

Meeting Summary

Project: District Five Truck Parking Study, Phase One

Subject: Stakeholder Meeting #2

Date: Friday, February 23, 2018

Location: FDOT Orlando Urban Office, 133 South Semoran Blvd, Orlando, FL 32807

Attendees: See Supplemental Item A for sign-in sheet and list of meeting attendees

The following is a summary of the stakeholder meeting for the District Five Truck Parking Study held on February 23, 2018 from 10:00 a.m. to 12:00 p.m. The meeting has held at the FDOT Orlando Urban Office. The meeting agenda is enclosed in Supplemental Item B.

- Jim Wikstrom, FDOT District Five Freight and Logistics Manager, welcomed the group and explained the purpose and focus of the districtwide Truck Parking Study. He then asked all meeting participants to introduce themselves. Following introductions, Jim introduced Alex Trauger, a consultant with HDR, who would present preliminary study findings, work to date, and moderate the stakeholder discussion.
- Alex Trauger (HDR) opened the presentation by providing national context and outlining the history of Jason's Law and its incorporation into federal transportation authorization bills (MAP-21 and the FAST Act). He then provided an overview of the study methodology and technical activities.
- During the course of the presentation and based on the format of the public meeting, questions and discussion took place throughout the presentation and an official public comment period was offered before the meeting was adjourned. The following is a summary of the meeting's discussion; questions are noted in **bold** text while responses and group discussion are in standard text.
 - **Jason's Law Comparative Analysis resulted in Florida's rank as 4th out of 48 states in terms of public to private parking space ratio. What does this number mean in terms of if this ranking as "good or bad"?** Mr. Alex Trauger clarified that the ratio was an indicator from the Jason's Law Survey and should not be used to compare parking demand to other states; rather the indicator demonstrates that private truck parking facilities provide a more significant number of parking spaces than public parking facilities within the state of Florida.
 - **The Online Stakeholder Survey asked "What factors guide your overnight parking location decision making?" and the answers shown on the slide state Safety and Proximity. Can you clarify that these aren't the only two factors?** Mr. Alex Trauger noted that the majority of respondents identified with "Safety" and "Proximity," however there were other factors noted which included "Cost" and "Amenities".

District Five Truck Parking Study

Stakeholder Meeting #2

- **Were participants of the Online Stakeholder Survey aware of existing truck parking locations in the area?** Mr. Alex Trauger replied that most semi-truck drivers are aware of the truck parking locations as well as the availability of a variety of online tools to locate these facilities. In addition, some of the facilities allow drivers to make reservations in advance for a fee. Mr. Alex Trauger also added that Florida's implementation of the Truck Parking Availability System (TPAS) will help promote information sharing and make drivers aware of truck parking space availability before arriving at the designated parking locations.
- **Can you clarify; do all Weigh-In-Motion (WIM) stations provide truck parking?** Mr. Alex Trauger responded that "static" weigh stations do not provide truck parking and that the location profiles created for the Study are for WIM stations which do offer truck parking.
- **I am aware District One completed their own Truck Parking Inventory Study, how does District Five compare to theirs?** Mr. Alex Trauger discussed how the final report will include an analysis to compare the efforts and results from the District One Truck Parking Study, as well as the District Four Truck Parking Study.
- **Based on the inventory efforts of this Study, it looks like rest areas are in close proximity to residential areas. Shouldn't there be stakeholders representing the public?** Mr. Alex Trauger replied that the purpose of Phase 1 of this Study is to provide an inventory and evaluation of the supply and demand at current truck parking locations within the District, assess usage at these locations, forecast future truck parking demand, and identify preliminary needs and recommendations to meet truck parking demand. A discussion of issues specific to the I-4 Longwood rest areas ensued; Mr. Alex Trauger suggested that these comments would be more appropriately made during the public comment period.
- **What definition are you using when you say "commercial vehicle"?** Mr. Alex Trauger clarified the truck type nomenclature and discussed the Study's data collection process, noting the classification count system that uses 13 vehicle types distinguished by the number of axles. He further noted that for purposes of the Study, vehicle class numbers 8 through 13 were termed "heavy" commercial vehicles which are tractor-trailers. Heavy trucks have four or more axles and a "tractor-trailer" configuration.
- During the observation findings section of the presentation, one meeting participant stated: We understand there is push back in some counties within the Study area, such as Seminole County and Volusia County, but it is important to remember the clothes we are wearing and all other consumer goods we purchase came by truck.

What are the challenges in providing additional truck parking spaces in an urbanized area?

A meeting participant who is an industrial real estate specialist described that the District Five Study area is densely populated and land is more expensive, especially in the suburban areas, where additional truck parking is needed. The meeting participant further explained the cost of constructing a commercially-operated truck stop while also discussing the importance of local government support pertaining to zoning, land use, and ordinances.

District Five Truck Parking Study

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- **During the data collection and analysis, was there a corresponding review completed of automobile and RV locations to see if they can be repurposed at night?** Mr. Alex Trauger replied by describing the data collection approach and stated that the current Study would not specifically analyze the reconfiguration of rest areas. He further stated that FDOT has a process for reviewing rest area designs and called attention to the future changes at some of the rest areas along I-75 which are being reconfigured to accommodate additional trucks.
- During the observation findings section of the presentation, one meeting participant stated: Since the first opening of rest areas in Central Florida, multiple locations have been closed (Sea World Area and Daytona Area) and sites re-purposed, while others not along the I-4 corridor have expanded. The I-4 Longwood rest areas are the same and have not changed since 1963. He further added that it is evident that the 16-17 parking spaces provided at the I-4 Longwood locations are not enough. It doesn't matter how many spaces, it matters how many trucks are parking there. One year ago, there was a video of the I-4 Longwood Westbound location at 7:30 a.m. showing trucks parked all over the place, even in the automobile parking area. Subsequently, three public rest areas were closed to become retention ponds. FDOT petitioned to have these areas closed and stated the Longwood I-4 rest areas would take care of truck parking needs. Lessons learned: if we are going to be building roads and continue to add people to this area, we're going to need to address this problem now. Even if land is expensive, we are going to have to put locations up where demand is needed.
- **It was mentioned that the rest areas near Sea World and Daytona were closed over ten years ago. Were these facilities public rest areas?** Mr. Alan Hyman, District Five Director of Transportation Operations, responded, yes, those were public rest area facilities on the interstate highway system. Based on analysis at that time, the closures were warranted and the sites were repurposed.
- **Due to the complaints by Seminole County residents near the I-4 Eastbound Rest Area regarding truck idling, have electrical outlets been considered to mitigate this issue?** FDOT District Five Secretary Mike Shannon replied, yes, it has been discussed with the FHWA. He further discussed the plug-in units installed at the Turnpike Service Plazas and the Turnpike's experience with the initiative. Following installation and multiple years of operation, it was determined that truck drivers were not using the fee-based utility and the units were constantly being damaged.
- During the observation findings section of the presentation, one meeting participant stated: The data collection analysis states there are between 4 to 24 trucks coming through the Longwood I-4 Eastbound rest area where there are only 17 spaces available – which is over capacity though that number seems on the low side because many trucks continue to drive by the Longwood locations. They stated the demand is much greater, as carriers using I-4 are aware of the lack of spaces and know this location is going to most likely be full and choose to bypass the location in favor of another with a higher chance of finding an available parking spot. He called attention to the number of trucks parked at the locations prior to the installation of the “no parking” signs at the eastbound and westbound locations.

