



SFMTA

# Curb Management Strategy & Shared Spaces Pickup Zones Evaluation

San Francisco County Transportation Authority

Citizens Advisory Committee

December 2, 2020

# Many users competing for curb space



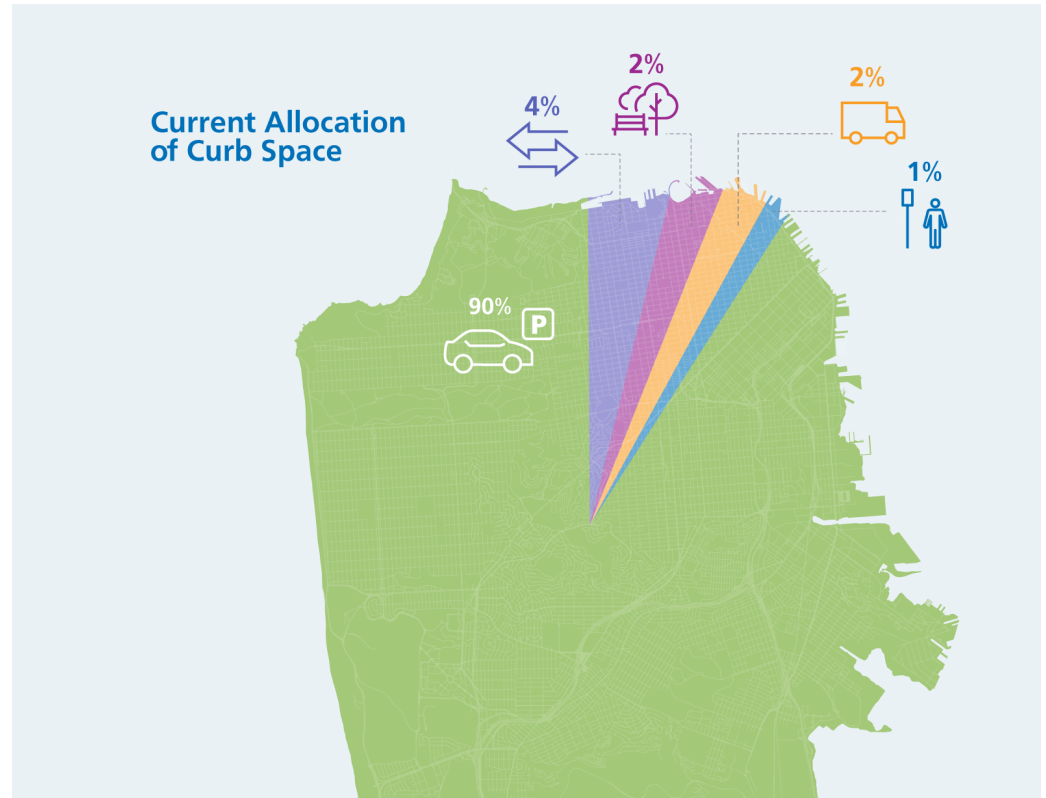
# Lack of loading space creates safety hazards, transit delay





# Limitations of existing strategies

- Mismatch between curb allocation and how people get around
- Storage for vehicles – 90% of the curb
- Active uses – 1% of the curb
- Does not align with San Francisco's larger goals



# Curb Management Strategy

## Purpose

- A holistic and proactive approach
- Align limited curb space with City's values
- Support wider goals
  - Vision Zero
  - Transit First
  - Climate Action Strategy
  - Equity and Accessibility
  - Business Vitality
  - Transparency

## Elements

- Curb hierarchy
  - Prioritizing curb functions by land use
  - Curb productivity
- Recommended strategies
  - New tools
  - Policies
  - Legislative changes
  - Process improvements
- Design guidelines
  - Guidance to planners, engineers, and project managers

# Curb Hierarchy: Functions



## ACCESS FOR PEOPLE

Active space that prioritizes transit boardings, and accommodates pick-ups/drop-offs, and shared-mobility services



## ACCESS FOR GOODS

Space for deliveries of different types and sizes, used for short periods of time



## PUBLIC SPACE AND SERVICES

Curb designated for use by people and public services



## STORAGE FOR VEHICLES

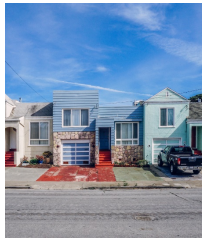
Space intended to be occupied by vehicles for extended periods, such that no other users can access the space



## MOVEMENT

Curb lane is used for the through-movement of motorized and non-motorized means of transportation, such that the curb lane is unavailable for other functions

# Curb Hierarchy: Land Use Types



Low-density residential



Neighborhood commercial



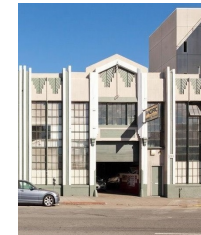
Major attractor



Mid/high-density residential



Downtown



Industrial/PDR

# Curb Hierarchy: Prioritization

