

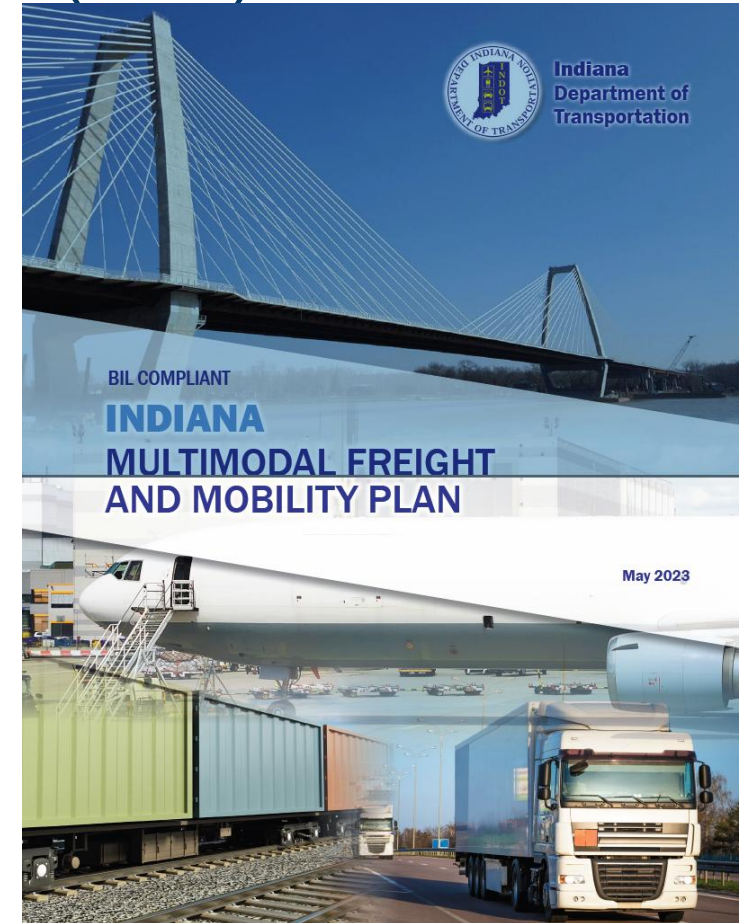
NW Indiana Regional Truck Parking Study: Transportation Committee

Tuesday, April 7, 2026

Background: Why a Regional Truck Parking Study?

Conducting a Truck Parking Study Recommended in *NWI 2050+ Freight Chapter (2023)*

INDOT Has a Statewide Multimodal and Freight Mobility Plan (2023)



Recommendation from NWI 2050+

Truck Parking Study

Truck parking is a critical need for the trucking industry, often cited as a top priority.¹¹⁷

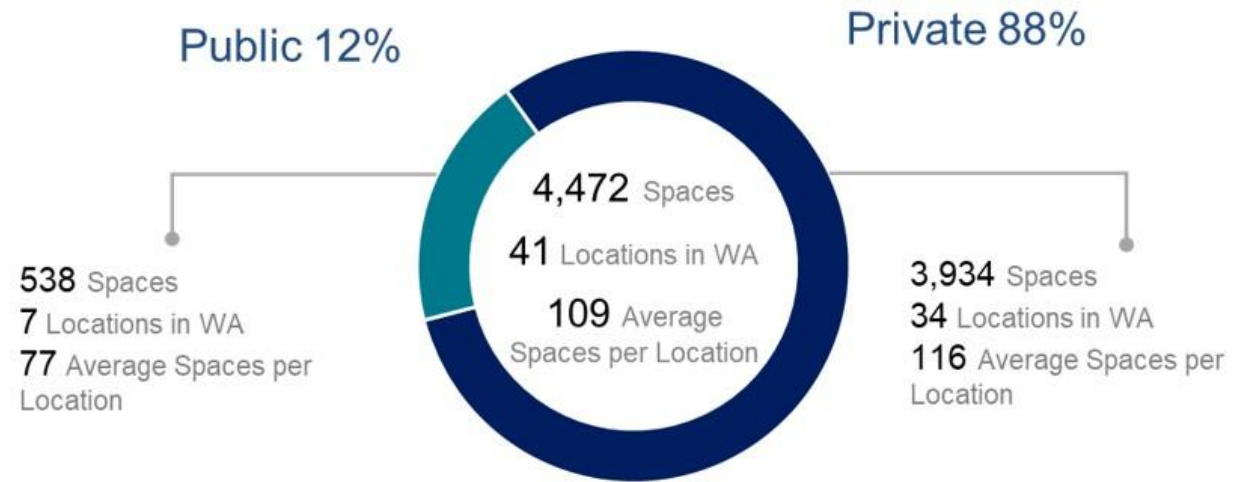
Inadequate truck parking directly impacts safety, freight efficiency, and quality of life.

