



# Delaware Statewide Truck Parking Study

**Focus Group Meeting #2**

May 20, 2021



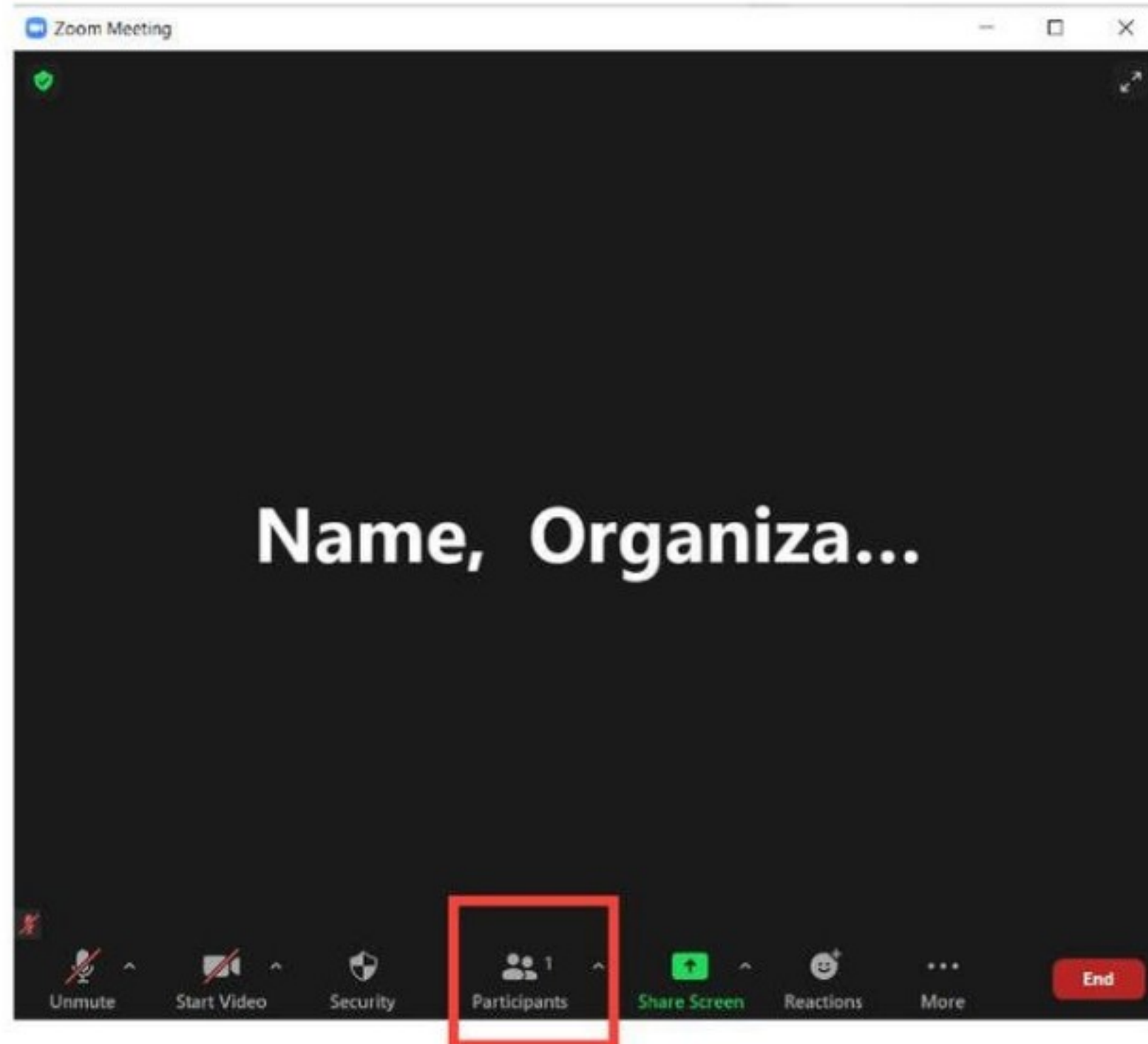




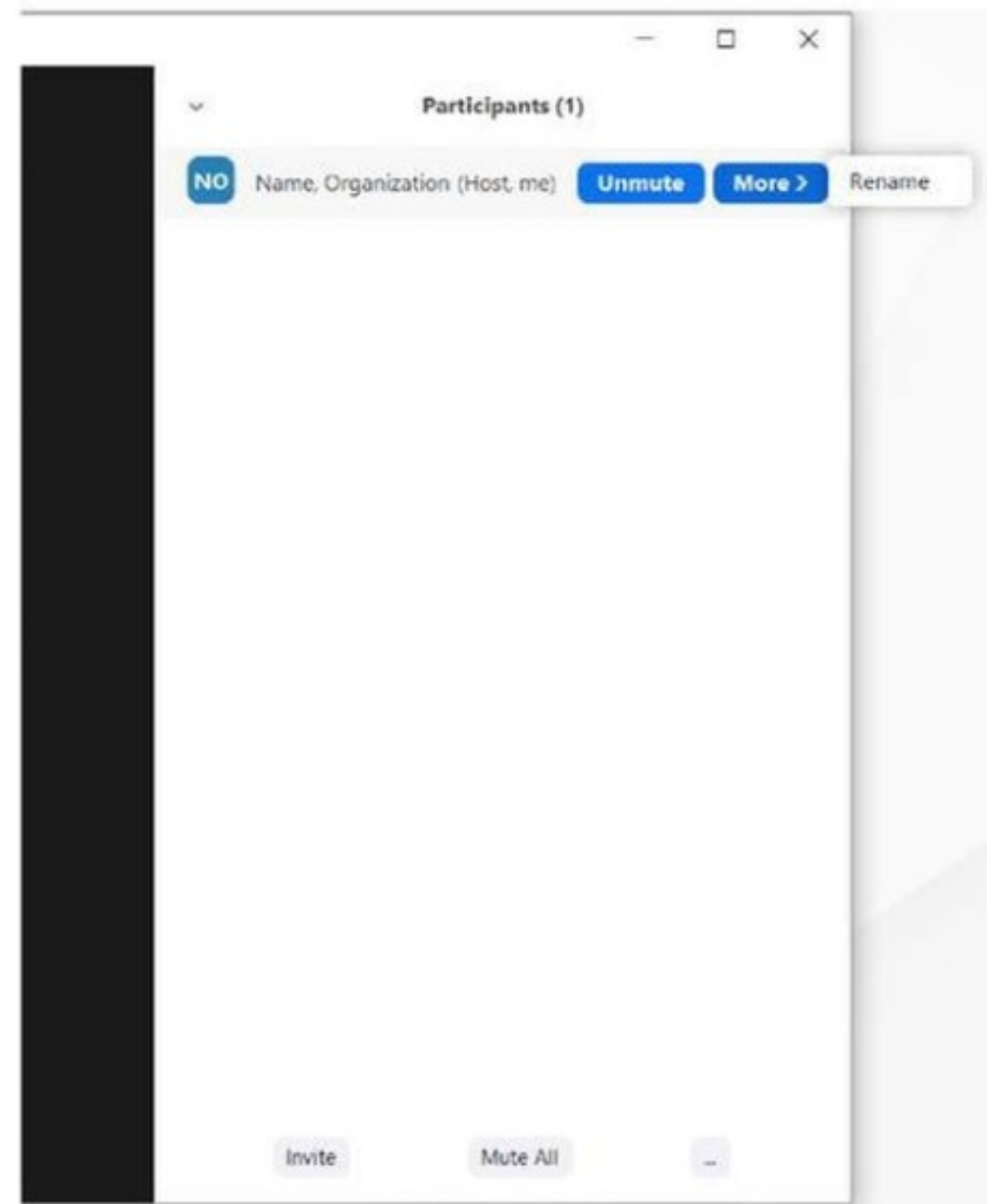
# Welcome!

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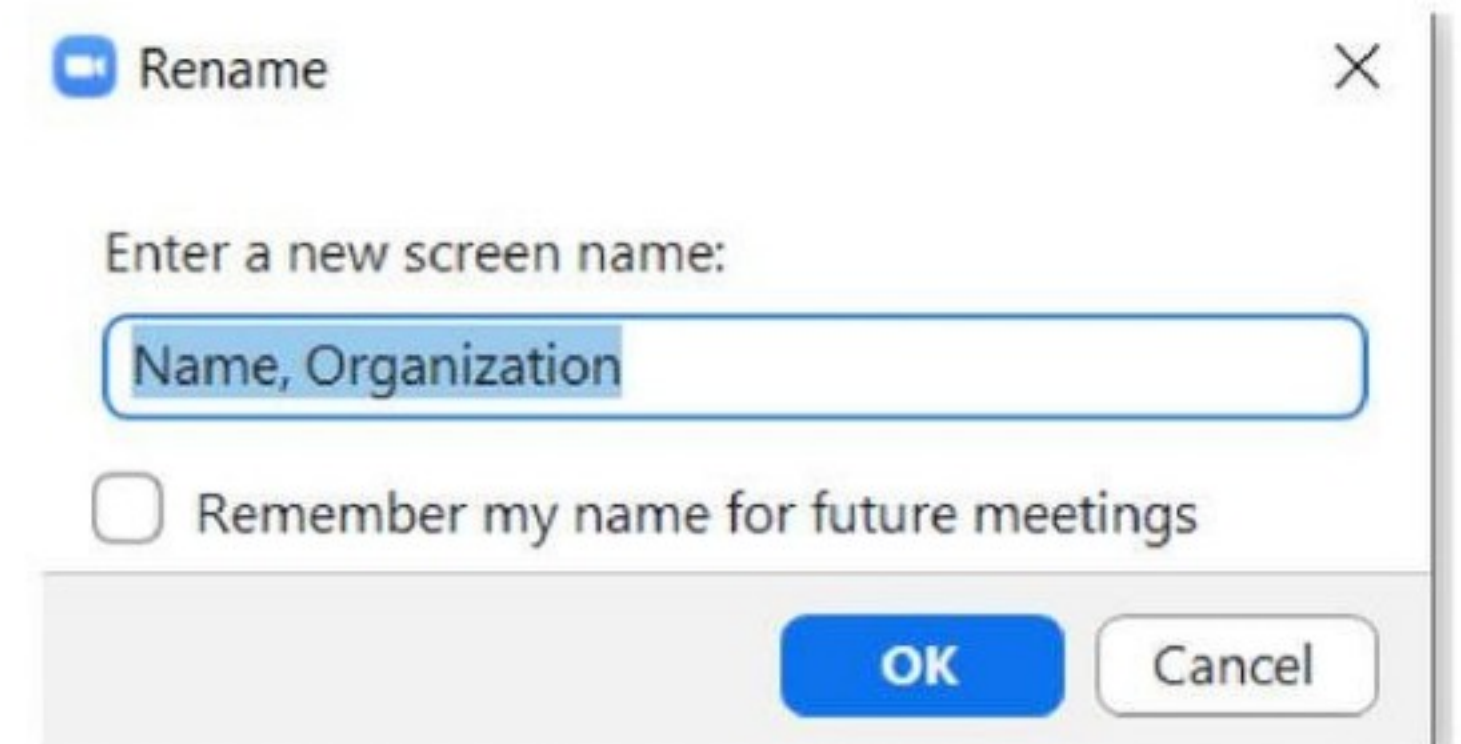
1. Click on Participants in the bottom toolbar



2. In the participants pop-out, hover over your name and click “More” to find the “Rename” option.



3. Enter your name and organization





# Agenda

Welcome from WILMAPCO

Introductions

Undesignated Truck Parking in Delaware

Strengths, Weaknesses, Opportunities, and Threats

5-Minute Break

Draft Solutions & Strategies and Facilitated Discussions

Closing and Next Steps

# Welcome!

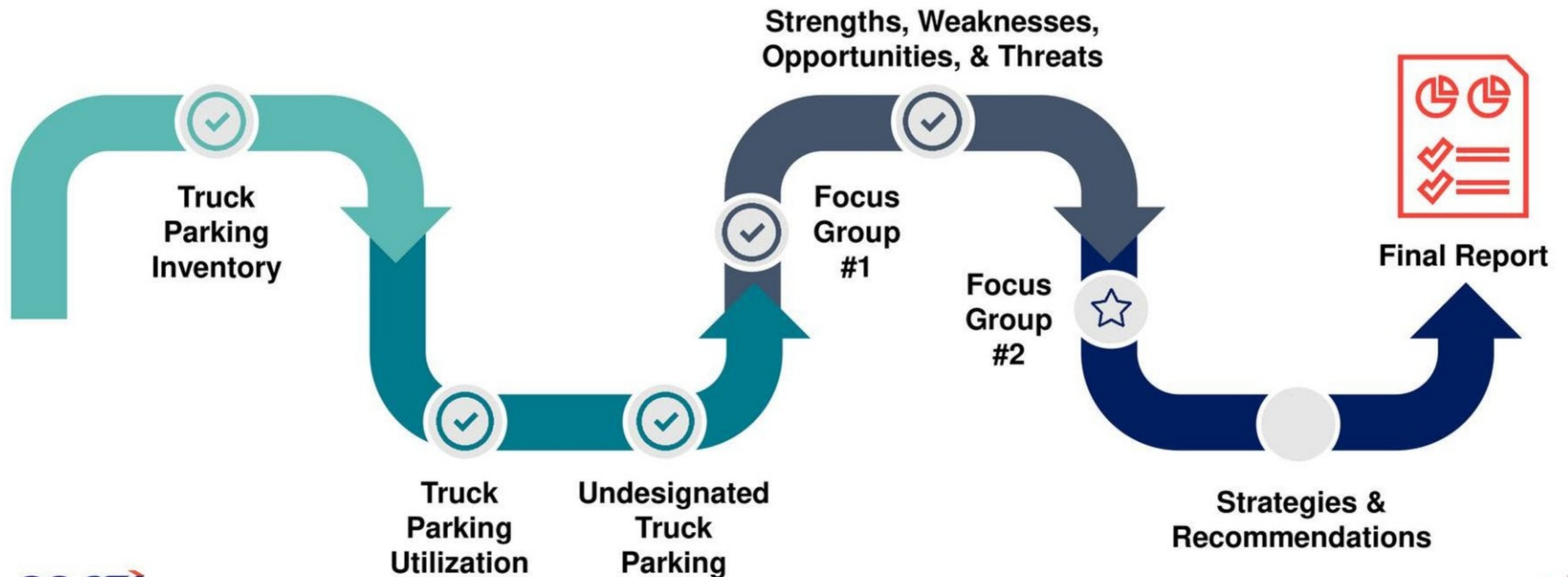
*From Daniel Blevins, Principal Planner, WILMAPCO*





# Delaware Statewide Truck Parking Study

*The objective of the Delaware Statewide Truck Parking Study is to address overnight truck parking hotspots, as well as more localized, shorter-term truck parking and staging needs within the State of Delaware.*







