



# City of Milford – Municipal Freight Planning

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**Final Technical Memorandum -  
APPENDICES**

*June 2023*

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# Table of Contents

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Appendix A – Freight Planning Resources .....	2
Appendix B – Stakeholder Meeting Attendance .....	8
Appendix C – Online Public Survey .....	9
Appendix D – Outreach Conducted for Surveys .....	11
Appendix E – Survey Results .....	12
Appendix F – State/MPO Support for Local Planning .....	17
Appendix G – Delaware Freight Stakeholders and Partnerships.....	20

## Appendix A – Freight Planning Resources

Ongoing freight planning activities in Delaware have continued to expand since the completion of the 2017 state freight plan. These activities provide additional data, insights, and action planning details affecting various elements of Delaware’s multimodal freight transportation systems that are, and will continue to be, valuable resources in the pursuit of the state’s freight goals. Such resources have provided a broader understanding of key freight flows and supply chains; evaluated specific truck, rail, water, and air cargo issues; explored freight system performance, needs, and opportunities; coordinated needs across broader planning efforts; and highlighted policy or planning needs to support safe, efficient, and environmentally sound freight movements. Though not all-inclusive, many of these resources are included on the DeIDOT Freight or MPO resources websites.<sup>1</sup>

### *Delaware First/Final Mile Freight Network Development (2021)*<sup>2</sup>

This targeted study inventories key first/final mile freight connectors in Delaware that link mainline truck routes with truck-generating or freight handling facilities. Notable clusters of activity are typically found near manufacturing facilities, retail centers, distribution centers, warehouses, ports, intermodal terminals, and farms. Study results include data-driven screening and expansion of a state-specific first/final mile roadway network, coupled with an evaluation of potential needs and issues based on five major categories relating to institutional, land use, mobility, safety, and physical conditions. Planning recommendations included guidance and support for policies, partnerships, projects, and programs that would help to prioritize and improve the network.



### *Delaware State Freight Plan (2022)*<sup>3</sup>

The *Delaware State Freight Plan* is a compilation of statewide freight planning insights that focus on improving Delaware’s multimodal freight transportation systems to enhance economic opportunities within the state and the surrounding regions, while also upholding federal requirements for the development of state freight plans. The 2022 plan is compliant with the latest federal requirements for state freight plans introduced in November 2021 by the Infrastructure Investment and Jobs Act (IIJA).

<sup>1</sup> *Delaware State Freight Plan*, 2022, <https://deldot.gov/Business/freight/index.shtml>, DeIDOT, Freight Section Home Page, March 2022, <https://deldot.gov/Business/freight/>; and WILMAPCO, Plans and Reports, accessed March 2022, <http://www.wilmapco.org/plans-and-reports/>; and Dover Kent MPO, Studies, accessed March 2022, <https://doverkentmpo.delaware.gov/projects/>.

<sup>2</sup> CPCS for DeIDOT and Delaware MPOs, *Delaware First/Final Mile Freight Network Development*, August 12, 2021, [http://www.wilmapco.org/freight/First\\_Final\\_Mile\\_Final\\_Report.pdf](http://www.wilmapco.org/freight/First_Final_Mile_Final_Report.pdf).

<sup>3</sup> *Delaware State Freight Plan*, 2022, <https://deldot.gov/Business/freight/index.shtml>.

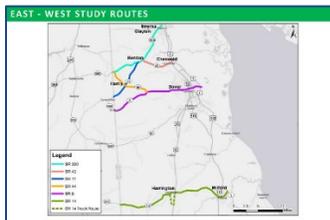
#### *Delaware Statewide Truck Parking Study (2021/2023)* <sup>4</sup>

This statewide study inventories all truck parking within the state (authorized and unauthorized) and explores needs and methods to effectively improve parking availability for truck drivers. Results identify potential information and technology improvements, as well as site-specific truck parking capacity improvements at existing and private sites, other state-owned facilities, and along roadway shoulders.

#### *Delaware Truck Bottleneck Identification (2018) and Related Bottleneck Project Updates (2020/2022)* <sup>5</sup>

This overall assessment of truck bottlenecks throughout Delaware was completed in coordination with federal Transportation Performance Management (TPM) reporting requirements that began under MAP-21. Recent updates identified 15 highway segments in the state that significantly affect freight mobility and reliability. Bottlenecks are ranked as high, medium, or low using a data-driven process. The project updates include a review and description of relevant project/study initiatives along the congested corridors.

