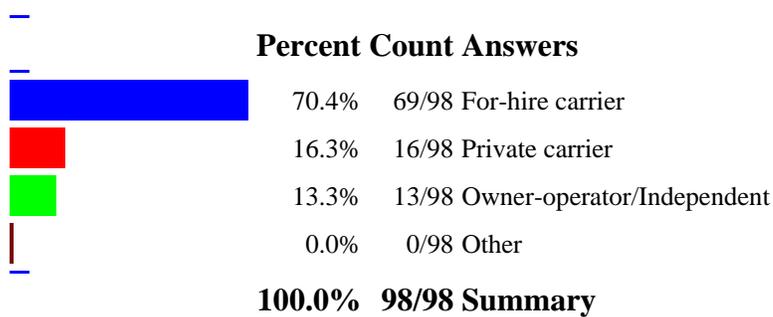


Washington State Truck Parking Survey

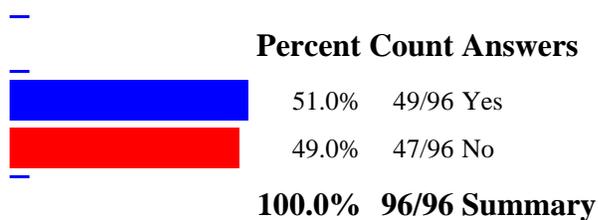
Truck Company Tabulation Report

There are a total of **99** responses FROM 03-Mar-2008 to 22-Mar-2008.

1. Please indicate what type of carrier your company is:

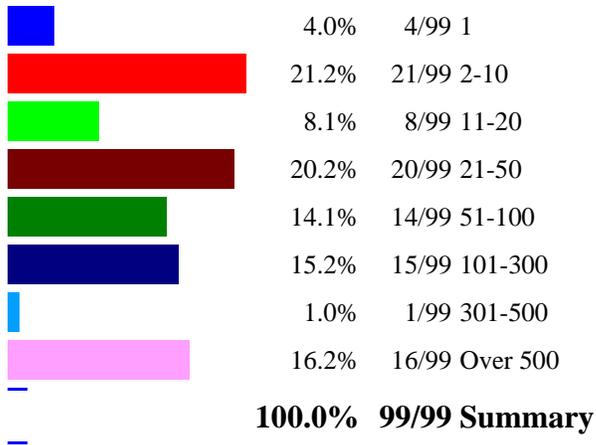


2. Are your operations based in Washington State?

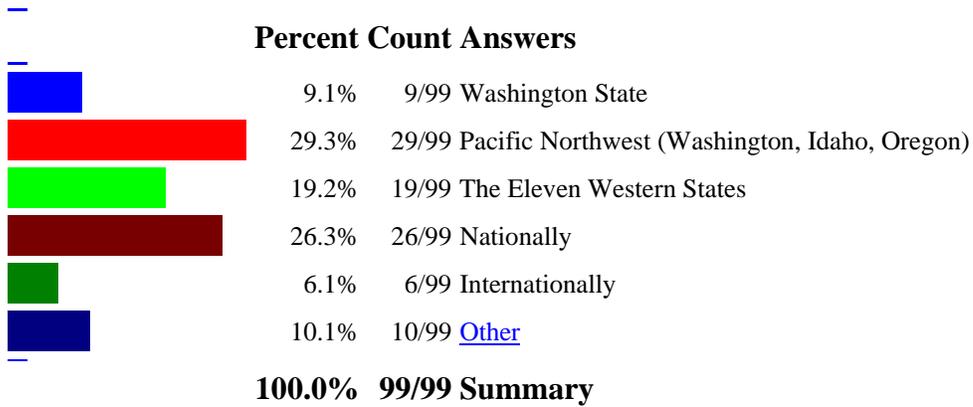


3. Please indicate how many drivers are employed by your company.

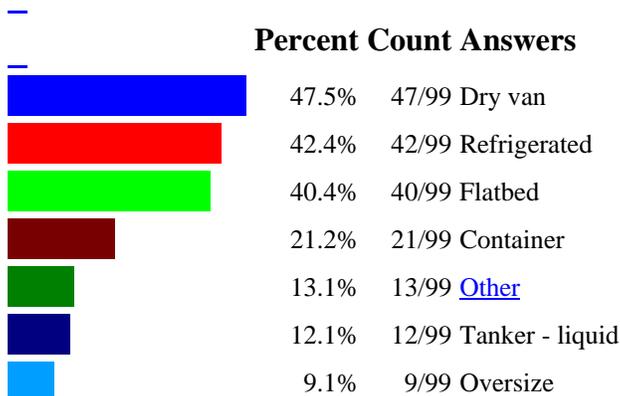


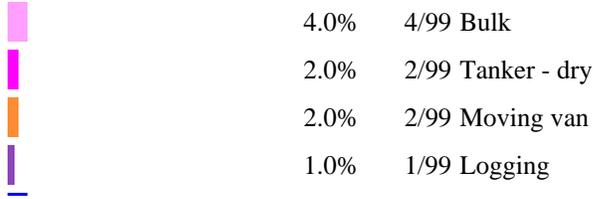


4. In which area do your trucks primarily drive?

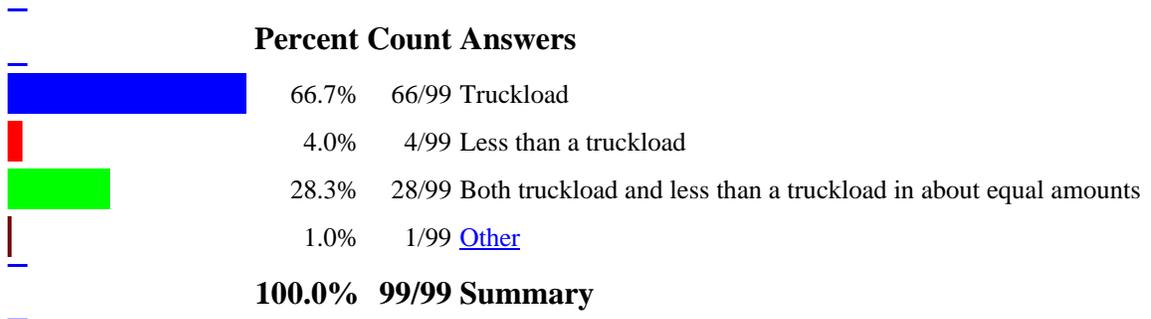


5. Please indicate the type of trucks you use in Washington State: (check all that apply)

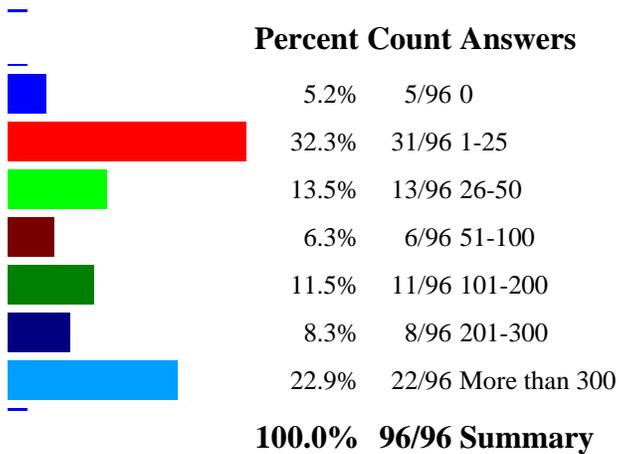




6. Are your trucks typically carry a truckload, less than a truckload, or a combination?



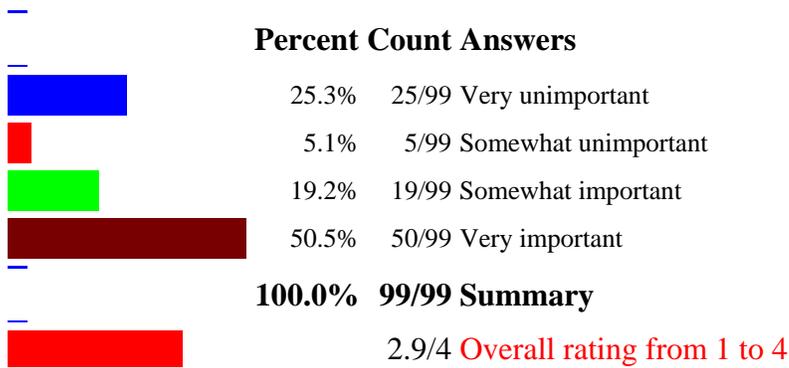
7. How many one-way trips per week on average do your trucks make in Washington State?



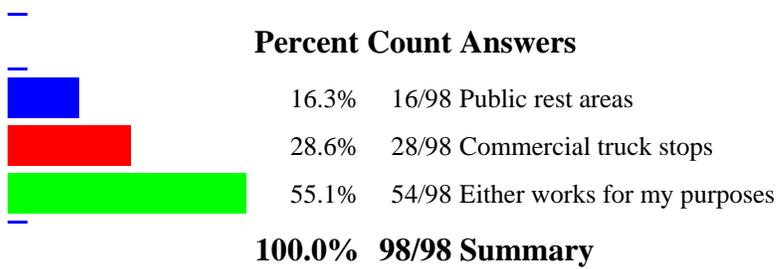
8. What percentage of your fleet is transponder equipped to use "weigh in motion"?

[Click here for details](#)

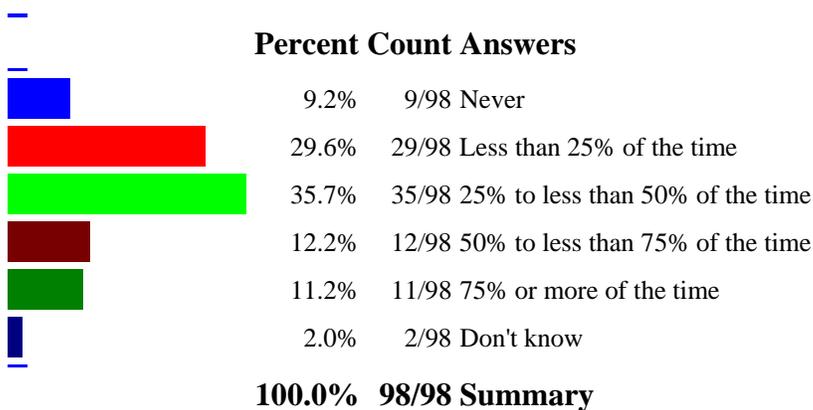
9. How important is it for your trucks to have truck parking along I-5, I-90, and/or I-82 in Washington State?



