



Dover Freight Plan

*Winter Freight Meeting
December 11, 2024*



CITY OF DOVER DELAWARE
The Capital of The First State





Excellence in Transportation **Every Trip.**

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.

Safety

BE DELAWARE.
TOWARD **ZERO** DEATHS

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BECOME A **HERO** TOWARD ZERO



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2024 Delaware Traffic Fatalities as of 12/2/2024

	2024	2023		2022	
		Year-to-Date	Totals	Year-to-Date	Totals
Fatalities	120	130 ↓ -8%	137	143 ↓ -16%	164
Delaware Residents	100	103 ↓ -3%	110	102 ↓ -2%	119
Person Types					
Vehicle Occupant	62	87 ↓ -29%	89	88 ↓ -30%	103
Pedestrian	27	23 ↑ 17%	28	28 ↓ -4%	32
Bicyclist	5	5 0%	5	6 ↓ -17%	7
Motorcyclist	21	14 ↑ 50%	14	20 ↑ 5%	21
Other Person Type	5	1 ↑ 400%	1	1 ↑ 400%	1
Crash Types					
Curve Related	22	28 ↓ -21%	28	16 ↑ 38%	19
Roadway Departure	43	68 ↓ -37%	69	47 ↓ -9%	55
Intersection Related	44	33 ↑ 33%	37	45 ↓ -2%	50
Median Crossover	0	8 ↓ -100%	8	6 ↓ -100%	8
Wrong Way	4	1 ↑ 300%	1	7 ↓ -43%	7
Work Zone	5	9 ↓ -44%	9	4 ↑ 25%	4

Agenda

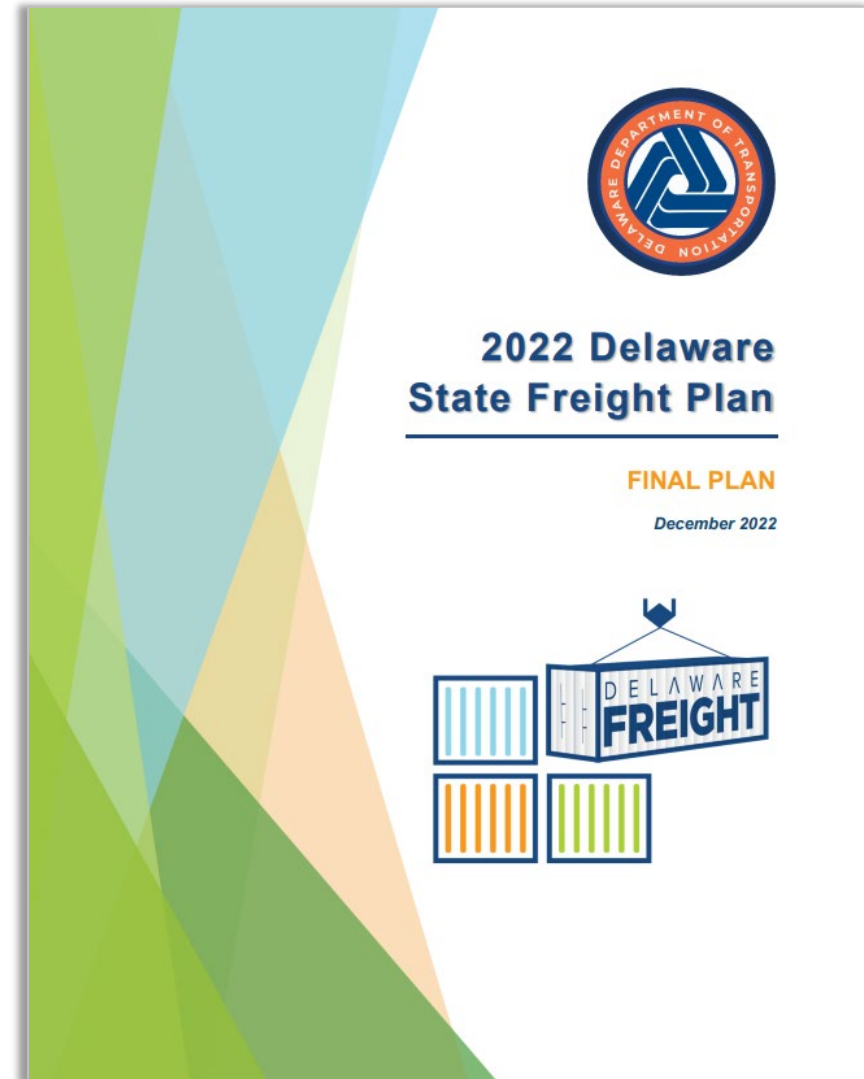
1. Background
2. Importance of local freight planning
3. Objectives
4. Recent and ongoing freight-related planning and development
5. Preliminary recommendations
6. Next steps