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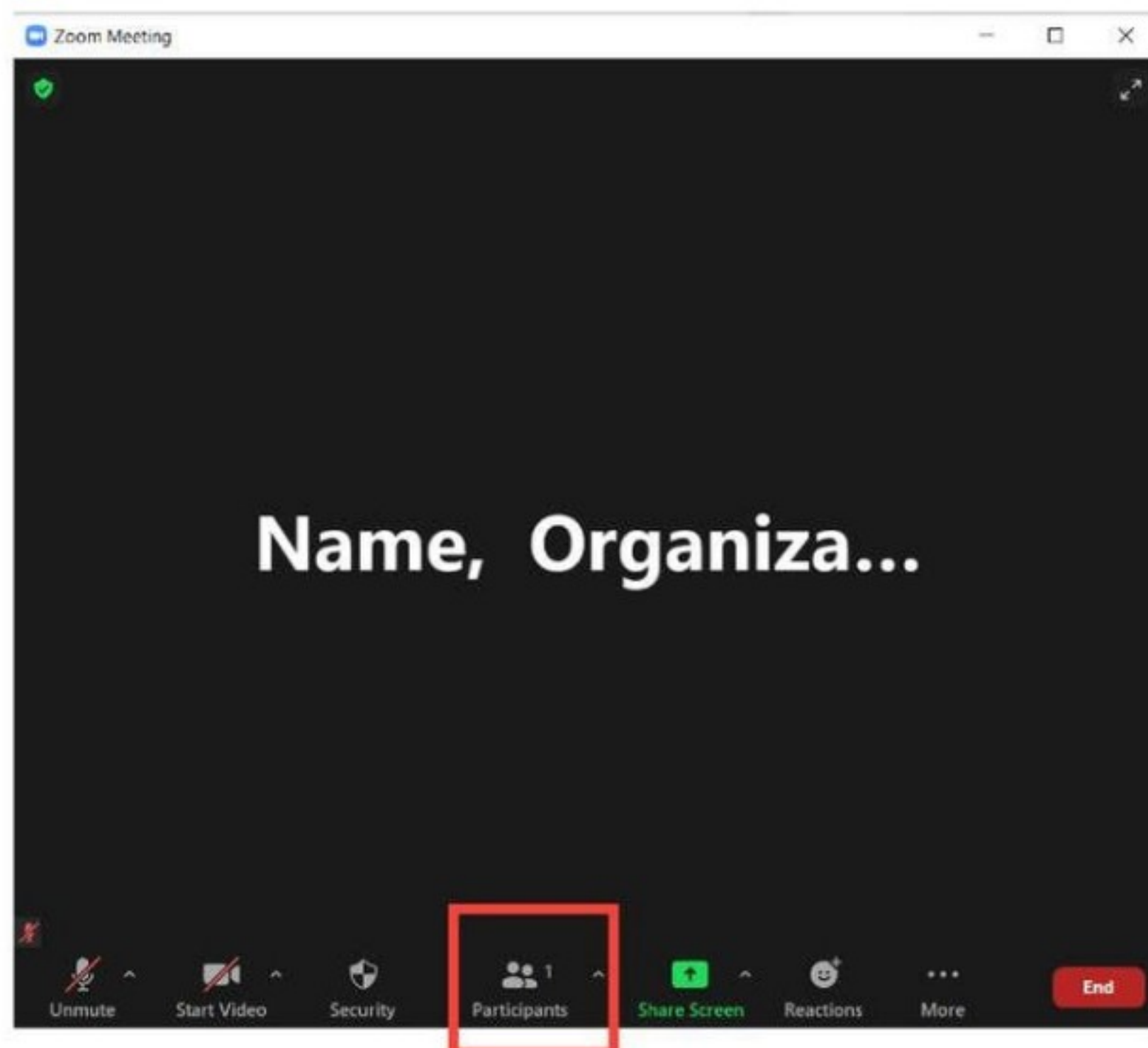




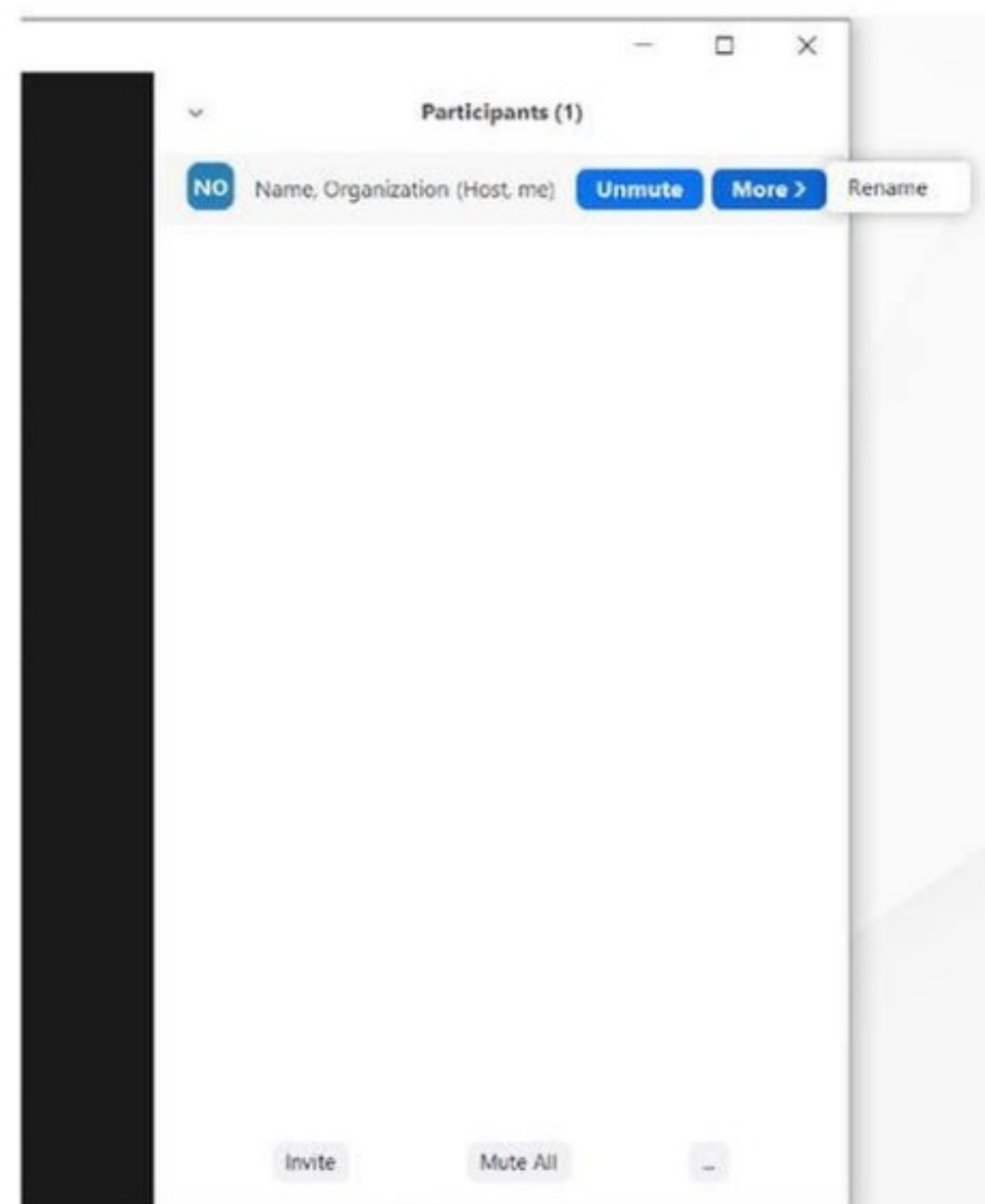
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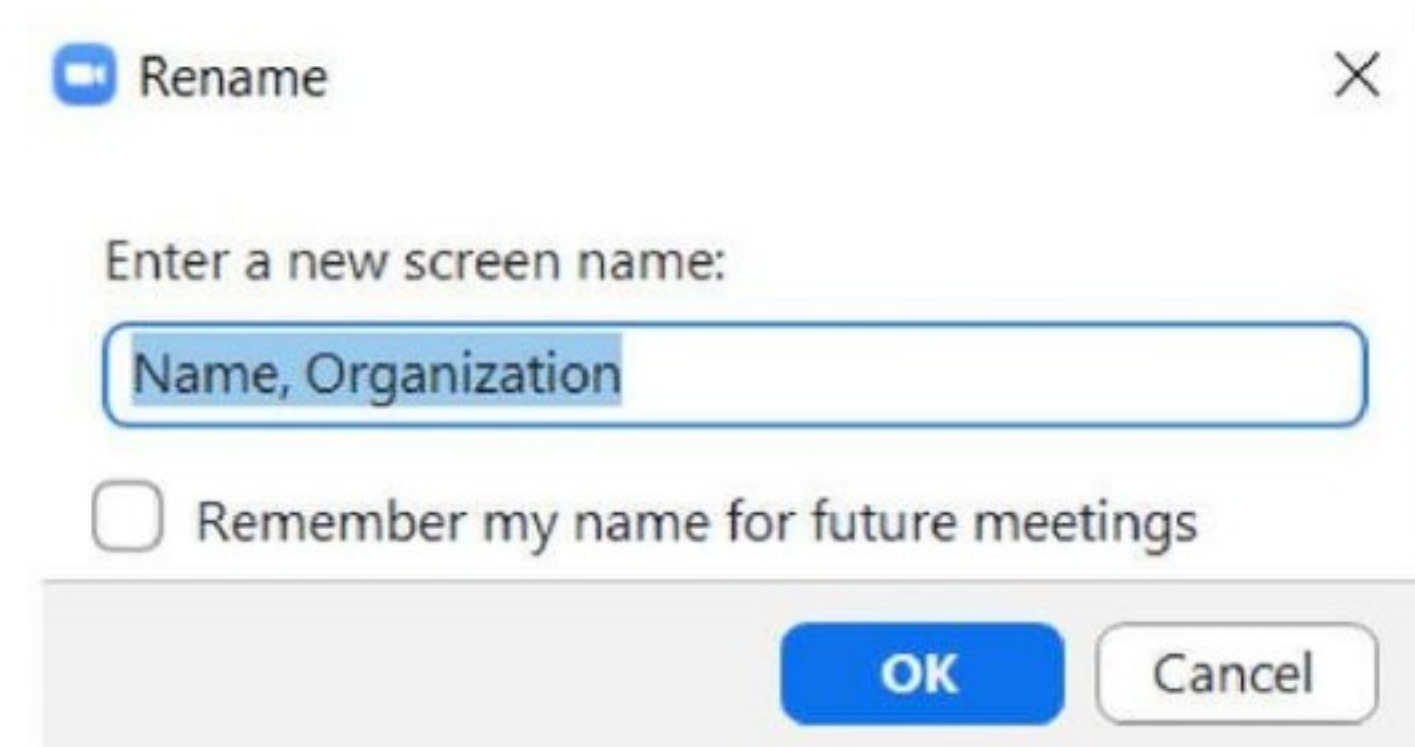
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# Introductions

Please state:

➤ Your name, organization





Go to **www.menti.com** and use the code **XXXX XXXX**

# Soliciting Your Input



During this session, an online audience response application (Mentimeter) will be used to collect your inputs.



Voting will be anonymous



The inputs will be used as talking points to facilitate discussion around the statewide truck parking opportunities.



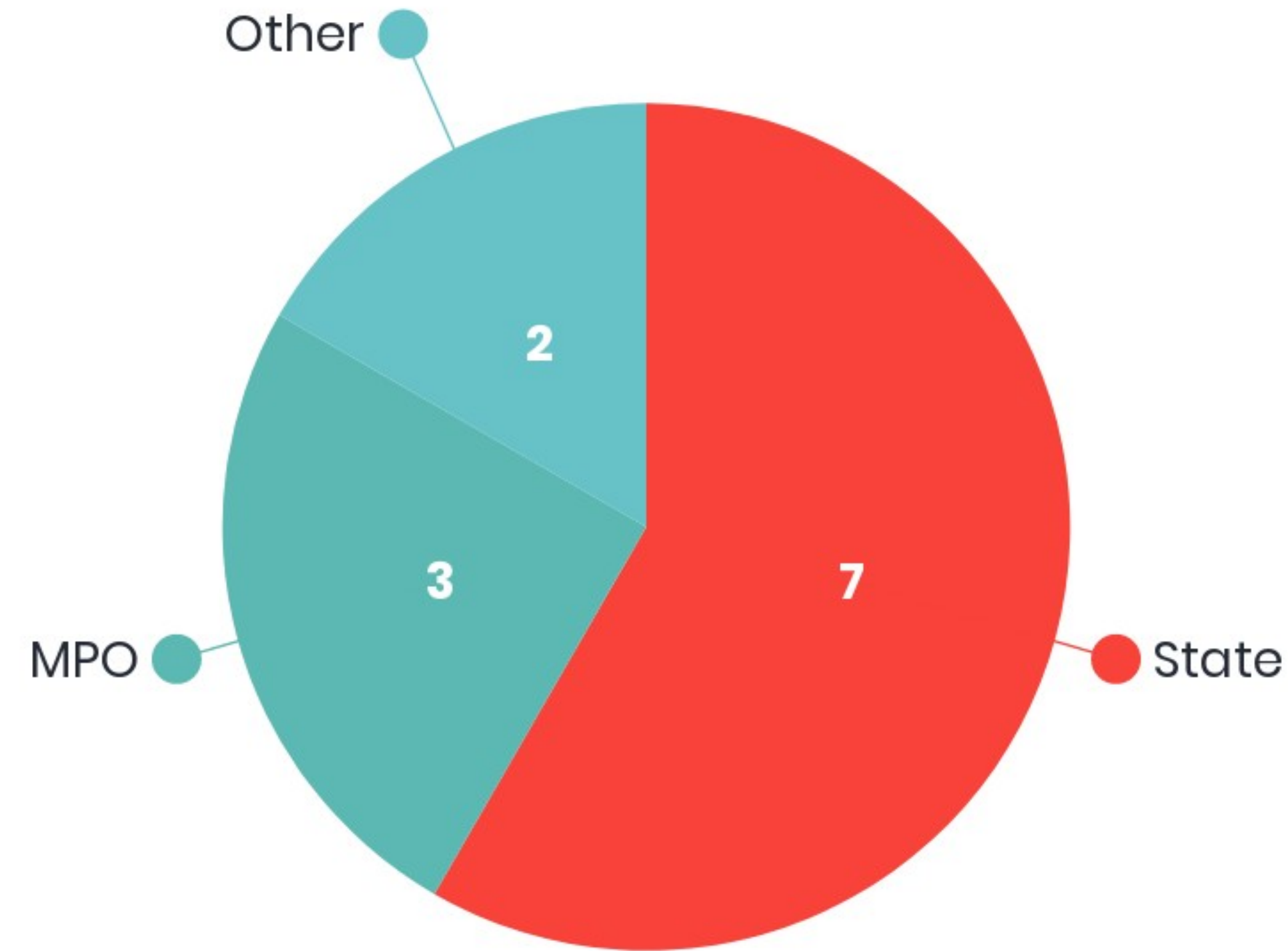
Results will be shown on the screen in real time

Go to  
**www.menti.com** and  
use the code that will  
be displayed in the  
banner above





