

Delaware Truck Parking Focus Group Meeting Minutes

Meeting 1

March 11, 2021 • 2 PM–4 PM • Via Zoom

<https://zoom.us/j/8468062077>

Meeting ID: 846 806 2077

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Attendees

- | | | |
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| <ul style="list-style-type: none">• Dan Blevins, WILMAPCO• Tigist Zegeye, Executive Director, WILMAPCO• Rachel Aland, CPCS• Alex Marach, CPCS• Donald Ludlow, CPCS• Julia Thompson, CPCS• Drew Boyce, Century Engineering• Sonia Marichic, Century Engineering | <ul style="list-style-type: none">• Brian Soper, Salisbury/Wicomico MPO (S/WMPO)• Cooper Bowers, DelDOT Planning• Jim Galvin, Dover Kent MPO• Jeff Bainbridge, Royal Farms• Jody Sweeny, Commissioner, Kent County Levy Court• Josh Thomas, DelDOT• Kristen Scudder, DE Valley Regional Planning Commission (DVRPC)• Linda Parkowski, Kent Economic Partnership• Marc Cote, DelDOT• Mark Luszcz, DelDOT | <ul style="list-style-type: none">• Michael Ruane, DE Valley Regional Planning Commission (DVRPC)• Nicole Katsikides, Maryland DOT State Highway Administration (SHA)• Phil Strohm, FMCSA• Sam Sherman, DelDOT• Sgt. Dan Parks, DE State Police• Stephanie Johnson, DelDOT• Stewart Pryor, DE Motor Truck Association (DMTA) and Commercial Driver• Troy Mix, University of Delaware Institute for Public Administration (UD IPA) |
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Summary

The first focus group for the Delaware Truck Parking Focus Group served as the first 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 overview of truck parking and its importance. This was followed by a presentation of initial truck parking findings in Delaware, including truck parking inventory, truck parking utilization, undesignated truck parking, truck parking violations, and truck/trailer crashes. The second half of the meeting utilized an interactive polling website (Mentimeter) to gather thoughts, questions, and feedback from public and private stakeholders. Polling questions prompted facilitated discussions among the group about Delaware's truck parking issues, needs, and potential opportunities.

Agenda and Discussion

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

Dan Blevins - Principal Transportation Planner, WILMAPCO

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

FAC Members - Introductions

- Jody Sweeny: Represents the fifth district, has a small business in Rodney Village. Anecdote - trucks used to park along the outer part of lot and block the view of the stores in the village - had to find some place to go. Rodney Village set up places behind the shopping center, but trucks were broken into because of no visibility.
- Mark Luszcz: Deputy Director in Division of Transportation Solutions (DeIDOT), most major highway/ bridge/interchange/signal projects under their group. Works with Sgt. Dan Parks on truck restrictions, parking type restrictions that often involve trucks.
- Troy Mix: University of Delaware Institute for Public Administration. Coordinates the Delmarva freight working group - monthly planners engaged in freight planning, and two yearly events to engage the industry.
- Jeff Bainbridge: Director of Real Estate with Royal Farms - They don't want truck parking on lots aside from short term visits.
- Stephanie Johnson: Division of Planning, DeIDOT, Assistant Director, administers CMV weight enforcement program with DE State police and FMCSA. As part of program, have innovative tech deployment grant, as well as CMV grant - put out research projects and truck parking innovative ideas.
- Marc Cote: DeIDOT Director of Planning. Truck weight enforcement, freight planning under purview.
- Linda Parkowski: Economic Development Director for Kent County. A few years ago an economic analysis study was done, one of the targeted industries was logistics and distribution. Since then, asked Kent county MPO to perform some studies, including an east-west freight route out of Kent County. Also involved with the Dover Freight Study. Sees truck parked along the side of road everywhere she drives.
- Sgt. Dan Parks: DE State police CMV enforcement unit under DE State police traffic section. Also lead agency contact for CMV safety plan and is a representative for CMV Safety Alliance.
- Jim Galvin: Principal Planner with Dover Kent County MPO - what Dan does, down-state.

