



Truck Parking Challenges and Opportunities on I-81 in Virginia

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Interstate I-81 in Virginia

In Virginia, a major artery responsible for moving **goods** and connecting **people** to metropolitan areas, colleges and universities, and tourist destinations



11.7
million trucks per year



\$312
billion in goods per year



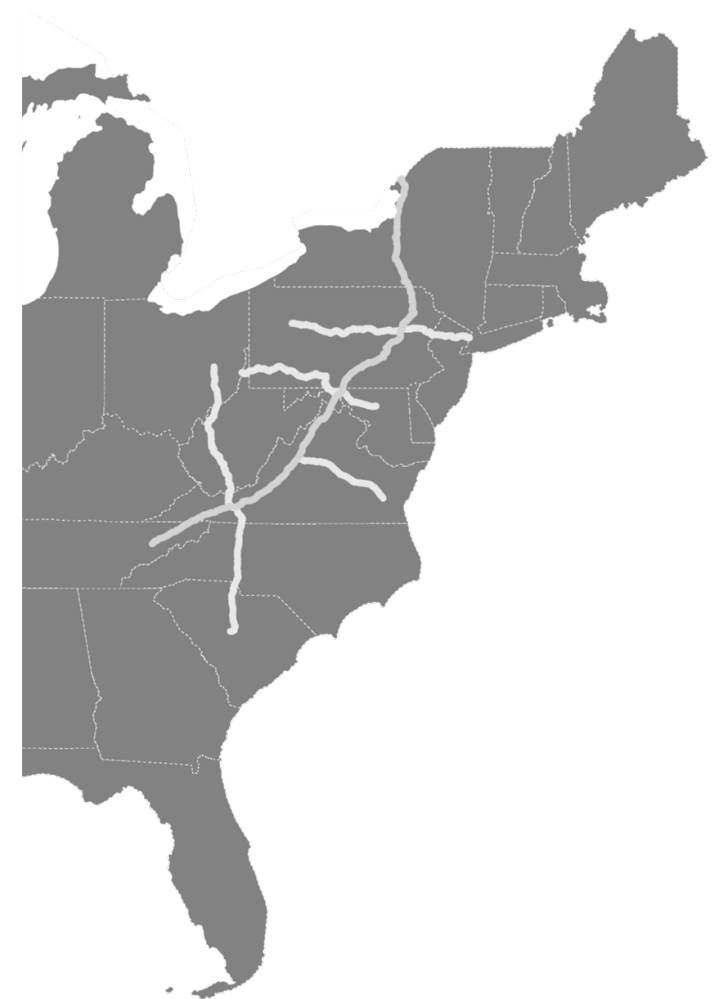
26%
of crashes involve trucks



42%
of Virginia's truck VMT occurs on I-81



160,000
Trucking-related jobs in Virginia – or one out of every nineteen jobs in Virginia

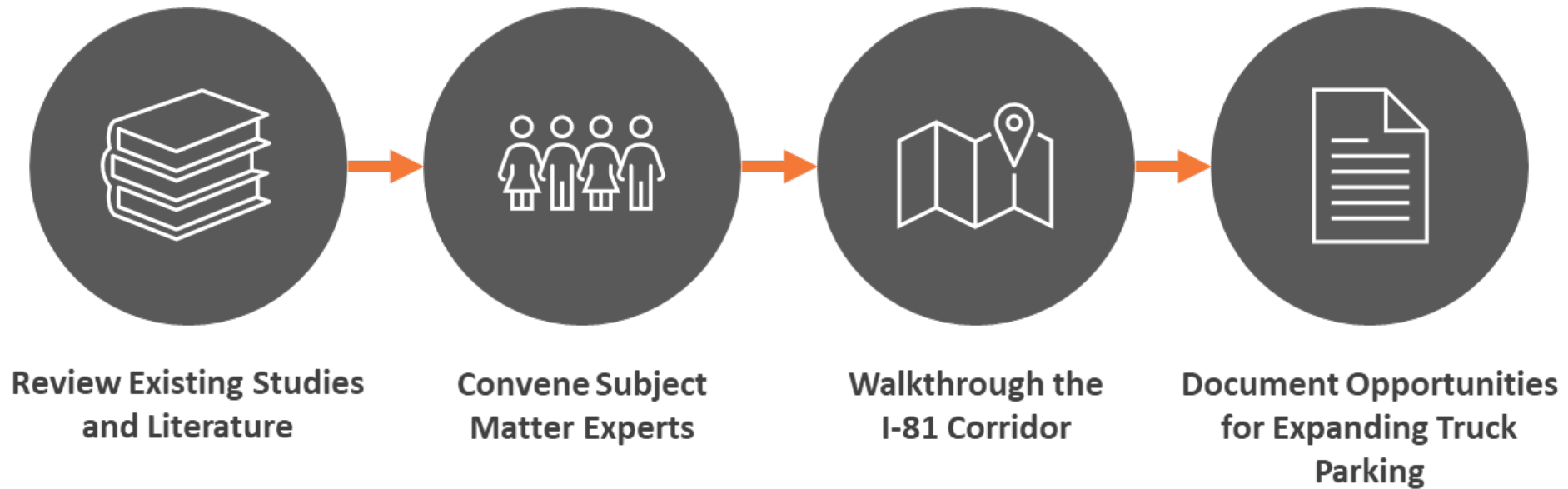


Truck Parking Challenges

- Truck parking **Supply** exceeds the **Demand**
- When drivers cannot find spaces at designated truck parking areas, they are faced with:
 - **Parking in unauthorized and unsafe locations**, such as abandoned parking lots or on freeway shoulders
 - Continuing driving and run the **risk of getting a citation** for driving past the maximum allowable hours of service or **driving while fatigued** and getting into a harmful accident
- Extra time drivers spend looking for parking adds to the **congestion** on local roads, increasing delays for others



