

Downtown Bozeman Parklet & Pedlet Program Assessment Report



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Introduction

Parklets & Pedlets

Parklets and pedlets are examples of tactical urbanism meant to repurpose public spaces that urban sociologist William H. Whyte called “the huge reservoir of space yet untapped by imagination”. It is important to ensure equal access—both real and perceived—to public parklets and pedlets. They must be designed and implemented to be welcoming and inclusive. Gordon Douglas reminds us in his book *The Help-Yourself City: Legitimacy & Inequality in DIY Urbanism* that when repurposing public spaces, we must maintain “a critical eye on the social qualities of the spaces we are building, on who benefits and who is excluded”.



Program Purpose

What is the intended purpose of a downtown parklet program? To provide inclusive public places where residents, employees, and visitors can ‘eddy out’, meet, sit, and relax? To provide exclusive seating areas to support private businesses? Both?

The purpose of establishing a formal parklet and pedlet program for Downtown Bozeman is to realize the corresponding benefits that have been proven in communities around the world. As articulated by the City of Vancouver in British Columbia, parklets and pedlets:

- Expand Public Space – provide places for people to sit, relax, and enjoy the city
- Foster Social Life – create welcoming, year-round public spaces through partnerships
- Support Local Business – attract people to the location with unique seating and a variety of community activities
- Widen Sidewalks – increase space for people to walk where sidewalks are narrow or congested
- Build Sustainably – source low impact, reusable materials with planted features

Background

A parklet is a small public park space or private seating area installed as an extension of the sidewalk in the parking lane of a street. Parklets are typically 6-8 feet wide and vary in length between 15 and 40 feet. Best practices dictate the design of parklets to ensure accessibility and safety.

A pedlet is an extension of the sidewalk in the parking lane of a street that is used as the pedestrian thoroughway. By diverting pedestrians on to a pedlet, the traditional sidewalk can be used for private seating. Pedlets are typically 6-8 feet wide and vary in length between 15 and 40 feet. Best practices dictate the design of parklets to ensure accessibility and safety.

National History



In 2005, a group of artists quietly established Park(ing) Day by installing a simple parklet in a single on-street parking space in San Francisco. The 12-hour tactical urbanism experiment grew into a common, and often permanent, strategy for repurposing mundane public parking spaces into vibrant places for people.

Louisville, Colorado began a downtown ‘patio’ initiative in 2009 which may well of been the first parklet program in the country.

[Did This Quiet Colorado Town Invent Parklets? | Modern Cities](#)

Over the past two decades, the uses of parklets have evolved to include a variety of types and applications. The COVID pandemic (2020-2021) accelerated the use of parklets as communities proactively sought to provide more opportunities for citizens to safely repopulate downtowns and patronize businesses. Many parklets are still designed and constructed locally, staying true to the

‘lighter, faster, cheaper’ tenets of tactical urbanism, but numerous companies have emerged that sell professionally manufactured parklets.

Montana History

Communities across Montana have been utilizing parklets and pedlets since 2014. As highlighted below, several Montana downtown organizations have established formal parklet and pedlet programs.

Billings

2016—Doc Harper’s Tavern installed a “seasonal pedestrian friendly sidewalk extension” in the parking lane on North Broadway. Doc Harper’s subsequently added a fenced seating area on the sidewalk for their customers. Includes sale and consumption of alcohol.

2020—Downtown Billings Alliance established a formal Parklet Program

2021—The Sassy Biscuit Company installed a parklet in a single parallel parking space on North 29th Street. The parklet is used as outdoor seating for Sassy Biscuit customers. Does not include alcohol sales or consumption.

Great Falls

2017—The Downtown Great Falls BID established a formal pedlet program and Mighty Mo Brewing Company installed Great Falls’ first pedlet

2018—The Celtic Cowboy, Burger Bunker, and Enbar began installing seasonal pedlets

Helena

2021—Downtown Helena established a formal parklet program

2022—Blackfoot Brewing Company installed the first parklet in downtown Helena on Park Avenue

Lewistown

2017—The Montana Main Street Program gave the City of Lewistown a grant to install the town’s first seasonal parklet

Missoula

2014—Downtown businesses began participating in National Park(ing) Day by installing temporary parklets in on-street parking spaces

2018—Missoula in Motion with the support of the Missoula Parking Commission established a “First Friday” parklet program to provide inclusive public spaces

2022—Six First Friday Parklet events were held downtown from May through September

Bozeman History

To date, Bozeman has only experimented with parklets on a very limited basis. In 2018, the Downtown Bozeman Partnership installed a seasonal public parklet on South Black Ave (pictured below). Wild Joe’s Coffee participated in National Park(ing) Day with a pop-up parklet on Main Street that same year (pictured on the previous page).



