

Memorandum



CITY OF DALLAS

DATE September 18, 2023

Honorable Members of the City Council Transportation and Infrastructure Committee:
TO Omar Narvaez (Chair), Zarin Gracey (Vice Chair), Tennell Atkins, Cara Mendelsohn,
Kathy Stewart, Jaynie Schultz, Jaime Resendez

SUBJECT **On-Street Parking and Curb Management Policy – Path to Adoption**

This memo is intended to provide the Transportation and Infrastructure Committee with an update on the City's progress towards developing and adopting an On-Street Parking and Curb Management Policy.

Public Comment Period

A public comment period for the draft On-Street Parking and Curb Management Policy was live from July 17, 2023 to August 25, 2023. Multiple opportunities were available to weigh-in:

1. The draft policy document was posted online for review and a comment form was available where the public could submit their feedback.
2. Virtual public meetings were held on Tuesday, July 25, 2023 and Tuesday, August 15, 2023, during which the public could learn about the draft policy and ask questions.
3. Staff were available to present the policy to business or neighborhood groups, such as business representatives in Deep Ellum and the Bishop Arts Merchants Association.

A frequently asked questions document was created for the public comment period and is attached to this memo.

Next Steps

City staff will provide a summary of the public feedback as well as edits that will be made to the draft policy document, in response to some of the comments received during the public comment period, at the November 1, 2023 City Council Briefing.

On October 17, 2023, City staff will brief the Zoning Ordinance Advisory Committee (ZOAC) on the tools and programs recommended in the On-Street Parking and Curb Management Policy as it relates to the proposed off-street parking amendment. The final policy document will be brought to City Council along with amendments to Chapter 28 of the Dallas City Code, for consideration in Fall 2023.

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If you have any questions or concerns, please contact Ghassan “Gus” Khankarli, PhD, PE, PMP, CLTD, Director of the Department of Transportation, at ghassan.khankarli@dallas.gov.



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Assistant City Manager

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Tammy Palomino, Interim City Attorney
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Jon Fortune, Deputy City Manager

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DESCRIPTION

The City of Dallas has drafted a new policy to improve existing on-street parking and manage curb space to meet the growing needs of residents and businesses.

WHAT IS "CURB MANAGEMENT?"

Street curbs have so many uses -- cyclists, pedestrians, residential and commercial parking, freight and passenger loading zones, valet, transit stops, rideshare, etc. Curb management is a set of policies that ensures curb space is used efficiently and is available for multiple uses.

WHY DOES DALLAS NEED IT?

The city faces a growing demand for space due to competition among curb users. Widespread illegal parking, sign clutter, pedestrian and vehicular obstructions, among other issues are growing issues.

Curb management balances competing needs for curb space.

A well-managed curb is vital to economic growth in Dallas.

Tell us what you think.

We want your input.

Visit bit.ly/DallasCurbManagement to learn more about the policy and submit your comments. Comments will be accepted through **Friday, Aug. 25, 2023.**

Attend the **virtual public meeting on Tuesday, Aug. 15, 2023** from 5:30 p.m. to 7:00 p.m., to get an overview of the new policies and ask questions. Join the meeting from our website.



DESCRIPCIÓN

La ciudad de Dallas ha elaborado una nueva política para mejorar y gestionar el espacio en la banqueta para satisfacer el crecimiento de la ciudad.

¿QUÉ ES LA GESTIÓN DE LA BANQUETA?

Hay muchas formas de utilizar las banquetas -- ciclistas, pedestres, para estacionar en los barrios y al lado de comercios, para cargar vehículos, paradas de tránsito, y más. La gestión de las banquetas es un conjunto de políticas que garantizan que las zonas están usadas efectivamente.

¿POR QUÉ DALLAS LA NECESITA?

El crecimiento de la ciudad aumenta la demanda y la competencia para el espacio de las banquetas. Estacionamiento ilegal, demasiada señalización, obstáculos para los pedestres y los vehículos suceden más.

La política equilibrará las necesidades de espacio en la banqueta.

Una banqueta bien gestionada es necesario para el desarrollo económico.

Díganos lo que piensa.

Necesitamos su opinión.

Visite bit.ly/DallasCurbManagement para revisar el plan y enviar sus comentarios. Los comentarios deben enviarse **antes del viernes, 25 de agosto de 2023.**

Únase a nosotros en una **reunión pública virtual el martes 15 de agosto de 2023** de 17:30 a 19:00 para aprender más sobre la política. Enlace a la reunión en el sitio web.



On-Street Parking & Curb Management

Gestión de estacionamiento y las banquetas

What areas of Dallas will be impacted the most by the new policy?

The policy intends to address on-street parking and curb use in central Dallas and other business districts with commercial and mixed land uses and high demand and competition for on-street parking. This includes existing areas such as Downtown, Deep Ellum, Uptown/Victory, Baylor Medical District, Jefferson Boulevard, Bishop Arts, and Lower Greenville, among others.

How will on-street parking be impacted?

Changes to hourly parking meter rates and time limits in commercial areas may be done over time. The city also is exploring new technology to improve customer service, such as allowing motorists to see where on-street parking is available ahead of time.

How will the city set hourly rates for parking meters?

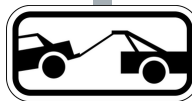
The minimum hourly rate will increase to \$1.00. Parking rate adjustments will be made in the future based on parking demand. The goal is to maintain maximum occupancy of 85%, or one to two open spaces per block through pricing.

Where does parking revenue go?

Currently, revenue goes to the city's general fund. The new policy can direct a share of parking revenue for reinvestment in the area where it was generated for improvements such as sidewalks, street lighting, public safety, transit service, and parking facilities.

Will the new policy negatively impact my business?

The goal of curb management is to improve access and make parking and the loading and unloading of freight more convenient. The policies recommend tools to discourage parking for long periods of time, which generates quicker turnover and more customers.



¿Cuáles zonas de Dallas serán afectadas por la política nueva?

La política propone abordar el estacionamiento en la calle y el uso de las banquetas. Esto incluye zonas existentes como Downtown, Deep Ellum, Uptown/Victory, Baylor Medical District, Jefferson Boulevard, Bishop Arts y Lower Greenville, entre otras zonas.

¿Cómo afectará el estacionamiento en la calle?

Cambios a los precios de estacionamiento por hora y límites del tiempo pueden pasar en el futuro. La ciudad también está explorando nuevas tecnologías que pueden ayudarles a personas como un programa que permite ver donde existe los espacios vacíos antes de manejar.

¿Cómo establecerá los precios por hora para parquímetros?

La tarifa mínima aumentará a \$1.00. Los ajustes a las tarifas en el futuro van a depender en la demanda para estacionar. El objetivo es mantener la capacidad máxima de 85 por ciento, o uno o dos espacios vacíos por cuadro por los precios.

¿Adónde van los ingresos del estacionamiento?

Where does parking revenue go?

Ahora, los ingresos del estacionamiento va al fondo general de la ciudad. La nueva política puede facilitar una parte de ingresos para mejorar la área donde el dinero fue generado para mejoras como aceras, luces para la calle, seguridad pública, servicios de tránsito, y instalaciones para estacionar.

¿Afectará negativamente la nueva política a mi negocio?

El objetivo de la gestión de la banqueta es mejorar el acceso a los negocios, y hacer más fácil cargar y descargar la carga. Las políticas recomiendan métodos que desincentiven el estacionamiento de larga duración. Esto generará más clientes para su negocio.