



Open Comments from 2013 Safe Truck Parking Survey

Question 13.

"From the time you decide or are mandated to take a break, how long on average does it take to find parking?"

39% of truck driver respondents indicated that it took them an hour or more to find safe parking in order to comply with federal hours of service (HOS) regulations.

In follow up Question 14 on the 2013 truck parking survey an open comment section was provided for drivers to express how many times per week they spent seeking truck parking and the particular circumstances.

The overwhelming response was that if parking was not attained by mid-afternoon to early evening in either a rest area or truck stop, the next alternative would be a well-lit shopping area. However, drivers specified that they worried during their rest break about personal safety issues and/or being asked to leave or given a citation from law enforcement.

While the majority of the comments detail very similar experiences, some remarks are highlighted **boldly** and *italicized* in hopes the reader will take the time to hear the words of the working Men and Women that risk their lives to move freight.

If you would like to see the completed 2013 Truck Parking Survey on Slideshare, Please Click the Following Link: [2013 Truck Parking Survey](#)

Question 14. Open Comments:

- Truck stops are spaced out far enough apart that if one does not have parking you have to travel 80 to 100 miles to locate another truck stop or park on an off-ramp
- Truck stops are usually filling up or full up by 6 or 7 pm
- I-95 Northern Virginia traffic and lack of truck facilities
- Route is not on interstate. Small towns and exit ramps only
- This happens every night. Many times there are even cars parked in the truck parking at rest areas and in truck parking at truck stops too. If you don't have a parking by 6 pm you can bet you may not get one.

- No spaces available especially on the east coast states. Happens daily.
- ***On any given time of day or night, the adequate parking situation, whether it be a truck stop or rest area, it is next to impossible to find a place to stop safely. Especially in the evening or night, most trucks are in early for the night, because of the hours of service regulations. at least four times a week I'm forced to find a place on the side of the highway, freeway, and parking lot, anywhere. Lot of times your awoken to the pounding on the door and told to leave, due to the fact that most just don't want you parking near their establishment. You can bet on it out in California and especially the east coast. Just don't be late with their freight.***
- Many times I make a run after that can't find a place for the night and that eats up my HOS,
- If you try to find parking after 5 PM on any given day you have a problem
- Truck stops are full on and off ramps rest stops are full almost on a daily basis
- Most truck stops and rest area are full
- Every day, you must plan ahead and leave several hours open to find parking. This makes for unproductive time and costs me time and money. If there were more parking available that was safe, known in advanced and advertised then routes could be utilized that takes advantage of all available driving time prior to HOS requirements.
- Illinois has closed many rest areas, other states too. Have to plan ahead to find parking, and shut down early!
- Rest areas are full or overnight parking is prohibited and if you're not at a truck stop before 6pm, forget it. There will be no parking. Pilot chain especially is difficult.
- Most of the time were you are dropping off your load they don't let you park and that sucks. They just make it harder for the trucker.
- I drive up to 9 or 10pm sometimes later. When I do pull over to take my break, the truck stops are usually full. The rest areas are to. A lot of states have closed down a lot of rest areas. Makes no since to shut them down when we have so little parking as it is.
- It regularly takes an hour or more to find adequate safe parking near Interstates and considerably longer on U.S. and State roads. I usually begin my search for parking about 3 hours before I am due to stop and take the first safe place available. I usually begin driving about 3 in the morning so that I will be done with my day before the truck stops begin to fill up.
- ***4 out of 5 days anywhere from PA to ME you must be in a spot by dark either in a rest area or at the customer if they allow parking. All TruckStops in the northeast are full by 4 pm. Wal-Mart is becoming off limits to trucks making even less parking. Parking on an off ramp has become forbidden in most states. I have resorted to pulling into a warehouse that was closed and backing up to the dock only to be thrown out the next morning. Can't blame them, Can't blame me either.***
- Low volume parking lots or oil field workers allowed to live at the truck stops or trailers are dropped where they are not allowed to and the managers turn a blind eye
- I usually pick up and deliver a load each day which makes my day run from about 8 am to 10 pm. Most truck stops and rest areas fill up by 9. Even earlier in the northeast. In New England if you are not parked by 5pm you will most likely not find a spot
- Not enough truck parking on state routes, or facilities, along the roads to pull a semi in to park for breaks!

- When it nears time to stop you start looking for a place to stop. It maybe 2hrs before you come to a place to stop because there just isn't anything before that.
- Usually after 8/9 pm it is difficult to find parking as new hos limit your time(even more so now forcing a 30 min break, sometimes 2 times a day, makes you drive longer, and if live loading/unloading(2hrs min each usually), why do shippers not have restrictions?
- Rest areas filled up, truck stops are hard to find in the North East. Refuses to park unless there is lighting and I feel safe and that is very hard!!!
- First rest areas are a waste of time, they wasted must of their space using for cars or green spaced. Truck stops are always full by 5 pm. The Feds like to make rules but they never make the states do what they need to do so we could find parking to take all of the stupid brakes that we have to take
- ***It happens at least three times a week. I circle the lot many times, I sometimes managed to squeeze into a tight spot that leaves my truck open to being damaged by other trucks, or I am a long way from the store. I am a single woman, and I find the lack of safe, secure well lit parking a distinct detriment to everyone's safety. If it is raining, or snowing, or something happening in the nearby town it is next to impossible to find a safe spot. I have seen many times that the staff of TruckStops Park in the back lot, thus curtailing the available spots even more.***
- If my time is up after dark, finding parking is nearly impossible. All truck stops are usually 105% full by 7-8 pm
- ***Truck stops are full by sun down. Rest areas are full by 9 or 10 pm. I try really hard to manage my work day to stop before parking becomes a problem. However sometimes I am delayed and find that I need to drive longer that day in order to make a legal and on time delivery the next day. These are the times when parking is almost impossible to find. Many times I end up in poorly lit parking lots. Forced off the road by law and into the hands of danger by cover of darkness, really the worst part of this job.***
- Shortage of truck parking and parking in rest areas.... If u don't start looking for a spot at 4pm u are out of luck
- If you are not in a truck stop or rest area by 3:00 pm it is pot luck that you find a place legal at all.
- Because all truck stops parking is taken & or rest area never have room
- It all depends on where you're at; in the south it might take 100 -200-miles before you can find parking
- ***More often than not I deliver loads to jobs site's or steel mill's... The problem finding parking while delivering to a job site is that on the normal site their down town or in an area where you cannot find any location to accommodate rig's... I can't park to far away due to the fact that a lot of my load's come off with a crane... If I'm stuck in rush hour traffic then the job site foreman can charge me the crane's hourly rate... Being up words of 175 an hour... The problem I find with steel mill's they have so many truck's in and out those towns they post so many " No truck parking"... Also with steel mill's you'll have an appointment's...***
- Anytime we stop later than about 3 or 4 in the afternoon it is almost impossible to find parking
- Any time driving up to MI, OH, IL, IN area, I-77 is the worse. You have to look 2 hours out especially on the toll road in WV. VA hates trucks parking anywhere in their state.

- Truck stops in the East are full by 5pm. When driving into the evening you will go from truck stop to rest area to truck stop looking for parking and end up on an off ramp for the night. This happens anytime you can't park by late afternoon.
- Try and find safe place off the highway, or rest area, most times, rest areas are full, truck stops, full. Don't like off or on ramps, but have used once in a while. Often taken more time I could have used to sleep safe.
- Drive from truck stop to truck stop, they are full. Head down interstate again find a rest stop...says no overnight parking. Keep driving. You are only allowed to drive 11 hours. You have to start looking for a place to stop with 9 hours to go or you will run out of time. If you are lucky you find a place early and lose the extra hour or to you could have drove. If you aren't lucky you stop on the exit or at the state weigh station until they open again. Or you just ignore the signs of no truck parking and you park at the rest stop and or Wal-Mart, etc.
- Have to start looking for parking a place 2 hours before hours run out truck stops fill up early as well as rest area ,closed rest areas, distance between parking areas
- Truck stops and rest areas get booked if you're that parked by 7pm good luck. Especially in the N.E. area if you do not plan ahead or arrive really early it is a mission to find parking where it's safe or even legal to park I typically have to plan ahead and leave 6 to 8 hours earlier if I want to get there and not have to sleep on the side of the road.
- More often than not my time to break usually comes after dark or 10 pm. All rest areas and most TruckStops are packed full.
- I frequently have to get back on the road and drive to the next facility.
- Depending on what time it is, I can't find parking after seven pm. it happens every night because I usually drive all night to avoid all the idiot 4 wheelers. ***This mandatory half hour break bestowed on us by a dumbass that has never driven a truck, is a joke... Parking at 3 a.m. is impossible anywhere you go so I usually (NO) always end up parking on and entrance ramp or exit ramp where in many states is illegal...***
- The truck stops are full or you cannot park at the warehouse, so you are forced to drive around and find a vacant place to park, and even then you're run off by security sometimes
- I have gone over HOS a few times looking for parking spaces on east coast and central states
- ***Depends on where you deliver in some areas. Once you are done and are trying to find a place to park before your next load. Some places I had to drive 25 to 40 miles out of that state or area to find a safe place to park. Most of the rest areas are all closed which not any sense to me why. If they don't want us to use the bathrooms then at least keep the area open for parking and put gates up around the building. The truck stops need to buy up any extra land next to them then expand their parking area. Why can't we park in the shopping centers if we park to a far side? Or why can't we park in the parking lots of target, Wal-Mart, Kmart, kohl's and any other spaces. We need more parking lots and areas to park where it is safe. Why can't the government buy the empty lots with no building on them and turn them into parking areas with lights. Why can't business close to the rest areas adopt it and get a tax break for taking care of the place. Everyone needs there products that we take time and life to drive it to them so why can't we have more parking areas and a safe place. I read how many drivers are all missing and trucks being stolen. Why?***

- Most often our trailers are not loaded until the afternoon. Our workday many times end at 2 or 3 am which makes it almost impossible to find parking. Myself and my drivers will have to look at numerous truck stops, rest areas and at times any business that has a large parking lot. This happens several times a week.
- This is a daily occurrence! If you're not parked by 4pm you will not find parking! Truck stops fill up fast Rest areas are few and far between, if they are open
- If any truck stops or rest area nearby they are full so you have to circle in hopes you get lucky or move on and try your luck else where
- The Truck Stops are full and there is no parking on the streets or on ramps. It happens way too often, something needs to be done
- If you can't stop early most truck stop and rest area are full. You just have to keep trying to find a place to stop. You are tired and this is horrible to try and find some place on the side of the road to park
- Every night, on the east coast. Not that often going west.
- I drive 10 hours then start looking
- I haul to and from farmers, granaries, and animal food companies. Most of these are well off the US HWYS and interstates. That makes finding parking even more difficult.
- Last night for instance (29JUL), I was ready to stop in Greencastle, PA, but there was no room. Wasn't surprised, I drove on to Mt. Jackson, VA, skipping other stops that are historically as crowded as T/A Greencastle. Even in Mt. Jackson there were few spots available, but they were there.
- In my general route, by the time I get to park (between 6 & 9 pm) almost all the truck stops are all full. There is 2 rest areas along my route, and on average, I can park at one of them once a week. Otherwise these are full as well.
- Two or three times a week some times more
- Truck stops fill quickly. Closed truck scales do not allow parking. Now we get tickets for parking on highway ramps. Almost every day I am out on the road.
- Parking is hard to find every night. Hold up at shippers and receivers make it even more difficult. More places will not allow trucks to park on their property making legal breaks hard to do. Rest Areas are even closing to add to the difficulty. Wish before new HOS were done studies were done to ensure ample parking.
- If I arrive early to an appointment there is often no parking nearby, companies won't let me park in their gated yard and truck stops are full or too far away
- Depends on how far I am from safe parking that has rig parking with spaces available
- Truck Stops fill up very early now and rest areas are usually full of campers in the truck parking side
- No parking zones, no truck parking signs. Almost every day
- All truck parking areas are full early. Shopping centers and other similar lots often will ask you to leave if you attempt to park there. This happens most every trip.
- Not Enough Spaces. Make Your Own Or Wait For Someone To Leave
- Rest areas are usually full, off-ramps do not allow parking, and truck stops are usually filling up if I'm even near one. I try to find "my spots" along my dedicated routes that I can sneak into for a break but sometimes they are occupied too. This happens all the time during my weekly travels. It's a nuisance.

- Rest areas full safe truck stops full only spots left impossible to get into
- Regular thing after 4 pm
- Whether it's the mandatory half hour break or to take a ten hour break its getting very hard to find place to park it's very frustrating and this is about every day now I'm about ready to give up trucking after 8 years if it gets any worse
- Along the mid-west to east coast it is way too congested. To many trucks not enough parking
- At least 3 to 4 times a week
- It really depends on what time of day it is. In Savannah, GA around the port there are at least 1000 trucks daily just servicing the port. That doesn't include the daily deliveries to the area or trucks just passing thru. There are three major truck stops with parking for maybe 300 to 400 trucks total. The fourth truck stop has no parking at all. Any other parking (i.e. Wal-Mart, shopping centers, restaurants etc.) are strictly either time controlled or in total darkness after a certain hour at night. It's almost impossible to park and feel safe.
- With the time schedule that the Shippers/Rec. has us running, it might be 9pm or even 3am when I'm trying to find a place to park. It's almost a constant event.
- Rest areas closed or can't find any opening at the truck stops I've had officer make me move ...no parking on off ramps in some states. I gotten parking ticket in California...this happens every day if you don't park by 3pm you're going to have a hard time
- Truck stops are often full, rest areas are full or non-existent which means you have to go from one to the next at times to find a place to park.
- MOST OFTEN...ALL THE REST AREAS ARE FULL COMPLETELY. I REMEMBER ONE TRIP SPECIFICLY, I DROVE APPROX. 125-175 MILES AND ALL REST AREAS WERE FILLED COMPLETELY. THERE WAS NO USE GOING TO TRUCK STOP...BECAUSE I CALLED THEM ALONG THE WAY...THEY TOLD ME GOOD LUCK FINDING PARKING...
- Either the truck stop r full or the rest areas r full there's a lot of places You can't park
- I drive night shift and usually have to take 30 minute break in middle of night, Rest areas are full, will usually have to park in fuel island, and rotate if T/S is busy.
- There has been times that late at night, and I usually drive late into the night, that I have had to drive has far as 100 miles checking each TruckStops along the way before I can find a place to park. It does not always take this long, but I usually find a spot within an hour. I have been driving 33 years and find it increasingly more difficult to find parking. And don't even try a rest area late at night. Drivers park any which way and you might go in but on several occasions I have had to wakeup drivers just to get back out and move on to a TruckStops to find a place to park.
- I try to set up to be at a safe legal parking when my drive time is up, however when your time ends at the same time as 100 other truckers you have a hard time finding the space
- Limited parking that is either safe or legal or both ... spots are usually filled before I arrive
- When I start looking I sometimes have to go to numerous truck stops or wait for someone else pull out. Always wasting driving time to find parking.
- No truck parking places and truck stops there are, are too far in between and fill up fast.
- looking for parking in truck stops if you're not off the road by 2pm in the afternoon you would find a place to park

- Depending on what region I'm operating in (north east is the worst) it happens 3-5 times a week. The later in the day you operate the harder it is to find parking. This is especially true re rest (the ones that are still open) areas and truck stops and I routinely see ramps full of trucks as well.
- I run the 54 across the Midwest and 281 out of IA no parking in a lot of places about 1-2 hours before I need to stop for my 10 hour break I start looking for parking. I usually have to stop earlier than I would like because I have no way of knowing that if I go any further that I will be able to find parking or not. Happens on regular basis. I burn up hours each day trying to find parking. Driving in and out of truck stops, rest areas etc. often have to just pull off road to sleep often in bad areas without access to restrooms, food etc.
- Limited truck stops or rest areas and these areas are usually filled up by 5-6 pm CST....seeing as how my runs tend to require that I load later in the morning and drive until later in the evening I find myself forced to sleep in unlit industrial areas close to my destination or on an off ramp approximately 4-6 times a week.
- The truck stops and rest areas fill up early so you get stuck driving around trying to find a parking spot at a mall or Wal-Mart which are increasingly turning trucks away.
- I do long haul, and most interstate don't have enough rest areas or truck stops with a large parking lot to accommodate the traffic.
- It happens quite regularly as I drive at night because most shippers and receivers don't allow overnight parking
- Rest areas full and truck stop full
- Truck stops are filling up earlier and earlier in the day. If you don't get in by 3-4 in the afternoon, it is often very hard to find a spot. As a woman driver I do not like to park in the back of truck stops because of the safety issue. Rest areas in some states are few and far between as well. I find myself planning my day around where I can safely park at the end of the day. If you get held up loading or unloading, this can be an issue. I have often had to resort to parking along a road or off ramp (where legal) in order to stay compliant with driving hours.
- All available parking is full or the customer won't let you park at their facility
- This happens at least 4 or more times a week! Everywhere I go it's full! Rest areas are full, you can barely drive through. Truck stops are packed so full you can barely get in or out! It's not safe and it's crazy. **Wal-Mart is running drivers out of their lot. I have spent more money on hotels just to park!**
- If you drive, load or unload after 15:00 in metropolitan areas or anywhere on the Atlantic seaboard, you will not find a safe, legal parking spot & most shippers & receivers don't work until 17:00 or later for reefer loads
- **I start looking about the 10th hr. I hate to have to give up an hour of driving but by the time I try 2 truck stops and maybe a rest area or find out the rest areas are closed I waste 1hr. With the EOBR I cannot drive over my 11hrs even if it's for finding a safe spot. The law and company don't care. All they see is the 11hrs.**
- I am usually driving at night when the rest areas and truck stops are usually full by 7 pm until 5 am.
- I usually plan to take a 30 min break about 3.5 hours into my run so I still have some time to get somewhere safe.
- Try to park as close to shipper or receiver as possible.

- When you pull into a truck stop or rest area it's full so you continue down your route to find the next rest area or truck stop or even Wal-Mart hoping you can find a parking spot.
- Every time if you're not parked by 2pm to 4pm your pretty much have to stop early or drive until you can find a safe location to park. I normal leave home around 12pm to 3pm & travel through Louisiana & I either has to stop early or drive a couple of hours more to find a place to park.
- Depending on the state and city and time
- Bigger cities and out skirts it near impossible to get a good parking space after 6 pm
- Quite often. I operate mostly north east USA and Canada. If I'm still driving at supertime in NJ, NY, pa, CT, ma, or Ohio. I'm pretty much out of luck in finding a safe spot. And can sometimes run way over my hours looking for a place to park enrooted.
- Full TruckStops, rest areas, and parking not permitted at other locations.
- It happens with regularity
- If you don't stop before dark, you are screwed for any parking!
- ***Now that the latest HOS. Rules are in effect, causing even more drivers to operate in the same 14 hour time period; truck stops are filling up rapidly from late afternoon on. If you are delayed by shipper-receivers and still wish to use available driving hours, you are in for a rough night. This happens almost every night.***
- In Oakland you have to park on the street. No facilities at all. All of I-80 in California has inadequate parking. Nothing closer than 1 1/2 hours from the port. You have to pay and it's always full at night.
- Norfolk and Charleston have NO parking anywhere within an hour or 2. No parking in streets. Nothing. Semis are not allowed in any parking lot. County and city ordinances give the businesses no choice but to keep the trucks out.
- Unless I know the area I'm delivering to and whether or not there is parking nearby, I always cut my day short by an hour so I can hopefully find safe parking.
- TruckStops within city limits are filled by 3pm now and the 1/2 break has made it worse.
- I mainly have to stay in industrial areas or store parking lots.
- ***I usually have three places picked out to take my break. Depending on how long it takes a shipper or receiver determines if you're going to find a parking place. Every trip this happens. Exp. If been at this shipper since 1300hrs its 1745 and they haven't started to load. I have to be in St. Louis, Mo @ 0500 in the morning 9.5 hrs. driving... Where in the world am I going to find parking @ 3am. Receiver won't let you check in early. Who gets bad end of the deal... The drivers. When will the hold shippers and receivers accountable? And if I don't run the freight I get fined from shipper and receiver. If I get caught running I get fined by government who's going to protect my rights... No one.***
- I do not drive long hours or miles, so normally I can plan my day so I can park well before nightfall. On the days I get rolling late and have to drive till 9 or 10, I may have to hit 3 or 4 trucks stops before finding a _safe legal parking place. This may encompass driving an extra 50 or 60 miles and each stop will take half an hour to crawl through the parking lot as everyone else is also scrambling to find a place, so have gone over legal driving hours, several hours just to find a parking spot.
- Often Deliver To Airports/ Secured Areas Late Night/ Early Morning. Never adequate Parking Areas, If There's Space Its Usually In An Unsafe/ Abandoned Parking Lot
- I look for parking, if none I go to next stop until out of hours. Then I park anywhere.

- Just about every evening I spend more than an hour looking for parking. I run primarily oh, pa, NY,NJ,WV,
- Every time I visit Seattle WA. The only truck stop is at North Bend WA, its full as early as at 3pm. Same at East States: last more or less good truck parking at Youngstown OH. All that located to east is just a nightmare. If you ask me about ideal parking area that should be I-80 Ohio: plenty spaces at Service Areas.
- My routes are heavy truck routes northern IL, Ken, TN, AL all TruckStops are full at 1500 +-, at night forget it, we have elogs and like to use all the hours we can thx.
- Green Bay Area to Chicago...Not enough parking
- Just about every week night. around 4pm most truck stops are full
- Most shippers and receivers don't allow then u got to find rest area or truck stop and they are full. Then you're left with the ramps and police don't want u sitting there for your time. this happens on a daily basis
- Almost every night on the road, truck stops and rest areas are full. Deliver to companies do not allow sleep parking, many do not have room. Many times must drive to a rural interstate exit ramp and then many times you will be made to move by police. Then stop you, check your log book and write a ticket over hours but no parking here.
- I am night driver so when it's time for me to take a break, most truck stops and rest areas are already full. It happens almost every night.
- When driving all day and when u get to a truck stop say at around 10pm there are not likely going to be any parking spots left so u have 2 options stop a lot earlier or find some outer place to park witch might not be a safe place to park
- There are only so many spots available at Truck stops & Rest Area. I have got to find a save spot to park. This has happen at lot as more truck are on the road if you do not get somewhere to park then there is nowhere save to stay except on side of the road . We have stay at Wal-Mart parking lots anywhere we can people need to do something about this problem before I get killed.
- no truck stops off the jersey turn pike and rest stops are full and then some not enough truck stops with empty spots, Rest areas, parking areas or truck stops are full
- I am the night driver in a team operation. Some days it has taken a couple of hours to find a place to stop for a break. We have had instances where we have had to switch drivers because there was no parking, especially on the west coast and mid-Atlantic.
- Depends on time and location in the US I'm in.
- This happens every day I have a handicap so it's even harder when you can't find a safe place to park with facilities.
- Usually between the hours of 4pm to 5am it is very hard to find parking any place. Most drivers try and shut down starting around 4pm. I myself can't always do this as I need to be as close to my destination as possible to maximize 100% of my drive time.
- If I am not parked by 7 pm it is nearly impossible to find a safe place to park even in Texas where there are a lot of places if you're not parked by 7 no later than 8 it's really hard to find a safe place to park without some kind of danger to many trucks not enough parking and more and more businesses will not allow parking and the law officers will wake up drivers and give them a ticket for parking and following by the dot rules and rig.