District Five Truck Parking Study

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- **Following a brief discussion relating to Florida’s implementation of the Truck Parking Availability System (TPAS), a meeting participant asked: Is a smart phone application for truck drivers also a component of TPAS?** Mr. Alex Trauger discussed that there are plans to have a representative of the TPAS program present at the next stakeholder meeting who would be able to provide specific details. He then noted that some private facilities have developed mobile applications for availability and advanced reservations. Participants from Law Enforcement, however, called attention to the laws governing driver operations. These laws state that all commercial vehicle drivers (property and passenger carrying) are prohibited from using hand-held electronic devices while driving.
- **During the demand estimation section of the presentation, one meeting participant asked: Are public parking locations a last resort for drivers?** A separate meeting participant identifying as a carrier/vehicle operator responded: Not necessarily; going to a private truck parking location requires the driver to get off the interstate and experience local roadway congestion, resulting in more time wasted. They further added that one advantage of the private locations is that if limited spaces are available, the driver is able to circle-around until a space becomes available while at most public rest areas, you only get one pass and are unable to loop around the site.
- **Who has records of the ELD logs?** Florida Highway Patrol representatives responded that electronic logs are uploaded to the carrier or archived by the individual driver in the case of owner-operators. It was also emphasized that the majority of drivers are owner-operators, so there is not “one” single clearinghouse for ELD data. It was not intended to be used for planning purposes, just enforcement. The FDOT does not have access to obtain these records from the owner operators. It was also noted that the ELD mandate officially started in December 2017.
- Attendees had the opportunity to complete a public comment form and indicate if they wished to speak or provide written comments. Three (3) comment forms were submitted and two (2) individuals indicated they wish to speak. Each of the three comment/speak card forms are enclosed in Supplemental Item C.
- Following the public comment period, Jim Wikstrom thanked participants for attending the stakeholder meeting and closed the public meeting.
- Meeting adjourned.

Supplemental Items:

- A: Sign-In Sheet of Meeting Attendees
- B: Meeting Agenda
- C: Public Comment / Speaker Request Card (3)
- D: Presentation Materials / Slides
- E: Notification Letter / Notice of Public Meeting

Supplemental Item A:
Sign-in Sheet of Meeting Attendees



District Five Truck Parking Study Stakeholder Meeting #2

Date: Friday, February 23, 2018
Time: 10:00 a.m.
Location:
 FDOT Orlando Urban Office
 Lake Apopka B Conference Room
 133 S. Semoran Blvd, Orlando, FL 32807

Name	Company / Agency	Email Address	Visitor Badge #
Jon Cheney	Volusia Co	jcheney@volusia.org	138
Larry Kahn	Cushman @ Wakefield	Larry.Kahn@cushwake.com	47
JEAN JRZIS	Seminole Co	JJRZIS@seminolecountyfl.gov	94
Bob O'Malley	CSX	Bob_OMalley@csx.com	43
Jada Glover	Sumter County	jadaglover@sumtercountyfl.gov	195
Mary M'Gehee	FDOT	mary.mcgehee@dot...	FDOT
Dom SA LFi	Seminole County Res. Lt	domSA LFi@mae.com	42
Kevin Nalms	FHP	Kevin.nalms@flhsmv.gov	
Justin Eason	Osceola County	Justin.Eason@Osceola.org	23
HAROLD BARNEY	METROPOLIS ORLANDO	hbarney@metropolisorlando.org	50
Kevin N. Vaughn	FHP	Kevin.Vaughn@FLHSMV.GOV	
Annette Brennan	FDOT	annette.brennan@dot.state.fl.us	
Lori Sellers	FDOT / Hanson	lori.sellers@hanson-inc.com	
Anna Taylor	FDOT		
Chelsea Williams	HDR	chelsea.williams@hdrinc.com	

Name	Company / Agency	Email Address	Visitor Badge #
ALEX HULTKAMP	FDOT	ALEXANDRA.HULTKAMP@DOT.STATE.FL.US	N/A
JEAN KASPER	The Kasper Factor, Inc	jean@kasperfactor.com	128
John Zielinski	FDOT		
Virginia Whittington	MetroPlan Orlando	vwhittington@metroplanorlando.org	160
Lois Bollenbach	R3C TPO	---	191
Alan Hyman	D-5 FDOT		
Loreen Bobo	DS FDOT	LOREEN.BOBO@DOT.STATE.FL.US	
Harry Jaeger	Self	1215 Baypoint Ct. Longwood FL	32
ALISSA TORRES	ORANGE COUNTY TRANS PLANNING	ALISSA.TORRES@OCFL.NET	62
JOHN HORAN	SEMINOLE COUNTY CHAIRMAN BOARD of COUNTY COMMISSIONERS	jhuran@seminolecountyfl.gov	41
LEE CONSTANTINE	Sem Co	Lee.CONSTANTINE22@YAHOO.COM	146
Alex Trauger	HDR	Alex.Trauger@hdnnc.com	
Sharisse Kenney	HDR	sharisse.kenney@hdnnc.com	
Taylor Laurent	HDR	Taylor.Laurent@hdnnc.com	

Supplemental Item B:

Meeting Agenda



District Five Truck Parking Study Stakeholder Meeting #2

DATE: Friday, February 23, 2018

TIME: 10:00 a.m.

LOCATION: FDOT Orlando Urban Office
Lake Apopka B Conference Room
133 South Semoran Boulevard, Orlando, FL 32807

AGENDA

- I. Welcome and Introductions**
- II. Background and Study Overview**
- III. Overview of Stakeholder Engagement Process and Preliminary Feedback**
- IV. Summary of Existing Truck Parking Inventory and Characteristics**
- V. Brief Break**
- VI. Summary of Sample Location Observation Findings**
- VII. Presentation of Demand Factors and Estimation Approach**
- VIII. Next Steps and Group Discussion**
- IX. Public Comments**

Comments from the public will be heard. Those wishing to speak must complete a "Public Comment / Speaker Request Card" at the welcome table. Each speaker is limited to two (2) minutes.

Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Jim Wikstrom at (407) 482-7874, or via email at James.Wikstrom@dot.state.fl.us. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

Supplemental Item C:
Public Comment / Speaker Cards

MY NAME IS HARRY JAEGER
I LIVE IN LONGWOOD, SEMINOLE COUNTY.

I WANT TO THANK COUNTY COMMISSIONER LEE CONSTANTINE FOR BRINGING THIS MEETING TO MY ATTENTION, AS I AM AMONG THE MANY CITIZEN STAKEHOLDERS WHO HAPPEN TO BE IMPACTED THE LACK OF PROPER PARKING FACILITIES FOR LARGE COMMERCIAL TRUCKS TRAVELING ON THE STATE ROADS.

MY HOME IS LOCATED IN A SUBDIVISION THAT BORDERS DIRECTLY ON I-4, BETWEEN THE EXITS AT SR434 AND THE LAKE MARY BLVD EXITS.

THAT ALSO JUST SO HAPPENS TO BE THE LOCATION OF THE REST AREA AND TRUCK STOP LOCATED ON THE EASTBOUND SIDE OF I-4.

AND, IT ALSO SO HAPPENS TO SHARE A PROPERTY LINE WITH FDOT AT THAT LOCATION. YES, WE SHARE A FENCE LINE WITH THE TRUCK STOP AND THERE ARE HOMES SEPARATED ONLY BY A ROW OF TREES FROM IT.

AS SUCH WE HAVE MANY RESIDENTS WHO HAVE LIVED THROUGH THE ENORMOUS GROWTH OF TRAFFIC ON THE INTERSTATE, AND TREMENDOUS INCREASE IN THE USAGE OF THE REST AREA/TRUCK STOP.

ALONG WITH THE SIMILAR REST AREA ON THE WESTBOUND SIDE, LOCATED CLOSER TO SR434, THESE TWO FACILITIES ARE THE ONLY TWO SUCH FACILITIES IN THE ENTIRE STATE WHICH ARE LOCATED IN A CROWDED RESIDENTIAL AREAS, AND, THEREFORE, THE ONLY TWO SUCH FACILITIES THAT CONTINUE TO IMPACT OUR RESIDENTS WITH THE CONCENTRATED AIR POLLUTION AND NOISE THAT COMES WITH CO-LOCATION WITH NUMEROUS IDLING DIESEL ENGINES – NOT TO MENTION THE HORRENDOUS NOISE THAT COMES WITH TRUCKS DOWN-SHIFTING TO DECELERATE TO ENTER THE TRUCK STOP, AND WITH THE PROCESS OF ACCELERATING WHEN THEY LEAVE IT.

