On-Street Parking & Curb Management Policy

**Transportation & Infrastructure Committee
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Purpose

Brief the Transportation & Infrastructure (TRNI) Committee on the public comments that were received on the draft On-Street Parking & Curb Management Policy, and the proposed changes to be made to the final draft policy.

Presentation Overview

- Background
- Summer 2023 Public Comment Period
- Managed Parking Areas
- Residential Parking Permit Programs
- Next Steps

Appendix: January 2023 Council Briefing Presentation

Background

- The **Connect Dallas Strategic Mobility Plan (SMP)** recommended a policy be adopted to proactively manage the City's curbside mobility assets.

- Specific actions:
  - Conduct a citywide curb management plan
  - Update parking meter rates

Background

Goals for On-Street Parking and Curb Management:

- Encourage the availability and turnover of on-street parking.

- Discourage spill-over into single-family neighborhoods.

- Provide sufficient space for loading activities.

- Balance the needs of all roadway users.

- Promote accessibility and equitable outcomes.

- Provide a predictable and easy-to-use transportation system.

Background

2021　　2022　　2023　　2024

Review Current Issues, Select Topics for Policy

Review Best Practices

Draft Initial Policy

Draft Revised Policy

Finalize Policy

Steering Committee Workshop

Steering Committee Workshop

TRNI Briefing (Memo)

TRNI Briefing

Council Briefing

Steering Committee Review

Council Briefing

Steering Committee Review

Public Comment Period

TRNI Briefing

Council Briefing

Council Adoption

Background

Progress Since Last Council Briefing (Jan. 2023):

- Second draft of the policy document was routed for final stakeholder review and comments incorporated.

- Second draft was released for public comment on July 17th. Comments were accepted through August 25th.

- Staff have been working to address and incorporate public comments and finalize the policy document for Council adoption.

Summer 2023 Public Comment Period

- Two virtual public meetings were held, and staff met with business districts upon request.

- Intent was to get feedback on the policy document.

- Comments were received from 60 individuals and organizations.

- Comments were coded into themes. Themes that were mentioned by five (5) or more respondents are listed here.

Theme	# of Comments	% of Comments
Support for policy (note: it was not directly asked whether respondents supported policy or not)	12	20%
Loading/rideshare zones and issues	11	18%
Signs & Markings – complaints about signs or support for colored curb markings	10	17%
Residential Parking Permit Program-related	10	17%
Managed Parking Areas – support or oppose	8	13%
Support for alternative uses of on-street space	9	15%
Complaints about lack of enforcement/desire for more enforcement	7	12%
Issues with lack of access due to parking on both sides of street	6	10%
Complaints about valet	5	8%
Complaint about parking in Bishop Arts	5	8%
Comments related to parking code reform	5	8%