10. Overall, do you prefer public rest areas or commercial truck stops for truck parking in Washington State?



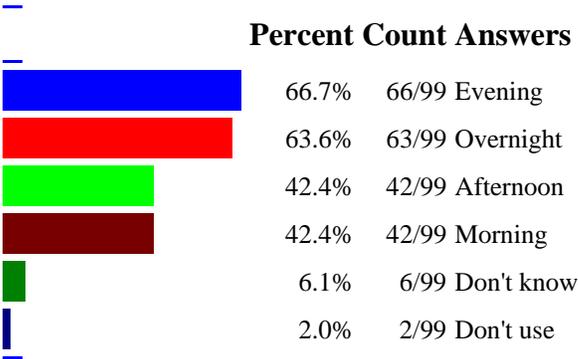
11. Approximately how often do you think your drivers park in areas other than public rest areas or commercial truck stops (for example, ramps, side streets, and /or weigh stations)?



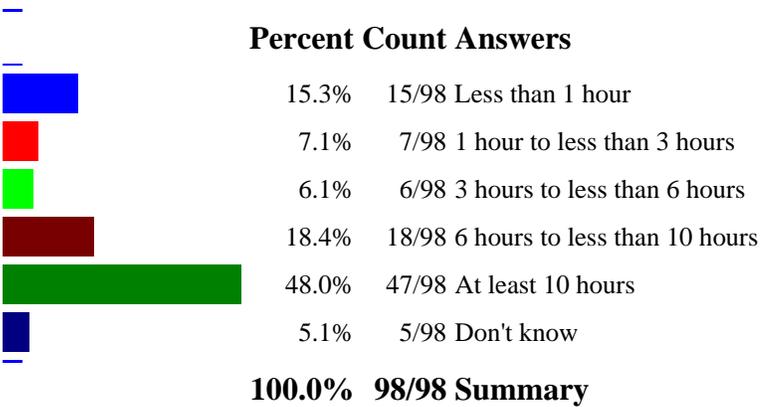


2.9/5 Overall rating from 1 to 5

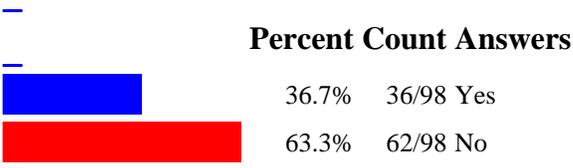
12. At what time of day do your trucks typically use public rest areas or commercial truck stops? (check all that apply)



13. What is the average length of stay for your trucks at these stops?

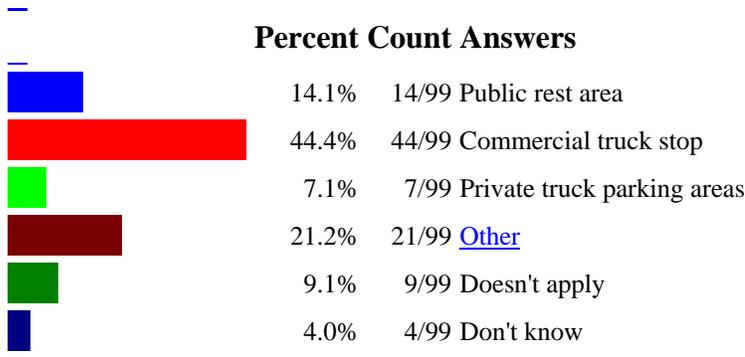


14. Does your company own or have access to private truck parking areas in Washington State?



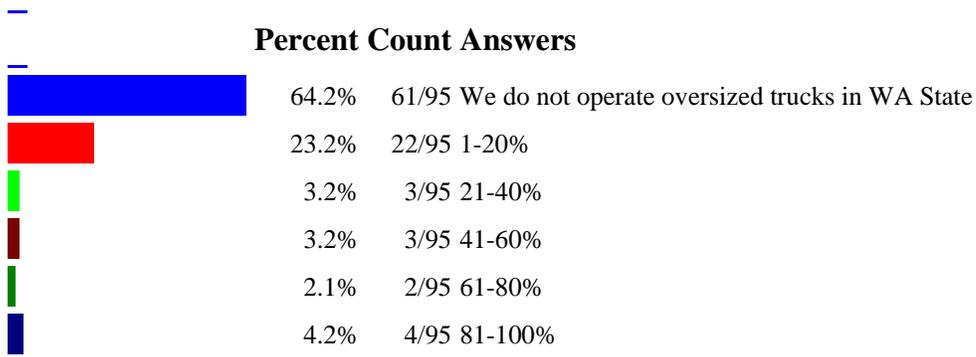
100.0% 98/98 Summary

15. When your trucks operate in Washington State, where do your drivers spend the majority of their 10-hour mandatory rest periods?



100.0% 99/99 Summary

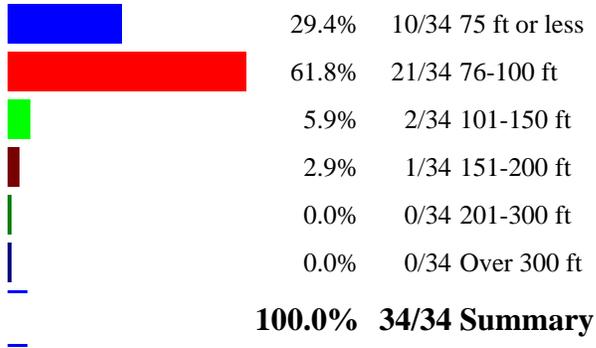
16. What percent of your company's trucks which operate in Washington State are oversized?



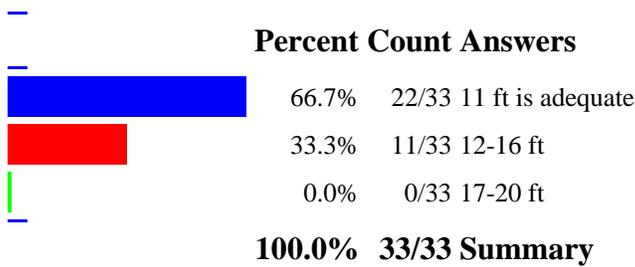
100.0% 95/95 Summary

17. What length parking space is typically required for your company's oversized trucks?

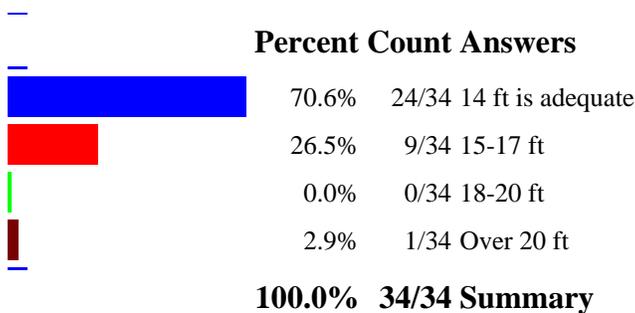




18. What width of parking space is typically required for your company's oversized trucks?

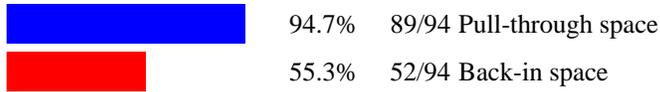


19. What height clearance is typically required for your company's oversized trucks?

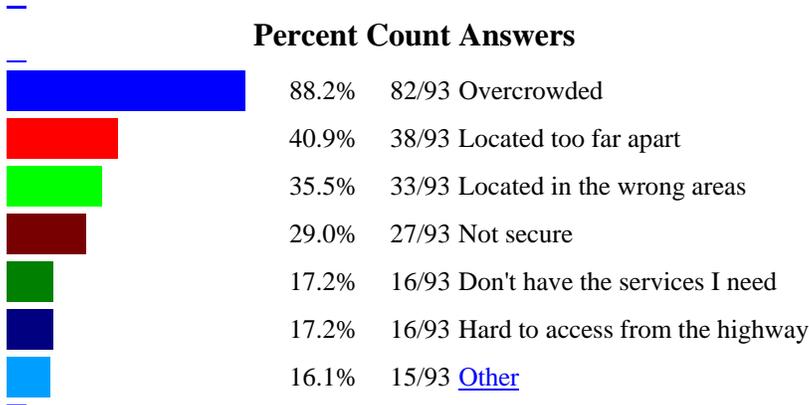


20. What type of parking space is acceptable for your company's trucks? (check all that apply)

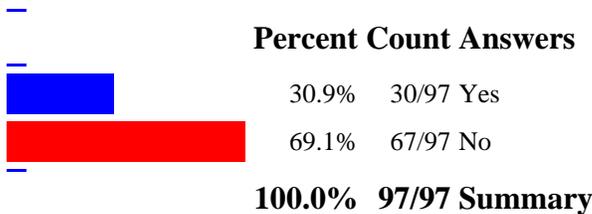
Percent Count Answers



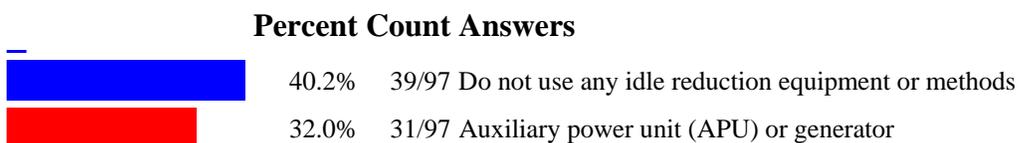
21. What are the *major* barriers your company faces using existing truck parking on I-5, I-90 or I-82? (check all that apply)

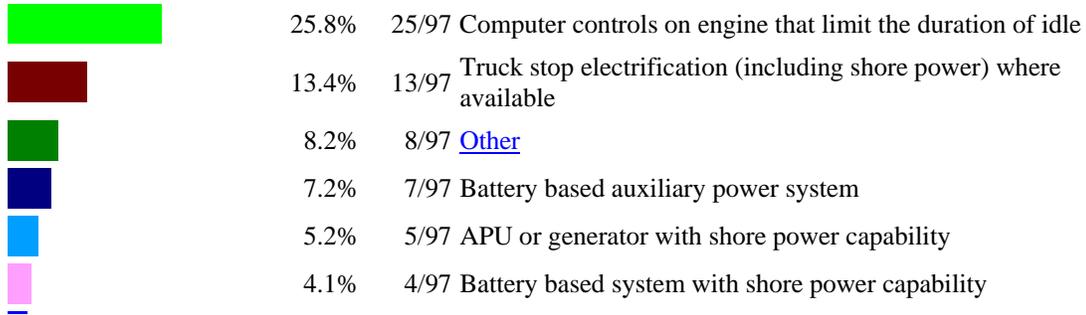


22. Do some or all of your trucks have shore power capabilities (can plug into shore power and operate HVAC and other onboard equipment, either OEM or after market)?

