Truck Parking Supply and Demand Analysis

Final Report - December 2025

FDOT

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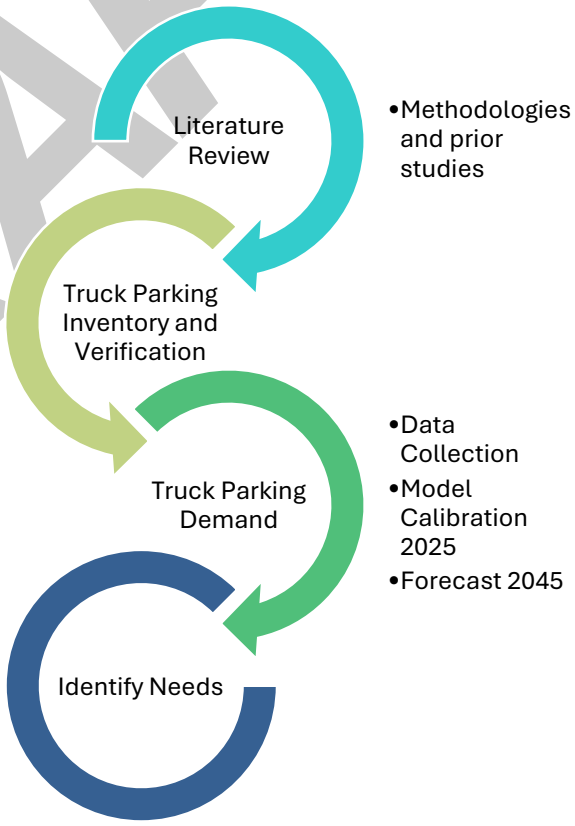
SUMMARY

This document summarizes the results of the Truck Parking Supply and Demand Analysis study conducted as part of the Florida Department of Transportation (FDOT) District 4's effort to provide a technical, data-driven approach to identifying and addressing truck parking needs within the geographic study area that includes Broward, Palm Beach, Martin, Saint (St.) Lucie, and Indian River counties.

Figure 1 shows the high-level process followed in this study to develop an estimate of truck parking space needs for District 4. An extensive literature review of prior studies and the methodologies used to build truck parking estimates, including forecasting models, was conducted. This was followed by an inventory of truck parking within the District's five counties and by estimating space utilization by hour of day, day of week, and month of year.

Based on a review of data sources and coordination with Central Office and other Districts, Geotab was identified as the preferred dataset and acquired by the District. Existing truck parking demand was obtained using Geotab's Altitude platform, and this formed the basis of the truck parking estimation model.

Figure 1: Study Process



To estimate future demand, the first step was to develop and calibrate a truck-parking demand model, with existing demand as the dependent variable and key parameters identified. The model parameters included:

- Population and employment,
- Truck traffic volumes, and
- Proximity to and size of freight activity areas.

The key results of this analysis indicate that truck parking demand will increase District-wide by approximately 42 percent by 2045, with the areas of highest future need in Broward, Palm Beach, and St. Lucie counties. There is currently a need for approximately 1,500 spaces in Broward and Palm Beach counties in 2025. When aggregated by county, a surplus is observed in St. Lucie County, with private truck parking sites included in the supply. By 2045, in Broward, Palm Beach, and Martin counties,

the existing need will increase by approximately 900 spaces. The results provide insight into the future truck parking environment in support of Florida's Freight Mobility and Trade Plan.

1 BACKGROUND AND PRIOR STUDIES

Across the country and in Florida, the lack of safe, appropriate, and authorized truck parking has been identified as a significant challenge and concern for the trucking and logistics industry, law enforcement, and local agencies. The Federal Motor Carrier Safety Administration (FMCSA) hours-of-service (HOS) rules govern the amount of time a commercial driver can be "on duty" and require rest periods to ensure drivers remain awake and alert while driving. This makes safe and available truck parking a critical aspect of their jobs as they balance delivery schedules and truck parking availability, and it also contributes to safer roadways for the rest of the traveling public by reducing the use of locations like highway shoulders, freeway exit/entrance ramps, vacant lots, and side streets for informal parking. FDOT plays an important role in providing safe, secure, and readily available truck parking facilities as a crucial part of maintaining the efficiency and reliability of Florida's supply chain. Accordingly, District 4 initiated this study to quantify current and future truck parking demand.

District 4 completed a Truck Parking Supply and Demand analysis in 2017, which identified truck parking supply, utilization, and demand across the District's five counties. That study identified a truck parking supply exceeding 1,600 spaces and an unmet demand estimated at 500 to 1,000 spaces across the District, with a focus on Broward and Palm Beach counties.

This report provides a 2025 update on the state of truck parking supply and demand, based on current data following significant shifts in the logistics industry since the Covid-19 pandemic beginning in 2020, and utilizing newly available "big data" resources. The site inventory analysis was conducted in 2024 (as noted in the data). It is understood that no new spaces were added to the inventory, and that 2025 was used consistently with travel-demand model data (2025 and 2045). The forecast year 2045 represents the most recent TCRPM and SERPM models forecasted truck volumes for the study area at the time of the analysis . This analysis also examined multiple truck parking studies conducted throughout Florida, including those focused on Southeast Florida and the district. A brief summary of each study's scope and approach is provided below:

- FDOT Central Office recently conducted a few truck parking studies:
  - The Statewide Truck GPS Data Analysis in 2019 identified parking supply and utilization based on American Transportation Research Institute (ATRI) data and a systematic evaluation methodology (FDOT, 2019).
  - The Statewide Truck Parking Study conducted in 2020 identified 20 areas of concern via the combination of highly utilized and unauthorized regions statewide. The results include, among other places, a District 4 cluster in Palm Beach County (FDOT, 2020). This calculation is done via a volume-to-capacity index. Where demand represents volume, and capacity is defined by the number of truck parking spaces.

  - The Truck Parking Implementation Study conducted in 2023 shows that most truck parking sites in Broward, Palm Beach, and St. Lucie counties are reaching capacity (76% -100%) or overutilized (> 100%) and confirms that several District 4 sites operate over 75% utilization. In particular, the results show St. Lucie rest areas and Martin County WIM stations at 123% utilization, and Martin County rest areas at 112% utilization. The report also indicated that the highest rates occurred on Tuesday and Friday between 9 PM and 2 AM (FDOT, 2023).

- FDOT District 6 completed a Truck Parking Supply and Demand Study Master Plan in 2022, utilizing a combination of datasets to verify truck parking supply and demand, estimating a shortfall of over 3,000 spaces, or 30 percent of the current supply (FDOT District 6, 2022). This estimate was based on two prior studies conducted in the District since 2019.
- A Districtwide Truck Parking Inventory was conducted by District 1 in 2017 to assess and document the truck parking facilities across Florida's District 1, focusing on both public and private parking locations providing overnight truck parking. The purpose of the study is to provide a comprehensive inventory of existing truck parking areas and to identify future and potential facilities to address the growing demand for truck parking, particularly with Freight Mobility Corridors (FMCs). The inventory can assist local and state-level agencies in planning future truck parking by identifying current infrastructure in the region and providing local ordinances that could affect overnight truck parking availability and future developments (FDOT District 1, 2017) .
- A Truck Parking Supply and Demand Study evaluated the current truck parking conditions in Florida's District 4. The study assessed the demand for additional truck parking capacity , which encompasses Broward, Palm Beach, Martin, St. Lucie, and Indian River counties. The purpose was to identify gaps and propose potential solutions to address increasing truck parking demand, particularly for long-haul truck drivers, who face challenges finding adequate parking spaces, which is essential for compliance with federal Hours of Service (HOS) regulations. The methods used to estimate truck parking supply, demand, and utilization followed the FHWA's Study of Adequacy of Commercial Truck Parking Facilities (2002) model (FDOT District 4, 2017).

Additionally, studies from across Florida and national jurisdictions, including other Districts and FHWA, were reviewed, and their findings were incorporated into the development of this study's forecasting methodology. For example, the Truck Parking Development Handbook (FHWA, 2022a) identifies the most relevant and widely known demand factors for estimating truck parking. Additionally, the Model Development for National Assessment (FHWA, 2022b) and the Study of Adequacy of Commercial Truck Parking Facilities (FHWA, 2022c) provide a reference methodology for modeling truck parking demand using fundamental factors such as truck volumes, speeds, and roadway segment length.

1.1 STUDY PROCESS AND FINDINGS

This study, conducted by the District 4 Office of Modal Development (OMD), applied a structured, multi-step methodology to evaluate existing and future truck parking supply and demand across the District. The approach integrated prior study review, facility inventories, and analysis of public and private data sources. Figure 2 summarizes the project development process; additional details are provided in the following sections.

