Introductions and Project Overview

- IDOT Team
- CDM Smith Team
- Key Tasks
  - Data Gathering/Analysis
  - Alternatives Development
  - Outreach
  - Develop Policy
Outreach

- ISFAC Role- receiving valuable feedback. Possible workgroup between meetings
- 20 Meetings / Stakeholder Interviews
  - Industry (Trucking Associations, Parking site operations, trucking operators)
  - Public Agency (IL Tollway, select City/County representatives)
- Targeted industry/operator input
IDOT Policy Development

- Identify IDOT’s role in truck parking
- Understand the roles of partners
- Identify safety impacts of truck parking
- Identify economic impacts of truck parking
- Recognize funding challenges and opportunities
Existing Conditions
Why Adequate Truck Parking is Needed

- **Regulation increasing need for Parking**—Hours of service rules from the FMCSA
- **Safety**—Tired truck drivers may choose to park at unsafe locations – road shoulders, exit ramps, or vacant lots
- **Lack of Supply**—75% of surveyed drivers reported having problems finding secure parking during the night (2012 FHWA survey)
Unofficial Parking Locations Reported by State Motor Carrier Safety Personnel

Source: Commercial Vehicle Safety Alliance Survey
Existing Conditions

- 54 Rest Areas Identified
- Overlaid with IDOT State Maintained Class I and II Truck Routes
Segments experiencing high volumes of Heavy Commercial Vehicles are all located within the Chicago Metropolitan Area:

- I-294,
- I-80, and
- I-94
Truck Parking Availability

<table>
<thead>
<tr>
<th>Truck Parking Availability</th>
<th>Number of Rest Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Trucks Allowed</td>
<td>1</td>
</tr>
<tr>
<td>&lt; 10 stalls</td>
<td>2</td>
</tr>
<tr>
<td>10-19 stalls</td>
<td>15</td>
</tr>
<tr>
<td>20-29 stalls</td>
<td>21</td>
</tr>
<tr>
<td>30-39 stalls</td>
<td>7</td>
</tr>
<tr>
<td>40-49 stalls</td>
<td>7</td>
</tr>
<tr>
<td>50+ stalls</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: IDOT 2018 Rest Area Study; IDOT IRIS data
Truck Parking Utilization

- Average volume of truck shoulder parking highest on I-55 and I-57

<table>
<thead>
<tr>
<th>Truck Parking Utilization</th>
<th>Number of Rest Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A (Not Applicable)</td>
<td>1</td>
</tr>
<tr>
<td>&lt; 50%</td>
<td>2</td>
</tr>
<tr>
<td>50 - 100%</td>
<td>12</td>
</tr>
<tr>
<td>100 - 150%</td>
<td>21</td>
</tr>
<tr>
<td>150 - 200%</td>
<td>8</td>
</tr>
<tr>
<td>&gt;= 200%</td>
<td>10</td>
</tr>
</tbody>
</table>
Truck Parking Demand/Capacity

- Highest need segments:
  - I-57 from I-70 to I-72
  - I-80 from I-55 to I-57
  - I-24 South of I-57
  - I-57 South of Williamson County

Source: IDOT 2018 Rest Area Study; IDOT IRIS data
Existing Parking

- IDOT Rest Areas and Private Parking Locations, by Utilization

<table>
<thead>
<tr>
<th>Parking Facility</th>
<th># of Parking Spaces</th>
<th>% of Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>IDOT Truck Parking (100% Capacity or More)</td>
<td>39</td>
<td>72%</td>
</tr>
<tr>
<td>IDOT Truck Parking, not full capacity</td>
<td>15</td>
<td>28%</td>
</tr>
<tr>
<td>Private Parking Locations (Consistently Full)</td>
<td>46</td>
<td>51%</td>
</tr>
<tr>
<td>Private Parking Locations, not full capacity</td>
<td>45</td>
<td>49%</td>
</tr>
</tbody>
</table>

