Curb Your Enthusiasm
Managing High-Demand Curbside Passenger Loading Zones

December 15, 2017
From Parking Lane to Flex Zone
Measure use to prioritize curbside users, making room for key demands, not just parking

Different curbside uses have varying abilities to draw people to an area and to support 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

\(^1\)
\(^2\)
\(^3\)
\(^4\)
\(^5\)
\(^6\)
\(^7\)
\(^8\)
From Parking Lane to Flex Zone
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**Flex Lane Priorities in Seattle**

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<th>Commercial or Mixed-use Areas</th>
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Ranked Priority
Prioritize Transit at Critical Locations

Organize streets, get cars out of the way, and give transit a head start at intersections.
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After: Organizing a street and curbside allows more efficient traffic flow & operations for both transit and general traffic.
Ranier Ave, Seattle
Move Loading and Access Nearby

Dedicate space, trade proximity for time, and increase availability through price and time limits.

Photo: Streetsblog SF
Move Loading and Access Nearby

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Nostrand Ave, Brooklyn
Think Beyond the Corridor
Parking takes place in more than one place;
Consider nearby streets and off-street lots as well
CURB APPEAL

CURBSIDE MANAGEMENT STRATEGIES FOR IMPROVING TRANSIT RELIABILITY

nacto.org/curbappeal
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