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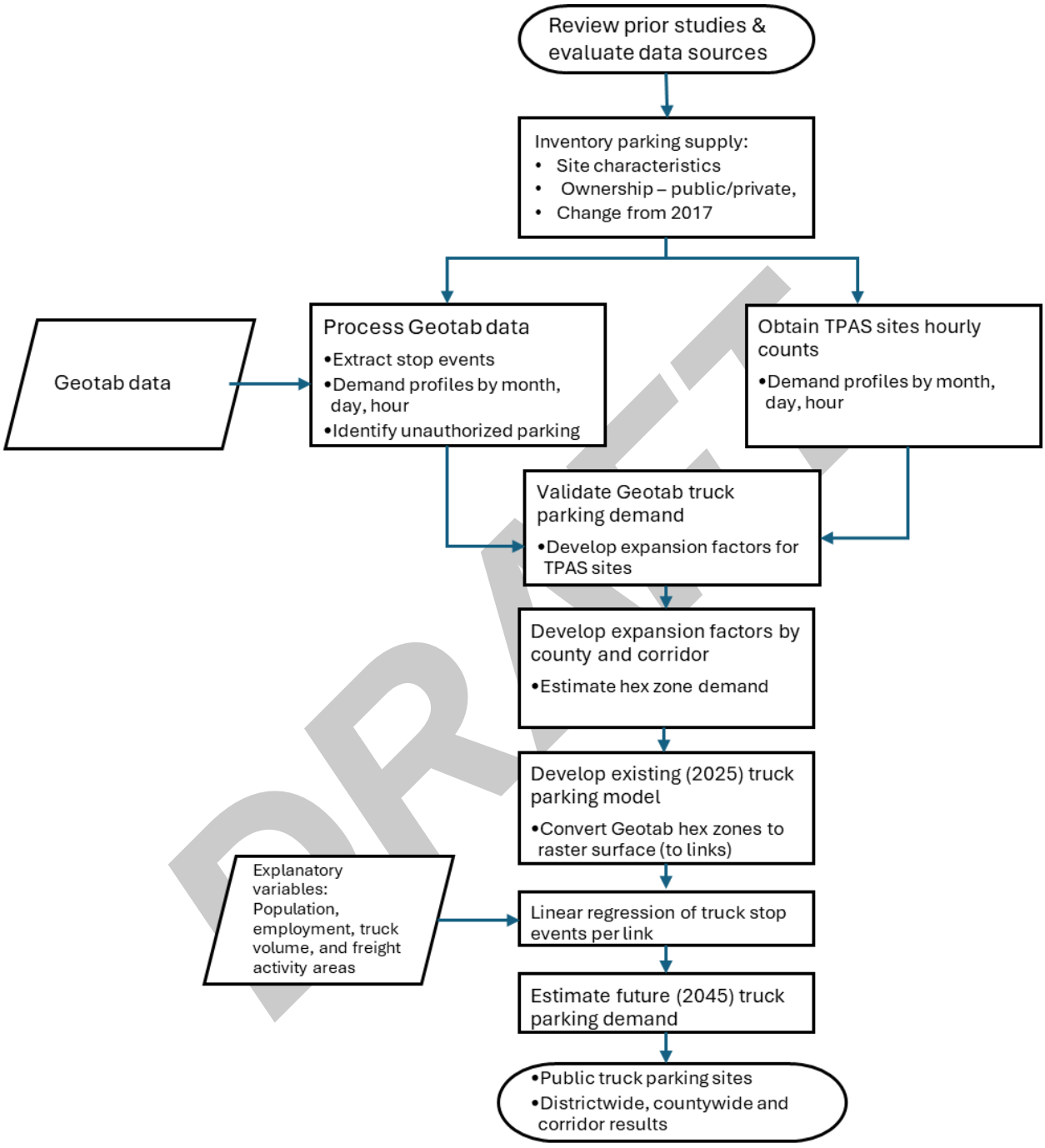
Figure 2: Flowchart of Project Development



1. **Review of Prior Studies and Data Sources**

The effort began with a review and summary of prior truck parking studies nationwide, including those in Florida and the southeastern region. Additionally, a review and evaluation of publicly and privately available data sources was conducted to estimate future truck parking demand.

2. **Inventory of Existing Truck Parking Supply**
   A comprehensive inventory of publicly accessible truck parking facilities was conducted for each county within the District and compared with the previously documented 2017 inventory. The effort documented the number of public and private truck parking spaces throughout District 4, along with the characteristics and amenities at each facility. A total of 2,744 spaces in 30 sites was identified. The largest supply of spaces is provided in St. Lucie and Broward counties, with 1,279 and 915 spaces, respectively, followed by Martin, Indian River, and Palm Beach counties.
3. **Analysis of Utilization Using Truck Parking Availability System (TPAS) Data**
   FDOT's TPAS was used to obtain hourly truck parking utilization data from Florida's 511 online system. Data was analyzed for 405 spaces across eight rest areas and weigh-in-motion stations within the District to identify demand patterns by month, day of the week, and hour of the day.
4. Utilization Analysis Using Geotab
   Four months of Geotab data were acquired and analyzed using the Altitude platform to identify truck stop events (parking) at the 30 parking sites across the five counties. This analysis produced utilization profiles by month, day, and hour and identified peak demand conditions, with the highest observed demand occurring in Broward County on Tuesday evenings, starting at 8:00 p.m.
5. Validation Analysis Using Geotab Data
   Geotab-derived parking demand estimates at TPAS sites were validated using expansion factors applied to Geotab estimates relative to observed TPAS counts.
6. Development of County and Corridor Level Expansion Factors
   Additional expansion factors were developed for each county and for major corridors within the District to support the broader application.
7. Truck Parking Demand Modeling
   A linear regression model was developed to estimate truck parking demand along any roadway corridor within the District. The model integrated the parking utilization data described above with additional available transportation and socioeconomic variables. The analysis identified population, employment, truck volumes, and proximity to freight activity areas as the most significant predictors. Based on this, the total current demand for both public and private truck parking spaces was estimated at 2,088 across the District, with 375 spaces for public truck parking. Results indicate that demand exceeds supply in Broward, Palm Beach, and Martin counties, while excess capacity exists in St. Lucie and Indian River counties. The analysis also identified 419 hex zones potentially associated with unauthorized truck parking activity.

8. Future Truck Parking Demand
   Future truck parking demand was estimated by applying 2045 data to the calibrated 2025 model. Results indicate a site-based need for 665 additional truck parking spaces, including 201 public spaces. By 2045, approximately 100 spaces will be needed for public truck parking in St. Lucie County, 80 in Martin County, and nearly 20 in Broward County.

2 EXISTING INVENTORY OF TRUCK PARKING SUPPLY

A base dataset of existing truck parking spaces in District 4 was received from the FDOT's Freight and Rail office. The Truck Stops Database, compiled by the U.S. Department of Transportation's Federal Highway Administration (FHWA), was reviewed and cross-checked against the FDOT dataset. Public data sources (including Google Maps, Truck Parking websites, and the TruckersPath app) were also examined to supplement the inventory. The study team verified that the current inventory of public truck parking includes 30 sites. Figure 3 and Figure 4 shows the location and capacity. The existing inventory attributes were reviewed to describe their purpose and role in the subsequent steps. As shown in the figures, the Treasure Coast has large truck parking areas. In contrast, Broward County shows the Florida 595 Truck Stop as the largest in the county. It can also be observed that truck parking sites are more dispersed in Broward and Palm Beach counties, whereas on the Treasure Coast they are mostly near I-95. This impacts corridor analysis and freight generators used to model truck parking demand. It can also be observed that Indian River County has only a few truck parking sites.

