1-25-07
#16

RESOLUTION NO.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

Council authorizes the adoption of the proposed Transportation Criteria Manual administrative provisions for on-street parallel or head-in parking as required by Section 2 2 2 B 5 b of City Code Chapter 25-2, Subchapter E (Design Standards and Mixed Use) as shown in Exhibit A

ADOPTED:_____, 2007 **ATTEST:**_____

Shirley A Gentry
City Clerk

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1-25-07

#16

Exhibit A

Public Works Policy – On-Street Parking (1/25/07)

This policy has been prepared to help developers understand where parking will be allowed After approval by Council, City staff will prepare the following for adoption as administrative rules to be included in the City Transportation Criteria Manual, following the standard rules adoption process The rules will substantively embody the following guidelines and criteria, terminology, headings and format may vary but will be consistent with TCM nomenclature and formatting

On-Street Parking Guidelines and Criteria – Parallel and Angle Parking

Minimum Requirements

1 All on-street parking spaces are subject to the approval of the Public Works Director and the use of the space for parking may be changed as needed to accommodate changes in operations on the street

2 Current travel lanes may not be taken for parking or maneuver lanes

3 If the number of travel lanes, including bicycle lanes on the street is less than what is called for in the Austin Metropolitan Area Transportation Plan (AMATP), parking is not allowed within the areas needed for the lanes required to implement the plan

4 The use of the Right-of-way (ROW) space beyond the travel lanes must serve utilities, sidewalks, and tree planting/furniture zones These needs take priority over on-street parking spaces The requirement may be met within the public right-of-way or in combination with on-site planting and/or walking space In either case adequate space must be provided

5 All on-street spaces must meet the requirements of the Federal Americans with Disabilities Act (ADA) and the Texas Accessibility Standards (TAS) If the parking spaces are marked, the first space must be a van-accessible parking space that is at least 22 feet long and 16 feet wide (parallel space)

6 Parking may be prohibited where there is inadequate sight distance caused by horizontal or vertical curvature of the roadway

7 Any parking spaces within the public right-of-way are for general use No parking will be designated for use by patrons of a specific business or a specific resident

On-street parking may be considered where these criteria are met

<u>Parallel Parking</u>

Adequate space plus a 10' wide maneuver lane

(For locations where the adjacent lane operating speed is 35mph or less, an engineering study may be done that must show that the design is safe and does not critically impact the capacity of the roadway, in order to justify the elimination of the maneuver lane)

Angle Parking – 45 degree only

30 mph or less – Adequate space and

- 6 000 vehicles per day or less
- Adjacent width of travel lane sufficient for backing
- No adjacent marked bicycle lane