

WASHINGTON STATE JOINT TRANSPORTATION COMMITTEE
TRUCK PARKING ACTION PLAN

Draft Final Report

Findings & Recommendations

presented to
JTC

presented by
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Joint Transportation
Committee

December 2021

Develop a Concise Truck Parking Action Plan

Summarize Previous Work

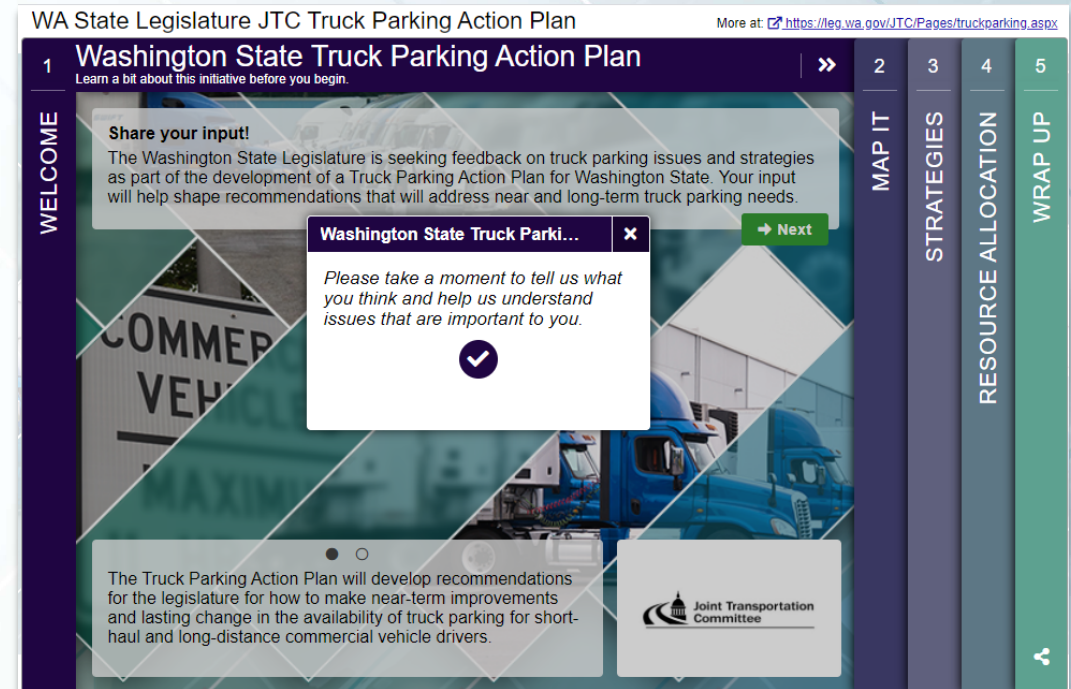
- » Celebrate successes
- » Identify impediments
- » Build on best practices