Figure 3: Treasure Coast Truck Parking Inventory Locations and Capacities

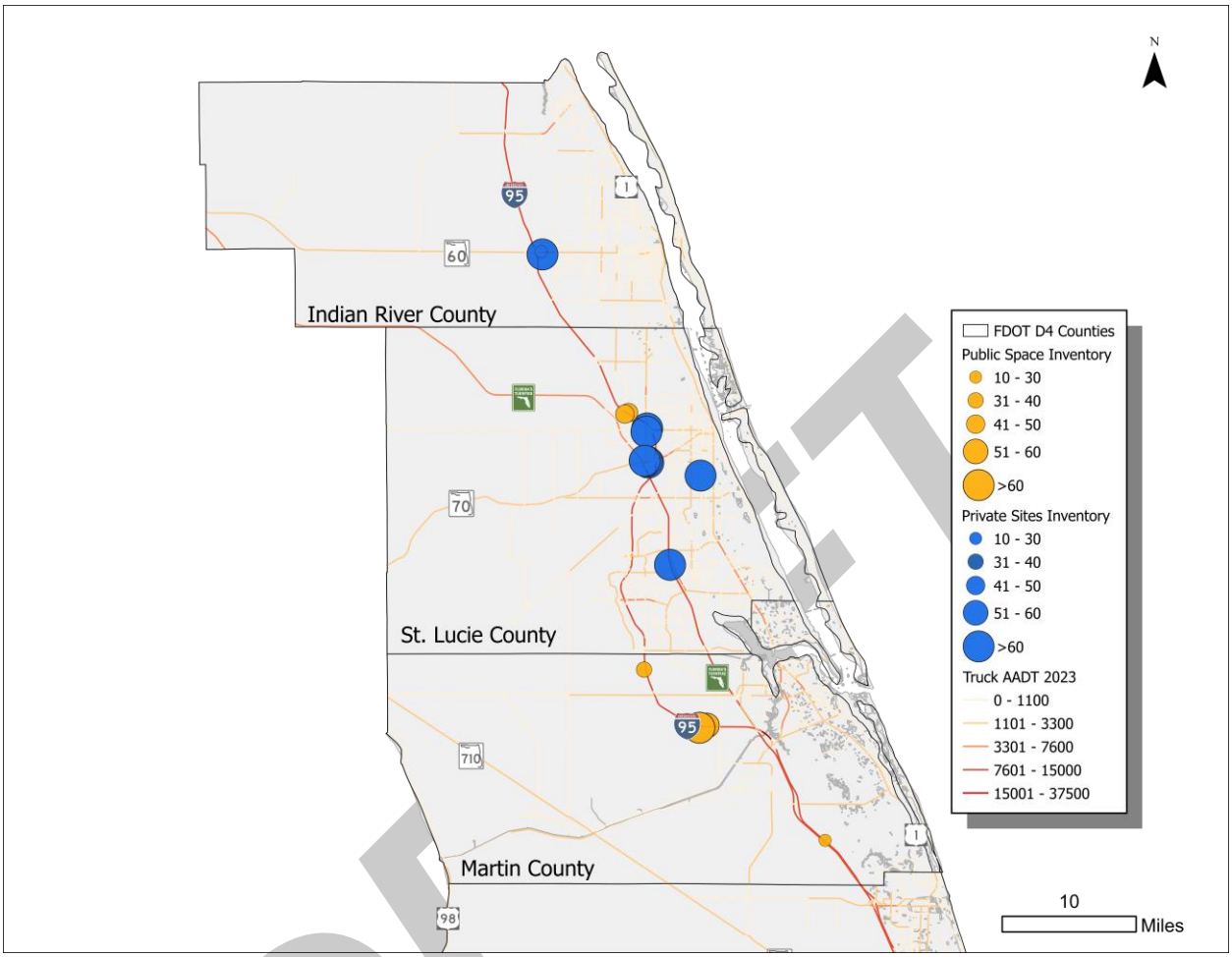
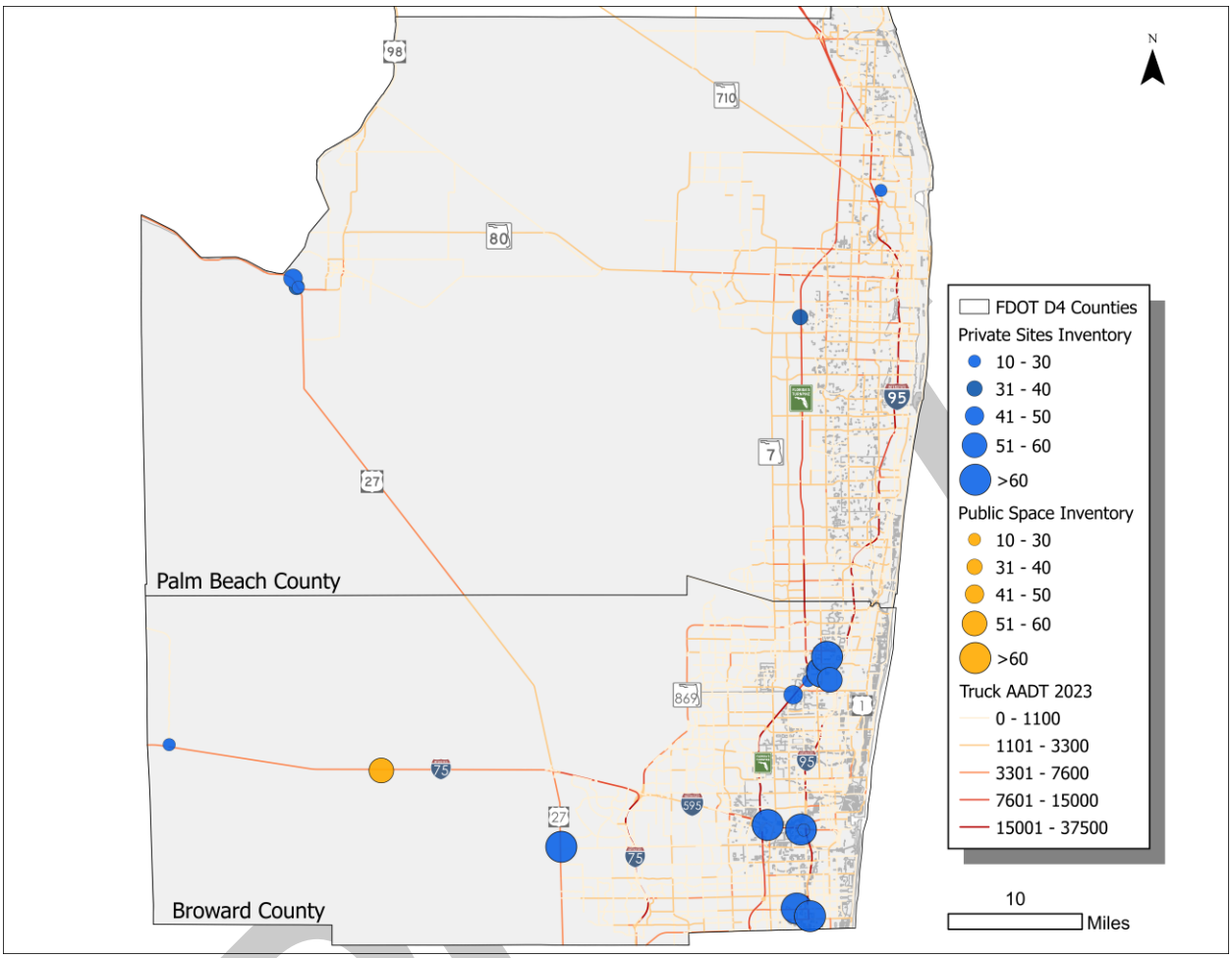


Figure 4: Broward County and Palm Beach County Truck Parking Inventory Locations and Capacities



To ensure data accuracy and completeness, field verification was conducted, and additional attributes and modifications to existing attributes were recommended to improve the accuracy of facility profiles. These included lighting, security, and traffic circulation. According to the and helps reduceFHWA Truck Parking Development Handbook, sufficient lighting is one of the most desired features of truck parking facilities. Lighting is important for safety and security, and reduces unauthorized parking. Designated parking facilities often have enhanced lighting, security cameras, fencing, controlled access, and other features that reduce safety risks. Figure 5 shows an example profile developed for each of the 30 identified facilities. The inventory field verification (including public and private facilities) confirmed the following:

- 89% have a restroom,
- 59% provide fuel,
- 56% have a convenience store, and
- 35% have access to showers

Figure 5: Example Inventory Profile

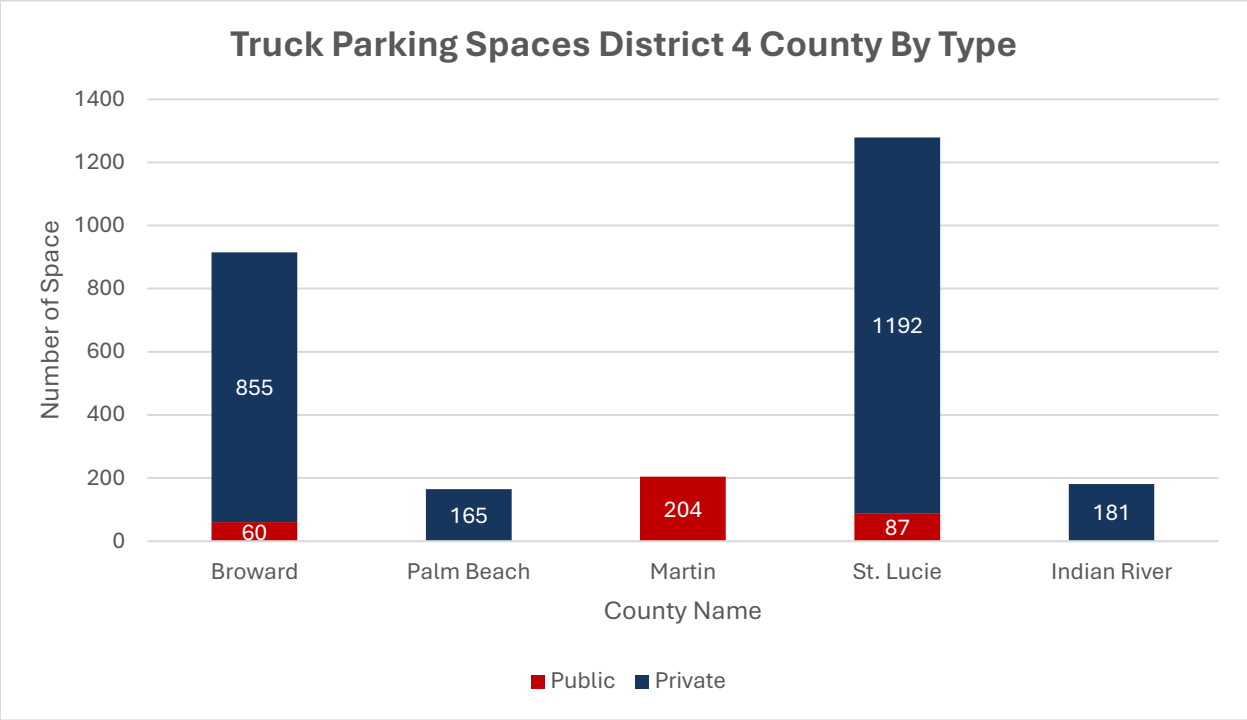
A summary of the verified sites displayed in Table 1. In 2024, the total number of truck parking spaces was 2,744, with an average of 91 per site. Most parking spaces are concentrated in St. Lucie County (47%) and Broward County (33%). Compared with the FDOT District 4 study in 2017, which identified 26 truck parking facilities and 1,619 spaces, the number of truck parking facilities has increased by 42%. The largest increase is in Broward County, where the number of facilities rose from 8 to 10.

Table 1: Truck Parking Sites and Total Spaces Summary

County	Number of Sites 2017	Number of Sites 2024	Average number of spaces/sites 2024	Total Spaces 2024	Distribution of Parking Spaces by County 2024
Broward	8	10	92	915	**33%**
Palm Beach	5	5	33	165	**6%**
Martin	3	4	51	204	**7%**
St. Lucie	7	9	142	1,279	**47%**
Indian River	3	2	91	181	**7%**
Grand Total	**26**	**30**	**91**	**2,744**	**100 %**

Figure 6 illustrates the number of truck parking spaces by county and type. The majority of parking spaces in Broward, Palm Beach, St. Lucie, and Indian River counties are privately owned, while all parking spaces in Martin County are public.

Figure 6: Truck Parking Spaces by County and Type



The largest number of spaces is in St. Lucie County, followed closely by Broward County; together, they account for 80 percent of the District's parking spaces.

