On-Street Parking and Curb Management Policy

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City of Dallas

Presentation Overview

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2-What is Curb Lane Management?
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Connect Dallas:
The *Connect Dallas* Strategic Mobility Plan (SMP) recommended the development of a curb lane management policy, which will advance the core Driving Principles of the SMP.

PROACTIVELY MANAGE THE CITY'S CURBSIDE MOBILITY ASSETS

Implementation and Responsible Parties

The Mobility Management Working Group would fall under the **Department of Transportation,** although input from the **Department of Aviation** (where current vehicle-for-hire authority lies) will be important. Infrastructure projects that result from the Curb Management plan would be coordinated with the **Department of Public Works.**

WHAT DOES THIS LOOK LIKE?

The District of Columbia DOT's ParkDC program is an innovative approach to managing the District's curb assets. The program has initiated pilots ranging from dynamic parking pricing to TNC pick-up/drop-off zones.

Weekday PM Period (4 PM – 10 PM)			Weekday Saturdays (7 AM - 10 PM)		

$1.00/hr	$1.50/hr	$2.00/hr	$2.30/hr	$2.75/hr	$3.25/hr
23	18	19	78	59	48

$4.00/hr	$4.75/hr	$5.50/hr	$6.00/hr	$6.50/hr
40	27	26	25	8

SPECIFIC ACTIONS:

1. Create a Mobility Management Working Group that oversees parking, vehicle for-hire regulation, dockless mobility regulation, Mobility-as-a-Service, and transportation technology innovations under one umbrella

2. Conduct a citywide Curb Management plan that considers all curb uses (parking, mobility, pick-up/drop-off, delivery, etc.)

3. Update parking meter rates and introduce dynamic pricing to better manage parking utilization in paid parking districts

1-Background (continued)

- City Council approved a supplemental agreement to the Strategic Mobility Plan contract on September 23, 2020, to develop a curbside management policy, by Resolution No. 20-1424.
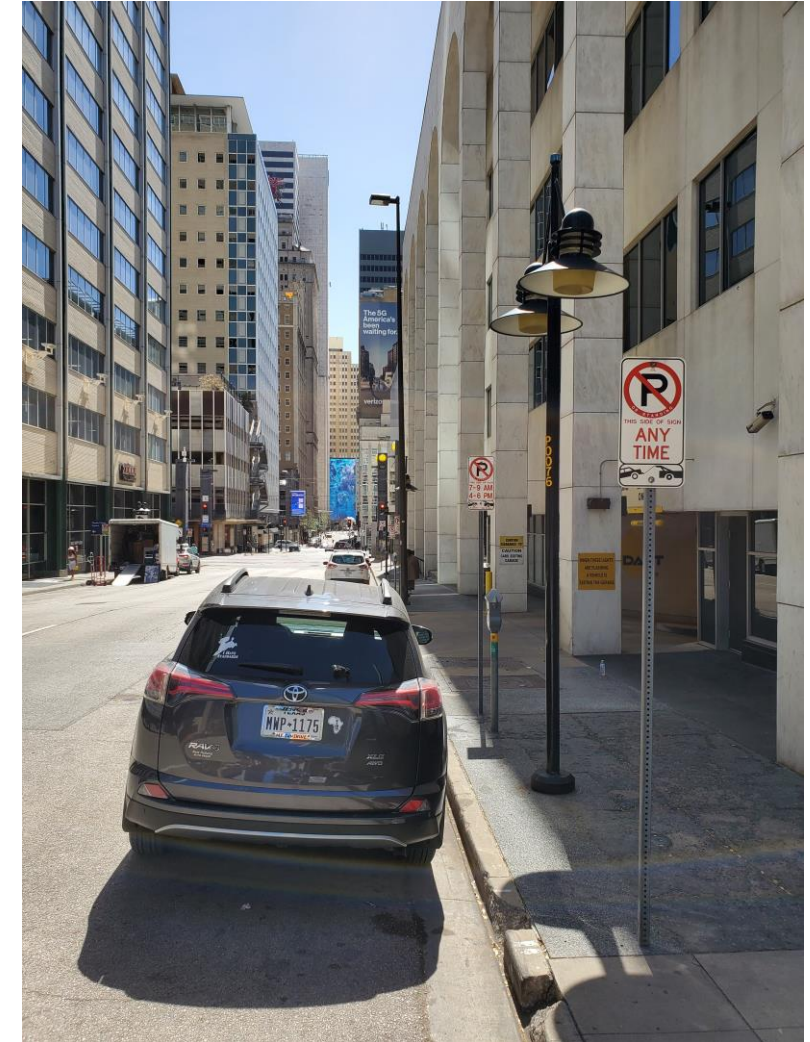- Planning process began in November 2020.