THE HOMES THAT ARE LOCATED NEAR THE REST AREA / TRUCK STOPS IN LONGWOOD ARE THE HOMES OF FAMILIES WITH LITTLE KIDS AND SENIOR CITIZENS, WHO ARE ESPECIALLY SENSITIVE TO THE HIGH LEVELS OF TOXIC POLLUTION THAT COME WITH THESE IDLING DIESEL ENGINES.

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WE HAVE PEOPLE WHO COMPLAIN ABOUT THE SMELL OF DIESEL FUMES IN THEIR HOMES, AND WHO SAY THAT IT IS SO BAD SOMETIMES THAT THEY CAN TASTE IT.

THERE'S NO LEAVING ONE'S WINDOWS OPEN IN THESE HOMES, EVEN WHEN THE WEATHER IS AS BEAUTIFUL AS IT TODAY. IF YOU DID, YOU'D HEAR AND SMELL THE TRUCK ENGINES ALL DAY AND NIGHT.

WE HAVE HEARD NUMEROUS PROMISES OVER THE YEARS (OVER THE DECADES!) THAT THESE REST AREA/ TRUCK STOPS WOULD BE CLOSING, SINCE FDOT CLEARLY (WE THINK) RECOGNIZES THAT THEY DON'T BELONG WHERE THEY ARE.

STUDY AFTER STUDY ALL HAVE RECOMMENDED CLOSURE AND HAVE IDENTIFIED MORE SUITABLE ALTERNATIVE LOCATIONS AND, BUT THE ONLY THINGS THAT HAVE HAPPENED OVER THESE YEARS HAVE BEEN REPEATED CHANGES IN TOP MANAGEMENT AT FDOT, FOLLOWED BY THE COMMISSIONING OF YET MORE STUDIES.

WE ARE TIRED OF HEARING ALL OF THESE PROMISES AND STUDY RESULTS THAT CONFIRM WHAT WE HAVE KNOWN FOR MANY YEARS – THE LONGWOOD REST AREAS NEED TO BE CLOSED AND THERE NEEDS TO BE A LONG TERM SOLUTION TO THE SHORTAGE OF TRUCK PARKING IN THE AREA.

WE BELIEVE THAT THERE IS SUITABLE LAND IN AREAS ALONG THE I-4 CORRIDOR NORTH OF LONGWOOD, IN THE SR46 AND SANFORD INDUSTRIAL AREAS, ALREADY PROPERLY ZONED FOR FULL-SERVICE TRUCK STOPS, SUCH AS ARE LOCATED ON I-4 IN THE LAKELAND AREA. THESE LOCATIONS ARE BELIEVED TO BE AVAILABLE, AND JUST WAITING FOR INVESTMENT IN A PUBLIC/PRIVATE PARTNERSHIP TO BRING BADLY NEEDED TRUCK STOP FACILITIES TO SEMINOLE COUNTY.

WE HOPE THAT FDOT, ALONG WITH OUR LOCAL GOVERNMENT, WILL TAKE ACTION TO MAKE SUCH FACILITIES A REALITY – AND WE HOPE THAT THIS HAPPENS SOON!

THANK YOU.



Public Comment / Speaker Request Card

District Five Truck Parking Study

Stakeholder Meeting #2 - February 23, 2018

Note: All written comments submitted to FDOT will become part of the public record for this project in accordance with Florida's broad public records laws (Chapter 119, F.S. and Chapter 286, F.S.) and may be released to anyone, including news media, upon request. You are not required to provide personal information in order to speak or provide written comment. Please print clearly and return to staff at the welcome table.

Wish to Speak

Do not wish to speak

Name: Dom SALFI
First Middle Last

Address: 340 MARKHAM Woods Rd
Street
Longwood FL 32779
City State Zip

Telephone: 407 947-7823

Representing: Self: Firm / Agency: _____

Government Entity: Seminole County Commission

Civic Organization: _____

Home Owners Association: _____

Other: Homeowner in Seminole County since early 1960s

Comment: Seminole County Resolution # 209 (December 12, 2017)
Formly Request that FDOT immediately
close the two Rest areas located on I-4
in Seminole County and cancel the contract
on the up grade of the West Bound Rest area

The Various Trucking Studies going on over the
Last two year should not be used as a
reason to delay the implementation of
Seminole County Resolution # 209



Public Comment / Speaker Request Card

District Five Truck Parking Study

Stakeholder Meeting #2 – February 23, 2018

Note: All written comments submitted to FDOT will become part of the public record for this project in accordance with Florida's broad public records laws (Chapter 119, F.S. and Chapter 286, F.S.) and may be released to anyone, including news media, upon request. You are not required to provide personal information in order to speak or provide written comment. Please print clearly and return to staff at the welcome table.

Wish to Speak

Do not wish to speak

Name: Bob O'Malley
First Middle Last

Address: 819 Glen Arden Way
Street

Altamonte Springs FL 32701
City State Zip

Telephone: 407-803-3969

Representing: Self: Firm / Agency: _____

Government Entity: _____

Civic Organization: _____

Home Owners Association: _____

Other: Seminole County resident

Comment: Stop subsidizing free overnight parking.

Just like FDOT uses demand pricing to manage capacity on highways, FDOT also should charge a fee for overnight parking. The revenue could be used to provide additional parking and to manage demand.

Free public truck parking is a subsidy to private industry. ~~Gas~~ Gas taxes don't come close to paying trucks' fair share.

Demand pricing could be an opportunity to address this ~~problem~~ of parking shortage.

Supplemental Item D:
Meeting Materials / Slides



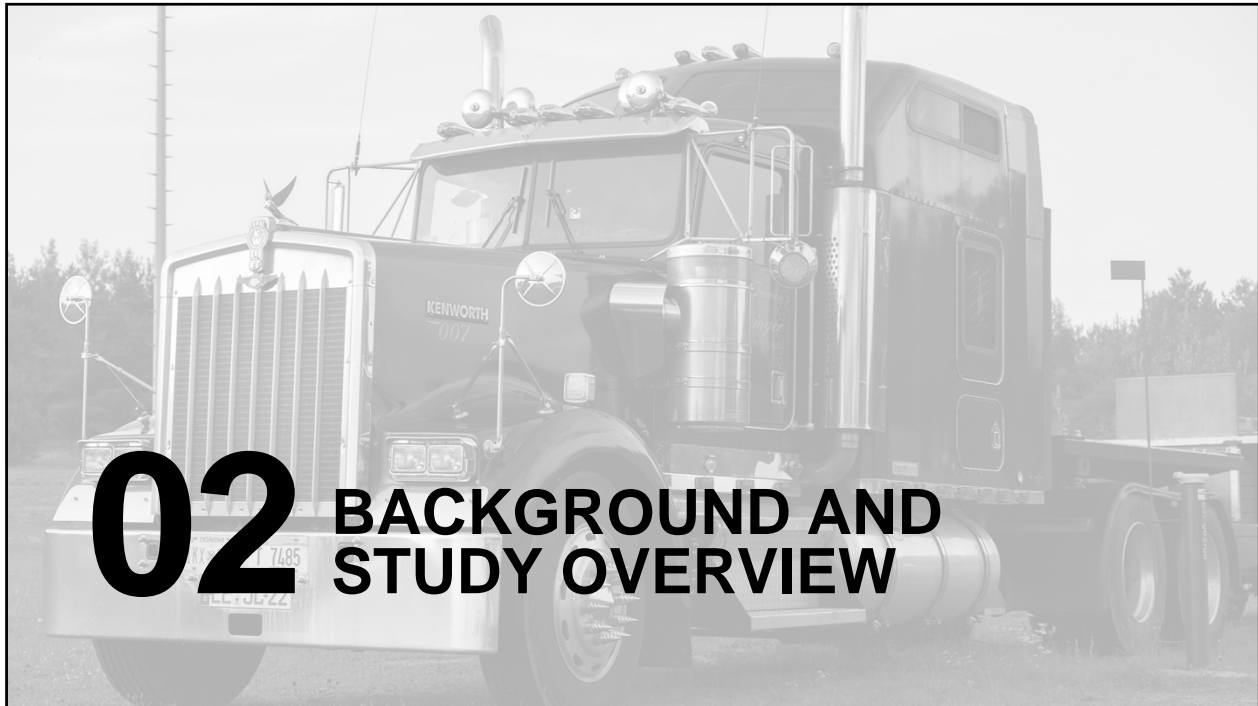
DISTRICT FIVE TRUCK PARKING STUDY

Stakeholder Meeting #2
February 23, 2018



TODAY'S AGENDA

I	Welcome & Introductions
II	Background & Study Overview
III	Stakeholder Engagement Process & Preliminary Feedback
IV	Existing Truck Parking Inventory & Characteristics
V	Brief Break
VI	Sample Location Observation Findings
VII	Demand Factors & Estimation Approach
VIII	Next Steps & Group Discussion
IX	Public Comments



