

MEETING MINUTES

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

Date: Wednesday, August 9, 2017
6:00pm

Location: Hockessin Fire Hall
1225 Old Lancaster Pike
Hockessin, Delaware 19707

Attendees: *Committee Members*
Tigist Zegeye, Chair – Executive Director of WILMAPCO
Mike Begatto – Diamond State Port Corporation Board of Directors
Mike Censurato – Route 7 Representative
Jennifer Cohan – Secretary of DelDOT
Matthew Cox – Delaware State Police Truck Enforcement Unit
Nick Ferrara – Route 48 Representative
Gale Hamilton – Route 48 Representative
Michael Lewandowski – Route 7 Representative
Mark Luszczyk – Chief Traffic Engineer DelDOT
MaryAnn Summers – Route 41 Representative
Bill Taylor – Route 41 Representative

Other Attendees
Andrew Bing, Facilitator – Kramer & Associates
Jim Burnett, Technical Staff Support – RK&K
Jim Corbett, Speaker – University of Delaware
Lee Derrickson, Speaker – Delaware Motor Transport Association
Gene Bailey, Speaker – Diamond State Port Corporation
Sgt. Dan Parks, Speaker – Delaware State Police
General public, see attached sign-in sheets

MEETING AGENDA

Welcome & Introductions

Tigist Zegeye welcomed participants to the meeting. All committee members introduced themselves, including their affiliation with the committee. Tigist indicated that the current meeting would not include a brainstorming session as had been suggested at Committee Meeting #1. Tigist and the WILMAPCO Project Team determined that the committee would benefit from additional information from subject

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matter experts and a review of safety data prior to brainstorming so that the committee members would have the benefit of facts and information to engage in informed discussions.

July 12, 2017 Meeting Minutes

Draft meeting minutes were emailed to committee members on July 26, 2017. Tigist opened up the meeting asking for any comments or corrections to the July 12, 2017 Meeting Minutes.

MaryAnn Summers asked why, when we were talking about the two fatalities on Routes 41 and 48 at the last meeting, they were not listed as truck fatalities. Gale Hamilton responded that yes, the crashes were truck fatalities. MaryAnn noted that the truck fatalities were the drivers' fault; however, Gale said that the Route 48 representatives tried to look into details but were informed that unless they were involved in the accident or represented an insurance company they could not obtain that information. Gale stated that one crash was near Route 41 and Loveville Road and involved a dump truck, and the other was on a dangerous hill on Lancaster Pike where the truck lane disappears on a curve. No changes were requested to the meeting minutes.

Mike Begatto made a motion to approve the meeting minutes as written. Bill Taylor seconded the motion:

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

Motion Carries. Final Meeting Minutes for Meeting #1 will be posted on the WILMAPCO website.

Follow-up Items from July 12, 2017 Meeting

Tigist turned the meeting over to Andrew Bing, the Special Committee Facilitator. Andrew reminded members of the public that although the meeting is open to the public, the meetings are designed for the committee members. There will be a time for public comment at the end of each meeting; however, during the meetings the committee members will engage with each other and not interact with the public.

Andrew asked Jim Burnett to respond to comments and questions raised at the previous meeting regarding previously collected traffic data. Jim gave a short presentation (see website for complete presentation) clarifying why some of the numbers he presented at the July 12th meeting differed slightly from the data presented by DelDOT in the spring of 2017. Jim also presented how traffic volumes changed on SR 41/48 before and after the signs were installed directing traffic to SR 48. Following the presentation, Bill Taylor stated that the data shows that the signs directing truck traffic to Route 48 were very effective.

Andrew introduced Mark Luszcz to discuss several issues related to signs on all three routes including a weight restriction sign for a bridge on Route 41, a message board on Route 41 near the Pennsylvania state line, and other signs not directly related to the committee's work such as school zone and speed limit signs.

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Mark recommended that between the present meeting and the next meeting, DelDOT complete a comprehensive sign review of all signs along all three routes and identify issues that the committee might want to review further. Sec. Cohan noted that while it would be a financial burden to undertake this sign review, the department believes it would be prudent to complete the inventory, also noting that DelDOT has received several inquiries regarding signage on these corridors, beyond the comments received at and after the last meeting.