Engage Stakeholders

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

Step-by-step Process

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



Why truck parking matters in Washington

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



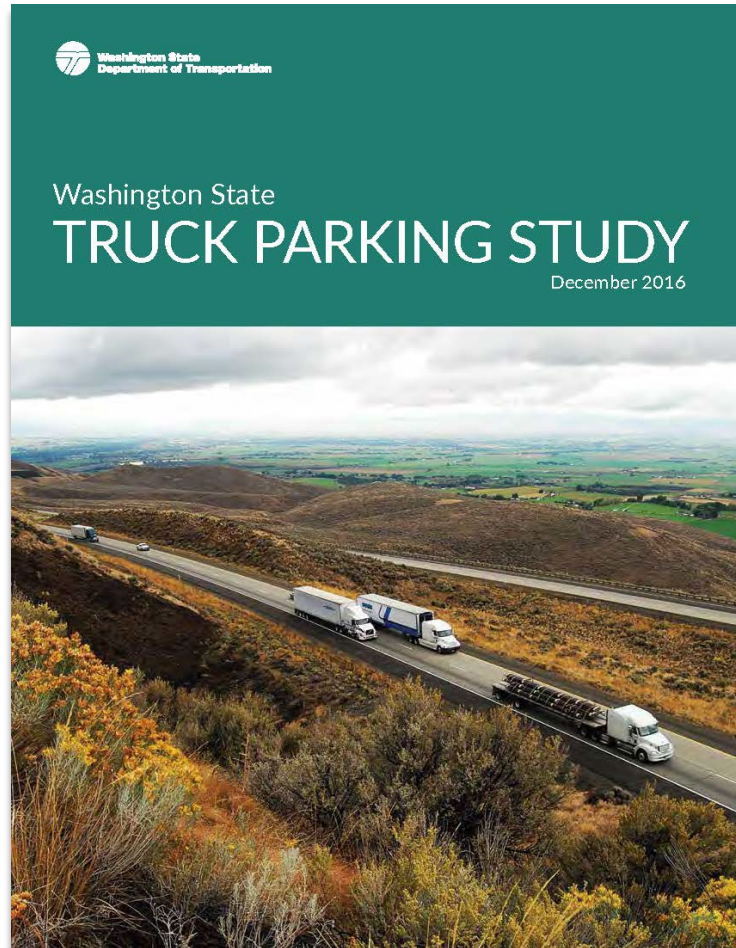
Trucks move the majority of freight



Drivers need a safe place to rest



Comprehensive Studies Conducted in Washington State



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 Daviscount – 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

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.

