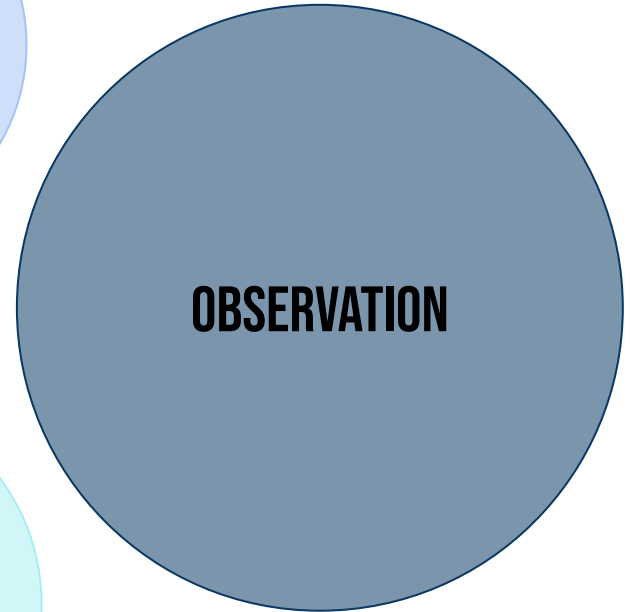
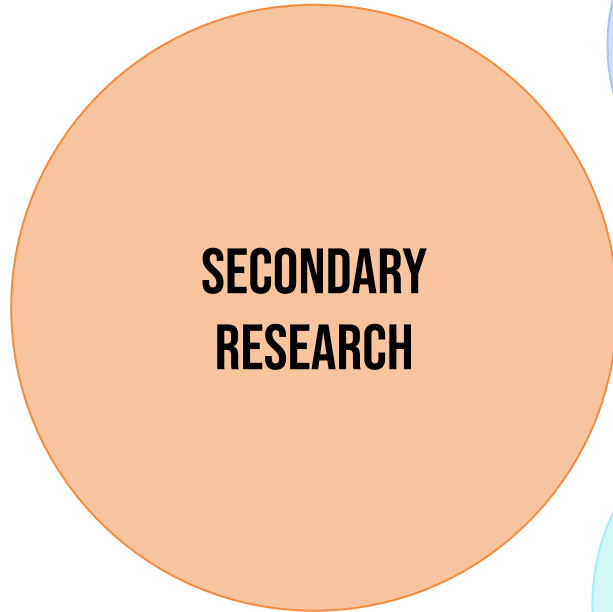


