR 41. Jim responded that as of right now, SR 41, SR 48, and the remainder of SR 7 are not part of next year’s pavement and rehabilitation schedule. Gale asked if it was possible to speed up the process on all three roads. Jim responded that this was consistent with earlier discussion about pavement management and that the Committee could consider a potential recommendation regarding pavement and rehabilitation either with the quiet pavement technology recommendation put forward by Tigist or as a separate recommendation. Gale stated that it is not only the cycle, but also repairs to current problems, then indicated she would put the idea forward as a separate motion to be voted on later.

Mike C. asked if there were any downsides to using quiet pavement treatments. Mark was invited to return to answer about disadvantages. Mark responded that DeIDOT has used quiet pavement in a couple of locations, but has not used it extensively. Mark noted that the main negative is that the pavement is more expensive. Michael L. asked if the pavement is concrete or asphalt. Mark responded that it could be used on both concrete and asphalt, but he was not sure what type of pavement was used in the locations in Delaware. After responding to questions, Mark removed himself from the discussion.

Bill Taylor motioned to vote on the potential recommendation text provided by Tigist Zegeye. Michael Lewandowski seconded the motion.

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

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Motion carries (8-0-0). Potential recommendation #17 will move forward.

18. Collect noise data on SR 7, SR 41 and SR 48, and conduct a feasibility study of potential noise mitigation measures

Jim informed the Committee that while doing additional follow-up work between meetings, he and Mark Luszczycki reached out to the DelDOT construction division and learned about specifications for noise and vibration monitoring that were related to construction activity. Jim noted that noise mitigation such as noise walls and noise berms may be challenging along roads with numerous driveways and intersections.

MaryAnn Summers motioned to vote on the potential recommendation. Bill Taylor seconded the motion.

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

Motion does not carry (4-1-3). Potential recommendation #18 will **not** move forward.

19. Relocate existing engine compression brake prohibition signs to downhill locations approaching signalized intersections

Jim informed the Committee that the reason the study timeframe and cost was listed as "N/A" in the document was because DelDOT had already initiated work to look at any locations where signs might be relocated.

Bill Taylor motioned to vote on the potential recommendation. Nick Ferrara seconded the motion.

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

Motion carries (6-1-1). Potential recommendation #19 will move forward.

20. Install engine compression brake prohibition sign with flashing beacons at PA state line

Jim informed the Committee that the reason the study timeframe and cost was listed as "N/A" in the document was because a study was not necessary to install signs.

Nick Ferrara motioned to vote on the potential recommendation. Gale Hamilton seconded the motion. Bill indicated that prior to voting he would like to know if it would be the first sign that drivers see when they enter the state. Michael L. indicated that the signs need to be on two roads, SR 41 and SR 7.

- Ayes: Tigist Zegeye, Matthew Cox, Nick Ferrara, Gale Hamilton, Bill Taylor, MaryAnn Summers, Mike Censurato, Michael Lewandowski
- Nays: None

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- Abstentions: None
- Not Present: Mike Begatto, Mark Luszcz, Nicole Majeski

Motion carries (8-0-0). Potential recommendation #20 will move forward.

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

Andrew informed the Committee that the intersection of SR 48 and Hercules Road is already signalized.

Gale asked if signalization would be considered during the RSA. Jim responded that signalization would only be considered during the RSA if there were demonstrated safety issues at unsignalized intersections that could potentially be mitigated by providing a traffic signal. Jim indicated that the RSA would not necessarily include a signal warrant analysis at all of the locations listed, but the present potential recommendation would direct DelDOT to consider signalization at each of the listed locations. Gale noted that the locations are all along one road, that two were requests from residents for a development, and that the locations at Old Wilmington Road and Old Hobson Farm are safety issues in need of some improvement. Gale then asked whether stakeholders included in the RSA would include some of the present Committee Members. Andrew reminded the Committee that based on the earlier vote, the Committee did recommend performing an RSA. Andrew indicated that it would not be appropriate to determine the RSA team composition at this time. Gale stated that she wants to make sure requests do not get lost. Andrew reminded the Committee that the current potential recommendation for consideration was to perform signal warrant analysis for the four locations listed (not including Hercules Road, which is already signalized). Gale noted that there was an accident at Hercules Road the day before. Andrew reminded the Committee that the potential recommendation was to perform signal warrant analyses to determine if signals should be installed, and there is already a signal at Hercules Road.

