



Maryland Statewide Truck Parking Study

Project Introduction Webinar

May 28th, 2019



Welcome and Introductions

Who is on the Webinar?

- MDOT Transportation Secretary's Office
- MDOT State Highway Administration
- MDOT Maryland Port Administration
- MDOT Motor Vehicle Administration
- Maryland Transportation Authority
- MDOT Maryland Aviation Administration
- MDOT Maryland Transit Administration

Consultant Team



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Webinar Overview



Setting The Stage

Project Objectives

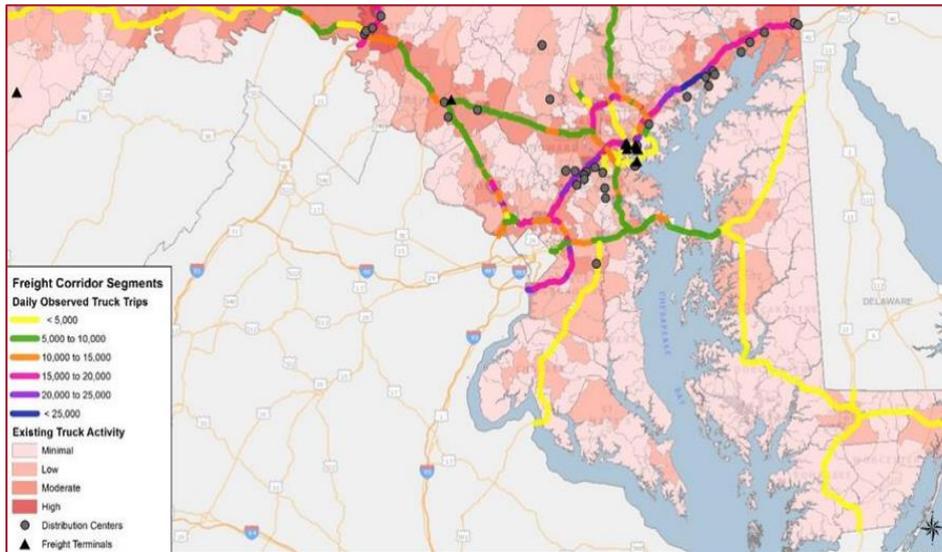
Study Approach

Stakeholder Involvement

Setting the Stage: Truck Parking & MDOT

2017 Maryland Strategic Goods Movement Plan

- **Implementation:** Improve truck parking in Maryland using advanced data analysis to identify parking needs and to partner with Waze and other types of crowd sourcing entities to promote sharing of parking information and additional collection of data.



Source: 2017 Maryland Strategic Goods Movement Plan

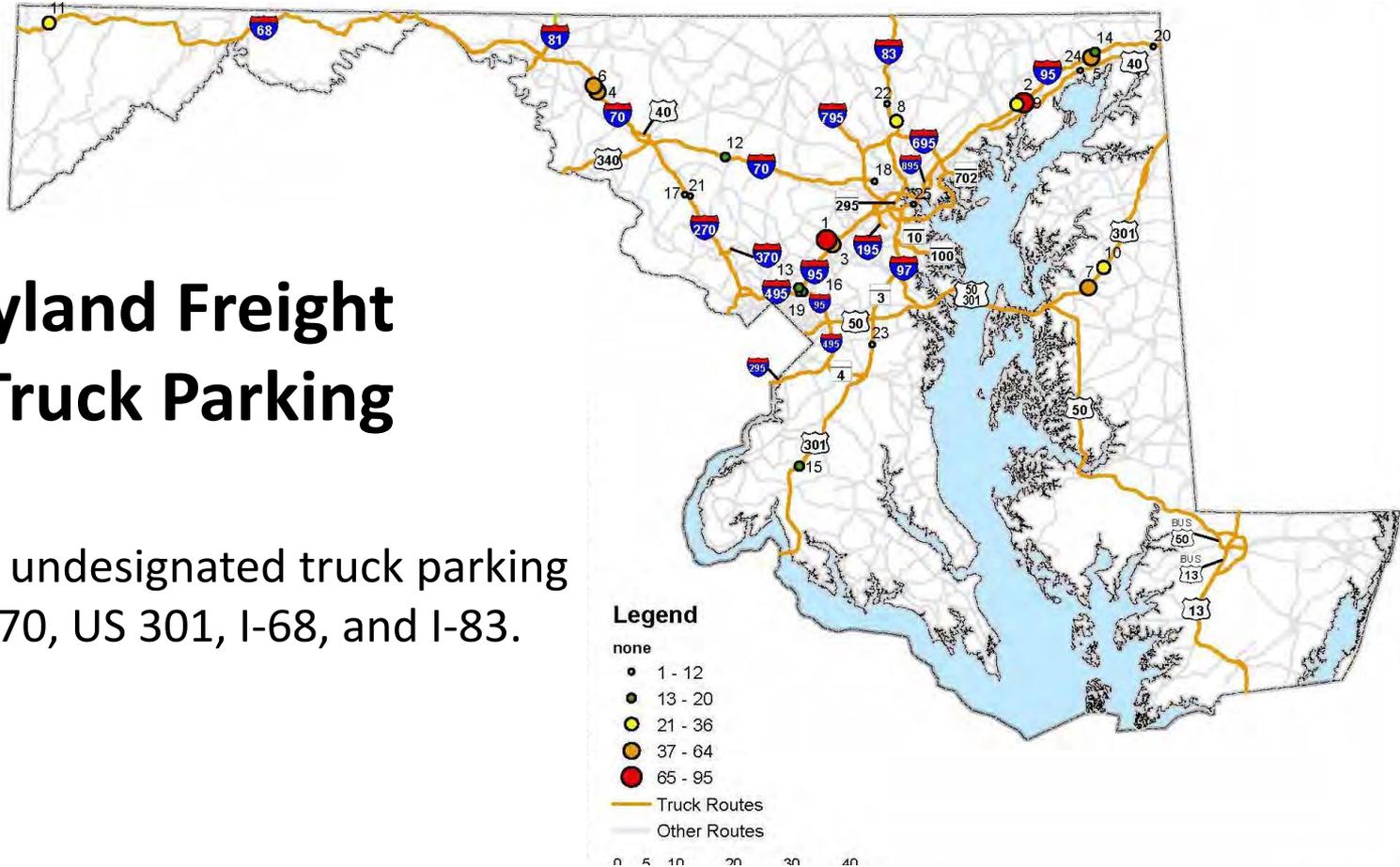
The highest truck volume and percentage locations are:

