

# Memorandum



CITY OF DALLAS

DATE August 27, 2021

TO Honorable Mayor and Members of the City Council

SUBJECT **Follow-up to August 16, 2021 Transportation and Infrastructure Committee Meeting**

The following are responses to questions posed by members of the Transportation and Infrastructure (TRNI) Committee at the August 16, 2021 meeting of the Transportation and Infrastructure Committee during two briefings by the Department of Transportation: Parking Meter Upgrades from 2G to 4G/5G, and the Curb Management Policy Development Update briefing.

## **Parking Meter Upgrades Briefing:**

### **1. Where is the funding for the parking meter upgrades budgeted?**

Answer: The primary funding for the parking meter upgrade project was allocated through a contract with ACE Parking III, LLC (resolution number 161007), with an account that currently has approximately \$500,000 available for this project. ACE will procure approximately 75 percent of the necessary meter parts on the City's behalf, as specified in the contract, using the balance of the contracted amount. The Department of Transportation will do a separate Request for Competitive Sealed Proposal for the approximately 25 percent of the remaining materials using available funds in the next fiscal year. The total amount for the meter upgrades is expected to be approximately \$800,000.

### **2. Is there another vendor, apart from Verizon/T-Mobile, who could continue to support the 2G meters?**

Answer: The City's current contracts require the use of Verizon and T-Mobile for this function. Additionally, the transition to 4G and 5G technology is being broadly undertaken by all major telecommunications companies and is expected that upgrading to 4G & 5G technology would be necessary regardless of vendor.

## **Curb Management Policy Development Update:**

### **1. Please provide the Stakeholder Steering Committee participant list and minutes from the committee meetings.**

Answer: The list of City staff and local and regional stakeholders invited to the stakeholder committee workshops and workshop notes are attached to this memo. The stakeholders include:

- Local experts on curb lane management
- Representatives of business districts with the greatest demand and competition for available curb space (i.e., Downtown, Deep Ellum, Uptown, and Bishop Arts)
- DART and City staff who represent transit, bicycle, dockless vehicle, and pedestrian demands for the curb space
- Parking enforcement staff

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- Engineering staff from the Department of Transportation and Sustainable Development and Construction that currently evaluate requests for loading zones, valet, parklets, and parking, and would use the policy framework the most while executing their job duties
- Staff leading the off-street parking code amendment effort to ensure both initiatives are well coordinated

**2. Are organizations such as shipping companies, ADA community, etc. represented on the steering committee?**

Answer: The stakeholder committee does not include direct representatives of these groups. It was anticipated that the representatives from the Public Improvement Districts would represent the commercial loading and delivery needs of the businesses in their district. Multiple departments are involved in ADA evaluation throughout the City, though the scope of the curb lane study is primarily focused on the street, rather than the sidewalk.

**3. Can staff meet with Transportation and Infrastructure Committee members individually with detailed information prior to publishing the draft plan?**

Answer: Staff will reach out to Committee members to schedule meetings with those interested in learning more about the initiative before the future briefing to City Council on the draft policy.

In addition to the questions shown above, the TRNI Committee requested that staff prepare a memorandum from the Committee to the Dallas Area Rapid Transit (DART) Board regarding the Discount GoPass Tap Card. The memorandum was prepared and sent on August 25, 2021.

If you have any questions or concerns, please contact Ghassan 'Gus' Khankarli, Director of the Department of Transportation, at [ghassan.khankarli@dallascityhall.com](mailto:ghassan.khankarli@dallascityhall.com).



Majed A. Al-Ghafry, P.E.  
Assistant City Manager

[Attachments]

- c: T.C. Broadnax, City Manager  
Chris Caso, City Attorney  
Mark Swann, City Auditor  
Biliera Johnson, City Secretary  
Preston Robinson, Administrative Judge  
Kimberly Bizar Tolbert, Chief of Staff to the City Manager
- Jon Fortune, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services  
M. Elizabeth Reich, Chief Financial Officer  
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion  
Directors and Assistant Directors

# Dallas Parking System Management Policy Stakeholder Workshops

## INVITEES

### Community Organizations

*Represent the combined needs of businesses and local stakeholders in areas of the city with the greatest demand and competition for available curb space. Most of the areas represented also have existing on-street metered parking.*

- Downtown Dallas, Inc.
  - Evan Sheets, VP, Economic Development & Planning
  - Dustin Bullard, Executive VP, Economic Development & Place
  - Jacob Browning, Urban Planning Director
- Uptown Dallas, Inc.
  - Kathy Stewart, Executive Director
- Deep Ellum Foundation
  - Stephanie Hudiburg, Executive Director
- Bishop Arts Business Association
  - Amanda Popken
- Space Between Design Studio
  - Patrick Kennedy

