



Maryland Statewide Truck Parking Study

BMC Freight Movement Task Force Meeting
December 4, 2019

Project Objectives

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

- **Identify Truck Parking Supply, Utilization, & Gaps**
 - Analysis covers public and private truck parking locations
- **Define and Prioritize Truck Parking Opportunities & Solutions**
 - Identify priority truck parking issues and opportunities to improve truck parking
 - No “Silver Bullet” the study is identifying opportunities for capacity, information, policy, and partnership solutions

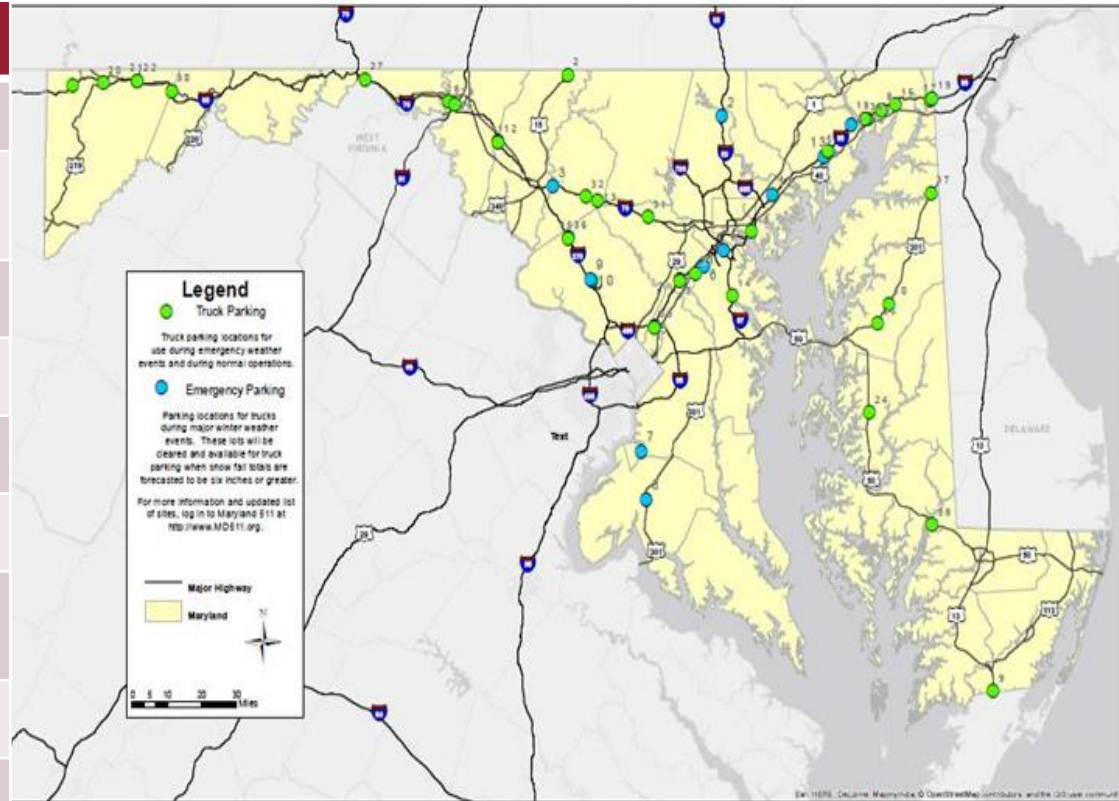
Previous Freight Planning Studies & References