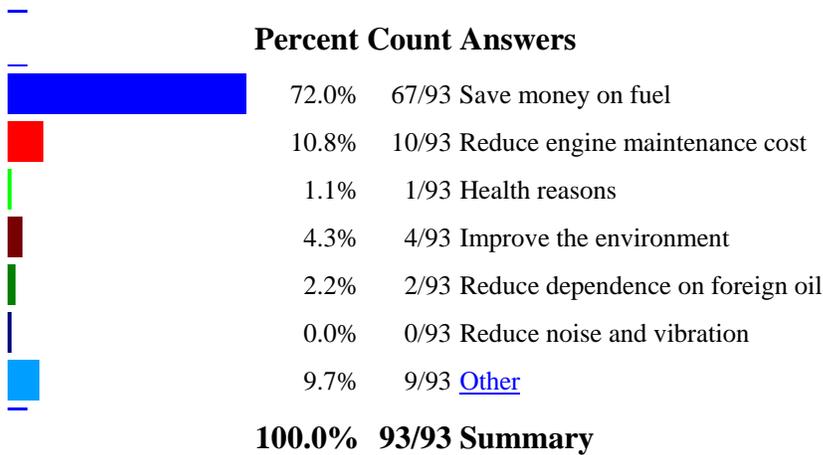


23. Do your trucks use any of the following idle reduction equipment or methods? (check all that apply)

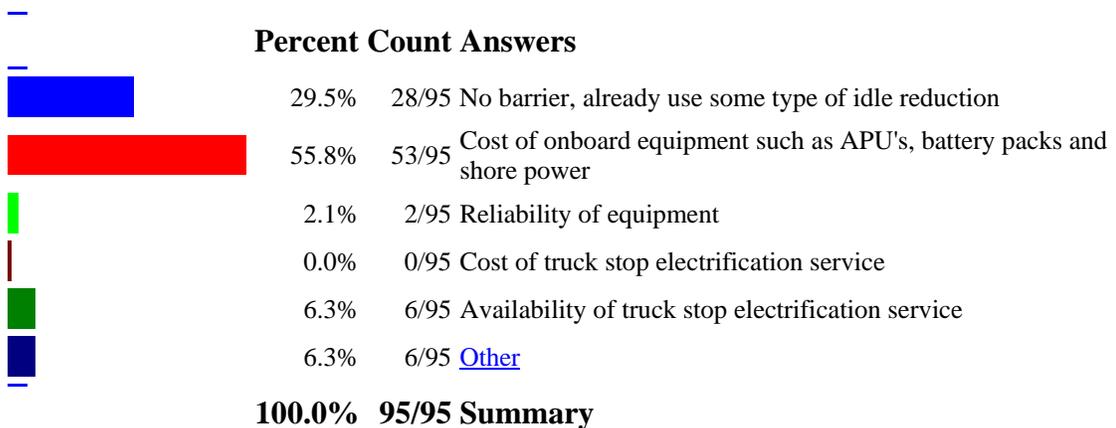




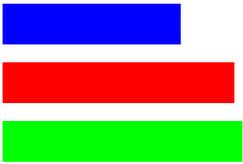
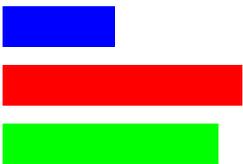
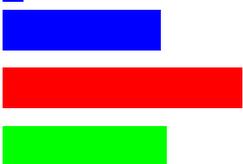
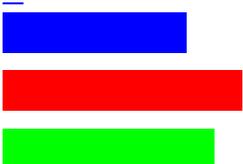
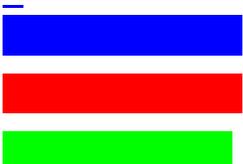
24. What is your company's *main* reason for reducing idling?



25. What is your company's *biggest* barrier to using idle reduction equipment or methods?



26. For **COMMERCIAL TRUCK STOPS**, please indicate which locations are used by your company's trucks for *staging and/or waiting for destination appointments, short to medium term parking, or mandatory 10-hour rest periods.* (check all that apply)

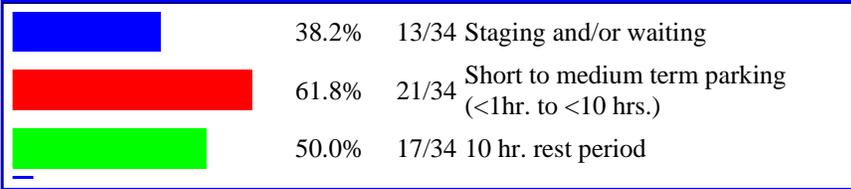
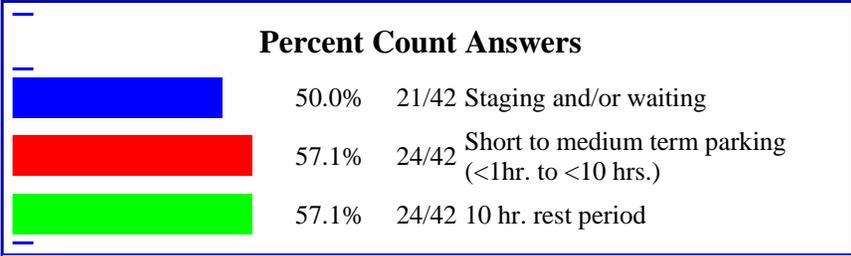
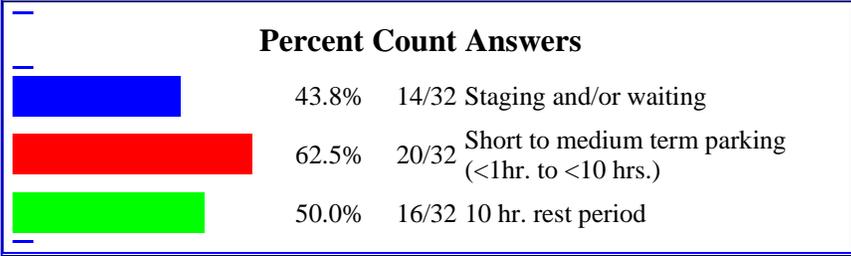
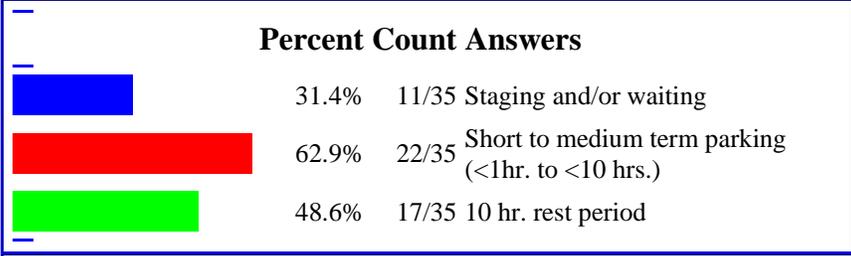
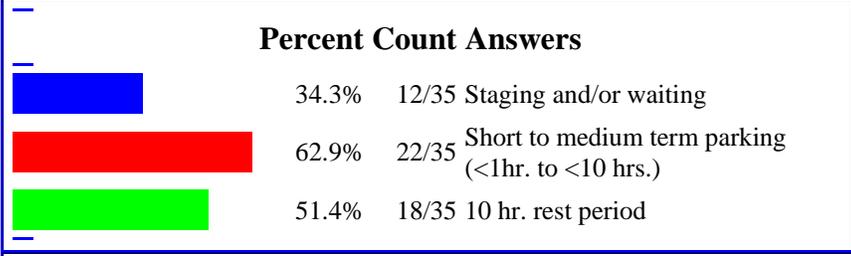
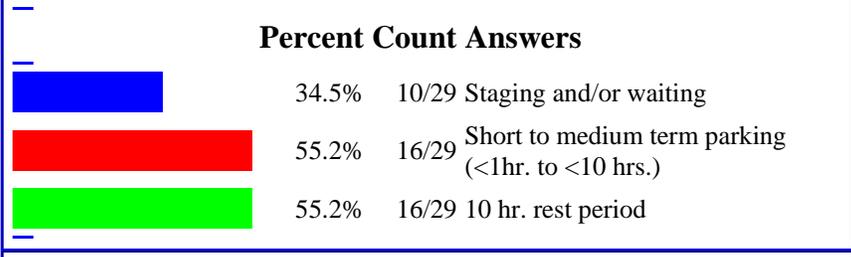
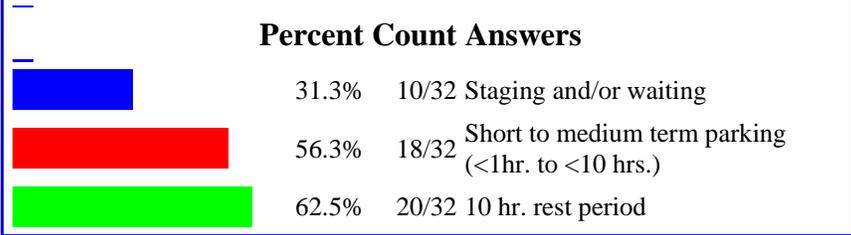
<p style="text-align: center;">Percent Count Answers</p>  <p>46.9% 23/49 Staging and/or waiting 61.2% 30/49 Short to medium term parking (<1hr. to <10 hrs.) 63.3% 31/49 10 hr. rest period</p>	Vancouver/Longview
<p style="text-align: center;">Percent Count Answers</p>  <p>28.6% 14/49 Staging and/or waiting 61.2% 30/49 Short to medium term parking (<1hr. to <10 hrs.) 55.1% 27/49 10 hr. rest period</p>	Toledo/Centralia
<p style="text-align: center;">Percent Count Answers</p>  <p>44.7% 21/47 Staging and/or waiting 68.1% 32/47 Short to medium term parking (<1hr. to <10 hrs.) 46.8% 22/47 10 hr. rest period</p>	Tumwater/Olympia/Lacey
<p style="text-align: center;">Percent Count Answers</p>  <p>50.8% 33/65 Staging and/or waiting 66.2% 43/65 Short to medium term parking (<1hr. to <10 hrs.) 58.5% 38/65 10 hr. rest period</p>	Tacoma
<p style="text-align: center;">Percent Count Answers</p>  <p>54.8% 23/42 Staging and/or waiting 54.8% 23/42 Short to medium term parking (<1hr. to <10 hrs.) 52.4% 22/42 10 hr. rest period</p>	Everett/Marysville
<p style="text-align: center;">Percent Count Answers</p>  <p>43.8% 14/32 Staging and/or waiting</p>	Arlington

