

# Introduction to the ITE *Curbside Management Practitioners Guide*

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# Filling a Gap in the Industry

## Identified Gaps in Industry Guidance and Best Practice

- No existing process to determine the best use of curb space
- Current guidance focuses on traditional parking
- Demands on city streets are changing rapidly

# Why Manage Curb Space? Challenges/Opportunities

## Challenges

- Lack of “How to” guidance
- Address basic safety needs first
- Must prioritize demands for curb space

## Opportunity to think differently!

- Set priorities
- Define better performance standards
- Prepare for changing demands

# State of the Practice

## What are the existing measures of success?

- Parking meter revenue?
- Parking space occupancy?
- Parking turnover?
- Transit ridership?
- Transit schedule adherence?

# New Demands for Curb Space

## Priorities?

- Emergency access
- Clear zones
- Fire hydrants
- Traditional parking
- Accessible parking
- Bus stops shelters
- Taxis
- Commercial loading
- Bicycle facilities
- Bus lanes
- TNCs: Uber, Lyft...
- Carsharing
- Vending trucks
- Autonomous Vehicles



# Introduction to the Guide

- What is Curbside Management?
- Available Tools and Treatments
- Treatment Selection Process
- Performance Measurement
- Future Considerations
- Additional Resources
- Implemented Strategies and Projects



# What is Curbside Management?



Drivers, both TNC and non-TNC



Parked vehicles and electric vehicle (EV) charging



Bicycles and bicycle infrastructure



Pedestrians and crossing infrastructure



Couriers and delivery vehicles



Local businesses



Mobile vendors



Transit and transit infrastructure



ADA access



Emergency services









Taxis, transportation network companies (TNCs), and shuttles



Parklets and streetscape

# What is Curbside Management?

FUNCTION	DEFINITION	USES
 <b>MOBILITY</b>	Moves people and goods	<ul style="list-style-type: none"> <li>• Sidewalks</li> <li>• Bus or streetcar lanes</li> <li>• Bike lanes</li> <li>• General purpose travel lanes - includes freight</li> <li>• Right- or left-turn only lanes</li> </ul>
 <b>ACCESS FOR PEOPLE</b>	People arrive at their destination, or transfer between different ways of getting around	<ul style="list-style-type: none"> <li>• Bus or rail stops</li> <li>• Bike parking</li> <li>• Curb bulbs</li> <li>• Passenger load zones</li> <li>• Short-term parking</li> <li>• Taxi zones</li> </ul>
 <b>ACCESS FOR COMMERCE</b>	Goods and services reach their customers and markets	<ul style="list-style-type: none"> <li>• Commercial vehicle load zone</li> <li>• Truck load zone</li> </ul>
 <b>ACTIVATION</b>	Offers vibrant social spaces	<ul style="list-style-type: none"> <li>• Food trucks</li> <li>• Parklets and streateries</li> <li>• Public art</li> <li>• Seating</li> <li>• Street festivals</li> </ul>
 <b>GREENING</b>	Enhances aesthetics and environmental health	<ul style="list-style-type: none"> <li>• Plantings                             <ul style="list-style-type: none"> <li>- Boulevards</li> <li>- Street trees</li> <li>- Planter boxes</li> </ul> </li> <li>• Rain gardens and bio-swales</li> </ul>
 <b>STORAGE</b>	Provides storage for vehicles or equipment	<ul style="list-style-type: none"> <li>• Bus layover</li> <li>• Long-term parking</li> <li>• Reserved spaces (e.g. for Police or other government use)</li> <li>• Construction</li> </ul>

(Source: Seattle Department of Transportation)



# Available Tools and Treatments

1. Planning and Implementation
2. Access to Loading/Unloading Zones
3. Parking
4. Transit
5. Bicycles
6. Pedestrians and Activation



# 1. Planning and Implementation

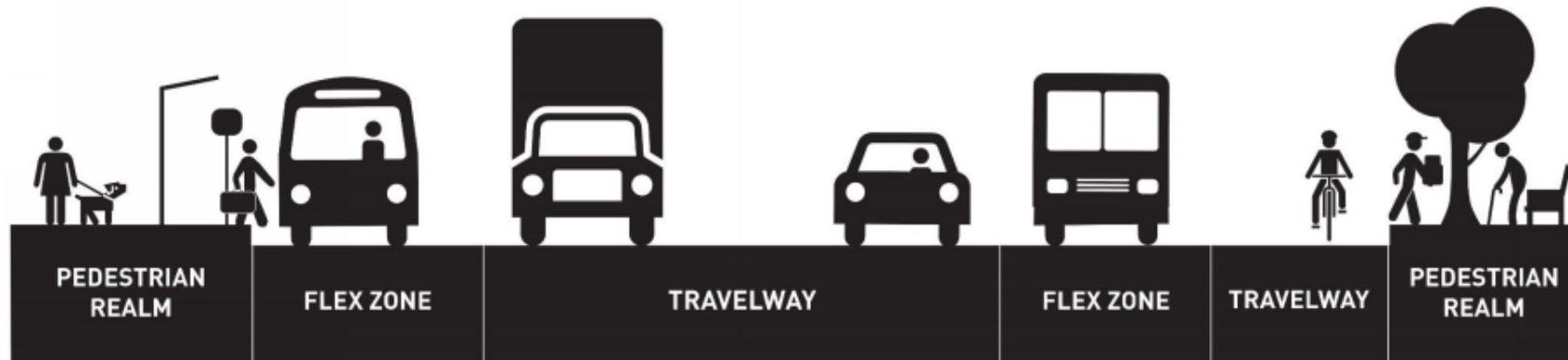


(Source: Adam Coppola Photography)