Typologies

There are tremendous resources available regarding every aspect of parklets, from community benefits to design specifications. There is less information related to pedlets, however, they are fundamentally parklets without seating.

Parklets

In terms of purpose and programming, there are three basic types of parklets that function in distinctly different ways. Where each type is used depends on the intent of the managing entity and local regulations that may be restrictive of certain types.

Public Shared Open Spaces

Description

The original parklet installations were to provide democratic public open space for users of all types to freely enjoy. Public parklets serve as an inclusive extension of the sidewalk and function like other open spaces with common placemaking amenities like seating, tables, and planter boxes. Some public parklets creatively integrate other uses like bike parking.

“Robin Abad-Ocubillo, the director of Shared Spaces at San Francisco Planning, ran the parklet program for 10 years after his tenure at the Golden Gate National Parks Conservancy. Working in parks gave him an appreciation of their democratic influence. “Our shared open spaces are the venue and the vehicle for connecting us as individuals across class, race, and other demographic divisions. They cultivate civic engagement and our sense of stewardship,” he said.” [Source: One Parking Spot to 100 Public Parks](#)

Advantages

- Inclusive and open to the public
- Allow for creative design including district branding and public art
- Create community partnership opportunities
- Low regulatory barriers
- Minimum administrative management

Disadvantages

- Require public funding for procurement or construction
- Require public maintenance for cleaning and repairs
- Places users immediately adjacent to vehicle lane potentially eroding the experience

Public Parklet Examples



Exclusive Cafe Seating (No Alcohol)

Description

Many parklets are used as outdoor seating for private businesses to serve food and non-alcoholic beverages. In some cases, cafe parklets are an extension of a restaurant's sidewalk seating, in others, parklets are their only outdoor service space. Common elements include tables, chairs, umbrellas, planters, gas heaters, and sometimes canvas or vinyl sidewalls.

Advantages

- Privately owned since use is for-profit by the associated business
- Privately managed and cleaned

Disadvantages

- For the exclusive use of paying customers of a single business (not inclusive)
- Involve additional regulatory administration
- Places users immediately adjacent to vehicle lane potentially eroding the experience

Private Parklet Examples



Exclusive Cafe Seating (With Alcohol)

Description

These parklets provide additional outdoor customer seating for restaurants that serve alcohol with or without food. The parklet may be in addition to or in lieu of sidewalk seating for a specific business. Common elements include tables, chairs, umbrellas, planters, gas heaters, and fabric sidewalls.

Advantages

- Privately owned since use is for-profit by the associated business
- Privately managed and cleaned

Disadvantages

- For the exclusive use of paying customers of a single business
- Heavily regulated with very specific administrative requirements to serve alcohol
- Places users immediately adjacent to vehicle lane potentially eroding the experience

Pedlets

There is essentially only one type of pedlet, as a pedlet is an installation that simply reroutes the pedestrian thoroughway from the sidewalk out into the parking lane and then back to the sidewalk.

Description

Pedlets have many of the same features as parklets including flush transitions to and from the street curb, elevated decking, perimeter safety railings, and MUTCD safety indicators. Pedlets have the same general physical dimensions as a parklet to safely be located within the street parking lane.

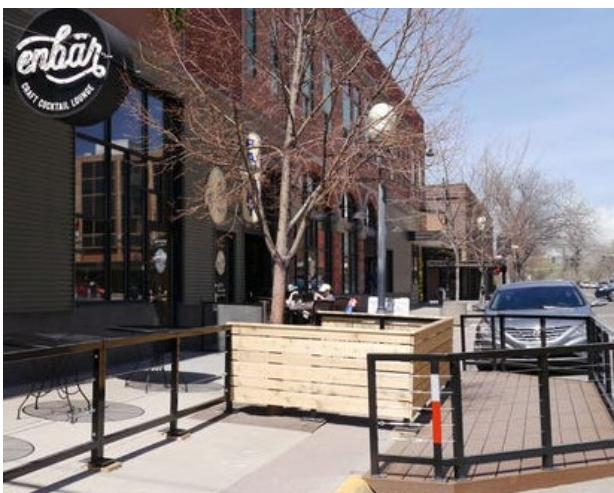
Advantages

- Simpler and more economical to construct due to no seating, shade, or planter components
- Potentially safer considering users only occupy the installation for a very short duration
- Easier to maintain due to lack of cafe food and beverage ‘mess’

Disadvantages

- None

Pedlet Examples



Ownership & Management Options

There are a variety of ownership and management options of parklet programs commonly used in peer communities that would be viable options for Downtown Bozeman. In large part, choosing the most appropriate options for ownership and management will depend on whether parklets or pedlets will be for exclusive or inclusive use.