Secretary Jennifer Cohan motioned for DelDOT to perform a comprehensive sign review before the next meeting. Gale Hamilton seconded the motion:

- Ayes: Tigist Zegeye, Mike Begatto, Matthew Cox, Nick Ferrara, Gale Hamilton, Bill Taylor, MaryAnn Summers, Michael Lewandowski, Mike Censurato, Mark Luszcz, and Jennifer Cohan
- Nays: None
- Abstentions: None

Motion carries. DelDOT will perform a comprehensive sign review before the next meeting.

MaryAnn asked for clarification from DelDOT regarding the route designation north of the Route 41 / Route 48 split. Mark responded that although the road name may change, Route 41 is the continuous route. Route 48 ends at the split with Route 41. One thing that could be missing is a "Route 48 End" sign, which will be identified in the comprehensive sign inventory.

Nick Ferrara commented that the committee met 30 days ago, and likely everyone had questions the next morning, but had to wait 30 days to ask questions. Nick discussed the "ask DelDOT" tool for contractors to send questions to DelDOT and requested that something similar be developed for this committee. Andrew suggested that instead Tigist could be the broker of questions in between meetings, and identify the agency that should be responding to each inquiry. Tigist would then send out both the question and the response to all committee members. Bill commented that the committee had not discussed whether committee members should be able to communicate via email with each other, DelDOT, and/or Tigist.

Bill Taylor motioned to decide now what should be done. The motion was not seconded.

Tigist noted that all committee members have the email addresses of all other committee members at this time. Bill asked if they can use those addresses to communicate with each other. Mike C. noted that everyone should be copied if they do choose to communicate using email. MaryAnn noted that the last email went out to a business contact of hers and that that was unacceptable. Tigist suggested that the discussion regarding email be continued at a later point in the meeting.

Michael Lewandowski asked Mark L. what DelDOT's intention was for the digital message sign on Route 41 just south of the Pennsylvania state line. Mark responded that prior to the committee being established, DelDOT had planned to put the message board out. The sign has been put out and removed several times in the past year. The sign message repeats state code that no vehicles longer than 60-feet are permitted. DelDOT staff were putting up and removing the sign at various points as part of previously planned actions separate from the committee. The sign was recently removed in preparation for a parade on Route 41 over the upcoming weekend. Mike C. asked if this is the only digital message board with that

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message in the state. Mark said that yes, this is the only sign with that message that has been used within the last year.

Presentation on Safety Data

Andrew turned the meeting over to Jim B. to present safety data (see website for complete presentation) for the region, with an emphasis on total crashes, truck-related crashes, and crash rates.

Following the presentation, Gale wanted clarification on the fatality data and particularly about truck-related fatal crashes. Jim B. responded that although the traffic analysis team did not receive or look at individual crash reports, they could do so if requested by the committee, but it would also take a lot of time. Jim noted that the team looked at truck crashes in more detail and there was one fatal crash on SR 41 north of the split during the analysis period. MaryAnn provided reports she had obtained on the crashes discussed at the last meeting. Jim noted that the analysis period did not include the time after the signs directing trucks to SR 48 were removed. The data only represent crashes, fatal or otherwise, during the time period identified in the presentation.

Nick asked why there were two segments on SR 41, but not for the other routes and expressed concern that this was not fair. Jim B. responded that the four segments were used because that is how the data were requested and provided. The *crash rates* allow the segments to be compared accounting for changes in length and traffic volume. Nick then asked for the total traffic volumes on SR 41, SR 48 & SR 7, and the truck percentages. Jim B. noted that the daily volume is included in the presentation for each route. Nick then asked about the northbound and southbound volumes. Jim B. responded that he would go back over the northbound and southbound data (presented earlier in the meeting to the entire committee) with Nick following the meeting (which he subsequently did).

Mike C. asked Jim B. how the volume was determined for Route 7, specifically when and where? Jim B. responded that DelDOT tracks traffic data through their annual Traffic Summary reports, which are available on the DelDOT website. The daily volumes presented for all four segments were weighted averages of the number of vehicles on multiple smaller segments over the 3.5-year period for the “Before” data and the 4-month period for the “During” data.

Gale noted that, as Jim B. cautioned during his presentation, the shorter 4-month “during” time period is a skewed way of looking at the data; specifically, that the August to December period includes vacation, school starting, better weather, and much Port activity.

