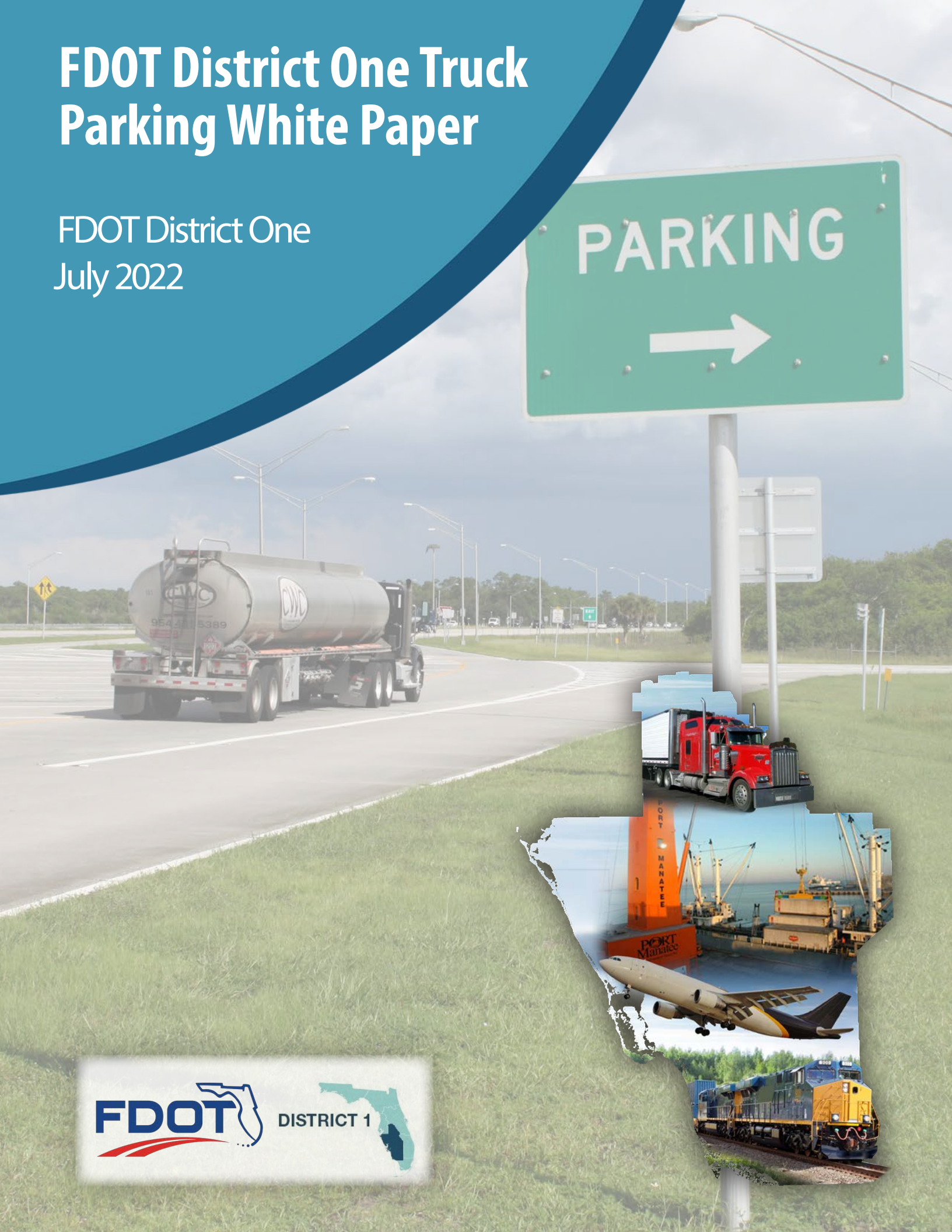
FDOT District One Truck Parking White Paper

FDOT District One
July 2022



FDOT DISTRICT 1

FDOT DISTRICT ONE TRUCK PARKING WHITE PAPER

Florida Department of Transportation | District 1

July 2022

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Executive Summary

The District One Truck Parking White Paper is a report on the assessment of the current supply and demand related to truck parking in the District. This data collection and analysis will form the basis for recommendations to alleviate truck parking shortages and unauthorized parking occurrences. Four different approaches were considered when proposing potential solutions, including supply/capacity, policy, partnerships, and technology. No singular approach will properly address all issues related to the truck parking network, but in combination, these strategies provide the District with not only short-term action-items, but long-term perspective.

Truck parking at Love's Travel Stop on US 27

The White Paper identifies three primary factors driving the demand for truck parking infrastructure, including Federal hours of service requirements, warehousing logistics inventory management, and "other" (local parking for deliveries, parking for independent drivers, and unplanned parking due to emergencies). With an understanding of these basic demand-related factors, this White Paper presents the analysis of a number of data points in order to provide recommendations, such as existing supply, utilization, parking space density, dwell times, unauthorized parking, statewide areas of concerns, truck average annual daily traffic (AADT), and Strategic Intermodal System (SIS) infrastructure.

A document review was performed as part of this effort to obtain the most current knowledge base in terms of statewide and District-level truck parking data as well as best practices for outreach and engagement. The primary texts reviewed for the purposes of preparing this White Paper include the 2020 FDOT Statewide Truck Parking Study, 2019 FDOT Statewide Truck GPS Data Analysis, 2021 Workshop the Draft Truck Parking Development Handbook, 2017 Districtwide Freight Truck Parking Inventory, and other sources, as required.

District One contains 13 percent of Florida's truck parking capacity, or 1,329 truck parking spaces. There are a total of 55 truck parking lots in the District, eight public and 47 private, as identified by the 2020 Statewide Study. Table 1 below summarizes truck parking space data for the District. Further breakdown by county and facility are provided in the supply section of this report.

Table 1: District One Total and Average Truck Parking Spaces by Lot Ownership Type

	Public		Private		Total Spaces	Average Spaces
	Total Spaces	Average Spaces	Total Spaces	Average Spaces		
Total	225	9.7	1,104	22.5	1,329	16.1

To gauge demand for truck parking in the District data sets referenced earlier in this executive summary were mapped and analyzed. Truck AADT and SIS infrastructure are provided first to identify the roadway corridors carrying the highest number of truck traffic trips, and the facilities deemed most critical to the state's economy. Peak utilization percentage is provided for each District One truck parking facility as well as Districtwide average hourly utilization trends. Dwell time data for each lot is shown to aid in determining the type of truck parking

occurring (refuel/meal, staging, overnight, or extended storage).

Patterns of unauthorized truck parking were determined to identify areas of the District where demand for truck parking outpaces existing supply. Often, these locations are in close proximity to freight origin and destination points, and/or existing truck parking facilities with high utilization rates. The highest number of unauthorized truck parking incidents within the District are present around Lakeland, along the I-4 corridor. These patterns are also present in the western portion of the District, generally along the I-75 corridor in Manatee County (I-75, US 41, I-275 vicinity), east of Venice (near N. River Road interchange), Punta Gorda, Fort Myers, Clewiston, and Lake Placid.

Truck parking at Love's Travel Stop on US 27

The final demand-related topic addressed in the White Paper are statewide truck parking areas of concern as identified within the Statewide Truck Parking Study. These areas of concern account for both unauthorized truck parking and over-utilized truck parking, measured on an annual basis. The Statewide Study listed the top-20 areas of concern within Florida, three of which are location in District One (Lakeland (3/20), Lake Placid (7/20), and Fort Myers (14/20)).

The Opportunities section of this White Paper begins with a gap analysis to address supply/capacity issues in the District. The gap analysis proposes and provides analysis for six candidate truck parking locations, and an abbreviated analysis of two additional potential sites for future consideration. The seven candidate truck parking sites covered in this White Paper include:

1. Lakeland – County Line Road and I-4
2. Fort Myers
3. US 27 and US 98
4. Manatee
5. Punta Gorda – I-75 and Jones Loop Road
6. N. River Road
7. Daniels Parkway

These locations, with the exception of Jones Loop Road, N. River Road and Daniels Parkway, are recommended generally, and further analysis is required to determine the most viable siting options for each. In the cases of Jones Loop Road, N. River Road and Daniels Parkway, a suitable parcel was identified by the District. GIS mapping and site analysis are included for each of the six candidates to consider zoning and future land uses, traffic patterns, and existing infrastructure. As mentioned, two additional locations are included in the gap analysis (Clewiston and Okeechobee). Truck AADT and existing facilities and their corresponding peak utilization percentage are presented for these two sites.

The section continues with a discussion of policy and engagement opportunities for the District. These topics fulfill the policy- and partnership-based approaches to remedying truck parking issues. A review of existing truck parking related local and county ordinances within District One is provided as part of Appendix B as reference for future engagement efforts. Best practices specific to truck parking outreach are described, suited towards highlighting the importance of the adequate provision of truck parking facilities. Benefits associated with the provision of truck parking facilities and common community concerns are also detailed to focus discussion and help overcome potential objections. The Statewide Study developed solutions related to policy and partnership approaches for

addressing truck parking shortages. Each solution type is accompanied by an implementation timeframe and level of involvement by FDOT. This information is detailed in the White Paper to align statewide objectives to efforts in District One.

Opportunities for the integration of technology as a solution to truck parking issues are also presented as part of the White Paper. FDOT's Truck Parking Availability System (TPAS) is the primary focus of this section, highlighting the information management system being implemented by FDOT. TPAS aggregates truck parking facility utilization data to provide real-time space availability information for drivers. The system is currently functioning at state-owned truck parking facilities in six of the seven FDOT Districts. The goal of TPAS is to create further efficiencies in the truck parking network by increasing awareness as to the location of open parking spaces. Further technology discussion includes the addition of electrification amenities at public facilities. This technology allows drivers to utilize on-board vehicle functions powered from an external source. This type of amenity reduces idling, and would likely increase the number of trucks parked for overnight durations at public facilities. Lastly, the District should monitor the advancement of Automated, Connected, Electric, and Shared (ACES) vehicle technologies, and their potential to evolve supply and demand requirements for truck parking.

The White Paper concludes with a discussion of next steps for the District in addressing shortages and other concerns regarding truck parking. A total of seven candidate truck parking locations have been provided in this White Paper to address the supply/capacity approach to augmenting truck parking in District One. These sites should be evaluated by the District to prioritize potential implementation. Three of these candidate sites, Jones Loops Road, N. River Road, and Daniels Parkway are currently undergoing preliminary concept design.

This White Paper recognizes the outreach efforts already underway by District One to develop fruitful, cross-sectoral partnerships in order to advance the needs of both FDOT and the freight industry. Continued stakeholder engagement is vital in fostering solutions that create a truck parking friendly environment throughout the District. Using the best practices outlined in the Opportunities section of the report, the District should begin targeted outreach to municipalities that currently restrict truck parking. The data collection efforts of this White Paper supplies the District with both quantitative and qualitative presentation materials for use in forthcoming outreach efforts.

An action-item list for the District is provided in table form at the conclusion of the Opportunities section. This table outlines steps the District can take in addressing truck parking concerns, and includes solution-types based on the four approaches described in this White Paper. An implementation timeframe is included for each action-item, categorized as 1-2 years, 3-5 years, and 5+ years. Indications made related to timeframe are suggestions, and should ultimately be prioritized based on the current needs of the District.

Introduction

FDOT District One prepared this Truck Parking White Paper to put-forth practical recommendations to advance the implementation of solutions to truck parking shortages in the District. Solutions to truck parking generally fall into two categories: supply and information. Supply solutions look to expand existing lots or develop new facilities to accommodate more trucks in areas of high demand. Information solutions provide truck drivers with the location of available parking areas through dynamic message signs, information/education, apps, or other technology means. Opportunities for integrating these technology-based solutions in truck parking are also discussed as part of this White Paper.

Truck Parking behind Waffle House on Jones Loop Road

In 2017, District One produced a Districtwide Freight Truck Parking Inventory. Completion of this effort gave the District a better understanding of its existing truck parking assets, thus having an increased ability to better advocate for resources dedicated to increasing the supply of available truck parking facilities. This White Paper will build upon the work and data collection of the District One 2017 inventory as well as the FDOT Statewide Truck Parking Study (2020) and Statewide Truck GPS Data Analysis (2019) to propose both site-specific and general locations as candidates for future truck parking facilities.

The District firmly believes that finding solutions to shortages in truck parking is not only the responsibility of FDOT, but requires inter-agency, and cross-sector partnerships. This White Paper explores the importance of building these partnership networks, policy and engagement opportunities for the District, and identify best practices and common concerns found during outreach campaigns.

Background and Perspective

Jason's Law

Jason's Law, which put in place a foundation towards documenting truck parking problems and proposing viable solutions on both national and state levels, was enacted by Congress as Section 1401 of The Moving Ahead for Progress in the 21st Century Act (MAP-21). The law ultimately resulted from the murder of a truck driver named Jason Rivenburg, who was staging for a delivery at an abandoned gas station. Jason's Law established a "national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS) to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators"[1].

Jason's Law requires the U.S. Department of Transportation (DOT) to conduct a survey and comparative assessment with state motor carrier representatives to meet three objectives:

1. Evaluate the capability of [each] State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation

1 USDOT FHWA National Coalition on Truck Parking Activity Report (2015-2016). Retrieved from: https://ops.fhwa.dot.gov/publications/fhwahop17026/fhwahop17026.pdf

2. Assess the volume of commercial motor vehicle traffic in [each] State
3. Develop a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each state

The Jason's Law Truck Parking Survey and Assessment (2015) resulted in several findings related to the state of truck parking. Key conclusions of the survey acknowledge that truck parking shortages are a major problem in every state and region of the country, especially along major freight corridors and in large metro areas. Truck parking shortages are present most predominantly during weekday and overnight periods, but exist at all times during the day – week – year. Providers in both the public and private sectors have been challenged in funding and maintaining truck parking facilities, with private operators seeking business models that increase the profitability of this service. Lastly, the survey highlighted the need for increased local government involvement and citizen education/awareness pertaining to truck parking issues.

FHWA performed an update to the 2015 Jason's Law Survey in 2019[2]. Nearly 11,700 truck drivers took the 2019 survey, a 43 percent increase from the first Jason's Law survey. Of the respondents, 98 percent reported problems finding safe truck parking. Issues with truck parking were reported in every state and region of country.

Hours of Service Requirements

The Federal Motor Carrier Safety Administration (FMCSA) enacts hours of service regulations for both property-carrying and passenger-carrying drivers[3]. Hours of service refers to the maximum amount of time that drivers are permitted to be on-duty, including driving time, and specifies the number and length of rest periods. These regulations help ensure a safer environment for both the truck driver as well as other roadway users. Property-carrying drivers must adhere to an 11-hour driving limit (a maximum of 11 hours of driving after 10 consecutive hours off-duty), and a 14-hour general limit. On June 1, 2020, FMCSA revised four provisions within the hours of service regulations[4] to allow for increased flexibility for drivers. The updates included:

- A short-haul exception which expands the short-haul exception to 150 air-miles and allows a 14-hour work shift
- Expanded the driving window during adverse driving conditions by up to an additional two hours
- Requires breaks of at least 30 consecutive minutes after eight cumulative hours of driving time (instead of on-duty time) and allows on-duty/not driving period to qualify as the required break.
- Modifying the sleeper berth exception to meet the 10-hour minimum off-duty requirement by spending at least seven-hours of that period in the berth, combined with a minimum off-duty period of at least two-hours spent inside or outside the berth.

Need and Demand for Truck Parking

The catch-all phrase "truck parking" actually refers to a variety of types of parking scenarios. Long-haul drivers are operating for extended periods of time, and require overnight parking facilities for compliance with federal hours of service requirements. Thirty-minute break periods are also federally mandated, requiring the driver to be off-duty during this break, without moving their truck.

Staging occurs when drivers are picking up and delivering freight at manufacturing and warehouse facilities, distribution centers, port and intermodal terminals, among others, and must park their truck while awaiting their appointment time.

2 FHWA Freight Management and Operations Office Truck Parking Survey Results and Comparative Analysis. Retrieved from: https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/jasons_law/truckparkingsurvey/index.htm#toc

3 Federal Motor Carrier Safety Administration: Hours of Service. Retrieved from: https://www.fmcsa.dot.gov/regulations/hours-of-service

4 FMCSA Hours of Service. Retrieved from: https://www.fmcsa.dot.gov/regulations/hours-of-service

Independent drivers do not have access to a company facility for parking while not working, and often require a place to park their vehicle during time off.

Finally, truck parking may also be required because of an emergency situation, such as an accident or incident that closes or severely congests a roadway, forcing a driver to find parking for an extended period. While it is impossible to forecast demand related to emergency situations, it is another consideration when planning for future facilities and allocating surplus spaces.

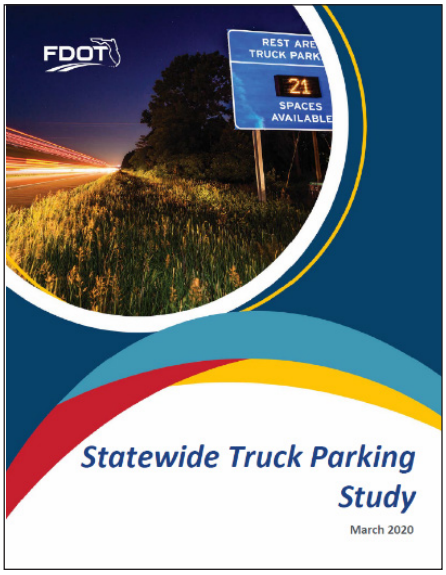
The Federal Highway Administration's (FHWA) Office of Freight Management and Operations held a workshop on December 15th and 16th, 2021[5] to solicit feedback on a draft Truck Parking Development Handbook. Within this presentation, three primary factors were identified as driving the demand for truck parking facilities:

1. Federal Hours of Service Regulations
   a. Mandatory 10 hours of rest following 14 hours on-duty
   b. Required 30 minute breaks at prescribed intervals
2. Warehousing Logistics Inventory Management
   a. Staging for pickup/delivery windows at factories, warehouses, ports, intermodal terminals, etc.
   b. Local parking deliveries to replenish supplies and materials
3. Other
   a. Local parking for deliveries, especially in urban areas
   b. Parking for independent drivers
   c. Unplanned parking due to breakdowns, traffic incidents, or weather-related closures

Understanding the elemental factors that are driving the need for additional truck parking, system-wide, this White Paper explores supply and demand related variables to gain a better understanding of existing conditions within District One. Data is provided for truck parking facility supply (public and private), utilization (peak and average), dwell times, unauthorized truck parking, truck parking areas of concern, and truck average annual daily traffic (AADT). Analysis of this information informs the recommendations put forth by this White Paper. Recommendations are provided from the perspective of supply/capacity, policy, partnerships, and technology.

Document Review

FDOT Statewide Truck Parking Study (2020)



The Statewide Truck Parking Study was undertaken to build upon existing truck parking studies using new data and methods for the purpose of proposing recommendations that will help address truck parking in areas with the greatest need. A four-step approach was used to identify viable truck parking solutions, which include: 1) compiling and validating statewide truck parking needs through stakeholder outreach, data collection, and literature review; 2) prioritizing and analyzing Florida's truck parking needs; 3) identifying opportunities and matching solutions to needs; and 4) applying constraints.

In order to identify areas of the state with the greatest need for truck parking infrastructure, the statewide study prioritizes the top 20 areas of

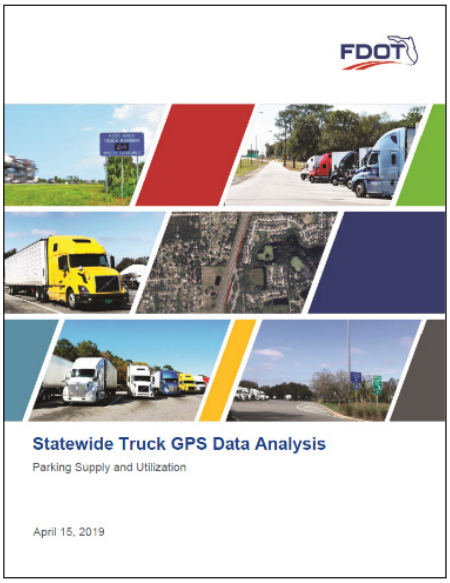
5 FHWA Office of Freight Management and Operations Truck Parking Development Handbook Local Planners Webinar (12/15/2021–12/16/2021). Retrieved from: https://camsys.egnyte.com/fl/lM53G1bu4w/160140.041.01-_FHWA_Truck_Parking_Handbook_#folder-link/160140.041.01-%20FHWA%20Truck%20Parking%20Handbook/National%20Coalition%20on%20Truck%20Parking%20workshop?p=aa41bac0-6adc-45c1-b692-a8988c59660e

concern. This process uses volume to capacity ratio (V/C index in order to rank these geographical focus areas. V/C index is determined by dividing excess truck parking demand (V) by the number of truck parking spaces (C). Based on this calculation, District One placed one location in the top-five statewide areas of concern. This area of concern comprises the I-4 corridor generally traversing Lakeland, FL. Stakeholder input gathered as part of this study validates the data collection, with respondents confirming that the area needs additional capacity, with parking filling early in the day, resulting in trucks parking approximately 20 – 30 miles away from their intended stopping point.

The study, based on stakeholder feedback and literature review, proposes four types of truck parking solutions, each with several subcategories/strategies, and together comprising the "toolbox" for short, medium, and long-term solutions. The four primary solution types include capacity projects, technology/communications projects, partnerships, and policy initiatives.

As part of capacity solutions, the study evaluated the state for the most suitable areas to increase truck parking infrastructure. These areas of high suitability were then further defined using a multi-factor land suitability analysis. Land ownership and acquisition factors were then incorporated to determine a final set of truck parking candidate sites. ArcGIS Online Web Maps were provided via hyperlink in the report to display the parcels identified as candidates for truck parking locations. The link for District One candidate sites is provided here: District One Truck Parking Candidate Sites.

Statewide Truck GPS Data Analysis – Parking Supply and Utilization (2019)



The Statewide Truck GPS Data Analysis used truck GPS information from the American Transportation Research Institute (ATRI), coupled with an analysis of truck parking utilization, to better understand truck parking supply and utilization at Florida's public truck parking facilities, privately-owned parking, and unauthorized locations. For this analysis, ATRI provided truck GPS information from September 2017 to August 2018. This analysis is intended to aid in identifying truck parking needs and potential solutions as well as informing future statewide or district-level truck parking studies. The Truck GPS Data Analysis study provided quantified performance measures, which can be used to identify potential solutions towards decreasing truck parking issues.

The Statewide Truck GPS Data Analysis identified 10,093 truck parking spaces in Florida. Of the total number of spaces, 30 percent are provided by the public sector, with the remaining 70 percent via the private sector.

Some of the pertinent conclusions of this study include:

- Statewide, over 30 percent of all truck parking lots and truck parking spaces are offered at publicly-provided facilities
- Utilization at public parking locations is lower than that of private facilities. Peak hour (7:00PM – 9:00AM) utilization at private truck parking lots in all FDOT Districts is nearly 50 percent
- Annual average dwell time data indicates that truck drivers stop for greater durations at private truck parking locations
- Truck parking facilities with high utilization correlated with a significant number of trucks parked at on and off ramps nearby

The GPS Analysis also provided readers with two web-applications for use in statewide truck parking data collection and sorting. The truck parking story map describes existing conditions to better understand how public and private truck parking locations are utilized, and where unauthorized truck parking is occurring. The utilization dashboard allows the user to access utilization information at specific truck parking locations throughout the state. Links to

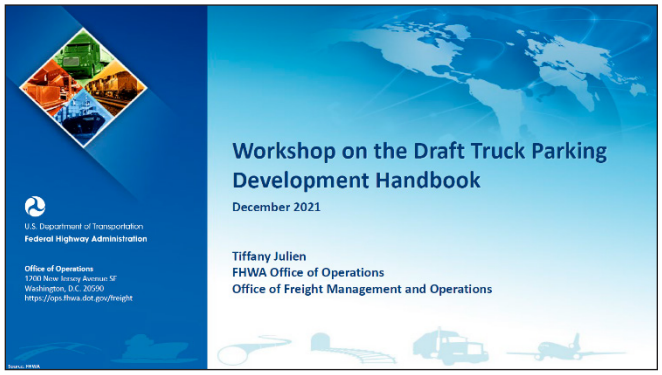
both applications are given below:

[Statewide Truck GPS Analysis Story Map]

[Utilization Dashboard]

Workshop on the Draft Truck Parking Development Handbook (2021)

The Federal Highway Administration (FHWA) is developing a truck parking development handbook to assist local and state governments in addressing the nationwide truck parking shortage. As of January 2022, the FHWA is currently seeking comments from stakeholders as they are in the process of finalizing the handbook. On December 16, 2021, FHWA held a workshop for the National Coalition on Truck Parking as a means of gathering input on the draft document. The workshop included a presentation of several materials that will eventually be included as part of the final Truck Parking Development Handbook.

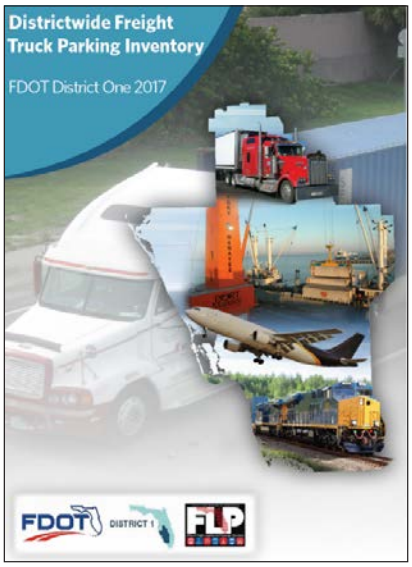


Although the handbook has not yet been finalized, this White Paper utilizes some of the research and best practices put forth in the draft handbook, and obtained via the workshop presentation, due to the relevance and timeliness of the materials. The presentation can be accessed at the following website*: https://camsys.egnyte.com/fl/IM53G1bu4w/160140.041.01-_FHWA_Truck_Parking_Handbook_#folder-link/160140.041.01-%20FHWA%20Truck%20Parking%20Handbook/National%20Coalition%20on%20Truck%20Parking%20workshop?p=aa41bac0-6adc-45c1-b692-a8988c59660e.

**It is unknown how long the presentation website will remain active and accessible. It has been provided above as a means of referencing source material until the final handbook is released.*

Districtwide Freight Truck Parking Inventory (2017)

District One published its initial truck parking inventory in June of 2017 in order to better understand where existing truck parking facilities were located, determine the unmet parking need/demand, and identify regulations and policies in place throughout the District relevant to truck parking.



The inventory provided a county-by-county summary and mapping of each truck parking facility identified as part of the effort. Sites that were proposed or planned at the time of the inventory were also included as part of the report. Potential truck parking parcels within the District were also selected. These potential locations are along or near major freight routes, could be publicly or privately-owned, and were deemed to be suitable for truck parking.

The Freight Truck Parking Inventory was used by this report as an information baseline of existing conditions within the District. The information provided in this report was supplemented with the data provided in the Statewide Truck Parking Study and GPS Analysis to obtain the most accurate and up-to-date information for use in this White Paper.

District One Truck Parking Supply and Demand Review

Supply of Public and Private Truck Parking Locations in District One

As a primary source of highway, traffic, travel time, multimodal, and freight and passenger data information, the FDOT Transportation Data and Analytics (TDA) Office provides the data and information that supports FDOT's mission of ensuring the mobility of people and goods. As part of the Statewide Truck GPS Data Analysis, the TDA Office produced a truck parking GIS Story Map[6] and Location Utilization Dashboard[7]. These data sources are valuable references to inform truck parking supply and demand existing conditions in District 1.

Trucks parked at the Charlotte County Weigh Station

According to the findings of the Statewide Truck GPS Data Analysis, approximately 13 percent of truck parking spaces in Florida are located in District One. There are a total of 55 public and private truck parking facilities in the District, which represent 1,329 truck parking spaces. These facilities are broken down by ownership type and county in Table 2 and shown in Figures 1 and 2.

Table 2: District 1 Truck Parking Lots by County and Ownership Type

County	Public Lots	Private Lots	Total Lots
Charlotte	2	5	7
Collier	2	1	3
Desoto	0	0	0
Glades	0	2	2
Hardee	0	1	1
Hendry	0	3	3
Highlands	0	4	4
Lee	1	3	4
Manatee	1	5	6
Okeechobee	0	1	1
Polk	2	21	23
Sarasota	0	1	1
Total	**8**	**47**	**55**

6 FDOT Transportation Data and Analytics Office Truck Parking Story Map: https://hdr.maps.arcgis.com/apps/Cascade/index.html?appid=b760ec83e85544b899724bd3910af45b

7 FDOT Transportation Data and Analytics Office Location Utilization Dashboard: https://hdr.maps.arcgis.com/apps/opsdashboard/index.html#/623116a8deeb436bbb37e32e5b807aea

Eight of the District One truck parking facilities are provided by the public sector, at locations, such as rest areas, service plazas, weigh stations and welcome centers. The remaining 47 locations are privately-owned parking facilities, including truck stops and other facilities providing services to commercial transporters. Of the total available truck parking spaces in the District, 1,104 are privately-owned and 225 are provided by the public sector. Table 3 lists each District One truck parking facility by name, ownership type, county and number of spaces. Polk County has the largest number of truck parking facilities (23) within District One by a wide margin. Charlotte County is second in terms of number of lots with seven. Several counties range between three and six lots. Glades, Hardee, Okeechobee, and Sarasota Counties have either one or two lots. DeSoto is the only county in the District currently without a truck parking lot.

A final note regarding the existing truck parking infrastructure within the District is related to the status of lots classified as "abandoned" within the table below. In the spirit of Jason's Law, it is important to recognize that abandoned facilities may represent a higher risk for users. While the added capacity provided by these unofficial lots is critical to supply considerations, an inherent safety concern for drivers at unmonitored facilities is present. In these instances, coordination with municipalities and property owners (if applicable), should be undertaken to determine the steps necessary to formalize the site as a truck parking facility. This process may include, but is definitely not limited to scheduled patrols of the area by local police or sheriffs, acquiring safe-haven status for the property in locations that forbid overnight or extended parking, the installation of landscaping and buffers consistent with Crime Prevention through Environmental Design (CPTED), and the addition of amenities at the lot.

Table 3: District One Truck Parking Facilities

Lot #	Lot Name	Ownership Type	County	# of Spaces
1	Shell #12406303	Private	Charlotte	25
2	Wal-Mart #778	Private	Charlotte	10
3	Wal-Mart #3349	Private	Charlotte	10
4	Pilot Travel Center #94 Wendy's Parking Lot	Private	Charlotte	42
5	Dirt Lot Adjacent Waffle House	Private	Charlotte	30
6	Punta Gorda Weigh Station 10601 Northbound	Public	Charlotte	33
7	Punta Gorda Weigh Station 10602 Southbound	Public	Charlotte	33
8	Shell #10071348	Private	Collier	3
9	Rest Area (Northside/Westbound)	Public	Collier	16
10	Rest Area (Southside/Eastbound)	Public	Collier	36
11	Love's Travel Stop #683	Private	Glades	77
12	Former U Save Grocery Store (Vacant)	Private	Glades	10
13	Abandoned Grocery Store (Winn Dixie)	Private	Hardee	50
14	Git-N-Go Food Stores	Private	Hendry	5
15	Truck Stop 3 Lions	Private	Hendry	3
16	Circle K #2707374	Private	Hendry	4
17	Circle K #2707515	Private	Highlands	3
18	Shell #10048379	Private	Highlands	2
19	Twenty Seven Truck Stop	Private	Highlands	6
20	Abandoned Office Park Parking Lot	Private	Highlands	20
21	Love's Travel Stop #495	Private	Lee	100
22	Pilot Travel Center #352	Private	Lee	72

Lot #	Lot Name	Ownership Type	County	# of Spaces
23	Wal-Mart #987	Private	Lee	10
24	10280 North/Southbound Lee County	Public	Lee	44
25	Circle K #2701686	Private	Manatee	5
26	Pilot Travel Center #89	Private	Manatee	8
27	Super 8 Motel	Private	Manatee	10
28	Wal-Mart Supercenter #3370	Private	Manatee	10
29	Wal-Mart Supercenter #5727	Private	Manatee	10
30	10370 North/Southbound Manatee County	Public	Manatee	16
31	Sunoco Gas Station #1932763	Private	Okeechobee	2
32	Shell #10048543	Private	Polk	2
33	Jimmys Food and Deli	Private	Polk	10
34	Lake Wales Chevron #379766	Private	Polk	10
35	Love's Travel Stop #228	Private	Polk	110
36	Love's Travel Stop #627	Private	Polk	67
37	Pilot Travel Center #471	Private	Polk	76
38	Sunoco Gas Station #5966288	Private	Polk	5
39	Fleetwing Corporation	Private	Polk	15
40	BP 33860	Private	Polk	2
41	Sunoco Gas Station #6666069	Private	Polk	2
42	Circle K #2722125	Private	Polk	2
43	Circle K #2707020	Private	Polk	5
44	McDonald's #20177	Private	Polk	4
45	Polk City Travel Center	Private	Polk	42
46	Gated/Enclosed Gravel Lot Adjacent to Brad's Discount Auto	Private	Polk	100
47	Quality Inn	Private	Polk	12
48	Orange Box Cafe	Private	Polk	16
49	Love's Travel Center I	Private	Polk	66
50	Pilot Travel Center #1128	Private	Polk	10
51	Wal-Mart Supercenter #580	Private	Polk	10
52	Murphy USA Service Station	Private	Polk	6
53	10201 Eastbound Polk County	Public	Polk	23
54	10202 Westbound Polk County	Public	Polk	24
55	Shell #10008765	Private	Sarasota	5

Figure 1: District 1 Public and Private Truck Parking Facilities

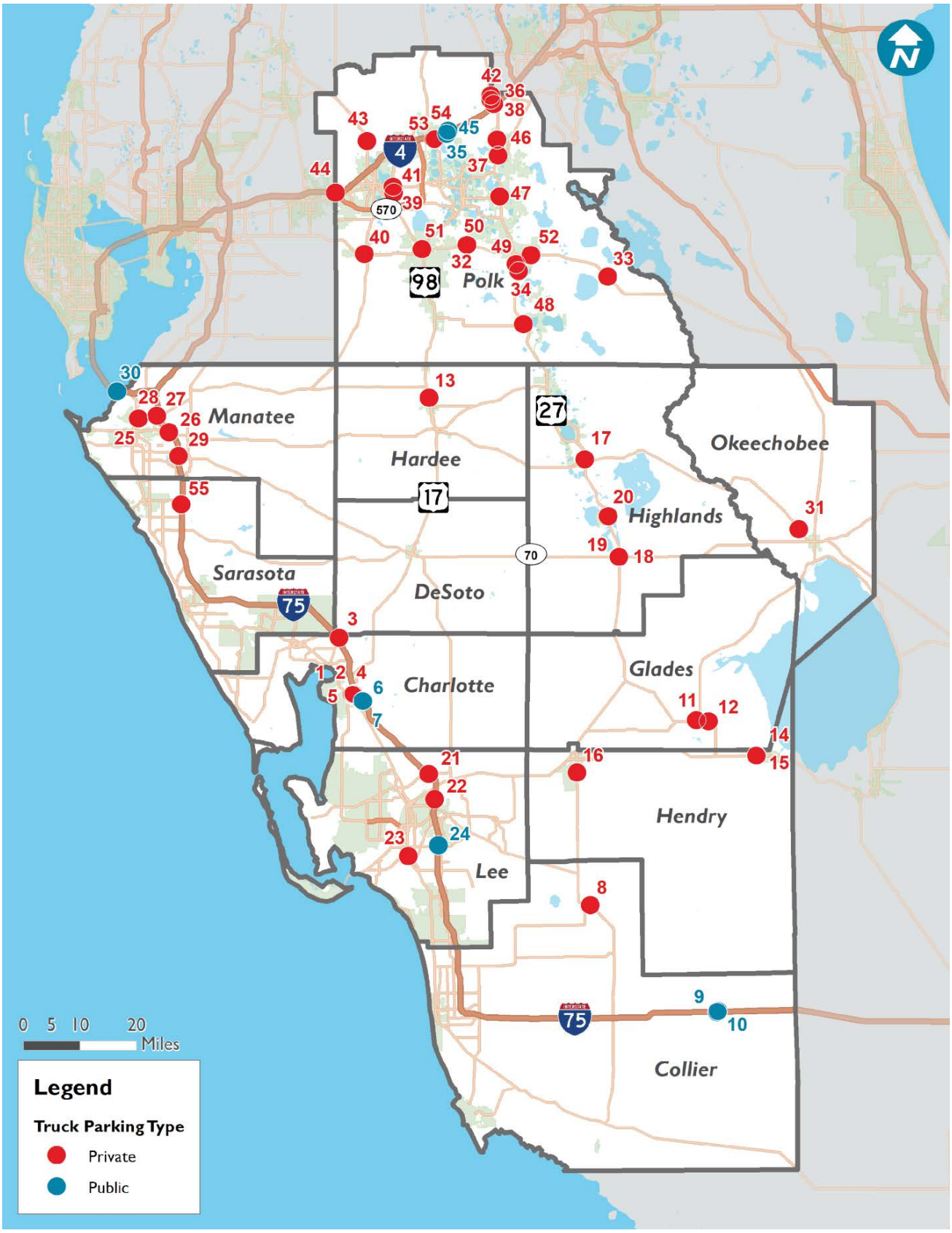


Figure 2: District 1 Truck Parking Number of Spaces (Public/Private)

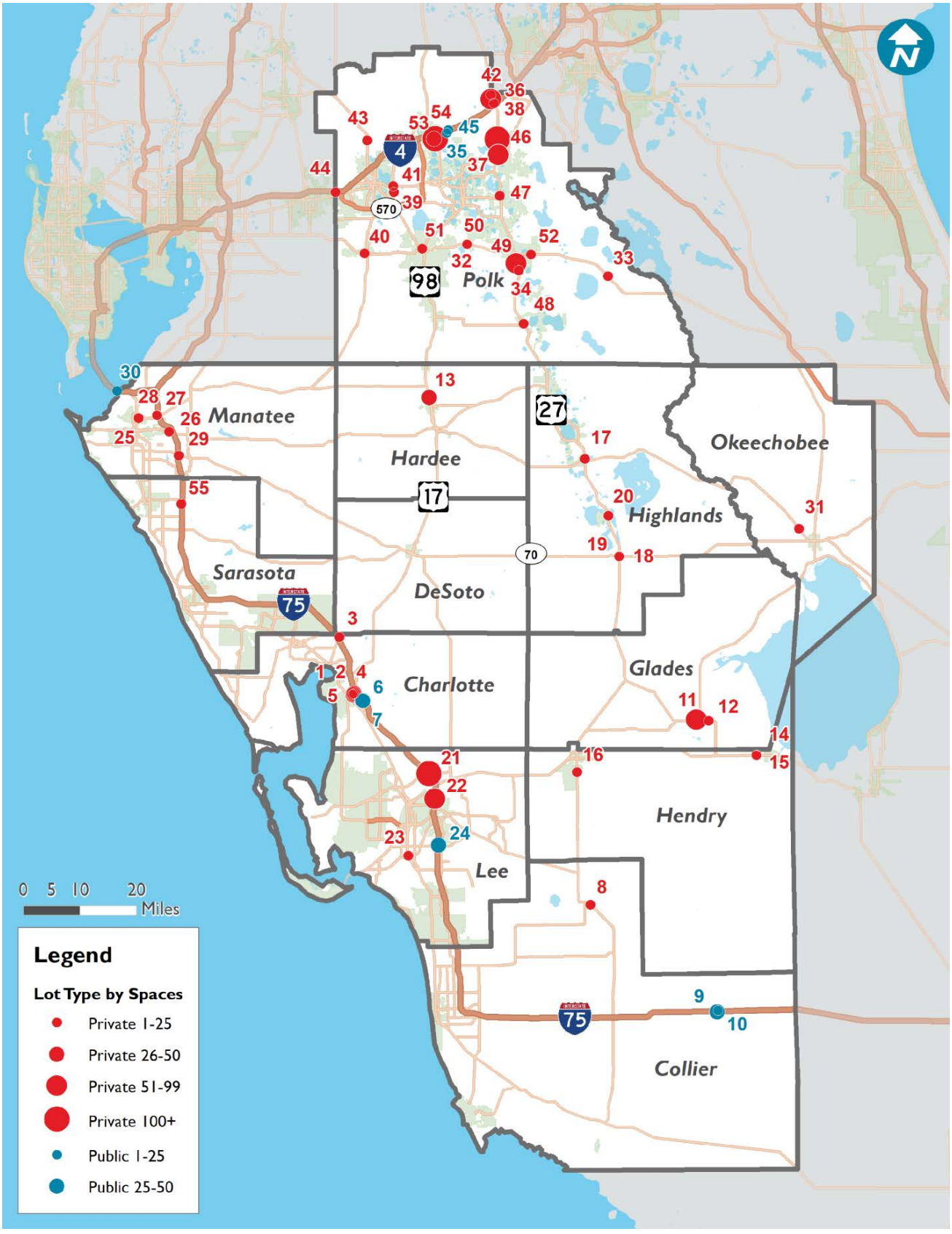


Table 4 displays the number of truck parking spaces by county and ownership type. This information supplements the data provided in Table 3 (above) to consider not only the number of lots in a county, but also the number of spaces, providing a complete supply-side picture of truck parking infrastructure in District One.

