



# DC Delivery Challenges

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# Who is Saval Foodservice?

- Family owned, broad-line food distributor
  - We carry the range of products to be able to sell to any type of food establishment – many non-traditional
- Founded in 1932
- Largest independent food distributor in the mid-Atlantic
- Currently employees just over 220 individuals





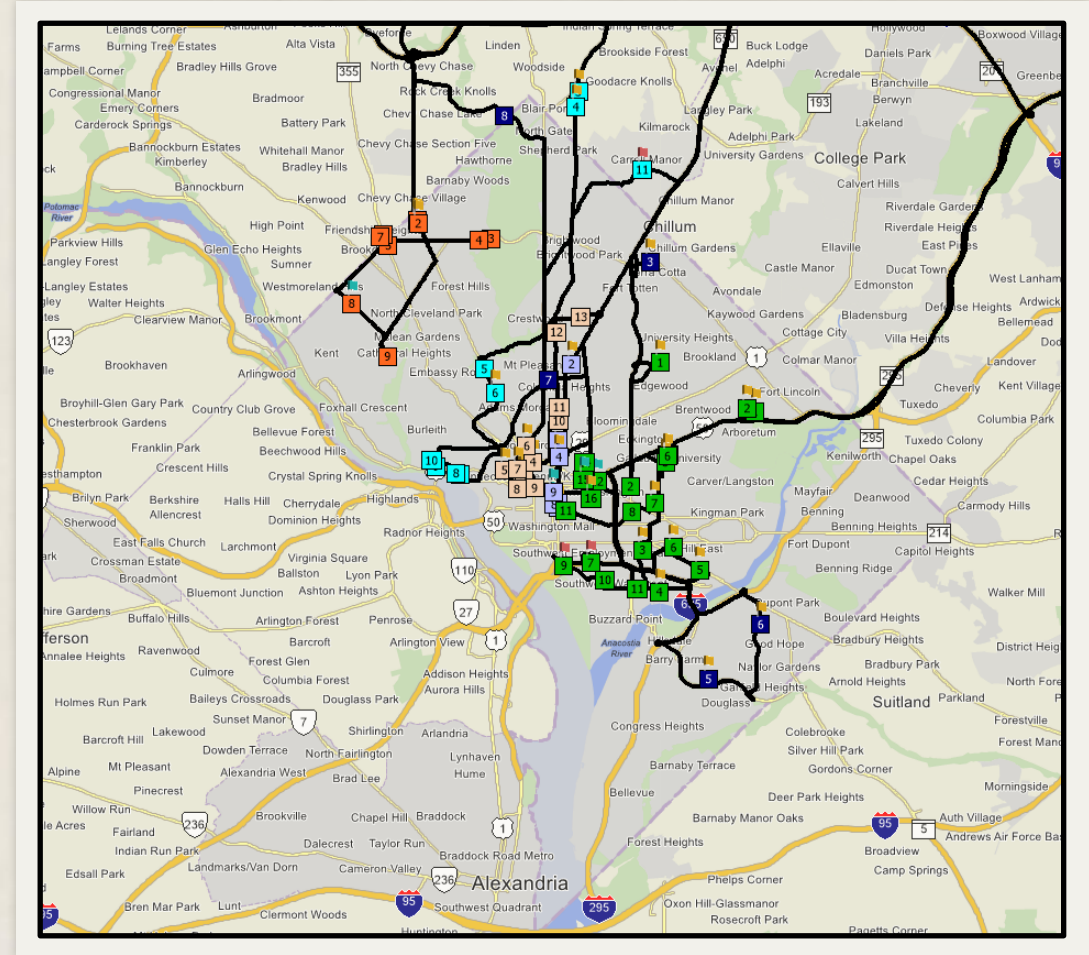
# Growing & Diverse Delivery Fleet

- Our fleet has grown to 57 power units, along with 6 trailers
- Wide range in delivery vehicles affords versatility in delivery based on need and environment
- 16', 20', 26' box trucks
- 32 and 53' trailers
- Non-CDL and CDL Drivers