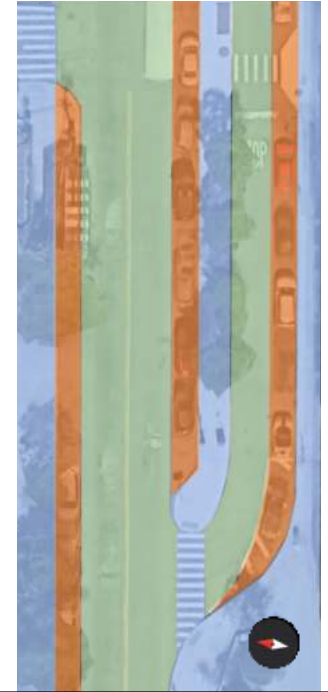
CURBSIDE CHAOS: REFORMING THE CURB, RECLAIMING THE RIGHT-OF-WAY



METHODOLOGY



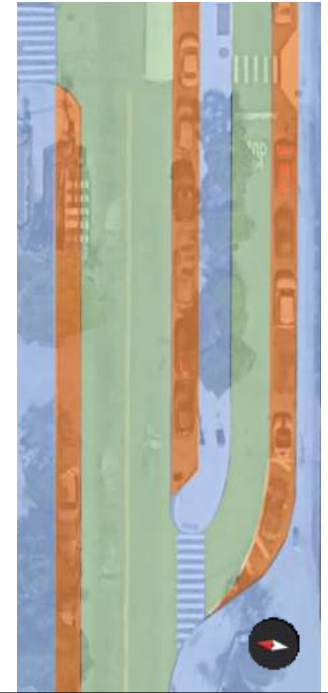
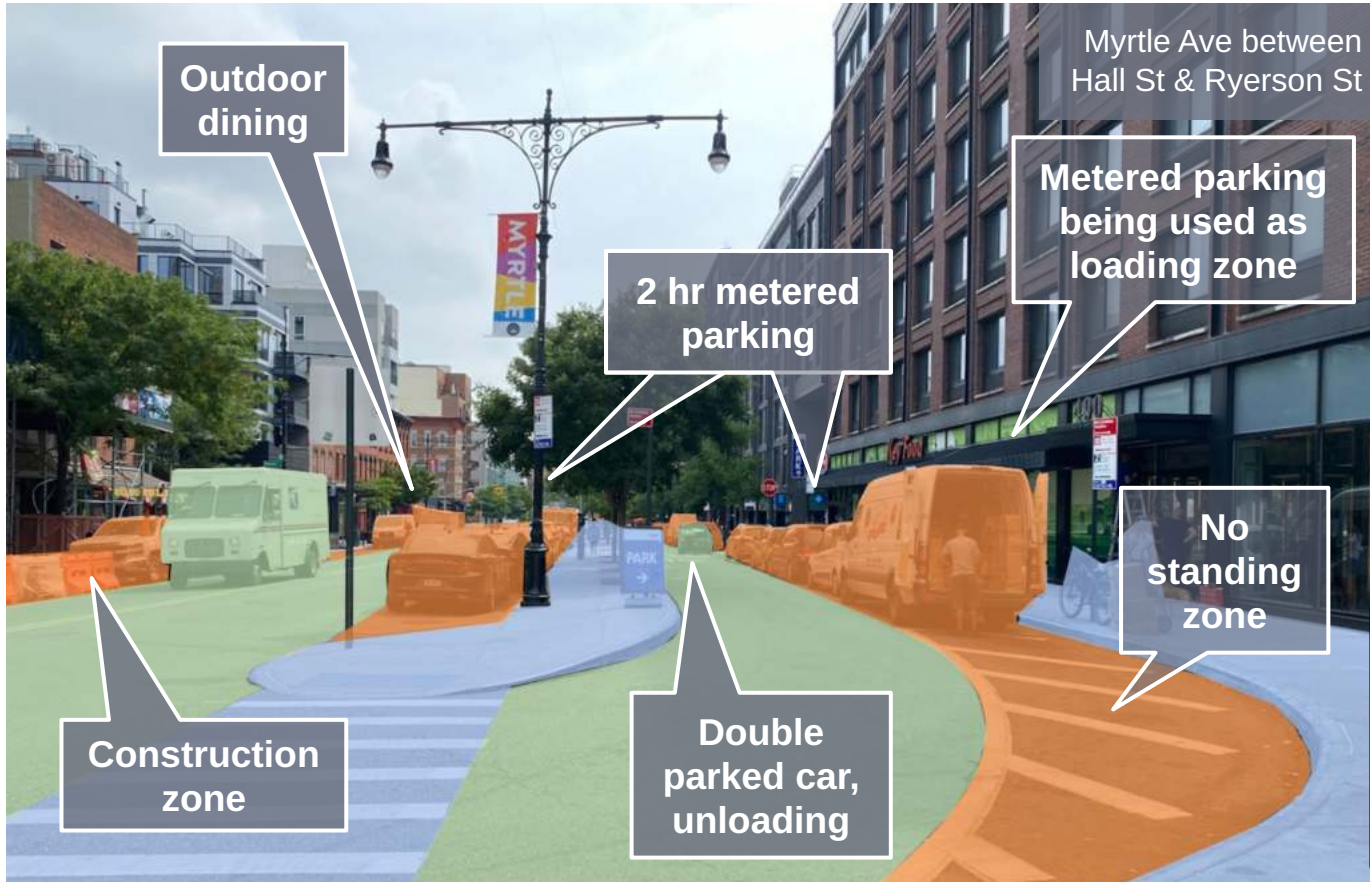
WHAT IS THE CURBSIDE LANE?



