



Oklahoma Department of Transportation Truck Parking Survey
September 2022
Oklahoma Freight Transportation Plan
2023–2030

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1.0 Introduction

The Oklahoma Department of Transportation is evaluating truck parking supply and demand in the region as part of the Oklahoma Freight Transportation Plan 2023 -2030. As part of the study, an industry-focused survey was conducted using the MetroQuest platform to collect feedback on truck parking issues and recommendations to address current and future truck parking needs.

The report presents the results of the survey in four parts:

- Survey responses
- Mapping areas of concern
- Rating potential strategies
- Demographics

The survey was distributed to the project's stakeholder list which included local and national freight and logistics companies as well as other industry groups. The survey was developed in consultation with the Oklahoma Freight Advisory Committee (FAC).

Participants could take the survey online from June 10, 2022 to July 10, 2022. During this time, there were 261 total visits to the survey website and 98 respondents completed the survey. Participants weren't required to answer all questions. A total of 3637 data points and 43 comments were received. Of total respondents, 64% participated via the web and 36% responded via a mobile device.

2.0 Key Findings

Respondents were primarily experienced truck drivers. The vast majority (88%) of those who responded to demographic questions indicated that they are owner-operators who haul freight. Most respondents are currently drivers, with 84% driving for over 10 years.

Respondents were nearly evenly split between national and regional/local range of operations, however the vast majority travel in Oklahoma regularly and are familiar with the area. 53% of respondents have national operations, 39% selecting 'Regional', and 8% selecting that their usual range is 'International'. The majority of respondents (71%) indicate that they park in Oklahoma more than once a week.

In keeping with the diverse range of operations, the drivers indicated a variety of needs for truck parking. Among respondents, the most common responses were needing to meet Hours of Service (HOS) requirements, meal/restroom breaks, and 10-hour breaks. 30 minutes breaks and staging for picks-ups or delivery were less common responses. Within the wide range of reasons for stopping, restrooms were the most commonly sought-after amenity. Security and safety were next in priority.

There is a serious shortage of truck parking in the region according to survey respondents, with 65% rating the availability as 'Poor' or 'Very Poor'. 59% of respondents reported difficulty finding parking in the area three or more times per month. Seven percent of respondents park outside of Oklahoma more than six times a month due to the lack of parking in the state. According to participants, the top truck parking issues in Oklahoma are the overall lack of parking, lack of truck parking in certain areas, parking limitations at rest areas, and difficulty in knowing whether parking is available.

Participants were asked to rate various strategies and associated sub-strategies that could address truck parking issues. There were high levels of support for most strategies. 'Expansion of Facilities' was the most popular strategy followed by 'Delivery Hours', which refers to extending delivery hours at shippers and receivers. The lowest rated strategy was 'Paid parking'. The highest rated sub-strategies were 'Expand existing public rest areas' and 'Require shippers to allow parking for staging'. The lowest rated sub-strategy was 'Paid on-street truck parking'.

Based on these results, it appears that there is a significant truck parking problem for long-haul owner-operators in Oklahoma. Solutions to be considered should include expansion of designated parking facilities (both public and private), increased information, and incentivizing local businesses to allow truck parking.

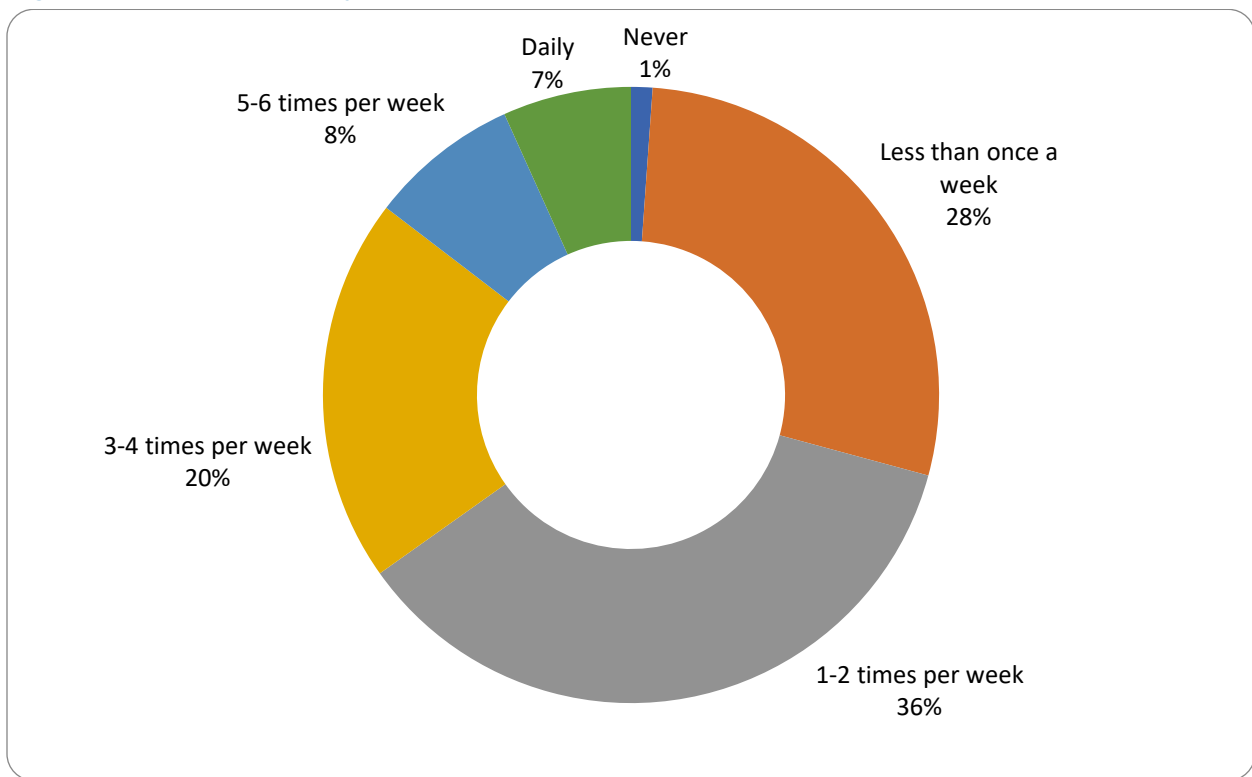
3.0 Tell Us About Truck Parking

Participants were asked eleven questions about their parking habits and preferences. Six of the 11 questions requested participants choose multiple responses to answer the question. In total, 2102 responses were received. A summary of survey questions is included in Appendix A. The survey results are presented below, from general questions about truck parking to more specific questions about truck parking issues in Oklahoma.

3.1 HOW OFTEN DO YOU PARK IN OKLAHOMA?

Survey participants were asked how often they park in Oklahoma. They were asked to make one selection from a list that ranged from 'Never' to 'Daily.' Figure 3-1 shows that the largest group of respondents indicated they park in the region one to two times a week (36%). The other responses were: less than once a week (28%), three to four times a week (20%), five to six times a week (8%), daily (7%) and less than 1% responded 'Never'.

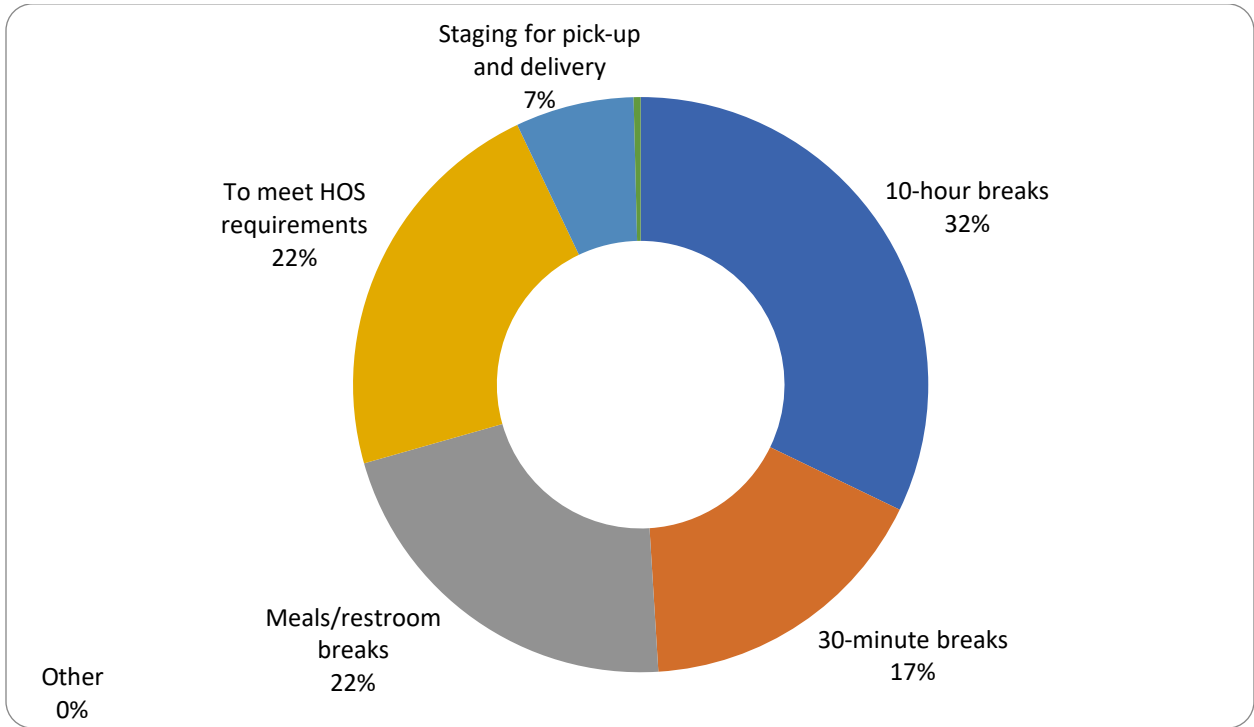
Figure 3-1 How often do you park in Oklahoma?



3.2 WHY DO YOU NEED TRUCK PARKING? CHOOSE 3.

Survey participants were asked to choose up to three reasons they need truck parking from a list of six choices. As shown in Figure 3-2, the most selected choices were '10-hour breaks' (32%), 'Meals/restroom breaks', and 'To meet HOS requirements' (22% each). Time for 30-minute breaks received 17% and the least selected choice was 'Staging for pick-up and delivery' at 7%.

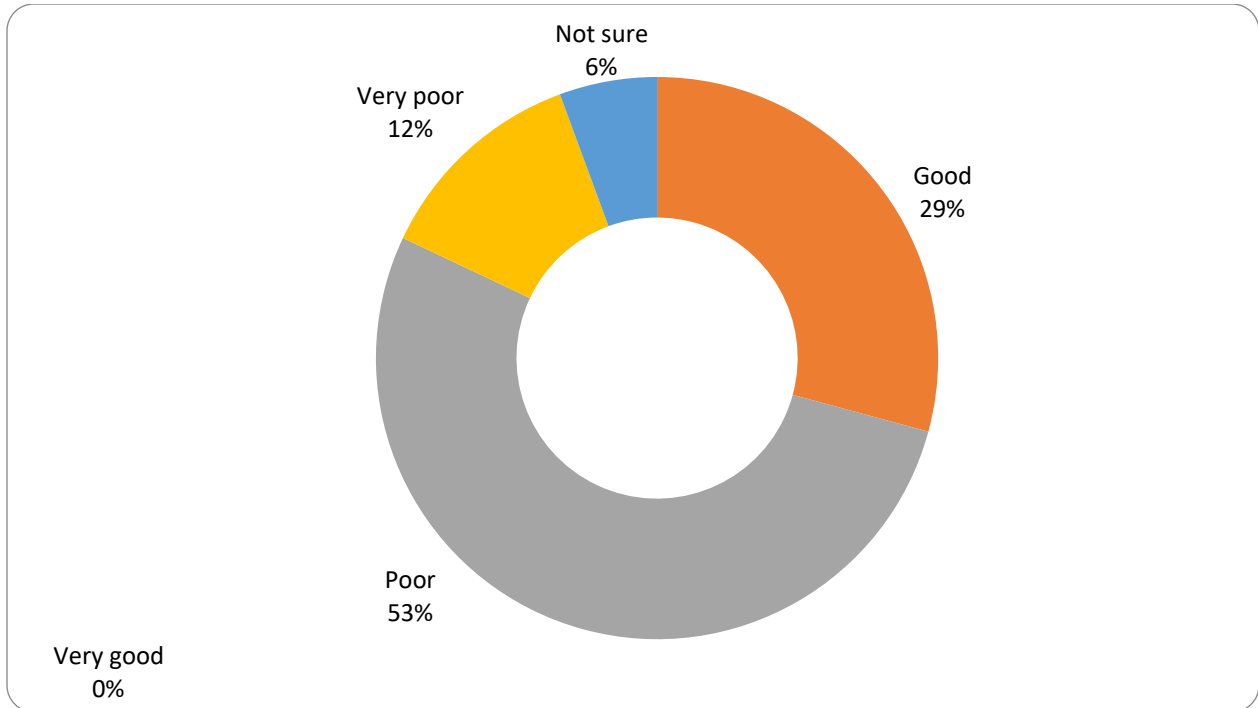
Figure 3-2 Why do you need truck parking?



3.3 HOW WOULD YOU RATE THE AVAILABILITY OF TRUCK PARKING IN OKLAHOMA?

Survey participants were asked to rate the availability of truck parking in Oklahoma. The results, shown in Figure 3-3 indicate that truck parking is a significant problem in Oklahoma. The most frequently selected rating was 'Poor' (53%), the second highest rating was 'Good' (29%), "Very poor' (12%) was also selected. And 6%of respondents were 'Not sure'. No participant selected "Very good'.

