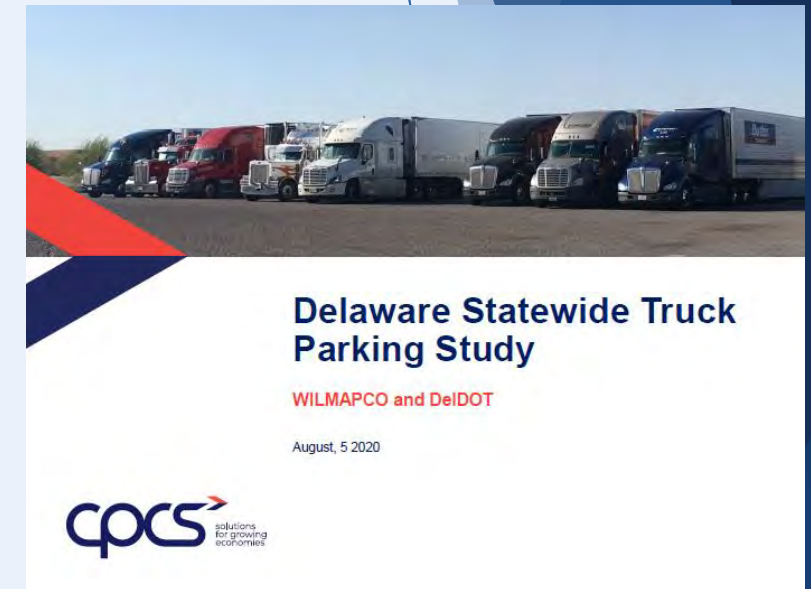




Freight Planning Studies Update



February 2021

Freight & The FAST Act

- Signed into law Public Law 114-94 in 2015
- Funds surface transportation programs
- Improves mobility on America's highways
- Creates jobs and supports economic growth
- Accelerates project delivery and promotes innovation
- **Added funding dedicated to freight**
- Added 10 Requirements to State Freight Plans

\$1.2 B / year (average), apportioned to States by formula

Fiscal year	2016	2017	2018	2019	2020
Estimated funding (in billions)	\$1.14	\$1.09	\$1.19	\$1.34	\$1.49

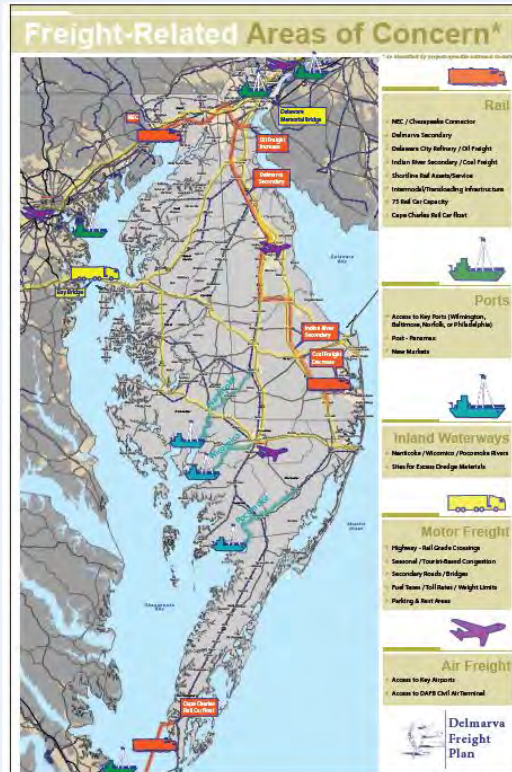
- Approx. \$4.5 million for DE, \$17 million for MD annually

1. Freight System Trends, Needs, and Issues
2. Freight Policies, Strategies, and Performance Measures
3. Freight Network Facilities (Multi-modal & CUFC/CRFC)
3. National Freight Policy/Program Support
4. Innovative Technology Consideration

6. Roadway Deterioration Issues and Mitigation Strategies
7. Freight Mobility Issues and Mitigation Strategies
8. Freight Induced Congestion and Mitigation Strategies
9. Freight Investment Plan (Fiscally Constrained)
10. State Freight Advisory Committee Consultation

Freight & The FAST Act

- 2015 Development of Delmarva Freight Plan (Updated in 2017)
- Feedback from Shippers, logistics and supply chain community
- Gave guidance on initiatives to pursue as part of Strategic Freight Goals:
 1. Economic Vitality
 2. Freight Connectivity, Mobility & Accessibility
 3. Safety & Security
 4. System Management, Operations & Maintenance
 5. Sustainability & Environmental Stewardship



Feedback and Goals
from Plan help feed
our planning "To-Do
List"



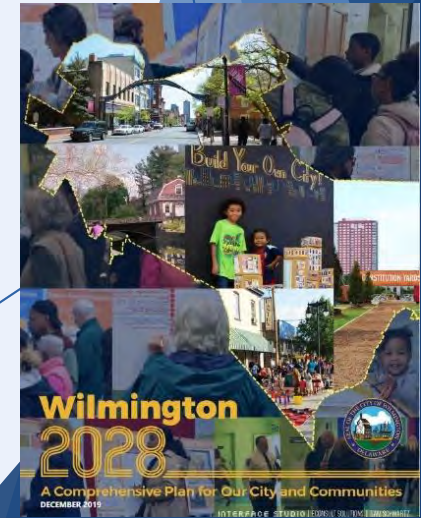
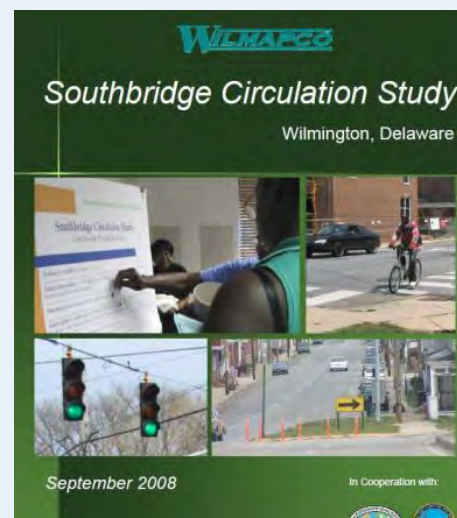
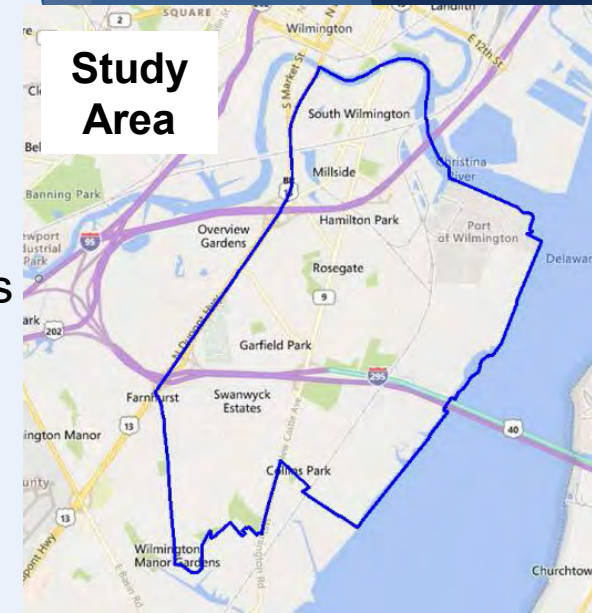
Project #1: Impacts/Benefits analysis of Truck Access Improvements around the Port of Wilmington Area