3 ESTIMATING TRUCK PARKING DEMAND

3.1 DATA COLLECTION

Geotab data acquired by District 4 for this study provided hourly and daily counts of parked trucks at both designated and unauthorized spaces, derived from historical GPS tracking. To analyze truck-stopping events, Geotab uses polygon "hex zones" to load into the platform as the area of interest for data queries. Therefore, a hex zone is defined as a hexagonal zone (polygon) in the Altitude Geotab platform for data extraction purposes. The authorized truck parking is derived from the truck stops at the existing site location by creating a polygon around them. Unauthorized parking is defined as truck stops located within hex zones that are not considered existing sites, such as local streets and interchange ramps. A density of hex zones covers the study area and indicates the truck stops across the counties.

This data enabled the use of stop analytics to identify the duration and location of vehicle stops. This, in turn, allowed for the extraction of both authorized and unauthorized parking events. This is significant because it can prevent potential unauthorized parking by providing adequate, safe, and authorized parking. Further examination of the data enabled mapping of average and maximum

hourly utilization by county. This data provided insight into truck activity and utilization across counties, indicating the availability of truck parking and the frequency of truck activity.

The analysis uses data from four months (March, June, November, and December) processed via the Geotab Altitude platform. Two months represent the peak season, while two represent the off-peak season. For each period, Geotab extractions were performed iteratively at monthly, weekly, and daily intervals. Monthly runs yielded averages by day of the week and hour for each month. Weekly runs resulted in averages and totals at the daily level. Daily runs resulted in hourly totals for each day of the period. The parking demand identified from Geotab data was expanded based on the validation at FDOT's TPAS sites within the District.

A total of 419 hex zones were identified in the Geotab database, including known public and private sites, as well as locations of informal and unauthorized truck parking. The analysis reveals that peak demand occurs in Broward County and on Tuesday evenings. Beginning at 8:00 pm, demand exceeds supply in Broward, Palm Beach, and Martin counties. Meanwhile, there is unused capacity available in Indian River County.

Figure 7: Average Daily Utilization by County

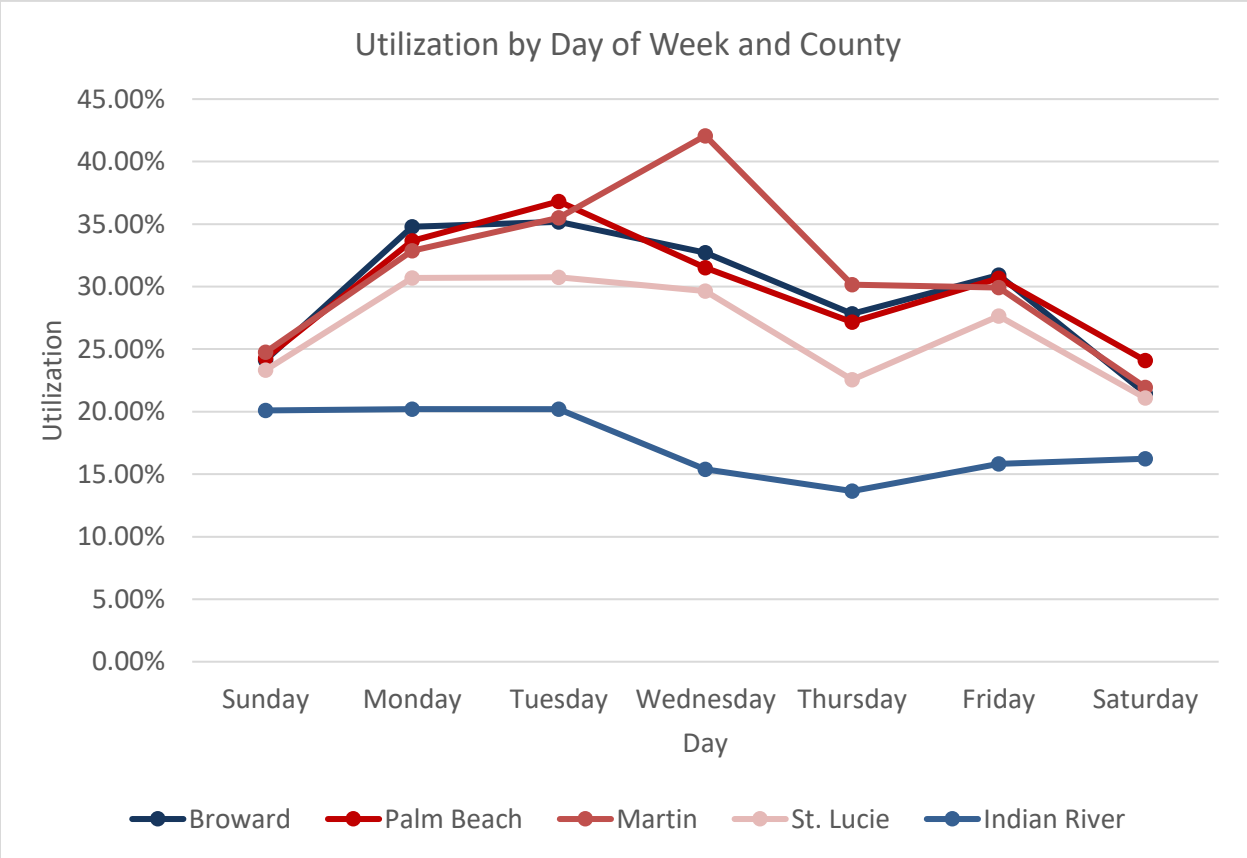
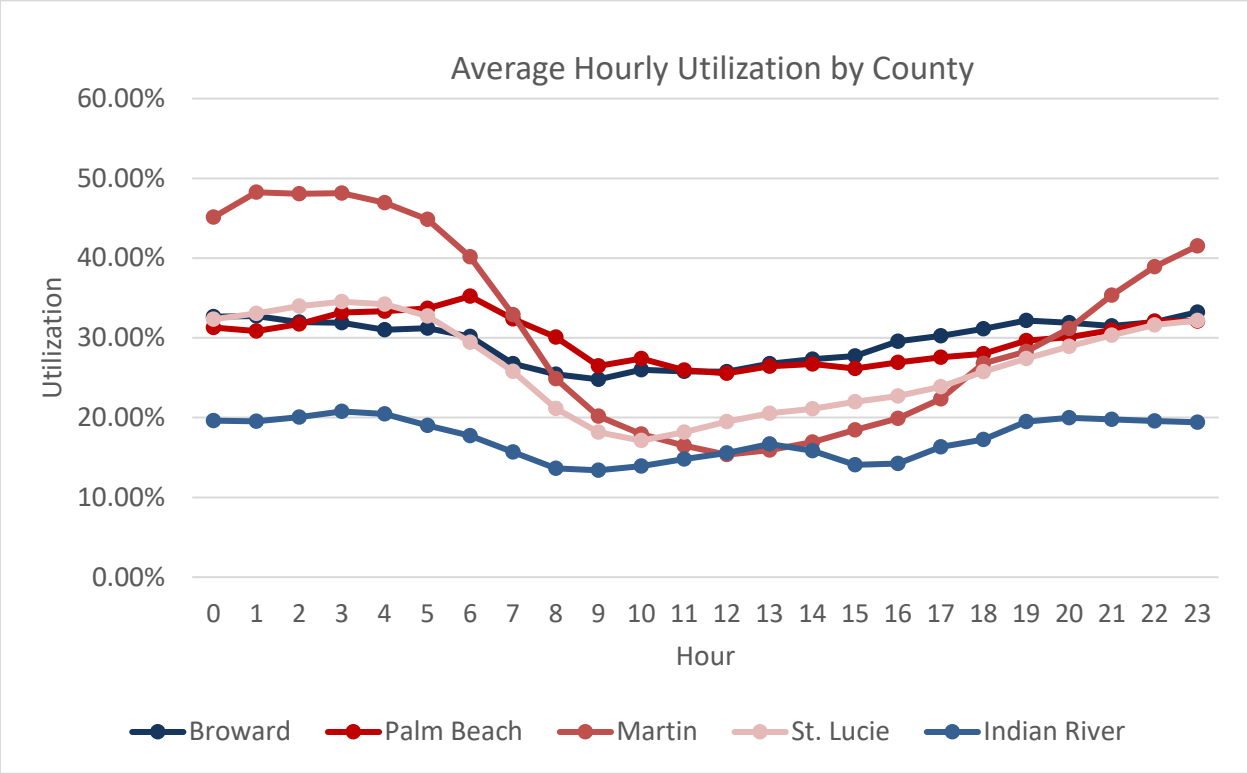


Figure 8: Average Hourly Utilization by County



3.2 MODEL ESTIMATION EXISTING (2025) AND FUTURE (2045) TRUCK PARKING DEMAND

Geotab data were analyzed using regression, and the most relevant factors for estimating truck parking demand were identified as population and employment, truck traffic volumes, and proximity to and size of freight activity areas.

Table 2 shows the model results with the estimated parameters for the independent variables described above. The estimated coefficients are used in the equation with data for 2045 on population and employment, truck traffic, and the proximity and size of major freight activity areas.

Table 2: Results Link-based Analysis (Model Structure: Ordinary Least Squares (OLS) Regression

Variable	Coefficients	Standard Error	t Stat
Population	0.081	0.0004	19.2
Employment per zone	0.208	0.0005	36
Truck AADT	0.048	0.003	14.2
Proximity to Major Freight Activity areas	0.804	0.02	37.2
Size of Freight Activity Areas	0.685	0.02	33.9
Goodness of Fit			
Multiple R	0.705		
R Square	0.497		
Adjusted R-Square	0.496		
Standard Error	26.13		
Observations	**3851**		

The 2045 truck parking forecast uses calibrated coefficients from the existing demand model and applies three key future forecast variables to estimate future demand. The equation is Log (Truck Parking Demand) = 0.048*Truck AADT + 0.804*Proximity to FAA + 0.685*Size of FAA + 0.208*Employment + 0.081*Population.