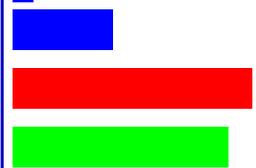
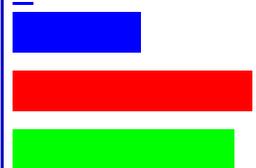
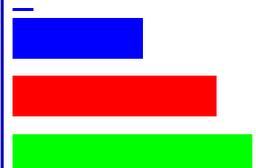
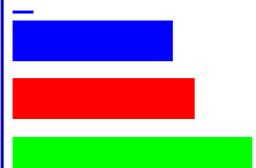
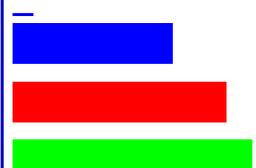
 53.1% 17/32 Short to medium term parking (<1hr. to <10 hrs.)  46.9% 15/32 10 hr. rest period	
<p style="text-align: center;">Percent Count Answers</p>  42.9% 18/42 Staging and/or waiting  59.5% 25/42 Short to medium term parking (<1hr. to <10 hrs.)  50.0% 21/42 10 hr. rest period	Bellingham/Blaine
<p style="text-align: center;">Percent Count Answers</p>  49.0% 25/51 Staging and/or waiting  64.7% 33/51 Short to medium term parking (<1hr. to <10 hrs.)  60.8% 31/51 10 hr. rest period	North Bend
<p style="text-align: center;">Percent Count Answers</p>  33.9% 19/56 Staging and/or waiting  69.6% 39/56 Short to medium term parking (<1hr. to <10 hrs.)  71.4% 40/56 10 hr. rest period	Ellensburg
<p style="text-align: center;">Percent Count Answers</p>  40.4% 19/47 Staging and/or waiting  70.2% 33/47 Short to medium term parking (<1hr. to <10 hrs.)  66.0% 31/47 10 hr. rest period	Moses Lake
<p style="text-align: center;">Percent Count Answers</p>  33.3% 11/33 Staging and/or waiting  72.7% 24/33 Short to medium term parking (<1hr. to <10 hrs.)  75.8% 25/33 10 hr. rest period	Ritzville
<p style="text-align: center;">Percent Count Answers</p>  47.5% 28/59 Staging and/or waiting  62.7% 37/59 Short to medium term parking (<1hr. to <10 hrs.)  83.1% 49/59 10 hr. rest period	Spokane

<p>Percent Count Answers</p> <p>47.1% 24/51 Staging and/or waiting</p> <p>58.8% 30/51 Short to medium term parking (<1hr. to <10 hrs.)</p> <p>74.5% 38/51 10 hr. rest period</p>	Union Gap/Yakima
<p>Percent Count Answers</p> <p>36.8% 14/38 Staging and/or waiting</p> <p>60.5% 23/38 Short to medium term parking (<1hr. to <10 hrs.)</p> <p>71.1% 27/38 10 hr. rest period</p>	Prosser

27. For PUBLIC REST AREAS, please indicate which locations are used by your company's trucks for *staging and/or waiting for destination appointments, short to medium term parking, or mandatory 10-hour rest periods.* (check all that apply)

<p>Percent Count Answers</p> <p>36.6% 15/41 Staging and/or waiting</p> <p>53.7% 22/41 Short to medium term parking (<1hr. to <10 hrs.)</p> <p>46.3% 19/41 10 hr. rest period</p>	Gee Creek, Ridgefield
<p>Percent Count Answers</p> <p>39.5% 17/43 Staging and/or waiting</p> <p>60.5% 26/43 Short to medium term parking (<1hr. to <10 hrs.)</p> <p>41.9% 18/43 10 hr. rest period</p>	Toutle River, Castle Rock
<p>Percent Count Answers</p> <p>39.5% 15/38 Staging and/or waiting</p> <p>57.9% 22/38 Short to medium term parking (<1hr. to <10 hrs.)</p> <p>50.0% 19/38 10 hr. rest period</p>	Scatter Creek, Tumwater
<p>Percent Count Answers</p>	Maytown, Tumwater

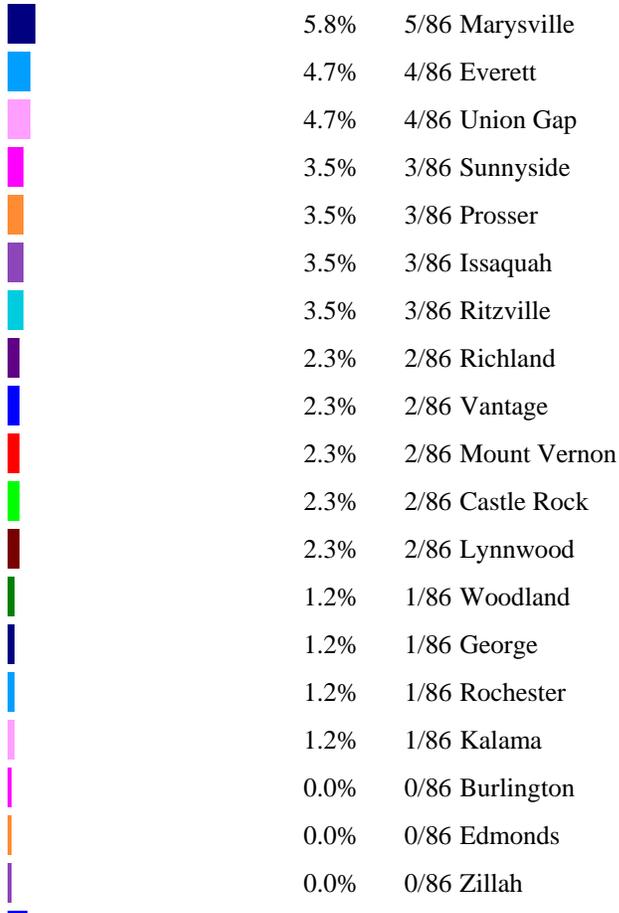
 <p>38.2% 13/34 Staging and/or waiting 61.8% 21/34 Short to medium term parking (<1hr. to <10 hrs.) 50.0% 17/34 10 hr. rest period</p>	
<p align="center">Percent Count Answers</p>  <p>50.0% 21/42 Staging and/or waiting 57.1% 24/42 Short to medium term parking (<1hr. to <10 hrs.) 57.1% 24/42 10 hr. rest period</p>	Sea Tac, Sea Tac
<p align="center">Percent Count Answers</p>  <p>43.8% 14/32 Staging and/or waiting 62.5% 20/32 Short to medium term parking (<1hr. to <10 hrs.) 50.0% 16/32 10 hr. rest period</p>	Silver Lake, Everett
<p align="center">Percent Count Answers</p>  <p>31.4% 11/35 Staging and/or waiting 62.9% 22/35 Short to medium term parking (<1hr. to <10 hrs.) 48.6% 17/35 10 hr. rest period</p>	Smokey Point, Arlington
<p align="center">Percent Count Answers</p>  <p>34.3% 12/35 Staging and/or waiting 62.9% 22/35 Short to medium term parking (<1hr. to <10 hrs.) 51.4% 18/35 10 hr. rest period</p>	Bow Hill, Burlington
<p align="center">Percent Count Answers</p>  <p>34.5% 10/29 Staging and/or waiting 55.2% 16/29 Short to medium term parking (<1hr. to <10 hrs.) 55.2% 16/29 10 hr. rest period</p>	Custer, Ferndale
<p align="center">Percent Count Answers</p>  <p>31.3% 10/32 Staging and/or waiting 56.3% 18/32 Short to medium term parking (<1hr. to <10 hrs.) 62.5% 20/32 10 hr. rest period</p>	Price Creek, Snoqualmie