#1: Impacts/Benefits analysis of Truck Access Improvements around the Port of Wilmington

Project Details:

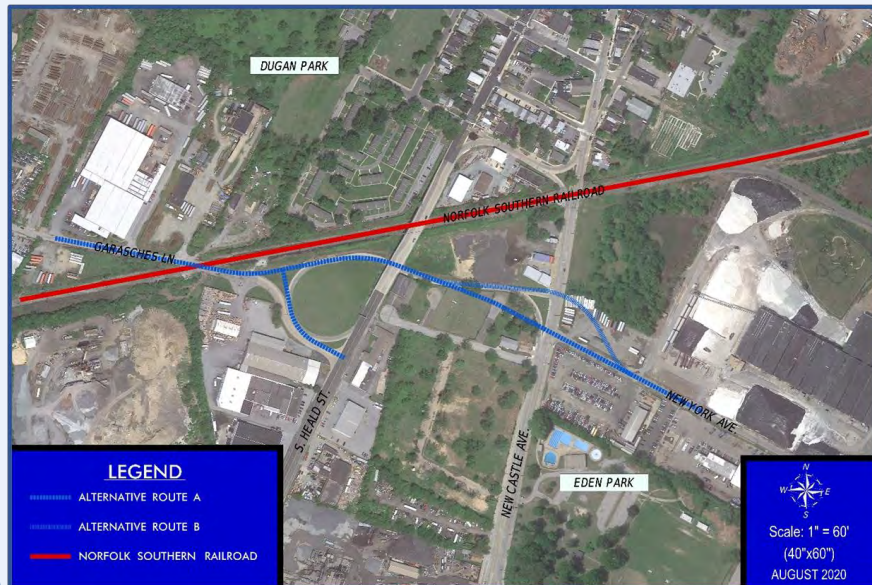
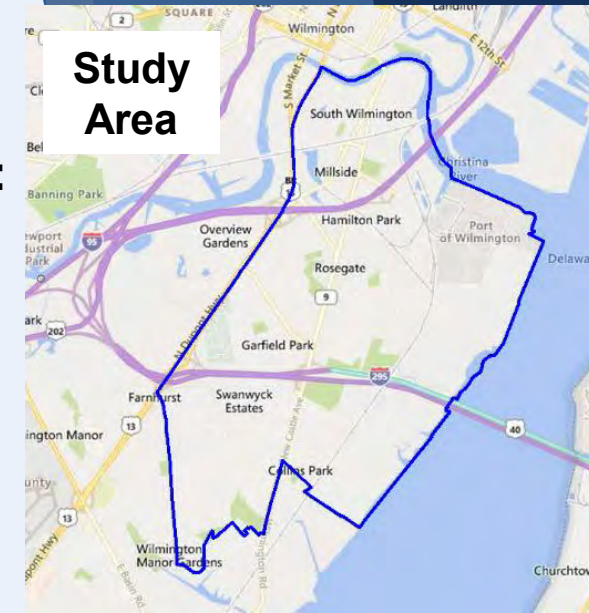
- Evaluate and provide further analysis possible improvements in and around the Port of Wilmington area from SR 9 Corridor Master Plan and other plans/studies
- Serve as the technical analysis to analyze these ideas with a land use and transportation model-based approach.
- Capture “what-if” scenarios for which improvement(s) work best
- Provide cost estimates for these recommended improvements short/long term and low/high-cost options



#1: Impacts/Benefits analysis of Truck Access Improvements around the Port of Wilmington

Measures of Effectiveness (MOEs) can include (but limited to) items such as:

- Changes in truck volumes along SR 9 and Terminal Ave.
- Intersection LOS along SR 9
- Travel Time changes SR 9 and Terminal Ave.
- Project Costs (CTP-level estimates)
- Air Quality emission benefits
- Other Environmental/Community impacts:
stormwater considerations, railroad impacts, utility impacts and property impacts.



Road evaluations include (but limited to):

- Pigeon Point Rd. extension to I-295
- Intersection LOS along SR 9
- Interchange between I-295 and Pigeon Point Rd.
- Pyles Lane
- Connection between Garasches Lane and Terminal Avenue

#1: Impacts/Benefits analysis of Truck Access Improvements around the Port of Wilmington

Project Timeline:

TASK	Oct.	Nov.	MONTH Dec.	Jan.	Feb.	March	April	May	June
Task 1: Develop list of possible roadway improvements for consideration									
Task 2: Perform impacts and benefits analysis									
Task 3: Present Findings						★			
Task 4: Prepare Draft Report									
Task 5: Final Report								★	

Outreach efforts:

- 2 Public Workshops (tentatively March. and May)
- Formation of a small project workgroup individuals representing the impacted community, elected officials as well as impacted businesses and institutional entities. **First Meeting held on 2/15/21**
- Regular updates at SR 9 CMC/SWPN meetings
- 9-11 month project schedule



#2: Delaware Statewide Truck Parking Study



#2: Delaware Statewide Truck Parking Study

Two-part approach:

1. Address the requirements set by MAP-21 and Jason's Law for addressing truck parking along the interstate system
2. Address more localized, shorter-term truck parking and staging within the State of Delaware

