

Delaware Truck Parking Focus Group Meeting Minutes

Meeting 2

May 20, 2021 • 2 PM–4 PM Eastern • Via Zoom

<https://zoom.us/j/98779815908?pwd=cXlUZU10dU56U1V2QkFsZ01raG0vQT09>

Meeting ID: 987 7981 5908 | Passcode: 731985

+1 301 715 8592 US (Washington DC)

Attendees

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| <ul style="list-style-type: none">• Dan Blevins, WILMAPCO• Tigist Zegeye, Executive Director, WILMAPCO• Alex Marach, CPCS• Donald Ludlow, CPCS• Julia Thompson, CPCS• Drew Boyce, Century Engineering• Sonia Marichic, Century Engineering | <ul style="list-style-type: none">• Cooper Bowers, DelDOT Planning• Chuck Harris, Walmart DC-7834• Dave Hugg, City of Dover• Jim Galvin, Dover Kent MPO• Josh Thomas, DelDOT• Ken Grant, AAA• Kristen Scudder, DE Valley Regional Planning Commission (DVRPC)• Linda Parkowski, Kent Economic Partnership | <ul style="list-style-type: none">• Marc Cote, DelDOT• Michael DuRoss, DelDOT• Nicole Katsikides, Maryland DOT State Highway Administration (SHA)• Phil Strohm, FMCSA• Sam Sherman, DelDOT• Sharon Duca, City of Dover• Sgt. Dan Parks, DE State Police• Stephanie Johnson, DelDOT• Stewart Pryor, DE Motor Truck Association (DMTA) and Commercial Driver |
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Summary

The second focus group meeting for the Delaware Truck Parking Focus Group served as the second of two opportunities to gather stakeholder feedback on activities of the Delaware Statewide Truck Parking Study. After an introduction from WILMAPCO, the Consultant Team provided an update of undesignated truck parking in Delaware, followed by presentation of a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis for truck parking in the state. The second half of the meeting focused on solutions and strategies to advance truck parking in Delaware. This included an overview of available solution types, followed by an examination of truck parking within Delaware through a regional lens. For each of the three regions identified, the Consultant Team provided a regional view of existing truck parking conditions, as well as regionally targeted solutions and strategies to address truck parking issues. Stakeholders had the opportunity to provide feedback and ask questions about these issues, solutions, and strategies through discussion, as well as through an interactive polling website (Mentimeter).

Agenda and Discussion

01 Welcome From WILMAPCO and DeIDOT (2-2:10 PM)

Dan Blevins - Principal Transportation Planner, WILMAPCO

02 Focus Group Member Roll Call (2:10-2:20 PM)

All FAC Members - Introductions

- Sharon Duca - City of Dover - Public Works Director, City of Dover
- Linda Parkowski - Kent Economic Partnership
- Josh Thomas - DeIDOT
- Stewart Pyror - DMTA Truck Driver
- James Galvin
- Kristen Scudder - DVRPC
- Michael DuRoss
- Sam Sherman - DeIDOT
- Marc Cote - Director of Planning, DeIDOT
- Dan Parks - DSP CMV unit
- Nicole Katsikides - TTI representing Maryland DOT SHA
- Chuck Harris - GM Transportation Walmart
- Stephanie - Del DOT, divisional planning, data support
- Tigist Zegeye - WILMAPCO
- Phil Strohm - FMCSA
- Dave Hugg - City of Dover Planning Department
- Ken Grant - AAA
- Cooper Bowers
- Josh Thomas - DeIDOT

03 Undesignated Truck Parking in Delaware (2:20-2:30 PM)

Alex Marach - Technical Lead, CPCS Transcom Inc.

03 Strengths, Weaknesses, Opportunities, and Threats (SWOT) and Q&A (2:30-2:50 PM)

Alex Marach - Technical Lead, CPCS Transcom Inc.

Questions

- Dan Blevins (WILMAPCO): Who pays in the end? Public vs private sector? If private sector generating it - is it on them to foot the bill? Or is it public entities? Or combination of both?
- Donald Ludlow (CPCS): Good consideration - how to structure cost-sharing?

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5-Minute Break (2:50-2:55)

04 Draft Solutions & Strategies and Facilitated Discussion (2:55-3:50 PM)

CPCS Transcom Inc. Project Team (Donald Ludlow, Project Manager; Alex Marach, Technical Lead; Julia Thompson, Freight Analyst)