Stakeholders consulted repeatedly reported a lack of truck parking. To address these issues,

NIRPC might consider funding a new truck parking study that inventories existing capacity, identifies parking gaps and needs, and offers pertinent recommendations. This study can also

investigate the opportunity to expand a TPIMS at additional locations, as there are currently none in Northwest Indiana.¹¹⁸ Finally, the Indiana State Freight Plan is investigating truck parking issues and will propose recommendations that cover the Northwest Indiana region.¹¹⁹

Key partners: INDOT, MAASTO private truck parking providers (Love's, Pilot, Flying J, TravelCenters of America, etc.)



Source: CPCS analysis of All Stays, Trucker Path, Diesel Boss, Jason's Law Survey 2019, Land Line, and The Truck Parking Zone using Google Earth and Google Maps, 2022.

Truck Parking in IN Multimodal and Freight Mobility Plan

Table 4.4 – Truck Parking Indicators in Indiana

| TYPE | NUMBER OF TRUCK PARKING FACILITIES | TRUCK SPACES | | |
|---------|------------------------------------|--------------|---|----------------------|
| | | Number | Per 100 Thousand Daily Truck VMT on NHS | Per 100 Miles of NHS |
| Public | 40 | 2,070 | 20.3 | 43.1 |
| Private | 186 | 11,810 | 116.0 | 245.9 |
| Total | 206 | 13,880 | 136.3 | 289.0 |

Source: FHWA, Jason’s Law Truck Parking Survey Results and Comparative Analysis (2015)

INDOT is striving to provide adequate parking for interstate truck movement by continuing its efforts to address increasing truck parking demand and locate the greatest truck parking needs in the state. INDOT conducted assessments of the availability of truck parking in the state using publicly available tools and input from industry stakeholders. As a result, **INDOT determined there is a shortage of truck parking and proposed strategies to address the issue.**

The efforts include a recently developed Rest Area and Truck Parking Plan ³¹. Indiana has truck parking spaces located at rest areas, welcome centers, and alternative service locations (e.g., private truck stops) around the state to improve safety and efficiency of the trucking industry. INDOT currently operates 28 rest areas and welcome center properties across the state (see **Figure 4.5**). The INDOT Rest Area and Truck Parking Plan has an overall objective of determining the need of future capital investments for expanded truck parking spaces, by considering the following five major criteria:

- 1. Distance between INDOT facilities and locations of private sector travel break opportunities.** INDOT has utilized a standard of approximately 100 miles between travel break opportunities. The majority of the travel break opportunities are in the form of INDOT rest areas and welcome centers; however, in some cases there is a clear opportunity for the private sector to serve the traveling public for these breaks.
- 2. Number of truck parking spaces available.** Ensuring the truck industry has ample locations for their mandated rest breaks is a critical safety component of Indiana’s rest area and welcome center network. Based on the current truck parking availability at INDOT facilities, a standard of how many spaces should be considered when constructing or reconfiguring locations was proposed:
 - New rest area locations should seek to provide no less than 75 truck parking spaces.
 - New welcome center locations should seek to provide 80-150 truck parking spaces based on demand and current capacity rates.

In determining these recommended number of truck parking spaces, each property was reviewed for current occupancy rates during peak truck parking hours as well as the proximity to other private sector truck parking opportunities.

Truck Parking Emphasis Background

Jason's Law passed by Congress as Section 1401 of MAP-21 in 2012:

1. Evaluate the capability of the State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation
2. Assess the volume of commercial motor vehicle traffic in the State
3. Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in the State



Truck Parking Current Administration Emphasis

\$200 million set aside as part of FFY 2026 USDOT Appropriations Bill signed 2/3/25:

- First time an explicit set-aside for funding truck parking including in legislation
- Projects have to be at least \$5 million, 30% have to be in rural areas
- Funds cannot be used for EV charging or refueling activities
- No new funding programs or NOFOs created to implement the law; rather existing BUILD, INFRA, and FMCSA High Priority grants accommodate eligibility for truck parking

Executive Order 14286 signed on April 28, 2025:

- A call “to improve the working conditions of America's truck drivers”
- USDOT Secretary Duffy announced one of the intents of the Executive Order was to increase availability to truck parking

Steering Committee Formation

Steering Committee Assembled in summer 2025 that includes:

- Federal Highway Administration (FHWA)
- INDOT
- NW Indiana Forum
- Conexus Indiana
- Ports of Indiana
- Lake County Economic Alliance
- Drive Clean Indiana (Added later)
- Odyssey Logistics
- Municipal and County economic development officials, planners, and engineers:
 - City of Gary
 - City of Hammond
 - La Porte County

First Steering Committee Meeting 9/19/2025

Mission Statement Adopted by Steering Committee on 9/19/25:

A NW Indiana Regional Truck Parking Study would enhance the regional economy and provide safe harbor to truckers in win-win locations while minimizing adverse impacts on workforce development, roadway safety, noise, environment, public safety, land use conflict, and infrastructure operations and maintenance

Feedback Provided on NIRPC staff efforts prior to the meeting:

- Literature review
- Data analysis of existing designated truck parking locations
- Photos and notes taken of existing designated truck parking locations
- Plans for next steps

