



# The Future of the Curb

**December 5, 2019**

**Andrew Clark**

# Sharing the Curb

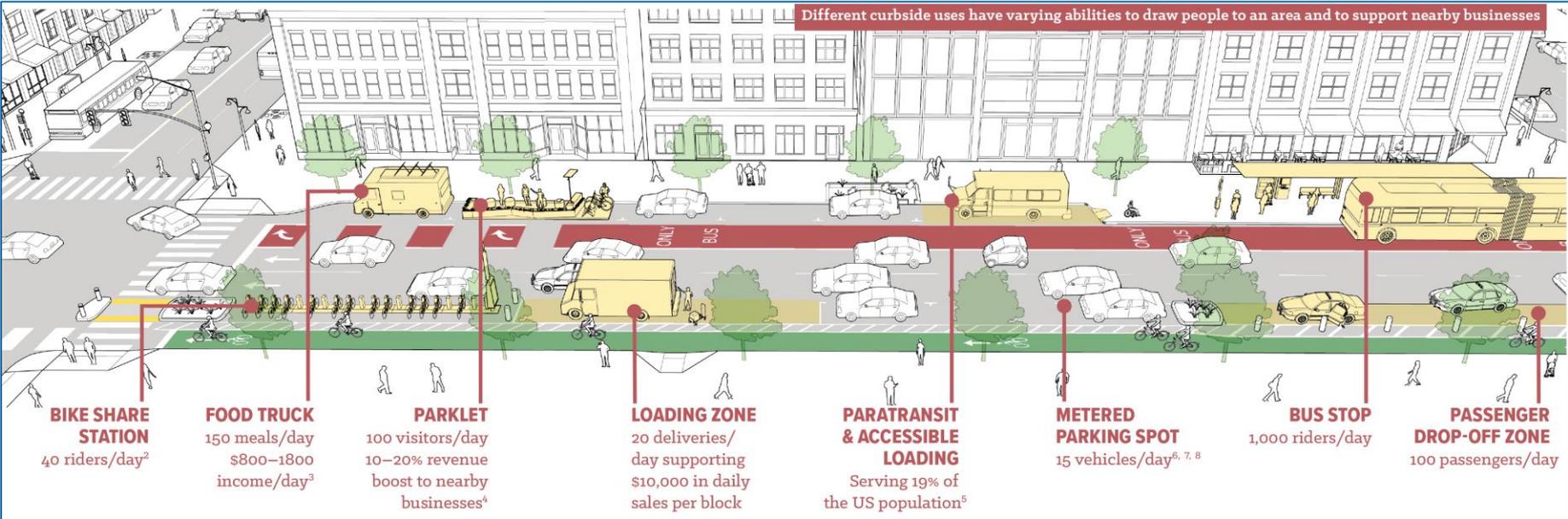
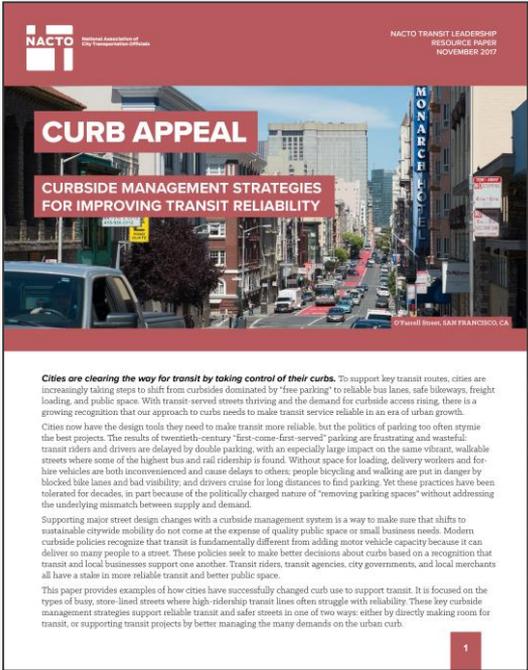


Image: NACTO

# Resources



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NOVEMBER 2017

## CURB APPEAL

### CURBSIDE MANAGEMENT STRATEGIES FOR IMPROVING TRANSIT RELIABILITY

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Cities are clearing the way for transit by taking control of their curbs. To support key transit modes, cities are increasingly taking steps to shift from curbsides dominated by "free parking" to reliable bus lanes, safe bikeways, freight loading, and public space. With transit-served streets thriving and the demand for curbside access rising, there is a growing recognition that our approach to curbs needs to make transit service reliable in an era of urban growth.