# 1. Planning and Implementation

## Flex Zones

3 ROW zones



(Source: Seattle Department of Transportation)

# 1. Planning and Implementation

## Layered Network Approach

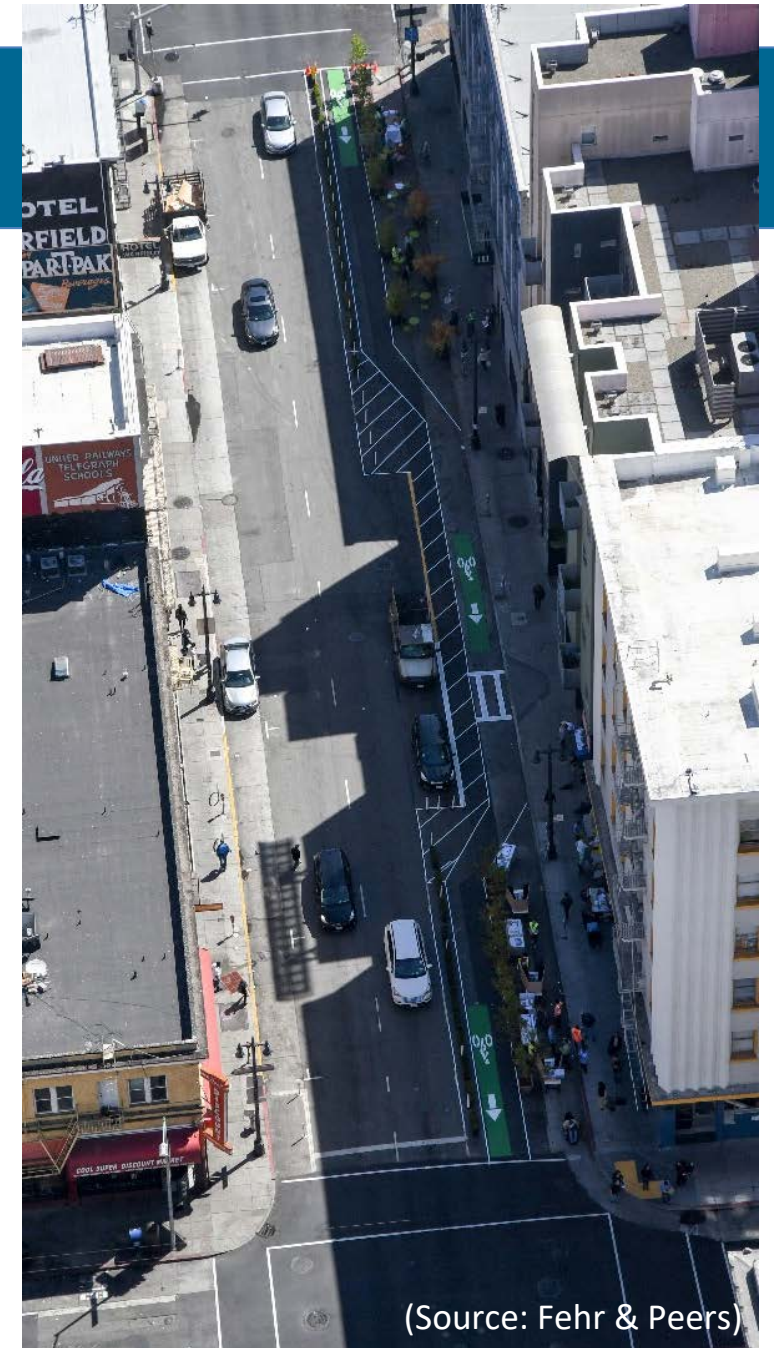


# 1. Planning and Implementation

## Living Previews (Pop-ups)



(Source: Fehr & Peers)



(Source: Fehr & Peers)