While Polk County remains the largest provider of truck parking in District One (619 spaces), Lee County is second in terms of number of spaces with 226. Charlotte County follows closely at 183 spaces. Determining the average spaces per lot provides insight as to truck parking facility size by county. Lee County truck parking lots have the largest number of average spaces per lot at 52.5. Manatee, Charlotte, Polk, Hardee, and Glades all have an average lot size between 22 and 29.5 spaces. The remainder of the District One counties have below four average spaces per lot.

Table 4: District 1 Truck Parking Spaces by County and Ownership Type

County	Public		Private		Total Spaces	Average Spaces
	Total Spaces	Average Spaces	Total Spaces	Average Spaces		
Charlotte	66	33	117	23	183	28.0
Collier	52	0	3	3	55	1.5
Desoto	0	0	0	0	0	0.0
Glades	0	0	87	44	87	22.0
Hardee	0	0	50	50	50	25.0
Hendry	0	0	12	4	12	2.0
Highlands	0	0	31	8	31	4.0
Lee	44	44	182	61	226	52.5
Manatee	16	16	43	43	59	29.5
Okeechobee	0	0	2	2	2	1.0
Polk	47	23.5	572	27	619	25.3
Sarasota	0	0	5	5	5	2.5
Total	**225**	**9.7**	**1,104**	**22.5**	**1,329**	**16.1**

Truck Parking Demand in District One: Utilization, Dwell Time, Unauthorized Parking, and Statewide Areas of Concern

District One Truck AADT and SIS Infrastructure

An important step in gauging demand for truck parking facilities is performing an analysis of truck AADT numbers from the District. Figure 3 displays truck AADT along major roadways in District One, and depicts the strong correlation between high truck AADT volumes and the location of truck parking facilities. Generally, the highest volume truck traffic corridors (+10,000) are located on I-4 and I-75. The entire portion of I-4 within the boundaries of District One has truck AADT above 10,000. These truck AADT levels are also present on I-75, between Manatee and Sarasota Counties as well as in Lee County. The next highest truck AADT volumes (5,001 – 10,000) occur on stretches of I-75 running from Collier County to the northern edge of the District in Manatee County, on SR 60 from US 27 to US 98, at the Polk Parkway from US 98 to I-4, and on US 27 north of US 17 – south of I-4.

Figure 3: District One Truck AADT

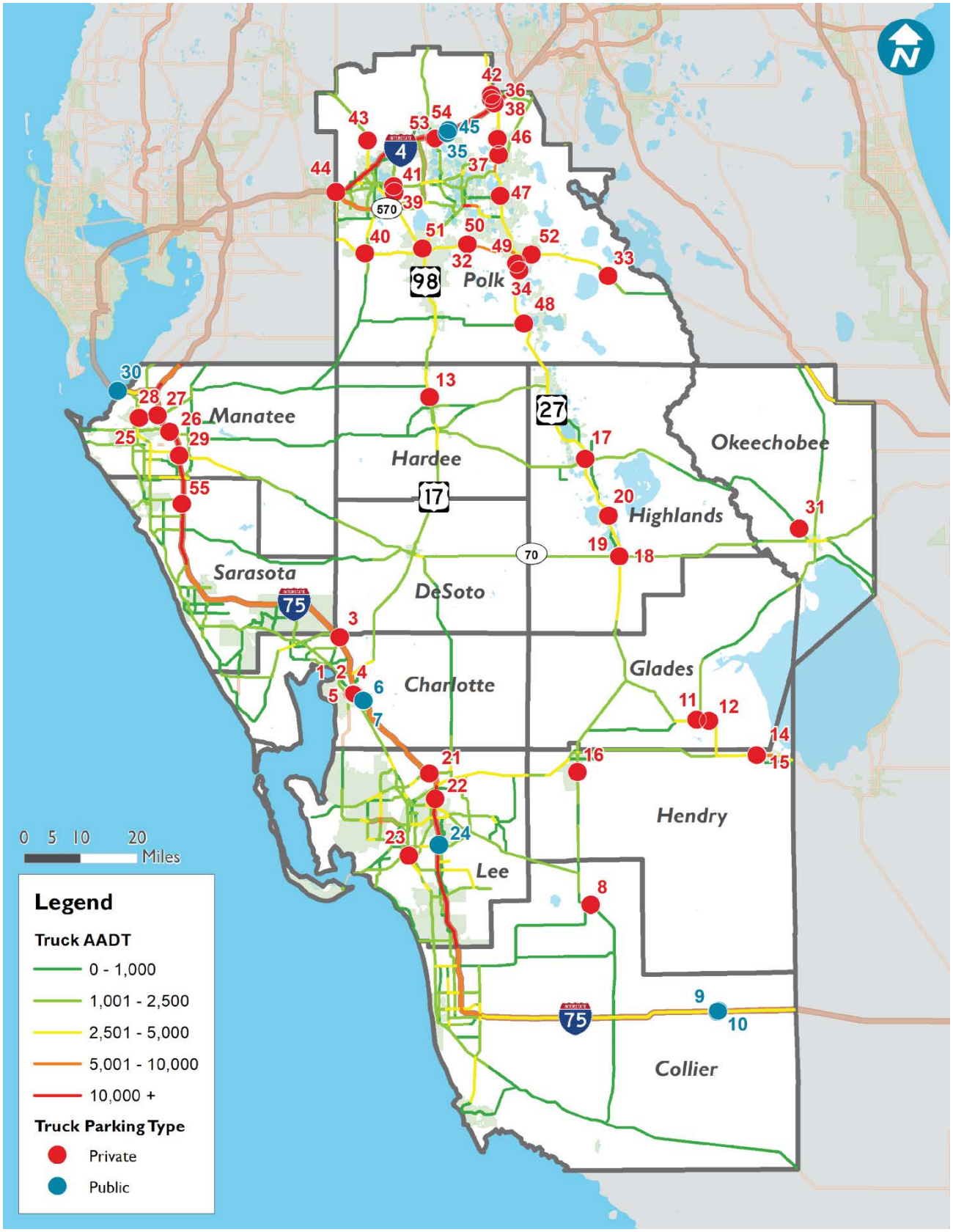
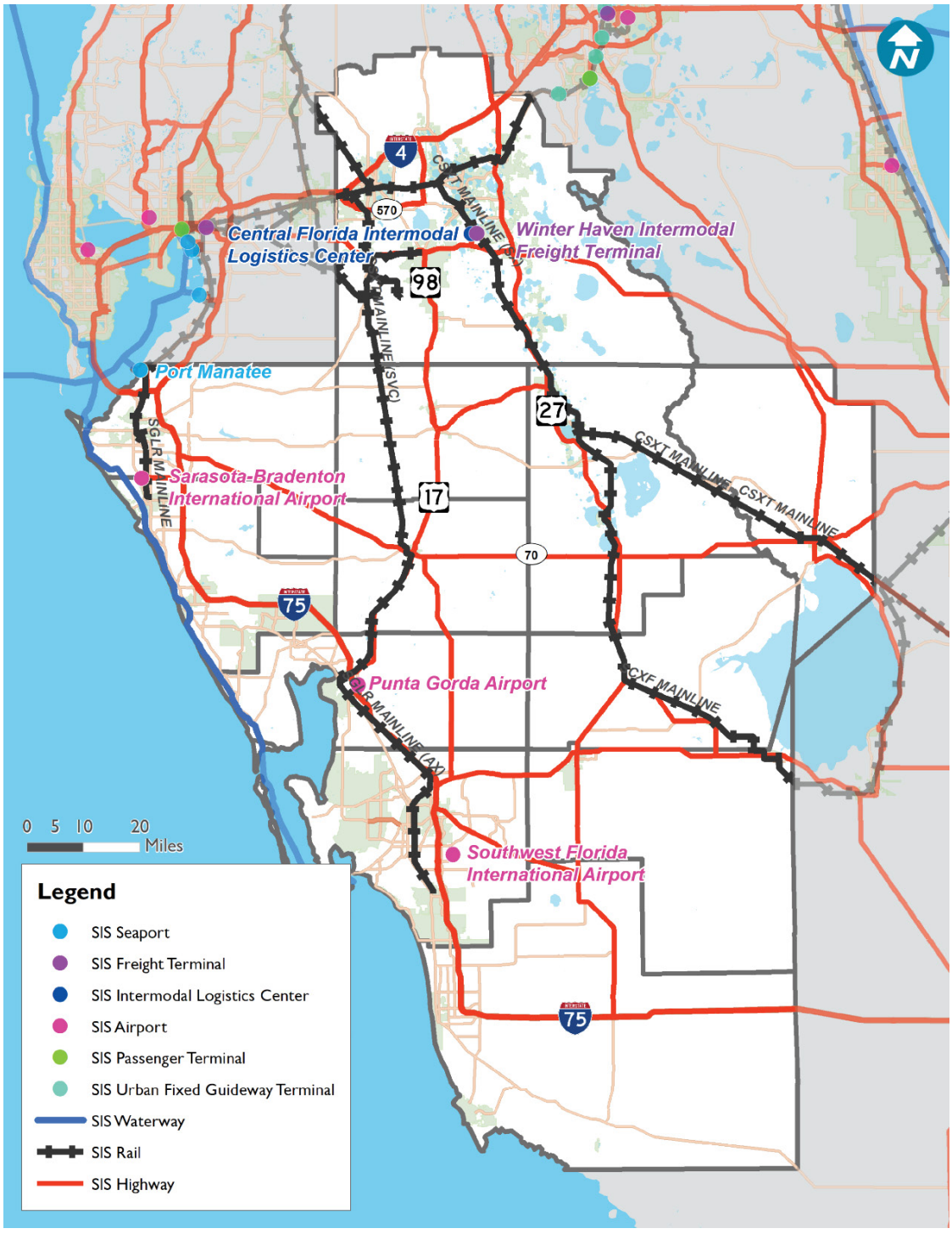


Figure 4 displays the SIS network for District One. Identifying Florida's most critical infrastructure is a necessary step in evaluating the need for truck parking facilities within the District as SIS components play a vital role in the movement of freight throughout the region. These SIS facilities generate and carry a significant number of daily truck trips, and locating future truck parking facilities in close proximity is an important consideration. District One has three SIS airports, one SIS seaport, one SIS intermodal logistics center, one intermodal freight terminal, and multiple SIS rail and roadways.

Figure 4: District One Strategic Intermodal System Map



Utilization

Evaluating the utilization rate of truck parking spaces is one method of assessing the demand for additional truck parking facilities. Figure 5 displays the peak utilization percentage of all District One truck parking facilities. Based on the findings of this map, a great majority of District One truck parking lots reach a peak utilization of 100% or greater each day. One caveat to this data is that some facilities are smaller in terms of spaces offered, such as limited-service gas stations, and can reflect extreme utilization levels of +100 percent. This can be visually demonstrated in Figure 6, which depicts utilization and parking space density. As represented in Figure 6, truck parking lots showing high utilization, but little-to-no density are indicative of the previously mentioned small facility with under 10 parking spaces.

Figure 5: District One Truck Parking Facility Peak Utilization Percentage

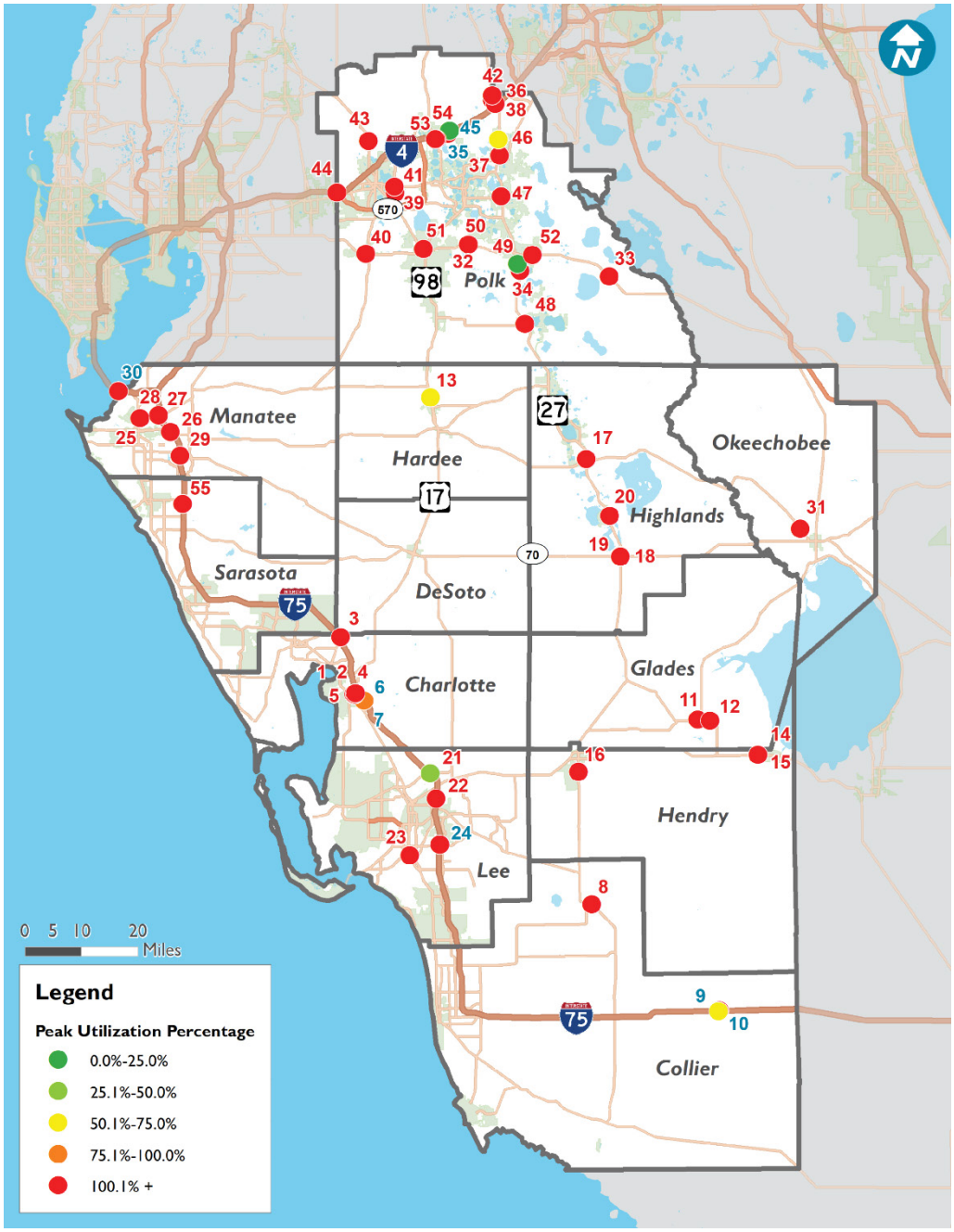


Figure 6: Truck Parking Facility Peak Utilization Percentage and Parking Space Density

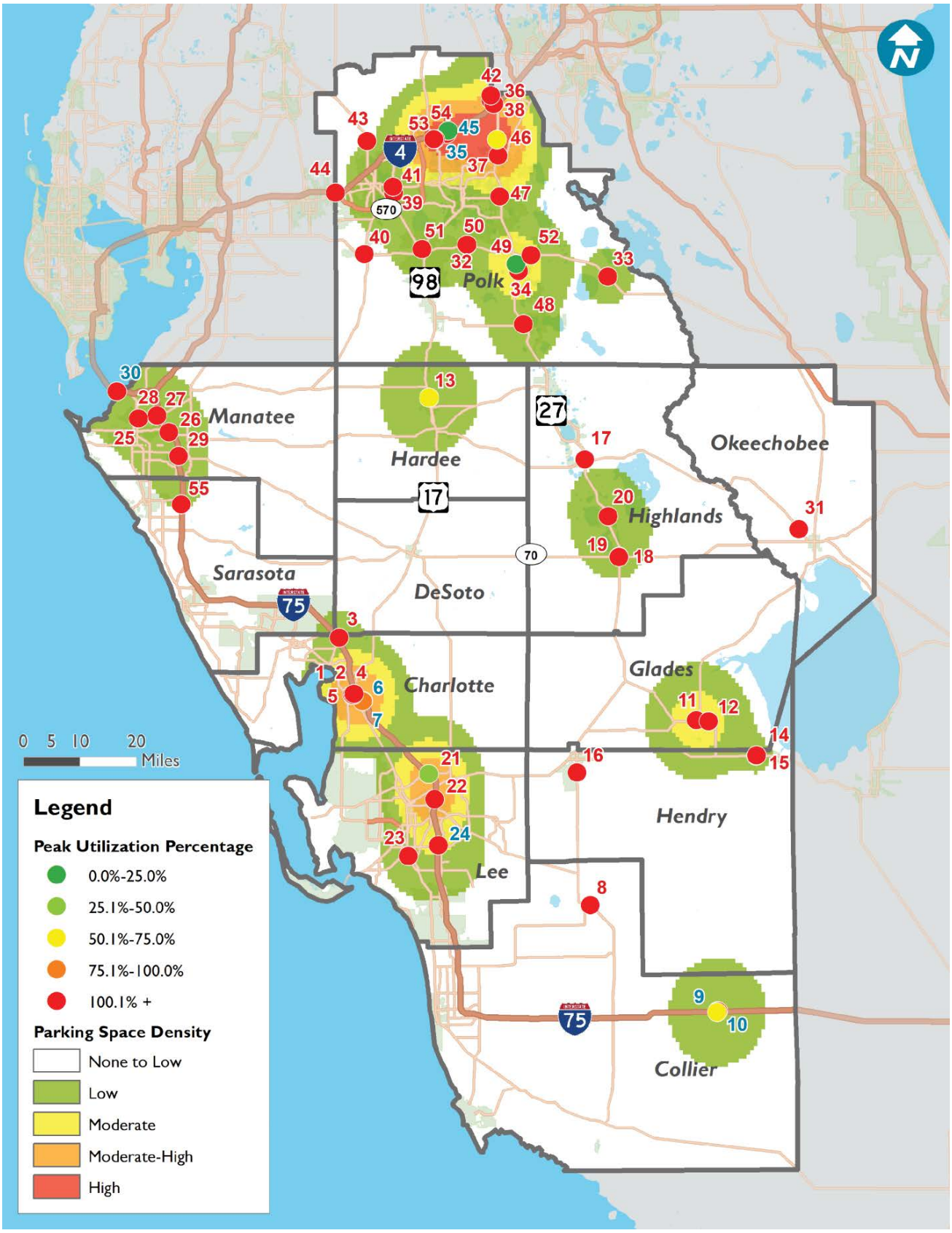
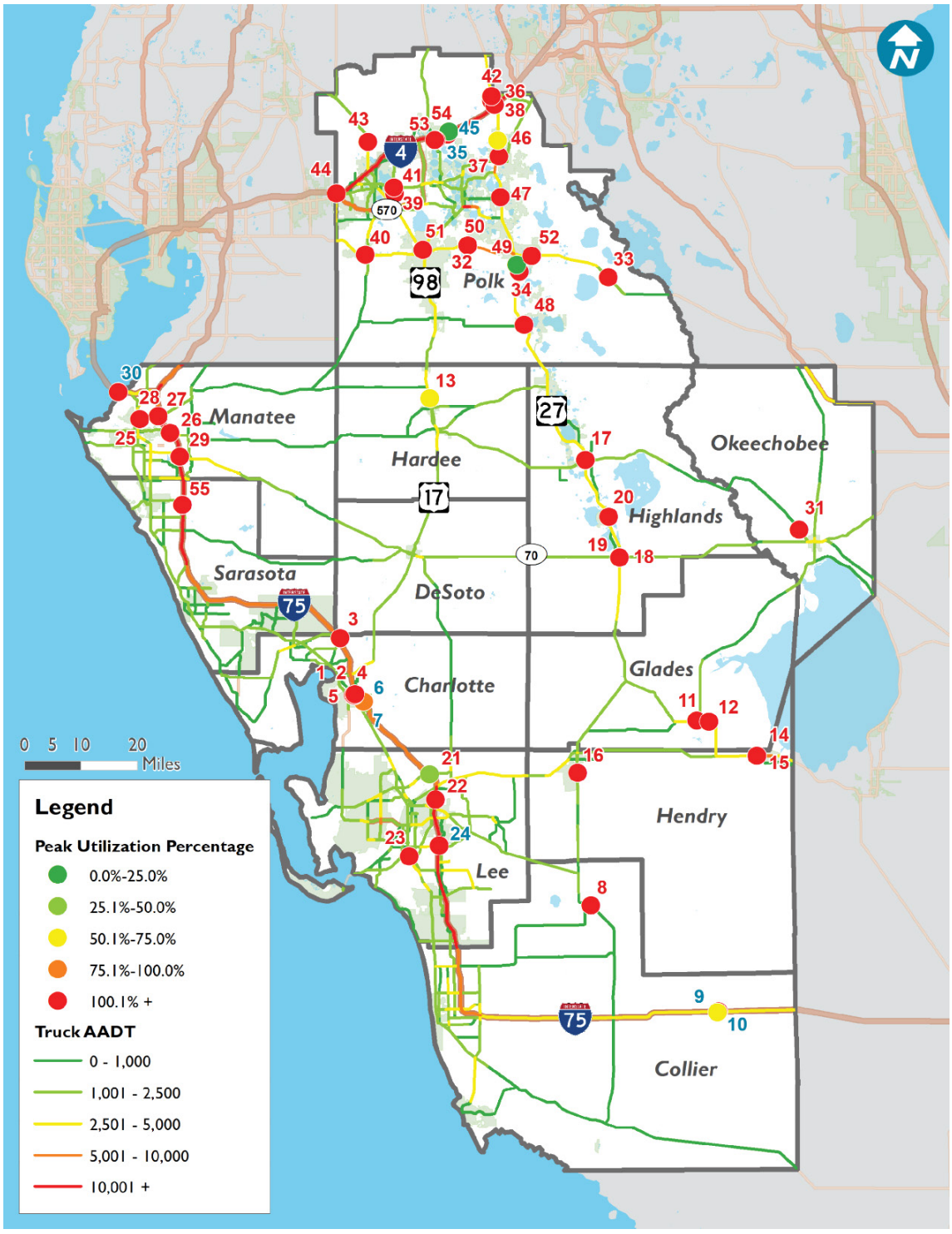


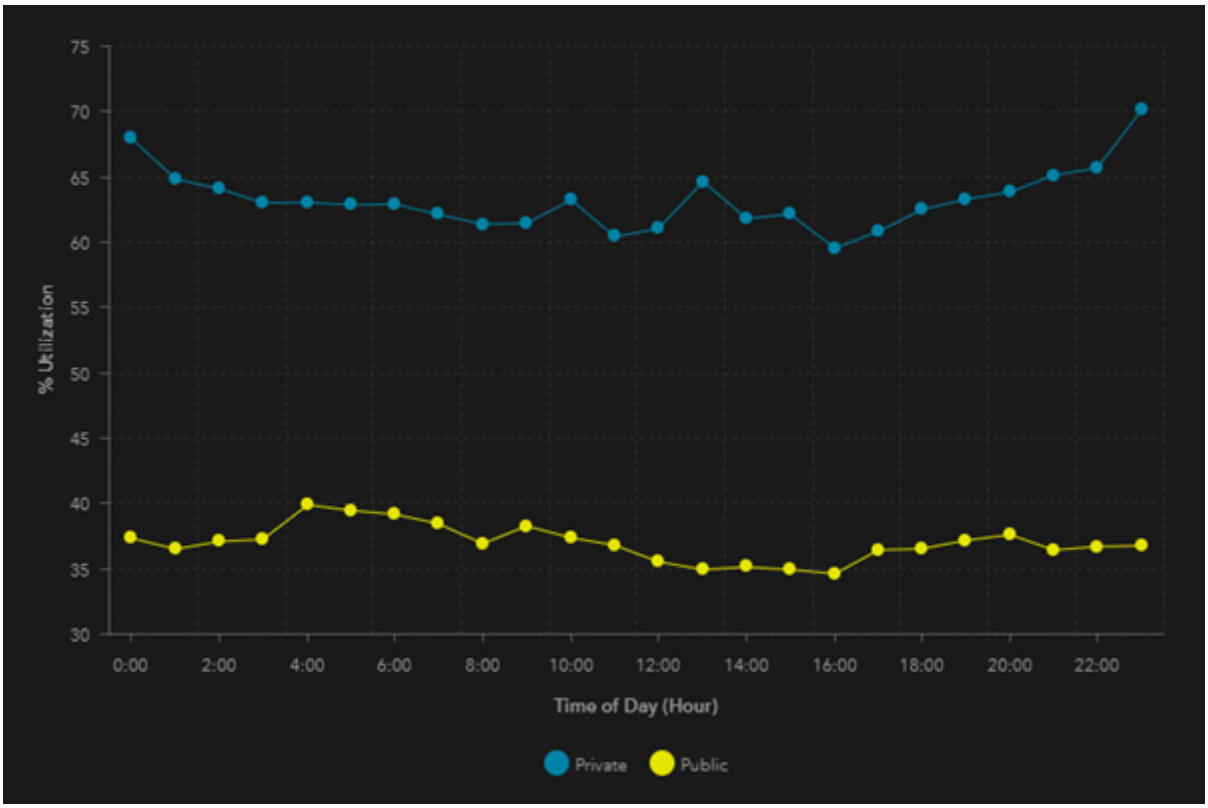
Figure 7 overlays peak utilization percentage with truck AADT as a further means of analysis. As with the siting of truck parking lots, truck AADT volumes tend to correlate closely with lot utilization. A few exceptions are present, particularly in the central and eastern portions of the District, where high utilization patterns are reflected despite lower truck AADT totals. It's worth noting these facilities are located on primary roadway corridors, and lot sizes might be smaller, requiring less trucks to be considered highly utilized as compared to a larger lot with more spaces.

Figure 7: District One Truck Parking Facility Peak Utilization Percentage and Truck AADT



As provided in the Statewide Truck GPS Data Analysis website, Figure 8 displays the average hourly utilization of public and private truck parking locations within District 1. Utilization percentages range from 35 to 40 percent for public truck parking locations. In general, these public facilities are most highly utilized from 4:00AM – 9:00AM. For private facilities in the District, utilization fluctuates between 60 and 70 percent, depending on the time of day. The hours of 10:00PM – 12:00AM experience the highest average hourly utilization for privately-offered spaces. While this White Paper does not offer specific reasoning to explain these peak periods, it is postulated they could reflect staging or departure/arrival times based on the point of origin/destination for trucks utilizing District One truck parking facilities.

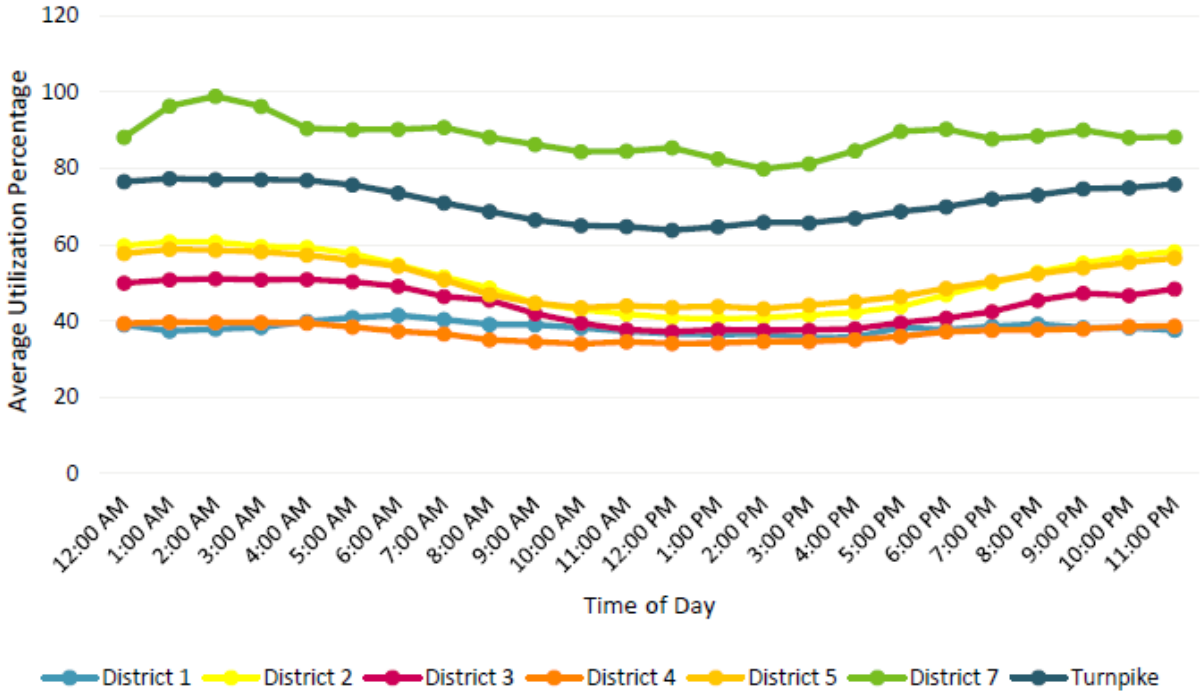
Figure 8: District 1 Truck Parking Average Hourly Utilization



Source: Statewide Truck GPS Analysis

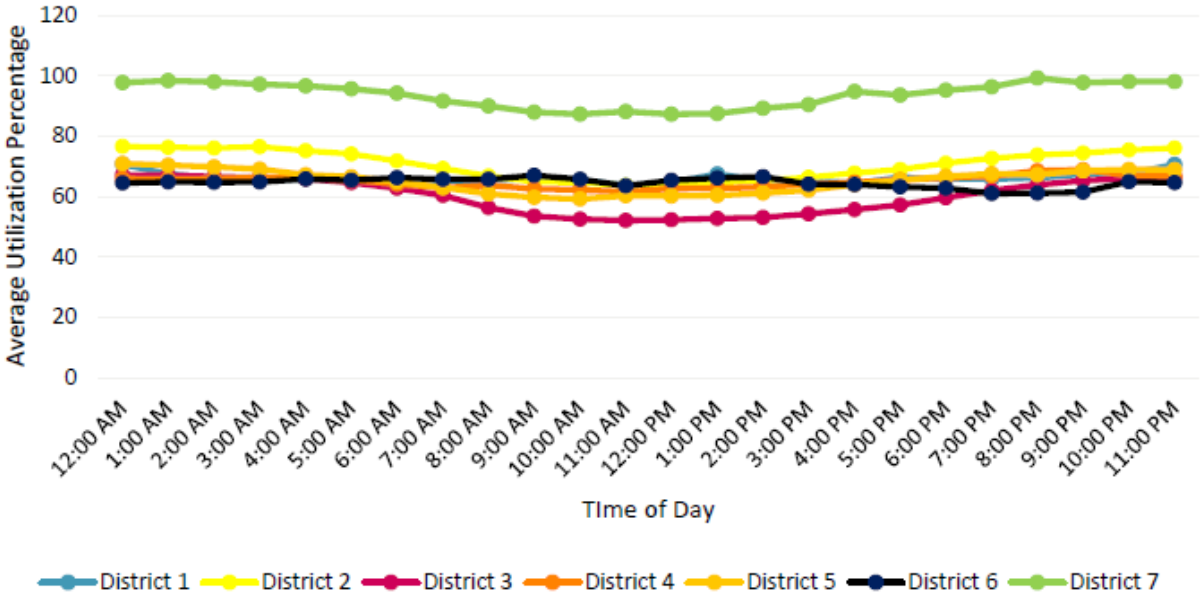
Figure 9 and Figure 10 are sourced from the Statewide Truck GPS Data Analysis, and position District One's average public and private facility utilization totals compared with other FDOT Districts and Florida's Turnpike facilities. Both figures exclude facilities with less than five spaces. In terms of publicly-offered truck parking facilities, the District ranks in the lower third in terms of average utilization percentage at public facilities. District One trends towards the middle when comparing private average utilization percentages. As described related to average hourly utilization in the previous figure, these average utilization rankings could correlate to origin/destination travel patterns for truck routes in the District as well as a need for more amenities at District One truck parking facilities, particularly at publicly-offered lots. Additionally, these rankings could be a reflection of meeting demand in some parts of the District, while lagging in others. The data provided in this White Paper seeks to identify these locations of surplus demand within District One.

Figure 9: Public Truck Parking Facility Average Hourly Utilization by FDOT District



Source: FDOT Statewide Truck GPS Data Analysis (2019)

Figure 10: Private Truck Parking Facility Average Hourly Utilization by FDOT District



Source: FDOT Statewide Truck GPS Data Analysis (2019)

Dwell Time

Dwell time in the trucking industry refers to the total amount of time spent at a facility, and can refer to any type of stop a driver makes (distribution center, rest stop, etc.).

For the purposes of this report, dwell time numbers are useful to determine how long parking spaces are being occupied in a particular facility or county. Dwell time information is also useful for providing context related to utilization. For example, extremely high utilization coupled with low dwell times reflect fluid and on-going parking spot turnover. This is likely to occur at facilities, such as limited service gas stations, where drivers are taking shorter breaks, or simply refueling. Long dwell times likely indicate that a facility is being used for overnight parking.

The Statewide Truck Parking Study breaks down the various types of stops that a truck makes by the number of hours associated with that particular type of dwell. Isolating this information helps prioritize FDOT truck parking projects, given the Department's focus of adding truck parking spaces particularly for HOS compliance/overnight staging. The breakdown is shown in Table 5.

Table 5: Dwell Time – Time Frames and Parking Impetus

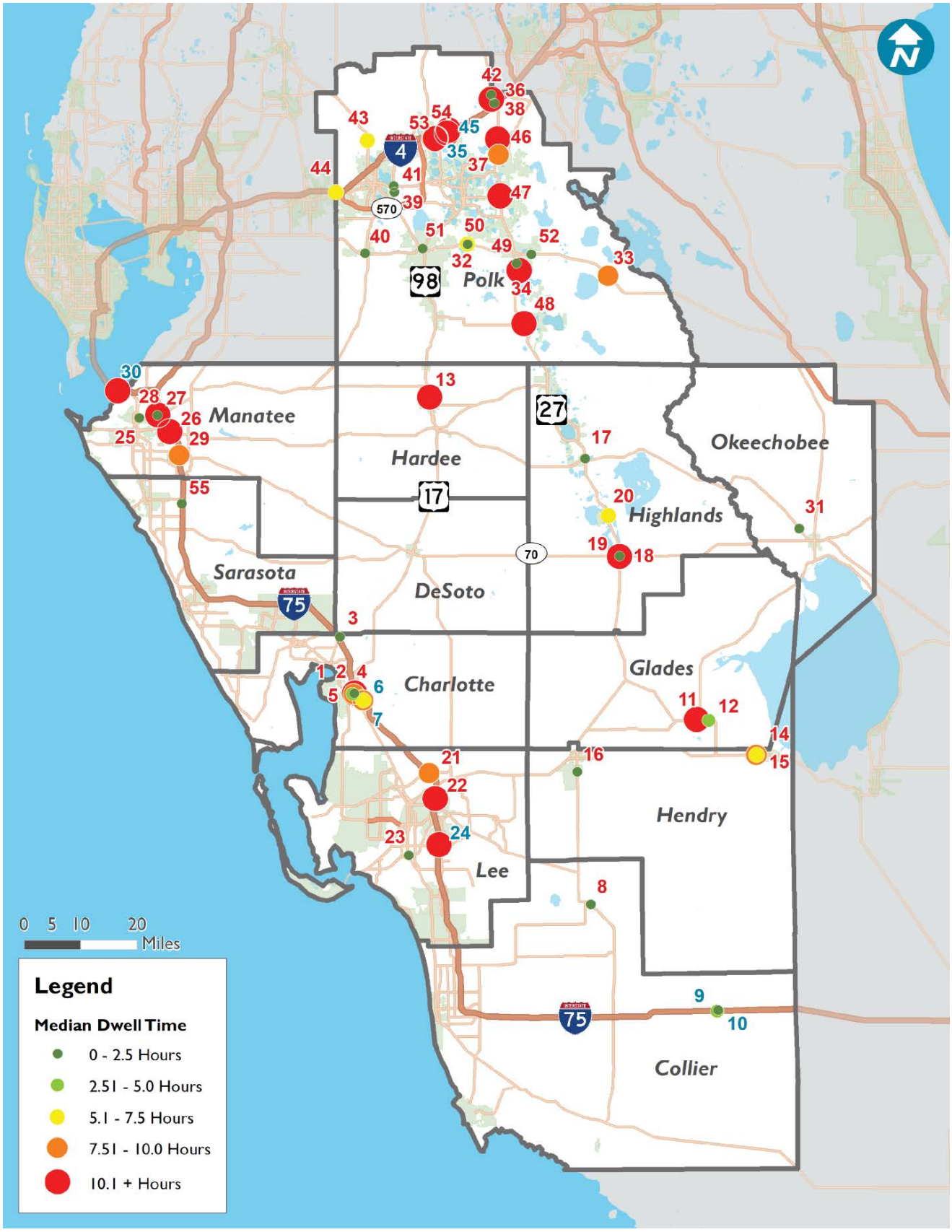
Dwell Time	Reason for Dwelling
1-2 Hours	Refueling, meal, etc. (could be short-term staging)
3-5 Hours	Staging to meet a delivery window
6-7 Hours	Unacceptable staging imposed on the driver by shipper/receiver
8-11 Hours	HOS compliance/ overnight staging
12+ Hours	Extended parking, temporary storage (homestay)

Table 6 shows median dwell times in District One by county and ownership type. Figure 11 maps dwell times for each truck parking facility in the District.