Literature Review

Analyzed 5 MPO, 2 State DOT, and 2 Broader Organizational Truck Parking Studies:

- Atlanta Regional Commission (Atlanta, GA)
- Dover/Kent County MPO (Dover, DE)
- Maricopa Association of Governments (Phoenix, AZ)
- Coastal Region MPO (Savannah, GA)
- Capital Region Transportation Council (Albany, NY)
- INDOT Indiana Statewide Freight and Multimodal Mobility Plan
- Delaware Truck Parking Study
- FHWA Truck Parking Development Handbook
- ATRI Expanding Truck Parking at Public Rest Areas

Common Themes

1. Truck parking is a complex issue involving availability of spaces, localized industry delivery and staging needs, federal driver regulations, and land use and zoning challenges, among others.
2. Brownfields and underutilized commercial and light industrial sites offer opportunities to expand parking, but community education and trust must be developed as a component.
3. Truckers do care about amenities (and usually at a minimum access to a restroom) at designated parking locations, but availability and convenience are far more important.
4. Technology such as TPIMS (i.e. those signs indicating number of spaces) has proven to have limited success and trust within the truck driving community.
5. Early wins of new designated sites that build “good neighbor” practices can be critical to achieving more success in a region.

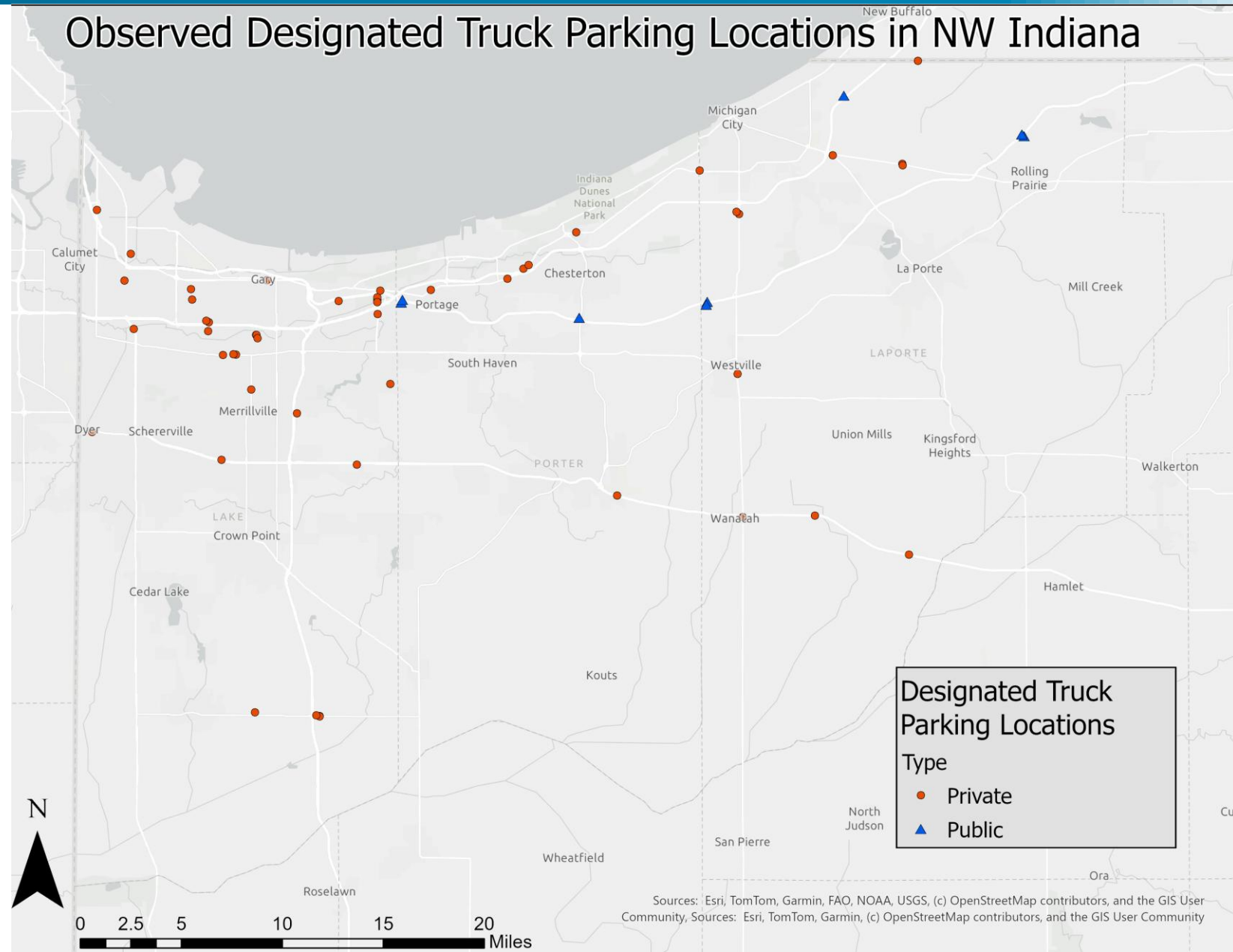
Designated Truck Parking Locations Inventory