Gale motioned in favor of the potential recommendation, noting support from many people from the Route 48 Coalition. Bill Taylor seconded the motion.

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

Motion carries (7-1-0). Potential recommendation #21 will move forward.

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

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Gale indicated concerns that calculations were made with unloaded trucks and that loaded trucks were not able to stop in the same amount of time, including particular concerns with the railroad tracks.

Gale Hamilton motioned to vote on the potential recommendation. Bill Taylor seconded the motion.

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

Motion does not carry (3-2-3). Potential recommendation #22 will **not** move forward.

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

Mike C. stated that it was not reasonable to put signs only on two roads in the state and suggested that it should be enforced on every road.

Captain Cox indicated that he had prepared comments related to multiple potential recommendations regarding the 60-foot overall length limit. Captain Cox indicated that he received feedback from the motor carrier enforcement group regarding the 60-foot length law. Captain Cox noted that although the law exists, it presents a multi-faceted problem. Widespread changes have increased the typical length of semi-trailers to 53-feet which puts all such vehicles over the 60-foot overall length limit. Captain Cox noted that the law only applies to roads that are not part of the federally designated National Network. Captain Cox went on to inform the Committee that Delaware is required to provide “reasonable access” to the network within 1-mile of any destination terminal, which would include local stores on all three roads. Captain Cox also noted that for locations beyond 1-mile, companies can petition the state to get a waiver and the only threshold is to demonstrate that the truck can travel on the road safely. Additionally, Captain Cox noted that the limit is inconsistent with surrounding states Pennsylvania, New Jersey, and Maryland, all of which do not regulate the total length but instead regulate the trailer length and other dimensions such as the distance from the kingpin. Captain Cox indicated that Delaware State Police (DSP) would need to enforce the limit over the entire state, not only on these three roads, and noted that widespread enforcement would be problematic from both an economic standpoint and an equity standpoint. Finally, Captain Cox indicated that regardless of how the Committee votes on this or other potential recommendations, he would move to add a recommendation for the legislature to re-visit length legislation to bring Delaware in-line with neighboring states. Captain Cox indicated that revised legislation would allow the truck enforcement unit to have better standing for enforcing other violations.

MaryAnn stated that she understands the remarks by Captain Cox and agrees with many, but indicated the problem on SR 41 is that oversize trucks come down SR 41 with or without permits. MaryAnn stated that at least one oversize truck per day drives by her house and traffic must pull over into a ditch to let the truck pass. Captain Cox indicated that MaryAnn’s description was of an overwidth truck, not an overlength truck. Captain Cox indicated that there are hundreds of overlength trucks due to the discrepancies between Delaware’s length limits and the laws in surrounding states.

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Bill voiced opposition to the potential recommendation stating that it would not be wise to spend state money to install signs to promote an unenforceable law. Bill also described problems on SR 41 with limited locations for DSP to pull over tractor-trailers to enforce speed and length limits.

Bill Taylor motioned to vote on the potential recommendation. Gale Hamilton seconded the motion.

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

Motion does not carry (1-5-2). Potential recommendation #25 will **not** move forward.

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

Mike Censurato motioned to vote on the potential recommendation. Michael Lewandowski seconded the motion.

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

Motion carries (8-0-0). Potential recommendation #26 will move forward.

27. Perform a lighting study of SR 48 between Hercules Road and Old Wilmington Road

Gale asked if this would be included in the RSA. Jim responded that if the data indicated that there were nighttime crash problems, it would be studied, but otherwise would not be included. Gale noted that there have been nighttime crashes and asked if she could assume it would be included in the RSA. Jim responded that even if there has been a crash, there would need to be a demonstrated crash problem that could potentially be mitigated by lighting for lighting at a given location to be covered under the RSA. Andrew reminded the Committee that the technical support staff identified those potential recommendations that would be considered under the RSA.

Gale Hamilton motioned to vote on the potential recommendation. Nick Ferrara seconded the motion.

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

Motion does not carry (4-3-1). Potential recommendation #27 will **not** move forward.

Meeting Minutes
Special Committee Regarding Trucks on SR 41, 48 & SR 7
Wednesday, November 29, 2017

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, based on WILMAPCO's Congestion Management Program results

Bill asked how many intersections currently operate at that level. Jim responded that he was going by memory, but based on the WILMAPCO Congestion Monitoring Program data, provided to the Committee at an earlier meeting, he believed it was 3-4 intersections. Jim also indicated that the program could be specified in the text of the recommendation to identify how intersections would be identified.

