

# ***Statewide Truck Parking Initiatives***

October 2021

# Welcome

FDOT's Freight and Multimodal Operations (FMO) Office enhances Florida's economy and communities.



***FMO Strategic Focus***

# Critical Issue in the Trucking Industry

## Driving Conditions

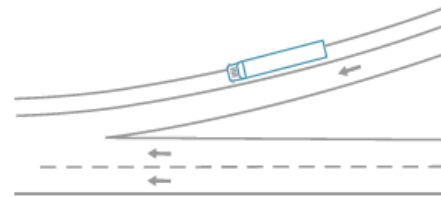


## Parking Conditions

### TRUCK STAGING & DRIVING TIMES



### PARKING ON RAMP SHOULDER IS NOT SAFE



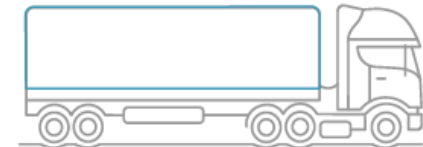
### CARGO THEFT



### DEMAND EXCEEDS SUPPLY



### SHOULDER NOT MADE FOR WEIGHT OF TRUCK



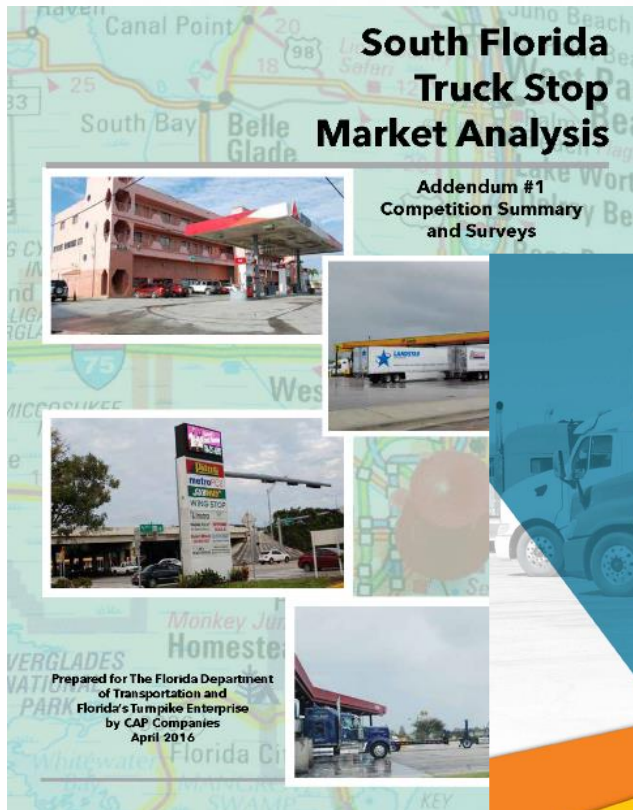
### EXCESSIVE TIME SPENT SEARCHING

Searching for truck parking = higher cost of consumer goods