Table 6: Median Dwell Time by County and Ownership Type

County	Public	Private	Median Dwell Time
Charlotte	6.9	5.4	6.2
Collier	2.3	1.2	1.8
Desoto	0.0	0.0	0.0
Glades	0.0	6.9	6.9
Hardee	0.0	10.1	10.1
Hendry	0.0	3.3	5.6
Highlands	0.0	4.7	4.7
Lee	10.1	7.5	8.8
Manatee	6.4	10.6	8.5
Okeechobee	0.0	1.1	1.1
Polk	10.4	5.9	8.1
Sarasota	0.0	1.2	1.2
Total	**3.0**	**4.8**	**3.9**

Figure 11: Median Dwell Times for District One Truck Parking Facilities

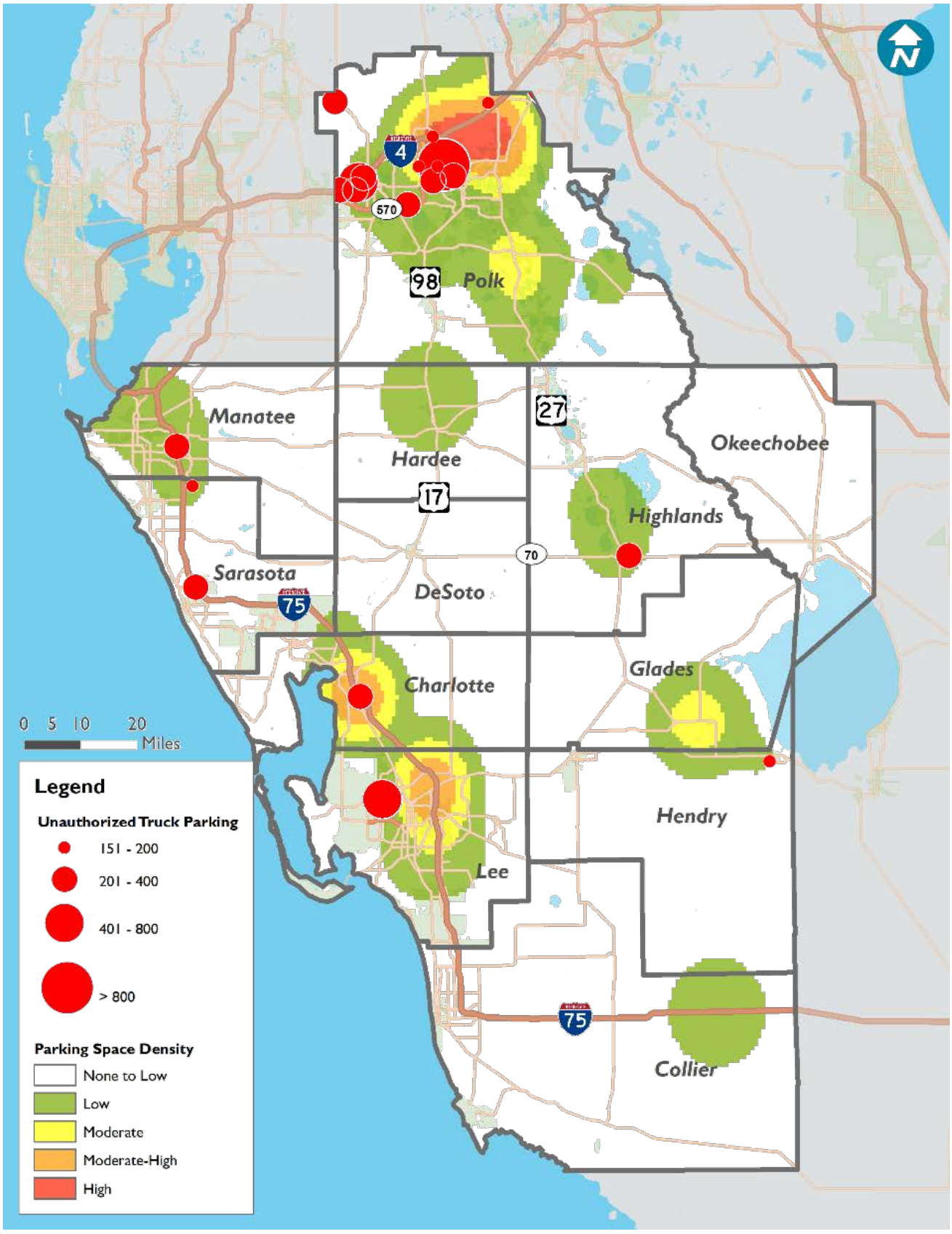


Unauthorized Truck Parking

Unauthorized truck parking typically occurs in areas where demand for truck parking outpaces supply, and are often found to be in proximity to freight origins, destinations, or existing truck parking facilities with high utilization rates. Unauthorized locations may include public right-of-way on interstates/highways ramps, frontage roads, or privately-owned vacant lots and retail sites. By determining the primary locations where unauthorized truck parking is most prevalent, and comparing this information with truck parking utilization data, a targeted approach may be taken to identify areas of the District in need of additional truck parking infrastructure.

As can be seen in Figure 12, typically, the most prominent levels of unauthorized truck parking events occur in areas with higher densities of parking spaces. Referring to earlier figures, unauthorized parking occurrences also most frequently occur in areas with high truck parking utilization. The highest number of unauthorized truck parking incidents within the District are present around Lakeland, along the I-4 corridor. These patterns are also present in the western portion of the District, generally along the I-75 corridor in Manatee County (I-75, US 41, I-275 vicinity), east of Venice (near N. River Road interchange), Punta Gorda, Fort Myers, Clewiston, and Lake Placid. Additional unauthorized truck parking data for Lakeland, Fort Myers, and Lake Placid is include in the areas of concern section below.

Figure 12: Unauthorized Truck Parking and Truck Parking Space Density

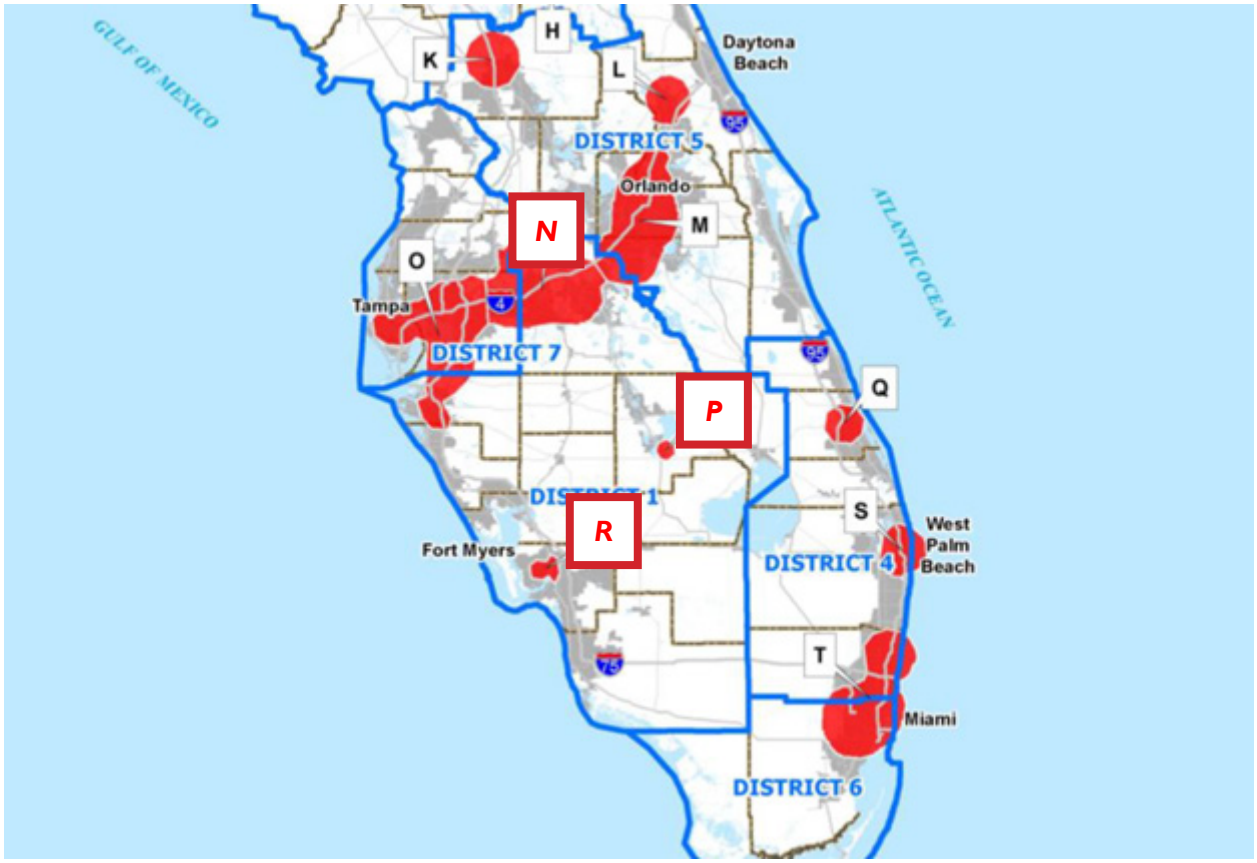


Truck Parking Areas of Concern in District One

The FDOT Statewide Truck Parking Study identified the top 20 priority areas in terms of excess truck parking demand throughout the state of Florida. These 20 locations have been designated as areas of concern. The sites were ranked by first determining excess parking demand (unauthorized and over-utilized truck parking). Next, a volume to capacity ratio (V/C index) was calculated to signify excess truck parking demand (V) as compared to the number of truck parking spaces (C) in a given area. The V/C index incorporates both excess demand and available supply as quantitative performance measures. Three of the top 20 areas of concern in the state are located in District 1 (Figure 13), and include:

- Area of Concern "N" Lakeland
- Area of Concern "P" Lake Placid
- Area of Concern "R" Fort Myers

Figure 13: FDOT Statewide Truck Parking Study Areas of Concern



Source: FDOT Statewide Truck Parking Study

Table 7 provides the unauthorized and over-utilized truck parking occurrences for each area of concern in District One to determine the total excess truck parking demand in each location.

Table 7: Areas of Concern Unauthorized and Over-Utilized Truck Parking Occurrences

Area of Concern	Unauthorized Truck Count (Annual)		Over-Utilized Truck Count (Annual)		Total Excess Parking Demand (Annual)
	Count	Proportion of Total	Count	Proportion of Total	
N	17,457	26%	48,545	74%	66,002
P	306	7%	4,015	93%	4,321
R	1,421	100%	-	0%	1,421

Source: FDOT Statewide Truck Parking Study (2020)

Table 8 displays the total excess truck parking demand for each of the District One areas of concern, along with its accompanying V/C index, and rank among the top 20. Area of concern "N" (Lakeland) ranks third in the state in terms of areas prioritized for additional truck parking infrastructure. Although area of concern "P" has the highest V/C index among the three locations in District One, the Lakeland area of concern is a higher priority due to the sheer volume of excess parking demand (66,002). Areas of concern "P" and "R" have an excess truck parking demand of 5,542, with only eight available truck parking spaces combined.

Table 8: Truck Parking Areas of Concern V/C Index and Statewide Priority Ranking

Area of Concern	Annual Excess Truck Parking Demand (V)	Total Supply of Truck Parking Spaces (C)	V/C Index	Statewide Priority Ranking (Out of 20)
N	66,002	444	149	3
P	4,321	8	540	7
R	1,421	0	N/A	14

Source: FDOT Statewide Truck Parking Study (2020)

District One Truck Parking Supply and Demand Conclusions

Fifty-five total lots, 47 privately-owned, and eight publicly-owned facilities comprise the District One truck parking network. District One contains nearly 13 percent (1,329) of Florida's truck parking spaces. The average truck parking lot in the District contains 16.1 parking spaces. Polk County has the highest amount of truck parking spaces (619), while DeSoto County has zero spaces.

Utilization is a reliable performance measure in terms of gauging the demand for truck parking in a given area. Peak utilization percentage at a majority of District One truck parking lots reaches or exceeds 100 percent on a given day. This data is provided

Truck Parking at the Pilot Travel Center on Jones Loop Road

for each lot in Table 9. Average hourly utilization for public facilities ranges from 35 to 40 percent. For private facilities, this number ranges from 60 to 70 percent. Utilization data has also been provided in conjunction with parking space density for an additional layer of analysis and comparison. The highest parking space densities are present on the I-4 corridor (Polk County), and along I-75 (Charlotte and Lee Counties).

Dwell time information is also included in this White Paper as further context in relation to lot utilization. Determining the median dwell time at a facility gives insights as to the type of truck parking occurring at the lot (overnight, staging, short breaks). Hardee County facilities experience the longest dwell times (10.1 hours). Lee, Manatee, and Polk Counties all experience +8 hours dwell times. With the exception of DeSoto County (zero spaces), Okeechobee and Sarasota Counties have the shortest dwell times at 1.1 hours and 1.2 hours, respectively. Dwell time data for each District One truck parking facility is provided in Table 9.

Lastly, FDOT has identified areas of concern throughout the state which represent the most critical truck parking priority areas in terms of excess parking demand. These area of concern are determined based on the number of unauthorized and over-utilized truck parking events. Areas of concern "N" (Lakeland), "P" (Lake Placid), and "R" (Fort Myers) are all located in District One. Annual excess truck parking demand in the area of concern "N" is 66,002, the highest total of any area of concern in the state.

Table 9: District One Truck Parking Facilities with Utilization and Dwell Times

Lot #	Lot Name	Ownership Type	County	# of Spaces	Peak Utilization %	Median Dwell Time
1	Shell #12406303	Private	Charlotte	25	19.3%	1.4
2	Wal-Mart #778	Private	Charlotte	10	69.9%	3.8
3	Wal-Mart #3349	Private	Charlotte	10	153.7%	1.1
4	Pilot Travel Center #94 Wendy's Parking Lot	Private	Charlotte	42	122.8%	10.0
5	Dirt Lot Adjacent Waffle House	Private	Charlotte	30	49.0%	10.5
6	Punta Gorda Weigh Station 10601 Northbound	Public	Charlotte	33	22.9%	5.4
7	Punta Gorda Weigh Station 10602 Southbound	Public	Charlotte	33	23.7%	8.3
8	Shell #10071348	Private	Collier	3	1000.0%	1.2
9	Rest Area (Northside/Westbound)	Public	Collier	16	47.3%	1.7
10	Rest Area (Southside/Eastbound)	Public	Collier	36	17.6%	2.9
11	Love's Travel Stop #683	Private	Glades	77	68.4%	10.3
12	Former U Save Grocery Store (Vacant)	Private	Glades	10	59.1%	3.5
13	Abandoned Grocery Store (Winn Dixie)	Private	Hardee	50	13.4%	10.1
14	Git-N-Go Food Stores	Private	Hendry	5	294.1%	10.0
15	Truck Stop 3 Lions	Private	Hendry	3	387.1%	5.7
16	Circle K #2707374	Private	Hendry	4	319.6%	1.1
17	Circle K #2707515	Private	Highlands	3	357.6%	1.2
18	Shell #10048379	Private	Highlands	2	557.4%	1.3
19	Twenty Seven Truck Stop	Private	Highlands	6	128.9%	10.3
20	Abandoned Office Park Parking Lot	Private	Highlands	20	33.7%	6.0
21	Love's Travel Stop #495	Private	Lee	100	7.5%	10.0
22	Pilot Travel Center #352	Private	Lee	72	94.3%	11.0
23	Wal-Mart #987	Private	Lee	10	69.1%	1.4

Lot #	Lot Name	Ownership Type	County	# of Spaces	Peak Utilization %	Median Dwell Time
24	10280 North/Southbound Lee County	Public	Lee	44	34.1%	10.1
25	Circle K #2701686	Private	Manatee	5	282.6%	10.2
26	Pilot Travel Center #89	Private	Manatee	8	73.2%	1.3
27	Super 8 Motel	Private	Manatee	10	80.6%	10.3
28	Wal-Mart Supercenter #3370	Private	Manatee	10	74.0%	1.8
29	Wal-Mart Supercenter #5727	Private	Manatee	10	84.8%	8.3
30	10370 North/Southbound Manatee County	Public	Manatee	16	70.1%	10.6
31	Sunoco Gas Station #1932763	Private	Okeechobee	2	2600.0%	1.1
32	Shell #10048543	Private	Polk	2	238.2%	1.2
33	Jimmys Food and Deli	Private	Polk	10	54.7%	8.4
34	Lake Wales Chevron #379766	Private	Polk	10	164.5%	10.9
35	Love's Travel Stop #228	Private	Polk	110	182.5%	10.9
36	Love's Travel Stop #627	Private	Polk	67	115.8%	10.6
37	Pilot Travel Center #471	Private	Polk	76	33.7%	8.2
38	Sunoco Gas Station #5966288	Private	Polk	5	145.7%	1.1
39	Fleetwing Corporation	Private	Polk	15	34.7%	1.9
40	BP 33860	Private	Polk	2	797.5%	1.2
41	Sunoco Gas Station #6666069	Private	Polk	2	550.0%	1.1
42	Circle K #2722125	Private	Polk	2	264.2%	1.5
43	Circle K #2707020	Private	Polk	5	132.2%	5.8
44	McDonald's #20177	Private	Polk	4	151.1%	6.2
45	Polk City Travel Center	Private	Polk	42	56.3%	10.8
46	Gated/Enclosed Gravel Lot Adjacent to Brad's Discount Auto	Private	Polk	100	14.3%	12.4
47	Quality Inn	Private	Polk	12	156.1%	11.2
48	Orange Box Cafe	Private	Polk	16	32.1%	11.3
49	Love's Travel Center 1	Private	Polk	66	0.0%	0.0
50	Pilot Travel Center #1128	Private	Polk	10	96.8%	6.2
51	Wal-Mart Supercenter #580	Private	Polk	10	50.4%	1.4
52	Murphy USA Service Station	Private	Polk	6	161.2%	1.2
53	10201 Eastbound Polk County	Public	Polk	23	72.2%	10.3
54	10202 Westbound Polk County	Public	Polk	24	0.0%	10.4
55	Shell #10008765	Private	Sarasota	5	109.3%	1.2

Truck Parking Opportunities in District One

A critical component of this White Paper is identifying supply/capacity opportunities for improving truck parking access within District One. These potential truck parking locations are derived from the data collection and analysis completed as part of this effort. This section provides a truck parking gap analysis to identify general locations within District One that are potentially suitable for a truck parking facility. In addition, three specific facilities are identified at I-75 and Jones Loop Road, I-75 and N. River Road and I-75 and Daniels Parkway. These locations were selected for further evaluation during the I-75 Interchange Site Visits conducted on August 17, 2021. A full report of this field work is included as Appendix A of this White Paper.

Jones Loop Road Truck Parking Facility Candidate Parcel

To introduce the gap analysis, truck parking facility planning considerations are discussed to incorporate best practices into the site identification process. Capacity/supply solutions identified in the FDOT Statewide Truck Parking Study are provided next to ensure consistency with statewide goals, and for reference in future implementation pursuits. Incorporating some/all of these strategies assists the District in pursuing the development of candidate locations identified as part of this White Paper. The gap analysis concludes with a discussion of the candidate selection process, and finally, mapping and descriptions of each site.

The second-part of this opportunities section explores policy, engagement, and partnership opportunities as they relate to truck parking facility expansion in District One. This includes stakeholder outreach strategies and coordination best practices, information on the benefits of truck parking facilities, and common concerns related to truck parking facility network expansion. Local ordinances related to truck parking are also covered by this section via Appendix B. This section also discusses opportunities for the integration of technology into the District One truck parking network.

The section concludes with an action-item summary table based on the materials presented herein. These action-items can be used by the District to help direct efforts resources according to the priorities of District One at a given time.

Truck Parking Facility Gap Analysis

Planning Considerations

The FHWA Draft Truck Parking Development Handbook (2021) cites four primary questions for use when evaluating the need for, and siting of truck parking facilities:

1. Where are the existing land uses that attract truck traffic?
2. Which highways carry the highest levels of truck traffic?
3. Where are the existing truck parking facilities near or over capacity?
4. Where are commercial and industrial development expected to occur?

As added guidance for planners when identifying truck parking facility candidates, the Handbook also provides further demand-related considerations and the planning implications associated with each. The truck parking demand considerations are grouped into three categories: commercial and industrial land use; intermodal generators; and through-truck traffic. Tables 10 - 12 below highlight the demand considerations for each category as well as the

associated planning implications.

Table 10: Commercial and Industrial Land Use Demand Considerations

Truck Parking Demand Consideration	Planning Implication
Where are these land uses located - are they clustered or spread out	Drivers typically want to park as close to their destination as possible
Are deliveries and pick-ups confined to a time window	Time limitations can result in accumulating staging demand prior to opening hours
Do sites have on-site truck parking	On-site truck parking can reduce the demand for parking in other locations, such as rest areas
Are trucks carrying oversize loads, such as heavy equipment or wind turbine blades	Parking spaces with a larger footprint may not be available at truck stops and rest areas. Some jurisdictions have oversize/overweight curfew hours, causing trucks to park outside of city limits in unauthorized locations

Source: FHWA Draft Truck Parking Development Handbook (2021)

Table 11: Intermodal Generators Demand Considerations

Truck Parking Demand Consideration	Planning Implication
Are deliveries and pick-ups confined to a time windows	Time limitations can result in accumulating staging demand prior to opening hours
How much freight is moved to/from trucks – for existing facilities, has this volume changed since initial facility design	Growth in containerized freight on trains and larger vessels can lead to increased truck traffic.

Source: FHWA Draft Truck Parking Development Handbook (2021)

Table 12: Through-Truck Traffic Demand Considerations

Truck Parking Demand Consideration	Planning Implication
Which highways carry the greatest truck traffic	Corridors with the greatest truck traffic often have the greatest demand for truck parking
Are there existing truck stops or rest areas along major highways	Drivers seeking parking may anticipate parking availability at a location that is full upon arrival, which can lead to parking in undesignated locations
Do nearby communities have existing truck stops or rest areas? Do they prohibit or put time limits on truck parking	Accommodation or restriction of truck parking in nearby communities will either alleviate or intensify demand

Source: FHWA Draft Truck Parking Development Handbook (2021)

Supply/Capacity-Based Truck Parking Solutions

Table 13 proposes eight capacity solutions identified within the Statewide Truck Parking Study. These strategies address supply-related considerations for improving the truck parking network. All of the solutions listed below can be applicable to District One, and provide multiple approaches for varying development scenarios.

Table 13: Supply/Capacity-Based Truck Parking Solutions

Supply/Capacity Solution	Implementation Timeframe			FDOT Project Role*
	1-2 Years	3-5 Years	5+ Years	
Optimize existing pavement at rest areas and other public truck parking facilities (revise rest area formula, site redesign, update Statewide Rest Area Long Range Plan)	✓			★★★
Develop new truck parking capacity at existing rest areas and other public truck parking facilities, especially near areas with unauthorized parking (additional ROW and new pavement)	✓			★★★
Encourage the use of under-utilized truck parking spaces at weigh stations, including designating "Safe Zones" with FHP, site beautification strategies, and additional amenities		✓		★★★
Develop new public truck parking facilities near high demand private truck parking facilities		✓		★★★
Collocate overnight truck parking with commuter park-and-ride lots in high demand areas (site redesign, pavement upgrade, and additional maintenance may be necessary)		✓		★★★
Convert existing FDOT right-of-way near interchanges in high demand areas to truck parking		✓		★★
Leverage existing Florida P3 legislation to develop new truck parking facilities		✓		★★
Partner with local governments to develop municipal truck-only parking facilities in critical areas.			✓	★

★★★ *High (FDOT-led)*

★★ *Medium (P3 and/or FDOT collaboration with other public agencies*

★ *Low (Implemented by another public agency or private entity*

Source: FDOT Statewide Truck Parking Study

Truck Parking Facility Candidate Selection

Utilizing the direction provided by the Truck Parking Handbook, Statewide Truck Parking Study, and the research and context of this White Paper, a truck parking gap analysis was conducted to pre-qualify general siting locations as candidates for future consideration as truck parking facilities.

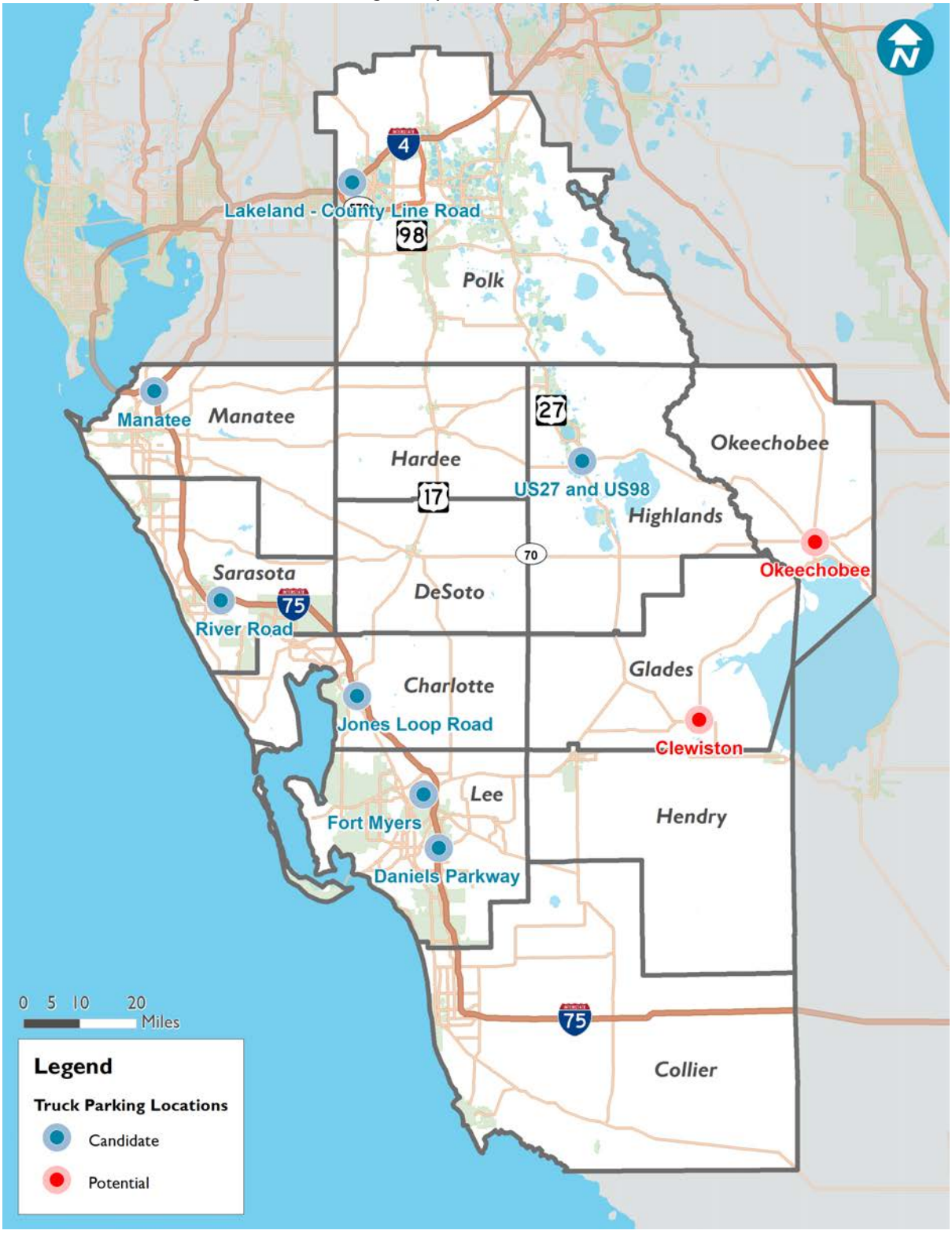
To perform the gap analysis, existing conditions in the District were evaluated based on the truck parking data collected as part of this White Paper effort, to include: existing lot infrastructure, AADT, SIS infrastructure, truck parking utilization, dwell times, FDOT truck parking areas of concern, and current system gaps. Taken together, these factors were all considered as part of the selection process related to candidate sites.

The seven candidate locations recommended by this White Paper are listed below and shown in Figure 14.

1. Lakeland – County Line Road and I-4
2. Fort Myers
3. US 27 and US 98
4. Manatee

5. Punta Gorda – I-75 and Jones Loop Road
6. N. River Road
7. Daniels Parkway

Figure 14: Truck Parking Facility Candidate and Potential Site Locations



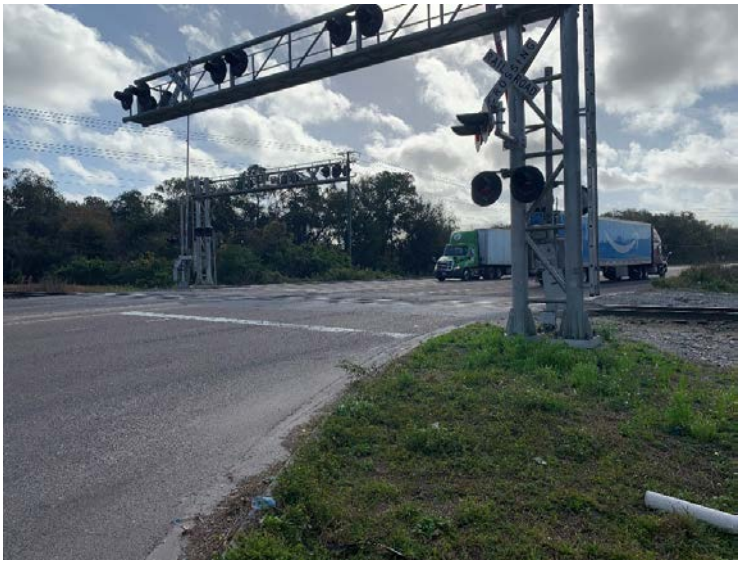
With the exception of the I-75 and Jones Loop Road, I-75 and N. River Road and I-75 and Daniels Parkway sites, the remaining four locations are recommended generally, and require further analysis as part of any future decision-making processes. A site location map, which functions as a regional snapshot of the area being proposed for consideration, is provided for each of the first four candidates. This site location map provides a regional look to depict the desired general area for the truck parking facility candidate. This wider map extent attempts to capture as many viable parcels as possible, while still generally defining the location being proposed. Where possible, potentially viable truck parking parcels were identified for these four candidate locations. These parcels were identified using the ARC GIS Online Web Maps tool provided in the Statewide Truck Parking Study (District One Truck Parking Candidate Sites). Since not all candidate locations have viable truck parking parcels identified by the tool in their vicinity, as identified by the ARC GIS tool, each location's description also includes a truck parking land suitability analysis map. This data was compiled as part of the Statewide Truck Parking Study based on factors, such as road proximity, destination proximity, over-utilized/unauthorized adjacent truck parking, land use, and crime potential. Zoning and future land use maps also accompany each location description for further reference and site context.

Two additional candidate locations are also included within this gap analysis (Clewiston and Okeechobee). Clewiston will become a viable truck parking location dependent upon the further expansion of the AirGlades International Airport and development of the America's Gateway Logistics Center. Should planned development occur at the AirGlades and America's Gateway sites, the Clewiston area should be a priority consideration for the District in terms of adding truck parking infrastructure. The Okeechobee location should also remain on the District's radar for future consideration, particularly in the vicinity of the US 98 / SR 70 / US 441 intersection. There is currently only one truck parking lot in Okeechobee County, located west of the aforementioned intersection, with two total spaces. Again, it is important to note that the site location map depicting these potential candidate locations offers a broad area of consideration, and not specific parcels.

Gap Analysis Truck Parking Facility Candidate Locations

Lakeland – County Line Road

The first candidate location proposed by this White Paper is the Lakeland – County Line Road site. This location is generally at the Polk – Hillsborough County line, and close to I-4 and The Polk Parkway. Industrial development has grown dramatically in the area over the past several years. County Line Road currently has over 15 million square feet of logistics and manufacturing-related uses with an additional 5 million square feet planned, according to the I-4 Truck Parking Facility project information sheet (Appendix C). Lakeland-Linder International Airport is located approximately 3 miles south of the I-4 and County Line Road interchange. Amazon has recently constructed an intermodal center at the airport, with plans for expansion. Any proposed facility in Lakeland will need to overcome the current overnight parking ordinances in effect within the City.



Truck Traffic near the Intersection of County Line Road and US 92

As seen in Figure 15, there is currently one truck parking facility (Lot #44, McDonald's #20177) in the vicinity of the proposed location; however, District Seven is constructing a bi-directional truck parking lot at the I-4 and County Line Road interchange. FDOT bought the 50-acre site in October of 2021, and design will begin in November 2022.

Construction of the facility is scheduled to being in 2025. When complete, the facility will consist of approximately 110 parking spaces, restrooms, a truck wash canopy, and electric hook-ups. There is potential to expand the facility to the west as current conceptual design only occupies about half of the property. Both a site concept and a facility location map are included as Appendix C of this White Paper.

Nearby zoning consists of Industrial (grey), Limited and Planned Development (light and dark orange), Residential (yellow) and Commercial (red). The future land use map contains Commercial (red), Conservation (dark green), Agriculture (light green), Industrial (grey), Mixed-Use (pink) and Residential (yellow). Based on the data provided from the truck parking suitability matrix, much of the area surrounding I-4, particularly south, is highly suitable for truck parking, with some areas to both the east and west of the interchange considered very highly suitable. Several viable truck parking parcels were identified by the Statewide Truck GPS Data Analysis, and are depicted in Figure 15.

Figure 16 reflects high truck AADT volumes within the study area. I-4 truck AADT reaches 17,936 just west of the interchange. The Polk Parkway ranges from 4,766 to 5,168, and County Line Road carries 4,116 truck AADT just south of its intersection with US 92. Peak utilization percentage at the sole nearby facility is estimated at 151.5 percent. Unauthorized truck parking activity is extremely high near this location, which is considered part of FDOT's area of concern "N" (the third highest priority area in Florida). I-4, The Polk Parkway, and the CSX Mainline are all SIS facilities within close proximity. Truck parking space density is classified as "None to Low" nearby, but this will change once the District 7 facility referenced above is constructed.

Figure 15: Lakeland – County Line Road Site Summary Map 1

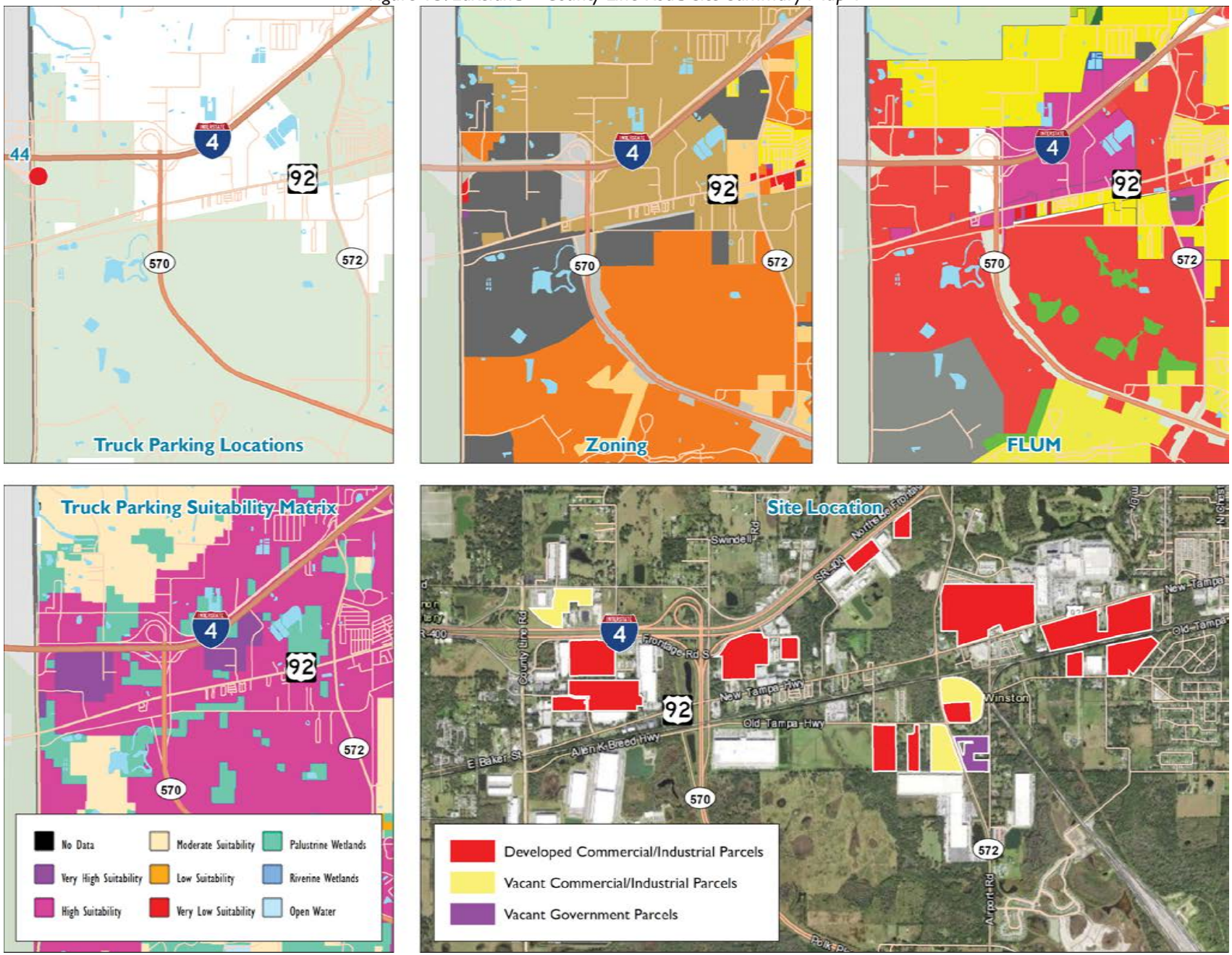
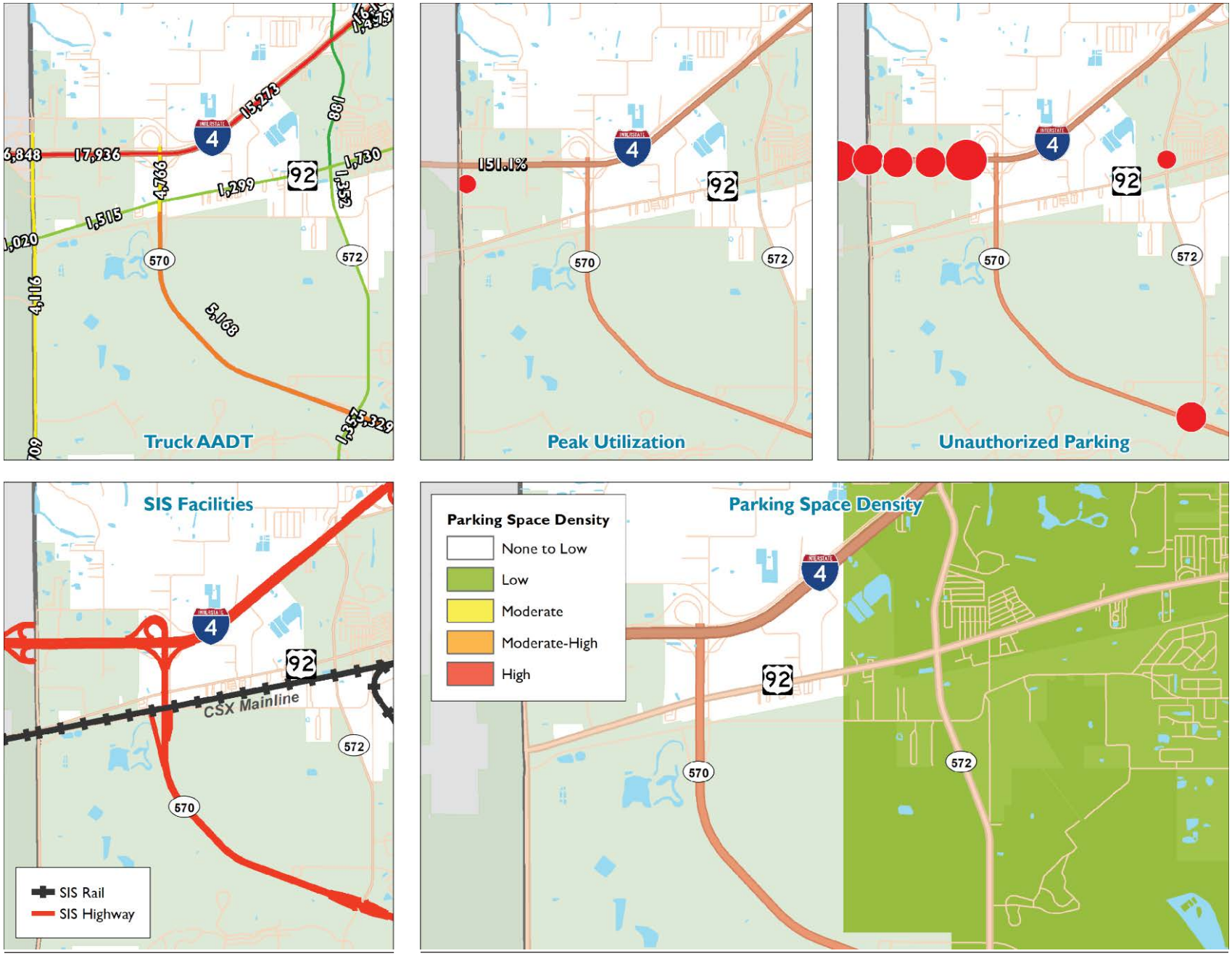


Figure 16: Lakeland – County Line Road Site Summary Map 2



Fort Myers

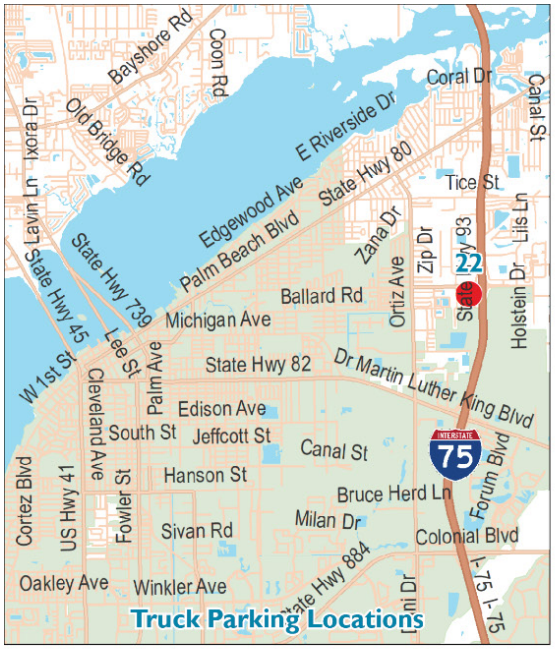
The next candidate location proposed by this White Paper is the Fort Myers area. This location is generally between I-75 and US 41. Industrial development lines the western boundary of I-75 in this area, and is also found along SR 82 to the south. This potential site has the potential to act as a staging area for truck traffic serving the downtown Fort Myers area. This location also overlaps with FDOT's area of concern "R", which covers portions of Fort Myers, Cape Coral, and North Fort Myers. Southwest Florida International Airport, a SIS facility, is located approximately six miles south of the study area. Both FedEx and USPS use the airport for dedicated cargo service, with facilities nearby.