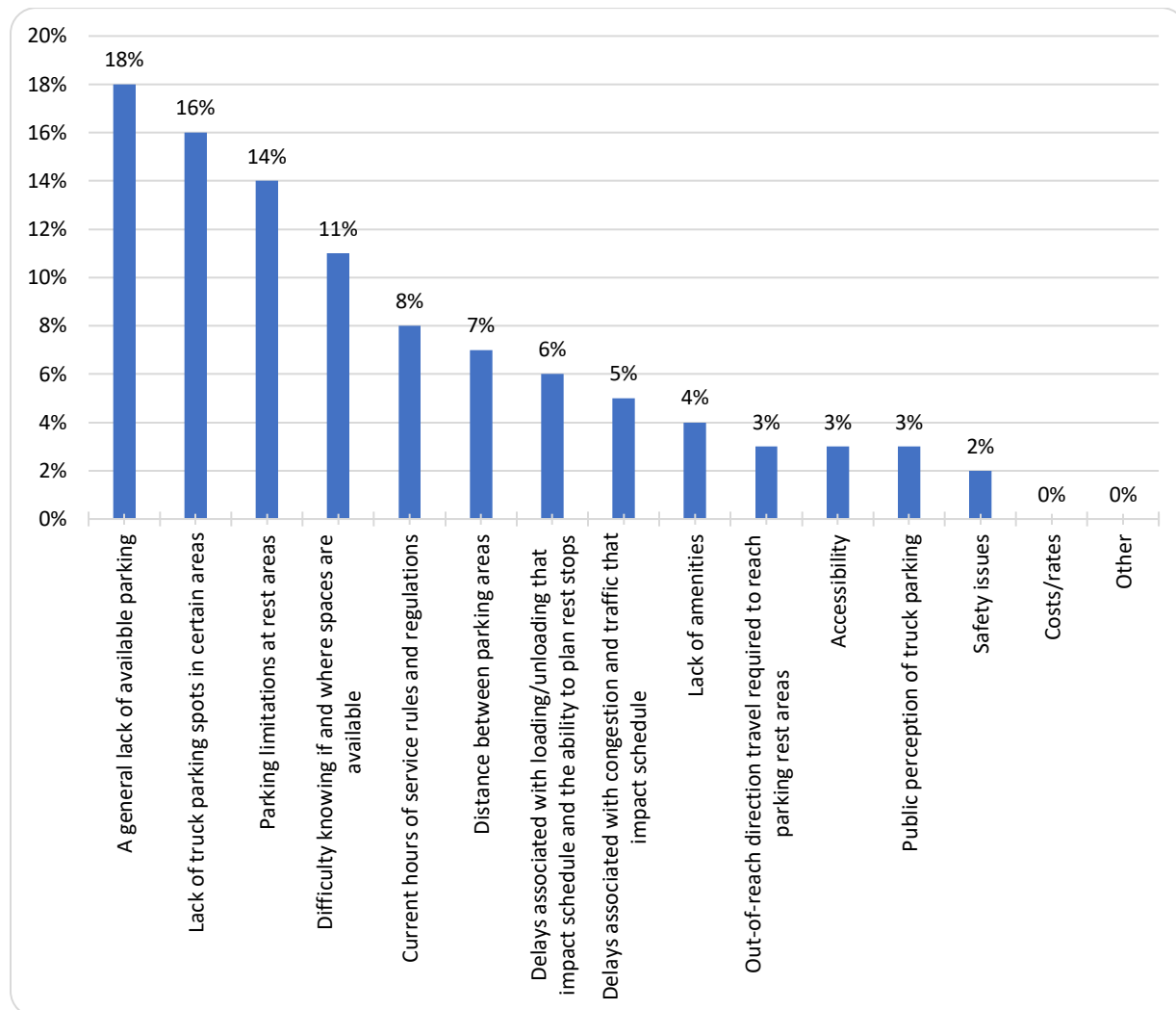
Figure 3-3 How would you rate the availability of truck parking in Oklahoma?



3.4 WHAT ARE THE MAIN TRUCK PARKING ISSUES IN OKLAHOMA? CHOOSE UP TO 5.

Survey participants were asked to select the top five issues, from a list of 15, to describe the main truck parking issues in Oklahoma. As shown in Figure 3-4, the results indicate that 18% of respondents selected that the biggest issue is ‘A general lack of availability for parking’. ‘Lack of truck parking spots in certain areas’ (16%), ‘Parking limitations at rest areas’ (14%), ‘Difficulty knowing if and when parking spaces are available’ (11%), and Current hours of service rules and regulations’ (8%) were other major issues identified. The results suggest that drivers have difficulty finding available parking in Oklahoma and knowing where spaces are available.

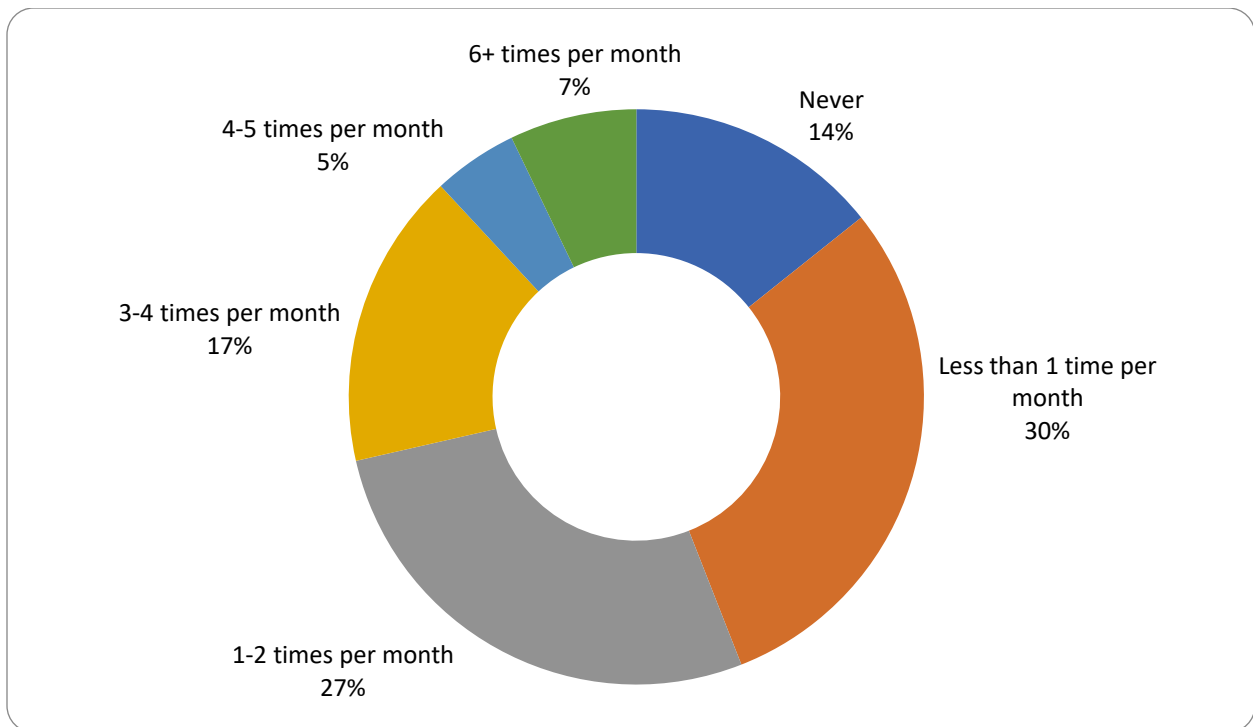
Figure 3-4 What are the main truck parking issues in Oklahoma? Choose up to 5.



3.5 HOW OFTEN DO YOU PARK OUTSIDE OF OKLAHOMA DUE TO LACK OF PARKING IN OKLAHOMA?

Survey participants were asked how often they parked outside Oklahoma. They were asked to make one selection from a list that ranged from 'Never' to '6+ times per month'. Figure 3-5 shows that 30% park 'Less than 1 time per month', 27% park '1-2 times per month', 17% park '3-4 times per month', 7% responded '6+ times per month', 5% responded '4-5 times per month' and 14% responded they "Never" park in Oklahoma.

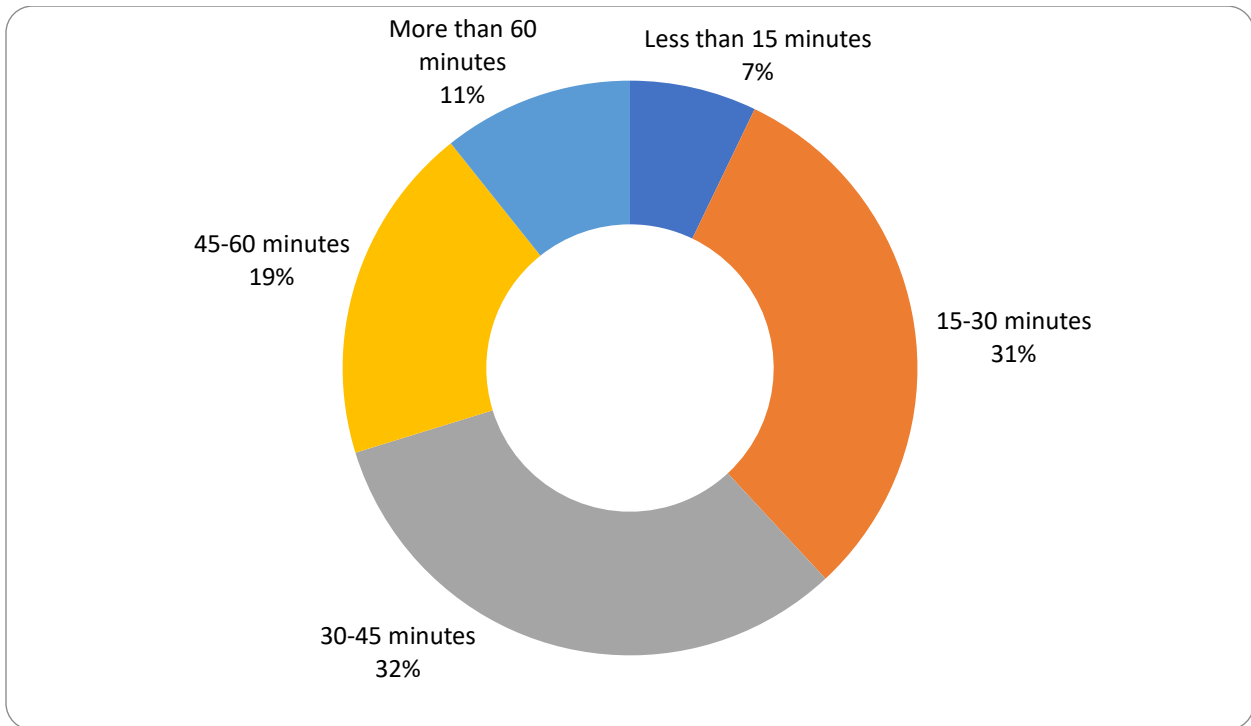
Figure 3-5 *How often do you park outside of Oklahoma due to lack of parking in Oklahoma?*



3.6 HOW MUCH TIME DO YOU TYPICALLY SPEND LOOKING FOR PARKING?

Survey participants were asked how much time they typically spent looking for parking. They were asked to pick from one of five choices, ranging from 'Less than 15 minutes' to 'More than 60 minutes'. The responses, depicted in Figure 3-6 suggest that almost all of the survey participants (93%) spend more than 15 minutes looking for parking, and the majority (62%) spend 30 minutes or more looking for parking. These responses indicate that there is a truck parking problem in Oklahoma.

Figure 3-6 How much time do you typically spend looking for parking?

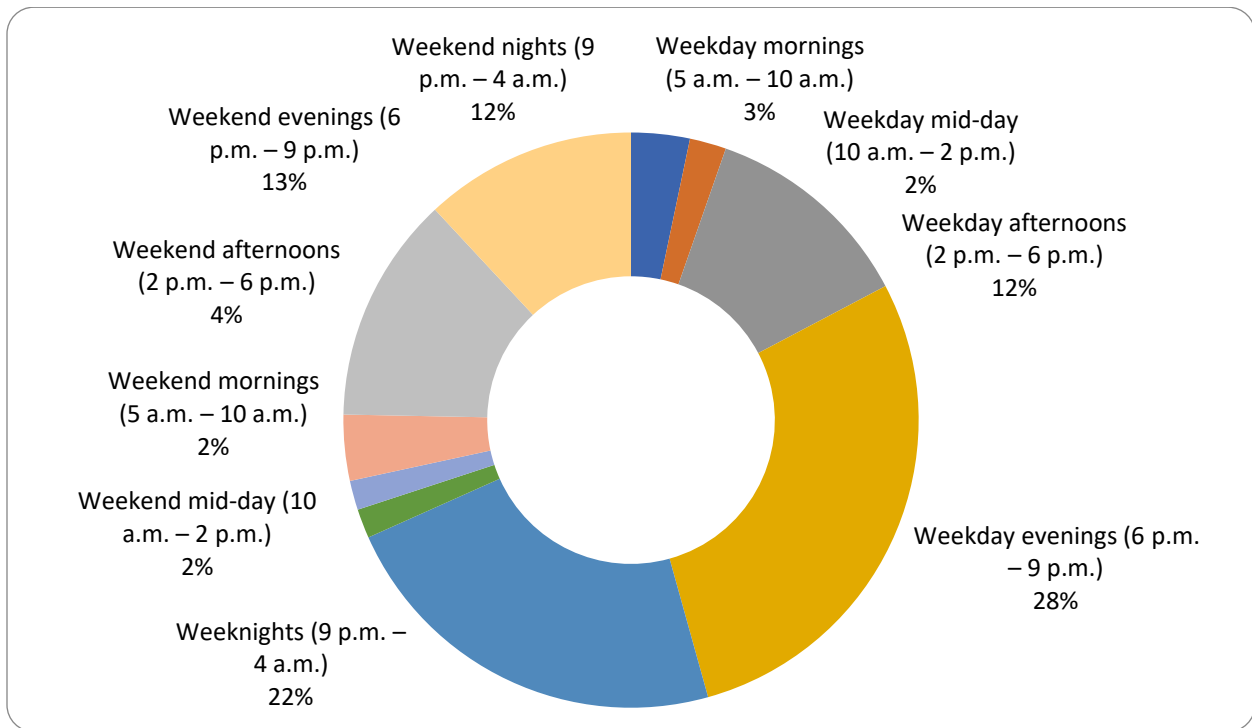


3.7 WHEN DO YOU HAVE THE MOST TROUBLE FINDING AVAILABLE PARKING IN OKLAHOMA? CHOOSE ALL THAT APPLY.

Survey participants were asked what time of day they have the most trouble finding parking in Oklahoma. They were asked to select all choices that apply from a list of ten potential options.

As shown in Figure 3-7, the hardest time to find parking is in the weekday evenings (28%) as well as weeknights (22%) and weekend nights and weekday afternoon (12%).

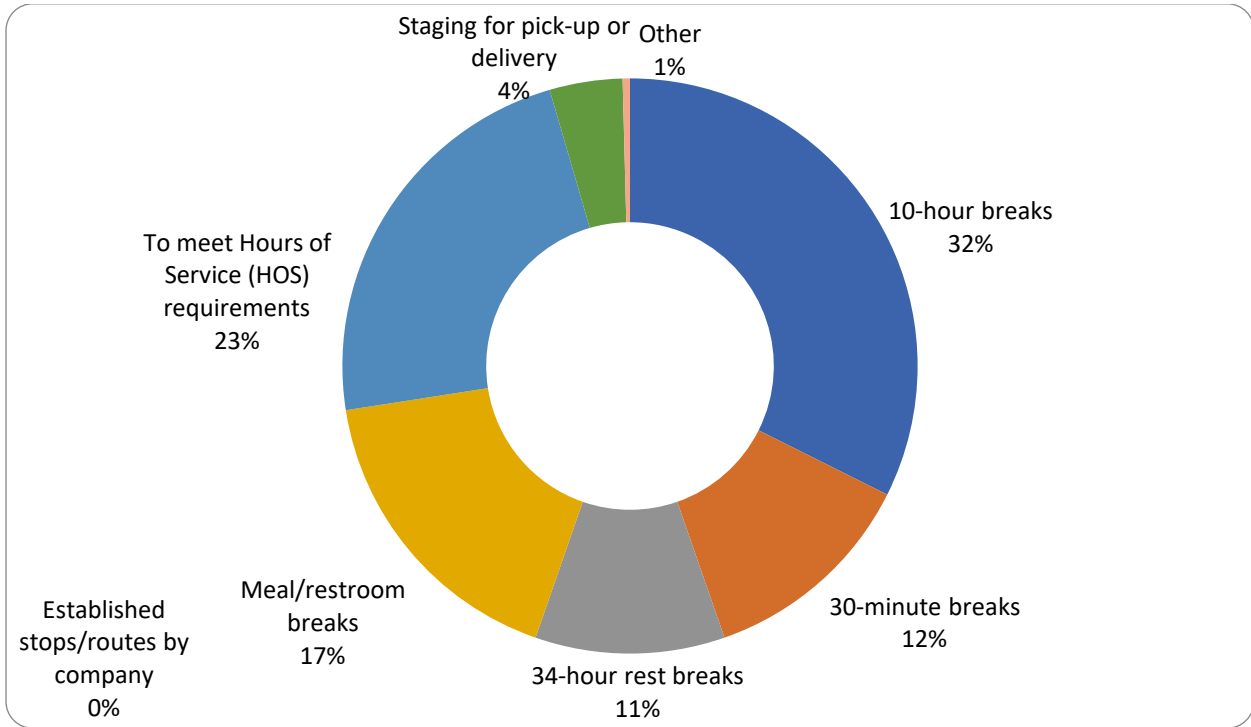
Figure 3-7 *When do you have the most trouble finding available parking in Oklahoma? Choose all that apply.*



3.8 WHY DO YOU NEED TRUCK PARKING? CHOOSE YOUR TOP 3.

Survey participants were asked why they need truck parking from a list of eight choices. As shown in Figure 3-8 the top two selected choices were '10-hour breaks' (32%) and 'To meet Hours of Service (HOS) requirements' (23%), followed by 'Meal/restroom breaks' (17%), '30-minute breaks' (12%) and '34-hour rest breaks' (11%). The two least selected choices were 'Staging for pick-up or delivery' (4%) and "Other" (1%).

