



— THE EASTERN  
TRANSPORTATION  
COALITION

CONNECTING FOR SOLUTIONS

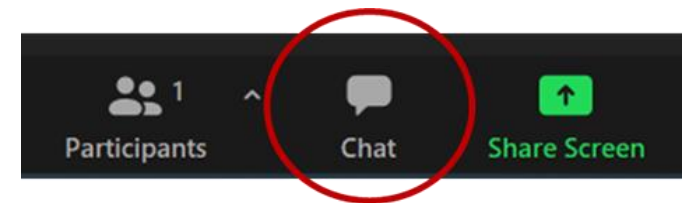


## TETC Truck Parking Working Group Meeting

*May 3, 2024*

# Welcome

- We are using **Zoom meeting**
- **AUDIO** – You should have audio access by your computer or phone  
(Please mute when not speaking – if on phone use \*6 to mute or unmute)
- **CHAT** : Feel free to use chat function for questions during presentations - during roundtable raise hand and/or use chat - we will call on you at end or read your question if desired
- **This meeting is being recorded**
- **Questions** with the audio or web? Please contact Marygrace directly via the chat box or ([mgparker@tetcoalition.org](mailto:mgparker@tetcoalition.org) or text: 518-852-4083) or contact Justin Ferri ([jferri@kmjinc.com](mailto:jferri@kmjinc.com) or text: 484-557-7009)



# Welcome and Introductions



Name  
Agency



# Today's Agenda



TETC Truck Parking Working Group	
Welcome from the Coalition	Marygrace Parker, The Eastern Transportation Coalition
Co-Chair Introductions, Opening remarks	Erik Johnson, Freight Planning Specialist, Virginia DOT, TPWG Co-Chair
Introduction of Spotlight Presentation Speakers	Erik Johnson, TPWG Co-Chair
Spotlight Presentation: Pennsylvania Transportation Advisory Committee Truck Parking Implementation Study	Tom Phelan, Consultant for PennDOT Jessica Clark, Pennsylvania DOT Rebecca Oyler, Pennsylvania Motor Truck Association (PMTA)
Agency Roundtable	TPWG Co-chairs, TPWG members
TETC TPWG Next Meeting & Future Topics	Erik Johnson, Marygrace Parker
TETC Upcoming Activities	Marygrace Parker
Wrap Up & Closing Remarks	TPWG Co-Chairs, TPWG Members



# Special Thanks



*Thanks, Sara  
for helping to lead this Working Group!*



# Truck Parking Working Group



May 3, 2024

TETC Truck Parking Working Group

[tetcoalition.org](https://tetcoalition.org)



# Spotlight Presentation: Pennsylvania Transportation Advisory Committee Truck Parking Implementation Study

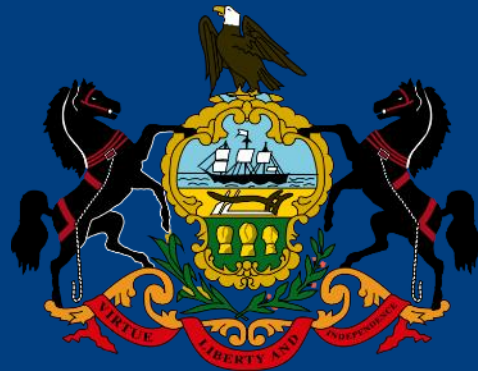
Jessica Clark, Pennsylvania Department of Transportation