STUDY OVERVIEW

Background & Need

- Truck parking is considered a **national epidemic** by the American Trucking Association (ATA)
- Statewide perception of shortage for truck parking, **especially for long-haul carriers**
- Projected growth in truck volumes are **tied to economic growth** of the State
- Rest area **construction** brings a heightened awareness to the issue



LEGISLATION

Protecting Truck Drivers

JASON'S LAW



A Survey



An Inventory



A Commitment



"We can't bring Jason back, we are very well aware of that, but to see everyone's hard work pay off, and to see it actually become law, it's amazing."

*-Hope Rivenburg speaking on Jason's Law
<http://news10.com/2012/06/30/jasons-law-passes-after-three-years-of-effort/>*

JASON'S LAW

National Survey of Truck Drivers

8,000

Commercial Vehicle Operators surveyed by FHWA

75%

Respondents indicated they regularly have trouble finding parking at night



JASON'S LAW

Inventory of Existing Locations

Evaluate:

- Assessment of truck volumes
- Inventory of available spaces
- Comparative analysis

Florida Results:

4th Out of **48 states**, in terms of public to private space ratio

30th Out of **49 states** in terms of the number of spaces per **100 miles** of NHS

Take Away Most states **offer more** public and private truck parking spaces **than Florida**, relative to truck traffic



STUDY OVERVIEW

Purpose

01

Understand current and projected truck parking supply and demand

02

Plan for growth of the State and Region

03

Engage public and private sectors

04

Identify truck parking challenges, opportunities, and solutions

STUDY OVERVIEW

Approach



Partner & Stakeholder
Engagement



Document Sample
Truck Parking Usage



Develop Inventory of
Existing Truck Parking



Forecast Future
Truck Parking Demands



Evaluate Truck Parking
Supply & Demand



Identify Needs,
Opportunities & Next
Steps



OUTREACH STRATEGIES



Industry Consultation



Public Meetings



Online Survey



Partner Coordination



STAKEHOLDER MEETING #1

July 27, 2017

18 Attendees

Including trucking industry, public agencies, and facility owners

3 Activities

Small group discussion, mapping exercise, networking



STAKEHOLDER MEETING #1 RESULTS

Interactive Map Exercise: Approach

- **Objective:**
 - Identify existing locations, challenges, and opportunities
- **Approach**
 - Using color-coded stickers and county-level maps, identify locations based on your experience

Color Sticker Key

- Where do you park?

- Where do you experience truck parking challenges?

- Where should parking be added or expanded?

STAKEHOLDER MEETING #1

Interactive Map Exercise: Findings

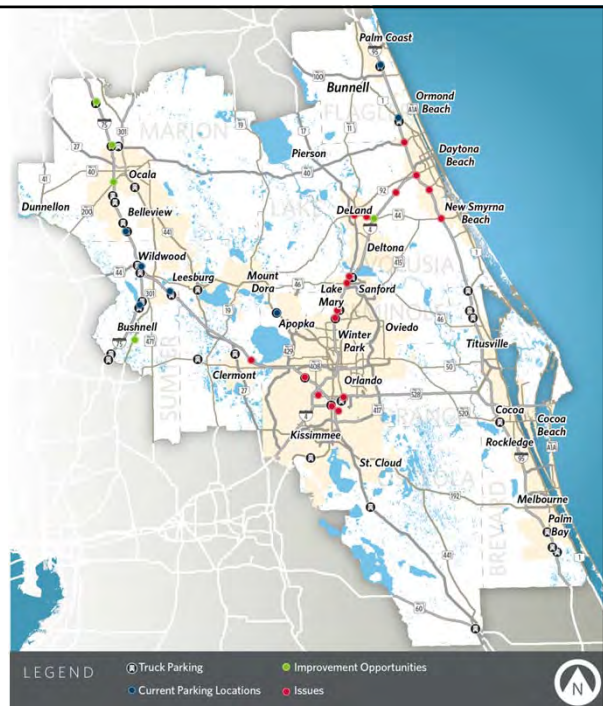
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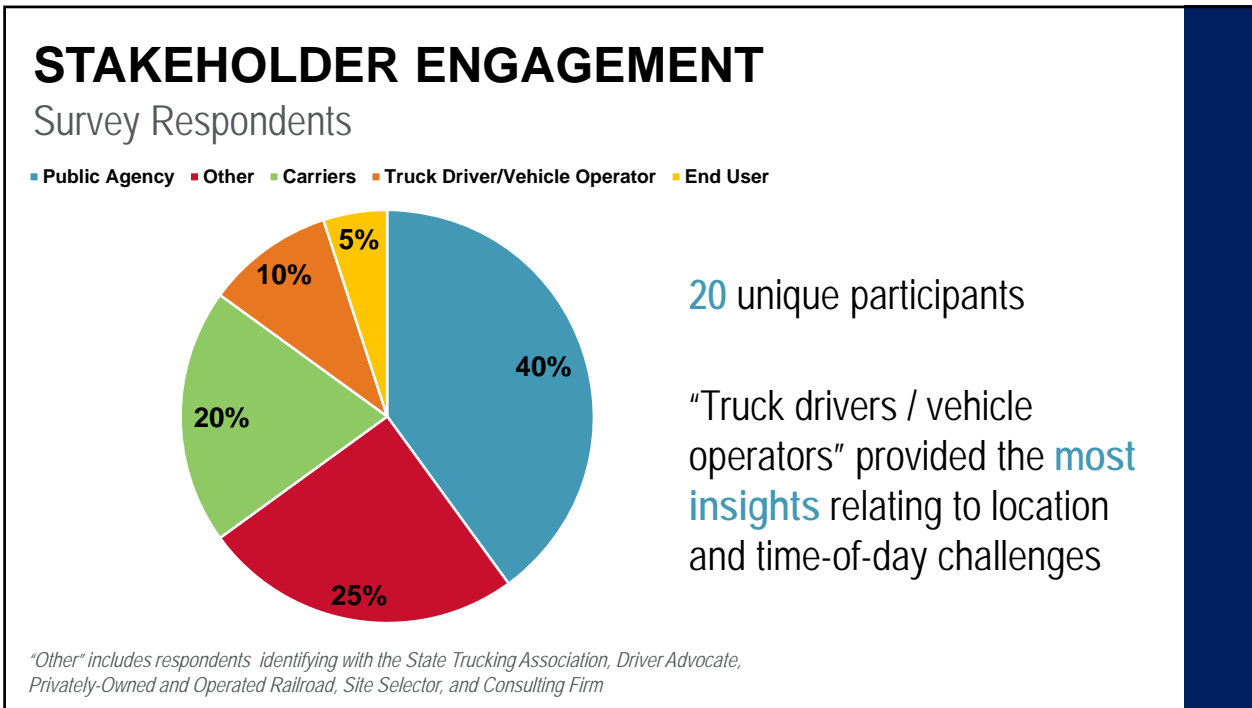
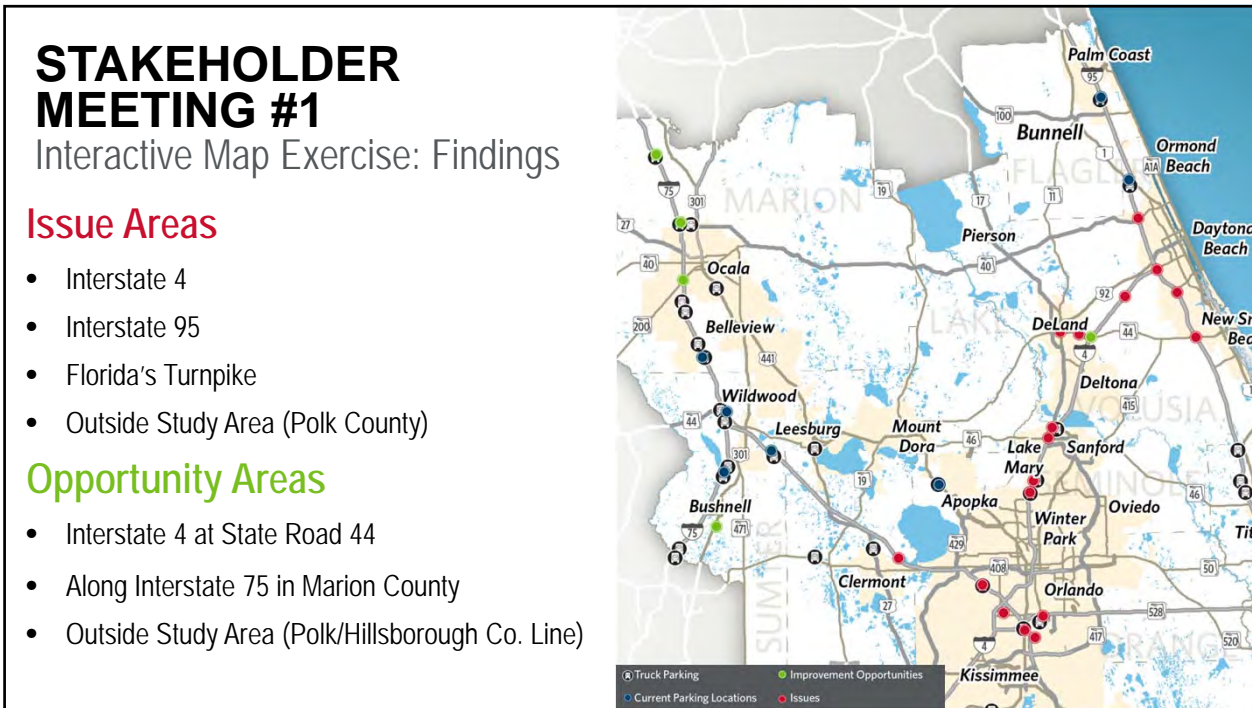
Locations Identified

