



URBAN TRANSPORTATION COMMISSION PARKING ORDINANCE MODERNIZATION (Resulting from Resolution No. 20240404-040)

Joseph Al-hajeri, Parking Enterprise Manager

Lewis Leff, Acting Assistant Director, Transportation Operations



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November 12, 2024

MEETING AGENDA



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- The Parking Enterprise Division
- Regulatory Modernization Background
- Regulatory Modernization Key Principles
- Support For Regulatory Modernization
- Ordinance Updates/ Concepts:
 - §12-3 METERED AND PAY STATION PARKING
 - §12-5 STOPPING, STANDING, AND PARKING

THE PARKING ENTERPRISE DIVISION



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Richard Mendoza P.E.
Director

Jim Dale P.E.
Deputy Director

Lewis Leff
Acting Assistant Director
Transportation Operations

Joseph Al-hajeri
Parking Enterprise
Manager

PARKING ENTERPRISE PROGRAM MANAGEMENT

- Curbside Parking Management
- Off-Street Parking Management
- Mobility Enforcement
- Mobility Services Licensing/
Permitting
- Shared Mobility Management

MISSION ALIGNMENT

The Parking Enterprise Division carries out the mission of TPW by prioritizing accessibility through safe, reliable parking and mobility services for all members of the community.

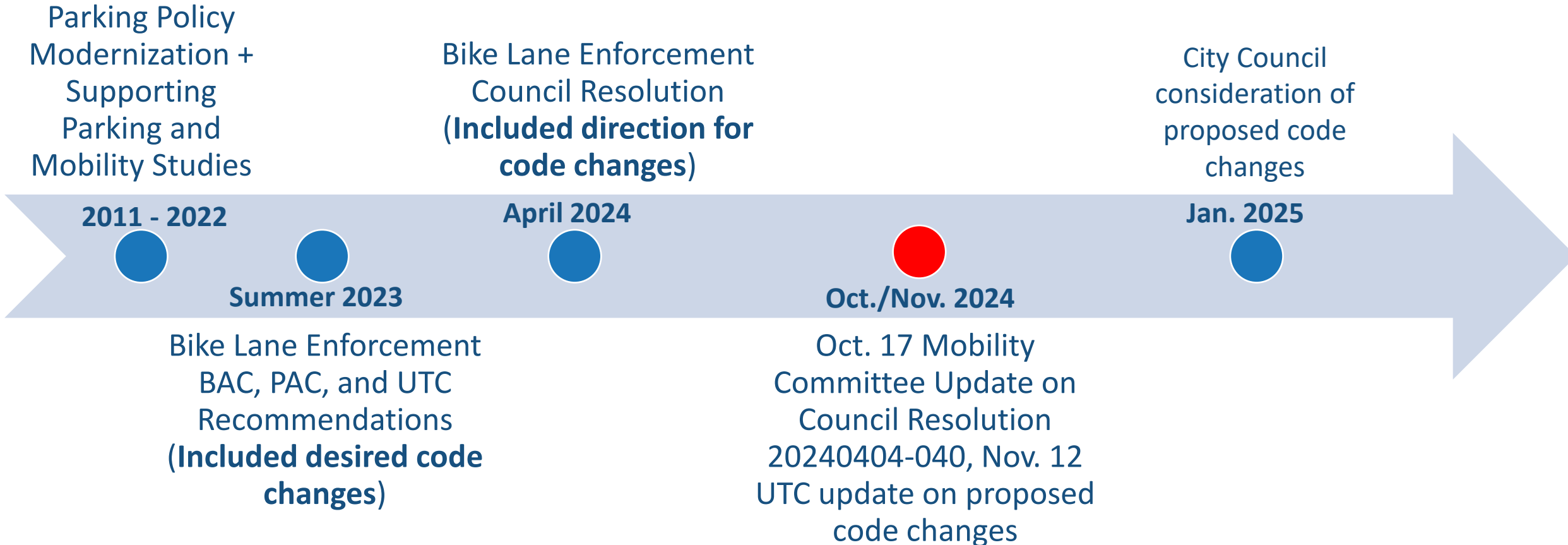
VISION ALIGNMENT

The Parking Enterprise Division aligns to the vision of TPW by cultivating a safe environment that supports the overall transportation system, contributing to a model city where parking and mobility is accessible and well managed for all.