#### *Kent County East-West Truck Freight Route Feasibility Analysis Phase I (2022)* <sup>6</sup>



This Dover/Kent MPO study analyzes existing east-west freight truck traffic patterns and needs generally west of Dover with a focus on access between the Maryland/Delaware border and SR 1. The analysis is intended to identify roadway deficiencies that impact freight movements to help develop recommendations for improved traffic flow on key east-west freight corridors in Kent County.

<sup>4</sup> CPCS, et. al., for DeIDOT and WILMAPCO, *Delaware Statewide Truck Parking Study*, September 20, 2021, [http://www.wilmapco.org/freight/DE\\_Truck\\_Parking\\_Final.pdf](http://www.wilmapco.org/freight/DE_Truck_Parking_Final.pdf). An update of the study will be available in 2023.

<sup>5</sup> WILMAPCO and DeIDOT, *Delaware Truck Bottlenecks Identification*, 2018 and 2020, [http://www.wilmapco.org/freight/Bottleneck\\_Ranking\\_Summary\\_DE.pdf?cache=1647963368029](http://www.wilmapco.org/freight/Bottleneck_Ranking_Summary_DE.pdf?cache=1647963368029).

<sup>6</sup>Dover/Kent MPO and Kent Economic Partnership,, *Kent County East-West Truck Freight Route Feasibility Analysis Phase I*, December 2022, <https://doverkentmpo.delaware.gov/files/2023/01/E-W-Truck-Study-final-11-2022-WEB.pdf>.

<sup>6</sup>Dover/Kent MPO and Kent Economic Partnership,, *Kent County East-West Truck Freight Route Feasibility Analysis Phase I*, December 2022, <https://doverkentmpo.delaware.gov/files/2023/01/E-W-Truck-Study-final-11-2022-WEB.pdf>.

### *Innovation 2045: Metropolitan Transportation Plan (2021)* <sup>7</sup>

The Dover/Kent MPO's Metropolitan Transportation Plan (MTP) serves as a blueprint to assist elected officials address the transportation needs of their constituencies by identifying how the County's transportation resources should be managed. It serves as the framework for transportation investment decisions for the years 2020 to 2045. The plan is updated every four years.



### *Dover/Kent County Metropolitan Planning Organization Rail / Freight Zoning Study (2018)* <sup>8</sup>

This study is an assessment of municipal comprehensive plans and future land uses for rail freight-related manufacturing/employment centers in Kent County. Funded by FHWA, FTA, and DeIDOT, it shows the importance between local government comprehensive plans and how these documents can support state and regional rail freight plan goals and objects, better coordination between local, state, and rail operators land use decisions, and attract rail-freight related manufacturing/employment centers to Kent County, Delaware.

### *Dover/Kent County MPO, Rail Corridor Land Use Study (2022)* <sup>9</sup>

This Dover/Kent MPO-led study reviewed 13 municipal comprehensive plans and Kent County's comprehensive plan to gauge their level of inclusion of rail freight information and related planning insights. Study products included interactive web mapping to explore land use and potential rail freight development opportunities. Recommendations focused on supporting existing federal, state, and regional freight plan goals and objectives; linking local transportation initiatives articulated in comprehensive plans with available federal and state transportation funding; and identifying future economic initiatives requiring follow-up studies. While the initial study was completed in 2018, additional land use study and interactive mapping resources were updated in 2022.



### *Truck Parking Amenities Study (2023)* <sup>10</sup>

<sup>7</sup> Dover/Kent MPO, *Innovation 2045: Metropolitan Transportation Plan*, 2021, <https://doverkentmpo.delaware.gov/metropolitan-transportation-plan/>.

<sup>8</sup> Dover/Kent MPO, *Dover/Kent County Metropolitan Planning Organization Rail / Freight Zoning Study*, 2018, <https://doverkentmpo.delaware.gov/files/2018/11/Final-Rail-Study-November-14-NOV-18-FINAL-version.pdf>.

<sup>9</sup> Dover/Kent MPO and Kent Economic Partnership, *Rail Corridor Land Use Study*, 2022, <https://doverkentmpo.delaware.gov/files/2022/08/08122022-Final-Draft-Narrative-ACDE.pdf>.

<sup>10</sup> Dover/Kent MPO and Kent Economic Partnership, *Truck Parking Amenities Study*, 2023, <https://doverkentmpo.delaware.gov/files/2023/03/Truck-Parking-Amenities-Final-3.2023.pdf>.

