

Recommended Actions

Note that the truck parking inventory map has been appended at the end for reference.

I-5

Segment	Segment Needs	Issues	Suggested Solutions
H (I-5) from I-205 to WA border (20 miles long)	Primary: None Secondary: Capacity Tertiary: Safety & Security	Secondary: Limited parking availability in this segment – 50% of survey respondents indicated parking spaces are never available. Tertiary: Approximately 40% of respondents indicated that truck parking was not safe or secure in this segment.	<ul style="list-style-type: none"> • Work with the Jubitz truck stop to determine if real-time parking info needs to be more accessible. If so, determine what type of assistance ODOT can provide. • Work with WA state to provide real-time parking information for the truck stops on I-5 in the Vancouver/Portland area. • Investigate public private partnerships to see how the state can help businesses that operate and develop private truck parking facilities. • Investigate perception of unsafe conditions at stops in this segment and determine whether installation of surveillance cameras/improved lighting/fencing/signage is feasible and/or addresses the problem.
G I-5 from I-205 to Salem (35 miles long)	Primary: Capacity Secondary: None Tertiary: None	Primary: This segment sees the highest truck parking demand in the state, is running at capacity, and is projected to have a shortfall of spaces in 2040.	<ul style="list-style-type: none"> • Investigate possibility of expanding the French Prairie Rest Area (utilizing excess ROW, restriping, improved geometrics). • Investigate the provision of real-time parking information for the rest area using dynamic message signs, smartphone apps or websites. • Investigate creation of a public-private partnership to work with Aurora Flying J and Aurora TA truck stops to see how ODOT can help with parking demand. • Work with Aurora Flying J and Aurora TA truck stops to determine if real-time parking info needs to be more accessible. If so, determine what type of assistance ODOT can provide.
F I-5 from Salem to Albany (21 miles long)	Primary: Undesignated Parking Capacity	Primary: Undesignated parking at the Santiam Rest area and the highway shoulders may partly be due to insufficient spaces at the rest area and Albany’s Love truck stop. However,	<ul style="list-style-type: none"> • Increase truck parking capacity through expansion and other improvements to the Santiam River rest area (utilizing excess ROW, restriping, improved geometrics).

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	<p>Secondary: None</p> <p>Tertiary: None</p>	<p>safety and convenience could be other reasons for undesignated parking.</p>	<ul style="list-style-type: none"> • Consider managing and improving the undesignated truck parking in and around the rest areas. Consider expanding the undesignated parking using excess ROW, if available, and making it into designated parking. • Investigate the provision of real-time parking information for the rest area using dynamic message signs, smartphone apps or websites. • Investigate creation of a public-private partnership with Albany’s Love truck stop to see how ODOT can help with parking demand. • Work with Albany’s Love truck stop to determine if real-time parking info needs to be more accessible. If so, determine what type of assistance ODOT can provide.
<p>E I-5 from Albany to Eugene (45 miles long)</p>	<p>Primary: None</p> <p>Secondary: None</p> <p>Tertiary: None</p>		
<p>C I-5 from Eugene to Roseburg (64 miles long)</p>	<p>Primary: Capacity</p> <p>Secondary: None</p> <p>Tertiary: None</p>	<p>Primary: Most spaces in this segment are at the Rice Hill Pilot which is estimated to operate close to capacity. There are two rest areas, Gettings Creek and Cabin Creek in the segment.</p>	<ul style="list-style-type: none"> • Work with the Rice Hill Pilot truck stop to determine if real-time parking info needs to be more accessible. If so, determine what type of assistance ODOT can provide. * • Investigate potential to expand truck parking capacity at/near Rice Hill Pilot using excess ROW or identify alternate truck parking locations using public private partnerships or other means. • Increase truck parking capacity in the two rest areas if they are not usually full during peak hours utilizing excess ROW, restriping, improved geometrics).
<p>B I-5 from Roseburg to Grants Pass (68 miles long)</p>	<p>Primary: Undesignated Parking</p> <p>Secondary: None</p>	<p>Primary: Undesignated parking at Manzanita Rest Area is the primary concern in this segment even though, on average ,there are 63 spaces available at 4 truck stops and the rest area. Undesignated parking may be occurring due to several reasons including safety and convenience.</p>	<ul style="list-style-type: none"> • Manage and/or increase undesignated truck parking in the rest area utilizing excess ROW. Determine if restriping and improving access to rest area will reduce the likelihood of collisions and sideswipes. • Review access and parking design issues at rest area, develop and implement revised design standards, if warranted. • Investigate the provision of real-time parking information for the rest area using dynamic message signs, smartphone apps or websites.

