

Delaware Truck Parking Focus Group 2 Map and Information Package

This packet provides a selection of maps illustrating updated results of the truck parking inventory, truck parking utilization, undesignated truck parking, and truck/trailer crash analysis in Delaware. This packet also identifies statewide trends and Strengths, Weaknesses, Opportunities, and Threats (SWOT) for truck parking in Delaware, as identified through data analysis and stakeholder feedback collected during Focus Group Meeting 1. This packet should be retained and used as a reference material for the second Truck Parking Focus Group meeting to be held on May 20, 2021.

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Truck Parking Inventory

Delaware has 12 truck parking locations that offer a total of 337 truck parking spaces. Figure 1 maps truck parking locations in Delaware, or within approximately 20 miles of the Delaware border, by number of truck parking spaces, and Figure 2 provides further detail on each truck parking location mapped.

Update: Figure 2 has been updated to include which Delaware locations authorize overnight truck parking.

Figure 1: Truck Parking Facilities in and Surrounding Delaware by Number of Spaces

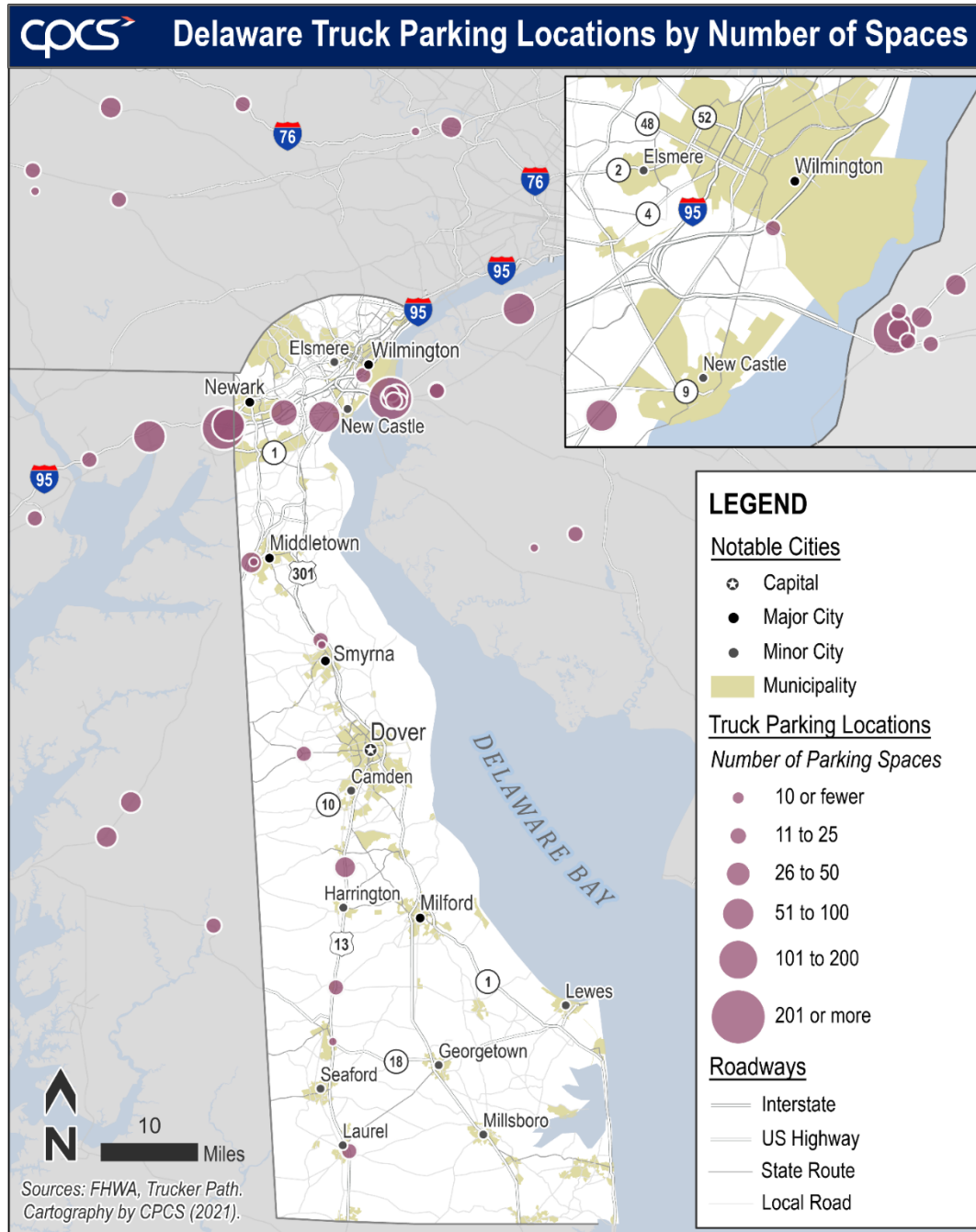


Figure 2: Truck Parking Facilities In and Surrounding Delaware

Title	Public/ Private	Validated Parking Spaces	State	Overnight Parking Authorized (DE Only)
Wawa	Private	3	DE	No
Smyrna Rest Area	Public	24	DE	Yes
Biden Welcome Center	Public	52	DE	Yes
Royal Farms	Private	5	DE	No
Royal Farms	Private	10	DE	No
Royal Farms	Private	15	DE	No
Royal Farms	Private	5	DE	No
Christiana Truck Stop	Private	24	DE	Yes
Oasis Travel Plaza	Private	20	DE	Yes
Shore Stop #288 - BP (paid parking)	Private	28	DE	Yes