- ***On very few occasions do I ever luck out and find a parking spot at truck stops or rest areas. Many times I have to keep driving to find a place to stop. I've had officers knock on my door and tell me to move the truck. Lot lizards are a common nuisance that is never dealt with by the law. They approach my truck in the middle of my sleep and bang on the side of my sleeper until I wake up and tell them to leave me alone. Shippers and receivers do not have any sympathy that I drove 10+ hours to make the appointment time. I have had my hours expire too many times to count while sitting at the dock. Once loading/unloading is completed I am told to leave the property. I have to drive to a "safe haven" to find a place to sleep. Many of those "safe havens" are an empty parking lot. The company I work for has a policy of no guns, knives, pepper spray or any kind of defensive weapon. I truly feel like I am a victim in waiting out here. If I had known how dangerous this job was, I never would have applied for my CDL (Certificate to Destroy Life). I've been in this profession too long to up and quit. I've tried to leave only to find closed doors because I have been a "steering wheel holder" for too long. I truly love driving a truck, just not the unsafe working conditions.***
- Although pre planned trips with rest area included most of the time these are close.
- There is not enough parking in the northeast. Shippers and receivers are too slow loading and unloading.
- Most of my deliveries are to grocery warehouses which mean middle of the night deliveries and many customers will not let you stay once you are empty. If possible I will call and pay to reserve a parking spot.
- Start getting sleep so I pull into a TruckStops or rest area and there is no parking available. So I go on looking and looking trying to find a place to put it to rest so I can get some sleep. Sometimes I can't find one and I end up getting so aggravated that I go on to wherever it is that I'm supposed to end up just so I don't end up getting a ticket for parking in the wrong place or so I don't have to park where I risk my safety.
- A few times a week, depending on time. After 9pm progressively difficult
- When on east coast it's hard to find parking.
- Cannot find parking after 5 pm. So somebody start driving late in the morning or picked up load after early morning have difficulty finding park both truck stops and rest area.
- Truck stops and rest areas are all full
- No rest area nearby. And some rest areas trucks are not allow. Or take chance for parking. In rest area, some truckers don't use rest areas because DOT is using rest area for harass DOT inspection.
- ***Our company hauls over length loads, with lots of tail swing. Often in excess of 125 ft. in length. We can't get into most truck stops and cannot park on exit ramps because of permitting.***
- TruckStops and rest areas are full... I generally try to schedule my trip to put me at my destination if parking is available... or park where I should not be parking.
- Usually everything is full by evening so I just go on to where I am unloading/loading the next morning
- Usually if I haven't reach an area with good parking before 9pm, it's almost impossible to find a place to park forcing me to continue driving or to find an off ramp where other trucks have pull over. In some areas like Arizona, or NM this might mean being hidden from highway view by cliffs.

- Every afternoon the truck stop parking is full; as well as, most rest areas. It is impossible to park to have a shower or eat and we are forced to "Park" in the fuel island to do things. We often stop many times and "check" for a spot, but it just wastes time. I have been at the moment of desperately needing a nap-not possible at night anywhere-"legally" We have both received parking tickets for parking in places that are not dangerous but marked as "No Parking". It seems that the Police are only interested in making money and aren't concerned about the obvious issue-SAFETY!
- East coast lanes have VERY scarce parking and most of the Wal-Mart's do NOT permit parking and rest areas are closed or closing... VERY difficult to find a place after driving all day...
- TruckStops have limited spaces, and I will not park on a ramp or a private lot not designated truck parking.
- In northeast very often, no place to park on truck stops, truck stops or rest areas filled up to max, drivers park on shoulders, was forced many times to drive from rest area to next rest area to find parking space.
- Trying to find parking late at night is almost impossible
- Almost all the time cant park here cant park there
- I usually have to cut short my driving time by up to an hour to find adequate parking. Therefore costing me an hour of productivity per day, that's 6-7 hours a week.
- ***3 to 4 times a week most of the deliveries are to large big box stores and for their surrounding towns have posted large signs stating NO OVERNIGHT PARKING ALLOWED, POLICE TAKE NOTICE***
- Every week, truck stops are full, drive across I10 in Texas at 6 pm and see how hard it really is. New rules have made it even worse with the single reset and worse are the two periods requires from 1 am to 5 am, everybody's on the same shift, but we all know that's what FMCSA wants.
- Many times I look at a map to find a rest area to stop for a break, but when I get there it may be closed or not allow overnight parking, many scale houses don't allow parking, and if you don't get to a large truck stop before 6 pm you have a hard time finding a spot to park.
- If I am in an area where I'm not familiar with the parking, TruckStops, etc. I try really hard to not drive too late in the day. It seems that if you drive past 5 pm (almost anywhere) you are taking a risk of not being able to find decent parking.
- Where you can get a shower is usually full by dark
- Fuel stops-full, Rest Areas-full, restricted off/on ramps, no specified truck parking lots. If I cannot find a place before 4pm.
- It is a problem, especially east of Missouri river. Dependent upon the lanes traveled and especially the time of day I find myself running out of hours, after 6 pm the TruckStops are generally full and the rest areas after 9 pm
- Truck stops are full and if you make your own parking place more than likely someone from the truck stop makes you move so you have to drive somewhere else then your over hours....happens 3 out of 5 days a week
- It is very stressful to look for parking. I start thinking about a place a few hours before required time. It's not just for rest breaks either. Many times on time for pick up or delivery is a problem as I can't be there any more than 15 minutes prior to appointment. I see ramp parking, closed businesses, rest areas, and weigh stations, empty lots all blocked off. The more I have to drive for parking options, the more fuel is burned, sleep is missed, and laws are broken. This is an everyday problem.

- no room for oversize loads at TruckStops drivers don't park right at truck stops if drivers would take time to park right would help
- I try to pre plan where I need to pull over and take my break. A lot of times the rest area is full, will not allow overnight parking or has been closed, or the truck stops are so full I have to drive around waiting for someone to leave.
- After 9 pm it is almost impossible to find parking in truck stops. Happens all the time you end up parking illegally or in no parking zone to get your rest. Then you get woke up to move your truck and it interrupts your sleep
- To many trucks at truck stops already stopped because their e logs have run out already
- The closer you get to big cities the less parking is available and what is isn't safe. Thus far drivers all stop out of the city, waiting for morning appointments. At approximately 4 o clock every day the truck stops and rest areas start filling up for the night. Only because of my experience am I able to avoid this SOME TIMES, trouble parking is almost an everyday issue. When you start your day night parking MUST be on your mind all day.
- Let's just say it's bad.
- Almost nightly, the rest areas are few and the truck stops are full
- I have a very large semi and it is extremely hard to find a parking place large enough to get into with my rig. If my break time runs out any time after about 5pm and I am running anywhere on the east coast or California it is nearly impossible to find anywhere to rest that is not restricted or banned to big trucks. Midwest and the South is usually not a big or as big of a problem unless you are near a large city like Atlanta or Dallas for example. There are such a large number of trucks around the large cities and not near enough parking available. ***By far the Northeast is the worst area for parking as most of the truck stops have been there since the 40's or earlier and trucks were a lot shorter back then.***
- when I need to take a rest break I have to sometimes wait in the parking lot to leave so I can get there space , and it happens a lot
- There is not enough room at what little and few rest areas there are for the amount of trucks or the states like California and mass have signs everywhere for us not to park and were forced out on the highway ramps getting tickets or harassed by law enforcing for illegal parking. It happens all the time.
- Living on the east coast most places fill up early. After night fall it takes forever to get a spot
- About 2 to 3 times a week, some truck stops are full when I plan on stopping so I go to the next or a rest area.
- It is the lack of parking for this I was on I75 late 11 pm and every rest area and truck stop was filling to over flowing, now I quite truck driving because of the lack of parking it is not safe.
- I travel through Massachusetts almost on a daily basis. There isn't much parking in the state. The I90 Plazas have room for like 5 trucks. If I can't make it through the state (time wise) I have to stop in which ever state I am in where parking is available. This is a royal pain, for I end up losing 2 to 6 hours of driving because of it. This happens more now due to that 30 minute break we have to take. It is even hard to find a spot to take the 30 minute break!
- East coast parking is always full after dark and next places are more than 1 hour always!

- If it's after 2000 parking is almost impossible to find. Just almost as impossible to always be shut down by 2000 Every night
- It happens to me ALL the time due to the fact I haul doubles and NO ONE will mark off spots for doubles ...
- I start looking an hour before my time is up
- Sometimes places are packed even though I have planned ahead so I always have a plan A and a Plan B and there are many times all fall through and I am stuck in an empty parking lot somewhere or off the shoulder of the road.
- Drive nights no place to park after 5:00 pm truck stops full and rest areas
- Location is full, restricted, or just not there, side of the HWY is unsafe.
- It happens almost every night...typically I drive in the late afternoon which makes my day end in the middle of the morning often times there is no truck parking and I usually end up sitting on the fuel island waiting for trucks to leave so that I can have a place to park
- Couple of times a week,,
- At the end of the day trucks stops are filling up. Not enough parking spaces too many trucks. Rest areas aren't safe because 4wheelers can come and go quickly. Truckers usually want mess with other truckers but you don't know who is driving that car.
- I will pull in to a lot that does not have any open space to park so I will go down to the next exit until I can find one and I will keep doing that till I park or run out of time and I am forced to stay somewhere safe or not
- ***I pull a lot of oversize loads, and find it very difficult to locate safe, legal parking for all mandated rest periods. This is almost a daily occurrence***
- I RUN OUT OF HOURS LATER IN THE DAY IF I START AT 7 AM BY THE TIME I LOG OUT THERE IS LITTLE PARKING I USUALLY DRIVE A FULL DAY ABOUT THREE DAYS A WEEK
- once a week
- Rest Areas are closed down; truck stops are full and cannot park on the side of the street. Depending on where in the country I am it can take up to two hours to find a safe spot to park.
- Once or two times a week or sometimes more if running late hours!
- When I am ready to take my 10 I may not be near anything. So I have to drive to the nearest place that has at least a restroom so when my 10 is up I can wake up with washing my face. Using the restroom before I start driving. I see a lot of drivers say they had to stop where there was nothing and had problems staying awake after their 10 was up because there was no running water or a place to go to the restroom before driving.
- It's nearly impossible to find parking after dark on most nights.
- It happens all the time. If you are not parked at a truck stop by about 4:00 PM you are pretty much out of luck for a parking spot!!! And that goes for a rest area also.
- A lot of the truck stops and rest areas are full with trucks waiting for their next load or taking their break. This happens a few times a week
- Truck Stops fill up very early, it is a frequent occurrence.
- Rest Areas Full Truck Stops Full Wal-Mart did not want me parking there
- ***The rest area is full. The Truck Stops are full. I need to shut down or face fines. So I try to find something quickly, and sometimes I have a hard time. I also prefer not to be robbed again.***

- Most of the time I start looking about 1-2 hours before I run out of hours. Too many times I've had to use an on/off ramp to park because truck stops and rest areas are filled to capacity.
- I would say if it is after 830 pm you're going to have a hard time finding a place to park no matter what city or state you are in.
- Depends on what state I am in. GA couldn't find any place to park. I75 - I have a certain place I go and certain areas I run and stops I make and know where they are. IF not for that I would have to run over my logs to find a place to park. Which I have HAD to do to find a place to park.
- Truck stops don't have parking available. Law enforcement won't allow truck parking at rest areas over 2 hrs. Law enforcement often states they don't care if it's unsafe to keep driving tired, just as long as you are not where they don't want you. Lots of towns don't allow parking even at motel's private parking lots where driver is staying.
- Rest areas are closing, states going to no parking on ramps; large parking lots like Wal-Mart won't allow trucks. It takes time to find location to park for the night.
- Rest areas are full to overflowing constantly. At end of shift at my most tried to search for parking seems inhuman.
- Simply put, New England is virtually devoid of truck stops and rest areas.
- Once or twice a week because the shipper or receiver won't let me park inside their secure area for whatever reason. Many truck stops and rest areas are not safe places to park because they are full of suspicious characters loitering to which law enforcement turns a blind eye.
- Most truck stops are full before it gets dark a lot of times I have to park in places that I think is unsafe
- Quite often. Truck stops are full; rest areas are full or non-existent in the area. Many states you can't be on the side of the road any longer. It's difficult.
- Wee hours of the morning are very hard if not impossible to find any parking. The parking becomes non-existent after 10pm. I was once told by dispatcher, I had still 2 hours to run @ 2am, but by time, I ran out my time was nowhere to park. It happens quite often. More so the farther North East one goes.
- This usually happens when the sun is low in the sky or has already gone down. I use several trucker apps to locate my next stop. You can eliminate many because they just have too few spaces to begin with. If the sun has gone down you can forget the rest areas also. When you get low on your hours, you often just have to find any space your truck will fit.
- I work from 10 am to .12 am at 12 am it is almost impossible to find parking. All the truck stops and rest areas are full. Every night I have to worry about finding a place to park
- Rest areas and truck stops are all full and crammed so Finding a spot is hard and some rest areas that have more Parking are so tight we can't get in an open spot. This happens Very often
- With rest areas closed and truck stops full I end up going to several locations before finding a spot.
- Everything is full or no parking. That or RV's and autos take up way more space than they need.
- ***This happens almost nightly. Going from truck stop to truck stop looking for parking and also checking rest areas. I usually end parking illegally because I have no other choice. I was also ticketed for parking on a ramp in Louisiana and forced to drive before my ten hour brake was up. Something has to done!***

- It depends on the time of day or night, but at night the truck stops are usually full so I have had to park on the road, it happens probably about 7,8 times a month especially in cities there are no truck stops , Miami, for one so I park at the receiver and it actually dangerous but so far so good but need more parking, and Wal-Mart is the worst of them no parking and no early delivery or to take your break
- Most truck stops and rest areas are full if you don't get to one by 6 pm
- I'll decide to take my ten, and I will pull off at damn near every exit with a truck stop, and it usually takes 5-6 truck stops before I find a spot. If I'm lucky ill find a rest area. But also rest areas have no showers or hot meals.
- If it is after dark the truck stops are full and I have to find a rest area or service center with an available spot. Sometimes I am forced to park on an off ramp or on ramp and risk getting fined in most states.
- I often go to areas I am not familiar with. I start looking an hour or so before I need to, and I have ended up hours later finding a safe haven. I have areas I am familiar with and know where to look, and then I'm OK but ***I have even had trouble in familiar areas. I can tell some horror stories about parking. Not much scares me, but my wife can tell you how worried I am sometimes when leaving to go to an unfamiliar area. I keep a gun and am not afraid of the low-life's. Though I am afraid of being fatigued and can't find a place to get some sleep. I am 61 and bought my first truck in 1978 and this is all I have ever done. I love being a trucker except when it comes time to park. I have been towed, harassed by police, guards, hookers, perverts, gangs, thieves, dogs, red ants, blocked in by motor homes, cars, motor cycles and I am a nice person trying to supply my country, and people that hate me, with stuff they want and need.***
- At least 1+ hour before HOS end I start searching to find parking spot - most often at night, most often after 9pm. The heavier traveled interstates are the most challenging. Most of the chain truck stops I see on such heavily traveled interstates fill up by 6pm. Many rest areas are hopeless by 7 pm - 8pm the latest. I too have taken refuge in abandoned gas stations & ramp shoulders, but I don't like it one bit! Sometimes I've had to squeeze into T/S's where I know I'll have to wake up during break just to move out of way. Losing sleep on break is not conducive to safety!
- Hard to find legal and safe parking. Lots of truck stops are full by sundown and rest areas are becoming less available. Seems like more trucks on the road. Especially hard to find a spot in large cities like Seattle, Las Vegas, Chicago, and Dallas...
- If you haven't parked by 7pm chances are you will not find safe, legal parking and when you are having to base when you drive by when your shippers get you rolling sometimes you need to park at 2-3am and you are in bad shape finding anywhere to do so.
- First let me explain it really depends on location and time of day a break would become mandatory. If a break becomes mandatory between 1500 military time and 0500 military time, location does not matter, I will have an extremely rough time finding adequate parking if any at all. Then when a break becomes mandatory while in heavily traveled areas such as the east coast interstates like I95 and I81 in all states north of Florida , time of day does not matter , finding adequate parking if any at all is always a problem . To rate these on a percentage scale I would say 87% to 92% of the time. If DOT would force shippers and consigned to allow drivers to park when HOS are in question, would resolve a big part of this problem.

- Shopping centers and/or Wal-Mart's are full of trucks with no place to park, or don't allow overnight parking, or it is in a high crime area or unsafe to park. This happens about 50% of the time because as an OTR driver these areas are often unfamiliar to me and you don't know if space is available until you get there. You can't call ahead to find out because either they don't know or it might be full by the time you get there.
- Depending upon location. Harder to find safe parking on East coast loads that go to New York State.
- If you're in the northeast it's almost impossible to find especially in NYC I have to drive a hour outside the city to park get up early go back over a bridge (toll) just to make a delivery or pick up
- Because I start at about 9 am because that's when most of our deliveries are every day, and I tend to still be driving at 10pm and good luck finding any parking in a truck stop... It maybe possibly a rest area... Aka. I drive a little into the night and any time after 7pm start forgetting about a safe parking place.
- All parking at planned & back up spots are taken
- Almost daily have to drive miles out of your way to find parking sometimes
- Depending on the time of day, it is nearly impossible to find safe parking in a truck stop or rest area. More and more, we as drivers are not allowed to park on interstate on-ramps. Shippers and receivers are getting to the point that we are not allowed at the facility until appointment time and we are not allowed to park on their property for rest.
- Closed Rest Areas and NO TRUCK PARKING make it really hard to park.
- No parking available. Truck stops fill up around 1 pm. I have to park in the fuel island most of the time for the 30 min break
- If I don't shut down by 4 or 6 pm chances of finding safe parking is slim to none.
- Arriving early or on time for deliveries, the customer sending or receiving the freight will have no room for parking trucks they ordered the freight to be shipped to or from.
- Sometimes I find parking within 30-45 minutes. But many times it can easily take over an hour, and end up having to find an abandoned lot or highway on-ramp to stop at. I try to leave at least 2 hours at the end to try and find parking, but sometimes I simply can't, due to delivery appointments, or is just not enough time, and have to stop somewhere questionable hoping I don't either get a ticket or robbed.
- You usually have to start looking 1.5 hours before your day is up. If you wait to the last minute and run out of time you will get a violation on your log. This causes you to sometime end your day early or god forbid have to park on a on or off ramp.
- I usually start trying to find parking approximately an hour prior to being out of hours. I run team and when I have to shut down between the hours of 9pm to 5am parking is absolutely unbearable. ***Often times I find me and my partner performing our driver swap in a fuel island or often times on the side of the road.*** Since more and more truck stops are putting in the natural gas fueling stations they are eliminating 10-15 spots per truck stop creating even more of a problem.
- 3 times a week usually as the drop times are late and truck stop parking is full due to hos regulations or just no safe available parking
- Every day after 8:00 PM (Eastern) looking for a parking spot. I start to look early so I have time on my log to allow me to continue if needed.

- 6Pm. 6Am if you are not parked, rural area. Are the worst the entire state of California is short parking, even the pay to park places fill up after 4pm it is difficult to find parking of any sort. If I run into heavy traffic or experience a flat tire or any other kind of delay that puts me behind of my planned trip then it is hard to find parking of any kind and sometimes I am forced to use the get off ramps which is not safe at all.
- **All the parking places start filling up an hour before sunset, so you just have to ride around and get creative. I am an overnight driver. By the time I need to stop -even to go to the bathroom- there are simply NO places to park. Rest areas, truck stops and (in SC only) the commercial parking areas are jammed to the point of barely being able to drive through them, let alone park.**
- I go to a truck stop. It is. Filled up, I go to another it is filled up. You may have to try several before you find a parking space.
- I run a lot of nights I almost never can find parking unless a ramp when I get tired this is a nightly problem
- Several time this past year, An example : was going to park in Houston, TX on I-10 checked every truck stop going east until I arrived in MS, slept 2 hrs. at the pump at Flying J ext. 33 and then found a place to park at 5am I drove nearly 400 miles extra that night. That's the worst time, could not even find a spot on the ramps!!!!
- East of the Mississippi it happens all the time, some loads have schedules that don't allow you to stop when it's convenient. You drive to get the most distance from your hours. Head east on I-70 from St. Louis after 10 PM, you won't find a parking spot until you pass Indianapolis maybe not until you reach Ohio!
- If I work past 9 pm and then look for a TruckStops it is almost always impossible to find parking so keep driving till can find something.
- I usually try to plan the end of my day so that I stop at a truck stop or rest area. Even early in the day it is often hard to find a spot, especially on the east coast where parking is limited. With the new rules it's even harder.
- Truck stops are full, rest areas are full. Can't park in towns due to city ordinances. Happens many days per week.
- After 3pm.the TruckStops are filling up.so if you get in earlier you can find a place easy.in California. The Hindu places charge \$10 to \$15 to park at their little TruckStops. And if your nowhere near a truck stop. The rest stops are full and nowhere to park. While in Bend, OR you won't find a place to stay the night. And that's the way it starting to get I've seen.
- Rest areas full and truck stops as well there is not enough parking in high travel area and in low travel areas parking for trucks may not exist at all
- This is every night. Rest areas are full, because there is not enough parking. Truck stops are full by 3-4 in the afternoon. So you have to keep driving, hope you can find somewhere close to where you are.
- **I haul oversize/overweight heavy haul loads. I measure 84 feet bumper to bumper. It is EXTREMELY difficult for me to find a parking spot that I can safely fit in. If I finally find a truck stop, my issue is the parking spots that they have available are designed for small company trucks with no wheel base. Truck stops are filling up faster and during the entire duration of the day. Hauling oversize, I am only allowed to drive during the daytime. I find myself stopping to find a**

parking spot 3-4 hours before I would need to because the likelihood of finding a spot to park for my length and width is usually impossible once it is actually dark.

