



Illinois Department  
of Transportation

# IDOT Statewide Truck Parking Study

ISFAC Meeting 1  
January 30, 2020

# 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



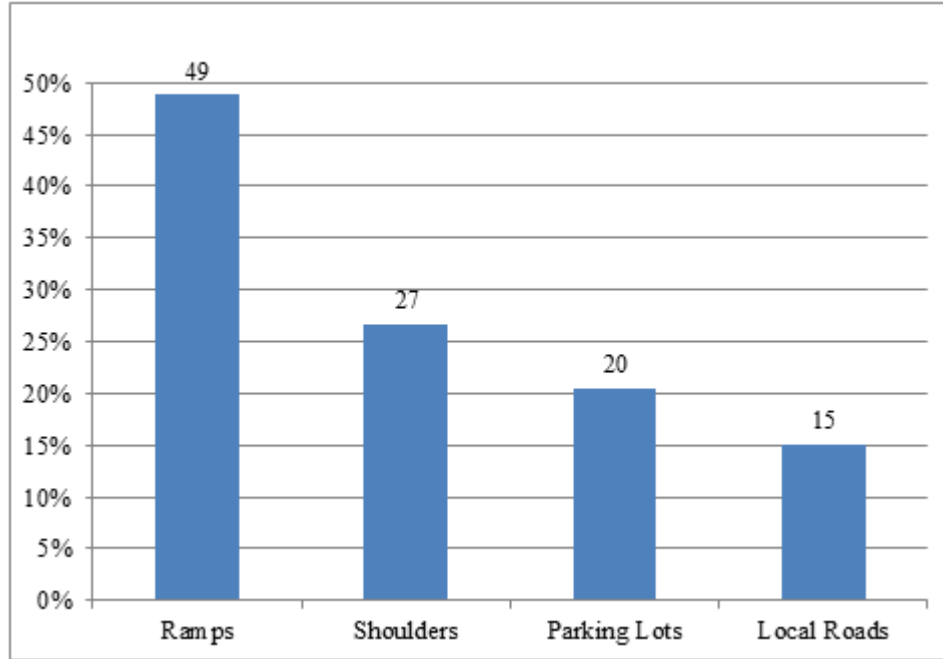
# Existing Conditions



# 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)

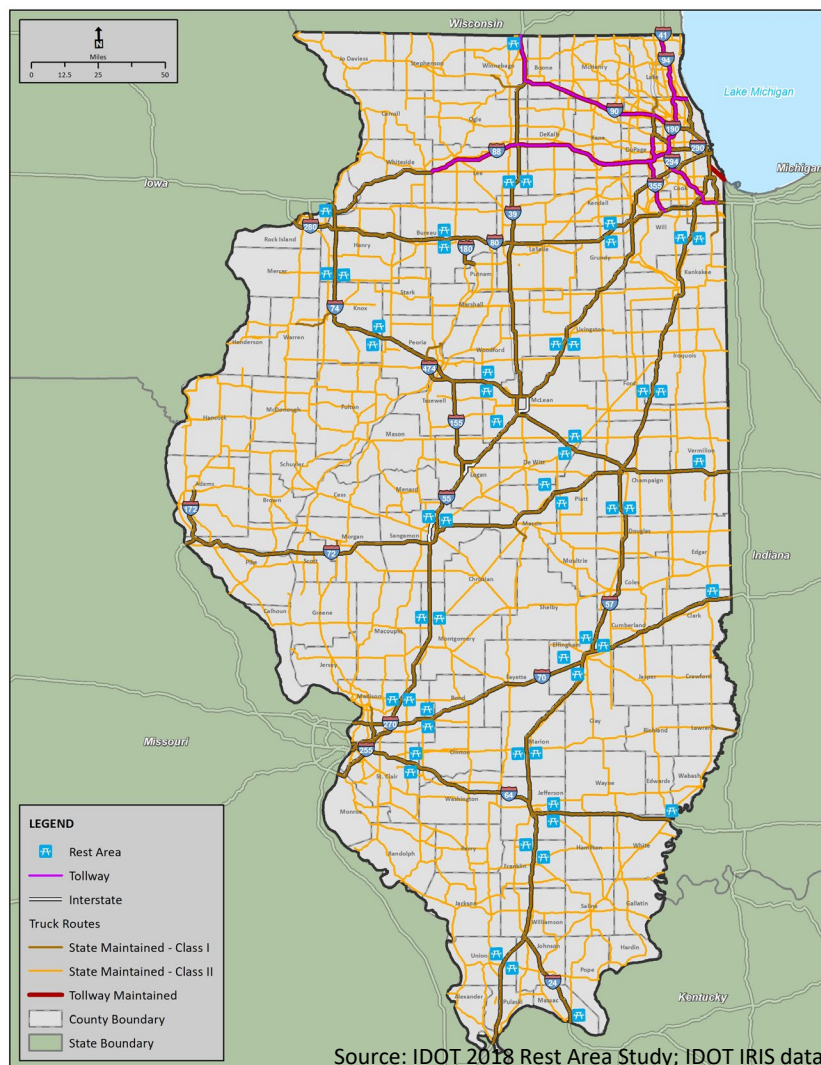
# Unofficial Parking Locations Reported by State Motor Carrier Safety Personnel



