Baltimore Complete Streets Manual: Curbside Management Section:
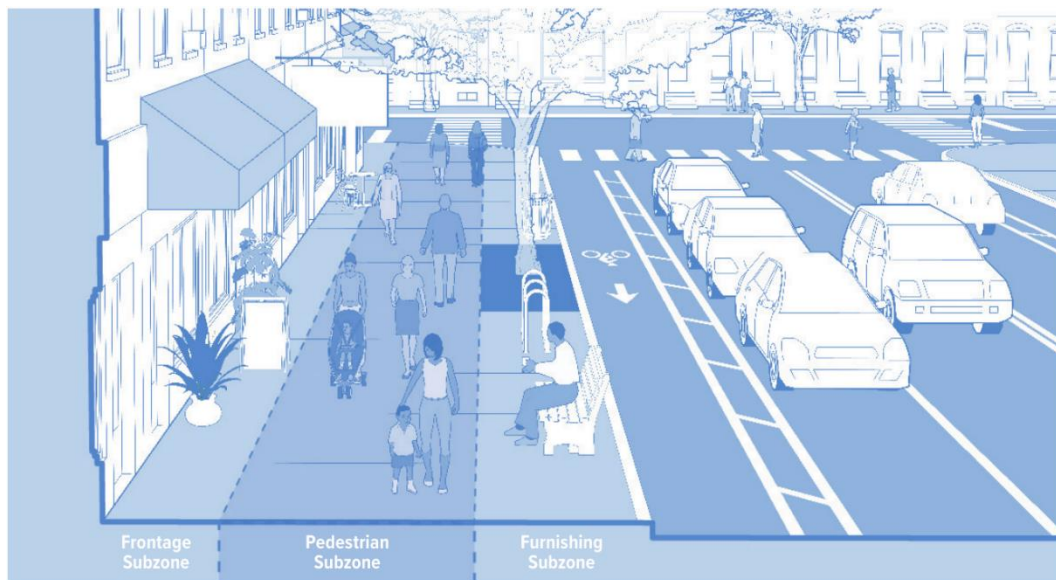
Prioritizing Curbspace by Street Type

An important subset of prioritizing right-of-way to reflect the modal priority of the street and community environment is the use of the curb space realm. The function and demands at the curb vary greatly depending on the street's role within a Complete Streets network as well as the community it serves. For example, streets within a mixed-use community have curbside demands for short-term on-street parking, commercial loading, shared mobility docking, and transit stops. In addition, cities are adding modal priority curb running lanes such as transit priority lanes and protected bike lanes.

Implementing these multimodal improvements at the curb require coordination beyond the parking / curbside management division within an organization. The curbside management planning and operations should include transportation planning, transit planning and operations, engineering / design, traffic operations, street maintenance, and enforcement staff. Equally important is establishing a partnership with advocates, local residents and business owners.

When sufficient space does not exist to implement a Complete Street typical cross section, three elements of the street's cross section should be considered when evaluating curb space needs – defined as the **curb space realm**:

1.   Sidewalk Furnishing Subzone: this area contains transit stop infrastructure, space for commercial loading, bicycle and micromobility corrals, raised cycle tracks, and parking meters. It may also provide space for vending truck access and outdoor seating.

2.   Curbspace: right-of-way reserved for emergency access, docking and parking.

3.   Curb Running Travel Lane: this travel lane can be open for all modes or restricted to priority modes for uses such as bicycle lanes, transit priority lanes (including stations / stops), or off-set parking.

The following section offers a method to convey modal priorities and policies to the curb space realm. The method is best applied when jurisdictions identify street types in addition to street functional classifications so that the street function and community setting are aligned with the modal priority of a street section.

A curb space realm prioritization table represents a method to assign modal priorities based on the street function, community setting, and Complete Streets network designation. The table guides modal priority decisions related to allocating limited right-of-way.

The table below prioritizes these three portions of the street right-of-way based on Street Type and modal priority (when designated). When right-of-way is limited, this table aligns the use of the space with City's priorities balancing adequate sidewalk space, on-street parking, commercial loading, on-street bicycle / micromobility facilities, and transit priority lanes based on the street's function and purpose in the community.

Each street type includes a set of default priorities as well as changes in the priorities when the street has a modal priority and / or specific demands such as commercial loading.

