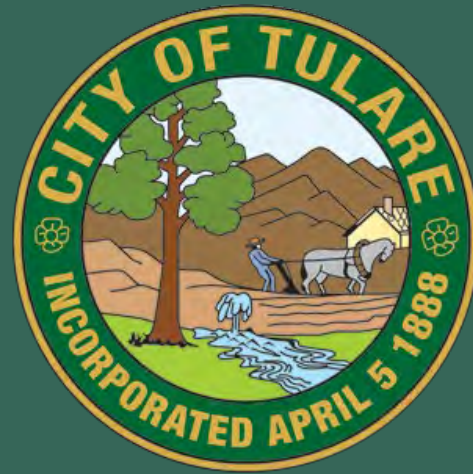
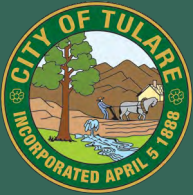


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# Commercial Truck Parking Report

City Council  
April 18, 2023





# Background

- Due to a lack of secure and convenient alternatives, many truck drivers are parking their semi tractors and trailers along collector and arterial streets near to the neighborhoods in which they live. This can result in undesirable impacts, including:
  - Parked vehicles and trailers can result in visibility obstructions at nearby intersections and driveways, causing a traffic safety concern for drivers trying to enter roadway.
  - Parked vehicles and trailers obstruct the visibility of pedestrians on the adjacent sidewalk, reducing driver awareness of their presence. In addition to not being seen by passing drivers, pedestrians attempting to cross the roadway under such circumstances may obstruct the view of oncoming traffic, placing them at greater risk.
  - Parked vehicles and trailers can reduce available travel way for bicyclists, pushing the closer to, or into vehicle traffic lanes.
  - Some trailers have refrigeration units with generators that cycle off and on, creating a noise nuisance for nearby residents.
  - Some truck drivers have taken to repairing or washing their semi tractors and trailers parked within right of way which can result in safety concerns, illicit discharge, and adds to visual blight.



# Tulare P.D. Survey

- Over a period of two weekends in November, the Police Department conducted a study of known locations where commercial trucks had been reported parking along City streets.

## Tulare PD Truck Parking Survey Results – Nov 2022

Mooney Blvd – Foster to Pacific		Turner Dr – Bates Slough to Foster		Rankin Ave – “I” Street to Dale Fry	
Fridays	20	Fridays	20	Fridays	30
Saturdays	10	Saturdays	10	Saturdays	30
Sundays	5	Sundays	5	Sundays	30
<i>Majority between Bardsley &amp; Kern.</i>		<i>Majority near Foster Drive.</i>		<i>Majority near Ana’s Restaurant.</i>	
Hillman St – Hillcrest to Corvina		Laspina St – Ave 184 to Paige		Paige Ave – “K” Street to Laspina	
Fridays	0	Fridays	5	Fridays	0
Saturdays	5	Saturdays	5	Saturdays	0
Sundays	5	Sundays	5	Sundays	0
<i>Majority near Glass Avenue.</i>		<i>Majority near Soccer Complex.</i>		<i>All trucks parked in truck stops.</i>	



# Tulare P.D. Survey

## Tulare PD Truck Parking Survey Results – Nov 2022 (cont.)

“J” Street – Cross to Cartmill		West St – Bardsley to Prosperity		Tulare Ave – S.F.Trail to “E” Street	
Fridays	10	Fridays	30	Fridays	15
Saturdays	10	Saturdays	30	Saturdays	15
Sundays	10	Sundays	30	Sundays	15
		<i>Majority parked near Cross/West and Prosperity/West intersections.</i>		<i>Majority parked near West Street.</i>	
Blackstone St – Paige to Prosperity					
Fridays	30				
Saturdays	30				
Sundays	30				
<i>Parked throughout segment, with majority near Paige interchange S/bound ramps.</i>					



# Existing Ordinance

- **Designated Truck Routes – M.C. Chapter 9.32.020**
  - Commercial vehicles having a capacity of two or more tons are directed to stay on these routes, except as required to reach pick-up and delivery locations.
  
- **Downtown Truck Restrictions – M.C. Chapter 9.36.020**
  - Heavy-laden vehicles, or any vehicle employed in carrying heavy freight, natural oil, crude petroleum, gasoline or regularly employed in carrying goods or merchandise on the following streets:
    - (A) K Street from the north line of Inyo Street to the south line of King Street;
    - (B) Tulare Street from the east line of J Street to the west line of L Street;
    - (C) Kern Street from the east line of J Street to the west line of L Street.
  - Chief of Police, with approval of the City Manager, is authorized to designate additional streets.



# Existing Ordinance (cont.)

- **Additional Downtown Truck Restrictions – M.C. Chapter 9.48.020**
  - The parking of vehicles with attached trailers, including trucks, along the following streets in the “congested business district” or “congested district”:
    - (A) North-south streets. The east and west sides of J, K, and L Streets from the north line of Inyo Street to the south line of King Street; and
    - (B) East-west streets. The north and south sides of Tulare, Kern and Inyo Streets from the east line of J Street to the west line of L Street.
- **Commercial Vehicle Parking Restrictions – M.C. Chapter 9.48.120**
  - The Chapter of the Municipal Code provides additional restrictions on the parking of commercial vehicles of more than two-ton capacity, including those vehicles commonly referred to as trucks, truck trailers, trailers, semi or tractor. Per this section of Code, commercial vehicles are subject to the following restrictions:
    - (A) No commercial vehicle shall be left idling for longer than five minutes, nor blow air horns,
    - (B) Cargo shall not be transferred from one commercial vehicle to another within a residential district or on any public street, highway, alley or other public right-of-way,



## Existing Ordinance (cont.)

- **Commercial Vehicle Parking Restrictions – M.C. Chapter 9.48.120 (cont.)**
  - (C) No refrigeration unit shall be operated on any commercial vehicle parked or left standing within 300 feet of any residence,
  - (D) Commercial vehicles used for the transportation of hazardous waste, materials, or garbage, or which harbor vermin or pestilence, or which emit noxious or noisome odors, shall not be parked or stored within 300 feet of a residential district,
  - (E) Commercial vehicle shall not be parked within public right-of-way or private property within any residential district, except during the pick-up or delivery of materials or goods at a building site, or during the first 24 hours of the vehicle becoming mechanically disabled,
  - (F) No commercial vehicle shall be parked or left standing on any public street or right-of-way if it results in less than a 12-foot travel lane as measured to centerline, and in no instance shall be parked in a travel lane,
  - (G) No commercial vehicle shall be parked or left standing on any street or right-of-way in such a manner that obstructs a designated bike lane or pedestrian path of travel, and



# Existing Ordinance (cont.)

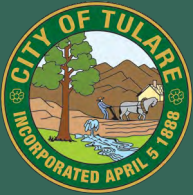
- **Commercial Vehicle Parking Restrictions – M.C. Chapter 9.48.120 (cont.)**
  - (H) No commercial vehicle shall be parked or left standing within 100 feet of any street intersection, or in a manner that obstructs the visibility of an official traffic control device to such a degree that the Police Chief or his or her designee determines that it constitutes a traffic safety hazard.
- **General Parking Restrictions – M.C. Chapter 9.48.170**
- The Chief of Police, following consultation with the City Engineer and subject to the approval of the City Manager, is authorized to establish and enforce the following parking zones and spaces citywide:
  - (A) Red Zone: no parking,
  - (B) Green Zone: parking restricted to a specified length of time,
  - (C) Yellow Zone: parking restricted to the loading and unloading of passengers or freight,
  - (D) White Zone: parking restricted to loading and unloading of passengers,
  - (E) Blue Zone: parking limited to the use of handicapped drivers and/or passengers,





# Existing Ordinance (cont.)

- **General Parking Restrictions – M.C. Chapter 9.48.170 (cont.)**
  - (F) Restricted Time Zone: prohibition of parking during a specified time period,
  - (G) Restricted Use Zone: prohibition of the parking of designated types of vehicles, and
  - (H) Temporary Restriction Zone: prohibition or limitation of parking during emergencies, special events or unusual circumstances.
  
- Attempting to address the truck parking issue strictly through regulation and enforcement



# Alternative Solutions

- **Parking Restrictions, Signage and Enforcement**
  - In areas where truck parking is in violation of existing ordinance, it may be necessary to add signage and curb markings to make drivers aware of parking restrictions, and to make the restrictions enforceable. This has been the standard approach for the City in dealing with past complaints.
  - Benefit – Can specifically target commercial vehicle parking without impacting passenger vehicles.
  - Disadvantage – Signage and curb markings are required so that drivers are aware of the restrictions, and PD can enforce them. The cost of installation and maintenance of signage and curb markings will become significant if the number of installations proliferates citywide.



