



ON-STREET PARKING GUIDELINES



BOWLING GREEN, KENTUCKY
Gresham, Smith and Partners in 2002

Revised By:

**The City of Bowling Green
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CITY OF BOWLING GREEN
SECTION 1 GUIDELINES

1.1 Curb Parking: Purpose and Typical Uses. The primary function of the streets in a city is for the movement of traffic (i.e. movement of vehicles). Because the movement of traffic is so important to city functions, agencies consider parking and loading as secondary uses for roadway areas. In many cities across the country, curb parking is restricted in certain sections to allow for better movement of traffic.



Furthermore, city ordinances state that “In order to preserve the primary function of streets in the city, which is for the movement of vehicles, it is important to maintain the proper control of the location and type of on-street parking allowed.” according to City of Bowling Green (BG) Ordinance 21-9.01.

They further state “The City finds that parking on public rights-of-way and other City-controlled properties is regulated to promote traffic safety, enhance the smooth flow of traffic....”according to BG Ordinance 22-4.01 a.

This same ordinance in Chapter 21 Section 9 addresses parking and refers to the Traffic Management Manual (TMM) as a guideline for parking regulation. Additionally, Chapter 22 Section 4 states that the TMM will serve as the primary policy regarding on-street parking warrants, locations, special zones, parking meters, and other criteria. This same chapter also gives the Public Works Director and/or their designee authority to designate parking prohibitions. Public works staff uses the TMM, Manual on Uniform Traffic Control Devices (MUTCD) and other nationally accepted guidelines for installation of signs and markings for parking.



Because traffic flow has priority with regard to roadway use, the city will provide on-street parking only where it is necessary, does not significantly negatively impact traffic flow or promote unsafe conditions, and staff determines it is acceptable to do so. We will allow on-street parking where the parking meets guidelines and we have deemed it is acceptable based on several factors. There are times and conditions where it is not in the city’s or driver’s



best interest to allow parking.

In areas where there is a high demand for parking, such as the central business district where there is limited off street public parking, we will, in some places, limit parking so that others may use the same parking space for downtown parking. We had parking meters in place at one time in downtown areas, but no longer use them. Please see the parking meter section of this document for more information.

In this same high demand area in the downtown area, the city allows angled parking to remain. We discourage angled parking and do not allow new angled parking to be installed in the ROW of streets. We remove angled parking where we can from street ROW. See section under angled parking later in this document for more information. Some limited angled parking along alleys is allowed, but this is based on a case by case determination. Again, because we want to discourage angled parking, we limit the use of them in alleys and otherwise do not allow new ones to be installed in street ROW.

When installing parking, or no parking, signs and markings, city staff uses the current federally accepted version of national guidelines, such as the Manual on Uniform Traffic Control Devices (MUTCD), in determining and installing signs and markings for street parking or parking prohibition.

Chapter 22 of the City Code of Ordinances also gives the Chief of Police authority to enforce all traffic and motor vehicle related policies including on-street parking.

The City may also consider special parking zones in the public ROW, such as handicapped parking space, taxi zones, bus service spaces, etc. See the section discussing special parking zones later in this document. We do not allow private use parking-only in public ROW at this time.

With regard to handicapped parking spaces, city traffic engineer addresses those on a case by case circumstance as well. City traffic engineer looks at several factors including but not limited to how long the requestor intends to have the parking need, whether the location is in an area with marked parking or residential areas without marked parking stalls, the width of the roads, etc. More details on handicapped parking are provided later in this document.

Chapter 22 Section 4.07 of the City Code of Ordinances also addresses city-owned parking lots and parking in them. However, we do not address that parking in the TMM. (See SECTION 2 REQUEST for VARIANCE and/or APPEALS TO GUIDELINES for information on requesting parking changes.)



1.2 Disadvantages and Problems. Curb parking typically generates problems related to accidents (crashes) and traffic interference. A single parked vehicle can cause delay for or pose a danger to hundreds of vehicles. Some curb parking is necessary, but it should be monitored closely to maintain the proper control of the location and type of parking allowed. The following are the most common causes of crashes due to curb parking.

- Vehicle parked in roadway
- Vehicle leaving/entering parking space
- Passenger exiting/entering parked vehicle
- Reduced site distance for vehicles and pedestrians (especially near intersections)

In order to eliminate these types of problems care should be taken in allowance of parking and enforcement of existing parking restrictions.



Angled parking increases the number of spaces along a property frontage by 2.5 times compared with parallel parking because more vehicles can park along the same length of property frontage. However, the required street width is much greater because the vehicles intrude into the street much more with angled parking than with parallel parking. In addition, angled parking affects the remaining roadway area because of their backing movements. Angle parking should be avoided and removed wherever possible.

Traffic capacity (number of vehicles moving along a section of roadway) is lost due to parking along a street. Parking, backing, stopping, or standing vehicles during a parking maneuver physically restricts other traffic movements because they are typically well within the traveling lane when doing so. The presence of vehicle passengers in the street, opening doors, or pedestrians walking between cars also interfere with efficient traffic movement.



The most common ways to lessen the adverse effects of parking on the capacity of the street is to prohibit parking, stopping, standing, and loading along major streets. In addition, where parking is permitted too close to intersections, the result is blocked sight distance and poor visibility of vehicles and pedestrians.

1.3 Guidelines for Parking Prohibition and/or Removal. Parking can be removed or prohibited if any one of three conditions exists; statutory, capacity and hazard (safety).

1.3.a Statutory. With statutory we can remove or prohibit parking based on city ordinance and existing national traffic codes establishes that parking is not allowed, such as in the following locations:



Sidewalks: On a sidewalk excluding specific vending carts under very specific requirements (City ordinance Section 22-4.04 item a.)