<p style="text-align: center;">Percent Count Answers</p>  <p>27.3% 12/44 Staging and/or waiting 65.9% 29/44 Short to medium term parking (<1hr. to <10 hrs.) 59.1% 26/44 10 hr. rest period</p>	<p>Indian John Hill, Cle Elum</p>
<p style="text-align: center;">Percent Count Answers</p>  <p>34.1% 15/44 Staging and/or waiting 63.6% 28/44 Short to medium term parking (<1hr. to <10 hrs.) 59.1% 26/44 10 hr. rest period</p>	<p>Rye Grass, Ellensburg</p>
<p style="text-align: center;">Percent Count Answers</p>  <p>36.4% 12/33 Staging and/or waiting 57.6% 19/33 Short to medium term parking (<1hr. to <10 hrs.) 66.7% 22/33 10 hr. rest period</p>	<p>Winchester, George</p>
<p style="text-align: center;">Percent Count Answers</p>  <p>36.8% 14/38 Staging and/or waiting 57.9% 22/38 Short to medium term parking (<1hr. to <10 hrs.) 68.4% 26/38 10 hr. rest period</p>	<p>Schrag, Moses Lake</p>
<p style="text-align: center;">Percent Count Answers</p>  <p>42.4% 14/33 Staging and/or waiting 48.5% 16/33 Short to medium term parking (<1hr. to <10 hrs.) 63.6% 21/33 10 hr. rest period</p>	<p>Sprague Lake, Sprague</p>
<p style="text-align: center;">Percent Count Answers</p>  <p>41.4% 12/29 Staging and/or waiting 55.2% 16/29 Short to medium term parking (<1hr. to <10 hrs.) 62.1% 18/29 10 hr. rest period</p>	<p>Scenic View, Kenniwick</p>
<p style="text-align: center;">Percent Count Answers</p>  <p>41.2% 14/34 Staging and/or waiting</p>	<p>Selah Creek, Selah</p>

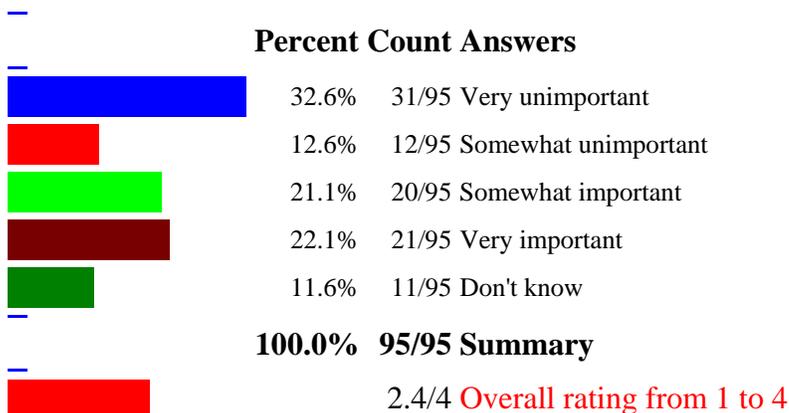
	58.8%	20/34	Short to medium term parking (<1hr. to <10 hrs.)	
	58.8%	20/34	10 hr. rest period	
Percent Count Answers				Prosser, Prosser
	43.9%	18/41	Staging and/or waiting	
	56.1%	23/41	Short to medium term parking (<1hr. to <10 hrs.)	
	61.0%	25/41	10 hr. rest period	

28. WSDOT will be recommending several locations for enhanced or new truck parking and services along I-5, I-90, and I-82. Please indicate the TOP 3 geographic areas in which you would like new or additional truck parking and services.

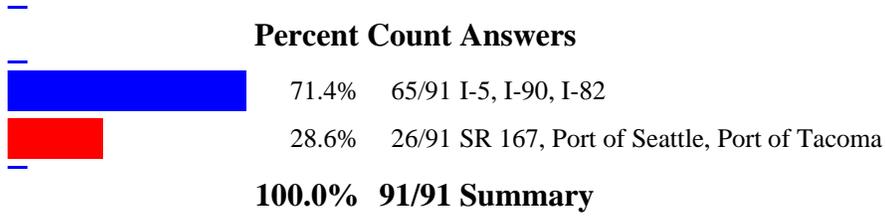
Percent Count Answers			
	50.0%	43/86	Seattle
	38.4%	33/86	Tacoma
	26.7%	23/86	Federal Way
	17.4%	15/86	Snoqualmie Pass
	16.3%	14/86	Vancouver
	12.8%	11/86	Spokane
	10.5%	9/86	Olympia
	10.5%	9/86	North Bend
	9.3%	8/86	Yakima
	8.1%	7/86	Ellensburg
	7.0%	6/86	Bellevue
	7.0%	6/86	Bellingham
	7.0%	6/86	Chehalis/Centralia
	7.0%	6/86	Long View/Kelso
	5.8%	5/86	Blaine
	5.8%	5/86	Toledo
	5.8%	5/86	Moses Lake
	5.8%	5/86	Cle Elum



29. WSDOT is also interested in whether your company needs enhanced or new truck parking and services along SR-167 and the Ports of Seattle and Tacoma. How important would enhanced or new truck parking and services be at these locations?



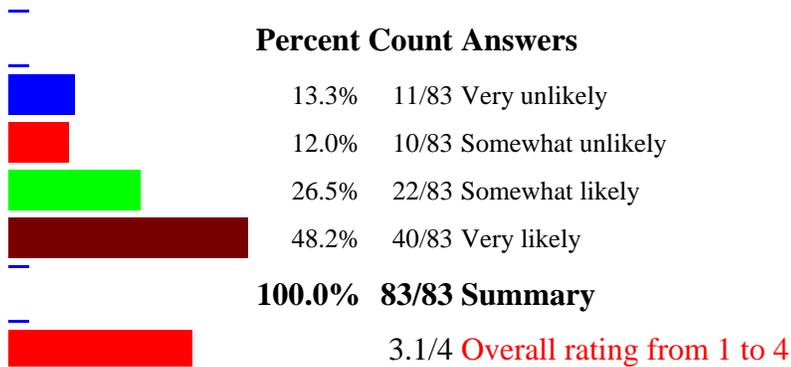
30. Which locations for enhanced or new truck parking and services are more important to your company?



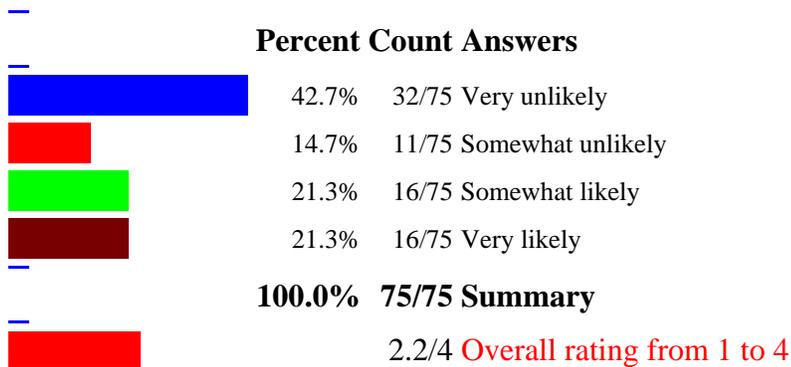
31. How likely would your drivers be to use the following amenities at new or expanded truck parking areas?

Ranked Average Summary	Weighted Average
Rest rooms	3.62
Lighting	3.58
Paved lot	3.58
Easy access to Interstate	3.57
Separate parking for trucks	3.56
Convenience store	3.33
Restaurant	3.30
Fast-food restaurant	3.26
Drivers-only area	3.16
Showers	3.13
Secured lot	3.10
Vending machines	3.04
Fueling capabilities	3.04
On site security	2.93
Wi-Fi	2.82
Laundry room	2.69
Maintenance services	2.63
Electrification/Shore Power/Plug-in	2.35
Drop yard	2.21
Exercise facilities	2.05

