# Curb Lane Management Policy Study

## Transportation and Infrastructure Committee
## October 18, 2021

Ghassan "Gus" Khankarli, Director
Department of Transportation
City of Dallas

Kathryn Rush, Chief Planner
Department of Transportation
City of Dallas

**City of Dallas**

# Presentation Overview

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# Background

*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

# Background

- City Council approved supplemental agreement to the Strategic Mobility Plan contract on September 23, 2020, to develop curbside management policy.
- Planning process began in November 2020.

# 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.

- **Users and uses of the curb lane include:**
  - <u>Mobility</u>: vehicle travel lanes, bike lanes, dedicated bus lanes, sidewalks
  - <u>Access for People</u>: short-term parking, bus stops, bicycle or scooter parking, passenger drop-off, valet
  - <u>Access for Commerce</u>: commercial loading
  - <u>Activation</u>: parklets, food trucks
  - <u>Greening</u>: street trees, planter boxes
  - <u>Storage</u>: longer-term on-street parking

*Source: NCTCOG, 2020*

# What is Curb Lane Management? (cont.)

- **Curb Management:** The act of prioritizing, assigning, and enforcing uses of the curb space.

- **Curb and Parking Management Policy:** Identifies how City staff should prioritize and allocate uses of the curb, and price the curb to achieve the desired results.

*Policy Example:*
*City of Seattle's Flex Zone/Curb Use Priorities – based on surrounding land use*

| | Residential | Commercial & Mixed Use | Industrial |
|---|---|---|---|
| 1 | Support for Modal Plan Priorities | Support for Modal Plan Priorities | Support for Modal Plan Priorities |
| 2 | Access for People | Access for Commerce | Access for Commerce |
| 3 | Access for Commerce | Access for People | Access for People |
| 4 | Greening | Activation | Storage |
| 5 | Storage | Greening | Activation |
| 6 | Activation | Storage | Greening |

# Why Manage the Curb?

- It is a limited public resource
- It has high proximity value
- It is no longer only a space for parking vehicles. More users and modes are competing for it than ever before.
  - Bicycles and bike lanes
  - Rideshare
  - Dockless scooters
  - Delivery vehicles
  - Pop-up dining (parklets)
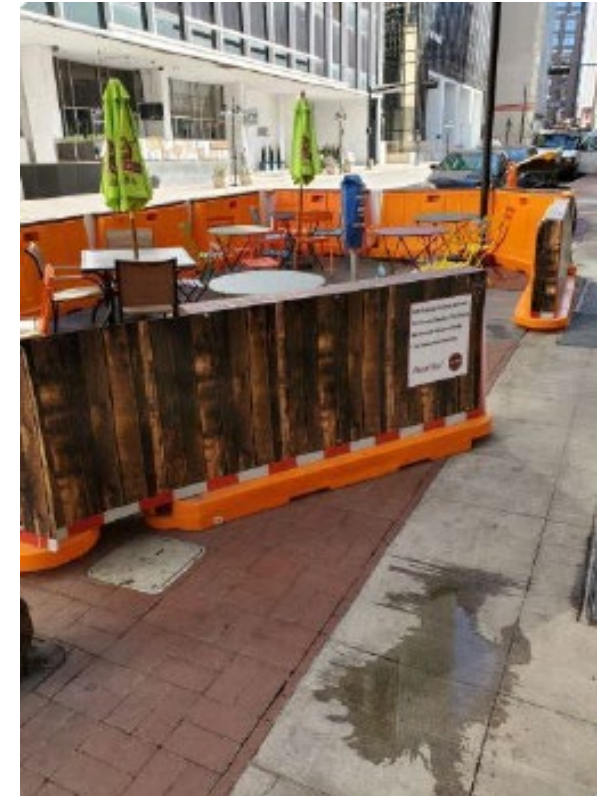
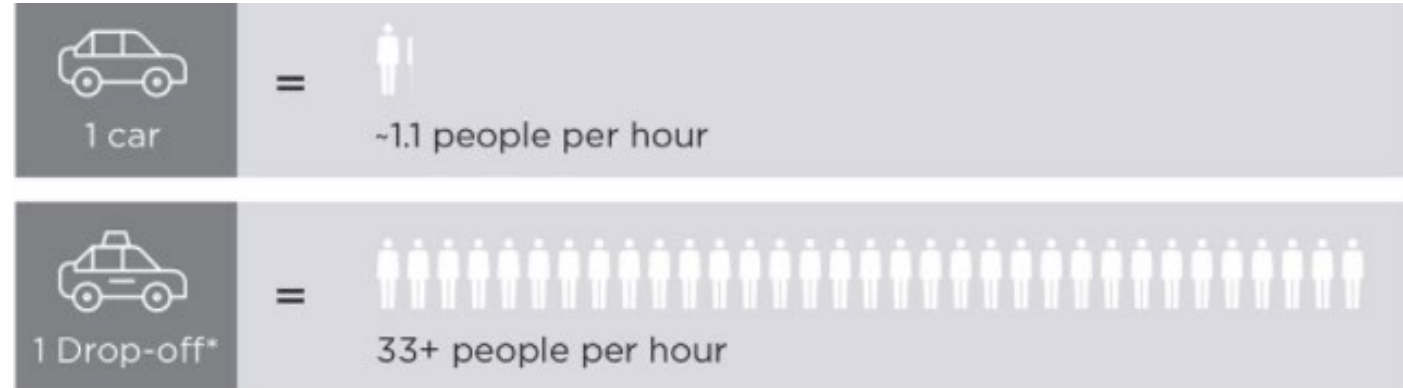## Environmental Sustainability