# DC Operations

- Daily, Saval Foodservice fields 6 to 7 standard delivery routes within the district, serving restaurants, delis, catering companies, corner stores, municipal foodbanks, and more.
- Additionally, we field 1-2 same day delivery, or recovery routes, in which we deliver on the fly orders, or clean up any mistakes that may have occurred – either on the customer or SFS side.
- In 2024, the Saval fleet covered 69,926 miles within the district, and was able to do so safely – avoiding a DOT recordable accident or DOT safety violation.



# Drivers LOVE Telling Their Heroic Stories

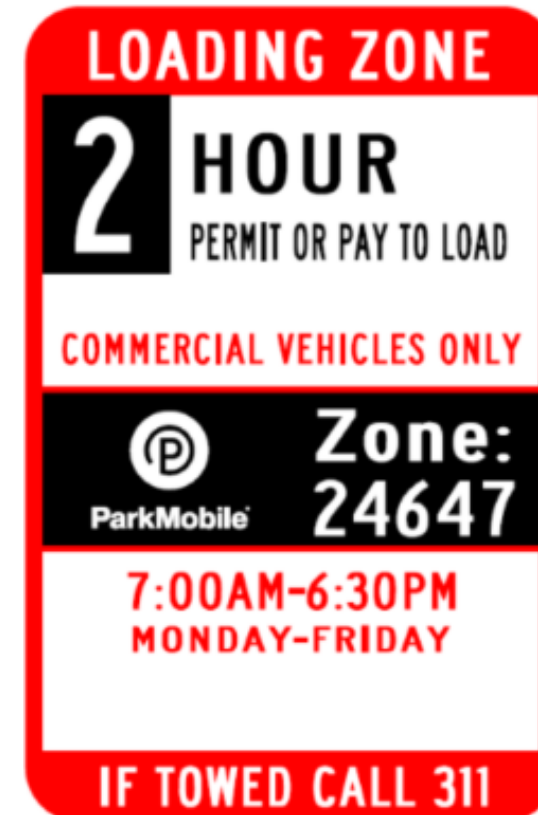
- Thank you for the extra opportunity to poll our DC delivery team, inquiring about their unique challenges and concerns!
- The topic of DC challenges brought about some great conversations and an extra chance to say thank you for a job well done in a difficult environment.





# Our Challenges

- **Parking availability – prompting need to park abreast or alley park**
  - Limited loading zones
  - Intense competition for existing loading zones
    - Non-commercial vehicles often utilizing
  - Although in previous years we have gone the annual permit route for loading zones, it is hard to justify the cost given the limited availability and often need to find alternate parking despite permitting.



