STAGE 2 PROJECT SUMMARY: TRUCK PARKING SUPPLY MONITORING

PROJECT GOAL
Project goals are to (1) inform truck drivers about parking availability in existing I-87 Corridor rest areas, (2) reduce truck overcrowding and spillback onto the highway, and (3) identify trucks entering the parking area to check for possible outstanding violations. If successful, this system could be extended to other sites. NYSDOT and NY State Police recommended two prototype installation sites: (1) High Peaks Rest Area on southbound I-87 between Exits 29 and 30, and (2) the New Baltimore Rest Area on the southbound NYS Thruway near Exit 21A, adjacent to the CSX tracks.

EXISTING PROGRAMS
Existing truck parking supply at these two facilities consists of 21 spaces at the High Peaks Rest Area and 44 spaces at the New Baltimore facility. Both are heavily utilized, and truck volumes along these sections of I-87 continue to increase. The Corridor presently has no method to inform drivers about utilization levels in lots at rest stops, which are often overcrowded. Regulatory agencies have no real-time method of directing truck movements, monitoring volumes or checking for possible violators.

PROPOSED PROJECT COMPONENTS
• A non-invasive microwave detector at each rest area to count the number of trucks entering the truck parking area.
• A License Plate Recognition (LPR) system at each rest area to capture and record the vehicle license plates.
• A wireless transmission medium at each rest area to transmit license plate and detector information to a local hub and to transmit the status of the truck parking area one mile upstream of the rest area.
• A Variable Message Sign (VMS) on I-87 upstream of each rest area to alert truck drivers of parking availability at that rest area. Additional VMSs further upstream could be added to further aid drivers’ decision-making.
• Tie in to Information Exchange Network (IEN), to allow drivers to check parking status at kiosks or on-line.

RELATION TO SHORT-/LONG-TERM PLAN
This type of traveler assistance is consistent with the Smart/Safe Traveler and Smart Freight goals of the corridor’s overall Short-/Long-Term Strategic Plan. A discussion of the network implications related to this issue is included in the Plan.

REGULATORY REQUIREMENTS, AGENCY COORDINATION
With construction entirely within I-87 right-of-way, minimal environmental or other regulatory review would be required. VMS signs must comply with Federal guidelines, and High Peaks site signs would require review by the Adirondack Park Agency. Coordination among stakeholders (i.e., NYSDOT, NYS Police, trucking groups) would help ensure the functionality of the system and that appropriate response protocols are in place and defined.

ESTIMATED COST
Capital costs would be approximately $580,000 for permanent installation ($260,000 for temporary installation). Various FHWA Commercial Vehicle Operations (CVO) ITS programs, similar to those used on other State CVO initiatives, would be likely funding sources.