

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



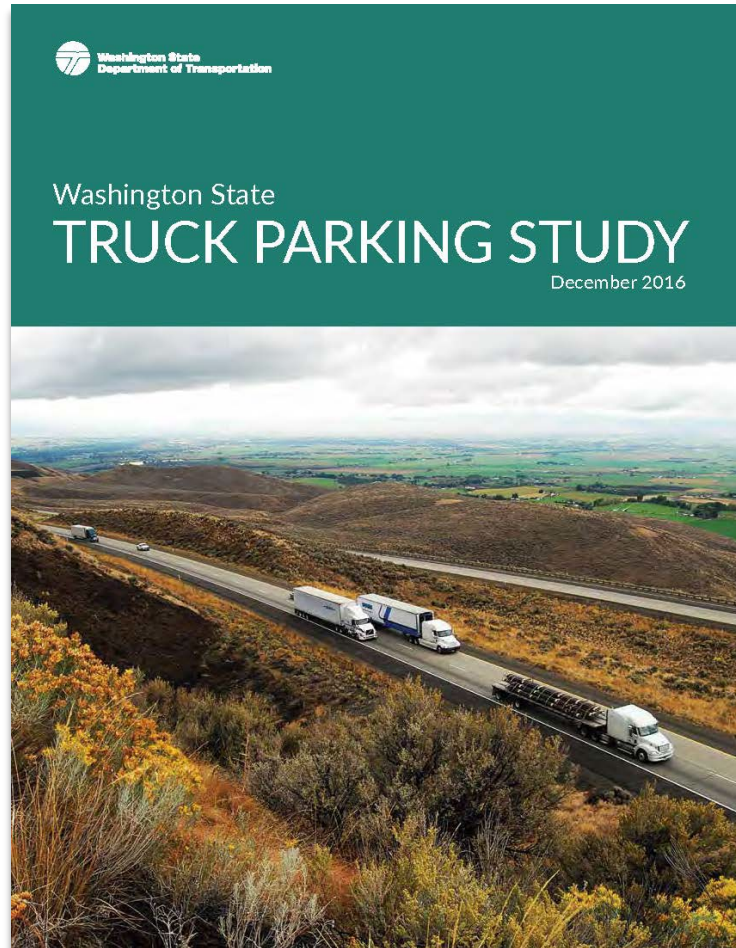
Trucks move the majority of freight



Drivers need a safe place to rest



Comprehensive Studies Conducted in Washington State



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

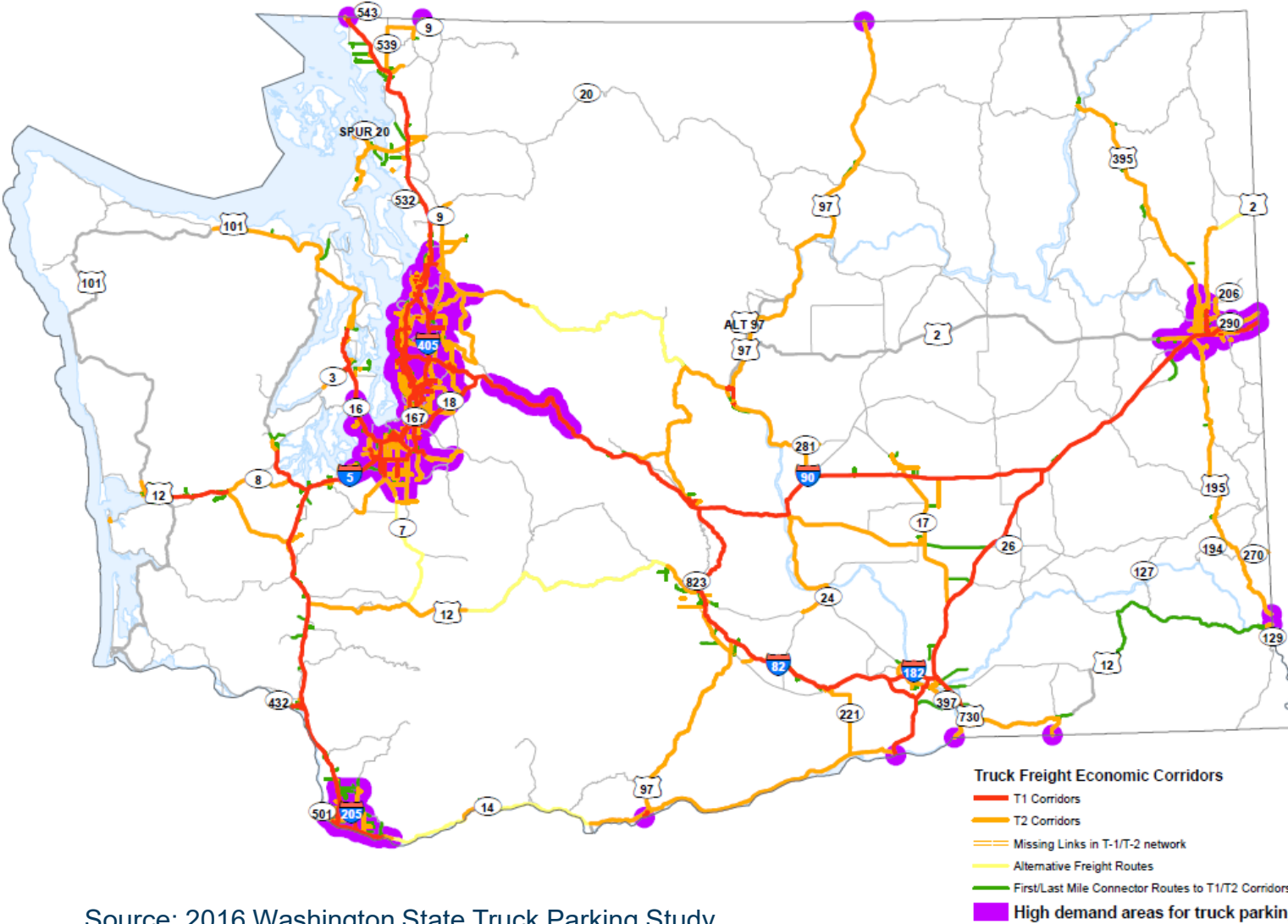
- » Cuts into hours of service
- » Increases need to park close to customer