“COMMERCIAL VEHICLE PARKING PROHIBITED” SIGNAGE – LELAND AVENUE E/O HILLMAN STREET



# Alternative Solutions (cont.)

## ■ Bike Lane Markings

- As an alternative to posting parking restrictions, there are instances where the City could consider the installation of marked bike lanes. The addition of the bike lanes would eliminate the shoulder width necessary to accommodate on-street parking. This approach is particularly well-suited to newer parts of the City where there are limited residential frontages located along arterial streets.
- Benefit – This approach would help to further the development of the City’s network of bicycle facilities, which could serve as mitigation for vehicle miles traveled (VMT) impacts for new development projects within the City.
- Disadvantage – all on-street parking would be eliminated, including passenger vehicles. In particular, this would adversely impact residents whose properties front on the affected roadways. There would be costs associated with the initial installation and ongoing maintenance of signage and pavement markings.



Standard Class 2 Bike Lane



Enhanced Class 2 Bike Lane



## Alternative Solutions (cont.)

- **Dedicated Truck Parking Facilities.**
- The driving factor behind the proliferation of on-street truck and trailer parking is the lack of attractive options available to truck drivers. While on-street parking may not provide specific security features such as fencing or video surveillance, arterial roadways adjacent to residential neighborhoods are generally well-lit and travelled, providing a degree of deterrence to would-be thieves or vandals. There is no cost associated with on-street parking, and it's relatively easy for a driver to find a location in close proximity to their residence.
- To be viewed as an attractive option, alternative parking facilities must be affordable, secure and conveniently located with regard to both designated truck routes and the driver's place of residence.



# Alternative Solutions (cont.)

## ■ Private Truck Parking Facilities

### ■ Planning Division Requirements

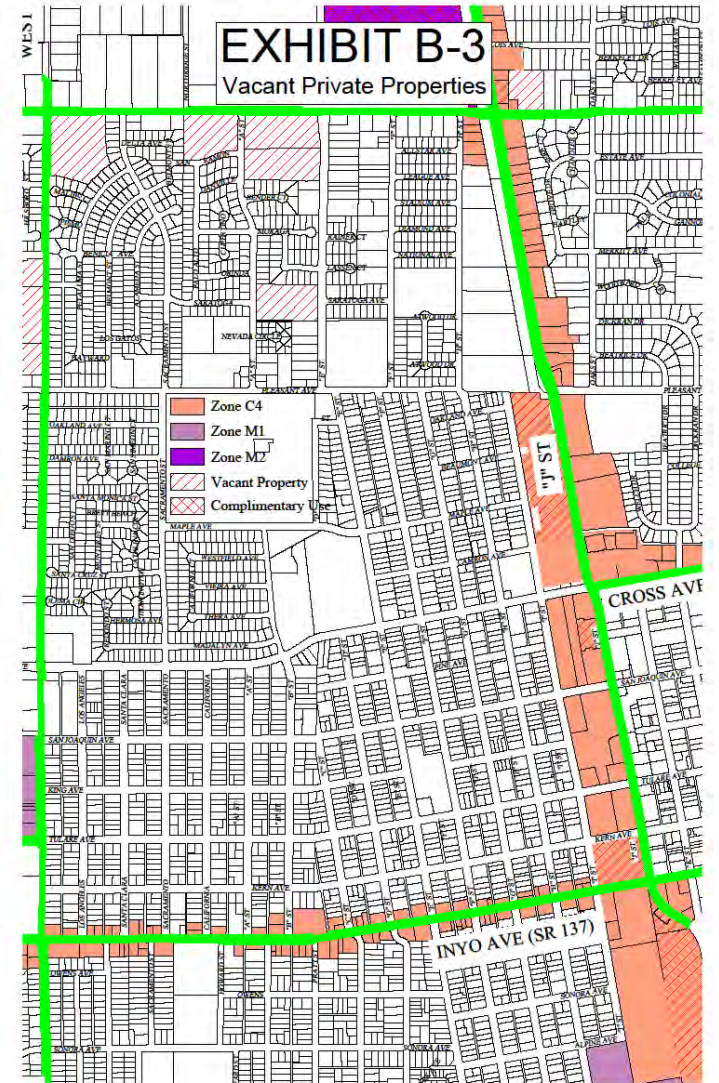
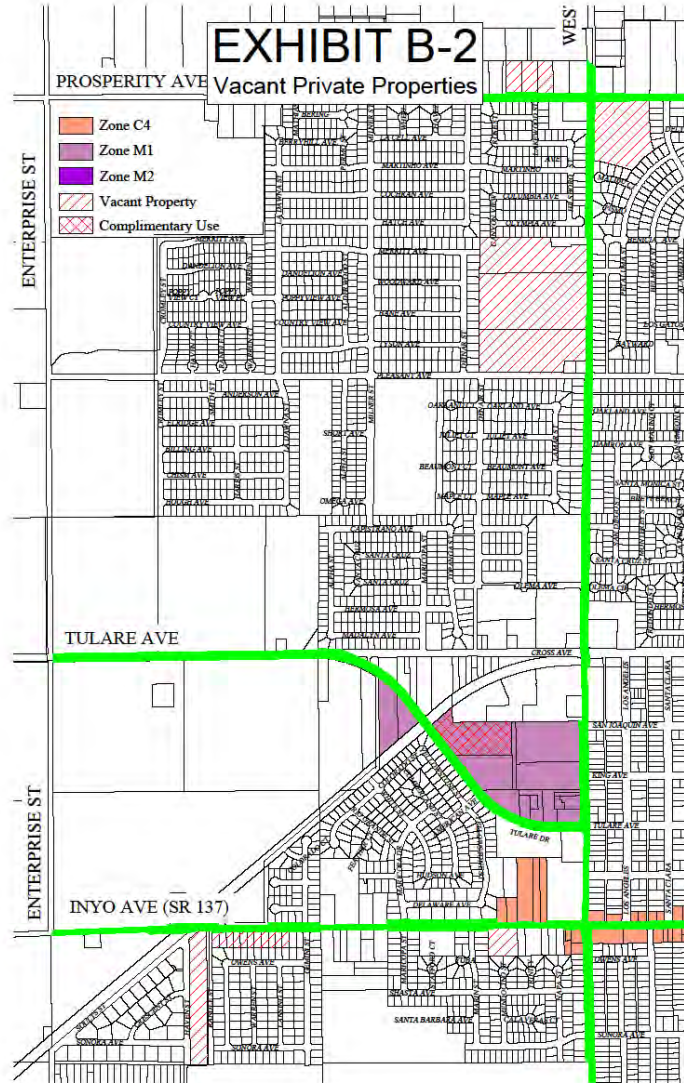
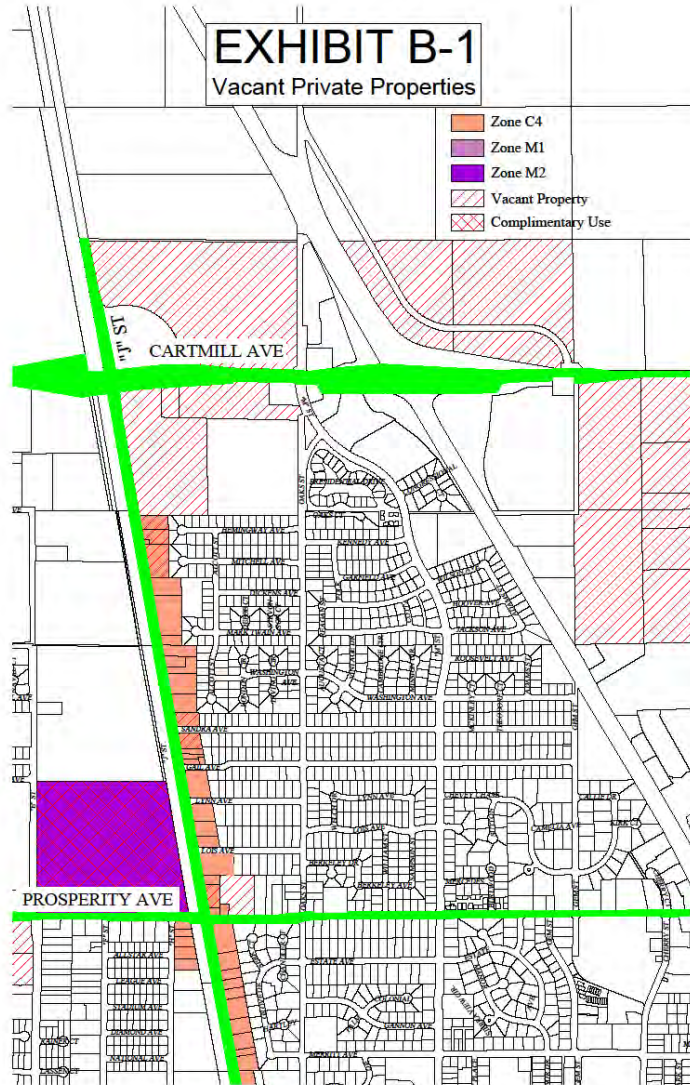
- (A) The property should be zoned to allow truck parking lots/yards. Currently, these facilities are limited to the following Zoning classifications: Light Industrial/M-1, Heavy Industrial/M-2, Public Lands/PL, and Service Commercial/C-4 (only with an approved conditional use permit),
- (B) If parking spaces are leased out by a principal use/business that has a truck yard, there must remain enough dedicated spaces to meet the minimum parking requirements for the principal business use or demonstrate how it can be overparked due to shift work,
- (C) Parking facilities would preferable be operated in conjunction with an active trucking business or principal business that has the truck yard, and
- (D) Unless located at an existing truck yard is that has non-conforming status with regard to on-site parking facilities, the development of additional truck parking spaces would require the paving of drive aisles and construction of appropriate commercial drive approaches to support truck access and on-site circulation.