Ownership

Public Ownership

Description

Public ownership means the City, Downtown Bozeman Partnership (DBP), or any of the DBP member organizations (BID, DBA, URD) would procure and own the physical elements of parklets and/or pedlets. The advantages and disadvantages listed below are from the perspective of the DBP.

Advantages

- Control the number, quality, and design specifications of parklets and pedlets
- Control the timing and quality of seasonal installation and removal
- Control compliance with codes and regulations
- No need for formal program (application, review, approval, enforcement)

Disadvantages

- Incur the costs of procurement
- Assume management and maintenance responsibilities
- Need offseason storage capacity

The blue downtown bike stall program is a good example of how public ownership of parklets and/or pedlets would function.

Private Ownership

Description

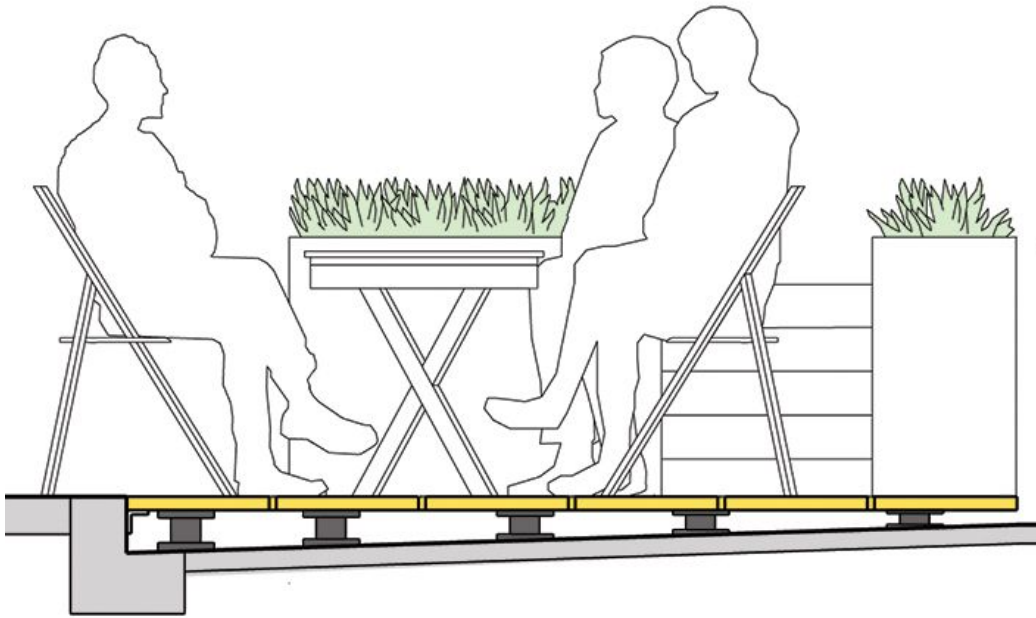
Private ownership means businesses or other organizations would procure and own the physical elements of parklets and/or pedlets. The advantages and disadvantages listed below are from the perspective of the DBP.

Advantages

- No procurement costs
- No maintenance responsibilities
- No needed storage capacity

Disadvantages

- Need to establish a formal program to administer and manage



Source: NATCO Parklet Guide

Management & Maintenance

Parklets and pedlets can require varying amounts of overall management and maintenance depending on how a program is structured. As outlined above, maintenance is directly correlated to ownership. But management will likely fall upon the Downtown Partnership regardless of ownership.

Management

Unless parklets and pedlets are owned and managed by the Downtown Partnership, a comprehensive management program will need to be established covering all the associated needs including but not necessarily limited to the following:

- Administer an annual application, review, and approval process
- Determine, review, and revise fee structure
- Prescribe specific design criteria
- Establish strict installation requirements
- Outline maintenance expectations
- Monitor and enforce design, installation, and maintenance
- Liaison with the City of Bozeman
- Assist permit holders with issues related to safety, vandalism, and public relations
- Allocate funding for business support grants (optional)

Establishing a thorough but not overly burdensome management program will be essential to facilitate successful deployment while ensuring feasibility, safety, and aesthetics.

Maintenance

Parklets would require more maintenance than pedlets as parklets typically involve more amenities like seating, planters, and shade elements. Common maintenance needs to both parklets and pedlets include, but are not limited to, these tasks:

- trash pick up
- surface cleaning
- graffiti remediation
- damage repair

The Downtown Partnership has established a very high-level of public realm management and maintenance that will need to be applied to any parklet and pedlet program.



