

# Multi-State Truck Stop Inventory and Assessment

## *Update on Activities in NYMTC Region*

*presented to*

**Stakeholder Group Meeting**

*presented by*

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**June 18, 2007**

# Program Agenda

- **Purpose, Goals, and Objectives**
- **Project Participation/Coordination**
- **Overview Scope of Work**
- **Truck Stop Facility Inventories**
- **Cordon Origin-Destination Survey**
- **Next Steps**
- **Open Discussion**

# Purpose

**Provide the tri-state region with a comprehensive evaluation of existing truck stop services (formal and informal) and a determination of the need to provide either enhanced services of existing stops or the identification of potential regional improvements.**

# Goals and Objectives

- **Develop a comprehensive understanding of existing truck stop services (formal and informal) for the NYMTC region**
- **Establish a regional need for truck stop facilities and services**
- **Provide recommendations for the enhancement of existing stops or the potential for additional truck stop locations**
- **Identify improvements opportunities**
- **Coordinate and synthesize information, datasets, findings, and conclusions from regional studies into a comprehensive tri-state report**



# Project Participants

## NYMTC



Steering  
Committee

Regional  
Stakeholders

## FORMATION:

Consists of individuals who:

- Have an understanding of truck movements, operations, and associated effects within the tri-state region;
- Are authorized to make decisions and/or implement policies and strategies regarding trucking within the tri-state region.

# Steering Committee

## VOTING MEMBERS

- Nassau County
- Putnam County
- Rockland County
- Suffolk County
- Westchester County
- Metropolitan Transportation Authority
- NYC Department of Planning
- NYC Department of Transportation
- NYS Department of Transportation

## ADVISORY MEMBERS

- Federal Highway Administration
- Federal Transit Administration
- NJ Transit
- NYS Department of Environmental Conservation
- North Jersey Transportation Planning Authority
- Port Authority of New York & New Jersey
- U.S. Environmental Protection Agency
- New York State Thruway Authority

# Regional Stakeholders

A broad spectrum of regional opinions on trucking and the movement of freight within the tri-state region have been considered through the projects public outreach program.

- Elected Officials
- Regional MPO's
- Various State Agencies
- Port Representatives
- Air Cargo Representatives
- Shipping/Warehouse Operators
- Trucking Companies
- Trucking Associations
  - New York Motor Truck Association
  - Connecticut Motor Transport Association,
  - New Jersey Motor Truck Association
  - Pennsylvania Motor Truck Association
  - Quebec and Ontario Trucking Associations

# Participant Roles

- **Inform study by providing local knowledge, perceptions, and understanding of trucking activity within the tri-state region;**
- **Assist in policy and strategy development;**
- **Assist in implementing regional truck stop management policies and strategies.**



# Project Coordination

- **Foundation for project based on findings and study conclusions of other existing tri-state truck stop activities and studies.**
- **Project makes use of other tri-state projects:**
  - **Public involvement programs**
  - **Collects and analyzes datasets**
  - **Study conclusions and recommendations**

# Project Coordination

- **Coordinating Projects:**

- **North Jersey Truck Rest Stop Study – NJTPA**
- **Connecticut Statewide Rest Area & Service Plaza Study – ConnDOT**

- **Referenced Projects:**

- **Rockland County Truck Route Study – RCHD/RCDOP**
- **New York City Truck Management Study – NYCDOT**
- **I-84 Rest Area Study – PDCTC**

# Coordination of NYMTC and NJTPA Studies

## FHWA Coordination

### NYMTC

- Conduct comprehensive regional assessment of truck stop services and needs

### NJTPA

- Identify up to five potential sites for truck stops in NJTPA region (to date)

### Data collection

Truck driver surveys

Inventory of truck rest facilities in tri-state region (and beyond)

Modeling of truck trips into/out of/through region

### Needs assessment

### Final Report for Tri-State Region

# Scope of Work

- **Task 1: Industry Outreach/Public Involvement**
- **Task 2: Inventory of Existing Facilities**
- **Task 3: Operational Data Collection  
(Cordon Origin-Destination Survey)**
- **Task 4: Planning Data Collection and Analysis**
- **Task 5: Operations/Capacity Assessment**

# Truck Stop Facility Inventories

- **35 locations within the tri-state region were selected for inclusion within the inventory.**
- **Selected locations were chosen due to proximity to major trucking corridors and through a coordinated review of other regional truck stop studies.**
- **Collected data focused on:**
  - **Physical attributes of facility**
  - **Observed automobile, truck, and bus utilization characteristics during four time periods**
    - **Morning, Mid-Day, Evening, Late Night**
  - **Facility Diagram**
  - **Facility Pictures**

