



**NORTHEAST FLORIDA**  
TRUCK PARKING STUDY



# EXECUTIVE SUMMARY

November 2019



# BACKGROUND

## Federal Motor Carrier Safety Administration(FMCSA) Hours of Service

### 2003 Published New Hours of Service (HOS) Regulations

-  No more than 11 hours of driving within a 14 hour period
-  10-hour breaks are required after 14 hours of driving
-  No driving after 60/70 hours on-duty for 7/8 consecutive days

### 2011 Revised HOS Regulations

-  Limit the use of the 34-hour restart provision to once every 168 hours
-  Provision to allow truckers to drive if they had a break of at least 30 minutes within the prior 8 hours

### Jason’s Law Survey

In March 2009, truck driver Jason Rivenburg was in South Carolina when he responsibly chose to stop and get some sleep, to avoid driving drowsy on the road. With no designated truck parking area, he utilized an abandoned roadside fueling station where he was robbed and murdered. As a result, Congress passed Jason’s Law in 2012 (in the Transportation Reauthorization Bill), providing more than \$6 million in federal funding for development and refurbishment of designated areas for truck parking.

Jason’s Law was passed three years later (2012) concurrent with the ELD mandate to address the national truck parking shortage, safety and security implications, and funding for parking facility maintenance and construction.



FMCSA has published guidance that exempts trucks with pre-2000 model year engines from the ELD rule, regardless of the model year of the truck.

### Electronic Logging Device (ELD)

In 2012, Congress mandated the ELD rule whereby electronic devices monitor commercial truck engines to ensure compliance with HOS regulations.

### Truck Parking Availability System (TPAS)

In 2016, Florida was awarded a Fastlane grant for \$10.7 million to provide truck drivers an information system providing the number of available parking spaces at the next public or dedicated truck rest area along interstate corridors. The system is currently being implemented. Visit [http://www.floridatruckinginfo.com/Read\\_More.htm](http://www.floridatruckinginfo.com/Read_More.htm) for more information.

### Statewide & National Truck Parking

Today, Florida truck parking is an issue in every Florida Department of Transportation’s (FDOT) district as well as throughout the United States. Florida is working with the U.S. Department of Transportation to continue addressing commercial truck parking and help make interstate, state highway and local corridors safer.

### District Two Concerns

Florida truck parking is near or overcapacity in key corridors. Further, truck drivers are parking along access ramps and within ROWs like I-10 west of I-295 to meet current FMCSA regulations.