The Dover/Kent MPO conducted a study of the existing conditions of truck parking amenities. The study offers a list of amenities that would be most beneficial to truck drivers. Data was gathered from state and federal literature relevant to the topic, and outreach was conducted by MPO staff.

*Innovation in Motion: The Delaware Long Range Transportation Plan (2019 plus annual updates)*<sup>11</sup>

In 2019, DelDOT launched the Delaware Long Range Transportation Plan (LRTP) “Innovation in Motion” website. The LRTP has a 20-year outlook and aims to express Delaware’s continually changing transportation environment by describing land use patterns, demographics, travel patterns, preferences, and technology. Together, these variables contribute to Delaware’s transportation network.



*Kent County Transportation Operations Management Plan (2021)*<sup>12</sup>

The Kent County Transportation Operations Management Plan (TOMP) applied DelDOT’s traffic data to identify congested areas in Kent County and recommend solutions. Kent County’s population growth and the related residential and commercial development have added traffic to the roadways, which is expected to worsen as growth continues. Analysis of traffic data revealed the “hotspots” in Dover, Camden, and Northern Milford. The TOMP provides recommended improvements to reduce congestion and improve travel times in the three hotspot areas.

*Planning for Freight-Related Development – Summary and Checklist (2021)*<sup>13</sup>

In response to an expanding network of warehouses, distribution centers, and e-commerce activities, Delaware has explored key planning considerations for freight-related development. Products include a summary checklist to help determine what general types of freight and land use impacts may need to be considered in local planning or economic development work.

*US 113 North/South Study*<sup>14</sup>

The purpose of the US 113 North/South Study was to identify an alignment for a continuous limited access roadway from the Maryland/Delaware state line to SR 1 north of the City of Milford (a distance of approximately 40 miles). The study also identified improvements to major east/west routes.

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<sup>11</sup> DelDOT, *Innovation in Motion: The Delaware Long Range Transportation Plan 2021 Annual Supplement*, 2021, <https://deldot.gov/Publications/reports/plan/pdfs/LRTP%20Annual%20Supplement%202021.pdf?cache=1686171705153>.

<sup>12</sup> DelDOT, *Kent County Transportation Operations Management Plan*, 2021, <https://deldot.gov/Programs/itms/pdfs/Kent-County-TOMP-Report-Med.pdf?cache=1674855048288>.

<sup>13</sup> CPCS for DelDOT and Delaware MPOs, *Planning for Freight-Related Development – Summary and Checklist*, 2021, [http://www.wilmapco.org/freight/First\\_Final\\_Mile\\_Impact.pdf](http://www.wilmapco.org/freight/First_Final_Mile_Impact.pdf).

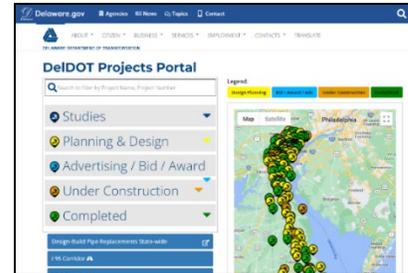
<sup>14</sup> DelDOT, *US 113 North/South Study*, approximately 2007, <https://deldot.gov/projects/Studies/us113/milford/index.shtml>.

### *WILMAPCO Freight and Goods Movement Webpage<sup>15</sup>*

The WILMAPCO Freight and Goods Movement webpage provides resources for freight-related activities, events, studies, and reports for the WILMAPCO region and state.

### *Site-Specific Project Planning*

In addition to the state or area-wide studies listed above, ongoing transportation planning and programming efforts in Delaware include site-specific projects that provide both general transportation and freight-specific benefits. Project details are available online throughout the DeIDOT Projects Portal.<sup>16</sup>



<sup>15</sup> WILMAPCO Freight and Goods Movement webpage, <http://www.wilmapco.org/goodsmovement/>.

<sup>16</sup> DeIDOT, Projects Portal, <https://deldot.gov/projects/>.

## **Appendix B – Stakeholder Meeting Attendance (January 31, 2023)**

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The original list of invitees to the stakeholder meeting was developed in consultation with the City of Milford Planning and Zoning and Economic Development staff.