# Truck Parking Studies



Addendum #1  
Competition Summary  
and Surveys

Over  
**3Billion**  
truck GPS records analyzed

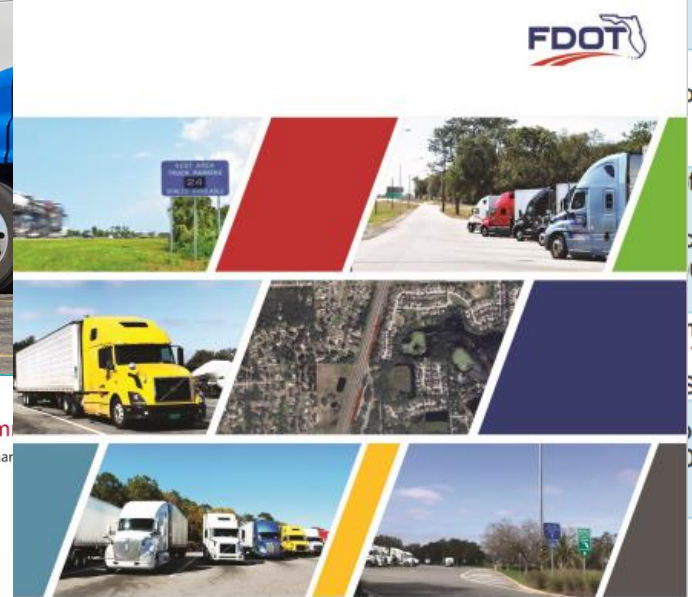


Executive Summary

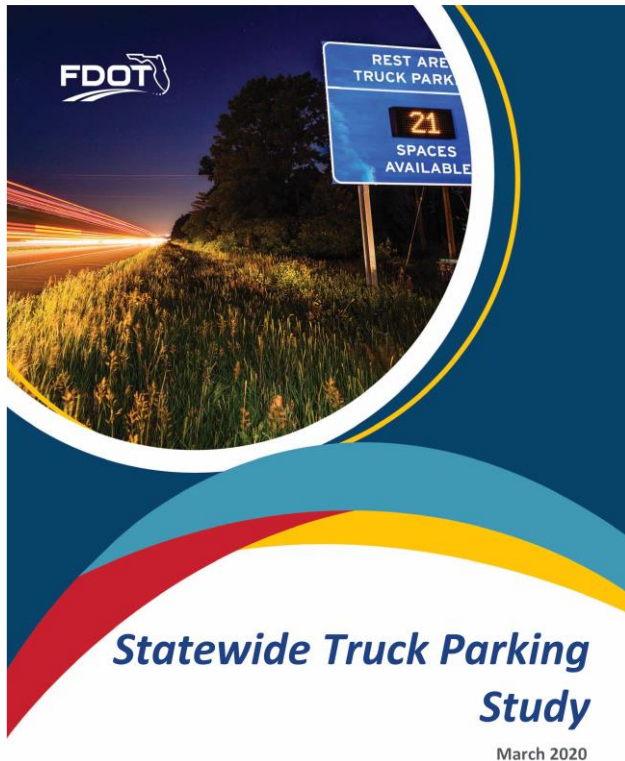


from 300+ TTMS sites

	Spatial Coverage	Description
2017 -		Propriety dataset of truck GPS
		related or tax
		ces public
		nts at all Traffic (S)
		ormation District



# Statewide Truck Parking Study



**LEVERAGE**  
district truck parking efforts

## APPROACH

- Systematic
- Programatic
- Objective
- Performance based
- Repeatable
- Tactical
- Actionable



