



Dover Freight Plan Presentation to Council Committee of the Whole

October 29, 2024



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The Capital of The First State





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Every Mode.

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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.

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2024 Delaware Traffic Fatalities as of 10/22/2024

	2024	2023		2022	
		Year-to-Date	Totals	Year-to-Date	Totals
Fatalities	111	114 ↓ -3%	137	125 ↓ -11%	164
Delaware Residents	93	90 ↑ 3%	110	92 ↑ 1%	119
Person Types					
Vehicle Occupant	59	75 ↓ -21%	89	74 ↓ -20%	103
Pedestrian	24	19 ↑ 26%	28	26 ↓ -8%	32
Bicyclist	4	5 ↓ -20%	5	6 ↓ -33%	7
Motorcyclist	19	14 ↑ 36%	14	18 ↑ 6%	21
Other Person Type	5	1 ↑ 400%	1	1 ↑ 400%	1
Crash Types					
Curve Related	20	26 ↓ -23%	28	15 ↑ 33%	19
Roadway Departure	40	60 ↓ -33%	69	43 ↓ -7%	55
Intersection Related	43	29 ↑ 48%	37	41 ↑ 5%	50
Median Crossover	0	8 ↓ -100%	8	6 ↓ -100%	8
Wrong Way	4	1 ↑ 300%	1	3 ↑ 33%	7
Work Zone	5	9 ↓ -44%	9	2 ↑ 150%	4

Agenda

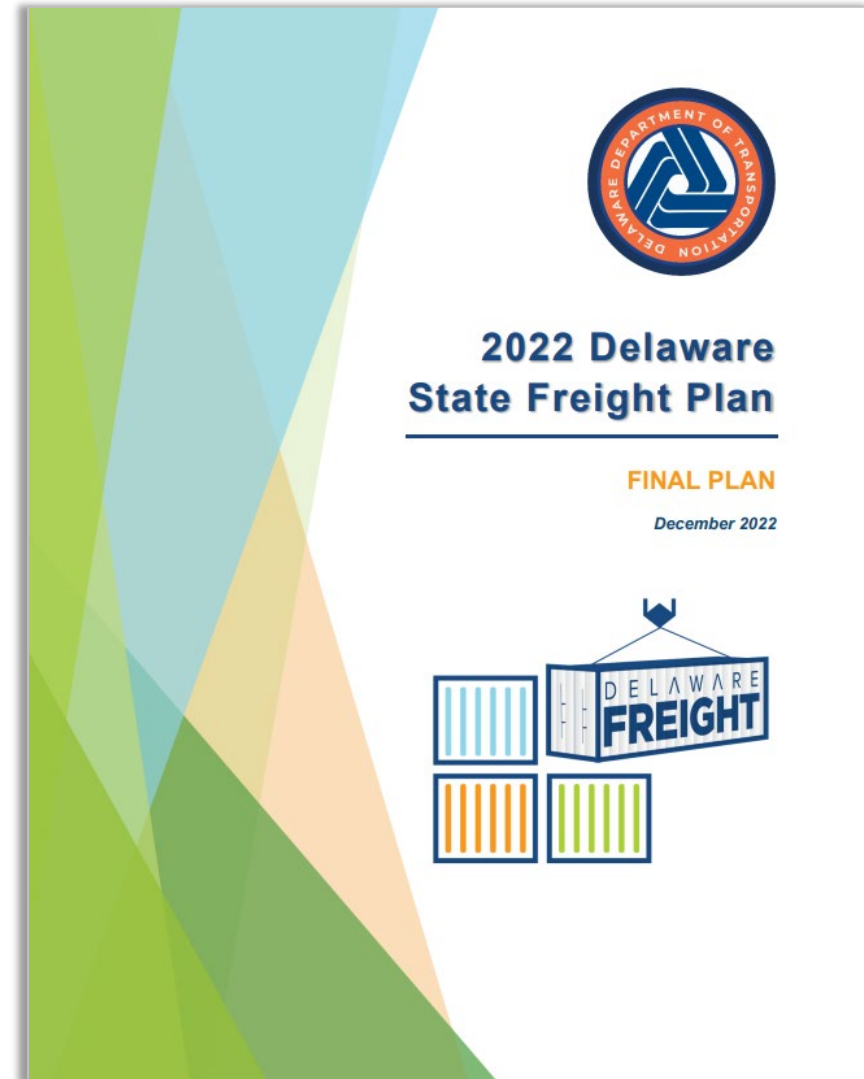
- Background
- Importance of local freight planning
- Objectives
- Prior plans and studies
- Recent and ongoing freight-related planning and development
- Preliminary recommendations
- Next steps

