



CDOT Truck Parking Assessment Overview

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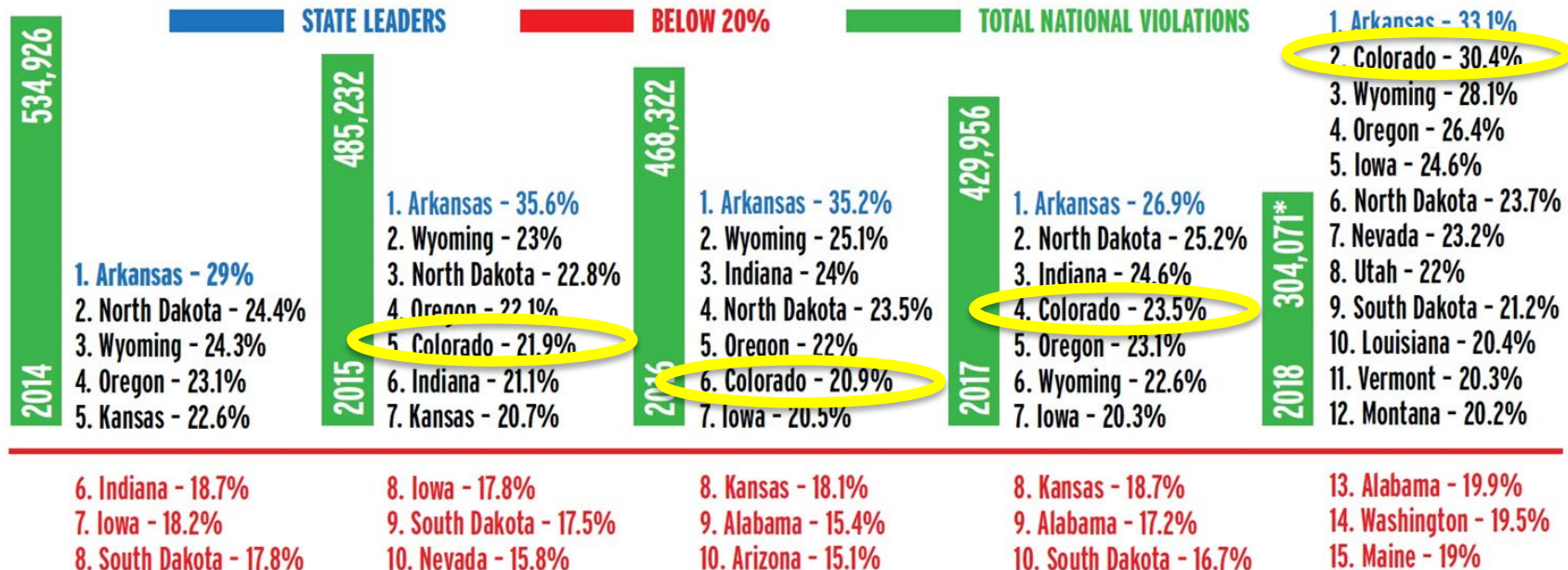
Truck Parking is a Big Problem!

- 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



SOURCE – Overdrive, August 2018

The 2018 total is a projection based on the first four months. It includes ELD- and AOB RD-related violations.



Scope of Work

The 9 tasks included in the Truck Parking Assessment.

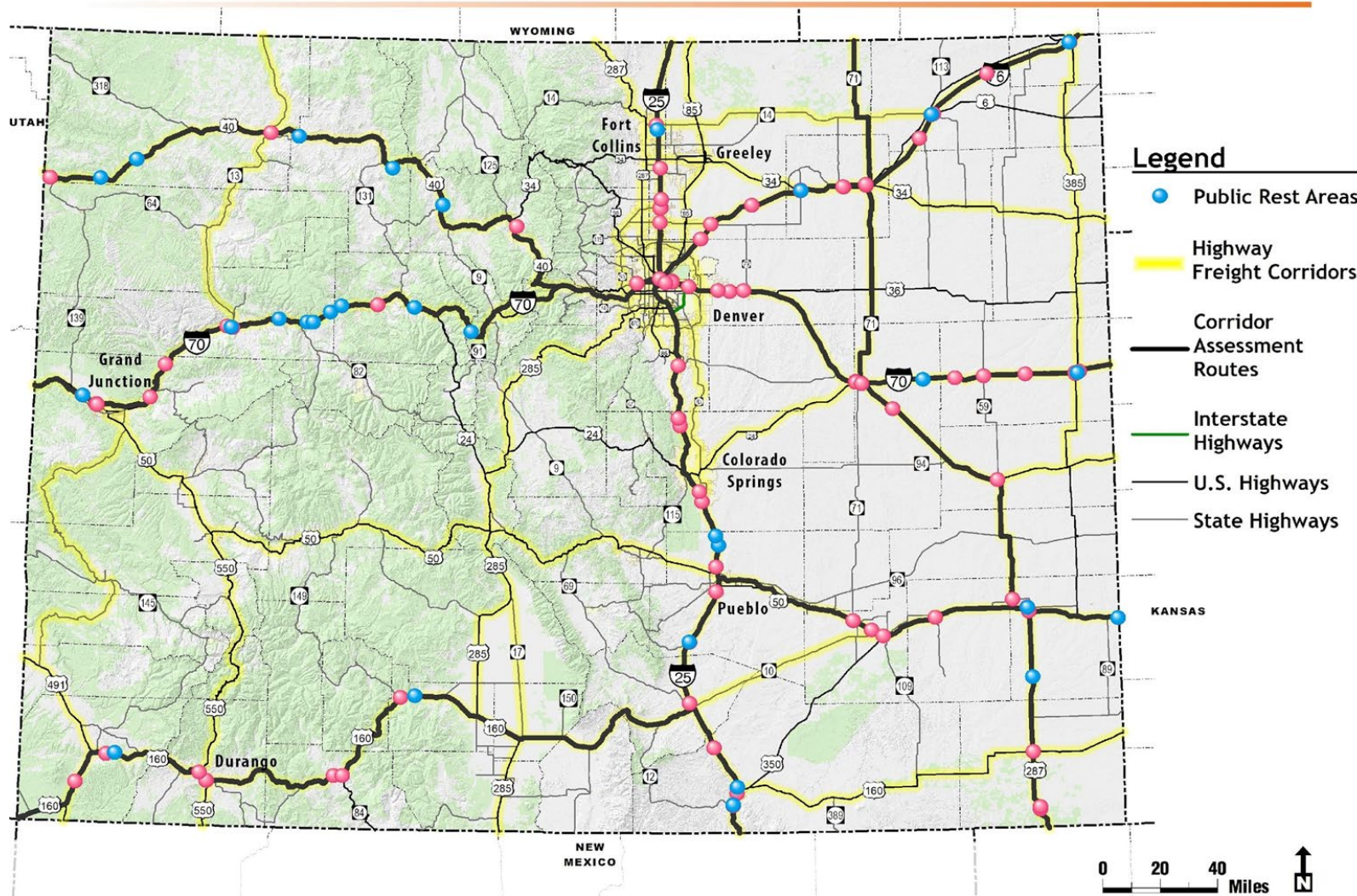
Documentation includes a final report, truck parking inventory and maps/brochure