### **City of Milford**

Rob Pierce, Milford Planning and Zoning  
David Wells, Milford Police Department  
James Puddicombe, Milford Public Works, Engineering  
Michael Svaby, Milford Public Works

### **State of Delaware**

Cooper Bowers, DelDOT Planning Department  
Jennifer Cinelli, DelDOT Planning Department

### **Kent County and Metropolitan Planning Organization (MPO)**

James Galvin, Dover/Kent MPO  
Linda Parkowski, Kent Economic Partnership  
Malcolm Jacob, Dover/Kent MPO  
Marilyn Smith, Dover/Kent MPO  
Zachary Prebula, Kent Economic Partnership

### **Businesses and Chamber of Commerce**

Craig Kirby, Baltimore Aircoil  
Jessica Janson, Baltimore Aircoil  
Edgardo Torres, Perdue  
Jo Schmeiser, Milford Chamber of Commerce

### **Consulting Team**

Leah Kacanda, Whitman, Requardt & Associates, LLP (WRA)  
Molly Nur, Whitman, Requardt & Associates, LLP (WRA)

# Appendix C – Online Public Survey

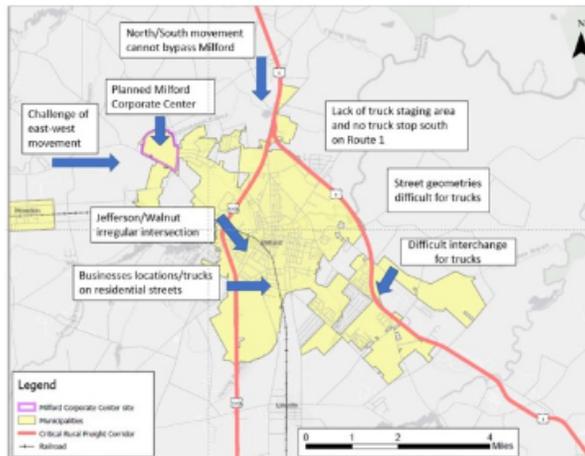


[Translate](#)

## Municipal Freight Planning - Milford Public Survey

The Delaware Department of Transportation (DelDOT) is assisting municipalities to identify freight and trucking movement issues in their communities. Through this planning initiative, key freight-related issues in the City of Milford will be identified and analyzed. Recommendations stemming from this effort may be advanced through local and statewide planning initiatives.

Beyond what is noted on the map, what specific sites, if any, in Milford are you concerned about and why?



Please share any additional recommendations you have for the City of Milford and the Delaware Department of Transportation concerning freight and trucking movement in the Milford area.

What are your top general concerns about freight and trucking movement in Milford?

Your contact information would be greatly appreciated.

Email\*

First Name\*

Last Name\*

# Appendix D – Outreach Conducted for Surveys

Outreach provided by the City of Milford on their News Flash and Planning & Zoning Department webpage promoting the surveys for the municipal freight planning work for Milford.

You Are Here: [Home](#) > [News Flash](#)

## Home Page News

Posted on: April 12, 2023

### Surveys Now Open Until April 28!

The City of Milford and the Delaware Department of Transportation (DelDOT) welcome your feedback on trucking and freight movement in and around Milford. Recommendations resulting from this effort may be advanced through local and statewide planning initiatives.

Surveys for both the public and business owners with truck operations are available now until April 28. We look forward to your input! Visit: [public survey](#) or [business survey](#). The results of the initiative and the surveys will be available in July on the City of Milford's Planning Department [Current Studies/Projects site](#). Thank you for your response!

Next ⇒  
[Attention Milford Ponds Residents](#)

You Are Here: [Home](#) > [Your Government](#) > [Departments](#) > [Planning Department](#) > [Planning & Zoning](#) > [Current Studies/Projects](#)

## Current Studies/Projects

### Milford Municipal Freight Study

The Milford Freight Study is part of an effort led by the Delaware Department of Transportation (DelDOT) to assist municipalities to identify and address freight movement issues in their communities. Recommendations from this effort may advance through local and state initiatives and projects.

We want to hear from you now through April 28.

- If you are a **member of the public** with feedback on truck movement in and around Milford, please respond to the [click here](#).
- If you represent a **business** in or around Milford that operates or is served by large trucks (not package delivery trucks), please [click here](#).

## Appendix E – Survey Results

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There were eighteen respondents to the City of Milford public survey. There were no responses to the Milford business survey. The survey was hosted on DeIDOT's Planning Department new interactive hub using *PublicInput*. The Milford survey was one of DeIDOT's first projects.

*Question 1 - Beyond what is noted on the map, what specific sites, if any, in Milford are you concerned about and why?*

Seabury Avenue has become a defacto truck route. Tractor trailers, construction vehicles and box trucks use the avenue on a daily basis. The Middle School will reopen within the next two years which will only increase the traffic on Seabury. This raises safety concern for children who will walk to school on Seabury Avenue. At a minimum, truck traffic will need to be re routed when the school opens.