- Historically, SOV parking has been prioritized when a road has excess street capacity.

- Prioritizing the use of the curb lane for multi-modal operations where it has been identified as a priority is key to advancing the CECAP goal of reducing single occupancy vehicle (SOV) mode share, and the overall vision of Connect Dallas.

- Changes to the use of the curb can quickly become politically contentious. A Curb Lane Management Policy will help to define the public good (e.g., when a bike lane should be prioritized over on-street parking, or a transit lane prioritized over a valet zone).
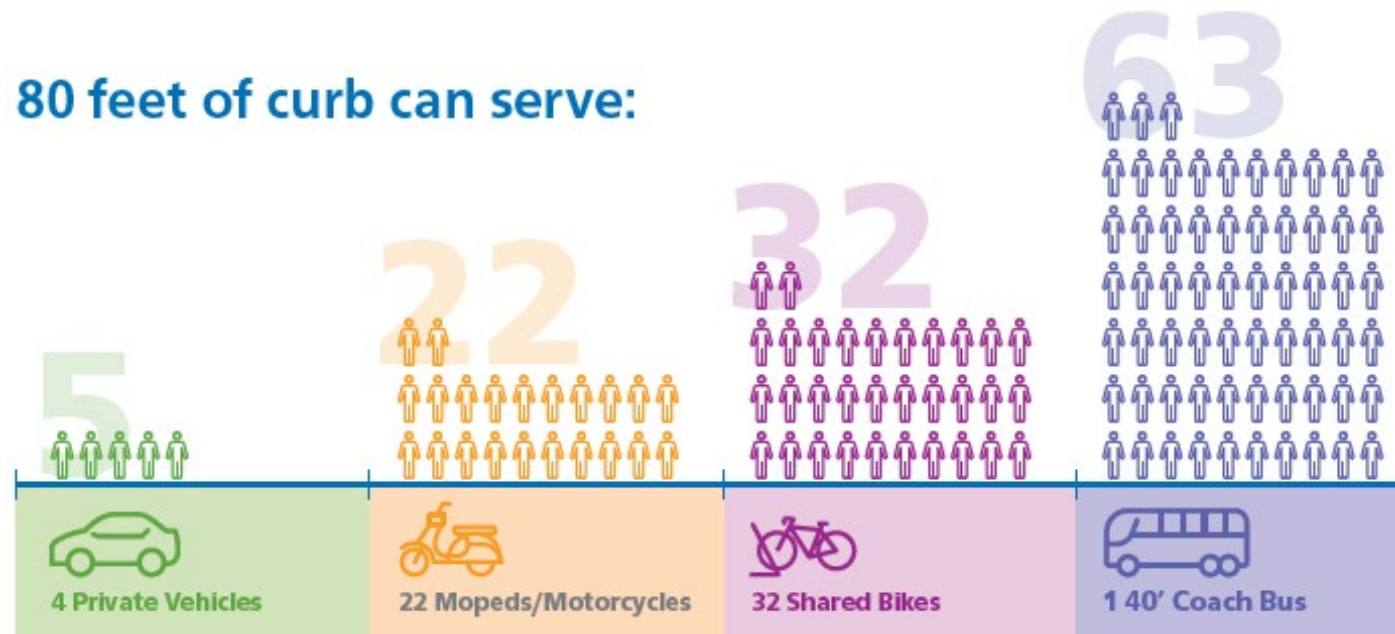
Some uses of the curb serve more people or are higher value than others

| | | |
|---|---|---|
| 1 car | = | ~1.1 people per hour |
| 1 Drop-off* | = | 33+ people per hour |

