Truck Parking Stakeholder Outreach and Engagement Summary
Appendixes

WA 3
Final: April 15, 2020
## Appendix A: Round 1 Stakeholder Workshops

This appendix includes one summary page for each workshop conducted during Round 1 of the stakeholder outreach for this Truck Parking Study, sorted in alphabetical order.

<table>
<thead>
<tr>
<th>Workshop</th>
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*TxDOT staff, including District staff and the consultant team are excluded from these totals.*
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Amarillo
January 10, 2019
Attendees: 6

Workshop Overview
This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address issues in the area.

Truck Parking Themes
- Stretches of highway between urbanized areas lack truck parking.
- Small rest areas regularly fill up and at times have trucks parked just outside of them on the shoulder.
- Due to the lack of available truck parking capacity, trucks are parking on highway ramps or shoulders.
- Local entities are providing minimal relief by developing locations for trucks to park or allowing parking at existing lots, such as Wal-Marts. However, many shopping centers do not want trucks to park and damage pavement.

Freight Infrastructure Design Themes
- Aging bridges on I-27 and throughout the region are a problem due to both load restrictions and low vertical clearance.
- Construction zones are a challenge for freight movement, especially on routes with heavy truck traffic such as I-40.
- Narrow streets do not have a large enough turn radius for trucks, and right-of-way constraints make improvements challenging.
- Farm-to-market roads in the region were built in the 1950s and 1960s, and they were designed for less freight traveling at lower speeds.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Beaumont
January 22, 2019
Attendees: 7

Workshop Overview
This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes
- Staging at the Port of Beaumont and Port of Port Arthur is a persistent issue. Ports have set hours of operation, and trucks arrive before opening and wait in unauthorized locations.
- Security regulations prevent effective parking or staging solutions inside the port gate.
- Local businesses like International Paper have demonstrated the benefits of providing staging areas.
- Existing truck parking facilities are at or over capacity regularly.

Freight Infrastructure Design Themes
- Residential areas exist close to ports, and roadways were not designed for the heavy traffic using them today.
- Expansion of oil, gas, and chemical midstream operations results in a short-term increase in heavy traffic due to construction and a long-term increase once facilities are operational.
- Flooding is a consistent challenge, and it affects the rest of the state and nation when it affects port operations.
- Construction is occurring all around the region, and work zones are too narrow for trucks to navigate easily and safely, specifically on I-10.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Belton
February 14, 2019
Attendees: 24

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

- Nearby public parking is full every night, and there is little incentive for cities to develop additional public parking.
- Local overnight parking is needed. Local regulations often restrict parking where owner-operators live; these regulations are difficult to communicate and enforce.
- Creative methods to provide truck parking are needed, such as utilizing abandoned malls or retail or forming an agreement between nearby shippers.
- Truck parking is a difficult challenge because it is a public safety issue as well as a private industry issue.

Freight Infrastructure Design Themes

- Work zones often leave little or no shoulder, which can further complicate a crash or an emergency. Temporary signals can cause confusion when they are changed frequently.
- Additionally, parallel corridors are under construction at the same time and leave little alternative.
- Local roads are becoming freight routes, though they were not designed for this type of traffic.
- Grade crossings are a concern, especially when the crossing is elevated and can cause trucks to become stuck.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Brownsville
December 19, 2018
Attendees: 25

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

▪ Ports do not have enough space inside the gate to accommodate the truck parking demand that they generate.
▪ Additional parking is needed at border crossings to accommodate both inbound and outbound international traffic.
▪ Large-scale industrial development lasts years and increases demand for truck parking. Truck parking needs to be included in plans for development.
▪ Lack of amenities at existing rest areas causes drivers to leave or avoid them; they could be better utilized with if equipped with more amenities.

Freight Infrastructure Design Themes

▪ Narrow roadways and tight turns result in curb and pavement damage from trucks, especially near the Port of Brownsville.
▪ Oversize/overweight traffic faces challenges related to corridor connectivity, turning radii, and short entrance ramps to an even greater extent than standard truck traffic.
▪ Existing construction impacts a driver’s ability to make deliveries on time, including construction on Highways 4 and 48.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Corpus Christi
December 18, 2018
Attendees: 12

Workshop Overview
This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

▪ Most truck parking challenges are within two miles of the Port of Corpus Christi.
▪ Informal or unauthorized parking is generally not ticketed.
▪ Businesses in downtown Corpus Christi have requested that deliveries use smaller trucks, and suggested this will decrease the demand for truck parking in the urbanized area if widely implemented.

Freight Infrastructure Design Themes

▪ Autonomous vehicle technology will not improve design challenges, and existing design shortcomings may complicate implementation of autonomous technologies.
▪ Ramps are not designed for trucks, and this is a bigger problem for oversized loads such as wind blades. Turning radius is also a challenge for oversize freight.
▪ At-grade rail crossings need to be addressed to increase freight mobility.
▪ Two-way frontage roads need signage, and one-way frontage roads are preferred.
Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

- Demand for staging near warehouses results in trucks parking on the side of nearby roads and damaged shoulders.
- Oversize/overweight freight drivers have additional constraints and need designated truck parking.
- Parking is needed near and at the border to accommodate unexpected delays from congestion or construction as well as staging needs.
- There are too many municipal ordinances that prohibit truck parking.

Freight Infrastructure Design Themes

- Ramps and lanes should be designed to facilitate movement into and out of ports of entries.
- Oversize/overweight freight can have trouble clearing intersections even when there is enough room when signals are not timed correctly.
- Pavements are quickly damaged on corridors with heavy truck traffic, and downtown or central areas are not suitable for truck traffic.
- Exits and frontage roads near truck parking need to be designed to accommodate traffic entering and leaving facilities.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Fort Worth
December 11, 2018
Attendees: 16

Workshop Overview
This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes
- Staging areas need to be developed to accommodate trucks preparing to pick-up or deliver freight, especially in areas with warehousing. Distribution centers typically have some space, but there is more demand.
- Vacant buildings and lots near industrial areas could be new truck parking areas to meet staging and parking needs. Businesses may also consider pooling funding for a shared facility.
- Zoning is a challenge to providing more truck parking in the region.

Freight Infrastructure Design Themes
- Turning radii at interchanges are too narrow to accommodate commercial vehicles.
- Turning radii at intersections are also a consistent problem in the region, particularly when warehouses are located near developed areas.
- Pavement is not designed for heavy truck traffic in many areas, and roadways and curbs are damaged as a result.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Grapevine
December 11, 2018
Attendees: 12

Workshop Overview
This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes
- Parking in urban areas is challenging due to traffic and crime concerns.
- When warehouses and other businesses close for holidays, trucks cannot park there, resulting in additional demand for places to park.
- Closed rest or picnic areas may be one location to build new capacity. Incentives should also be offered to encourage small and large companies to provide truck parking.
- U.S. and state highways also need truck parking; interstates are not the only location of need.

Freight Infrastructure Design Themes
- Construction zones need more lighting, better markings, advance signage, and wider lanes to better accommodate freight movement.
- Signage needs to be placed so that drivers can see it well and have time to change lanes or adjust for an exit.
- HOV lanes could be converted into truck lanes to provide additional truck capacity.
- Pavement quality can cause truck loads to shift.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Houston
December 6, 2018
Attendees: 26

Workshop Overview
This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes
- When drivers do not know where to park, there are safety and mobility impacts for both drivers and the public.
- During and after construction, navigation applications are not always updated and can provide incorrect instructions to drivers creating safety issues for the driver and the region.
- Signage and mechanized message boards can be used to communicate locations for truck parking and capacity.
- Pavement is damaged when trucks park in areas not intended or designed for them such as large church parking lots.

Freight Infrastructure Design Themes
- Narrow roadways and turn radii result in damage to curbs, pavement, and trucks.
- Weather and flooding negatively impact roadways and pavement quality.
- Bridge strikes occur due to poor signage of heights before exits as well as drivers not following a designated route.
- Bridges and other infrastructure should be designed to handle future freight, which may be heavier and larger than today.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Laredo
November 29, 2018
Attendees: 51

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

- State-owned and other public land should be used to provide additional truck parking.
- Parking areas need to have better amenities for drivers, including food options, showers, and green space.
- Information should be more readily available, possibly through smartphone applications. This solution may be difficult to use in rural areas where signal is poor.
- The negative perception of truck drivers and truck parking needs to be addressed in order to remove some barriers to developing more locations.

Freight Infrastructure Design Themes

- Oversize/overweight truck traffic is a big concern in the region, and drivers have a hard time getting through town.
- A variety of trucks come through Laredo, and designs should accommodate this diversity of vehicle types.
- Traffic signals can introduce additional delay for drivers, and signal synchronization is needed on key freight corridors.
- Better pavement is needed in areas with a lot of truck traffic, and it should be designed to withstand the soil conditions.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Lubbock
January 9, 2019
Attendees: 15

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

- There are not many truck parking options in this part of the state, and the ones that exist are often near capacity.
- Local drivers will often park on streets overnight between shifts.
- Oversized loads such as wind turbines and blades take up several spaces at rest areas. It is difficult for them to find parking, and they impact other drivers looking for parking.

Freight Infrastructure Design Themes

- Sharp curves in roadways are a safety hazard in general and particularly for trucks. Some curves have recommended speeds of 15 m.p.h. for passenger vehicles.
- On and off ramps need to be longer, and auxiliary lanes are needed to facilitate safer merging, entering, and exiting.
- Pavement width is extremely narrow on many farm-to-market roads, with some as narrow as 22 feet.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Lufkin
January 23, 2019
Attendees: 5

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

▪ Existing truck stops are full, and drivers will park on the street or ramps nearby. Other drivers do not want to park in truck stops due to safety concerns.
▪ Municipalities are exploring truck parking facilities to create shared spaces for businesses where demand is high.
▪ Land use conflicts are a big concern for truck parking when residential areas spread to formerly industrial and rural areas.
▪ Manufacturers and feed mills generate the need for truck parking but do not provide it, leading the city of Nacogdoches to develop a shared lot for businesses.

Freight Infrastructure Design Themes

▪ Connectivity and capacity connecting to other markets is one of the biggest concerns in the region.
▪ Narrow, two-lane roadways are unsafe and difficult to drive in a large vehicle. Shoulders may be narrow or non-existent in many places. Additionally, these roads are not built to withstand heavy traffic.
▪ Jug-handle interchanges have tight curves and are a frequent safety concern for truck drivers.
▪ Log trucks on US 59 queue up ahead of the weigh scale, backing up into traffic.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Pharr
December 19, 2018
Attendees: 30

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

▪ More truck parking is needed throughout the area, especially near the border and warehouses. Municipalities are considering developing a lot to accommodate this need.
▪ Drivers may store their trucks at home if there is insufficient parking at their business, but neighborhoods typically do not support this.
▪ Plans tend to consider how freight will move, but they do not go as far as planning for truck parking.
▪ Suburban areas adjacent to warehousing and businesses do not have any truck parking, and there is a lot of demand in these areas.

Freight Infrastructure Design Themes

▪ Construction zones cause significant delays, and alternate routes should be communicated better. Dynamic traffic signs are one way to inform drivers.
▪ Narrow roadways are susceptible to more damage from oversize/overweight freight than wider roadways.
▪ Roadway construction and maintenance have not kept up with freight growth and development in the region. Clay and poor soil under roadways exacerbate pavement issues.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Mesquite
December 12, 2018
Attendees: 8

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

▪ Existing truck parking locations are regularly full. Drivers park on the side of the road, sometimes leaving the truck for days.
▪ There is not adequate parking for oversize loads.
▪ First/last mile parking and staging areas would alleviate stress for drivers, but the areas where they are most needed are the most constrained.
▪ Most shippers and receivers prohibit parking on their property due to liability concerns.
▪ Technology should be used to communicate available spaces to drivers.

