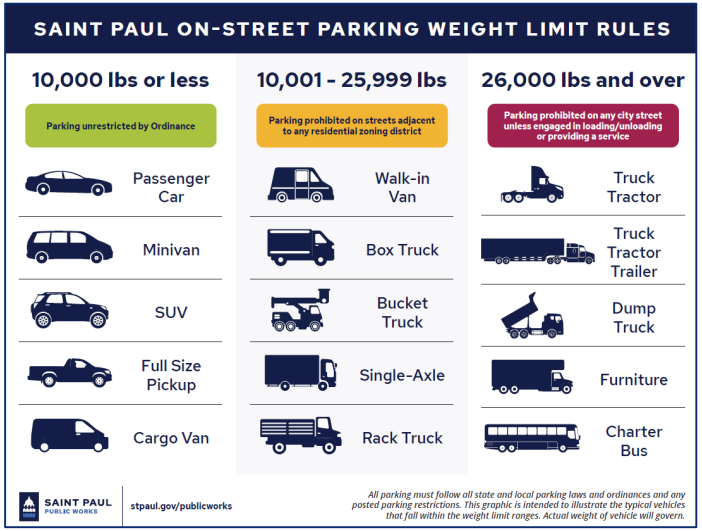
STPAUL.GOV
CITY OF SAINT PAUL
TRUCK PARKING ORDINANCE

Reasons for Ordinance Change

- Growing issue for Saint Paul
- Streets not designed for truck parking and truck parking creates a safety issue on our roadways
- Creates consistent truck parking requirement with Minneapolis
- Without ordinance change we cannot efficiently, effectively, fairly, or equitably manage the truck parking complaints we are receiving

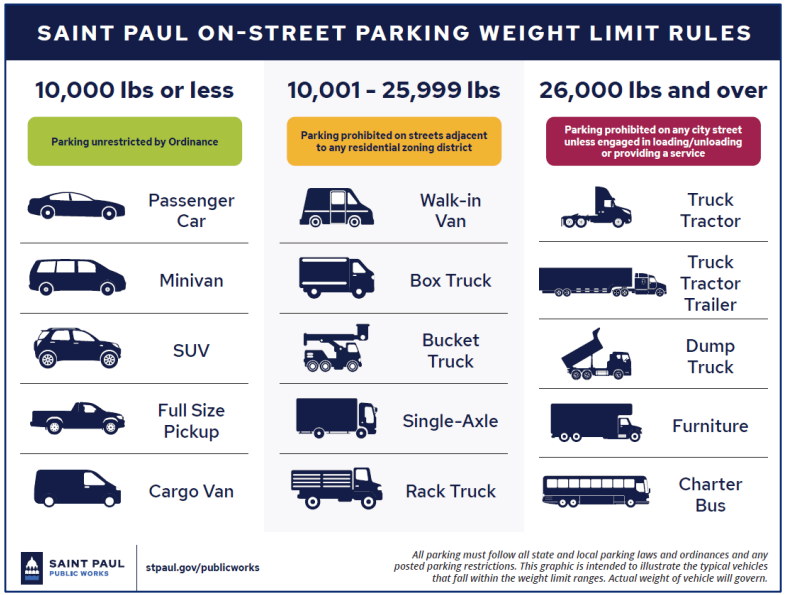
Ordinance Summary

- Mirrors Minneapolis truck parking restrictions
- Graduated increase in the fine amount
- Includes a two-tier weight limit restriction
- More clearly and consistently defined residential districts
- No changes to Recreational Vehicle restrictions
- Provision to allow truck parking at request of adjacent property owners



Ordinance Summary

Existing Ordinance	Proposed Ordinance
No restriction on overweight vehicle parking other than in residentially zoned areas	Vehicles over 26,000 lbs prohibited from parking on any city street unless engaged in loading/unloading or providing a service
Commercial vehicles and vehicles over 6000 lbs prohibited from parking in residential zoning districts	Commercial vehicles and vehicles over 10,000 lbs prohibited from parking in residential zoning districts
Standard parking citation fee of $40	Elevated citation fee – $150 starting January 2024 then $250 starting July 2024



Questions

SECTION 1

WHEREAS, there have been numerous complaints made by City of Saint Paul residents about the increased number of commercial vehicles and semi-trucks parking in the city generating public safety and nuisance concerns; and

WHEREAS, the vehicles that generate complaints are primarily large straight trucks and semi-tractors with or without trailers; and

WHEREAS, it is common for these vehicles to cluster together and park along entire city blocks and sometimes on both sides of the street; and

WHEREAS, the most frequently cited traffic safety concerns include obstructed sightlines at intersections and driveway curb cuts, obstructed regulatory and guide signage, narrowing and encroachment of bicycle and motor vehicle travel lanes; and