# What best describes your industry?







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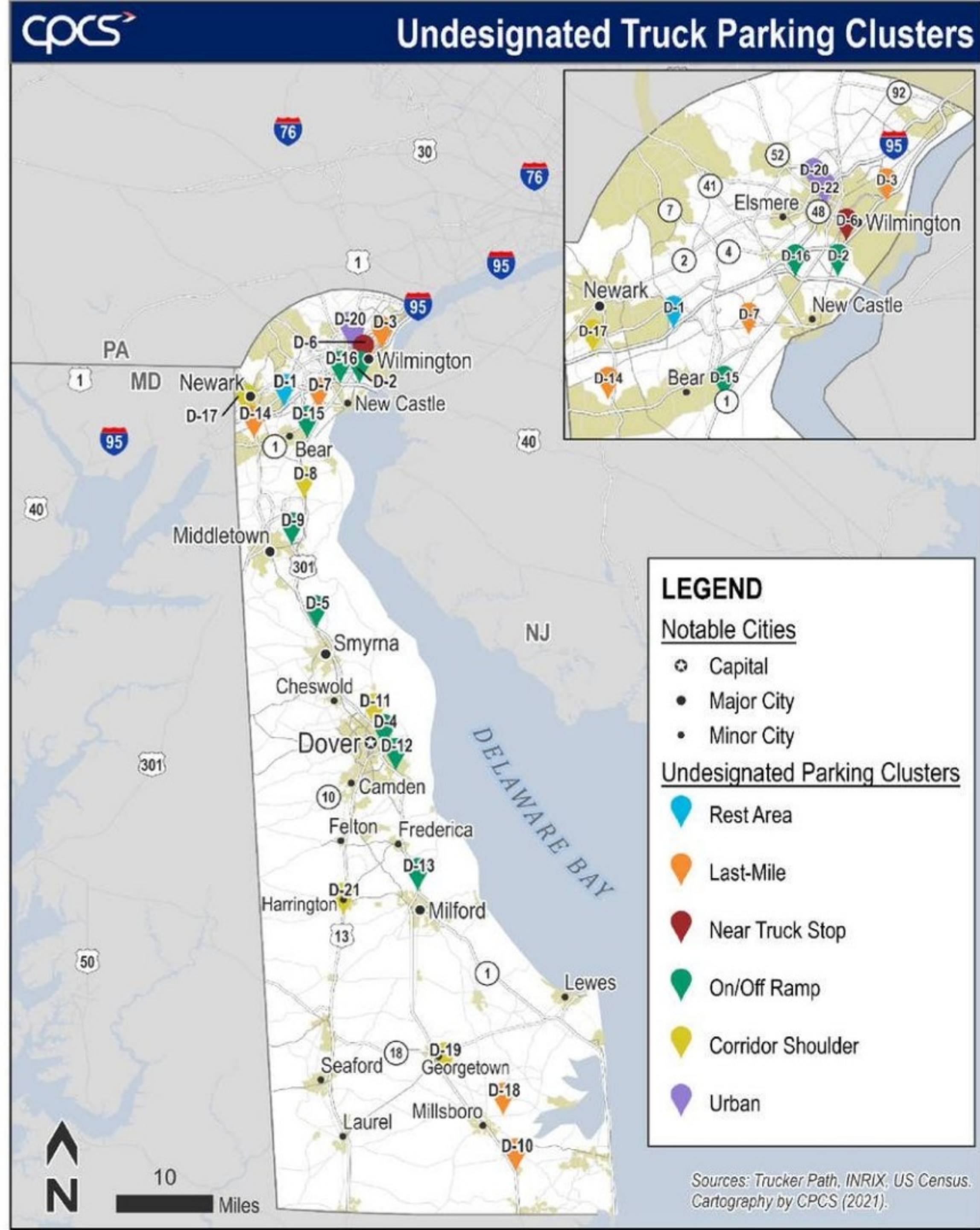
Closing and Next Steps



# Undesignated Truck Parking

*Undesignated truck parking (unmarked locations where trucks park) serves as the most noticeable indication of a truck parking issue.*

*22 clusters of overnight undesignated truck parking initially identified in Delaware.*

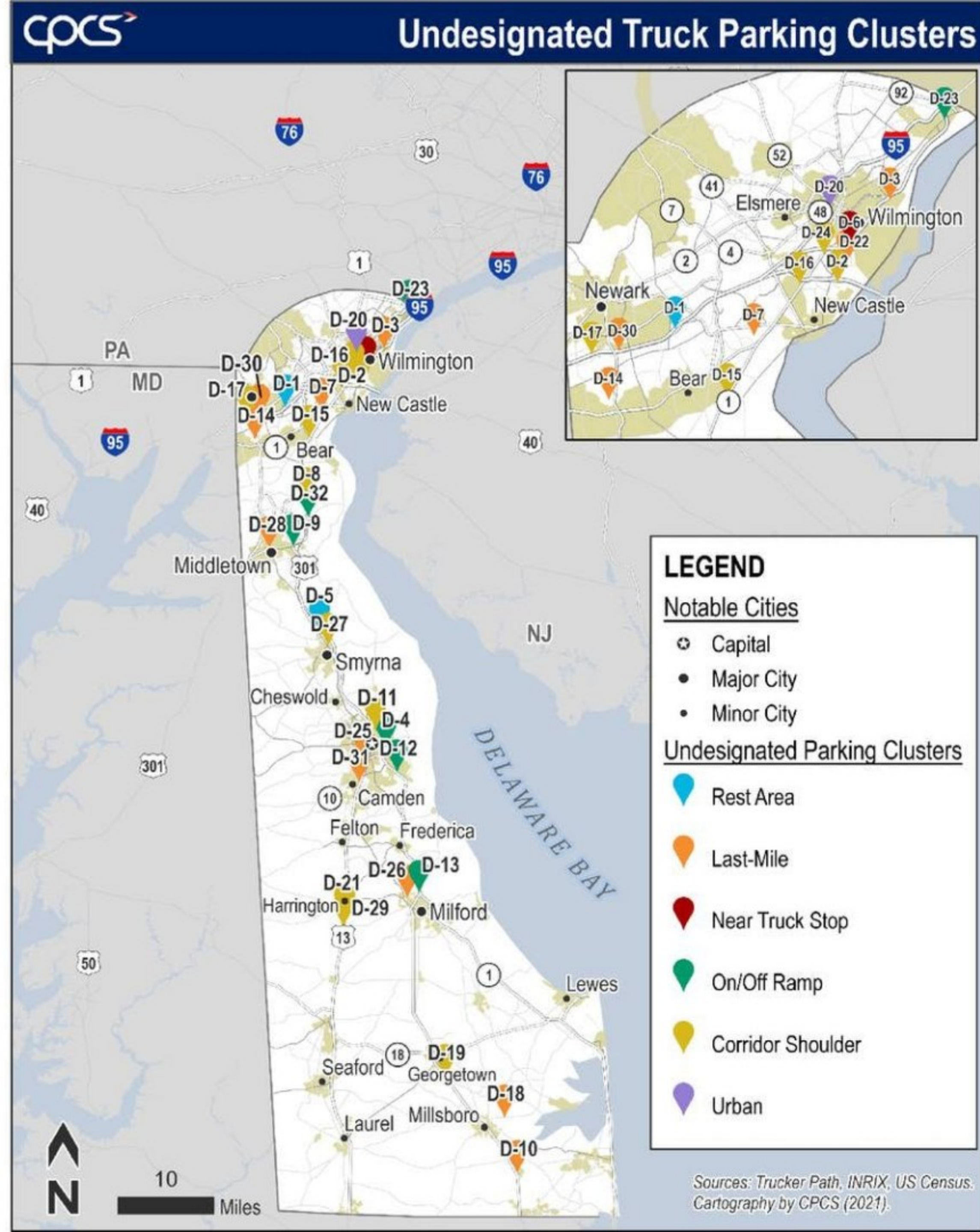




# Undesignated Truck Parking

*Undesignated truck parking (unmarked locations where trucks park) serves as the most noticeable indication of a truck parking issue.*

***32 total clusters** of undesignated truck parking identified after examining undesignated parking at all times of the day.*





# Undesignated Truck Parking

*When drivers park in undesignated locations, certain indicators provide insight into why:*

	Long HOS Break	Staging
Stop Duration	Over 7 hours	Often no more than a few hours
Location	Any, may seek amenities	Near origin/destination
Period of Day	Overnight	Business day



# Undesignated Truck Parking: Biden Welcome Center

## *Example: Long HOS Break*

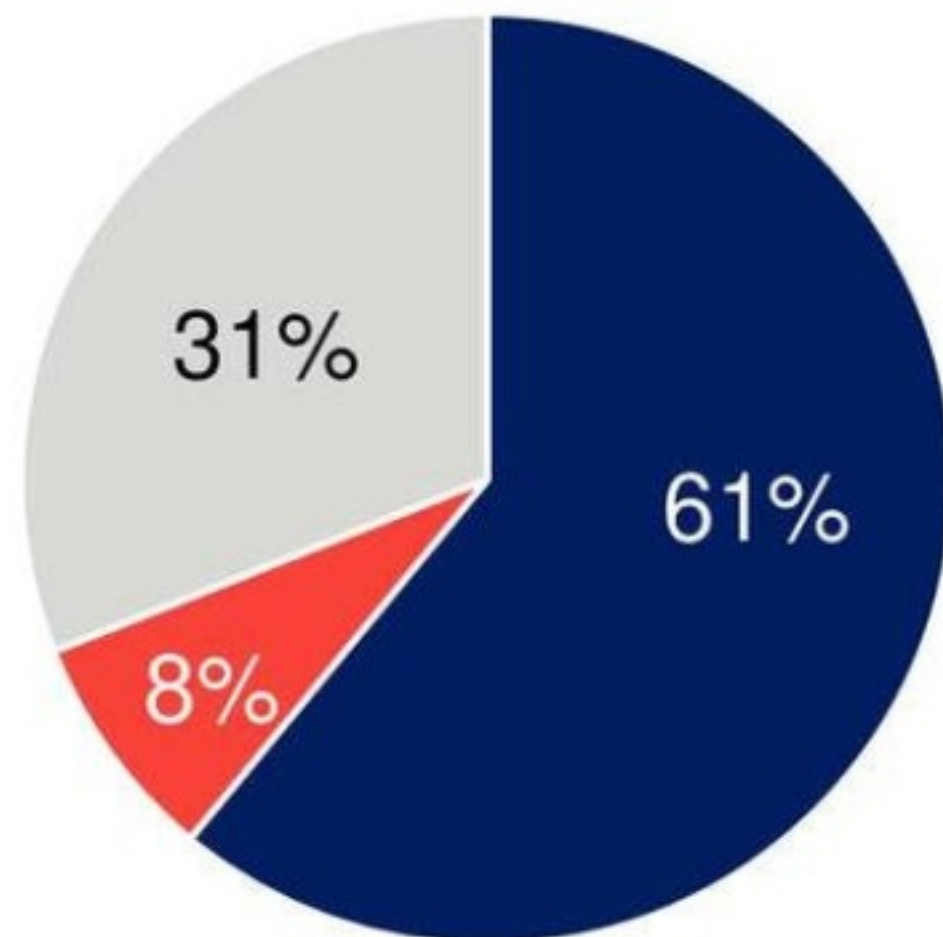
**Type:** Rest Area

**Total count of undesignated stops:** 388

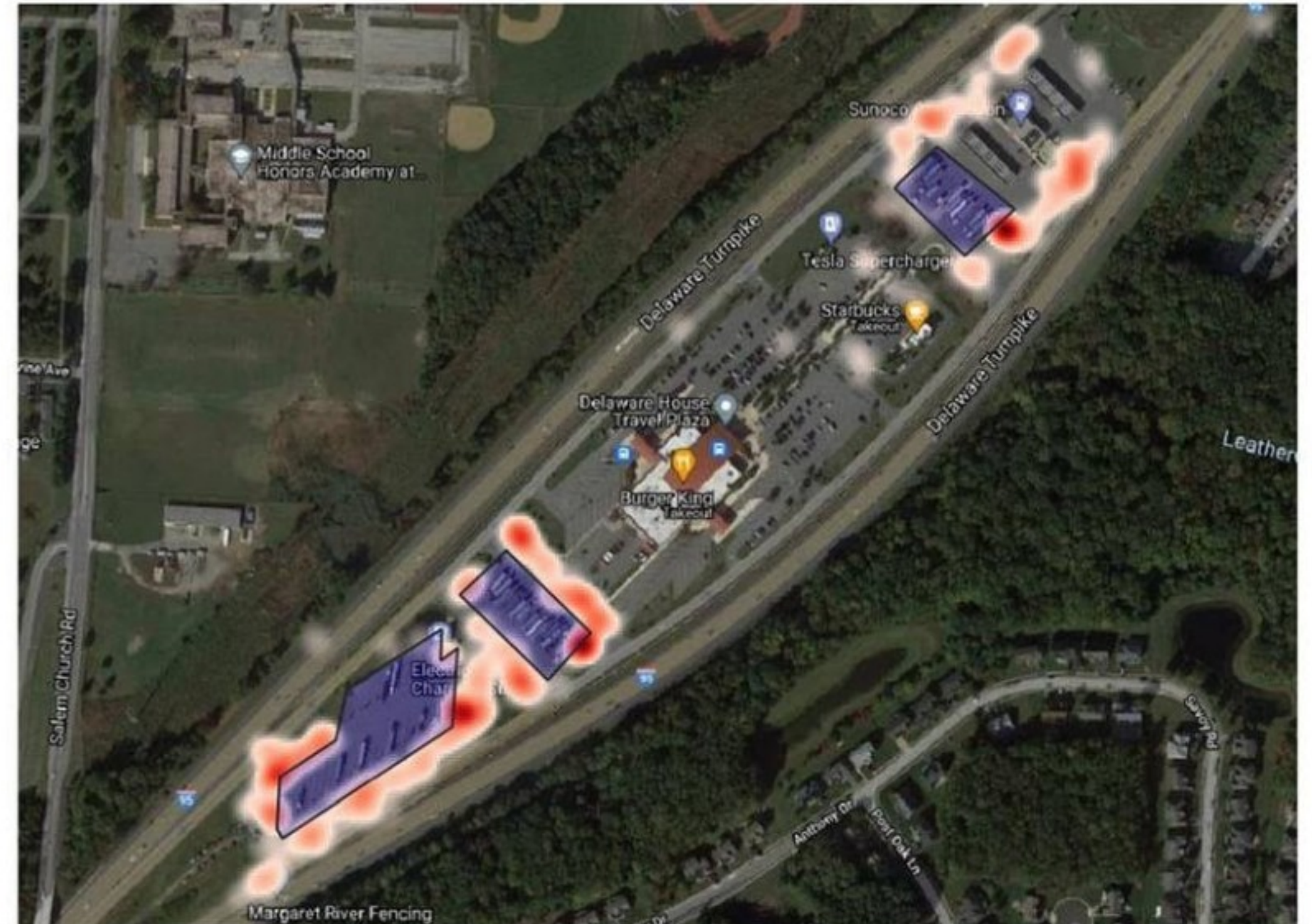
**Median stop duration:** 1.1 hours

**Average stop duration:** 4.3 hours

**Period of the day with the highest number of undesignated stops:** Overnight (midnight – 6 am)



■ < 3 hours ■ 3-8 hours ■ > 8 hours



Source: CPCS Analysis of INRIX data; Google Maps, ©2021 Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data © 2021 Google, with CPCS polygons overlaid based on analysis of Trucker Path Data