Summer 2023 Public Comment Period

- All comments will be incorporated or responded to.
- Based on the public comments, changes were made to the following two themes:
  - Managed Parking Areas
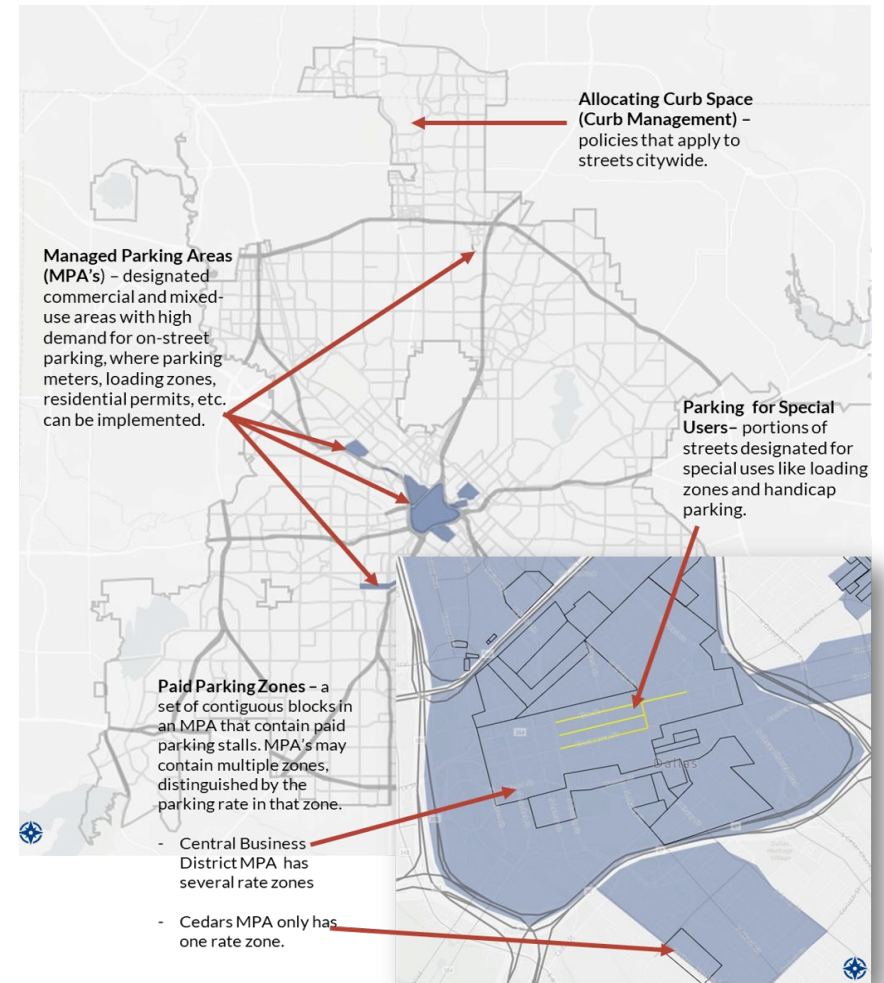 - Residential Parking Permit Programs

Managed Parking Areas

Original intent of the policy:

- Take existing Metered Parking Areas out of the Code to provide more flexibility.

- Define a process for developing parking plans for areas with on-street parking issues.(Alternative to addressing issues one at a time as complaints are received).

- Have defined areas in which to focus limited resources for parking enforcement, curb markings, and curb management.

Allocating Curb Space (Curb Management) – policies that apply to streets citywide.

Managed Parking Areas (MPA's) – designated commercial and mixed-use areas with high demand for on-street parking, where parking meters, loading zones, residential permits, etc. can be implemented.

Parking for Special Users– portions of streets designated for special uses like loading zones and handicap parking.

Paid Parking Zones – a set of contiguous blocks in an MPA that contain paid parking stalls. MPA's may contain multiple zones, distinguished by the parking rate in that zone.

- Central Business District MPA has several rate zones

- Cedars MPA only has one rate zone.

Managed Parking Areas

Comments received:

- Misperceptions: Defining an area as a MPA would precipitate the installation of parking meters. MPAs are one-size-fits-all and would not be shaped by community input.

- Support for MPA Framework: Two specifically called out their support for the MPA framework.

- Desire Greater Oversight: Two said they wanted MPA boundaries to be approved by City Council, not administratively.

- Disagreement About Initiating MPA Process: Two said it should be initiated proactively by the City, while another said it should only be initiated by local interests.

Managed Parking Areas

Proposed changes to the policy based on comments:

- Existing "Metered Parking Areas" boundaries would stay in the Code. Creating any new areas or modifying boundaries would require Council approval. (Would be renamed "Paid Parking Areas.")

- Being located in an MPA would no longer be a requirement to create a new Residential Parking Permit Zone, loading zones, 2- or 4-hour parking time limits, or to paint curbs.*

- Keep in the policy a "Process for Creating a Parking or Curb Management Plan" as template for addressing issues in an area holistically.

Assumes the Code is amended to make red curbs an enforceable symbol for No Parking, and yellow curbs for loading.

Residential Parking Permit Programs

Original intent of the policy:

- Provide an overview of current programs, recommend a future review of the programs, and identify things that should be considered during future discussions.

Comments received:

- Concerns that existing residential parking zones that do not meet criteria in Code would be removed.
- Concerns about some of the proposed considerations (e.g., combining the two types of residential parking permits).

Proposed changes to the policy based on comments:

- Revise policy document to emphasize that there should be opportunities for public input as part of the future review.

Next Steps

- Post public engagement summary and comment/response matrix to the website.

- Finalize policy document.

- Present to Council (January 17, 2024).

- Adopt policy (goal of spring 2024).