Cities now have the design tools they need to make transit more reliable, but the politics of parking too often stymie the best projects. The results of twentieth-century "first-come-first-served" parking are frustrating and wasteful: transit riders and drivers are delayed by double parking, with an especially large impact on the same vibrant, walkable streets where some of the highest bus and rail ridership is found. Without space for loading, delivery workers and for-hire vehicles are both inconvenienced and cause delays to others; people bicycling and walking are put in danger by blocked bike lanes and bad visibility, and drivers cruise for long distances to find parking. Yet these practices have been tolerated for decades, in part because of the politically charged nature of "removing parking spaces" without addressing the underlying mismatch between supply and demand.

Supporting major street design changes with a curbside management system is a way to make sure that shifts to sustainable citywide mobility do not come at the expense of quality public space or small business needs. Modern curbside policies recognize that transit is fundamentally different from adding motor vehicle capacity because it can deliver so many people to a street. These policies seek to make better decisions about curbs based on a recognition that transit and local businesses support one another. Transit riders, transit agencies, city governments, and local merchants all have a stake in more reliable transit and better public space.

This paper provides examples of how cities have successfully changed curb use to support transit. It is focused on the types of busy, store-lined streets where high-ridership transit lines often struggle with reliability. These key curbside management strategies support reliable transit and safer streets in one of two ways: either by directly making room for transit, or supporting transit projects by better managing the many demands on the urban curb.

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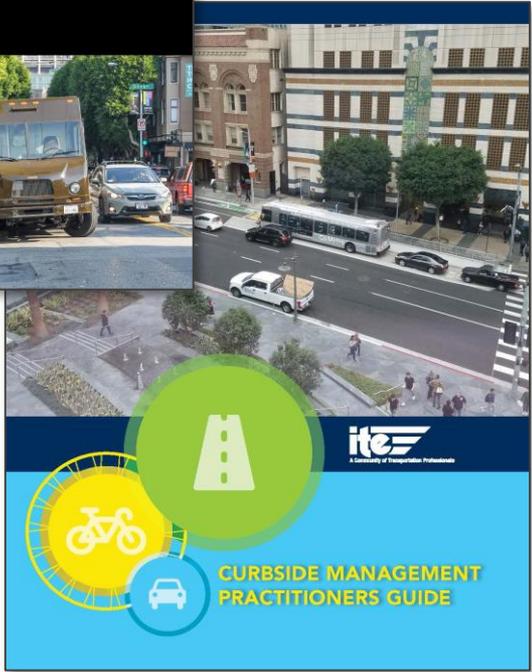
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## Parking Supply and Demand Management Strategies



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A Community of Transportation Professionals

## CURBSIDE MANAGEMENT PRACTITIONERS GUIDE

# Literature Review Topics

- Curb space policy
- Passenger pickup and drop-off activity
- Commercial vehicle loading activity
- Safety and access for all modes
- On-street parking management



# Curb Space Policies

## Defining the curb: Seattle

- Mobility
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- Access for commerce
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- Greening
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## Managing the curb: Toronto and Washington, DC

- Curbside Management Strategies

# Passenger Pickups and Drop-offs

Designated pickup and drop-off zones in Washington, DC and Boston

Geofencing to consolidate pickup and drop-off locations in San Francisco



Photo: CTPS

*Note: This slide was edited from the version presented to display a photograph taken by CTPS, rather than an external agency. Both photos show examples of pick up/drop off zones.*

# Commercial Vehicle Loading Activity

Expanded commercial loading zones in Washington, DC

Shared locker system in Seattle



Photo: CTPS

# Improving Access and Safety for all Modes

Vision Zero and Complete Streets policies in many cities



Photo: CTPS

# On-Street Parking Management

Demand-priced parking in San Francisco, Washington, DC, and Boston



Image: San Francisco Municipal Transportation Agency

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- Other cities have tested strategies to make better use of curb space.
- There is an emphasis on pilot programs and flexibility.
- Municipalities should monitor, evaluate, and adjust curb regulations and management strategies to respond to changing demands.

# Questions and Comments

Andrew Clark, MPO staff  
(857) 702-3660  
aclark@ctps.org

*Note: This slide was edited from the one presented to add staff contact information.*

