NATIONAL ECONOMIC PATNERSHIPS GRANT

I-15 FREIGHT MOBILITY ENHANCEMENT PLAN

PROJECT OVERVIEW

FHWA Grant

The I-15 Corridor was one of only four areas awarded a National Economic Partnerships grant by the FHWA to develop an I-15 Freight Mobility Enhancement Plan. The National Economic Partnerships initiative promotes efficiency and regional cooperation by identifying best transportation planning practices that can be implemented across jurisdictional boundaries and is specifically focused on cooperation at the megaregion level.

PROJECT PURPOSE

Identify strategies for providing effective urban truck parking along the I-15 Corridor. Effective urban truck parking can be defined as reliable, secure, affordable, with the amenities drivers need, and supported by the surrounding community. Develop an actionable implementation plan that defines the partnerships, technology, policy, and funding frameworks needed for successful implementation, collaboration, and economic partnership.

PROCESS

Collaboration

The I-15 Freight MEP engaged stakeholders from:

- Two states (California and Nevada)
- Multiple regional planning agencies
- The freight industry

Flexibility During COVID-19

Virtual collaboration during the ongoing pandemic was highly effective and kept participants safe from travel impacts. Engagement was high and participant time was maximized.

Urban Truck Parking Technology Exploration

An external Request for Information (RFI) cast a wide net to reach a broad and diverse audience for innovative and practical technology solutions. Feedback was invaluable to the process and strengthened understanding of known technologies and introduced new applications to solve related problems. More details can be found in the Technology Exploration Report and full Mobility Enhancement Plan.



Figure 1: *I-15 Freight MEP Study Area*

RECOMMENDATIONS

10 Supportive Policies needed to:

- Modify land use and zoning requirements
- Provide public/private partnership frameworks
- Guide future industrial development standards

4 Infrastructure Strategies that:

- Expand or upgrade truck parking
- Build new truck parking facilities
- Add truck parking at weight stations
- Build truck parking at logistics centers

5 Technology Strategies focused on:

- Real-time space availability information
- Connecting drivers to available and safe parking areas
- Advanced reservation capabilities

4 Supportive Programs represent important next steps:

- Include projects and studies that will result in outreach tools and resources
- An ongoing awareness campaign
- Guidance and analysis on truck parking demand and performance reporting

The I-15 Mobility Alliance provides a key forum for keeping the focus on urban truck parking needs, advancing strategies, and coordinating implementation.

https://i15alliance.org/

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RECOMMENDATIONS



Category	ID	Strategy	Cost	Implementation					Applicable Location		
				Effectiveness	Cost Effectiveness	Lead	Partners	Ease	Time Frame	Urban	Fringe	Rural
Supportive Policy	PO-1	Encourage and support parking expansion at existing commercial truck stops and development of new commercial truck stops	$$			DOT, Local Agency	Private Property Owner	2	Mid	●	●	●
	PO-2	Require shippers and receivers to provide on-site truck parking or contribute to a common staging lot	$			Local Agency	MPO, DOT	2	Mid	●		
	PO-3	Allow (where applicable) commercial and industrial property owners to provide truck parking on unused portions of property	$			Local Agency	MPO, DOT	1	Short	●		
	PO-4	Allow truck parking in auto-designated areas at public facilities during off-hours (SRRAs, safety pull-offs, scenic vistas, commuter lots, bus depots, maintenance lots)	$			Local Agency, MPO, or DOT		2	Mid	●	●	●
	PO-5	Allow emergency truck parking at large private parking facilities when not in use (mall, sports venue, fairground)	$			Private Property Owner	Local Agency, MPO, DOT	2	Mid	●	●	●
	PO-6	Integrate truck parking into roadway project development process	0			Local Agency, MPO, DOT		1	Short	●	●	●
	PO-7	Consider truck parking needs prior to purchase or sale of right of way	0			Local Agency, DOT	MPO	1	Short	●	●	●
	PO-8	Reassess public facility closures in high demand areas	$			DOT	Local Agency, MPO	1	Short	●	●	●
	PO-9	Include minimum amenities at publicly owned truck parking facilities: toilets, paved/striped parking, lighting, water, safe from traffic hazards	$			Local Agency, DOT	MPO	2	Short	●	●	●
	PO-10	Increase enforcement of unauthorized parking, especially in areas with available truck parking spaces	$$			Local Agency, DPS	MPO, DOT	2	Short	●	●	●
Infrastructure	I-1	Expand and upgrade truck parking at public facilities within I-15 ROW (SRRAs, safety pull-offs, etc.)	$$			DOT	MPO, FHWA	2	Mid		●	●
	I-2	Build new dedicated truck parking facilities within I-15 ROW	$$$			DOT	MPO, FHWA	3	Long		●	●
	I-3	Add truck parking at existing or new commercial vehicle weigh stations	$$			DPS	DOT, MPO	2	Long		●	●
	I-4	Build dedicated truck parking facilities in/near major logistics center	$$$$			Local Agency and/or Private Business	DOT, MPO, Logistic Center Developer or Property Owner	3	Mid	●		
Technology	T-1	Develop a Truck Parking Availability System (TPAS) along the I-15 Corridor	$$			DOT	MPO, Technology Provider, Priate Truck Stops	2	Mid	●	●	●
	T-2	Install static signs indicating upcoming locations for truck parking (pre-TPAS)	$			DOT		1	Short	●	●	●
	T-3	Deploy Smart Urban Parking Zones in/near major logistics center	$			Local Agency	Technology Provider, DOT, MPO	1	Short	●		
	T-4	Truck Parking Marketplace mobile application	$			Technology Provider	Local Agency, MPO, DOT	1	Short	●		
	T-5	Integrate I-15 truck parking locations with I-15 MCOM and regional 511/ traveler information systems	$$			DOT, MPO	Local Agency, MPO, DOT	2	Mid	●	●	●
Supportive Program	PR-1	Create an awareness campaign on the importance of truck parking	$$			DOT	Local Agency, MPO	2	Short	●		
	PR-2	Create guidance to help municipalities include truck parking demand as part of Traffic Impact Analyses for new developments	$$			DOT	Local Agency, MPO	2	Short	●		
	PR-3	Develop performance assessment and reporting strategy to highlight freight mobility benefits, economic benefits, safety benefits	$$			DOT, MPO	Local Agency, MPO	2	Short	●	●	●
	PR-4	Establish forum for ongoing Agency collaboration and coordination	$			DOT	MPO, Local Agency	1	Short	●	●	●