

# Rest Areas: Mounting Costs and Increased Expectations Create the Perfect Opportunity For Exploring New Public Private Partnerships

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## **KEY SEARCH TERMS:**

***Roadside Rest Areas***

***Truck Stops***

***Public Private Partnerships***

***Financing***

***Privatization***

## **Research Synthesis Bibliography No. 17**

Research Synthesis Bibliographies (RSBs) are distillations of relevant transportation research on current topics of interest to researchers, engineers, and policy/decision makers. Sources cited are available for loan (or available through Interlibrary Loan) to VDOT employees through the VDOT Research Library.



## **Commercialization Still Not Allowed at Rest Areas, But Federal Stance Softening**

Efforts to privatize rest areas and welcome centers on Interstate highways have been steadily progressing for 40 years. Today the idea of rest area privatization (or any commercialization beyond vending machines and information booths) continues to be explored by state DOTs, AASHTO, USDOT and FHWA. In addition, support in Congress to reform transportation policies related to rest areas has been increasing.

In the 1960s, during development of the interstate highway system, state and federal fuel tax receipts were sufficient to fund the maintenance of existing rest facilities and provide for expansion through new construction, including the maintenance and development of new rest areas. However, with the rapid growth in VMT and limited growth in revenues from gas taxes, funding for the development of public rest areas has become a lower priority (Kress and Dornbusch, 1991, 1). Clearly, the environment and context in which rest areas were initially developed has undergone tremendous change. However, today DOTs are being forced to prioritize their inventories of structures, and keeping bridges and other critical structures maintained in a time of limited resources takes priority over rest areas.

Why weren't rest areas privatized decades ago? When Congress created the Interstate Highway System in 1956, community leaders feared that local businesses, jobs (and their tax base) would shrink if motorists bypassed their cities and towns. In response, Congress enacted legislation prohibiting development on the interstate rights-of-way under section 111 of title 23 United States Code. Since then, rest areas have not been able to offer large-scale commercial services, such as food, fuel, and merchandise at rest areas built after January 1, 1960. It should be noted that some states have commercialized existing service plazas along the interstate system that were grandfathered because the facilities predated the Federal Interstate Highway System.

Ironically, since the early 1990s, many State DOTs (including VDOT) have maintained a conservative stance on scheduling and funding rest area and welcome center refurbishment and construction, in the event that legislative changes might "soon" permit the private sector to bear such costs. Meanwhile, many private companies began approaching states with plans for the development of expanded commercial services in such areas, offering to bear the construction and maintenance costs. While the efforts of those firms have been rebuffed, at this point they are likely well positioned to pull those plans back out should an opportunity arise. Like DOTs, they too are waiting.

There are two noteworthy exceptions. First, for decades toll roads in states like Pennsylvania and Maryland have provided "corridors of commercialism" that are exempted from the federal legislation prohibiting commercial interests in Interstate highway right of ways. Along these toll roads, there are many instances of joint commercial ventures at rest areas and welcome centers (often including their state division of tourism or local chambers of commerce, especially for the latter). Secondly, in 1990, the California Department of Transportation experimented with the establishment of a "Traveler Services Rest Area (TSRA), which provided commercial services under an agreement with a private partnership that built, operated, and maintained the rest area for 35 years, after which all improvements would become the state's property. The state contributed the land and \$500,000 in exchange for an operating rest area and revenues from the commercial operation.

A number of states, including Arizona, California, Colorado, Montana, Nebraska, Oregon, Texas, Utah and Virginia, have performed rest area/welcome center studies in an attempt to improve various aspects of services. At the national level, two reference documents related to rest areas have been produced (one by USDOT/FHWA and one by AASHTO) and both discuss diverse elements of rest area design and

maintenance, including funding and revenue generation. These and other states have been waiting, poised to act, if and when federal legislation is modified, concluding that privatization in the form of joint commercial ventures by the private and public sectors would be a viable mechanism to offset the costs to build and maintain rest areas and welcome center—and to even generate revenue—while offering much-sought-after services to motorists.

Not everyone supports the commercialization of rest areas. Several organizations are on the record in opposition, including the National Association of Truck Stop Operators (NATSO), the Society of Independent Gasoline Marketers of America (SIGMA) and the National Association of Convenience Stores (NACS). At the local level, many “mom and pop” commercial ventures located at off ramps feel threatened by the possible development of commercialized rest areas.

One thing seems certain: The growing cost of constructing, operating, and maintaining interstate rest facilities and welcome centers has been joined with a rising expectation by motorists nationwide for more roadside services, which has in turn prompted steady but mostly unsuccessful investigation by state DOTs into ways to achieve this goal. State DOTs will most certainly again lobby for a change to federal law in this area in the next federal transportation bill (2009/2010), arguing that privatized rest areas have promise for improving the quality of services available to long-distance travelers.

--- Ken Winter, MLIS

#### **DATABASES SEARCHED FOR THIS RSB**

TRIS Online  
TRANSPORT 1988-Present  
Research In Progress (RiP)  
Research Needs Statements (RNS)  
Transportation Research Record Online  
Google

#### **OVERVIEW**

Research Synthesis Bibliographies (RSBs) are selected lists of resources on current topics of interest to VDOT employees or divisions. When available, links to online documents are provided.

RSBs are “selective listings,” organized and distilled from the larger universe of research materials to save the researcher’s time. Selection criteria used by library staff include authority, relevance, and timeliness.

#### **GETTING RESOURCES LISTED HERE**

Full text copies of most resources listed in this document are available in the VDOT Research Library’s collections, or through Interlibrary loan, through the Library. In many cases, the Library owns both virtual and hard copies of documents, as well as formats such as CD-ROM.

Library staff is available Monday-Friday 8:00-5:00. Please contact us if you have a reference question, a question about our lending policies, or need any other kind of help.

#### **Reference Questions:**

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## **INITIAL READING**

The following sources (journal articles, research reports, etc. listed in alphabetical order by title) provide a good starting point for exploring the issue of privatization/commercialization of highway rest areas and welcome centers. All the items listed here are available online, in hard copy from the VDOT Research Library or can be borrowed by the VDOT Research Library from other libraries nationwide on behalf of VDOT patrons.

### ***Commercialization of Rest Areas in California***

DATE: 1991

CITATION: E. N. Kress and D. M. Dornbusch. , Transportation Research Record 1991. No. 1326, Pg. 1-5.