**IDENTIFY**  
greatest needs and  
gaps in capacity

**UNDERSTAND**  
why and where

**DETERMINE**  
most feasible solution

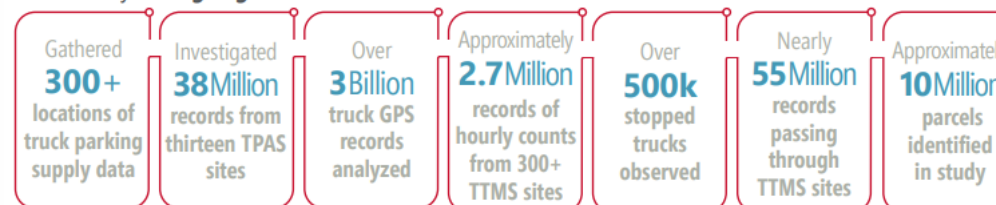
**ALIGN**  
opportunity and resources

**IMPLEMENT**  
solutions

## Analysis Methodology



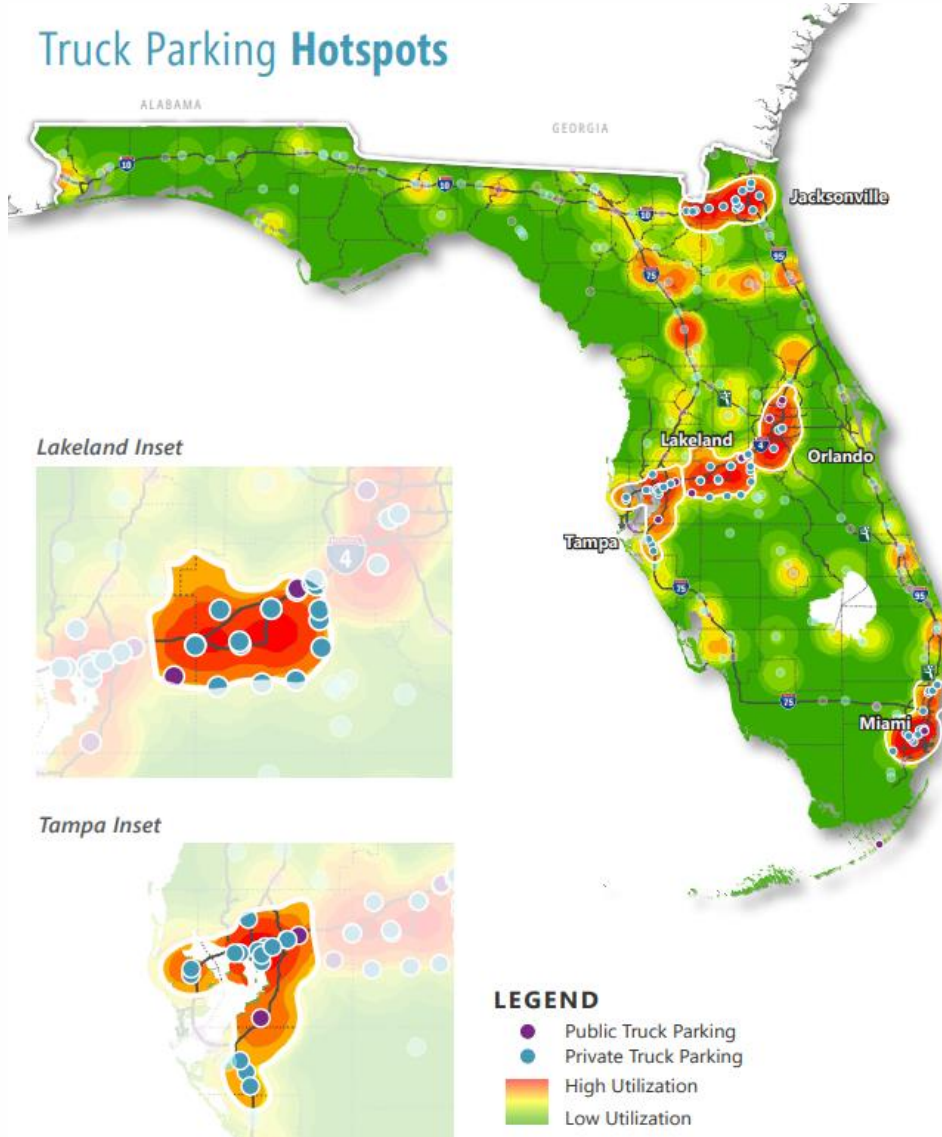
## Data Analysis Highlights



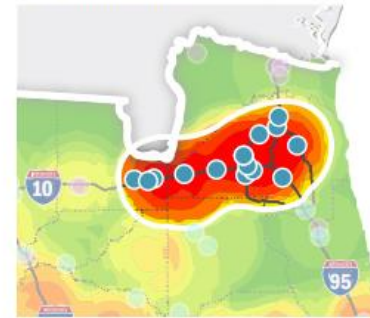


# Statewide Truck Parking Study

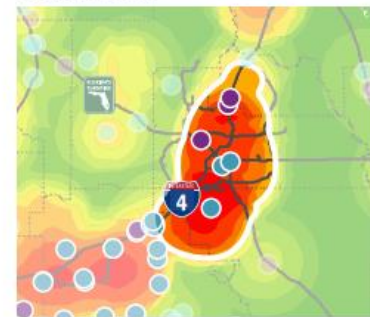
## Truck Parking Hotspots



Jacksonville Inset



Orlando Inset



Miami Inset



## Prioritization of Needs

### IDENTIFY

Clusters of Florida's Truck Parking Needs Statewide

### APPLY

Truck Parking Criteria  
Number of Unauthorized Trucks,  
Overutilization of Truck Stops and Rest Areas  
Stakeholder Input

