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INTRODUCTION

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The Transportation Action Plan includes [Street Operations strategy 5](#): “Price and manage use of the curb to encourage walking, biking and using transit and to discourage driving alone.” Public Works is creating a curbside management policy; this section will be updated to reflect that policy when adopted.

DESIGN CONSIDERATIONS

A. Width	<ol style="list-style-type: none"> 1. Parking lane and curbside use areas should typically be 8' wide. 2. 7' wide parking lanes should be considered in residential areas with constrained right of way. 3. In some industrial areas, 9' wide parking lanes may be considered.
B. Inclusion of vehicle parking	<ol style="list-style-type: none"> 1. The amount of vehicle parking should be right sized to reduce speeding and maximize space for greening and other uses that support City goals. Streets may include no on-street parking, parking on one side, parking on both sides, or a combination of parking availability. 2. For Urban Neighborhood, Urban Neighborhood Connector, and Production and Processing streets, target greater than 60% parking occupancy. 3. For Mixed Use Community Connectors, target greater than 75% parking occupancy.
C. Streets with parking on one side	<p>If there will generally be parking on one-side of the street, it's preferred that it shift back and forth from either side of the street to provide parking access on both sides and support traffic calming.</p>
D. Loading and unloading zones for streets without parking	<ol style="list-style-type: none"> 1. For streets without any vehicle parking, consider including one or more loading and unloading zones to support deliveries, Metro Mobility drop offs, and other short-term uses. 2. Such a zone differs from existing commercial loading zones and will need to be considered on a case-by-case basis. 3. Loading and unloading zones should generally be 7'-8' wide and 25'-30' long. Metro Mobility vehicles typically range from 20'-25' long and should be accommodated.

E. Disability parking zones	Property owners may request disability parking zones , which are not exclusive to any resident or property owner. On projects that may impact a disability parking zone, designers should determine whether the zone is still actively used and work with the applicant to provide reasonable accommodation for it or relocate if it is still active.
F. Parking meters	In commercial areas and some other high-parking demand areas, designers should strongly consider adding parking meters to regulate parking.
G. Critical Parking Areas	Critical Parking Areas limit parking access to drivers with a permit associated with that specific area. Designers should consider impacts to Critical Parking Areas with any parking changes.
H. Commercial loading zones	Commercial loading zones are spaces limited to loading and unloading of registered commercial vehicles during certain hours. Designers should consider impacts to commercial loading zones with any parking changes.
I. Curb extensions at intersections	<p>Curb extensions should generally be included at all intersections whenever on-street parking is provided. Exceptions include:</p> <ol style="list-style-type: none"> 1. For intersecting Urban Neighborhood streets, a traffic circle may be preferred to curb extensions. 2. On Production and Processing streets, curb extensions may not be feasible given the frequency of large trucks. 3. In some situations, a turn lane or bus pull-out area may be preferred to curb extensions.
J. Midblock curb extensions	<ol style="list-style-type: none"> 1. Designers can consider midblock curb extensions into the curbside zone to provide expanded space for greening, street trees, green stormwater infrastructure, sidewalk cafes, or other sidewalk zone uses. 2. Unless specifically designed to support a pedestrian crossing, midblock curb extensions should be clearly designed not to encourage pedestrian crossing (e.g. with the placement of street trees and green stormwater infrastructure).
K. Mobility hubs	Mobility hubs are physical places where people can connect to multiple modes of transportation to make their trip as safe, convenient and reliable as possible. Mobility hubs are typically in the curbside area. Mobility hub details vary by location. See Transportation Action Plan Technology strategy 3 for more details.
L. Parklets	Parklets are designed as an extension of the sidewalk where the public can relax and enjoy the urban environment. They are installed in the space adjacent to the curb. The City manages a parklet program .
M. Street cafes	A street café is a seasonal expansion of the existing sidewalk to be used for additional restaurant or business seating. More information on the City's street café program is available here .
N. Bicycle corrals	Bicycle and micromobility parking can be provided in the roadway adjacent to the curb. See bicycle parking guidance for more details.