301 Plaza	Private	42	DE	Yes
\$ Parking Delaware Truck Plaza	Private	109	DE	Yes
Wawa	Private	9	MD	--
Perryville Weigh Station	Public	56	MD	--
US-301 Bay Country Rest Area	Public	32	MD	--
Exxon	Private	10	MD	--
Aberdeen Sunoco	Private	19	MD	--
Pilot Travel Center #290	Private	24	MD	--
Trailway Truck Terminal	Private	30	MD	--
Flying J Travel Center #784	Private	145	MD	--
TA Elkton #19	Private	152	MD	--
Flying J Travel Center #875	Private	222	MD	--
SB Warwick Weigh Station	Public	23	MD	--
Wawa	Private	5	NJ	--
Wawa	Private	7	NJ	--
Wawa	Private	6	NJ	--
Wawa	Private	6	NJ	--
Deepwater Welcome Center	Public	33	NJ	--
John Fenwick Service Area 7006	Public	10	NJ	--
Pilot Travel Center #253	Private	11	NJ	--
Clara Barton Service Area	Public	11	NJ	--
Major Auto Truck Plaza	Private	14	NJ	--
Deepwater Truck Center	Private	15	NJ	--
Lukoil Truck Stop	Private	16	NJ	--

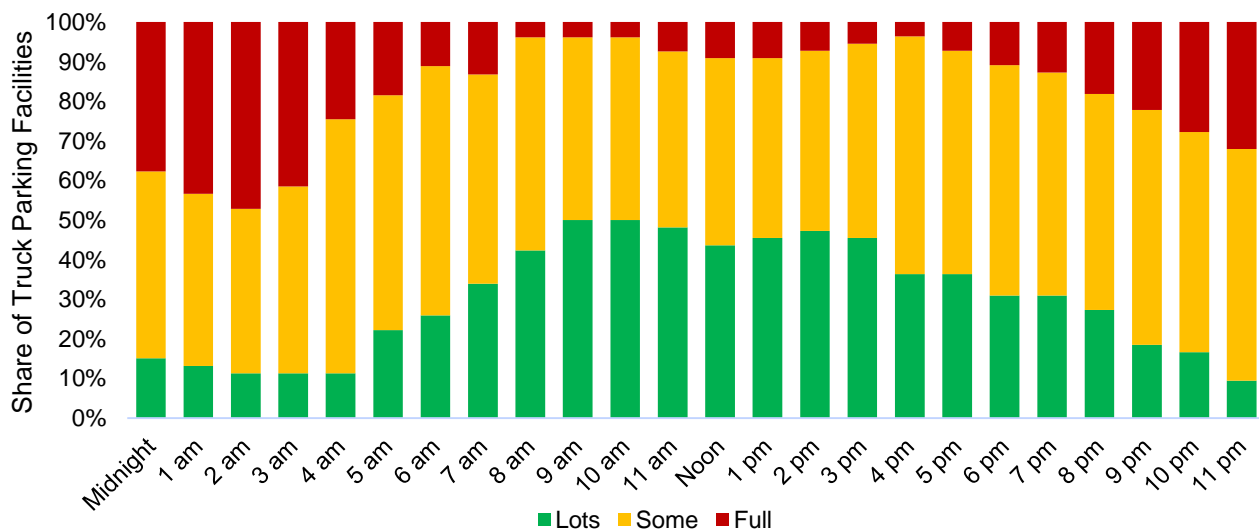
Title	Public/Private	Validated Parking Spaces	State	Overnight Parking Authorized (DE Only)
Sunoco Truck Stop Carneys Point	Private	40	NJ	--
TA Paulsboro #218	Private	150	NJ	--
Flying J Travel Center #688	Private	240	NJ	--
Valley Forge Travel Plaza	Public	8	PA	--
Rutter's #70	Private	8	PA	--
Lancaster Travel Plaza	Private	18	PA	--
Peter J. Camiel Service Plaza	Public	25	PA	--
Conoco	Private	25	PA	--
PA Turnpike King of Prussia Rest Area	Public	26	PA	--
Martins Trailside Express PacPrd	Private	30	PA	--
Pennsylvania Welcome Center Boothwyn	Public	8	PA	--

Source: CPCS analysis of FHWA, Trucker Path. Note: Whether overnight parking is authorized for locations within Delaware was determined through phone calls and/or email with each location, or a consultation with a designated location representative.

