

Executive Summary

Background

Lack of adequate accommodation for truck parking along major freight corridors continues to be a critical issue for state, local, and multijurisdictional transportation agencies. Truck parking at many privately and publicly operated rest areas and weigh stations routinely exceeds capacity, often preventing truck drivers from safely resting when they are tired or are legally required to do so. As a result, truck drivers may resort to parking on highway ramps, shoulders, or other unsafe areas, creating hazardous situations for the truck drivers and other road users.

In a recent Federal Highway Administration (FHWA) survey of states as part of the implementation of Jason's Law, 36 state Departments of Transportation (DOTs) (72%) responded that they "have a problem with commercial vehicle truck parking." Nearly 59% of the states noted problems in public rest areas, and over 45% acknowledged they had issues on freeway ramps and shoulders. Many survey respondents cited that the inability to communicate with truck drivers in real time information regarding available parking locations was an issue of concern.

It should be noted that FHWA has also recognized truck parking issues and, resultantly, enhanced its Freight Management and Operations group by initiating and leading the National Coalition on Truck Parking. This coalition brings together stakeholders from the public sector, transportation organizations, the freight industry, and other groups to advance safe truck parking. In its annual meeting in the fall of 2017, the National Coalition on Truck Parking showcased cross-cutting truck parking initiatives from state DOTs and introduced the coalition's working groups. The purpose of the working groups is to share best practices and create products that disseminate truck parking information related to priorities identified during regional meetings. The working groups address these topics:

- Parking capacity
- Technology and data
- Funding, finance, and regulations
- State, regional, and local government coordination

Currently, FHWA's National Coalition on Truck Parking Working Groups have been drafting a Truck Parking Development Handbook.

Scan Purpose and Scope

Domestic Scan 20-02, *Successful Approaches for Facilitating Truck Parking Accommodations Along Major Freight Corridors*, was conducted from May 3-6, 2021, and on May 13, 2021. The scan was conducted as a Type 3 scan (peer exchange). Scan participants sought a better understanding of the process for developing a truck parking information system along with successful strategies leading agencies use, candidate technologies that might be considered to support sharing parking availability, and case studies of systems that may be transferable to other agencies. Additionally, the scan focused on identifying potential strategies for issues such as monitoring, ITS design, overcoming legal barriers, and potential funding mechanisms. The key audience for this report is DOT executive and technical staff in freight, planning, design, revenue, ITS, and facilities. The report also should be shared with interested outside parties, including FHWA, the Federal Motor Carrier Safety Administration (FMCSA), state patrols, academia, and others.

It is envisioned that this scan report will be a strong tool for transportation agencies, their partners, and the public by sharing successful strategies, emerging practices, and lessons learned that will help address truck parking issues along major freight corridors within their jurisdictions. It will also assist the various American Association of State Highway and Transportation Officials (AASHTO) committees, FHWA, and industry groups to advance the dialogue on partnering opportunities that can contribute to addressing this issue.

Summary of Initial Findings, Recommendations, and Planned Actions

The scan team determined that state DOTs choose one of three paths when it comes to facilitating truck parking accommodations along major freight corridors, including:

- Initiating a truck parking management system on their own
- Banding together with surrounding states and taking a corridor approach to a truck parking management system
- Monitoring/studying the parking issue, often with the assistance of a Metropolitan Planning Organization (MPO) or other group affiliated/associated with the freight motor carrier industry

The scan team identified the following attributes that contribute to a successful approach to addressing the truck parking issue:

- Have champions or invested individuals in leadership positions across the state DOT and at local/multijurisdictional transportation agencies
- Be committed to data-driven decision making
- Have a robust stakeholder engagement program

The scan team is planning to utilize its collective personal and professional networks to aid state DOTs in disseminating and implementing the findings of the scan tour. Dissemination of the scan

tour findings is planned through the AASHTO and Transportation Research Board (TRB) communities and practitioner groups, such as the Institute of Transportation Engineers, Intelligent Transportation Society of America (ITS), American Society of Civil Engineers, American Planning Association and American Society of Highway Engineers (ASHE). Additionally, the scan tour members plan to develop articles for publication in technical journals.