Source: IDOT 2018 Rest Area Study; IDOT IRIS data
Excessive Rest Area Spacing

- **Highest Need Segments:**
  - I-39
  - I-74 and I-55 in metro Bloomington
  - I-270, I-55, I-70, an I-255 in metro St. Louis

Source: IDOT 2018 Rest Area Study; IDOT IRIS data
## Fatigue Related Crashes

### Segments where HCV Percentage Ranked High

<table>
<thead>
<tr>
<th>Interstate</th>
<th>Segment Limits</th>
<th>Truck Stops</th>
<th>Rest Areas</th>
<th>% HCV Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-72</td>
<td>US 67 to MO State Line</td>
<td>1</td>
<td>0</td>
<td>100%</td>
</tr>
<tr>
<td>I-70</td>
<td>I-57 to IN State Line</td>
<td>6</td>
<td>1</td>
<td>67%</td>
</tr>
<tr>
<td>I-57</td>
<td>I-64 to I-70</td>
<td>1</td>
<td>1</td>
<td>60%</td>
</tr>
<tr>
<td>I-74</td>
<td>I-474 to US 34</td>
<td>1</td>
<td>1</td>
<td>56%</td>
</tr>
<tr>
<td>I-80</td>
<td>I-74 to I-39</td>
<td>4</td>
<td>1</td>
<td>55%</td>
</tr>
<tr>
<td>I-39</td>
<td>I-39/90 Split to I-88</td>
<td>3</td>
<td>0</td>
<td>50%</td>
</tr>
<tr>
<td>I-39</td>
<td>I-80 to I-88</td>
<td>2</td>
<td>1</td>
<td>50%</td>
</tr>
<tr>
<td>I-39</td>
<td>I-88 to I-80</td>
<td>2</td>
<td>1</td>
<td>50%</td>
</tr>
<tr>
<td>I-74</td>
<td>US 34 to I-80</td>
<td>1</td>
<td>1</td>
<td>50%</td>
</tr>
<tr>
<td>I-55/74</td>
<td>I-55/74 Split to I-55/74</td>
<td>1</td>
<td>0</td>
<td>50%</td>
</tr>
<tr>
<td>I-74</td>
<td>I-57 to I-55/74 Split</td>
<td>1</td>
<td>1</td>
<td>50%</td>
</tr>
<tr>
<td>I-70</td>
<td>IN State Line to I-57</td>
<td>6</td>
<td>1</td>
<td>48%</td>
</tr>
</tbody>
</table>

Source: IDOT 2018 Rest Area Study; IDOT IRIS data
Jason’s Law Truck Parking Survey Results and Comparative Analysis, 2015
What is Jason’s Law?

- Surveyed over 8,000 truck drivers, of which over 75 percent indicated they regularly have trouble finding parking at night.
- Requires the USDOT to conduct a survey and comparative assessment to:
  1. Evaluate the capability of each state to provide adequate parking and rest facilities for freight trucking;
  2. Assess the volume of freight trucking traffic in each state; and
  3. Develop a system of metrics to measure the adequacy of freight truck parking facilities in each state.
Challenges with Expanding Truck Parking—According to DOTs

Where Truck Parking can be Developed

- Issue with the supply and demand of land for truck rest stops, especially near urban areas
- Challenges in identifying parcels for parking, especially near major retail areas, which are heavily mixed with residential land uses
- Challenges in building support for new or expanded facilities from municipalities

Understanding What is Needed and Where?