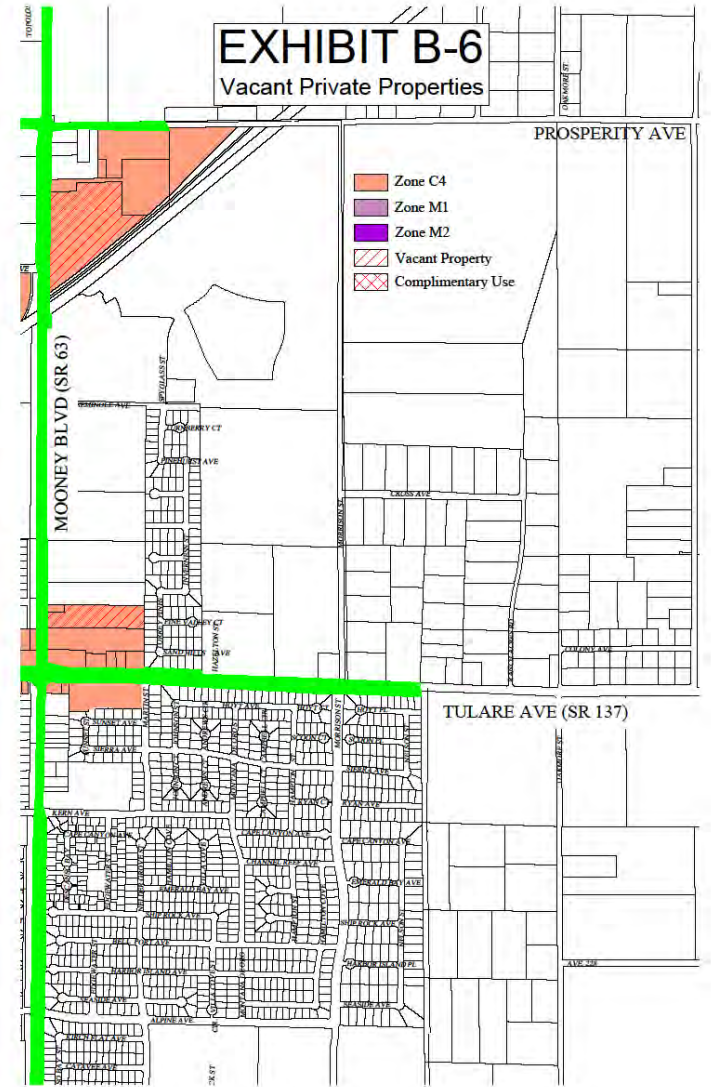
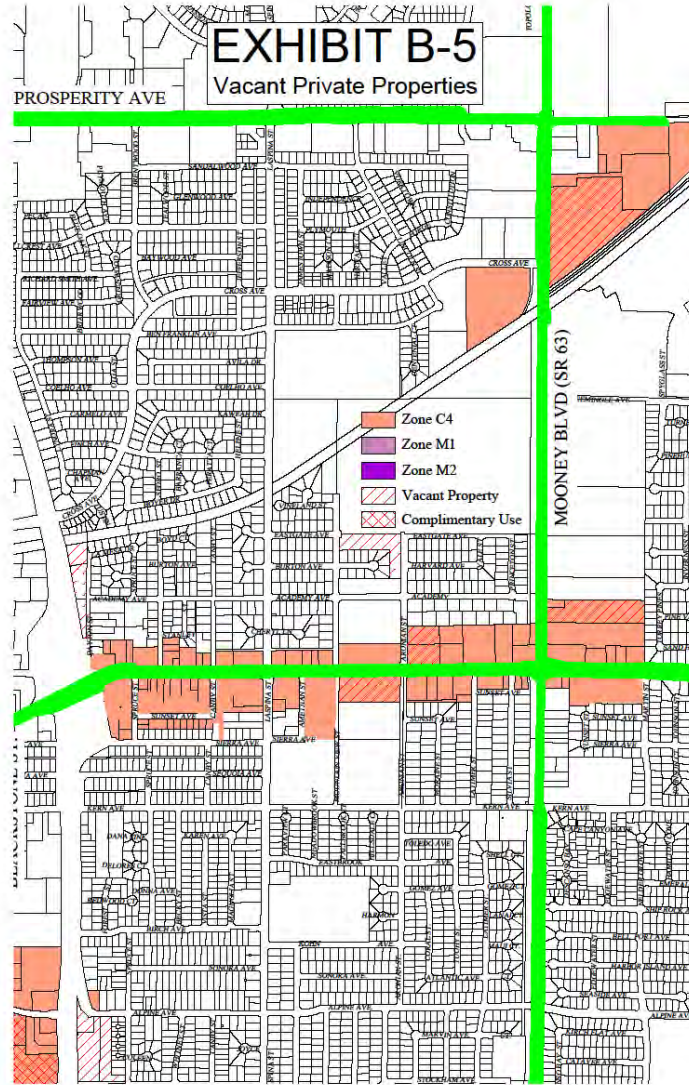
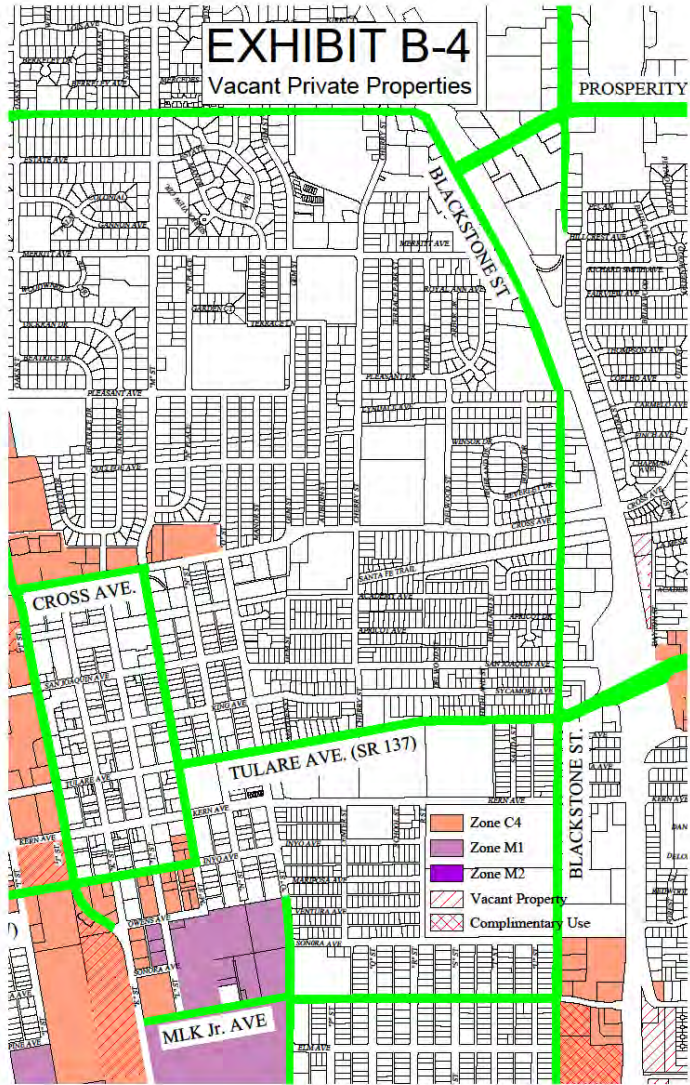