Truck Parking Utilization

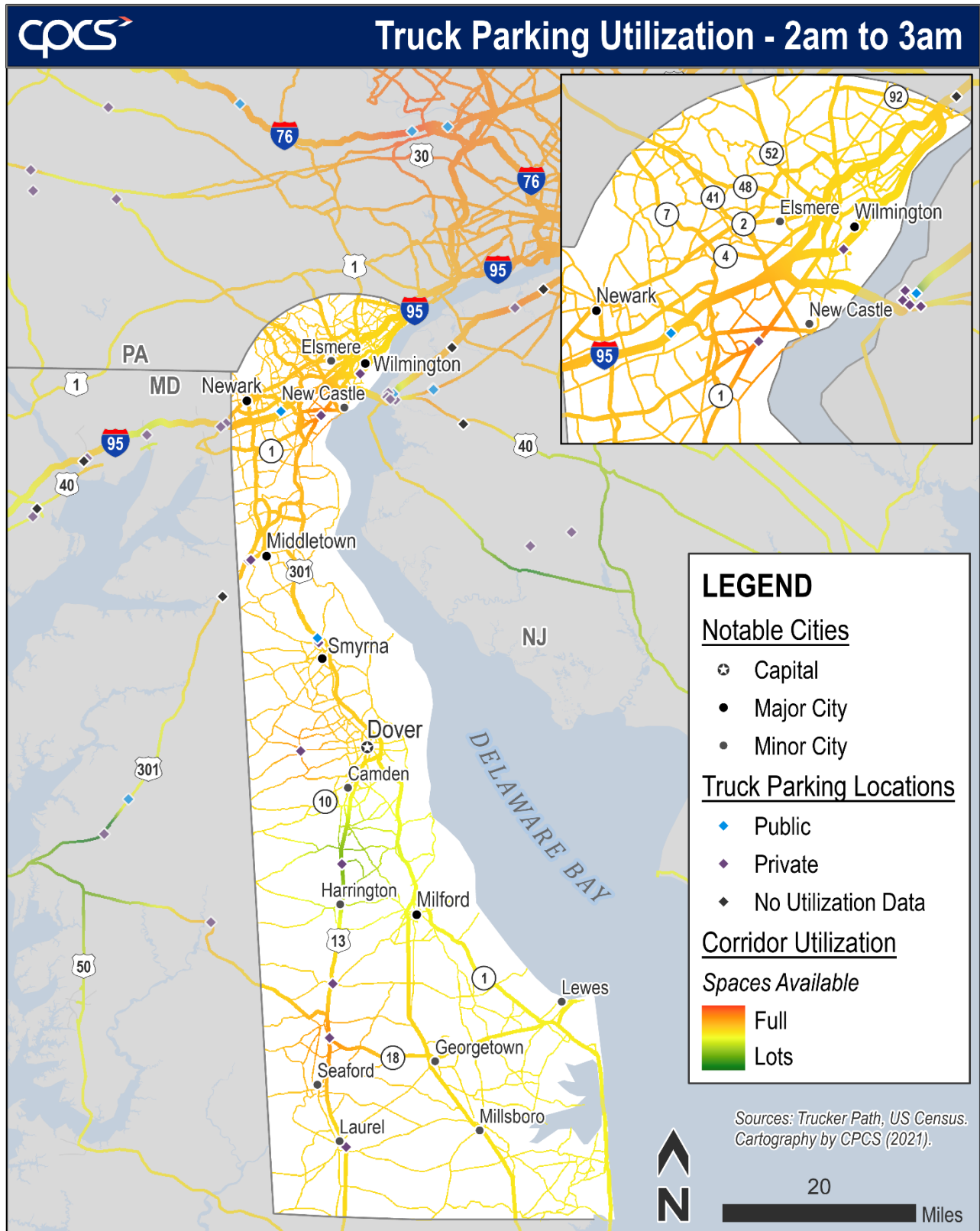
Truck parking utilization refers to the number of trucks parked at a truck parking location relative to the number of spaces at that location during a time period. Figure 3 displays that the utilization of truck parking facilities in Delaware is lowest from late morning to early evening. As the evening progresses, truck drivers stop for their overnight rest breaks, filling up truck parking facilities. The peak utilization for truck parking is in the early morning, with the highest share of full facilities from 2 am to 3 am (Figure 4). Areas are classified from low utilization (lots of spaces available) to high utilization (full, i.e. no spaces available), represented on a scale from green (low utilization) to yellow (medium utilization) to red (high utilization).

Figure 3: Statewide Truck Parking Utilization



Source: CPCS analysis and modeling of Trucker Path

Figure 4: Truck Parking Utilization (2 am to 3 am)



Undesignated Truck Parking

Undesignated truck parking refers to unmarked locations where trucks park. The Project Team identified, validated, and classified 32 clusters of undesignated truck parking occurring at rest areas and along roadways in Delaware. In total, the Project Team parsed through and analyzed over 17 million truck GPS waypoints during the 12 weeks of INRIX data analyzed (February 3-23, May 5-25, August 4-24, October 6-26). The process to identify undesignated truck parking used this INRIX truck GPS data¹ to identify when trucks stopped in undesignated areas for more than 30 minutes.

Update: Using this process, the Project Team first identified clusters of overnight undesignated truck parking, occurring between 12 am to 6 pm. Based on comments received from stakeholders, we then further examined undesignated truck parking occurring at all hours of the day to explore areas of undesignated truck parking related to staging.

Figure 5 below maps the 32 identified undesignated truck parking clusters in Delaware, classified by type:

- **Rest Area:** Occurring in areas outside of defined parking spaces at public rest areas, such as on/off ramps and areas designated for passenger vehicles.
- **On/Off Ramp:** Occurring on interstate and other highway on/off ramp shoulders.
- **Corridor Shoulder:** Occurring on interstate and other highway corridor shoulders.
- **Last-Mile:** Occurring on local roadways in both industrial and non-industrial areas, particularly on last-mile connectors leading to freight generators.
- **Near Truck Stop:** Occurring near private truck stops, but not on-site.
- **Urban:** Occurring in urban areas. This is often sporadic, and it is difficult to differentiate deliveries from undesignated truck parking due to limited space for trucks to park in concentrated numbers in urban areas.

¹ INRIX waypoint data are, in essence, markers that trucks leave when traveling from their origin to their destination. Waypoints allow data users to calculate distance traveled, speed, route, location, and duration of time stopped, among other insights.

Figure 5: Undesignated Truck Parking Clusters (Map)