ABSTRACT: The California Department of Transportation (Caltrans) is studying the feasibility of establishing private commercial services in rest areas. A lease was signed in late 1990 for the first traveler services rest area (TSRA), which provides such commercial services. Under the agreement, a private partnership will build, operate, and maintain the rest area for 35 years, after which all improvements will become the state's property. Caltrans will contribute the land and \$500,000 in exchange for an operating rest area and revenues from the commercial operations, estimated to be at least \$9 million over the life of the agreement. TSRAs are still in an experimental stage, and two main obstacles impede further developments: federal law prohibiting commercial services on Interstates and opposition from local business operators who fear additional competition. However, during development of the first TSRA, ways were found to avoid these obstacles. Procedures being used in the investigations and implementation of the first TSRA development effort are discussed here, including the importance of community relations, dealing with local opposition, and approaches to the division of responsibility between the private sector and state. It is concluded that the approaches used to develop commercial services in new and existing rest areas in California hold great promise. State officials are encouraged that the new federal attitude toward privatization and the willingness of the state to work with local interests will engender greater latitude in implementing future projects.

ACCESS: Available at the VDOT Research Library, Call No. TA 1001.5 .T71 no. 1326

### ***Evaluating the Potential Impact of Interstate Highway Rights-Of-Way Commercialization on Economic Activity at Interchanges***

DATE: 1999

CITATION: T. M. Corsi, R. J. Windle and A. M. Knemeyer. ,. Transportation Journal. 1999. Winter 39(2) pp16-25.

ABSTRACT: Debate over interstate highway commercialization began with the enactment of the Federal Aid Highway Act of 1956 and accompanying Revenue Act. This legislation established the Highway Trust Fund with the purpose of constructing the interstate highway system (IHS). Legislators were faced with the decision on where commercialization should and should not occur on this developing system of interstate highways. At the program's inception, legislators decided those businesses at the interchanges could best serve the needs of motorists, so they specifically prohibited the commercial development of the IHS rights-of-way. This status has remained unchanged over the past 40 years. Because of this ban, most rest areas on the IHS rights-of-way offer only picnic areas, restrooms, and vending machines. Only those highways that pre-date the IHS and were converted to interstate routes provide exceptions to this general prohibition. Over the past few years, several challenges to this prohibition of

commercialization on the IHS rights-of-way have occurred. The primary purpose of this study is to examine the potential impact of IHS rights-of-way commercialization on the level of economic activity at highway interchanges. Specifically, the study attempts to quantify the potential impact that this type of commercialization would have on annual sales at highway-oriented service establishments located off the IHS rights-of-way at interchange locations. The goal is to provide relevant information to be considered by those parties involved in this policy debate.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Feasibility of Financing Public Information in Rest Area Interactive Kiosks Through Private Advertising***

DATE: 1996

CITATION: David M. Dornbusch and Company, FHWA, 152 p.

ABSTRACT: This report examines and evaluates the financial feasibility of financing public traveler information in rest area interactive kiosks through private advertising. The analysis first involved a review of user needs and travel decision studies to evaluate the potential user base for kiosks located at rest areas. This was followed by an investigation of key kiosk design and deployment issues. Potential revenue generating strategies were then examined. In order to determine the financial feasibility of the development and operations of the kiosk, a comparison and financial analysis of the estimated costs and revenues associated with the kiosk was conducted. The study also included the investigation of the Internet as the most promising alternative revenue generating approach of duplicating the kiosk information.

ACCESS: <http://ntl.bts.gov/lib/16000/16000/16006/PB2000102000.pdf>

***Feasibility of Safety Rest Area Commercialization in Texas. Final Report***

DATE: 1992

CITATION: M. A. Euritt, R. Harrison and S. Grant. , 1992.

ABSTRACT: Rest area facilities are an integral part of the Texas state highway system. In recent years, the Texas Department of Transportation (TxDOT) has become concerned about the physical condition and appearance of some of its rest area sites, and mounting costs of construction, rehabilitation, and maintenance. The feasibility of rest area commercialization is explored. A 2-tiered analysis is presented--Tier 1: examining policy development issues and Tier 2: examining policy implementation issues. Based on a review of privatization literature, there is strong conceptual support for commercialization. Moreover, all state barriers have been removed, permitting commercial activities on state-owned right-of-way (ROW). The federal government, however, still restricts commercial use of interstate ROW, although this is expected to change in the next few years. Existing ROW should accommodate most plans for commercial services and provide a new revenue base, though small, to the State Highway Fund. Provision of rest area services could change from a TxDOT cost source to a revenue source, if commercialization were pursued. Public rest area user surveys reveal a desire for commercial services at rest areas. TxDOT should pursue commercialization of rest areas, initially, through a pilot program. There are several sites on U.S. highways that appear feasible.

ACCESS: Available at the VDOT Research Library, Call No. TE 178.8 .E75 1992

***Final Report of the AASHTO Standing Committee on Highways Task Force on Commercialization of Interstate Highway Rest Areas***

DATE: 1990

CITATION: Washington, D.C. : American Association of State Highway and Transportation Officials , 1990.

ABSTRACT: This report contains the issues examined and recommendations made by the AASHTO Task Force on the Commercialization of Interstate Highway Rest Areas. Also included is an Executive Summary of the Task Force recommendations for each issue. The issues examined were in the following areas: legal requirements; vending machine program; services provided; utilities; rest area maintenance; overnight truck parking; truck inspection/weighing; local involvement; financial considerations; State operated welcome center; access options; privatization/commercialization expenses of State highway agencies with recent rest area development projects involving private developers; State interest in a voluntary rest area commercialization action plan; and an action plan proposal.

ACCESS: Available at the VDOT Research Library, Call No. TE 178.8 .A535 1990

***Final Report, Wisconsin Safety Rest Area Privatization-Commercialization Feasibility Study***

DATE: 1992

CITATION: Wilbur Smith and Associates, David M. Dornbusch and Company, Wisconsin, et al. , 1992.

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Fueling American Prosperity : The Economic Significance Of Interstate Businesses : A Report of the NATSO Foundation***

DATE: 1997

CITATION: NATSO Foundation. , 1997. Pg. 55.