Freight Infrastructure Design Themes

▪ Vertical clearance of bridges should be increased to 18.5 feet to accommodate many types of freight.
▪ Long construction zones have multiple unsafe areas and often do not have a shoulder.
▪ Intersections and interchanges generally have turning radii that are too small for most commercial vehicles.
▪ Oversize/overweight regulations should be consistent throughout the state and throughout corridors across states.
▪ Auxiliary lanes and longer ramps are needed for safer merging onto highways.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Midland
February 7, 2019
Attendees: 33

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

▪ More truck parking capacity is needed in the region, especially outside of the city limits where drivers feel less safe.

▪ Some drivers do not drive into town to park in order to use more hours at oil and gas sites. Dumping of oil, trash, and tires causes an environmental concern on undeveloped lots that are used by drivers.

▪ Unauthorized parking occurs throughout the region including many types of businesses and public facilities such as schools. Some drivers park on a lower traffic road and walk to truck stops or businesses nearby.

Freight Infrastructure Design Themes

▪ Narrow shoulders (sometimes only 2-4 feet) are not sufficient for drivers to pull off of the roadway, and drivers end up off of the pavement.

▪ Some intersections with two left-turn lanes do not have enough space for trucks to make the turn, resulting in pavement and curb damage or congestion.

▪ Intersections and interchanges need to be upgraded to reflect growth of the region. Some intersections should become interchanges, and others need to have signals added.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – San Antonio
November 27, 2018
Attendees: 7

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

- Sufficient or nearly sufficient capacity exists in the area, and new rest areas are well designed for trucks to utilize.
- While unauthorized parking was not frequently observed in the San Antonio area, occasionally trucks park on the I-10 frontage road.
- There is less dedicated truck parking farther away from urbanized areas.
- Weigh stations and truck parking should be planned together.

Freight Infrastructure Design Themes

- Turning radius is one of the biggest design challenges for truck drivers. Older interchanges, in particular, are not designed for trucks.
- Railroad bridges are commonly struck due to lower clearance and older design, and they require coordination to improve.
- Infrastructure improvements should come from the top down, and implementation and funding of new policies needs to be completed statewide rather than piecemeal.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – South Dallas
December 12, 2018
Attendees: 15

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

- As more warehouses populate the region, there is a growing demand for more truck parking in the South Dallas area.
- Interstate corridors do not have enough facilities to accommodate all of the truck traffic in the region. Freight traffic is growing, but support infrastructure such as parking is not.
- Staging is a big concern in industrial areas. Shippers and receivers often do not allow trucks to wait for appointment times or take short breaks at their sites.

Freight Infrastructure Design Themes

- Interchanges, particularly jug-handles, are not designed for trucks and can cause congestion and safety issues.
- Local roadways in industrial areas should be designed to handle 53-foot trailers.
- Land use conflicts such as schools near industrial areas should be identified.
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Texarkana
December 13, 2018
Attendees: 16

Workshop Overview

This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes

▪ Truck parking on ramps and frontage roads on I-30 is a persistent problem in the region. Rest areas along the interstate have been closed in this area, exacerbating the problem.

▪ Trucks park on shoulders near existing facilities when those facilities are full, which happens regularly.

▪ Public land such as weigh stations should be used to provide additional truck parking, and incentives should be offered to the private sector to develop additional locations.

▪ While there are private truck stops, there are not enough to meet current needs. Additionally, adjacent truck parking locations have resulted in traffic nearby.

Freight Infrastructure Design Themes

▪ Local roads are not designed for the freight traffic they are currently carrying.

▪ Bridges need to have more vertical clearance, especially railroad bridges over highways.

▪ Many intersections are too tight for trucks to complete right turns from the right lane.

▪ Incomplete frontage roads prevent efficient movement and can lead drivers away from the highway unexpectedly.

▪ Freight destinations, including truck parking locations, need to be planned so that trucks can
Round 1: Truck Parking and Freight Infrastructure Design Workshop – Tyler
January 24, 2019
Attendees: 4

Workshop Overview
This workshop was one of 19 conducted across the state between November 2018 and February 2019. These workshops were designed to gather stakeholder input for implementation of the Texas Freight Mobility Plan through the development of the Truck Parking Study and Freight Infrastructure Design Considerations Study.

Stakeholders participated in facilitated discussions and interactive polling about current challenges, anticipated challenges, and proposed solutions to address the issues in the area.

Truck Parking Themes
- Closure of public parking areas on I-30 has left unmet demand in the region.
- Connectivity is a major issue in East Texas, and it negatively impacts drivers’ ability to access facilities.
- Truck parking capacity is not a major issue in Tyler, but closer to the Dallas/Fort Worth area there is significant need.

Freight Infrastructure Design Themes
- Bridge strikes are an issue due to inconsistent clearances in corridors, driver inattention, or lack of familiarity with a region.
- Increased vertical clearance on secondary freight corridors may increase use of alternate routes.
- At-grade crossings are a big safety and mobility concern in the region.
- Two-lane highways need to be improved to divided highways.
Appendix B: Round 1 Stakeholder Survey

TxDOT Statewide Truck Parking and Infrastructure Design Studies

What are the statewide truck parking and freight infrastructure needs and how can we meet them?

Survey Takeaways

Parking
- There is a shortage of truck parking, particularly overnight parking and staging areas.
- Hours-of-service requirements cause drivers to park in unauthorized areas.
- Most drivers find parking by driving around.

Freight Infrastructure Design Considerations
- Top amenities needed are safety and lighting, quality food, and clean showers.
- Top negative impacts of inadequate infrastructure are safety, reliability, and lost productivity.
- Drivers’ top concerns include high-traffic urban areas, alternate routes during closures, and construction work zones.
- Shoulder and lane widths are top concerns for oversize/overweight vehicles.
- Airports are the most difficult for trucks to access, followed by port and rail container terminals.
- Preferred improvements include dedicated truck lanes, improved pavement quality, and widened shoulders and lanes.

Study Background

The Texas Department of Transportation (TxDOT) is conducting a truck parking study to assess and address truck parking needs with practical, innovative, and cost-effective strategies. Additionally, TxDOT is studying Freight Infrastructure Design Considerations to develop roadway design recommendations that facilitate the safe, efficient movement of freight in Texas.

Private- and public-sector participation is a critical component of these studies. Between November 2018 and February 2019, 19 stakeholder workshops throughout the State were held with the freight community. TxDOT also hosted an online survey from November 7, 2018 to April 3, 2019 to gather input from stakeholders outside of the workshop setting, to encourage candid responses, and to broaden the base of participation. This input will guide the development of recommended strategies to improve truck parking and freight infrastructure by ensuring the top concerns of stakeholders are being addressed.
Survey Participants
Survey participants included truck drivers, carriers and operators, as well as nondriver participants, which included business owners, residents, coordinating agencies, elected officials, freight association members, and others. All TxDOT Districts were represented and Districts with larger urban areas had the most respondents. In addition, 65 participants listed out-of-State zip codes.

Survey Findings
Participant responses were divided into driver/carrier responses and nondriver/carrier responses to highlight the concerns and preferences of freight roadway users. For the purposes of this summary, only the truck driver/carrier responses are presented. For detailed results, please see the complete MetroQuest Survey Summary Report. The survey results confirmed many of the themes found during the state-of-the-practice assessment and stakeholder workshops. Two primary issue areas were included in the survey: truck parking and freight infrastructure design considerations. The key findings are summarized below.

Truck Parking

Finding Parking, Parking Challenges, Unauthorized Truck Parking

- The majority of drivers find parking by driving around an area (69 percent). Utilizing State rest areas, parking apps, and reservations at private facilities were the next most popular responses.

- A lack of overnight parking ranked as the greatest parking challenge. This was followed by a lack of authorized parking at shippers and receivers and by hours-of-service limitations (both receiving 62 percent). Limited parking at retail establishments, long-term parking, emergency parking, and availability to reserve were less commonly chosen.

- More than half of respondents reported parking in unauthorized locations at least once per week (54 percent).
• **Hours-of-service demands** were identified as the primary reason for unauthorized truck parking (50 percent). Limited overnight facilities (23 percent) and limited access to parking at pickup/delivery (16 percent) were the next most common responses. Emergency parking and lack of awareness of parking locations were less common reasons.

![How often do you have to park in an unauthorized location?](chart)

**It is difficult to find parking, especially late at night, most truck stops are at capacity. There are limited resources for us.**

Survey Participant

**Truck Parking Design and Amenities**

• **Safety features**, such as lighting (83 percent), followed by **food availability** (75 percent) and **shower facilities** (65 percent) were selected as the top 3 desired amenities. Other amenities selected included availability of **extended stay parking** (36 percent), **ability to reserve parking** (14 percent), **Wi-Fi access** (12 percent), and access to a **truck washing facility** (5 percent).

• Many drivers were concerned with the **quantity of parking** and **design** of spaces, suggesting that existing parking options and site design are often unsatisfactory. Operators requested more **pull-through spots for doubles**, **extended parking**, **more parking**, and **reservation systems**. Drivers requested **areas for walking and exercise**, but only if accompanied by enhanced security (e.g., security cameras or personnel).

• Within travel stops or parking facilities, **dining options and restrooms** were the major amenities discussed. An overwhelming number of commenters requested **healthy**
dining options. Sit-down style restaurants, nonchain options, basic grocery options, and preparation areas were specifically mentioned. Drivers expressed the need for clean restrooms and 24-hour access at facilities. Other amenities included Wi-Fi, quality retail options, chapel, basic repair equipment, ample dumpsters/trach cans, and pet facilities.

*Truck Parking Improvements*

- Drivers noted the most “ideal” parking facilities would include the amenities identified above. Drivers, especially women, requested improved lighting. Drivers also described maintenance as a safety issue, including pavement quality and pot holes.

- **Ease of access** also was a major theme. Drivers requested easy entry/exit (e.g., multiple access points, limited shoulder curbing at access points, improved curvature), larger parking areas, improved information about nearby parking, improved signage, and better pull-through options for oversize loads.

- Drivers also requested a **more predictable frequency of parking**, such as 50 to 60 miles apart. **Communication** of truck parking options also was important. Drivers recommended improved, consistent communication of available parking at private and public locations so that drivers can easily find a vacant space.

- Some stakeholders noted the potential for truck stops and truck parking to support local economic development by providing “small ‘truck parking’ communities.” These places would provide drivers the comfort of a nice place to rest when required and also bring economic and recreational value to the local community. Recreational facilities could include recreation centers, movie theaters, or bowling alleys.

*There is plenty of land in Texas, use it.*

Survey Participant
Freight Infrastructure Design Considerations

Infrastructure Design Issues and Other Limitations

- **High traffic in urban areas** (76 percent), followed by **alternative routes during road closures** (63 percent) and **construction work zone design** (59 percent) were identified as the top 3 design issues affecting truck freight movements. Limited access highway design (34 percent), highway ramp design (30 percent), and frontage road design (25 percent) were selected less frequently.