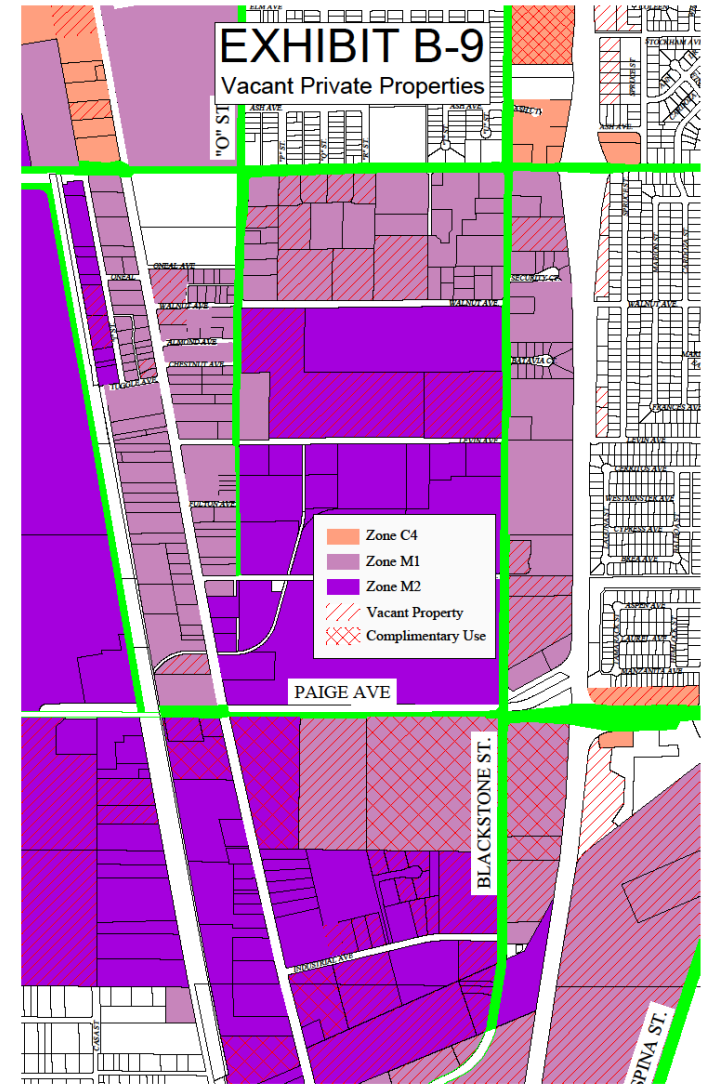
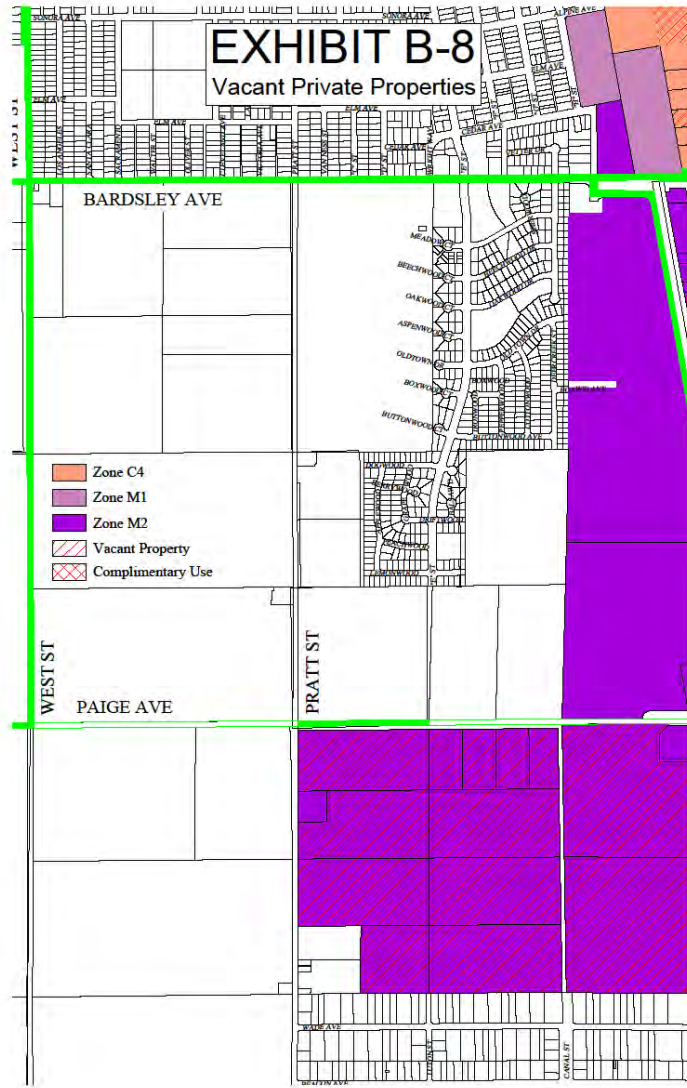
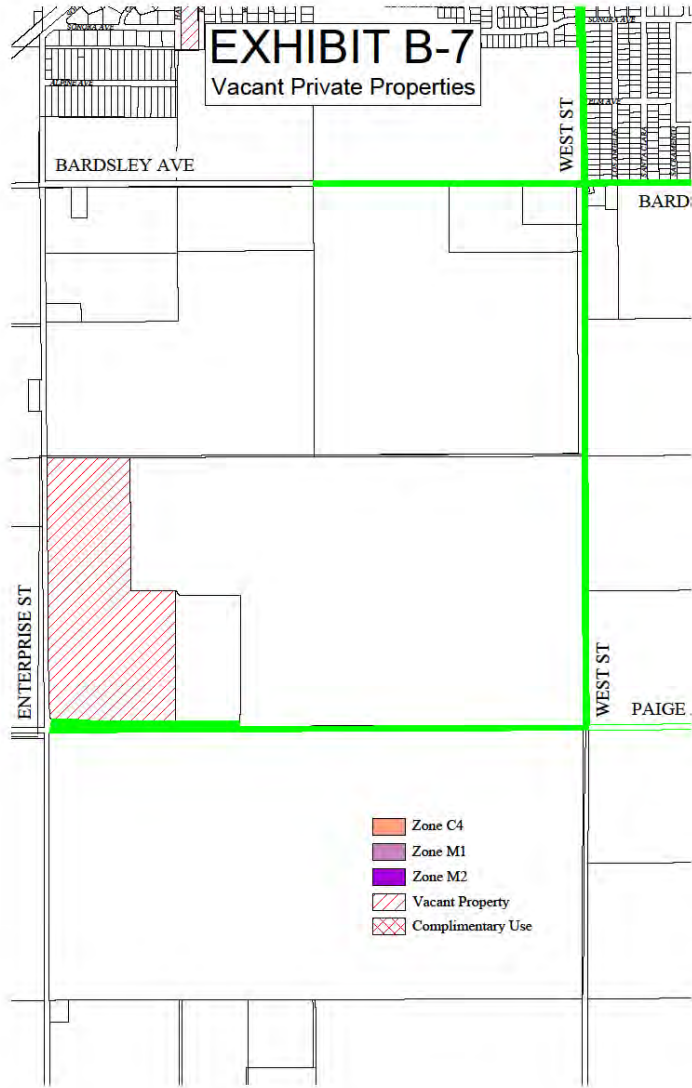
# Alternative Solutions (cont.)

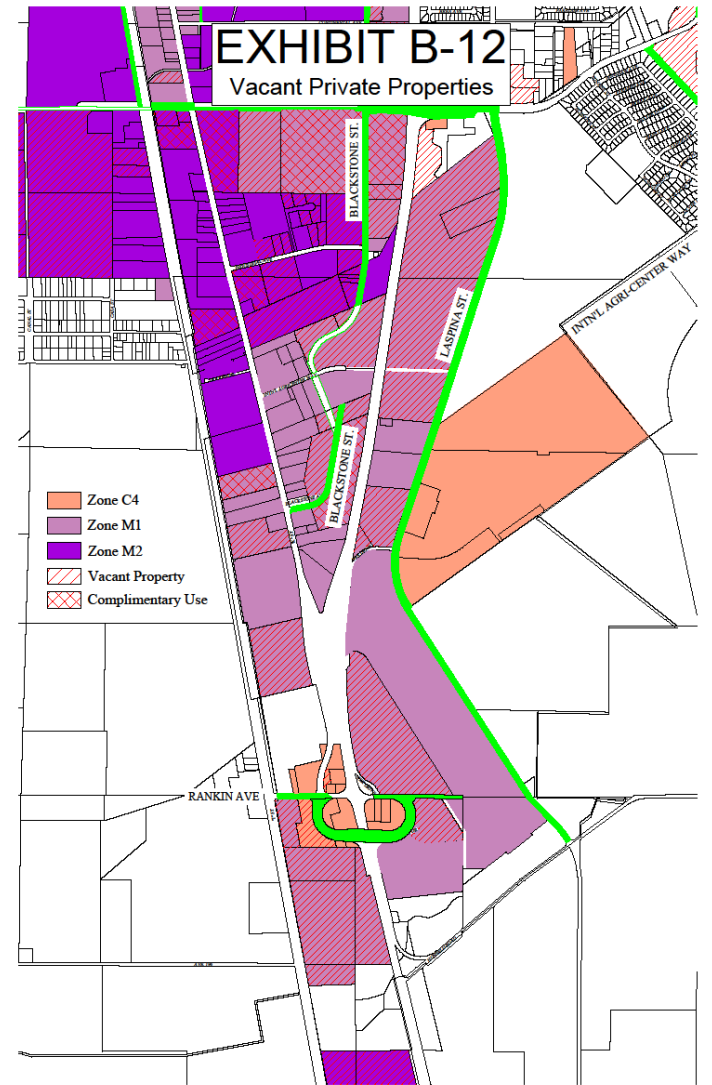
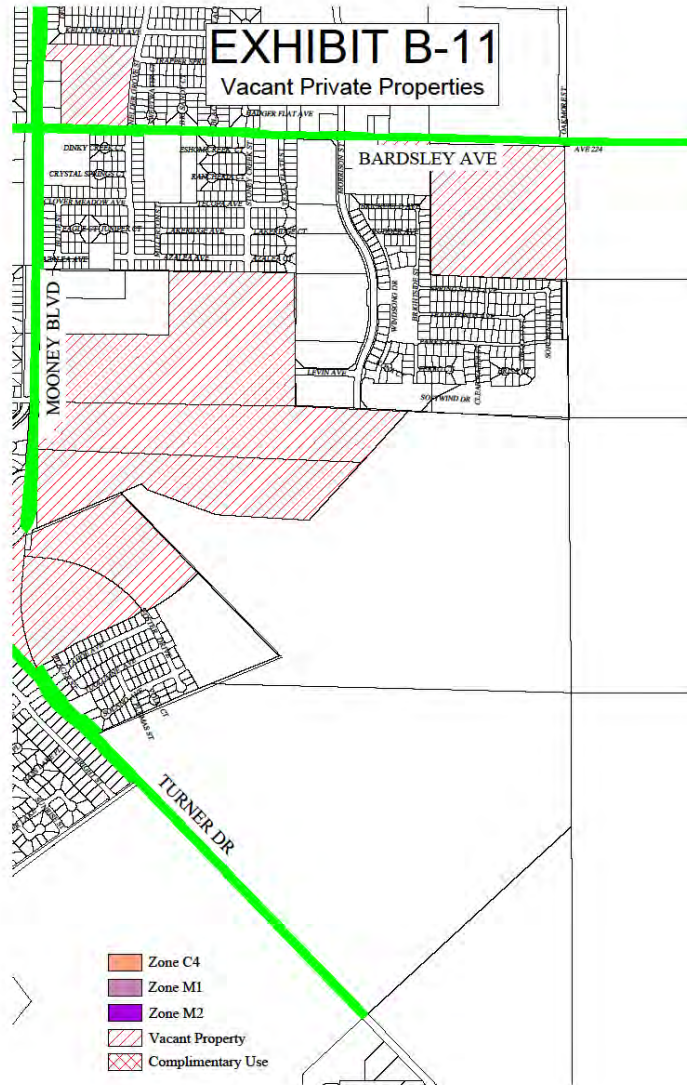
- Locating Private Truck Parking Facilities
  - The City could encourage or even actively work with private property owners to develop privately-owned truck parking facilities. This could either be on vacant properties that meet the criteria discussed above for locating truck parking facilities on private property, or on developed properties that currently have a compatible use.
  - The maps contained in Exhibit B show privately-owned properties that may be suitable for locating truck parking facilities, along with compatible zoning and proximity to designated truck routes.
  - Exhibit D shows privately-owned, developed properties that are already engaged in truck-related operations.





