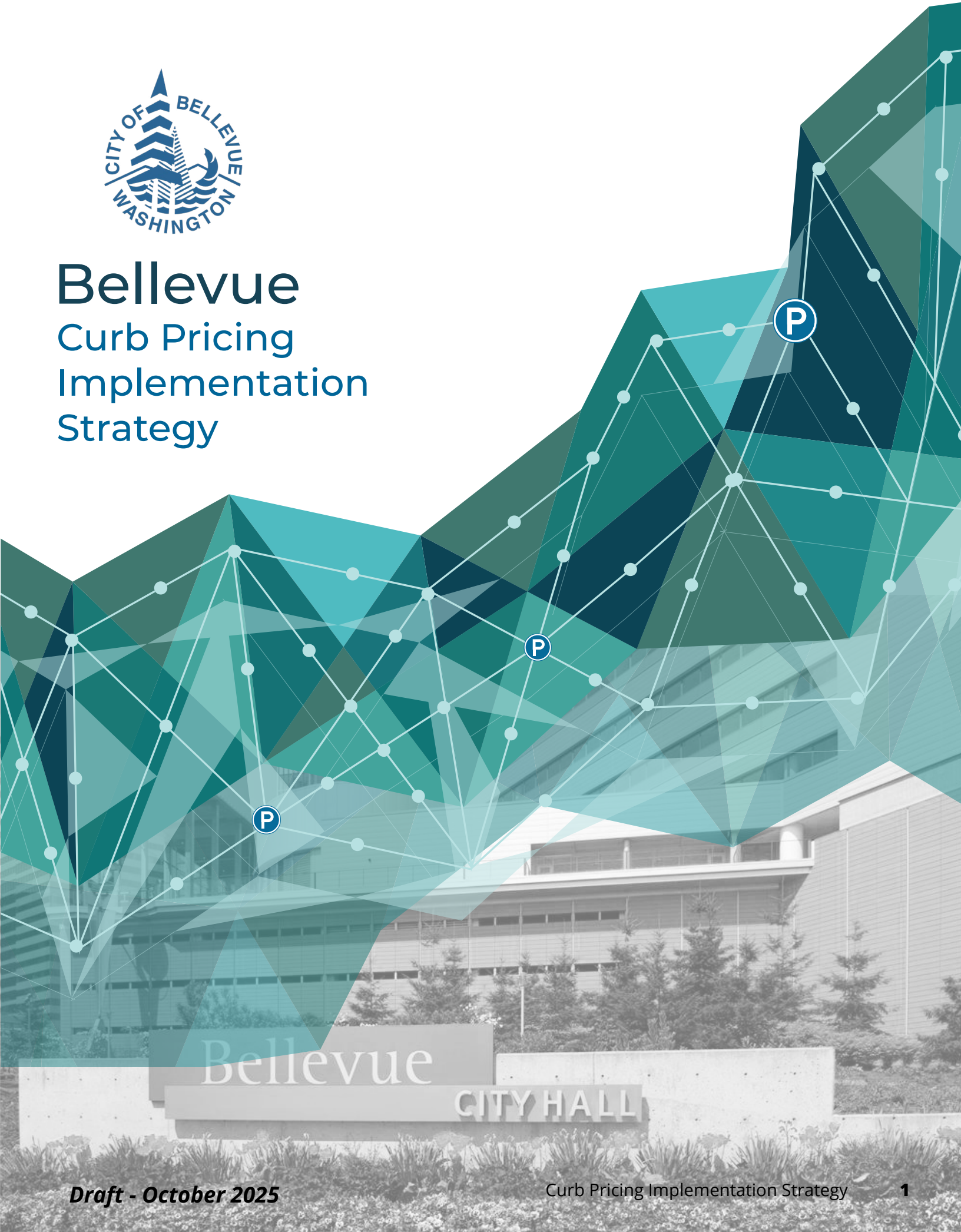
Bellevue
Curb Pricing Implementation Strategy



