



PENNSYLVANIA STATE
TRANSPORTATION
ADVISORY COMMITTEE

Truck Parking in Pennsylvania



**Delaware Valley Goods
Movement Task Force**

January 16, 2008

Critical Factor



- **Federal Hours of Service Regulations**

- Instituted in 2005.
- Permits 11 hour drive time within a 14 hour on-duty window, followed by minimum 10 hour rest period.



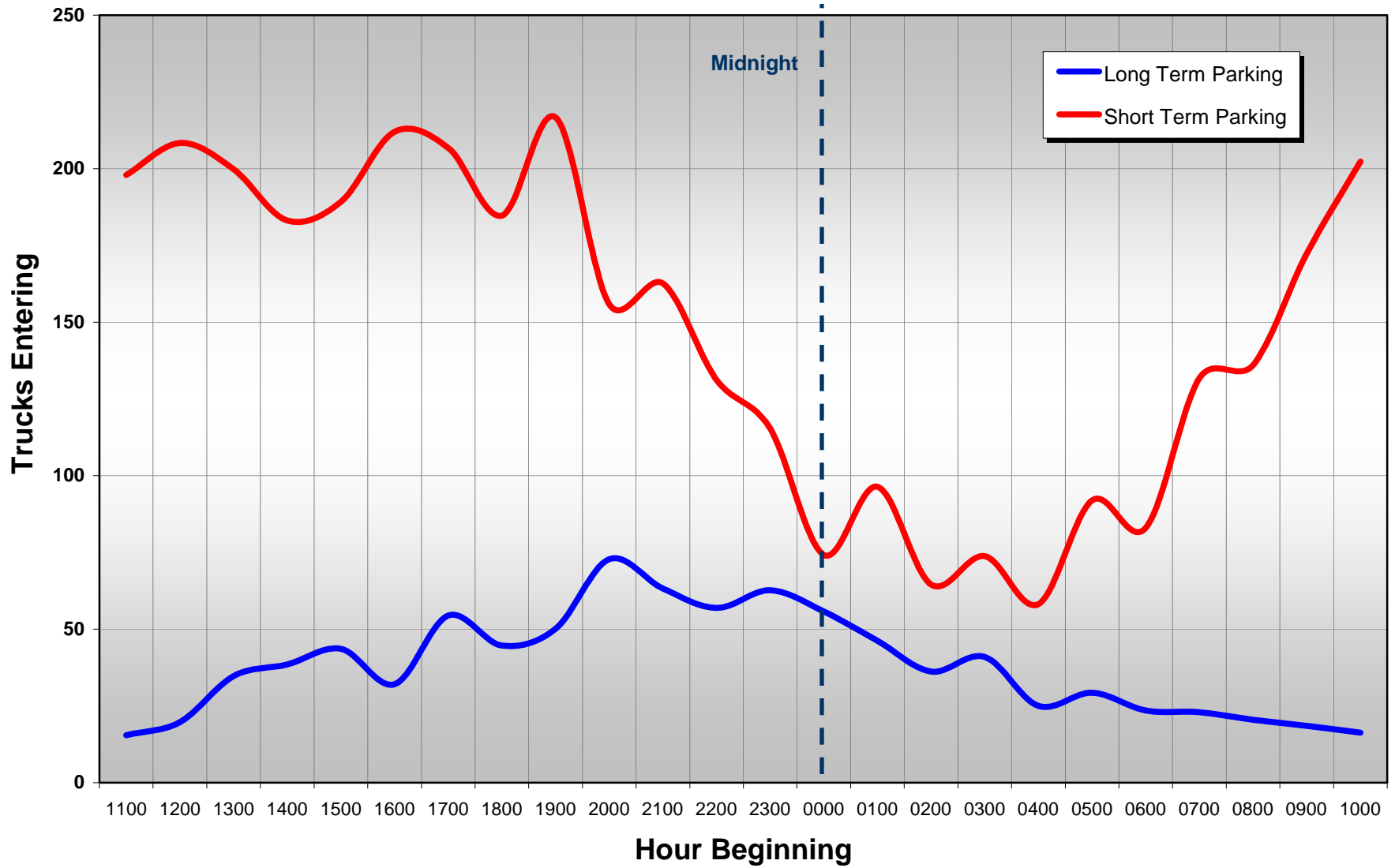
Findings



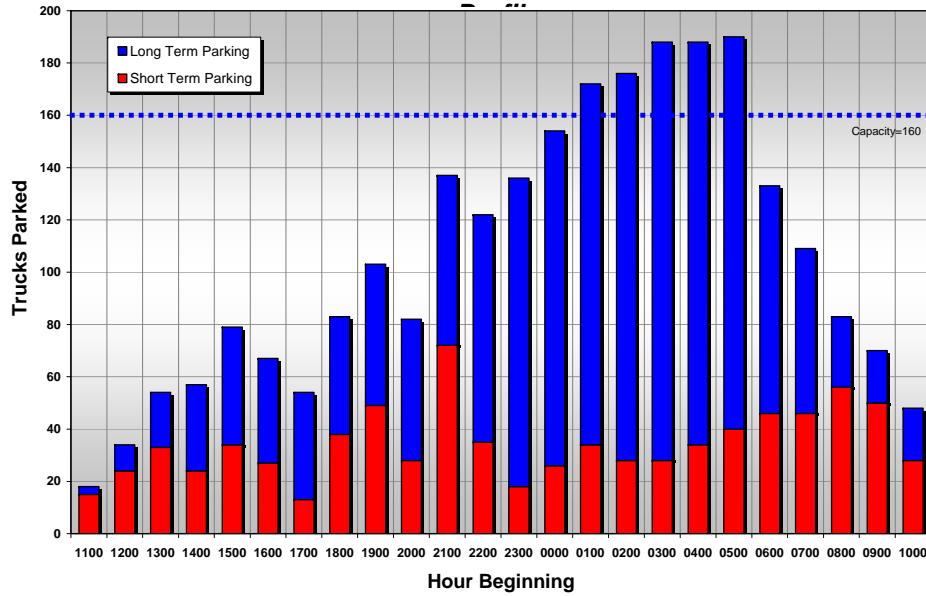
- **There is a shortage of truck parking in Pennsylvania.**
 - The estimated shortfall within the Commonwealth is nearly 4,400 parking spaces.



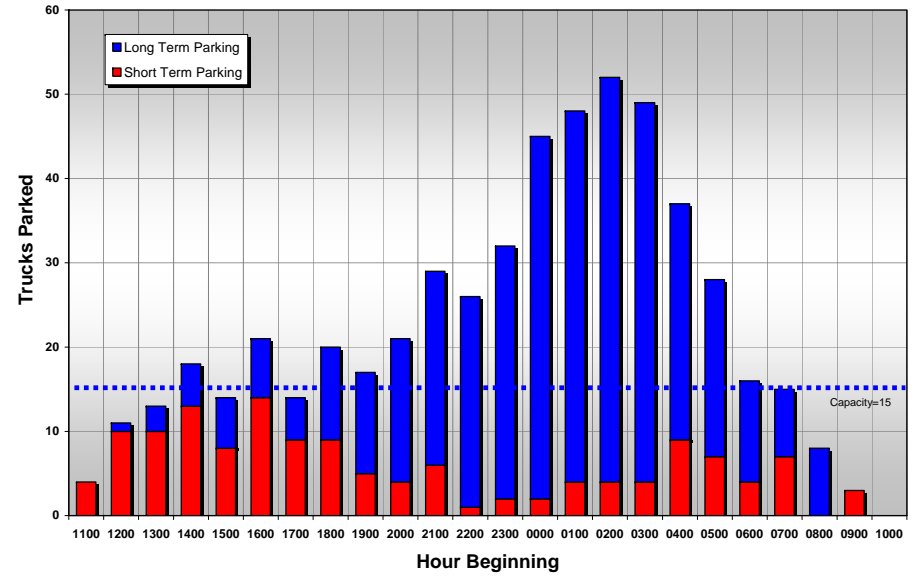
Combined Pennsylvania Facilities -- Trucks Entering by Hour