Rebecca Oyler Pennsylvania Motor Truck Association

Thomas Phelan, Michael Baker International & BHX Engineering

*THE EASTERN TRANSPORTATION COALITION*  
*Truck Parking Quarterly Working Group*

**PENNSYLVANIA TAC**  
**TRUCK PARKING**  
**IMPLEMENTATION STUDY**



MAY 3, 2024



TAC TASK FORCE CHAIR  
**REMARKS AND  
PERSPECTIVES**

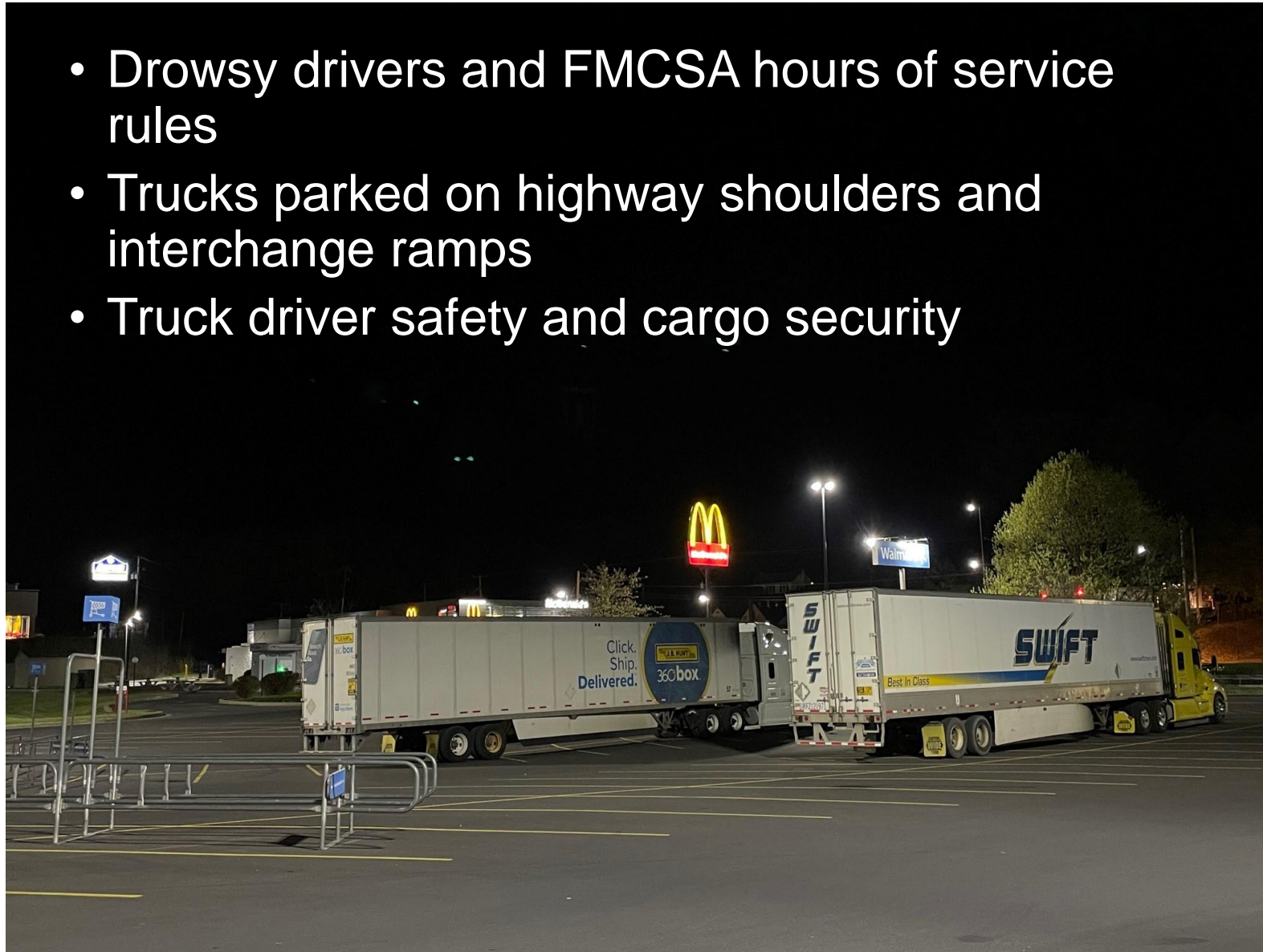
REBECCA OYLER, PA MOTOR TRUCK ASSOCIATION

# BACKGROUND & PENNSYLVANIA CONTEXT

JESSICA CLARK, PENNDOT PROGRAM CENTER

# USDOT SAFETY PRIORITIES

- Drowsy drivers and FMCSA hours of service rules
- Trucks parked on highway shoulders and interchange ramps
- Truck driver safety and cargo security



# MILESTONES – NATIONAL

- **2000** – NTSB Highway Rest Areas report
- **2002-05** – FMCSA Hours of Service (HOS) rule changes
- **Late 2000s** – State DOTs and MPOs evaluate overflowing rest areas and ramp/shoulder parking
- **2012** – Jason’s Law (MAP-21 Section 1401)
- **2015** – Jason’s Law initial survey completed – National Coalition on Truck Parking (NCTP) established
- **2017** – FMCSA electronic logging device (ELD) mandate
- **2018** – Jason’s Law survey update
- **2021** – Infrastructure Bill: New requirements to incorporate truck parking in statewide freight plans



# MILESTONES – PENN.



- **2007** – TAC Truck Parking Study
- **2013** – PA Turnpike Mainline Study
- **2017** – PennDOT Safety Rest Area Transition Report
- **2018** – Eastern Pennsylvania Freight Summit
- **2018** – PennDOT P3 RFI for Truck Parking
- **2019-21** – MPO & DOT Truck Parking Roundtables (SPC, NEPA, LVPC, HATS + NJDOT)
- **2020-22** – Update 2007 data; develop municipal guidance
- **2022** – Freight Movement Plan update
- **2023** – TAC Truck Parking Implementation Study



# PUBLIC SECTOR ROLE

- Historical context related to the functions of the Interstate Highway System
- PennDOT/DGS is the facility “owner” for roadside rest areas; ideal focus on short-term parking.
- Preference for off-highway facilities for long-term parking; PennDOT can be a facilitator and work with municipal partners and private industry develop new capacity where needed.
- Restrictions on commercialization limit a DOT’s ability to meet driver needs with on-site amenities and services.
- Ongoing reporting of parking metrics (IIJA Section 21104).