# Truck Stop Facility Inventories

## *New York*

### NYS Thruway (Interstate 87)

#### ● Northbound

- Ardsley Service Area between Exit 6A and 7A
- Sloatsburg Service Area between Exit 15A and 16
- Platekill Service Area between Exit 17 and 18

#### ● Southbound

- Ulster Service Area between Exit 20 and 19
- Modena Service Plaza between Exit 18 and 17
- Ramapo Service Plaza between Woodbury Toll and 15A

### Interstate 84 (NYS)

- Rest Area MM24 WB
- Rest Area MM17 EB
- Parking Area MM3
- Travel Centers of America Montgomery, NY-I84, Exit 5
- Pilot Travel Center Newburgh, NY I-84, Exit 6

### I - 495 Long Island Expressway

- Rest Area Exit 52 Commack, NY

# Truck Stop Facility Inventories

## *New Jersey*

### Route 17 (Mahwah, NJ)

- International Motor PI I-287 Exit 66  
RT 17 S Mahwah, NJ
- Travel Port Express I-287 Exit 66  
Mahwah, NJ
- Paks Fast Service 198 State Hwy 17  
South Mahwah, NJ

### Interstate 287

- Rest Area MM32 NB

### NJ Turnpike

#### ● Northbound

- Grover Cleveland between Exit 11  
and 1

#### ● Southbound

- Alexander Hamilton between Exit  
16 and 16E
- Thomas Edison between Exit 11  
and 12

#### ● Northbound-Southbound

- Vince Lombardi between 18 and  
GWB
- Tullo Truck Stop Kearny, NJ 15E of  
NJ Turnpike, 1 & 9

# Truck Stop Facility Inventories

## *New Jersey (continued)*

### Interstate 80

- Rest Area MM32
- Rest Area MM21
- Welcome Center / Rest Area MM7 EB
- Rest Area MM6 WB (Parking Area)
- Rest Area MM1
- Travel Centers of America – Columbia, NJ I-80 at RT 94 Exit 4
- ACI Truck Stop I-80 Exit 4B Delaware, NJ
- Interstate 78 – Exit 32 (Parking Area), Exit 8 (Parking Area)
- Pilot Travel Center Bloomsbury, NJ State Road 173, Exit 7

### Interstate 80 (continued)

- Johnny's Truck Stop Clinton, NJ I-78, Exit 12
- Travel Centers of America – Bloomsbury, NJ RT 173, Exit 7

## *Connecticut*

### Interstate 95 (Connecticut Turnpike)

- Service Area MM9 EB
- Service Area MM12 WB
- Secondi Bros. Travel Plaza, Trumbull, CT I-95 Exit 40



# Truck Stop Facility Inventories

## Data Entry Form:

### Parking Utilization

Location: #62) NY Thruway Modena Service Area

Parking Capacity					
Parking Spaces (marked) Auto	Parking Spaces (marked) Truck	Parking Spaces (marked) Bus	Estimated Total Auto Capacity	Estimated Total Truck Capacity	Estimated Total Bus Capacity
146	24	3	149	24	27

Thursday 1/25/2007	Parking Counts			Utilization Percentages		
	Auto	Truck	Bus	Parked/Estimated Cars	Parked/Estimated Trucks	Parked/Estimated Buses
AM	23	11	3	15.4%	45.8%	11.1%
Noon	31	14	1	20.8%	58.3%	3.7%
PM	19	44	1	12.8%	183.3%	3.7%
Midnight	8	69	2	5.4%	287.5%	7.4%

### Truck Stop Inventories

Facility Number :	# 62
Facility Name :	NY Thruway Modena Service Area
State Code :	# 36
County :	Orange
Municipality :	Newburgh
Facility Type :	# 3
Regional Corridor :	I-287/I-87/NJ-17
Roadway Type :	# 1
Route Number :	87
Direction Code :	#3
Milepost :	66.0
Node Designation :	36108730660
Access Type :	#1
Longitude	N 41° 35' 33.45
Latitude	W 74° 05' 17.82

Rest Rooms	Info Center	Gasoline	Diesel	Public Showers		Public Phone
Yes	Yes	Mobil	Mobil	Men	Women	Yes
				No	No	

Alternative Fuels Available	Convenience Store	Fast Food Restaurant	Sit-Down Restaurant	On-Site Hotel/Motel	Convergence Room	Nearby Hotel/Motel
No	Gift Shop	McDonald's	Pizzeria Uno	No	No	No

Certified Scales	Hard-Wire Internet	Wi-Fi Hotspot	Truck Wash	ATM	Western Union	Money Orders
No	No	No	No	Yes	No	No