Draft - October 2025

Title VI Statement

It is the City of Bellevue's policy to assure that no person shall on the grounds of race, color, national origin or sex as provided by Title VI of the Civil Rights Act of 1964, and related statutes, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any City of Bellevue program or activity. Any person who believes his/her Title VI protection has been violated may file a complaint with the ADA/Title VI Administrator.
Minimum size for type is 9pt if using Open Sans. For other font faces use 10pt or larger. Always use standard fonts like Open Sans, Helvetica or Calibri. For accessibility, please avoid condensed font, light, thin, italic or bold versions.
Approved icons for either "Information", "Questions" or "Interpretation", should accompany all external informational and marketing material. Do not use different icons. This includes flyers, posters, banners, invitations, etc. This requirement applies to all departments.

- Statement–all Federally funded projects mandate this verbiage on all materials
  - Information graphic–default image for relevant materials.
  - Interpreter graphic–public meetings, open house.
  - Questions graphic–depends on information in materials..
  - Statement with graphic–if space allows.

Graphics and verbiage, including translations, can be found on BellevueWA.gov/logos-photos.
If you have any questions regarding the Title VI above or need help please reach out to ADA/ Title VI Administrator Blayne Amson, bamson@bellevuewa.gov or 425-452-6168.

Acknowledgements

Transportation Leadership Team

Chris Long
Andrew Singelakis

Core Team Members

Jason Bentosino, Transportation
Joe Granger, Transportation
Gillian Hagstrom, Transportation
Laura Milstead, Transportation
John Murphy, Transportation
Sally Sharp, Transportation
Anthony Gill, Economic Development
Amy Pennington, Economic Development
Ryan Walker, Parks & Community Services
Christopher Yoo, Finance & Asset Management
Heather Jones, Critical Areas Ordinance
Josh Steiner, Development Services
Drew Folsom, Development Services

WALKER CONSULTANTS

IVERSON MOBILITY SOLUTIONS

CITY OF BELLEVUE WASHINGTON

Contents

Executive Summary

Background

The Urban Core neighborhoods in Bellevue – consisting of Downtown, Wilburton and BelRed – have grown rapidly in recent years, causing increased demands on the transportation network and curbside system. Legacy approaches to managing curb space in Bellevue are no longer sufficient to keep up with changing demands. Today, on-street parking is free, lightly enforced and heavily used. This results in vehicles circling the block, making illegal stops and overstaying posted time limits, which makes access to local businesses more difficult.

The Curb Management Plan (CMP), adopted by City Council in 2023, provides a long-range roadmap to address curbside challenges. One high priority action in the CMP is to explore the advent of a pay-for curb use program, which would consider paid on-street parking and charging prices for curb use. Curb pricing is seen as a nationwide best practice to manage curbside demands.

Data Collection

Data collected in late 2024 and 2025 show that demand routinely outstrips supply. There are roughly 590 on-street spaces currently across the study area. Curb occupancy on many blocks in the study area exceeds a target utilization threshold of 80% for many times throughout the day. Some blocks show over 100% occupancy, reflecting illegal parking activity. Additionally, around 25% of vehicles were observed as staying three hours or longer in two-hour parking zones, a sign of inefficient enforcement practices and poor curb management approaches.

590

On-street spaces

80-100%

Occupany on some blocks

25%

Of vehicles staying three hours or more in a two-hour parking zone

Data collected in late 2024 and 2025 shows that demand routinely outstrips supply

Stakeholder Feedback

Stakeholder and community engagement from January to July 2025 confirms both parking challenges and a pragmatic openness to solutions. In surveys conducted in early 2025, about 60% of respondents reported difficulty finding on-street parking, about 50% of respondents said they had to circle before finding a space and 52% cited parking as a barrier to visiting. At the same time, tabling results in July 2025 show that 74% of respondents would be more likely or just as likely to visit busy areas if spaces were easier to find even with a modest fee. Stakeholders requested simple and app-optional payment, clearer wayfinding for both on-street and off-street parking facilities, visible but fair enforcement and transparency about how revenues are reinvested.