ABSTRACT: Executive summary -- Introduction and background -- Combined highway service industries -- Truck facilities -- Gasoline stations -- Food establishments -- Lodging -- Historical impact of commercialization. Note: ill. ; 28 cm.; Note(s): Cover title./ "1997"--Cover./ Includes bibliographical references (p. 55)

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Guidelines for Roadside Stations - "Michinoeki"***

DATE: 2004

CITATION: T. Yokota. , 120 p.; Figures(15); Tables(16)

ABSTRACT: This paper describes the Japanese concept of "michinoeki" and presents guidelines for design and implementation of this concept in developing countries.

"Michinoeki" is translated as roadside services. However, these roadside services are greatly expanded from the typical roadside services available in the United States and other countries. The roadside services encompassed by "michinoeki" have the following characteristics: (1) Along with providing commercial services, "michinoeki" are also venues for providing public services, such as health care (including AIDS/HIV care), sanitation, cultural activities, and education and training. (2) In addition to travelers and drivers, local residents can also become "michinoeki" users. (3) Opportunities to be service providers are open to local businesses and community groups. In this way, local residents can increase their business expertise and income. Note: Description: 120 p.; Figures(15); Tables(16); URLs: Document

ACCESS: [http://www.worldbank.org/transport/roads/rdside%20station%20docs/01\\_Intro-Note6.pdf](http://www.worldbank.org/transport/roads/rdside%20station%20docs/01_Intro-Note6.pdf)

***Informational Report on the Safety Roadside Rest Area Program***

DATE:

CITATION: Safety Roadside Rest Area Program, CTC Meeting: December 12-13, 2001, Agenda Item: 4.4

ABSTRACT: This presentation will inform the California Transportation Commission (Commission) about the Department's efforts to rehabilitate and expand the Safety Roadside Rest Area System, including progress on public-private development and operational partnerships.

NOTE: See this site for a map showing the Safety Roadside Rest Areas:

<http://www.dot.ca.gov/hq/LandArch/srra/docs/2000-srra-master-plan-map.pdf>

ABSTRACT: [http://www.dot.ca.gov/hq/transprog/ctcbooks/1201/4\\_4.pdf](http://www.dot.ca.gov/hq/transprog/ctcbooks/1201/4_4.pdf)

***Interstate Rest Area Privatization Feasibility Study***

DATE: 1991

CITATION: Beling Consultants, Illinois, Dept. of Transportation, et al. , 131 p.

ABSTRACT: Study designed to be utilized by IDOT to plan for and implement ways and means to improve the services available to motorists using the Illinois Interstate System.

Note: 131 leaves : ill. ; 28 cm.; Note(s): Title from cover./ Submitted to the Illinois Department of Transportation, Bureau of Maintenance, Springfield, Illinois, March 25, 1991.; General Info: Final report.; Responsibility: submitted by Beling Consultants, Inc.; Entry: 19951031; Update: 19951031.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***NATSO Pleaded Congress Dropped Commercialization of Rest Areas***

DATE: 2004

CITATION: C. O. X. Kristi. , Transport Topics. 2004/01/26.; Transport Topics, No. 3572 (Jan. 26, 2004), P. 3+: III

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***No Rest for the Weary***

DATE: 2003

CITATION: Sean Kelley, Overdrive, V. 43, No. 10 (Oct. 2003), P. 20-24: III.

ABSTRACT: Finding A Parking Space For Every Trucker Remains An Elusive And Complex Goal As Parking Shortages Persist, Studies Conflict, Rest Area Commercialization Looms And Hours Reform Mandates Longer Rests.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Proceedings of the 1989 Mid-Year Meeting : July 23 - July 26, Holiday Inn at the Crossings, Warwick, Rhode Island***

DATE: 1989

CITATION: National Research Council (U.S.). Transportation Research Board. Landscape and Environmental Design Committee. Mid-Year Meeting (1989 : Warwick, R.I.).

ABSTRACT: New Jersey's wetland restoration / Charles P. Monahan -- Discharge of wastewater into wetlands / Robert Knight -- Rhode Island's Adopt-A-Spot Program / Ellen Murphy -- *Rest area privatization* / Edward Kress -- Shoreline to timberline, natural landscape community / Roger Lemke -- Integrated landscape development in management research / Harlow Lanphair -- Living snow fence / Charles Reed.

NOTE: See section titled Rest Area Privatization by Edward Kress  
ACCESS: Available through Interlibrary Loan to VDOT employees.

***Privatization Opportunities for States***

DATE: 1993

CITATION: W. D. Eggers. , The Reason Foundation.

ABSTRACT: The state fiscal crisis combined with the growing revolt against new taxes is forcing policymakers to search for ways to substantially cut the costs of delivering state services. Privatization, which allows policymakers to avoid tax increases without eliminating essential services, is an increasingly important component of programs to restructure state government. To realize the full potential of privatization, states are beginning to explore the possibilities of applying various privatization techniques across the full range of state services, assets, infrastructure, and real estate. This report discusses the advantages of privatization, privatization techniques, and privatization opportunities. Chapter VIII is devoted to a discussion of privatization opportunities in transportation.

ACCESS: Available at the VDOT Research Library, Call No. HD 3887 .E39 1993

***Rest Area Privatization. Proceedings of 1989 Mid-Year Meeting, Landscape And Environmental Design Committee, Transportation Research Board, Warwick, Rhode Island, July 23-26, 1989***

DATE: 1989

CITATION: E. Kress. , 15 p.

ABSTRACT: A new concept in rest area development has emerged in California. In early 1990 the California Department of Transportation (Caltrans) will have a Traveler Services Rest Area (TSRA), developed jointly with the private sector. The project is the first in a new rest area joint economic development Demonstration Project to test the potential of providing rest area services at lower tax dollar cost through public/private participation. This paper explains what the facility is and how it is becoming a reality. The process outlined here may be a useful reference for others seeking alternative funding sources for public transportation services.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Rural Rest Area Privatization Conditions***

DATE: 1997

CITATION: J. L. Gattis, Melissa S. Tooley, Arkansas, et al. , 1997, 108 p.