# 2045 PA FREIGHT PLAN

**Goal B (Mobility)**, Objective B-3 ... *Pursue opportunities with public and private stakeholders to expand truck parking capacity.*

**Goal A (Land Use)**, Objective A-3 ... *Collaborate with other organizations (DCED, PSATS, PSAB, etc.) to assemble recommended industrial site development standards and ordinances.*



# ANALYTICAL APPROACH

THOMAS PHELAN, P.E., PENNDOT CONSULTANT



# TAC STUDY PROCESS

1. Prioritize **highway corridors** of highest demand in Pennsylvania, using a tiered approach:
  - **links** (based on PennDOT mapping)
  - **segments** (combinations of links)
  - **corridors** (combinations of segments)
2. Identify **locations** where existing truck parking facilities can be expanded or where new facilities can be developed



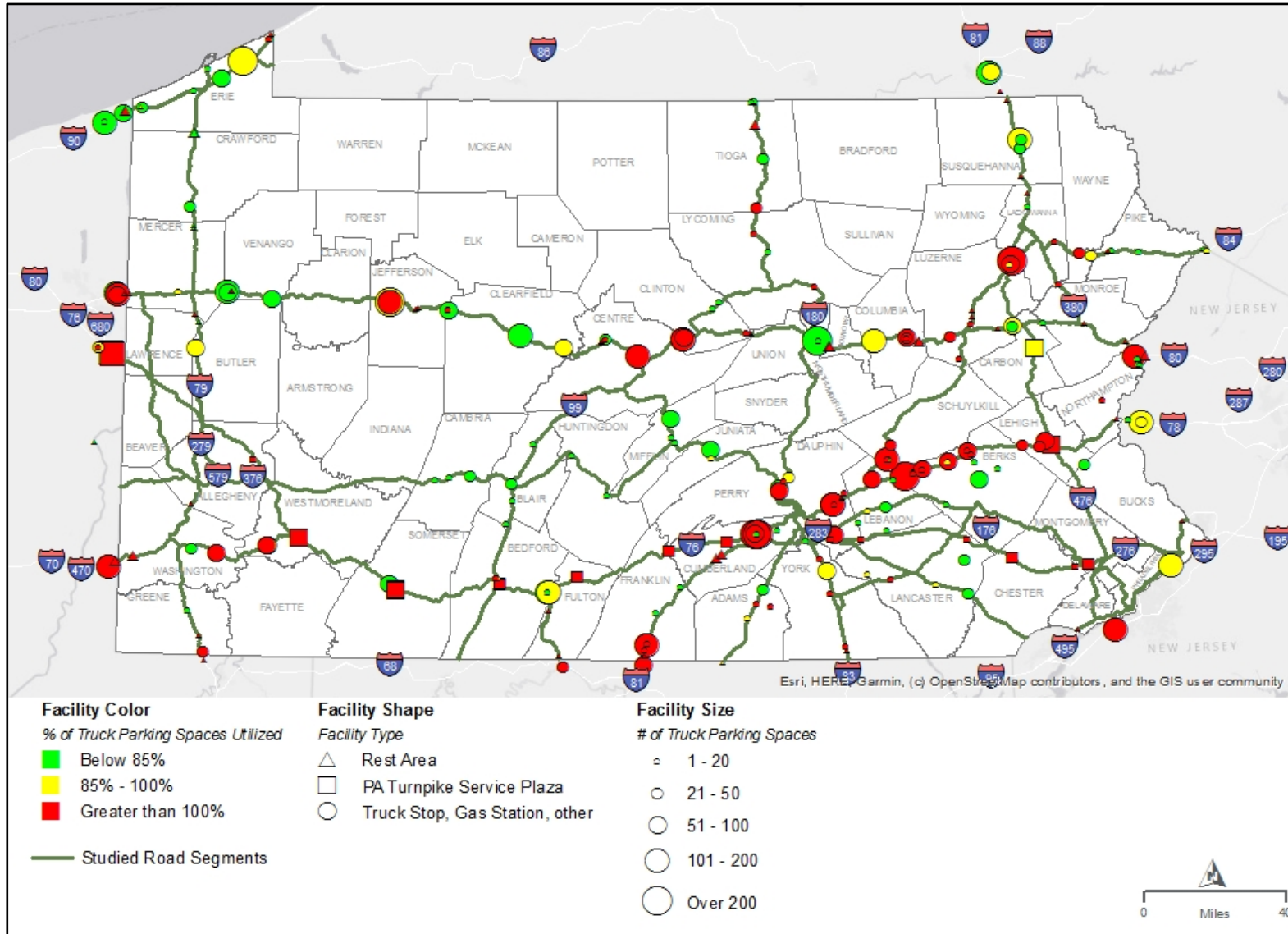
# CORRIDOR PRIORITIZATION

# CORRIDOR/LINK CRITERIA

- Designated Networks (NHFN, NHS)
- ADTT (Traffic)
- Regional Truck Parking Availability
- Demand/Supply Gap
- Proximity to Major Freight Hubs
- Freight-Related Employment
- Shoulder/Ramp Parking Problem Locations
- Truck Crash Rates + Fatigue as Factor (from PCIT)
- Truck Bottlenecks
- Road Closure Time by Segment (from RCRS)