Program Recommendations

Staff recommends moving forward with curb pricing in the study area, recognizing its benefits for businesses, residents and visitors. If approved by City Council, the Bellevue curb pricing program would be established with a rate range approved by City Council and adjusted administratively by the Transportation Director over time. Parking rates would adjust nominally based on utilization and turnover data, with a goal of achieving an 80% utilization during high demand times. At program launch, pricing would be simple and uniform across the day, with the option to adjust as patterns become clearer. Proposed hours vary between neighborhoods in the study area. Payment would be offered through approximately 100 multi-space pay stations, a mobile application and an app-free payment option.

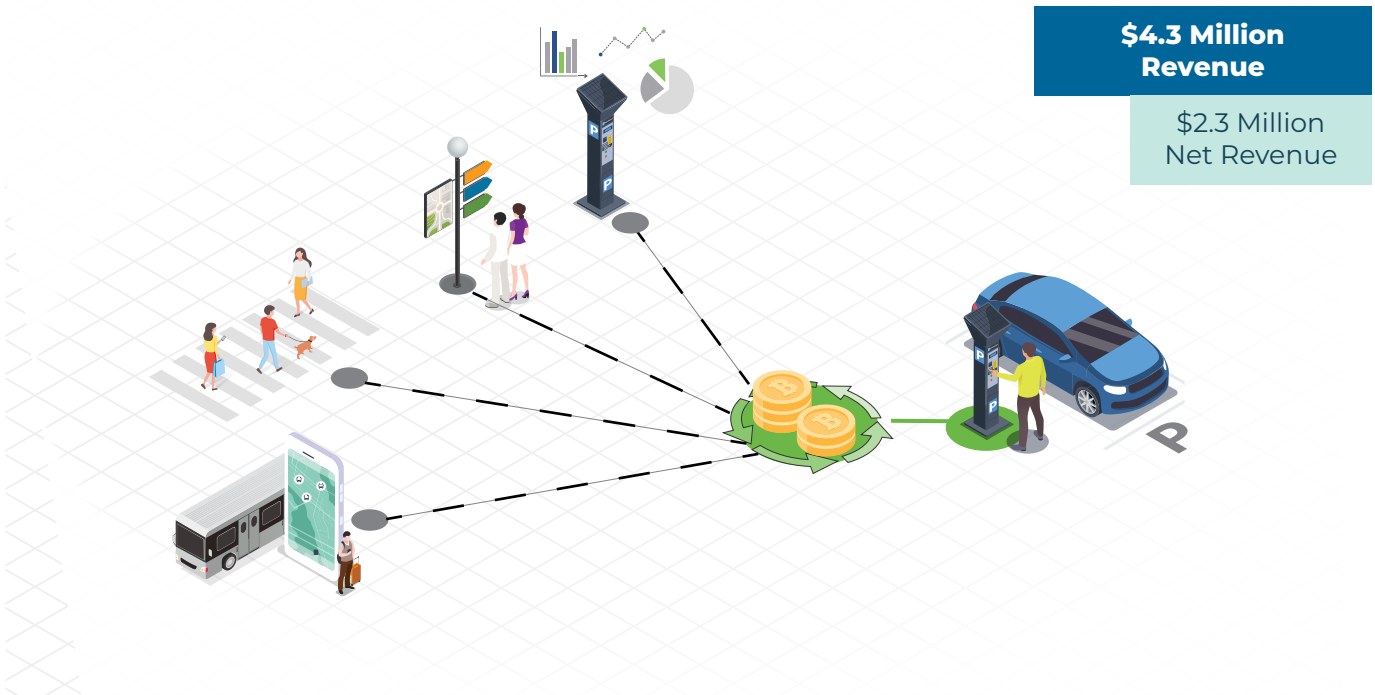
Curbside enforcement resources would expand to match paid parking operations, in addition to active enforcement of nearby residential permit parking zones, city park parking lots in the Urban Core and off-hours monitoring of loading zones. The rollout would include a grace period with warnings rather than citations, extensive communications, parking ambassadors in the field and establishment of a Curb Pricing Advisory Committee (CPAC) to provide ongoing feedback and inform parking revenue reinvestment strategies.