This table guides the designer in allocating limited right-of-way as it pertains to Complete Streets demands at the curb.

	The Furnishing Zone	Curbspace Management Subzone	Curbside Lane Subzone
Downtown Commercial: The default highest priority is the furnishing zone. Unless the street has a designated modal priority, curbspace is the second priority to provide convenient access for the uses listed on page 41. If the street has been designated as part of the on-street bike network or transit priority street for bus or LRT, then that use is the highest priority for this space.			
Default	1	2	3
Bicycle Network (Protected)	2	3	1
Transit Priority Network	2	3	1
Truck Route	1	2	3
Commercial Loading	2	1	3
On-street Time Restricted Parking	1	2	3

Downtown Mixed-use: The default highest priority is the furnishing zone. Curbspace is the second priority to provide convenient access for the uses listed on page 41. Given the ground floor street activity in mixed use development, curbspace remains a higher priority than mode specific on-street uses (exception for LRT).			
Default	1	2	3
Bicycle Network	1	2	3
Transit Network	1	2	3
Commercial Loading	1	2	3
On-street Time Restricted Parking	1	2	3
Urban Village Main: The default highest priority is the furnishing zone. Curbspace is the second priority to provide convenient access for the uses listed on page 41. With slower travel speeds and multimodal orientation, bicycle and transit activity share the travel lanes.			
Default	2	1	3
Bicycle Network (Protected)	3	2	1
Transit Network	2	1	3
Commercial Loading	2	1	3
On-street Time Restricted Parking	1	2	3
Urban Village Neighborhood: The default highest priority is the furnishing zone. Curbspace is the second priority given the residential nature of the environment the street serves. On-street parking is an important element of the street, and should be assessed with the understanding of off-street parking availability for residents. With slower travel speeds bicycle and transit activity share the travel lanes.			
Default	1	2	3
Bicycle Network	1	2	3
Transit Network	1	2	3
Urban Village Shared Street: These streets typically do not possess sufficient right-of-way to have enough space for the sidewalk furnishing zone, curbspace, or a curbside lane. The narrow streets and very low target speed provide a street environment prioritizing pedestrian and bicycle mobility with limited or no on-street parking. Each of the Urban Village Shared Streets should be assessed individually with the community to ensure safe and convenient travel with no formally designated on-street zones.			
Default	1	2	N/A
Bicycle Network	N/A	N/A	N/A

Transit Network	N/A	N/A	N/A
Commercial Loading	N/A	N/A	N/A
Urban Center Connector: These connectors are designed to accommodate transit, trucks and other vehicular traffic between activity centers. Curbside service is limited generally to transit service, with minimal docking / parking of other vehicles.			
Default	2	3	1
Bicycle Network	2	3	1
Transit Network	2	3	1
Truck Route	2	3	1
Commercial Loading	3	2	1
Neighborhood Corridor: The default highest priority is the furnishing zone, providing space for street trees and a buffer from the travel lanes or curbspace. Curbspace is the second priority given the residential nature of the environment the street serves. On-street parking is an important element of the street, and should be assessed with the understanding of off-street parking availability for residents. With slower travel speeds bicycle and transit activity share the travel lanes.			
Default	1	2	3
Bicycle Network	1	2	3
Transit Network (Limited)	1	2	3
Industrial Access: These streets possess high truck activity and access to the curb for loading and temporary parking. While loading and storage of trucks should primarily occur off of the street, such access is an important element of the street design. While sidewalks remain high priority within the right-of-way, the furnishing zone portion is a second priority to curbspace.			
Default	2	1	3
Bicycle Network	3	2	1
Transit (Priority) Network	3	2	1
Truck Route	3	1	2
Commercial Loading	2	1	3
Parkway: These streets are designed to accommodate the movement of vehicles (trucks prohibited?) between activity centers. Curbside service is limited generally to transit service, with minimal docking / parking of other vehicles.			
Default	1	3	2
Bicycle Network	2	3	1
Transit Network	2	3	1

Boulevard: The default highest priority is the furnishing zone, reflecting the City's modal hierarchy. Unless the street has a designated modal priority, curbspace is the second priority to provide convenient access for the uses listed on page 41.			
Default	1	2	3
Bicycle Network	1	3	2
Transit Network	1	3	2
Commercial Loading	1	2	3