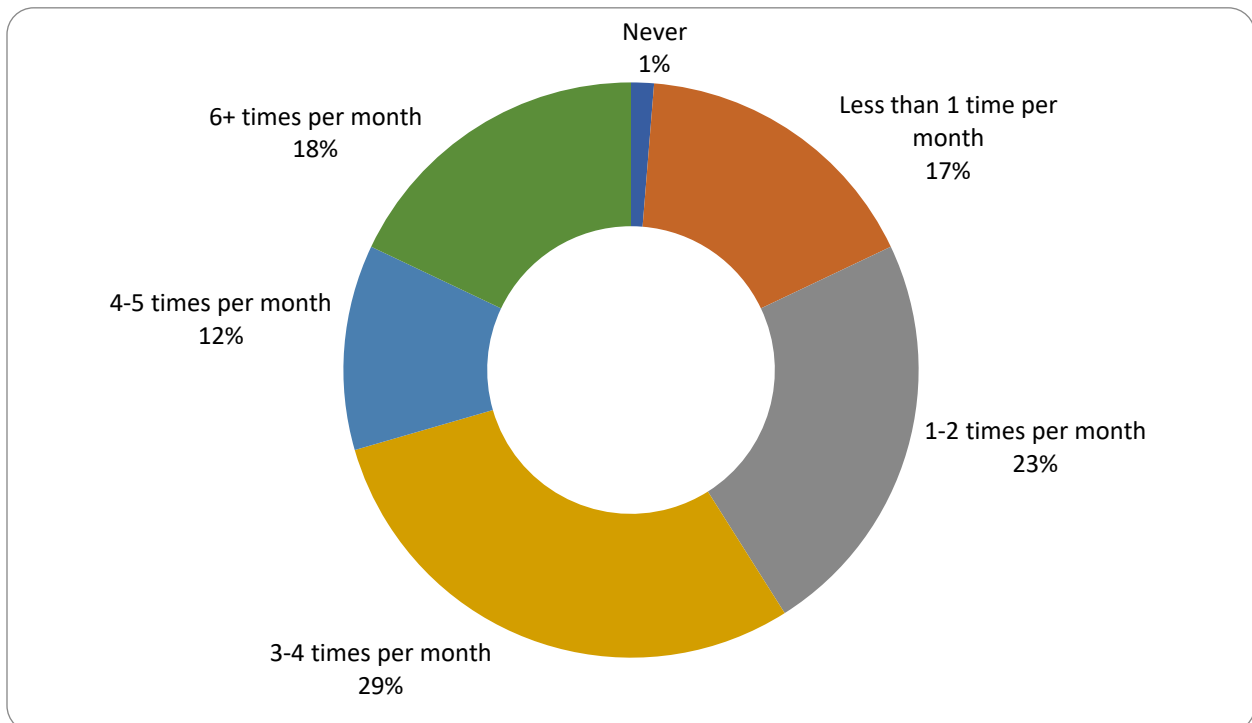
Figure 3-8 Why do you need truck parking? Choose up to 3.



3.9 HOW OFTEN DO YOU HAVE TROUBLE FINDING DESIGNATED TRUCK PARKING (TRUCK STOP, REST AREA, ETC.) IN OKLAHOMA?

Survey participants were asked how often they have trouble finding designated truck parking in Oklahoma. The results shown in Figure 3-9 indicate that truck parking is difficult to find. More than half (59%) of respondents have difficulty finding designated truck parking in Oklahoma more than three times per month. A smaller number of respondents (17%) have difficulty finding designated truck parking less than once a month.

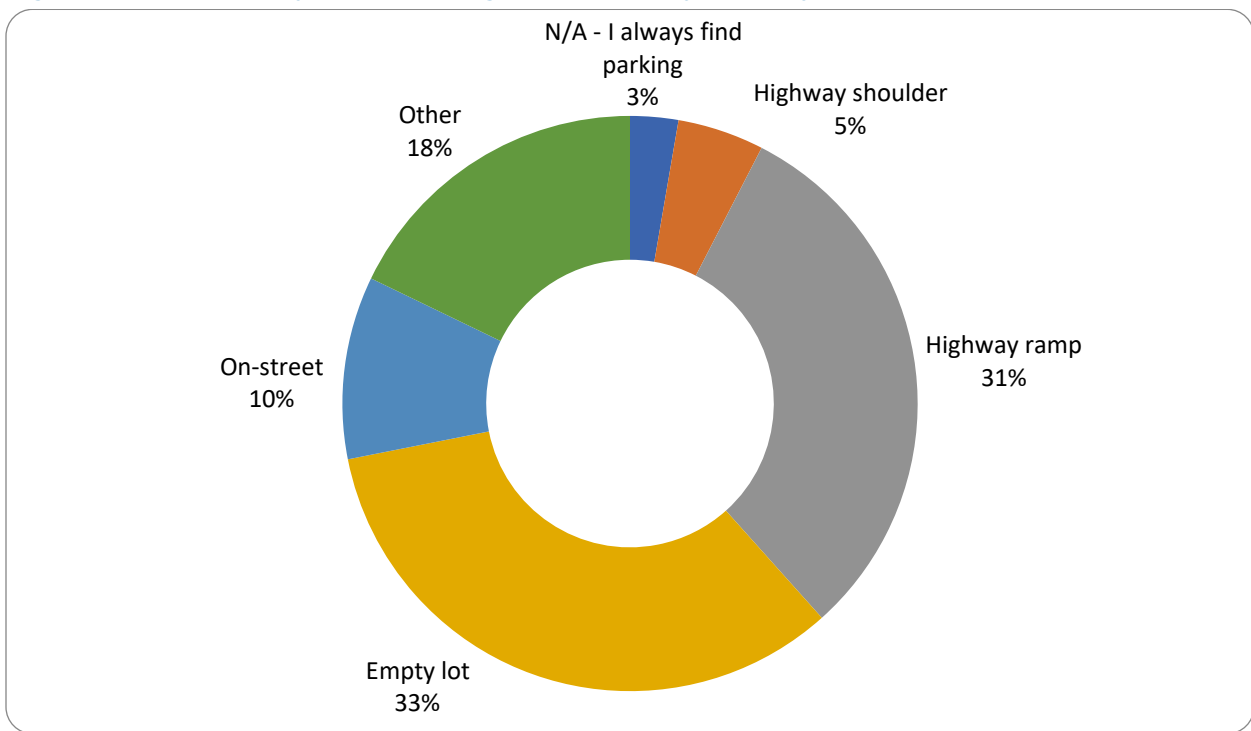
Figure 3-9 *How often do you have trouble finding designated truck parking (truck stops, rest areas, etc.) in Oklahoma?*



3.10 IF YOU CANNOT FIND A DESIGNATED TRUCK PARKING SPACE, WHAT TYPE OF PARKING LOCATION ARE YOU LIKELY TO CHOOSE? CHOOSE ALL THAT APPLY.

Survey participants were asked to select from one or more of six location types for where they would park if they could not find a designated truck parking space. As shown in Figure 3-10, the most selected locations were 'Empty lot' (33%), and 'Highway ramp' (31%). The number of selections for 'Other' (18%) and 'On-street' (10%) were also significant. The results suggest that drivers have a variety of preferences for parking locations if they are unable to find a designated truck parking space. Very few respondents (3%) said that they can always find parking, which reinforces the finding that truck parking is a problem in Oklahoma.

Figure 3-10 What type of parking location are you likely to choose?



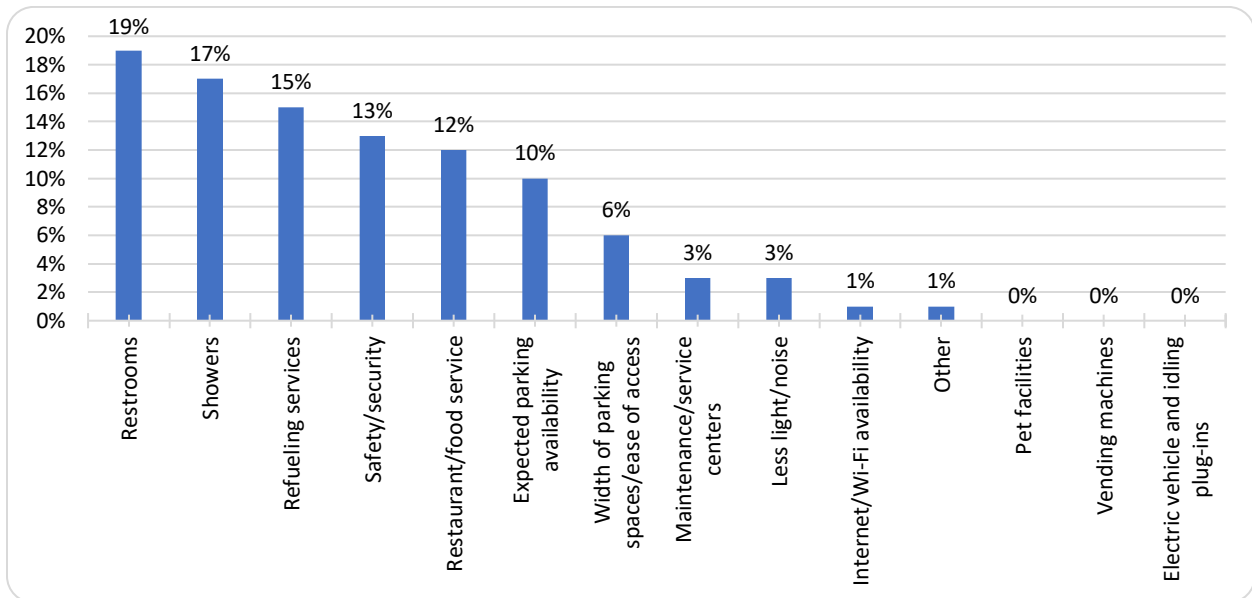
3.11 WHAT SPECIFIC FEATURES AND/OR AMENITIES DO YOU LOOK FOR WHEN CHOOSING WHERE TO PARK? CHOOSE UP TO 5.

Survey participants were asked to select up to five choices from a list of 14 features and amenities that would influence their decision of where to park. The results are displayed in Figure 3-11.

The features and amenities most selected by participants could be categorized as follows:

- Restrooms were selected by 19% of respondents
- Showers were selected by 17% of respondents
- Refueling services were chosen by 15% of respondents
- Safety and security were chosen by 13% of respondents
- Restaurants and food service were selected by 12% of respondents
- Parking-related features (availability and width of spaces) were selected by 16% of respondents
- Less light/noise and maintenance/service centers were selected by 3% of respondents
- Internet/Wi-Fi availability and Other were selected by 1% of respondents

Figure 3-11 What specific features and/or amenities do you look for when choosing where to park? Choose up to 5.



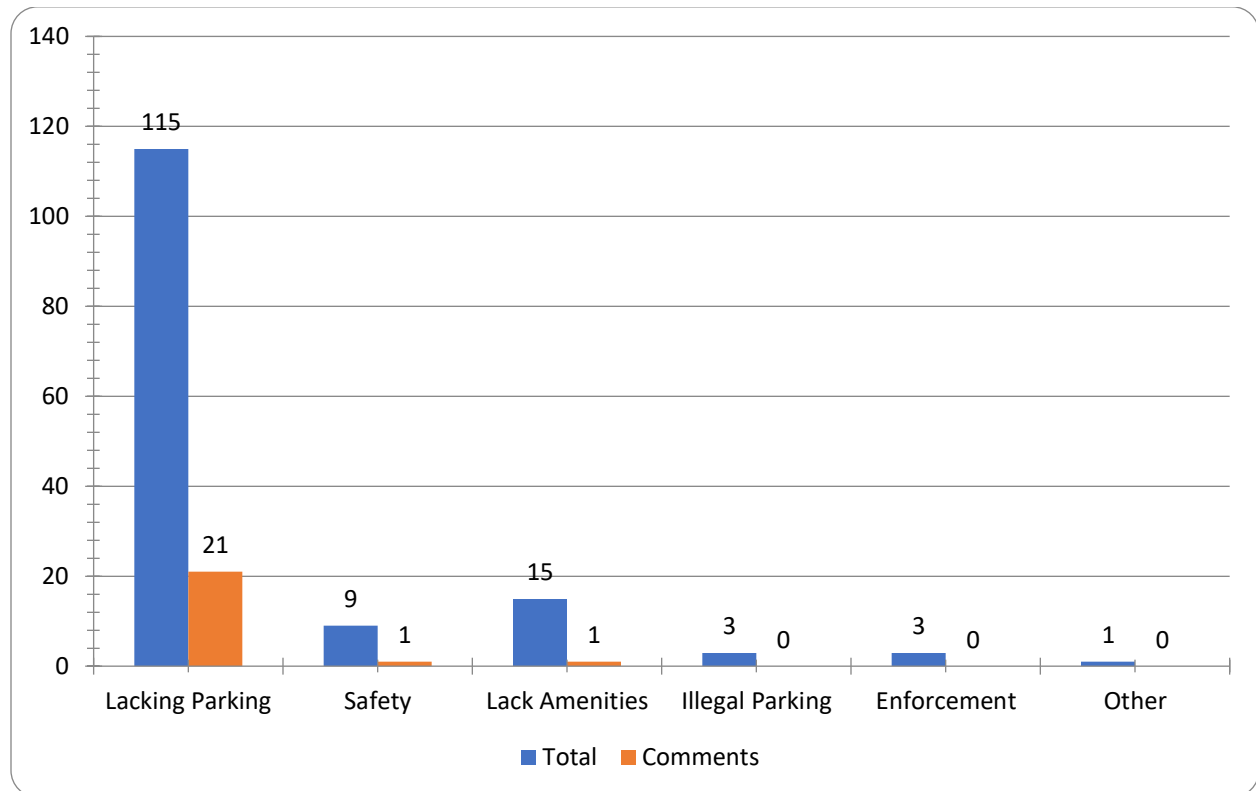
4.0 Location of Truck Parking Issues

Survey participants were asked to place at least three markers on a map of Oklahoma to identify locations of truck parking issues. There were six types of markers to represent the following issues:

- Lacking Parking
- Safety
- Lack amenities
- Illegal parking
- Enforcement
- Other (please comment)

Each participant was asked follow-up questions to understand the parking issues in the specific location, such as why the driver was parking there and if they had any open-ended comments. The following link shows the map with the markers placed by participants: [Google Map of Truck Parking Markers](#) in Oklahoma. A total of 98 respondents placed 146 markers and provided 24 comments tied to specific locations and comments that were distributed among the identified issues. The majority (79%) of markers represented areas lacking parking. Most of the remaining markers represented safety or the lack of amenities. Very few markers were placed for illegal parking, enforcement, or other reasons. The results reinforce the conclusion that lack of truck parking is the most significant issue for respondents. These results are summarized in Figure 4-1.

