

# On-Street Parking & Curb Management Policy

Virtual Public Meeting  
July 25, 2023  
5:30 p.m.

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**Department of Transportation**



# Question and Answers

- Please submit all questions and comments via the chat room.
  - Questions will be reviewed by our Team and a response will be prepared for the end of the presentation.
- If a more detailed response is required, it will be responded to within 7 days of receipt.
- If you have called into this meeting and wish to submit questions or comments, please email **[Kierra.Williams@dallas.gov](mailto:Kierra.Williams@dallas.gov)**



# Purpose

To provide members of the public an opportunity to learn more about the policy, ask questions, and provide feedback.



# Presentation Overview

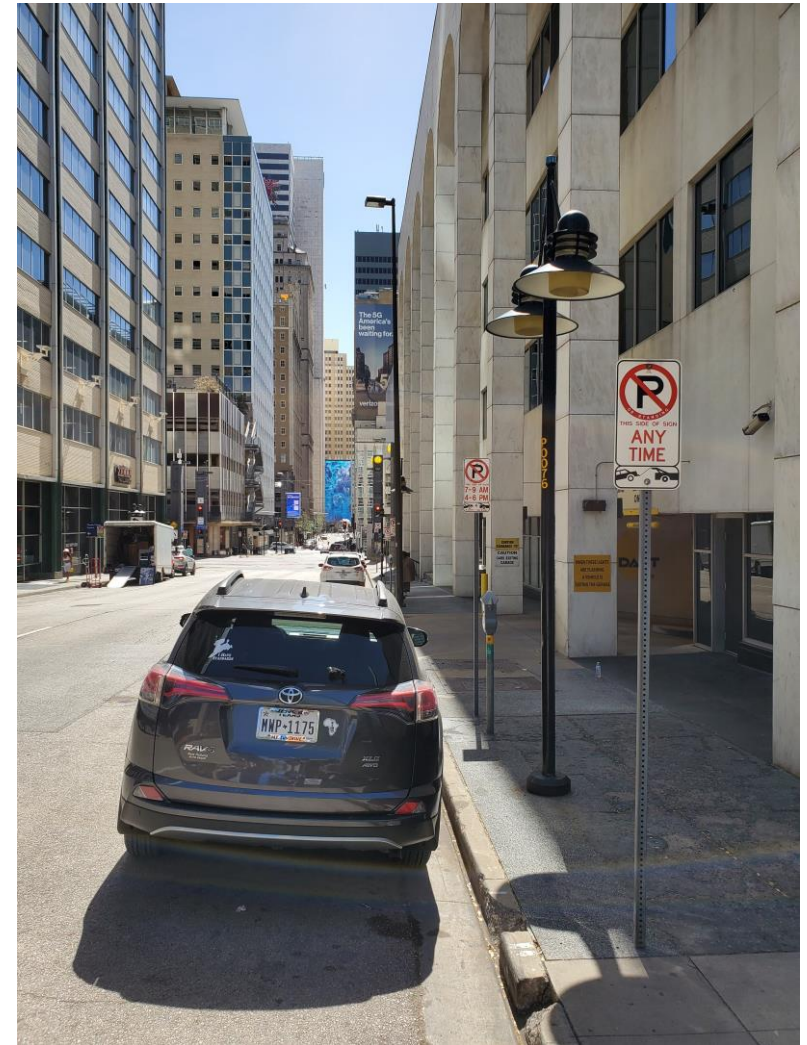
- Background
- Policy Document Overview
- Prioritizing and Allocating Curb Space
- Managed Parking Areas
- Paid Parking and Rate Setting
- Loading Zones
- Special Users
- Signs and Markings
- Implementation Plan
- Next Steps
- Q & A



