

Date of Last Update (edit each time): 05/24/21

<b>UTC Project Information</b>	
Project Title	Connected Vehicle Information for Improving Safety Related to Unknown or Inadequate Truck Parking
University	Texas A&M Transportation Institute
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Funding Source(s) and Amounts Provided (by each agency or organization)	State Funds \$56,677 Unrecovered IDC \$28,821 INRIX Match \$100,000 Federal Funds \$126,332
Total Project Cost	\$311,830
Agency ID or Contract Number	Grant No: 69A3551747115 Project: TTI-06-01
Start and End Dates	May 1, 2021 and July 29, 2022
Brief Description of Research Project	<p>Safety issues that stem from commercial truck parking shortages are a national concern. National hours-of-service (HOS) regulations limit drivers' time on the road, in an attempt to increase safety by limiting fatigue; thereby, creating a need for drivers to locate safe, secure, and legal parking wherever they are when or before they hit their limits. In addition, the recent rule mandating the use of electronic logging devices (ELD) to electronically record a driver's Record of Duty Status (RODS), replacing the HOS paper logbooks, further exacerbates drivers' needs to find adequate parking. If drive time is exhausted where there is no nearby truck parking, drivers may park in unsafe or unauthorized locations to meet HOS requirements or they may continue to drive while fatigued. As a result, there are intrinsic safety impacts to all highway users due to large trucks parking in unsafe locations or truck drivers driving past their allotted hours. And, with the projected growth of truck traffic, the demand for adequate truck parking will continue to outpace the supply of public and private parking facilities. Coming up with solutions to the truck parking challenge requires (1) estimating demand, or the total number of trucks that want to park in a given location or geographic area, (2) identifying legal, safe, and secure parking opportunities in that same location or geographic area, and (3) disseminating information on parking opportunities to drivers when they need it and how they want it. Assessing various approaches for accomplishing these three activities is the key focus of the proposed study.</p>

<p>Describe Implementation of Research Outcomes (or why not implemented)</p> <p>Place Any Photos Here</p>	<p>The research outcomes we are expecting:</p> <ol style="list-style-type: none"> <li>1) The deliverables of the final report and data (as per DMP)</li> <li>2) EWD plan <ul style="list-style-type: none"> <li>➤ 3 graduate students</li> <li>➤ Journal Article</li> <li>➤ Develop a guidebook.</li> <li>➤ Slide deck summarizing research.</li> <li>➤ Create learning modules.</li> </ul> </li> <li>3) T2 plan <ul style="list-style-type: none"> <li>➤ Webinar</li> </ul> </li> </ol>
<p>Impacts/Benefits of Implementation (actual, not anticipated)</p>	<p>The current study will help transportation agencies in developing solutions to the parking availability problem by identifying effective methods for using data to estimate truck parking demand and areas of parking opportunity, assessing available data sources for estimating truck parking demand and supply, and determining the safest connected vehicle (CV) solutions for distributing information on parking availability directly to drivers.</p>
<p>Web Links</p> <ul style="list-style-type: none"> <li>• Reports</li> <li>• Project website</li> </ul>	<p><a href="https://safed.vtti.vt.edu/projects/4610-2/">https://safed.vtti.vt.edu/projects/4610-2/</a></p>