Parking for Unplanned Events



Photo: WSDOT Rail, Freight and Ports Division

High Demand Areas for Truck Parking



Metropolitan and Urban Areas

» Puget Sound region

Border Crossings

Mountain Passes

CONSEQUENCES OF LACK OF PARKING

The background features a series of overlapping, slanted rectangular blocks in various shades of teal and blue. On the right side, there is a faint, light-blue image of a car, possibly a truck or a large van, viewed from above. The overall design is modern and abstract.

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



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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



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

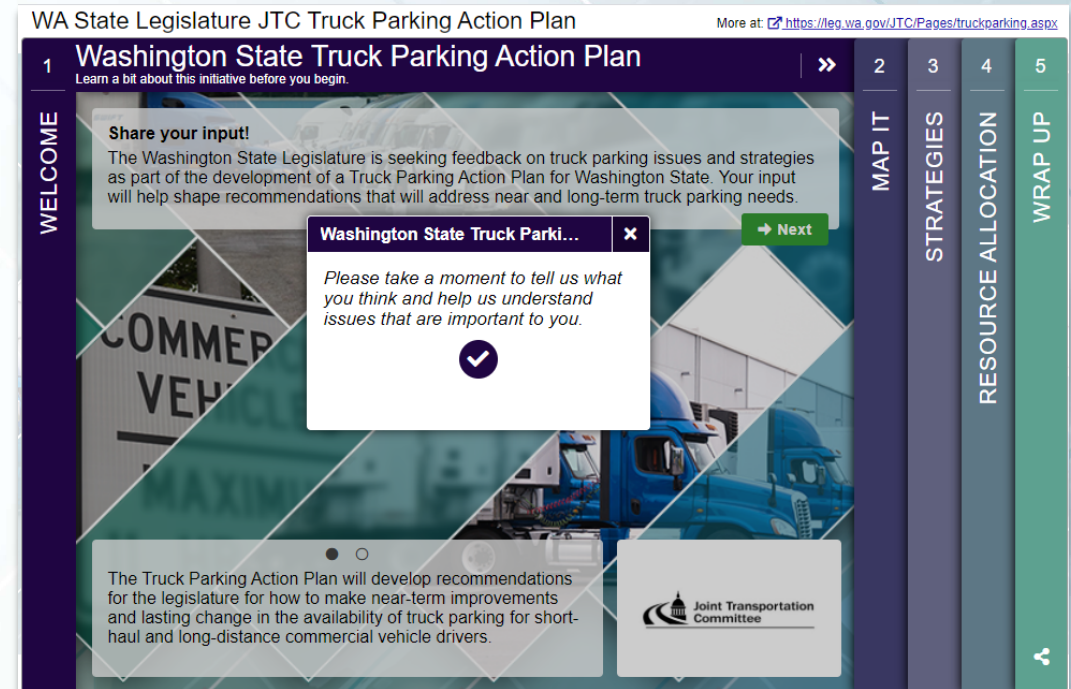
- » Celebrate successes
- » Identify impediments
- » Build on best practices

Engage Stakeholders

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

Step-by-step Process

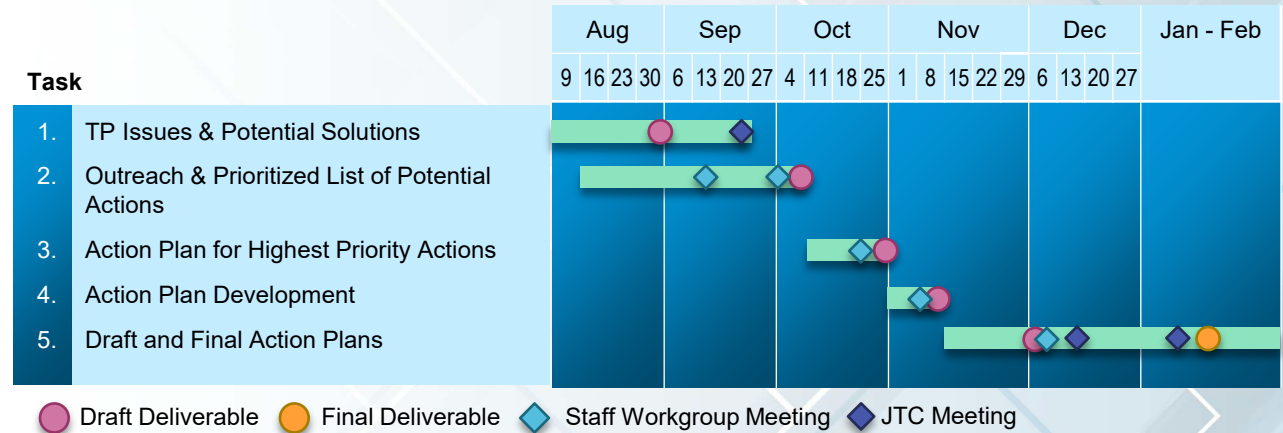
- » For the legislature
- » For State agencies
- » For local agencies



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?