Source: Montana Main Street Program—Lewistown Parklet 2017

Cost Recovery

There are a variety of options to generate revenue from the parklets and pedlets for private use, but not all these options would necessarily generate revenue for the Downtown Partnership. To keep the costs affordable for interested businesses, the administration and maintenance fees should be minimized to the greatest extent possible. As such, any revenues collected by the Downtown Partnership would not necessarily cover the related expenses.

City Encroachment Fees

A parklet or pedlet installation could be charged City of Bozeman encroachment fees like those assessed for construction dumpsters.

City Parking Fees

A parklet or pedlet installation could be charged City of Bozeman parking fees like those assessed for construction vehicle parking or based on the potential revenue from paid on street parking, should such a system be adopted.

Program Administration Fees

The Downtown Partnership could charge private parklet and pedlet applicants a fee to help cover the administration of the formal program (application, review, approval, inspection, enforcement).

URD Infrastructure Funds

The Downtown Urban Renewal District (URD) could allocate funds to procure public parklets or pedlets as an investment to improve the public realm not unlike it does for benches, the blue bike stalls, or Soroptomist Park. If the parklets and pedlets are going to be privately owned, the URD could establish a cost-share grant program.

BID Maintenance Fees

There could be a BID fee charged to each approved parklet/pedlet applicant to cover the additional maintenance demands of the associated outdoor seating. This would be like the BID fees paid by food trucks that are permitted to operate downtown.

Any City of Bozeman parking or encroachment fees could be partially or in-full donated to the Downtown Partnership as a program cost recovery strategy.

Downtown Billings Parklet Program:

Parklets may be assembled and displayed between May 1st and October 31st. They must be removed and stored away during the rest of the year. If encroaching over parking spaces, parklets may only encroach over a maximum of three diagonal parking spaces (36 feet) or a maximum of two parallel parking spaces (50 feet). A flat rate of \$2,500.00 is to be paid to the City's Parking Division. This fee covers the entire duration (May - Oct) per year.

Location

There two general location options for parklets and pedlets in downtown Bozeman: along the east-west streets of Main, Babcock, and Mendenhall or along the north-south avenues of Grand, Willson, Tracy, Black, Bozeman, Rouse, Church, and Wallace. Factors to be considered regarding location are traffic volumes, traffic speeds, regulatory jurisdiction, user experience, and overall need.

Main Street

While MDT does have a parklet policy for their highway system routes, Main Street is not an ideal location for parklets for several reasons. First, the parklet aesthetic, experience, and safety on Main Street would be compromised by the high volumes of traffic, average speed of traffic, and the

presence of semi-trucks. Second, Main Street provides downtown's most valuable parking. As the 2019 Downtown Plan emphasizes, Main Street cannot do it all for downtown—amenities and services need to continue to extend north and south.

The same challenges and disadvantages that exist along Main Street also apply to Mendenhall and Babcock Streets, which are also high traffic volume and speed corridors.

Side Streets

Downtown's side streets would provide a much better parklet or pedlet user experience with less and slower traffic. The sidewalks along these streets are narrower, thus providing less space for public or private seating. While the parking is still highly utilized on side streets, it is secondary to that on Main Street. Parklets on the side streets, whether public or private, will help draw pedestrian activity north and south to better support off-Main businesses. South Willson has multiple food and beverage businesses making it an obvious location for this program. All the side streets downtown are within the City of Bozeman's jurisdiction except for Rouse Avenue north of Main Street which is MDT's Hwy 86. The following street classifications, and the corresponding traffic volumes, need to be considered when determining parklet and pedlet locations.

LOCAL STREETS: Grand, Willson, Tracy, Black, Bozeman, Rouse (south of Babcock), Church (north of Main), and Wallace

COLLECTOR STREETS: Church (between Main and Babcock)

ARTERIAL STREETS: Willson (south of Main) and Rouse (north of Babcock)

Regulatory Considerations

A variety of state and local regulations and permit requirements are relevant to establishing and managing a parklet and pedlet program in downtown Bozeman.

State Regulations

Several State of Montana regulations and programs are applicable to the installation of parklets and/or pedlets. Below is a summary of relevant oversight from the Montana Department of Transportation (MDT) and the Montana Department of Revenue (DOR).