Task 1: Truck Parking: The National Perspective

- Jason's Law, Current Major parking inventory
- National Trends

Task 2: Existing Local Truck Parking Conditions

- More local perspective
- Use of focus group

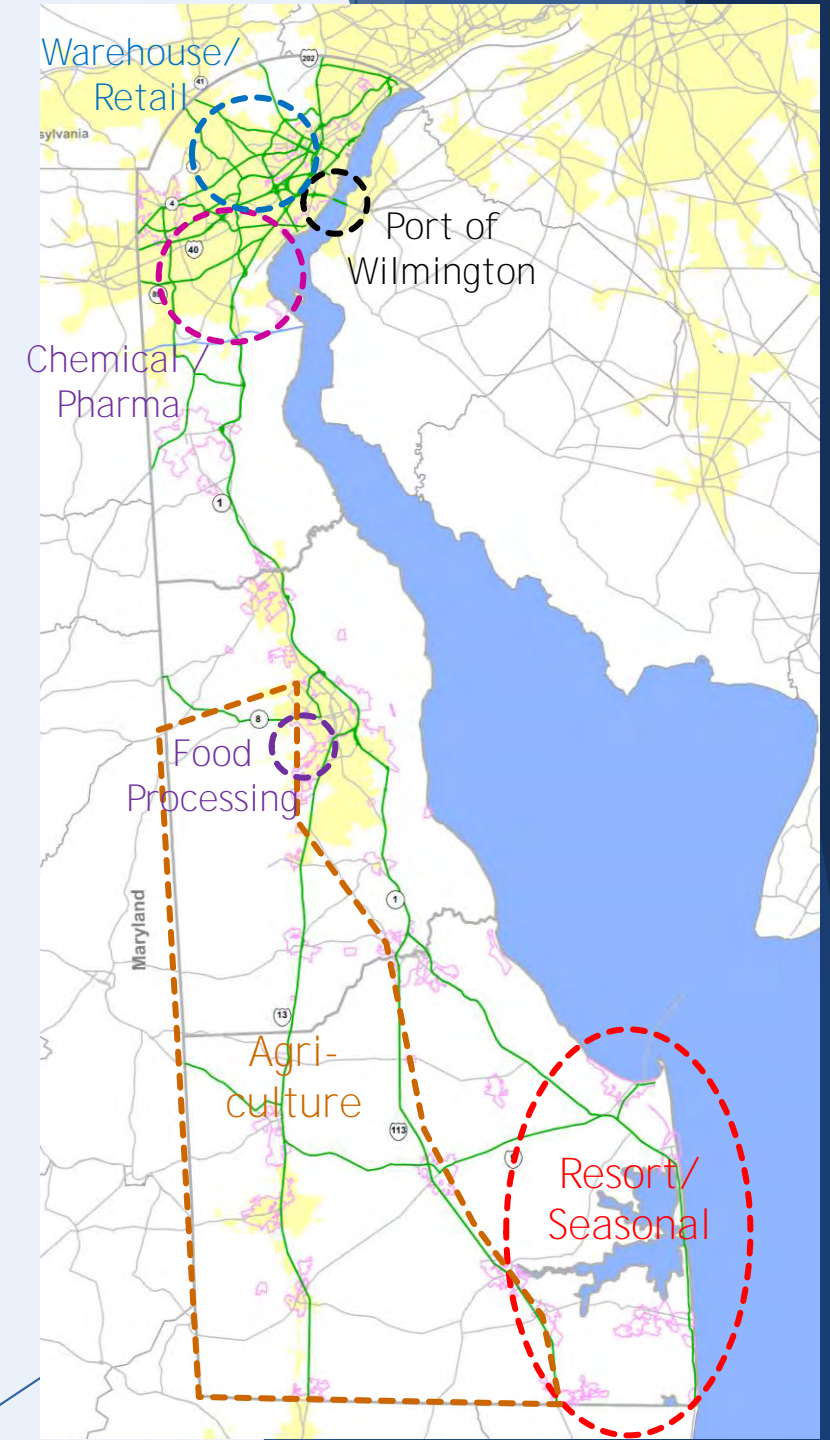
Task 3: Overnight Parking Analysis

- Examine concentration of overnight parking (designated/undesignated)
- Seasonal variations and industry patterns

Task 4: Findings and Focus Group Workshop

- Possible physical/technology changes

Task 5: Strategies and Recommendations



Delaware Statewide Truck Parking Study

Overall objective:

- Address overnight parking hotspots as well as more localized, shorter-term truck parking and staging needs within the State of Delaware. An additional focus of this effort will include regular engagement with the local trucking community to help validate future strategies and recommendations.



Impacts of Inadequate Truck Parking

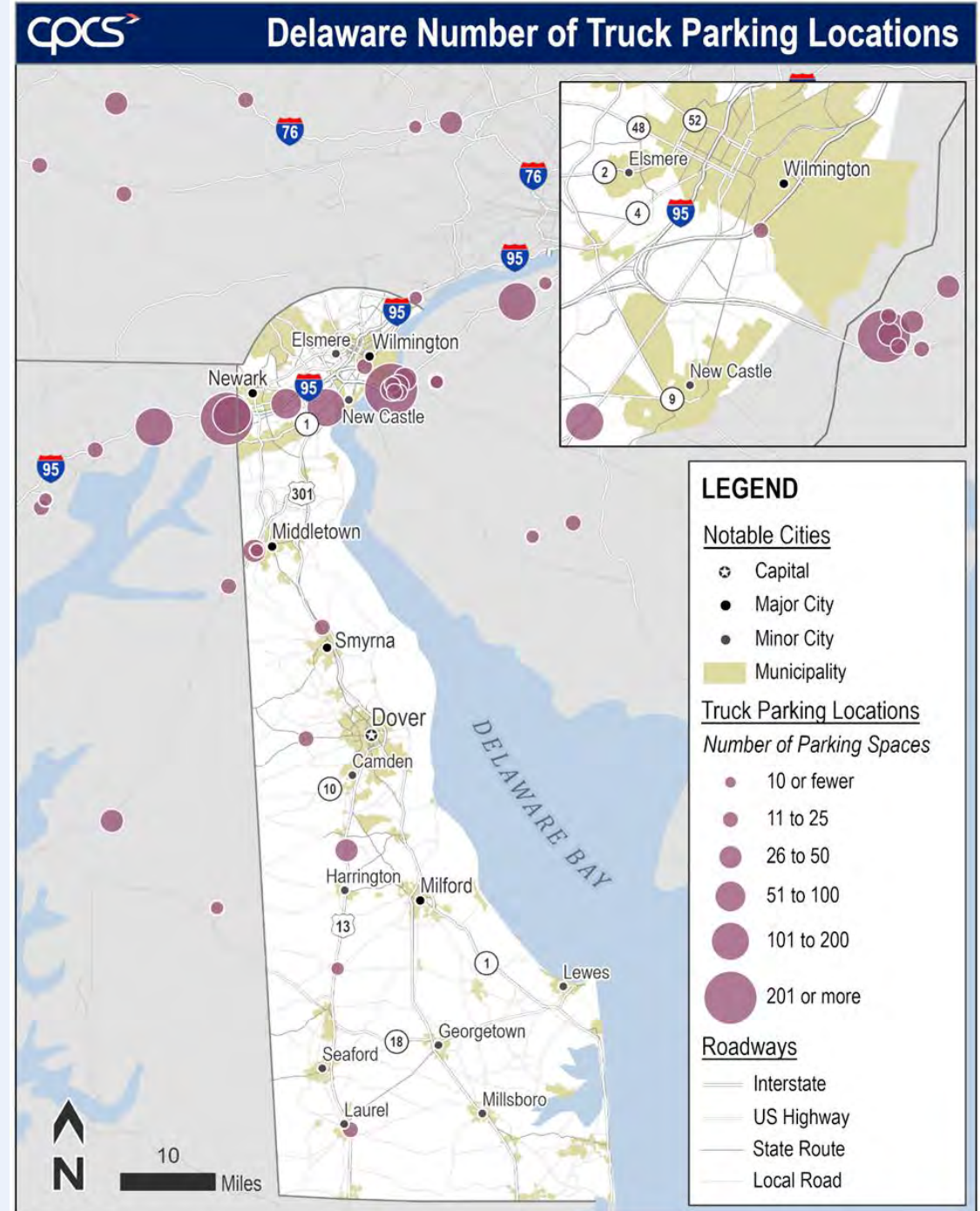
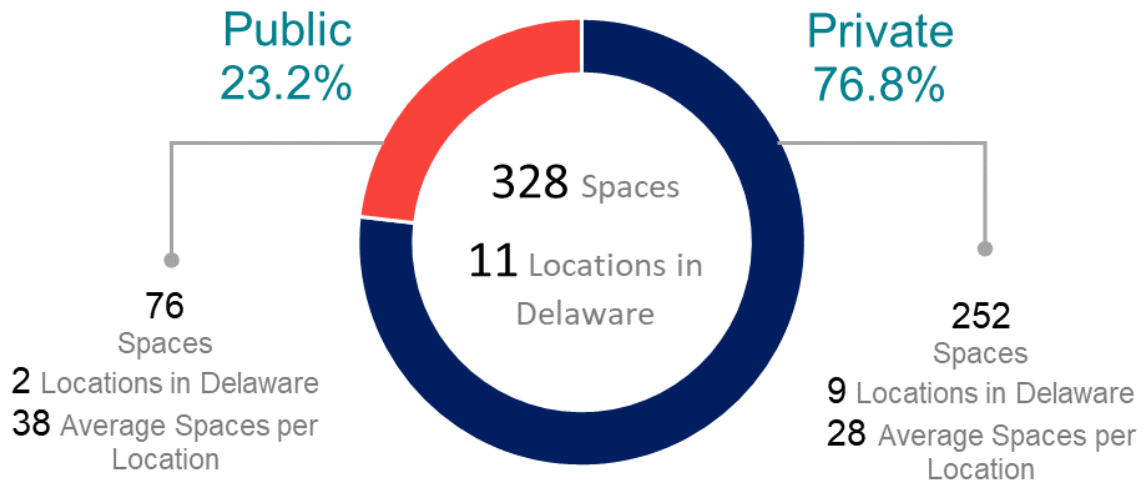