Consequences of Lack of Parking



Safety



Tough Decision



Preservation of Roadways

Time and Money

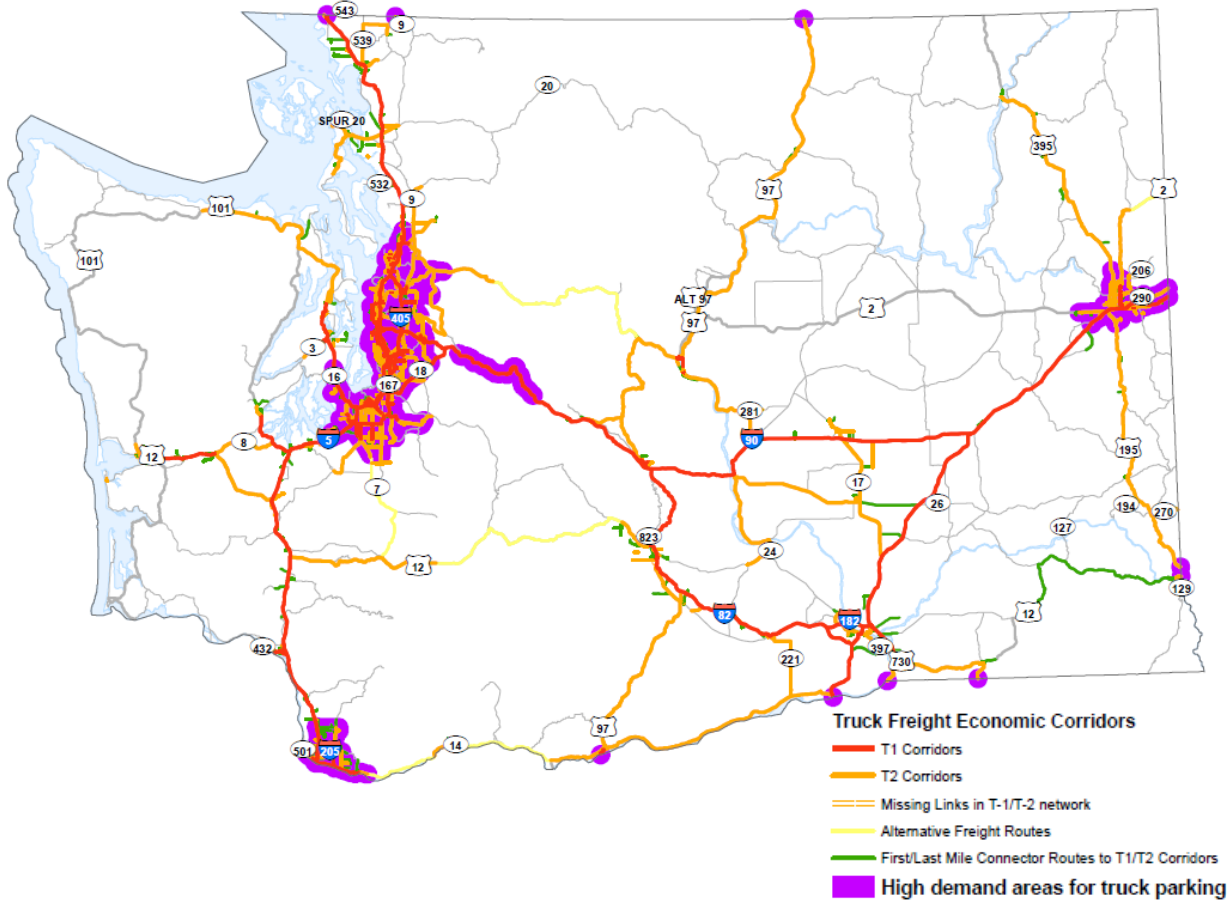


Air and Noise Pollution

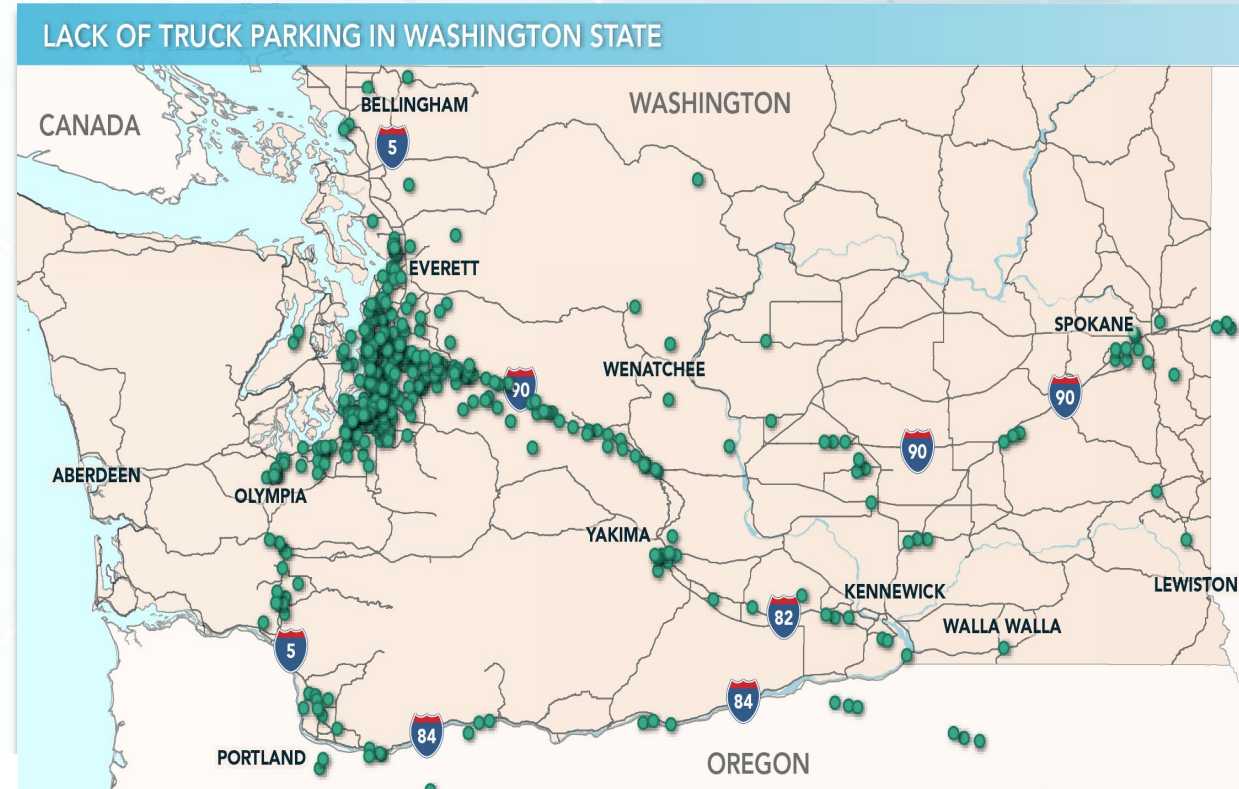


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Survey of Truck Drivers Confirms Findings of the 2016 Study



2016 Washington State Truck Parking Study



2021 Survey



ACTIONS FOR ADDRESSING TRUCK PARKING NEEDS

7 Strategies with 25 Implementation Actions

Ranging from ***\$14,500,000 to \$25,700,000***



11 IMMEDIATE
actions totaling
**\$900,000 to
\$1,900,000**

Establish and fund
guidelines, policies,
programs, legislation



11 NEAR-TERM
actions totaling
**\$6,600,000 to
\$11,800,000**

Build more truck
parking spaces



3 MID-TERM
actions totaling
**\$7,000,000 to
\$12,000,000**

Guide and prioritize
future actions



STRATEGY 1:

Develop More Publicly-owned Truck Parking in High Demand Areas



Near-term Action

Build Truck Parking Facility on/near I-5

EXAMPLE:

Close Sea-Tac Rest Area and convert to truck-only parking



STRATEGY 1:

Develop More Publicly-owned Truck Parking in High Demand Areas



Near-term Action

Build Truck Parking Spaces on I-90

EXAMPLE:

Expand truck parking at Indian John Hill Rest Area on Westbound I-90



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STRATEGY 1:

Develop More Publicly-owned Truck Parking in High Demand Areas



Immediate Action

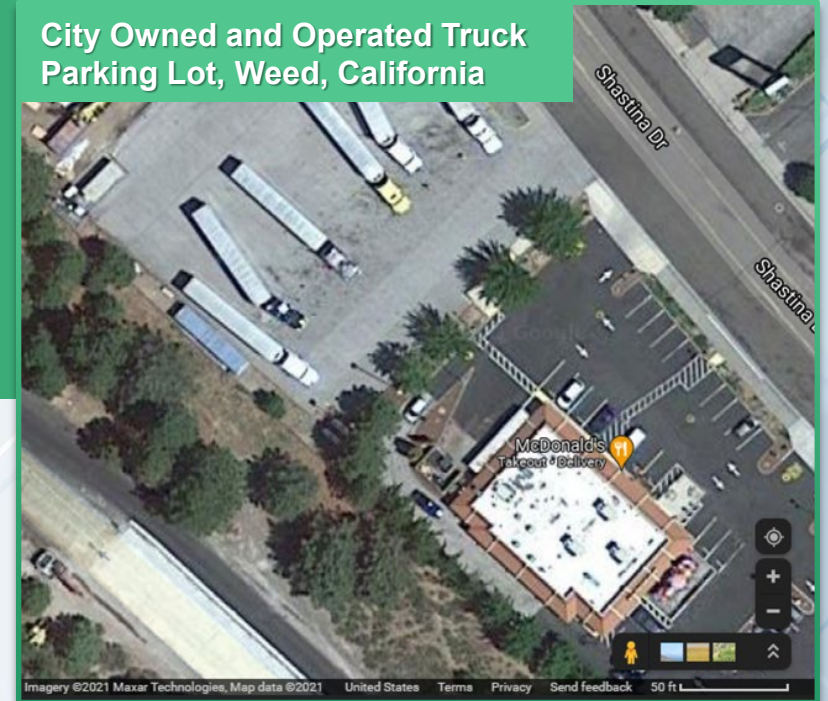
Identify Most Feasible Sites for Truck Parking Facilities



Near-term Action

Build Small Parking Lot for Short-term Staging Only

City Owned and Operated Truck Parking Lot, Weed, California



Source: Google Maps.



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STRATEGY 2:

Better Utilize Existing Parking In Urban Areas



Immediate Action

Develop Guidance for Managing Curbside Truck Parking



Near-term Action

Pilot Project for Managing Curbside Truck Parking



STRATEGY 2:

Better Utilize Existing Parking In Urban Areas



Immediate Action

Pilot a Truck Parking Partnership Program for Underutilized Infrastructure



Near-term Action

Promote “Airbnb” Truck Parking



STRATEGY 3:

Shippers and Receivers Provide On-site Parking and Basic Amenities



Immediate Action

Develop Guidance for Permitting Agencies



Immediate Action

Create Statewide Tax Incentives



Immediate Action

Pass Statewide Requirements



Immediate Action

Mandate Restroom Access for Truck Drivers



STRATEGY 4:

Develop Truck Parking Information Systems



Near-term Action

Develop Concept of Operations for Expansion of Truck Parking Availability System



Mid-term Action

Expand Truck Parking Availability System



Near-term Action

Integrate Communication and Truck Parking Availability Information Systems



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STRATEGY 5: Secure Federal Funding for Next-gen Truck Parking



**Immediate
Action**

*Prepare
Federal
Grant
Application*



STRATEGY 6:

Better Utilize Existing Infrastructure along Mountain Passes



Near-term Action

Explore Benefits and Risks of Truck Parking at Chain-up/off Areas



Near-term Action

Pilot Project for Emergency Road Closure Truck Parking at Facilities with Large Car Parking Area

STRATEGY 7: Maintain Momentum



Immediate Action

*Establish and Facilitate
Truck Parking
Workgroup for 3 Years*



Immediate Action

*Integrate Truck Parking
into all Decision-making
Processes*



Immediate Action

*Collaborate with
Neighboring States*



Near-term Action

*Develop Innovative
Partnership Action Plan
for New or Expanded
Commercial Truck Stops*