- I-95 South of U.S. 50
- I-95 South of MD 175
- I-95 South of MD 543
- I-495 East of MD 650
- I-270 South of Montrose Rd

Maryland Freight Network Truck Parking Survey

- Surveys completed in 2012, 2013, 2014, 2016, and 2017

Setting the Stage: Undesignated Truck Parking along Maryland State Roadways



2017 Maryland Freight Network Truck Parking Survey

- High volume undesignated truck parking along I-95, I-70, US 301, I-68, and I-83.

Setting the Stage: Why a Truck Parking Study?

- **Truck Parking is a Top Issue for Truck Drivers**
- **Truck Parking is Critical to Supply Chains**
- **Truck Drivers in Maryland Face Truck Parking Shortages**
- **Inadequate Truck Parking Negatively Impacts Truck Drivers, Infrastructure, and Other Roadway Users**

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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.

1.) Assess existing truck parking locations and utilization

2.) Assess truck parking needs based on gaps in the system and truck parking demand

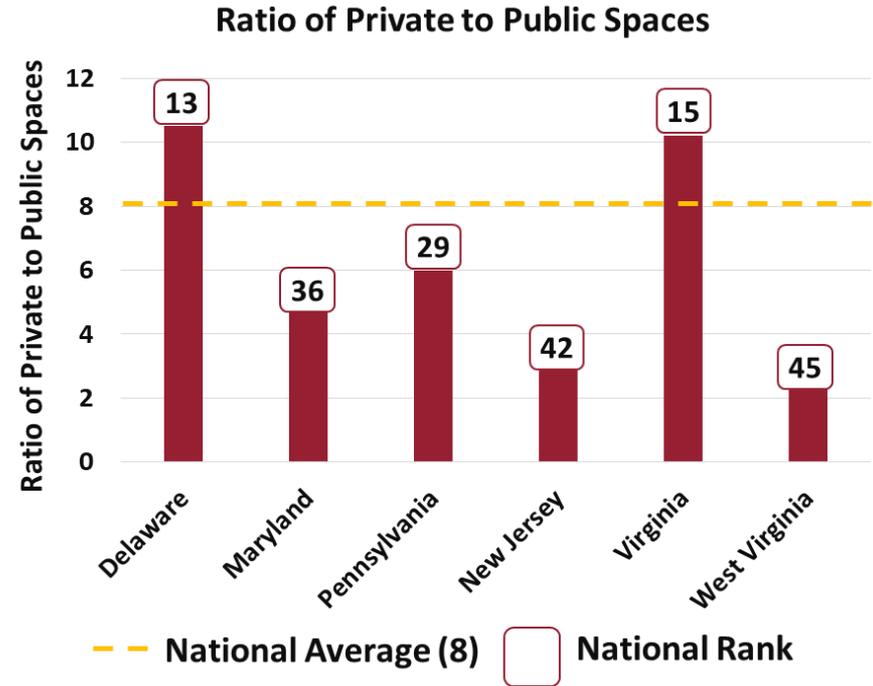
3.) Identify truck parking opportunities statewide

4.) Identify funding opportunities including innovative options - exploring P3 and grant opportunities

Generating Actionable Insights

Identify Truck Parking Supply, Utilization, & Gaps

- Analysis must cover public and private truck parking locations



Define and Prioritize Truck Parking Opportunities & Solutions

- Critical to differentiate the type of project – no “Silver Bullet”