- It all depends on when I have to take my 10 hour break. Usually if it's after 7 pm that is very hard to find a safe parking spot.
- if I don't park by 7pm I may not find one in the next 100 miles then only if lucky I do have some regular stops I make but always before 7 pm all pilots ,loves are full be for 7 pm but these have very small lots
- ***most of the areas I go to it is very unsafe to park anywhere near the ports themselves most nights I'm on the road***
- I drive western US and western Canada. There are not many suitable places to park a truck.
- Hit or miss at truck stops or rest areas, like playing musical chairs sometimes, not enough LEGAL parking spaces as each year passes, there are less and less as there are more trucks out here now than ever before!!!
- ***I plan my parking at the beginning of the day because my driving schedule is determined by parking availability, not hours of service laws.***
- Truck stops are full by 1500 hours and rest areas are full early also
- I have to shut down early, that more time on the road for the same money. And pulling a tanker with HazMat is even harder.
- Midnight to 5 am in Chicago. Look for parking alongside Interstate or in truck friendly parking (usually 1 or none availability) Weekly Monday early am. all rest stops and travel plazas are full
- ***We haul oversize. We try to run as much daylight hours as we can. When we have to shut down around dark, it is almost impossible to find a safe parking space, with a big oversize load!***
- Going from truck stop to truck stop only to find everything full. Then finally in frustration parking in an undesignated spot hoping to not get a ticket and get some rest.
- Quite a bit all parking is full even rest areas anytime I am near a large metropolitan area.
- If you don't have a place to park by 4.00PM you usually wind up on an off/on ramp (usually illegal) to the highway or a vacant store or lot, if you know the area well enough.
- ALMOST DAILY. AFTER 4: 00 PM IT IS ALMOST IMPOSSIBLE TO FIND ANY PARKING IN OR AROUND MAJOR CITIES.
- depends on the day of the week the hour of the day and where usually Sunday and Monday are the worst New England states all bets are off same with Arkansas and California every week of every month this happens
- I try to run about 9 hrs. A day so I don't run out of hrs. . But with limited parking I've had to drive sometimes another 2 -3 hrs. To find a place to park then you got to worry about getting ticketed or towed. This happens just about every day.
- ***It states "from the time I decide or are mandated". I know when my mandated break and sleeper requirements will be. Because of the inordinate lack of parking I must start planning where I will stop at the beginning of my day. If there are any unforeseen disruptions to my schedule I must become very creative with finding a secure parking area. Sometimes this means I must encroach on a friendly business like Wal-Mart, Home Depot, etc. This is unacceptable for drivers to rely on private businesses for parking. Even more unacceptable are the times when I must park in an area with no facilities for bathroom use not to mention available food. I am NOT an animal.....***

- Describe the circumstance? I'm driving and I'm either out of hours or I'm tired. I pull into a truck stop and your heart sinks because you see all these other trucks parked all over, against curbs where it isn't real spots and you just know this truck stop is already full. You cruise the lot anyway hoping to get lucky, but no. You get back on the highway and try and at another truck stop in another 20 or 30 miles. It's the same old song and dance until you either get lucky or find an open spot or it's now so late into the night that it's actually early morning and some guy will be pulling out to go make his morning delivery.
- Parking lots are filled by 5pm. No TruckStops In the area that I'm delivering
- Pull into truck stop and they are full so I have to drive to the next. And it's common to do this 2 to 3 times before parking. I usually don't park anywhere in the truck stop any more... Found too much trouble doing Thursday. So I park in a well-marked truck slot. The parameters are defined better.
- Just not enough parking spot in some areas Truck stops & rest areas are full
- Shippers and/or Receivers will not allow any parking on their property after loading/unloading every day it becomes harder and harder to find a place in any truck stop. Many get on and get off ramps across the country either have no parking allowed or they are already full of trucks
- TruckStops are full because I drive in evening and at night.no space available after 8pm I do heavy haul. Can't always find a place to fit.
- Depends a lot on where I am like the northeast has bad parking, you can't even park in the industrial Park areas. Everyone wants trucks and regulations without accommodations. They also need to do away with this pay to park at truck stops thing they have going. Outside of the no idle law which is BS, parking is the worst in the northeast. I am a victim every time I go up there...
- If I drive past 5pm every truck stop and every rest area are already well past capacity
- ***Shipper/ receiver run us out or almost out of hrs. Then tells us that we can't park at their facility after they have kept us there for half day waiting to get loaded or unloaded. They could care less whether we have started our clock or not delivering another load before we got to them. It's on us the drivers to figure out where we can go and whether we have the time to get there. They go home after the shift and aren't regulated by any clock to complete their task. Nestle water & food distribution centers everywhere, Heinz in OH, Wal-Mart & SAMS club distribution centers everywhere if your co doesn't have a dedicated acct***
- I try to go to the same places for my breaks that I know are safe, from being there before
- ***Finding a safe haven to park varies depending upon which area I'm at. Some communities are trucker friendly, some are not. Some states such as Nevada are fairly respectful and allow truckers the ability to find safe parking areas. California is not a trucker friendly zone. I try to find a safe parking area out of the way of traffic and try not to annoy people with the noise of the reefer, but I most often have to find a highway ramp to park. Most likely, if I find a parking spot near a pick-up/delivery point, I'm awoken by a door knocking by police officer to move my vehicle elsewhere. Usually a travel plaza/truck stop is too far out of route from these points. What a hassle and encumbrance upon the needed sleeper berth status! Safety is definitely a factor in this problem. Thank you for trying to help us, but I'm not going to hold my breath on this one! I'm surprised anyone cares about what happens to us out there! I was seriously injured in an MVA where a motorist blocked the slow moving vehicle lane by parking in it late one night, a small black colored Honda Civic car with no lights on or any use of warning hazard devices whereas I was forcefully***

vaulted from sleeper berth (team op) at 55 mile per hour impact killing the driver of the car. I was forced by CHP to stand away from vehicle(s) my painful pleas for medical help ignored purposefully due to my being a truck driver. I still am injured without the needed medical care for my spine (L5-S1 disk herniation), so I really doubt that a truck driver's safety is taken into consideration at any given time, I transport needed materials nationwide shifting gears suffering immense pain! But I "Get er done!"

- I will start looking 1 hour plus before I find a spot. I do not drive just in the day it depends on when the load picks up as to when my break is due. If you are looking for a spot to park after 1700, good luck. I have had to park on off ramps because my HOS was up for the day even though I had been looking for an hour or more. Some places are easy because it's not in a good paying lane of transport. Just last night several trucks were rousted by law enforcement to move their trucks even though their HOS wasn't up. This was in the Texas area hwy 90. There are not enough areas to park and if we park in town to be safe we are usually rousted out by local law enforcement.
- Daily. Most truck stops & rest areas are full. I stop between 10pm to 1am eastern times.
- The small truck stops are full, people parking at fuel islands. Rest area parking full and I have parked on the sidewalks at rest areas. Some state scale houses do not allow parking what so ever! I have parked behind buildings unlighted, abandoned warehouse backed down into docks so trailer doors could not be opened.
- Daily there is never a place close to my next stop also start looking two hours before my stop time.
- This normally happens if I have to pick up or deliver at night. I haul a reefer, and many food facilities are 24 hour facilities. Many times if they are late loading the product, this can make finding parking a problem. Also, if I deliver in urban areas (like Chicago) I will have to drive an hour or more in order to find parking.
- Night time parking requires checking several different truck stops as there is often no parking where I plan to park or within several (60) miles of where I need to be. I often have park in unsafe places such as off ramps, side roads, and shippers
- Truck stops are full at 4 PM. No roadside parking available. Many shippers/receivers don't allow onsite parking.
- Almost anywhere east of I-77 or north of I-20 very hard to find a place to park. If you are in busy cities they don't have much parking if any and the rest areas fill fast so we go from place to place looking for legal parking. This happens very frequently considering I drive during the day light hours and have to start looking at least an hour or so before I have to stop.
- ***If you are on elogs you half to get the most out of drive hours so sometimes u half to run down to the last minute an then you are usually in trouble by then cause there is not any parking or if so it's usually over crowded so then you are forced to move on or park in an un safe situations. It happens almost daily. Wal-Mart DC in AR the worst of all for not having sufficient. Parking for outside carriers they have no parking at all if are early***
- I can preplan my stop but when I get there, all spots are taken. Then it is driving from one to the next to find safe places or truck stops. ***LOTS of the shippers and receivers have NO OVERNIGHT PARKING***, nor are there any close by in many circumstances.
- GO TO TRUCK STOPS THERE FULL NEXT STEP FIND A REST STOP WHAT A JOKE SEEN SOME TRUCKS PULLED INTO CAR PARKING PARKED IN RAMPS IN MIDDLE CANT GET THRU SOME TIMES. NOT

ENOUGH SAFE PARKING FOR A FEMALE... CAN FIND EMPTY LOTS BUT NO FACILITIES EI:
RESTROOMS.

- Regularly happens. Many states have closed their rest areas off to overnight parking for trucks or completely closed. If the rest areas are open....they are past full capacity with trucks parking on the entrance and exit lanes. Private truck stops seem to be in clusters, so you know you can find parking in places like El Paso, Ely AZ. or Memphis, but then in places like CA and the Eastern states of NJ, NY, VA, there is NO parking.
- You try to plan on the closest rest area or truck stop and many times these areas are full by the time you arrive. Then you begin the process of trying to find another place and end up selecting an open, out of the way spot without any prior knowledge of the area or location. So far I've been lucky but not without some spooky moments.
- Every day, hard to find safe places to park. Some truck stops charge to park.
- Every time I am coming or getting close to a break or mandatory shut down at least an hour a day is lost due to parking problems. God forbid I have to park for a 34 hour restart I find a quiet place to park, start my reset 10 or 13 hours into my reset I get chased out .Now my E log says I am in violation The whole system is screwed
- ***all the time, drivers r forced 2 parked illegal, there's a time in IA the fog was so bad I could barely find an off ramp 2 get off interstate, went 2 bed when I got up there was 5 other big trucks were behind me, we all had parking tickets? They would rather us drive on interstate u couldn't see past the hood? if I remember right the ticket was \$130.00***
- Unless I start my day at 3am and have break in early afternoon, then I have trouble finding parking. Especially late at night it is difficult to find parking. I try to start my day very early so I can hope to find parking and even then sometimes it is difficult.
- Just not enough parking on the route that I drive all the time and the safe parking is far and few. If delivering to a place that has no overnight parking or a big city that there is no TruckStops close to have to start when the first place is at TruckStops, rest area pending the time which a lot of times you have to drive sleepy due to finding a place to park. Too many trucks and not enough parking spaces. Truck stops to small and rest areas to small .no parking on a lot of exit ramps
- Port Newark & Oakland have no parking at all & yet I have to travel up to 60 miles from the point of pickup to park. This happens to me all the time.
- Truck stops full beyond capacity as well as rest areas some rest areas only have two hour limits
- Daily, if you are not parked in most TruckStops between 5pm and 7 pm. you will, most likely be able to park legally or in assigned truck parking.
- Always depends on the area I'm in. If there's a general rule for problems I'd say it is mostly anywhere within 100 miles of any major metropolitan area, and usually you can count on difficulty finding adequate space.
- Every time in the San Diego central California and phoenix areas not getting into the lot early in the day to secure a spot. Truckers are quitting sooner in the day to get a spot. I pre plan all my runs but I enjoy driving from the afternoon till early in the morning. So by the time I decide to stop I start looking for parking at least an hour and a half before my drive time is up. At this hour of the morning there is not any available parking because everyone else who decides to start driving in the

mornings are taking their breaks and it takes at least an hour if not more to check each legal truck parking spots to find that one that will keep me and my wife safe.

- At least 2-3 times a week it happens depending on where I am running. It is a big problem on the east coast, southeast & in California. It happens all the time, truck stops and rest areas fill fast and way early this only happens once in a while depends on the day and where I'm at All the rest areas are overflowing and truck stops are jam packed as well. Many trucks have resorted to parking on the side of on/off ramps or just parking on the side of the road. I generally have to search for a spot to park on a daily basis. Time ranging from 30 minutes to 1 hour. Usually I just park in the grass at a rest area, places are packed and roadside rest are out dated truck stop full state rebuilding state scales moved scales in rest area closing it
- ***I have had to find other areas when a TruckStops is filled; sometimes a rest area that is available, Lowe's Home Improvement, some Wal-Mart's. I usually plan where I am going to stop ahead of time, sometimes I might lose an hour or more of my driving time just because I know there is nothing else out there to park at. I have been in the Lamar, CO area where I found a nice wide spot along the side of the highway and more than 6 feet from the edge of the road; I was on a 34hr reset, had 3 hrs. to finish it, a state highway officer said I would have to move, that of course ruined my 34hr reset. There were 2 small stations in the area, but both were full. I would say that not being able to find a spot happens at least on average 2 times a month. I try to keep my options open, prefer to park at a rest area vs. fuel stop. Of course so many rest areas are closed now.***
- Sometimes I'll be in the middle of a State away from the main highways. It takes a decent amount of time to travel back out to the closest highway. Well now that I finally made it to the highway there are no rest areas around to park the truck. Now I have to either park illegally on an exit ramp or fight to get to the next rest area, or in an area that I can fit my truck. In a lot of cases you plan on getting to that next rest area and when you get there it's closed and the rest area after that is 60 miles away or at least one hour of driving. You now have to hope there is no traffic, traffic accidents, or construction that will prevent you from getting to that rest area before your time runs out. Therefore in conclusion drivers a lot of time go over there hours of service for these very same reasons or have such a hard time finding a place to park. Something needs to be done about rest areas being closed or somehow somehow there needs to be more parking.
- Truck stops fill up quickly after about 5pm its usually difficult to find a place to park and pickups are in the cities listed and there is no parking try to find something close and safe means I have to find parking sometimes 50-60 miles from my destination which messes with my logging time bad I always have hazmat loads on and it is a real problem. None of the shippers or receivers wants you on the property till time to load or unload.
- Any time between 8 pm and 4 am it is really difficult to find safe parking. I try to find parking before or after those times.
- I plan my trip routes, but, sometimes plans will change because of shippers taking too long to load or unload the cargo, road maintenance, traffic accidents, etc. Depending on the state I'm in truck stops is few and far between. Some states don't allow trucks to park at rest areas which is even worse. Truck stops do fill up early. If your load picks up later in the day it is very, very difficult to find a safe place to shut down later in the evening.

- Truck stops full at night almost all the time unless you stop early.
- Depends on the time of day. During the day it isn't bad, but after 7 to 8 PM, it becomes almost impossible to find a spot. Usually unload in major cities such as Newark, NJ. New Orleans LA. Finding a safe spot close is difficult at best. This happens at least once a week. I am forced to drive 50+ miles to find truck stop.
- Happens on average 3 nights per week. Usually around 9 pm major metropolitan areas. I.e. Dallas (really bad) although they have several truck stops it's not enough to accommodate all of us. I tend to drive nights for early morning deliveries. By the time I am close enough in to park or by time I am either tired or getting close on hours, it is usually middle or night or early morning and every rest area and truck stop is usually already full up
- Most TruckStops start to fill up around 6-8pm...if I don't stop early I have to stop around 4-5am when most drivers start pulling out....this is every day of every week...
- Driving around the TruckStops till some leaves or down the road to the next TruckStops or the side of the road or when clock stops in the road would be better
- Just about every time you see it isn't just parking you have to find an accommodating exit then get off there wait for the light get on the property drive around the lot just to find that there is no spot ..Then you go across the road if you are lucky and do it all again. Once or twice a week this will happen then you settle for an end spot where you are afraid you will get hit or backed into...most truck stops are full by early afternoon
- The parking areas available are already full with other trucks. So I am forced to drive over the HOS to try and find another place to park. Even worse sometimes still nothing is found to be available and I am forced to park in illegal or unsafe areas.
- We have 11 hours to Drive technically...But unless I know where I'm going and know of advanced safe parking...I Generally spend the 11th hour searching for my Safe spot. If you wait until it's time to actually stop...You will end up with H.O.S violations...So many drivers today are parking anywhere and Everywhere...Creating their own parking spots without regard to laws and or Safety measures.
- Rest areas and TruckStops often fill by early afternoon/evening. Many times you drive many miles to a rest area only to find it full, and then perhaps try one or two TruckStops before finding space to park.
- Depending on the time of day and where I happen to be; this only occurs in areas I haven't been to before
- Truck lots and rest areas fill up. Ramps are full of trucks. I have had to sleep in Wal-Mart's and Lowes because I couldn't get into a place before they filled up. Sometimes I get lucky and can sleep at the facility I am picking up at.
- BECAUSE OF E-LOGS WE CAN NOT PARK AT RECEIVERS OR SHIPPERS BECAUSE THEY DON'T HAVE ROOM SO ITS MAKING IT HARDER TO FIND PARKING AT TRUCK STOPS CAUSE AT 5pm THEY ARE ALL FULL, SO YOU HAVE TO TRY AND FIND SOMEWHERE YOU THINK MIGHT BE SAFE CLOSE BY
- ***East coast parking is very hard to find especially in MA, CT, VA, and NJ! Most of the rest area are full, we r driving as a team but sometimes do single loads... It is very hard to find parking. Ex: three weeks ago we were on I 81 south in VA. Rest area very small by Roanoke... Most of the trucks were parked on the shoulder behind the white line... We parked there as well dying of sleep and no hrs. Of service.. Cop knocked on the door at 5 am in the morning wrote us a ticket for***

illegal parking... 3 miles down the road there was a weight station... If they would of stopped me they would of give me a violation for driving past 11 hrs... So disappointing!

- Happens on regular basis. Truck parking can be very difficult to find, especially in the eastern seaboard states. I usually pick up my loads during the mornings then take my sleep break during the afternoon and early evening. I then get up and drive during the night time. If I decide to take a break for any reason (restroom, snack) or, try to catch a short nap it is all but impossible to find any place to park once it has gotten dark, so you are pretty much forced to keep going even if you are tired and need a short nap, there's just no where to legally park.
- We do a lot of deliveries to Texas. There are so many trucks you can't find a place to park. Last night - had to drive because we could not find a place to park and I was 5 hrs. from getting a restart Usually all the safe places are full by the time it starts to get dark, So all you have to do is drive around to try and find some place where they will let you park and also that the police won't wake you and either tell you to move or give you a ticket and then tell you to move!
- Truck stops and rest areas filled or spaces available are for shorter trucks or trailers. Vehicles crammed in to too small of a parking lot. Spaces are taken starting at around 4pm on East coast and don't open up till around 6am...
- THE TRUCK STOPS CLOSE TO OUR CUSTOMER LOADS ARE ALWAYS OVERFILLED. SOMETIMES PARK ON THE STREET 1/2 MILE FROM TRUCK STOPS AND WALK BACK FOR SHOWER ETC.
- ***I set a goal and have an idea of where I will park I start at about my 10 hour drive and mostly depending on what time in the evening- I find a lot of TruckStops are full --- so I spend my 11th hour of driving looking for a safe place to park-- the key is safe place!***
- I do a lot in New England and after 6 pm I is real hard to find a spot unless you know a special place and these too are filling up fast. The problem will become much worse when EOBRs are mandated
- At least once a week I drive past 6pm.... after that time parking is hell to find. I try to plan 3-4 places so I can hopefully find a spot
- It happens almost every time most of my pickups are around 1430 to 1830 after 1700 there is no chance of finding a safe spot.
- It happens quite frequently due to the nature of my driving which involves 100% oversized and overweight transport.
- If it is after 4pm it is a pain in the neck trying to find a place to park & is only going to get worse with the new hos.
- If I'm unable to pull into a truck stop before the sun starts going down then I am forced to go from truck stop to truck stop looking for a place to rest. This happens two or a three times a week.
- I usually try to find a place to park when I have two hours left on my drive time clock. I use the pocket truck stop guide, but there are many times I have to either cut my driving time short or drive past the end of my 11 hour clock to get to a safe place to park. The problem I am finding with rest areas is that so many of them are closed or there are no parking spaces left when I need to stop. The parking issue happens at truck stops, too. I have had to park in spots that were not designated parking spots because the truck stop or rest area was full and the next one is too far away. This happens at least two or three times a week.
- Every trip. Because I leave after noon. And get to stop before or around midnight. Nowhere to park. Even if I don't "plan" the stop before departed. When I get to the stop doesn't mean there will be a

spot a legal spot left. I often have to leave to try again sometimes 3 stops before staying the night. Because of the no split shift often all trucks are forced by log book rules to drive. Until 14 hours on duty or 11/ 13 hours driving is done.

- Delays in dispatch or P&D often unable me from planning ahead. So I simply won't know where to look for a parking spot until it's too late. If I am in the north east it takes a while to find parking. never had much issue finding parking out west, Midwest to south may have to plan way ahead and many times that doesn't work so just hope to get lucky and find something
- There aren't enough rest stops or truck stops to park in at any given time of the day. I usually end up parking on the side of the road somewhere. It happens more than 5 nights a week.
- I often stop or am looking for a place anywhere from an hour to two hours before my eleven is up as to be parked by around six or seven depending on the area or else it is all but impossible to find a safe place to park or sometimes if I know I'm in a really crappy parking area i.e. anywhere in the northeast parking is next to nonexistent in that area and the parking that is available is not safe nor peaceful between the bums dope dealers and prostitutes constantly banging on the door rest is a distant wish as to worried about truck and freight security in other areas there just simply is not enough areas to park safely especially with some states closing most of their rest areas how often this happens is every day on every trip
- Timing it during the day, before 4/5 pm, any time after that there is no room at the inn
- parking lots are full in some states not allowed to pull on off ramp to rest this creates a dangerous and fatigued driver
- ***I am on E-logs and the company wants us to run all the time we can. When I hit the 10th hour I start hunting for a SAFE and SECURE spot to take my break. If it is after 18:00 Monday thru Friday it is hard to find a spot quickly. I have a directory and most all of truck stops are listed in my GPS that are on my route so I can TRY to plan a safe spot to stop. I have had more than one occasion where I had to stop quickly when I entered a truck stop after trying to find a spot at more than one location and get off duty as I was within seconds of being in violation of my hours of service and in regards of frequency of this happening almost daily. And as to why this happens so often I DEAL with GROCERY warehouses and the majority of them have delivery times after 18:00 and you can be there at the dock for 5 hours or more getting unloaded. So you do the math and then you might understand why it is so hard to find a spot at night.***
- Lack of Safe Parking Areas. it happens quite frequently. Lack of rest areas, truck stops that are full make it difficult to find a place to rest
- I operate 24 hours a day. On any given day I can be required to pick up or deliver a load or be required to park late due to the requirements of the load being run. The later that I have to run the later I have to park. After about 5-7 pm Most rest areas and trucks stops are full on parking requiring me to travel further and further seeking out more safe parking areas.
- Any time after 5:00pm parking in a truck stop is nearly non existing. Especially if they have a small parking lot, and if they are one of a few in hundreds of miles. Rest area and truck parking is not much better. And it's every time. The only time I could find parking is if I was there before 3pm.
- I deliver many times a week to the New Jersey and New York City area. There is an absolute lack of parking almost everywhere in NJ and NYC. If I am in NYC or NJ I ALWAYS drive back to PA State to find a place to park. NJ & NYC want stuff delivered, but do not want trucks to park, it is unreal.

- Because of irregular delivery appointments. I am usually trying to find parking in the wee hours of the morning. The truck stops are always full. And most shippers and receivers will not allow a ten hour break on their property. Also larger cities have nowhere near enough available parking.
- I constantly have to stop driving 1 to 2 hours before my mandated time just to make sure I can find a safe place to park
- It is getting worse with all the new drivers getting on the road and the parking spots filling up faster it happens almost every day for me unless I shut down before 4pm and most of the times I have to find a place to tuck my truck away where there is no lights or where I can get in trouble
- At least once a week when I'm in California or the east coast
- Depending on the time of day and location of the country I'm in, parking is scarce! I try to plan hours before I absolutely have to shut down for the day.
- I'm a team driver for 10 yrs. now. Lots of times we deliver late and have a next day pick up. TruckStops are full or they charge outrageous fees to park overnight...
- All the time I run part of the day into the early hrs. If I'm not parked by 4pm I'm not getting a spot. The places I park are far and few I sleep a lot at certain places I know but they are hours apart do are the shipper and receiver.
- I prepare an hour to an hour and a half to find a place to stop in the hours before I run out of driving hours.
- Parking lots are full in truck stops and trucks tops are few. Rest areas fill up as well. A lot of times we have to park on ramps. 8 times out of 10 U find a stop to find out it is full , so u half to find another place , if you are running low on time then you are forced to pull over on an off ramp or on ramp or on emergency pull off to rest.
- Every place you find to park it's full or there's no parking for semis or it's too dangerous to stay. At least every other trip 60% of the times
- Every time I run into the states from Canada I try to pre plan where I'm going to stop for the night and after dinner time all rest stops and truck stops are full leaving me to sleep on a shoulder
- On a regular basis--no matter WHAT route I am on--I have to start looking for somewhere safe to park--about 9.5 hours into an 11 hour driving shift--to insure I can park BEFORE I run out of legal driving time
- The areas we deliver to are often rural and it takes time to find a safe parking place or return to the highway system in order to find a rest area or truck stop. Finding parking after five PM is getting really difficult lately.
- On average, at least once a month and usually around 3-4 in the wee hours of the morning. Delivering at that time to places they don't allow you to stay. Depends where you are because the places are small.
- I haul containers and don't park on the side of the road we need more parking the truck stops are full by 500 pm it sometime forces me to drive till I find a spot 2 times a week at least.
- Depends on location. But often the truck stop I have determined to stop at is full. So I continue to next stop and drive around parking lot looking for a place to park. If full have to find spot on side of road or in a shopping center. Hoping I can actually get some sleep without being woke up & told to move!