Appendix:

January 2023 Council Briefing Presentation on the On-Street Parking & Curb Management Policy

Purpose

Follow-up briefing to the January 2022 City Council briefing and Council Memo on the On-Street Parking and Curb Management Policy, to provide an update on the revisions.
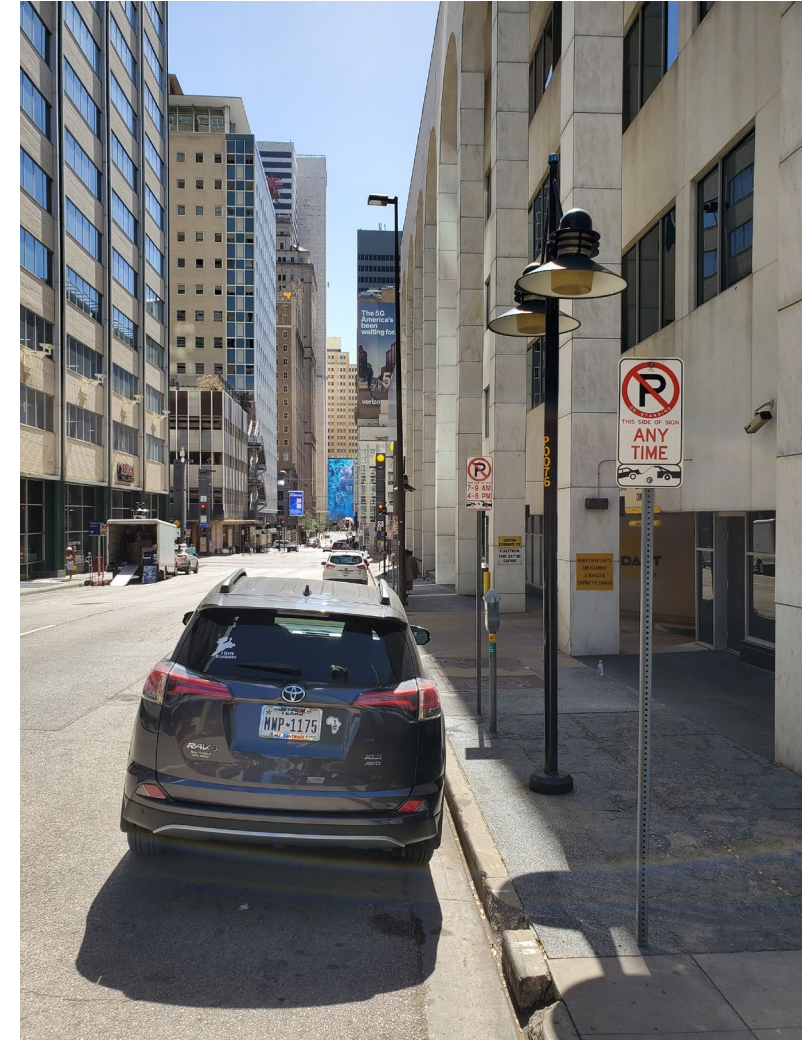
Presentation Overview

- Background
- Policy Document Overview
- Prioritizing and Allocating Curb Space
- Managed Parking Areas
- Paid Parking and Rate Setting
- Loading Zones
- Special Users
- Signs and Markings
- Implementation Plan
- Next Steps

1-Background

- Connect Dallas Strategic Mobility Plan (SMP) recommended the development of a curb management plan.

- Planning process began in late 2020.

- Prior Transportation and Infrastructure Committee and Council briefings and memo in late 2021/ early 2022.

Why is Curb Management Important?

- It is a limited resource

- Essential to the economic vitality of business districts

- High proximity value

- More users competing for it than ever before (bike lanes, rideshare, dockless scooters, delivery services, parklets, etc.)