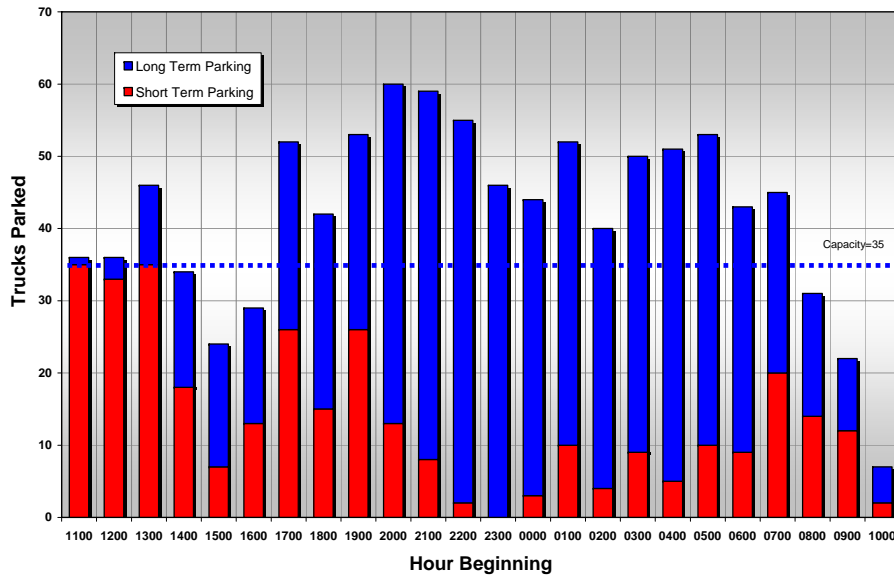
TA Truck Stop (Brookville) -- 24-Hour Parking Accumulation



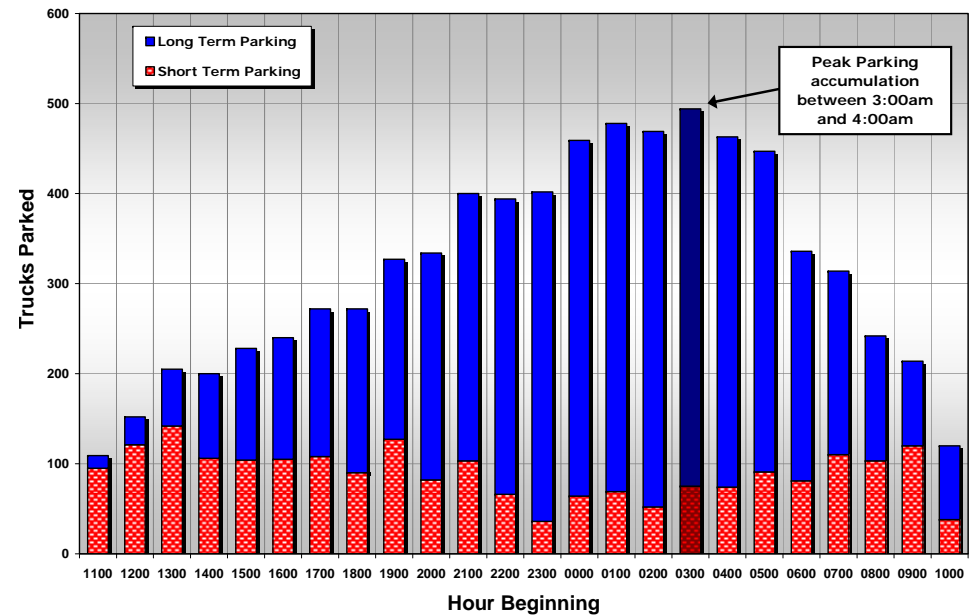
I-81 NB (Grantville) -- 24-Hour Parking Accumulation Profile



