

MUELLER PARKING AND TRANSPORTATION MANAGEMENT DISTRICT - DYNAMIC CURB USE PILOT

04.09.2019

Created for the Robert Mueller Municipal Airport
Plan Implementation Advisory Commission



AUSTIN TRANSPORTATION DEPARTMENT

INTRODUCTION

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Current Situation

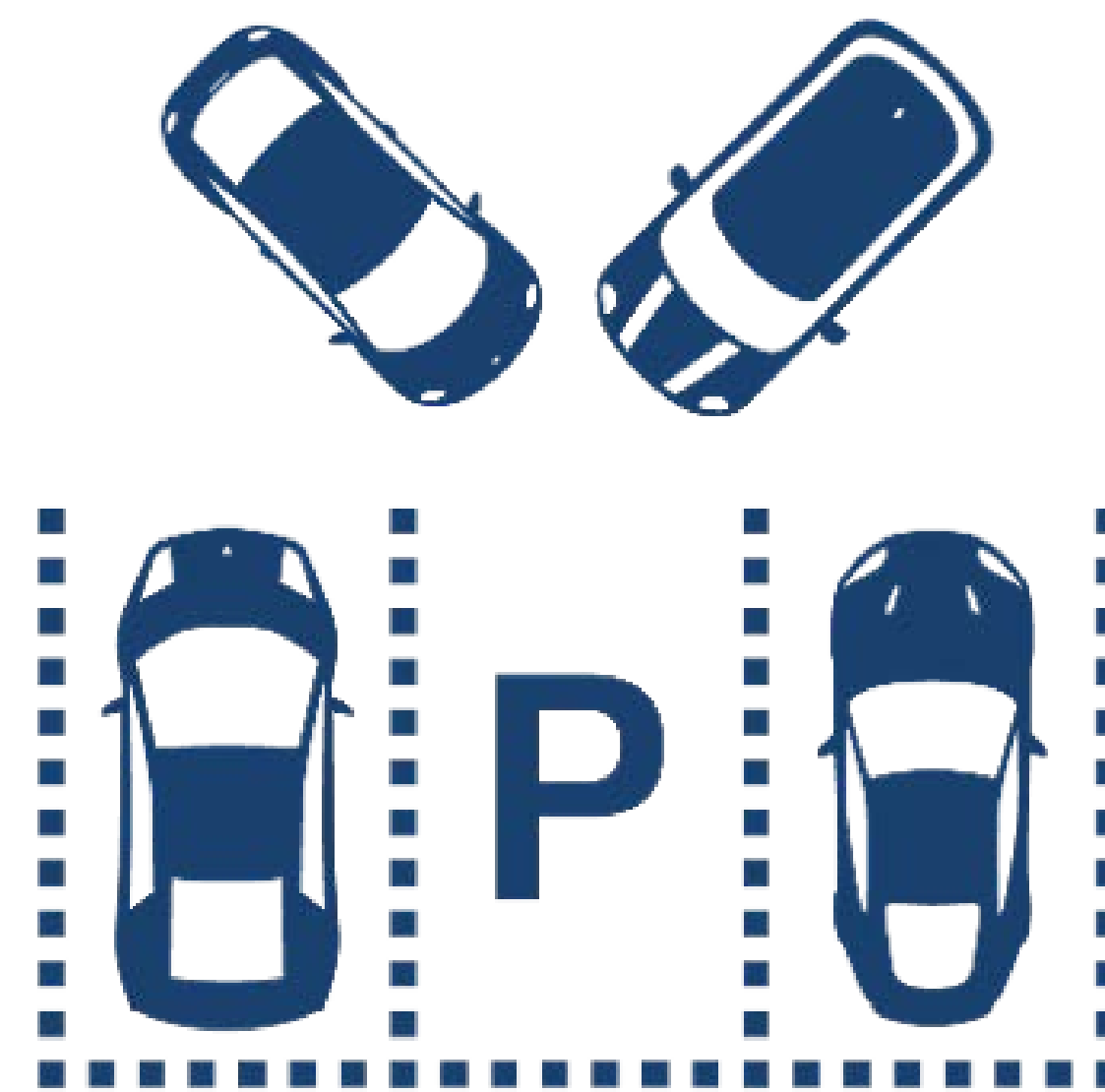
Austin Transportation and Catellus have received concerns from Mueller shop house owners and nearby residents about parking availability and congestion along Robert Browning, Ruiz and Page streets. Shop houses are small, mixed-use, multistory developments with commercial space on the ground floor and residential space above.