West of I-295



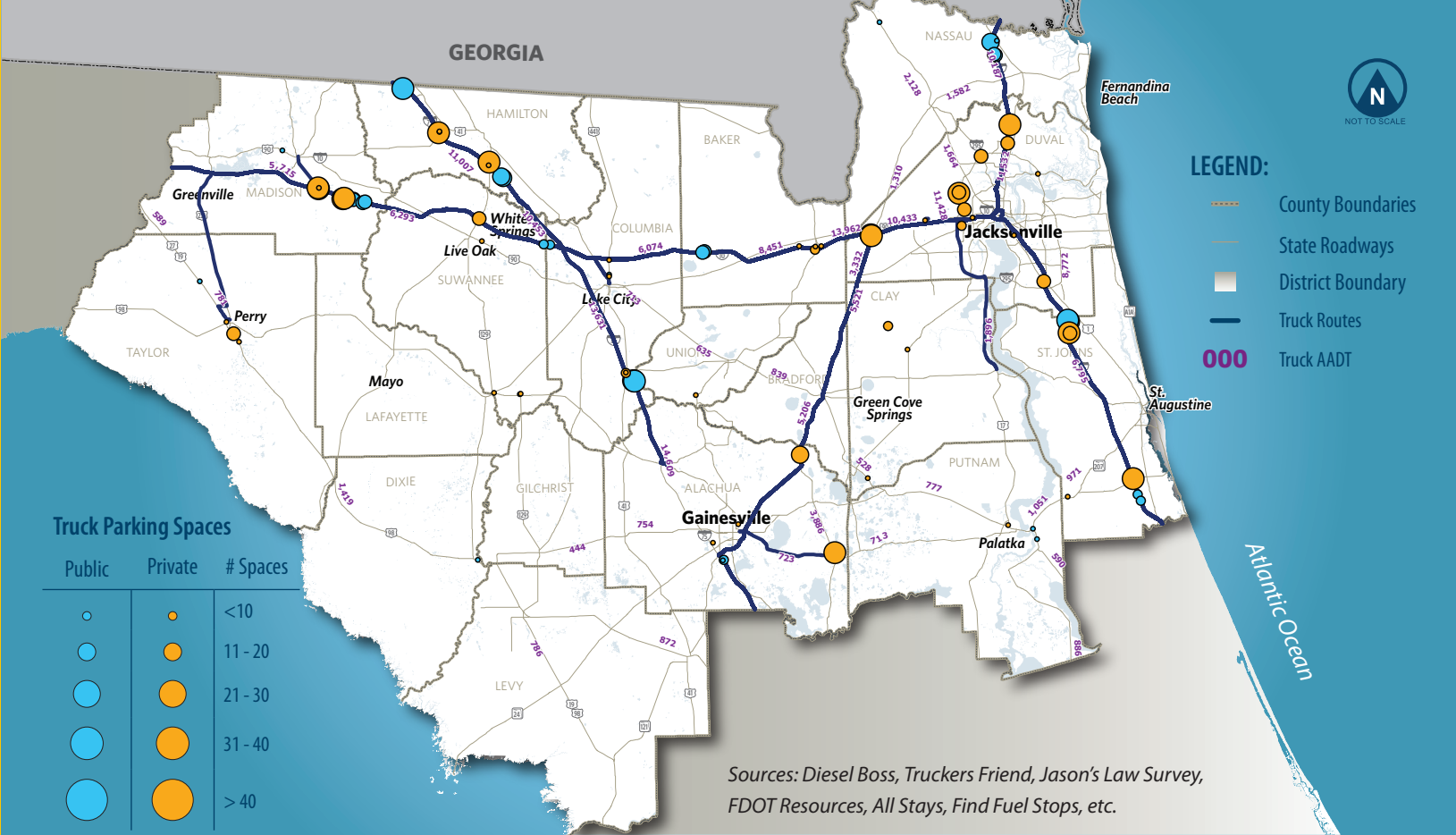
North of I-10



Jacksonville and North of I-295



East



# STUDY PURPOSE

FDOT’s Northeast Florida Truck Parking Study assesses current truck parking capacity and utilization in District Two. The study has two critical objectives:

- 1 Inventory public and private truck parking spaces in District Two and determine areas of insufficient truck parking; and
- 2 Identify short-term, 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 pervious 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 truck 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 freight stakeholders in District Two.

-  Policies, Plans and Best Practices Review
-  Stakeholder Outreach
-  Existing Conditions
-  Needs Assessment
-  Recommendations & Next Steps





# POLICIES, PLANS and BEST PRACTICES

## Federal Regulations and Plans:

- Hours of Service (pending update)
- Electronic Logging Devices

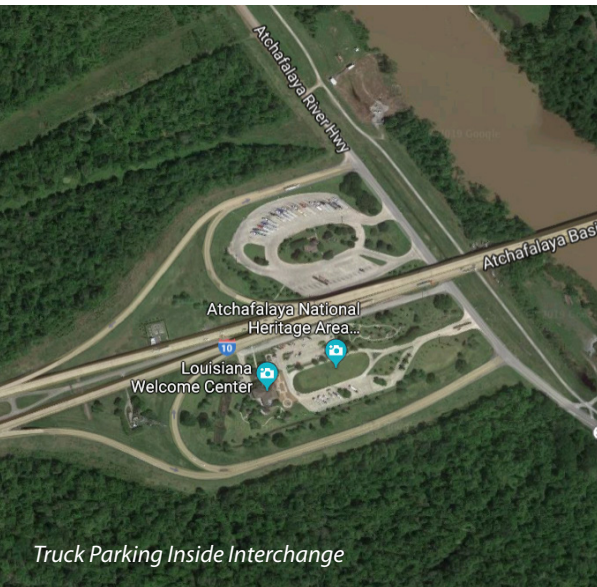
## Florida Documents and Plans:

- Freight Mobility and Trade Plan (2013)
- District Two Northeast Florida Freight Movement Study (2017)
- County & Municipal Ordinances
- Permitted truck routes and parking

## Other State Truck Parking Studies:

- Atlanta Regional Truck Parking Study (2018)
- North Carolina Statewide Multimodal Freight Plan: Truck Parking Study (2017)