Source: NCTCOG, 2020

1-Background

Goals for On-Street Parking and Curb Management:

- Make it easy for people to find a parking space and visit local businesses in areas with on-street parking, thereby increasing economic vitality and the local tax base

- Promote long-term (4+ hour) parking occurring off-street

- Discourage spill-over into single-family neighborhoods

- Provide sufficient space for loading activities

- Balance the needs of all roadway users

- Ensure curb management practices lead to accessibility and equitable outcomes

- Provide a predictable and easy-to-use transportation system

Current Conditions:

- Difficulty with finding on-street parking in popular areas, discouraging people from visiting these areas for short trips

- Widespread illegal parking of commercial and rideshare vehicles

- Proliferation of valet zones. Valet license and residential parking permit fees that are significantly below market rate for a parking stall in popular areas

- Confusing and cluttered signs

- Majority of single-head parking meters' technology is obsolete

- Parking enforcement issues

1-Background

Progress Since Last Council Briefing:

- First draft document prepared and routed for stakeholder review.
- Stakeholder review recommended revisions focused on the following areas:
  - Consolidating objectives and re-organizing document
  - Drafting additional content for items that needed more in-depth discussion
  - Intensive internal reviews and brainstorming
- Second draft is ready for final stakeholder review before it is put in a more graphical format and released for public comment.

2-Policy Document Overview

Topics Covered:

- Prioritizing and Allocating Curb Space*
- Managed Parking Areas*
- Parking Time Limits
- Paid Parking and Rate Setting*
- Loading Zones*
- Parking for Special Users*
- Signs and Markings*
- Communication

Focus areas for this briefing

3-Prioritizing and Allocating Curb Space

Policy: After safety and mobility needs are met, surrounding land uses and road type will determine what curb functions are most important along a block.

1. Ensure Safety

2. Meet Mobility Goals

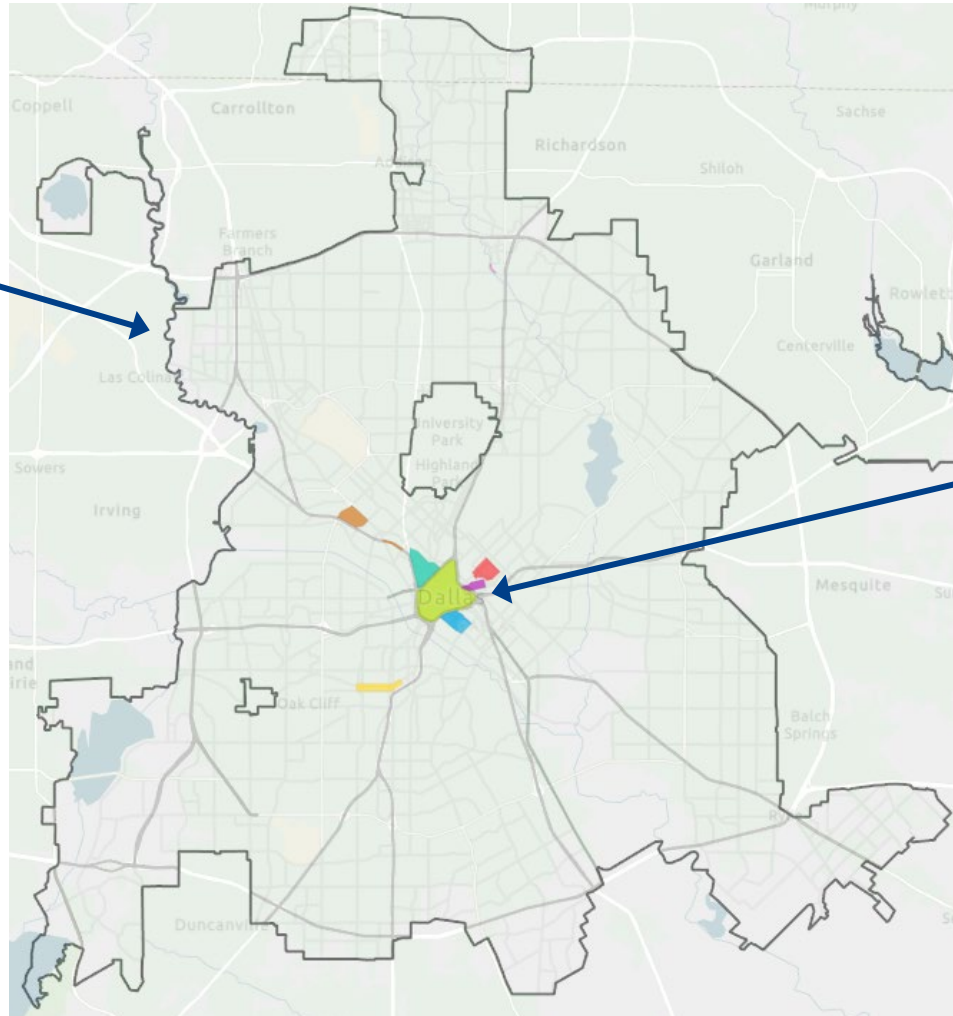3. Prioritize Remaining Curb Space

| Access | Activation | Greening | Storage |

Policy for prioritizing curb space applies to streets in all areas of the city.

