



SFMTA

Curb Management Strategy

SFMTA Board

February 18, 2020

Curb management has always been a challenge in San Francisco



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Many users competing for curb space



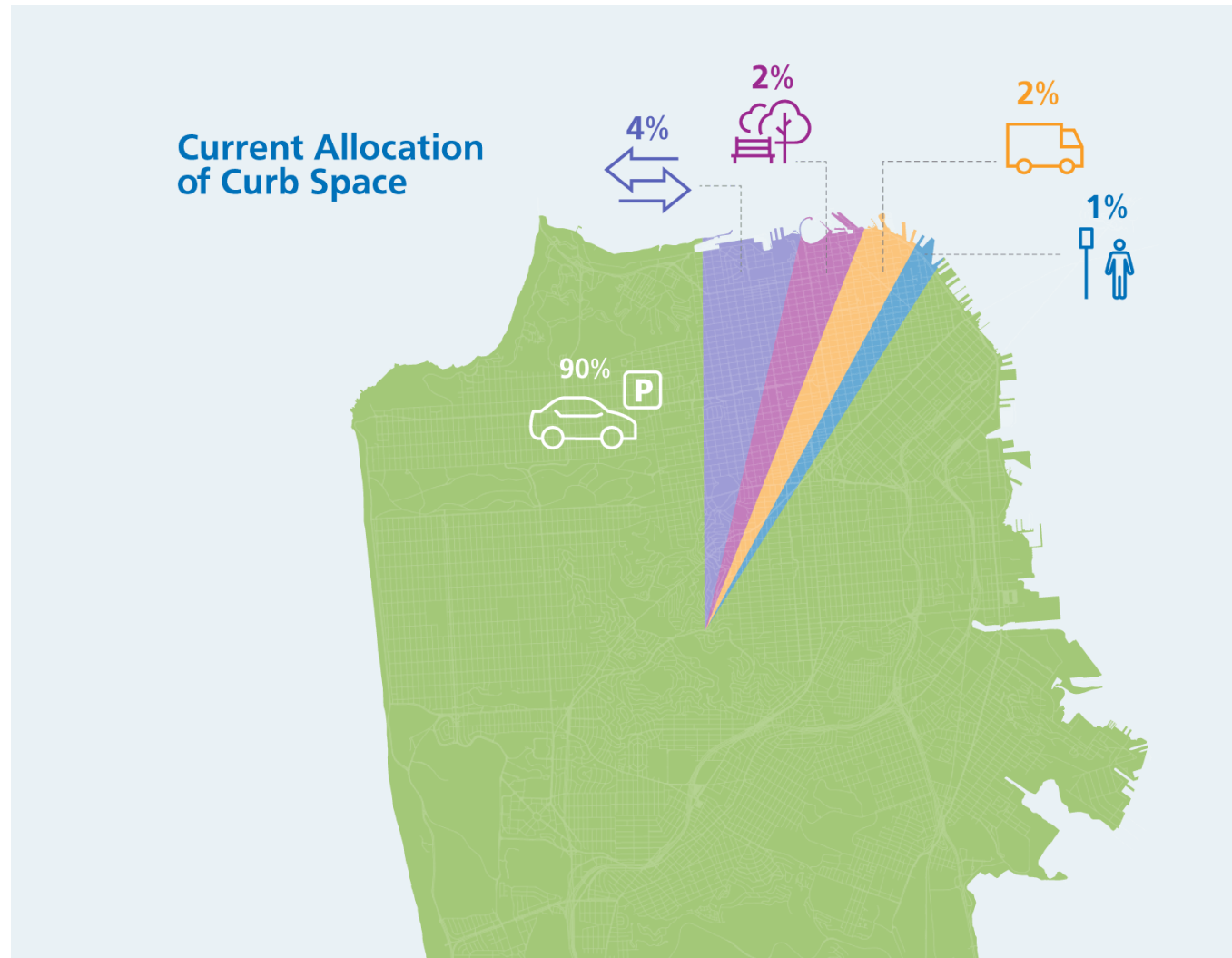
Existing and new curb uses are growing and expanding



Lack of loading space creates safety hazards, transit delay



Limitations of existing strategies



Curb Management Strategy: Purpose

- A new 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

Curb Management Strategy: Process and Outreach

1. Review of existing regulations and conditions
2. Best Practices
3. Interviews
4. Data collection
5. Stakeholder workshops
6. Development of curb prioritization and strategies
7. Internal and external outreach

Curb Management Strategy: Elements

- Curb hierarchy
 - Prioritizing curb functions by land use
 - Curb productivity
- Recommended strategies
 - New tools
 - Policies
 - Legislative changes
 - Process improvements
- Design guidelines