Bill Taylor motioned to vote on the potential recommendation with the new language added to use WILMAPCO's Congestion Management Program as the basis for the LOS thresholds. MaryAnn Summers seconded the motion.

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

Motion carries (8-0-0). Potential recommendation #29 will move forward.

30. Conduct a feasibility study of widening SR 7, SR 41 and SR 48

Gale commented that if any of the roads were widened, they would invite more truck traffic. Andrew added that it would likely apply to all traffic, not only truck traffic.

Michael Lewandowski motioned to vote on the potential recommendation. Gale Hamilton seconded the motion.

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

Motion does not carry (1-7-0). Potential recommendation #30 will **not** move forward.

31. Conduct a feasibility study of geometric improvements to Brackenville Road, Way Road, and Smithbridge Road

Mike C. noted that his reason for putting this recommendation forward was to improve, but not widen, roads between Hockessin and North Wilmington to relieve traffic on SR 7, SR 41, and SR 48.

Mike Censurato motioned to vote on the potential recommendation. Bill Taylor seconded the motion.

- Ayes: Nick Ferrara, Mike Censurato

Meeting Minutes
Special Committee Regarding Trucks on SR 41, 48 & SR 7
Wednesday, November 29, 2017

- Nays: Tigist Zegeye, Matthew Cox, Bill Taylor, MaryAnn Summers, Michael Lewandowski
- Abstentions: Gale Hamilton
- Not Present: Mike Begatto, Mark Luszcz, Nicole Majeski

Motion does not carry (2-5-1). Potential recommendation #31 will **not** move forward.

32. Introduce legislation that would enable speed cameras to be installed on SR 7, SR 41 and SR 48

Gale asked if the speed cameras have flashing lights and audible sounds, noting concerns that, while effective, the cameras might also be an annoyance. Andrew responded that, in his experience, there is a flash that is somewhat more visible at night but individuals could determine themselves if that was a nuisance. Gale asked if it was possible to specify that they be installed away from homes. Andrew responded that the potential recommendation does not dictate the location or use of speed cameras, but is to introduce legislation to make it possible to use speed cameras.

Bill Taylor motioned to vote on the potential recommendation. MaryAnn Summers seconded the motion.

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

Motion does not carry (3-2-3). Potential recommendation #32 will **not** move forward.

33. Provide additional enforcement of existing speed limits

Mike Censurato motioned to vote on the potential recommendation. Bill Taylor seconded the motion.

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

Motion carries (5-0-3). Potential recommendation #33 will move forward.

34. Perform a study to identify feasible locations to install fixed virtual WIM stations on SR 7, SR 41 and SR 48

Gale Hamilton motioned to vote on the potential recommendation. Michael Lewandowski seconded the motion.

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

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Special Committee Regarding Trucks on SR 41, 48 & SR 7
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Motion carries (5-0-3). Potential recommendation #34 will move forward.

35. Increase weight and size enforcement at the DE state line

Captain Cox informed the Committee that truck enforcement is conducted by specialized units funded by DelDOT and the federal government. Captain Cox stated that the federal government specifies particular corridors that must receive a certain amount, but the balance can be spread around the rest of the state. Captain Cox indicated that there is limited flexibility to alter the truck enforcement activities unless the federal government changes rules and/or provides additional funding.

Mike C. asked if there was data on how often limits are violated. Captain Cox responded that yes, there are records, but they are directly related to truck enforcement unit inspections. Captain Cox indicated that the truck enforcement unit is currently doing more enforcement on SR 41 and SR 48. Mike C. asked how the inspections could be done without a weigh station or scales. Captain Cox responded that the weight violations are identified using portable scales, but noted that the unit only records weight violations where they are able to do weight inspections.

Bill Taylor motioned to vote on the potential recommendation. MaryAnn Summers seconded the motion.

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

Motion does not carry (3-1-4). Potential recommendation #35 will **not** move forward.

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

MaryAnn asked if installing a weigh station would direct all trucks to use that route. Andrew responded that there would not be a directive for trucks to travel on that route, but that if they did travel on a route with a weigh and inspection station and the station was open, trucks would have to go through the station. Andrew also indicated that arguments have been made that trucks might avoid locations with weigh and inspection stations.

Nick commented that if a weigh station is constructed on SR 7, trucks will travel SR 41 and SR 48.