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



Truck Parking Assessment Routes





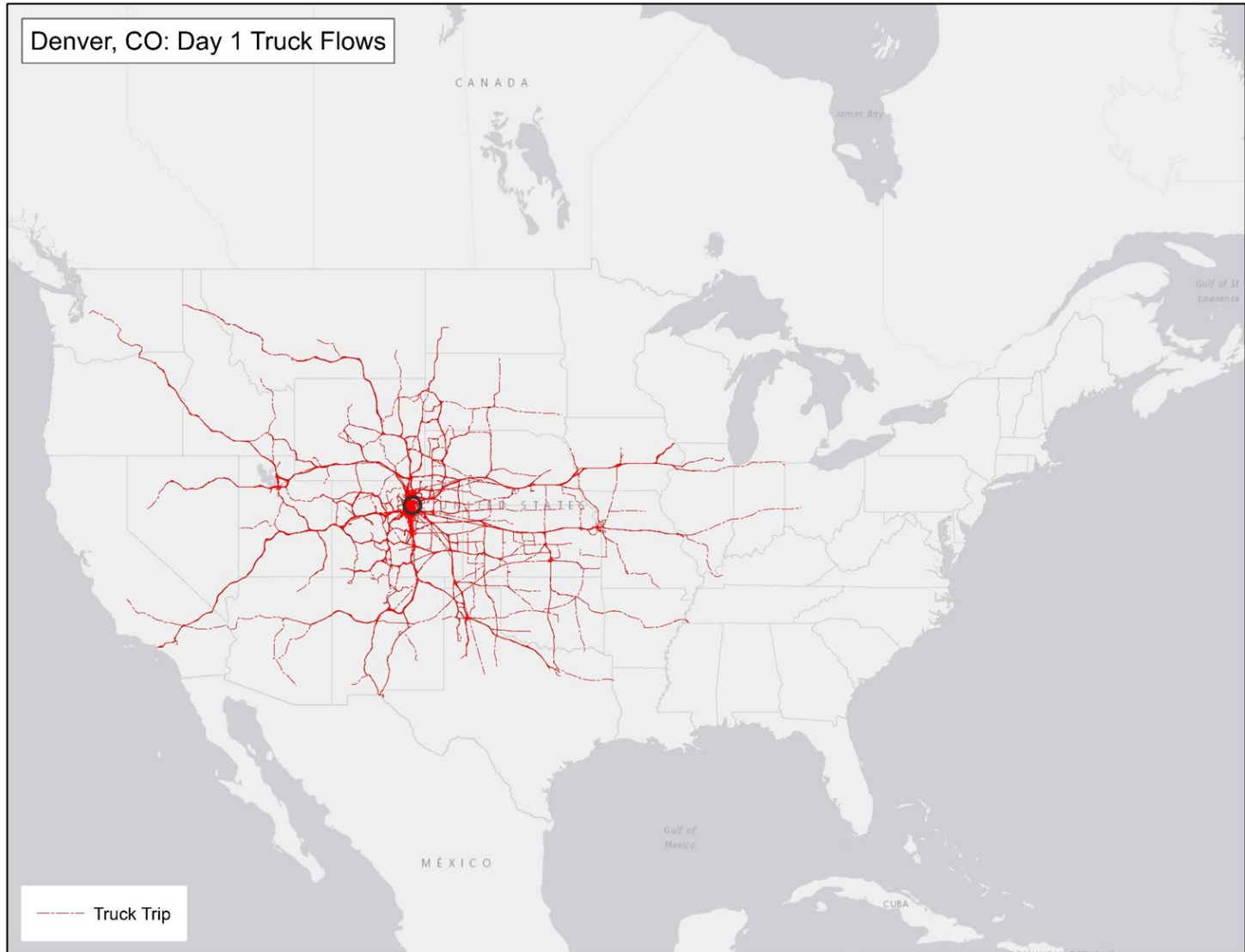
Stakeholder Survey

- 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



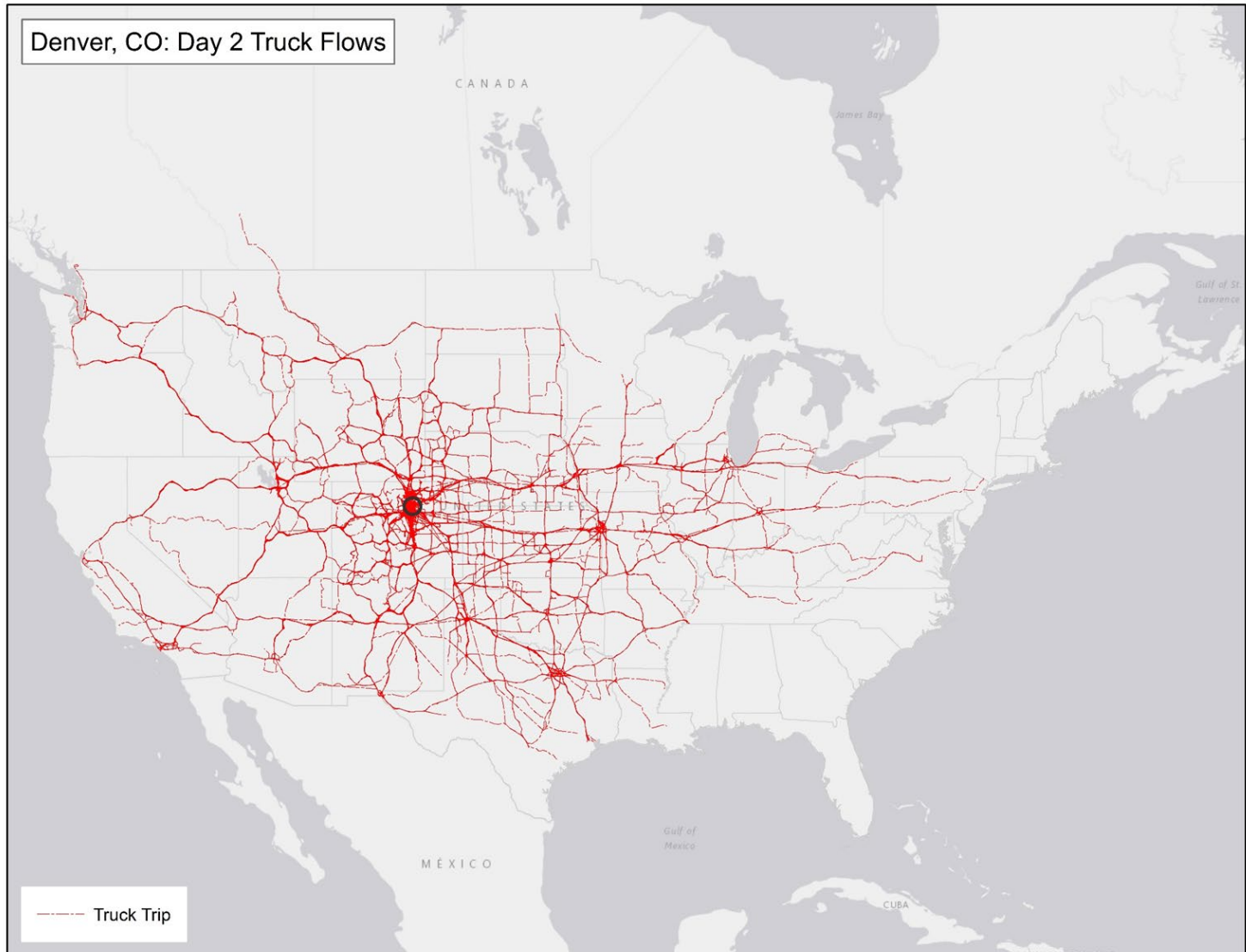


Truck Flows from CO - 24 Hours



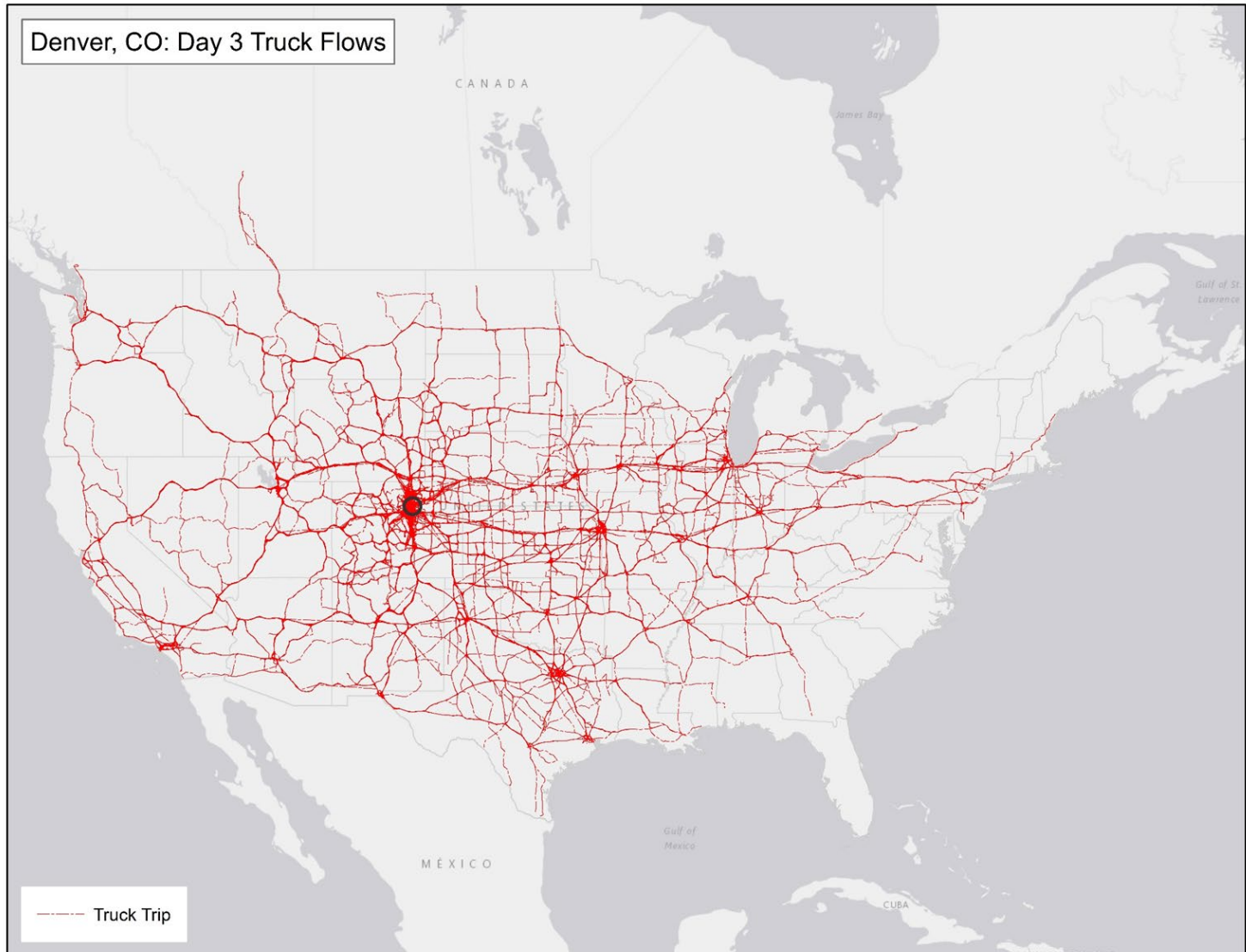