Webinar Overview



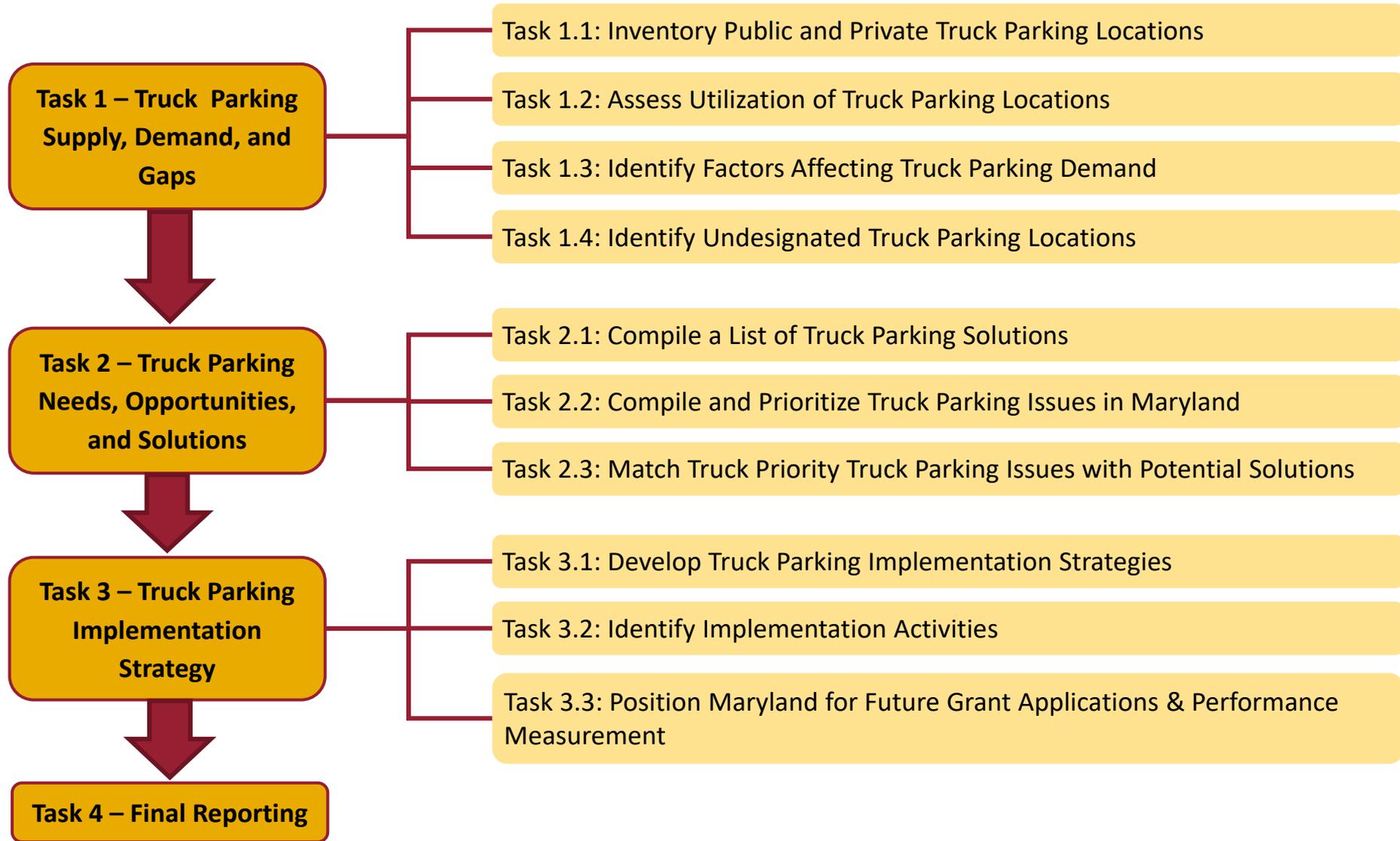
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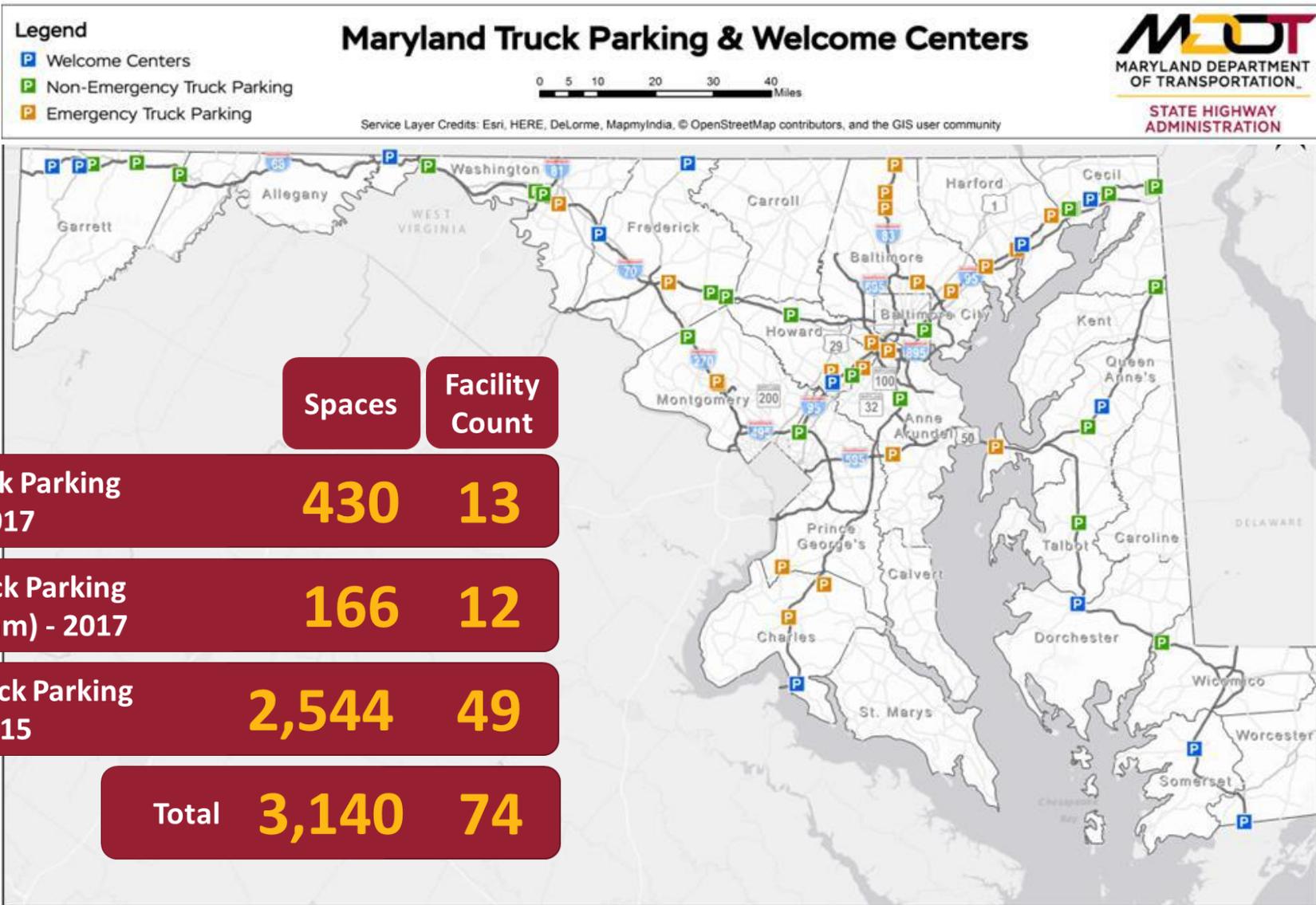
Study Approach

