



Final Draft Dover Freight Plan

Presentation to **Dover Kent MPO TAC**

February 18, 2025



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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

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TOWARD **ZERO** DEATHS

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2025 Delaware Traffic Fatalities as of 2/10/2025

	2025	2024		2023	
		Year-to-Date	Totals	Year-to-Date	Totals
Fatalities	6	11 ↓ -45%	130	17 ↓ -65%	137
Delaware Residents	4	10 ↓ -60%	110	14 ↓ -71%	110
Person Types					
Vehicle Occupant	4	7 ↓ -43%	65	12 ↓ -67%	89
Pedestrian	2	4 ↓ -50%	34	3 ↓ -33%	28
Bicyclist	0	0 N/A	5	2 ↓ -100%	5
Motorcyclist	0	0 N/A	21	0 N/A	14
Other Person Type	0	0 N/A	5	0 N/A	1
Crash Types					
Curve Related	1	2 ↓ -50%	23	4 ↓ -75%	28
Roadway Departure	1	4 ↓ -75%	42	8 ↓ -88%	69
Intersection Related	1	3 ↓ -67%	48	4 ↓ -75%	37
Median Crossover	0	0 N/A	0	0 N/A	8
Wrong Way	0	1 ↓ -100%	4	0 N/A	1
Work Zone	1	0 ↑ N/A	5	2 ↓ -50%	9

Agenda

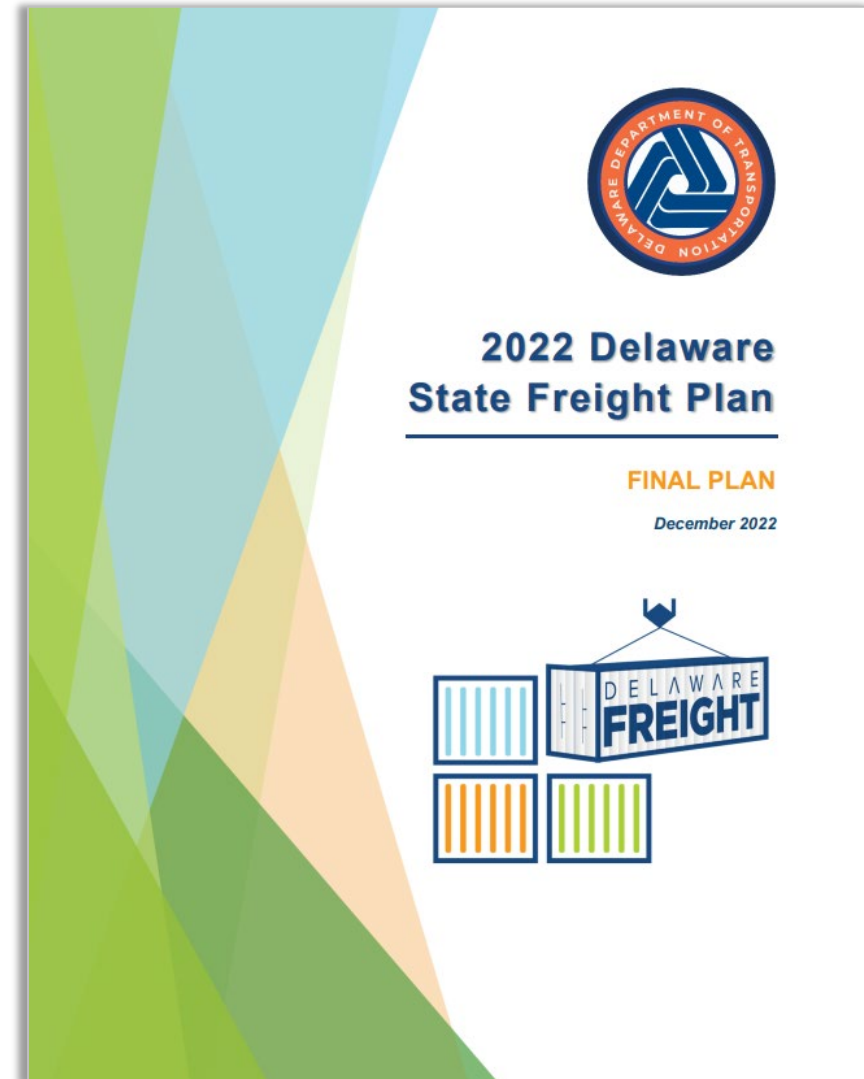
- Background
- Objectives
- Recent and ongoing freight-related planning and development
- Recommendations
- Next steps

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: According to the *Delaware State Freight Plan*, 36% of employees in Kent County work in a Freight-Intensive Sector
- 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