Source: Commercial Vehicle Safety Alliance Survey







# Existing Conditions

- 54 Rest Areas Identified
- Overlaid with IDOT State Maintained Class I and II Truck Routes



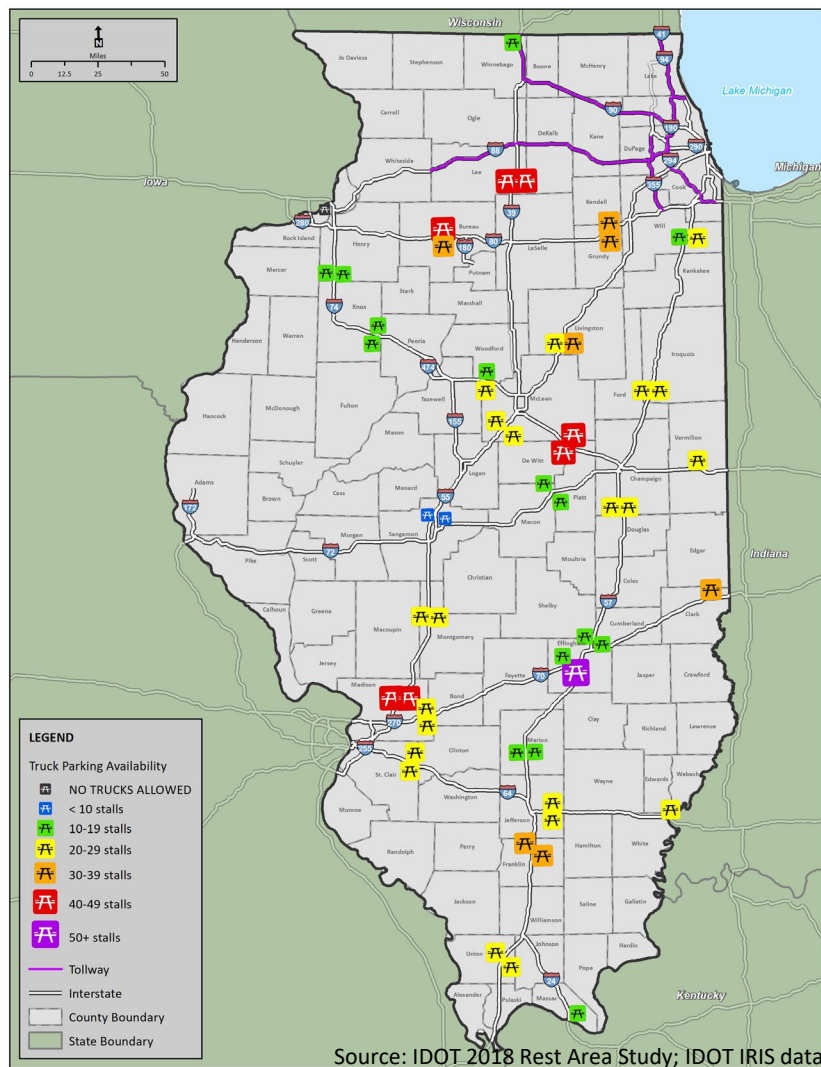


# IRIS Heavy Commercial Volumes

- Segments experiencing high volumes of Heavy Commercial Vehicles are all located within the Chicago Metropolitan Area:

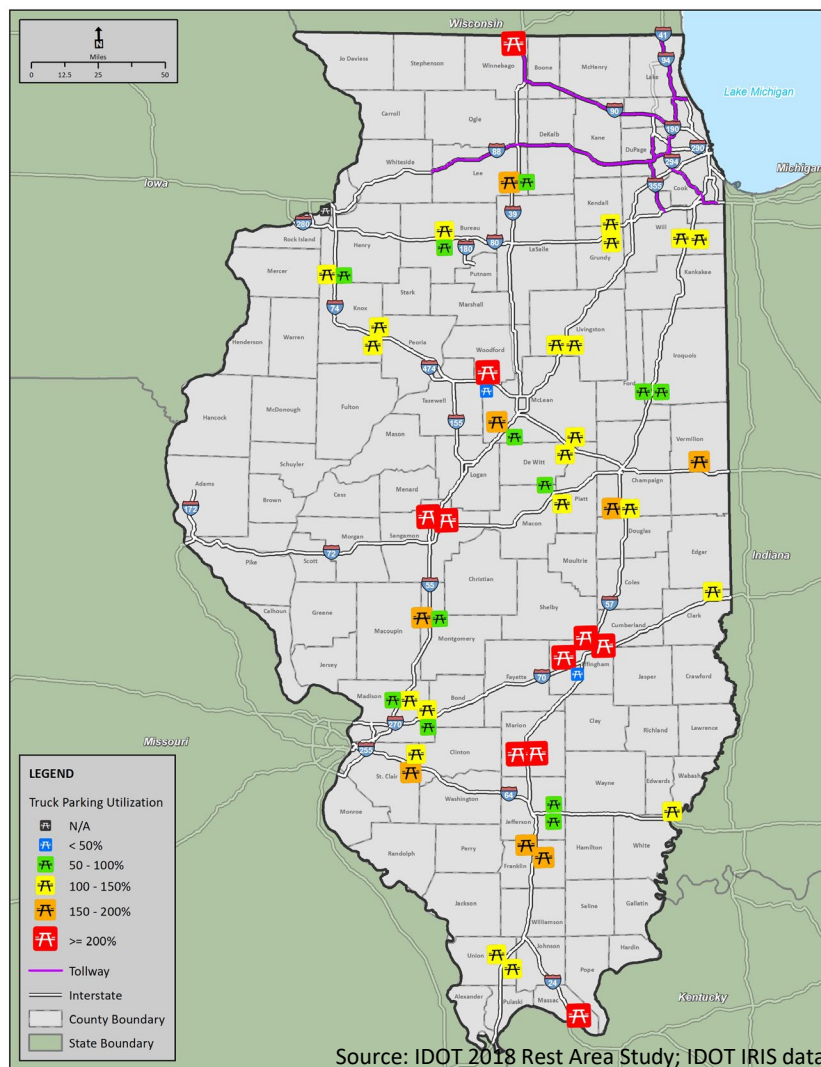
- I-294,
- I-80, and
- I-94





# Truck Parking Availability

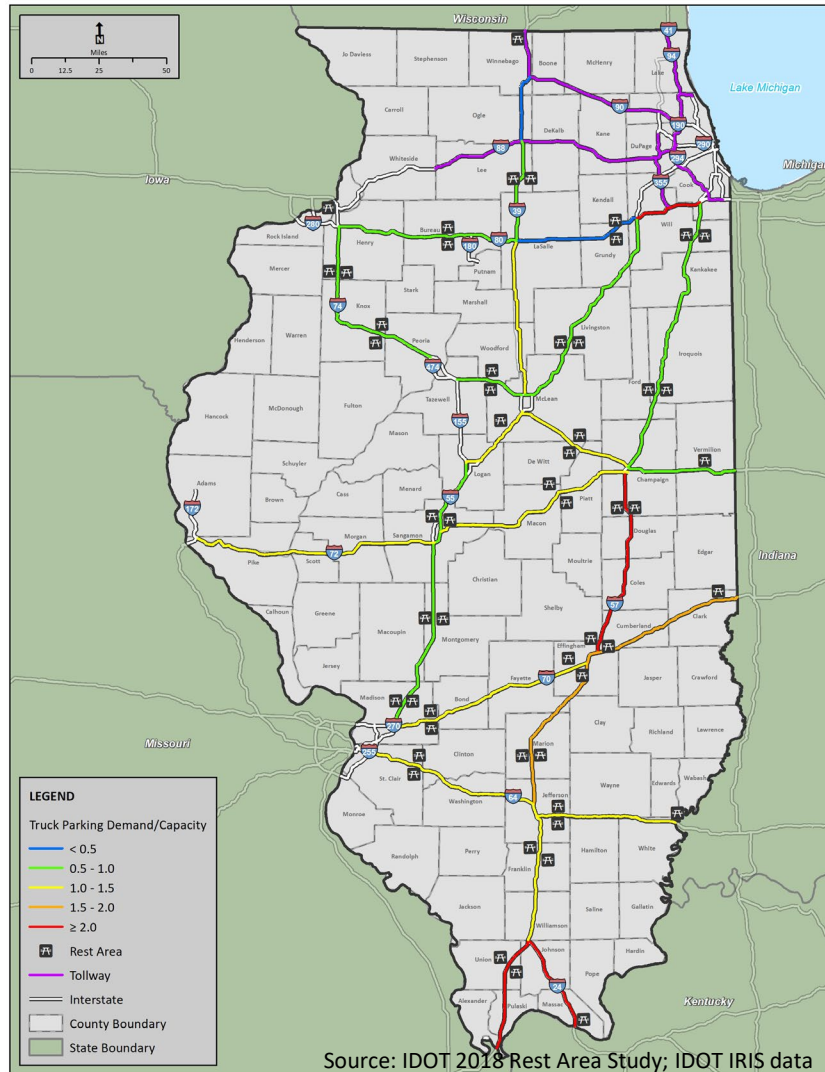
| Truck Parking Availability | Number of Rest Areas |
|----------------------------|----------------------|
| No Trucks Allowed          | 1                    |
| < 10 stalls                | 2                    |
| 10-19 stalls               | 15                   |
| 20-29 stalls               | 21                   |
| 30-39 stalls               | 7                    |
| 40-49 stalls               | 7                    |