The future variables include:

- Population and employment. These are sourced from the Southeast Florida Regional Planning Model (SERPM8), which covers Broward and Palm Beach counties. and the Treasure Coast Regional Planning Model version 5 (TCRPM5), which covers Martin, St. Lucie, and Indian River counties (Treasure Coast). The forecast year is 2045, and the available uniform forecast covers all District 4 counties. Both models utilize Citilabs CUBE 6.4.3 platform and are maintained by FDOT. The SERPM8 and TCRPM5 models utilize 2045 socioeconomic data to forecast 2045 truck traffic.
- Truck traffic. This is based on the 2045 truck volume and AADT forecasts from SERPM8 and TCRPM5. Data processing included aggregating segments from the SERPM model (approximately 27,879 roadway segments) into the truck parking forecast model (approximately 3,800 roadway segments).
- Proximity to and size of major freight activity areas. These are obtained from the District 4 study of Major Freight Activity Areas (District 4, 2023). Proximity was measured as the distance from each roadway link to the nearest major freight activity area. Size was calculated as the total acreage of freight activity areas within a 3-mile buffer of each link.

4 RESULTS

This section presents the results organized across four strategic geographic levels:

- **Districtwide:** Provides a macro-regional view to identify high-level trends in supply and demand across large areas.
- **Countywide:** Allows local planners to adjust solutions to specific jurisdictions and local regulations,
- **Corridor:** Focuses on critical routes where freight volume creates urgent safety and mobility needs, such as the I-95.
- **Site-based:** Evaluates specific locations to determine the need for a potential expansion.

The objective of these levels of analysis can be explained as follows:

- **Range of Needs:** Avoids a single, static figure, allowing flexible planning based on a spectrum of demand scenarios.
- **Authorized vs unauthorized truck parking**: The authorized truck parking is observed via existing sites, and unauthorized parking is observed via hex zones outside of the existing sites. This highlights areas where drivers are forced to park illegally due to insufficient infrastructure.

4.1 DISTRICTWIDE RESULTS

The estimated future demand model results for the District are presented in a heat map shown in Figure 9, and are based on expanded Geotab counts and future estimates for population, employment, and truck volumes. The methodology employed in this study uses a link-based approach to estimate the number of truck parking stops per link across the roadway network. Using kernel density analysis, the change in parking demand for the 2025-to-2045 period was converted into a continuous heat map to identify hotspots and spatial clustering patterns of parking demand growth. The map uses a five-class color scheme: green represents areas with minimal increased demand shown in green with blue and red indicating parking demand growth density.

The map also shows the locations of existing public truck parking facilities, allowing easy reference to areas of high future demand (red) with no existing parking supply.

Figure 9: Spatial Distribution of Parking Demand Increase by 2045

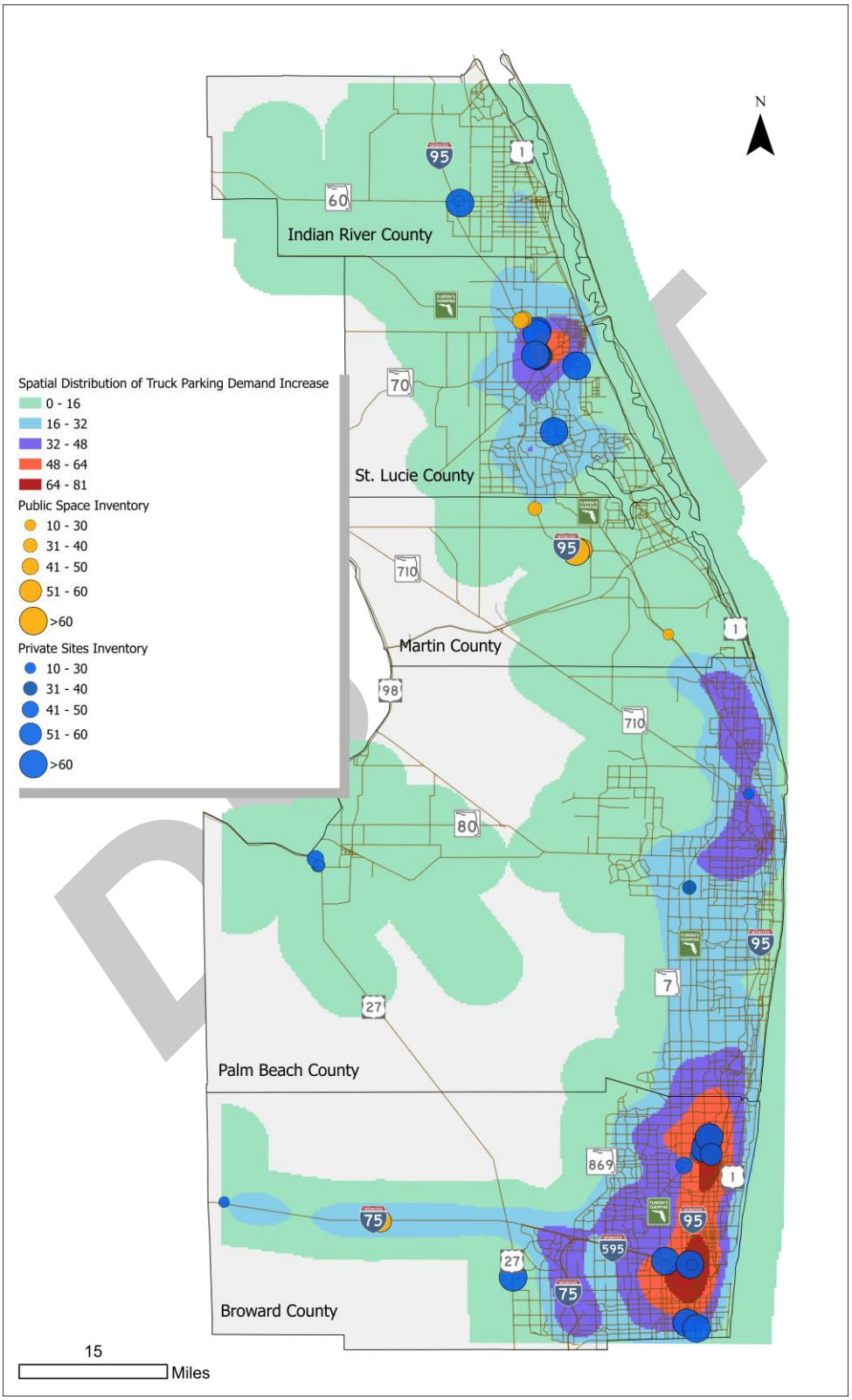


Figure 10, Figure 11 and Figure 12 show larger-scale insets of the parking demand map for Broward and St. Lucie counties, respectively.