### Regional Organizations

- Dallas Area Rapid Transit (DART)

*DART buses are one of the most prominent users of the curb space. The availability of dedicated space for passenger loading and bus operations is an essential part of making transit an attractive choice for travelers and advancing the City's CECAP goals.*

  - Steve Patrnick, Manager of Service Planning
- North Central Texas Council of Governments (NCTCOG)

*Oversaw the development of NCTCOG's "Curb Management Regional Planning Guide" (2020).*

  - Travis Liska, Senior Transportation Planner

### City of Dallas

- Transportation Planning

*Lead transportation planning and policy efforts, and plan for the use of the curb lane for bicycle, dockless vehicle, pedestrian, transit, and vehicular travel uses.*

  - Kimberly Smith, Senior Transportation Planner
  - Jessica Scott, Bicycle & Dockless Vehicle Program Manager
- Parking Management & Enforcement

*Oversee the operation and maintenance of the City's parking meters and enforcement of laws governing parking, stopping, and standing in the roadway.*

  - Michael Melton, Parking Manager
  - Nauman Akbar, Public Safety Supervisor

## Attachment 1 – Stakeholder Invitee List

- **Traffic Operations & Safety Engineering**  
*Evaluate and respond to requests for valet zones, commercial loading zones, rideshare zones, No Parking and Parking zones, etc.*
  - Mahmoud Dibas, Assistant Director
  - Fernando Villareal, Senior Program Manager
  - Brittany Darah, Assistant Engineer (District includes Downtown, Uptown, Lower Greenville)
  - Ricardo Ramos, Assistant Engineer (District includes Bishop Arts, Downtown, Deep Ellum)
  
- **Sustainable Development & Construction – Zoning**  
*Leading the off-street parking code amendment effort. Changes in off-street parking can impact demand for on-street parking; therefore, the two efforts should be well coordinated.*
  - Andreea Udrea, Senior Planner
  - Lori Levy, Senior Planner
  
- **Sustainable Development & Construction – Engineering Division**  
*Evaluate developers' proposals for use of the curb lane during the development process, as necessary.*
  - David Nevarez, Senior Engineer
  - Shaila Avatapalli, Senior Engineer
  
- **Planning & Urban Design**  
*Assist with coordinating related activities between departments and overseeing the broader city vision.*
  - Arturo Del Castillo, Chief Planner
  - Daniel Church, Manager II

### Project Team

- City of Dallas
  - Kathryn Rush, Chief Planner - Project Manager
  - Kierra Williams, Transportation Planner - Deputy Project Manager
  - Gus Khankarli, Director - Project Sponsor
  
- Kimley-Horn
  - Dennis Burns, Project Manager
  - Jeremiah Simpson, Deputy Project Manager
  - Adria Koller, Parking Planner
  - Mandy Bowers, Community Engagement
  
- Toole Design Group
  - Jessica Juriga Fields
  - Talia Jacobson
  - Gwen Shaw

# Dallas Parking System Management Policy Workshop

Wednesday, March 31, 2021 | 3:00 – 5:00PM CDT

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## ATTENDEES

- Transportation Planning
  - Kathryn Rush, Project Manager
  - Mahmoud Dibas, Assistant Director
  - Kimberly Smith, Senior Transportation Planner, Thoroughfare Plan
  - Jessica Scott, Bicycle & Micromobility Transportation Planner
- Parking Management & Enforcement
  - Michael Melton, Parking Manager
- Traffic Safety Engineering
  - Brittany Darah, Assistant Engineer (Downtown, Uptown, Lower Greenville)
- Sustainable Development & Construction
  - David Nevarez, Senior Engineer
  - Shailaja Avatapalli, Senior Engineer
  - Andreea Udrea, Parking Code Amendment, Senior Planner
  - Arturo Del Castillo, Planning + Urban Design Department, Chief Planner
  - Daniel Church, Planning + Urban Design Department, Manager II

## Community Organizations

- Downtown Dallas, Inc.
  - Evan Sheets, VP, Economic Development & Planning
  - Dustin Bullard, Executive VP
  - Jacob Browning, Urban Planning Director
- Uptown Dallas, Inc.
  - Kathy Stewart, Executive Director
- Deep Ellum Foundation
  - Stephanie Hudiburg, Executive Director