Mitigation

The inclusion of paid on-street parking may cause impacts to visitors and workers in the Urban Core. The program will include strategies and resources to mitigate potential impacts to affected populations. Strategies include: awareness of existing discount transit pass programs; expanded access to microtransit services like the existing BellHop program; augmented information about affordable parking options nearby; and exploring the addition or modification of employee-oriented parking permits. For visitors, investments would emphasize clearer wayfinding to all public options and expansion of on-street ADA spaces.

Financial Model

Financial modeling projects approximately $4.3 million in stabilized annual revenue, with approximately $2.3 million in net revenue after operating costs. Revenues in year one are expected to cover capital and operating needs based on modeling. Excess funds would be transparently reinvested to implement Curb Practices stated in the CMP. Improvements include expanding loading zone options, supporting transit access, improving parking wayfinding, investing in pedestrian improvements, building digital curb inventories and conducting regular data collection. The future CPAC will help inform how funds are directed. If Council approves the program framework, curb pricing operations will begin approximately one year later.



1 How We Got Here And Intent Of The Strategy

Bellevue has rapidly grown over the past two decades, which has changed how people and goods move through the city. This change has been especially impactful in the Urban Core. neighborhoods of Downtown, BelRed and Wilburton, where greater demands have occurred on streets and curb space.

Based on several data collection efforts, curbside parking is almost entirely full on many streets for many hours of the day, leading to drivers illegally parking, blocking travel lanes, overstaying time limits and stopping in "no parking" areas. Package delivery, rideshare and food pick-up and delivery add to the demand for curb space.

In the last ten years, new development in Bellevue's Urban Core has resulted in an increase in the time-limited parking that requires consistent enforcement by 70%. A big portion of this growth came with the development of the Spring District in the BelRed neighborhood. In that same 10 years, the cost to enforce the curb has increased by over 200%, while the allocated budget has only increased by 80%. To account for this difference, the city has needed to reduce the hours of enforcement despite the increase in spaces and demand.

Enforcement Resources Have Not Kept Up With Growth and Demand

Contract Year	Contract Amount	Enforcement Hours	Parking Spaces Monitored
2015	$106,000	57	343
2025	$191,000	40	590

These conditions strain the transportation network, reduce accessibility, increase traffic and emissions and diminish the overall experience for residents, businesses and visitors. Visitors have expressed frustration accessing downtown street level businesses.

In 2023, the Bellevue City Council adopted the Curb Management Plan (CMP), which provides direction on how to best manage, maintain and program curb spaces over time to address these challenges. Within the CMP, the curb is defined as the border area between streets and sidewalks where various activities occur, including on-street parking, passenger loading, parcel delivery and on-street dining.

The Curb Pricing Study and this associated Curb Pricing Implementation Stretegy directly addresses Curb Practices ST.1, which advises that the city perform an implementation study for a paid parking program and update related on-street parking procedures.

The Curb Pricing Study also aligns with the Bellevue 2044 Comprehensive Plan that guides growth and development over the next 20 years. Policy TR-34 states: “Consider implementation of a pay for curb use program.”

Curb space is the setting for many mobility, economic and placemaking functions that provide value to the city’s neighborhoods. It is also a limited public resource subject to the forces of supply and demand. Due to this, curb pricing is identified as a vital tool in the CMP and the Comprehensive Plan to better manage curbside demands and balance competing needs across the transportation and parking system. By regulating demand, encouraging turnover, increasing compliance and reducing long-term parking in high-demand areas, curb pricing can help alleviate parking shortages and improve curbside accessibility. Additionally, curb pricing generates revenue to achieve cost recovery and provides a mechanism to implement the Curb Management Plan, advancing Bellevue’s goals for sustainability, reduced congestion and enhanced mobility options.

