



NORTHEAST FLORIDA
TRUCK PARKING STUDY

FINAL REPORT

November 2019

Executive Summary

The Florida Department of Transportation's Northeast Florida Truck Parking Study assesses current truck parking capacity and utilization in District Two.

Study Objectives

The Study has two objectives:

1. Inventory public and private truck parking spaces and determine areas of insufficient truck parking; and
2. Identify short-, mid-, and long-term solutions and funding strategies to improve truck parking (in strategic locations) that will improve conditions for truck drivers, reduce unnecessary fuel consumption, and improve the efficiency of commercial vehicle operations.

Study Approach

The Study's overall approach was informed by previous truck parking initiatives undertaken by FDOT and their transportation partners across the nation.

Current truck parking utilization was derived from GPS truck probe data provided by the American Transportation Research Institute (ATRI). Future demand was projected using the Federal Highway Administration's National Assessment of Commercial Vehicle Parking model. By comparing these two quantitative results, FDOT was able to identify the overall need for future truck parking through 2030. These results were validated by District Two freight stakeholders.

Figure ES-1 | Study Steps



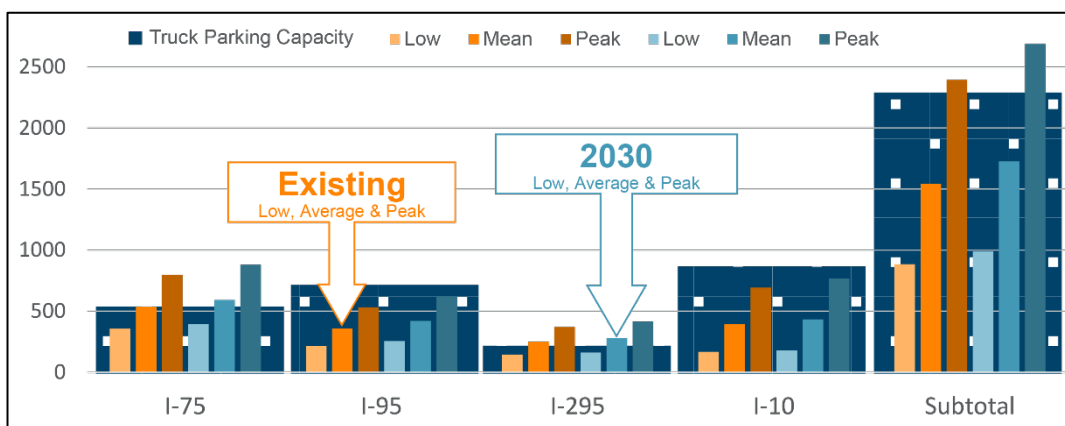
Study Findings

Based on this and other analyses (Section 5), the following corridors have been identified as having unmet truck parking demand through 2030:

- I-95 in Jacksonville
- I-95 north of Jacksonville
- I-295 East near Jaxport
- I-75 north of I-10

Figure ES-2 shows the overall existing and future supply-demand gaps in these key corridors.

Figure ES-2 | Truck Parking Supply-Demand Gap – by Corridor



In addition, unauthorized parking takes place on highway ramps or empty lots creating safety, security, and other hazards for the public and for the truck drivers themselves. For purposes of this study, unauthorized parking is a visual indicator of unmet truck parking demand. Figures ES-3 and ES-4 show the contrasting view of where current truck parking capacity is located in District Two (ES-3) versus where “unauthorized” truck parking takes place (ES-4).

Figure ES-3 | District Two Truck Parking Capacity (Supply)

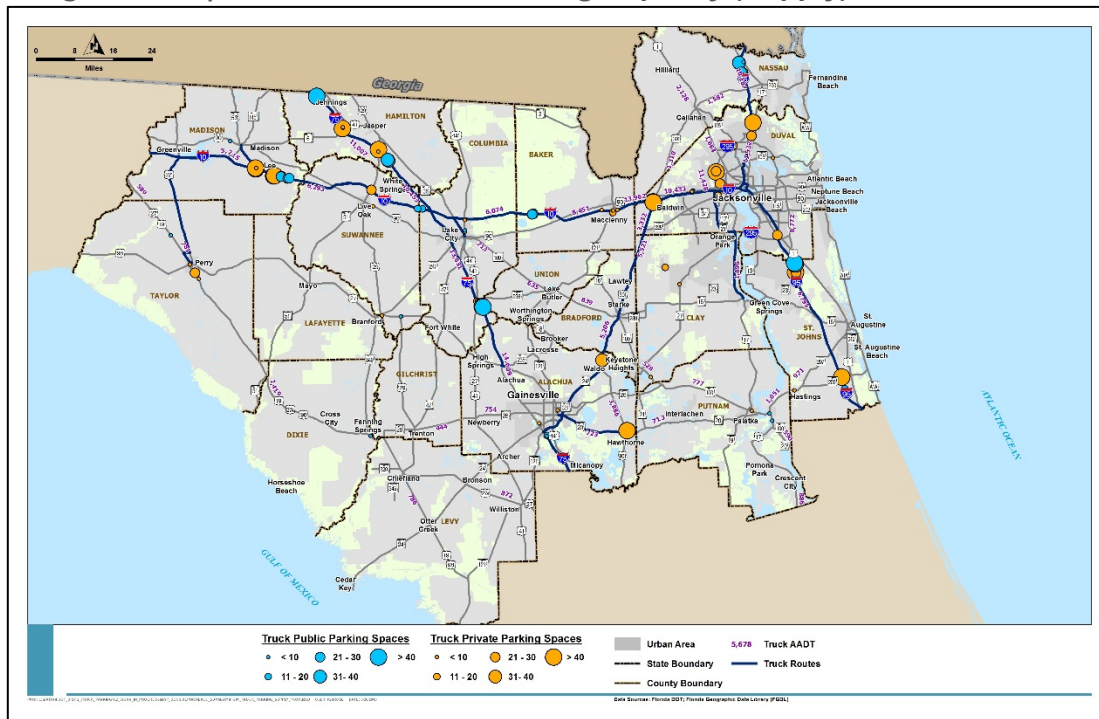
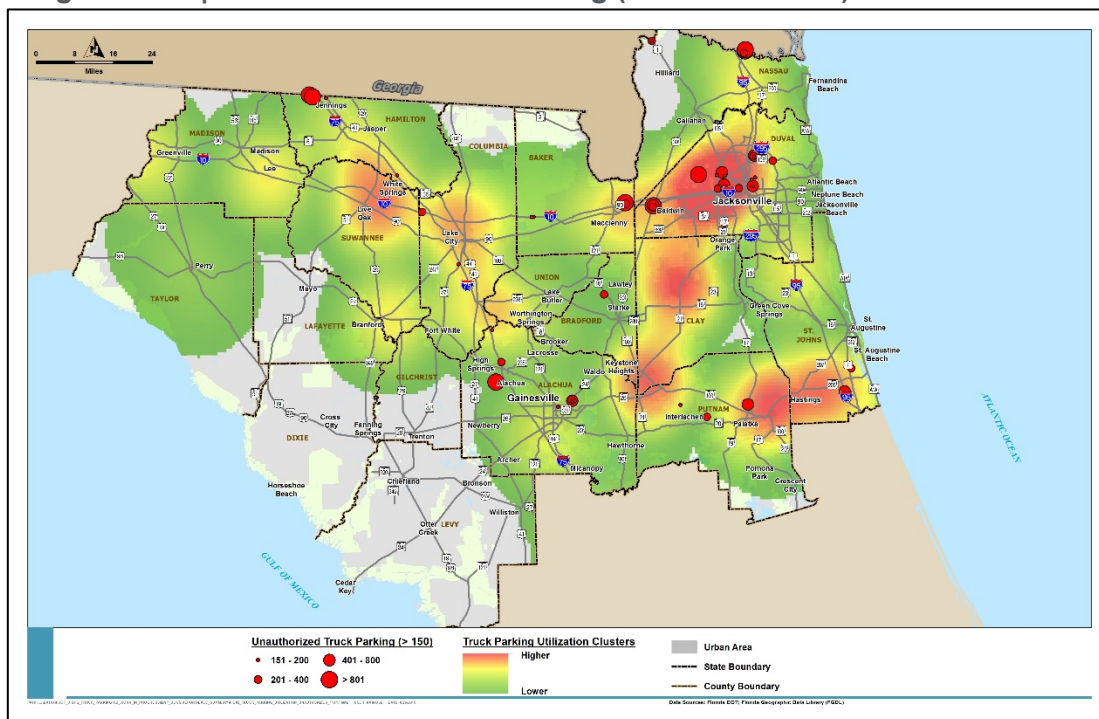


Figure ES-4 | Unauthorized Truck Parking (Unmet Demand)



Recommendations & Next Steps

Figure ES-5: District Two Truck Parking Study Recommendations

RECOMMENDATIONS

	Near - Term	Mid - Term	Long - Term
PROJECT	- Re-design older rest areas to improve circulation, safety, and capacity for the Florida Interstate Semitrailer (WB-62FL) commercial trucks. - Formalize informal parking at existing rest areas and evaluate opportunities to reconfigure green space. - Leverage current public right-of-way to safely add to available parking. - Identify opportunities to add new amenities to existing facilities (public rest areas and weigh stations) to incentivize utilization.	Foster opportunities to develop municipal truck-only parking facilities in critical areas such as along I-75, I-95 in and north of Jacksonville, and along I-295 East.	- Identify & foster strategic opportunities to address truck parking capacity needs and future demand. - Align public & private efforts to develop partnership framework options and identify suitable joint use sites (industrial sites, sports and entertainment venues, brownfields etc.), and leverage unrealized capacity.
PROGRAM	- Target key corridor segments with over-utilized parking, such as the I-295 (East) and I-95 corridors near Jacksonville to immediately address the lack of parking. - Work with Central Office to revise rest area formula and identify new funding opportunities. - Consider "variable" truck parking at public rest areas during high peak demand periods between 7:00 P.M. and 7:00 A.M.; certain portions of car parking can be used for commercial trucks.	Leverage and expand the TPAS program for great coverage including private truck parking facilities.	Leverage existing Florida P3 legislation enacted in 2013 (and updated in 2016) to establish new P3s and co-sponsor public facilities.
POLICY	- Consider impacts of new HOS regulations. - Utilize new federal transportation funding programs based on new published criteria and priorities.	Consider impacts of Connected Automated Vehicle (CAV) and alternative fuel technology on both short and long-haul commercial truck trips.	Work with Central Office to identify other potential funding sources (for engineering research, alternative energy and environmental impacts).

In addition, the following immediate next steps are suggested:

- I-75 NB/SB Rest Area near Ellisville between Gainesville and Lake City (Columbia County) – identify current unauthorized parking locations and undeveloped space within the rest area footprint that can be converted to truck parking without impacting safety.
- I-95 NB/SB Rest Area near CR 210 just south of Jacksonville (St. John's County) – identify current unauthorized parking locations and undeveloped space within the rest area footprint that can be converted to truck parking without impacting safety.
- I-95 NB/SB WIM Station near Yulee (Nassau County) – develop and implement a user experience design concept – entailing lighting, amenities, landscaping, and signage.

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NORTHEAST FLORIDA
TRUCK PARKING STUDY

Section 1: Study Introduction

Background

Truck parking availability has been a long-standing challenge for Florida's freight industry and across the nation. Recent regulatory and market changes have increased the significance of these challenges. Among the changes:

Hours of Service - The federal government adjusted regulations which limit the number of consecutive hours a truck driver can operate. While there have been several proposals to adjust these regulations further, any change will still impact the demand for truck parking facilities.

Electronic Logging Devices - The Moving Ahead for Progress in the 21st Century Act (MAP-21) required trucking companies to shift from paper to electronic logbooks. Stakeholders have identified that this change has resulted in stricter enforcement of Hours of Service regulations, since the electronic logbooks automatically track a truck's activities.

Rapid Fulfillment - Rising delivery expectations have pressed truck drivers to push the limits of their allowed Hours of Service.

More Trucks - By 2037, truck vehicle miles traveled are expected to increase by 1.1 percent annually.

Truck Parking Paradox

Truck parking decisions are increasingly a choice between productivity and risk. Drivers have to decide between finding a safe parking location before exhausting their HOS (and lose productivity) or to risk proceeding with uncertain parking expectations.

The impacts of these decisions are not only felt by the trucking industry. These issues impact the safety of the general motoring public, local communities are impacted by unauthorized parking, and wasted productivity negatively impacts the economy.

Study Objectives

The Florida Department of Transportation's Northeast Florida Truck Parking Study assesses current truck parking capacity and utilization in District Two. The overall goal of this study is to identify truck parking solutions to better serve commercial vehicles, freight carriers, and the travelling public. To achieve this goal, the study has two primary objectives:

1. Inventory public and private truck parking spaces in District Two and determine areas of insufficient truck parking; and
2. Identify short-, mid-, and long-term solutions and funding strategies to improve truck parking (in strategic locations) that will improve conditions for truck drivers, reduce unnecessary fuel consumption, and improve the efficiency of commercial vehicle operations.

Approach

The Study's overall approach was informed by previous FDOT truck parking initiatives and work undertaken by transportation partners across the nation. Current truck parking utilization was derived from GPS truck probe data provided by the American Transportation Research Institute (ATRI). Future demand was projected using the Federal Highway Administration's National Assessment of Commercial Vehicle Parking model. Additionally, the study considered the location of commercial/industrial parcels and the share of trucks in each corridor.

By comparing these quantitative results, FDOT was able to identify the overall need for future truck parking through 2030. Validated by freight stakeholders in District Two, this needs assessment helped the team develop the key recommendations and implementation steps.

Report Organization

This report is organized as follows:

Section	Content
Policies, Plans & Best Practices Review	An overview of federal guidance, comparable truck parking studies, and other related initiatives
Stakeholder Outreach	FDOT's efforts to understand the contributing factors and impacts in District Two. This included an online survey and an intercept (driver) survey with more than 460 respondents including drivers, operators, and public agency representatives.
Existing Conditions	An assessment of the given situation including the study area, traffic volumes, truck shares, and locations of permitted and unauthorized truck parking.
Needs Assessment	A comprehensive review of current parking capacity versus utilization with a residual difference to highlight the need for additional parking.
Recommendations and Next Steps	Suggested near-, mid-, and long-term actions (by category and type) based on Existing Conditions and the Needs Assessment, district-wide and in key corridors. In addition, there are three suggested immediate next steps.



NORTHEAST FLORIDA
TRUCK PARKING STUDY

Section 2: Policies, Plans & Best Practices Review

Introduction

The Study's overall approach was informed by previous FDOT truck parking initiatives and work undertaken by transportation partners across the nation. As such, this section details relevant truck parking initiatives and regulations that provide the framework.

Federal Policy

The Federal Motor Carrier Safety Administration (FMCSA) issues and oversees trucking regulations – like Hours of Service (HOS) and Electronic Logging Devices (ELD) – which drive the truck parking discussion nationally and in Florida.

Hours of Service Regulations

In 2017, the FMCSA significantly adjusted regulations which limit the number of consecutive hours a truck driver can operate. While, there have been several proposals to adjust these regulations further, any change will still significantly impact the demand for truck parking facilities. Table 2-1 provides an outline of the current FMCSA Hours of Service regulations.

Table 2-1 | Hours of Service (HOS) Rules for Commercial Truck Drivers

Property-Carrying Drivers HOS Rule
11-Hour Driving Limit May drive a maximum of 11 hours after 10 consecutive hours off duty.
14-Hour Limit May not drive beyond the 14th consecutive hour after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.
Rest Breaks May drive only if 8 hours or less have passed since end of driver's last off-duty or sleeper berth period of at least 30 minutes. Does not apply to drivers using either of the short-haul exceptions in 395.1(e). [49 CFR 397.5 mandatory "in attendance" time may be included in break if no other duties performed]
60/70-Hour Limit May not drive after 60/70 hours on duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.
Sleeper Berth Provision Drivers using the sleeper berth must take at least 8 consecutive hours, plus a separate 2 consecutive hours either in the sleeper berth, off-duty, or any combination of the two.

Electronic Logging Devices

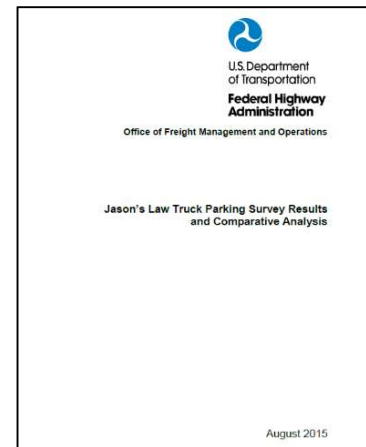
The Moving Ahead for Progress in the 21st Century Act (MAP-21) required trucking companies to shift from paper to electronic logbooks. Stakeholders have identified that this change has resulted in stricter enforcement of Hours of Service regulations, since the electronic logbooks automatically track a truck's activities. This is especially notable since the system removes the

driver's ability to round their time to the nearest quarter hour, thus reducing flexibility when extra time is needed to find parking.¹

Jason's Law Truck Parking Survey Results and Comparative Analysis

MAP-21 required the U.S. Department of Transportation (USDOT) to evaluate each state's capability for adequate parking and truck rest facilities along the interstate, determine the volume of truck traffic in each state, and develop metrics for truck parking availability. The results of the 2015 study found that 80 percent of drivers have difficulty finding truck parking at least once a week, with the evening being the most difficult time. Drivers had the most difficulty in the Northeast and Southeast United States.² (The results of the 2018 survey update are pending publication.)

In Florida, 2,529 public truck spaces and 6,573 private truck spaces were reported as available. Although this ranks Florida as one of the highest throughout the United States by sheer quantity, ***the state is still near the bottom of the list due to the relative number of total truck parking spaces per VMT.***



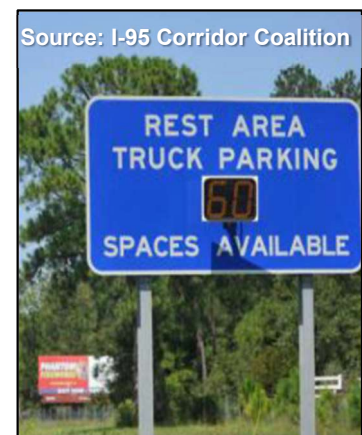
FDOT Statewide Plans & Initiatives

Florida has recently developed several key “freight-focused” plans and studies that address truck parking, including: the FDOT Truck Parking Availability System (TPAS), the 2013 Freight Mobility and Trade Plan, the Florida Motor Carrier System Plan, and the Analysis of Freight Transport Strategies and Methodologies.

FDOT Truck Parking Availability System

In 2015, the Florida Department of Transportation (FDOT) received an Accelerated Innovation Deployment (AID) grant to develop a Truck Parking Availability System (TPAS) demonstration project. Today, TPAS is being implemented on I-4, I-10, I-75 and I-95.

The technology uses in-pavement parking space sensors to detect vehicle presence and provide real-time parking availability information to truck drivers approaching public truck parking facilities via dynamic roadside signage and the State's traveler information system (Florida 511). In District Two, the system will include two welcome centers, 12 rest areas, and six weigh stations.

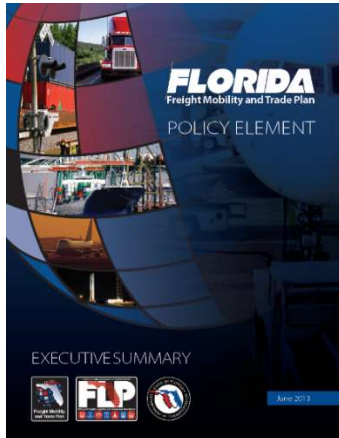


¹ For more information, see <https://www.fmcsa.dot.gov/hours-service/elds/electronic-logging-devices>.

² AASHTO. National Coalition on Truck Parking: Activity Report, 2015-2016 (2017). Also, the survey was updated and released in 2018; those results are currently pending.

Freight Mobility and Trade Plan

The Freight Mobility and Trade Plan (FMTP) was developed by FDOT to enhance Florida's freight transportation infrastructure and promote the State's overall economic vitality.³ The plan



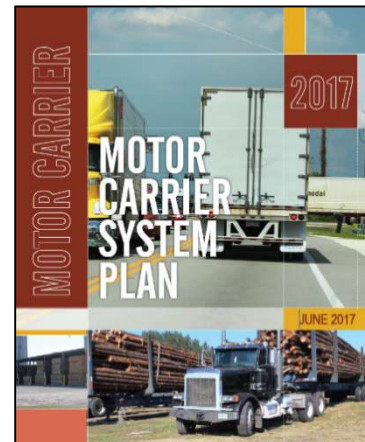
identifies critical freight transportation hubs and facilities, and prioritizes investments for these facilities. It also includes a Policy Element and an Investment Element, for which the latter identified truck parking as a critical highway issue impacting freight movement.

The study developed criteria based on FMTP objectives and strategies to prioritize freight investments, of which truck parking was identified as one of the seven criteria to increase operational efficiency of goods movement. Projects that involve improvements to truck parking can be scored, ranked, and prioritized for freight investment.

Florida Motor Carrier System Plan

Developed to support the FMTP, the Florida Motor Carrier System Plan identifies issues and trends that motor carriers are facing, and provides goals, strategies, and recommendations to address the issues.⁴

Truck parking capacity improvements and information management systems were identified as potential motor carrier planning activities based on best practices. In addition, 'Safety and Security' was identified as a goal with a supporting objective to 'provide more safe and secure places for truck parking both on and off the Interstate System.' The plan provides strategies to achieve this goal, including:



- Define needs, gauge feasibility of solutions, develop more public land into truck parking, and partner with the private sector;
- Review sufficient security at truck parking facilities and enforcement of proper uses;
- Partner to develop coordinated truck parking availability information and signage; and
- Work with local governments to identify and address truck parking needs near delivery points.

³ "Atlanta Regional Truck Parking Assessment Study," Atlanta Regional Commission, 2018.

⁴ "Analysis of Freight Transport Strategies and Methodologies," Florida Department of Transportation, 2017.

Furthermore, it was also recommended in the report to:

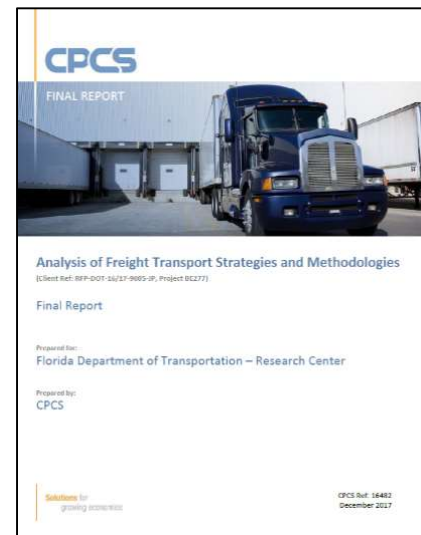
- Research where truck parking facilities are underutilized, why they are not being used, and identify potential solutions;
- Identify ways the Truck Parking Availability System (TPAS) will be tied to FL 511 and other applications and share that message with trucking partners; and
- Work with local and private partners to address truck parking needs in individual communities.

The plan concludes with the assignment of implementation roles for each strategy so that the responsible parties are identified and the goals established in this plan can be realized.

Analysis of Freight Transport Strategies and Methodologies

FDOT's Analysis of Freight Transportation Strategies and Methodologies addressed last mile issues, identifying best practices and providing recommendations and strategies for temporary parking in loading zones, access restrictions, and delivery practices.⁵ Information on the "last mile issue" is critical to understand how, when, where, and the types of trucks moving goods in various environments.

The report cited that additional information, including an in-depth review of various factors affecting truck parking is needed to make more informed decisions about investment and operational changes. The report also recommended approaches involving the combination of location-enabled mobile data sources with existing data and tools in the following ways: Last Mile Flow Maps, Bottlenecks Analysis, and Travel Time Reliability Valuation. The intent was to bring existing freight analyses and investment decisions together.



⁵ Ibid

Local/Regional Plans & Studies

Local plans, studies, and ordinances were also reviewed for information pertaining to truck parking.

FDOT's Northeast Florida Freight Movement Study

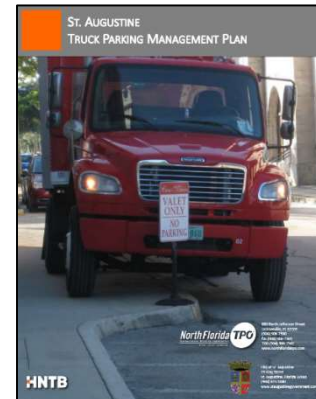
The Northeast Florida Freight Movement Study was designed to enhance and expand freight mobility in District Two. With the convergence of intermodal transportation centers, supportive warehousing and distribution centers, and a highly skilled work force, Northeast Florida is a major freight gateway for the state and southeast United States.

During the development of the Study, FDOT held a Business Forum where stakeholders identified truck parking as one of the region's 17 motor carrier issues. Feedback from industry stakeholders was gathered and key findings included a lack of truck parking as well as gaps in information regarding truck parking availability. The study recommended that District Two continue exploring opportunities to expand existing truck parking, engage with public/private stakeholders, and foster and implement technological solutions.⁶

St. Augustine Truck Parking Study

The North Florida Transportation Planning Organization conducted a truck parking study for St. Augustine. The study's goal was to consider truck traffic, given the City's historic nature and therefore quality of life.⁶ The TPO developed a commercial vehicle management plan and addressed parking, traffic, and the historic preservation/tourism needs. Specifically, the study recommended the following strategic recommendations:

- Provide additional truck parking spaces during off-peak times which revert back to automobile parking during the day;
- Modify existing lots to better accommodate trucks;
- Use smart parking management systems;
- Update policies for permits, fines, and loading zones; and
- Create a network for truck traffic with truck routes and access to truck parking.



⁶ "District Two. Northeast Florida Freight Movement Study," Florida Department of Transportation, 2018.

⁶ Ibid

Commercial Truck Parking Detection Technology Evaluation for Columbia County Rest Areas

The University of Florida's Transportation Institute developed this report to evaluate different in-pavement vehicle detection technologies for commercial truck parking areas.⁷ The team evaluated three different vendors of truck parking sensors and focused on five different aspects:

1. The accuracy of the vehicle detection in parking spaces;
2. Cost of the technology;
3. Installation, setup and maintenance of technology;
4. Sensor output integration with SunGuide® software; and
5. Sensor durability.

The three products were tested at two rest area facilities: (1) 20161 on I-75 northbound, and (2) 20162 on I-75 southbound. Each vendor applied 10 sensors, and the data was checked for accuracy using video. The three different technologies all performed at or above a 95 percent accuracy level.

Local Ordinances

Local codes and ordinances within District Two were reviewed for restrictions that could impact truck parking. It was found that city and county ordinances varied, but most jurisdictions prohibited truck parking in residential areas (with the exception of temporary parking for loading and unloading). Some prohibit truck parking in certain portions of roadways, while others do not have any ordinances in place to limit (or prohibit) truck parking.

County Ordinances

Table 2-2 outline the truck parking ordinances in Alachua, Duval, Nassau and Lake City Counties. The remaining 14 counties within District Two have not passed truck parking ordinances.

⁷ "Truck Parking Availability System, Executive Summary," Florida Department of Transportation (Research Office), 2016.

Table 2-2 | County Ordinances

County	Applicable Ordinances
Alachua	Per Section 404.82.5, truck parking is prohibited outside of an enclosed structure in areas zoned as rural/agriculture and residential. (Ord. No. 06-14, § 2(Exh. A), 7-20-06; Ord. No. 09-05, § 2(Exh. A), 9-9-09; Ord. No. 09-05, § 2(Exh. A), 9-9-09; Ord. No. 12-09, § 2(Exh. A), 10-9-12)
Duval (Jacksonville Consolidated Gov't)	Per Section 656.411, trucks are prohibited from parking in residential and commercial areas. (Ord. 91-59-148, § 1; Ord. 91-761-410, § 1; Ord. 2006-673-E, § 1; Ord. 2007-319-E, § 1; Ord. 2008-969-E, §§ 3, 4; Ord. 2015-338-E, § 1) Section 804.632 states that parking of trucks over one ton of capacity is prohibited in residential areas, unless parked only for temporary loading or unloading. Furthermore, trucks over one ton of capacity are prohibited from driving on certain residential roadways. (Ord. 68-82-59, § 117; Ord. 70-650-526; Ord. 71-397-181; Ord. 81-408-182, § 1; Ord. 83-591-400, § 1; Ord. 85-794-453, § 1)
Nassau	Section 23½-3 prohibits truck tractors from parking between the hours of 8:00pm to 6:00am in recreational areas. (Ord. No. 76-10, § 2, 8-12-76; Ord. No. 81-7, § 2, 3-24-81; Ord. No. 82-14, § 2, 6-22-82; Ord. No. 93-21, § 1, 9-27-93; Ord. No. 96-15, § 1, 9-9-96; Ord. No. 2002-61, § 1, 12-16-02; Ord. No. 2016-09, § 2, 9-12-16)
Lake City	Sections 98-42 and 98-45 specify authorized access routes for trucks within the city. Specifically, trucks are prohibited from travelling on Marion Avenue between State Road 100A and the south city limits, Lake DeSoto Circle, and any streets within areas zoned as residential. (Ord. No. 2005-1034, § 1(99-18), 9-19-05) (Ord. No. 2005-1034, § 1(99-21), 9-19-05) Section 98-48 prohibits truck parking in areas zoned residential, with the exception of temporary parking for pick-up or delivery. (Ord. No. 2005-1034, § 1(99-24), 9-19-05)

Municipal Ordinances

There are also seven municipalities that have regulations restricting truck parking in District Two, shown in Table 2-3.

Table 2-3 | Sampling of Municipal Ordinances

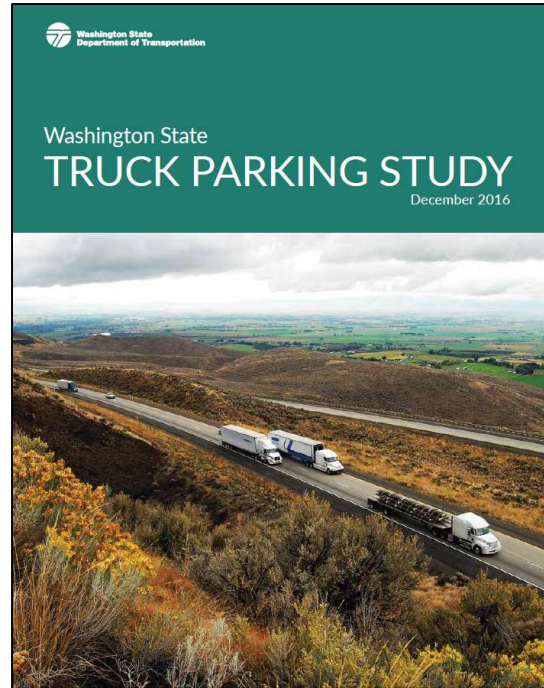
Municipality	Applicable Ordinances
Hilliard	Per Section 62-348, heavy vehicles are prohibited from parking along public highways and streets during the hours of darkness. (Code 1997, § 62-348; Ord. No. 87-119, § 8-6, 12-29-1987)
Lake City	Sections 98-42 and 98-45 specify authorized access routes for trucks within the city. Specifically, trucks are prohibited from travelling on Marion Avenue between State Road 100A and the south city limits, Lake DeSoto Circle, and any streets within areas zoned as residential. (Ord. No. 2005-1034, § 1(99-18), 9-19-05) (Ord. No. 2005-1034, § 1(99-21), 9-19-05) Section 98-48 prohibits truck parking in areas zoned residential, with the exception of temporary parking for pick-up or delivery. (Ord. No. 2005-1034, § 1(99-24), 9-19-05)

Municipality	Applicable Ordinances
Macclenny	Section 20-83 limits truck parking to a maximum of two hours between 8:00am and 6:00pm on public streets within areas zoned as residential, as well as upon right of way of US 90, SR 121, and SR 228. Between 6:00pm and 8:00am, truck parking is prohibited along these roadways. (Code 1973, § 17-27; Ord. No. 92-02, § 4, 5-12-92; Ord. No. 02-10, § 1, 12-10-02; Ord. No. 12-03, § 1, 4-10-12)
Neptune Beach	Per Section 22-1, with the exception of deliveries, pick-ups, and services, it's unlawful for trucks to travel on First Street between Orange Street and Seagate Avenue. (Code 1959, § 22-3.1) Section 22-3 prohibits trucks from parking in commercial districts, with the exception of ordinary business, with no more than 12 hours allowed at loading docks. (Ord. No. 2006-07, § 1, 6-5-06; Ord. No. 2006-14, § 1, 8-7-06; Ord. No. 2010-02, § 1, 3-1-10) Section 22-29 states that semi-trailer and truck-tractors are prohibited from parking on any public street, thoroughfare, way or highway within the city. (Code 1959, § 22-10; Ord. No. 1999-09, § 1, 9-7-99)
Palatka	Section 82-84 prohibits truck traffic in residential areas. (Ord. No. 03-09, § 1, 4-10-2003) Per Sections 82-82, 82-83, and 82-85, trucks are allowed to travel only on the established truck routes. For trucks originating outside of the city with a destination within the city, they are to travel only on established truck routes and deviate only to reach their destination at the nearest point along the established route. With multiple destination points within the city, trucks are travel in the same manner for the first destination, then reach subsequent destination points using the shortest permissible path. For trucks originating inside the city with an outside destination, they are to travel on the shortest path to an established truck route. Trucks originating inside city with a destination also inside city are to travel along the shortest permissible path. (Ord. No. 03-09, § 1, 4-10-2003), (Ord. No. 03-09, § 1, 4-10-2003), (Ord. No. 03-09, § 1, 4-10-2003)
St. Augustine	Section 11-89 states that it is unlawful for trucks or other vehicles over 11,000 pounds to run their engine while parked on public or private property within the limits of the city, with the exception of typical pick-ups or deliveries, or maintenance. Additionally, the ordinance states that under no circumstances shall the vehicles idle or run the engine for more than 45 minutes while parked at each location. (Code 1964, § 17-45.1; Ord. No. 00-16, § 3, 4-24-00) Section 28-336 states that trucks are not allowed to park in any residential district, except for temporary loading and unloading. (Code 1964, § 33-92; Ord. No. 98-33, § 1, 11-9-98)
Starke	Per Section 98-92 through 98-95, trucks are to travel only along the established truck routes. For trucks originating outside of the city with a destination within the city, they are to travel only on established truck routes and deviate only to reach their destination at the nearest point along the established route. With multiple destination points within the city, trucks are travel in the same manner for the first destination, then reach subsequent destination points using the shortest permissible path. For trucks originating inside the city with an outside destination, they are to travel on the shortest path to an established truck route. Trucks originating inside city with a destination also inside city are to travel along the shortest permissible path. (Code 1960, § 15-32; Code 1992, § 13-92), (Code 1960, § 15-33; Code 1992, § 13-93), (Code 1960, § 15-34; Code 1992, § 13-94), (Code 1960, § 15-35; Code 1992, § 13-95)

National Desk Scan

Over the past decade, many state DOTs and MPOs have developed truck parking studies. Several have been reviewed to provide background on factors considered during this study. These studies include the:

- *Atlanta Regional Truck Parking Assessment Study*, Final Report; Atlanta Regional Commission (April 2018).
- *Regional Truck Parking Study*, Delaware Valley Regional Planning Commission (DVRPC), April 2011.
- *Low Cost Strategies to Increase Truck Parking in Wisconsin*, Wisconsin Department of Transportation Research & Library Unit, September 2009.
- *Washington State Truck Parking Study*, Washington State Department of Transportation (WSDOT), December 2016.
- *North Carolina Statewide Multimodal Freight Plan - Truck Parking Study*, North Carolina Department of Transportation, January 2017.



While each study focused on truck parking, the approaches and methodologies of each were different. The North Carolina study considered freight generators, while the Atlanta study looked at truck paths and flows. The Wisconsin study focused on low-cost strategies, discussed public-private partnerships and web-based systems. The DVRPC study reviewed unauthorized truck parking locations, while the WSDOT study considered infrastructure constraints.

Lessons on Methodology

The project team reviewed truck parking studies throughout the United States and identified objectives, analysis methodologies, policies, findings and solutions, to ensure that this study leverages lessons learned from other areas and builds on industry insights. A summary matrix based on other studies is provided in the Appendix A.

A variety of data sources and methodologies have been utilized for the various truck parking studies conducted throughout the country. Some studies focus on quantitative data to obtain parking supply, demand, utilization, and to project future growth. Other studies focus on qualitative data with extensive stakeholder surveys and interviews.

Parking Supply, Demand & Utilization

The presence and availability of truck parking varies by location and facility. Truck parking facilities include public rest areas, weigh stations, welcome centers, as well as private truck stops, private businesses (hotels, motels, and retail centers), and on-street parking. Truck parking demand and utilization varies by area depending on truck traffic volume, freight paths, and freight generator locations.

To quantify truck parking supply, demand, and utilization, peer studies have obtained information from both public and private datasets. Private sources include websites, smart phone applications, and proprietary datasets.

Most recent studies use GPS truck probe data to identify areas of greatest demand and to locations experiencing significant unauthorized parking. These quantitative analyses are often supported and validated by significant field work and stakeholder outreach.

Figure 2-1 | Trucker Path Survey, Likelihood of Overnight Truck Parking Availability



Source: *Trucker Path, Truck Parking Shortage*

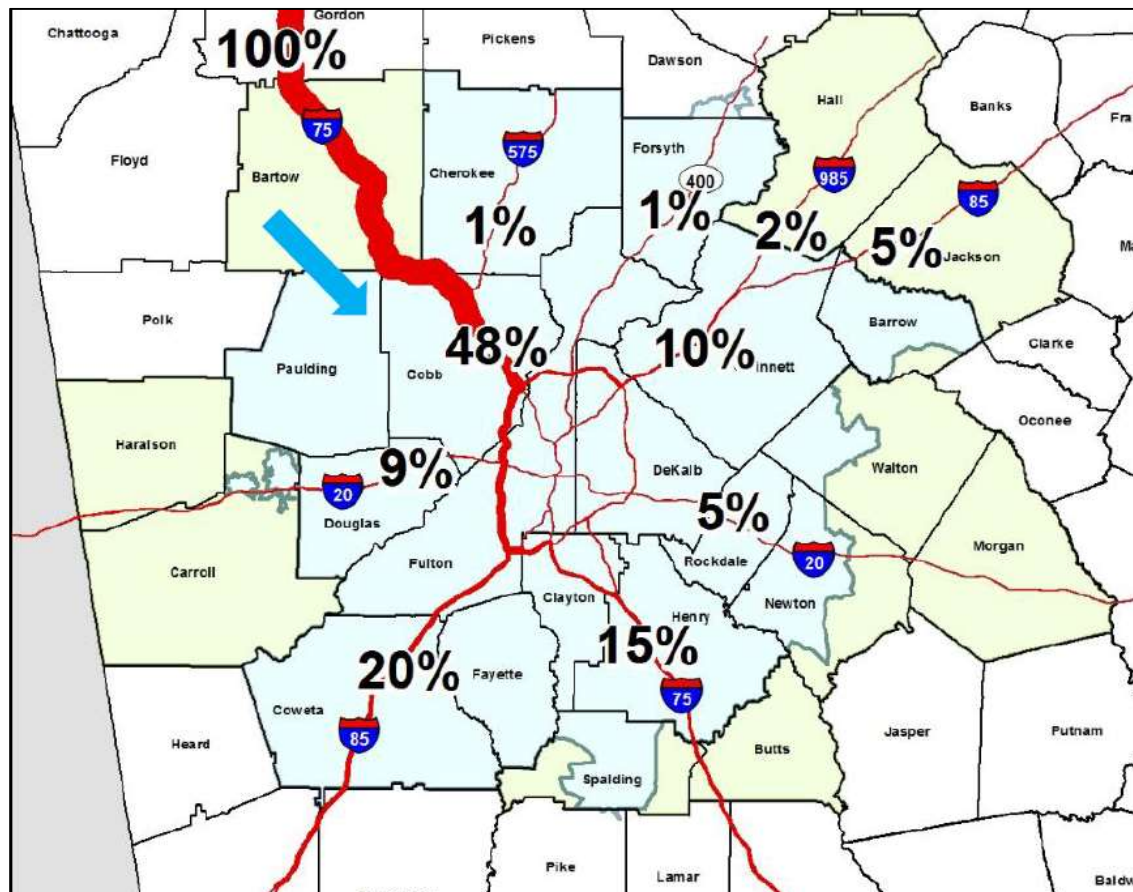
Freight Generators & Paths

Other studies analyzed freight flow and generators to determine freight paths. A study completed by the North Carolina Department of Transportation identified freight intensive industries.⁸ This information was used to estimate truck parking demand near major freight trip generators.

⁸ “Identifying Autonomous Vehicle Technology Impacts,” American Transportation Research Institute, 2016

As depicted in Figure 2-2 and referenced above, the Atlanta Regional Commission study utilized ATRI GPS data to consider truck paths.⁹ While the data was only approximately 20 percent of truck traffic, it was used to assess the overall travel patterns and flow of trucks entering the Atlanta metropolitan area.

Figure 2-2 | I-75 Truck Path Analysis from Atlanta Regional Truck Parking Study



Source: Atlanta Regional Truck Parking Assessment Study

Surveys & Interviews

Many peer studies conducted extensive surveys and interviews to obtain information directly from the freight industry stakeholders. The survey results provide a direct insight into the problems experienced by truck drivers, as well as their suggestions for effective solutions.

A study developed by the Minnesota Department of Transportation recorded information on parked trucks (in the field) and then contacted the motor carrier to determine why their drivers were parked in a particular location and the reason for their stop.¹⁰ This method provided a better understanding of why truck drivers selected certain parking locations.

⁹ "Managing Critical Truck Parking Tech Memo #2: Minnesota Case Study – Utilizing Truck GPS Data to Assess Parking Supply and Demand," American Transportation Research Institute, 2017.

¹⁰ Trucker Path. *Special Report: Truck Parking Shortage*. (2017)

Summary of Data Sources

Table 2-4 provides a summary of data collection methods by type of industry stakeholder for truck parking.

Table 2-4 | Literature Review Data Collection Methodologies

Type	Data Source
USDOT	Jason's Law survey report; Freight Analysis Framework Data; Truck Parking Demand Model; Freight Performance Measures Web Based (FPMweb) Tool; Highway Performance Monitoring System (HPMS); Bureau of Transportation Statistics; and Interstate Registration Program (IRP) registrations.
U.S. Census Bureau	American Community Survey (ACS)
State Data	State parking inventory data; Designated truck routes, Count data; Intrastate truck registrations; and Florida Intermodal Statewide Highway Freight Model.
Florida Trucking Association (FTA)	Member Feedback
Private Websites & Smartphone Applications	Trucker's Friend National Truck Stop Directory; ATRI's Park My Truck application; DieselBoss; Truck Stop Info Plus; Truck Smart Parking Services; TruckerGuide; and TruckStopGuide.
Proprietary Databases	INRIX dataset; Interstate America database of commercial truck stops and travel plazas; and ATRI truck GPS data.
Field Data	Field visits; Direct contact with truck stop facility; Traffic counts; Parking counts; and GIS.
Aerial Imagery	Spatial Analysis; and Cross-referencing GPS data.
Survey Interviews	<i>Target groups:</i> truck drivers, stakeholders, public agencies, law enforcement; and <i>Methods:</i> online, paper-based, telephone, email, meetings, and one-on-one.

Best Practices & Improvement Strategies

Overall, the myriad of truck parking studies offers a wide range of perspectives and solutions. While some studies focus on solutions by sector, most concluded that the truck parking issue is multifaceted and requires a combination of public and private solutions to be effective. The recommendations from peer studies are summarized below by Right-of-Way (ROW), Technology, Funding and Policy, and Partnership.

Right-of-Way Strategies

The desk scan identified several recommendations to expand truck parking within existing DOT rights-of-way.

Repurposing Existing Right-of-Way

In partnership with a local Chamber of Commerce, the Louisiana Department of Transportation and Development (LADOTD) developed a rest area and associated parking within the cloverleaf interchange of I-10 and Atchafalaya River Highway. The facility provides 12-hour security, vending machines, and wireless internet.

Nebraska has taken a similar approach at the interchange of I-80 and US 138. However, their rest area does not feature the amenities found in Louisiana. Instead, the interior of one of the cloverleaves was covered in gravel and illuminated using two light poles. The location provides an estimated 100 truck parking spaces.¹¹



Figure 2-3 | LADOTD I-10 Rest Area



Figure 2-4 | NDOT Cloverleaf Truck Parking Site

¹¹ "Parking Capacity Working Groups – Creative Uses of the ROW and Adjacent Lands," National Coalition on Truck Parking, 2018. Available at https://ops.fhwa.dot.gov/freight/infrastructure/truck_parking/workinggroups/parking_capacity/product/row.htm.

Right-of-Way Creative Uses¹²

FDOT and Miami-Dade County are developing a design build project to address truck parking using available right-of-way near I-95. The Golden Glades provides a mobility hub for passengers and a truck travel center for freight (Figure 2-5). This creative use of public right-of-way highlights an opportunity to identify other areas to provide truck staging/parking development in close proximity to the highway system in Florida.

Figure 2-5 | Truck Travel Center in Miami-Dade County, FL



Source: "Golden Glades Multimodal Transportation Facility & Truck Travel Center PD&E Reevaluation," Miami-Dade MPO – CTAC (June 1st, 2016), Available at <http://www.miamidadetpo.org/library/presentations/Citizens'-Transportation-Advisory-Committee/fdot-golden-glades-multimodal-transportation-facility-and-truck-travel-center-pde-evaluation-2016-06-01.pdf>.

¹² Ibid

Rest Area Re-Design

Many state DOTs have redesigned existing rest areas to provide additional truck parking spaces, while still accommodating passenger vehicles. One example is on Interstate-70 (mile marker 169) in Danville, Missouri, where the state converted a traditional rest area into a 48-space truck-only parking facility (depicted in Figure 2-6a and Figure 2-6b).

Figure 2-6a | Aerial of Interstate 70 (Danville, Missouri) Rest Area - Before Conversion



Source: Google Earth, 2018

Figure 2-6b | Aerial of Interstate 70 (Danville, Missouri) Rest Area - After Conversion



Source: Google Earth, 2018

Another low cost alternative is to increase truck parking spots by converting passenger vehicle parking spots to commercial vehicle parking. The South Dakota DOT decided to convert some rest areas to truck-only parking facilities. Rest areas that have already been converted include the Interstate-29 North/South Hidewood Rest Area and Interstate-90 East/West Tilford Rest Area. Making these conversions has allowed the State of South Dakota to save on operational costs and to provide additional parking¹³.

¹³ Ibid

Technology and Information

Many studies found that some truck stop locations are regularly over-capacity, while others are underutilized. To better match the supply and demand of truck parking spots, many studies recommend various types of truck parking information sharing strategies.

Wayfinding

Static signage can be installed so truck drivers are informed about upcoming parking locations along a corridor.

Truck Parking Information Systems

FDOT's Truck Parking Availability System (TPAS) is an example of a Truck Parking Information System (TPIMS). Various states have implemented TPIMS systems individually or as a group – most notably eight Mid-America Association of State Transportation Officials (MAASTO) states received a TIGER grant to create a multistate program.

A proposed pilot project in California would not only communicate parking availability, but allow reservations, provide predictive availability, offer information on available parking at shipper/receiver locations, and recommend optimized routes.¹⁴

Innovative Technology Deployment

Innovative Technology Deployment (ITD) is an information sharing program between government agencies, motor carriers, and other stakeholders to communicate information on safety, security, and mobility. Shared information includes inspection data, national Safety and Fitness Electronic Records (SAFER), a state-specific system with credential and safety data, International Registration Plan (IRP) data and administration automation, and electronic screening.

Freight Advanced Traveler Information System

Freight Advanced Traveler Information System (FRATIS) is a FHWA-initiative providing real-time information on traffic incidents, congestion, and travel time. The system is designed to provide drayage optimization, inform the driver of terminal queue length, provide advanced notification to terminals, and recommend routing based on current roadway conditions.

Truck Parking Reservation Systems

Truck parking reservation systems are emerging, including Truck Park, which charges a fee to reserve a space. These systems allow the driver to better plan their trip and maximize available productive driving hours.

¹⁴ "Commercial Truck Parking Detection Technology Evaluation for Columbia County Rest Areas," University of Florida Department of Civil and Coastal Engineering, November 2016. Available at <http://www.floridatruckinginfo.com/Documents/Concept%20plans/Research/FDOT-BDV31-977-56-rpt.pdf>.

Connected and Autonomous Vehicles

Automated Vehicle technology has the potential to greatly reduce the need for truck parking. With full automation, rest breaks may be less necessary if the connected or autonomous vehicle does not require a driver in control of the truck at all times. In the case of high but partial automation, it is conceivable that drivers could take their required breaks while the truck is still in motion, thus eliminating the need to stop and use a parking space. However, it is expected that autonomous trucks will still likely require short-term truck parking for staging pick-ups, deliveries, and fuel and maintenance.¹⁵

Funding and Policy-Related Efforts

National Coalition on Truck Parking Advocacy Efforts

The National Coalition on Truck Parking has recommended establishing a dedicated funding source for the construction and maintenance of public rest areas and truck parking along interstates.¹⁶ Additionally, the group recommends exploring alternative funding mechanisms such as industrial park co-operatives or industrial tax districts at the local-level to provide shared parking areas.

Fixing America's Surface Transportation Act

The Fixing America's Surface Transportation (FAST) Act established the National Highway Freight Program (NHFP) to improve the condition and performance of the National Highway Freight Network (NHFN), which improves the efficient movement of freight and provides the foundation for the United States to compete in the global economy. Funds apportioned to Florida may be obligated for many types of freight projects, including truck parking facilities and real-time truck parking information systems.¹⁷

Additionally, the FAST Act established a Surface Transportation Block Grant Program to provide flexible funding to address state and local transportation needs. Funds apportioned to Florida for this program may be obligated for truck parking improvements, including:

- Construction of rest areas that include parking for commercial motor vehicles;
- Construction of commercial vehicle motor vehicle parking facilities adjacent to commercial truck stops and travel plazas;
- Opening existing facilities to commercial motor vehicle parking, including inspection and weigh stations and Park & Ride facilities;
- Promoting the availability of publicly or privately provided commercial motor vehicle parking using ITS and other means;

¹⁵ "North Carolina Statewide Multimodal Freight Plan," North Carolina Department of Transportation, 2017.

¹⁶ "California Sustainable Freight Action Plan: Pilot Project Idea - Reduced Emissions through Efficient Parking for Trucks," California Air Resources Board, November 30, 2015. Available at <https://ww3.arb.ca.gov/gmp/sfti/sfpp/sfpp-020.pdf>.

¹⁷ See Appendix C for other potential State and Federal funding sources.

- Constructing turnouts for commercial motor vehicles; and
- Improving the geometric design of interchanges to improve access to commercial motor vehicle parking facilities.

Other federal funds made available by the FAST Act, include:

- **National Highway Performance Program (NHPP)** for projects supporting progress toward the achievement of national performance goals for improving infrastructure condition, safety, mobility or freight movement on the NHS. Truck parking is included in these categories.
- **Highway Safety Improvement Program (HSIP)**, which is guided by a data-driven Strategic Highway Safety Plan (SHSP) that includes a list of projects. Highway safety improvement project types include truck parking, if they are identified as a needed safety improvement in the SHSP.
- **Congestion Mitigation and Air Quality (CMAQ) Improvement Program** provides a flexible funding source to state and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards, and for former nonattainment areas that are now in compliance (maintenance areas).
- **Advanced Transportation and Congestion Management Technologies Deployment (ATC-MTD)** initiative provides grants for large-scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

Transportation Infrastructure Grants

Truck parking projects are eligible for funding through discretionary grants overseen by the U.S. Department of Transportation, like the Better Utilizing Investments to Leverage Development (BUILD) Program and the Infrastructure for Rebuilding America (INFRA) program – formerly known as TIGER and FASTLANE programs (respectively).

For example, the eight state MAASTO TPIMS project mentioned earlier in this chapter was funded by a TIGER grant.