NATSO Check-Link	Other Retailer (A)	Other Retailer (B)	Other Retailer (C)	Games Room	Vending Machines	Bench, Table
No	Pizzeria Uno	Arby's	Carvel	No	Yes	Yes(12)

Parking Spaces (marked) Auto	Parking Spaces (marked) Truck	Estimated Total Auto Capacity	Estimated Total Truck Capacity	Effective Truck Capacity	Truck Tire Sales	On-Site Truck Repairs
146	24	146	24	24	No	No



# Truck Stop Facility Inventories

## Photologging:



# Truck Stop Facility Inventories

## To Date:

- **19 out of the 35 identified facilities have been inventoried.**
- **Data from 13 facilities has been processed and have begun undergoing analysis to date.  
(Presented data reflects the findings from these locations)**
- **Results of continued analysis will be presented at June 18th Stakeholder meeting.**





# Truck Stop Facility Inventories

## Facility Amenity Findings:

- A significant majority of truck stop facilities maintain restrooms, but almost none have showers facilities.
- Fuel services are available at 60% of the inventoried facilities.
- Fast-food is the most prevalent food service option, and sit down restaurant are far less common.
- Lodging facilities (onsite and/or offsite) are not readily available.
- Banking services are, for the most part, limited to ATM's which are available at 60% of the facilities.
- Access to the internet through Wi-Fi or hard-line is extremely limited.

# Truck Stop Facility Inventories

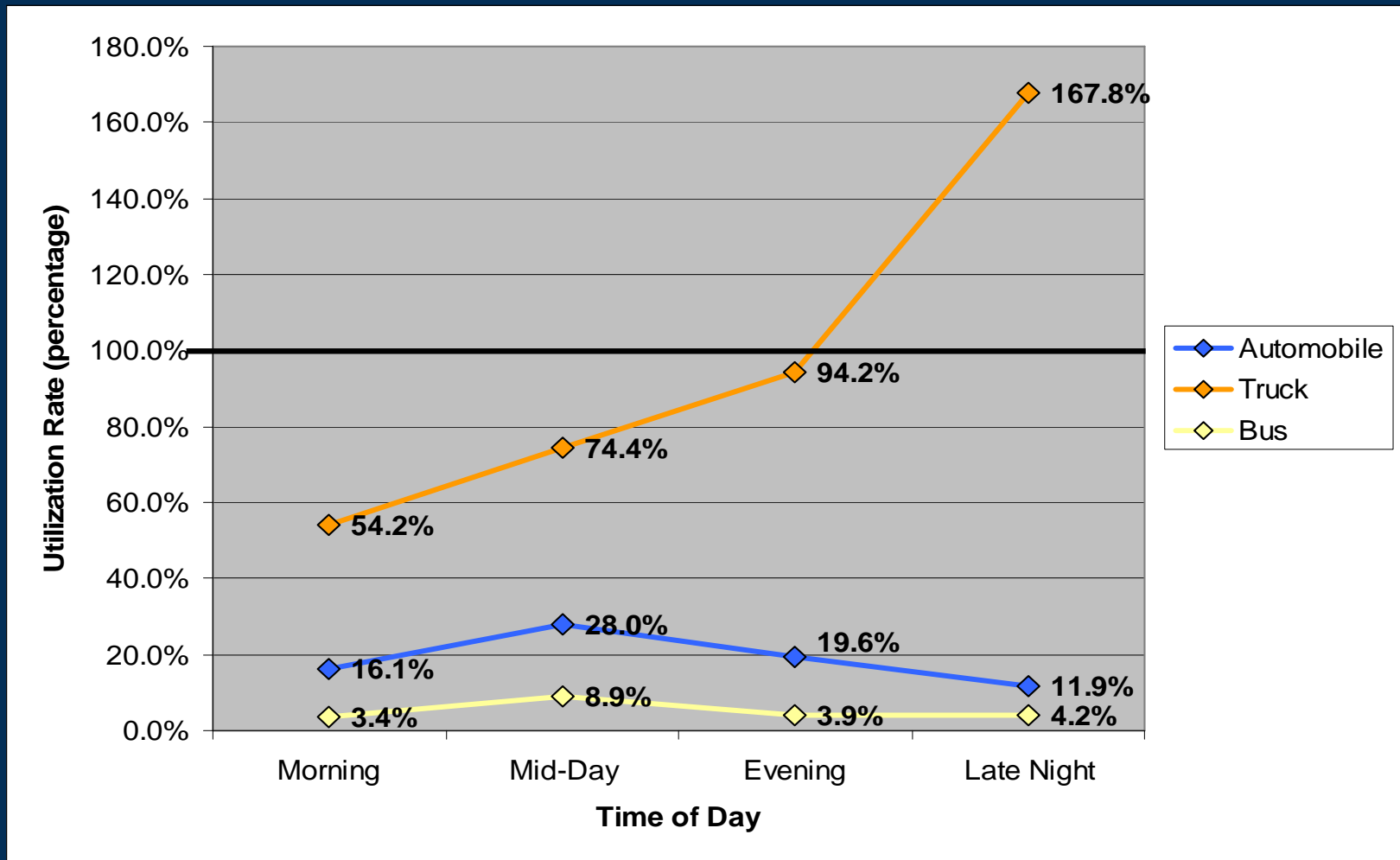
## Truck Stop Parking Capacity (to date)