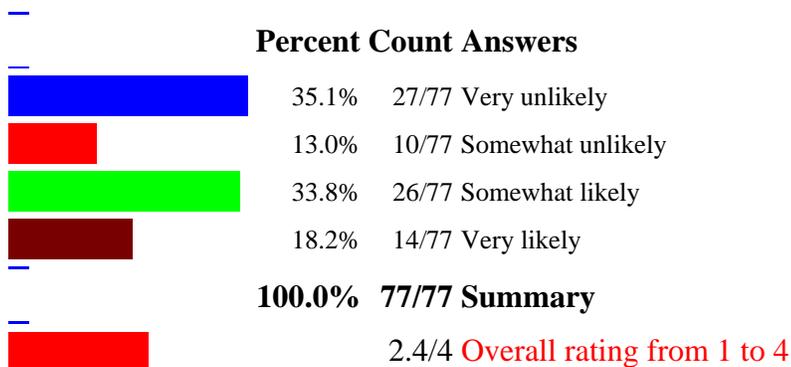
1) Secured lot



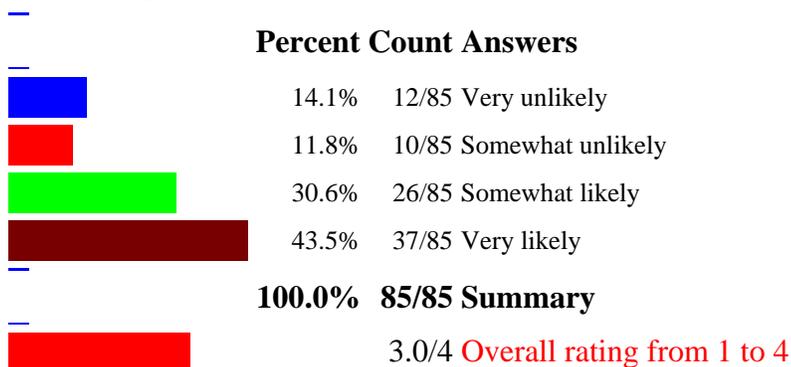
2) Drop yard



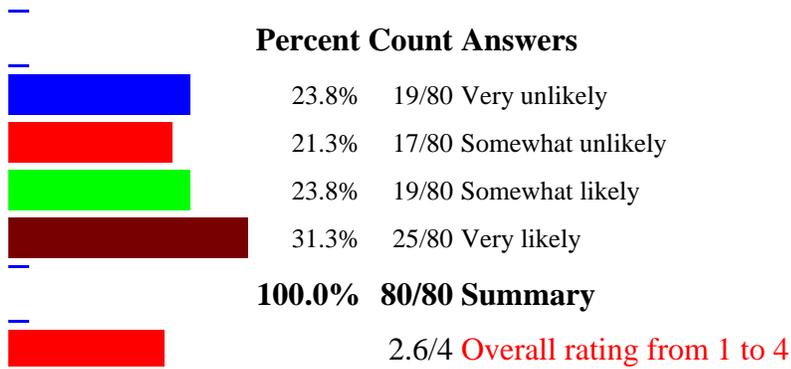
3) Electrification/Shore Power/Plug-in



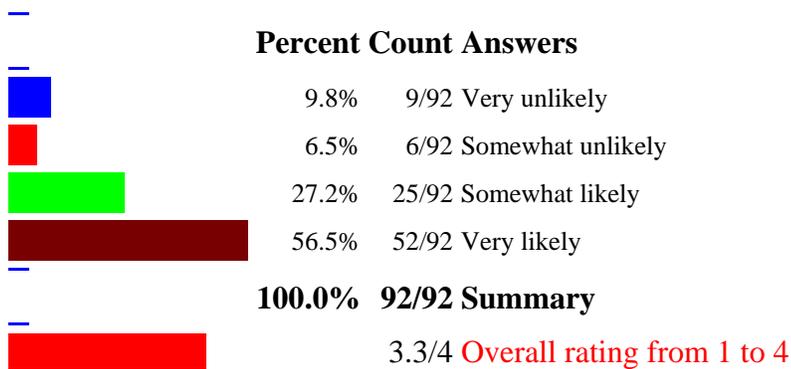
4) Fueling capabilities



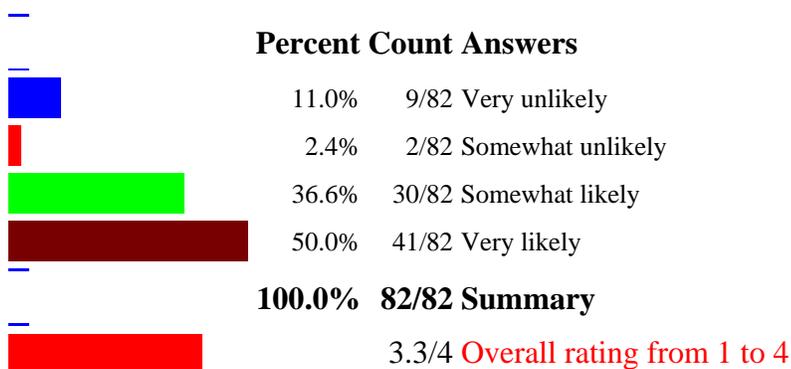
5) Maintenance services



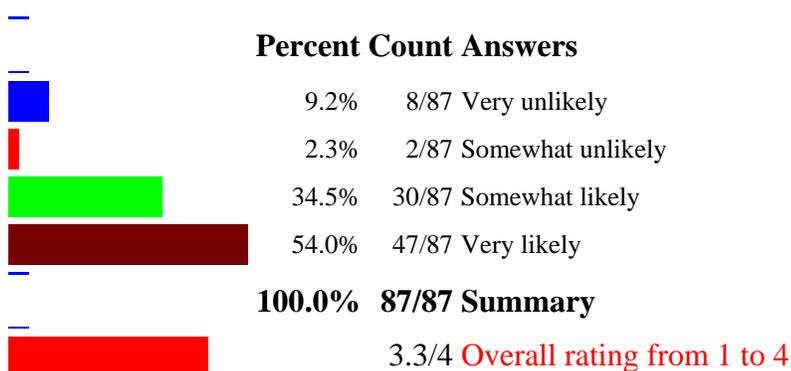
6) Restaurant



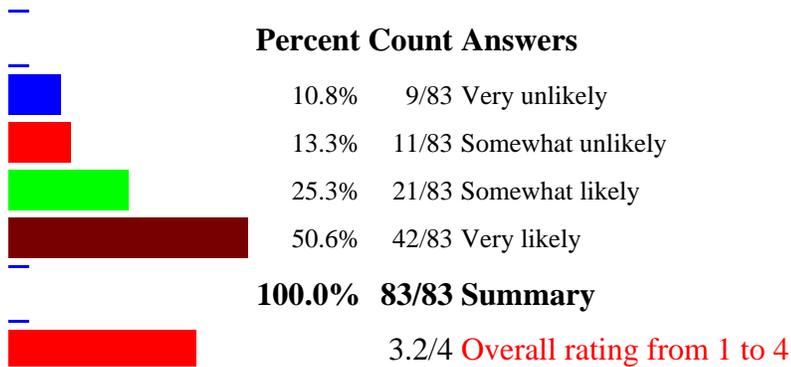
7) Fast-food restaurant



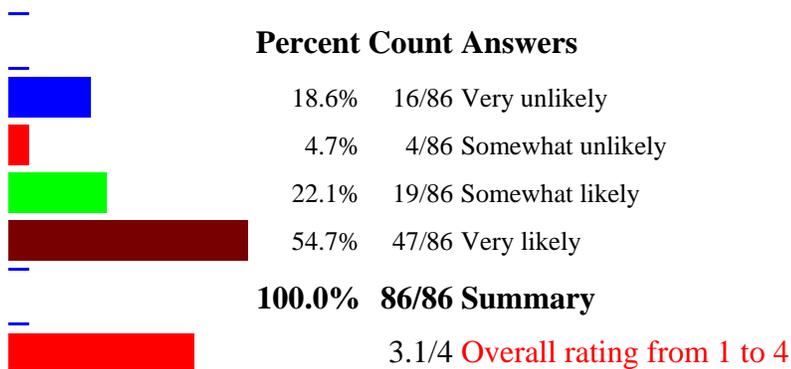
8) Convenience store



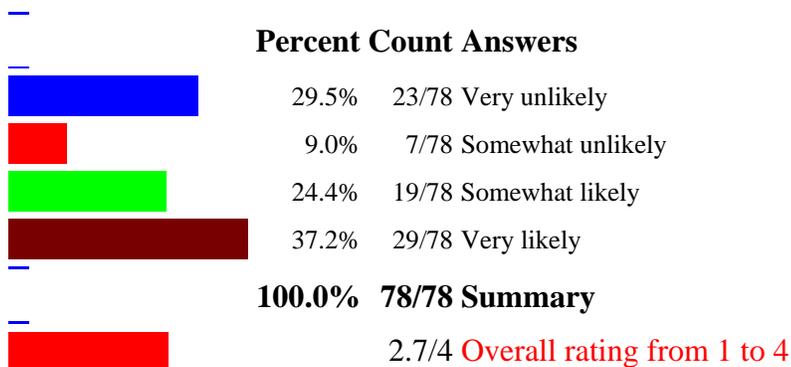
9) Drivers-only area



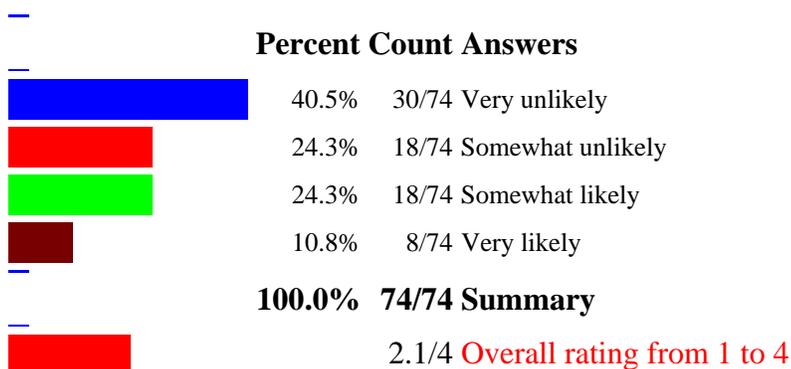
10) Showers



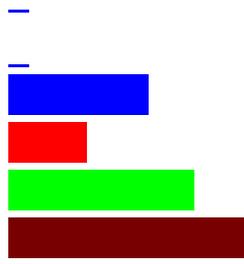
11) Laundry room



12) Exercise facilities



13) Wi-Fi



Percent Count Answers

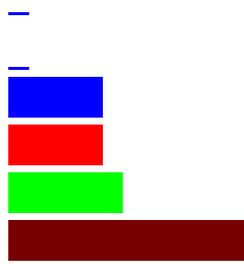
21.7% 18/83 Very unlikely
12.0% 10/83 Somewhat unlikely
28.9% 24/83 Somewhat likely
37.3% 31/83 Very likely

100.0% 83/83 Summary



2.8/4 Overall rating from 1 to 4

14) On site security



Percent Count Answers

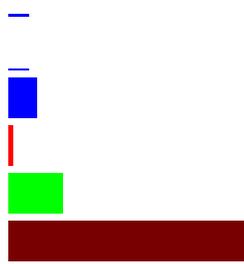
17.3% 14/81 Very unlikely
17.3% 14/81 Somewhat unlikely
21.0% 17/81 Somewhat likely
44.4% 36/81 Very likely

100.0% 81/81 Summary



2.9/4 Overall rating from 1 to 4

15) Easy access to Interstate



Percent Count Answers

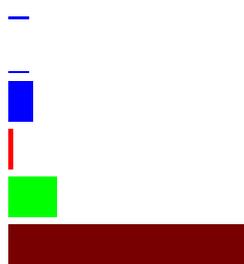
8.9% 8/90 Very unlikely
0.0% 0/90 Somewhat unlikely
16.7% 15/90 Somewhat likely
74.4% 67/90 Very likely

100.0% 90/90 Summary



3.6/4 Overall rating from 1 to 4

16) Rest rooms



Percent Count Answers

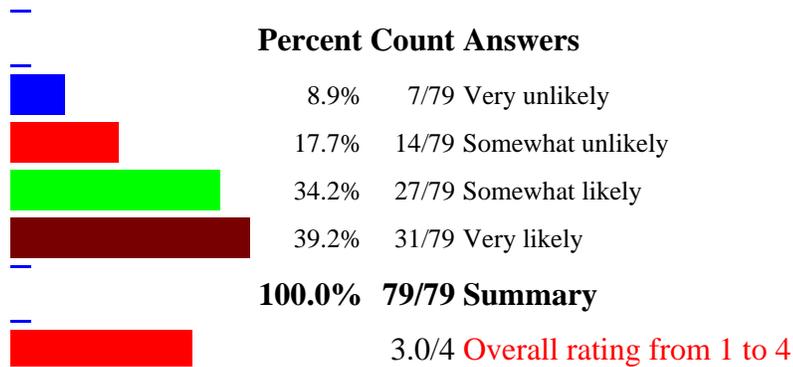
7.6% 7/92 Very unlikely
0.0% 0/92 Somewhat unlikely
15.2% 14/92 Somewhat likely
77.2% 71/92 Very likely