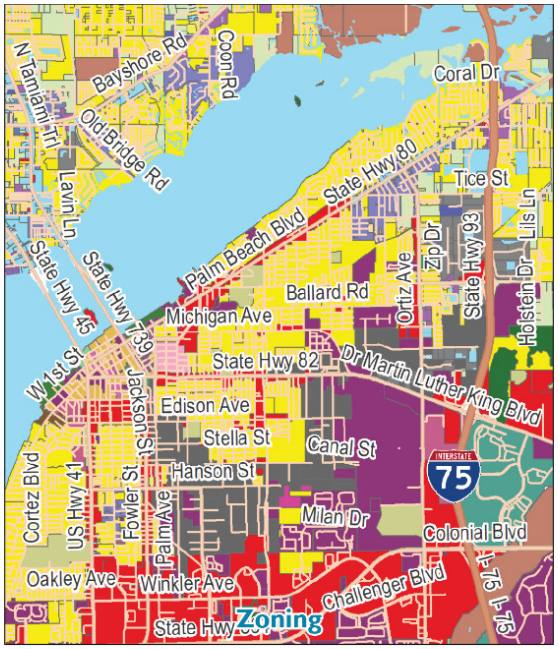
Figure 17 provides GIS mapping to show the current zoning, future land use, adjacent truck parking facilities, suitability assessment, and a general site location map, which functions as a regional snapshot of the general area being proposed for consideration. The site location map includes parcels identified by the Statewide GPS Analysis within the map extent considered as viable options for a truck parking facility. Figure 18 depicts the truck AADT, peak utilization percentage of adjacent lots, unauthorized truck parking occurrences, SIS facilities, and truck parking space density.

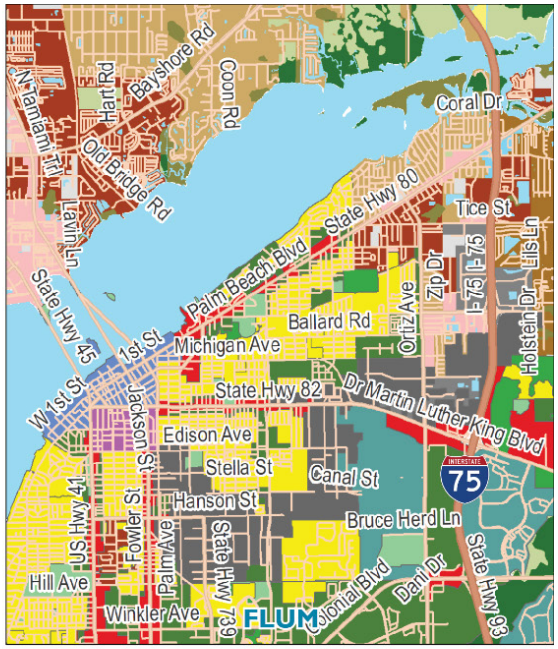
As seen in Figure 17, there is currently one truck parking facility (Lot #22, Pilot Travel Center #352) in the vicinity of the proposed location. Nearby zoning consists of Industrial (grey), Residential (yellow), Planned Unit Development (purple), Special Development Area (teal), and Commercial (red). The future land use map reflects similar classifications as well as Traditional Community (green), Intensive Development (peach), and Special Community (dark teal). Based on the data provided from the truck parking suitability matrix, the western and northeastern edges of the I-75 corridor as well as properties on and surrounding SR 82 are considered highly suitable for a truck parking facility. The rest of this study area consists of wetlands and moderate suitability properties. Several viable parcels, suited for future use as truck parking, were identified by the Statewide Truck GPS Data Analysis, and are also depicted in the Figure 17 They are mostly located in close proximity to I-75 and/or SR 82.

Figure 18 reflects high truck AADT volumes along I-75 within the study area, ranging from 9,250 to 13,692. Bayshore Boulevard, SR 82, and CR 884 also carry high truck AADT, maximums being 3,869, 4,935, and 3,600 respectively. Peak utilization at the existing truck parking facility is 94.3 percent. Unauthorized parking occurrences were not noted in the vicinity; however, a large cluster of unauthorized parking was recorded west of US 41, just off the map extent. I-75, SR 82, and the Seminole Gulf Railway (SGLR) Mainline are all SIS facilities in the study area. Truck parking space density ranges from "Low" in the west, to "Moderate – High" moving to the east.

Figure 17: Fort Myers Site Summary Map 1







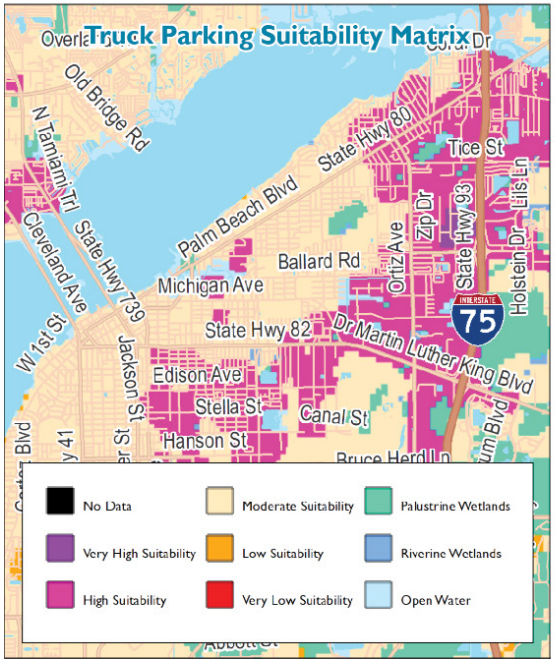
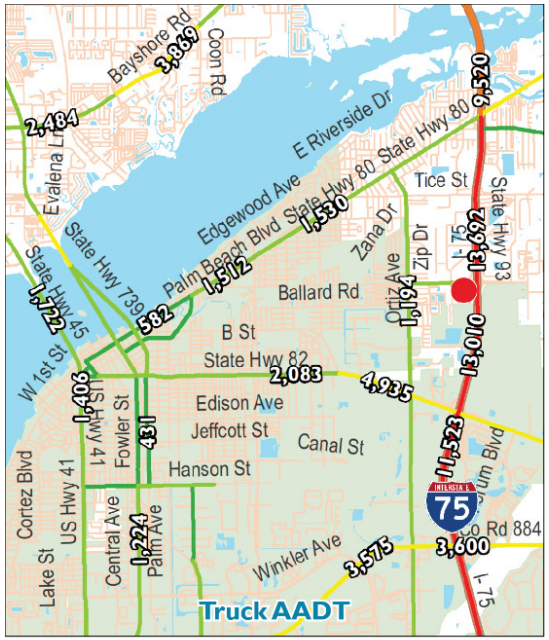
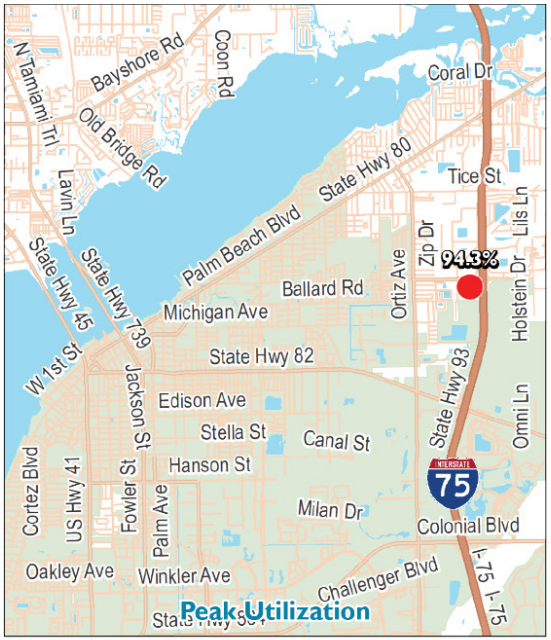
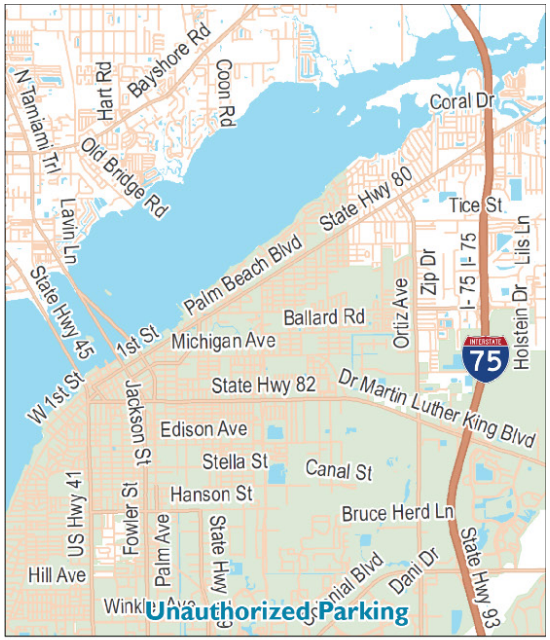
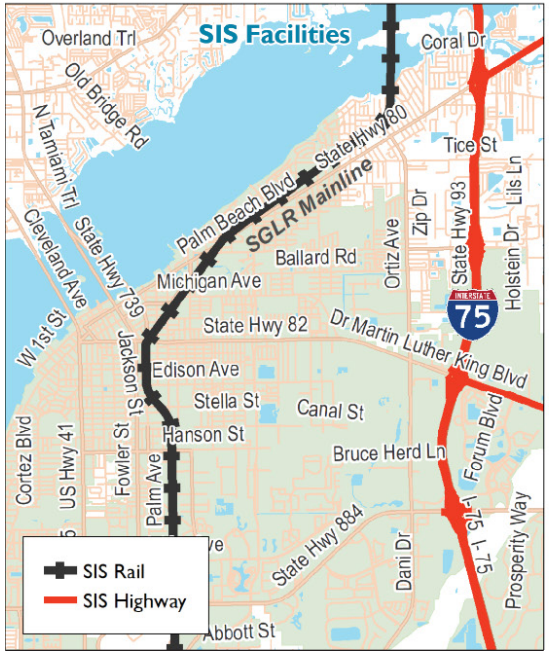


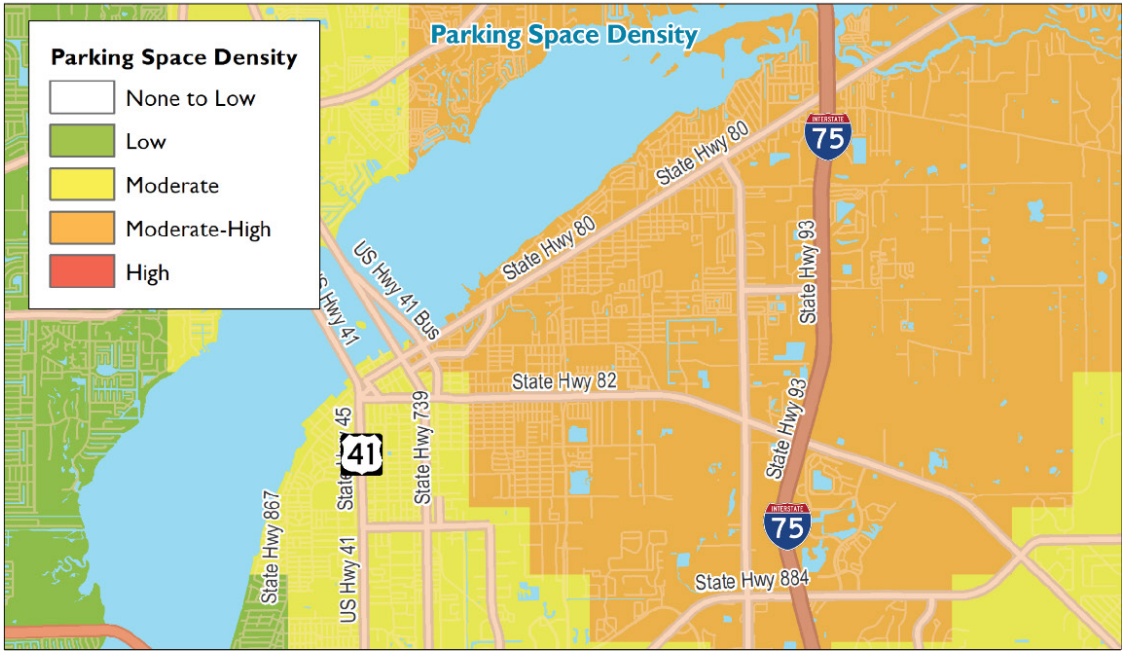
Figure 18: Fort Myers Site Summary Map 2











US 27 and US 98

The fourth candidate location proposed by this White Paper is the area surrounding the intersection of US 27 and US 98/SR 66 in Sebring. This location is just north of Lake Placid, and south of Avon Park. The Sebring Regional Airport is approximately five miles to the northeast of the intersection. The US 27 corridor runs along the spine of Florida, and is a critical route for the movement of people and goods throughout the state

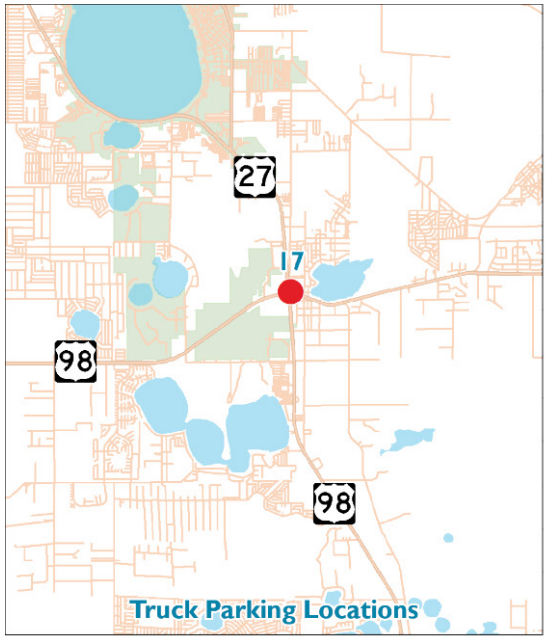
Intersection of US 27 and US 98

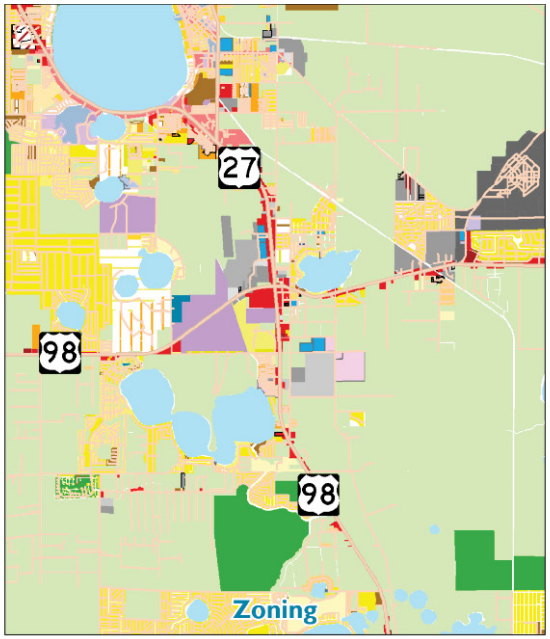
Figure 19 provides GIS mapping to show the current zoning, future land use, adjacent truck parking facilities, suitability assessment, and a general site location map, which functions as a regional snapshot of the general area being proposed for consideration, as opposed to identifying a specific parcel for a future truck parking facility. Figure 20 depicts the truck AADT, peak utilization percentage of adjacent lots, unauthorized truck parking occurrences, SIS facilities, and truck parking space density within the given study area.

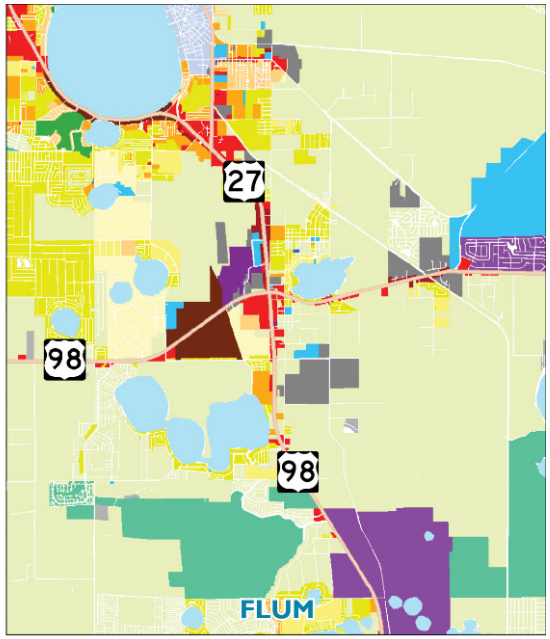
As seen in Figure 19, there is currently one truck parking facility in the vicinity of the proposed location (Circle K # 2707515). Nearby zoning consists of Industrial (light grey), Public (blue), Planned Unit Development (light purple), Agriculture (light green), Residential (yellow), and Commercial (red). The future land use map contains Commercial (red), Conservation (teal), Agriculture (light green), Industrial (grey), Mixed-Use (brown) and Residential (yellow and orange). Based on the data provided from the truck parking suitability matrix, the majority of the US 27 corridor included in the map extent is considered moderately suitable for a truck parking facility. There are some parcels fronting, or in close proximity to US 27 north of the intersection labeled as highly suitable.

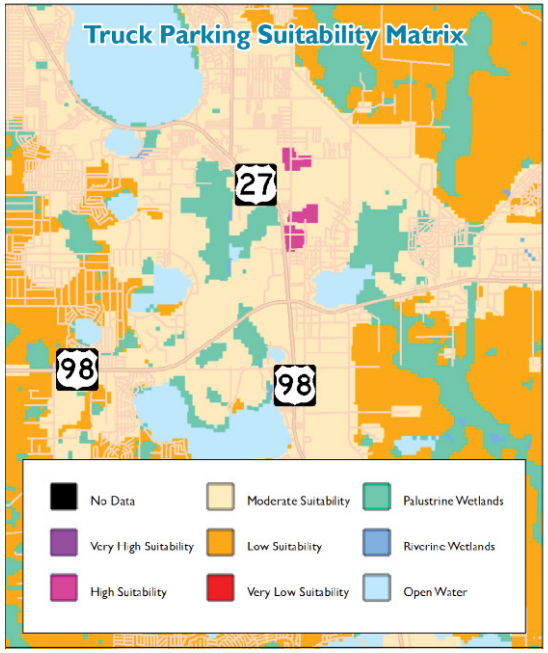
The highest truck AADT volumes (3,526), included as part of Figure 20, are experienced just south of the intersection, along US 27. The lone count for US 98 is 2,042 truck AADT, just east of the intersection. Peak utilization at the existing truck parking spaces in the area are 357.6 percent. Unauthorized truck parking occurrences were not noted in the vicinity; however, the US 27 and US 98 intersection is located just north of Lake Placid, which is FDOT's area of concern "P". US 27 and the South Central Florida Express (SCFX) Mainline are both included as part of the SIS network. Truck parking space density ranges from "Low" south of the intersection to "None to Low" moving north along the US 27 corridor.

Figure 19: US 27 and US 98 Site Summary Map 1









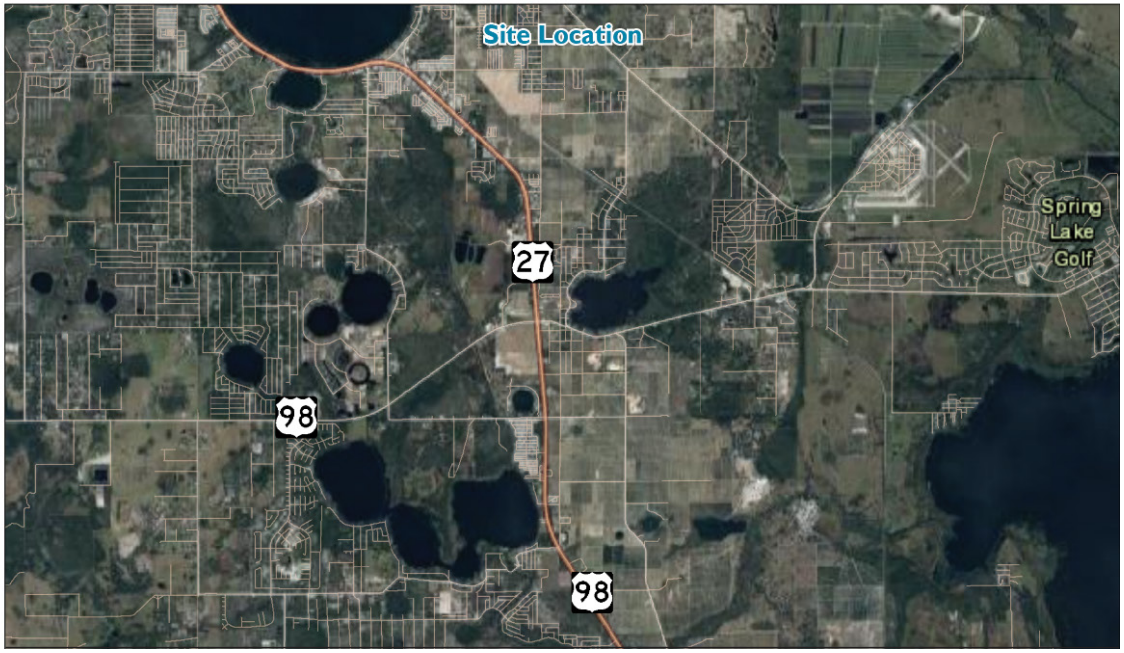
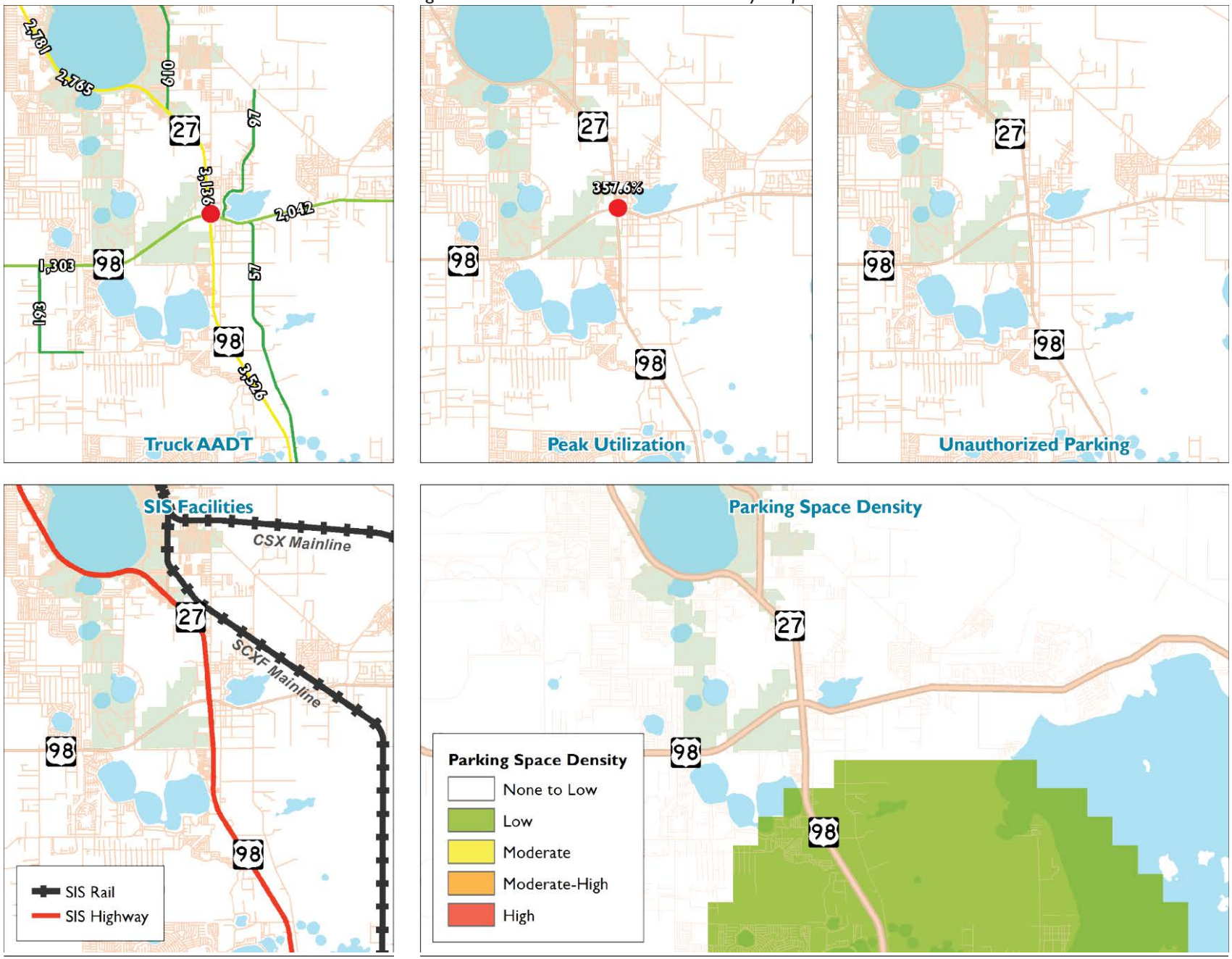


Figure 20: US 27 and US 98 Site Summary Map 2



Manatee County

The fifth candidate site proposed in this White Paper is Manatee County. This location is situated at the I-75 and I-275 interchange, bisected by US 41. In addition to the area's critical roadway corridors, Port Manatee, located at the northwest extent of the general study area, continues to experience year-over-year growth in throughput volumes.

Truck Traffic Leaving Port Manatee onto US 41

Figure 21 provides GIS mapping to show the current zoning, future land use, adjacent truck parking facilities, suitability assessment, and a general site location map, which functions as a regional snapshot of the general area being proposed for consideration. The site location map includes parcels identified by the Statewide GPS Analysis within the map extent considered as viable options for a truck parking facility. Figure 22 depicts the truck AADT, peak utilization percentage of adjacent lots, unauthorized truck parking occurrences, SIS facilities, and truck parking space density within the given study area.

As seen in Figure 21, there are currently three truck parking facilities in the vicinity of the proposed location (Pilot Travel Center #89, Super 8 Motel, Wal-Mart #3370). All three sites are generally located along US 301. Nearby zoning consists of Port Manatee Encouragement Zone (brown), Industrial (grey), Planned Development Port Manatee (light grey), Planned Development (orange), Residential (yellow), Agriculture (green), Heavy Manufacturing (blue), Conservations (dark green), and Commercial (red). The future land use map contains Commercial (red), Conservation (dark green), Agriculture (light green), Industrial (grey), Mixed-Use (pink), Residential (yellow), Urban Fringe (burgundy), Public-Semi-Public (light brown). It is important to note as part of a land use discussion that the area surrounding the I-75 and I-275 interchange is experiencing significant residential development. Based on the data provided from the truck parking suitability matrix, properties surrounding the US 41 and I-275 interchange, and continuing north on US 41 that are considered highly suitable for a truck parking facility. There are additional parcels at the northeast and southeast edges of the map extent, along I-75, also considered highly suitable. Some viable parcels, suited for future use as truck parking, were identified by the Statewide Truck GPS Data Analysis, and are also depicted in the Figure 21 They are mostly located nearby to the intersection of US 41 and US 301.

Figure 22 reflects high truck AADT volumes along I-75 within the study area, ranging from 9,144 to 13,728. US 41 truck AADT reaches 4,599 at the southern extent of the map. West of its interchange with US 41, truck AADT volumes on I-275 are 3,354. Peak utilization at the existing truck parking facilities ranges from 73.2 percent to 80.6 percent. Unauthorized truck parking occurrences were noted along the I-75 corridor, just north of Buckeye Road. Port Manatee, I-75, I-275, US 41 north of I-275, Piney Point Road, and the CSX Mainline are all classified as SIS facilities. Truck parking space density ranges from "Low" to "None to Low" moving south to north on the map.

Figure 21: Manatee County Site Summary Map 1

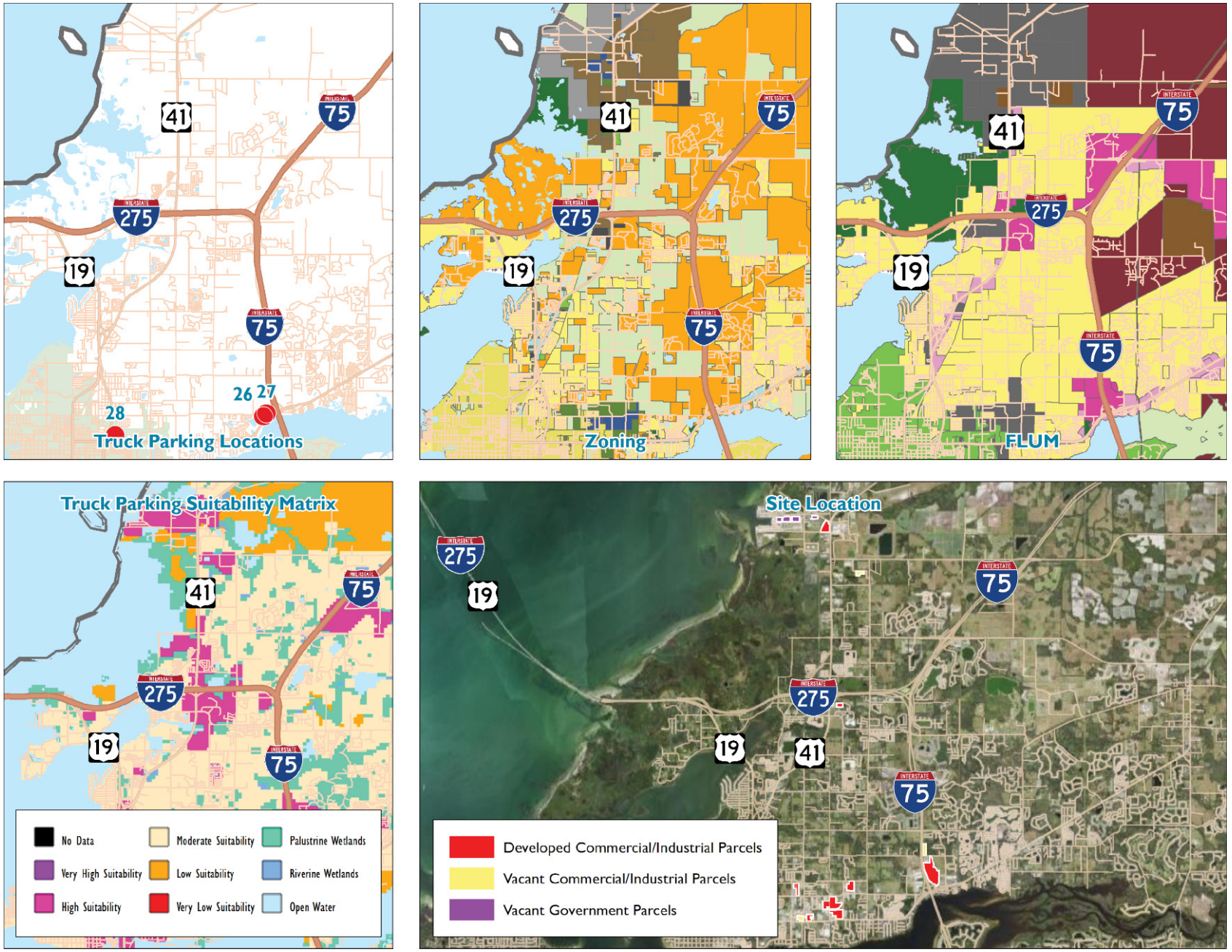
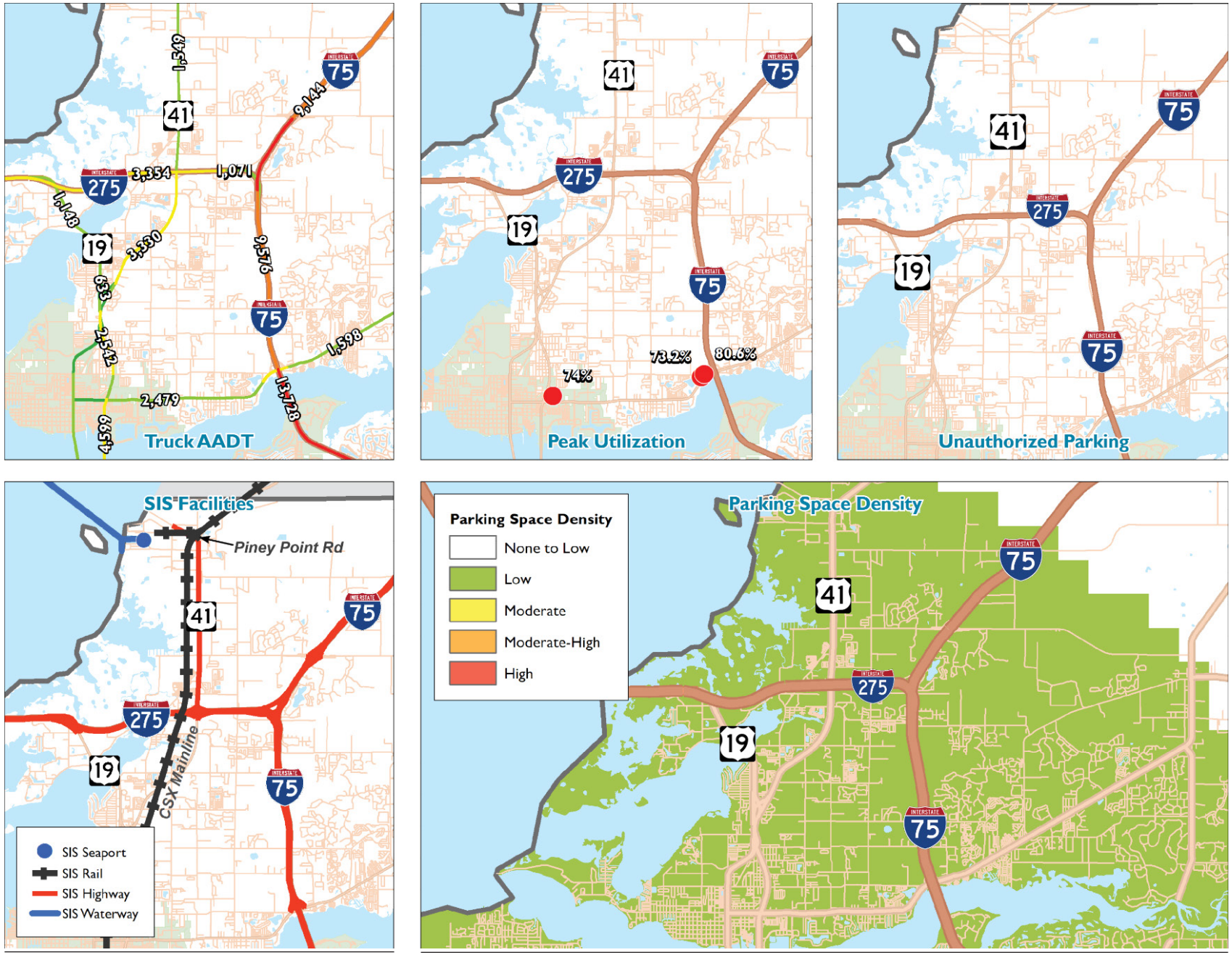
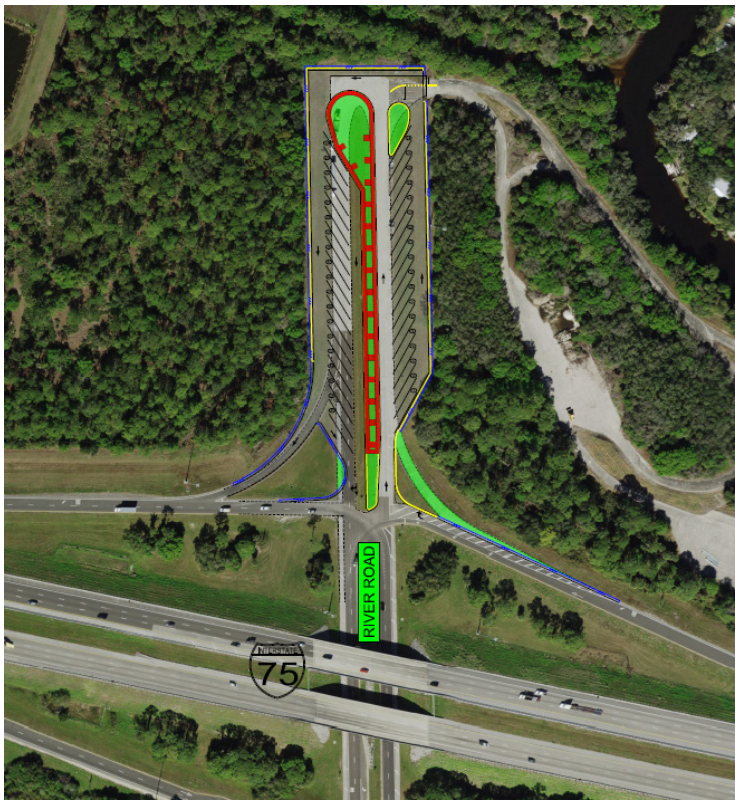


Figure 22: Manatee County Site Summary Map 2



N. River Road

Based on the observations conducted during the I-75 interchange site visits (Appendix A), a parcel was identified at the N. River Road and I-75 interchange for potential repurposing as a truck parking facility. The site consists of a former rest area, which is currently being used as a staging point for FDOT, and a dead-end, paved turn-around. No parking signage is posted on the roadside in both directions on the turn-around.