- **Limited hours of service** (73 percent) and **reduced safety** (71 percent) were the most common responses on ways that roadway design may impact freight operations. Reduced reliability, Oversize/Overweight (OS/OW) routing impacts, slow response to road closures, and reduced fuel efficiency received votes from between 31 and 40 percent of drivers/carriers.

- Drivers also cited a need for the **addition of shoulders** where none exist currently, **wider shoulders** where narrow shoulders exist, and **better lane management**.

- Additional concerns focused on length and distance between ramps, low bridges, location of parking nearer high-demand areas, and too many miles closed at a time during construction.

**Oversize/Overweight Freight**

- **Absent or narrow shoulders** (63 percent) and **lane widths** (61 percent) were the top OS/OW concerns, followed by **construction work zones** (47 percent).

- Consistent design-related comments included sharp turns on frontage roads, the narrowness of construction zones, and navigating construction zones at night. Drivers requested more lighting. A few commenters noted the closeness of
rumble strips and zippers to lanes, which often ruin tires and are too close to serve a safety-related purpose.

- Other comments included a need for broader compatibility between freight and other roadway users or land uses. Coordination with local entities was described as a challenge, including a “lack of local law enforcement,” a “lack of city support” for trucking operations and truck parking, and too many “city ordinances against truckers.”

**Freight Design Improvement Ideas**

- **Dedicated truck lanes, improved pavement conditions, and wider roadways and shoulders** were selected by between 44 and 55 percent of drivers as top improvement ideas. Access ramps, intersections, and overhead clearance were each selected by more than 15 percent of drivers/carriers.

- Stakeholders weighed in on the value of truck lanes. Most requested dedicated lanes on busy Interstate facilities and in urban areas. Others requested that left-lane restrictions be removed, commenting that the left lane is often empty, while trucks are “clogged up” on the middle and/or right lanes.

- **Improving technology** to reduce queuing and process was the top recommendation (58 percent) to improve freight movement at the Texas-Mexico border, followed by encouraging support facilities, such as gas stations or warehousing to locate close-to-border crossings (53 percent) and adding highway lanes (51 percent).

- Other comments focused on education and communications concerns. Consistency in lane markings was cited as a challenge. Respondents requested more information on signs, repair for missing signage (especially for clearance, exits, and hazards), unified toll collection systems, and more information about upcoming construction zones.

- Participants requested more shoulders, improved drainage, less narrow construction lanes, and more public education around passing and space between cars and trucks. Salt Lake City was mentioned as a “truck-friendly city” with good signage, education, and enforcement.
Next Steps
Successful development and implementation of the Truck Parking Study and Freight Infrastructure Design Considerations will depend on stakeholder input. Through this survey, workshops and interviews, stakeholders already have played a critical role in identifying truck parking and infrastructure design issues while recommending improvements. This input, as well as future outreach with the public and within TxDOT, will be used to recommend practical and innovative solutions, prioritize strategies, and generate buy-in for public and private investment in truck parking, infrastructure and policy.

Visit https://www.MoveTexasFreight.com for more information about these and other freight projects.
Appendix C: Truck Parking Interview Notes
This section contains notes from the interviews, and booth discussions at the Great American Trucking Show.

Date: May 20, 2019

Project Staff: Sherry Pifer, Dan Andersen, Lizzie Welch

Location: Phone

- Based in Montreal, Canada – worse truck parking issues than in the US
- Try to convince their customers to accept drivers off schedule, and to be able to use their facilities—considering dropping those who will not.
- Interested in developing a secure lot north of Laredo for drivers to drop trailers. CAT will then shunt the trailers across the border. Will be able to cross-dock loads for owner-operators so they don’t have to leave their trailer.
  - Will offer parking for drivers who need to reset their HOS.
  - Offer trailer repair service
  - 80% will be for long-term commitments for trailer parking. Will have some for 24 hour reservations.
- The Dixie 401 project in Toronto is an example of this type of project; had hundreds of spaces and turned the area into trailer parking. Second location in Windsor being planned around Canadian hours of service.
- Regarding warehousing, they review shippers/receivers to determine which customers to keep; this keeps drivers happy. “Drop and hook” model allows drivers to not waste time at gate, though some companies prefer a one driver/one truck model.
- What can TxDOT do to help? CAT was not sure; perhaps help reviewing plans to ensure appropriate design for trucks could be helpful during development.

Frozen Food Express: Mark Rhea, Kandi Brooks, David Guyer
Date: May 21, 2019

Project Staff: Sherry Pifer, Dan Andersen, Lizzie Welch

Location: 3400 Stonewall St, Lancaster, TX 75134

- Have 13 terminals in Texas and across US (soon to be 14)
- Information availability is an issue. TruckerPath is commonly used by drivers.
- RVs often take truck parking spaces at rest areas.
FFE does not reimburse its drivers for any costs associated with parking.

Hershey’s provides on-site parking and excellent facilities for drivers—great customer. They have a “welcome center.” Drivers can drop their trailer and go to center.
  — M&M-Mars, Kraft, Cargill, Alliance, and UP in Hutchins are also good examples.

Minimum amenities needed at an urban parking facility:
  — Security: fencing and staff
  — Restrooms
  — Vending machines
  — Lighting
  — Wi-Fi

Fancy amenities that would be nice:
  — Live information of traffic and parking conditions nearby
  — Interactive kiosk to orient to surroundings
  — Possible communications between shippers/drivers to push notifications (e.g., your appointment has been pushed back an hour)

Shippers violate dock appointment time 70% of the time—they are not ready and send the driver away. Shippers/receivers should be required to provide parking.

Every turn and parking lot increases the risk of a crash. Best if they can stage on-site.

Government-owned land is an opportunity, especially in areas with higher land prices.

Issues are not divided as urban/rural as much as where the customers are (sometimes, this is concentrated in urban).

Ideal staging distance would be within an hour of the customer along an interstate. Distance to the center of town is irrelevant if that’s not where the customers are.

Requirements for concrete and other design standards within city limits are a barrier to more supply and an obstacle against more development.
Kellylynn McLaughlin
Date: May 21, 2019

Project Staff: Sherry Pifer, Dan Andersen, Lizzie Welch

Location: Restaurant in Dallas

- Kellylynn prefers to drive US highways over Interstates. Company trucks are governed and can’t travel at freeway speeds anyway.
- Interstate truck stops fill up by 5pm
- Like rest areas—more peaceful, have walking paths—especially those staffed by an attendant. Feels safe.
- It takes 2 hours to traverse Dallas during peak periods. Need a place to wait out the traffic.
  - Sam Rayburn Tollway has no truck parking but a lot of business.
  - Nowhere to stop on US 380 between east side and Denton
  - Little parking north of Dallas/Denton. TA/Petro and Love’s north of Denton are packed all the time.
- Shippers/receivers won’t let drivers use the restroom 50% of the time
- Need to educate the public on the importance of trucking. Some of the negative perception is around trash and smells, but these are problems due to lack of amenities. It creates a cycle where amenities are not provided, externalities are worse, so there is more resistance to providing amenities.
- Communities should provide staging parking, or require shippers and receivers to.
  - There are some shared-use options such as shopping malls after hours.
  - A community in Pennsylvania now requires a 1:1 dock to parking space ratio for new development.
- Pull-through spaces are the safest. The visibility is horrible when backing up at night.
- Trucking is the most dangerous job in the country in terms of on-the-job fatalities.
- Truck parking needs in order of priority:
  - Safety
  - Trash receptacles and lighting
  - Hard surface (inside of the truck is home—don’t want to track in mud/sand—want to keep it clean—have to “live” in it)
  - Toilets
  - Food, showers, fuel, laundry....
  - Motel
Most apps are user dependent (cross-sourced like TruckerPath). Need better accuracy.
  — Signage is important. For example, restaurants with parking will have billboards advertising it.

Paid parking
  — No companies will reimburse
  — New drivers make $0.38/mile—not enough to pay for parking
  — Pilot will allow drivers to use their fuel points for parking, showers, etc.
  — There is a location south of I-20 and west of I-45 that offers a monthly rate for owner-operators
  — Kellylynn will always book a spot if she is arriving after 6 p.m. because otherwise it’s too difficult to find a spot.

Walmart distribution centers are an example of a good customer. They are usually near parking, have big lots.

Area near a Kwik Trip in Owatonna, MN is a good example. Plenty of parking, gas, hotel, walking distance to restaurants and Cabela’s.
  — https://goo.gl/maps/tRBoNzeMgXsQLaHPA

Parking is the most difficult in the city. This where your hours are likely nearing the limit, there is the highest density of traffic and customers, limited parking.

Truck Parking Solutions Group: Scott Grenerth, Shawn, Joel, Les
Date: June 4, 2019
Project Staff: Dan Andersen, Lizzie Welch, Sondra Johnson
Location: Phone

- Urban truck parking issues not included in state freight plans across the country
- In Texas, P3’s are put on a back-burner
- State DOT funding is wasted on other priorities—little to no investment in truck parking
- Signage and information about availability does not generate additional spaces—that’s putting the cart before the horse
- There should not be any limits on parking duration at rest areas
- A new rest area around Waco has 200 spaces
- Lots of private property owners are starting to offer parking on vacant, gravel lots—over-priced
- Years ago NATSO pushed back on selling services at rest areas
Short-term staging needs are closely associated with HOS. Sometime after making a drop/pick-up at end of day there isn’t enough time to leave town and get on the interstate or to a rest area or truck stop.

A driver typically can find parking 75 miles out from an urban center

Texas has great, simple rest areas with picnic tables and restrooms

Drivers may park on ramps, even if there is availability at a nearby authorized location because only paid spaces are available, or because they are not aware of the availability.

Minimal amenities needed at parking locations: Vault toilets

MPOs need to get involved and stop in-fighting

South of Dallas on I-45: communities closer to Dallas resist parking, and those farther south are accepting

Short-term metered parking at a community, urban lot would be acceptable, and help the local community recover capital cost of lot.
– Shipper/receivers should contribute to costs

East of Dallas there is an authorized parking location where rock haulers park their trucks overnight (and then go home to sleep), taking up spaces that should be made available for over-the-road drivers.

Would trucking companies be willing to share their excess space with other companies?
– Great idea, but altruistic—in competition with other, and liability issues
– Scott is aware of an example

TA southeast of San Antonio, at I-235/I-10, parking spaces are too narrow. There are others that use outdated geometry.

Parallel parking is difficult. ALWAYS want to avoid backing up
Reimagine I-10 Project Prioritization Workshop
Date: June 25, 2019
Project Staff: Dan Andersen
Location: TxDOT El Paso District Conference Center

- El Paso MPO
  - SR 178: trucks park on shoulder, staging to access Santa Teresa POE
- Project recommends truck parking lots on I-10, north and south of City

Petro, I-10 east of El Paso
Date: June 25, 2019
Project Staff: Dan Andersen
Location: 1295 Horizon Blvd, El Paso, TX 79927

- Driver: Overnight parking is terrible everywhere
- Manager: Drivers typically park for 30 minute rest, overnight, and 36-hour break. When asked, she stated that some park for short-term staging, but mostly for the three reasons she mentioned.