Segment	Segment Needs	Issues	Suggested Solutions
	<p>Tertiary: Capacity</p>	<p>Tertiary: Only 26 spaces are projected to be available in this segment in 2040. Parking availability should be tracked as there is potential for capacity constraints in the future.</p>	<ul style="list-style-type: none"> • Work with the truck stops to determine if real-time parking info needs to be more accessible. If so, determine what type of assistance ODOT can provide. • Track availability trends at rest areas/truck stops in this segment to ascertain likelihood of adding capacity in the future.
<p>A I-5 from Grants Pass to CA border (56 miles long)</p>	<p>Primary: Undesignated Parking Secondary: None Tertiary: Capacity</p>	<p>Primary: Undesignated parking at Ashland Hill park is the primary concern even though on average there are 51 spaces available at 3 truck stops and one small rest area. Most utilized undesignated parking location in the state. Parking is primarily on the NB direction along a wide paved shoulder after a long steep upgrade. Many truck drivers stop here to rest and check their brakes.</p> <p>Tertiary: Parking demand may exceed capacity in the future. More than 25% of respondents take more than 1 hour to find parking in this segment.</p>	<ul style="list-style-type: none"> • Consider managing and/or increasing undesignated truck parking in the area near Ashland Hill park utilizing excess ROW. • Work with the truck stops to determine if real-time parking info needs to be more accessible. If so, determine what type of assistance ODOT can provide. • Work with CA state to help provide real-time parking information for rest areas/truck stops in this corridor. Track availability trends at rest area/truck stops in Medford and Phoenix to ascertain likelihood of requiring additional capacity in the future.

Recommended Actions – I-84

Segment	Segment Needs	Issues	Suggested Solutions
<p>J I-84 from I-5 to Troutdale (16 miles long)</p>	<p>Primary: Capacity Secondary: None Tertiary: Safety & Security</p>	<p>Primary: This segment is the primary connection to Portland from the east - as such limited parking availability in this segment – 40% of respondents indicated parking spaces are never available.</p> <p>Tertiary: Approximately 40% of respondents indicated that truck parking was not safe or secure in this segment.</p>	<ul style="list-style-type: none"> • Work with the Jubitz truck stop to determine if real-time parking info needs to be more accessible. If so, determine what type of assistance ODOT can provide. • Investigate creation of a public-private partnership to work with the truck stops to see how ODOT can help with parking demand. • Existing truck stops operate in a constrained footprint, therefore consider use excess ODOT ROW to identify alternate parking locations near existing stops. • Investigate the possibility of better managing or providing real-time parking info at the Cascade Locks POE at MP45 as they have 19 spaces. • Investigate public private partnerships with warehouse or distribution centers near the segment. • Work with truck stops to determine if installation of surveillance cameras/improved lighting, signage is feasible and/or solves the problem.
<p>K I-84 from Troutdale to US97 (86 miles long)</p>	<p>Primary: None Secondary: Undesignated Parking, Capacity Tertiary: Safety & Security</p>	<p>Secondary: This segment has no truck stops and ranks second in terms of undesignated parking hours, with Corbett Viewpoint being the most used location. Trucks park at the viewpoint area and on the shoulders of the access road. The segment also has capacity constraints with only 25 designated spaces available on average in 2040.</p>	<ul style="list-style-type: none"> • Provide or improve real-time parking information for rest area and truck stops in this segment to improve utilization. • Investigate if capacity constraints at the Memaloose Rest area are a major cause of undesignated parking in this area. If there are capacity constraints, then consider expanding the rest area using excess ROW if available. If the capacity constraints are not the issue, then manage and improve the undesignated truck parking in and around the rest area. Consider expanding the undesignated parking using excess ROW if available. • At viewpoint consider better managing the undesignated truck parking with signage, striping and lighting to increase safety. If warranted, investigate the possibility of providing e additional parking at or near the viewpoint using excess ROW if available.