- Inadequate parking. Unsafe parking. At least twice a week. Night driving there are no places to park. TruckStops and rest areas are filled to capacity. Every night this happened. I am on a team truck and if we have a load that has time to park, we usually switch drivers due to lack of parking.
- MOST PLACES YOU PIC UP OR DELIVER TO DO NOT ALLOW TO PARK THEIR FOR SLEEPER BERTH BRAKE,VERY FEW COMPANYS WILL ALLOW IT, EVEN PARKING OUT ON THE STREET IS NOT AN OPTION CAUSE OF NO PARKING SIGNS AND OR LIMITED PARKING TIMES SIGNS FORCEING US TO DRIVE OUT TOO THE NERIST TRUCK STOP OR RUEL AREA WERE YOUR ABLE TO PARK ON THE STREET WERE ALLOWED FOR US OUT HER IN CA IF YOU PIC UP OR DEL ,IN LOSANGELS OR LONGBEACH THEIR IS PERTY MUCH NO PARKING THEIR IS ABOUT ONE PERCENT CHANCE YOU FIND A SPOT ON THE STREET AND ITS PROBLY NOT A SAFE PLACE THE NEAREST MAJOR TRUCK STOPS ARE THE TA TRUCK STOP IN ONTARIO,CA ,OR THE GRAPE VINE GOING NORTH ON THE I-5 JUST TRAFFIC ALONE WILL TAKE YOU AN HOUR TO OR MORE TO GET TO A SAFE PLACE TO PARK .THE BAY AREA IS JUST AS BAD IF NOT THE WORST I DONT LIKE GOING THEIR JUST CAUSE THE FACT THEIR IS NO PLACE TO PARK I WOULD SAY YOU WOULD HAVE TO DRIVE 75 MILES OR MORE ANY DIRECTION OUT OF THE BAY AREA BEFORE YOU HIT A TRUCK STOP TO PARK .
- ***Most of my driving is 48 states on Interstate Highways. That means a lot of the semi safe parking is at the big TruckStops. And even then the safety is only as well as you watching your own back at all times. And what good does that do if someone pulls a weapon on you in a dark place that has no armed security. For me finding a place in time doesn't happen a lot cause I drive as a team. But I plan on going solo very soon and I'm sure I will find myself in a position where I will have no choice but to pull over on an off ramp in the middle of nowhere, that has no lighting or parking at all. Driving up and down the interstate highways I see countless trucks pulled over in the middle of nowhere every day. So I assume it happens every day.***
- When I get held up at the shipper or receiver may be three times a month Truck stops fill early in the afternoon. Most rest areas have more car parking than they would ever need, but only a handful of truck spaces.
- ***Shippers and receivers don't always allow parking at their facilities. All the time due to not adequate parking for the number of truck on the road. shipper/receiver don't let you park and truck stops are full rest area full. Truck Stops full. Why even bother to waste ones FUEL, Time, disturbing the ones already sleeping in the areas. So, ones like Jason's LAW types find Wal-Mart's, Home Improvements stores abandoned lots. Yeah Well these places are getting tired and posting signs, NO OVER NIGHT PARKING. So, what is a Set-Up for Failure driver do? Hmmmmm Apply for Government Food Stamps, Housing, cell Phone!!! IS this where this is going?***
- At least 2 or 3 times a week you find 1 truck stop its full already with dropped trailers or day cabs that take up the parking.
- ***I try to plan ahead, however, everything changes every day, from traffic, to load times, delivery times, weather, I am a veteran, and a retired police officer, I have seen the worst in people all of my life, but have never in all my years as a police officer, could have prepared me for what I deal with every day out there on the road, and finding a place to park, sucks after 4 pm, on top of that, truck stops like pilot, and loves, should not be allowed to open without ample parking, they just want you to buy fuel and go,***

- Truck stops to small never any room in rest areas; I start with the rest area if I am in a spot with not many truck stops..... Then I start hitting truck stops till I find me a place.... I don't like rest area's no one there to help if you need it could be only you and whoever wants to rob you same thing with ramps not safe to park there
- I drive nights; almost all truck stops are full whenever I try to find a parking spot. frequently have to pull in a spot that's not actually a parking spot and is not very safe
- ***A couple of times a week. A driver needs to put a LOT more thought into trip planning each day so that he will not get caught without a parking spot for his break. The times that I truly get caught are when I have been held up at a shipper or receivers dock. They still do not have a care in the world about driver time frames. Most have the "that's your problem attitude".***
- City Driving. No parking for semi's with trailers.
- Truck stops have limited parking in the city or area. Travel outside the city/area if possible to nearest rest area or another truck stop until HOS rule require shut down. This happens twice a week on average.
- Truck stops too full, rest areas packed and law enforcement won't allow parking on ramps. Also many Wal-Mart and other empty lots won't allow us to park. No wonder so many of us fall asleep and kill civilians. Tired driving causes property damage and death.
- During the week after 6 pm it's very hard to find parking in most places. Happens often.
- If I need a break after 7pm I'm going to have a very hard time finding a park usually parked illegal or on ramp if possible, some cities worse than others.
- TruckStops are full at any given time of the day. But definitely at night. If your receiver doesn't have safe parking then you're mandated to stop early or stay where you're at. It's not safe to park on ramps or it's illegal. ***Pilot TruckStops in particular are making lots smaller and smaller.*** They only want you to spend your money and leave. ***Shame on them.***
- No place to go at times, of course to a Wal-Mart parking lot but some does not allow trucks or a designed to not accommodate a truck. It is a nightly problem just not enough places for all the trucks on the road.
- Long waits at DC's, late paperwork, lack of communication /w DM's, mostly produce loads mean poor scheduling and late arrivals in parking areas which are usually full.
- Because there is not enough parking for trucks here in America if you don't find a place to park by 6:00 pm you will not find one hardly at all latter in the night. ***Where I live there is one truck stop and if you don't get there by noon you're not going to find a truck parking spot. I live in Springdale Arkansas trucking capital USA***
- When it is time to stop I have to find a place within the time I have left for driving or park sooner than I really need to because there is no safe place to spend the night. I often could drive for an hour or more but don't because of the parking problem. This specifically happens two to three times per week.
- Most truck stops and rest areas overfilled, ***have to drive till find free parking***
- ***We are a team and if we need parking between 10p and 3 am local time it is almost impossible to find on the west and east coasts and through TN and GA. Other places are merely difficult.***
- I drive at night when most drivers are parked for the night which makes available parking to take a break very difficult to find.

- Shutting down past sundown usually means roughly a 25% chance of finding parking at each truck stop. I give myself 1.5 hours to find parking past sundown and still often go over that trying to find legal parking.
- **Daily, Los Angeles needs to bulldoze the shopping centers near freeway off ramps that spend billions of dollars on curbs and planters to prevent trucks from entering their lots and every mall ought to have a mandatory 300 truck parking area minimum with lighting and restroom facilities no further than 5 freeway exits apart.**
- This primarily happens when I have to drive late into the night. The rest areas are filled up as are most of the truck stops. Major truck stops are full by about 6pm eastern
- I run on a central time schedule. Shippers and receivers are slow to load and unload. Pilot is the dominant truck stop chain small parking lots. The problem is real bad
- truck stops are full, need to proceed to the next or onto a shoulder of the road to park
- Rest area or truck stop full especially on the east coast and around most major cities. 2 or 3 times a week.
- All the time, since I'm a female I feel it is not safe to just pull off the side of the road or a fwy ramp. There has been occasions where I've had to stop around 70 miles before reaching my final destination because there are no safe places to park. Or drive out of my way to find a safe place to spend the night.
- When you drive past sundown all of the parking is taken and you have to fight to find a place to park
- Truck stops are full, rest stops are either full, or far and few between, we need more truck stops!!!!
- Trying to find a place in the evening is very hard, the rest areas are always full and the truck stops are full as well. If you do find a place to park @one of the truck stop then in the morning you are almost always blocked in by other tired drivers.
- It depends upon the time of night if you can find parking. Don't have a lot of trouble finding a place in day time hrs. After about 1600 it gets harder to find a place.
- Unless I am in a familiar area I will start looking for parking up to 2 hrs. Before the end of my shift. I will take the first legal parking I can find. Sometimes it's a squeaker.
- Truck stops are either full or there is not safe parking anywhere. Happens quite often
- There is frequently little parking left, and I have to drive to the next truck stop, sometimes over an hour away, to find a spot.
- Driving past 5 or 6 pm it is impossible to find a parking spot. This usually means parking on the ramp or side of the road. This has happened to me more than I care to think about.
- Break times and a place to take the break do not coincide
- At least once a week. Rest areas and truck stops are full and unable to park in a safe spot.
- When going through MO, KS, and NJ mostly it is hard to find an empty parking spot, and I often am forced to either park on the side of the road or drive on to the next truck stop which can be 20 miles down the road or more.
- rest areas fill up quick between 4 and 6 PM and same with TruckStops. Some I don't even bother going into because I don't care for the place and know some history of it.
- I usually park overnight at the consignee. If it is somewhere that I am not familiar with I try to find a spot at a TruckStops. TruckStops usually fill up at around 6-7 pm. I am generally looking for parking 10pm-1am. It is hard to find a spot at that time of night.

- It happens every day due to a driver has to be planning from the moment they start driving to find a place to park. Then once there it may be filled and u are forced to drive to the next possible place in route to try and park depending on time of day and your last location.
- Never enough parking any place. Happens about every night
- If a driver is not shut down in a safe place by 7 or 8 pm, most parking is gone. This happens quite often
- Whenever I am in Texas
- All the time!! There is not enough parking if you have to drive later into the night. I am currently parked in a no parking zone and I can't move my truck until I have hours available on my elogs. Being a woman I am always in fear of being raped or killed because I can't find proper parking):
- At least four times a week. I try to plan my trip but find ill end up stopping about three to five times liking for parking at different truck stops before I'll find a spot. Sometimes I've had to pay for parking because I'm low on hours and haven't found place to park. This gets expensive since I don't get reimbursed for it. I have to start looking for parking about two to three hours before I'm out of drive time.
- Some places are just packed and you can't find a place to park so you go down the road more, and most of the time Shippers and Receivers don't let you park on their property once you are loaded. This happens to me at least 3 days a week but as we all know times change for pickups and deliveries and you have to adjust your schedule accordingly. The later it gets the harder it is to find parking as there are limited places with many drivers out on the road.
- Truck stops are full, rest areas full; there are not enough of them for all of us drivers! Takes a while to find somewhere to park. When we do, 9 out of 10 times they are not safe places. Traveling between multiple truck stops and rest areas. this is when doing late night runs that finish up after 8pm and before 5am
- I aim for where I know there is truck parking only to find it, and sometimes the next several following truck parking areas full and over flowing.
- If we didn't have a GPS to find even what's close it could take longer as there are not enough truck stops to hold all the trucks needing to stop. You can pull into three or more TruckStops before finding a safe parking area.
- Most of where I drive don't have truck parking nearby times it takes longer find place park.
- All the time... I like to get as close as possible to the customer so I can load or reload early an get my day started if you're gonna regulate us on our hours of service get somebody that knows about the industry to do instead of the certified dumbass that's doing it now I think it's about time for a strike myself
- It happens daily. All truck stops n rest areas are full. By 8pm. It's ridiculous.
- Very often. Truck stops are often times full and many customers will not let you park at their factories etc.
- At least twice a week, usually due to rest areas and truck stops being full any time after 8pm- 10pm you better have it to bed.
- The closest truck stop to an industrial park will be full, have to find another or a rest area. When my 1 hour warning message goes off on my e-log I start looking for a place unless I already have one in mind... a lot of times my first choice is full... That's why I allow an hour.

- Most truck stops that I run by are full by 6pm. Then I have to find a truck stop where I might get lucky enough to find a parking space that some just left. Otherwise I have to park on a ramp or wide spot rest area or abandoned store front parking lot. This happens two to three times a week.
- It happens more often than not....
- I usually start out around three pm so at two am it usually takes five or six tries at different TruckStops before I make a place to park i.e. on ramp shoulder some stores loading area
- Truck stops r usually full and rest areas r few and far between with parking
- Truck stops are overflowing and there aren't enough of them. There should be more truck parking areas on highways and interstates. Getting caught at a stop is also an issue, run out of hours while waiting to get loaded or unloaded and no place to park on site or in the area. At least 5 times a month
- It depends on what state you are in, the weather, time of year. It probably happens a fourth to a third of the time.
- As an example, there is no truck parking in the Bay Area. The closest stops are 1 1/2 - 2 hours away. Get delayed while delivering and you WILL violate HOS or park in unlighted / unsafe areas. period!
- truck stops not big enough, rest areas closed , or they are already full, no overnight parking, parking time limit
- Because most places fill up by supper time before my daily hours are up. As doe how often, it depends on the areas that I am in and where truck parking is allowed.
- I find truck stops to park but at certain times they are full so I have to go to the next truck or rest stop until I find a spot to park
- I usually run up until 6 to 7pm. Most truck stops and rest areas are completely full by 4pm! I always start looking for a place to park for the night with at least 2 hrs. left on my log to legally run. Even most of the Wal-Mart's don't allow truck parking.
- It depends on the area but on the west coast safe, available parking is very hard to find! either full parking spaces or no parking available where I'm running at depending on the state I am in there are either no trucks stops close or the ones I find are over full. Most of the time I have to pull off and exit ramp or in a Wal-Mart or Kmart parking lot.
- Rest areas usually full. The truck stops are full by 1700. If you don't stop before then you won't get a parking spot.
- Very little parking in NC and VA
- The worst time is along I95 north of Richmond virginal new jersey sucks north eastern states are bad if you are not parked by 3-4 pm or have a late drop or unload you can't find parking
- I drive team, I'm the night drive when we swap drivers the truck stops are full as is the rest areas. This happens 7 days a week.
- 3to 4 timed u have to wait or hunt for a space
- Based in Oklahoma City, travel to Houston/Galveston regularly. Timing sometimes requires parking in/around Dallas. Also Houston is a big problem. **Galveston has only two truck parking areas, total spaces less than twenty.**
- If you wait till after dark to try and find a park at a truck stop, you are screwed. All spaces in TruckStops and rest areas are always filled by 8 or 9 pm!!! So you are forced to keep driving and

praying that you can find something down the road!!! It's frustrating & stressful especially when you are tired or out of hours!!! I start to dread looking for a park 4 hrs. Before I actually need one!!!!

- in and around major cities if you are not parked by 6-7 pm good luck
- ***Sometimes I have to go over on my drive time just to find a place to park. I won't park in deserted places.***
- After 1700 most trucks stop are full
- ***I will start looking for parking after I've driven about 9.5 hours depending on the time of day. If I'm in Ohio or Kentucky or anywhere in the north east I will have to stop and park around 5 pm no matter how long I've been driving just because you can NEVER find parking.***
- ***Arkansas. Louisiana. California. No parking. But there are plenty of scales.***
- All rest areas are full; construction eliminates ramp or shoulder parking and very few truck stops available. They are full long before dark.
- This is not always the case but usually there are not enough parking areas with parking space available, (especially with toilets)...
- If I have to park after 9:00pm then it takes an hour plus to find parking so I try to run 4:00am in the morning so I can park earlier so it is easier to find a spot
- ***Primarily occurs up in NE (NY, NJ, CT, MA, NH, ME). The combination of very few truck stops AND near negligent upgrades to accommodate 53ft trailers makes it very difficult to find parking after 4pm***
- Truck stops are full and rest areas are closed
- ***IF IT'S AFTER 22:00 YOU MAY NEVER FIND A PARKING SPOT. THIS IS AN ONGOING PROBLEM SOME STATES HAVE MADE LAWS ABOUT NOT PARKING ON RAMPS, IF I SLEEP ON ONE OF THOSE RAMPS FOR LACK OF OTHER PARKING I DON'T SLEEP WELL WAITING ON THAT KNOCK AND TICKET. THE FEDS MAKE RULES WITHOUT CONSIDERATION, AND THE STATES DON'T CARE.... NO IDLE LAWS ARE JUST AT IGNORANT TO DRIVERS NEEDS AND SAFETY***
- Looking for a spot if I am lucky enough to find rest area or truck stop, they are full!! This happens at least 2 -3 times a week or more!!
- My company has pickups & drops in areas where there are not any truck stops. I can go 10 hrs. Without seeing a truck stop. By the time I find 1 it's late & hard to find a space. We need more truck stops off the little 2 to 4 lane highways.
- If I am in the middle of a city or suburb and run out of hours [after driving 3-5 hours with nowhere safe to park] and won't park in an un protected area.
- Most truck stops are full as well as rest areas. Most parking lots say no parking. So I ride around until I find a place to fit my truck into.
- At least 4 times per week. The rest areas aren't big enough or have been shut down because of cut backs and most of the truck stops are full
- The truck stops that I find are usually full and some are small lots and have to drive to next 1 and hope to find a spot. Sometimes I have to drive quite a while before I come to another stop. This happens all the time. Truck stops are too few and sometimes far between.
- Truck stops and rest areas always full and some rest areas say no overnight parking!
- Lack of locations to legally park the truck

- Almost all the time. The truck stops fill up real fast. And most business do not have or allow overnight parking. More truck stops are needed.
- Finding parking is a big problem. In the east coast is worse as the north can be easier. I waste a lot of my time looking for parking that could be used much better.
- Truck stops and rest areas are full after 8-9 pm
- ***You go from rest area to truck stop and find no parking spots so you get back on the road and drive to the next place and repeat until you are completely desperate and park illegally.***
- Unless you get to truck stop by 4-6pm the parking are full
- ***I deliver to mainly grocery warehouses that are in larger cities the receiver does not allow you to come in more than an hour before your appointment such as Wal-Mart or Publix in Florida. There are many receivers that do not have parking. They could have extra-large lots that are empty and still will not allow us in.***
- ***there is no truck stops or truck parking at over 100 miles radius of Boston, ma***
- It's not always an hour or more but a lot of times it is about an hour due to the fact rest areas are closed, rest areas have been torn down, truck stops are full or it's not a safe area, my shipper or receiver won't let me park there. So then I usually find a ramp to sleep on if it's not illegal in the particular state or go to a Wal-Mart that allows truck parking or some kind of shopping center, vacant or not.
- Most places are full with trucks double parked
- Any avail parking (Truck Stop) is full - takes an hour + to find safe, off highway (but NOT on ramp) parking. It happens on a daily basis. The circumstance for this is simple to many trucks and not enough parking. Also big issue is the shipper and receiver not being accountable for their actions and refusing to let trucks park at their facility and chasing us off their property
- If you wait until the last minute to find a parking spot all truck stops and rest areas will be full. I frequently have to stop early or drive odd hours in an attempt to be sure I'll find a parking spot when needed. This happens basically every day of the year.
- THERE IS NO PLACE TO PARK! Happens 1-3 nights a week.
- Time of day looking for parking. If it get past 1500 it is harder to find a place to park. And the area that I'm looking for a place to park... East coast is harder...
- Whenever I am out on the East Coast parking is next to none, to park some place safe you have to look and look and say a few prayer. Now I have noticed if I drive nights and sleep days I can find parking a little easier out east. It is getting tough to park just about any place now days but the East coast is the worst!
- ***because my elog runs out at the same place on my run and I can't drive any further to a different truck stop so I have to wait for someone to leave before I can park and go to bed***
- ***Little parking spaces. Truckers parking so poorly,*** they take up extra space. Making it hard to park. So we keep looking
- ***oversize load hauler, not many safe places to park mainly in laybys***
- Quite often the truck stops are full and it is hard to locate a rest area
- Truck stops are too full and rest areas overflowing and over an hour apart. ***Route 30 in Indiana has 2 viable truck stops between Ft. Wayne and Gary and most places I haul from or to don't allow overnight parking.***

- Rest stops are full and truck stops as well. If u don't park by 5pm u may as well forget about it... This happens on a daily basis due to when my ten hour break is complete I'm driving till 9-10 pm every night
- ***If you are in a un familiar area you don't just want to just park anywhere you can. Especially for me no excuses. But being a female driver even experienced for twelve years I will not stop on any road. I will drive by numerous full to the gill rest areas. And just keep going if I have hours or not. I hate saying that but it is the truth.***
- Driving thru country areas. There. May be a Wal-Mart but not allowed to park overnight. If you are in a big city you have to drive way outside the city to find a place to park. Most cities prohibited parking in their city.
- To little or no parking available in either in the area where I pick or deliver or in the closes truck stop or rest area to my destination
- I generally preselect the location I want to stop and it is usually a location with multiple TruckStops at the same location. Far too often all spaces are taken so I have to look elsewhere or park illegally at the truck stop.
- I get close to the end of my 14 hours and I start looking. Rest areas truck stops are always at or near full capacity by approximately 17:00 especially around larger metropolitan areas.
- I always plan on stopping an hour before I run out of time in case I can't find a place in the 1st stop
- ***We haul explosives, so we are limited as to where we can park safely. If we don't stop during the day and Waite out our delivery time, and arrive right at that time, then we are screwed. Then one of us must guard truck at all times, so then we lose hours that we really need for driving. If you try to find a place after 7 or 8pm, you're just out of luck!!!! This happens all the time. We try to really plan our trips, but you never know when something unexpected happens.***
- ***I team with my husband and I drive days and he drives nights and when he needs to stop to use the rest room, he can never find a spot to park and the same foe when we switch out in the mornings. I can't imagine how it's going to be when the breaks are mandated and everyone's stopping to take there break!!***
- Truck stops are full. Have to keep driving until can find safe & legal parking place. Difficult to do especially in areas that do not have a truck stop close together. Such as out west.
- ***Most Oversized needs 2 parking spots side by side, dam near impossible after 4PM***
- ***Happens quite often. When arriving later in the day, it is next to impossible to find a truck stop to park in, let alone one near your drop or P/U. As a women driver I do not feel safe parking just anywhere. Even some of the rest areas I'm a little Leary on using. Even if I wanted to park on a side street, we can't, signs everywhere "No Truck Parking" Really this is a very thankless job, with no appreciation. But I still love my job***
- If it's after 5pm local time, all TruckStops and rest areas are full. Finding SAFE parking is next to impossible. And with Wal-Mart posting no truck parking signs now at most stores, parking is getting worse on a daily basis
- Usually the truck stop or rest area I plan to stop at is full when I get there so I either drive around the truck stop till a space is free or drive to the next truck stop. Almost every day unless I'm stopping early in the day.