# Undesignated Truck Parking: Port of Wilmington

## *Example: Staging*

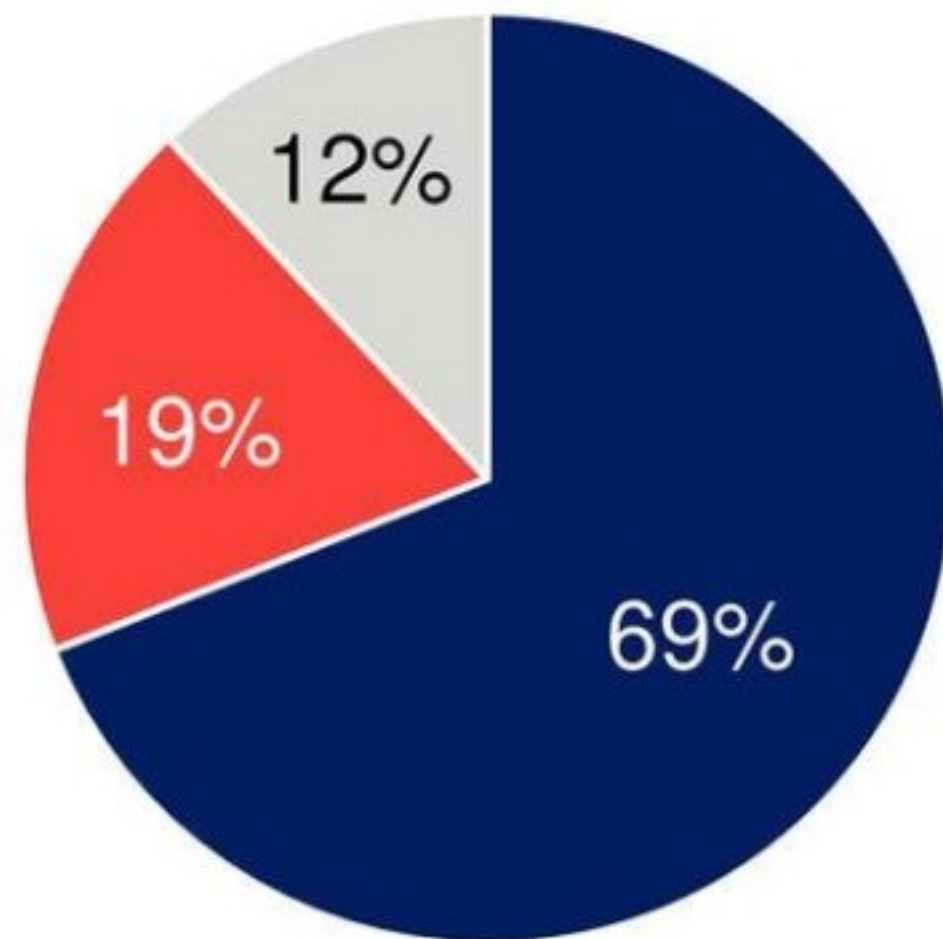
**Type:** Last-mile

**Total count of undesignated stops:** 42

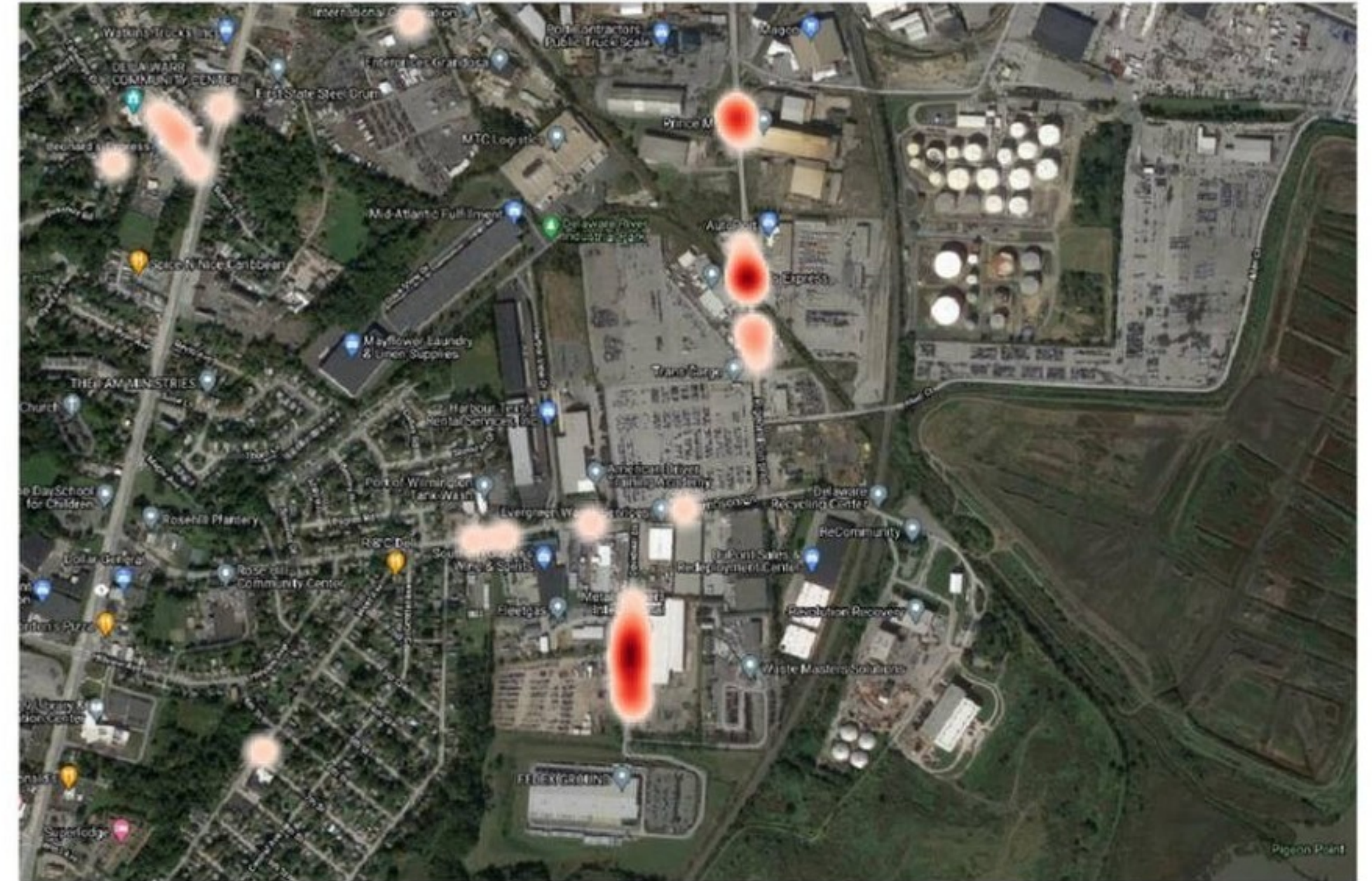
**Median stop duration:** 1.7 hours

**Average stop duration:** 3.2 hours

**Period of the day with the highest number of undesignated stops:** Morning (6 am – noon),  
Afternoon (noon – 6 pm)



■ < 3 hours ■ 3-8 hours ■ > 8 hours



Source: CPCS Analysis of INRIX data; Google Maps, ©2021 Landsat / Copernicus, Maxar Technologies, U.S. Geological Survey, USDA Farm Service Agency, Map data © 2021 Google





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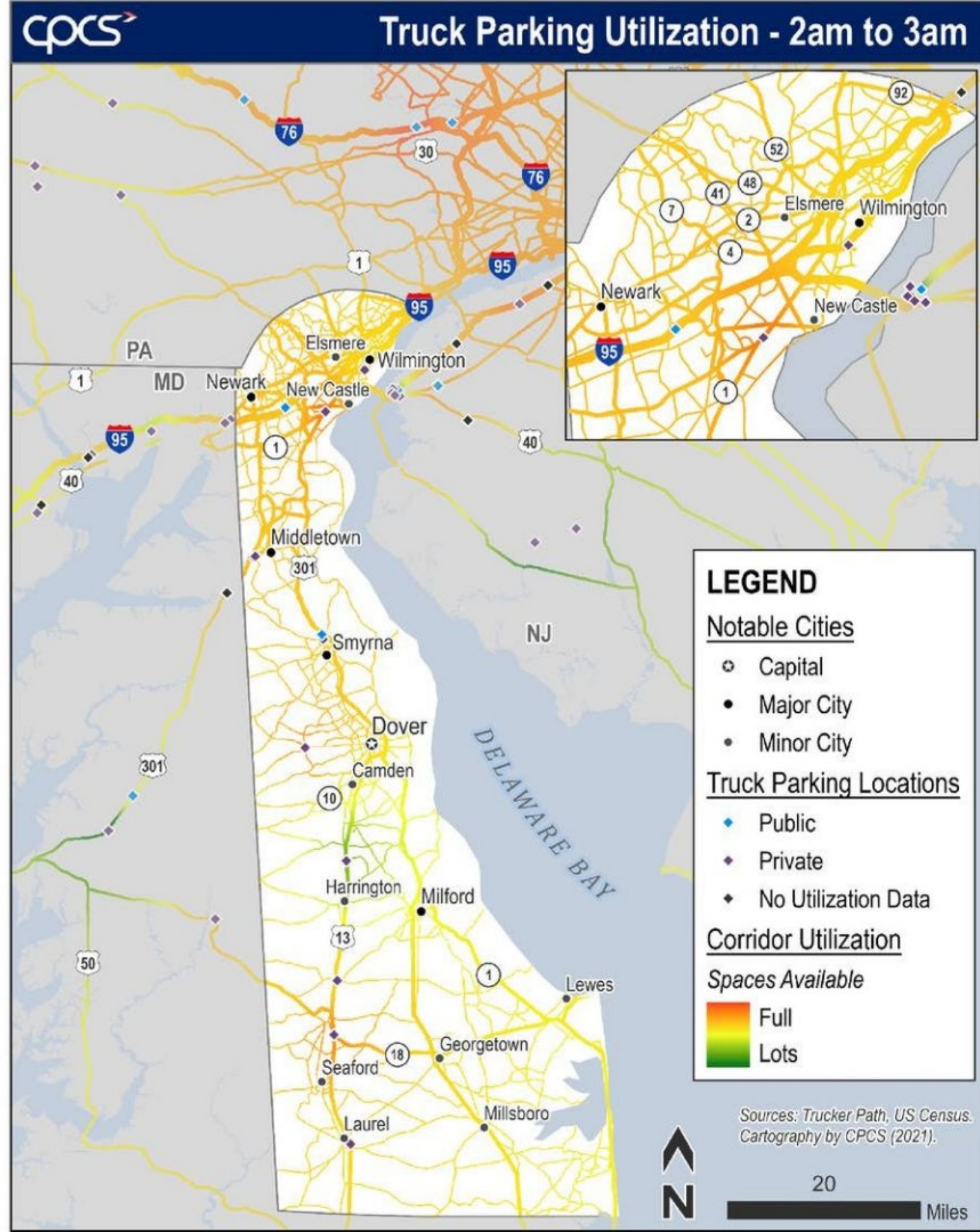
# Strengths, Weaknesses, Opportunities, and Threats (SWOT)

## STRENGTHS

- Utilization not at full capacity at all facilities, even during peak hours
- Limited undesignated parking observations
- Biden Welcome Center is the result of a PPP

## WEAKNESSES

- Limited geographic coverage of truck parking facilities, with notable absence in southeast DE
- Limited overnight locations in Kent & Sussex Counties
- Insufficient space for staging near Wilmington, Edgemoor
- High truck parking utilization in urban areas
- Undesignated parking at public rest areas, urban areas, along key freight corridors
- Crash data reporting limitations





# Strengths, Weaknesses, Opportunities, and Threats (SWOT)

## OPPORTUNITIES

- Continue truck parking efforts in the state and region, including education & outreach efforts
- Integrate truck parking into statewide and local planning
- Explore capacity expansion or new parking locations where there is state-owned land, such as through a PPP
- Disseminate info about truck parking locations
- Collaborate with local agencies to address urban issues
- Promote truck parking at new freight developments
- Coordinate with neighboring states
- Collaborate with trucking industry to exchange information



### TRUCK PARKING

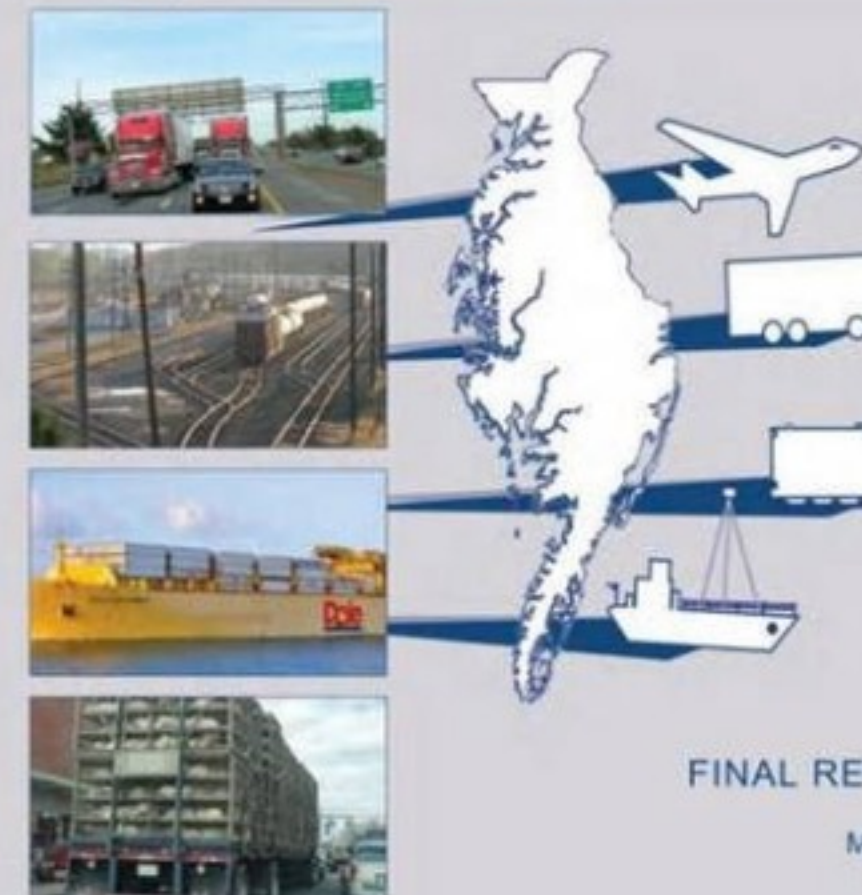
The Eastern Transportation Coalition continues to focus on truck parking as a critical issue facing the region. Trucks are a key transportation mode in the corridor. The average annual daily truck volume throughout the entire corridor is over 10,000 with portions of the corridor above 31,000 trucks. These trucks need safe, secure locations to park, either for short periods of time while waiting for a business to open each day or waiting for congestion to subside, or for longer periods to meet federally mandated hours of service (HOS) rest requirements.

The Coalition  
diverse group  
truck parking  
studies' exist  
information  
project, also  
Click on the

Project Con  
Marygrace P  
Director of Fre  
The Eastern Tr  
Phone: 518.85  
Email: mjpark

### DELMARVA FREIGHT PLAN

The Delaware Freight Plan with Regional Coordination



### Delaware Freight and Goods Movement Plan Technical Report

June 2004

Delaware Department of Transportation  
Division of Planning

### MARYLAND STATEWIDE TRUCK PARKING STUDY

## FINAL REPORT 2020



MDOT MARYLAND DEPARTMENT OF TRANSPORTATION



# Strengths, Weaknesses, Opportunities, and Threats (SWOT)

## THREATS

- Increasing goods movement, driven by growth of freight-reliant industries and potential port expansion
- Need for expanded access to truck parking and staging in urban areas, where capacity is strained but land is \$\$\$\$
- NIMBY / LULU community concerns
- Lack of truck parking-dedicated funding
- Lack of clear public and private roles to address issues

## Port officials seek to ease neighbors' truck concerns for new Edgemoor facility

**Karl Baker** Delaware News Journal

Published 5:00 a.m. ET Mar. 16, 2020

Worried about big trucks taking over their neighborhoods, dozens of residents who live next to what will become a new container port in Delaware shunned coronavirus worries Wednesday to attend a public meeting in Bellefonte to speak with port officials.