REGULATORY MODERNIZATION BACKGROUND



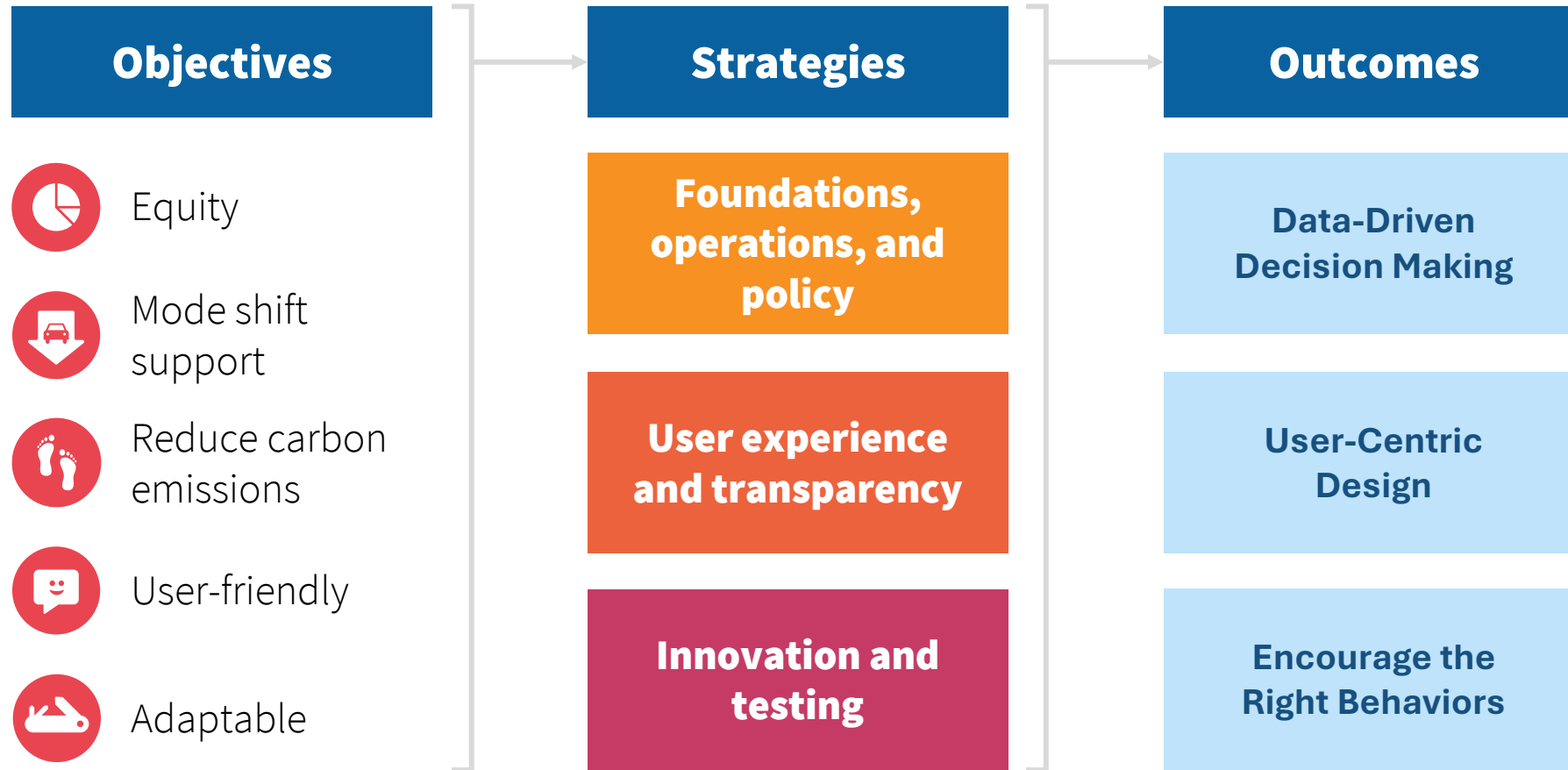
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KEY PRINCIPLES OF CODE MODERNIZATION