## Regional Organizations

- North Central Texas Council of Governments (NCTCOG)
  - Travis Liska, Senior Transportation Planner, Sustainable Development Program

## Kimley-Horn

- Dennis Burns, Project Manager
- Jeremiah Simpson, Deputy Project Manager
- Adria Koller, Parking Planner
- Leslie Tabor, Parking Planner & Community Engagement

## AGENDA ITEMS

1. Welcome & Introductions
  - Welcome
  - Introductions
2. Project Overview
3. Project Connections Overview
4. Current Conditions
  - Information Review
  - Curb Lane Inventory Summary
  - Initial Impressions
5. Comprehensive Municipal Parking Management Programs
  - 20 Characteristics of Effective Parking Programs
  - International Parking & Mobility Institute (IPMI) Frameworks
  - Integrating Parking & Mobility Management
6. Group Discussion
7. Wrap-Up & Next Steps

## POLL RESULTS

During the presentation, a few questions were asked of the group to identify preferences for the concepts and material being shared. The following presents the results of the polls

### QUESTION #1: WHAT CURB MANAGEMENT STRATEGY DO YOU THINK DALLAS SHOULD DO MORE OF?

<i>Rideshare Zones</i>	38%
<i>Metered Parking</i>	38%
<i>Pop-Up Restaurant Space</i>	13%
<i>Smart Loading Zones</i>	50%
<i>Accessible Parking</i>	8%
<i>Advanced Technology Investment</i>	42%
<i>Enhanced Enforcement</i>	25%

### QUESTION #2: WHICH RECOMMENDATIONS FROM THE STRATEGIC MOBILITY PLAN DO YOU CONSIDER THE HIGHEST PRIORITY?

<i>Mobility Management Working Group Oversight</i>	29%
<i>Citywide Curb Management Plan</i>	88%
<i>Update Parking Meter Rates and Introduce Dynamic Pricing</i>	42%
<i>Micromobility Fee Waiver Program</i>	8%
<i>Institutionalize Citywide Scooter Parking Improvement Criteria</i>	21%

**QUESTION #3A: SHOULD PAYMENT OPTIONS (METERS) BE THE SAME ACROSS THE CITY OR DIFFERENT FOR EACH NEIGHBORHOOD/DISTRICT?**

Yes	41%
No	59%

**QUESTION #3B: SHOULD POLICIES (ENFORCEMENT, TIME LIMITS, SIGNAGE) BE THE SAME ACROSS THE CITY OR DIFFERENT FOR EACH NEIGHBORHOOD/DISTRICT?**