# Background

## What is Curb Management?

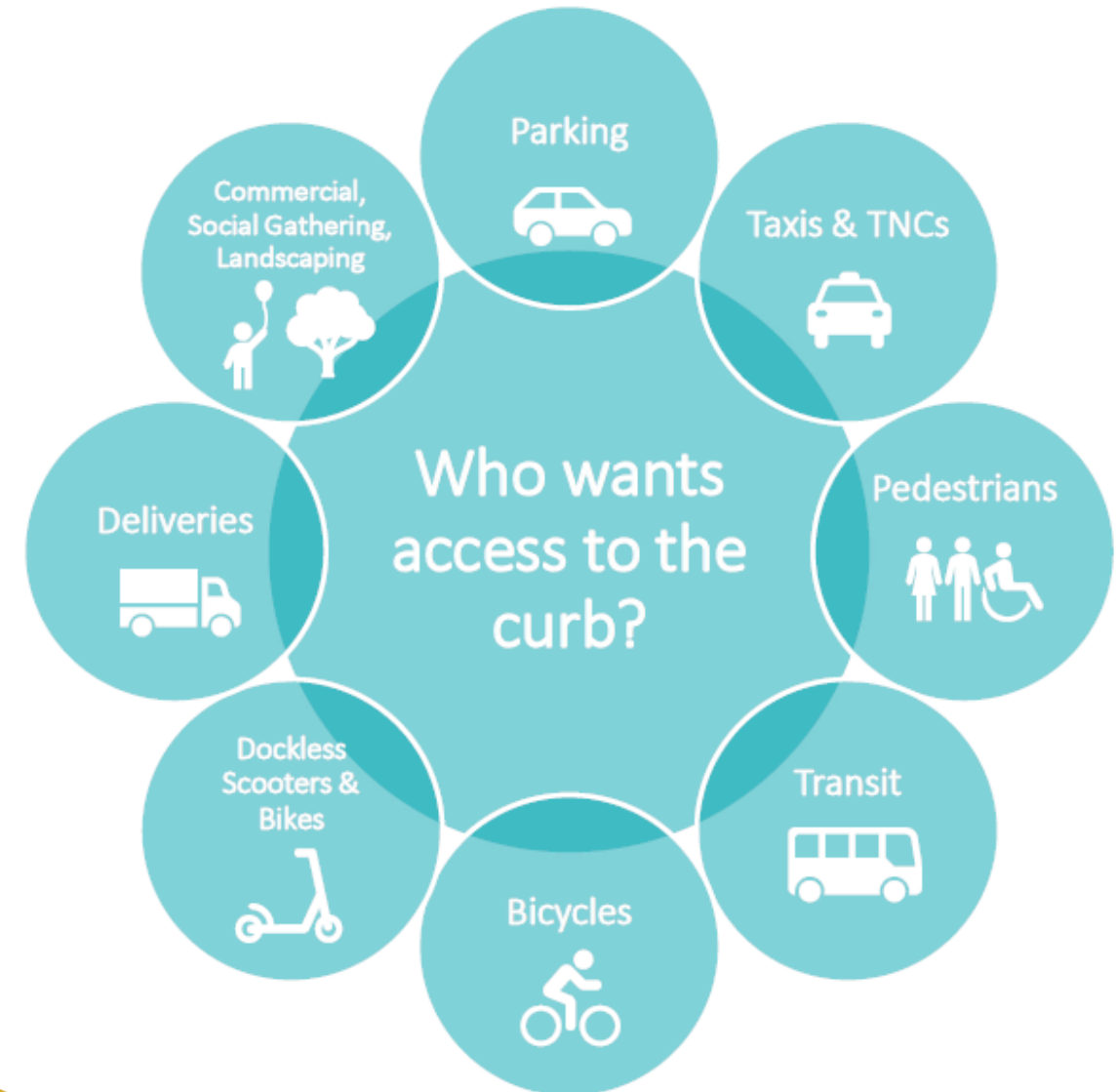
- **Curb Lane or Curb Space:** The space at the curb – usually the outside travel lane or sidewalk, where movement meets access.
- **Curb Management Policies:** Identify how staff should prioritize and allocate uses of the curb, and price the curb to achieve the desired results.



# Background

## Why is Curb Management Important?

- It is a limited resource
- Essential to the economic vitality of business districts
- High proximity value
- More users competing for it than ever before (bike lanes, rideshare, dockless scooters, delivery services, parklets, etc.)