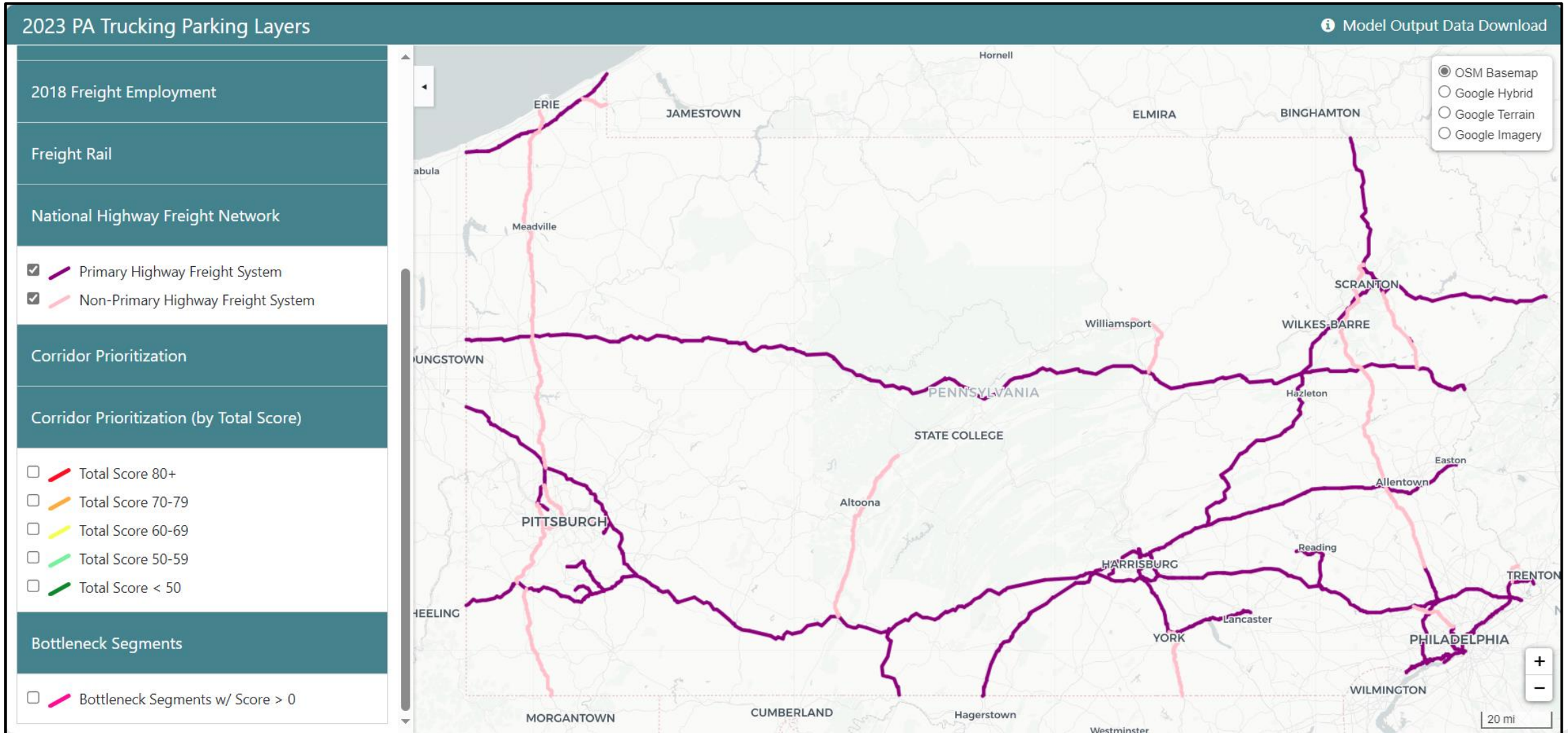
# 2020 PARKING FACILITIES



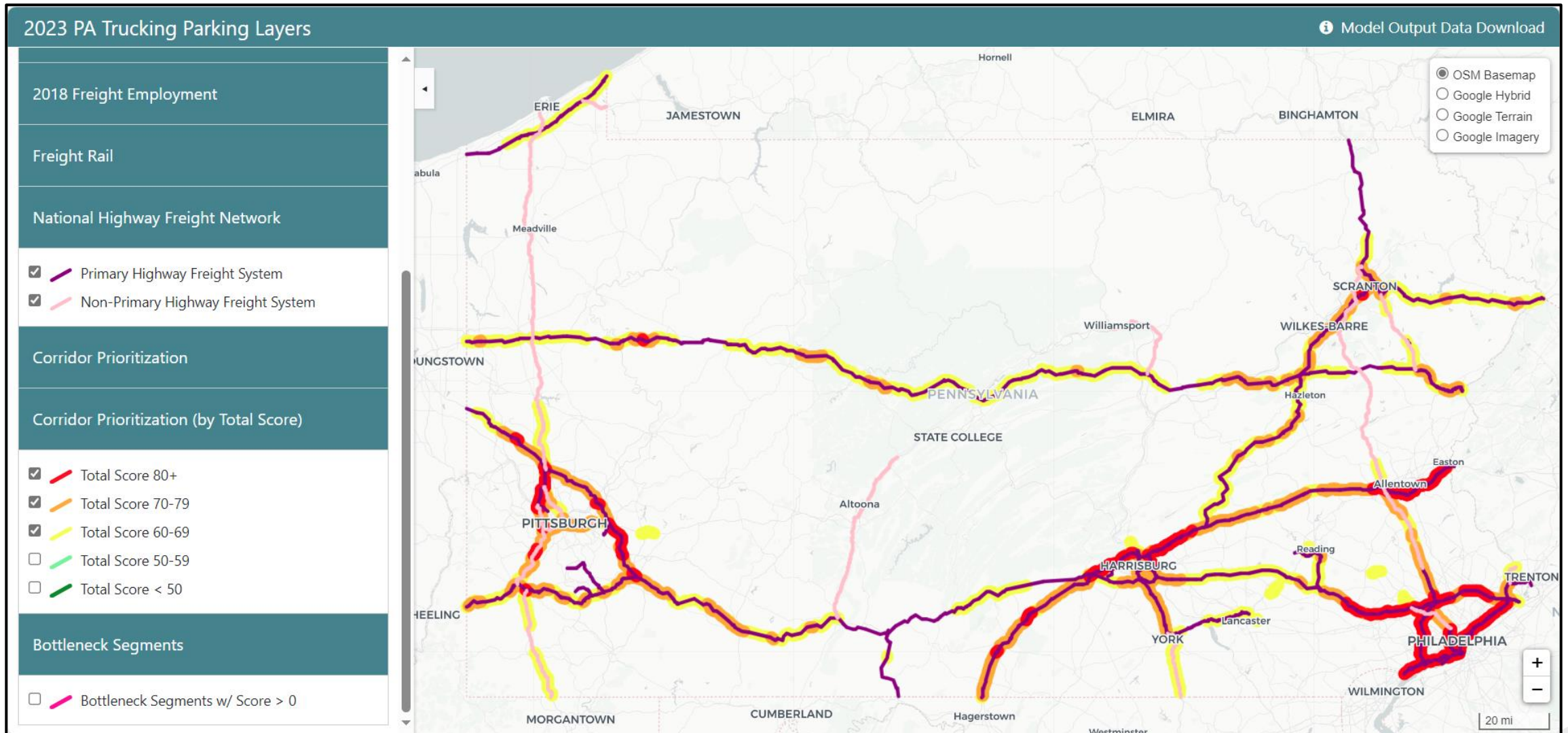
# 2020 RAMPS/SHOULDERS



# NHS LAYERS



# PRIORITY GRADIENTS



# TIER I CORRIDORS

- I-76 from US-1 to I-95 in Philadelphia
- I-78 from Exit 49 (PA-100) to PA-NJ State Line
- I-79 from Ohio River to Exit 76 (PA Turnpike)
- I-81 from Carlisle to Susquehanna River
- I-81 from I-83 to I-78
- I-83 from US-322 to I-81
- I-95 in Philadelphia Area
- PA Turnpike (I-76) from Exit 57 (US-22) to Exit 75 (I-70)
- PA Turnpike (I-76) from Exit 298 (I-176) to Norristown (I-476)
- PA Turnpike (I-276) from Valley Forge (I-76) to I-95





# POTENTIAL LOCATIONS

# LOCATION CRITERIA

Table 5: Potential Truck Parking Site Evaluation Criteria

Evaluation Criteria	Description
Parcel Size	10 acres or more (acreage)
Designated Networks	5 miles or less from a prioritized highway corridor (NHFN, NHS) (Y/N)
Compatible Zoning	Zoned industrial or commercial (Y/N)
Industrial Park	Located in an existing or planned industrial park (Y/N)
Existing Truck Parking Facilities	Located adjacent to an existing truck parking facility, expansion of existing, or under construction (N/Existing/Expansion/Under Construction)
Brownfield	Brownfield redevelopment opportunity (Y/N)
Community Impact	Location is in proximity to local schools, daycare, neighborhoods, or environmental justice communities (per EPA's EJ Screen) (Y/N)
Access via CUFC/CRFC	Location is accessible to NHFN/NHS via CUFC/CRFC (Y/N)
Property Ownership	Property ownership (Public/Private)



# FACILITY TYPES

Table 2: Types and Uses of Truck Parking Facilities

Parking Activity	Facility Type			
	Rest Area	Truck Stop	Industrial Park*	Emergency Parking Site
Long-Term Rest	X	✓	OK	X
Short-Term Parking	✓	OK	OK	X
Staging	OK	OK	✓	X
Emergency Operations	OK	✓	OK	✓

✓ = Ideally suited for this type of parking activity

X = Not suited for this type of parking activity

OK = Not ideally suited, but can be used if conditions allow

\*Industrial parks are ideally suited for parking activity associated with local deliveries.