I am very concerned about Wilbur Street. The street is residential and way to narrow for these vehicles. The traffic is loud and dangerous.

Lakeview Avenue, Walnut North and South (especially downtown), Kings Highway, New Street, Causey Avenue, School Place, Kent Place near Middle School rebuild, Front Streets, SE First street, Jefferson Avenue, Oak Street, Seabury Avenue, Pine Street, Wilber Avenue, McCoy Street (which is another CRITICAL FREIGHT CORRIDOR), just about all streets within the City limits. Actually all the streets listed above are used as a CRITICAL FREIGHT CORRIDOR. Even developments!

The key challenge of East-West freight movement is that most of the transit truck traffic coming from the west along DE-14 and try to get to US-1 gets channeled along Front Street and thus goes through the heart of our historic downtown and the North Milford Historic District. Not only is this creating a lot of congestion, the vibrations are damaging the old building and the noise is a nuisance to residents and visitors in what should be a tranquil area of town.

Seabury & south walnut. The truck traffic has increased substantially. They make the hard right turn and almost always ride over the sidewalk

18 wheelers traveling on McCoy to S Walnut Street to Seabury to get to 113. on Seabury, McCoy

Too much large truck traffic cutting through downtown and residential areas.

All Milford's downtown residential streets should prohibit freight traffic. I want to see Milford be more pedestrian friendly to encourage its residents to walking to the downtown shops

The area in front of the Jesus Love Temple is very problematic. Large trucks have difficulty maneuvering without driving over curbs, through flower beds and even knocking over street signs and poles. They almost always require backing up to reposition and having residents to get out of their way while correcting. I am talking about the zig-zag from Causey to S. Walnut and then onto SE Front. Seems making the connection from the two freight routes above would be NE Front Street which would connect 113, Rehoboth Beach Blvd and Highway, but most come right through downtown.

There are many intersections in Downtown Milford that have strange angulation. This causes semi trucks to have to take over both lanes to make a turn onto the next street.

Commercial truck traffic on Walnut St in downtown Milford.

I noticed that the South Walnut / Jefferson intersection is being considered for redesign to allow easier access for large semi trucks. Why is this? These size of trucks should not be using either of these roads. This is a residential neighborhood. These trucks should be banned from cutting through downtown. It would be nice if the City and State would consider the residents of the street and pedestrian safety over the convenience of access for large trucks.

300 block of McColley street because there is a ballfield on 4th street and a bakery and the elementary school at the bottom of 4th street

None

The increase in dangerous traffic on Walnut Street and Front Streets due to speeding of all traffic, tourists using Milford streets as shortcuts, the lack of traffic signals and stop signs to slow the 18 wheeler trucks speeding through town. It's a problem in the entire city. But mostly on Front, S Walnut, and 113.

*Question 2 - Please share any additional recommendations you have for the City of Milford and the Delaware Department of Transportation concerning freight and trucking movement in the Milford area.*

Please look for and establish alternative routes for these vehicles.

All transit freight traffic should be directed to alternative routes that go around the historic downtown area and not through it (as Harrington has done). A few of these alternative routes will need to be widened and improved to handle this traffic.

Quite honestly, I think the industrial area north of McCoy should be relocated. That is the only way to effectively eliminate truck traffic in town or make a dedicated truck route to the industrial area from 113 before that land is completely filled with residential homes. Heavy trucks should not be traveling through residential areas.

We REALLY need a bypass OR a plan to divert them from narrow streets within the city. Devise a plan to make large trucks travel on specific wider roads and streets like Marshall, Elks Lodge Road, Lake Avenue, Wilkins Road...

Limit truck traffic primarily to routes 1 and 113

Let's become pedestrian friendly on all our streets and intersections

Large trucks, including construction vehicles should not be using Downtown Milford streets as a thoroughfare.

In order to help preserve the structural integrity of the older and historic buildings in downtown Milford along Walnut Street, help eliminate the noise pollution and promote a more desirable and safe environment for our visitors, merchants and the expanding downtown resident population, large commercial truck traffic should be restricted from traveling through downtown on Walnut St. and/or many other downtown residential streets. Large commercial trucks can navigate around the historic downtown area via Rt 113, Rt 1 bypass and Rt 1. Access to

commercial businesses outlying from the historic downtown area could be established with limited use time schedules via access from Rt 113, Rt 1 Bypass. Examples 84 Lumber, Burriss, First State Manufacturing.