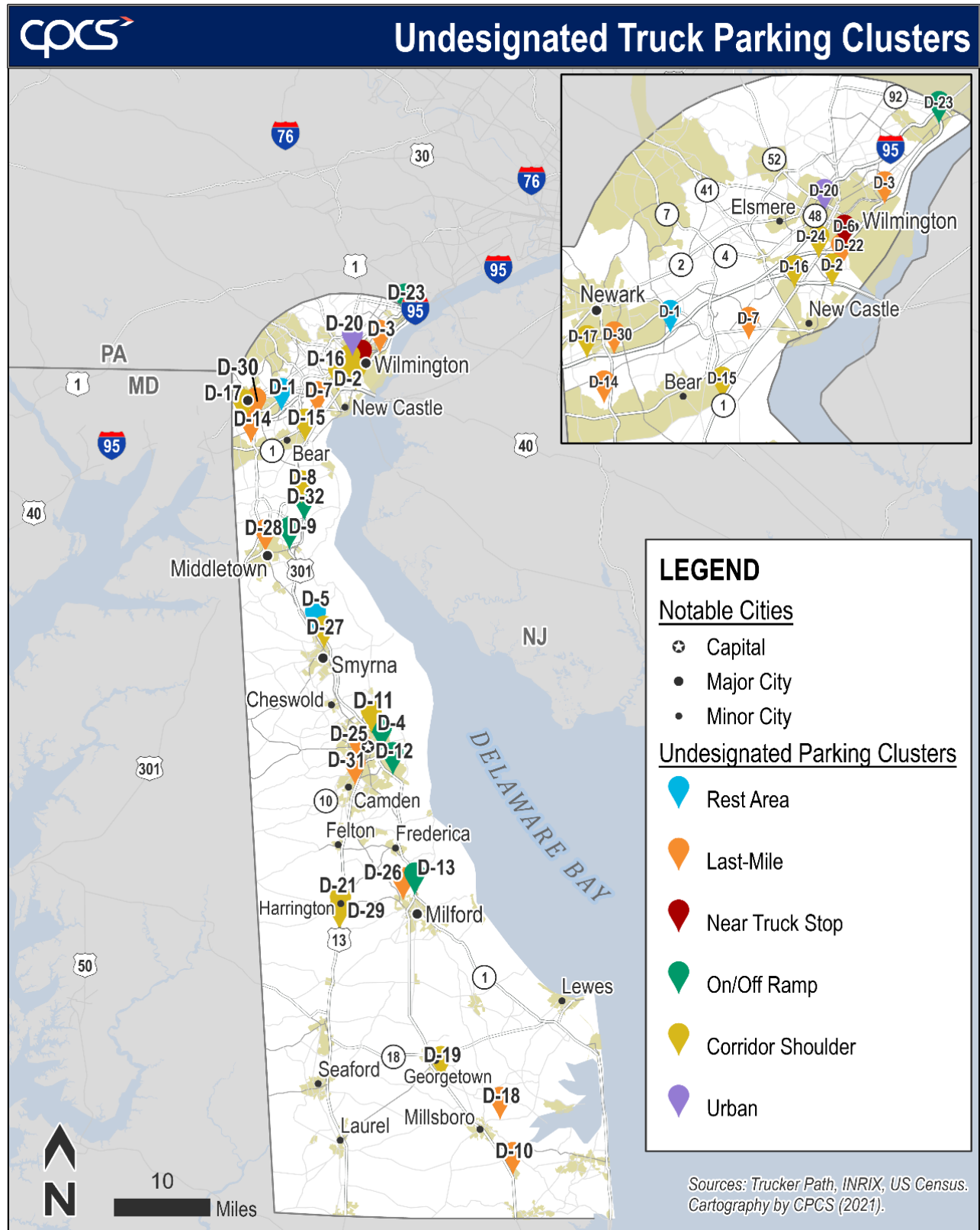


Figure 7 provides additional details for each cluster of undesignated parking corresponding to the marker shown in Figure 5 above. Additional information provided in the table below are as follows:

- **County:** County in which the cluster is located
- **Location Description:** Description of where the cluster is located
- **Type:** Type of undesignated truck parking, determined based on where undesignated truck parking occurs.
- **Total Count of Undesignated Stops:** Number of undesignated trucks stopped within the cluster during the 12 weeks of INRIX truck GPS data.
- **Total Duration of Undesignated Stops (Hours):** The total number of hours trucks were parked in an undesignated location.
- **Median Stop Duration (Hours):** Median number of hours that a truck parked in an undesignated location.
- **Average Stop Duration (Hours):** Average number of hours that a truck parked in an undesignated location.
- **Percent of Stops < 3 Hours:** Percentage of undesignated trucks stopped within the cluster for less than three hours.
- **Percent of Stops 3-8 Hours:** Percentage of undesignated trucks stopped within the cluster for three to eight hours.
- **Percent of Stops > 8 Hours:** Percentage of undesignated trucks stopped within the cluster for more than eight hours.
- **Period of Day with Highest Number of Undesignated Stops:** The period of day when the highest number of stops occur within the cluster, based on the hour of the day with the highest average number of stops during the 12 weeks of INRIX truck GPS data. Figure 6 illustrates the times of day that correspond to each period. In cases where the highest average number of stops occurred over several consecutive hours of the day, several periods were noted. In cases where there were several, non-consecutive hours of the day with the highest average number of stops, undesignated parking was classified as “recurring” in the cluster.

Figure 6: Corresponding Period and Times of Day

Period of Day	Time of Day
Overnight	12 am (Midnight) – 6 am
Morning	6 am – 12 pm (Noon)
Afternoon	12 pm (Noon) – 6 pm
Evening	6 pm – 12 am (Midnight)

Figure 7: Undesignated Truck Parking Clusters (Table)

Map Marker	County	Location Description	Type	Total Count of Undesignated Stops	Total Duration of Undesignated Stops (Hours)	Median Stop Duration (Hours)	Average Stop Duration (Hours)	% of Stops < 3 Hours	% of Stops 3 to 8 Hours	% of Stops > 8 Hours	Period of Day with Highest Number of Undesignated Stops
D-1	New Castle	Biden Welcome Center in Newark on I-95/ Delaware Turnpike	Rest Area	388	1,662	1.1	4.3	61%	8%	31%	Overnight
D-2	New Castle	I-295 in New Castle off the Delaware Memorial Bridge	Corridor Shoulder	48	91	1.2	1.9	90%	6%	4%	Overnight
D-3	New Castle	First/last-mile roads (Lighthouse Rd, Hay Rd) at Edgemoor	Last-mile	122	457	1.2	3.7	70%	7%	24%	Morning
D-4	Kent	SR 1 interchange with Puncheon Run Connector in Dover	On/Off Ramp	43	56	1.0	1.3	98%	0%	2%	Overnight, Morning
D-5	New Castle	Smyrna Rest Area in Smyrna on US 13/Dupont Pkwy and nearby US 13/SR 1 interchange on/off-ramps	Rest Area	98	282	1.0	2.9	76%	9%	15%	Morning
D-6	New Castle	Christiana Truck Stop at the Port of Wilmington on SR 9/Terminal Ave near I-495 on/off-ramps for Exit 2	Near truck stop	50	112	0.8	2.2	78%	12%	10%	Overnight, Morning
D-7	New Castle	US 13/Dupont Pkwy/S Dupont Hwy and US 40/Pulaski Hwy intersection, and near Wilton Blvd and US 40/Pulaski Hwy intersection in New Castle	Last-mile	75	304	1.9	4.0	57%	25%	17%	Recurring
D-8	New Castle	SR 1/Korean War Veterans Memorial Hwy (Toll Road) at Biddle's Corner Toll Plaza near SR 1/US 301 interchange near Middletown	Corridor Shoulder	19	47	1.9	2.5	84%	5%	11%	Evening, Overnight, Morning