Mode	Observed Average Parking Capacity
Automobile	117
Truck	37
Bus	31



# Truck Stop Facility Inventories

## Average Truck Stop Facility Utilization By Time of Day\*



# Truck Stop Facility Inventories

## Preliminary findings suggest:

- The demand for truck parking is much higher than the provided capacity, and often results in trucks parking in dangerous configurations.
- The demand for automobile parking is much lower than the provided capacity.
- Truck usage is highest during evening and overnight hours.
- A majority of regional truck stop facilities provide limited services and amenities.
- Stakeholders and drivers have articulated a belief that the region maintains an insufficient amount of truck stops to meet current and future demand.



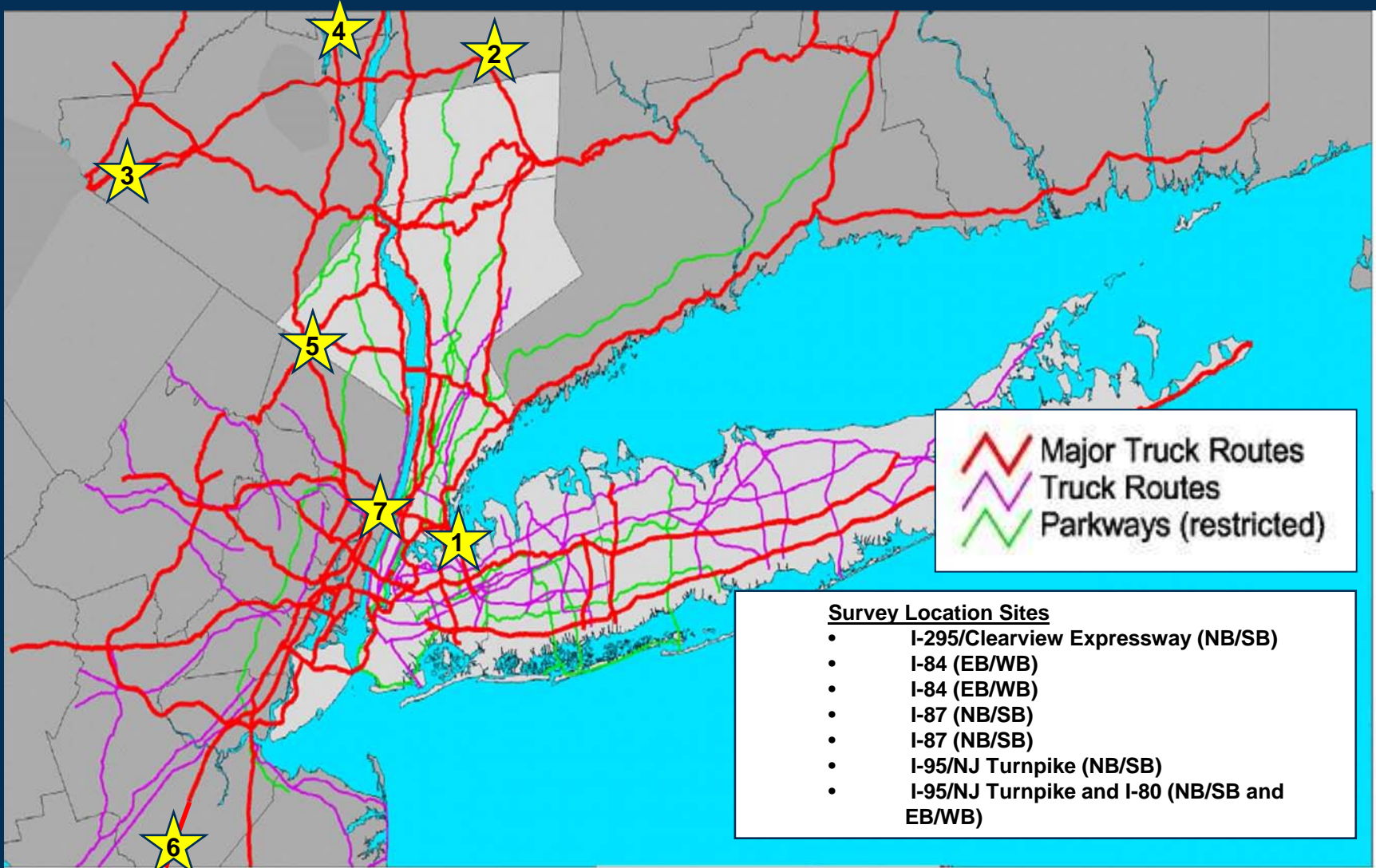
# Cordon Origin-Destination Survey

- **Field administered survey of truck drivers at cordon locations designed to collect:**
  - **Origins and destinations of current trip (address and zip code)**
  - **Category of origins and destinations**
  - **Vehicle Characteristics**
    - Number of Axles
    - Length
    - Operator Information
    - Commodity Information
  - **Identification of previously taken or anticipated break stoppages**
  - **Duration of the identified break stoppage**
  - **Mapped identification of locations within tri-state region where drivers believe rest stop(s) should be located**

# Cordon Origin-Destination Survey

- **7 cordon locations (each with EB/WB or NB/SB pairings) selected to capture major flows of trucks into, out of, and throughout the NYMTC and tri-state region**
  - **I-295/Clearview Expressway**
  - **I-84 – Middletown, NY (EB/WB)**
  - **I-84 – East Fishkill, NY (EB/WB)**
  - **I-87 – Platekill, NY (NB) and Modena, NY (SB)**
  - **I-87 – Sloatsburg, NY (NB/SB)**
  - **I-95/NJ Turnpike – Joyce Kilmer Service Area, East Brunswick, NJ (NB) and Molly Pitcher Service Area, Cranbury, NJ (SB)**
  - **I-95/NJ Turnpike and I-80 – Vince Lombardi Service Plaza, Ridgefield, NJ (NB/SB and EB/WB)**

# Cordon Origin-Destination Survey Locations



# Cordon Origin-Destination Survey

## To Date:

- **5 out of the 7 locations have been surveyed.**
  - **New Jersey locations remain to be completed.**
- **135 completed responses have been processed and analyzed.**
- **Collected responses from completed locations are currently being processed and prepared for analysis.**
- **Further findings will be presented and made available at future stakeholder committee meetings.**