Alleys: In an alley (where vehicle blocks travel lanes – this excludes parking alongside the roadway that is not in the roadway) unless in a parking space properly designated by the City. (Section 22-4.04 item L.)



Blocking:

- In a manner that blocks traffic or interferes with or blocks the passage of other vehicles (City ordinance Section 22-4.04 item O.)
- Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic.
- Within an intersection.
- In front of a public or private driveway.
- Within a minimum of 10 feet (15 feet recommended) of a public or private driveway (as measured from the throat of the driveway) (5 feet of radius or flare return) (see City ordinance section 22-4.04 item b)
- On the roadway-side of any vehicle stopped or parked at the edge or curb of a street (double parking) or in any other manner so that such stopped or parked vehicle cannot conveniently move out of its place (first part of this is from Uniform Vehicle Code – section after “double parking” is in City Ordinance Section 22-4.04 item k).

Direction of Parking:

- On one-way roadways, vehicles shall park in the direction of traffic out of the travel lane and within 18 inches of the curb or edge of roadway if there is no curb. (City of Bowling Green Ordinance states 18 inches in lieu of 12 inches stated elsewhere in national guidelines – see section 22-4.04 item h.)
- On two-way roadways, vehicles shall park in the direction of the closest lane of traffic out of the travel lane and within 18 inches of the curb or edge of roadway if there is no curb. (City of Bowling Green Ordinance states 18 inches in lieu of 12 inches stated elsewhere in national guidelines – see section 22-4.04 item h.)



Prohibited by signs or curbing markings:

- At any place where any portion of the vehicle extends into an area where official signs or other markings prohibit stopping, standing or parking, or where the curb is painted yellow (City ordinance Section 22-4.04 item p.)
- Any place where any portion of the vehicle is parked in a manner so that the vehicle is not completely within a designated parking space (City Ordinance Section 22-4.04 item q).
- In any place that is signed or painted as to restrict parking such as stopping and/or standing and/or parking. (City Ordinance Section 22-4.04 item r.)



Near Traffic Control Devices: Within 20 feet (30 feet recommended) on the approach to any flashing signal, stop sign, yield sign or traffic control signal located at the side of the roadway.



Fire Fighting Related:

- Within 20 feet of a fire station entrance (on the same side of the street as the fire station) as measured from the throat of the access (i.e. the street portion of the driveway). Or within 75 feet of a fire station driveway on the opposite side of the street (as measured from the throat of the driveway) when properly sign posted.
- In a marked fire lane (see City ordinance Section 22-4.04 item g)
- Within 10 feet of a fire hydrant, (City of Bowling Green Ordinance Section 22-4.04 item d gives 10 feet distance in lieu of Uniform Vehicle Code distance of 15 feet).
- Within 15 feet of fire safety sprinkler, standpipe or other fire protection system control valve, whether such valve is mounted on a building or on the ground (see City ordinance section 22-4.04 item d).



Crosswalks: On a crosswalk or within 20 feet of a crosswalk at an intersection (30 feet at signalized intersection recommended). On or within 10 feet of a crosswalk at other locations.

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Near Other Traffic Features:

- On the approaches to any bridge (City Ordinance Section 22-4.04 item n) or upon any bridge or other elevated structure or upon a highway or within a highway tunnel.
- Near any hazardous or congested places, (that City of Bowling Green defines as such through ordinance or Board of Commissioner municipal order).



Railroads: On or within 50 feet of the nearest rail of a railroad crossing (or further if railroad company deems safer to be further away from railroad and the city agrees).

Safety Zones: Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless the city designates a different length by signs and markings.

Highways:

- On any controlled-access highway within the city limits.
- In areas between roadways of a divided highway, including crossovers.

Angled Parking: Except where there is existing angled parking, the city will not allow the installation or creation of new angled parking.





Handicapped Parking: On highways and elsewhere throughout the city in any parking space designated and established for handicapped parking by the International Access Symbol without displaying an authorized disabled parking registration plate, removable windshield placard, or temporary removable windshield placard as defined in section 3-901 of Uniform Vehicle Code.



Large Vehicles: Camper, motor home, trailer or truck or other large vehicles have specific restrictions on parking and travel. Please see section 1.3.dii for more information.

Emergency Routes: No parking allowed on emergency plow routes when director of public works declares emergency because of snow, freezing rain, sleet, ice, snow drifts or other natural phenomena. (See City Ordinance Section 22-4.11)

Sight Distance Issues: Any location without proper sight distance (where locations does not allow vehicles doing parking maneuvers, or pedestrians getting in and out of vehicles, to be seen at a proper sight distance) by other drivers.



Near Schools: Adjacent to a school (where vehicles are blocking traffic or school system and the city of Bowling Green determines they should prohibit parking).

(Any item that does not have a source quoted above is from Traffic Engineering Handbook page 584 and/or Uniform Vehicle Code Section 11-1003 and other sources).

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1.3.b Capacity. Where parking is causing a problem for the free flow of vehicles along a roadway the city may remove parking. This is because roadway capacity on streets with parking is typically two-thirds the capacity of a street with no parking. This effect varies depending on the number of lanes and distance parking is allowed from intersections. Table 1 shows the recommended parking prohibition criteria based on the traffic volumes carried on the street.

Table 1 is from a study conducted to determine the effect of parking on the travel lane adjacent to the parking spaces. In the study, they found that parking adjacent to two lanes of travel in the same direction had less effect on the traffic than just one lane adjacent to parking areas. The table gives some suggested values for determining when to allow parking to reduce the effect of the parking on traffic.