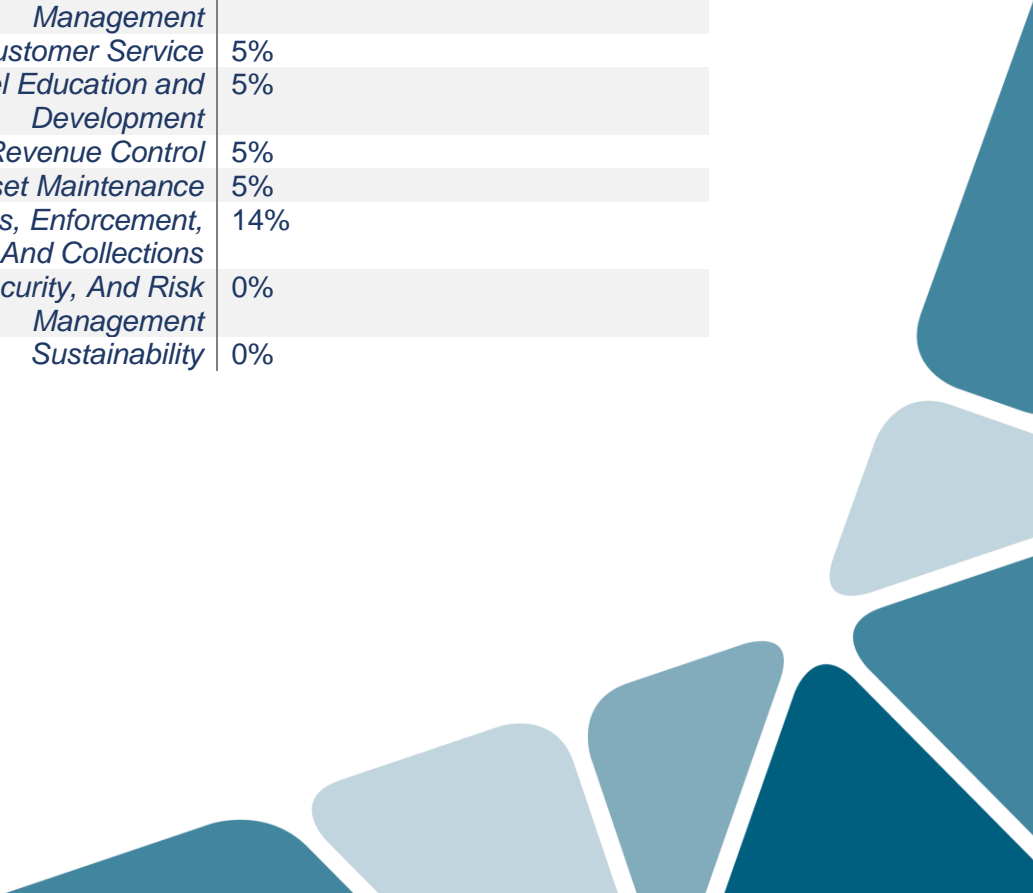
Yes	27%
No	73%

**QUESTION #4A: SHOULD DALLAS EXPAND THE SCOPE OF ITS PARKING OPERATIONS TO BE MORE COMPREHENSIVE IN NATURE?**

Yes	95%
No	5%

**QUESTION #4B: WHAT ARE THE TOP THREE AREAS OF PARKING MANAGEMENT THAT YOU FEEL SHOULD BE PRIORITIZED?**

<i>Governance and Organization</i>	9%
<i>Planning and Monitoring</i>	59%
<i>Budgeting and Financial Management</i>	0%
<i>Customer Service</i>	5%
<i>Personnel Education and Development</i>	5%
<i>Access and Revenue Control</i>	5%
<i>Asset Maintenance</i>	5%
<i>Regulations, Enforcement, Adjudication, And Collections</i>	14%
<i>Safety, Security, And Risk Management</i>	0%
<i>Sustainability</i>	0%



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## DISCUSSION NOTES

### Current Conditions: Information Request, Inventory, and Impressions

- After a review of the plans, documents, and other materials that were shared with the KH team, the attendees added additional plans and documents to review. These documents include:
  - Deep Ellum Strategic Plan, 2019-2025 - <https://www.deepellum-foundation.org/def-strategic-plan>
  - Downtown Dallas' strategic plan (The 360 Plan) can be accessed here: <http://downtowndallas360.com/360-plan-2017/> Specifically, our mobility strategies and recommendations can be found in Chapter 4
  - <https://dallascityhall.com/departments/office-special-events/Pages/Dallas-Street-Seats.aspx>
  - We have both a temp parklet program and a new Street Seat program - <https://dallascityhall.com/departments/office-special-events/Pages/Temporary-Parklet-Program.aspx>
  - <https://nctcog.org/trans/plan/land-use/parking-management>
  - <https://dallascityhall.com/departments/sustainabledevelopment/planning/Pages/parking-code-amendment.aspx>

### Challenges/Issues

- Permits to have a drive-through have increased since COVID-19, reducing the need for parking at those restaurants. Not able to determine yet whether this trend will stay.
- Loading requirements for multi-family developments are necessary – City currently does not have any such requirements
  - PD 193 and Ch 51A has some off-street loading for move in/out
- Lack of enforcement in bike lanes is an issue because people park in those lanes and it is not currently illegal to do so
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## Reactions on the Current Condition Initial Impressions

### Valet

- In Downtown and Deep Ellum, they have worked with private garage operators to open their underutilized facilities to valet uses. Several garages will allow for this.
- Pre-COVID-19, it was very easy for businesses to get a valet permit and there will be 2-3 on a single block face. There may not always be opportunity to use garages. Need to make designation of valet on the curb more efficient.

### Study Area

- The City would benefit of curb lane inventory in high commercial areas (e.g. Lower Greenville), existing parking management districts (e.g. Baylor University Medical Center), and high density residential areas with zero curb management (i.e. no signs) but narrow roads (e.g. like the Cedars). There are more examples for each type of area.
- Suggested other areas for curb management:
  - Victory Park



- Oak Law – Cedar Springs
- Knox/Henderson
- Lower Greenville,
- Exposition Park
- Fair Park
- Conflict b/w residential and restaurants in lower Greenville