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 (Delaware State Freight Plan)
- Freight movement patterns have shifted due to the growth of e-commerce
 - Has brought 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

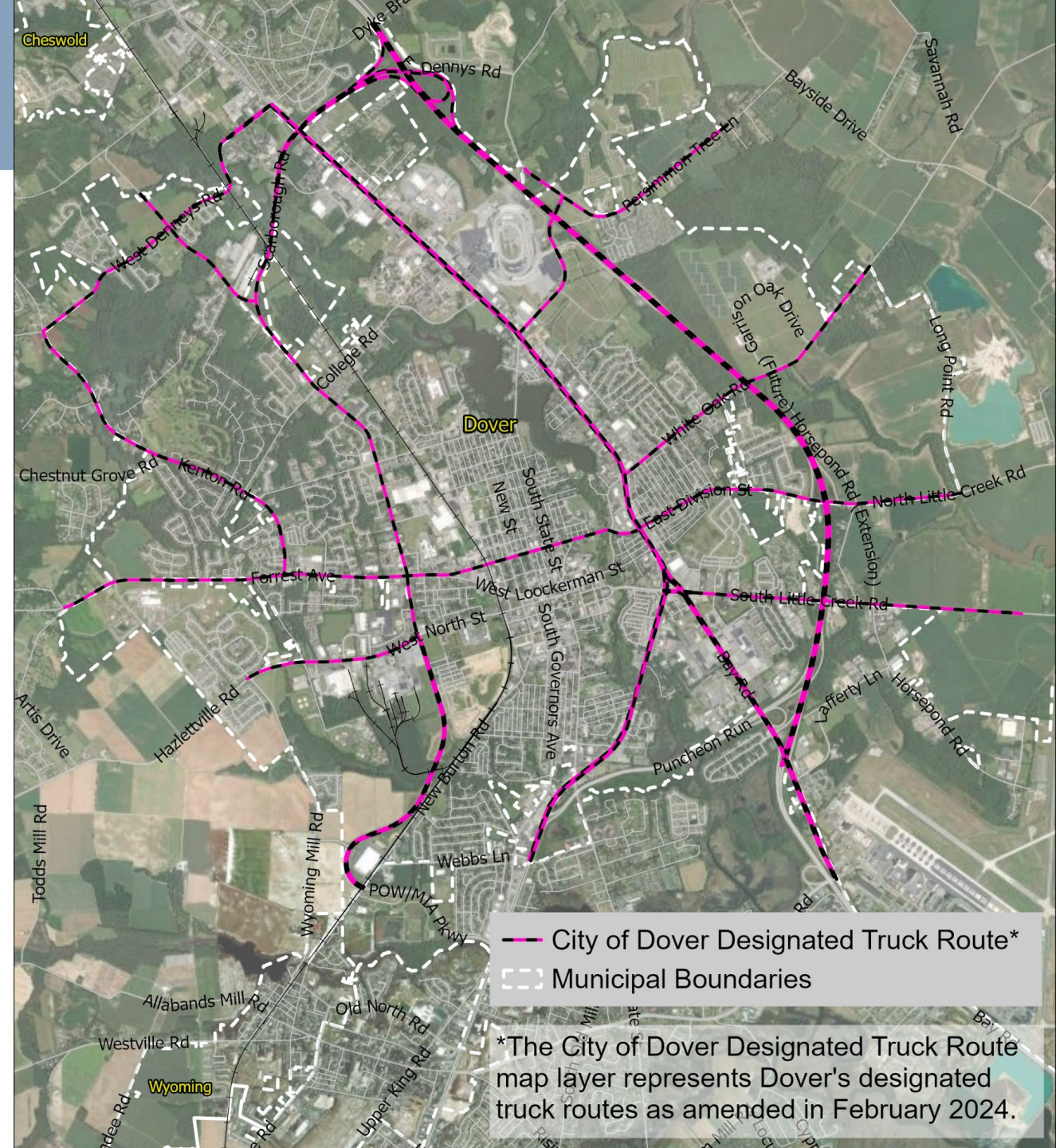
Objectives

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
 - See next slides for examples from Lehigh Valley area of PA
 - Note that this recommendation does not include specific numbers. Specific numbers would likely differ from the Lehigh Valley examples



Example of a truck parking lot

Truck parking requirements example

Township of Upper Macungie, PA

Municipal Code [Section 27-601 Required Number of Parking Spaces](#)

[Ord. 9-94, 4/7/1994, § 601; amended by Ord. 2017-4, 6/1/2017; and by Ord. No. 2020-08, 7/9/2020]

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

1. Development regulations & review

Recommendation 1B: Freight considerations checklist

- Incorporate freight-specific planning considerations checklist (like [the one developed by CPCS for WILMAPCO](#)) into development review processes
 - 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

- Preserve opportunities for freight-intensive development in appropriate locations by protecting parcels currently zoned for freight-generating uses along Dover's existing and future truck routes from rezoning
 - Responsible parties: City of Dover and Kent County

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

- Create opportunities for freight-intensive development in appropriate locations by pursuing rezoning for suitable parcels not presently zoned for freight-intensive uses along Dover's existing and future 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

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

3. Communication & coordination

Recommendation 3B: Stakeholder coordination

- Improve engagement with local freight operators to better address their needs during planning processes
 - Responsible parties: City of Dover, Kent County, State of Delaware

