






Recommended Strategies

The following lists the strategies and action items recommended for the Atlanta region based upon the technical analysis results and extensive stakeholder input received during the study.

Strategies	Action Items
1. Add / Expand Truck Parking Supply 	1.1 Study through future Comprehensive Transportation Plans (CTPs) 1.2 Assess through future Freight Clusters Plans 1.3 As needed, local jurisdictions assess need for additional truck parking supply
2. Develop Truck Parking Policies 	2.1 Evaluate policies that allow for sharing of costs and benefits 2.2 Review Development of Regional Impact (DRI) requirements 2.3 Review policies that incentivize shifting freight operations to off-peak hours 2.4 Develop truck parking model zoning language 2.5 Encourage local governments to review local zoning ordinances
3. Develop Truck Parking Partnerships 	3.1 Provide ongoing updates to the Freight Advisory Task Force (FATF) 3.2 Provide information and resources to stakeholders and planning partners 3.3 Attend relevant meetings and participate in speaking opportunities 3.4 Continue participation with the FHWA National Coalition on Truck Parking 3.5 Continue to discuss truck parking policy priorities, initiatives and projects
4. Improve Sharing of Truck Parking Information 	4.1 Monitor opportunities to implement real-time truck parking availability systems or implement other technology solutions 4.2 Serve as regional clearinghouse for truck parking information
5. Monitor / Integrate Future Technology 	5.1 Monitor / Integrate future technology developments in the freight industry <ul style="list-style-type: none"> - Dock Management Technology - Connected and Autonomous vehicles (CVs/AVs) - Internet of Things (IoT)/Physical Internet

Myths and Perceptions / FAQs

- **Q: With all the new warehouse / distribution facilities in the region, why is there a truck parking issue?**
A: Truck drivers are only permitted to park at warehouse / distribution facilities during a small period of time (30 min – 1 hour) to pick up / drop off their loads.
- **Q: Why not just build new truck stops?**
A: Many cities and counties within the region are opposed to truck stops, with some even having regulations and ordinances prohibiting new facilities.
- **Q: Is that why I see trucks parking along interstate ramps and/or roadsides?**
A: Most likely, yes. The number of safe authorized truck parking locations within the region often is not sufficient to keep up with demand – particularly overnight.
- **Q: Why not just let the trucks park wherever they want?**
A: It's a safety issue when trucks park on ramps and roadsides, they block the view of other vehicles increasing the likelihood of crashes.



ATLANTA REGIONAL TRUCK PARKING ASSESSMENT STUDY

APRIL 2018

Executive Summary of Final Report

One of the biggest challenges faced by truck drivers in the country today is finding safe authorized parking for their vehicles and cargo. Over the past decade, this issue has become a priority with the U.S. Department of Transportation (DOT) and many state DOTs. As freight and logistics levels continue to quickly grow within the Atlanta region and state of Georgia, the challenges associated with truck parking have followed suit.

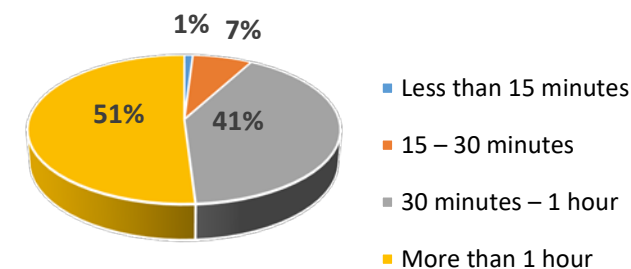
The *Atlanta Regional Truck Parking Assessment Study* was conducted to identify the magnitude of existing and future truck parking needs and develop structured recommendations for implementation to mitigate the challenges. A major impetus for this study was the need identified through ARC's *2016 Regional Freight Plan Update*. In collaboration with the Georgia Department of Transportation (GDOT) and the regional Freight Advisory Task Force (FATF), the study included a peer review of other regions and states with history of completing similar studies. The peer analysis helped define the framework for the Plan's Goals and Objectives and study development. A robust truck parking inventory was completed in addition to modeling the region's existing and 2040 future parking needs. Supplementing the technical analyses was an extensive stakeholder outreach program involving interviews, online mapping, stakeholder surveys and a separate truck driver survey.

What is causing the truck parking challenge?