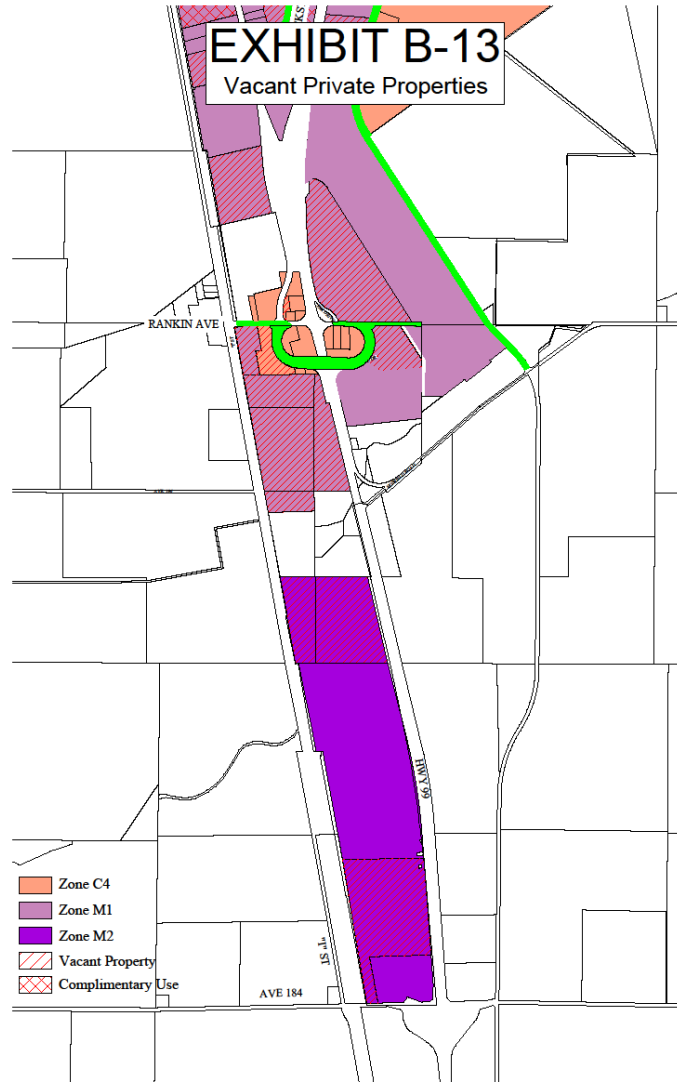


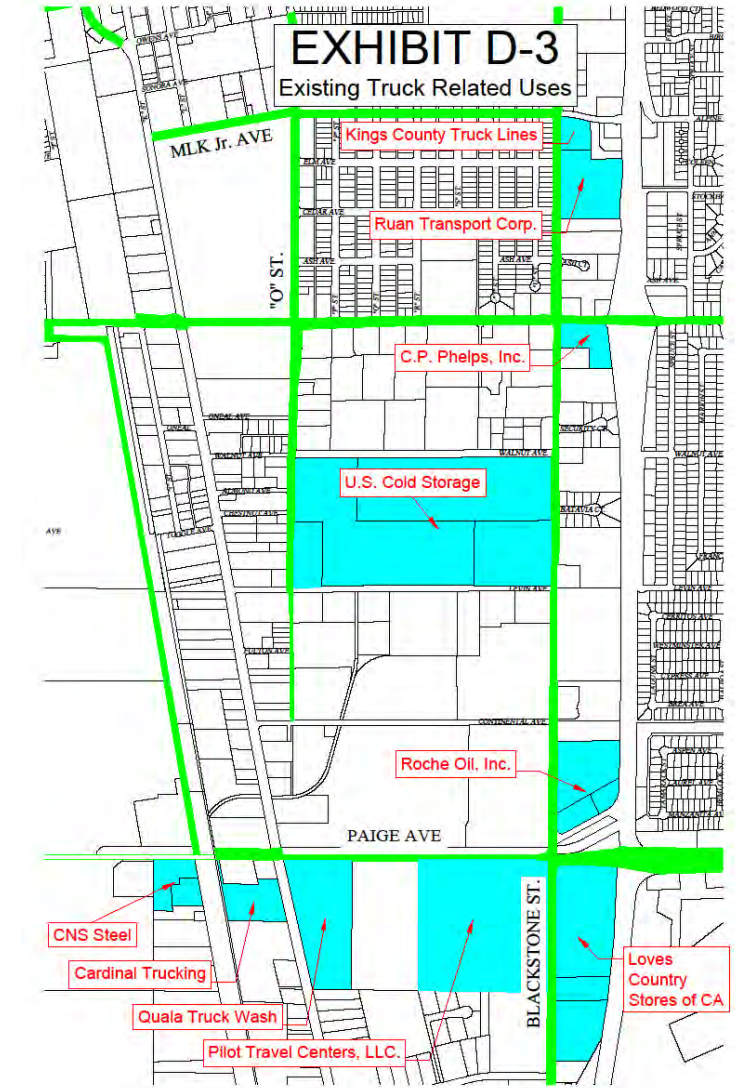
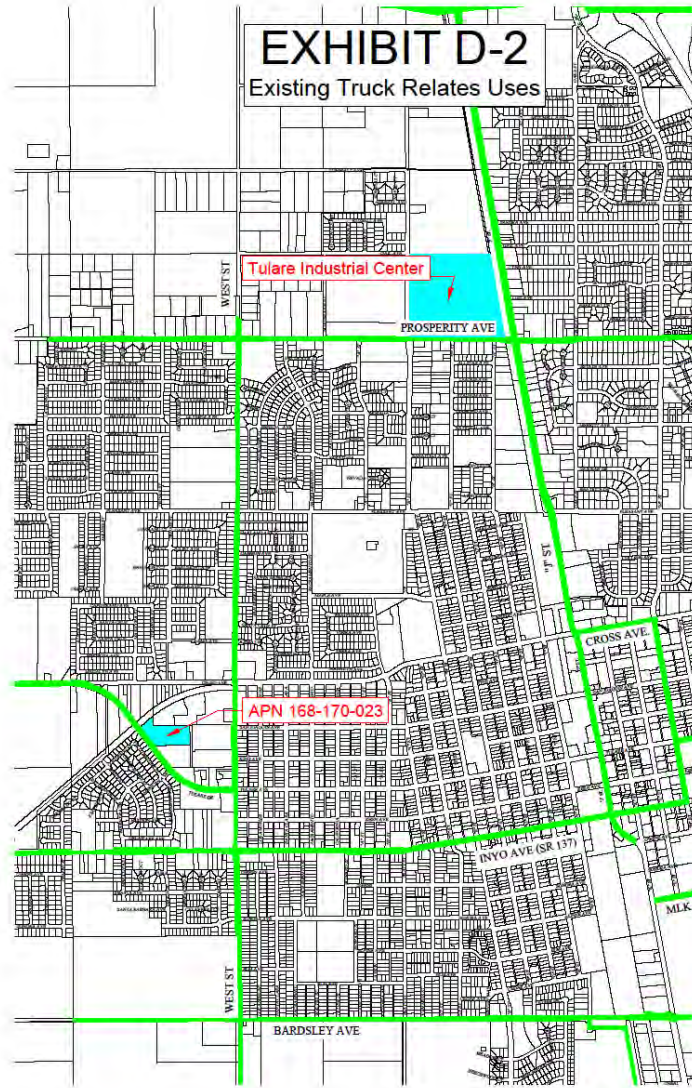
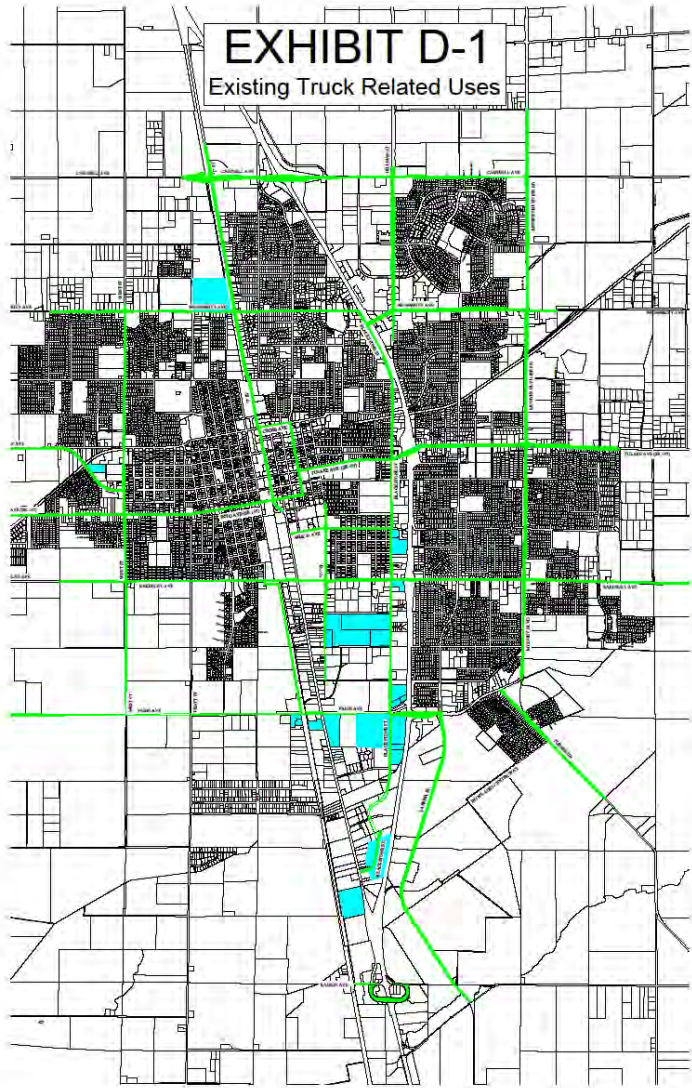