49 Private Locations

8 Public Locations

Map does not include fleet or site-specific private designated locations

Observed Designated Truck Parking Locations in NW Indiana



Designated Truck Parking Locations Inventory

Left: Love's Travel Stop at 3150 Grant St in Gary



Right: Gallops Gas Station & Truck Stop at 1615 US 20 in La Porte County



Above: JT McCutcheon Travel Plaza on Indiana Toll Road in Portage

Designated Truck Parking Locations: Asset-Light

Left: 5148 Railroad Ave in East Chicago



Above: 10544 N SR 39 in La Porte County near the MI border

Right: 4950 E 15th Ave in Gary



Stakeholder Interviews

Sought stakeholder input about:

- Review staff-mapped designated truck parking locations
- Areas where undesignated parking occurs, if any
- Adequacy of existing ordinances and regulations to address truck parking
- Areas of imminent development, if disclosable, expected to generate truck traffic
- Any comments received from residents or businesses about truck parking

Common themes expressed by stakeholders:

- Residential parking caused by lack of workplace parking, especially for independent owner-operators and small firms
- Underfunded budgets to address truck-accelerated pavement deterioration
- Contagion effect in which one property that starts to allow truck parking spreads to other nearby properties
- Poor tax revenue from truck parking versus other competing land uses

Designated Truck Parking Data:

- 2015 and 2019 Jason's Law Survey of Designated Truck Parking Spaces
- Crowdsourced/app data such as Truck Parking Club, Truckspot, TruckSmart, etc.
- Outreach to private site owners
- Google Earth and ground truthed local knowledge to supplement
- Truck telematics data derived from Conexus Indiana as part of statewide study

Undesignated Truck Parking Data:

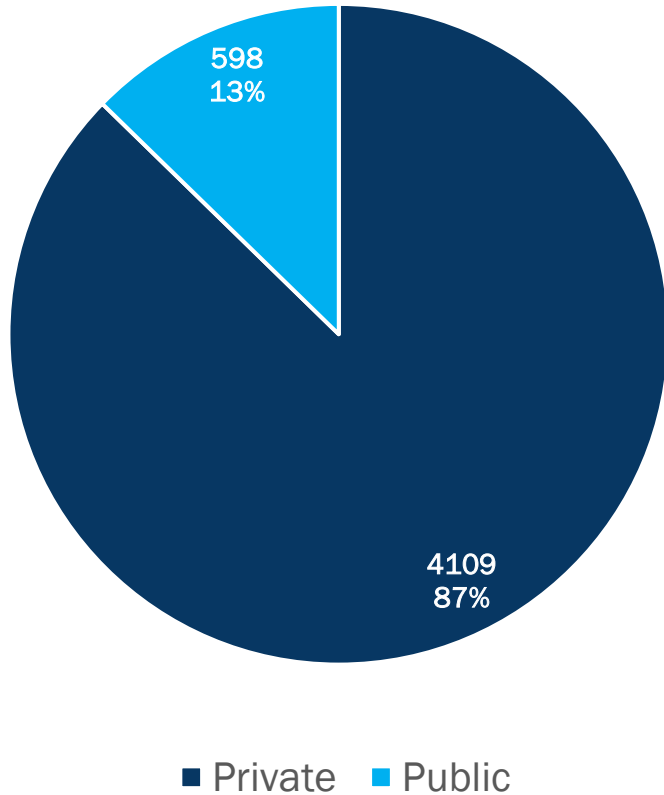
- Stakeholder and steering committee member outreach
- Surveys targeted at truck driving community and fleet managers

Other Truck Volume and Demand Data:

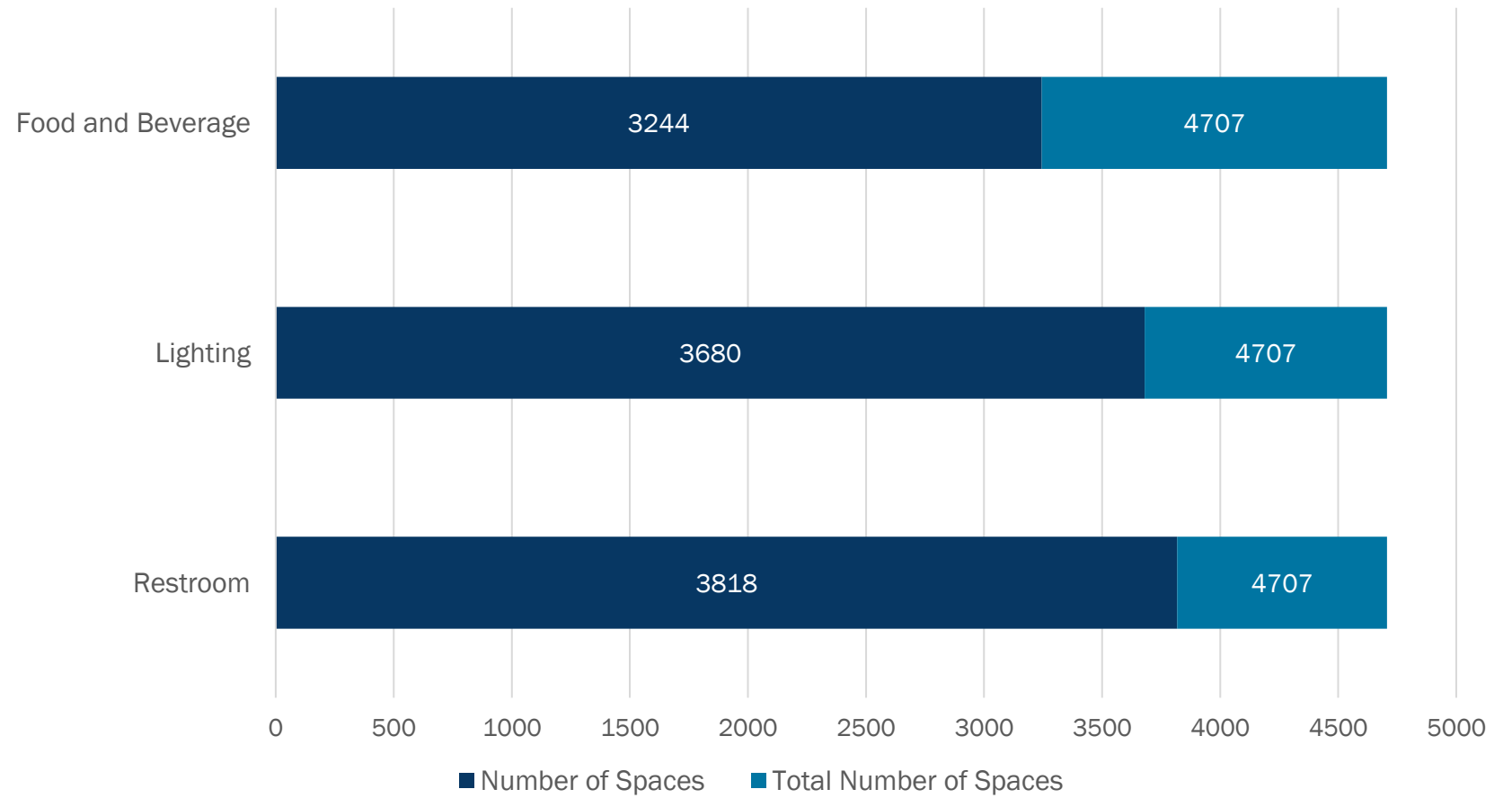
- INDOT and NIRPC traffic counts classified by trucks
- Land use and freight-related employment data

