

THINKING BEYOND TRADITIONAL PARKING USES

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Ridehailing and urban freight transport also continue to grow in cities.

Streets were not designed for expanded use cases

TRADITIONAL USES OF THE CURB

San Francisco Street Space Allocation

90%

5%

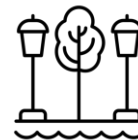
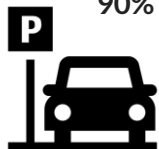
2%

2%

10% metered



90% unmetered



Vehicle
Storage

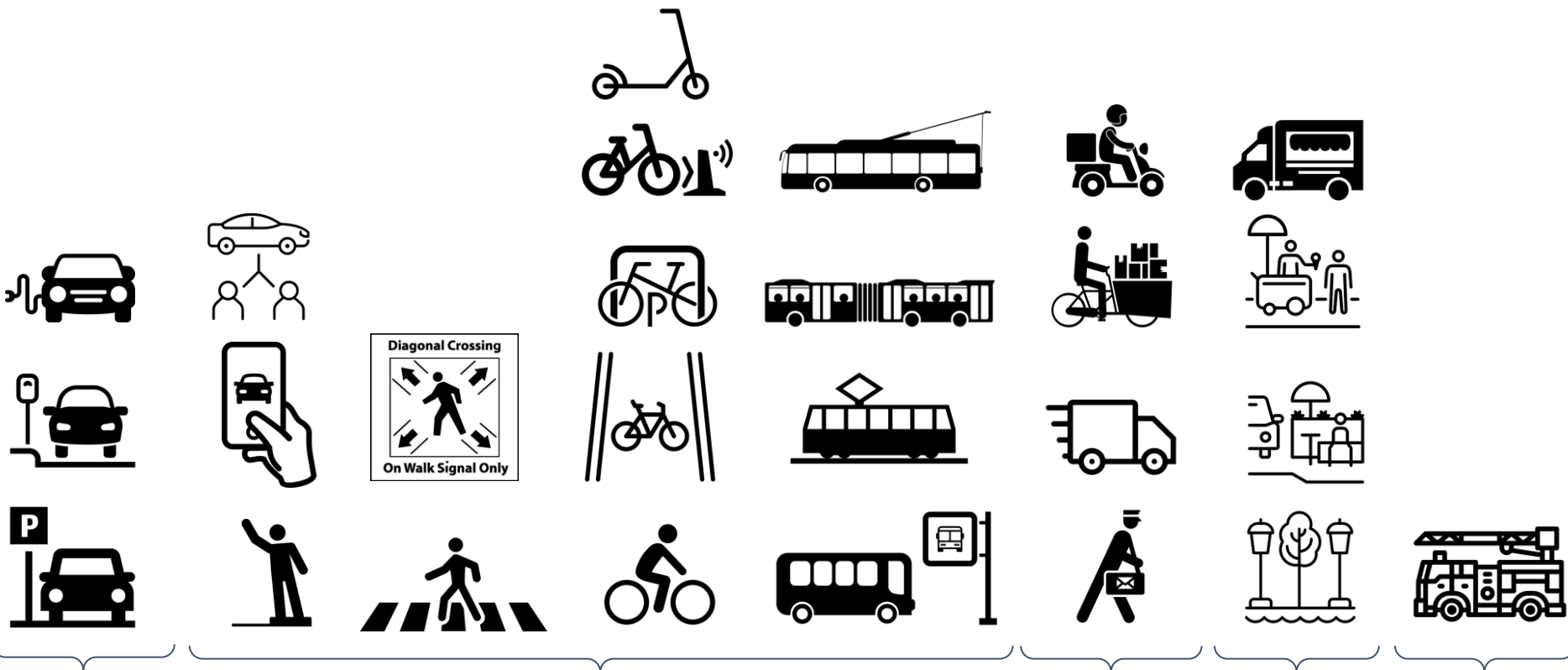
Movement of People

Movement
of Goods

Public
Space

Emergency

THE CURB IS CHANGING...WITH NEW USES COMPETING FOR IT



Vehicle Storage

Movement of People

Movement of Goods

Public Space

Emergency





Boston, MA

Queens, NY



CITIES ARE USING PILOTS TO TEST CHANGES AT THE CURB

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BRIEF

Transportation for America picks 3 cities for curbside management pilots



Credit: Pexels

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UPDATED: Dec. 11, 2019: Transportation for America (T4A) announced it will provide Bellevue, WA, Boston and Minneapolis with funding and support for curbside management projects as part of its Smart Cities Collaborative.