- Observations:
  - Lot was half full mid-afternoon
  - By 8:15 pm lot appeared mostly full
Loves, I-10 east of El Paso
Date: June 25, 2019

Project Staff: Dan Andersen

Location: 1300 Horizon Blvd, El Paso, TX 79928

- Driver: Overnight parking is a bigger problem than staging
- Observations:
  - Lot was half full mid-afternoon, even paid spaces
  - Over half the lot was reserved/paid parking
  - By 8:15 pm lot appeared mostly full
Flying J, I-10 east of El Paso  
Date: June 25, 2019  
Project Staff: Dan Andersen  
Location: 1301 Horizon Blvd, El Paso, TX 79928

- **Manager**
  - Lot fills up every night, including paid spaces
  - Service all types of need, including drivers who will drop a trailer at a shipper/receiver, come to Flying J to wait at lounge, and then to pick up trailer

- **Observations:**
  - Lot was half full mid-afternoon, even paid spaces
  - By 8:15 pm lot appeared mostly full
Xpress Fuel, I-10 east of El Paso
Date: June 25, 2019

Project Staff: Dan Andersen

Location: 1590 Clint Cut-Off Rd, Clint, TX 79836

- Manager: Lot fills up most nights by 8:30
- Observations:
  - Lot was maybe ¼ full mid-afternoon
  - At 8:10 pm lot looked to be full
Shell Travel Center, I-10 east of El Paso
Date: June 25, 2019

Project Staff: Dan Andersen

Location: 1790 Fabens Rd, Fabens, TX 79838

- Manager: Lot fills up on Friday, Saturday, and Wednesday evenings
- Observations: Several trucks parked around the Travel Center on the access road and I-10 eastbound on-ramp (immediately adjacent to Travel Center). Two left while I was there—assume they are short stops.
Fabens Safety Rest Area, EB, I-10 east of El Paso
Date: June 25, 2019, 5:30 p.m.
Project Staff: Dan Andersen
Location: Fabens, TX

- Observations: 3 of 6 spaces filled, plus 1 truck parallel parked. In the 5 minutes I was there 2 more pulled up and 1 left.
- Driver: Only stopping to use the restroom
Fabens Safety Rest Area, WB, I-10 east of El Paso
Date: June 25, 2019, 8:00 p.m.

Project Staff: Dan Andersen
Location: Fabens, TX

- Observations: 10 parked trucks. Although there were available spaces 1 truck was parallel parked, and another was parked on the exit ramp.
  - At 5:30 pm, looking at the lot from the EB SRA, the WB SRA appeared fairly full.
Ft. Hancock Shell, I-10 east of El Paso
Date: June 25, 2019, 6:15 p.m.
Project Staff: Dan Andersen
Location: Ft. Hancock, TX
- Observations: Dirt lot. No parked trucks.

Texas 87 Truck Stop, I-10 east of El Paso
Date: June 25, 2019, 6:30 p.m.
Project Staff: Dan Andersen
Location: I-10, exit 87
- Observations: About 20 parked trucks.
- Driver:
  - Stops where the food is good. First time at this truck stop.
  - Fireworks dirt lot near Pilot outside of San Antonio—fills up
  - Mostly drives Southern California to TX
  - Staging is a problem half the time. Some places will let you in early. Others, like Walmart, will not.
- Female driver: Prefers truck stops over rest areas because the restrooms tend to be cleaner, and she feels safer (rest areas sometimes have odd people). Safety is of greatest importance.
Picnic Area, MM 99, I-10 east of El Paso
Date: June 25, 2019, EB @ 6:45 p.m., WB @ 7:15 p.m.

Project Staff: Dan Andersen
Location: I-10, MM99, TX

- Observations:
  - Picnic area only
  - EB: no parked trucks
  - WB: 2 trucks

City of El Paso: David Coronado, Roberto Tinajero
Date: June 26, 2019

Project Staff: Dan Andersen
Location: Phone

- Active participants in Bridges—association of public and private stakeholders interested improvements at bridges and ports of entry
- Drivers entering US from Juarez must submit paperwork to Mexican authorities 2 hours before crossing border. Trucks park on side of road waiting for clearance.
  - US does not have the same requirement, therefore, staging for that reason is not an issue on the US side.
Tecma Group (El Paso): Arturo Portillo
Date: June 27, 2019

Project Staff: Dan Andersen
Location: Phone

- Tecma is a shelter manufacturer—facilitate manufacturing in MX for US companies, provide warehousing, trucking, assist with customs, etc.
  - Own 31 trucks and 60 trailers
  - They are a broker and 3PL
- US companies will send empty trailers across border, which return full to DCs in El Paso, or shipped across the US
- Most drayage trucks are Mexican. Drivers try to leave MX by 2pm so they can return the same day (some sort of US law requires MX drivers to return same day). If they don’t make it across the border before closing they need parking.
- Port hours:
  - Zaragosa: 6am – 12am
  - Santa Teresa: 6am – 8pm
- Zaragosa closed for 2 hours yesterday due to a shooting in Juarez. Arturo routed his drivers to Santa Teresa
- Tecma has a yard in El Paso where his drivers can park.
- On average a driver can travel 600 miles/day. Coming from LA they can make it to the AZ/NM border. Team drivers can go farther.

Trans-Expedite (El Paso): Jimmy Roman
Date: June 27, 2019

Project Staff: Dan Andersen
Location: Phone

- Yards in El Paso will rent space to drivers
- Majority of carriers have interchange agreements in place with Mexican carriers. The Mexican carrier brings the trailer across the border and transfers it to the US carrier for shipment across the US.
- Owner-operators transload to/from Mexican carriers. O-Os won’t cross the border.
▪ Mexican carriers returning to Mexico after the border has closed at the end of the day will need parking on the US side. They are supposed to return the same day, but doesn’t always happen.

*Regal Beloit Corporation (El Paso): Sergio Sierra*

Date: July 3, 2019

Project Staff: Dan Andersen

Location: Phone

▪ Regal exports components to maquiladoras in Mexico for assembly, and finished products are returned to the US for distribution.

▪ Trailers are shipped back and forth

▪ They do not have appointment times

▪ Trucks don’t back up onto the street—the 30 docks are plenty to accommodate all deliveries. They have plenty of trailer parking on-site.

▪ Mexican drivers are allowed by law to same day drayage, and then immediate return.

*Pilot, US 59, Beasley*

Date: July 15, 2019, 2:00 p.m.

Project Staff: Dan Andersen

Location: 525 S 1st St, Beasley

▪ Observations: About 20 parked trucks.

▪ Manager:
  – Typically does not completely fill up at night
  – Located 45 minutes from Houston
  – Mostly overnight parking
  – Some will park for 2-3 days while waiting for their load
Chevron 786 Truck Stop, US 59, Beasley  
Date: July 15, 2019, 2:30 p.m.  
Project Staff: Dan Andersen  
Location: 7122 U.S.-59, Beasley  
  - Observations: About 5 parked trucks.  
  - Manager:  
    - Usually fills up at night by about 8:00 pm, and clears out by 5-6am
Loves #617, US 59, Hungerford
Date: July 15, 2019, 3:15 p.m.

Project Staff: Dan Andersen

Location: 350 E Walnut St, Hungerford

- Observations: About 20 parked trucks. An OSOW truck parked in fire lane
- Manager:
  - OSOW are supposed to park in back, not in fire lane
  - Fills up at night
  - Shorter stops are usually waiting for a load or waiting for service
TA #231, US 59, Ganado
Date: July 15, 2019, 4:00 p.m.

Project Staff: Dan Andersen

Location: 802 E York St, Ganado

- Observations: About 20 parked trucks

- Manager:
  - There are 90 spaces
  - About 75 will be occupied on a normal weekday night
  - Rarely sell the 8 reserved spaces. Some national chains pay for parking—drivers for those companies are about the only ones who will reserve
  - US 59 is a popular freight corridor between Houston and Corpus Christi or Laredo
  - Formosa Plastics plant is about 30 miles south and generates a lot of truck traffic
  - The new railroad tracks removed a lot of truck traffic from US 59. You see a lot of JB Hunt trailers on the trains. The trains also carry a lot of cars from Mexico.
Victoria County Southbound Safety Rest Area, US 59, Inez
Date: July 15, 2019, 5:00 p.m.
Project Staff: Dan Andersen
Location: Inez, TX
- Observations: 2 parked trucks
Stripes, US 59, Freer
Date: July 15, 2019, 6:00 p.m.

Project Staff: Dan Andersen

Location: 100 W Riley St, Freer

- Observations: 3 parked trucks
- Manager:
  - Mostly fills up at night
Trucks arrive over the weekend for offload Monday morning, and park on the streets around the commercial areas so they can be first in line.

- The shippers/receivers don’t set appointments. If they set appointments, and honored them, they could spread deliveries/pick-ups throughout the day and reduce the crush of on-street parking.

- Cross-border drayage occurs during the week days

- Mile marker 13 on I-35 has several large truck stops

- There is a closed weigh/check station at MM 15, with state land available, that would be a great location for additional truck parking.

- Sara Rd at Killam Industrial Blvd has a lot of on-street truck parking. It’s also a 4-way stop that backs up.

- 14,000 trucks cross daily.

- Drayage trucks will make 2-3 turns each day. If they don’t make it back across the border before closing will need parking.

- Most of the industrial parks in Laredo only have one way in and one way out, creating significant congestion at those points.

- Drivers would be willing to pay for parking

- Mines Rd needs widening

- Need more grade separated interchanges
La Salle County SRA NB, I-35, Cotulla
Date: July 16, 2019, 3:30 p.m.

Project Staff: Dan Andersen

Location: I-35 - Northbound, Cotulla, TX 78014

- Observations: about 10 trucks and 20 spaces
- Attendant:
  - About 15 trucks park on a typical weekday night.
  - Staffed 24/7. No vandalism. Easy to maintain.
- Driver:
  - Driving from Laredo to DFW
  - This was his “50-mile stop”. His company requires drivers to stop 50 miles after leaving their pick up for a safety check, and then every 150 miles after that.
  - Prefers truck stops for overnight parking where he has access to food, showers, etc. But always keeps a stash of protein bars for times when he has to park somewhere else.
  - Tonight will stop 2 or 3 parking areas before DFW because he’ll be arriving late and knows that parking closer to DFW will be full.
  - His company will reimburse for parking
  - Must idle to keep AC going. There are side generators available for $10,000, but his company researched costs and determined it’s cheaper to idle the engine.
Medina County Safety Rest Area, I-35, Natalia
Date: July 16, 2019, 5:15 p.m.

Project Staff: Dan Andersen

Location: 3274 I-35 Access Rd, Natalia, TX 78059

- Observations:
  - About 6 spaces for parallel parking—about 4 trucks parked
  - 4 angled spaces all full
  - Several trucks arrived and left during the short time I was there

- Attendant
  - Typically fill up on holidays
  - Most drivers only stop for a short period, for restroom or safety check
Guadalupe County Safety Rest Area, I-10, Seguin
Date: July 16, 2019, 8:00 p.m.

Project Staff: Dan Andersen

Location: 516 I-10, Seguin, TX 78155

- Observations:
  - Over half full
Loves, I-10, Luling
Date: July 16, 2019, 8:15 p.m.

Project Staff: Dan Andersen

Location: 190 US-90, Luling, TX 78648

- Observations: About ¾ full
- Attendant: Usually fills up at night
Colorado County Safety Rest Area, I-10, Glidden
Date: July 16, 2019, 9:15 p.m.

Project Staff: Dan Andersen

Location: Glidden, TX 78943

- Observations: About 25 spaces, and only 7 trucks

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Texas Trucking Association Houston Chapter Meeting
Date: July 17, 2019, 11:30 a.m.