Source: NCTCOG, 2020

# Background

## Why does Dallas need Curb Management?

- Difficulty with finding on-street parking in popular areas.
- Widespread illegal parking of commercial and rideshare vehicles
- Proliferation of valet zones. Valet license and residential parking permit fees are significantly below market rate for a parking stall in popular areas
- Confusing and cluttered signs
- Obsolete parking meeting technology
- Parking enforcement issues



# Policy Document Overview

## Topics Covered:

- Prioritizing and Allocating Curb Space
- Managed Parking Areas
- Paid Parking and Rate Setting
- Loading Zones
- Parking for Special Users
- Signs and Markings



## On-Street Parking and Curb Management Policy



DRAFT  
July 2023





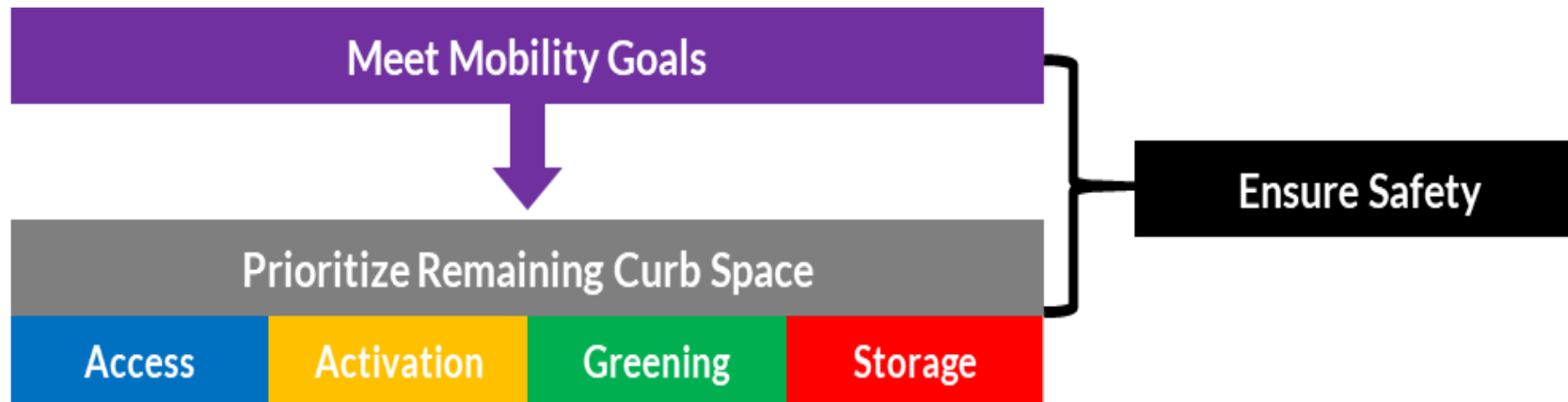
# Prioritizing and Allocating Curb Space

FUNCTION	DEFINITION	USES
<b>Mobility</b>	Movement of people and goods	<ul style="list-style-type: none"> <li>• General purpose travel lanes</li> <li>• Enhanced sidewalks</li> <li>• Bike lanes</li> <li>• Transit lanes, as applicable</li> </ul>
<b>Access</b>	Enables people and goods to make the connection between their ways of travel and their trip origin/destination	<ul style="list-style-type: none"> <li>• Loading/short-stay zones (home delivery, curbside pickup/ drop-off, commercial vehicle, and TNC)</li> <li>• Short-term parking – two hours or less</li> <li>• Bike parking</li> <li>• Bus, light rail, and trolley stops and stations</li> <li>• Garbage &amp; recycling collection</li> </ul>
<b>Activation</b>	Transforms streets into inviting, enjoyable public spaces	<ul style="list-style-type: none"> <li>• Food trucks</li> <li>• Sidewalk cafes</li> <li>• Parklets/ Streateries</li> <li>• Public art and lighting installations</li> <li>• Public Amenities (seating, trash cans, etc.)</li> </ul>
<b>Greening</b>	Adds environmental services to support aesthetics, health, and resiliency	<ul style="list-style-type: none"> <li>• Planter boxes and planting strips</li> <li>• Trees and shrubs</li> </ul>
<b>Storage</b>	Provides extended-stay spaces for vehicles and equipment when they are not in use	<ul style="list-style-type: none"> <li>• Long-term parking</li> <li>• Portable containers/storage pods</li> <li>• Reserved spaces for institutional users (including government officials and law enforcement)</li> </ul>



