

Quick Take

What:

The Regional Truck Parking Study is one of several recommended studies following Freight North Texas, a comprehensive analysis of the region's freight system. The study focused on locations where more truck parking is needed and recommendations to increase and enhance truck parking in North Texas.

Significance:

The study primarily examined existing truck parking locations and identified locations where truck parking is in short supply. As a result of the study findings, recommendations were proposed that can be applied regionally, along with corridor-specific needs. Implementation of these recommendations is intended to relieve regional truck parking shortages within the Corridors of Concern.

By the Numbers:

4,000

There are currently over 4,000 truck parking spots throughout the region.

NCTCOG Examines Truck Parking Needs

The Regional Truck Parking Study assessed the overnight and temporary truck parking needs in North Texas. Content from previous truck parking studies, data collection and driver surveys served as the foundation for the analysis. This resulted in key findings about where additional truck parking is needed. The analysis also identified areas with the most critical truck parking priorities, known as the Corridors of Concern. Recommendations were developed to provide guidance to address these findings. Before the recommendations could be developed, the following had to occur:

Regional Conditions - Study assessed the conditions of truck parking throughout the region

Public Truck Parking – Review of Texas Department of Transportation rest areas, identifying locations of rest areas in and adjacent to the region, total truck parking lanes available and amenities offered at each site

Regional Truck Stops – Inventory of all regional truck stop facilities, including the name of the location, the highway and exit number of truck parking spaces. Also included are overnight parking applicability, locations of combined fueling centers, other driver amenities and any relevant technology installed

Ordinances and Hours of Service – Review of municipal parking ordinances and federal rules on hours of service

Freight Corridors and In-region Travel Times – Review of the data that tracks the number of trucks that routinely travel regional highways and travel times from specific areas

Driver Surveys and Stakeholder Outreach – Results from the Truck Parking Study Driver Survey and stakeholder outreach meetings



The Regional Truck Parking Study examines areas where additional spaces are needed to accommodate increased economic activity and population growth.

FACTSheet

Corridors of Concern

After collecting and assessing the condition of regional truck parking, this data was analyzed to identify specific areas where the most serious parking issues existed and the complexities involved.

The identified Corridors of Concern were analyzed individually to classify detailed characteristics in and around the area. These characteristics are freight activities, existing parking availability, land-use issues/ordinances, travel times and major freight corridors.

The Corridors of Concern are:

- Great Southwest Area (IH 30/SH 360)
- South Dallas (IH 45 and IH 20)
- North of downtown Fort Worth (IH 35W)
- Dallas and Framers Branch (IH 35E and IH 635)
- Garland and Mesquite (IH 30 and IH 635)
- Parker County (IH 20/IH 30)

Recommendations

The recommendations included in this study provide local, regional and State agencies, along with private entities, verifiable data and opportunities to improve truck parking infrastructure by enhancing existing and developing additional truck parking facilities.

Increasing the number of viable truck parking spaces would help truck drivers comply with federally mandated regulations, improve safety on roadways and enhance regional economic development.

The State and region should do the following:

- Make current truck parking location information more readily available
- Make use of underutilized public land
- Develop new safety rest areas
- Improve truck parking ordinances and land-use analysis

Partnership Opportunities

Truck parking cannot be solved by one agency or strategy. Public-private partnerships can be leveraged to maximize funding and provide more amenities at each truck stop. Next generation truck stops should include enhanced

designs for better security, advanced technologies for parking and idle-reduction services, and other amenities.

New Technology Enhancements and Applications

Enhanced technologies can help ease truck parking concerns. One example is the use of dynamic message signs. These and other 21st century solutions to truck parking issues are forward-looking and rely on innovation.

Both public and private approaches focus on sharing parking availability information with drivers. Enhanced coordination with TxDOT will be needed to ensure that the best technologies for the region and the State are developed.

Corridors of Concern

The analysis of the Corridors of Concern emphasized the issues with truck parking availability in the region. Each corridor has its own set of recommendations in the report that could enhance parking for the identified corridors.



What's Next

There are several steps that need to be taken now that the study is complete.

- Continue updating data sets
- Establish public-private partnerships
- Modify truck parking ordinances
- Coordinate with TxDOT



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