26

Within District Five

COUNTY	PARKING AVAILABLE	ISSUES	OPPORTUNITIES
Sumter	-	3	1
Seminole	4	-	-
Polk	-	3	1
Orange	4	1	-
Marion	-	1	3
Lake	1	-	-
Flagler	-	1	-
Volusia	6	-	1
Other Counties	2	-	1
Total	17	9	7







STAKEHOLDER ENGAGEMENT

Online Survey: Approach

Who

Stakeholder List + Others

When

June 27 – September 12, 2017

Where

Online (Survey Monkey)

How

10-15 questions

ONLINE STAKEHOLDER SURVEY

Key Findings

Conditions

45% of respondents indicated current truck parking is Totally Unacceptable or Unacceptable

Times

Midnight to 5:00am has the strongest need for parking

Days

Sunday and Monday are key days of the week for parking

Challenges

Major areas of concern are Orange, Seminole, and Volusia Counties

ONLINE STAKEHOLDER SURVEY

Key Findings

- Where have you had difficulty finding safe truck parking when required to stop?
 - I-4 in Central Florida
 - I-4 WB in Seminole County
 - I-4 Longwood Rest Stop
 - I-95 South at Ft. Pierce
 - US 301 in Starke
 - Orange and Seminole Counties
 - Orlando / Ocoee
 - Miami and Tampa



ONLINE STAKEHOLDER SURVEY

Key Findings

- What factors guide your overnight parking location decision making?

Factor

01



Safety

Factor

02



Proximity



ONLINE STAKEHOLDER SURVEY

Truck Driver Feedback

“

I drive around the truck stop in circles until a spot opens up. Rest areas are a one-time through, so if no spot is available, you have to park on the entry ramp or just keep driving.

-Truck Driver / Vehicle Operator Survey Respondent

04

**EXISTING TRUCKING
PARKING INVENTORY**

EXISTING TRUCK PARKING INVENTORY

Types of Locations

PUBLIC Locations

- Rest Areas
- Service Plazas
- WIM Stations

PRIVATE Locations

- Truck Stops
- Private Parking Lots
- Shipper / Receiver Locations

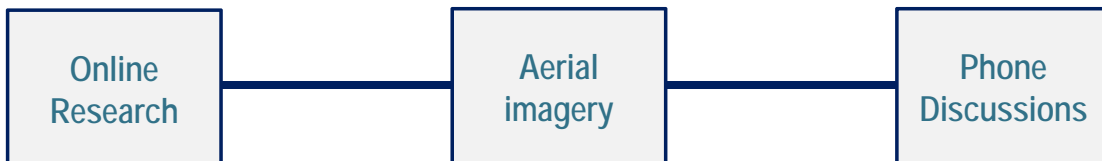


EXISTING TRUCK PARKING INVENTORY

Approach

01: Foundation using 2015 Jason's Law National Survey

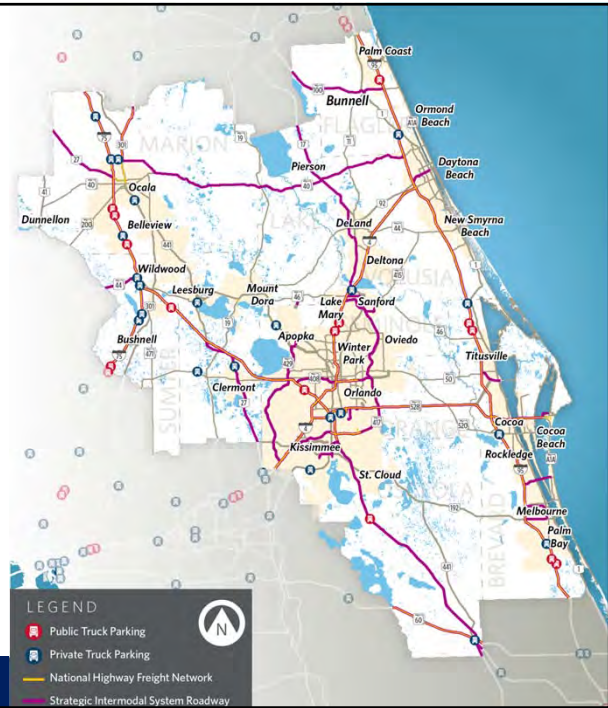
02: Supplemental information collection:



EXISTING TRUCK PARKING INVENTORY

Summary of Findings

- 9** Counties
- 43** Truck Parking Locations
- 1,940** Truck Parking Spaces



EXISTING TRUCK PARKING INVENTORY

Publicly Operated Locations

Location Type	County	Number of Locations	Truck Parking Spaces
Public Locations	Brevard County	4	196
	Flagler County	2	82
	Marion County	4	143
	Orange County	1	24
	Osceola County	1	35
	Seminole County	2	33
	Sumter County	3	139
	Public Subtotal		17

* No public truck parking locations identified in Lake and Volusia Counties

EXISTING TRUCK PARKING INVENTORY

Privately Operated Locations

Location Type	County	Number of Locations	Truck Parking Spaces
Private Locations	Brevard County	4	39
	Lake County	8	373
	Marion County	6	593
	Orange County	3	154
	Osceola County	2	17
	Seminole County	1	3
	Sumter County	1	2
	Volusia County	1	107
	Private Subtotal		26

* No private truck parking locations identified in Flagler County

EXISTING TRUCK PARKING INVENTORY

Individual Location Profiles

- Information assembled for each location:

- o County Location
- o Area (City / Subarea)
- o Location Type (Public / Private)
- o Route (Interstate / Major Road)
- o Hours of Operation
- o # Truck Parking Spaces
- o Amenities / Site Features
 - Restrooms, nighttime security, overnight parking, vending machines, picnic tables, pet walk area, etc.