Questions

- James Galvin (Dover Kent MPO) - chat box: Can truck parking co-exist with park and ride facilities?
 - Alex Marach (CPCS): It can be - look at locations that restrict or have low use at night.
- Donald Ludlow (CPCS): Can WILMAPCO/DelDOT talk about the types of funding sources used in the past to address truck parking needs? Or where it's fallen short?
 - Dan Blevins (WILMAPCO): From the MPO perspective that we haven't necessarily looked into much until now, with FAST Act funding available - it's been the start of that conversation. I put one comment in Mentimeter about technology - it's funding related. Can we "tech" our way out of it? Need deeper thoughts there. Know the upper Midwest is in its second year - does that technology work here vs there? More metro areas here. A lot of space between metro areas in the Midwest. "Barrier" - get calls every day on people selling you tech/data. Don't want to oversell the technology solution. Want to find solutions that are practical for DE needs.
 - Donald Ludlow (CPCS): Hear from a lot of DOTs - that data & tech offerings difficult to sort through, it's hard to figure out what's applicable. "Shiny object" situation. Good q - is TPIMS type situation appropriate here?
- Marc Cote (DelDOT): Don't have a large history/historical view of truck parking initiatives. Know have tried to work at times with the private landowners in developing new areas that can be expanded around private centers or find partners. That has not come to fruition.
 - Alex Marach (CPCS): Barriers?
 - Marc Cote (DelDOT): More working with the private sector, associated with convenience stores. Learned it's not their business/they don't want to be in truck parking. Strong customers but truck parking is not their business.
- Marc Cote (DelDOT): The other question is - we have had several very large development projects related to logistics or other users (e.g. port coming) where there are hundreds of trucks associated with these projects. We look at traffic impact - turning movements, capacity, etc. But there's this other issue - how do you handle trucks, not when they're moving, but when they're waiting? We haven't looked at this yet, but with potential multiple large projects in the same area, there is clearly a question of where all the trucks are going to stage and park.
 - Alex Marach (CPCS): Land use changes with those situations of freight coming in, requiring truck parking. Example: Lehigh Valley.

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- Marc Cote (DelDOT): With a large facility like that generating trucks, that's an idea of some sort of measure - e.g. % of parking available outside facility, or on-site but outside gate, those things. Also have electric vehicle infrastructure questions coming online. That adds another wrinkle.
 - Donald Ludlow (CPCS): There is a role for localities to play, related to land use, incorporate truck parking requirements into zoning. Area starting to gain traction.
- Linda Parkowski (Kent Economic Partnership): Lehigh Valley is like the logistics capital of the Northeast - has anybody (or maybe we should) looked at their land use policies to see how they deal with truck parking as far as staging?
 - Alex Marach (CPCS): In response to that development, they added requirements for truck parking in the development of new facilities in their jurisdiction
- Stewart Pryor (DMTA, Driver): The other thing with Lehigh is that it's the final frontier to the Northeast. The warehouse there is multi-million sq. ft. warehouses - they do *huge* facilities. When you get up into that area, it is nice to get into the facility, and plan your day knowing you are going to be able get in at that facility at the end of the day, instead of drive time. Thinking ahead for Southern DE - Amazon is picking up in Seaford - could be midpoint between Virginia Beach and Newark. A couple facilities in Newark. This planning and zoning aspect could be a winner if worked out before shovels are in the ground. If I know I can get into a facility, I can plan around that. Drivers can be stuck at locations if you don't know if you'll have parking there. Also, when people broker loads - if you are a shipper of choice, people know they won't be wasting their time. Shippers of choice guarantee parking and in/ out within 2 hours, so drivers are not waiting on the street for 6 hours. A lot of facilities do that - drivers want to haul those loads, can get pricing break.
 - Alex Marach (CPCS): How do you know about which are shippers of choice?
 - Stewart Pryor (DMTA, Driver): A lot of freight magazines put out shipper of choice - most fall on there.
 - Alex Marach (CPCS): Unilever is one - framed allowance of parking on-site in those terms.
- Chuck Harris (Walmart): Listening to ideas - I don't have a lot to share at this particular time. We deal with this every day, with my drivers trying to find parking spaces. They can park at some Walmart stores, but still a real issue for my drivers. At this point no details.
- Donald Ludlow (CPCS): The percent of PPP is small proportion. It's mainly public direct investment or private sector building additional capacity. On PPP's we've seen: in Illinois, large truck stop was enabled by local community investing in highway infrastructure; in Utah there is a UDOT and Flying J partnership where UDOT provides operating subsidies to Flying J to provide restroom facilities, hookups, parking, lighting; in some areas, there are also partnerships for reservation systems coming online.

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- Alex Marach (CPCS): There is a need for a mechanism for the private sector to know that public sector is interested. Can signal through an RFI (e.g. PA Turnpike RFI), a truck parking champion approach, etc.
- Stewart Pryor (DMTA, Driver): If you've got money and you have something you can implement quickly and have an immediate impact - go with that solution. Dynamic signs (DMS) for Biden center and Smyrna are two places I'd think if you had DMS you'd have immediate impact
- Chuck Harris (Walmart): As you go further down on US-13, in the Seaford area, there are some smaller locations - not really truck stops but smaller stations with truck parking. Can we enlarge those areas to create more parking? These locations allow truck parking but not a lot - can get 6 or 7 trucks in there, that's about it. They may be willing to expand.