Too many semi trucks driving through downtown Milford. The large semi trucks seem to be using Walnut Street and other residential streets to cut through town. As these streets are residential, they are not making deliveries. The City should limit large trucks to the main highways. Milford has 113, 1 and Rehoboth Blvd for large trucks. Semi trucks should be limited to these main roads. The streets and intersections in town are not designed to handle these types of trucks. They are constantly driving up over the curbs and onto the sidewalks causing extensive damage. Most other small towns around Milford limit trucks to two axles in their downtown, Milford should too.

4 way stop sign at 4th and McColley to slow down all traffic

I think the very least you could do is put up a 4 way stop at 4th and McColley to slow all traffic because there are no stop signs from 2nd street to McCoy street and trucks and cars race from one end to the other without stopping or slowing down. Since there is a ballfield on 4th and McColley I think it is justified, kids safety should be paramount

I live at 313 McColley street and there is constant truck traffic heading past my house going onto s.e. 2nd street into town or toward Rehoboth blvd. I think that traffic should be directed to McCoy street to go up to State road or onto Elks lodge rd to Wilkins past the hospital to Route 1. There is a ball field and 4th and McColley and a bakery one block down also a elementary school. We could really use a stop sign at 4th and McColley so kids can safely cross and go to the ball field or head down to the bakery or school

We apparently need a bypass for trucks to avoid cutting through downtown Milford. The streets are not designed for these trucks and they're contributing to the destruction of our curbs and sidewalks.

Trucks coming off rt 1 to 10th street going way over 25 mph

Information on what to do in case of a freight accident, especially for people who live close to the railroad

There needs to be a bypass or way for the trucks to avoid residential areas.

### *Question 3 - What are your top general concerns about freight and trucking movement in Milford?*

There is no defined truck route, within the city. Tractor trailers traveling on Seabury Avenue make wide sweeping turns that damage the sidewalks and seeded grass areas. In addition, this places pedestrians at risk ie having to vacate the sidewalks to allow the trailers to execute right angle turns. This is most notable when turns are made onto Pine Street off of Seabury Ave.

I believe there are signs on certain streets that prohibit trucks over 5 ton GVW except for LOCAL delivery. What constitutes LOCAL delivery? I would think Amazon and UPS would be local delivery. These vehicles are one body vehicles as opposed to the two body vehicles which is the tractor and the trailer which is hooked onto the tractor. Most of the trucks and freight trucks using these roads such as Wilbur Street are definitely way over 5 ton. Some of our streets are narrow and these trucks are not only ruining our roads but are a safety issue to people and property. They are VERY loud and I believe there must be other routes they can take. GPS is guiding them into our small town and through residential areas.

The noise and vibrations of heavy trucks, especially where they have to stop for lights and stop signs, and the added traffic congestion they cause.

The danger to residents and property, the damage to roads and infrastructure (Seabury will soon be filled with potholes due to the stress from heavy truck traffic), the disruption to peace and tranquility, and the affects of visible heavy truck traffic on home values. Also the speed at which many of these drivers travel. I have witnessed tractor trailer's traveling in excess of 45mph on School street lately. A route which has seen increased traffic (along with New St) since the stop signs on Seabury were installed.

They travel too fast through the city exceeding speed limits. They make dangerous turns at strange angles to get to route 113 & route 1. They go so fast through Milford on Dupont Blvd they run red lights endangering lives of people at the intersections.

Trucks barreling through Walnut Street and Causey Ave are a hazard and caused damages. The curbs all the way down Walnut Street have crumbled and disintegrated.

Freight traffic impacts the quality of life in our small town from noise all hours of the day and night, pedestrian safety and more

The need for trucks to take over both lanes to make a turn. The loud noises these trucks make. Wear & tear on Downtown Milford streets and curbs from heavily loaded vehicles.

In addition to danger to our pedestrians, truck noise pollution and the structural damage large truck traffic causes to the foundations and above ground building structures, large commercial trucks routinely fail to navigate the tight corners at SW Front, Rt 36, Causey Ave. This condition causes damage to the bordering curbs, art installations, plants and creates a dangerous condition for pedestrians and car traffic during the failed forward/reverse turn negotiation attempts. Alternative merchant friendly on-street parking designs might also be achievable with the omission of commercial truck traffic on Walnut St.

The historic area of any city that is making efforts in revitalization with the costly investments from the city, its residents and property owners should not have to learn to adapt or continue to accept the negative impact commercial trucks have on their property, businesses and the downtown environment.

