

City of Minneapolis

Request for Committee Action

RCA #: RCA-2021-00733

TO COMMITTEE(S):

#	Committee Name	Meeting Date	Submission Deadline
1	Transportation & Public Works Committee	Jun 23, 2021	Jun 15, 2021

FROM: Public Works Department

LEAD STAFF: Dillon Fried, Assistant Parking Systems Manager, Traffic & Parking Services

PRESENTED BY: Dillon Fried, Assistant Parking Systems Manager, Traffic & Parking Services

SUBJECT:

Truck parking ordinance

ACTION ITEM(S)

#	File Type	Subcategory	Item Description	Public Hearing
1	Ordinance	Code Amendment	Passage of Ordinance amending Title 18, Chapter 478 of the Minneapolis Code of Ordinances relating to Traffic Code: Parking, Stopping and Standing, amending provisions related to parking of overweight vehicles and commercial vehicles.	Yes

WARD / NEIGHBORHOOD /ADDRESS

#	Ward	Neighborhood	Address
1.	All Wards		

BACKGROUND ANALYSIS

Community Concerns Prompting Action

Current ordinance prohibits vehicles over 6000 pounds from parking on streets in residentially zoned areas but there are no weight restrictions on parking in areas with other types of zoning. Complaints from residents and businesses related to large commercial trucks parking on city streets have increased in recent years.

The complaints and concerns about truck parking generally relate to traffic safety, livability, and environmental hazards. Commonly cited complaints include:

- Traffic Safety
 - Obstructed sightlines at intersections and driveway curb cuts
 - Obstructed regulatory signage
 - Narrowing and encroachment of bicycle and motor vehicle travel lanes
 - High traffic volumes due to travel to and from parking locations
- Livability and Environmental Hazards
 - Obstructed views of business signage and addresses
 - Reduced parking available for guests of area businesses
 - Obstructed fire hydrants
 - Noise and emissions from excessive vehicle idling
 - Litter generated from food and beverage consumption and truck maintenance activities

Vehicles that generate complaints are primarily large straight trucks and semi tractors with or without trailers. It's common for these vehicles to cluster together and park along entire city blocks, sometimes for several blocks in a row and/or on both sides of a street. These clusters tend to be in industrially zoned areas; however, residents and guests of adjacent businesses often travel along these streets to access their destinations. It's estimated there are anywhere from 200-300 large trucks parked on city streets at any time depending on the time of day and day of week.

Factors Contributing to Truck Parking Demand

A 2019 Minnesota Department of Transportation (MnDOT) study cites several factors that contribute to truck parking demand including:

- More Trucks – In the past ten years, overall tonnage carried by trucks increased 24 percent.
- Hours of Service – Increased limitations on the consecutive hours a truck driver can drive.
- Electronic Logging Devices– Federal law required trucking operations shift from a paper to electronic logbooks.

- Productivity Expectations – Rising customer expectations for delivery times and an increasingly cost competitive marketplace have pressured truck drivers’ decisions.

The terms of federal commercial driver licenses have several hours-of-service regulations to ensure public safety by preventing driver fatigue. Some of the relevant restrictions include:

- An 11-hour driving limit within a 14 consecutive hour period
- An 8 consecutive hour driving limit with a 30-minute break required before or after this limit
- A 10 consecutive hour break prior to any 14 consecutive hour driving period
- A 34 consecutive hour reset period each week

Due to these regulations many drivers prefer to park their trucks near their homes and/or near where they pick up or drop off loads. This helps to maximize the amount of time they can be driving with loads.

Trucking Industry Considerations

The trucking industry is an essential part of our economy. A MnDOT resource states that “Trucks move an estimated 85 percent of all manufactured goods in Minnesota, including household items.” Many trucks that park on Minneapolis streets are owned by small carrier companies operating with a “for hire” business model. They contract with larger companies for jobs, often through freight brokerages. This contrasts with a “fleet” model where one company owns or leases many vehicles.