The best way to explain the following table is to break the table out into two sections; mid-block parking, and parking within 150 feet of an intersection. For mid-block parking with one lane of travel in the same direction, the city may prohibit parking when there are more than 400 vehicles per hour. For mid-block parking with two lanes traveling in the same direction with one of the lanes adjacent to parking spaces, the city may remove parking when there are more than 600 vehicles per hour. This would be the case if had parking only on one side on a two lane roadway or both sides on a three lane roadway.

For areas within 150 feet of an intersection and there is only one lane of travel in the same direction adjacent to the parking spaces (two way with two lanes parking on both sides) then the city may prohibit parking when there are more than 300 vehicles per hour. For areas within 150 feet of an intersection and there is two lanes of travel in the same direction, with one of the lanes adjacent to parking spaces, the city may remove parking when there are more than 500 vehicles per hour. This would be the same as the example in previous paragraph.

Table 1 - Parking Prohibition Criteria for Major Streets: Capacity

Type of Prohibition	Maximum Vehicles per hour per lane When parking allowed (One direction of flow)	
	1 lane	2 or more lanes
Prohibited at the mid-block	Less than or equal to 400	Less than or equal to 600
Prohibited up to 150' from intersection	Less than or equal to 300	Less than or equal to 500

The city may prohibit parking along a major street during the hours of the day (or night) when the number of vehicles passing along a street exceeds the values



given in Table 1. For example, the city may prohibit parking along a major street during the morning and afternoon peak-traffic-hours (i.e. when a larger than normal hourly traffic passes along a roadway) of the volumes meet the table criteria in order to help traffic moving along those streets during those peak times.

1.3.c Hazard (Safety). There are times when emergency vehicles need access to areas. It is important that they be able to gain access, especially in areas where the street has only one entrance (i.e. cul-de-sacs, dead ends, etc). Parking alongside a roadway may slow or completely remove an emergency vehicle’s ability to move along a roadway.

Therefore the City of Bowling Green may remove parking on one side of a one way street if the street is less than 24 feet wide but wider than 16 feet. They may remove parking from both sides if the one-way street is 16 feet wide or less. The City of Bowling Green may also remove parking on one side of a two way street if the street is more than 20 feet but less than 27 feet wide. The city may remove both sides if the two way street is less than 20 feet wide. Table 2 shows this.

Table 2 –Width Based Parking Restrictions on Local Streets: Hazard

Type of Parking	Minimum Street width requirements for Parking	
	One-way traffic	Two-way traffic
One side only if	More than 16 feet but less than 24 feet	More than 20 feet but less than 27 feet
Both sides if	16 feet or less	20 feet or less

(See note 1)

The City of Bowling Green may also remove parking, if a specific location continues to be a problem for emergency vehicles. For example, where the emergency vehicle has to pass through a winding section of roadway or where it has to move into oncoming traffic in order to go around parked vehicles and the driver does not have sufficient sight distance to do so.

Note 1: The City of Bowling Green Fire Department determined it is difficult, if not impossible, to move around a vehicle parked on the street when the roadway was less than 27 feet in width (from edge of roadway to edge of roadway if no curb otherwise from toe of curb to toe of curb) with parking on one side of street.

1.3.d Weight Limit Restrictions & Large Vehicle Parking. The City of Bowling Green has a growing problem related to large vehicles. The number of large vehicles using and parking on public streets has increased with time. Although many of our roadways are designed to handle 18-wheeler truck traffic and other such large vehicles, some are not. The ones that are not include, for the most part, our residential roadways, which are not designed for such traffic loads or long term parking of such vehicles.



These roadways will have shorter life use due to heavier vehicle traffic for which they are not designed. Sometimes this heavier vehicle traffic is short term and is resolved by the development of alternative routes or whatever was generating the traffic to no longer do so. So those situations often resolve themselves or are very temporary. These guidelines are in place to be able to address these problems when they persist.

Additionally, besides damage to the roadway, this same large vehicle traffic can be a safety concern with regard to the difference in weights between regular neighborhood traffic vehicles and large vehicles, in particular 18 wheelers (with or without cabs). Speeding problems can be further aggravated by the larger size vehicles due to their longer stopping distances.



These large vehicles, also when parked alongside main roadways cause problems in that vehicles have to move out of the travel lane into opposite travel lane in order to go around them. Unfortunately, in the past large vehicles could park in such a way for up to six hours, if they were parked in areas with allowable on-street parking. They were not technically fully blocking a travel lane, since parking was allowed and there was some room

to go around, which resulted in vehicles partially or wholly crossing the centerline.

However, in residential neighborhoods the ability to only partially leave a travel lane is not always the case; large vehicles can actually block nearly a whole lane of traffic when parked. This is because typical residential roadways are much narrower. A typical residential street would have the entire travel lane taken up with a typical large vehicle parking along the edge of the pavement. This is made worse if another vehicle, even a smaller car, parks across the street from the parked large vehicle. This type of parking arrangement makes it difficult for vehicles to get through this area and almost impossible for emergency vehicles such as certain ambulances and fire trucks.



In addition to all of these parking issues, more and more 18-wheelers are parking on empty cul-de-sacs and being left there for extended periods of time. This isn't so much a traffic volume issue (because these empty roadways are not generating traffic) as that the sitting loaded vehicles may actually cause long term damage to our roadways. In addition, many citizens consider such parked vehicles as an eye sore. Also given our present national problems, these same vehicles could potentially be a homeland security issue.

The city's on-street parking policy allows us to restrict traffic based on weight to help keep large vehicle traffic off roadways not designed for such traffic. It also establishes what vehicles are excluded from these requirements such as emergency vehicles, authorized school buses, and vehicles that are delivering or picking up materials from an area on that same restricted street.

The policy allows deliveries and such on a particular street but does not allow vehicles to drive through that street, if they are not stopping there, unless this is the closest route or no other route exists. This also allows UPS, FedEx, etc. to still make deliveries should they occasionally exceed the restricted weight limit.