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- Brian Soper: With Salisbury MPO, same as Jim/Dan. Covers Delmar, Seaford. Not a lot of experience with truck parking.
- Josh Thomas: Planning supervisor in DelDOT regional systems planning group. Long range freight planning is core responsibility. Want to get a handle on truck parking to plan for future.
- Michael Ruane: Manager of Freight and Aviation Planning at DVRPC, involved in truck parking studies/regional roundtables. Truck parking is multi-region/state issue, interested to see what's happening in DE
- Sam Sherman: Planner with DelDOT, freight & aeronautic coordination. Provides support for state MPOs - mostly focused on New Castle County in Kent. Member of Troy's Delmarva working group.
- Phil Strohm: Division Administrator for DE for FMCSA. FMCSA focus to reduce large truck and bus crashes in state, provide support through grant funding to DelDOT, including enforcement units.
- Kristen Scudder: Senior Freight and Transport planner at DVRPC, freight office looking at similar truck parking issues and solutions in the region - intertwined.
- Cooper Bowers: DelDOT Transport planner under Josh T. New Castle County coordinator. Works on freight issues and general planning
- Nicole Katsikides: Maryland DOT State Highway Administration - helps with freight and truck parking efforts.
- Tigist Zegeye: Executive Director, WILMAPCO
- Stewart Pryor: DE Motor Truck Association and commercial driver, runs locally in the northeast and Atlantic region

03 Top Trucking Issues and Q&A (2:20-2:40)

Alex Marach - Technical Lead, CPCS Transcom Inc.

04 About Truck Parking in Delaware (Supply, Demand and Utilization) and Q&A (2:40-3:00)

Rachel Aland - Project Coordinator, CPCS Transcom Inc.

Questions

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- Troy Mix (UD IPA): Has the data on truck/trailer crashes and violations been normalized against overall freight traffic?
 - Rachel Aland (CPCS): No, but Project Team can look into this.
- Linda Parkowski (Kent Economic Partnership): Do we have freight generators listed on the maps.
 - Rachel Aland (CPCS): They are currently not highlighted, but are taken into consideration for the analysis and solutions.
 - Linda Parkowski (Kent Economic Partnership): Saw violations on the map at a certain location, and figured it might be related to freight generators. Including freight generators would be helpful.
- Jim Galvin (Dover Kent MPO): Regarding the Royal Farms at Pearson's Corner that is listed designated - would like to hear from Mr. Bainbridge on that.
 - Jeff Bainbridge (Royal Farms): Not aware of that. (Note: CPCS will follow up with Mr. Bainbridge to clarify this point)
- Sgt. Dan Parks (DE State Police): What is the crash data source?
 - Dan Blevins (WILMAPCO): Got from Matt Cox. All "Class 5" vehicles - truck/trailer.
 - Sgt. Dan Parks (DE State Police): They are not necessarily commercial vehicles?
 - Dan Blevins (WILMAPCO): They are commercial vehicles.

05 Facilitated Discussions and Survey (3:00-3:40)

Rachel Aland - Project Coordinator, CPCS Transcom Inc.

What best describes your industry?

- Phil Strohm (FMCSA) - federal agency; Troy Mix (UD IPA) - higher education

Rank the following truck parking issues: Capacity and availability, Safety, Perception of Capacity, Funding

- Stewart Pryor (DMTA, Commercial Driver): Chose perception of capacity first, as a driver. He uses apps. If close on HOS time, will go into an app that informs his decision for the night on northeast runs. Going up to NYC, it's either NJ or up into Milford, CT to get a stop. Or else you have to go past the city or turn back. A lot of

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people inbound to the New Castle area have to decide to either park at the DE truck center, or go to Elkton, MD. Or do they stop further down highway to make delivery?

