



Parking Benefit District

City of Austin
Transportation Department
Parking Enterprise Division

Urban Transportation Commission
09-14-10

Today's Presentation

➤ Parking Benefit Districts (PBD)

- On November 4, 2010, staff will ask the City Council to approve a resolution for the implementation of Parking Benefit Districts.
- Today staff is seeking a recommendation from the UTC for the creation of permanent Parking Benefit Districts through out the City.

What is a Parking Benefit District?

➤ Definition:

- “A Parking Benefit District is created by metering the on-street parking.
- Revenue is dedicated towards improvements in the neighborhood that promote walking, cycling and transit use, (after City expenses are deducted) such as sidewalks, curb ramps, and bicycle lanes.”



What are the benefits?

- Meters generate turn-over on individual parking spaces.
- Charging for parking and promoting transportation alternatives can help reduce the number of people parking in the neighborhood.
- The neighborhood benefits from those that do park and pay the meter. The pilot PBD has brought in \$294,000 to date and the funds have been used for the 23rd Street Sidewalk project (\$41K) and for the Rio Grande Street Improvement project (\$253K).



What are the benefits?

- Eligible improvements might include:
 - Curb ramps
 - Bicycle Lanes
 - Sidewalks
 - Traffic Calming
 - Plazas
 - Landscaping,
 - Increased Maintenance,
 - etc.



History

- The West Campus PBD pilot program began in July 2006 from an EPA grant of \$43,275.00 to the City of Austin.
- A Parking Benefit District (PBD) is presently a pilot program on San Antonio Street between 19th and 26th street (96 metered spaces).



Staff Recommendation

- The West Campus PBD pilot has been successful in managing the parking along San Antonio Street and has generated revenue to help pay for neighborhood improvement projects.
- Making a Parking Benefit District a permanent parking program will allow other areas of the city to benefit from this program and will help the city in managing parking by promoting turn-over.



Proposed Terms of Agreement

1. Initial term 10 years with 5 year renewal.
2. Boundaries will be established by the City with input from Neighborhood/Merchant Association.
3. A minimum of 100 parking spaces which must generate an estimated \$73,200.00 a year.
4. The City of Austin may refuse the PBD request if there is not sufficient evidence to substantiate the fact that the meters will produce minimum in revenue.
5. Improvement projects must be pre-selected with cost and construction estimates. The costs can not exceed the estimated revenue accrued to the district in the 10 year agreement.
6. 30% of parking revenue minus fixed costs will go towards improvements in the PBD such as, sidewalks, curb ramps, lighting, and bicycle lanes.
7. Existing parking metered spaces will not be included in PBD unless approved by the City of Austin.
8. Revenue from the PBD may be used in conjunction with the Neighborhood Partnering Program if all procedures are satisfied.

➤ Proposed UTC Recommendation Language:

- The Urban Transportation Commission supports staff recommendation to establish permanent Parking Benefit Districts throughout Austin.

Questions?

Thank you

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