The city policy does not apply to federal or state roadways. They have their own adopted policies.

The city restricts how long a large vehicle may stay in the restricted area and has parking prohibitions for large vehicles. Originally, by ordinance, we allowed large vehicles to park for up to six hours, but our policy removed the six-hour parking allowance and replaced it with a one-hour parking allowance with some exclusion to allow for such things as furniture deliveries, etc. The city does not allow overnight parking of large vehicles on public right-of-way. The city also restricts where large vehicles can park relative to each other in order to reduce the likelihood that two such large vehicles will park in such a way as to shut down a roadway.

1.3.d.i Restricting Maximum Vehicle Weight on Designated Streets:

- a. The Director of Public Works or designee can prohibit the operation of vehicles, and/or may impose limitations as to the weight of vehicles allowed on specific streets where traffic engineering judgment determines that such action is necessary to ensure against undue damage to the road foundations, surfaces, structures or otherwise causes traffic concerns for the area. Such prohibitions and limitations are only effective when designated by traffic control devices (i.e. signs) placed at such streets.



b. No vehicle in excess of posted weight limit is allowed upon any street owned and maintained by the city where public works has posted traffic control devices prohibiting said vehicles, with the exceptions as given in this document.

c. This does not apply to authorized buses, or emergency vehicles. This also does not apply to vehicles in excess of posted weight limit that have the purpose of delivering or picking up construction materials on the restricted street, making a service call, a delivery, or the actual

loading or unloading of goods, wares, or merchandise on restricted streets. This is on the condition, however, that the vehicle will remain in the restricted area only for the actual time necessary for such operation. Vehicles found to exceed time necessary for such operation will be considered "parking" and potentially in violation of parking ordinances. The city will presume that the person(s) owning and/or operating any vehicle or trailer which is driven on a city street or is found parked, standing, or unoccupied on private (without property owner permission) or public roadway is in violation of posted signs. See also parking section of this document.

d. This section is not applicable to state and federal highway systems.

1.3.d.ii Parking of Certain Vehicles Prohibited:

a. No one is allowed park a camper, motor home, trailer, truck or other vehicle exceeding seven (7) feet in overall width (excluding mirrors) or twenty (20) feet in overall length or seven and one-half (7½) feet in overall height on any city street beyond one hour in duration, with the exception of delivery/pickup parking. The delivery/pickup parking can be no longer than is necessary to accomplish the delivery and/or pickup.

b. This section does not apply to authorized buses, or emergency vehicles. This section also does not apply to vehicles in excess of posted weight limit that have the purpose of delivering/picking up construction materials



on the restricted street, making a service call, a delivery, or the actual loading or unloading of goods, wares, or merchandise on restricted streets, provided, however, that the vehicle can remain in the restricted area only for the actual time necessary for such operation. Vehicles found to exceed time necessary for such operation shall be considered “parking” and potentially in violation of parking ordinances.

- c. No vehicle exceeding above dimensions and/or posted weight limit can remain on public ROW overnight.



- d. During delivery/pickup, no vehicle exceeding above dimensions and/or posted weight limit can park within 100 feet of each other on opposite sides of street in Public ROW or opposite to other parked vehicles.

- e. A vehicle found parked, standing, or otherwise unoccupied in ROW that exceeds the above dimensions and/or posted weight limit that is not in the process of actively delivering or picking up materials will be in violation of this section and is responsible for the violation of this section.

- f. No person can park an abandoned vehicle or junked vehicle on any City street for any period of time.

1.4 Types of Restriction. Control of curb parking is accomplished through the adoption of various parking regulations, implemented by sign installation and/or curb paint and supported by enforcement. The following types of regulations are the most common: (Please note that we may vary the sign layouts, wordings, etc and the following is meant to be examples only):

- No Parking – This regulation is used where occasional stopping will not impede the safe and efficient flow of vehicles. This regulation permits loading and unloading of goods. It may be used throughout the day on major roads or only during peak hours or special events (see following for typical examples – all sign examples are from MUTCD).



R7-1



R7-2



R7-2a



R7-3



R7-4

- No Standing – This regulation allows for a driver to stop for passenger pickup, but does not allow unloading of merchandise from trucks. This restriction should be in effect all hours of the day. (See following for typical example – all sign examples are from MUTCD).



R7-4

- No Stopping or Standing – This regulation is used where the presence of stopped vehicles during any hours would constitute a critical impediment to the safe and expeditious flow of traffic. This might include areas near fire stations, in tunnels, on bridges, at railroad tracks, or near signalized intersections. This restriction should be in effect all hours of the day.



- No Parking (Loading) Zones – This regulation reserves space for truck loading, bus stops, and taxi zones. This regulation is typically posted with specific hours and days of operation. (See below for typical example – all sign examples are from MUTCD).



R7-6

1.5 Engineering Design of Parking. In order to help protect the most critical locations and reduce crashes at the most common accident locations, the City of Bowling Green has implemented city ordinances that support the TMM as official in order to restrict parking at critical locations and crash-prone areas. The City reserves the right to grant variances of these standards based on professional engineering judgment. Therefore, parking is restricted as given in Section 1.3.a.

1.6 Special Purpose Zones. Parked vehicles may interfere with other important operations along the curbside area in addition to problems for traffic movement. Many businesses, schools, or city services require the absence of parked vehicles during some or all hours of the day in order to allow better visibility of school pedestrians, loading or unloading of children, etc. There are several special zones. We define and discuss application of the following zones in this section; loading zones, bus zones, passenger zones, agency only parking, residential, taxi and time limit restriction zones.