2-What is Curb Lane Management?

- **Curb Lane or Curb Space:** The space at the curb – usually the outside travel lane or sidewalk, where movement meets access.

- **Curb Management Policies:** Identify how staff should prioritize and allocate uses of the curb, and price the curb to achieve the desired results.

3-Why Manage the Curb?

- It is a limited public resource.
- It has high proximity value.
- More users and modes are competing for it than ever before.
  - Bicycles and bike lanes
  - Rideshare
  - Dockless scooters
  - Delivery vehicles
  - Pop-up dining (parklets)
- Essential to the economic vitality of business districts.

Source: NCTCOG, 2020

4-Purpose of the Policy

- Define the public interest.
- Establish policies for when to install, remove, and/or re-price metered parking. When new time-limited parking restrictions should be implemented.
- Incorporate and reflect the changing needs for the curb.
- Simplify the downtown experience for all curb users.
- Make staff processes more efficient and provide greater transparency and manage expectations for developers and business owners.
- Make it easier for people to find on-street parking.

5-Policy Study Scope of Work

City of Dallas On-Street Parking and Curb Management Policy

- Project Initiation & Existing Conditions
- Best Practices Review
- Draft Policy Document
- Finalize Policy, City Council Adoption

Stakeholder Workshop #1

Stakeholder Workshop #2

Stakeholder Review

City Council Briefing

Public Hearing

5-Policy Study Scope of Work (cont.)

Stakeholder Workshops:

Business Associations:

- <u>Downtown Dallas, Inc.</u>: Dustin Bullard, Evan Sheets, Jacob Browning
- <u>Uptown Dallas, Inc.</u>: Kathy Stewart
- <u>Deep Ellum Foundation</u>: Stephanie Hudiburg
- <u>Bishop Arts Business Association</u>: Amanda Popken
- <u>Lower Greenville</u>: Jon Hetzel

Local & Regional Experts:

- <u>NCTCOG</u>: Travis Liska
- <u>Space Between Design Studio</u>: Patrick Kennedy

Other Partners:

- <u>DART</u>: Steve Patrinick

City Departments

- <u>Transportation</u>:
  - *Parking Management*: Michael Melton, Nauman Akbar
  - *Bicycle Manager*: Jessica Scott
  - *Thoroughfare Manager*: Kimberly Smith
  - *Traffic Operations*: Fernando Villareal, Brittany Darah, Ricardo Ramos
  - *Development Services*: David Nevarez, Shailaja Avatapalli
- <u>Planning and Urban Design</u>:
  - *Zoning*: Andreea Udrea, Lori Levy
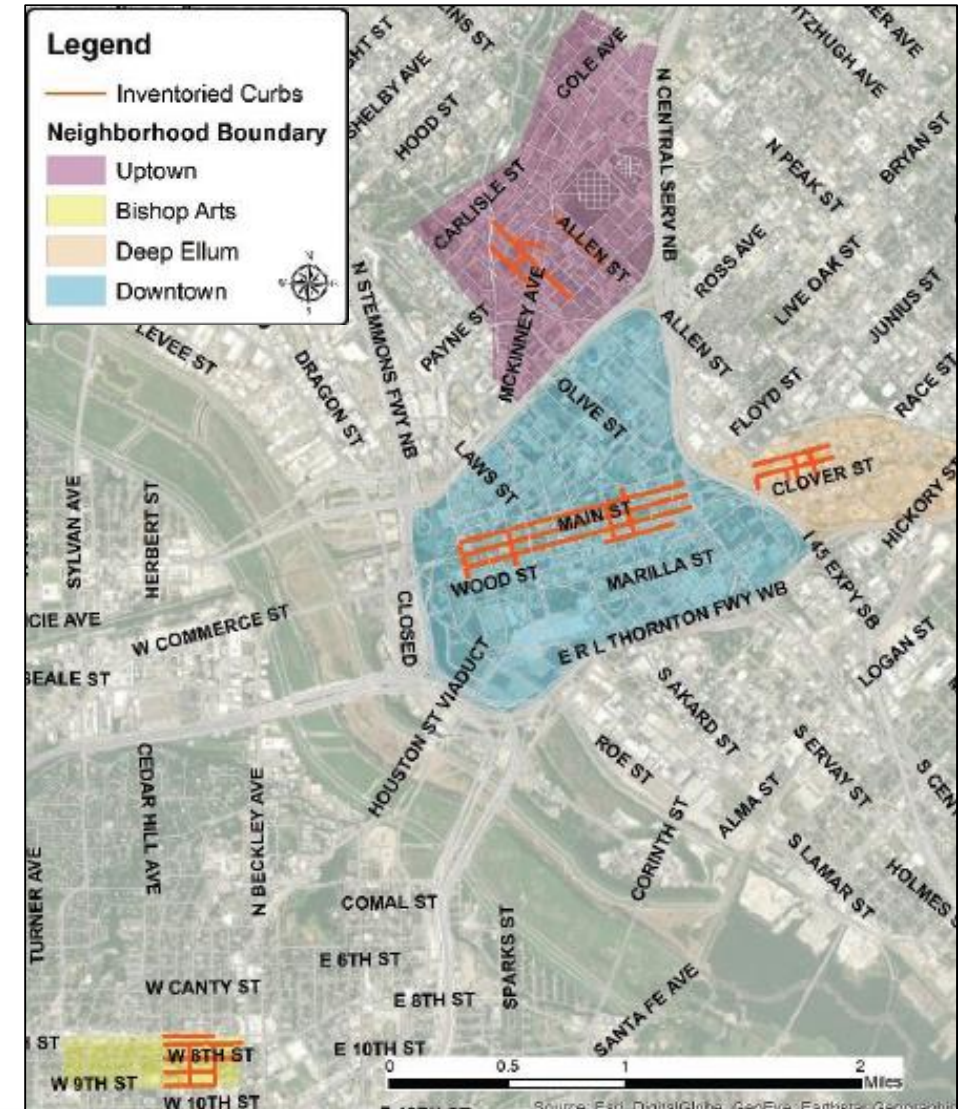 - *Planning*: Arturo Del Castillo, Daniel Church