It is recommended that most policies and strategies that follow be limited to "**Managed Parking Areas**" (commercial and mixed-use areas where on-street parking challenges span multiple blocks)

4-Managed Parking Areas

Existing: **Metered Parking Areas**	**Proposed:** **Managed Parking Areas**
Areas where parking meters can be installed	Areas where parking meters, loading zones, RPO permits, painted curbs, etc. can be implemented
Boundaries defined in Code	Boundaries removed from Code, defined administratively (not legal entity)
No guidance on when to create new MPAs	Defined criteria and process to create new MPAs

*RPO = Residential Parking Only

4-Managed Parking Areas

Free Parking, No Time Limits → **Is occupancy >85%** → YES → **Issue spans multiple blocks?** → YES → **Establish MPA and parking management strategy** → **Install parking meters, loading zones, permits, etc.**

Conduct occupancy survey (min 1x per year) → **Is occupancy >85%** → YES → **Increase meter rates**

NO → **Keep meter rates the same, decrease rates if <60% occupancy**

LEGEND

- ■ (dark blue) Key milestone in the parking management spectrum
- ■ (blue) Other step in the process
- ○ Beginning or end point in the process
- □ Step in the process
- ◇ Decision point

Detailed flowchart and MPA creation process in the presentation appendix

5-Paid Parking and Rate Setting

Existing:

- No established purpose or criteria for installing meters, adjusting rates and times
- Difficult to change meter rates
- Addressed on case-by- case basis
- Inconsistent, with some meters having outdated technology
- Difficult to find on-street parking in popular areas

Proposed:

- Defined purpose and criteria for installing meters, adjusting rates and time restrictions
- Block-specific rates in Code replaced with parameters
- Proactive monitoring
- Complete the upgrade of meter technology to improve utilization, occupancy data collection
- Easier to find on-street parking

5-Paid Parking and Rate Setting

GOAL: Set rates at the LOWEST price that achieves the objective of keeping 1-2 spaces open (85% occupancy / 15% vacancy).

- Good for business (easier for patrons to find a spot; more customers can easily access businesses)

- Reduced traffic congestion (less circling for parking; happier drivers; fewer crashes; reduced emissions)

If price is too high and parking spaces remain vacant, nearby stores lose customers, and the city loses tax revenue. If price is too low and no spaces are vacant, people will be discouraged from visiting an area.

5-Paid Parking and Rate Setting

How do we get rates that are "just right"?

- Occupancy data collection and evaluation

- Rates adjusted based on parking occupancy:

  > 85% occupancy = Increase rates

  60-85% occupancy = No change

  < 60% occupancy = Decrease rates

- Slow and incremental rate adjustments of $0.25-$0.50 up or down, up to once every 6 months

- $1.00 minimum rate, $6.00 maximum rate

Parking Benefit Districts (PBD):

- Geographic areas defined by separate ordinance where a portion of parking meter revenue is reinvested to fund improvements or programs

- Reasoning:

  - Money spent in high-traffic areas gets reinvested in those areas on enhanced public services