SHA Truck Parking Facilities - Usage Chart

Truck Stop	Roadway	County	Municipality	Truck Spaces Available	Average # of Trucks						Highest # of Trucks						Annual Average Truck Volume	Average Truck %	Usage (%)					
					2012	2013	2014	2016	2017	2018	2012	2013	2014	2016	2017	2018			2012	2013	2014	2016	2017	2018
Youghiougheny Overlook Welcome Center	I-68 EB Friendsville	Garrett	Friendsville	22	18	17	21	19	21	24	24	23	26	27	27	31	3200-6100	13-30%	82%	77%	95%	86%	95%	109%
I 95 Welcome Center - Northbound	I-95 SB Laurel	Howard	Laurel	21	32	54	50	52	79	68	50	62	62	75	95	101	16000-28000	9-23%	152%	257%	238%	248%	376%	324%
I 95 Welcome Center - Southbound	I-95 NB Laurel	Howard	Laurel	46	40	38	43	58	51	53	43	46	55	56	64	61	16000-28000	9-23%	87%	83%	93%	126%	111%	115%
Maryland House - Northbound	I-95 NB Aberdeen	Cecil	Aberdeen	28	36	*	43	42	68	46	40	*	52	52	93	52	16000-28000	9-23%	129%	N/A	154%	150%	243%	164%
Maryland House - Southbound	I-95 SB Aberdeen	Cecil	Aberdeen	21	37	*	31	33	14	35	47	*	40	41	35	44	16000-28000	9-23%	176%	N/A	148%	157%	67%	167%
Chesapeake House - Northbound	I-95 NB North East	Cecil	North East	35	20	26	25	29	27	30	25	37	30	38	45	40	16000-28000	9-23%	57%	74%	71%	83%	77%	86%
Chesapeake House - Southbound	I-95 SB North East	Cecil	North East	37	18	16	14	19	13	16	24	22	20	33	16	21	16000-28000	9-23%	49%	43%	38%	51%	35%	43%
U.S. 13 Welcome Center - Northbound	US 13 NB at VA State Line	Worcester	Pocomoke City	14	18	20	20	3	1	1	23	24	26	7	1	1	1500-3000	5-16%	129%	143%	143%	21%	7%	7%
Bay Country Welcome Center	US 301 Centerville	Queen Anne's	Centerville	25	14	14	19	22	24	28	22	16	25	33	34	35	2900-5200	18-36%	56%	56%	76%	88%	96%	112%
I-70 Welcome Center - Eastbound	I-70 EB South Mountain	Frederick	Myersville	26	41	39	38	37	41	43	48	47	43	44	50	47	6000-16000	11-30%	158%	150%	146%	142%	158%	165%
I-70 Welcome Center - Westbound	I-70 WB South Mountain	Frederick	Myersville	23	25	24	30	23	33	23	35	33	46	30	44	45	6000-16000	11-30%	109%	104%	130%	100%	143%	100%
I-70 Truck Rest Arera	I-70 EB New Market	Frederick	New Market	9	10	14	13	13	16	14	13	15	18	18	20	21	6000-16000	11-30%	111%	156%	144%	144%	178%	156%
Note: * Under construction for renovations																			Usage					
**Was not included in highest ruck parking volumes list																			Percentage					
***Not included in counts as this is not located on the existing MD Truck Network																			Low					
																			Average					
																			Moderate					
																			Full					
																			Over					

Recent Truck Public Parking Expansions (2010-Present)