- Jody Sweeny (Kent County Levy Court): Is the app accurate when you get to a location?
- Stewart Pryor (DMTA, Commercial Driver): Mainly uses TruckerPath. When you pull into a truck stop, it shows availability and recency. For the truck stop near him in Laurel - keeps an eye on it to see if it's accurate. A lot of people will add information when they drive by even if they don't park there. Driver options for information are: lots, some, full. He bases it off of how recent the update was to the location.
- Jody Sweeny (Kent County Levy Court): Is the app based on truckers?
- Stewart Pryor (DMTA, Commercial Driver): Yes, it is social networking-esque. He always updates it when he parks.
- Jody Sweeny (Kent County Levy Court): Picked capacity 1st, and perception 2nd. His trucker friends are not aware of the app. He made a determination on these issues even prior to seeing the inventory with lack of central DE trucking.
 - Stewart Pryor (DMTA, Commercial Driver): Regarding Trucker Path, this may be age gap. He is 36, but drivers are on average in their 50s - there may be discrepancy of use of technology between age groups. A lot of drivers are getting more tech savvy, on the awareness of what is out there and finding a reliable app. Trucker path is closest one for this.
- Linda Parkowski (Kent Economic Partnership): Is the data from the Trucker Path app used in the study?
 - Rachel Aland (CPCS): Yes, a year's worth of data from the app used for the utilization analysis.

What is most needed to address truck parking challenges?

- Linda Parkowski (Kent Economic Partnership): Thought funding should have been an option. That goes along with parking projects.
- Linda Parkowski (Kent Economic Partnership): Interested in what additional analysis is needed.
 - Dan Blevins (WILMAPCO): Truck parking is so dynamic, it evolves and fluctuates a lot. It drives parking policies, funding, and projects.
- Stewart Pryor (DMTA, Commercial Driver): With truck stops, no one wants them in their backyard. When you tell someone you're opening up truck parking area, a lot of public kickback. Understands people's view on truck stops/services with parking areas

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- it takes up a lot of space and infrastructure for it to happen. Understands the research end of this.
- Drew Boyce (Century): Also selected data - for example, data relative to the expansion of the port and those implications. There is potential for proactive planning for staging and opportunities for trucks in designated areas as operations increase.
- Phil Strohm (FMCSA): Why are the trucks parking? For staging or HOS? If it's a staging parking issue, maybe need to look at where distribution centers are related to parking spaces. More data analysis and insights can help provide insight to why they're parking where they are.
- Jim Galvin (Dover Kent MPO): What's holding back places from providing parking themselves? Why isn't the port providing truck parking? Is there a policy or something related to liability of providing truck parking that limits them from doing it? What's prohibiting this?
- Mark Luszcz (DelDOT): Along the same lines as Jim and related to earlier statement that drivers don't want to pay for parking, why won't drivers pay for parking if they're wasting \$5-6k a year? With the demand for truck parking, truck drivers should be able to pay some amount. Projects imply public parking, which costs taxpayer dollars to build, own, and operate. Why is that needed? Why do public agencies need insight?
 - Stewart Pryor (DMTA, Commercial Driver): Regarding pay for parking, in some areas, a lot of people choose to pay because it guarantees/reserves a spot. For trip planning, if they have a morning time delivery and know they will be there, drivers will pay. The issue with pay for parking is that some fleets do not reimburse drivers, and drivers don't include it in their negotiation for payment. Top-tier drivers have no issue with paying because they have planned it into their customer service and delivery. For other drivers, whose fleets won't way, they just have to find parking. It is a component of industry culture and who a driver is operating for.
- Michael Ruane (DVRPC): In some of the DVRPC PA/NJ work, data analysis is important to better understand whether the parking is overnight/staging (at port or larger industrial generator). On the public sector side, they're trying to do more to develop educational materials for municipalities to encourage land development to incorporate truck parking into industrial development sites. A good example is the Unilever Safe Haven parking program - it allows drivers through gate to park on-site, instead of queuing on-site or coming in the night before delivery and parking elsewhere. Focuses are education and encouraging development to incur some of the costs they're causing. They're still working on solutions, and trying to get more information to local areas, which are on the front line of handling developments
- Mark Luszcz (DelDOT): See trucks parked all the time on the ramp from Route 1 to Route 13 going into Smyrna. This is 3 minutes from one of the two public truck parking stops in DE. Why are trucks stopping there? Is it because they can? Because it is not

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marked as “no parking”? Because of a lack of enforcement? If we can’t get drivers to get 3 minutes to a public spot, what good is any parking?