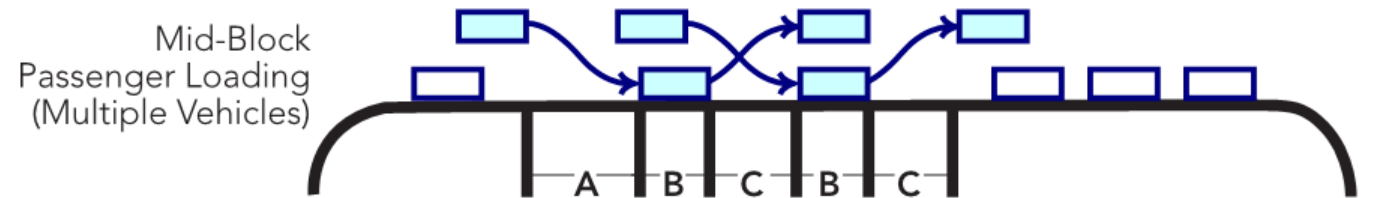
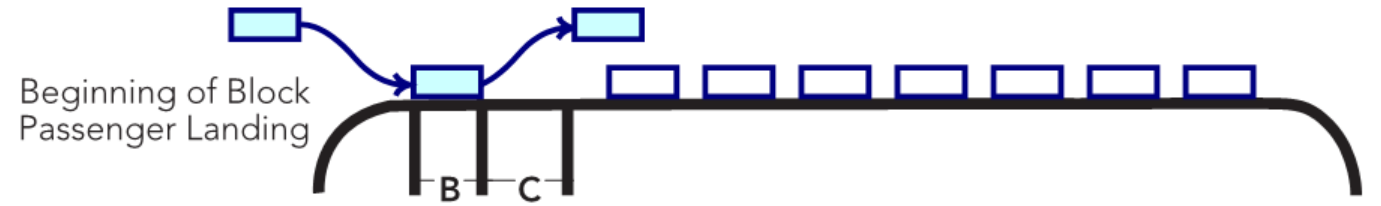
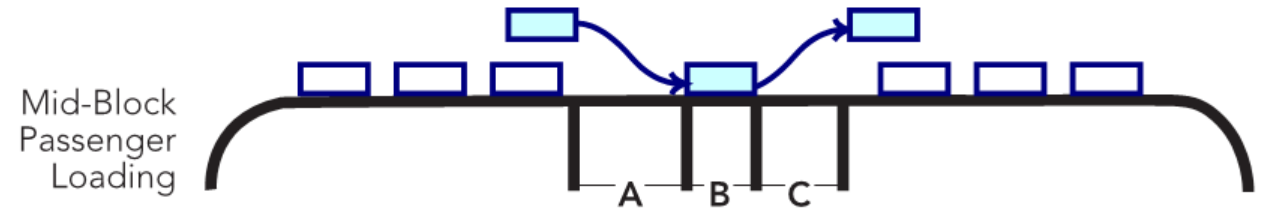
## 2. Access to Loading/Unloading Zones



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## Passenger Access

- Identifying Demand
- Geofencing



## 2. Access to Loading/Unloading Zones

### Freight Access

- Freight Zone Pricing
- Off-Peak Delivery and Congestion Pricing
- Delivery Vehicle Staging Zones
- Urban Consolidation Centers



(Source: Seattle Department of Transportation)



# 3. Parking



(Source: Fehr & Peers)

# 3. Parking

## Demand-based Pricing

The screenshot shows the SFpark website interface. At the top, there is a navigation menu with links: The Project, How it Works, FAQ, Resources, News, and Contact Us. The main content area features a map of San Francisco with various streets labeled, including Dolores St, Guerrero St, and Mission St. A vertical color scale on the left indicates pricing levels: High (red), Low (green), and No Data (grey). A 'Find Parking' panel on the right includes a dropdown menu set to 'Mission' and a list of instructions: 1) Choose a pilot neighborhood above, 2) Click a blockface or garage icon for rates, 3) Click \$ for a comparative pricing map. Below the instructions is a table with columns for Availability and Pricing.

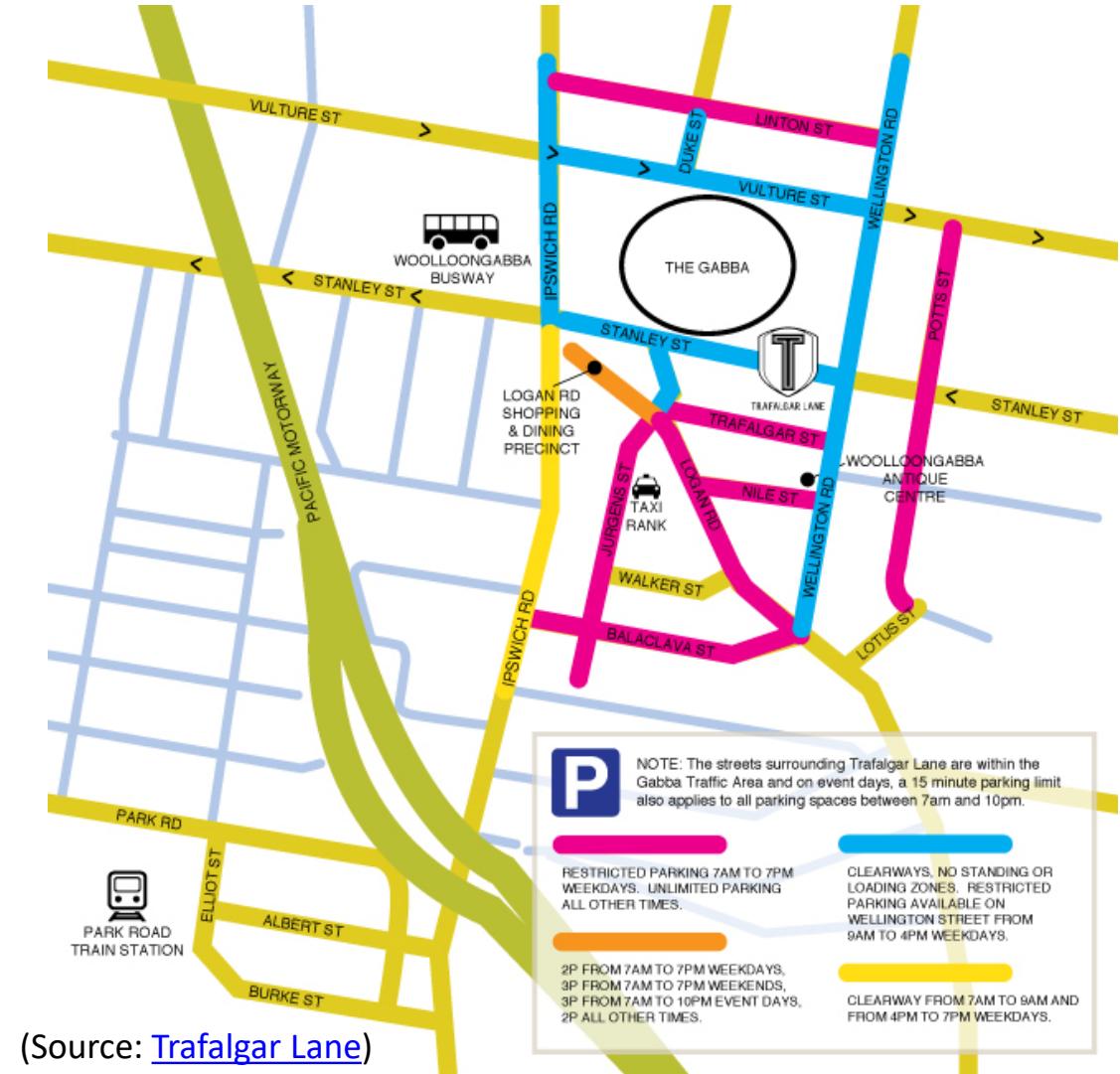
	Availability	Pricing
low	0-15%	\$0 - \$2.00 / hr
med	15-30%	\$2.01 - \$4.00 / hr
high	30%+	\$4.01+ / hr