**80 feet of curb can serve:**

| 5 | 22 | 32 | 63 |
|---|---|---|---|
| 4 Private Vehicles | 22 Mopeds/Motorcycles | 32 Shared Bikes | 1 40' Coach Bus |

# Why Manage the Curb? (cont.)

## Economic Vitality

- Proper management of curb space is crucial to the economic vitality of business and commercial districts that lack off-street surface parking and loading.
- Encouraging regular turnover of on-street parking is vital to the success of small local businesses. *Usually requires properly priced metered parking.*

## Equity

- Historically, curb space has been assigned piecemeal in response to property and business owners.
- Need to ensure the needs of the broader public are being considered when allocating curb space.
- Unorganized streets or streets that prioritize private vehicles to the detriment of transit can reduce transit reliability.
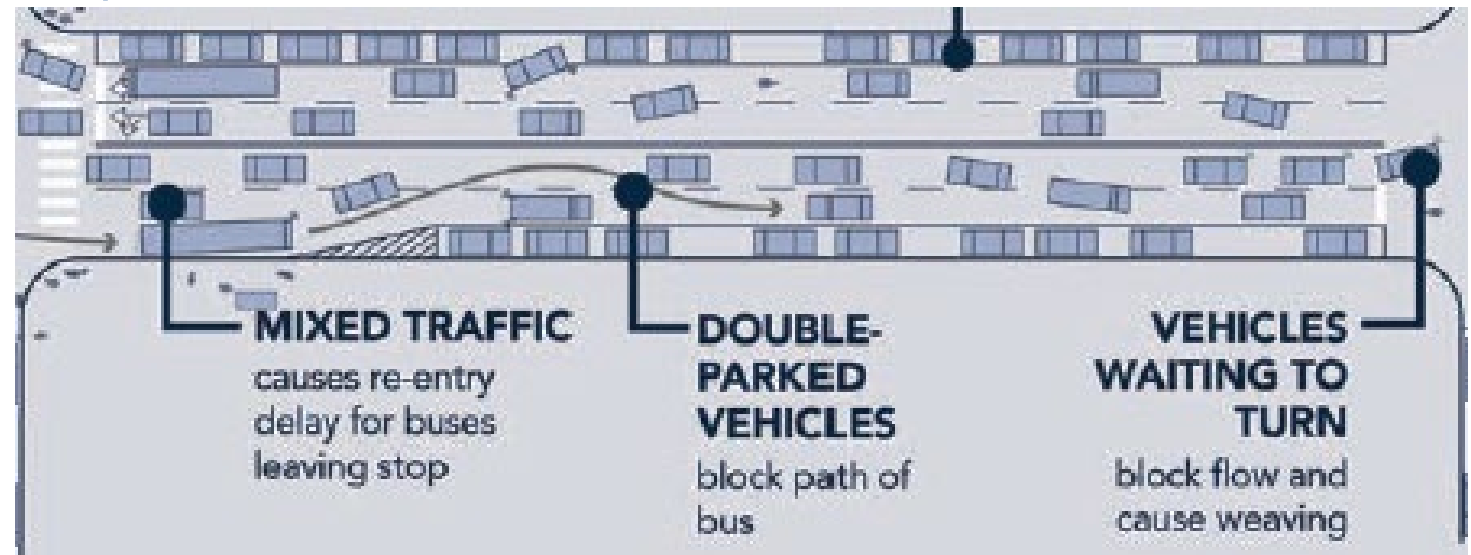
## Safety

- Unorganized streets cause friction between vehicles.
- Organizing a street and curb space allows more efficient flow and operations for transit and general traffic.
- Dedicating space for walking and bicycling improves multi-modal safety.



**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

*Source: ITE*

# Purpose of the Policy

- Define the public interest.
- Set clear priorities for access to the curb based on context and modal needs.
- Incorporate and reflect the changing needs for the curb; provide standards for when and where to accommodate these new interests.
- Simplify the downtown experience for all curb users by making the location and type of uses more predictable.
- Make staff processes more efficient; and provide greater transparency and manage expectations for developers and business owners.
- Establish policies for when to install, remove, and/or re-price metered parking. When new time-limited parking restrictions should be implemented.
- Make it easier for people to find parking by encouraging parking turnover.

