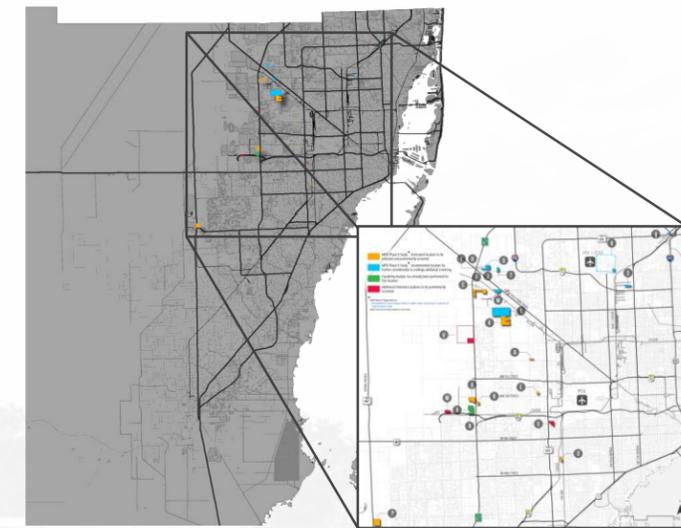


POTENTIAL TRUCK PARKING LOCATIONS within Miami-Dade County

WHAT WHY

STUDY OBJECTIVES



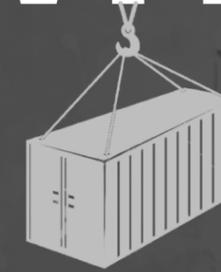
1 RE-ASSESSMENT OF POTENTIAL TRUCK PARKING SITES

evaluated and recommended by the MPO Comprehensive Truck Parking Studies

2 Develop CONCEPTUAL LAYOUTS for VIABLE SITES

3 Develop an INVENTORY of potential TRUCK PARKING locations that will serve as a bank of options and lead to further feasibility analyses

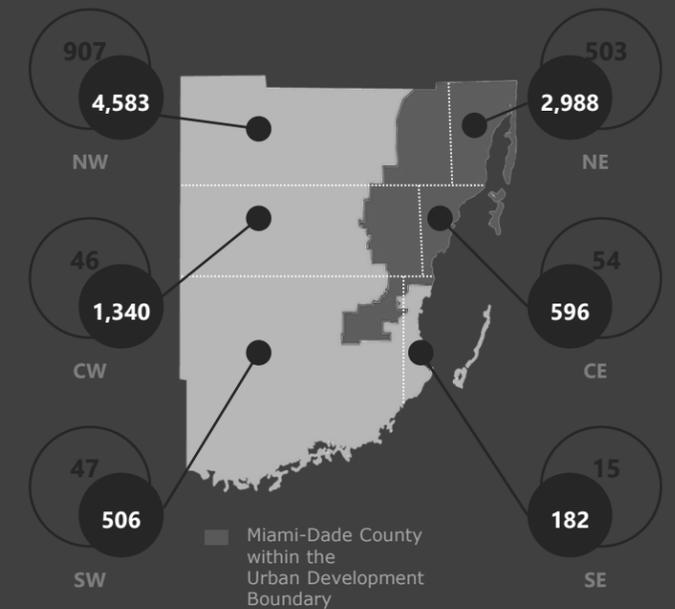
STUDY BACKGROUND



Truck parking supply and demand were primarily studied by the Miami-Dade MPO because of **HOURS-OF-SERVICE** regulations enacted by the federal government, **MOTORIST SAFETY** concerns, and preparedness for increase in freight cargo from **POST-PANAMAX VESSELS**

Furthermore, through **Resolution No. R-53-10**, the **Board of County Commissioners** directed "the Mayor or his designee through the Department of Planning and Zoning to prepare a study analyzing appropriate parcels for tractor-trailer parking," specifically **requesting a study to identify parcels which will be suitable for tractor-trailer parking.**

Regionally, the **DEMAND** for truck parking is **GREATEST** in the **NORTHERN AREA** of Miami-Dade County where large concentrations of industrial land uses are located.