6-Existing Conditions Findings

Curb Use Inventory

- Intended to represent the range of conditions and demand for the curb.
- Identified by Engineering and Parking staff as having the greatest conflicts and demand for the curb space.
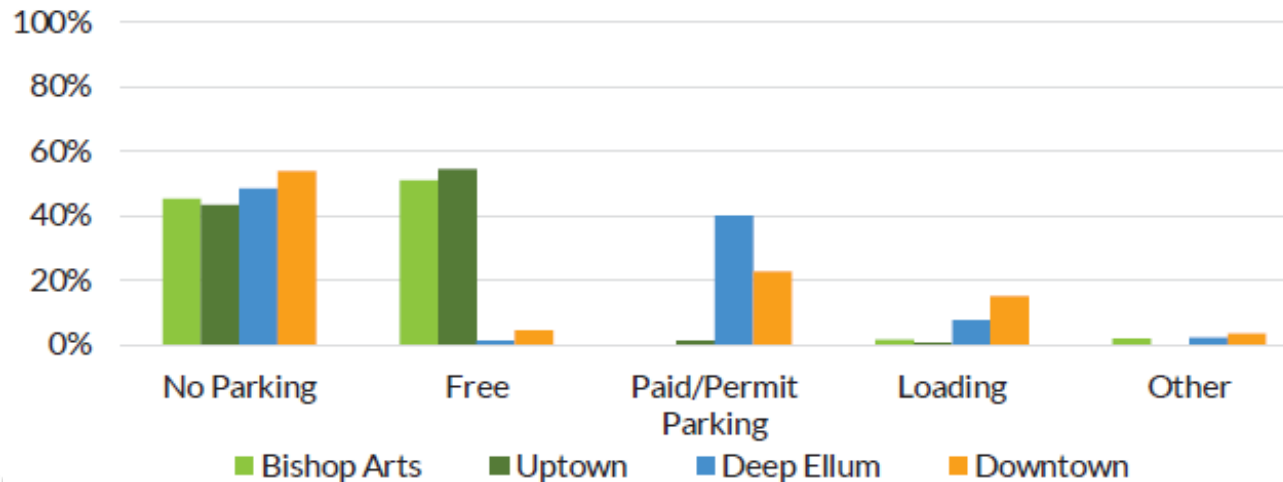
Curb Use Inventory

Some of the findings:

- Lack of parking turnover is creating double parking and enforcement issues in most districts. Negatively impacts emergency response times on narrow streets.
- Need for predictable loading zones.

Aggregate of Curb Uses by District

Legend: Bishop Arts, Uptown, Deep Ellum, Downtown

Metered Parking Regulations

- Approx. 3,600 parking meters
- Rates for most meters have not been updated in 10-20 years.
  - 11% have not been updated in over 20 years.
- In other peer cities, rates usually range from $1-$5 per hour. $1 is the minimum amount typically needed for metered parking to be worth it.

| METERED PARKING AREAS	RANGE OF FIXED RATE(S)	TIME RANGE(S)	RANGE OF SPLIT RATE(S)
	VARY BY BLOCK	VARY BY BLOCK	VARY BY TIME OF DAY IN SPECIFIC LOCATIONS
Central Business District (includes West End Historical District and Klyde Warren Park)	$0.05 $0.10 $0.15 $0.20 $0.25 $0.30 $0.50 $0.60 $1.00 $1.25 $1.50	7am-6pm 7am-12am 10am-4pm 6pm-12am	Monday-Friday $1.50 (7am-9am) $2.00 (9am-6pm) $2.50 (6pm-12am) Sunday $2.00 7am-12am
Baylor Cedars Deep Ellum Infomart Jefferson Park Central Parkland Uptown/Victory	$0.05 $0.10 $0.20 $0.25 $0.30 $0.50 $0.60 $1.00 $1.25	7am-6pm 7am-12am 10am-4pm 6pm-12am	Monday-Sunday $1.00 (7am-5pm) $2.00 (5pm-12am)

7-Recommendations

Parking Meters and Rate Setting

Objective 1 📊 🌱 **: Increase the availability of on-street parking in mixed-use and main street-type districts.**

- Goal = Have 1 or 2 parking spaces vacant per block at most times.

- Remove block-specific rates from the City Code, and replace with parameters for creating parking meter zones, adjusting rates.