| 50+ stalls                 | 1                    |



# Truck Parking Utilization

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

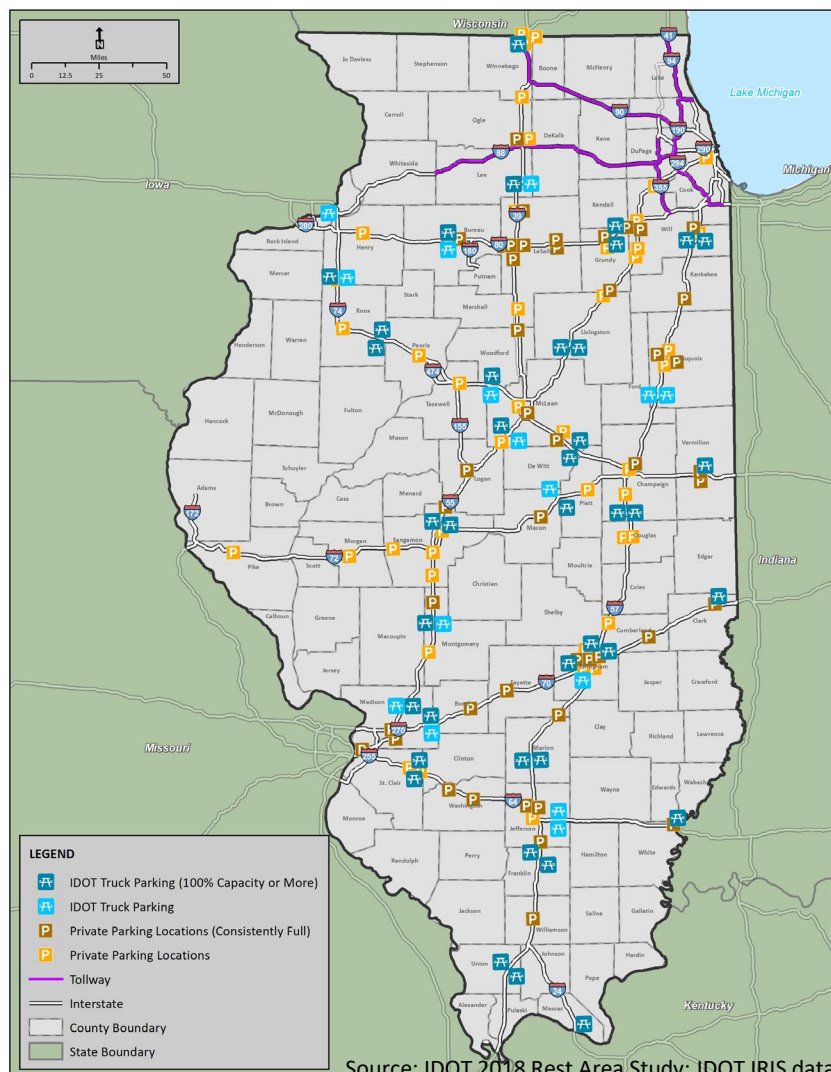
| Truck Parking Utilization | Number of Rest Areas |
|---------------------------|----------------------|
| N/A (Not Applicable)      | 1                    |
| < 50%                     | 2                    |
| 50 - 100%                 | 12                   |
| 100 - 150%                | 21                   |
| 150 - 200%                | 8                    |
| >= 200%                   | 10                   |