Truck Parking Statistics

Truck Parking Ownership

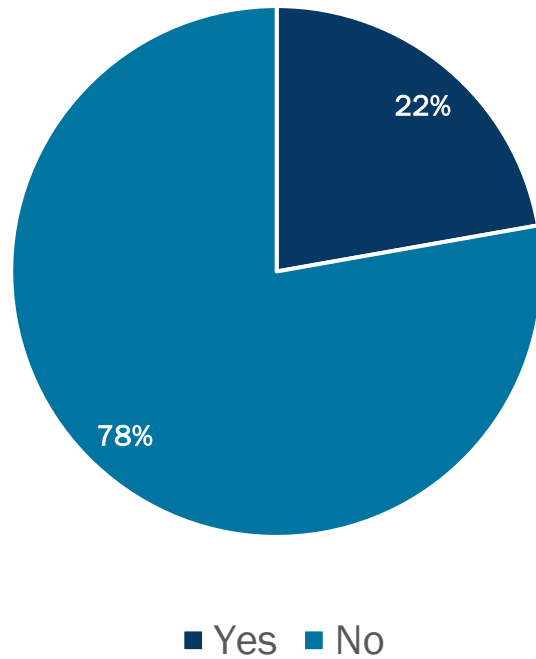


Amenities by Number of Truck Parking Spaces

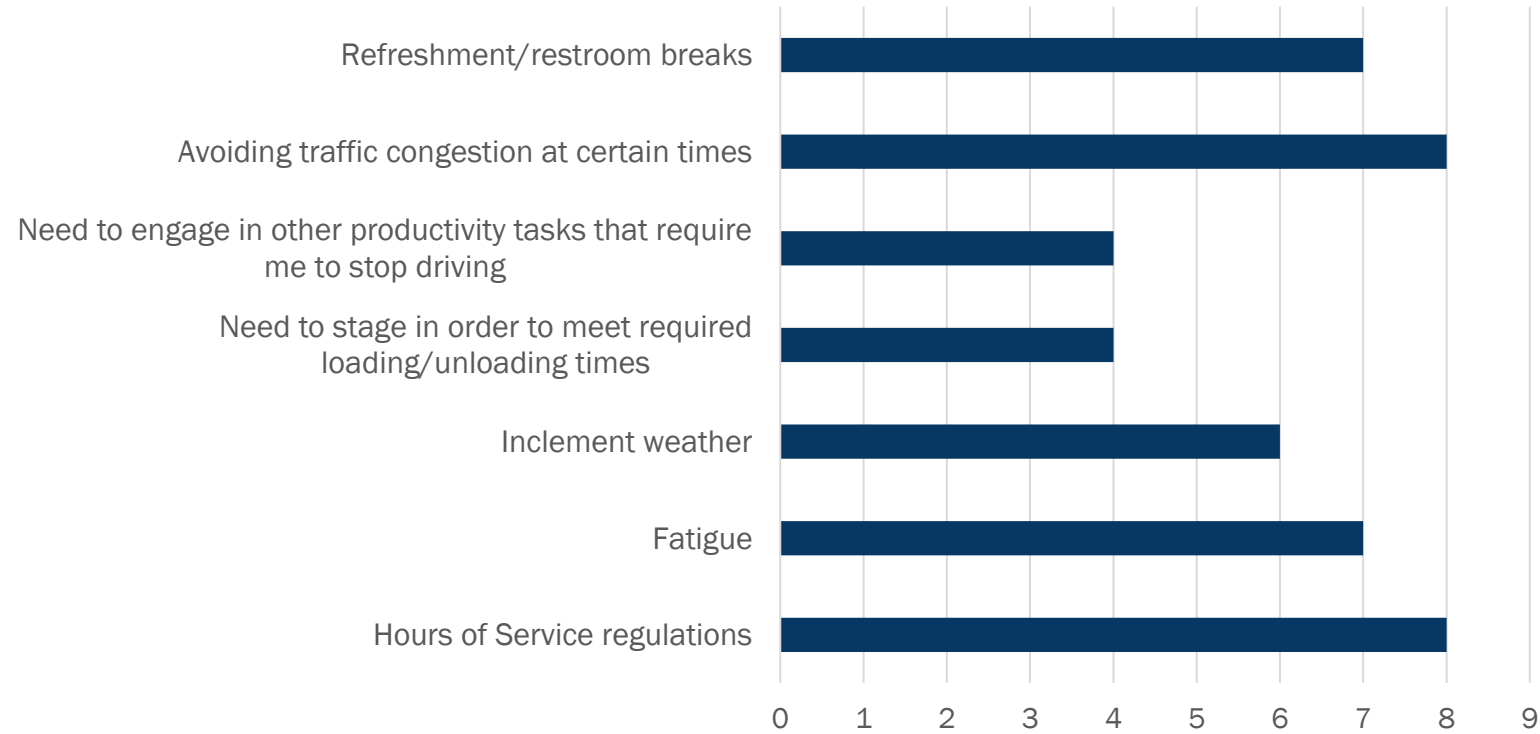


Driver Survey Results

Are you reimbursed for truck parking costs?



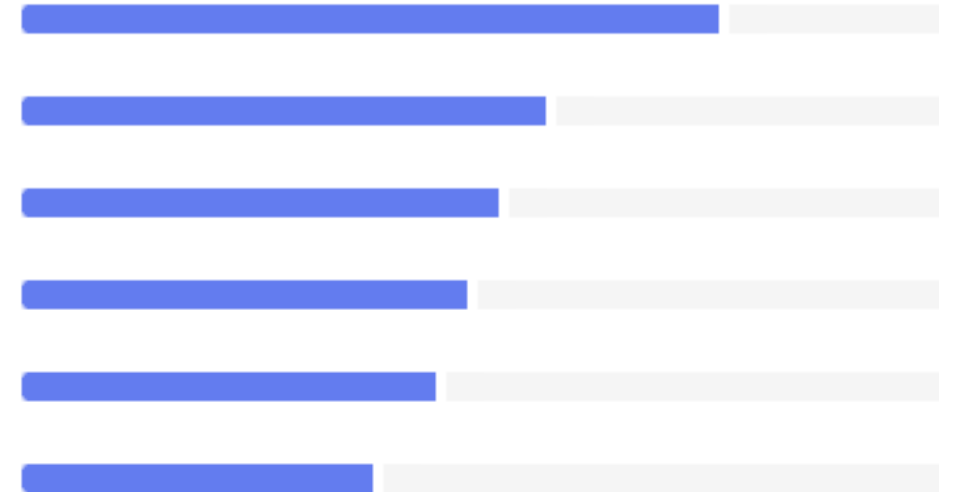
Reasons for Truck Parking



Driver Survey Results

Rank the following in terms of how important they are to you

- 1 Able to find available parking spaces
- 2 Convenience of the parking site to my route or destination
- 3 Maneuvering in and out of the parking spaces
- 4 Safety and security of the parking site
- 5 Amenities offered at the parking site (fuel, restroom access, trash, food/beverage, wifi, lighting, auxiliary...)
- 6 Whether the parking site is public or private



Driver Survey Results

How satisfied are you with the truck parking experience in the following areas?

