San Diego FORWARD

SANDAG

CURB MANAGEMENT

A lot happens near the curb: people walk, dine outdoors, pick up and drop off passengers, park vehicles, deliver packages, and more. How we use curbs throughout the day can be managed through well-considered policies that integrate a variety of strategies and emerging technologies. The goal is to create flexible curb space that balances competing and changing needs. Demand for curb access continues to increase in urban areas, in part because of new mobility services and the continued rise of e-commerce.

- Ridehailing services increased 39% between 2009 and 2018

- Online retail sales now account for 10% of U.S. retail sales; just in 2019, e-commerce sales grew by approximately 15%

- Food delivery services represent between 5 and 10% of restaurant business

The 5 Big Moves will offer people more alternatives to driving alone, particularly within Mobility Hubs, where a variety of Flexible Fleets and Transit Leap services will come together. These services will make it easier for people to access transit and other community destinations. However, they may also result in curbside conflicts if curbs are not well-managed, causing frustration, unsafe roads, and more traffic congestion. Strategically managing curbs will bring harmony to this space and promote safety and efficiency.

Who uses curbs?

- Drivers
- People walking
- Sidewalk infrastructure
- Food trucks and mobile retailers
- Police, fire, and emergency medical services
- Parked vehicles and electric vehicle charging
- Couriers and delivery vehicles

- Transit, microtransit, and supporting infrastructure
- Rideshare and carshare
- Bikes, e-bikes, scooters, and supporting infrastructure
- Local businesses
- Accommodations for mobility-impaired people
- Parklets, trees, and other streetscape elements

How would it work?

Flexible use based on time of day
Flexible curbs can accommodate different uses throughout the day using the same infrastructure, thereby optimizing space and balancing competing demands. For example, in the mornings, curb space near a local restaurant might be best suited for delivery loading zones, but during the evening, the same curb space could convert to passenger loading zones.

Curb pricing
Charging for the amount of time you use the curb, whether it is for on-street parking or short-term passenger loading, can free up space and promote passenger loading, which also reduces congestion and boosts economic activity.

Real-time curb information
Next OS technologies will enable real-time curb management and allow people to locate, reserve, and pay for curb space, which can reduce traffic and double-parking.

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What would it look like?

Curbside uses benefit more than just nearby businesses.

BIKE SHARE STATION
40 riders/day

FOOD TRUCK
150 meals/day
$800–1800 income/day

PARKLET
100 visitors/day
10–20% revenue boost to nearby businesses

LOADING ZONE
20 deliveries/day supporting $10,000 in daily sales per block

PARATRANSIT & ACCESSIBLE LOADING
Serving 19% of the US population

METERED PARKING SPOT
15 vehicles/day

BUS STOP
1,000 riders/day

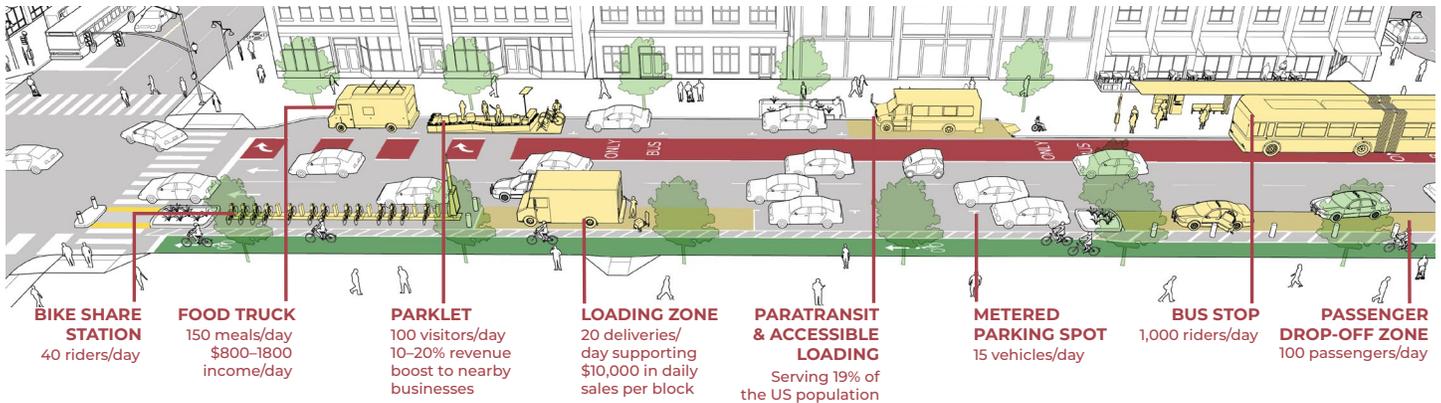**PASSENGER DROP-OFF ZONE**
100 passengers/day

Image Source: National Association of Transportation Officials (NACTO)

What should I know about curb management?

In the San Diego region, cities are responsible for adopting policies to manage curbs. Urban communities, such as the City of San Diego, are using innovative strategies to manage curb space and reduce traffic congestion. For example, on weekend evenings, parking spaces on Fifth Avenue are converted to passenger loading zones. SANDAG can support the region's cities as they begin to plan and implement similar innovative curb policies and pilots.

What could SANDAG do?

- Integrate flexible curb-management strategies into Mobility Hub complete street designs.

- Provide local jurisdictions with the technical resources they need to adopt progressive curb policies and strategies.

- Partner with local jurisdictions and the private sector to pilot flexible curb management projects and test new technologies at specific locations throughout the San Diego region. Pilot results can help inform best practices to follow regionwide.

- Support the collection and standardization of curb data to better analyze, plan, and manage curb space and to integrate into future Next OS applications.

Resources

Curb Management Practitioners Guide
ite.org/technical-resources/topics/complete-streets/curbside-management-resources/

Curb Appeal
nacto.org/tsdg/curb-appeal-whitepaper/

Shared-Use City: Managing the Curb
itf-oecd.org/shared-use-city-managing-curb-0