Source: PennDOT Center for Program Development and Management



# POTENTIAL LOCATIONS

Tier 1 Corridor	Potential Locations	Comments
I-76 from US 1 to I-95 in Philadelphia	<ul style="list-style-type: none"> <li>Incorporate truck parking and staging facility into the Bellwether District redevelopment.</li> <li>Heavily developed corridor with limited options outside the Bellwether District.</li> </ul>	<ul style="list-style-type: none"> <li>Hilco Development is the project developer. Buildings 15 and 16 are slated for delivery in 2025.</li> <li>Additional options may exist in adjacent areas on the south side of PA 291 and north of Passyunk Avenue.</li> </ul>
I-78 from Exit 49 (PA 100) to PA-NJ State Line	<ul style="list-style-type: none"> <li>Location of Arcadia West and Arcadia East Industrial Parks at Exit 45 is just outside this corridor but would help meet this need.</li> <li>Redevelopment opportunities for older industrial sites along the PA 100 corridor, primarily south of I-78.</li> <li>Agricultural lands along Old US 22 between Adams Road and PA 100 in Fogelsville.</li> </ul>	<ul style="list-style-type: none"> <li>Area along Old US 22 on the south side of I-78 could also be feasible, especially if done in conjunction with an interchange improvement project at Exit 45.</li> <li>Industrial development along the west end of this corridor is a major driver of freight activity. New parking capacity would address staging needs for these sites.</li> <li>Coordinate with LVPC and NJTPA for options across state line in New Jersey.</li> </ul>
I-79 from Ohio River to Exit 76 (Pennsylvania Turnpike)	<ul style="list-style-type: none"> <li>US 19 north of PA Turnpike from Cranberry Township to Zelienople is just north of this corridor but may have redevelopment opportunities at locations currently zoned for commercial or industrial use.</li> </ul>	<ul style="list-style-type: none"> <li>Development opportunities on large parcels in this corridor are limited by the terrain and by existing development.</li> <li>Consider conducting a full inventory of parcels zoned for industrial/commercial use or designated for land uses compatible with truck parking and associated commercial development.</li> </ul>
I-81 from Carlisle to Susquehanna River	<ul style="list-style-type: none"> <li>Expansion of existing truck stops along US 11 between I-81 and PA Turnpike would meet this need.</li> <li>Explore options for new truck parking facility with direct access to/from I-81 in rural areas between Carlisle and Rich Valley Road overpass.</li> </ul>	<ul style="list-style-type: none"> <li>Existing development in Cumberland County limits options closer to the Susquehanna River.</li> <li>Redevelopment opportunities may exist for older commercial properties along US 11 in vicinity of existing truck stops.</li> </ul>
I-81 from I-83 to I-78	<ul style="list-style-type: none"> <li>Expansion of Grantville Rest Areas on I-81 (East Hanover Township)</li> <li>Aging and/or under-utilized sites along US 22 corridor between PA 39 in Dauphin County and PA 72 in Lebanon County.</li> <li>New parking facility in industrial area around I-78/I-81 interchange.</li> </ul>	<ul style="list-style-type: none"> <li>The Grantville rest areas were recently rehabilitated (2020); surrounding area is rural. There is more space for expansion on north (southbound) side of I-81.</li> <li>Zoning may be compatible along much of US 22. Access to I-81 is limited east of PA 924 (Exit 85 on I-81). Overhead bridge clearance constraint at PA 72.</li> <li>Expansion or new remote parking area associated with Love's Travel Plaza in Lickdale is a possibility. Would support staging for nearby industrial sites in Bordnersville area.</li> </ul>



