History of ARC Freight Planning

Freight Advisory Task Force Formed: 2003
Atlanta Regional Freight Mobility Plan: 2005-2008
ASTROMaP: 2010
Atlanta Regional Freight Mobility Plan Update: 2015-2016
Federal Regulations

- Section 1401 of MAP-21 “Jason’s Law” (10/1/2012)
- “National priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators.”

Albany, NY Times Union (3/10/2009)

Jason H. Rivenburg

Obituary

Rivenburg, Jason H. FULTONHAM Jason H. Rivenburg, 35, of Tetterbark Rd., died unexpectedly Thursday, March 5, 2009 in Orangeburg, S.C. Jason was born in Cobleskill, N.Y. on October 28, 1973 the son of Dawn (Cater) and Hezekiah Rivenburg Jr. Jason was a 1991 graduate of Schoharie Central School. He was a construc-tion Laborers Local 106 in Albany, tractor trailers for many years and his own vehicle cleaning business.

[Image of Jason H. Rivenburg with family]
Regulatory “Perfect Storm”

Hours of Service (HOS) Requirements

Electronic Logging Devices (ELDs) Dec. 2017
Hours-of-Service (HOS)  
Federal Regulations

- Effective since 07/01/13
- Requirements vary for Property-Carrying versus Passenger-Carrying CMV Drivers

**Property-Carrying CMV Drivers**
- *Daily Driving Limit / 11-hour Driving Limit*: may drive a maximum of 11 hours after 10 consecutive hours off duty
- *14-Hour Driving Window / 14-Hour Limit*: may not drive beyond the 14th consecutive hours after coming on duty, following 10 consecutive hours off duty. Off-duty time does not extend the 14-hour period.
- *Rest Breaks / 30-Minute Break*: may drive only if eight (8) hours or less have passed since end of driver’s last off-duty or sleeper berth period of at least 30 minutes [49 CFR 397.5 mandatory “in attendance” time may be included in break if no other duties performed]
- *60/70-Hour On-Duty Limit*: may not drive after 60/70 hours on-duty in 7/8 consecutive days. A driver may restart a 7/8 consecutive day period after taking 34 or more consecutive hours off duty.
- *Sleeper Berth Provision / Team Driving*: drivers using this provision must take at least 8 consecutive hours in the sleeper berth, plus a separate two (2) consecutive hours in the sleeper berth, off duty, or any combination of the two (2).
Electronic Logging Devices (ELDs)
Federal Regulations

- **ELD Requirements**
  - Compliance date of 12/18/17
    - Unless grandfathered by AOBRD, then 12/16/19
  - Device can be app on smartphone or a portable device
  - Records must be maintained for six (6) months
  - Driver privacy must be protected by carriers
  - Drivers of rented/leased vehicles or those domiciled in Mexico or Canada NOT exempt

AOBRD – Automatic Onboard Recording Device (Less than 20% of existing trucks have AOBRDs per 3/2016 survey by TruckStop.com)
ATRI Critical Issues in the Trucking Industry 2017

2) ELD Mandate
3) Hours of Service Requirements
4) Truck Parking
Scoping Process

- Limited number of existing truck parking studies have been completed
  - Example studies include VA DOT, I-95 Corridor Coalition, DVRPC, Miami-Dade MPO
  - Discussion with DVRPC staff
  - Miami-Dade MPO Phase 2 study is focused on implementation

- Budget of $150,000
  - Two consultant teams submitted proposals
  - Larger budget would have been helpful
### Private Spaces by County