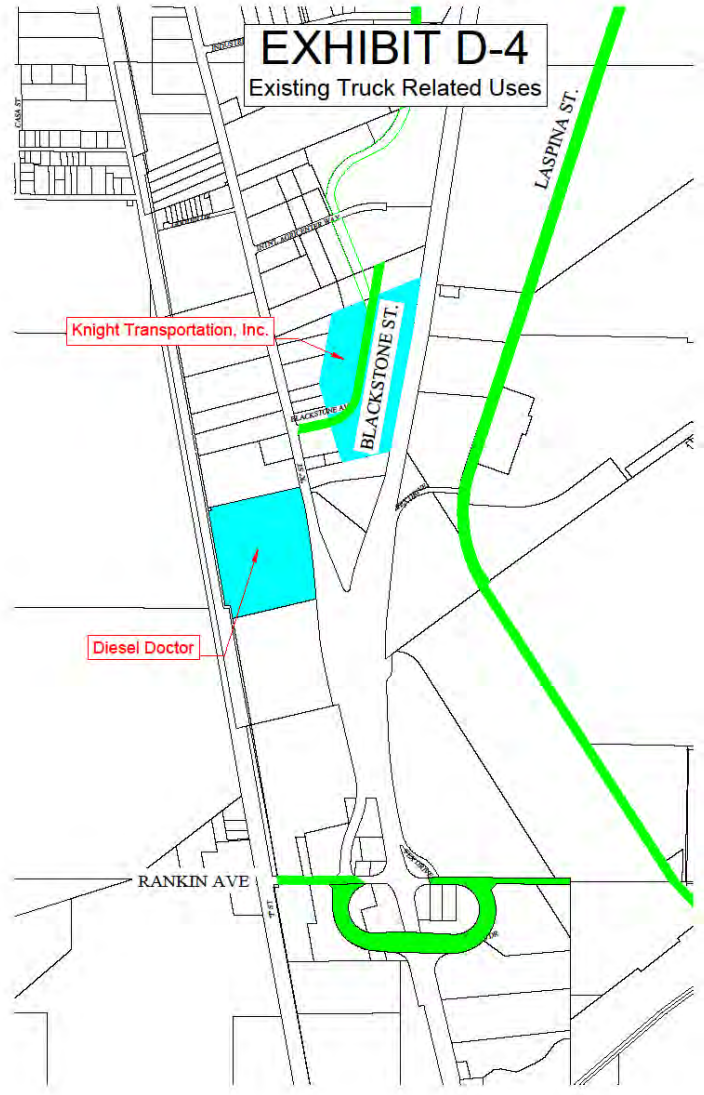
# EXHIBIT B-13

Vacant Private Properties





**EXHIBIT D-4**  
Existing Truck Related Uses





# Alternative Solutions (cont.)

## ■ Developing Truck Parking Facilities On City-owned Properties

- The City could take a lead role in acquiring properties for the purpose of developing truck parking facilities, or could utilize existing City-owned properties for that purpose. In most instances, properties would require construction of the following improvements:
  - (A) Frontage improvements consisting of curb, gutter, sidewalk, and street lighting (required)
  - (B) On-site paving of drive aisles and parking spaces (required),
  - (C) Security fencing (required if adjacent to residential uses, otherwise desirable)
  - (D) Security lighting (desirable),
  - (E) Video detection (desirable).
- The City could develop truck parking facilities on properties that it currently owns which meet the required zoning criteria, or could endeavor to undertake a zone amendment for properties that do not possess the required zoning. The maps contained in Exhibit C show existing City-owned properties. Not all are adequately sized or well-suited for consideration as potential truck parking facility.

