

Assessment of Potential Locations for Truck Rest Areas in Northern New Jersey and the Port District

***Stakeholders Group
Meeting #1—NJTPA Offices
September 19, 2006—10:30am to Noon***

Meeting Summary

Attendees

See attached attendance list. It includes members of the Freight Initiatives Committee as well as their meeting preceded the Stakeholders Group Meeting.

Stakeholders Charge

Somerset County Freeholder and Freight Initiatives Committee (FIC) Chair Peter Palmer welcomed the Stakeholders Group and explained their role was to be actively engaged in the study. Chairman Palmer emphasized that the Stakeholders Group's diverse interests, and perspectives were essential to following a comprehensive problem solving process for the region's truck parking issues. It is important that the NJTPA staff, consulting team, and stakeholders recognize that meaningful solutions require a commitment to crafting recommendations that can be implemented through a broad based partnership approach. As such, the Chairman asked for stakeholder participation in understanding the issues and the varied perspectives represented by the group as a whole.

Study Briefing

The consulting team provided a briefing of the study purpose, background, and progress to date. Comments provided during the presentation include:

- Rest area features (amenities) are important. Most drivers only want to stop once.
- The staging area for the New York Metro region is the entire northeast. The provision of parking may not need to be limited to Northern New Jersey.
- Focus on the "self-financing" of truck stops.
- Both the community and truck drivers do not find stops to be hospitable.
- Residents may recognize the regional truck parking problem but do not want the solution to impact them. It may be more feasible to provide truck parking outside Northern New Jersey.
- Find examples of good truck stops and show the community that they can be assets.

- Will four locations, as called for in the scope of work, provide enough truck parking for the region? Should the study look at more?
- Brownfields can provide good opportunities for truck parking.
- How much truck parking capacity is needed region-wide? What target is this study trying to achieve and why?
- Exit 8A represents one of the most difficult truck parking issues in the region. There are parking restrictions, security issues, and health concerns.
- Verify the electricity/biodiesel sites
- Electrification at truck stops is an issue of on-site vs. off-site power generation.
- To reduce truck parking emissions there is a need to “incentivize” installation of idle-reduction technology on vehicles. Retrofits may need to be considered.

Planning Principles & Site Evaluation Criteria

Draft planning principles were provided to the Stakeholders Group for initial reaction, additional suggestions, etc. The planning principles go beyond the study to effective implementation of expanded truck parking capacity. The exercise was intended to simply obtain an initial gauge of the perspectives of the Stakeholders Group. The summary below is the result of the group prioritizing (1 to 10) the individual Planning Principles. There will be further attention to this topic in the two subsequent Stakeholders Group meetings. The return response was limited to only seven surveys. Therefore this is being provided for information purposes only, but is not conclusive of any direction or collective view of the Stakeholders.

Planning Principle	Priority (Avg)	Rank
Promote the use of environmentally friendly truck parking practices as <u>practical</u> .	6.0	1
Capitalize on the positive impact truck traffic has on the region (e.g. economic development)	4.8	2
Coordinate planning and implementation with municipalities and the <u>organizations that represent them</u>	4.3	3
Establish or modify sites to accommodate all types of roadway users in a safe and efficient manner (e.g., accommodate truck and car parking together where necessary, and separate them where applicable).	4.2	4
Develop solutions that mitigate or minimize community and <u>environmental impacts</u> .	3.8	5
Establish Truck Parking needs and advance solutions in partnership with <u>the trucking industry</u> .	2.8	6
Provide adequate and safe truck parking to meet regional needs.	2.0	7

Site Evaluation Criteria

Preliminary site evaluation criteria for truck parking were provided to stakeholders who were asked to comment on each criterion. The chart below includes the limited feedback that was obtained.

