Maryland Statewide Truck Parking Study

Delmarva Winter Freight Meeting
December 4, 2019
The Maryland Statewide Truck Parking Study will provide MDOT with the data, context, and actionable solutions needed to advance priority projects and strategies that improve truck parking statewide

- **Identify Truck Parking Supply, Utilization, & Gaps**
  - Analysis covers public and private truck parking locations

- **Define and Prioritize Truck Parking Opportunities & Solutions**
  - Identify priority truck parking issues and opportunities to improve truck parking
  - No “Silver Bullet” the study is identifying opportunities for capacity, information, policy, and partnership solutions
Weighted Availability = 22%
Central Maryland Undesignated Truck Parking Clusters

L – I-70 Rest Area

O – I-70 in Monrovia, MD

H – I-95 Maryland House Rest Area Aberdeen

J – I-83 Cockeysville
Western Maryland Undesignated Truck Parking Clusters

L – I-70 Rest Area

H – I-95 Maryland House
Rest Area Aberdeen

O – I-70 in Monrovia, MD

J – I-83 Cockeysville

LEGEND
- Capital City
- Populated Place
- Road Infrastructure
  - Interstate
  - U.S. Hwy
  - State Hwy
- Parking Availability
  - Probability that Parking is Available Vacancy
    - More Likely
    - Less Likely
- Probability Data Status
  - Data
  - No Data

MARYLAND DEPARTMENT OF TRANSPORTATION
Translating Undesignated Truck Parking to Solutions

Add Context to Undesignated Truck Parking Locations and Focus on those that are Most Acute

- Compile Truck Parking Needs
  - Stakeholder Outreach
  - Long List of Truck Parking Needs
  - Data (Indicators)

Prioritize Truck Parking Needs

Identify Opportunities & Match Solutions

- Quantitative Criteria
- Stakeholder Input

- Capacity
- Information
- Policy
- Partnership
**Match Truck Parking Issues to Solutions and Identify Opportunities**

### Information Problems

<table>
<thead>
<tr>
<th>Where are parking locations?</th>
<th>What are parking amenities?</th>
<th>Are spaces available?</th>
</tr>
</thead>
</table>

### Information Solutions

#### Stand – Alone Solutions

<table>
<thead>
<tr>
<th>Maps</th>
<th>Fixed Signs</th>
<th>Websites and Apps</th>
<th>Variable Signs</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Map Image]</td>
<td>![Sign Image]</td>
<td>![Website Image]</td>
<td>![Sign Image]</td>
</tr>
</tbody>
</table>

- **Maps:** Lower Cost, Less Complex, Short-Term Implementation
- **Fixed Signs:** Long-Term Implementation, More Complex, Higher Cost
- **Websites and Apps:**
- **Variable Signs:**

#### IT Information System Required

- **Long-Term Implementation:** More Complex, Higher Cost

### Capacity Problems

How do we provide additional parking?

### Capacity Solutions

#### Collaboration Required

<table>
<thead>
<tr>
<th>P3s</th>
<th>Adapting Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>![P3s Image]</td>
<td>![Adapting Image]</td>
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</table>

- **P3s:** Lower Cost, Uncertain Complexity

#### Stand-Alone Solutions

<table>
<thead>
<tr>
<th>Re-Opening Areas</th>
<th>Building New Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Re-Opening Image]</td>
<td>![Building Image]</td>
</tr>
</tbody>
</table>

- **Re-Opening Areas:**
- **Building New Areas:** Higher Cost, More Complex
Questions?

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MDOT Statewide Truck Parking Study  
http://www.mdot.maryland.gov/newMDOT/Freight/Truck_Parking_Study