Memorandum

SUBJECT **On-Street Parking and Curb Management Policy City Council Briefing: Responses to Questions**

The following are responses to questions posed by City Council members during the January 19, 2022, City Council briefing on the "On-Street Parking" and Curb Management Policy presentation:

1. Councilmember Mendelsohn: If an area has on-street parking but no existing parking meters, what is the process to get parking meters installed? What is the process to have parking meters removed?

To have parking meters removed, fill out and submit an Application for Parking Meter Removal on the Parking Management Program website. A fee is calculated based on potential revenue loss and the cost of the meter, which applicants must pay before the removal is approved. (https://dallascityhall.com/departments/transportation/Pages/Parking_Permits_and_Licenses.aspx).

To have parking meters installed where designated on-street parking already exists, the first step would be to contact TRNParkingServices@dallascityhall.com. From there, staff would evaluate whether the location is in an area authorized to have parking meters under the current City Ordinance (Chapter 28, Article XI, Division 4 of the City Code). The City Ordinance or departmental policies do not currently define other criteria that should be considered when evaluating whether to install parking meters.

Under the proposed change to the City Ordinance as part of the Off-Street Parking and Curb Management Policy, to have parking meters installed, property owners would submit a request for study. Transportation staff could also initiate a request, based on findings of persistent congestion or illegal parking challenges. Parking Management staff would conduct an occupancy survey for the identified set of blocks. If parking occupancy averages more than 85%, parking meters would be considered for installation in support of the objective to increase the availability of on-street parking to have at least one open parking space on each block. Further, in specific Parts of the City, staff will solicit input from the local PID, business districts, Dallas Police Department (DPD), Dallas Fire-Rescue, and other stakeholders.

2. Councilmember Ridley: Who determines size and location of loading zones in downtown today?

Today, the process is initiated when a business submits 311 request for a loading zone in a particular space. Transportation staff then evaluates the location. Currently there is no defined criteria or deign guidance for loading zones. However, in practice, staff considers several factors to warrant a loading zone, including:

- Whether there is sufficient space for a loading zone (three non-metered parking spaces minimum)
- The existing uses of curb
- The existing loading zones on side or back of block
- Bus stop locations
- Input from applicable business district

3. Councilmember Schultz: Have you completed an analysis to determine how much it would cost to implement smart meters throughout the city?
Staff is currently evaluating this in conjunction with the preparation for new third-party parking management vendors.

4. Councilmember Schultz: Who enforces parking? Do we have a handle on Enforcement—do we have enough staff?
Parking is enforced by the Parking Management Division of the Transportation Department.

5. Councilmember Schultz: Can the parking code amendment and curb management planning efforts be integrated?
Transportation staff will continue to coordinate with staff in the Department of Planning and Urban Design to align the two efforts.

6. Councilmember Narvaez: How long is this effort going to take? How much is it going to cost?
As stated above, staff is currently evaluating the cost of upgrading the coin-operated meters to smart meters. Otherwise, much of the policy will be implemented through normal staff operations, for example by changing the way things are done to better align with the policy. There will be some cost associated with implementing dual-use loading zones, handicap parking, bicycle and dockless vehicle parking, and upgrading signage to improve wayfinding. The cost of these improvements will be assessed as the policy is implemented.

Implementation will be ongoing. If City Council adopts a revised parking meter ordinance this summer, the Parking Management division could begin piloting the performance-based rates this fall in one or two areas with existing parking meters, in coordination with local businesses, before expanding the revised rates to all areas with parking meters. Implementation of other aspects of the policy, such as implementing dual-use loading zones or handicap parking spots would likely occur as 311 requests are received.

7. Councilmember Arnold: Is there a policy or practice that determines if someone can get No Parking in front of their home and someone else cannot?
The location of No Parking zones is determined on a case-by-case basis, through an engineering analysis.

8. Councilmember Arnold: Is the Dallas Police Department (DPD) included in the conversation?
DPD will be provided an opportunity to review and provide comment on the final draft document.

The complete list of objectives, policies, and strategies proposed to be included in the On-Street Parking & Curb Management Policy is included as an attachment. It is anticipated that the policy will be brought to City Council for adoption this summer. If you have any questions or concerns, please contact Ghassan 'Gus' Khankarli, P.E., Director of the Department of Transportation, at ghassan.khankarli@dallascityhall.com.

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[Attachment]

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City of Dallas On-Street Parking & Curb Management Policy

Draft Summary of Recommendations

December 2021

The *City of Dallas On-Street Parking and Curb Management Policy* contains a series of ambitious, but implementable, recommendations based on priorities set forth by the City's adopted Strategic Mobility Plan (*Connect Dallas*), City staff, stakeholders, and through a review of best practices from similar large cities.