- Conduct regular parking occupancy surveys.
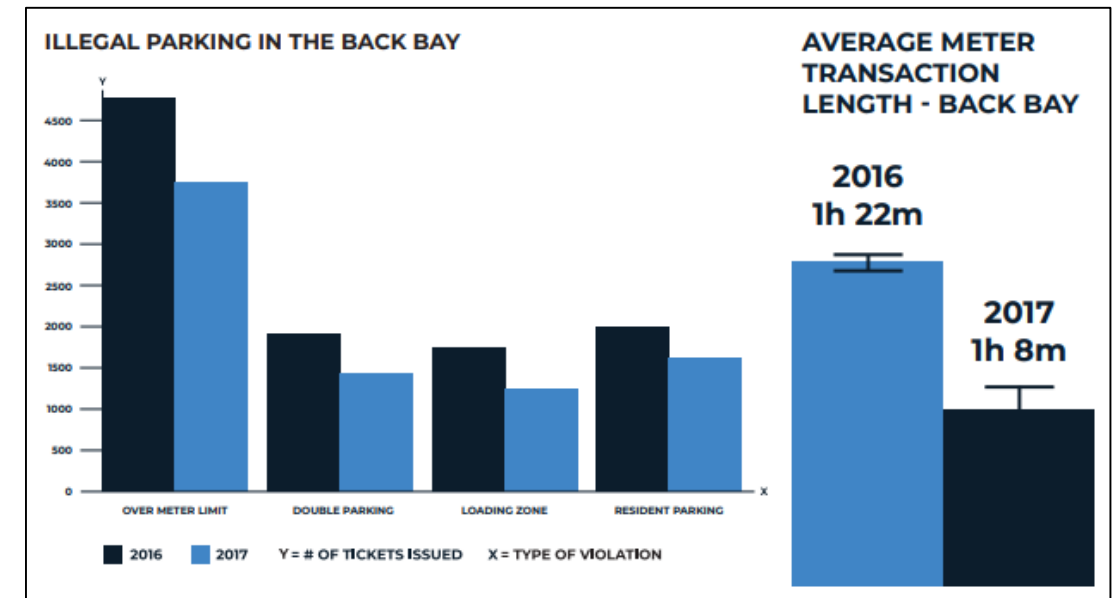
City of Boston Performance Pricing Study (2018).

7-Recommendations (continued)

Parking Meters and Rate Setting

<u>**Objective 2**</u> 👥 : **Promote equity and accessibility.**

- Provide for handicap accessible on-street parking.

- Ensure the availability of safe, affordable transportation options for local employees. Consider adopting an Affordable Parking Pass program to reduce rate for employees to park on less-utilized block faces.
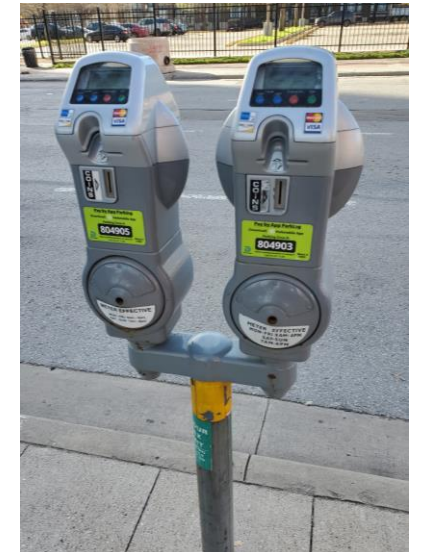
7-Recommendations (continued)

Parking Meters and Rate Setting

Objective 3 📊 💡 **: Make traveling in and around central Dallas simple, predictable, and easy.**

- Utilize a consistent style of parking meters. Complete the upgrade of coin-operated meters.

- Provide the public with real-time information on parking availability.

- Provide for proper maintenance and upgrades to meters, signs, markings, etc.

- Consider amending City Code to enable creation of Parking Benefit Districts, to allow excess meter revenue to fund Affordable Parking Pass discounts, and updates to meters, signs, markings.

7-Recommendations (continued)

Curb Management

Objective 4: **Provide for the safe and efficient movement of people and goods.**

- Allocate curb space in a way that supports broader City goals, while considering local context.
- Use the following process to determine priorities for available curb space:

  Step 1: Ensure No Parking around fire hydrants, intersections, crosswalks.

  Step 2: Ensure all recommendations in modal plans (Bicycle Plan, Thoroughfare Plan) have been provided for.