Background

- *Delaware State Freight Plan*
 - Statewide freight plans required by FHWA
 - 2022 plan recommended DeIDOT undertake local freight planning support initiatives

Exhibit 6-7: Delaware Freight Planning Tasks (Short-Term) (Continued)

#	SHORT-TERM TASKS (within 1-4 years)
18	Land Use Agency Coordination Work with land use agencies to better account for first/final mile freight network considerations during plan review, including integration of the planning checklists developed in the Statewide First/Final Mile Network Study (also Exhibit 6-3 and Exhibit 6-4 in the State Freight Plan), and including special attention for large-scale warehouse/distribution plans.
19	Local Freight Planning Support Leverage DeIDOT municipal assistance tasks available within statewide planning contracts, as well as similar MPO or academia resources within the state, to provide local freight relevant planning support to municipalities throughout the Delaware.



Importance of local freight planning

- Helps identify and address local freight movement concerns of both freight operators and residents
 - DeIDOT's local freight planning support helps to integrate local freight issues with state goals and projects and to secure federal funding to address those issues
- Freight is important to the local economy: 36% of employees in Kent County work in a Freight-Intensive Sector*
- Freight movement patterns have shifted due to the growth of e-commerce
 - More delivery trucks into residential areas
 - Increased demand for logistics sites in/near urban areas to meet quick delivery timeframes