#2: Delaware Statewide Truck Parking Study

Existing Local Truck Parking Conditions

- Almost exclusively private parking facilities
- Large facilities in MD and NJ along I-95 & I-295
- Emerging smaller short-term locations (Wawa, Royal Farms)
- Do we have an Hours of Service (HOS) or a staging issue?

Total Public, and Private Truck Parking Locations in Delaware

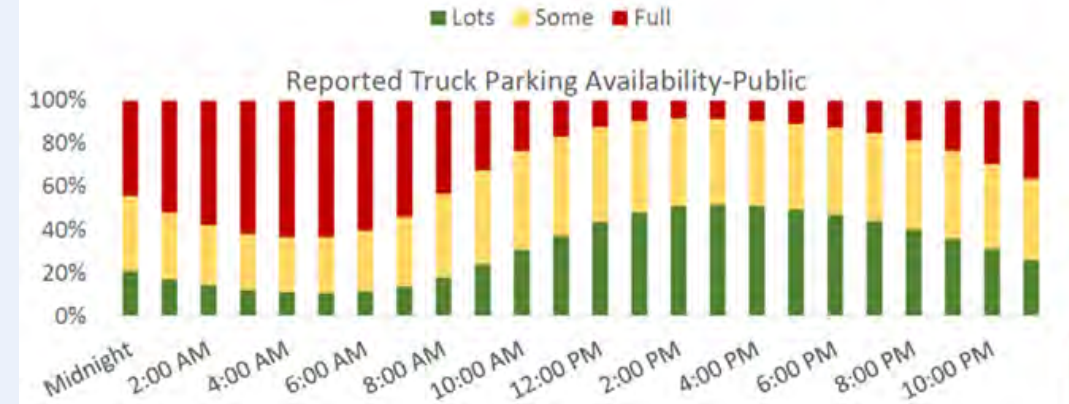


#2: Delaware Statewide Truck Parking Study

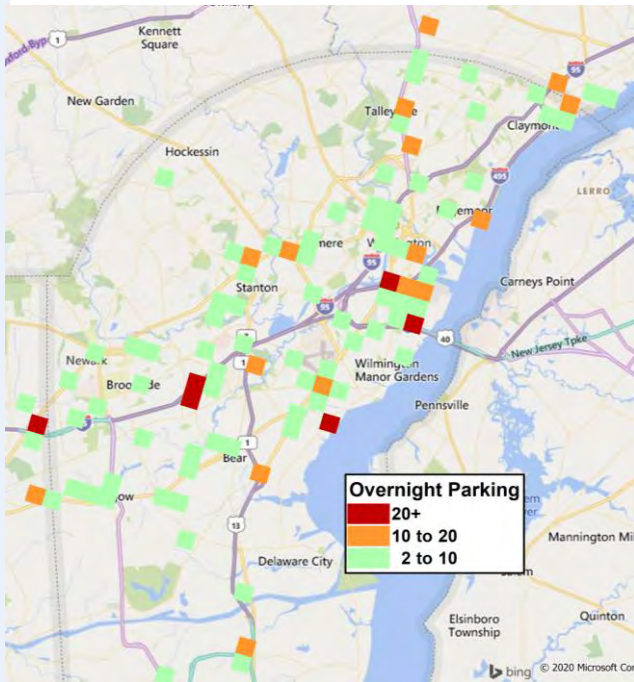
Task 3: Overnight Parking Analysis

- Several new data sources available
- Parking data by:
 - Duration
 - Location
 - Frequency
 - Time of Day
 - Concentration of vehicles