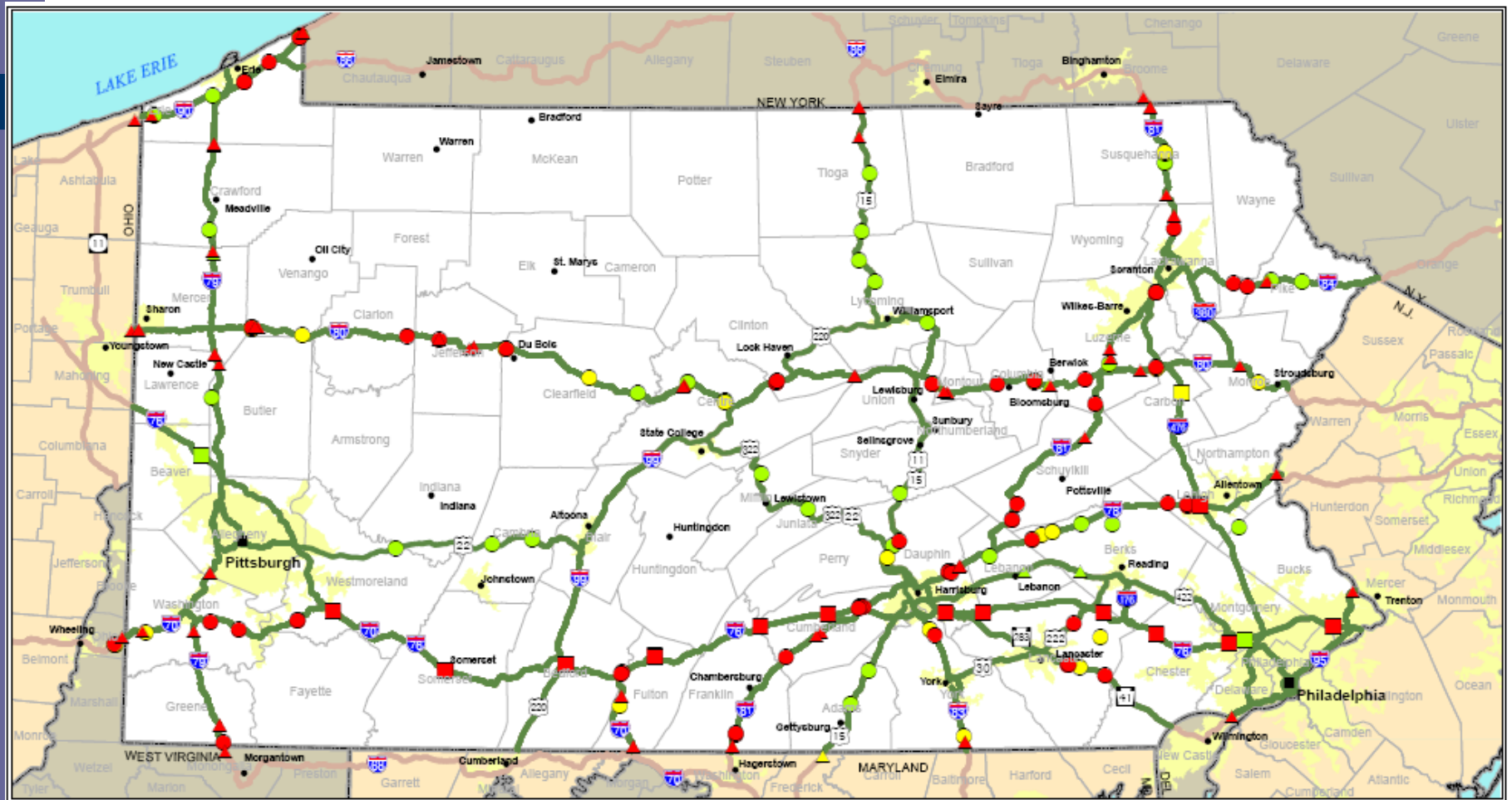
I-76 EB (Midway) -- 24-Hour Parking Accumulation Profile



24-Hour Parking Accumulation Profile



There are 11,500 truck parking spaces available at private truck stops, PennDOT rest areas and welcome centers, and Turnpike service plazas...the need is 13,000.