  - Can garner support for parking meters and rate adjustments

Operations & maintenance (O&M) expenses

60% of what is left after O&M goes towards PBD
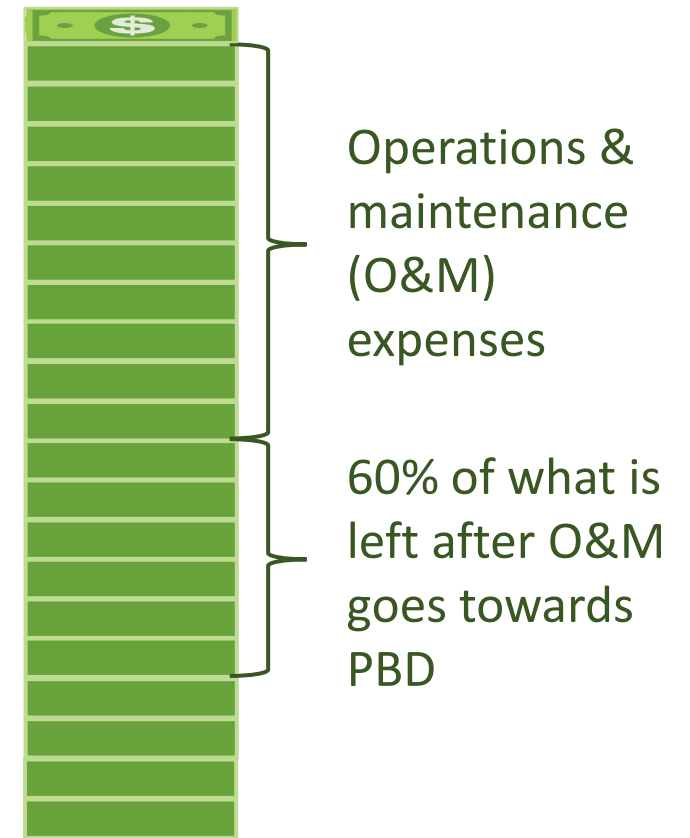
Typical PBD Expenditure Options:

- Sidewalk repairs and sweeping

- Tree planting

- Streetcar services

- Lighting

- Wayfinding

- Street maintenance

- Public safety

- Transit passes for employees in the district

- Parking studies

- *Parking structures

*PBD revenue alone would not be sufficient to fund construction, operation, and maintenance of new parking facilities, even with additional revenue from facilities. Typically supplements PID funding. Example: Bethesda, MD.

5-Paid Parking and Rate Setting

- Process would be initiated when a business district submits an application.

- Requires City Council action to establish boundaries, how revenue may be spent, management, etc.

- Minimum Criteria:

  - Proposed area must be located within an existing MPA

  - There must be a minimum number of parking meters to generate enough revenue to invest in improvements once expenses are paid

Existing:

- Zones are limited to a single use
- Locations decided on case-by-case basis
- Illegal loading activities due to lack of dedicated space, enforcement

Proposed:

- Transition to Flex Zones to allow multiple uses throughout day or week
- Proactively identify loading zone needs
- Incentivize off-peak loading

2 MINUTES LOADING
PASSENGER ZONE ANY TIME
30 MINUTES LOADING
COMMERCIAL ZONE 6AM-6PM

7-Special Users: Employee Parking

- Concerns about impact of parking rate increases on low-wage workers.
- Previous Council Feedback: Concern about subsidizing parking for private-sector employees.
- Case studies reviewed. Potential options include:
  - Shared parking arrangements between businesses and private lot owners
  - Create new parking permit program to exempt employees from time restrictions on lower-occupancy streets
  - Travel Demand Management (e.g., transit pass subsidies)
- Recommended Next Steps: Convene workshop with business districts to discuss options, roles and responsibilities, etc.

7-Special Users: Residential Parking Permits

Existing:

- Two programs: one for Deep Ellum (RPP), one for rest of city (RPO)
- Purpose: Help residents obtain easy, adequate parking on residential streets near non-res. generators
- Code states that businesses can also apply for RPO permits
- Many RPO zones do not meet criteria in Code
- 6 permits are allowed per residence/business, each $6/year

Proposed:

- More detailed review and stakeholder discussions needed
- Consolidate programs
- Ensure program does not preclude the use of the curb for other needs along mixed-use blocks, or subsidize residential parking that should be off-street
- Permits should reflect value of parking space

- Level 3 (fast/rapid charging) are most appropriate for on-street (20-minute charge). Can cost $10-$30 in electricity per charge. (Investopedia, 2022)

