

2016 Truck Parking Study

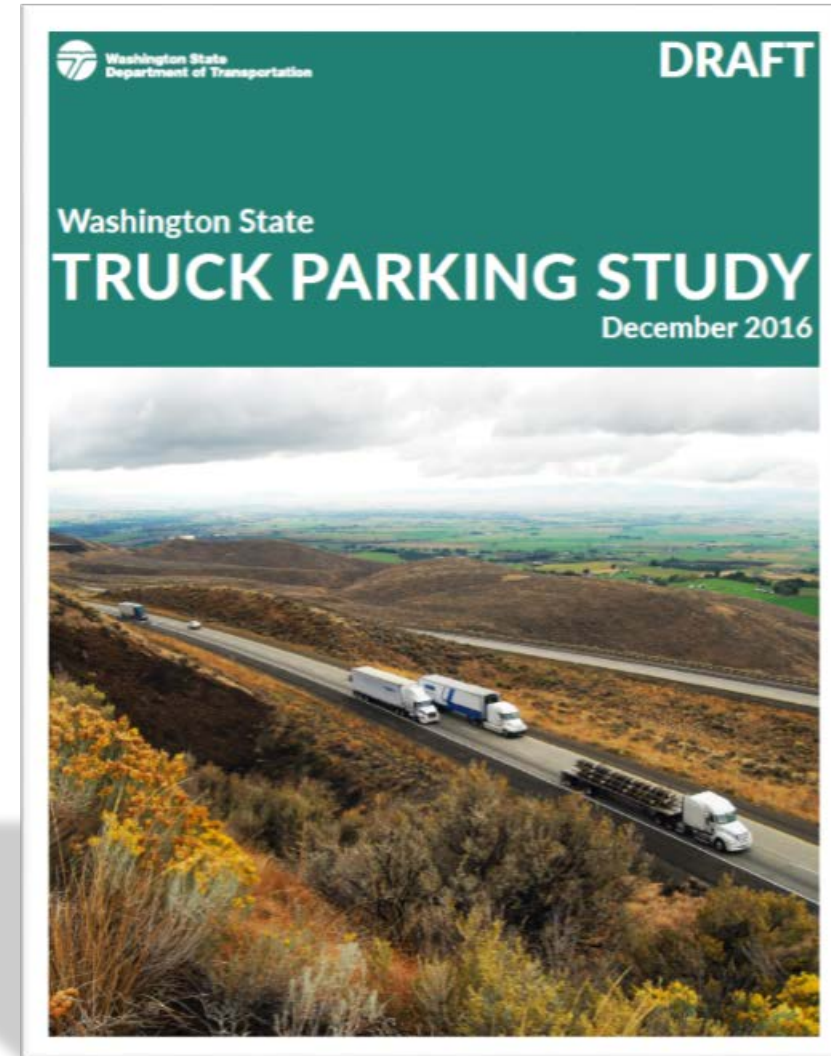
FHWA Talking Freight

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2016 Truck Parking Study

Main Content:

- Truck Corridors
- Demand Factors
- Supply and Capacity
- Issues
- Opportunities
- Next Steps

Additional Documents:

- Truck Parking Survey
- Truck Parking Map



Influencing Factors

Jason's Law Survey and Analysis (2015):

- Washington 44th out of 50 states in regards to total number of truck parking spaces per 100 thousand daily truck vehicle miles traveled
- 38th for number of spaces per 100 miles on the National Highway System
- Washington State ranked 42nd in terms of public to private parking space ratio

ATRI Annual Survey (2016):

Three strategies to combat truck parking issues:

- Support and encourage investment in truck parking facilities
- Educate the public about safety consequences of inadequate parking
- Research the role and value of real-time parking availability and parking reservation systems

Purpose

Review current supply/demand:

- Supply
 - Closure of a safety rest area
 - Closure of a weigh stations, one pending
 - Closure of two truck stops (one new, one pending)
 - City limitations on truck parking expansion
- Demand
 - Increasing freight activity
 - Increasing truck volume

Review previous WSDOT activities:

- 2005 Truck Parking Study
- 2008 Truck Parking Survey
- 2014 Freight Mobility Plan



Update issues/trends

Identify opportunities

2016 Truck Parking Study

All types of truck parking:

- Brief, day rest breaks
- Longer, overnight rest breaks
- Local delivery in urban areas
- Long-term parking or truck storage
- Waiting at a port or receiver gate



Truck Freight Economic Corridors

Criteria:

- Annual tonnage
- Resiliency
- Supply chains



March 2013

LEGEND

- **T1 Truck Freight Economic Corridors:** Freight corridors carrying more than 10 million tons per year.
- **T2 Truck Freight Economic Corridors:** Freight corridors carrying 4 million to 10 million tons per year. Also includes corridors serving as alternatives to primary freight routes (US 2, US 12, SR 7, SR 14).