## Curbs

- Consider dynamic curb uses so they are flexible and react to changing needs throughout the day.
- Agree that there are too many signs and clutter the street.
- Curb recommendations must be things the City can actually implement, track, and enforce.
- When new driveways are requested as part of developments, and on-street parking is removed, there should be a way to compensate for the loss of metered parking – How should the City calculate the loss of metered parking revenue in these instances?
  - Metered parking is changed to a parklet, drop-off/pick-up for a business
  - Review the process for allowing curb cuts and recommend improvements to the process and ideas for how the City can recover loss of paid parking when curb cuts are implemented.
  - While there is a loss of meter revenue for the City, there is other revenue from that business when the business does well.
  - **Action Item:** KH team would like to know the process currently in place for evaluating how curb cuts are approved. Dustin Bullard sending the curb cut data as a GIS shapefile.
- Include indented parking – where private parking for a business is within the public right-of-way
- Ensure DART is included in the policy recommendations

## Off-Street Parking

- Address the relationship between off-street parking and on-street parking (e.g. as off-street parking supply decreases – due to reduced or no parking requirements – what changes can be expected along the curb and how does the City mitigate and plan for that?) Especially concerned about spillover into residential areas.
  - more demand for curb-parking and rideshare drop off, as well as demand for micromobility infrastructure
  - Are there ways to model the parking demand to project demand changes?
- Parking Code Amendment
  - City Team is looking at a transportation management district, overlay with a type of management authority, parking benefit districts to reinvest the parking revenues back into the district
  - How far can the City realistically reduce their off-street parking code requirements? How do we model how this impacts the demands along the curbs?
  - Advocate for the elimination of parking for hotels unless more they are over a certain size, and then require a traffic management plan

- **Response:** Policy changes lowers the cost of development, which allows for redevelopment to occur, which intensifies uses and increases density in general. We do have some models at our disposal to help project parking demands (Park+, ITE, ULI). However, the reduction in off-street parking does not always directly correlate to an increase in on-street parking. Adding transit or alternative modes may reduce the need to provide more parking.
- Improve the look and attractiveness of off-street parking lots
- See Valet notes – many garages are shared to allow valet uses in the evenings.

### Technology

- Explore technology such as an app that can handle transactions, show parking availability for both public AND private facilities
- Suggest technology that will track parking availability and fees for both public and private parking

### Financial Implications

- Incorporate a review of the parking revenues into this project. Use it to help the City forecast financial implications of making recommended changes.
- Identify the value of a curb space to allow the City to recoup the true value when a space is removed for a curb cut for a business.
- Parking should be paid and there should be a mechanism for creating management districts. Each district should be responsible for managing their parking.
  - City will help guide practices but not actively manage

### Parking Management

- Funding for Off-street Parking Structures
  - Explore the effectiveness of in-lieu fee program and whether or not money is being saved or if it's losing value.
    - Should have an expiration data to construct and if not, money should go toward sidewalks, single space meters, lighting, other improvements – as directed by a TIFF or PID
  - Explore the use of TIFFs or PIDs to manage the funds
- Explore formation of management agency with city participation to manage parking and mobility

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### Policy Considerations

- Identify the preferred timing between parking reform and use of other tools within a strategic mobility plan – Determine what is first and how to encourage utilization for multimodal transportation
  - How to shift toward multimodal transportation gently and rationally
- Include templates that look like NACTOs diagram to show the balance of curb uses
- Policy should balance use of modes, support walkable, friendly places – where people want to park once and then walk around
- Policies that encourage multimodal transportation – multimodal transportation has to be easier than driving

- Identify places for safe bike storage
- Communicate broadly where amenities are for various modes so that users know they have options when they arrive at destinations
- Policies should provide flexibility so the City can make adjustments as mobility demands change
- The policy recommendations will be what the City relies upon to make changes and communicate with stakeholders and business owners.
- Share the link to the report
  - **Action Item**: KH will share the report when complete

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## COVID-19 Implications

It is too early to tell what changes are permanent and which are temporary. The following is input from each district representative regarding trends they are seeing now that there has been some recovery from COVID-19.

### Downtown

- Residential uses have remained strong
- Teleworking is not a concern with regard to demand. They will see more flexibility with office work, but not anticipating a large change.
- Hotels are recovering faster than anticipated
- Restaurants are doing more food drop-off/pick-up zones and they believe this will stay
- Office is the hardest use to predict at this point
- Biggest concern along the curb is the increase in drop-off/pick-up services
  - There has been an increase in deliveries (Amazon, food delivery, etc.) that they believe will remain
  - Concern about the conflict when TNCs also increase along with e-scooters