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



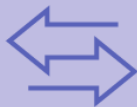
Public Space and Services

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



Downtown



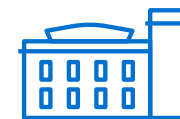
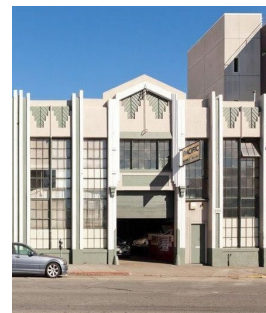
Mid/high-density residential



Major attractor

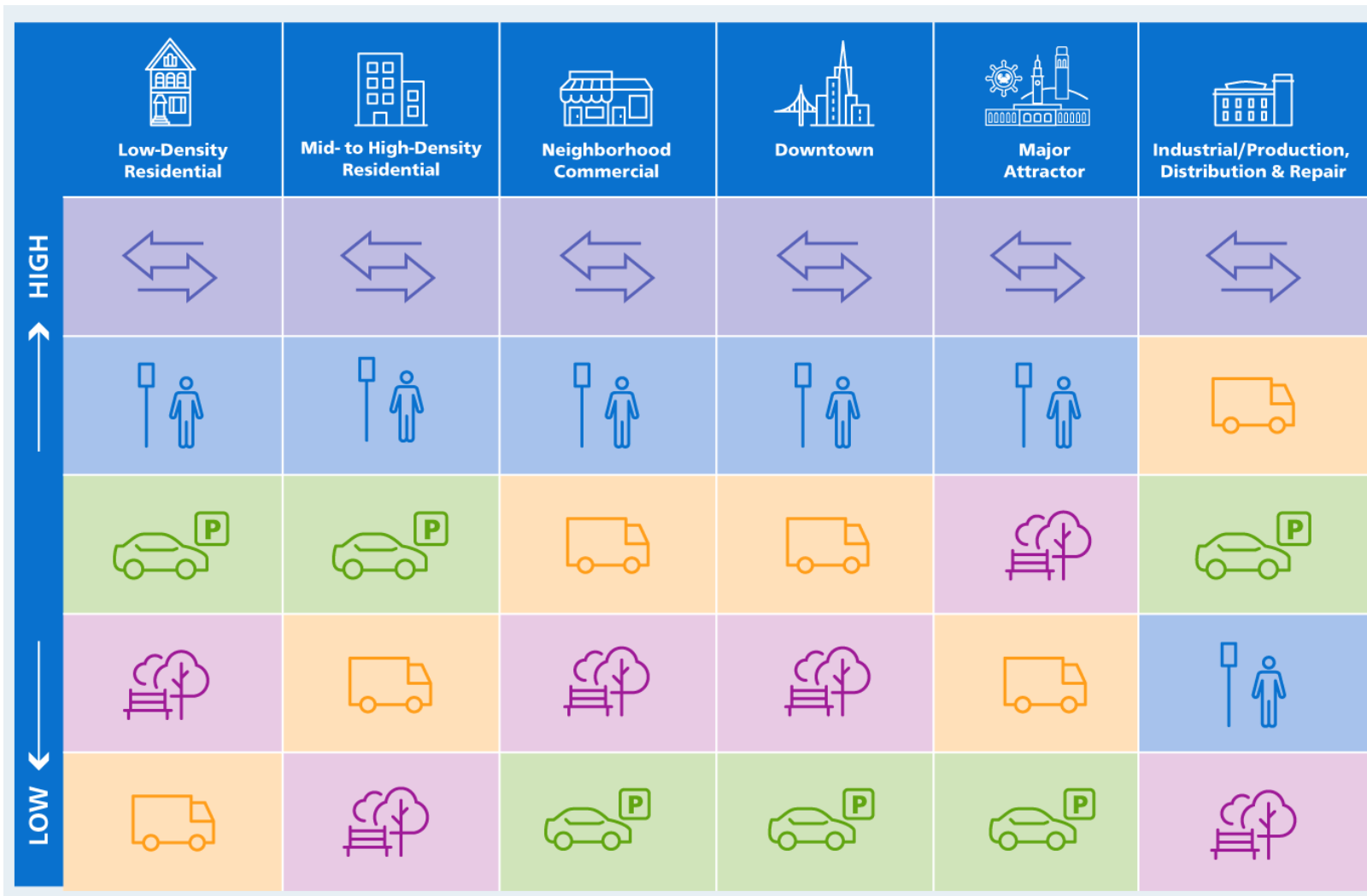


Neighborhood commercial



Industrial/PDR

Curb Hierarchy: Prioritization



Curb Management Strategy: Objective 1

Advance a holistic planning approach

1.1	Supplement the request-based Color Curb Program with proactive curb space allocation
1.2	Revise Color Curb Program charges
1.3	Simplify loading zone hours & days of enforcement
1.4	Proactively manage parking for City service vehicles
1.5	Develop guidelines for allocating motorcycle parking