Truck parked in the shoulder on White Oak Road near Garrison Oak Drive

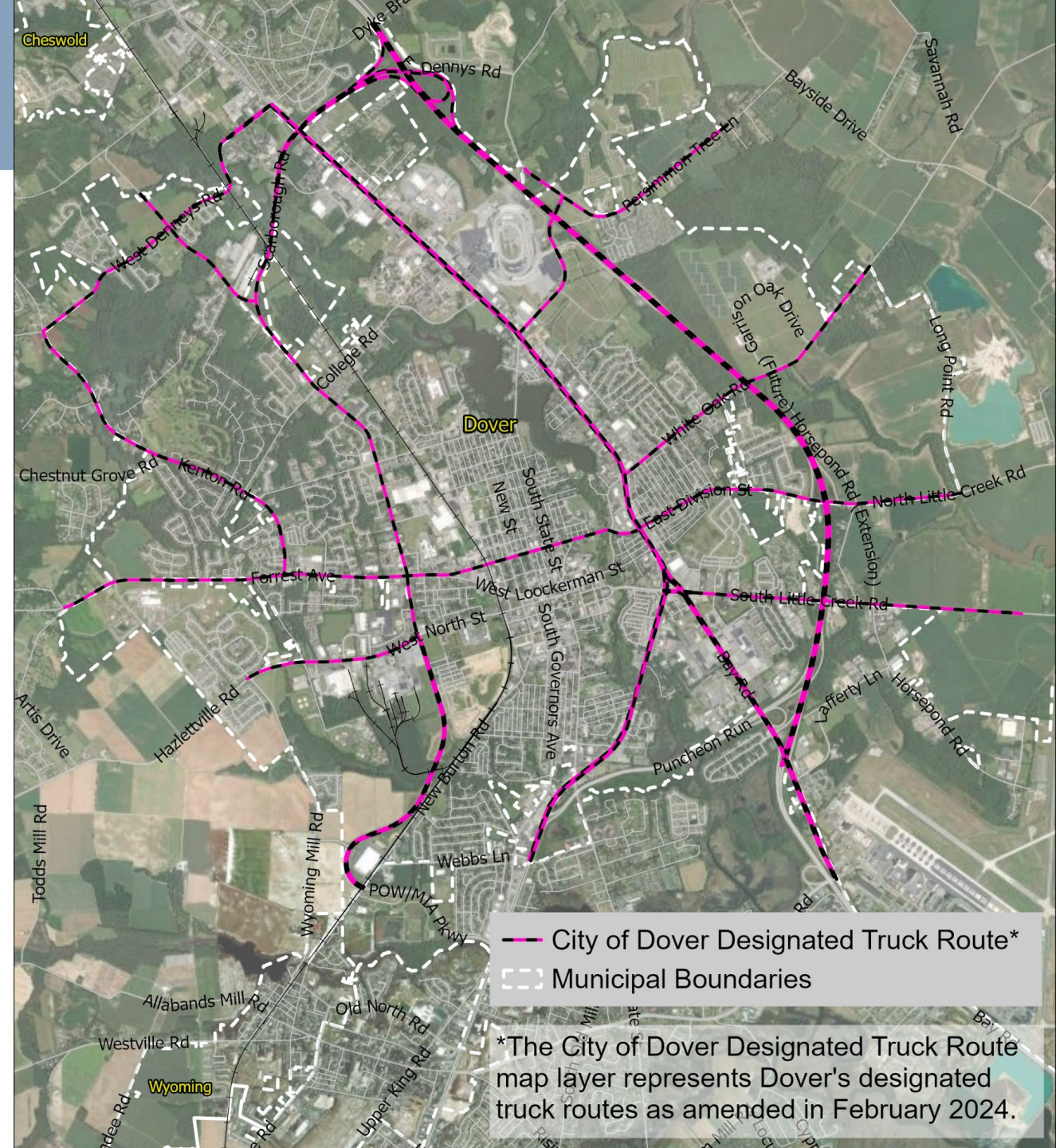
Objectives

1. Increase collaboration among government and industry stakeholders to address freight issues and concerns
2. Build upon previous freight planning efforts
3. Identify freight movement issues and develop recommendations to help protect, manage, and accommodate freight activity in Dover



Recent & ongoing efforts

- February 2024: City Council approved revisions to city-designated truck routes
- August 2024: New DAFB Joint Use Agreement signed
- Ongoing:
 - Leasing out of sites at Garrison Oak Business and Technology Center
 - Construction of East Camden Bypass
 - Phase 2 of the Kent County East/West Truck Freight Routes Study



Preliminary Recommendations

1. Development regulations & review

Recommendation 1A: Truck parking requirements

Adopt development regulations requiring developers to provide truck parking/staging as part of manufacturing, warehouse, and logistics developments

Responsible party: City of Dover



Example of a truck parking lot

Truck parking requirements example

From Township of Upper Macungie, PA, Municipal Code: [Section 27-601 Required Number of Parking Spaces](#)

Excerpt Table 6.1: Off-Street Parking Requirements

Use	Number of Off-Street Parking Spaces Required
E. Industrial Uses All industrial uses (including warehousing, distribution, truck terminals and manufacturing)	...plus one (1) ten-foot by eighty-foot (10' x 80') truck staging parking space for every two (2) loading docks

Truck parking requirements example

Township of Forks, PA, Code Section 200-28 Additional regulations for specific uses

Subsection G(17) Wholesale/warehouse:

- a) *Each and every building containing this use shall have amenities for the truck drivers/operators of the vehicles using the facility...*
 - 1) *...*
 - 2) *At least one amenity shall be provided for every thirty-truck loading/unloading docks/doorways of the use.*
 - 3) *...Each amenity shall contain not less than one seat per 10 docks/doorways...*
 - 4) ***...There shall be provided at least one twelve-foot-by-eighty-foot truck parking space per each required lounge seat of the amenity.***
- b) *...adequate queuing space shall be provided within the property boundaries to prevent stacking of tractor-trailers on or along public streets.*
- c) *This use shall reserve a minimum of 5% of the proposed total tractor-trailer parking spaces for trucks which are required to arrive early or required to layover or rest due to hours of service regulations. Such spaces must be made available to tractor-trailers 24 hours a day/seven days a week.*