STREETSBLOG NYC

S-Cop-Laws / Transit / Bicycling / Congestion Pricing / Calendar

LOADING ZONES: DOT is Finally Taking Back Some Streets From Car Storage!

By Julianne Cuba | Jul 25, 2019 | 59 COMMENTS



A street sign in Brooklyn declares no parking to accommodate a loading zone. This sign was removed on account of push-back by car owners. Photo: Kings County Politics



It's one small step for a block, one giant leap for street safety.

The city has begun an unheralded — but monumental — pilot program to reduce the scourge and danger of double-parked delivery trucks by eliminating car storage along a dozen residential strips in all five boroughs, a move that finally addresses the explosion in FedEx and UPS deliveries over the past two decades and the rise of app-based car services in the outer boroughs.

1. IDENTIFY TARGETS

Which locations?
Which curb users?
What levels of utilization?



2. ADJUST REGULATIONS



Who has access?
How much does it cost?
Who pays?

3. VALIDATE USE OF SPACE

How to monitor?
How to bill?
How to manage moving forward?



PILOTS NEED WILLING
PARTICIPANTS!





Block 35417, Commercial Core Retail
SENECA ST BETWEEN 2ND AVE AND 3RD AVE

Weekday

Start: 8AM, End: 11AM, Price: \$3.50