Identifying Specific Truck Parking Challenges and Opportunities in Virginia



Existing Inventory and Walking Through the Corridor

Recent Truck Parking Inventory

ID	Location	Private or Public	Parking Inventory
1	Exit 323 - Flying J (Clearbrook)	Private	<ul style="list-style-type: none">Reserved: 24General: 92Handicap: 0Non-Striped Usage: 11
2	Exit 321 - Olde Stone Truck Stop/Cigarette Outlet (Clear Brook)	Private	<ul style="list-style-type: none">Reserved: 0General: 14Handicap: 0Non-Striped Usage: 0
3	Mile Marker 320 SB - Winchester Rest Area (Winchester, VA)	Public	<ul style="list-style-type: none">Reserved: 0General: 28Handicap: 1Non-Striped Usage: 0
...



Virtually Walking Through the Corridor



Identifying Potential Opportunities

- **Expansion at Public Facilities.** Expanding truck parking at existing public facilities – including VDOT owned and operated Rest Areas. During the COVID-19 pandemic, VDOT also opened its weigh stations to accommodate additional parking needs.
- **Expansion at Private Facilities.** Working collaboratively with private entities to identify opportunities to expand truck parking at existing facilities and/or working to identify locations for new facilities. Road improvements may be needed to accommodate additional truck parking.
- **Innovative Public/Private Solutions and Agreements.** Implementing innovative solutions may include converting industrial parks or abandoned malls to truck parking where businesses have shut down; establishing agreements with ‘big box’ store lots; and other innovative solutions.

Documenting the Findings

Findings were documented
on the I-81 Truck Parking
Task Force Confluence Site

I-81 Truck Parking Task Force

Overview

Space Settings

SPACE SHORTCUTS

+

Add shortcut

Pages

Task Force Members

Task Force Meetings

Statutory and Regulatory Considerations

Technology Applications (I-81 Corridor Improvement Plan)

Truck Parking Needs (I-81 Corridor Improvement Plan)

Truck Parking Inventory and Strategies




Potential Truck Parking Expansion Opportunities (I-81 Corridor Improvement Plan)

Archived pages

I-81 Truck Parking Task Force

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Task Force Overview

The I-81 Truck Parking Task Force includes members representing the Virginia Department of Transportation, local and regional governments and planning agencies. Its purpose is to identify specific issues and solutions could ultimately be developed.

Current Conditions on I-81

VDOT has examined the issue of truck parking shortages at a statewide level and is Interstate 81. Running from Tennessee to West Virginia, parallel to Virginia's western border, it is also one of the top trucking routes in the state. Trucks account for 20 to 30 percent of traffic on some sections of I-81 in Virginia. When compared against other interstates in the Virginia, I-81 has the highest percentage of accidents involving tractor trailers. Approximately 25 percent of all travel delay on I-81 is due to truck parking shortages.

County	Location	Mile	Exit	Description	VDOT Opportunity	Private Expansion	Potential Land	Other	Notes
Montgomery	--	128.4	128	SR 603 to US 11 – Ironto			•		It was reported that a new private facility will be coming in at this location – although the exact location is TBD. VDOT has brought in consultant to see if any future VDOT projects will negatively impact this development. There have been some discussion about the land in the NW quadrant that could be used for truck parking. There is a staging area staging area for a pipeline project that may be vacated land in the future and could be used for truck parking.
Montgomery	--	129.0		Ironto Rest Area (Elliston, VA)	•				The I-81 Truck Parking Study identified expansion possibility at the Ironto Rest Area of up to 26 spaces. While the facility is large, it can fill-up and trucks park on the ramp.
Roanoke	--	132.1	132	SR 647 – Dixie Caverns				•	Trucks park on ramps at this location. This might be a good location for truck parking, but there is nothing there now. Further investigation is needed.

VDOT Virginia Department of Transportation

Challenges Overcoming the Truck Parking Issue

- **Existing Roadway Design.** Some interchanges and roadways cannot accommodate additional truck volumes that would occur from new truck parking facilities.
- **Shipper / Receiver Practices.** Shipper and receiver practices can create issues as they may tell a driver to expect to pick up or drop off a load at a certain time but fail to be ready, holding up the driver for hours.
- **Business Case for the Private Sector.** The vast majority (90%) of truck parking spaces are provided by the private sector. Future expansion opportunities require a strong business case from the private sector.
- **Cost of Land and Zoning.** The cost of land – especially near cities – can be expensive or may not be zoned for truck parking.
- **“NIMBY” Concerns.** Not in my backyard” (NIMBY) activists may express opposition to new truck parking facilities being built. Often these concerns are based on misconceived perceptions of truck parking.



Benefits of Improving Truck Parking

- Parking facilities are hotbeds of activity spurring economic develop and providing services to truck drivers and the local community
 - A Travel Center along I-81 has a dentist, emergency medical office, gym, pharmacy, and a full-service restaurant in addition to its 800 truck parking spaces
 - Members of the local community use the center's healthcare services as well.
 - The center employs over 500 staff and contributes \$1.5M in local taxes to the County
 - The Travel Center contributes money to local rescue squads and sponsors little league teams

Economic Benefits of Truck Parking

- Supports a vital industry spurring economic growth
- Fosters local economic development

Safety Benefits of Truck Parking

- Decreases the number of crashes resulting from driver fatigue
- Reduces truck-driver-related crime

Mobility Benefits of Truck Parking

- Reduces congestion associated crashes and trucks searching for parking



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