# 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





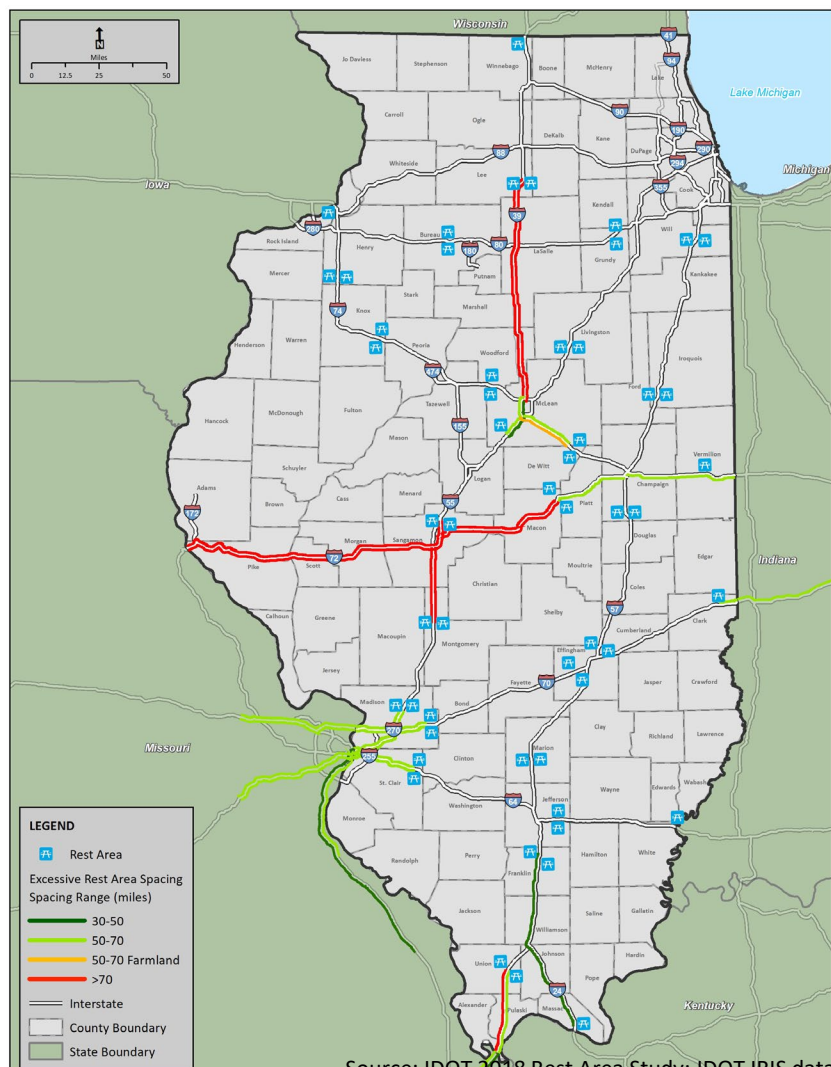
# Existing Parking

- IDOT Rest Areas and Private Parking Locations, by Utilization



| Parking Facility                              | # of Parking Spaces | % of Spaces |
|---|---------------------|-------------|
| IDOT Truck Parking (100% Capacity or More)    | 39                  | 72%         |
| IDOT Truck Parking, not full capacity         | 15                  | 28%         |
| Private Parking Locations (Consistently Full) | 46                  | 51%         |
| Private Parking Locations, not full capacity  | 45                  | 49%         |