Curb Pricing Study Methodology

This Curb Pricing Implementation Strategy identifies a method of operations to implement curb pricing in Bellevue’s Urban Core. The method of operations is based on existing conditions analysis, data evaluation, stakeholder and community feedback and policy review and alignment. The study’s findings underscore the need for adopting curb pricing strategies to manage the growing pressures on Bellevue’s limited curb space. Effective curb management is essential to ensure the city remains a vibrant, accessible and sustainable place to live, work and have fun.

Background

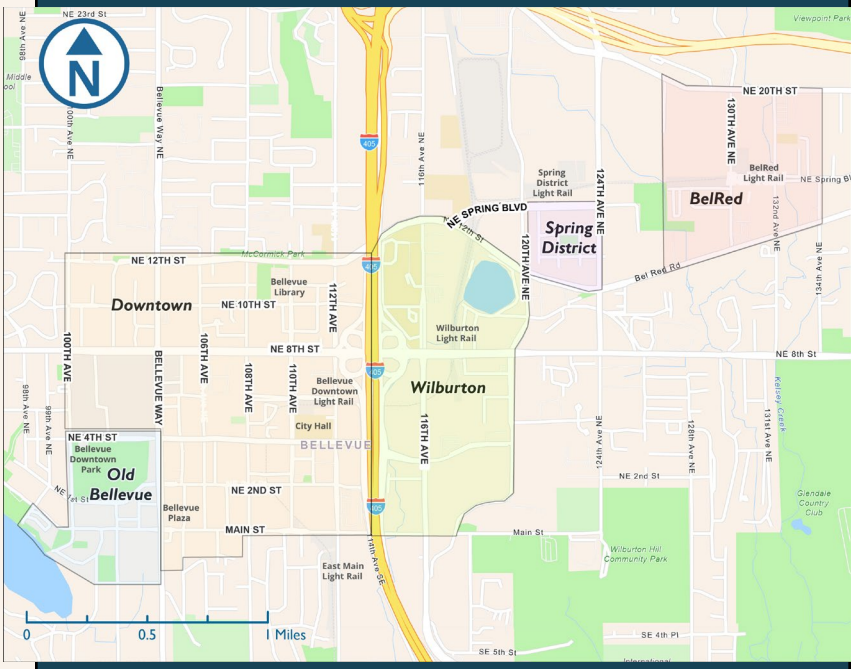
Curb Pricing Study Area

The Bellevue Curb Pricing Study area focuses on curbside parking in the Urban Core neighborhoods of Downtown, Wilburton and BelRed. Within these three neighborhoods, the two subareas of Old Bellevue and Spring District are defined separately in recognition of their unique built forms and elevated importance for curbside strategy. A map of the overall study area is detailed in Figure 1.

Based on data collected in late 2024 and 2025, most curbside parking activity occurs within Downtown, Old Bellevue and the Spring District.* However, the commercial areas in the Wilburton and BelRed neighborhoods are included in the study to reflect future curb pricing implementation as these areas redevelop over time.

Construction activity in the BelRed area during initial data collection limited the project team's ability to understand curb demand. As such, the program model in this Implementation Strategy does not assume the addition of paid parking in the BelRed area of the study. The project team will collect additional data in this area in late 2025 and provide a final recommendation if BelRed should move forward with the initial program launch.

Figure 1. Curb Pricing Study Area



Curb Pricing Principles

Bellevue's Curb Management Plan calls for the city to explore "Launching a paid on-street parking program, using demand-responsive pricing with a performance target set, to ensure spaces are well-used but that it is easy to find a space."

During the development of the CMP, the Bellevue Transportation Commission recommended pricing principles that would guide future potential curb pricing implementation. In 2023, the City Council adopted curb pricing principles within the context of the CMP. In 2025, the Transportation Commission provided concurrence that approaches in the Curb Pricing Study aligned with the following CMP pricing principles.