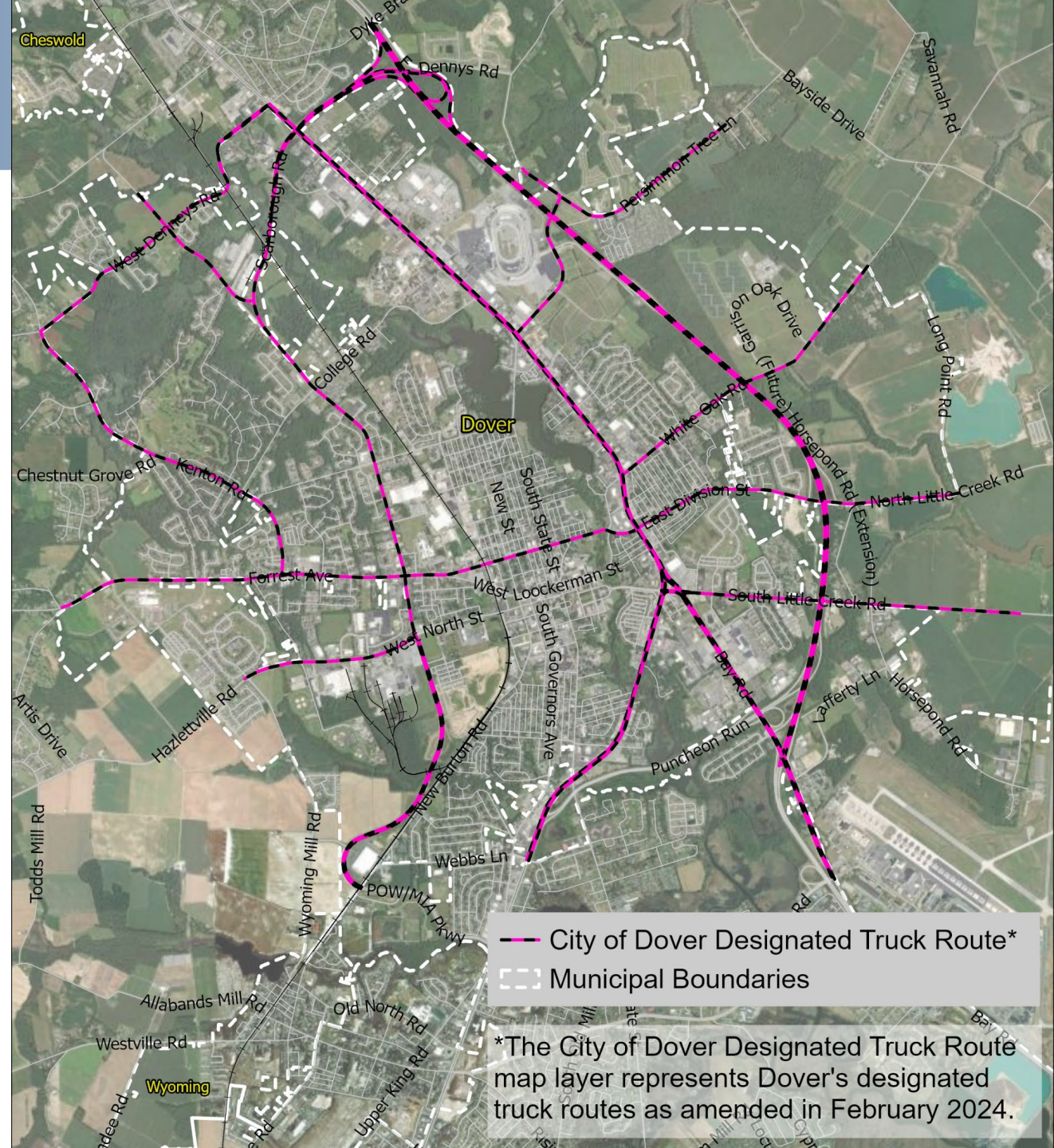
Objectives

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
 - Dover Kent County MPO *East/West Freight Route Feasibility Study Phase 2*



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

Truck parking requirements example

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

[Subsection G\(17\) Wholesale/warehouse](#) [Amended 7-15-2021 by Ord. No. 375]:

- 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 (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