# Prioritizing and Allocating Curb Space

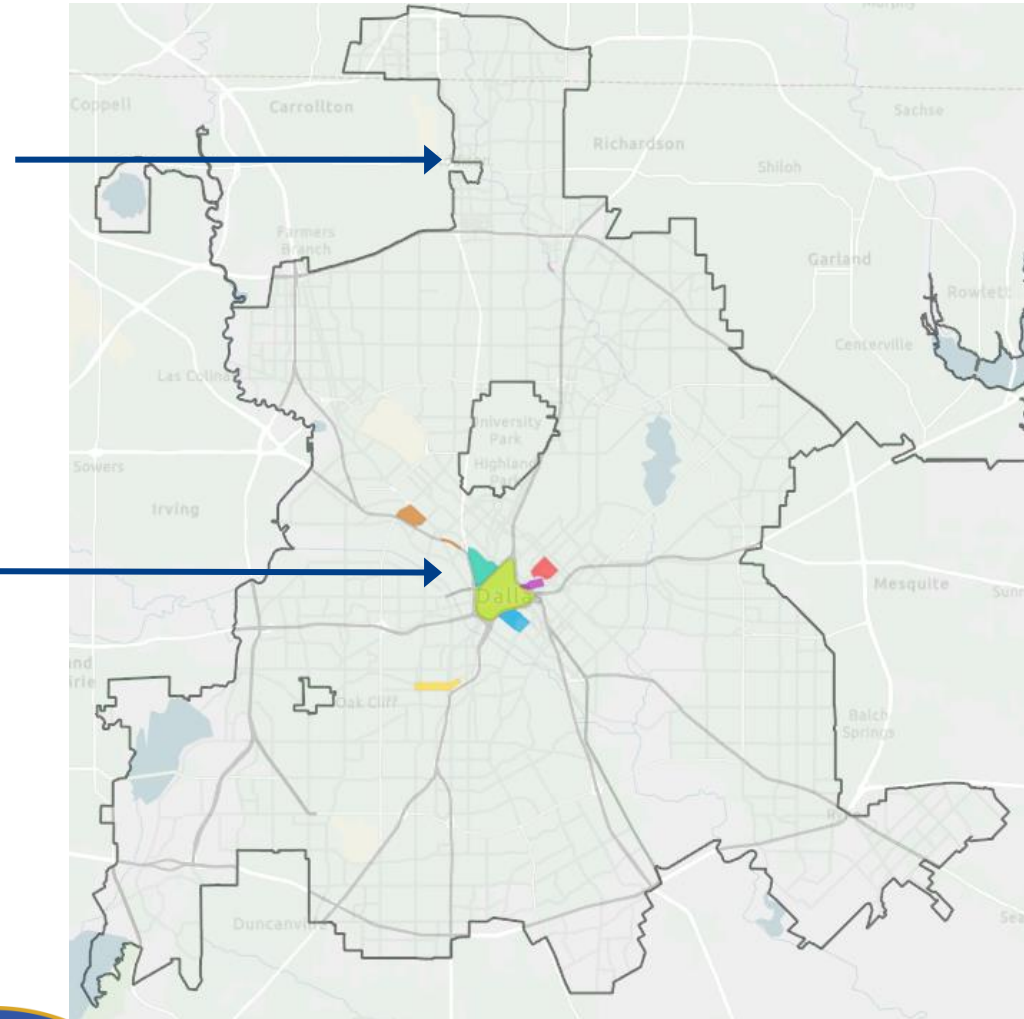
Policy: After safety and mobility needs are met, surrounding land uses and road type will determine what curb functions are most important along a block.



