Truck Parking:
Trucking Industry Perspective

Jeff Short - ATRI
ATRI

Trucking industry’s NFP research organization

- Safety
- Mobility
- Economic Analysis
- Technology
- Environment

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Board of Directors

ArcBest Corporation
Cummins
Werner
GREAT WEST CASUALTY COMPANY
The Difference is Service
FedEx Freight
ABILITY TRI-MODAL
TransSafe Consulting LLC
Trimac
ATA
American Trucking Associations
Maverick Transportation LLC
COMBINED TRANSPORT
ATRI
American Transportation Research Institute

UPS Freight
Tennessee Trucking Association
2015 Top Industry Issues

1. Hours-of-Service
2. CSA
3. Driver Shortage
4. Driver Retention
5. Truck Parking
6. ELD Mandate
7. Driver Health & Wellness
8. Economy
9. Transportation Infrastructure/Congestion/Funding
10. Driver Distraction
# Top Issues Drivers vs. Carriers

## Commercial Drivers

1. Hours-of-Service
2. Truck Parking
3. CSA
4. ELD Mandate
5. Driver Retention
6. Driver Health/Wellness
7. Economy
8. Driver Distraction
9. Transportation Infrastructure /Congestion/Funding
10. FMCSA Mission

## Motor Carrier Execs

1. Driver Shortage
2. Driver Retention
3. Hours-of-Service
4. CSA
5. Transportation Infrastructure /Congestion/Funding
6. ELD Mandate
7. Economy
8. Driver Health/Wellness
9. FMCSA Mission
10. Driver Distraction
Hours-of-Service Overview

- 14-hour on-duty window
- 11-hour drive time.
- 10-hour rest break.
- 60/70 – 7 day/8 day
- 34-hour restart
  - (suspended 1 am to 5 am & 1 restart per 168 hr)
- 30 minute rest break
Managing Critical Truck Parking

- Top RAC priority for 2015

Research tasks include:

- Driver data collection – yielded over 1,400 driver surveys
- Utilizing truck GPS data to assess parking supply and demand
- Benefit-cost analysis of truck parking reservation systems – impacts on productivity and safety
- Impacts of lost capacity
Managing Critical Truck Parking

- Truck Parking Diaries – launched March 21st
- Drivers to keep 14 days of parking activity
- Includes when, where, how long to find a spot, how many spots occupied by non-CMVs, lost productivity
Managing Critical Truck Parking

- Prequalifying surveys submitted by drivers = 628
- Drivers qualified = 553
- Drivers confirmed = 283
- Diaries shipped = 271
- Diaries returned = 28
Assessing Truck Parking Supply/Demand

- Assess supply/demand utilizing ATRI truck GPS data
- Proof of concept with MnDOT
  - Analysis to include 5 rest areas
  - Goose Creek Rest Area analysis complete
- Created methodology to examine truck parking demand at public rest stops
- Findings can inform investment decisions
Trucking Industry Support for ATRI's GPS Data Initiative

- Anonymity
- Win-Win for Industry and Government
  - Targets Major Problem Areas/Focuses Investment
  - Focuses on Freight Needs
- Trusted Third Party with In-Depth Industry Knowledge
- Analysis for Weather, Incidents, Truck Parking

So what specifically can truck GPS data tell us?
Managing Critical Truck Parking

Overcapacity by Day of Week (October 2015)

Overcapacity by Time of Day (October 2015)
How would you like to receive truck parking information?

- Variable Roadside Message Signs: 2.3
- Smartphone Application: 2.8
- Internet: 3.5
- Onboard communication systems: 3.6
- 511: 3.8
- Dispatcher: 4.9
TRUCKING AND TRAVEL PLAZA INDUSTRY LEADERS LAUNCH ‘PARK MY TRUCK’

- **Free Mobile App**
  - ATRI, NATSO, ATA

- **Developed with the Truckstop Industry**
  - 5,000 U.S. Truckstops
  - 150,000 Truck Parking Spaces
Stay Safe
Please do not use this App while driving.

Accept  Exit
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<tr>
<th>Location</th>
<th>Distance</th>
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<tbody>
<tr>
<td>H&amp;J BP, Gambrills, MD</td>
<td>26.52 mi</td>
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<tr>
<td>Total Spaces: 15</td>
<td>Open Spaces: N/A</td>
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<tr>
<td>TA Baltimore South, Jessup, MD</td>
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<tr>
<td>I-95, Exit 41 A (Rt. 175)</td>
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<tr>
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<td>Phone</td>
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**Last Updated:** Fri Sep 09 2016 09:12:27 GMT-0400 (EDT)
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**Available Highways**
- I-10
- I-12
- I-16
- I-23
- I-25
- I-270

**Selected Highways**
- I-70

[Update Facility]
Contact Information

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