### Deep Ellum

- Experiencing similar trends to Downtown
- Residential and Entertainment are both increasing – getting calls about conflicts
- Office use is also still the “wild card” in terms of what to expect with recovery
- Will react to demand as they recover and return to “normal”
- Considering a neighborhood-wide valet service
  - Drop off one location and then walk around and then pick up your car in a different location
- Consider flex curb use by time of day (TNC, deliveries, beer deliveries, music vans) in this area

### Uptown

- Experiencing similar trends to Downtown and Deep Ellum
- Seeing an increase in requests to remove parking in front of new development to create drop-off/pick-up areas instead
- Parking and safety and conflicts are a top issue in this neighborhood

## Events


- In Deep Ellum, several large events and there is competition for parking
  - Valet, rideshare zones – have yet to establish specific locations for venues but are looking at it for the Fall when they re-open
  - Historically, venues will rent out public lot spaces, but this has ripple effects for other event locations and then where do they park for those who can't rent it?
  - Safety challenges – dark pedestrian paths, having to walk longer distances
- Downtown
  - Outdoor events are required to create a parking plan and this has helped the conflicts

## Equity

- Issue is with smaller businesses - employees who work hourly and at lower wages find it difficult to find affordable parking options
  - Force employees to walk longer distances, which is a safety concern especially at night
  - This is partly solved with better transit, but this takes time and money to get in the right locations, times of day, and frequencies to compete with a personal vehicle.

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## ADDENDUM (Provided Separately)

- Dallas Parking System Management Policy Workshop PPT Slide Deck
  - Additional Written / Email Comments Received
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# Dallas Parking System Management Policy Stakeholder Workshop #2

June 24, 2021

10 a.m. – 12 p.m. CST

## AGENDA

- I. Introduction & Project Overview (5 min)
- II. Best Practices (25 min)
  - i. Defining Mobility
  - ii. Smart Loading Zones
  - iii. Mini Case Studies
  - iv. On-Street Approach & Pricing
- III. Curbside Management Uses (20 min)
- IV. Break (5 Min)
- V. Flexible Curb Policies (10 min)
- VI. Breakout Groups (30 min)
- VII. Report Back & Next Steps (20 min)

## INVITEES

### City of Dallas

- Transportation Planning
  - Kathryn Rush, Project Manager
  - Kierra Williams, Deputy Project Manager
  - Kimberly Smith, Senior Transportation Planner
  - Jessica Scott, Bicycle Manager
- Parking Management & Enforcement
  - Michael Melton, Parking Manager
  - Nauman Akbar, Public Safety Supervisor
- Traffic Safety Engineering
  - Ghassan Khankarli, Director/Chief Traffic Engineer
  - Mahmoud Dibas, Assistant Director
  - Fernando Villareal, Senior Program Manager
  - Brittany Darah, Assistant Engineer (Downtown, Uptown, Lower Greenville)
  - Ricardo Ramos, Assistant Engineer (Bishop Arts, Downtown, Deep Ellum)
- Sustainable Development & Construction – Current Planning
  - Andreea Udrea, Senior Planner

## Attachment 3

- Lori Levy, Senior Planner
- Sustainable Development & Construction – Engineering
  - David Nevarez, Senior Engineer
  - Shaila Avatapalli, Senior Engineer
- Planning & Urban Design
  - Arturo Del Castillo, Chief Planner
  - Daniel Church, Manager II

### **Community Organizations**

- Downtown Dallas, Inc.
  - Evan Sheets, VP, Economic Development & Planning
  - Dustin Bullard, Executive VP, Economic Development & Place
  - Jacob Browning, Urban Planning Director
- Uptown Dallas, Inc.
  - Kathy Stewart, Executive Director
- Deep Ellum Foundation
  - Stephanie Hudiburg, Executive Director
- Bishop Arts Business Association
  - Amanda Popken
- Space Between Design Studio
  - Patrick Kennedy

### **Regional Organizations**

- Dallas Area Rapid Transit (DART)
  - Steve Patrnick, Manager of Service Planning
- North Central Texas Council of Governments (NCTCOG)
  - Travis Liska, Senior Transportation Planner

### **Kimley-Horn**

- Dennis Burns, Project Manager
- Jeremiah Simpson, Deputy Project Manager
- Adria Koller, Parking Planner
- Mandy Bowers, Facilitator

### **Toole Design Group**

- Jessica Juriga Fields, Denver Office Director
- Talia Jacobson, Senior Planner
- Gwen Shaw, Engineer

## **DISCUSSION BREAK-OUT GROUPS**

Three main questions (related to curb management and block face templates):

- What are your first reactions?
- Why would this work in your neighborhood?
- Why wouldn't this work in your neighborhood?
- Is consistency across block faces necessary, or should it vary?