Project Staff: Dan Andersen

Location: Armadillo Palace, Houston

- Informal discussion with a representative from Gulf Winds International:
  - There are no consistent truck parking issues associated with intermodal drayage
  - There are adequate queue areas at the sea ports and rail intermodal yards
  - Trailers are transferred directly to/from Gulf Winds warehousing facility
Truckers Paradise, I-610/Wallisville Rd.
Date: July 17, 2019, 1:30 p.m.
Project Staff: Dan Andersen
Location: 9221 Wallisville Rd, Houston
- Observations: Only a dirt lot
- Attendant: Fills up every night
  - Will charge for a dropped trailer and long-term parking

Loves #315, I-610/ McCarty St.
Date: July 17, 2019, 2:45 p.m.
Project Staff: Dan Andersen
Location: 3940 N McCarty St, Houston
- Observations: Lot is full
- Attendant: The lot is always full. Don’t charge
Pilot #375, I-610/ McCarty St.
Date: July 17, 2019, 3:00 p.m.

Project Staff: Dan Andersen

Location: 4440 N McCarty St, Houston

- Manager:
  - Lot is full
  - Some drivers will drop a load in the morning then park here to wait for their afternoon load

- Driver:
  - Had to park on the street last night. Doesn’t like to but a $20 ticket is cheaper than an HOS fine.
  - It is also hard to find parking in rural areas, but most states will allow parking on the ramps, which helps.
Flying J #1025, I 10, Channelview
Date: July 17, 2019, 4:00 p.m.

Project Staff: Dan Andersen

Location: 102 Sheldon Rd, Channelview

- Observation: Almost full
- Manager: Fills up every night starting late afternoon
TA #017, I 10, Baytown
Date: July 17, 2019, 4:15 p.m.

Project Staff: Dan Andersen

Location: 6800 Thompson Rd, Baytown

- Observation: Almost full
- Manager: Mostly full all the time. Fills up at night sometimes—will call around to find availability
Love’s #401, I 10, Baytown
Date: July 17, 2019, 4:30 p.m.

Project Staff: Dan Andersen

Location: 1703, I 10, Baytown

- Observation: Over half full
- Manager:
  - About like this all the time. Fills up at night.
  - The IdleAir contract dropped a couple of months ago—those spaces are regular parking now
Harris County, Nick Harris/Traffic Engineer, Stuart
Date: July 18, 2019, 8:30 a.m.

Project Staff: Dan Andersen

Location: Harris County Administration Building, 1001 Preston St, 7th Floor, Houston, TX 77002

- Often see unauthorized parking or staging on residential collector streets around shipyards and pipe yards
  - South of I-10
  - Julie Marie Ln
  - Atrium Pl
  - Ricefield Dr
  - Neeshaw Dr
  - Smiling Woods
  - West Park Central Dr (around 14899)

- Pipe yards are near Sheldon/Hwy 90

- Barbers Cut has a good queuing area

- Would the County consider passing an ordinance requiring shippers and receivers to provide on-site parking, or share in the cost of a common lot?
  - The County can’t pass ordinances—only the State can

- The County does have minimal no parking requirements, and requires minimal traffic impact assessments for new developments

- The County is not concerned with roadside parking in industrial areas—only in and near residential neighborhoods
  - State laws are needed to restrict parking residential areas

- Could use flood control/mitigation areas for truck parking. Would need to close whenever the risk of flooding rises.
  - Hwy 290
  - 7232 Fairbank North Houston Rd
Texas Trucking Association: Lubbock Chapter  
Date: July 23, 2019, 12 p.m.  
Project Staff: Lizzie Welch  
Location: Texas Tech Club

- Attendees (not inclusive): White, Statewide Transportation, American Truck Associations, Department of Public Safety, Cumins, Truck Sales, Petroleum Transport
- Truck parking is not as much of a critical issue in Lubbock as it is in other parts of the state; there is more regional traffic than through traffic. There are no seasonal concerns to be aware of.
- Hazmat in the region is a parking concern, but attendees have not seen any examples of how to accommodate them well.
- OS/OW to the south is an issue for design and parking.
  - Difficulty turning
  - OS parking on service roads due to lack of spaces at rest areas
  - Floyd County has a big problem with this
- Drivers try to stay away from weigh stations; converting those may take some convincing to get drivers to park there. Portable sites should be open for parking when not in use, though.
- Most businesses are on the east side of town. To the west, there is almost no parking.
- An information system could help. Note that rural areas have bad cell service, so drivers cannot rely on mobile apps and devices exclusively.
- Grocery is the “worst” warehousing to access in terms of parking/staging on-site.
- Role of public rest areas: hours-of-service only (not first choice due to lack of amenities). Restrooms are OK, drivers plan around limited amenities at some public locations. Many locations with fewer spots is preferred over few spots with many spots.
Texas Trucking Association: Amarillo Chapter
Date: July 24, 2019, 12 p.m.

Project Staff: Lizzie Welch

Location: Youngblood’s Cafe

- Attendees (not inclusive): T. Miller Wrecker Service, Premier Trucking, Budweiser, Amarillo College Driving School
- Dalhart, Tulia are areas with issues. The Bushland pullout on I-40 spills out onto the frontage road.
- Livestock have additional concerns. They cannot park for long, and are generally not wanted due to smell.
- Oversize freight is not routed well and results in bridge strikes. Work zones are worse than non-work zones. Problems by Camp Harrington in particular.
- New infrastructure isn’t always designed for freight. Ex: Bealle Street bridge had a nice turn-around, but even a 53’ trailer can’t make the turn without damaging the aesthetics. Similarly, at Washington trucks can’t u-turn anymore.
- Hazardous cargo routes go right through downtown, routing and design could be better.
- Paid parking: typically free with fuel; some folks pay in Dallas.
- No closed rest areas/weigh stations come to mind; maybe in Shamrock
- Portable inspection areas west of Amarillo could be used for parking
- South of Dumas needed
- Trucks park all over Amarillo College Campus
- Private truck stops don’t have much capacity. Some of the existing capacity is being taken for a clover interchange (Petro); stop may close if this cuts into their profitability too much.
- When roads close for snow, trucks park anywhere they can, all directions, and motels/hotels don’t have truck parking
  - Observation from Lizzie: did not see any hotels with truck parking, but did see many hotels with one single truck parked there. Possible that there is limited tolerance locally.
- ELD requirements have made a big impact on parking demand/unauthorized parking.

Amarillo picnic area photos:
Texas Trucking Association: Odessa Chapter
Date: July 25, 2019, 12 p.m.

Project Staff: Lizzie Welch

Location: Odessa County Club

- Attendees: Too numerous to go around (50 or so?). Asked room – all but one attendee were somehow related to oil & gas. The one had a core business but also took contracts from consumer goods shippers.
- All through traffic is funneled on one road (I-20) – connects LA, Phoenix, El Paso, Dallas, beyond.
- Traffic is so disproportionate to infrastructure; attendee would rather drive in Houston rush hour.
- Every truck stop, every time of day is near or at capacity.
- Unauthorized parking is everywhere. On/off ramps, on the East Loop by Flying J
- There is an ordinance against parking in many cities as a response (over last 2 years or so); does not help with parking on highway right-of-way.
- Many truck types: flat beds carrying pipe, sand trucks near mines.
- Overnight parking is a huge issue; drivers are living out of their trucks out here due to housing/hotel costs.
- Rest area on US 87 towards San Angelo is nice; separate parking for trucks is good.
- Smaller, spaced out rest areas are good for the interstate, but not as good for regional traffic.
  - On the flip side, arteries could have a big rest area but regional traffic would need stops spread around.
  - It depends how spaced out. Regional traffic isn’t going to go very far out of their way if they aren’t traveling far to begin with.
- Accessing truck stops and pulling out of truck stops can be a challenge. Some businesses have added fuel to their sites to avoid using commercial sites open to public.
- Truck traffic has doubled since 2014; major infrastructure problems and parking problems.
  - The infrastructure problems are so bad, difficult to imagine funding parking when there isn’t capacity on the roadways.
  - Construction zones and bridges are a problem for trucks.
  - Work zones are not designed for trucks even though there are so many in the region. Lane shifts are better than shutting down an entire lane.
- Public-private partnerships are preferred for investment. Ex: Turnpike in Oklahoma.
— Public rest areas still have a place and take some pressure off.

▪ Inspection stations could be good, and space could be used for trucks taken out of service. Restrooms would be a challenge (water utilities do not run to all sites).

▪ Dynamic message signs would be more helpful if they were predictive.

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Convoy Solutions, dba IdleAir, Ethan Garber and Yale Klat
Date: August 8, 2019, 10:00 a.m.

Project Staff: Dan Andersen and Brian Stewart

Location: Phone

▪ Zoning and other local requirements regarding air or noise pollution help promote the use of external cooling/heating systems

▪ Some locations not large enough for trusses use mobile units on rollers

▪ 80% of drivers work for fleet companies, and most won’t pay for it unless the cost is lower than the cost of fuel
  — Estimate it requires about 1 gallon of fuel per hour to idle a truck—possibly more during periods of high ambient temperatures
  — Many of the large (500+) fleets will reimburse for it, knowing it is cheaper than idling all night, and yet drivers don’t
    • About 10% of fleet drivers will
    • About 50% of owner-operators will

▪ Trusses compete for parking spaces

▪ Most drivers don’t have personal credit cards. 50% of sales are cash and 40% are from fleet cards

▪ When truck stops fill up, they allow trucks to park in IdleAir spaces, inhibiting drivers who want the service from accessing it. Some truck stops are allowing IdleAir to charge for parking in their spaces whether or not they connect to the service.

▪ Providing service at public rest/parking areas
  — Connecticut has (or had?) a rest area with service but it was poorly designed—trucks kept hitting and damaging the equipment—and poorly utilized.
  — Other states that experimented with it are removing them now
  — Commercialization of rest areas is not allowed—can’t charge for the service
  — Many utilities are looking for green credits—they could subsidize truck stop electrification (TSE). Would be easy to convert to EV charging unit.

▪ Rough cost estimates
$8,000 - $10,000 per overhead unit, installed, with multi year warranty

**Great American Trucking Show Booth**  
**Date:** August 22-24, 2019  
**Project Staff:** Sherry Pifer, Sondra Johnson, Casey Wells, Kale Driemeier, Lizzie Welch  
**Location:** Kay Bailey Hutchison Convention Center, Dallas, TX

- Bucket exercise asked folks to vote on how to invest in truck parking:
  - Safety Rest Area: 1,084
  - Parking near Big Cities: 732
  - Parking Information Systems: 623
  - Gravel Lots (low cost solutions): 347

- Other comments:
  - Stop closing existing rest areas; reopen rest areas
  - Need more rest areas; more space at rest areas
  - Better enforcement is needed
  - Rest area on I-45 south of Corsicana is not designed for trucks (sharp turns)
  - US 287 between Ennis and Fort Worth: need more truck parking
  - Rest areas should have 100 spaces and be 150 miles apart
  - Provide parking 30-40 miles outside of DFW metroplex
  - Need to have maps of parking availability
  - Gravel lots and low-cost solutions could create new problems such as trash pick up
  - Parking should be free
  - Proximity to urban areas is important
  - Should be close to areas where drivers can shop
  - Truck parking apps are not accurate
  - Louisiana DPS patrols rest areas or parks an empty car there to deter crime
  - Reserved parking is a big factor when picking a private location
  - WiFi is not very important in most of the state
  - Showers might not be appropriate for the public rest areas; additional cost
  - Parking should be allowed at closed scales
  - Signage with dynamic travel times are helpful
  - Public-private partnerships should be used to create new rest areas
  - Construction staging areas can be converted to parking areas when not in use
  - Need more OS/OW parking options – should be 5% of spaces at every location
Local ordinances prohibit parking

Nebraska gets sponsors for dumpsters (similar to adopt a highway) to help fund maintenance

Parking in DFW truck stops is not safe (crime)

Great American Trucking Show Session
Date: August 24, 2019

Project Staff: Sherry Pifer, Sondra Johnson, Caroline Mays, Lizzie Welch

Location: Kay Bailey Hutchison Convention Center, Dallas, TX

Panelists: Scott Grenerth (Truck Specialist Parking Services, host), Sherry Pifer (TxDOT), Ingrid Brown (OO – Rollin’ B), Jack Smith (Clark Freight Lines)
Sherry introduced herself, the project, 21 meetings around the state, emphasized that drivers know the problem best

Sherry went over common challenges and solutions from workshops and survey, went over the utilization data, introduced I-10 TPIMS

Some rest areas are underutilized – example of Anthony rest area (hardly used) next to overutilized stop in El Paso – why?

