

WASHINGTON STATE JOINT TRANSPORTATION COMMITTEE
TRUCK PARKING ACTION PLAN

JTC Meeting

presented to
JTC

presented by

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Joint Transportation
Committee

September 23, 2021

Why truck parking matters in Washington

On a per capita basis, WA is the most trade dependent state in the nation




Trucks move the majority of freight




Drivers need a safe place to rest



Comprehensive Studies Conducted in Washington State

 Washington State
Department of Transportation

Washington State
TRUCK PARKING STUDY
December 2016



 Washington State
Department of Transportation

2017 Washington State
FREIGHT SYSTEM PLAN
Technical Update to the 2014 FREIGHT MOBILITY PLAN



— *Keeping Washington vital and competitive* —

2021 Washington State Truck Parking Workshop *Overview and potential solutions for consideration*

Workshop dates: June 2 – June 23, 2021

Hosted by



With facilitation, hosting, and technical support from



Workshop hosts

Trevor Daviscourt – WSDOT Rail, Freight, and Ports Division
Christina Leach – FHWA Resource Center
Jocelyn Jones – FHWA Resource Center
Matthew Kunic – FHWA Washington Division Office



WHY & WHERE DRIVERS NEED TO PARK

Need a Place to Rest

Driver fatigue contributed to 13% of large truck involved crashes

- » *The Large Truck Crash Causation Study – Analysis Brief**
- » *Subsequent studies also suggest that fatigue is a factor*

Federal “Hours of Service” requirements mandate rest breaks

*Source: <https://www.fmcsa.dot.gov/safety/research-and-analysis/large-truck-crash-causation-study-analysis-brief>



Need a Place to Wait

Waiting for appointments, loads, or authorizations at

- » Shippers and Receivers
- » International Border Crossings
- » Seaports
- » Warehousing districts

Studies Indicate*

- » Federal Motor Carrier Safety Administration Study (12/2014) showed an **average lost time of 1 to 1.7 hours**
- » JB Hunt Study (2015) showed **2 hours of “inefficient time”**

*Source: <https://www.fmcsa.dot.gov/sites/fmcsa.dot.gov/files/docs/mission/advisory-committees/mcsac/81096/mcsac-detention-times.pdf>

Road Closures

- » Create a sudden and large demand for parking

Congestion

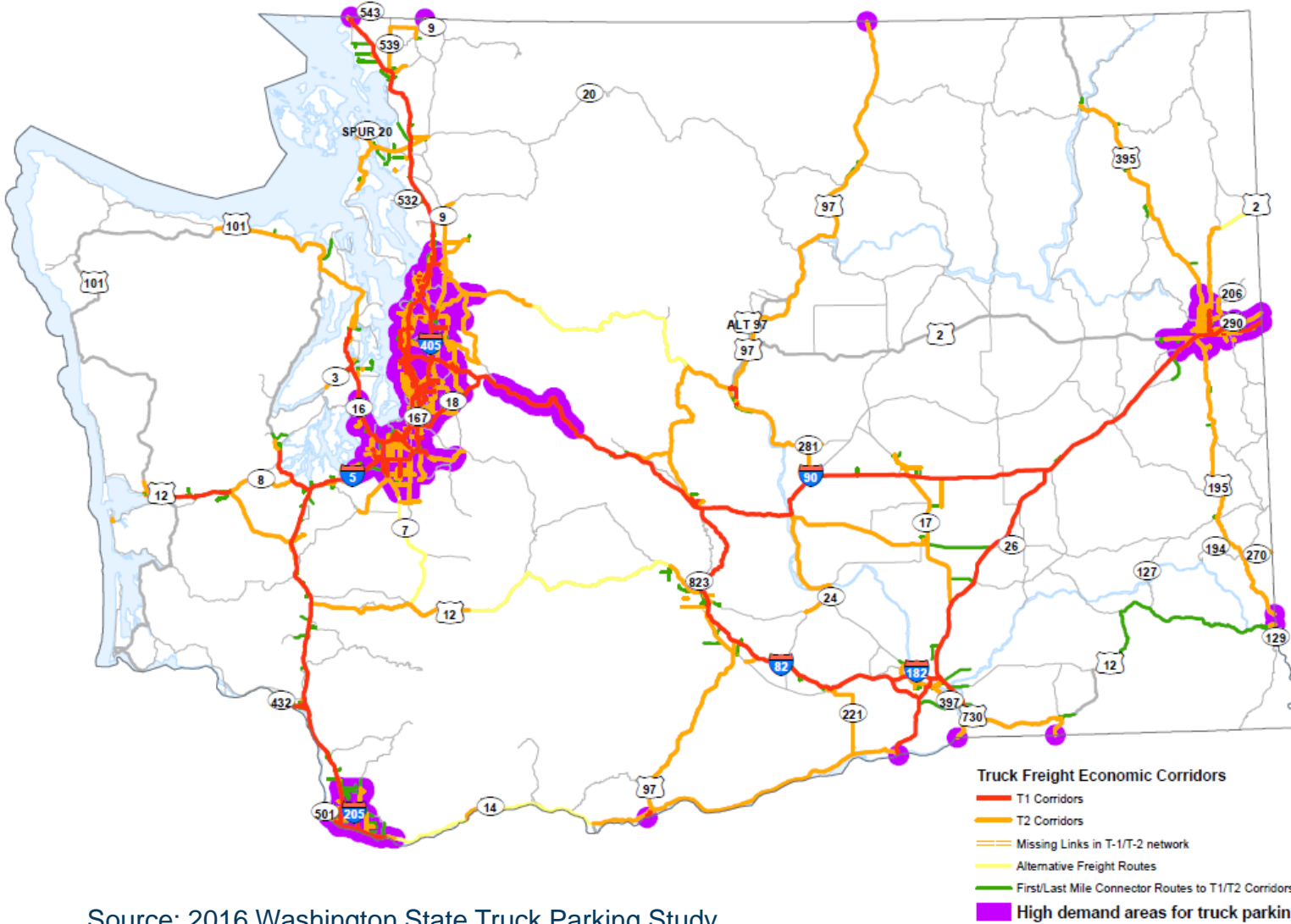
- » Cuts into hours of service
- » Increases need to park close to customer