Criterion	Comments/Suggestions
Roadway segments where truck parking capacity does not meet demand	(none)
Locations convenient to carriers (may not be the same as locations identified above)	(none)
Current Use (land use type)	Key to municipal relations
Parcel Acreage/potential truck spaces	(none)
Parking lot motor truck accessibility features (e.g., turning radii, entrance/exit ramp length, etc.)	(none)
Basic Amenities (rest rooms, vending machines, traveler information)	1. Amenities should be appropriate to locations and ultimate use 2. More important for non-truckers than truckers.
Enhanced Driver Services (e.g., showers, lodging, fitness centers, etc.)	1. Amenities should be appropriate to locations and ultimate use 2. 2nd level of parked truck interest
Zoning – including adjacent properties, relevant restrictions or conditions	Key to municipal relations
Diesel/Gas/Alternative fuel facilities	(none)
Electric plug-ins/ Truck Stop Electrification (TSE)	1. Get good data on actual TSE in regions use; also speak to NYSESPA 2. 3rd level of interest
Food Services, proximity or on site, type, etc.	Optional - on site food services
Communication Services (e.g, Internet Wi-Fi, UPS/FedEx, Fax)	(none)
Environmental Factors (e.g, prevailing winds, noise and light receptors)	(none)
Utilities, electric, water, sewer	(none)
Vehicle Services (scales, wash, repair, etc.)	(none)
Proximity to interstate system	1. Include measure or preference toward "accessibility" 2. Important - especially peripheral locations (between metro areas)
Safety/Security Considerations	Proximity to state police barracks
Convergence of Regional Truck Traffic Flows	Where are the major points of truck traffic flow & convergence?
Areas where hours of service or average travel time would show a need for rest stops	Overlay hours of service with Major truck flows to show where and when rest stops are needed or desired.
Areas where reoccurring congestions or where accidents or incidents are common that would result in a desire to pull over and rest	Where does congestion create a desire for trucks to get off the road?
Proximity staging for "next day" delivery	Convenience and Neighborhood acceptability are what's essential - the rest is gravy!
Other/Site Specific	How many electric truck stops parking spaces do we want/need in region?

Web and Phone Interview Survey

The consultant team will conduct a phone and a web interview survey (to be completed by mid-November) as part of this effort to gauge the practices, issues, and concerns of truck drivers and corporate operators. Many constructive comments were provided during discussion of this agenda item. The revised surveys are attached and incorporate many of the Stakeholders Group suggestions.

Potential Locations and Areas to Avoid

To conclude the stakeholder feedback as part of the meeting, the stakeholders were asked to comment on potential locations and areas to avoid. The chart below summarizes these results.

Potential Locations (areas or sites)	Comments
Expansion/enhancement of NJ Tpk Areas	Coordinate with Tpk Authorities, NY Thruway Authority and Port Authority
Expansion/enhancement of peripheral locations, esp. I-78 (major E/W long haul traffic and access to I-81)	
Port Area	Particularly Doremns Ave.

Areas or Sites to Avoid

On-terminal location in the NJ Marine Terminals (Port Newark/Elizabeth Marine Terminal)
Avoid: Anywhere within I-287 "Beltway" (developed/established suburbs and cites). Exception: Current stops along NJ Turnpike
Law Enforcement - Ticket drivers parked on roadsides in any of the counties containing or withing I-287: Counties: Middlesex, Somerset , Morris, Passarc, Bergen, Rockland, Union, Essex, Hudson
Encourage peripheral, strategically located stops on major long haul routes.

Adjournment

The next Stakeholders Group will occur sometime in late November. Chairman Palmer thanked the stakeholders for their attendance and encouraged them to continue to participate throughout the study process. The meeting was adjourned at 12:00 noon.