Montana Department of Transportation

The Montana Department of Transportation (MDT) has a parklet and pedlet occupancy and maintenance agreement. The agreement allows for the seasonal installation of parklets and pedlets within the state highway right-of-way and along urban routes maintained by MDT. This agreement is between MDT and the City and is administered by the MDT District Administrator or Maintenance Chief.

The agreement stipulates location and design requirements, obligations of the City, obligations of MDT, general terms and conditions, and a \$350 annual fee per installation.

While it is encouraging that MDT permits parklets and pedlets, this program has some inherent challenges that would make management at the local level more complicated. Perhaps more

important, state highways and MDT urban routes are not ideal locations for parklets or pedlets in downtown Bozeman.

Department of Revenue

State law does allow the sale and consumption of alcohol on exterior patios or decks by a licensed retail establishment. The sidewalk adjacent to a licensed establishment constitutes an ‘on premise’ patio. Several Bozeman bars currently apply this provision in conjunction with the City of Bozeman sidewalk encroachment and exclusive use permit programs.

MCA 16-3-311. Suitable premises for licensed retail establishments.

(1) (a) A licensed retailer may use a part of a building as premises licensed for on-premises consumption of alcoholic beverages. The licensed retailer must demonstrate that it has adequate control over all alcoholic beverages to prevent self-service, service to underage persons, and service to persons who are actually or apparently intoxicated.

(4) The premises may include one or more exterior patios or decks as long as sufficient physical safeguards are in place to ensure proper service and consumption of alcoholic beverages.

State liquor regulations potentially prohibit the sale and service of alcohol in typical on-street parklet seating areas. This possibility is due to the ambiguity of the provision that the “retailer must demonstrate that it has adequate control of all alcoholic beverages [and] sufficient physical safeguards are in place to ensure proper service and consumption”.

Additional research and perhaps legal counsel will be required to definitively determine the legality of selling and serving alcohol in parklets that are not directly adjacent to the primary premise. Application and enforcement of any regulation is subject to interpretation which can change as state regulators change. It should not be assumed that the local status quo will perpetuate.

Local Regulations

The City of Bozeman has numerous regulations and programs that could apply to or serve as elements of a downtown parklet and pedlet management program. Below are summaries of existing permits and programs from the City Parking Division and Engineering Department.

Bozeman Parking

The City Parking Division administers a Temporary On-Street Parking Permit program that allows use of the parking lane in downtown without being subject to the two-hour restriction. The program specifically identifies parklets as one of the qualifying uses.

Applying this permit program is incongruent to the parklet and pedlet program being proposed due to several overly restrictive provisions including:

- Permit cost is \$20 per day
- Permit does not allow the user to engage in retail commerce

- Permit is issued for a maximum of 30 days

While parklets are included as a permissible use it was done so when they were being proposed for short-term special events like National (Park)ing Day.



Source: NATCO Parklet Guide

Bozeman Engineering

The City administers a Downtown Sidewalk Encroachment Permit Program which allows businesses to place a variety of items in the sidewalk frontage zones including tables and chairs. A Sidewalk Encroachment Permit requires a \$50 application fee. If cafe seating is to include the purchase and consumption of alcohol, then a Downtown Right of Way Exclusive Use Permit is required. This Exclusive Use Permit requires paying an annual fee calculated on the size of the enclosed sidewalk cafe relative to the taxable value of the associated property.

Both permits require the applicant to provide important information and meet critical criteria.

- Site plan showing the encroachment location including the size and dimensions of the encroachment and showing other existing adjacent obstructions or improvements (trash cans, light fixtures, street signs, sculptures, bike racks, trees, etc.)
- Copy of a current City of Bozeman business license
- Certificate of liability insurance with coverage of \$1 million per occurrence with a \$2 million general aggregate (or \$1.5 million per occurrence and a minimum coverage of \$750,000 for each claim)
- Copy of Food Purveyor's License or approval statement issued by Gallatin City-County Health Department, if selling food and/or beverages.
- Copy of the state approved alcohol beverage license, if operating an outdoor cafe serving alcoholic beverages

[Sidewalk Encroachment Permit | City Of Bozeman](#)

The Downtown Partnership receives a 'blanket' Sidewalk Encroachment Permit covering the benches, flower baskets, bike racks, and trash/recycling receptacles.

Any future parklet and pedlet program would require the associated business to comply with the BMC, Chapter 34, Article 5.

ARTICLE 5. - DOWNTOWN SIDEWALK ENCROACHMENT PERMIT PROGRAM

Sec. 34.05.010. - Purpose and intent.