Figure 4-1 Distribution of Map Markers

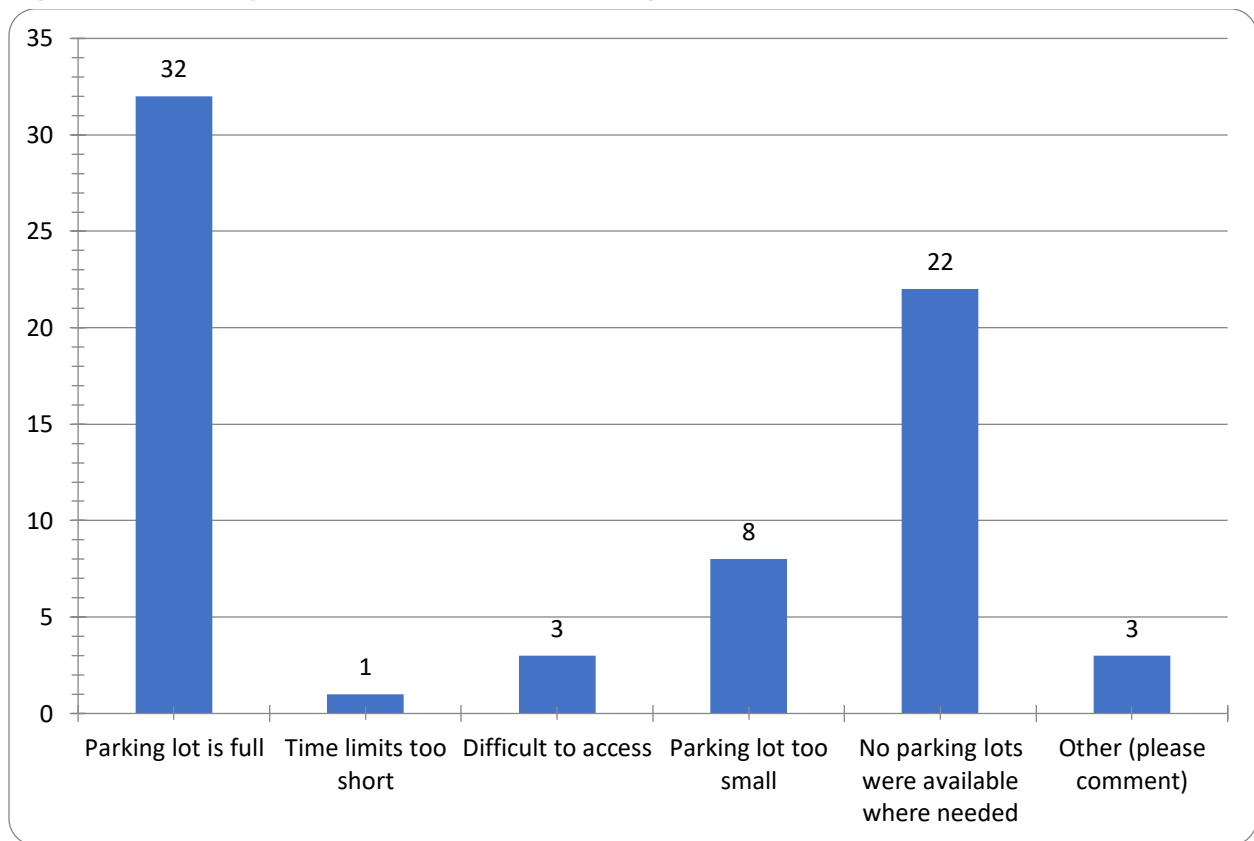


Participants were given the opportunity to provide more detail. The following sub-sections present the responses to these follow-up questions.

4.1 LACKING PARKING

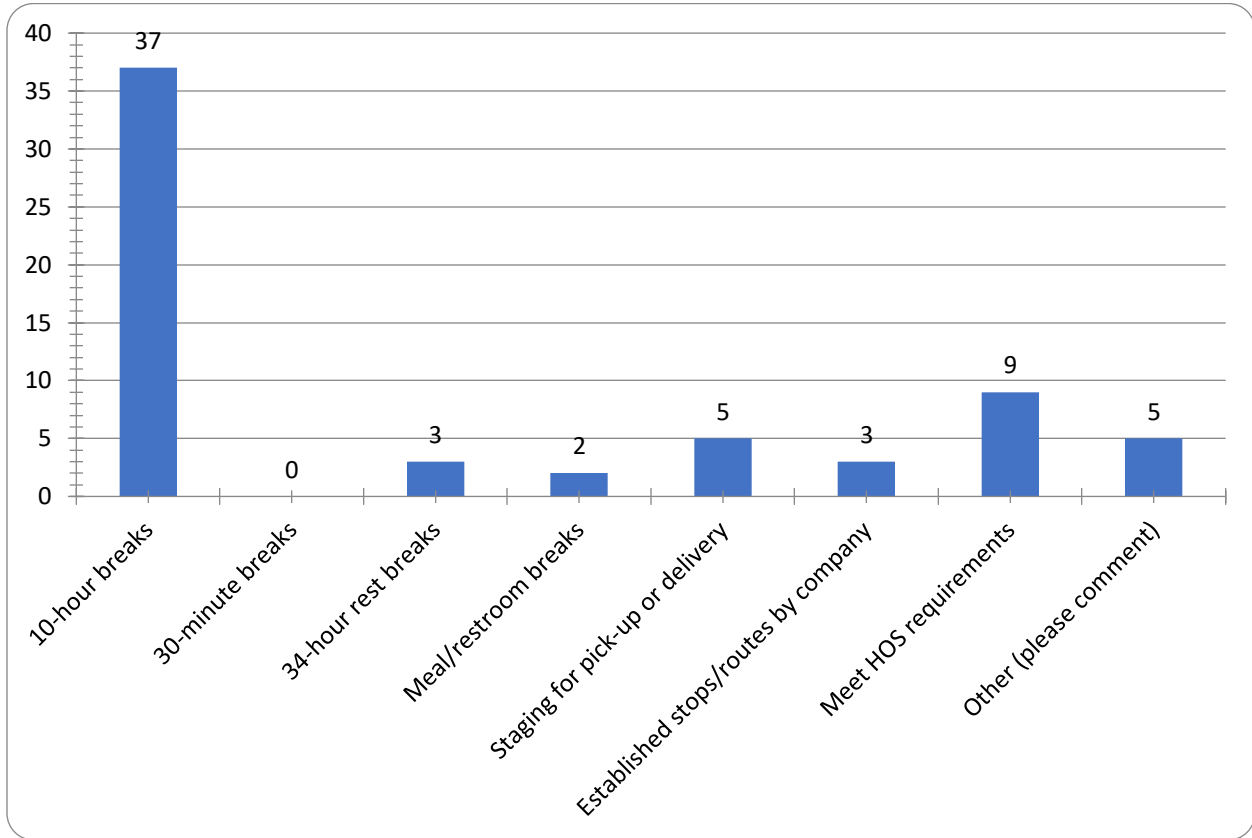
Participants were asked two follow-up questions regarding the lack of parking: “Why is there insufficient parking?” and “Why do you park there?”. As shown in Figure 4-2, the most comment response was that parking lots were full, followed by no parking lots were available. A smaller number of respondents said the parking lot was too small and it was difficult to access the parking lot. Only one respondent chose the time limits were too short. One of the comments in response to this question was: “Very few places to park on US 75 in Oklahoma”.

Figure 4-2 Why is there insufficient parking?



Participants were also asked “why do you park there?” about the point on the map where they had placed the marker. The results, shown in Figure 4-3, demonstrate that many respondents who identified a specific lack of parking, park for ‘10-hour breaks’ while a smaller number park for, ‘Staging for pickup or delivery,’ or to ‘Meet HOS requirements.’

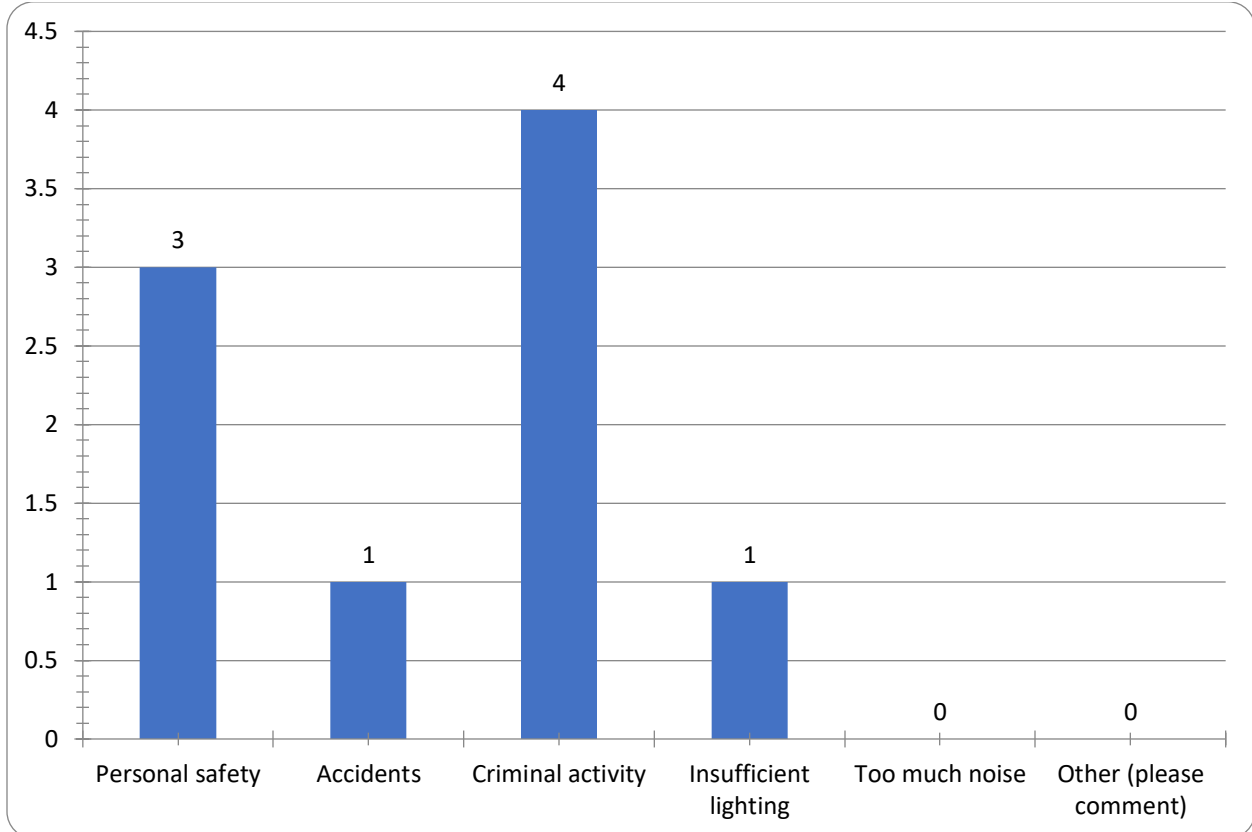
Figure 4-3 Why do you park there?



4.2 SAFETY

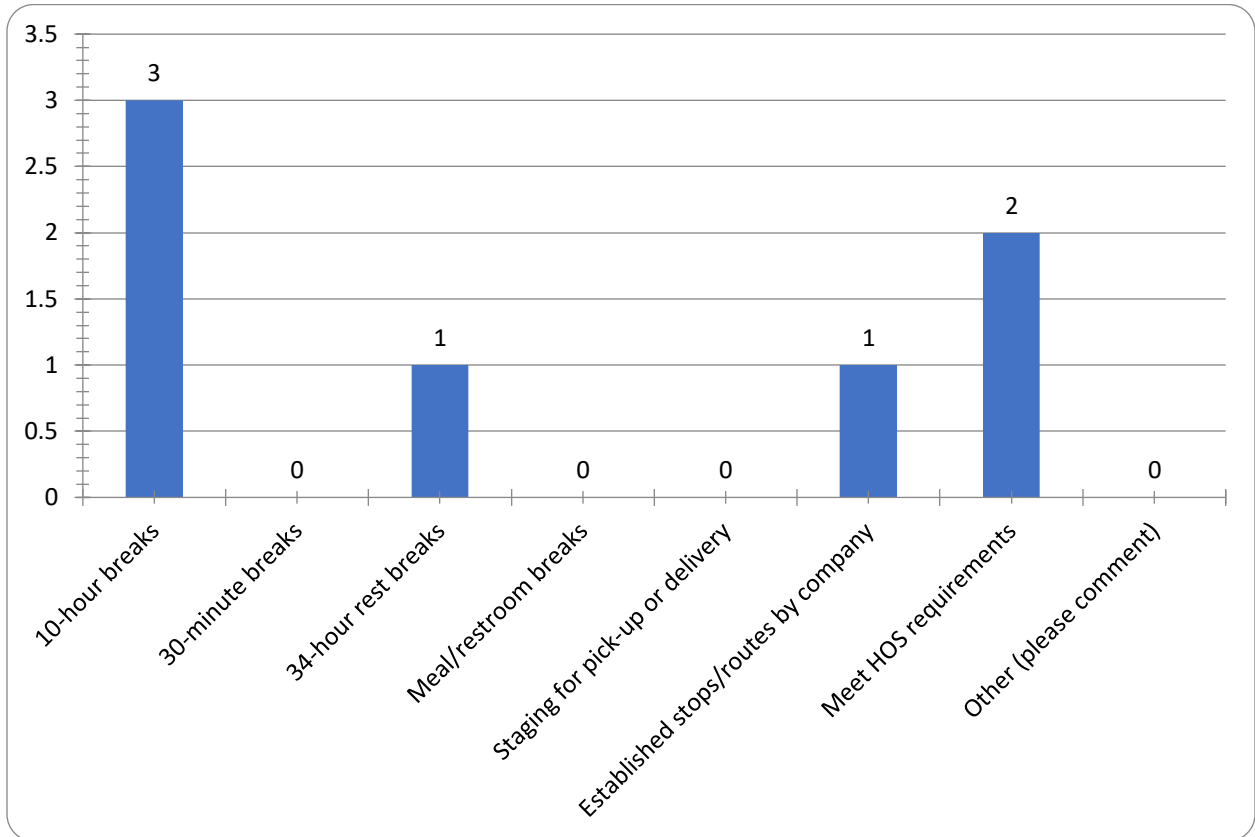
Participants were asked two follow-up questions regarding safety: “What is the safety/security issue?” and “Why do you park there?”. Although only a limited number of responses were provided, the issues most cited by participants as shown in Figure 4-4 were ‘Criminal Activity and ‘Personal safety’. Two participants commented ‘Accidents,’ and ‘Insufficient Lighting’.

Figure 4-4 What is the safety/security issue?



In terms of reasons for parking in this location, Figure 4-5 shows three respondents cited '10-hour breaks'. Two responded 'Meet HOS requirements', one responded '34-hour breaks' and another responded, 'Established stops/routes by company'.

