



**2022 Delaware Freight
Emphasis Area Summary:
Truck Parking**

D.4 Truck Parking

2021 Delaware Statewide Truck Parking Study:

http://www.wilmapco.org/freight/DE_Truck_Parking_Final.pdf.

DelDOT and its MPO planning partners completed the Delaware Statewide Truck Parking Study in 2021. The main objective of the study was to address overnight parking hotspots as well as more localized, shorter-term truck parking and truck staging needs within Delaware. An additional study focus was regular engagement with the local trucking community to help validate future strategies and recommendations. Using several new data collection resources and detailed time-of-day and location-based data, truck parking patterns were captured to develop a comprehensive picture of truck parking conditions throughout Delaware.

IIJA Commercial Motor Vehicle Parking Facilities Assessments

Introduced by the Infrastructure Investment and Jobs Act (IIJA) in 2021 as a new requirement for state freight plans, each state that receives funding under 23 U.S.C. §167, in consultation with relevant state motor carrier safety personnel, shall conduct an assessment of:

1. the capability of the state, together with the private sector in the state, to provide adequate parking facilities and rest facilities for commercial motor vehicles engaged in interstate transportation;
2. the volume of commercial motor vehicle traffic in the state; and
3. whether there exist any areas within the state with a shortage of adequate commercial motor vehicle parking facilities, including an analysis of the underlying causes of such a shortage.

D.4.1 Existing Truck Parking Demand

Based on findings from the truck parking study, the existing demand for truck parking exceeds the available supply of truck parking along key freight routes, near freight generating facilities, and surrounding urban areas in Delaware. As a result, trucks park in undesignated locations at the state’s existing rest areas, along corridor and last-mile shoulders, and on last-mile roads, which poses negative impacts to Delaware’s economy, safety, infrastructure, and quality of life. Overall conditions are fueled by a variety of truck parking issues and challenges in Delaware (Exhibit D-13).

Exhibit D-13: Truck Parking Issues and Challenges ⁹

 High Truck Parking Utilization in Urban Areas	 Presence of Undesignated Truck Parking	 Insufficient and/or Lack of Truck Parking Capacity
 Existing Barriers to Facility Access	 Increasing Goods Movement	 Limited and Expensive Land in Urban Areas
 Negative Public Perceptions of Truck Parking	 Lack of Funding Dedicated to Truck Parking	 Lack of Clear Public and Private Roles to Address Truck Parking Issues

⁹ Delaware Truck Parking Study, 2021, http://www.wilmapco.org/freight/DE_Truck_Parking_Final.pdf.