Nick Ferrara motioned **to remove** the potential recommendation. Gale Hamilton seconded the motion. Bill Taylor stated that before voting, he wanted to note that the study was to identify feasible locations and that the Committee did not decide where stations should be. Bill indicated that a weight station could be located in Pennsylvania above the intersection of SR 41 and SR 7 if they can get PennDOT involved. Nick indicated that he had a similar idea. Andrew informed the Committee that the current potential recommendation was to perform a study and that there was both a motion and a second **to remove** the potential recommendation.

- Ayes: Nick Ferrara, Gale Hamilton, MaryAnn Summers, Mike Censurato

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Special Committee Regarding Trucks on SR 41, 48 & SR 7
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- Nays: Bill Taylor, Mike Lewandowski
- Abstentions: Tigist Zegeye, Matthew Cox
- Not Present: Mike Begatto, Mark Luszcz, Nicole Majeski

Motion **to remove** does not carry (4-2-2). Potential recommendation #36 will not be removed.

Gale asked if it was possible to perform a study to identify feasible locations at the Pennsylvania line or in Pennsylvania to avoid inadvertently directing trucks to one or more routes. Andrew reminded the Committee that they have limited ability to impact Pennsylvania.

Mike C. asked if the Committee could recommend that WILAMPCO take on the study. Tigist responded that the Committee already voted in favor of potential recommendation #34 for a virtual weigh station, and noted that a physical location for a full weigh and inspection station may be difficult to identify.

Bill Taylor motioned to vote on the potential recommendation. Michael Lewandowski seconded the motion.

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

Motion does not carry (2-5-1). Potential recommendation #36 will **not** move forward.

37. Increase enforcement along SR 7, 41 and 48 of the 60-foot overall vehicle length limit in the Delaware Code

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

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

Motion carries (6-0-2). Potential recommendation #37 will be **removed**.

38. Increase the number of truck inspections

Bill Taylor motioned to vote on the potential recommendation. MaryAnn Summers seconded the motion.

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

Meeting Minutes
Special Committee Regarding Trucks on SR 41, 48 & SR 7
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Motion carries (6-0-2). Potential recommendation #38 will move forward.

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.”

Gale Hamilton motioned to vote on the recommendation. Bill Taylor seconded the motion.

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

Motion carries (6-0-2). Potential recommendation #39 will move forward.

Following the vote on potential recommendation #39, Nicole Majeski left the meeting.

40. Increase enforcement of Delaware Code, Title 21 §4311(a), which makes *is 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.”

Michael L. requested the typo in the recommendation be corrected from “is” to “it”.

Bill Taylor motioned to vote on the potential recommendation with the typo corrected. Michael Lewandowski seconded the motion.

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

Motion carries (7-0-1). Potential recommendation #40 will move forward.

41. Increase enforcement of engine compression brake prohibition

Nick Ferrara motioned to vote on the potential recommendation. Gale Hamilton seconded the motion.

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

Motion carries (7-0-1). Potential recommendation #41 will move forward.

Meeting Minutes
Special Committee Regarding Trucks on SR 41, 48 & SR 7
Wednesday, November 29, 2017

42. Continue enhanced truck enforcement on SR 41 and SR 48, and expand enhanced truck enforcement to SR 7

Bill Taylor motioned to vote on the potential recommendation. Michael Lewandowski seconded the motion.

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

Motion carries (7-0-1). Potential recommendation #42 will move forward.

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

Bill asked how the Committee voted on the earlier similar issue with noise. Jim responded that the earlier discussion regarded noise monitoring, but the present potential recommendation considered forensic structural analysis. Bill asked if there might be a reason to join the two potential recommendations into a single recommendation. Jim suggested the Committee keep them separate because they are slightly different and the earlier recommendation had already been discussed and voted on.

Bill Taylor motioned to vote on the potential recommendation. MaryAnn Summers seconded the motion.

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

Motion does not carry (3-0-5). Potential recommendation #43 will **not** move forward.

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.

Gale stated that this recommendation is important.

Gale Hamilton motioned to vote on the potential recommendation. Bill Taylor seconded the motion.

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

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Special Committee Regarding Trucks on SR 41, 48 & SR 7
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Motion carries (8-0-0). Potential recommendation #44 will move forward.

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

Bill Taylor motioned to vote on the potential recommendation. Michael Lewandowski seconded the motion.

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

Motion does not carry (4-0-4). Potential recommendation #45 will **not** move forward.