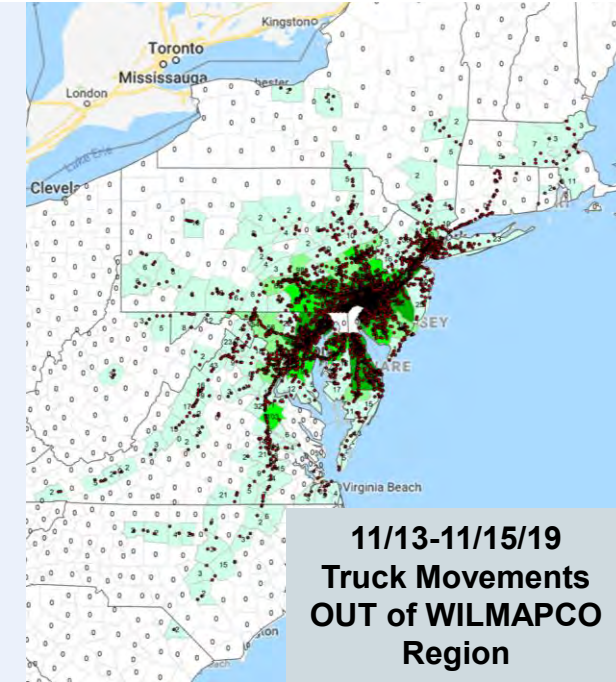
Truckers Path App



Streelight



INRIX GPS Location & Tracking



#2: Delaware Statewide Truck Parking Study

Task 3: Overnight Parking Analysis

- Zero in on Undesignated Parking Area Clusters

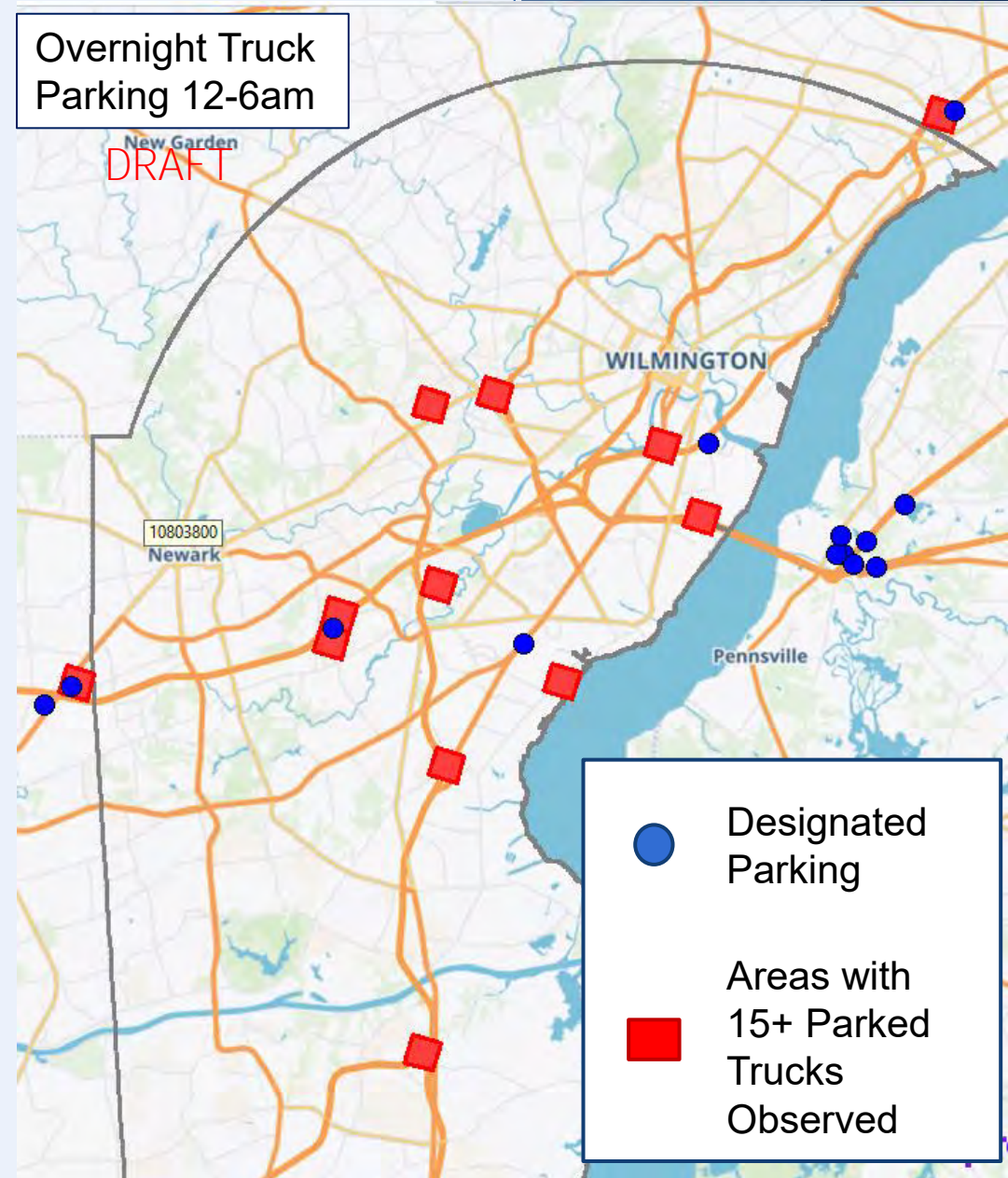
Maryland Example



Delaware Memorial Bridge



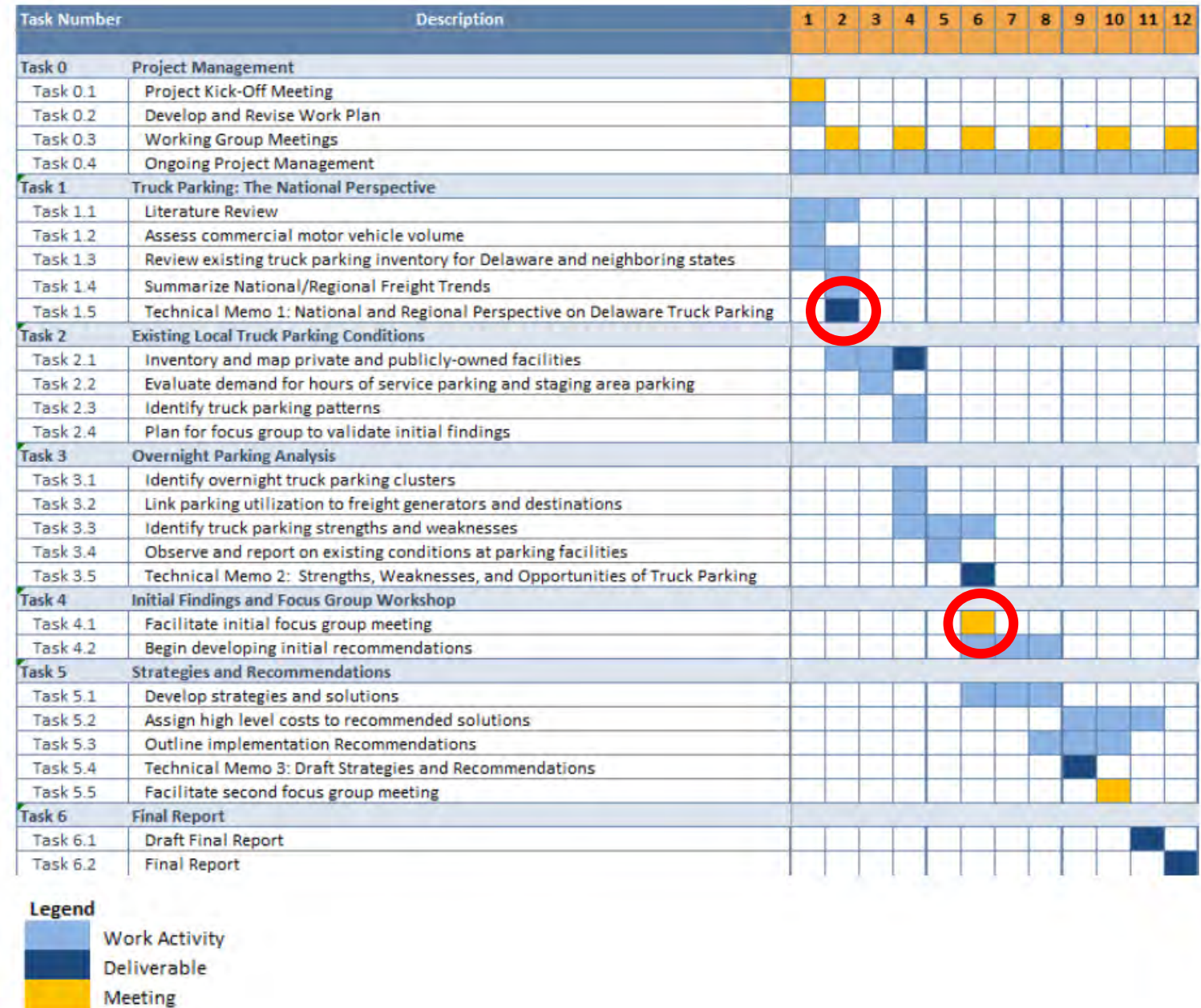
Overnight Truck Parking 12-6am



#2: Delaware Statewide Truck Parking Study

Schedule

- 12-14 months