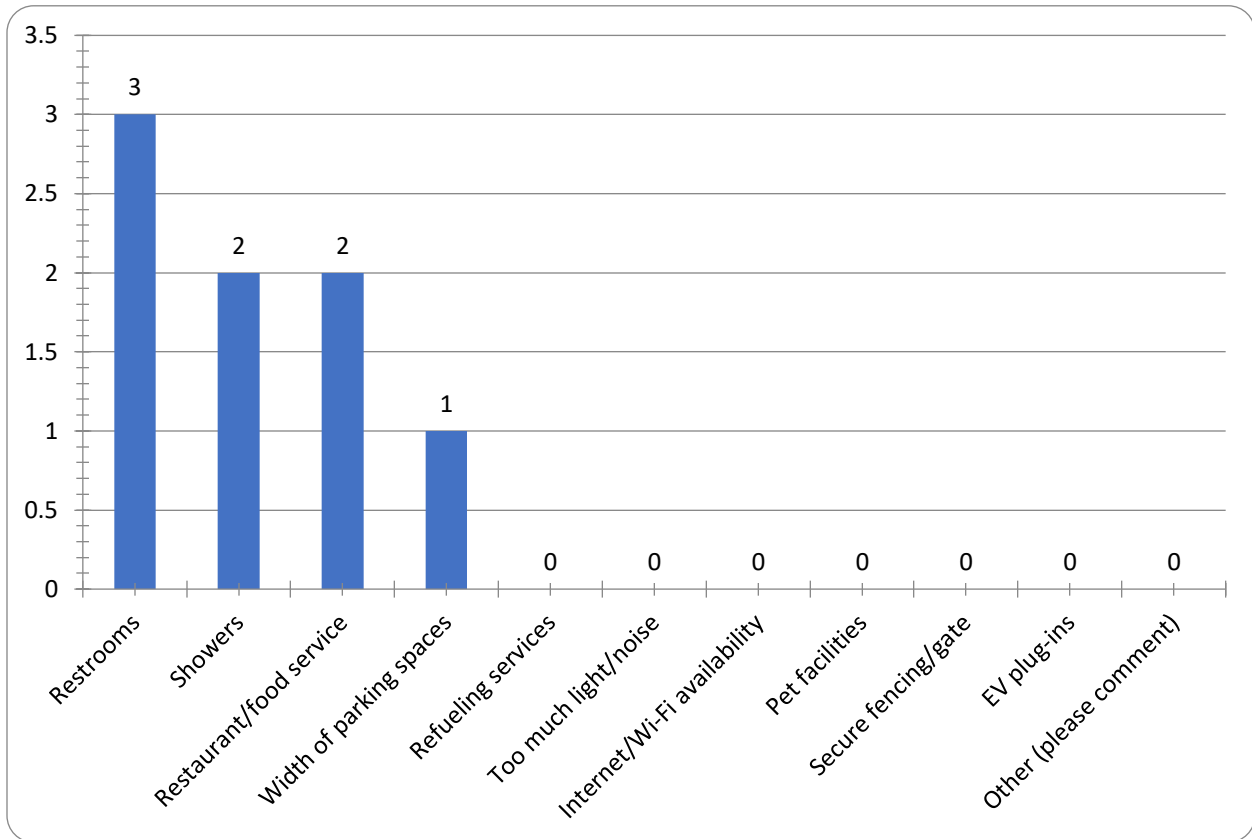
Figure 4-5 Why do you park there?



4.3 LACK OF AMENITIES

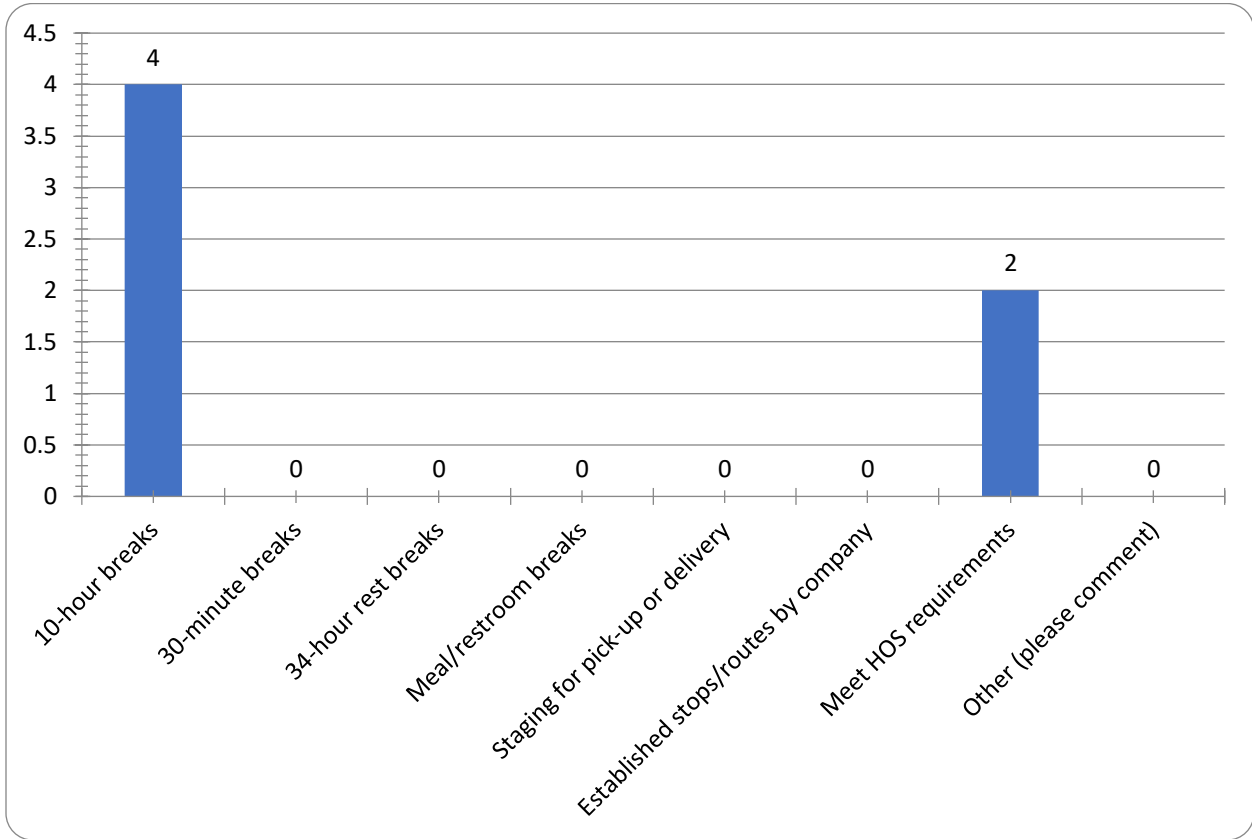
Participants were asked two questions regarding the lack of amenities: “What amenities are lacking?” and “Why do you park there?”. There were few responses, but ‘Restrooms’, ‘Showers’, ‘Restaurant/food service’ and ‘Width of parking spaces’ were mentioned as lacking (Figure 4-6).

Figure 4-6 What amenities are you lacking?



In terms of why they parked where amenities were lacking, as shown in Figure 4-7, the responses included '10-hour breaks' and 'Meet HOS requirements'.

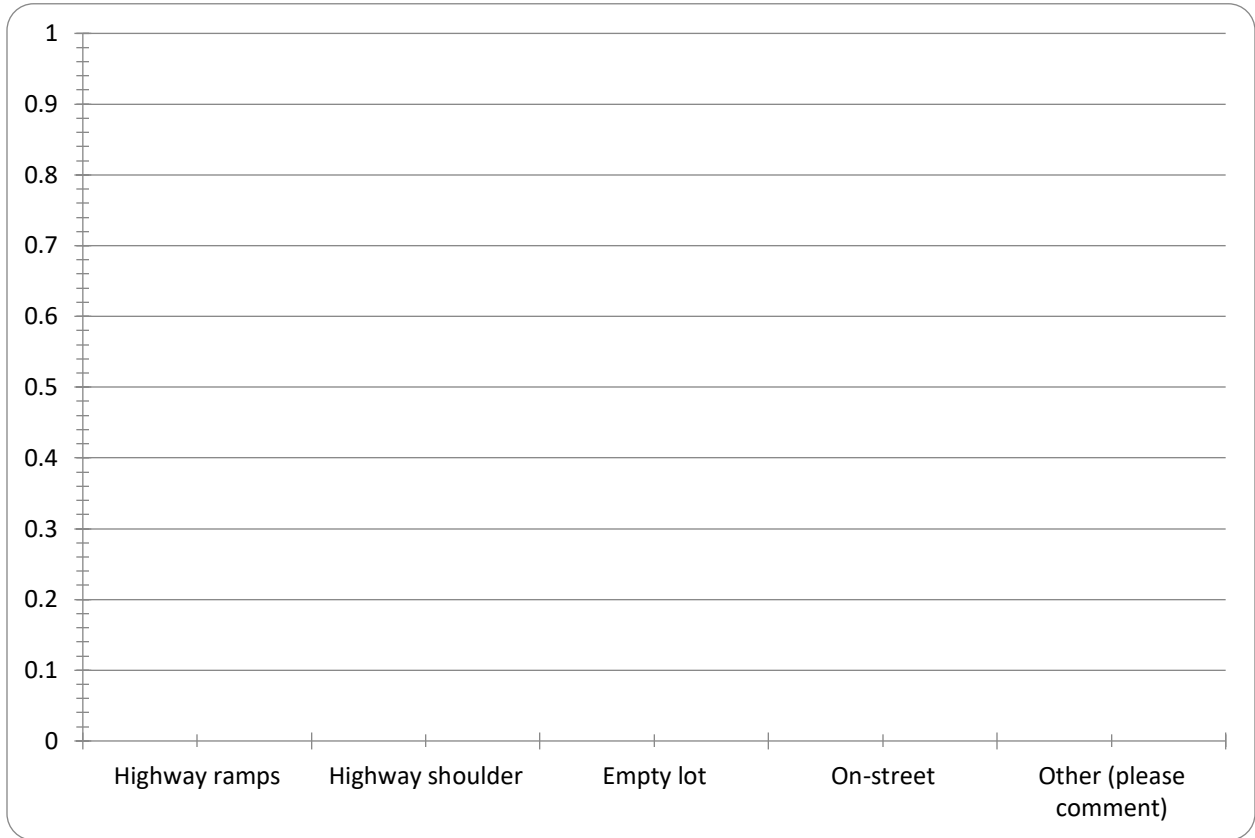
Figure 4-7 Why do you park there?



4.4 ILLEGAL PARKING

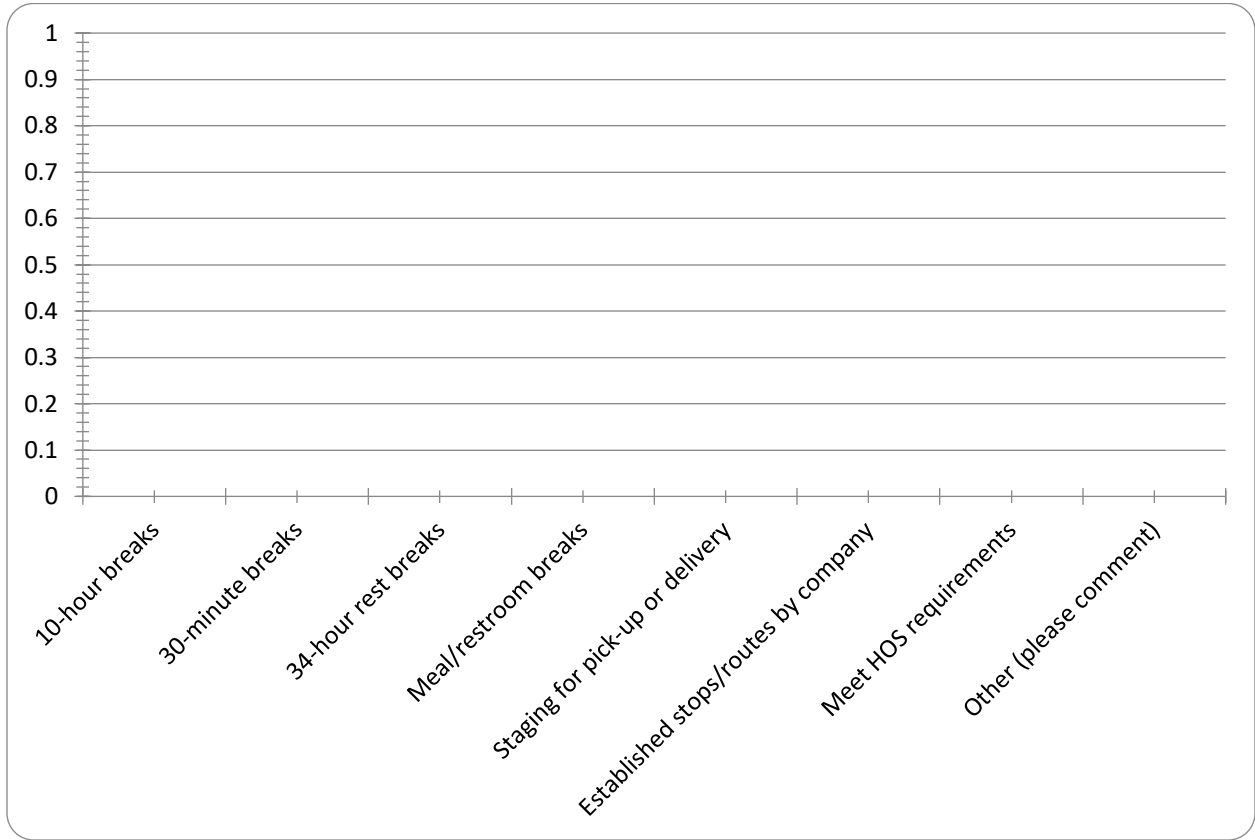
Participants were asked two questions regarding illegal parking: “Where does illegal parking occur?” and “Why do you park there?”. No respondents answered this question (Figure 4-8).

Figure 4-8 *Where does illegal parking occur?*



When asked why trucks parked illegally, as shown in Figure 4-9, no respondents answered this question.