1.6.a Loading Zones. Loading zones are areas a business, public agency or other needs a specific parking space or spaces for loading and unloading of goods. Typically, parking is prohibited in these areas except for loading and unloading. Lengths for such areas are typically between 30 to 60 feet but the City of Bowling Green may provide smaller spaces based on engineering judgment to balance against high parking space demands. The city may attempt to extend existing no-parking areas where possible in establishing loading and unloading spaces. Proper enforcement is required to prevent violations. Signs designating loading and unloading spaces/zones will typically show active hours and days of loading operations, however this is not required.

1.6.b Bus Zones. The City of Bowling Green may allow bus zones or bus stops for the expeditious loading and unloading of passengers. These bus zones or stops may include bus stands. The typical parking prohibition in these zones is 50 to 145 feet in length depending on the bus size, location of stop and number of busses stopping at a time. Standing is not allowed for vehicles to load or unload in a bus zone. However, because national guidelines typically allow passenger car vehicle pick-up and drop off in the bus zone, the city may allow parking in areas of high parking demand, where bus use is infrequent. The city may restrict these zones/spaces to operational hours of the transit system.



1.6.c Passenger Zones. Passenger zones allow for the pick-up and drop-off of passengers by private vehicles at places like movie theaters, hotels and schools.

1.6.d Agency Only Parking Zones. The city may also establish specific parking for public agencies such as police, sheriff, and public officials only. The city may restrict the use of these zones to typical operational hours of passenger pick-up and drop-off.



1.6.e: Residential Parking Zones. The city may also allow or establish residential parking permit zones in some residential areas to permit only local residents to park on certain streets. These are typically areas where there is frequent non-resident parking and not many other options for residents to park (i.e. not sufficient residential off street parking such as driveways, parking structures, etc).

1.6.f Taxi Zones. The city may also allow or establish taxi zones in urban areas with high volumes of taxi pick-up, drop-off and traffic. These zones may be restricted during typical operational hours of passenger pick-up and drop-off.



Section 1.6.g Time Limit Zones. The City of Bowling Green may allow or establish time limit restriction parking to encourage higher turnover such as 15-min parking or one-hour parking. Signs are usually placed to convey the parking limitation. Restricting parking duration can be effective at high turnover places such as banks, post offices, or loading areas. Agencies often use part time

restrictions during rush hour or critical times for improved traffic flow where parking is discouraged. When increased roadway capacity becomes more important than direct access to locations along the roadway part-time restrictions can be effective and the city may use. The city may specify days or times for the restriction. For example: TWO HOUR PARKING 7AM TO 6PM. (See parking meters also).



1.7 – PARKING METERS. Meters provide a definite measure of time of use of the parking space and an instant reading of time remaining until end of duration they also show violation if time expires. Higher rates in short parking duration areas can actually pay for themselves, including maintenance and collection costs. The city may use manual and/or electronic meters. The city should mount meters on posts 1.5 feet from back of curb. Paired parking spaces may have two meters mounted on one post.



Care should be taken for the safe and efficient coin collection from the parking meter (i.e. access to meters for collection of money should be in an area where interaction with traffic is minimal). Improved technology has provided more efficient and safer options for the handling and collection of money from the meters.

The unfortunate downside to meter collection is vandalism and the fact that some businesses actually dislike parking meters because customers do not like to pay to park because they do not have to pay in other areas of the city (i.e. shopping mall parking lots).

Monitoring and limiting parking is critical to various business operations and the city has ordinances addressing the matter. City ordinances state “The City of Bowling Green finds that parking on public rights-of-way and other city-controlled properties is regulated....in certain areas of high demand for parking spaces, to fairly allocate parking spaces among the public by limiting time”. City of Bowling Green Ordinance 22-4.01 a. In addition, they state “Limiting parking in business districts helps facilitate commerce by promoting frequent turnover for conducting business-related activities or shopping, rather than employee or any other long-term parking.” City of Bowling Green Ordinance 22-4.01 b.

City of Bowling Green Ordinances establishes the Police Department as being responsible for enforcement of parking. (City Ordinance Section 22-6.01.)

1.8 Layouts and Dimensions. There are three types of stalls dimensioned for curb parking: end, interior and paired. End stalls are at the ends of a section of parking spaces. Drivers can drive straight into or out of end parking stalls. Therefore, end-parking stalls are usually only long enough to accommodate the parked vehicle, typically 20 feet. Interior stalls must allow room for maneuvering and so have a length of 22 to 26 feet. See Figure 1a for typical parking layout (MUTCD figure 3B-21). Most parking areas seen today are of this type with end spaces and interior spaces. However, there are also paired parking space layouts. We do not use paired parking in the city at this time and so do not show such in this document.



The city may install signs identifying all parking restrictions and conditions, if any exist. Figure 2 shows typical MUTCD signs used for parking restrictions. All sign color, size and location should follow the MUTCD. The city will place signs on existing poles whenever possible and allowed by the MUTCD. The city will maintain city signs, replacing signs as needed and as per guidance in MUTCD. The city will also place signs based on guidelines from such sources as the MUTCD. See Figure 3 (Parts I,II&III).

(Please note the figures presented in the following are examples of typical use. Based on engineering judgment these layouts and sign types may change.)