D-9	New Castle	SR 1 on/off ramps at Exit 136 to/from SR 299/Main St /Middletown Odessa Rd in Middletown	On/Off Ramp	27	53	1.1	2.0	78%	19%	4%	Overnight
D-10	Sussex	Daisey St between Dupont Blvd and Rte 401/Clayton Ave in Frankford	Last-mile	132	124	0.7	0.9	98%	0%	2%	Morning
D-11	Kent	SR 1/Korean War Veterans Memorial Hwy (Toll Road) at Dover Toll Plaza	Corridor Shoulder	32	76	1.3	2.4	75%	19%	6%	Evening, Overnight
D-12	Kent	SR 1 /Bay Rd near off-ramp at Exit 92 in Dover	On/Off Ramp	17	62	3.4	3.6	47%	41%	12%	Evening, Overnight
D-13	Kent	US 113/Dupont Blvd connection to SR 1/Bay Rd in Milford	On/Off Ramp	42	58	0.6	1.4	90%	7%	2%	Overnight
D-14	New Castle	First/last-mile roads (Executive Dr) in Newark	Last-mile	28	228	6.0	8.1	46%	11%	43%	Morning
D-15	New Castle	US 13/SR 1/S Dupont Hwy near on/off ramps to/from SR 1/Koren War Veterans Memorial Hwy near Bear	Corridor Shoulder	24	42	0.9	1.8	88%	8%	4%	Evening, Overnight
D-16	New Castle	US 13/N Dupont Hwy/N Dupont Pkwy interchange with I-295/Delaware Turnpike near New Castle	Corridor Shoulder	29	97	0.6	3.4	66%	10%	24%	Afternoon
D-17	New Castle	I-95/Delaware Turnpike (toll road) at Newark Toll Plaza	Corridor Shoulder	11	12	1.0	1.1	100%	0%	0%	Overnight
D-18	Sussex	SR 24/John J Williams Hwy near Rd 304 intersection in Millsboro	Last-mile	22	87	1.4	4.0	64%	14%	23%	Overnight, Morning
D-19	Sussex	US 113/Dupont Blvd near S Bedford St/Shortly Rd near Georgetown	Corridor Shoulder	19	23	0.6	1.2	89%	11%	0%	Recurring
D-20	New Castle	Wilmington urban area	Urban	343	1,020	1.1	3.0	79%	10%	11%	Morning
D-21	Kent	US 13/S Dupont Hwy between Tower Hill Rd and Raceway Blvd near Harrington	Corridor Shoulder	14	39	1.4	2.8	64%	29%	7%	Overnight

D-22	New Castle	First/last-mile roads near (southwest of) the Port of Wilmington	Last-mile	42	136	1.7	3.2	69%	19%	12%	Morning, Afternoon
D-23	New Castle	I-495 near and at US 13/Philadelphia Pike interchange in Claymont	On/Off Ramp	58	82	0.7	1.4	93%	3%	3%	Morning
D-24	New Castle	US 13/N Dupont Hwy interchange with I-495, south of Wilmington and north of New Castle	Corridor Shoulder	38	56	0.6	1.5	92%	3%	5%	Morning, Afternoon
D-25	Kent	US 13/S Dupont Hwy near Puncheon Run Connector and Webbs Ln in Dover	Last-mile	37	81	0.8	2.2	84%	5%	11%	Overnight, Morning
D-26	Kent	First/last-mile roads (Vickers Dr) in Milford	Last-mile	25	103	2.7	4.1	60%	24%	16%	Morning
D-27	Kent	US 13/SR 6/N Dupont Blvd in Smyrna	Corridor Shoulder	20	66	0.8	3.3	75%	15%	10%	Evening, Overnight
D-28	New Castle	First/last-mile roads (Industrial Dr, Tower Ln, off N Cass St) in Middletown	Last-mile	18	61	1.0	3.4	61%	22%	17%	Morning, Afternoon
D-29	Kent	US 13/S Dupont Hwy between Rd 435 and Hammondtown Rd/Williamsville Rd/Rd 116 near Harrington	Corridor Shoulder	16	12	0.6	0.8	100%	0%	0%	Morning, Afternoon
D-30	New Castle	I-95/Delaware Turnpike interchange with SR 896/S College Ave near Newark	Last-mile	14	43	1.7	3.1	64%	29%	7%	Recurring
D-31	Kent	US 13/S Dupont Hwy between Lochmeath Way and Voshells Mill Starr Hill Rd near Dover	Last-mile	14	49	1.4	3.5	71%	14%	14%	Recurring
D-32	New Castle	SR 1 interchange with Pole Bridge Rd at Exit 142 near Odessa	On/Off Ramp	12	28	0.7	2.3	83%	0%	17%	Recurring

Source: CPCS analysis of INRIX, Trucker Path.

Truck drivers may choose to park in undesignated locations if they have difficulty finding truck parking as they near the end of their hours-of-service (HOS) and/or as they stage for shipper or receiver appointments. Using the indicators in Figure 8 below, a comparison of information across clusters provides insight into why truck drivers are parking in these undesignated locations.