I-95 Northbound Rest Area
4.6 Miles South of SR 514



County	Brevard
Area	Palm Bay West
Location Type	Public
Route	I-95 NB
Facility Type	Rest Area
Hours of Operation	24 hours per day
Truck Parking Spaces	60
Amenities	Restrooms, Handicap Facilities, Nighttime Security, Pet Walk Area, Picnic Tables, Vending Machines, Overnight Parking





EXISTING TRUCK PARKING INVENTORY

I-4 Eastbound: Public Rest Area

Amenities: 

- 17 Available Truck Parking Spaces
- 6.9% truck volume on I-4 (9,879 Truck AADT, 143,170 AADT)
- 28.1% truck volume through rest area (393 Truck AADT)



EXISTING TRUCK PARKING INVENTORY

I-95 SB Weigh-In-Motion (WIM) Station: Public Facility

Amenities: 

- 41 Available Truck Parking Spaces
- 3 miles south of the Palm Coast Parkway
- 15.4 truck volume on I-95 (11,539 Truck AADT)



EXISTING TRUCK PARKING INVENTORY

T-Petro Stopping Center: Private Facility

Amenities: 

- 250 Available Truck Parking Spaces
- Route CR 318 in Marion County off of I-75
- 19.7% truck volume (9,949 Truck AADT)



EXISTING TRUCK PARKING INVENTORY

Circle K Gas Station: Private Facility

Amenities: 

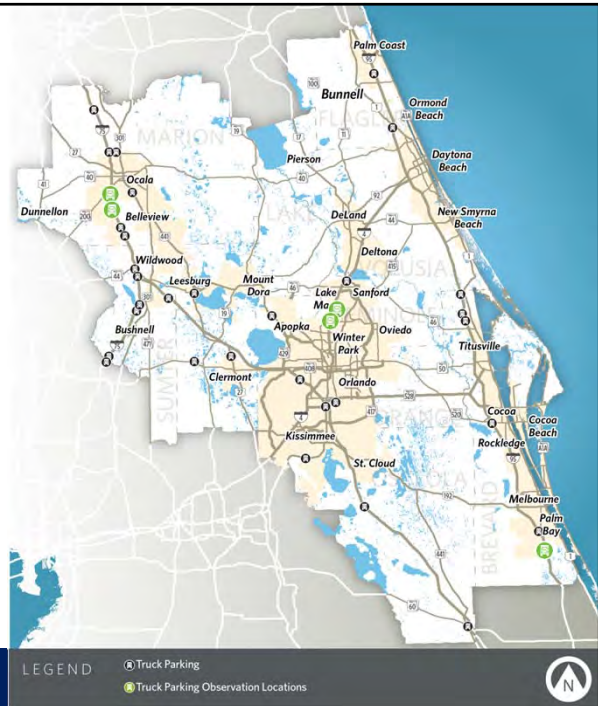
- 2 Available Truck Parking Spaces
- Route US 27 in Lake County near Florida's Turnpike
- US 27: 8.8% truck volume (3,476 Truck AADT)
- Lake Minneola Shores: 12.6% truck volume (416 Truck AADT)



TRUCK PARKING DEMAND OBSERVATIONS

Approach

- **Objective:** Better understand commercial vehicle demand at sample locations
- **Five (5) Data Collection Locations:**
 - I-4 Eastbound Longwood Rest Area
 - I-4 Westbound Longwood Rest Area
 - I-75 Northbound Ocala Rest Area
 - I-75 Southbound Ocala Rest Area
 - I-95 Northbound Palm Bay Rest Area



TRUCK PARKING DEMAND OBSERVATIONS

Interstate 4: Eastbound Rest Area



17 Truck Parking Locations

9,879 Annual Average Daily Truck Traffic (2016)

28.1% Rest Area Ramp Truck Percent

11am-12pm Weekday Peak Hour

11pm -7am Queuing Along Shoulder

Passenger vehicles observed using the rest area to divert around mainline traffic during peak hours.

TRUCK PARKING DEMAND OBSERVATIONS

Interstate 4: Westbound Rest Area



16

Truck Parking Locations

9,879

Annual Average Daily Truck Traffic (2016)

20.3%

Rest Area Ramp Truck Percent

12pm-1pm

Weekday Peak Hour

8pm -7am

Queuing Along Shoulder

Passenger vehicles observed using the rest area to divert around mainline traffic during peak hours.

TRUCK PARKING DEMAND OBSERVATIONS

Interstate 75: Northbound Rest Area



43

Truck Parking Locations

17,879

Annual Average Daily Truck Traffic (2016)

25.4%

Rest Area Ramp Truck Percent

12pm-1pm

Weekday Peak Hour

Passenger vehicles observed using the rest area to divert around mainline traffic during peak hours.

TRUCK PARKING DEMAND OBSERVATIONS

Interstate 75: Southbound Rest Area



43

Truck Parking Locations

17,879

Annual Average Daily Truck Traffic (2016)

25.4%

Rest Area Ramp Truck Percent

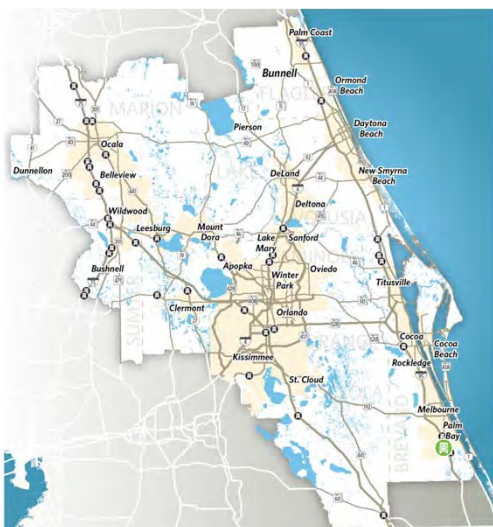
12pm-1pm

Weekday Peak Hour

Passenger vehicles observed using the rest area to divert around mainline traffic during peak hours.

TRUCK PARKING DEMAND OBSERVATIONS

Interstate 95: Northbound Rest Area



60

Truck Parking Locations

6,628

Annual Average Daily Truck Traffic (2016)

26.7%

Rest Area Ramp Truck Percent

2pm-3pm

Weekday Peak Hour

Passenger vehicles observed using the rest area to divert around mainline traffic during peak hours.