Data Source: PennDOT road data was obtained from PASDA. All other data was obtained from ESRI's Data & Maps Data CD.

Map Date: September 2007
Figure 2

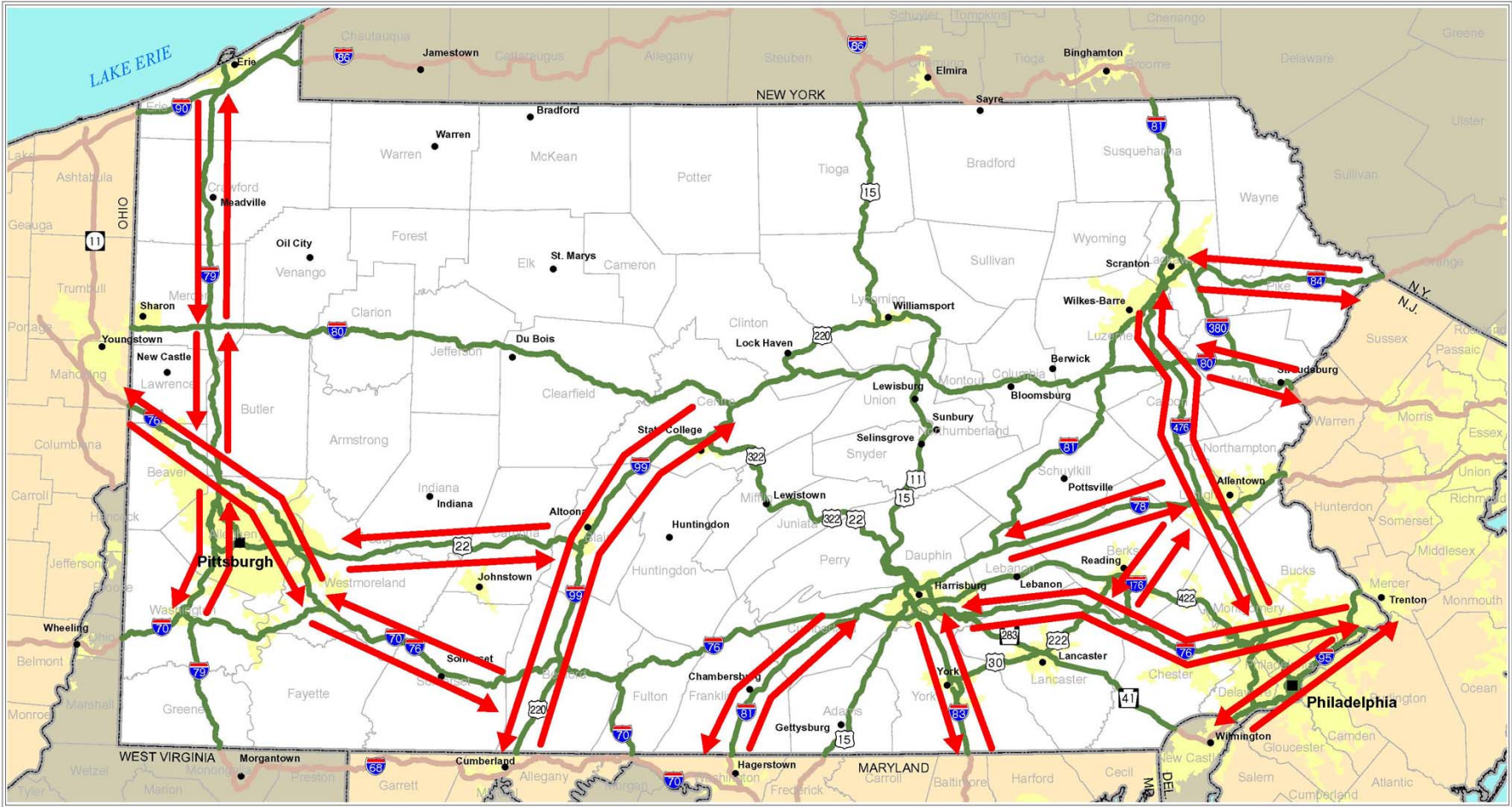


OWNERSHIP AND UTILIZATION OF TRUCK PARKING FACILITIES
TRUCK PARKING STUDY



Truck Parking Facilities		Legend
Ownership	Utilization	
△ PennDOT	Below Capacity	PA Roadways
□ Turnpike	At or Near Capacity	Regional Roadways
○ Private	Over Capacity	Urbanized Area
		County Boundary
		State Boundary

Corridors with Unmet Truck Parking Demand



Data Source: PennDOT road data was obtained from PASDA. All other data was obtained from ESRI's Data & Maps Data CD.