Stakeholder Involvement

Study Approach



Task 1: Assessing Truck Parking Locations



Task 1: Assessing Truck Parking Utilization

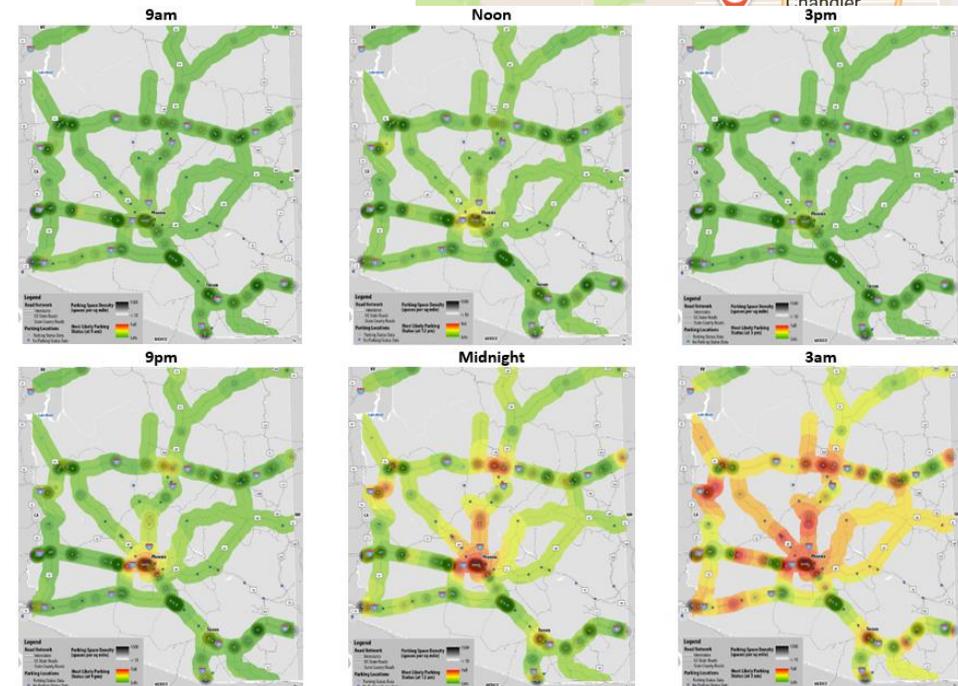
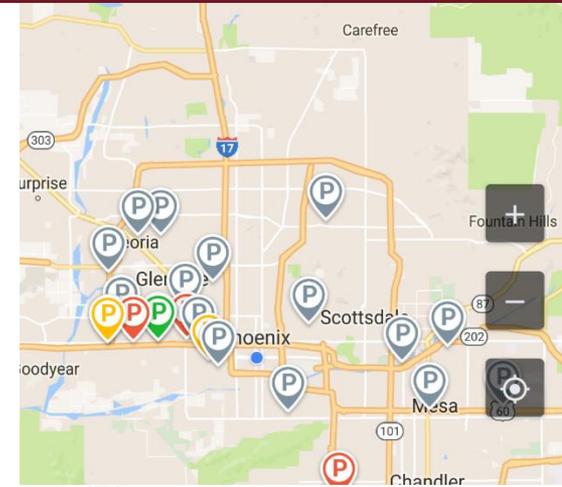
Leveraging the crowd

