



ACCESSIBLE SERVICES + Curb Management SFMTA

# Accessible Curb in San Francisco

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# Overview

1. SFMTA Curb Management Strategy
2. Accessible Parking in San Francisco
3. Siting and Designing Blue Zones
4. Public Right-of-Way Accessibility Guidelines (PROWAG) + Design Considerations
5. Noticing and Communicating Blue Zones
6. Tracking Blue Zones – How do we know where Blue Zones are
7. Blue Zone Analysis
8. SFMTA Digital Curb
9. Resources
10. Discussion and Questions

# Curb Management Strategy

1. Why SF needs to proactively manage the curb
2. How to increase access, safety and efficiency of curb
3. Recommendations: Design, process improvements, using data to drive curb layout









































SFMTA

# SFMTA CURB Management Strategy

## Curb Hierarchy: functions

	 Low-Density Residential	 Mid- to High-Density Residential	 Neighborhood Commercial	 Downtown	 Major Attractor	 Industrial/Production, Distribution & Repair
HIGH ↑						
						
						
						
LOW ↓						



# Recommendations for increasing access and safety

- **Prioritize access for more people (Paratransit) with passenger loading zones**
- **Move flag stops to the curb [already in process]**
- **Enforce sidewalk parking at all times rather than by complaint only as part of Parking Control Officer's daily duties**
- **Prioritize enforcement of double-parking**
- **Proactively implement AB413 (daylighting law)**



# Tools for increasing access and safety

- Framework and recommendations from the Strategy help us plan better
- Better data will help us fill gaps in the system and increase access
- Better data will make the system easier for the user
- **How to apply for on-street Blue Zones:**  
<https://www.sfmta.com/online-color-curb-application>



## Color Curb Program (2)

- Historically application based; Color Curb Hearings happen monthly, are open to the public, and agendas are driven by requests. See [schedule of meetings](#).
- Anyone can apply for passenger loading, commercial loading, short term parking or on-street blue zones that serve many users
- Work with our Enforcement Division closely



# Color Curb Program

- Partner with Accessible Services to make sure our siting is compliant
- Partner with Accessible Services on corridor level planning for accessible loading or parking. Use Paratransit trip data for planning.
- Begin PROWAG implementation as alterations and new development occur





# Accessible Parking in San Francisco

# What is Accessible Parking?

- A blue zone, follows specific accessibility rules



# What is Accessible Parking? (2)

- SFMTA has been thinking about how to expand accessible parking in the city since at least 2013
  - RPP for caregivers program
  - Rec and Park has blue zones as well
- City owned lots and garages
- Parking is free on on-street spaces
  - Music concourse garage in GGP free for 15-minute loading for all
  - Free parking in blue zones for those with Disabled Placards
- Blue Zones are operational 24 hours a day/7 days a week
- Time limits don't apply (except street sweeping). 72-hour limit does apply as well

# Siting and Designing Blue Zones



# Siting and Designing Blue Zones (2)

- Before the SFMTA, SFPD and other city agencies sited blue zones
- Now we follow PROWAG: Public Right-of-Way Accessibility Guidelines
- We site blue zones as part of projects and from [blue zones requests](#)
- PROWAG are Federal Rules from the Access Board that include guidelines like access to a curb cut, no obstructions blocking the door on the side, signage, dimensions
- SFMTA considers accessibility and curb space in the context of parking, paratransit loading, taxi loading, Muni stops, and van accessible spaces

# Loading Considerations: Side Loading Vans



# Loading Considerations: Side Loading Vans (2)

- Side loading vans typically unload on passenger side
  - Wheelchair users can access front seat to drive the vehicle, or can ride as a passenger
  - Reason we place blue zones be placed on the passenger side of the street on one-way streets
  - Perpendicular spaces can share an access aisle if a vehicle can back into a space
  - Typically the ramp is 52in – 55in long
  - Middle 50% of the parking space must be free of obstructions to allow ramp to deploy

# Loading Considerations: Rear Loading Vans

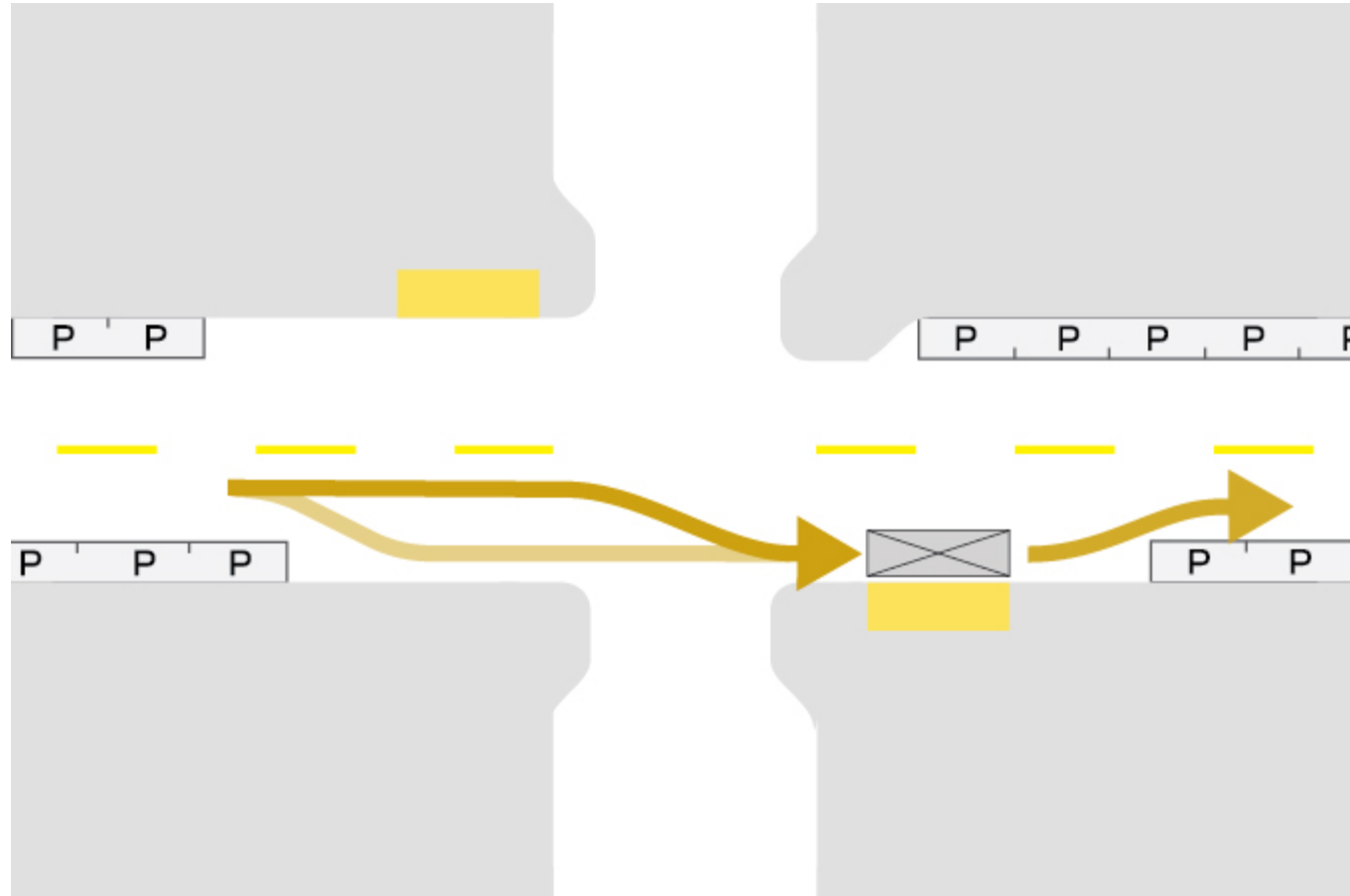




# Loading Considerations: Rear Loading Vans (2)

- San Francisco ramp taxis are rear loading, as well as some personally owned wheelchair accessible vans
  - For most rear loading vans, the wheelchair user is not the driver
  - Van ramps are usually 4-5ft long
  - We try to site blue zones on the "farside" of an intersection to provide access to a curb ramp. Does not conflict with "daylighting" law

