

Residential Parking Permit Program: Recommended Guidelines & Procedures

Urban Transportation Commission



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Current Program Challenges

- Lack of flexibility to meet unique parking challenges
- Does not adequately address mixed land uses
- Need uniformity of application citywide
- Need more quantitative traffic studies

Recommended Revisions

- 60% occupied parking, 25% of vehicles not associated with adjacent properties
- RPP limits will be least restrictive and reflect objective parking studies specific to documented problem
- Properties of six units or less may participate in RPP
- 60% of adjacent properties must support RPP through petition; multi-family properties (6 or more units) are represented by owner or resident manager

Recommended Revisions (cont'd)

- Notification of RPP requests:
 - Requester notifies governing, adjacent neighborhood organizations
 - yard signs used for notification
 - active RPP requests through community registry, city's website
- Individual residents, or existing “agents”, may purchase stickers and hangtags
- Requests must be submitted and action must be taken within defined timeframes

Recommended Revisions (cont'd)

- On-Site Residential Parking Deficiency Relief (RPP-0)

Provides on-street parking for residents of property built or permitted before 1959 when on-site parking was not required by code

- Provides up to 1/2 of parking deficiency immediately adjacent to property but no less than two spaces
- Residents purchase stickers; no visitor hang tags provided

Comments and Responses

- Use parking meters to mitigate spillover parking
 - May be considered as part of Parking Benefit District
 - Paying meter still required
- Notification of RPP beyond limits of request
 - Added additional requirements so requested and adjacent street segments receive notification
- Public Hearing Process
 - Not included in program

Comments and Responses

- Program does not address systemic issues
 - Not in scope of program
 - Revisions to development ordinances and rules required
- Authority of Traffic Engineer
 - Established by City Code §12-1-11 et seq.
- Revisions to VMU Ordinance
 - Ordinance supersedes policy
 - South Congress parking issues discussions ongoing

Comments and Responses

- City role vs. citizen role in process
 - Request-driven
 - Requester collects petition information; City may audit submitted information
- Authority of Traffic Engineer
 - Established by City Code §12-1-11 et seq.
 - RPP program established by City Ordinance

Comments and Responses

- Collection of license plate data
 - Held confidential in accordance with Texas Public Information Act provisions; release is specifically prohibited
- Revisions to VMU Ordinance
 - Ordinances supersede guidelines and procedures
 - Resolution regarding South Congress directs contemplation of ordinance revision to be brought back to Council
- Cost of RPP Program
 - Sale of permits does not cover cost of program

Next Steps

- Respond to received comments
- Incorporate accepted comments
- Issue final guidelines & procedures August 1, 2011