● Very dissatisfied ● Somewhat dissatisfied ● Neutral ● Somewhat satisfied ● Very satisfied

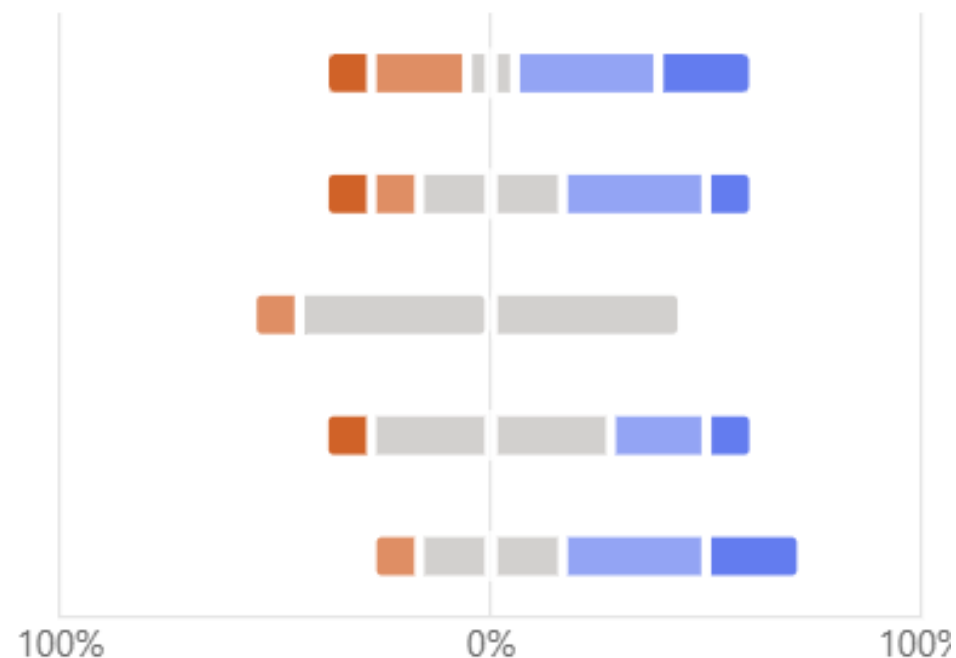
Overall parking availability

Time it takes to find parking

Parking security

Amenities at parking sites

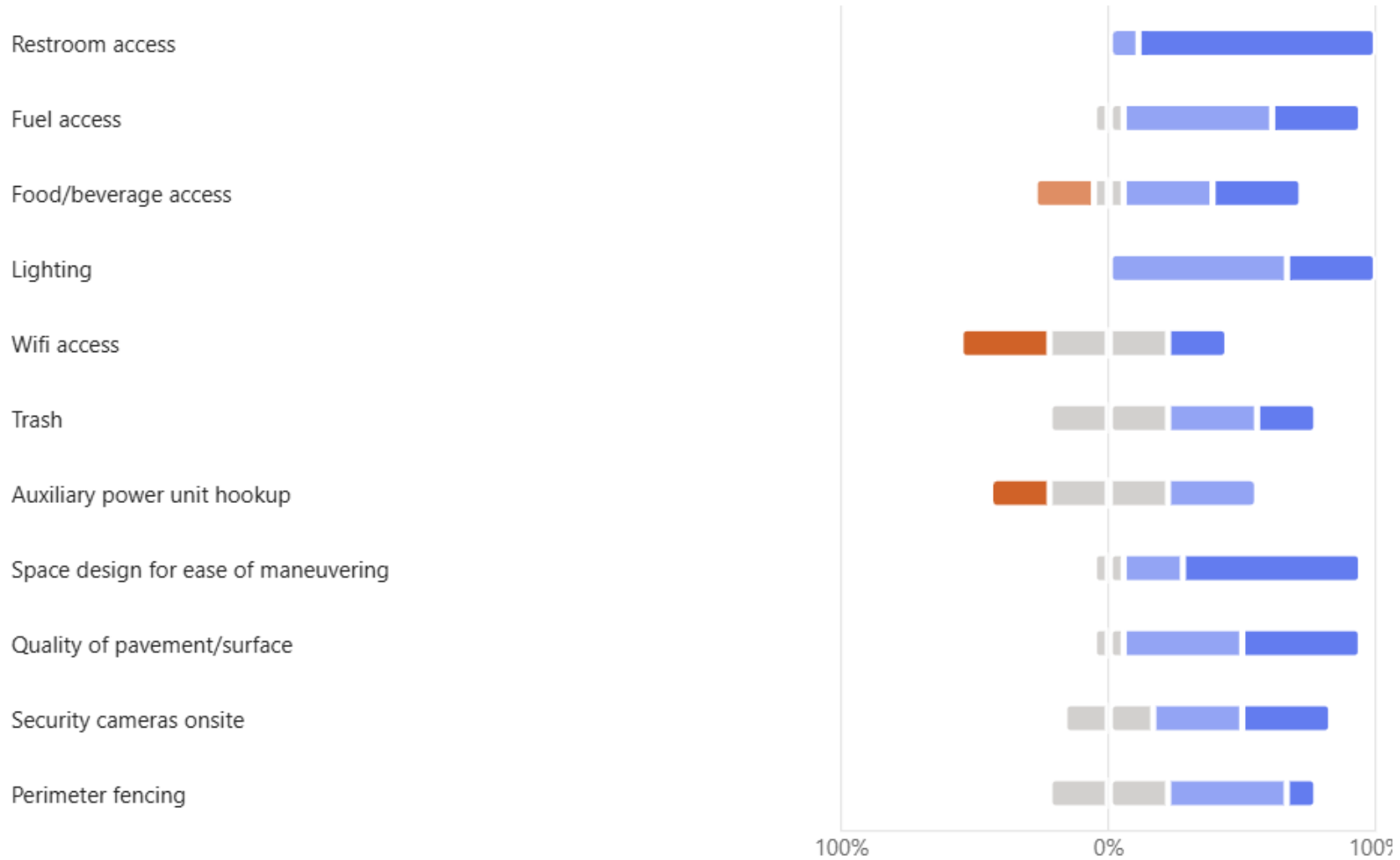
Quality of parking experience



Driver Survey Results

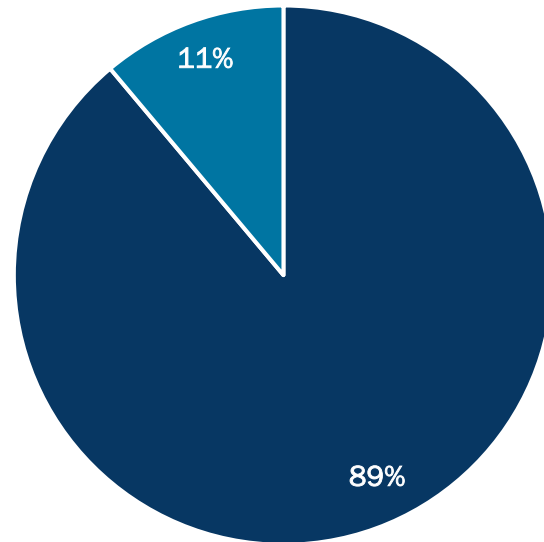
How important are the following amenities to you at truck parking sites?

● Very unimportant
 ● Somewhat unimportant
 ● Neutral
 ● Somewhat important
 ● Very important