(Source: SFPark)

# 3. Parking

## Time Restrictions

- Time Limits
- Time-of-day Restrictions



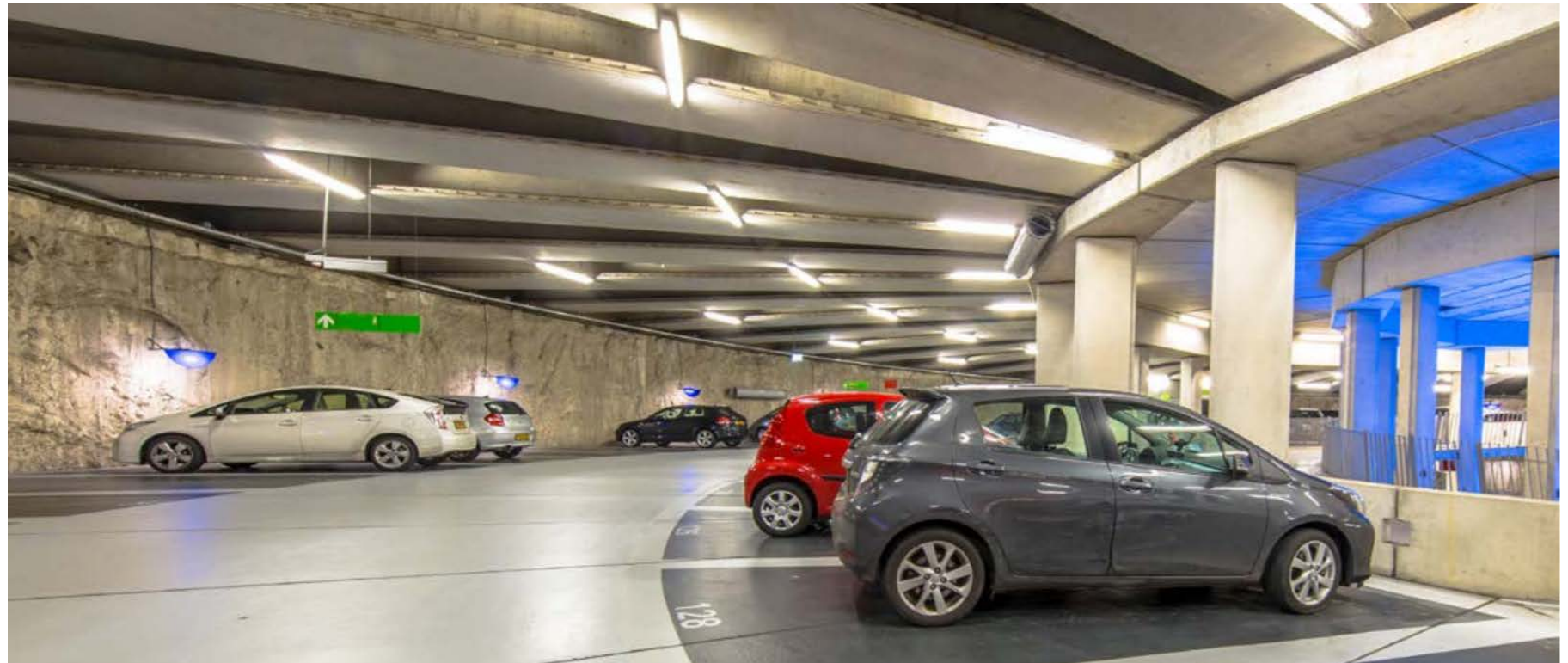
# 3. Parking

## Other Parking Strategies

- Reduced Occupancy Targets
- Evaluation of Area-wide Availability
- Inclusion of Off-street Options
- Priority Parking Programs