ABSTRACT: In an attempt to continue offering services to the traveling public in a time of funding constraints, some state transportation agencies have considered privatizing rest areas. The privately operated rest areas that currently exist are almost all confined to turnpikes that were exempt from the federal restrictions against privately operated rest areas. The focus of this project was to learn from others' experiences. The researchers contacted representatives of fast-food chains, gasoline companies, and state turnpike agencies having experience with private concessionaires. Their knowledge and experience was synthesized to assist others in determining what rest area site attributes and conditions make a site attractive for privatization, and what contractual terms seem to produce successful partnerships. The issue of whether a state agency should privatize rest areas was outside the project scope. The reviewed literature reported that there was strong public support for rest area privatization, but strong trade group opposition. Food and fuel service providers were the most common businesses at existing privatized rest

areas. To avoid conflicts among operators at a given site, the contract should specify who can sell what products. Problems with leaking underground fuel storage tanks were not uncommon. State agencies have had some less than desirable experiences with private operators, but have learned how to contract for desirable operators over the years. Inadequacies with the design of rest area sites, especially short exit/entry ramp lengths, were observed. The states did not report problems with their left-side ramps for rest areas located in the median.

ACCESS: <http://ntl.bts.gov/lib/20000/20400/20488/PB98131063.pdf>

### ***A Safe Place to Rest***

DATE: 2000

CITATION: M. Koklanaris. , Public Roads, 2000. Federal Highway Administration; Federal Highway Administration. Vol. 63, No. 5, Pg. p.-15-18.

ABSTRACT: Even the most skillful truck driver becomes a highway hazard if deprived of sleep, but finding an appropriate place to stop and take a much-needed rest is a challenge for many truckers. In a 1999 survey, more than 36% of truck drivers said that finding a rest area is which to park is a problem every night. More than 80% said that at least once a week they continue to drive past the point of feeling safe and alert because they cannot find a place to stop and rest. In a 1997 survey of 593 long-distance truck drivers randomly selected at private truck stops and public rest areas in New York, 25% said that at least once during the last year they had fallen asleep while driving, and 17% said it occurred on more than one occasion. The frequency of not finding a parking space at a rest area--80% of the drivers reported that they were always or often unable to find a parking space at a public rest area at night--was associated with drivers who fell asleep at the wheel in the past year and a tendency to violate regulations. When asked what, if anything, discouraged their use of public rest areas in New York, 51% cited inadequate parking. Other common responses were enforcement of the 2-hour parking limit (28%), prostitution/solicitation (16%), lack of security (15%), and poor or expensive food (14%). The Department of Transportation's Federal Motor Carrier Safety Administration and the Federal Highway Administration are working on a solution. A report to Congress on the status of rest parking for truckers, along with recommendations for addressing shortages, is due in June 2001. A sidebar outlines the seven top concerns identified during a 1999 Rest Area Forum in Atlanta, Georgia, and some of the recommendations offered.

ACCESS: <http://www.tfsrc.gov/pubrds/marapr00/truckers.htm>

### ***Safety Rest Areas Commercialization/Privatization: Report***

DATE: 1992

CITATION: Minnesota, Dept. of Transportation, Site Development Unit, 14 p.

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

### ***Safety Roadside Rest Area Program System Master Plan Update and Joint Development Progress***

DATE: 2000

CITATION: Internal document: State of California Highway & Interregional Mobility Committee, Roadside Rest Master Plan. Prepared By: Robert L. Buckley, Program Manager, CTC Meeting: June 14, 2000, Agenda Item: 3.

ABSTRACT: This presentation is to inform the California Transportation Commission (Commission) about the Department's efforts for planning for the rehabilitation and

expansion of the Safety Roadside Rest Area System and to report on the fresh approach the Department is taking to encourage public-private partnerships. Background: In 1998, the Department invited its Districts, Programs, and stakeholders to select representatives to participate in a Safety Roadside Rest Area System Improvement (SRRA) Team. The SRRA Team was empowered to examine the purpose, physical condition, and operation of California's Safety Roadside Rest Area System, and to make recommendations for improvement.

ACCESS: <http://www.dot.ca.gov/hq/transprog/ctcbooks/0600/himc3RRMP.pdf>

### ***Transportation Financing Opportunities for the State of California***

DATE: 2006

CITATION: MTI Report 06-01

ABSTRACT: Significant investments will be required to maintain, operate, upgrade, and expand California's transportation infrastructure if the state is to retain its economic position in the global economy while accommodating a 20% increase in its population by 2040. At the same time, available funding for transportation will decline significantly over the next 15 years if the current transportation finance system remains unchanged. The real value of state and federal fuel taxes, which underpin the state's transportation finance system, could fall by more than a third between now and 2020 if the rates are not increased. This report assesses the most promising strategies for resolving California's dilemma of growing needs and shrinking revenues. In particular, the report identifies a set of revenue and finance options that could provide California with a stable and sufficient core stream of transportation revenues through 2020.

NOTE: Includes a section titled "Rest Area Privatization" that provides useful background on the California experience.

ACCESS: [http://transweb.sjsu.edu/mtiportal/research/publications/documents/06-01/TransportFinanceOpps5\\_020807.htm#pgfId-1067608](http://transweb.sjsu.edu/mtiportal/research/publications/documents/06-01/TransportFinanceOpps5_020807.htm#pgfId-1067608)

### ***Truck Parking/Rest Area Commercialization***

DATE: 2001

CITATION: National Association for Truck Stop Operators, (Alexandra, VA, 2001). Citation incomplete...

ABSTRACT: Not available. Note: This item was cited in "Trucks and Twin Cities Traffic Management," Mn/DOT report 2005-21.

ACCESS: Unknown

## ***REPORTS FOCUSING ON VIRGINIA***

The following reports focus on Virginia's challenges with rest area privatization and commercialization.

### ***Branded Restrooms: What's Next for Virginia's Rest Stops?***

DATE: 2006

CITATION: Fairfax County, Virginia sponsored web site, accessed 6-6-8.

ABSTRACT: Not available.

ACCESS: <http://www.fairfaxcounty.gov/Library/niceandcurious/reststops.htm>

### ***An Examination of the Operation and Motorist Usage Of Virginia's Highway Rest Areas and Welcome Centers. Final Report***

DATE: 1988

CITATION: M. A. Perfater. , Virginia Transportation Research Council report numberm 89-R2, 44 p. : 9 ref. graphs. photos. tables.