- Multiple Technical memos and working papers throughout project
Paper #1 nearly complete
- Use of focus group comprised of members for the trucking industry and DMTA
- Early March Focus group being scheduled
- March/April Outreach period use of wikimap tool



#3: Delaware Statewide First/Final Mile Freight Network Development

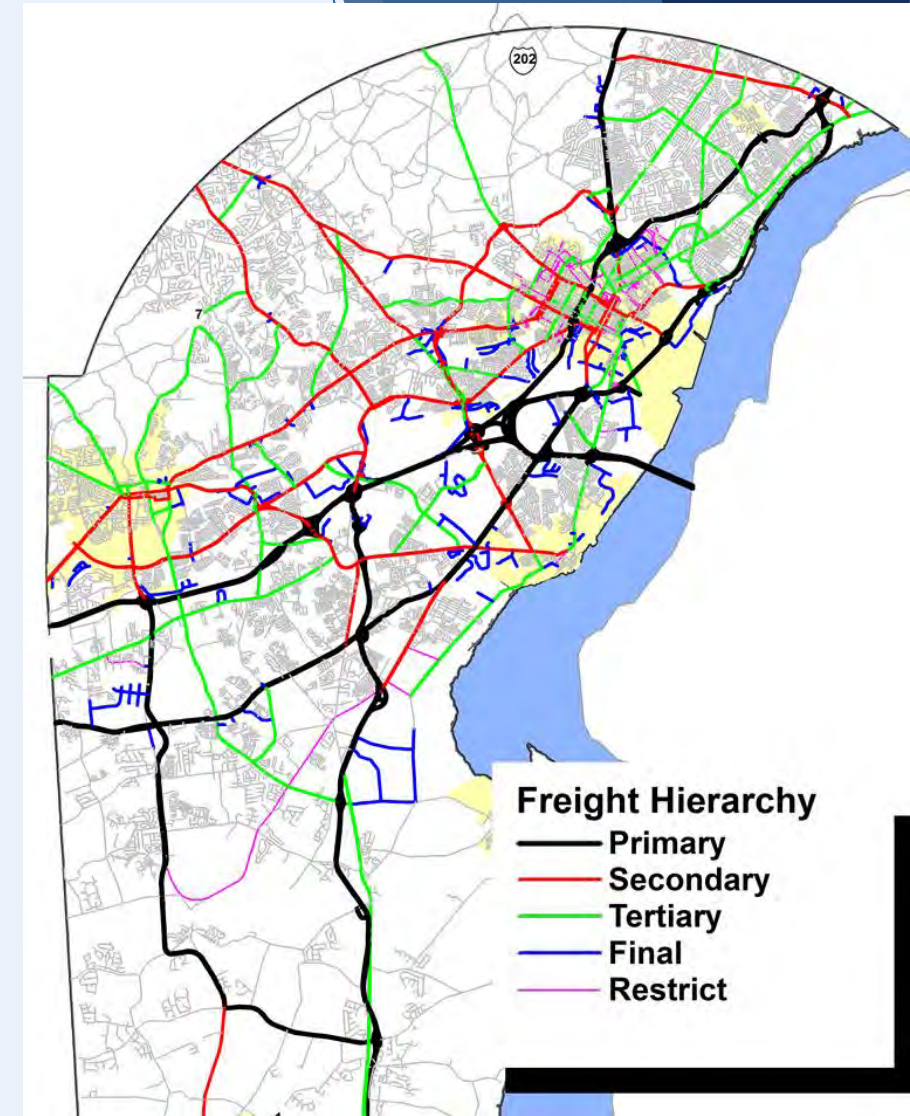


#3: Statewide First/Final Mile Freight Network Development

What is a “first / final mile”????