There’s a relatively low barrier of entry to forming a small carrier business by purchasing as few as 1-2 vehicles. This has led many immigrants and people from BIPOC communities to start their own trucking businesses. Obtaining demographic information about truck drivers and owners is challenging given the regional and national scope of the industry. The US Department of Labor estimates that 40% of truck drivers are from BIPOC communities. Study and outreach on this issue has shown that many Twin Cities truck drivers are from East African immigrant communities though we have been unable to find regionally specific demographic information.

The availability of truck parking is a public safety concern. The farther drivers must go to find parking the more likely they are to be near or past their hours of service limit which can affect a driver’s level of alertness. Traveling greater distances to find parking also results in more vehicle-miles-traveled including the associated traffic congestion, fuel consumption, and emissions.

Key Points of the Proposed Ordinance Amendment

Most trucks that currently park on Minneapolis streets are parked legally under current ordinance. Several amendments to ordinance are proposed to mitigate community concerns. The key points of the amendments are:

- All vehicles that weigh or have a carrying capacity over 26,000 pounds are prohibited from parking on any street unless one of the following criteria is met:
 - They’re actively engaged in loading, unloading, or providing a service.
 - They’re stopped or parked at the direction of a police officer or traffic control agent.
 - They’re in a zone with signage authorizing parking vehicles of increased weights.

- Citations for violation of this ordinance can be attributed to either the driver, lessee, or owner of the vehicle.
- The fine for violation of this ordinance will initially be \$150 through December 31st, 2022. Thereafter the fine will be \$250.
- The current weight limit for vehicles parking in residential zoning districts is increased from 6000 to 10,000 pounds to better align with modern vehicles.

Efforts to Foster Parking Alternatives

The drawbacks and safety concerns with continuing to allow large trucks to park on city streets must be considered in context of the benefits of a healthy trucking community. In moving to further prohibit the size of vehicles that can park on streets, the city is also taking measures to help develop parking alternatives for vehicles that will be affected by the new restrictions.

First, solving the statewide shortage of truck parking options requires a statewide response. Effective in 2021, an item was added to the city's Legislative Agenda and Policy Positions to advocate for the identification of solutions to the lack of designated commercial truck parking.

Second, the Department of Community Planning and Economic Development (CPED) has identified facility and licensing requirements that can be shared with any groups interested in forming an off-street parking facility for trucks. Facility requirements range from things such as surface paving, screening, and landscaping. The licensing requirements vary based on the business model such as charging fees for daily use versus monthly use.

Finally, the proposed ordinance amendment does allow for overweight trucks to park on streets that are signed to allow sizes heavier than the general weight restriction. Adjacent property owners and businesses will be able to request and pay a fee for these zones to be established. The Department of Public Works will evaluate requests for weight restriction exempt zones and establish them where appropriate.

Education and Outreach

Several stakeholder groups have been engaged to research this issue and to inform them of the intent of the city to amend its on-street truck parking ordinances. The formal groups engaged include:

- MnDOT
- Minnesota Freight Advisory Committee
- Minnesota Trucking Association

Additionally, events were held in January and February of 2020 to directly engage with the public on the city's understanding of this issue and to get feedback from residents, businesses, and truck drivers.

If the proposed ordinance amendment is passed, there will be an education phase for the changes lasting through December of 2021. During this time no citations will be issued for violations of this ordinance. Traffic control agents will issue warning citations during this phase and distribute educational material about the new parking restrictions. Standard enforcement of the new ordinance would begin on January 1st, 2022.

The Minneapolis Small Business Team has developed several outreach strategies that will also be used including:

- Reach out to Business Technical Assistance Providers (BTAP) that may have supported/funded independent and/or immigrant owned contract truck owners/operators.
- Reach out to CPED's workforce division to get network contacts for independent operators.
- Coordinate outreach to organizations near clusters of truck parking issues such as:
 - The North East Chamber of Commerce
 - The Southwest Business Association
 - Seward Neighborhood & Longfellow Neighborhood Oriented Organizations
- Schedule and help prepare script for Public Works staff to appear on cultural Hmong, Somali, and Latino cultural radio shows

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Truck parking ordinance - REIA (Standard)