Pricing Principle (adopted via CMP)	How the Proposed Curb Pricing Program Addresses the Adopted Principle
Curb pricing rates should be established to achieve target parking occupancy goals	Prices will be set and adjusted on a regular basis to achieve a target occupancy rate of around 80%.
Curb pricing should support efficient enforcement structures, ensure optimized mobility operations and contribute toward streetside amenities	Program revenues will improve, augment and streamline enforcement protocols. Revenues beyond covering the pricing program will be reinvested into the community though the advancing “practices” identified in the Curb Management Plan.
Curb pricing should be easily communicated to and understood by the public	Information on all program elements will be easily accessible. Materials will be translated for broad awareness. Mobile payment systems will be intuitive and easy to use.
Curb permitting structures should be simple and transparent	Curb permitting for activities such as on-street dining or parklets were beyond the scope of the Curb Pricing Study. However, pricing program revenues will be used to study permit process improvements once the program is established.
Curb pricing structures should include strategies to ensure equitable outcomes	Curb management program funds will be invested into accessible on-street parking expansion and enhancing Travel Demand Management (TDM) through management of curb space in support of transit, local microtransit services, employer shuttles, micromobility and passenger pick up.
Curb pricing should achieve city goals and policies	Improving curbside issues will help improve the safety and efficiency of the transportation network. Curb pricing will help improve and streamline curb access.

2 Why Price Curb Space?

Bellevue's curbs are where mobility meets the destination. The curb is host to both transportation and placemaking functions that provide economic value to the community. Curb space is also a limited public resource subject to the forces of supply and demand.

Currently, on-street parking in Bellevue is provided free of charge. As such, it can be challenging for visitors to find a space many times during the day, particularly in high-demand locations like Old Bellevue and parts of Downtown. This dynamic causes people who drive to circle the block looking for an available space, increasing congestion until spaces become open.

Additionally, Bellevue has limited curbside and parking enforcement resources. Over the last decade, budget allocations for parking enforcement have stayed relatively stagnant while city growth and curbside demands have increased. This light enforcement approach is one factor that has contributed to many vehicles overstaying the existing two-hour time limit.

The combination of free parking, light enforcement and city growth has resulted in congested curbside locations with almost completely full blocks in the study area for many hours in the day. The overburdened curbside results in higher levels of illegal parking and double parking activity, increased traffic congestion from vehicles circling the block and heightened traffic safety concerns.

Curbside pricing has been proven in many communities to address the delicate balance between limited curb space and increasing demand by placing a monetary value on the parking supply. If implemented in Bellevue, the benefits of a curb pricing approach would include:

- Making it easier to find a parking space to access local businesses.
- Reducing traffic congestion in areas with high parking demand, like Old Bellevue and Downtown.
- Increasing resources for enforcement.
- Increasing parking turnover and associated economic activity.
- Expanding parking availability, assurance and convenience.
- Reducing double parking and illegal parking events, thus improving safety.
- Reinvesting parking revenues towards curb practices, such as: installing parking wayfinding, building accessible parking bays, implementing streetside amenities, improving passenger and freight loading activities at the curb and executing other ideas listed in the CMP.

As stated in the CMP and reflected by national best practices, a typical target curb occupancy goal is 80%. This means the curb should be no more than 80% occupied during enforcement hours, resulting in about one or two parking spaces available per block on average at any given time. The Bellevue Curb Pricing Study uses 80% as the target occupancy goal.

Meeting this 80% occupancy target would mean that curb space is both well utilized and still available enough for drivers to easily find parking. If the curb is significantly less than 80% utilized, this reflects an underutilized right-of-way. If the curb is higher than 80% utilized, this reflects the overburdened reality currently experienced in Bellevue for many hours of the day.

The combination of free parking, light enforcement and city growth has resulted in congested curbside locations with almost completely full blocks in the study area for many hours in the day.

CASE STUDY: Parking Meter Installation in Pasadena, CA Supported Local Businesses

Before 1993, parking in Pasadena was free and people had difficulty finding available spaces. Business owners were concerned that implementing paid parking would drive away customers.

In 1993, the city installed meters and used the revenue to support the parking program and make improvements in the paid parking area. In the first year, parking revenues generated funds for district services and retail sales increased at a greater rate than in other retail districts in the city, even those with free parking.