Jack gave an example – coming in from a run out of state, had delivery in north Fort Worth near Alliance, used TruckerPath to find a truck stop near delivery point, completely full including paid parking (2 p.m.) – about 185 space truck stop

On I-35W up to Denton there are no truck stops, no public rest areas; it’s a long and important corridor to be missing truck parking

Jack’s options were to drive north of Denton (30-40 miles out of the way) – or a nearby industrial district with a dead-end road. He had to park in the industrial district.

Scott reminded everyone of Jason and Michael and the importance of safety at locations

Jack gave another example on I-20 between I-45 and I-35E of a large (150 space) truck stop that was completely full except a couple of reserved/paid parking (2:30 p.m.)

Surprised about these full lots in DFW so early in the day, and how few public & private places there are to park

Scott pointed out that places like I-35W is in a location where land is more expensive

Sherry described the funding input activity at the TxDOT booth – TxDOT is looking for input from drivers on which solutions are preferred

Ingrid said we know there are problems, and capacity is the #1 thing folks need. Other problems include opening closed rest areas, making sure that parking locations that are safe and have restrooms. It would be helpful to know where these places are.

Scott opened it up for comments.

Owner-operator: seeing a lot of crashes where trucks are parking on exit ramps on interstates, but would rather see folks parking on entrance ramps where speeds are slower, and if there is an issue it would be less severe

Sherry asked whether a gravel pull-off near there would be helpful – he said yes. He is willing to park in places without amenities, in contrast with Ingrid’s comment

Scott agreed and noted a Pennsylvania crash. They have responded that shoulders are now more than 14 feet in some areas and are using striping to show drivers where it’s wide enough to stop.

Driver from Robert Heath Trucking based in Dallas
If he runs out of hours at a warehouse or know he’ll run out before getting back to the company yard, he cannot use personal conveyance to get back to his company yard. Weigh station near Amarillo lets driver park if they have to but it is not ideal.

There used to be a rest area 20 west of Weatherford – demolished, but the ramps are still there.

I-40 in Arizona – 5 rest area, 2 closed.

Is there a rule that there has to be a rest area every so often on interstates and U.S. highways? He has heard that from other drivers and driver shows.

• Sherry said she would have to look up whether there is a mandated frequency. Cost is a barrier. TxDOT is looking at why rest stops closed to see if they can be reopened, also looking at public/private partnerships.

Frequent stops: 30-35 (spaces? Miles?)

Have you considered doing a service plaza? Showers, facilities, RV parking, truck parking, repairs?

Sherry responded that TxDOT is prevented from commercializing interstates. Some roads with plazas were grandfathered in.

Courtney Simmons – US Transportation Alliance on their research and safety committee. How does an information system increase parking capacity? There could be 100 trucks before the driver when they see the sign. Pointed out that the systems can’t know whether a driver is (or plans to be) there for 10 minutes or 10 hours.

Sherry agrees that it does not increase parking spaces, and signage is only a piece of the pie. It’s one strategy.

Ingrid agrees that these flaws in the system are not thought through. Gave an example of trucks arriving to find it full, parking in such a way that it blocks the way. Then when trucks leave, new trucks cannot pull in (even if some trucks have left and the parking spot is marked as available)

Scott mentioned the Kentucky rest area and design that allows drivers to park behind each other.

Ingrid added that you cannot look at your phone while driving, so you have to stop and look. By then you might as well park and stay.

Jack says even if we were to add more rest areas (large or gravel), 150 miles apart is a long distance to travel. This is not functional for drivers – this is a long drive time in terms of hours-of-service. New rest areas should be smaller but closer together to give drivers the most flexibility.

Courtney – USTA released a parking proposal in May. Areas were initially supposed to be 30 minutes apart, then it was increased to 60 minutes apart.

Ingrid clarified that this is a recommendation, not a rule, and the recommendation has increased.
Caroline mentioned that drivers have been talking about problems in the urban areas, and DFW I-35E/W has no public areas, there are no public locations between Dallas and Waco. What do drivers think will work in urban areas?

- Jack says that he likes the idea of having low-cost staging areas with lighting and solid ground in or near urban areas. Little pockets of parking spread throughout.
- Ingrid agrees that if the purpose is just staging, and you won’t be there all night, that would be helpful to her even without all the amenities. Then the purpose would be to get close before traffic and wait for your time.
- Ingrid discussed delivering produce into Dallas, and said she would park on Griffin (right here by the convention center) at a dead end at 1 a.m. Parked in the middle of the road with her flashers on.
- Ingrid added that if you miss your window, you have to find something nearby to park. This is extra time-sensitive for perishable items.
- Scott added that he and Caroline were talking about how difficult it is to get local support for truck parking. Time restrictions could help allay these concerns.

Driver: Costco will let folks park, even for 10-hours if needed. Randall’s/Tom Thumb used to have a staging area. Now, they’ve expanded their facility over that. Wal-Mart doesn’t have staging on property. All they allow you to do is drop your trailer and park the bobtail while you wait for unloading.

- Scott suggested a public-private partnership to develop staging lots. He noted that getting within a mile, out of traffic, would be great.
- Sherry agreed that this is an opportunity, and added that a co-op between shippers would be another choice.
- Off the exit would be a good idea because there is limited other land availability in metro area.
- Ingrid noted that there are secured parking locations popping up (Gary, North Chicago). How do we go about setting those up here? Do we set up conversation between TxDOT and those who have provided these lots?
- Sherry agrees that any time we are sharing information, that’s helpful. Bringing in TxDOT Districts, local economic development corporations, private businesses is needed. Educating the general public about the importance of trucking – people do not realize the impacts of the challenges drivers

Jack noted that sometimes warehouses do not let folks park there even when there are several unused docks and drivers have an appointment coming up. Is there some way that TxDOT can provide businesses an incentive to allow parking?

- Scott noted that Unilever has been providing truck parking for two years and has not had issues.
Steve (company driver) – construction companies level off part of the road for construction staging. The solid ground is there, and those can easily be turned into truck parking with a few lights, dumpsters, and port-a-johns.

- Scott added that it could be available for truck parking for years, used for construction again if needed, then flipped back to truck parking again.
- Steve added Chicago did this for 120 spots. St. Louis has one too. No lines, very minimal.

Driver noted that every driver’s needs are different. Do not mark solutions off the list because they may seem small. Every 10-15 spaces is helping drivers. Keep every tool in the tool box.

Question from driver that runs on SH 71 between Austin and Houston. There was a public park(ing) area with picnic tables, but it recently closed. There are barriers on both sides and dumped gravel to prevent drivers from parking in there. Why was this closed?

- Sherry isn’t familiar with this one, but some are closed due to operational and maintenance issues/costs. We are looking at why some were closed.
- Scott said that there have been sites in MO that closed due to sewage issues.

Why isn’t the land at rest areas better utilized? There’s one on I-10 around Bernie that has a lot of land that is not paved/designated for parking. It could be used to expand the space.
Appendix D: Round 2 Stakeholder Roundtable

January 21, 2020: Trucking Solutions Group

Attendees:

- 14 Truck Drivers
- Sherry Pifer, TxDOT
- Dan Andersen, Cambridge Systematics

Rural Parking Needs

Key take-aways

- The best rest areas have the below characteristics/amenities:
  - Visible from the highway, so you can visually check availability and get a sense of security
  - Dedicated truck parking area with pull through angled parking
  - Clean and well maintained
  - Restrooms with flush toilets (vault toilets are better than none at all)
  - Wi-Fi if in a cell phone dead zone—otherwise, prefer cell coverage
  - Real-time parking space availability information, with a sign posted just before exit. (Signs in advance are somewhat helpful, but availability can change in minutes. Need to know just before exiting.)
  - In absence of real-time parking space availability information, static signs indicating where truck parking is provided can help direct drivers

- Other amenities that are nice
  - Green space & walking paths
  - Dump station and water (some trucks have built-in showers)

- Amenities not needed at rest areas
  - Showers
  - Laundry machines
  - Vending machines (These are for the general public. Drivers carry their own transportable supplies of food, drink and medicine)
  - Driver Lounge
**Full Discussion Notes**

- Why are there some rest areas that are not used, while 1 mile away there are private lots that are over capacity? Gave the Anthony Travel Information Center (TIC) as an example.
  - I just parked at the Anthony TIC last week for the first time. It is a beautiful facility and only a few trucks were parked there. It is hard to access—have to follow a long access road with no signage to indicate the TIC is ahead.
  - Welcome centers in other states often do not provide truck parking—the TIC is just for the traveling public.
  - Need a large sign at the exit indicating that there is truck parking
  - When you have to take an access road you can’t see the area and worry about safety and security—you don’t know what you’re getting in to.
  - I was caught at a full rest area for an hour—couldn’t get out.
  - One caller looked at Trucker Path while we spoke, and reported that going back a month or more there are very few reports on the Anthony TIC and most indicate “lots of spots”, leading him to believe that it is rarely used.
  - Another caller noticed that one review indicated that DOT was conducting inspections there. They all agreed that would scare off drivers.

- I love Texas SRAs. They are quiet, clean, and staffed.
  - Others agreed.
  - Another commented that the older SRAs are not preferred. Trucks park on one side and cars on the other. Trucks have to pull forward to get out and you can get blocked.

- Add a dump station and water at rest areas. Some trucks have built-in showers.
  - The Mississippi Welcome Center is a good example

- Public Wi-Fi is dangerous. I avoid it whenever I can.
  - In cell phone dead zones, talk to the cell phone providers about installing cell boosters
  - Install Wi-Fi at rest areas in cell phone dead zones

- The Texarkana TIC is a great place to park. It’s clean, beautiful, and like a camp ground

- What do you need at vending machines?
  - I don’t ever use vending machines
  - Vending machines are for the general public
  - Truck drivers carry first aid kits with them
  - If enhanced vending machines were consistently provided everywhere, and drivers could depend on them wherever they stop, then maybe they would use them more. But until then, we carry what we need with us.
▪ My wife and I are team drivers. We park at full service truck stops whenever we can, and primarily use rest areas for short breaks and driver changes because they are easy to get in and out of.