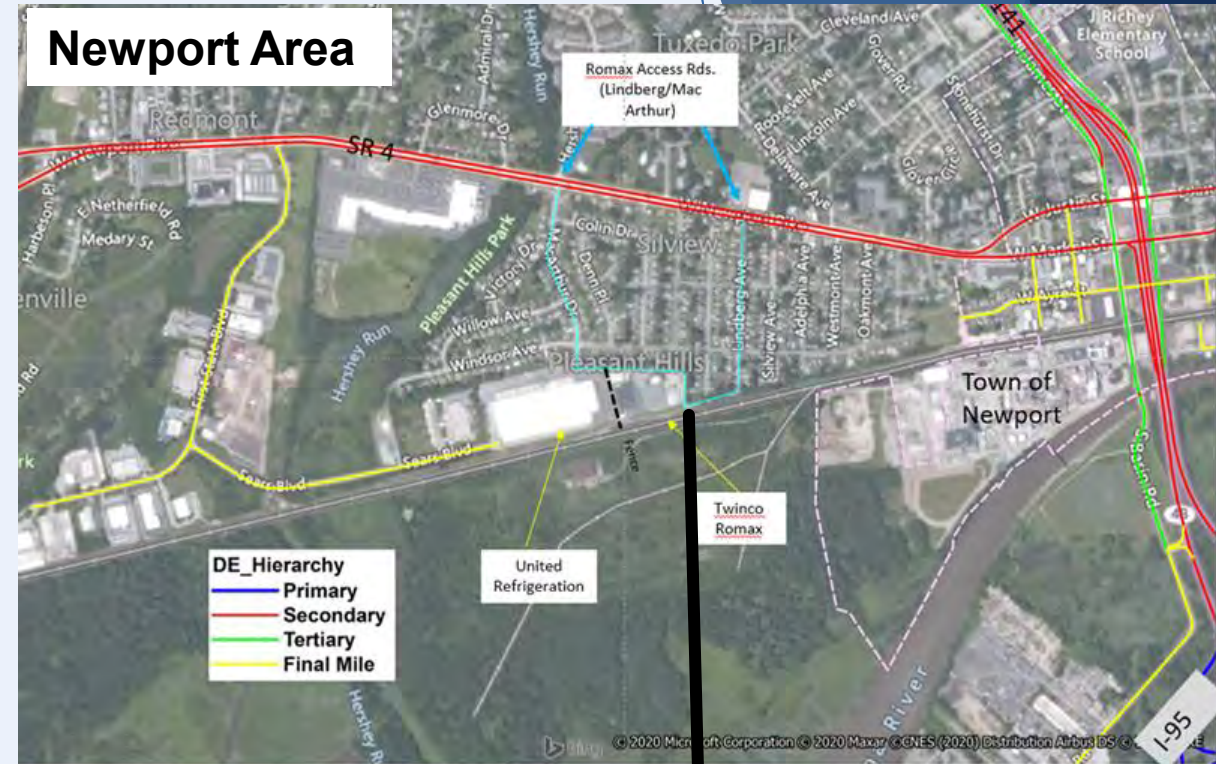
- Road segment that is the first/last link to truck generating facilities
- Mostly a Collector/Local Road
- Usually in close residential area
- Usually carry high truck % vs. similar routes
- Most are not understood or well defined
- Lack attention from decision makers
- Not fully aware of the importance of freight to the economy of the region and to the Nation as a whole
- Can be poor condition/ functionality obsolete geometry
- Inadequate turning radii
- Inadequate shoulder width / stabilized shoulders
- Lack of lane width
- Drainage/Flooding

Bottom Line: These segments usually support multiple users including passenger vehicles, bicycles, and pedestrians, and may not have been initially designed to easily accommodate truck traffic effectively, creating delays which cost both time and money

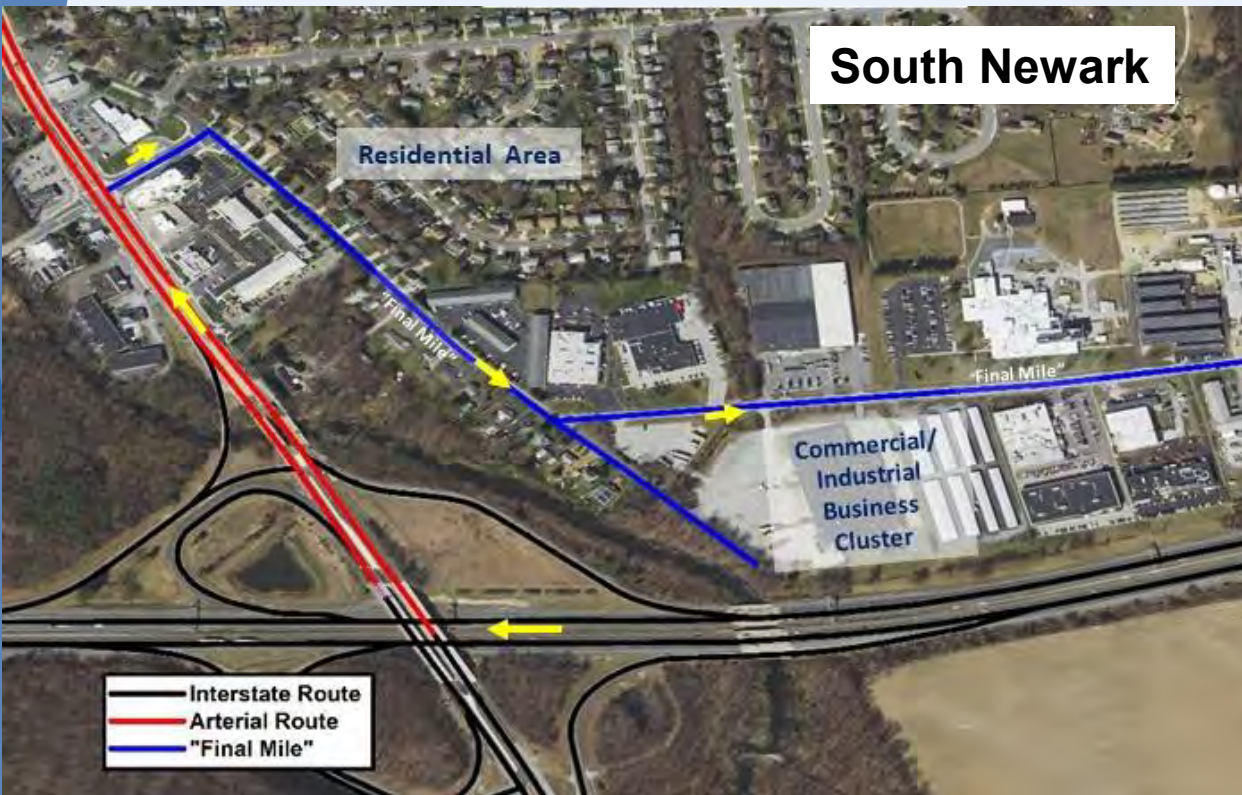
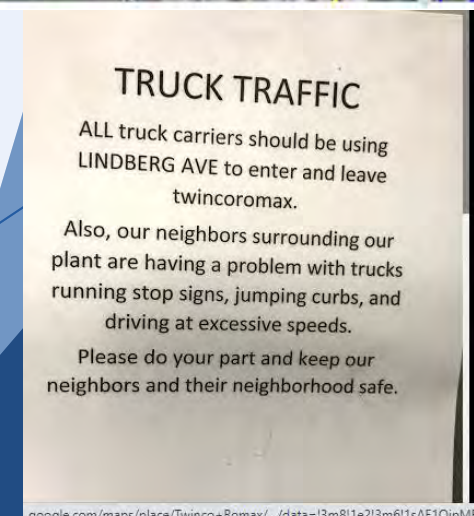
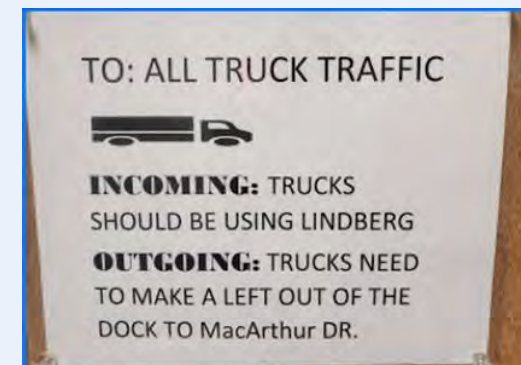


#3: Statewide First/Final Mile Freight Network Development

Local Examples



Paper signs displayed at entrance



#3: Statewide First/Final Mile Freight Network Development

Project Goals:

- Create a greater understanding of Delaware's first/final mile connections that link businesses to state and national highway networks
- Help Delaware's transportation stakeholders effectively maintain and improve first/final mile freight transportation connections while balancing the needs of other transportation users including passenger traffic, bicyclists, and pedestrians.