Truck Flows from CO - 48 Hours



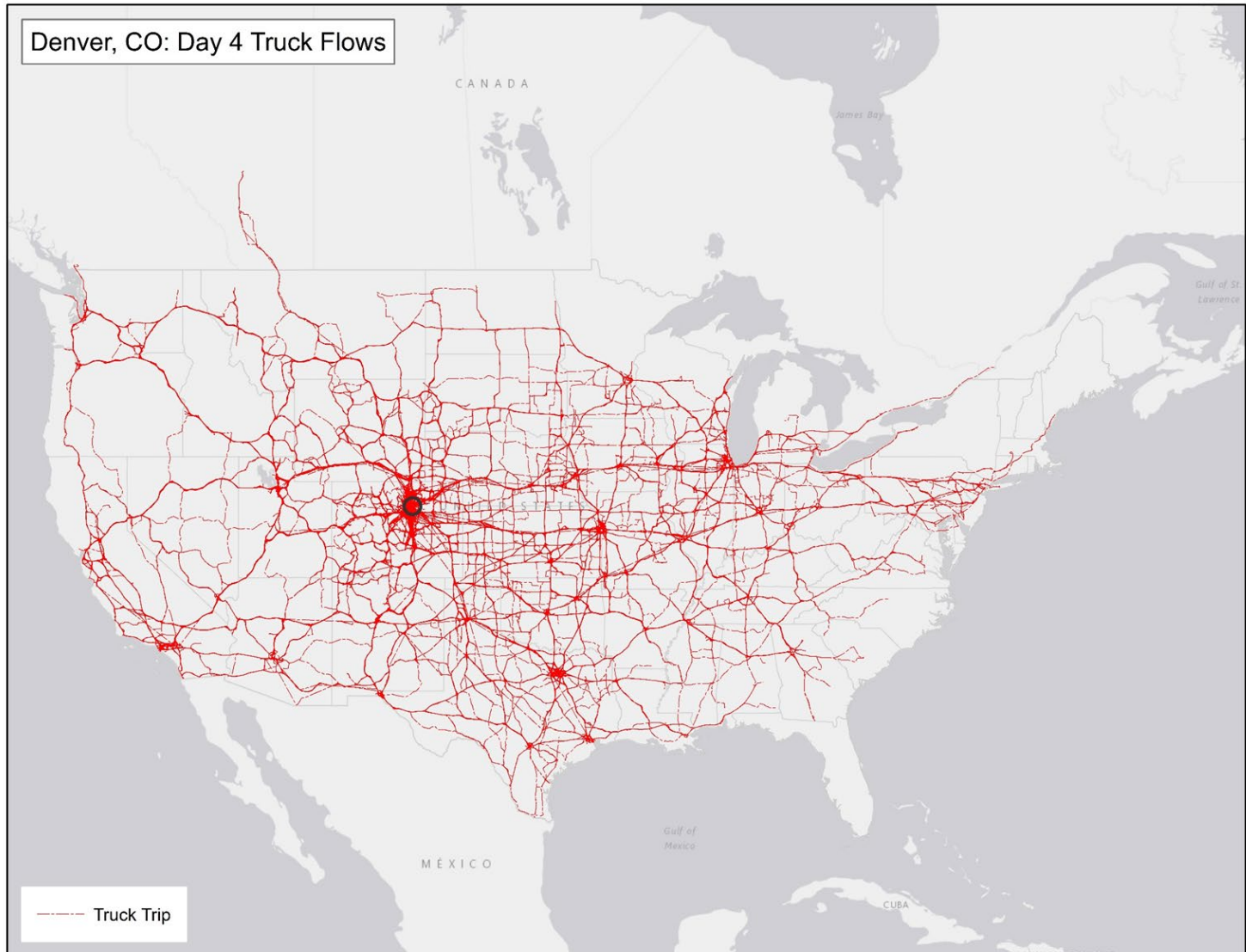


Truck Flows from CO - 72 Hours



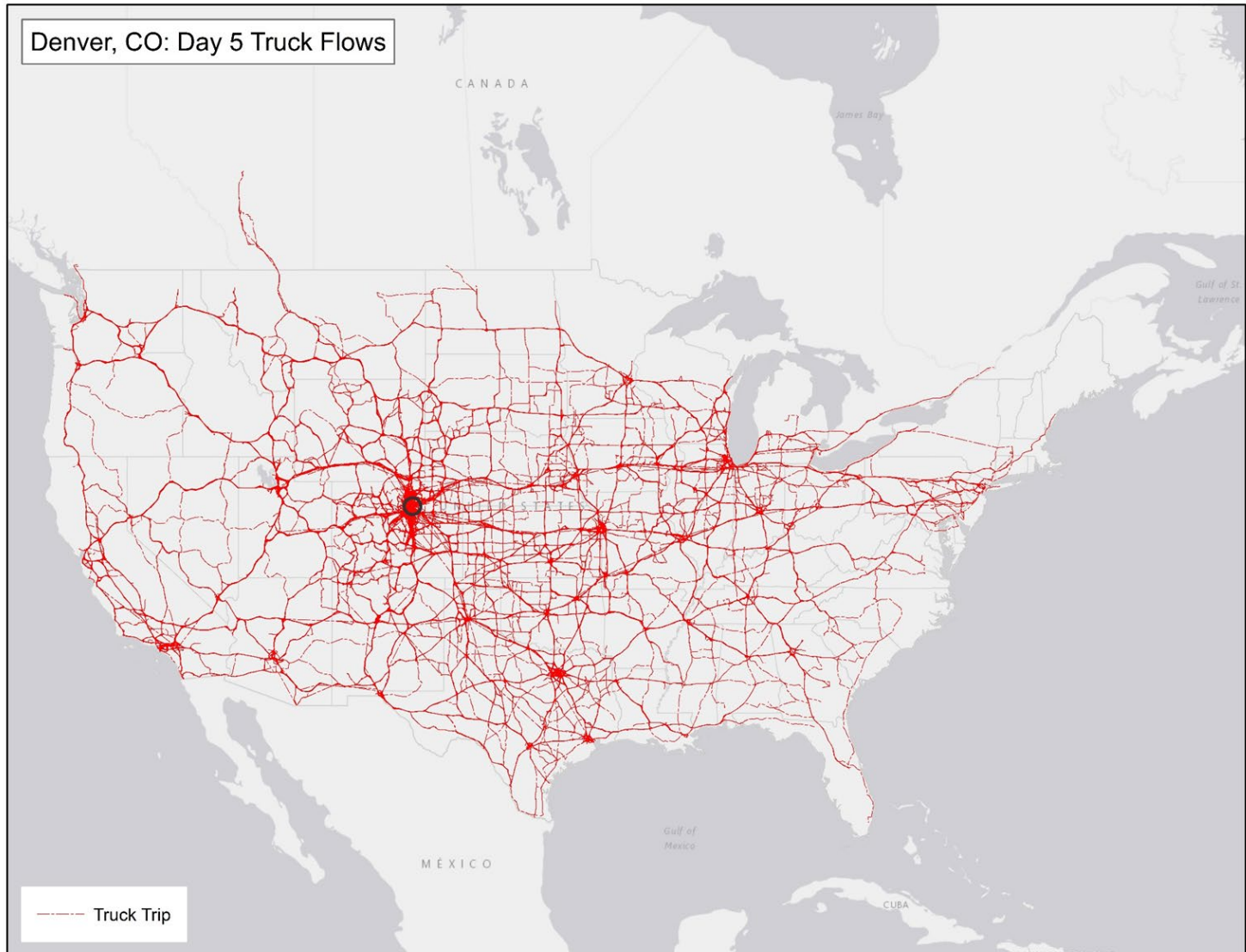


Truck Flows from CO - 4 Days



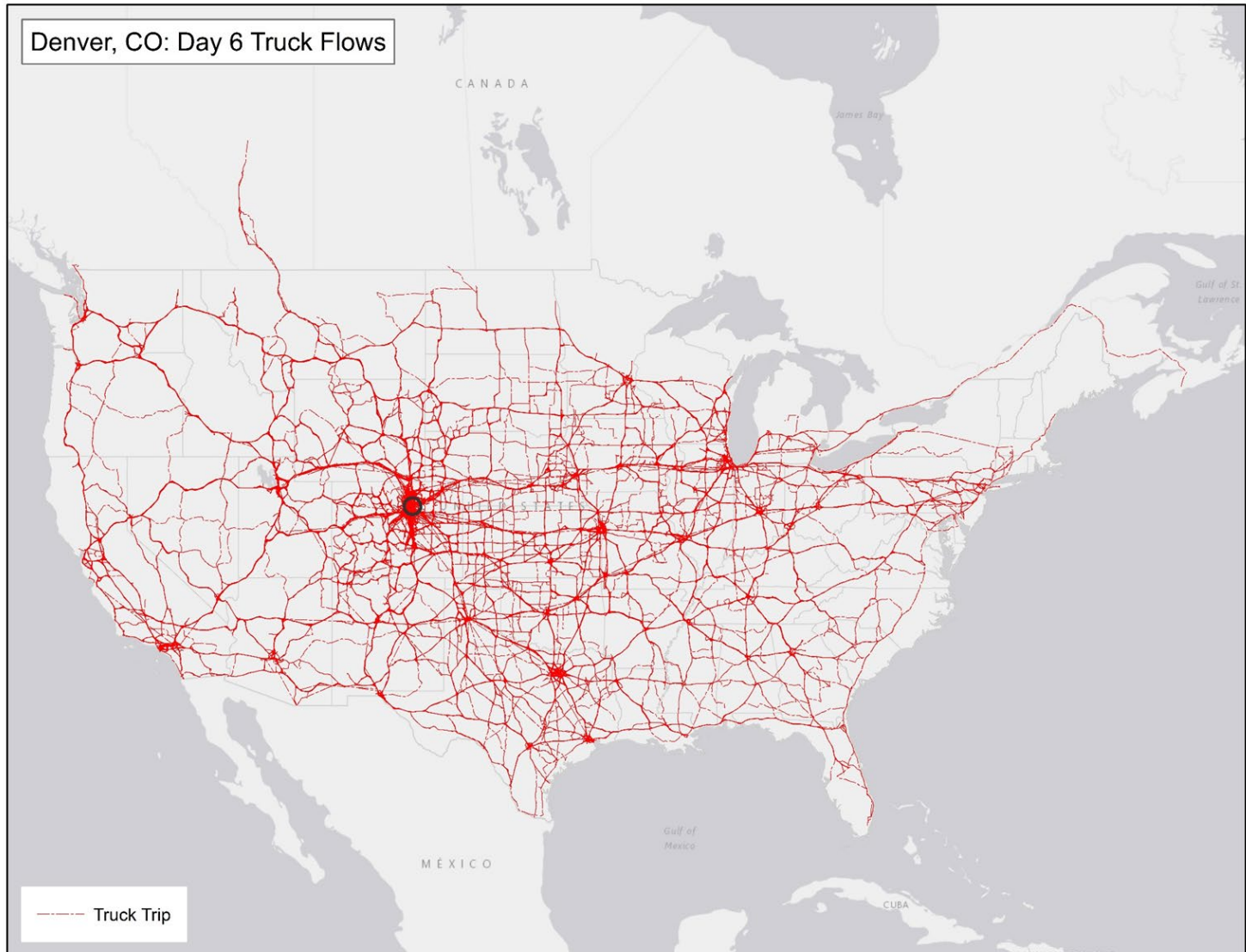


Truck Flows from CO - 5 Days



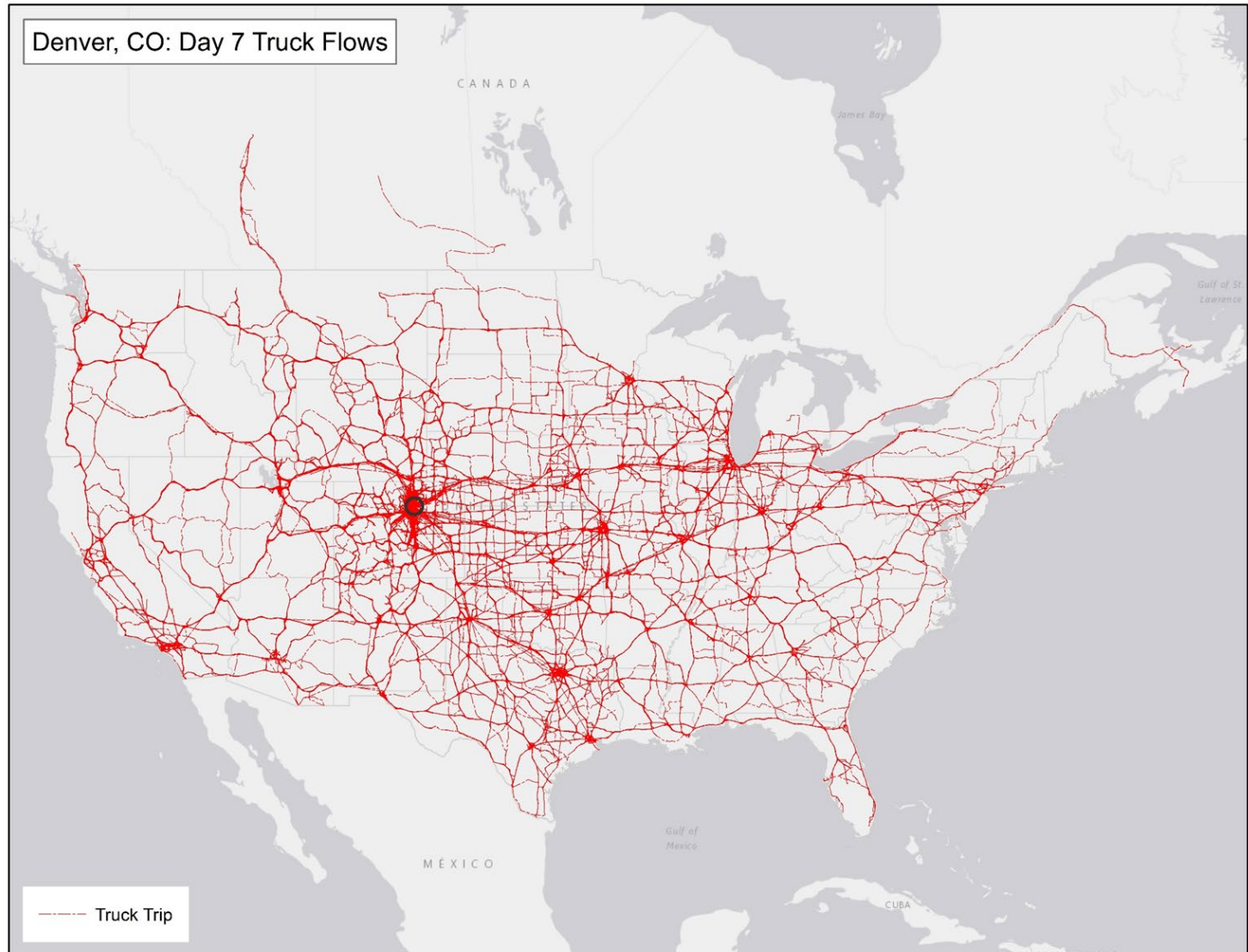


Truck Flows from CO - 6 Days

