

**I-95 CORRIDOR
COALITION**

I-95 Corridor Coalition Truck Parking Workshop Summary

Over **40 participants** representing all 17 state DOT members and select local, regional, and federal partner agencies, authorities, and organizations.

Built on **related truck parking work**, including Coalition's experience in developing and implementing a real-time truck parking availability system in Virginia and the **FHWA National Coalition on Truck Parking** efforts.

Goal: foster peer exchange amongst those responsible for implementation and examine best practices and strategies to address four key objectives:

- » Share what activities are working and where;
- » Understand the positive and negative aspects of various approaches to addressing truck parking needs;
- » Recognize how changes in regulations/technology could affect truck parking; and
- » Develop a list of truck parking attributes necessary to create viable solutions.

Activities included corridor and national best practice updates, discussion on changing technology and its impact on truck parking (e.g., electronic logging devices, autonomous vehicles, e-commerce), and **breakout groups on 5 topics**.

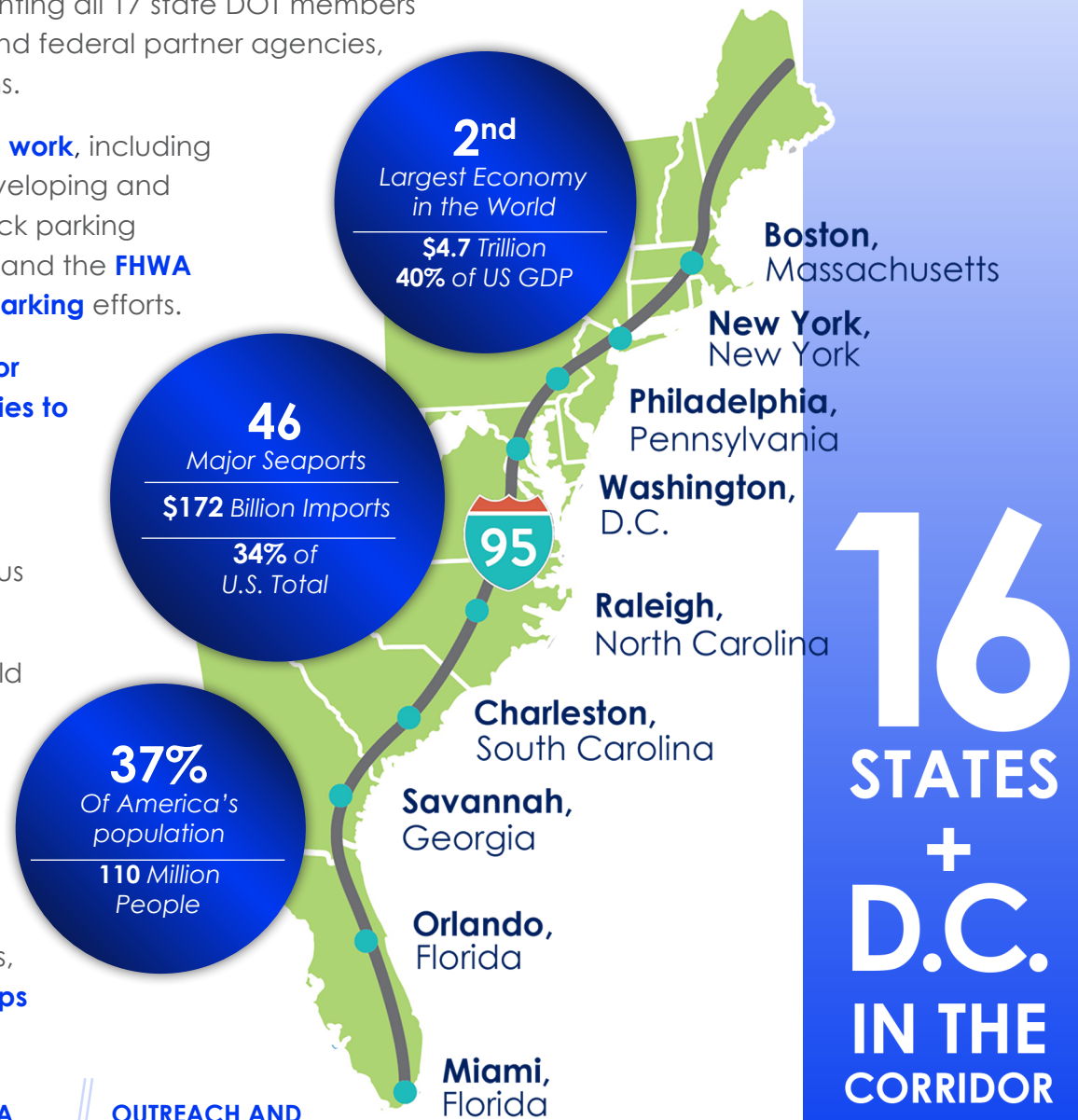
**EXPANDING
PARKING CAPACITY**

**DESIGN
OPTIONS**

**INFORMATION
DISTRIBUTION**

**DATA
DECISIONS**

**OUTREACH AND
EDUCATION**





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KEY CHALLENGES

Demand exceeds existing capacity.

Lack of reliable, real-time parking availability information.

Public need vs. perceived private-sector solution. What is DOT's role?

Different long-haul/short-term/staging parking needs.

High land cost, NIMBY, and cross-jurisdictional issues related to the geography of the corridor (e.g., New York, New Jersey, Connecticut and Pennsylvania all within 60 miles of the Port of New York/New Jersey).

Different long-haul/short-term/staging parking needs.

Lack of uniform standards (site design, data use, etc.).

Data acquisition, sharing agreements, and data quality concerns.

KEY LESSONS LEARNED

Talk with drivers – get out of the office.

Identify “champions” both external and internal to the agency.

Best Practice: Multi-Agency Florida Motor Carrier Working Group.

Communicate with all stakeholders early and often.

View truck parking as an economic development need.

Best Practice: Township of Upper Macungie (PA) – truck parking zoning requirement.

Find “easy” wins (e.g., increase time limits at public rest areas, convert closed welcome centers/weigh stations, utilize underused urban commercial sites).

Best Practice: Missouri DOT converted closed rest areas to truck parking.

Continually look for innovation (e.g., alternative pavement technologies – US Army Corps of Engineers).

Clarify/articulate DOT role – need an “elevator pitch.”

2019 TRUCK PARKING SYMPOSIUM

Expanded List of Stakeholder

- » Private sector - shippers, receivers, drivers, disaptachers.
- » Public sector - municipal leaders & US Dept. of Commerce.
- » Academia/research groups.
- » Continue to work with the National Coalition on Truck Parking.

New Topics to Consider

- » Land use requirements and modal ordinances.
- » Better quantify impacts of lack of truck parking.
- » Integrate truck parking into larger planning efforts.
- » Future technology impact - CAV.