Presentations from Subject Matter Experts

Andrew moderated presentations from four subject matter experts. Andrew noted that the presentations are meant to provide perspectives and information so that when the committee turns to brainstorming, members will have additional information to ask questions and engage in informed discussions. If there are other topics the committee thinks would be helpful, Andrew and Tigist welcome suggestions and will try to get those additional subject matter experts.

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Freight: Global & Economic Perspective

Jim Corbett discussed the connections between freight movement and economic/business trends. Jim C. also discussed the interconnections of multiple decision makers including shippers, distributors, transport providers, and policy-making agencies.

Following the presentation, Nick asked if Jim C. had time to study the Wilmington-Harrisburg study presented at the last meeting and what his thoughts were on the recommendations to build a companion freight line from Perryville to Newark. Jim C. replied that the recommendation is to build a companion rail where there is currently not a rail line, which is a good 30-year project but cannot be done in the short-term. Jim C. noted that the report had several good infrastructure planning options, but additional people and decision makers beyond the committee will have to be included to make those improvements. Sec. Cohan stated that the line is a priority DelDOT has endorsed, but to date it is not a priority for Pennsylvania. Sec. Cohan has a meeting scheduled with the PennDOT Secretary to discuss long-term improvements.

Bill noted that the 1999 study presented at the last meeting detailed where trucks were going but it is considerably outdated. He also commented about many other studies, including the Wilmington-Harrisburg Study, which were enlightening about the path patterns that emerge from many different decision actors. Bill stated that DelDOT has seemed lax in this respect and that if DelDOT is to focus on this work, they need to be more proactive between PennDOT and DelDOT interactions. He noted that in the Wilmington-Harrisburg study, of the 50 people contacted, only 4 represented Delaware.

Trucking: In Delaware, Through Delaware & Beyond

Lee Derrickson discussed the historical context of trucking in Delaware, the rules and regulations the trucking industry operates under, and the impact of truckers in their communities.

Mike C. asked Lee if there are noise standards when trucks are manufactured. Lee responded yes and gave the Federal Motor Carrier Safety Administration (FMCSA) reference. Most new trucks must come with systems in place for noise in addition to emissions. Yes, the standards are even in place when the truck is operated. Lee noted that some companies or individuals violate, but that the industry is responsible for meeting the standards. If the truck has the proper exhaust system, there is essentially no noise associated with jake-braking.

Port of Wilmington, Delaware

Gene Bailey discussed the Diamond State Port's plans for expansion. The port is currently at capacity and looking at multiple sites including the Edgemoor site that the Port purchased in February 2017. Gene noted that expansion does not necessarily equate to trucks and that the Port considers multiple modes. Gene also noted that the number of gate passes (associated with trucks in and out of the port) increase in November and December and remain higher through the winter and early spring.

Gale asked what will happen and what impacts on the number of trucks will occur if the Boxwood GM Plant is used for expansion. Gene is unable to comment because the Diamond State Port does not own the plant. Several companies have expressed interest in that plant. It does have rail that could be taken

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advantage of as well as a lot of land with existing buildings. Gene noted that short-haul from existing facilities to that location could be used to then set up distribution from the plant using rail.

Remarks from Sgt. Dan Parks, Delaware State Police, Commercial Vehicle Enforcement Unit

Sgt. Dan Parks provided an overview of the Commercial Vehicle Enforcement Unit and actions that were initiated by funding from DelDOT for targeted enforcement on SR 41 and SR 48 beginning in July 2016. The main focus of the unit is to enforce the FMCSA rules. Sgt. Parks noted that the response from the unit has been positive. The targeted enforcement program has been renewed multiple times and is in progress today. The unit hands out citations for noise violations, dangerous moving violations (following too closely, using a cell phone, disregarding traffic control devices, speeding), oversize-overweight violations, and other FMCSA rules. The unit has taken trucks out of service for critically unsafe violations, such as brakes, driver fatigue, and hours of service violations. Sgt. Parks highlighted that during the 1-year period that the targeted enforcement has been in effect, there have been over 1,000 inspections on the two roadways (SR 41 and SR 48) compared to approximately 7,000 typically conducted statewide each year.

Gale asked if the targeted enforcement efforts will be expanded to include Route 7. Sec. Cohan responded that although that has not been requested yet, DelDOT is open to a conversation about including Route 7. Sec. Cohan noted that funding for the targeted enforcement comes from DelDOT and has totaled approximately \$100,000 to date. The committee can come back with that recommendation, but Sec. Cohan hopes to have that conversation next month. The overtime necessary for the targeted program has been useful on those routes, but it is expensive.