These recommendations are organized around a framework that includes goals, objectives, policies, and strategies. For certain recommendations, appropriate standards are also discussed.

- **Goal:** A desired state of affairs (what the community sees as important). The on-street parking and curb management policy framework will support the six Driving Principles identified in *Connect Dallas*, the City's adopted strategic mobility plan:

Safety	Equity	Housing
Environmental Sustainability	Economic Vitality	Innovation

- **Objective:** A more specific goal or desired outcome; these are the steppingstones that when combined work to achieve the desired goal
- **Policy:** A general rule for action focused on a specific issue. Used to guide community decisions in pursuit of a goal or objective. Policies provide specific guidance to elected and appointed officials on what decision to make when confronted with specific issues.
- **Strategy:** Specific activities or actions needed to support the policy

The following objectives, policies, and strategies are organized into sub-sections including "Parking Meters and Rate Setting," which applies most directly to on-street parking, and "Curb Lane Management," which applies to curb space use allocations and design guidelines.

Parking Meters and Rate Setting

Objective 1

Increase the availability of on-street parking Downtown and in mixed-use and main street-type districts by promoting adequate turnover of on-street parking, using time limits and parking meters.

In many neighborhoods, businesses rely on on-street parking as their primary resource for customer and visitor access. Because on-street parking is a limited resource, parking pricing and time limits are important tools to ensure that on-street spaces are allocated fairly, customers can find parking, and people seeking to park long-term are encouraged to park off-street or on less utilized block faces.

Policy 1A: Utilize parking meters and time limits to encourage parking turnover in high demand areas, with the goal of having at least one or two open parking spaces on each block face. – **Where occupancy is greater than 85%, consider implementing time limits or parking meters, or increasing meter rates.** – **Where occupancy is between 60% and 85%, often no change is needed.** – **Where occupancy is less than 60%, downward rate adjustments should be considered.** – **Based on demand, rates may vary by location and time of day.**	To provide the Department of Transportation with flexibility to adjust parking meter zones and rates as needed to achieve this objective, modify Chapter 28 of the Dallas City Code to remove the block-specific meter zones, rates, and enforcement times, and instead provide parameters for when to utilize parking meters and adjust meter rates. The parameters may include: • Guidance for when the installation or removal of paid parking spaces is appropriate. *"Establish, remove, or relocate parking meter zones where, based on parking studies and investigations, it has been determined that the installation, removal, or relocation of paid parking devices and signage is necessary to aid in the regulation and control of the parking of vehicles and other curb lane functions."* • Changes to meters must be based on measured vehicle occupancy on a set of blocks. • Rates can be adjusted no more frequently than once every 6 months. • Rates can only be adjusted in increments of $0.25 to $0.50 per hour. • The minimum parking meter rate is $1.00 per hour. The maximum parking meter rate is $6.00 per hour.
	Utilize parking staff to conduct regular on-street parking occupancy surveys in areas with parking meters, time restrictions, and in areas of increasing parking demand.
	Establish or adjust parking time limits, parking meter zones, and parking meter rates when necessary to promote turnover. Adjust only after several surveys or data points have showed peak usage has changed.
	Expand the use of License Plate Recognition (LPR) technology to increase the efficiency of parking occupancy surveys and parking enforcement. Consider piloting technologies to allow for more automated occupancy surveying.

Summary: Establishes new guidelines for implementing time limited and metered parking, and for setting parking meter rates in response to demand (known as variable demand-based pricing or performance pricing). Parking meter rates would increase to $1 - $6 per hour with departmental flexibility to alter these rates within this range, to ensure that parking availability within the downtown, mixed-use, and main street districts.

Objective 2
Promote equity and accessibility.

Policy 2A: Implement current local and national accessibility guidelines and provide for handicap-accessible on-street parking in commercial and mixed-use areas.	Designate handicap-accessible on-street parking spaces in compliance with Public Right-of-Way Accessibility Guidelines (PROWAG) requirements, on blocks where on-street parking is marked. Locate handicap spaces adjacent to businesses and destinations.
	Update the Street Design Manual and design details to incorporate handicap-accessible parking standards.
	Add provisions for handicap parking to the City Code, including making it a violation for vehicles not designated in accordance with provisions of Chapter 681 of the Texas Transportation Code to park in a handicap parking space.
Policy 2B: Consider the needs of lower-income workers and provide a variety of parking and transportation options at different price points.	Evaluate the adoption of an Affordable Parking Pass (or similar) program to support employee parking on less utilized block faces. Conduct business outreach to evaluate the concerns of hourly-wage employees and work with businesses on viable solutions.
	Encourage local business districts to connect employers and employees with alternative mobility programs and Transportation Demand Management (TDM) resources, such as transit passes and carpool and vanpool programs.