Parking for Unplanned Events



Photo: WSDOT Rail, Freight and Ports Division

High Demand Areas for Truck Parking



Source: 2016 Washington State Truck Parking Study

Metropolitan and Urban Areas

» Puget Sound region

Border Crossings

Mountain Passes

The background features a series of overlapping, chevron-shaped blocks in shades of teal and blue. On the right side, there is a faint, semi-transparent image of a car, possibly a truck or a large van, viewed from a high angle. The overall aesthetic is modern and professional.

CONSEQUENCES OF LACK OF PARKING

In March 2009, a truck driver named Jason Rivenburg was murdered while waiting to deliver a load of milk.

He was early for his appointment and the distribution center would not let him park on the property.

“Jason’s Law”, included in the 2015 Transportation Bill Reauthorization, funds truck parking research and sets standards.

Impacts to Truck Drivers and Companies

- Personal safety
- Theft of load and/or equipment
- Loss of income
 - On average, **truck drivers lose 9,300 revenue-earning miles a year, or \$4,600 annually due to lack of truck parking** at the time and location needed (<https://truckingresearch.org/2016/12/13/atri-truck-parking-case-study/>)
- Drivers leaving the industry

Impacts to Communities

- Trucks parked in neighborhoods
- Traffic Safety
 - **2,315 crashes involving parked trucks** in Texas during 2013-2017 resulted in **138 fatalities** and 997 injuries (Texas Statewide Truck Parking Study)
- Environmental Issues
 - Truck idling
 - Noise and air pollution
 - Biowaste Cleanup
- Pavement Damage



Photos: 2016 Washington State Truck Parking Study



WHAT CAN WE DO
ABOUT IT?

Add More Public Facility Spaces

- Expand safety rest areas
- Build dedicated truck parking facilities
 - Convert closed rest areas and weigh stations
 - Build on WSDOT surplus real estate



Image Source: Google Maps.

Google

Image capture: Sep 2015 © 2021 Google United States Terms Privacy Report a problem

Example safety rest areas where parking expansion is physically feasible and demand is high:

- » Smokey Point Northbound and Southbound (I-5)
- » Indian John Hill Eastbound (I-90)
- » Ryegrass Eastbound (I-90)
- » Sprague Lake Westbound (I-90)



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Better Utilize Existing Infrastructure

- » *Provide Information on parking availability*
- » *Allow parking at chain-up areas*
- » *Allow parking at fairgrounds or other large facilities when not in use*

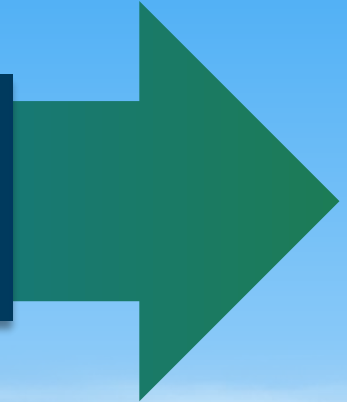


Support Private Investment

**Permitting
and Outreach
Support**

**Co-develop
Adjacent
Properties**

**Public-Private
Partnerships**



And Much More...