WHEREAS, complaints from residents also have included: obstructed views to business signage and addresses, reduced parking availability in neighborhoods for guests and for area businesses, obstructed fire hydrants, noise and emissions from excessive vehicle idling, and litter generated from food and beverage consumption and truck maintenance issues; and

WHEREAS, the City of Saint Paul has a compelling public safety interest to regulate the street parking of commercial vehicles and semi-trucks in residential and other areas throughout the city and to reduce nuisance activities associated with the street parking of these vehicles; now therefore be it;

RESOLVED, that the Council wishes to address these public safety and livability concerns related to the parking of commercial vehicles and semi-trucks on city streets, and be it;

FINALLY RESOLVED, that the Council of the City of Saint Paul does hereby ordain:

SECTION 2

Section 157.11 is hereby amended as follows:

(a) *Recreational vehicles.* No vehicle or combination of vehicles ~~except those licensed under chapter 331A.04(d)(17) as a mobile food vehicle, or those registered as recreational vehicles pursuant to Minnesota Statutes, section 168.013, subdivision 1g or as amended,~~ that is twenty-two (22) feet or more in length and seven (7) feet or more in width, measured between the two (2) most widely separated points or proportions on either side of such vehicle or combination of vehicles, shall be parked on any street or alley for more than thirty (30) minutes. Exceptions to this prohibition include any vehicle or combination of vehicles that is licensed under chapter 331A.04(d)(17) as a mobile food vehicle, or those registered as recreational vehicles pursuant to Minnesota Statutes, section 168.013, subdivision 1g.

(b) *Garbage, rubbish or recycling trucks.* No vehicle designed, used or maintained for the transportation of garbage or rubbish, or recyclable material as defined in St. Paul Legislative Code Chapter 408, whether licensed or unlicensed, shall be parked or left standing on any private property, street or alley ~~in any R1, R2, R3, R4, RT1, RT2, RM1, RM2, RM3, T1, T2, T3, or T4 Zoning District~~ for more than thirty (30) minutes.

(c) Reserved.

(d) Commercial vehicles.

(1) For the purposes of this section, "commercial" and "overweight" vehicles are defined under Legislative Code section 151.02.

(2) No commercial or overweight vehicle shall be parked overnight or stored on property zoned residential or occupied exclusively as residential.

(3) (a) No vehicle or hitched or unhitched combination, with or without load, which weighs more than ten thousand (10,000) pounds or is registered for a gross weight of more than twelve thousand (12,000) pounds, nor any commercial ~~or overweight~~ vehicle, other than an agricultural vehicle permitted under chapter 165, shall be permitted to stop, stand, or park on any street or alley ~~in an R1 through R4, RT1, RT2, RM1 through RM3, T1, T2, T3 or T4~~, which is within or abutting, including across a street or alley, from any residential or traditional neighborhood Zoning District, as defined in Legislative Code section 60.301, unless such vehicle is actually and expeditiously engaged in the loading or unloading of passengers or materials from the vehicle, or is actually engaged in the providing of services at that location, or is in compliance with official traffic-control devices, the direction of a police officer, or unless otherwise provided by law.

(b) No vehicle or hitched or unhitched combination, with or without load, which weighs more than twenty-six (26,000) pounds or is registered for a gross weight of more than twenty-six thousand (26,000) pounds shall be permitted to stop, stand, or park on any street or alley unless such vehicle is actually and expeditiously engaged in the loading or unloading of passengers or materials from the vehicle, or is actually engaged in the providing of services at that location, or is in compliance with official traffic-control devices, the direction of a police officer, or unless otherwise provided by law.

(4) Exception for school bus. A school bus driver may park a school bus at the curb abutting the driver's residential property or on the driver's residential property, said property being the address on the driver's Minnesota driver license, for up to a maximum four-hour period, which is within or abutting, including across a street or alley, from ~~an R-1 through R-4, Rt-1, RT-2, or RM-1through RM-3~~ any residential Zoning District, as defined in Legislative Code 60.301.

(5) Tow and impound authorized. ~~Commercial and overweight~~ Any vehicle parked in violation of ~~this ordinance are~~ paragraphs 3(a) and 3(b) this section is illegally parked and unauthorized, and may be cited and immediately towed and impounded pursuant to the written report of a peace officer or parking enforcement officer.

Any violation of the terms of Section 157.11 (d) shall be subject to a fine in the amount of one hundred and fifty dollars ($150) from January 1, 2024, through June 30, 2024, and two hundred and fifty dollars ($250) thereafter.