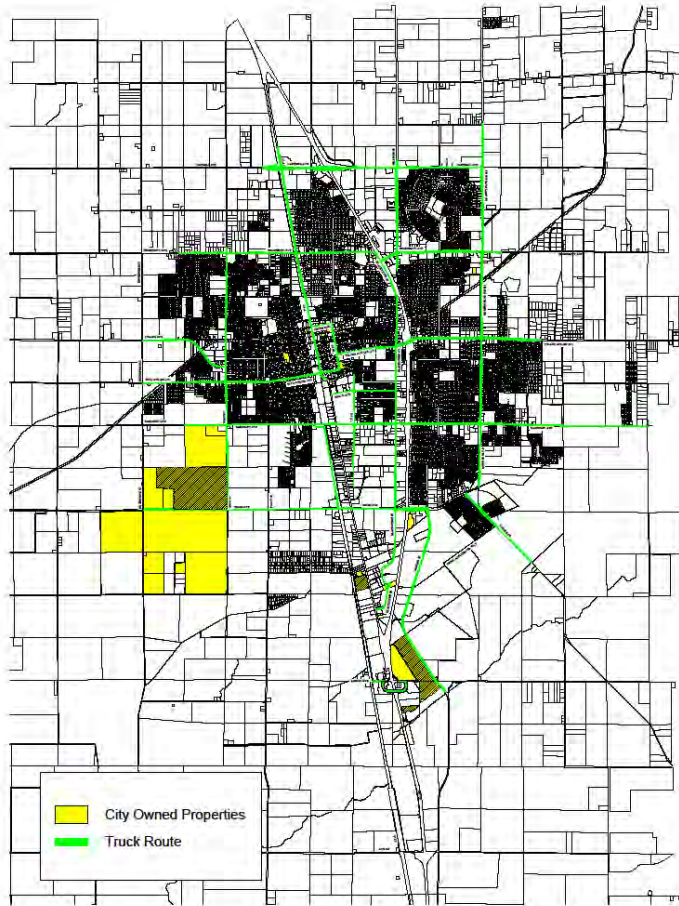




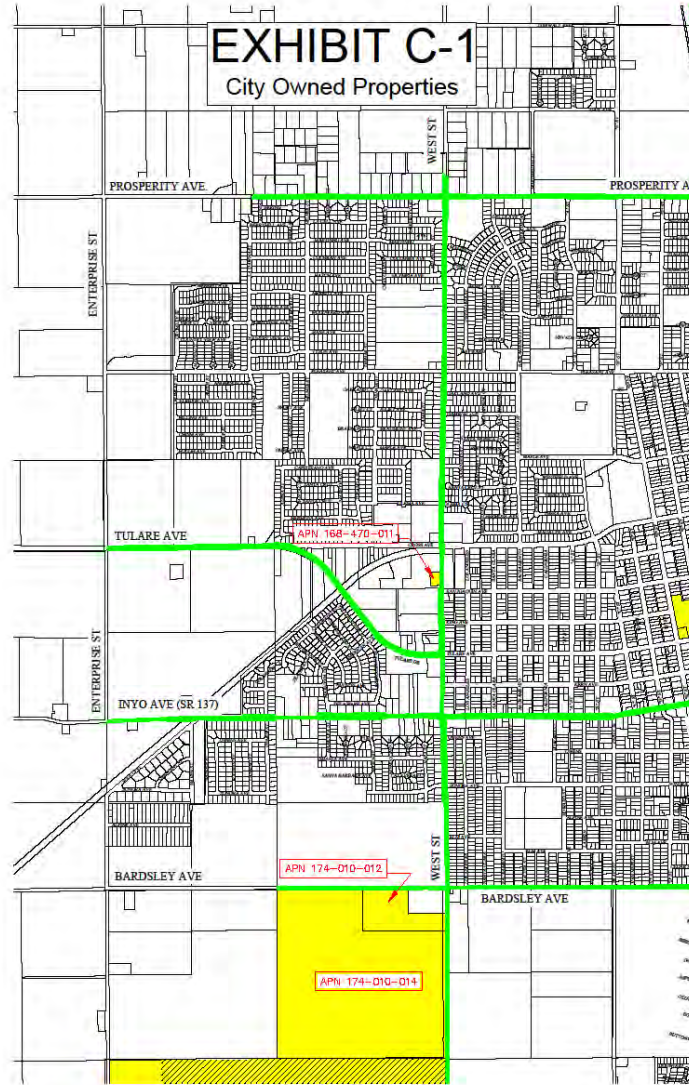
## Alternative Solutions (cont.)

- The City could develop truck parking facilities on properties that it currently owns which meet the required zoning criteria, or could endeavor to undertake a zone amendment for properties that do not possess the required zoning. The maps contained in Exhibit C show existing City-owned properties. Not all are adequately sized or well-suited for consideration as potential truck parking facility.
- The City could take a lead role in acquiring property that meets the required zoning criteria for the purpose of developing truck parking facilities. Chapter 9.56.010 of the Municipal Code provides authorization for the City to acquire property for the purposes of establishing parking facilities. Potential sites for City acquisition include those vacant properties shown in the maps in Exhibit B not currently owned by the City. Should Council wish to pursue property acquisition, staff would work to identify privately-owned, vacant properties that are adequately sized and are well-suited for consideration as potential truck parking facility locations.

