



DISTRICT FIVE TRUCK PARKING STUDY

Status Update

Central Florida MPO Alliance

October 2018



BACKGROUND & NEED

Truck Parking Conditions

- **Jason's Law** and Subsequent Industry Surveys
- Projected growth in truck volumes **tied to economic growth** of the State
- Observed **Challenges** and Community **Impacts**

Study Purpose



UNDERSTAND ISSUES



ENGAGE STAKEHOLDERS



PLAN FOR FUTURE



IDENTIFY OPPORTUNITIES





WORK TO DATE

✓ Develop Inventory of Existing Truck Parking

✓ Document Truck Parking Usage

✓ Evaluate Truck Parking Supply and Demand

✓ Forecast Future Truck Parking Demand

✓ Identify Needs and Opportunities

* Continue Agency and Stakeholder Efforts

Legend:



Task Complete



Task Planned

IDENTIFYING NEEDS

Multiple Approaches – Common Findings



Stakeholder Feedback

(What we heard)



Field Observations

(What we observed)



Demand Estimation

(What we estimated)



INTERSTATE HIGHWAY COMPARISON

Parking Supply & Demand

Central Florida's Interstate Highways

Interstate 4

Average Demand: 550
Available Spaces: 89

Interstate 75

Average Demand: 518
Available Spaces: 728

Interstate 95

Average Demand: 472
Available Spaces: 424



BEST PRACTICES & OPPORTUNITIES



Infrastructure



Information



Investment



PRIVATELY OPERATED TRUCK PARKING

Typical Site Specifications and Amenities

Locations typically located adjacent to or within close proximity (1/4 mile) of interstate highway exit.

Characteristic	TA Travel Centers	Love's Travel Stops	Pilot Flying J
Number of Locations (Nationally)	249+	360+	650+
Acreage	25+	8 to 15	10 to 20
Truck Parking Spaces	189	70 to 90	90
Fueling Pumps: Truck / Car	10 / 16	10 / 10 to 16	10 / 12 to 16
Estimated Main Building Area	20,000 to 25,000 SF	10,000 to 12,000 SF	10,000 to 14,000 SF
Convenience Store	Yes	Yes	Yes
Restaurants: Quick Service / Full Service	Yes / Yes	Yes / No	Yes / Some
Tire & Truck Maintenance	Yes	Yes	Some
Truck Scale	Yes	Yes	Yes
Showers / Laundry / Fitness	Yes / Yes / Yes	Yes / No / No	Yes / Yes / No
TV Room / Business Center	Yes / Yes	No / No	No / No
Banking Facilities	Yes	No	Yes

PUBLIC FACILITIES WITH TRUCK PARKING

Typical Site Specifications and Amenities

Majority of locations located within interstate highway right-of-way while some locations are within close proximity of interstate highway exit.

Characteristic	Rest Areas	Turnpike Service Plazas	Weigh Stations
Estimated Acreage (Truck Parking Area)	16 to 30 (1.5 to 5)	15 to 20 (2 to 4.75)	15 to 17 (1.5 to 2.5)
Truck Parking Spaces	16 to 67	24 to 62	28 to 41
24-Hour Rest Rooms	Yes	Yes	Few (None in District 5)
Fueling Pumps: Truck / Car	No	Yes	No
Estimated Main Building Area	3,000 to 19,000 SF	13,000 to 20,000 SF	2,000 to 3,000 SF
Convenience Store	No	Yes	No
Quick Service Restaurant	No	Yes	No
Vending Machines	Yes	Yes	Few (None in District 5)
Nighttime Security	Yes	Yes	No
Picnic Tables	Yes	Yes	No

PARKING AT EXISTING INDUSTRIAL SITES

Minnesota



- Provides truckers' lounge / private rest area onsite at the company's primary manufacturing site (US 169)
- Corridor is used for interregional truck movements
- Existing public rest area adjacent to the site experiences parking availability challenges

Pennsylvania



- Unilever partnered with Kriska Transportation Group drivers to allow parking onsite or immediately adjacent to their distribution centers
- Dispatchers assign drivers to parking spots and drivers must follow specific safety measures
- Concept expanded to all 28 of Unilever's facilities

Implementation Considerations:

Lease Agreements | Land Owner/Facility Liability | Driver Safety and Security | O&M

P³ TRUCK PARKING

National Coalition on Truck Parking Recommendation:

Establish public-private partnerships to develop new or expanded parking facilities.

Nevada



- NDOT entered into an agreement to build a new parking lot adjacent to a Flying J
- Trash disposal and litter control provided by Flying J based on agreement

California



- City of Weed has constructed a municipal parking lot for truck-only parking
- City has also instituted permitted truck parking on municipal parking lots

Implementation Considerations:

Access and Local Traffic Impacts | Lease Agreements | O&M | Land Use Compatibility | Community Impacts and Perceptions

RETROFIT PARTNERSHIP

National Coalition on Truck Parking

National Coalition Recommendation:

“Work with property owners and public agencies to study the feasibility of using large venues such as stadiums and convention centers for parking capacity during overnight hours or during highway closures, weather events, and other similar disruptions”

Implementation Considerations:

Lease Agreements | Owner/Facility Liability | Driver Safety and Security | O&M | Land Use Compatibility | Community Impacts and Perceptions | Local Ordinances | Local Traffic Impacts





INFORMATION OPPORTUNITIES:

Innovation & Partnership

Sharing Parking Availability:

- Truck Parking Availability System (TPAS)
- Freight Advanced Traveler Information System (FRATIS)
- Online, cellular, and mobile applications

Promoting Benefits and Economic Impacts:

- Developing Strategic Communications Initiative
- Targeted Local Government Coordination
- Case Studies and Examples of Local Success

Formally Requesting Private Investment:

- Develop Partnership with NATSO
- Advertise Request for Information (RFI) to Truck Stop/Service Center Operators



NEXT STEPS

Truck Parking Key Actions

Central Florida Truck Parking Study, Phase 1 (Needs Assessment)

- Inventory Existing Facilities
- Estimate Demand
- Identify Parking Needs, Opportunities and Best Practices



Central Florida Truck Parking Study, Phase 2 (Engagement)

- Public Sector Partners
- Private Stakeholders
- Build Consensus



Central Florida Truck Parking Study, Phase 2 (Implementation)

- Identify Projects & Parcels
- Secure Funding
- Project Development & Implementation





CONTACT

Jeremy Upchurch

District Five Freight Coordinator

386.943.5026

Jeremy.Upchurch@dot.state.fl.us