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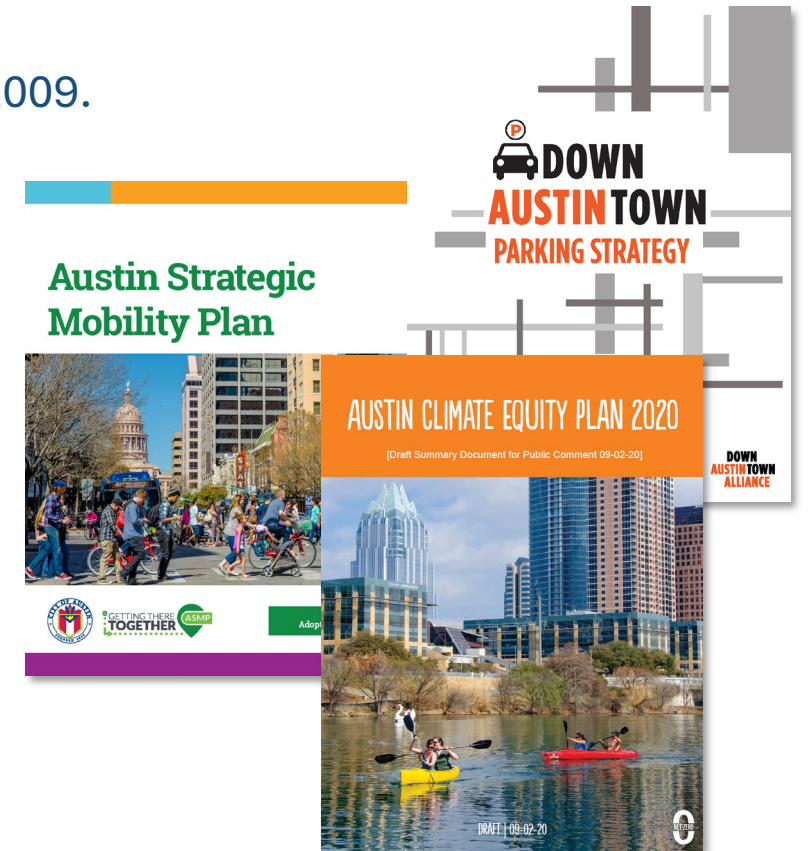
SUPPORT FOR MODERNIZATION



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With Council direction to add language to better manage bike lane mobility, staff will also bring forward a comprehensive modernization of the parking ordinances to make progress towards Austin's mobility, parking, and climate goals.

- Current codes/ regulations are outdated with minimal updates past 2009.
- Reflect policy goals and recommendations from prior plans.
- Begin to address vulnerable road users through enhanced regulation.
- Reduce conflicts with enforcement and outdated language.
- Streamlined terminology.
- Focus on accommodating future technology.
- Enhanced violation language.
- Updates to fine amounts.



§ 12-3 HIGHLIGHTS



Regulates the designation of metered parking spaces, the usage of metered parking technology and parking time restrictions.

§ 12-3-1 – Definitions

- Modifying and expanding “Paid Parking Space” to “Metered Parking Space”, to include spaces that may not be delineated by markings but dedicated by signage.
- Expanding “Parking Meter”, to encompass future parking control systems.
- Modifying “Parking Occasion” to “Parking Session” and made more concise.
- Deleting “Paid Parking Zone,” “Parking Pay Station,” “Pay and Display Station,” and “Pay by Space Station” due to broadened definition of “Parking Meter.”