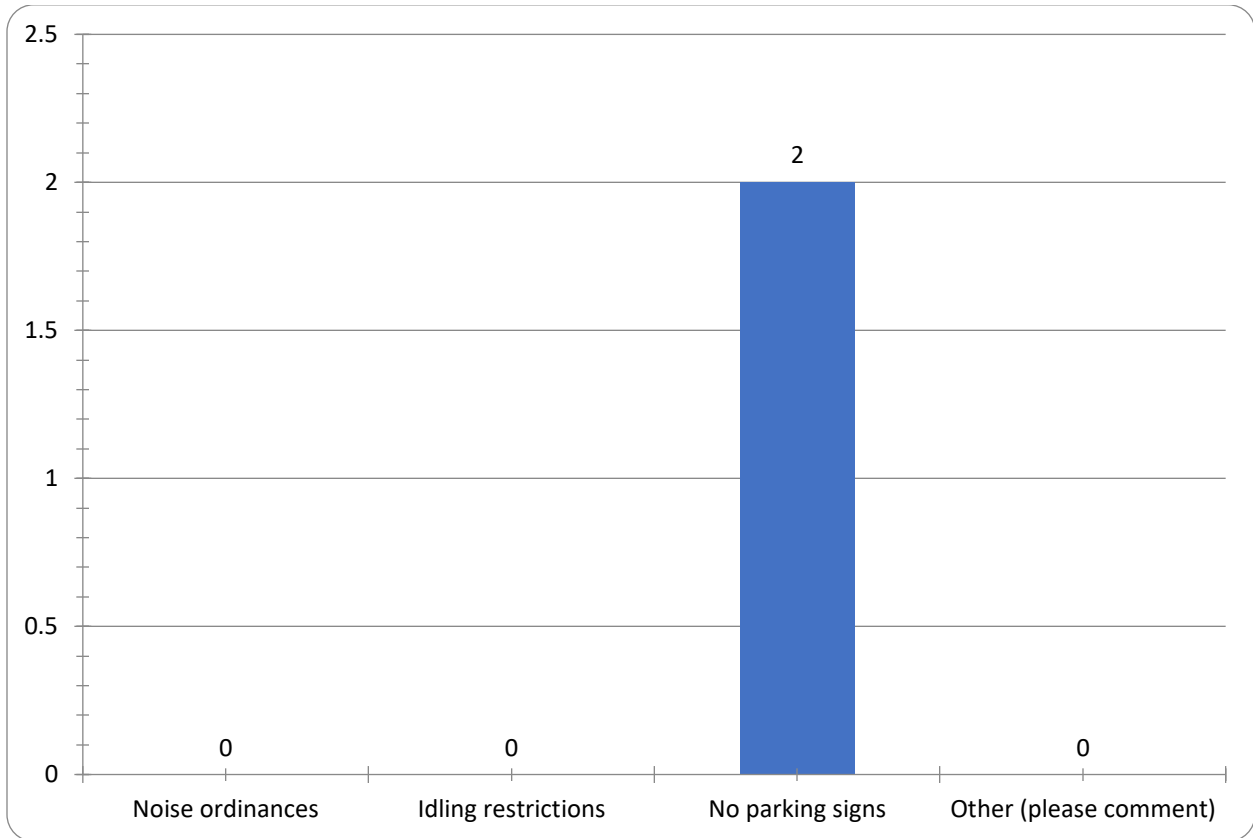
Figure 4-9 Why do you park there?



4.5 ENFORCEMENT

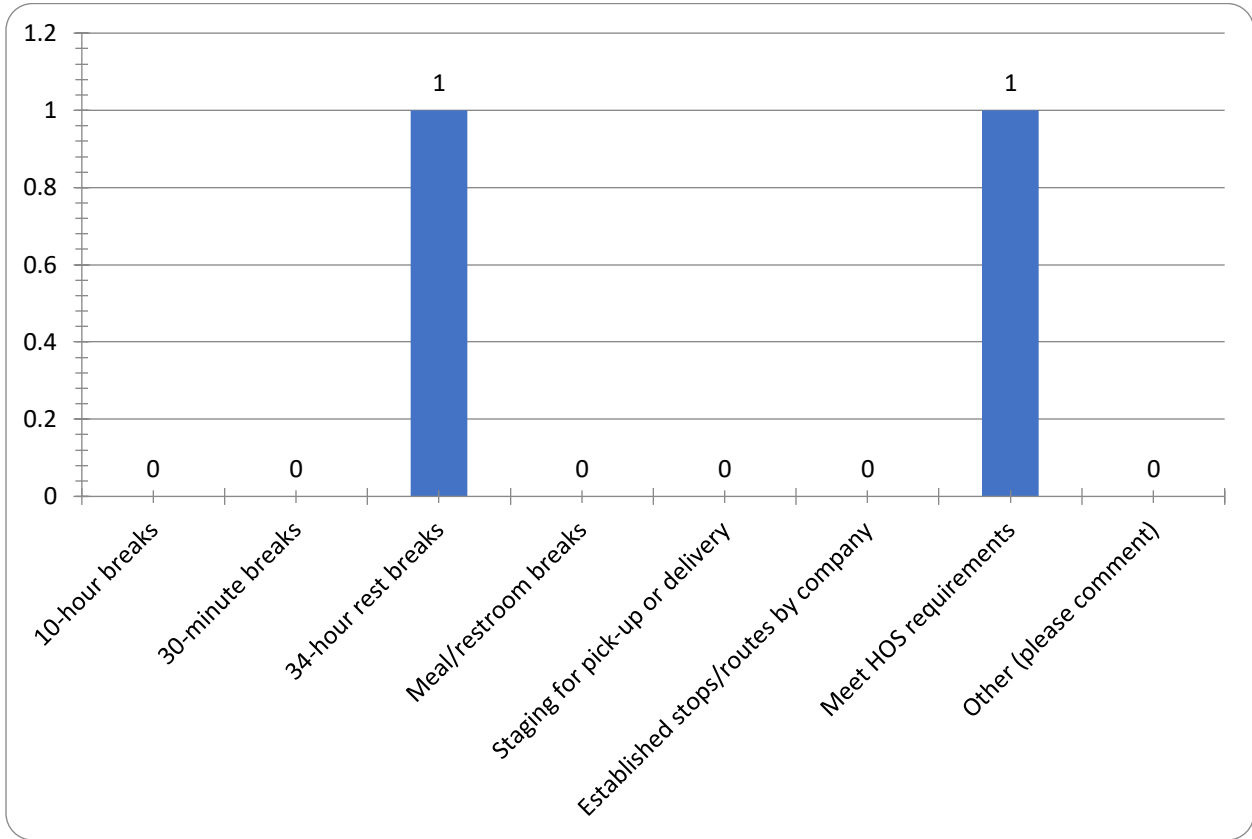
Participants were asked two questions regarding enforcement: “Which rule is being enforced?” and “Why do you park there?”. Figure 4-10 shows only two respondents selected ‘No parking signs’.

Figure 4-10 Which rules is being enforced?



In terms of why they parked where amenities were lacking, as shown in Figure 4-11 the responses included '34-hour rest breaks' and 'Meet HOS requirements'.

Figure 4-11 Why do you park there?



4.6 OTHER

There were no responses for 'Why do you park there?'.

5.0 Potential Strategies

Participants were asked to rate potential strategies on how well they thought each one would alleviate truck parking issues. Five main strategies were set forth and each strategy included several sub-strategies which were also rated.

The participants were asked to rate strategies on a scale of 1 (least beneficial) to 5 (most beneficial). Participants could also include a comment about each strategy and/or sub-strategy. In total, the strategies received 980 ratings and 21 comments.

As shown in Table 5-1, Potential Strategies Ranked by Average Score presents the Average Score for each strategy, which was calculated by adding up the ratings and dividing them by the number of inputs for each strategy or sub-strategy. The higher the Average Score, the more beneficial the strategy or sub-strategy in the view of participants. The 'Expansion of Facilities' strategy received the highest Average Score, followed closely by 'Delivery Hours,' and 'Technology'. The lowest rated strategy was 'Paid Parking'.

Table 5-1 Potential Strategies Ranked by Average Score

Strategies	Average Score
Expansion of Facilities	4.4
Delivery Hours	4.3
Technology	4.1
Increased Street Parking	3.6
Paid Parking	2.6

The following sections describe the survey results for each of these strategies and the associated sub-strategies in the same order as shown in Table 5-1.

5.1 EXPANSION OF FACILITIES

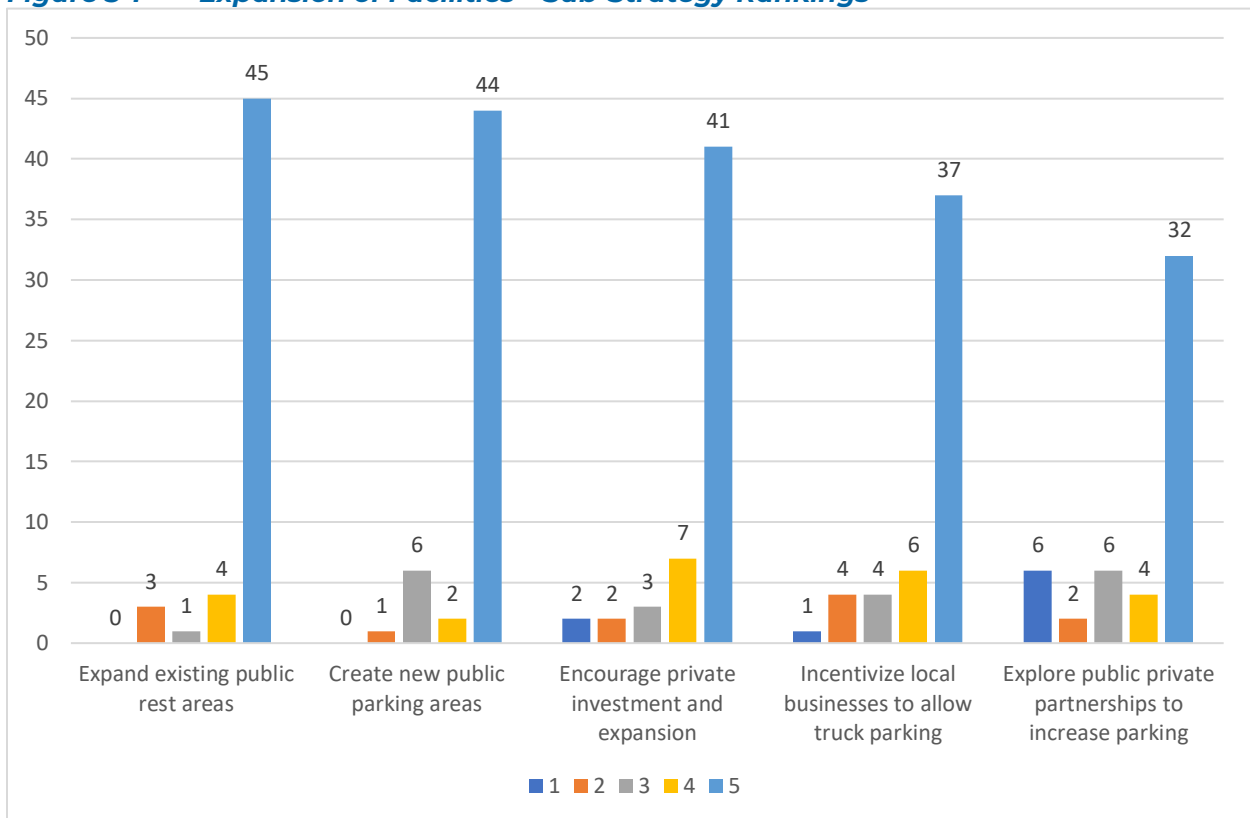
'Expansion of facilities' was the highest ranked strategy. This strategy includes five sub-strategies which were also ranked by participants.

As shown in Table 5-2 and Figure 5-1, the highest rated sub-strategy by Average Score was 'Expand existing public rest areas' with an Average Score of 4.7. Followed closely by 'Create new public parking areas with an Average Score of 4.6. 'Encourage private investment and expansion' ranked an Average Score of 4.5, 'Incentivize local businesses to allow truck parking' ranked an Average Score of 4.4 and 'Explore public private partnerships to increase parking' ranked an Average Score of 4.0.

Table 5-2 Expansion of Facilities – Sub-Strategies Ranked by Average Score

Item	Average Score
Expand existing public rest areas	4.7
Create new public parking areas	4.6
Encourage private investment and expansion of truck stops	4.5
Incentivize local businesses to allow truck parking	4.4
Explore public private partnerships to increase parking	4.0

Figure 5-1 Expansion of Facilities – Sub-Strategy Rankings



There were ten comments provided by participants on this strategy and associated sub-strategies. The comments discussed adding more parking at local businesses and on US highways and not mixing public and private parking.

5.2 DELIVERY HOURS

‘Delivery Hours’ was the second highest ranked strategy. This strategy includes four sub-strategies which were also ranked by participants.

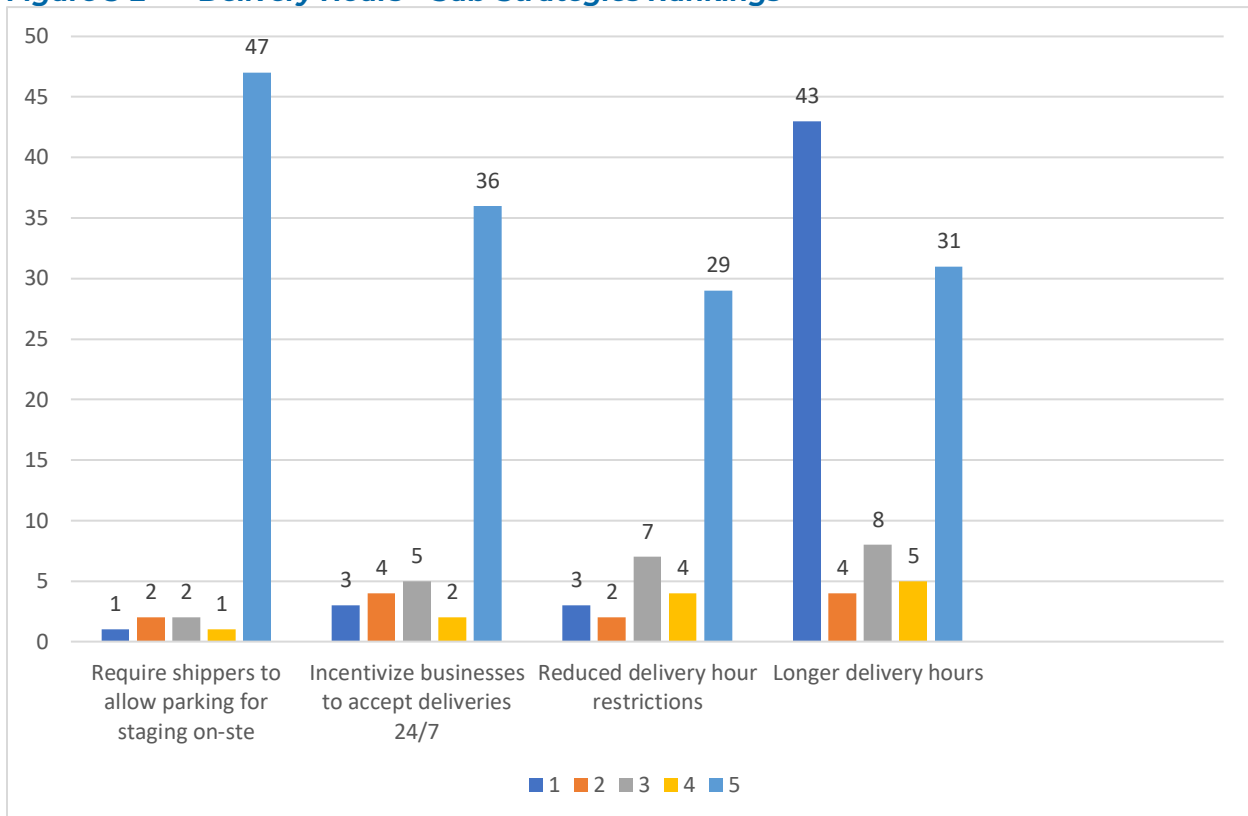
As shown in Table 5-3 and Figure 5-2, the highest rated sub-strategy by Average Score was ‘Require shippers to allow for staging on-site’ with an Average Score of 4.7, followed by ‘Incentivize businesses to accept deliveries 24/7’ with an Average Score of 4.2. ‘Reduced

delivery hour restrictions' ranked with an Average Score of 4.2 and lastly, the sub-strategy 'Longer delivery hours' ranked an Average Score of 4.1.