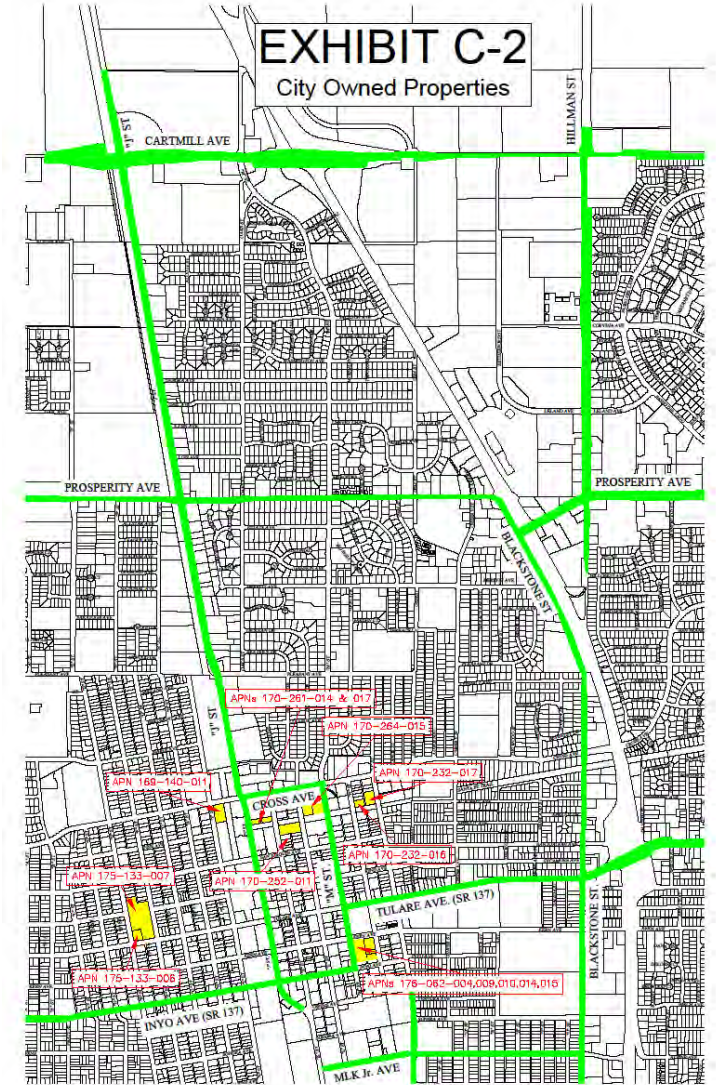
### EXHIBIT C CITY OWNED PROPERTIES

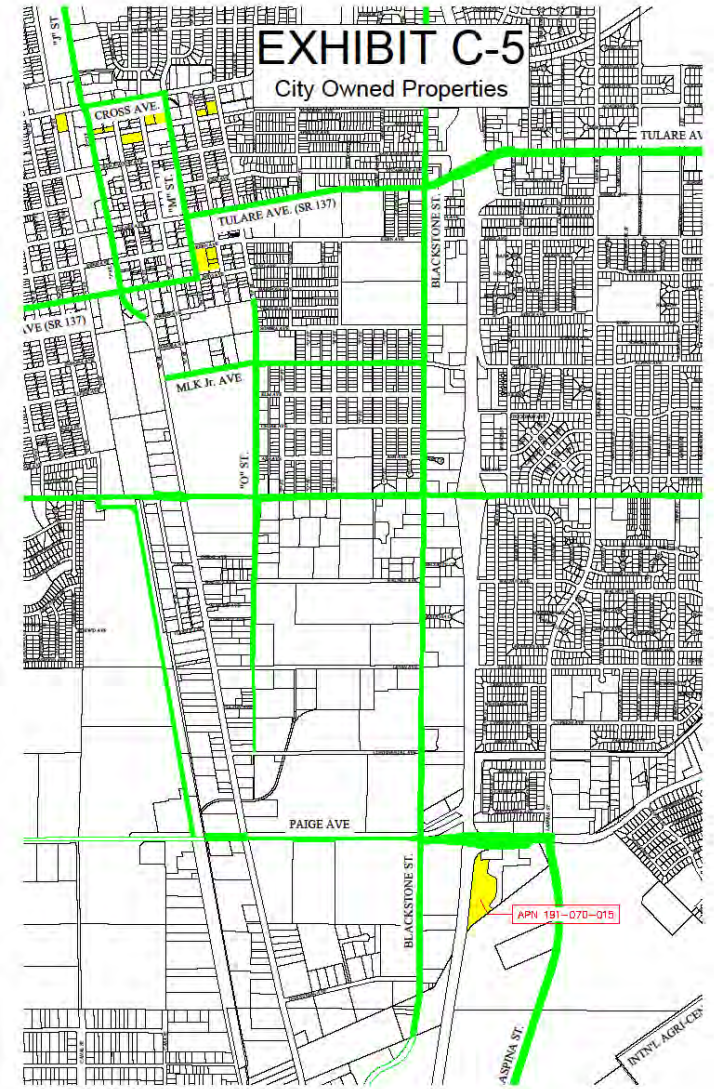
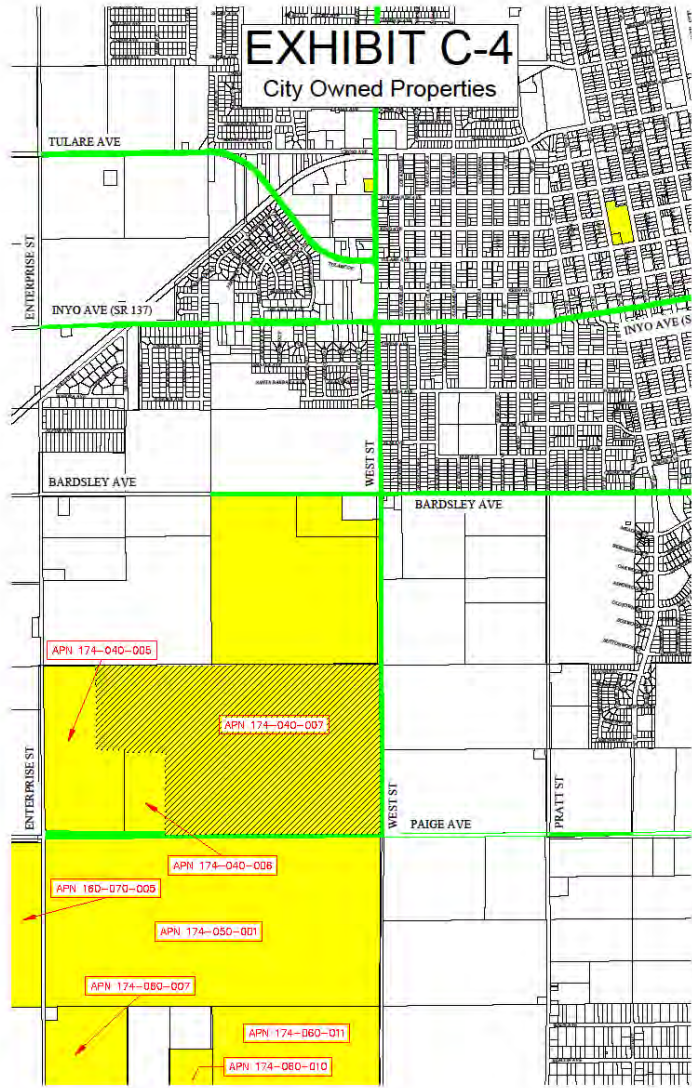
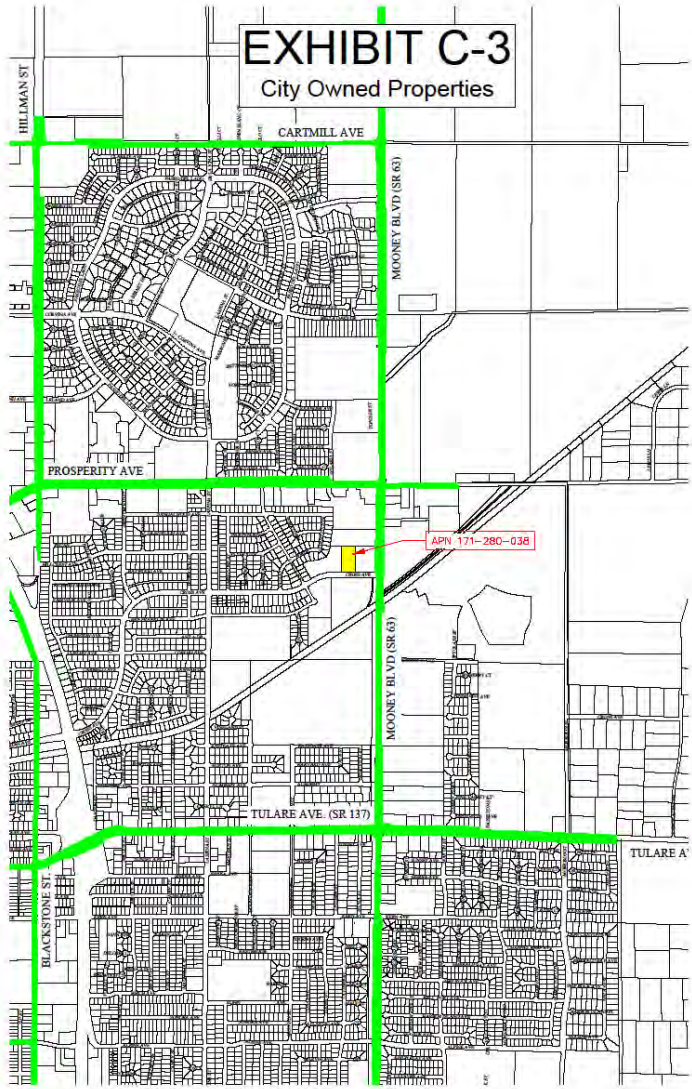


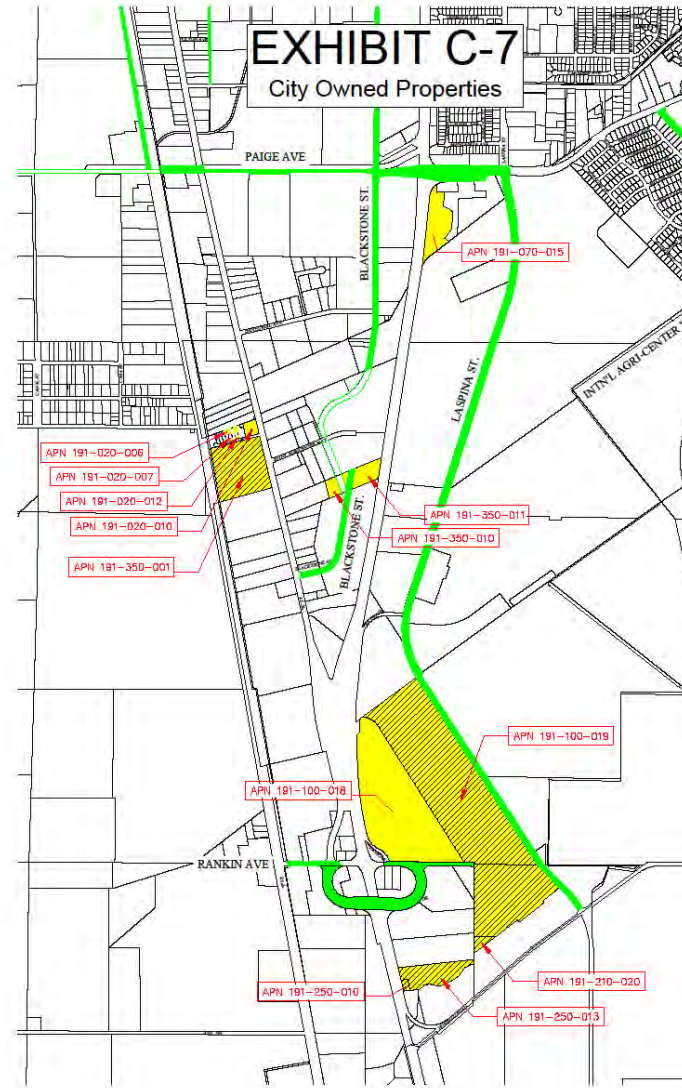
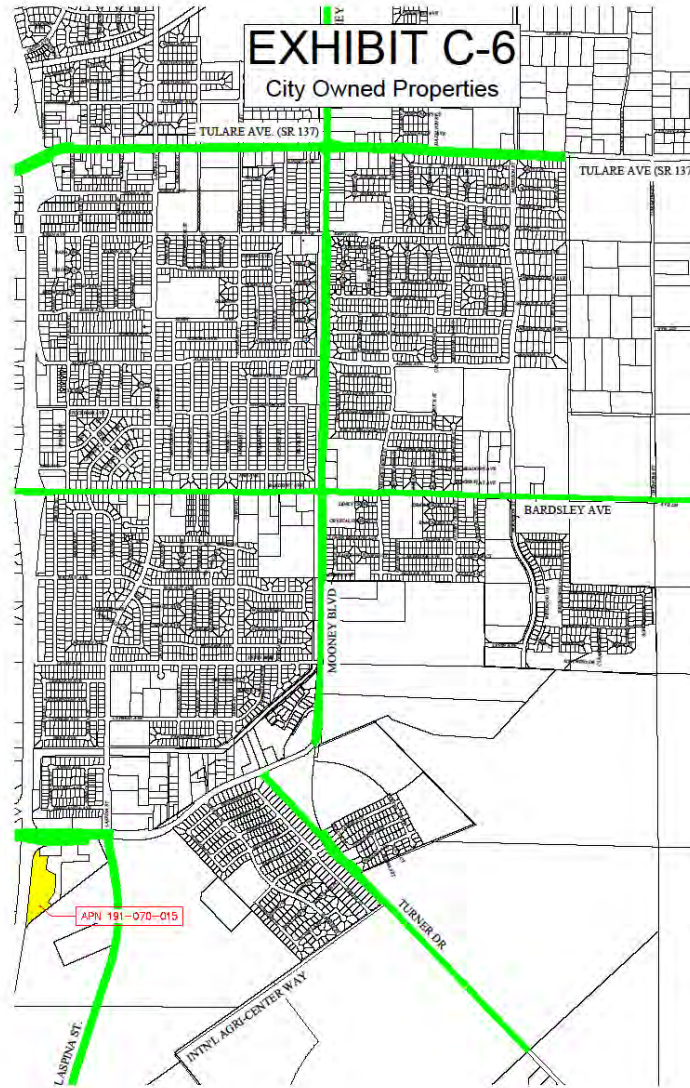
### EXHIBIT C-1 City Owned Properties



### EXHIBIT C-2 City Owned Properties









# Recommendations and Requested Council Direction

- It is recommended that Council direct staff to proceed in the following manner:
  - Draft an ordinance prohibiting the on-street parking of tractor/trailers within City limits,
  - Develop an ordinance creating a Commercial Vehicle Parking Program to address and manage the need for viable parking options for commercial vehicles within the City, especially with regard to tractors/trailers, and
  - Undertake outreach efforts to industries and businesses that may be affected by the forthcoming ordinance, and seek their input.



Questions?