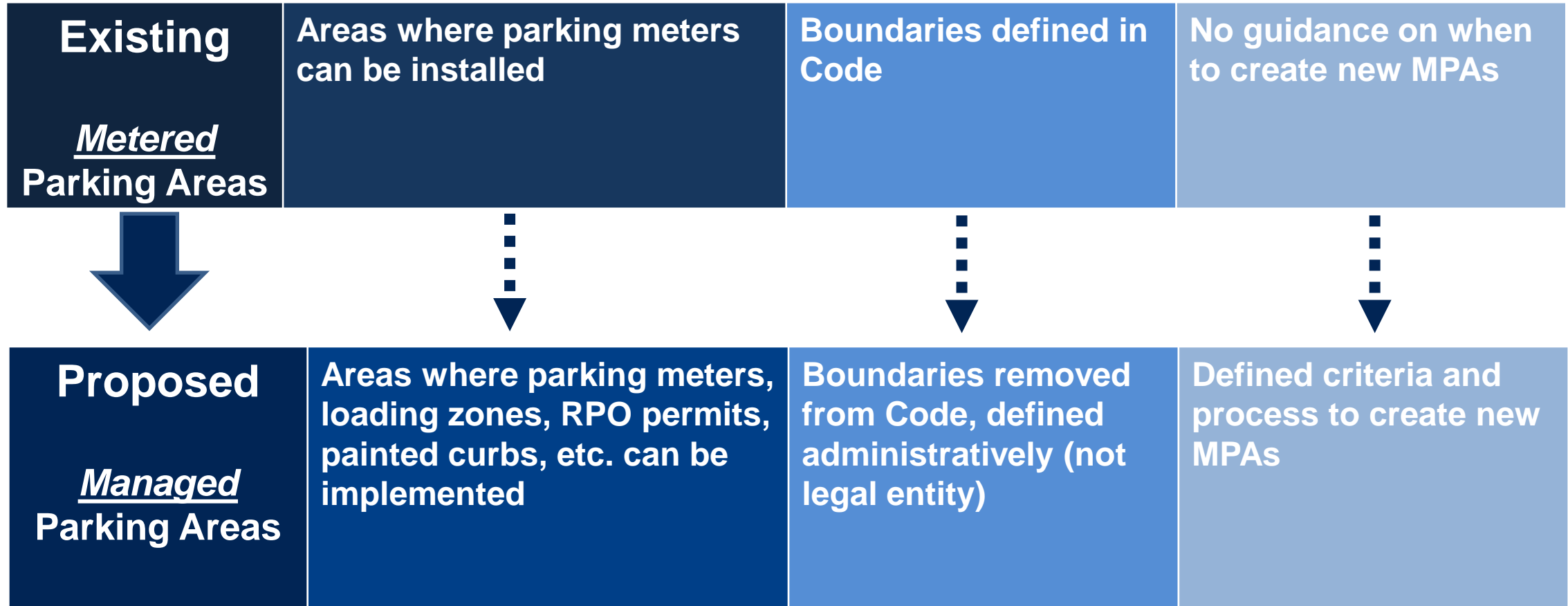
# Managed Parking Area

Policy for prioritizing curb space applies to streets in all areas of the city.

It is recommended that most policies and strategies that follow be limited to **“Managed Parking Areas”** (commercial and mixed-use areas where on-street parking challenges span multiple blocks)



# Managed Parking Area



# Paid Parking and Rate Setting

<b>Existing</b>	No established purpose or criteria for installing meters, adjusting rates and times	Difficult to change meter rates	Addressed on case-by-case basis	Inconsistent, with some meters having outdated technology	Difficult to find on-street parking in popular areas
<b>Proposed</b>	Defined purpose and criteria for installing meters, adjusting rates and time restrictions	Block-specific rates in Code replaced with parameters	Proactive monitoring	Complete the upgrade of meter technology to improve utilization, occupancy data collection	Easier to find on-street parking



# Paid Parking and Rate Setting

**GOAL: Set rates at the LOWEST price that achieves the objective of keeping 1-2 spaces open (85% occupancy / 15% vacancy).**

- Good for business (easier for patrons to find a spot; more customers can easily access businesses)
- Reduced traffic congestion (less circling for parking; happier drivers; fewer crashes; reduced emissions)

If price is too high and parking spaces remain vacant, nearby stores lose customers, and the city loses tax revenue. If price is too low and no spaces are vacant, people will be discouraged from visiting an area.