- A. It is the intent of the city commission, in enacting the ordinance from which this article is derived, to:
1. Serve and protect the health, safety and welfare of the general public;
 2. Regulate and control private uses and encroachments occurring upon public rights of way in the downtown business district of the city by establishing distinct criteria to permit and/or approve non-substantial encroachments, substantial encroachments, and exclusive uses;
 3. Develop a fair and equitable program that will enhance the overall appearance, ambiance and environment of the downtown business district; and
 4. Ensure accessibility for all users as established under the Americans with Disabilities Act.

The other existing City permit that could be relevant to a future parklet and pedlet program is the Commercial Encroachment Permit. This is the permit utilized for relocating the pedestrian thoroughway into the parking lane when the sidewalk needs to be available for building construction projects. This could be an applicable City permit to use for pedlet and parklet installations.

Important stipulations that would be appropriate to apply to parklets and pedlets include:

- Maintaining proper stormwater drainage
- Cleaning up trash and debris
- City inspection provision
- Waiver of liability for any damage to the installation
- Reimbursement for any roadway damage resulting from the installation

[Commercial Encroachment Permit Application | City Of Bozeman](#)

Recommendations & Next Steps

The recommendations and next steps presented below are based on the typologies, ownership and management options, and applicable regulations discussed above. The existing built environment and the current nature of the public realm also influenced the recommendations.

Recommendations—Option 1

Pedlets

Pedlets should be used to reroute the pedestrian thoroughway, thus creating room on the sidewalk for an exclusive cafe seating area adjacent to a food and beverage service business located on downtown's side streets.

Pedlets are simpler and less cost prohibitive to procure, construct, install, and maintain. They also minimize the time that users are directly exposed to the adjacent vehicle lane.

With pedlets, private cafe seating can be immediately adjacent to the food and beverage business. This allows patrons to be served without interfering with the pedestrian thoroughway. Sitting and being

served next to business provides a much more pleasant user experience than a parklet next to moving vehicles.

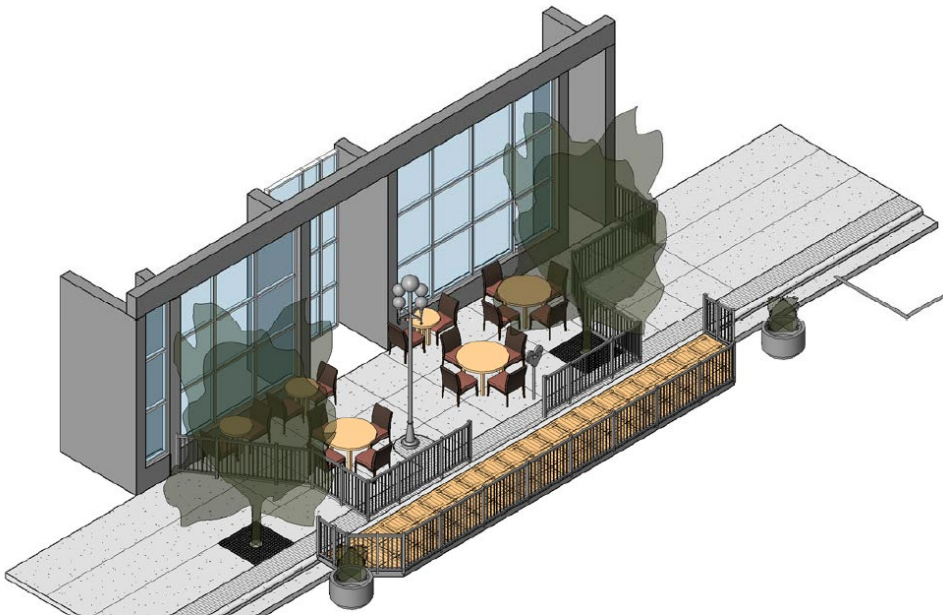
Ownership

Pedlets that allow for private businesses to create exclusive cafe seating should be owned by the associated business.

Costs

The costs of procurement, construction, installation, removal, and storage for pedlets that allow for private businesses to create exclusive cafe seating should be incurred by the associated business. To incentivize the use of pedlets to create more outdoor dining opportunities, the DBP should consider a grant program to provide initial one-time funding to help defray the costs of procurement and construction.

If private entities are required to incur the design, fabrication, and procurement costs then they should be entitled to install the facility annually rather than be subject to a lottery system.



Source: GF BID Pedlet Program—Mighty Mo installation design rendering

Management

The DBP should establish a comprehensive parklet management program that governs the following elements:

- Quantity, location, and dates of parklet installations
- Permit requirements for insurance, licensing, and associated City permits and fees
- Design, installation, and maintenance requirements

There are several established management programs referenced in the Resources section below that could serve as templates for a DBP program.