<table>
<thead>
<tr>
<th>County</th>
<th>Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fulton</td>
<td>698</td>
</tr>
<tr>
<td>Bartow</td>
<td>575</td>
</tr>
<tr>
<td>Butts</td>
<td>450</td>
</tr>
<tr>
<td>Carroll</td>
<td>360</td>
</tr>
<tr>
<td>Haralson</td>
<td>332</td>
</tr>
<tr>
<td>Jackson</td>
<td>309</td>
</tr>
<tr>
<td>Morgan</td>
<td>259</td>
</tr>
<tr>
<td>Coweta</td>
<td>165</td>
</tr>
<tr>
<td>DeKalb</td>
<td>114</td>
</tr>
<tr>
<td>Clayton</td>
<td>105</td>
</tr>
<tr>
<td>Barrow</td>
<td>85</td>
</tr>
<tr>
<td>Henry</td>
<td>40</td>
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<tr>
<td>Walton</td>
<td>25</td>
</tr>
<tr>
<td>Douglas</td>
<td>20</td>
</tr>
<tr>
<td>Hall</td>
<td>19</td>
</tr>
<tr>
<td>Forsyth</td>
<td>5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>3,561</strong></td>
</tr>
</tbody>
</table>

---

Atlanta Regional Truck Parking Assessment Study
May 7, 2019
FHWA Truck Parking Demand Model

Result: Between 2012 and 2045 truck parking demand is estimated to increase by approximately **76%**

<table>
<thead>
<tr>
<th>Legend - Corridor Level Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Legend Diagram]</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Corridor</th>
<th>2012</th>
<th>2045</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-20 West</td>
<td>(368)</td>
<td>37</td>
</tr>
<tr>
<td>I-85 South</td>
<td>(96)</td>
<td>110</td>
</tr>
<tr>
<td>I-75 South</td>
<td>(87)</td>
<td>223</td>
</tr>
<tr>
<td>I-285 West</td>
<td>21</td>
<td>349</td>
</tr>
<tr>
<td>I-675</td>
<td>50</td>
<td>106</td>
</tr>
<tr>
<td>I-20 East</td>
<td>88</td>
<td>413</td>
</tr>
<tr>
<td>I-285 South</td>
<td>97</td>
<td>307</td>
</tr>
<tr>
<td>I-75 North</td>
<td>147</td>
<td>695</td>
</tr>
<tr>
<td>I-85 North</td>
<td>303</td>
<td>830</td>
</tr>
<tr>
<td>I-285 NE</td>
<td>456</td>
<td>802</td>
</tr>
</tbody>
</table>
Stakeholder Groups

- Truck Stop Owners / Operators
- Law Enforcement
- Carriers / Distribution Centers
- Drivers
- Solution Implementation

Study Team
## Stakeholders Interviewed

<table>
<thead>
<tr>
<th>Affiliation / Agency</th>
<th>Drivers</th>
<th>Carriers / Distribution Centers</th>
<th>Truck Stop Owners / Operators</th>
<th>Law Enforcement</th>
<th>Solution Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner-Operator Independent Drivers Association (OOIDA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Truck Driver</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>National Association of Truck Stop Operators (NATSO)</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Geo. H. Green Oil, Inc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Southeastern Freight Lines</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wal-Mart – Driver (FHWA Webinar)</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wal-Mart - Distribution Center</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Air Cargo Industry Liaison (Mullins International Solutions)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Georgia Motor Trucking Association</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cisco - Global Logistics</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Georgia Department of Public Safety, Motor Carrier Compliance Division (MCCD)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Georgia Department of Transportation</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>FHWA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>FDOT (adjacent State DOT Peer)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Mid-America Freight Coalition (MAFC)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>
# Stakeholder Interviews

## Common Issues

<table>
<thead>
<tr>
<th>Issues</th>
<th>Drivers</th>
<th>Carriers / Distribution Centers</th>
<th>Truck Stop Owners / Operators</th>
<th>Law Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Finding Safe and Authorized Parking is a Challenge</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Zoning, Land Use, and Noise Ordinances are an impediment to finding and siting truck parking</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Truck parking demand is greater than supply of parking spaces, which creates issues with traffic and staging for delivery</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Lack of parking results in less driving time and impacts to bottom-line as substantial time is spent searching for safe, authorized parking.</td>
<td>X</td>
<td>X</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Stakeholder Interviews