  Step 3: With any remaining space, provide for all other needs based on context.
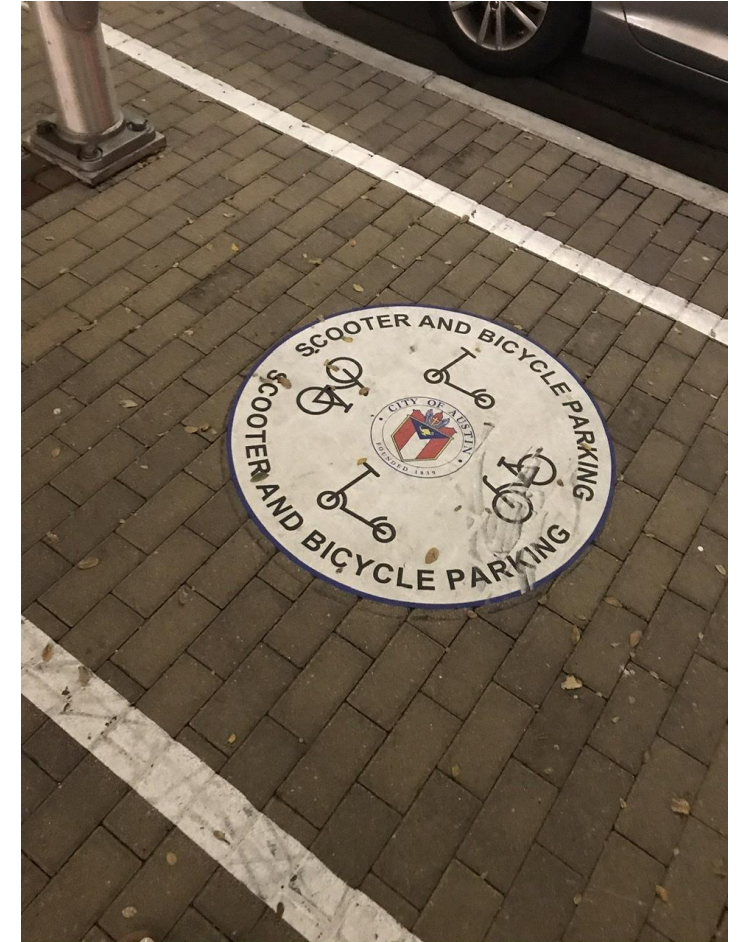
7-Recommendations (continued)

Curb Management

Objective 5 📊 💡 🛡️ 🌱 **: Accommodate growing loading needs and provide for the changing needs for the curb as technologies change.**

- Expand the use of "dual-use" loading zones (e.g., commercial loading during the day, rideshare drop-off/pick-up at night).

- Identify locations where loading zones are needed.

- Accommodate the needs of evolving transportation options. Increase the number of bicycle and dockless vehicle parking spaces.
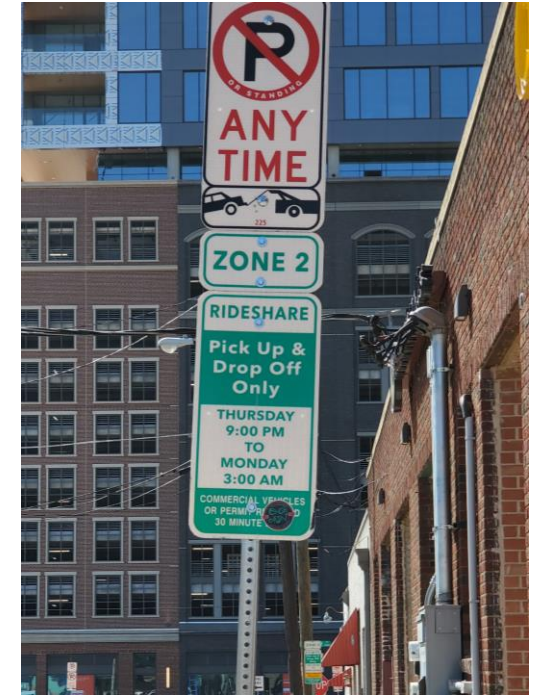
7-Recommendations (continued)

Curb Management

Objective 6 📊🛡️ **: Manage expectations and simplify the experience in Central Dallas for all curb users.**

- Provide consistency in the location of loading zones and other special uses along block faces. Use recommendations in policy report.