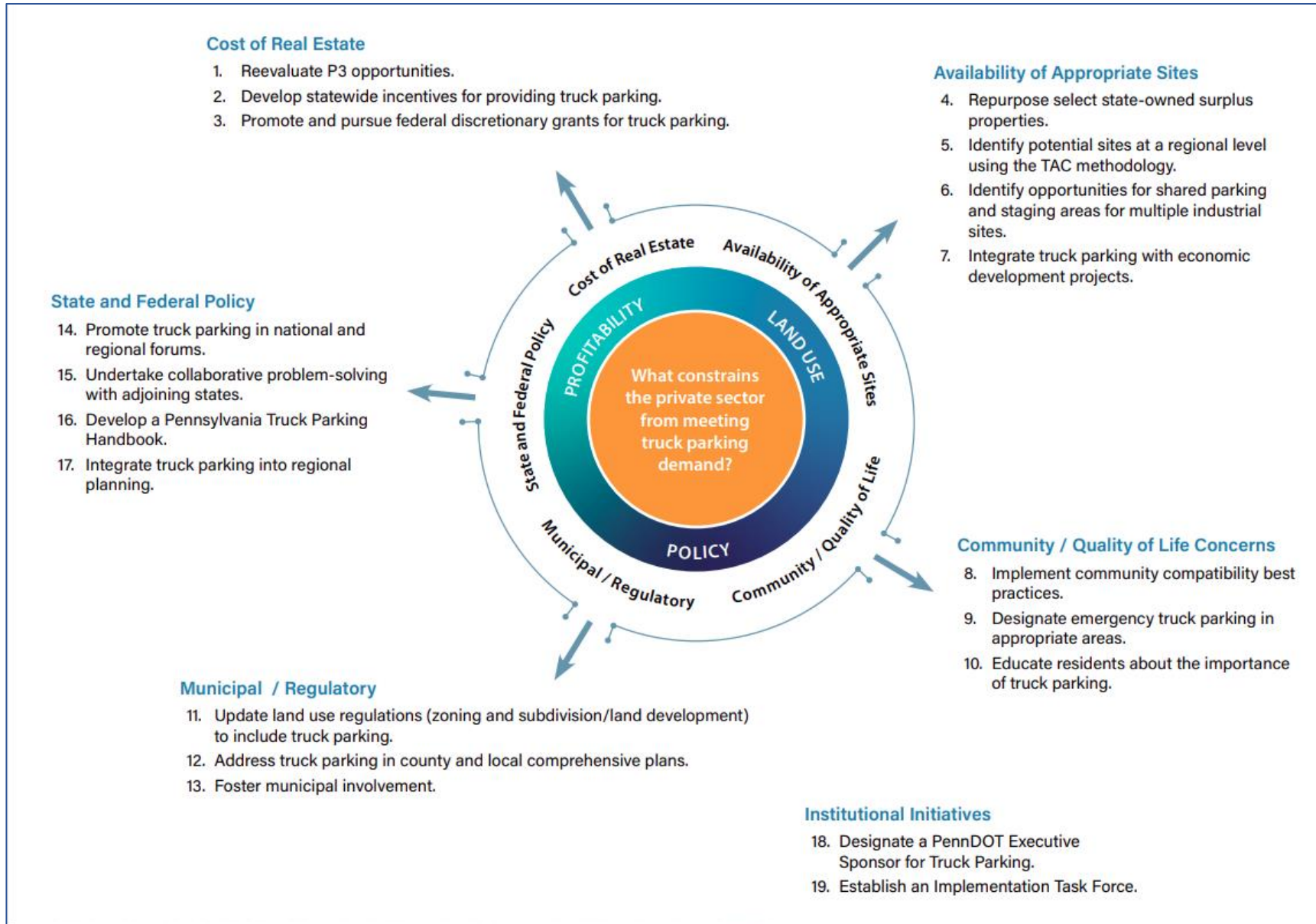
# POTENTIAL LOCATIONS

Tier 1 Corridor	Potential Locations	Comments
I-83 from US 322 to I-81	<ul style="list-style-type: none"> <li>N/A – This area is heavily developed already, with limited opportunities for developing new truck parking.</li> </ul>	<ul style="list-style-type: none"> <li>Look to address this need in conjunction with recommendations for corridor along I-81 between I-83 and I-78 (see above).</li> <li>I-83 between York and US 322 is a Tier II corridor; new parking capacity there would help meet this need.</li> </ul>
I-95 in the Philadelphia Area from the Delaware state line to I-276	<ul style="list-style-type: none"> <li>Bellwether District location described previously for I-76 would also serve this corridor.</li> <li>Keystone Trade Center (KTC) in Falls Township (Bucks County).</li> <li>Redevelopment opportunities along State Road east of I-95, accessible via Exit 37.</li> </ul>	<ul style="list-style-type: none"> <li>KTC under development by NorthPointe Development at former U.S. Steel Fairless Works site.</li> <li>Minimal community impacts due to location on large industrial site in low-lying area surrounded by water.</li> <li>A major truck parking facility at KTC would meet needs of I-95 corridor and staging for new surrounding industrial development.</li> <li>Coordinate with DVRPC and NJDOT for options across state line in New Jersey.</li> </ul>
Pennsylvania Turnpike (I-76) from Exit 57 (US 22) to Exit 75 (I-70)	<ul style="list-style-type: none"> <li>Industrial sites along North Center Drive in New Stanton.</li> <li>Redevelopment opportunities along US 119 in Youngwood.</li> </ul>	<ul style="list-style-type: none"> <li>No PA Turnpike service plazas in this corridor; interchange spacing limits opportunities for access to potential off-highway facilities.</li> <li>Heavy existing development limits opportunities at north (US 22) and central (US 30) areas of this corridor.</li> </ul>
Pennsylvania Turnpike (I-76) from Exit 298 (I-176) to Norristown (I-476)	<ul style="list-style-type: none"> <li>Expansion of Peter J. Camiel Service Plaza (westbound).</li> <li>Expansion of Valley Forge Service Plaza (eastbound).</li> <li>Potential redevelopment opportunities in existing commercial/industrial areas of Ernest and Plymouth Meeting.</li> </ul>	<ul style="list-style-type: none"> <li>Existing PA Turnpike widening project currently underway adjacent to Valley Forge Service Plaza. Options for expansion will depend on final configuration of roadway and ramps.</li> <li>Off-highway locations south of Norristown would serve as a hub for multiple Interstates (I-76, I-476, I-276) as well as staging for local deliveries.</li> </ul>
Pennsylvania Turnpike (I-276) from Valley Forge (I-76) to I-95	<ul style="list-style-type: none"> <li>Keystone Trade Center (KTC) location described under I-95 corridor would also serve this corridor indirectly.</li> <li>Potential industrial redevelopment opportunities in Hatboro-Warminster area between PA 263 and PA 232.</li> </ul>	<ul style="list-style-type: none"> <li>Parking capacity was lost in this corridor when the Neshaminy Service Plazas (eastbound/westbound) were closed as part of the US 1 interchange project.</li> <li>Limited opportunities for new large development sites in this corridor due to existing residential and commercial development.</li> </ul>



# RECOMMENDATIONS & BEST PRACTICES

# FRAMEWORK



# RECOMMENDATIONS (1/3)

## Cost of Real Estate

- Reevaluate P3 opportunities
- Develop statewide incentives for providing truck parking
- Promote/pursue federal discretionary grants

## Availability of Appropriate Sites

- Repurpose select state-owned surplus properties
- Identify sites at a regional level using TAC methodology
- Identify opportunities for shared parking and staging areas for multiple industrial sites
- Integrate truck parking in economic development projects





# RECOMMENDATIONS (2/3)

## Community/Quality of Life Concerns

- Implement community compatibility best practices
- Designate emergency truck parking in appropriate areas
- Educate residents about the importance of truck parking

## Municipal/Regulatory

- Update land use regulations to include truck parking
- Address truck parking in county and local comprehensive plans
- Foster municipal involvement