Figure 2 – Typical Signs for Parking Restrictions

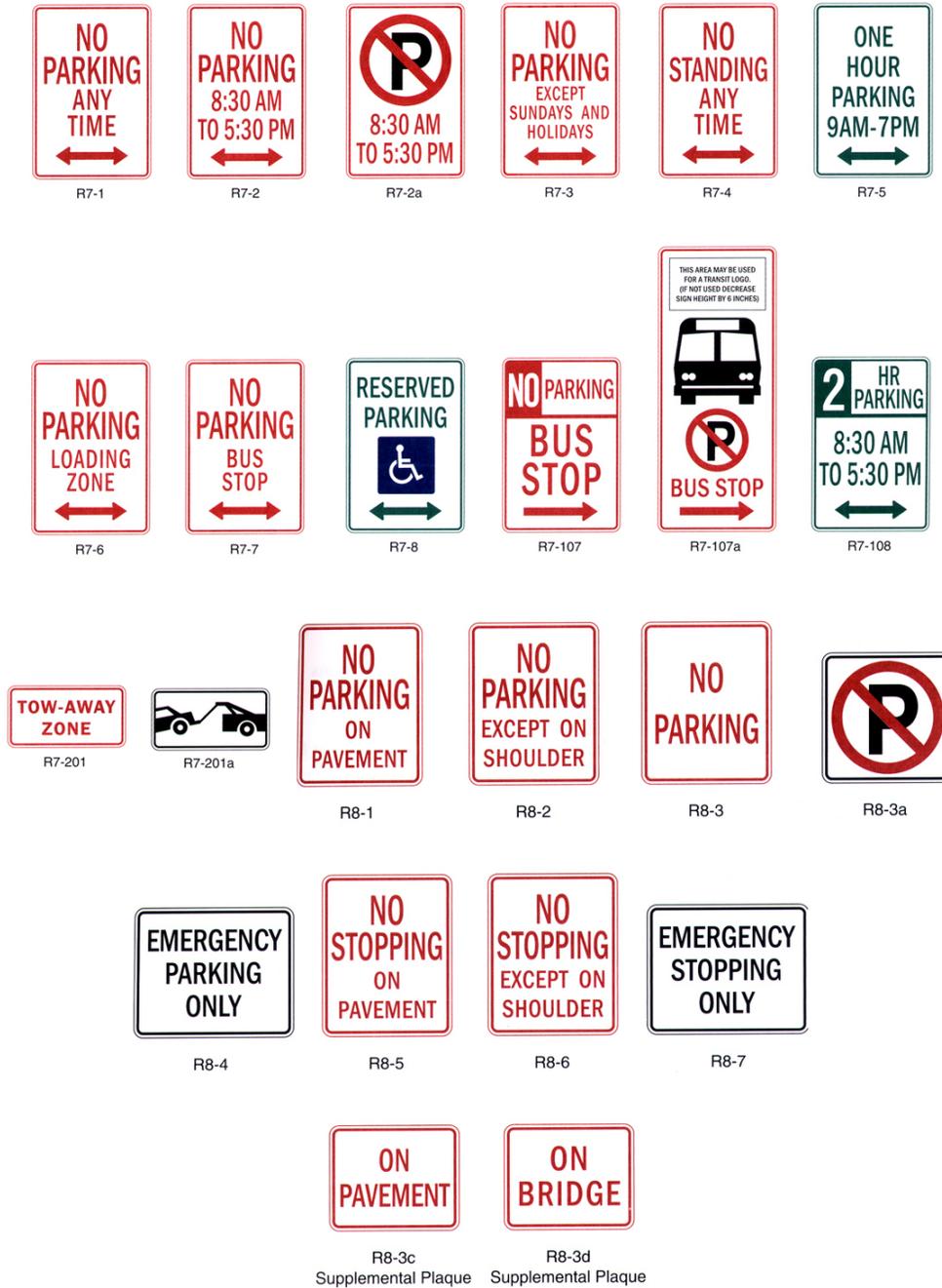
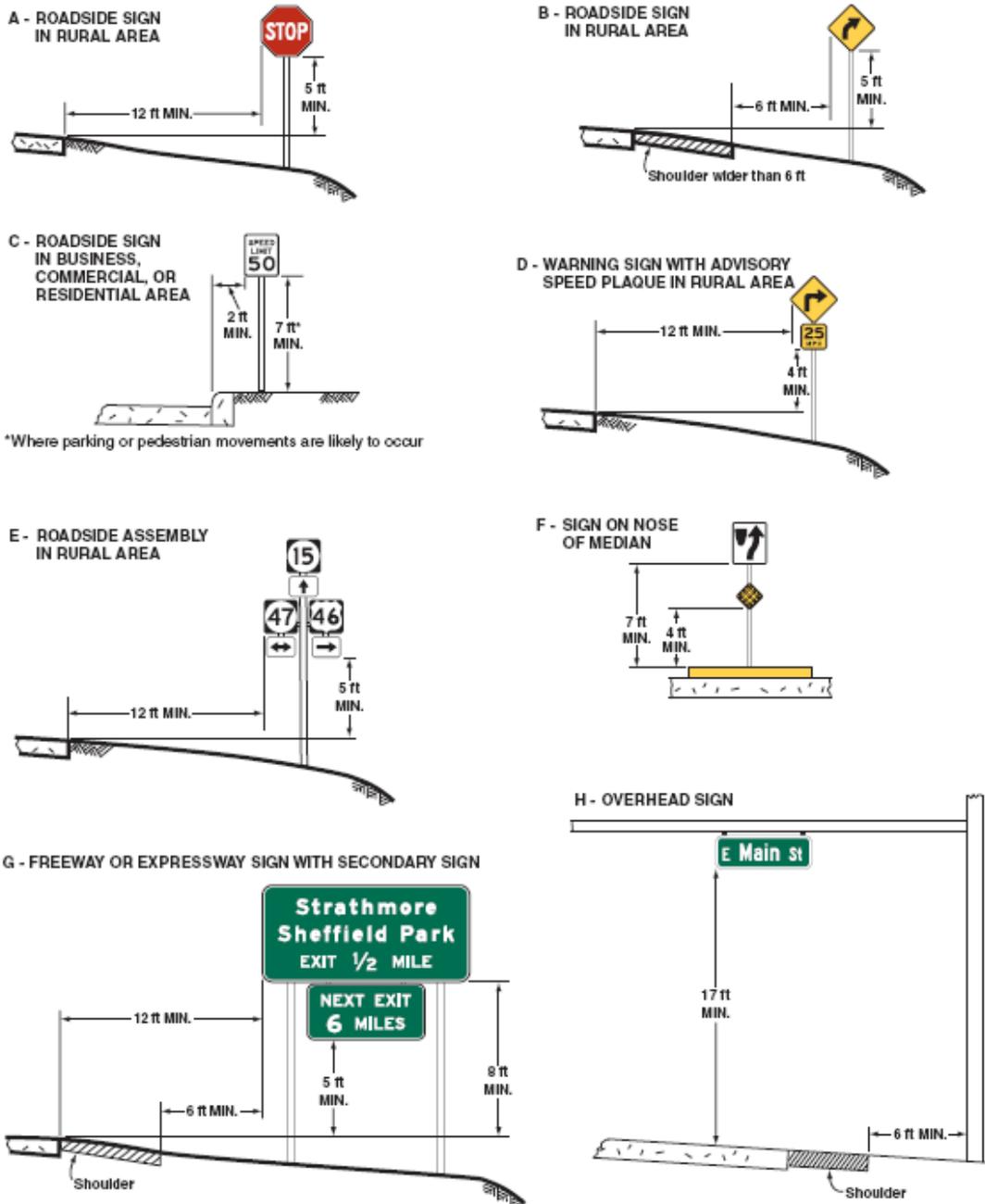


