

County Comments

Newsletter of

THE CIVIC LEAGUE FOR NEW CASTLE COUNTY

Informed Citizens for Sound County Growth

CLNCC Monthly Meeting

Tuesday, March 20, 2018

7:00 PM

Christiana Presbyterian Church

15 Old Baltimore Pike, Newark, DE 19703

Guest Speakers:

Eileen Butler, Natural Areas Program Manager, DNREC

RJ Miles, Vice President CCOBH

2017 Dept. of Land Use Annual Report Released

For more information, please go to the NCC website, land use page.

New Civic Group Alert- The Claymont Revitalization Project

By: Matthew Morris

Our Mission: To establish a revitalizing culture that restores the image and safety within the Town of Claymont, providing a positive foundation for our children, and allowing the town to exceed its potential and thrive with economic growth.

March 2018



Founded in 1962.

P.O. Box 5562
Wilmington, DE 19808

The Civic League is a non-profit, non-partisan, volunteer organization.

The opinions expressed herein are those of the authors of the individual articles and not a position of the Civic League unless so stated.

Authors are responsible for the accuracy of their statements. The Editor will accept corrections and comments, as well as articles from any member including residents of member civic associations.

The Civic League for New Castle County meets the third Tuesday of each month except July, August, and December.

We believe that informed citizens are the strongest defense against thoughtless and imprudent public policy. We value transparent, ethical government, and properly planned growth strategies that benefit all of New Castle County's Residents.

For further information, please visit our website.

www.civicleagueforncc.org

The Claymont Revitalization Project was started by Matthew Morris, a Claymont native and the administrator of Take Back Claymont Facebook page, along with Josie Stauffer. After a multitude of concerns were raised and addressed on the page, Mr. Morris commented “Why don’t we have a town hall meeting?” but no one was sure how to proceed. Mr. Morris ambitiously volunteered and organized the first meeting to bring residents together. At present, he and his team of associates, Lisa Allred, Josie Stauffer, Catherine Kelly, and Jennifer Ferris aim to unify the community to tackle social issues relating to crime, drugs, public safety, and youth based activities to help promote and restore a safety community and positive public image.

The Claymont Revitalization Project gained support from Brett Sadler of the Claymont Renaissance Development Corporation, several board members of the Claymont Coalition, and civic association board members from within Claymont. In doing so, the team held the very first Claymont Town Hall Meeting. The meeting was devised to unify the community and introduce them to local legislators, the Attorney General, Director of the Division of Public Health, NCC County Executive, County Officials, and their local patrol officers from NCCPD and DTSP. The town hall meetings have gained tremendous momentum in all of their ideas of revitalizing the community.

The Town of Claymont is conveniently located and has access to three of Delaware’s major highways. It has easy access to every major metropolitan area in the North East. The town has a lot to offer and is in a major upswing of improvement, one that does not seem to have a future of stopping. The Revitalization Project aims to take full advantage of their location and promote it as a platform of attracting new residents, and businesses.

The primary goals of the Claymont Revitalization Project are to bring Claymont to the forefront of economic development, and encouraging businesses to expand to the area. They want Claymont to be a welcome destination instead of a stop-over location.

[Progress for Our Communities During Outdoor Paint Removal](#)

By Sarah Bucic

Lead (Pb) is a neurotoxin with irreversible side effects. Exposure to lead paint chips, grit and dust from dry abrasive sandblasting is dangerous to public health. Ingesting lead causes neurological damage, behavioral and learning disabilities among children, as well as anemia, high blood pressure, kidney damage and reproductive effects (including miscarriage, stillbirths and premature births) among adults. There are no safe levels of exposure to lead and there is no way to reverse the damage caused by lead exposure.

In February 2017, The Civic League for New Castle County was the first organization to support protection for public health of the surrounding communities during outdoor lead paint sandblasting. The Civic League of New Castle County resolution supported:

- 1) Community notifications requirements and public access to information
- 2) Health and safety plans for sandblasting and paint removal to ensure the protection of public health

- 3) Containment measures to prevent community exposure from lead paint chips, particles and dust
- 4) Hazardous waste that is removed from outdoor structures shall be properly transported and disposed at a hazardous waste disposal facility
- 5) Air pollution monitoring to ensure pain particles and dust do not escape containment.

Over 160 water towers have been identified in the State of Delaware, some within 50-100 feet of childcare centers and residential areas. In addition to water towers, other outdoor structures can contain lead paint such as playground equipment, utility structures and poles, bridges and fire hydrants. Currently, no notification requirements or State regulations exist to inform the local community about the removal of lead on outdoor structures.

However, this is changing! In October 2017, in *The News Journal* Secretary Shawn Garvin committed the Division of Natural Resources and Environmental Control (DNREC) to develop a general permit spearheaded by the Division of Air Quality. Secretary Garvin stated this will include “strengthening the public participation process and DNREC oversight” [1]. General permits will also allow DNREC to enforce compliance and hold those in violation of safe industry practices accountable. While the regulations are still forthcoming, and the Division of Air Quality noted that they will only apply to water towers, we look forward to seeing the regulations and their ultimate implementation for the public good. Public input, in the form of hearings, will be held once the regulations are released and we will need the community voices to be heard.

Garvin, Shawn. (October 15, 2017). Delaware Voice: We’re tackling lead paint sandblasting. *The News Journal*. <https://www.delawareonline.com/story/opinion/contributors/2017/10/12/dnrec-chief-were-taking-action-lead-pant-sandblasting/757844001/>

Recommendations from Special Committee, Regarding Truck Traffic and Freight Movements along SR 41, SR 48, and SR 7

The Committee makes the following recommendations to DelDOT and the General Assembly:

1. Conduct a feasibility study of constructing a bypass between US 1 and I-95
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
3. Conduct a feasibility study of constructing a dedicated freight line along the NE corridor from Perryville, MD to Newark, DE
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

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
6. Perform a Road Safety Audit on SR 7, SR 41 and SR 48
7. Perform a traffic engineering study to implement a school speed limit zone on SR 41 near Cooke Elementary School
8. Perform a traffic engineering study to determine appropriate speed limits on SR 7, SR 41, and SR 48
9. Continue to study options described in the 2016 Delaware Valley Regional Planning Commission (DVRPC) Chester County New Castle County Transit Study
10. Consider the use of quiet pavement technology on SR 7, SR 41 and SR 48
11. Relocate existing engine compression brake prohibition signs to downhill locations approaching signalized intersections
12. Install engine compression brake prohibition sign with flashing beacons at PA state line
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
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
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
16. Provide additional enforcement of existing speed limits
17. Perform a study to identify feasible locations to install fixed virtual WIM stations on SR 7, SR 41 and SR 48
18. Increase the number of truck inspections
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.”

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.”

21. Increase enforcement of engine compression brake prohibition

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

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

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

The five (5) recommendations prioritized by five (5) or more Committee Members are highlighted below:

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

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

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

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

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

[Send us your stories](#)

What is important to you? Do you have an issue in your community that needs to be addressed? We want to hear from you, our loyal members. Let us know how we can help!