Problem

There are two different land uses that are competing for on-street parking in the area: commercial and residential. Austin Transportation is working to develop a solution that would ensure both types of users have access to on-street parking. This would be an alternative to converting Robert Browning, Ruiz and Page streets to Residential Permit Parking zones, which would make on-street parking available to residents only.

Possible Solution

Implement a dynamic curb use policy that addresses both shop house and resident concerns while balancing the needs of the public.



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Shop Houses

- There are various types of businesses in the shop houses that have different demands for customers and employees related to parking.
- Open parking is limited on Robert Browning Street (which has some Residential Permit Parking) and only available on Page and Ruiz streets. *(Note: There are seven reserved parking spaces tucked behind the north set of shop houses, including two handicap spaces).*
- There are no designated commercial delivery areas.

Residential Permit Parking (RPP)

- Residential Permit Parking is currently implemented on Simond Avenue and Mattie, McBee, Robert Browning, and Philomena streets from 4 p.m. to 10 p.m. (Mon-Fri) and 8 a.m. to 10 p.m. (Sat–Sun).
- Visitors are parking on Ruiz and Page streets, which are not part of the Residential Permit Parking zone.
- Due to continued overflow on Page and Ruiz streets, residents are inquiring about adding Residential Permit Parking.



CURRENT PARKING SITUATION (MAP)



Unregulated curb space (grey) bounded by Residential Permit Parking (yellow) and metered parking (blue). Parking overflow is concentrated on Ruiz, Page, and Robert Browning streets.

★ = Shop House Locations



DYNAMIC CURBSIDE MANAGEMENT

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What is it?

According to the Institute of Transportation Engineers, “*Curbside Management seeks to inventory, optimize, allocate, and manage curb spaces to maximize mobility and access for the wide variety of curb demands.*”

Potential Benefits

- Removes static curb uses and promotes flexibility for various users.
- Improved parking turnover, more availability, and less cruising time to find parking.
- Provides clarity on where, when, and how to park for competing curb space and reduces overall vehicle miles traveled.
- Less concentrated parking.
- Increased compliance of parking regulations.