# Cordon Origin-Destination Survey

## Initial Findings:

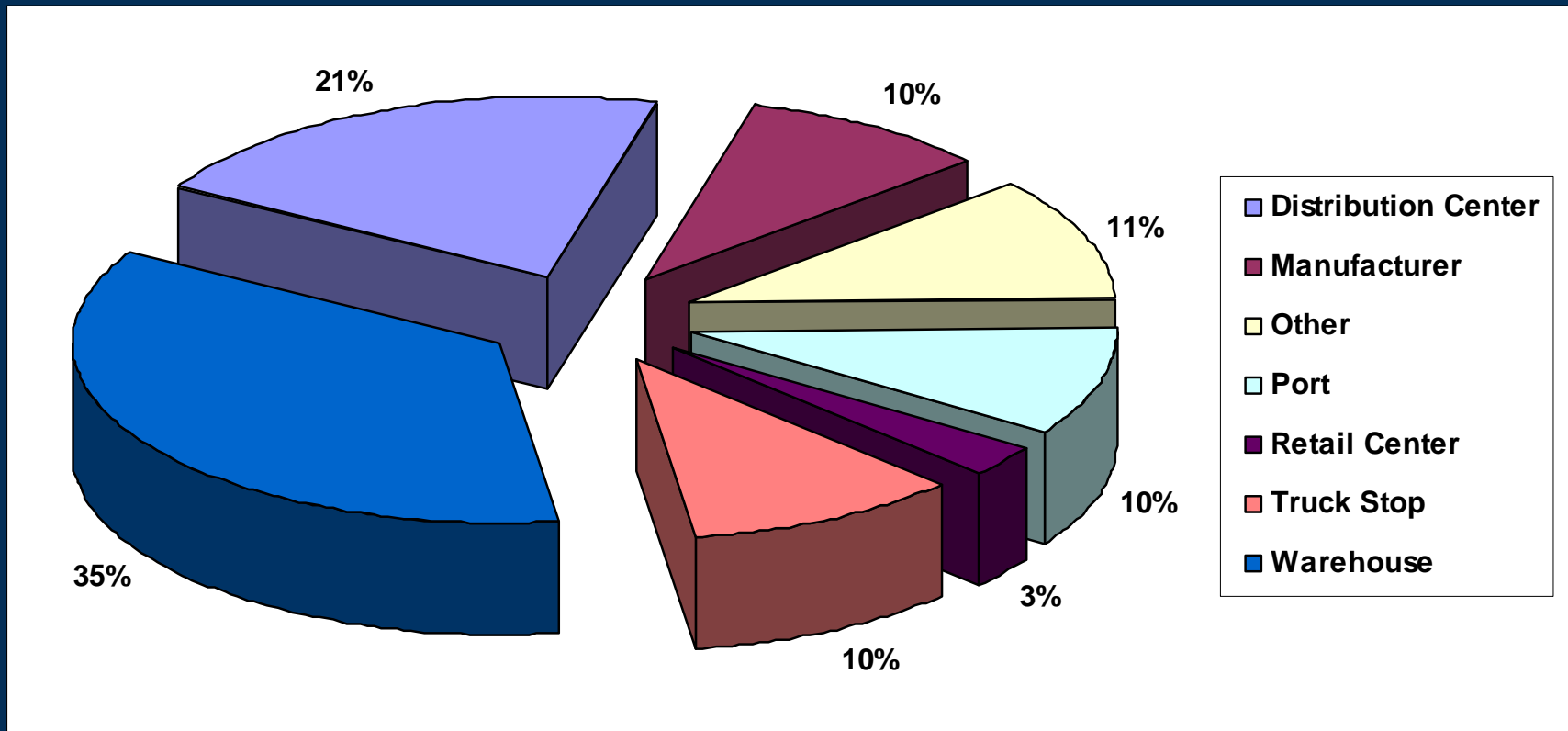
### Interviewed Truck Descriptive

- Over 87% of trucks had cabs with 3 or more axles.
- 96% of trucks had trailers with 3 or more axles.