Mid-term Action

*Quantify Truck Parking
Demand with Data-
driven Study*



Near-term Action

*Develop Education and
Information Campaign
for Local Jurisdictions*



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Summary Matrix of Actions

Actions	Timing	Planning Level Cost Estimate	Legislature Role	WSDOT Role	Local Jurisdiction Role
Develop More Publicly-owned Truck Parking in High Demand Areas					
Identify Most Feasible Sites for Truck Parking Facilities	Immediate	\$50,000 - \$150,000	\$	Lead	Support
Build Truck Parking Facility on/near I-5	Near-term	\$3,000,000 - \$5,000,000	\$	Lead	Support
Build Truck Parking Spaces on I-90	Near-term	\$3,000,000 - \$5,000,000	\$	Lead	Support
Build Small Parking Lot for Short-term Staging Only	Near-term	\$50,000 - \$500,000	\$	Support	Lead (\$)
Better Utilize Existing Parking in Urban Areas					
Develop Guidance for Managing Curbside Truck Parking	Immediate	\$25,000 - \$75,000	\$	Lead (with Dept of Commerce)	Support
Pilot Project for Managing Curbside Truck Parking	Near-term	\$200,000 - \$400,000	\$	Support	Lead (\$)
Pilot a Truck Parking Partnership Program for Underutilized Infrastructure	Immediate	\$500,000 - \$1,000,000	Legislative support (\$)	Lead	Support
Promote "Airbnb" Truck Parking	Near-term	\$0		Support	Lead
Shippers & Receivers Provide Parking & Basic Amenities					
Develop Guidance for Permitting Agencies to Require On-site Truck Parking at New Developments	Immediate	\$25,000 - \$75,000	\$	Lead (with Dept of Commerce)	Support
Tax Incentives for Shippers & Receivers to Provide Truck Parking On-site	Immediate	TBD	Establish incentives (\$)	Support	Support
Require New Developments for Shippers and Receivers Provide Truck Parking On-site	Immediate	\$0	Pass legislation	Support	Support
Mandate Restroom Access for Trucker Drivers	Immediate	\$0	Pass legislation	Support	Support

Summary Matrix of Actions *(continued)*

Actions	Timing	Planning Level Cost Estimate	Legislature Role	WSDOT Role	Local Jurisdiction Role
Develop Truck Parking Information Systems					
Develop Concept of Operations for Expansion of Truck Parking Availability System	Near-term	\$100,000 - \$200,000	\$	Lead	
Expand Truck Parking Availability System	Mid-term	\$5,000,000 - \$8,000,000	\$	Lead	
Integrate Communication and Truck Parking Availability Information Systems	Near-term	\$50,000 - \$150,000	\$	Lead	
Secure Federal Funding for Next-Gen Truck Parking					
Prepare Grant Application	Immediate	\$100,000 - \$150,000	\$	Lead	
State Matching Funds	Mid-term	\$1,500,000 - \$3,000,000	\$	Lead	
Better Utilize Existing Infrastructure along Mountain Passes					
Explore Benefits and Risks of Truck Parking at Chain-up/off Areas	Near-term	\$15,000 - \$50,000	\$	Lead	
Pilot Project for Emergency Road Closure Truck Parking at Facilities with Large Car Parking Area	Near-term	\$50,000 - \$100,000	\$	Lead	Support
Maintain Momentum					
Establish and Facilitate Truck Parking Implementation Workgroup for 3 Years	Immediate	\$150,000 - \$300,000	\$	Lead	Participate
Integrate Truck Parking into all Decision-making Processes	Immediate	\$25,000 - \$75,000	\$	Lead	
Collaborate with Neighboring States	Immediate	\$25,000 - \$75,000	\$	Lead	
Develop Innovative Partnership Action Plan for New or Expanded Commercial Truck Stops	Near-term	\$25,000 - \$75,000	Support (\$)	Lead	Support
Quantify Truck Parking Demand with Data-driven Study	Mid-term	\$500,000 - \$1,000,000	\$	Lead	
Develop Education and Information Campaign for Local Jurisdictions	Near-term	\$100,000 - \$300,000	\$	Lead	Support

Establish WSDOT Truck Parking Focus Area

ADMINISTER ACTIONS



11 IMMEDIATE
actions totaling
\$900,000 to
\$1,900,000



11 NEAR-TERM
actions totaling
\$6,600,000 to
\$11,800,000



3 MID-TERM
actions totaling
\$7,000,000 to
\$12,000,000

***ENSURE SIGNIFICANT AND
MEANINGFUL CHANGE***



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QUESTIONS OR
COMMENTS?