Figure 10: Spatial Distribution of 2045 High Parking Demand– Broward County

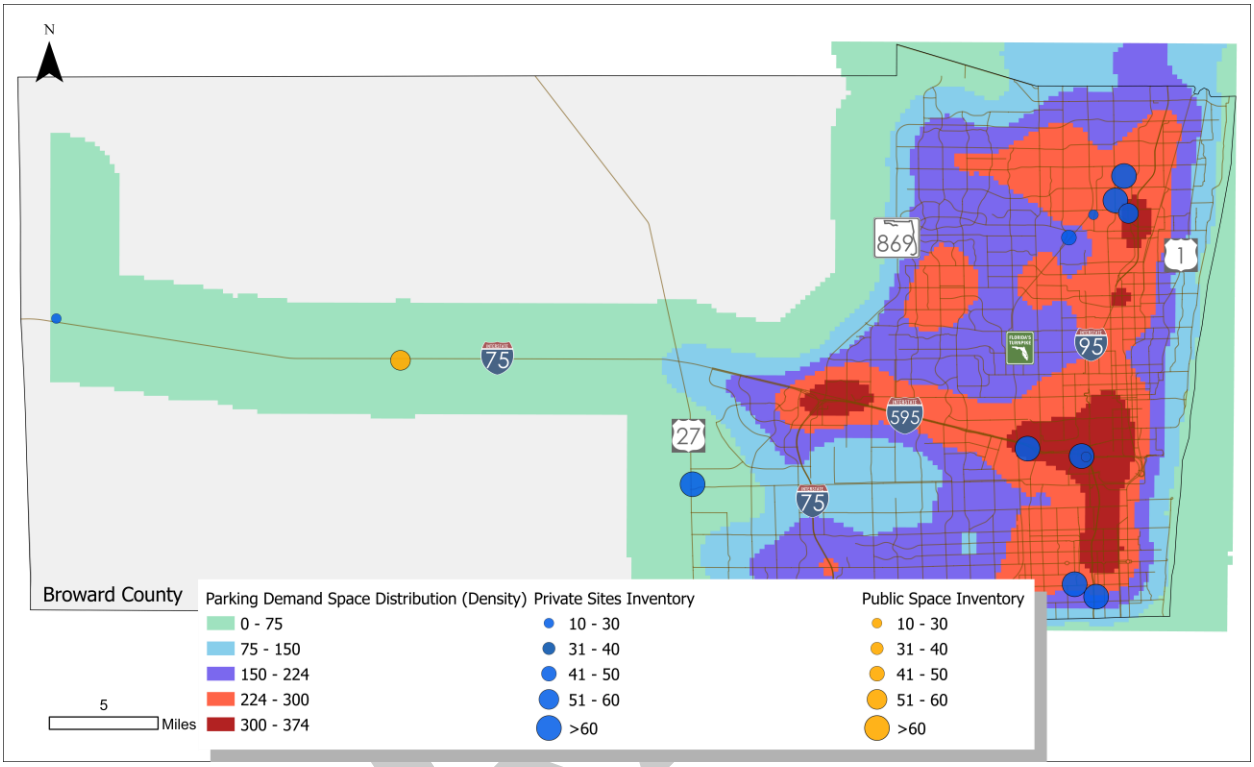


Figure 11: Spatial Distribution of 2045 High Parking Demand– Palm Beach County

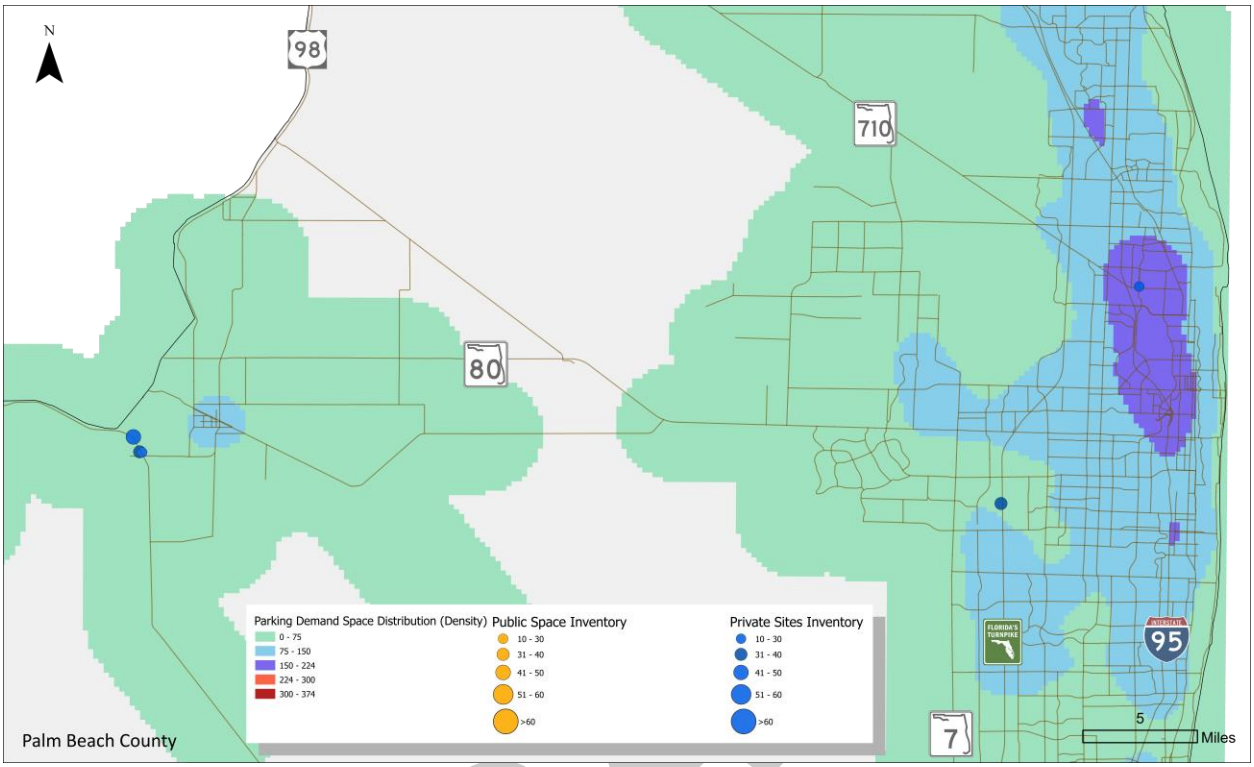
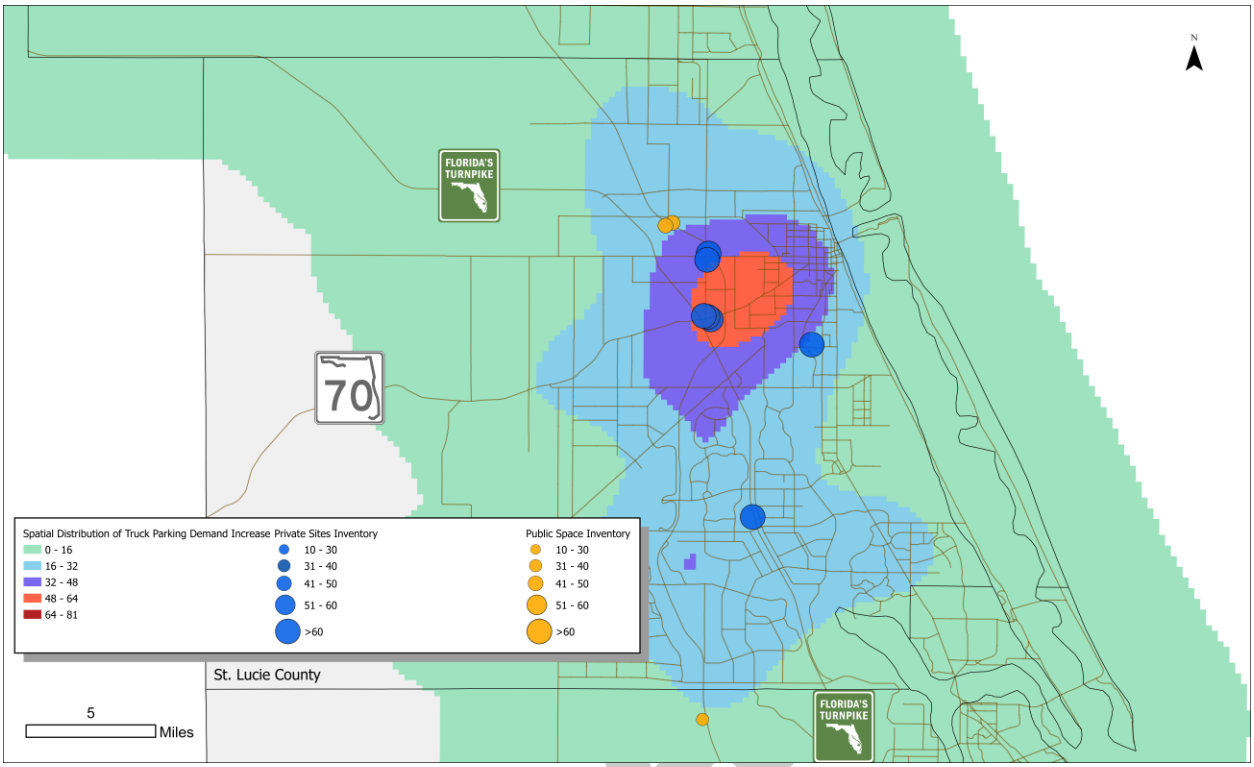


Figure 12: Spatial Distribution of 2045 High Parking Demand– St Lucie County



The results show that parking demand growth is primarily concentrated along key corridors, including major commercial districts and areas surrounding transportation hubs. The highest-growth regions (red) are mainly located in downtown commercial districts and near major transportation nodes. As shown, Broward and Palm Beach counties have the largest increase in truck parking demand.

Based on the map, specific areas showing a significant increase in future demand where no current parking supply is provided include:

- West of Palm Beach International Airport,
- Southern West Palm Beach,
- West and north Fort Lauderdale, and
- Sunrise

4.2 COUNTYWIDE RESULTS

The countywide results were analyzed based on authorized (existing sites) and unauthorized (hex zones) data. The first step was to identify the existing (2025) demand. Then, a growth factor was applied to develop the forecasted (2045) demand. Figure 13 shows a summary of the average growth of truck parking demand by county based on a comparison of existing (2025) and future (2045) demand. Growth was measured link by link, and the average was calculated across all links in the network. As shown, St. Lucie and Indian River counties will have the largest percentage growth, at 85% and 71%, respectively.

The average growth in truck parking demand across District 4 by 2045 is estimated at 42%. Sites currently over capacity will continue to exceed it, and sites approaching capacity will be at or above it by 2045. In St. Lucie County, where I-95 rest areas are currently exceeding capacity, projected growth is 85%.