I-10 Butte La Rose, LA  
Rest Area & Tourist Info Center



Truck Parking Inside Interchange

Source: Google Aerial

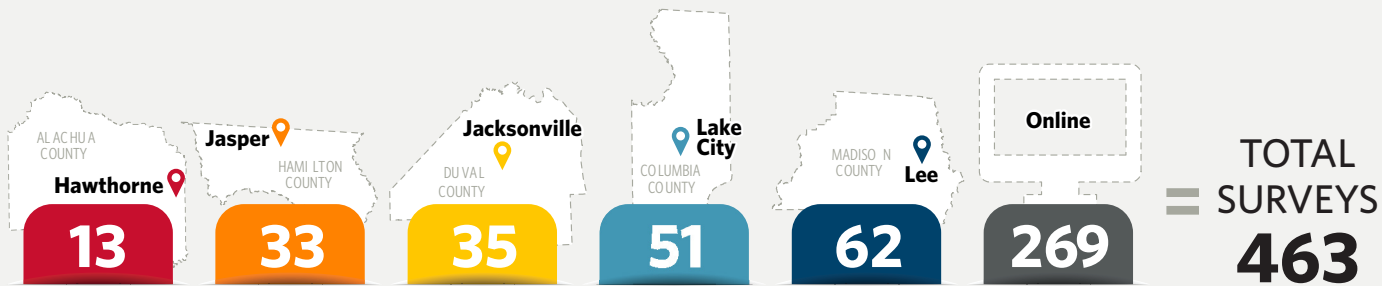
## INNOVATIVE FUNDING EXAMPLES

Texas DOT (with Arizona, California and New Mexico)	Advanced Transportation and Congestion Management Technologies Deployment program provided \$7 million for a truck parking availability system along I-10.
Smart Truck Parking project (California)	FHWA-Caltrans funded to broadcast truck parking info to drivers through the web and mobile apps.
MAASTO Truck Parking Information Management System	Mid America Association of State Transportation Officials (MAASTO) leveraged a TIGER Grant to develop the multistate Truck Parking Information and Management System (TPIMS). MAASTO states that received funding include Indiana, Kansas, Kentucky, Michigan, Minnesota, Ohio, Wisconsin, and Iowa.
Colorado Truck Parking Information Management System	Colorado Truck Parking Information Management System leveraged a FASTLANE Grant. More information is available at <a href="http://www.codot.gov/programs/planning/documents/plans-projects-reports/projects/fastlane-applications/truck-parking-information.pdf">www.codot.gov/programs/planning/documents/plans-projects-reports/projects/fastlane-applications/truck-parking-information.pdf</a> .
Florida TPAS	The Florida Department of Transportation received a FASTLANE Grant for \$10.7 million to provide advanced roadside parking information prior to truck rest areas.
Alberta Motor Transport Association	AMTA will soon receive \$7.3 million for a truck electrification project. Note that the Norwegian Public Roads Administration will convert its ferry fleet to electric by 2023, showing the possibilities in larger transportation assets.
North Carolina - Private Sector Funding	In 2016, Big Boy's truck stop received a Duke Energy \$300,000 grant for 24 electrification stations for drivers to plug in and avoid idling the trucks' diesel engines. It is believed fuel savings will entails 25,000 gallons of diesel.

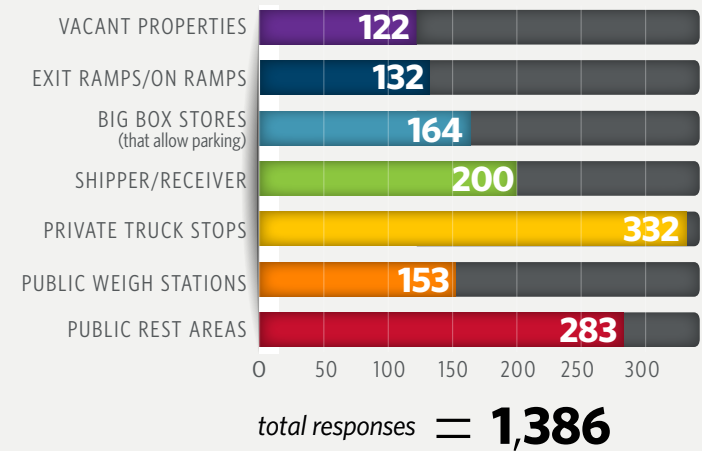
# STAKEHOLDER OUTREACH

was integral to support this Northeast Florida Truck Parking Study. A multi-tiered approach was utilized to gather input from key private and public stakeholders.