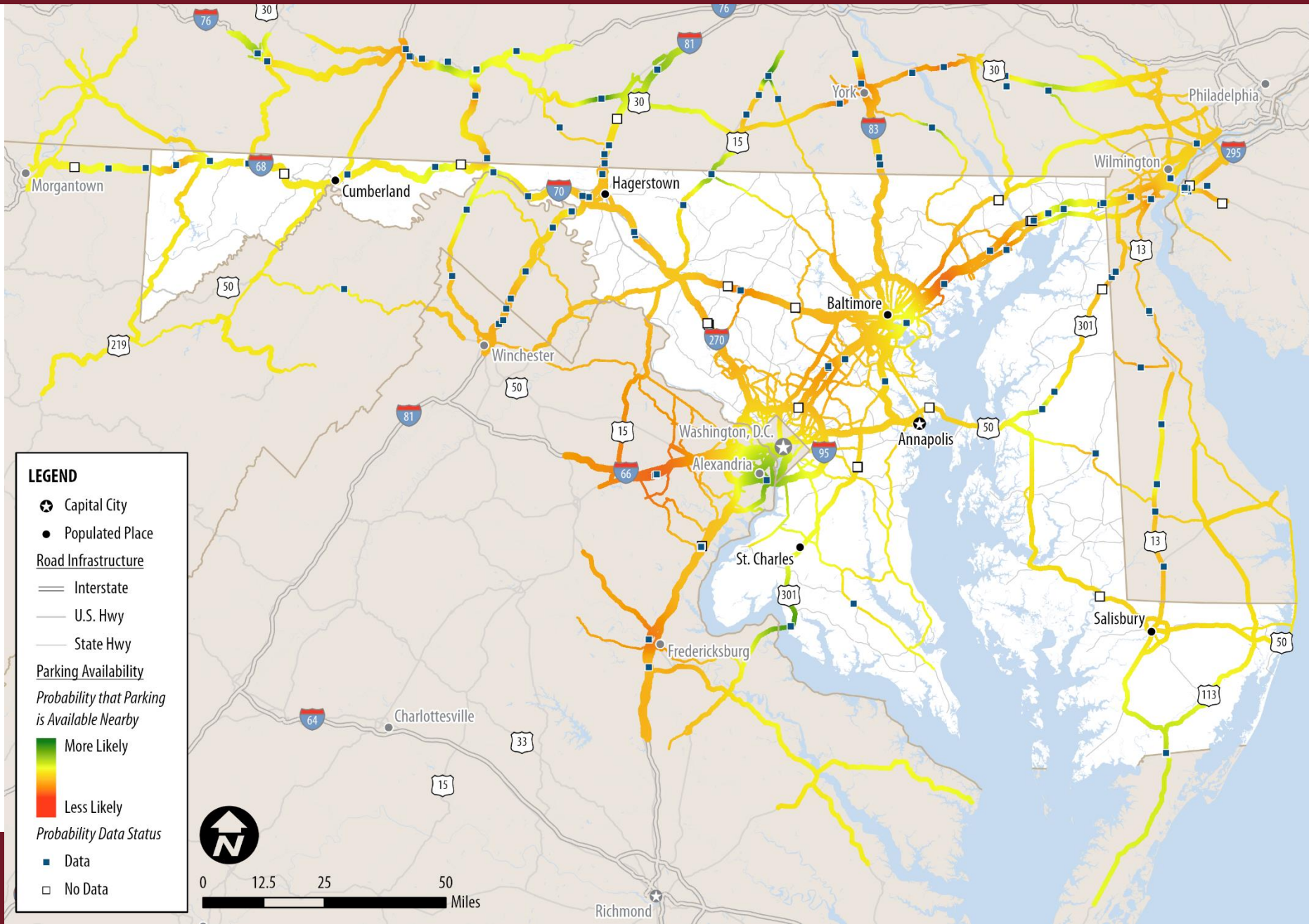
Location	Spaces
I-95 SB Welcome Center (Laurel)	41
<i>I-95 NB Welcome Center (Laurel)</i>	0 (4F issues)
I-495/I-495 Weigh Station/P&R	9
US 301 Bay Country Rest Area	14
I-95 NB Maryland House	28*
I-95 SB Maryland House	21*
I-95 NB Chesapeake House	35*
I-95 SB Chesapeake House	37*
I-70 EB Welcome Center	10+ (in design)
I-70 WB Welcome Center	10+ (in design)



