



forwardDallas! Implementation

Proposed Chapter 43 Code Amendment

On-Street Parking

Transportation and Environment
Committee Briefing
January 28, 2008



PURPOSE

- Follow up on Committee direction from the December 10, 2007 meeting
- Establish regulations consistent with *forwardDallas!* to enable a range of desirable on-street parking options

Previously, the Committee Discussed....

- **Context Sensitive Design of Streets**
- **Limitations of Current On-Street Parking Regulations**
- **Types of On-Street Parking**
- **Examples of Existing Angle Parking in Dallas**
- **Proposed Amendments to current code**



Current Code

- **Chapter 43 (Section 43-62)**
 - “No permit shall be granted for angle parking on public property or on abutting private property where a portion of a public street is required for maneuvering into or out of the angle parking space.”
- **Chapter 28 provides authority to City Traffic Engineer for approval of on-street parallel parking within the travel lane**

Original Amendments

- Prohibit angled or parallel parking adjacent to a public street pavement that requires maneuvering within a traffic lane, if the posted speed limit exceeds 35 miles per hour
- If the posted speed limit is 35 miles per hour or less, the Public Works Director would determine whether proposed parking would constitute a traffic hazard
- No impact on authority of City Traffic Engineer under Chapter 28, to approve parallel parking within the travel lane

Previous Briefing Questions

- Does the proposed “posted speed limit” criterion exclude streets where no speed limit signs are posted?
- How will public input be incorporated in the on-street parking approval process?
- What are key staff considerations for angle parking design standards?

Speed Limits

- Unless otherwise posted on a sign, a prima facie speed limit of 30 miles per hour is in effect on all city streets.
- Staff recommendation: Replace “posted speed limit” with “speed limit” in the proposed ordinance language to ensure regulations are explicitly applicable to all streets.



Clarification of Terms

- The term “Indented parking” will be used to refer to parallel or angled parking located adjacent to the outside travel lane of a public street.
- This term will, by definition, exclude parking located within the outside travel lane

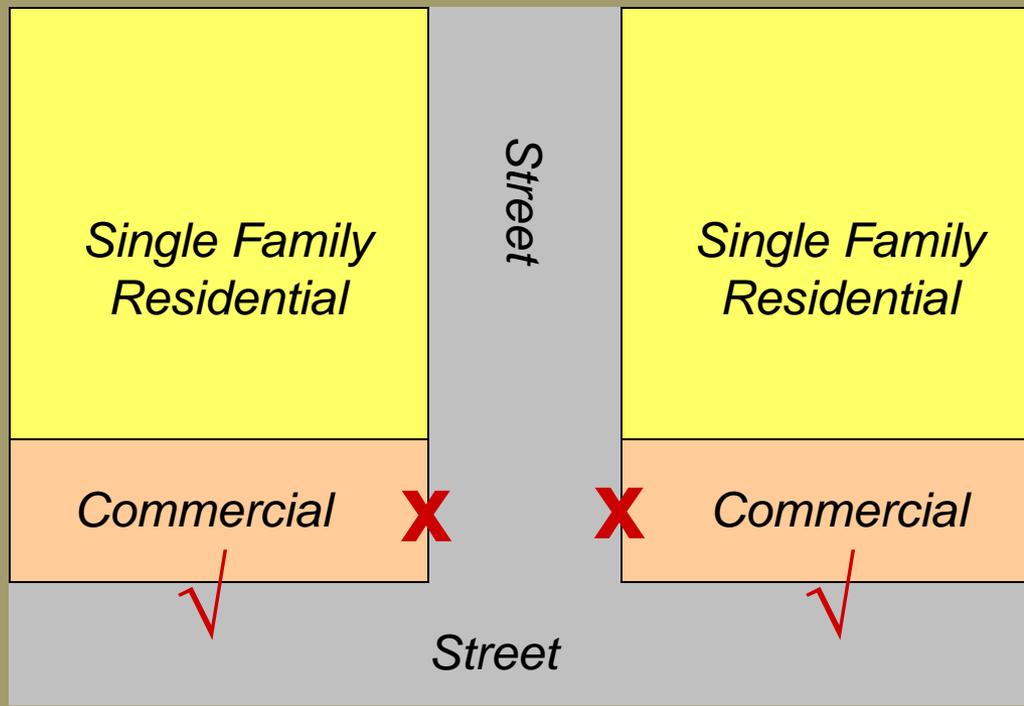


Public Input

- **Current Practice:**
 - **Indented parking**
 - No public hearing is required for indented parallel parking
 - The Director of Public Works approves or denies private applications for indented parallel parking
 - **Parking on travel lanes**
 - Citizens may request installation or removal of “No Parking” signs through a petition process with approval or denial by Traffic Engineer

Public Input

- Potential Issue:
 - No opportunity exists for public input in situations where indented parking is requested on a street adjacent to single family residential zoning near a commercial corridor.

