

A Statewide Screen for Truck Parking Pressure

When official supply runs out, trucks end up on shoulders, ramps, industrial side streets, and residential blocks near freight generators. The question is where.

Why it matters: Planners rarely have the budget to observe an entire state, so the first decision in any parking analysis is where to look. Parking Pressure flags areas where truck traffic and observed peak occupied spaces are both unusually high within the state, narrowing a full network down to the locations where existing supply is most likely under stress.

BY THE NUMBERS

- **65,372** hexagonal cells of 50 square miles each, covering the 48 contiguous states
- **6,294** of those cells (9.6%) contain at least one truck parking facility
- **1,357** pressure cells flagged nationwide

WHAT WE FOUND

- **Pressure cells do not simply follow the busiest highways.** Some high-volume corridors have adequate supply; some moderate ones do not. Traffic volume alone misses both cases.
- **Food service predicts where lots fill better than traffic volume does.** Drivers choose stops by what is available on arrival, so supply characteristics belong in the screen.
- **Ranking within each state keeps the method usable everywhere.** A single national threshold would flag almost nothing outside a handful of major corridors.

HOW PLANNERS USE IT

- **Focus field checks and undesignated-parking surveys**
- **Prioritize locations for capacity or operational improvements**
- **Identify areas where local knowledge and additional data collection are most valuable**

LIMITATIONS

- **Screening, not a space count.** It does not estimate exactly how many spaces are missing.
- **Data confidence varies by facility.** A-grade locations are backed by direct driver reports, while lower-confidence locations draw more on modeled estimates.
- **Undesignated parking is not directly observed.** Local evidence is needed to confirm specific locations.