- 850,000 monthly users validate and update

Information

- Number of spots, amenities, history, and reviews

Location based prompts to update status



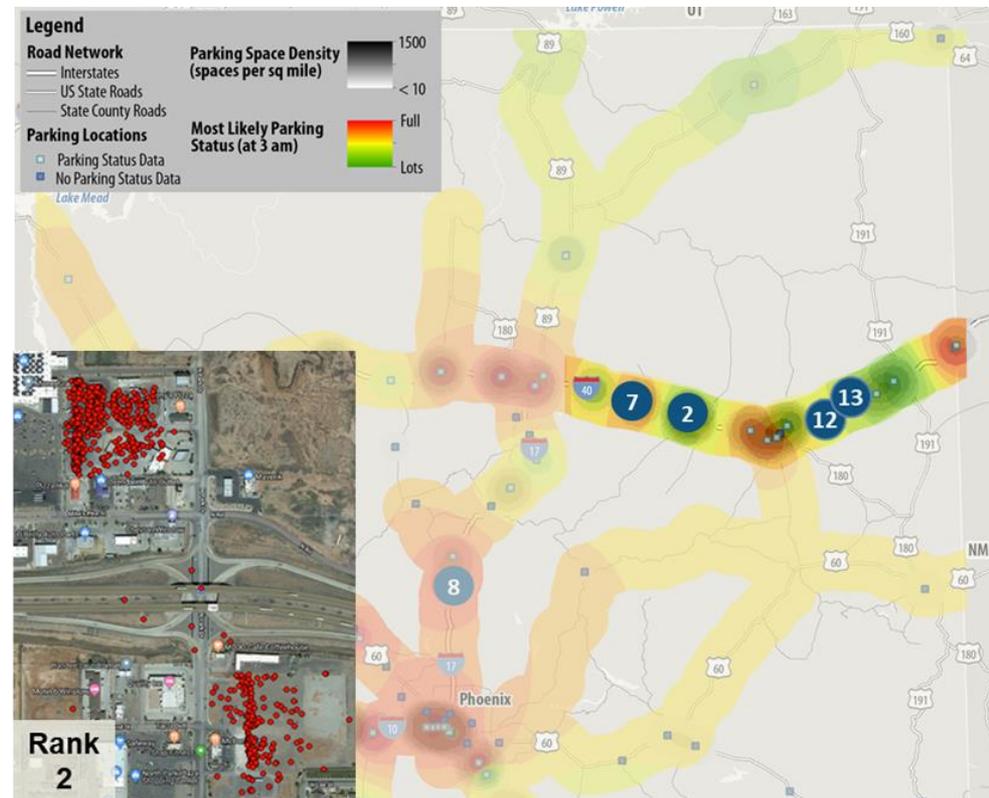
Task 1: Identify Undesignated Truck Parking