# RECOMMENDATIONS (3/3)

## State & Federal Policy

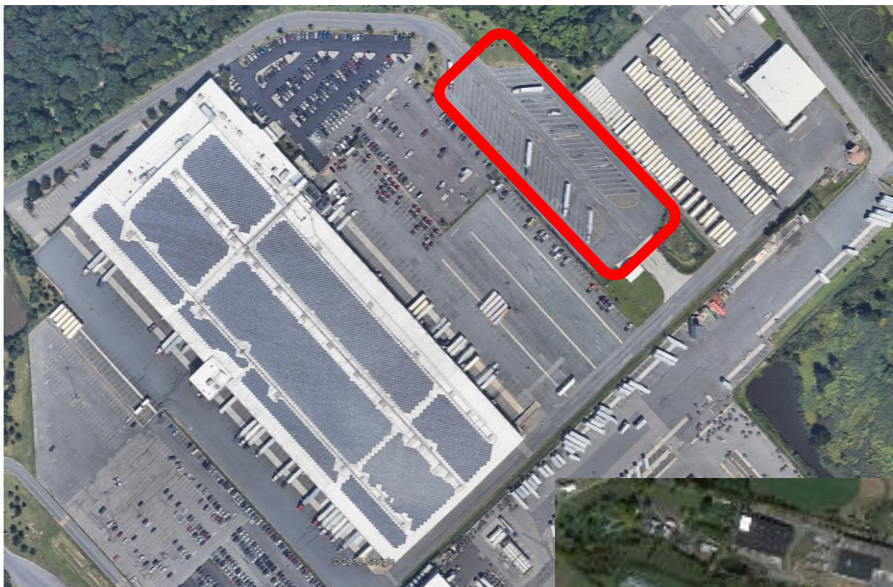
- Promote truck parking in national and regional forums
- Undertake collaborative problem-solving efforts with adjoining states
- Develop a Pennsylvania Truck Parking Handbook
- Integrate truck parking into regional planning

## Institutional Initiatives

- Designate a PennDOT Executive Sponsor for Truck Parking
- Establish an implementation Task Force



# CASE STUDIES



**Wakefern Distribution Center in Edison, NJ**



**Sheetz and Onvo Stores in New Smithville, PA (I-78)**



# UPPER MACUNGIE TWP.

## §27-601: Required Number of Parking Spaces

- Use Code E covers industrial uses, including warehousing, distribution, manufacturing, and truck terminals
- Parking space requirement: *1 per 1.2 employee, based upon the maximum number of employees on site at peak period of times (including any overlapping shifts) **plus one (1) ten-foot by eighty-foot (10' x 80')** truck staging parking space for every two (2) loading docks.*

## §27-603: Design Standards for Off-Street Parking

Subsection (F)(3): ***Provide amenities within the warehouse structures, such as, but not limited to, a lounge for the operators of tractor/trailer motor vehicles, restroom facilities and the dispensing of food and beverages.** The size of the lounge shall have a proportionate relationship with the number of loading docks provided for the warehouse operation which shall equate to 10% of the number of loading docks but, in any event, no less of an area needed to accommodate five seats. This lounge area facility shall be in addition to similar facilities provided for on-site employees.*



# BEYOND PENNSYLVANIA

# TETC CONSIDERATIONS

- **Corridor Prioritization** (criteria & methodology)
- Local Government **Land Use/Regulatory Guidance**
- Extensive **Stakeholder Engagement** (Task Force)
- **Focus on Current Barriers** as Basis for 19 Broad Policy Recommendations in Five Categories
- Study Designed for **Implementation** (applicable down to parcel level)
- Reflects a **Balanced Public-Private Focus** (State DOT having a stake as a facilitator in finding solutions)



# ADDITIONAL INFORMATION

*Expanding Truck Parking in Pennsylvania (Dec. 2023):*

<https://talkpatransportation.com/perch/resources/documents/tac-truck-parking-12-14-2023-compressed.pdf>

**For more information please contact:**

**Jessica L. Clark, Division Chief**

Planning and Contract Management

Center for Program Development and Management

Pennsylvania Department of Transportation

jessclark@pa.gov

717-787-6284





# Agency Roundtable

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# Truck Parking Working Group

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**Upcoming Meeting &  
Potential Future Topics**

# TPWG: Upcoming Meeting – Save the Date!

- Date: **Thursday**, August 1, 2024
- Time: 10:00am - 11:30am, ET
- Topic: Strategies to Address Truck Parking During Disruptions
- Speakers: TBD



# TPWG: Potential Future Topics

- Success stories in addressing capacity expansion over NIMBY objections and/or in local land use/industrial development planning
  - How do DOTs, MPOs engage to get stakeholder attention/support?
- Other topics?





# TETC Update

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# Upcoming TETC Activities

- **TETC Freight Committee Work Planning**
  - **Work Plan Meeting: May 9, 2024**
    - **Final work plan to Board end of May for June Meeting**
- TETC Member Roundtable on USDOT RFI – National Multimodal Freight Network
  - May 30, 2024: 11:00am-12:00pm, ET
- TETC Freight Data & Planning Working Group
  - Meeting: June 12, 2024
    - Updates on Ongoing Freight Data, Research and Tools - Birat Pandey (FHWA, HOFM)
- Truck Parking Working Group Meeting
  - August 1, 2024: 10:00am-11:30am, ET
  - Tentative topic: Addressing Truck Parking during disruptions
- Regional Bridge Strike Coordination
  - Agency Survey: May 2024
  - Working Group Meeting: August 2024



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# THANK YOU

Marygrace Parker, Freight Program Director

The Eastern Transportation Coalition

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