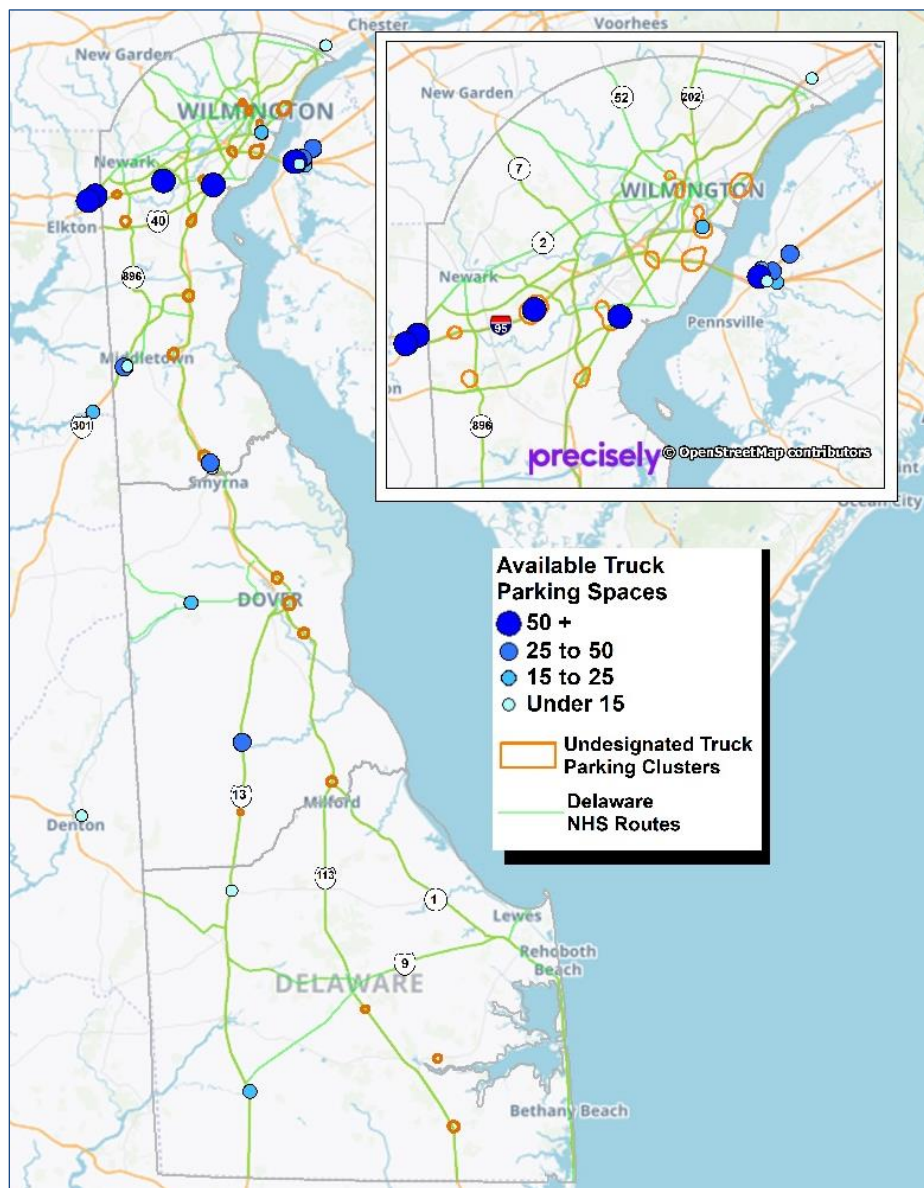


D.4.2 Existing Truck Parking Inventory

An inventory of truck parking locations and spaces, space utilization by time of day, and undesignated parking provide an understanding of the state’s existing truck parking conditions (Exhibit D-14). The inventory and utilization of truck parking provide insights into the state’s truck parking supply and demand, while the presence of undesignated parking signals an imbalance between truck parking supply and demand.

Delaware has 12 truck parking locations that offer a total of 337 truck parking spaces. Among these, there are 10 private locations (261 total spaces) and 2 public locations (76 total spaces). The public locations include the Smyrna Rest Area and the Biden Welcome Center, the latter of which is publicly owned, but privately operated.

Exhibit D-14: Truck Parking Locations



Utilization at the state's truck parking facilities is highest during the early morning hours, peaking from 2:00 AM to 3:00 AM, especially in urban areas. While utilization is high at select facilities, notably in urban locations, many of Delaware's truck parking facilities do not reach full capacity, even during peak hours. Utilization also remains low in many areas of the state during the non-peak hours of the late morning and afternoon. However, those locations in Delaware that do experience high truck parking utilization also experience higher concentrations of undesignated parking.

There are 32 undesignated truck parking clusters in Delaware, with concentrations of undesignated truck parking highest along key freight routes, near existing public rest areas, near freight generating facilities, and in urban areas.

D.4.3 Truck Parking Opportunities for Delaware

While there is no silver bullet solution for truck parking, there are a range of solutions available to advance truck parking in Delaware. Solutions include statewide policies and programs, as well as location-specific projects.

Policies and Programs focus on institutional changes that promote the inclusion of truck parking into governance and investment decisions. While policies and programs may not directly target a specific location, they are instead part of an overarching strategy that can set the foundation for DelDOT and local partners to advance truck parking on a systematic basis and in decision-making. Overall policy and program opportunities for truck parking in Delaware that focus on institutional changes to promote the inclusion of truck parking into governance, planning, and investment decisions include the following:

- **Champion:** Identify a point of contact, or “champion” for truck parking within DelDOT.
- **Funding:** Secure funding for truck parking projects.
- **Capital Planning:** Integrate truck parking into capital project planning and development.
- **Multistate Coordination:** Coordinate truck parking information and efforts with neighboring states.
- **Land Use Coordination:** Partner with local land use agencies to update local land use regulations to support additional parking capacity on-site at freight generators.
- **Outreach:** Launch a public education campaign to share information about truck parking with local agencies and the public.
- **Industry Coordination:** Work with trucking industry to exchange information about truck parking issues and solutions.

From a project planning perspective, the truck parking study also developed a Truck Parking Project Toolkit ([Exhibit D-15](#)), which provides a range of available solutions to target location-specific truck parking needs or issues. This toolkit includes the identification of specific opportunities to apply these projects to truck parking issue areas in Delaware. Refer to the 2021 Delaware Statewide Truck Parking Study directly for additional detail on project opportunities.



Exhibit D-15: Delaware Truck Parking Projects – Toolkit and Location-Specific Opportunities ¹⁰

TYPE	CAPACITY EXPANSION PROJECTS					INFO & TECHNOLOGY PROJECTS	
PROJECT TOOLKIT	Expand truck parking capacity at existing public rest areas.	Leverage existing state-owned facilities and land for new truck parking capacity.	Develop protected roadside truck parking along corridor shoulders.	Incentivize private development of new or expanded truck parking capacity.	Promote truck parking at private parking lots during non-peak periods.	Provide signage with information about truck parking locations.	Monitor and provide new technologies related to truck parking.
LOCATION-SPECIFIC OPPORTUNITIES FOR DELAWARE	At Smyrna Rest Area	At suitable intersections for truck parking (e.g., on freight corridor, near food and fuel) through P3 As part of existing capital planning projects (e.g., on SR 1, East Camden Bypass) At Tybouts Corner and Route 273 Park and Rides At US 13 weigh station Build extra-wide shoulders along last-mile roads at Edgemoor	Along I-95 as part of existing Newark toll plaza upgrades Along SR 1 as part of existing Biddle's Corner and Dover toll plaza upgrades	At Edgemoor Near the Port of Wilmington In the Dover area	At Dover Downs Hotel & Casino and/or Dover International Speedway	Across state borders: on I-95 near Maryland and Pennsylvania borders and on I-295 near New Jersey border At Smyrna Rest Area	

¹⁰ Delaware Truck Parking Study, 2021, http://www.wilmapco.org/freight/DE_Truck_Parking_Final.pdf.