Map Date: September 2007

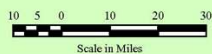
Figure 4



Pennsylvania State Transportation Advisory Committee



CORRIDORS WITH UNMET TRUCK PARKING DEMAND TRUCK PARKING STUDY



Legend

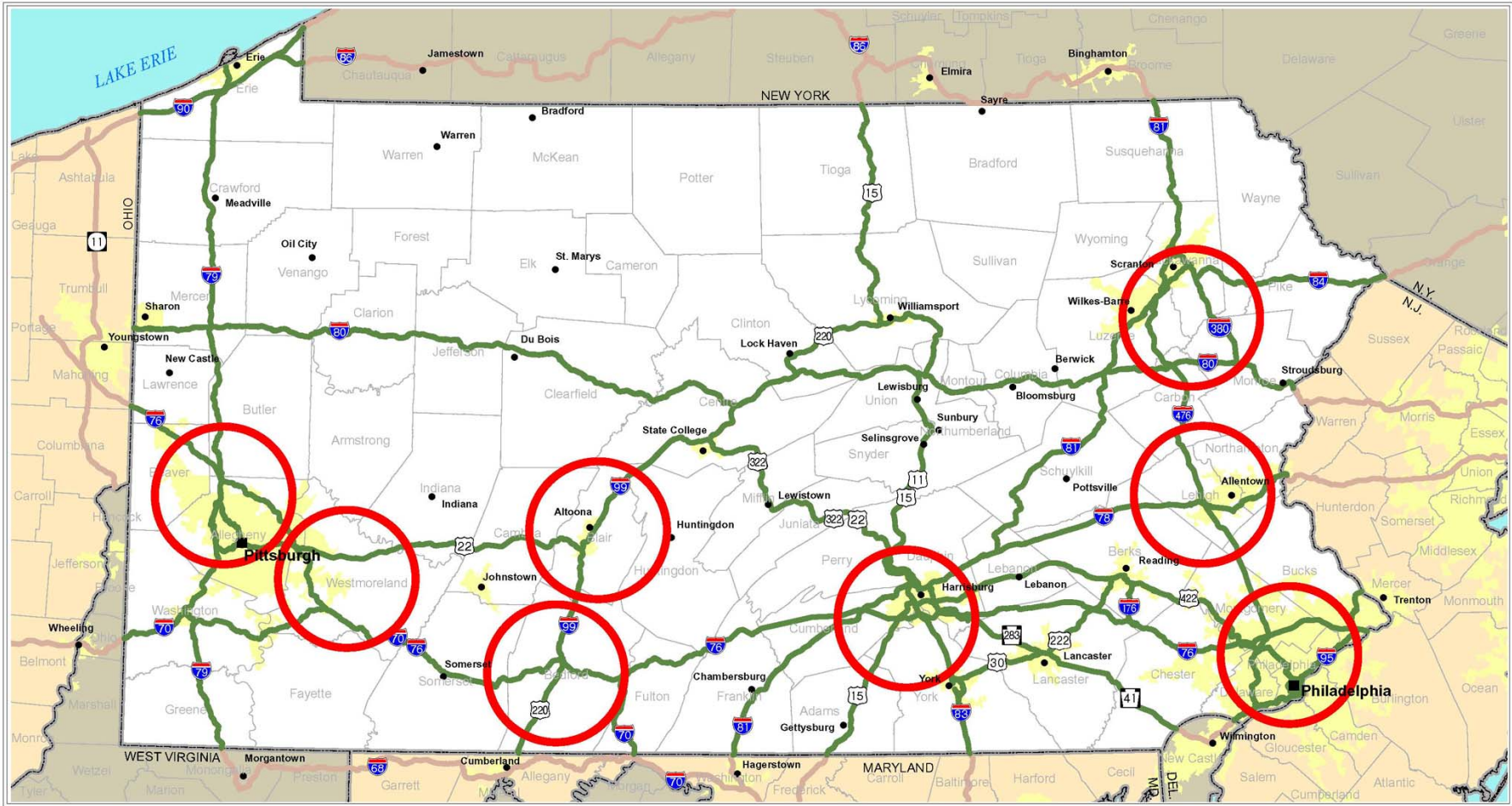
- Priority Corridors
- PA Roadways
- Regional Roadways
- Urbanized Area
- County Boundary
- State Boundary