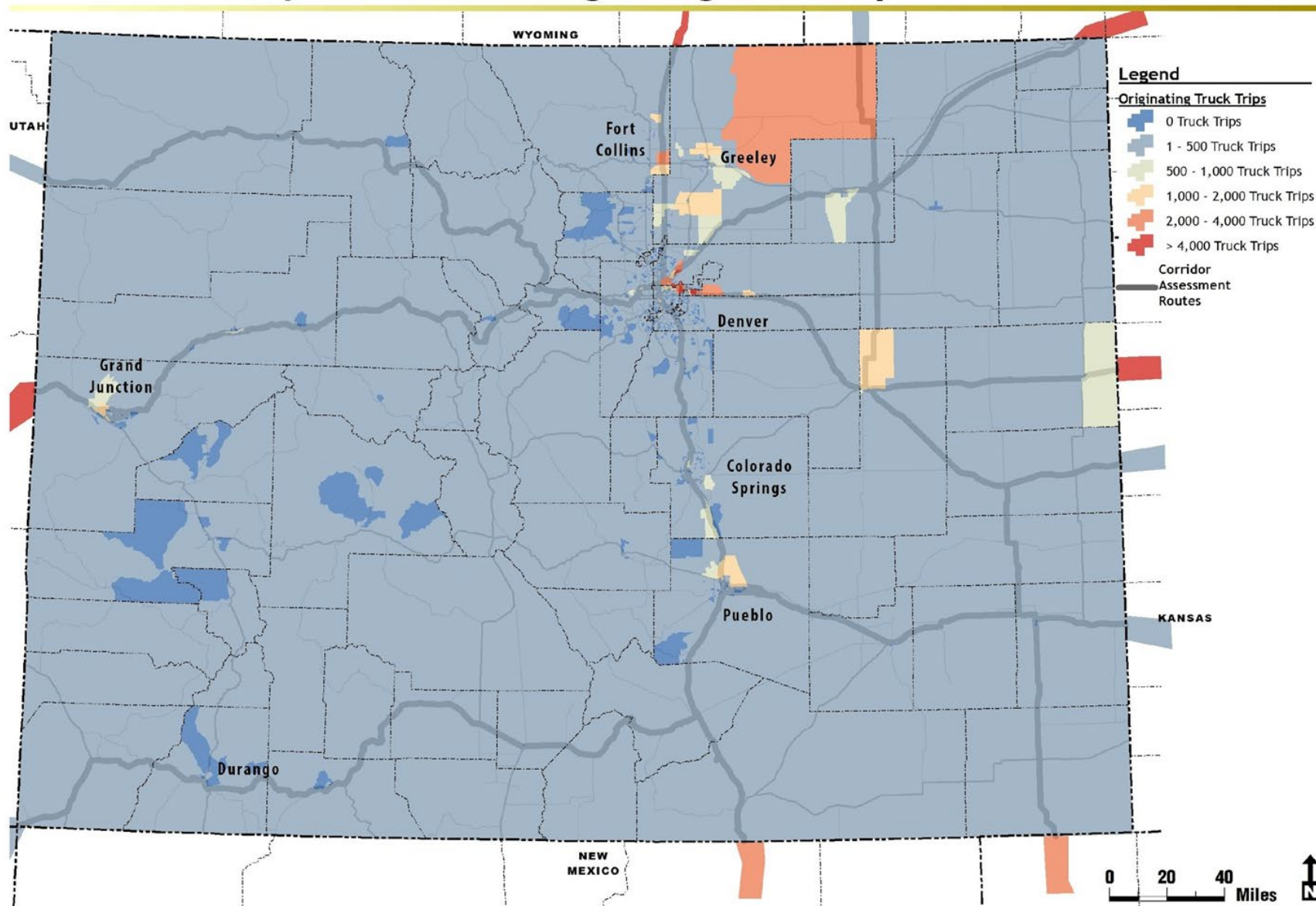




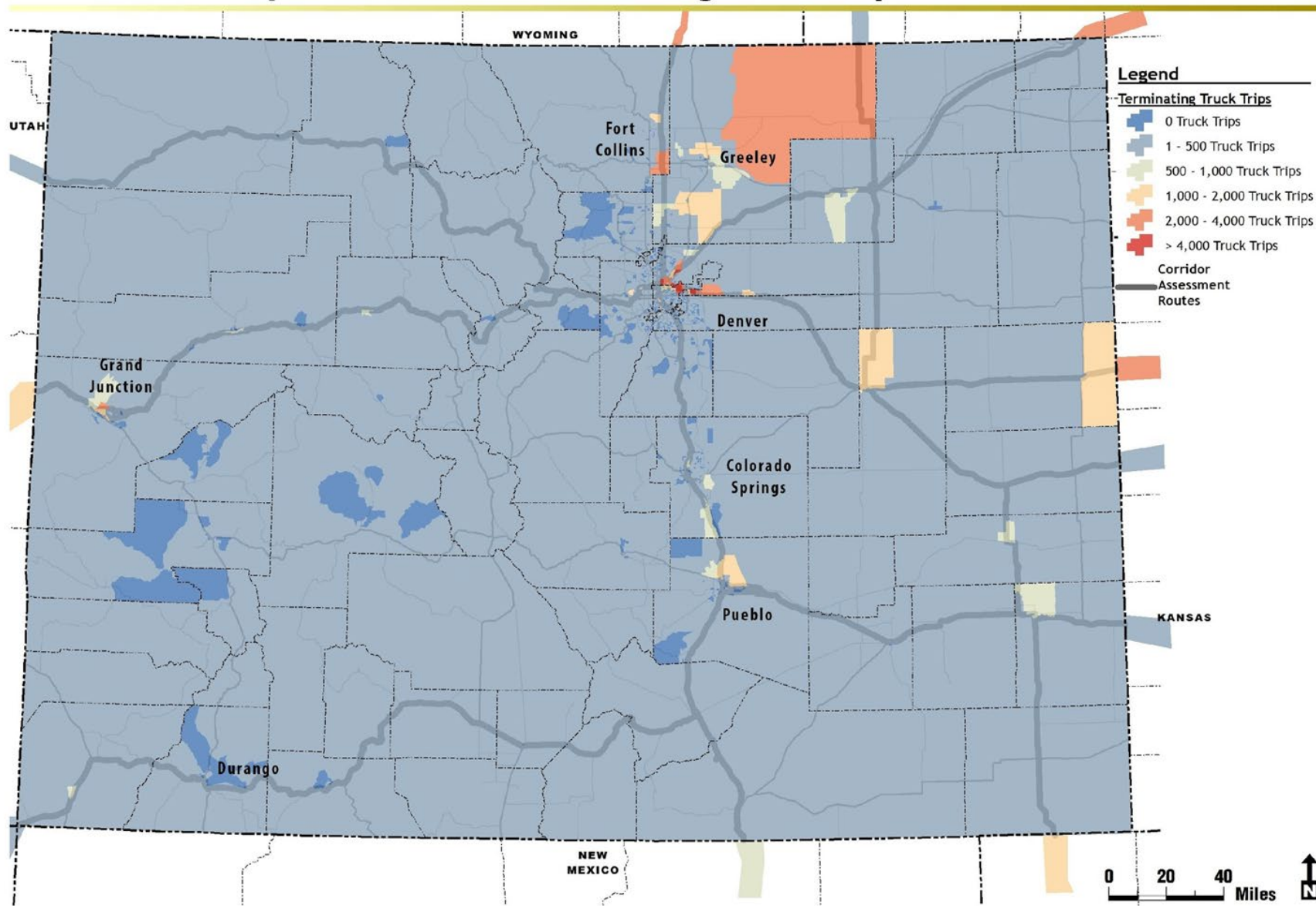
Truck Flows from CO - 7 Days



July 10 - 23, 2017 Originating Truck Trips

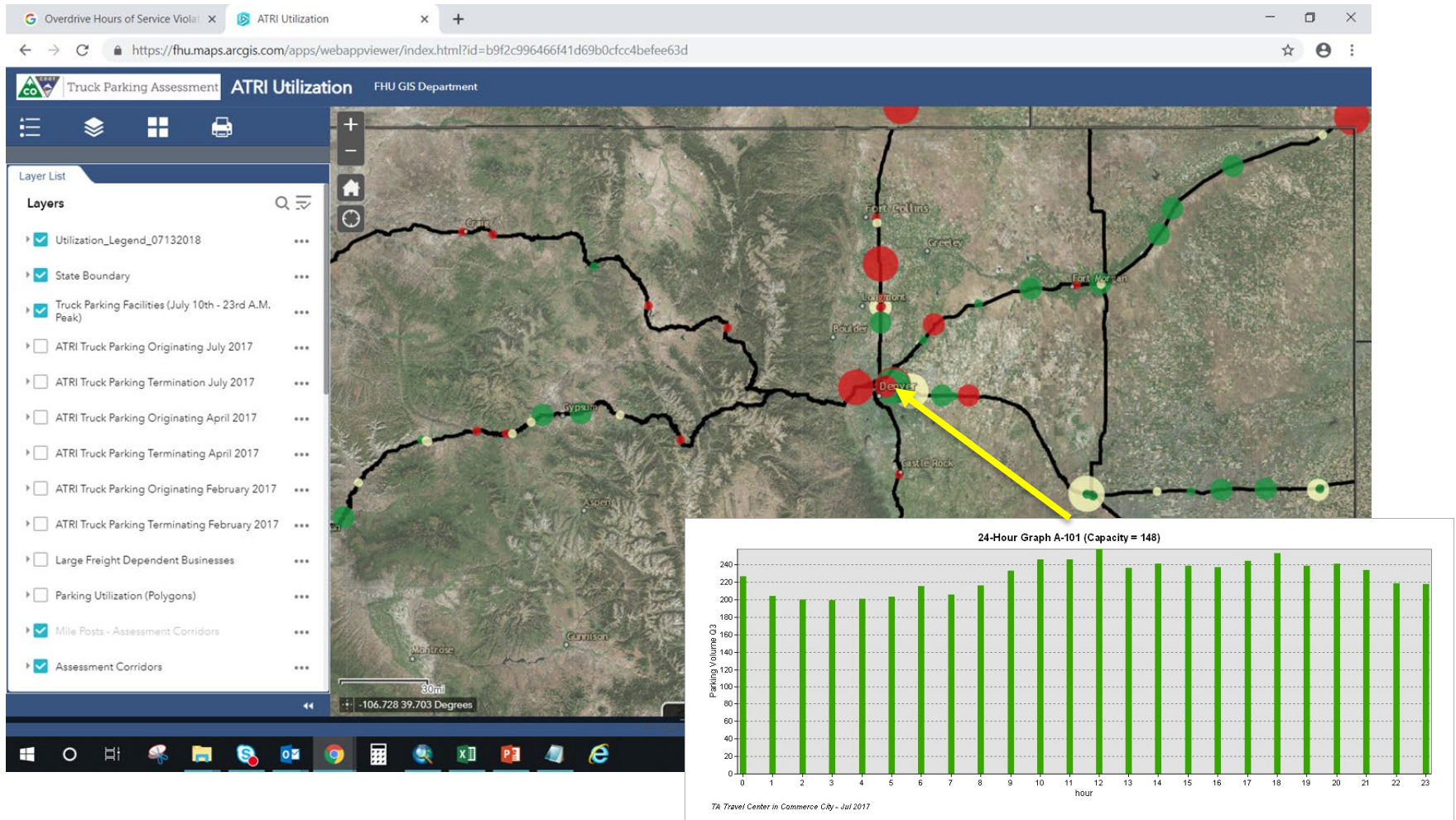


July 10 - 23, 2017 Terminating Truck Trips





Truck Parking Demand



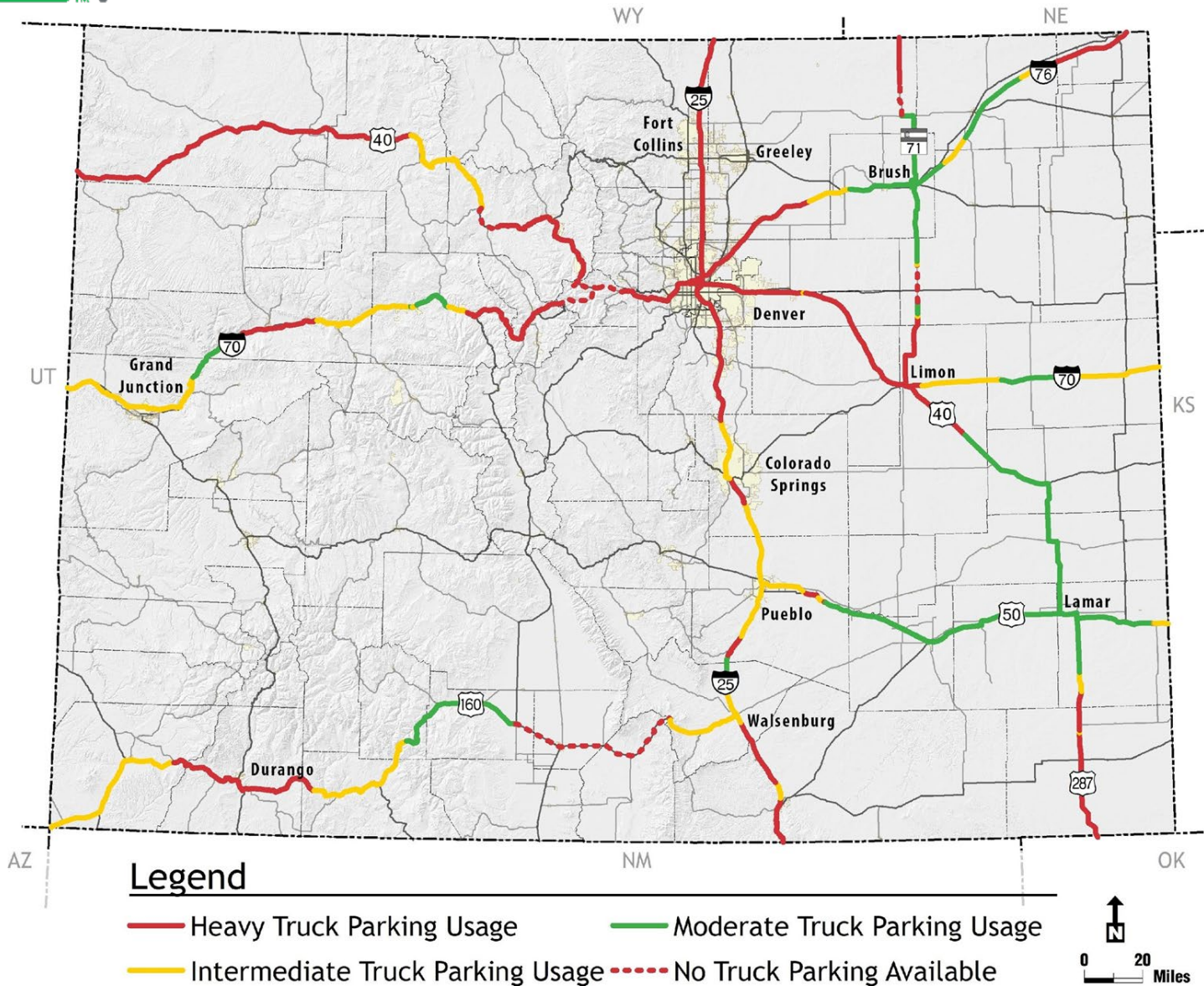


Corridor Fact Sheets