Policies



- Require shippers and receivers to providing parking on-site
- Allow Truck Parking at Chain-Up Areas when not in Use

Programs



- Public education program
- Integrate truck parking needs into roadway project development processes



**WHAT WILL THIS PROJECT
ACCOMPLISH, AND BY WHEN?**

Develop a Concise Truck Parking Action Plan

Summarize Previous Work

- » Celebrate successes
- » Identify impediments
- » Build on best practices

Engage Stakeholders

- » Staff Workgroup
- » Truck driver survey
- » Solutions charrette
- » Interviews

Step-by-step Process

- » For the legislature
- » For State agencies
- » For local agencies

WA State Legislature JTC Truck Parking Action Plan More at: <https://leg.wa.gov/JTC/Pages/truckparking.aspx>

1 Washington State Truck Parking Action Plan

Learn a bit about this initiative before you begin.

WELCOME

Share your input!
The Washington State Legislature is seeking feedback on truck parking issues and strategies as part of the development of a Truck Parking Action Plan for Washington State. Your input will help shape recommendations that will address near and long-term truck parking needs.

Washington State Truck Parki... → Next

Please take a moment to tell us what you think and help us understand issues that are important to you.

The Truck Parking Action Plan will develop recommendations for the legislature for how to make near-term improvements and lasting change in the availability of truck parking for short-haul and long-distance commercial vehicle drivers.

MAP IT **2** **3** **4** **5**

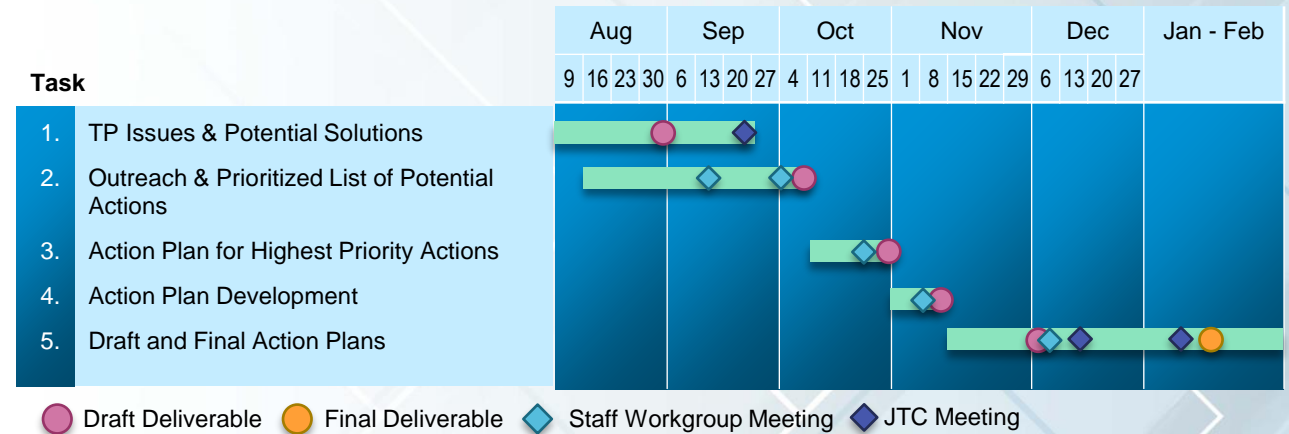
STRATEGIES **RESOURCE ALLOCATION** **WRAP UP**

Joint Transportation Committee

Key Deliverables and Presentations

- » **September 23, 2021:** *Present Plan overview to JTC*
- » **December 10, 2021:** *Submit draft Action Plan to JTC*
- » **December 16, 2021:** *Present summary of draft Action Plan to JTC*
- » **January 1, 2022:** *Submit Final Action Plan to House and Senate Transportation Committees*
- » **2022 Legislative Session:** *Available to present the Final Action Plan to the House and Senate Transportation Committees*

When will it get done?





QUESTIONS OR
COMMENTS?