Legend

-  Curbside Lane
-  Travelway
-  Pedestrian Realm

HOW IS IT USED?



Legend

- Curbside Lane
- Travelway
- Pedestrian Realm

CURBSIDE LANE OBSERVATIONS IN NYC



CURBSIDE LANE OBSERVATIONS IN NYC



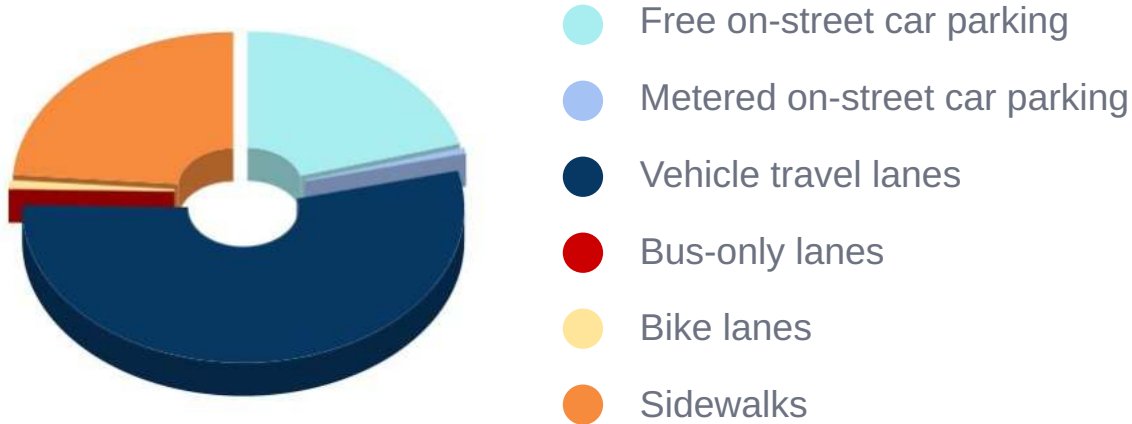
CURBSIDE LANE OBSERVATIONS IN SEATTLE & SAN DIEGO



CAR DOMINANCE IN THE STREETScape IN NYC

75%

of the shared streetscape is dedicated to the movement and storage of vehicles.



Streets and
sidewalks make up

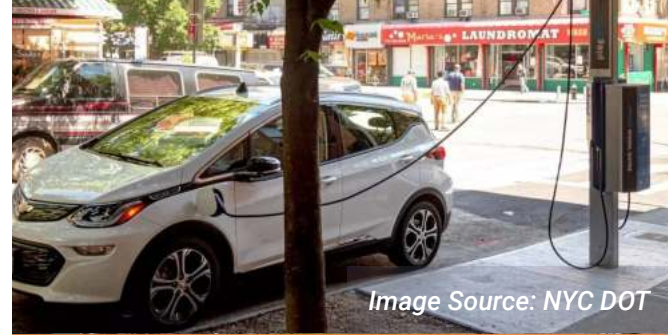
80% of public
spaces in cities.