Northern Delaware: Questions and Comments

- Dan Blevins (WILMAPCO): Conducted a study around the port to shine a light on the port area undesignated parking. Want to leverage facilities and information - we've pinpointed locations with issues. Vacated area for decades - took years to get over the hump. Solutions don't happen overnight.
- Dan Parks (DSP): A lot of this undesignated parking happens during the overnight period, so there are not a lot of complaints received for overnight parking, as compared to the daylight hours where this is more noticeable. Our units are also out during daylight hours, so we don't encounter as much undesignated truck parking. Where we run into the issues is when bad things, like accidents, occur.
- Dan Parks (DSP): (Re safety data) That would be a characteristic in the crash report, searchable. Could be data mined.
 - Donald Ludlow (CPCS): When crashes occur, they are severe - is that your impression?
 - Dan Parks: Accurate
- Donald Ludlow (CPCS): Stewart, what triggers the decision for a driver to park in undesignated locations?
 - Stewart Pryor (DMTA, Driver): Often it's drivers who show up out of time, and are full-up against the clock, so they pull off onto the side of the road for breaks. Often it's overnight (8-10 hours) and drivers are out of time, so they have to park or break HOS/violate logs. Due to poor trip planning - time's up so driver is here for the night.

North-Central Delaware: Questions and Comments

- Marc Cote (DelDOT): How often does Smyrna fill up?
 - Alex Marach (CPCS): Often at higher capacity, smaller lot so few spaces available.
 - Julia Thompson (CPCS): Utilization is relatively high during overnight periods - above 70% utilization from 11 pm to 6 am and exceeds 80% during the early morning peak (2-4 am) hours. There is also undesignated truck parking at

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undesigned locations within the rest area itself, suggesting that at times the lot is at capacity and trucks that do drive to the rest area don't have a designated space.

- Dan Parks (DSP): The Smyrna Rest Area location is right next to a scale house - we may put a driver out of service and put it at that location. We experience the location is rarely full to capacity, but there is still shoulder parking from our observations.
 - Alex Marach (CPCS): At what times does that occur?
 - Dan Parks: Around 5 am to 4 pm.
- Stewart Pryor (DMTA, Driver): Echo that, when I go down there around 11 am - 1 pm I never have an issue mid-day. During the day it is wide open, but at nights it's harder to get in.
- Dan Parks (DSP): (Re weigh station strategy) We explored a specific request for this, but ended up denying it because we don't have facilities. Only have 12 spaces - used for inspection. Would require trucks coming in and out during certain hours. Overnight, the location is not staffed - there's no bathrooms, so drivers use the parking lot. During working hours, troopers are there. So have opted to say no to those requests.
 - Alex Marach (CPCS): What issues do you see with implementing this when the weigh station is closed?
 - Dan Parks (DSP): Sanitary/facilities issues.
- Dave Hugg (City of Dover): There is a tremendous amount of land at Dover Mall, not used for much - could include this with discussion in Dover Downs solution. Also, from a local planning perspective, new facilities have significant requirements to accommodate deliveries and storage. The real question - is there any information on if there's enough of a market for a private truck stop in Kent County? With fuel, service, parking, etc.?
 - Alex Marach (CPCS): Can consider how to leverage economic development folks.
 - Dave Hugg (City of Dover): Is there a model? If you need X acres or certain services? A prototype of set requirements to garner interest?
 - Alex Marach (CPCS): Some studies, but a little dated, on the economics of a truck stop. We can send to inform that discussion.

Southern Delaware: Questions and Comments

- Dan Blevins (WILMAPCO): With this area, is it more seasonal/with different times of the year? Do the dynamics change more in the southern part than the north?
 - Julia Thompson (CPCS): We looked at seasonality in our data by month - February, May, August, October. The statewide trend was that trucks and undesigned parking dropped off in October. Location-specific results are in Technical Memo 2.
- Jim Galvin (Dover Kent MPO): I think of one vacant property on US-13 in Dover where overnight parking takes place - guessing it's residents that need truck parking, but don't belong in vacant lots. Will the study discuss dissuasions for truck parking?

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- Donald Ludlow (CPCS): Study will look at the issue areas and recommend solutions to address undesignated parking. Aim to alieve these issues. Enforcement may need to happen on a more local level/require coordination with correct agencies.
- Alex Marach (CPCS): What is the specific location?
- Jim Galvin (Dover Kent MPO): 13 near Dover, North Roosevelt Ave, across McDonald's.

05 Closing and Next Steps (3:50-4:00 PM)

Donald Ludlow - Project Manager, CPCS Transcom Inc.; Dan Blevins - Principal Transportation Planner, WILMAPCO

Adjourn (4:00 PM)