



SFMTA

Curb Management Strategy

San Francisco County Transportation Authority

Citizens Advisory Committee

December 2, 2020

Many users competing for curb space

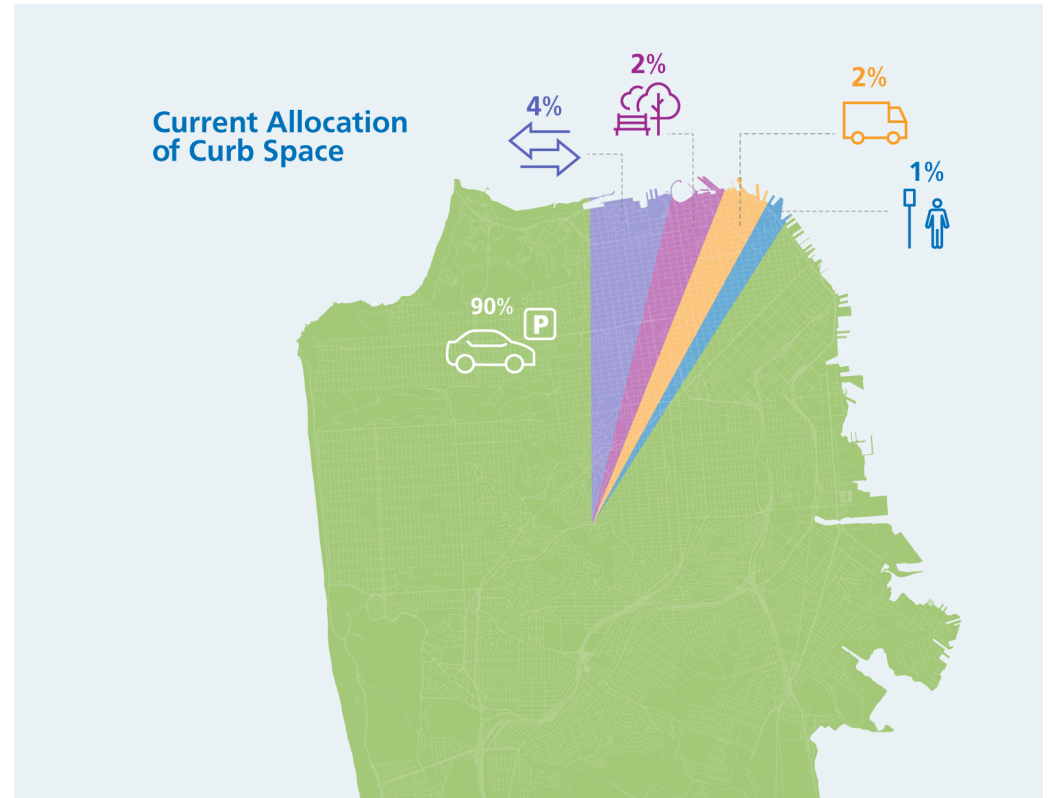


Lack of loading space creates safety hazards, transit delay



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

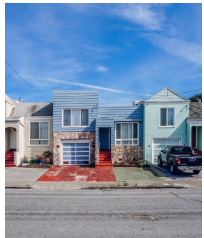
Space intended to be occupied by vehicles for extended periods, such that no other users can access the space



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



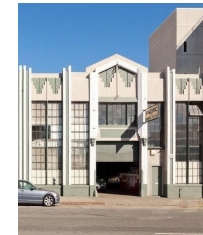
Major attractor



Mid/high-density residential



Downtown



Industrial/PDR

Curb Hierarchy: Prioritization