Truck GPS data

- Identify where trucks stop and classify undesignated truck parking

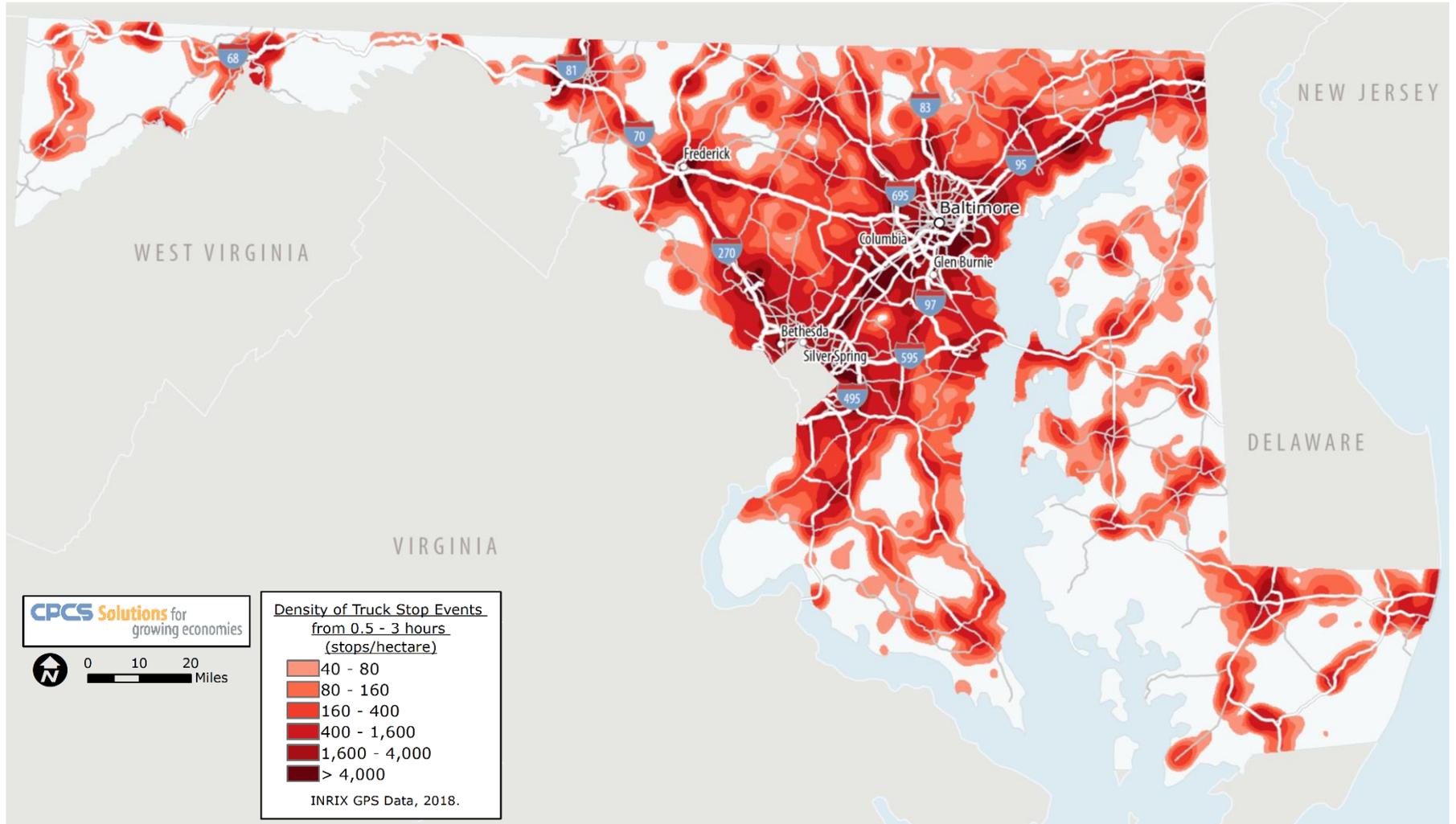
Industry consultations

- Factors affecting truck parking and data validation



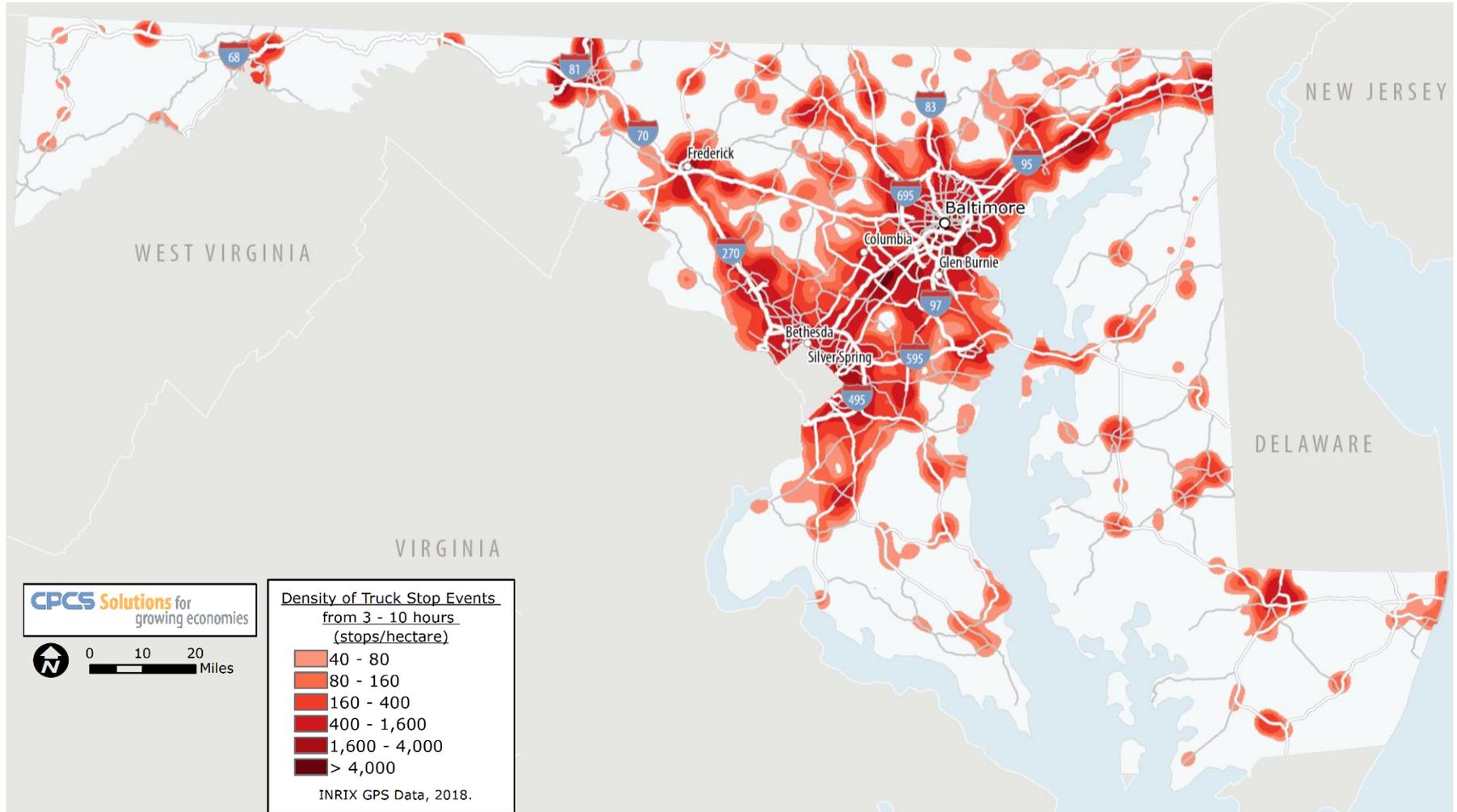
Task 1: Identify Undesignated Truck Parking

