CDOT Truck Parking Assessment Overview

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Truck Parking is a Big Problem!

- Demand outpacing supply
- Continued growth in truck freight
- Shortage of truck parking
- Poor driver retention
- Closures of rest areas
- Electronic Logging Device (ELD) Mandate
- Hours of service violations on the rise
- Lack of information on truck parking opportunities
Truck Parking is a Big Problem!

Annual hours violations and ranked state leaders

<table>
<thead>
<tr>
<th>Year</th>
<th>State Leaders</th>
<th>Below 20%</th>
<th>Total National Violations</th>
</tr>
</thead>
</table>


SOURCE – Overdrive, August 2018
The 2018 total is a projection based on the first four months. It includes ELD- and AOBRD-related violations.
The 9 tasks included in the Truck Parking Assessment.

Documentation includes a final report, truck parking inventory and maps/brochure.

9 TASKS:
1. Stakeholder Involvement
1. Corridor Truck Parking Inventory
1. Corridor Truck Parking Demand
1. Corridor Closure Truck Parking Demand
1. Detention and Staging Parking
1. Truck Parking Solutions
1. Policy Framework and Implementation Plan
1. Data Management and Dissemination
1. Truck Parking Assessment Document
Stakeholder Survey

- 176 responses
- 80% said it is NOT easy to find truck parking in Colorado compared to other surrounding states.
- Respondents found truck parking to be slightly easier to find when seeking to take required 30-minute breaks
- Most long term (67%) and short term (59%) parking stops occur at private truck stops or shipper/receiver locations
- More than 80 percent of respondents take ½ hour or more to find acceptable long term parking
- The I-70 corridor west of Denver was ranked as the most difficult to find parking
- Free-form responses highlighted:
  - Difficult finding space to park when traversing Vail Pass
  - Need to keep rest areas open and add more, especially where there are few private truck stops
  - Difficulty parking in cities
## Parking Inventory

<table>
<thead>
<tr>
<th>Interstate/Highway</th>
<th>Corridor</th>
<th>Length (mi)</th>
<th>Truck Parking Spaces</th>
<th>Spaces/Mile</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Rest Area</td>
<td>Open/Other</td>
</tr>
<tr>
<td>I-25</td>
<td>from the New Mexico Border to the Wyoming Border</td>
<td>299</td>
<td>95</td>
<td>8</td>
</tr>
<tr>
<td>I-70</td>
<td>from Utah Border to Kansas Border</td>
<td>450</td>
<td>68</td>
<td>87</td>
</tr>
<tr>
<td>I-76</td>
<td>from I-70 to Nebraska Border</td>
<td>184</td>
<td>65</td>
<td>0</td>
</tr>
<tr>
<td>US 40</td>
<td>from Utah Border to I-70 Junction at MP 232</td>
<td>258</td>
<td>10</td>
<td>27</td>
</tr>
<tr>
<td>US 50</td>
<td>from I-25 Junction at MP 100 to Kansas Border</td>
<td>152</td>
<td>6</td>
<td>0</td>
</tr>
<tr>
<td>US 160</td>
<td>from the New Mexico Border to I-25 Junction at MP 50</td>
<td>305</td>
<td>13</td>
<td>6</td>
</tr>
<tr>
<td>US 287</td>
<td>from Oklahoma Border to I-70 Junction at MP 361*</td>
<td>186</td>
<td>13</td>
<td>15</td>
</tr>
<tr>
<td>SH 71</td>
<td>from I-70 Junction at MP 361 to Nebraska Border</td>
<td>130</td>
<td>0</td>
<td>11</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>1,964</strong></td>
<td><strong>270</strong></td>
<td><strong>154</strong></td>
</tr>
</tbody>
</table>

*Includes parking supply at I-70 and I-76 Interstate Junctions*
Truck Flows from CO - 24 Hours

Denver, CO: Day 1 Truck Flows

Truck Trip
Truck Flows from CO - 48 Hours

Denver, CO: Day 2 Truck Flows
Truck Flows from CO - 72 Hours
Truck Flows from CO - 5 Days

Denver, CO: Day 5 Truck Flows

Truck Trip
Truck Flows from CO - 6 Days
Truck Flows from CO - 7 Days
Truck Parking Demand
Corridor Fact Sheets

• 147 Authorized Truck Parking Sites Analyzed, 10 Unauthorized
• Data sampled from each of 4 quarters within 2017
• Many facilities found to operate at or over capacity for multiple hours each day
• Percentage of facilities exceeding capacity:
  • I-25: 50%
  • I-70: 25%
  • I-76: 35%
Corridor Closure
Bridge Strike: 12/12/2017

• 10:30 AM: A truck traveling eastbound crosses into westbound lanes and into the support columns of a bridge
• 3:00 PM: Westbound lanes open
• 8:00 PM: Eastbound lanes open
Truck Bridge Strike
December 12, 2017: 10:30 AM - 3:00 PM

Speed (mph)
- 0 - 15
- 16 - 30
- 31 - 45
- 46 - 55
- 56 +

Bridge Location
Truck Bridge Strike
December 12, 2017: 3:00 PM - 8:00 PM
Truck Bridge Strike
December 12, 2017: 8:00 PM - Midnight

Speed (mph)
- 0 - 15
- 16 - 30
- 31 - 45
- 46 - 55
- 56 +
- Bridge Location
Corridor Closure
March 23, 2016 Blizzard

• More than a foot of snow recorded at Denver International Airport
• About two feet of snow was recorded in Boulder, CO
• I-70 closed through Thursday, March 24, 2016 early morning
• I-25 closed during the storm and later reopened
During Blizzard  
March 23, 2016: 11:30 AM - 11:30 PM
During Blizzard
March 23, 2016: 1:00 PM - 7:00 PM

Speed (mph)
- 0 - 15
- 16 - 30
- 31 - 45
- 46 - 55
- 56 +
Final summary report

- Compendium of topical memos
- 1-page summaries of each corridor
- Action/implementation steps
- Repeatable process for future studies/assessments

Next Steps

- Truck Parking Information Management System (TPIMS) Development
- Truck Parking Assessment, Phase II
- Continued Stakeholder Engagement - Freight Advisory Council
Questions?

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