### PRIORITIZED

List of  
Truck Parking  
HotSpots

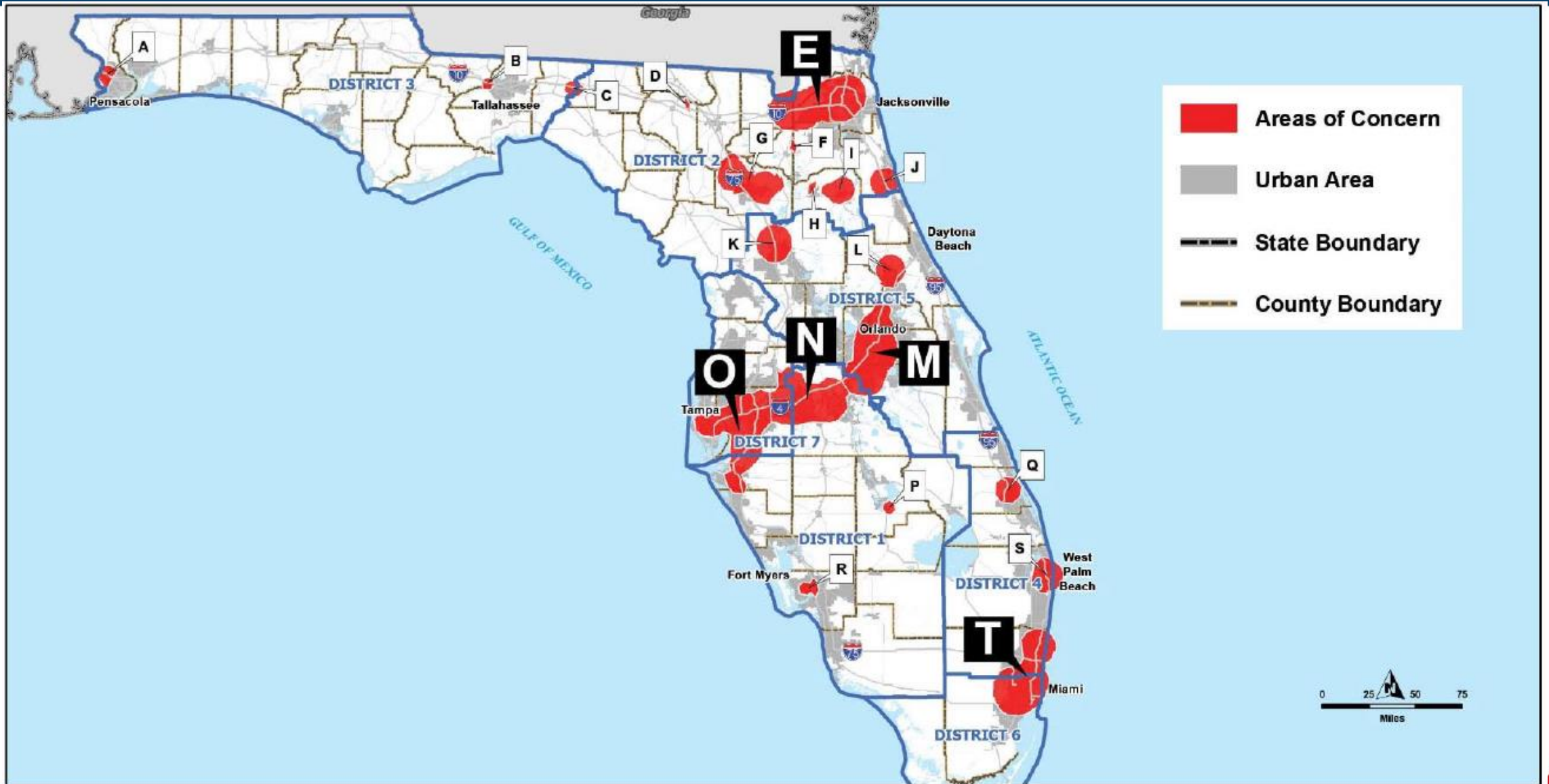
## Example Analysis



DWELL TIME  
10.3 HOURS

120% over-utilized and  
used for HOS compliance/  
overnight parking.