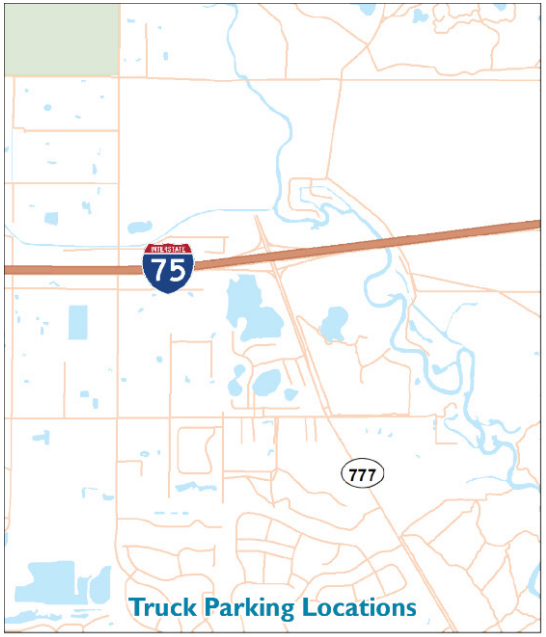
Preliminary Concept Design of a Truck Parking Facility at the I-75 and N. River Road Interchange

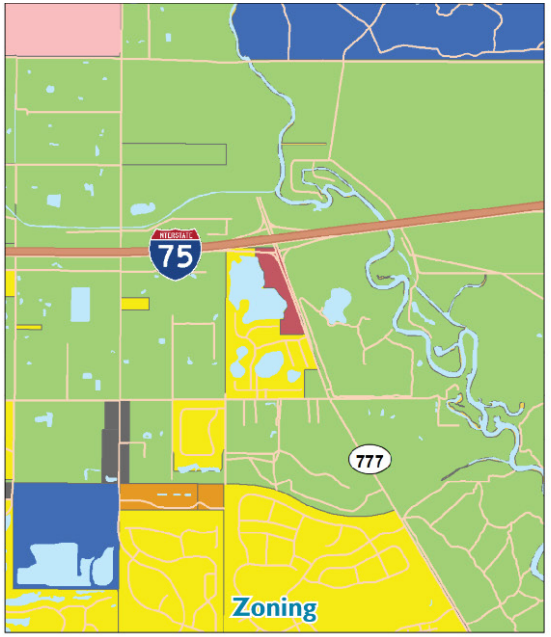
Figure 23 provides GIS mapping to show the current zoning, future land use, adjacent truck parking facilities, suitability assessment, and potentially viable truck parking parcels nearby. Figure 24 depicts the truck AADT, peak utilization percentage of adjacent lots, unauthorized truck parking occurrences, SIS facilities, and truck parking space density within the given study area.

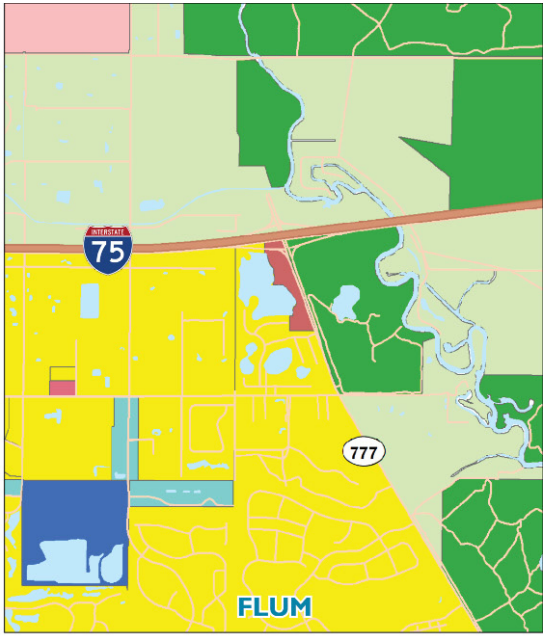
As seen in Figure 23, there are no existing truck parking lots in the vicinity of the proposed location. Nearby zoning consists of Industrial (grey), Commercial Highway Interchange (burgundy), Residential (yellow), Government Use (blue), Planned Community Development (orange), Open Use-Estate (light green), and Commercial (red). The future land use map contains Public Conservation/Preservation (orange), Major Employment Center (teal), Major Governmental Use (blue), Commercial Highway Interchange (burgundy). Based on the data provided from the truck parking suitability matrix, the identified parcel falls within an area considered moderately suitable for a truck parking facility. The rest of this study area consists of wetlands and low suitability properties.

Figure 24 reflects truck AADT volumes along I-75 within the study area ranging from 8,904 to 9,336. The only other count site within the map extent was taken on E. Venice Avenue (653). No information was available for SR 777. Unauthorized parking occurrences were not noted in the vicinity of the parcel. I-75 is the primary roadway corridor, and only SIS facility in the study area. Truck parking space density is classified as "None to Low" in the area.

Figure 23: N. River Road Site Summary Map 1







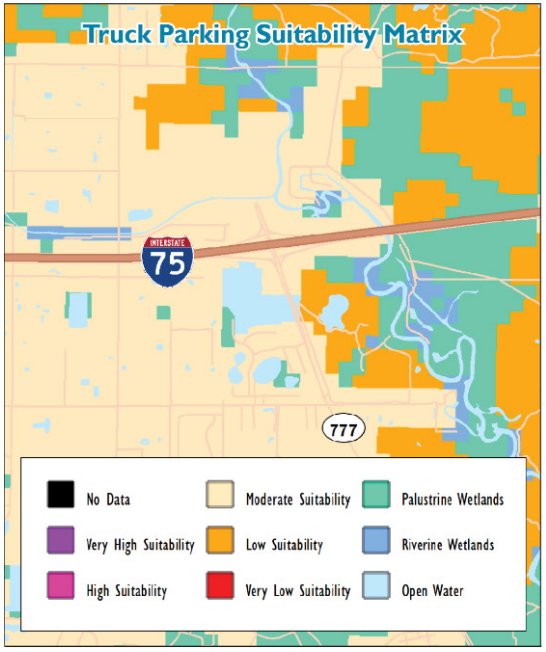
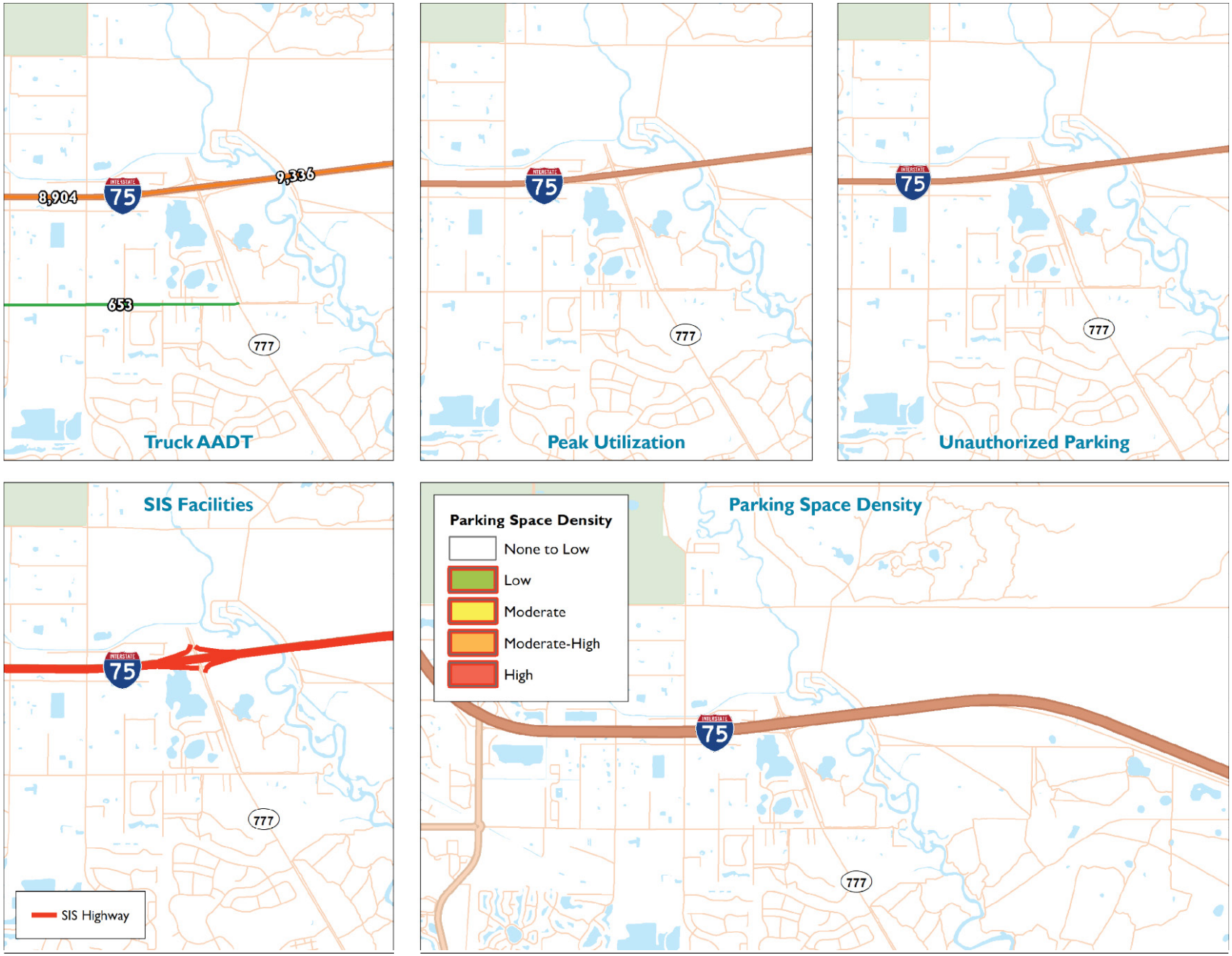
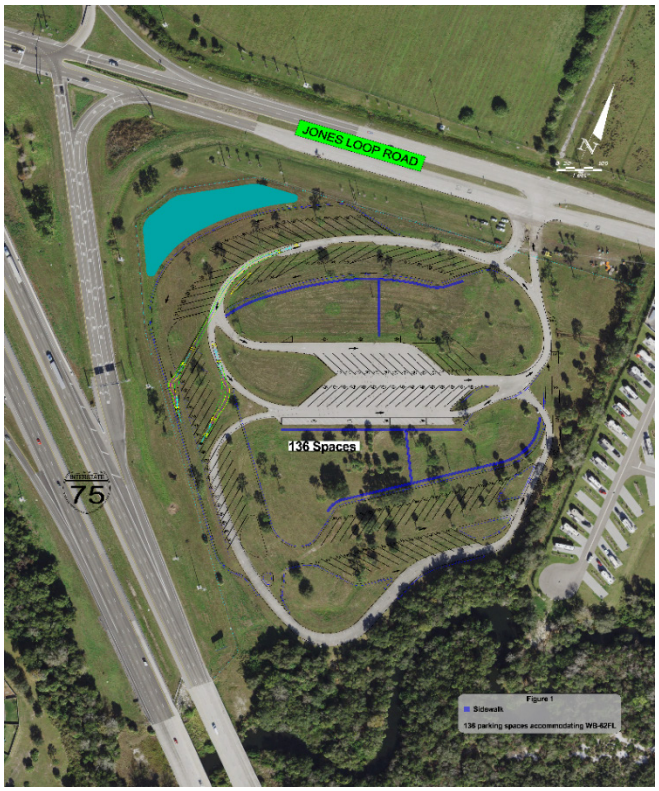


Figure 24: N. River Road Site Summary Map 2



Jones Loop Road

Based on the observations conducted during the I-75 interchange site visits (Appendix A), a parcel was selected on Jones Loop Road, immediately southeast of its interchange with I-75, for concept design as a truck parking facility. The site is a former rest area with existing pavement, being repurposed to augment truck parking supply in a high-demand area. Several nearby truck parking lots were observed to be at full capacity during site visits. These facilities and utilization at the time the field work was conducted are also detailed in Appendix A. The Punta Gorda Airport as well as facilities for Cheney Brothers, Inc. and Southeastern Freight Lines are all located within two-miles of the interchange



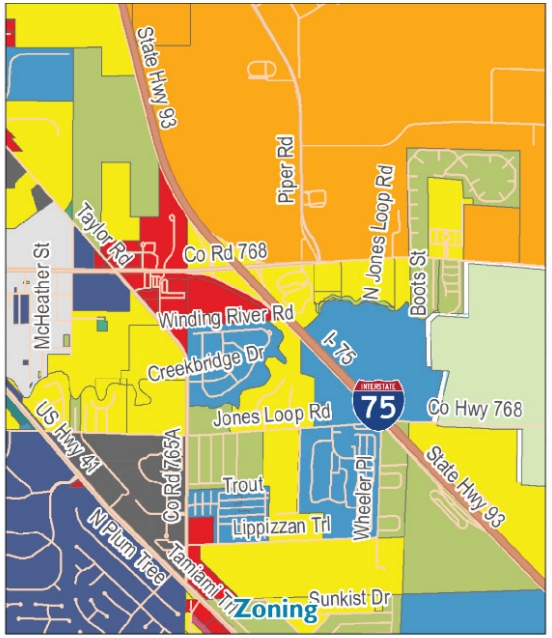
Preliminary Concept Design of Truck Parking Facility at Jones Loop Road and I-75

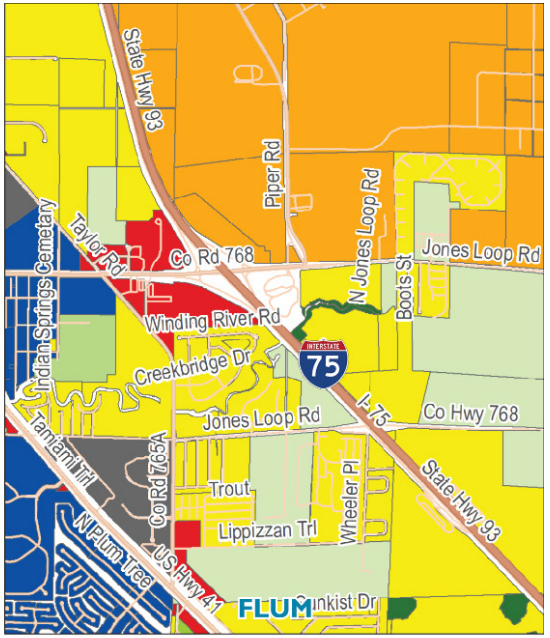
Figure 25 provides GIS mapping to show the current zoning, future land use, adjacent truck parking facilities, suitability assessment, and potentially viable truck parking parcels nearby. Figure 26 depicts the truck AADT, peak utilization percentage of adjacent lots, unauthorized truck parking occurrences, SIS facilities, and truck parking space density.

As seen in Figure 25, there are six existing truck parking lots in the vicinity of the proposed location (Shell #12406303, Wal-Mart #778, Pilot Travel Center #94, Dirt lot adjacent to Waffle House, Punta Gorda Weigh Stations 10601 and 10602). Nearby zoning consists of Industrial (grey), Residential (yellow), Agriculture (green), Enterprise Charlotte Airport Park (orange), Planned Development (blue), City (navy), and Commercial (red). The future land use map contains Commercial (red), Preservation (dark green), Agriculture (light green), Industrial (grey), Enterprise Charlotte Airport Park (orange), and Residential (yellow). Based on the data provided from the truck parking suitability matrix, the identified parcel falls within an area considered highly suitable for a truck parking facility. The rest of this study area consists of wetlands and moderate suitability properties.

Figure 26 reflects truck AADT volumes along I-75 within the study area ranging from 7,128 to 7,985. The stretch of Jones Loop Road from I-75 to Taylor Road, where existing truck parking facilities and amenities are located, also carries high truck AADT (3,360). Four of the six existing truck parking lots, all located on Jones Loop Road, are private, and peak utilization percentage ranges from 19.3 percent to 122.8 percent. Although, during the I-75 interchange field work, three of the lots (Pilot, Burger King, and Waffle House) were observed to be at/near capacity. Peak utilization for publicly-offered truck parking to the south at the Charlotte County Weight Station is approximately 30 percent. Unauthorized parking occurrences were not noted in the vicinity. The Punta Gorda Airport, I-75, Jones Loop Road from I-75 to Piper Road, Piper Road from Jones Loop Road to Airport Road, and the SGLR Mainline are all SIS facilities in the study area. Truck parking space density is classified as "Moderate-High" through the entirety of the map extent.

Figure 25: Jones Loop Road Site Summary Map 1





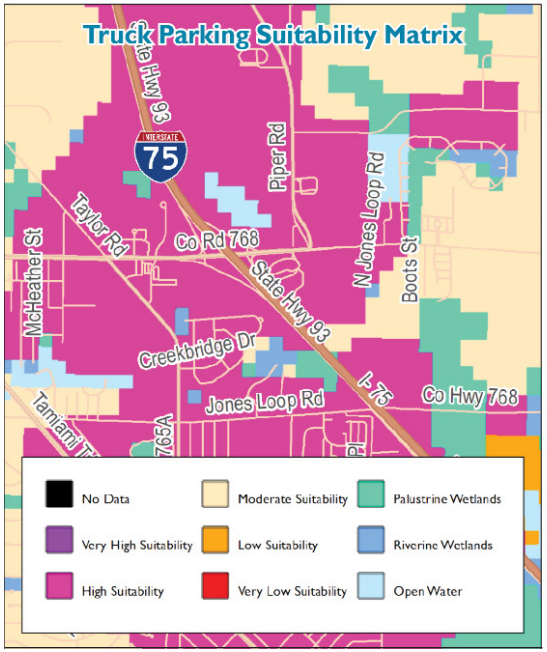
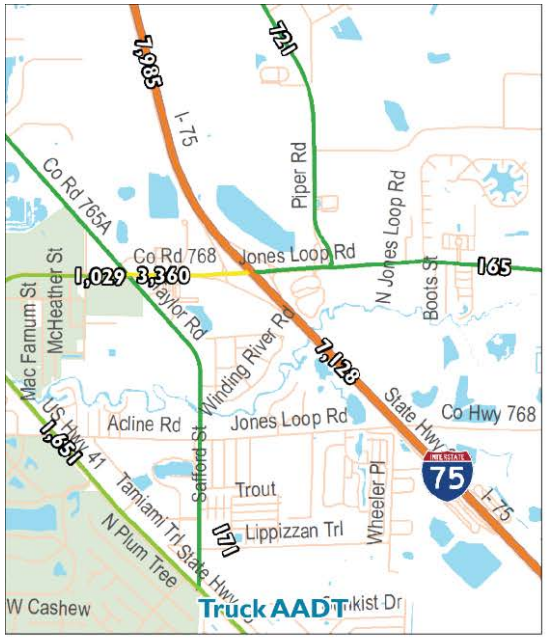
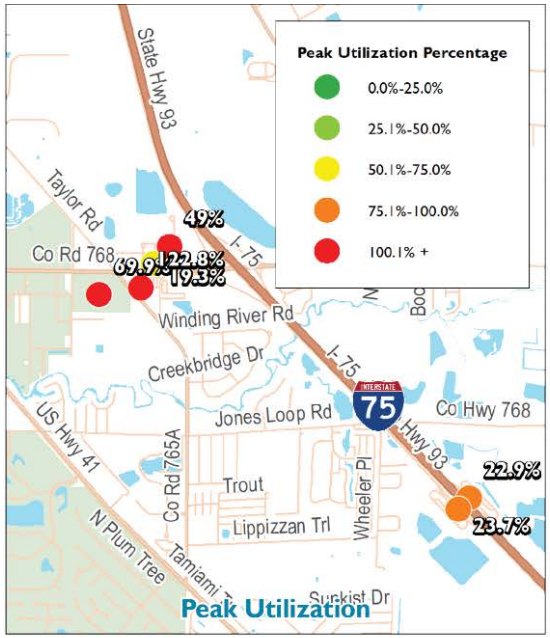
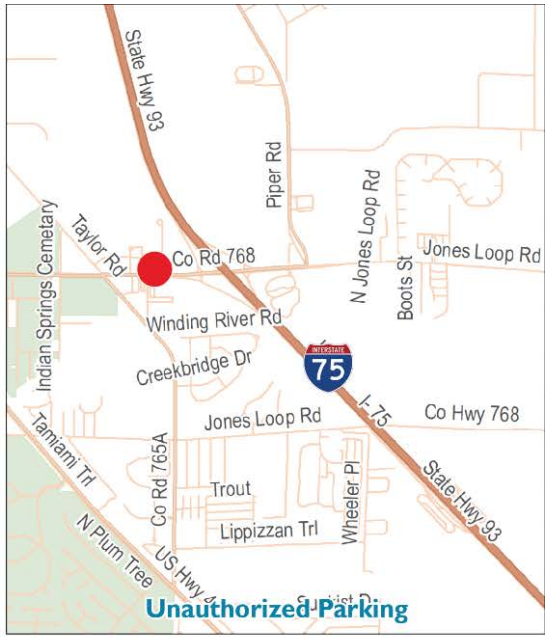
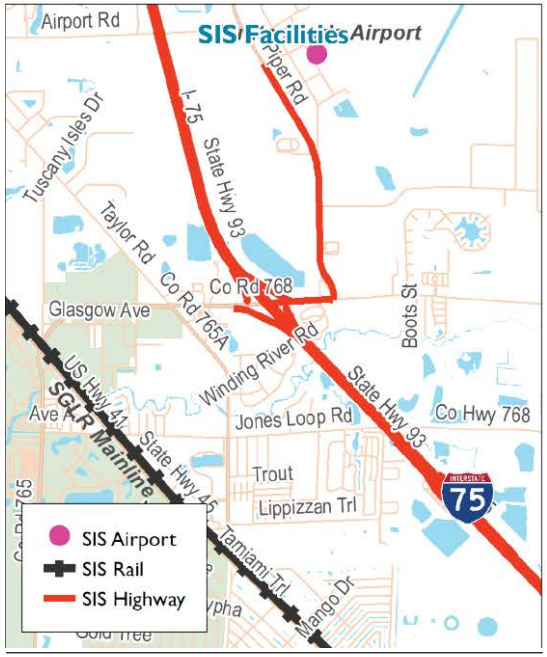


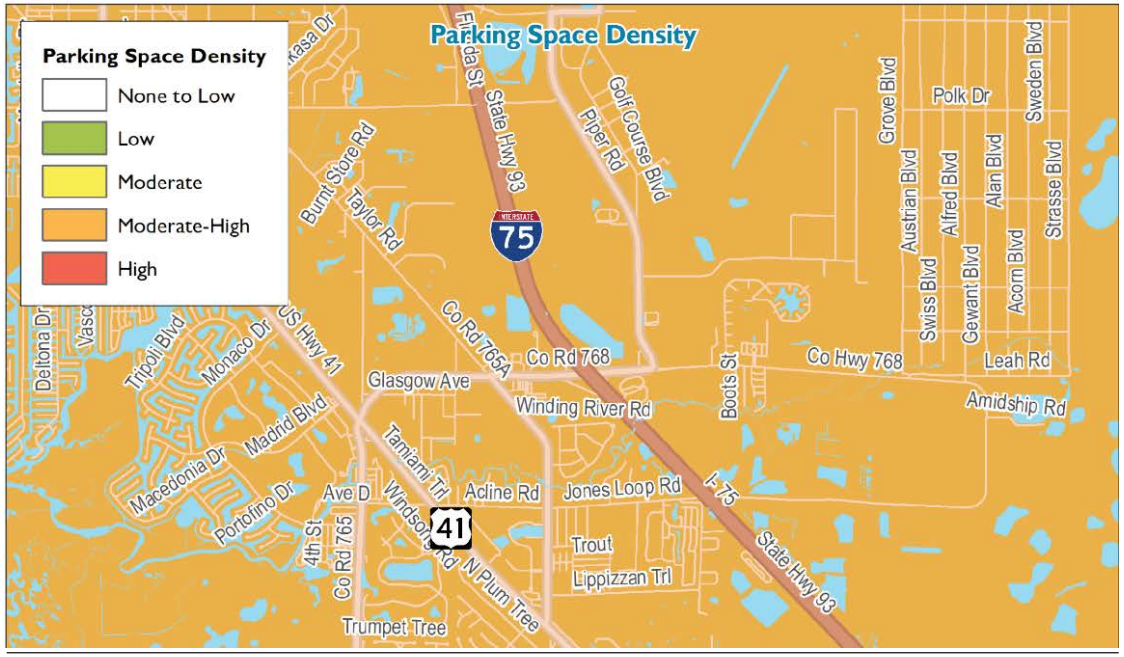
Figure 26: Jones Loop Road Site Summary Map 2





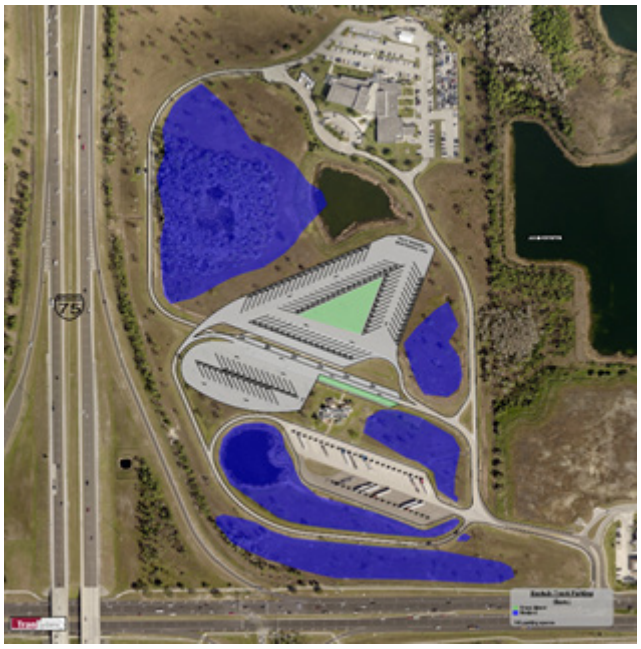






Daniels Parkway

The next candidate location proposed by this White Paper is at Daniels Parkway in Fort Myers. The facility is an existing rest area and is immediately adjacent to the east of I-75. Currently, the northern parking area is purposed for general parking, while a southern lot is already in use as a truck parking facility. The proposed conceptual design removes the general parking area and repurposes the entire facility for truck parking. Commercial development and office space are located to the south of the rest area, including several auto dealerships and hotels. Additional overnight lodging is located immediately to the west of I-75. The Daniels Parkway site is adjacent to FDOT's area of concern "R".



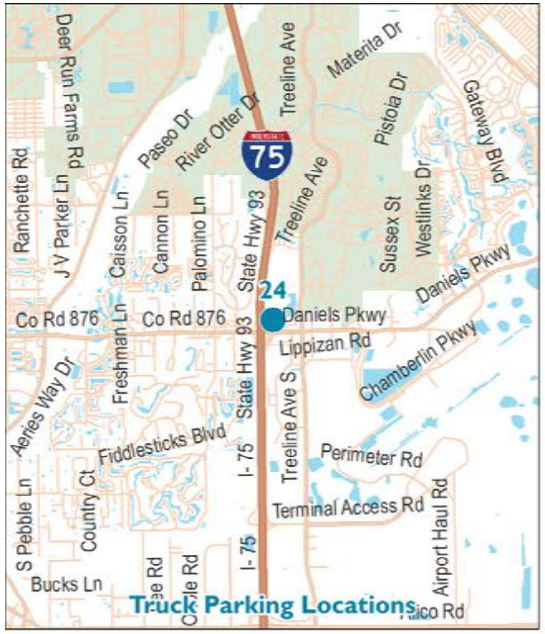
Preliminary Concept Design of Truck Parking Facility at Daniels Parkway and I-75

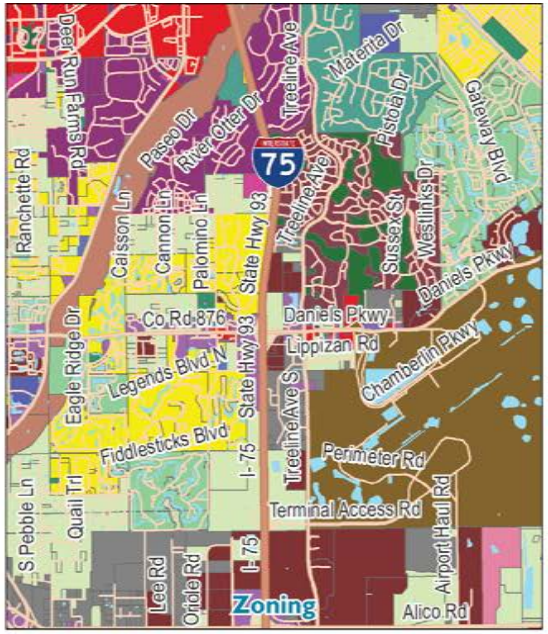
Figure 27 provides GIS mapping to show the current zoning, future land use, adjacent truck parking facilities, suitability assessment, and a general site location map, which functions as a regional snapshot of the general area being proposed for consideration. The site location map includes parcels identified by the Statewide GPS Analysis within the map extent considered as viable options for a truck parking facility. Figure 28 depicts the truck AADT, peak utilization percentage of adjacent lots, unauthorized truck parking occurrences, SIS facilities, and truck parking space density.

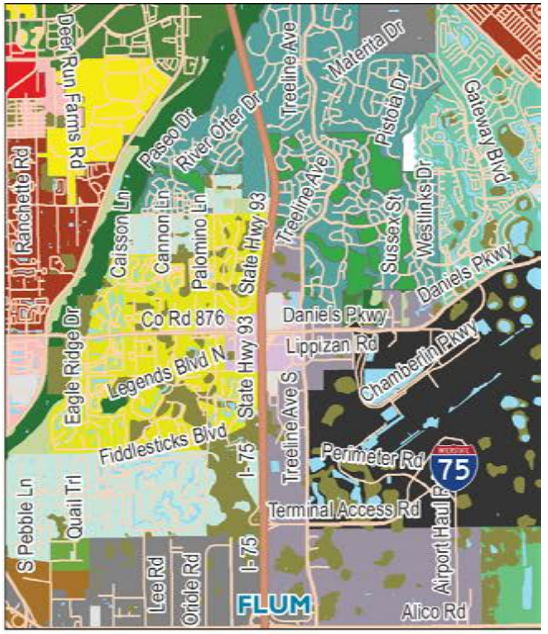
As seen in Figure 27, there is currently one truck parking facility (Lot #24, 10280 North/Southbound Lee County) in the vicinity of the proposed location. This existing lot is the above-mentioned truck parking facility at the Daniels rest area. Nearby zoning is primarily Industrial (grey), Residential (yellow), Airport Operations Planned Development (brown), Mixed Planned Development (maroon), and Agricultural (light green). The future land use map at/near the site is composed of, General Interchange (lilac), Public Facilities (light grey), and Tradeport (grey). Based on the data provided from the truck parking suitability matrix, the existing rest area is highly suitable for a truck parking facility. This is also true of the three other quadrants at the Daniels Parkway and I-75 interchange. One additional viable truck parking parcel in this study area, was identified by the Statewide Truck GPS Data Analysis and is located between I-75 and Treeline Avenue S., approximately a mile south of the rest area.

Figure 28 reflects high truck AADT volumes along I-75 within the study area, ranging from 11,368 to 13,038. Daniels Parkway and Terminal Access Road also carry high truck AADT, maximums being 4,002 and 3,604 respectively. Peak utilization at the existing truck parking facility is 34.1 percent; however, field visit observations for other District One efforts indicate a higher level of use at the facility. Unauthorized parking occurrences were not noted within the map extent. I-75, SR 82, Southwest Florida International Airport, and the Seminole Gulf Railway (SGLR) Mainline are all SIS facilities in the study area. Truck parking space density ranges from "Low" in the south and east/west map extents, to "Moderate – High" on both sides of I-75 traveling north of the interchange with Daniels Parkway.

Figure 27: Daniels Parkway Site Summary Map 1







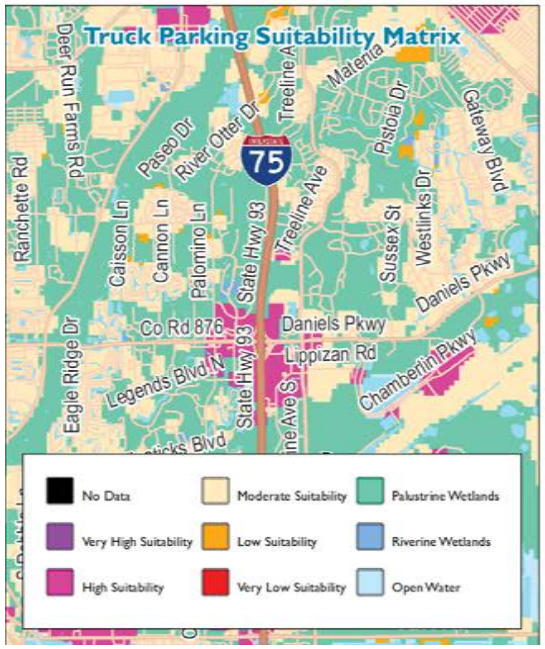
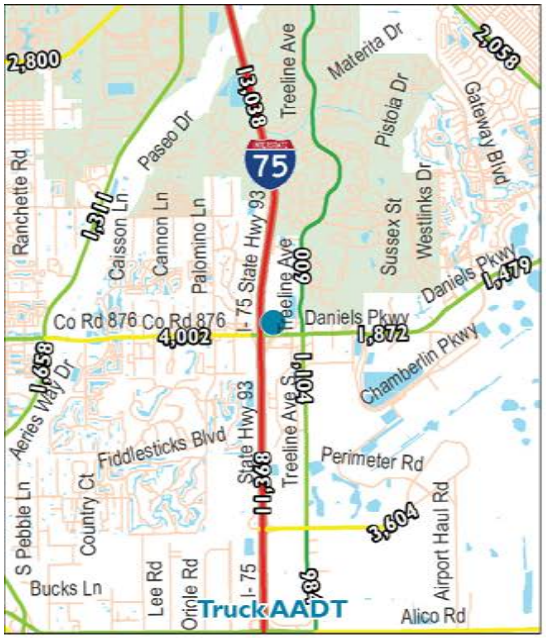


Figure 28: Daniels Parkway Site Summary Map 2



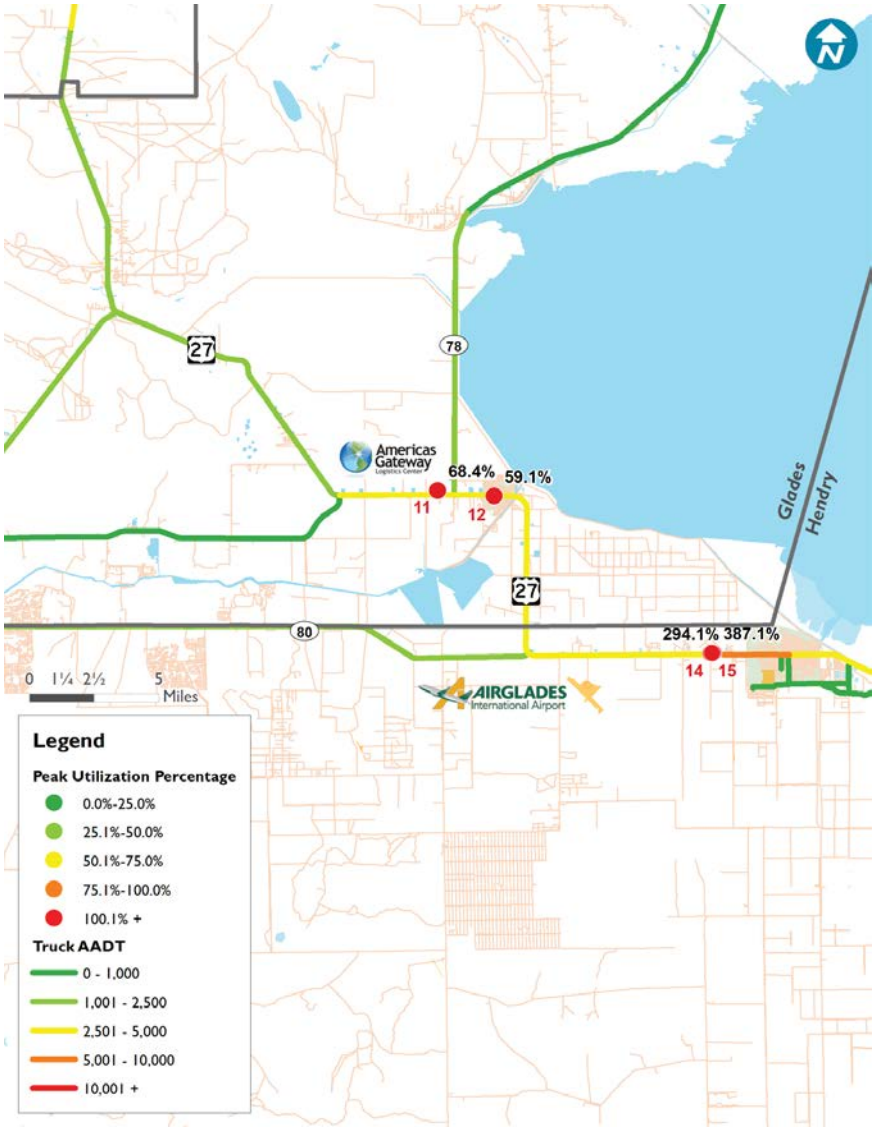
Truck Parking Facility Candidates for Future Consideration

The remainder of this gap analysis covers two additional, potential truck parking facility locations. While these sites might not be considered immediate priority projects for the District, they are worth viewing as candidates in future discussions. A site summary is given below for both locations.

Clewiston

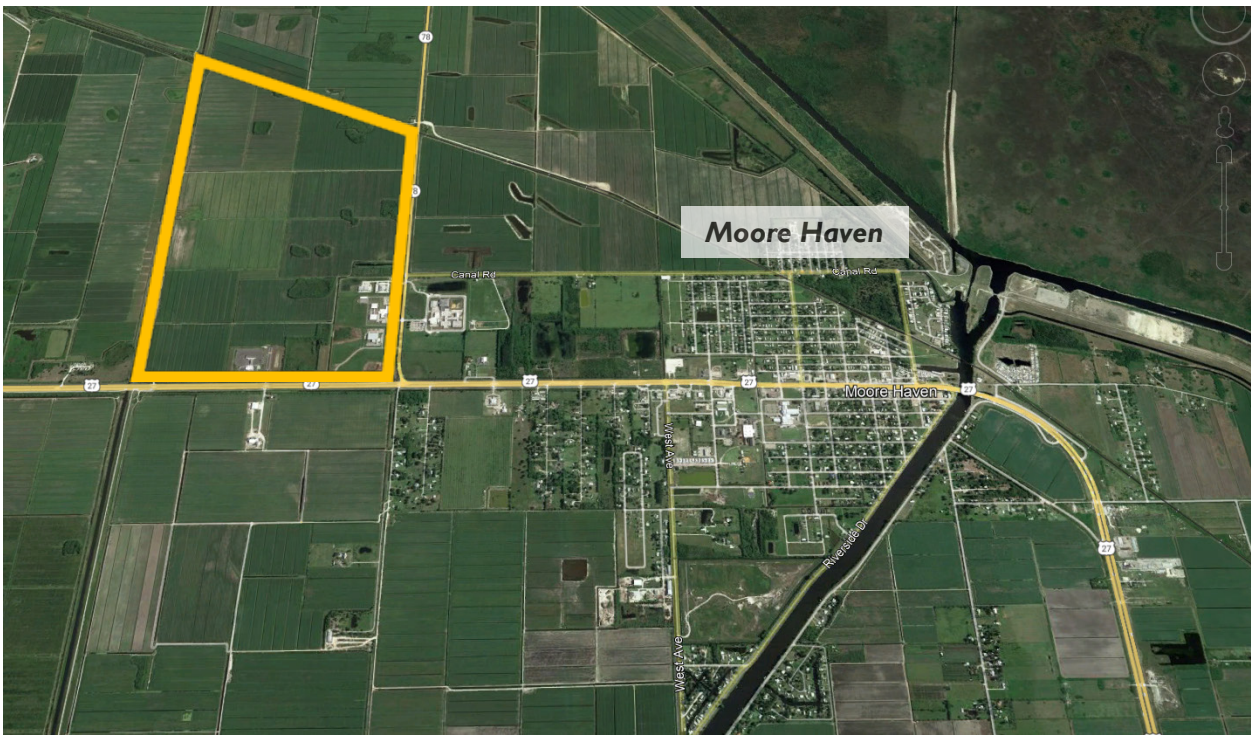
As mentioned earlier in the White Paper, additional truck parking spaces may be required in this portion of the District, dependent on expansion of the AirGlades International Airport and the development of the America's Gateway Logistics Center. As shown in Figure 29, there are four existing truck parking facilities within the study area (Loves Travel Stop #683, former U Save Grocery Store (vacant), Git-N-Go Food Stores, Truck Stop 3 Lions). Peak utilization percentages at these facilities are 68.4 percent, 59.1 percent, 294.1 percent, and 387.1 percent, respectively. The highest truck AADT volumes within the map extent occur along US 27, reaching over 5,000 in Clewiston. US 27, SR 80 and the SCXF mainline are all SIS facilities in the area.