Start: 11AM, End: 5PM, Price: \$4.00

Start: 5PM, End: 8PM, Price: \$3.50

Saturday

Start: 8AM, End: 11AM, Price: \$3.50

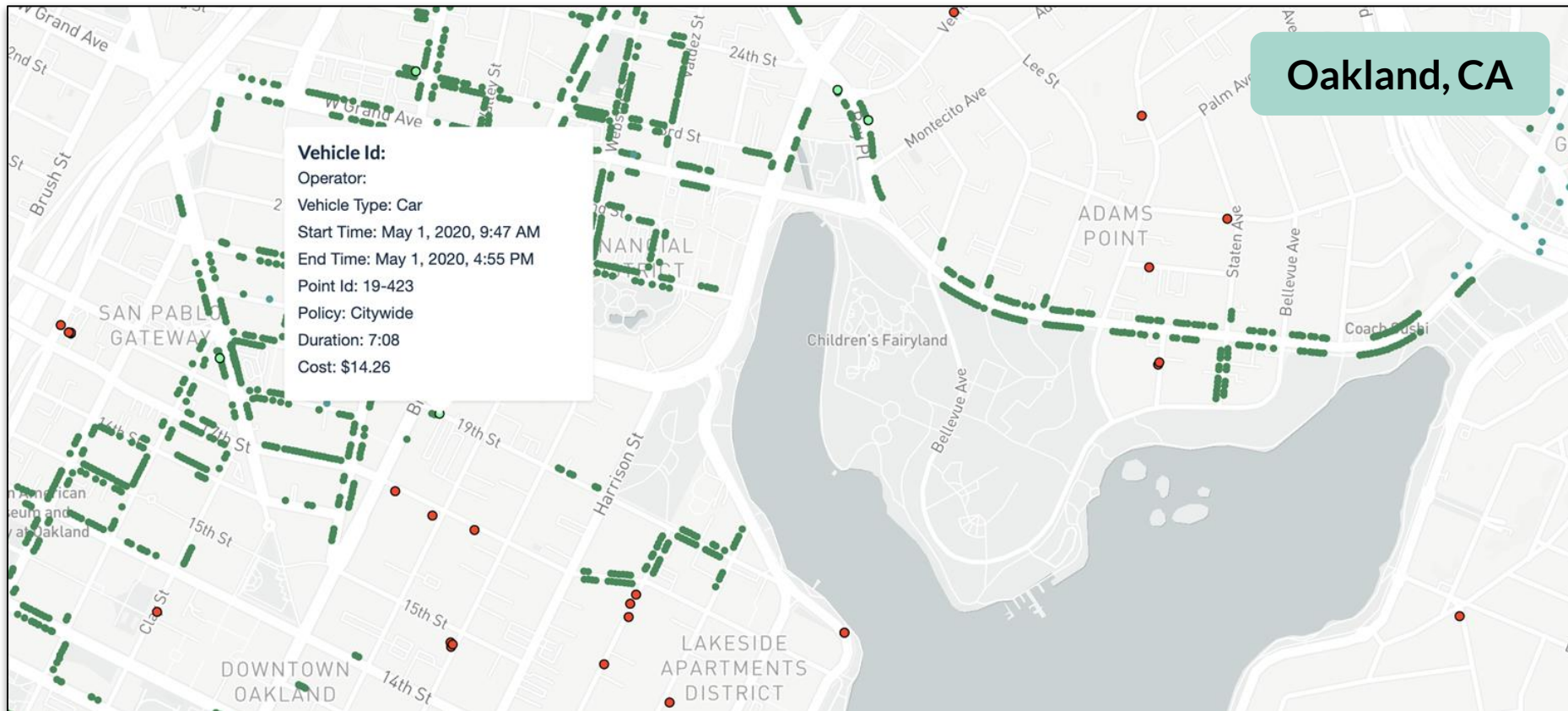
Start: 11AM, End: 5PM, Price: \$4.00

Start: 5PM, End: 8PM, Price: \$3.50

Normal

Satellite

PARKING VALIDATION



CHALLENGES AND OPPORTUNITIES AT THE CURB

CHALLENGES

Curbs are local. Communities care a lot about their parking and preserving space for private autos.

Curbs are chaotic. There are many competing uses of the curb, so must make sure to prioritize space based on use.

Information is not always clear. Clear information on regulations and the use of space are lacking.

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OPPORTUNITIES

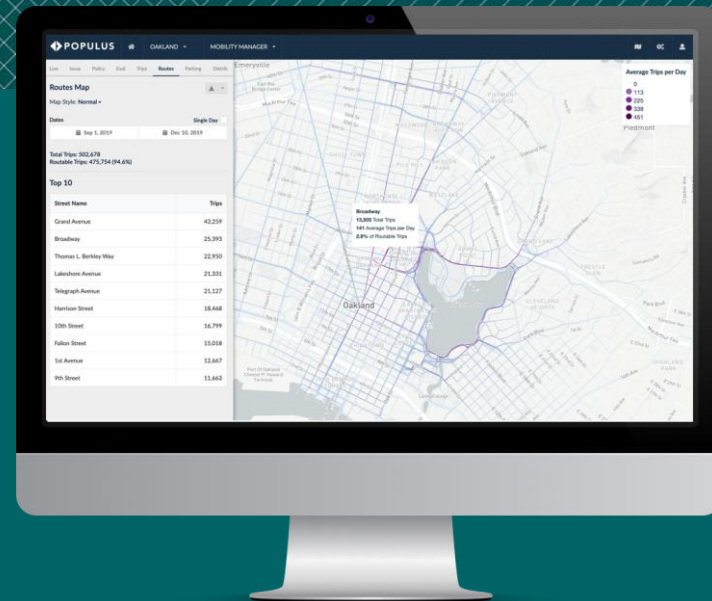
Local means local authority. Cities have already regulated them through parking restrictions and metering.

There is a shared interest. Both cities and mobility/delivery operators would benefit from more order at the curb.

Better info is better for everyone. Operators and residents benefit from clearer information about parking rules, whether on a sign or delivered digitally.

THANK YOU!

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A data platform for cities to manage the future of mobility