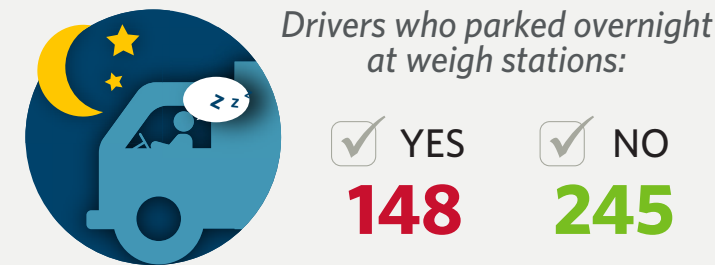
- Initially, an online and onsite truck parking survey was conducted to understand the trends and needs of the industry in the Northeast Florida region.
- Next, a series of phone interviews and in-person interviews were conducted, with the help of FDOT's Rest Area Program Manager, to assess existing conditions, alternative plans, and initiatives. In addition, Florida Highway Patrol's (FHP) Commercial Vehicle Enforcement (CVE) was consulted to gain the law enforcement perspective.
- Finally, a Project Steering Committee was formed to understand different perspectives, identify solutions, discuss collaboration opportunities, and review the study findings and outcomes.



## PREFERRED FACILITY TYPE



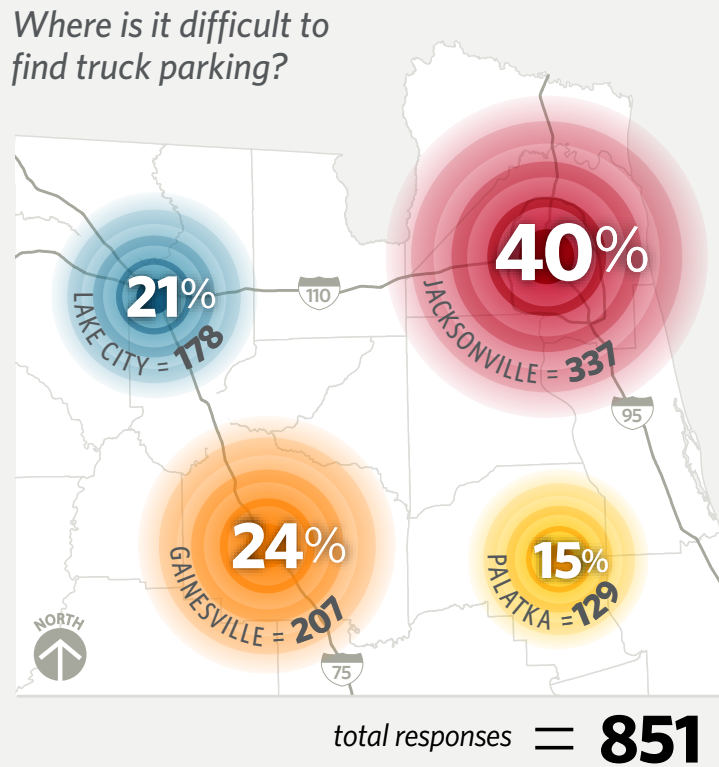
## OVERNIGHT PARKING



Unauthorized parking at a northbound I-95 rest area.



## AREA CHALLENGES





# EXISTING CONDITIONS

Existing Conditions were assessed for current:

- Capacity & Utilization
- Unauthorized Parking
- Demand Factors (Freight Flow)

## Utilization & Unauthorized Parking

LEGEND:

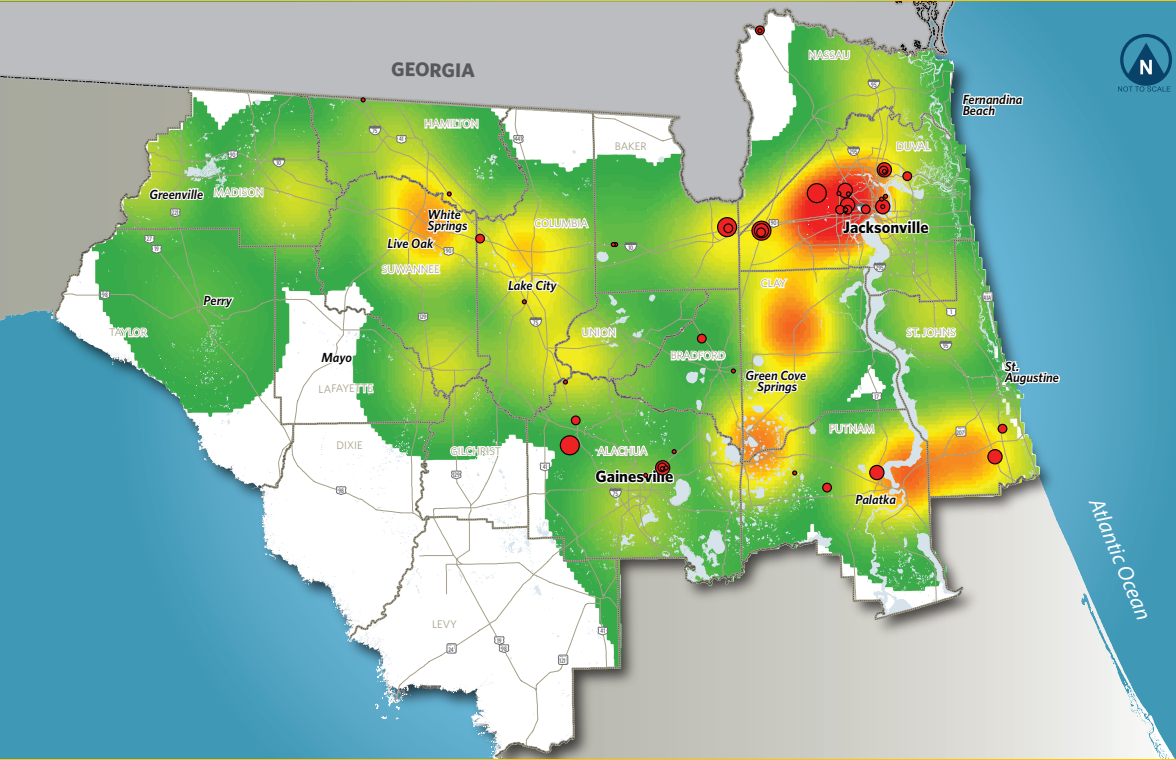
- County Boundaries
- State Roadways
- District Boundary

Unauthorized Truck Parking

- 151-200
- 201 - 400
- 401 - 800
- > 801

Truck Parking Utilization

- Higher
- Lower



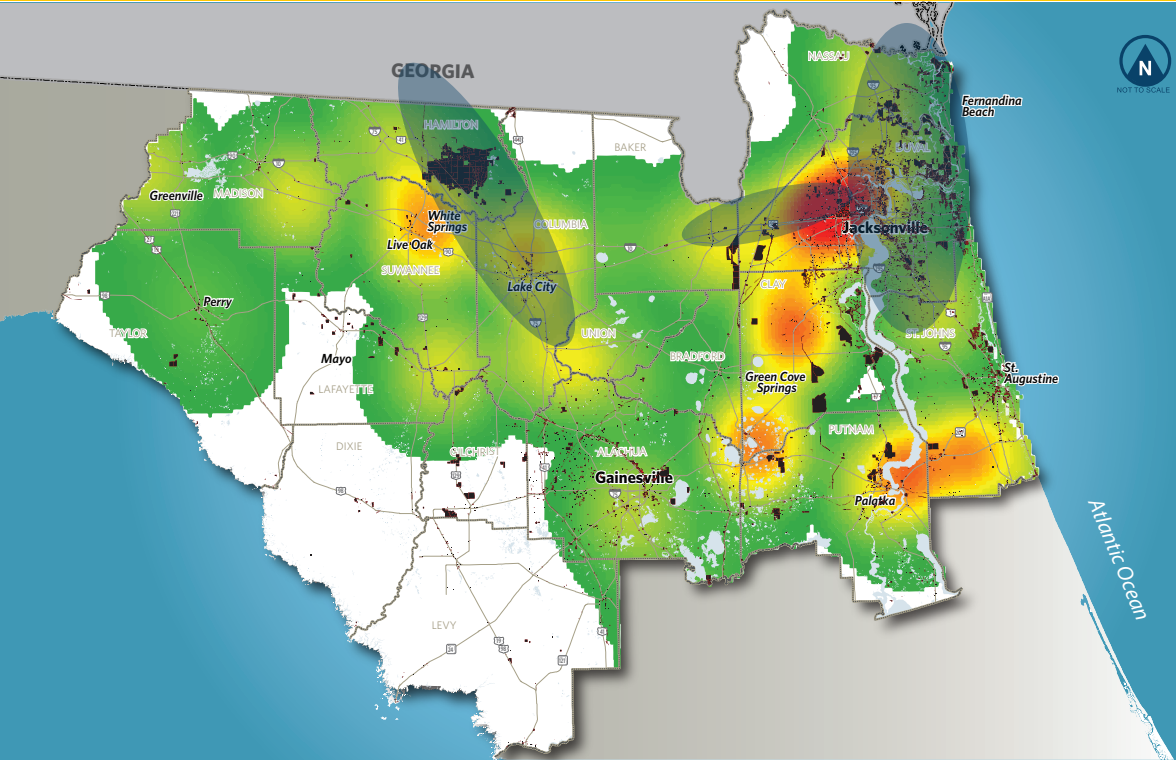
## Utilization, Freight-Generating Land Uses & Areas of Concern