Key Questions to answer:

- How should a first/final mile facility or connection be defined?
 - What and where are Delaware's first/final mile facilities and connections?
 - How do Delaware's first/final mile connections perform?
 - How should Delaware improve and maintain its first/final mile connections? What tools do we have?
-
- 11-13 month project schedule



#3: Statewide First/Final Mile Freight Network Development

Collecting
Comments until
2/17/21

Planned Outreach efforts

- Inviting the freight community, including shippers, businesses, truck drivers and residents throughout Delaware to provide your experiences with freight movement at local level.
- Two industry focus group meetings (January & April 2021)
- Details on common problems they experience dealing with issues such as mobility, safety, infrastructure and land use compatibility.


<https://wikimapping.com/Delaware-Final-Mile-Public.html>

Wikimap exercise

Users can add locations and descriptions of their local experiences on:

- Mobility
- Safety
- Road Condition
- Land Use Conflicts
- Draft Final Mile Connections

Accessible through
project website

**First/Final Mile Study Outreach**

How can you help???

1. Add a comment or concern clicking on "Points" tab below and choose type of comment/concern
2. Describe conditions you experience
3. View other comments and give added feedback to locations that have been identified.

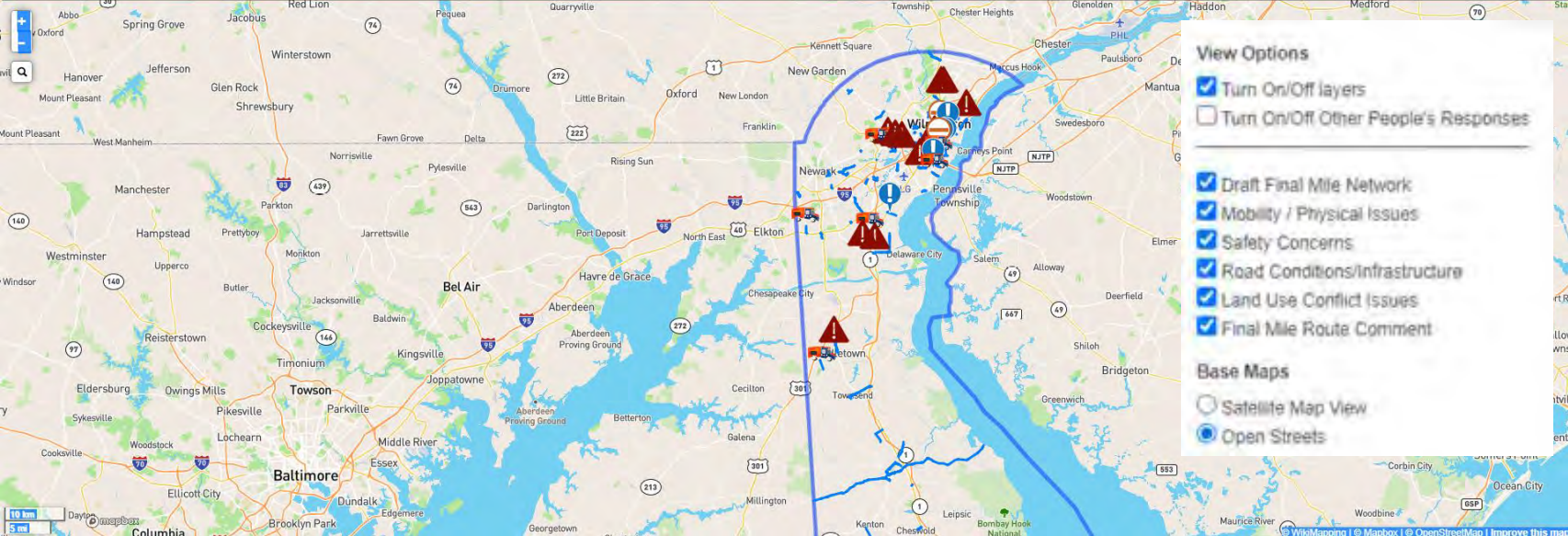
4. For Draft Final Mile designations, click the "Routes" feature to add suggestions

- Interstates/Expressways
- Major Arterials
- Draft Final Mile Network

Map Legend

Category	Examples
Mobility	Tight turns, poor geometry, congestion
Safety	Speeding, sight lines, frequent crashes and bike/ped conflicts
Road Conditions	Poor pavement, bridge conditions
Land Use Conflicts	Noise/air quality issues, residential and community conflicts (i.e. schools, parks, etc..)
Final Mile Network	Comments on Draft Route designations

Delaware Final Mile Network Welcome



View Options

- ☒ Turn On/Off layers
- ☐ Turn On/Off Other People's Responses
- ☒ Draft Final Mile Network
- ☒ Mobility / Physical Issues
- ☒ Safety Concerns
- ☒ Road Conditions/Infrastructure
- ☒ Land Use Conflict Issues
- ☒ Final Mile Route Comment

Base Maps

- ☐ Satellite Map View
- ☒ Open Streets

#3: Statewide First/Final Mile Freight Network Development

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First/Final Mile Study Outreach

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	Interstates/Expressways
	Major Arterials
	Draft Final Mile Network

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	Final Mile Network	Comments on Draft Route designations

Delaware Final Mile Network Welcome

Add Comment

Description: Safety Concerns
Initial comment:
Previous Comment recorded

Untitled

The very new and massive DOT company plant has constructed what is supposed to be an "exit only" onto Route 72 (near the 13/7 intersection) but trucks are also using it as an entrance, impacting traffic going both directions on Route 72. There are also odd truck movements negotiating the Rt. 72/Route 1 intersection, with observed U-turns...

Do you agree with this comment?
☐ Agree ☐ Disagree

View Options

☒ Turn On/Off layers
☐ Turn On/Off Other People's Responses

☒ Draft Final Mile Network
☒ Mobility / Physical Issues
☒ Safety Concerns
☒ Road Conditions/Infrastructure
☒ Land Use Conflict Issues
☒ Final Mile Route Comment

Base Maps

☐ Satellite Map View
☒ Open Streets

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Questions?

Project Pages:

Impacts/Benefits analysis of Truck Access

http://www.wilmapco.org/port_analysis

Delaware Truck Parking Study

<http://wilmapco.org/truckparking>

Delaware First/Final Mile

<http://www.wilmapco.org/finalmile>

<https://wikimapping.com/Delaware-Final-Mile-Public.html>