Summary: Directs the City to conform to Americans with Disabilities Act (ADA) requirements by adopting national standards for the provision of handicap-accessible on-street parking stalls. Also, creates a new on-street permit program to address* employee parking needs through a combination of on-street permit districts, and partnerships on Transportation Demand Management (TDM) programs and resources.

*Note that the policy does not guarantee free or reduced cost parking for all hourly employees in the City; instead, it allows for the City to offer discounted on-street permits where it makes sense (based on demand) and to work with businesses on other parking and mobility solutions.

Objective 3
Make travelling in and around central Dallas simple, predictable, and easy.

Policy 3A: Utilize a consistent style of parking meters within districts. Ensure parking meter payment technology is up to date with payment methods of the day.	Adopt consistency in parking technologies, branding, signage, and payment options across all neighborhoods where managed and paid parking is implemented.
	Complete the upgrade of coin-operated meters with credit card-enabled smart meters, while also ensuring spaces are available for people to pay by cash. Also implement smart meters where only app-based payment exists today.
Provide 3B: Provide the public with user-friendly information on the location, pricing, and availability of on-street and City-owned parking.	Evaluate and implement technologies to track real-time information on parking space location and availability in a user-friendly, public-facing platform. At a basic level, parking availability can be determined using simple revenue collection data from smart meters.
Policy 3C: Provide for proper maintenance of, and necessary upgrades to parking meters, signage, curb markings, and other city assets to provide for a smooth and easy on-street parking and loading experience.	Provide for periodic upgrades and improvements to parking meters, signage, markings, and other tools.
	In the short term, direct Department of Transportation staff to delineate parking lanes and stalls in areas with metered parking and implement paid parking signage in accordance with guidance in the Texas Manual on Uniform Traffic Control Devices.
	Identify two areas that could be applicable candidates for parking benefit districts. Consider amending the Dallas City Code to enable the establishment of parking benefit districts to allow meter revenues in excess of those needed to fund parking system operations, maintenance, and enforcement to be allocated to improving parking and curb management signage, markings and wayfinding, and assist with employee transportation and parking in areas with parking meters and time limits.
	Consider adopting a standard partnership agreement that defines City baseline services (e.g., meter installation, maintenance, standard signs and markings) and supplemental services (e.g., technology solutions, mobility pilots, pedestrian amenities) that might be provided by community partners and public improvement districts.

Summary: Modernizes the parking system with up-to-date technologies including credit-card enabled meters, payment apps, website, and real-time parking information. Directs the City to re-invest meter revenues into signage, branding, street markings, and other neighborhood improvements. Recommends piloting parking benefit districts as a possible mechanism for more direct re-investment of parking revenues.

Curb Lane Management

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Objective 4
Provide for the safe and efficient movement of people and goods.
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<u>Policy 4A</u>: **Allocate curb space in a way that supports broader City goals, while considering the context of the roadway and surrounding land uses. Mark and prioritize the use of the curb lane flex zone in the following order:**
  a. **Ensure No Parking is designated around fire hydrants, crosswalks, intersections, and driveways in accordance with standards in the Dallas City Code.**
  b. **Ensure all recommendations in modal plans (e.g., Bicycle Plan, Thoroughfare Plan) have been provided for.**
  c. **With any remaining curb space, provide for all other needs, based on land use and roadway context.**
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Utilize this policy to determine priorities for use of available curb space on a block. With any remaining curb space that is not needed for safety or mobility purposes, curb lane uses should be prioritized based on land use and roadway context.
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Using the curb use inventory created for this effort as a starting point, expand and maintain an up-to-date GIS-based inventory of curb uses in Central Dallas and areas that require active curb management and enforcement.
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In the short term, direct Department of Transportation staff to add on-street markings to delineate parking stalls and paint red curbs for No Parking around fire hydrants.
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Summary: Evaluate curb usage in the context of growing competition (and more diverse uses) for the curb space. Prioritize safety and compliance with existing code regulations. Establish guidelines for how curb space is allocated based on neighborhood context, roadway type, and national best practices for curb management.

Objective 5	
Accommodate growing loading needs and provide for the changing needs for the curb as technologies change.	
Policy 5A: Provide for on-street loading needs in Central Dallas and expand the use of dual-use loading zones that accommodate multiple users and/or vary by time of day.	Create criteria and standardized design guidelines for dual-use loading zones. (For example, commercial loading for deliveries is often in higher demand during weekdays, whereas rideshare around restaurants and theaters is in higher demand on weeknights and weekends). Reduce the number of single-use loading zones.
	Identify specific locations and times with high loading demands in areas where loading zones are not currently provided.
	Create on-street loading zone application process that prioritizes dual-use zones and consolidated loading activities.
	Establish a commercial loading permit program to promote shorter-duration and off-peak loading.
	Encourage consolidated valet zones, and restrict valet stands to one operation per block.
Policy 5B: Consider the needs of evolving transportation options and accommodate all uses and modes.	Increase the number of bicycle and shared mobility parking spaces in commercial and mixed-use areas.