- 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%



Truck Parking Demand





Corridor Closure

Bridge Strike: 12/12/2017

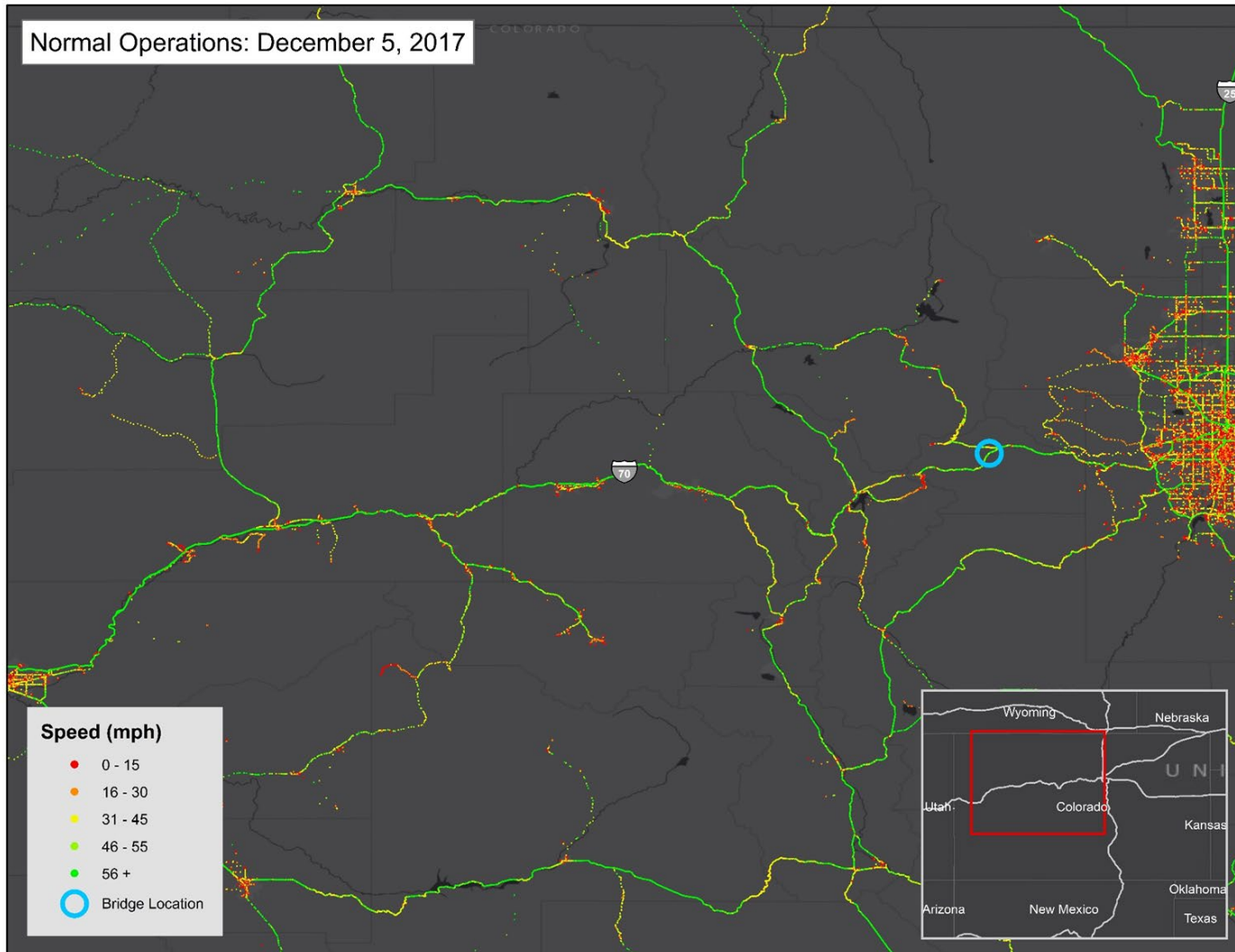
- 10:30 AM: A truck traveling eastbound crosses into westbound lanes and into the support columns of a bridge
- 3:00 PM: Westbound lanes open
- 8:00 PM: Eastbound lanes open