Captain Cox motioned to add the following as a recommendation of the Committee:

46. Request that existing legislation be re-written to bring Delaware's truck length laws in-line with surrounding states.

Nick Ferrara seconded the motion.

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

Motion carries (7-0-1). Recommendation #46 as written above will be added to the list of recommendations.

Gale Hamilton motioned to add the following as a recommendation of the Committee:

47. Increase the frequency of pavement repair and repaving on SR 7, SR 41 and SR 48

The Committee invited Mark Luszc to return to answer if the recommendation would be the correct direction for DeIDOT to repair pavement. Mark answered that DeIDOT maintenance fills potholes every day on a regular basis, but that filling a pothole is not perfect. Mark explained to the Committee that maintenance fills potholes and when there is a large group of potholes, maintenance can do a bigger patch until eventually the road needs to be re-paved. Mark informed the Committee that similar to Captain Cox's earlier remarks regarding the truck enforcement unit, DeIDOT would also need to consider re-paving and rehabilitating SR 7, SR 41, and SR 48 in the context of the entire state. Mark described DeIDOT's formal program to monitor and select roads to be re-paved each year. Gale asked if one road has a great deal of damage due to trucks, for example, are they at the mercy of the schedule or could they put in calls. Mark

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Special Committee Regarding Trucks on SR 41, 48 & SR 7
Wednesday, November 29, 2017

responded that anyone, Committee Member or the public, can always put in calls for potholes, but if a particular road is worse than other roads, due to traffic or other factors, it will get re-paved more frequently because all of the roads are reviewed on a routine basis. Mark indicated that the Committee might consider a recommendation to review the three corridors more frequently or to review them immediately.

Bill Taylor motioned to vote on the potential recommendation as written above. MaryAnn Summers seconded the motion.

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

Motion does not carry (3-0-5). Potential recommendation #47 as written above will **not** move forward.

Andrew thanked the Committee for their patience and their work to discuss and vote on all potential recommendations. Andrew reminded the Committee that at the next meeting they will use a prioritization exercise to identify which recommendations should be highlighted or elevated in importance to give direction to the legislature and DelDOT moving forward.

Next Meeting

Tigist thanked the Committee and indicated that she will send a detailed email with information about the prioritization process to the Committee early next week. Tigist noted that the next meeting will be on December 13, 2017 at Cooke Elementary School.

Public Comment

Andrew opened the floor for public comment.

1. Charlie Weymouth thanked the Committee for their patience and well-ordered exercise, particularly the public members of the Committee for suggestions beyond how to reduce truck traffic. Charlie indicated that the Committee Members have his written remarks (see attached). Charlie noted that he sees the suggestions coming forward as patchwork fixes and suggested other options such as changes to road funding; coordination between Delaware, New Jersey, and Pennsylvania to build a bypass for both trucks and cars; and, removing the County from the LOS process.
2. Jim Morrison noted that the road system was not built for the current traffic, but were rural and suburban roads. Jim suggested the Committee group the 47 proposals that were discussed into four initiatives: 1) safety and enforcement; 2) impact on neighborhoods including proposals that consider vibration, pollution, and health; 3) feasibility studies; and, 4) a bold solution that goes back to Nick's proposal to build an underpass specifically on US 202 to direct traffic from SR 7, SR 41, and SR 48 to US 202. Jim noted that he is not in favor of prioritization.

Meeting Minutes
Special Committee Regarding Trucks on SR 41, 48 & SR 7
Wednesday, November 29, 2017

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, December 13, 2017 at 6:00pm at Cooke Elementary School, 2025 Graves Road, Hockessin, DE 19707.

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

Attachments: Committee Member Sign-inSheet
General Sign-in Sheet
Public Comment Speaker Sign-up Sheet
Written Comments from Charlie Weymouth

cc: Attendees

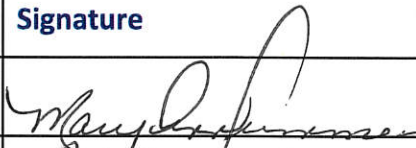
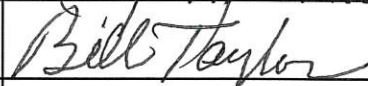

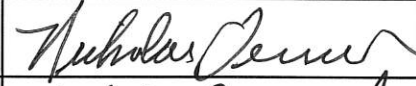
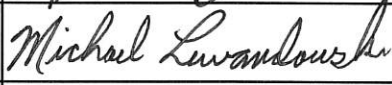