Parking Demand for INTERSTATE TRIPS

Parking Demand for INTRASTATE TRIPS



HOW ? STUDY PROCESS

22 SCREEN ORIGINAL LOCATIONS from the MPO studies and three new ones in TIERED PROCESS

TIER 1

Preliminary Screening

11 LOCATIONS EVALUATED

5 LOCATIONS ELIMINATED

TIER 2

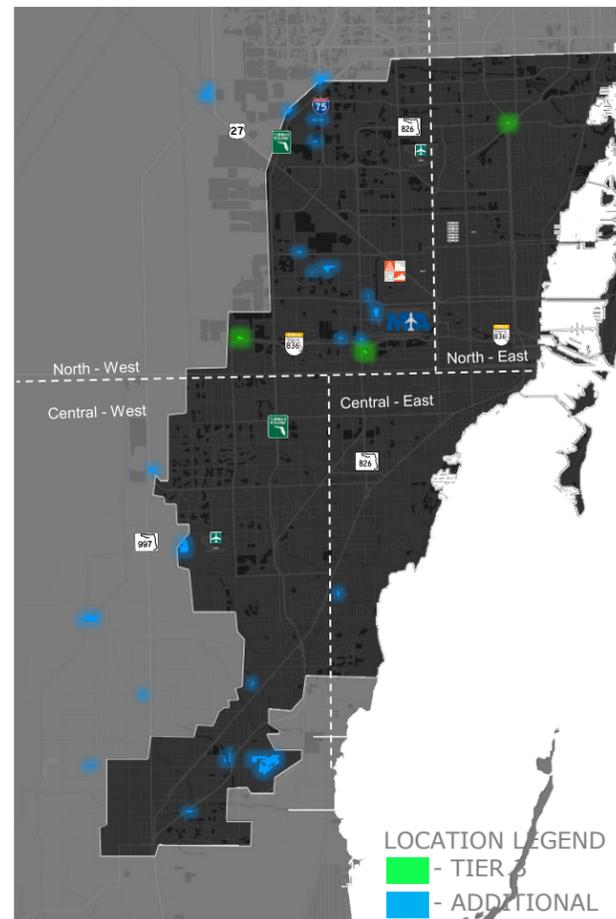
Evaluation & Screening

16 LOCATIONS EVALUATED

10 LOCATIONS ELIMINATED

TIER 3

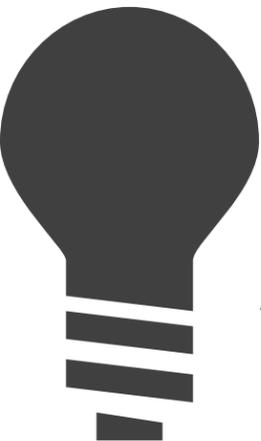
Developed **CONCEPTUAL LAYOUTS** and analyzed existing **TRAFFIC** flows in their vicinity



26 ADDITIONAL POTENTIAL CANDIDATE SITES...

10 Owned by **FDOT**, and can potentially move forward

16 Owned by **MIAMI-DADE COUNTY**



AND ? CONCLUSION

If **X** was developed ...

It would cost

11.9 M

It would take up

15 ACRES

And could provide at least

113 SPACES

As a result the Miami-Dade County regional parking demand estimated at **11,767 spaces** would decrease by ...

1%

... clearly we still have a **long** way to go

P

Site P, which was removed from consideration in Tier 1 due to it not being within the Urban Development Boundary (UDB), **may be an alternate option if the UDB is amended** or an exception is considered. Note that potential for public/environmental controversy exists.

next | STEPS

- 1** Coordinate with the County to champion Location P and other site identification efforts
- 2** Maintain a look out for new additions to FDOT-owned surplus locations