

Bicycle Advisory Council (BAC) Recommendation: Parking Districts

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, Parking Benefit Districts (PBD) and Parking and Transportation Management Districts (PTMD) represent an innovative funding source for both multi-modal infrastructure improvements and managing transportation demand;

WHEREAS, dynamically pricing parking would manage transportation demand more effectively than static pricing, both increasing safety for people on bicycles and increasing multi-modal infrastructure funding derived from PBDs and PTMDs;

WHEREAS, the governance structure of PBDs and PTMDs is currently non-transparent and not open to the public, opening many potential abuses of public funds;

WHEREAS, neighborhood parking permits serve largely to keep parking spaces open for a few residents at the expense of the remainder of the city;

WHEREAS, full utilization of parking serves to narrow residential streets, decreasing speeds;

WHEREAS, active transport such as walking, bicycling and taking transit have been traditionally dramatically underfunded relative to the use of the automobile;

WHEREAS, funds from parking revenues should only be utilized to fund improvements that promote walking, cycling and public transit use;

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council recommends that all meetings of PBD and PTMD fund administration boards have agendas posted two or more weeks prior to meetings including time and location, and that these meetings be open to the public;

BE IT FURTHER RESOLVED, the BAC recommends that the boards of PBDs and PTMDs include area residents and other stakeholders (such as people who walk, ride bikes, or take transit) beyond business owners;

BE IT FURTHER RESOLVED, the BAC recommends that all parking meters be dynamically priced in the City of Austin based at least on parking demand and congestion within the area, in order to maximize both utilization and revenue from parking spaces;

BE IT FURTHER RESOLVED, the BAC recommends that PBDs be prioritized for implementation over PTMDs as they focus funding on multi-modal transportation options, while PTMD funding can be used on improvements for automobile travel;

BE IT FURTHER RESOLVED, the BAC recommends that PTMDs be used only when off-street parking is to be included in the district, and that the Director use discretion to focus PTMD projects towards active transportation and safety;

BE IT FURTHER RESOLVED, the BAC recommends the cessation of the Neighborhood Parking Permit program, to be replaced with Parking Benefit Districts, potentially with a discount rate available for district residents;

BE IT FURTHER RESOLVED, the BAC requests that the Parking Enterprise Department publish an annual report on the state of PBDs and PTMDs across the city, to disclose at least a list of projects completed, potential projects for the upcoming year, current fund balances, and current board members for each district;

BE IT FURTHER RESOLVED, the BAC requests that a stream-lined process be developed for converting automobile parking spaces to parking for dockless mobility units, bicycles, or for utilization in placemaking such as street café seating, pocket parks, bus stop curb extensions, or green stormwater infrastructure, particularly in areas where on-street parking supply is high.

Date of Approval:

Vote:

Attest:

DRAFT