- Permitting and operation questions that require further discussions, workshopping include:
  - Should the City be the one to pay for, install, and operate charging stations (or through contract with company), or should licenses be granted to for-profit companies to install, maintain, and operate in public right-of-way with agreed fee structure?
  - Should there be a limit on the number of spaces per block?
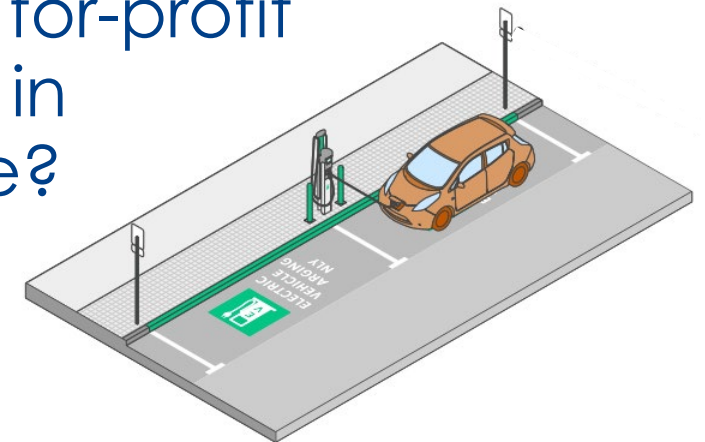
8-Signs and Markings

Existing:

- Sign clutter, confusing signs
- Misalignment of signs with curb features
- Blocks with paid parking lack signs
- Boundaries of metered parking stalls not marked, as indicated in Code
- Loading Zone signs are not a distinctive color, as directed in Code

Proposed:

- Assign staff and budget to install signs that are easier to understand, properly located
- Install paid parking signage
- Mark boundaries of parking stalls
- Reduce sign clutter in MPAs by using "color curbs"

9-Implementation Plan

Key action items include:

- Amend parking meter section of Code.
- Increase meter rates to $1 min. Collect occupancy data to determine if rates should be increased or meters removed.
- Create or update parking management strategies for 1-2 existing or prospective MPAs.
- Coordinate with other City departments/stakeholders regarding PBD concept.
- Convene workshop with business districts to discuss employee parking.
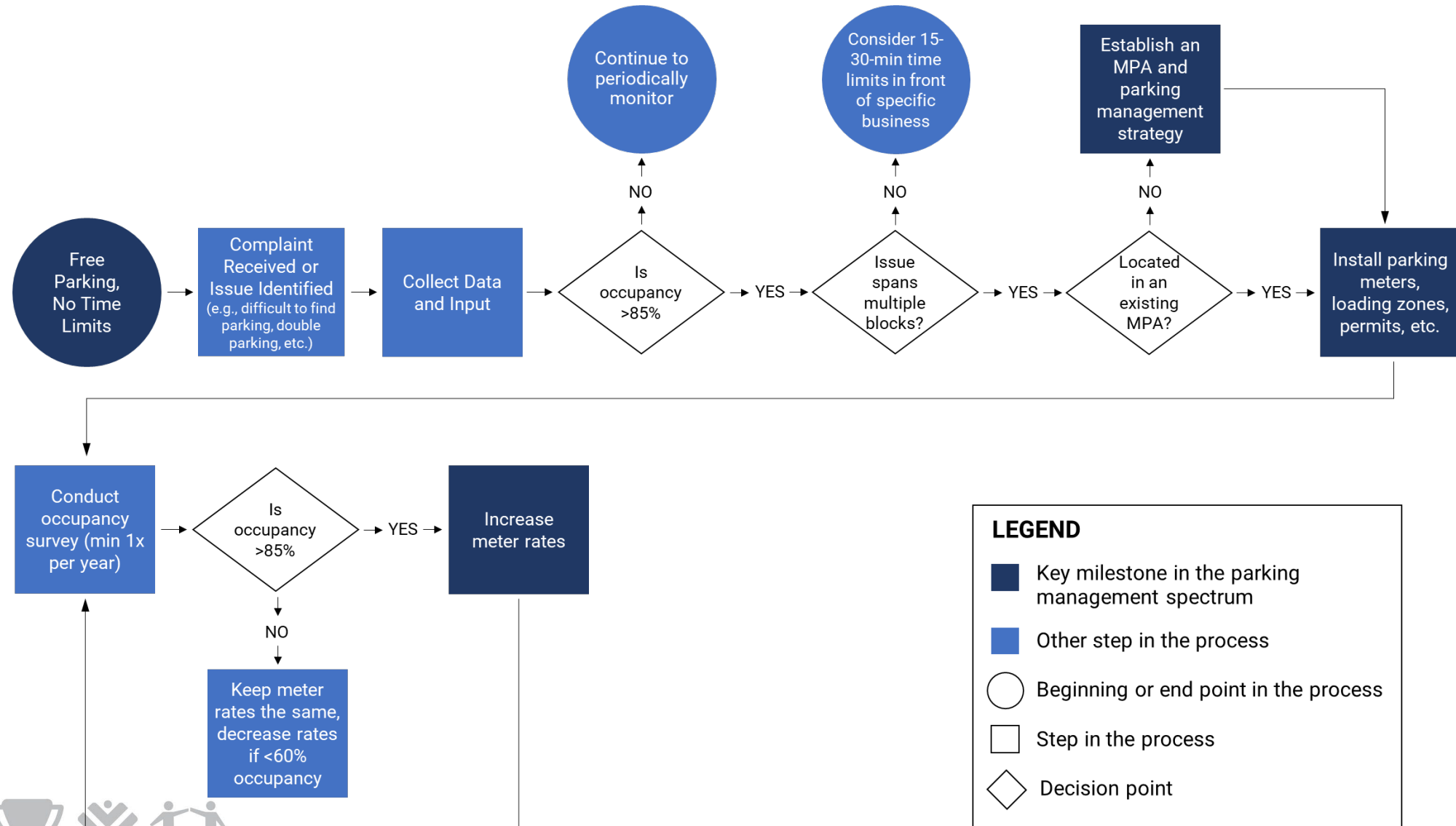- Stripe boundaries of paid parking stalls. Install new signs.