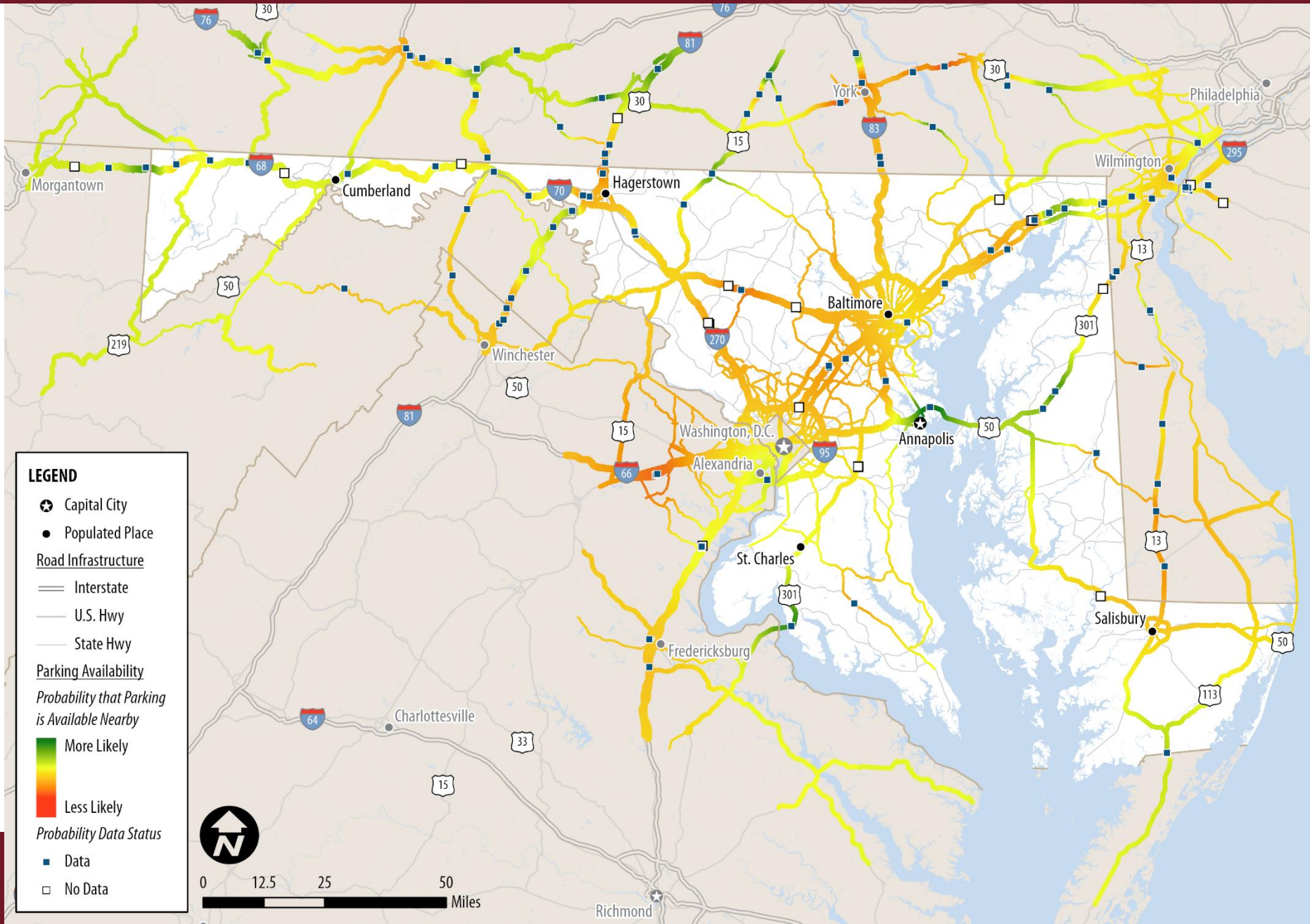
MARYLAND'S TRUCK AND EMERGENCY PARKING AREAS