# Paid Parking and Rate Setting

## How do we get rates that are “just right”?

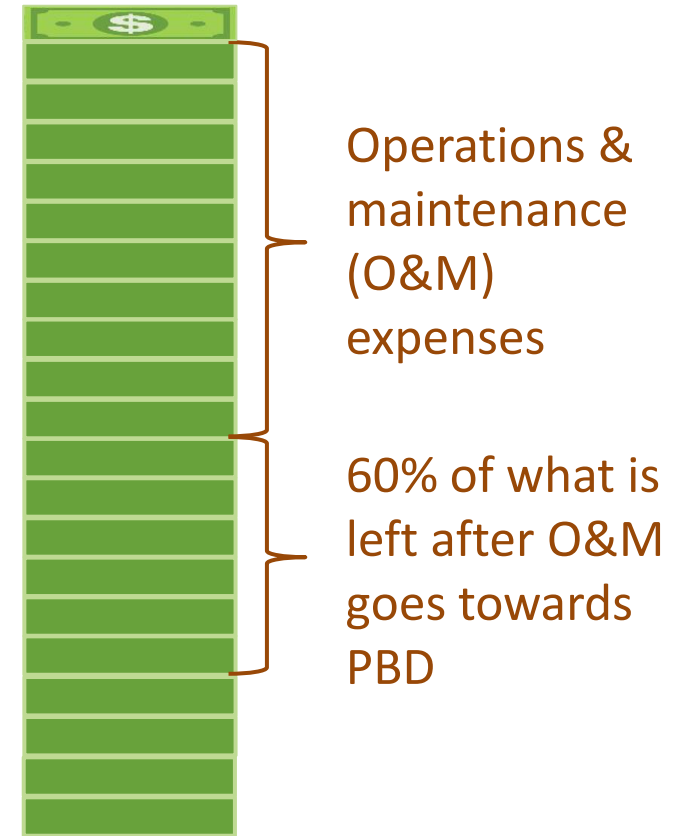
- Occupancy data collection and evaluation
- Rates adjusted based on parking occupancy:
  - > 85% occupancy = Increase rates
  - 60-85% occupancy = No change
  - < 60% occupancy = Decrease rates
- Slow and incremental rate adjustments of \$0.25-\$0.50 up or down, up to once every 6 months
- \$1.00 minimum rate, \$6.00 maximum rate



# Paid Parking and Rate Setting

## Parking Benefit Districts (PBD):

- Geographic areas defined by separate ordinance where a portion of parking meter revenue is reinvested to fund improvements or programs
- Reasoning:
  - Money spent in high-traffic areas gets reinvested in those areas on enhanced public services
  - Can garner support for parking meters and rate adjustments





# Paid Parking and Rate Setting

## Typical PBD Expenditure Options:

- Sidewalk repairs and sweeping
- Tree planting
- Streetcar services
- Lighting
- Wayfinding
- Street maintenance
- Public safety
- Transit passes for employees in the district
- Parking studies
- \*Parking structures

*\*PBD revenue alone would not be sufficient to fund construction, operation, and maintenance of new parking facilities, even with additional revenue from facilities. Typically supplements PID funding. Example: Bethesda, MD.*

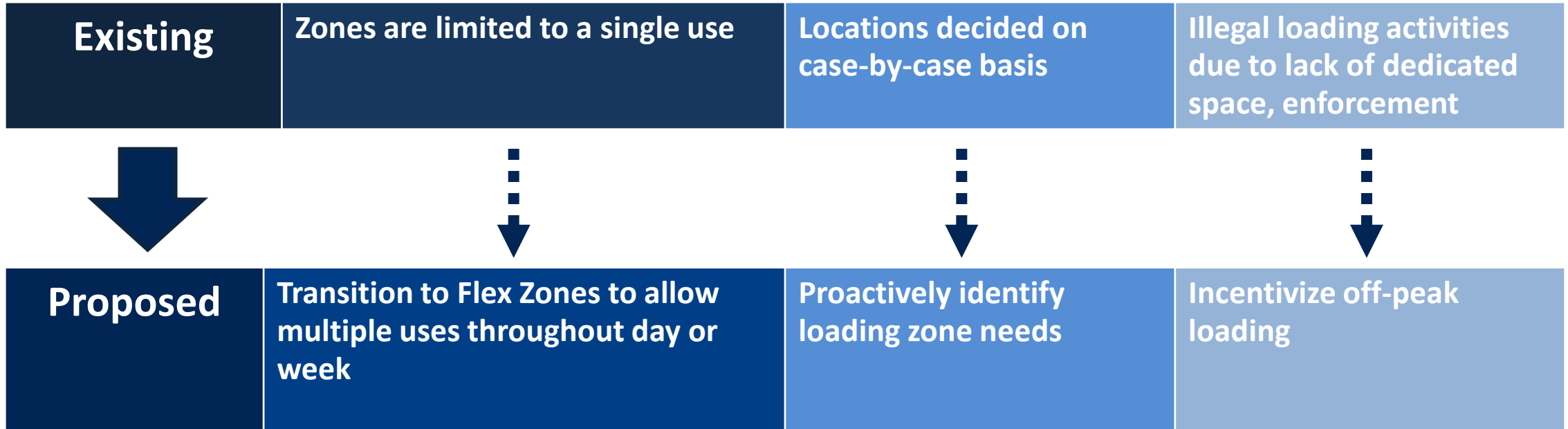


# Paid Parking and Rate Setting

- Process would be initiated when a business district submits an application.
- Requires City Council action to establish boundaries, how revenue may be spent, management, etc.
- Minimum Criteria:
  - Proposed area must be located within an existing MPA
  - There must be a minimum number of parking meters to generate enough revenue to invest in improvements once expenses are paid