Attachment: Attendees List

Name	Org	Phone	E-mail
Patrick Anater	Gannett Fleming	717-763-7212	panater@gfnet.com
Dan Baer	STV	212-505-4973	baerdj@stvinc.com
Robert Beard	PANYNJ	212-435-4254	rbeard@panynj.gov
David Behrend	NJTPA	973-639-8423	dbetrend@njtpa.org
Marty Bierbaum*	MLUCOTCNJ	609-771-2831	bierbaum@tcnj.edu
Tom Brennan*	NJMTA	908-578-0159	tbrennan@hallscorp.com
Steve Brown*	PANYNJ	212-435-4411	sbrown@panynj.gov
Keith Chase	Gannett Fleming	717-763-7212	kchase@gfnet.com
Elizabeth Cox	NJ Research & Info. Services	908-277-4398	njresearch@verizon.net
Josh Curley*	NJIT	973-596-6087	curley@njit.edu
Edward Dietz	NJ Commerce	609-292-5354	ed.dietz@commer.state.nj.us
Gerald von Dohlen*	Port Newark	973-824-3000	svondohlen@hotmail.com
A Andrew Feranda	Shropshire Associates	609-714-0400	aferanda@sallc.org
Linda Forrester	NJDOT	609-530-5590	linda.forrester@dot.state.nj.us
Paul Gessner	PANYNJ-PCD	212-435-4226	pgessner@panynj.gov
Christopher Helms*	Bergen County Planning	201-366-6443	chelms@co.bergen.nj.us
Bob James	PANYNJ-PCD	212-435-4229	rjames@panynj.gov
Minor Johnson	Norfolk Southern RR	215-448-4215	minor.johnson@nscorp.com
Stephen Keyhayes*	NJDEP	609-777-0649	stephen.keyhayes@dep.state.nj.us
Fred Kirschner*	NATSO	610-527-4200	fkirschner@aol.com
Miki Krakauer	NJDOT	609-530-4579	miki.krakauer@dot.state.nj.us
John Lane	Hudson Co. Engineering	201-558-7020	jlane@hudsoncountynj.org
Walter Lane*	Somerset	908-231-7021	lane@co.somerset.nj.us
Kenneth Lin	STV	212-614-3364	linnk@stv.com
James Mack*	NJIT CEES	973-596-5857	mich@adm.njit.edu
Suzanne Mack	BCPD	201-344-7599	suzmack@hotmail.com
Howie Mann*	NYMTC	212-383-2530	hmann@dot.state.ny.us
Frank Patetta	D'Aannunzio Corp.	732-574-1300	fpatetta@dannunziocorp.com
Tom Phelan	Eng-Wong, Taub	212-542-5000	tphelan@eng-wongtaub.com
John Powers	NJDOT	609-530-6594	john.powers@dot.state.nj.us
Yvette Roland	Asm. Gordon Johnson	201-541-1118	asmjohnson@njleg.org
Doug Rubin	Moffatt & Nichol	212-768-7454	drubin@moffattmclld.com
Eyal Shapira	Raritan Central RR	617-388-	eyalshapira@aol.com
Brian ten Siethoff	Cambridge Systematics	212-907-6471	btensiethoff@camsys.com
Paul Truban*	NJDOT	609-530-3521	paul.truban@dot.state.nj.us
Peter Vaughan	Warren Cty. Planning	908-475-6534	pvaughan@co.warren.nj.us
Herman Volk*	Municipal Land Use Center	609-771-2802	volk@tcnj.edu
Brian Wahler	NJ Turnpike Authority	732-750-5300	bwahler@gspkwy.state.nj.us
Katie Watson	Nation's Port	973-242-4215	Katie@nationsport.org
Ronald Weening	Ronald S. Weening	908-686-8491	RSWeening@comcast.net
R. Weisbrod	Sustainable Ports	917-476-0887	weisbrod@ix.netcom.com
Rich Wisneski	NJ Transit	973-491-7808	RWISNESKI@NJTRANSIT.com
Xi Zou	NYMTC	212-383-7272	xzou@dot.state.ny.us

* Stakeholder

Attachment: Truck Driver Web Survey

Attachment: Corporate Truck Operator Survey