*MDTA facilities

Truck Parking Utilization from 9am – 10am



Truck Parking Utilization from 9pm – 10pm



LEGEND

- ★ Capital City
- Populated Place

Road Infrastructure

- Interstate
- U.S. Hwy
- State Hwy

Parking Availability

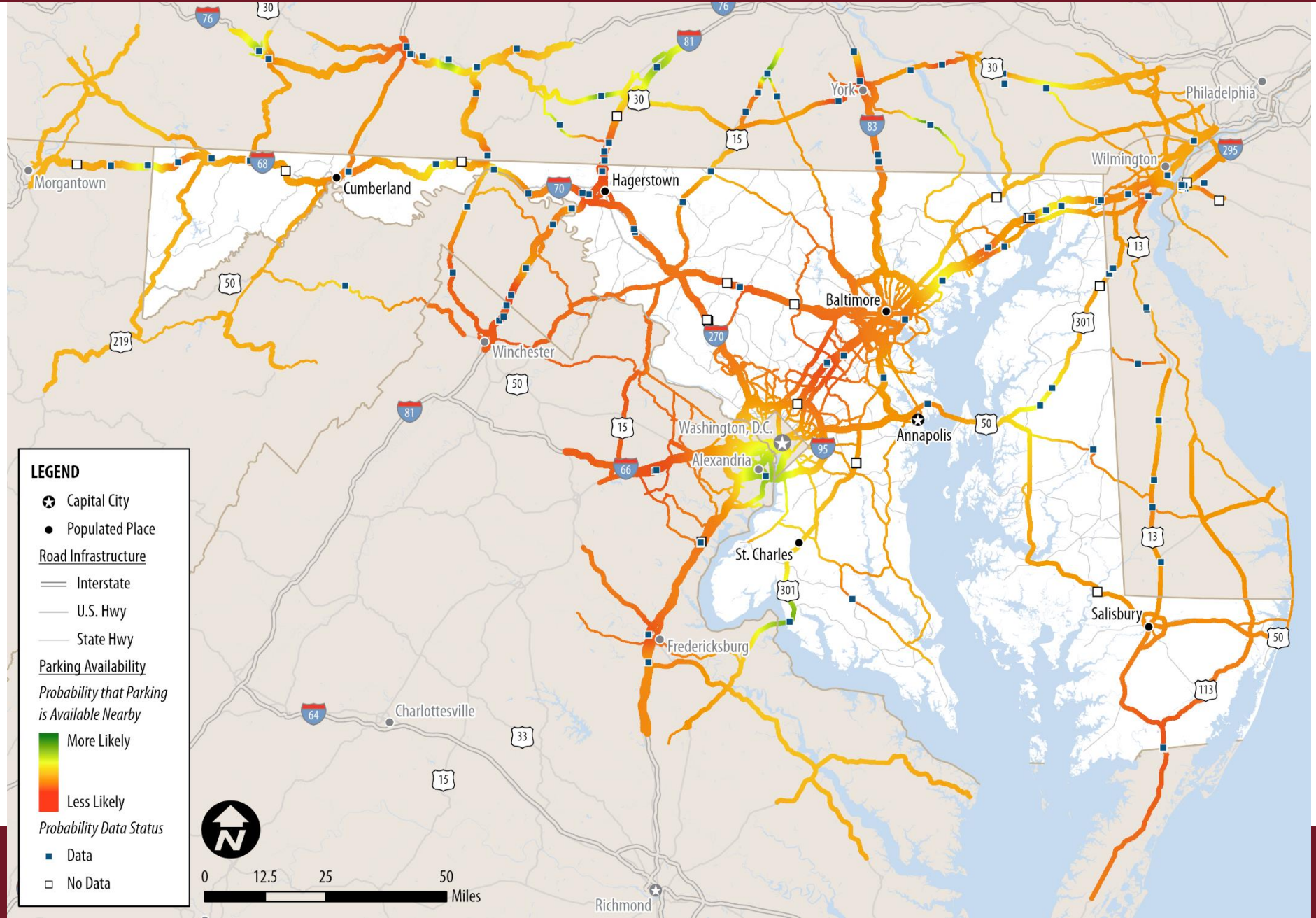
Probability that Parking is Available Nearby

- More Likely (Green)
- Less Likely (Red)

