



Low-cost Strategies for Adding Overnight Truck Parking Capacity

Prepared for
**Division of Transportation System Development
Bureau of Highway Operations**

Prepared by
**CTC & Associates LLC
WisDOT Research & Library Unit**

June 4, 2007

Transportation Literature Searches are prepared for WisDOT staff and investigators to identify completed research and other authoritative information in an area of interest. The citations below are representative, rather than exhaustive, of available English-language studies on the topic. Primary online resources for the literature searches are OCLC's [WorldCat](#) and [TLCat](#), U.S. DOT's [TRIS Online](#), the National Transportation Library ([NTL](#)), TRB's Research in Progress ([RiP](#)) database, and other academic, engineering and scientific databases as appropriate.

To request a literature search, contact the WisDOT Library at library@dot.state.wi.us or (608) 264-8142, or WisDOT Research at research@dot.state.wi.us or (608) 261-8198.

Topic/Problem Statement: Inventory Current Overnight Truck Parking Options in Wisconsin and Identify Low-cost Strategies for Building Additional Capacity

Keywords: overnight truck parking Wisconsin, construct additional truck parking.

Summary

We located a FHWA study and a NCHRP report that examine a variety of low cost options for adding truck parking capacity.

Citations

Links to online copies of cited literature are provided when available. Contact the WisDOT Library to obtain hard copies of citations.

Title: Study of Adequacy of Commercial Truck Parking Facilities - Technical Report

Author(s): Study performed by Science Applications International Corporation for the Turner-Fairbank Highway Research Center

Date: March 2002

Source/URL: <http://www.tfhr.gov/safety/pubs/01158/01158.pdf>

Description: 6 pp.

Contents: This report provides technical documentation supporting the Report to Congress on the study called for in Section 4027 of the Transportation Equity Act for the 21st Century to "determine the location and quantity of parking facilities as commercial truck stops and travel plazas and public rest areas that could be used by motor carriers to comply with Federal hours of service rules." The report documents the analysis of commercial truck parking demand and supply and summarizes activities state partnership groups identified for addressing areas with parking shortages. Points of interest in the report include --

- Section 5.2, Rest Area Forum (page 49 of the PDF):

A number of issues were identified by the participants, and recommendations were developed for the seven

highest-ranked issues, which included providing low-interest loans, tax incentives and public-private partnerships to support commercial truck stops (i.e., meet parking space demand through the private sector).

- Section 5.3, National Stakeholder Discussions (page 51 of the PDF):
NATSO Inc., the association representing America's travel plazas and truck stops, believes that the commercial truck stop industry has in the past adequately met the needs of the professional driver and will do so in the future. NATSO believes professional trucking companies and drivers should bear the responsibility of finding safe, legal places to store their equipment. In that regard, NATSO recommends the following --
 - 1) Increase yearly truck registration fees with the stipulation that these special funds can be used by states only on initiatives to address the truck parking issue.
 - 2) Implement a program that allows states to close rest areas in locations that are well served by private-sector businesses and shift funds to areas in which additional development is desirable.
 - 3) Remove cost-prohibitive road improvement requirements imposed by state DOTs on developers attempting to open new facilities.

Parents Against Tired Truckers (PATT) believes that a federal mandate and funding for building new or additional parking facilities would be the most effective means of addressing the problem. Additional solutions include the following --

- 1) Provide low-interest loans for developing truck parking facilities (absent direct funding or as a supplement).
 - 2) Explore public-private partnerships for developing additional rest facilities. An example would be a "super lot" in which a vendor or contractor would develop a facility on a state-provided land. Another example would be to have highway contractors who are working in an area in which a truck rest stop is located be available to help build additional parking spaces at that rest stop.
- Section 5.4.1, Actions to Expand or Improve Rest Areas (page 55 of the PDF):
Thirty-two states indicated that they were currently taking or had recently taken actions to expand or improve the public rest area facilities as a strategy to increase the availability of adequate parking for trucks, and five additional states indicated an intention to do so in the future. The recommendations on how to expand public facilities included the following --
 - 1) Add new truck spaces to existing public rest areas as part of scheduled rest area reconstruction or rehabilitation.
 - 2) Convert closed public rest areas into parking facilities, and consider designating these facilities for truck-only parking.
 - 3) Identify locations where commercial vehicle parking can be combined with ports of entry, weigh stations or police substations. Consider exempting trucks from enforcement actions to encourage the use of these sites for parking by fatigued drivers.
 - 4) Construct turnouts in rural sections of Interstate for parallel parking by commercial trucks.
 - 5) Upgrade facilities currently closed during off-season to be open year round.
 - Section 5.4.3, Actions to Encourage Formation of Public-Private Partnerships (page 56 of the PDF):
Six states indicated that they were currently taking or had recently taken actions to encourage formation of public-private partnerships to increase the availability of adequate parking for trucks, and five of these states expressed an interest in continuing to do so in the future. The recommendations on how to encourage formation of public-private partnerships included the following --
 - 1) Work with the private sector to redevelop or construct new public rest areas with direct access to the Interstate.
 - 2) Provide low-interest loans or grants to commercial truck stops and travel plazas to increase capacity.
 - 3) Construct state-owned lots adjacent to commercial truck stops and travel plazas and enter into agreements to lease or maintain the lots.

Title: NCHRP Synthesis 317: Dealing with Truck Parking Demands

Author(s): consultant Jeffrey Trombly, Oak Ridge, Tennessee, and the NCHRP Topic Panel

Date: 2003

Source/URL: http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_317.pdf

ISBN Number: 0-309-06963-7

Description: 23 pp. and appendices.

Contents: This report identifies successful and innovative strategies that have been implemented by transportation agencies, as well as potential strategies yet to be deployed in order to meet the increasing demand for truck parking. The report examines the legislative authority governing the provision of truck parking by state transportation agencies, including federal requirements and selected state laws. An analysis is provided of the demand for truck parking. Points of interest in the report include --

- Summary of Section 4027, Study Strategies (page 25 of the PDF):

This section of the report presents a compilation of recommended actions for addressing commercial truck parking shortages from the Section 4027 study. As part of this study, states were asked to identify actions they would consider useful in solving truck parking shortages. These actions fell into six broad categories that included “educate or inform drivers about available spaces” and “change parking enforcement rules.” Case studies related to these actions are presented for Maryland and Kentucky on page 28 of the PDF -- Maryland. The Baltimore Region Freight Movement Task Force undertook a survey of commercial vehicle parking demand along high truck travel corridors in the region. The surveys conducted by the group indicated that commercial vehicles were parking illegally along Interstate routes during the night, even though an adequate supply of public rest areas, commercial truck stops, commuter park-and-ride lots and weigh stations were available for use. In response to these observations, the region implemented a strategy to educate commercial vehicle drivers on the supply of parking. Signs were added along the I-95 corridor to advise drivers of commercial truck stops. In addition, these signs promoted the use of park-and-ride lots and weigh stations for use by commercial vehicles during overnight hours. A trucker map was published that contained information on the location of public and private parking areas and widely distributed to the commercial vehicle driver community.

Kentucky. The Kentucky Transportation Cabinet developed a “safe haven” concept to permit commercial vehicle drivers to park at weigh stations during overnight hours. Currently, a total of seven weigh stations are used for this purpose, and they provide approximately 225 commercial vehicle parking spaces. Employees of Division of Motor Vehicle Enforcement staff weigh stations that are open 24 hours a day. Under the safe haven concept, drivers are not disturbed except in an emergency.