Gale asked if Troop 1 is responsible for SR 48 and Troop 6 is responsible for SR 41. Sgt. Parks responded that the truck enforcement unit is separate from those troops. The truck enforcement unit is specially trained to conduct inspections based on federal regulations. Gale asked if it is possible to break down the number of citations on different routes. Sgt. Parks responded that no, that's not possible. Gale commented that it seems as though there has not been similar enforcement on SR 48. Sgt. Parks responded that the vast majority of inspection activity has been happening on SR 48, but the traffic enforcement is mostly occurring on SR 41. Gale asked where pull-overs happen where there are no shoulders. Sgt. Parks responded that the unit does not break down information by inspection location, but there are places where they will pull over trucks to do the inspection, including shoulders and in front of residents' houses who have given the unit permission.

Nick asked how many violations were for over-length vehicles. Sgt. Parks responded that the unit uses oversize-overweight as a single category, which would include length, but also includes height, width, or weight violations. Data on length only is not available.

Future Meetings

Tigist opened the meeting up for discussion about the next meeting, scheduled for September 13, 2017 at the same time and location. Tigist asked committee members to suggest topics, but noted that per the motion earlier in the meeting, there will be a presentation by DelDOT on comprehensive sign review as well as time set aside for brainstorming.

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MaryAnn commented that she has heard a lot about trucks and activity going on, but little time has been spent discussing safety and impacts to residents. As a resident on SR 41 where there are no shoulders, MaryAnn would like to personally dwell on the safety of residents and effects of trucks including jake-braking, truck traffic, and accidents on SR 41. Andrew commented that in addition to extensive coverage of safety data presented by Jim B., Tigist and the team can discuss other options to get first-hand information from the committee members representing the various routes. He requested that if there's something specific the committee members want to hear about, to please comment or email ideas to Tigist.

Gale noted that if each road has a "safety sleuth" to put together the main safety concerns on each road, the committee can talk about safety remediation at specific locations. Gale listed a number of categories from FMCSA, including infrastructure, congestion, and quality of life (noise, pollution). Gale will email the list of categories. Gale requested that the committee hear in a very shortened way for each category about the experience of people living on each road.

Bill asked if WILMAPCO has a 2016 inter-regional report, noting that the last report was in 2012 and needed every four years. Tigist responded that no, WILMAPCO, has not prepared the report but that process will be starting in the next few months.

Tigist noted that if members have any questions, they can email her. She will then copy both the question and the response to the other committee members.

Public Comment

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

1. Charlie Weymouth thanked Secretary Cohan and the committee for keeping the big picture in mind. Charlie noted that it is important to consider roads set up for trade and commerce. He observed tremendous potential for the Port. He also asked Jim C. to look at high speed maritime and transfer from the port to rail which may be profitable. Charlie requested that the committee get traffic off the roads because trucking is essential. He hopes that following tonight with all three alternate routes, the committee works with PennDOT, who he feels has been denying trade for three generations by not making improvements at the US 202 interchange. Charlie would like to get localized traffic off interstate routes.
2. Marilynn D'Amico asked the committee why McKennans Church Road was not included in studies for SR 41 and SR 48. Marilyn has lived on the road since 1959 and observed that truckers are using the road. She is not sure if they are missing Route 7, but has witnessed them speeding down McKennans Church Road at 50 to 60 mph while the speed limit is reduced from 40 mph to 30 mph. Marilynn also requested that the speed limit be further reduced to 25 mph. Marilynn noted that at the civic association meeting the night before, residents discussed traffic on McKennans Church Road. Marilynn requested that this road also be considered by the committee.
3. Kathy Yearick has lived on SR 41 since 1981 and noted that the community has changed throughout her time. She noted that it is not the noise that bothers her, but pollution, windows rattling, and pictures on her walls moving. Kathy sees differences on SR 41 and SR 48 and would like to see sharing of the truck traffic between the two routes. She noticed a difference when the signs were installed. Kathy also worries about her gas lines. She noted that DelDOT helped with a

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water main break that resulted in a sinkhole. Kathy would like the committee/DelDOT to work with Delmarva to determine if truck traffic on SR 41 could be doing damage to gas lines.

