

# Memorandum



CITY OF DALLAS

DATE **February 8, 2024**

TO **Honorable Mayor and Members of the City Council**

SUBJECT **On-Street Parking and Curb Management Policy**

## Background

In advance of the On-Street Parking & Curb Management Policy and related amendments to the parking meter sections in Chapter 28 of the City Code coming before City Council for adoption later this spring, this memorandum provides a summary of the work that has occurred since the summer 2023 public comment period on the draft policy and the documents that have been posted to the project website. To view these documents, visit the project website: <https://dallascityhall.com/departments/transportation/Pages/curb-management.aspx>.

The development of this policy has been coordinated with the Planning & Urban Design Department's effort to amend the off-street parking requirements in Chapter 51A. Regardless of any potential amendments to Chapter 51A, technology changes, the rise of e-commerce, and the shared economy will demand an increase in curb management and this policy is a necessary step to enabling more thoughtful and adaptive management of the City's limited curb space.

## Public Engagement Summary

A public comment period was held for the draft policy document from July 2023 to August 2023. A summary of the public comment period, the feedback received, and a detailed comment-response matrix has been posted to the project website: <https://dallascityhall.com/departments/transportation/Pages/curb-management.aspx>.

## Transportation & Infrastructure (TRNI) Committee Briefing Presentation – December 5, 2023

Following the public engagement period, a presentation was delivered to the TRNI Committee in December 2023. The briefing, which can be found on the project website, summarizes the three-year process to develop the policy, the feedback that was received during the public comment period, and key, proposed changes to the policy document. The briefing to the TRNI Committee can be found here: <https://cityofdallas.legistar.com/View.ashx?M=F&ID=12497191&GUID=07BF42BB-89BF-42B5-A130-AA4B18D93383>

## Revised Draft Policy Document

A "redline" version of the policy document showing the changes to be made to the document, in response to feedback received, has been posted to the project website. The tracked changes will be accepted before the policy is brought to City Council for approval. The following are among the key changes that are proposed to the policy document:

- **Removing the “Managed Parking Area” framework from the policy.** The original intent of the new Managed Parking Area framework was to:
  - 1) Take the existing Paid (Metered) Parking Areas out of the code to provide more administrative flexibility, in line with practices of all other cities reviewed as part of this effort;
  - 2) Define criteria for when greater area parking management may be needed;
  - 3) Define a process for developing a comprehensive set of strategies (plan) for an area with on-street parking issues, as an alternative to addressing issues one at a time as complaints are received; and
  - 4) Define areas administratively in the policy in which to focus limited resources for parking management strategies.

However, in the feedback, there was confusion about what it would mean for an area to be designated a Managed Parking Area, and a preference by some that Managed Parking Area boundaries be approved by City Council, not administratively. In response, the Managed Parking Areas framework is being removed from the policy to reduce confusion, and the existing Paid (Metered) Parking Areas would stay in the code to provide the requested oversight.

Further, to continue to meet the second and third goals of the Managed Parking Area framework, a new chapter is being added to the policy with criteria and a template process for developing parking plans for commercial and mixed-use areas, and a process is being defined for warranting and establishing new Paid (Metered) Parking Areas. Because of the changes mentioned above, changes were also needed to the section describing the warrants for installing new parking meters or designating paid parking spaces.

- **Revising the Residential Parking Program section.** The policy does not directly make any changes to the program but recommends a future review of the program. Text is being added to this section to clarify that public engagement will be part of the future process to review of the program.
- **Adding an Autonomous Vehicle (AV) section.** This new section is being added to the Loading Zones chapter of the policy, to recognize the future impact that AVs will have on the transportation system and providing initial guidance on how to incorporate them into curb management efforts if and when AVs constitute a larger vehicular mode of transportation.
- **Providing clarification to certain sections.** Certain sections of the document are being reworked to provide clarification, including the Peak Hour Parking Restrictions section, the purpose and research behind paid parking, and the occupancy warrant for installing new parking meters or designating paid parking spaces.

### **Proposed Amendments to the Parking Meters Sections of the Code**

The policy document outlines multiple action items that will require amendments to Chapter 28 of the Dallas City Code over the next few years. One action item is amending the Parking Meters sections of the code to enable a performance-based parking pricing framework as recommended in the policy. Staff intends to bring this code amendment to City Council for adoption at the same time as the policy, to build momentum and lay the groundwork for future actions. The sections of the code that are impacted include: 28-2, 28-26, and 28-103 to 28-114.12. The proposed redline edits to these sections of the code have been posted to the project website. Key changes that are proposed include:

- Revising terminology to reflect technology changes. As the code is written primarily for single-space parking meters, the “parking meters” terminology would be changed to “paid parking spaces” and “parking payment devices” to ensure applicability to spaces regulated by multi-space meters and pay-by-app signs.
- Clarifying the authority of the City Traffic Engineer and Director to install parking payment devices, designate paid parking spaces, and set paid parking rates.
- Providing the flexibility for performance-based pricing (e.g., removing block-specific rates from the code, adding minimum and maximum rates, defining how often rates can be changed, and defining the basis for rate-setting).
- Defining factors to consider when recommending new Paid (Metered) Parking Areas or changes to existing areas are being defined.
- Updating the list of meter and parking ban holidays including Juneteenth, Indigenous People’s Day, and Veterans Day.

### **Next Steps**

It is anticipated that the policy document and proposed code amendments will be finalized and reviewed by partner departments in the coming months and taken before City Council for adoption later this spring.

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](mailto:ghassan.khankarli@dallas.gov).



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