- ***Rural areas with little or no safe stopping points or urban areas with harsh anti truck rules. Also have had several instances of winter weather during the winter season that prolongs driving time.***
- Will have to leave a truck-stop or rest area and travel further to find a spot to park if I cannot park at the customer sometimes have to go over log or park on an off ramp.
- In most cases I plan in advance ,but more often than not the only place I find is an on ramp when the space and law allows
- ***I can't always control when I get loaded, therefore how long before I need to shut down. I try to stop early, but if it's late in the evening, I encounter "full" rest areas and truck stops. I never know how many I will have to go to before I find parking. I would say multiple attempts at stopping if it's late in the evening happen 40% of the time.***
- ***Rest areas are closed nationwide in areas needing parking truck stops are full at 5 pm, and this is an everyday problem, I have to start looking 3 hrs. before I run out of time, sometimes I'm forced to park in dangerous areas and don't rest good cause I have to keep getting up to check my surroundings***
- It can take as much as an hour. It all depends what time I'm shutting down. If its 6pm usually no problem. Past 9pm it's tough and can be time consuming finding a suitable safe spot within a truck stop.
- I wish there are more places we can park so we don't have to plan where were parking always.
- Truck stops are few and far between on the east coast. If you aren't parked by 5 pm you are out of luck as the rest areas and truck stops fill up fast.
- This is a daily ritual. I often have to cut short my driving day to ensure I have the best chance to get parked. After 1830-1900 parking becomes nearly impossible to find. This is especially true in states like Massachusetts, New York, and New Jersey. It's extremely difficult everywhere but especially so in the Northeast.
- Coming or going toward the north east you have to drive from truck stop to truck stop in hopes of finding an available spot
- It is just not easy to find a place to pull in with a large truck. And really other than the side of the road there is just nowhere.
- ***Usually, rest areas only have 7 to 10 spots available with some occupied by cars, so after the first rest area fails, subsequently the next rest area is the same way and truck stops are jam packed with the limited parking they have. This generally happens to me every time because I end my shift in the evenings.***
- ***In the northeast, it's difficult to find a parking space after 4 PM. In the San Francisco bay area you almost have to drive out to Tracy or south to Salinas to be able to legally park.***
- I start looking for spots up to an hour before my end of duty so I make sure I'm not left out it cuts my day short and my productivity
- At least 2-3 times per week- if you are not able to shut down before 5pm you are out of luck at any truck stop anywhere near a bigger town or a city. Rest areas also tend to fill up by sundown.
- At the end of day round 6pm to morning if you do not get in before you are looking and looking. ...
- I call ahead to Wal-Mart's or the privately owned truck stops for parking if I cannot park at our customer. After 8 pm all big 5 TruckStops are full
- You have to be knowledgeable about where you can park best outside of big cities

- I need to stop at rest areas in Massachusetts and they have limited parking. 2-3 times a week.
- ***In the greater Seattle area there is very little truck parking.***
- Depending on the area, unless I shut down before 1700, there are few parking spaces for drivers. The later it gets the fewer options there are for parking. If you are held up at shipper or receiver, it eats away your clock and you are sometimes lucky if you have enough time to find a spot to park, and the shipper/receiver will often not allow parking, nor do store lots.
- ***I would say this happens about 85% of the time. Parking is hard to come by in most places and is especially bad in the Northeast where truck stops are few and far between and all up and down the east coast where many charge outlandish fees to park where no other parking is available. This situation needs to change or we will see many problems in the near future.***
- If you don't get there before dark, it gets really hard to find a place to park. If you try to find a place to park after 9pm you are in trouble. No place to park so you keep driving and getting sleepier
- Rest areas are closed or. Full. Truck stops are full also. Cannot find a place in some town to park
- 8 time a day
- ***If it's a paid truck stop parking, it may be full. Then it's a matter of finding another truck stop that has available parking, or on the roadside. It happens fairly regularly.***
- Start hitting truck stops until parking is found
- A Safe place. 8 out of 10 times.
- I'm not in the same area every night, and don't know the area. Road signs on the interstate are not that helpful, I depend more on my GPS... Or iPad ... I have been caught "over hours" a few times, just to find a place to park... After all, my company wants me to use all the hours I can, driving...
- Run out of hours in between parking spots
- I start looking for a place to park at least an hour before my mandated break because parking can be extremely difficult to find, especially in most metropolitan areas. This became a regular habit for me ever since my first year driving, because a safe place or any place for that matter can be and often is difficult to find.
- Late night. Or secondary roads where there is nowhere to stop. Least 2-3 times a week.
- just depends on what time you end your day you have to plan to stop early between 5-7 pm if you want to try to get a spot
- I run to after 7pm and it sometimes takes a while to find a parking space. in the northeast its real hard
- TruckStops and rest areas usually full
- can't find one/almost all the time
- all the time cant park at customer or no parking or truck stops are full city don't want truck park on street or states have passed laws forbidding us from parking on ramps or there a limit at rest areas or you are out in the middle of no were or shipper don't want you there early
- Usually it is late when I finish my day, so I spend a lot of time pulling into rest areas, and getting off of the highway to try and see if there is a spot to park. It is rare that I don't do this a number of times, (and that eats up time of course) until I can find a suitable place to park.
- ***Happens entirely too often especially in the NE states where the TruckStops are small and the truckers are many. I have more incidents than I care to recall after driving 9-10 hours only to bounce from overcrowded TruckStops and rest areas for a place I can safely park for the evening.***

This problem is huge and there has not been enough attention in this area for years. When truckers cannot find adequate parking in safe havens the only other option is to find what you can and at times very unsafe areas. States should be ashamed of their selves for the situations they put truckers in just delivering freight to their citizens. This issue needs serious attention and fast. Too many truckers are in harm's way and put their driving careers in jeopardy just trying to find a safe place to lay their heads for rest serving the public. Please help!

- It happens frequently were I end up in an unsecured rest stop, or on the side of the road because all truck stops within reason are full. I had to drive two hours one night just to find a private yard to park in because all the public truck stops were full
- If my typically rest stop is full the next stop would be 30 to 60 minutes down the road. At times the truck stops are full which means to push on
- Depending on the time of day that the mandated period comes, it's a crapshoot. Most TruckStops/rest areas tend to fill up by mid to late afternoon because of their small truck park areas. On heavily travelled routes (i.e. I-40, I-70, and I-95) or near major delivery points such as cities or ports this can be true from 2 to 4 pm. I'm told by T/S operators that heavy taxes on land preclude bigger lots.
- Most places are full and parking is not available at all.
- ***Often the company that I drive for sends me to locations (pickup/delivery) that is out in the middle of nowhere, or at the very least not close to the main interstate highway. Most of those businesses do not allow overnight/10 break parking on their facilities and there is no place near that is safe to park, or allows you to park. For those reason I try desperately to pre-plan my trip to allow for the 10 hour break, but as we all know, dispatch pushes hard, and the best laid plans do not often play out as we wish.***
- ***Most of the time and especially at night, it can take up to an hour circling the parking lots for a suitable spot, (one that provides adequate room) for whatever load I'm hauling, especially oversized loads. Usually if I can't find any open spots, I drive until I can locate a place where I won't get a ticket, or hung up with other vehicles due to the lack of space there. Some rest areas cannot be fully utilized on the truck parking side because the parking slots are too short and narrow for the length of the trucks and trailers. This limited space can and does result in fender bender type collisions in the lots. This happens more than 90% of the time while out on the road and in every state.***
- When planning for the route you pick specific areas that you can travel within your hours of service and most of the time when you arrive at your planned scheduled stop there is no parking so you have to look for alternatives prior to running out of hours of service.
- Most of the time by about 5:00 pm all parking spots are full in the truck stops. So you may have to go to more than one stop. This is a regular occurrence. And ***now that the truck stops are having reserved parking that is hardly used there are even less spots to park. Unless you are will to pay to park. That could get very expensive. No trucker should have to pay to park a rig for his or her mandatory break.***
- Shippers/receivers don't allow onsite parking, no truck parking in neighborhoods near ship/receivers, truck stops are full, and rest areas are full. Keep going until you find a spot you can sneak into.

- This is at least once a week. Truck stops are packed and rest areas are overflowing.
- The actual time involved is determined by the time of day. The closer to dark, the harder it is to find safe/legal parking. Another determinant is the area of the country
- I have to start searching an hour before resting. After dark, it not likely you will find a truck stop or rest area with an empty slot.
- when I decide I'm going to shut down it is usually several hours before the fact during which time I am always looking for the nearest truck stop closest to my delivery point or the point where I'm planning to shut down this may take 1 <hours
- Because of the lack of parking and how quickly parking fills up in the evening, I must plan my parking from the beginning of the day.
- After 7pm its gets harder to find a parking the latter the worse it is
- almost every night... truck stops usually full by 7 p.m., rest areas around the same time... later than this, such as 9 or 10 almost impossible to find anything but on or off ramps to the truck parking and rest areas.
- I either have to cut my drive time early or chase down an open space.
- ***Used to be WE could park just about anywhere, but many businesses have posted NO TRUCK PARKING which eliminate what WAS available.***
- Our fettered federal buffoons stated they were doing a "study' yet they take their time and maybe some time such will occur, yet, as usual, it'll matter not.
- ***Lots of our loads are oversize daylight driving only so we run as much daylight as possible Starting at about 4pm the solar powered trucks fill the truck stops and there are a lot of drivers that don't care or have no idea how to park their trucks to leave enough room for other trucks to park***
- Truck stops and rest areas are FULL just before night fall. Or Rest areas are closed down, overcrowded at truck stops and rest areas that are open to truck drivers plus there are RV's parked in trucking spaces
- A lot especially after 2300 it is very hard very hard to find to park even Wal-Mart often are full or not allowed parking overnight. I looking for place to park if this is truck stop almost every day
- Almost every night I stop at 10 hours so I have an hour to find a place and don't run illegal. By the time I get off the road if there is a truck stop you can never get a spot and same with the rest areas. I pass so many closed rest areas it just doesn't make sense. I usually park on the on or off ramp as long as there is at least one more truck close by.
- ***Because of the current Hours of Service Rules & the driving required to make many of my assigned deliveries on time, stopping before your HOS is up is not an option. This often times makes planning for a stop not so easy. Most times I will begin looking for a place to safely and legally stop an hour or more before I run out of hours to drive by looking at rest areas if they are available and if overnight parking is permitted and at truck stops. Many times I am forced to resort to parking lots and interstate ramps if I find nothing else. In many locations like near major cities and all of the east and west coasts, if you do not have a parking spot before sun down you are not going to find one at any truck stop or rest area, period. This happens almost nightly. For best results I would seek safe & legal parking after 8am to take my break, but that isn't always possible based on load assignment, delivery time and HOS.***

- At least 3-4 times a week most of the time TruckStops are full. Not Enough to parking spaces for all the trucks that are in the area
- ***Delivering to a customer in the evening. Parking is very hard to find in many places at night, so although there may be a safe haven a few miles from the shipper/receiver, they are often full - and many, many of these shippers and receivers do not let drivers take their breaks there. So often, drivers are forced to go over their hours to find a place to park, and it only eats up more HOS when one pulls into a truck stop, only to do a lap or two around the parking lot to find that it's full. California and the southeastern U.S can be particularly problematic. Not only is the southeast a nightmare, but in LA your only option is the TA, which can be anywhere from 45 minutes to 2 hours depending on traffic and where the appointment was. And to top it off, even if a driver does find a safe haven, it could be in a really unsafe place - and there is no way they can legally protect themselves with say a gun or another weapon - all in the name of HOS, regardless if they are fatigued or not.***
- I plan my trip when I first receive my load, so I have chosen my stops way of ahead of time in the attempt to be well prepared and run efficiently. However, many times there isn't space available when I arrive at the chosen stop.
- Locations not available or are full and/or not accessible. No Parking posted. Every single time you get ready to shut down, you have to plan ahead to finagle and plot to get a safe place to park/sleep.
- Many times, because of pick-up/delivery apt times, loading/unloading time and elogs, I do not have a regular, consistent drive schedule. This can really be a problem finding safe, secure parking especially in most metro areas as parking is inadequate for the truck volume these cities support. In these areas, the limited parking spaces in TruckStops and rest areas frequently fill up by early afternoon. The majority of warehouses do not permit on-site parking. Often I am left to find an industrial area side street, vacant warehouse or ramp...or risk a parking ticket.
- All the time, because I need my break usually between 2AM & 4AM and most places trucks can park are full then.
- Most parking spots are filled or in places I don't want to put my load
- All the time, I usually drive at night and like to shut down about 5-6a. It is almost impossible to find parking anywhere east of the Mississippi once the sun goes down. If I get tired and want to take a nap any time during the evening or night it is usually an impossible thing to find any kind of parking at all.
- TruckStops fill up real fast. None of the shippers will allow parking. I have found myself on ramps many times
- ***From Nashville to Miami it's damn near impossible to find a spot to park after 5pm***
- Truck stop are already full so I have to find a place to park, It happen every now and then all depends on where I am at and what time I have lift before I need to shut down.
- the TRUCK STOPS ARE FULL OR THE REST AREAS ARE FULL SO I HAVE TO TRY AND STOP EARLIER THEN PLANNED TO FIND A SPOT SO I DO NOT GO OVER MY HOURS
- ***If you try to find a spot at a truck stop after 5 pm for the most part you are just wasting your time. I use to like driving at night because not only you didn't have to look for a parking spot but there was also less traffic. But now no one wants idling trucks which makes it harder to sleep in the day, which is another reason everyone parks at night. Now you might say, why does the truck being***

shut off have to do with day and night, but the answer is simple. Our bodies are meant for the most part to sleep when it is dark, and not just closing curtains. So if it is not too cold out, with a lot of blankets you can sleep thru anything at night, plus in the summer it is nice to sleep with the truck off and the windows open, but you can't do that everywhere. Also when I marked an hour or more I wouldn't say I was actually looking for a spot although technically I am. Because I will actually leave a truck stop with no parking and just go until I find something which could actually be hours or minutes, depending on where I am.

- There is a lot that figures in to this, but because of all the rules and regulation, all the inspections and fines, everyone is trying to make their life as close to normal by driving only in the day, which has caused this problem.
- After scheduled delivery or pickup, frequently must drive an hour or more to get to parking and hope there's an open spot when you get there. If not the real fun begins and may last long after you run out of hours
- If you are north of the Mason-Dixon line especially the northeast if you're not in a truck stop by 4PM you're probably not going to get a safe nights rest. You'll spend it in an unlighted abandoned lot.
- Depending on the time of day and where in the country I am. Most days truck stops fill up by 6 to 7 pm. So that makes it difficult or being on the east coast is worse. Truck stops are mostly full all day long due to the shortage of freight going out of the east coast.
- Truck stops & rest areas full early. Some abandoned buildings, etc. parking places I cannot get into or they will not let you park, even if it is not safe.
- I travel primarily within the state of Texas. They are closing picnic areas along major interstates inbound to Houston. Therefore parking is limited on these interstates and depending on the time I get out of the plant, it's always guessing where to find parking. If arriving after dark there is almost no parking in the Houston Area.
- ***Normally trying to find a parking space any time after 6 pm is near impossible due to the fact that there are more trucks on the road than there are parking spaces. The truck stops are full up unless you want to pay 12 to 20 dollars. There are other avenues for parking but most (Wal-Mart or other store) refuse to allow us to park.***
- Drive around I95 corridor and northeast where parking is very scarce. No place to park so I just ride around until the place I will pick up at is open
- Shippers and consignees don't allow us to park at their facilities. Trying to find a parking spot after 9 or 10 pm is almost impossible.
- Generally rest areas have been closed. Private truck stops are full and shipping and receivers will not allow parking. It happens at least twice weekly
- Inadequate parking at truck stops, not enough rest areas, and depending on time of day, you might have to drive on for an hour or more just to find a place to park. Happens quite often...
- Everyplace is full. Go place to place looking for parking. Sometimes end up in very undesirable places.
- this depends on where I'm at and pickups and deliveries and how late it is
- I usually start looking deciding where I will park as I approach my final hour of driving. If I am in a bad parking area I will shut down early to avoid a violation.

- Sometimes have to find a decent truck stop. Sometimes can't find one cause of a customer that not near a truck stop
- ***The Truck Stops fill up very early in the afternoon because all the drivers know that there will be limited parking available after you fuel up and get something to eat and a shower. Most days the driver does not have control when he/she is to load. That can influence when you get started on your trip and when your 10 to 11 hrs. Of driving will end for that day. If you pull into a truck stop after dark you will be very lucky to find parking for the night. Your next option is rest areas along the interstate but that is hit and misses because they only have a few parking spots. Also you never know when they are open. Quite often I have parked in a closed business parking lot because I'm fixing to have an HOS violation.***
- Often rest areas are closed. Truck stops full or unsafe. Almost to cost, or p/u but no parking avail, no truck stops close enough. City parking, street parking forbidden s. CT won't let u park on property either.
- Rest stops or truck stops full. No space. Usually have to find alternative parking in out of the way areas not to effect traffic or local business. Usually a dark secluded area so I am not hassled by local law enforcement.
- Usually have to stop at 3 to 4 truck stops before finding an available parking spot.
- ***TRUCK STOPS AND REST AREAS FILL UP FAST ABOUT 6-7 PM SOME TIMES THERE JUST IS NO PLACE TO PARK SO OFF YOU GO LOOKING.LOTS OF TIMES ITS THE OLD YOU CANN'T PARK HERE, ALTHOUGH IT'S THIER FRIEGHT YOU HAVE ON.I AM GREATFUL TO ANY BUSINESS THAT ALLOW US TO PARK ON THE PROPERTY AND SUPPORT (BUY SOMETHING THEY SELL) THEM WHEN POSSIBLE.***
- No Truck Parking in shopping centers near delivery. At least 3 times a week
- There are times when it takes about 4 tries going into truck stops or rest area's to find a parking spot. Depending on where I'm at I will start looking one hour or more before my hours of service run out just to find a parking spot.
- Usually stop at 2-3 truck stops before I find any space available
- Every week by the time I have to take my 10 hours in the sleeper berth I can no longer find parking so I have to drive some more until I find parking.
- if you shut down like after 19:00 open spots are rare
- Parking full or no longer allowed to park there
- Rest areas are full most times. I don't like parking on ramps but am forced to so. Truck stops are full most times.
- Not knowing what truck stops have available parking for trucks until you get there drive around only to find NO PARKING SPACES available.
- ***Happens too frequently because shippers and receivers do not allow parking on their premises. If a driver arrives for his/her appointment on time and runs out of hours while waiting for 8 hours or more to get loaded/unloaded, the shipper/receiver has the obligation to allow for parking. The problem is that they take no responsibility. The solution is for the Department of Commerce and the Department of Transportation to come together and reach an agreement. Any shipper or receiver that does not allow for overnight parking should be fined when a driver has arrived on time for their appointment.***
- Every week after 5:00pm Monday thru Thursday nights.

- Around urban areas it is very hard to find parking. Depending on traffic and roads the time to get to a safe haven takes over 1 hour sometimes. Most times truck stops and rest areas full mainly because some drivers have no regard for others by either blocking the entrance or take up 2 to 3 spaces when parking!!!
- Unless I can sleep at the customer in some places truck stops don't exist are over 50 miles away.
- I have been a local driver since the Jan 2013 but was OTR before that for 10yrs in the last few yr. the parking issue happened At least during a five day work week....rest areas always full TruckStops always full depending on the state most ramps were as well....weekends were less difficult to find parking some night it took over an hour some night I have to drive 2hrs or better to find parking.....aside from family wanting me home nights.....***the issues with parking an how d.o.t seem to have complete disregard for us anymore is y I came off the road but I do miss it***
- On a regular basis. I am generally pulling oversize loads. It is even more of a nightmare to find safe legal parking when you are 16 ft. wide, 120 ft. long!
- The TruckStops are full or there are no TruckStops around to park in then its park where ever you can
- Big cities such as LA it may take 2-3 hrs. To find parking and with traffic hrs. Of service is tight. Then u have to pay to park
- As a northeastern driver there are few places to park you are in constant conflict between legal safe parking and his rules Massachusetts New Hampshire Vermont and main are the four worst states however New Jersey is difficult due to the volume of trucks moving through the state. You have to plan perfectly or you are stuck. This is a normal occurrence in the northeast and the numbers of times you are stuck out weigh the number of times you are not.
- Team driving is a pain to find parking in the evening or late at night. No place to safely and legally park after 8 to 9pm on a daily basis lack of safe parking spaces. More truckers than there are spots
- TruckStops are full. Rest areas are full or have homosexuals creeping around. Illegal to park on entry or exit ramps.
- truck stops are too full to park legally, ramps have been closed for parking in most states
- ***60-70% of the time as I do not know the areas. It is extremely difficult in large urban areas. I have found a number of side streets etc. that I utilize in areas where I have some experience. It is patently obvious that most shippers/receivers will utilize our equipment as temporary warehouse space but deny our right to a safe space to recover from the delays that they facilitate/cause.***
- Circle truck stop multiple times. No parking available. Rest areas same issue. Drive through them no parking and I am forced to continue driving. ***Many times even the weigh stations will not even let you park there.***
- no parking nearby, often
- I now mainly drive 5 state regional...300/600 miles a day. My day ends around or between 5/8pm parking is always full. A lot of times TruckStops are full and no rest areas around close to the drop. And a lot of shopping centers don't want us there. There are no rest stops on a lot of the routes I drive. In fact I drive by many rest areas that are already closed down and barricaded so that even if I wanted to I couldn't stay there off of the road.
- Small towns where shipper or receiver has no overnight parking. Anywhere in the northeast

- **Unable to find safe or legal parking daily. Very few legal or safe parking places for trucks in the San Francisco Bay Area of Northern California. Trucks cannot be parked on freeways or on most off ramps in California. Most "Bay Area" cities have "No Trucks" signs posted literally everywhere.**
- Most of the time big cities like Dallas, Houston, do not have enough parking for as many trucks coming in and out of these cities, most of the time I have to keep going until I can find a safe place to stop. It happens at 1-2 times a week
- Most of the major truck stops - Flying J, Pilot, TA, Petro, etc., are completely full by dusk. Trying to park after dark in these truck stops is nearly impossible. Also, the same is true for rest areas. They fill up fast after night fall and you end up parking on the ramp leading in or out of the rest area if they aren't already full.
- **Anytime it after 6pm the parking lots fill up because of the 14hr rule, people after afraid to go over 14 hrs. & are tired of being forced to run in the 14 hrs. Without sleeping!**
- I begin looking for parking when I have about 2 hrs. left on my clock. It usually takes 3-8 stops checking both rest areas and truck stops before I can find parking. This is an every night occurrence.
- Some customers will not let you sleep at the stop, than you got to start looking.
- **Major Metropolitan areas no parking and Elog time running out and have to drive until find safe haven. One can forget any parking if need to find a parking spot if between 21:00 or later...some dispatchers run a driver to max on Elog time, then the driver is screwed, and companies could care less, just care of the freight..**
- This happens on a daily bases. I have to go over on hrs. To find a spot most days. Or run at note and sleep in the day. Which is hard to do.
- **Either a truck stop is full; too small to safely find a place to park or people they are too far in between. Rest areas are packed usually after 8 pm. Also in Cali in LA and SF areas there are no designated or even allowed truck parking due to city ordinances.**
- no parking in truck stops ,overcrowding, cant park on ramps, or rest areas
- When I'm in a big city like LA Places are full, especially I-5 corridor.
- **I usually plan my route each day to be in a truck stop early in the afternoon with the intent of leaving early the next morning. Even though I have an idea where I want to stop for the night there is no guarantee there will be an available space. I don't mind staying in rest areas, either, but that's just a crap shoot whether or not there will be an open space when I arrive. I'll keep driving rather than stop in an isolated area.**
- Usually at around 4pm in the afternoon most truck stop start to fill up or are even completely full so you end up driving further down the road in the hopes of finding a place to stop. As times passes it becomes even harder to find a spot at a truck stop, or rest area. Most shippers or received will not allow you to stay on their property or they have some city regulation that won't allow you to sleep in town overnight.
- I often run on busy roadways such as I-75 and non-interstate routes like US30 where parking is limited and often full by late afternoon, long before my shift is over. I am often forced to try three or more stops before finding an open space and then it is pure luck that someone happens to be pulling out. It is not uncommon for me to have to find a private business that will allow me to park, such as Wal-Mart, or else to park on an exit ramp.