## Downtown Breakout Group (by Dennis Burns)

### General Discussion Comments:

1. Conceptually, the “Flex zone” approach should work downtown. No “fatal flaws”. Addressing the needs of transit and food delivery are the largest concerns.
2. Flex zones are conceptually a good idea. Concerns:
  - a. Flex zone options may preclude use of transit
  - b. Property Owner issues. Hans gave an example of a property owner who had their legal representative call the City demanding that a bus stop be relocated IMMEDIATELY!
  - c. Valet operators vs transit operations. Transit operators feel “under attack” by valet operators
3. Focus on “Modal Priority” first in all cases. Integrate with new transit priorities. Link to Dallas Climate Change Action Plan
4. Loading Zones:
  - a. Loading zones generate a lot of citations
  - b. The definition of “loading zones” is constantly changing
  - c. Food deliveries have increased dramatically
  - d. Scooter and Bike parking will be challenging
5. Need to solicit private sector input/focus on communication and understanding of concepts and options. Build support for curb prioritization recommendations.
6. Most Important Curb Functions for Downtown:
  - a. Bus Lanes / Transit Corridors
  - b. Commerce / Deliveries
  - c. Strategies that support economic development and placemaking
7. How to communicate curb space usage based on time?
  - a. Discussing the idea of technology options to better define curb use based on time of day factors (concepts such as the Kiosks used in the Las Vegas curb lane pilot program or “lighted curb sections”) the following issues were noted:
    - i. Could improve curb use definition, “legibility” and improve space turnover
    - ii. Consider installation and maintenance issues
    - iii. Would this increase or decrease “visual clutter” along the curb?
8. Discussion of the potential use of under-utilized off-street parking resources (for example the first level of a parking garage that now has excess capacity/limited usage) to relocate some current curb lane uses as a strategy to “decompress the curb”.
  - a. Could be a “one-off” strategy
  - b. How could this be more broadly applied/recognizable?
9. Certain curb uses are not well served in downtown
  - a. Activation has been difficult to achieve
    - i. Example: Parklets have been difficult to get established due to regulatory challenges

10. “Consistent” curb template approach vs. “Ad Hoc” Approach

- a. Bus layovers are an issue
- b. Still going to have “push / pull” from businesses
- c. The “Consistent” approach could have engineering and operational benefits.
- d. The “Consistent” approach could improve the “legibility of the curb.

Deep Ellum Breakout Group (by Adria Koller)

**What are your reactions to flex curb lanes?**

- Like the idea of prioritizing different functions and different hierarchies and needs
- DE is a mixed use district so are there subcategories within the commercial/entertainment district
  - They have zones within the zones
    - historic/cultural district
    - Entertainment district
    - Increasing residential base - grown 75% in 2 years
    - warehouses/industrial converted to new office
    - Core of DE is entertainment and minimal residential, bars, restaurants, and some retail
    - 2nd zone south of that which is mostly residential so it is patrolled different for security
    - Zone to the east is part warehouse and part residential - semis come in and out and need different road access
    - New zone used to be no man’s land and is now 4th zone and will be a club district - massive numbers of people and next to non-profit and complexes
  - Make curb subcategories - by street classification
- Time of day characteristics
  - Manage use types over different times of day - first truly 24/7 neighborhood in Dallas – it looks and functions differently at different times of the day
  - They were the first in the region to have TNC zones - some are in locations shared with meters or business loading zones

**Why wouldn’t flex zones work in this neighborhood**

- Challenging to have a simple format in their neighborhood
- Their blocks were set in 20s-40s and ppl have bought streets and closed things off - but they have different block sizes and how do they have consistency when there are different size and shaped blocks?
  - It’s a location where pedestrians want to gather if they do it in some consistent manner - how to be consistent while not placing things in high ped traffic area?



## Attachment 3

- Their district block structure is different and then there are different uses that create odd demands that create hot spots
- They are working on a complete street model for neighborhood
- They would like an adaptable template - here is a template but here are ways to change it by block as needed

### Functions and uses for Deep Ellum

- Most important
  - Peds before bikes before cars - it is an entertainment district and want to prioritize ppl gathering and using streets comfortably
  - Commerce is huge b/c they have tightknit old blocks and don't have alleys and deliveries and bands and TNCs that all need to park in the street
  - Trying to put parking toward the parameters and this is challenging with construction b/c they want to park close to destination too
    - Short-term permitting decisions could be possible
  - Freight consolidation
    - In areas where it's hard to have freight move through the area so they pick nodes where semis can drop loads and have smaller vehicles move them to the final destination - this could be beyond the scope for this study but we can set them up for this