1. Development regulations & review

Recommendation 1B: Freight considerations checklist

Incorporate freight-specific planning considerations checklist into development review processes (example from [WILMAPCO's 2021 First / Final Mile Study](#))

Responsible parties:
Development review entities
at all government levels

Planning Considerations for Freight-Related Development

The checklist below will help you determine what general types of freight and land use impacts may need to be considered in your local planning or economic development work. It is important to note that this checklist is not intended to be a comprehensive planning resource, rather, it should be used as a list of “things to consider” when communities wish to plan for freight-related developments.

Yes	No	N/A	
			Is the facility adjacent to an existing freight route identified in the Delaware Freight Hierarchy or First/Final mile freight network? If not, what is the likely route trucks will take to reach major highway corridors?
			Do the likely truck routes have sharp turns, low clearance restrictions, or other truck obstructions?
			Do the likely truck routes run through residential areas, or other sensitive areas such as school zones?
			Are the likely truck routes designated as bicycle or pedestrian routes?
			Are there existing congestion problems on the likely truck routes?
			If infrastructure improvements are needed for the truck route, will the freight facility developer or tenant help fund these improvements?
			Is truck parking available nearby, or will the developer provide parking?
			Is the facility located adjacent or near to existing or planned residential development, or other sensitive land uses such as schools?

2. Land use planning

Recommendation 2A: Protect existing freight-intensive development opportunities along truck routes

Responsible parties: City of Dover and Kent County

Recommendation 2B: Create opportunities for freight-intensive development along Dover's truck routes

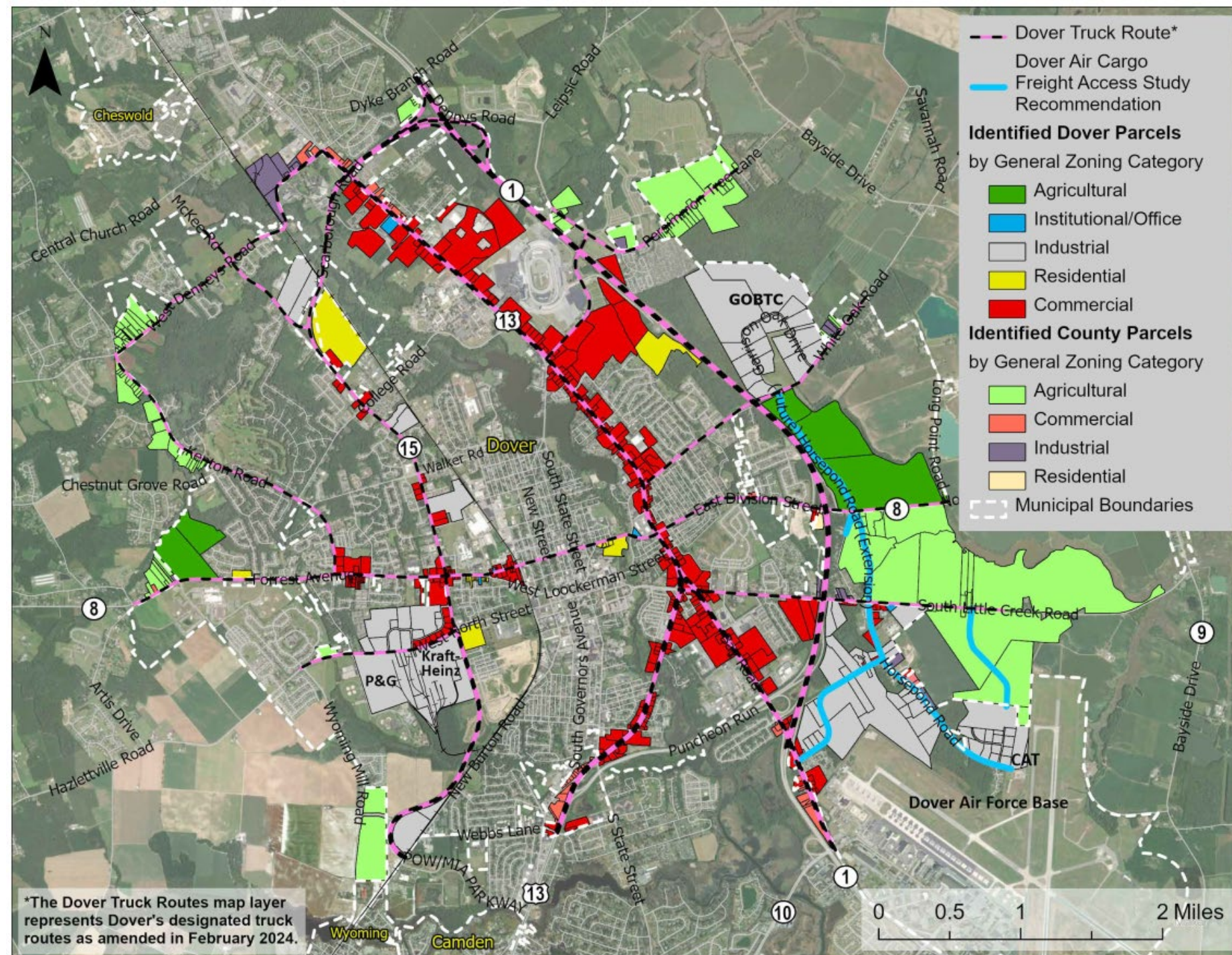
Draw on Dover/Kent MPO's 2022 *Rail Corridor Industrial Land Use Study* for guidance on rezoning for freight-intensive uses