LEGEND:

- Freight Generating Land Uses
- County Boundaries
- State Roadways
- District Boundary
- Areas of Concern

Truck Parking Utilization

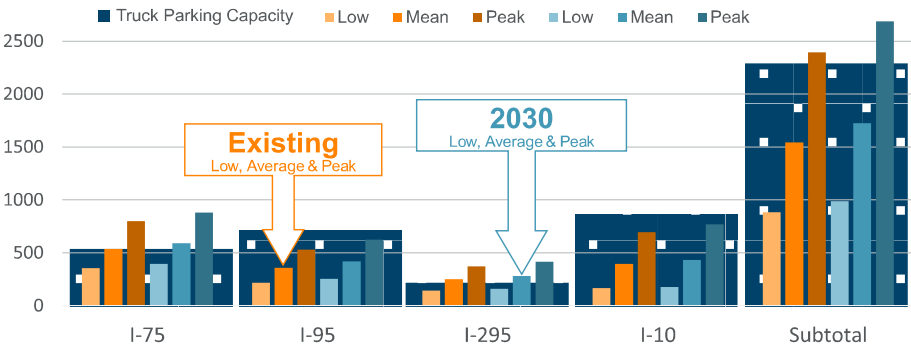
- Higher
- Lower



# NEEDS ASSESSMENT

Considering the current and future market needs, there is an existing and expected future deficit in truck parking along key corridors.

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



# RECOMMENDATIONS

### Near - Term

### Mid - Term

### Long - Term

PROJECT	<ul style="list-style-type: none"><li>• <b>Re-design older rest areas</b> to improve circulation, safety, and capacity for the Florida Interstate Semitrailer (WB-62FL) commercial trucks.</li><li>• <b>Formalize informal parking</b> at existing rest areas and evaluate opportunities to reconfigure green space.</li><li>• <b>Leverage current public right-of-way</b> to safely add to available parking.</li><li>• <b>Identify opportunities to add new amenities</b> to existing facilities (public rest areas and weigh stations) to incentivize utilization.</li></ul>	<ul style="list-style-type: none"><li>• <b>Foster opportunities to develop municipal truck-only parking facilities</b> in critical areas such as along I-75, I-95 in and north of Jacksonville, and along I-295 East.</li></ul>	<ul style="list-style-type: none"><li>• <b>Identify &amp; foster strategic opportunities</b> to address truck parking capacity needs and future demand.</li><li>• <b>Align public &amp; private efforts to develop partnership framework options</b> and identify suitable joint use sites (industrial sites, sports and entertainment venues, brownfields etc.), and leverage unrealized capacity.</li></ul>
PROGRAM	<ul style="list-style-type: none"><li>• <b>Target key corridor segments with over-utilized parking</b>, such as the I-295 (East) and I-95 corridors near Jacksonville to immediately address the lack of parking.</li><li>• <b>Work with Central Office</b> to revise rest area formula and identify new funding opportunities.</li><li>• <b>Consider "variable" truck parking</b> 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.</li></ul>	<ul style="list-style-type: none"><li>• <b>Leverage and expand the TPAS program</b> for great coverage including private truck parking facilities.</li></ul>	<ul style="list-style-type: none"><li>• <b>Leverage existing Florida P3 legislation</b> enacted in 2013 (and updated in 2016) to establish new P3s and co-sponsor public facilities.</li></ul>
POLICY	<ul style="list-style-type: none"><li>• <b>Consider impacts of new HOS regulations.</b></li><li>• <b>Utilize new federal transportation funding programs</b> based on new published criteria and priorities.</li></ul>	<ul style="list-style-type: none"><li>• <b>Consider impacts of Connected Automated Vehicle (CAV) and alternative fuel technology</b> on both short and long-haul commercial truck trips.</li></ul>	<ul style="list-style-type: none"><li>• <b>Work with Central Office to identify other potential funding sources</b> (for engineering research, alternative energy and environmental impacts).</li></ul>



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