Figure 8: Indicators to Identify Reason for Truck Parking

	Long HOS Break	Staging
Stop Duration	Over 7 hours	Often more than a few hours
Location	Any, may seek amenities	Near origin/destination
Period of Day	Overnight	Business day
Example Cluster	Cluster D-1	Cluster D-22

Long HOS Break: Undesignated parking for periods over 7 hours is likely due to truck drivers taking all or a portion of the required 10 consecutive hours off-duty as required by HOS rules. HOS rules also allow drivers to split their long break into two periods, with the latest change to HOS regulations allowing drivers to meet the minimum 10 hours off-duty if they meet the following criteria: one off-duty period that is at least 2 hours, a second off-duty period spent in the sleeper berth that is at least 7 hours, and the total time off-duty is 10 hours. Parking for longer HOS break requirements often occurs during overnight hours. While drivers may park at any location, they may seek locations with amenities such as restrooms and food for their long HOS break. For instance, at cluster D-1, which is located at the Biden Welcome Center rest area, over 30 percent of undesignated stops have a duration of over 8 hours and the highest number of undesignated stops occur overnight. This indicates truck drivers parking in undesignated locations at cluster D-1 are doing so to fulfill their long HOS break requirements overnight.

Short HOS Break: Undesignated parking for a shorter HOS break requirement (30-minute driving break or 2-3 hours off-duty as part of the split sleeper berth provision) is indicated by a shorter stop duration, ranging from 30 minutes to a few hours. Parking for a shorter HOS break may occur at any location, making it difficult to distinguish from staging.

Staging: Undesignated parking for staging is often indicated by location, as truck drivers stage near their origin/destination on last-mile corridors and in urban areas near freight generators. Staging can take place at any time and the total duration varies, but often is no more than a few hours. Parking for staging occurs throughout the business day, beginning in the morning hours, as shipper/receiver appointments occur. For example, at cluster D-22, almost 70 percent of undesignated stops have a duration of less than 3 hours and the highest number of undesignated stops occur in the morning and afternoon.

Mixed: There may be a mix of undesignated parking for both HOS break requirements and for staging within a cluster as well. In some cases, truck drivers simultaneously stage overnight for early morning appointments and fulfill a longer HOS stop requirement. For instance, at cluster D-18, over 20 percent of undesignated stops have a duration of over 8 hours, with the highest number of truck stops occurring during both the overnight and morning periods. Another cluster representing a mix is cluster D-7, with truck stop durations ranging from less than 3 hours, 3 to 8 hours, and over 8 hours, and undesignated truck parking recurring at several hours of the day and night.

Truck Safety

An imbalance in the supply of and demand for truck parking spaces can lead to safety issues for truck drivers and other road users. As drivers become fatigued, they lose the ability to stay vigilant and appropriately time their psychomotor and cognitive responses. However, if fatigued truck drivers are unable to find safe parking for rest, they are faced with a difficult choice: continue driving, or park at an undesigned location.

Update: The below figures have been updated to demonstrate truck/trailer-involved crashes compared to truck traffic in Delaware, and commercial motor vehicle (CMV) parking violations compared to the freight network in Delaware.

Figure 9 below maps truck/trailer-involved crashes between 2014 and 2019 in Delaware, compared to truck volume in the state. As illustrated, crashes and fatalities are most concentrated in northern Delaware – in Wilmington and along I-95, I-295, and I-495 – which is also where truck volume, as measured by annual average daily traffic (AADT), is highest in the state. Similarly, additional crashes and fatalities are also concentrated along other high AADT corridors – US 301, US 13, and US 113, and SR 1.

Figure 10 compares the locations of CMV parking violations to Delaware’s freight network, which includes first/last-mile connectors² in the state, indicating the presence of a freight-generating facility.

² First/last-mile connectors identified as part of the WILMAPCO [Delaware Statewide First/Final Mile Network Study](#).

Figure 9: Truck/Trailer Crashes (2014-2019) and Truck Volume (2018)