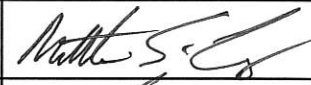



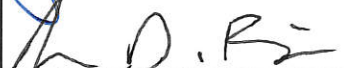
**Special Committee to Study and Make Recommendations
Regarding Truck Traffic and Freight Movements
Along SR 41, SR 48 & SR 7**

Wednesday, November 29, 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 29, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE**

Sign-in Sheet

~~one~~ one person did not sign in

Name	Address	Phone Number	Email
Anne Powell			
John Powell			
Clayworth	on FILE		
LINDA SHANNON			
KRIS Nonnenmacher			
STEVE McGRATH			
Sean Wabbe			
Sudeep Johnson			
Don Adhige			
Ann Tucker			
RAY ARBUZZESE			

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

Wednesday, November 29, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Sign-in Sheet

Name	Address	Phone Number	Email
Joanne Abruzzo			
Anthony DeLallo			
Gerald Brady			
Jim MORRISON			

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

**Wednesday, November 29, 2017
6:00pm
Cooke Elementary School, 2025 Graves Road, Hockessin, DE**

Sign-in Sheet

Name	Address	Phone Number	Email
Greg Lavelle			

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

Wednesday, November 29, 2017
6:00pm

Cooke Elementary School, 2025 Graves Road, Hockessin, DE

Public Comment Sign-up Sheet

1. ✓ *Charlie Weymouth* Charlie Weymouth
2. ✓ *Jim Morrison* Jim Morrison
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
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13. _____
14. _____
15. _____
16. _____
17. _____
18. _____
19. _____
20. _____
21. _____
22. _____

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 29 November, 2017-Cooke Elementary School-Graves Road-Hockessin -6 PM

Committee Members:

Charlie Weymouth--- And good Evening, again !

Congratulations to those of you, particularly, those Public Members of the Special Committee, who have brought forward the broader, yet major and immediate issues, such to include the continued constriction of interstate trade -trucking and commuter traffic. Complements to Nick Ferrara and the two others that have placed on the table one re generated solution, the 896 By-Pass and Nick's offered Cedars underpass.

The urgency to now speak out is not do to others foregone conclusion that our new Ports will be all the National Union in construction and operation, but, to the contrary, the repeated "half assed" State solutions to impacted roads, one mis guided solution now into construction at the intersection of Rt. 141 and Rt. 48. Is the County and Delaware to continue its misfeasance, which will again require Court, even Federal intercession ? Fragmentation of the County from road responsibility, yet the County's continued reduction of road service levels, the denying our road system as being a broad network, the unbridled, falsely generated, residential growth infringing upon these critical interstates, cannot continue.

You, the entirety of members to this Committee MUST speak out.

Charlie Weymouth-Wilmington-302-658-8760/ 11/29/17

Please contain the above "comments" within those recorded and published "Public Comment " of overall Minutes (and as per earlier norm). CMW

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

**Short-List of Committee Recommendations – Voting Record
December 13, 2017**

The table below documents the ideas and approaches that were refined for consideration as potential recommendations and were voted on at the November 8, 2017 and November 29, 2017 Special Committee Meetings. 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.

Blue text: Text was revised during the voting process.

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	\$-\$-\$	Y
10. Perform a traffic engineering study to implement a school speed limit zone on SR 41 near Cooke Elementary School	S	\$	S	\$	Y
11. Perform a traffic engineering study to determine appropriate speed limits on SR 7, SR 41, and SR 48	S	\$	S	\$	Y
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	\$	N
13. Conduct a feasibility study of implementing an axle-based truck restriction on SR 7, SR 41 and SR 48	M	\$-\$			N
14. Recommend that New Castle County evaluate re-zoning options along SR 7, SR 41 and SR 48	S	\$	M-L	\$	N
15. Develop a process for state acquisition of privately owned property at a premium above fair market value along SR 7, SR 41, and SR 48 that would be voluntarily initiated by the property owners	S	\$	L	\$-\$	N
16. Continue to study options described in the 2016 Delaware Valley Regional Planning Commission (DVRPC) Chester County New Castle County Transit Study.	S	\$	M	\$ ^A	Y
17. Perform testing and evaluation of low noise road surface options and, if feasible, develop a specification for use in Delaware Consider the use of quiet pavement technology on SR 7, SR 41 and SR 48	S	\$	M	\$-\$	Y
18. Collect noise data on SR 7, SR 41 and SR 48, and conduct a feasibility study of potential noise mitigation measures	S	\$-\$	M	\$-\$-\$	N
19. Relocate existing engine compression brake prohibition signs to downhill locations approaching signalized intersections	N/A	N/A	S	\$	Y
20. Install engine compression brake prohibition sign with flashing beacons at PA state line	N/A	N/A	S	\$	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	
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	\$\$	Y
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	\$	N
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	\$	N
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	\$	Y
27. Perform a lighting study of SR 48 between Hercules Road and Old Wilmington Road	S	\$	S-M	\$-\$\$	N
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, based on WILMAPCO’s Congestion Management Program Results	S	\$	S-M	\$-\$\$	Y
30. Conduct a feasibility study of widening SR 7, SR 41 and SR 48	M	\$\$	L	\$\$\$	N