# Policy Study Scope of Work

## City of Dallas Curb and Parking Management Policy

# 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

### 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*: Mahmoud Dibas, Fernando Villareal, Brittany Darah, Ricardo Ramos
  - *Development Services*: David Nevarez, Shaila Avatapalli
- <u>Planning and Urban Design</u>:
  - *Zoning*: Andreea Udrea, Lori Levy
  - *Planning*: Arturo Del Castillo, Daniel Church

# Draft Policy Document Outline

- Introduction
- Summary of Recommendations
- Chapter 1: Existing Conditions
- Chapter 2: Peer Review/Best Practices
- Chapter 3: Rate and Policy Setting
- Chapter 4: Curb Management
- Chapter 5: Action Plan Matrix

- Addendum: Dynamic Pricing
- Addendum: Signage
- Addendum: Smart Loading
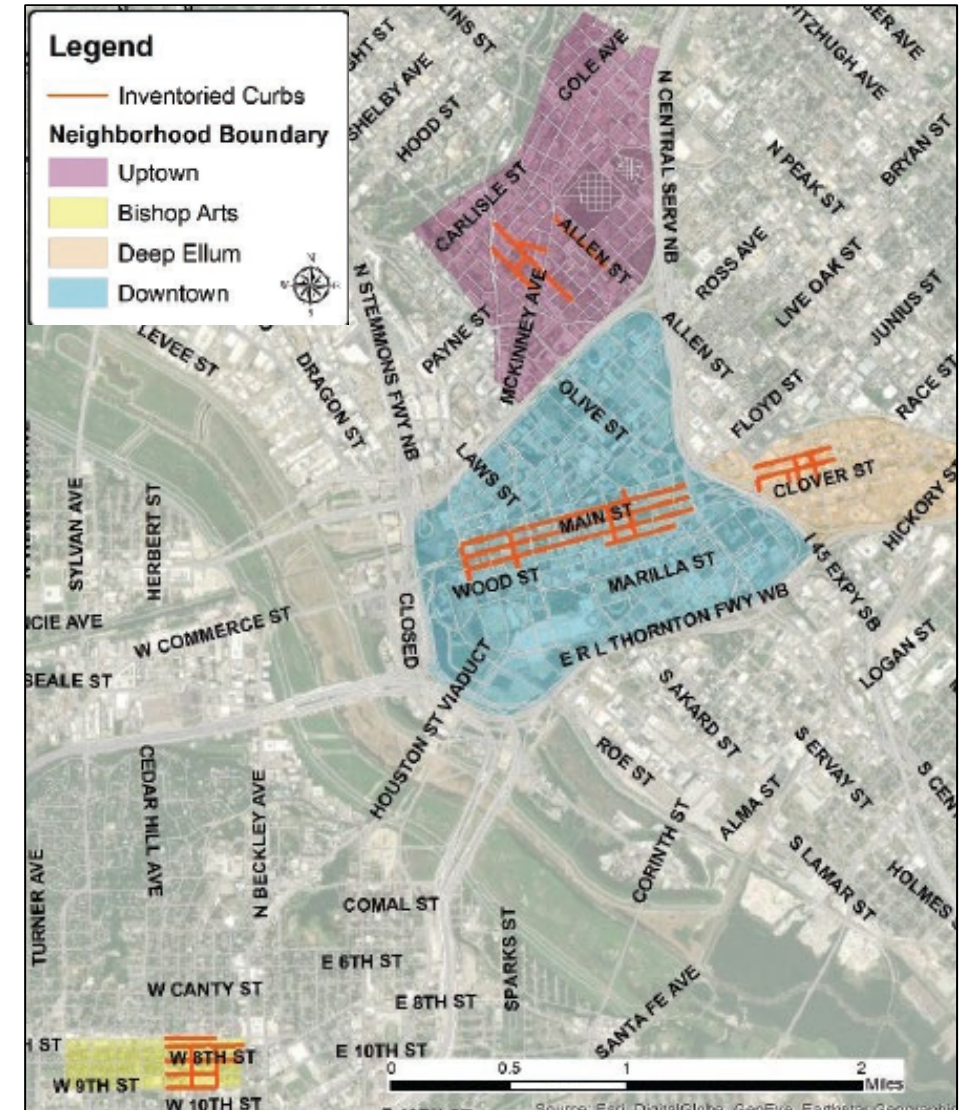- Addendum: Parking Benefit Districts