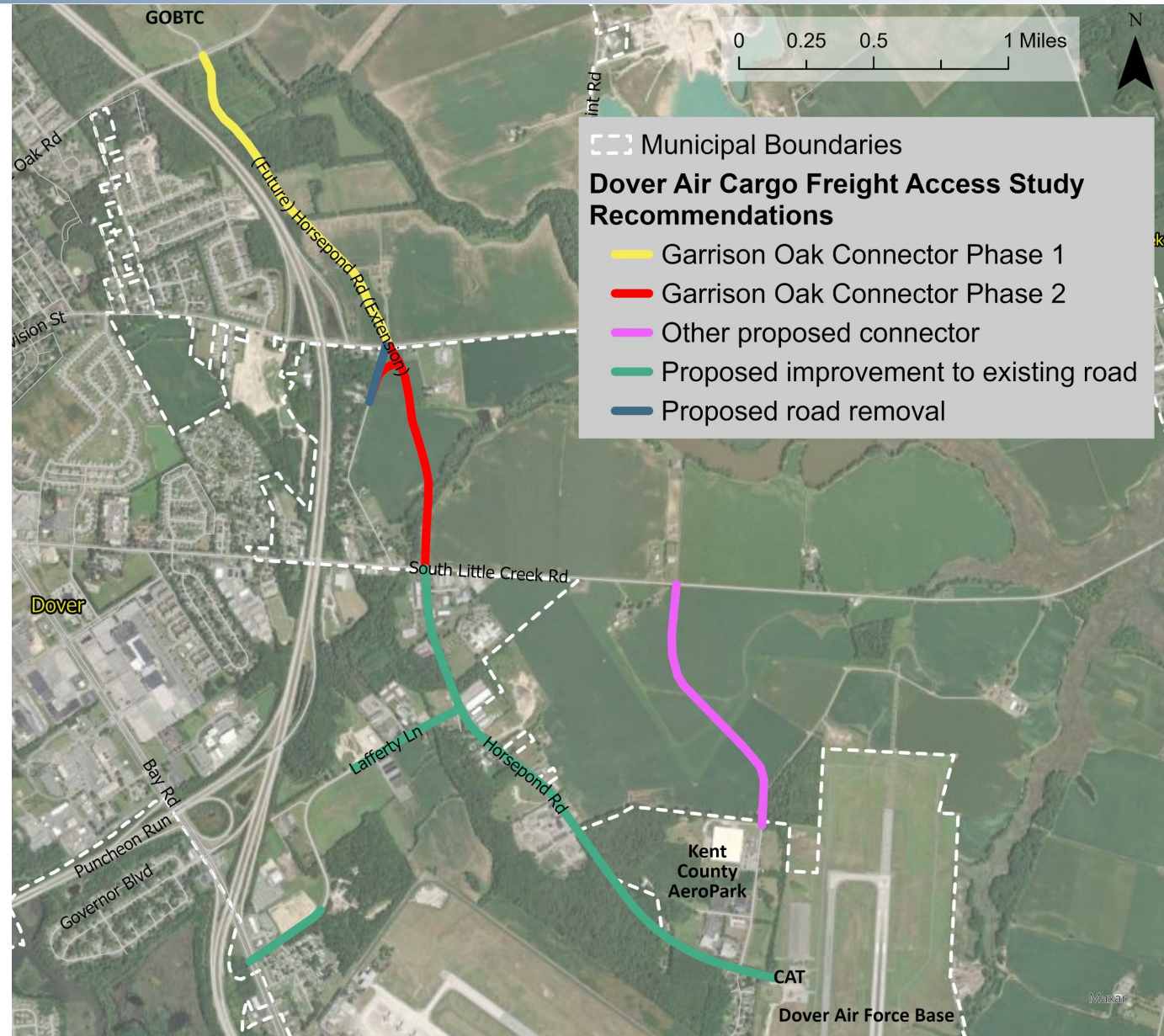
Recommendation 3C: Revisit *Dover Air Cargo Freight Access Study* recommendations

- Revisit the *Dover Air Cargo Freight Access Study – Planning and Environmental Linkage (PEL) Report* (2021) to determine if recommendations need to be adjusted based on leasing activity at Garrison Oak Business and Technology Center
 - Responsible parties: Dover/Kent MPO, City of Dover, Kent County, State of Delaware



Planned improvements

- CTP project: Garrison Oak Connector Road (SR 1 via White Oak Road)
 - Preliminary engineering starting in FY25
 - Project description: New connector two-lane road between White Oak Road and N. Little Creek Road
 - This is Phase 1 of a 2-phase project
 - Phase 2 (as described in *Dover Air Cargo Freight Access Study*): Connector road between N. Little Creek Rd and S. Little Creek Rd



Discussion/feedback

- Suggestions for changes, additional recommendations/issues to address?
- Information and survey:
 - These slides and the boards are posted on the project website
 - We welcome feedback via the online survey (hard copies also available)
 - Available online at www.publicinput.com/doverfreight or scan
 - The survey will be open through November 29
 - **Please share with any interested constituents**



Next Steps

Next steps

Task	Anticipated timeframe
Public survey	Oct. 29–Nov. 29, 2024
Refine recommendations	December 2024
Presentation to Council Committee of the Whole – Transportation and Safety Committee	December 2024
DelDOT review of draft report	December 2024
Dover review of draft report	January 2025
Present draft report to City Council	January 2025
Finalize report	February 2025

Thank you!

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