# Loading Considerations: Far Side of Intersection



# SFMTA Paratransit Loading Considerations



# SFMTA Paratransit Loading Considerations (2)

- Paratransit Vans need 8 feet of width to deploy ramps and unload passengers
- We use Paratransit pick-up and drop-off data to inform where we site our loading zones



# **PROWAG and Design Considerations**

# PROWAG

- PROWAG includes guidelines on accessible parking and loading
- Determines:
  - How many spaces to add
  - The design of those spaces
- Alterations and new development are what trigger PROWAG. We update the curb as new projects come along.
- We are not going to re-do every street in the City at once

# PROWAG Blue Zone Rules

## PROWAG R310

- Parallel on-street parking spaces shall connect to *pedestrian access routes*.
- The center 50 percent of the length of the *sidewalk*, or other surface, adjacent to an *accessible* parallel parking space shall be free of obstructions
- Parallel on-street parking spaces shall be identified by signs displaying the International Symbol of Accessibility complying with R411.

Source: [PROWAG](#)

# How Many Blue Zones

- City-wide goal (and legal requirement) that 4% of all metered spaces are blue zones
- Currently 2.13% of metered spaces blue zones
- Added whenever there is an alteration from a streets project or through blue zone requests

<b>Total Number of Metered or Designated Parking Spaces</b>	<b>Minimum Required Number of Accessible Parking Spaces</b>
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

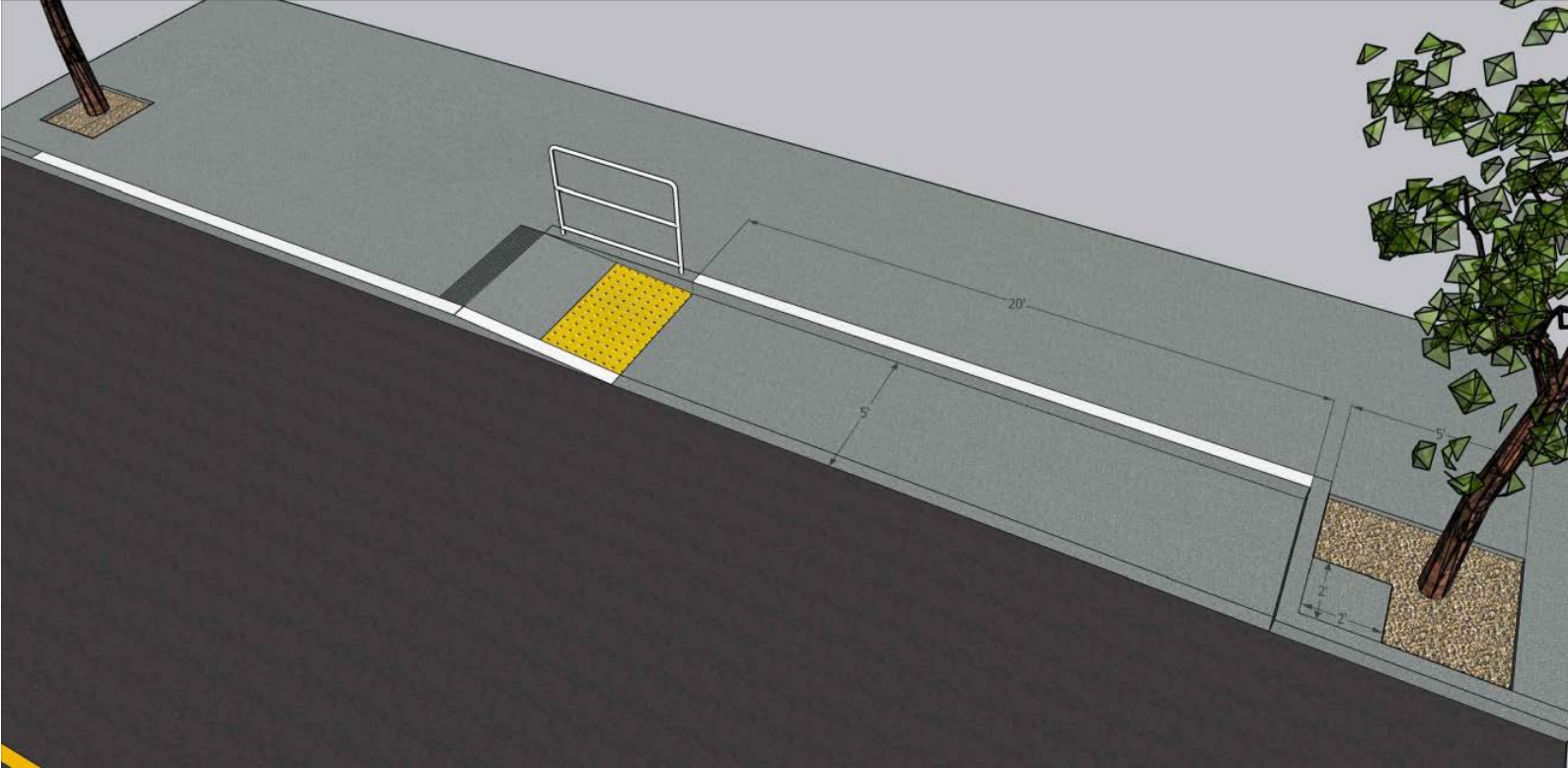
[Source: PROWAG Table R211](#)



# Policy for Relocating Blue Zones

- It is a long-standing SFMTA policy target to have blue zones be 4% or more of metered spaces
- If we have to move a blue zone, we work to find a replacement site nearby and at minimum meet our requirements under PROWAG