- Accommodating parking with seasonal impacts of freight movement with increased truck activity create higher demand for parking
- Identifying and building better data sources was flagged as important for future measurement
- A need to better understand the requirements to provide good access to oversize and overweight vehicles
Jason’s Law Parking Spaces Data

- Publicly provided spaces are rest areas and welcome centers, and sometimes at weigh stations or truck inspection locations.
- Privately provided spaces are commercial truck stops for use by drivers accessing associated facilities for fuel, maintenance, food, bathing facilities, and other amenities.
- Nationwide there are 308,920 total truck parking spaces. 36,222 spaces (12%) at public rest areas and 272,698 spaces (88%) at private truck stops.
Illinois Truck Parking Comparisons to other States

- **Ranks 8th** for number of total spaces 11,262 (both public and private)—14.4% of truck spaces are public
- **Ranks 5th** for number of public facilities, **8th** for private facilities
- **Ranks 9th** for number of public truck parking spaces, **8th** for private truck parking spaces
Results from Survey of Illinois Truck Parking

<table>
<thead>
<tr>
<th>Key Indicator</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Public Facilities</td>
<td>90</td>
</tr>
<tr>
<td>Public Truck Spaces</td>
<td>1,622</td>
</tr>
<tr>
<td>Number Private Truck Stops</td>
<td>206</td>
</tr>
<tr>
<td>Private Truck Spaces</td>
<td>9,640</td>
</tr>
<tr>
<td>Ratio of Private to Public Spaces</td>
<td>5.9</td>
</tr>
<tr>
<td><strong>Total Spaces</strong></td>
<td><strong>11,262</strong></td>
</tr>
<tr>
<td>Public Spaces per 100K Daily Truck VMT</td>
<td>11.1</td>
</tr>
<tr>
<td>Private Spaces per 100K Daily Truck VMT</td>
<td>65.9</td>
</tr>
<tr>
<td>All Spaces per 100K Daily Truck VMT</td>
<td>76.9</td>
</tr>
<tr>
<td>Public Spaces per 100 miles of NHS</td>
<td>20.3</td>
</tr>
<tr>
<td>Private Spaces per 100 miles of NHS</td>
<td>120.8</td>
</tr>
<tr>
<td>All Spaces per 100 Miles of NHS</td>
<td>141.1</td>
</tr>
</tbody>
</table>
The shortage of truck parking is not unique to Illinois; states with large volumes of freight such as California and Texas also face these challenges.

Source: 2015 Trucker’s Friend.
Takeaways

- Illinois is in the **highest quartile** of all 50 states for:
  - Total Private Truck Stops,
  - Total Spaces, and
  - Spaces per Million GDP

- Illinois is in the **lowest quartile** of all 50 states for:
  - All Spaces per 100K Daily Truck VMT
Time of Day When Drivers Experienced Most Difficulty in Finding Safe Parking

ATA = American Trucking Associations
OOIDA = Owner Operator Independent Drivers Association
Source: American Trucking Associations and Owner Operator Independent Drivers Association Survey
Unofficial Parking Locations as Reported by State Motor Carrier Safety Personnel

Source: Commercial Vehicle Safety Alliance Survey
Driver Preferences

- Drivers are *most concerned* about *maximizing driving hours and distance* they can fit into their hours of service.
- Drivers *prefer* to wake up at a *full-service truck stop* than a parking facility lacking amenities.
- At a parking facility, a driver’s *top priorities* are that it is *safe, secure, and conducive to sleep*.
- For many drivers, options for different places to park along a route are at least as important as *amenities* at any given location.
- Drivers *avoid* parking facilities where their trucks cannot traverse the facility or may be blocked by other vehicles.

*From trucking industry groups represented on the Stakeholder Technical Work Group (including the ATA and OOIDA)*
Success Factors and ISFAC questions
Questions for ISFAC

- What role do you see IDOT solving the problem of Commercial Motor Vehicle parking shortages?
- Any recommendations on approaches to identify both truck parking shortages and areas of greatest need?
- What are key groups/agencies we should engage with to better understand locations for truck parking?
Questions for ISFAC

- Where are there truck parking shortages?
- What are the key amenities to provide in a truck parking facility?
  - Internet
  - Restrooms
  - Showers
  - Food
- What are key operational considerations?
  - Overnight parking
  - Security
  - Ease of Access/layout
- How far off an interchange could a truck parking facility be located?
Thank You!

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