

Strategies for Truck Parking Along Freight Corridors



Image courtesy of Kansas DOT

Kansas DOT's Truck Parking Information Management System uses cameras and smart technologies to monitor availability and relay information to truck drivers in real time.

SCAN FOCUS

Across the country, demand for commercial trucks parking along major freight corridors frequently exceeds the capacity provided at designated state-owned sites. This lack of safe parking can lead to a number of hazards for all road users: Without viable options truck drivers may choose not to stop and rest as they should, or they may seek refuge along highway ramps or other unsafe areas. With Domestic Scan 20-02, the scan team sought to learn the technologies, processes and strategies states use to mitigate truck parking shortages.

PERSON-TO-PERSON RESEARCH

The team consulted with a number of state departments of transportation (DOTs) that have individually or collaboratively deployed truck parking information systems. In-depth interviews, conducted with several states that use the MAASTO Regional Truck Parking Information and Management System, also revealed a number of best practices and suggestions for designing, operating and improving successful truck parking information systems.

NEXT STEPS Put It into Practice

EXPLORE NEW IDEAS

The strategies that have worked well for other public and private organizations may suit your agency's needs as well.

GET INVOLVED

Help problem-solve with FHWA's National Coalition on Truck Parking at ops.fhwa.dot.gov/freight/infrastructure/truck_parking/index.htm.

READ MORE

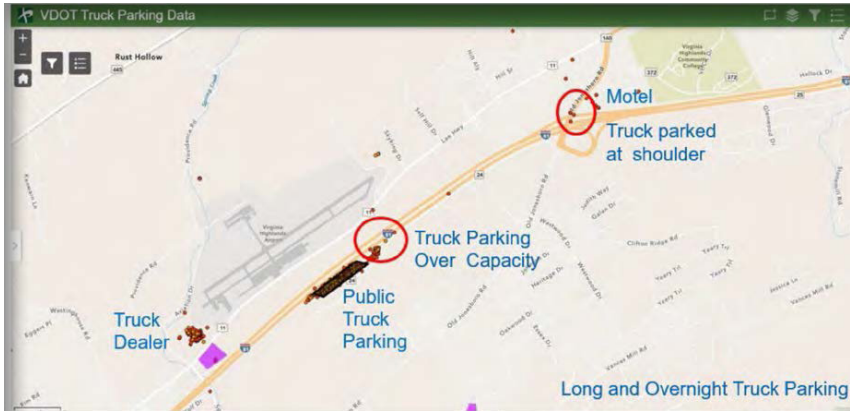
The full report on Scan 20-02 is available at domesticscan.org/scan-studies.

SUGGEST FUTURE SCANS

What topic do you have for an NCHRP Domestic Scan? See domesticscan.org/.

PRELIMINARY FINDINGS

The scan team found that state transportation agencies typically follow one of three courses. States that choose to initiate a truck parking management system on their own may benefit from the flexibility to deliver solutions quickly. Those that choose to collaborate with neighboring states to create a truck parking corridor may realize the advantages of sharing costs and efficiencies. And states that continue to monitor or study the issue are often helped by industry or local government partners that can provide data and other critical insight necessary for making informed decisions. Each of these approaches has its challenges as well, as detailed in the scan report.



Virginia DOT's 2020-21 truck parking study pinpointed where additional parking is needed.

PUTTING IT TO WORK

This scan identified several factors that can affect a state's success in addressing the issue of truck parking. These include:

- Executive-level support and allocation of necessary staff and funds.
- Data demonstrating parking needs and availability gaps, traffic counts, zoning restrictions and other relevant safety and economic information.
- Engagement from stakeholders representing state and local governments, industry and members of the public.

SHARING THE RESULTS

The scan serves as a resource to complement FHWA's *Truck Parking Development Handbook* to assist DOTs as they collaborate with local agencies on projects to alleviate truck parking shortages.

ABOUT THE PROGRAM: The NCHRP U.S. Domestic Scan Program (NCHRP Project 20-68, domesticscan.org) recognizes the value of firsthand sharing of new technologies and practices. Launched in 2006, the program typically sponsors two or three scans per year, putting state and federal DOT practitioners who need solutions in touch with innovative peers around the country, speeding the transfer of technology and know-how. During the intense experience of the scan (typically one to two weeks), participants see how a new technology or practice works in the real world. They also develop close professional relationships that remain readily available to them years later.

SCAN PARTICIPANTS



Image courtesy of Texas DOT

SCAN TEAM

- Jason Beloso, Scan Team Chair, Washington State DOT
- Tiffany Julien, FHWA
- Craig Hurst, Colorado DOT
- Mauricio Garcia-Theran, Connecticut DOT
- Andrew Ludasi, New Jersey DOT
- Adam Moncivaez, Tennessee DOT
- Caroline Mays, Texas DOT
- Erik Johnson, Virginia DOT
- Randall Hoyt, Wisconsin DOT

PEER EXCHANGE PARTICIPANTS

- | | |
|----------------|----------------|
| California DOT | Maryland DOT |
| Colorado DOT | Michigan DOT |
| Florida DOT | New Jersey DOT |
| Georgia DOT | Texas DOT |
| Kansas DOT | Virginia DOT |

SUBJECT MATTER EXPERT

Richard Dunne | rdunne@gpinet.com

NCHRP ASSOCIATE PROGRAM MANAGER

Sid Mohan | smohan@nas.edu

SCAN MANAGEMENT

Harry Capers | hcapers@arorapc.com

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