Maintenance

The owner of each pedlet should be responsible for the daily, periodic, and long-term maintenance of the structure.

The DBP should include an additional annual BID maintenance fee for each pedlet to help cover the additional clean up required of the BID staff due to the cafe seating and service. This BID fee would be

like the one currently paid by food trucks permitted to operate in downtown.

Design Specifications

The DBP pedlet program should include required design specifications to ensure consistent quality of construction, installation, function, safety, accessibility, and aesthetic.

Program applicants could be given the option to design and fabricate pedlets according to the required specifications or source them from third-party manufacturers endorsed by the DBP.

Pedlet design specifications should be based on those established by the NATCO Urban Street Design Guide which is referenced in the Resources section below.

Parklets

Parklets should be used to create inclusive spaces that would function like public pocket parks along downtown's side streets. The purpose would be to provide additional places for residents, employees, and visitors to 'eddy out', sit, relax, and socialize. The preferred location for a public parklet would be on a side street that does not have food and beverage businesses that might otherwise take advantage of a formal pedlet program to create private outdoor cafe seating.

Ownership & Costs

The DBP should own and cover the costs associated with parklets for inclusive public use as they would be improvements to the public realm like the existing street furnishings and bike stall programs. These parklets would constitute as public infrastructure and therefore could be funded by the Urban Renewal District.

Management & Maintenance

Public parklets owned by the DBP should be managed and maintained by the BID. This too would be consistent with the other street furnishing programs like the on-street bike stalls.

Design Specifications

Parklet design specifications should be based on those established by the NATCO Urban Street Design Guide which is referenced in the Resources section below.

Recommendations—Option 2

Pedlets

As established in Option 1, pedlets should be used to reroute the pedestrian thoroughway, thus creating room on the sidewalk for an exclusive cafe seating area adjacent to a food and beverage service business located on downtown's side streets.

Ownership

Pedlets should be owned by the Downtown Bozeman Partnership.

Costs

The costs of procurement, construction, installation, removal, and storage for pedlets should be incurred by the DBP.

In turn, the DBP should lease a pedlet to a business in return for establishing sidewalk café seating. The monthly lease rate should be established to at a minimum cover the annual costs of installation,

removal, and storage. The lease rate could also include dollars beyond the annual cost to recover the parklet purchase price over a multi-year horizon. The lease rate should be modest the first year a business participates to keep the ‘barrier to entry’ low. This could be implemented using a sliding lease rate that would start at the annual cost level and increase each year thereafter to start recovering the procurement cost.

Management

Since the DBP will own the pedlets, establishing comprehensive parklet management program will not be necessary. This will save the DBP considerable time and effort in launching the pedlet project and going forward by eliminating the need to administer design guidelines, enforce installation and removal, and provide regulatory assistance to participants.

The preferred permitting option is to include as part of the DBP’s annual ‘blanket’ Sidewalk Encroachment Permit. Otherwise, the Commercial Encroachment Permit would be applicable.

Maintenance

As the owner of the pedlets, the DBP should utilize the BID maintenance staff for the daily, periodic, and long-term maintenance of the structures. The DBP should transfer part of the lease fees to the BID to defray the added labor costs.

Design Specifications

The DBP should either procure the pedlets from a third-party manufacturer.

Program applicants could be given the option to design and fabricate pedlets according to the required specifications or source them from third-party manufacturers endorsed by the DBP.

Pedlet design specifications should be based on those established by the NATCO Urban Street Design Guide which is referenced in the Resources section below.

Parklets

Parklets should be used to create inclusive spaces that would function like public pocket parks along downtown’s side streets. The purpose would be to provide additional places for residents, employees, and visitors to ‘eddy out’, sit, relax, and socialize. The preferred location for a public parklet would be on a side street that does not have food and beverage businesses that might otherwise take advantage of a formal pedlet program to create private outdoor cafe seating.

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The DBP should own and cover the costs associated with parklets for inclusive public use as they would be improvements to the public realm like the existing street furnishings and bike stall programs. These parklets would constitute as public infrastructure and therefore could be funded by the Urban Renewal District.

Management & Maintenance

Public parklets owned by the DBP should be managed and maintained by the BID. This too would be consistent with the other street furnishing programs like the on-street bike stalls.

The preferred permitting option is to include as part of the DBP’s annual ‘blanket’ Sidewalk Encroachment Permit. Otherwise, the Commercial Encroachment Permit would be applicable.

Design Specifications

Parklet design specifications should be based on those established by the NATCO Urban Street Design Guide which is referenced in the Resources section below.

