211 PARKING

To maximize the effective capacity of expressway and main road improvements, sufficient off-system parking facilities should be provided to avoid the need for curb lane parking along primary expressways and main roads.

211.01 GENERAL

Parking facilities are of four general types:

1. Parking areas located parallel to, but physically separated from, main road moving traffic lanes,
2. On-road parking spaces developed adjacent to the travelled lanes of sector roads, and
3. Independent parking lots developed off sector roads.
4. Parking Structures.

Each facility consists of an "aisle" area and a "standing area" (parking stalls). In the case of on-road parking, the moving lanes of the sector road also serve as the aisle.

Figure 200.11 illustrates different forms of the basic types of parking facilities.

211.02 PARKING AREAS

Lots P1 and P2 on Figure 200.11 are typical "parking areas," characterized by one entrance off the main road, then an aisle area with adjacent perpendicular and/or 45 degree parking, and finally an exit leading back onto the main road travel lanes. Desirably, the entrances and exits should be independent of any sector road or main road intersections (i.e., Lot P2). When physical conditions prevent this, a common entrance (or exit) may be an acceptable arrangement (i.e., Lot P1).

The minimum safe distance from a main road intersection to a parking entrance or exit will be dependent on many factors, such as, volume and speed of the traffic, type of intersection, width and number of lanes in the main road, the volume of traffic using the parking area, and any sight distance restrictions.

Generally it is desirable to locate parking exits onto main roads about 50 meters prior to the start of the left turn storage lane, and parking entrances off of main roads about 60 meters prior to the intersection, and/or prior to the start of the free right turn taper.

In the typical case, a "parking area" is physically separated from the main road lanes by a curb/sidewalk/curb combination which has been designated as a "wide curb". See Lot P2 in Figure 200.11. The minimum distance between the faces of the two curbs is 1.0 m.

The parking area edge nearest the buildings should be set parallel to the building line and at a sufficient offset distance to allow a sidewalk along the building line.

The current Standard Drawings illustrate typical parking area and show stall dimensions and pavement markings for both perpendicular and 45-degree parking arrangements. Aisle widths and stall depths should be as per Table 200.08.

Table 200.08
Parking Isles and Stall Depths

Parking Angle	*Aisle Width (m)*		*Stall Depth (m)*	
	Absolute Min	*Desirable Min*	*Absolute Min*	*Desirable Min*
90°	7.0	7.3	5.5	5.8
60°	5.0	5.5	5.7	6.0
45°	4.5	5.0	5.3	5.6

211.03 ON ROAD PARKING SPACES

Parking spaces along sector roads are developed by constructing added pavements immediately adjacent to the sector road moving lanes (usually two lanes with one lane for travel in each direction). Such parking spaces should be either parallel or perpendicular. The use of 45-degree parking should be limited to one-way sector roads.

Figure 200.11 shows examples of on-road parking space developments along sector roads. Dimensions for perpendicular and 45-degree