### Common Findings

<table>
<thead>
<tr>
<th>Issues</th>
<th>Drivers</th>
<th>Carriers / Distribution Centers</th>
<th>Truck Stop Owners / Operators</th>
<th>Law Enforcement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Most truckers just need a clean restroom, and well-lit, safe, parking area - most carry their own food and supplies.</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Finding parking is mostly handled by drivers through GPS, apps, and local knowledge</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>The most common truck parking violations are those parking on interstate ramps and in emergency lanes</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Industrial areas bring increased truck traffic; many communities want the increased tax revenue, but don’t realize the side effects</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Electronic Logging Device (ELD) requirements will increase truck parking challenges</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
</tbody>
</table>
Stakeholder Surveys

- **Distribution**
  - Transportation Coordinating Committee (TCC)
  - Land Use Coordinating Committee (LUCC)
  - Transportation and Air Quality Committee (TAQC)
  - Freight Advisory Task Force (FATF)
  - Interviewees and their networks
  - Georgia Tech Supply Chain & Logistics Institute

*Included Wikimapping exercise*

- **97 Responses**
  - Local Jurisdictions/CIDs: 45 responses
  - Trucking Companies / Shippers: 27 responses
  - Law Enforcement: 19 responses
  - Truck Stop Owner / Operators: 6 responses
277 Responses

How long does it usually take you to find truck parking in the Atlanta region?

<table>
<thead>
<tr>
<th>Length of time</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 15 minutes</td>
<td>1.3%</td>
</tr>
<tr>
<td>15 – 30 minutes</td>
<td>6.5%</td>
</tr>
<tr>
<td>30 minutes – 1 hour</td>
<td>41.3%</td>
</tr>
<tr>
<td>More than 1 hour</td>
<td>51.0%</td>
</tr>
</tbody>
</table>
Recommended Strategies

1. Add / Expand Truck Parking Supply

2. Develop Truck Parking Policies

3. Develop Truck Parking Partnerships

4. Improve Sharing of Truck Parking Information

5. Monitor/Incorporate Future Use of Technology
Strategy 1: Add/Expand Supply

1.1 - Comprehensive Transportation Plans (CTPs)
- Authorized truck parking
- Unauthorized truck parking locations

1.2 - Freight Cluster Plans
- Inventory authorized & unauthorized parking
- Identify potential solutions

1.3 - Local Government / CID Solutions
- New truck stops
- Expand existing truck stops
- Shippers / receiver agreements
- Existing / closed rest areas
- Vacant industrial spaces / brownfield sites
- Park-and-ride lots (PM only)
- Shopping centers
**Add / Expand Supply**

**Example: Pilot Parking Program**

- **Drivers Requirements:**
  - Wear safety vests at all times
  - Carry a flashlight at night
  - Follow safety rules
  - De-couple tractor from trailer
  - May not move tractor
  - Preferential treatment for no-idle cabs

---

*New*

**Kriska partners with Unilever to create safe haven parking program**

December 15, 2015
How one shipper took a challenging run and made it a driver favourite

PRESCOTT, Ont. — A successful pilot project that allows Kriska Transportation Group drivers to park overnight at a major customer’s facility is proving that collaboration between shippers and carriers can be more than just a buzzword.
Strategy 2: Policy Development

2.1 – *Share Warehouse/Distribution Costs/Benefits*

- Require/incentivize shippers and receivers to provide parking
- Promote new truck parking
  - Industrial areas / freight clusters
  - CID(s)

2.2 – *Review Development of Regional Impact (DRI) Requirements*

- Truck stops
- Warehouse / distribution centers
Strategy 2: Policy Development

2.3 – Promote Local Government Actions

- Review zoning codes
- Address any truck parking deficits, as needed

2.4 – Develop Zoning Template Language

- Restrictions, permitted uses, design/aesthetic controls
- Examples: Buffers, plantings, lighting, electrification systems, and/or security

2.5 – Incentivize Off-Peak Freight Operations

- Allow truck drivers to get closer to shippers / receivers
- Reduce miles driven and air emissions
Information Sharing

Example: Parking Detection Devices

![Image of a worker installing parking detection devices]

![Image of a parking lane with a sensor]

Diagram:

- Network Video Camera
- Wireless Radio
- Outdoor CAT 5E/6 Ethernet cables with PoE
- Weatherhead
- Outdoor CAT 5E/6 Ethernet cables from Pole-Mount Cabinet to Video Camera and Radio. Optional: Run cables in flexible conduit inside pole
- Outdoor Pole-Mount Cabinet with AC termination. Cabinet must be mounted onto the pole with cabinet facing away from the roadway