Figure 13: Average Growth of Truck Parking Demand by County

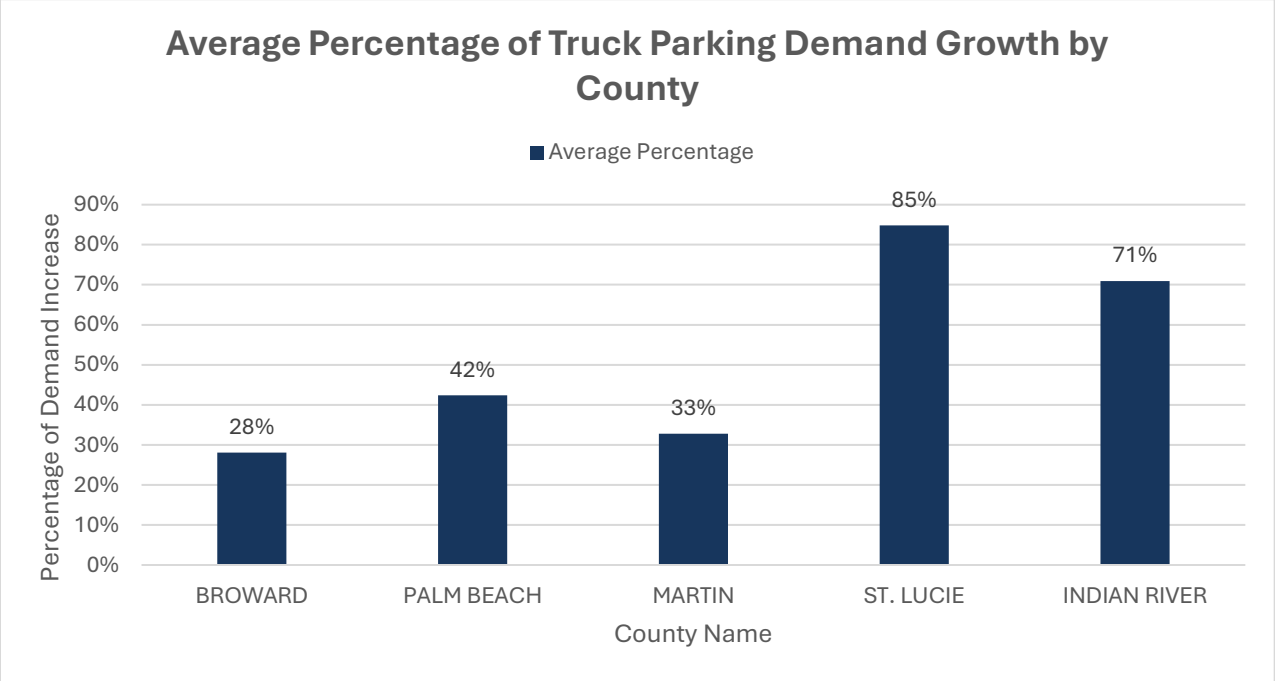
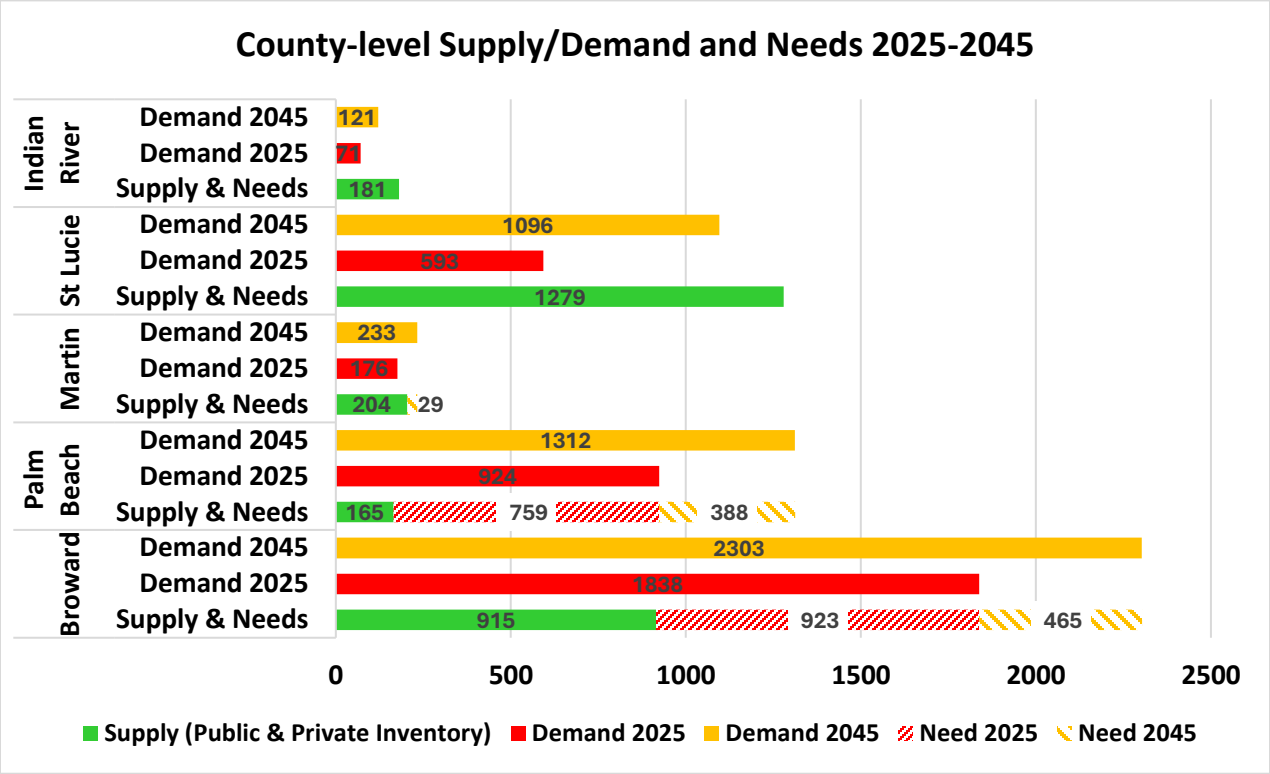


Figure 14 shows the existing and future supply and demand by county. As shown, the greatest needs are in Broward County, followed by Palm Beach and St. Lucie counties. Needs are calculated as the difference between supply (public and private sites) and demand, based on Geotab data (2025) and model implementation (2045). As can be seen, there is a current need of about 1,500 spaces in Broward and Palm Beach counties in 2025. A surplus is observed in St. Lucie County, with private

truck parking sites included in the supply. By 2045, in Broward, Palm Beach, and Martin counties, the existing need will increase by approximately 900 spaces.

Figure 14: Supply/Demand and Needs by County



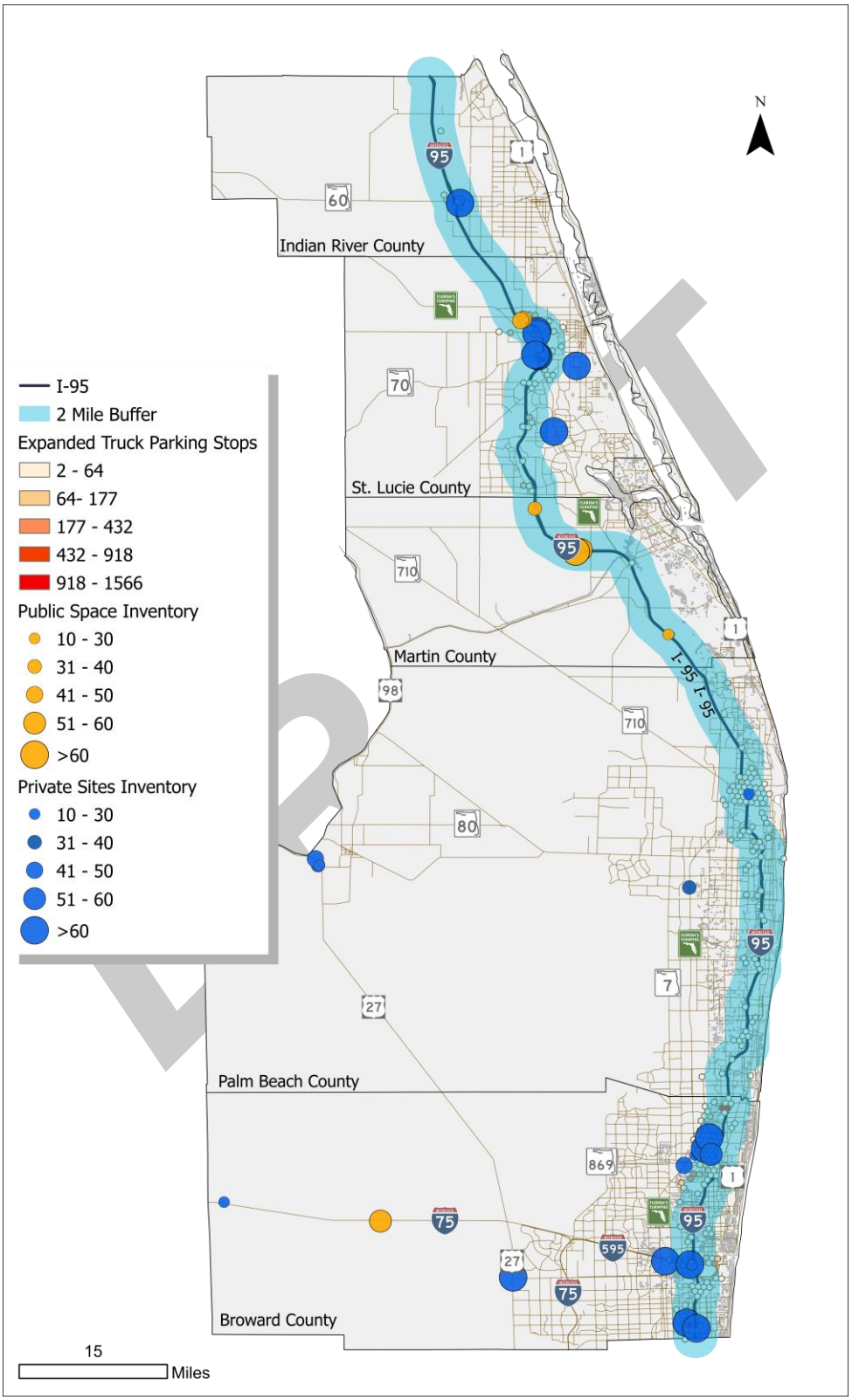
4.3 CORRIDOR RESULTS

A large share of truck parking demand and supply in South Florida is concentrated along the I-95 corridor. The analysis then examined demand within a 2-mile buffer of the Interstate to identify current and future demand in this area and quantify truck parking needs for each county segment.

The corridor and buffer area are shown in

Figure 15 together with existing public and private truck parking sites, and the hex zones showing current demand, with dark red indicating the highest levels of parking demand. The inventory of truck parking spaces within the 2-mile buffer includes both private and public sites.

Figure 15: Existing Parking Site Category along with I-95 and Truck Parking Hex zone



The public truck parking sites considered in this part of the analysis are shown in

Table 3.

