



## **TETC Truck Parking Working Group April 1, 2022**



# Today's Agenda

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- Spotlight Presentations: Mauricio Garcia Theran; Conn DOT
  - NCHRP Scan 20-02: "Successful Approaches for Facilitating Truck Parking Accommodation Along Major Freight Corridors"
  - Connecticut DOT Truck Parking Activities
- Coalition Update
  - TETC Truck Parking Resource Matrix
- Agency Roundtable
- Future TETC and TPWG Meetings



# Spotlight Presentation

NCHRP 20-68A  
US Domestic Scan Program

Domestic Scan 20-02

“Successful Approaches for Facilitating Truck  
Parking Accommodation Along Major Freight  
Corridors”

**Findings, Conclusions and Recommendations**

**Mauricio Garcia Theran, PE**  
**Connecticut DOT**

## Domestic Scan 20-02

### “Successful Approaches for Facilitating Truck Parking Accommodation Along Major Freight Corridors”

- This scan was conducted as a part of NCHRP Project 20-68, the “U.S. Domestic Scan Program”
- The program was requested by the American Association of State Highway and Transportation Officials (AASHTO) Committee on Construction (SOC), with funding provided through the National Cooperative Highway Research Program (NCHRP)

# NCHRP Panel's General Guidance to the Scan Team

*“Scan participants will seek a better understanding of the process for developing a truck parking information system along with a successful strategies employed by leading agencies, 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 will focus on and produce potential strategies for issues such as monitoring, ITS design, overcoming legal barriers, and potential funding mechanisms. The key audience for the scan report will be DOT executive and technical staff in freight, planning, design, revenue, ITS, and facilities, but also should be shared with interested outside parties including, FHWA, FMCSA, state patrols, academia, and others.”*



AASHTO / NCHRP  
U.S. Domestic Scan Program



# NCHRP Panel's General Guidance to the Scan Team (Cont.)

“ The scan will be a strong tool for transportation agencies, partners, and the public by sharing successful strategies, emerging practices and lessons learned that will help them to address truck parking issues along major freight corridors within their jurisdictions. It will also assist the various AASHTO's Committees, FHWA and industry to advance the dialogue on partnering opportunities that can contribute to addressing this issue.”



AASHTO / NCHRP  
U.S. Domestic Scan Program



# Scan Team

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Freeway Operations Engineer  
Wisconsin Department of Transportation