ABSTRACT: This study was conducted to examine existing conditions at Virginia's interstate rest areas and welcome centers and to assess what impact additional services, such as vending machines, might have on the service delivery of these facilities. A selected sample of seven rest areas and four welcome centers were visited in October 1986, May 1987, and August 1987 for a 1- to 2-day period for the purpose of obtaining data. Traffic counts, vehicle occupancy, length of stay, restroom and amenity usage, and parking lot occupancy rates were all recorded. Videotapes were made to record general condition. Stopping motorists were asked to respond to a mailback survey, and interviews were conducted with rest area custodians. The impact of vending machines, which were installed at 7 sites in May 1987, was also assessed. The study generally revealed that the interstate traveler is quite dependent on rest areas and welcome centers. It also pointed out the need for additional and refurbished facilities in Virginia, especially with respect to women's restrooms. Vending machines were found to be enthusiastically received by the public, to generate approximately 30 percent more refuse but little in the way of litter, to incur some vandalism but only while attendants were not on duty, and to generate a substantial amount of revenue for the VDOT and Virginia State Department for the Visually Handicapped.

ACCESS: <http://www.virginiadot.org/vtrc/main/online%5Freports/pdf/89-r2.pdf> or in hard copy at the VDOT Research Library, Call No. TE 178.8 .P48 1988

### ***Montana Rest Area Plan***

DATE: 1999

CITATION: Dan Bloomquist, Dave Johnson, Jodi Carson, et al. , Montana State University-Bozeman ; prepared for the Montana Department of Transportation, Transportation Planning Division.

ABSTRACT: In an effort to address the long-term needs and comfort of roadway travelers, the Planning Division of the Montana Department of Transportation (MDT) first developed a rest area plan in 1985. This document was intended to guide MDT's long-term rest area location, rehabilitation and abandonment decision. Although the 1985 Plan was modified to reflect changing conditions and priorities, it no longer adequately supported decisions related to long-range policy issues. Hence, this document represents the comprehensive effort that was undertaken to update the 1985 Long-range Rest Area Plan.

ACCESS: <http://digitalarchive.oclc.org/request?id%3Ddoclcnm%3A45255381>

### ***Opportunities for the Privatization Of Virginia's Rest Areas and Welcome Centers***

DATE: 1991

CITATION: Alice W. M. Philips, Michael A. Perfater, Virginia Transportation Research Council report 91-R27, 27 pg.

ABSTRACT: The report presents the findings of a study that investigated the opportunities for the future development, expansion, and operation of Virginia's rest areas and welcome centers through joint efforts of the Virginia Department of Transportation (VDOT), the Virginia Division of Tourism (VDT), and the private sector. The researchers examined rest facility operations from historical, financial, legal, state and motorist perspectives and considered the positive and negative components of privatizing these facilities. The report addresses the activity underway aimed at altering the federal prohibition of rest facility commercialization. Included is an overview of the recent AASHTO activities as well as

those of other states. The researchers concluded that when and if federal legislation is modified, privatization in the form of joint commercial ventures by the private and public sectors is a viable alternative for offsetting the costs to build and maintain rest areas and welcome centers. As a result of their finding that the climate for modifying federal legislation that prohibits rest area commercialization -looks promising, the researchers offer several recommendations for VDOT's consideration.

ACCESS: Available at the VDOT Research Library, Call No. TE 178.8 .P55 1991

***Report of the Department of State Police and the Department of Transportation on Crime in Highway Rest Areas to the Governor and the General Assembly of Virginia***

DATE: 1991

CITATION: Virginia Department of State Police, Virginia Department of Transportation.

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Report of the Department of Transportation on Welcome Centers and Rest Areas to the Governor and the General Assembly of Virginia***

DATE: 1995

CITATION: Virginia Department of Transportation. , 1995. Pg. 28.

ABSTRACT: Not available.

ACCESS: Available at the VDOT Research Library, Call No. J 87 .V9 1995b no.43

***Report of the Virginia Department of Transportation and the Virginia Economic Development Partnership on the Upgrade of Rest Areas on Virginia's Interstate Highways to the Governor and the General Assembly of Virginia***

DATE: 1998

CITATION: Virginia. Department of Transportation, Virginia and Economic Development Partnership. , 1998. Pg. 17.

ABSTRACT: Not available.

ACCESS:

***Report of the Virginia Department of Transportation's response to Senate Joint Resolution No. 38 : Feasibility and Desirability Of Establishing Welcome Centers On Non-Interstate Highways In Virginia To The Governor And The General Assembly Of Virginia***

DATE: 1989

CITATION: Virginia Department of Transportation, 1989.

ABSTRACT: Not available.

ACCESS: Available at the VDOT Research Library, Call No. J 87 .V9 1989 no.6

***Report of the Virginia Economic Development Partnership Study of the Need For A Visitor's Center in the Dulles Corridor to the Governor and the General Assembly of Virginia***

DATE: 1999

CITATION: Va. Economic Development Partnership and Va. Tourism Corp. , 1999. Pg. 23.

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

## **SECONDARY READINGS**

The following items (listed alphabetically, by title) show the range of research that has been conducted on rest areas and privatization, and may be helpful for as background information of for specific details of how rest areas and welcome centers have approached privatization and commercialization, including experimentation outside of the U.S.

### ***The "Michi-No-Eki" (Road Station) Road Traffic Information Service***

DATE: 1995

CITATION: T. Noguchi. , Steps Forward. Intelligent Transport Systems World Congress, pg 827.

ABSTRACT: In recent years, diversity of road usage has been apparent and based on increasing traffic volume for long-distance and leisure trips as well as older drivers on the road. To prevent traffic accidents due to driving fatigue and to provide a more sophisticated service offering to the user, public resting facilities open and available to the public, which have been installed on expressways, should be provided also on general roads around the clock. Local communities are interested in promoting the region by introducing the regional culture, history, and products to the users of these public resting facilities and by promoting a variety of events in the region. Based on this concept, attempts have been made since 1993 to install the facilities--named "Michi-No-Eki"--on general roads, integrating the public resting facilities and the service facilities of the local communities concerned. At present, there are 233 Michi-No-Eki's registered. The Michi-No-Eki provides users with multiple information that has been inaccessible via traditional variable message signs and highway radio. It is also capable of acting as an interregional communication base. It is thus necessary to offer in real-time accurate information on current traffic conditions, road congestion, weather data, and others, and to disseminate multiple regional information as a regional solidarity base. With close cooperation between the local communities and the road administration authorities, it will be expected in the future to enhance the function of Michi-No-Eki as a service base for offering information. ACCESS: Available through Interlibrary Loan to VDOT employees.

### ***Guide for Development of Rest Areas on Major Arterials and Freeways. Third Edition***

DATE: 2001

CITATION: American Association of State Highway and Transportation Officials, 130 pg.