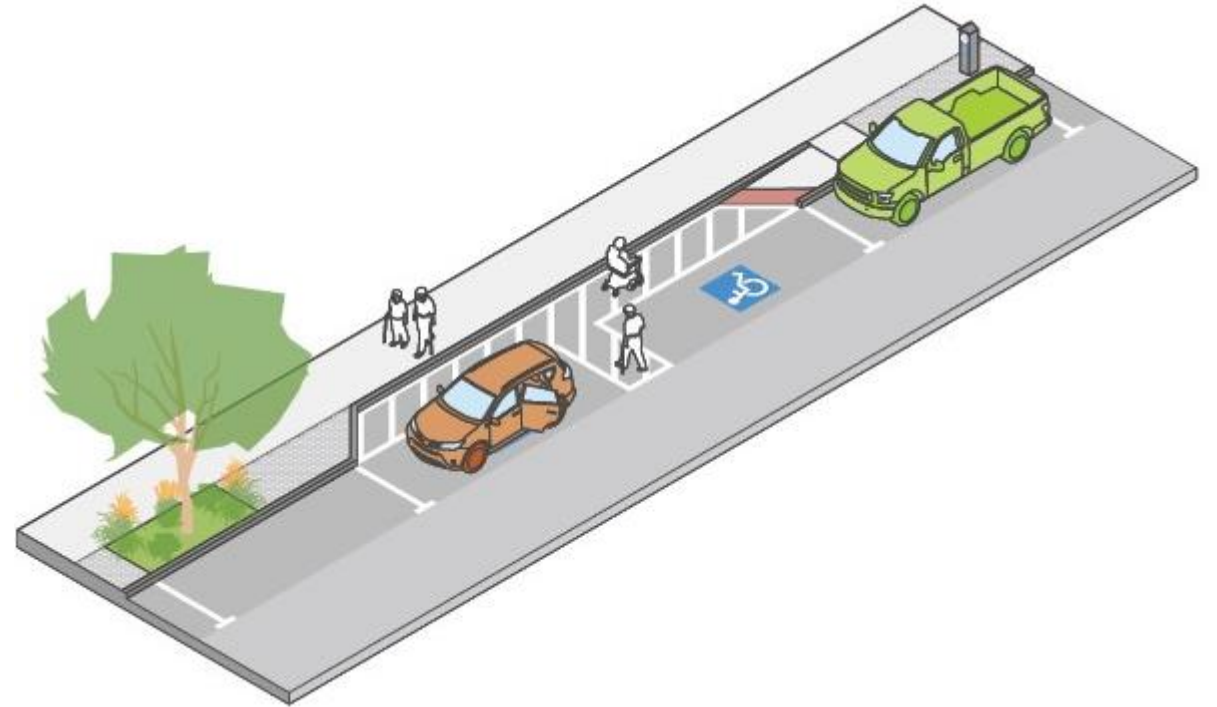
# Loading Zones





# Handicap Parking

- Provisions for handicap parking allowance will be provided based on discussion with stakeholders in accordance with applicable rules.
- Spaces will be accommodated by appropriate signage and a blue curb to identify spaces.



# Special Users – Employee Parking

- Concerns about impact of parking rate increases on low-wage workers.
- Previous Council Feedback: Concern about subsidizing parking for private-sector employees.
- Case studies reviewed. Potential options include:
  - Shared parking arrangements between businesses and private lot owners
  - Create new parking permit program to exempt employees from time restrictions on lower-occupancy streets
  - Travel Demand Management (e.g., transit pass subsidies)
- Recommended Next Steps: Convene workshop with business districts to discuss options, roles and responsibilities, etc.