Table 5-3 Delivery Hours – Sub-Strategies Ranked by Average Score

Item	Average Score
Require shippers to allow parking for staging on-site	4.7
Incentivize businesses to accept deliveries 24/7	4.2
Reduced delivery hour restrictions	4.2
Longer delivery hours	4.1

Figure 5-2 Delivery Hours – Sub-Strategies Rankings



There were zero comments provided by participants on this strategy and associated sub-strategies.

5.3 TECHNOLOGY

'Technology' was the third highest ranked of all the strategies. This strategy includes four sub-strategies which were also ranked by participants.

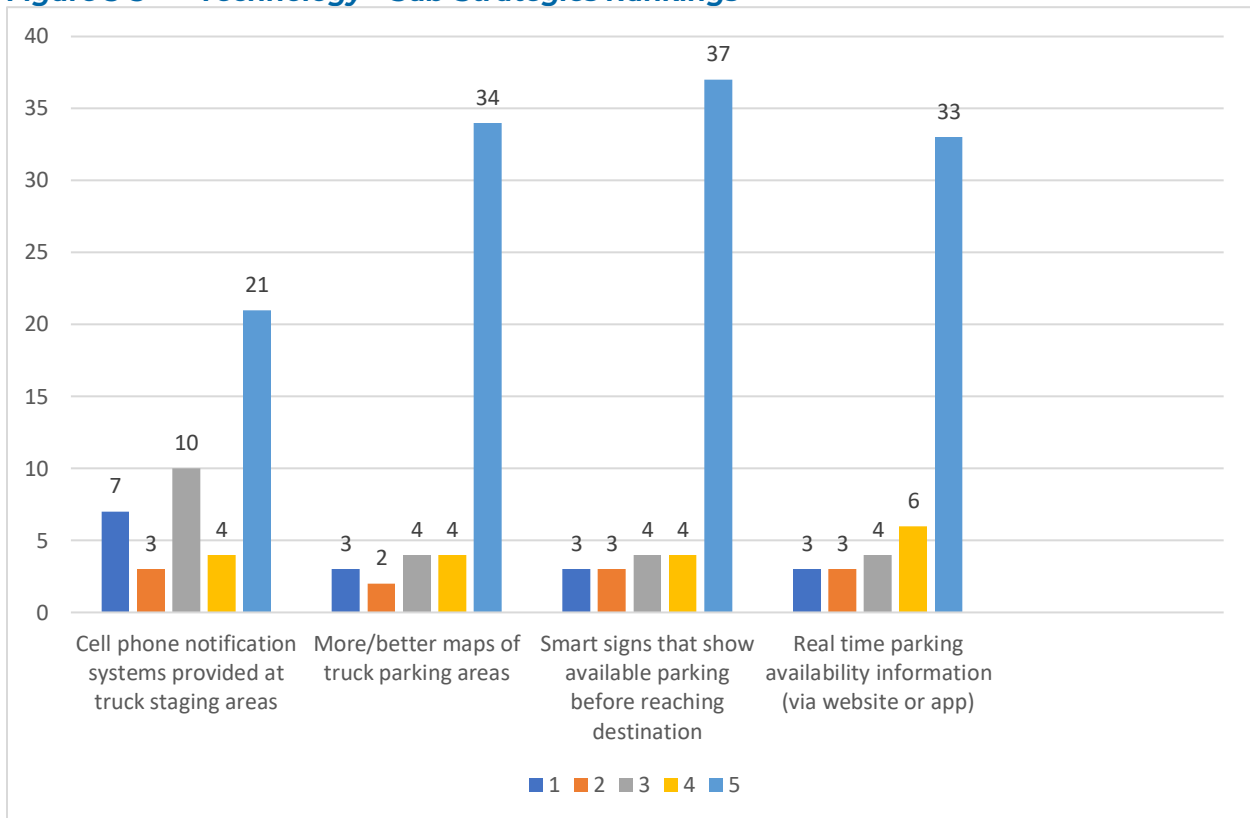
As shown in Table 5-4 and Figure 5-4, the highest rated sub-strategy by Average Score was 'Smart signs that show available parking before reaching destination' with a score of 4.3. 'More/better maps of truck parking areas' ranked right behind the highest sub-strategy with

a score of 4.3 as well. 'Real time parking availability information' with an Average Score of 4.2, was followed lastly by 'Cell phone notification systems provided at truck parking staging areas' with a score of 3.6. The results suggest that the participants believe all these sub-strategies would be worth pursuing or exploring further.

Table 5-4 Technology – Sub-Strategies Ranked by Average Score

Item	Average Score
Smart signs that show available parking before reaching destination	4.3
More/better maps of truck parking areas	4.3
Real time parking availability information (via website or app)	4.2
Cell phone notification systems provided at truck staging areas	3.6

Figure 5-3 Technology – Sub-Strategies Rankings



There was one comment provided by participants on this strategy and associated sub-strategies. The commenter noted applications cannot be viewed while driving.

5.4 INCREASED STREET PARKING

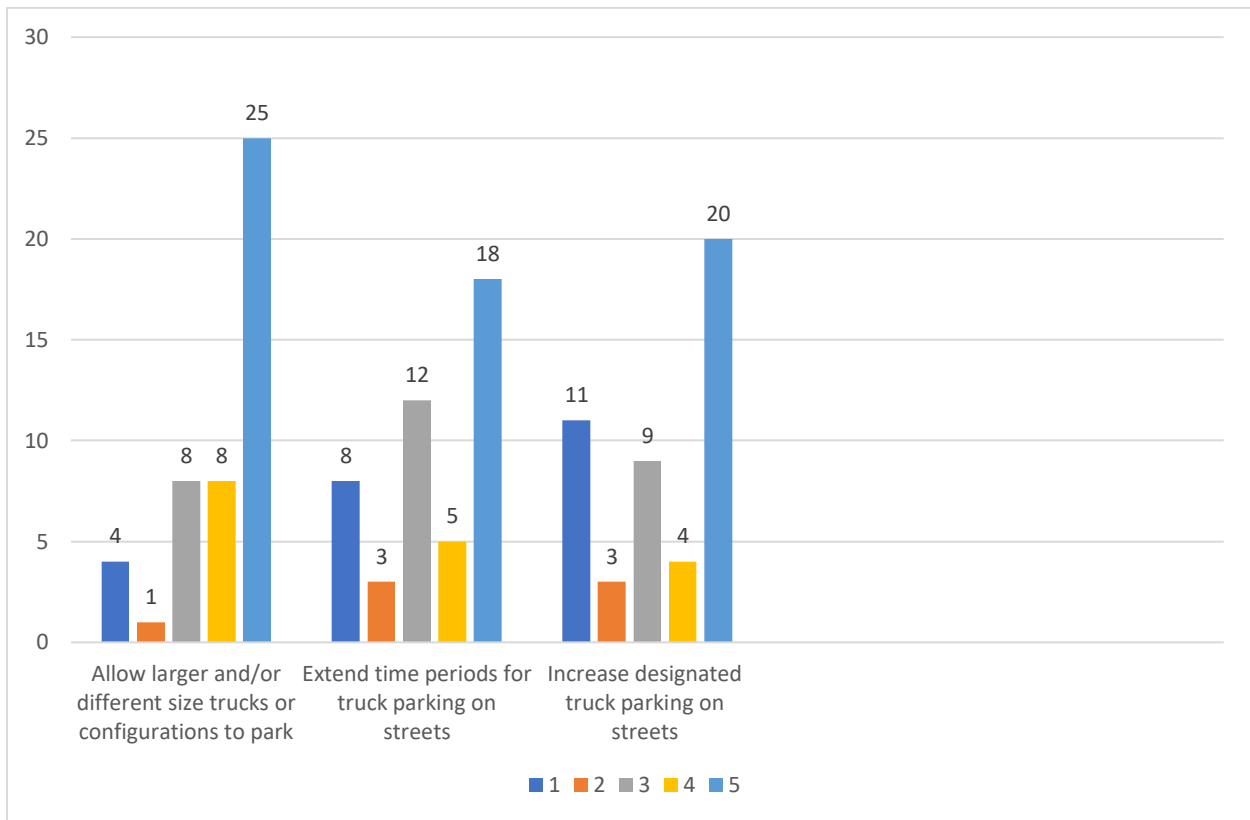
'Increased Street Parking' was the second lowest rated strategy. This strategy includes four sub-strategies which were also ranked by participants.

As shown in Table 5-5 and Figure 5-4, the highest sub-category for the Increased Street Parking strategy was 'Allow larger and/or different size trucks or configurations to park' with an Average Score of 4.0 followed by 'Extend time periods for truck parking on streets' and 'Increase designated truck parking on streets' with an Average Score of 3.4 each.

Table 5-5 Increased Street Parking – Sub-Strategies Ranked by Average Score

Item	Average Score
Allow larger and/or different size trucks or configurations to park	4.0
Extend time periods for truck parking on streets	3.4
Increase designated truck parking on streets	3.4

Figure 5-4 Increased Street Parking – Sub-Strategies Rankings



There were two comments provided by participants on this strategy and associated sub-strategies. One commenter noted that increased street parking could possibly occur in commercial areas. Another commenter noted parking on-street could cause an accident.

5.5 PAID PARKING

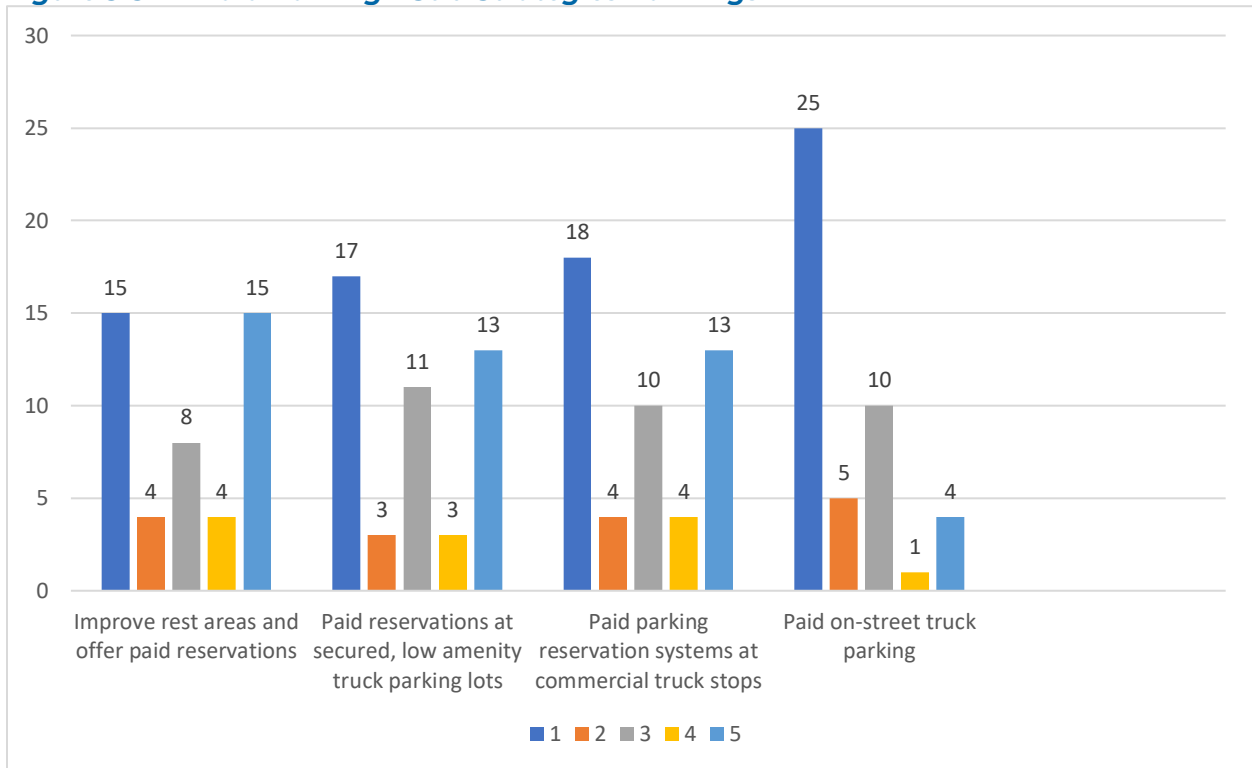
Paid Parking was the lowest rated strategy. This strategy includes four sub-strategies which were also ranked by participants.

As shown in Table 5-6 and in Figure 5-5, the sub-strategies in this grouping were rated lower than other sub-strategies. Among them ‘Improve rest areas and offer paid reservations,’ rated the highest followed by ‘Paid reservations at secured, low amenity parking lots’ and ‘Paid parking reservation systems at commercial truck stops’ which received an Average Score of 2.8. The lowest sub-strategy was ‘Paid on-street truck parking’ with an Average Score of 1.9. It would appear that none of the paid parking ideas are popular, while the idea of paid on-street truck parking could be deemed highly unpopular.

Table 5-6 Paid Parking – Sub-Strategies Ranked by Average Score

Item	Average Score
Improve rest areas and offer paid reservations	3.0
Paid reservations at secured, low amenity truck parking lots	2.8
Paid parking reservation systems at commercial truck stops	2.8
Paid on-street truck parking	1.9

Figure 5-5 Paid Parking – Sub-Strategies Rankings



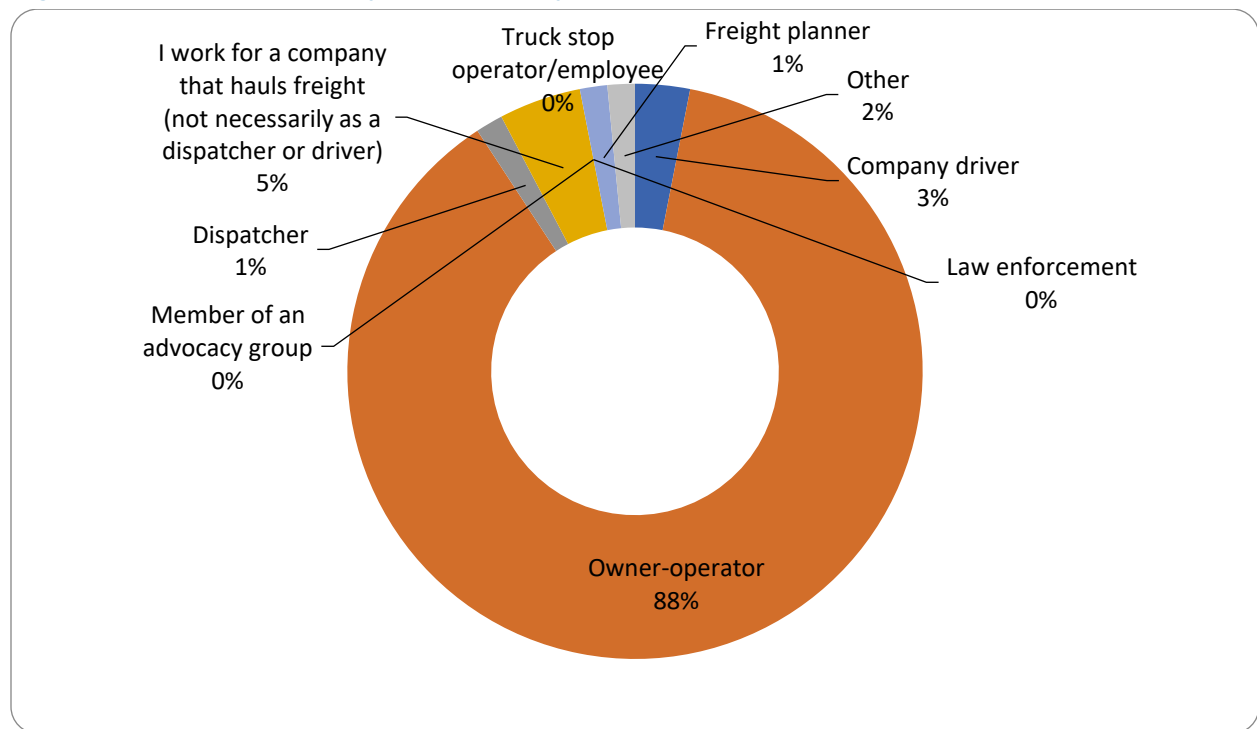
There were eight comments provided by participants on this strategy and associated sub-strategies. Comments provided by most participants on this strategy were not supportive of paid parking.