**Special Committee to Study and Make Recommendations
Regarding Truck Traffic and Freight Movements
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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	
31. Conduct a feasibility study of geometric improvements to Brackenville Road, Way Road, and Smithbridge Road	S	\$\$	L	\$\$	N
32. Introduce legislation that would enable speed cameras to be installed on SR 7, SR 41 and SR 48	S	\$	M	\$	N
33. Provide additional enforcement of existing speed limits	N/A	N/A	S	\$ ^A	Y
34. Perform a study to identify feasible locations to install fixed virtual WIM stations on SR 7, SR 41 and SR 48	S	\$	M	\$	Y
35. Increase weight and size enforcement at the DE state line	N/A	N/A	S	\$ ^A	N
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	\$\$	N
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	Y
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	Y
40. Increase enforcement of Delaware Code, Title 21 §4311(a), which makes is 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.”	N/A	N/A	S	\$ ^A	Y
41. Increase enforcement of engine compression brake prohibition	N/A	N/A	S	\$ ^A	Y
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	Y
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	\$-\$	N

**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 DelDOT, PennDOT, WILMAPCO, Delaware Valley Regional Planning Commission (DVRPC), Delaware State Police, Pennsylvania State Police, and other relevant stakeholders.	S	\$			Y
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		N
46. Request that existing legislation be re-written to bring Delaware's truck length laws in-line with surrounding states					Y
47. Increase the frequency of pavement repair and repaving on SR 7, SR 41 and SR 48					N

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

**Special Committee Recommendations
December 13, 2017**

The table below documents the ideas and approaches that were first refined and then, through a majority vote, became the recommendations that the Special Committee will make to the Department of Transportation and General Assembly. The recommendations are organized based on the stated purpose and role of the Special Committee per Senate Resolution #10; however, the order of recommendations does not reflect importance or prioritization. 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

Special Committee Recommendations	Study		Implementation	
	Timeframe	Cost	Timeframe	Cost
How to reduce the number of trucks traveling along these roadways				
1. Conduct a feasibility study of constructing a bypass between US 1 and I-95	M	\$\$	L	\$\$\$\$
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	\$\$\$\$
3. Conduct a feasibility study of constructing a dedicated freight line along the NE corridor from Perryville, MD to Newark, DE	M	\$\$	L	\$\$\$\$
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	S	\$		
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	M	\$\$	L	\$\$\$\$
Any improvements in engineering, infrastructure, education and enforcement that can improve the quality of life for those that live along these roadways				
6. Perform a Road Safety Audit on SR 7, SR 41 and SR 48	S	\$	S-M	\$-\$\$
7. Perform a traffic engineering study to implement a school speed limit zone on SR 41 near Cooke Elementary School	S	\$	S	\$
8. Perform a traffic engineering study to determine appropriate speed limits on SR 7, SR 41, and SR 48	S	\$	S	\$
9. Continue to study options described in the 2016 Delaware Valley Regional Planning Commission (DVRPC) Chester County New Castle County Transit Study.	S	\$	M	\$ ^A
10. Consider the use of quiet pavement technology on SR 7, SR 41 and SR 48	S	\$	M	\$\$