(Source: Fehr & Peers)



# 4. Transit

- Transit Lanes
- Bus Queue Jumps
- Bus Bulbs and Bus Boarding Islands
- Commuter Shuttle Management
- Automated Enforcement



(Source: Fehr & Peers)

# 5. Bicyclists

- Protected Bikeways
- Personal Mobility Device Parking



(Source: Austin Transportation Department)



(Source: Fehr & Peers)

# 6. Pedestrians and Activation

- Curb Extensions
- Wider Sidewalks
- Parklets

(Source: Fehr & Peers)



(Source: Fehr & Peers)



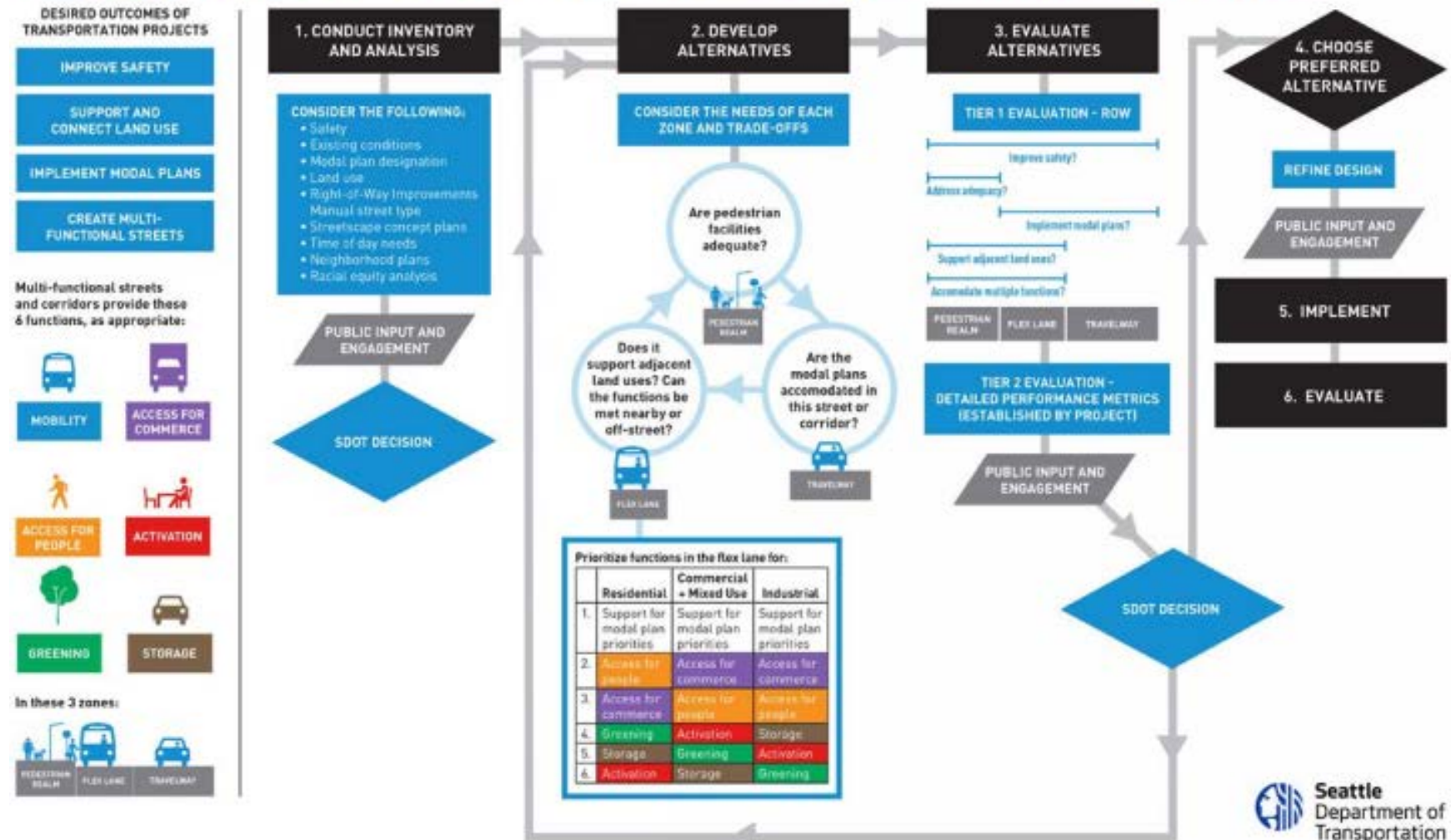
# Treatment Selection Process

1. Inventory Existing Conditions
2. Develop Modal Prioritization
3. Identify Treatment Alternatives
4. Assess and Present Alternatives
5. Refine and Implement Treatments