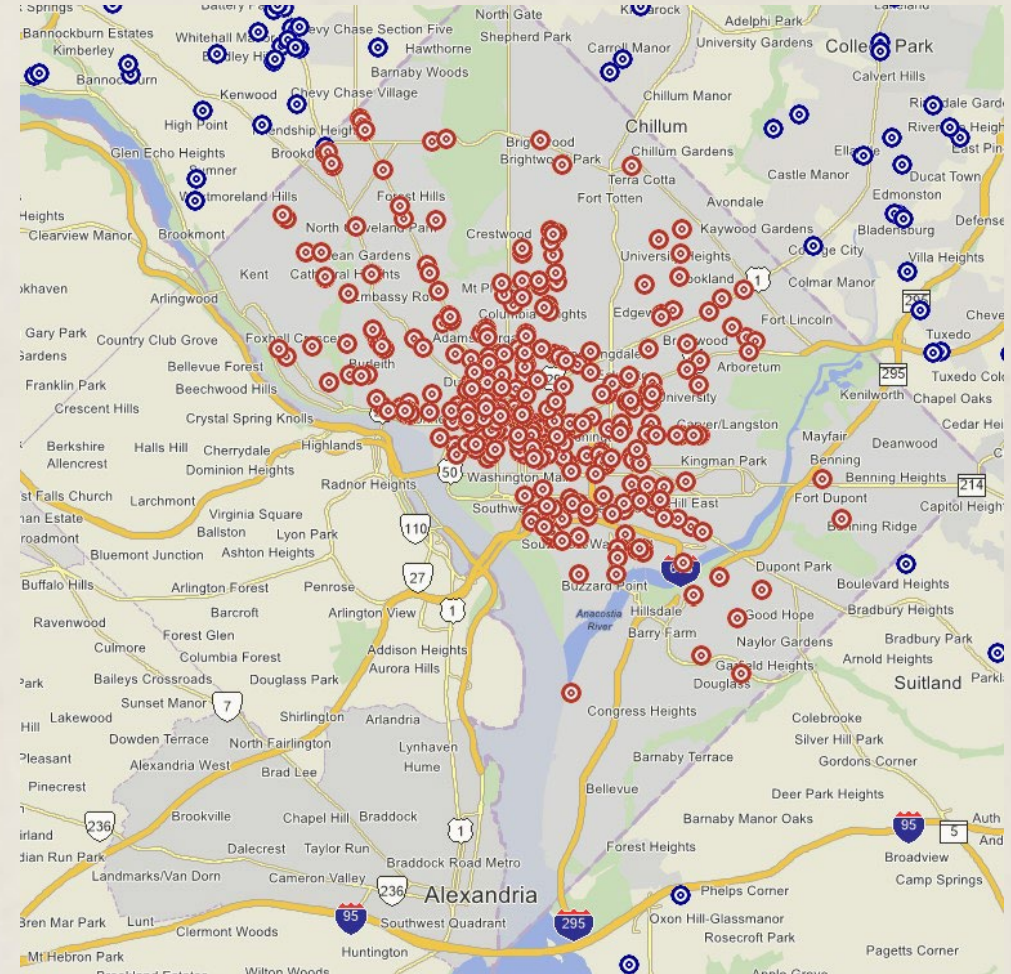
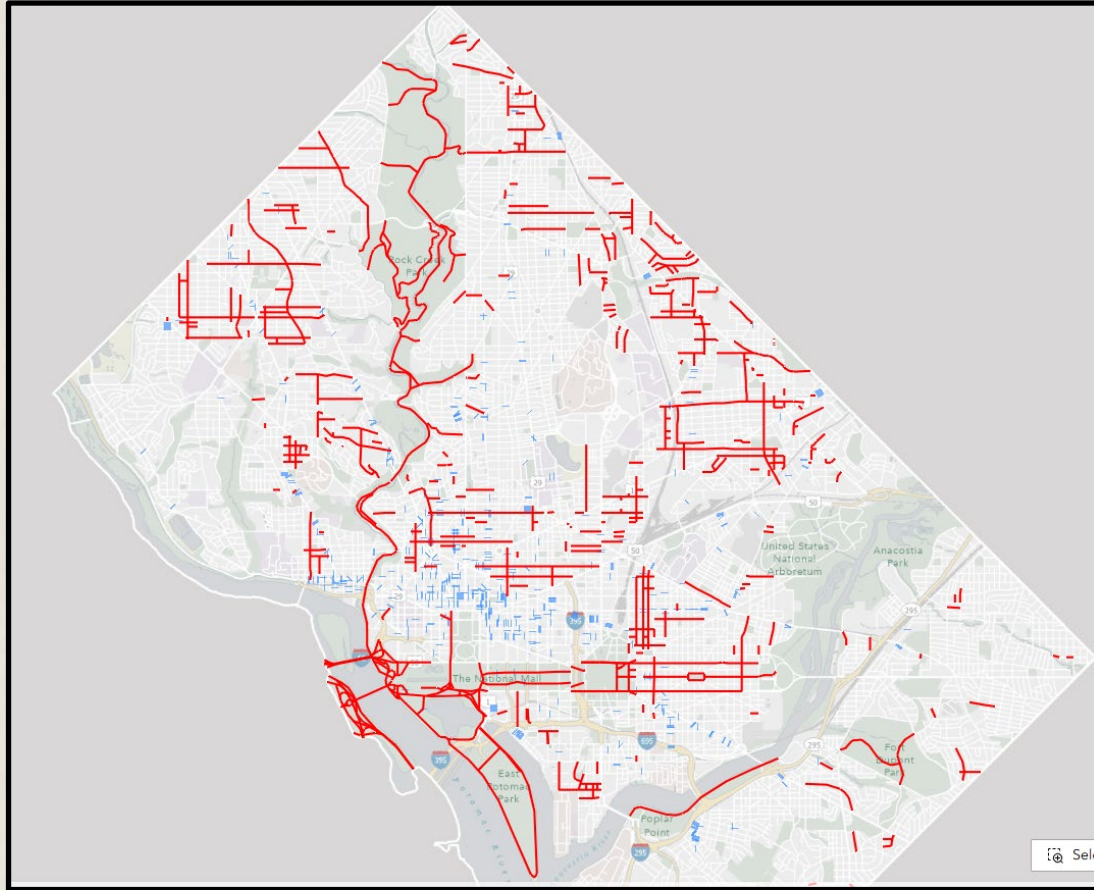
# Our Challenges