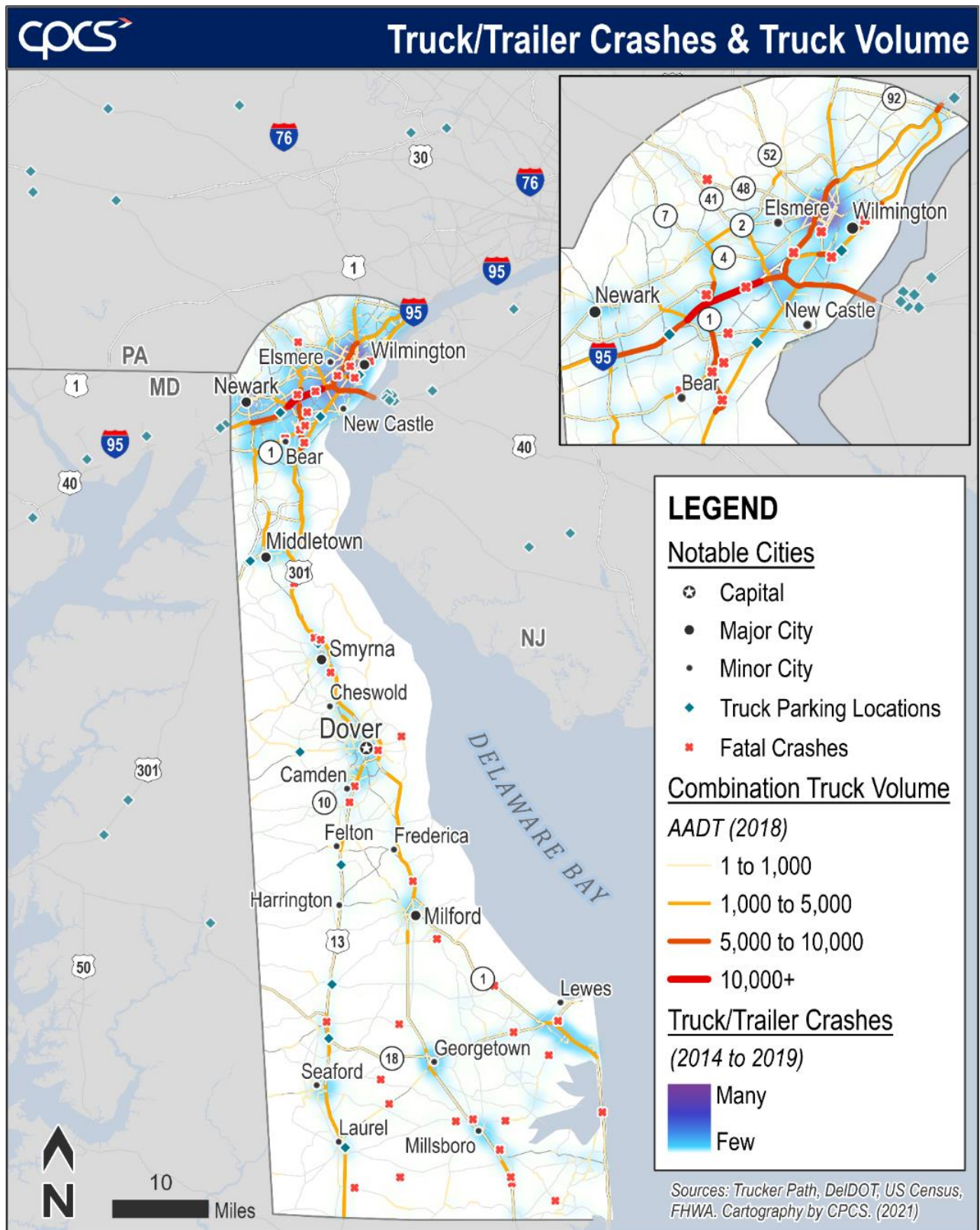
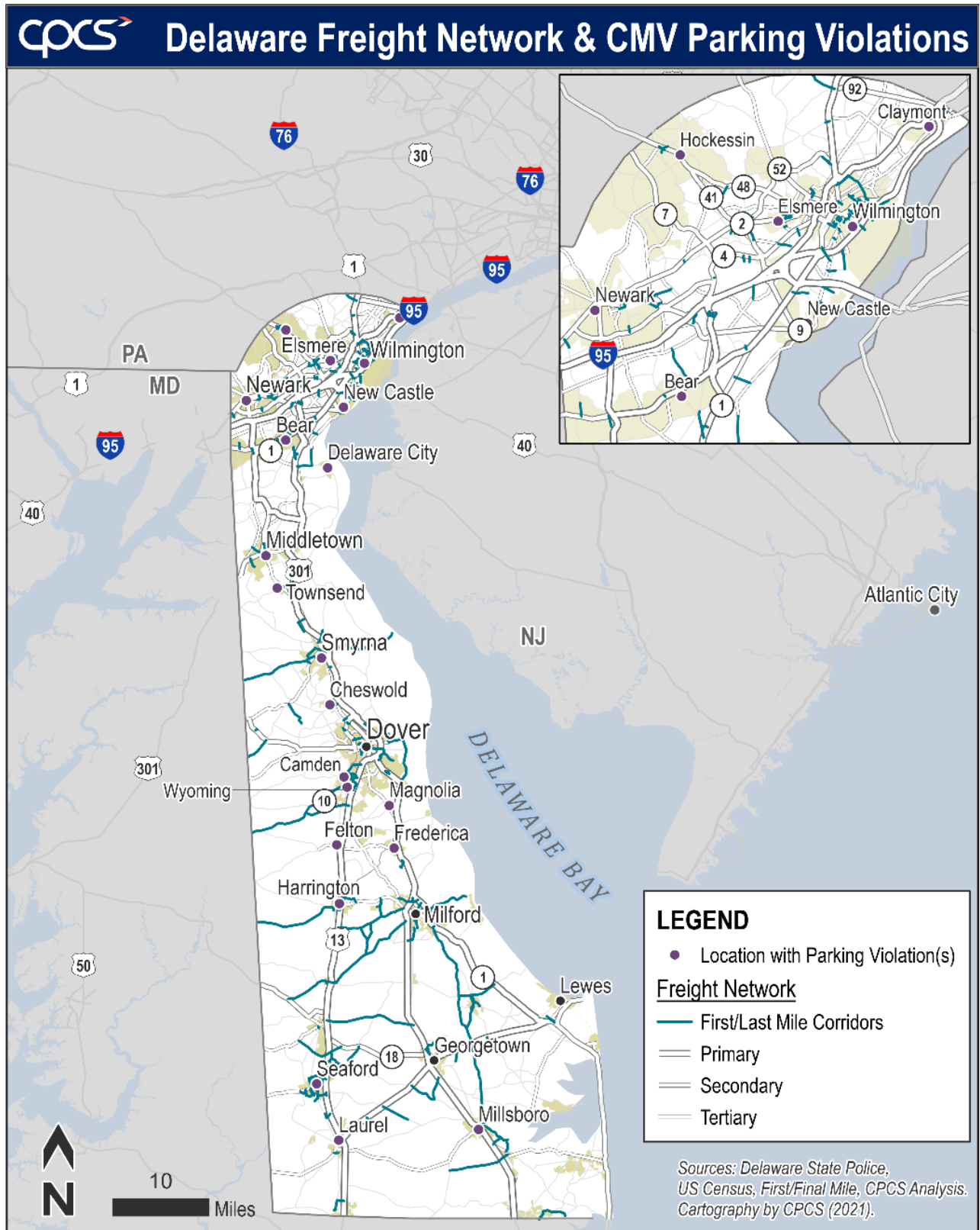


Figure 10: Commercial Vehicle Parking Violations Identified by Delaware Safety Enforcement (2019-2020) and Freight Network (2020)



Statewide Truck Parking Trends and SWOT

The top truck parking trends in Delaware, informed by data analysis and stakeholder input, are summarized in Figure 11. Building off the data analysis, stakeholder feedback, and top trends, the Project Team identified the strengths, weaknesses, opportunities, and threats (SWOT) for truck parking in Delaware, as detailed in Figure 12. The SWOT will inform the future identification of recommendations and implementation steps to address truck parking issues and needs in the state.