Their fears center around the 1,800 tractor trailers expected to pick up or drop off goods at the port each day following its opening in 2025.

Some say the trucks will release too much diesel exhaust. Others worry they'll park in front of houses or clog up local roads that already will be congested from more than 1,000 workers per shift.

"We already have major issues with truck traffic up Marsh Road," Bellefonte resident Stephanie Vendouern said during the meeting.

The target of much of the grievances Wednesday was Eric Casey, CEO of the Port of Wilmington's operations company, GT USA Wilmington, LLC, a subsidiary of Emirati-based Galfainer.



# Do you have any additional comments we have not yet discussed specific to the SWOT? Please specify which part of the SWOT your comment refers to.

Did you notice a geography to the parking types? Staging vs Time constraints?  
Different for various parts of the state?

Competition with other priorities

Not sure if the public sees this as an issue – we hear much more about trucks driving in or near residential areas (i.e. 41/48)





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# Solution Types

## Capacity Expansion

Investment in projects to increase the number of truck parking spaces at a specific location.

## Information & Technology

Investments in projects to increase access to information and technology, often at specific locations, in order to advance truck parking.

## Policies & Programs

Institutional changes that promote the inclusion of truck parking in governance and investment decision-making



# Draft Solutions & Strategies: Capacity Expansion

## Capacity Expansion

Expand truck parking at existing rest areas

Leverage existing state-owned facilities and land for new truck parking capacity

Formalize roadside truck parking on corridors

Provide truck parking at private vehicle lots during non-peak periods

Smyrna Rest Area



Source: Google Maps, ©2021 Maxar Technologies, U.S. Geological Survey, Map data © 2021 Google.



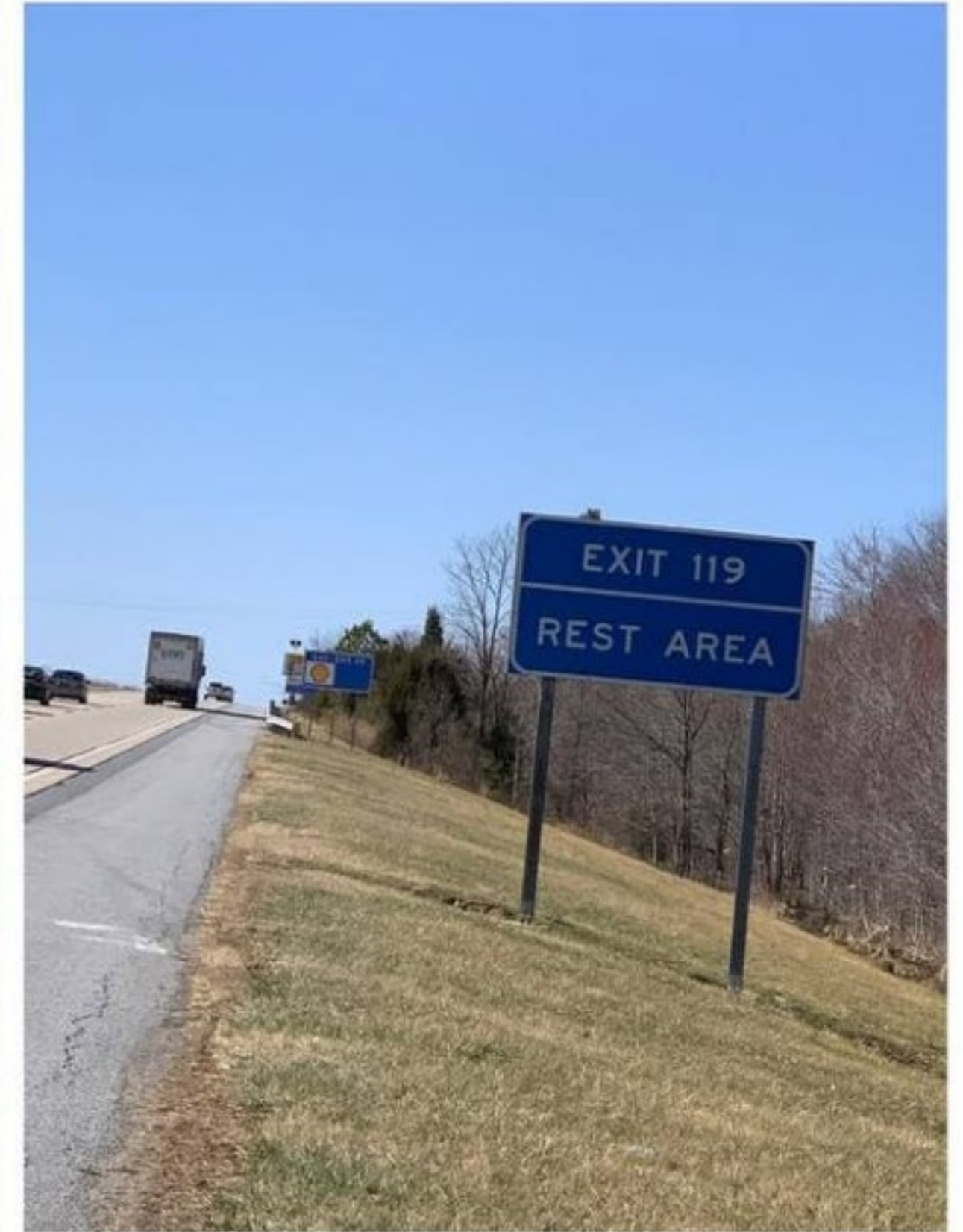
# Draft Solutions & Strategies: Information & Technology

## Information & Technology

Provide static/dynamic signage with information about truck parking locations

Monitor and provide new technologies related to truck parking

Signage for Smyrna Rest Area





# Draft Solutions & Strategies: Statewide Policies & Programs

## Policies & Programs

*DelDOT led*

Identify a truck parking point of contact/champion within the DOT

Coordinate and provide information to public and private stakeholders about truck parking in Delaware, and champion truck parking projects in the state

Launch a public education campaign

Share Truck Parking Study results, convey the importance of truck parking to local economies, and overcome NIMBY/LULU challenges

Pursue funding for truck parking projects

Leverage Truck Parking Study results to apply for federal competitive grants (e.g. RAISE) to fund truck parking projects

Incorporate truck parking in statewide planning efforts

Integrate into State Freight Plan, State Highway Safety Plan; include truck parking projects on list of projects funded by NHFP dollars





# Draft Solutions & Strategies: Statewide Policies & Programs

## Policies & Programs

*DelDOT partnerships w/ agencies*

Collaborate with local agencies to integrate truck parking into local planning efforts

Provide information and planning guidance to local agencies. For example, updating local land use requirements for new freight-generating developments (e.g. new distribution centers & warehousing facilities, port areas) to provide for truck staging

Work with neighboring states to coordinate information and efforts

Exchange information about truck parking locations, availability, efforts, and new developments. For example, share information about truck parking locations on key corridors (I-295, I-95) that cross state borders

Coordinate with trucking industry to provide information and obtain feedback on issues and implemented solutions

Ongoing relationship with the trucking industry is important to continue identifying and effectively addressing issues for truck parking





# Solutions Involve Partnerships

## **Public-Private Partnerships**

Partnerships between the public and private sector enable solutions that could otherwise not be advanced by a single party

## **Delaware Public Agency Partnerships**

Partnerships between public agencies within Delaware support consistent state practices (e.g. across state agencies) and enable locally-focused solutions (e.g. between state, county, MPO, and city level agencies)

## **Multi-State Public Agency Partnerships**

Partnerships between public agencies across states, often DOTs, enable multi-state solutions



# In your opinion, what are the key barriers to addressing Delaware's truck parking needs (e.g. institutional, funding, public perception, etc.)?

Funding

It is just difficult for state DOTs to engage in business development. How can you spur private development and use resources to make it lucrative? This is not typical state DOT expertise.

Competition with other priorities

Public Perception -- "I don't want it in my back yard"

Who goes first, public or private?

When it comes to technology, which one do you put the resources into?

very distributed truck destinations -- leads to widely dispersed truck parking needs not easily met with one or two additional sites. public perceptions are not great, and not quickly improved.

Acceptance of truck parking by private service providers: Convenience stores etc. Zoning restrictions



# What are the best solutions and strategies to address these identified barriers to advance truck parking in Delaware?

Whats the national trend on public/private partnerships?

Should Delaware prioritize capacity before technology?

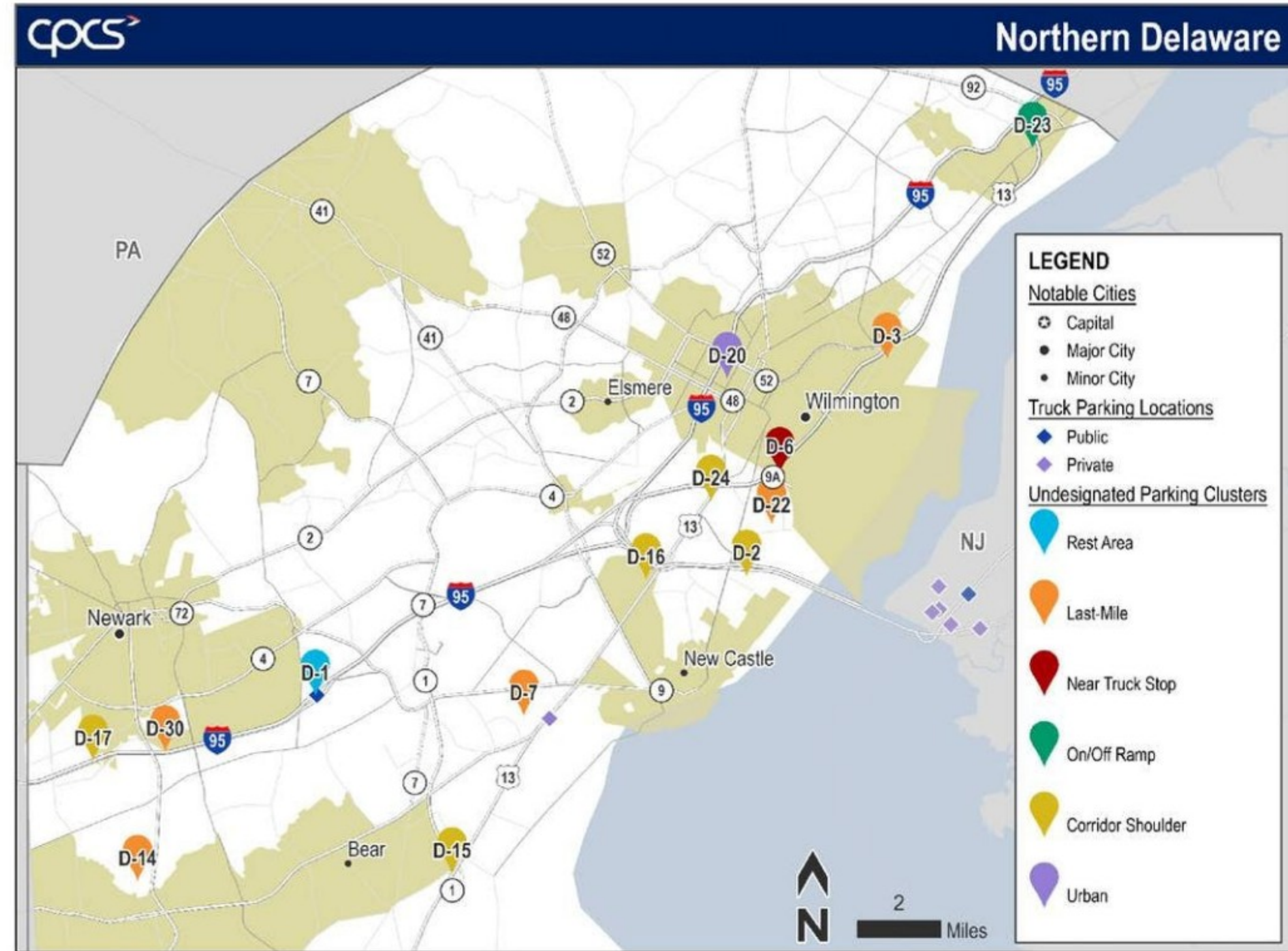


# Region: Northern Delaware

## *Existing Conditions*

### Undesignated Truck Parking:

- Along I-95
  - At Biden Welcome Center
  - Along corridor & on/off-ramp shoulders
- In the Wilmington and New Castle areas, which includes:
  - Wilmington Urban Area
  - Along I-495 and I-295 corridor & on/off ramp shoulders
  - Last-mile parking near the Port of Wilmington and Edgemoor

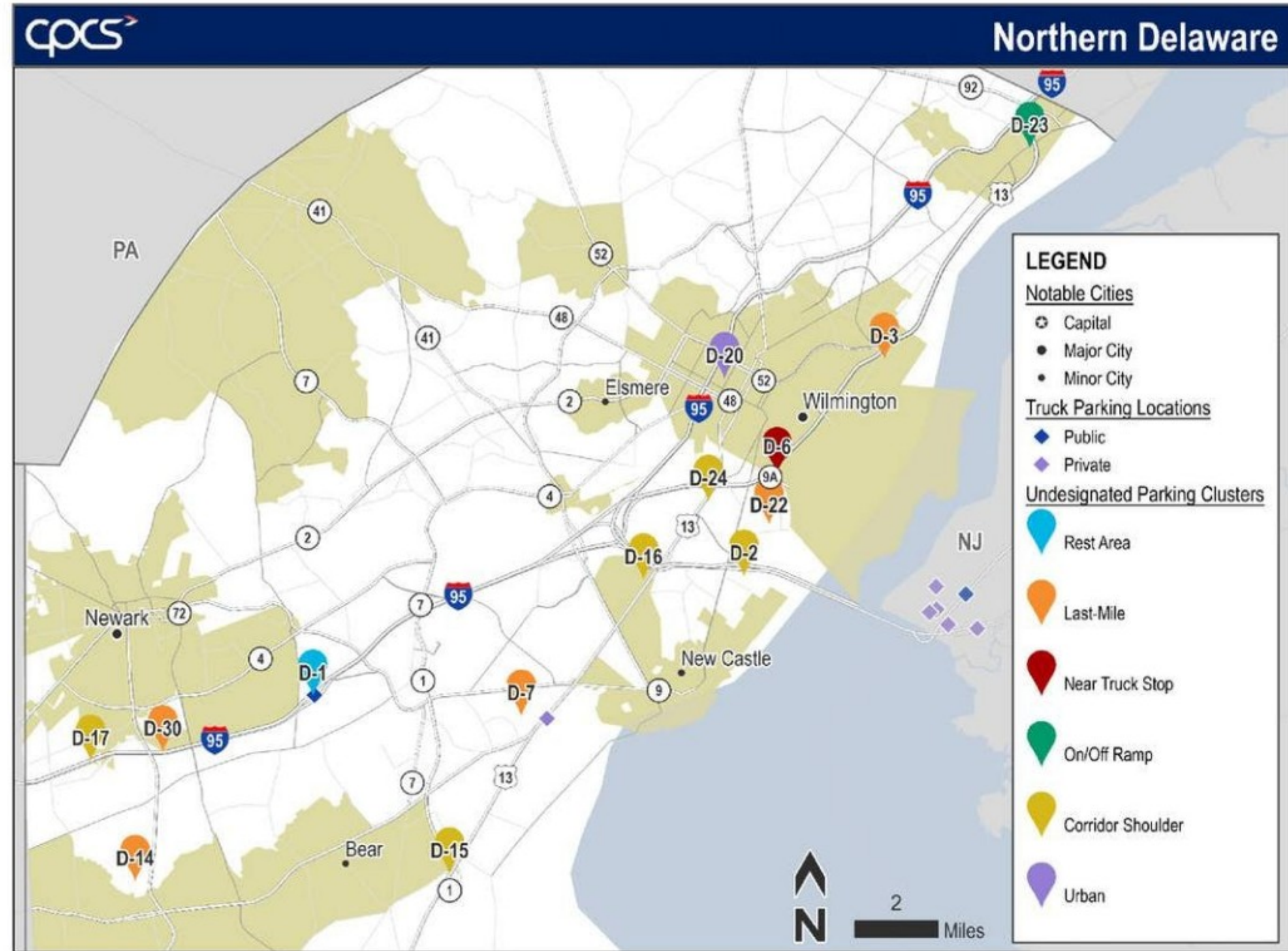




# Region: Northern Delaware

*Existing Conditions*

*Are you aware of any additional truck parking issues in the region?*





## Draft Solutions & Strategies

- Ex: Park & Rides

- Ex: Provide signage about truck parking locations across state borders (on I-95 in MD, I-295 in NJ)
- Ex: Grants for I-95 corridor truck parking projects