10-Next Steps

1. Collect final input from stakeholder group, and revise document accordingly

2. Publish for public comment, and revise accordingly

3. City Council memo with a summary of the changes, the final document, and the proposed Code revisions

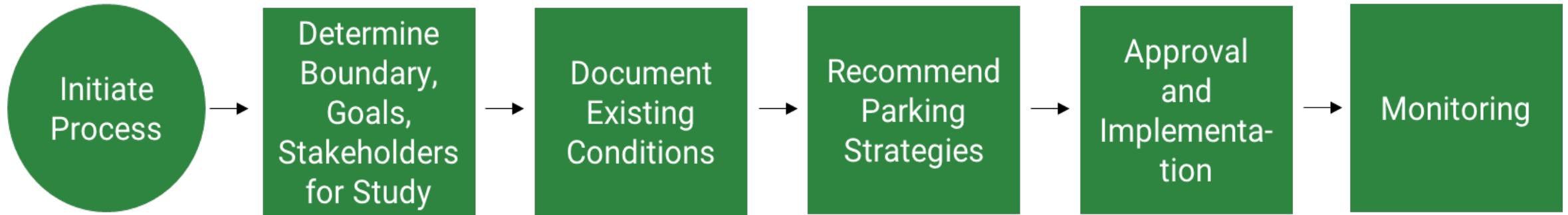4. Council adoption of the plan and Code revisions early summer 2023

Appendix 1 - Detailed MPA Flowchart

Flowchart elements:

Free Parking, No Time Limits → Complaint Received or Issue Identified (e.g., difficult to find parking, double parking, etc.) → Collect Data and Input → Is occupancy >85%

- Is occupancy >85%? — NO → Continue to periodically monitor
- Is occupancy >85%? — YES → Issue spans multiple blocks?
  - Issue spans multiple blocks? — NO → Consider 15-30-min time limits in front of specific business
  - Issue spans multiple blocks? — YES → Located in an existing MPA?
    - Located in an existing MPA? — NO → Establish an MPA and parking management strategy
    - Located in an existing MPA? — YES → Install parking meters, loading zones, permits, etc.

Install parking meters, loading zones, permits, etc. → Conduct occupancy survey (min 1x per year) → Is occupancy >85%

- Is occupancy >85%? — YES → Increase meter rates
- Is occupancy >85%? — NO → Keep meter rates the same, decrease rates if <60% occupancy

LEGEND

- Key milestone in the parking management spectrum
- Other step in the process
- Beginning or end point in the process
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- Decision point

Appendix 2 - MPA Creation Process

Initiate Process → Determine Boundary, Goals, Stakeholders for Study → Document Existing Conditions → Recommend Parking Strategies → Approval and Implementation → Monitoring

- Considered when on-street parking and curb management challenges spans multiple blocks in commercial or mixed-use areas with on-street parking.

- Initiated by business association.

- Initial discussions would determine who would lead the parking study, depending on available resources and size or complexity of the MPA.

- Results in defined MPA boundaries, a parking management plan for the MPA, and implementation of parking management strategies