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Normal Operations: December 5, 2017

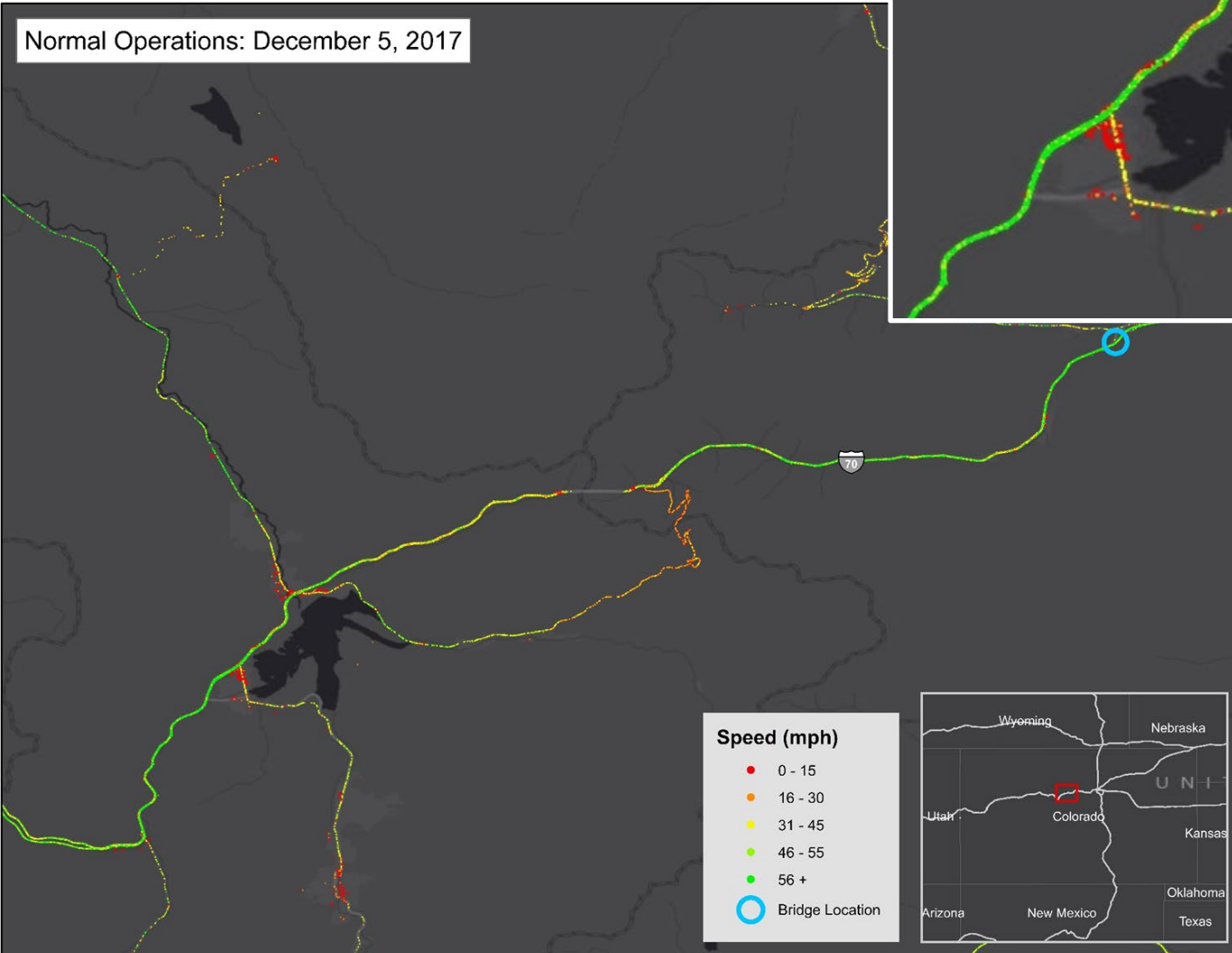
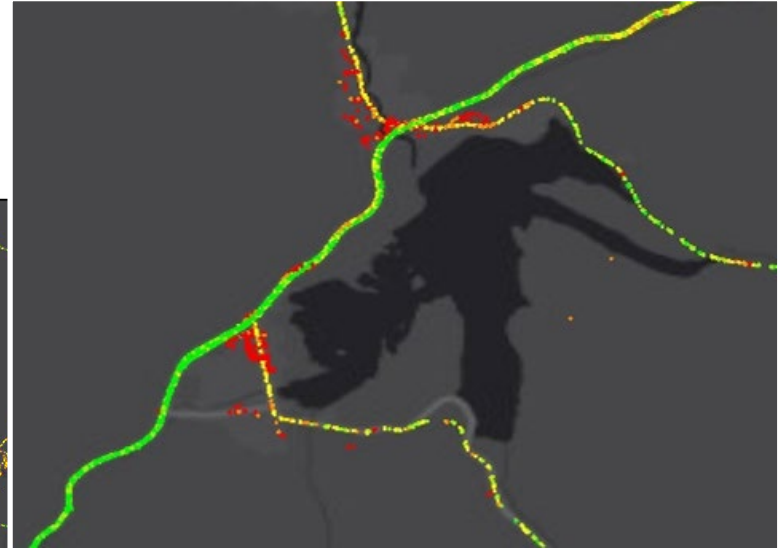




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Normal Operations: December 5, 2017

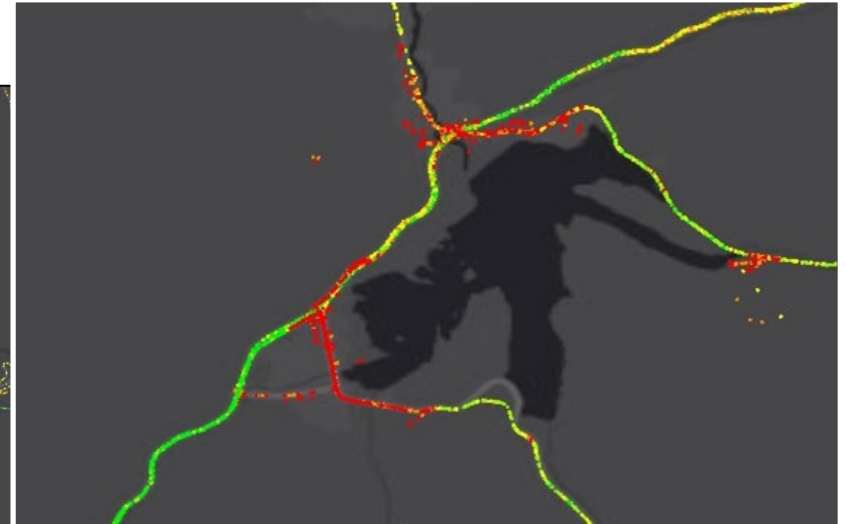
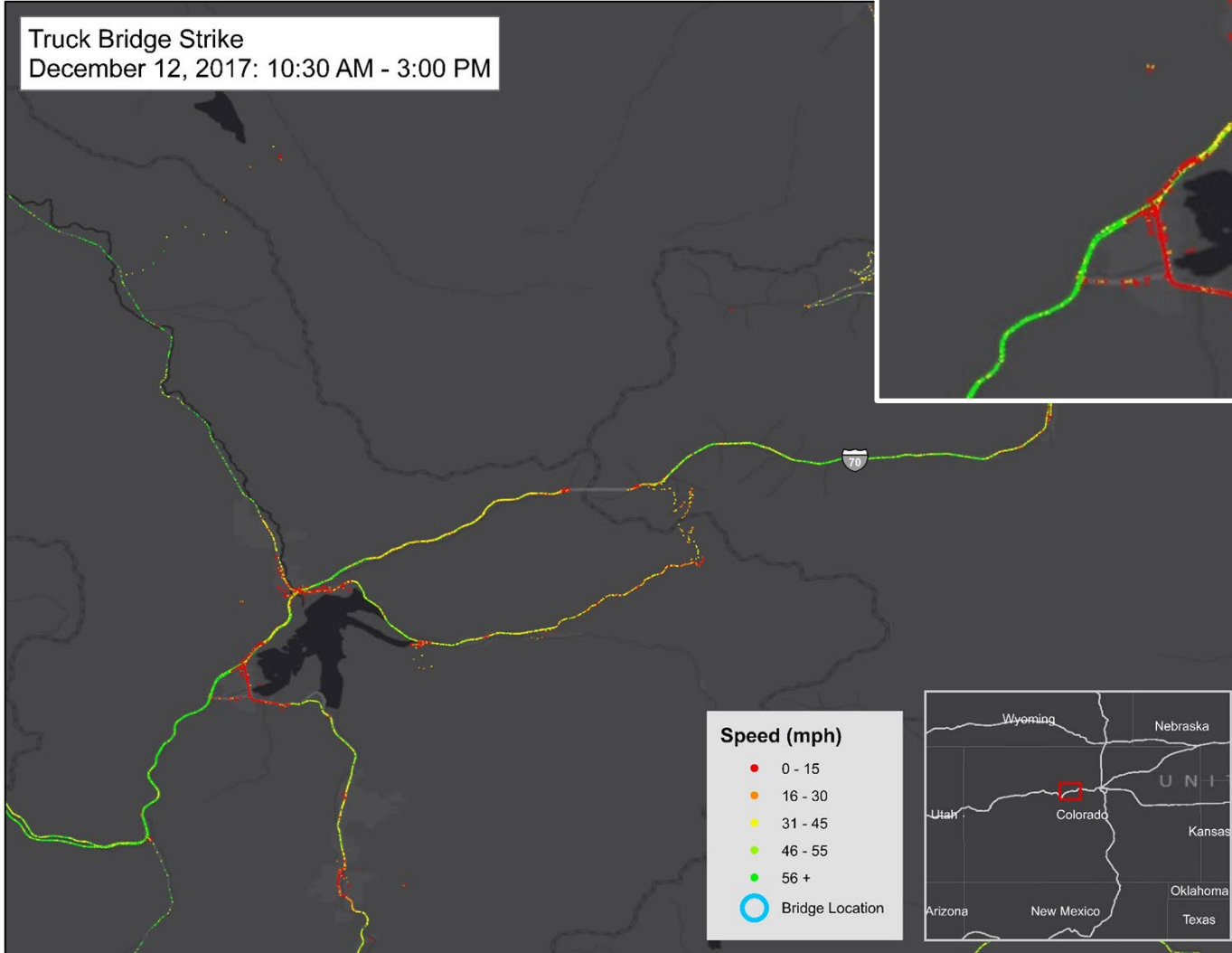