Segment	Segment Needs	Issues	Suggested Solutions
		<p>Tertiary: Approximately 40% of respondents indicated that truck parking was not safe or secure in this segment.</p>	<ul style="list-style-type: none"> Investigate cause of safety concerns in this segment by working with the OSP, ODOT maintenance districts, OTA and others.
<p>L I-84 from US97 to Pendleton (105 miles long)</p>	<p>Primary: None Secondary: Undesignated Parking Tertiary: None</p>	<p>Secondary: Undesignated parking at the Arlington Viewpoint, Stanfield and Boardman rest areas should be addressed. Lack of designated parking spaces does not seem to be main cause of undesignated parking. Could be occurring due to several reasons including safety and convenience. There may be weather-related issues that contribute to seasonal parking.</p>	<ul style="list-style-type: none"> Provide or improve real-time parking information for rest areas and truck stops in this segment to improve utilization. Investigate the reasons for undesignated parking. If capacity constraints at the rest areas are a major cause of undesignated parking in this segment, consider expanding the rest areas using excess ROW if available. If capacity constraints are not the issue, then manage and improve the undesignated truck parking. Consider expanding the undesignated parking using excess ROW, if available.
<p>S I-84 from Pendleton to Idaho border (169 miles long)</p>	<p>Primary: None Secondary: None Tertiary: Undesignated Parking, Capacity</p>	<p>Tertiary: Significant undesignated parking at rest areas such as Deadman Pass and Reynolds Rest Areas. Lack of current spaces at the truck stops and rest areas does not seem to be the main cause of undesignated parking. However, there may be seasonal weather-related parking needs in this segment. Projected decline in availability in the future due to significant expected traffic growth.</p>	<ul style="list-style-type: none"> Provide or improve real-time parking information for rest areas and truck stops in this segment to improve utilization. Investigate the possibility of better managing or providing real-time parking info at the Farewell Bend POE at MP353 (36 spaces) and the weigh station at MP227. Manage and/or increase undesignated truck parking in the rest area utilizing excess ROW if available. Consider developing a winter truck parking strategy to provide parking for trucks that can't travel on the highway due to poor weather conditions.

Recommended Actions – US97

Segment	Segment Needs	Issues	Suggested Solutions
N US97 from I-84 to Madras (93 miles long)	Primary: None Secondary: None Tertiary: Amenities & Services	Tertiary: Approximately 60% of respondents indicated that services are inadequate. There are however some services in Shaniko, Grass Valley and Moro.	<ul style="list-style-type: none"> Investigate the signage in this segment to determine if there needs to be additional signage indicating miles to towns or services. Investigate which amenities and services are deficient at the Cow Canyon rest area and truck stops and how the state can help improve amenities
O US97 from Madras to Bend (42 miles long)	Primary: None Secondary: None Tertiary: Amenities & Services	Tertiary: Approximately 60% of respondents indicated that services are inadequate on this segment. There are however some services Terrebonne and Redmond.	<ul style="list-style-type: none"> Investigate the signage in this segment to determine if there needs to be additional signage indicating miles to towns or services. Investigate which amenities and services are deficient at the Peter Skene Ogden State Park rest area and truck stops and how the state can help them with improving amenities.
T US97 from Bend to OR58 (58 miles long)	Primary: None Secondary: None Tertiary: Safety & Security, Amenities & Services	Tertiary: Approximately 70% of respondents indicated that services are inadequate on this segment and 40% indicated parking was not safe or secure.	<ul style="list-style-type: none"> Investigate the signage in this segment to determine if there needs to be additional signage indicating miles to towns or services. Investigate cause of safety concerns in this segment with the OSP, local law enforcement, OTA and ODOT maintenance districts Work with the truck stop to see if installation of surveillance cameras/improved lighting is feasible and/or solves the problem.
R US97 from OR58 to CA border (96 miles long)	Primary: None Secondary: None Tertiary: None		