TRUCK PARKING DEMAND OBSERVATIONS

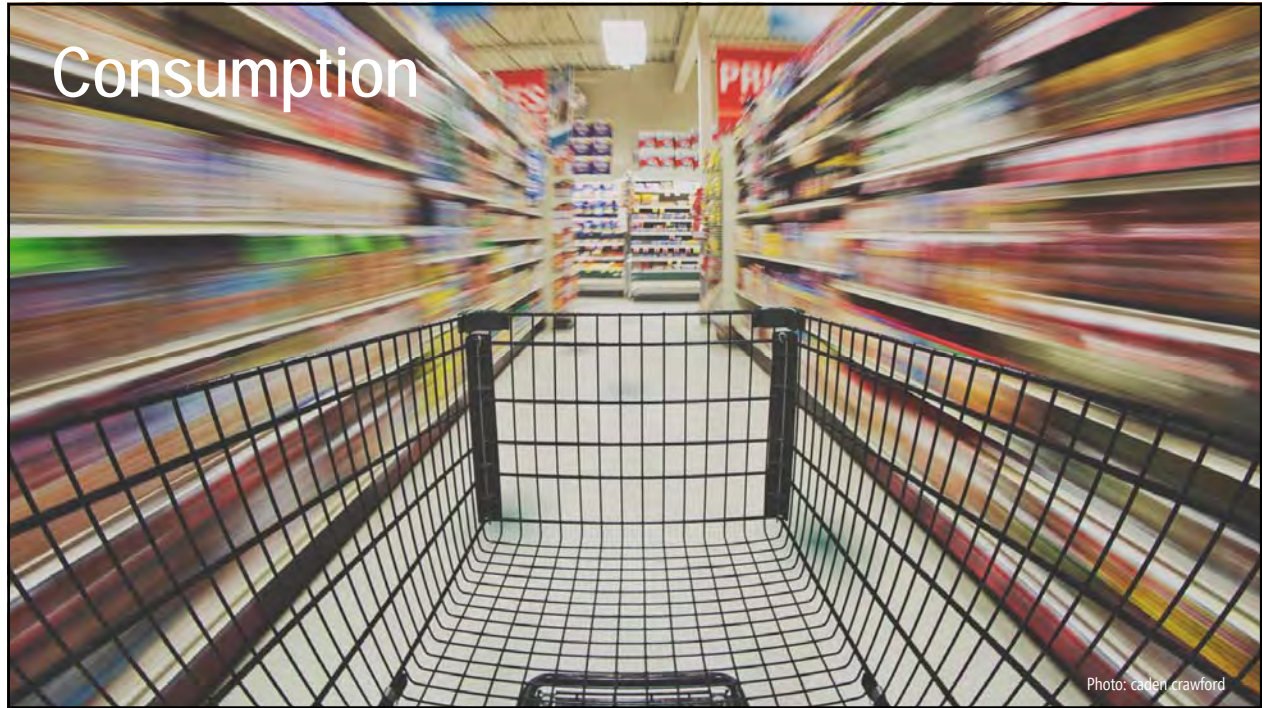
Observation Summary

- **Five** locations observed
- Locations provide **similar amenities**
- **Varying** mainline truck volumes
- Average weekday demand
 - I-4 Locations: 4 to 24 vehicles (16-17 spaces)
 - I-75 Locations: 8 to 41 vehicles (43 spaces)
 - I-95 Location: 9 to 17 vehicles (60 spaces)

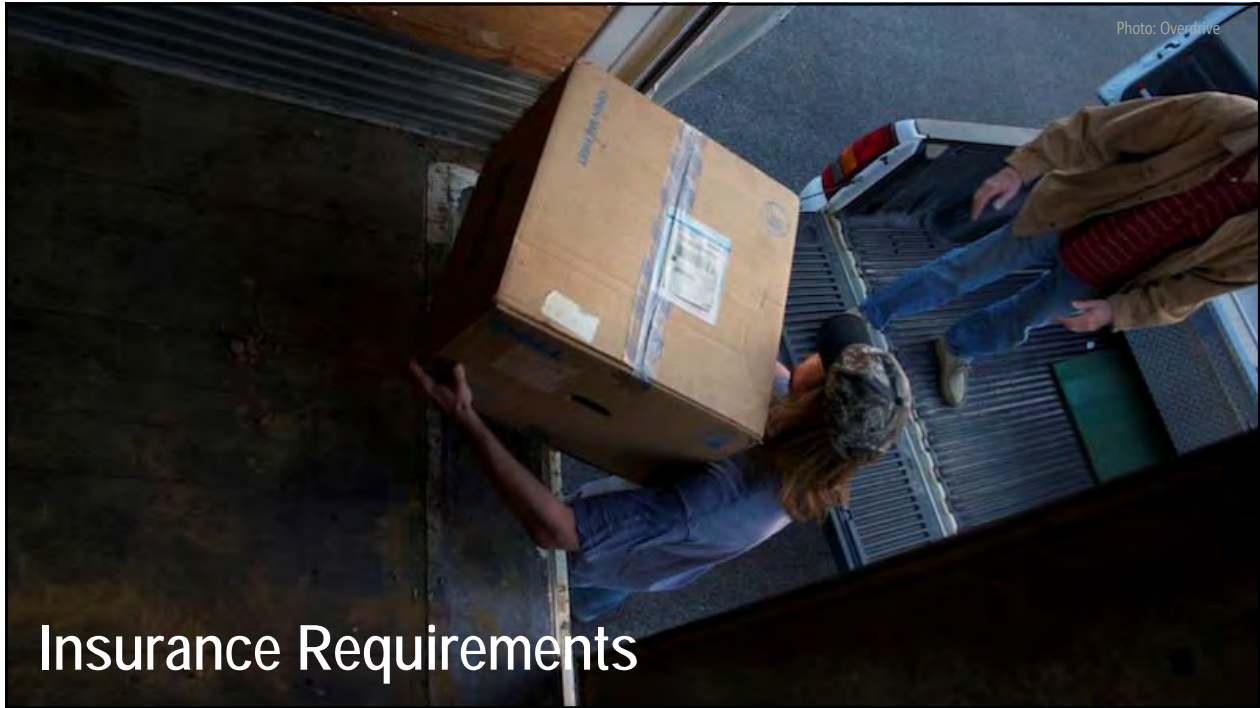


07 TRUCK PARKING DEMAND ESTIMATION









HOURS OF SERVICE REGULATIONS

Focus on when and how long drivers are allowed to drive by placing specific limits on the amount of time a driver can drive after being on-duty.





REGULATIONS FOR PROPERTY CARRYING COMMERCIAL DRIVERS

14-Hour
On-Duty Window

11-Hour
Driving Limit

Thirty Minute
Rest Breaks

60/70
Hour Limit

Sleeper
Berth Provision



14-Hour On-Duty Window

Drivers are allowed a period of **14 consecutive hours** on duty after being off duty for **10 or more consecutive hours**.

This window begins when the driver starts any type of work.

11-Hour Driving Limit

Within the 14-hour on-duty window, drivers may drive up to **11 total** cumulative hours.

Driving is not permitted if more than **8 hours** have passed since the end of the driver's last off-duty or sleeper berth period of at least 30 minutes.



Thirty Minute Rest Breaks

Drivers must take an off-duty break of **at least 30 minutes** if more than 8 consecutive hours have passed since the last off-duty (or sleeper berth) period.

Drivers are allowed to work **13.5 hours in the 14-hour period** if they are driving after the 8th hour on duty.

60/70 Hour Limit

1. Drivers are **not** allowed to drive after being on duty for **60 hours during 7 consecutive days**. Once the 60-hour limit is reached, drivers will not be able to drive until they have dropped below 60 hours for **7 consecutive days**.
2. Drivers are not allowed to drive after being on duty for **70 hours during 8 consecutive days**. Once the 70-hour limit is reached, drivers will not be able to drive until they have dropped below 70 hours for **8 consecutive days**.



Sleeper Berth Provision

1. Drivers can spend their 10 consecutive hours of off-duty time **in the sleeper berth**.
2. Drivers can use the sleeper berth to **extend their 14-hour on-duty period**.
3. Drivers can use the sleeper berth to get the **equivalent of at least 10 consecutive hours off duty**. This is also known as the "split sleeper berth" provision



REPORTING AND TRACKING HOURS OF SERVICE

FMCSA enforced the use of **the logbook**, which contained records recorded by truck drivers who detailed their activities over the course of **24 hours**.