- ⚓ **Major marine port** ✈ **Major air cargo airport** — **Other state roads** — **County line**

Source: 2011 Freight and Goods Transportation System.

Demand Factors

Freight activity

Truck traffic volume

Truck freight delays

Just-in-time logistics

Operational costs

Freight insurance requirements

Driver detention



Hours of service

Federal

State

Supply and Capacity

Private

- Truck stops
- Shippers/receivers
- Retail locations
- Vacant and abandoned lots

Local Governments

- Private parking lots
- Ports



WSDOT

- Safety rest areas
- Weigh and inspection stations
- Chain-up areas
- Ramps and shoulders
- Under bridges
- Other state-owned facilities

2016 Truck Parking Map

Types of supply:

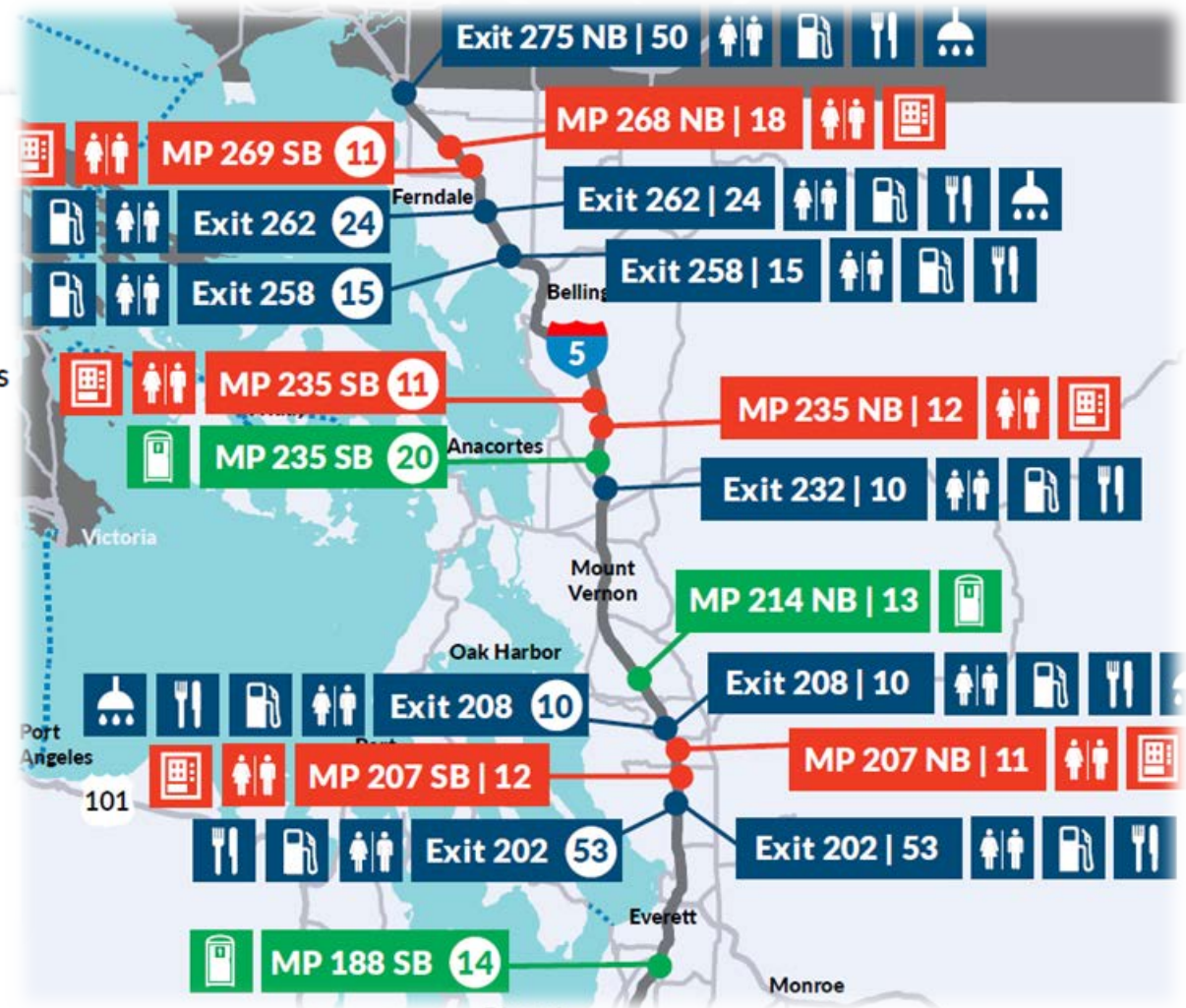
- Truck stops
- Safety rest areas
- Weigh stations

Features:

- Major truck routes
- Operational capacity
- Amenities

LEGEND

- Rest Area
- Weigh Station
- Private Truck Stop
- 10 Number of Truck Parking Spaces
- Fuel
- Restrooms
- Portable Toilet
- Showers
- Food Service
- Vending Machine



Outreach

Roundtable Discussions:

- 5 meetings on I-5, I-90 corridors
- 4 months, 90 to 120 minutes
- Trucking association, companies, drivers, ports, local governments, regional governments

Interviews and Ride-along:

- Phone and in truck

Survey:

- Email to 10 trucking associations, drivers association, truck stop association
- Freight Alert email system
- Online, 18 questions
- April 2016, 1118 responses
- 84 percent from truck drivers

WSDOT Truck Parking Survey

SUMMARY

WHY WSDOT IS EXAMINING TRUCK PARKING

The Washington State Department of Transportation (WSDOT) keeps people, businesses and the economy moving by operating and improving the state's transportation systems. WSDOT recognizes trucks and drivers play an essential role in the safe and efficient delivery of goods, which supports the competitiveness of businesses in Washington. Truck parking is critical for industry; insufficient truck parking can have negative impacts on communities, economies, the environment and road safety.

In recent years, a growing lack of truck parking capacity has become a national concern. The passage of Jason's Law in 2012 required a federal survey of truck parking challenges and needs. The 2015 study addressed both public and private parking facilities along the National Highway System and inspired many states to assess their own truck parking needs and concerns.

Due to this national concern, and the potential repercussions of insufficient truck parking, WSDOT is conducting a truck parking study. In April 2016, WSDOT surveyed truck drivers and other stakeholders about truck parking attitudes and concerns in the state. This document summarizes the survey results, which will inform the overall study. Complete survey results are available at wsdot.wa.gov/freight/truckparking.



Survey Highlights

- The survey received 1,118 responses, 84 percent from truck drivers.
- Drivers prefer private truck stops for short-term and overnight breaks.
- A majority of drivers take 30 minutes or more to locate parking.
- For 59 percent of drivers, overnight safety is a frequent concern.
- Over half of drivers frequently or regularly drive fatigued due to inadequate parking.
- The most difficult corridors to find parking are I-5, I-405, and I-90.

Interstate highway routes have the greatest truck parking shortage

Survey respondents identified the Interstate 5, Interstate 405 and Interstate 90 corridors as having the greatest shortage of safe and legal overnight parking. Parking shortages on Interstate 82 and State Route 167 also were mentioned. Respondents predominantly identified the Seattle-Tacoma region as not having adequate truck parking. One driver noted he or she had "refused...loads going into Seattle metro because of the lack of parking."

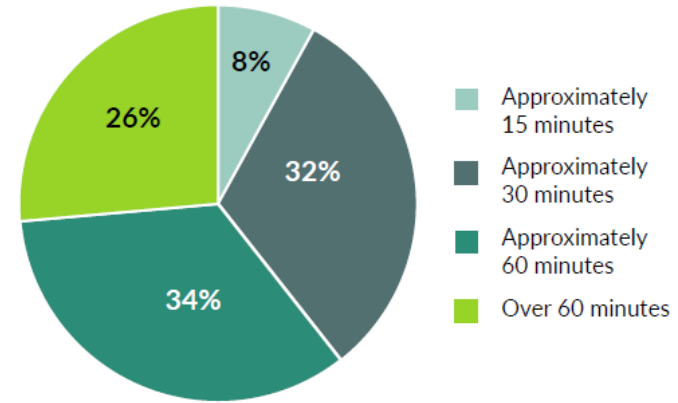
Short term and overnight parking is difficult to find

Many other state surveys found it can take truck drivers upwards of 30 minutes to find a place to park, and Washington is no exception. For short-term parking, 37 percent of drivers take approximately 30 minutes to find

Survey Results: Locations and Preferences

- Interstate highway routes have the greatest truck parking shortage. The most difficult corridors to find parking are I-5, I-405, and I-90
- Private truck stops and safety rest areas are preferred
- Short term and overnight parking is difficult to find

Time spent looking for overnight parking



Ranked Short-Term Parking Preferences vs. Use

Parking Type	Preference	Actual Usage
Private truck stop	1	1
Public rest area	2	2
Abandoned lot	3	5
Weigh station	4	8
Roadside	5	7
Shipper/receiver location	6	4
Highway on-ramp/off-ramp	7	3
Temporary parking lot (e.g. WalMart, casino)	8	6