Figure 29: Clewiston Truck AADT, Adjacent Truck Parking Facilities, and Peak Utilization Percentage



The America's Gateway complex is a 646-acre, shovel-ready, rail-served logistics center located on US 27, just west of Moore Haven in Glades County[8]. The site is outlined in orange below in Figure 30. A site development plan displaying the available parcels at the complex is shown in Figure 31. A Love's Travel Stop with truck parking is currently located on the site. The AirGlades International Airport in located west of Clewiston on US 27. Proposed development at AirGlades includes a perishable air cargo distribution complex, runway, and associated facility development, as shown in Figure 32.

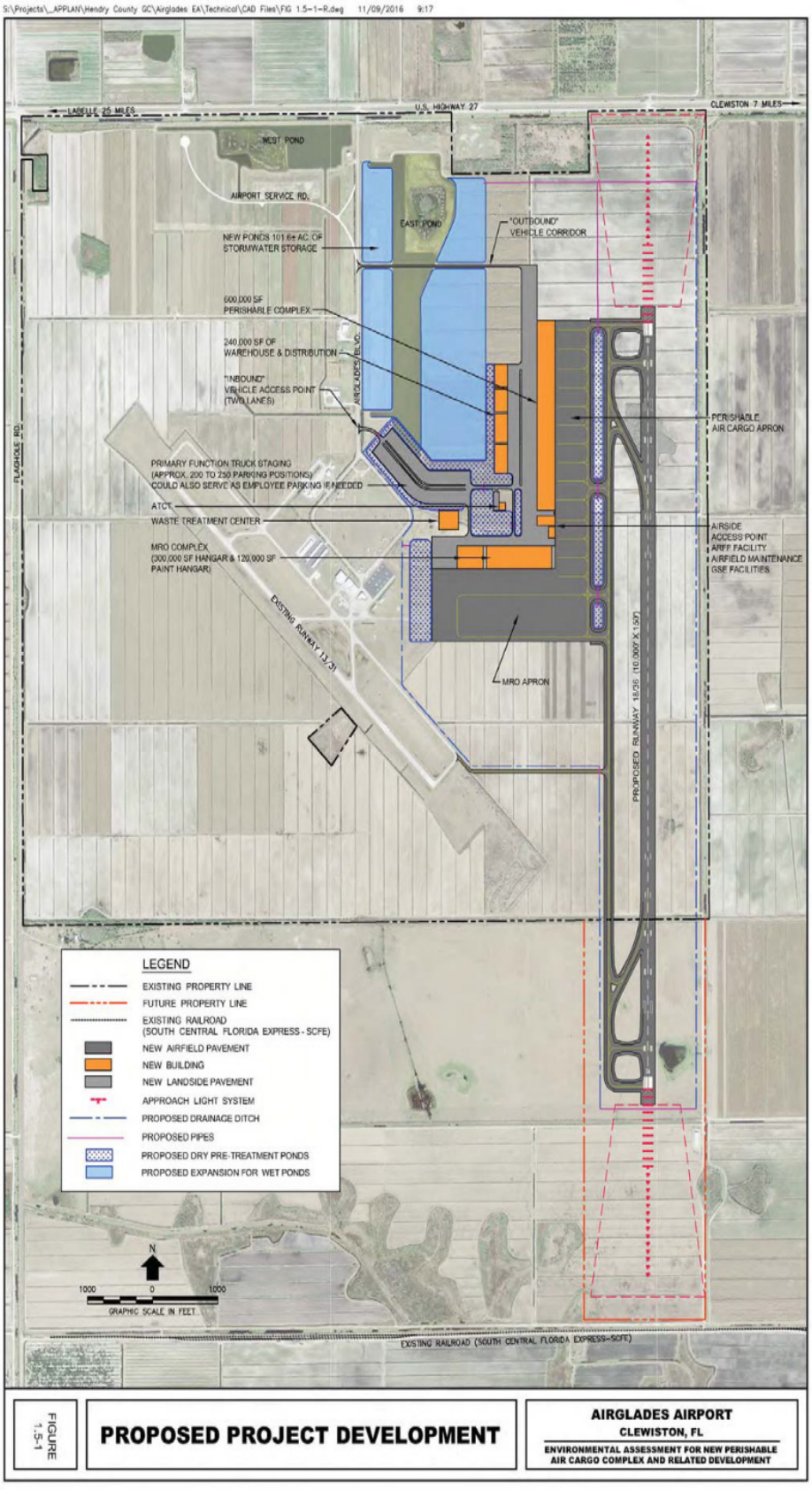
Figure 30: America's Gateway Logistics Center Site Location



8 America's Gateway Logistics Center. Glades County Economic Development Council, Inc. Retrieved from: https://gladescountyedc.com/properties/details/americas-gateway-logistics-center

Figure 31: America's Gateway Logistics Center Site Development Plan

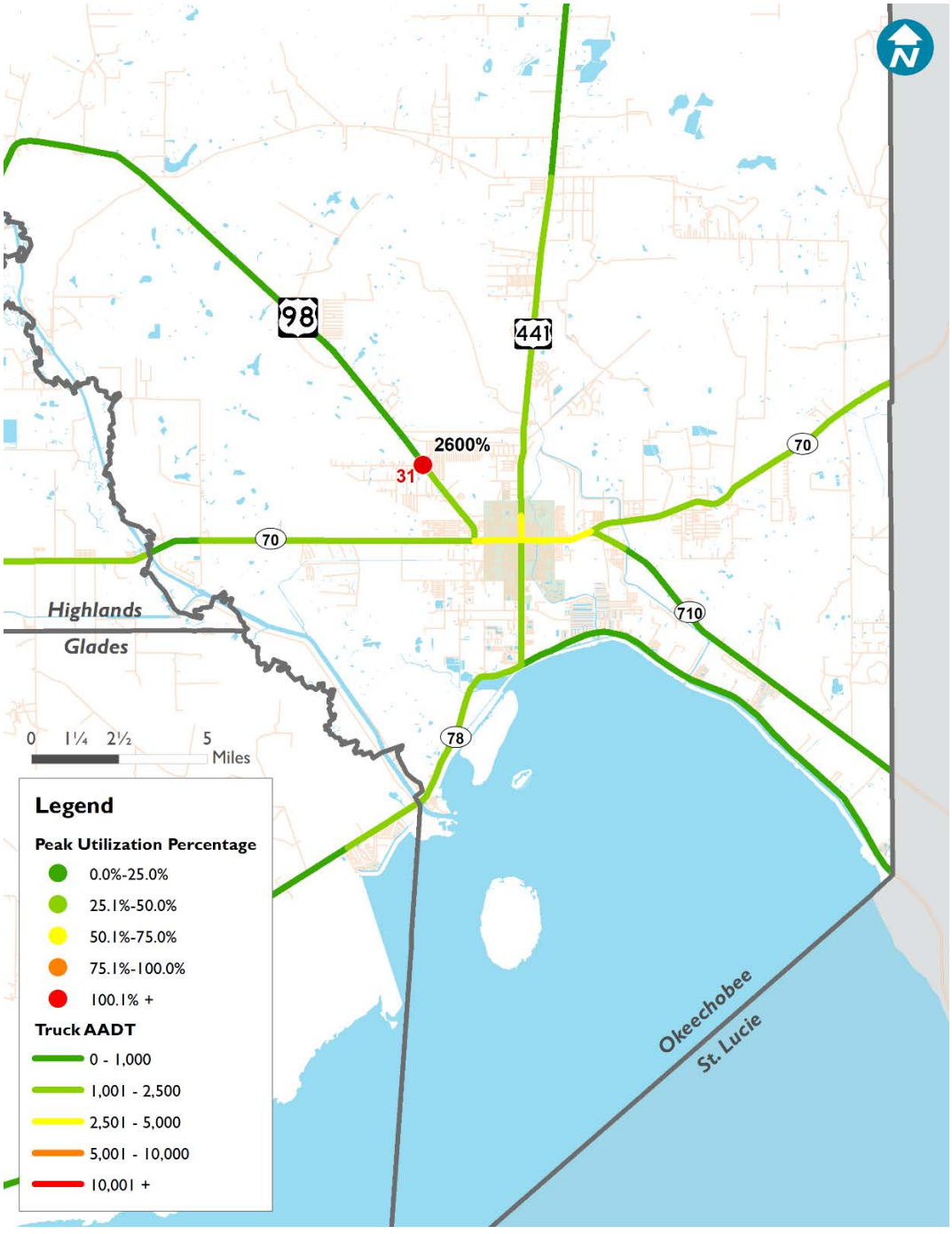
Figure 32: Proposed Perishables Air Cargo Distribution Complex at AirGlades International Airport



Okeechobee

The Okeechobee site (Figure 33) was selected for consideration as it is a crossroads of several roadway corridors, including US 441, US 98, SR 70, SR 78, and SR 710. It is important to note that US 441/US 98, SR 70, SR 710, and the CSX mainline, which runs east-west just north of the intersection, are all part of the SIS. There is one existing truck parking facility within the study area (Sunoco Gas Station #1932763), with two total spaces. Peak utilization percentage at this Sunoco is 2,600 percent. Truck AADT volumes reach their highest at the US 98/US 441 and SR 70 intersection.

Figure 33: Okeechobee Truck AADT, Adjacent Truck Parking Facilities, & Peak Utilization Percentage



Truck Parking Policy and Engagement Opportunities

The USDOT FHWA National Coalition on Truck Parking Activity Report proposes several policy-related recommendations from stakeholders relevant to coordination with state, regional, and local governments. These coordination efforts among various levels of government as well as community outreach highlight the importance of truck parking as it relates to the nation's commerce. These recommendations include:

District One 2019 Trucking Forum

- Encourage states and metropolitan planning organizations (MPO) to address truck parking and similar issues in State and regional freight plans
- Conduct outreach on truck parking and other important trucking industry issues through MPOs, regional councils, economic development authorities, and national industry organizations
- Involve trucking and truck stop industries in State and MPO freight or transportation advisory committees to address truck parking needs
- Develop a public relations campaign to educate the public and elected officials about the importance of truck parking in freight transportation and industrial development
- Conduct case studies for municipal parking projects
- Conduct research to identify revenue sources to make truck parking facilities attractive land uses for local governments, including issues such as special tax districts and pooled truck parking/staging sites in industrial areas
- Consider truck parking and staging requirements as part of local planning and zoning in industrial districts

When developing an effective local outreach campaign, it is critical to raise awareness regarding the benefits to the community resulting from the provision of truck parking facilities. Just a few examples include: reduced traffic congestion, idling time, and emissions, reduction of accident/incidents related to tired-driving scenarios, potential revenue from facilities, reduction of parking in unauthorized and/or undesired areas, increased roadside safety resulting from the removal of parked trucks at ramps and shoulders, potential re-use of brownfield sites, creates a safe and secure rest environment for drivers.

As important as conveying the benefits of truck parking facilities is during outreach efforts, being prepared to address potential community concerns is equally vital. While there are no catch-all answer when addressing potential concerns as the needs of each community vary, the following examples detail common areas of concern often voiced during truck parking facility discussions, including: maintenance/trash/litter, perceived increase in noise and air pollution, perceived increase in nearby crime incidents, poor aesthetics, amount of land required for the facility, concerns with impacts to local traffic and roadways, and environmental and biohazard concerns.

Policy-Based Truck Parking Solutions

It is important to understand the current truck parking/overnight parking ordinances of local counties and municipalities in order to gauge opportunities and potential road blocks to implementation of truck parking infrastructure within the District. This information, combined with the data presented in this White Paper, will

help target outreach resources to areas with the most critical need. Both opportunities and obstacles present chances for engagement among stakeholders to begin "having the discussion" regarding truck parking, and how the issue affects their community. Appendix B details local and county truck parking related ordinances that should be considered during future planning efforts.

The FDOT Statewide Truck Parking Study identified six policy-level solutions to include as part of the Department's truck parking toolbox, and provides an implementation timeline as well as level of FDOT involvement associated with each. The policy-based solutions offered by the statewide study require successful inter- and intra-department engagement and coordination. Local, regional, and statewide champions should also be identified to spur coalition development and advance lobbying efforts. While not all of the offered solutions are applicable on the District-level, District One will benefit from implementation, such as truck parking being considered an eligible project type under SIS and other capacity improvement programs. A list of the policy initiatives is provided below in Table 14.

Table 14: Policy-Based Truck Parking Solutions

Policy Solution	Implementation Timeframe			FDOT Project Role*
	1-2 Years	3-5 Years	5+ Years	
Include truck parking as eligible project type under FDOT Strategic Intermodal System (SIS) and other capacity improvement programs (establish criteria).	✓			★★★
Apportion dedicated funding for truck parking projects either through a legislative request or by leverage NHFP funds (consider both capital and O&M costs).	✓			★★★
Advocate with other states to USDOT to allow greater flexibility for third-party vendor operations at public rest areas; e.g., leveraging AASHTO.		✓		★★★
Leverage federal and state grants/funding opportunities to implement truck parking solutions.	✓			★★
Provide guidance to Metropolitan Planning Organizations (MPOs) and local municipalities to improve ROW and curbside management strategies and offer greater flexibility for freight parking options.	✓			★
Work with MPOs and local municipalities to incorporate secure truck parking requirements at new freight generating facilities (i.e., land use ordinances).	✓			★

★★★ *High (FDOT-led)*

★★ *Medium (P3 and/or FDOT collaboration with other public agencies*

★ *Low (Implemented by another public agency or private entity*

Source: FDOT Statewide Truck Parking Study

Partnership-Based Truck Parking Solutions

The development and implementation of policy favorable to improving the environment for truck parking requires active engagement with government and industry partners. FDOT's role in this process is critical, and will vary depending on the approach as highlighted in the table above. FDOT may serve as the facilitating body when working with a municipality to require developers to incorporate truck parking on-site at large scale industrial

or commercial developments. In another example, FDOT might be the land owner of a parcel pursued by a private developer for use as a truck parking facility. FDOT may also be called upon to provide data and subject matter expertise to guide a municipality in future land use planning for a travel center/private truck parking facility co-located with a large distribution complex or industrial park. These are just some examples of the various level of involvement scenarios undertaken by FDOT relevant to truck parking policy development efforts.

District One Industry Engagement – Publix Distribution Center (Sarasota)

Based on the material provided in this section, successful outreach leads to engaged stakeholders and implementable solutions, but requires the development of strong partnerships across a wide-range of interested parties. FDOT must build and leverage relationships with the trucking industry, commercial and industrial development sectors, and among local, county, regional, state, and federal governments and agencies. District One has been active in building the cross-sector relationships over the last several years, hosting recurring events, such as the US 27 Working Group, District One Trucking Forum, and District One Trucking Seminar to solicit feedback from partners.

The Statewide Truck Parking Study outlines three strategies, not covered under the policy umbrella, as potential partnership-based solutions to truck parking issues, each of which are described in Table 15.

Table 15: Partnership-Based Truck Parking Solutions

Partnership Solution	Implementation Timeframe			FDOT Project Role*
	1-2 Years	3-5 Years	5+ Years	
Leverage existing state-agency grant programs to provide private sector resources to build new parking facilities in high-demand areas. A new FDOT truck parking grant may also be considered (annual call for project ideas).	✓			★★
Establish a collaborative program with freight generating facilities to promote partnerships and help provide additional on-site truck parking; i.e., a "Friendly Truck Parking Network."		✓		★★
Collaborate with the local governments and the private sector to leverage large venue (stadiums, arenas, regional malls, etc.) parking lots for overnight truck parking.		✓		★

★★★ *High (FDOT-led)*

★★ *Medium (P3 and/or FDOT collaboration with other public agencies*

★ *Low (Implemented by another public agency or private entity*

Source: FDOT Statewide Truck Parking Study

Opportunities for the Integration of Technology

Many of the opportunities surrounding the integration and use of technology to alleviate truck parking-related issues center-around the use of roadside Intelligent Transportation Systems (ITS). ITS provides parking information management by collecting and disseminating real-time information to system users. FDOT is developing and implementing a Truck Parking Availability System (TPAS) to help address its statewide desire for increased efficiency within its truck parking network. TPAS will aid drivers in identifying available truck parking locations – spaces at facilities throughout the state.

TPAS Truck Parking Availability Signage
Source: https://www.fdot.gov/traffic/traf-incident/tpas

As conceived, TPAS will be executed in three stages:

1. Implementation of TPAS technology at state-owned truck parking facilities
2. Development of a system of forecasting future supply/demand based on data collected to this point in TPAs delivery
3. Coordination with privately-owned facilities for incorporation into the TPAS system

As of September 2021, TPAS has been implemented along four major roadway corridors in Florida, including I-4, I-95, I-75, and I-10. This encompasses FDOT Districts 1, 2, 3, 4, 5, and 7, with locations at three Florida welcome centers, 20 weigh stations, and 45 rest areas, monitoring a total of 2,352 truck parking spaces.

Next steps for the TPAS systems include:

- Development of an application programming interface (API) to capture private truck parking facility information and space utilization
- Include Motor Carrier Size and Weight (MCSAW) weigh station truck parking availability
- Collaborate with truck parking app developers to ensure TPAS data is hosted on their platforms
- Coordinate with other locales to allow for inter-state interoperability

Additional opportunities for incorporating technology as a solution for alleviating truck parking shortages covered by this White Paper include the installation of electrification infrastructure and evolving on-board driving technologies. One of the most important amenities for truckers engaging in long rest periods is the ability to power their vehicle without using their truck's internal power supply. The provision of electrification infrastructure at public parking facilities would not only increase utilization, but also allow for more overnight parking users at public facilities.

According to the US Department of Energy[9], Truck Stop Electrification (TSE) technology provides an off-board power source at a rest/parking facility for a vehicle, allowing the driver to utilize critical vehicle functions (e.g., air conditioning and lighting) while not their idling their truck. Single-system TSE can provide HVAC, electricity, and other amenities via a gantry-mounted or pedestal-mounted duct system. The other type of TSE is referred to as shore power, and offers an electric outlet plug-in for a trucks auxiliary HVAC systems and accessories. This

9 US Department of Energy: Alternative Fuels Data Center. Retrieved from: https://afdc.energy.gov/conserve/idle_reduction_equipment.html#:~:text=the%20driver's%20sleep.-,Truck%20Stop%20Electrification%20(TSE),drivers'%20rest%2Dperiod%20needs.&text=These%20installations%2C%20located%20at%20truck,amenities%20such%20as%20internet%20access.

Single-System Truck Parking Electrification System

Source: https://afdc.energy.gov/conserve/idle_reduction_equipment.htm#:~:text=the%20driver's%20sleep.-,Truck%20Stop%20Electrification%20(TSE),drivers'%20rest-period%20needs.&text=These%20installations%2C%20located%20at%20truck,amenities%20such%20as%20internet%20access.

technology also reduces idling time, benefiting the air quality of the surrounding community.

Lastly, Automated, Connected, Electric, and Shared (ACES) vehicle technologies will likely reshape the landscape of freight movement and the trucking industry, potentially decreasing the amount of supply required. ACES technology advancements should be monitored closely related to truck parking supply and demand discussions. Towards this end, FDOT and the Florida's Turnpike Enterprise (FTE) are developing SunTrax. Located in Lakeland, SunTrax researches, develops, and tests emerging transportation technologies. The knowledgebase developed via the work being done at SunTrax will position Florida at the forefront of implementing ACES-based solutions for truck parking shortages.

To summarize these technology opportunities, and their applicability to FDOT, Table 16 cites the Statewide Truck Parking Study to provide an implementation timeframe and FDOT level of involvement.

Table 16: Technology-Based Truck Parking Solutions

Technology Solution	Implementation Timeframe			FDOT Project Role*
	1-2 Years	3-5 Years	5+ Years	
Develop, initiate and maintain awareness campaigns to inform truck drivers, and freight generating facility managers, of under-utilized truck parking facilities.	✓			★★★
Ensure the joint exchange of Truck Parking Availability System (TPAS) data with private truck parking information providers and interoperability with other public entities; e.g., via an application programming interface (API).	✓			★★
Monitor Automated, Connected, Electric and Shared (ACES) technology adoption and impacts on truck parking.	✓			★★
Provide truck electrification (on-board power infrastructure) at public truck parking facilities.			✓	★

★★★ *High (FDOT-led)*

★★ *Medium (P3 and/or FDOT collaboration with other public agencies*

★ *Low (Implemented by another public agency or private entity*

Source: FDOT Statewide Truck Parking Study

Next Steps for Initiating Truck Parking Opportunities

The Opportunities section of this White Paper reviewed four approaches to formulating solutions to truck parking shortages, including supply/capacity, policy, partnership, and technology. These different approaches do not operate in silos, and it is most often the case that successful implementation relies on a combination of the four. For example, constructing or repurposing a new publicly-offered truck parking facility provides additional system capacity, but without information-management systems, such as TPAS, the facility may not be used to its potential. Another example being, FDOT can find a highly suitable location for a new truck parking facility, which would benefit a problem area for the state; however, local ordinances may prevent truck/overnight parking. In this instance, partnerships are vital to engaging the community with a goal of amending code to allow for such activity at the identified location. This section finishes with a discussion of next steps for truck parking initiatives in the District. Each approach-type is summarized below, with an action-item table at the conclusion of the section to direct the District future planning efforts related to truck parking.

Supply/Capacity

The basic premise of addressing supply/capacity issues is to construct or repurpose infrastructure for the purpose of truck parking. To address this approach, this White Paper identified four candidates for consideration as future truck parking locations via a gap analysis. The data and context provided in this report was used to screen the District for these candidate sites, based on truck AADT, SIS infrastructure, zoning and land use, existing nearby truck parking lot, utilization patterns, unauthorized truck parking activity, parking space density, and overall suitability. These four candidate locations are provided generally, and further research is required to determine the most suitable parcel(s) for ultimate development.

Truck parking at Love's Travel Stop on US 27

District One is also undertaking concept development at three potential truck parking locations that were identified during the I-75 interchanges site visits. These locations include a former rest area and traffic turn-around at the interchange of I-75 and N. River Road, a former rest area at the interchange of I-75 and Jones Loop Road, and a current rest area at I-75 and Daniels Parkway with split facilities between a public rest area and current truck parking site. Initial design for all three facilities is currently underway.

Lastly, two additional sites (Clewiston and Okeechobee) are included as part of this White Paper as potential truck parking candidates in the future. While these sites might not meet selection criteria that would prioritize them for immediate consideration, both are deemed viable locations. Abbreviated data collection was performed for each site to provide general context of existing conditions.

Policy and Partnerships

Policy and partnership-based solutions are combined together as part of this next steps section given the strong correlation between the two approaches. Typically, forming strong partnerships is an important means to the end of enacting preferred policy changes. Specific to truck parking, these relationships must be fostered with both industry and government (inter- and intra-agency) partners. District One has established a strong foundation in terms of outreach and engagement, not only related to truck parking, but in all areas of freight and the movement of goods throughout the region. The District hosts forums and working groups on a recurring basis to continue the dialogue

between FDOT, the trucking industry, and government partners.

It is recommended that the District begin targeted outreach to municipalities that currently ban truck parking via ordinance. Several strategies related to truck parking stakeholder engagement were discussed in the opportunities section of this White Paper. This material provides overall best practices as well as a statewide perspective on the most viable solutions for alleviating truck parking shortages.

There are currently four cities in the District that restrict or disallow truck parking (Arcadia, Clewiston, Lakeland, and Wauchula). The District should develop materials for presentation and leave-behinds for use in engagement activities as part of a public relations campaign intended for local and county governments, partner agencies (e.g., MPOs, economic development councils, planning councils), and elected officials. The focus of the engagement should revolve around education regarding the need for, and benefits of truck parking. Outreach should also consider common concerns associated with truck parking facilities, and be prepared to address these issues.

There are opportunities for local governments to effect positive changes related to truck parking without compromising their future visions. Establishing a safe-haven, which would allow for truck parking in a specified location, consistent with this type of activity, is one example of a policy change that does not require the blanket lifting of pre-existing ordinance or code. Examples of a safe-haven may include an abandoned storefront parking lot, or a shared-use facility at a large venue with surplus capacity, such as a stadium or mall. Education and technical assistance can also be offered by FDOT regarding the benefits of incorporating truck parking as part of the planning process for industrial and/or commercial development. Parking minimums or staging area requirements can be required as a condition of development approvals.

The data and information compiled by this White Paper provides a plethora of quantitative material for use in future stakeholder involvement efforts. Additionally, the District may consider conducting or researching previous case studies that amplify a positive message related to truck parking facilities. Case studies may focus on topics, such as improved roadway safety conditions for all users and the economic benefits of a truck parking facility.

Technology

Technology has the potential of creating efficiencies within the existing truck parking network by improving utilization at publicly-offered facilities. The most common reasons for under-utilization of truck parking facilities are lack of amenities and lack of information dissemination related to availability of open parking spaces at a given facility. Implementing tech-based solutions can address both issues.

As mentioned earlier in this White Paper, TPAS is FDOT's information management system that delivers real-time truck parking space availability conditions to drivers. TPAS has been implemented along major roadway corridors in the state, including District One. Moving forward, the District should continue to coordinate at the statewide level to ensure implementation goals are being met. Based on its existing cross-sector relationships, the District is well-positioned to lead TPAS coordination efforts with the private sector to capture data from these facilities, and include it as part of the TPAS API as this statewide effort begins.

Consideration should also be given to the provision of electrification technology at FDOT-owned truck parking facilities. This technology could be installed as an amenity at newly constructed lots, or retrofitted at an existing lot. This level of amenity would encourage overnight parking and higher utilization at public truck parking lots.

Lastly, the District should closely monitor the development and implementation of ACES technologies to ensure planning efforts are aligned with industry advancements. The District is in a unique position in this regard, in that the SunTrax facility is located in Lakeland. Outreach efforts should also occur with SunTrax to ensure collaboration in the future.

The information and recommendations gathered during the Opportunities – Next Steps section are provided as action items with corresponding implementation timeframes as Table 17 within the Conclusion of this White Paper.

Conclusion

This truck parking White Paper compiled data from several recently completed studies conducted on both the statewide and District-level, to propose recommendations for improving existing conditions for truck parking in District One. The introduction of this White Paper contains a background and perspective section, to include the origins of Jason's Law, Federal hours of service requirements information, and the factors driving the overall demand for truck parking. A document review section provides a short summary for each of the primary sources cited herein.

The truck parking supply and demand review section updates the existing conditions related to truck parking in the District. Building upon the District's 2017 Freight Truck Parking Inventory and the data collected during 2020 Statewide Truck Parking Study and 2019 GPS Analysis, the White Paper thoroughly covers the current supply of truck parking infrastructure in District One. A complete list of existing facilities is provided, broken down by county, ownership type, and number of spaces. Truck AADT volumes and SIS infrastructure are included as context for introducing the topic of truck parking demand. Next, peak utilization percentage, average hourly utilization, parking space density, dwell times, unauthorized truck parking, and statewide areas of concern are all presented to provide a comprehensive discussion regarding demand in the District.

The Opportunities section of the White Paper explored four approaches for improving the District's truck parking network: supply/capacity; policy; partnerships; and technology. To address supply/capacity, a gap analysis has been conducted, which proposes seven candidate truck parking locations (Lakeland – County Line Road, US 27 and US 98, Manatee, Fort Myers, N. River Road, Jones Loop Road and Daniels Parkway). Two additional future candidates, Clewiston and Okeechobee, are also included. A summary comprised of GIS mapping and analysis accompanies each site reflecting relevant factors, such as zoning, future land use, truck AADT, SIS infrastructure, unauthorized parking, nearby facilities, and suitability analysis. Policy and partnership strategies are also included in this section to account for the need for effective outreach in creating an environment considerate of truck parking needs. This section details the ongoing engagement already underway in District One, and outlines best practices that could assist with future program efforts. It concludes with research into the technologies that could make truck parking more efficient, and maximize available dedicated resources. Examples cited as part of this White Paper, include: TPAS; truck parking facility electrification; and ACES vehicle technologies.

Truck Parking at the Pilot Travel Center on Jones Loop Road

The Opportunities section concludes by focusing on the next steps for initiating truck parking opportunities in District One. This next steps section provides recommendations for specific action-items that the District can pursue to improve truck parking conditions in the region. These recommendations have been further condensed

in table format below. Table 17 summarizes the Opportunities section to direct the District's truck parking efforts in the short, medium, and long-term planning horizons. The implementation timeframes provided for each action-item are suggestions, and may be reordered based on the current priorities of the District. Action-items have been classified by approach-type (supply/capacity, policy, partnership, and technology).

Table 17: District One Truck Parking Opportunities and Recommended Action-Items

Approach Type	Action-Item	Implementation Timeframe		
		1-2 Years	3-5 Years	5+ Years
Technology	Consider the installation of electrification infrastructure at FDOT-owned truck parking facilities	✓	✓	✓
Technology	Continue to work with FDOT Central Office to ensure implementation of TPAS in the District	On-going		
Technology/ Partnership	Conduct outreach and engagement with SunTrax to monitor advancements in ACES technologies	✓	✓	✓
Technology/ Partnership	Conduct outreach with truck parking facility operators to prepare for the inclusion of space availability data from the private sector into TPAS		✓	
Partnership/Policy	Continue current outreach and engagement events that bring together representatives from the public and private sectors, such as the US 27 Working Group and the District One Trucking Forum	On-going		
Partnership/Policy	Work with municipalities that currently restrict truck parking to enact policy changes favorable to increasing the supply of truck parking in the District		✓	
Partnership/Policy	Work with municipalities and property owners of lots classified in this White Paper as "abandoned" in to formalize the facility as a truck parking lot	✓		
Partnership/Policy	Develop truck parking related marketing materials, such as presentations and leave-behinds for use during outreach events and meetings	✓		
Partnership/Policy	Conduct outreach with local TPOs/MPOs, regional planning councils, and economic development agencies to discuss existing conditions related to truck parking and future planning efforts and coordination opportunities	✓		
Supply/Capacity	Complete the development of the Jones Loops Road and N. River Road truck parking facility concept designs, and pursue construction/repurposing of the lots	✓	✓	
Supply/Capacity	Conduct a study to evaluate the candidate options provided in the gap analysis of this White Paper to determine the most viable location(s), and pursue design and construction of a new truck parking facility	✓	✓	✓

Appendix A: I-75 Interchange Site Visits Report

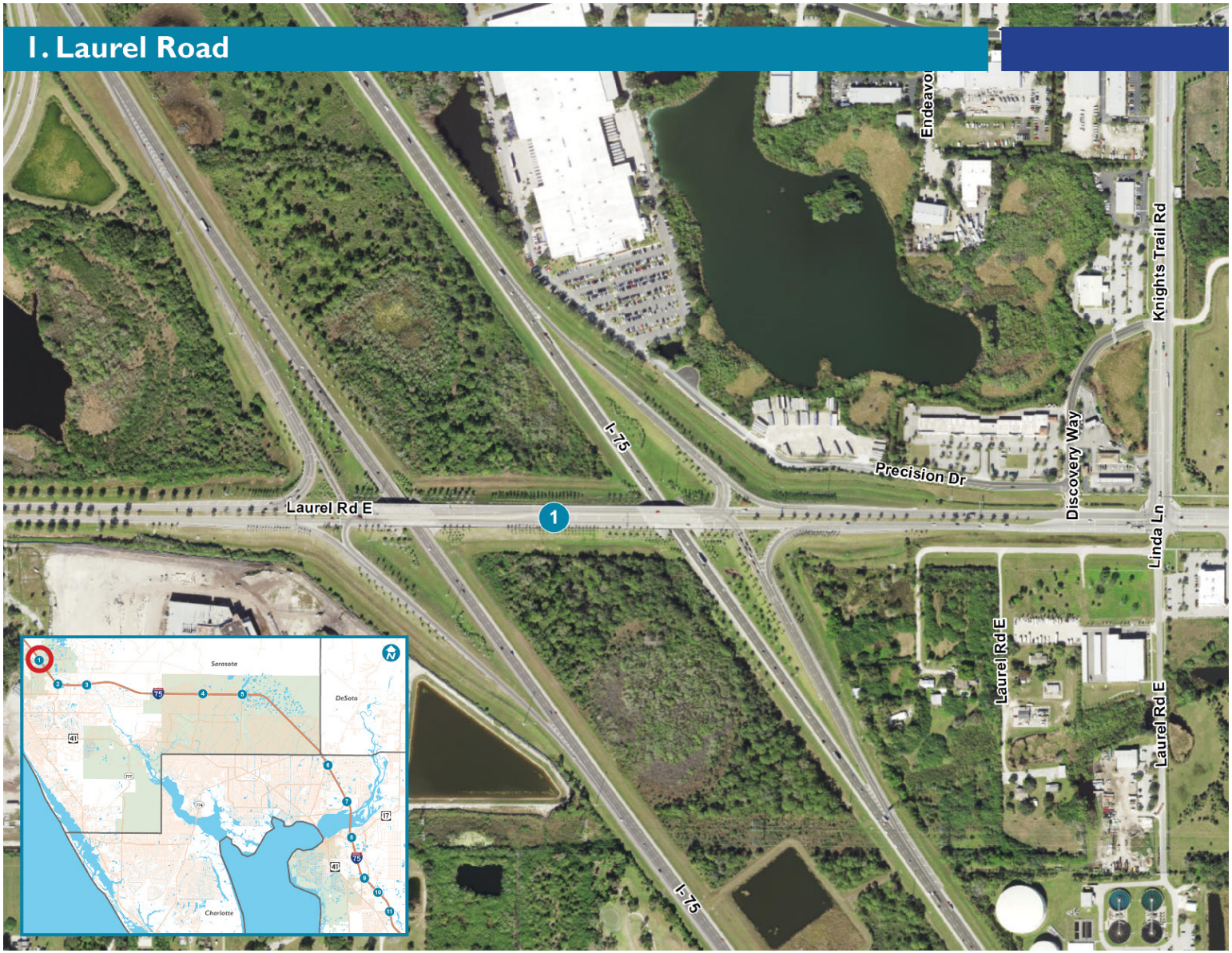
On August 17, 2021, FDOT District One performed site visits at 10 interchanges along I-75 as well as one weigh station. The purpose of the site visits is to evaluate existing conditions related to truck parking at each of the predetermined interchange locations. While on-site, the evaluation team determined if there is truck parking activity near each interchange, specified the locations where truck parking is occurring (if applicable), and spoke with truck drivers, when possible, to assess the reasons for parking in a given location. This summary report details the findings of the I-75 interchange and weigh station site visits. Figure 1 shows each of the locations included as part of this effort.

Figure 1: I-75 Interchange Site Visit Locations

I-75 and Laurel Road

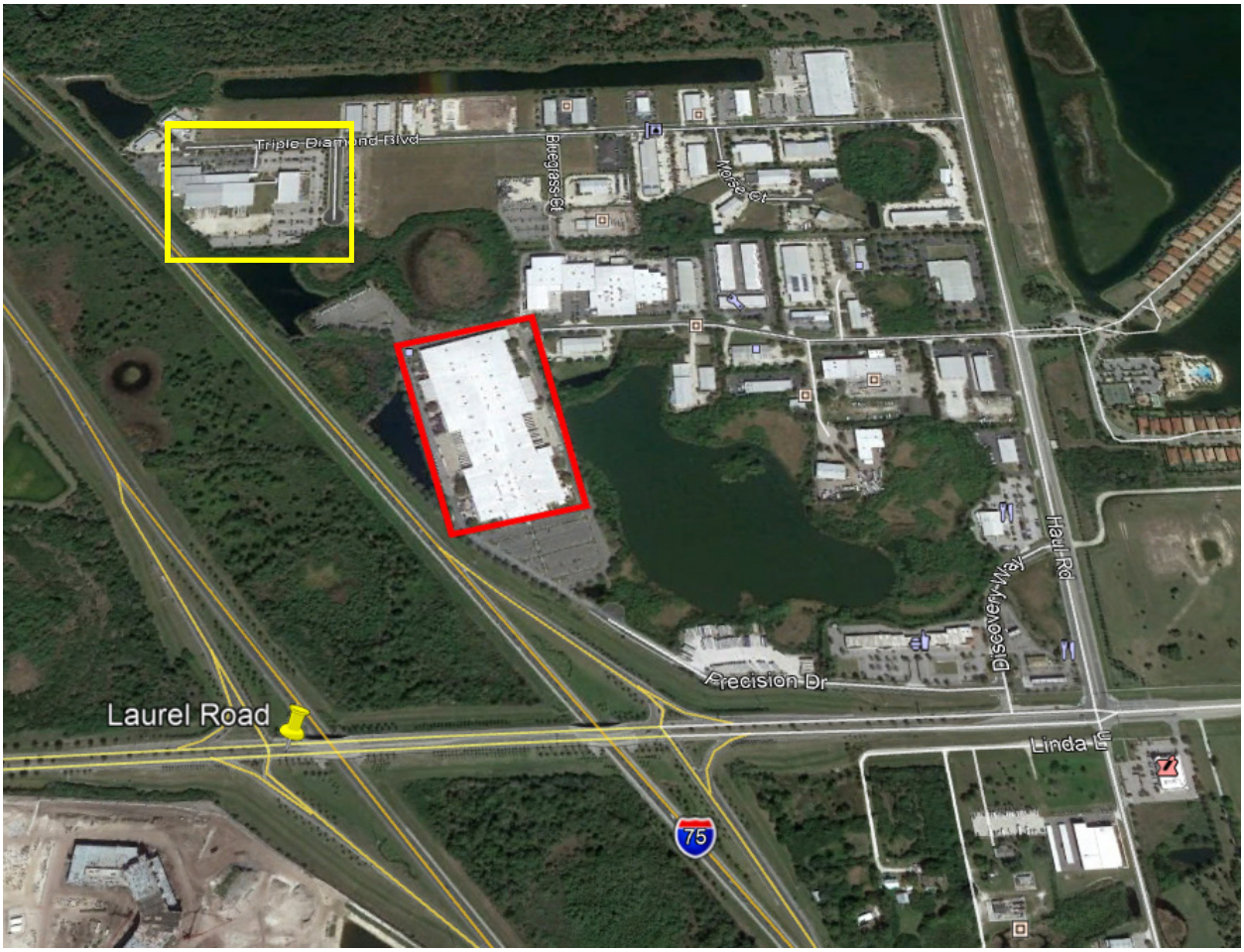
I-75 and Laurel Road is exit number 195. The interchange is located in Nokomis, FL, and shown below in Figure 2.