Segment	Segment Needs	Issues	Suggested Solutions

Recommended Actions – Other Segments

Segment	Segment Needs	Issues	Suggested Solutions
<p>D OR58 from I-5 to US97 (86 miles long)</p>	<p>Primary: None Secondary: None Tertiary: Safety & Security, Amenities & Services</p>	<p>Tertiary: Approximately 70% of respondents indicated that services are inadequate on this segment and 40% indicated segment was not safe or secure. The main cause is likely the lack of any designated parking facility in this segment.</p>	<ul style="list-style-type: none"> • The city of Oakridge has indicated a desire to provide more truck services in their city. Work with the city to determine if truck parking could be accommodated in the city. • Investigate cause of safety concerns in this segment with the OSP, local law enforcement, OTA and ODOT maintenance districts • Manage and/or increase undesignated truck parking in the segment utilizing excess ROW and provide lighting, striping, fencing to improve safety.
<p>I I-205 from I-5 to WA border (28 miles long)</p>	<p>Primary: None Secondary: None Tertiary: Capacity, Safety & Security</p>	<p>Tertiary: Approximately 50% of respondents indicated parking spaces are never available and 40% indicated segment was not safe or secure. The main cause is the lack of any designated or undesignated parking in this segment. Because I-205 is used primarily by trucks seeking to bypass the Portland area and through-traffic may be more likely to park at truck stops and rest areas on I-5 in OR and WA.</p>	<ul style="list-style-type: none"> • Investigate public private partnerships to see how the state can help businesses that operate and develop private truck parking facilities. • Explore warehouse parking partnerships and/or requirements with private vendors for end-of-trip parking and staging. • Provide real-time parking information using dynamic message signs, smartphone apps or websites to let truckers know where the parking and services are as they approach the metro area and improve parking utilization. • Work with WA state to develop a coordinated approach to addressing truck parking on the I-205 corridor.

Segment	Segment Needs	Issues	Suggested Solutions
<p>M OR22/US20 from I-5 to US97 (126 miles long)</p>	<p>Primary: None Secondary: None Tertiary: Amenities & Services</p>	<p>Tertiary: This segment has low truck traffic volumes and only 1 rest area with 15 parking spaces even though it is one of the longest segments. 35% of respondents indicated that they routinely spend more than 1 hourly looking for parking.</p>	<ul style="list-style-type: none"> • Provide real-time parking information using dynamic message signs, smartphone apps or websites to let truckers know where the parking and services are as they approach the metro area and improve parking utilization. • Investigate the signage in this segment to determine if there needs to be additional signage indicating miles to towns or services.
<p>P US20 from US97 to US395 (104 miles long)</p>	<p>Primary: Safety & Security Secondary: None Tertiary: None</p>	<p>Primary: This is the only segment where safety & security was rated as a primary need. Approximately 60% of respondents indicated that truck parking was not safe or secure, one of the highest responses to this question in the survey. This is a rural segment that carries a small volume of trucks, with only one small rest area (Brothers Oasis) in over 100 miles.</p>	<ul style="list-style-type: none"> • Investigate cause of safety concerns in this segment with the OSP, local law enforcement, OTA and ODOT maintenance districts. • Manage and/or increase undesignated truck parking in the segment utilizing excess ROW and provide lighting, signage, striping, fencing to improve safety.
<p>Q US20 from US395 to ID border (160 miles long)</p>	<p>Primary: None Secondary: None Tertiary: Safety & Security</p>	<p>Tertiary: While this segment represents low truck volumes, the lack of parking facilities in the middle of this segment may be causing trucks to park in undesignated parking areas or drive a long distance to reach the next parking facility. 40% of respondents indicated that parking was not safe or secure on this segment.</p>	<ul style="list-style-type: none"> • Investigate cause of safety concerns in this segment with the OSP, local law enforcement, OTA and ODOT maintenance districts. • Manage and/or increase undesignated truck parking in the segment utilizing excess ROW and provide lighting, signage, striping, fencing to improve safety. • Provide real-time parking information using dynamic message signs, smartphone apps or websites to let truckers know where the parking and services are as they approach the metro area and improve parking utilization.

Recommended Actions - Statewide

1. Place high importance on interoperability with other states when implementing improvements that will disseminate real-time information about parking availability.
2. Encourage Metropolitan Planning Organizations (MPO) and cities to address truck parking in MPO freight plans and Transportation System Plans.
3. Develop materials to educate the public and elected officials about the importance of truck parking in freight transportation and industrial development.
4. Consider developing policies and regulations that could limit or prohibit truck parking in certain areas on ODOT ROW.
5. Consider development of a coalition with neighboring states in order to address truck parking issues on I-5.
6. Develop a Truck Parking Information Management System (TPIMS) to better address commercial vehicle parking needs throughout the state.

Figure 2: Inventory Map