▪ Discussion on truck parking availability systems (TPAS) for providing real-time parking availability
  – Signs need to be posted just before exit. Signs in advance are somewhat helpful, but availability can change in minutes. Need to know just before exiting.
  – Trucks will often park illegally behind trucks in pull-through spaces. When the legally parked truck leaves, no other truck can access that spot, but the TPAS sign will indicate it is available. Need better sensors. Also need to enforce illegal parking, or possibly design the lot so that there is not enough space to park behind legally parked trucks.

▪ When drivers park on the shoulders of rest area ramps it gives the impression that the lot is full, and so I drive past it. Building curbs on the rest area ramps will dissuade truck drivers from parking on the exit and on-ramps, will help manage the flow at the rest area.

**Staging Parking Needs**

*Key take-aways*

▪ Need to stage on site or across the street in order to travel under 4 mph and avoid triggering the ELD.

▪ Shippers and receivers should be required to provide on-site parking.

▪ Industrial park zoning should require a common staging lot.

▪ If the lot limits the duration a driver may park, then need to be able to park for any duration over 2 hours in order to maximize hours of service.

▪ Willing to pay for staging, possibly at a rate somewhat consistent with airport car parking

▪ An app like SecurSpace but for hourly parking would be great—provide a means for property owners with available space in industrial parks to rent that space to driver; for drivers to find space; and manage the financial transaction.

**Discussion Notes**

▪ Truck staging should be a part of planning for industrial parks—should require a set-aside for truck parking.
  – The industrial park developer/manager could charge a fee to the tenants to pay for operation and maintenance of the lot. At their discretion, the tenants could “validate” truck parking for the drivers servicing their facility.
— That would be a real benefit to the shippers/receivers because drivers would be more willing to service them and might even discount the fee because of the convenience provided by the lot.

▪ If a staging lot were directional, located on one side of a freeway, then I would need to know how far I would have to drive before I could turn around. This would add time to my trip and ability to get to my customer on time.

▪ Most large carriers do not allow drivers to park on the side of a road or ramp—so curbside staging for them would not be allowed.

▪ Would an app like SecurSpace but that offered hourly parking be helpful? (It is an app that provides a means for property owners with available space in industrial parks to rent that space to driver; for drivers to find space; and the app manages the financial transaction.)
  — Most agreed that would be very helpful

▪ What times of day do you typically have to stage?
  — The majority of customers allow intake and shipments from 6am to 6pm.
  — Would need access to the staging lot prior to the morning commute.
    ● In Austin traffic is always bad—construction closures at night, and congestion during the day.

▪ How long do you typically need to stage?
  — It can vary, but if the lot limits the duration a driver may park, then need to be able to park for any duration over 2 hours in order to maximize hours of service.
  — An alternate to a time limit would be to require the driver stay with the truck

▪ If these types of privately-owned staging parking lots were available where, when, and with the amenities you need—what would you be willing to pay to park at them?
  — Lots of support for a modest fee in exchange for close, secure parking
  — Possibly at a rate somewhat consistent with airport car parking
  — Truck stops typically charge $12 - $18 for 24 hours

▪ Identify the amenities you need while staging
  — Restrooms and trash cans. Lots of trash cans.
  — Security fencing is always a plus, especially in some areas where personal and property safety is a concern.
  — Proximity to restaurants and stores would be a plus.

▪ What is the maximum drive-time you would be willing to make between a staging parking lot and your pickup/delivery point or border crossing?
  — Need to stage close enough, on site or across the street, in order to travel under 4 mph and avoid triggering the ELD.
— It has to be close enough so that you KNOW you’ll make it to your appointment on time—that distance will vary with congestion.
— Close to industrial parks and military bases. Bases attract a lot of trucks and there is rarely any parking nearby.

Where do we need additional truck parking in Texas?

- Texas has a lot of truck parking and great facilities.
- No parking in Austin—there are industrial developments on both sides of I-35
- Denton is terrible
- The west side of San Antonio is bad. The east side has lots of truck stops.
- Near Ft. Hood, and just about every military base

February 4, 2020: Pharr Development and Research Center

Attendees:

- Freddy Flores, Pharr International Bridge, Trade Liaison
- Luis Flores, Falcon Freight
- Jose Luna, H-E-B, Weslaco Retail Support Center (Operations)
- Juan Cruz Carlos, Hwy Haul, Sales Account Manager
- Phillip Garcia, Mid-Valley Customs Brokers Association, Owner of own Customs Broker
- Said Salazar, Integral Source Solutions, Operations Manager
- Binational logistics firm, did not catch.

Opening Comments on Truck Parking

Each participant was asked to introduce themselves and discuss how truck parking impacts them/their business.

- Luis (Falcon Freight): Much of their need is for staging near warehousing; not as much long-haul, long-break parking in his work.
- Freddy (Pharr International Bridge): His work is primarily in business retention. There are not a lot of truck parking spaces in the region. Not only does this inconvenience drivers, the community feels the overflow. This is a real safety issue when trucks are spilling out.
- Jose (H-E-B): Many of his drivers do single-day trips. The drive to San Antonio (8-10 hours) or Corpus Christi is long enough to want or need parking. However, there are no good places between the Valley and San Antonio, and capacity is an issue. The existing locations are in the right spots, but they need more truck spaces.
Juan (Hwy Haul): Drivers do not want to park in the Valley, posing a challenge to brokers if drivers have to stage further out. They do not want to pay for parking, and parking is sparse. It is hard to schedule next-day pick up and delivery as a consequence.

Phillip (Customs Brokers): They have a lot of (unauthorized) parking outside of their business in the grass. Some of the trucks are supposed to be there, but others are there simply because they see other trucks and park there too. It is difficult to control who should be there and who shouldn’t.

Said (ISS): Cold storage providers end up with a lot of trucks parked outside waiting for loads. There are no spaces for drivers waiting for a load.

General:
- Do we know how many trucks are circulating in the region?
- Parking spills out, and parking in fields or other unstructured areas is very inefficient.
- ELDs have made a big impact on the number of trucks searching for parking and parking in non-ideal areas.
- Curious about who the end customer is for trucks/trips in the region. Not truck parking related, but data they are interested in. Will be somewhat addressed in WA7.
- Unauthorized parking has negative community impacts. It is an accident waiting to happen. There is a lot of commercial vehicle traffic in the region, but also a large population.

Most comments appeared to be around staging, but attendees said that staging and overnight parking are both big issues in the region when asked if staging was the more prominent issue.

Overnight Parking

- Think like a driver: what would it take for you to drive an extra 30 miles to stop somewhere you prefer? Amenities discussion:
  - Security is very important; drivers have to feel safe in the area.
  - Restrooms. Older rest areas do not have flush toilets/water utilities. This needs to be a basic amenity at every TxDOT picnic or rest area. There is only one public location between the Valley and San Antonio with a restroom (Falfurrias)
  - Increased amenities like laundromats and showers attract drivers, especially long-haul

- Why are some of the facilities so nice and others are so bad? Falfurrias needs an upgrade, and pulloffs in places like Alice have no amenities. The rest areas north of Austin on I-35 are completely different and much nicer.

- Basic amenities: restrooms, water fountains, trash cans.
— Maintenance is an issue. Even the most basic amenities are not always well-maintained.

- Better amenities: if TxDOT did a better job of staffing/maintaining amenities, then showers would be welcome at public facilities.
- Enhanced vending machines would be very helpful. Food, drink, medical, convenience are all areas that could help truck drivers have a better experience and be more likely to park at public areas.
- Companies are used to paying for parking, especially in other states like California.

**Staging**

- Needs restrooms, trash, water fountains. Most staging is needed in cities, and those have more options for food and other amenities. Therefore, more advanced amenities are likely not necessary at staging lots.
- Paying for parking could be a possibility only if enforcement were stepped up. It would need to be a more attractive option than getting a parking ticket.
  — There is some discussing about increasing enforcement in the region, but sounds like they are waiting until more parking comes online (not clear).
- Customers do not want drivers to hang around. There is a definite need for parking near the cities, near warehousing. Currently, drivers park all over the place.
- Interested in model from Nacogdoches where city provides/facilitates parking for cluster of businesses
  — **Lizzie to connect City of Nacogdoches and City of Pharr**
- Keystone is an example of an area where trucks are parked everywhere. It is so bad that you cannot get through the street with trucks on both side. This is becoming an enforcement priority.
  — If there were an emergency, imagine getting 50 trucks to move before you could get a fire truck through.

**Design Concepts**

- I printed out the conceptual safety rest area with dual pull-through; Fort Davis; and staging lot for a reaction to various scenarios.
- Staging Lot:
  — Very positive reaction to the staging lot.
  — There is a lot of drop and hook in the region, so the inclusion of a trailer drop area (bottom right of image) is very attractive.
  — The facility would have to be secure. This would get a lot more use if it were staffed with security personnel
Inclusion of the cross-docking area and scale is important, this is a good feature.

- Safety Rest Area:
  - The pull-through option is very important. Angled back-in is second best. Backing out is not ideal.
  - An option to loop around to the entry would be helpful in limited scenarios. If there is enough land, this could be useful. It doesn’t happen often enough to be a priority for land use, though.

- Fort Davis/Minimal Interstate Model:
  - This example with a building for restrooms is good.
  - There is a pull-off in Alice that is unstriped. The striping and minimal amenities would be a big improvement.

- Technology/Information
  - A truck parking information system would be very helpful.
  - Information systems make sense on corridors, but would also be useful in regions/districts too. For example, a lot of the need is in cities. Drivers need to know where they can park in Pharr if their customer is not ready for them.

February 5, 2020: Truck Driver Focus Group

Attendees:

- Scott Grenerth, TSPS
- 4 Additional Truck Drivers
- Dan Andersen, Cambridge Systematics

Needed Amenities and Design Characteristics

- Paved, striped parking, and toilets are needed. Vending machines are not important.
- SRA’s have a varying number of parking spaces, so I never know how many there might be. If I know there are a lot, then I will take the chance to exit the freeway to see if any are available. But if I believe there are only a few, then the odds are low that one might be available, so I won’t pull off to see.
  - Another driver agreed. Said that TPAS will dramatically help.
  - Private truck stops are much bigger, increasing the odds of finding an open space.

- Visibility is important. If you can’t see the facility from the road then you may not want to exit to check it out. You can’t tell if or how much parking is there, and if it looks safe. I’m less likely to stop at an SRA if I have to get to it via an access road.
- Just a sign with the number of parking spaces at the next exit will help. NY has those.
▪ Showers are not needed at public facilities. Save the money you’d spend on showers and use it to add more parking spaces. We can get free showers at truck stops.

▪ The new Hopkins County SRA is great, but with angled parking the spaces don’t need to be as wide as they are. Angled parking with pull-through spaces can be narrower to squeeze in more parking spaces

**Short-term Staging**

▪ Any type of staging is better than nothing

▪ Overnight parking is a bigger problem than staging.

▪ Most customers will allow drivers to park for an hour or two

▪ I propose you allow parking at abandoned warehousing. Give a tax incentive to the owner to tear it down and convert it to a parking lot.

▪ I don’t want to pay for parking, even if it’s a secure facility, when I can just park in an abandoned lot for free
  – Another driver indicated that he used to pay $24/day for a dirt lot that offered showers, restrooms, and restaurant nearby. It’s worth $10 - $15 to get off the street and away from transients knocking on my door all night.

▪ A large parking lot on the outskirts of a city would be helpful, especially if food trucks could stop by.