Figure 2: I-75 and Laurel Road Interchange



Truck parking observations were conducted at this site on August 17, 2021 at approximately 11:00PM. There was no truck parking activity noted at this location during the time of observation. There is an industrial park located northeast of the interchange. Anchor tenants at the industrial park include PGT Industries (red) and Tervis Tumbler (yellow). Based on observed activity at the time of the site visit, these facilities are not resulting in truck parking in the vicinity of the interchange.

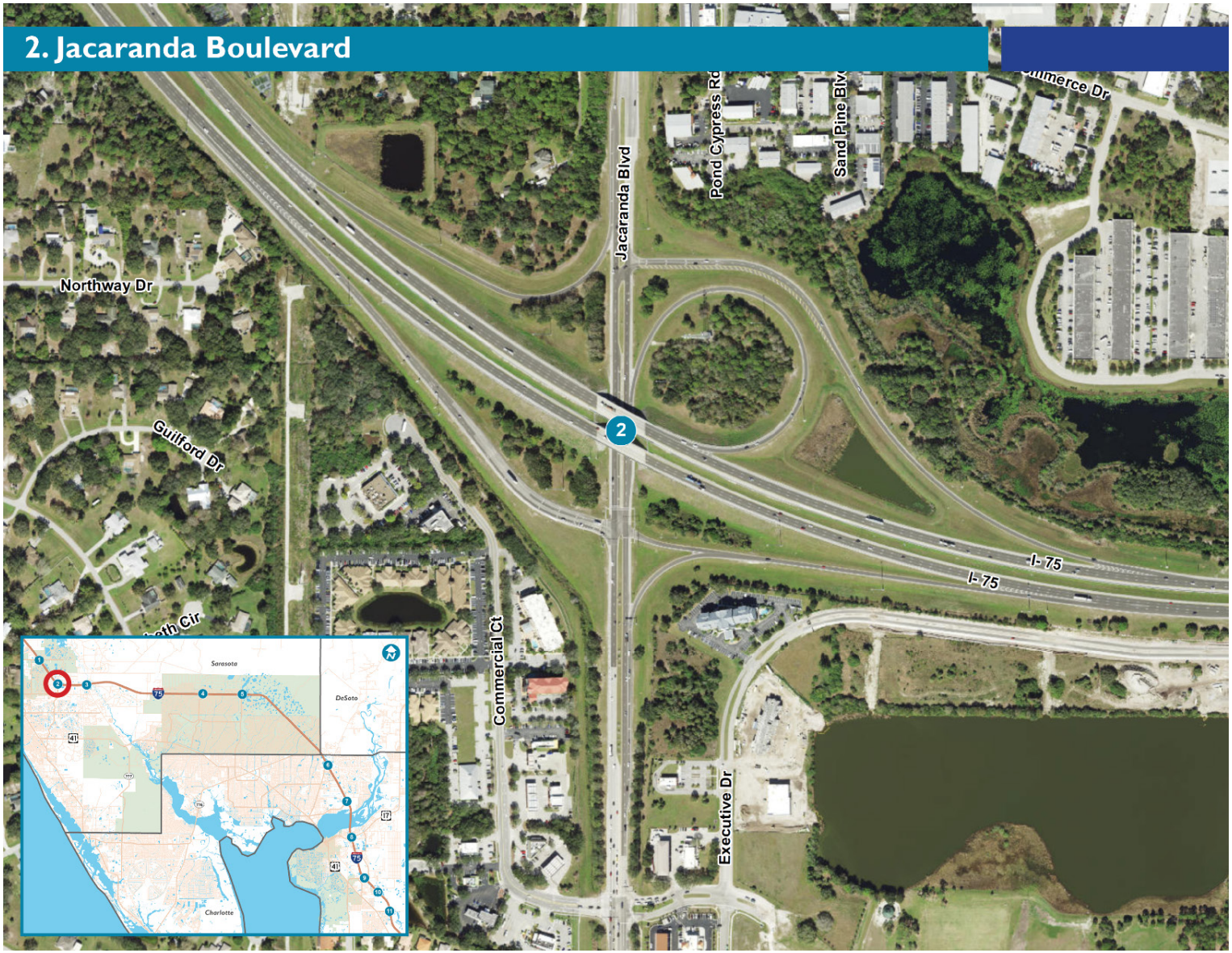
Figure 3: PGT Industries and Tervis Tumbler at I-75 and Laurel Road



I-75 and Jacaranda Boulevard

I-75 and Jacaranda Boulevard is exit number 193. The interchange is located in Venice, FL, and shown below in Figure 4.

Figure 4: I-75 and Jacaranda Boulevard



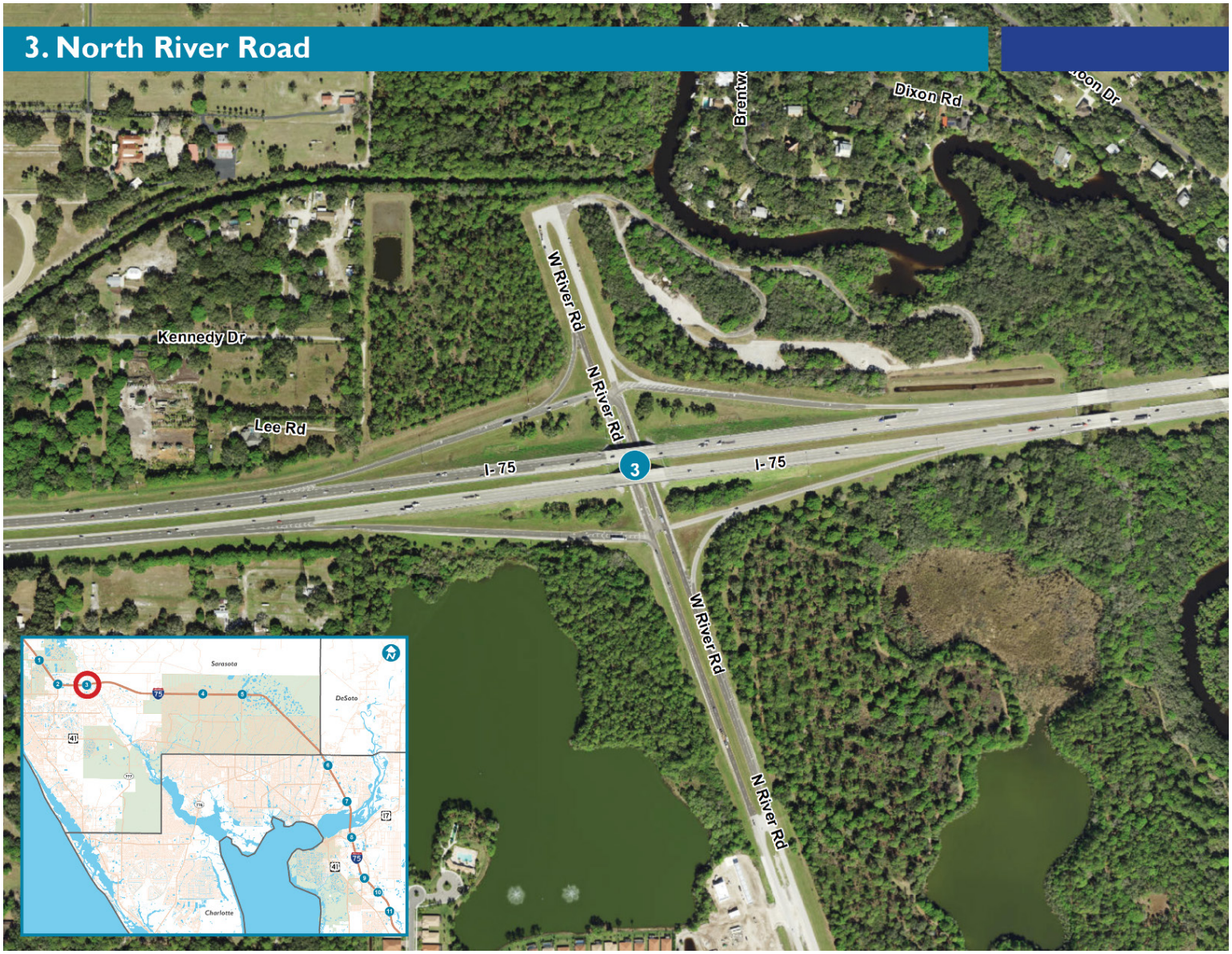
Truck parking observations were conducted at this site on August 17, 2021 at approximately 10:45PM. There was no truck parking activity noted at this location during the time of observation. An Amazon Hub facility has opened at the Sarasota County Interstate Business Center approximately 0.35 miles from the interchange. Based on observations, this facility is not having an impact on truck parking in the vicinity of the interchange. Figure 5 below shows the location of the Amazon Hub prior to construction (red).

Figure 5: Amazon Hub at I-75 and Jacaranda Boulevard

I-75 and N. River Road

I-75 and N. River Road is exit number 191. The interchange is located in Venice, FL, and shown below in Figure 6.

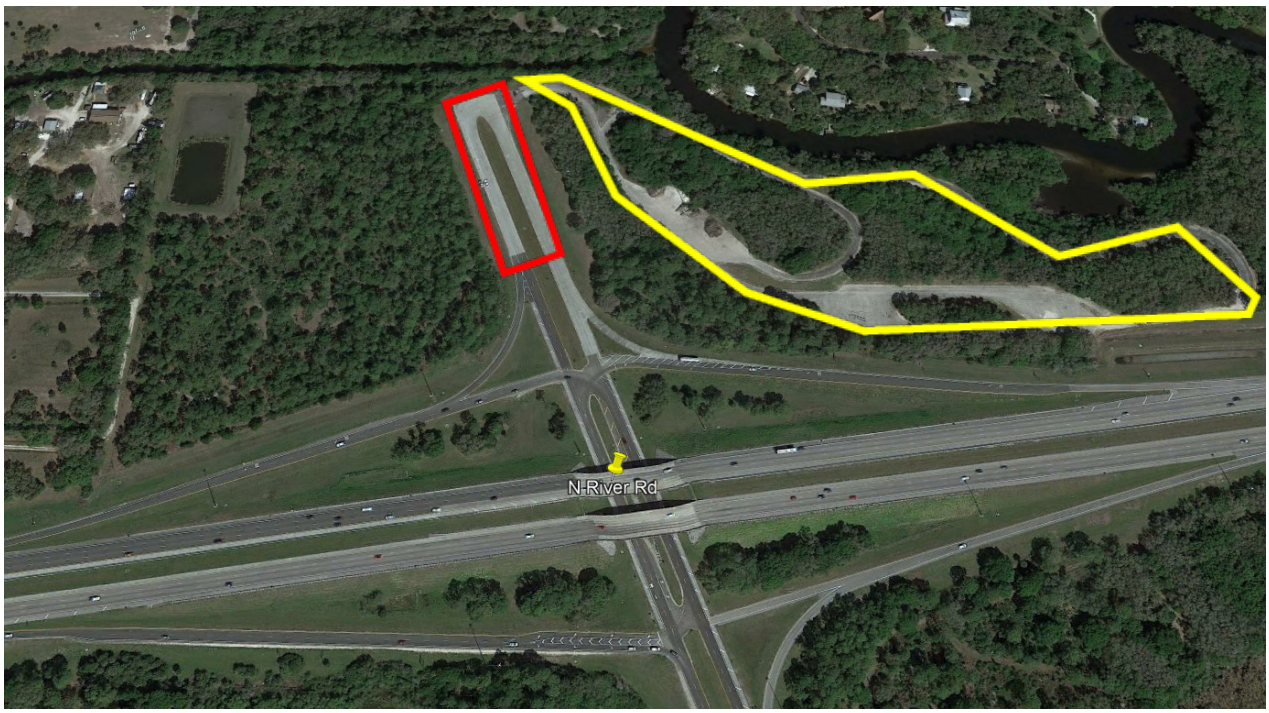
Figure 6: I-75 and N. River Road



Truck parking observations were conducted at this site on August 17, 2021 at approximately 10:15PM. The site consists of a dead-end turn-around (red), and former rest area (yellow), which is currently being used for FDOT maintenance staging. No parking signage is posted along the turn-around perimeter. There was no truck parking activity noted at this location during the time of observation.

The District One Truck Parking White Paper will include the N. River Road site as part of its gap analysis, and the location will be considered as a candidate for a future truck parking facility.

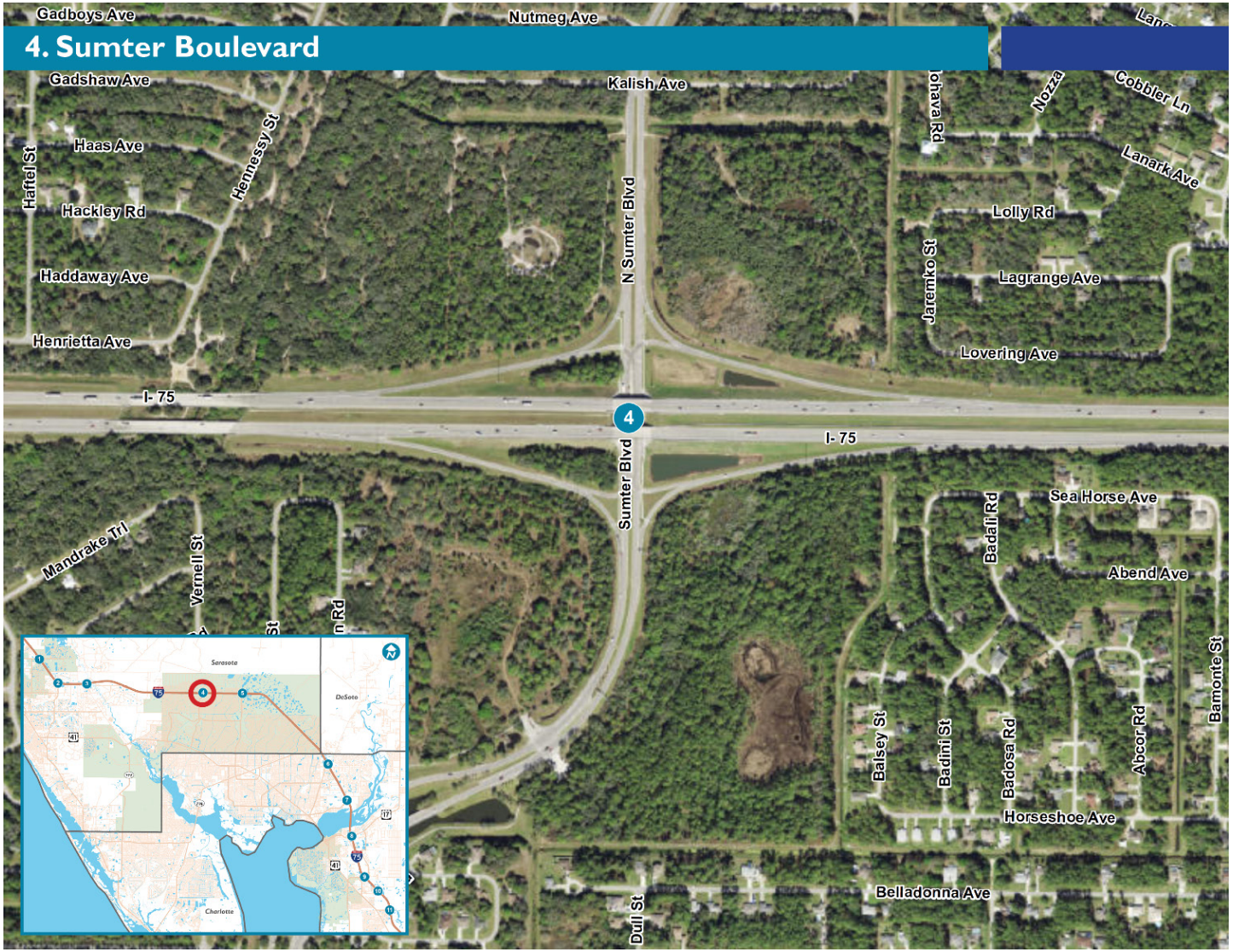
Figure 7: North River Road Truck Parking Observation Areas



I-75 and Sumter Boulevard

I-75 and Sumter Boulevard is exit number 182. The interchange is located in North Port, FL, and shown below in Figure 8. Truck parking observations were conducted at this site on August 17, 2021 at approximately 10:00PM. There was no truck parking activity noted at this location during the time of observation.

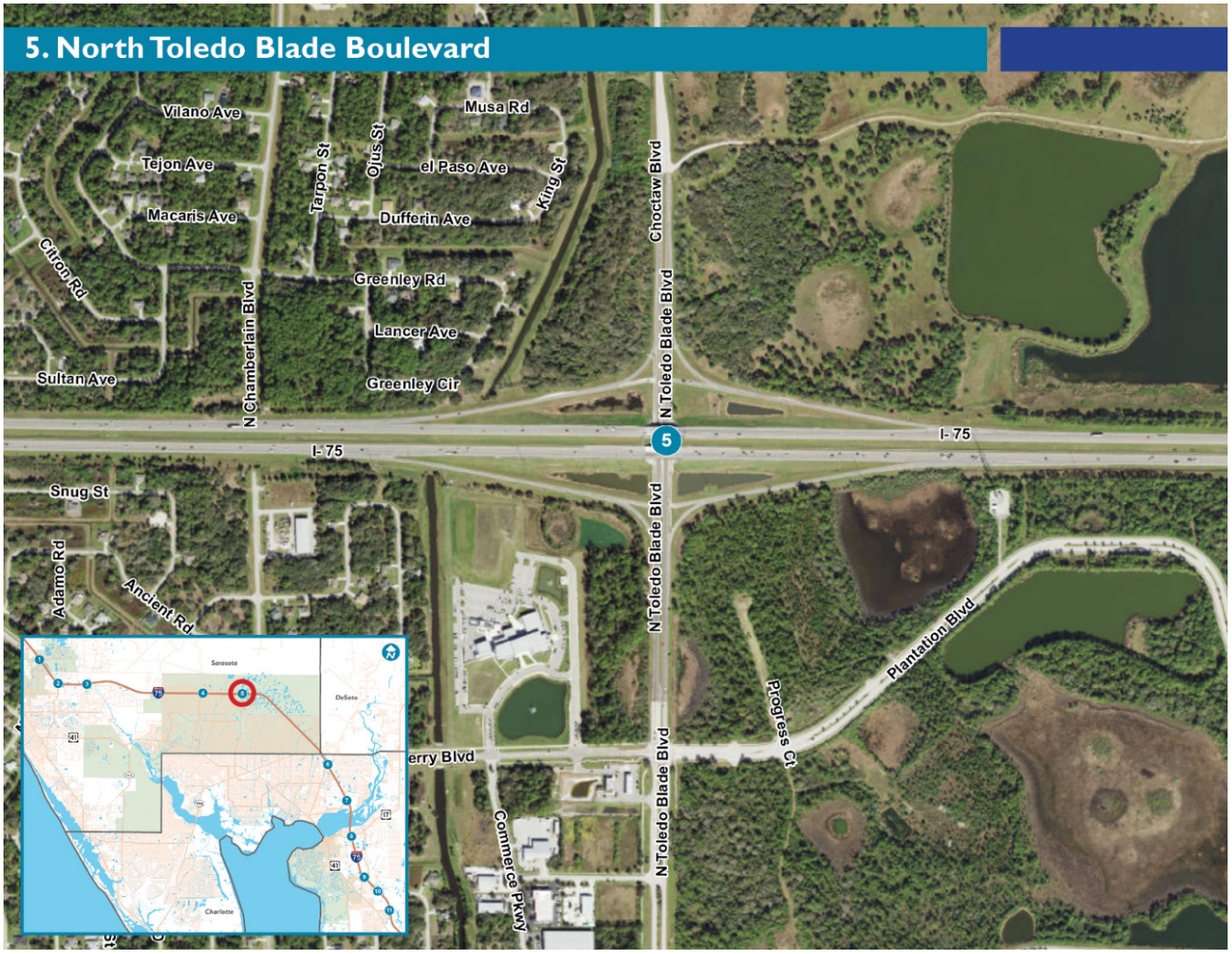
Figure 8: I-75 and Sumter Boulevard



I-75 and North Toledo Blade Boulevard

I-75 and North Toledo Blade Boulevard is exit number 179. The interchange is located in North Port, FL, and shown below in Figure 9. Truck parking observations were conducted at this site on August 17, 2021 at approximately 9:45PM. There was no truck parking activity noted at this location during the time of observation; however, these conditions may change upon the completion of two distribution center complexes south of the interchange. Truck traffic impacts resulting from this development are unknown at the time of this report, but warrant future monitoring.

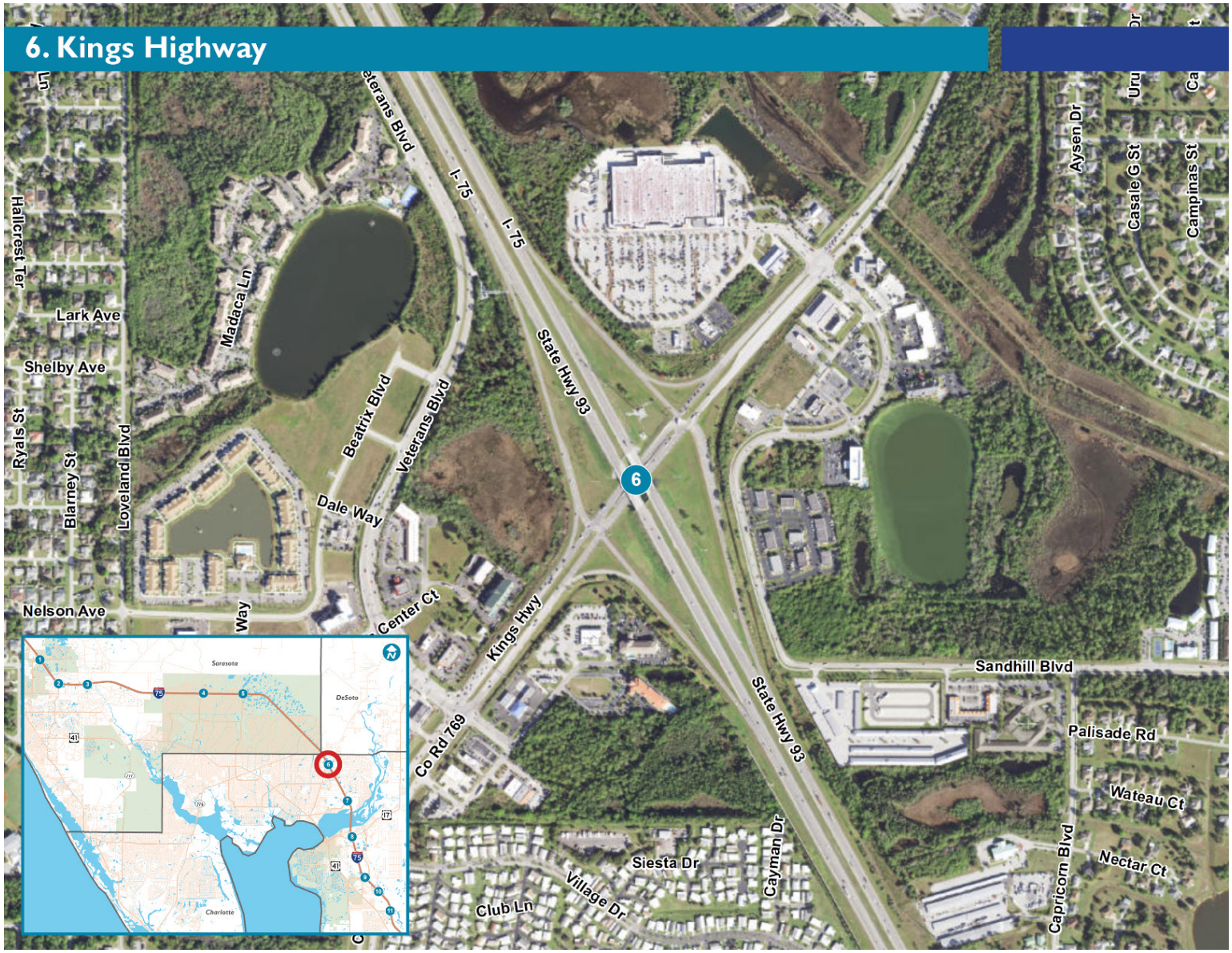
Figure 9: I-75 and N. Toledo Blade Boulevard Interchange



I-75 and Kings Highway

I-75 and Kings Highway is exit number 170. The interchange is located in Port Charlotte, FL, and shown below in Figure 10.

Figure 10: I-75 and Kings Highway Interchange



Truck parking observations were conducted at this site on August 17, 2021 at approximately 9:00PM. Truck parking was observed at the Walmart Supercenter, located north of the interchange. Four trucks were observed to be parked at this location. Figure 11 shows the location of Walmart (yellow), and depicts where truck parking was occurring in the parking lot (red). The following notes were taken during a conversation with a truck driver parked at the Walmart. The driver was headed from Hialeah, FL to an auto dealership in Tampa, FL:

Figure 11: Walmart Truck Parking at Kings Highway

- The driver previously tried to park at the Pilot station located south off I-75 and Jones Loop Road at 6:00PM that evening, but that lot was already full
- He chose the Walmart as an alternative, because this was one of the last remaining parking locations heading north to Tampa that could accommodate the size of his trailer
- The driver mentioned that some Walmart locations will allow truck parking, and some will not; this Walmart does allow truck parking

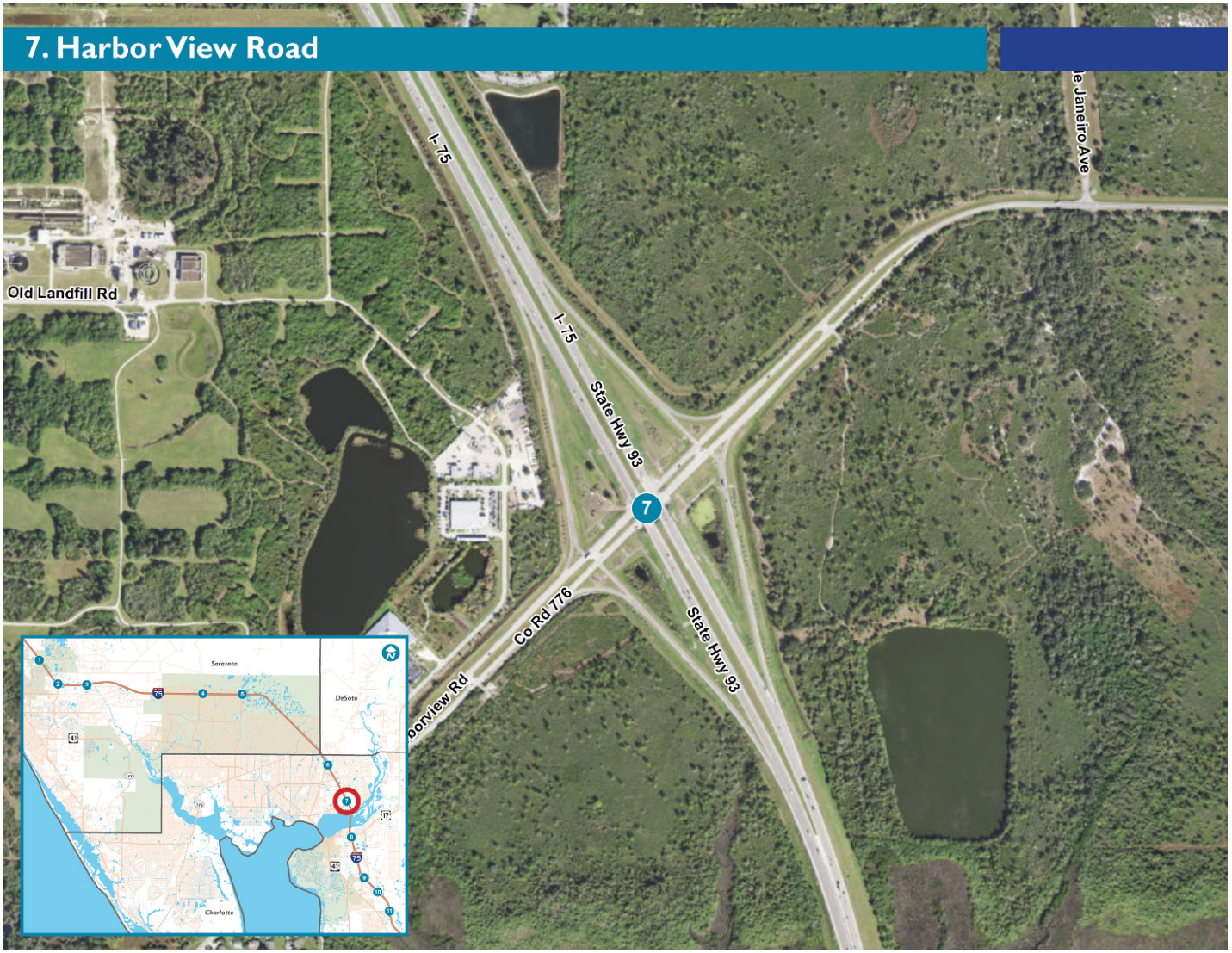
Figure 12: Truck Parked at Walmart off Kings Highway

Figure 13: Truck Parked at Walmart off Kings Highway

I-75 and Harbor View Road

I-75 and Harbor View Road is exit number 167. The interchange is located in Port Charlotte, FL, and shown below in Figure 14. Truck parking observations were conducted at this site on August 17, 2021 at approximately 8:30PM. There was no truck parking activity noted at this location during the time of observation.

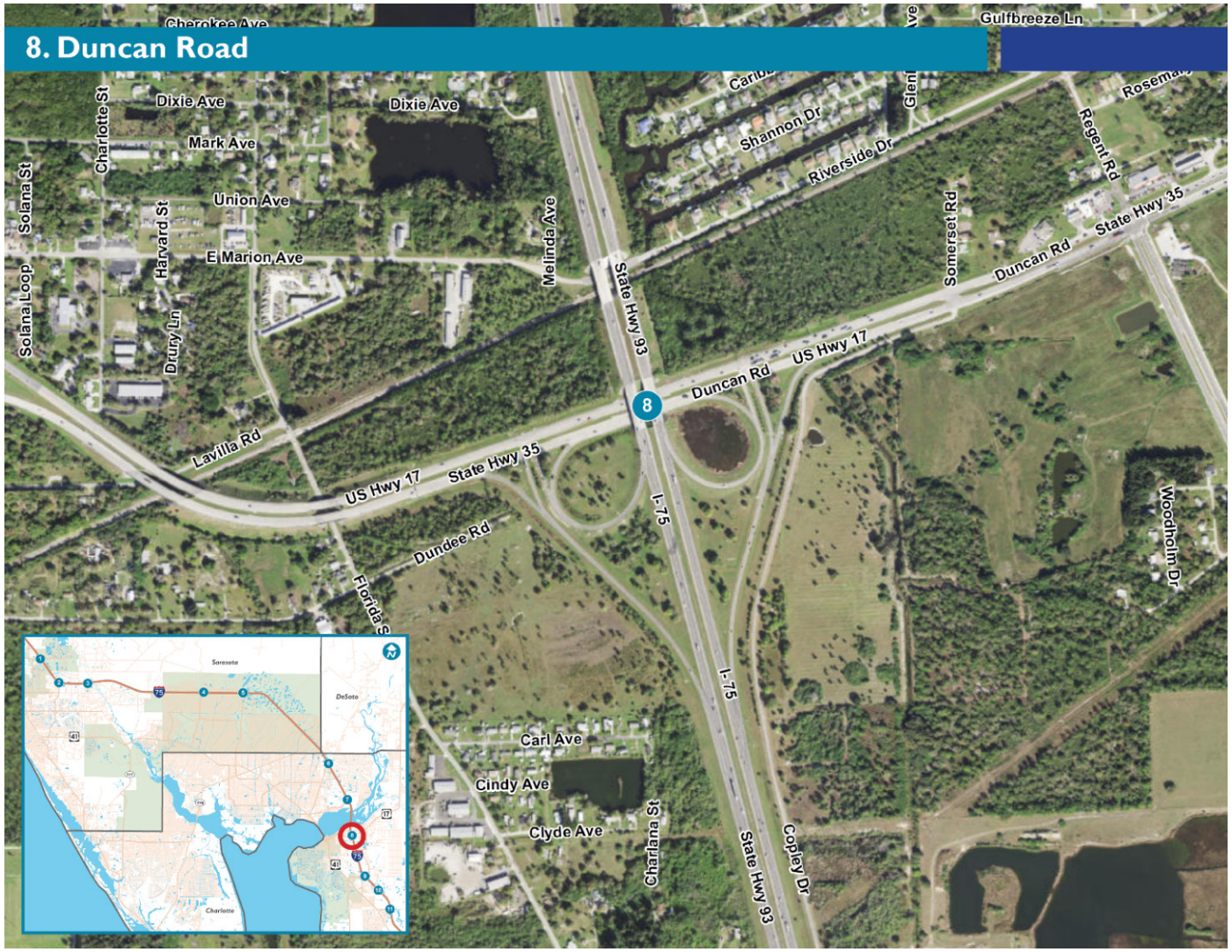
Figure 14: I-75 and Harbor View Road Interchange



I-75 and Duncan Road

I-75 and Duncan Road is exit number 164. The interchange is located in Punta Gorda, FL, and shown below in Figure 15. Truck parking observations were conducted at this site on August 17, 2021 at approximately 8:00PM. There was no truck parking activity noted at this location during the time of observation. Wal-Mart Distribution Center 7023 is located approximately 10 miles north of the Duncan Road interchange on US 17. Unauthorized parking occurs on the shoulder of the access road, from the highway, to the entrance gate of the distribution center.

Figure 15: I-75 and Duncan Road Interchange



I-75 and Jones Loop Road

I-75 and Jones Loop Road is exit number 161. The interchange is located in Punta Gorda, FL, and shown below in Figure 16. The Punta Gorda Airport as well as facilities for Cheney Brothers, Inc. and Southeastern Freight Lines are all located within two-miles of the interchange. Truck parking observations were conducted at this site on August 17, 2021 at approximately 6:00PM.

Figure 16: I-75 and Jones Loop Road Interchange

There is a high volume of truck parking occurring at multiple lots approximately 0.4 miles west of the interchange. The first observed location, shown in red as part of Figure 17, is a dirt lot behind a Waffle House (9902 Mac Drive, Punta Gorda, FL 33950). Twenty-one trucks were parked in this lot, which was at capacity. The second truck parking area, shown in yellow as part of Figure 17, is located directly west of the first lot, behind a Burger King (26500 Jones Loop Road, Punta Gorda, FL 33950). There was a sign at the lot entrance stating the lot was for Sunoco and Burger King trucks and trailered vehicles only; however, during the site visit, there were 20 trucks parked at the lot, which was also at/near capacity. The Burger King lot is not listed on the official inventory provided in the Statewide Truck Parking 2020. This may be due to the fact that there are parking restrictions as described on the aforementioned signage, but during observations, it appeared that not all trucks parked at the lot were affiliated with Sunoco or Burger King.

Figure 17: Jones Loop Road Waffle House and Burger King Truck Parking Lots

Figure 18: Truck Parking Behind Waffle House on Jones Loop Road

Figure 19: Signage at Truck Parking Lot behind Burger King on Jones Loop Road

The third truck parking location off of Jones Loop Road is a Pilot Travel Center located approximately 0.4 miles west of the I-75 interchange. Designated truck parking, shown in red as part of Figure 19, is provided in a paved lot directly adjacent (southeast) to the gas station. There were 33 trucks parked in the lot during the site visit, which was near capacity. Figures 20-21 show conditions at the Pilot station at the time of the site visit.

Figure 20: Pilot Travel Center Truck Parking on Jones Loop Road

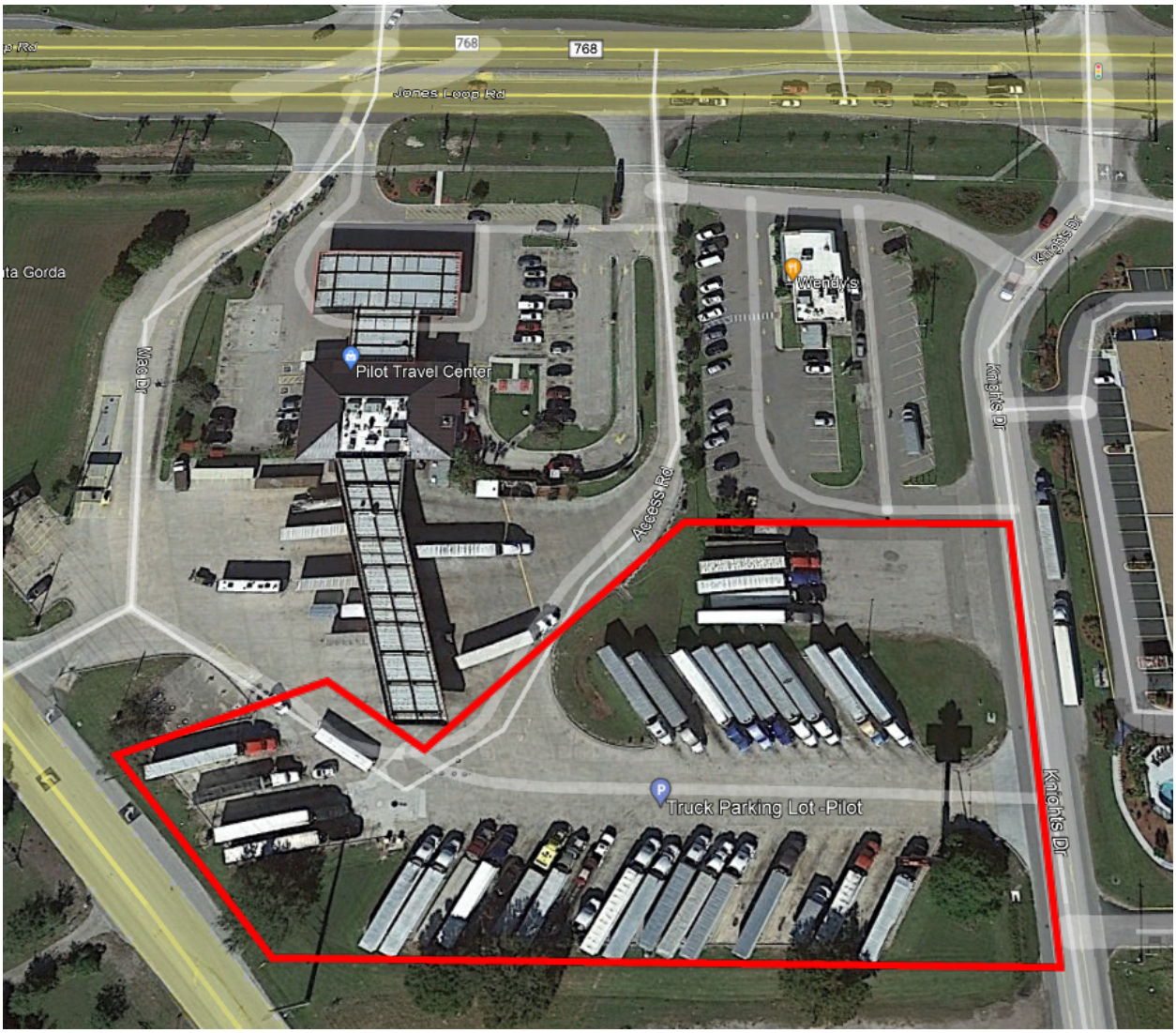


Figure 21: Trucks Parked at the Pilot Travel Center

Figure 22: Trucks Parked at the Pilot Travel Center

Immediately adjacent (east) of the Jones Loops Road and I-75 interchange, and shown in red as Figure 23 below, is a Charlotte County rest area that is no longer in use, with the exception of driver training for the Charlotte County Sheriff's Department. Figure 24 shows a view of the lot's entrance from Jones Loop Road. Given the high volume of truck parking activity occurring in close proximity to the Jones Loop Road interchange, this site is a strong candidate for a publicly-offered truck parking facility. The District One Truck Parking White Paper will include the N. River Road site as part of its gap analysis, and the location will be considered as a candidate for a future truck parking facility.

