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ON-STREET ANGLED PARKING REVIEW:

1. The City of East Helena Safety Committee shall review all on-street angled parking requests and make a recommendation to the City Council to approve or deny. The City Council shall make the final decision on whether to approve or deny each request.
2. The Safety Committee shall evaluate each request based on traffic safety, pedestrian safety, and functionality of the street where the angled parking is requested. The evaluation should be done for the entire street right-of-way and at a minimum the entire block from intersection to intersection.
3. The Safety Committee shall make recommendations to the City Council on required layout of angled parking, where angled parking will be permitted within the requested project area, and any improvements that may be required to accommodate the requested angled parking.
4. The Safety Committee may recommend any combination of street widening and paving, curb and gutter, storm water improvements, sidewalks, stripping, and signing if necessary, to safely provide angled parking.
5. If on-street angled parking is approved by the City Council, the applicant shall be required to submit separate design and/or construction plans are necessary for review and approval by the City of East Helena.
6. No improvements for angled parking shall be started without approval of the City of East Helena.
7. On-street angled parking shall not be permitted on Montana Department of Transportation owned and operated highways and streets without written approval from the Montana Department of Transportation.
8. The applicant is financially responsible for the installation of all angled parking improvements required by the City of East Helena. The City of East Helena may bill the applicant for the costs incurred for review of the application, this may include all City costs for review including but not limited to consulting engineering fees and City staff time and materials.

ON-STREET ANGLED PARKING CHECKLIST

	Yes	No	N/A
1. On-street angled parking request form. (Must be signed and dated)			
2. Location Map (no larger than) 11x17 showing project location.			
2. Parking plan, (no larger than) 11 X 17, north at the top of the page. <ul style="list-style-type: none">• Project location.• Adjacent property owners.• Street names, including street where work is proposed and intersecting street names.• Existing street layout, including width of right-of-way, existing width of pavement, existing curb and gutter, existing drainage features, existing sidewalks, existing signage, and stripping.• Proposed parking layout.• Proposed improvements, including any street widening, curb and gutter, sidewalk, drainage improvements, stripping, and signing			
7. Plans, sketches, pictures, specifications and other data that may be necessary to support the application.			
8. Other information as may be requested by the City staff.			

INTERNAL USE ONLY

RECEIVED BY: _____ |

ACTION TAKEN: _____

SAFETY COMMITTEE RECOMMENDATION: _____

Final Decision, Safety Committee: APPROVED DENIED

City Council Action: APPROVED DENIED

DEPARTMENT COMMENTS

CITY PLANNER REVIEW	POLICE DEPARTMENT
FIRE DEPARTMENT	PUBLIC WORKS DEPARTMENT
OTHER	

East Helena Angled Parking Review Criteria

Changing parallel parking to angled parking must consider a number of factors related to a particular street where the change is being considered. These considerations should include area type, type of street and traffic volumes, street widths, pedestrian activity, and the impact on adjacent streets.

Area Type

It shall be the policy of the City of East Helena to only consider converting on-street parallel parking to angle parking with the downtown commercial district. Angled parking is only appropriate for traditional downtowns with closely spaced buildings and low vehicle operating speeds. Residential areas are not suitable for angled parking. The City of East Helena shall only consider angled parking requests adjacent to businesses within the Downtown Commercial Zoning District. All other areas will not be considered for angled parking.

Street Type and Traffic Volumes

It shall be the policy of the City of East Helena to only consider converting on-street parallel parking to angle parking on local low volume streets within the City of East Helena. Roadways classified as collectors or arterials, as designated in the Greater Helena Area Transportation Plan, will not be considered for angled parking.

Street Widths

For on-street parallel parking a minimum of 40-ft from back of curb to back of curb is required, as defined in the City of East Helena Subdivision Regulations. For on-street angle parking on both sides of a two-way street, a minimum width of 67-ft from back of curb to back of curb is required to provide 45-degree angled parking. This can be reduced to 58-ft from back of curb to back of curb for 30-degree angled parking. This is based off information presented in the Montana Department of Transportation Traffic Engineering Manual for on-street parking configurations. If a one-way street is proposed with angled parking on both sides, the required width could be reduced to 57-ft for 45-degree parking and 52-ft for 30-degree parking. Typical right of way widths for the City of East Helena are 60-ft. Based on this, the following parking configurations may be allowed within a 60-ft right-of-way.

- 1) Two-way traffic with 45-degree parking on one side and parallel parking on the other side. This would require a total width of 54.5-ft from back of curb to back of curb. This would allow room for a 5-ft sidewalk one side of the street.
- 2) Two-way traffic with 30-degree parking on both sides. This would require a 58-ft width from back of curb to back of curb. This would not allow a 5-ft sidewalk within the right-of-way, but one could be placed outside of the right-of-way on adjacent property if needed.
- 3) One-way traffic with 45-degree on one side and parallel on the other side. This would require a width of 44.5-ft from back of curb to back of curb. This would allow room for a 5-ft sidewalk on both sides of the street.
- 4) One-way traffic with 45-degree parking on both sides. This would require a 57-ft width from back of curb to back of curb. This would not allow a 5-ft sidewalk within the right-of-way, but one could be placed outside of the right-of-way on adjacent property if needed.
- 5) One-way traffic with 30-degree parking on both sides. This would require a width of 52-ft from back of curb to back of curb. This would allow room for a 5-ft sidewalk on one side of the street.

Each application will need to be evaluated to determine if adequate right-of-way exists to accommodate angled parking at the requested location. If it is determined that there is not adequate right-of-way to safely accommodate angled parking in one of the configurations stated above the request should be denied.

Pedestrian Activity

The City of East Helena does not typically have sidewalks on local roadways and pedestrians are typically walking on the roadway. Type and volume of pedestrian activity should be reviewed at each site to determine if angled parking would cause a safety concern for pedestrians walking on the roadway. If there is a large volume of pedestrian activity in the proposed area, a sidewalk should be provided on one or both sides to provide a safe place for pedestrians to walk in front of or away from angle parked vehicles.

Impact on Adjacent Streets

Finally, each application shall be reviewed for impact on adjacent streets. Engineering judgement should be used on determining whether an angled parking proposal would affect safety on adjacent streets. If concerns are raised then appropriate treatments at intersections should be identified and implemented such as traffic control signage, cross walks, stripping, and traffic calming such as bulb outs.

There is no one size fits all for determining if angled parking is appropriate or not. Each application should be reviewed individually and determined if angled parking is feasible and safe. If this criteria is followed and good engineering judgement is utilized in reviewing each application then angled parking can be provided that is safe and efficient.