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Hoboken, New Jersey

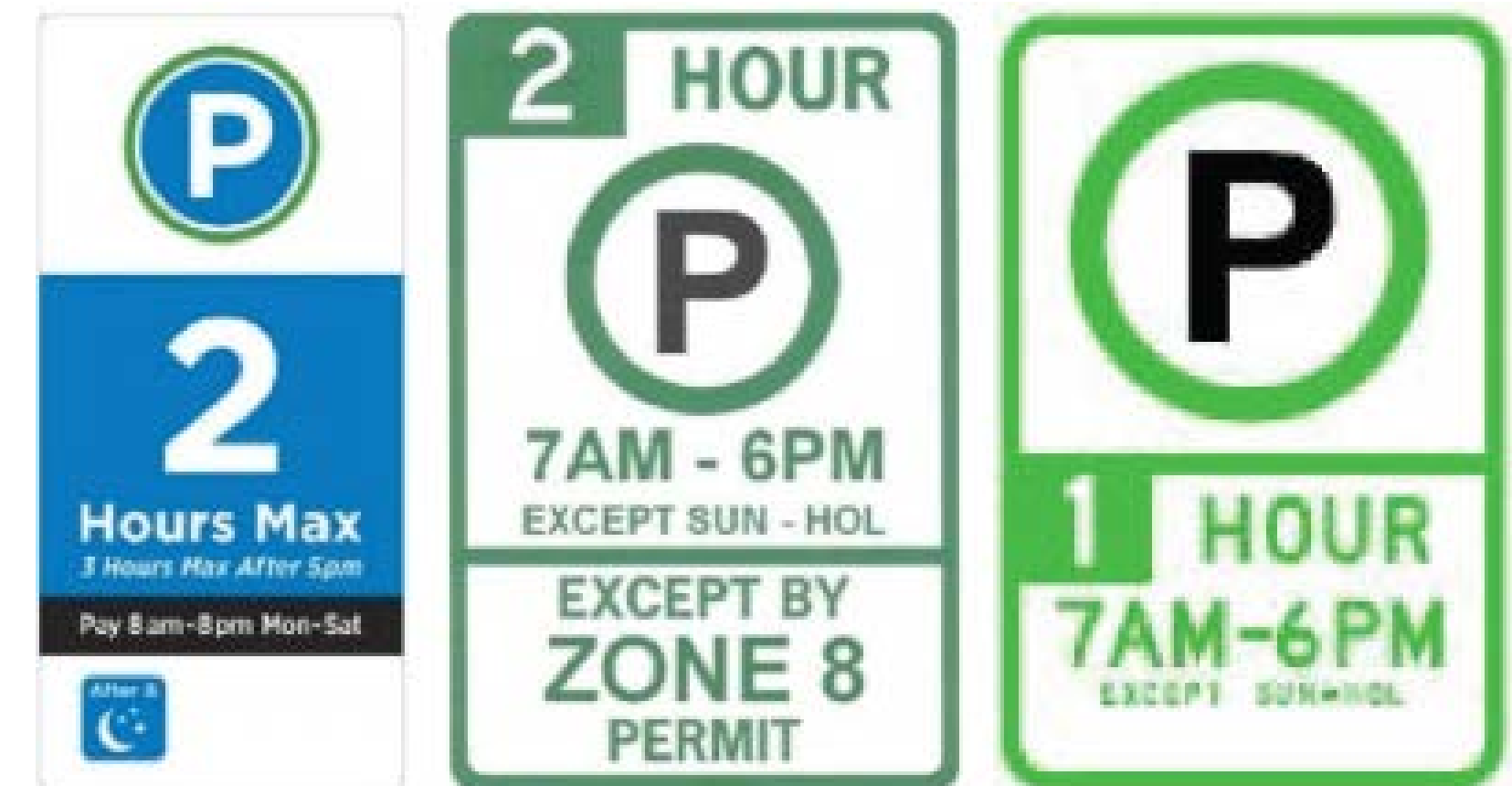
- No parking meters, pay by phone only – 4-hour max
- Residents with permits do not have to pay

Hermosa Beach, CA

- Residential parking permit holders exempt from any 24-hour meter
- Permit holders also exempt from 1-hour parking zones
- Permits not valid in two- or three-hour parking zones