Diesel Emissions Reduction Act

The Diesel Emissions Reduction Act (DERA) grants fund programs for clean diesel projects that reduce emissions from vehicles, including medium and heavy-duty trucks. Thirty percent of DERA funding is allocated to states and territories, while 70 percent is in the form of national competitive grants and rebates.

Eligible projects include engine upgrades and verified idle reduction technologies, and priority is given to projects supporting locations vulnerable to poor air quality (such as truck stops and

marine terminals). Grants awarded between fiscal years 2012 and 2015 have included cleaner diesel technology and truck parking electrification.¹⁸

Appendix C includes a list of other funding sources that could benefit truck parking facility development.

Task Forces/Coordinating & Other Committees

A vital “tool” to facilitate communication is the development of necessary task force groups/committees which are scope-focused and time-limited. They can also leverage other efforts or task forces at the state or regional level.

For example, the East Central Florida Corridor Task Force and the North Florida Transportation Planning Organization (TPO) Coordinating Committee regularly discuss truck parking issues, priorities and safety and security-related challenges.

Public Relations Campaign

The North Carolina Truck Parking Study recommends coordinating with Metropolitan Planning Organizations (MPOs) and Regional Planning Organizations (RPOs) to educate and mitigate public opposition to truck parking.¹⁹ There are also other initiatives in place, such as the “Trucking Moves America Forward” with the goal to promote a positive public image of the trucking industry.

Local/Regional Plans & Policies

The Atlanta Regional Truck Parking Assessment recommends that Comprehensive Transportation Plans consider the most basic elements such as identification of available truck parking and unauthorized parking locations.²⁰ Further, the study recommended exploring policies that would incentivize or require truck parking at shipping/receiving locations and commercial/industrial clusters. Moreover, the North Carolina Truck Parking Study recommended MPOs, promote adequate truck parking during the development design process of new transportation facilities.²¹

¹⁸ “Clean Diesel National Grants,” available at <https://www.epa.gov/cleandiesel/clean-diesel-national-grants#dera2>.

¹⁹ “Identifying Autonomous Vehicle Technology Impacts,” American Transportation Research Institute, 2016).

²⁰ “Managing Critical Truck Parking Tech Memo #2: Minnesota Case Study – Utilizing Truck GPS Data to Assess Parking Supply and Demand,” American Transportation Research Institute, 2017.

²¹ “Identifying Autonomous Vehicle Technology Impacts,” American Transportation Research Institute, 2016.

Environmental/Sustainability Strategies

Many urban metropolitan areas prohibit idling and engine braking to reduce emissions and noise pollution. For example, such as the Southern California Association of Governments, provide recommendations to reduce environmental impacts such as:

1. **Auxiliary Power Units** – Small diesel engines attached to the truck that can power the cab when the engine is not running. They burn less energy and emit less emissions than contemporary conventional diesel engines.
2. **Truck Electrified Parking** – Provide electricity to the cab while the engine is shutdown, allowing the driver to maintain climate control and power.



Collaborative Partnerships

Collaborative partnerships such as those involving the private and public sectors offer unique solutions to truck parking challenges. For example, the City of Weed (California) implemented permitted truck parking in municipal parking lots near the I-5 Corridor and a Pilot Travel Center; see Figure 2-7. The City Manager himself cited the need for additional safe truck parking, capacity challenges at a nearby private facility, and most notably - the economic impacts of retail spending by truck drivers for the key reasons for the City's investment.

Figure 2-7 | Aerial of City of Weed, California Municipal Truck Parking Lot



Source: Google Earth, 2018

Public-Private Partnerships

The National Coalition on Truck Parking has recommended the formation of Public-Private Partnerships (P3s) to address the shortage of truck parking nationally. For example, the Nevada Department of Transportation entered into an agreement to develop a new truck parking facility adjacent to a Flying J truck stop in the Interstate-80 corridor, for which Flying J would provide litter control and basic site maintenance. (Figure 2-8)

Figure 2-8 | Aerial of Flying J Travel Center in Fernley, Nevada



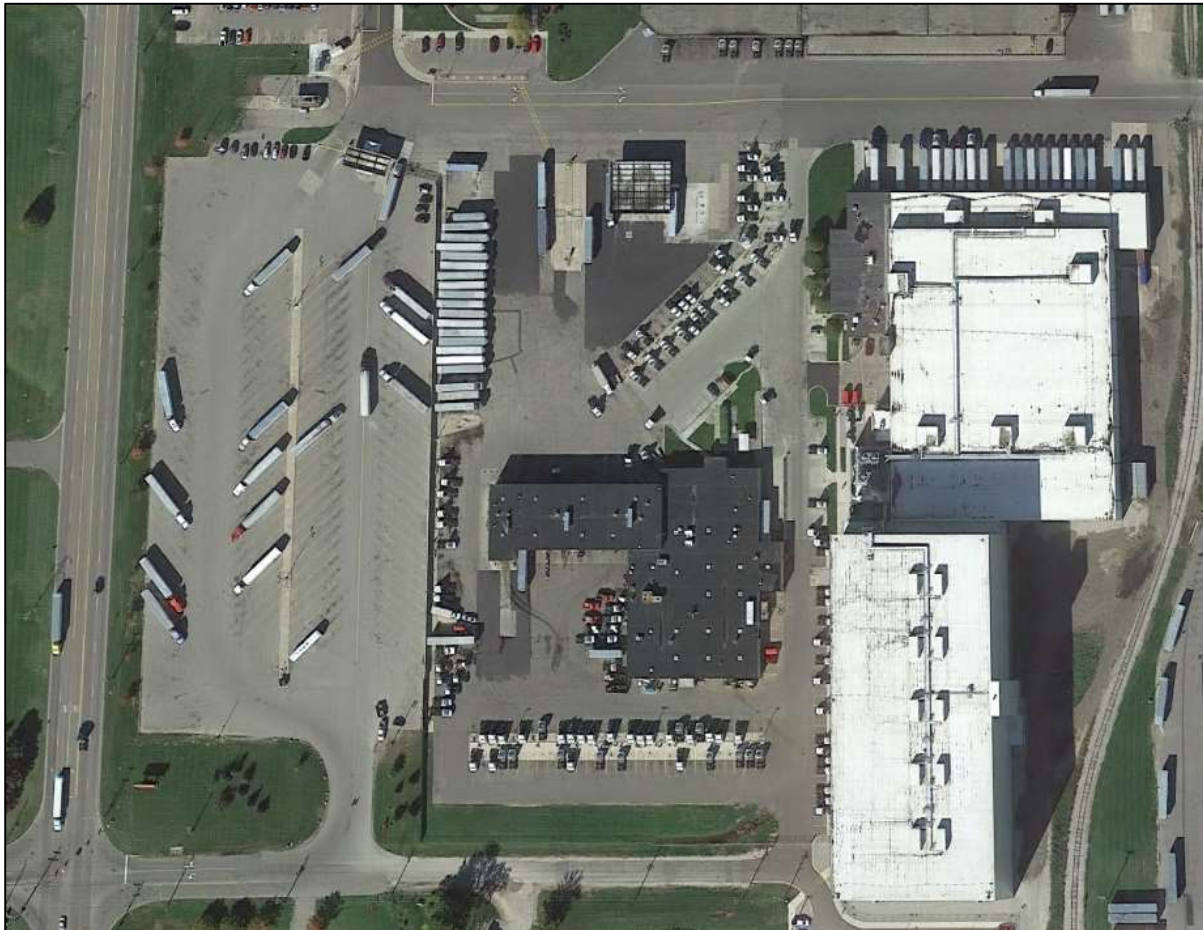
Source: Google Earth, 2018

Parking near Shipper/Receiver Facilities

Private shippers, carriers and receivers have developed location-specific and nationwide truck parking programs to support their major facilities or cross-country moves. In Le Sueur, Minnesota, Cambria Corporation constructed their own a truckers' lounge/private rest area at the company's primary manufacturing facility on US 169.

Meijer Grocery Stores allow drivers who recently completed a delivery or will soon make a delivery to park in a designated “bullpen” outside the distribution center. Meijer utilizes this “bullpen” for staging and to facilitate onsite distribution center traffic. See Figure 2-9 for an aerial of the Meijer Distribution Center in Lansing, Michigan.

Figure 2-9 | Aerial of Meijer Distribution Center in Lansing, Michigan



Source: Google Earth, 2018

Further, Unilever and the Kriska Transportation Group partnered to allow parking onsite or immediately adjacent to Unilever's distribution centers in Newville, Pennsylvania. Kriska's dispatchers can assign drivers to parking spots. What originally started out as a pilot at the Newville, PA distribution center (Figure 2-10) has expanded to all 28 of Unilever's North American distribution centers and manufacturing facilities; Unilever subsequently allowed parking onsite to become a "shipper of choice" for drivers.

Figure 2-10 | Aerial of Unilever Distribution Center in Newville, Pennsylvania



Source: Google Earth, 2018

Port Facilities

Ports can stage trucks for evening operations or early morning operations to avoid trucks queuing at the gate and/or on city streets. Currently, the Port of Oakland provides more than 3,200 spaces over 72 acres for primarily drayage parking; and FDOT has programmed funds for the Golden Glades Interchange Truck Travel Center and \$14 million for short and long-haul truck parking, co-located with a PORTMiami Inland Terminal.

Similarly, the CenterPoint Intermodal Center in Joliet/Elmwood, Illinois (the largest inland port in North America) provides paid reservation parking to better plan intermodal container transfers between truck and rail. (Figure 2-11)

Figure 2-11 | Aerial of CenterPoint Intermodal Center



Source: Google Earth, 2018

Evaluation of Strategies

The 2016 Kansas Statewide Freight Network Truck Parking Plan--conducted by the Kansas Department of Transportation and the Kansas Turnpike Authority--provided four recommendations based on respective strategies (See Table 2-5).

The first two recommendations were prioritized based on the BCAs; these included static signage, dynamic (electronic) messaging signs, increasing parking capacity through the geometrics, and use of existing right-of-way. The study used a tiered approach to consider the final recommendations; three tiers respectively included a range of the BCA ratios:

- Tier 1: greater than 2.5 (highly recommended)
- Tier 2: between 2.0 and 2.5 (significant)
- Tier 3: and between 1.0 and 2.0 (desirable)

Table 2-5 | Kansas Truck Parking Recommendations

Recommendations	Strategies
Improve Parking Information and Sharing	1. Post parking information via static signage 2. Deploy a dynamic truck parking information management system (TPIMS)
Add or Improve Parking Assets	1. Expand parking lot numbers and capacity 2. Use excess right of way for parking 3. Improve geometrics for better parking
Explore Creating Parking Improvement Partnerships	1. Identify intra-agency opportunities to work with agencies to expanding parking 2. Investigate benefits of creating multistate, regional truck parking policies 3. Secure marketplace guidance as to the viability of expanding parking via P3's
Examine Pro-Parking Policies for Freight Trucks	1. Develop pro-freight truck tax policies 2. Develop integrated local parking policies 3. Explore opportunities for coordinating delivery policies to expand parking



NORTHEAST FLORIDA
TRUCK PARKING STUDY

Section 3: Stakeholder Outreach

Introduction

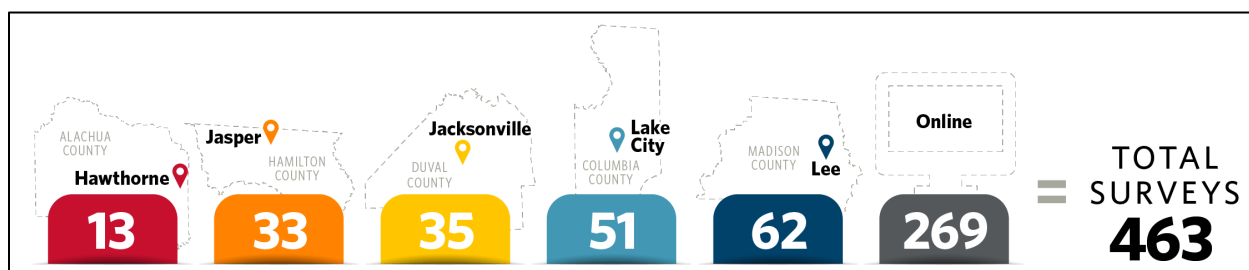
Stakeholder outreach was integral to the development of the Northeast Florida Truck Parking Study. A multi-tiered approach was utilized to gather input from key private and public stakeholders.

- Initially, an online and onsite truck parking survey was conducted to understand the trends and needs of the industry in the region;
- Next, a series of phone interviews and in-person interviews were conducted to assess existing conditions, alternative plans, and initiatives. In addition, Florida Highway Patrol's (FHP) Commercial Vehicle Enforcement (CVE) were contacted to gain law enforcement's insights; and
- Lastly, a project steering committee was formed to better understand different perspectives, identify solutions, discuss collaboration opportunities, and review the project's deliverables.

Truck Parking Survey

A survey was distributed to trucking companies and drivers that travel through the region or are physically located in Northeast Florida. The survey focused on developing an understanding of issues, including supply and demand, and where additional locations and services were needed from the drivers' perspective. Figure 3-1 shows the distribution of surveys collected.

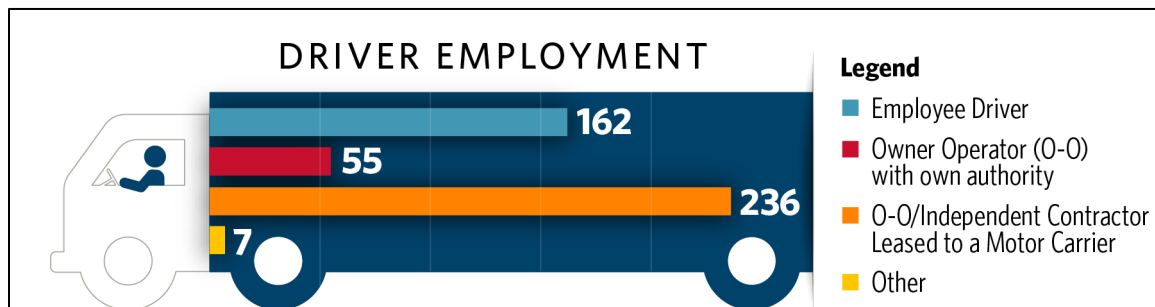
Figure 3-1 | Survey Locations



Types of Drivers

Overall, the types of employed drivers surveyed varied, but the greatest share of drivers (51 percent) were independent drivers. Drivers directly employed by carriers comprised 35 percent of respondents. Figure 3-2 shows the number of drivers surveyed per type.

Figure 3-2 | Types of Drivers Surveyed



Online Survey

The team developed a comprehensive list of stakeholders consisting of more than 30 companies and agencies, with a reach of more than 12,000 drivers utilizing truck parking in Northeast Florida. The online survey resulted in 269 responses which accounted for almost 60 percent of the overall survey responses. The online truck parking survey was available for drivers for approximately eight weeks. The purpose was to collect as much information as possible, allowing the team to completely assess and see aspects of the historical, existing, and possibly growing challenges.

Intercept Survey

To expand the survey sample further, an intercept survey was conducted. With the help of private truck parking facilities, the team began surveying individual drivers throughout the District. The overall focus was on parking preferences at different locations, given travel to different regions, or to/from outside Florida.

A total of 194 surveys were collected at five stops, including:

- Loves # 379 – 3204 SE County Rd 255, Lee, FL 32059 – 62 Surveys
- Loves # 470 – 11459 SW 61st Way, Jasper, FL 32052 – 33 Surveys
- Loves # 603 – 400 Pecan Park Rd, Jacksonville, FL 32218 – 35 Surveys
- Loves # 620 – 5615 SE US HWY 301, Hawthorne, FL 32640 – 13 Surveys
- Loves # 725 – 13700 US 441, Lake City, FL 32025 – 51 Surveys



Issues drivers cited included:

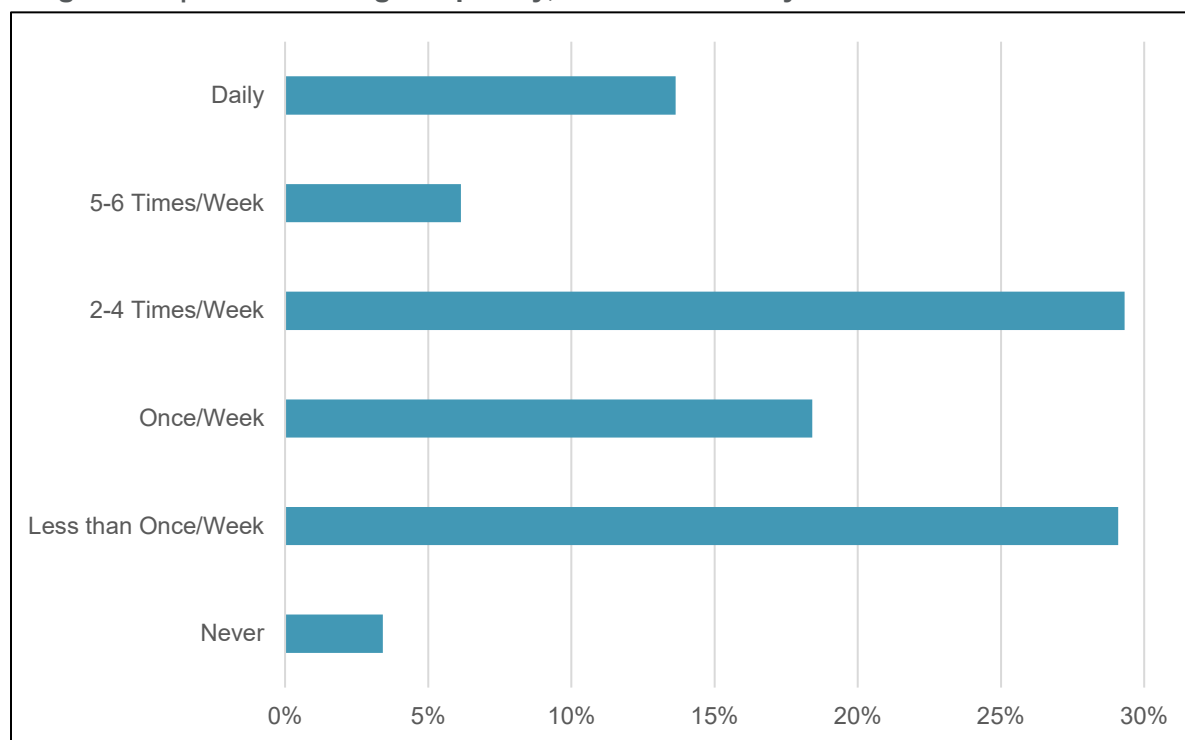
- Preferring not to park at weigh stations due to potential DOT Inspections during their 10-hour rest breaks;
- Preferring to not pay-to-park, given that some companies do not reimburse for parking due to the contractual relationship between the driver and company;
- Reconfiguring public and private parking facilities to reallocate unused personal vehicle parking to add commercial truck parking;
- Adding bobtail (cab only/no trailer) parking spaces to public and private facilities; and
- Adding oversized spaces for tandem and equipment (long and wide-load) trailers.

Summary of Results

Frequency of drivers Needing Parking in Northeast Florida

Out of the 440 responses, almost 60 percent of drivers parked in the District four or less times a week. The remaining utilize truck parking almost daily in the District – except for the four percent of drivers who identified that they do not park within the District.

Figure 3-3 | Truck Parking Frequency, based on Survey



Trip Origins & Destinations

From District Two, drivers can travel about 600 miles within one day's hours of service requirements – reaching Virginia or Louisiana (not accounting for congestion). For example, drivers cited their origins and destinations within a day's drive. Figure 3-4 geographically compares the number of trips by origin—including from Dallas and Atlanta—outside District Two.

Figure 3-4 | Truck Trip Origins, based on Survey

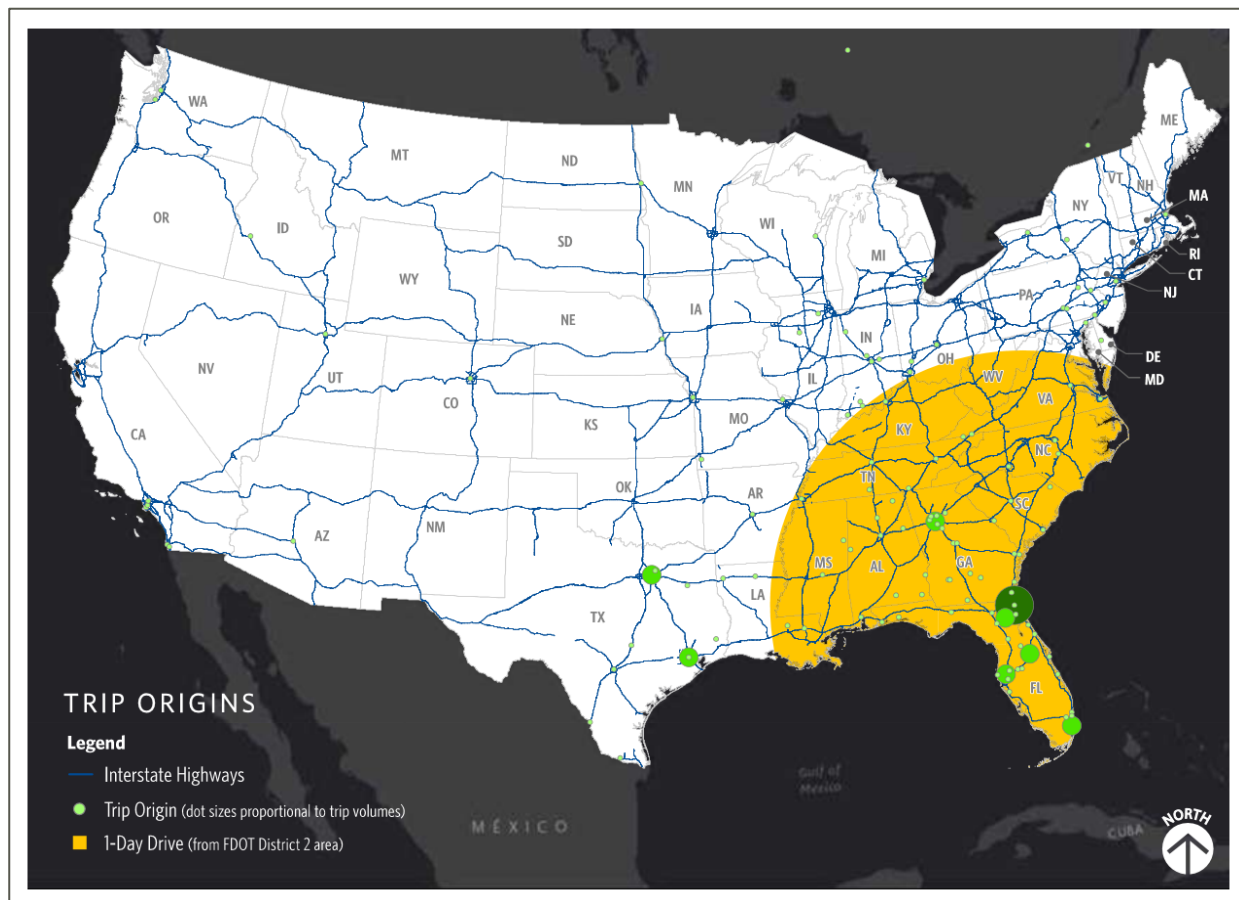
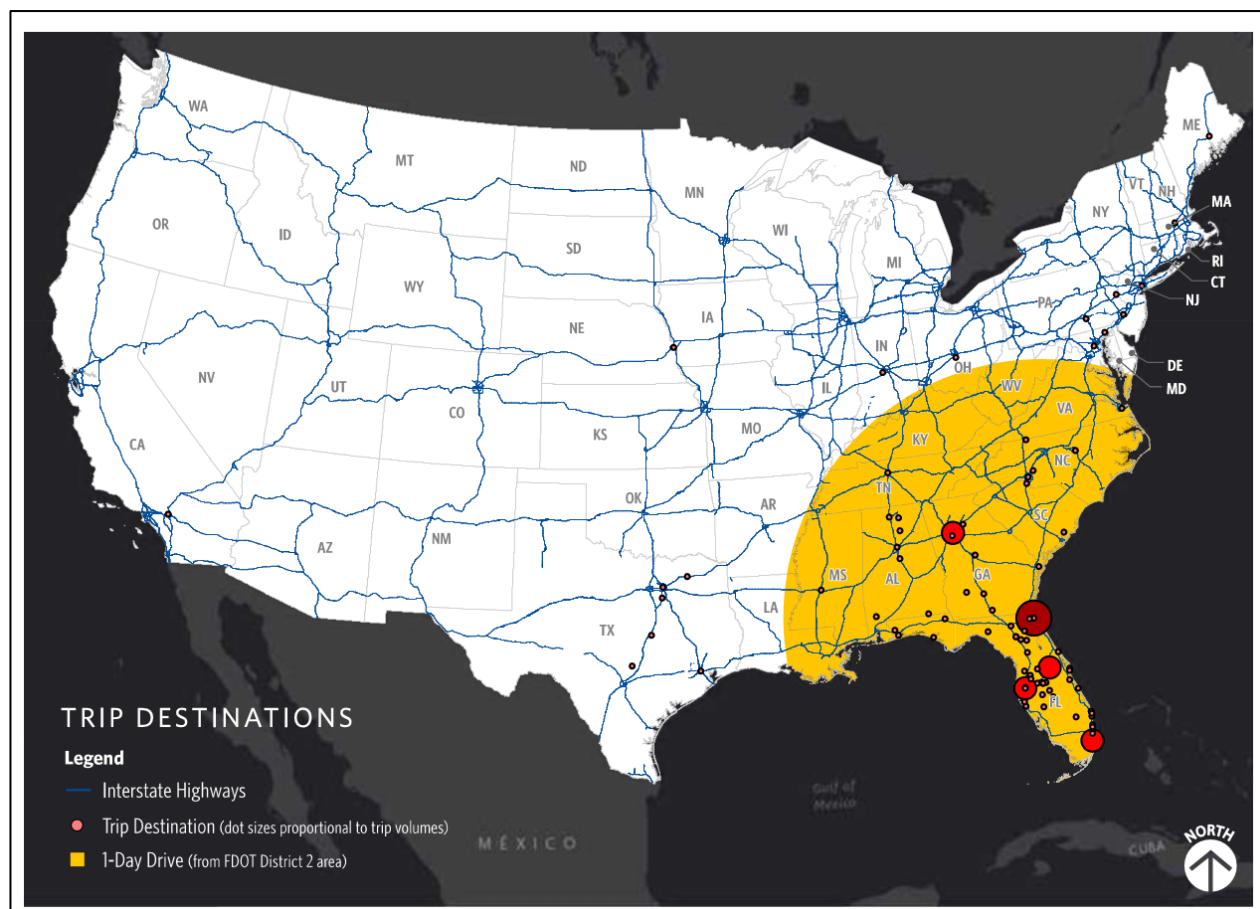


Figure 3-5 geographically compares the number of trips by destination, including Atlanta, Miami, Tampa, Orlando and Jacksonville. Generally, drivers confirmed Atlanta and Jacksonville were major freight hubs. Further, they confirmed that Miami is both an origin and destination, which likely represents drivers who need to utilize parking in District Two, given trips to and from areas in Georgia, Alabama and other states. (See Existing Conditions to consider ATRI-based trip data.)

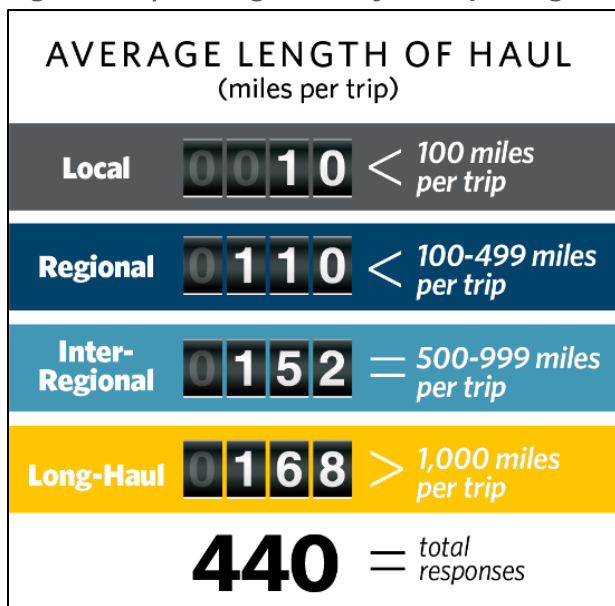
Figure 3-5 | Truck Trip Destinations, based on Survey



Average Length of Haul

Given their origins and destinations, 73 percent of drivers surveyed indicated their average length of haul was 500 miles or more, consistent with shipping choice (versus rail) and further representing a large majority of drivers needing overnight parking.

Figure 3-6 | Average Surveyed Trip Length



Further, 27 percent (120 respondents of local and regional drivers) indicated their average length of haul was less than 500 miles. Depending on congestion in corridors such as I-95, I-75, I-10 and various state routes, these trips could likely entail a required HOS break. See Figure 3-6 for a breakdown of responses for trip length.

Truck Parking Challenges

Almost all drivers (90 percent) found it most difficult to find parking during evening hours, as well as throughout the night and early into the morning due to demand. Half of this share (45 percent) looked for parking between 7:00 PM and 12:00 AM, consistent

with results from the 2015 Jason's Law Truck Parking Survey. See Figure 3-7 for the share of responses for timeframe.

Figure 3-7 | Parking Timeframes - Surveyed

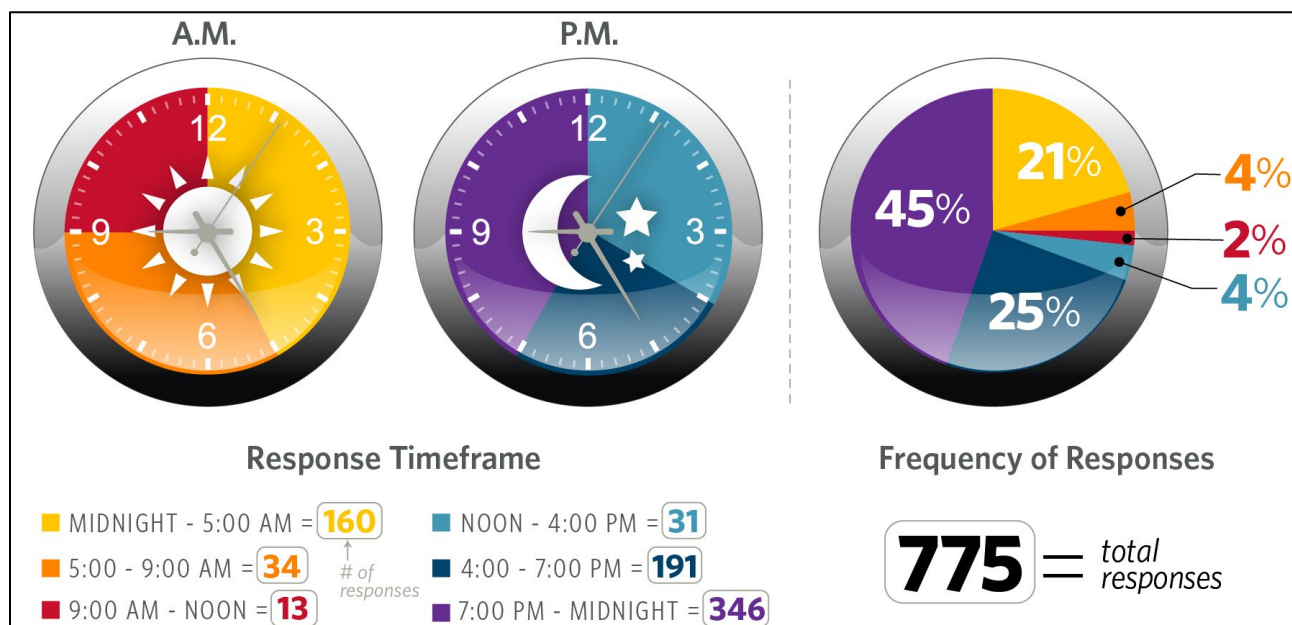
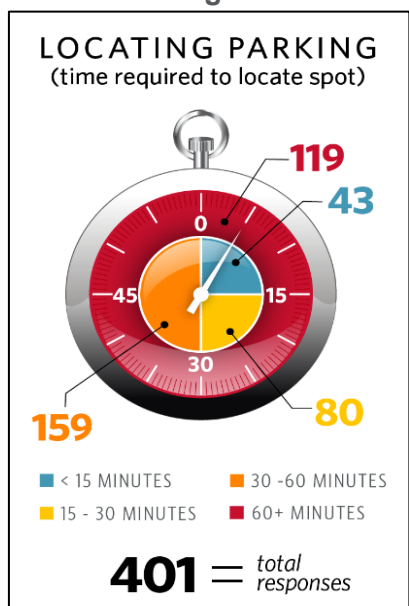


Figure 3-8 | Average Time to Find Parking



Average Time to Find Parking

69 percent of respondents stated that it takes at least 30 minutes to find safe and available parking. Truckload drivers are generally paid on a per-mile basis. The time used to find an available truck parking space is non-productive time. Figure 3-8 visually outlines the average time to park, in 15-minute increments.

Preferred Parking Facility Type

Drivers also cited where they typically park. Most noted private truck stops; the second greatest share cited public rest areas (likely due to convenience); the third greatest share parked at shipper/receiver facilities; and the remaining drivers cited big box stores, weigh stations, on/off-ramps, and vacant ramps. Figure 3-9 shows the shares of preferred parking facility types according to stakeholders surveyed.

Figure 3-9 | Preferred Parking Facility Type

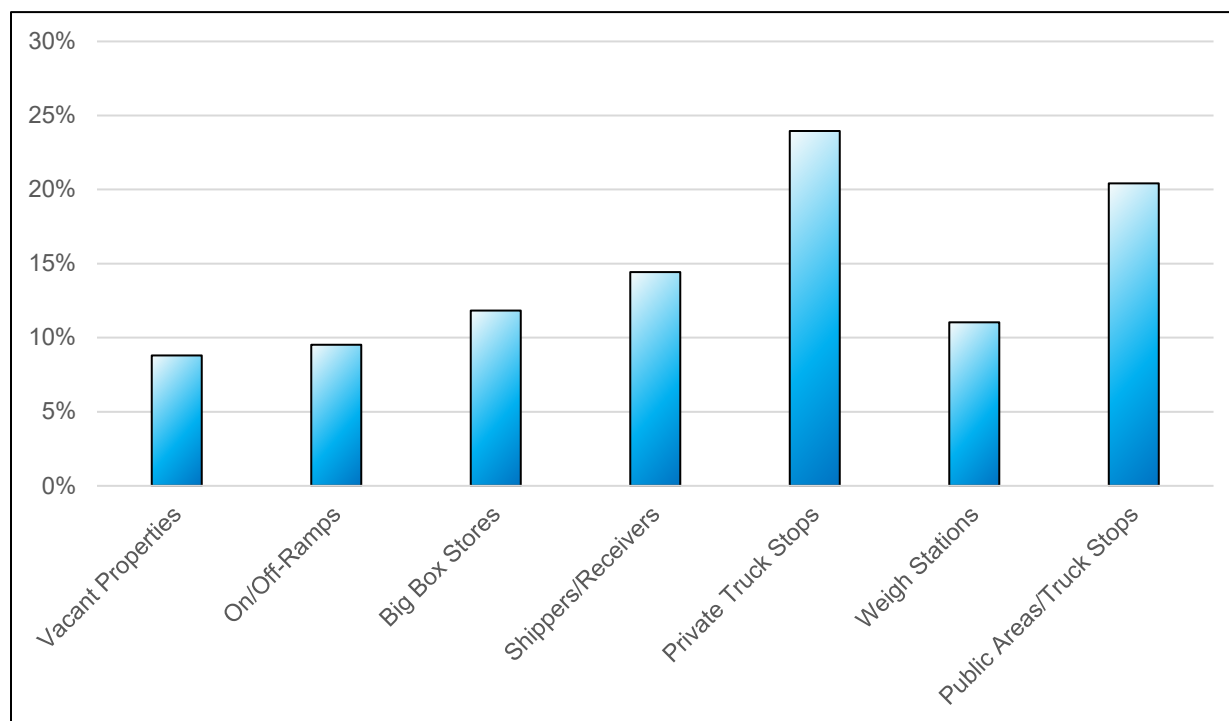
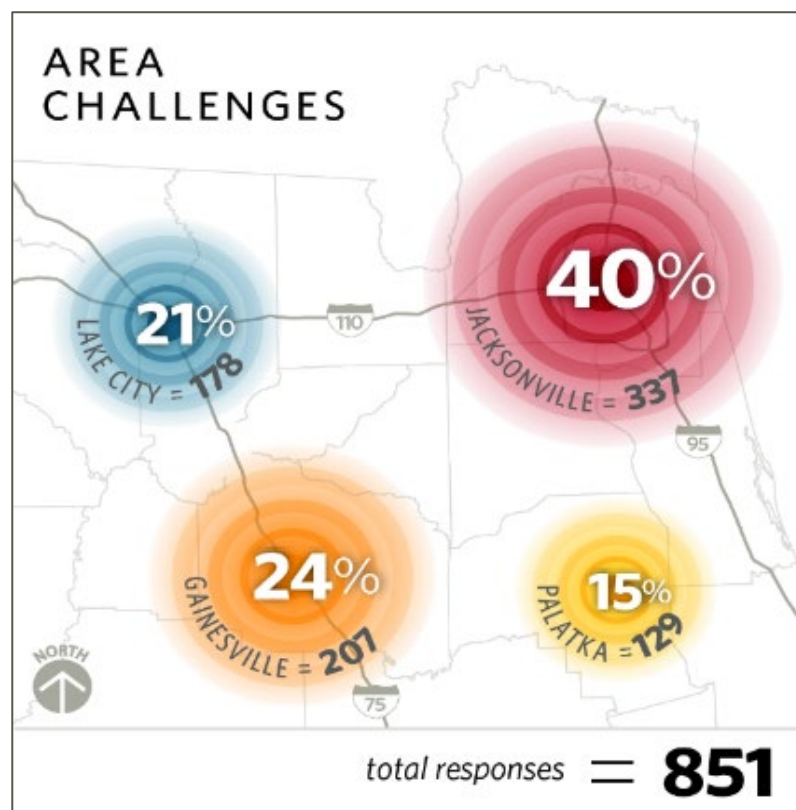


Figure 3-10 | District Two Surveyed Parking Challenges



Northeast Florida Challenges

Drivers were asked which areas of Northeast Florida were the most difficult to park. As seen in Figure 3-10, Jacksonville was cited by most as having challenges (40 percent).

This is not surprising given it is the largest urban area in District Two and a primary hub (origin and destination). Gainesville was second for challenges or based on feedback from 24 percent of drivers. In addition, Lake City was cited by 21 percent and Palatka by 15 percent as being difficult to park.

Overnight Parking - Weigh Stations

Survey respondents were asked if they have parked overnight at public weigh stations in Northeast Florida, given they often having excess parking spaces.

Consistent with drivers' concern for being inspected and taking up HOS required break time, 62 percent said they do not park at weigh stations. See Figure 3-11.

Of the 245 respondents that never parked at a weigh station, 197 responses provided key reasons, including inspections on their HOS break, a lack of amenities (e.g., restrooms), no signage stating that they can park there, and uncertainty if they had to weigh their load in twice (once to enter and again to exit the facility). See Figure 3-12 on the next page.

Figure 3-11 | Weigh Station Parking - Surveyed

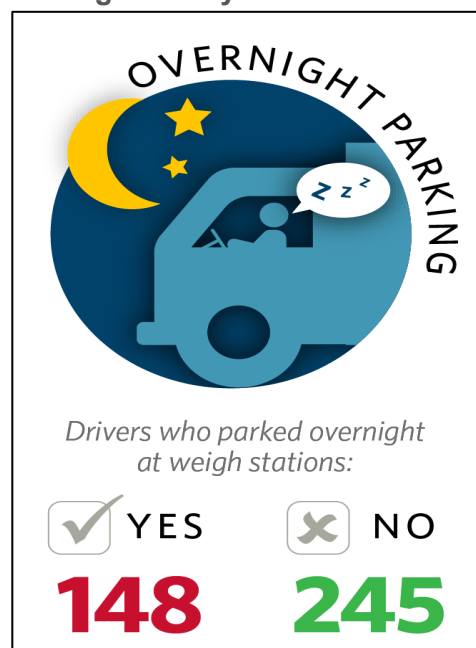
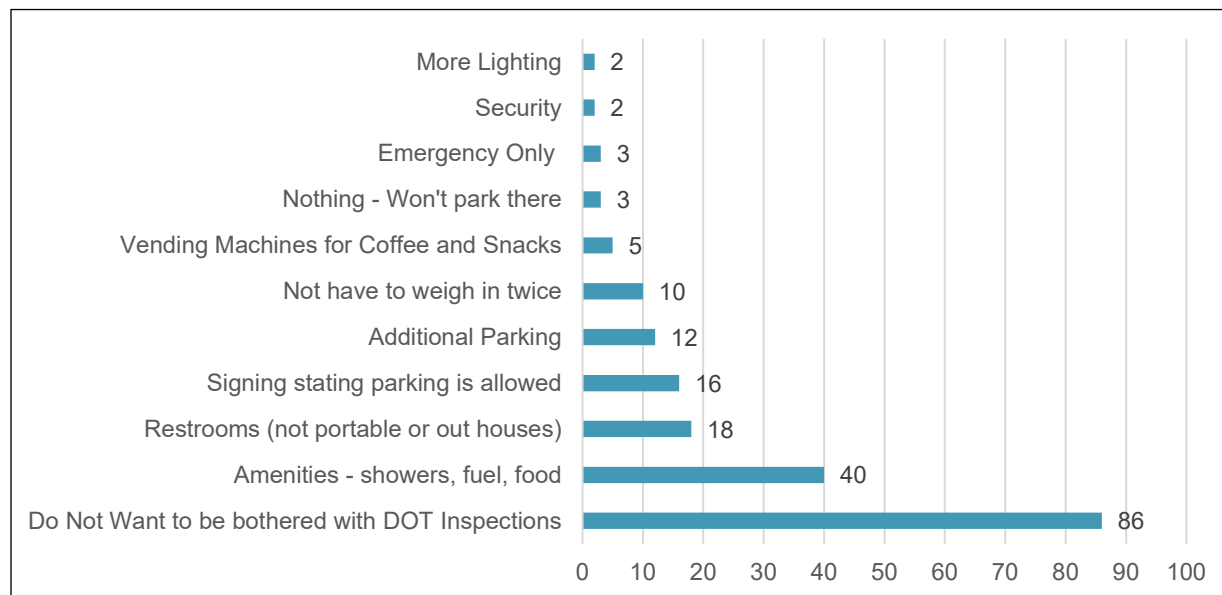


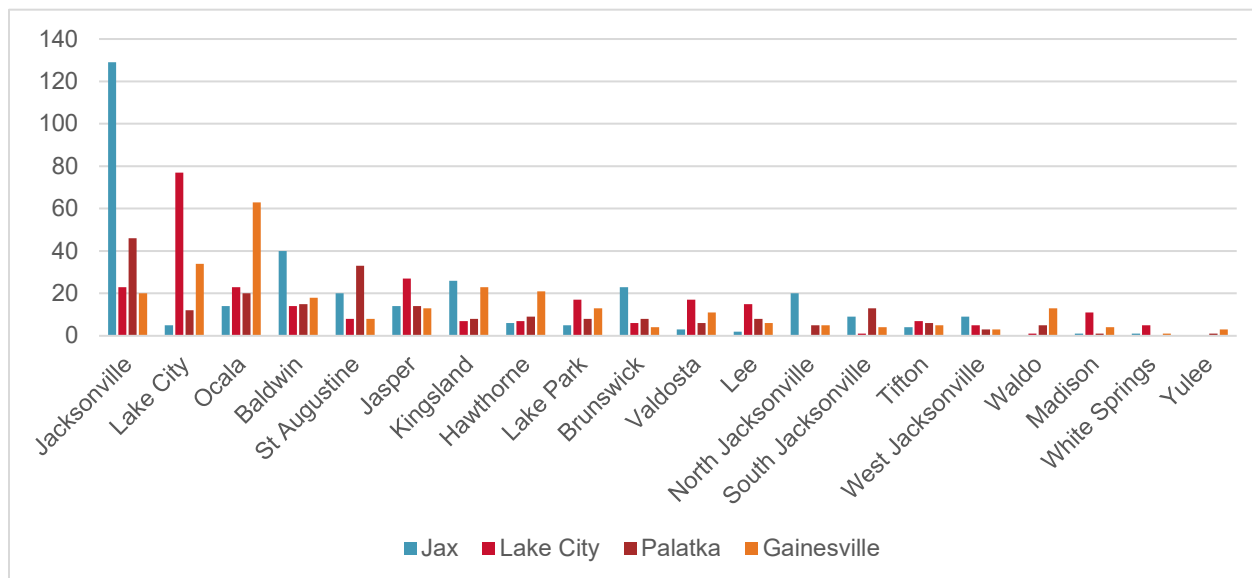
Figure 3-12 | Weigh Station Amenities/Improvements to Increase Parking Demand



Preferred Parking Location – Urban Area

Respondents were asked in which urban area they preferred to find parking, given arriving at or starting their trips in Jacksonville, Lake City, Palatka, and Gainesville. Jacksonville, Lake City, Ocala and St. Augustine were the top four areas cited given other likely amenities, including shopping and more restaurants. See Figure 3-13.

Figure 3-13 | Drivers Preferred Parking Location



Public Sector Feedback

FDOT conducted in-person and phone interviews with public sector freight stakeholders to gain different perspectives of truck parking in Northeast Florida. The project team interviewed FDOT's Rest Area Program Manager to gain insight into future plans and initiatives of public truck parking facilities, and Florida Highway Patrol's (FHP) Commercial Vehicle Enforcement (CVE) to gain insight on truck parking from a law enforcement point of view.

The goal of the individual interviews was to gain a comprehensive understanding of the challenges and opportunities with truck parking each organization is facing and opportunities to resolve them. A unique questionnaire was developed to guide each interview session and serve as a checklist for the needed information.

Rest Area Program Manager Interview

The FDOT Rest Area Program was developed to provide safe locations for all drivers 24 hours a day, seven days a week. These facilities were originally planned to allow 45 minutes of traveling time apart, with few exceptions.

The project team wanted to understand the challenges and improvements needed to increase truck parking availability at public rest areas in the District. Among the challenges identified, unauthorized parking was identified as consistent, specifically in the evenings and early mornings. This is caused by a lack of parking spaces at the higher demand locations.

FHP Commercial Vehicle Enforcement Interviews

The project team interviewed FHP Commercial Vehicle Enforcement (CVE) officers from the Lake City and Jacksonville office. FHP's feedback was an important asset to the Northeast Florida Truck Parking study, due to their unique opportunity to observe truck parking 24 hours a day, seven days a week.

Lake City FHP CVE Interview

Key findings from the FHP CVE interview in Lake City included:

- The highest concentration of unauthorized parking occurs on the shoulders of I-10 entrance/exit ramps;
- Weigh stations are underutilized for truck parking; and
- It would be difficult to overcome driver's perception of parking in weigh stations.

One unique observation was that older rest area truck parking spaces were built prior to the now common 53-foot trailer and are therefore not long enough to accommodate the truck cab and trailer completely. This causes trucks to stick out into the passing aisles, restricting turning radii, and prevent the facility from operating at full capacity.

Jacksonville FHP Commercial Vehicle Enforcement Interview

Key findings from the FHP CVE interview in Jacksonville included a high concentration of unauthorized parked trucks throughout St. Johns County, specifically along the I-95 corridors entrance/exit ramps.

Officers also indicated that parking near the ports is prone to cargo theft, discouraging drivers from parking there. If additional secure parking facilities were available near the port, it was believed a big improvement in truck parking challenges in the area would be realized. Also, as indicated earlier in the survey results, weigh stations (closed for the day) are underutilized; officers noted they normally observe approximately five trucks or less parked at weight stations nightly.

Common Findings

Through the interviews with key industry stakeholders, the project team was able to categorize key findings observed by the interviewees including:

- A need to reconfigure truck parking including at rest areas; and
- There is a high concentration of unauthorized parked trucks on the shoulders of entrance/exit ramps in Northeast Florida.

Project Steering Committee

A project steering committee was formed to provide diversity of advice, information, and recommendations. Membership included representatives from FDOT, including the Offices of Maintenance, Freight and Multimodal Operations, Motor Carrier Size and Weight, Commercial Vehicle Operations, and Permitting), the Florida Trucking Association (FTA), FHP CVE, and the Owner Operators Independent Drivers Association (OOIDA). A series of meetings were held to understand different perspectives, identify solutions, and discuss collaborative opportunities. The group met twice - in January and July 2019. Among the key takeaways/decisions from those meetings:

- Weigh stations could add Wireless Fidelity (Wi-Fi) to attract drivers;
- Over-sized truckloads can be accommodated at weigh stations and therefore may want to consider marketing this with the OOIDA and Florida Trucking Association (FTA);
- Outreach efforts should be considered to educate drivers on available parking at weigh stations;
- Loads for the National Aeronautics and Space Administration (NASA) are currently being accommodated at weigh stations in Pensacola; and
- Examples of innovation cited in the “Policies, Plans & Best Practices Review,” are great samples of national truck parking practices and should be considered in District Two;
- Sound methodology which could be applied throughout the State of Florida;
- Recommendation timeframes and categories (e.g., Projects, Programs, and Policy) can be considered for other state truck parking studies; and
- Approval of the corridor segmentation used in the analysis.



NORTHEAST FLORIDA
TRUCK PARKING STUDY

Section 4: Existing Conditions

Introduction

This section of the study provides an overview of existing freight flows, truck parking supply and utilization.

Study Area

The Florida Department of Transportation's District Two is comprised of 18 counties and seven major cities including Gainesville, Jacksonville, Lake City, Palatka, Perry, St. Augustine, and Starke. The District has four interstates entailing 371 centerline miles, 13 or more state corridors including 2188 centerline miles, and 83 public and private truck parking locations.¹

Figure 4-1 on the next page shows the study area.

¹ Overall primary corridors include I-10, I-295, I-75, I-95, US 1, US 17, US 19, US 27, US 98, US 41, US 441, US 129, , US 301, US 90, SR 100, SR 26, SR 20/21, and SR 207.



- Truck Routes
- Urban Area
- State Boundary
- County Boundary

Data Sources: Florida DOT; Florida Geographic Data Library (FGDL)

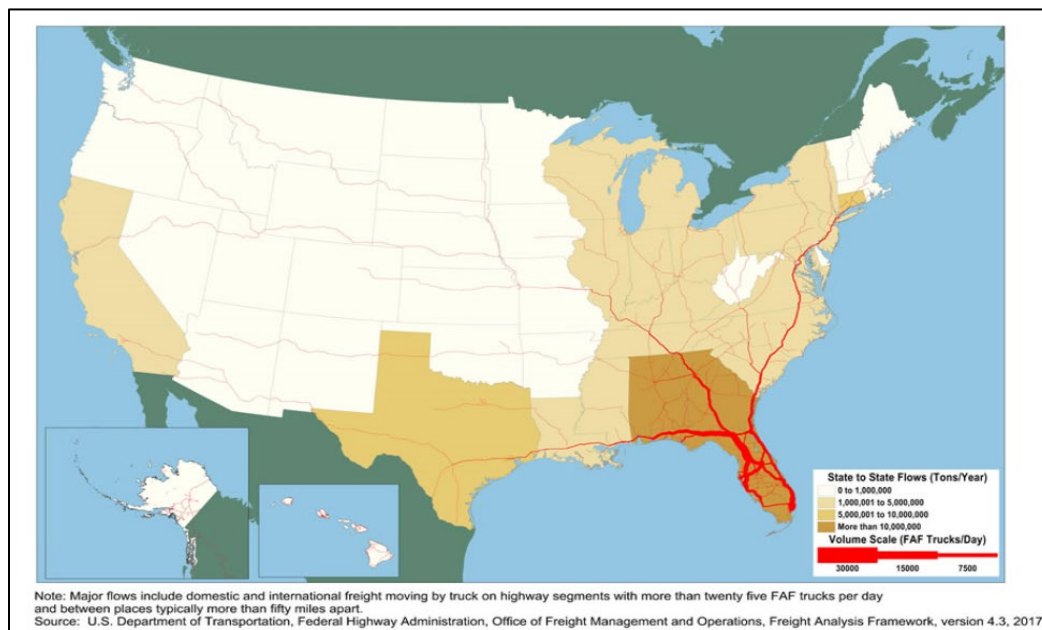
Study Area
FDOT District Two Truck Parking Study
Figure 4-1

Freight Flow

Commercial truck parking locations are influenced by truck routes based on origins and destinations. FHWA's analysis of freight flows for Florida (see Figure 4-2) uncovers that trucks operating along Interstate-95 (I-95), I-75, I-10, US 301 and 98 corridors will predominately start or end their trips not only in District Two, but also in Orlando, Mobile, Gulfport, and New Orleans.