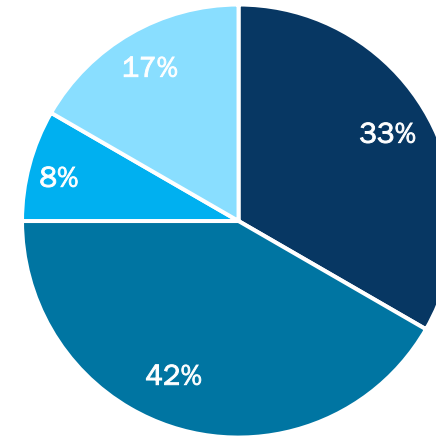
Driver Survey Results

Have you used an undesignated parking location in last 5 days of duty?



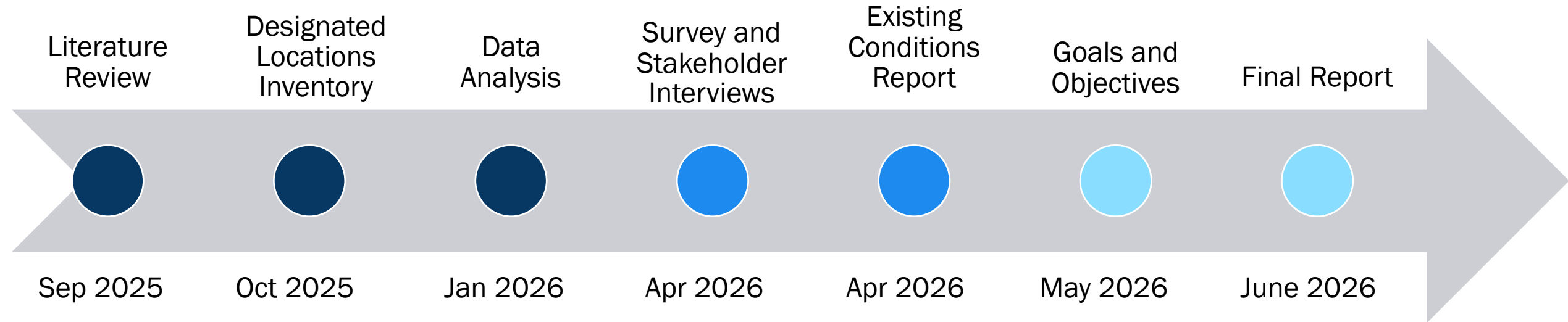
■ Yes ■ No

If yes, why?



- The undesignated location was more convenient
- Couldn't find a suitable designated location
- I saw other trucks parked at the undesignated location so assumed it wasn't enforced
- Other (please describe below)

Project Timeline



- Completed
- Ongoing
- Future

Questions

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