- 83% of trucks were at least 53 feet in length.
- Observed commodity types varied widely.

# Cordon Origin-Destination Survey

## Initial Findings:

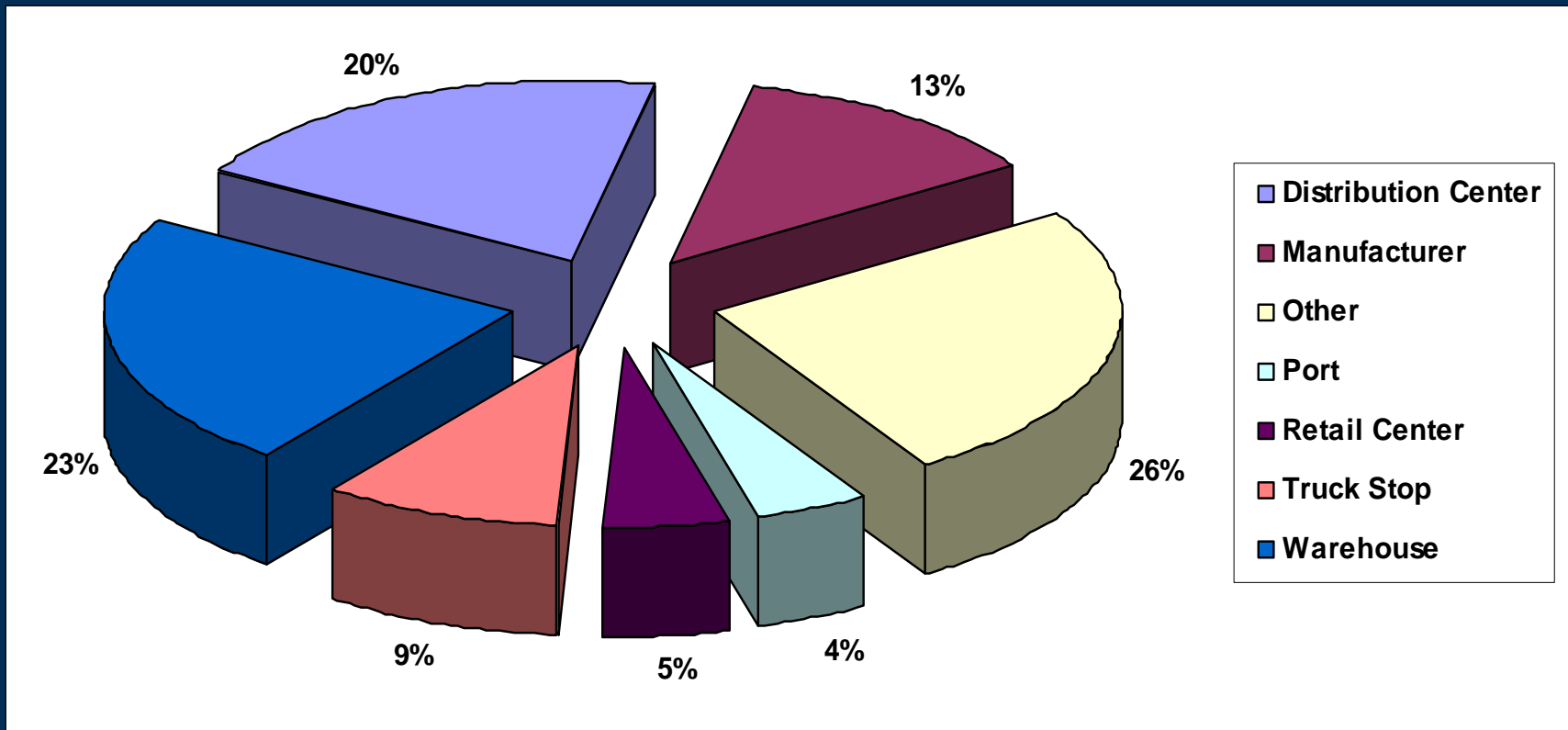
- Where did you start your current trip today?