Responsible parties: City of Dover and Kent County

Identified Parcels Relevant to Recommendations 2A and 2B

Criteria:

- Adjacent to designated Dover truck route or to improvement recommended in the *Dover Air Cargo Freight Access Study* (2021)
- Designated as freight-relevant land use category on Dover's (2002) or Kent County's (2018) future land use maps
- Parcel area not majority wetlands
- Primary use not a rail spur, public park, or school
- Parcel size



3. Communication & coordination

Recommendation 3A: Intergovernmental coordination

Improve communication/coordination between local, county, and state government and MPO regarding freight-related land development and transportation projects

- To ensure awareness of proposed projects that will affect freight movement
 - Collect and share freight-relevant data from land development and transportation improvement projects
 - “Dig Once” policy to ensure that relevant freight recommendations are implemented when road work is occurring

Responsible parties: City of Dover, Kent County, State of Delaware



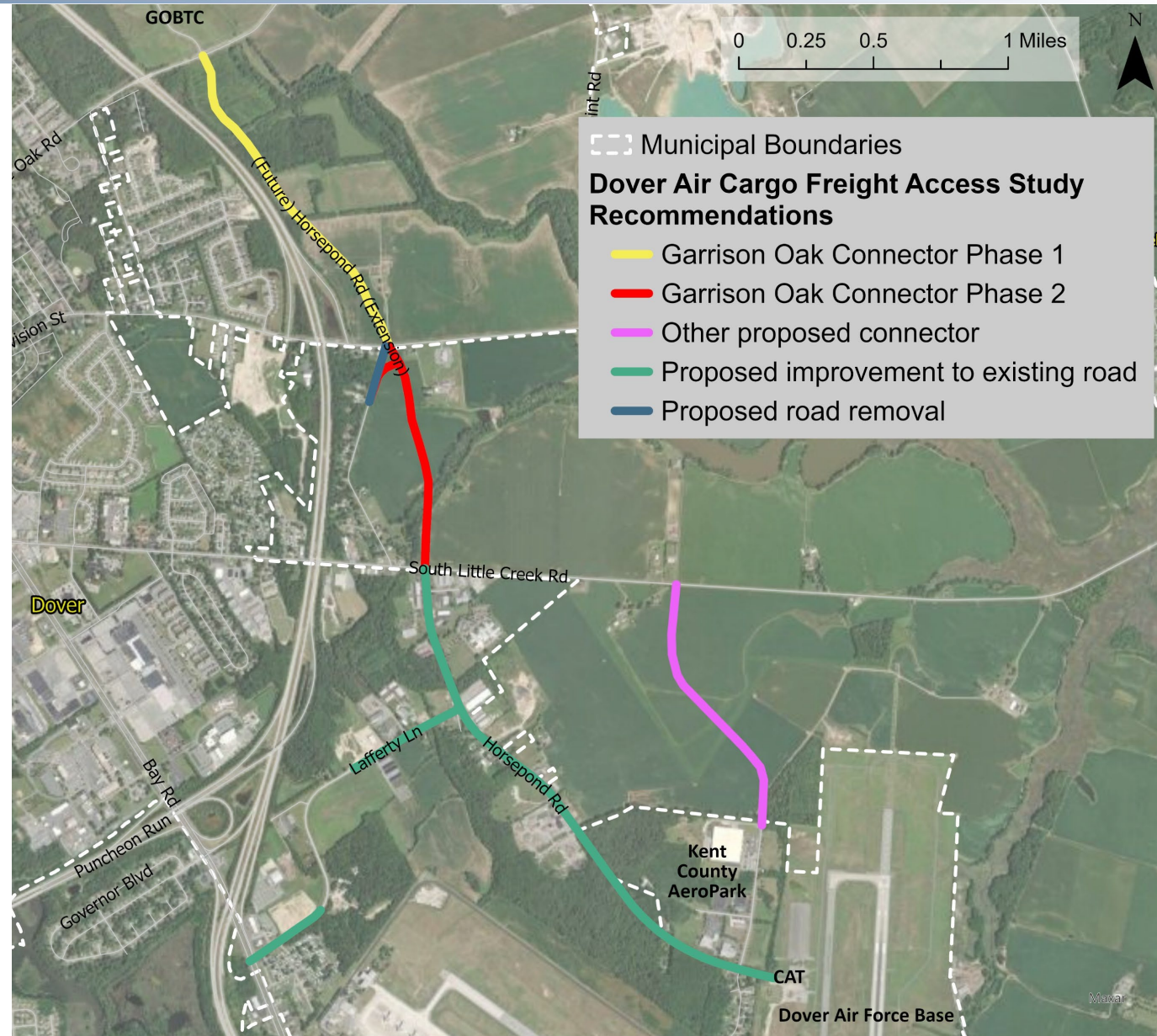
Example of tractor trailer's wide turning radius