- Stewart Pryor (DMTA, Commercial Driver): Not to be hard on anyone, but within trucking, there are top-tier and not-top-tier drivers, the latter being drivers who don’t plan, and run to the very last minute on their HOS, which is tracked by the ELD. With their HOS done, the options are either to make it to Smyrna but get a write up, or in the easier case park on side of the road. These are hypothetical cases, but agrees that it is foolish to be so close and not take it. He would rather drive to Smyrna for safe parking.
- Alex Marach (CPCS): It could also be an assumption those facilities are full.
- Stewart Pryor (DMTA, Commercial Driver): Some other states doing truck parking indicators on rest area signs, where the sign lists the rest area ahead with the number of truck spaces available. Newer technology like this is coming out.
 - Alex Marach (CPCS): This is being used more and more in the US. The drawback is it typically only includes public rest areas. Since parking is heavily skewed private in DE, this would miss a large portion of space availability. Would have to be strategic about where they’re located.
 - Alex Marach (CPCS): Are dynamic signs helpful?
 - Stewart Pryor (DMTA, Commercial Driver): If he is in the area and it’s there and convenient, he will pop-in. It’s nice to know parking availability going down a highway. If you’re close to your destination, and as you drive by you see a lot of spots available, you could make the delivery, get back out on the road, and then stop at the facility on the return trip. So, yes, finds it helpful.
 - Mark Luszcz (DelDOT): Aware of that technology, but it hasn’t been pursued in DE. If pursued, it would be for a non-truck purpose first, such as public parking in beach areas, state parks.

What do you see as the root causes of truck parking issues in Delaware?

- Stewart Pryor (DMTA, Commercial Driver): In Sussex, there is so much poultry production, but only one truck stop. With all production and people coming into pickup, the lack of truck stop on 113 doesn’t make sense.
- Linda Parkowski (Kent Economic Partnership): Truck parking is an unintended consequence of increased in logistics and distribution, such as the poultry industry in Central Delaware, which only has the Smyrna rest stop. There is nothing down Route 113, 13, or Bay Road for truckers to stop at. There is a need for a facility of some sort. If profitable, could entertain discussions there. Hearing truckers don’t want to pay is disheartening, didn’t have this impression before.

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- Alex Marach (CPCS): If truck parking locations have paid parking, it is often only a small part of revenue. Most truck parking locations focus on revenue from fuel, food, and services.
- Jim Galvin (Dover Kent MPO): Areas like BP gas station just have enough truck parking for some trucks to buy stuff and get fuel.
- Stewart Pryor (DMTA, Commercial Driver): Know there is a Royal Farms on the VA Eastern Shore - the only places to get a truck in are Langford truck stop and Royal Farms. He will stop there for a 30 min break. Royal Farms locations have bigger lots and diesel units, and drivers will pop in to get food and fuel. Royal Farms is his first choice in that direction given availability and design of stops

Are truck parking issues in the state related to the HOS break or staging/last-mile?

- Stewart Pryor (DMTA, Commercial Driver): Would say on I-95 it leans heavier toward HOS, whereas further down the state in Kent County and Sussex, it is more first/final mile stops. Most people moving toward the northeast are running I-95 up. So, in southern DE staging, but the big stop on I-95 is HOS.

What level of priority should be given to resolving different types of undesignated parking?

- Jim Galvin (Dover MPO): All roadways have inherent problems.

06 Wikimap Overview (3:40-3:50)

Dan Blevins - Principal Transportation Planner, WILMAPCO

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

Donald Ludlow - Project Manager, CPCS Transcom Inc.

Adjourn (4:00)