

# Commercial Truck Parking Policy

## Background

Midvale City staff drafting policy options to regulate or limit the parking of commercial trucks and semi-trucks, particularly along busy roads and near residential areas. Concerns have arisen about the safety, visibility, and traffic impacts of trucks parked for extended periods of time on public streets. The goal is to identify enforceable, equitable, and safety-forward options that balance public interest and operational needs.

Tragically, on March 22, a 16-year-old resident of Midvale died after colliding with a semi-truck parked along Fort Union Boulevard, one of Midvale's main thoroughways. Had the truck not been parked there, the accident might not have been fatal. This event underscores the public safety implications of allowing trucks to park in high-traffic areas—especially where visibility is limited, traffic congestion is common, and pedestrian or bicycle traffic is present. Such parked vehicles can impede sightlines and contribute to the severity of collisions.

## Current Practices in Surrounding Cities

Several neighboring jurisdictions in Salt Lake County have implemented commercial vehicle parking restrictions, particularly near residential areas or on public rights-of-way. Common elements include time-based restrictions, weight classifications, exceptions for active loading/unloading, and definitions for commercial/agricultural equipment.

**Salt Lake County (11.20.060), Millcreek, Holladay, Magna, White City:** Prohibit commercial/agricultural trucks and trailers from parking on public streets adjacent to residential lots or within residential subdivisions for more than 3 consecutive hours.

**West Valley City (22-2-116):** Prohibits most commercial trailers, farm/construction equipment, and recreational vehicles from being left on public streets at any time unless actively loading/unloading. Commercial vehicles over 14,000 lbs. GVWR are restricted, with a few specific exemptions.

**West Jordan (7-4-2):** Prohibits truck, trailer, or semi-truck parking on public streets unless actively loading/unloading. Defines "parked" as more than 3 minutes idle.

**Salt Lake City (12.56.465):** Bans parking of restricted vehicles (defined by type, use, and weight) on city streets except for loading/unloading or along designated truck routes. Prohibits parking of such vehicles in residential zones unless allowed by

conditional use.

### **Policy Considerations for Midvale City**

The Council may wish to consider the following options when giving policy direction:

#### **Policy Scope and Applicability:**

- Define truck (which vehicles are parking restricted): You can base the restriction of commercial trucks, trailers, and construction/farm equipment based on gross vehicle weight (e.g., over 10,000 or 14,000 lbs.).
- Define Parking and determine an allowable amount (or completely prohibit): Limit parking duration (e.g., no more than 3 consecutive hours) unless actively loading or unloading.

#### **Location-Specific Restrictions:**

- Where will the restrictions exist? Does Midvale want parking restricted citywide.
- If we do not prohibit parking citywide:
  - o Midvale can restrict truck parking along major arterials like Fort Union Blvd to improve traffic flow and visibility.
  - o Prohibit parking near intersections, crosswalks, or driveways where sight lines are critical.
  - o Prohibit parking of these vehicles on public streets adjacent to residential homes or within residential subdivisions.

#### **Exceptions and Accommodations:**

- Allow temporary parking for trucks conducting service work (construction, landscaping, moving).
- Consider different rules for commercial zones, depending on business operations and street capacity.
- Clarify exemptions for emergency vehicles, public works, and government-owned equipment.

#### **Enforcement Considerations:**

- Policies should be straightforward to enforce with clearly defined time limits and locations.
- UPD has advised that rules based on shorter durations (e.g., one-hour limits) are easier to monitor and enforce, especially compared to nighttime-only restrictions.

- Note, it is preferred to have very short time-frames, as the staffing impact for longer time-frames requires that they chalk and return or that they sit on the parked vehicles.

### **Next Steps**

Staff requires policy direction from the City on the desired scope and enforcement of commercial truck parking regulations. Staff can then return with draft ordinance language that reflects these priorities for future review.

- Direct staff on the desired scope of the change.
  - Identify whether proximity to residential properties should be a defining feature.
  - Identify if time limits is desired, and if so the scope of the time limits.
- Discuss potential exemptions or designated parking zones for local businesses and contractors.
- Direct staff to draft ordinance language for review based on selected option.

### **Some Options for Council Considerations:**

#### **1. Option A: Full Ban with Exceptions**

- Prohibit commercial/semi-truck parking on all public streets unless the vehicle is actively loading/unloading.
- Would apply citywide with minimal exemptions.
  1. Note that state roads will not apply to this rule. Cities who have citywide bans still have parking along state roads.

#### **2. Option B: Residential Buffer Restriction**

- Ban truck parking within a certain distance from residential properties or subdivisions.
- May allow parking in commercial areas or along designated corridors.

#### **3. Option C: Time-Limited Parking**

- Permit commercial vehicle parking for a maximum of 3 hours, regardless of zone, with exceptions for active service.

#### **4. Option D: Hybrid Approach**

- Combine distance-based residential protections with a short-term citywide parking limit (e.g., 3-hour rule).
- Offers flexibility while maintaining neighborhood protections.