



- Assess and address commercial truck parking needs for required rest periods in Oregon to increase safety with practical, innovative and cost-effective strategies that include effective technologies.
- Enhance the economic competitiveness of the state's major freight routes and improve safety.
- Develop the information necessary to support decisions regarding future approaches to truck parking issues in Oregon including determination of the State of Oregon's role in the provision of truck parking.

## STAKEHOLDER AND PUBLIC ENGAGEMENT

### Study Advisory Committees

A Technical Advisory Committee (TAC) was formed to provide industry insight on study issues. The TAC included representatives from public agencies and business and industry associations involved in the delivery of goods, truck parking and public safety. The TAC met three times at various points in the study and provided feedback on study methodology, results and recommendations. Members of the project team briefed the Oregon Freight Advisory Committee at two points during the study.

### Outreach Methodology

An online survey tool gathered opinions from travelers who use truck parking within Oregon. In total, the survey received 729 responses, including 662 online submissions and 67 in-person surveys. Longer, in-person and phone interviews were conducted with 26 respondents. The vast majority of respondents were truck drivers or dispatchers.

Both survey and interview respondent's identified insufficient truck parking in Oregon, particularly near urban areas. They also provided useful input as to the problems and potential solutions.

## BEST PRACTICES REVIEW

A literature review was conducted to learn about the methods, findings, and conclusions of previous truck parking studies. Eleven regional, statewide and local truck parking studies from around the country were summarized, noting the results of outreach efforts (if applicable) and how truck parking needs were evaluated. Several federal studies were also reviewed, including the guidance coming from the National Coalition on Truck Parking. Finally, 16 recent research studies were also reviewed (mostly from the past 5 years) to better understand the cutting edge of truck parking demand modeling, needs evaluation, and technological solutions.

## TRUCK PARKING INVENTORY

The Truck Parking Inventory Technical Memorandum (Appendix E) provides an inventory of designated truck parking locations in the study corridors, including rest areas, truck stops and ports of entry. There are approximately 5,500 truck parking spaces at rest areas, truck stops, and ports of entry on the study corridors. Of these, approximately 4,300 are striped and 1,100 are unstriped. There are 914 striped spaces at rest areas, about 4,400 at truck stops, and 154 at ports of entry.

## CURRENT DEMAND ANALYSIS

The Current Demand Analysis Technical Memorandum (Appendix F) expanded the parking demand observed in truck GPS data using observations from video recordings and reports from a leading truck parking application. This analysis allowed for parking demand to be measured in all the rest areas and truck stops statewide and to be compared against existing capacity to identify corridors where shortfalls are likely. Undesignated parking refers to parking at locations where it is not permitted, such as highway shoulders, interchanges, etc. Based on GPS data, high demand locations for undesignated parking were also identified.

## FUTURE PARKING DEMAND

The Future Demand Analysis Technical Memorandum (Appendix G) estimated truck parking demand in 2040 using the baseline results described in the Current Demand Analysis Technical Memorandum (Appendix F). The results indicate the number of parking spaces that need to be added to the corridors in order to avoid future shortfalls. Truck parking demand was forecast by escalating current parking demand by the growth rate in the Oregon Statewide Integrated Model.<sup>1</sup> Figure ES-2 shows the areas where, by 2040, on average, the increase in truck parking demand is expected to overcome the supply of parking.

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<sup>1</sup> <https://www.oregon.gov/ODOT/Planning/Documents/Statewide-Integrated-Model-Vers2-5.pdf>

Figure ES-2: 2040 Average Number of Spaces Available (Supply minus Demand) Weekdays at Midnight



## TRUCK PARKING SOLUTIONS

A breakdown of recommendations from the federal, state and regional truck parking plans reviewed in the Literature Review Technical Memorandum (Appendix C) yielded six key strategies:

- Data and Technology Deployment
- Creative Use of Right-of-Way / Public Capacity Expansion
- Expansion using public-private partnerships
- Policy and Regulations
- Coalitions and Institutional Oversight
- Public and Private Outreach

Site-specific and statewide solutions were identified to meet the forecasted needs across the state in the Strategy and Recommendations Memorandum (Appendix H). They were prioritized according to the following criteria:

- Effectiveness at addressing identified needs
- Cost
- Private resource utilization
- Ease of implementation/previous success

## NEXT STEPS

As a next step, the State of Oregon should develop an implementation plan for this study in order to identify the more specific tasks needed to implement the study. In some cases, feasibility studies and proof-of-concept pilots may be appropriate to determine effectiveness, limitations and projected costs of implementing specific recommendations under consideration. Pilot programs for low-cost solutions—such as expanding rest areas with existing rights-of-way, re-designing/re-marking rest areas to better utilize existing footprints or increasing participation in existing truck parking web applications—could speed implementation.