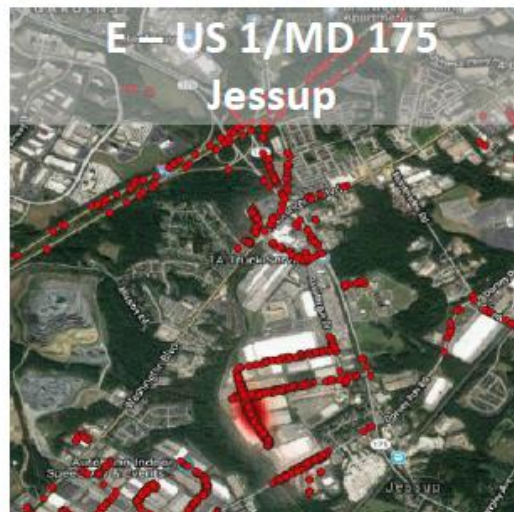
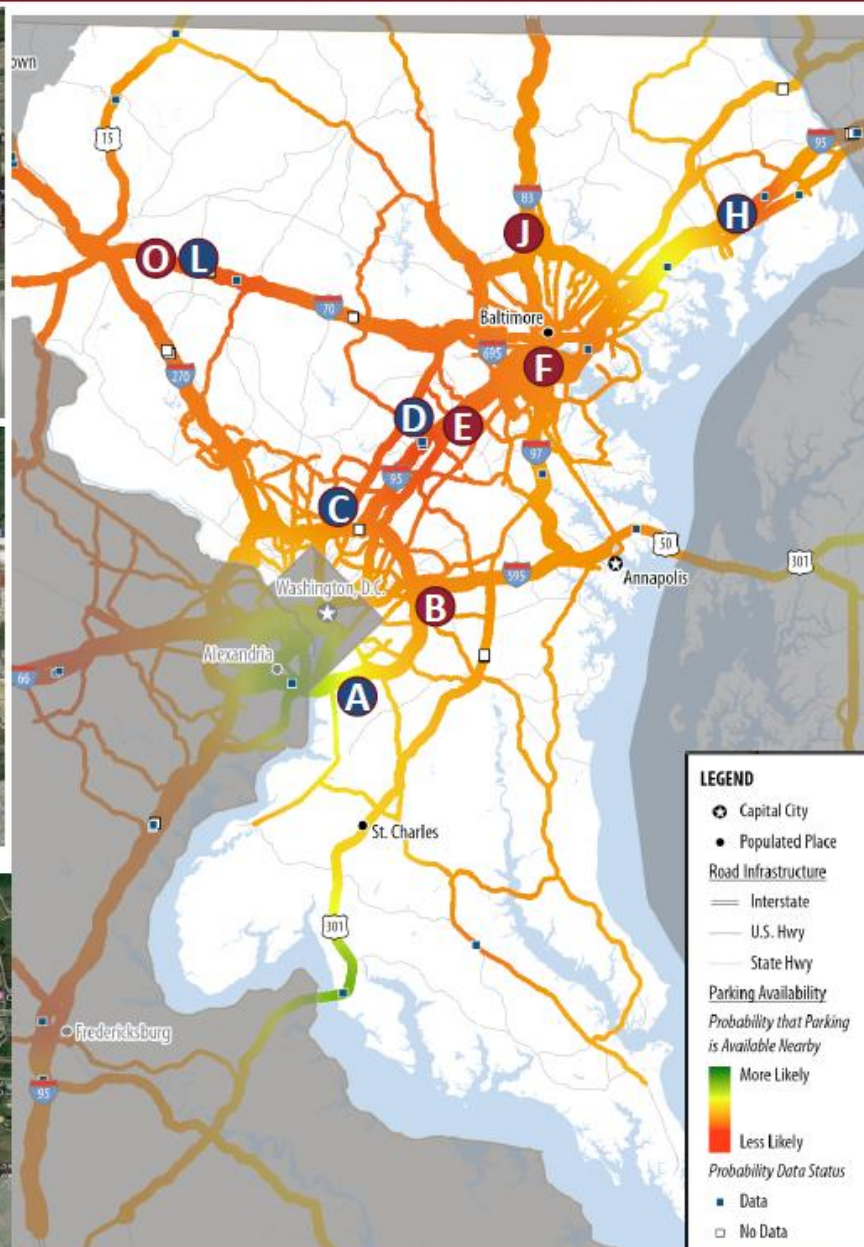
Probability Data Status

- Data
- No Data

0 12.5 25 50 Miles



Central Maryland Undesignated Truck Parking Clusters



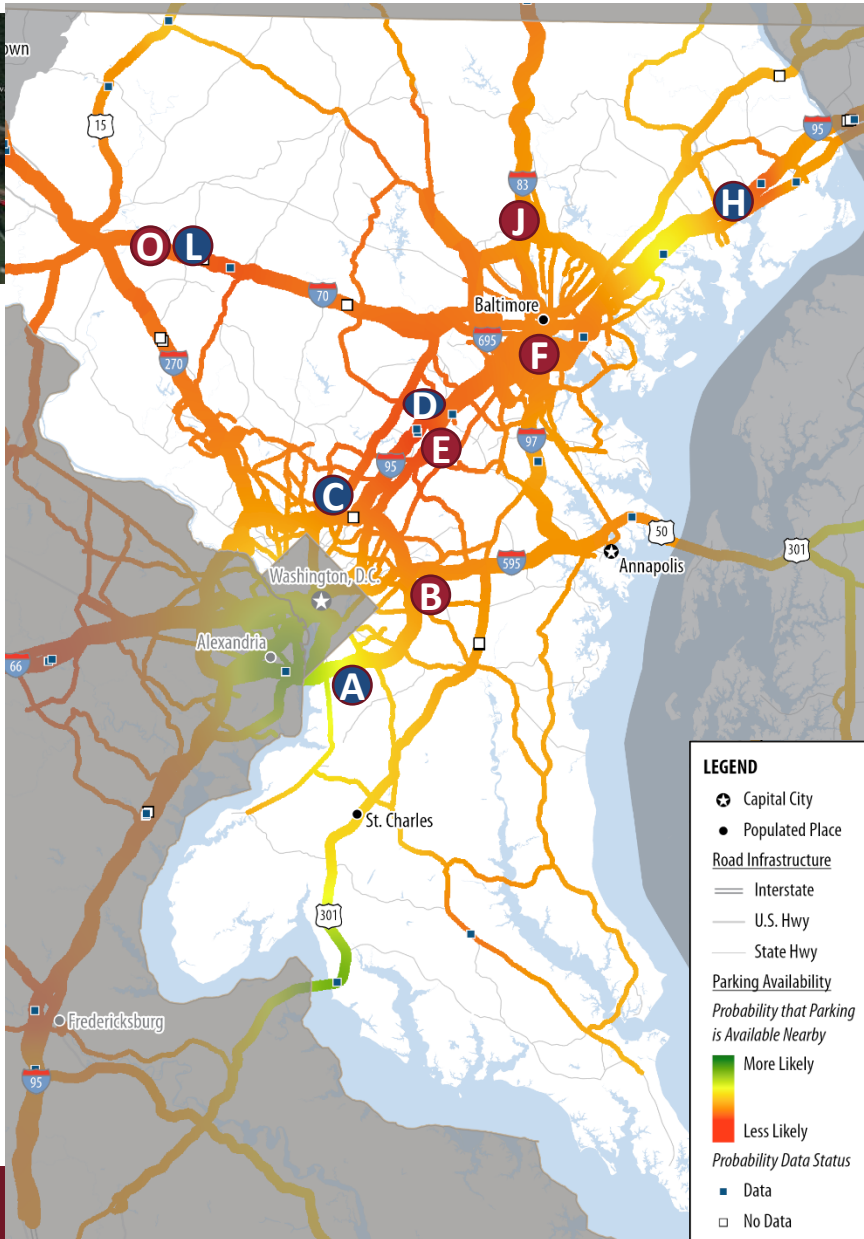
Central Maryland Undesignated Truck Parking Clusters