# Priority Areas of Concern

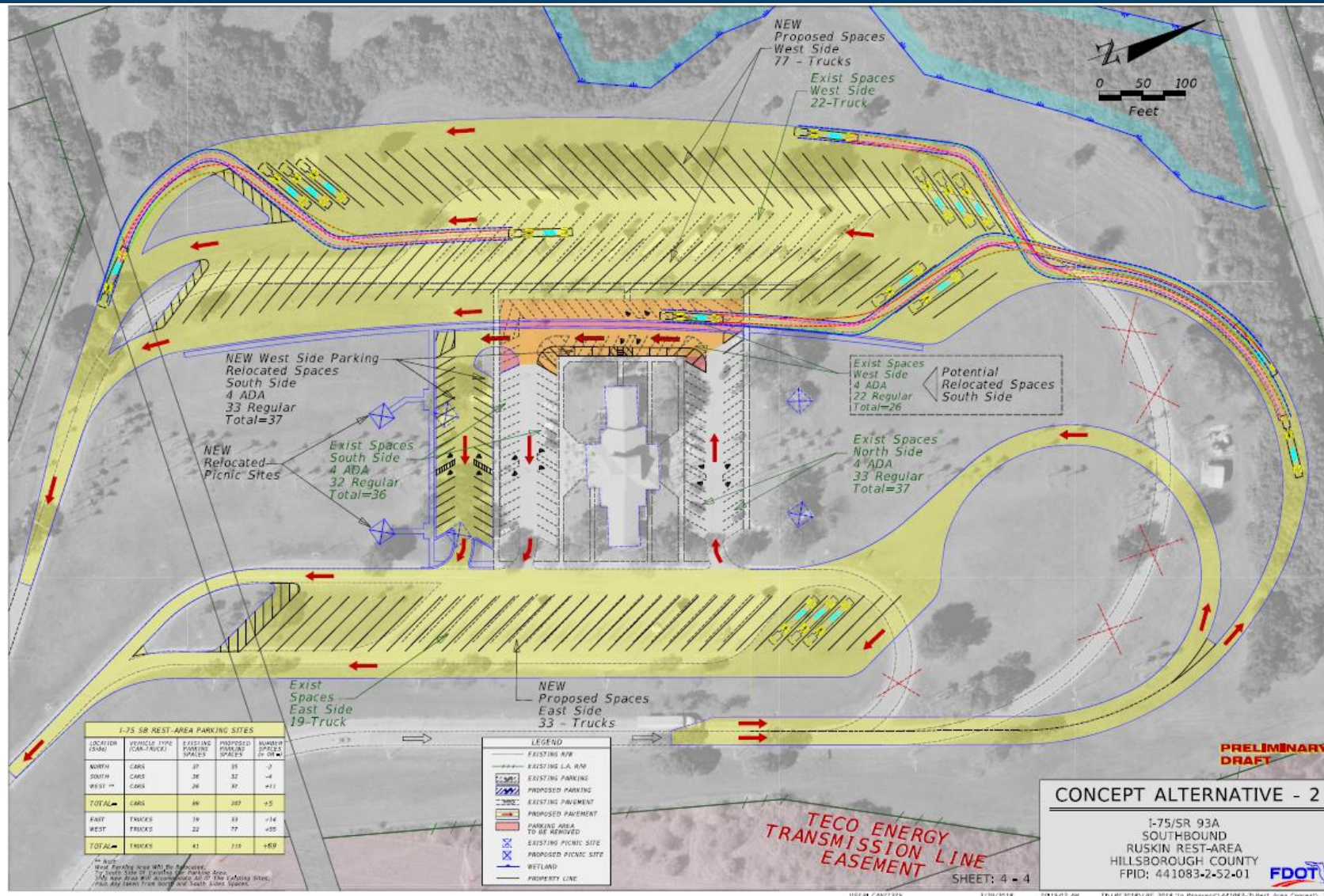


# Solutions Toolbox – Capacity

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Capacity	C-1	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)	✓			★ ★ ★
	C-2	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)	✓			★ ★ ★
	C-3	Encourage the use of underutilized truck parking spaces at weigh stations, including designating "Safe Zones" with FHP, site beautification strategies and additional amenities	✓			★ ★ ★
	C-4	Develop new public truck parking facilities near high demand private truck parking facilities.		✓		★ ★ ★
	C-5	Collocate overnight truck parking with commuter park-and-ride lots in high demand areas (site redesign, pavement upgrade and additional maintenance may be necessary)		✓		★ ★ ★
	C-6	Convert existing FDOT right-of-way near interchanges in high demand areas to truck parking		✓		★ ★