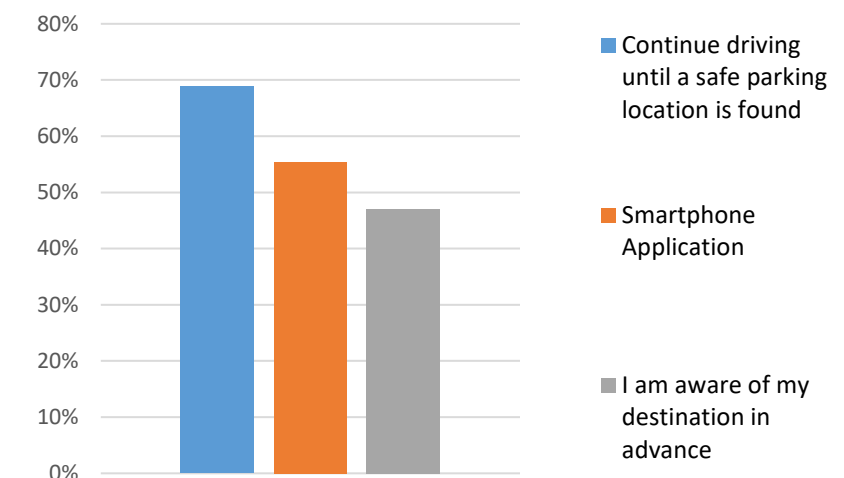
- The Federal Motor Carrier Safety Administration (FMCSA) mandates how many hours, known as Hours-of-Service (HOS), truck drivers may drive interspersed with mandatory breaks.
- The 2012 Commercial Motor Vehicle Safety Act also required the USDOT to adopt Electronic Logging Device (ELD) regulations for commercial vehicles effective December 18, 2017 replacing manual paper log books. Existing truck parking challenges are expected to worsen beginning in 2018.

What over 200 truck drivers that travel in the Atlanta region said...

What is the average time it typically takes you to find truck parking?



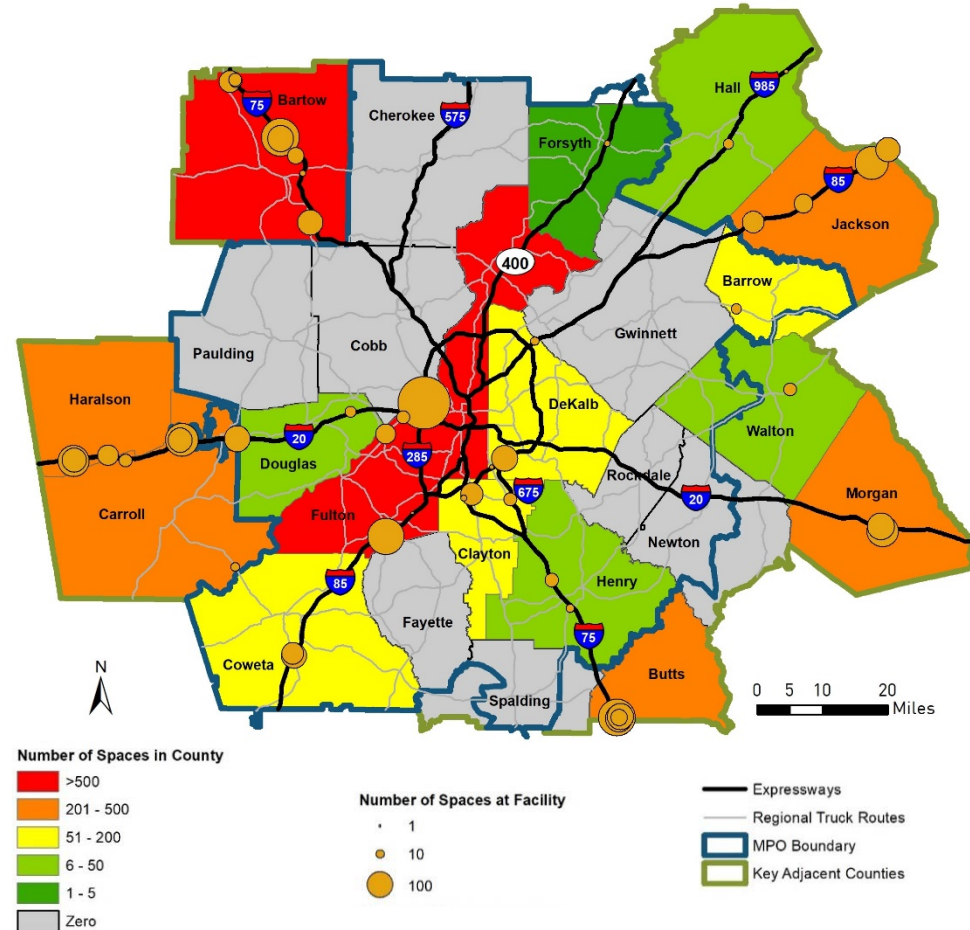
What are the top ways you find truck parking within the Atlanta Region?