Results from this study's outreach effort, identified that the truck travel shed to/from District Two extends as far north as Virginia.

Figure 4-2 | Major Flows To, From and Within Florida (2011)



Source: Freight Analysis Framework, Federal Highway Administration
https://ops.fhwa.dot.gov/freight/freight_analysis/state_info/florida/truckflow.htm

According to ATRI's GPS Truck Probe Data (September 2017 – August 2018), the average distance of a trip destined for District Two is just over 500 miles (or 10 hours). The average distance for a trip that starts in District Two is 237 miles. See Tables 4-1 and 4-2 on the next page.

Table 4-1 | Destination States for D2 Truck Trips

State	Trips Per State	Share Per State
Alabama	13	4.2%
California	1	0.3%
Florida	223	71.9%
Georgia	24	7.7%
Indiana	1	0.3%
Louisiana	1	0.3%
Maine	1	0.3%
Maryland	2	0.6%
Massachusetts	1	0.3%
Miami	1	0.3%
Michigan	1	0.3%
Mississippi	1	0.3%
Nebraska	1	0.3%
New Jersey	1	0.3%
New York	4	1.3%
North Carolina	8	2.6%
Ohio	1	0.3%
Pennsylvania	5	1.6%
South Carolina	4	1.3%
Tennessee	2	0.6%
Tennessee	1	0.3%
Texas	10	3.2%
Virginia	3	1.0%
Grand Total	310	100.0%

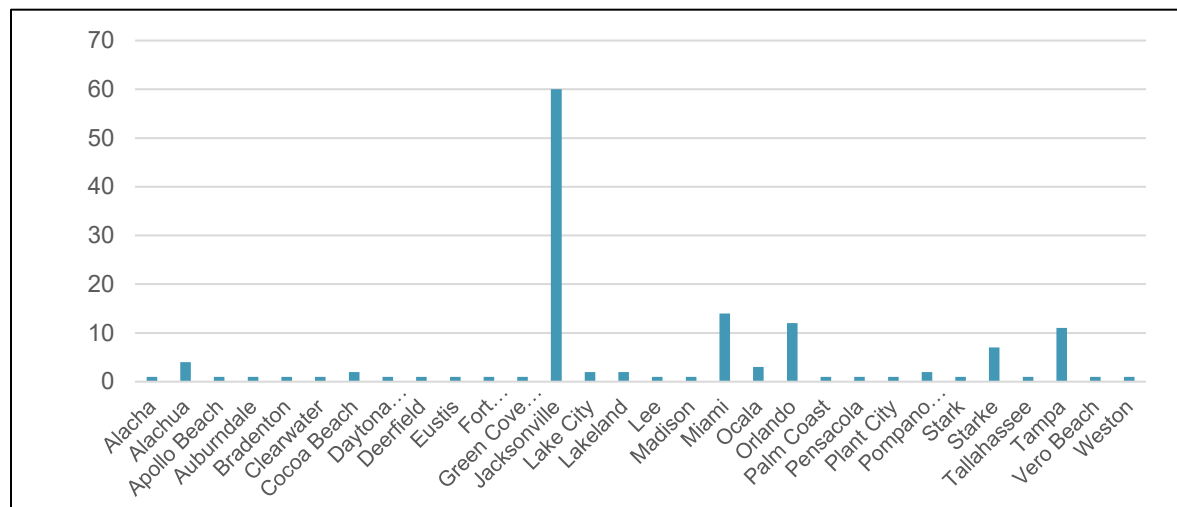
Table 4-2 | Origin States for D2 Truck Trips

State	Trips Per State	Share Per State
Alabama	15	4.6%
Arizona	1	0.3%
Arkansas	1	0.3%
Atlanta	1	0.3%
California	6	1.9%
Colorado	1	0.3%

State	Trips Per State	Share Per State
Delaware	2	0.6%
Florida	138	42.7%
Georgia	39	12.1%
Idaho	1	0.3%
Illinois	2	0.6%
Indiana	10	3.1%
Kansas	2	0.6%
Kentucky	3	0.9%
Louisiana	5	1.5%
Maryland	1	0.3%
Massachusetts	1	0.3%
Michigan	1	0.3%
Minnesota	2	0.6%
Mississippi	3	0.9%
Missouri	3	0.9%
Nebraska	1	0.3%
New Jersey	2	0.6%
New York	3	0.9%
North Carolina	7	2.2%
North Dakota	1	0.3%
Ohio	4	1.2%
Oklahoma	1	0.3%
Pennsylvania	7	2.2%
Quebec	3	0.9%
South Carolina	5	1.5%
Tennessee	16	5.0%
Texas	23	7.1%
Utah	1	0.3%
Virginia	7	2.2%
Washington	2	0.6%
Wisconsin	2	0.6%
Grand Total	323	100.0%

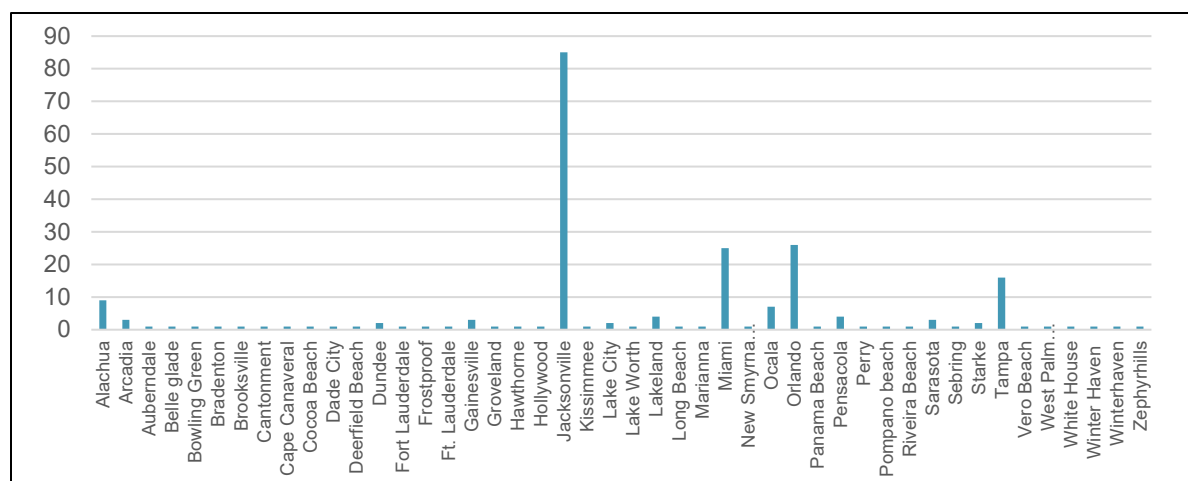
Because of I-95's presence, a significant number of trucks will travel through the District to serve central and south Florida. While, the majority of these trips originate in Florida, trips that begin in District Two will likely end in District Two. Based on the ATRI data, these trips are likely to be generated by Jaxport and its surrounding development. Details of this analysis are available in Figures 4-3, 4-4 below, and 4-5.

Figure 4-3 | District Two – Internal Trip Origins

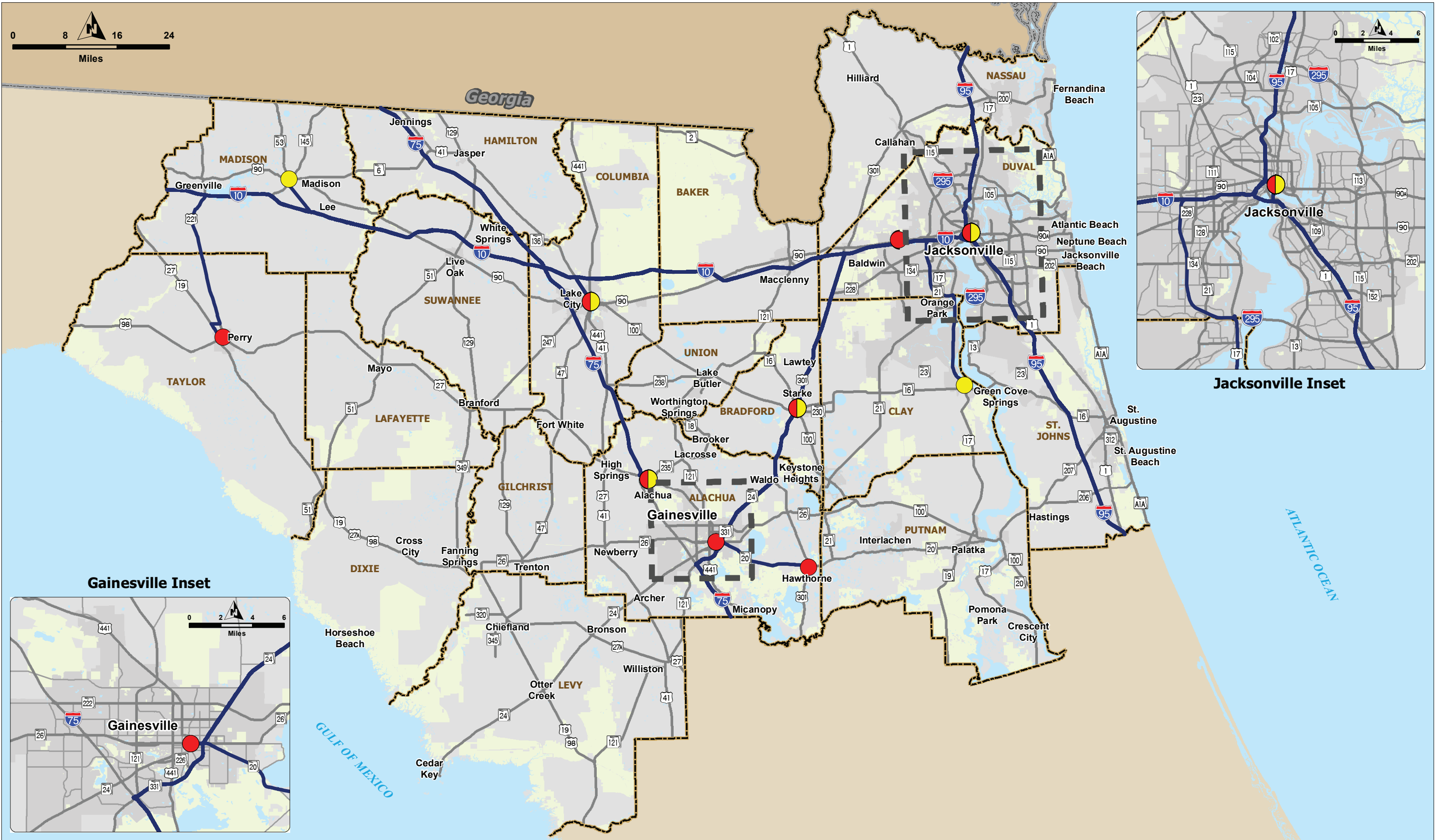


Source: American Transportation Research Institute

Figure 4-4 | District Two – Internal Trip Destinations



Source: American Transportation Research Institute



Truck Trip Origins



Truck Trip Destinations

Truck Routes

Urban Area

State Boundary

County Boundary

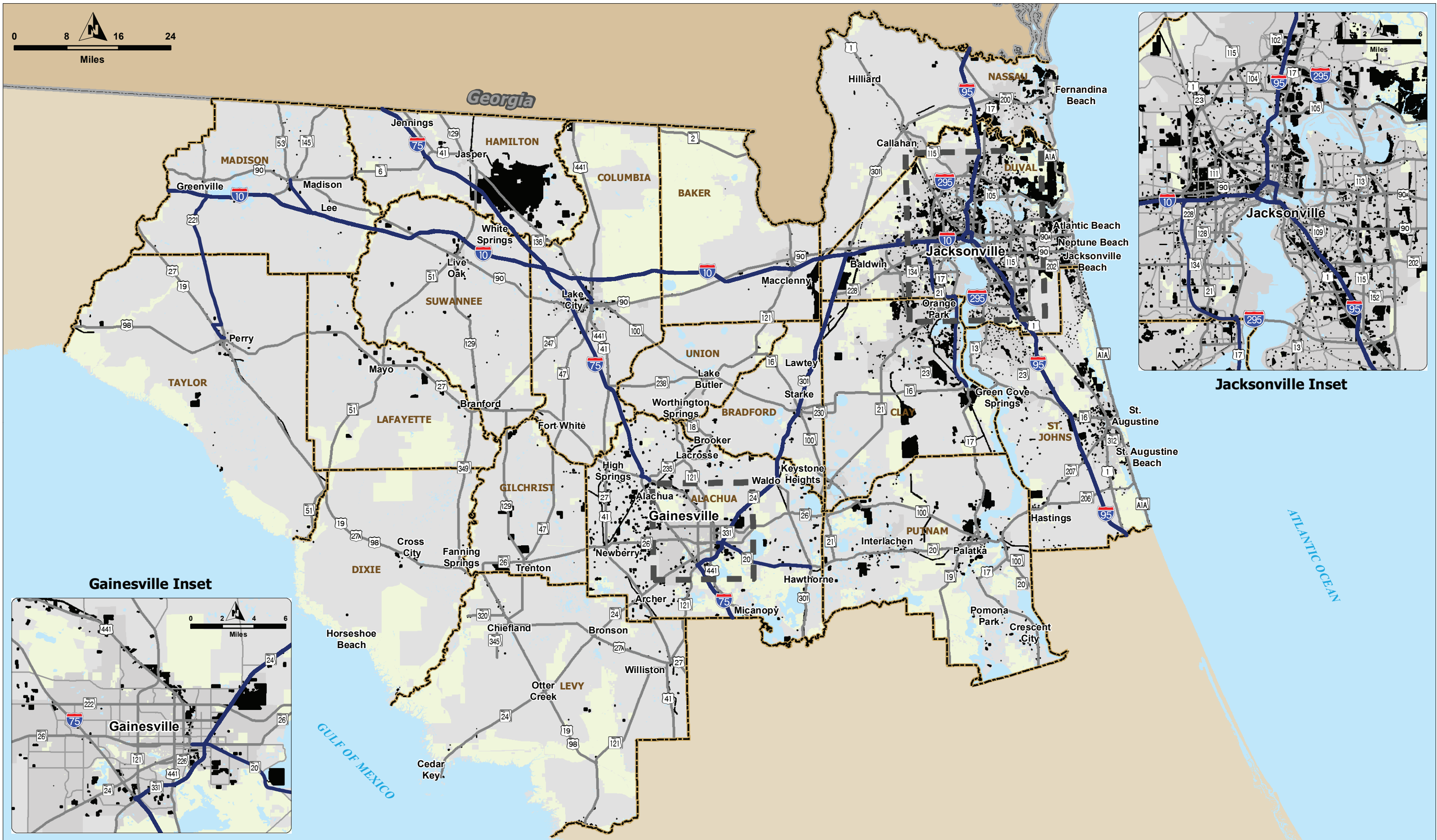
Data Sources: Florida DOT; Florida Geographic Data Library (FGDL)

Freight Generation - Modal Truck Shares

Jaxport achieved record growth in 2016, 2017, and 2018 for intermodal containerized cargo and roll-on/roll-off vehicles, typically transferred to truck for local delivery.² When combined with the Port of Fernandina Beach, the two ports account for 57 percent of total freight tonnage in Northeast Florida (see Figure 4-6). However, there are other major freight trip generators in the immediate area like - include Rayonier Inc., WestRock, and the Crawford Diamond Industrial Park.³ As a result, many of the District's roadways can reach significant truck volumes/percentages. (See Table 4-3).

² Source: "JAXPORT sets container volume record for third consecutive year," October 30, 2018;
<https://www.jaxport.com/newsroom/news/jaxport-sets-container-volume-record-for-third-consecutive-year>.

³ Rayoneir operates a saw mill 24/7 days in Nassau County on the St. Mary's River. WestRock operates a paper mill 9 hours a day and five days per week at the northern terminus of 8th Street/SR A1A. The Crawford Diamond Industrial Park is an 1814-acre certified industrial park located at the junction of CSX and Norfolk Southern rail lines, from where trucks moving goods from both the Ports of Fernandina Beach and Jaxport can utilize the respective Class I rail lines.



Freight-generating Land Uses
 FDOT District Two Truck Parking Study
 Figure 4-6

Table 4-3 | Corridor Truck Percentages – Per County

Corridor	Corridor Limits	Length (Miles)	County	Min Truck Current %	Max Truck Current %*
I-75	Marion/Alachua CL to Alachua/Columbia CL	35.2	Alachua	28.3%	28.3%
I-75	Alachua/Columbia CL to Columbia/Suwanee CL	30.4	Columbia	27.7%	27.7%
I-75	Columbia/Suwanee CL to Suwanee/Hamilton CL	3.6	Suwannee	27.7%	28.3%
I-75	Suwanee/Hamilton CL to Florida/Georgia SL	28.7	Hamilton	28.3%	28.3%
I-95	Flagler/St Johns CL to St Johns/Duval CL	34.8	St. Johns	7.4%	8.6%
I-95	St Johns/Duval CL to Duval/Nassau CL	37.9	Duval	8.4%	11.4%
I-95	Duval/Nassau CL to Florida/Georgia SL	12.2	Nassau	18.0%	18.0%
I-295 (W)	I-95 to I-95	34.8	Duval	10.3%	13.6%
I-295 (E)	I-95 to I-95	26.0	Duval	9.8%	10.3%
I-10	Jefferson/Madison CL to Madison/Suwanee CL	33.0	Madison	22.0%	21.8%
I-10	Madison/Suwanee CL to Suwanee/Columbia CL	25.5	Suwannee	24.6%	22.7%
I-10	Suwanee/Columbia CL to Columbia/Baker CL	20.7	Columbia	23.7%	27.1%
I-10	Columbia/Baker CL to Baker/Nassau CL	25.4	Baker	26.4%	35.8%
I-10	Baker/Nassau CL to Nassau/Duval CL	0.7	Nassau	35.8%	35.8%
I-10	Nassau/Duval CL to I-95	21.4	Duval	14.7%	10.1%
US 19/27/98	Citrus/Levy CL to Levy/Gilchrist CL	44.7	Levy	8.1%	10.7%
US 19/27/98	Gilchrist/Dixie CL to Dixie/Taylor CL	29.2	Dixie	12.5%	17.9%
US 19/27/98	Dixie/Taylor CL to Taylor/Madison CL	44.9	Taylor	12.5%	12.5%
US 19/27/98	Taylor/ Madison CL to Madison/Jefferson CL	5.8	Madison	12.8%	12.8%
US 27A	Marion/Levy CL to SR 98	30.1	Levy	10.7%	10.7%
SR 26	Dixie/Gilchrist CL to Gilchrist/Alachua CL	18.3	Gilchrist	4.6%	17.9%
SR 26	Gilchrist/Alachua CL to I-75	14.6	Alachua	3.8%	3.8%
SR 20	I-75 to Alachua/Putnam CL	22.4	Alachua	3.0%	7.7%
SR 20	Alachua/Putnam CL to SR 17	25.0	Putnam	3.5%	7.1%
SR 20	Flagler/Putnam CL to SR 17	6.1	Putnam	11.8%	11.8%
US 301	Marion/Alachua CL to Alachua/Bradford CL	29.5	Alachua	29.4%	19.1%
US 301	Alachua/Bradford CL to Bradford/Clay CL	20.2	Bradford	25.8%	22.3%
US 301	Bradford/Clay CL to Clay/Duval CL	5.5	Clay	25.8%	25.8%

Corridor	Corridor Limits	Length (Miles)	County	Min Truck Current %	Max Truck Current %*
US 301	Clay/Duval CL to Duval/Nassau CL	13.6	Duval	26.2%	25.8%
US 301	Duval/Nassau CL to SR 23	15.6	Nassau	25.8%	25.8%
SR 200/A1A	SR 23 to Florida/Georgia SL	27.0	Nassau	7.5%	6.5%
SR 100	Union/Columbia CL to I-10	16.6	Columbia	13.3%	7.4%
SR 100	Bradford/Union CL to Union/Columbia CL	14.0	Union	13.3%	16.5%
SR 100	Clay/Bradford CL to Bradford/Union CL	22.2	Bradford	11.0%	13.5%
SR 100	Putnam/Clay CL to Clay/Bradford CL	5.3	Clay	8.5%	5.6%
SR 100	SR 17 to Putnam/Clay CL	21.4	Putnam	10.3%	10.3%
US 17	Volusia/Putnam CL to Putnam/Clay CL	43.7	Putnam	4.1%	6.2%
US 17	Putnam/Clay CL to Clay/Duval CL	25.8	Clay	9.7%	5.7%
SR 207	SR 17 to Putnam/ST Johns CL	6.7	Putnam	6.0%	6.0%
SR 207	Putnam/St Johns CL to I-95	12.8	St. Johns	6.0%	6.0%
US 1/23	I-295 to Duval/Nassau CL	7.0	Duval	8.5%	8.5%
US 1/23	Duval/Nassau CL to Florida/Georgia SL	22.5	Nassau	14.4%	18.6%

* The current maximum share of truck traffic is based on the maximum number of trucks and cars, not the calculated maximum share, in 2017 given the latest available data.

Truck Parking Supply

Florida Rest Areas, Service Plazas, Weigh Stations, and Welcome Centers

In District Two, FDOT and the private sector provide truck parking facilities. Figure 4-7 details where truck parking is located within the District – by both the public and private sectors. Additionally, Appendix B provides more details for each facility that has ten or more spaces and shows amenities including onsite and nearby ATMs, truck/vehicle repair-maintenance facilities, and pet areas.



Rest Areas

Truck Routes

Urban Area

State Boundary

County Boundary

Data Sources: Florida DOT; Florida Geographic Data Library (FGDL)

Rest Areas

FDOT District Two Truck Parking Study

Figure 4-7

Available Truck Parking Locations

Within the District, 83 public and private sector facilities provide over 2,300 truck parking spots. About 72 percent of the spots are provided by the private sector (i.e. Truck Stops, etc.). See Figure 4-8.

Figure 4-8 | Overall Share of Public & Private Truck Parking

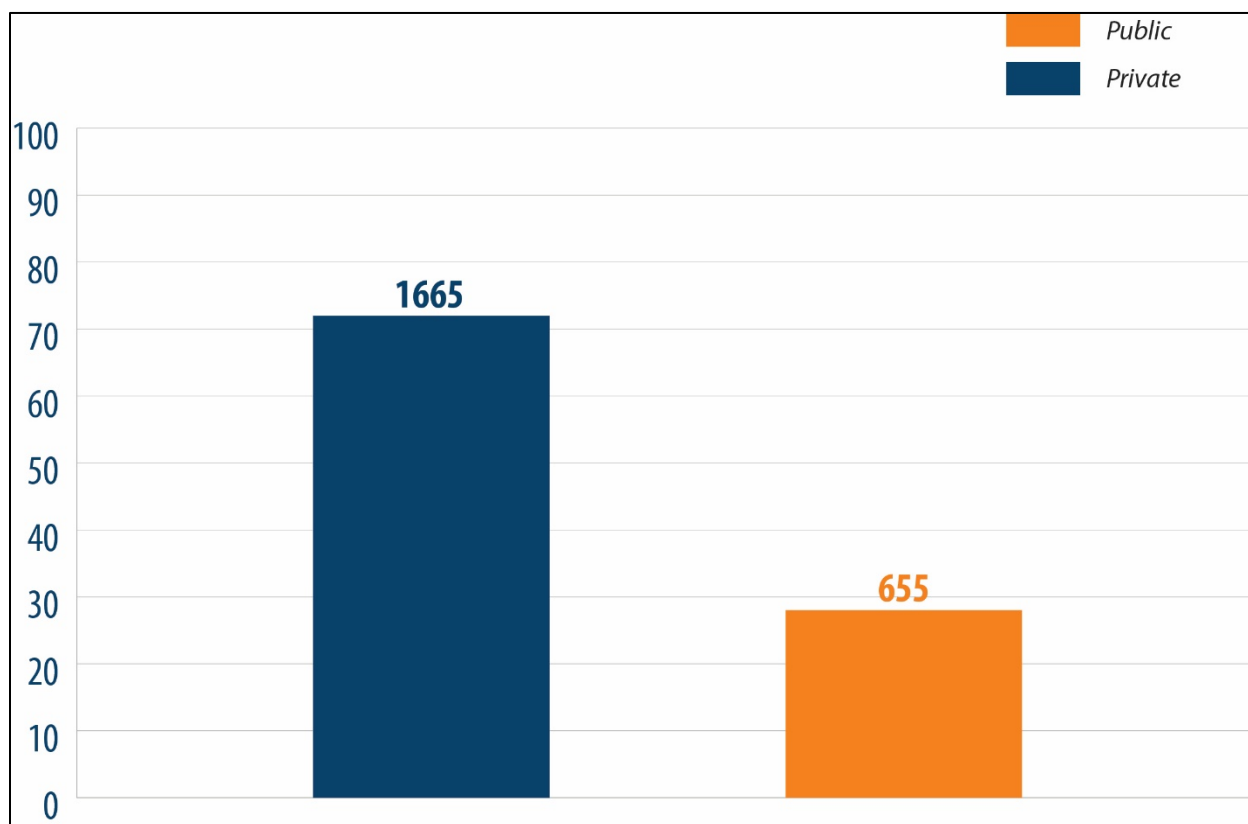
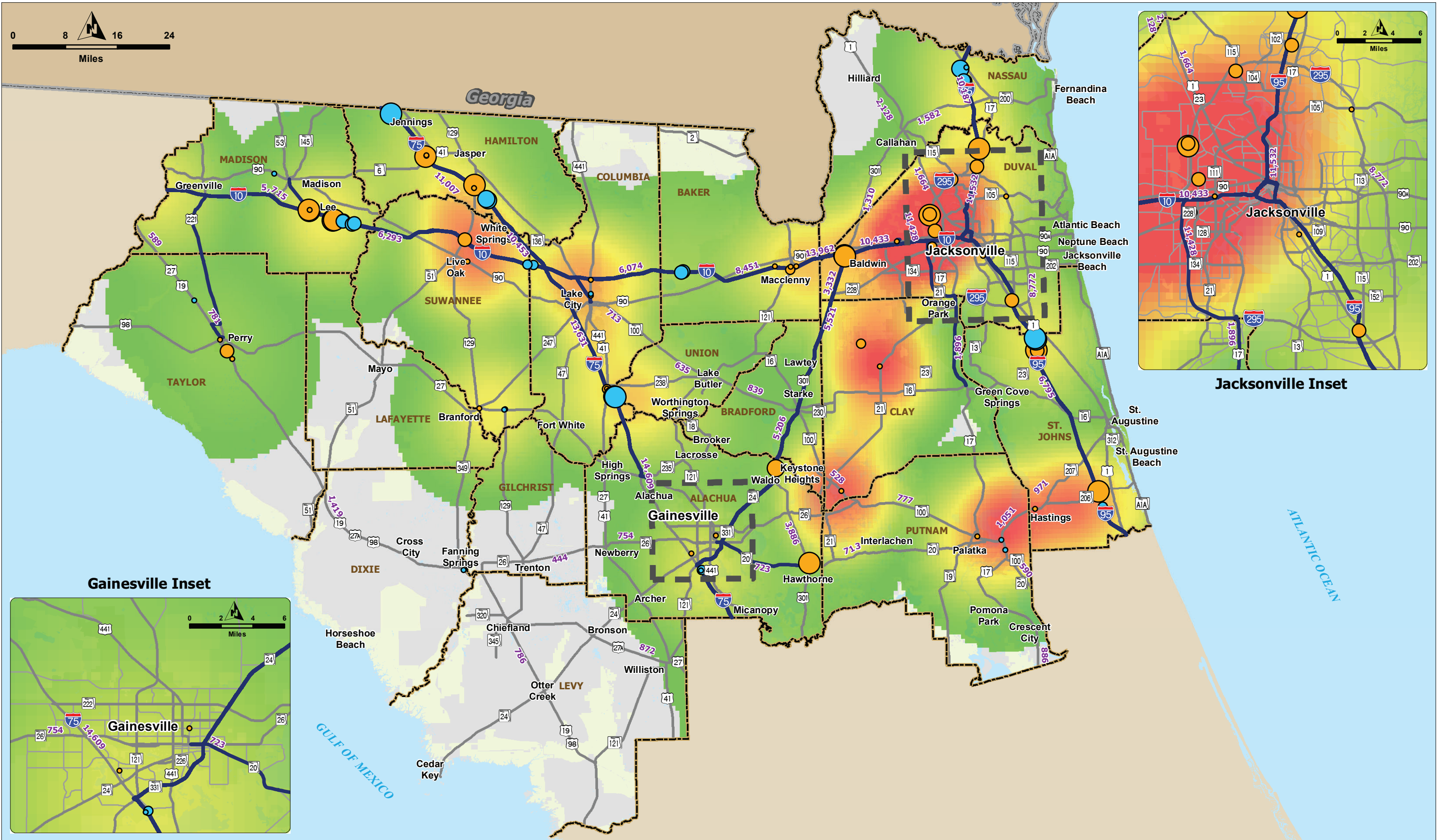


Table 4-4 shows a breakdown of public and private parking spaces by facility/establishment in District Two. Figure 4-9 represents the truck parking supply in groups throughout the District.

Table 4-4 | Available Public & Private Truck Parking Capacity

Parking Facility	Private	Public	Grand Total
Circle K	1	-	1
Sunoco	1	-	1
S&S Grocery and Gas	2	-	2
Shell/Subway	2	-	2
S&S Food Store	3	-	3
Jimmy's Truck Stop	4	-	4
Busy Bee/Marathon	5	-	5
Kangaroo Expresses	7	-	7
Town Star Market	8	-	8
Huddle House/Penn Oil Co.	10	-	10
Journeys Food Store	10	-	10
Pepper Heads/Waco 21	10	-	10
Sun Stop Store	10	-	10
Exxon	15	-	15
Walmart Supercenters	15	-	15
Busy Bees	28	-	28
Waco Fuel Plaza	30	-	30
S&S Food Stores	32	-	32
Shell/Burger King	50	-	50
Fast Track	70	-	70
Circle Ks	74	-	74
Jimmy's Auto/Truck Plaza	100	-	100
Flying J Travel Center	110	-	110
Wal-Mart Locations	110	-	110

Parking Facility	Private	Public	Grand Total
TA/Petro Stopping Center	137	-	137
TA Petro	150	-	150
Pilot Travel Centers	270	-	270
Loves Travel Stops	401	-	401
Rest Areas	-	375	375
Static Stations	-	16	16
Weigh Stations	-	186	186
Welcome Centers	-	78	78
Grand Total	1665	655	2,320



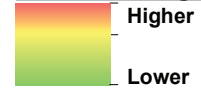
Truck Public Parking Spaces



Truck Private Parking Spaces



Truck Parking Utilization Clusters



5,678 Truck AADT

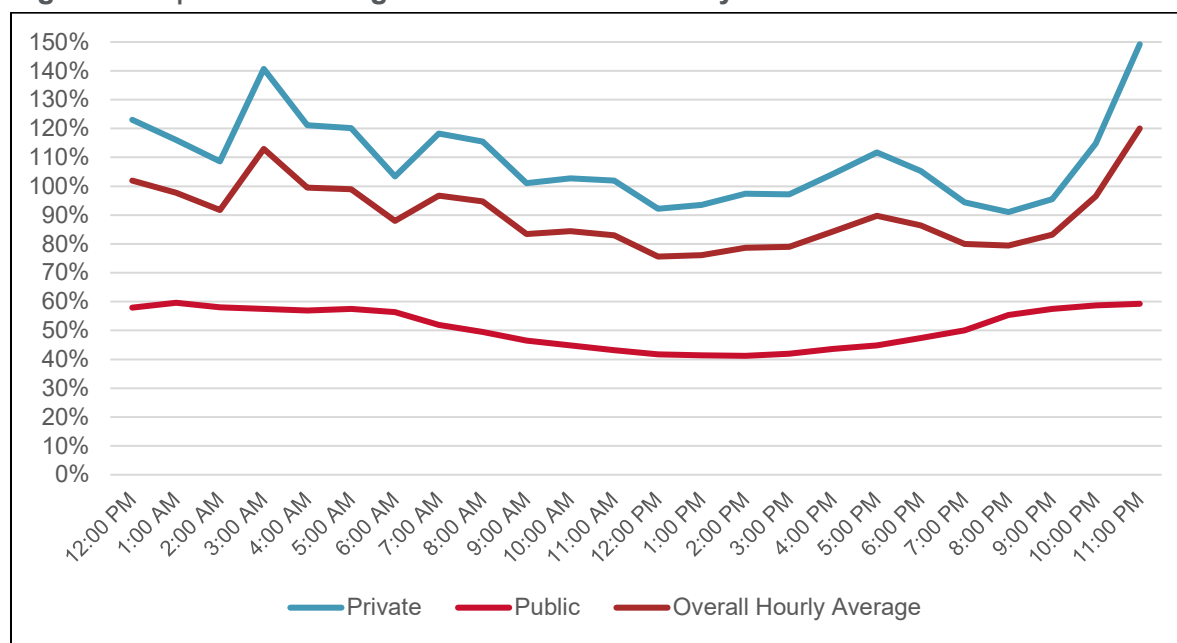
Truck Parking Supply

FDOT District Two Truck Parking Study
Figure 4-9

Parking Utilization

Utilization was analyzed for each authorized parking location throughout District Two. Of the 2,320 spaces, overall utilization appeared to be 90 percent. Considering the number of public and private spaces separately, private spaces were typically used more frequently - more than 100 percent of available space at various times. In contrast, public facilities only appear to have an average 50 percent utilization rate. Subjectively, this can be interpreted to mean that drivers prefer locations with various amenities such as fuel, food, and showers that public facilities do not typically offer. See Figure 4-10.

Figure 4-10 | Truck Parking Utilization – Time of Day



However, the more pressing issue in District Two is the temporal distribution of parking demand. While average utilization is 90 percent, demand ranges from 91 to 149 percent for private facilities between 8:00 PM and 11:00 PM; utilization was generally above 100 percent between 10:00 PM and 11:00 AM.

During the day, demand (especially for public parking facilities) falls dramatically. However, private truck stops continue to be at capacity throughout the day. See Table 4-5.

Figures 4-11 geographically shows the average parking facility utilization rate.

Table 4-5 | Hourly Utilization

Time of Day	Private	Public	Hourly Average
12:00 AM	123%	58%	102%
1:00 AM	116%	60%	98%
2:00 AM	109%	58%	92%
3:00 AM	141%	57%	113%
4:00 AM	121%	57%	99%
5:00 AM	120%	57%	99%
6:00 AM	103%	56%	88%
7:00 AM	118%	52%	97%
8:00 AM	116%	50%	95%
9:00 AM	101%	47%	83%
10:00 AM	103%	45%	84%
11:00 AM	102%	43%	83%
12:00 PM	92%	42%	76%
1:00 PM	94%	41%	76%
2:00 PM	97%	41%	79%
3:00 PM	97%	42%	79%
4:00 PM	104%	44%	84%
5:00 PM	112%	45%	90%
6:00 PM	105%	47%	86%
7:00 PM	94%	50%	80%
8:00 PM	91%	55%	79%
9:00 PM	96%	57%	83%
10:00 PM	115%	59%	97%
11:00 PM	149%	59%	120%
Overall Average	109%	51%	90%

Unauthorized Parking Locations

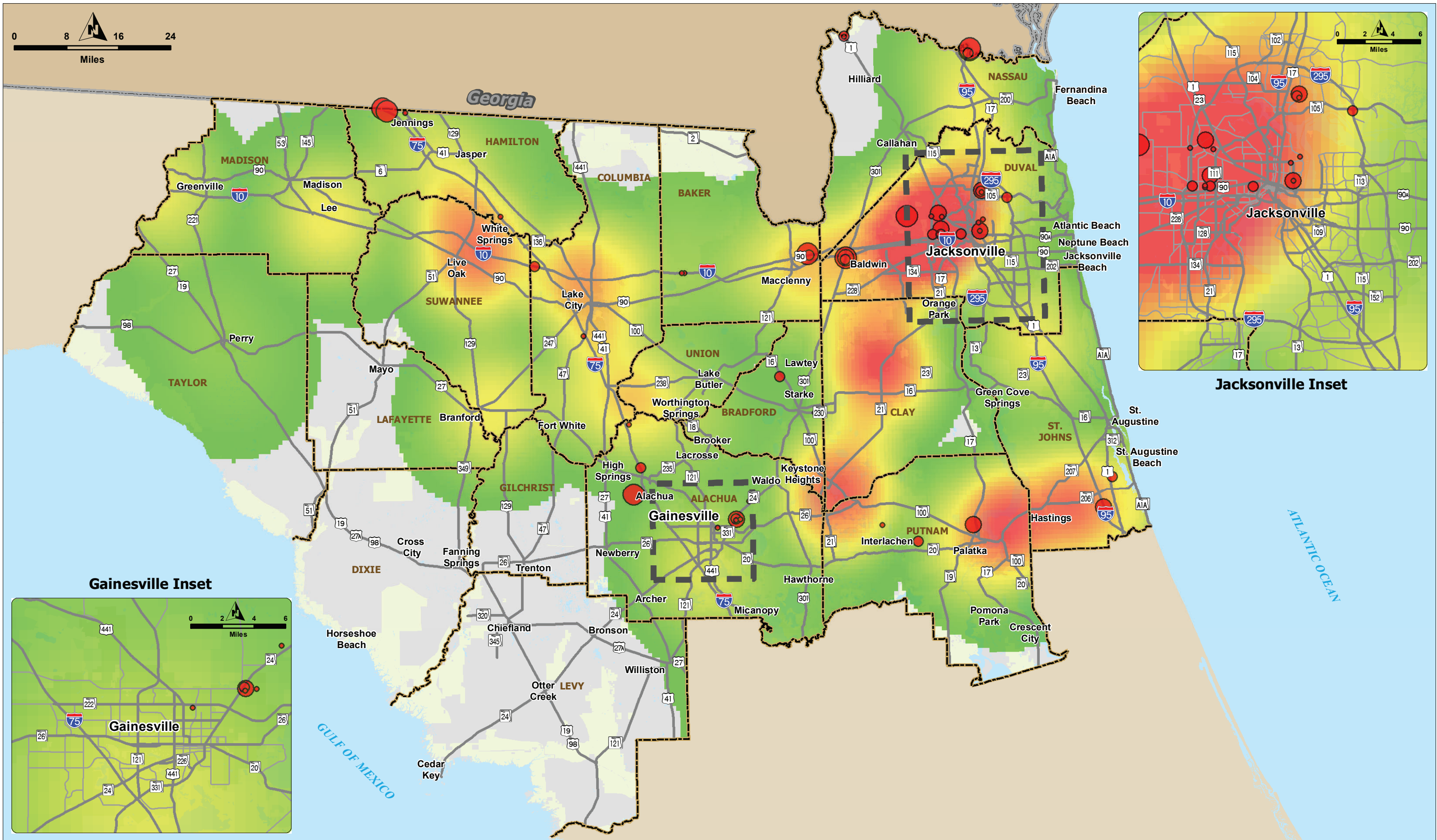
The ATRI dataset allowed FDOT to estimate that there are more than 285,000 occurrences of unauthorized parking in the District annually. This equates to 781 occurrences each day.

The majority of unauthorized parking takes place near major freight generators in Jacksonville, Gainesville, and Palm Coast (just north of Daytona). Similarly, corridors like I-10 (near I-295 West), and I-95 and I-75 (near the state line) see significant occurrences as well.

The span of unauthorized parking ranged from three hours to 31 days; the average time was 21 days. However, more pertinently, the median time - considering frequency or the number of trucks - was 11 days. This indicates that a portion of the truck parking challenge in District Two is not trucks pre-positioning or drivers resting per HOS requirements. Instead, it may be a truck storage issue. Figure 4-12 on the next page shows unauthorized parking locations (against utilization) throughout the district.

Additionally, the dataset reveals that there is significant unauthorized parking along corridors connecting to Georgia. At first, this data looked erroneous because there are available truck parking facilities on both sides of the border (on I-75 and I-95). Since this report's study area did not reach into Georgia, a subjective explanation for this might be trucks propositioning for the Atlanta market – which has a significant truck parking shortage.⁴

⁴ Source: "Scarce Truck Parking Has Atlanta Looking for Solutions," Transport Topics, August 30, 2017. Available at <https://www.ttnews.com/articles/scarce-truck-parking-has-atlanta-looking-solutions>.



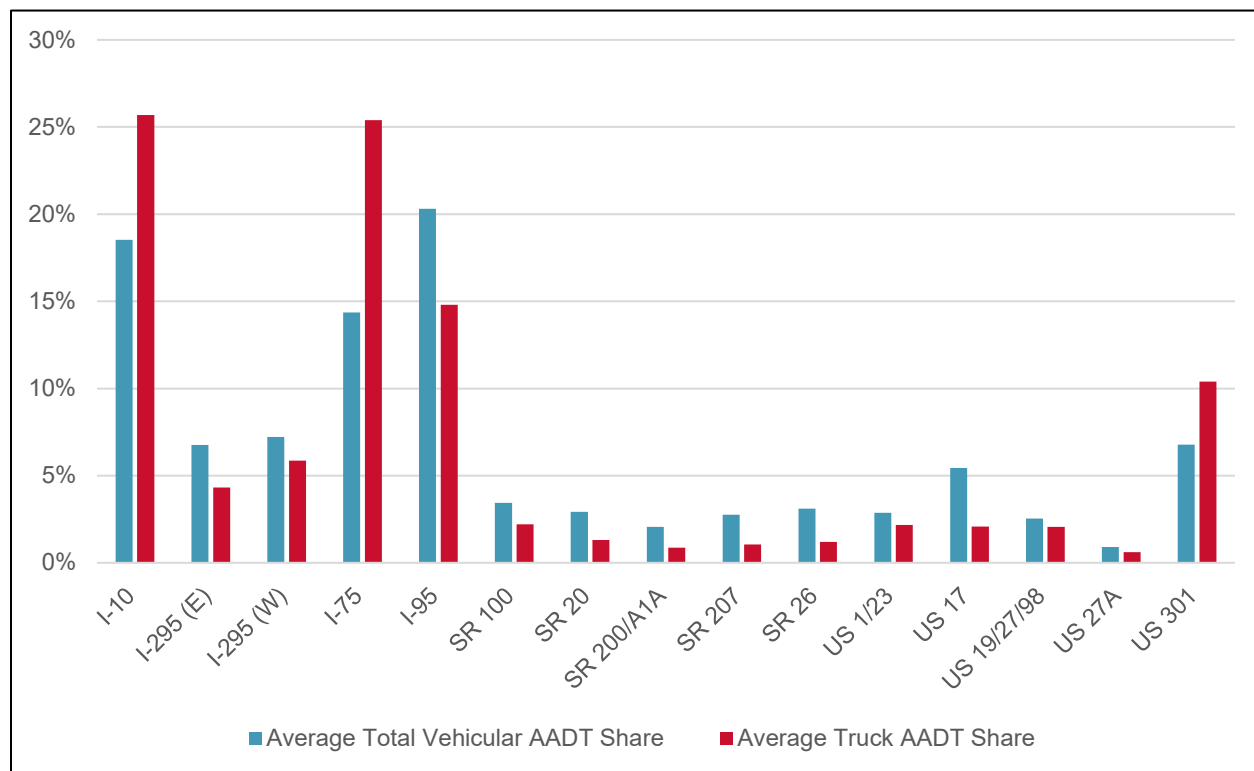
Summary

There are 2,320 truck parking spaces in District Two and the overall utilization rate is above 90 percent (at some specific locations nearly 140 percent). Overprescribed facilities generally tend to be private truck stops, not public rest areas or weigh stations. Demand for parking is the highest overnight and near urban areas.

In many cases, corridor shares appear to correspond to facility utilization rates; for example, I-75 has a more than 25 percent truck percentage with a high parking utilization rate in Lake City and Gainesville. While, the I-95 corridor has high parking utilization rates – at or above 75 percent - and the highest share of total traffic – just over 20 percent, the I-95 corridor has only the third highest share of truck traffic to District-wide truck traffic. See Figure 4-13.

This overall points to prioritizing truck parking improvements along the I-75, I-10 and even US 301 corridors.

Figure 4-13 | Vehicular AADT & Truck Shares versus Respective District-Wide Vehicle & Truck Shares





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Section 5: Needs Assessment

Introduction

While the last chapter (Existing Conditions) detailed current truck parking supply and demand, this chapter will focus on identifying future needs. The current overall number of parking spaces in District Two is 2,320. Commercial vehicles move throughout District Two along these primary corridors:

- I-95 - north-south between the state line and Miami (in District Six),
- I-295 - around the City of Jacksonville,
- I-10 - east-west between Jacksonville and Greenville,
- I-75 - north-south between Atlanta, Georgia and the Heartland of Florida,
- SR 301 - northeast-southwest between Baldwin and Gainesville, and
- SR 27 - northwest-southeast between Perry and Alachua (near Gainesville).

Together, these corridors handle most of the truck traffic. However, based on the availability of parking along SR 301, SR 27, and related routes which encompass about five percent of the parking capacity, only the primary interstate corridors comprising 90 percent of the available parking (seen in Table 5-1) were considered.

Table 5-1 | District Two Parking Capacity (Primary Corridors)

Corridor	Parking Spaces
I-10	797
I-295	182
I-75	467
I-95	650
Subtotal	2,096

The corridors were segmented between interstate interchanges funneling traffic from other corridors with direct and indirect access, to nearby urban areas that encompass freight-generating industrial clusters. Table 5-2 below and Figure 5-1 on the next page show the corridor segmentation.

Table 5-2 | Parking Study Corridor Segments - Defined

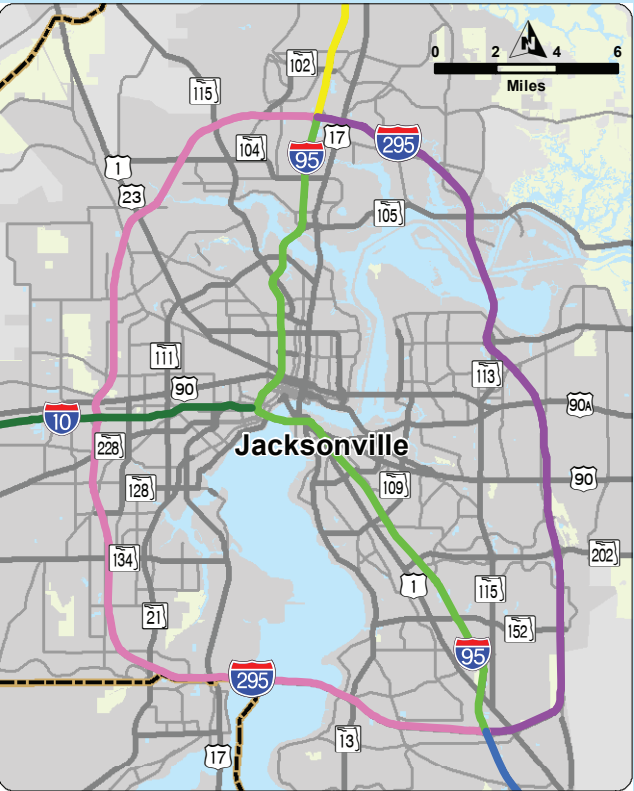
Corridor	Segment	Segment Limits	Urban Area / Rural	Segment Distance (Miles)
I-75	1.1	Marion/Alachua CL to I-10 Interchange	B/w Gainesville & Lake City / Rural	62.0
I-75	1.2	I-10 Interchange to FL/GA State Line	Lake City (to North) / Rural	36.0
I-95	2.1	Flagler/St. John CL to S I-295 Interchange	St. Augustine / Rural	40.1
I-95	2.2	S I-295 Interchange to N I-295 Interchange	Jacksonville (to South)	24.3
I-95	2.3	N I-295 Interchange to FL/GA State Line	Jacksonville (to North)	20.5
I-295 (E)	3.1	I-95 to I-95	Jacksonville MSA*	26.0
I-295 (W)	3.2	I-95 to I-95	Jacksonville MSA	34.8
I-10	4.1	Madison/Jefferson CL to I-75 Interchange	Lake City (to West) / Rural	61.0
I-10	4.2	I-75 Interchange to I-95 Interchange	Lake City (to East) / Rural	65.8

* Metropolitan Statistical Area

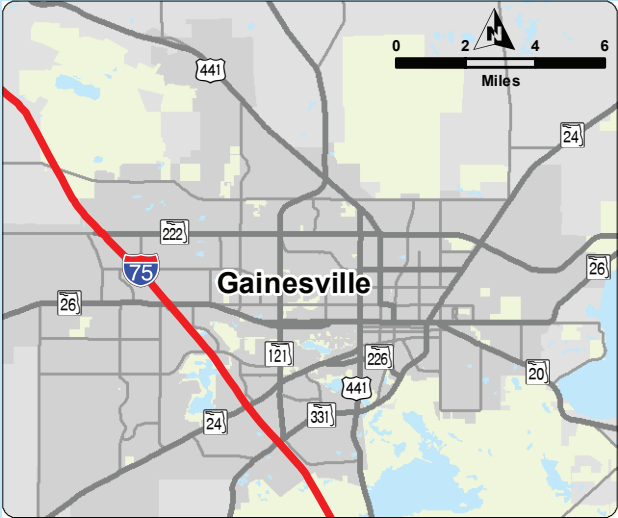
The respective parking supply for each corridor segment was determined; see Table 5-3.

Table 5-3 | District Two Parking Capacity (Primary Corridor Segments)

Corridor	Segment	Parking Spaces
I-75	1.1	141
I-75	1.2	326
I-95	2.1	398
I-95	2.2	155
I-95	2.3	97
I-295 (E)	3.1	7
I-295 (W)	3.2	175
I-10	4.1	484
I-10	4.2	313
Subtotal		2,096



Jacksonville Inset



Gainesville Inset



Segment ID

- | | | | | | |
|-----|-----|-----|-----|------------|-----------------|
| 1.1 | 2.1 | 2.3 | 3.2 | 4.2 | State Boundary |
| 1.2 | 2.2 | 3.1 | 4.1 | Urban Area | County Boundary |

Segmentation Analysis

FDOT District Two Truck Parking Study
Figure 5-1

Current & Future Demand - Truck Parking

In contrast to the current demand (detailed in Existing Conditions), FDOT used FHWA's standard truck parking demand methodology to forecast projected demand in 2030. Table 5-4 provides the minimum, mean, and maximum modelled demand by segment.¹

Table 5-4 | Modeled Demand – by Corridor Segment

Segment Totals		Current Demand Range			2030 Demand Range		
Segment	Corridor	Min	Mean	Max	Min	Mean	Max
1.1	I-75	248	367	546	281	415	618
1.2	I-75	109	170	252	114	177	263
2.1	I-95	84	139	200	100	164	236
2.2	I-95	71	124	188	81	141	215
2.3	I-95	61	96	143	74	115	173
3.1	I-295 (E)	58	97	135	66	109	153
3.2	I-295 (W)	86	155	236	95	172	262
4.1	I-10	104	170	239	105	174	244
4.2	I-10	63	225	455	73	259	524
TOTAL		884	1,505	1,543	989	1,686	1,726

Together, these segments roll up to address demand for each corridor. Table 5-5 provides the minimum, mean, and maximum modelled demand for each corridor.

Table 5-5 | Modeled Demand Range – by Complete Corridor

Corridor	Current Demand Range			2030 Demand Range		
	Min	Mean	Max	Min	Mean	Max
I-75	357	537	798	395	592	881
I-95	216	359	531	255	420	624
I-295	144	252	371	161	281	415
I-10	167	395	694	178	433	768
Subtotal	884	1,543	2,394	989	1,726	2,688

Based on the ATRI-based utilization rates per hour, the comparative demand is seen in Table 5-6 on the next page.