§ 12-3-2 – Parking Meters

- Streamlining the language by combining requirements for a parking meter under new definition and removing specific pay station language.

§ 12-3-3 – Designation of Metered Parking Spaces

- Updating language to be more concise.

§ 12-3 HIGHLIGHTS CONTINUED



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§ 12-3-4 – Parking in a Metered Parking Space

- Minor language update due to changes in definitions.

§ 12-3-5 – Time Limits on Metered Parking

- Removing geographic restrictions on time and place for metering so that parking management strategies are based on consistent traffic analysis practices, already reviewed and considered by the City’s Traffic Engineer.

§ 12-3-7 – Fee Due for Parking a Motor Vehicle

- Modifying to allow the director to offer validations, due to special circumstances or in the interest of the general public.

BIKE LANE PARKING - NEW 12-5 CODE SECTION



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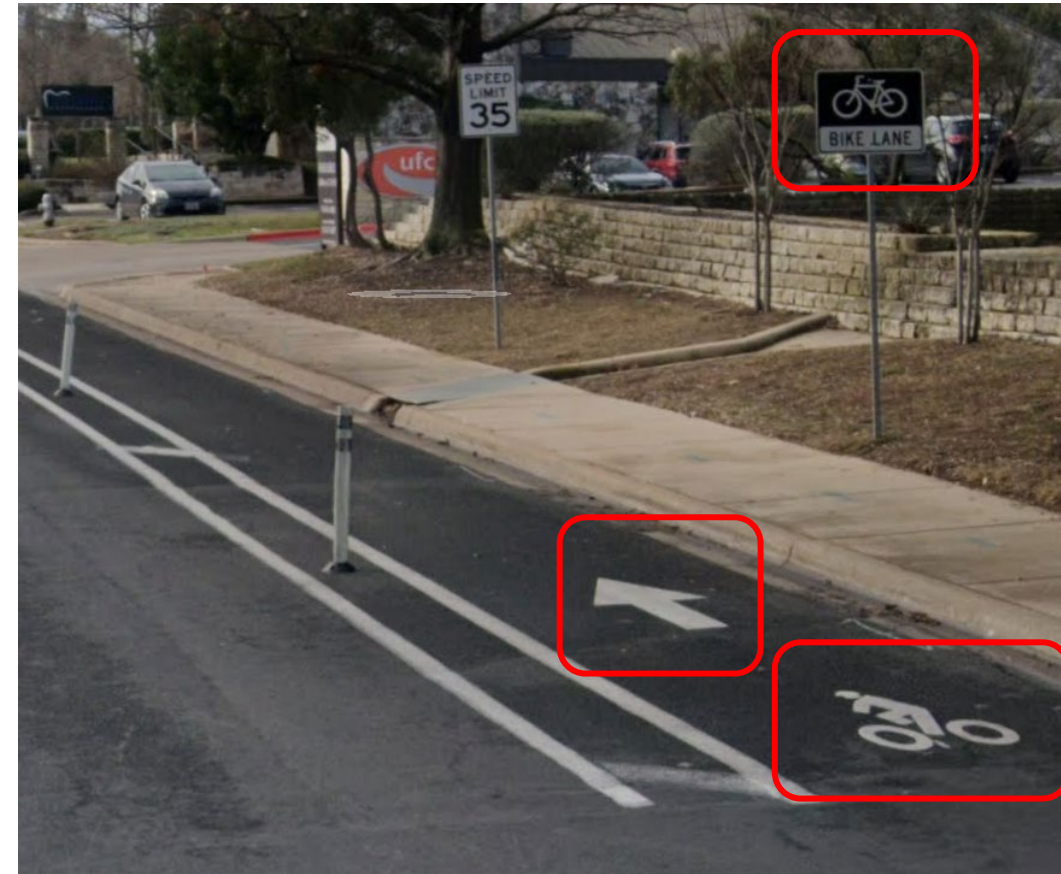
Designated Bike Lane

- TPW will be proposing that a motor vehicle operator shall not stop, stand, or park in a lane or pathway that has been designated by official markings or signage for the specific use of bicycles.