L – I-70 Rest Area

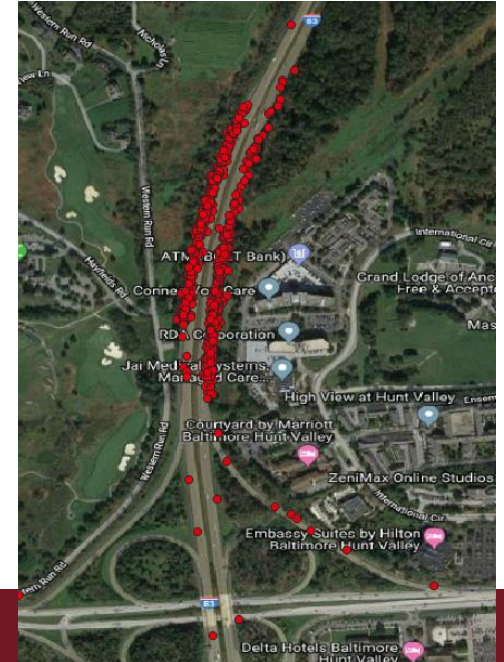


O – I-70 in Monrovia, MD



H – I-95 Maryland House Rest Area Aberdeen

J – I-83 Cockeysville



A map of Maryland showing a proposed rail line (yellow/orange) connecting Baltimore, Annapolis, and Salisbury. The map includes labels for 'Stevensville' and 'Kent Island Shopping Center'.

[illegible]

Western Maryland Undesignated Truck Parking Clusters

M – I-68 Grantsville, MD



N – I-70 Hagerstown



P – I-81 Williamsport, MD



K – I-68 Youghiogheny Overlook
Welcome Center



I – I-70 S. Mountain
Welcome Center



Translating Undesignated Truck Parking to Solutions

Add Context to Undesignated Truck Parking Locations and Focus on those that are Most Acute



Match Truck Parking Issues to Solutions and Identify Opportunities

Information Problems			
Where are parking locations?		What are parking amenities?	Are spaces available?
Information Solutions			
Stand – Alone Solutions		IT Information System Required	
Maps	Fixed Signs	Websites and Apps	Variable Signs
			
Lower Cost Less Complex Short-Term Implementation		Long-Term Implementation More Complex Higher Cost	

Capacity Problems			
How do we provide additional parking?			
Capacity Solutions			
Collaboration Required		Stand-Alone Solutions	
P3s	Adapting Existing	Re-Opening Areas	Building New Areas
			
Lower Cost Uncertain Complexity		Higher Cost More Complex	

Questions?

Contacts

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http://www.mdot.maryland.gov/newMDOT/Freight/Truck_Parking_Study