Ranked Overnight Parking Preferences vs. Use

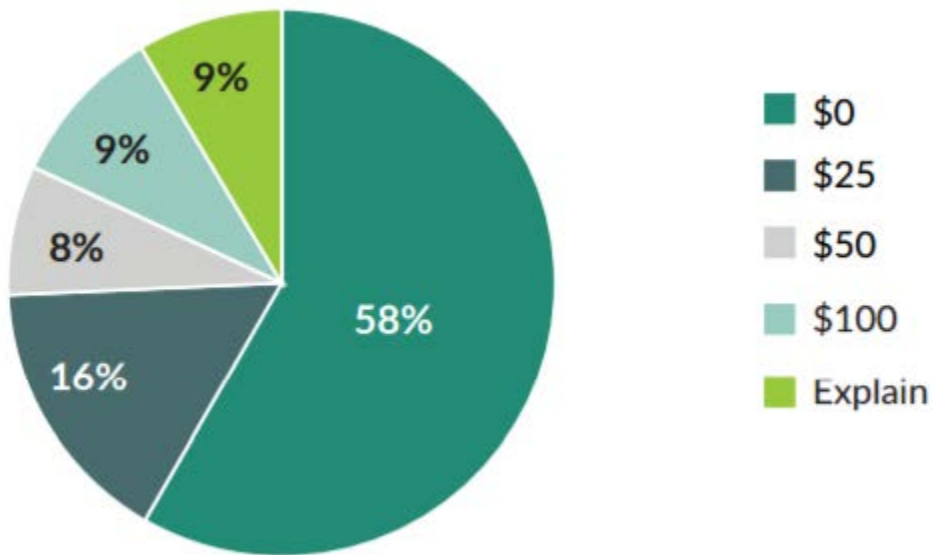
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Survey Results: Safety

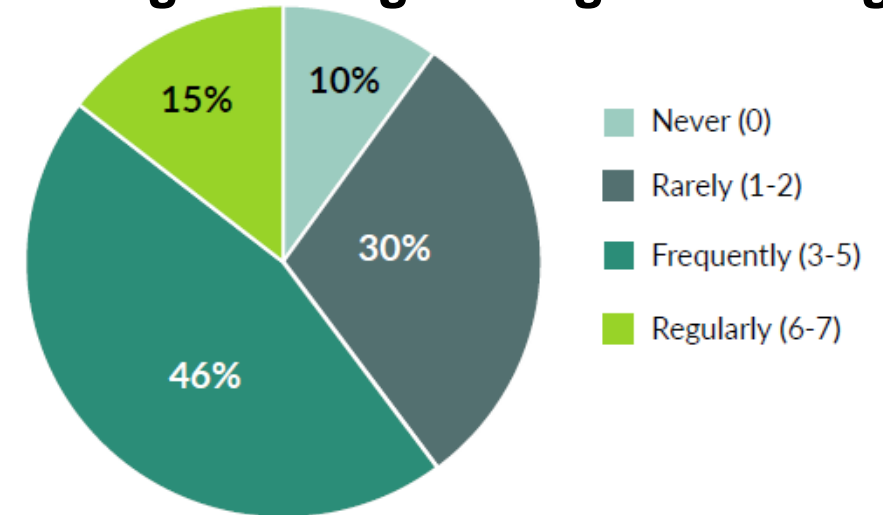
- Truck parking shortages increase safety and legal risks, such as driving while fatigued or outside maximum hours-of-service.
- For 59 percent of drivers, overnight safety is a frequent concern
- Some drivers support an annual fee for parking



Willingness to pay annual fee



Parking shortage leading to fatigued driving



Issues Identified Through Outreach

Safety

- Driver
- Highway
- Unofficial parking
- Growing homeless population

Locations of Concern

- Urban areas
- Mountain passes
- Border crossings

Trucking Industry

- Mismatched parking preferences



Environmental

Infrastructure constraints

Communication and coordination

Opportunities

Infrastructure Opportunities

- Technology
- Supply expansion

Institutional Opportunities

- Data and research
- Coordination and communication

Financial Opportunities

- State and local funding
- Federal funding



Next Steps

Roles and responsibilities are discussed, identifying numerous next steps, including:

- **Addressing supply constraints at all levels**
 - Federal, state, local funding
 - State and local laws (safety rest area limits, weigh station use, municipal codes)
 - Additional WSDOT supply (construction projects, surplus real estate, park and ride lots)
 - Private industry decisions and barriers
- **Continuing communication/coordination with the trucking industry**
 - Exploring opportunities and barriers to developing and expanding additional private truck stops
 - Freight Alerts and other technology
- **Conducting research**
 - Real-time availability systems
 - Origin/demand data, demand by corridor, GPS data

We can meet this truck parking challenge together

- **Study development and review**
 - Industry, trucking association, ATRI, OOIDA, NATSO, FHWA, FMCSA, state patrol, ports, MPOs, local governments
 - WSDOT maintenance staff, real estate, safety rest areas
- **Development of next steps into strategies**
 - State freight plan
- **Partnerships in implementation**
 - Outcomes of the state freight plan

Questions?

For more information,
please contact:

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Documents will be
available soon:

<http://www.wsdot.wa.gov/freight/>