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Director, Freight, Trade, and Connectivity Section  
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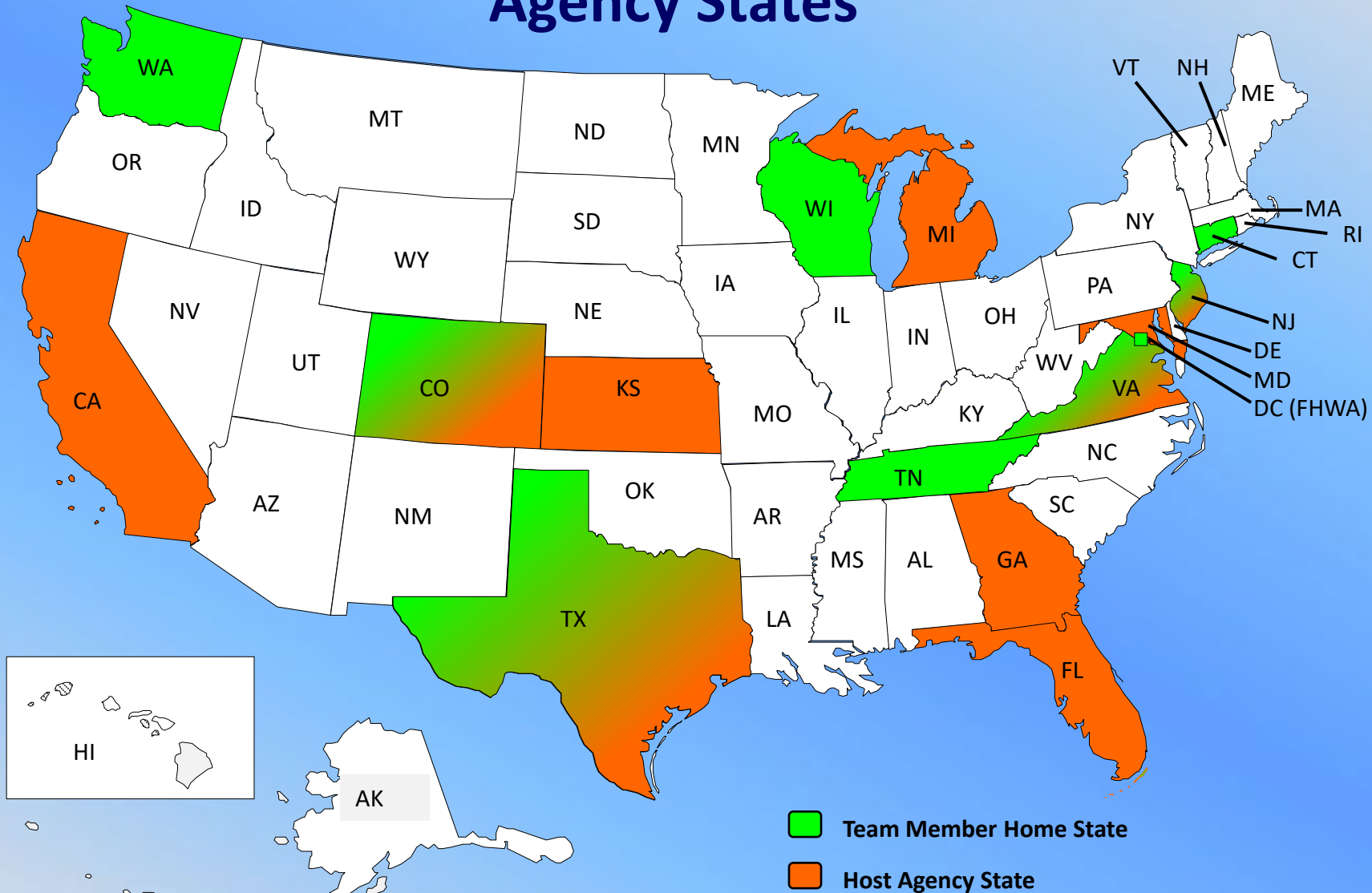
**Craig Hurst**  
Freight Office Manager  
Colorado DOT

**Tiffany Julien**  
Freight Management And Operations  
Office of Operations  
Federal Highway Administration

**Richard Dunne, P.E. -SME**  
National Director Bridge Preservation  
GPI



# Scan 20-02 Team Members Home States and Invited Agency States



# Summary of Initial Findings

The State Agencies can be best described as being mainly in one of two categories:

- Initiating a Truck Parking Information Management System on their own
  - VDOT, CDOT, FDOT, GDOT
- Partnering with adjacent States to develop a corridor Truck Parking information Management System
  - MAASTO States, I-10 Corridor Coalition, Western Freight Coalition

There are many other resources available:

- FHWA (National Coalition on Truck parking), TET Coalition, NJTPA (MPO)

# Conclusions

## Attributes of Successful Truck Parking Information Management Systems:

- Internal Champion(s)/Leadership “buy-in”
- Strong Interdisciplinary Team at DOT
- Comprehensive Outreach Strategy
- Freight Stakeholder Group (w/ industry members)
- Thoroughly Study/Evaluate the problem
- Develop Tools for Implementation incl. sensing technology specifications; pavement, striping, sign standards and other design guides; data collection and dissemination standards etc.
- Develop an Operations and Maintenance Plan
- There is not a “one size fits all” approach



# Truck Parking Recommendations

1. Conduct a truck parking study and Learn from others
  - Determination of need & locations
  - Sensing technologies
  - Parking area/spots geometry needs
2. Assess available public agency ROW
  - Existing safety rest areas
  - Weigh stations
  - Other opportunities
3. Cast a wide net for stakeholders
  - Internal – Include planning, design, ITS, maintenance, operations, procurement, capital programming
  - External – MPOs, FHWA-National Coalition on Truck Parking, Various Corridor Coalitions, American Trucking Association, American Transportation Research Institute, National Association of Truck Stop Operators, Owner-Operator Independent Drivers Association