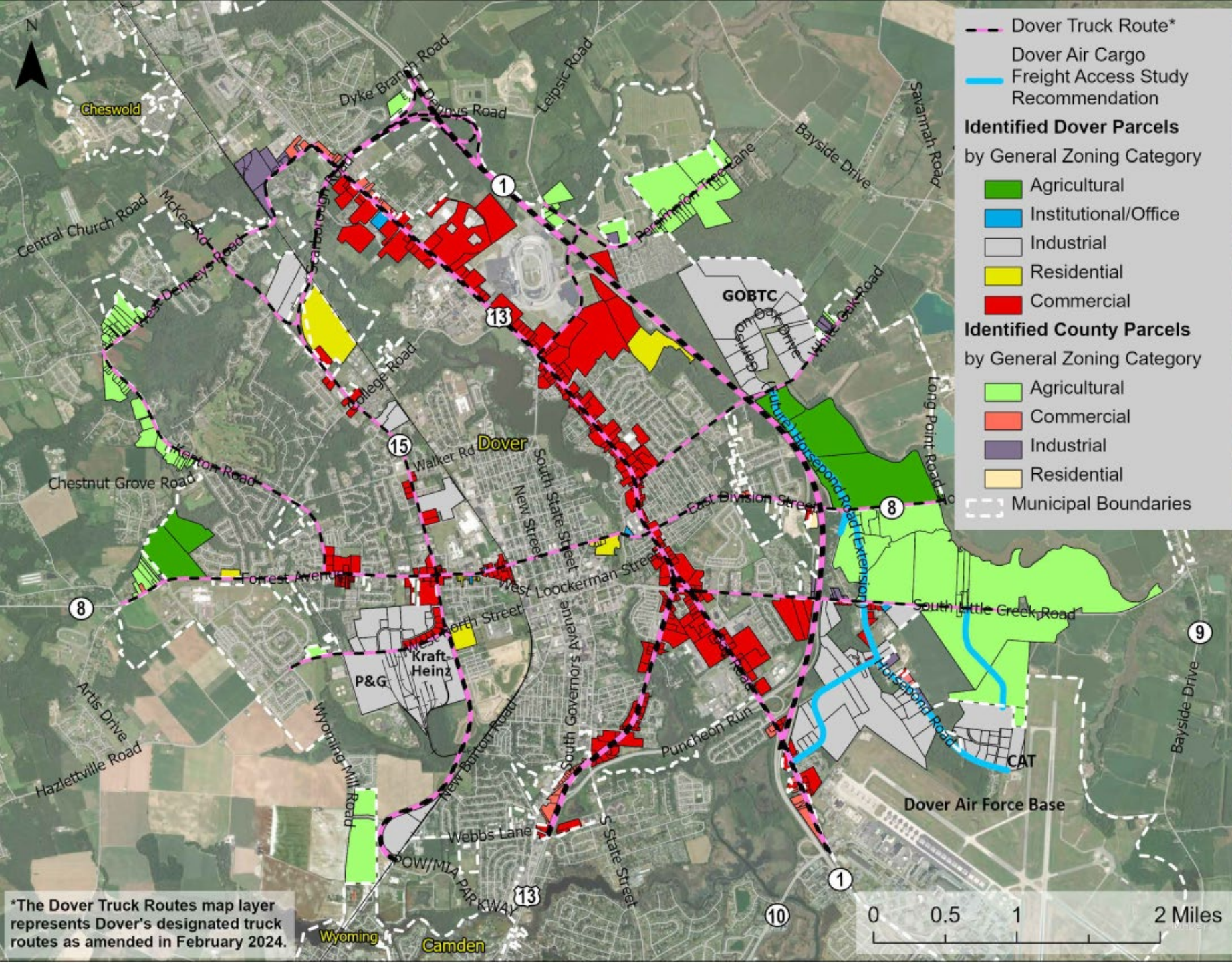
- Preserve opportunities for freight-intensive development in appropriate locations by protecting parcels currently zoned for freight-generating uses along Dover's existing and future truck routes from rezoning
 - Responsible parties: City of Dover and Kent County

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

Parcel identification criteria

- Adjacent to a designated Dover truck route or to an improvement recommended in the *Dover Air Cargo Freight Access Study* (2021)
- Designated as a freight-relevant land use category on Dover's (2002) or Kent County's (2018) future land use maps
- Parcel area is not majority wetlands
- Primary use is not a rail spur, public park, or school
- Parcel size:
 - Agricultural parcels: 5+ acres in size or in a cluster of agricultural-zoned parcels that is 5+ acres in size where all parcels in cluster meet the above criteria
 - Non-agricultural parcels: 1+ acre in size or in a cluster of other non-agricultural-zoned parcels that is 1+ acre in size where all parcels in cluster meet the above criteria



