

Urban Transportation Commission

Actions from the June 3, 2025 and July 1, 2025, meetings

Residential Parking Program Proposed Rule

- NOW THEREFORE BE IT RESOLVED, that the UTC recommends the Director's Rules maintain the following provisions:
 - Hybrid Parking Regulations;
 - Definition of resident in Section V(6), which is inclusive of Multi-Family residents;
 - Allowing multi-unit residential properties with seven or more units to be eligible for Day Passes under Section XII(F)(1);
 - Creation of Construction Passes under Section XII(F)(2); and
 - Residential Parking Program Re-evaluation Criteria, including that a zone may be underutilized if fewer than 66% of eligible households purchase or renew permits annually in Section XI(C)(1);
- BE IT FURTHER RESOLVED, that the UTC recommends the Director's Rules are amended to remove provisions in Section I stating that the purpose of the Residential Parking Program is, in part, to make it "easier for residents to find an open parking spot" and replace it with language clarifying that the purpose should be to reduce strain on overparked curbs on neighborhood streets. This may include language from Section IV, which references the duties of a traffic engineer to regulate traffic in a way that "protects the safety of individuals and property, as well as ensures the smooth and efficient flow of traffic;"

Residential Parking Program Proposed Rule

- BE IT FURTHER RESOLVED, that the UTC recommends that the Director's Rules be amended to allow residents of multi-unit residential properties with seven or more units to be eligible for Visitor Permits under Section XII(D);
- BE IT FURTHER RESOLVED, that the UTC recommends that Transportation & Public Works review whether ineligible multi-family residents impacted by the creation of a Residential Parking Program zone (whether in the zone or near the zone) can be provided with a benefit commensurate to the benefits afforded to single family and smaller multi family residents, possibly including discounted or free Park ATX codes, or additional Loading Zones and Drop Off Zones;
- BE IT FURTHER RESOLVED, that the UTC recommends that Transportation & Public Works add owners and employees of adjacent cultural venues and businesses as interested parties in the establishment of Residential Parking Program Zones, ensuring they maintain access upon the zone's establishment; and
- BE IT FURTHER RESOLVED, that the UTC recommends that Transportation & Public Works review the effects of proposed RPPs on employees of adjacent local cultural venues, including but not limited to music venues and restaurants, and establish affordable and accessible options for employee parking in RPP zones, using the model of the Affordable Parking Program, to be detailed in the Director's Rules.

Aligning Lane Widths to NACTO Standards

- NOW, THEREFORE BE IT RESOLVED, that the Urban Transportation Commission (UTC) recommends that the Department of Transportation & Public Works (TPW) initiate updates to the Transportation Criteria Manual (TCM) Street Design for Level 3 and Level 4 Streets to NACTO standards, including by adopting the following:
 - A recommended lane width of 10 feet and a constrained width of 9 feet for general travel lanes not designated for truck or transit use;
 - A recommended width of 11 feet and constrained width of 10 feet for general travel lanes with transit use or where freight/delivery traffic is expected to be greater than 10% of total traffic; and
 - The inclusion of contextual factors that would require a lane width greater than 11 feet; and

Current TCM

| | Recommended | Constrained |
|-----------------------------|-------------|-------------|
| Interior Travel Lanes Width | 11 ft | 10 ft |
| Outside Travel Lane Width | 12.5 ft | 11.5 ft |

UTC Recommendation

| | Recommended | Constrained |
|-----------------------------|-------------|-------------|
| General Travel Lane Width | 10 ft | 9 ft |
| Freight/Transit Lanes Width | 11 ft | 10 ft |

Aligning Lane Widths to NACTO Standards

- BE IT FURTHER RESOLVED, that the UTC recommends that TPW consider, as current resources allow, conducting a lane width audit on City of Austin Level 3 & 4 Streets to identify roadways where excessive lane widths may create a safety issue, and prioritize those streets for restriping, resurfacing, or other improvements; and
- BE IT FURTHER RESOLVED, that the UTC recommends the City Council amend the Austin Strategic Mobility Plan to include target indicators for lane width reduction under Chapter 1, “Designing for Safety.”