CURB USES EMPLOYED BY NYC DOT

FREE ON-STREET PARKING



EV CHARGING STATIONS



METERED PARKING



CAR SHARE



CURB USES EMPLOYED BY NYC DOT

BIKE CORRALS



Image Source: Walker Johnston

BIKE LANES



Image Source: Walker Johnston

BIKE SHARE



Image Source: Walker Johnston

BUS-ONLY LANES



Image Source: Walker Johnston

CURB USES EMPLOYED BY NYC DOT

DOONEE BIKE STORAGE PILOT



NEIGHBORHOOD LOADING ZONES



TAXI & FHV RELIEF STANDS



LOADING ZONES



CURB USES EMPLOYED BY NYC DOT

CONTAINERIZED TRASH



Image Source: NYC DOT

CURB EXTENSIONS



Image Source: Walker Johnston

BUS BULBS



Image Source: NYC DOT

GREEN INFRASTRUCTURE



Image Source: Walker Johnston

***DEP**

CURB USES EMPLOYED BY NYC DOT

OPEN RESTAURANTS



STREET SEATS



OPEN STREETS



IN-PERSON OUTREACH ON OPEN STREETS



What would you like to see in the curbside lane?

Responses: public pool — a place to chit-chat, gossip, and people-watch — community garden — live music — dj — dancing — moving walkway — bidirectional bike lane — public restrooms — parklet (small public space) — restaurants — a place to eat without paying or going to a restaurant — English Country Dance — CitiBike stations

CURB PRODUCTIVITY AND PUBLIC BENEFIT MATRIX

Most productive

<p>Least public benefit</p>	Q1	Q2	<p>Most public benefit</p>
	Q3	Q4	

Least productive

CURB PRODUCTIVITY AND PUBLIC BENEFIT MATRIX

Most productive



<p>Least public benefit</p>	<p>Q1</p>	<p>Q2</p>	<p>Most public benefit</p>
	<p>Q3</p>	<p>Q4</p>	



Least productive

CURB PRODUCTIVITY AND PUBLIC BENEFIT MATRIX




Most productive

<p>Least public benefit</p>	<p>Q1</p>	<p>Q2</p>	<p>Most public benefit</p>
	<p>Q3</p>	<p>Q4</p>	

Least productive

CURB PRODUCTIVITY AND PUBLIC BENEFIT MATRIX

Most productive

<p>Least public benefit</p>	<p>Q1</p>	<p>Q2</p>	 <p>PARKLETS</p> <p>Most public benefit</p>
 <p>FREE VEHICLE PARKING</p>	<p>Q3</p>	<p>Q4</p>	 <p>GREEN INFRASTRUCTURE</p>

Least productive

GUIDING PRINCIPLES

**PUBLIC SPACE,
PUBLIC BENEFIT**

**COMMUNITY AGENCY &
EMPOWERMENT**

**TRANSPARENCY &
ACCESSIBILITY**

**CLIMATE RESILIENCE
& LIVEABILITY**

**SAFETY &
ANTI-POLICING**

**PRODUCTIVITY &
FLEXIBILITY**

GUIDING PRINCIPLES FOR RECOMMENDATIONS

The curbside should be managed, designed, and used for the **community's benefit**.

Communities should have **equitable access to resources** that give them **agency** in initiating changes at the curb.

Curb regulations and usage should be **transparent and accessible** by the public.

The curbside must play a role in **climate change adaptation** and neighborhood **livability**.

Curb reform should support **safety** of all community members & move toward **self-enforcing street design**.

Curbside management should prioritize **productivity and flexibility** over fixed uses.

RECOMMENDATION 1:

STREAMLINE INFORMATION ABOUT CURB USAGE AND PROGRAMS ON DOT WEBSITE UNDER ONE BRANCH DEVOTED TO CURBSIDE MANAGEMENT.



- Home
- About NYC DOT
- Pedestrians
- Bicyclists
- Ferries & Buses
- Motorists & Parking
- Infrastructure
- Curb Management**
- Contact NYC DOT

Curb Management

NYC DOT is responsible for managing the curbside lane, which is part of the public right-of-way. While car parking is currently the dominant use, the curb is home to a variety of programs that benefit all New Yorkers. Learn more about alternate uses of the curb and how to request them!