	C-7	Leverage existing Florida P3 legislation to develop new truck parking facilities.		✓		★ ★
	C-8	Partner with local governments to develop municipal truck-only parking facilities in critical areas.			✓	★



# Capacity Example



D7 – Rest Area Redesign (I-75, Southbound)

# Solutions Toolbox – Technology/ Communications

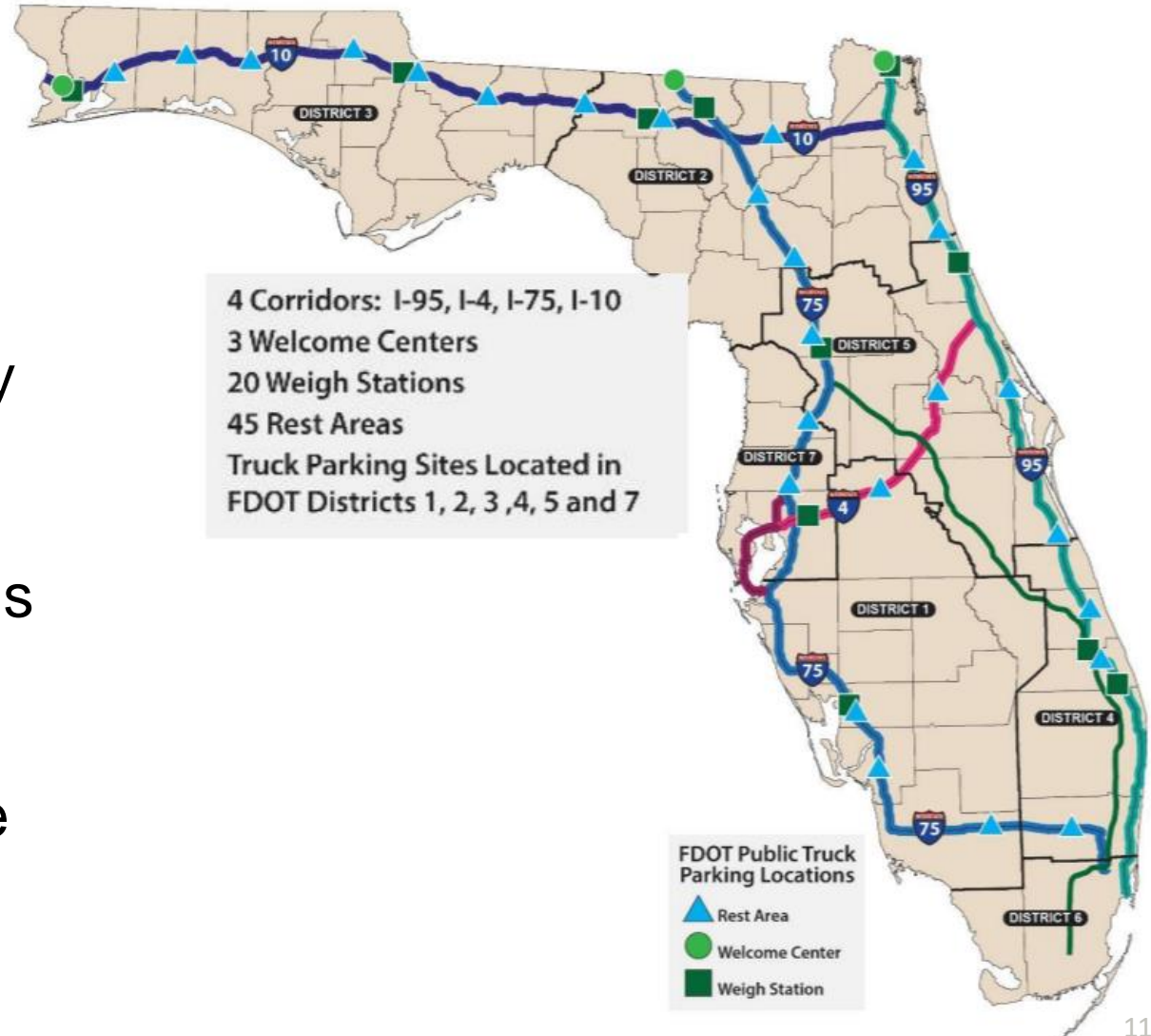
Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Technology / Communications	T-1	Develop, initiate and maintain awareness campaigns to inform truck drivers, and freight generating facility managers, of under-utilized truck parking facilities	✓			★ ★ ★
	T-2	Ensure joint 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).	✓			★ ★
	T-3	Monitor Automated, Connected, Electric and Shared (ACES) technology adoption and impacts on truck parking.	✓			★ ★
	T-4	Provide truck electrification (on-board power infrastructure) at public truck parking facilities.			✓	★ ★



