City of Murray, Kentucky On-Street Parking Guide

2013

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City of Murray

ON-STREET PARKING GUIDELINES

SECTION 1. – GUIDELINES

Section 1.1 - Curb Parking: Purpose and Typical Uses

The primary function of the streets in a city is for the movement of vehicles. Parking and loading are considered secondary uses. In most cities across the country, curb parking is restricted in certain sections to allow for better movement of traffic

Section 1.2 - Disadvantages and Problems

Curb parking typically generates problems related to accidents and traffic interference. A single parked vehicle can cause delay 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 accidents due to curb parking.

- Vehicle parked in roadway
- Vehicle leaving parking space
- Vehicle entering parking space
- Passenger exiting 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.

Angle parking increases the number of spaces along a property frontage by 2.5 times compared with parallel parking. However, the required street width is much greater. In addition, the remaining traffic lanes are impacted by maneuvering vehicles. Angle parking should be avoided and removed wherever possible.

Traffic capacity is lost due to parking along a street. Parking, backing, stopping, or standing vehicles during a parking maneuver physically restricts other traffic movements. The presence of vehicle passengers in the street, opening doors, or pedestrians walking between cars interfere with efficient traffic movement.

The most common ways to lesion the adverse effects of parking on the capacity of the street is prohibition of 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.

Section 1.3 – Warrants for Parking Prohibition

Parking prohibition can be warranted in three conditions: statutory, capacity and hazard. Parking is prohibited on both sides for streets less than 20 feet in width and on one side for streets less than 30 feet wide. Roadway capacity on streets with parking is typically reduced to two-thirds the capacity of that of streets that prohibit parking. This effect varies depending on the number of lanes and distance parking is allowed from intersections. The recommended parking prohibition criteria are show in Table 1 based on the traffic volumes carried on the street. Table 2 show parking prohibition criteria for local streets based on roadway width.

Table 1 - Parking Prohibition Criteria for Major Streets

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

Table 2 - Parking Criteria Local Streets

	Minimum Street Width Requirements	
Type of Parking	**One-Way Traffic**	**Two-Way Traffic**
One Side Only	20	30
Both Sides	28	38

Section 1.4 – Types of Restriction

Control of curb parking is accomplished through the adoption of various parking regulations, implemented by signing and supported by enforcement. The following types of regulations are most commons:

- **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 for special events.
- **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.
- **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.

Section 1.5 – Engineering Design of Parking

In order to help protect the most important locations and reduce the most common accident location, city ordinances have been implemented to restrict parking at those points. Cities reserve the right to grant variances of these standards based on sound engineering principles. Parking is typically restricted in the following locations:

- On a sidewalk.
- Adjacent to a school.
- In an alley.
- In front of a public or private driveway.
- Within an intersection.
- Within 10 feet of a fire hydrant.
- Within a minimum of 20 feet (30 feet recommended) of any traffic control device such as a flashing beacon, stop sign or traffic signal.
- On the roadside of any vehicle stopped or parked (double parking).
- On any bridge or other elevated structure on a highway or within a highway tunnel.
- Near any hazardous or congested place.
- Within 20 feet of a crosswalk at an intersection (30 feet at signalized intersection).
- On or within 20 feet of a mid-block crosswalk.
- Within 50 feet of a railroad crossing.

- Within 75 feet of a fire station on the opposite side of the street.
- Within a minimum of 10 feet (15) recommended) of a driveway (5 feet of radius or flare return).
- Any location without proper sight distance.

Section 1.6 – Special Purpose Zones

Parked vehicle may interfere with other important operations along the curbside area. Many business, schools or city services require the absence of parked cars during some or all hours of the day. The definition and application of several special zones have been described here below.

Loading Zones are areas needed for the loading and unloading of goods. Typically parking is prohibited in these areas. Usual zone lengths of 30 to 60 feet are recommended. Extensions of existing no parking areas are encouraged. Proper enforcement is required to prevent violations. Loading zones should be signed during all active hours and days of loading operations.