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

11. Relocate existing engine compression brake prohibition signs to downhill locations approaching signalized intersections	N/A	N/A	S	\$
12. Install engine compression brake prohibition sign with flashing beacons at PA state line	N/A	N/A	S	\$
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	S	\$	S	\$\$
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	S	\$	S	\$
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	S	\$	S-M	\$-\$\$
16. Provide additional enforcement of existing speed limits	N/A	N/A	S	\$ ^A
17. Perform a study to identify feasible locations to install fixed virtual WIM stations on SR 7, SR 41 and SR 48	S	\$	M	\$
18. Increase the number of truck inspections	N/A	N/A	S	\$ ^A
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.”	N/A	N/A	S	\$ ^A
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.”	N/A	N/A	S	\$ ^A
21. Increase enforcement of engine compression brake prohibition	N/A	N/A	S	\$ ^A
22. Continue enhanced truck enforcement on SR 41 and SR 48, and expand enhanced truck enforcement to SR 7	N/A	N/A	S	\$ ^A
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 DelDOT, PennDOT, WILMAPCO, Delaware Valley Regional Planning Commission (DVRPC), Delaware State Police, Pennsylvania State Police, and other relevant stakeholders.	S	\$		
24. Request that existing legislation be re-written to bring Delaware’s truck length laws in-line with surrounding states				

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



**Draft Report
December 13, 2017**

Proposed Outline	<p>Cover/Transmittal Letter</p> <p>Executive Summary</p> <ul style="list-style-type: none"> • Brief Introduction • Recommendations <p>I. Introduction</p> <ol style="list-style-type: none"> a. Background – Senate Resolution 10 b. Committee Members c. Technical Staff d. Number/Date/Location of Meetings <p>II. Process</p> <ol style="list-style-type: none"> a. Framing the Issues b. Subject Matter Experts c. Ideas and Approaches Brainstorming d. Refining Potential Recommendations e. Voting f. Prioritization g. Public Involvement <p>III. Recommendations</p> <ol style="list-style-type: none"> a. Final List of Committee Recommendations b. Prioritized Committee Recommendations <p>Appendix – Binder Materials</p>																																																																																				
Schedule	<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="7">December 2017</th> </tr> <tr> <th style="background-color: #f8d7da;">Su</th> <th style="background-color: #fff3cd;">Mo</th> <th style="background-color: #fff3cd;">Tu</th> <th style="background-color: #fff3cd;">We</th> <th style="background-color: #fff3cd;">Th</th> <th style="background-color: #fff3cd;">Fr</th> <th style="background-color: #d1ecf1;">Sa</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>1</td> <td>2</td> </tr> <tr> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> </tr> <tr> <td>10</td> <td>11</td> <td>12</td> <td style="border: 2px solid blue; border-radius: 50%;">13</td> <td>14</td> <td>15</td> <td>16</td> </tr> <tr> <td>17</td> <td>18</td> <td>19</td> <td style="border: 2px solid blue; border-radius: 50%;">20</td> <td>21</td> <td>22</td> <td>23</td> </tr> <tr> <td>24</td> <td style="background-color: #f8d7da;">25</td> <td style="background-color: #d1ecf1;">26</td> <td style="background-color: #d1ecf1;">27</td> <td style="background-color: #d1ecf1;">28</td> <td style="border: 2px solid blue; border-radius: 50%;">29</td> <td>30</td> </tr> <tr> <td>31</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table> <p>12/13: Committee Meeting #8</p> <p>12/20: Draft Report to Committee</p> <p>12/29: Comments Due</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th colspan="7">January 2018</th> </tr> <tr> <th style="background-color: #f8d7da;">Su</th> <th style="background-color: #fff3cd;">Mo</th> <th style="background-color: #fff3cd;">Tu</th> <th style="background-color: #fff3cd;">We</th> <th style="background-color: #fff3cd;">Th</th> <th style="background-color: #fff3cd;">Fr</th> <th style="background-color: #d1ecf1;">Sa</th> </tr> </thead> <tbody> <tr> <td></td> <td style="background-color: #f8d7da;">1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> </tr> <tr> <td>7</td> <td style="border: 2px solid blue; border-radius: 50%;">8</td> <td style="background-color: #d1ecf1;">9</td> <td style="border: 2px solid blue; border-radius: 50%;">10</td> <td>11</td> <td style="border: 2px solid blue; border-radius: 50%;">12</td> <td>13</td> </tr> </tbody> </table> <p>1/8: Semi-Final Report to Committee</p> <p>1/10: Comments Due + Meeting #9</p> <p>1/12: Final Report Sent to DeIDOT and General Assembly (digital). Hard Copy Reports to Follow.</p>	December 2017							Su	Mo	Tu	We	Th	Fr	Sa						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31							January 2018							Su	Mo	Tu	We	Th	Fr	Sa		1	2	3	4	5	6	7	8	9	10	11	12	13
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