Summary: This policy recommends a shift from single-use designated curb zones, to dual-use and shared-use curb zones for loading, valet, and rideshare.

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

Policy 6A: Provide consistency in the location of curb uses along block faces.	Utilize curb space prioritization and design guidance found in this report. Consider updating the templates as needed, as new best practices are identified.
	Review the locations of existing on-street loading zones in commercial and mixed-use areas. Adjust the locations to align with the recommended guidance.
Policy 6B: Provide signage and markings for curb uses that is consistent within districts and across the City and is easy to see and comprehend.	Revise the City's standard No Parking, Commercial Loading Zone, Passenger Loading Zone, and Paid Parking Zone signage and markings to improve clarity and comprehension, and reduce clutter. Provide distinct signage for loading zones that is easy to spot from a distance. (General discussion provided in the Appendix).
	As funds are available, implement this new signage in commercial and mixed-use districts in a systematic manner, completing all updates in one district before moving to the next district.
	Consider implementing a pilot program for smart loading zones. Identify goals, potential pilot locations, tools and potential funding sources. (General discussion provided in the Appendix).
Policy 6C: Regularly communicate information on the meaning of, and signage and markings for, various curb zones, to improve public understanding.	Update the City's website and other communication platforms to clearly communicate curb management approach, signs, regulations, and the locations where commercial delivery and rideshare companies can find loading zones.

Summary: Established a more uniform approach to curb zones (location and design) based on guidance in the *On-Street Policy* document. Implements a pilot program for smart loading zones, updates to the City website (to communicate curb policies) and recommends a phased implementation of new signage

Objective 7
Reduce congestion and the number of crashes associated with conflicts along the curb.

Policy 7A: Utilize curb management as a tool for improving safety and reducing congestion in commercial and mixed-use areas.	Regularly review crash and other applicable data to identify problem locations. Consider design guidelines provided in this document. This includes: • Clarifying and simplifying movements to reduce weaving • Providing space for all users that require access to the curb • Adjusting parking time limits and meter rates to increase availability • Improving visibility • Conducting enforcement if needed

Summary: Improves safety by tracking accident data and prioritizing curb improvements (and parking strategies) that might reduce accidents in problem areas.

Objective 8

Manage loading needs and potential demand for on-street parking as part of new developments, where applicable.

Due to the increasing use of rideshare and the delivery economy, loading needs at hotels and multi-family residential complexes is rapidly changing and intensifying. The City Code currently requires developers to provide off-street loading for certain uses; however, the loading requirements are geared towards commercial loading docks, and may not adequately account for short-term loading needs like passenger or delivery drop-off/pick-up. This increases demand for on-street space. Decreases in off-street parking requirements could further intensify the demand for curb space as part of new developments. A failure to adequately plan and design for all on- and off-street loading needs can result in congestion, illegal parking, safety issues, and general frustration.

Policy 8A: Ensure that loading and short-term parking needs are accounted for as part of new developments, especially for hotels, high-density multi-family residential, and restaurants.	Evaluate the following potential changes to Chapter 51A of the City Code to better manage loading activities: • Ensure the off-street loading requirements for hotels, restaurants and bars, and high-density residential account for the increasing use of rideshare and on-demand delivery in the provision and design of loading spaces. • Require developers to prepare a loading operation plan for certain uses (e.g., hotels, bars, high-density multi-family residential).
Policy 8B: When parking and loading needs cannot be accommodated off-street, work with developers on creative solutions.	For new buildings, loading activities should be primarily accommodated off-street. For new uses in existing buildings, the loading operations plan may make use of creative strategies including flexible loading zones, alleyway access, off-peak deliveries, shared valet, and rideshare zones, or other Transportation Demand Management (TDM) strategies.
Policy 8C: Ensure Residential Parking Permits do not preclude the use of the curb for other needs along a mixed-use block or subsidize the use of the curb lane for long-term residential parking that should otherwise be accommodated off-street.	Review and update the on-street residential permit and application process for areas experiencing increased demand from townhomes and multifamily development. • Consider replacing it with a flexible on-street parking permit program. Use parking utilization surveys as part of the warrant process to implement new permit zones. • Ensure that permit fees cover the cost of application review and program administration. Evaluate the permit requirements for their relative impacts on communities of color, low-income residents, and renters.

Summary: Addresses loading needs for commercial and multi-family uses in areas where designated off-street loading is not available. Also provides for an updated approach to residential parking permit zones.