Delaware Valley Corridors

- Six of top eight corridors with unmet demand cross or terminate in the DVRPC Region
 - I-95 (North and South)
 - PA Turnpike Mainline (East and West)
 - PA Turnpike NE Extension (North and South)
- These corridors account for over 40 percent of statewide shortage



Regions with Unmet Truck Parking Demand



Data Sources: PennDOT road data was obtained from PASDA. All other data was obtained from ESRI's Data & Maps Data CD.

Map Date: September 2007

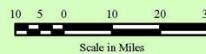
Figure 5



Pennsylvania State Transportation Advisory Committee



REGIONS WITH UNMET TRUCK PARKING DEMAND TRUCK PARKING STUDY



Legend

- Priority Regions
- Urbanized Area
- PA Roadways
- County Boundary
- Regional Roadways
- State Boundary

Findings



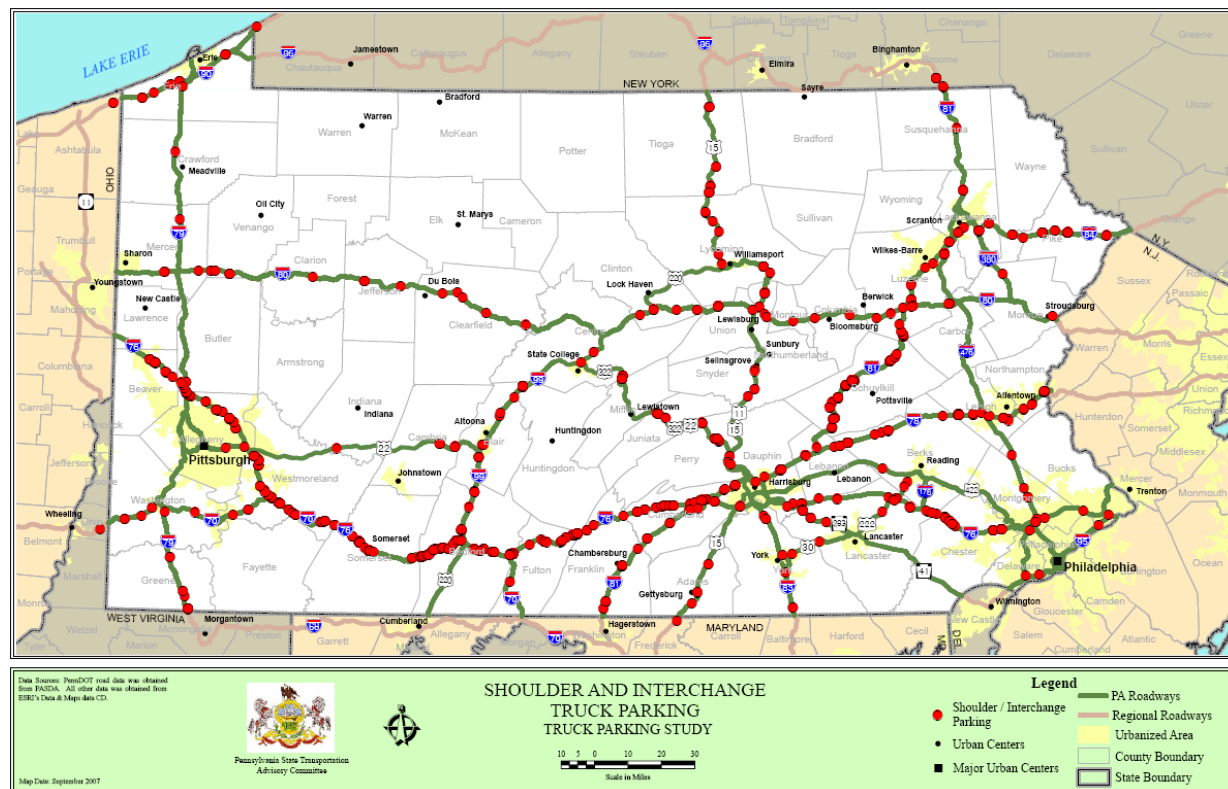
- **A shortage of truck parking compromises safety and contributes to other problems.**
 - During a typical night approximately 1,100 trucks are parked along shoulders and ramps of Pennsylvania highways.
 - The Federal Motor Carrier Safety Administration (FMCSA) estimates that 8.15% of all fatal truck crashes are a result of fatigued drivers



