

Current Situation (January 2011)

Utah is a crossroads for transcontinental highway freight traveling across America on Interstates 15, 70, 80 and 84. Truck traffic has grown along I-15 in Utah resulting in a shortage of long-term truck parking. The Utah Department of Transportation (UDOT) has conducted extensive out reach with the truck stop operators, drivers, and trucking company management including safety officers, to better understand long-term truck parking needs along the I-15 corridor.

Up to 8,000 trucks pass through the St. George Port of Entry on peak days.

I-15 in Utah has 1,734 spaces at private-sector truck stops and 74 truck parking spaces at state rest areas totaling 1,808 truck parking spaces.

Due to its location along the I-15/I-70/I-80 east-west corridors, Utah sees a high number of trucks needing long-term parking.

Truck drivers are allowed to drive 11-hours before a mandated 10-hour rest break must be made, regardless of their location.

Because of the limited parking and mandated hours of service regulations, trucks often park illegally on freeway ramps and in other unauthorized areas, along I-15 and on city streets in communities creating safety concerns.

Four major areas in Utah needing additional truck parking have been identified from south to north:

- St. George and Cedar City areas
- Nephi area just south of the Wasatch Front
- The warehouse district in Salt Lake City
- Ogden to Tremonton in northern Utah

Three major areas in Nevada and California needing additional truck parking have also been identified from south to north:

- San Bernardino/Fontana/Ontario, CA warehouse district
- Barstow/Yermo, CA
- Mesquite, NV

The truck parking problem is most serious at night between 10:00 p.m. and 6:00 a.m., when driver fatigue is greatest. This is the same period when truck parking spaces in both private-sector truck stops and public rest areas are scarce.

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