No large semi trucks in downtown!!

The larger trucks going into town could harm the foundations of the older homes , also there is a lot of foot traffic in the downtown area and as it gets warmer it will increase plus the noise and exhaust . Smaller trucks or vans could be used for deliveries. Commerce is important but so are people walking riding bikes and shopping. The street downtown are too small and narrow for big trucks, even the bus going through Milford is smaller than a regular bus.

Too big for the streets and they travel too fast.

Shaking my house! No regard for kids walking to school.

None

18 wheelers on residential streets

I am concerned about the truck traffic through downtown Milford. There is noise, dirt and congestion on streets that are not meant for truck traffic. Our roads deteriorate faster than they should due to truck traffic. Trucks should be directed to use discrete routes North- South and East-West and avoid residential streets as much as possible. Thank you for asking.

# Appendix F – State/MPO Support for Local Planning, including Protect-Manage-Accommodate Framework

Source: *Delaware State Freight Plan, 2022*, including text boxes and Exhibits 6-3 and 6-4 on pages 6-7 and 6-8.

**State/MPO Support for Local Planning**

Collaborative discussions, information-sharing, and related planning support from DelDOT and their MPO planning partners can provide valuable input for local/municipal planners and developers throughout Delaware and support the success of key freight strategies related to “Freight Land Use Preservation”, “Freight and Community Impact Planning”, and others listed above.

**Dover Kent MPO**, for example, is proactively involved in Preliminary Land Use Service (PLUS) reviews in Kent County and for the City of Dover and their Development Advisory Committee. MPO staff also provide support to identify plans and upcoming activities that will impact individual development sites, and periodically share available study information with developers when relevant to proposals or sites being considered. Such partnerships are an important collaborative element to successful freight planning from the ground up.

**Planning Considerations for Freight-Related Development**

 How can Delaware “think” about balancing freight with other community needs? Policymakers and agencies must carefully balance a range of competing interests when conflicts emerge and make decisions in the best interest of all of their constituents. In such a context, absolutes are rarely helpful or productive.

 On the one hand, freight facilities may not be able to operate on a competitive commercial basis if heavy restrictions or impedances are imposed to assuage non-freight interests. Over time, such facilities may relocate or invest out-of-state or in other jurisdictions, potentially removing a valuable source of employment, tax revenues, and spin-off economic activity that would otherwise benefit the local community and the state.

 On the other hand, a community’s full economic potential and maximum quality of life may not be achieved if freight impacts such as noise, traffic, emissions, and safety go unaddressed.

**Protect-Manage-Accommodate (PMA) Framework:** A strategic lens, such as the PMA framework can help agencies contextualize and prioritize which freight conflicts they wish to address (**Exhibit 6-3**).

**Freight Planning Considerations Checklist:** Early and proactive planning for local freight facilities and truck routes using a checklist review of typical needs and potential conflicts can also support a balanced approach to managing the needs of all users while fostering conditions for positive economic growth. (**Exhibit 6-4**)

Exhibit 6-3: *Protect-Manage-Accommodate Framework for Contextualizing Freight Conflicts* <sup>17</sup>

Framework	“Protect”	“Manage”	“Accommodate”
<b>Definition</b>	<b>Protect</b> freight industries from unreasonable conflicts	<b>Manage</b> conflicts in tactical and targeted ways	<b>Accommodate</b> freight needs to prevent major issues

<sup>17</sup> CPCS for DelDOT and Delaware MPOs, *Delaware First/Final Mile Freight Network Development*, August 12, 2021, [http://www.wilmapco.org/freight/First\\_Final\\_Mile\\_Final\\_Report.pdf](http://www.wilmapco.org/freight/First_Final_Mile_Final_Report.pdf).

<b>Context</b>	Areas where freight industries are dominant; also freight facilities of high importance	Areas where freight and non-freight activities are both significant land uses	Areas where non-freight businesses and/or residential communities dominant
<b>Examples</b>	Freight clusters Ports, airports, intermodal terminals	Mixed-use areas Freight clusters transitioning to mixed use	Central business districts or small-town downtowns “Stranded” freight facilities (legacy facilities enveloped by communities)

Exhibit 6-4: Planning Considerations Checklist for Freight Facilities and Truck Routes<sup>18</sup>

