

Curbside Management



As mobility options increase, so does demand for curbside space. With these numerous options, (see Figure 8-1), a program that inventories, allocates, and optimizes use of the curb in the most efficient, safe, and accessible way is important. Strategies to effectively manage demands on the curbside include curbside inventory and evaluation, passenger pick-up/drop-off zones, performance parking pricing, and loading and delivery zones.

PROGRAM HIGHLIGHTS



Estimated Initiation Timeframe

1-3 years



Implementation Cost

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Potential Funding Sources

- » General Fund
- » Federal, state, regional grants
- » Community Parking District funds



Leading Department

Transportation



Collaborating Entities

Other City departments, partner agencies, public-private Partnerships



Relevance to Mobility Master Plan Goals

Goals 1, 3, 4, 5, 8, 9



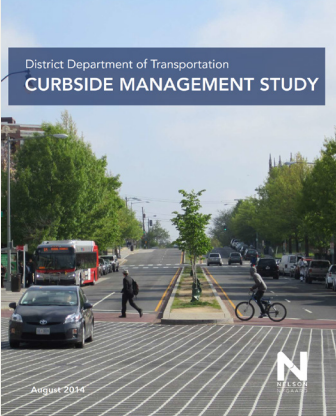
Relevance to Climate Action Plan

Actions 3.4 SA-2, 3.6a



Incorporating Community Engagement

Enhancing the pedestrian experience by making the sidewalk and curb space safe and more aesthetically pleasing was identified as a major mobility need during community engagements.



PROGRAM IN ACTION

In 2014, Washington D.C. completed a Curbside Management Study that inventoried and categorized curb usage. The City now has several programs in place that manage and regulate curbside usage. These programs include Pick-up/Drop-off (PUDO) Zones, Motorcoach Parking, Performance Parking Zones, and Off-Sidewalk Parking Corrals. More information on these programs can be found at: <https://movedc.dc.gov/pages/curbside-management>

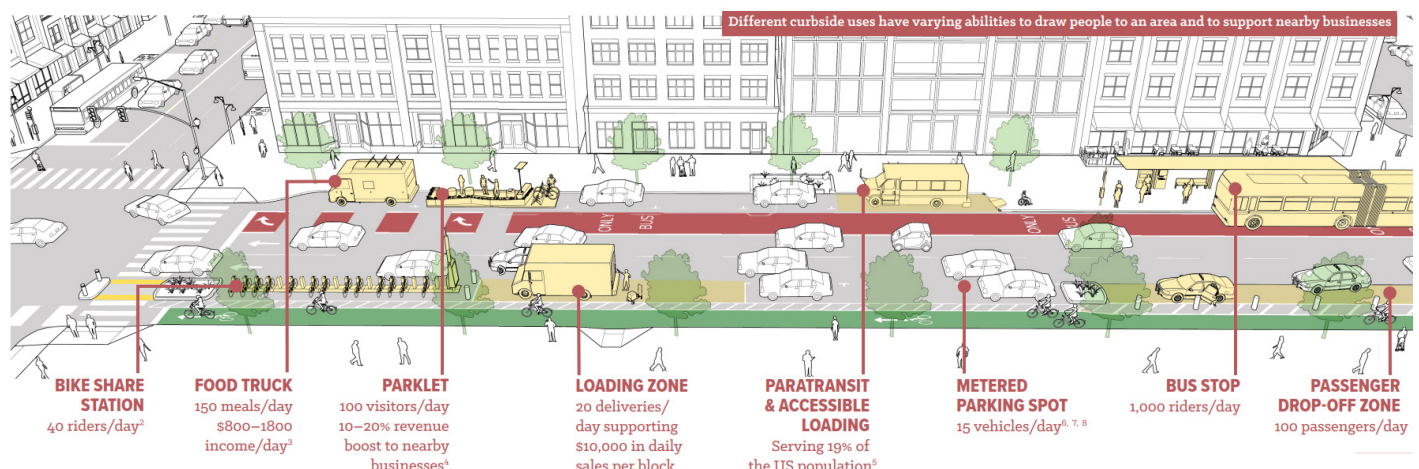


FIGURE 8-1: Curbside Uses

Source: National Association of City Transportation Officials (NACTO) Curb Appeal Resource Paper, 2017