# Cordon Origin-Destination Survey

## Initial Findings:

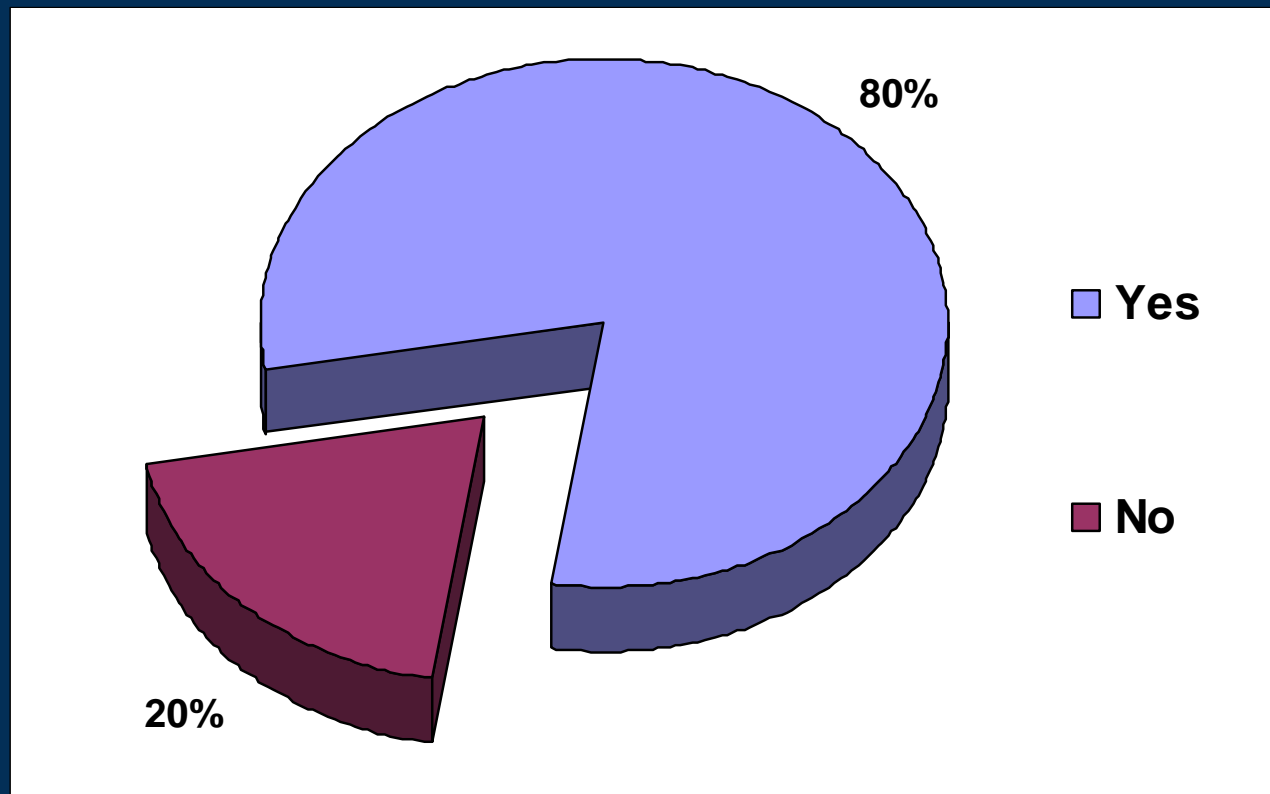
- Where will your trip end today?