Source: IDOT 2018 Rest Area Study; IDOT IRIS data

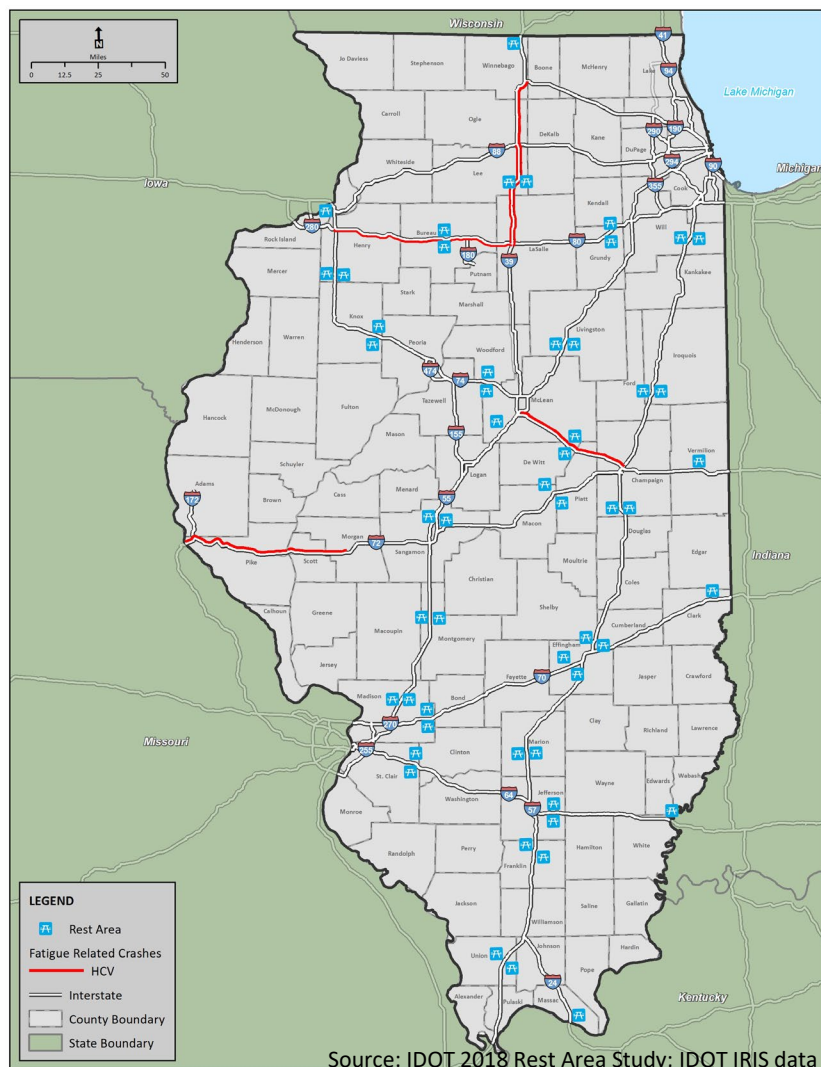


Source: IDOT 2018 Rest Area Study; IDOT IRIS data

# Excessive Rest Area Spacing

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





# Fatigue Related Crashes

## Segments where HCV Percentage Ranked High

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



# 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

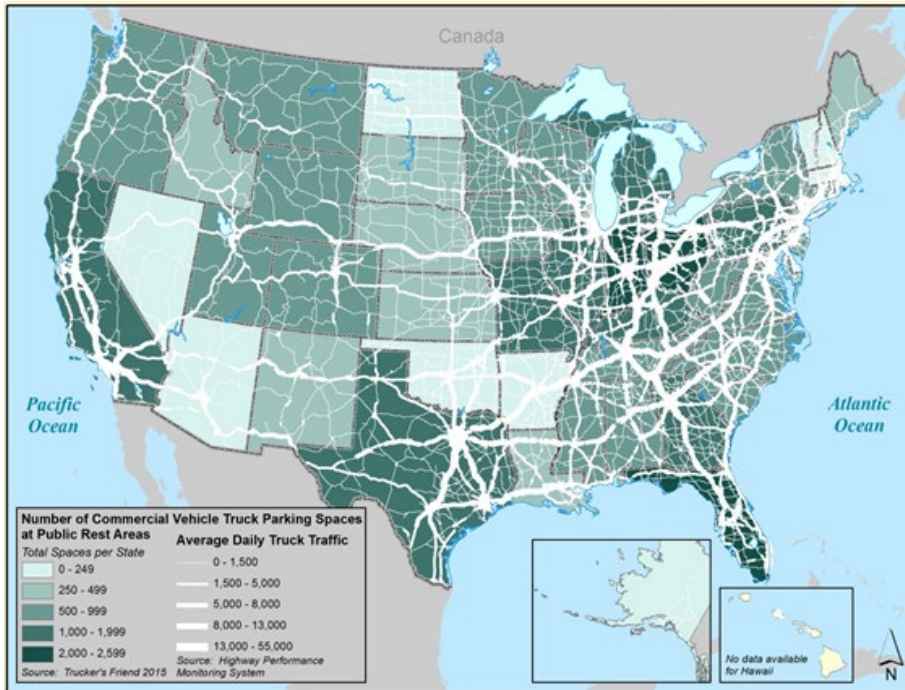
- **Publicly provided spaces** are rest areas and welcome centers, and sometimes at weigh stations or truck inspection locations.
- **Privately provided spaces** are commercial truck stops for use by drivers accessing associated facilities for fuel, maintenance, food, bathing facilities, and other amenities.
- **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