- Ex: At the proposed port expansion in Edgemoor
- Ex: At new developments in the Port of Wilmington area





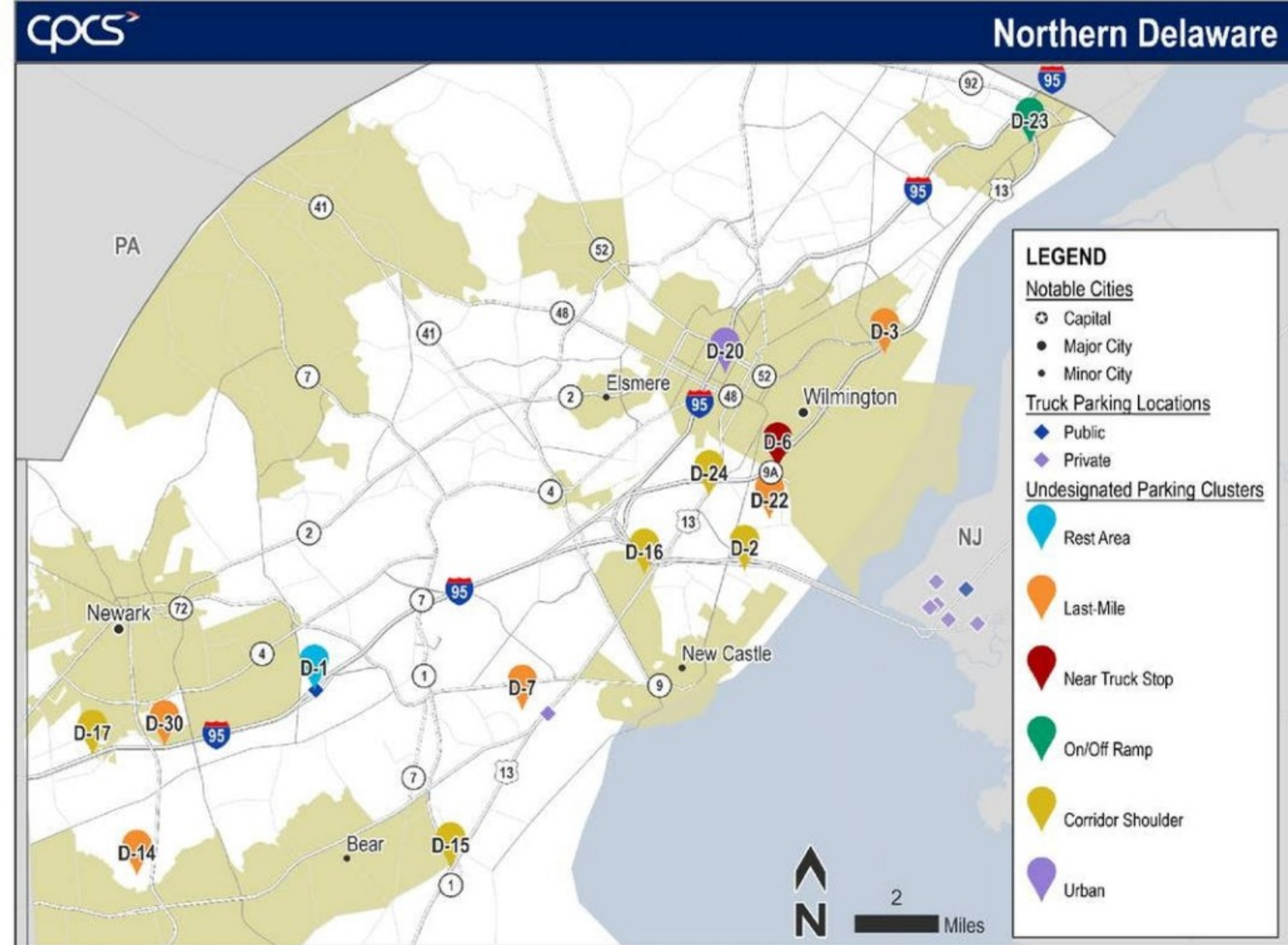
# Region: Northern Delaware

## *Draft Solutions & Strategies*

**Leverage existing state-owned facilities and land for truck parking**

**Coordinate with neighboring states**

**Coordinate with local agencies to implement land use requirements for staging at new freight facilities**



***Are there other truck parking opportunities in the region? What solutions have been suggested, succeeded, or unrealized in the past?***



# In your opinion, what should be the priority solution to address truck parking issues in this region (Northern Delaware)?

is the issue a minor capacity issue at many/multiple locations or large capacity shortfalls at relatively few locations ?the majority of current parking is at private land uses (not truck just at truck stops).

seems like public funds could support tech response if issue is minor capacity at many sites, and/or funding one or two new truck parking sites near these new generators (port, amazon, etc.)

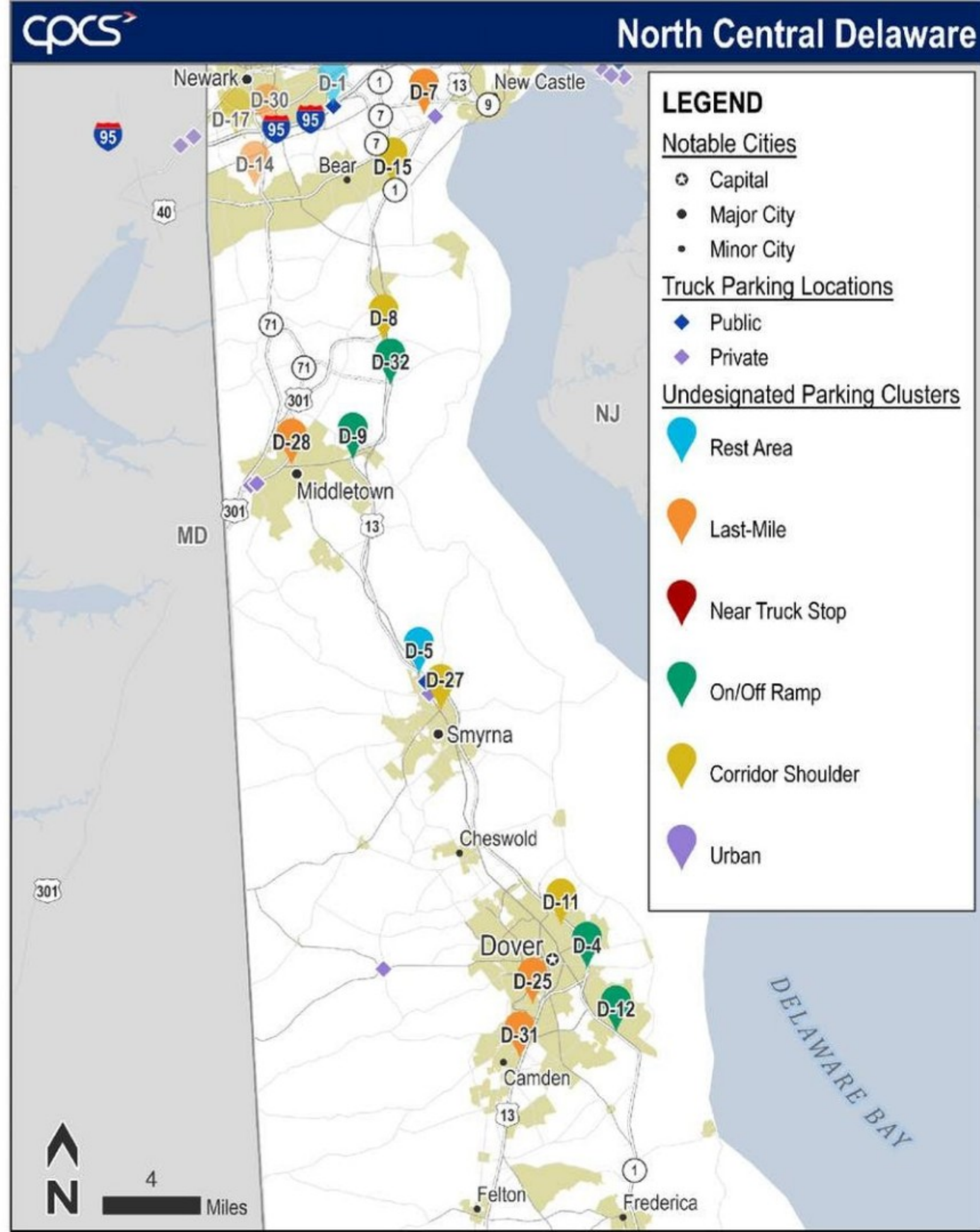


# Region: North-Central Delaware

## *Existing Conditions*

### Undesignated Truck Parking:

- Along SR 1 corridor and on/off ramp shoulders from Bear to Dover
- At Smyrna Rest Area and its on/off ramps
- Last-mile parking on US-13 near New Castle and near Dover