Curb Management Strategy:

Objective 2

Accommodate growing loading needs

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| 2.1 | Right size loading zones according to context |
| 2.2 | Increase evening and weekend parking and loading regulations |
| 2.3 | Consider extending parking meter hours to evenings and Sundays |
| 2.4 | Improve utility of yellow zones |
| 2.5 | Improve utility of green zones |
| 2.6 | Provide for goods loading in non-commercial vehicles |
| 2.7 | Expand the use of loading zones that vary based on time of day |
| 2.8 | Ensure sufficient loading during special events |
| 2.9 | Amend the Planning Code to manage loading activities |

Curb Management Strategy:

Objective 3

Increase compliance with parking & loading regulations

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| 3.1 | Pursue safety and accessibility through parking enforcement |
| 3.2 | Standardize loading signage |
| 3.3 | Develop public communications around curb management |
| 3.4 | Reform parking violation fees to disincentivize the most harmful behaviors |
| 3.5 | Pursue state legislation expanding camera-based enforcement |
| 3.6 | Clarify locations where passenger loading is permitted |
| 3.7 | Regulate parking at broken meters |
| 3.8 | Move valet parking permit program to the SFMTA |
| 3.9 | Make minor revisions to the Transportation Code |

Curb Management Strategy: Objective 4

Improve access to up-to-date data

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| 4.1 | Standardize curb data inventory |
| 4.2 | Establish single inter-agency database for temporary curb use permits |
| 4.3 | Standardize geofencing requests for Transportation Network Companies (TNCs) |

Curb Management Strategy: Objective 5

Rationalize policies towards private users of curbspace

5.1	Study pricing to address curbspace use impacts
5.2	Focus electric vehicle charging efforts off-street
5.3	Develop procedures for determining if a driveway is abandoned
5.4	Expand local role in regulation of Transportation Network Companies (TNCs)

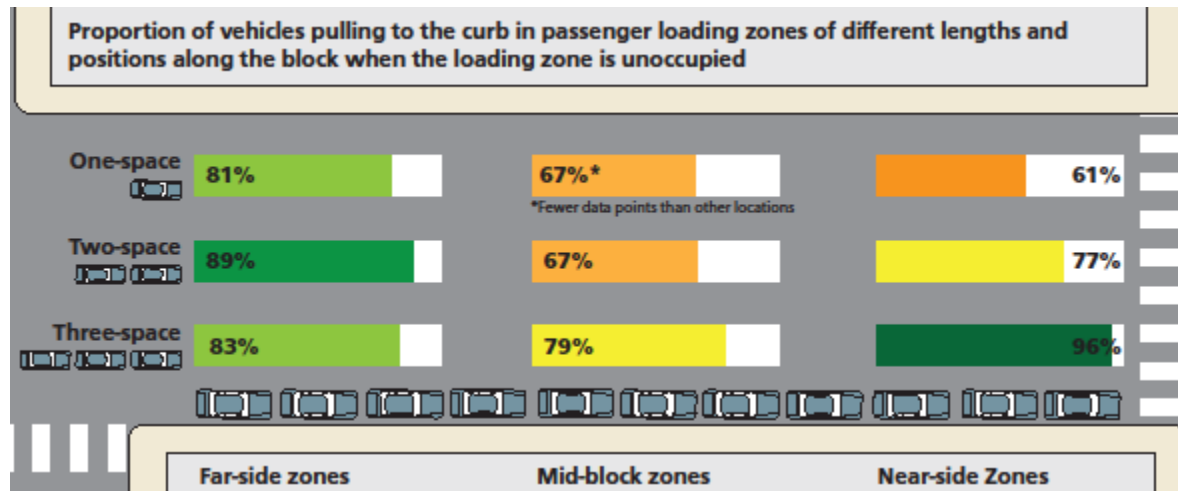
Curb Management Strategy: Objective 6

Promote equity and accessibility

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| 6.1 | Prioritize accessibility in curb management |
| 6.2 | Reduce use of Muni “flag stops” and develop guidelines for when they are permitted |

Design Guidelines

- Guidance to planners, engineers, project managers
- Data collection and outreach
- Loading zone length and placement standards
- Effective hours



Thank you

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Parking & Curb Management