



ON-STREET PARKING GUIDELINES



BOWLING GREEN, KENTUCKY

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Public Works Department
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CITY OF BOWLING GREEN GUIDELINES

1.1 Authority Regarding Parking: City ordinance gives the Public Works Director and/or their designee authority to designate parking prohibitions. Public works staff uses the Traffic Management Manual (TMM) (adopted by ordinances), the Manual on Uniform Traffic Control Devices (MUTCD), and other nationally accepted guidelines for consideration of sign installation and markings for parking prohibitions and allowances. Parking is controlled because parking along roadways can have a big impact on traffic flows depending on how the parking interacts with traffic.



In addition, city ordinance states that the primary function of the streets in a city is for the movement of vehicles. Because the movement of traffic is so important, state and local governments consider parking as a secondary use for roadway areas. In many cities across the country, parking is restricted in certain sections to allow for better movement of traffic. And so regulated to promote traffic safety and enhance the smooth flow of traffic.

Although Public Works has authority over determining parking prohibitions and allowances, Chapter 22 of the City Code of Ordinances gives the Chief of Police authority to enforce all traffic and motor vehicle related policies including on-street parking.

1.2 Parking Considerations: 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 can 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.

A. High Demand Areas:

In areas, such as the central business district where there is a high demand for limited parking, we may limit parking to a set maximum period of time, so that others may use may use parking spaces. In the past there were parking meters present in the downtown areas, but we no longer use them. Please see the parking meter section of this document for more information.

In this same high demand areas the city allows angled parking to remain. However, we generally discourage angled parking. Because of this we do not typically allow new angled parking to be installed in the right-of-way (ROW) of streets. Furthermore, we remove angled parking where we can from street ROW. See section under angled parking in this document for more information.

Some limited angled parking along alleys is allowed, but this is determined on a case by case basis. And under no other circumstances is the angled parking to be done in such a way as to block the movement of traffic through the alley. For more information on making requests for parking changes see Traffic Requests Policy section of the Traffic Management Manual (TMM).

B. Process:

When changing parking, removing, limiting or adding parking, city staff uses the most current version of national guidelines, such as the Manual on Uniform Traffic Control Devices (MUTCD), along with our TMM, in determining and installing signs and markings for street parking or parking prohibition.

The City may also consider special parking zones in the public ROW, such as handicapped parking space, taxi zones, bus services spaces, truck loading/unloading zones, etc. See the section discussing special parking zones later in this document.

We do not allow private use only parking in public ROW at this time. This is because monitoring of such can be very time consuming, costly and difficult to regulate without additional staff.

1.3 Parking 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. However, we realize some curb parking is necessary. 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 when considering parking, care is taken in allowance of parking and enforcement of existing parking restrictions.



1.4 Angled Parking: Angled parking is often desired in downtown or other such high demand parking areas. This is because angled parking increases the number the number of spaces along a property frontage by 2.5 times compared with parallel parking. This allows more vehicles to 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 area outside of the actual parking area. This is because the remaining roadway area is used for backing movements. Because of this, we typically avoid using angle parking and consider removing them when possible.

Reverse Angled Parking or Back in Parking:

Back in Parking is very similar to angled parking in layout, however opposite (or reverse) from angled parking front entry parking. In Back in Parking, the driver



actually backs the vehicle into the angled parking space designated for Back in Parking. This kind of parking is not allowed for front entry angled parking areas. Specific areas, if used, will be designated as Back in Parking. They will also have specific considerations for doing such. There are some significant benefits to Back in Angled Parking such as being able to simply move out into traffic when there is an acceptable gap in the traffic without having to back out into the traffic. There is also increased visibility for drivers pulling out into traffic because they will be not be relying on mirrors and rear windows as done for front entry angled parking.

1.5 Guidelines for Parking Prohibition and/or Removal. Parking can be removed or prohibited if any one of three conditions exists; (i.) **Statutory**, (ii.) **Capacity**, (iii.) and **Hazard** (safety).

A. Statutory. Statorily, we can remove or prohibit parking based on City ordinance, the on-street parking portion of the TMM (this document), and existing national traffic codes. These regulations and laws establish where parking is not allowed, such as in the following locations:



i. Sidewalks: On a sidewalk excluding specific vending carts under very specific requirements as provided in City Ordinance. Vending carts may, under City Ordinance, apply for permission (permit required) to place vending carts on sidewalks.



ii. Driveways: In front of or within ten (10) feet of, or if radius is present, 10 feet from the tie-down or flare return of the radius to a public or private driveway or alleyway, or as specified by the Public Works Director.