Figure 11: Statewide Truck Parking Trends



Seasonality Impacts on Truck Parking Demand

Seasonal trends, driven by tourism, agriculture, and weather events, impact truck traffic moving through Delaware. As a result, these trends also influence truck parking demand in the region. At both designated parking locations and undesigned clusters in Delaware, the number of truck stops in October is typically lower than in February, May, and August.



Urban Utilization

Truck parking utilization in Delaware is highest in urban areas, particularly in Wilmington, New Castle, Smyrna, Dover, and Seaford. Although utilization is yet to reach full capacity in Delaware, truck parking capacity in these areas are the most strained in the state, nearing full utilization in the peak early morning hours of 2 - 3 am.



Insufficient and/or Lack of Capacity

Insufficient and/or a lack of truck parking capacity was a top issue cited by stakeholders during the focus group. High truck parking utilization at Delaware's two public rest areas, coupled with a high density of nearby undesigned parking, indicates insufficient truck parking along Delaware's key freight corridors. Truck parking is also limited in central and southern Delaware, with five private truck parking facilities located along US 13 within Kent and Sussex counties; several of these identified locations do not permit overnight parking. Further, there are no truck parking locations on SR 1 south of Smyrna.



Barriers to Facility Access

Barriers to facility access may include physical barriers, such as difficulty accessing a facility, and information barriers, such as lack of knowledge about a facility and its truck parking availability. At Smyrna Rest Area, trucks often park in the undesigned shoulders of the southbound SR 1 on-ramp to US 13, which is only a few minutes' drive from the Smyrna Rest Area. Physical factors – Smyrna Rest Area's location off of SR 1 – as well as information factors – lack of knowledge about truck parking availability at the rest area – may be further explored to determine the role of these factors in undesigned parking at that location.



Undesigned Truck Parking

The Project Team identified 32 clusters of high undesigned truck parking density in Delaware. An analysis of these clusters indicates undesigned truck parking occurs in Delaware when truck drivers are unable to find truck parking for HOS break requirements and for staging. These patterns of undesigned truck parking in Delaware have negative impacts on the state's economy, safety, infrastructure, and quality of life.



Increasing Goods Movement

The growth of freight is outpacing the addition of truck parking capacity in Delaware. Expected future increases of goods movement in Delaware are driven by general increased demand for freight, as well as growth in the state's freight-reliant industries and the proposed Edgemoor port in Wilmington.

Figure 12: Delaware’s Truck Parking SWOT Analysis

Strengths
<ul style="list-style-type: none"> • Truck parking utilization is not at its full capacity at all facilities in the state, even during peak hours. Utilization remains low in many areas during non-peak hours. • Limited undesignated parking observations, with relatively low counts of undesignated stops at several clusters. • Biden Welcome Center rest area is the result of a public-private partnership.
Weaknesses
<ul style="list-style-type: none"> • Limited geographic coverage of truck parking facilities, with a notable absence of truck parking locations in southeast Delaware. • Limited overnight truck parking locations in central and southern Delaware (Kent and Sussex Counties), as select private facilities do not allow overnight truck parking. • Insufficient space for staging near Port of Wilmington and Edgemoor. • High utilization of truck parking facilities during peak hours in urban areas (Wilmington, New Castle, Smyrna, Dover, and Seaford). • Undesignated parking clusters at and near public rest areas (Biden Welcome Center and Smyrna Rest Area), in urban areas (Wilmington, New Castle, Smyrna, and Dover), and along key freight corridors (I-95, I-295, I-495, US 13, US 113, SR 1). • Limited insight on the number and location of crashes related to truck parking due to limitations of crash data reporting.
Opportunities
<ul style="list-style-type: none"> • Continue to monitor, discuss, and conduct outreach on truck parking in the state and region (e.g. through Standing Committee, champion, outreach and education, etc.), in order to identify changes in truck parking needs and issues. • Integrate truck parking into statewide and local planning to actively prepare for and mitigate against increasing freight development, truck traffic, and associated demand for parking. • Explore truck parking capacity expansion near undesignated parking clusters, particularly where vacant lots and/or state-owned land have been identified nearby. • Explore truck parking capacity expansion near existing truck parking facilities, such as through a public-private partnership. • In areas with limited existing overnight parking (in Kent and Sussex Counties), explore new locations for truck parking facility development, such as through a public-private partnership. • Disseminate information about truck parking locations and/or parking availability to truck drivers through static and/or dynamic signs, particularly at existing truck parking locations with low utilization. • Collaborate with local agencies to identify and address truck parking issues, particularly in urban areas. • Collaborate with local agencies and freight-reliant industries (e.g. manufacturing, warehousing) to promote the availability of designated truck parking near new freight-generating developments. • Coordinate truck parking planning and signage at state borders with neighboring state DOTs. • Collaborate with the trucking industry to provide truck parking facility updates, promote the use of underutilized facilities, and gather information on truck parking needs and issues in Delaware and the surrounding region.

Threats

- Increasing goods movement, driven by the growth of freight-reliant industries and potential port expansion.
- Need for expanded access to truck parking and staging in urban areas, where capacity is most strained but land is difficult and expensive to acquire.
- “Not In My Backyard” (NIMBY) community concerns about idling, noise and air emissions, and real and perceived safety hazards pose a challenge to the expansion of truck parking.
- Lack of truck parking-dedicated funding.
- Lack of clear public and private roles to address truck parking issues.