Potential Exemption(s)

There may be instances when it is legal to park within a bike lane such as:

- A government vehicle performing some type of repair or maintenance.
- An officer may direct a vehicle to park in a bike lane due to an emergency.
- A temporary traffic control device.
- A vehicle temporarily stopped to collect solid waste, recycling, or yard debris.
- A vehicle that may be rendered inoperable, for a specific time frame, to clear the lane.
- Other authorized uses, marked by regulatory signage, where parking is permissible (i.e. existing neighborhood and non-profit agreements).



§ 12-5 HIGHLIGHTS



Establishes the permissions and restrictions for parking, stopping and standing of motor vehicles within the City.

§ 12-5-1 – Responsibility for Violations

- Adding language regarding “motor vehicles” throughout the entire ordinance to align with State definition.

§ 12-5-6 – Vehicle Loading or Unloading Musical Equipment

- Modifying to remove placard requirements and to authorize use of existing zones for loading and unloading musical equipment.

§ 12-5-7 – Use of Bus or Transit Stops By Other Motor Vehicles

- Narrowing usage of transit stops to City approved, public transportation services only.

§ 12-5-12 – Commercial Motor Vehicle Loading or Unloading From a Metered Space, Commercial Loading Zone, or Curb-Side Travel lane

- Expanding where commercial hangtag permits may be issued.

§ 12-5 HIGHLIGHTS CONTINUED



§ 12-5-xx – Designated Bike Lane

- Creating a new section making parking in a bike lane illegal, per Council direction. The following are some exceptions being considered:
 - A government vehicle performing some type of repair or maintenance.
 - An officer may direct a vehicle to park in a bike lane due to an emergency.
 - A temporary traffic control device.
 - A vehicle temporarily stopped to collect solid waste, recycling, or yard debris.
 - A vehicle that may be rendered inoperable, for a specific time frame, to clear the lane.
 - Other authorized uses, marked by regulatory signage, where parking is permissible (i.e. existing neighborhood and non-profit agreements).

§ 12-5-24 – City Parking Facilities and Electric Vehicle Charging Spaces

- Requiring active use of electric charging spaces by vehicles with rechargeable batteries.

§ 12-5-25 – Commercial Delivery Zones

- Renaming to better reflect intent and usage. Trade/ building service vehicles park within these zones, that are intended to receive deliveries outside of active traffic.

§ 12-5 HIGHLIGHTS CONTINUED



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§ 12-5-34 – Passenger Pickup and Dropoff Zones.

- Removing the term “attended,” to reflect scenarios where someone may have to exit their vehicle to enter an establishment to assist a disabled person to the vehicle.
- Requiring the use of emergency flashers when parked within the zone, for safety purposes.

§ 12-5-37 – Residents Only Zone

- Expanding language to restate the director’s authority to promulgate rules, but also to address permit misuse such as illegal sale or duplication.

§ 12-5-44 – Parking at a Public Recreation Area or Right of Way Closure Area.

- Expanding to include right of way closure areas, addressing an initiative that was initiated by the Parks Special Event Taskforce from 2017, to address illegal parking that is contrary to posted no parking signs during events.

§ 12-5-57 – Liability of the Motor Vehicle Owner and Operator; Presumption of Liability

- Modifying language for change of motor vehicle ownership, to provide more flexibility when working with Municipal Court.

§ 12-5-90 – Civil Fines, Costs and Fees

- Modifying fine amounts primarily based on consumer price index calculator.

NEXT STEPS



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- January 2025 – City Council Agenda
- January 2025 - Begin Implementation Process for Changes with Municipal Court
- Spring 2025 - Start Warning Campaign on New Changes



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THANK YOU

