

# TRUCK PARKING TASK FORCE

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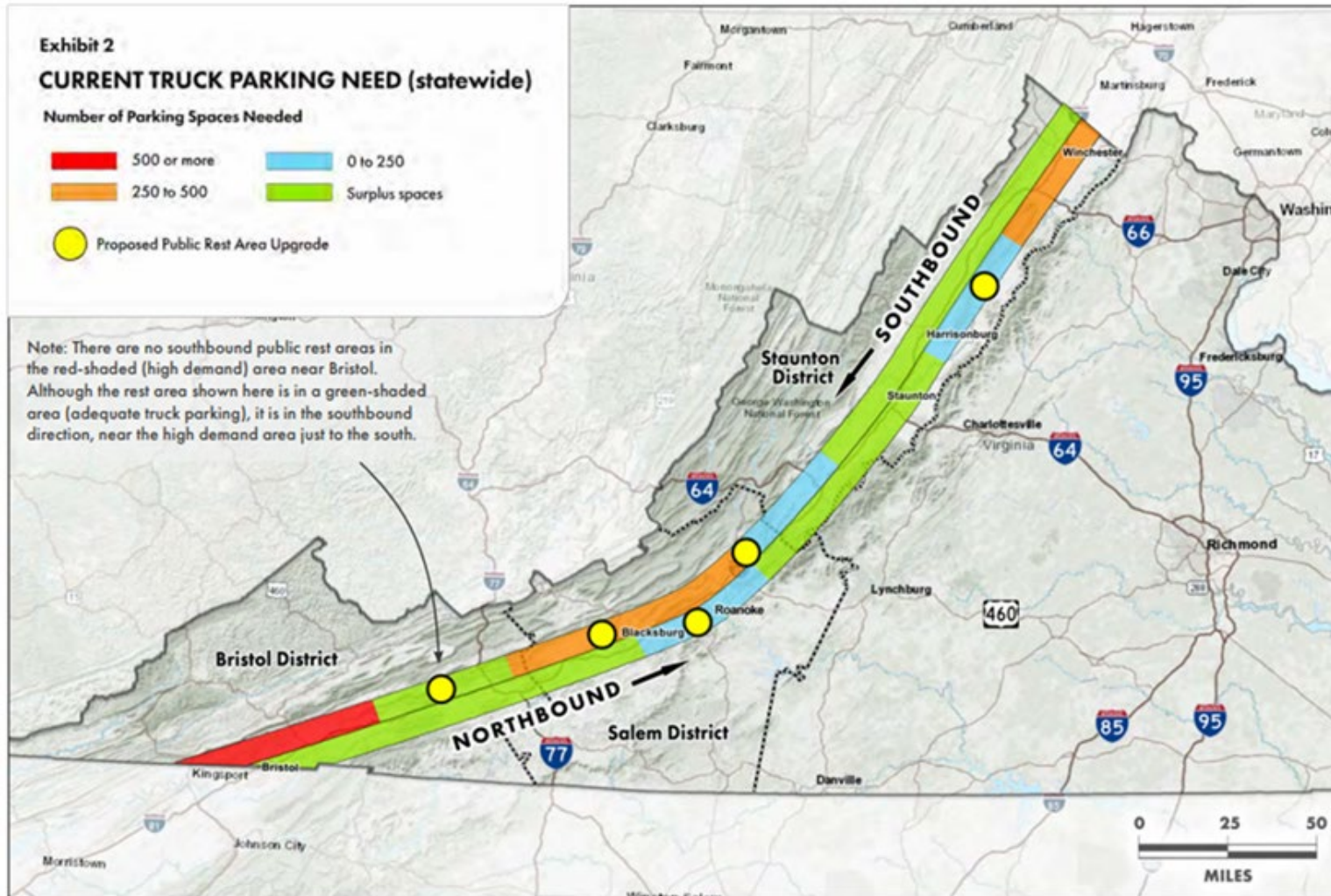
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# Current Conditions for Truck Parking

	Current Supply <sup>1</sup>	Estimated Current Need	Total Deficit
<b>Northbound</b>	1,550	1,900	350
<b>Southbound</b>	1,900	2,500	600
<b>Totals</b>	3,450	4,400	950

Source: I-81 Corridor Improvement Plan, Appendix I

# Current Conditions for Truck Parking



# Opportunities for Additional Parking Capacity

- **Currently an approximately 9-to-1 ratio of private vs. public truck parking spaces**
  - Interviews with drivers indicates a preference for private travel centers due to the availability of services and amenities
  - Significant limitations on commercialization of public rest areas exist, however these spaces also see significant use
- **Study found that spaces could potentially be added at public rest areas along I-81**
- **Significant expansion of private capacity will also be necessary to meet demand**

# Opportunities

- **Public rest area expansions**
  - **5 of 14 rest areas appear to have expansion possibilities**
    - Smyth Southbound (MM 53) – 8 spaces
    - Radford Southbound (MM 108) – 26 spaces
    - Ironto Northbound (MM 129) – 48 spaces
    - Troutville Southbound (MM 158) – 26 spaces
    - New Market Northbound (MM 262) – 23 spaces
- **Private parking expansions**
  - **Incentives to private operators could increase supply**
- **Technology applications**
  - **Explore implementation of a real-time truck parking availability and reservation system at VDOT rest areas and through partnerships in private facilities**

# Truck Parking Task Force - Membership

- **Virginia Trucking Association**
- **Owner Operator Independent Driver Association (OOIDA)**
- **National Association of Truck Stop Owners**
- **Private Truck Stop Owners**
- **Trucking Companies**
- **Regional Planning Organizations**
- **I-81 Corridor Coalition and Eastern Transportation Coalition**
- **DMV, VSP, VDOT**

# Task Force Goals

- **Understand the needs of commercial vehicle operators as it relates to truck parking. What services are needed? What is the appropriate mix of full service and minimal service?**
- **Evaluate options for meeting the need for additional capacity through public investment, private investment, and public-private partnerships. What are the hurdles to expanding parking capacity?**
- **Determine the need for and methods to provide information on truck parking availability in real-time. What is the preferred method of information dissemination? Is the ability to reserve spaces desired?**

# Task Force Schedule

- **The Task Force will meet (virtually) every other month**
- **Segments will be evaluated beginning at the southern end of the corridor**
- **Recommendations will be offered to the Committee in Summer 2021**