4. Kathy Fricke presented a number of questions for the committee to consider: are there laws about hazardous materials being transported in residential areas? Can trucks carry hazardous materials 25-feet from her window? Can the speed limit be reduced by the school on Graves Road? What kind of relief will be provided now? Kathy noted that she saw the numbers and that the trucks went to almost a 50/50 split between the two routes. She noted this is not a long-term solution.
5. Keith Miller thanked Sgt. Parks and noted that the truck enforcement unit currently uses his driveway and the targeted enforcement is helping with truck traffic. Keith suggested the committee consider forensic engineering – engineers and scientists can determine how much damage is happening to houses on SR 41 and SR 48. Keith noted that damage to homes is a big issue on SR 41 because when truck traffic comes in, something happens with the road that causes vibrations that affect the house foundations.
6. Judy Winters thanked the presenters for providing numbers related to the issue. She provided a plea to the representatives for SR 7, SR 41, and SR 48 to work together noting that there is too much traffic in a congested area and the committee does not need to say who has it harder. Judy stated that the committee will get farther and come up with great solutions if members let individual problems go by.
7. John Antonelli expressed concerns about speed on Route 7 from the Pennsylvania state line to Brackenville Road. John has worked with DelDOT and Sgt. Tom Cracken at Troop 6 to address speeding and request a traffic signal at SR 7 and Brackenville Road. John noted that DelDOT did not install a signal because the number of left-hand turns from Brackenville Road was not high enough. John also noted that Sgt. Cracken used a radar gun to collect speeds at a time when congestion likely resulted in lower speeds.

Following public comments, Andrew thanked everyone for attending and closed the meeting.

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.

The next meeting will be held on Wednesday, September 13, 2017 at 6:00pm at the Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE 19707.

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

Attachments: Committee Member Sign-in Sheet
General Sign-in Sheet
Public Comment Speaker Sign-up Sheet

cc: Attendees

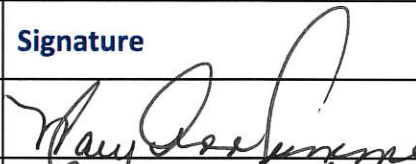

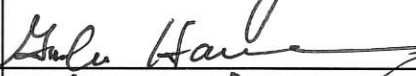


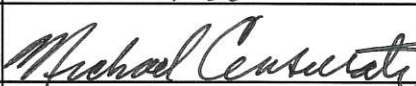

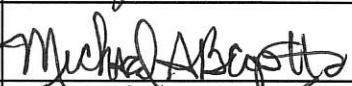




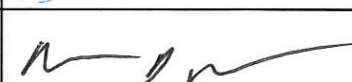
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6:00pm

Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE

Committee Member Sign-in Sheet

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

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Sign-in Sheet

Name	Address	Phone Number	Email
Stephen Larriman			
KRIS Nonnenmacher			
Anne Powell			
Jeanne Moulton			
John Moulton			
Kathy Yearick			
Sean Walsh			
Jim + Susanne Hussey			
JOE CARUCCI			
Christine Straight			
KEITH E. MILLER			

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Sign-in Sheet

Name	Address	Phone Number	Email
Gene Bailey			
Robert C Gilbert			
Anthony Dillo			
Brian Farnes			
C.R. McLeod			
Eileen Carroll			
Suzanne Teylor			
Kathy Forcke			
Marleah Garker			
Rep. Kim Williams			
Robert Keasle			

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Sign-in Sheet

Name	Address	Phone Number	Email
Peter T. Christy			
Candace C. Christy			
DAN SUMMERS			
CHARLIE WEYMOUTH			
PETE HAYWARD			
JAMES J CORBETT			
STEPHEN McGRATH			
John POWELL			
RUSS HALE			
Sam Barry			
Sally & Jim Kennedy			

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Sign-in Sheet

Name	Address	Phone Number	Email
Marilynn D'Amico			
JIM WELING	1		
ROE "			
Judy Winters			
Tim Snow	4		
Robert Straight			
John Antondhi	:		
Don's Pudlo	:		

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Sign-in Sheet

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Public Comment Sign-up Sheet

✓ 1.

CHARLIE WEYMOUTH

✓ 2.

Marilynn D'Amico

✓ 3.

Kathy ~~Reardon~~ Yearick

4.

~~Wendy Carroll~~

✓ 5.

Kathy Fricke

✓ 6.

Keith Miller

✓ 7.

Judy Winters

8.

John Antonelli

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