100.0% 92/92 Summary

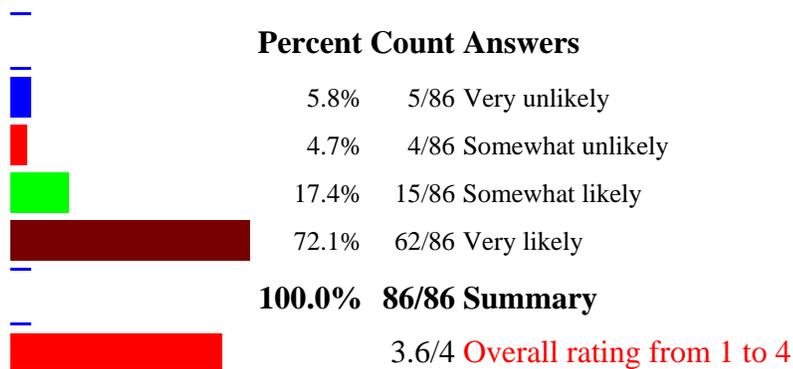


3.6/4 Overall rating from 1 to 4

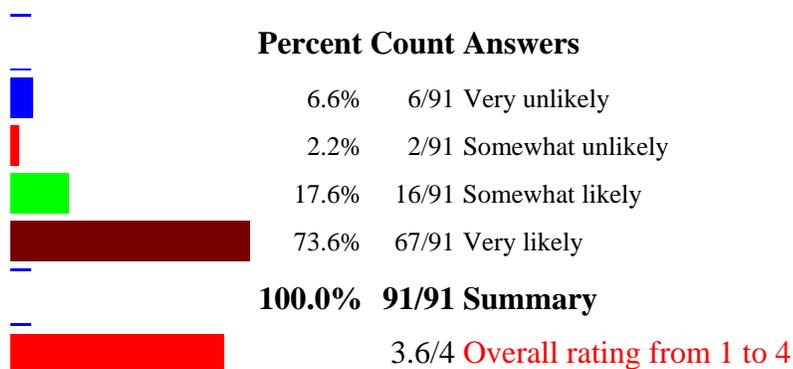
17) Vending machines



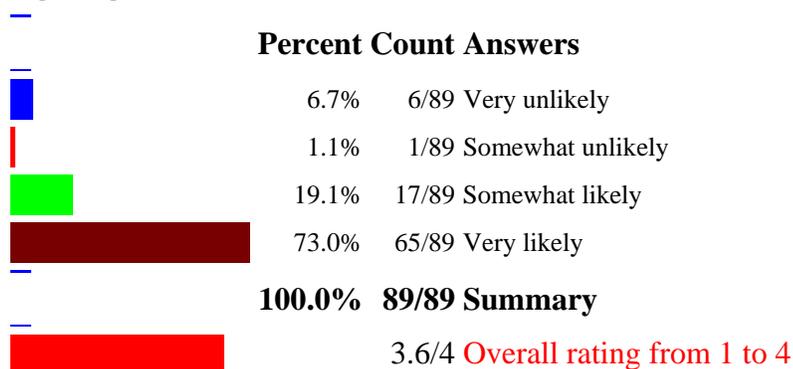
18) Separate parking for trucks



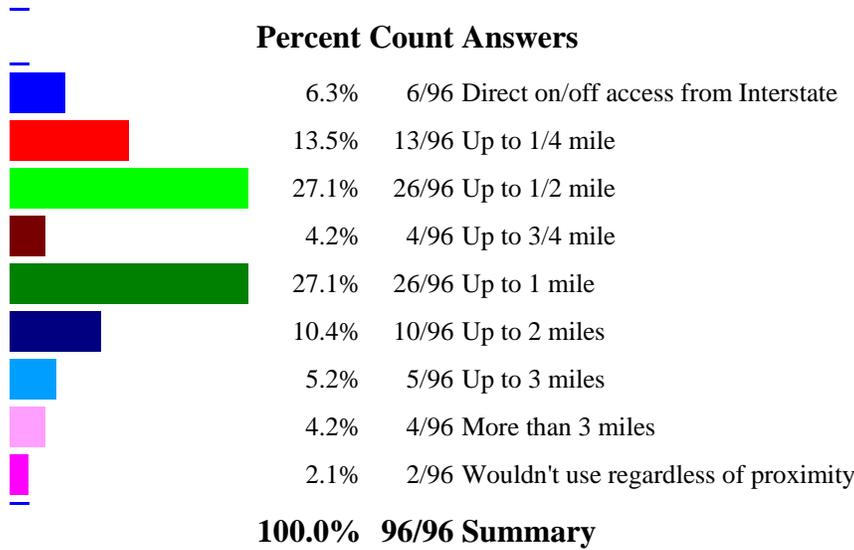
19) Paved lot



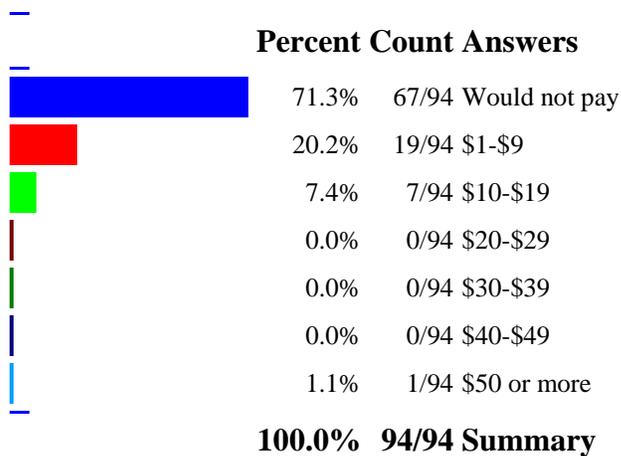
20) Lighting



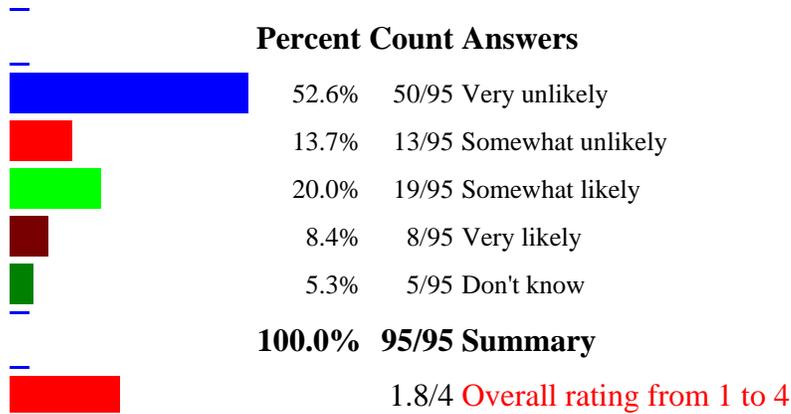
32. How far would your drivers typically be willing to drive off the Interstate to use a new truck parking facility?



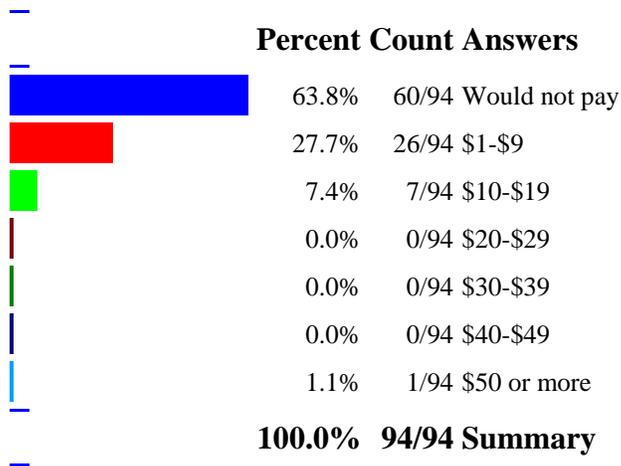
33. How much would your company be willing to pay for truck parking during driver 10-hour mandatory rest periods at an existing or new truck parking area?



34. How likely would it be for your company to have your drivers use an online or call-in reservation system to find available parking and reserve it?

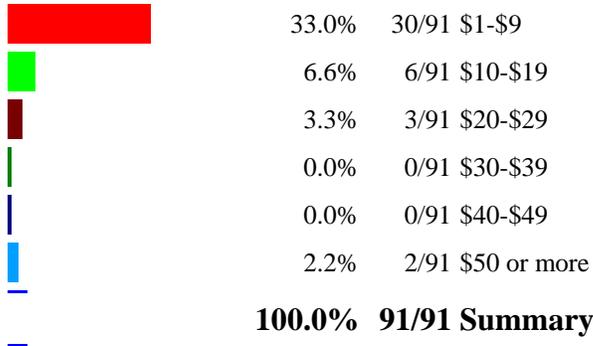


35. How much would your company be willing to pay for truck parking reserved in advance via online or call-in system?

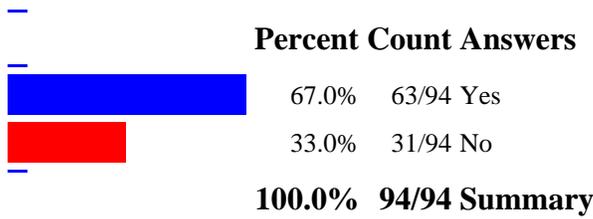


36. If new truck parking areas included secure drop zones, how much would your company be willing to pay *per day* to leave a trailer?