**LOCAL VIDEO PROCESSING FOR OCCUPANCY DETECTION**

- 18 AWG 3-Conductor Cable
  - 300V Rated UL / CSA Approved
  - Cable to Power Source

- 10 Feet
Monitor / Incorporate Technology

Example: Autonomous Trucks

Volvo Trucks Planning Chief Talks Tesla, Autonomous Vehicles and Platooning

CLARISSA HAWES  SEPT. 28, 2017
SELF-DRIVING TRUCKS - AUTONOMOUS VEHICLES, TRUCKING TECHNOLOGY

Keith Brandis, director of product planning at Volvo Trucks North America. (Photo: Clarissa Hawes/Ti

Here's how Tesla, Uber, and Google are trying to revolutionize the trucking industry

Danielle Muoio  Jun. 20, 2017, 9:07 AM  93,126

Autonomous truck cleared to drive on US roads for the first time

How on Nevada highways
Danielle Muoio
Study Challenges

- Lack of familiarity with truck parking
  - Elected officials, the public, and the media
  - Land use and transportation planners; Consultants

- Truck location data

- Outreach
  - Effective mix of public and private sector outreach
  - Need truck driver participation from outside the region

- MPOs can’t implement solutions
  - More truck parking spaces are needed
  - Potential zoning changes
  - MPOs can bring focus on this issue
FHWA National Coalition on Truck Parking

- Four Working Groups
- State, Regional and Local Government Coordination
- Reference Documents:
  - MPO-101
  - Freight Plan Notable Practices
  - Parking and Staging Requirements in Local Zoning
  - Truck Parking for Local Zoning
Products from all four working groups are available at:

Or just search for:
FHWA National Coalition on Truck Parking
FHWA National Coalition on Truck Parking

STATE, REGIONAL, LOCAL GOVERNMENT COORDINATION WORKING GROUP

INCLUDING TRUCK PARKING IN STATE AND METROPOLITAN PLANNING ORGANIZATION (MPO) FREIGHT PLANS

Notable Examples

The purpose of this document is to provide examples of State and MPO truck parking plans. The State, Regional and Local Government Coordination Working Group provided notable examples of State and MPO truck parking plans. A few examples summarized here include:

- Boston Region MPO and Massachusetts Department of Transportation (MassDOT)
- Memphis MPO
- Atlanta Regional Commission (ARC)
- Arizona DOT (ADOT) and Maricopa Association of Governments (MAG)
- North Central Texas Council of Governments (NCTCOG)
FHWA National Coalition on Truck Parking

THE IMPORTANCE OF CONSIDERING TRUCK PARKING IN LOCAL PLANNING AND ZONING

Local government needs to consider truck parking as part of community planning and local zoning and development codes.

PARKING AND STAGING REQUIREMENTS IN LOCAL ZONING AND PLANNING

There are several examples of local governments including provisions for truck parking and staging in their local planning and zoning. These plans and ordinances address staging, long-term parking, deliveries, and parking at home. Below are several examples that communities could consider using as a model for their own planning and zoning to help direct truck parking and staging.

OVERNIGHT PARKING
WEED, CA

The City of Weed, CA, located on Interstate 5 at the base of Mount Shasta, created municipal truck parking for about 30 trucks on two pieces of city-owned land zoned for industrial use. The town was motivated to use its land to create truck parking because it recognized the important role that truck drivers play in the city’s economy. Weed’s City Manager noted that they have not received pushback or complaints from residents in the community. Trucks are permitted to park for up to 72 hours. In Figure 1, the purple area inside the yellow oval (oval added) on the map represents the municipal truck parking lot.

HOW TO IMPROVE TRUCK PARKING IN YOUR REGION

A guide for those in the trucking industry on how to get involved with a Metropolitan Planning Organization (MPO) – a regional transportation planning agency – to improve truck parking.
Questions?

Daniel Studdard, AICP, ARC Principal Planner
dstuddard@atlantaregional.org