# Accessible Passenger Loading Zones





# Noticing and Communicating Blue Zones

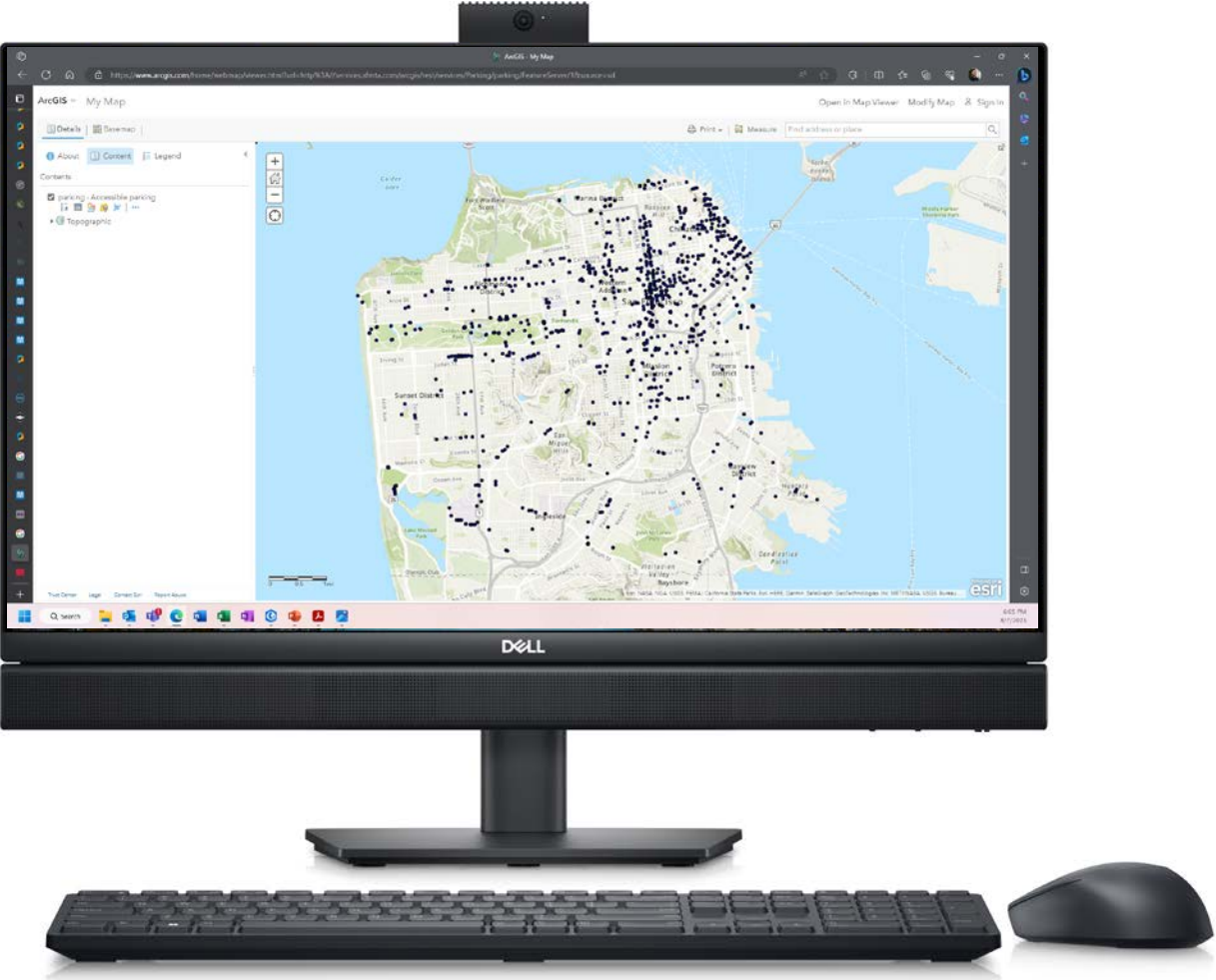
# Noticing Curb Changes

- The City is required by law to post localized notices of public hearings for curb changes
- Notices are posted on at least two utility poles for at least 10 days before the hearing
- The notices are also posted on the SFMTA website



**How do we know where blue zones are?**

# BLUE ZONES DATA UPDATE



# BLUE ZONES DATA UPDATE (2)

## Project Objectives

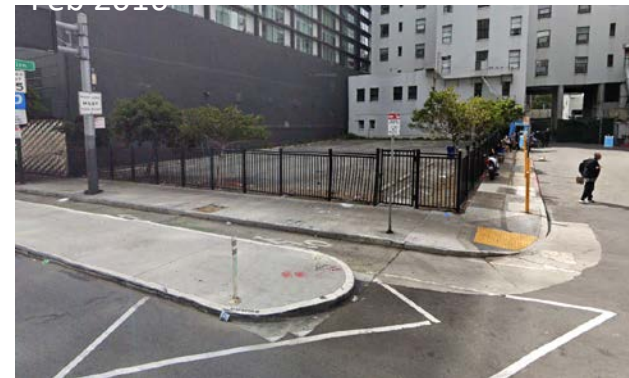
1. Create the most accurate possible database of blue zone locations in the city
2. Update blue zone map and GIS layer on MTA website
3. Perform analyses on updated data to understand where more blue zones are needed
4. Improve process for collecting blue zone location info and develop protocol for keeping it up to date
5. Stretch goal: understand how this data can fit into “digital curb” strategy
6. Stretch goal: make data more accessible and useful for customers (i.e. easier to access online, integrated in Google Maps?)

# EXAMPLES OF BLUE ZONES ENTRIES REMOVED FROM DATASET

**1599 Haight St.**  
Haight & Clayton, **Bus Stop**



**38 8th St.**  
8th between Mission & Market, **Bike Lane**



**1 Minna St.**  
Minna & 1st, **New Construction**



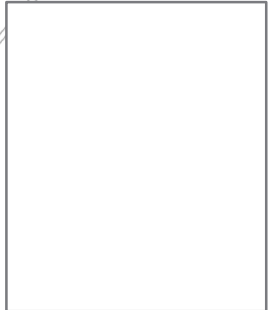
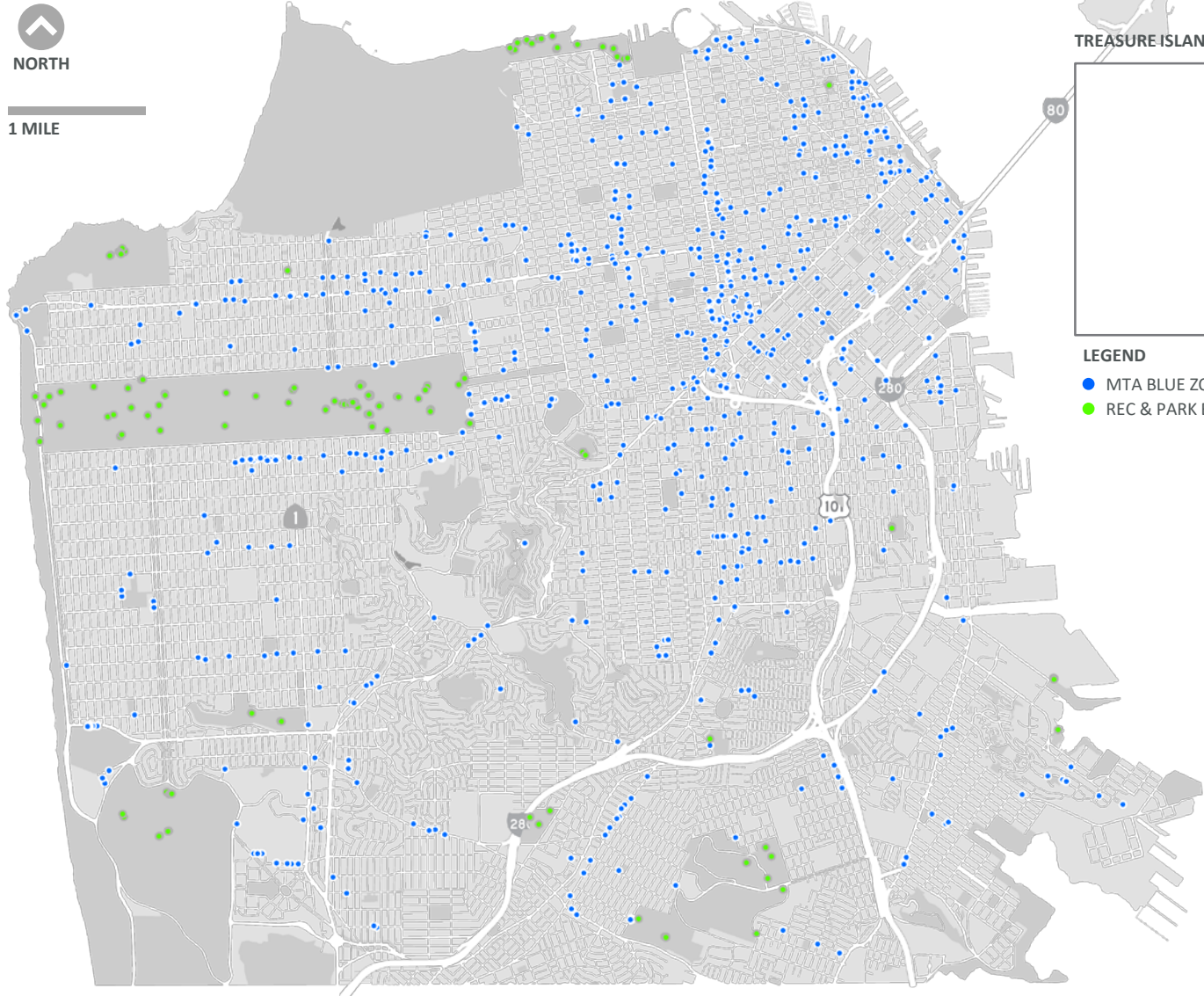
Source: Google Street View