½ Hour – 3 Hours Stopped



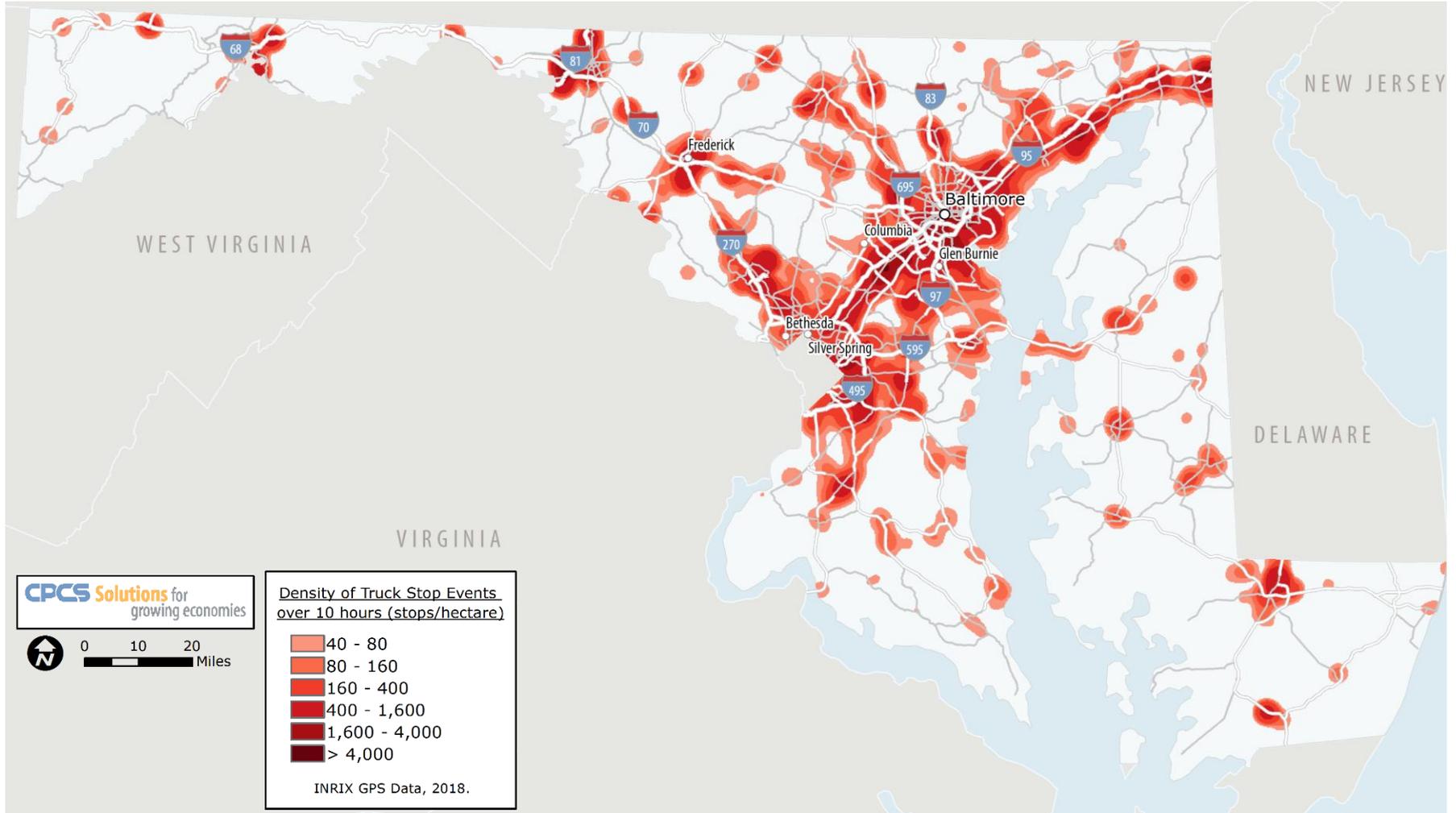
Task 1: Identify Undesignated Truck Parking

3 Hours – 10 Hours Stopped



Task 1: Identify Undesignated Truck Parking

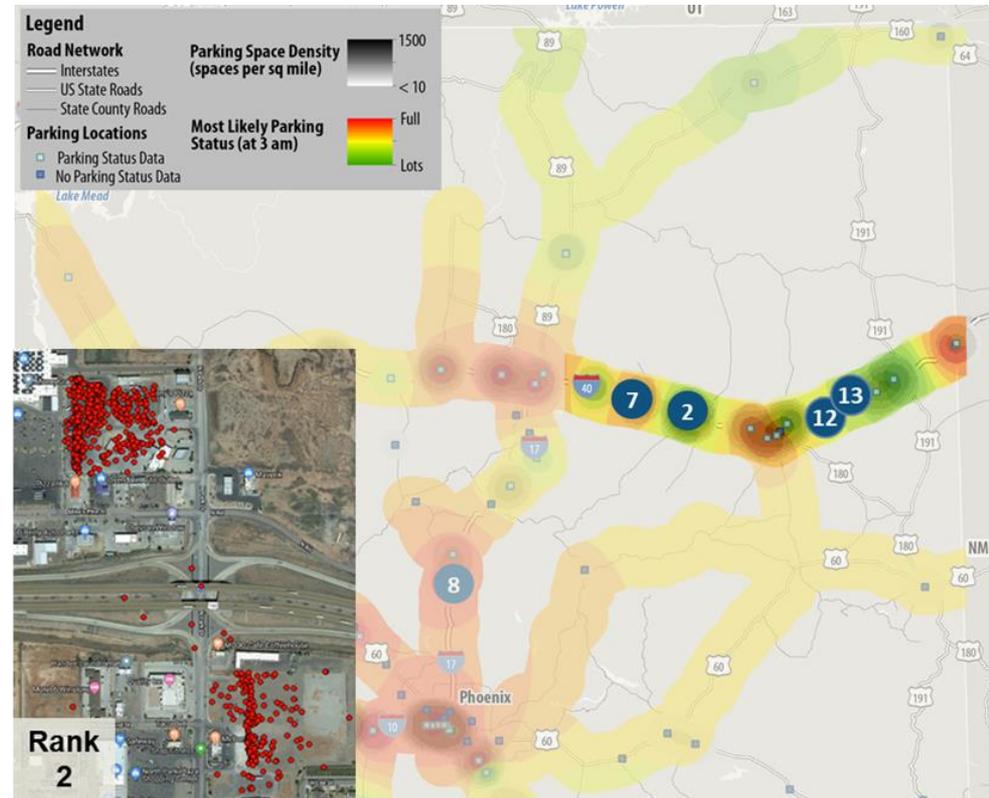
10+ Hours Stopped



Task 1: Identify Undesignated Truck Parking

Results

- Count of trucks parked in undesignated areas throughout the state
- Identify potential P3 locations
- Valuable inputs for prioritization