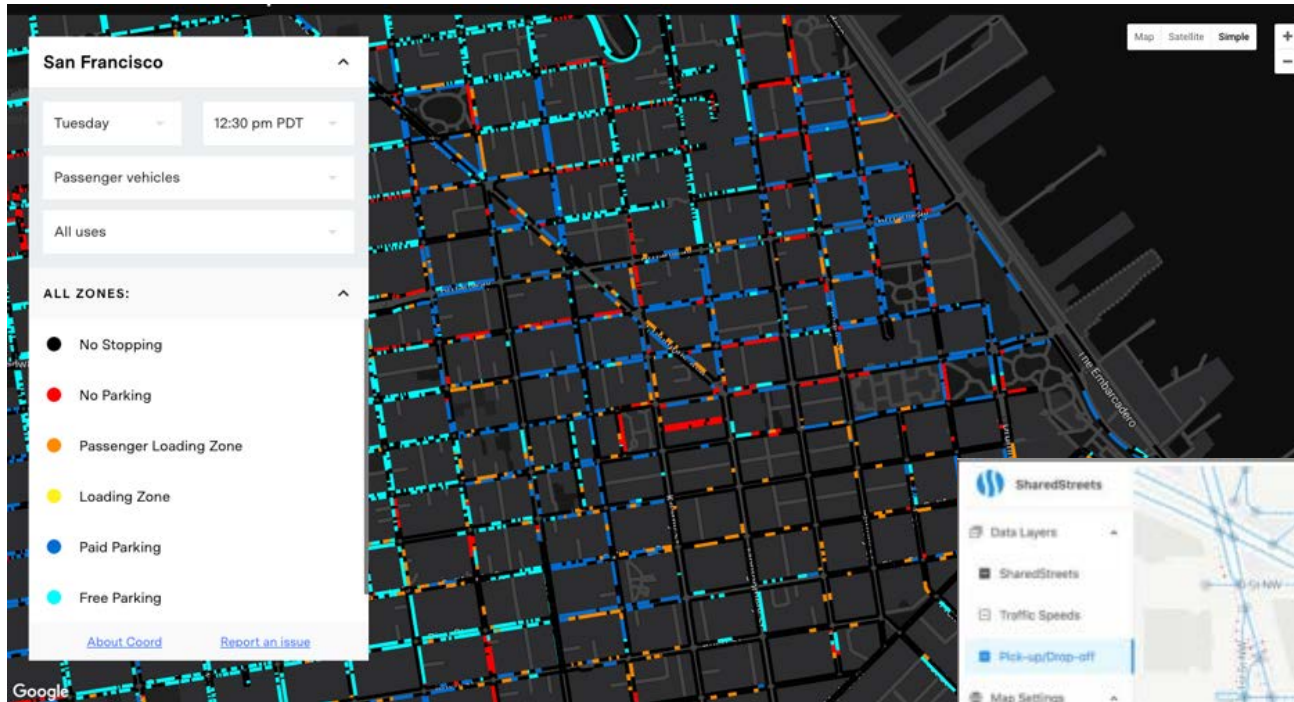


# Treatment Selection Process

## SEATTLE RIGHT-OF-WAY (ROW) ALLOCATION DECISION FRAMEWORK



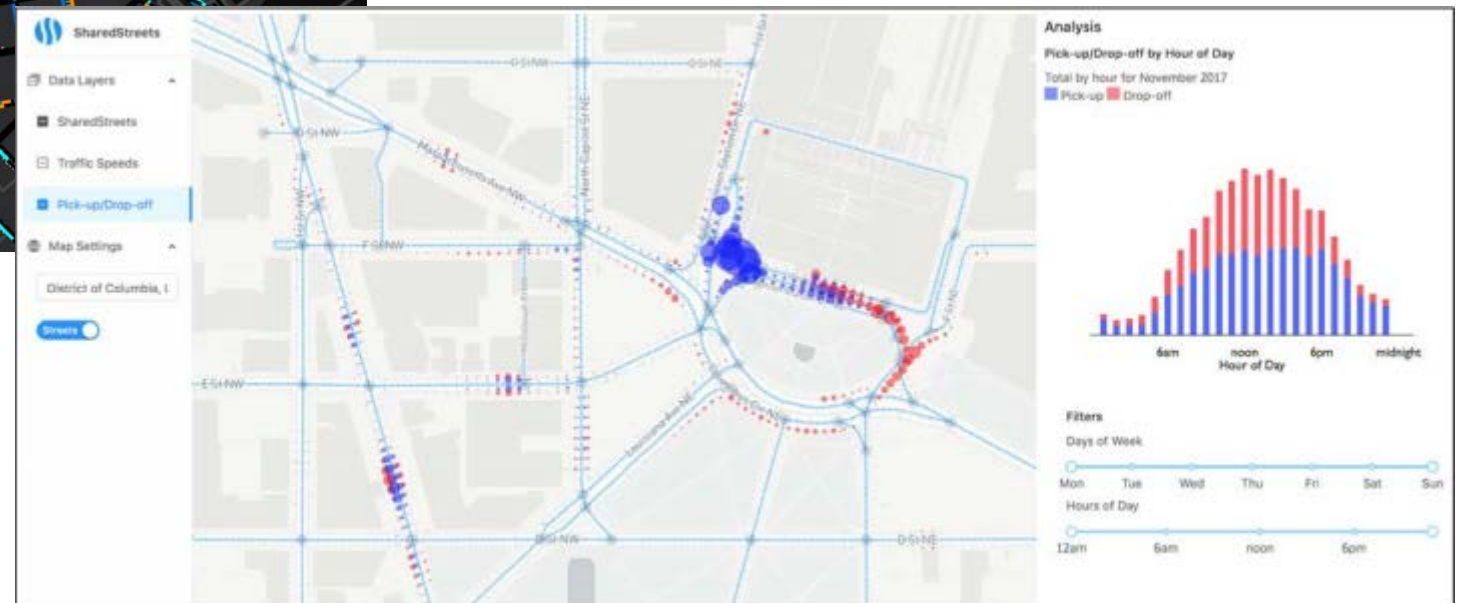
# 1. Inventory Existing Conditions



(Source: [Coord](#))

- Policies and Codes
- Supply, Demand and Utilization
- Needs and Opportunities

(Source: [SharedStreets](#))





## 2. Develop Modal Prioritization

### Sample Priorities

- Transit Priority
- Bicycle Priority
- Pedestrian Priority
- Major Thoroughfare
- Mixed-use Main Street
- Mixed-use Access

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(Source: David Smith, Chicago Department of Transportation)

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(Source: Fehr & Peers)

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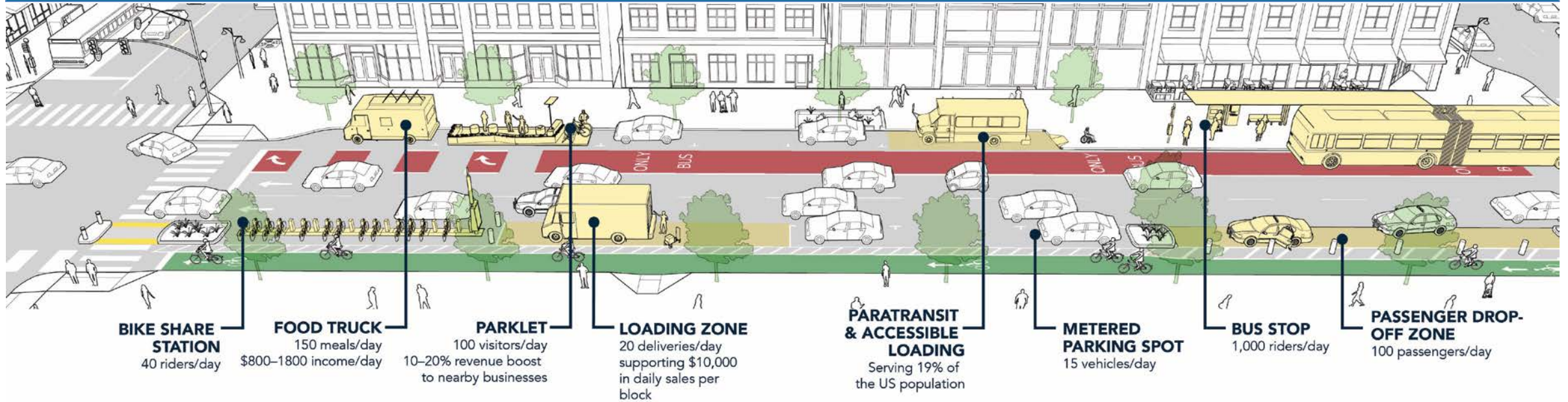
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(Source: Google Earth)

# 3. Identify Treatment Alternatives



Productivity of right-of-way for different uses. (Source: NACTO Curb Appeal)

# 4. Assess and Present Alternatives



# 5. Refine and Implement Treatments



(Source: Fehr & Peers)



(Source: Fehr & Peers)



# Performance Measurement

- Mobility
- Livability
- Accessibility
- Safety
- Efficiency
- Economic Vitality

# Performance Measurement

- Mobility
- **Livability**
- Accessibility
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- Economic Vitality

## LIVABILITY

Measure Of Effectiveness (MOE)	Dataset(s)
Additional park/green space provided	Amount of green/park space available citywide, by neighborhood – data inventory
Additional bicycle parking provided	Amount of short-term and long-term bicycle parking – data inventory
Additional seating/ community gathering space provided	Amount of seating/ community gathering space available citywide, by neighborhood – data inventory
Enhanced public space activation	Calendar of community events Permit requests

# Performance Measurement

- Mobility
- Livability
- Accessibility
- Safety
- Efficiency
- **Economic Vitality**

## ECONOMIC VITALITY

Measure Of Effectiveness (MOE)	Dataset(s)
Additional café/ restaurant seating provided	Permits
Staff time coordinating deliveries reduced	Feedback from business owners via survey or focus groups
More disabled loading and parking zones provided on street	Asset management system database
Improved sales receipts	Tax/ sales data
Enhanced availability and convenience of loading zones	Feedback from business owners via survey or focus groups

# Future Considerations

- Increased Dynamic Management Abilities
- Enhanced Communication
- Improved Data Management
- New Mobility Devices



(Source: Fehr & Peers)