# Truck Parking Recommendations (cont.)

## 4. Develop a plan for design, construction, maintenance and operation

- Design-Bid-Build
- Design-Build
- Design-Build-Operate-Maintain
- Identify in-house maintenance staff and/or maintenance by contractor
- Incorporate replacement into standard maintenance & purchasing agreements for ITS components
- Include in Asset Management Plan

## 5. Be flexible

- Join industry groups
- Reach across state lines

**From the previous recommendations. Do you have any questions or comments?**



**ARORA and ASSOCIATES, P.C.**  
Consulting Engineers

AASHTO / NCHRP  
U.S. Domestic Scan Program



**Further information on this scan and the  
NCHRP 20-68D U.S. Domestic Scan program  
is available at:**

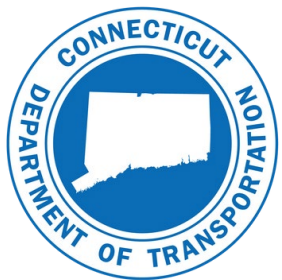
<https://www.domesticscan.org/scans/20-02-successful-approaches-for-facilitating-truck-parking-accommodation-along-major-freight-corridors/>

Or

<http://www.domesticscan.org/>

# CONNECTICUT TRUCK PARKING INITIATIVES

**Mauricio Garcia Theran, PE**  
**Connecticut DOT**  
**Office of Strategic Planning and  
Projects**







# PREVIOUS EFFORTS AND CHALLENGES

## 2008 study main conclusions:

- 1400 truck parking spaces shortage at that time
- Deficits more pronounced in southwestern CT along I-95 and I-84 west of Hartford
- Long segments of highway with no roadside traveler facilities

## Situation has not changed since then due to challenges including mainly :

- Land constraints, including both availability and cost
- Community Opposition (Not in my backyard)
- Funding for operating and maintaining facilities including amenities
- Education. The idea of *“majority of trucks are just passing through the State. What is the benefit?”*

CT Statewide Rest Area and Service Plaza Study  
CONN DOT Project No. 170-2533

VOLUME I – ADMINISTRATIVE REPORT –  
RECOMMENDED IMPROVEMENT PROGRAM  
September 2008



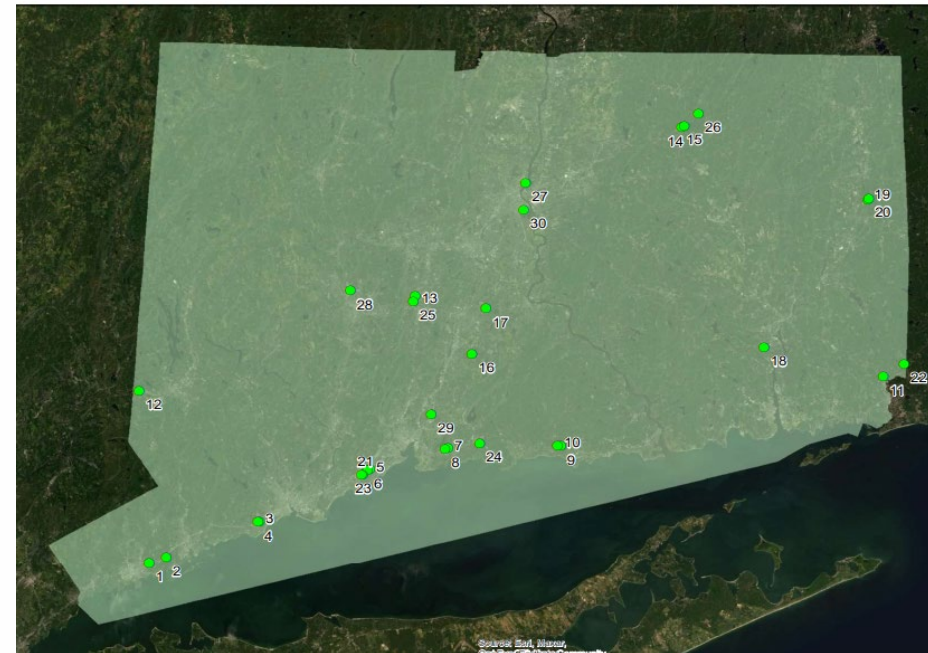
PREPARED FOR:  
Connecticut Department of  
Transportation