- **Alley parking challenges:**
  - In foodservice, it is very common for a customer to request delivery around back of the establishment, to avoid the delivery crossing path with our customer's customers.
  - This leads to a need for alley throughway access in often congested alleys
  - In a situation where a rear door delivery is required, but the vehicle does not have the space for throughway (illegally parked car), the driver is forced to wait or attempt a risky backing maneuver to enter or exit the alley.
  - In commercial driving, nothing good happens in reverse.





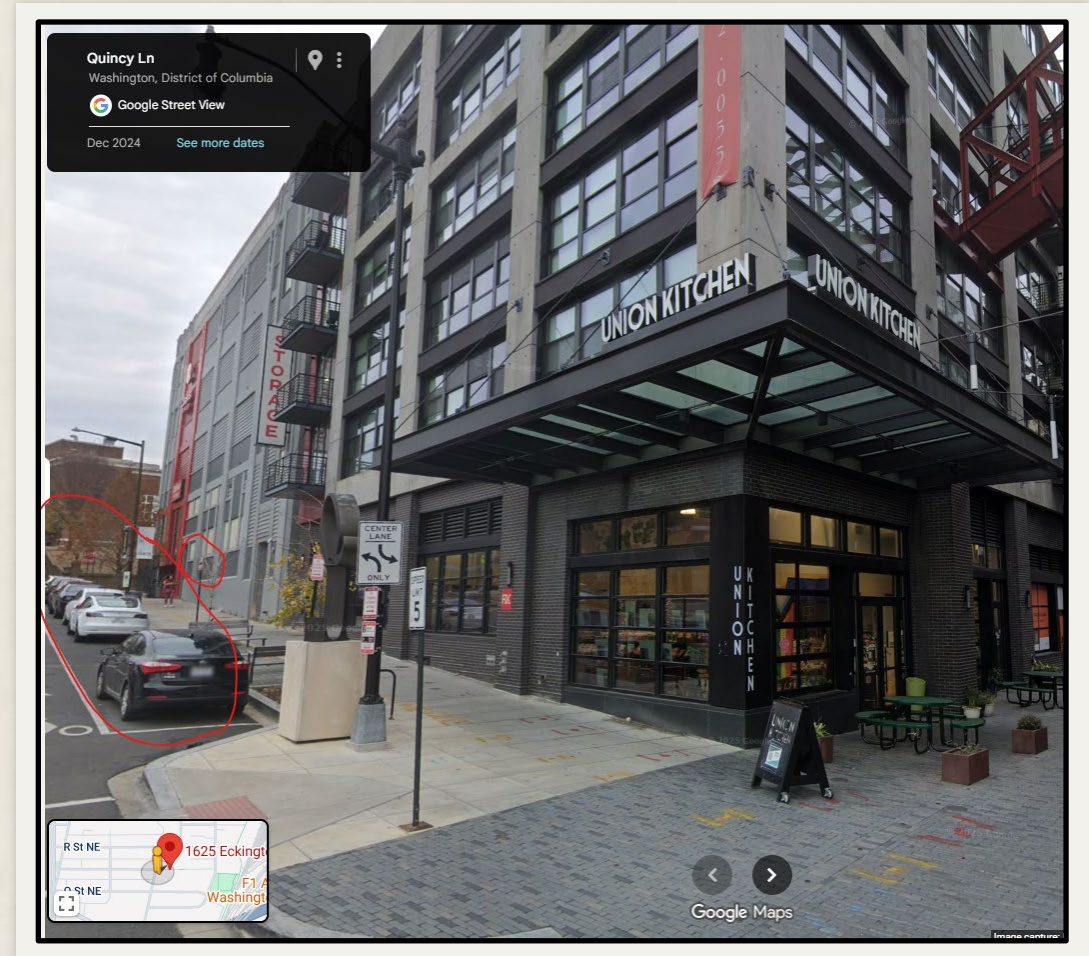
# Service Locations with No Loading Zones