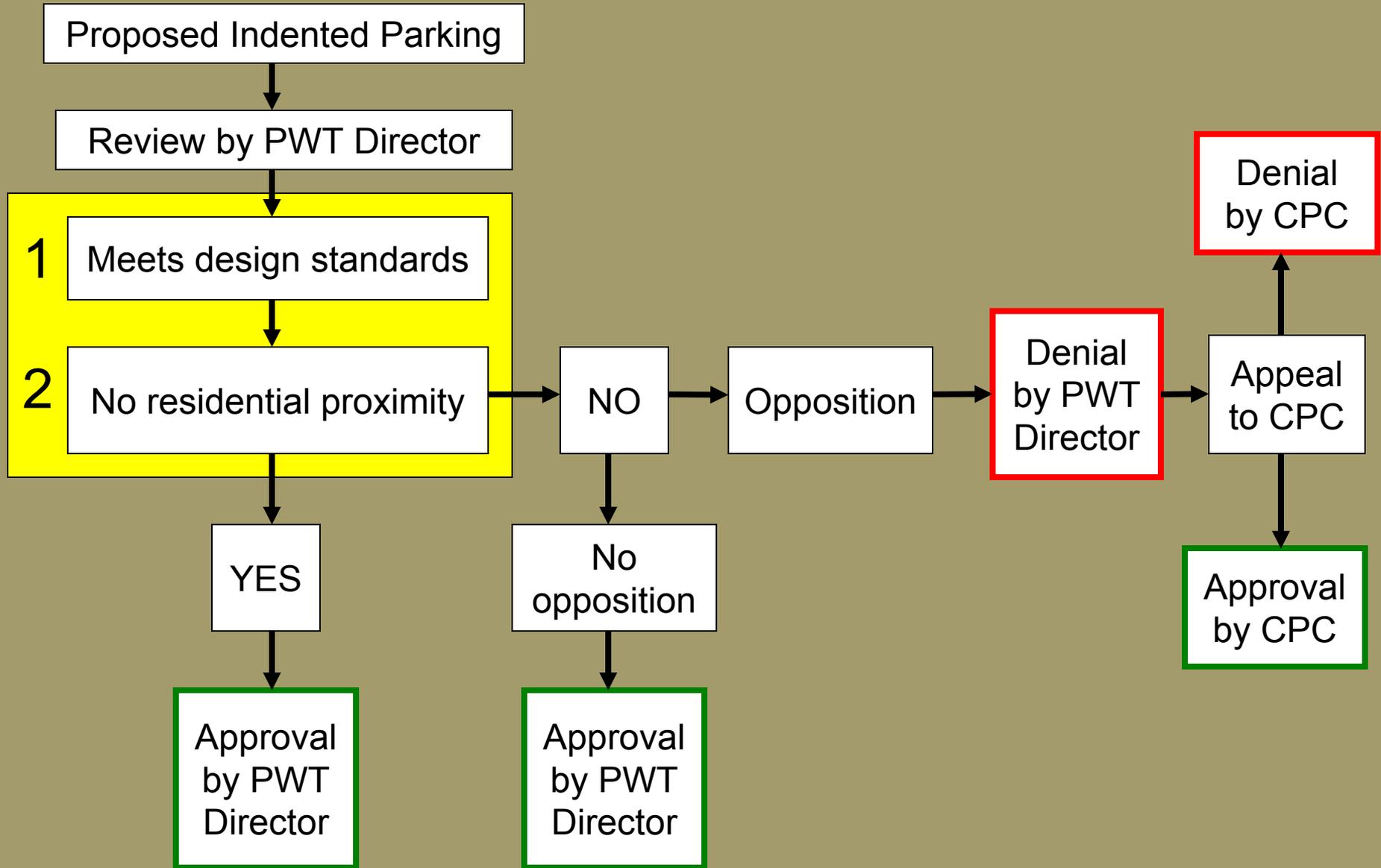




Public Input

- **Staff recommendation:**
 - In cases of residential proximity, on a street segment that has single family residential zoning on either block face within 500 feet of the property where indented parking is requested:
 - Director of Public Works and Transportation (PWT) will notify property owners with frontage on the street segment that are located within 500 feet of the applicant property
 - If opposition exists the application will be denied
 - Applicant may appeal to the City Plan Commission and a public hearing will be held with notification

Proposed Process





Parking Design Standards

General Considerations

- National best practices
- Safety and mobility
- Parking angle:
 - Parallel parking (zero degree angle by definition) is desirable in most situations
 - Angled parking:
 - 60 degree is preferred in most situations
 - Other angles (30, 45, 90 degree) may be feasible but less desirable
- Outside lane width:
 - Increases with parking angle
 - Increases with speed limit

Revised Amendments

(Ordinance Attached)

- Prohibit indented parking that requires maneuvering within a traffic lane, if the speed limit exceeds 35 miles per hour
- If the speed limit is 35 miles per hour or less, the Public Works Director will approve or deny applications based on whether proposed parking constitutes a traffic hazard

Note: Text highlighted in white may be changed in proposed amendments

Revised Amendments

(Ordinance Attached)

- In cases of residential proximity where opposition exists, applications will be denied by the Public Works Director; Applicants may appeal at public hearing before the City Plan Commission
- No impact on authority of City Traffic Engineer under Chapter 28, to approve parallel parking within the travel lane

Note: Text highlighted in white may be changed in proposed amendments

Next Steps

- **Recommend draft ordinance for Council adoption**
- **Update parking handbook to incorporate guidelines and standards for staff approval of indented parking**