- Provide easily identifiable and consistent signage and markings for special curb uses (e.g., loading zones) across the City. Update signage and markings as funding becomes available.

- Consider piloting smart loading zones.

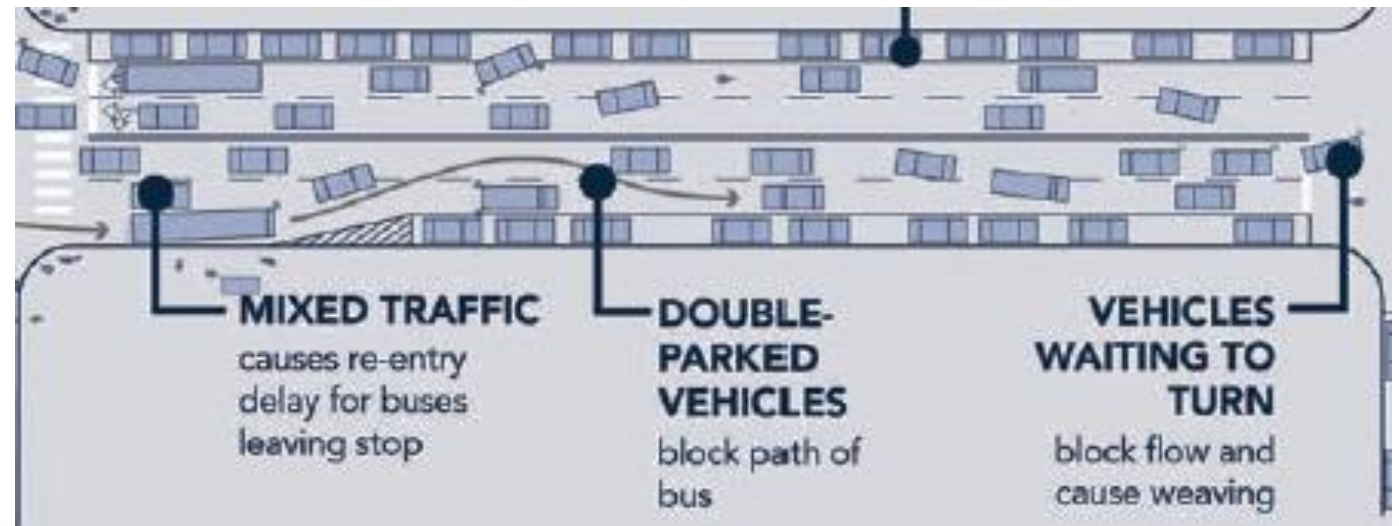- Provide public information/education.

7-Recommendations (continued)

Curb Management

Objective 7 🛡️ 🌱 **: Reduce congestion and the number of crashes associated with conflicts along the curb.**

- Reduce double parking by providing space for all curb access needs, and ensuring space is available by adjusting time limits and meter rates.
- Reducing weaving by clarifying and simplifying movements and enhancing signage.
- Improve visibility at crossings.
- Conduct enforcement as needed.

MIXED TRAFFIC
causes re-entry delay for buses leaving stop

DOUBLE-PARKED VEHICLES
block path of bus

VEHICLES WAITING TO TURN
block flow and cause weaving

7-Recommendations (continued)

Curb Management

Objective 8 🛡️ 🌱 : Manage loading needs and potential demand for on-street parking as part of new developments.

- Consider changes to Chapter 51A of City Code to account for rideshare/delivery loading needs and require that loading operations plans are provided for high generators of these demands such as: new hotels, bars, and high-density residential.

- Re-evaluate the Residential Parking Permit program to ensure it does not subsidize the use of the curb lane for long-term residential parking that should otherwise be accommodated off-street in mixed-use areas.

9-Discussion Items

1. Variable event rates.
2. Affordable Parking Pass program for employee parking.

10-Next Steps

- Receive input from City Council.
- Revise and finalize the On-Street Parking and Curb Management Policy.
- City Council adoption.

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