# Blue Zone Analysis

# UPDATED BLUE ZONES OVERVIEW



## LEGEND

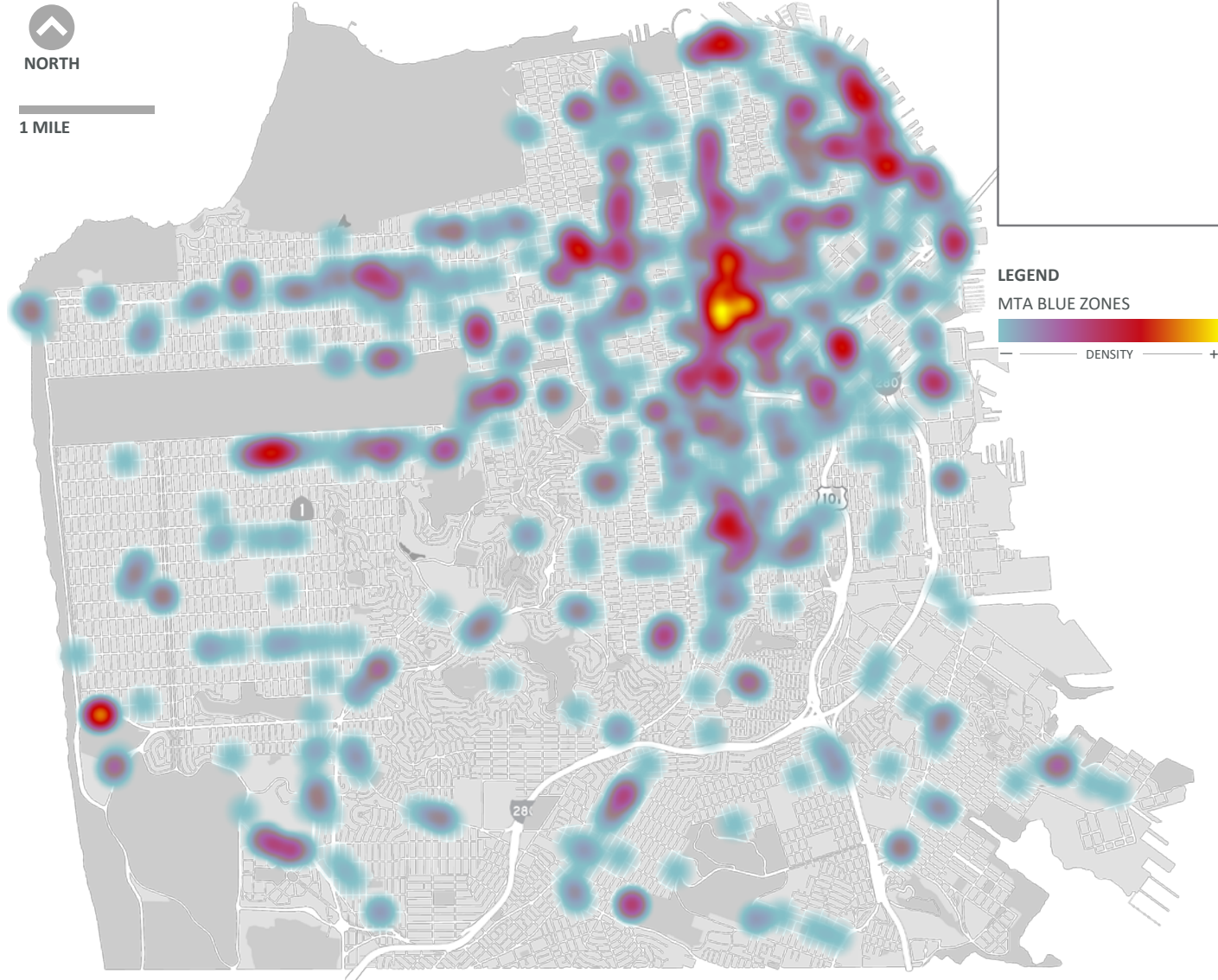
- MTA BLUE ZONES
- REC & PARK BLUE ZONES

## Summary

- 796 MTA Blue Zones
- 241 Rec & Park Blue Zones
- Data should be published later this year

