Curb Management Strategy & Shared Spaces Pickup Zones Evaluation

San Francisco County Transportation Authority

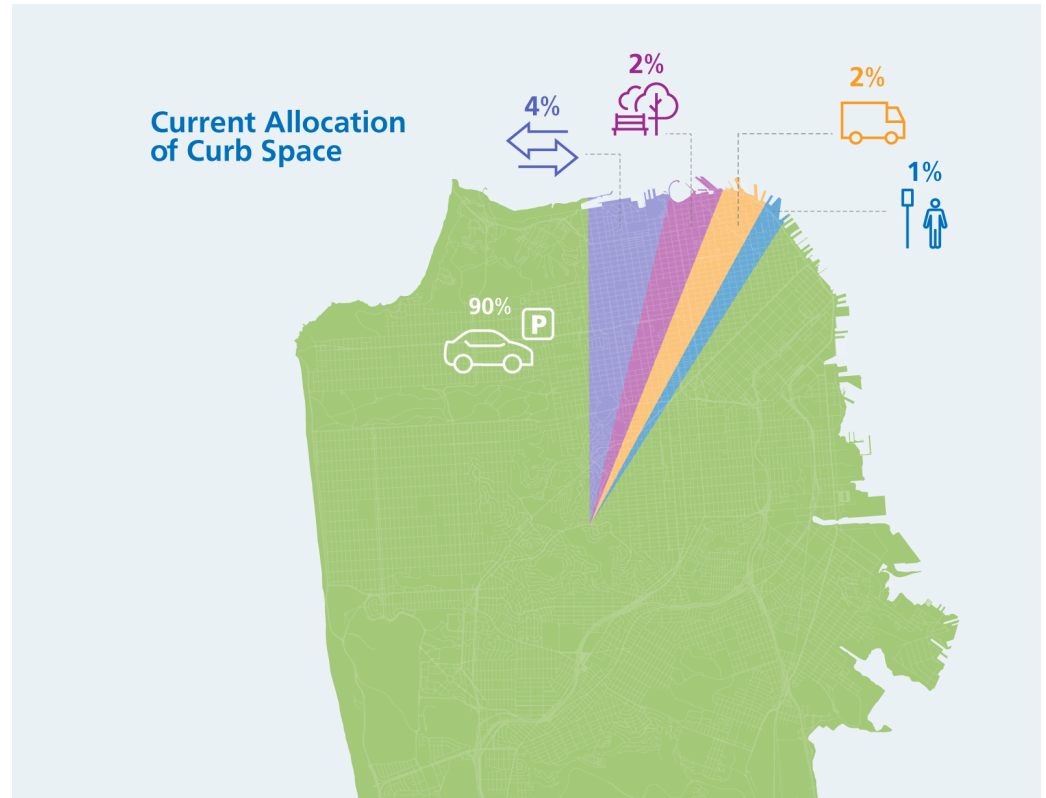November 10, 2020

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

Current Allocation of Curb Space

4% 2% 2% 1% 90%

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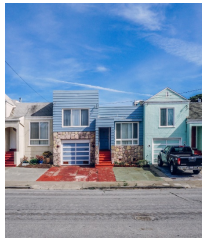
STORAGE FOR VEHICLES
Space intended to be occupied by vehicles for extended periods, such that no other users can access the space

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
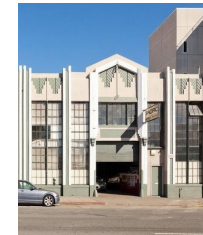

Neighborhood commercial

Major attractor

Mid/high-density residential

Downtown

Industrial/PDR

Curb Hierarchy: Prioritization

Shared Spaces Program

Shared Spaces Curbside Pickup Evaluation

Evaluation

- Collect data
  - Zone usage
  - Conflicts: transit, bikes, double parking, other loading activity
- Locations throughout the city

Recommendations

- Guidelines for zone design
- Long-term program policy
- Community outreach process

Prop K Funding

- Video camera data collection
  - 20 to 30 blocks
- Merchant/resident/intercept outreach