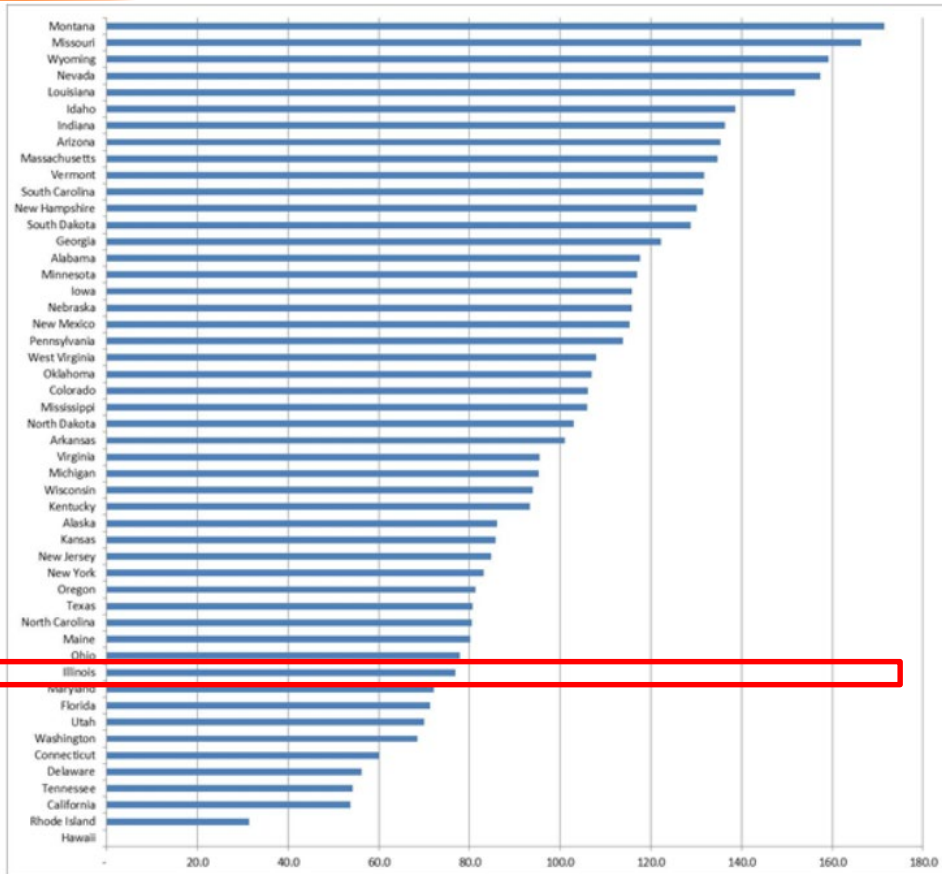
- **Ranks 8<sup>th</sup>** for number of total spaces 11,262 (both public and private)—**14.4%** of truck spaces are public
- **Ranks 5<sup>th</sup>** for number of public facilities, **8<sup>th</sup>** for private facilities
- **Ranks 9<sup>th</sup>** for number of public truck parking spaces, **8<sup>th</sup>** for private truck parking spaces

# Results from Survey of Illinois Truck Parking



| Key Indicator                           | Results       |
|---|---------------|
| Number of Public Facilities             | 90            |
| Public Truck Spaces                     | 1,622         |
| Number Private Truck Stops              | 206           |
| Private Truck Spaces                    | 9,640         |
| Ratio of Private to Public Spaces       | 5.9           |
| <b>Total Spaces</b>                     | <b>11,262</b> |
| Public Spaces per 100K Daily Truck VMT  | 11.1          |
| Private Spaces per 100K Daily Truck VMT | 65.9          |
| All Spaces per 100K Daily Truck VMT     | 76.9          |
| Public Spaces per 100 miles of NHS      | 20.3          |
| Private Spaces per 100 miles of NHS     | 120.8         |
| All Spaces per 100 Miles of NHS         | 141.1         |

## Truck Parking Spaces per Daily 100,000 Miles of Combination Truck VMT



Source: 2015 Trucker's Friend.