(e) No person may leave or park a trailer, including cargo or utility trailers, campers, and boat trailers, on any street or alley unless connected to a motor vehicle capable of drawing or transporting the trailer on the same block for more than forty-eight (48) consecutive hours. Unattached trailers parked in violation of this provision are illegally parked and unauthorized~~,~~ and may be cited and immediately towed and impounded pursuant to the written report of a peace officer or parking enforcement officer.

SECTION 3

This Ordinance shall take effect and be in force thirty (30) days following its passage, approval, and publication.

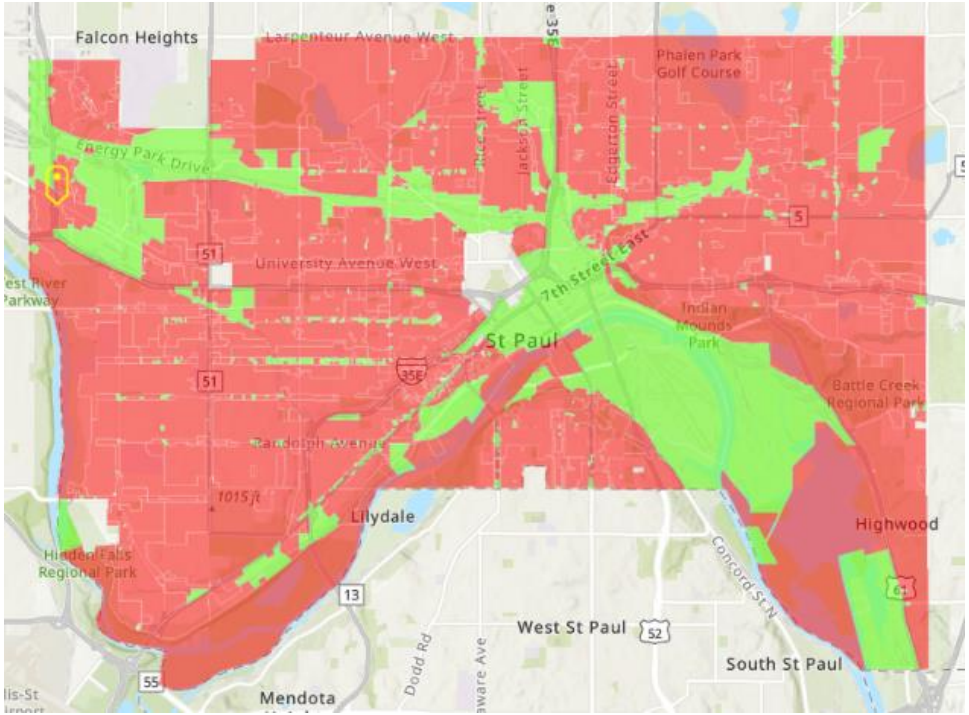
Truck Parking Conclusions

- Current parking enforcement resources are limited.
- Fines do not appear to be a deterrent. No structured/increasing fine system in place.
- Challenges surrounding towing - cost, capacity, storage, and disposal.
- Limited opportunity to address trucking parking issues with signed parking restrictions.
- Code is not easy to interpret, and it is unlikely that truck drivers and residents fully understand the truck parking requirements.
- Unclear if existing code is consistent with City policy direction.

Separate (but related) Issues

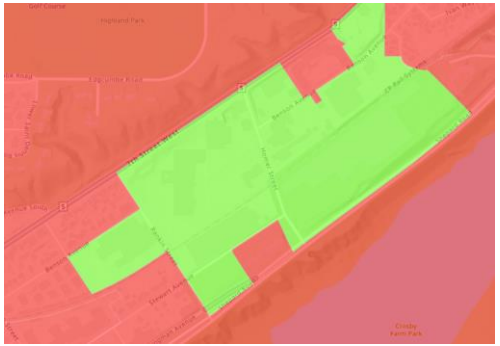
- Parking enforcement resources are limited
- Limited options for truck parking on a regional basis
- Equity
  - A number of truck owners and drivers are from immigrant communities and are POC
  - Truck parking tends to impact lower income neighborhoods more than higher income neighborhoods

Truck Parking Map



Green – Truck Parking Allowed
Red – Truck Parking Prohibited

Rankin/Stewart Area



Potential Reasons for Increase in Truck Parking/Complaints

- More trucks in service for the shipping/freight industry (+24%)
- Lack of available parking at private businesses (or price of parking)
- Increase in waiting times to unload product upon arrival
- Drivers may be reaching/have reached limit on hours able to drive and must park and rest for specific amount of time (federally regulated)
  - Trucks passing through to other destinations reaching limit
  - Trucks with local deliveries reaching limit
- Owner/Operator lives in or near city and needs place to park his/her truck when not working

All have different needs and responses.