ABSTRACT: This guide provides an overview of components necessary to establish and maintain a successful statewide rest-area program and describes the range of services to be provided. The five chapters of the document provide the following specific information: planning and program development; upgrading existing rest areas; locating new rest areas; design: site development and details; and, maintenance and operation plan.

ACCESS: Available at the VDOT Research Library, Call No. TE 178.8 .A44 2001

### ***Providing Complementary Service to High Capacity Highways: Service Areas, Rest Areas and Weigh Stations***

DATE: 1997

CITATION: A. S. Rey. , Proceedings of the XIIIth World Meeting Of The International Road Federation, Toronto, Ontario, June 16 to 20, 1997, Ottawa Transportation association of Canada, 1997

ABSTRACT: The need to develop as quickly as possible a high capacity highway network is required by recent passenger and goods transportation demands. In addition to a roadway

it is most important to provide other elements, such as service centers with gas stations, hotel and restaurant facilities, spare parts distributors, and repair shops. This paper describes the actions taken in Spain and highlights the need for complementary equipment programs of significant importance to the road network development.

NOTE: This is only available in Spanish.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***The Provision of Roadside Facilities on Motorways and Other Trunk Roads in Scotland***

DATE: 1996

CITATION: Scottish Office Development Department.

ABSTRACT: Not available...

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Contract Rest Area Maintenance***

DATE: 1972

CITATION: J. O. Kyser. , Proceedings of the American Association of State Highway Officials, 1972, 9 pg.

ABSTRACT: Contract Maintenance Is North Dakota's Solution For Maintaining Their 53 Rest Areas In Good Condition, As Well As Providing Employment For Persons Who Do Not Fit The Employment Requirements Of The Highway Department (Retired Employees For Example). The Contract Agreement Is Simple, Referring To The Rest Area Manual For Procedures And Standards. Though The Highway Department Provides Maintenance Supplies, The Contractor Provides Transportation, Allowing The State To Have A Much Reduced Fleet Of Trucks. North Dakota Has Found This Method To Be Economical, As Well As Providing Generally Superior Maintenance.

ACCESS: Unknown

***1981 in Roadside Rest Area Maintenance***

DATE: 1981

CITATION: Anonymous , Public Works, Vol. 112, No. 3, pg 72-73.

ABSTRACT: Results of a five-state study are presented and eight ways in which roadside rest area maintenance costs can be cut are discussed.

ACCESS:

***Economic Impact of Kentucky's Highway Welcome Centers***

DATE: 1984

CITATION: Carr, J A Atwood, B Southard, L.D. , Tourism Research Series, No. N22;

Description: 14 p

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Investigating the Needs and Expectations of Rest Area Users: A Critical Step in Long-Range Rest Area Planning***

DATE: 2002

CITATION: Daniel T. Blomquist, Jodi L Carson, ITE Journal, July 2002, pg 44-48.

ABSTRACT: No abstract provided.

ACCESS: Held by the VDOT Research Library, periodicals section.

***Report on the Texas Highway Vending Machine Project***

DATE: 1985

CITATION: Texas. State Commission for the Blind. Business Enterprises Program. , 1985.  
Pg. 34.

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Report to the Legislative on the Minnesota Department of Transportation Rest Area Program***

DATE: 2004

CITATION: Minnesota and Dept. of Transportation. , 2004.

ABSTRACT: Not available.

Note: This report is submitted by the Commissioner of Transportation in response to the requirements specified in Minnesota Session Laws of 2003, 1st Special Session, Chapter 19, Article 2, Section 67./ "January 30, 2004."

ACCESS: <http://www.dot.state.mn.us/newsrels/04/02/RAreport.pdf>

***WEB DOCUMENTS (Not necessarily published by peer reviewed or otherwise credible sources):***

The following items (listed alphabetically, by title) show a variety of documents that were found online using free web search tools (specifically Google). When doing such searches and retrieving such information, it can be hard to vet the material returned. We have done our best to describe what we found below, however, the researcher should be cautioned that these sources have not been verified. They may not have been "published" in the traditional sense, but they do seem worthy of note.

***Final Report: Ad Hoc Task Force on Commercialization and Privatization, Ballot Copy HW 04-25***

PUB YEAR: 2004

CITATION: AASHTO Standing Committee On Highways Ad Hoc Task Force On Commercial And Private Uses Of The Right Of Way

Revision 3

OCTOBER 2004

ABSTRACT: This task forces was charged with the study the evolution of legislation, regulation, and policies and their actions regarding the use of logo signs, privatization and commercial use of public rights of way, to assess future demands and considerations in this infrastructure asset area, and to make appropriate recommendations to the Standing Committee on Highways.

NOTE: This item was found online using Google 6-6-08

ACCESS:

[http://cms.transportation.org/sites/scote/docs/Commercialization\\_Final%20Report\\_Oct\\_2004.pdf](http://cms.transportation.org/sites/scote/docs/Commercialization_Final%20Report_Oct_2004.pdf)

***Give MDOT a Potty Break: Privatize State Rest Areas***

PUB YEAR: 2004

CITATION: James Hohman, Michigan Privatization Report, No. 2004-01 / Sp. 2004, pg. 16

ABSTRACT: Not available.

ACCESS: <http://www.mackinac.org/archives/2004/mpr2004-01.pdf>

***Graves Tells NATSO That ATA Will 'Stand Down' on Commercialization***

PUB YEAR: 2003

CITATION: Dunn, Jim, Truckers News, March 2003

ABSTRACT: Abstract not available.

ACCESS: <http://www.etrucker.com/apps/news/article.asp?id=34534>

***Lisa Mullings, Vice President of Public Affairs And Counsel Of NATSO, Speaks About Truck Parking and Rest Area Commercialization***

ABSTRACT: This appears to be a speech given by Lisa Mullings (then Vice President of Public Affairs and Counsel for NATSO) though it is unclear the date of this speech or who she was speaking to. It was found in a Google search on the AASHTO Web site 6-6-8.