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.

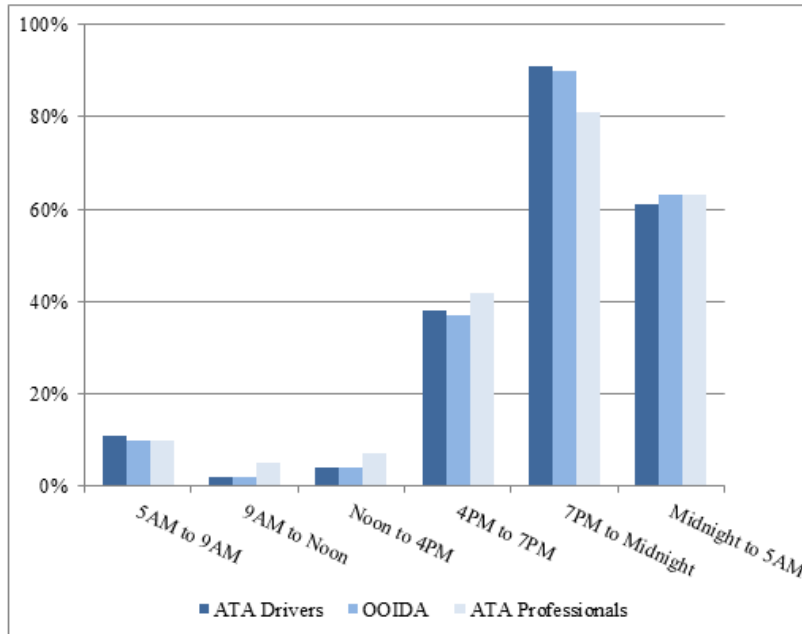


# Takeaways

- 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

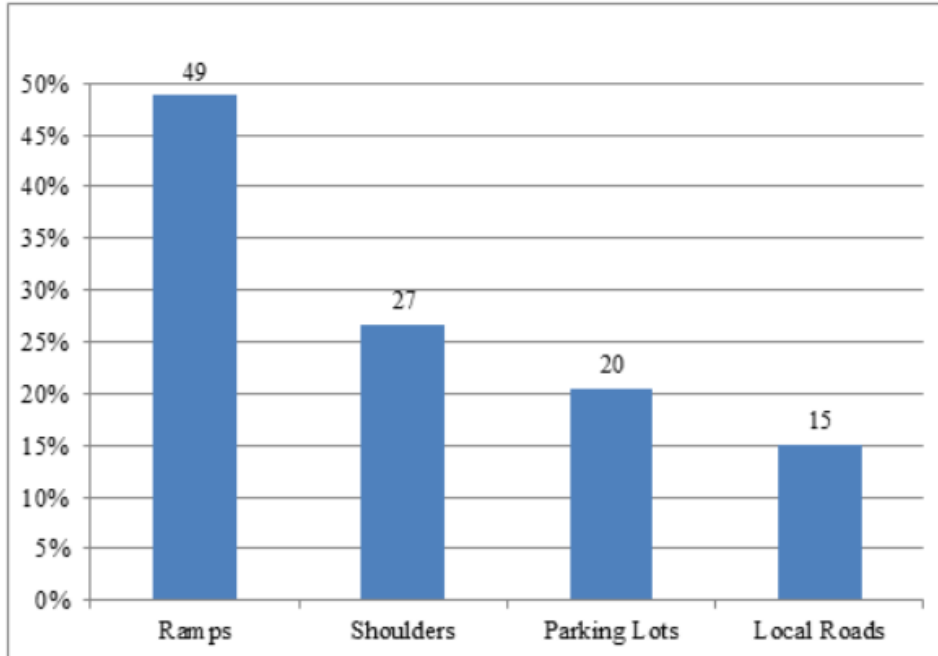


*ATA = American Trucking Associations*

*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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