### What are the uses that aren't being well served today?

- Commerce not being well served b/c it's the trickiest
- peds are like water and they will meet their needs where they can
- Rideshare
- Scooters are a hot mess
- Cyclists aren't served but aren't a higher priority but want to do it better
- Priority to have street trees installed but concern about powerline interference
- Desired use of the neighborhood is to be walkable - the point of the neighborhood is to be walkable for folks
- Access to transit nearby and several bus routes and easy access to downtown and near highways so they are fortunate with access
  - Transit doesn't serve late night workers
- Employees need a safe place to park - safety is a top priority
  - Next to security the next complaint is parking
  - They are free during the day when they could have dynamic use and they don't want paid parking until it is equitable and safe for employees
    - Shuttle for employees but need the plan in place before turning on the meters so it is equitable

- Space for employee parking under the highway but need to designate it
- Employee parking, construction parking, commerce parking
- Residential uses
  - There is a percentage of parking in garages and it ebbs and flows on what is required - market serves the area well - one location went down to 1 space per unit and leverage mobility options - but visitors are constrained and can't park
  - Biggest issue is battling with commercial uses blocking driveways or drunk ppl wandering in garage
  - Will inform permitting options

### Concerns for Employees

- Still favor variances and not having to provide on-sight parking as much as possible b/c they want it to feel walkable and preserve historic buildings
- They get reductions for maintaining historic structures
- They feel there can be an off-site solution that is close enough
- Large developments need to provide onsite parking and then construction parking
- Don't want to have employees pay to park
- *Beer trucks and food suppliers*
  - Are these businesses setting expectations about time of day drop offs?
    - They have asked the bars to not have trucks after 9pm and do deliveries at daytime so it isn't a conflict
    - Self-compliance and is somewhat successful but can be improved
- *What constitutes loading and unloading?*
  - Enforcement might not get tickets b/c its a freight truck but smaller vehicles don't look loading in a non-commercial vehicle
  - How do they let enforcement know they are commercial loading vehicles - who gets to use the spaces and how to identify them
  - Length of time for passenger loading vs commercial loading (each gets to stay a certain length of time)
  - How long do folks need to stay for loading?
    - Up to 30 minutes and some take an hour and some take 5-10 minutes - we should have some options
  - Retail model - 5-10 minutes
    - Grab a cup of coffee
    - Print and dog shop
    - Ensure turnover in these areas but don't need a long time

## Bishop Arts / Uptown Breakout Group (by Jeremiah Simpson)

### Key Themes:

- High support for repeatable flex zone templates
- Super-block opportunity for long block faces (particularly BA)
- Lots of competing priorities for curb uses in these neighborhoods incl. micromobility, greening, loading, bicycle, transit, daylighting at intersections
- Concern that up-zoning and increasing development density (Uptown) will place more demand on curb uses
- Meanwhile revised code standards will eliminate parking minimums for new uses and redevelopment

Similar themes are raised in both neighborhoods.

### Uptown:

- Uptown is adding significant density which means increased competition for curb space
- General need for Uber/Lyft and loading stalls is more of a need for this neighborhood as there are more intense commercial uses
- No loading stalls required for multifamily which creates increased demand for street loading (this is more of an issue in Uptown)
- There is a need for 15-min parking for business such as Whole Foods and Marriott (some businesses post their own signage if there is a need)
- Pocket Parks might be a good use for Uptown / greening is needed as Dallas is very hot
- Need additional transit service

### Bishop Arts:

- BA has very high demand for on-street parking which is free
- Streets are narrow – good context for walking/biking but more potential safety issues
  - Maybe consider street closures in BA
  - Parking on one-side only might be an option
  - Staggard parking from one side of the street on one block to the other side on the next
- Need for better daylighting at intersections
- Need for additional Uber/Lyft zones
- Sign pollution is an issue – perhaps painted curbs would work better
- Emphasis here should be on pedestrian connections
- Additional loading is needed
- Opportunity to apply super block to long block faces
- Repeatable flex zone templates might work well

Applicable to both:

- Code standards are being revisited – reduction in parking requirements will impact neighborhoods and increase demand for curbs
- In some areas there are many curb-cuts for townhomes and duplexes which breaks up block faces
- Loading for both commercial and multifamily is cited as an issue
- Micromobility infrastructure is not very intuitive
- Desire in both areas for more alternatives including walking/biking, micromobility and transit