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Truck Bridge Strike
December 12, 2017: 10:30 AM - 3:00 PM

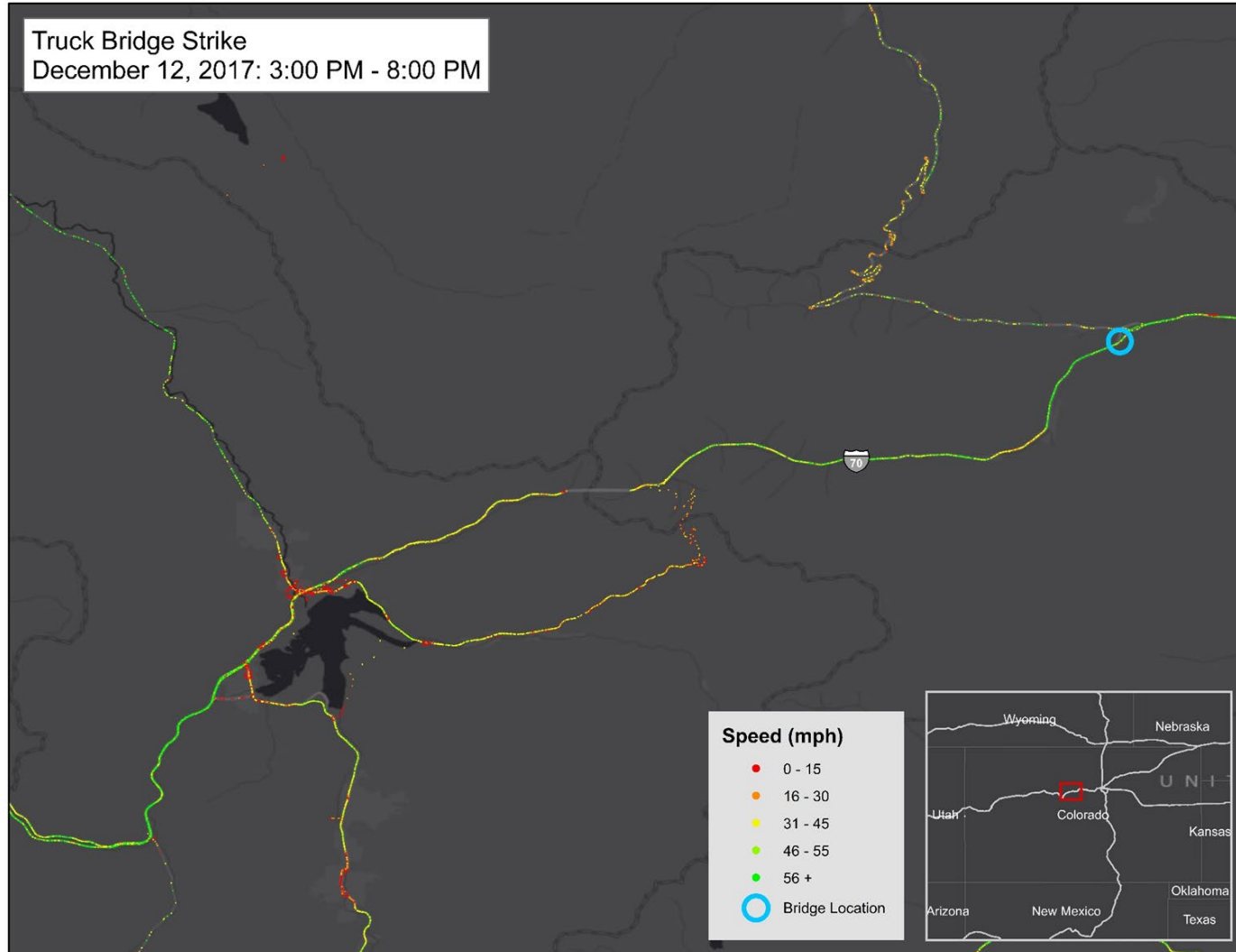




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Truck Bridge Strike
December 12, 2017: 3:00 PM - 8:00 PM

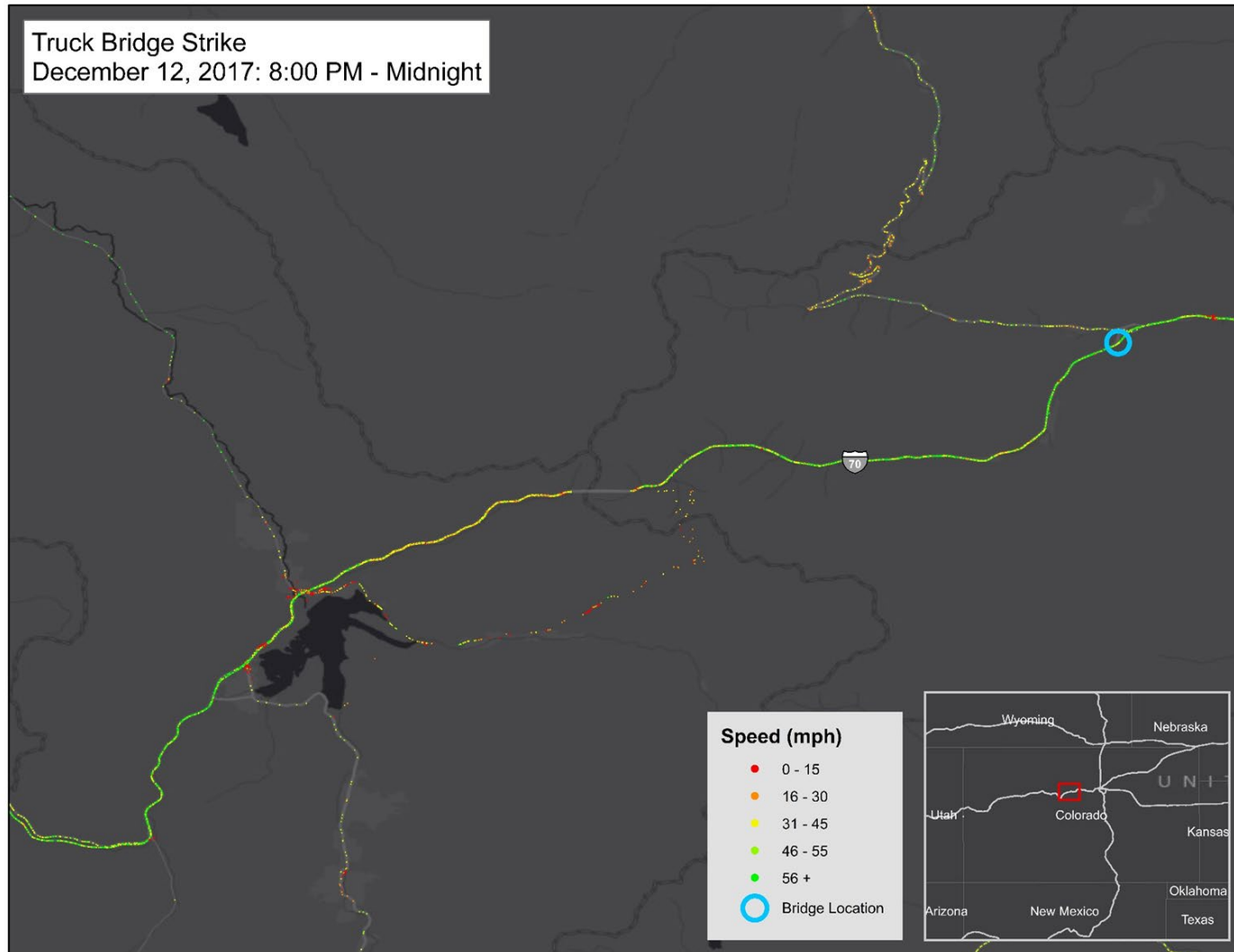




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Truck Bridge Strike
December 12, 2017: 8:00 PM - Midnight