Identified Dover and County Parcels

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



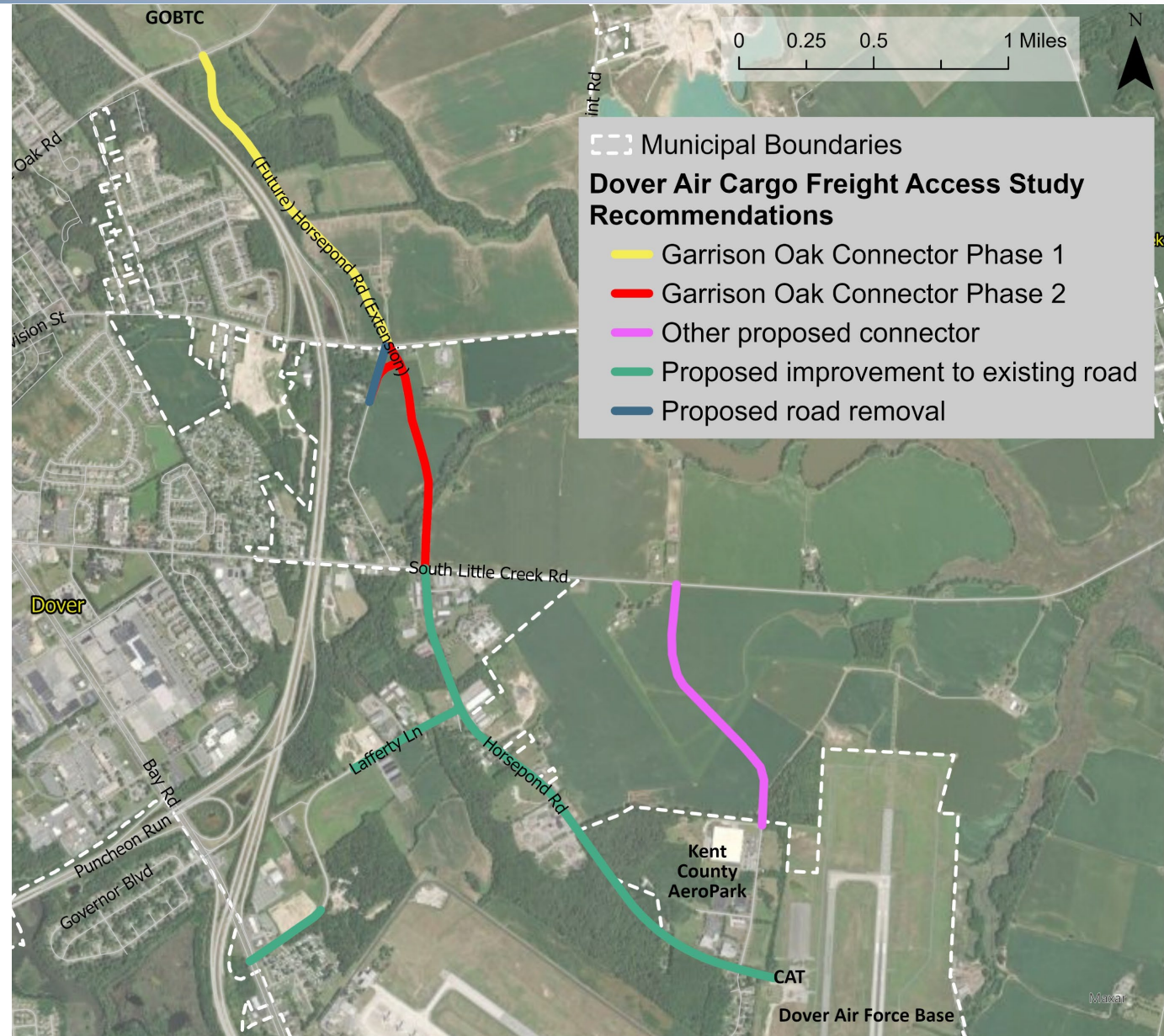
DOVER AIR CARGO
FREIGHT ACCESS STUDY -
PLANNING AND
ENVIRONMENTAL
LINKAGE (PEL) REPORT

DOVER/KENT COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

CENTURY
ENGINEERING
July 2021

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



Next Steps

Report Development Process

Task	Timeframe
Developed preliminary recommendations based on technical analysis and stakeholder feedback	Fall 2024
Held Public Workshop/launched survey	October 2024
Presentation to Council Committee of the Whole – Transportation and Safety Committee	October 29, 2024
Closed survey and processed results	November 29, 2024
Refined recommendations and prepared report	December-January 2025
DelDOT and City of Dover reviewed draft report; finalized draft	January-February 2025
Review/endorsement of final draft:	
• Dover City Council	February 10, 2025
• Dover Kent MPO Public Advisory Council	February 13, 2025
• Dover Kent MPO Technical Advisory Council	February 18, 2025
• Dover Kent MPO Council	March 12, 2025
Finalize report with endorsements for DelDOT website	March 2025



Thank you!

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