- ***Electronic logs and productivity standards make drivers push the envelope to maximize their work day. This happens at least 3 times a week***
- ***Most nights I have to shut down earlier than needed in order to be able to park. Most truck stops are full by 9pm and there aren't very many rest areas open anymore. If the load requires me to drive my entire 11hrs to make delivery on-time, I usually have to park on the side of an exit/entrance ramp.***
- ***all the time cause there is not enough truck stops n if I do find one its packed early bad n most of the rest areas on the road are shutdown***
- ***When it's time to shut down its generally evening and truck stops and rest areas start to fill up. Recently I've noticed a lot of rest areas closed due to construction.***
- ***I often have to stop earlier than needed to make sure I find a place to park. I have to plan hours ahead just to park. Most places fill up early by 6pm earlier in winter. This is an everyday event. Luckily my wife is my dispatcher and we have to discuss where I might be able to stay before she can take a load. If it is an area I am not familiar with she will look online or call to check on parking lot sizes of potential truck stops.***
- ***The further east I go the harder it is to find a safe parking space. Sometimes I can find a space but my "gut" says that this place for one reason or another is not safe. As a female driver, if something does not feel right, I don't stay.***
- ***This happens several times a week, and usually after 9pm it is difficult to locate a parking spot anywhere, with the exception of a few areas in the country where truck stops are plentiful.***
- ***Quite frequently especially in the northeast service plazas and rest areas are usually full and TruckStops are few and far between police rousting you out of rest areas.***
- ***We need more parking in South Carolina or have scale parking where we are not hassled by DOT***
- ***Due to the recent closures, most maps are outdated, lots of pretrip time is now dedicated to where am I going to stop.***
- ***truck parking area is full ,truck stop parking is full, or if you find a lot large enough to park a truck it is posted NO TRUCK PARKING***
- ***Depends on where I am. There usually IS NOT anywhere to park. Everything is full. In the summer up North it is harder to find a parking space. In the winter in VA and GA it is almost IMPOSSIBLE, NO place to park. Especially GA I have slept on a ramp many times. I have a dog for security/German Shepherd and she will bite!!***
- ***Unless u can shut down early in the day, like before 4pm, you will have a very difficult time finding a place that is not already full, no more parking spaces. Then I go on down road and start getting frantic and desperate to find any place I can find to park so I don't get in trouble with HOS rule. It really is a catch 22 most of the time out here. I have been so scared at some of the places I had to shut down at. I would not get out of my truck for absolutely nothing not even to take my dog out to potty, I just had to let her pee on my rug, that's how scary and unsafe it was. Something must be done about this! There are more women out here now that has to earn a good income so all the more reason to have safe places to park. And if the Gov. does not do that for us Drivers then let us protect ourselves by allowing firearms in our Trucks!!!! I could go on with other situations that I have had to face w this problem but I'm sure you have got the idea anyways. Thank You Mrs. Hope for what you have done and all the others that has got this ball (wheel) rolling!!!!***

- If it's dark, all truck stops are filled. If the suns coming up I can then find parking.
- ***Time of day/night should be a question asked.***
- ***I was in Denver yesterday and the lot was full before noon.***
- I been to cities where truck stops are full and try and find a place that you don't want to be bothered when you're trying to take your 10 hrs. Off by cops or crack heads or unsafe people in general. A lot of times I will keep going till I find a mall or something that look like they won't have a problem with it.
- Everywhere I go is either full or the signs say NO parking and every rest area is always full.
- ***It is nearly impossible to find safe and legal truck parking in most areas of the country after dark. In some states where parking on exit ramps is allowed, it may be a little easier, but others, particularly Virginia where you will be issued a \$250, 4 point ticket for parking anywhere other than a legally designated parking spot, it is literally impossible to get parking much after dark anywhere in the state. In a recent trip that took me down Interstate 81 in Virginia, I stopped at three exits with multiple truck stops and two rest areas in an attempt to find parking. By the time I squeezed into the back of a line of trucks parked in a rest area, I was more than an hour over my driving time and was quite tired. I hoped that since I was parked outside of the lanes of travel in the rest area and only had a small portion of the back of my trailer outside the white parking line, that I would not be harassed by law enforcement. I was wrong. In about an hour, I woke up to a police officer banging on my sleeper and when I opened my window, yelled "What the hell do you think you're doing parking in my roadway!?!". I explained that I started looking for a parking spot well before my hours were up but took over an hour and a half to find the spot I was now in, and that I'd hoped that since I was exhausted, out of hours and wasn't posing a threat to traffic that I'd not be bothered. He asked me if knew that it was a \$250 fine and points on my license if he wrote me a ticket. I answered that I knew there was some sort of penalty, but wasn't sure of the specifics. He responded that I "needed to plan better." He demanded I leave and stood there and watched while I quickly pulled on clothes and illegally and unsafely drove out of the rest area. It took me another three stops and another hour to find a truck stop where I could park (albeit not in a designated space) and get my federally mandated ten hours in the sleeper. Occurrences like the one I just detailed happen every night of the week to truck drivers in VA and other states across the country. I'm reminded of a sign I once saw in a high school text book on Civil Rights and racism that read "Nigger Don't Let the Sun Go Down on You in this Town". Truck driver's seem to be the new "nigger" of the 1950's and 60's. I can pull into the back of a store and deliver, but I better not try to park out front and go in and spend money... I'll get ticketed. I can bring food, water and supplies that provide for the most basic and vital needs of a town, but then I need to "beat feet" out of there immediately because I'm not wanted there. States like Nebraska spent hundreds of thousands of dollars (maybe millions) to install 8' high, metal reflective poles every eight feet along the ramps of all of its rest areas so that tired truckers couldn't park there if they needed to. How many parking areas could have been built with that same money that they used instead to reduce the amount of truck parking? This has been happening all over America in the seventeen years that I have been driving tractor trailer. States will spend money to prevent a truck from parking, but not ever to increase suitable and safe parking. States like Arizona and a few others have found it expedient to close many of their rest areas without warning, so a tired trucker might***

have been planning well in advance to park at a particular rest area, only to get there tired and nearly out of driving hours and find a "Rest Area Closed" sign and barricades on the exit ramp. What will the police tell THAT driver? I know... he should have planned better. Somehow he should have known the condition of every rest area on his 3,000 mile drive from New England to Southern California.

- Truck stops and rest areas are full have to keep trying to find that 1 MT space. It sucks less time driving
- California and new England states have next to none in parking
- ***At least 3 times per week especially 2nd week out and on due to HOS rollover on elogs as well as due to new corporate fuel routing solutions middle of nowhere at end of day, I feel these new routes are going to make unsafe parking even worse.***
- On a regular, it's not real truck friendly a lot of places, for example the further north you go there is nowhere to park, and trucks stops are far and few between, but you see a lot of signs that say no parking, or no big trucks
- rest areas truck stops full
- If it is late in the evening all the safe areas to park are usually full of trucks already so there isn't somewhere to park and you have to drive on until you find somewhere. It happens almost all the time and happens to a lot of my fellow drivers
- I try to plan out where I will park in advance of the timed break. I start about an hour from my destination at rest areas, truck stops and when I find a place I park. this happens 7 out of 10 times
- I left Proctor and Gamble in Brown Summit, NC heading to Washington, PA. The Qualcomm and my GPS told me to take US-29 to I-40 in Greensboro. Then, I-40 to Winston-Salem to catch US-52 to I-74 and I-77.
- I left the facility with 1.5 Hours on my clock. I was thinking that since I am traveling thru the major cities of Greensboro and Winston-Salem, I should have no problem finding a place to shut down. Boy, WAS I WRONG. The only rest area/truck stop along that route that I could find and trust was 2 hours away. I went over my hours my 30 minutes.
- Rest area is full. Must proceed to the next one which is generally 60-75 miles further...this happens to me weekly
- ***The truck stop parking lots have no vacancies. The rest areas have no vacancies. The best strategy is to wait for a spot to open and take it. On top of that, the truck stops are starting to charge money for many of their parking spots or to stay in their parking lot for more than two hours.***
- Populated areas have multiple ordinances and restrictions to parking. Roads that are illegal to use are not marked until you pass the last spot to turn around. Permission to park may be given by a shopping center, but can still be ticketed for using the road to get there.
- I have to start pulling into places over an hour earlier than needed just to try to find parking before my hours run out on a regular basics
- Parking is either full or not around where I am... Could park on an on/off ramp but more states making that illegal now.

- There are rarely safe havens closer than 30 miles apart. If parking is sought after nightfall, near a major city, or on a route with few truck stops/rest areas, a driver might have to hit three or four locations before finding an empty spot in which to park.
- Nightly, if you don't have a spot before *pm most likely you will be parking on a ramp
- Go to any major truck stop (ta, petro, loves, pilot) or a rest area after 11pm your lucky if you find anything there over filled when we have more rigs on the road than ever before.
- This happens at least 3 or 4 times a week
- Parking is full by 6pm
- Rest areas and truck stops are usually full and far apart. this happens just about every day
- If it is after 4 pm you can't find anything. All rest areas and truck stops fill up early. I try to get parked by 3 when the parking is still available but rarely does that happen. Every day I am worried about finding a safe place to park.
- The truck stops are always full. it happens at least once per trip
- Southern California is real bad for not having parking. So, driving to a place that you know is safe and legal can take some time.
- ***On days that I drop and try to reload that same day sometimes I don't get ready to find a spot until after 5pm. just last week I pulled into five truck stops and could not find parking in OH at 5:30pm ended up at a rest area without a shower***
- After 1900 at night I may have to try 2 or 3 trucks stops or rest areas. After 2200 usually will have to create a parking spot park in an improper place because I have no choice.
- 2/3 nights a week. Nowhere to park or it's already full.
- IF you have not parked before sunset you will have a very hard time finding a parking spot that is considered safe.
- I allow myself 1 half hour to get off the interstate, find parking and a half to get back on. 1 hour of driving to the next available truck stop. This varies by city, state, time of day, and day of the week. But every night I try to only drive 9 hours and keep 2 hours just in case.
- We can drive 11 hours in a 14 hour day so usually I'm looking for a place to park an hour before my time runs out. If it's after 1700 in big city's you almost can never find parking, but if you're not in the city you need to be looking for something around 1900 that's if you're not on a busy interstate. I was coming out of Laredo the other night and was north of San Antonio when I started noticing all the parking areas and truck stops. This was at about 200 in the morning everywhere you could possibly park was full and in Texas you can't park on ramps because there is no space to do so safely. I think if they want to do a study they need to be out there in the late night and early morning hours to see what a mess it is.
- ***I am a woman driver I have had to park in unsafe places including unsafe truck stops***
- Depending on the time of day/night, it may be difficult to find a place to park for an extended period of time. Sometimes I have to park outside designated parking areas rather than drive tired or drive over on hours.
- don't get loaded early and arrive a parking facilities late and have very hard time finding a legal spot to park
- Unfortunately by that time truck stops or rest areas are already full, and this happens pretty often

- I am on e-logs. When I generally pull over is between 8-10pm. After pulling in to several truck stops, and not finding room to park, I have to keep going which a lot of the time is over an hour. Truck stops are filling up fast now, because of the e-logs. Drivers are afraid to wait
- Available parking is already full in the later hours of the evening. At least 3-4 nights a week.
- **Many Oversize loads hamper Parking....**
- ***It's happens quite often. My company mandates we drive what's called movers guide and there for they also follow and pay those route directions. That being said we are 90% of the time on State and US routes and often we are forced to take our 10 hour break in a rest area or on a country road pull off. Although I'd most often prefer that then staying in most of these truck stops where they price gouge drivers for food and or supplies. There are some in the north east who charge to stay the night but they are often worse than the free truck stops.***
- Because I run a lot in the Northeast, unless I stop very early, I find that parking is difficult to find. I sometimes have to either park on a ramp or try and find a suitable spot at a business that is closed and has a large enough parking lot. I have begun parking earlier and earlier to secure a safe spot for my break. Everyone else, though, has the same idea, so it is becoming worse.
- A LOT up in the Northeast PA OH NY DE MD all these COULD DO something with ones they have closed and open them just for us I mean WE DO MAKE AMERICA RUN!!
- ***The availability of commercial vehicle parking is incredibly limited, even when the parking facilities are empty. There just isn't anywhere we can go, plain and simple. I found a parking lot on a Sunday morning at 1:00 AM. It was completely empty. I awoke to a security guard telling me to remove my vehicle lest I be towed. The empty parking lot was approximately 3 times larger than that of a Wal-Mart Supercenter parking lot. Truck stops and rest areas are about all we drivers have left and there just aren't enough parking spots for every driver. That means after the unavoidable universal human law of "first come, first serve" there will be drivers literally breaking the law and running over their daily legal hours of service, under no fault of their own, just too desperately find a parking space. Sometimes it feels as though the law requires us to fail.***
- There is a huge shortage in parking spaces available on pretty much any truck stop or any better rest areas that have at the least rest rooms available. Being a woman on a road is even harder than any men, especially for bathroom breaks. I have to spend a lot of time looking for spaces especially in less populated communities. Also I don't understand why a lot of rest areas closed for the night when truckers like me especially have the need to park and sleep. Quiet often I find myself parking on a "no parking" spot on a ramp or shoulder, simply because I'm out of hrs., dirty, and no bathroom or water in the nearby. This happens 95% of the time.
- It happened once every few days. The rest area or truck stop is full up with no legal place to park.
- There's no room at truck stops. I'm NOT allowed to park on the exit - entrance ramps & the rest areas are always full. Have to keep driving until I find something...
- Most of the loads go to New England and trying to beat traffic and find parking is a choice I have to make. All of New England basically has inadequate parking.
- I run mostly northeastern US. Truck stops fill up fast after about 5:00pm. Most of the time I don't run out of hours till 10:00 or 11:00 pm. By this time all the truck stops are full and I have a hard time finding a place to park. I usually have to park on an on ramp.

- ***At least once a week, I'm running my day usually at noon or so and have to take a break at some point which is usually 6-8pm or so when I try to make one. Most truck stops are already packed for the night. On those, I'll just have to temporarily block a fuel lane so I can get a break.***
- I pick up my loads in the afternoon so I have to run into late night (midnight or later) by that time truck stops are filled up to over capacity. So it is like lottery to find a spot. Waste of time and effort. Usually I end up going to my load drop point and hope they have a parking, it is 50/50, lot of the time I end up illegally parking on the street. Of course my ideal overnight parking would be at a truck stop, so I'll try two or three truck stops first, that takes hour or more if no luck than it is going to my drop point.
- In the North Eastern states, Florida, across the top end (i.e. I80) and any major city you will spend an hour or more looking for parking if you are not shut down by 3pm. Also, any state that you see trucks parked up and down the off ramps has a major parking problem. Nevada, New Mexico and southern Louisiana you will never have trouble finding parking.
- Daily if not parked by 7pm truck stops and rest areas are full
- ***Every day there is a very bad problem on finding Safe Adequate parking. I drive flatbed 48 ft. trailers. By D.O.T. own rules. I am required to stop every 3-hrs or 150 miles whichever comes first to re-secure and check my load. I cannot drive more than 11 hrs. In a 24hr period. There are a lot of truckers on the open road and most drive consistent time lines with one another. They are a lot of trucks run out of service at one time. They know this, we have Qualcomm units in our trucks, D.O.T. and local government know they just pass the Excuses around.***
- After 10 pm most truck stops and rest areas are full. This happens most week nights.
- These lots are full have to wait for Driver to leave or park in places that are not designated parking. It's all a timing thing. Night Drivers and Day Drivers leave trucks in Parking lots not even in the truck because companies do not have parking for their fleets. So these day drivers take a spot that should be for OTR Drivers...
- A lot of times I drive into the late evening by this time there is no parking available due to trucks already parked. Other times I can't find a truck stop or a parking area. I have had to park in shopping centers then asked to leave. Or even park on a shoulder in an industrial park where it is very insecure.
- ***Parking isn't available, truck stops are packed out the road, shippers and receivers don't allow overnight parking. It's just a hassle. It makes drivers want to quit to be honest.***
- Quite often, Have had times where I roll into a truck stop only to find no available parking, and then end up driving several miles or more down the interstate only to roll into a truck-stop full of trucks.
- I have learned that if I am planning on any overnight rest to plan on being in the truck-stop early in the evening or plan on not finding a space. This is especially a problem in the North East USA; in New England forget about it.
- It depends on the situation usually late at night when all rest areas & truck stops are full...
- It's always hard to find parking after 8pm. sometimes I end up having to go from truck stop to truck stop hoping to find a spot since the rest areas are always the first to fill up.
- Because I run at night all the Truck Stops are full. This happens most every night & Truck Stops are small in my running area.

- **90% of the time any truck stop within 100 miles of a major interchange or city is full before 3pm due to local drivers parking there trucks. Versus paying to park or able to park at home due to some city or county or state law that prevents them from parking at home. So they commute from truck stops where they can park for free and over the road driver have nowhere to park. Then the rest area situation is getting worse daily they are closed with no warning not enough spaces etc.**
- 99.9% of cities have some no overnight or big truck parking law even though they have to have stuff trucked in and out.
- I have no problem with no parking on city streets if a city wants that ok. If they want that then the city should build adequate truck parking with easy main high way access on the edge of their city limits not 30 miles away.
- **Here is an idea tax all fuel 1 cent extra per gallon not just diesel but all gasoline and diesel that extra 1 cent go into a dedicated fund to buy land and build facilities for truckers to park at for their brakes. The facilities do not need to sell fuel but have at least working restrooms. Have them located every 100-200 miles along truck routes and enough parking to accommodate X amount of trucks depending on population for the area.**
- Drive around and hope I find a place to park. Many times driving after my hours are up
- **It happens frequently. In the upper north eastern are, there are so few stops for trucks. The service plazas are very nice, but always completely full, forcing all of us to continue on to find any sort of parking spot. I do not, and will not park on the roadside, or on ramp. This is an invitation to being mugged or held up by the criminal groups.**
- it happens a lot...in some places it's impossible to find a safe place to rest
- I usually get to my delivery city by about 4 pm but sometimes I'm delayed. If I get to delivery city after 5 pm I have to park on a side street. it's a bad area and not safe
- When one truck stop parking is full, then I drive on to the next one available, and so on until I find a parking spot.
- I start looking for parking at least 1.5 hrs. before my time runs out also looking for a safe place to park
- I plan for it but any time we drivers make a delivery after 9 pm parking areas are often full and overcrowded forcing drivers to drive to find safe parking.
- When it is time to take a break I start at least an hour before looking for a parking space but must past at least three parking places before I have to park on the side of the road.
- Depends on where I am at the time I need to take a break when I am driving in relation to rest areas and truck stops and if the truck stop is full or not and the time of day or night
- It depends; sometimes I make the decision where to stop early in the day. However, there is no guarantee that there will be a spot when I arrive at my chosen destination, if there is no spot, I have to keep driving until I come to another rest area, truck stop, etc...
- Parking lots are not big enough to hold all the trucks. States are giving tickets when you try to park on an off ramp or on ramp. This happens 90% of the time.
- I mostly do the Northeast. NJ, NY, MD, WVA, VA a lot of these states have small parking lots and if not in the area by a specific time then they are normally full and your left parking out on street or ramps. Shippers and receivers in these states land others above NY don't allow parking on their property.

- ***Almost every night at TruckStops nationwide. If drivers want to park they have to be in TruckStops just at or just before dark. I am a car hauler and it is more difficult for me and oversize drivers because I am longer and cannot jackknife my trailer in order to park, also it is not safe to park in a way that trucks can park behind me because my load extends out from my trailer and cars can get damaged. I average 10 feet or longer than a truck with box trailer.***
- ***My day usually starts at or about 5:00 A.M. and depending on how the day progresses, I intend to be done by 5:00 P.M. Most days fueling and eating is not so easy because parking mid-day can be almost as frustrating as it is at the end of any given day. On days that it is convenient I try to shower when I break for lunch and or fuel. Most times this can take from one and a half hours to sometimes two and a half hours depending how long the wait is for a shower? The most ideal time to shower is after the day's work is done, and that more often than not requires two to four hours, that is should you find available parking at a truck stop! Parking and other time consuming activities cause driver to be forced to cheat in order to fulfill their obligations to the LOADS being transported.***
- Parking places are often full (***especially in summer with motor homes***), closed and too few.
- It is a matter of how far I can go within the 11 and 14 hour rules. I know where the truck stops and rest areas are already, so it's not an issue of "finding" a legal parking area; I already plan ahead so I know where I'll stop for the night.
- I pre-plan where I hope to stay prior to departure. The first truck stop is often full; sometimes I get to a third or squeeze onto an off ramp.
- ***This is not the right way to phrase this question because it has to do with my location and the time of day. In some parts of the nation, it's easier to find parking say after 1700 than other parts. Also, on Thursdays, Fridays, and Saturdays it often much easier to find parking.***
- ***No parking avail.in the northeast part of country/ around LA and most other major cities. I-20 and I-10 is always packed.***
- It happens nearly every night. If you don't stop driving before 9:00 PM, good luck finding a place to park.
- ***TruckStops/ Rest Areas are full. A lot of times, if I am able to get to the receiver/shipper the night before I will park there (if they have parking). If I can't do that I have to, at times, park on an on/off ramp to take my 10hr break. Being on e-logs, you try to run hours that will put you in a good spot to get a parking spot at a truck stop or rest area, but more often than not, it doesn't work out.***
- Because of the timing of the runs, when it's time for me to shut down its anywhere between 2am and 5am. Therefore all available parking is long gone.
- Depending on the area, you go to lot of truck stops they are full. 20 plus years ago you could pick your space at any time not now. 1700 truck stops are full
- Depends on the hour of the day if I get held up loading or unloading and seek parking later in the evening then most of the parking spaces of the local truck stops are usually filled this causes me to have to seek alternative parking and may cause a scramble for hours on end to find a safe refuge for me to put the truck in for the night. The Upper East Coast ranging from Pennsylvania to North Carolina and over to the ocean seems to be one of the densest populated areas in the hardest to find parking other cities such Chicago St Louis and other big metropolis is cause serious problems

with a meeting a lot of free in and out of and dense trucking populations with not a lot room for truck parking this causes us not to have a safe haven and to Bandar hours or 2 time: ourselves to have to try to get in and out of these areas that we can leave and try and find parking outside of Metropolis area