ACCESS: [http://freight.transportation.org/doc/Highway/LisaMullings\\_NATSO.doc](http://freight.transportation.org/doc/Highway/LisaMullings_NATSO.doc)

***Report to Congress: Study of Adequacy of Parking Facilities***

PUB YEAR: 2002

CITATION: June 2002, Prepared by the: Federal Highway Administration

ABSTRACT: This study investigated the adequacy of commercial truck parking facilities serving the National Highway System (NHS) in response to Section 4027 of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). Summary: "In developing the Administrator's Federal Surface Transportation Reauthorization proposal, FHWA and FMCSA should consider a range of legislative and administrative policy/procedural changes including: permitting innovative financing (low-interest loans and grants); permitting commercialization/privatization of public rest areas on Interstate right of way and allowing States to use Federal-aid funds to operate and improve safety and security at public rest areas; allowing the development of an "oasis" signing standard for businesses along the NHS meeting appropriate criteria to be developed by FHWA, States and relevant stakeholders; permitting Federal-aid funds to be used for projects to build auxiliary public truck parking lots at private truck stops off the right of way; and prohibiting States from enacting or enforcing time restrictions on parking at public rest areas on Interstate/NHS right of way in the event drivers need to comply with Federal hours-of -service rules."

ACCESS: <http://safety.fhwa.dot.gov/media/repctoc.htm>

***Rest Areas and Commercialization/Privatization***

ABSTRACT: Points to opportunity for privatization/commercialization in rest areas. Additional opportunities will allow activities such as the sale of New Mexico products in the facility where collocation exists with Tourist Welcome Centers- Promoting New Mexico.

ACCESS: <http://legis.state.nm.us/Sessions/05%20Regular/firs/HB0152.pdf>

***The State Department of Highways and Public Transportation Should Expand the Leasing of Right-of-Way and Other Real Estate Assets to Private Enterprise***

CITATION: Unknown.

ABSTRACT: Not available.

NOTE: Author unknown. Posted on the "Window on State Government" web page of Susan Combs, Texas Comptroller of Public Accounts

ACCESS: <http://www.window.state.tx.us/tpr/btm/btmtr/tr12.html>

***US Infrastructure Privatization and Public Policy Issues***

DATE: 2006

CITATION: RREEF RESEARCH, September 2006, page 13

ABSTRACT: Not available.

NOTE: SAFETEU-LU includes the following provisions: Commercialization of Rest Areas: Establishing a pilot program to allow states to permit commercial operations at existing or new rest areas on Interstate System. See page 13

ACCESS:

[https://www.rreef.com/GLO\\_en/bin/Infrastructure\\_Privatization\\_and\\_Public\\_Policy\\_Issues\\_9-06.pdf](https://www.rreef.com/GLO_en/bin/Infrastructure_Privatization_and_Public_Policy_Issues_9-06.pdf)

**ALSO CONSIDER READING:**

***Benchmarking Connecticut's Rest Areas, Service Plazas and Welcome Centers***

DATE: 2006

CITATION: Earth Tech. , 2006-04-20. Pg. 64.

ABSTRACT: Not available.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Colorado Welcome Centers : Their Users and Influence on Length of Stay And Expenditures ; Report to the Colorado Tourism Board***

DATE: 1988

CITATION: Patrick Tierney, Glenn Haas and Colorado Tourism Board. , 1988. Pg. 55.

ABSTRACT: Not available.

ACCESS: Unknown

***Evaluation of Vending Machine Operations in Rest Areas and Welcome Centers in Georgia (Abridgment)***

DATE: 1984

CITATION: L. Caylor. , Transportation Research Record No. 996, 1984, p. 12-19.

ABSTRACT: Section 153 of the Surface Transportation Assistance Act of 1978 authorized a demonstration program permitting the installation of vending machines in safety rest areas on the Interstate highway system. Georgia was one of the states selected by FHWA to participate in this demonstration program to evaluate the provision of vending machines in rest areas and welcome centers. Vending machines were installed in 13 rest areas and 5 welcome centers in Georgia for a 1-year evaluation period. About 92 percent of the 4,641 rest area and welcome center users interviewed indicated that providing vending machines in rest areas and welcome centers was a good idea. The provision of vending machines in the rest areas and welcome centers caused no serious security problems and only four incidents of vandalism occurred. All four of these break-ins occurred at welcome centers. The rest areas had no break-ins. Revenues from vending machines covered approximately 17 percent of the cost of operating a rest area. Revenues received during the 1-year evaluation period totaled \$205,000 on gross sales of \$639,000. Provision of vending machines in rest areas and welcome centers had no serious adverse effects on the operations of the rest areas and welcome centers during the evaluation period and it is recommended that they be made permanent.

ACCESS: Available at the VDOT Research Library, Call No. TE 1001.5. T71 no. 996

***Evaluation on Functions of Road Station: Roadside Rest Area (Michino-eki) from Users' Perspective and Research Related to Regional Coordination***

DATE: 2005

CITATION: Nakano, Masahiro Takegawa, Yukinari Fujimoto, Yuusuke. , 12th World Congress on Intelligent Transport Systems, 12 p.

ABSTRACT: In recent years, road traffic environments, which enable further safe and comfortable driving, have been needed to create through road maintenance and improvement with consideration given to a variety of people and, consequently, there has been a rapid increase of necessity to provide rest facilities on roads. On the other hand, for regional improvements in each region, information provision and forums of people have been required to provide, thus setting up road stations in each region. This research started with the analysis of data on road stations throughout the nation and then that across the whole Kinki Region. Furthermore, in order to perform analyses on regional characteristics, for three stations located in North Hyogo Region as road station in a specific region, analyses of users' awareness of the road station were performed through a questionnaire survey. According to results of these analyses, this research paper recommends the desirable future of the road station. The functions of the road station include function of rest station for road users, function of information exchanges for road users and local residents, and function of regional alliances by which towns partner with each other to create a vibrant region with the road station as a start.

ACCESS: Available at the VDOT Research Library, Call No. CD-ROM TE 228.3 .W69 2005

***Investigation of Rest Area Requirements. Interim Report***

DATE: 1987

CITATION: William Thomas Straughan, David W. Fowler, Kirby W. Perry, et al. , University of Texas, Austin. FHWA/TX-88+442-1; Res Rept 442-1 Vol 1; CTR 3-18-86-442-1, 1987. Pg. 10.

ABSTRACT: investigation to determine requirements for rest areas, with particular emphasis on comfort stations. Many sources of information were used in the study. Highway officials in other states were visited and questioned, rest areas were inspected, comfort stations within the states operated by other agencies were visited, and modular restroom manufacturing facilities were visited. Rest area surveys were conducted, district maintenance personnel were consulted, and complaint letters received by the Texas Department of Highways and Public Transportation were reviewed. Accepted design procedures for determining number of fixtures are presented in this report. Volume 2 of this report contains detailed information on the surveys and interviews. Reports 442-4 and 442-5F will include specific recommendations.