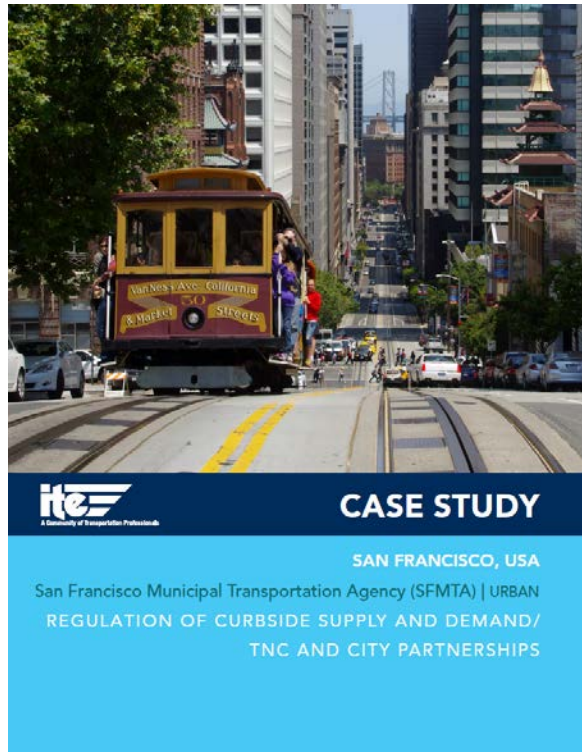


(Source: Austin Transportation Department)



# Additional Resources

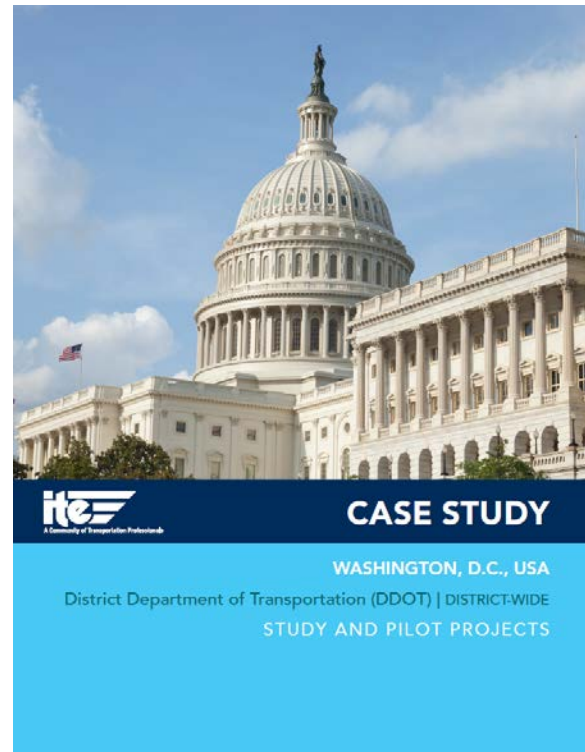
## ITE Curbside Management Practitioner's Resource



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**CASE STUDY**

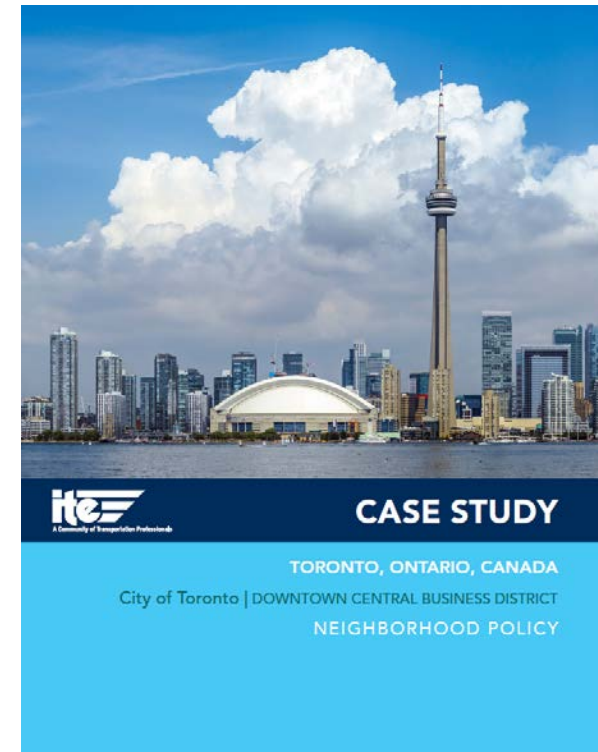
SAN FRANCISCO, USA  
San Francisco Municipal Transportation Agency (SFMTA) | URBAN  
REGULATION OF CURBSIDE SUPPLY AND DEMAND/  
TNC AND CITY PARTNERSHIPS



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**CASE STUDY**

WASHINGTON, D.C., USA  
District Department of Transportation (DDOT) | DISTRICT-WIDE  
STUDY AND PILOT PROJECTS



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**CASE STUDY**

TORONTO, ONTARIO, CANADA  
City of Toronto | DOWNTOWN CENTRAL BUSINESS DISTRICT  
NEIGHBORHOOD POLICY

# What's Next? Monitor Implementation

- Monitor application of guidance
- Refine use of performance measures
- Seek additional case studies

