**The Case for Freight**

"I like to think of Utah's rural communities as the individual pearls on a beautiful necklace. The highway network is the string that holds them together, allowing them to display their luster. Our job is to provide the right string, with the appropriate strength, to connect these beautiful pearls seamlessly together. Through this string, we enable business to thrive, economies to grow, tourism to flourish, and freight to safely and efficiently reach its destination."

—John Njord, Utah Department of Transportation Executive Director

**Did you know?**

- The amount of freight moved in this country—from milk, toothpaste and toilet paper to sparkplugs, wheat and wind turbines—is expected to double in the next 40 years?
- The Interstate Highway System represents only 4 percent of total miles but carries 70 percent of commercial truck traffic?
- Each of the top ten worst freight-truck bottlenecks cause over one million hours of delay a year?

**Freight Capacity Needs**

**Interstate 15 Truck Parking Needs**

Utah is the crossroads of the West for major interstate freight traffic traveling to and from the East and West coasts on Interstates 15, 70, 80, and 84. Truck traffic is growing rapidly along I-15 in Utah and there is a corresponding shortage of essential, long-term truck parking. The Utah DOT has conducted extensive outreach with the trucking industry—including company management, safety officers, drivers, and truck stop operators—to better understand long-term truck parking needs along I-15.

*High truck traffic numbers are shown in this view along I-15 in Provo, Utah. Wasatch Mountains in the background*

- The St. George Port of Entry reports up to 8,000 through trucks on peak days
- I-15 in Utah has 74 truck parking spaces at state rest areas with 1,933 spaces at private-sector truck stops, totaling 2,007 truck parking spaces
- Due to its location along major east/west corridors, Utah sees a high number of trucks needing long-term parking
- Truck drivers can only drive 11 hours and then they must take a mandated 10-hour rest break, regardless of their location
- Because of Utah’s limited truck parking and the mandatory rest regulations for truck drivers, rigs are being parked illegally on freeway ramps, unauthorized pullout areas,

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Capacity Needs continued

and on city streets in communities along I-15, creating safety concerns

- Four major areas in Utah needing additional truck parking have been identified:
  - St. George and Cedar City areas
  - Nephi area just south of the Wasatch Front
  - The warehouse district in Salt Lake City
  - Ogden to Tremonton area in northern Utah

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