ACCESS: Available at the VDOT Research Library, Call No. TE 178.8 .S88 1987 v.1

***A Look at What Some States are Doing. Illinois Provides Higher Level Maintenance in Rest Areas***

DATE: 1990

CITATION: AASHTO QUARTERLY, Vol. 69, No. 1, p. 15-16.

ABSTRACT: The article describes how Illinois provides safe, clean, modern rest area facilities. After a 1984 decision to take measures to provide a higher level of maintenance service at rest areas, several changes were initiated by Illinois Department of Transportation. Competitive bidding for contract maintenance was initiated in 1985 as well as use of a Sheltered Handicapped Workshop to perform routine services. Inspections showed that rest areas under contract were being maintained at a consistently higher level of service, and that sheltered workshops are somewhat more cost-efficient than those maintained by State workers.

ACCESS: Held by the VDOT Research Library, periodicals section.

***Making Government Work: Lessons from America's Mayors and Governors***

DATE: 2000

CITATION: Lanham : Rowman & Littlefield Publishers, 245 p.

ABSTRACT: Discusses the approach by the Iowa Department of Transportation to privatize the maintenance of its rest areas in 1993. Chapter 3, Interstate Rest Area Maintenance, focuses on this topic.

ACCESS: Available through Interlibrary Loan to VDOT employees.

***Maintenance Activities Accomplished by Contract***

DATE: 1986

CITATION: C. C. McMullen. , NCHRP Synthesis of Highway Practice, No. 125, 42 p.

ABSTRACT: Of 75 agencies surveyed for this synthesis, 71 are using contract maintenance to some extent. The activities most commonly contracted are maintenance overlays, bridge painting, bridge repairs, pavement sealing, and rest area maintenance. There was a wide range in the level of contracting. Most agencies believed that contracting was cost-effective, that quality of work was satisfactory, and that contractors were satisfactory in their response to emergencies. In some agencies, the use of contract maintenance is dictated by legal or policy requirements, such as a requirement to contract if expenditures exceed a set threshold. This publication discusses the pros and cons of contracting and reviews current practices in the area. The decision process, including the determination of the need to contract, the feasibility of contracting, and the desirability for so doing, as well as the costs are covered. The organizing for contracting and the implementation of the contracting process are described. Research needs related to guide specifications, and inspection and quality control are noted.

ACCESS: Available at the VDOT Research Library, Call No. TA 1001.5 .N34 no.125

***Ohio's Contract Maintenance Program for Rest Areas***

DATE: 1986

CITATION: R. E. Tatman. , Transportation Research Circular, No. 307, p. 10-11.

ABSTRACT: The search for an alternate method of providing rest area maintenance resulted in an initial contract with an adult sheltered workshop for the mentally retarded to supplement state forces in maintaining twin rest areas south of Toledo. Currently, the handicapped are maintaining roadside rest areas and ODOT buildings, and will soon be involved in the maintenance of ODOT garages and outposts. The rest area program consists of 2 types of contracts: contracts which do not involve any state caretakers and takes care of the total maintenance of the rest area complex; and contracts set up to augment existing state forces and provide a higher level of service. Details of this service are briefly summarized. Over 1,100 disabled citizens, including disabled veterans and the mentally retarded are now employed in ODOT programs. This number will increase as the ODOT nears completion of the Roadside Rest Modernization program.

ACCESS: Available at the VDOT Research Library, Call No. TA 1001.5 T68 no.307

***Operation and Maintenance of Safety Rest Areas (Abridgement)***

DATE: 1982

CITATION: D. L. Cornelison. , Transportation Research Record No. 859, p. 18-19

ABSTRACT: People in America are highly mobile. A partial network of safety rest areas has been completed on the Interstate highway system so drivers can stop for a short period and return to the road as safer drivers. Operation and maintenance costs vary from \$16,000 to \$60,000/site/year. This is a significant cost in maintenance budgets; therefore

they should be operated as efficiently as possible. Supervision, staffing, training, methods, and materials used are key elements that influence cost-effectiveness. Proper attention to these elements will produce well-maintained safety rest areas that provide a valuable service to the motoring public at the least possible cost.

ACCESS: Available at the VDOT Research Library, Call No. TA 1001.5 .T71 no.859

***Optimizing Maintenance Activities Ninth Report Rest Area Maintenance***

DATE: 1980

CITATION: C. W. Niessner. , 23 p.

ABSTRACT: The subject report is the ninth in a series on Optimizing Maintenance Activities through the use of Value Engineering Techniques. This study was conducted by Alabama, Illinois, Michigan, Virginia and Wisconsin. The report includes recommendations in the areas of staffing, sewage systems, trash and litter pick-up and contract maintenance. It was determined that 60-80 percent of all costs associated with rest area maintenance are for custodial labor. Therefore, any effort that can result in a reduction in the number of man hours should provide a substantial reduction in the overall rest area maintenance cost. (FHWA).

ACCESS: Available at the VDOT Research Library, Call No. TE 178.8 .V34 1980

***Rest Area Forum: Summary of proceedings***

DATE: 1999

CITATION: Patricia Hamilton, Patricia Hamilton, United States, et al. , 1999. Pg. 54.

ABSTRACT: More than 70 representatives attended the Rest Area Forum in Atlanta, Georgia, in June 1999. Representatives from Federal and State departments of transportation, the motor carrier industry, and the private truckstop industry, as well as commercial drivers and safety advocates attended the Forum. The purpose of the meeting was to identify issues and find solutions to provide adequate, safe parking for commercial drivers and their vehicles. Issues included safety and security, privately owned truckstops' ability to meet parking needs, alternative parking sites, locations of public rest areas and privately owned truckstops, financial support, time limits, and trucker education about driver fatigue. Forum participants made recommendations to address each of these issues.

ACCESS: <http://www.tfhrc.gov/safety/00034.pdf>

***Rest Areas***

DATE: 1973

CITATION: National Research Council (U.S.). Highway Research Board and American Association of State Highway Officials. , 1973.

ABSTRACT: Not available.

ACCESS: Available at the VDOT Research Library, Call No. TA 1001.5 .N34 no.20