BIKE CORRALS



BIKE SHARE



CAR SHARE



CURB EXTENSIONS



NLZ



GREEN INFRASTRUCTURE

RECOMMENDATION 2:

HOUSE CURB USAGE DATA WITH COMMUNITY BOARDS OR COUNCIL DISTRICTS SO THAT IT IS MORE ACCESSIBLE FOR PUBLIC USE.

I wonder how much space is devoted to (free car parking, loading zones, etc.) in my neighborhood...?

How many curb extensions have been installed in the last 5 years in Jackson Heights?

In Clinton Hill, there are...

##

##

Not enough! But so far, we've gotten ...

RECOMMENDATION 3:

CREATE PAID PUBLIC SPACE MANAGER POSITIONS TO HELP COMMUNITIES REPURPOSE THE CURBSIDE.

Main Policy Recommendations

- 1 Create the Office of Public Space Management** led by a commissioner appointed by the Mayor
- 2 Define sectors per community board district**, each to be managed by a paid, full-time, public space manager as an adjunct to the community board
- 3 DOT to create a street hierarchy**, classifying every street according to its value to the transportation network
- 4 NYC agencies create a toolkit**, setting clear guidelines defining which street treatments and uses are allowed on specific types of streets.

Sample Responsibilities and Impacts:

- Help community members plan and design curbside projects (in addition to other public spaces)
- Help solicit ideas surrounding the curbside and gather feedback about new curb designs and installations
- Communities feel more ownership of their public spaces and more engaged

RECOMMENDATION 4:

CREATE AND IMPLEMENT A HIERARCHY OF CURBSIDE PRIORITIES THAT ARE DEPENDENT ON LAND USE.



HOW WE USE THE STREET



Precedent: The City of Seattle's Flex Zone/Curb Use Priorities Model

Flex zone functions are prioritized based on surrounding land use

	Residential	Commercial & Mixed Use	Industrial
1	Support for Modal Plan Priorities	Support for Modal Plan Priorities	Support for Modal Plan Priorities
2	Access for People	Access for Commerce	Access for Commerce
3	Access for Commerce	Access for People	Access for People
4	Greening	Activation	Storage
5	Storage	Greening	Activation
6	Activation	Storage	Greening

Source: City of Seattle

RECOMMENDATION 5:

IMPLEMENT DAYLIGHTING CITYWIDE. DESIGN THE STREETS WITHOUT NEED TO ENFORCE NY STATE LAW PROHIBITING PARKING WITHIN 20 FT OF CROSSWALK.



Image Source: Curbed. Photo: Chris Robbins

SECTION 1202

Stopping, standing or parking prohibited in specified places

Vehicle & Traffic (VAT) CHAPTER 71, TITLE 7, ARTICLE 32

No person shall: Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers: b. **Within twenty feet of a crosswalk at an intersection,** unless a different distance is indicated by official signs, markings or parking meters.

RECOMMENDATION 6:

INCORPORATE GREEN INFRASTRUCTURE ON EVERY CITY STREET THAT SUPPORTS IT, PRIORITIZING NEIGHBORHOODS IN HIGH RISK OF FLOODING.

MOST OF THIS SPACE IS TAKEN UP BY CARS AND IT'S FREE PARKING ... IF WE WANT TO PRIORITIZE OUR NEEDS FOR CLIMATE ADAPTATION, WE NEED TO BE MORE CREATIVE IN USING THIS VERY IMPORTANT SPACE.



Washington Street in Hoboken, New Jersey. Image Source: NJ Future.

Marcel Negret, senior planner at the RPA

RECOMMENDATION 7:

EXPAND TRASH CONTAINERIZATION PROGRAM CITYWIDE AND ENSURE MANDATORY PARTICIPATION.



*Clean Curbs Residential Bin Pilot in Hell's Kitchen.
Image Source: Streetsblog. Source: Noah Martz*



*Containerized trash and recycling in the curbside lane in
Barcelona. Photo: Zarateman*

REIMAGINING THE CURBSIDE





THANK YOU!