Additionally, 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.



iii. Intersections: Within an intersection or within thirty (30) feet of any traffic control device, such as a flashing beacon, stop sign or traffic signal;



iv. Fire Systems: Within fifteen (15) feet of a fire hydrant or fire safety sprinkler, standpipe or other fire protection system control valve, whether such valve is mounted on a building or on the ground;



v. Railroads: On or within 50 feet of the nearest rail of a railroad crossing.



vi. Crosswalks: On a crosswalk or within a minimum of twenty (20) feet of a crosswalk not located at an intersection or within twenty (20) feet (thirty (30) if signalized) of a crosswalk at an intersection;

vii. Marked Fire Lane: No parking in a marked fire lane



viii. Curb Distance: No more than 18 inches from curb.

ix. Direction of Parking: In the opposite direction of the movement of traffic.

x. Excavation and other obstructions: Alongside or opposite any street excavation or obstruction when stopping, standing, or parking would obstruct traffic.

xi. Parking next to other vehicles: 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.

xii. 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.



xiii. Handicapped Parking: On highways and elsewhere throughout the city in any parking space designated and established for use by disabled persons unless the vehicle properly displays special designating plates or permits issued by any State. This may also include removable windshield placard, or temporary removable windshield placard as defined in section 3-901 of Uniform Vehicle Code.

xiv. Bridges or Elevated Structures: On the approaches to or upon any bridge or any controlled access highway within the City limits or in areas between roadways of a divided highway, including crossovers.

xv. Blocking Passage of Vehicles: In a manner that blocks traffic or interferes with or blocks the passage of other vehicles.

xvi. Prohibited Parking Areas: 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.



- xvii. **Not Parking Within Allowed Areas:** 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
- xviii. **Disregard for Prohibited Parking:** In any place that is signed or painted as to restrict parking such as stopping and/or standing and/or parking.

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.

C. Hazard (Safety):

- i. **Parking Removal for Emergency Vehicle Access:** It is important for Emergency Vehicles to have 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. In these circumstances emergency removal or permanent parking removal make take place in restrictive areas, which may include towing away vehicles if time allows and is required.

One Way Streets: 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.

The City of Bowling Green may remove of parking from both sides if the one-way street is 16 feet wide or less. (See Table 1, below)

Two Way Streets: 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 parking from both sides if the two way street is less than 20 feet wide. (See Table 1, below)



Table 1 –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 (note 1)
Both sides if	16 feet or less	20 feet or less

Note 1: The City of Bowling Green Fire Department determined it is difficult, if not impossible, to move around a vehicle parked on both sides of 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.

ii. **Permanent Emergency Vehicle Use Parking Removal Conditions:** 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.

iii. **Large Vehicle Parking:** Large vehicles when parked alongside main



roadways can cause problems in that other motorists have to move out of the travel lane into opposite travel lane in order to go around them. They are not technically fully blocking a travel lane, since parking was allowed and there was some room to go around. However, this can result in vehicles partially or wholly crossing the centerline.

In residential neighborhoods, especially with narrower roadways, the ability to only partially leave a travel lane is not always the case. Large vehicles could, and often do, actually block nearly a whole lane of traffic when parked. Typical residential roadways are much narrower than our main throughways. A typical residential street could 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, to pass through.



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 pavements and may prevent use of the cul-de-sac for turning around in the cul-de-sac. It may also prevent entry of the cul-de-sac if large vehicles (and sometimes even smaller vehicles) are parked across the street from each other at or near the entry to the cul-de-sac. In addition, many citizens consider such parked vehicles as an eyesore.

In order to try to help address these issues, the city restricts how long a large vehicle may stay in an area. 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 effectively shut down a roadway.

Therefore by City ordinance, camper, motor home, trailer or truck or other large vehicles have specific restrictions on parking and travel. No person shall park a camper, motor home, trailer or 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 for more than one (1) hour without a special permission from the Police Department. The City of Bowling Green Traffic Management Manual shall serve as the primary policy for large vehicle parking.

This does not apply to authorized buses or emergency vehicles. It also does not apply to vehicles that are in excess of these dimensions that have the purpose of delivering/picking up construction materials, or making service call, a delivery, the actually loading or unloading. However, the vehicle can remain in place only for the actual time necessary for such operation. Vehicles found to exceed time necessary for such operation will be considered "parking" and therefore, in violation of parking ordinances and subject to ticketing or even towing by city police.

iv. Emergency Parking Removal:

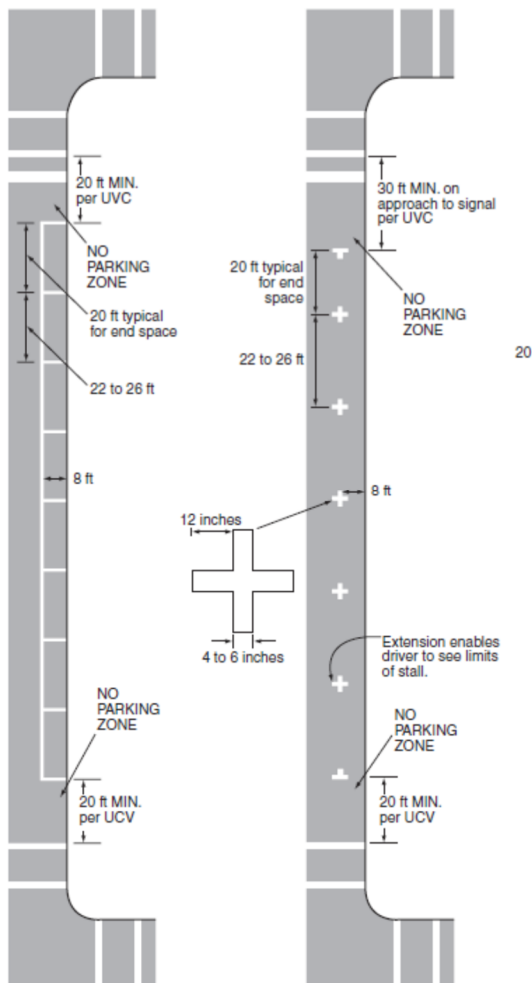
- a. Snow Routes: No parking is allowed on emergency plow routes when director of public works declares a state of emergency because of snow, freezing rain, sleet, ice, snow drifts or other natural phenomena.
- b. Special Circumstances: This occurs when there are particular events where parking in an area could result in loss of property or personal injury. This would happen in such events such as flooding



areas, or under conditions of emergency maintenance, such as with sinkhole formations.

- v. **Safety Related – Sight Distances:** Based on national guidelines and engineering judgement, Public Works Director or his/her designee may remove parking at any location where sight distance is an issue. This would be locations where vehicles are performing parking maneuvers, or pedestrians are entering and existing vehicles, and cannot be seen well by drivers. Or where parked vehicles significantly block the sight distance at intersections.
- vi. **School Areas:** Adjacent to a school (where vehicles are blocking traffic or school entrances and exits and the city of Bowling Green determines they should prohibit parking).

1.6 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. If curb is painted, the City of Bowling Green will typically sign indicating the restriction, except where painting the curb simply calls attention to existing ordinances, such as at fire hydrants, driveways or near intersections. 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):



A. Engineering Considerations. In order to maintain the safest streets possible, the City of Bowling Green has implemented city ordinances that support the Traffic Management Manual. The City reserves the right to grant variances of these standards based on professional engineering judgment.

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, and are 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 defines parking stalls using the MUTCD as a guide. Currently that consists of white lines extending perpendicular from the curb for 8 feet. The city does not allow parking space layouts that would be in violation of parking restrictions.

B. Special Purpose Zones. Parked vehicles may interfere with other important



operations along the curbside area in addition to problems for traffic movement. Because of this 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.

School, businesses and city services are not the only special purpose parking zones. We define and discuss application of the following zones in this section which include loading zones, bus zones, passenger zones, agency only parking, residential, taxi and time limit restriction zones.

I. Loading Zones.

Loading zones are areas businesses, public or private agencies need 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 20 to 60 feet but the City of Bowling Green may provide smaller spaces based on engineering judgment in order to balance this need versus high parking space demands.

The city may attempt to extend existing no-parking areas in establishing loading and unloading spaces. Signs designating loading and unloading spaces/zones will typically show active hours and days of loading operations, however this is not required. Proper enforcement is required to prevent violations.

II. Bus Zones.

The City of Bowling Green may allow bus zones or bus stops for the safe and expeditious loading and unloading of passengers. These bus zones or stops may include bus shelters or benches. 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. Vehicles are not allowed to park or load/unload in the bus zone. However, because national guidelines typically allow passenger vehicles to pick-up and drop off passengers in the bus zone, the city may allow temporary stopping of vehicles dropping off or picking up passengers 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.

III. 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.

IV. Agency Only Parking Zones.

The city may 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.



V. Residential Parking Zones. The city may 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 near their homes.

VI. Taxi Zones. The city may 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.



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

areas 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. The city may specify days or times for this type of restriction. For example: TWO HOUR PARKING 7AM TO 6PM. (See parking meters also).

1.7 – PARKING METERS. Parking meters are not zones but do provide a definite measure of time of use of the parking space and an instant reading of time remaining for that parking space. They also show violation if purchased 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. If the city uses parking meters they should be mounted



on post 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 are vandalism and the fact that some businesses actually dislike parking meters. They believe that 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). So in most cases in lieu of parking meters, parking limitations are accomplished by use of signs, unless otherwise agreed between businesses and the city to use parking meters.

City of Bowling Green Ordinances establishes the Police Department as the responsible agency for the enforcement of parking including metered parking, when used in public right-of-way. (City Ordinances)