# Technology/ Communications Example

## *Enhance Truck Parking Availability System (TPAS)*

- Implementation of technology at state owned facilities to accurately assess and disseminate the availability of truck parking
- Development of predictive analysis for future parking availability
- Incorporation of private parking locations for systemwide resource utilization.





# Solutions Toolbox – Partnership

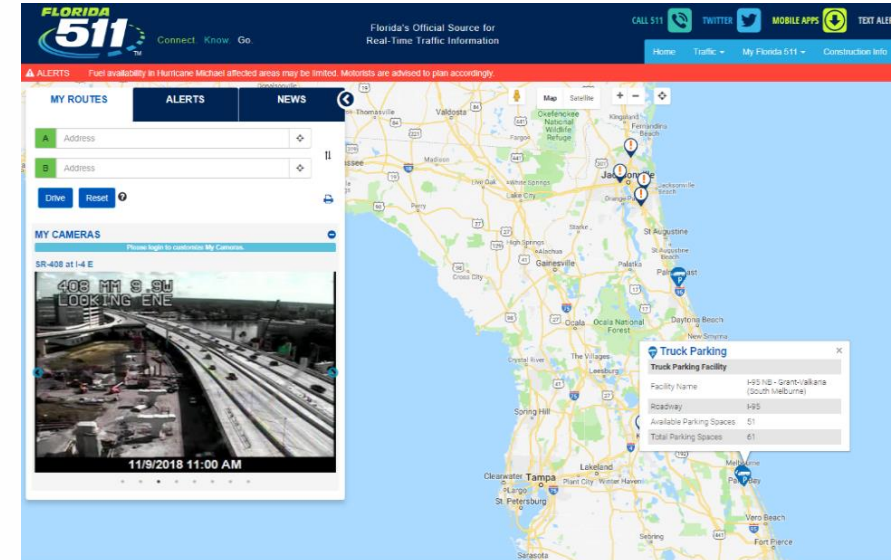
Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Partnership	PA-1	Leverage existing state-agency grant programs to provide private sector resources to build new parking facilities in high-demand areas. A new FDOT truck parking grant may also be considered (annual call for project ideas).	✓			★ ★
	PA-2	Establish collaborative program with freight generating facilities to promote partnerships and help provide additional on-site truck parking; i.e., a "Friendly Truck Parking Network."		✓		★ ★
	PA-3	Collaborate with the local governments and private sector to leverage large venue (stadiums, arenas, regional malls, etc.) parking lots for overnight truck parking.		✓		★