Next Steps

Next steps have been suggested to provide options for establishing and launching a formal parklet and pedlet program in downtown Bozeman.

Pedlet Program

Similar programs in peer communities have been launched as a pilot and this is an option for downtown Bozeman. But a pilot program essentially requires the same amount of work as establishing all the procedures and requirements of a formal program.

Therefore, if the recommended Option 1 is chosen, the best course of action would be to establish a comprehensive program as outlined in the Management section but limit the number of approvals the first season. This will ensure that the first pedlets are properly procured, designed, fabricated, installed, and used while testing the interest level from downtown businesses.

Establishing this program in conjunction with City Engineering Department and Parking Division will take some time, but ideally the inaugural season could be launched during the summer of 2023.

If recommended Option 2 is chosen, the DBP could purchase pedlets during the first quarter of 2023 for installation this summer.

Parklet Program

As suggested, the DBP should start an inclusive public parklet program by procuring and installing a single structure during the summer of 2023.



Source: GroundplaySF...a creative mobile parklet created from standard roll-off dumpster

COOL IDEA!

Ask the City of Bozeman to donate a brand-new roll-off dumpster to be converted into a Downtown Bozeman mobile parklet (see inspiration photo below). The DBP could work with a community minded metal fabricator, like Barton Fabrication, to convert the dumpster into the parklet structure. The DBP could also partner with a vinyl company, like Wrap Agency, to brand the parklet. Perhaps downtown's landscaping partner, Greenspace Landscaping, would contribute the plantings.

Resources

Peer Downtown Programs

Montana Parklet Program Overview

Includes information about Downtown Billings's parklet program and Great Falls's recent MDT route parklet

[The New Parklet Program Adds Pedestrian Friendly Spaces to downtown - Downtown Billings Alliance](#)

Billings MT

[The New Parklet Program Adds Pedestrian Friendly Spaces to downtown - Downtown Billings Alliance](#)

[Microsoft Word - Parklet Program.docx \(downtownbillings.com\)](#)

Helena MT

[Business Opportunities for Property Owners - Downtown Helena](#)

Klamath Falls OR

[Seasonal Pedlet Program \(klamathfalls.city\)](#)

[Seasonal-Park-Pedlet-Manual \(klamathfalls.city\)](#)

Medford OR

[Parklets — Downtown Medford Association](#)

[parklet-design-standards.pdf \(medfordoregon.gov\)](#)

Kingman AZ

[Kingman Main Street | Parklet & Pedlet Program](#)

[Parklet/pedlet program \(choosekingman.com\)](#)

National Resources

Project for Public Spaces

A wealth of parklet information

[Search results \(pps.org\)](#)

Examples of Exclusive Commercial Parklets

[Gazelles & the Art of Placemaking \(pps.org\)](#)

A Toolkit for Creating and Implementing Parklets

A comprehensive guide to establishing a parklet program created by the UCLA Luskin School of Public Affairs Complete Streets Initiative

[Reclaiming the Right of Way.pdf \(ucla.edu\)](#)

San Francisco Shared Spaces Program Manual

Pages 13-33 provide detailed specifications about placement, dimensions, construction, safety, and accessibility requirements.

[Shared Spaces Manual - November 2021.pdf \(sf.gov\)](#)

Groundplay

An incredible resource of ideas to transform public spaces into community places with creative temporary installations of all types.

[Published Resources – Groundplay \(groundplaysf.org\)](#)

Parklets Create Potential for Improved Social Interaction

A parklet can serve as a ‘mobility nook’ (or placemaking nook/eddy/refugia) by converting a traditional on-street parking space into place that fosters social interaction.

[Happy Cities | Learning from community housing movements: Unlocking the social potential of parking spaces](#)

Parklets Increase People’s Happiness

Trading parking spots for patios might seem like a small step to reclaim street space, but it can have a remarkable impact on happiness. During the pandemic, we studied the wellbeing effects of temporary patios at Vancouver breweries.

<https://happycities.com/projects/vancouver-breweries-wellbeing-patio-study>

NATCO Parklet Guide

National Association of City Transportation Officials recommendations for best practices.

[Parklets | National Association of City Transportation Officials \(nacto.org\)](#)

Main Street America/AARP

Overview of factors to consider to deploy high-impact parklets

[AARP Brief parklets and pedlets.pdf \(higherlogicdownload.s3.amazonaws.com\)](#)

Parklet & Pedlet Manufacturers

[Dero Parklet | Modular Urban Oasis](#)

[Modular Decking Systems | Prefab Outdoor Parklet Kits \(archatrak.com\)](#)

[Products - MODSTREET](#)

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