PREPARED BY:



# CTDOT TRUCK PARKING STUDY (IN PROGRESS)

- An inventory of the main truck parking facilities(including amenities) has been conducted
- Consultant currently working on truck parking utilization rate analysis using GPS data from ATRI
- Truck Parking Demand Model : FHWA Methodology for forecasting truck parking demand. 20-year parking needs along key freight corridors
- Develop recommendations/options for addressing the parking deficiencies in the State
- Identify corridors of highest need and identify potential existing and new sites for adding capacity



Location of truck parking facilities in the state (includes service plazas, rest areas and private facilities)

# CTDOT TRUCK PARKING STUDY (IN PROGRESS)



Examples of GIS polygon for truck parking utilization rate analysis



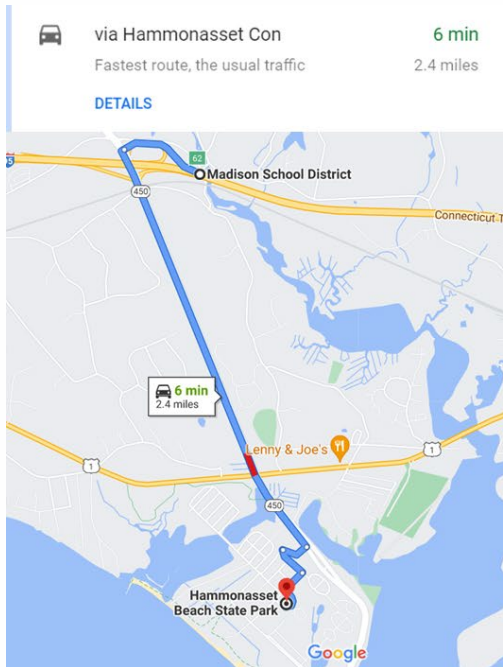
# TRUCK PARKING INFORMATION SYSTEM (UCONN)

- The University of Connecticut recently got a grant from the Federal Motor Carrier Safety Administration to develop a truck parking information management system for the State
- This project will be focused on identifying 4 locations with available truck parking, developing a methodology to evaluate parking capacity usage in real-time, and developing an application to provide real-time parking availability information to truck drivers
- The parking availability information can be disseminated in real-time using a variety of media such as dynamic message signs, or other proven technology



# USE OF STATE PARKS DURING SOME SNOW STORMS (Hammonasset State Park)

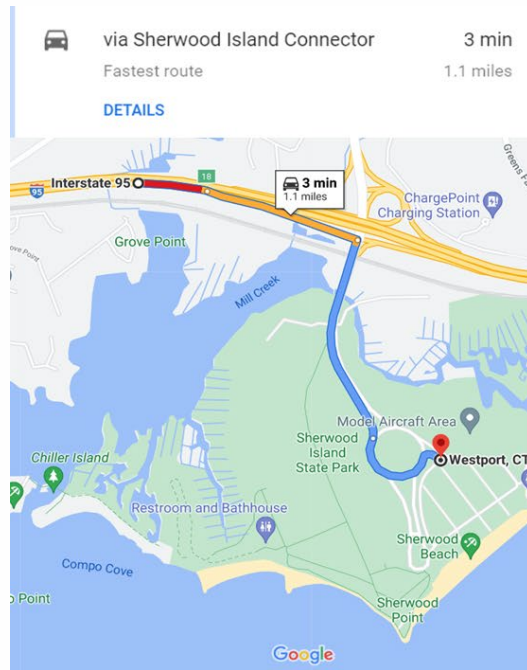
Very limited use - Not a permanent solution



Source: TRANSCOM – Presentation for NCHRP Domestic Scan 20-02

# USE OF STATE PARKS DURING SOME SNOW STORMS (Sherwood Island State Park)

Very limited use - Not a permanent solution



Source: TRANSCOM – Presentation for NCHRP Domestic Scan 20-02



# Thank You!

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**THANK YOU!**

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