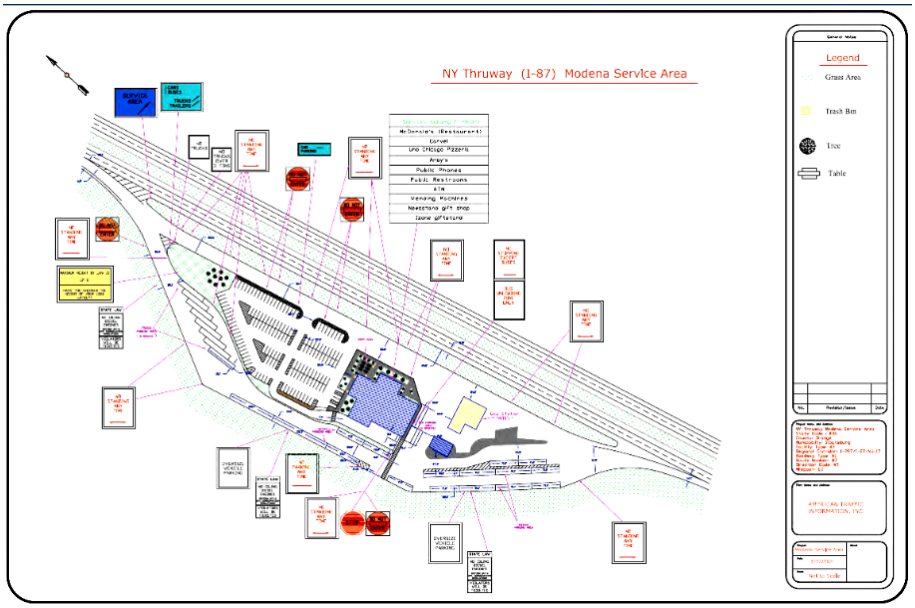
Table 16. Truck stops/parking outside of metropolitan areas.

Initiative 15: Truck Stops/Parking Outside of Metropolitan Areas	
Description: This initiative involves the construction or installation of truck stops/parking facilities outside the metropolitan area. These facilities could be used by freight vehicles as staging areas to conduct transshipment activities, as temporary parking locations during peak times, or as waiting areas until designated delivery times.	
Targeted mode: Urban deliveries/all traffic	**Geographic scope:** City
Type of initiative: Parking/loading areas management: off-street parking and loading	**Primary objective:** Reduce congestion
Expected costs and level of effort to implement: The planning process requires administrative and management coordination with freight carriers to select the most appropriate locations. Securing the area to establish the stops and parking areas will be costly. Changing policy and adding appropriate signage will carry minor costs; providing security and other services will add costs.	

Advantages:
• Reduce congestion
• Improve mobility
• Improve inadequate infrastructure
• Reduce vehicle-miles traveled
• Environmental sustainability
• Reduce curbside occupation time
	Disadvantages:
	• Require high capital investments
	  - Require extremely large physical space
	  - May require public subsidies
	• Increase in traffic at/in the vicinity of the area/facility

Examples: • New York City, New York, United States (New York Metropolitan Transportation Council 2009)  New York Thruway (I-87) Madena Service Area Source: New York Metropolitan Transportation Council 2009	
Related alternatives: 1. New and Upgraded Infrastructure and Intermodal Terminals; 2. Improved Staging Areas; 3. Integrate Freight into Land Use Planning Process	
References: Federal Highway Administration 2002; New York Metropolitan Transportation Council 2009	