Planned improvements

CTP project: Garrison Oak Connector Road (SR 1 via White Oak Road)

- New connector two-lane road between White Oak Road and N. Little Creek Road
- Phase I: Preliminary engineering starting in FY25

(Phase 2: Connector road between N. Little Creek Rd and S. Little Creek Rd)

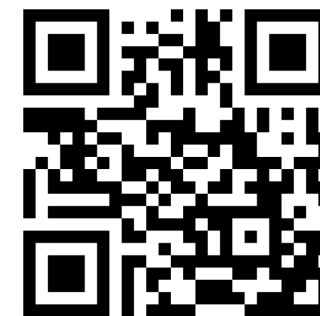


Next Steps

Next Steps

- Materials and updates available on project website:

www.publicinput.com/doverfreight or scan



Task	Anticipated timeframe
Presentation to Council Committee of the Whole – Transp. & Safety Committee	Oct. 2024
Public survey	Nov. 2024
Refine recommendations/finalize draft report	December 2024
DeIDOT review of draft report	Winter 2024/2025
Dover review of draft report	
Present draft report to City Council	
Present draft report to MPO PAC, TAC, and Council	Spring 2025
Finalize report	

Thank you!

- ▶ Cooper Bowers, DelDOT
 - ▶ Cooper.Bowers@delaware.gov
 - ▶ 302-760-2153

- ▶ Leah Kacanda, WRA
 - ▶ lkacanda@wrallp.com
 - ▶ 302-778-9056

- ▶ Marilyn Smith, Dover Kent MPO
 - ▶ Marilyn.Smith@doverkentmpo.org
 - ▶ 302-387-6030

- ▶ Andrea Trabelsi, WRA
 - ▶ atrabelsi@wrallp.com
 - ▶ 302-571-9001