6.0 Demographics and Truck Parking Experience

Participants were asked six questions in order to better understand their truck driving experience and personal backgrounds. They were asked if they would like to be added to the project's stakeholder list and 15 participants requested to be included. How would you describe yourself?

Sixty-five participants responded to this question. As shown in Figure 6-1, the vast majority (88%) of respondents described themselves as an 'Owner-operator'. 5% responded, 'I work for a company that hauls freight (not necessarily as a dispatcher or driver)', 3% responded they are a 'Company driver', 2% responded 'Other', and 1% responded for 'Dispatcher' and 'Freight Planner'. No participant responded to 'Member of an advocacy group', 'Law enforcement', or 'Truck stop operator/employee'.

Figure 6-1 How would you describe yourself?

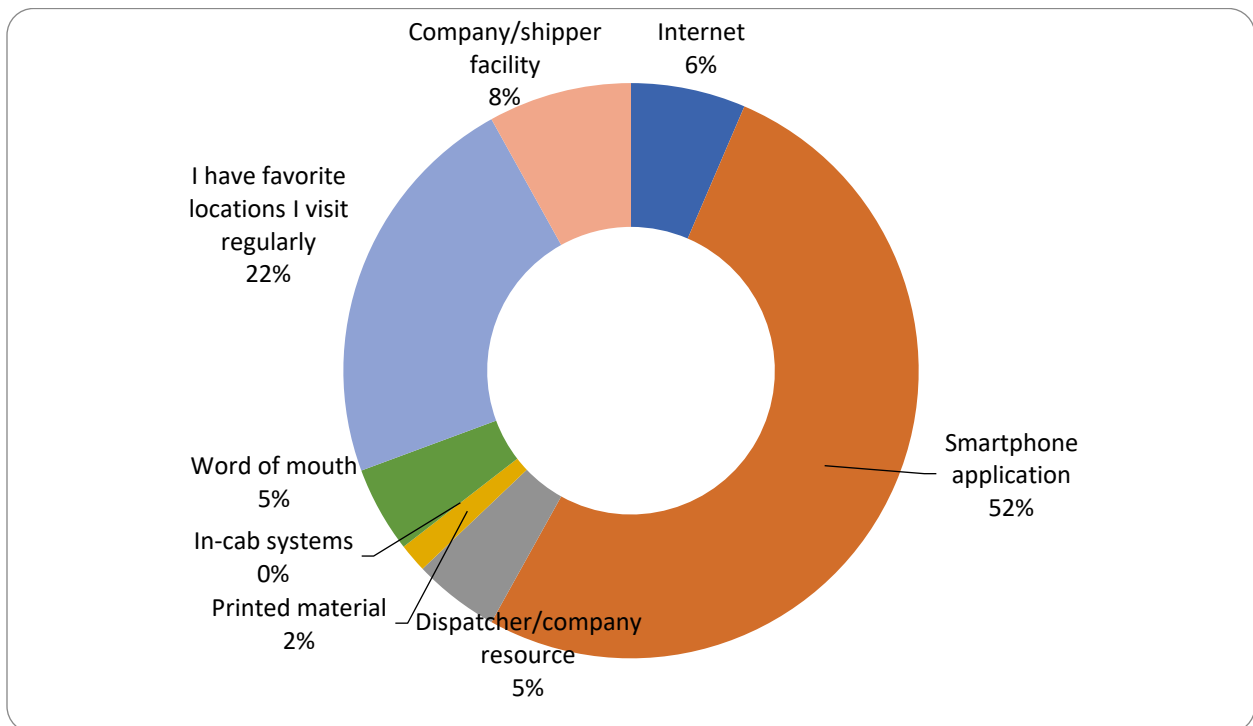


6.1 HOW DO YOU TYPICALLY LOCATE PARKING?

Participants were asked how they would typically locate parking. They were provided a list of eight choices.

As shown in Figure 6-2, 52% percent of the respondents said they typically rely on a 'Smartphone application' to locate parking. Approximately 22% of participants selected 'Favorite locations I visit', 8% selected 'Company/shipper facility', and 6% selected 'Internet'. 5% of respondents selected 'Dispatcher/company resource' and 'Word of mouth' and only 2% selected 'Printed material'. No participant responded to 'In-cab systems'.

Figure 6-2 How do you typically locate parking?

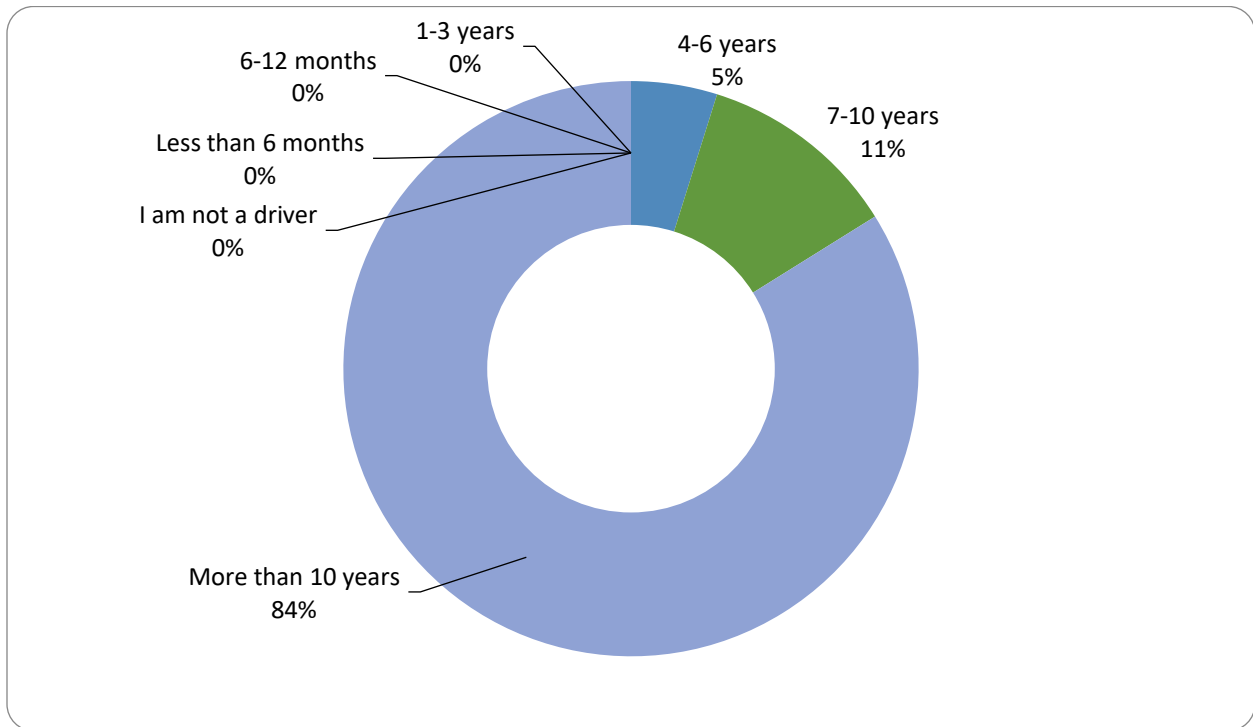


6.2 HOW LONG HAVE YOU DRIVEN COMMERCIAL TRUCKS?

Participants were asked how long they have driven commercial trucks. They were provided a list of potential choices, ranging from 'Less than 6 months' to 'More than 10 years.'

Sixty-two participants responded to this question. As shown in Figure 6-3, the largest group, comprising 84% of those who responded to this question, said they have driven commercial trucks for 'More than 10 years'. Only 11% of the respondents have driven for '7-10 years' and a small number (5%) of respondents have driven for '4-6 years'.

Figure 6-3 How long have you driven commercial trucks?

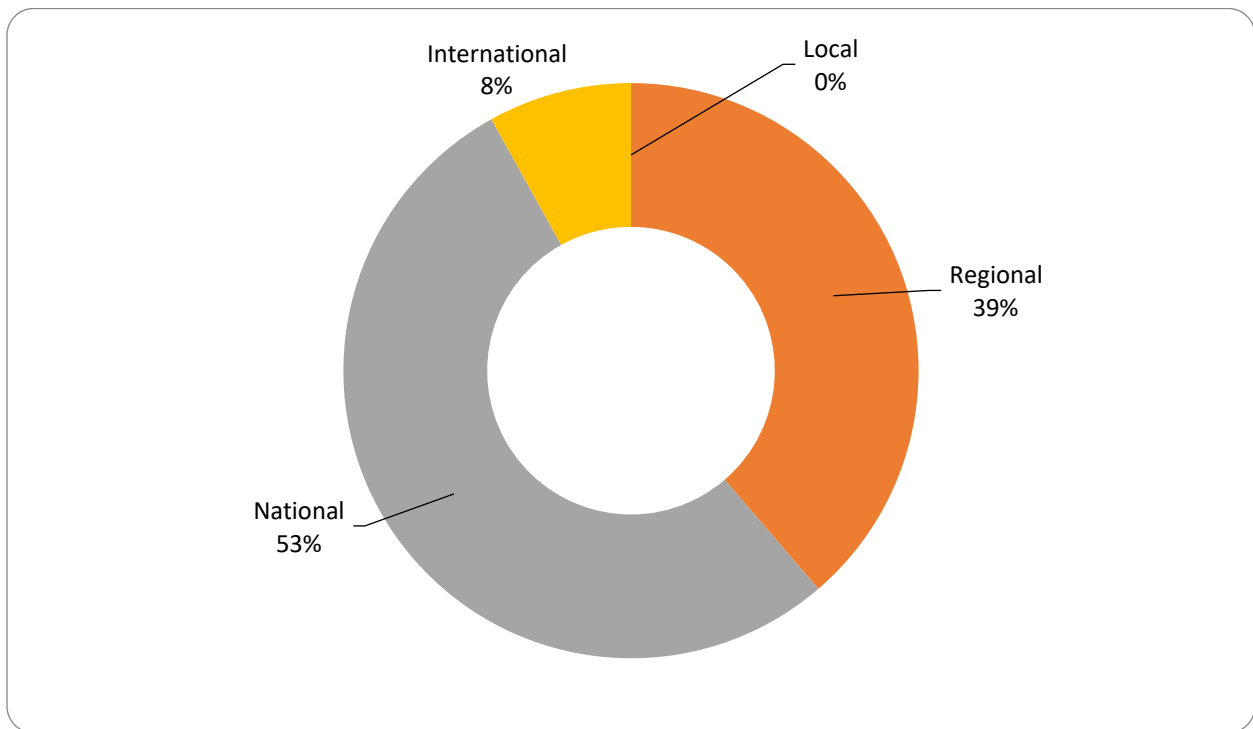


6.3 WHAT IS YOUR USUAL RANGE OF OPERATIONS?

Participants were asked to select their usual range of operations from a list of four choices, ranging from 'Local' to 'International'.

As shown in Figure 6-4, 53% of participants responded that their usual range of operations is 'National', followed by 39% of participants who responded 'Regional' and only 8% of participants responded that their usual range is 'International'. No participant responded to being 'Local'.

Figure 6-4 What is your usual range of operations?

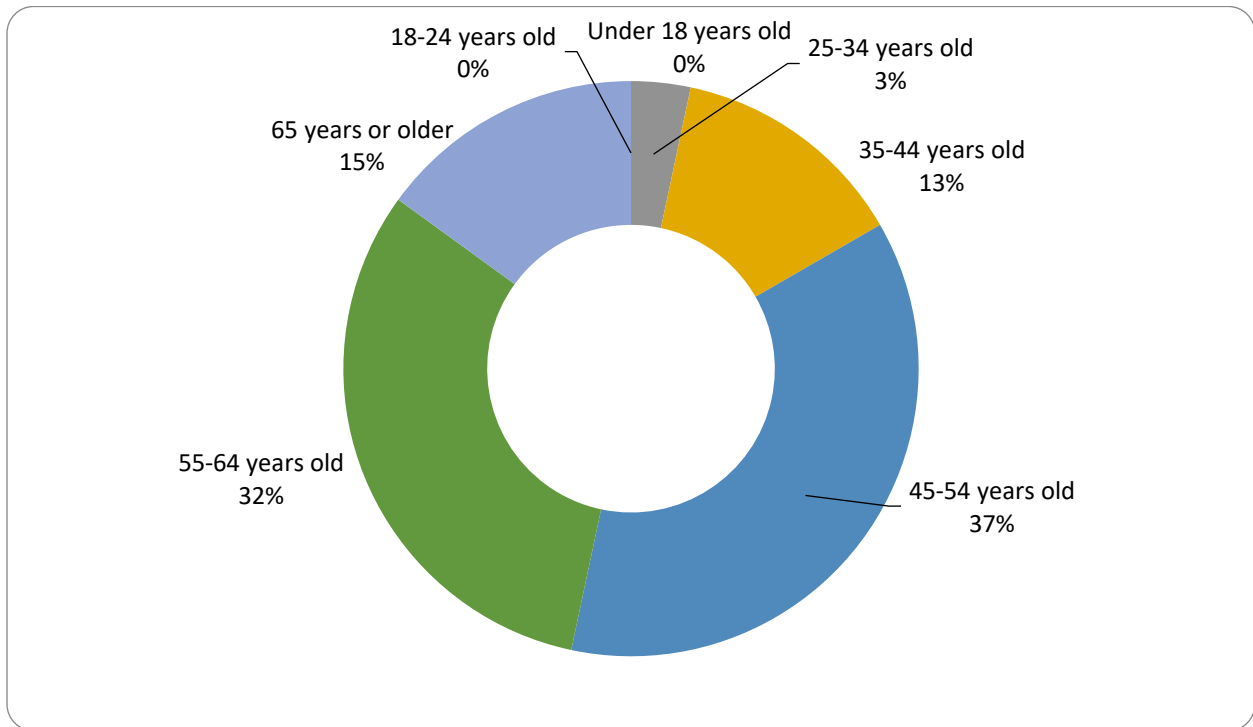


6.4 HOW OLD ARE YOU?

Participants were asked to select their age group from a list that ranged from '18 to 24 years old' to '65 years or older.'

As shown in Figure 6-5, the majority of participants (69%) responded they are between 45-64 years old, 15% responded they are 65 years and older, 13% responded they are between 35-44 years old and a very small percent of participants (3%) responded they are between 25-34 years old.

Figure 6-5 How old are you?



6.5 GENDER – HOW DO YOU IDENTIFY?

Participants were asked to select their gender from a list that gave them three options.

As shown in Figure 6-6, 95% identify as male and 5% identify as female.

Figure 6-6 Gender - How do you identify?