¹ FDOT considered current and future demand separate from ATRI GPS data which provided truck routing. While the ATRI data shows parking utilization based on stationary trucks for an extended period of time, the team did not feel the data could be used to calibrate 2017 demand data. Due to other factors including the size of the ATRI sample and the contrasting FHWA methodology based on the share of trucks to total vehicles (AADT), the team determined existing (2017) and future (2030) demand based only on the FHWA methodology.

Table 5-6 | Utilization (based on ATRI Data) – by Complete Corridor

Corridor	Utilization Rate	Capacity	Spaces Utilized
I-75	57%	467	265
I-95	70%	650	458
I-295	73%	182	133
I-10	84%	797	668
Total	72%	2,096	1,524

The ATRI study was used to calibrate the FHWA model to better represent the local region. While the ATRI utilizations were computed at a parcel level, the FHWA model calculates demand at a corridor level.

Gap Analysis

Based on the model results, overall truck parking demand is currently less than the total supply. Table 5-7 provides the minimum, mean, and maximum modelled gap (needs) by segment.

Table 5-7 | Truck Parking Supply-Demand Gap – by Corridor Segment

Segment Totals		2017 Supply Demand Gap			2030 Supply Demand Gap		
Segment	Corridor	Min	Mean	Max	Min	Mean	Max
1.1	I-75	-107	-226	-405	-140	-274	-477
1.2	I-75	217	156	74	212	149	63
2.1	I-95	314	259	198	298	234	162
2.2	I-95	84	31	-33	74	14	-60
2.3	I-95	36	1	-46	23	-18	-76
3.1	I-295 (E)	-51	-90	-128	-59	-102	-146
3.2	I-295 (W)	89	20	-61	80	3	-87
4.1	I-10	380	314	245	379	310	240
4.2	I-10	250	88	-142	240	54	-211

This analysis of segments shows that there are deficits in truck parking along:

- I-75 between I-10 and the state line,
- I-95 in Jacksonville and between Jacksonville and the state line, and
- I-295 on the East side near Jaxport.

Table 5-8 provides an overview of needs for each corridor.

Table 5-8 | Truck Parking Supply-Demand Gap – by Corridor

Corridor	Current Demand Range			2030 Demand Range		
	Min	Mean	Max	Min	Mean	Max
I-75	110	-70	-331	72	-125	-414
I-95	434	291	119	395	230	26
I-295	38	-70	-189	21	-99	-233
I-10	630	402	103	619	364	29

The demand in the I-75 and I-295 corridors on average exceeds supply now and in 2030. Figure 5-2 shows the existing minimum, mean, and maximum parking needs for each corridor.

Figure 5-2 | Truck Parking Supply-Demand Gap – by Corridor



There does not appear to be a deficit along I-95 in District Two; however, there is a gap between capacity and utilization near Jacksonville noted by segments 2.2 and 2.3 in Table 5-7.

Variable Assumptions (Elasticity)

To consider the effect of inputs on the results (utilizing the FHWA commercial vehicle parking methodology), the FDOT reconsidered various model factors to understand sensitivity to the truck parking results.² This included the sensitivity of model results (gross parking need) to the:

- Total AADT;
- Share of trucks to total AADT;
- Length of highway segment considered; and
- Average speed for all vehicles.

In the case of the respective factors, the percentage change in each resulted in a similar percent increase or decrease in gross parking demand. In other words, doubling any of these factors doubles total parking demand, and decreasing speed for example by 85 percent (from 70 mph to 10 mph) resulted in just over an 85 percent increase in parking demand. Therefore, slowing traffic means more time in the corridor and equates to greater demand for parking.

Identified Needs

Based on this analysis, stakeholder outreach and past study results, FDOT identified the following truck parking issues and needs for District Two:

- Sixty-nine percent of respondents stated that it takes at least 30 minutes to find safe and available parking.
- Almost all drivers (90 percent) found it most difficult to find parking during evening hours as well as throughout the night and early into the morning.
- Overall, there is available parking throughout District Two. However, there are critical areas with utilization rates near 120 percent showing peak demand can create operational and safety concerns.
- District Two has a net surplus of parking, yet some parking facilities have a shortage due to demand based on location.
- The demand growth for spaces in District Two is overall one percent annually between 2017 and 2030.
- Truck drivers cited concern for using weigh stations due to the higher probability of inspection during valuable rest periods.
- Based on the stakeholder outreach, the FDOT found that drivers preferred private facilities due to the greater number of services available.
- Geographically, truck parking utilization seemed to concurrently be greater near developed areas; e.g., urban centers and surrounding areas.

² Ibid



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Section 6: Recommendations & Next Steps

Introduction

FDOT reviewed over 2,300 parking spaces, of which almost three-quarters are private. The analysis determined that more utilization occurs in private facilities, consistent with FHWA results, likely due to the additional services available.

Drivers first determine the need for a rest stop based on their distance (time) traveled, destination and FMCSA regulations. They then determine their preferred location by their personal or company needs/requirements. However, this can lead to private facilities (with better amenities) being over-capacity, especially at high peak demand periods.

Given the growing demand for truck parking (in certain areas), this section proposes a series of project, programmatic, and policy recommendations:

- **Policy recommendations** entail a review, reconsideration, or modification to state policy based on a need to address truck parking commensurate with State and/or Federal policy.
- **Programmatic recommendations** are implementable in the respective timeframes based on statutory authority.
- **Project recommendations** are those that entail a change to a facility or a suggested study. The recommendations are outlined by their timeframes including Near-Term (1-2 years), Mid-Term (3-5 years) and Long-Term (5-10 years).

Recommendations are first organized by timeframe and then sorted by Category – Project, Program and Policy.

Near-Term Recommendations (1-3 Years)

Near-term solutions are intended to improve parking quickly and in a cost-efficient manner. These solutions were created based on feedback provided during the stakeholder outreach efforts. Table 6-1 provides the near-term project, program and policy recommendations.

Table 6-1 | Near-Term Truck Parking Recommendations

Category	Recommendation	Type
Project	Re-design older rest areas to improve circulation, safety, and capacity for the Florida Interstate Semitrailer (WB-62FL) commercial trucks.	Physical Infrastructure
Project	Formalize informal parking at existing rest areas and evaluate opportunities to reconfigure green space.	Physical Infrastructure
Project	Leverage current public right-of-way to safely add to available parking.	Physical Infrastructure
Project	Identify opportunities to add new amenities to existing facilities (public rest areas and weigh stations) to incentivize utilization.	Gov't/Industry
Program	Target key corridor segments with over-utilized parking, such as the I-295 (East) and I-95 corridors near Jacksonville to immediately address the lack of parking.	Gov't/ Industry
Program	Work with Central Office to revise rest area formula and identify new funding opportunities.	Funding
Program	Consider "variable" truck parking at public rest areas during high peak demand periods; between 7:00 PM and 7:00 AM, certain portions of car parking can be used for commercial trucks.	Physical Infrastructure
Policy	Consider impacts of new HOS regulations.	Regulatory
Policy	Utilize new federal transportation funding programs based on new published criteria and priorities.	Funding

Mid-Term Recommendations (3-5 Years)

Mid-term solutions are intended to improve parking in an expedited timeframe with more funding and more agency and stakeholder involvement than near-term recommendations, but less than long-term recommendations. Table 6-2 provides the mid-term project, program and policy recommendations.

Table 6-2 | Mid-Term Truck Parking Recommendations

Category	Recommendation	Type
Project	Foster opportunities to foster municipal truck-only parking facilities in critical areas such as along I-75, I-95 in and north of Jacksonville, and along I-295 East.	Physical Infrastructure
Program	Leverage and expand the TPAS program for great coverage including private truck parking facilities.	P3
Policy	Consider impacts of Connected Automated Vehicle (CAV) and alternative fuel technology on both short and long-haul commercial truck trips.	Regulatory

Long-Term Recommendations (5-10 Years)

Long-term recommended solutions are intended to improve parking over the long term with more funding and involvement of agencies and stakeholders than both near and mid-term recommendations. Table 6-3 provides the long-term project, program and policy recommendations.

Table 6-3 | Long-Term Truck Parking Recommendations

Category	Recommendation	Type
Project	Identify & foster strategic opportunities to address truck parking capacity needs and future demand.	Physical Infrastructure
Project	Align public & private efforts to develop partnership framework options and identify suitable joint use sites (industrial sites, sports and entertainment venues, brownfields etc.), and leverage unrealized capacity.	P3
Program	Leverage existing Florida P3 legislation enacted in 2013 (and updated in 2016) to establish new P3s and co-sponsor public facilities.	P3
Policy	Work with Central Office to identify other potential funding sources (for engineering research, alternative energy and environmental impacts).	Funding

Specific Areas of Concern

Among the key takeaways from this study, improvements to these four corridors are the highest priority recommendations of this project.

1. I-10 near Baldwin, given the predominance of unauthorized parking.
2. I-295 East near Jacksonville for the density of industrial/commercial parcels.
3. I-75 south of I-10 for parking deficits.
4. I-95 in and north of Jacksonville to the state line.

Along these corridors, near-term improvements could include reconfiguring or formalizing rest area parking, while expediting redevelopment of designated parking areas with larger footprints over the long term.

Similarly, the three following locations have the highest priority needs when it comes to site specific issues:

1. I-75 NB/SB Rest Area near Ellisville between Gainesville and Lake City (Columbia County) – The current rest area could be expanded within its existing footprint to account for nearby unauthorized parking.
2. I-95 NB/SB Rest Area near CR 210 just south of Jacksonville (St. John's County) – The current rest area could be expanded within its existing footprint to account for nearby unauthorized parking.
3. I-95 NB/SB WIM Station near Yulee (Nassau County) – Implement the user experience design concept development





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Appendix A: Study References & Summaries

The table below provides a summary of reports and studies reviewed to compare methodologies and results, besides general background.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Model Development For National Assessment of Commercial Vehicle Parking – Final Report	FHWA	2002	This report provides technical documentation to “determine the location and quantity of parking facilities as commercial truck stops and travel plazas and public rest areas that could be used by motor carriers to comply with Federal hours of service rules.” The report details the development and validation of a model for estimating commercial truck parking demand.	This research estimates the extent and geographic distribution of truck rest parking supply and demand along the NHS. The report presents the development, calibration, validation, and application of the truck parking demand model for highway segments, considering annual average daily traffic, travel time, peak hour factors, time spent loading/unloading, time spent at home, time spent resting at shipper/ receiver), and Federal hours-of-service regulations.
Atlanta Regional Truck Parking Assessment Study	Atlanta Regional Commission	2018	- Truck parking utilization was estimated using ATRI data. - Truck flow paths were also estimated using ATRI data to determine how trucks flow in and out of the region and the path of roadways they follow.	- Require Comprehensive Transportation Plans to identify existing truck parking locations and locations of unauthorized truck parking. - Work with local governments to develop strategies and policies for truck parking. - Develop example truck parking zoning language for local governments to use.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
North Carolina Statewide Multimodal Freight Plan – Truck Parking Study	North Carolina Department of Transportation	2017	• Truck parking demand was defined as parking for 45 minutes or longer.	• Identify public-private partnerships that could help increase truck parking. • Identify technological advancements for parking solutions.
Comprehensive Parking Study for Freight Transport in Miami-Dade County	Miami-Dade MPO	2010	• The demand estimates are based on truck registration data provided by the State. • Two databases were used: Intrastate Truck Registrations and the Interstate Registration Program (IRP). • The Florida Intermodal Statewide Highway Freight Model (FISHFM) was used to calculate demand estimates.	• Public and private agencies should coordinate to develop additional truck parking facilities.
Commercial Motor Vehicle Parking Trends at Rest Areas and Weigh Stations	FDOT	2012	• The research team drove along 7 segments of the Interstate System at night over 2-3 days per segment to collect supply and demand data. • During site visits, the team interviewed on-site personnel.	• A GIS application was developed for the project and exemplifies a way to monitor real-time information about truck parking utilization. • The parking shortage could be alleviated by increasing the supply of parking spaces and better matching supply and demand where those shortages exist.
District Two Northeast Florida Freight Movement Study	FDOT	2017	• Study area included analysis commodity flows, an identification of freight system needs, and prioritized freight improvements.	• Leverage public-private-partnership opportunities. • Design the document to be upward looking to align with Federal and State policies while being tailored to meet local and regional freight needs.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation	Miami-Dade MPO	2012	• Screening processes were used to analyze vacant parcels within the county to identify potential sites for parking development. • Conceptual site plan renderings were developed for potential truck parking facilities.	• Private-private partnerships or private-public partnerships are options for potential funding. • The screening analysis identified potential sites for truck parking development.
Texas Statewide Truck Parking Study	TXDOT		Key analytical steps include: • Data collection and best practice review Truck parking inventory and utilization survey. • Needs assessment for current and future parking demand and conditions analysis,	The study aimed to address strategically located truck parking based on safety concerns for the trucker and “motoring public” and economic impacts to truckers as well as businesses.
Kansas Statewide Freight Network Truck Parking Plan	Kansas Department of Transportation and the Kansas Turnpike Authority	2016	• Interviews were conducted with agencies and stakeholders. • Surveys were conducted with truckers. • Field studies were conducted through the use of GIS.	• Use technology to improve communication regarding the availability of truck parking (e.g. truck parking information management system (TPIMS)) • Add capacity and/or improve existing facilities. • Explore partnerships to expand truck parking. • Improve policies for truck parking facilities.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Washington State Truck Parking Study	Washington State Department of Transportation	2016	• WSDOT engaged the trucking community through surveys, discussions, and interviews. • Datasets used include Trucker's Friend, DieselBoss, Truck Stop Info Plus, Truck Smart Parking Services, and Jason's Law.	• Opportunities for improvement include infrastructure enhancements using emerging technologies and real-time parking availability systems. • Expanding existing truck parking for both public and private sectors. • Continuing the formation of key partnerships and pursuing financial opportunities.
Boston Region MPO Truck Parking Technical Memorandum	Boston Region Metropolitan Planning Organization	2016	• Datasets used include the National Truck Stop Directory, Trucker's Friend, and Jason's Law.	• Expanding truck rest locations would improve safety, efficiency, promote innovative technologies, and accommodate for future growth. • Finding ways to reduce Diesel Idling would reduce emissions.
Colorado Truck Parking Information Management System	Colorado Department of Transportation	2016	• Data will be collected for public and private parking locations. • Data will be transmitted to the TMC and disseminated to drivers through variable message signs (VMSs), static signs, website/mobile applications, and telephone.	• Colorado is moving forward with its Truck Parking Information Management System (TPIMS) plan, which will benefit the economy, improve safety, mobility, and the environment. • Public-private partnerships have been the cornerstone of CDOT's parking program.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Virginia Truck Parking Study	Virginia Department of Transportation	2015	• Data was collected through a survey that was distributed to highway engineers across all 50 states. • Data was also collected during the review of Virginia's rest areas and welcome centers. • This study uses the FHWA demand equation.	• Partnering with private industries and local governments can help increase capacity and help to improve existing facilities. • Providing real-time information can improve communication.
Evaluation of MDOT Truck Parking Information and Management System	Michigan Department of Transportation	2016	• Through the Truck Parking Information and Management System (TPIMS), information is available through dynamic truck parking signs (DTPS), smartphone applications, websites, and in-vehicle display devices. • Surveys were conducted to understand the effectiveness of TPIMS characteristics. • The safety evaluation was conducted using crash data from the State.	• The TPIMS was created to improve safety, provide a sustainable solution, protect user privacy and data, and enhance truck parking decisions.
California Sustainable Freight Action Plan: Pilot Project Idea: Reduced Emissions Through Efficient Parking for Trucks (REEPT)	California Air Resources Board	2015	• Publicly-available data from the state was used to measure GHG truck emissions. • REEPT will use existing ITS methods to create a network to help truckers meet HOS regulations.	• REEPT shows drivers available parking spaces which improves efficiency and safety. • REEPT is envisioned to communicate parking availability, traffic information, and port parking and queuing.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
660 Minutes: How Improving Driver Efficiency Increases Capacity	J.B. Hunt Transport, Inc.	2015	• Multiple resources were used to summarize the data in this report. • A study from BB&T measured a fleet of more than 5,000 truck for over a year.	• There are multiple ways that drivers can better utilize their time in order to increase truck capacity, such as allowing for more flexible appointment times, expediting the loading/unloading process, providing onsite driver accommodations, and accommodating the drop and hook process. • Partnerships can help create a more streamline process to improve driver efficiency.
Port of Wilmington Truck Parking Study	Wilmington Area Planning Council	2013	• Traffic counts were conducted to examine the possibility of developing an off-site truck parking lot near the port. • Census data was used to identify the number of workers living near the port to assess the transportation needs for the surrounding area.	• Developing a new truck parking facility outside of the port boundaries. • Reinforcing existing truck parking restrictions on surrounding residential roads. • Reinforcing the anti-idling regulation, which can lead to a future electric truck staging facility.
Baltimore Automated Low-Cost and Real-Time Truck Parking Information System	Maryland State Highway Administration	2013	• Magnetic sensors were used to detect vehicles in lots and communicate available parking spots to drivers. • At the data center, data is processed in real-time to provide information about parking spaces.	• Providing real-time information regarding parking spots and the parking facility can help managers make informed decisions about the facility. • Communicating parking information to drivers can also enhance safety.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Guidelines, Site Selection, and Design for Implementing Truck Parking/Rest Facilities in Chicago's South Suburb	Illinois Center for Transportation	2012	• Research was conducted to identify areas in Chicago that could be used for truckers who need to stay overnight.	• Overnight areas could be developed through project coordination and policy change. • Real-time parking information would help truckers safely and efficiently navigate the city. • Devices to reduce idle fuel use would also be beneficial to reduce pollution.
Utah Interstate 15 Truck Parking Study	Utah Department of Transportation	2012	• 433 surveys were completed by CMV drivers at truck stops to identify parking issues. • An inventory of truck parking within the state was conducted. • Focus groups were organized to identify truck parking solutions. • Identifying future demand was conducted using the Freight Analysis Framework version 3. • Utah safety data regarding crashes was also reviewed.	• The identified truck parking improvements to I-15 includes developing more commercial truck parking spaces, developing more public rest area truck parking spaces, and to stop law enforcement from waking drivers up.
Regional Truck Parking and Service Issues	FDOT D7	2014	• Supply data used included public rest areas and weigh station data from the FDOT website. • Supply data from Truck Stop Guide was used for the private sector.	• Expedite the implementation of real-time information for truck parking availability. • Add additional truck capacity along primary freight corridors as warranted by the data analysis. • Pursue public-private partnerships to acquire land or improve existing facilities (e.g. lighting, security).

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Delaware Valley Regional Planning Commission (DVRPC) Regional Truck Parking Study	Delaware Valley Regional Planning Commission (DVRPC)	2011	• Data was collected through fieldwork. • The FHWA Truck Parking Demand Model was used for demand estimations. • Surveys were conducted at private truck stops and at different sites in Pennsylvania.	• Use public funding to support the development of overnight truck parking facilities. • Use ITS technologies to communicate existing parking locations. • Reduce emissions by reducing idle parking. • Promote the need for additional truck parking to partners and the public. • Improve access to existing truck parking facilities. • Maintain existing facilities and create additional capacity where possible.
Mn/DOT Truck Parking Study: Phase 2	Minnesota Department of Transportation	2010	• The analysis was conducted with data from the previous study and by researching public information. • Site inspections were conducted. • Discussions with personnel at MnDOT and other local agencies were conducted. • Interviews were conducted with professionals.	• Capacity enhancements are recommended for both short- and long-term horizons. • Improved information for parking availability will help truckers locate parking spots. • Develop truck-only facilities for additional capacity. • Private-public partnering to create new facilities.
Rest Area Commercialization and Truck Parking Capacity: Commercialization is Not the Answer to Truck Parking Needs	NATSO	2010	• Data from the Trucker's Friend National Truckstop Directory was used. • Public information from state DOTs and turnpikes was used.	• Federal and state agencies should work with businesses to expand truck parking capacity.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Low Cost Strategies to Increase Truck Parking in Wisconsin	Wisconsin Department of Transportation	2009	• Data was collected by interacting with various stakeholders through surveys and interviews. • Data sources include the Wisconsin DOT public data, Dieselboss, Trucker Guide, Google Maps, and Microsoft Maps.	• Real-time parking information would be useful in helping truckers find parking. • Variable road signs would also enhance communication. • Improving communication with truckers so that they are aware of all "legal/illegal" places to park.
Low Cost Strategies for Short Term Parking on Interstate Highways of the MVFC	Wisconsin Department of Transportation	2009	• Interviews were conducted to understand truck parking issues and potential solutions. • Data was also collected through distributing surveys.	• Investing in public-private partnerships would help address truck parking issues. • Providing variable road signs and real-time parking information would help truckers find parking spots more easily. • Converting weigh stations into parking facilities would increase capacity. • Allowing overnight parking at big-box stores is another potential solution.
Multi-State Truck Stop Inventory & Assessment Study	New York Metropolitan Transportation Council	2009	• Data was collected by reviewing truck parking studies done in recent years within the tri-state area. • Data was collected through meetings with stakeholders.	• Creating new facilities or expanding at existing locations. • Using innovative technologies to increase efficiency. • Creating public-private partnerships and advocating for truck parking solutions at the federal level.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
WSDOT Truck Parking Survey Summary Report	Washington State Department of Transportation	2008	• Surveys were conducted for truck drivers and trucking companies. • Additionally, interviews were conducted with the Washington State Patrol to understand their perspective regarding truck parking issues.	• Extend parking limitations at rest stops. • Provide truck-only stops to avoid conflicts with RVs. • Present the survey results to private truck stop developers and propose partnerships to address truck parking issues.
Connecticut Statewide Rest Area and Service Plaza Study	Connecticut Department of Transportation	2008	• Data was collected through traffic counts, parking counts, surveys, and benchmarking. • Traffic volume predictions and surveys were used to identify the needs of proposed truck parking facilities. • The FHWA model was used for this analysis.	• Facilities should have separate parking spaces for different modes of transportation to avoid conflicts. • The department should address parking space deficits statewide. • Facilities are proposed to be developed under LEED guidelines.
Minnesota Interstate Truck Parking Study	Minnesota Department of Transportation	2008	• Data was collected through site visits, Google Earth, Trucker's Friend. • Data was collected for both public and private facilities. • Operators at private facilities were unwilling to provide information about parking space utilization. • Surveys were conducted with motor carrier companies.	• Public-private partnerships. • Adding parking capacity to facilities. • Revisions to parking policies could enhance parking at existing facilities. • Information Technology Systems (ITS) could enhance communication between facilities and truck drivers.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Illinois Center for Transportation Truckers' Park Rest Facility Study	Illinois Department of Transportation	2008	• Interviews were conducted with truck drivers and public authorities. • The team used GIS to analyze truck traffic volumes (from IDOT) and parking availability.	• Additional parking should be created at existing locations and other spaces that are not being utilized. • Communication should be enhanced with truck drivers via radio or other technology. • Increased coordination between public and private sectors to develop improved guidelines for truck parking.
Truck Parking in Pennsylvania	Pennsylvania State Transportation Advisory Committee	2007	• Previous research/studies were evaluated. • Interviews were conducted with public and private trucking-related organizations. • Surveys were conducted at night which indicated a truck parking problem, and field data was collected at this time. • The FHWA model was used, but refined for the study.	• Partnering with public and private agencies and neighboring states to expand capacity. • Improving policies for truck parking facilities and driver services. • Explore funding opportunities for innovative pilot projects. • Integrate technologies to mitigate environmental impacts.
Virginia Freight Trucking: A Study of Management, Policy & Solutions	Virginia Department of Transportation	2006	• Field data was collected at assigned rest areas to measure truck dwell time. • The AASHTO Rest Area Demand Equation was used. • Research was conducted by using publicly available documents. • Surveys were used to gather data.	• Improve existing rest areas through redesign and the implementation of ITS technology. • NEPA standards should mitigate environmental and community impacts of ITS technologies. • Use other types of vacant infrastructure. • Invest in private-public partnerships. • Expand capacity at new/existing rest areas.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
WSDOT Truck Parking Study - Final Report	Washington State Department of Transportation	2005	• Data was collected about commercial truck stops through phone surveys. • Public rest area data was collected at the facilities. • Truck parking data was also collected at other locations where trucks park (including "illegal" locations). • Future truck parking demand estimations were calculated.	• Increase capacity by constructing new rest areas and/or truck-only facilities. • Adjust policies to allow truck parking at other facilities (e.g. non-port of entry weigh stations). • Implement public-private partnerships to mitigate capacity issues and identify funding options.
Enhancing Highway Safety and Serving the Public A Recommendation for Improving California's Safety Roadside Rest Area System	California Department of Transportation	1999	• The team conducted a survey for rest area users. • Public reports were used to better understand parking issues.	• Identify public-private partnerships to improve truck parking issues. • Consider creating extra capacity by converting existing facilities to truck parking facilities at night.
City of Elmira, N.Y., solves truck parking problem	Owner-Operator Independent Drivers Association	2016	N/A	• Adding capacity has been beneficial to truck drivers. • Since truck drivers were paying for their parking spots, the public was very accepting of the parking facility.
Commercial Vehicle Parking In California: Exploratory Evaluation Of The Problem And Possible Technology-Based Solutions	Transportation Sustainability Research Center, University of California	2007	• Observations from the California Highway Patrol were documented regarding unauthorized parking locations. • Public reports were used. • Field data was collected at truck parking areas. • 433 surveys with truckers were collected.	• The surveys indicated that truckers preferred for parking information to be disseminated through road signs, mobile phones, and radio.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Managing Critical Truck Parking Case Study – Real World Insights from Truck Parking Diaries	American Transportation Research Institute	2016	• 650 truck drivers submitted surveys. • Public reports were referenced in the report.	• The public sector could increase public rest area time limits, reopen closed rest areas, expand existing facilities, or develop new facilities. • Truck stop operators could expand existing locations or construct new ones. • Motor carriers could adjust driver requirements to improve productivity. • Truck drivers could take HOS breaks during non-peak times.
Managing Critical Truck Parking Tech Memo #2: Minnesota Case Study – Utilizing Truck GPS Data to Assess Parking Supply and Demand	American Transportation Research Institute	2017	• ATRI used rest area truck counts using its GPS database and they expanded on those counts to estimate the number of trucks at the stop for a month. • ATRI developed an expansion factor for their estimations. • ATRI used data from MNDOT and FHWA for their analyses.	• GPS data can be used to analyze truck parking capacity issues. • Utilized cross-referenced GPS data.
North Jersey Truck Rest Stop Study: Refinement and Action Plan	North Jersey Transportation Planning Authority	2009	• FHWA methodology was used to estimate truck parking demand. • A survey was conducted for warehouse and distribution centers. • There was coordination among public agencies for phase 1 recommendations.	• Expand capacity and/or look at alternative options to expand capacity. • Pursue policy initiatives that promote innovative approaches to truck parking. • Identify funding sources to support the development of truck parking facilities.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
North Jersey Truck Rest Stop Study: An Assessment of Potential Locations for Truck Rest Areas in Northern New Jersey and the Port District	The North Jersey Transportation Planning Authority	2008	• Truck counts at each facility were conducted. • Terminal/Warehouse truck parking data was collected. • A survey of drivers and trucking industry representatives was conducted. • The FHWA methodology was used to calculate truck parking demand. • Regional plans and studies were reviewed.	• Federal legislation should promote truck parking innovation and support public-private partnerships. • Pursue sustainable opportunities (e.g. alternative fuels/energy). • Plan for future truck parking development and incorporate truck parking facilities as elements of intermodal facilities.
Special Report: Truck Parking Shortage	Trucker Path	2017	• Real-time data on truck parking availability was gathered from 500,000 drivers using Trucker Path (an app for truckers). • Truck drivers were surveyed to analyze the results from the app to derive conclusions from both data sources.	• Adding capacity would increase the likelihood that truckers will find a parking spot. • Improving the way information is communicated to truck drivers will help them identify facilities with availability. • Driving behavior may play a role in impacting parking availability, such as peak hour parking time.
Truck Parking Management Systems	Mid-America Freight Coalition	2015	• Public resources were used to compile this report. • The FHWA model was referenced in this report.	• Parking availability must be communicated through the use of different technologies. • Public-private partnerships advance parking initiatives.
Truckers love Weed; Weed loves truckers	FleetOwner	2016	• Truck drivers were being ticketed for parking in the city, but the city realized that the traveling public accounted for 84% of the total sales tax revenue, and therefore truckers were an important contributor to the City's economy.	• In this example, two lots were leased from private individuals to develop parking lots. • The city has plans to build more lots in the future.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
St. Augustine Truck Parking Study	North Florida TPO	2015	• A commercial vehicle parking occupancy study was conducted, as well as user surveys. • Existing parking inventories, traffic data, and truck routes were analyzed.	• Time restrictions should be implemented in loading zones during peak hours. • Smart parking management systems would help manage space availability. • Loading zone fees should be updated. • Establishing truck routes within the city could help reduce impacts.
Port of Fernandina Truck Circulation Study	North Florida Transportation Planning Organization	2015	The truck study focused on traffic movements on key corridors affecting port traffic, to undertake a truck circulation analysis.	A key conclusion of the study was the it was determined the majority of truck traffic are potentially originating or destined for two key sites as well as the port, versus counties outside Nassau and Florida.
North Florida Freight, Logistics & Intermodal Framework Plan	North Florida Transportation Planning Organization	2012	The framework plan is a multi-phased, comprehensive, integrated and intermodal approach to identifying and meeting the future freight and logistics needs of Northeast Florida.	The plan focuses on identifying the Region's most critical and immediate freight, logistics and intermodal opportunities and challenges.
District One Districtwide Freight Truck Parking Inventory	FDOT D1	2017	• Field inventories and observations were conducted for this study to document existing or potential sites that could be used for overnight truck parking.	• Coordinate with adjacent districts, local communities and agencies to analyze ongoing truck parking issues and plan for ways to mitigate the problem. • Identify ordinances that restrict overnight parking. • Identify other FDOT-owned sites that could be used for future truck parking.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
District Four Truck Parking Supply and Demand Phase 1	FDOT D4	2017	• Data regarding the truck parking facilities was provided by AECOM. • The FHWA methodology was used in this study. • In-person and online truck driver surveys were conducted. • Surveys were also conducted with truck parking facility operators.	• Identify available land to develop truck stops. • Identify needed improvements at existing public and private truck parking facilities. • Identify opportunities to increase utilization at existing facilities. • Identify roles for FDOT in the partnering process.
District Five Truck Parking Study – Final Report	FDOT	2018	The study focuses on truck movements and provides recommendations to address the shortage of available spaces and plans.	The study reviewed existing facilities, parking demand based on truck movements, and considers the regulatory impacts.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Central Florida Truck Parking Study	FDOT	2017	• Truck parking locations identified using Jason's Law dataset, stakeholder input, and were validated using various online resources and aerial imagery. • The FHWA methodology was used in this study. • In-person and online truck driver surveys were conducted. • Field observations and truck counts were collected using video capture. • Interactive public stakeholder meetings were held including participation from local residents, government agencies, truck drivers, and industrial real estate professionals.	• Identify public-private partnerships that could help increase truck parking. • Work with local governments to develop infrastructure and communication strategies and policies for truck parking. • Improve existing rest areas through redesign and the implementation of ITS technology. • Improved information for parking availability will help truckers locate parking spots. • Develop truck-only facilities for additional capacity. • Private-public partnering to create new facilities. • Mitigate community impacts and negative connotations in urban/suburban areas using noise walls, improved lighting, increased LEO patrol, and vehicle electrification. • Identified public funding sources and discretionary grants for truck parking funding.
Public Rest Area Truck Parking	FDOT D7	2017	• Counts were collected via bluetooth, video, and tube at rest areas and ramps.	• Parking facilities could construct hard shoulders to accommodate overcapacity parking. • Advance notification systems would improve trucker efficiency.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
National Coalition on Truck Parking	USDOT	2015-2016	• A simplified version of the FHWA demand model was used for the analysis. • This report primarily summarizes regional meetings that were conducted and helped identify potential truck parking solutions.	• Facility design, siting, and accessibility can affect trucker efficiency. • Coordination amongst stakeholders and public agencies can offer truck parking solutions. • Providing additional capacity and technological ways to manage capacity would improve efficiency.
Truck Parking Management Systems: A Synthesis of Projects, Research, and Resources for MAASTO Decision Makers	Mid-America Freight Coalition	2012	• This report summarizes multiple truck parking studies. • Parking data summarizing volumes, times, and duration of truck parking can be used to estimate demand. • The FHWA demand model was referenced in this report.	• Agencies are discussing the integration of parking detection and communication systems. • VMS and smartphone applications would enhance communication. • Investments should be made to support parking facility efficiency.
Managing Critical Truck Parking Tech Memo #1: Commercial Driver Perspectives on Truck Parking	ATRI	2015	• Surveys were conducted online and analyzed the characteristics between public and private truck stops.	• Offering truckers the option to reserve a parking spot for free would allow facilities to guarantee a parking spot and improve efficiency.
Regional Truck Parking Information and Management System (TPIMS)	Kansas Department of Transportation	2015	• Safety data was collected from the states involved in this study.	• Plan to deploy the TPIMS so that truck drivers can access real-time information regarding parking availability. • Reducing the number of miles that trucks drive will reduce diesel emissions and be environmentally beneficial. • The TPIMS can help agencies understand where demand exceeds supply, and increase capacity more efficiently.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Truck Parking Initiative I-95 Corridor Coalition	Maryland DOT Federal Highway Administration	2010	• This study proposes the implementation of a real-time information dissemination system. • The INRIX dataset was used (which is sold). • Field counts and interviews are proposed for future analyses.	• Truck parking required the involvement of multiple partners. • The deployment of the information system has a potential to reduce diesel emissions. • Deploying information systems can help reduce capacity issues by communicating parking availability (although increased capacity may still be necessary).
Study of Adequacy of Commercial Truck Parking Facilities - Technical Report	Federal Highway Administration	2002	• The Interstate America database of commercial truck stops and plazas was used for this study. • A survey of public rest areas was conducted. • A demand model was used in the analysis.	• Implementing a program to disseminate parking information would mitigate the issue of truckers parking illegally. • Regulations should discourage law enforcement from waking up truck drivers (forcing them to drive while they're tired) and instead issue parking tickets when possible. • Using existing facilities as a source for truck parking at night may be a better option to constructing a new truck parking facility.
Dealing with Truck Parking Demands A Synthesis of Highway Practice	NCHRP	2003	• The primary data source was a survey that was distributed to highway maintenance engineers in all states. • A review of related literature provided supplemental information for the report.	• Expanding or improving existing rest areas could improve capacity issues. • Communicating parking information to truckers more efficiently (e.g. ITS technology). • Another potential solution is to take advantage of private truck spaces.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Commercial Motor Vehicle Parking Shortage	USDOT / FHWA	2012	• The Freight Performance Measures program database was used for this study, which has the ability to locate stopped trucks. • Public data was used for the analysis, such as USDOT, FHWA, Diesel Boss, Find Fuel Stops, etc. • Other studies by states and MPOs were referenced.	• Creating public-private partnerships can help provide additional capacity. • Pilot projects that were funded involving truck detection technology helped make better use of facilities with existing capacity, but truck parking issues still exist.
LOW COST STRATEGIES FOR SHORT TERM PARKING ON INTERSTATE HIGHWAYS OF THE MVFC	National Center for Freight & Infrastructure Research & Education Mississippi Valley Freight Coalition (MVFC)	2009	• Online surveys were conducted using a GIS tool and were completed with highway patrol officers, public freight planners, and truckers to identify truck parking needs. • The FHWA 2002 study was referenced in this report. • Inventories for public and private facilities along the region's freight corridors were conducted.	• Deploying a system that posts parking information in real time would help truckers find available spots. • Making public-private partnerships would help resolve parking issues. • Allowing overnight parking at malls or large retail chains would provide additional parking options for truckers.
Jason's Law Truck Parking Survey Results and Comparative Analysis	USDOT	2015	• The FHWA Highway Performance Monitoring System (HPMS) was used for this study. • Surveys were conducted with stakeholders. • The 2015 Truckers' Friend Database was used.	• This study establishes a series of metrics to measure truck parking deficiencies and provides recommendations for future research. • The survey results indicated that there are common ideas that show existing truck parking problems.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Connected Vehicle Pilot Deployment Program Phase 1, Security Management Operational Concept – ICF/Wyoming	USDOT	2016	• This study was conducted to develop applications using CV technology to reduce adverse weather impacts to truck travel. • Data will be collected from sensors, roadside data, and GPS sensors.	• The key challenge for technologies involving security and privacy concerns is developing a management system to oversee all the components involved. • These systems (CV, V2V, V2I, I2V) will help monitor and report road conditions to vehicles along I-80.
Identifying Autonomous Vehicle Technology Impacts on the Trucking Industry	American Transportation Research Institute	2016	• ATRI annually conducts a survey with motor carriers and truck drivers to identify issues. • FMCSA uses its Safety Management System (SMS) to monitor data from companies. • AVs may collect/transfer data through radar, lidar, cameras, DSRC, 4G/5G, and DGPS.	• AV technology could improve trucking capacity if breaks were no longer required. • Partnerships would need to be initiated to maintain AV systems. • ATs have the potential to improve driver health/wellness, mitigate congestion, enhance safety, and improve efficiency.
Analysis of Freight Transport Strategies and Methodologies	Florida Department of Transportation	2017	• Truck counts can be collected through manual surveys or sensor-based surveys. • The study provides a long list of FDOT data sources that were evaluated.	• Using GPS data could help agencies understand how trucks are navigating last-mile networks. • Use GPS and truck volumes to locate truck bottlenecks (i.e. severe congestion). • Use GPS and freight facility information to assess the improvement of travel time reliability for certain corridors.

Title	Sponsoring Agency/ Organization	Study Year	Methodology Highlights	Strategy Highlights
Commercial Truck Parking Detection Technology Evaluation for Columbia County Rest Areas	Florida Department of Transportation	2016	• The research team recorded video of the rest area and compared it with parking sensor data. • Three different vehicle detection technologies were used: SENSIT, Sensys, and CivicSmart.	• Technologies like SENSIT, Sensys, and CivicSmart can be used to detect parking spots (Sensys had the highest accuracy of nearly 98%). • Communicating parking availability would be helpful to truck drivers.
I-95 Corridor Coalition Truck Parking Workshop	I-95 Corridor Coalition	2018	• The I-95 Corridor Coalition organized a workshop with representatives from the 17 states that comprise the group - truck parking issues were discussed. • Other truck parking reports are summarized in this report.	• Brownfield sites, weigh stations, industrial areas and other public facilities could be used for truck parking during off-hours. • Truck parking data should be up-to-date and easily accessible to be useful. • Dynamic Message Signs (DMS) or Dynamic Parking Capacity Signs (DPCS) would be useful investments.
National Coalition on Truck Parking – Working Group Products	FHWA	2018	N/A	Best practices and opportunities for solving truck parking shortages. Discusses innovative Right-of-Way (ROW) strategies, Technology and data strategies. Discusses examples of implemented strategies around the county.

Appendix B:

Truck Parking Facility Profiles

SITE OVERVIEW

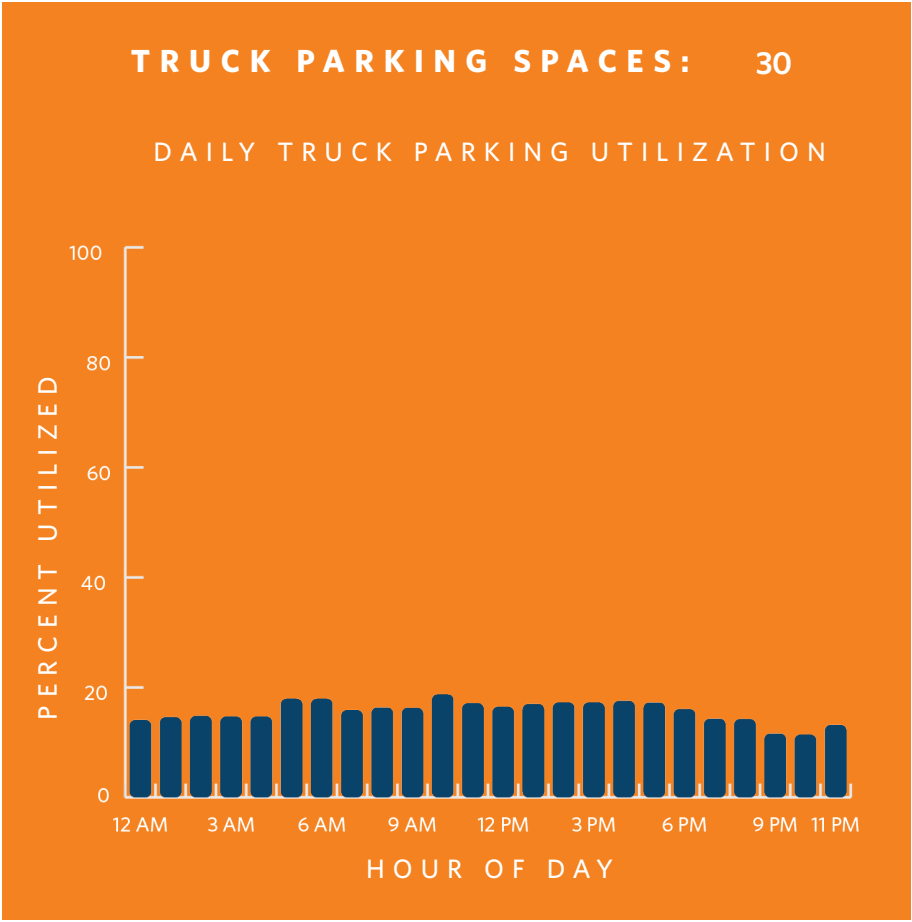
County	Taylor
City	Perry
Roadway(s)	US-19/US-27
Facility Type	Private
Hours of Operation	5am-12am
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
Y		Truck Scales
Y		Repair/Maintenance
Y		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

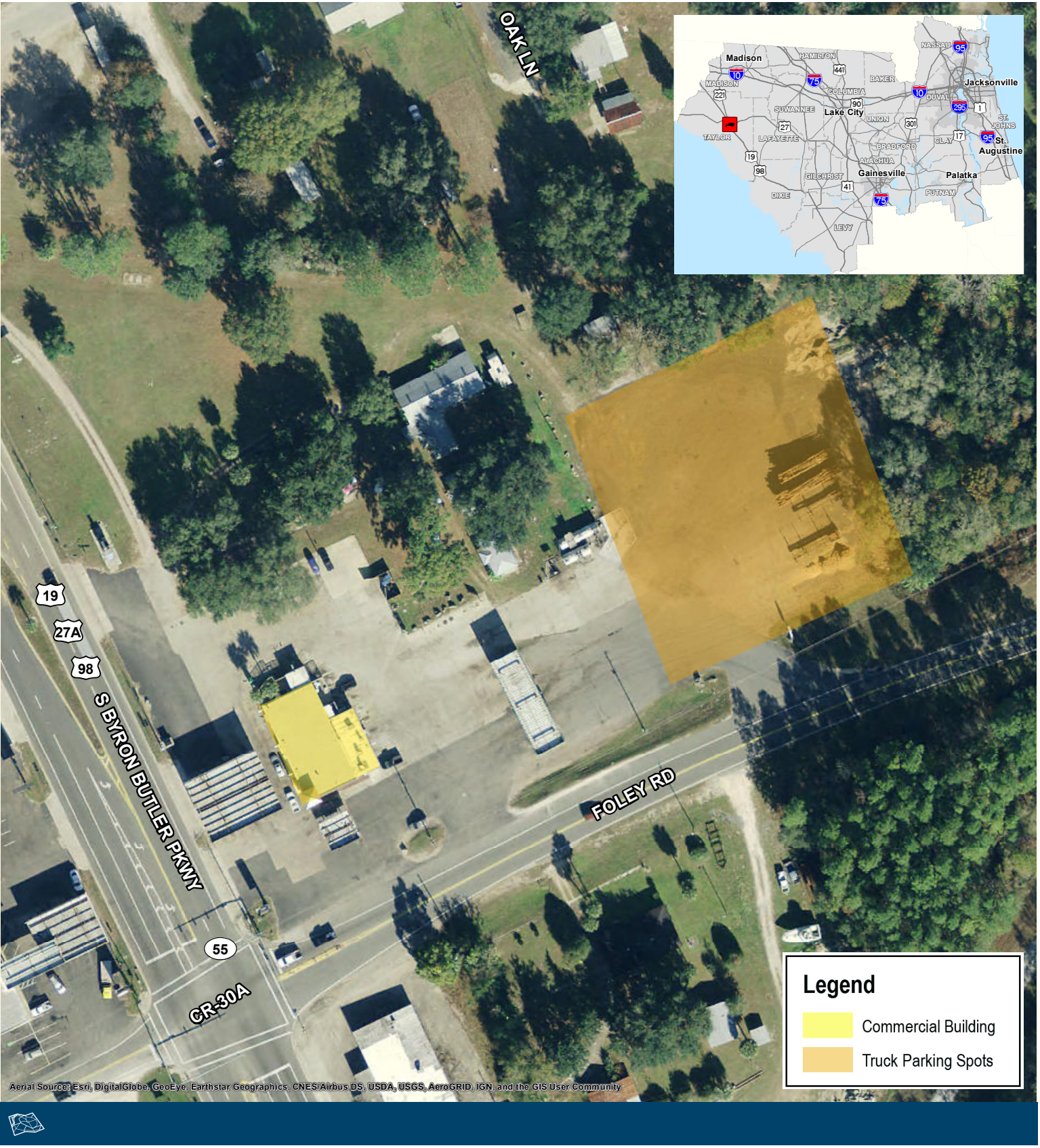
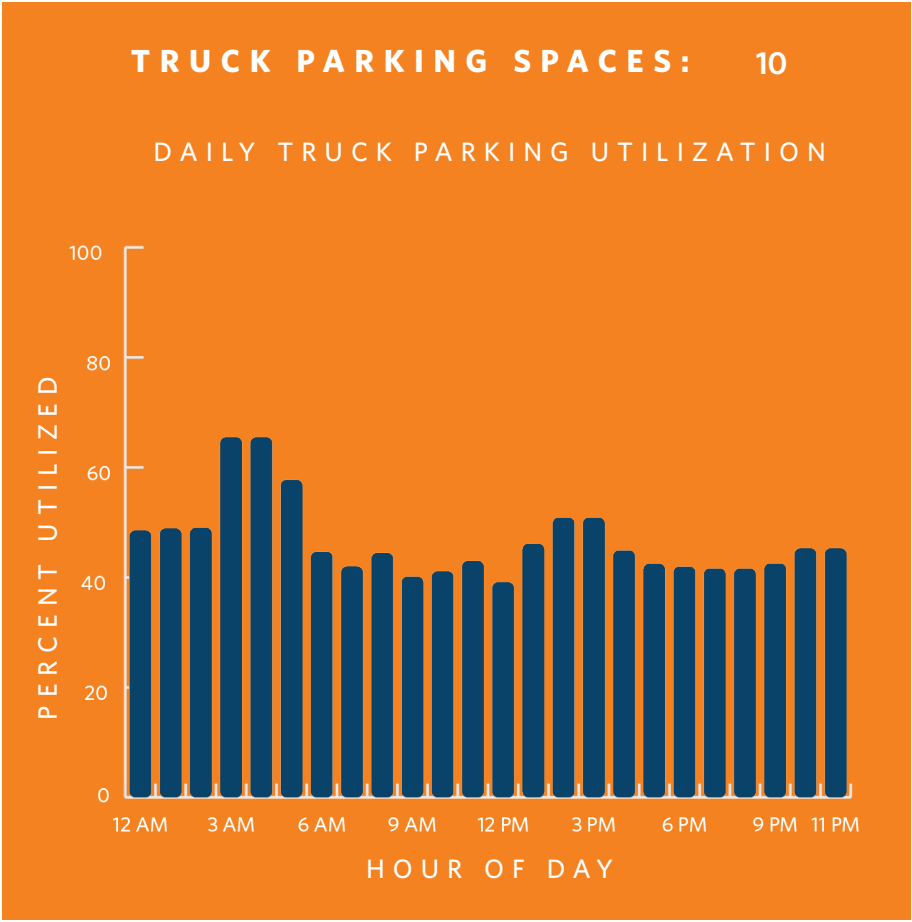
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City	Perry
Roadway(s)	US-19/US-27
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
Y		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

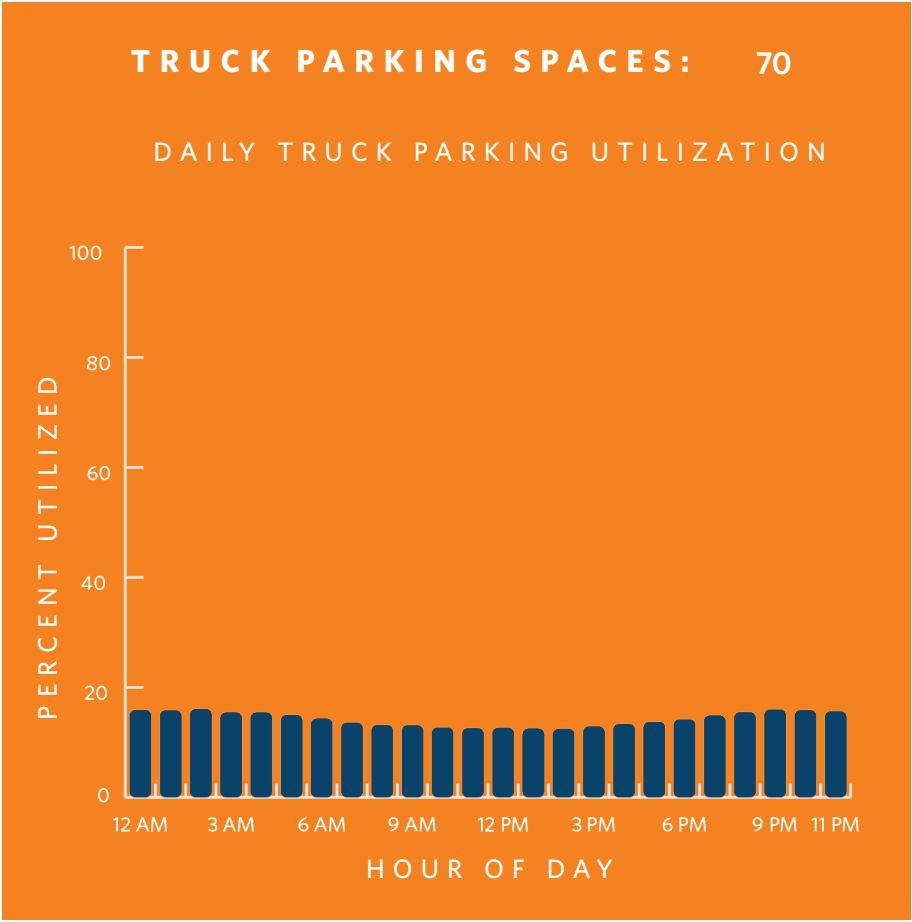
County	Madison
City	Madison
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

☒		Restrooms
☐		Vending Machines
☐		Nighttime Security
☒		Convenience Store
☒		Restaurant(s)
☒		Fuel
☐		Truck Scales
☐		Repair/Maintenance
☐		Showers
☐		Groceries
☐		Internet/Wi-Fi
☒		Pet Area
☒		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