# Cordon Origin-Destination Survey

## Initial Findings:

- Have you taken or will you take a rest period during this delivery?

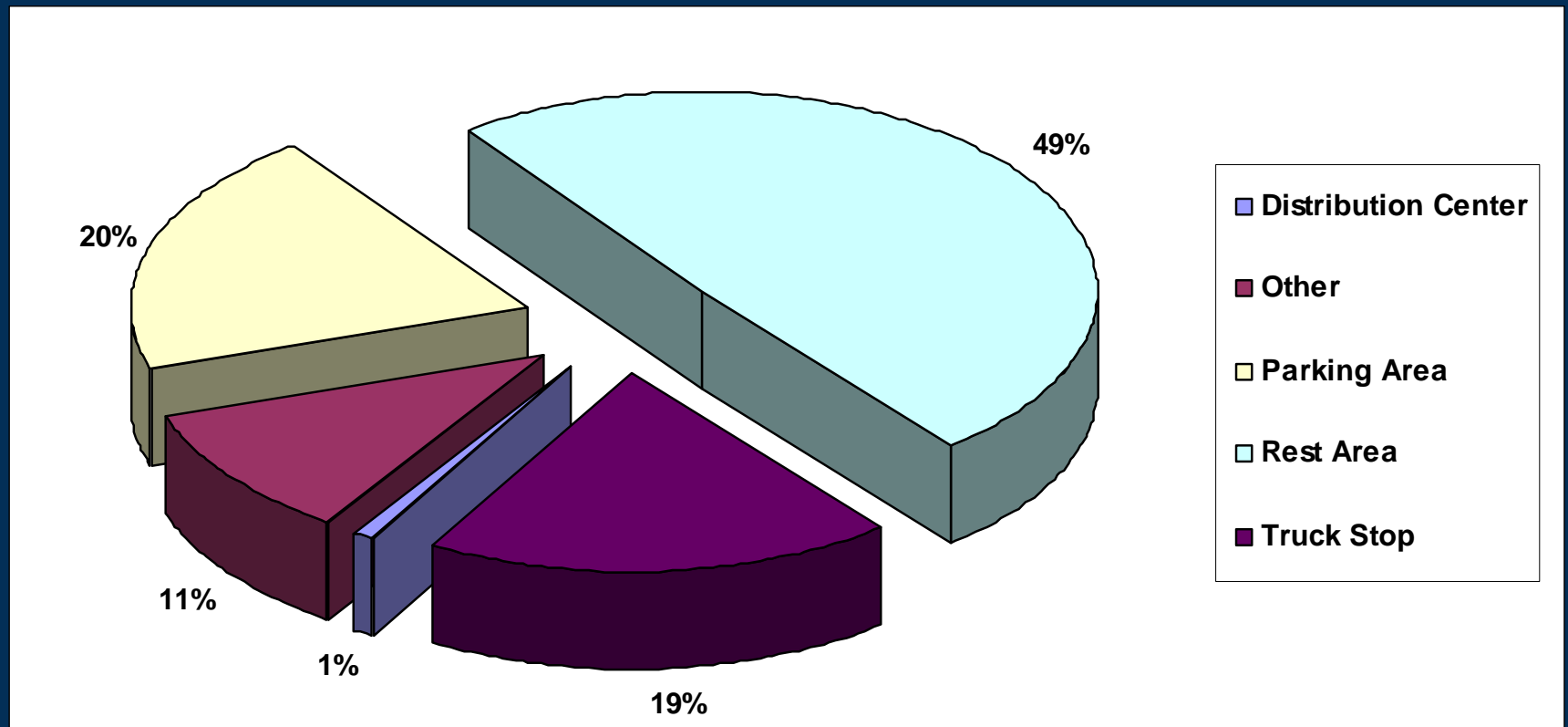




# Cordon Origin-Destination Survey

## Initial Findings:

- What type of stop was it you anticipating on stopping at?



# Next Steps

- **Complete Cordon Origin-Destination Survey**
- **Complete Data Maintenance and Analysis of Truck Stop Facility Inventories**
- **Complete Analysis of Cordon O-D Survey**
- **Perform Informal Truck Stop Reconnaissance**
  - Location Identification
  - Utilization
- **Synthesis of Major Tri-State Truck Stop Activities**
- **Operational/Capacity Assessment**
- **Future Meetings:**
  - Fall 2007
  - Winter 2007/2008

# Contact Information

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