Bus Zones or **Bus Stops** are used for the expeditious loading and unloading of passengers. These stops may include bus stands.. The typical parking prohibition in these zones is 50 to 145 feet depending on the bus size, location of stop and number of busses stopping at a time. Standing in not allowed for vehicles to load or unload in a bus zone. Passenger car pick-up and drop off is typically allowed in the bus zone. These zones may be restricted during operational hours of the transit system.

Passenger Zones allow for the pickup and drop off of passengers by private vehicles at places like movie theaters, hotels and schools. **Public Agency Zones** such as police, sheriff, and public officials only can be restricted parking areas as well. **Permit Zones** may be allowed in some residential areas to permit only local residents to park on certain streets. **Taxi Zones** are used in urban areas with high volumes of taxi pick-up, drop-off and traffic. These zones may be restricted during typical operational hours or passenger pick-up and drop-off.

Time limited restrictions are often used to encourage higher turn-over such as 15-min parking or one-hour parking. Signs are usually placed to convey the message. This can be effective as high turn-over places such as banks, post offices, or loading areas. **Part-time restrictions** are often enforced for rush hour critical times for improved traffic flow. When increased roadway capacity becomes more important the direct access part-time restrictions can be effectively used. Specific days for times of effectiveness may be placed on these restrictions. For example: ONE HOUR PARKING 7AM TO 6 PM.

Section 1.7 – Parking Meters

Meters give a definite measure of time and an instant reading of time remaining or violation. Higher rates in short term areas can actually pay for themselves, including maintenance and collection costs. Both manual and electronic meters are used across the country. Meters should be mounted on posts 1.5 feet from the 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 form the parking meter. Improved technology has provided more efficient and safer options for the handing and collection of money from the meters. Vandalism is also often time a problem and must be monitored.

Section 1.8 – Layout and Dimensions

There are three types of stall in dimensioning curb parking: end interior and paired. End parking stalls can be driver straight into and out of the space and need to only be long enough to accommodate the parked vehicle, typically 20 feet. Interior stall must allow room for maneuvering and a length of 22-26 feet. See Figure 1 for typical parking layout.

Paired parking has stall layout so that two vehicles are parked bumper to bumper and in pairs of stalls separated by maneuvering areas. Stall lengths of 20 feet are used with a well-defined maneuvering area of 8 feet. These marking should be well maintained.

The parking stall should be defined by white lines extending perpendicular from the curb for 8 feet. The end stall is marked with an “L”, while the interior lines have a “T” shape.