Figure 23: Jones Loop Road Rest Area

Figure 24:View of Lot Entrance from Jones Loop Road

I-75 Weigh Station South of Jones Loop Road Exit

Truck parking observations were conducted at this site on August 17, 2021 at approximately 4:30PM. This weigh station (Figure 25) is located approximately 1.5 miles south of the Jones Loop Road exit on I-75, and 1.7 miles north of the Tuckers Grade exit.

Figure 25: I-75 Weigh Station South of Jones Loop Road Exit

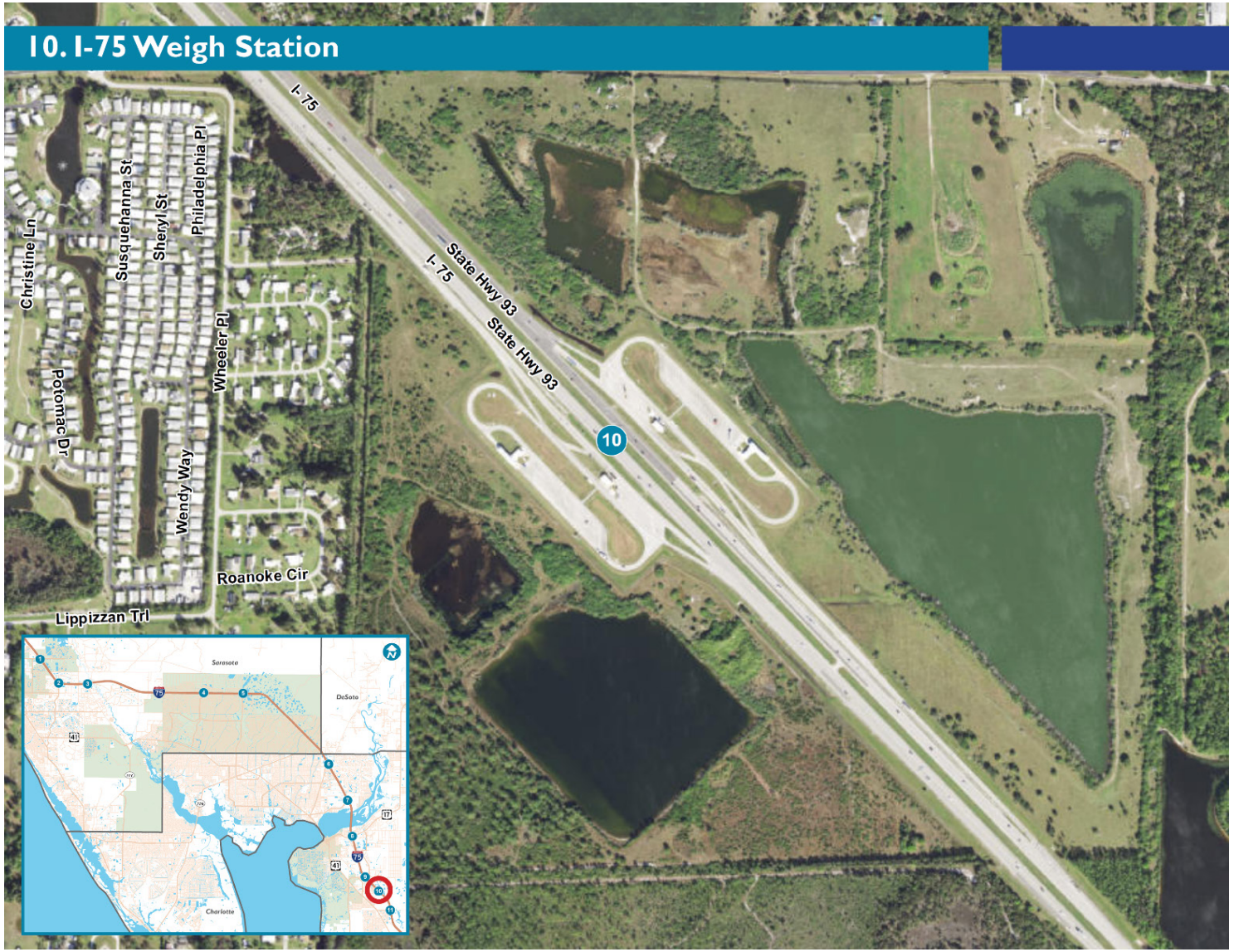


Figure 26 shows a total of 46 (23 northbound/23 southbound) overnight truck parking spaces (red), and 20 (10 northbound/10 southbound) short-term truck parking spaces (yellow). At the time of observation, no overnight truck parking spaces were utilized at the southbound station. Restrooms and vending machines are available at both facilities. Weigh station staff relayed the following:

- Overnight truck parking spaces are being used more frequently over the course of the last year
- There has been in increase in truck parking following the installation of signage along I-75 displaying the number of truck parking spaces currently available at the facility

Figure 26: I-75 Weigh Station South of Jones Loop Road Exit Truck Parking Spaces

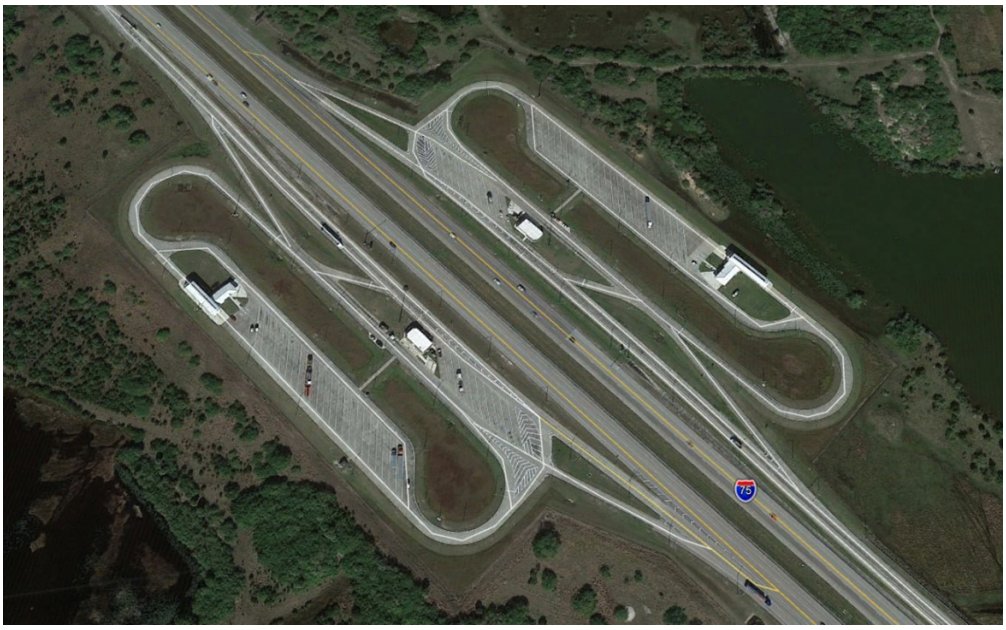
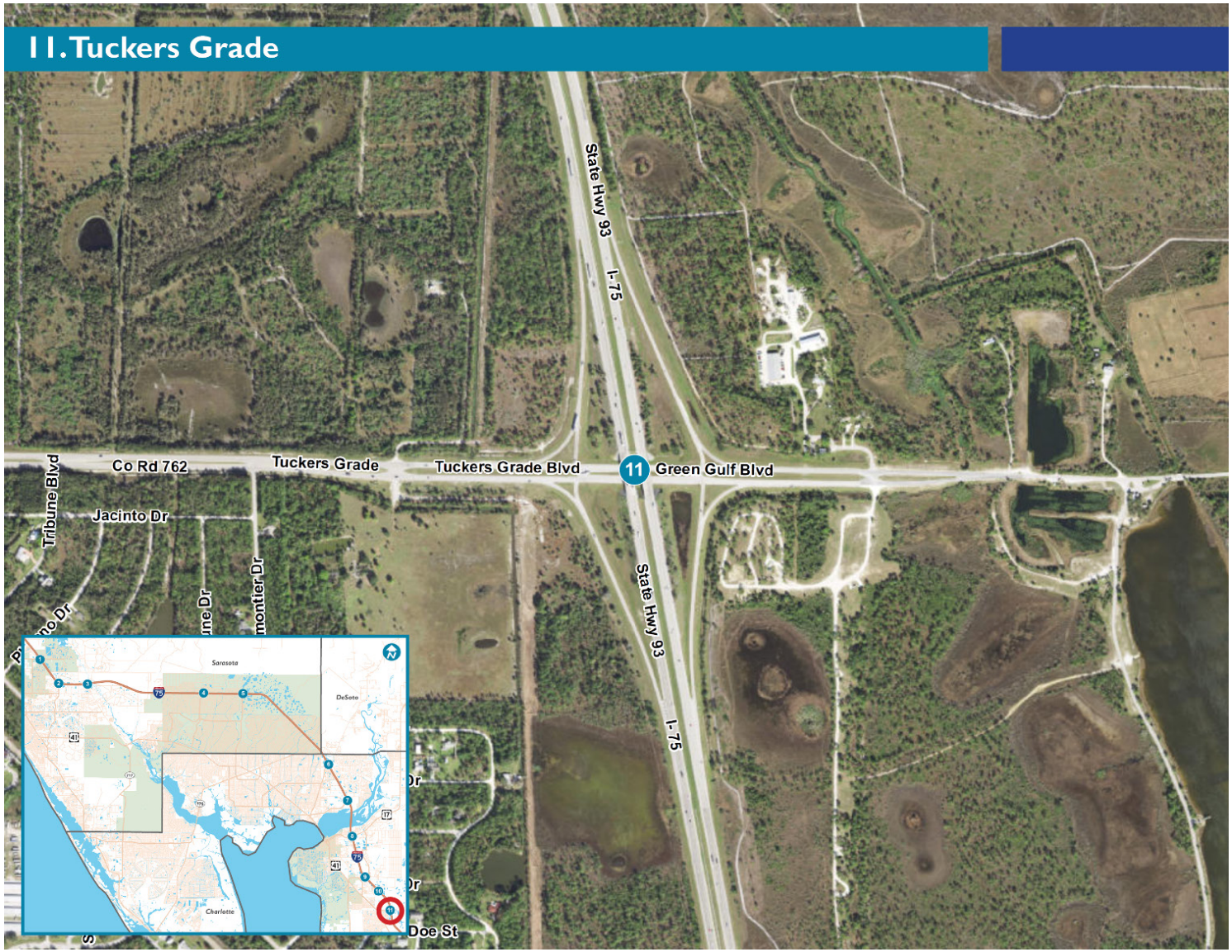


Figure 27: Truck Leaving the Southbound Weigh Station

I-75 and Tuckers Grade

I-75 and Tuckers Grade is exit number 158. The interchange is located in Punta Gorda, FL, and shown below in Figure 28. Truck parking observations were conducted at this site on August 17, 2021 at approximately 5:30PM. There was no truck parking activity noted at this location during the time of observation.

Figure 28: I-75 and Tuckers Grade Interchange



Appendix B: Truck Parking Ordinances

A compilation of general parking/overnight parking/truck parking ordinances was provided as part of the 2017 District One Freight Truck Parking Inventory. That research is referenced below, to include updates as needed, via this White Paper. There are currently four cities in the District that restrict or disallow truck parking (Arcadia, Clewiston, Lakeland, and Wauchula).

Manatee County

Motor vehicle means every motorized device, in, upon or by which any person or property is or may be transported or drawn upon a street, road, highway, including but not limited to, automobiles, motorcycles, mopeds, trucks, sport utility vehicles, truck tractors, trailers and boats. The term shall not include devices used exclusively upon stationary rails or tracks.

Sec. 2-22-22. - Stopping, standing and parking prohibitions—Generally.

(a) No person shall stop, stand or park a motor vehicle for any purpose or length of time in any restricted parking area other than for the purpose for which parking in such area is restricted.

(b) No person shall stop, stand or park a motor vehicle upon a county road or in any parking area owned or controlled by the county for a continuous length of time in excess of forty-eight (48) hours.

(c) No person shall stop, stand or park a motor vehicle for any purpose or length of time within any area designated by a fire marshal to be a fire lane and marked as such.

(d) No person shall stop, stand or park a motor vehicle for any purpose or length of time in any portion of airport facilities and lands encompassing the territory comprising the area of control and regulation by the Sarasota-Manatee Airport Authority, unless otherwise officially designated as an area for stopping, standing or parking.

(e) On streets where parking spaces are officially indicated by signs or markings, parking shall be allowed only within such spaces and then only for the times officially indicated by such authorized signs.

(f) When authorized signs are erected indicating "no parking" on any designated side of any county road, or indicating any designated "no parking" area, no person shall park a motor vehicle in any such designated area.

(g) Upon those portions of streets which have been marked or signed for angle parking, vehicles shall be parked at the angle to the curb indicated by such markings or signs with the right front wheel against the curb, except that in places where stopping for the loading or unloading of materials is permitted, vehicles used for the transportation of materials may back into the curb to take on or discharge loads.

(h) No person shall stop, stand or park a motor vehicle in a manner that violates Section 316.1945, F.S.

Sec. 2-22-23. - Stopping, standing, and parking on grassed areas.

Unless expressly permitted by the county, it shall be unlawful for any person to stop, stand, park or operate any vehicle or do any act creating a public nuisance on improved grounds including parks, playgrounds, recreation areas or any other grassed areas owned or under the jurisdiction of the county.

Palmetto

No freight truck parking ordinances

Polk County

Sec. 10.3-18. - Additional parking regulations.

(1) Except as otherwise provided in this section, every vehicle stopped or parked upon a two-way roadway shall be so stopped or parked with the righthand wheels parallel to and within twelve (12) inches of the righthand curb or edge of the roadway.

(2) Except when otherwise provided, every vehicle stopped or parked upon a one-way roadway shall be so stopped or parked parallel to the curb or edge of the roadway, in the direction of authorized traffic movement, with its righthand wheels within twelve (12) inches of the righthand curb or edge of the roadway, or its left wheels within twelve (12) inches of the left hand curb or edge of the roadway;

(3) Except when loading or unloading passenger(s), property, livestock, or actively engaged in the harvest of agricultural products, no person shall park or store a vehicle that has a payload capacity exceeding two (2) tons on rights-of-way in unincorporated Polk County. As used herein, right-of-way shall include the complete area within the boundary lines of land designated for use by the public, for vehicular or pedestrian travel including; without limitation, streets, roadways, deceleration lanes, shoulders, berms, medians, bridges, sidewalks, bike paths, road side drainage areas, ditches, curbs and gutters. This prohibition shall not apply to the parking of emergency vehicles when responding to emergency, utility vehicles when working on utility, governmental vehicles when providing a governmental service and/or law enforcement vehicles.

Bartow

No freight trucking ordinances

Lakeland

5.17.3.6 Parking of Commercial Vehicles and Commercial Trailers Regulated It shall be unlawful for any person to park any commercial vehicle or commercial trailer overnight on any residentially zoned, commercial or industrial zoned tract, lot, piece or parcel of land within the city, except: a. One commercial vehicle per dwelling unit shall be permitted provided each of the following requirements is met: 1. The Gross Vehicle Weight Rating

(GVWR) of the commercial vehicle is less than 12,500 pounds. 2. The commercial vehicle is less than 80 inches wide. 3. The commercial vehicle is less than 26 feet in length. 4. The commercial vehicle has only two axles on the road. 5. The commercial vehicle is not equipped with air brakes, refrigeration equipment, hydraulic lifts, cranes, loading ramps, or similar equipment. b. Section 36.03.10.06 a. notwithstanding, the following commercial vehicles shall be prohibited on all residentially zoned tracts, lots, pieces or parcels of land within the city: 1. Semi-trucks and/or trailers, either as one unit or separately; 2. Wreckers and tow trucks; 3. Box trucks; 4. Dump trucks; 5. Bucket trucks. c. Any vehicle owned by a public or private utility provider, when used in the event of emergencies requiring immediate attention, shall be exempt from the requirements of this section.

Lake Wales

No freight trucking ordinances.

Hardee County

Wauchula

Sec. 19-3 - Commercial motor vehicle traffic regulated.

(a) All commercial motor vehicles are hereby prohibited from traveling on streets with a 25 miles per hour or less speed limit in the City. Any persons violating this section shall be subject to a fine of $25.00 per occurrence.

(b) All City, County, State and emergency vehicles or any vehicles performing municipal functions are exempt from the provisions of this section.

(c) Occasional nonrecurring uses, such as for construction and for home or business deliveries shall be permitted.

(Code 1982, § 19-4; Ord. No. 2016-10, § 2(Exh. A), 8-8-16)

Sec. 19-16. - Parking tractor-trailers or semi-trailers at night.

It shall be unlawful to park any tractor-trailer or semi-trailer, whether connected, disconnected or separated, upon the alleys, streets, highways, or in residential districts within the City during the nighttime. "Tractor-trailer" or "semi-trailer" as used herein shall mean any trailer designed to be drawn by a truck tractor. This shall not prohibit the parking of vehicles or trailers upon private property in commercial or industrial districts but shall apply only to the parking of said vehicles upon the alleys, streets, highways, or residential districts within the City.

(Code 1982, § 19-17; Ord. No. 2016-10, § 2(Exh. A), 8-8-16)

Note— See editor's note, § 19-13.

Sec. 19-13. - Removal of violating vehicles.

The City shall have the right to remove any vehicles parked in violation of this article. The City shall require the owners of such vehicles to pay all expenses in connection with such removal, in addition to the penalty for violation of this article, as a condition to obtaining possession of such vehicle.

Highlands County

Motor vehicle shall mean any self-propelled vehicle not operated upon rails or guideway, but not including any bicycle, motorized scooter, electric personal assistive mobility device, or moped.

Vehicle shall mean any device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

Parking Space Requirements

12. Terminal Uses – Parking Spaces Required

- Truck Terminals: 1 space per 1,000 square feet GFA of warehouse are. In addition, 1 space per 400 square feet GFA of office areas, plus 1 space of each company vehicle used on site.

Sec. 11-52. - Stopping, standing or parking prohibited in certain places.

Within the unincorporated area of the county, except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a law enforcement officer or official traffic control device, no person shall:

(3) Park a vehicle, whether occupied or not, except temporarily for the purpose of, and while actually engaged in, loading or unloading merchandise or passengers:

a) Within 50 feet of the nearest rail of a railroad crossing
b) At any place where official signs prohibit parking

Sec. 2-22-57. - Sound emission standards and limitations.

(a) No person shall operate, or permit or cause to be operated, a motor vehicle, motorcycle or motor-driven cycle off of a public right-of-way without a muffling device as effective as that installed as original equipment by the manufacturer of that type vehicle.

(b) No person shall operate, or permit or cause to be operated, a motor vehicle, motorcycles and motor-driven cycles, at any time or under any condition off the public right-of-way, regardless of load, grade, acceleration or deceleration in such a manner as to generate a sound level in excess of seventy-eight (78) dBA at the point of measurement.

(c) The provisions of this section shall apply to all motor vehicles, motorcycles or motor-driven cycles, whether or not duly licensed and registered, including, but not limited to, commercial or noncommercial racing vehicles, go-carts and dune buggies.

(Ord. No. 79-5, §§ 1, 3, 4-24-79)

Avon Park

No freight truck parking ordinances.

Lake Placid

No freight truck parking ordinances.

Sebring

No freight truck parking ordinances

DeSoto County

Sec. 14-19. - Recitals.

(a) The Board of County Commissioners has determined that it is in the best interest of the residents of the County to regulate parking of vehicles in violation of F.S. § 316.1951, within unincorporated areas of the County.

(b) Local governments are authorized to adopt an ordinance to allow the towing of a motor vehicle that is in violation of F.S. § 316.1951.

(c) There is a valid public purpose and it is in the public interest to regulate parking of motor vehicles for certain purposes and in certain locations in order to, among other things, maintain open streets and rights-of-way, minimize interference with moving vehicles, limit motor vehicle title concerns, promote accurate recordkeeping of vehicle ownership and transactions, and minimize interference with licensed motor vehicle dealers.

Arcadia

Sec. 98-36. - Parking on street at night.

(a) It shall be unlawful between sunset and sunrise for any person to park any motor vehicle upon any of the streets within the city limits unless parking is designated by signs stating "Parking" or by paint stripes on the streets showing parking places.

(b) Any person who violates this section shall on the first offense be issued a written warning.

(c) Any person who violates this section within a period of six months of having received a written warning shall be punished as set forth in section 1-12.

(d) If any person violates this section for a third time within one year of having received a written warning, then, in addition to the penalties set forth in subsection (c) of this section, the vehicle in violation will be towed at the owner's expense.

(e) The enforcing official may invoke any or all provisions of this section as needed to achieve compliance.

(f) Any law enforcement officer in this state duly sworn to enforce the laws of the state may enforce this section.

(Ord. No. 860, § 1(28-24), 4-1-1997)

Sec. 98-37. - Overtime parking.

It shall be unlawful for the operator of a vehicle to park such vehicle continuously or to cause such vehicle to be continuously parked for a period greater in time than that marked on an official sign or marker establishing a time limit at such place; however, the time limits specified on any such marker or sign shall be in effect from 8:00 a.m. to 5:00 p.m. on all days except Sundays and legal holidays.

Section 3.12.00. - Parking of trucks and commercial vehicles.

A. Parking restrictions.

1. In residentially zoned areas, trucks and commercial vehicles with a rated capacity over one and one-half tons shall not be parked on private or public lands. Public lands include street rights-of-way.
2. Trucks and commercial vehicles over one and one-half tons in rated capacity may be parked in designated truck and commercial vehicle parking areas located in C-1, M-1, and M-2 zoning districts.
3. The city council may designate truck and commercial vehicle parking areas within the city.
4. Parking of trucks and commercial vehicles over one and one-half tons is prohibited in areas of the city not specifically posted "Truck and Commercial Vehicle Parking Permitted."

B. Penalty; enforcement.

1. The penalty for violation of any provision of this section shall be in accordance with Municipal Code section 1-12.
2. In addition to the penalty provided for in Municipal Code section 1-12, violators of any provision of this section will on the first offense be issued a written warning.
3. For the second offense located on the same property, the violator will be issued a notice to appear in the county court.
4. For the third offense located on the same property, in addition to the penalty provided for in Municipal Code section 1-12, the vehicle in violation will be towed at the owner's expense. At the direction of the city, a licensed wrecker company will be called to tow the vehicle in violation to the wrecker company storage lot. The owner of the vehicle in violation must pay all tow fees.
5. The enforcing official may invoke any or all provisions of this section as needed to achieve compliance.
6. Any law enforcement officer in this state duly sworn to enforce the laws of the state may enforce this section.

Sarasota County

(c) **Parking of Commercial and Residential Vehicles in Residential and Open Use Districts.**

(1) The intent of this section is to prohibit the parking and storage in residential or open use districts of vehicles that are primarily used for commercial purposes, or are inappropriate in residential districts due to their weight, size or length, unless the use and parking of such vehicles is identified in Section 124-76(a) or (b), as a permitted, limited or special exception use.

(2) Prohibited Commercial Vehicles, Commercial Trailers, and Construction Equipment. In any residential district, the storage or overnight parking (off-street or on-street) of any of the following commercial vehicles shall be prohibited, except as allowed in Section 124-76(a) or (b):

a. Semi-truck or trailer;
b. Dump truck;
c. Wreckers;

d. Bucket trucks;
e. Construction equipment, including but not limited to, front end loader, bulldozer, skid steer, or ditch digger, with the sole exception of construction equipment parked during the tenure of construction;
f. Tractors;
g. Trucks with stake beds;
h. Box trucks;
i. Vehicles converted for the sale of food; and
j. Any commercial vehicle that is in excess of 6,000 pounds empty vehicle weight. The parking, servicing, repair and storage of trucks, buses, vans, tractor trailers in excess of 6,000 pounds vehicle empty weight, as listed on the vehicle registration form, is prohibited in the any residential or open use district except that on residential or open use parcels of one acre or greater outside the urban service boundary, the empty weight of a personal vehicle shall not exceed 7,500 pounds. This vehicle empty weight restriction shall not apply to licensed recreational vehicles. Trailers are considered single-axle or double-axle platforms complete with towing tongues for the purposes of hauling items. Trailers may be open or enclosed; however, removable walls are to be included in trailer weight. The trailer empty weight shall not exceed 2,500 pounds as listed on the trailer registration form.

Sarasota

Sec. 33-108. - Parking prohibited at all times at certain places.

No person shall park a vehicle at any time on any of the following parts of streets, sidewalks or sidewalk areas, where signs are erected giving notice thereof:

(1) In front of a theater entrance;
(2) In front of the entrance or exit of a hotel;
(3) In front of the entrance to any building where, in the opinion of the city engineer, parking should be prohibited for public safety.
(4) Within a public park in the city outside of those areas which have been specifically designated and reserved for vehicular parking purposes.

Sec. 33-109. - Parking trucks or trailers in residential districts and parking buses in front of houses.

a. It shall be unlawful for any person owning or having possession, custody, or control of any truck or trailer as defined in F.S. § 316.003 to park the same upon any street or highway in any residential district of the city; provided, that the provisions of this section shall not apply to:
1. Any truck or trailer which has a gross weight of less than three-fourths ton.
2. Any truck or trailer temporarily parked for the purpose of performing any public or private work for or on behalf of any person in any such residential district.
4.
b. It shall be unlawful for any person owning or operating any bus to cause the bus to stop, stand, or park upon any street in front of a house with the motor turned on. The provisions of this paragraph shall apply solely to all of the streets on St. Armand's Key and Lido Key. It shall be unlawful for any person owning or operating any bus to cause the bus to stop, stand, or park upon the following street on St. Armand's Key with the motor turned on: the south side of Ringling Boulevard between the intersection of Polk Drive on the west and the intersection of Washington Drive on the east. For purposes of this paragraph, the following definitions shall apply:
5.
1. Bus: Any motor vehicle designed for carrying more than ten (10) passengers and used for the transportation of persons.
2. Stop, stand or park: The stoppage of a bus, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in the expeditious loading and unloading of passengers and excluding

the stopping of a bus required to comply with a traffic-control device.

3. In front of a house: Shall mean not only directly in front of a house on the same side of the street as the house, but also across the street from the house or along a median located in front of a house.

Sec. 33-111. - Stopping, standing or parking in alleys.

a. No person shall stop, stand or park a truck or other service vehicle within an alley in a business district, except for the expeditious loading or unloading of materials, and in no event for a period of more than sixty (60) minutes.
b. No person shall stop, stand or park a private passenger vehicle within an alley in a business district, except for the expeditious loading and unloading of materials, and in no event for a period of more than thirty (30) minutes.
c. No person shall stop, stand or park any vehicle in any alley in such a manner or under such conditions as to lease available less than ten (10) feet of the width of the roadway for the free movement of vehicular traffic.
d. No person shall stop, stand or park a vehicle within an alley in such position as to block the driveway or entrance of any abutting property.

Sec. 33-114. - Stopping, standing or parking in freight curb loading zone.

a. No person shall stop, stand or park a vehicle for any purpose or length of time, other than for the expeditious unloading and delivery or pickup and loading of materials, in any place marked as a freight curb loading zone during hours when the provisions applicable to such zones are in effect. In no case shall the stop for loading and unloading of materials exceed thirty (30) minutes.
b. The driver of a vehicle may stop temporarily at a place marked as a freight curb loading zone for the purpose of and while actually engaged in loading or unloading passengers, when such stopping does not interfere with any motor vehicle used for the transportation of materials which is waiting to enter or about to enter such zone.

Charlotte County

No freight trucking ordinances.

Glades County

Sec. 125-212. - Parking of certain vehicles in residential districts.

b) Commercial vehicles or equipment shall not be parked or stored in any residential district unless engaged in a construction service operation on the site, or, unless parked within an enclosed structure sufficient to screen it from view from an adjacent property. No maintenance or repair of commercial vehicles parked within an enclosed structure as permitted by this subsection shall be allowed. Operation of commercial vehicles parked within an enclosed structure as permitted by subsection (a) of this section shall not operate in a manner to cause a nuisance.

Hendry County

Clewiston

Sec. 70-49.– Overnight freight truck parking prohibited in specified places, moving illegally parked vehicles; authority of officers; penalty for violation. (5) Park either a truck with a chassis capacity greater than two tons, or a commercial trailer, or both, in use districts R1-A, R-1B, R-1C, R-2, R-3, RM-1 and RM-2, or IU except on a temporary basis for loading and unloading, or in connection with the construction of a building on such property, and excepting further that such a truck or commercial trailer may be parked in such district if parked within a totally enclosed building.

La Belle

No freight truck parking ordinances.

Moore Haven

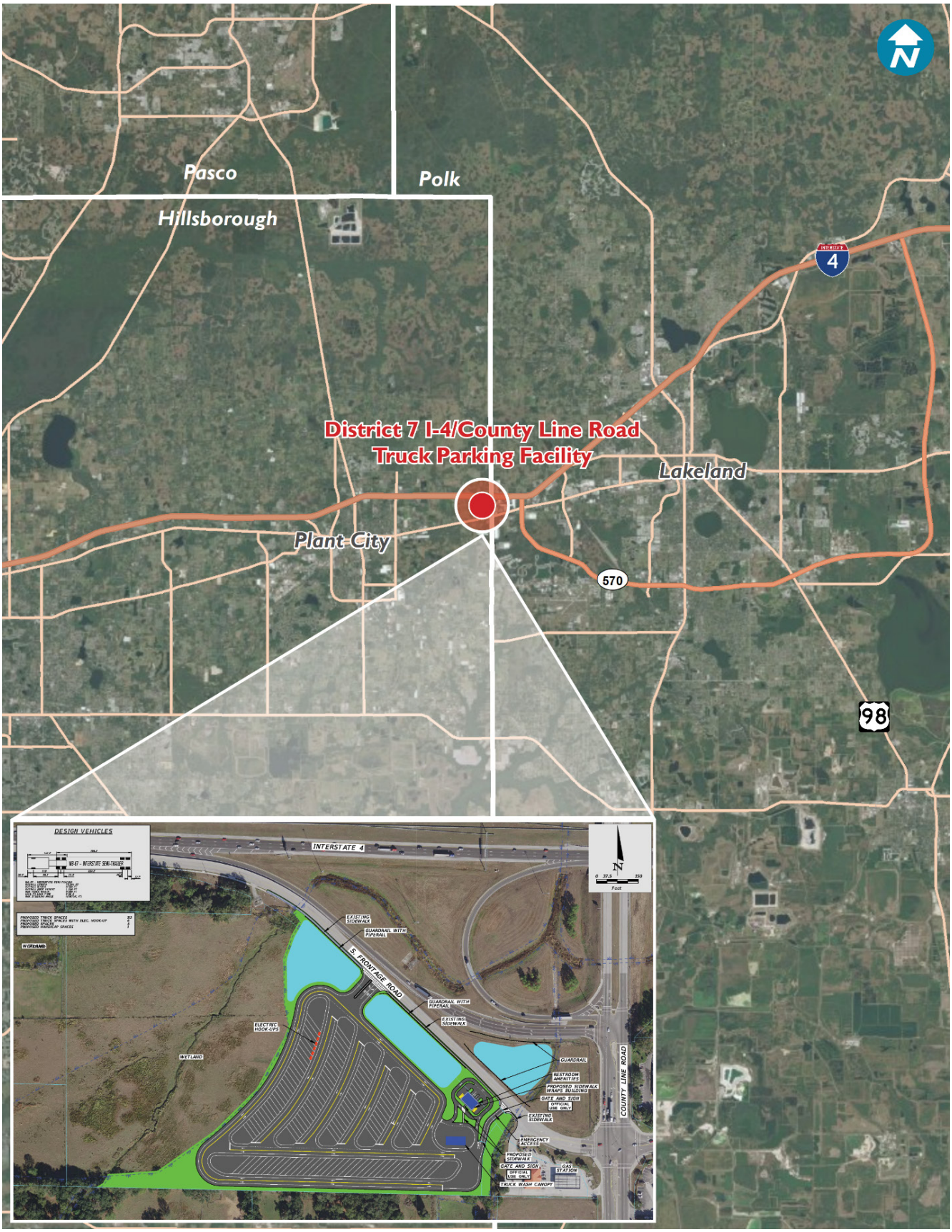
No freight trucking ordinances.

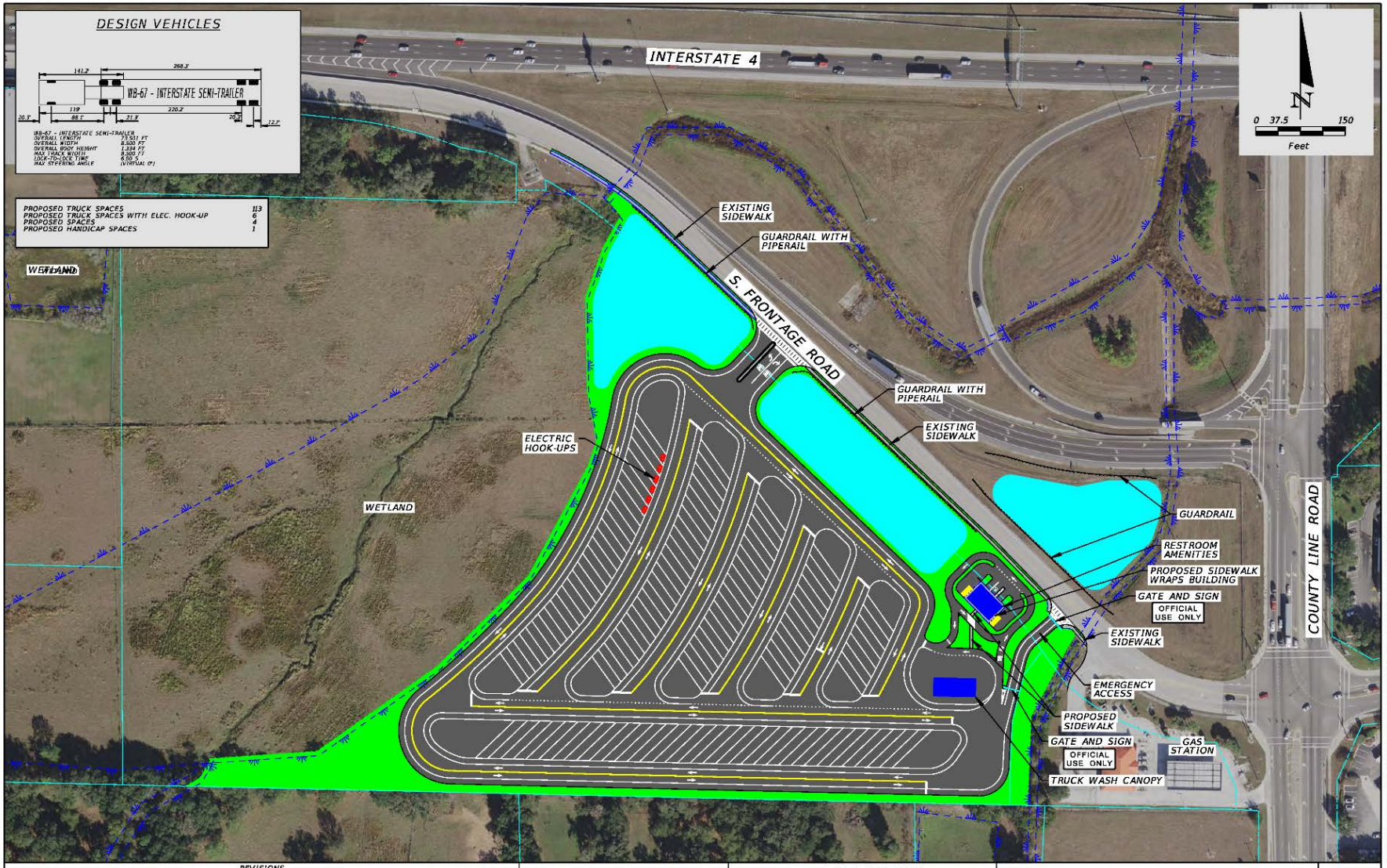
Lee County

Ft. Myers

No freight truck parking ordinances.

Appendix C: FDOT District 7 I-4 Truck Parking Facility Location Map, Site Concept Design, and Project Fact Sheet


Pasco
Polk
Hillsborough
District 7 I-4/County Line Road
Truck Parking Facility
Lakeland
Plant City
570
98
4
DESIGN VEHICLES
INTERSTATE 4
S. FRONTAGE ROAD
COUNTY LINE ROAD
WETLAND
ELECTRIC HOOK-UPS
GUARDRAIL
RESTROOM AMENITIES
GATE AND SIGN
EXISTING SIDEWALK
EMERGENCY ACCESS
PROPOSED SIDEWALK
GAS STATION
TRUCK WASH CANOPY


DESIGN VEHICLES
WB-67 - INTERSTATE SEMI-TRAILER
PROPOSED TRUCK SPACES 113
PROPOSED TRUCK SPACES WITH ELEC. HOOK-UP 6
PROPOSED SPACES 4
PROPOSED HANDICAP SPACES 1
INTERSTATE 4
EXISTING SIDEWALK
GUARDRAIL WITH PIPERAIL
S. FRONTAGE ROAD
GUARDRAIL WITH PIPERAIL
EXISTING SIDEWALK
ELECTRIC HOOK-UPS
WETLAND
WETLAND
GUARDRAIL
RESTROOM AMENITIES
PROPOSED SIDEWALK WRAPS BUILDING
GATE AND SIGN
OFFICIAL USE ONLY
EXISTING SIDEWALK
COUNTY LINE ROAD
EMERGENCY ACCESS
PROPOSED SIDEWALK
GATE AND SIGN
OFFICIAL USE ONLY
GAS STATION
TRUCK WASH CANOPY
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Feet
THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.
REVISIONS
DATE DESCRIPTION DATE DESCRIPTION
3/2/21 DRAFT
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1000 N. ASHLEY DRIVE SUITE 400
TAMPA, FLORIDA, 33602
VENDOR No. 59-2929811
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ROAD NO. COUNTY FINANCIAL PROJECT ID
HILLSBOROUGH TBD
SITE CONCEPT
SHEET NO.
1
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Florida Department of Transportation District 7

I-4 Truck Parking Facility

GRANT TYPE
Infrastructure For Rebuilding America (INFRA)

PROJECT TYPE
Urban

PROJECT NAME
I-4 Truck Parking Facility

APPLICANT/ PROJECT SPONSOR
FDOT District 7

GRANT REQUEST
$15 million

NON-FEDERAL FUNDING
$10 million

TOTAL PROJECT COST
$25 million

PROJECT LOCATION
Tampa, FL

WAS A BUILD OR INFRA APPLICATION FOR THIS PROJECT SUBMITTED PREVIOUSLY?
No

PROJECT DESCRIPTION

The I-4 Truck Parking Facility will construct a new bi-directional truck parking lot off the I-4 at County Line Road interchange on the border of Hillsborough and Polk Counties in west central Florida. Currently the entire I-4 corridor has 90 public truck parking spots from Tampa to Daytona. This new facility will more than double that amount by adding 120 truck parking spots.

This project has multiple components that aim to provide high quality of service for truck drivers utilizing this facility. Sidewalk connections are included with this project to provide access to nearby amenities such as restaurants and hotels. Ramp improvements to provide better freight mobility for trucks accessing this facility and the 15 million square feet of logistics related development along County Line Road are also included, as are minor operational improvements to County Line Road. Once completed the new facility will include connections to the statewide Truck Parking Availability System to provide truck drivers with real time parking availability information.

FDOT recently completed advance acquisition of the 40 acres parcel for this project. No additional Right of Way is needed.

PROJECT LOCATION