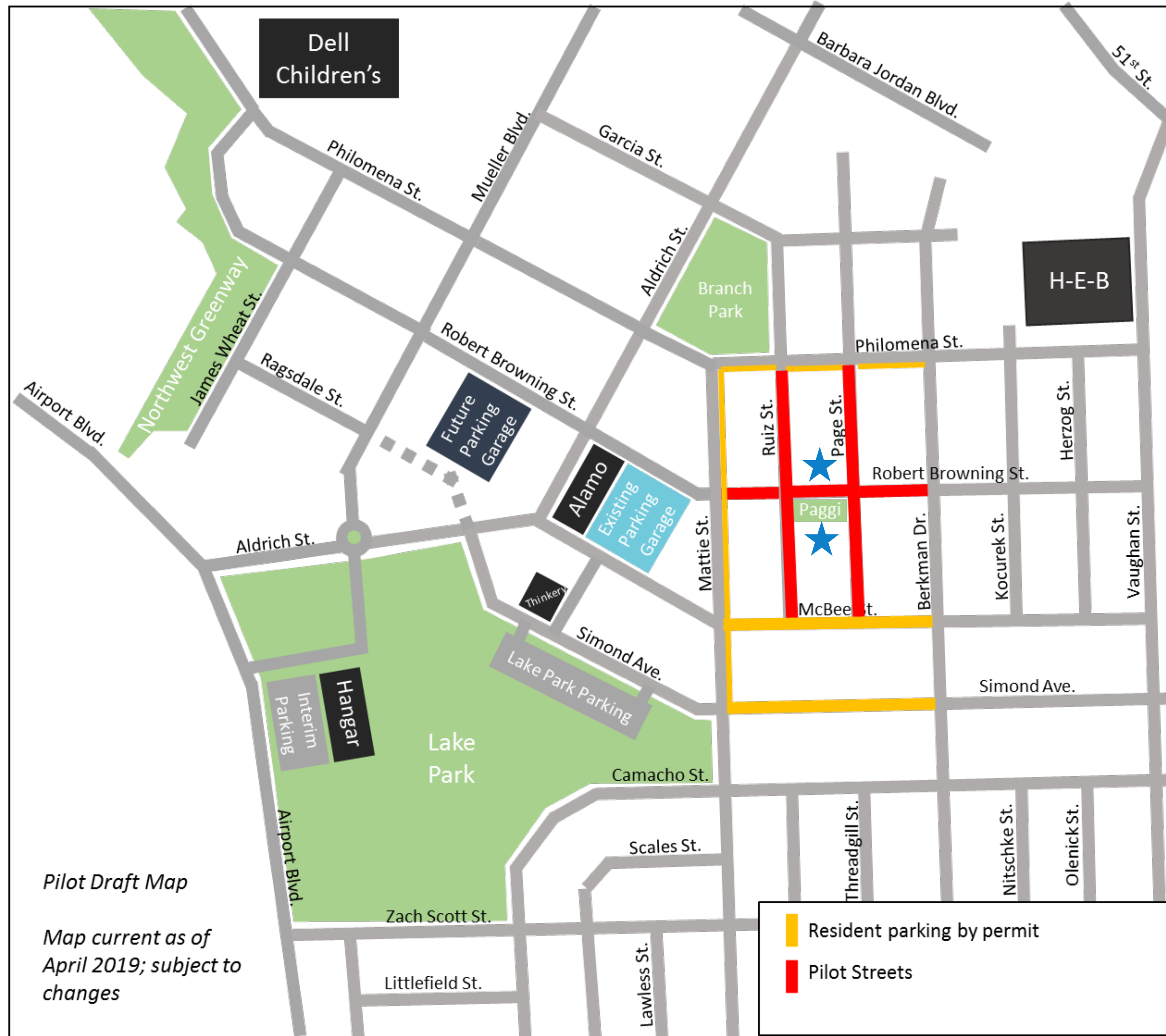
Seattle, WA

- Certain areas with residential parking permits are exempt at meters, typically around commercial corridors with adjacent residential streets
- Unlimited amount of time



PILOT MAP & OVERVIEW

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- Boundaries
 - Philomena St. (North) / McBee St. (South)
 - Mattie St. (West) / Berkman Dr. (East)
- Residents with Residential Permit Parking passes can park without paying the meter
- Meter hours/rate will reflect the rest of Mueller
- Primarily mobile pay with minimal pay stations installed
- Pilot will last a minimum of six months (tentative)