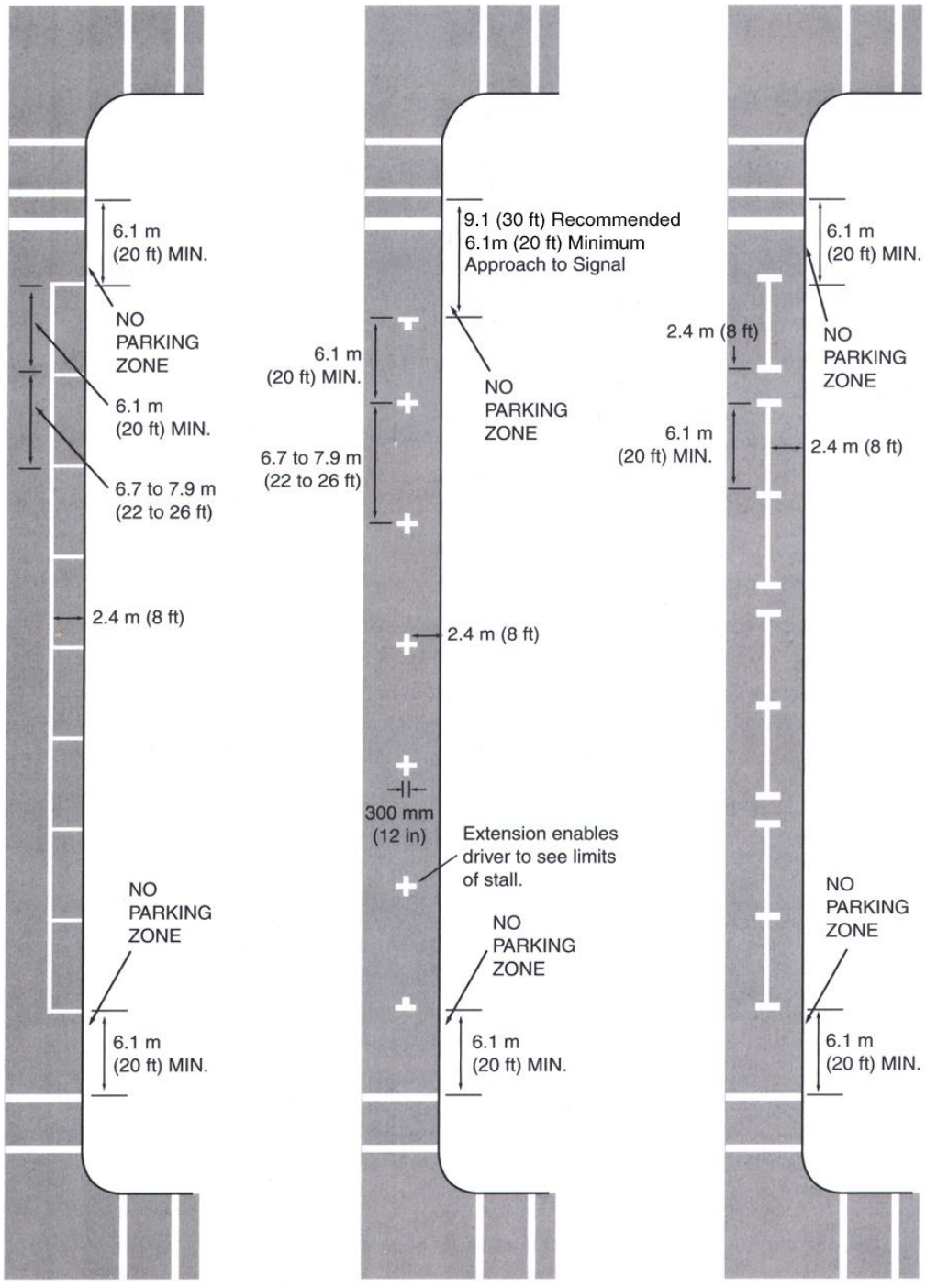
No stalls should be closer than 20 feet from the nearest cross street. If the cross street is a major route of if the intersection is controlled with a signal or four way stop, the distance should be not less than 20 feet minimum (recommended 30 feet). These dimensions apply to both approach and departure side of the intersection.

Parking should be no closer than a minimum of 10 feet (15 feet recommended) to the point a driveway crosses the back edge of sidewalk and no closer than 5 feet from the ending of a driveway radius at the curb.

Signs should be installed identifying all parking restrictions and conditions. All sign color, size and location should follow the Manual on Uniform Traffic Control Devices (MUTCD). Signs should be placed on existing poles whenever possible. Signs should be well maintained from damage and wear. Signs should be placed 7 to 10 feet above the curb and no closer than 2 feet from the edge of curb. Figure 2 shows typical MUTCD signs used for parking restrictions.