Corridor Closure

March 23, 2016 Blizzard

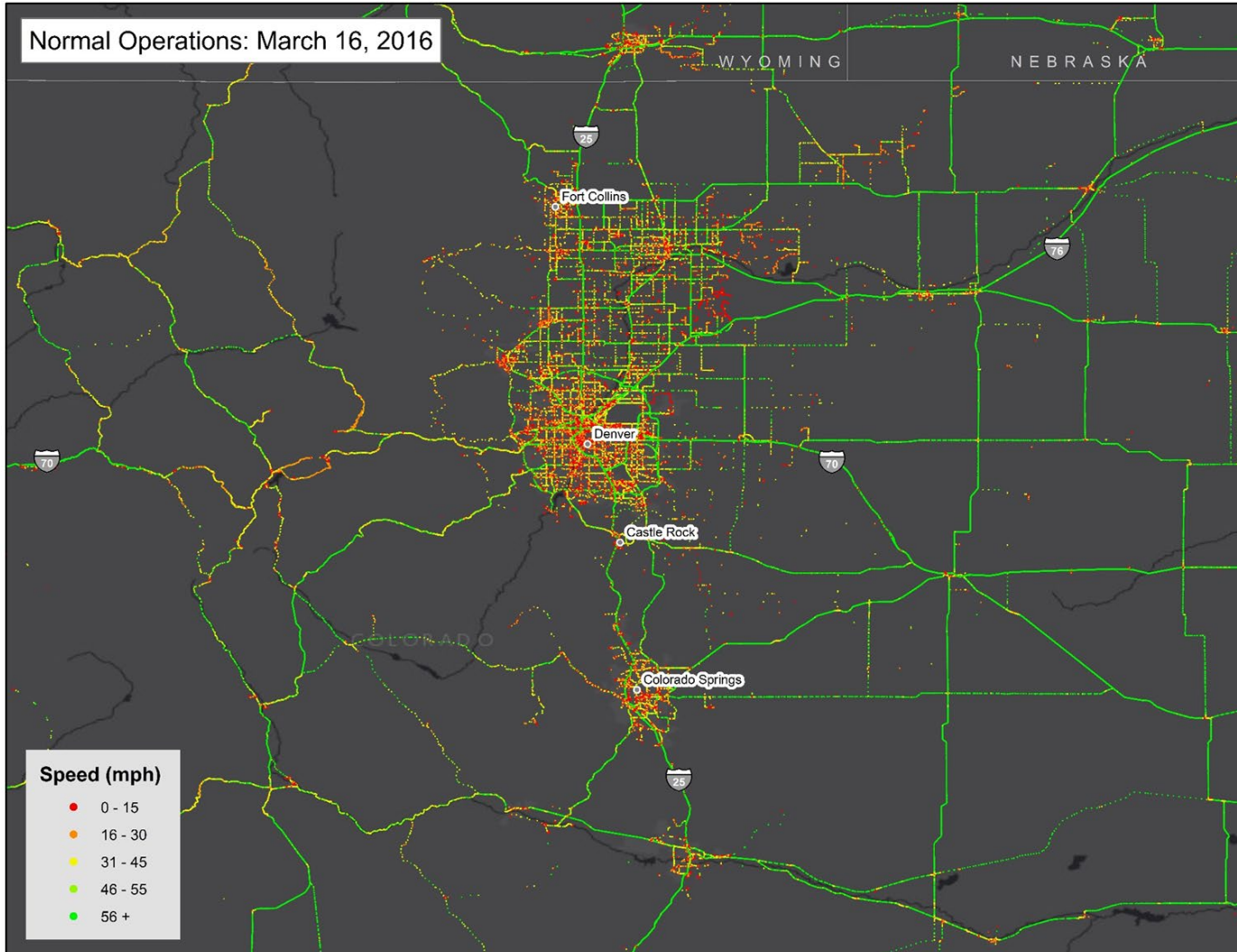
- More than a foot of snow recorded at Denver International Airport
- About two feet of snow was recorded in Boulder, CO
- I-70 closed through Thursday, March 24, 2016 early morning
- I-25 closed during the storm and later reopened



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Normal Operations: March 16, 2016

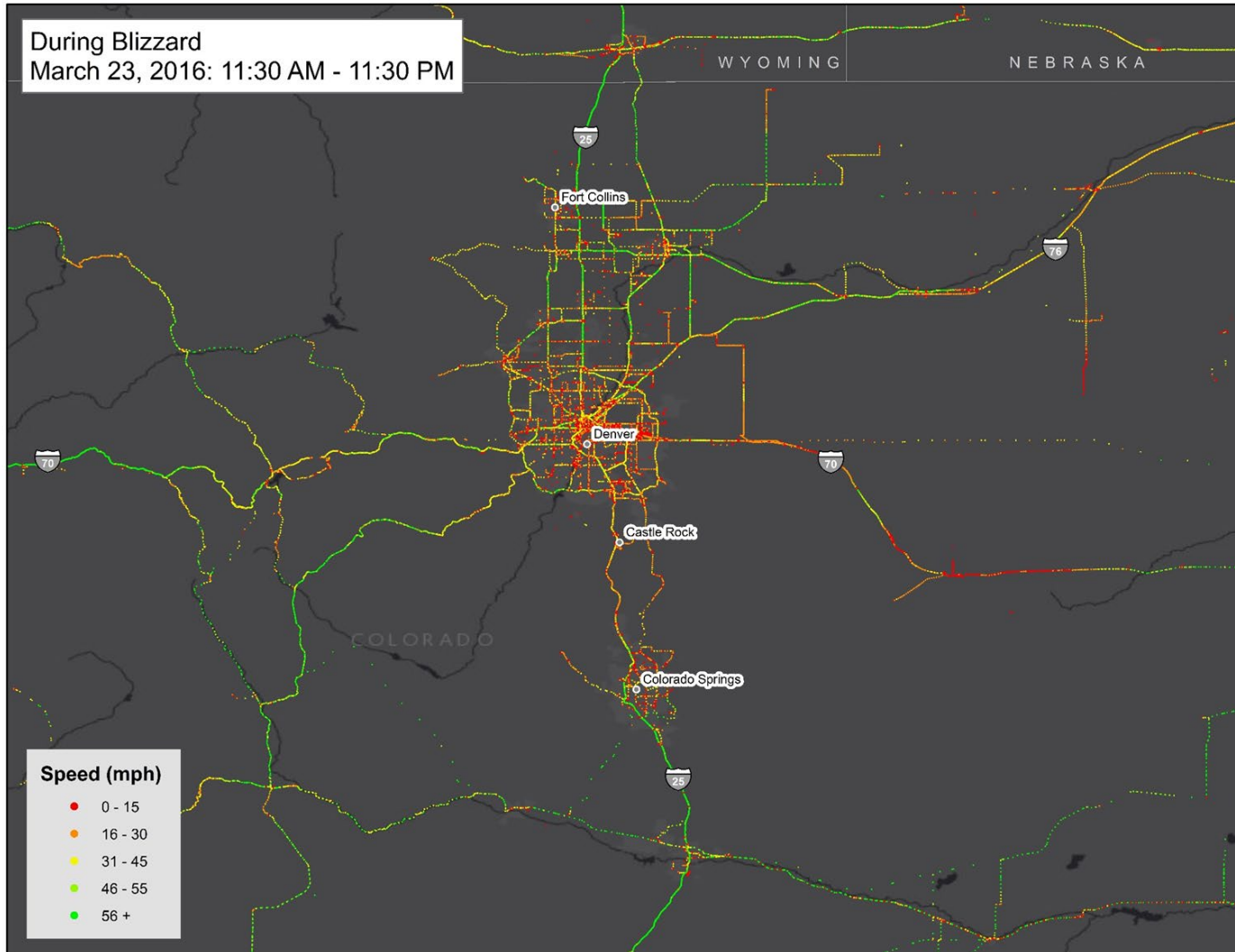




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During Blizzard
March 23, 2016: 11:30 AM - 11:30 PM

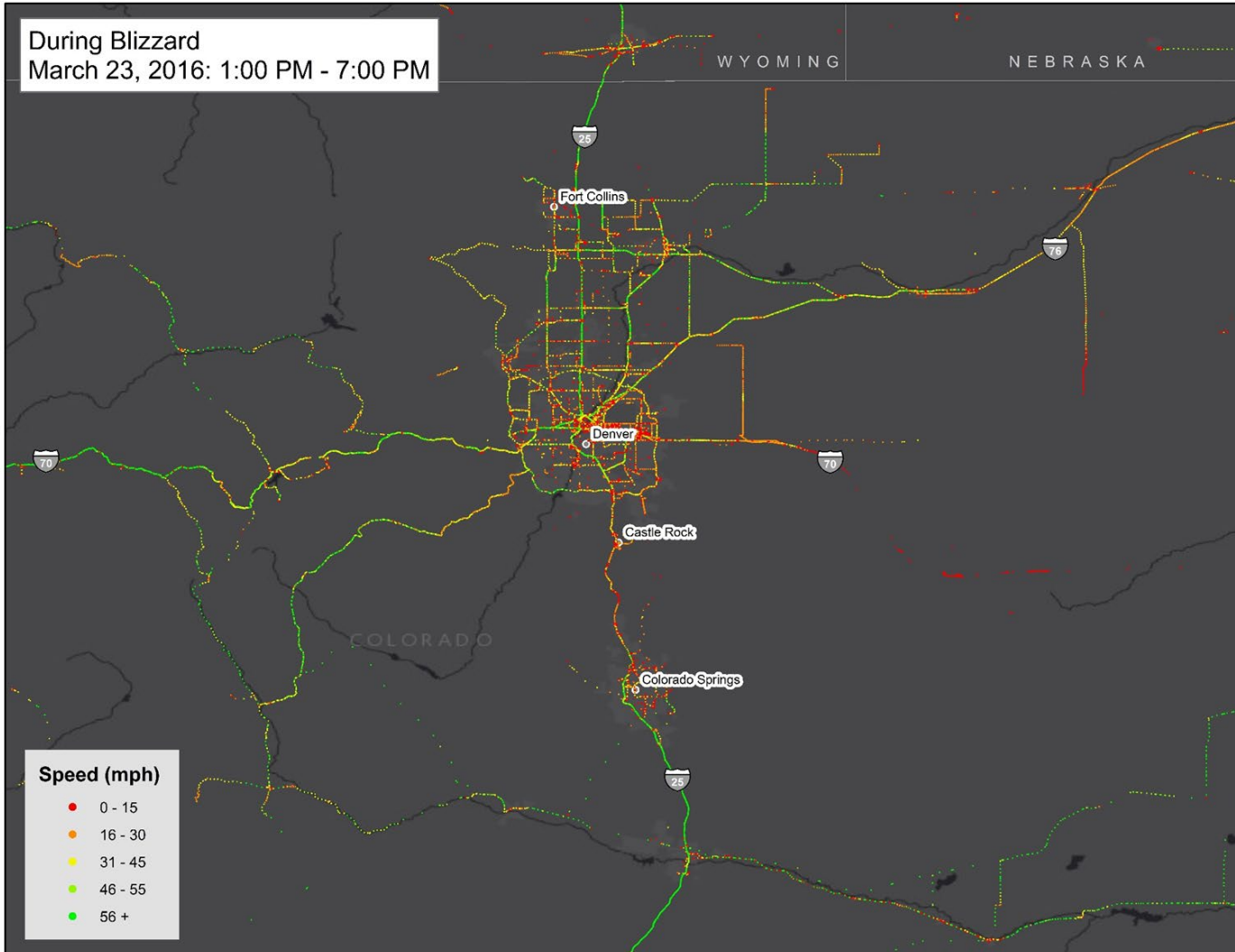




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During Blizzard
March 23, 2016: 1:00 PM - 7:00 PM





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



Truck Parking Assessment

Colorado Department of Transportation



January 2019

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Questions?

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Truck Parking Assessment

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