Figure 3 – Typical Sign Placement (Part I)

Figure 2A-2. Examples of Heights and Lateral Locations of Sign Installations

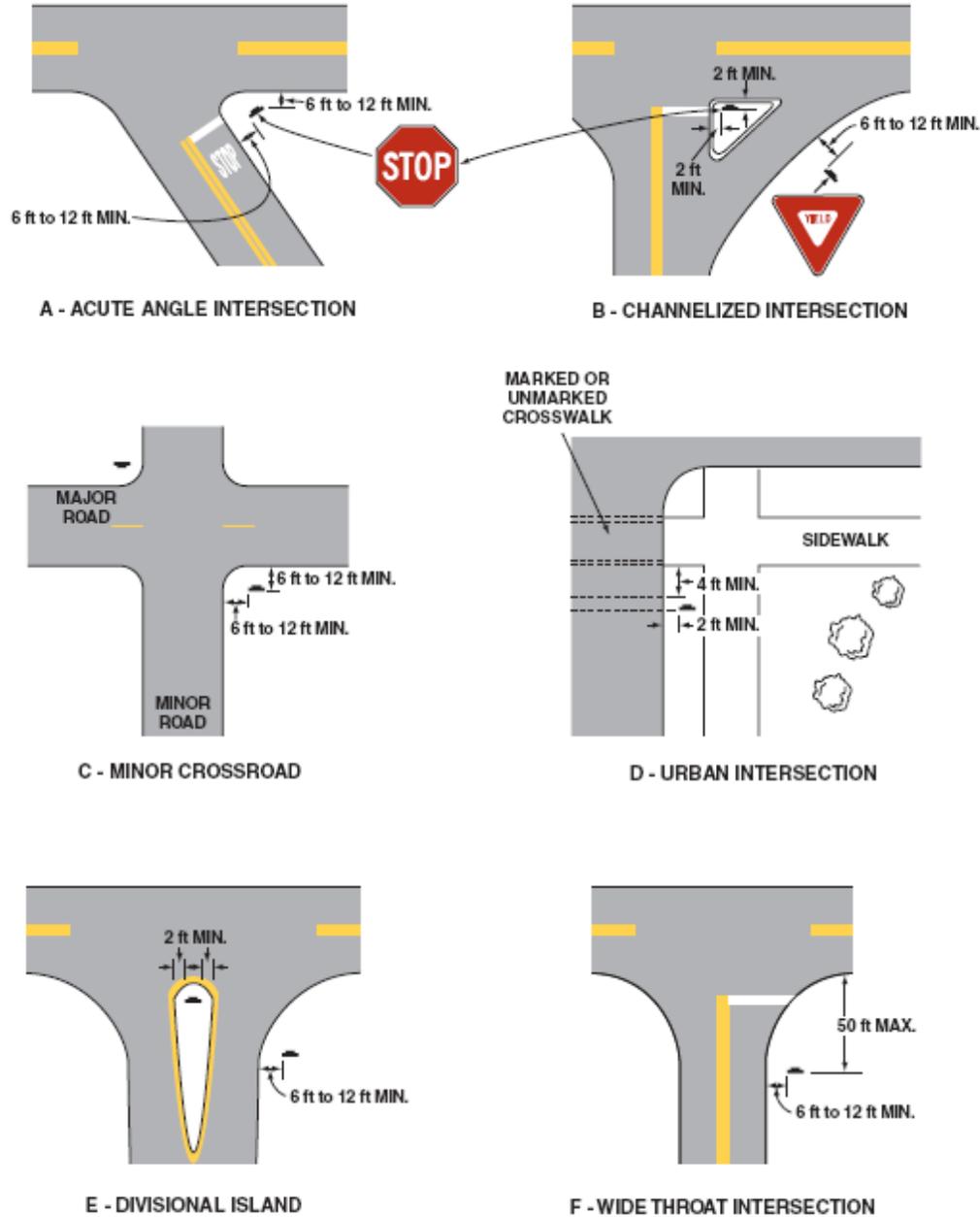


*Where parking or pedestrian movements are likely to occur

Note:
See Section 2A.19 for reduced lateral offset distances that may be used in areas where lateral offsets are limited, and in business, commercial, or residential areas where sidewalk width is limited or where existing poles are close to the curb.