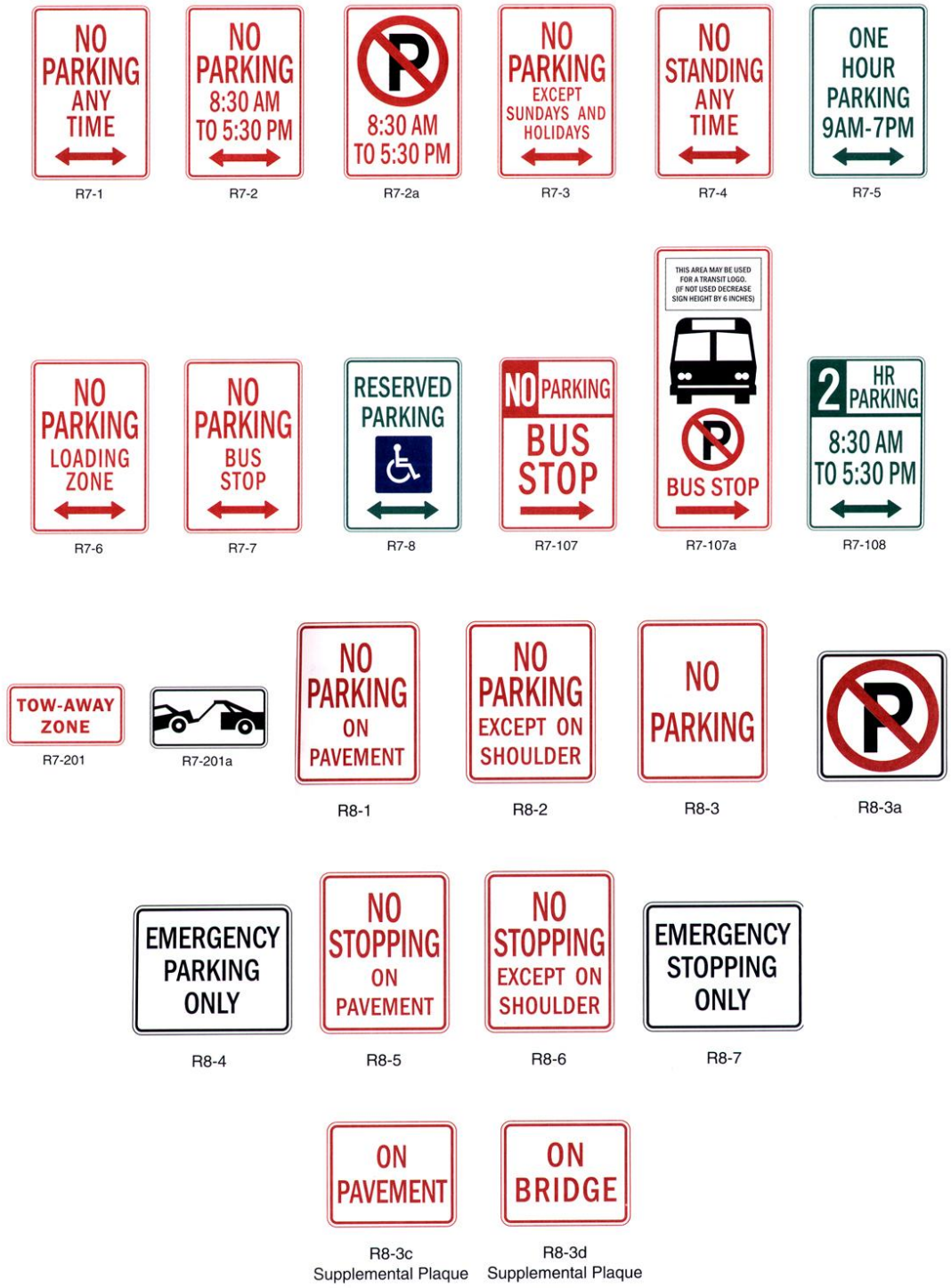
Figure 1 – Typical Parking Layout (MUTCD Figure 3B-17)

Figure 3B-17. Typical Parking Space Markings



Sect. 3B.19

Figure 2 – Typical Signs for Parking Restrictions



SECTION 2 - Parking Regulations

Section 2.1 – No Parking Zones

The City of Murray Street Department shall maintain a listing of all streets designated by the Traffic Safety Committee upon which parking is prohibited. This listing shall include the name of the street, the beginning and ending location of the parking prohibition, upon which side or sides of the street parking is prohibited, date of adoption and any other restrictions as applicable.

Section 2.2 – Time-Limited Parking Zones

The City of Murray Street Department shall maintain a listing of all streets designated by the Traffic Safety Committee upon which parking is restricted by time. This listing shall include the name of the street, the beginning and ending location of the time-limited zone, the length of time parking is limited, upon which side or sides of the street parking is restricted, date of adoption and any other restrictions as applicable.

Sections 2.3 – Loading Zones

The City of Murray Street Department shall maintain a listing of all streets designated by the Traffic Safety Committee upon which parking areas are designated as Loading Zones. This listing shall include the name of the street, the location of the loading zone, date of adoption and any other restrictions as applicable.

Section 2.4 – Public Agency Zones

The City of Murray Street Department shall maintain a listing of all streets designated by the Traffic Safety Committee upon which parking areas are designated as Public Agency Zones. This listing shall include the name of the street, the beginning and ending location of the parking restriction, the agency for which the zone is reserved, date of adoption and any other restrictions as applicable