Task 2: Needs, Opportunities, & Solutions

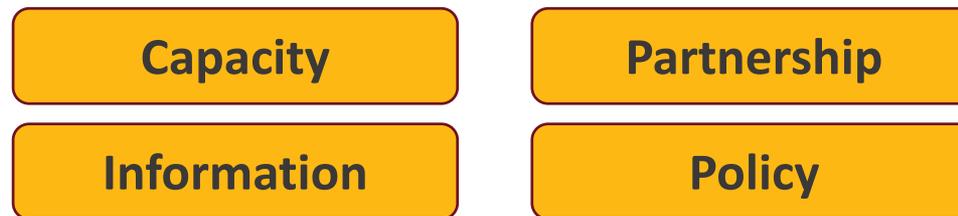
Compile Truck Parking Needs



Prioritize Truck Parking Needs

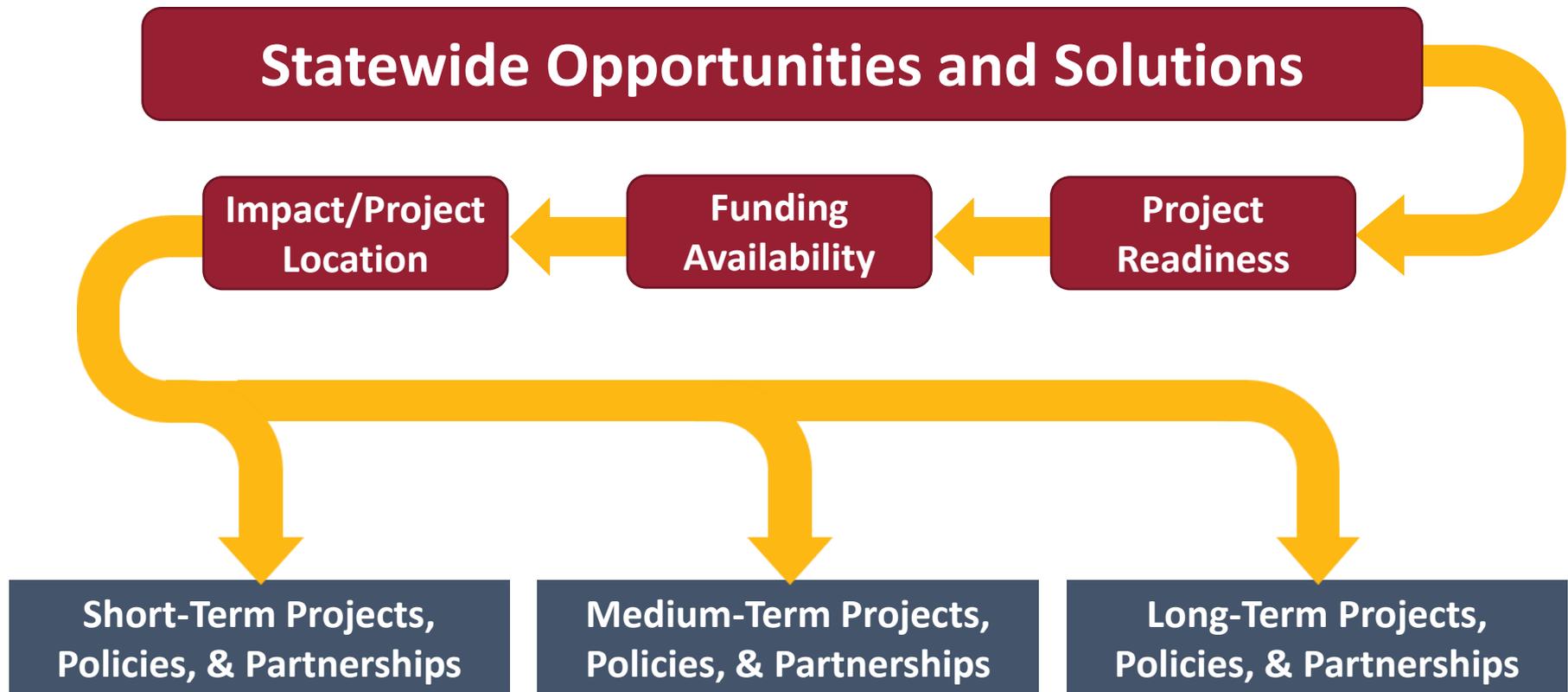


Identify Opportunities & Match Solutions



Task 3: Truck Parking Implementation Strategy

Developing an Actionable Implementation Strategy



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Stakeholder Involvement

Stakeholder Involvement

Soliciting Public & Private Sector Input & Validation



Public Sector Input Required

Recurring involvement in the study, two options:

- Internal Working Group
- External Working Group

General fact-finding and qualitative insights

One-on-one discussions, as needed

Small group discussions of potential solutions to identify and receive input on addressing truck parking issues in Maryland

Stakeholder Involvement: Working Groups

How do You Want to be Involved in the Study?

Tell us: <https://www.surveymonkey.com/r/XXJ3WG6>

Stakeholder Group	Frequency of Meetings	Role in Project
Internal Working Group	Every six to eight weeks	<ul style="list-style-type: none">• Input on study approach• Review deliverables• Attend webinars and in-person meetings
External Working Group	Quarterly	<ul style="list-style-type: none">• Attend two in-person meetings

Opportunity for Input at all Times

- Current/potential role in truck parking
- Truck parking issues
- Truck parking opportunities – policies, projects, partnership

■ Questions or Comments?



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