## Curb Use Inventory

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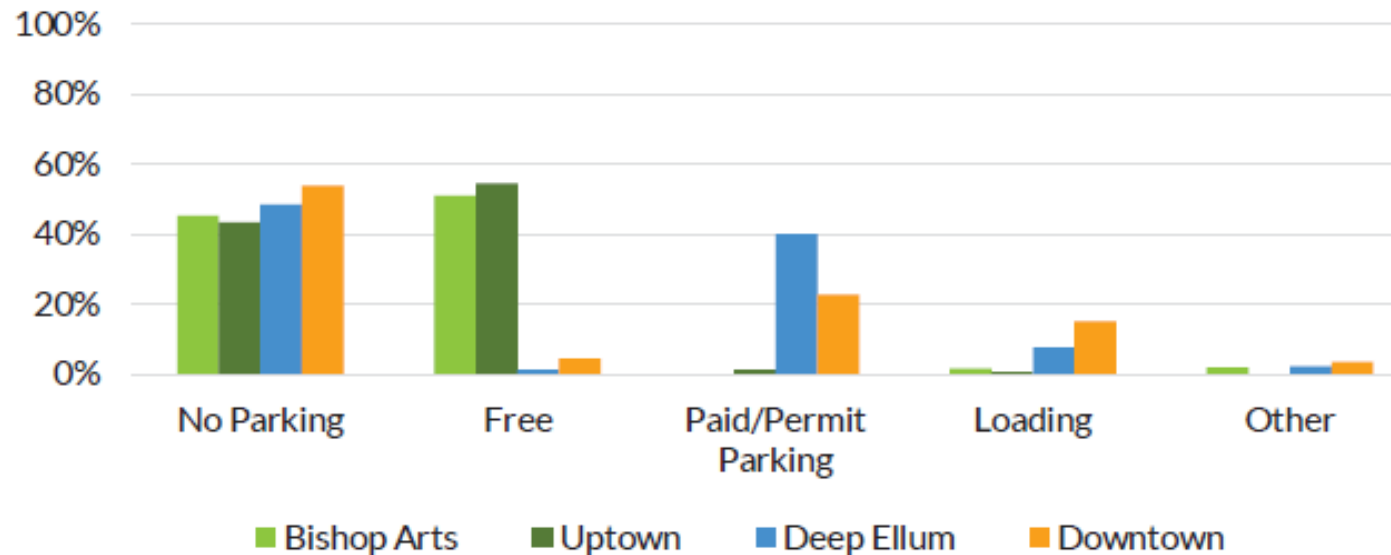
## Curb Use Inventory



### Aggregate of Curb Uses by District

Bishop Arts, Uptown, Deep Ellum, Downtown

**Some of the Findings:**

- Lack of parking turnover is creating double parking and enforcement issues in most districts. Negatively impacts emergency response times on narrower streets.

- Need for predictable commercial and passenger loading zones.

- Almost no space is dedicated to alternative modes of transportation.

## Metered Parking Regulations

- Approx. 3,600 parking meters
- Rates for most meters have not been updated 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 min. 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)<br><br>Sunday $2.00 7am-12am |
| Baylor<br>Cedars<br>Deep Ellum<br>Infomart<br>Jefferson<br>Park Central<br>Parkland<br>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) |

# Chapter 3 – Meter Rate Setting Policy

## *Rate and Policy Setting Objectives (DRAFT)*

1. Foster multiple transportation options and improve downtown economic vitality.

2. Support meter system maintenance and operational costs.

3. Make travelling in downtown Dallas simple, predictable, and easy.

*Connect Dallas* recommends the City of Dallas "Update parking meter rates and introduce dynamic pricing to better manage parking utilization in metered parking districts." The metric for success of the parking meter update is for 85% of parking stalls to be occupied in high-demand locations on an average day.

# Chapter 4 – Curb Management Policy

## *Curb Management Objectives (DRAFT)*

1. Reflect the changing needs for the curb as Dallas grows and diversifies.

2. Create livable neighborhoods and thriving business districts that reflect the context of the surrounding area.

3. Manage expectations and simplify the downtown experience for all curb users.

# Chapter 4 – Curb Management Policy

## Table will identify priority curb uses by land use and roadway context
(Example table below to be filled in with input from stakeholders)

| | Arterials | Collectors | Local Streets |
|---|---|---|---|
| **Downtown** | | | |
| **Urban Mixed-Use or Main Street** | | | |
| **Urban Neighborhood** | | | |
| **Business Centers** | | | |
| **Industrial Areas** | | | |
| **Commercial Centers or Corridors** | | | |
| **Residential Neighborhoods** | | | |

**Curb uses:**
- **Access** (short-term parking, loading, bus stops)
- **Activation** (parklets, food trucks)
- **Greening** (trees and shrubs)
- **Mobility** (bikeways, sidewalks, transit lanes, travel lanes)
- **Storage** (long-term parking)

# Next Steps

- Complete draft document
- Review and revise draft document
  - City staff review and document revisions
  - Stakeholder review
  - Transportation Committee briefing
  - City Council Briefing
  - Public review (Public Hearing and comment period)
- Revise and finalize document
- City Council adoption

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