# Special Users – Residential Parking Permits

<b>Existing</b>	Two programs: one for Deep Ellum (RPP), one for rest of city (RPO)	Purpose: Help residents obtain easy, adequate parking on residential streets near non-res. generators	6 permits are allowed per residence/business, each \$6/year
<b>Proposed</b>	Consolidate programs	Ensure program does not preclude the use of the curb for other needs along mixed-use blocks, or subsidize residential parking that should be off-street	Permits should reflect value of parking space



# Special Users – Electric Vehicles

- Between **December 2021 and December 2022**, registered ownership of electric cars increased **35%**, from **7,700 to 10,347**.
- Permitting and operation questions that require further discussions, workshopping include:
  - Should the City be the one to pay for, install, and operate charging stations (or through contract with company), or should licenses be granted to for-profit companies to install, maintain, and operate in public right-of-way with agreed fee structure?
  - Should the city focus on EV charging stations in off-street parking lots and garages, or allow EV charging stations to be installed for parking spaces along public streets?
  - Should there be a limit on the number of spaces per block?





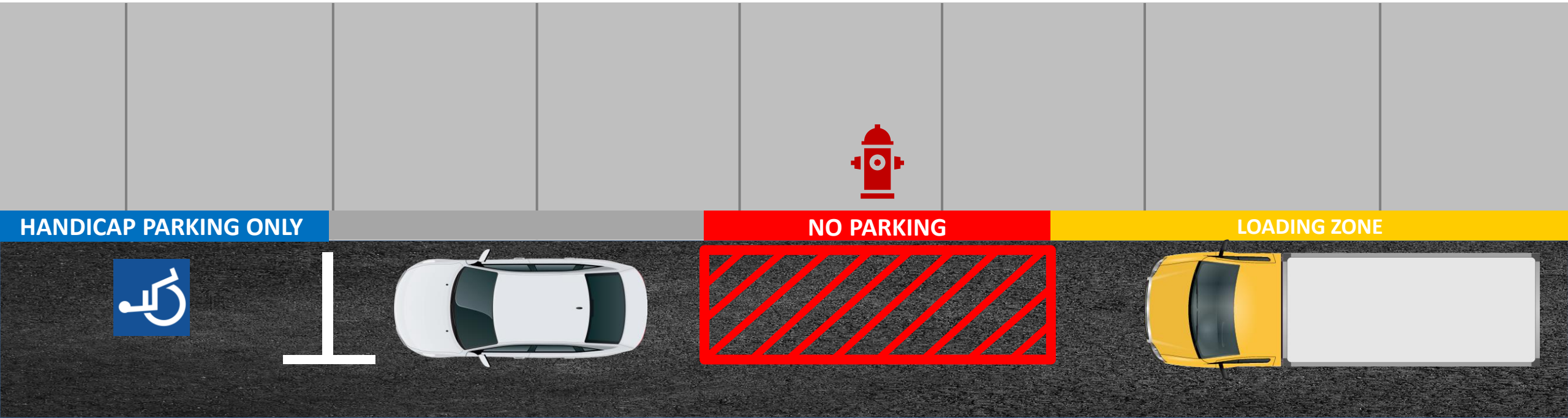
# Signs and Markings

<b>Existing</b>	Sign clutter, confusing signs. Misalignment of signs with curb features	Blocks with paid parking lack signs	Boundaries of metered parking stalls not marked, as indicated in Code	Loading Zone signs are not a distinctive color, as directed in Code
<b>Proposed</b>	Assign staff and budget to install signs that are easier to understand, properly located	Install paid parking signage	Mark boundaries of parking stalls	Reduce sign clutter in MPAs by using “color curbs”



# Signs and Markings

**Color Curbs** - communicate to drivers specific on-street parking rules.



# Implementation

Key action items include:

- Amend parking meter section of Code.
- Increase meter rates to \$1 min. Collect occupancy data to determine if rates should be increased or meters removed.
- Create or update parking management strategies for 1-2 existing or prospective MPAs.
- Coordinate with other City departments/stakeholders regarding PBD concept.
- Convene workshop with business districts to discuss employee parking.
- Stripe boundaries of paid parking stalls. Install new signs.



# Next Steps

- Review public input and revise document accordingly
- Council adoption of policy and initial Code revisions – Fall 2023



# Public Input Opportunities

- Visit Website ([bit.ly/DallasCurbManagement](https://bit.ly/DallasCurbManagement)) to review document and submit comments on comment form. Comment Form is open through **Friday, August 25<sup>th</sup>**.
- Request Staff to attend business or neighborhood group meetings.



# Questions/Comments/Discussion

Presentation will be available on project website ([bit.ly/DallasCurbManagement](http://bit.ly/DallasCurbManagement)) for later viewing.

Send questions to:

**Kierra Williams, Transportation Planner**  
**Kierra.Williams@dallas.gov**

**Phone: 214-670-3288**



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