37. Would you like to receive occasional updates regarding improvements to truck parking facilities and services?



38. Do you have any other comments that will help us improve truck parking services?

- o [A+ FOR AT LEAST EXPRESSING AN INTEREST](#)
- o [The biggest problem is overcrowding at rest stops.](#)
- o [Volume of trucks is up....places to park is down.](#)
[When a driver is dangerously tired and can't park in the REST area because it's full](#)
[he/she is forced to drive on. This results in death,...to put it simply.](#)
- o [Check the truck parking areas along the Indiana Turn Pike and Ohio turn Pike for some great ideas for truck parking and food courts](#)
- o [For the most part, over the road drivers from other states have the most problems in the Tacoma Seattle area. If there were area's of parking near most of the commercial areas where it could be legal to park at or near a customers place of busines to prevent having to drive into the area with all the commuter traffic.](#)
[Thank you--Tom](#)
- o [There is no parking at seatle and very little at Ellensburg.](#)
- o [Drop yards for doubles in Seattle and Tacoma for local deliveries with doubles for 1 to 5 hours would be my priority](#)
- o [no](#)
- o [95% of MacMillan-Piper's trucking is associated with the moving seagoing containers to and from the Seattle Ports to our four loactions in Seattle and our](#)

facility in Tacoma. Our drivers park at our facilities at the end of the day and do not normally travel outside of the Puget Sound area.

- The DOD is our largest customer in WA. The DOD did away with our secured parking facilities and we must maintain 24 hr attendance
- BULID MORE COMMERCIAL AND PUBLIC PARKING
- There has been a few companies that have tried to open truck stops and parking areas around the state of Washington and the permit process ruled against them.
- The success for truck parking accommodations is also dependent upon local - city/county - laws. Many cities make it hard for CDL equipment to be parked on streets at certain times, even though a driver may live nearby. I think that places to drop trailers along 167 and along I5 would be a big benefit to the many taxpaying drivers who live in the Puget Sound area. Money for such facilities should be seen as a reasonable accommodation for a portion of our economy that has become more and more necessary with increases in globalization of the economy.
- LONGER INTERVALS ON STOP LIGHTS. BETTER TURNING RADIUS. BETTER ROAD SIGNS. BETTER WARNING AS TO TRAFFIC AND OR ROAD CONDITIONS, AS (DOT) CLAMPS DOWN ON HOURS OF SERVICE A SIMPLE TRAFFIC JAM CAN HAVE A CARRIER BE OUT OF HOURS SITTING IN TRAFFIC
- With the very narrow profit margins in trucking (especially container drayage) there is no room to pay for overnight parking.
- Hwy 167 or 512 are a perfect spots for a major truck stop to be built. These highways are centralized in a area where trucks can have easy access and are centralized between Seattle, Tacoma port areas. We move a lot of break bulk and containers out of the ports. We also move a lot of Heavy haul equipment for customers that require high pole cars. These locations are perfect for loads to get in and out for fuel, shower, pick up permits and on trip load checks. Its very hard to get a lot of drivers to come into this area, for the lack of parking and hassle with traffic along the I-5 corridor.
- The Seattle area could benefit greatly from increased trucker services. The TA in North Bend exit 34 is the closest approved fuel stop we use. The Flying J in Tacoma is overcrowded and they do not take comdata, so the potential to capitalize on increased amenities is great.
- THE BIGGEST NEED IS FOR SAFETY. SOME OF THE COMMERCIAL FUEL TRUCKSTOPS ARE NOT CONCERNED ABOUT SAFETY. THE DRIVER CANNOT LEAVE HIS TRUCK TO EAT OR SHOWER IF HE CANNOT BACK UP AGAINST A PHYSICAL BARRIER TO PROTECT HIS LOAD.
- Would like to see idle air in major overnite parking areas and rest areas. Idle air offers, a safe place to park and their own security, and do their own construction and maintenance. They would jump at the chance to purchase a parcel of land and build their own area, saving the state millions and giving the drivers a safe haven.
- With all the money truckers pay to run trucks, Parking should be easy to find and FREE.....What with high traffic, interstates becoming parking lots, one does not know when, and where (the driver) will run out of hours!!!! (11 or 14) Where do

you park when you are out of hours??? A lot of the time, the driver does not have much control over when & where this will happen.....You only make money when the truck is moving. So driving your 10-11 hours is a must to make a living.....DOT Only looks at Trucks as rolling CASH MACHINES.....Need more money, get the trucks.....I am now down to 2 trucks.....Oh they are for sale.....bye-bye WA DOT. What with you and the Fed's and other states, wanting more money, always more money!!! I can no longer make a living....

- Something has to be done about truck parking in the Seattle area & the Spokane area. Alot of my guys have gotten parking tickets in the past year.
- Would like to see more cities allow on street overnight parking. Would also like to see more truck stops and rest areas built with electrifiaction.
- Each night, every I-5 rest area and truck stop is jam-packed, from Canada to the Columbia. Drivers cannot even score a bite or a coffee, without being very resourceful. Without a viable overnight option in Seattle, all morning delivery trucks are inbound during morning rush. It's no wonder the commuters are miserable.
- Truck drivers do not get paid alot of money for what thy do and they have a hard time paying for parking when they are delivering the supplies to cities for people to maintain there level of living. If they were out there just for the fun of it it would be a different story. Washington and New England states are the worst for being trucker friendly. They get raped at the truck stops on prices so I think they deserve a safe, free place to park and eat, or take a break. The security is to keep the local rifraf out and from getting his sleep interupted by lot lizzards.
- for the reserved parking call-in idea i believe there should be a time limit to call in (12 hour) prior to parking, tenative payment by credit card, cancel reservation up to 6 hours prior to scheduled arrival, and fee for late or no show. also any new truck parking should be located outside but within 20-30 mile range of major metropolitan areas. auxiliary power systems are very costly, especially to smaller operations, and any legislation should include some kind of rebate for installing AND maintaining such systems if the state should impose such requirements.
- I am the general manager of a 14 truck flatbed fleet. I still drive 95 percent of the time and i used to enjoy running in washing ton but i see more and more wherever industry grows and the demand for higher truck traffic increases more and more sighns go up no truck parking. I understand its the same old story yeah we need your services but just dont be a bother. On the other hand the trucking industry as a whole has changed in the 18 years i have been in it. We are our own worst enemy in several cases by not even having the pride to not litter often with bio hazard material that no one else should be forced to clean up. So i can see both sides of the fence on this.
thankyou for your time
Robert G Fagin
General manager
JK Farms & Trucking
(503)519-2447
- There is clearly not enough parking in westen washington. We do not want to pay to park. Where is our fuel tax money going (36 cents per gallon)? More truck

stops would create additional jobs and be very beneficial to the economy in Washington.

- Yes, as a woman I do not like stopping at rest areas when the sun goes down or when the place looks empty. I do like the states that have security or the places when you allow the coffee brakes to set up. I carry a porta-potty and like it when I find a sanitation dump provided, Washington is one of the state that provides this service and I'm very grateful. I find most of Washington states rest areas clean, well maintained and inviting during the day. Some give me the willies though at night where the truck parking is away from the main building and have very much shrubbery or bushes around. I find it hard to find a parking place at night, sometimes we just want to change drivers and cannot find a safe place to park to walk the dog, use the facilities and check the equipment and get back on the road. Thank you for the invitation to give my comments about your state and the truck parking issues. Judy Burks
- Is this just a study, further wasting our tax dollars, or is WSDOT sincerely trying to provide a safe place for trucks to park? I know that trucks take up alot of space, but they also deliver your food, they are a necessary evil. Thanks
- We have enough expenses and to have to pay to park is not good. The rising cost of fuel and not having any extra money for anything else you will not get very many people wanting to pay for parking. And if the passes are shut down, like this winter, most of the companies that run the truck stops really jack up prices and we as truckers are taking it in the shorts. We have no choice but to pay or get tickets for parking in places that the WSP does not deem reasonable. We do not make a ton of money like the good old days most of us are barly getting by, and with the cost of fuel always on the increase it is getting harder and harder to justify pay to park places, we need more rest areas with alot more parking, and patrolled by the WSP to keep the RV's and small cars and pickups out of the truck parking!!! They take up alot of the parking so the trucks have to find some other place to park, and if you are pulling a big set or oversized it is even harder to find a safe and easy place to park and rest. It is really sad that this state seems to be more concerned with the tourist traffic then with the Trucks, NO TRUCKS NO COMMERCE!!! Trucks are what makes this state work !!!
- for a large metro area seattle is the worst for truck parking. TA Seattle East at exit 34 on I90 is usually full by at least 4 pm. That is the only real truckstop in metro area. Flying J at Tacoma is a joke! That is always full and almost impossible to park without worrying about your truck getting hit because lot is way too small for the size of trucks now. The city if not the state needs to somehow get at least 2 more truckstops the size of Seattle East to come into the area. At least need one more on I90!
- A drop or staging yard in Seattle, Bellevue, Marysville, would allow a ton of the LTL carries to run doubles, and stage trailers, instead of driving back, and forth with single trailers. Willing to pay. Can get trucks off the highways, and save fuel. The cities, especially Seattle have stopped this savings by ticketing every single trailer they can find. Did the opposite of being green.
- Reserved parking does not help us, we do not run a regular routing. Seattle/Tacoma is the big problem for us, container trucks have no place to park,

both cities solved their problem by saying "no truck parking" and providing no alternatives. If a container truck is forced to spend the night in either city it is forced to seek out a vacant lot and hope no one complains or travel 25 to 20 miles to a truck stop or rest area and hope there is room to park.

- It would be nice to have a lot more parking in the Seattle area as we have to stage so far out of the city. Also it would help if the State would make more funds available to put APU's on trucks from your state. I have an APU and have seen about a \$600.00 a week savings in mid winter. Saving fuel is a big part of how we can help make everyone more comfortable and efficient.
- A lot of this survey does not apply to us. We are a team driving company with only 4 solo drivers. The survey was very informative and I look forward to receiving updates about truck parking facilities and services in the future.

Thank You

Bill Smith

Brown Line LLC

- I am delighted to see some progress made on this subject. There is a crucial need for this infrastructure help. Bravo to WSDOT. Buy or lease the land that Ft Lewis has adjacent to the northbound scale at Nisqually on I-5 and build some truck parking and driver facilities there near the current state scale.
- Even large gravel lots along major interstates of Washington would be helpful.