**Where is More Parking Needed?**

▪ I-35 from Waco to San Antonio

▪ I-30 from Dallas to Texarkana
Appendix E: District Webinar Notes

Webinar Overview

Subject: TxDOT Truck Parking Study: District Webinar Meeting Notes


Location: Webinar

Attending: Attendees included the following project team members Caroline Mays (TxDOT), Sherry Pifer (TxDOT), Paula Dowell (Cambridge Systematics), Dan Andersen (Cambridge Systematics), Elizabeth Welch (Cambridge Systematics), Brian Stewart (Cambridge Systematics), and Lauren Canales (NLA)

Over 60 attendees from within TxDOT called in to listen to and participate in the webinar. The table below contains the names of those entered their names in the webinar platform.

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Purpose of Webinar
The purpose of this webinar was to provide a briefing of the Truck Parking Study and its overall importance, purpose, timeline, current needs, and draft recommendations for truck parking in the state of Texas. In addition, this webinar was used as a platform to collect high level and regional feedback from the participants joining the webinar by using a questionnaire polling tool called Menti (www.menti.com). Six different questions were asked during the course of the webinar and those questions, responses, and additional commentary are documented in detail under the “Question/Answer” section of this document.

Introductions and Opening Remarks
The meeting began with Sherry Pifer (TxDOT) providing a brief synopsis of the last three months of the Truck Parking Study including the goal of the study to determine statewide recommendations. From there she introduced Paula Dowell (Cambridge Systematics) who presented the purpose and need of the study in more detail, including the overall purpose and requirement of the state to provide the capability for safe parking of commercial motor vehicles. She discussed the phases of the study and disclosed that nothing has been published yet on this study, and all participants were getting the first view of statistics and analysis of the Truck Parking Study before public dissemination. The presentation was passed on to a series of different presenters including Elizabeth Welch, Brian Stewart, and Dan Andersen (Cambridge Systematics). They provided additional detail on the study findings focusing on the current capacity needs, safety needs, and freight network significance needs along with potential strategies for upgrading and/or expanding current facilities, building new facilities, technology/program strategies, and policy/coordination/outreach strategies.

Question/Answer Sessions
During their presentation, Elizabeth and/or Dan would pause to ask Truck Parking survey questions of the participants on the webinar. The polling software used to record real-time responses was Menti (or www.menti.com). The participants were able to access Menti using a code provided on the PowerPoint presentation. Menti allowed them to participate real-time and provide feedback to questions remotely. When each question was asked, several minutes were provided to allow participants to provide their response. Once responses began to slow down/stop, Elizabeth would begin to review and summarize the responses with the participants and solicit additional feedback. The questions, responses, and additional commentary discussed on the webinar are outlined below.
Questions and Responses

Question 1: How much of a problem is unauthorized parking in your District?

Answers:

- A big headache – 15 responses
- Somewhat of a concern – 17 responses
- Not a concern – 1 response

Question 2: What challenges does unauthorized truck parking in your district create?

Answers:

- Safety – Rated 4.1 out of 5
- Maintenance – Rated 3.9 of 5
- Crime – Rate 2.1 out of 5
- Complaints from residents/businesses: Rated 2.4 out of 5
- Other: Rated 1.3 out of 5

Additional Comments:

- Comment from participant in the Abilene District – trucks are parking anywhere on frontage roads, extending the ramps, and deteriorating the pavement edge, creating a drop off hazard. Trucks are also leaving trash behind. When one truck parks in an unauthorized location, others follow.

- Comment from participant in the Wichita Falls District - echo from Abilene. They will throw trash and if we add dumpsters out there it turns into a dumping ground, overflows, and then blows into nearby residential areas who then call us to come clean it up.

- Comment from Yoakum District participant - echo from Abilene and Wichita Falls. We had to close the facilities and wash them down because of health hazards due to no restrooms.

- Comment from El Paso District participant - issues we run into are border wait times. In queue, truckers will park on the side of the road and in the lanes sometimes, causing safety issues. Port of entry is close to residential areas, and the trucks idle so residents complain of health concerns from the emissions.
Question 3: Please rate on a sliding scale your opinion of each type of infrastructure project for increasing truck parking capacity?

Answers:

- Expand/upgrade SRA – 3.1 out of 5
- Expand picnic area – 2.6 out of 5
- Repurpose closed SRA for dedicated truck parking – 2.8 out of 5
- Repurpose parking safety pull-off area for truck parking – 2.5 out of 5
- Repurpose former construction staging area for truck parking – 1.8 out of 5
- Build new dedicated truck parking with 20-30 spaces – 2.4 out of 5
- Build new dedicated truck parking with 100+ spaces – 2.4 out of 5

Additional comments:

Urban Areas:

- Participant from Laredo District – There are four private truck stops, but most of the time they are full. We have a lot of industrial warehouse districts with a bunch of trucks parking on side of roads, littering, and using sidewalks and empty areas for parking. We see the need for 100+ truck parking spaces.
  - Good locations in Laredo area would be: on I-35 before you approach Laredo, but even better would be between Wall Street bridge and Columbian bridge, about 50 miles apart. Somewhere in the middle there is where most industrial is at and would be very beneficial.

- Participant from San Antonio District – get complaints of trucks parking in park and ride lots– more like in Seguin/Loop 1604, outside of metro area, but still urban. Trucks are parking in areas with lots of residential and business, so there is conflict. Truck parking is better suited for rural environment in areas where there are fewer conflicts with business and residential. It can also be unsightly and noisy.

- Participant in El Paso District – why do they park where they park? The rest areas that you presented don’t have the amenities. How do we attract them there so that they don’t park on the roadside? The is promoting the construction of additional truck parking—on the next MPO agenda.

- Participant in Tyler District – I-20 corridor has the worst problem. We have a lot more options like Loves and other large truck stops that have been developed here. Keeps our problems to a minimum.

Rural Areas:
Participant from Paris District – Often the construction staging areas are private property. We recently built a new SRA that was drawn out by the right-of-way acquisition process.

Other comments:
– Large resistance from truckers to pay for parking
– Have you considered malls or shopping areas for parking?

Question 4: Please rate on a sliding scale the amenities you feel should be provided at TxDOT truck parking facilities?

Answers:
– Green space/walking paths – 2.4
– Flush toilets - 3.9
– Showers – 2.9
– Laundry Machines – 2.1
– Enhanced vending machines – 3.4
– Wi-Fi – 3.3
– Real-time parking availability information – 3.5
– Dump station and water – 2.8

Additional Comments:
– Brian Stewart (CS) mentioned that FHWA put out request for information to gain input on how restrictions on commercialization of rest areas on the Interstate system interacts with vending machine operations and how changes in vending technology may impact that relationship. This was completed in 2016 with no further action as of this time. See: https://www.federalregister.gov/documents/2016/09/27/2016-23269/commercial-activities-on-interstate-rest-areas

– Houston District Participant – on the list of possible locations we provided; can we edit that list? When these things are published, how do we mitigate when we have to block off trucking areas that were presented? Houston doesn’t have any designated rest areas, so we’re different. We have a large homeless population here; we might consider how we keep the homeless population from migrating to these especially if showers or Wi-Fi are provided. Figure out better location for large urban parking. Security costs $500/day. ($20/hr/person)

– Caroline (TxDOT) in response – that will take place during implementation of this plan. We would hope to work with each district and analyze each lot/corridor and figure out what needs to be open or not. There is still a lot to be done on what
strategy is best or locations are best. Most trucks in urban areas need just short-term parking – look to maybe add lighting and security to help some of the issues.

– Lizzie in response – also need to investigate security options especially if truck is left unattended. Maybe add security staff if needed, but it does cost more

- Cameras would be helpful to help keep trash and other issues at bay
- Wi-Fi seen as a sense of security

**Question 5: Please rate on a sliding scale the technology and program recommendations you feel TxDOT should pursue?**

**Answers:**

- Truck Parking Availability System – 4.2
- Static signs indicating locations – 4.3
- Facilitate discussions for private truck stop development or expansion – 3.7
- Include driver outreach in “Don’t Mess with Texas” campaign – 4
- Create a public education campaign – 4.1
- Collect truck and car utilization data public facilities – 4.3

**Additional Comments:**

- Dallas District Participant - I really like the suggestion that we support the truck parking app. I used the Air BNB app for example for helping to find locations to stay on a recent trip. A Truck app that could show space available and show public/private partnerships would be great. There are a lot of unused parking spaces, and the owners can take those spaces and convert them to truck parking spaces. Convert private to public opportunities. Question – what are your thoughts on additional funding for this program?

  – Response from Caroline (TxDOT) - In terms of funding, this study is going to help build a business case to help us to secure funding. Safety is biggest concern. How can we address that? We are looking to you all for help on sharing information on how we can address truck parking issues. Trucks cannot be arrested by DPS if they park in a “no parking” spot because they are taking a required break. It is not that simple to enforce.

- Houston Area Participant - Houston is launching an app called ConnectSmart that allows the opportunity for drivers to sign up. Ability to micro-survey and communicate with certain registered users as well. We can also push information as well. It’s something that could potentially be used statewide. Houston is testing it right now.

  – ACTION ITEM - Project team to reach out to Catherin McCreight in Houston
Question 6: Please rate on a sliding scale the policy recommendations you feel TxDOT should pursue?

Answers:

- Develop guidelines for integrating truck parking into project development - 4
- Consider truck parking needs prior to purchase of ROW - 4
- Reassess public facility closures in high demand areas – 3.9
- Allow truck parking in auto-designated areas during off hours – 3.3
- Prepared District Truck Parking Plans – 3.6
- Integrate truck parking int the Strategic Highway Safety Plan – 3.7
- Include minimum required amenities at publicly owned truck parking facilities – 4.1

Additional Comments:

- San Antonio District Participant - public in designated areas during off hours – it works in some areas, but there are some enforcement issues. The public might have a concern for them using those spaces.
- Question from Caroline (TxDOT) - How do you currently pay for rest areas or picnic areas in your District?
  - Answer: Safety Rest Area Program Participant - we use CAT 9 flex federal funding for construction. We use maintenance funds and contractors on site who maintain and that comes from maintenance funds
  - Answer: Fort Worth District Participant - we have a contract with fixed-use, and we use them to fix our facilities. Most of the areas have not been built lately and before my time so cannot answer how much it costs to construct
  - Another participant uses Cat 9
  - Could be used under safety funding

Closing Remarks and Additional Comments:

- Safety Rest Program (Brent Johnson) would like to get in front of Caroline and Sherry from TxDOT. We are evaluating corridors and we have a program we are running with and we need it evaluated. Look at locations and what we need to look at in terms of ROW.
  - ACTION ITEM: Caroline and team to schedule meeting
- Abilene District Participant - it would be nice to have a master plan for where these location needs to be. Like to see funding stream on where this will be coming from. Where will the funding be coming from?
— Answer from Caroline: we need to wrap our heads around it and ask for funding

- Question: Have you coordinated with MPOs? We will need to have partnership to do this.
  — Answer from Caroline: Wanted to talk to you first but we are talking to MPOs as well
    - March 31 – we will be presenting the draft final plan to the Texas Freight Advisory Committee (that will be in Austin)

- Fort Worth District Area Question: considering security and safety of these areas. (i.e. issues like human trafficking). It’s a good idea for truck drivers to have a rest area but it could cause other issues in terms of security and safety. In all these new areas, would there be a way to mitigate those kinds of issues that come up?
  — Answer from Caroline – We’ve talked about some solutions to deter that. It is another piece of the puzzle. In any industry we will have bad apples. We don’t want to lump the whole industry into one, but we do consider those things.