★ = Shop House Locations

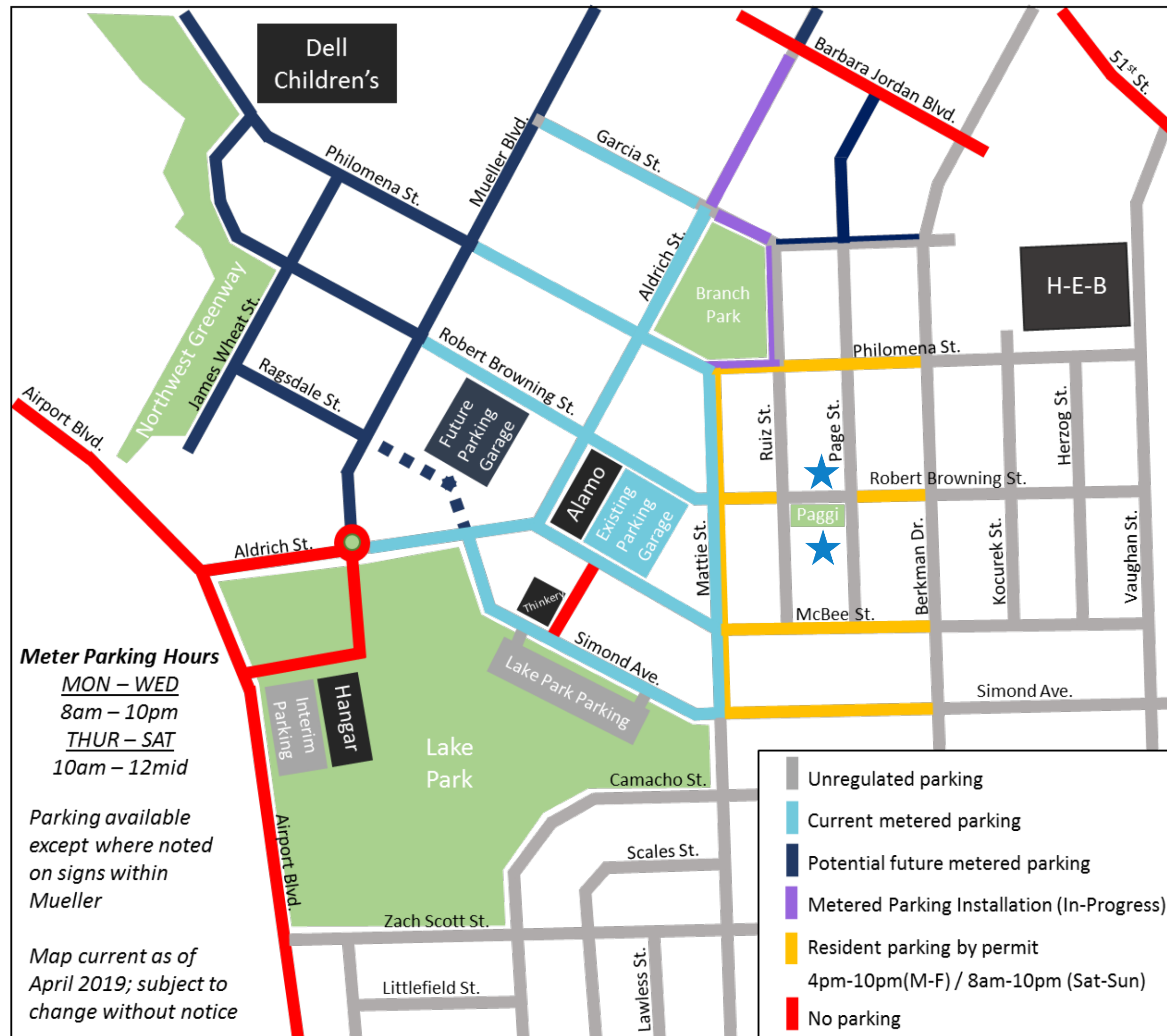


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FUTURE IMPACTS TO CURB MANAGEMENT

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Addition of parking meters on nearby streets

- North of Branch Park to Barbara Jordan
- East of Branch Park to Berkman Drive

Continuing land development

- Apartments and other mixed-use along Mattie Street north of McBee Street

Evolution of Branch Park

- Farmers Market

★ = Shop House Locations



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PILOT TIMELINE

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April 9, 2019

Pilot overview with Mueller
RMMA PIAC



Late May 2019

Community/public input meeting



June – Late July

Pilot refinement after public
feedback



Aug. – Mid September

Letters to community about pilot
start and installation of signs and
meter equipment



October 2019

Pilot start

- *Pilot would tentatively last from October 2019 – March 2020*
- *Evaluation and public feedback on pilot would occur in the following months.*



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END

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QUESTIONS?