Analog (paper) to **Digital (electronic) Logging**

Eighty-five percent of drivers who participated in ATRI's Truck Parking Diaries **already use** some form of an **ELD**

ELD mandate was the number one issue of concern on ATRI's 2016 survey, with **HOS requirements** coming in at a close second

TRUCK PARKING DEMAND ESTIMATION State of the Practice

- Five (5) estimation approaches reviewed
 - 4 unique methods
 - 1 recent South Florida study
- Evaluated based on:
 - Applicable
 - Comprehensiveness
 - Objectiveness
 - Replicability
 - Data Availability



TRUCK PARKING DEMAND ESTIMATION

Selected Methodology

- FHWA: Model Development for National Assessment of Commercial Vehicle Parking
 - Accounts for various factors impacting truck parking demand
 - Uses national driver survey research
 - Input data readily available
- FDOT District Four: Truck Parking Supply and Demand Study
 - Accepting uncertainties
 - Probabilistic reporting

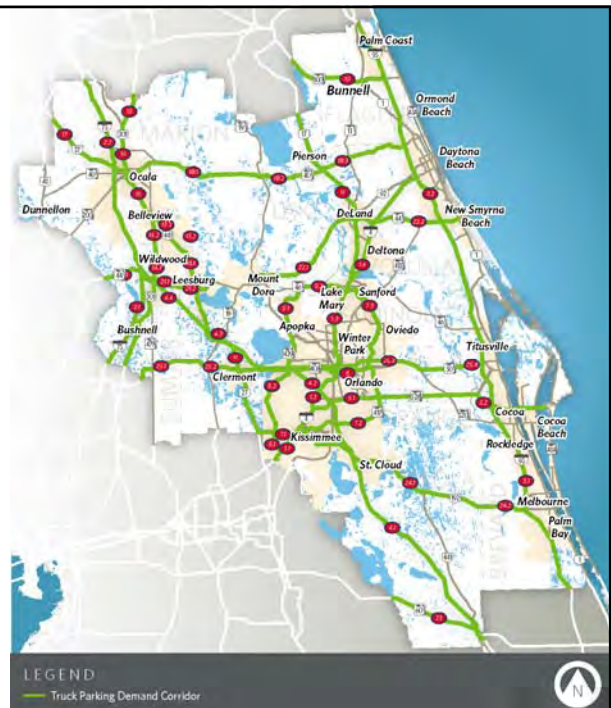


STUDY NETWORK

Regional Freight Subsystem

- Strategic Intermodal System Corridors
- National Highway Freight Network
- Other Significant Freight Corridors

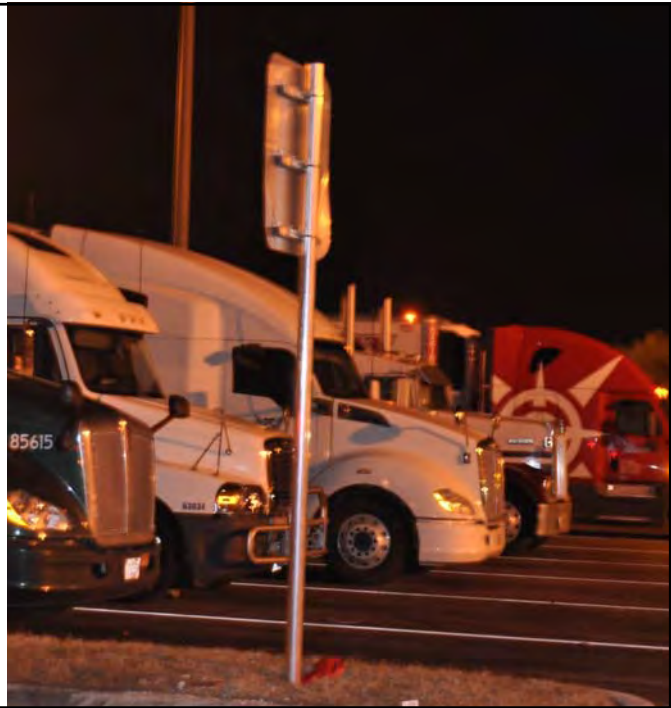
SIS carries more than 70 percent of all truck traffic on the State Highway System



TRUCK PARKING DEMAND ESTIMATION

FHWA Methodology

- Identify Study Network
- Data Requirements
 - Length
 - Annual Average Daily Traffic
 - Percent of Truck Traffic
 - Speed
- Default parameters based on national survey of truck drivers



TRUCK PARKING DEMAND ESTIMATION

Sensitivity Testing

Consistent with FDOT District Four approach

Eliminate outliers caused by factorial nature of estimation methodology

Provide for probabilistic model outputs which account for uncertainty and fluctuation in parking demand; and recognizing that not all truck spaces are needed at the same time


TRUCK PARKING DEMAND ESTIMATION

Reporting Findings

Corridor-level

County-level

Regional-level



ESTIMATED TRUCK PARKING DEMAND

Base Year (2016): Preliminary Findings

1,940
Available spaces

3,600 to 4,100
Regional Demand

2,000 to 2,400
Unmet Need

County	Available Supply	Min	Median	Mean	Max	Full Range of Need	Likely Needed
Brevard	235	102	321	347	723	0 – 488	86 – 112
Flagler	82	46	141	167	352	0 – 270	59 – 85
Lake	373	104	341	392	824	0 – 451	0–19
Marion	736	112	398	468	901	0 – 165	Surplus
Orange	178	364	1,119	1,264	2,468	186 – 2,290	941 – 1,086
Osceola	52	127	399	477	1,004	75 – 952	347 – 425
Seminole	36	74	230	270	552	38 – 516	194 – 234
Sumter	141	104	334	379	777	0 – 636	193 – 238
Volusia	107	100	325	354	750	0 – 643	218 – 247
Total	1,940	1,133	3,608	4,118	8,351	299 – 6,411	2,038 – 2,446

ESTIMATED TRUCK PARKING DEMAND

Base Year (2016): Preliminary Findings

Corridor-Level Demand: Central Florida's Interstate Highways

Interstate 4

Minimum Demand: 131
Available Spaces: 89

Interstate 75

Minimum Demand: 134
Available Spaces: 728

Interstate 95

Minimum Demand: 131
Available Spaces: 424





ENGAGEMENT NEXT STEPS

- Central Florida MPO Alliance Meeting
 - April 13, 2018
- Stakeholder Meeting #3: TBD
 - Regional Truck Parking Needs
 - Opportunities, Roles, and Responsibilities

TECHNICAL NEXT STEPS

- Identification of truck parking needs
- Screening of publically-owned lands
- Development of recommendations and improvement strategies
- Complete Documentation and Report



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Supplemental Item E:
Public Notice / Notification of Public Meeting



Florida Department of Transportation

RICK SCOTT
GOVERNOR

719 S. Woodland Boulevard
DeLand, Florida 32720-6834

MICHAEL DEW
SECRETARY

January 26, 2018

Subject: Financial Project ID no.: 437314-1-12-01
Truck Parking Stakeholder Meeting – February 23, 2018
FDOT District Five Truck Parking Study – Phase 1

Good Morning,

On behalf of the Florida Department of Transportation (FDOT), I invite you to attend a Truck Parking Stakeholder Meeting for the FDOT District Five Truck Parking Study. The study purpose is to address the shortage of available truck parking spaces, identify solutions that will support truck drivers and plan for the anticipated need over the next 10 to 20 years.

The stakeholder meeting is **February 23, 2018** from **10 a.m. – 12 p.m.** at the **FDOT Urban Office - Lake Apopka B Conference Room, 133 S. Semoran Boulevard, Orlando, FL 32807**. Attendees will have the opportunity to participate in group discussion and provide input following the presentation of existing truck parking conditions and preliminary study findings.

Public participation is sought without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns relative to FDOT compliance with Title VI may do so by contacting Jennifer Smith, FDOT District Five Title VI Coordinator via email Jennifer.Smith2@dot.state.fl.us.

Persons with disabilities who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Jim Wikstrom at (407) 482-7874, or via email at James.Wikstrom@dot.state.fl.us. If you are hearing or speech impaired, please contact us by using the Florida Relay Service, 1-800-955-8771 (TDD) or 1-800-955-8770 (Voice).

If you have questions about the project or scheduled meeting, please contact the FDOT District Five Freight and Logistics Manager, Jim Wikstrom, at (407) 482-7874 or via email at James.Wikstrom@dot.state.fl.us.