Figure 3 – Typical Sign Placement (Part II)

Figure 2A-3. Examples of Locations for Some Typical Signs at Intersections



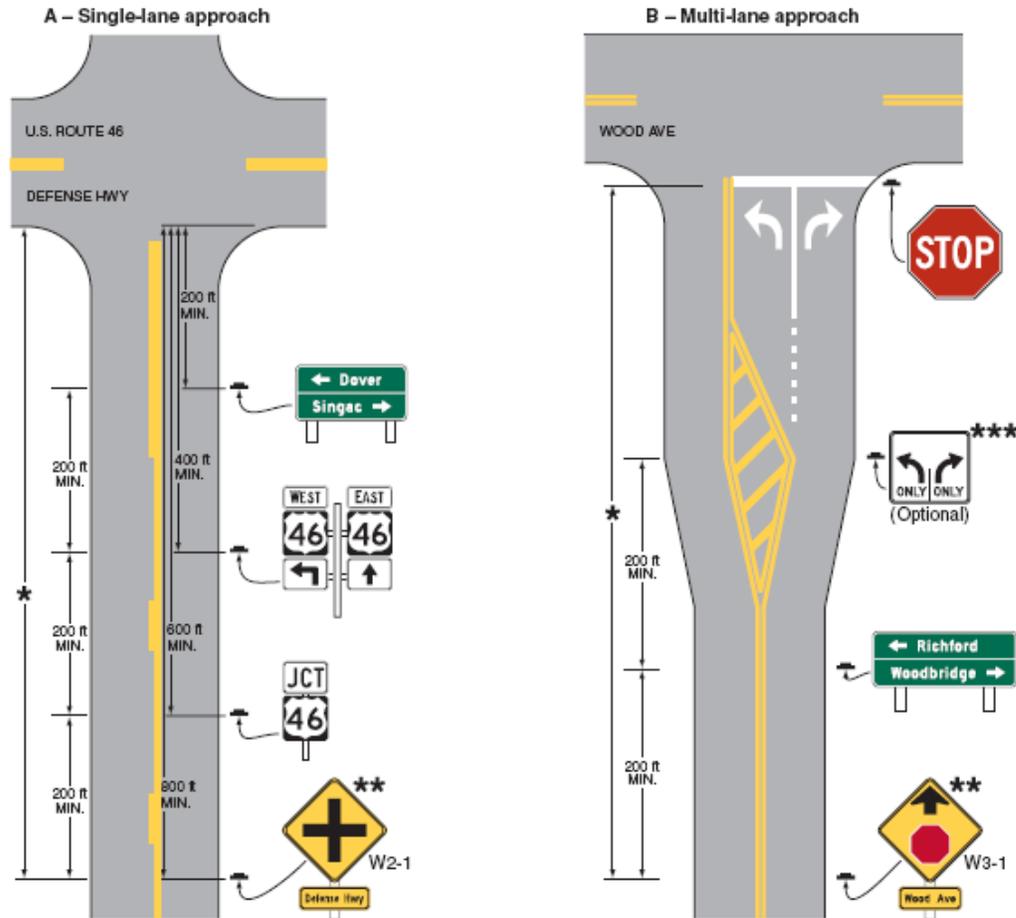
Note: Lateral offset is a minimum of 6 feet measured from the edge of the shoulder, or 12 feet measured from the edge of the traveled way. See Section 2A.19 for lower minimums that may be used in urban areas, or where lateral offset space is limited.

Figure 3 – Typical Sign Placement (Part III)

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Figure 2A-4. Relative Locations of Regulatory, Warning, and Guide Signs on an Intersection Approach



Note: See Chapter 2D for information on guide signs and Part 3 for information on pavement markings

- * See Table 2C-4 for the recommended minimum distance
- ** See Section 2C.46 for the application of the W2-1 sign and Section 2C.36 for the application of the W3-1 sign
- *** See Section 2B.22 for the application of Intersection Lane Control signs

*Figures above are from Manual on Uniform Traffic Control Devices (MUTCD) 2009 Version.



SECTION 2 REQUEST for VARIANCE and/or APPEALS TO GUIDELINES

2.1 Purpose and Typical Use. The primary function of the on-street parking guidelines is to provide City of Bowling Green Public Works with guidelines so that staff can provide consistent treatment of each request for changes to on-street parking. The typical process for requesting a change of on-street parking starts with someone making the request be it a citizen, city staff or politician for example. NCS staff enters the request into request software and the city traffic engineer reviews. The city traffic engineer determines what actions should be taken by reviewing guidelines, discussing solutions with all effected parties and determining a solution if any (See Traffic Control Change Request section of the Traffic Management Manual).

In typical circumstances, the city staff, in working with the requestor and all effected parties in determining the best solution, may act on the solution they determine is the best, unless someone requests a variance or appeals that solution.

2.2 Requests for Variance/Appeal. Sometimes, however, the solution is not what the requestor or another citizen wants. The city has developed a means for such persons to make a request for a variance or appeal. Please see Traffic Control Change Request section of the Traffic Management Manual for further information.



Table 1: sources: "Criteria for Regulation of On-Street Parking and Curb Loading Zones" Tenth Pan American Highway Congress, Montevideo, Uruguay, 1967, table II

1. Section 1.3.a. Statutory: Parking removal list: Traffic Engineering Handbook Page 584:
2. Section 1.3.a. Statutory: Parking removal list: Uniform Vehicle Code Section 11-1003.
3. Table 2: Source: Traffic Engineering Handbook Page 585:
4. Figures 1 to 5: Manual on Uniform Traffic Control Devices: 2009 Version.