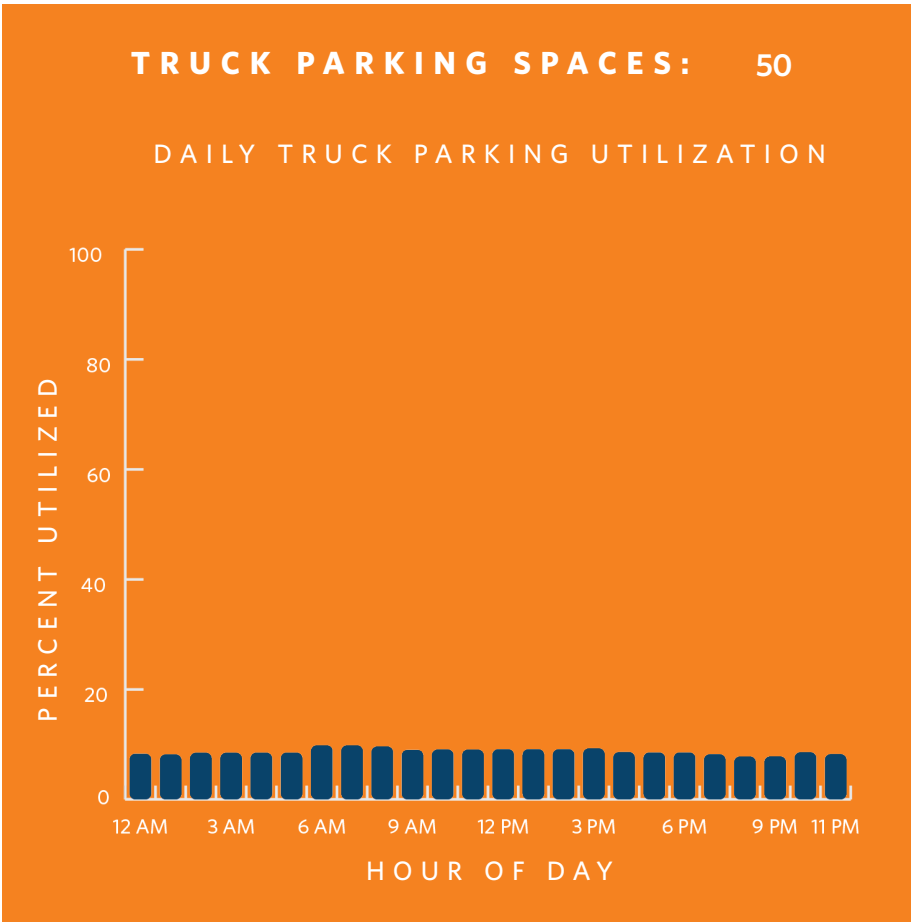
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City	Madison
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	N/A
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
N		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

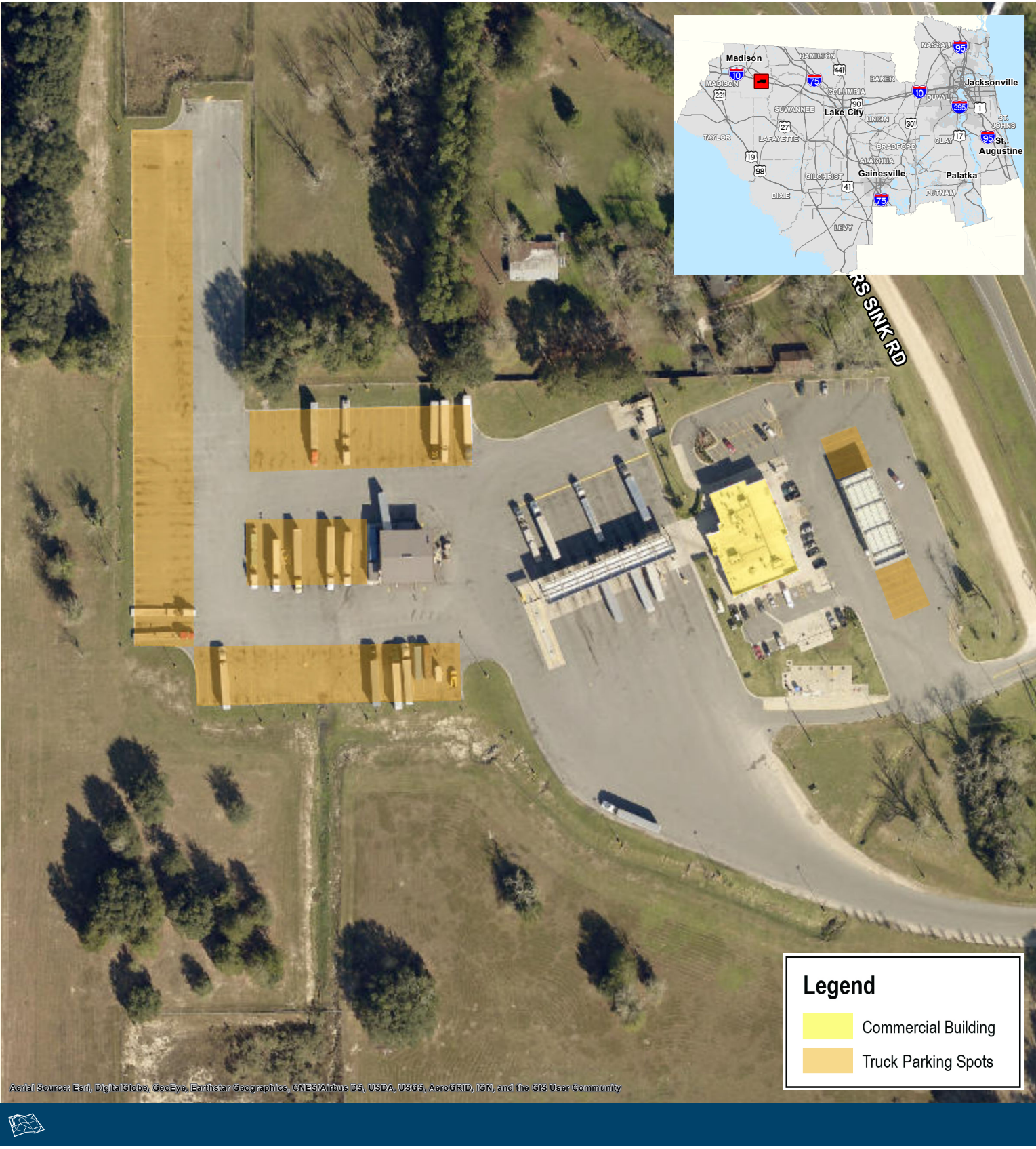
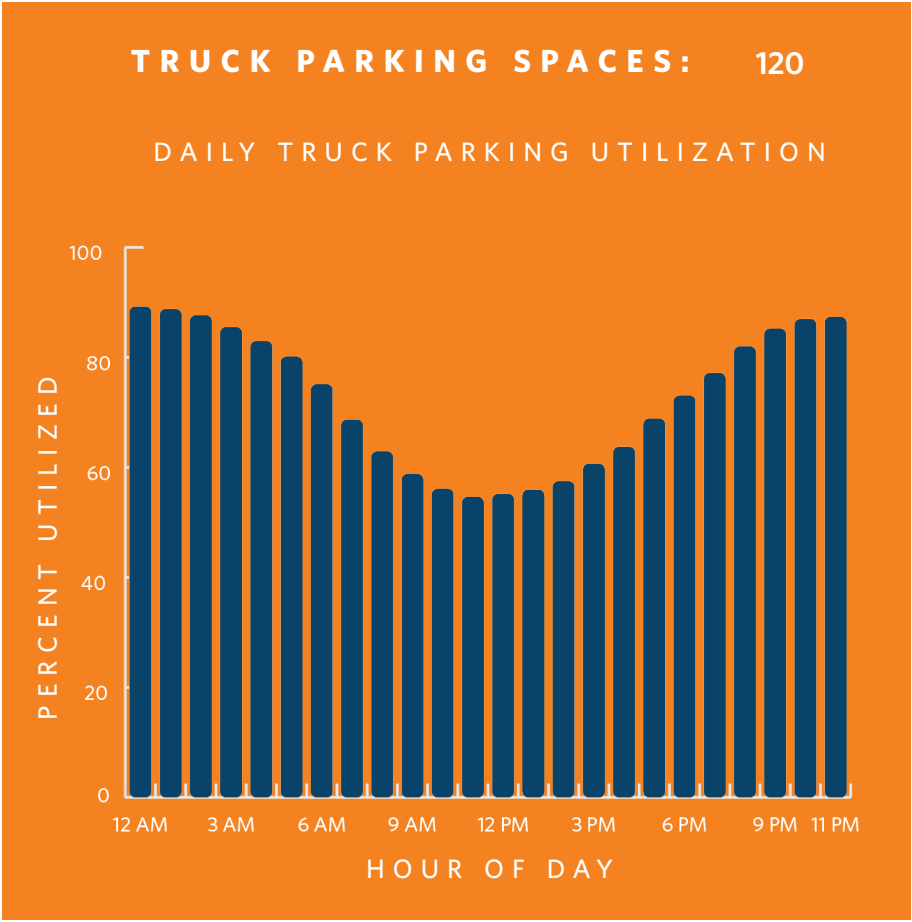
County	Madison
City	Lee
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
N		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
Y		Repair/Maintenance
Y		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

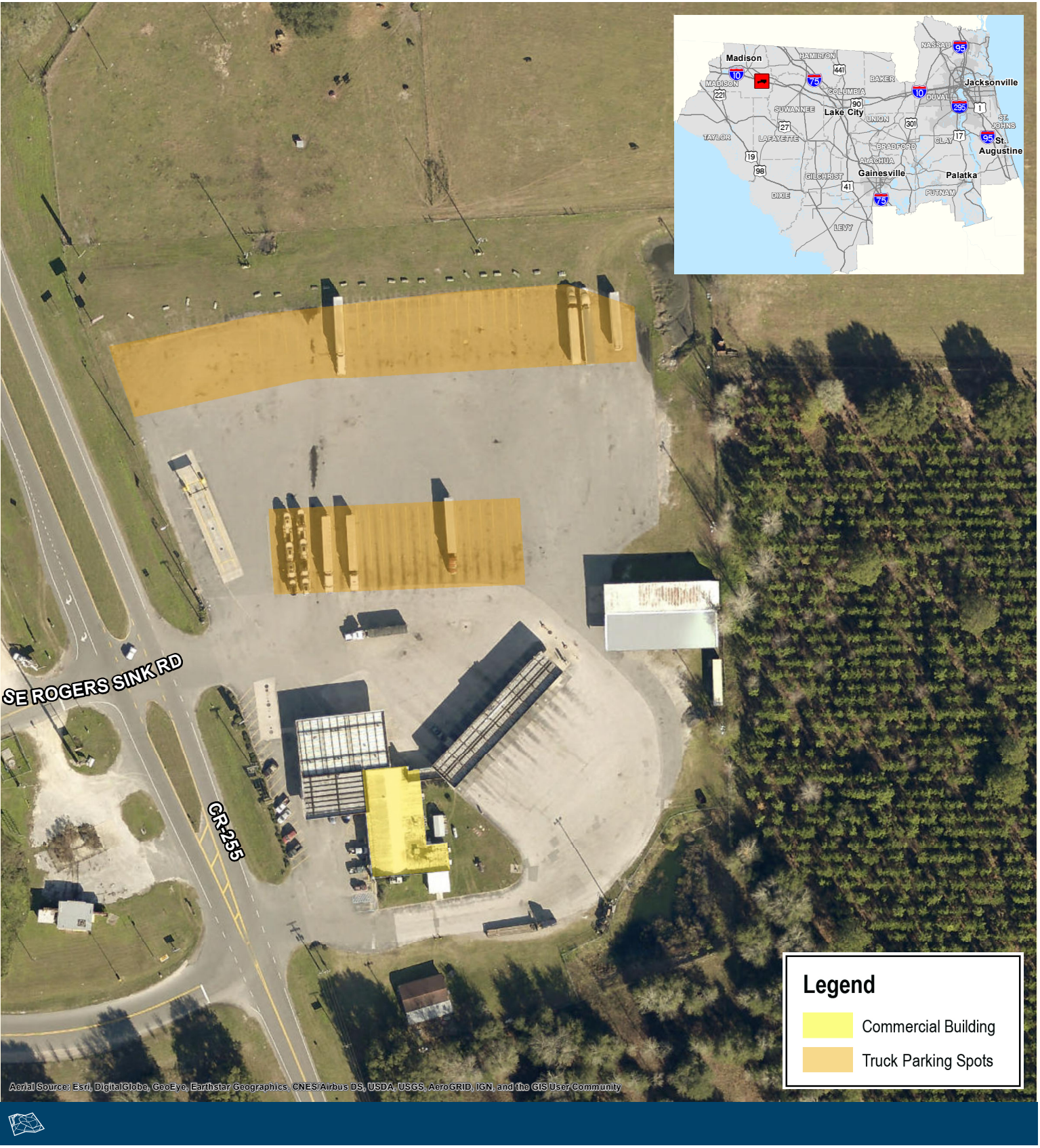
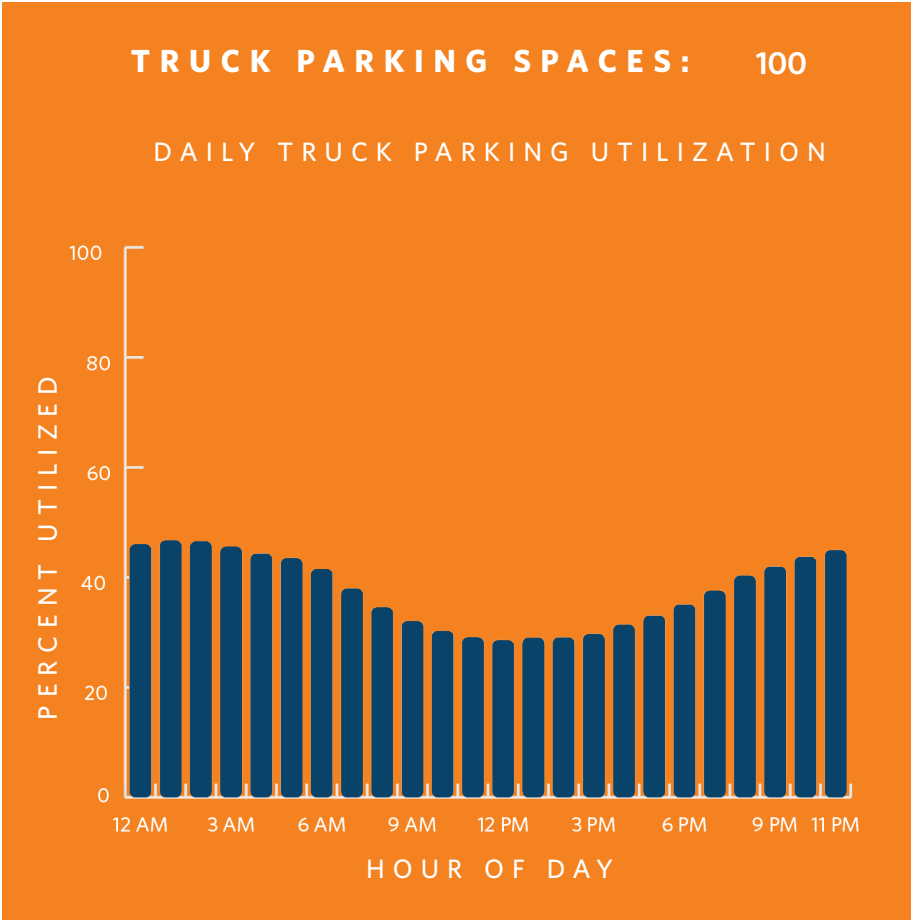
County	Madison
City	Lee
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

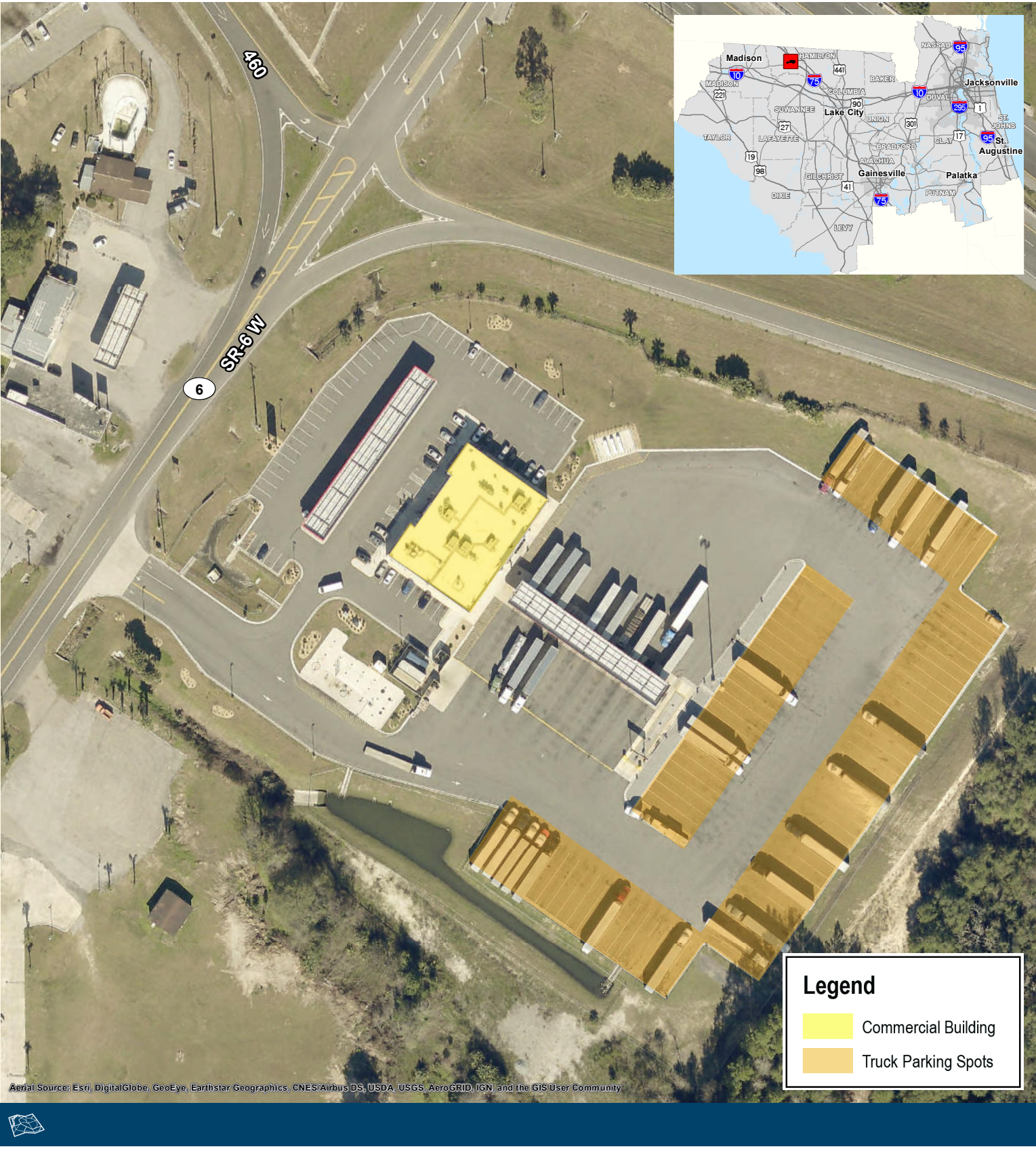
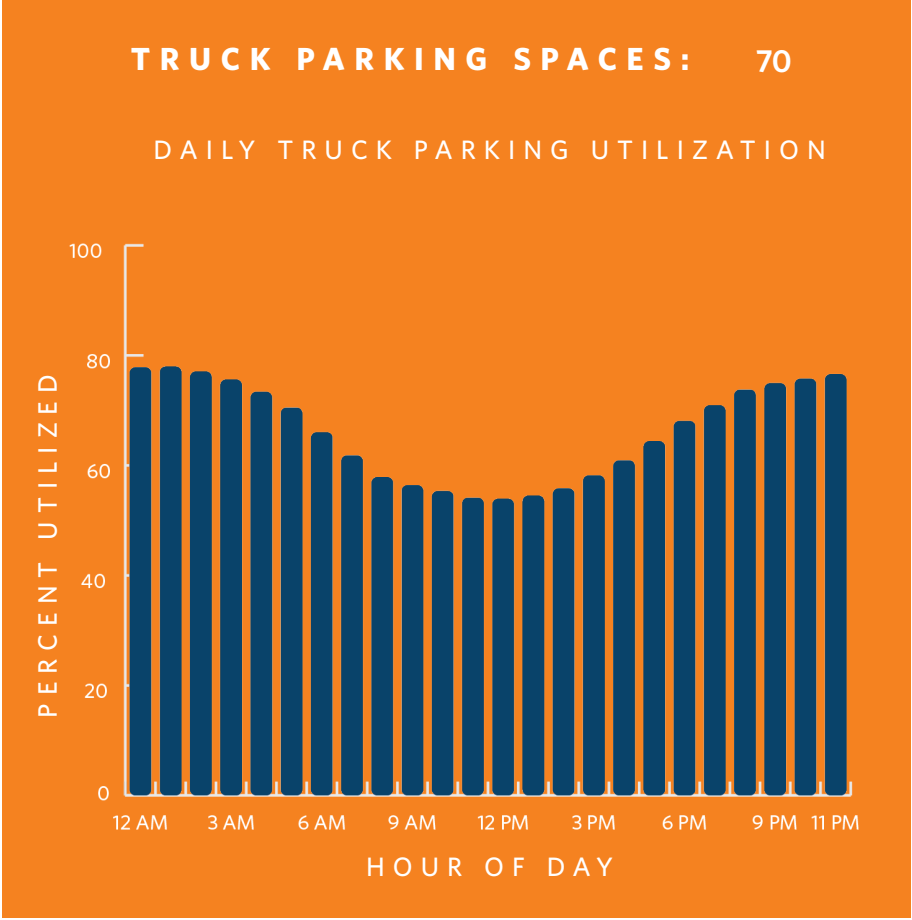
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City	Jasper
Roadway(s)	I-75
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	\$12/night prime



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

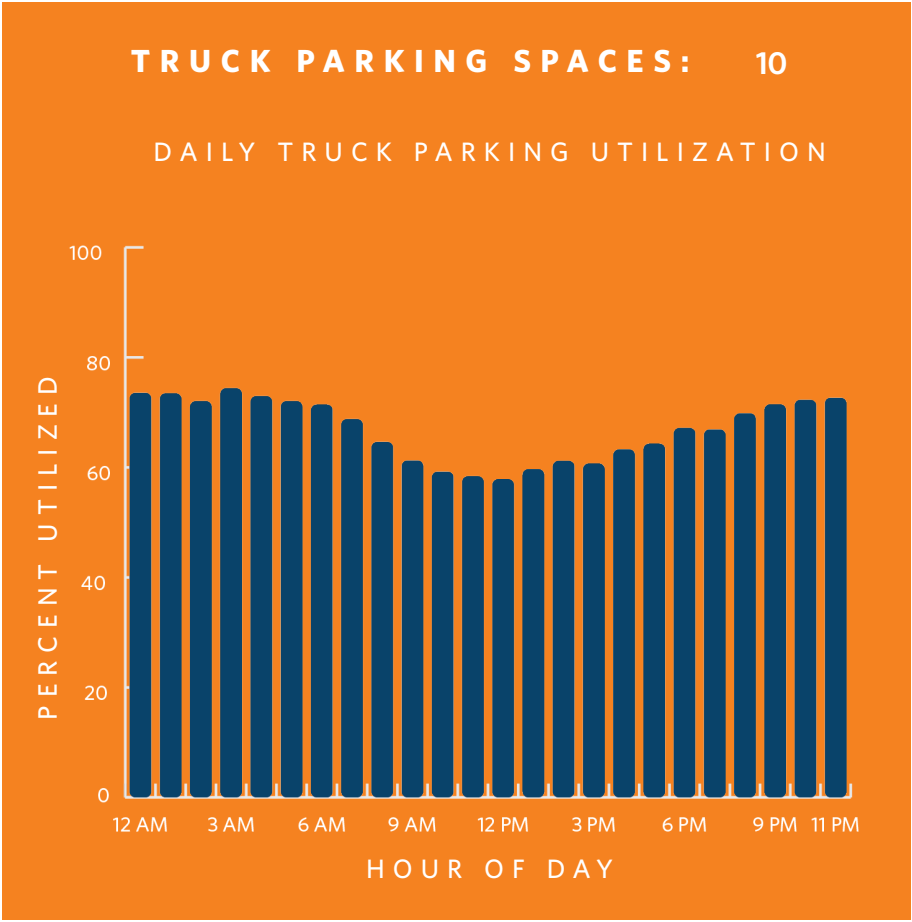
County	Hamilton
City	Jasper
Roadway(s)	I-75
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
Y	Restaurant(s)
Y	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



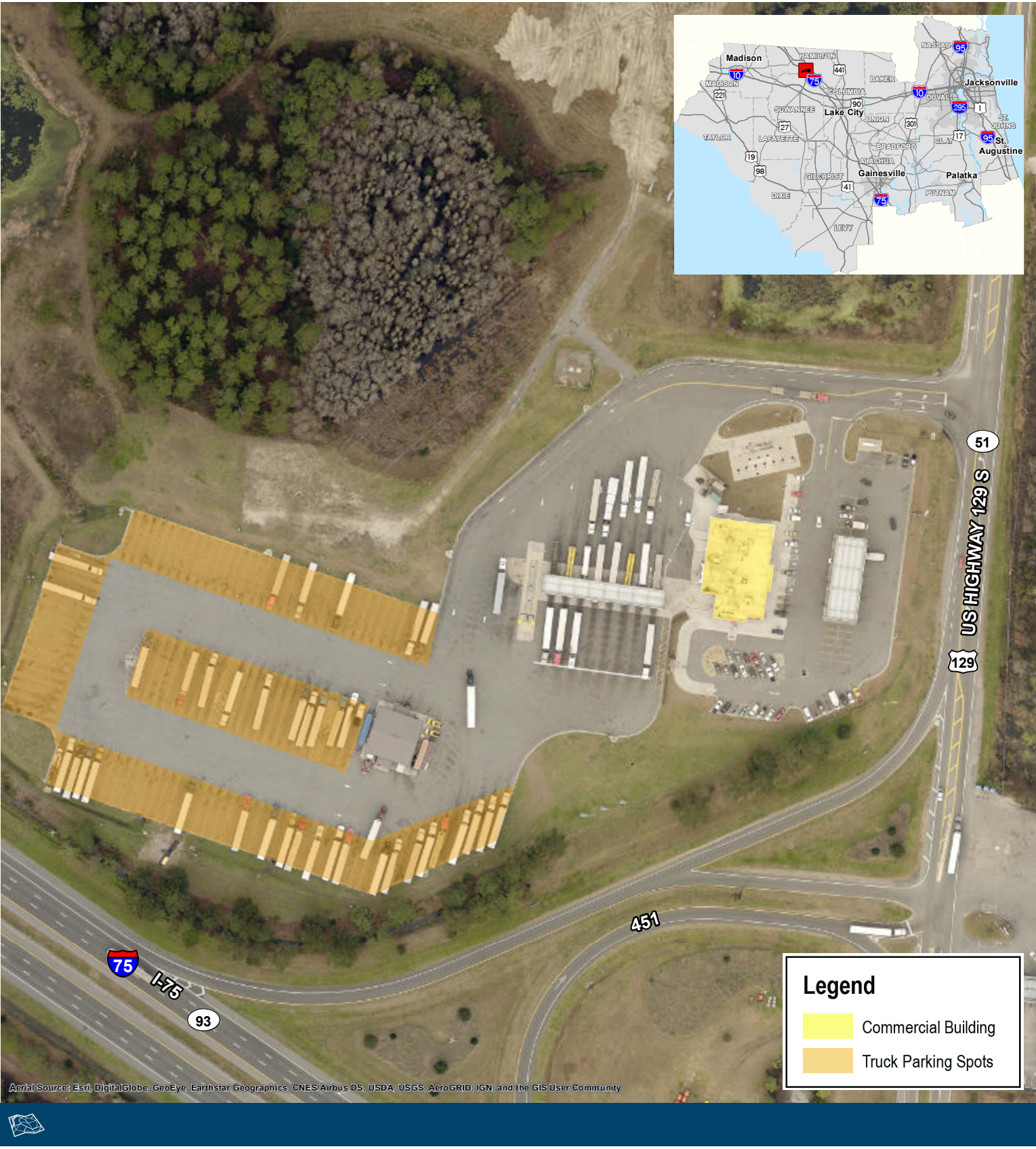
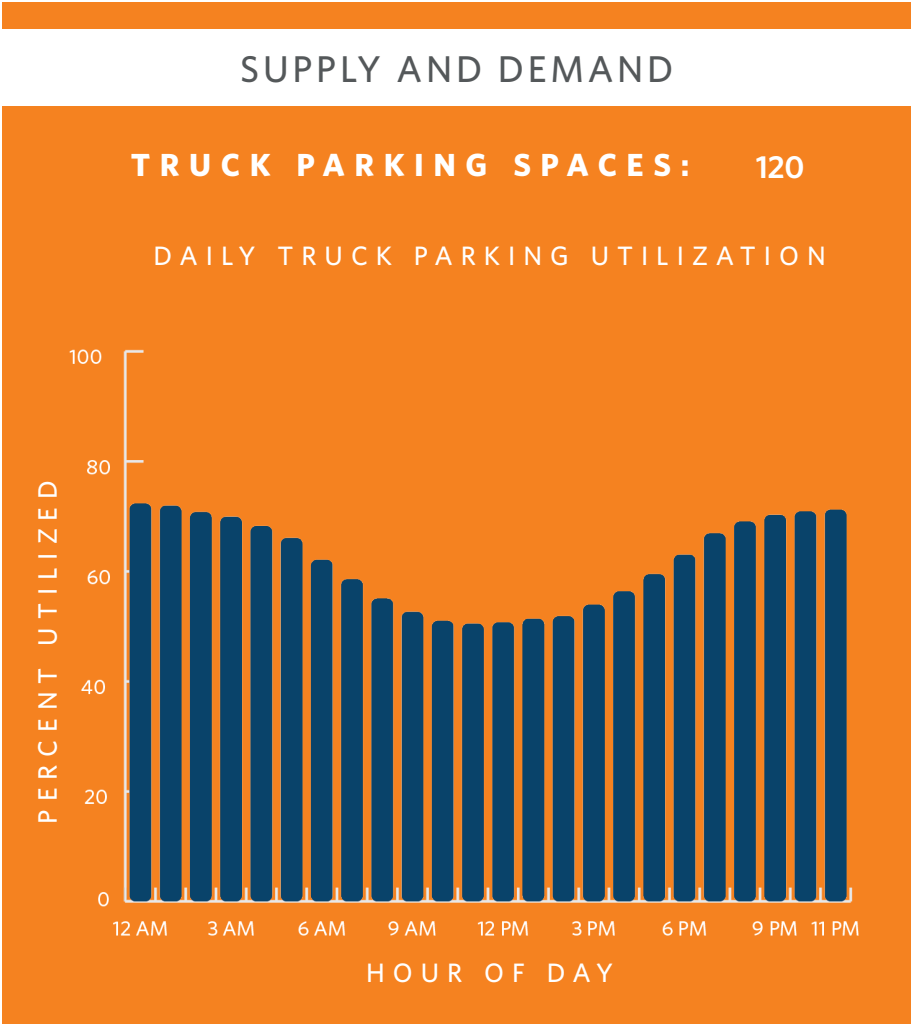
SITE OVERVIEW

County	Hamilton
City	Jasper
Roadway(s)	I-75
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
Y	Restaurant(s)
Y	Fuel
Y	Truck Scales
Y	Repair/Maintenance
Y	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM



SITE OVERVIEW

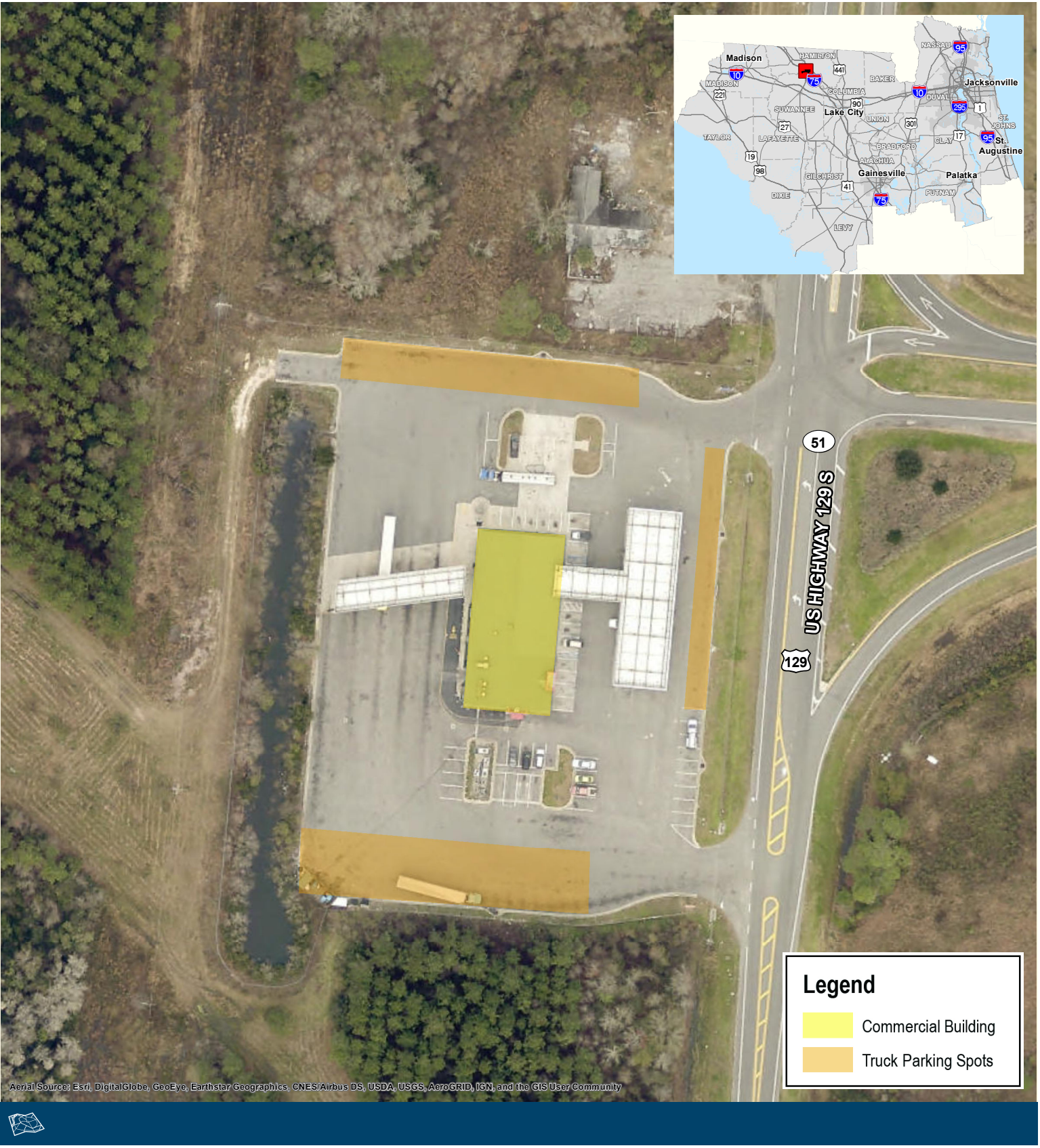
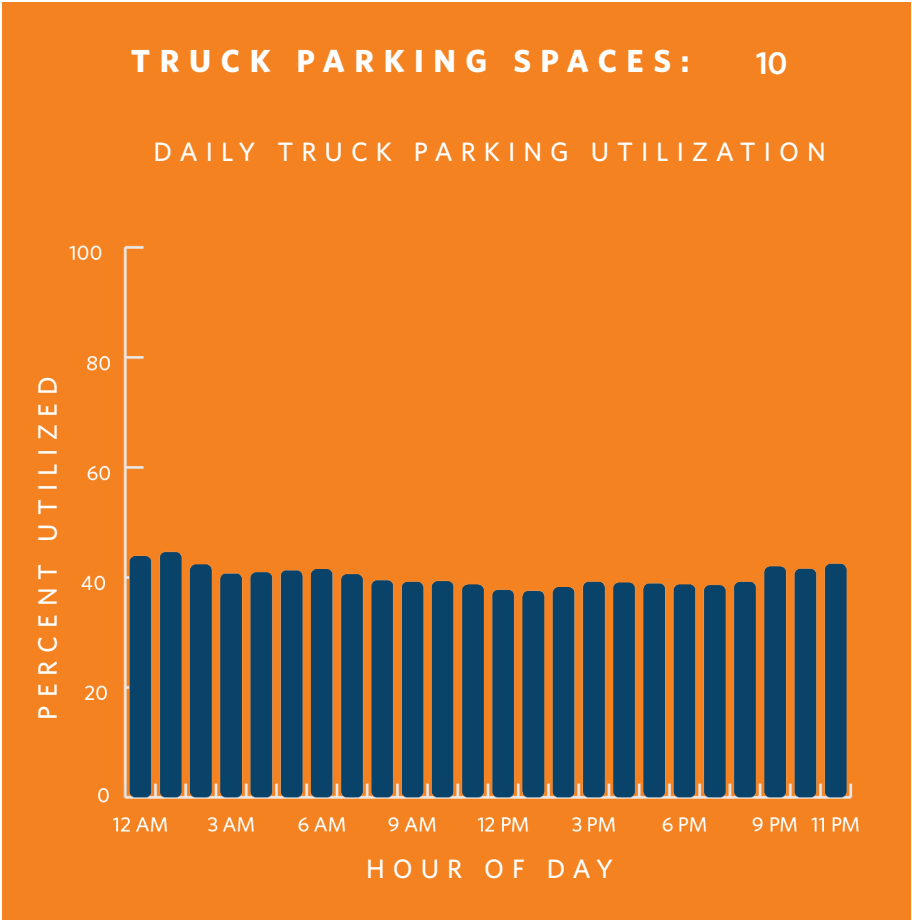
County	Hamilton
City	Jasper
Roadway(s)	I-75
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

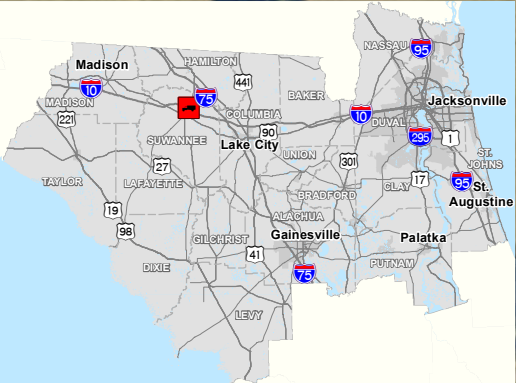
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☒		Restaurant(s)
☒		Fuel
☐		Truck Scales
☐		Repair/Maintenance
☐		Showers
☐		Groceries
☐		Internet/Wi-Fi
☒		Pet Area
☒		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

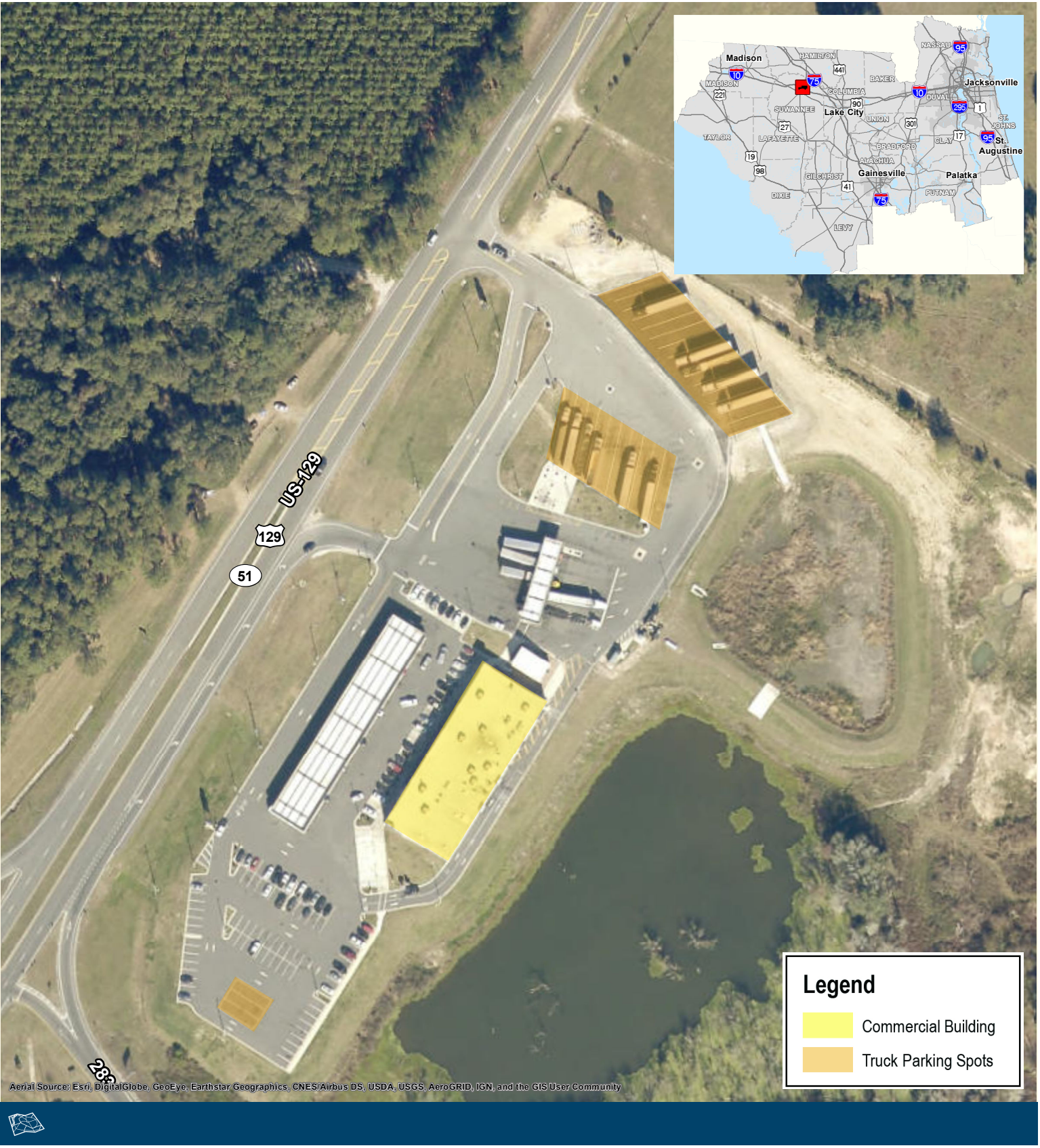
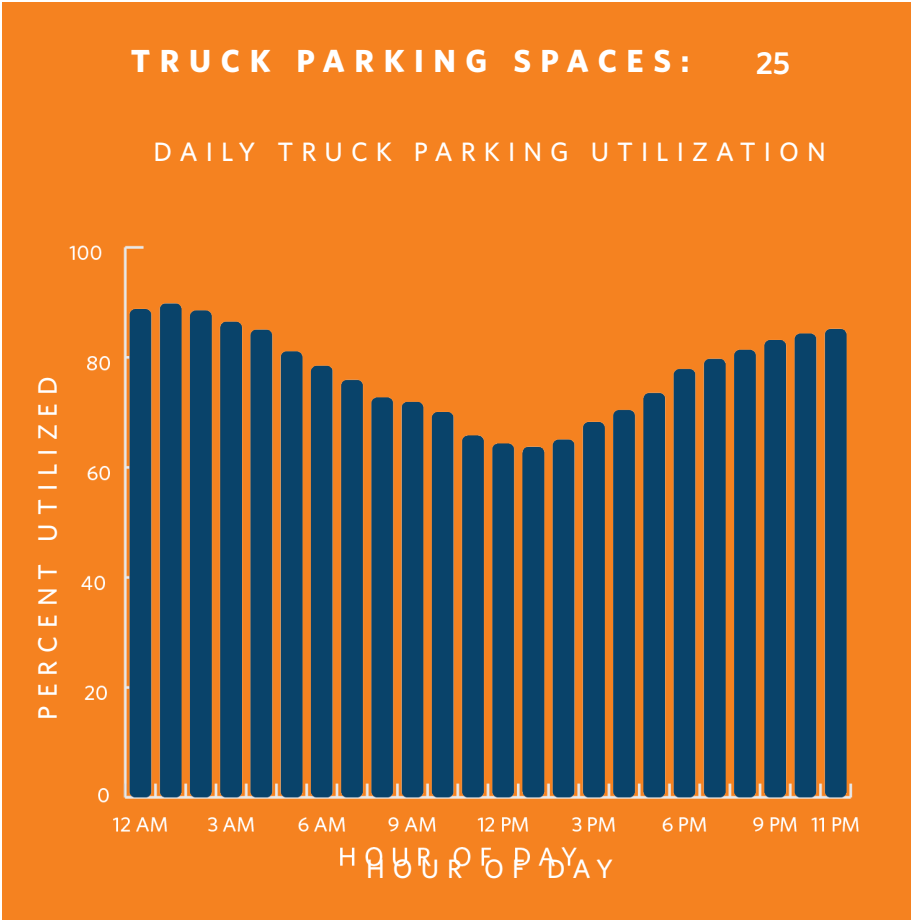
County	Suwannee
City	Live Oak
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

☒		Restrooms
☐		Vending Machines
☐		Nighttime Security
☒		Convenience Store
☒		Restaurant(s)
☒		Fuel
☐		Truck Scales
☒		Repair/Maintenance
☐		Showers
☐		Groceries
☐		Internet/Wi-Fi
☒		Pet Area
☐		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

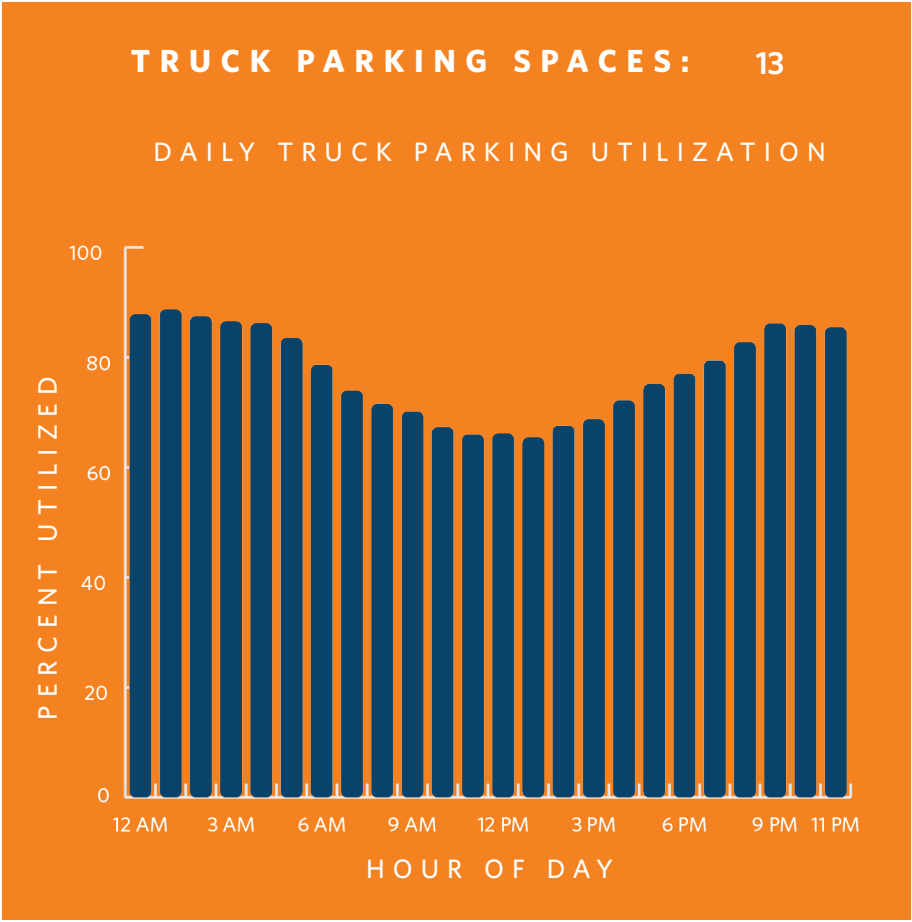
County	Columbia
City	Lake City
Roadway(s)	I-75
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

☒		Restrooms
☐		Vending Machines
☐		Nighttime Security
☒		Convenience Store
☒		Restaurant(s)
☒		Fuel
☐		Truck Scales
☒		Repair/Maintenance
☐		Showers
☐		Groceries
☐		Internet/Wi-Fi
☒		Pet Area
☒		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

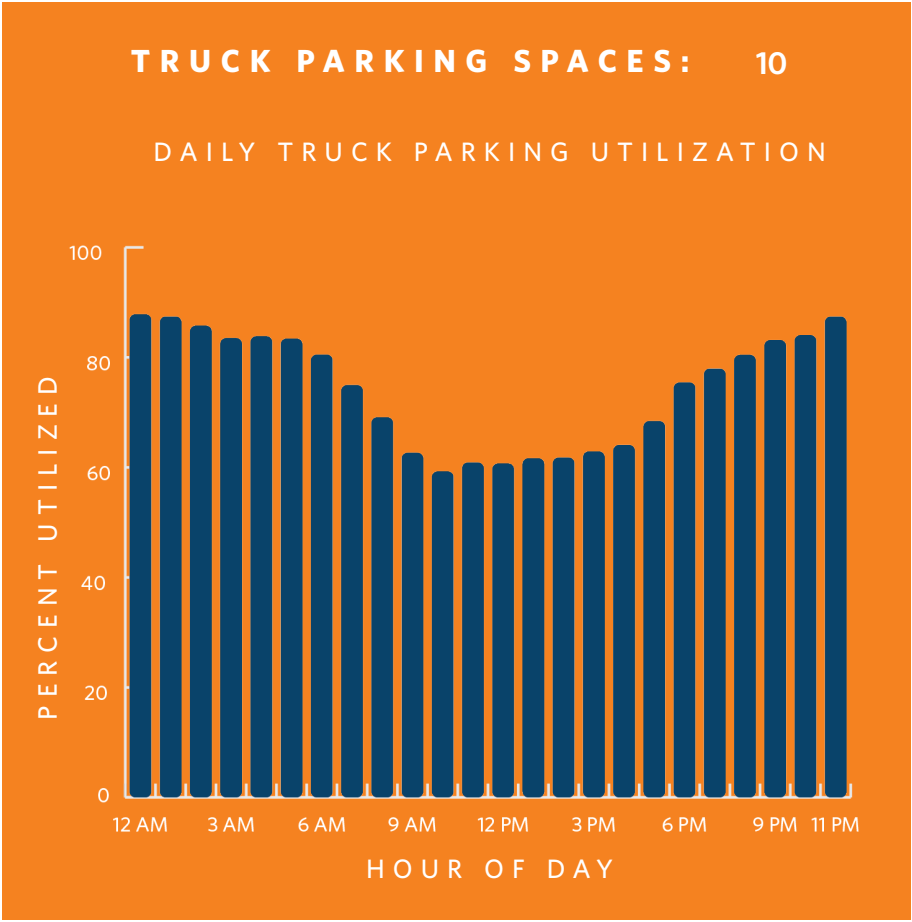
County	Baker
City	Glen St Mary
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
N	Restaurant(s)
Y	Fuel
N	Truck Scales
Y	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