YES	NO	N/A	Local Freight Planning Consideration
			<p><b>Freight Network Designation:</b></p> <p>Is the facility adjacent to an existing freight route identified on Delaware’s current highway freight network or First/Final Mile freight network? If not, what is the likely route trucks will take to reach major highway corridors?</p>
			<p><b>Truck Route Obstructions:</b></p> <p>Do the likely truck routes have sharp turns, low clearance restrictions, or other truck obstructions?</p>
			<p><b>Truck Route Roadway/Bridge Conditions:</b></p> <p>Do the likely truck routes have adequate roadway/pavement conditions, shoulder conditions, bridge weight limits, or existing/potential deterioration due to heavy vehicles?</p>
			<p><b>Truck Route Community Conflicts:</b></p> <p>Do the likely truck routes run through residential areas, or other sensitive areas such as school zones?</p>
			<p><b>Truck Route Bicycle/Pedestrian Conflicts:</b></p> <p>Are the likely truck routes designated as bicycle or pedestrian routes?</p>
			<p><b>Truck Route Congestion:</b></p> <p>Are there existing congestion problems on the likely truck routes?</p>
			<p><b>Truck Route Improvement Funding:</b></p> <p>If infrastructure improvements are needed for the truck route, will the freight facility developer or tenant help fund these improvements?</p>
			<p><b>Freight Facility Truck Parking:</b></p> <p>Is truck parking available nearby, or will the developer provide parking?</p>
			<p><b>Freight Facility Conflicts:</b></p> <p>Is the facility located adjacent or near to existing or planned residential development, or other sensitive land uses such as schools?</p>

<sup>18</sup> CPCS for DelDOT and Delaware MPOs, *Planning for Freight-Related Development, 2022*, [http://www.wilmapco.org/freight/First\\_Final\\_Mile\\_Impact.pdf](http://www.wilmapco.org/freight/First_Final_Mile_Impact.pdf).

**Table Note:** It is important to note that this checklist is not intended to be a comprehensive planning resource; rather, it should be incorporated as an initial list of typical considerations as part of the land use planning process for communities that are planning for freight-related developments.

## Appendix G – Delaware Freight Stakeholders and Partnerships (excerpt from the *Delaware State Freight Plan*)

Several existing freight programs and planning/coordination efforts involving federal, state, county, and local agencies and the private sector operate within Delaware, notably including monthly meetings of the Delmarva Freight Working Group and bi-annual Delaware Freight Summits. Collectively, the participants, topics, and activities that are involved through the working group meetings and summits fulfill the general roles and responsibilities of a Statewide Freight Advisory Committee as outlined within the federal requirements for state freight plans per IIJA and 49 USC §70201.<sup>19</sup>

The **Delmarva Freight Working Group** collaborates monthly to discuss agency updates and overarching freight planning activities, priorities, project initiatives, and specific freight needs or issues affecting the state. Group discussions also focus on activities directly related to updating the statewide freight plan, and to prepare for and facilitate the Delaware Freight Summits.

The **Delaware Freight Summits** are a larger public forum typically held bi-annually in the summer and winter. While attendees and topics vary, participation generally reflects a broad spectrum of public and private sector freight interests, as well as overall networking and collaboration opportunities that extend well beyond the summit itself. Topics and presentations since the prior update of the Delaware Freight Plan have encompassed a wide range of interests spanning rail, truck, and port activities; logistics and workforce perspectives; freight network prioritization; congestion and performance reporting; local, regional, and global market and supply chain trends; industry-specific freight perspectives; and other freight-relevant topics affecting Delaware.<sup>20</sup> The 2022 freight plan update specifically was coordinated via three separate summits held in June 2021, December 2021, and June 2022.

### Delmarva Freight Working Group Participants

- University of Delaware IPA
- DelDOT
- Delaware MPOs (WILMAPCO, Dover Kent MPO, and S/WMPO)
- Delaware Counties (New Castle, Kent, and Sussex)
- Maryland Department of Transportation (MDOT)
- Federal Motor Carrier Safety Administration (FMCSA)
- Federal Highway Administration (FHWA)
- Guest Speakers and Consulting Partners

<sup>19</sup> United States Code (USC), 49 USC §70201: State Freight Advisory Committees, amended November 15, 2021, accessible online through the Office of the Law Revision Counsel (OLRC) at:

<https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title49-section70201&num=0&edition=prelim>.

<sup>20</sup> DelDOT, Freight Section Home Page, accessed March 2022, <https://deldot.gov/Business/freight/>; and WILMAPCO, Freight & Goods Movement Working Group: Recent Events, accessed March 2022, <http://www.wilmapco.org/delmarva/>.