# Solutions Toolbox – Policy

Type	No.	Potential Solutions	1-2 Years	3-5 Years	5+ Years	FDOT's Role in Project
Policy	PO-1	Include truck parking as eligible project type under FDOT Strategic Intermodal System (SIS) and other capacity improvement programs (establish criteria).	✓			★ ★ ★
	PO-2	Apportion dedicated funding for truck parking projects either through legislative request or by leverage NHFP funds (consider both capital and O&M costs).	✓			★ ★ ★
	PO-3	Advocate with other states to USDOT to allow greater flexibility for third-party vendor operations at public rest areas; e.g., leveraging AASHTO.		✓		★ ★ ★
	PO-4	Leverage federal and state grants/funding opportunities to implement truck parking solutions.	✓			★ ★
	PO-5	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.	✓			★
	PO-6	Work with MPOs and local municipalities to incorporate secure truck parking requirements at new freight generating facilities (i.e., land use ordinances).	✓			★

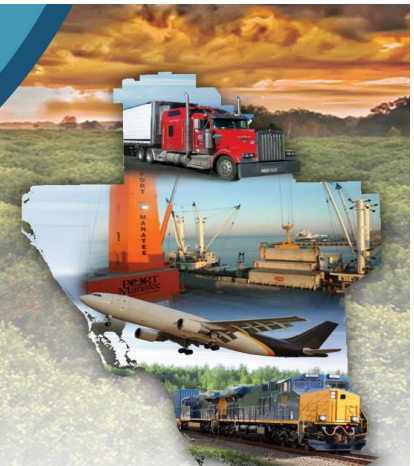
# Current Efforts

- District truck parking studies
- Statewide and District Freight plans
- Truck Parking Availability System



## District One Freight Trucking Forum 1 September 2021

Keith Robbins  
District Freight & Seaport Coordinator  
FDOT District One





# *Recent Wins*

## *National Highway Freight Program Funding*

- Over \$71 Million towards truck parking
- 7 projects between Districts 1, 2, 5, 6, and 7
- Includes studies, PD&Es, site concepts, and construction

# Barriers Removed

- Funded truck parking projects using National Highway Freight Program (NHFP) funds
- The Strategic Intermodal System (SIS) revised their policy to include truck parking as an eligible project type
- Constantly working with Districts and local government partners to remove other barriers and implement truck parking projects

Is a major truck stop in West Volusia's future?

Al Everson  
Apr 19, 2021



THEY KEEP ON TRUCKIN' — Trucks are an integral part of the complex American economy that delivers the things we need and want. Florida's increasing population is driving more truck traffic, and that is exacerbating a shortage of places for truck drivers to park their big rigs. In their over-the-road travels, truckers must comply with federal limits on the numbers of hours they may work before taking a rest. Providing places for drivers and their semis off the road is a challenge for transportation planners and local officials.

BEACON PHOTO/AL EVERSON

# Remaining Barriers

- Rest Area Commercialization
- Limited Federal and State Funding

Government

Eugene Mulero | Senior Reporter

September 27, 2021 1:15 PM, EDT

## House Transportation Reps in GOP Press for Truck Parking



*In order to continue doing their jobs safely and effectively, [truck drivers] need more places to park while they're on the job," says Rep. Sam Graves (R-Mo.) (Andrew Harrer/Bloomberg News)*

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# *Trucker's Safety*



**TAKE A  
BREAK**  
**Don't drive drowsy.**



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