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
- Mid/high-density residential
- Neighborhood commercial
- Downtown
- Major attractor
- Industrial/PDR
## Curb Hierarchy: Prioritization

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<th>Downtown</th>
<th>Major Attractor</th>
<th>Industrial/Production, Design, and Repair</th>
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