- I start looking an hour before.
- it happens about 5 times a week and mostly in or around city's
- Regularly have to start planning ahead as in before leaving home. Planning when& where & how far you can drive.
- TruckStops and rest areas are full.
- ***Circle truck lot several times in hopes of someone leaving. Very few rest areas available, in general. If there are rest areas that are not enough parking spots which forces drivers to park unsafely. As a female (young and small stature at 5'1") safe parking is a huge issue for me. I drive with my boyfriend; I could not drive OTR safely by myself. Not only are rest areas unsafe for me, many truck stops have proven to also be very dangerous for a small female. I never go anywhere by myself. My biggest issue next to not enough truck parking is to get people to acknowledge female drivers and our rights and safety. As we all know many guys pee in bottles, which is not only physically impossible for a female but also just down right disgusting! Many rules and time management restricts me from finding a proper and safe bathroom. I have suffered many bladder infections due to not "being allowed to stop within x amount of miles after pick up," or due to the fact I cannot just park at any business and use their bathroom. We have many issues that affect driver's daily lives in this industry; this is just the tip of the iceberg. I will continue to speak up and fight for drivers rights especially safety reasons and female driver's rights.***
- Distance between designated rest areas or locations I could be allowed to stop for rest periods, which includes public or private property.
- Unless I start driving very early in the morning so that I can shut down early, or drive all night long into daylight hours, I cannot find any open parking in either truck stops or rest areas (if the rest areas are even open), and in a lot of the larger city areas, I am blessed to find a parking space in the middle of the day.
- ***Many times I am driving until after 8pm and it is difficult to find safe parking during the hours from 8pm until 5am in many areas. Also, many rest areas have been closed or limit parking times. In addition, many states have outlawed semi-rig parking on highway shoulders and freeway ramps. Last, many large metropolitan areas have no sizeable commercial vehicle parking within 50 to 100 (or more) miles from the large metro centers. All-in-all parking a commercial vehicle for the federal mandated rest breaks has become riskier and is often very difficult.***
- ***I am never able to find "safe & secure" parking once the sun goes down. Although I run a relatively dedicated area, I plan my trips to incorporate my rest time in large pullouts alongside the highway. I trade 'safe & secure' for 'available' as many experienced drivers do these days- we really don't have much choice.***
- My route takes me to the east coast and I have to start looking for available overnight parking by midafternoon. On any given day by 5 or 6pm ANY and all parking spots for the night are filled to or beyond capacity. Must literally drive around and look for a place to stop and I am allowed to stay

- Tennessee where I run a lot of the time has full parking spaces usually by 5 pm I drive a reefer truck which has my load and unload times at odd times so parking is normally gone by the time I have to shut down. This is a normal daily problem for me.
- ***Being a So California driver, who drives to mostly AZ or North Cal. from So Cal, I spend a lot of my 14hrs at receivers from afternoon pickups. Then it's after dusk by the time my 11Hrs of drive time is close. All the truck stops and the few rest areas that are still open are packed in for the night. I have to circle the wagons looking for someone who is leaving and compete to see who gets the spot. Much illegal parking in truck stops now because of overcrowding. It's the worst part of being solo. Not knowing if and where you'll find a spot to park at night.***
- I am on elogs and I have to start looking for a parking spot at about an hour and a half before I get to my 11 hours' drive time if I don't start then I won't find a place to park before I hit the 11 hours mandatory stopping time and this is not just a once in a while thing it happens every day there is by far not enough parking places for trucks and I have been noticing to that a lot of states are closing their rest areas or putting up no truck parking signs
- It seems like after 8pm you can never find a safe parking spot. I run the I-70 and I-80 corridors a lot. If a snow storm hits and you want off the road good luck finding a parking space!
- IT HAPPENS EVERY NIGHT!!! If you do NOT shut down before 7pm you will NOT find a safe spot. AND, that is after driving for at least 10 hours straight. You are exhausted, and all you want is a safe place to sleep your mandated 10 hours, and get up and do it again!!
- Not knowing if I can park at the shippers, and the truck stops fill up very early
- ***Depending on the area I'm in depends on how many trucks are parked and if there are passenger vehicles or RVs in our truck parking. I've had to drive more than 30 miles to find a safe place to park. TA/Petro has created paid reserved parking but it causes more problems than it solves. This is a daily thing. Drive past a truck stop and it's always full. Case in point, the Northwest and the Northeast. California is getting bad about it.***
- The truck stops are full, so I have to go down to the next spot. If that one is full, then onto the next one. In some areas the truck parking areas are full by 5 pm. Sometimes I have to just stop. An example is last night. I had to stop as my 14 hour clock had run out and all the service plazas were full. That meant ***I had to park in a pull out on the PA turnpike. No bathrooms. Nothing. Unsafe as all get out.***
- I usually try to plan where I will stop at the beginning of my day, unfortunately most of the time (8 time out of 10) where I have chosen to stop is full by the time I get there and there are not enough alternatives close by to choose from. This means that I have to drive further down the road in hopes that I can find a place to park. I don't rely on rest areas if I can help it but have ended up at them often.
- Most of the time. Rest areas on map are closed and the open ones have limited parking. Some even have no overnight parking. Gas stations are often filled up by 5 or 6 pm.
- It happens every time I decide to take a break. If I'm not in a rest area or truck stop by 5pm I'm not going to find parking right away.
- Anytime I am east of the Mississippi River area if I am not parked by 4pm finding a parking space in secure parking areas is next to impossible. It is often a matter of having to continue to drive to make a scheduled drop or pickup that requires movement into the later hours of the evening

- if you do not stop in the afternoon most truck stops are full also the closer you get to large cities the parking fills quickly I have had to go over an hour past to find parking using unnecessary fuel and hours
- **Run team but there is no parking at night mon-thurs**
- **Truck stops are often full by early afternoon, drivers taking 10 breaks. Most often not enough parking spaces available then I have to drive on to the next one. Our company does not allow parking on ramps which is very unsafe and in many states illegal. I usually try to time my stops for staying in Weight stations as I feel safer and they are always much cleaner. My major problems are around most major metro areas (Miami, all of New England) and all of California (the worst!). There are NO TruckStops in the San Francisco area or inner LA areas. This sometimes makes me go far out of route and even over my 11 HOS, just to find parking. What choice do we have?**
- Lack of rest areas and truck stop parking lots full or no room to park w/doubles due to single trailer trucks parking in or blocking designated doubles/triples parking
- As a driver I have to think ahead. Where will I be when I shut down? If it's in New England, Ohio, Los Angeles. Or Chicago and like areas I will have to start my day early and end early or I won't be able to find parking. I'm not always able to keep such schedule in trucking, therefore I have to plan ahead or begin a search with 1.5 hrs. Left on clock. Looking anywhere I can find a possible spot. I may pull into 5-10 lots before finding something, and then it's usually a spot I just have to make fit, as there isn't any spots left. **Trucking is not a 9-5 job. We run all hrs.**
- Most truck stops fill up fast in the north east. For example the Mass pike the service areas can fit less than 10(ten) trucks. You end up parking illegally or in a dangerous position at an on ramp or shoulder. You end up driving over the HOS to find a somewhat safe place to park, this happens at least once a week
- If one does not shut down before 5 (2 or 3 in Texas) it is next to impossible to find an open spot. I spend the last hour of my drive time searching for truck stops or rest areas that allow overnight parking. If I cannot find one I, along with everyone else, have to park illegally or unsafely wherever I can.
- Rest areas closed or full, truck stops full, no truck parking signs everywhere. This happens way too often. Ask any driver - they say if you're not in a rest area by dark, "you aren't getting in"
- I haul over size equipment. Can't find enough room to park safely.
- This happens frequently because all of the truck stops are full, we are not allowed to park in a lot of areas, rest areas are full because truck stops are full... It is not safe in many places.
- After about 6 pm the truck stops and rest area start to fill up, the later you arrive the worst the parking situation becomes. Often times I have had to illegally park while waiting to find a spot because my H.O.S. have hit their limit for the day, and even violate them to find somewhere to park.
- **A lot of the truck stops are too small** even the large ones fill up fast. If you can find a rest area its either full or there is no parking allowed, you end up trying to find a store parking lot or any spot you can
- About three times a week I can't get a parking spot in Pittsboro, IN the next closest place in route is an hour away
- Most truck stops are full before the sun goes down. Most states have too few rest areas and no parking on shoulders, medians, on/off ramps. And parking in most cities is now a ticket-able

offense. States like Virginia have the biggest issue and I believe it used to increase revenue. I now start driving in the wee hours of the morning so that it is early afternoon when I park, and I still have occasional issues.

- ***rude drivers cant park, shutdown anywhere, use more than one spot, I don't want to get blocked in or hit by morning either***
- ***If there are some places to park, they are always full so you have to move on. New HOS rules and e logs put more drivers off duty at the same time because of wait times and the way e logs are set up.***
- ***Well, being a female my safety is a number 1 priority. I do NOT sleep in rest areas or on exit or entrance ramps because those are places that are unsafe. Although I will sleep in the rest areas in FLORIDA because they have STATE POLICE in the rest areas! I think that is a wonderful great safe idea that should be implemented across the whole US.***
- I arrive to the Chambersburg, PA area on my way to The Bronx, NY, for example. PA has VERY FEW rest areas for cars, let alone a tractor-trailer. I usually have to drive over my hours to find a safe haven in PA and the entire eastern seaboard.
- When you can run legally until the early hours of the morning...you have to start looking for a safe place before you actually time out...I have had to drive across Arkansas illegally because the rest areas were full as well as all the truck stops along the way. I will not stop on ramps.
- Once twice a month. Many rest areas are closed and when you do find a parking, it is not suitable for oversize loads.
- Lack of space on truck stops and or rest area had forced me to drive more than what I anticipated of driving (over my driving hours)
- Truck stop rest areas full have to drive to next ones to hope to find a spot.
- I usually start looking for a "safe haven" an hour or two before I run out of time for the day. I often lose an hour of my available time by stopping early rather than risk running out of time.
- Sometimes it's hard to find a safe place to park
- It really depends on where I am. Many times when you do not find parking before 4 PM you must search around because they fill up quick!
- Truck stops are often full on a daily basis and rest areas are the same so I need to drive to try and find another one.
- I always plan ahead and have somewhere in mind to take my break only to find the rest are to be closed she I get there, which forces me to find other Parking which can take a while depending on where I am.
- Frequently. If I can stop early like 3-4pm then I can usually find a spot. If I stop later, I may not find a spot in a rest area or truck stop and I have to find a "place." The Northeast is the worst place to find a parking spot. There are few truck stops, and fewer rest areas. Congested cities and generally no place other than the side of the Highway.
- When you shut down after say 5pm parking is difficult the later you shut down the more difficult
- ***Usually truck stops and rest areas are completely if not over filled by 5 or 6 p.m. When parking is found, is generally difficult if not impossible to get your rig into it, and if you do get in many times you get blocked in to the extent that you have to wake another to move so you can get out***
- ***You can't find any parking near any port or big city after 5:00 PM or any rest area or truck stop***

- Nearly every time you need to park there is little spots to get. Creates a very dangerous situation.
- I frequently need to find parking after loading or unloading, and my HOS time often is running out. I sometimes do not have time to drive to a place with parking, or there simply is no parking left especially after 5 pm.
- Well, the truck stops and rest areas all fill up pretty early in the evening and don't start emptying out until the morning. If I have to stop driving any time after midnight for sure it is very difficult to find a place to park no matter what part of the country you are in.
- ***This is a continual problem. Rest areas and truck stops are full early evening. By 2100 or later, there are so many trucks parked illegally that in most instances you cannot get in or out of the facility in a safe manner without having to wake a driver up. We run team so we are in a better position than most but for the most part...we park on the shoulders to make phone calls, update logbooks, do pre-trip and post-trip. Although unsafe and in many states illegal, it is often our only option. I drive the night shift and often see trucks all over the road due to fatigue. Something has to be done. sooner rather than later. All of our safety is ultimately at risk.***
- Well most of the time the rest areas and truck stops are so full that there is not where to park so I am forced to keep driving trying to find a place. this happens about 3 or 4 times a week
- Mostly running in eastern states it is hard to find truck stops or rest areas that are not filled up after 6pm. I like to run the "second" shift, hours between noon and eleven at night, so to avoid a lot of traffic.
- Sometimes depending on what time of day and where you are on any day it can be a very difficult to find a safe place to park. You can't just park anywhere. I did give up a few times over the years and park on an off ramp and also have been ticketed by state police for doing so, which is very wrong.
- Most nights it is a big concern
- I don't drive only during the day. I do a lot of night driving. But, most of the nights after 2000 and before 0500 the truck stops and rest areas are so packed that you will be very fortunate to find a parking spot.
- ***Depending on the state I am in, truck parking is generally taken up in the TruckStops by 5 pm or 6 pm. Most of the time, my time is wasted waiting to get loaded and unloaded and I end up having to drive until 9 or 10 pm at which time it's hard to find truck parking in TruckStops or rest areas. A lot of states will give you a ticket for parking on the on/off ramps and will threaten you with being arrested if you don't immediately move whether you have the hours to move right then or not. A few states have limited time for parking in their rest areas. Virginia only allows you to park for 4 hours, then they come banging on your door, forcing you to move, at which time they have another officer sitting on the outside of the rest area ready to pull you over and give you a ticket for running illegally. This has happened to me several times in Virginia to the point where I demand that the officer send out the Marshall in order to sign my log book stating that they are FORCING me to drive illegally. In most cases, if I can make it to my destination, I will just park in their lot and wait for the people to get in to work and tell me which dock to get in.***
- Just about every truck stop or rest area is filled up by 5-6 pm. most drivers don't want to drive at night. Very difficult to actually be one of the guys that drives after the sun goes down.
- I run off route lanes, seldom the same lane twice, thus making it harder to find places to sleep. I try to find well lit areas of whatever city or municipality I'm in, and as of late, I've considered carrying a

hand gun even though it's illegal. CONSIDERED is the key word. I haven't yet, but with violence toward truckers, it's a thought

- A lot of times, eastern side of the country. With the majority of trucks on elogs, TruckStops are full in late afternoons/early evenings. This is a reoccurring problem multiple times a week.
- it happens all the time you can't get parking any place you go truck stops are full after 8 pm rest stops are filled after 8pm u can't park any place but on ramps and then you get tickets it a bunch of SxxT
- **Chicago is a dangerous area to park in. Freight theft is the biggest issue. Plus there is a total shortage of places to park without having to pay out of my pocket, without reimbursement. Combine this with finding a place with bathroom facilities.**
- Parked up by 1400 generally everywhere LEGAL.
- Parking areas are full or posted no trucking or limited time allowed. Every day
- We do. Oversize loads and it is hard to find places on the routs we are given because of the size of the loads and truck and trailer because we have to use permit roads only mostly back roads and some towns we can't even go in
- Often enough to take notice. and being female I cannot stop everywhere
- If I run up against my 11 hrs. drive time, it means looking thru 2 or more TruckStops
- I start looking for a place to stop when my 1hr warning light goes on.
- So it isn't always an hour, might take me 15 min, or I might use every bit of the hour, but usually I'll find some place to pull off, before my hrs. Run out, it also depends on how late it is.
- I prefer to get an early start, rather than sit around waiting on log, so I try to get parked before the crowd picks up.
- On a run westbound across Nebraska I started stopping at truck-stops about an hour before the end of my legal limit. Every rest area was overfull, every truck-stop I tried was full, and I finally parked behind a closed Wendy's in a dirt lot. I guess I drove close to an hour over my limit. I find the I-80 route more challenging the farther east I go. I tend to travel I-90/I-94 over I-80. This happens on a regular basis.
- some interstates I've ran shows at rest areas there is a roadside stop or rest areas a few in Indiana where I've planned on stopping were closed found the same in MI
- I run oversize loads. I have to shut down at sunset every night regardless. if I'm not into a truck stop an hour before sunset it is impossible to find a place or Tues parking spot to put my loads into as most times **I am 14 foot or wider. So I can't even pull off on off ramp. With all the new mandated rules and the new HOS rules. What is a plan for us all to park?**
- Primarily when I am driving at night and have to stop early in the morning. 2 to 4 times per week
- It is a regular thing. After 4pm most truck stops and rest areas are full for the night, state scales are prohibiting any kind of parking, less you're in there to be inspected.
- **Once you deliver to any of the Long Beach ports, it's at least an hour drive to get out of Long Beach/Los Angeles to find parking... and even then the parking is usually questionable as to whether you'll get a ticket, there are no restrooms in the area you're parking in, or it's dark and isolated which is even more dangerous for females.**
- **Trying to find a parking spot after dark is impossible. The cold hard truth is there are more trucks than there is parking in this country, not just ports. At least twice a month thanks to HOS and**

elogs I am left sitting in dark alley ways or abandoned parking lots. When you cannot even move the truck thanks to elogs and the customer demands that you leave their property or you will be towed you are stuck.

- And trucks stops are always full by 9pm. I guess that's ok if you are a daytime driver but at night you are left on the side of the road.
- No place to park, truck stops are full and 99 percent of the time you can't park out in the street happens every time I am on the road at least 3 times a week.
- ***Every time a lot of freight is being delivered to same area***
- ***Full up truck stops over length trucks in truck stop recreational vehicles in parking bob tails in truck area***
- Almost every night sometimes I'll have to stop 3 or 4 places to find parking. ***I haul hazmat and I have to find safe and secure parking.***
- ***I work for a reefer company so it is all hours.*** Most truck stops fill up quickly by about 11 pm
- ***Depends on what time of day or night you are looking, most of the parking in rest areas are filled by 12:00pm. Truck stops back east are too small and need to expand their property or find some new stops to buy to handle all the trucks. Even TA or Petro are the largest company but I still have no place to park depending when I need to park they are all filled. I think the DOT stations should have parking for us if there lots are big enough to handle it. Shippers and consignees should allow trucks to park on their property if we have to deliver or pickup from them. Back east is the worst places to park. More rest areas should stay open to the drivers then you would not have so much trash everywhere. We should have the respect and safe places to park there are too many people missing/ don't forget without us you would have nothing. All Casinos should have truck parking at all times available to drivers.***
- Some secondary roads do not have truck stops with parking. I then have to find a large store with a large parking lot to sleep overnight.
- More times than not especially east of the Mississippi parking spots after late afternoon early evening can be tough not to mention extremely small rest areas. If I unload or load late at night or early am customers/shippers won't allow u to park either. If matters I pull reefer
- ***I can't maximize my driving hours because I have to find safe parking***
- The holding area for trucks will be full and I have to find a secure place to park
- ***If my driving time starts at 7 Am I have until 9PM for my 14 HOS to end. I have found that if I don't find a parking spot by 5 PM it will take more than 2 hrs. Or longer to find a safe spot to stop. Of course some states "Arkansas" is not truck friendly as far as passing laws not wanting any truck parking on ramps, shoulders and closed "Weigh stations" and so forth. Something needs to done for a safe lawful truck parking for the safety of the US citizens and continual growth of the US economy.***
- I usually get loaded late morning to early afternoon and around 10 or 12 pm I'm looking for a spot to park. By then most parking lots are full
- Approximately 4 nights a week I have trouble finding a parking spot. Truck stops are full, and the rest areas are either closed or full. I try to park before 6pm in order to ensure that I can find a place. If I fail in that endeavor for any reason, be it traffic or time spent waiting to pick up the load, I

usually have to just wait till the morning to leave, thus making the load late, and reducing my income on that load.

- PARKING AFTER 11PM IS ALMOST IMPOSSIBLE, I HAVE HAD TROUBLE PARKING AS EARLY AS 5PM
- Happens once or twice a week that it takes over an hour to find parking. I trip plan to drive about 10 hours, and plan a string of possible places to park within that 10 hour period. Frequently, there's simply no space available. I use the 11th available driving hour as an emergency reserve time period to find parking, since I have an EOBR.
- Overcrowded parking area. closed rest areas and truck stops
- Happens almost all the time, every were you try to park if full or you are not allowed to park their, rest area for instant you are only allowed 3 to 4 hrs. at a lot of them
- Usually have to drive to and thru 3 or more truck stops to find parking. Happens probably 4 nights a week.
- ***Well for starters I just passed a rest area in WV on i-79 north and south bound are full it is only 7:30 pm eastern time. Well already I know if they are full the truck stood are almost there as well. So now my problem is I have 2 hours and 30 minutes left to drive but if all the parking areas and truck stops are filling up now what are they going to like then. And with the new hours of service going into effect in July it only going to get worse. I pull a flat bed and my schedule fluctuates from day to day due the fact that pick up today deliver tomorrow but most of our places quit loading or unloading by 5-7 in the evening. This causes problems when I have to shut down with time left on clock because I see parking filling up and I know I if I keep going I won't have a safe place to park.***
- I usually try to plan EVERYTHING ahead! But if things happen in route or break is required at a particular time, what little parking is available is already taken forcing driver to search, this happened in Hammond, LA, Paducah, KY, Atlanta, GA ,Kansas City, MO and many more
- It happens all the time. Too many rest areas are closed, truck stops are always full, leaves me with no choice but to find a place that is not lit or safe to park at, just to rest, or try to.
- Depends on the area I'm running in as I won't park in certain places. I often opt out of my 14 hrs. Early (losing miles and revenue) to locate safe parking.
- Over parked and no parking available most times have to park up to 20 miles away
- Shipper loading late and when feeling tire I have to keep driving until u find a rest haven that has large amount of parking spaces.
- ***I drive at night a lot of the time and by the time I'm looking for a place to stop, everything is full. To just go to the bathroom I end up parking on fuel island.***
- I normally stop at midnight and there no parking so I have to drive over my legal hrs. to find a safe place to park and sometimes I can't find a place so I try to find a dirt lot and park there even if it say no trucks I do anyways because there is no option for me I do what I have to do I wish there would be more truck parking and rest areas so we can have a safe place to park are rigs after are hrs. are over
- At least 3 or 4 times a week. Tired and in need of a break, but forced to drive for an additional hour to find parking or have to park way before I'm ready to avoid driving past my hos.

- In some areas like Albuquerque, NM. I plan ahead and start looking for parking before my time runs out. Stop at the first place and if there is no parking move on. This takes up a lot of time and sometimes causes a person to violate their hours.....I try that is all I can do
- Happens consistently. Truck stops are full and too many states have outlawed parking.
- I try to run and get close to my delivery or end of day point. The hard part is looking for viable spots.
- Not being near a truck stop or rest area is the primary cause. I often have to start looking an hour or more before my HOS are up so I'm legal.
- It's hard to find a "safe" place to park when the truck stops, rest areas are all full. Up in the north east is REALLY awful about parking!!
- It happens every day I'm on the road. All the truck stops and rest areas are usually full by 9 or 10 PM. Some of them as soon as 6 PM.
- Chance of finding parking after 10 PM are about I would say 15%.
- Happens at least once a week. Need to waste fuel driving out of the way to find a parking space.
- To find a rest area that's not full, or a truck stop that's not full. I try to start looking when I'm down to a hour and a half on my clock
- Truck stops fill up fast sometimes you are forced to keep driving to the next one or park on an exit ramp. Need to make wide spots on the side of the highway like the ones found on PA. toll road
- Truck stop and or rest areas full. End up making my own parking space as many others do. Generally 3 to 4 times a week.
- No parking at the nearest truck stop all the time. The truck stops are FULL with drivers on their 10 hour break. There is not enough parking for all the rigs that must shut down.
- All Parking is full; this happens 6 Out Of 7 Nights.
- By the time it's mandatory for me to take my 10hr break its often past 6pm and all truck stops and legal parking areas are full
- ***I try to find truck stops because rest stops are full or have time limits but with truck stops getting smaller or not being on or near route it is difficult.***
- It actually takes between 15 minutes to over an hour, especially if we can't find a place in the rest area or truck stop that we come to first then we might have to drive another 30 minutes more or up to 2 hrs. to find a place to stop. ***Even though my husband and I are a team for yrs. now, it can be very hard to find a safe place to park.***
- IF YOU DON'T PARK BY 3PM IT IS HARD TO FIND A PLACE. ***YOU HAVE A LOT OF SUPER FLEETS THAT TAKE UP THE PARKING AND WHEN THEIR TERMINAL IS JUST DOWN THE ROAD.***
- This occurs several times a week, especially for loads being dropped in Dallas or Laredo. Also parking issues in Mississippi and Louisiana
- Just for example tonight I loaded late in Birmingham Al. And wanted to park shower and rest to drive early tomorrow am. There was NO available parking at three different truck stops in the metro none between here and there and as I am out of hours till
- I load late mostly in the afternoon and I run into the early hours after midnight it is extremely hard to find parking at that hour
- Many times you circle the truck stop or rest area and wait for a parking, and there are times you have leave because there is not parking. This happens at least twice a week.