Table 3: Inventory of Public Truck Parking Sites within the 2-mile buffer

County	Name	Public	
Martin	Martin Co I-95 Weigh Station (WIM) Northbound	22	
	Martin Co I-95 Weigh Station (WIM) Southbound	37	
	Martin Co Northbound Rest Area #40401	60	
	Martin Co Southbound Rest Area #40402	85	
St. Lucie	St. Lucie Co Northbound Rest Area #40391	44	
	St. Lucie Co Southbound Rest Area #40392	43	
Grand Total		**291**	

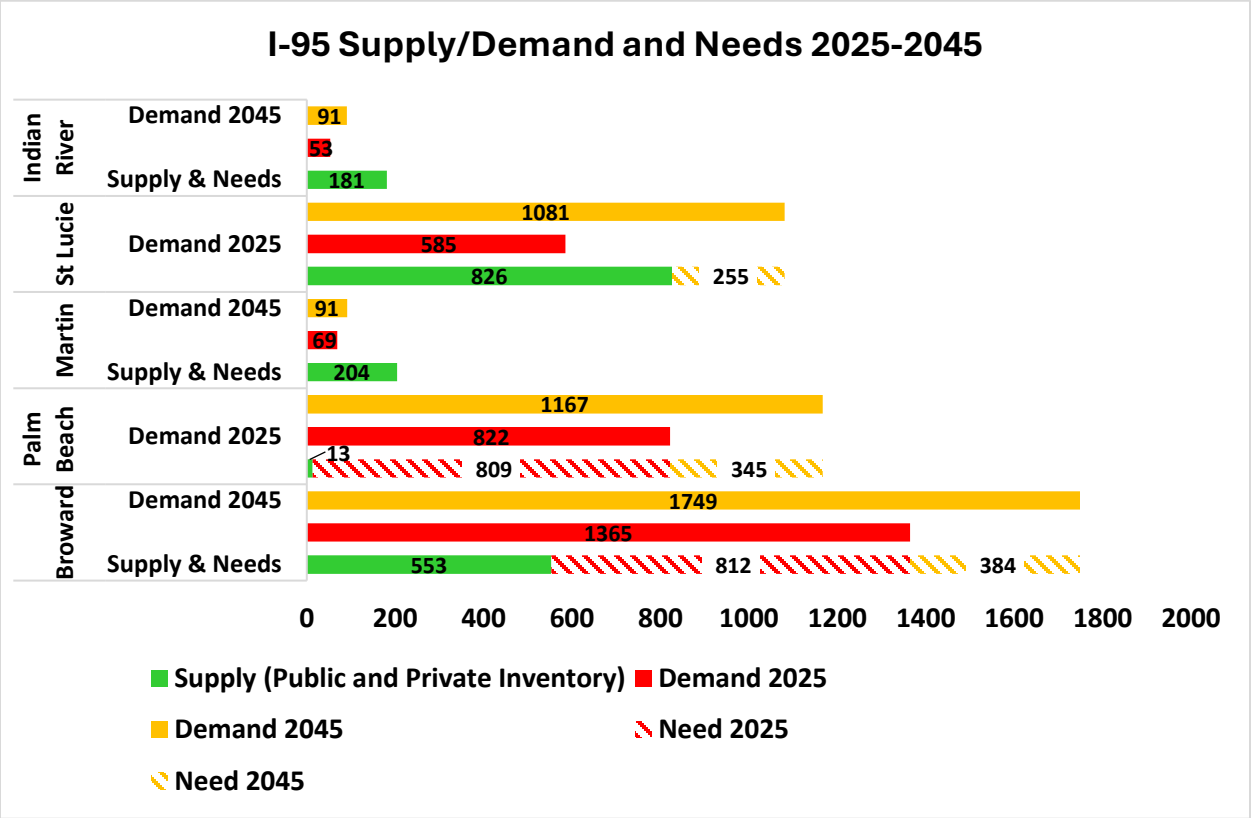
This sub-area demand within the corridor is shown for each county in Table 4.

Table 4: 2025 Truck Parking Demand - Average of Peak Hour along I-95 Corridor

County	Public Inventory	2025 Demand by County	2045 Demand by County	Growth by County I-95 Corridor
Broward	0	1,050	1,345	28%
Palm Beach	0	598	848	42%
Martin	204	46	61	32%
St. Lucie	87	400	739	85%
Indian River	0	41	69	71%
Total District 4	**291**	**2,134**	**3,063**	**42%**

Figure 16 shows the existing supply of public spaces (green), the current 2025 demand (red), and the future 2045 demand (orange) for the I-95 corridor within each county, as well as unmet demand (shaded).

Figure 16: Truck Parking Supply/Demand and Needs[1] 2025 – 2045 Average of Peak Hour along I-95 Corridor



*Based on Public and Private Inventory

The findings of this analysis quantify current and future unmet truck parking demand and support FDOT's statewide effort to strengthen the supply chain and support economic growth and activity in freight, logistics, and trucking. These efforts will help ensure sufficient, safe, and accessible truck parking.

4.4 SITE-SPECIFIC RESULTS

This section summarizes the results of the District 4 truck parking supply and demand analysis, which estimates current and future unmet truck parking demand for each of the five counties. This update to future truck parking demand projections will enable District 4 to align resources,

[1] Based on Average per hour

coordinate with partner agencies, and address identified challenges. Because the results focus only on site-specific counts, unauthorized parking is not considered.

Table 5 shows the resulting future demand for public truck parking spaces and compares it to existing inventory to identify unmet demand by county. The table shows 2025 demand based on the most recent available data, along with 2025 inventory levels. Table 5 also shows the maximum utilization per county and the average per group. The total current demand for both public and private truck parking spaces was estimated at 2,088 across the District, with 375 spaces for public truck parking.

Table 5: Existing and Future Public/Private Truck Parking Supply and Demand

County	2025 Inventory	2025 Demand	2025 Maximum Utilization	2045 Demand Estimate	2045 Maximum Utilization	2045 Unmet Demand
Private	**2,393**	**1,713**	**80%[2]**	**2,655**	**158%**	**464**
Broward	855	772	120%	994	154%	167
Palm Beach	165	163	113%	235	162%	70
St. Lucie	1,192	668	103%	1,238	191%	220
Indian River	181	110	74%	188	126%	7
Public	**351**	**375**	**107%**	**552**	**174%**	**201**
Broward	60	61	102%	79	132%	19
Martin	204	212	127%	283	169%	79
St. Lucie	87	102	118%	190	220%	103
Grand Total	**2,744**	**2,088**	**86%**	**3,207**	**166%**	**665**

Table 6 shows the resulting future demand for public truck parking sites and compares it to existing inventory to identify unmet demand by county. Focusing on public truck parking, unmet demand is projected to approach 200 spaces in District 4 by 2045, with half in St. Lucie County and the

[2] For representativeness, in both year cases (2025 and 2045), the public and private group values are calculated as the average of site-based maximum utilization values. A maximum of the peak values would not represent the average market behavior.

remainder in Martin County. The greatest demand-to-supply imbalance is anticipated in St. Lucie County, where demand will exceed supply by 120 percent.

Table 6 Existing and Future Public Truck Parking Supply and Demand

Truck Parking Site Name	Inventory Spaces	2025 Demand	Maximum Utilization (2025)	2045 Demand	2045 Future Need	Maximum Utilization (2045)
Alligator Alley Southbound Rest Area	60	61	102%	79	19	132%
Martin Co Northbound Rest Area	60	45	75%	60	0	100%
Martin Co Southbound Rest Area	85	108	127%	144	59	169%
Martin Co I-95 Weigh Station (WIM)	22	27	123%	36	14	164%
Martin Co I-95 Weigh Station (WIM)	37	32	86%	43	6	116%
St. Lucie Co Northbound Rest Area	44	52	118%	97	53	220%
St. Lucie Co Southbound Rest Area #40392	43	50	116%	93	50	216%
Total	**351**	**375**	**107%[3]**	**552**	**201**	**160%[4]**

[3] Average calculation of the maximum values shown for each site.

[4] Average calculation of the maximum values shown for each site

5 IMPLEMENTING NEW TRUCK PARKING SPACES

5.1 RECOMMENDATIONS AND SOLUTIONS

The purpose of this effort was to update estimates of truck parking supply, utilization, and demand across District 4. The analysis showed a current unmet demand of approximately 1,500 spaces, limited to Broward and Palm Beach Counties. By 2045, unmet demand at public and private facilities throughout the District will increase by at least 900, and 500 of those spaces will be required at existing sites, calling for expansion.

The core finding is a persistent, critical shortage of public parking. Prior studies suggested several strategies to mitigate the problem, and this current analysis also supports these:

- **Infrastructure Investment**: The primary solution is the development of new public and private parking facilities. This often requires dedicated funding and the identification of suitable locations, potentially through public-private partnerships (P3s).
- **Technology**: Implementing advanced technology like the Truck Parking Availability System (TPAS) can provide drivers with real-time information on available spaces via apps, DMS signs, and the FL511 system.
- **Optimizing Existing Space**: Short-term strategies include restriping existing rest areas for more efficient "back-in" parking layouts and utilizing underused private property.
- **Policy and Coordination**: better enforcement of parking rules in illegal areas, educating drivers about available spots, and coordinating efforts among FDOT, local governments, and private partners.
- **Funding**: Federal initiatives, such as the INFRA grants and the Infrastructure Investment and Jobs Act (IIJA), are channeling significant funds (over $180 million in Florida) to expand truck parking capacity.

Ultimately, the truck parking crisis is more than a logistical bottleneck—it is a critical threat to highway safety and supply chain resilience; without aggressive infrastructure investment today, the 500-space deficit projected for 2045 will fundamentally compromise District 4's ability to sustain Florida's economic growth.

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