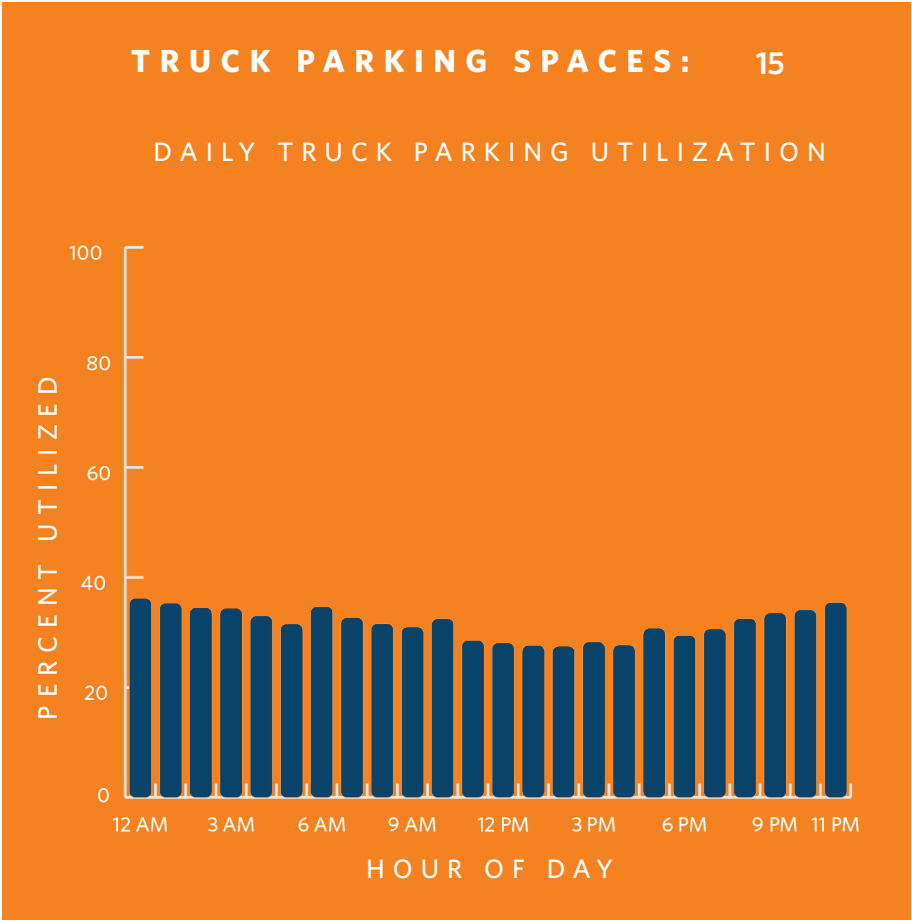
County	Baker
City	Macclenny
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
Y	Restaurant(s)
Y	Fuel
N	Truck Scales
Y	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

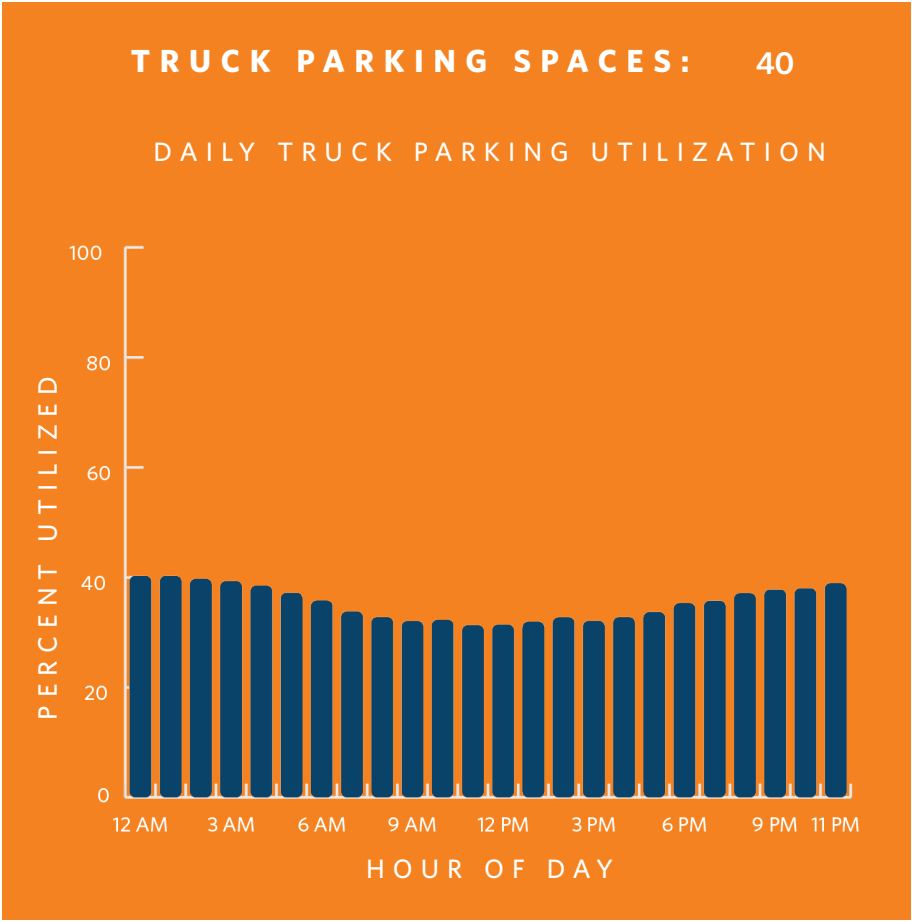
County	Alachua
City	Waldo
Roadway(s)	US-301
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

☒		Restrooms
☐		Vending Machines
☐		Nighttime Security
☒		Convenience Store
☒		Restaurant(s)
☒		Fuel
☒		Truck Scales
☒		Repair/Maintenance
☒		Showers
☐		Groceries
☐		Internet/Wi-Fi
☒		Pet Area
☒		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

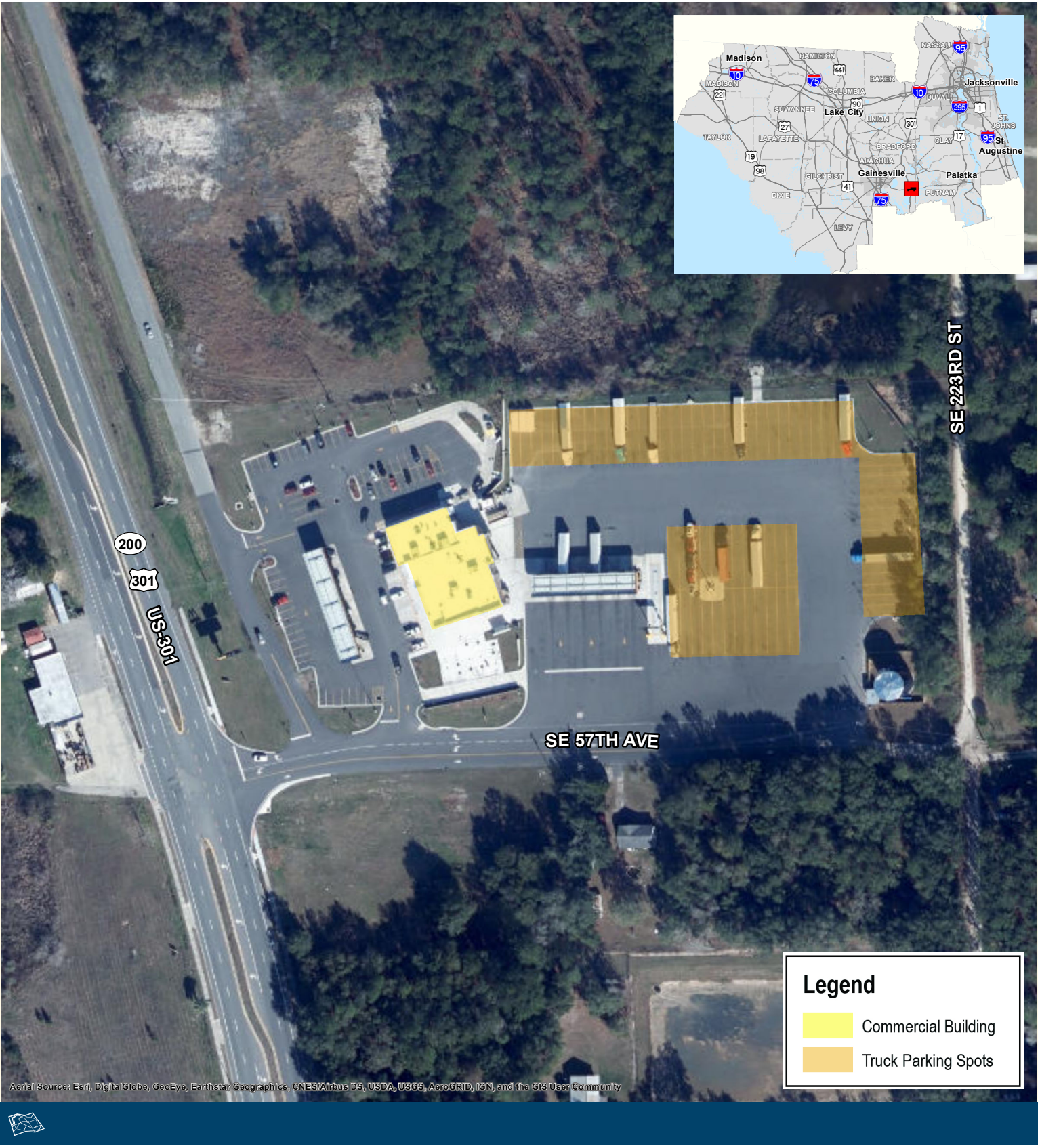
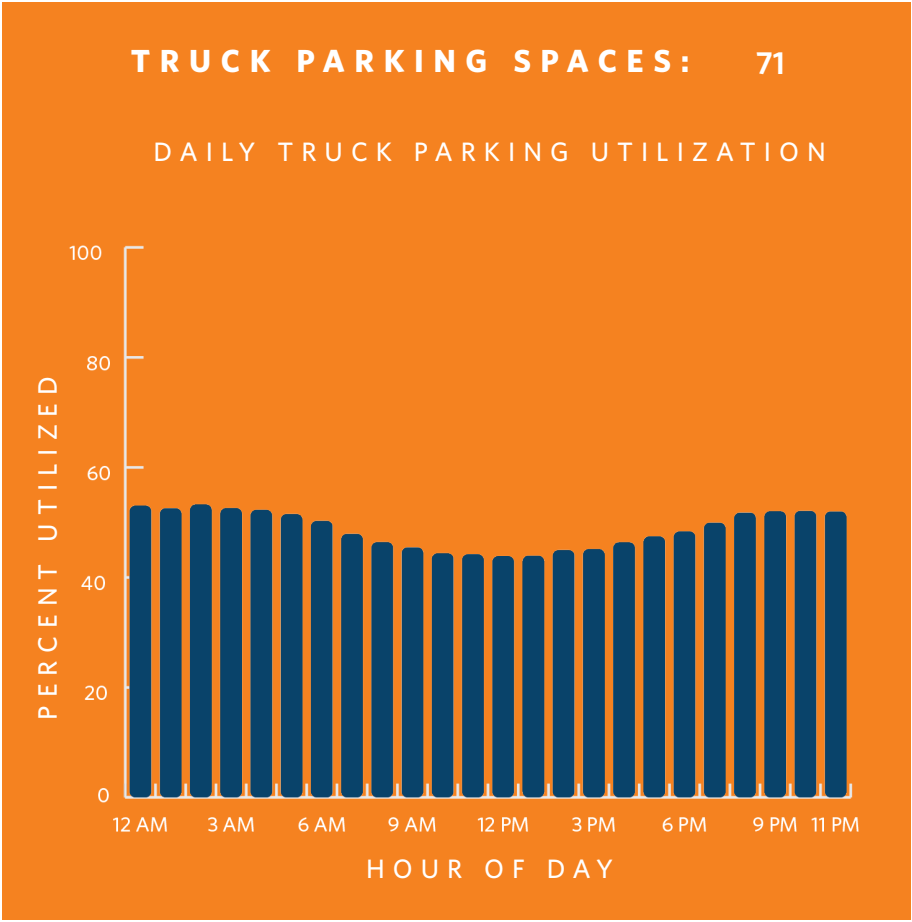
County	Alachua
City	Hawthorne
Roadway(s)	US-301
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

☒		Restrooms
☒		Vending Machines
☒		Nighttime Security
☒		Convenience Store
☒		Restaurant(s)
☒		Fuel
☒		Truck Scales
☒		Repair/Maintenance
☒		Showers
☒		Groceries
☒		Internet/Wi-Fi
☒		Pet Area
☒		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

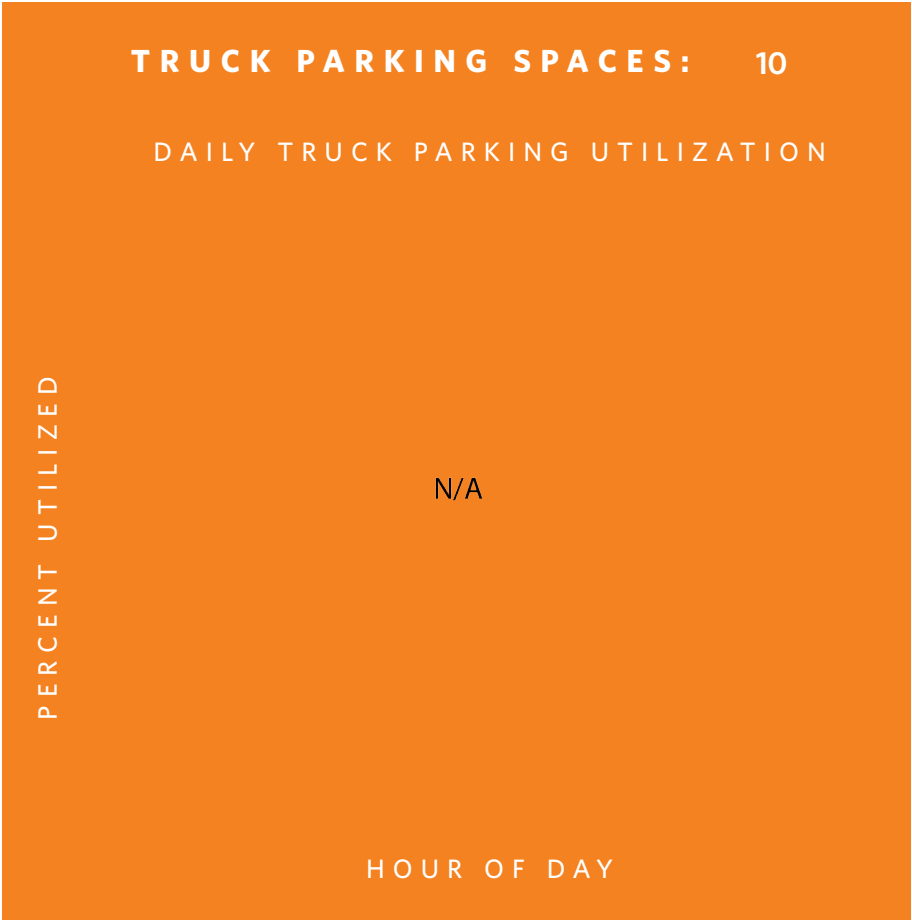
County	Alachua
City	Hawthorne
Roadway(s)	US-301
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
N	Restaurant(s)
Y	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

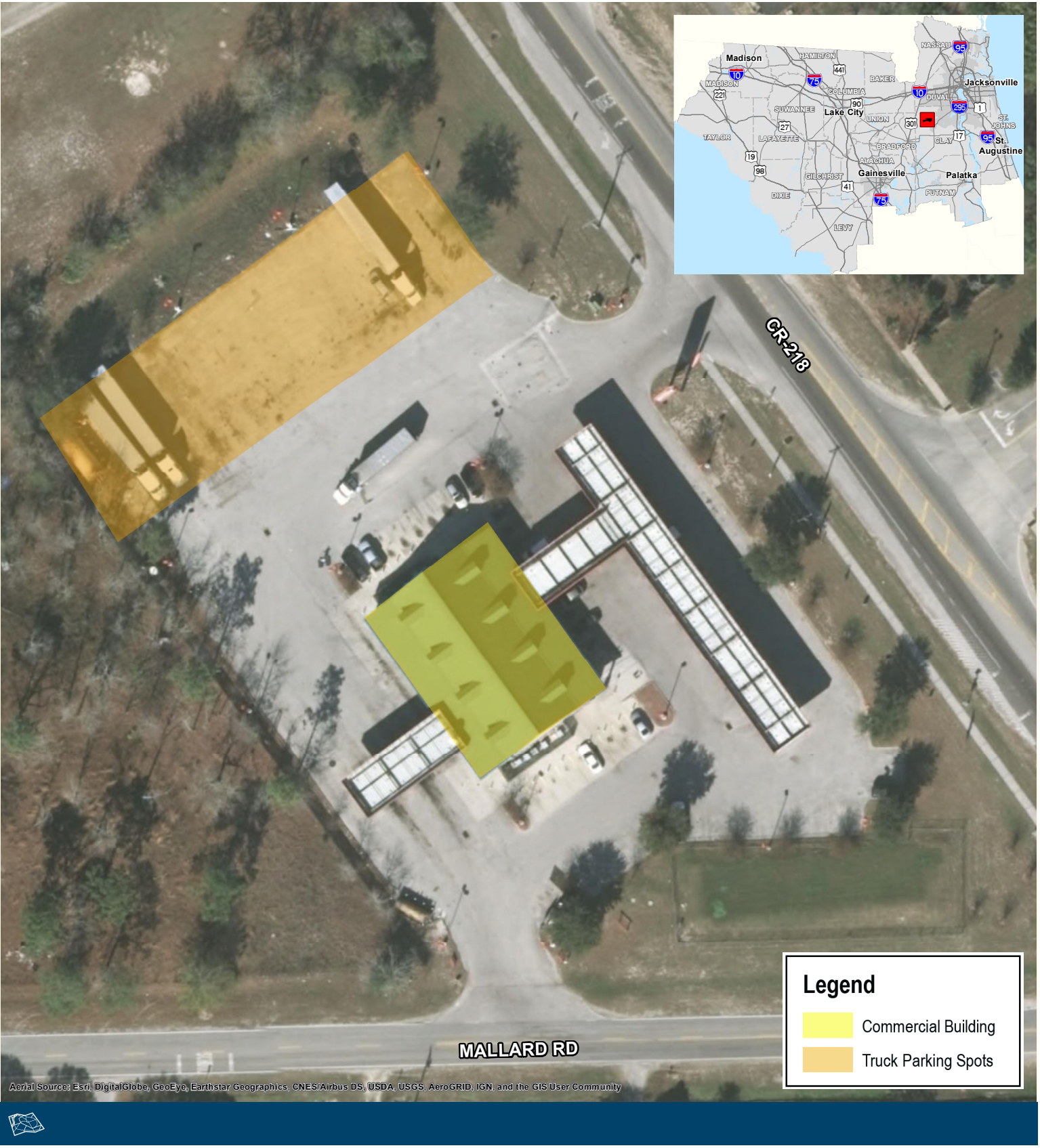
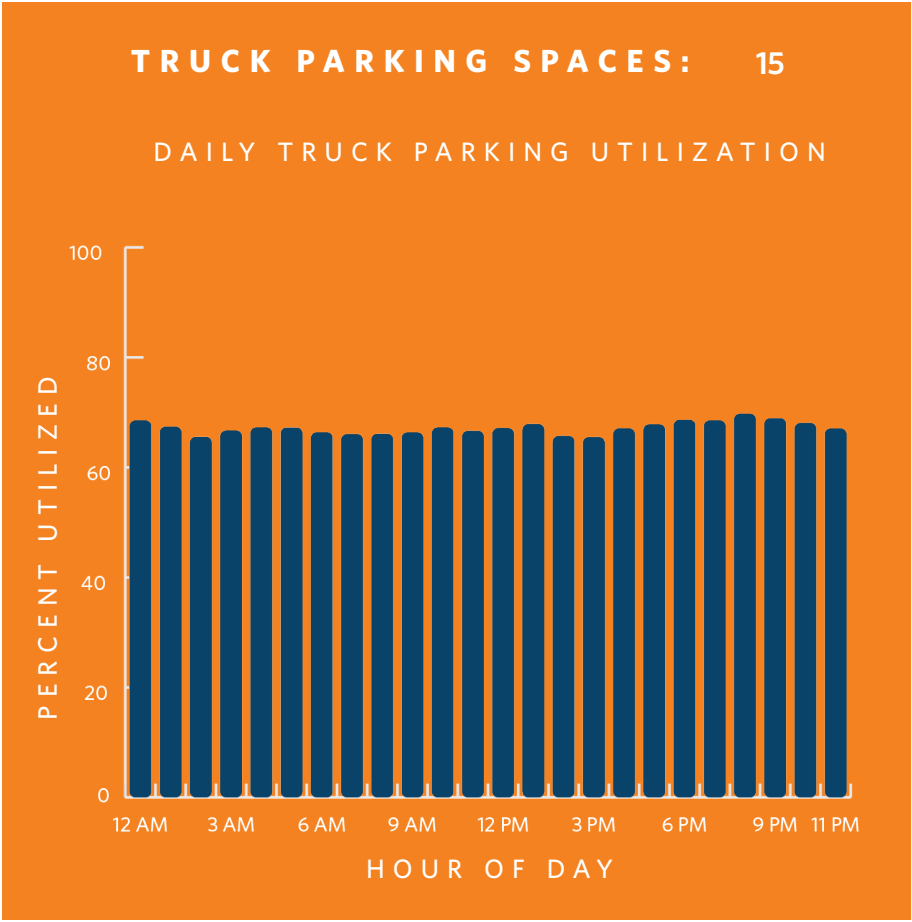
County	Clay
City	Middleburg
Roadway(s)	CR-218
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
Y	Restaurant(s)
Y	Fuel
N	Truck Scales
Y	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

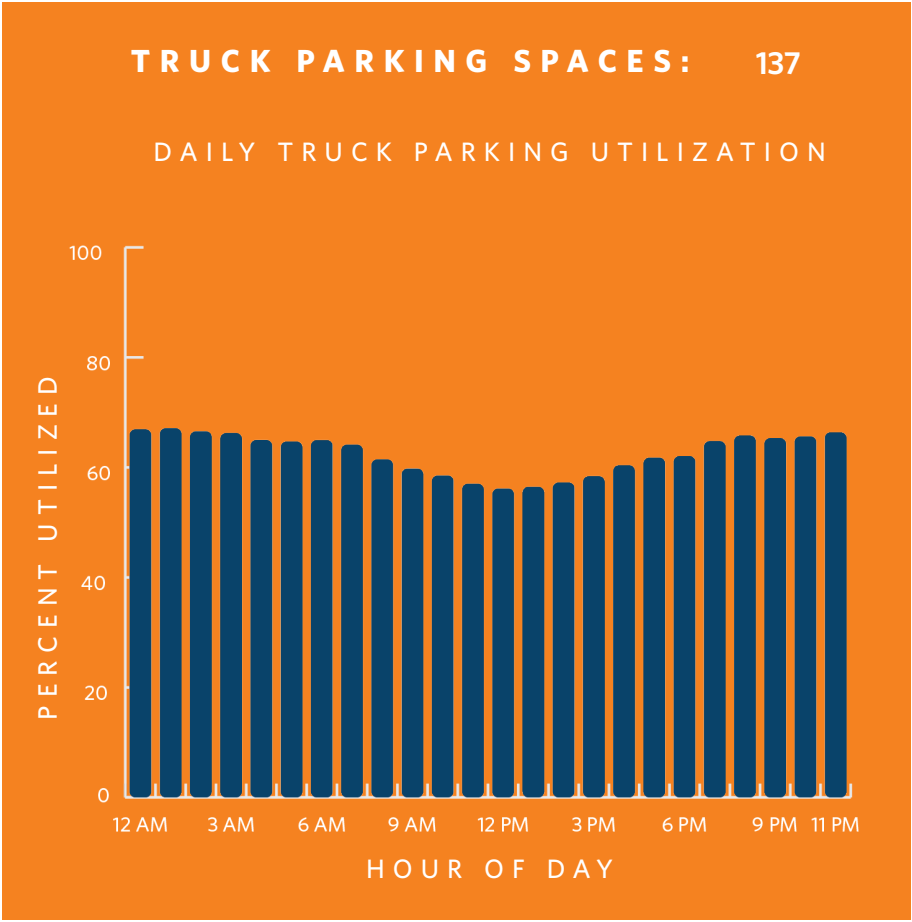
County	St Johns
City	Jacksonville
Roadway(s)	I-95
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
Y	Restaurant(s)
Y	Fuel
N	Truck Scales
Y	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

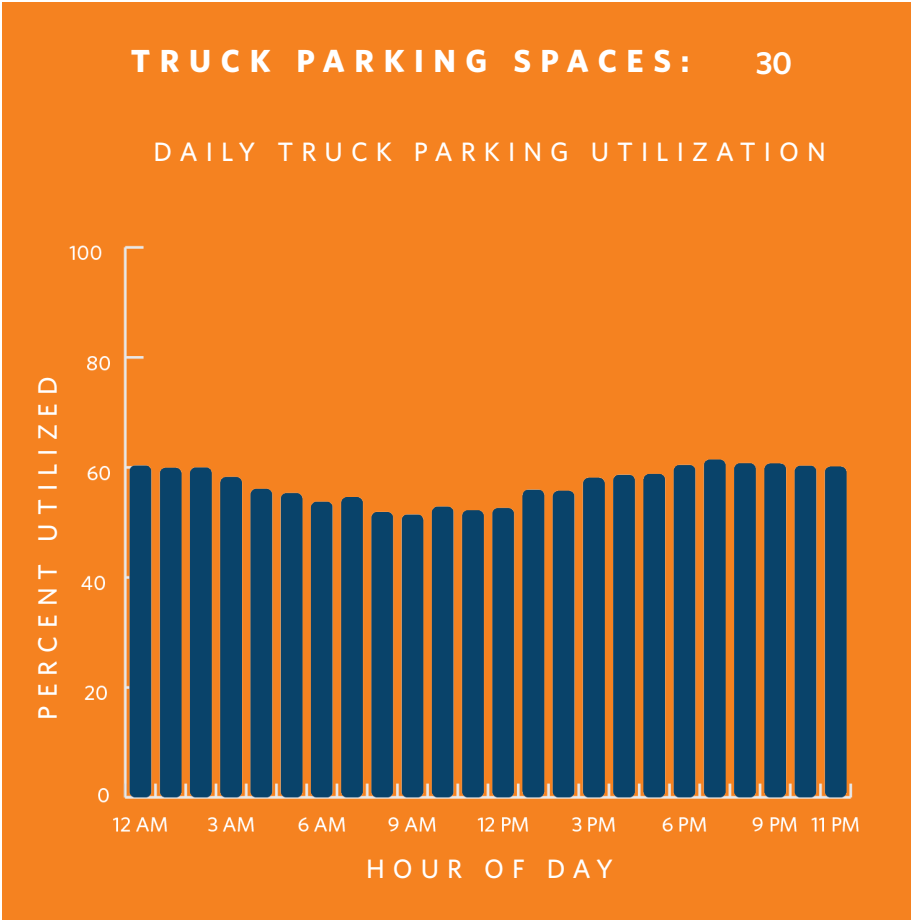
County	St Johns
City	Jacksonville
Roadway(s)	I-95
Facility Type	Private
Hours of Operation	24Hrs
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
Y		Repair/Maintenance
Y		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

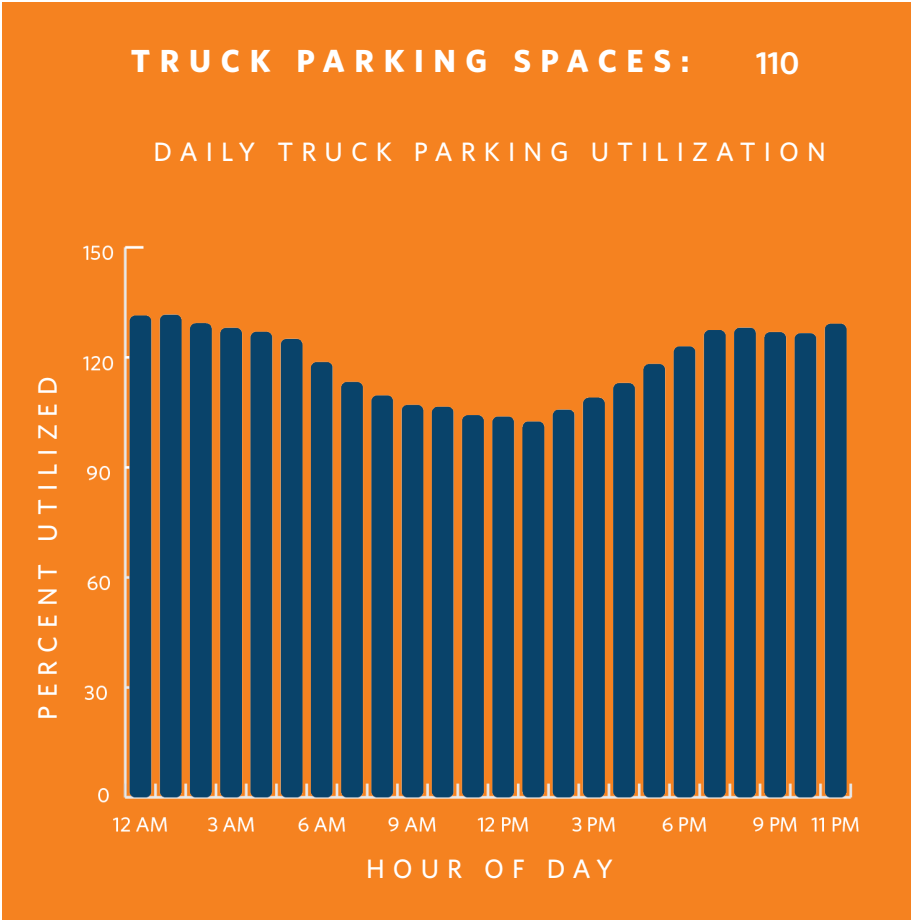
County	St Johns
City	St Augustine
Roadway(s)	I-95
Facility Type	Private
Hours of Operation	24hrs
Parking Cost	\$15/night prime



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
Y		Repair/Maintenance
Y		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

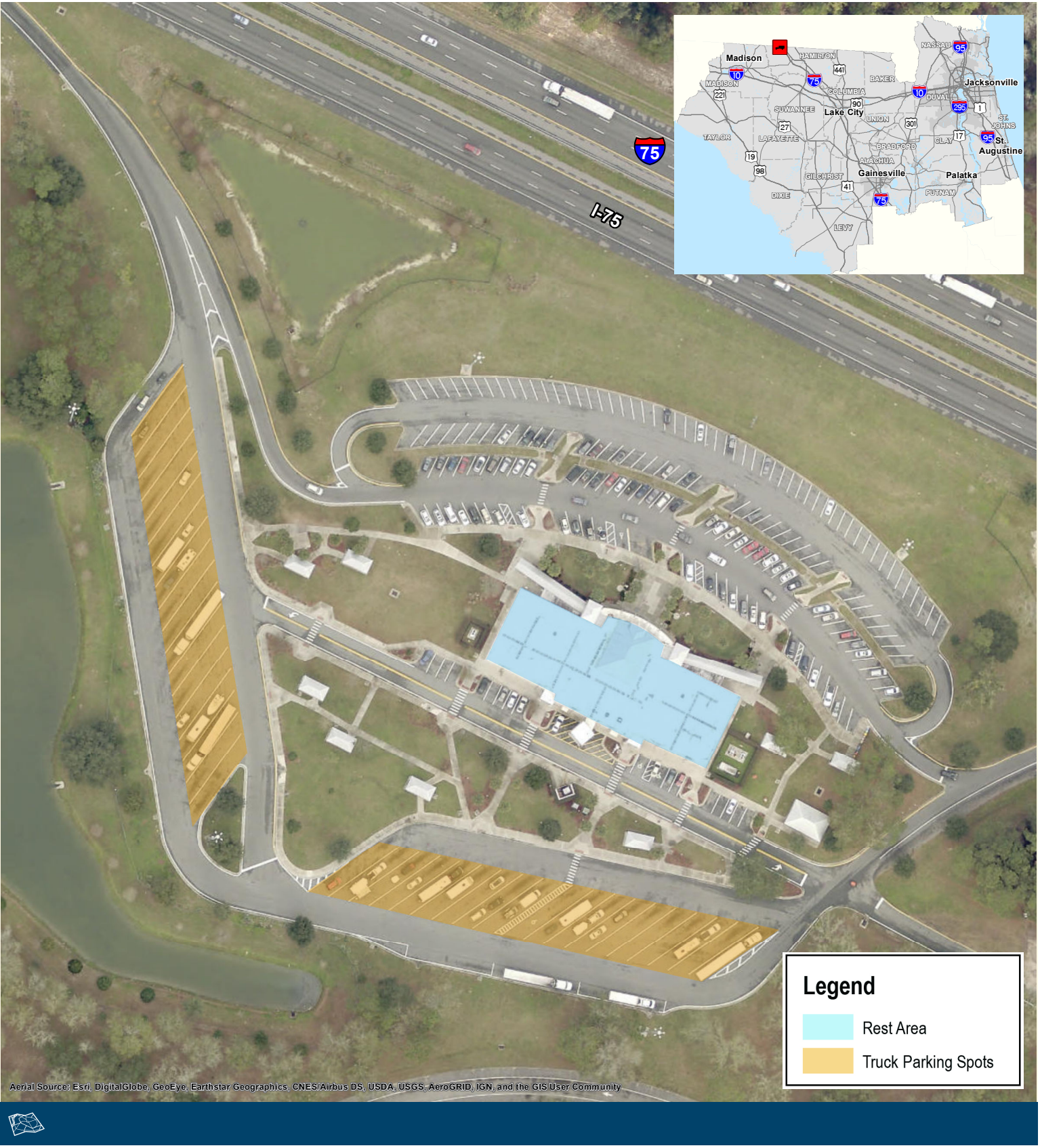
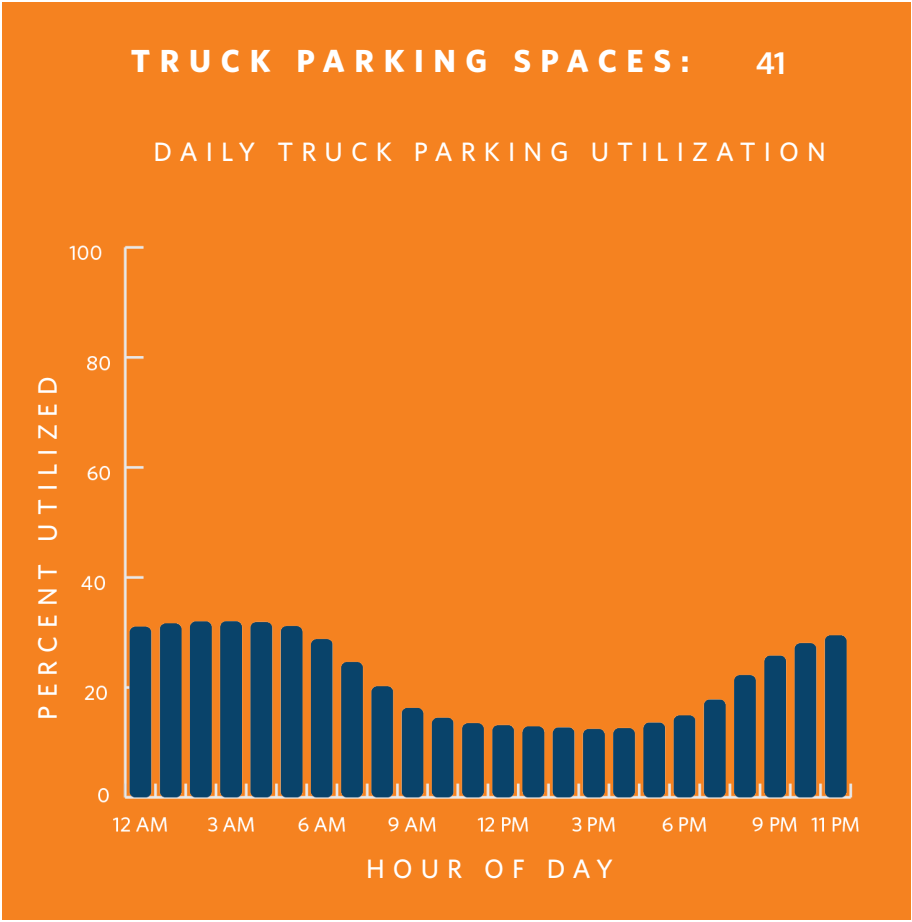
County	Hamilton
City	Jennings
Roadway(s)	I-75
Facility Type	Public
Hours of Operation	8 am - 6 pm
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
N		Convenience Store
N		Restaurant(s)
N		Fuel
N		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
Y		Internet/Wi-Fi
Y		Pet Area
N		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

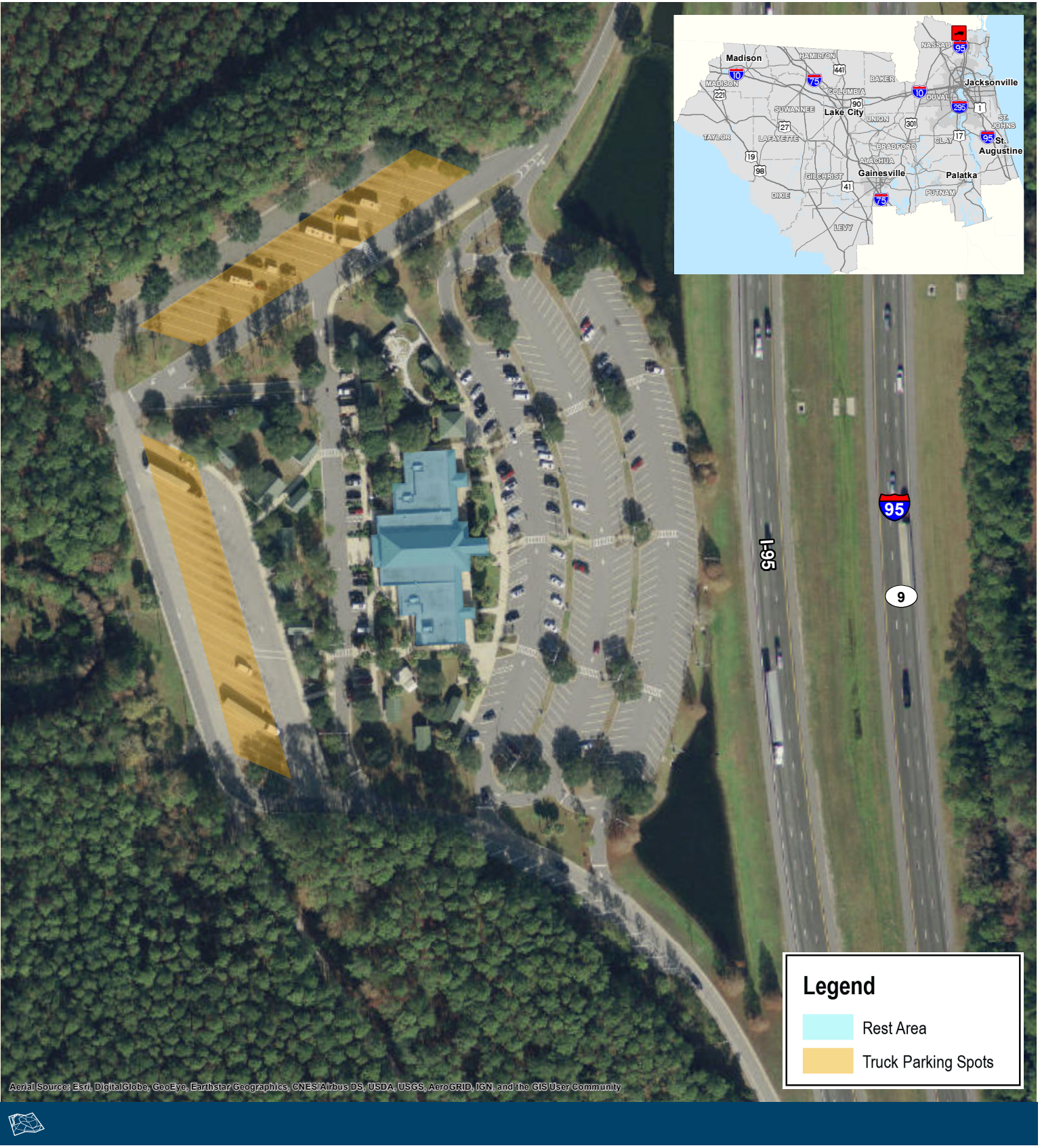
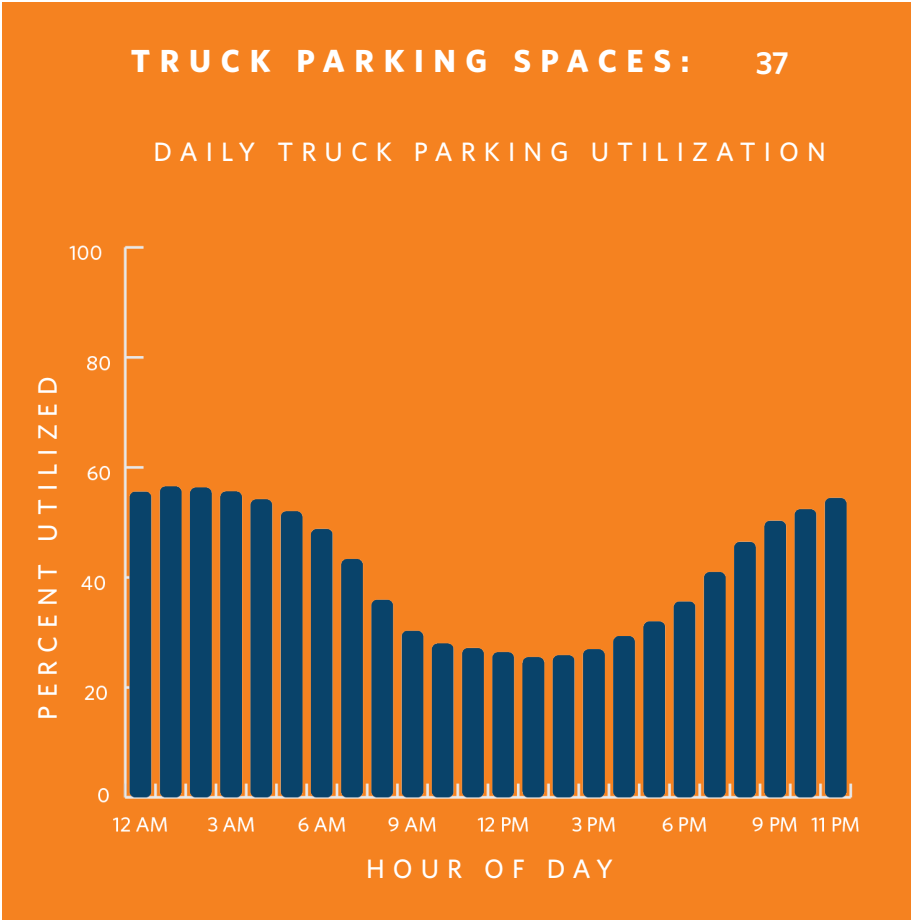
County	Nassau
City	Yulee
Roadway(s)	I-95
Facility Type	Public
Hours of Operation	8 am - 6 pm
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
Y	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

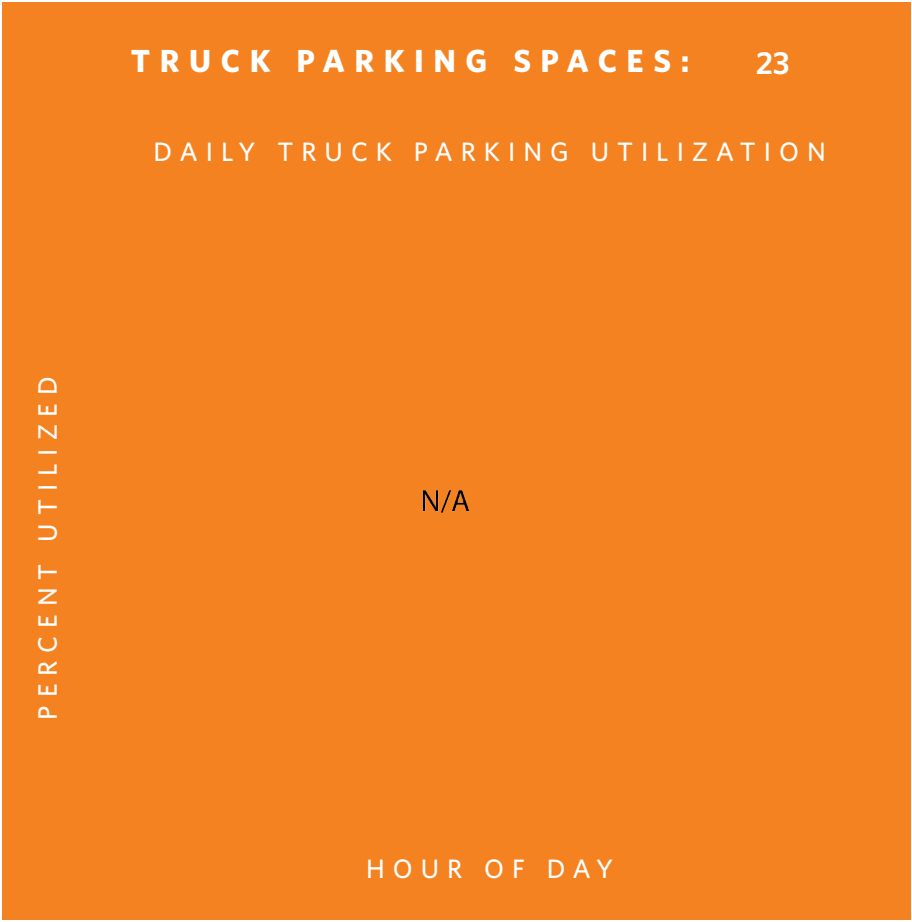
County	Madison
City	Lee
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

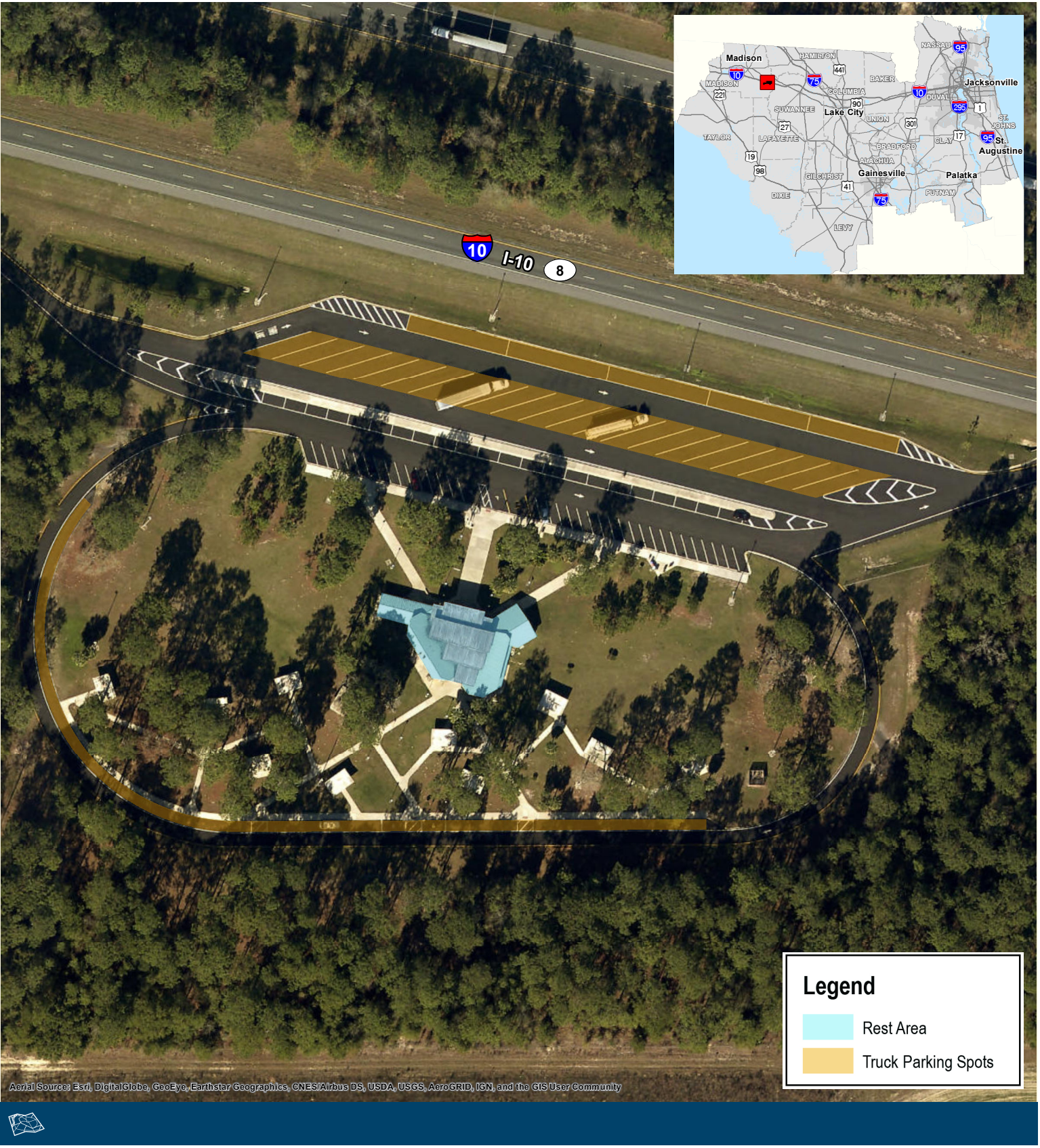
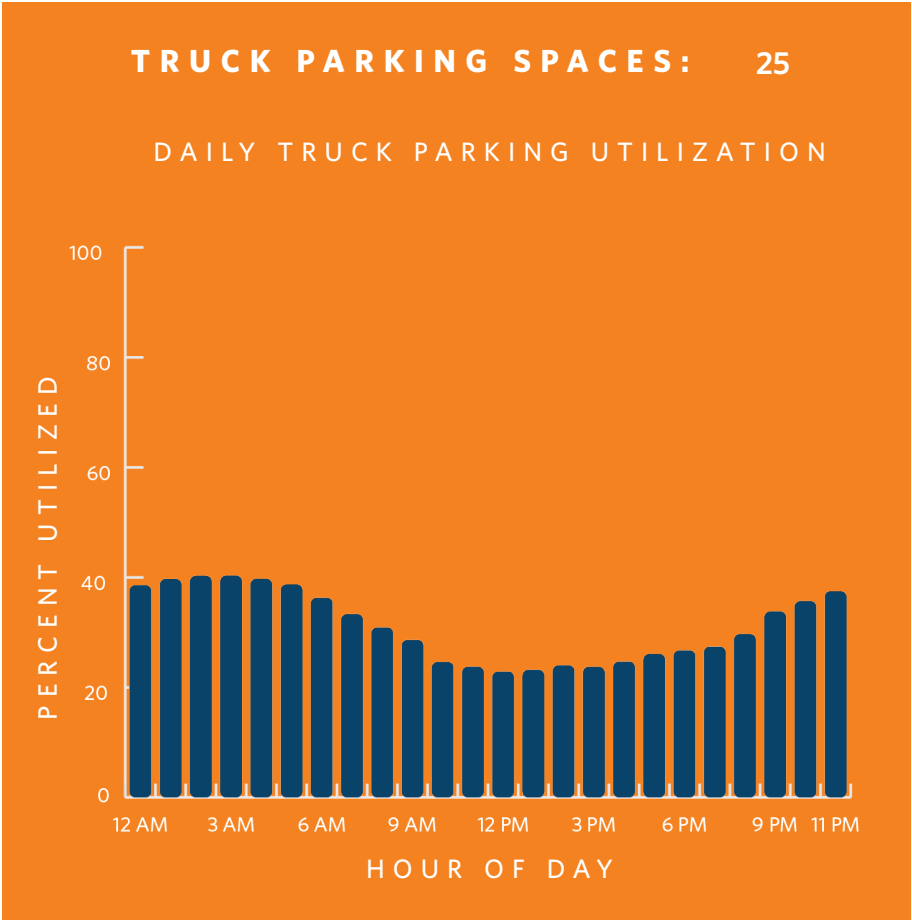
County	Madison
City	Lee
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