Existing Truck Parking Inventory

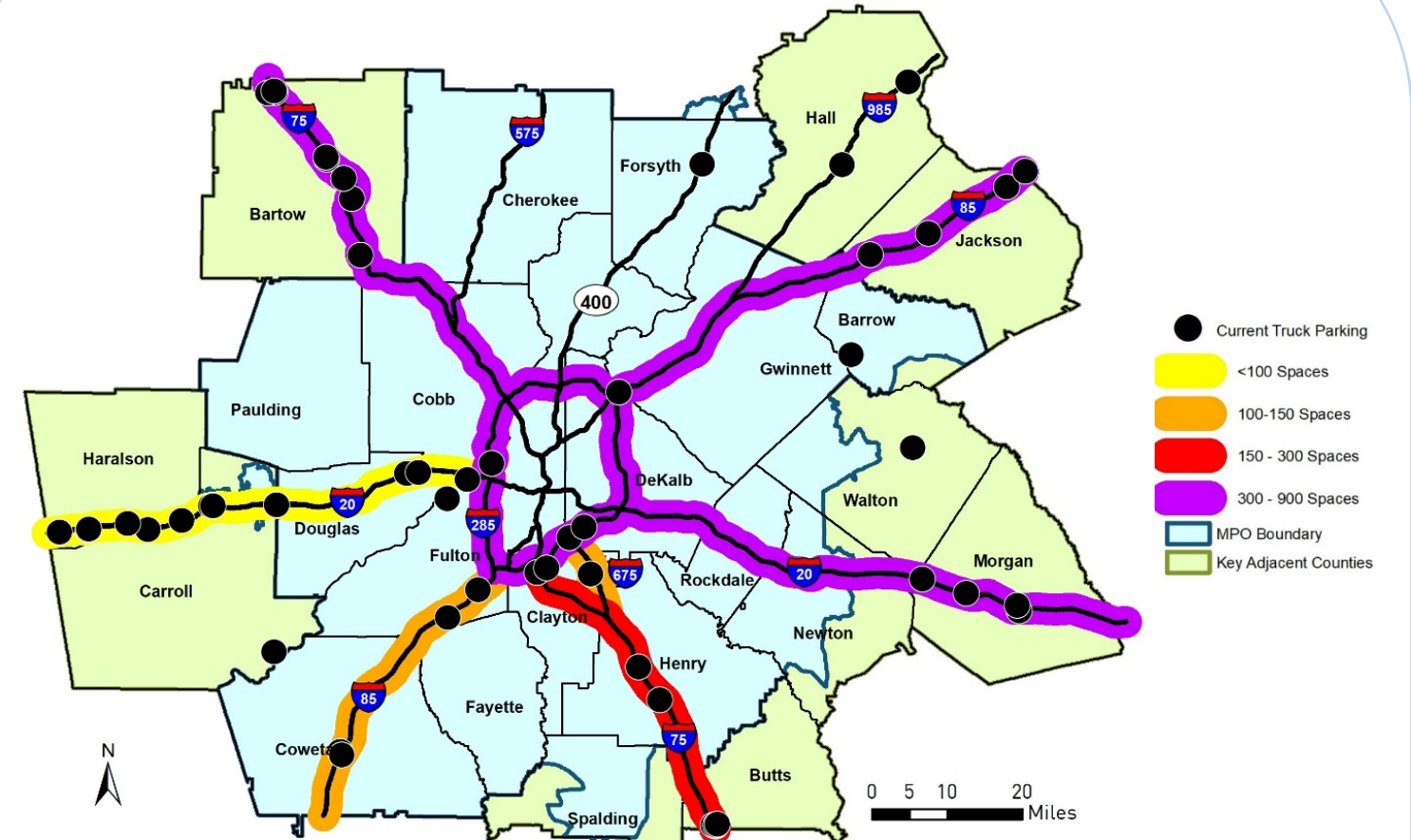
EXISTING TRUCK PARKING BY COUNTY

County	Truck Parking Spaces
Fulton	698
Bartow	575
Butts	450
Carroll	360
Haralson	332
Jackson	309
Morgan	259
Coweta	165
DeKalb	114
Clayton	105
Barrow	85
Henry	40
Walton	25
Douglas	20
Hall	19
Forsyth	5
TOTAL	3,561



- Fulton County leads the study area with over 500 private truck parking spaces concentrated along I-285 west and I-85 south.
- There is limited truck parking supply along many corridors within the Atlanta region and closer to the City of Atlanta (I-285), with more truck parking options within exurban counties including Bartow, Jackson, Morgan, Butts, Haralson and Carroll counties
- There are no major truck parking options in many counties throughout the region including Cobb, Cherokee, Gwinnett, Rockdale, and Newton Counties

2045 Future Year Truck Parking Deficits



- The study incorporated the Federal Highway Administration's (FHWA) model for estimating truck parking demand by corridor.
- The future (2045) truck parking deficits (supply less future estimated demand) is shown above and color-coded by quantity of the estimated deficits
- In 2045, the estimated truck parking deficits are expected to be the greatest along I-285, I-75 north, I-85 north, and I-20, followed by I-75 south.



Drivers

- More parking needed in urban areas, as drivers try to get as close to their delivery location as possible to avoid driving in rush hour
- Distribution centers & warehouses should provide parking
- Small "micro" truck stops would be great
- Use closed rest areas for truck parking or add more spaces to open rest areas



Carriers / Distribution Centers

- Drivers need education on how to better find safe parking
- Carriers would like distribution centers & warehouses to provide more staging areas
- Law enforcement often unfairly enforces noise ordinances from trucks' auxiliary power units (APUs)

What Our Stakeholders Told Us....



Law Enforcement

- Truck drivers that park along ramps and roadsides are putting the traveling public in danger by creating conditions for a potential rear end crash and creating sight distance issues by obstructing views
- Truck parking problems seem most excessive in suburban ring counties



Truck Stop Owners / Operators

- It is very difficult to construct a new truck stop or expand current ones due to local land development regulations, zoning ordinances, and public opposition
- Truck parking is very expensive to construct due to land and thick pavement requirements, with little to no direct return on investment