Rec & Park Blue Zones courtesy of Brian Stokle

# BLUE ZONES HEATMAP



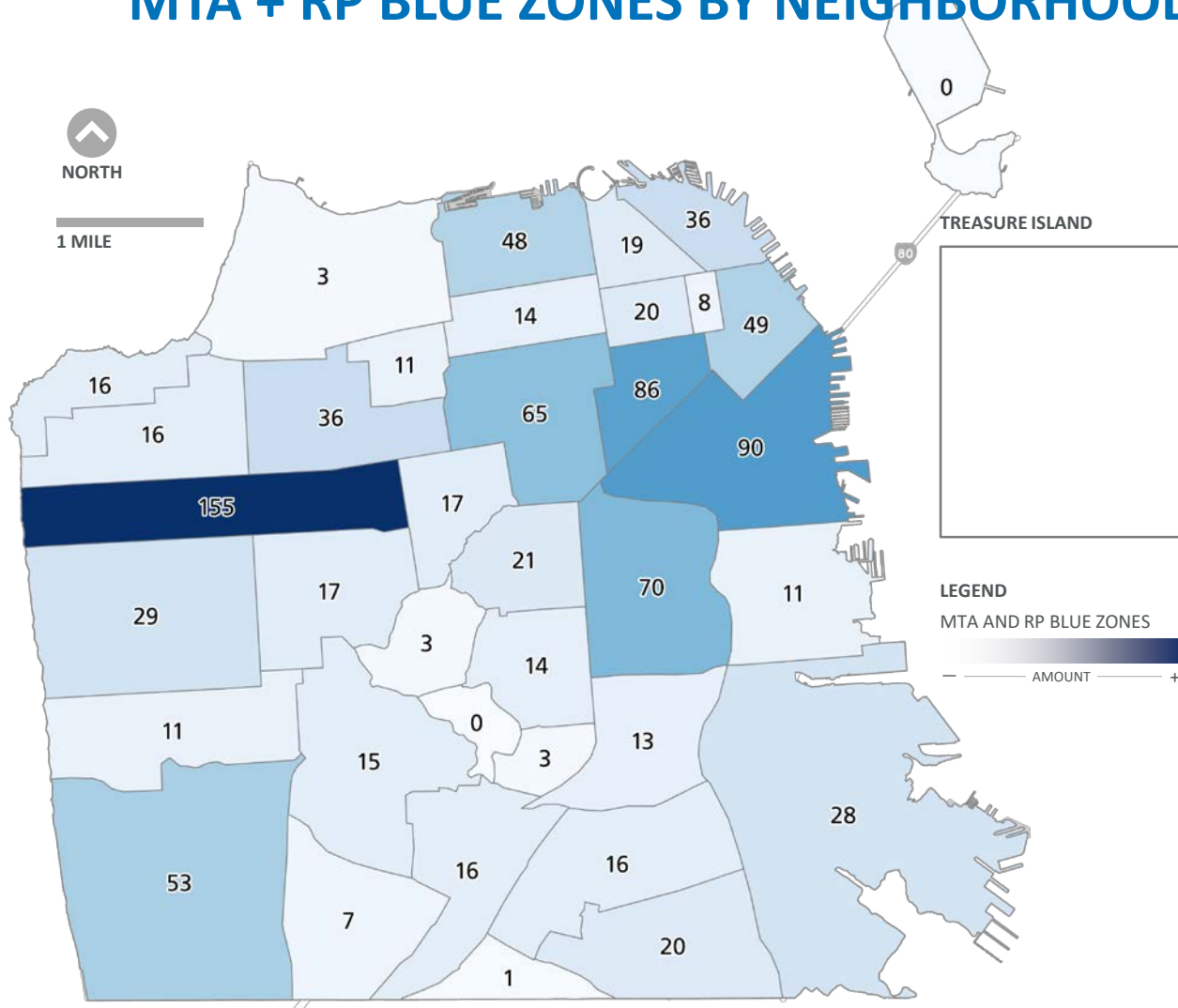
## Observations

1. Blue Zones are most strongly concentrated downtown
2. Blue Zones are least prominent in southern and western half of the city due to residential use and less metered parking
3. Blue zones sited in front of trip generators

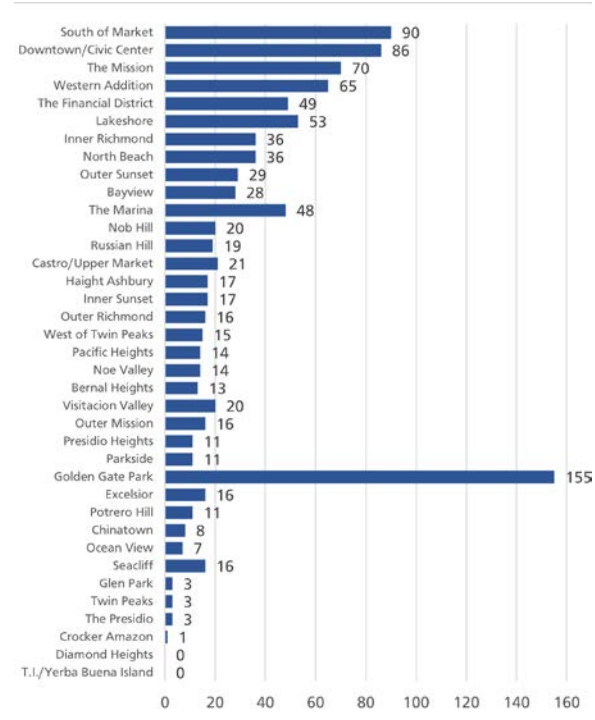
# MTA + RP BLUE ZONES BY NEIGHBORHOOD



1 MILE



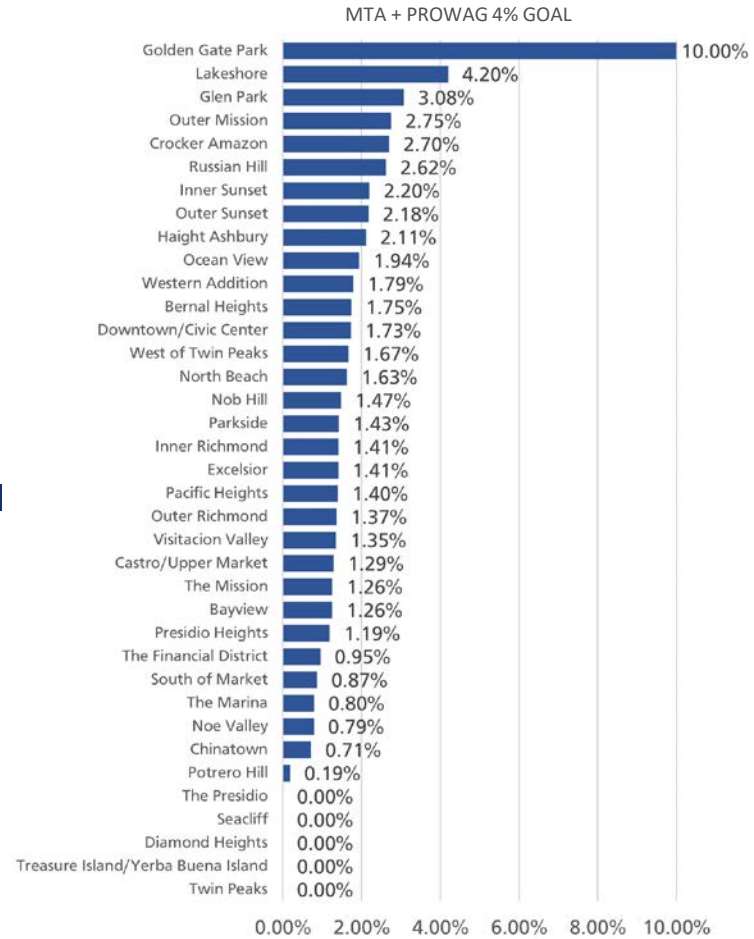
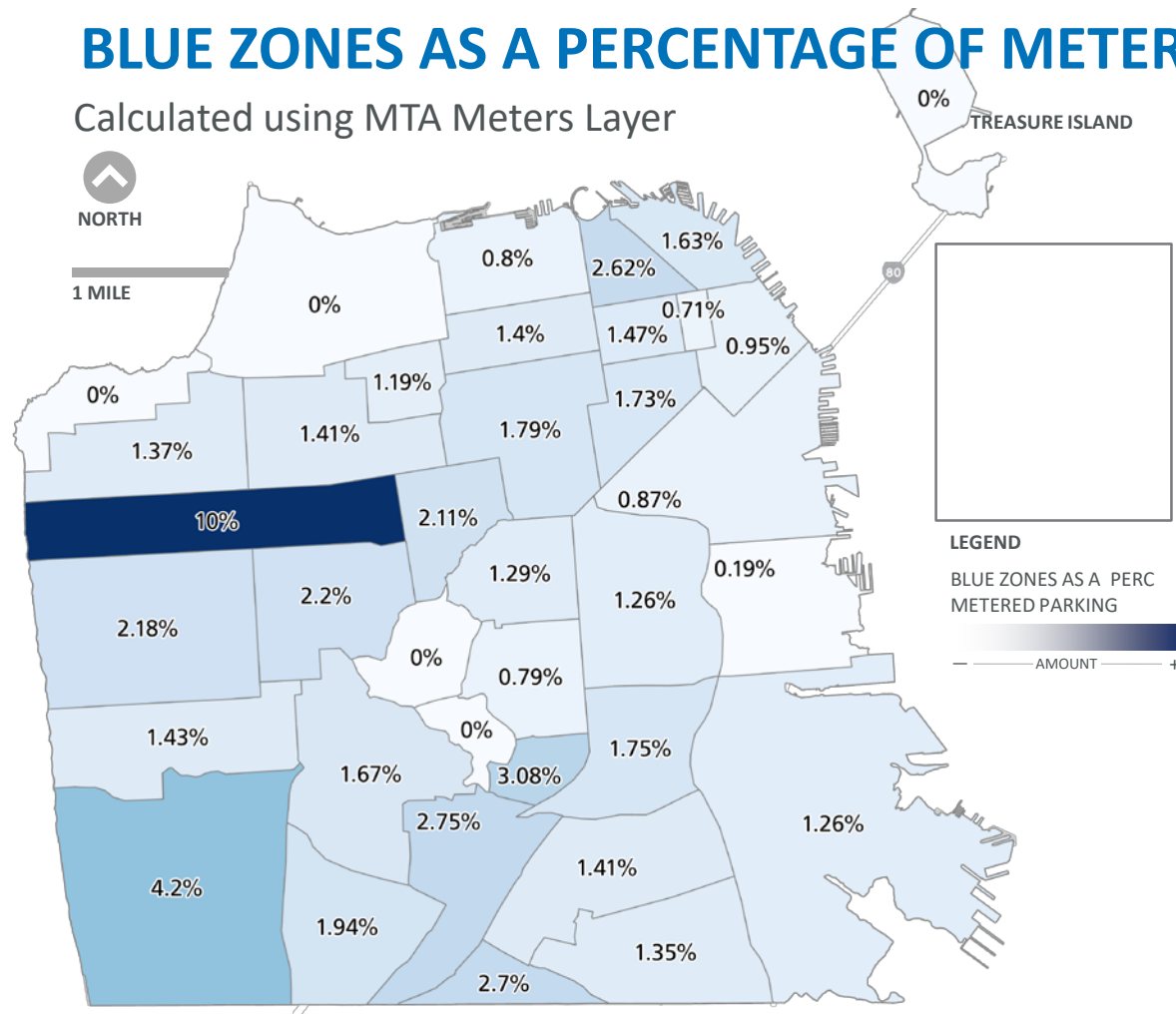
NUMBER OF BLUE ZONES BY NEIGHBORHOOD \*