Shoulder Parking—A Symptom of the Problem

Trucks parked on highway shoulders and ramps do not necessarily denote a capacity issue in that particular area. A driver may choose the shoulder over a designated location based on:

- Personal Safety
- Access
- Perceived Capacity
- Local Knowledge
- Capacity



PENNSYLVANIA STATE
TRANSPORTATION
ADVISORY COMMITTEE

Implications



- **The causes of the truck parking problem are complex.**
 - Federal HOS regulations,
 - Pennsylvania's location
 - Increasing truck volumes, and
 - Need for reliable goods movement
- **Truck parking demand will continue to grow.**
- **There is no clear champion or lead organization to address the problem.**
- **Strategies to address the problem must involve the public and private sectors.**



Recommendations— Partnering



1. Advance TAC study recommendations by forming a public-private task force.
2. Collaborate with neighboring states to forge regional solutions.
3. Explore opportunities for expanding truck parking capacity and local economic development through dual-use facilities, brownfield re-use, and provision of parking at truck-oriented developments.



Recommendations— Policy



4. Remove obstacles to public-private partnering for truck parking facilities and driver services.
5. Develop a truck parking policy through the National Governor's Association and the AASHTO for the reauthorization of federal transportation legislation emphasizing partnership, innovative finance, and new funding programs.



Recommendations— Planning & Finance



6. Explore all funding opportunities, particularly for innovative pilot projects.
7. Address truck parking through established statewide planning and programming processes.
8. Reevaluate approaches for accommodating the growing truck parking demand on toll facilities, particularly the PA Turnpike mainline.
9. Establish appropriate performance monitoring to track progress.



Recommendations— Technology & Design



10. Develop complementary ITS applications that support more efficient operations and truck parking.
11. Evaluate new truck parking design concepts to provide improved access to services, more parking at existing sites, and improved circulation.
12. Integrate technologies and design principles into truck parking facilities to mitigate environmental impacts.



Conclusions

- There is a truck parking shortage
- The Delaware Valley has significant unmet parking demand
- It is a complex problem
- A Statewide Strategy has been identified
- More detailed regional study is needed



Final Study Available

- <http://www.dot.state.pa.us>
 - “More Links”
 - “Commissions/Committees”
 - “Pennsylvania State Transportation Advisory Committee”
 - “Committee Reports”
 - **OR**
[“http://www.dot.state.pa.us/Internet/pdCommissCommittee.nsf/TransCommissHomepage?OpenFrameset&Frame=main&src=infoTACCommitteeReports?readform”](http://www.dot.state.pa.us/Internet/pdCommissCommittee.nsf/TransCommissHomepage?OpenFrameset&Frame=main&src=infoTACCommitteeReports?readform)





PENNSYLVANIA STATE
TRANSPORTATION
ADVISORY COMMITTEE

Truck Parking in Pennsylvania— Opportunities and Challenges

Questions/Discussion