# Residential Operations

- Evolution of the restaurant business is altering where people dine.
- Increasingly, we find ourselves serving food establishments in (or on the outskirts of) residential neighborhoods, which were often not intended for heavy commercial traffic.
- Union Kitchen Eckington (NE) is a great example – note loading zone circled in red.



# Our Challenges

- **No through truck routes – visibility**
  - FMCSAs prohibit both handheld electronic device use while operating a CMV, as well as windshield mounted GPS units – which for the purpose of truck routing also require a specific data set aimed at commercial driving.
  - Often times, we hear from our team members that they were unaware of a no-through route restriction until they had already committed to making a turn and are on the restricted road.
  - As drivers master their route, less of an issue – but call outs happen and fill in drivers are tasked to do their best at times.

# Our Challenges

- **Pedestrian safety**

- Need to cross the road as pedestrians, with hand trucks (dollies) of product in tow
- Speeding drivers
- Distracted drivers
- More than a few near misses reported over the past 3 years in this mode
- Visibility vests are a good aid, but distracted driving is a concern



# Our Challenges

- **Homeless/vagrant interactions**

- In 2025 alone, we have had three reports of menacing/harassment of our delivery team members while engaged in the course of a delivery.
- In addition, we have had sporadic incidents of theft, from both the cab of the truck as well as the cargo compartment of the truck.
- More common with a fill-in driver, who is not fully aware of the area/surroundings or is not taking additional securement steps.

# Closing Thoughts

- Our professional drivers generally want to do the right thing in finding a parking location which is accessible, safe, and affords the opportunity to accomplish our mission without infringing on the movement of others in the vicinity.
- Often times, however, we are forced into a situation where our team member's safety is in jeopardy as a product of intense competition for a safe and simple spot to place our larger vehicles, while serving our local independent food operators.

# Closing Thoughts

- We feel parking enforcement has been significantly reduced post-Covid as compared to pre-Covid, with a more common-sense approach towards enforcement and accommodations made towards drivers that are in a less-than-ideal parking situation through no fault of their own.
- Our incidence rate of parking infractions is very fair and reasonable, given the volume of vehicles and stops per day over a calendar year.



# Closing Thoughts

- We feel strongly that an increased enforcement of non-commercial vehicles utilizing a loading zone would benefit all commercial delivery activity, regardless of segment.
- Another item that came up a few times was bike lanes, and the favorability of cordoned off bike lanes.





# Thank You

FOR THE OPPORTUNITY TO PRESENT TODAY