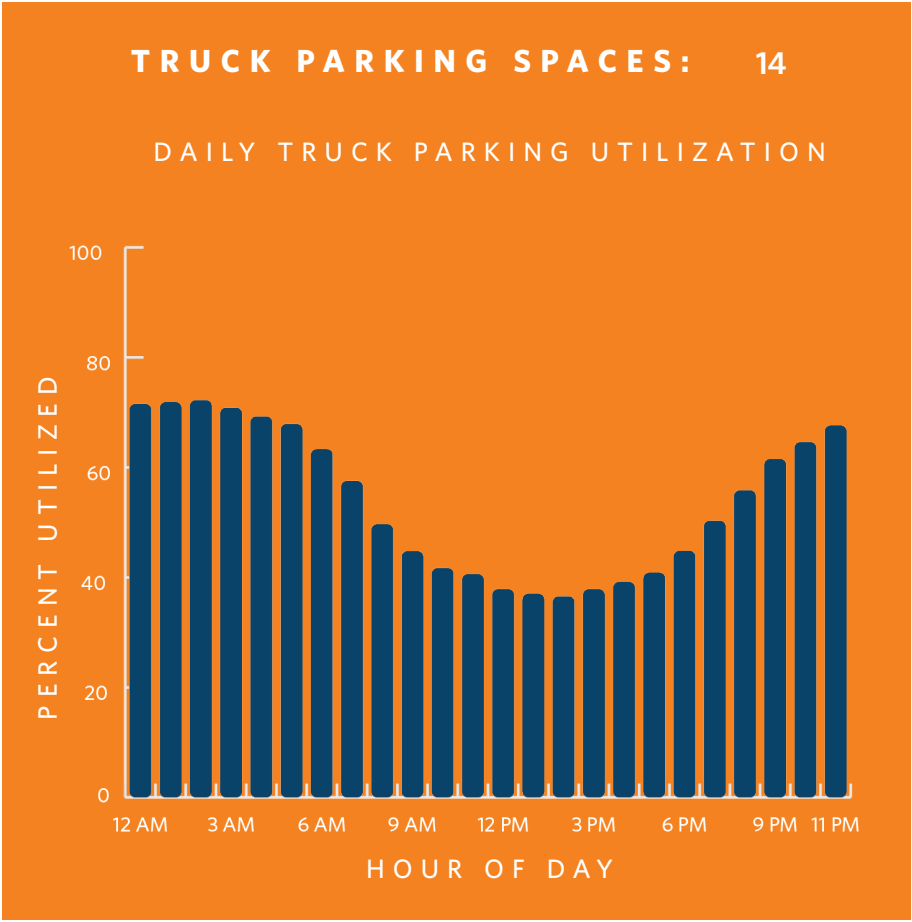
County	Suwannee
City	Wellborn
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

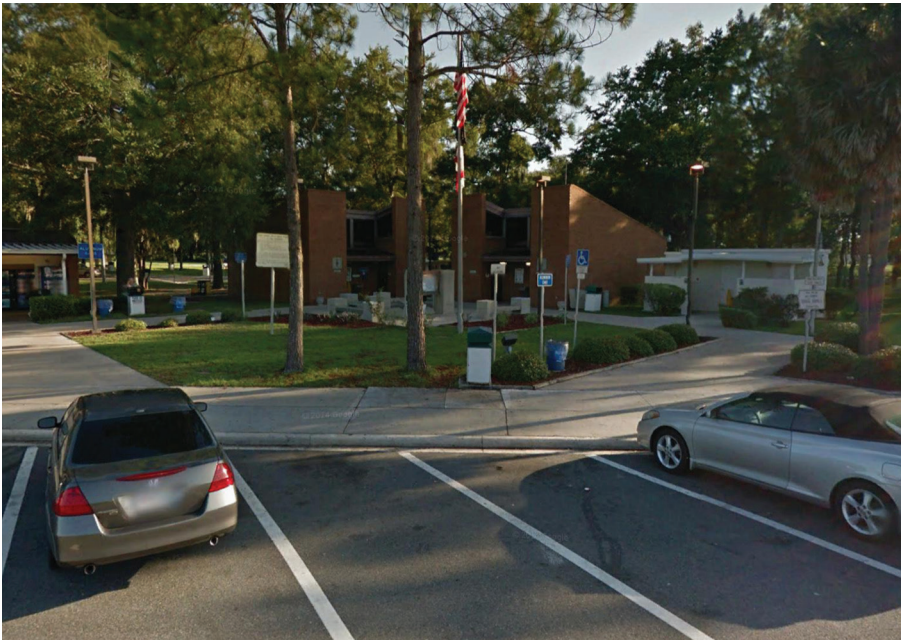
Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

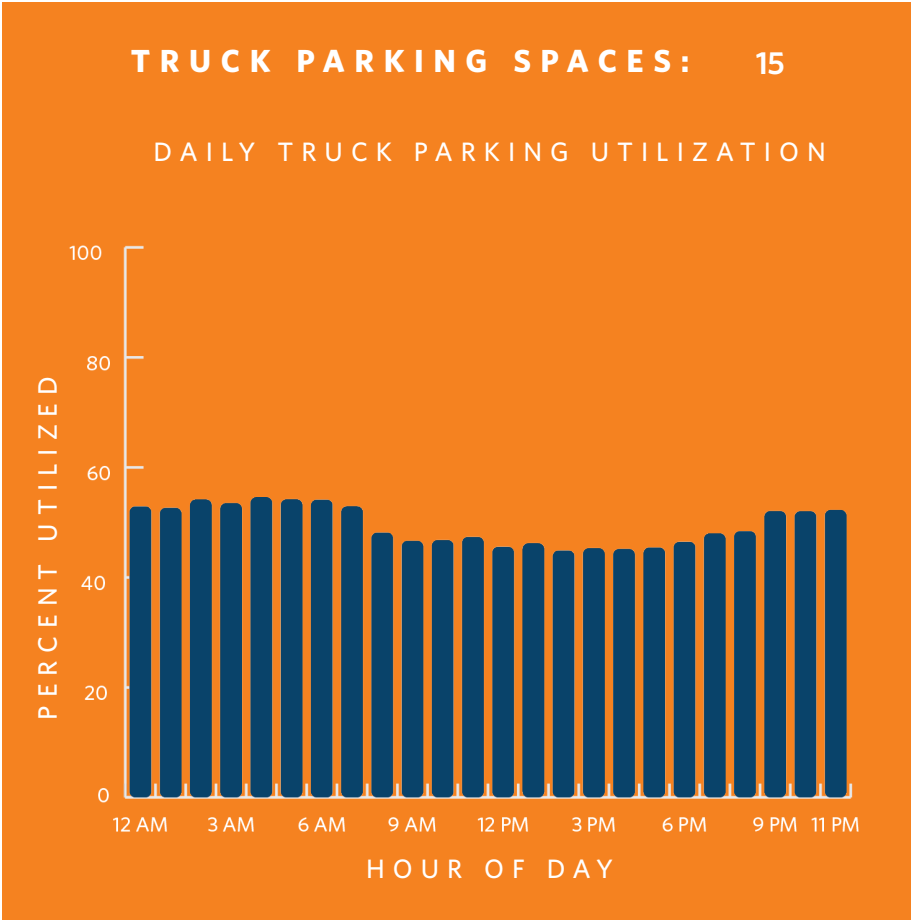
County	Columbia
City	Lake City
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

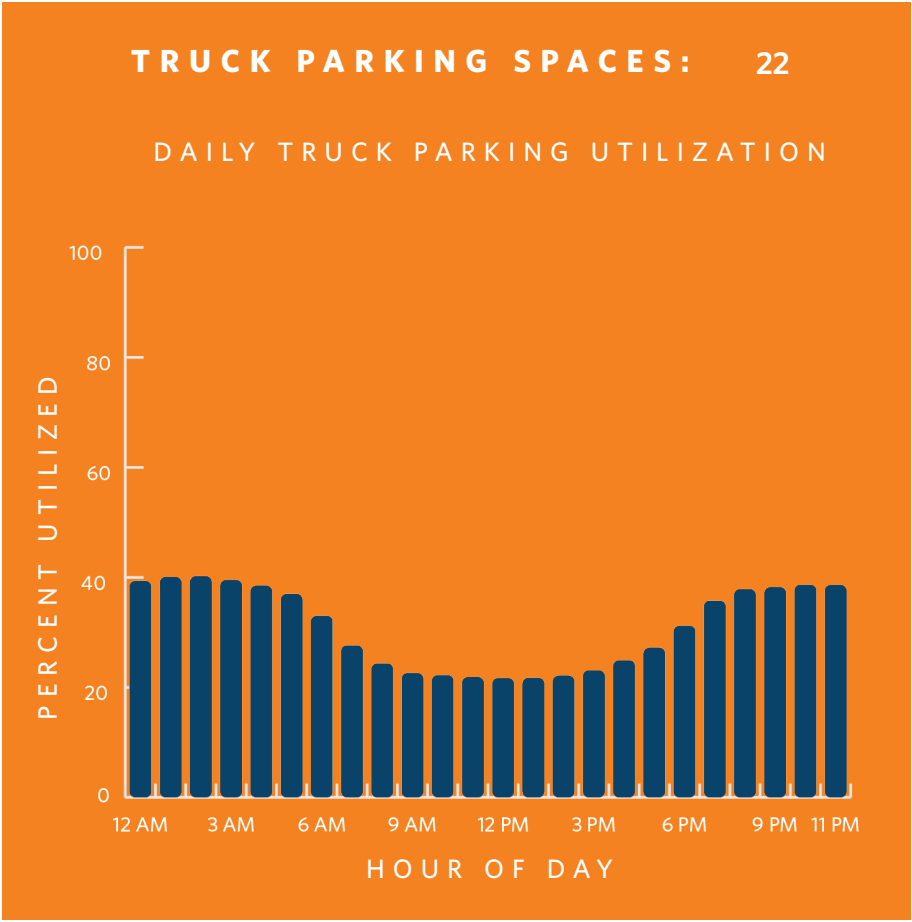
County	Baker
City	Sanderson
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

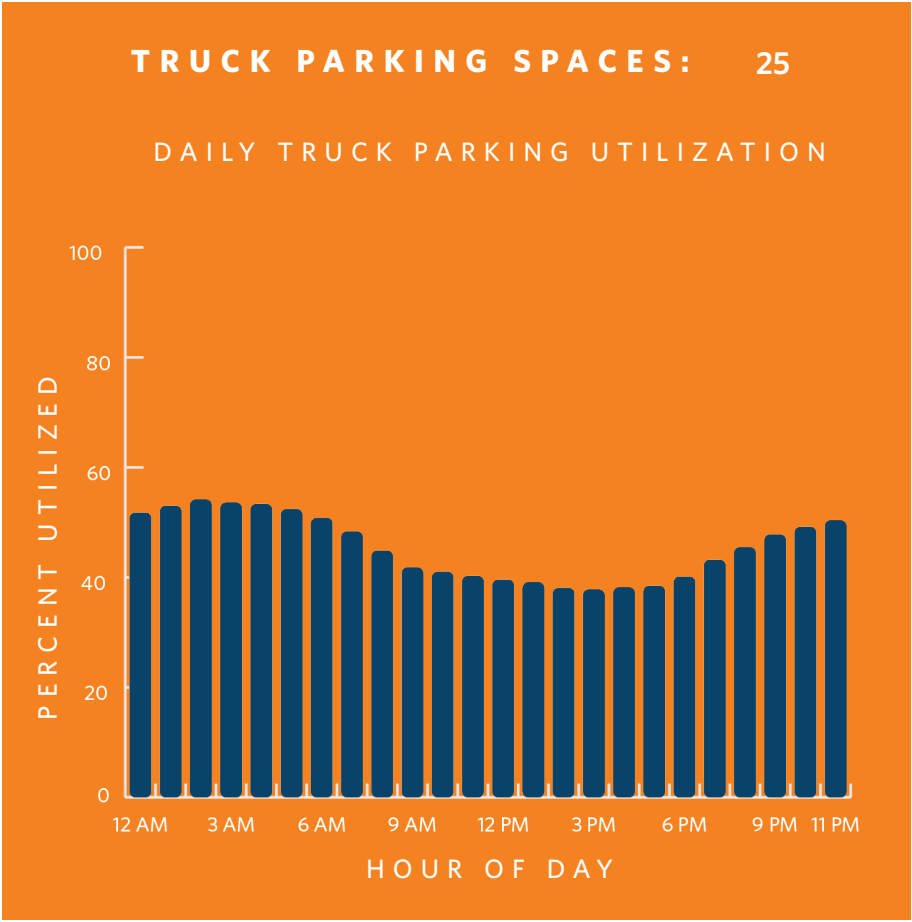
County	Baker
City	Sanderson
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

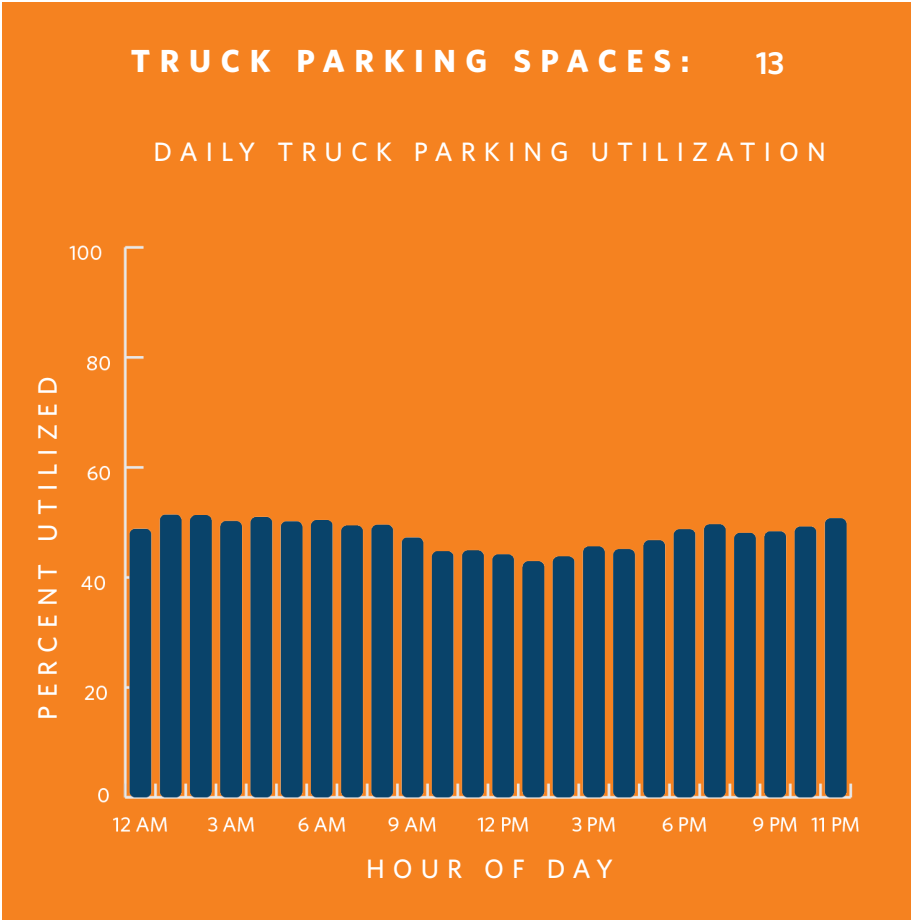
County	Alachua
City	Gainesville
Roadway(s)	I-75
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y		Restrooms
Y		Vending Machines
Y		Nighttime Security
N		Convenience Store
N		Restaurant(s)
N		Fuel
N		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
N		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

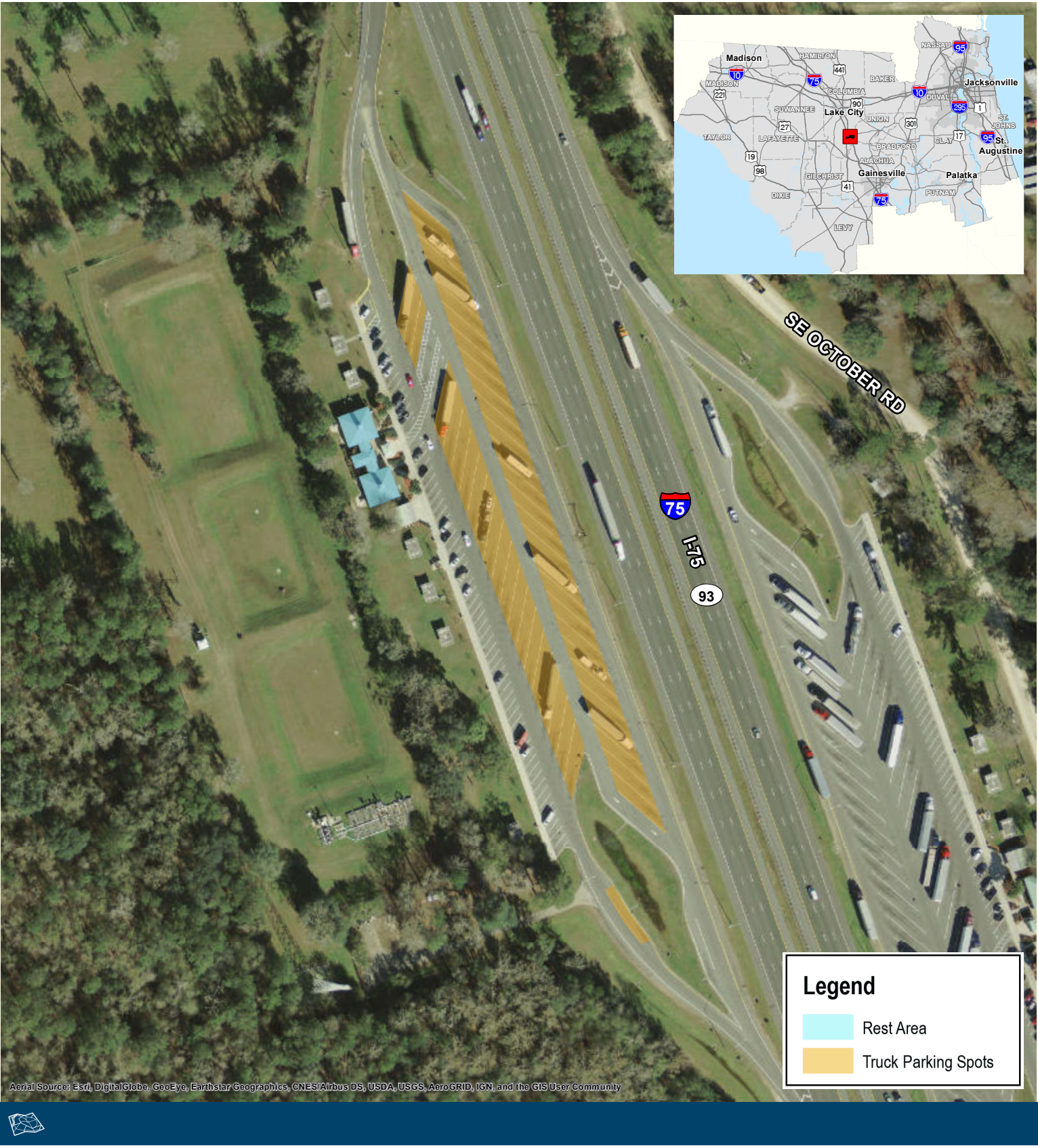
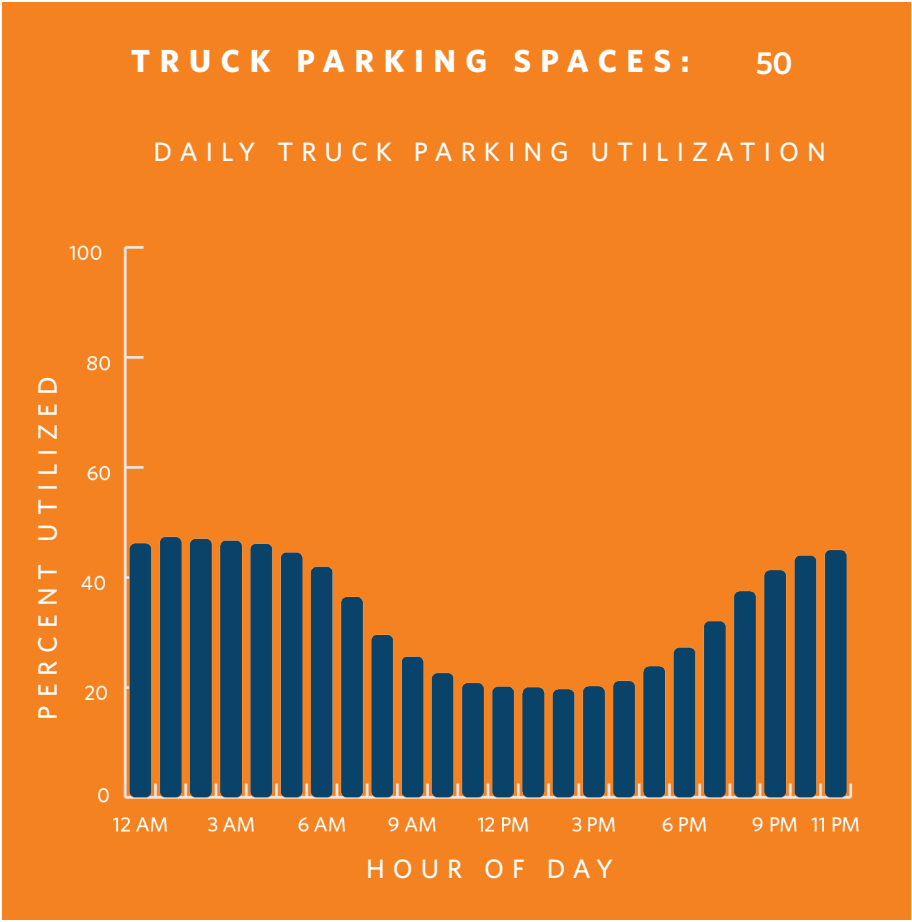
County	Columbia
City	Lake City
Roadway(s)	I-75
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

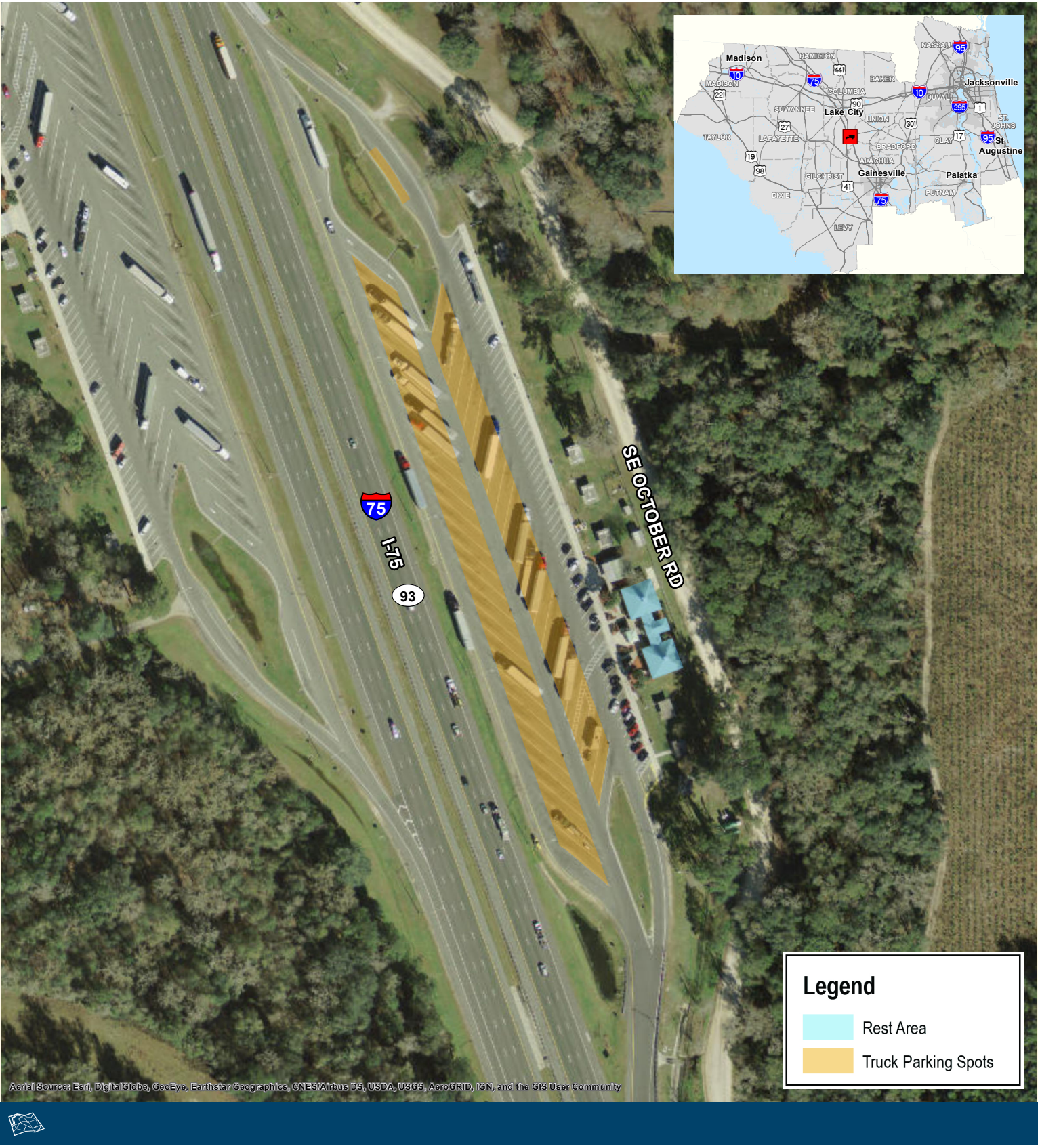
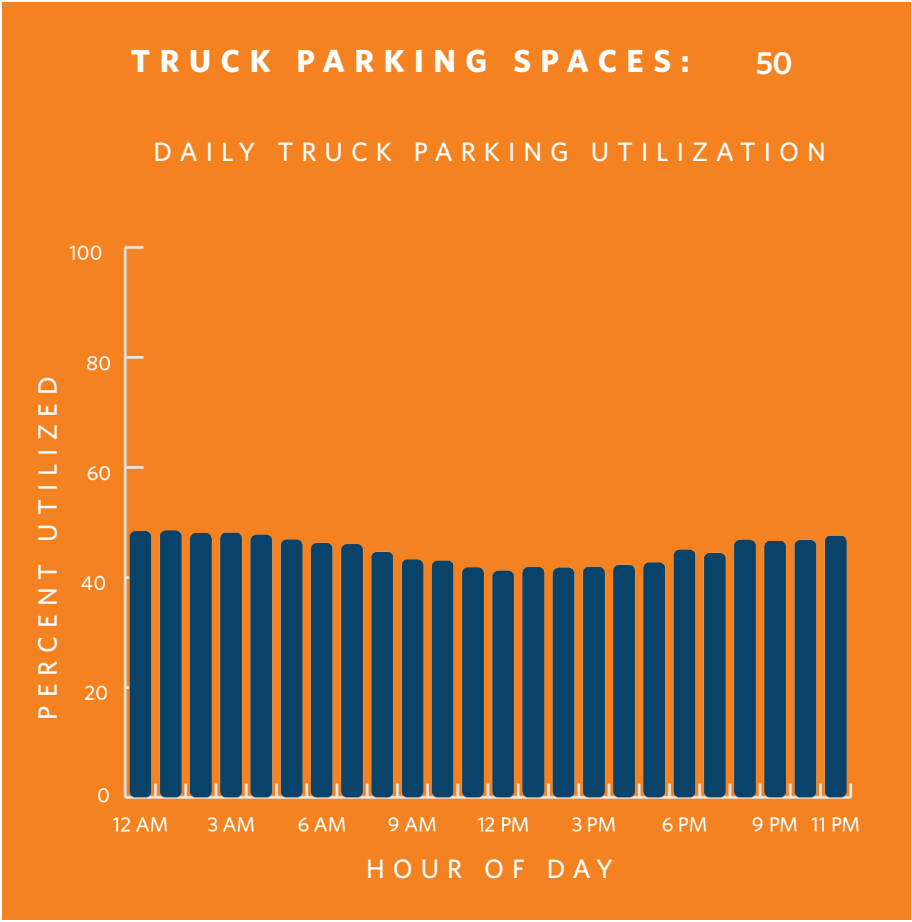
County	Columbia
City	Lake City
Roadway(s)	I-75
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
Y	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

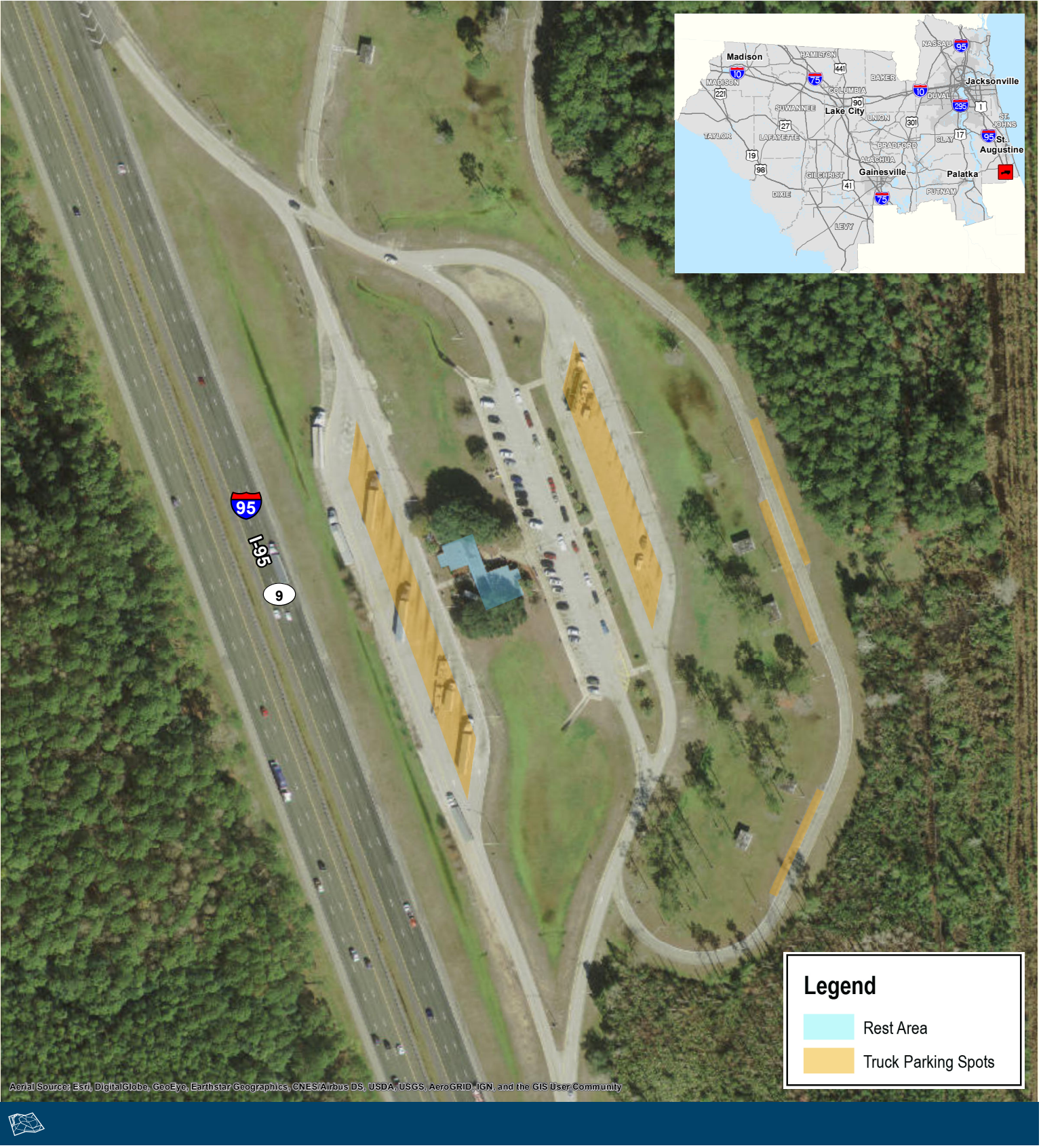
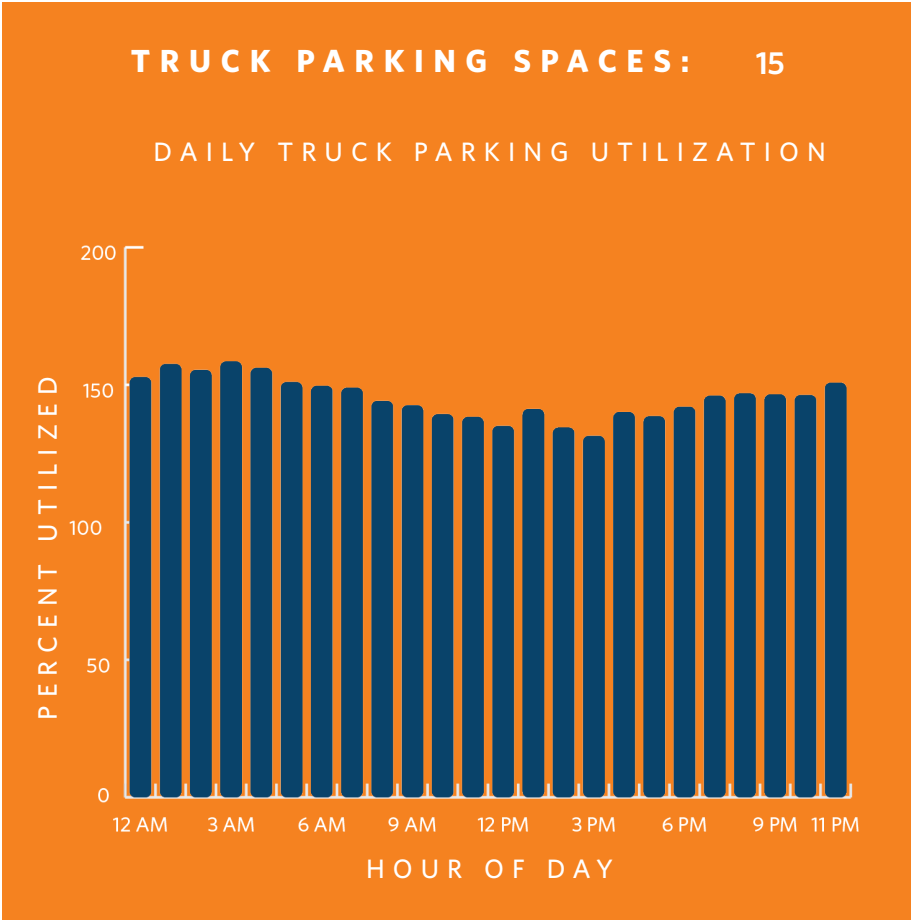
County	St. Johns
City	Hastings
Roadway(s)	I-95
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

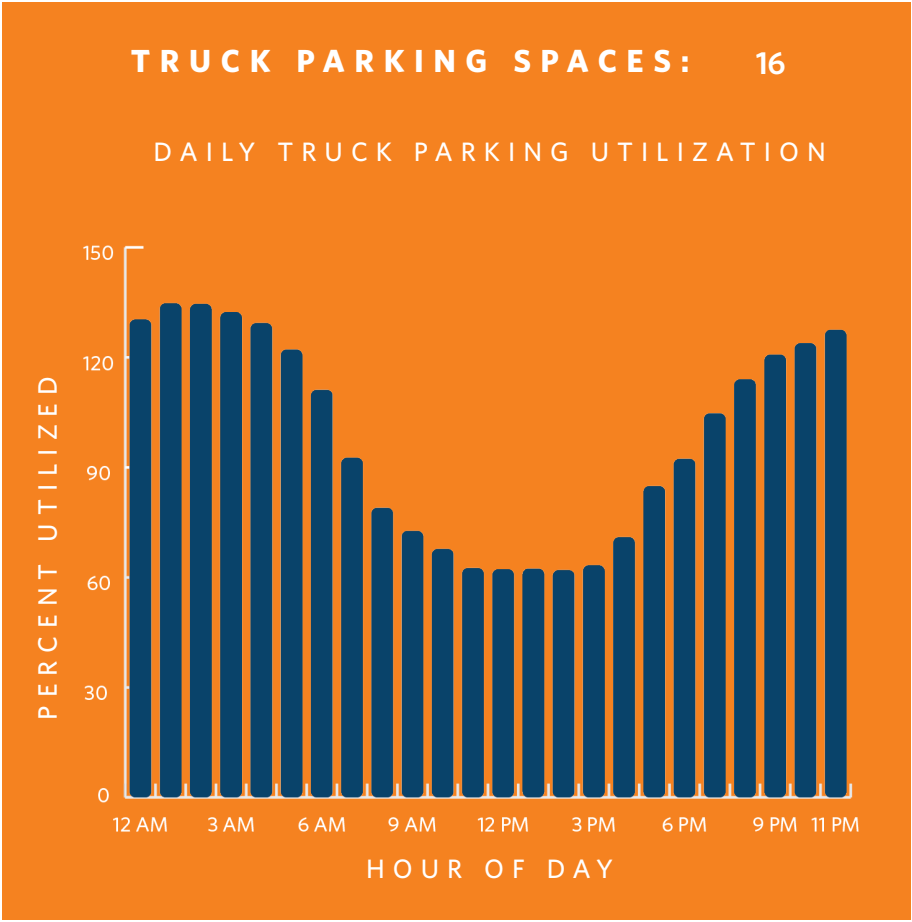
County	St. Johns
City	St Augustine
Roadway(s)	I-95
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

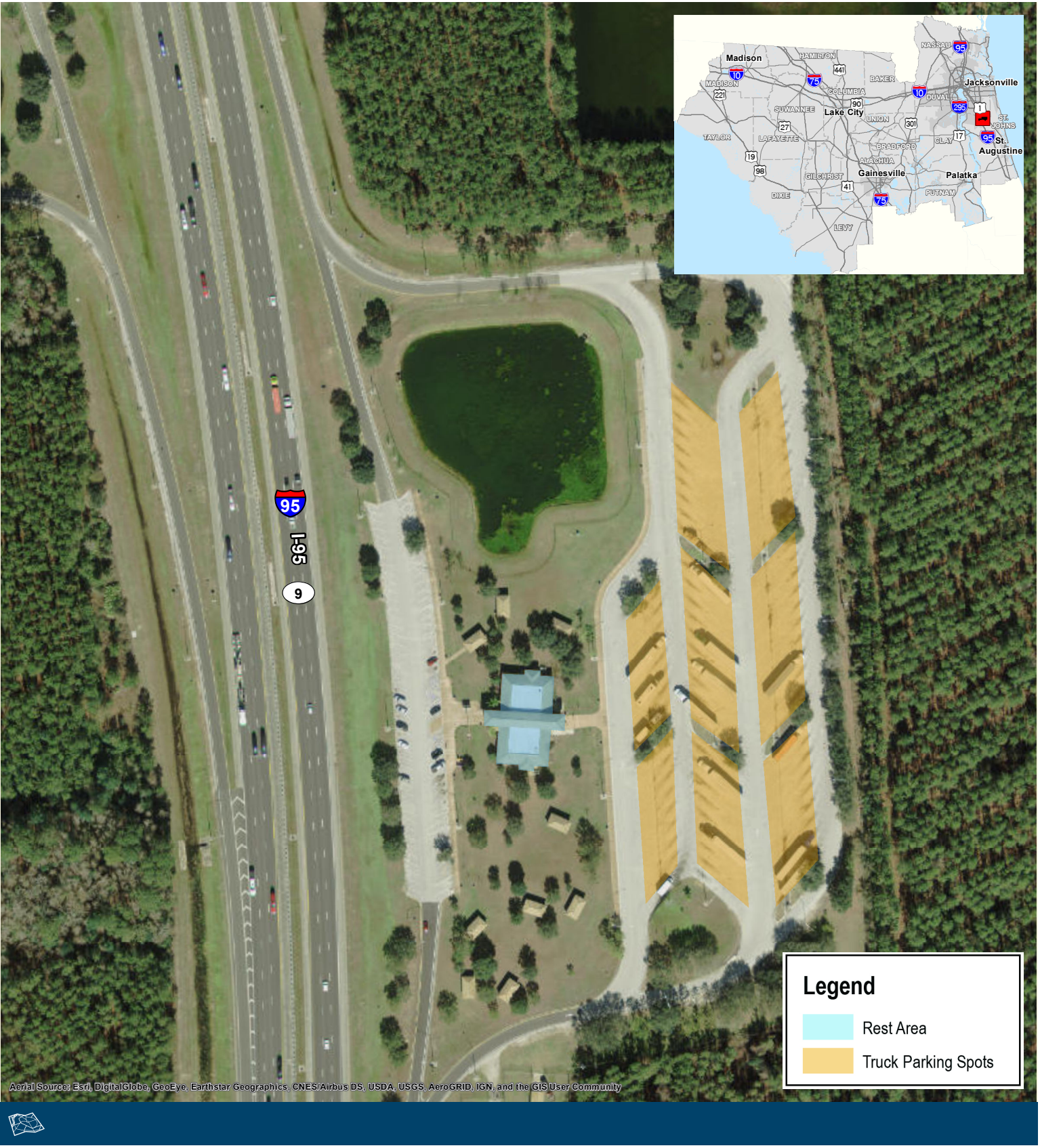
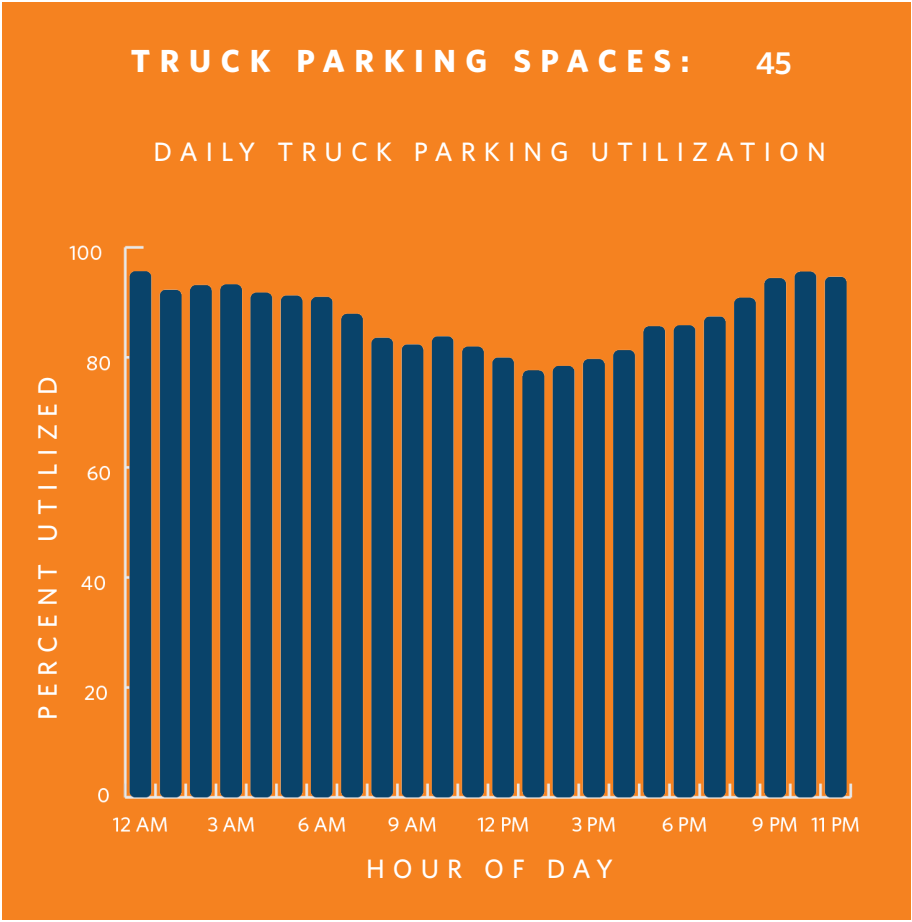
County	St. Johns
City	St Johns
Roadway(s)	I-95
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

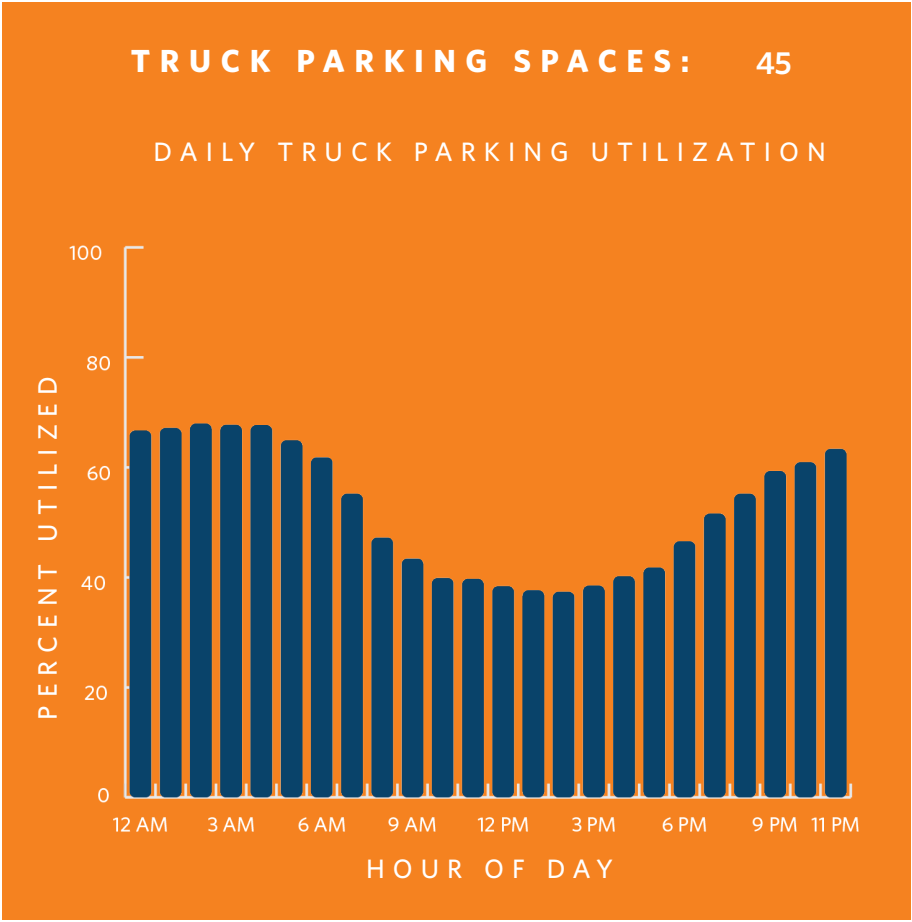
County	St. Johns
City	St Johns
Roadway(s)	I-95
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
Y	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

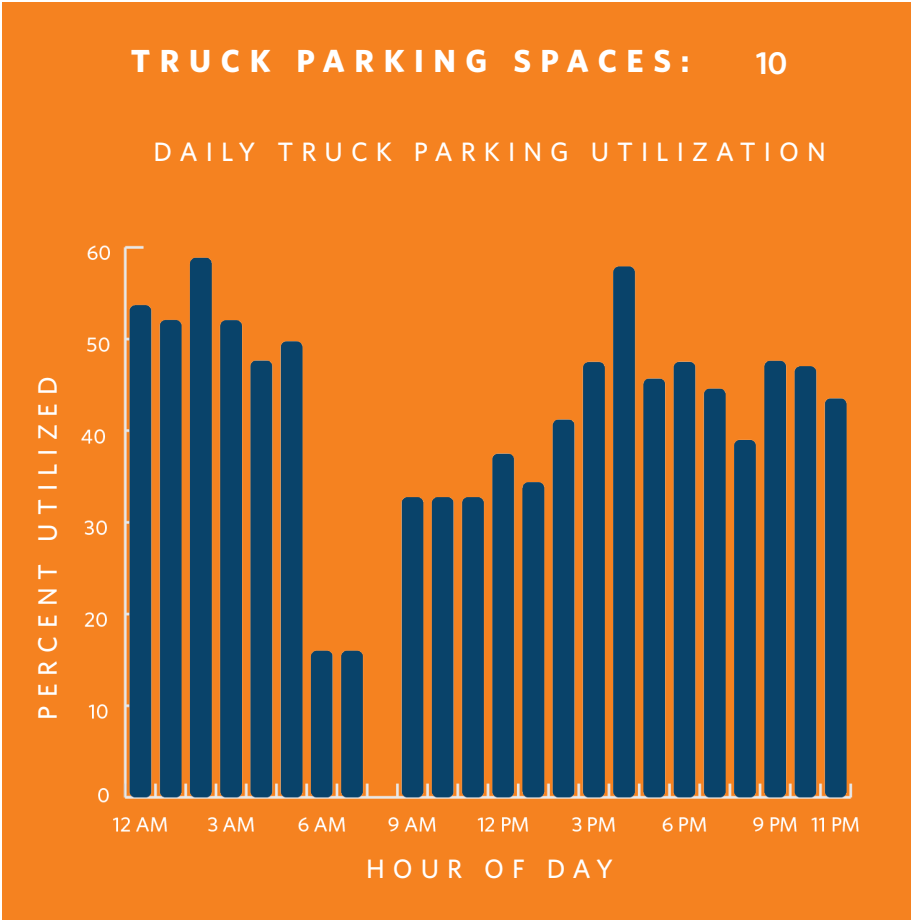
County	Taylor
City	Perry
Roadway(s)	US-19 / US-27
Facility Type	Public
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y	Restrooms
Y	Vending Machines
N	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

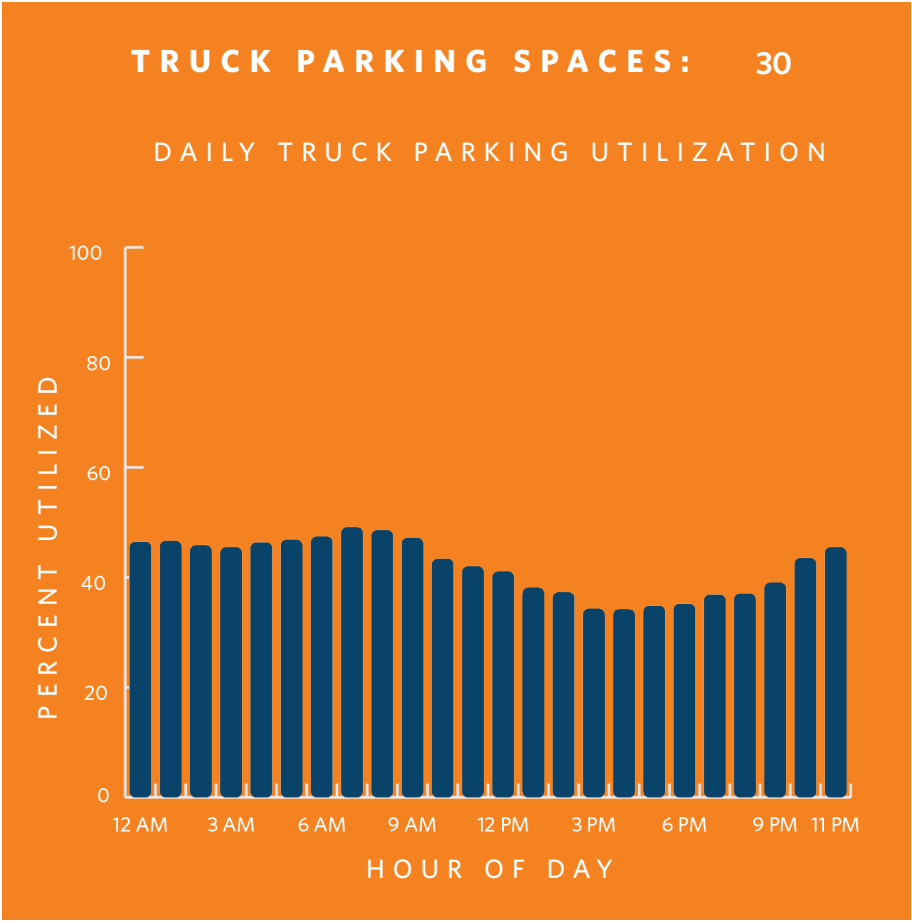
County	Nassau
City	Yulee
Roadway(s)	I-95
Facility Type	Public
Hours of Operation	
Parking Cost	Free



AMENITIES

N	Restrooms
N	Vending Machines
N	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
Y	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