\* MTA AND REC & PARK BLUE ZONES COMBINED

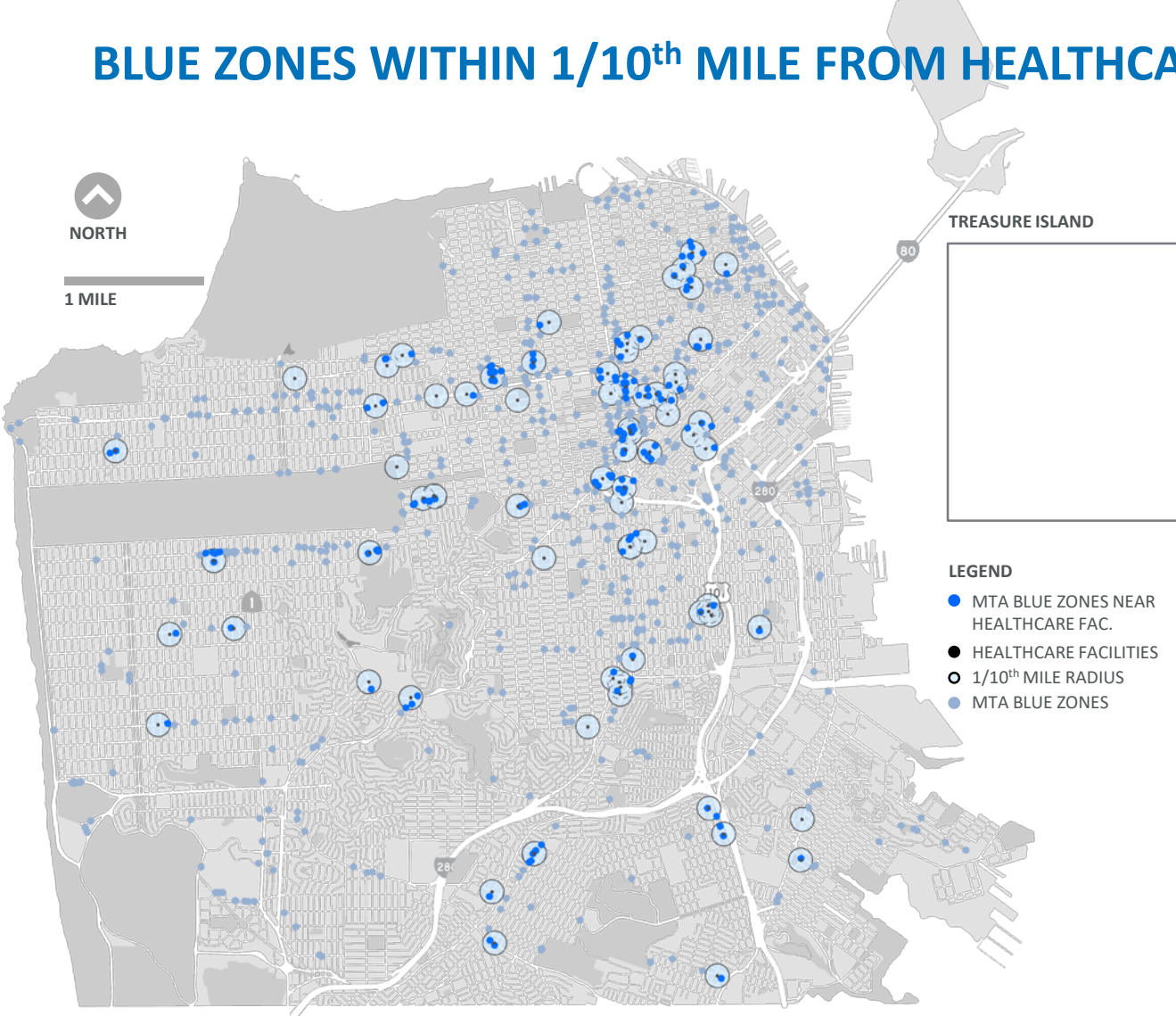
# BLUE ZONES AS A PERCENTAGE OF METERED PARKING BY NEIGHBORHOOD

Calculated using MTA Meters Layer

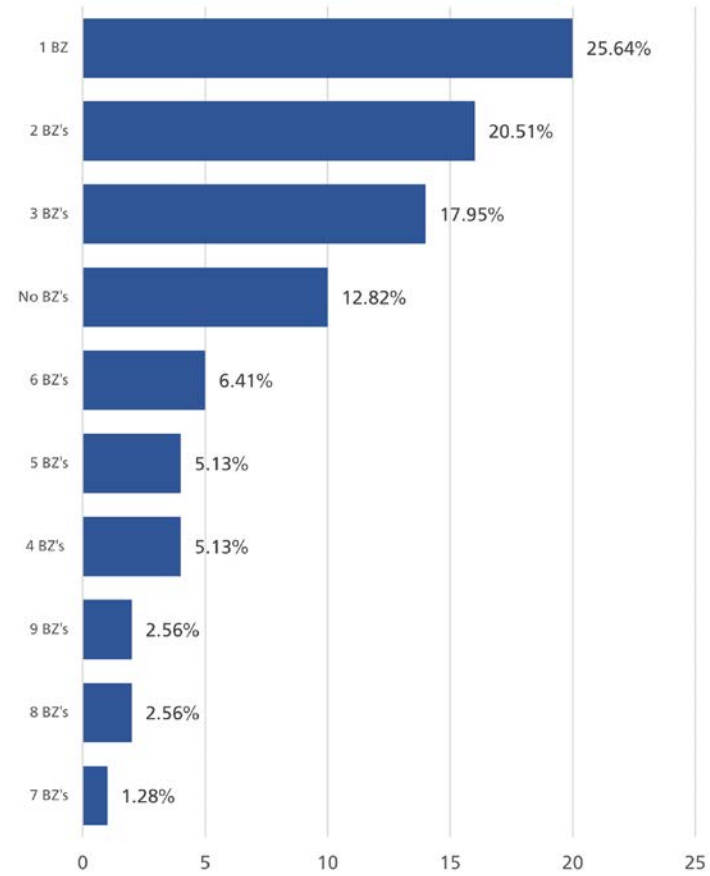


Method = Updated MTA Blue Zones/[MTA Parking Meters](#)

# BLUE ZONES WITHIN 1/10<sup>th</sup> MILE FROM HEALTHCARE FACILITIES



HEALTHCARE FACILITIES BY BLUE ZONE COUNTS



Source: SF Dep Public Health [Healthcare Facilities](#)

