

# Standard

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Section F1.b2

of the Division of Transportation,  
Community & Economic Development

## ON-STREET PARKING

On-street parking is encouraged for the vitality of the community and the convenience of its citizens where parking can be accommodated safely and the street is not needed for other purposes such as moving traffic lanes, bus stop, or loading zones.

Parallel parking shall be encouraged over angle parking. Typically the slight increase in the number of stalls realized using angle parking vs. parallel parking is more than offset by the benefits of parallel parking such as fewer parking accidents, improved drainage, ease of street cleaning and snow plowing, and retention of landscaped parking strips. Conversion of on-street angle parking, where backing out of stalls encroaches on traffic lanes, to parallel parking is encouraged whenever possible.

All on-street parking, time limits and meter controls are established by the City Traffic Engineer.

Proposals for changes to on-street parking and parking controls are to be directed to the City Transportation Division for review.

Proposals for on street angle parking (angle parking on street between the existing curb and edge of nearest traffic lane) will be considered if the following criteria are met:

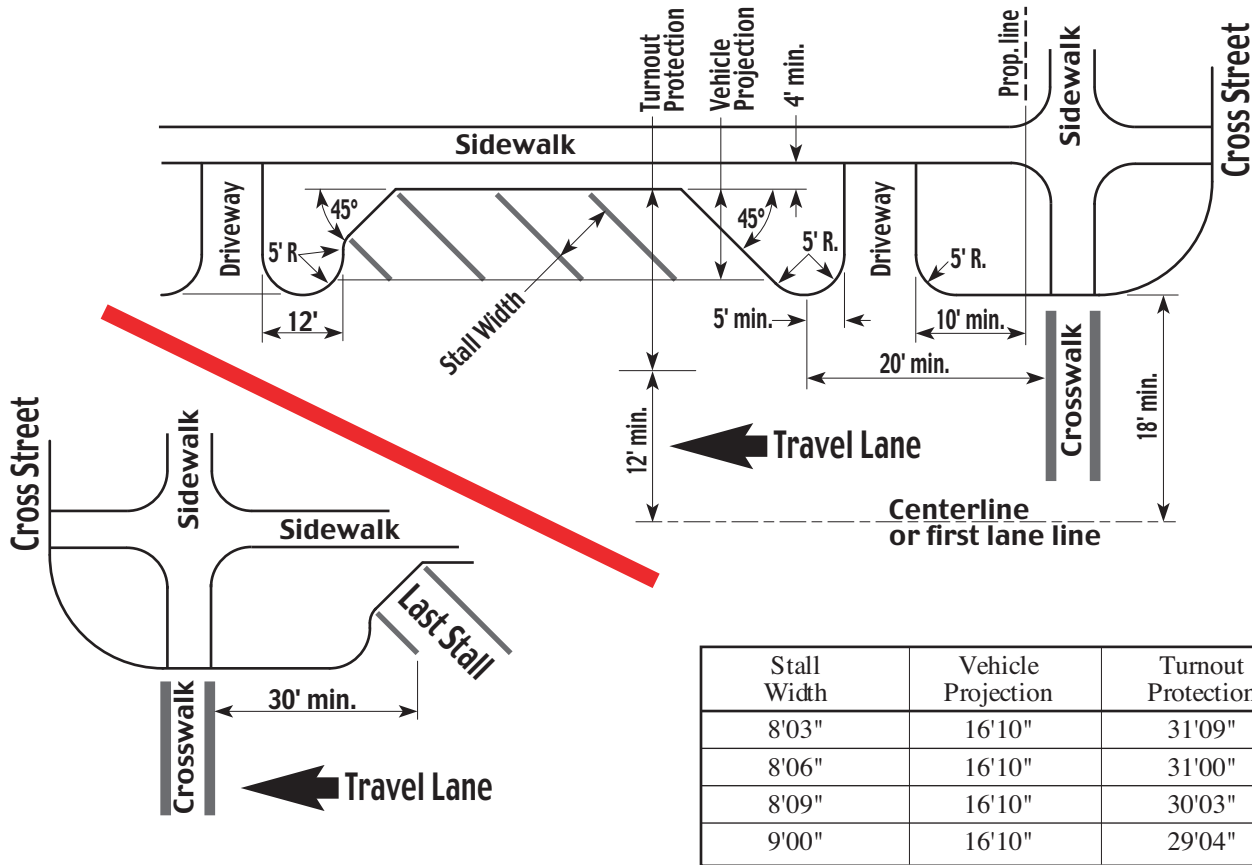
- (a) The angled stalls must be 45 degrees and meet the dimension requirements of the Salt Lake City Division of Transportation *Policy F1.c2 Off-Street Parking*, and
- (b) There must be sufficient pavement width between the angle parking stalls and the nearest moving traffic lane to allow angle parked cars to un-park into a position parallel to the nearest moving traffic lane without encroaching into the traffic lane.

Proposals for cutback angle parking (parking between the curb and sidewalk) will be considered if, in addition to the above criteria for on street angle parking, the following criteria is also met:

- (c) There shall be no more than 4 adjacent angle parking stalls without a landscaped planting strip at least 12 feet wide between cells of angle parking stalls. The break in the angle parking provided by the landscaped area affords improved visibility for the un-parking maneuver and opportunities for landscaping and street lighting, and
- (d) The proposed parking stall layout is in accordance with the following detail.

It should be noted that for the reasons already stated, it is deemed desirable to remove existing cutback angle parking as opportunities arise such as street reconstruction or curb and gutter projects are performed in areas of cutback angle parking. It is also deemed desirable to not approve requests for new cutback angle parking.

**STANDARD DETAIL - FOR CURB CUTBACK PARKING**



Requests For Exceptions

All proposals for on-street parking are expected to follow this policy. Requests for exceptions to this policy shall be submitted in writing to the City Traffic Engineer and include a detailed description of the significant reasons potentially justifying an exception to this policy. Exceptions to this policy are expected to be rare and must have significant justification for approval.

Requests for exception to this policy involving cutback angle parking will be reviewed by the Development Coordination Team (DCT) which will make a recommendation to the City Traffic Engineer. The City Traffic Engineer shall consider the DCT recommendation and make a decision on the request for exception. The decision of the City Traffic Engineer may be appealed to the City Transportation Director. Upon written appeal to the Transportation Director, a decision shall be rendered and considered final.

Date	Revisions
2/3/92	changed layout/assigned #
6/22/98	changed wording
03/04/04	Table Corrections
10/05/06	updated header & artwork