- Often I get loaded in the afternoon after delivery that morning. Then several hours through traffic to scale, that day is shot. This means that now I am on night shift, and now days it is getting harder to find safe parking after 18:00 hours even in the western states If you need to park near a big city to drop or load i.e. Houston, LA etc. well it is just luck to get in a safe parking spot.
- I pull into a truck stop and there is no parking available. I then have to drive down the road looking for any place that I can pull off and park
- Depends on time of day usually, early morning or early evening...you can forget most truck stops and rest areas..! Usually when I'm pushing hard to make a deadline...I try to be driving during those times of the day when everybody is piled up in the parking spaces.
- Truck stops are mostly full at all times of the day. I've parked at rest areas, Wal-Mart's exit ramp shoulders...
- All the time rest stops are closed when u get to a town they have on parking for trucks North Dakota is really bad for it.
- Too often I deliver in cities/towns that either don't have any legal truck parking or limited parking causing me to search for parking where it may be restricted but resting to maintain being a safe driver on the road is worth the risk of being run off from my parking area. I wish each city/town would clearly identify where they want drivers to park and do their part in providing legal parking. How hard would it be for a city/town to turn some of their vacant land into a gravel lot for truck drivers to get rest? Or should I say, how important is safety to them?
- truck stops too crowded not enough parking ... 5 or 7 days a week
- Often depending on time of day. By dusk options are VERY limited and I often have to short my work day to ensure safe and available parking
- It depends on what time my hours run out....most truck stops and rest areas are full by 8pm if you look later than that you are hard pressed to find a fairly safe place to park
- Forget TruckStops as they're full after about 5pm and rest areas aren't much better. A lot of the time I park on an exit ramp till I move to a rest area or truck stop
- by the time I have drove as long as I can legally, and then start looking in the TruckStops, their full and so are the rest areas if you can find one. You waste several hours of your driving time if you park early so to get a spot.
- Unless I pull off the interstate on to a freeway ramp to rest and sleep which is illegal, it normally takes an additional hour to locate a rest area or a suitable location to rest.
- I usually deliver in the morning, and then pick up in the afternoon. Unfortunately, this can mean waiting to get loaded until after 6:00 p.m. Or later. There are only a couple of rest areas, and the rest areas and truck stops in Laredo and north to San Antonio are full by then. I don't do ports anywhere else, but this is the case all across the country. There are too many trucks and not enough places for us to park. If you have to deliver or pick up a load after sunset, you might as well forget about finding a parking place that night.
- Looking for safe and secure parking with ease of entry and exit. Also that it has clean showers and a decent restaurant. No knocking on doors or being approached by people looking to sell or beg for money.
- I begin my search 1 hour before my 11 hours expire

- Truck stops are usually full. No rest areas in the area. Often have to try to find Wal-Mart or other facility. Most facilities I pick up from/deliver to do not allow overnight parking.
- By the time I try to find parking, the lots are all full. Not knowing where any additional parking may be located; I have to go on up the road until I can find some hole to crawl into.
- Trucks top full, rest area full, etc.
- By the time my shift is over and I start looking, the rest areas are full and. From truck stop to truck it is hard to find a space. If I start looking before my shift is done I can find a spot but haven't driven very far
- Nearing end of driving period within 30 minutes. Usually that puts me in the middle of "nowhere" or in a heavily congested zone with no parking. This happens 4-5 times a week (7 day period).
- This happens EVERY night. There is not enough parking. The truck stops are full by 6 p.m. and the rest areas are few and far between. There needs to be much more parking areas.
- There's never enough parking at truck stops to get a decent meal in the evening.
- ***So many drivers are shutting down by 4pm which leaves no parking where I plan on stopping. I now look for Wal-Mart home depot parking lots and some of those are hard to get into or is blocked with low clearance poles.***
- Too many trucks at truck stops and rest areas. If you don't park early you won't find a spot.
- Truck stops are full sometimes by 3 pm I've drove 45 minutes or more & still no parking so I've parked on fuel island raised my hood & put reflexive tri angles out
- every place you stop is full ramps are illegal and full
- Sometimes I have permitted loads (oversize/overweight) and have to take some routes that have few to no places to park. Have had to park on the gravel lots just off the road that are not authorized for trucks in small towns.
- Many t/s are full so it is on to the next one.
- It happens about every other day. A lot more if I get to the truck stop after 8pm.
- Parking areas are full very early. I have seen some full at 3-4pm. Rest areas seem to always be full, at least the ones that are open anymore. Got stuck several times parking in empty lots and pull offs.
- Depends on where I am. Crowded areas of the country typically do not have enough spaces. Less populated areas have spaces but parking areas are more spread out. Most shippers/receivers refuse to let you park on their premises even if they have space, forcing me to seek out parking.
- When I get done my day it is around 6pm and a lot of times lump in a city and have to drive 30-40 miles to a truck stop and they are full. Some are parked illegal but I don't blame them I would do the same. Rest areas are full or closed. Va. Has a 2 hr. Limit in a lot of theirs on 95.
- At 10.5 hours I start looking for the next truck stop or rest area. Most of the time I will try at least 3 and if it's after 9pm I will have to make a parking spot. Just last week I looked in 3 truck stops and a rest area, by this time I was 2 hours over my 11 so I ended up parking on a ramp hoping I would not get a ticket. The new Log rules and elogs are going to make this a huge problem. After 20 years as O/O and small fleet owner I am looking to get out of trucking
- Planning for your overnight break is always at the forefront of your daily planning. If I am going to an area known for poor parking I make it a point to stop ahead of it and go into this area the next morning so I can get out and have a break.
- This happens as often as 3 times a Week.

- TruckStops are full in some areas by 4-5 pm. Limited rest areas open. Some areas have more truck parking than others. Some TruckStops have few spaces available.
- If you are not parked by 5 pm you won't be parking at truck stop you have to find another place on street by customer or a Wal-Mart parking lot etc.
- Almost nightly if I don't plan my trips. It is frustrating when I plan and the rest areas are closed or full or the truck stops are full and locale state police is ticketing you for parking on a ramp or shoulder. These officers do not care when they are ticketing me or making me move but five miles down the road the next policeman look at my log book an violates me for a 14 hour violation and this officer does not care that I had to move.
- All truck stops are full, over flowing. Rest areas also. Nightly.
- Everything's full
- most of the truck stops are usually full by 7 pm so when I have to stop after that I usually can't eat because I get stuck at a rest area, it happens at least 3 times a week
- Big cities where shipper/ rec don't have parking / two lane highways / rural areas
- When a planned truck stop or rest area is full, generally between the hours of 10p to 5a, then I will have to drive down to another stop or go out of route to comply with regulations. Stopping to rest between 10p and 5a is generally normal hours to rest and about 75% of the time is when a break is required. The other 25% of the time are during the day when I am sleeping after 5a to before 10p and at those times, truck stops and rest areas have available parking.
- Truck stops are full late in the evening when I normally shutdown... It is very hard to find anywhere to safely shutdown when they are full... This happens at least a couple times a week...
- ***This happens to me every time I go west of Texas cannot find no parking if you do it's already filled up it gets so frustrating. If I have to go to a large city to pick up or deliver, I sometimes have to stop 50 to 100 miles away to find parking if I have to wait till the next for pickup or delivery. If I want to be closer I have to be in most parking areas no later than 6 pm or not before 7 am if driving overnight. North of Richmond VA up to ME it becomes impossible to find safe parking after 3-4 pm. North of I-80 in the Midwest and south of I-4 in FL the same is true. This is an everyday event. Sometimes after a late evening delivery I may have to drive 100 - 150 miles to get to an area safe to park. Most shippers and receivers won't allow you to park on their property for more than an hour to pick up or more than a few minutes after you deliver.***
- You try to call a number provided and it becomes an appointment only so you show up only you too early, you Can't park there so then you park as close as possible only it is impossible, no parking of truckers and you look everywhere to see another truck a double park or get tickets because there's no parking
- After I unload at night I have to drive a hour to find a safe place to sleep that has parking available
- All the time, unless I start early and finish early in order to get a spot at a way side or truck stop like a Pilot or J or TA.
- I gently run late into the night midnight 12 in the morning. when I stop mini of truck stops actually most truck stops are capacity and very hard to find a place to park for the night so I have to keep driving until I can find a safe place .
- ***The truck stops are full by 4pm. Often times I have to park in back of stores or look for an industrial park and hopefully it's lit and secure.***

- I'm always oversized. it's almost impossible to even find any place large enough
- There isn't any place to park, lots are full, and rest stops are full, if you can find one. Unless you shut down mid-day there isn't a spot left at a truck stop. I have had to drive up to four hours to find any wide spot in the road that wasn't taking.
- Some Rest Areas Have Limited Time Your Allowed To Park 2_4 Max, TruckStops Are So Full You Have To Make A Space
- Where I plan on parking is full so I have to find another place to park. Sometimes I get lucky and find somewhere close most of the time I'm not.
- Quite often, one load that I do weekly delivers in the middle of the night by then TruckStops are full
- every time after 6 o'clock pm is hard to find parking lot at truck stops , so if you cannot find on the first one the things will be worst on the second one because will be more late and more hard to find parking lot and if you missed the second one than you have to stay illegal or stay on unsafely place ,
- Truck stops are full by dark many rest areas are too small or not open any more. try to find parking near city is about impossible and so makes it to where you have to be in rush hour traffic in the mornings
- Most time looking for parking near shipper/consignee which doesn't allow onsite parking that is safe and legal to do so without being told I have to move by local law enforcement. Average would be around three times per week.
- No available Truck Parking and Rest Areas are full happens 80% of the time
- Happens most every night as most places are full & I have to keep looking.
- Truck stops full
- TruckStops are full, rest areas are closed and customers like shippers and consignees 75% don't allow overnight parking
- I often drive at night and finding place to park in the middle of the early morning hours is rough rest areas are jam packed full as well as the truck stops I usually end up parking in the middle of a row and have to sit up and hope someone leaves....
- If you're not in a truck stop by 5pm you just have to stop at one till I your lucky enough to find one! so you just keep trying
- most of the time especially in the evening all parking is already taken to the point where at rest areas trucks are lined up to and down the side of the interstate. Truck stops, full. Wal-Mart or other convenience type stores are more and more prohibiting parking over night
- Happens a lot! I run up and down east coast, mainly northeast. Have to make sure I stop long before I have to, to make sure I can find parking
- Because for whatever reason nowadays if you are not in a truck stop well before dark you cannot find a parking space.
- This says it all " NO TRUCK PARKING ALLOWED"
- ***Truck stops are over crowed, places like Wal-Mart are now not allowing trucks to park on their property. Road side rest areas are often full, dimly lit and unsafe; you get a ticket for parking on the shoulder even if your time is up.***
- When its dark outside the rest areas and truck stops fill up very fast, then I look for empty parking lots, etc.
- rest areas and truck stops are full after 5.00 p.m. and this is every day except for Saturdays

- TruckStops and rest areas fill up very early, as parking is usually very limited
- Usually have oversized load, so it takes a while to find ample parking that is secure.
- Lack of truck stops and rest areas
- EVERY NIGHT
- Depending on what state I am in, when I have 1 hour to 1 1/2 hours of productive time left, I start hunting parking. Sometimes I will park in the no parking area of a rest area and sit up and wait up to two hours for someone to leave so I can get their spot.
- Nearly every night and normally it's because all the truck stops are full. I've been 4 to 5 hours into my break and been ran off from where I'm parked and it causes all kinds of problems cause I have elogs that auto start when the truck moves.
- Full lots. Nothing else close that would be safe and legal.
- I usually start looking within 2 hours b4 my driving is up and usually the truck stops are over and beyond packed so I go to the next one and so on until I find a spot.
- Shipper or receiver takes too long to unload or load, so the truck stop we planned on stopping at may be too far away.
- Depends on where I'm at. Most of the time I plan my route to be near a truck stop hat has enough parking.
- Night time load/unload 1-2 Times a week
- ...best time to park is before 1700
- There is never enough parking at truck stops, rest areas are usually full, and most states have a law against parking on the ramps... Even when there is plenty of room to do just that safely... and you can't just pick a parking lot of a business to park in for a night without the chance of either being fined, or towed
- ***When I am at a customer my clock runs out and I can't park there so I am stuck driving over my hours I love how FMCSA comes out with these rules but no one has answers on what we do when issues like I described***
- Truck stops are full... So I often go looking for a rest stop and hope there is a spot. I'm not good or comfortable with creative parking.
- un less you are in a truck stop by 3:30 or so u can find parking ,by 5 or 6 there mainly full. Rest stops fill up just as fast ...ramps are dangerous ...what's a driver to do?
- The route is heavily traveled by commercial vehicles, the areas are often over occupied and safe parking cannot be found. Trucks block other trucks in just to rest, if even for 1 hr. ***I've seen off ramps with as many as 20 trucks parked, causing extremely dangerous, potential life threatening situations, all because there aren't adequate areas to rest.***
- At least 3 or more time a week. The upper east coast state doesn't have any parking. Truck stops fill up quick. And rest areas are closing up.
- Depending on construction and city back UPS, accidents, I can't or almost go into hos violation trying to find a safe place, no exit ramps.
- ***All the time. My number 1 safety problem***
- It really all depends on the time and the location. If I don't know where I am it could take a long time.

- Most truck stops just aren't big enough and rest areas are always full. I usually deliver to places that are out in the middle of nowhere and they never allow truck drivers to take their breaks on their property.
- I deliver to the Houston TX area a lot and the truck stops are always full. No parking spaces available
- Depends on what time you get in if you're not at certain truck stops by 4-5 pm yrs. unlikely you will find parking then you have to go to the next stop cause a lot of shippers or receivers don't allow you to park there over night
- It happens all the time! If you don't get there by 1:00 pm TruckStops are full and no other available parking.
- I usually plan where I might be able to take a break when I get the load. If that area is closed or too packed I just keep driving until I find a place.
- if my load has me shutting down during late hour the finding a parking spot can be tricky
- If I don't end the day off early I find that all the spots are filled and I don't want to take an unsafe spot on the out skirts of a facility.
- We travel in areas where there is no parking, like in residential towns or places that do not like trucks parking there. Most time the rest areas or **truck stops are small** and by the time you get there, they are either full or you need to park on the shoulder where it's unsafe. If you do find a space it's usually crowded and you're **worried someone will hit you.**
- **We do not have nice truck stops or rest areas in Alaska. I understand wears a small part of the parking problem. But we do end up in remote areas.**
- Trying to find parking from sundown to 4 or 5 am is nearly impossible in most places.
- Time of day/night is a major factor. **Companies don't like you to shut down early. I start looking for a safe & legal place to park starting an hour or 2 before my hours are up. Sometimes that has failed, sometimes it doesn't. You have to start looking before your drive time is up or you face major problems from DOT as well as the company.**
- What few TruckStops or rest areas that are out there are full by 8:00pm so I start looking roughly 1.5hrs before my driving time expires being on E-Logs.
- Parking full or no parking at all. Have to drive to find it. Depending on the time and places I'm at will dictate where I can park.
- **I run e-logs and the company wants u to start looking for a place to stop, and when that happens I might stop at 4 or more t/s or rest areas with no available, because in some place's RV's or cars with trailers are parked in our spots, and with close to running out of hrs. To drive I might have to park on entrance or exit ramps, industrial parks if I can or alongside of the highway. This is due to not enough parking for the millions of truck that move this country.**
- On the average I start looking for parking 1- 1 1/2 hrs. Before I have to stop. It also depends on what time of day. If I can drive overnight, stopping in the morning (after 9am) parking is easy to find. If it's a day when I stopping any time after 15:00 it's a little harder. By 18:00, next to impossible. Truck stops and rest areas are full. I am on a dedicated route, and can park at my shipper anytime. 90% of my receivers however will not allow me to park there. **Several times I have run out of hours on a receiver's property and had to get permission from the safety department to drive. Twice I was escorted off of the property by law enforcement.** On average I deal with this 3 times a week.

- There are more trucks than parking spaces and the continued closure of available places, such as the parking areas on US78 in MS and they just closed one in I-75N outside Chattanooga, TN. And more and more business are revoking the overnight parking if picking up and delivering.
- Not many places to park around a lot of cities. And if there is parking it fills up early. So you have to move on down the road. It happens weekly to me. End up parking on dead end roads a lot. Never feel safe, but no place else to park.
- Almost every day, some days I just have to keep going because spots are full... I change my start time, and end time, still no parking, shut down early there might be parking, but it's doubtful...
- In certain states like New Jersey and Pennsylvania just to name two. You can drive always just to find a place to park.
- If I'm stopping any time after 7pm it's a roll of the dice if I'm going to be able to park at the first truck stop I go to. I've had nights where I've gone back and forth between 2 different truck stops hoping someone would leave
- If it is a run where I am away from my DC and have to shut down in the state of Missouri I am on back roads or county highways mostly. I try for Wal-Mart's since they are the only thing with restrooms that are open or scale houses if I have too. If I have a return run for my DC after my deliveries I am usually in Illinois and can stay at the Rochelle II truck stops but with the elogs the company knows I have time to run and wants me to run my clock farther out putting me on the back roads of East Illinois when I need to shut down. Again if there is a Wal-Mart in the area that is the best chance for parking after 2300 at night but they are not in every town and some do not have truck parking. Last summer we had a truck stop on my route closed for repairs and at the same time the rest stop was also closed.
- ***Eastern and middle Missouri is good about turning old rest areas into truck parking. Trucks parking in the summer is also the RVs and people pulling their boats park in the truck parking area making it even harder to find an open spot before HOS run out. It is very frustrating when you see 3 or 4 stop with RVs and you know you need to shut down. I have seen RVs/ small trucks with trailer/boats take truck spots when there is no vehicles on the Auto side and they could have parked there.***
- I pull into truck stops or rest areas to park and go to sleep , but 75% of the time there is no place to park so I have to drive down the road farther and ***I feel very unsafe and nervous about having to go farther.*** In rest areas a lot of ***motorhomes and travel trailers take up parking or vehicles with U-Haul's or cargo trailers ,when they (I feel) should go to motels or RV parks ,not in the rest area where truck drivers should be able to pull in and go to sleep.***
- ***No places around the darn ports***
- Trying to find a spot to park in a safe location. Especially after 9 p.m. a lot of truck stops and rest areas fill up. Sometimes have to drive another 60+ miles to find another stopping place.
- Many rest areas are closed - illegal in many states to park on the shoulder or ramps - no space in truck stops to park - and shippers and receivers delay the time to find adequate parking, when the need arises to do the HOS breaks/sleeper times, etc.
- I run team, and since we park only intermittently and only for 2-3hr at a time, the spots have usually been taken by drivers on their 10hr break. This generally happens early in the week.

- Depending where I am and how late it is... truck stops are full. A lot of towns do not allow truck parking.
- When I was OTR, before my dedicated account, I had a hard time finding parking, in the late evenings, basically any time after 7-9p.m. at night it's very hard to find parking.
- Rest areas are full or under construction or places are closed up. Now it's a bigger problem do to RV's
- Truck Stops Better Get There Early Or Get Lucky Here In Missouri Parking Allowed On Ramps Many States Not!
- Too many trucks and not enough truck stops or rest areas. Need more of the big truck only parking areas along the interstate. It happens almost every time you try to park between seven at night and four in the morning
- Mainly it's because I'm unwilling to stop places that are unlit or abandoned. A nearby bathroom is important too. Truck stops are usually full by 3pm so unless I'm aware of something other drivers aren't I drive until I'm some place safe.
- Truck stops are full after 5pm....can't park on exit ramps. ***Had my fuel stolen at a cafe parking one night. It is endless. I remember driving all night in Massachusetts one night because there was no parking anywhere. I delivered and they would not let me stay overnight. That was the worst night, I was so tired, I was not familiar with the area, so I just drove and drove.***
- We have to drive long distances to find parking, including going to multiple TruckStops.
- TruckStops overfull due to unfair laws regarding parking on off ramps, R.Vs parked in truck parking; most rest areas are either overfull or closed.
- This happens at least twice a week. There are either no truck stops around or they are full. No rest areas no room on ramps and the facility where the delivery is scheduled has no room or has gates and will not let you park. ***This is common ground had an SUV with two men follow me and when I started to park on the side of the road near the delivery spot on a very dark back road, needless to say I pulled away and drove for forty minutes away to find a safe place to park.***
- I TRY to plan, but do to spaces it is difficult. Sometimes where I want to be, I can't all the spaces are full. So I am forced to head toward secondary places.
- Usually there is no open place to park. and it happens on average at least once a week
- Well after around 9pm it's hard to find parking. I've driven to 4 truck stops 1 rest area all full had to drive another 50miles to park in some sand lot.
- Available parking is limited.
- If I am driving nights, there are NO places to park. Truck stops, rest areas are full. This is a nightly occurrence. Some areas, if you aren't parked by 3-5pm, everything is taken. Most of the truck stops today are more like fuel stops, allowing us to purchase food and fuel then leave. I try to get either the shipper or consignee to allow me to park on their yard. Otherwise, I run out of hours before I can find safe haven.
- It happened a lot there's no place to park in rest areas always full by sun down truck stops usually full or some idiot takes 2 parking spots or block driveways
- All truck stops and or rest area's full or closed. Most places of businesses run you out of their parking lots. Or there are tow-away signs

- rest areas are closed to parking, shippers or receivers don't allow overnight parking mostly Wal-Mart ,target family dollar ,dollar tree ,major company's like that and the truck stops are full, pilots and flying j's are full of hookers and dope dealers and un safe
- ***In Arkansas there are hardly any places. Jersey too. And most are pay to park....truck stops too tiny. If you're not in a truck stop by 5pm...Forget it...***
- there are not enough parking place out there and elogs makes it harder to find parking everybody trying to get off road at same time I am feel like I get less rest on elogs then on paper logs
- Finding parking depends a lot of what part of the country you are in and the biggest thing; especially in the east is time of day. I the east 99% of the time, if you are not in a parking spot before 4pm you are out of luck. I-81 is in my opinion the worst.
- Dealing w traffic in finding a good place to park , so I am not in harm's way
- Go from truck stop to truck stop to rest areas looking for a space they are all full most of the time.
- Truck stops and rest areas start filling up by sundown. If you have to drive later in the evening it's almost impossible to find parking especially in the northeast.
- Many of the truck stops are full, as are the rest areas. This often occurs around major cities, and many of the truck stops are full or near full before 9pm. The Northeast/Mid-Atlantic is the worst area for this situation, and the few truck stops can be full by 5pm.
- never any room in a truck stop plus rest areas (when you can find one) are full by 4 pm
- Usually start looking during my tenth hour for a place to park, in bad weather I have to look much earlier since the spots fill up so fast. Parking on the East coast seems harder than in the mid states. Not much parking in FL or NJ.
- It all depends on what time of day it is. This happens to me a lot.