NUMBER OF HEALTHCARE FACILITIES

# BLUE ZONES WITHIN 1/10<sup>th</sup> MILE FROM LIBRARIES



NORTH

1 MILE

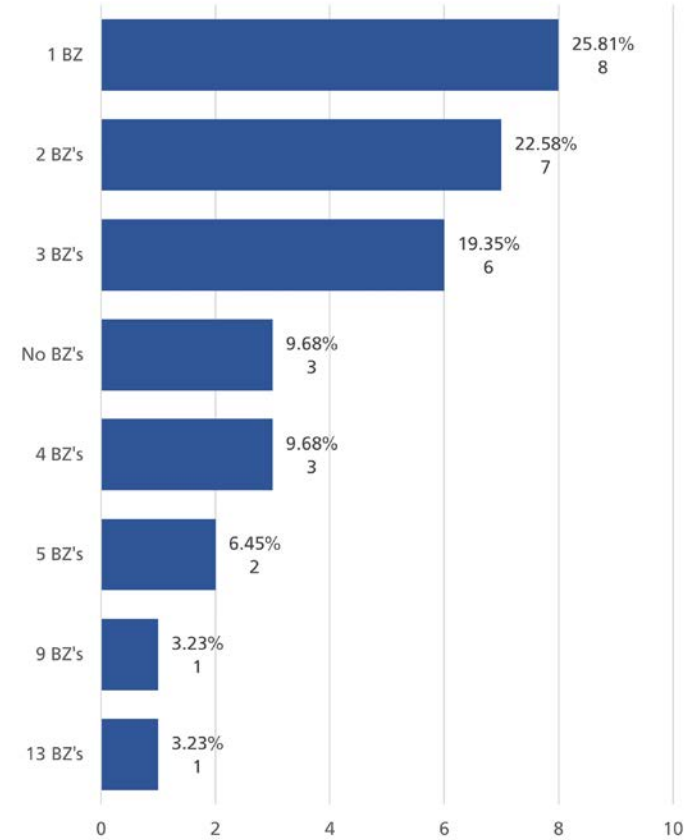
TREASURE ISLAND



### LEGEND

- MTA BLUE ZONES NEAR LIBRARIES
- LIBRARIES
- 1/10<sup>th</sup> MILE RADIUS
- MTA BLUE ZONES

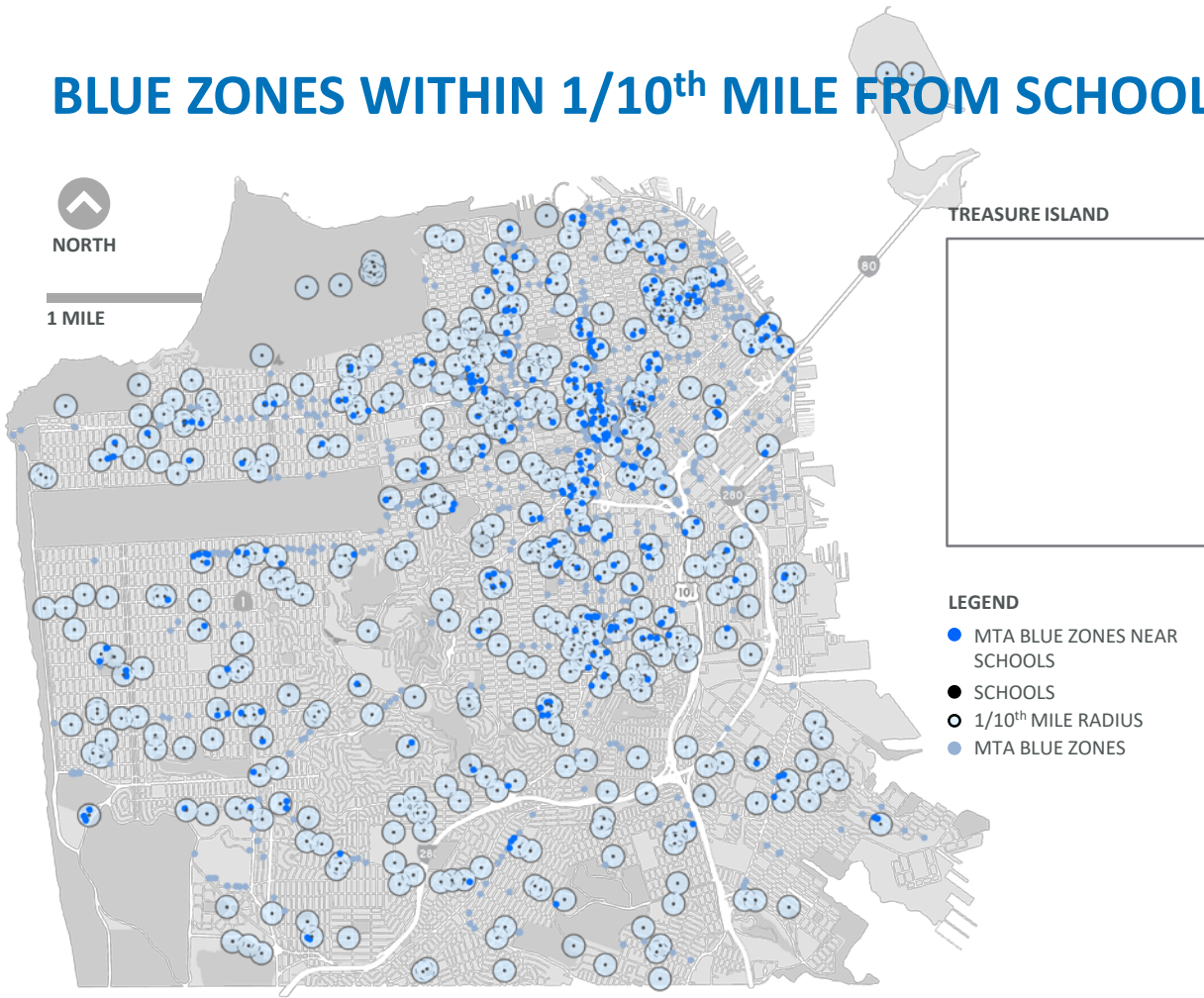
### LIBRARIES BY BLUE ZONE COUNTS



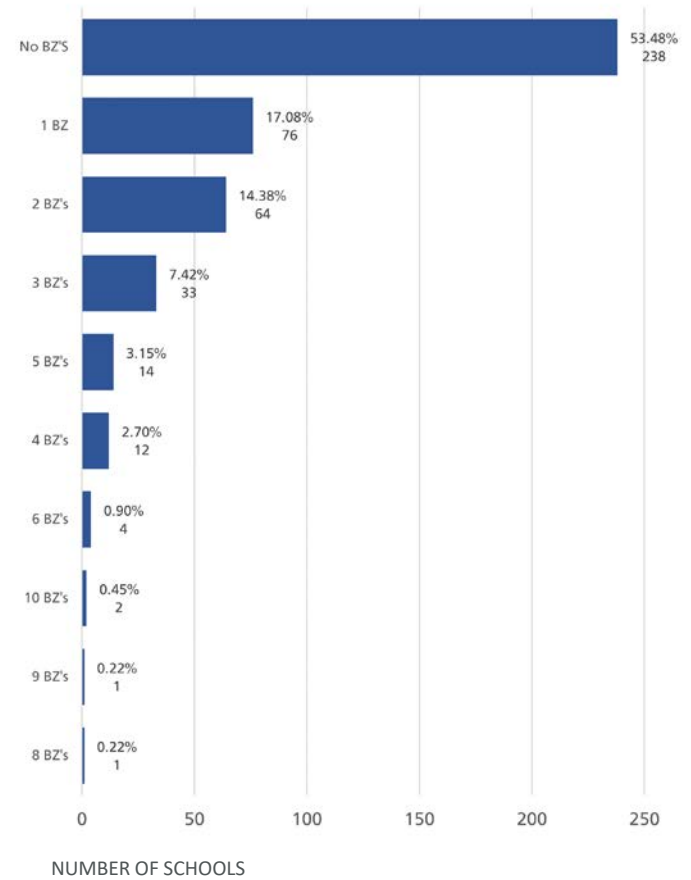
Source: City Administrator's Office [City Libraries](#)

NUMBER OF LIBRARIES

# BLUE ZONES WITHIN 1/10<sup>th</sup> MILE FROM SCHOOLS



SCHOOLS BY BLUE ZONE COUNTS



Source: City Technology Department [Schools](#)





# SFMTA's Digital Curb

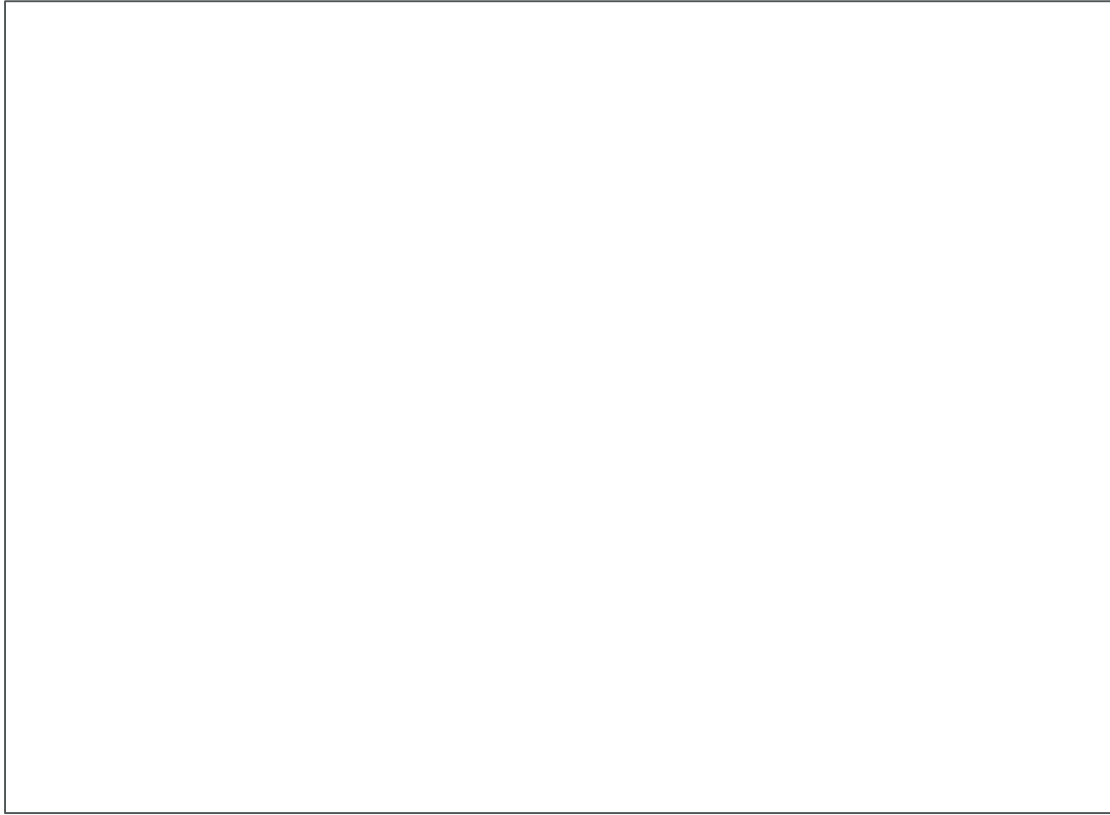


# SFMTA will create a citywide Digital Curb

- SFMTA was recently awarded \$2M from USDOT's SMART Grant Program to:
  1. Digitize curb regulations citywide
  2. Develop and implement processes to keep data up to date
  3. Disseminate data via analytical tools and a publicly available map/data feed
- Citywide Digital Curb will contain comprehensive and up-to-date data on all curb regulations and curb ramps
- Anticipated completion Summer 2025



# SFMTA will create a citywide Digital Curb (2)





# Why a Digital Curb?





## Why a Digital Curb? (2)

- Informed public
- Integrated travel tools
- Technology-enabled transportation services
- Efficient staff and data-driven planning
- Safety and reliability
- Economic vitality & environmental sustainability
- Foundation for better curb management



# Resources

# Resources (2)

- [PROWAG rules](#)
- [Understanding PROWAG Guide](#)
- [Guidelines for Accessible Building Blocks for Bicycle Facilities](#) and [Getting to the Curb](#)
- [Accessible Parking Policy Advisory Committee Recommendations Report](#)
- [Request a color curb](#)
- [Map of Blue Zones](#) (will be updated later this year)
- [Color Curb Hearings](#)



# Discussion and Questions



# Takeaways and Discussion

- SFMTA coordinating internally amongst divisions to ensure blue zones minimums are met as part of projects
- How can we communicate blue zone changes to public?
- Can we connect blue zone removals to the replacement new blue zone?
- What questions can we answer for you?