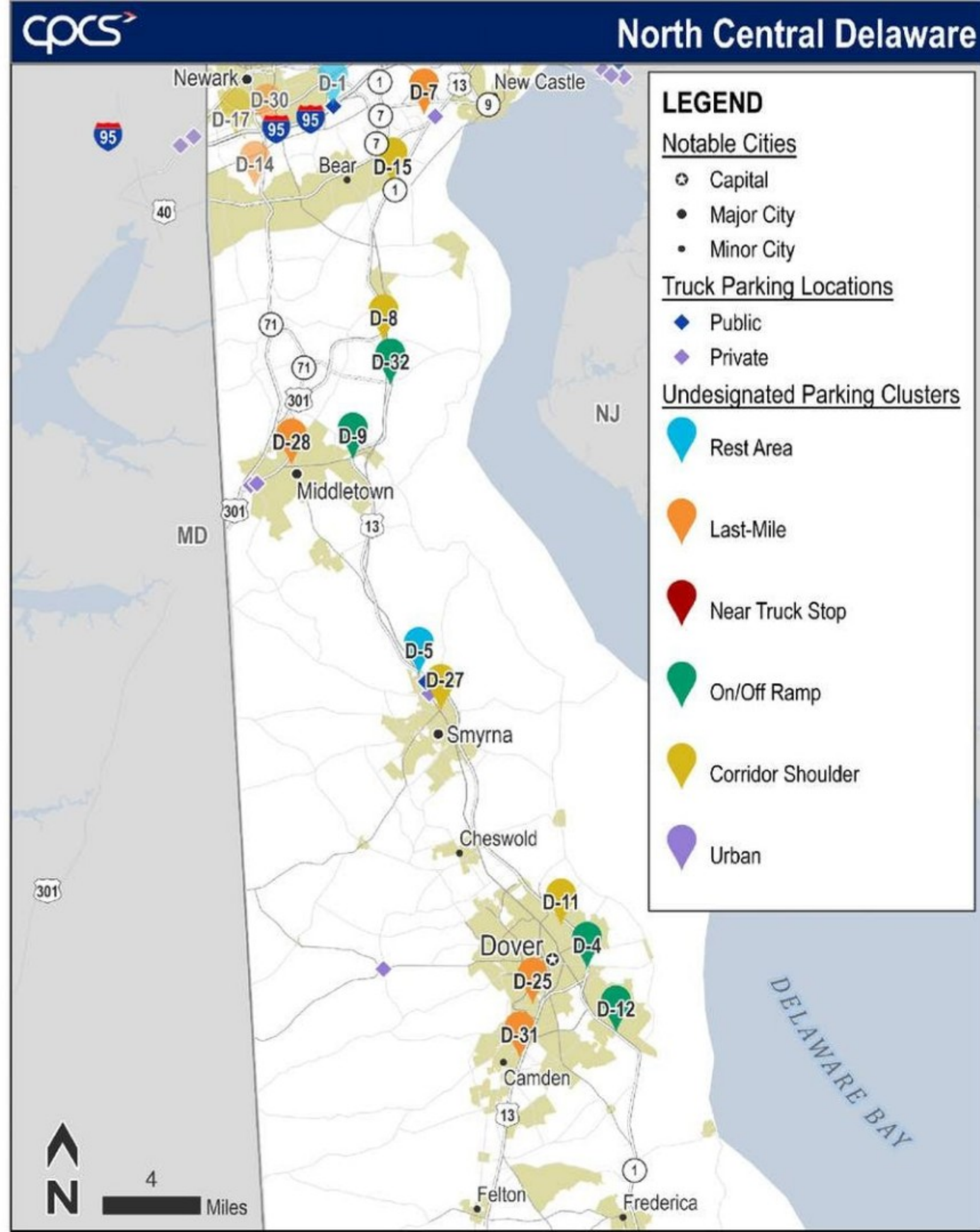




# Region: North-Central Delaware

*Existing Conditions*

*Are you aware of any additional truck parking issues in the region?*





# Region: North-Central Delaware

## *Draft Solutions & Strategies*

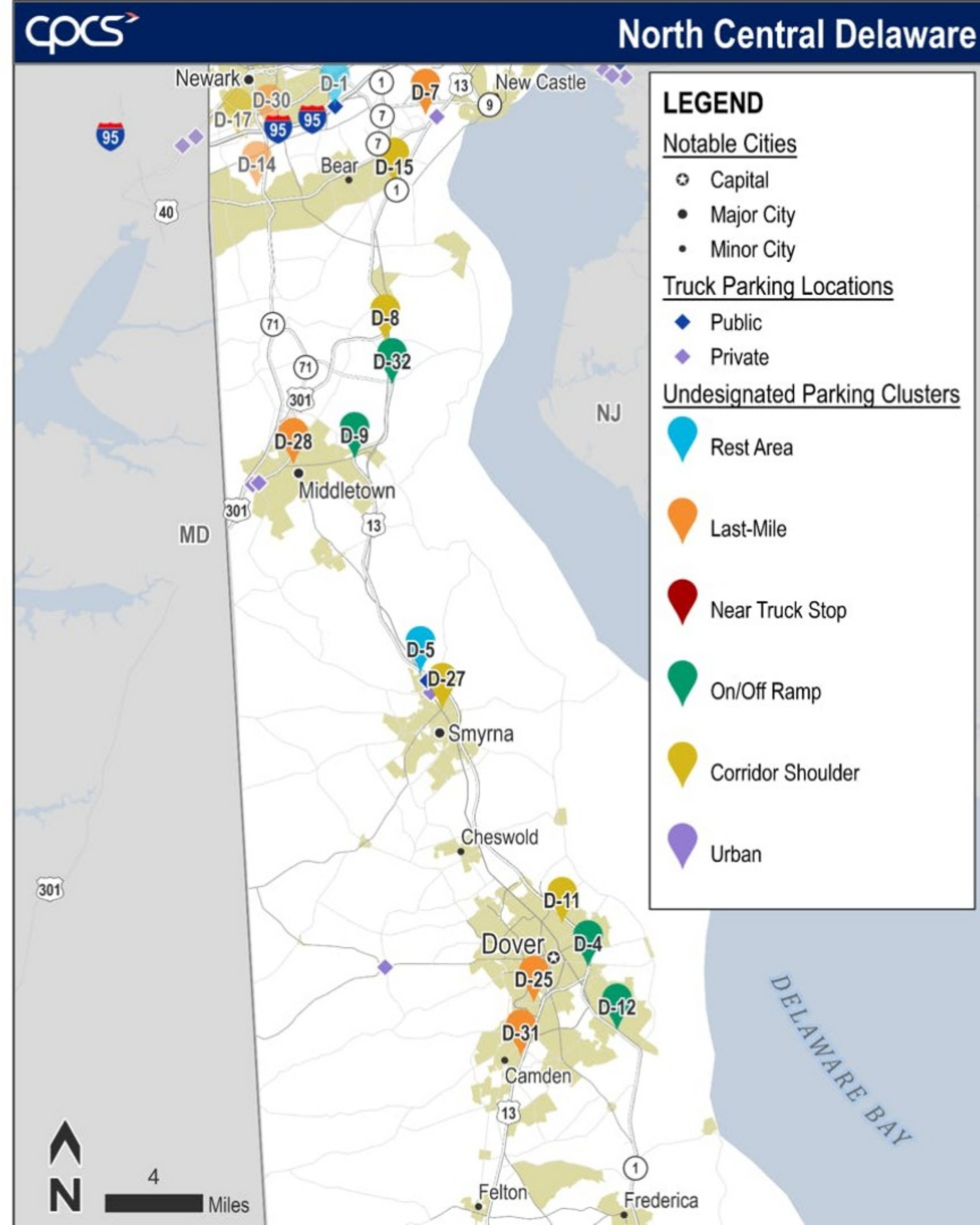
### Expand truck parking capacity at Smyrna Rest Area

- Undesignated parking at SR-1 off ramp to rest area
- Parking limited, but not at full capacity, overnight (peak)
- Dynamic signage with information about availability

### Leverage existing state-owned facilities and land for truck parking

- Ex: US-13 NB Townsend Weigh Station
- Ex: Toll plazas along SR-1 with wide shoulders
- Ex: State-owned parcels along US-13 near existing gas stations – explore opportunities and potential partners for PPPs

### Provide signage with information about Smyrna Rest Area





# Region: North-Central Delaware

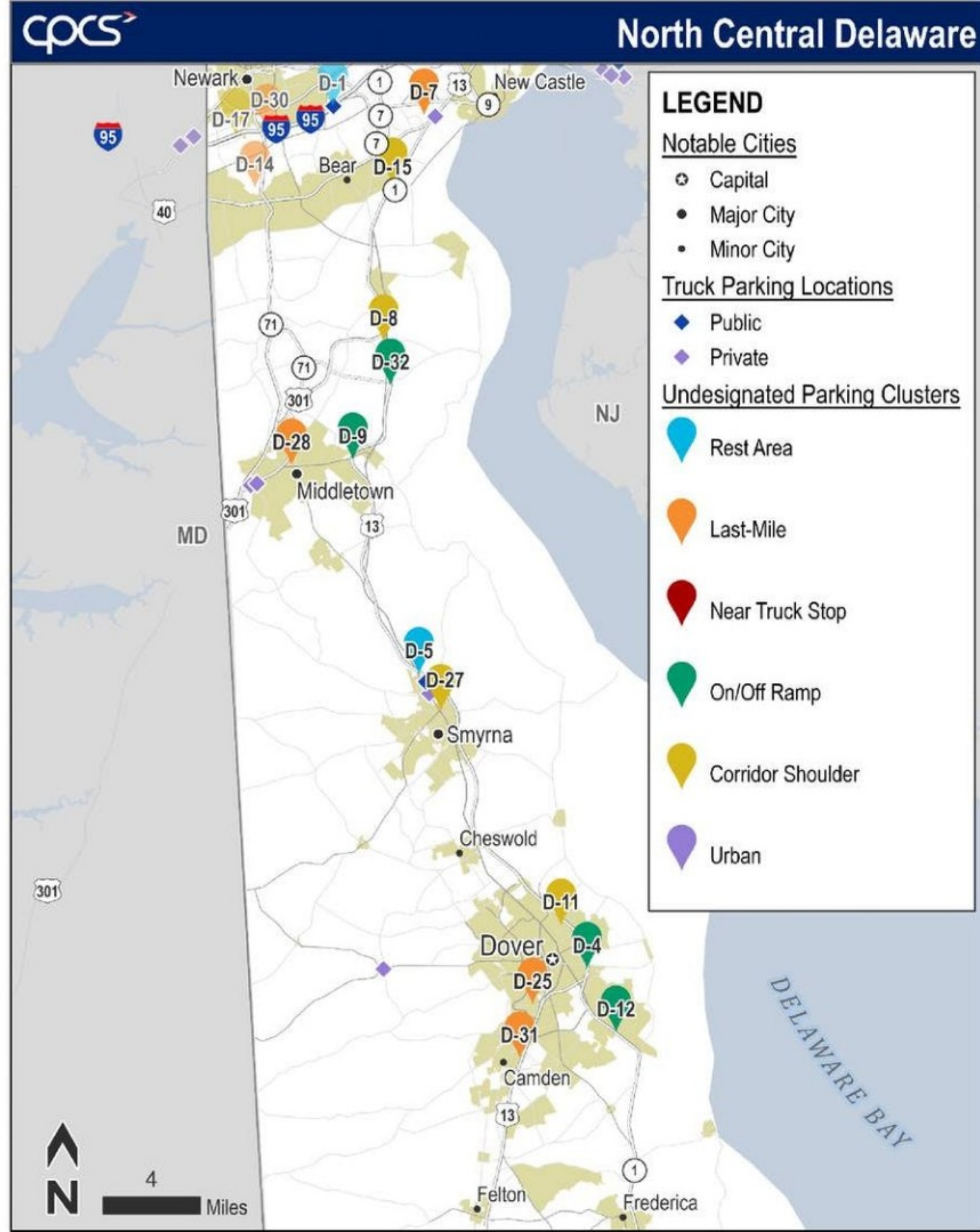
## *Draft Solutions & Strategies*

### Provide truck parking at private vehicle lots during non-peak periods

- Ex: Explore opportunities for partnership with Dover Downs/Dover International Speedway to allow for truck parking during overnight and/or other non-peak periods

### Coordinate with local agencies to implement land use requirements for staging at new freight facilities

- Ex: At new freight-generating developments (e.g. warehousing & distribution centers, manufacturing facilities) in the region





# Region: North-Central Delaware

## *Draft Solutions & Strategies*

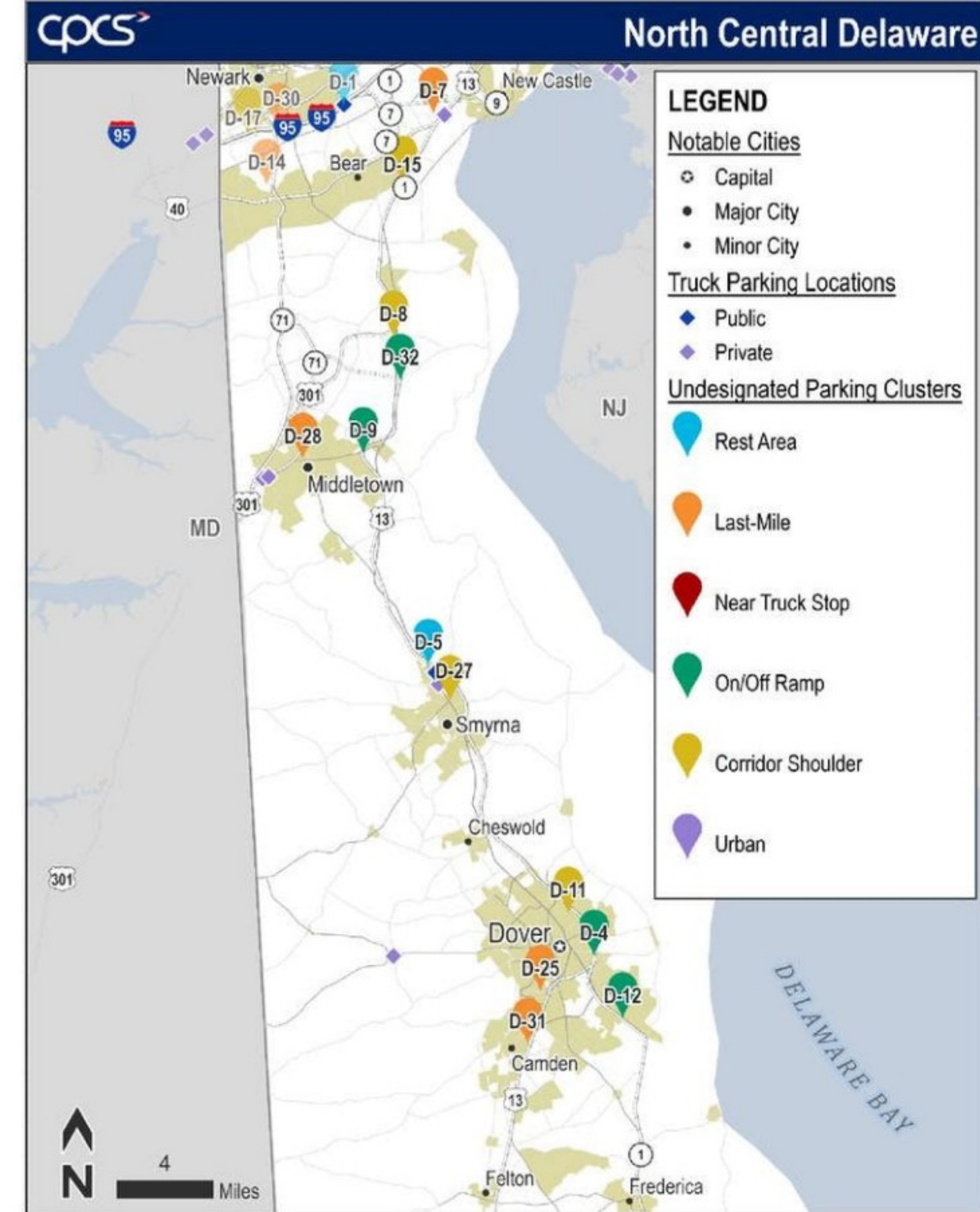
**Expand truck parking capacity at Smyrna Rest Area**

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**Coordinate with local agencies to implement land use requirements for staging at new freight facilities**



***Are there other truck parking opportunities in the region? What solutions have been suggested, succeeded, or unrealized in the past?***



**In your opinion, what should be the priority solution to address truck parking issues in this region (North-Central Delaware)?**



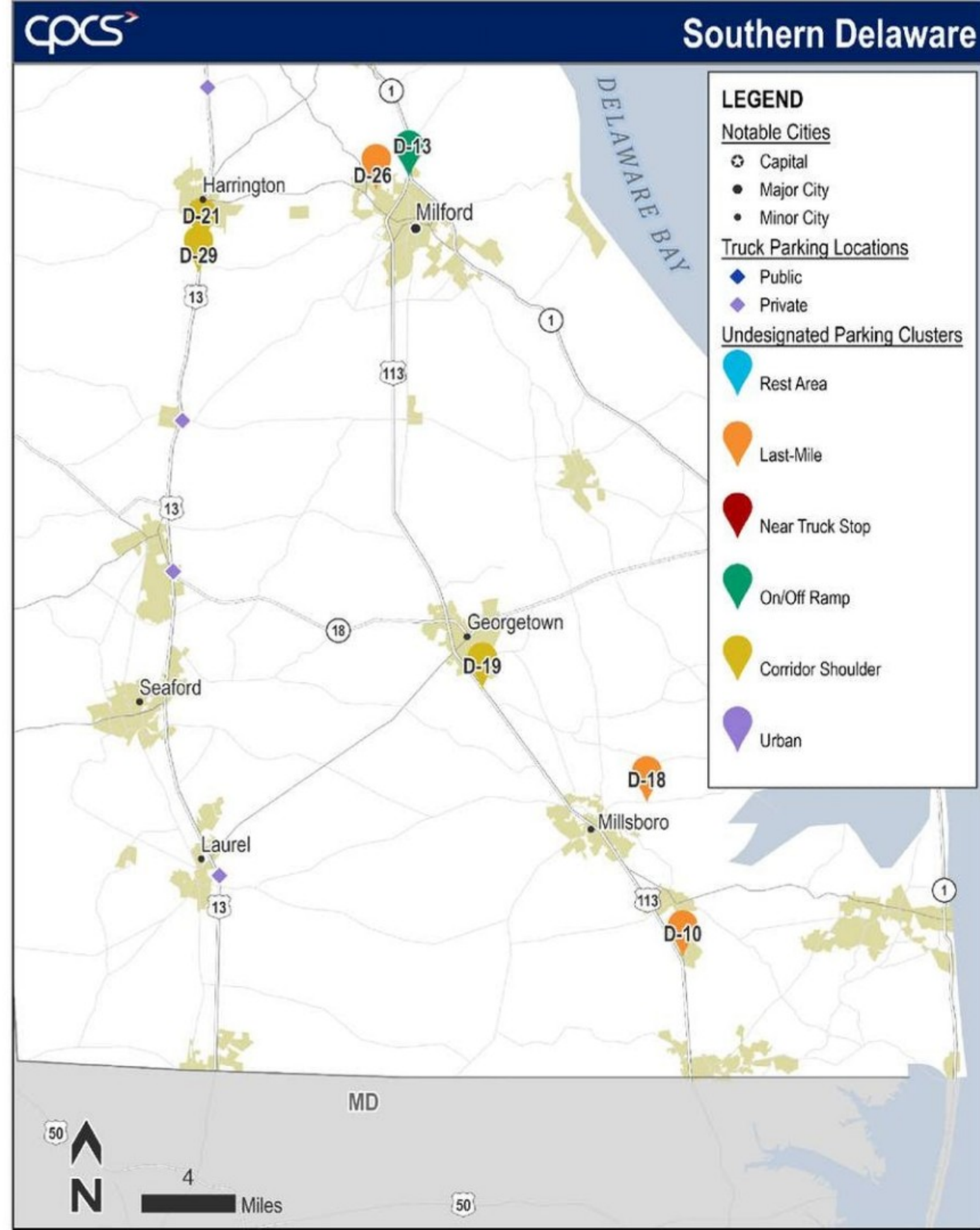
# Region: Southern Delaware

## *Existing Conditions*

### Undesignated Truck Parking:

- Along US-113:
  - Undesignated clusters along corridor shoulders
  - Last-mile parking off US-113
- Two clusters on US-13 corridor shoulders, but relatively low counts. There are also four truck parking locations along the corridors (two free overnight non-authorized, two paid overnight-authorized)