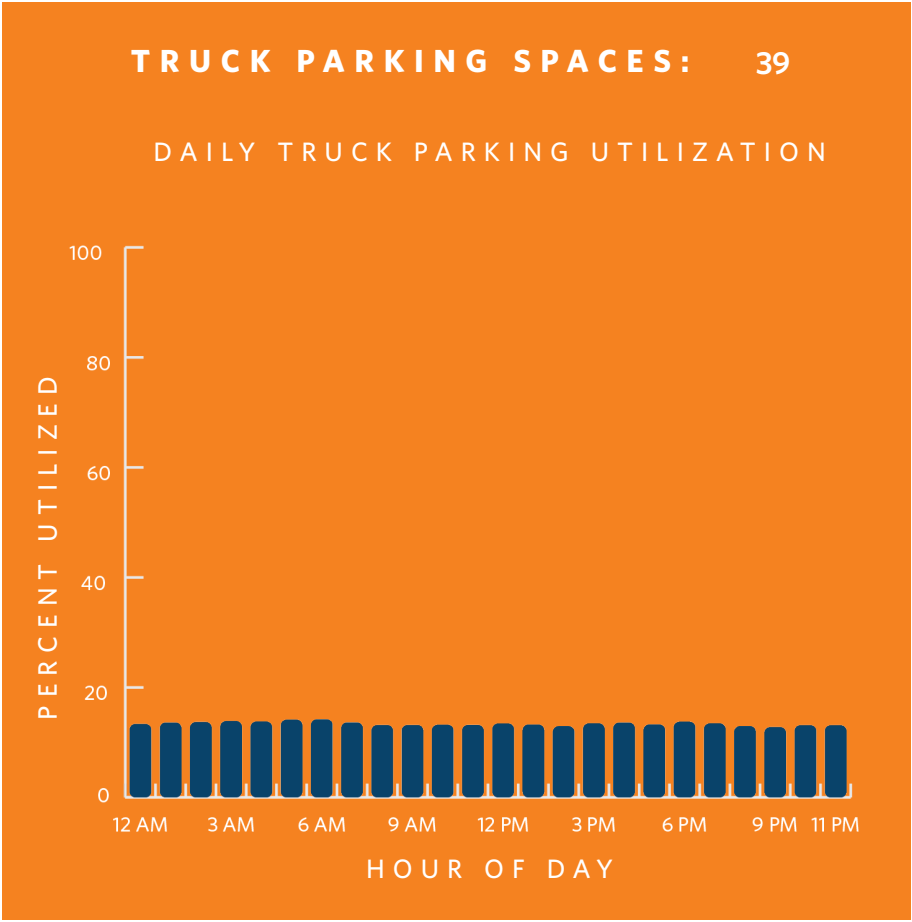
County	Hamilton
City	Jasper
Roadway(s)	I-75
Facility Type	Public
Hours of Operation	
Parking Cost	Free



AMENITIES

N	Restrooms
N	Vending Machines
N	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
Y	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

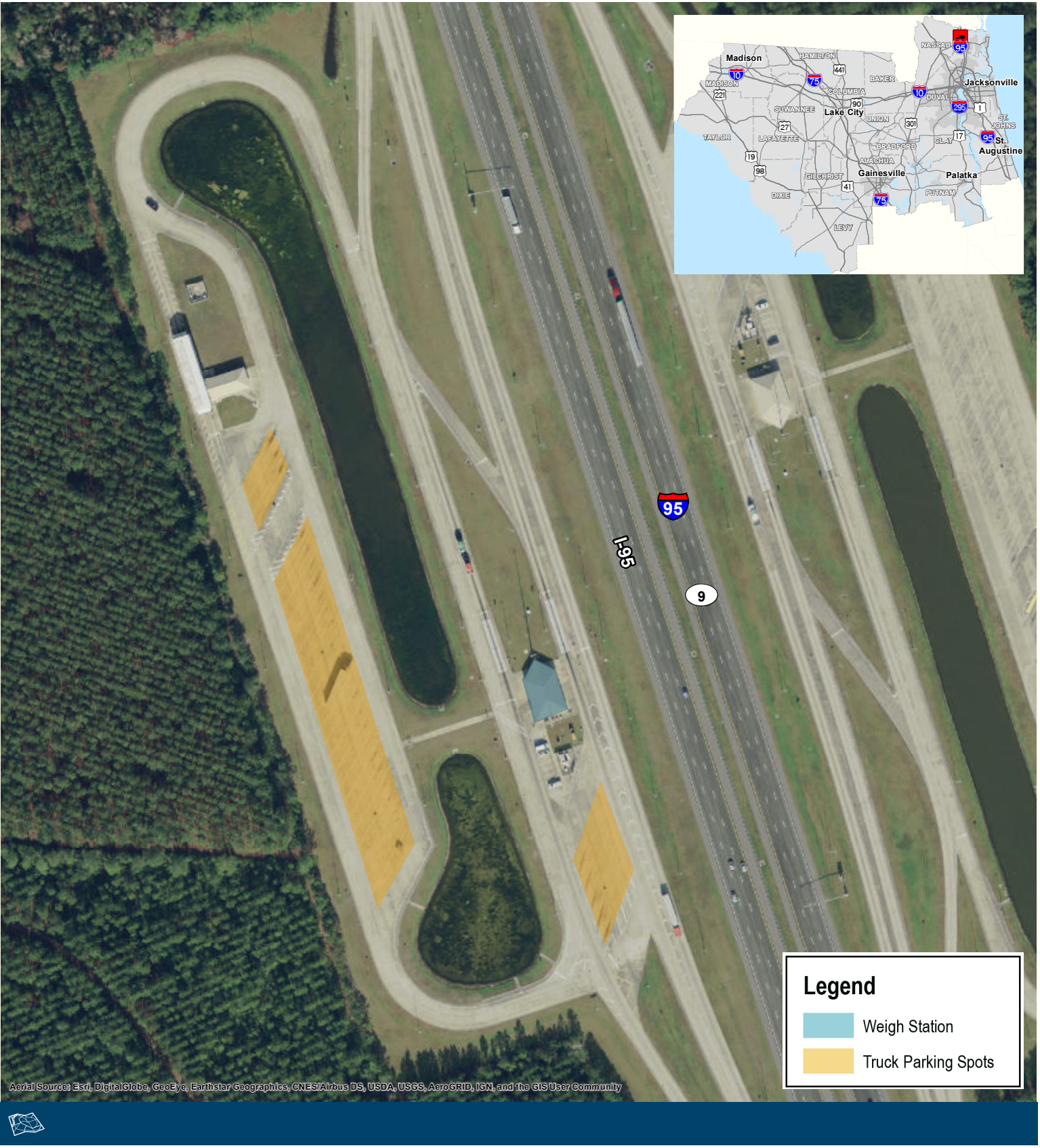
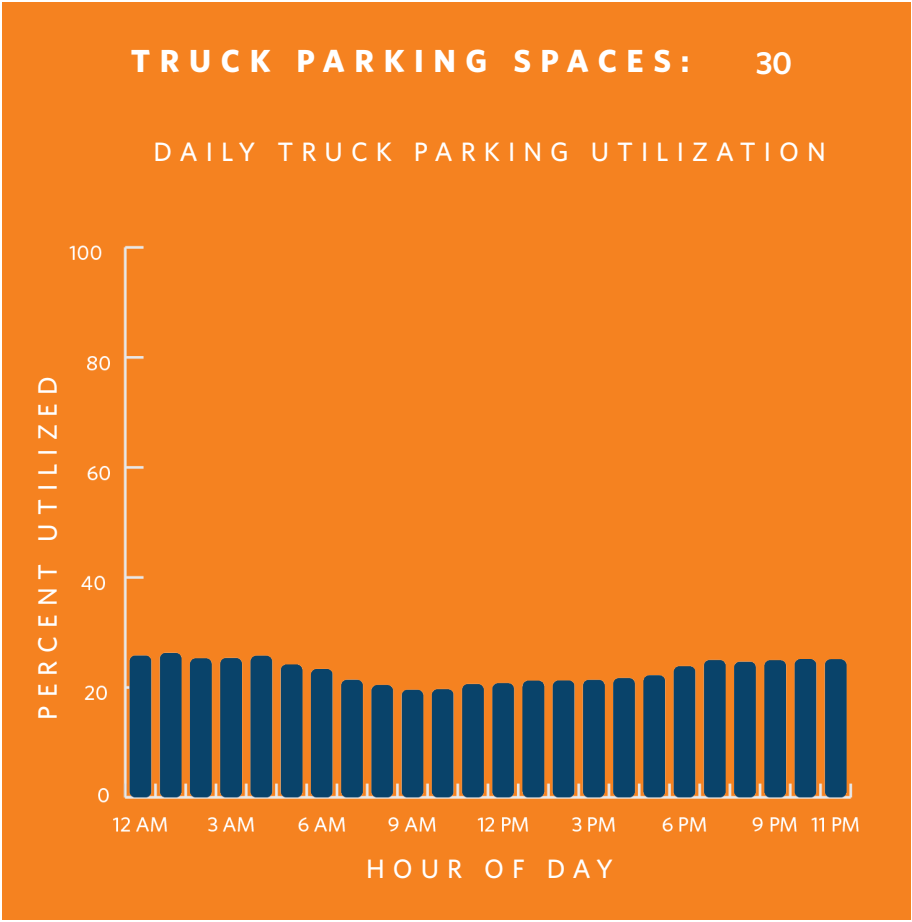
County	Nassau
City	Yulee
Roadway(s)	I-95
Facility Type	Public
Hours of Operation	
Parking Cost	Free



AMENITIES

N		Restrooms
N		Vending Machines
N		Nighttime Security
N		Convenience Store
N		Restaurant(s)
N		Fuel
Y		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
N		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

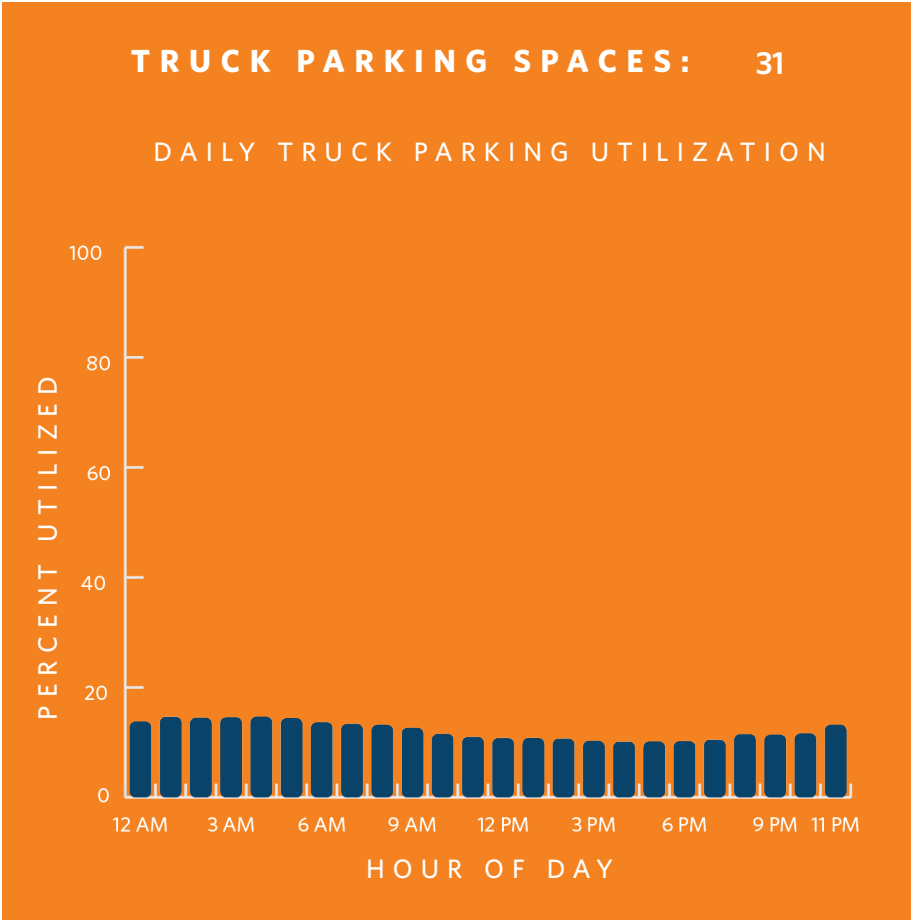
County	Hamilton
City	Jasper
Roadway(s)	I-75
Facility Type	Public
Hours of Operation	
Parking Cost	Free



AMENITIES

N	Restrooms
N	Vending Machines
N	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
Y	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

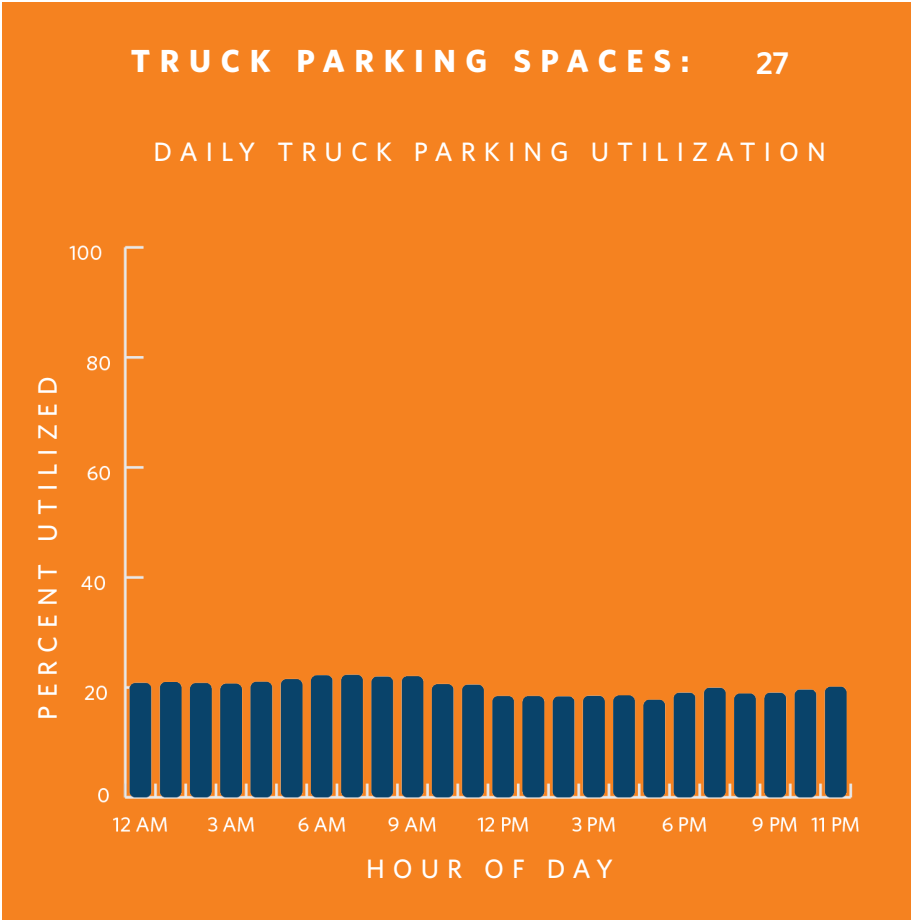
County	Madison
City	Lee
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	
Parking Cost	Free



AMENITIES

N		Restrooms
N		Vending Machines
N		Nighttime Security
N		Convenience Store
N		Restaurant(s)
N		Fuel
Y		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
N		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

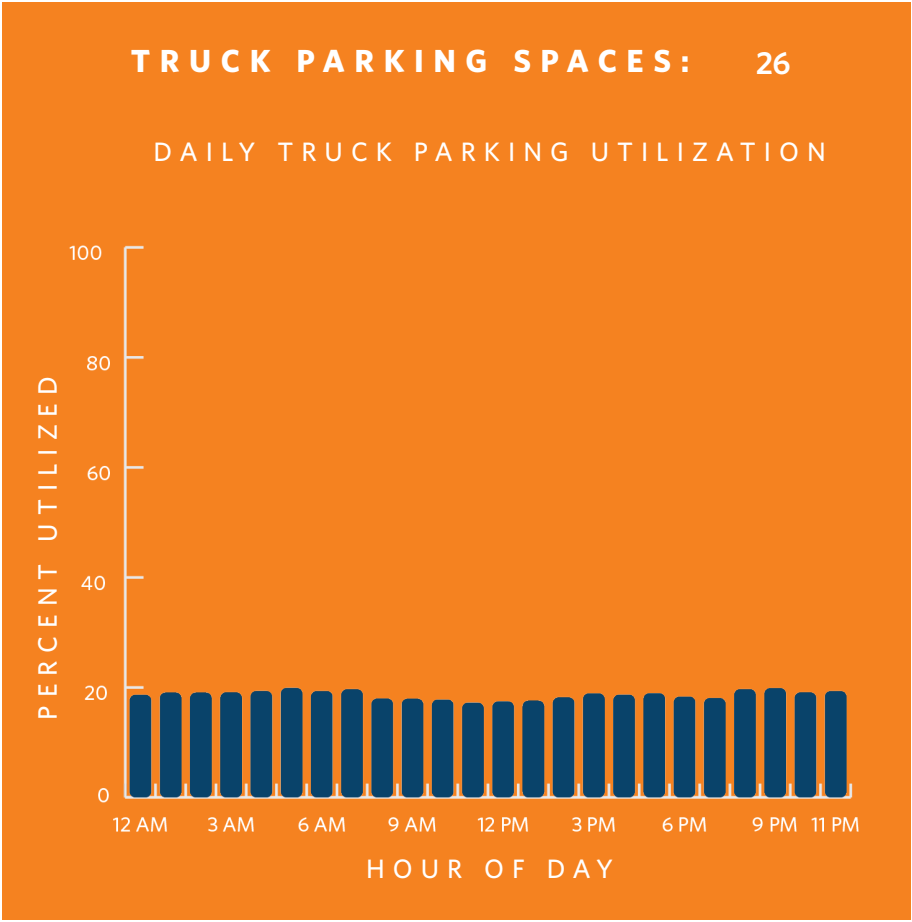
County	Madison
City	Lee
Roadway(s)	I-10
Facility Type	Public
Hours of Operation	
Parking Cost	Free



AMENITIES

N	Restrooms
N	Vending Machines
N	Nighttime Security
N	Convenience Store
N	Restaurant(s)
N	Fuel
Y	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
N	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

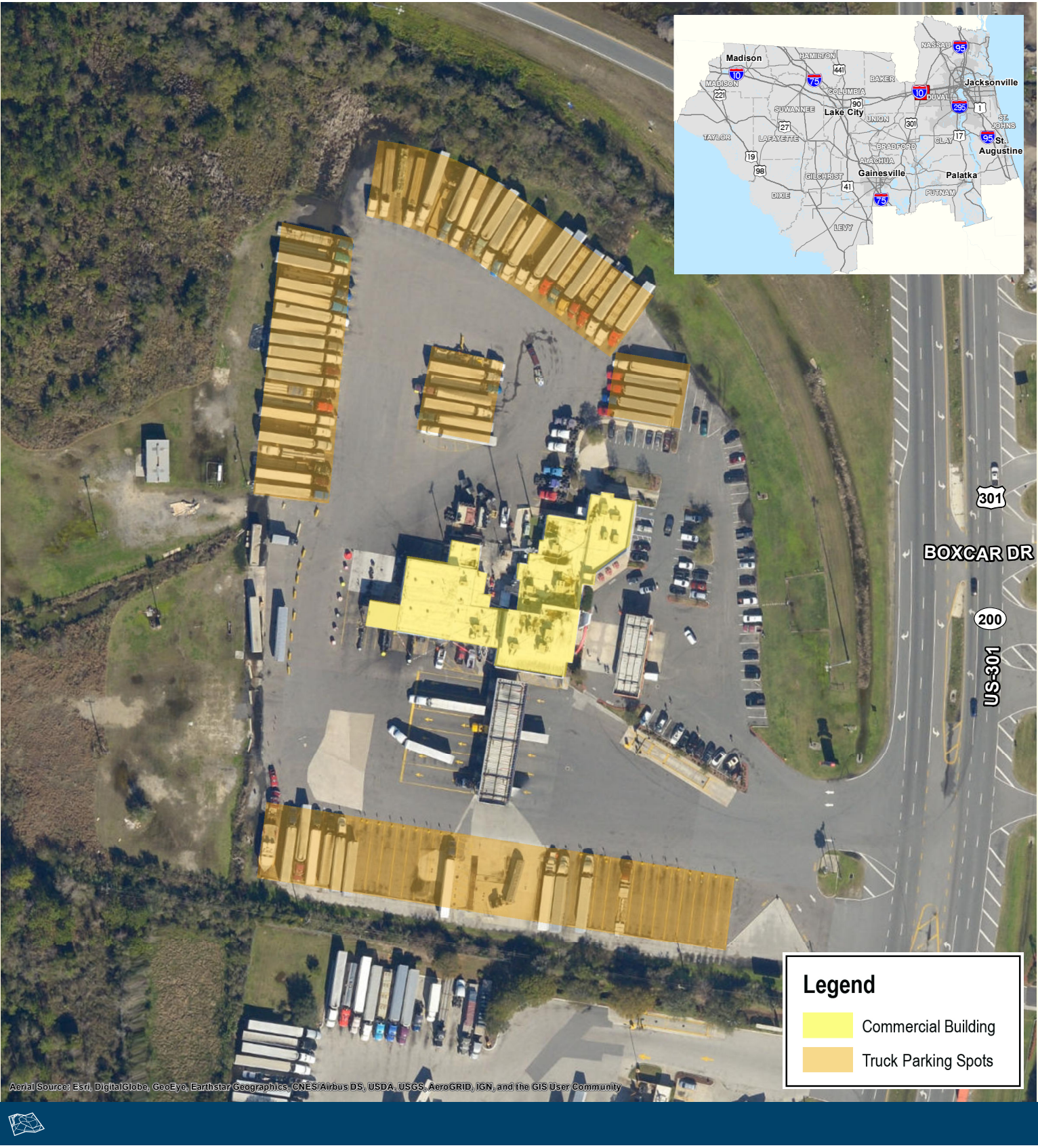
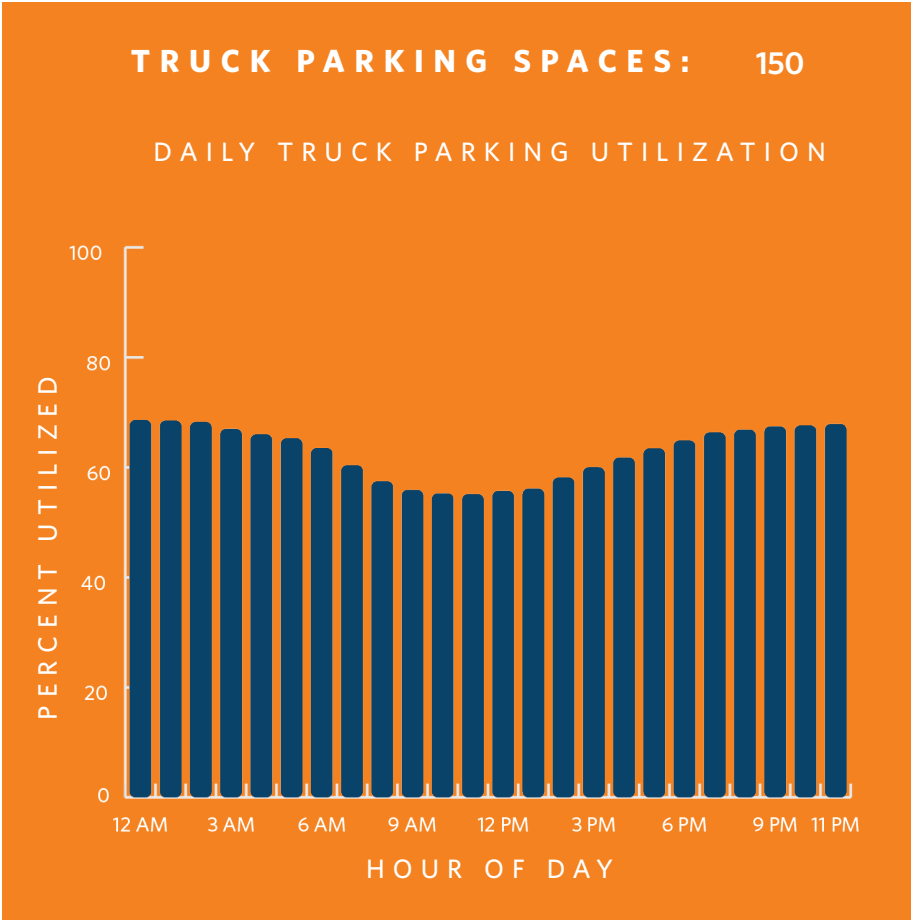
County	Duval
City	Baldwin
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	Mon-Sun, 10 am - 10 pm
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
Y		Truck Scales
Y		Repair/Maintenance
Y		Showers
N		Groceries
Y		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

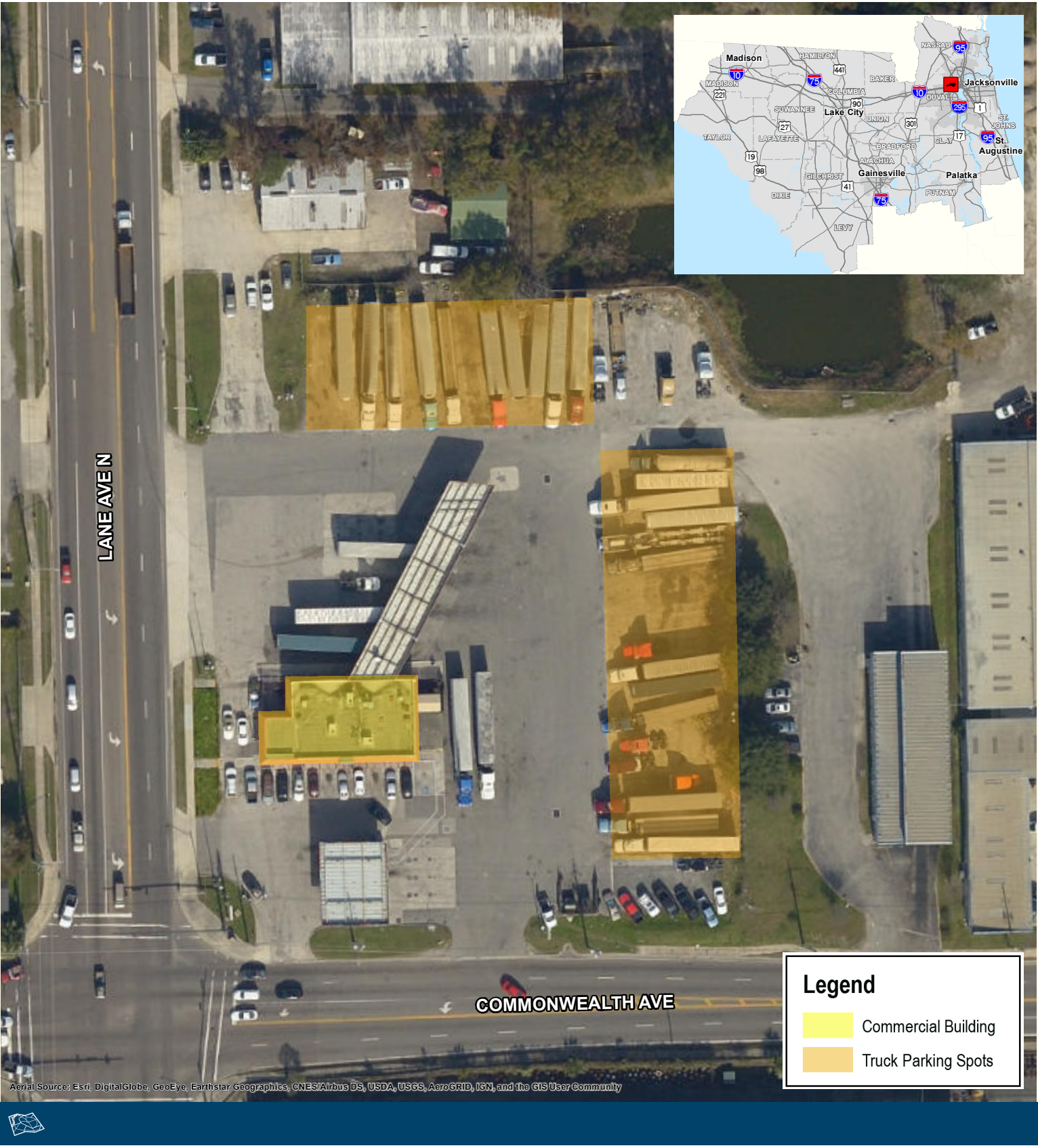
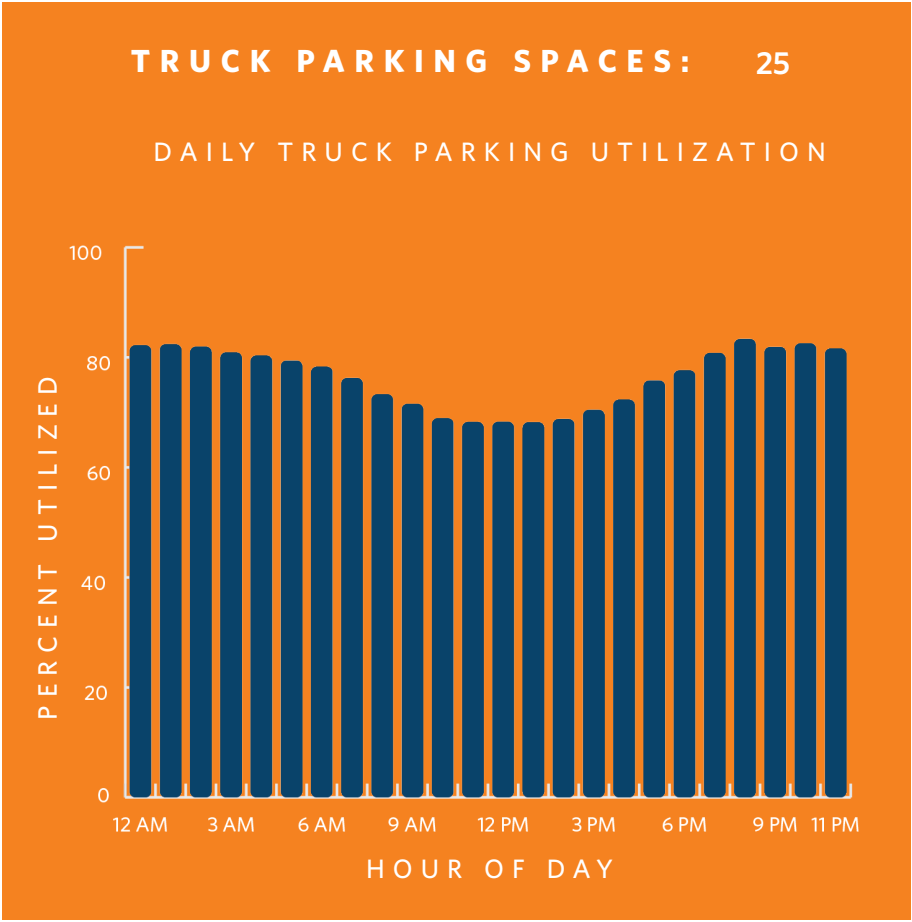
County	Duval
City	Jacksonville
Roadway(s)	I-295
Facility Type	Private
Hours of Operation	Hours not listed.
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
Y	Restaurant(s)
Y	Fuel
N	Truck Scales
N	Repair/Maintenance
N	Showers
N	Groceries
N	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND



SITE OVERVIEW

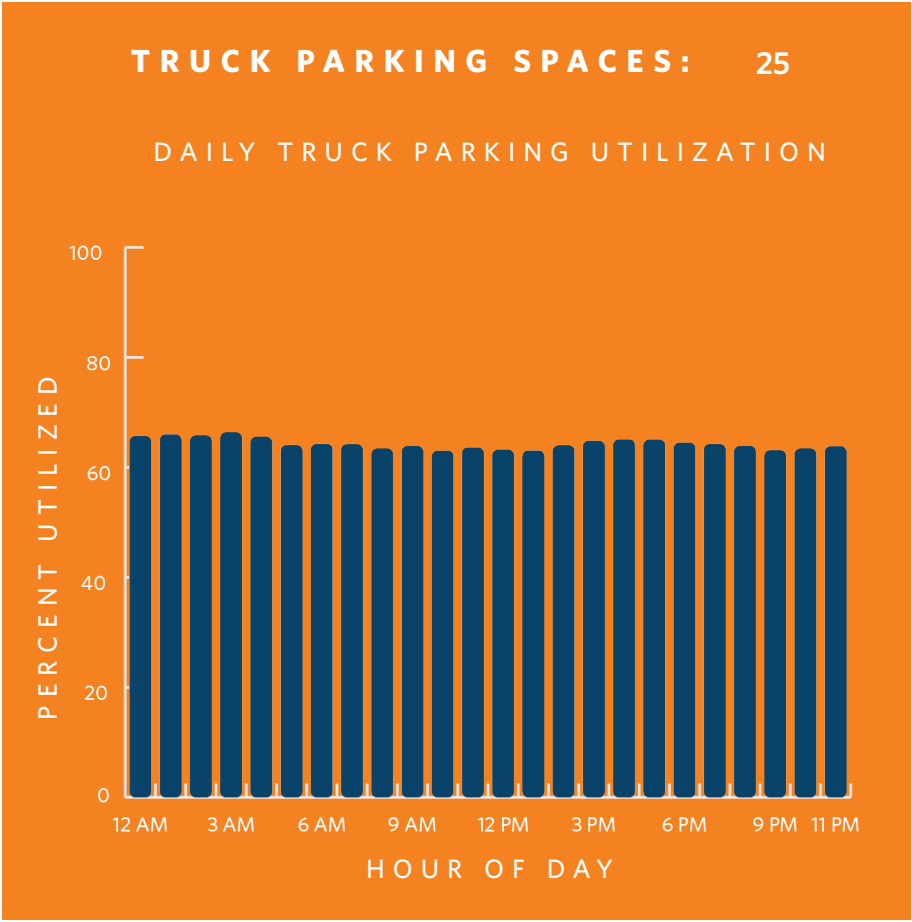
County	Duval
City	Jacksonville
Roadway(s)	I-295
Facility Type	Private
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
N		Truck Scales
N		Repair/Maintenance
N		Showers
N		Groceries
N		Internet/Wi-Fi
Y		Pet Area
Y		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

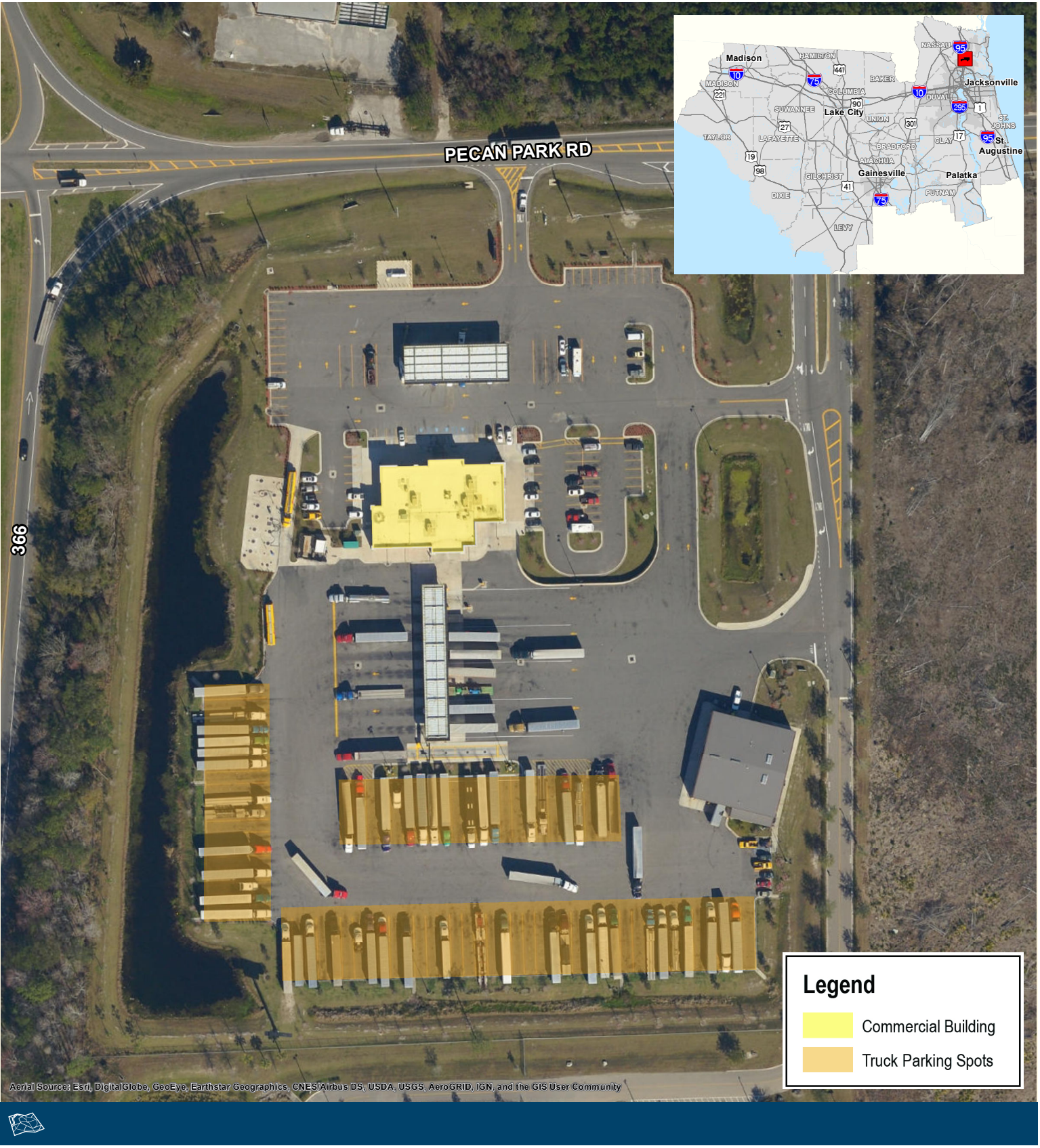
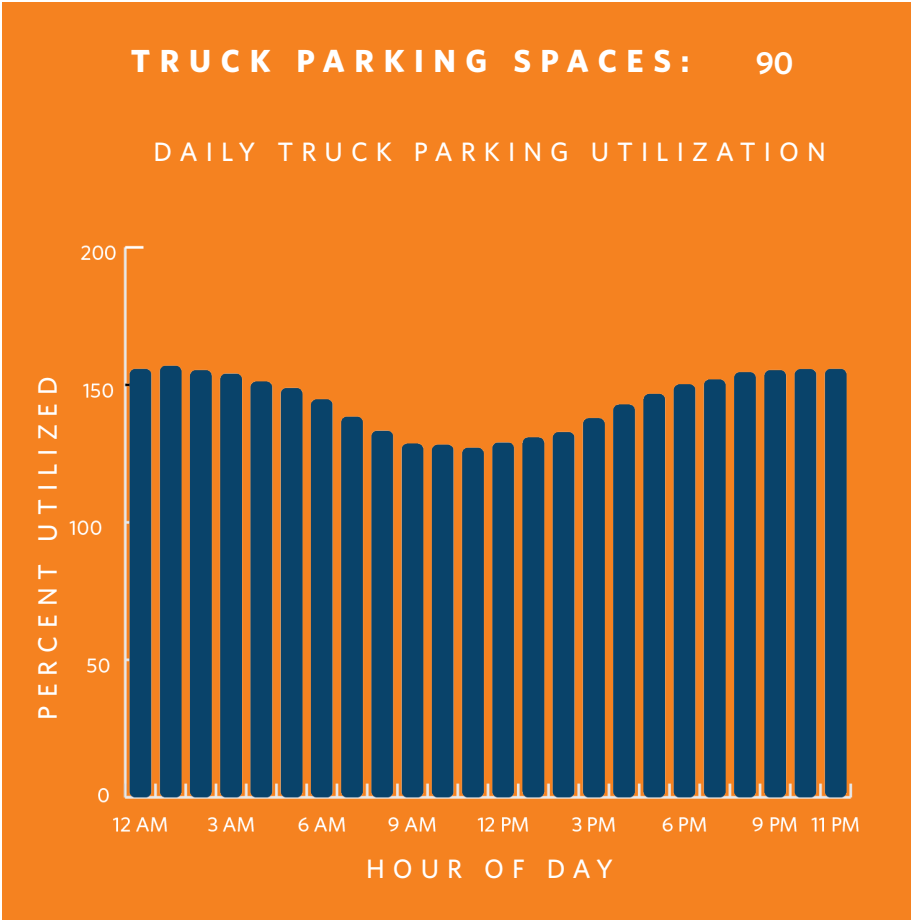
County	Duval
City	Jacksonville
Roadway(s)	I-95
Facility Type	Private
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Free



AMENITIES

☒		Restrooms
☒		Vending Machines
☒		Nighttime Security
☒		Convenience Store
☒		Restaurant(s)
☒		Fuel
☒		Truck Scales
☒		Repair/Maintenance
☒		Showers
☒		Groceries
☒		Internet/Wi-Fi
☒		Pet Area
☒		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

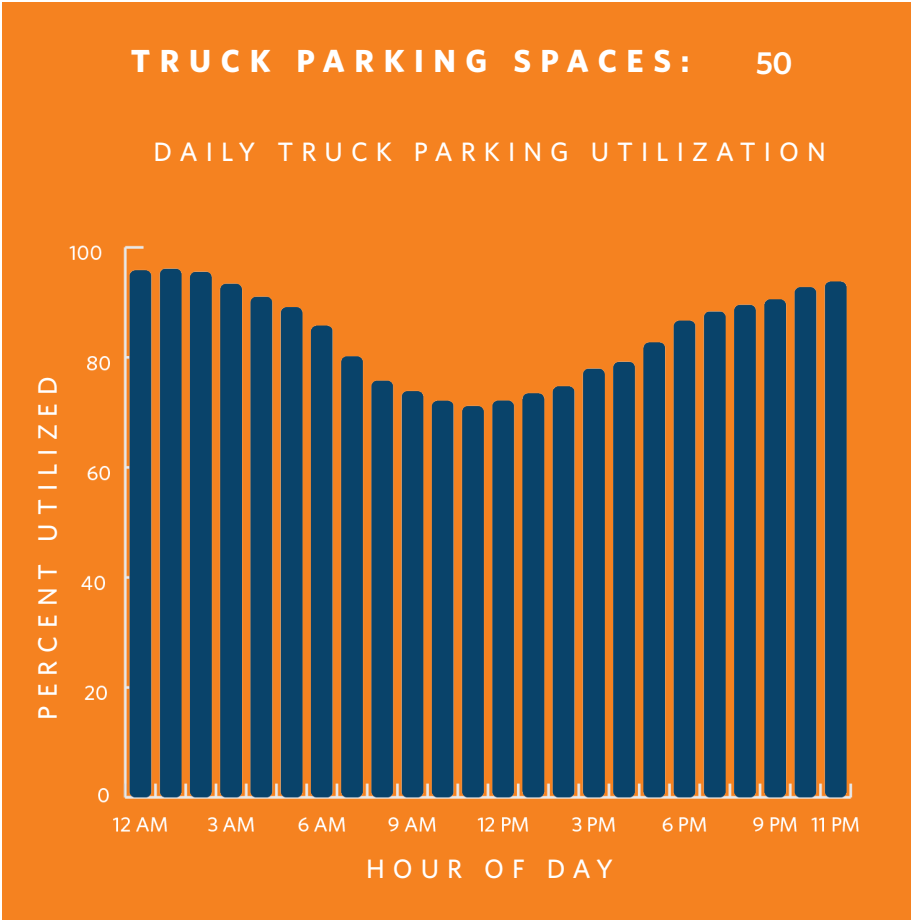
County	Duval
City	Baldwin
Roadway(s)	I-10
Facility Type	Private
Hours of Operation	Mon-Sun, 24 hours
Parking Cost	Prime Parking is \$12 - \$15



AMENITIES

Y		Restrooms
N		Vending Machines
N		Nighttime Security
Y		Convenience Store
Y		Restaurant(s)
Y		Fuel
Y		Truck Scales
Y		Repair/Maintenance
Y		Showers
N		Groceries
Y		Internet/Wi-Fi
Y		Pet Area
N		ATM

SUPPLY AND DEMAND



SITE OVERVIEW

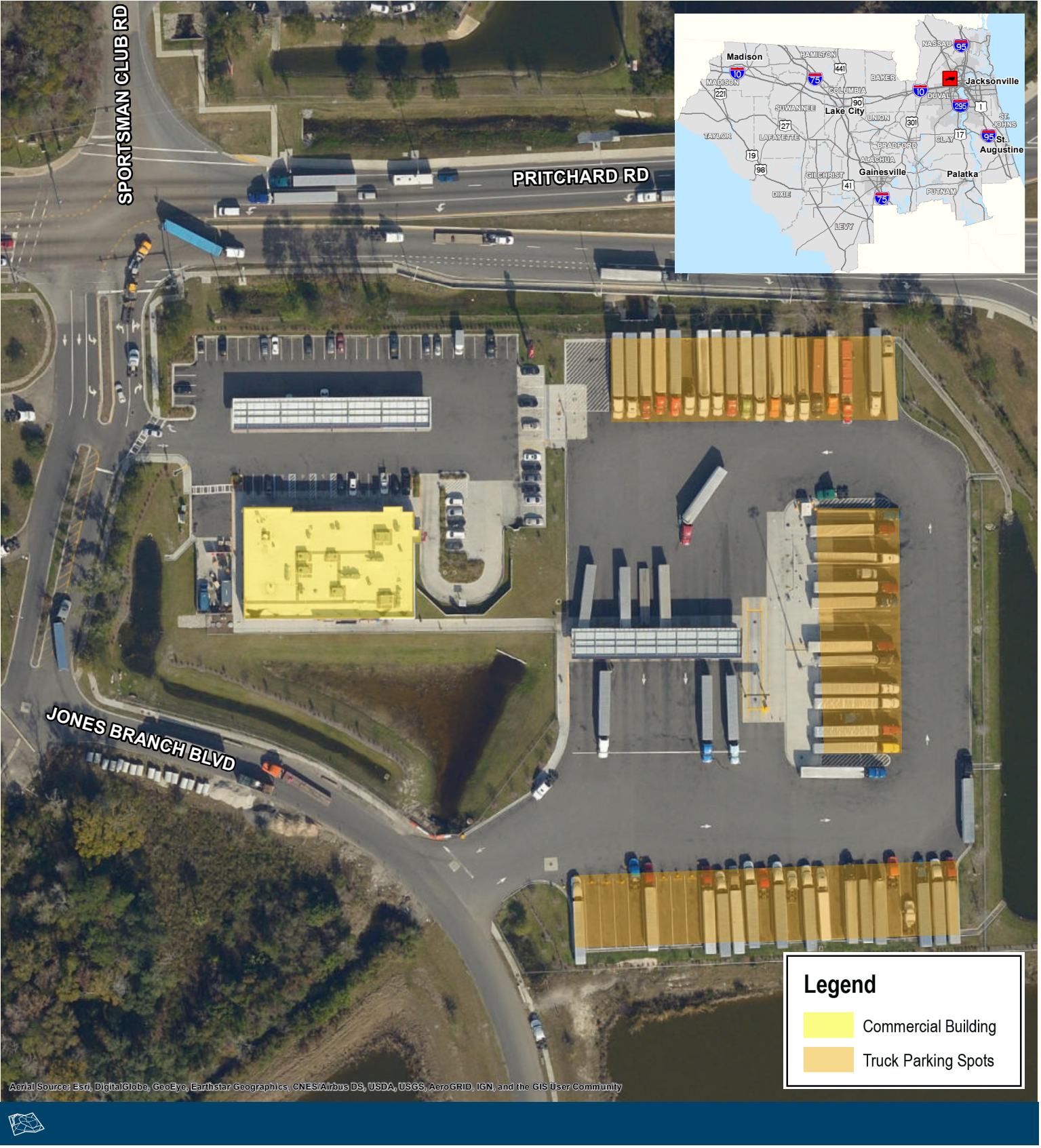
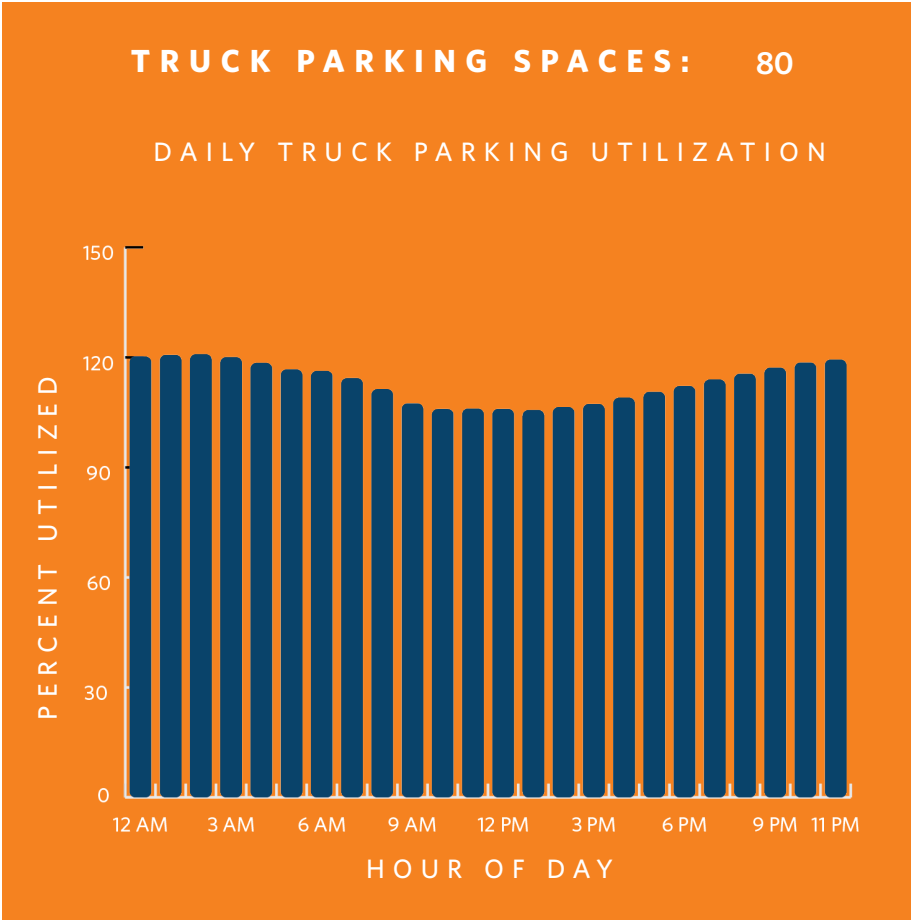
County	Duval
City	Jacksonville
Roadway(s)	I-295
Facility Type	Private
Hours of Operation	
Parking Cost	Free



AMENITIES

Y	Restrooms
N	Vending Machines
N	Nighttime Security
Y	Convenience Store
Y	Restaurant(s)
Y	Fuel
Y	Truck Scales
Y	Repair/Maintenance
Y	Showers
N	Groceries
Y	Internet/Wi-Fi
Y	Pet Area
Y	ATM

SUPPLY AND DEMAND





NORTHEAST FLORIDA
TRUCK PARKING STUDY

Appendix C: Truck Parking Funding

This appendix provides a summary of available funding programs to potential fund truck parking improvements. Each program has a specific set of eligibility requirements and other constraints that must be taken in consideration when developing implementation strategies.

Funding Program	Agency	Discretionary/ Formula Funding	Type	Purpose
National Highway Freight Program (NHFP)	USDOT / FHWA	Formula Funding	Capacity	To improve the efficient movement of freight on the NHFN and support several goals.
Surface Transportation Block Grant Program	USDOT / FHWA	Formula Funding	Capacity	To promote flexibility in State and local transportation and provide flexible funding for State and local transportation needs and border congestion (designated by the Governor).
FY 2019 National Infrastructure Investments (BUILD Program)	USDOT / OST	Discretionary	Capacity	To invest in surface transportation infrastructure projects having a significant local or regional impact on a competitive basis.

Nationally Significant Freight and Highway Projects (INFRA)	USDOT / FHWA	Discretionary	Capacity	To provide financial assistance—competitive grants, known as INFRA grants, or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to improve the safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in global economic competitiveness of the U.S.; reduce highway congestion and bottlenecks; improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; and address the impact of population growth on the movement of people and freight.
Strategic Intermodal System (SIS) Program	FDOT	Formula Funding	Capacity	To focus the State's limited transportation resources on the facilities most significant for interregional, interstate, and international travel.
Advanced Transportation and Congestion Management Technologies Deployment Initiative	USDOT/ FHWA	Discretionary	Technology	To make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.



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For project details, please visit: www.fdotd2crossdock.com