**No truck parking facilities in Southeast Delaware – no locations south of Dover on US-113 or SR-1**

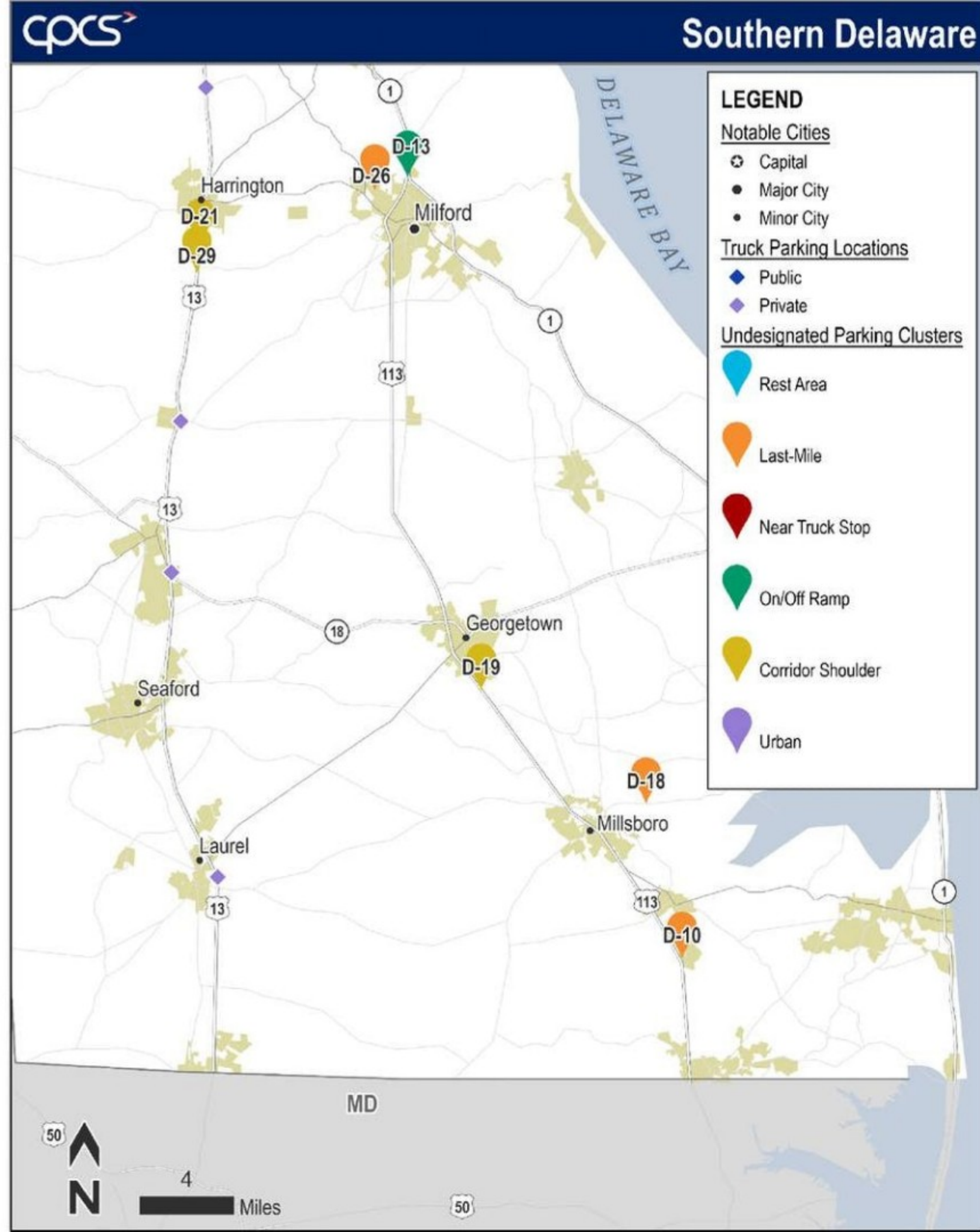




# Region: Southern Delaware

*Existing Conditions*

*Are you aware of any additional truck parking issues in the region?*





# Region: Southern Delaware

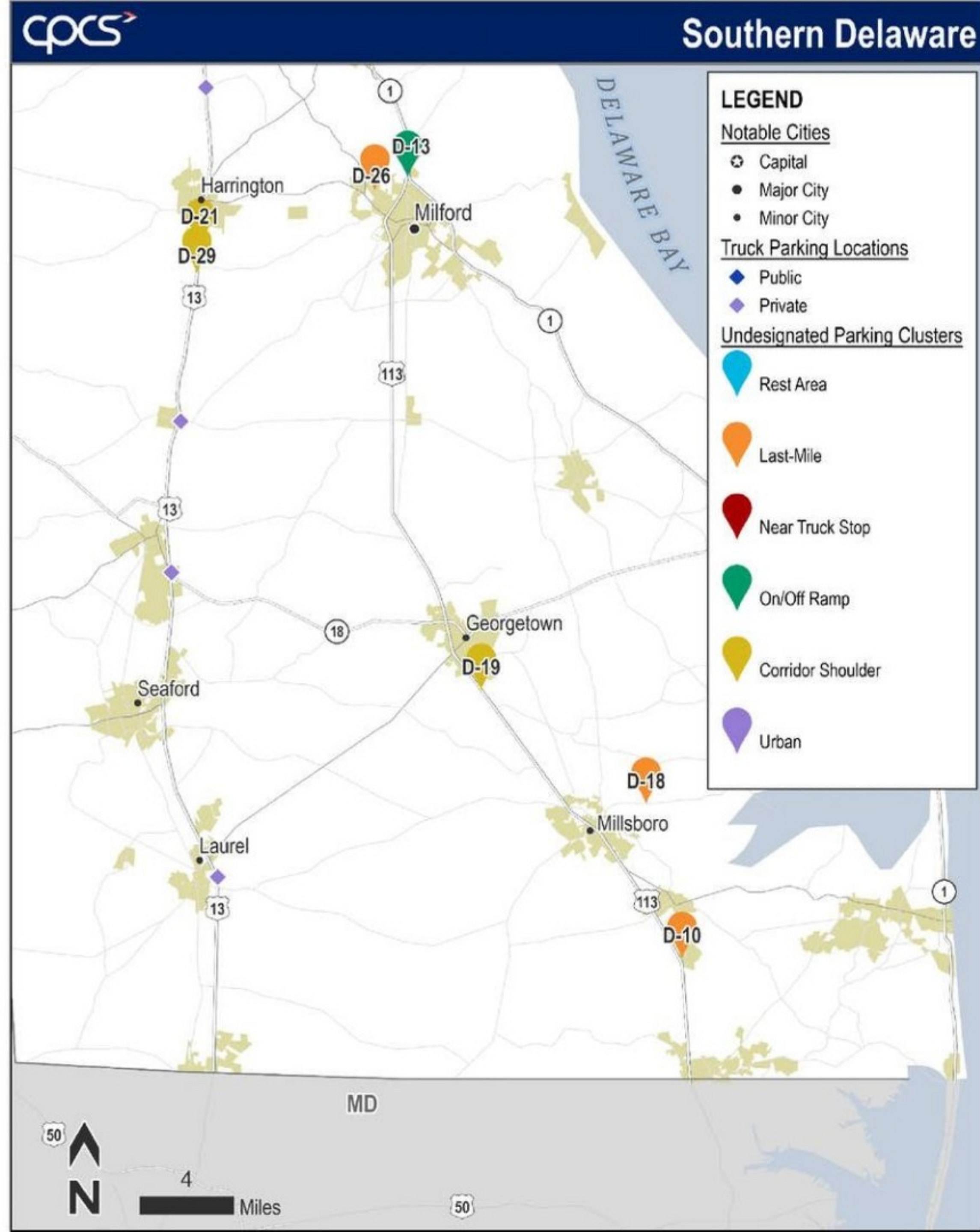
## *Draft Solutions & Strategies*

### Leverage existing state-owned facilities and land for truck parking

- Ex: State-owned parcels along US-113 and SR-1, including near existing gas stations – explore opportunities and potential partners for PPPs

### Incorporate truck parking into statewide planning efforts

- Continue to monitor truck parking issues in the region





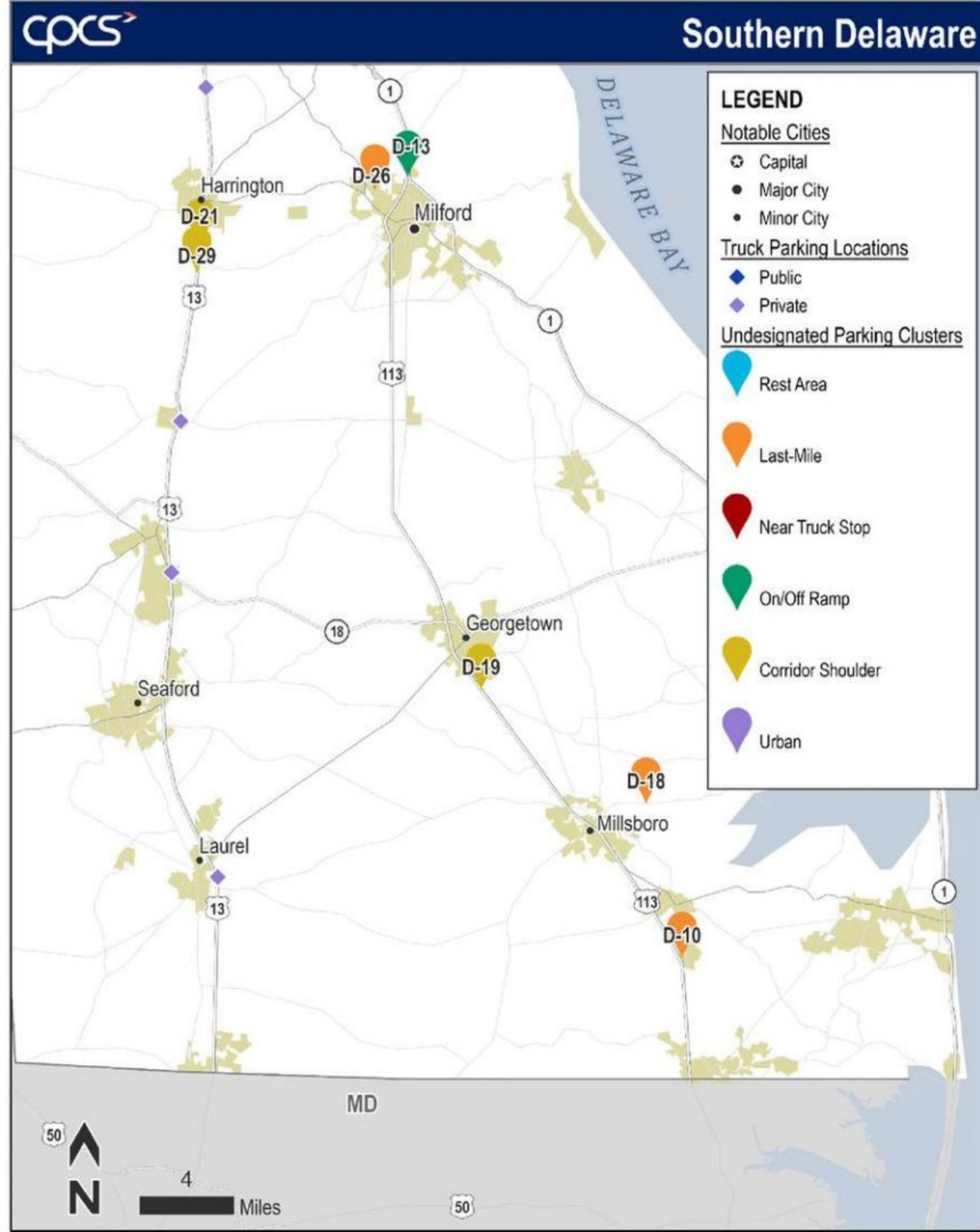
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**Leverage existing state-owned facilities and land for truck parking**

**Incorporate truck parking into statewide planning efforts**

***Are there other truck parking opportunities in the region? What solutions have been suggested, succeeded, or unrealized in the past?***





**In your opinion, what should be the priority solution to address truck parking issues in this region (Southern Delaware)?**





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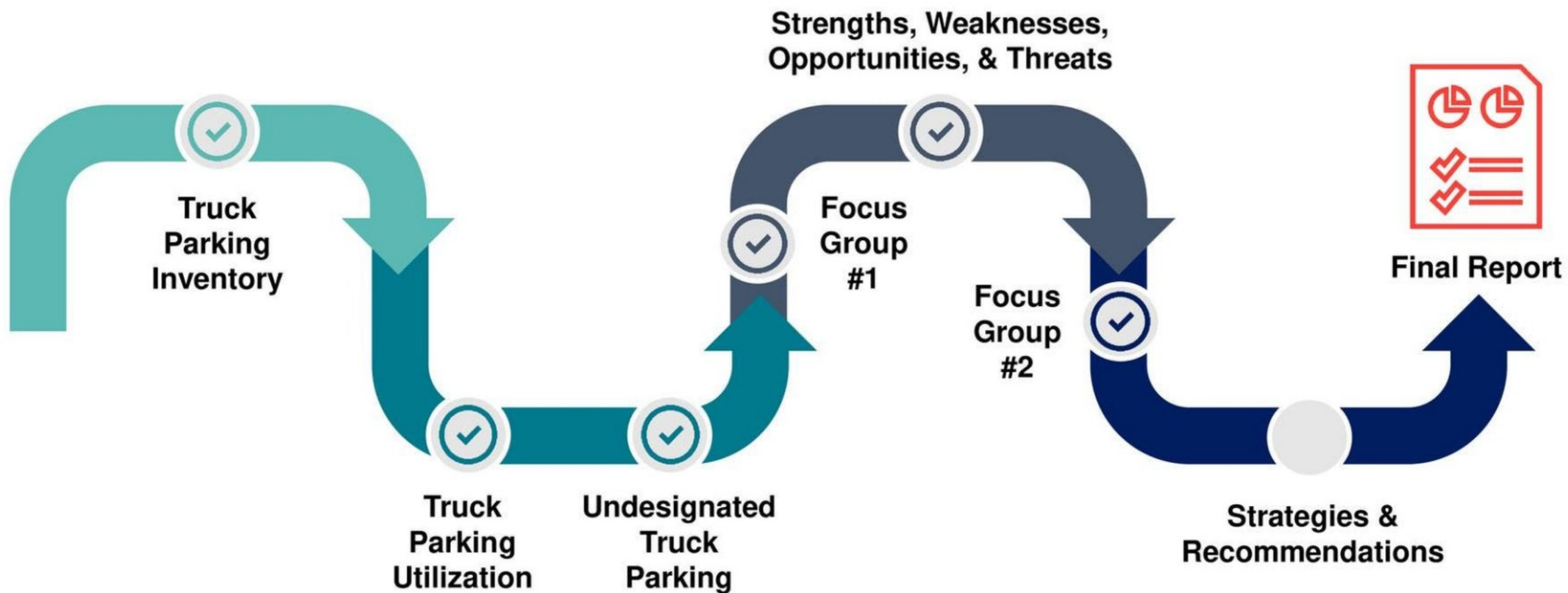
Closing and Next Steps



**Are there any other considerations that we have not yet discussed today?**



# Summary and Next Steps







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