The city continues to expand paid parking areas. For example, in May 2025, new meters were added to the area around the Playhouse District. Property owners and the business community in the district supported metered parking to provide better parking management and alleviate traffic congestion. Rates are based on parking demand, with price adjustments every six months to achieve between 70% and 90% occupancy.

Reduce parking overstays:

Currently, more than a quarter of parking users overstay the two-hour time limit, reducing visitor turnover and making it harder for people to access local businesses.

Curb Space is Constrained:

Bellevue has limited curb space in its street network, and the on-street parking supply is constrained. Currently, there are approximately 590 curbside parking and loading spaces. When considering all blocks in the study area, only about 7% of curb space is available for time-limited parking and 3% for commercial loading, passenger pickup/drop-off and transit stops. About 80% of curb space is used for travel purposes, such as general purpose lanes.

Community Sentiment Highlights Current Challenges:

Almost 60% of community survey respondents said they definitely or somewhat agree that it is challenging to find on-street parking in Bellevue's Urban Core. 54% of intercept survey respondents who parked on-street said they needed to circle the block before finding an available space, while 52% said parking is a barrier to visiting Bellevue.

People are Already Paying for Off-street Parking:

As of September 2024, privately owned off-street parking costs about $4-8 on average for the first two hours.

Success in Peer Cities:

Cities have shown that dynamically priced parking, with rates that change throughout the day based on demand, is an effective curb management tool for ensuring more spots are available more often in high-demand areas.

CASE STUDY: Paid Parking in Tacoma, WA

When Tacoma, WA proposed paid on-street parking in 2010, some in the business community feared it would push customers to businesses with free parking. However, after only a year of the implementation the Tacoma community accepted and supported paid on-street parking. Two important aspects of the program include:

- Trust and transparency: Extensive community education and collaboration to build trust and shared ownership.
- Parking Advisory Task Force: Ensuring transparency over parking policies and revenue use.

Bellevue is Growing:

Between 2015 and 2024, Bellevue's population grew by 10%. As of early 2025, in Downtown alone, 2.2 million square feet of office space, over 100 residential units and 21,000 square feet of retail space are under construction, with 29 developments under review or in the pipeline. [1]

Bellevue's Transportation Network is Evolving:

The new 2 Line light rail service has changed Bellevue's transportation network and travel habits. These changes will be felt even more once the 2 Line connects to Seattle.

Enforcement Resources are Light:

Existing enforcement cannot adequately enforce parking regulations in the Urban Core.

High Demand for Curb Space:

In the afternoons and evenings, street parking across the Urban Core is almost full. Many people park illegally, blocking travel lanes, overstaying time limits or stopping in "no parking" areas. A large number of vehicles are parked over the two-hour time limit.

Many Stakeholders and Community Members Recognize the Need for Change:

74% of survey respondents reported they would be more likely or just as likely to visit busy areas like Old Bellevue and the Spring District if parking was easier to find but required payment of a few dollars.

[1] Downtown Bellevue Major Projects List Q1 2025 available at https://bellevuewa.gov/sites/default/files/media/pdf_document/2020/Major%20Projects%20Downtown.pdf

3 Existing Curb & Parking Conditions

Key Findings About Curb Use

To understand curbside parking behavior in the study area, a data collection effort was designed to assess areas of high use, understand user types, examine length of stay and evaluate how curb use patterns compare to existing regulations. The project team conducted several site visits and data collection activities throughout the fall of 2024 and summer of 2025 to assess current curbside conditions.

Curb Supply is Limited and Not Adequately Managed to Balance Supply and Demand

- There are currently only 590[2] curbside parking and loading areas in Bellevue's Urban Core. As Bellevue grows, additional streets with curbside parking will be built around the study area, increasing overall on-street parking supply.

- Most on-street parking spaces (473 of the 590 spaces) currently have two-hour time limits. There are five types of loading zones, with time limits ranging from three to 30 minutes. These existing spaces—in addition to future spaces created through development activity and other existing spaces that could not be observed during the study—are the focus for a potential curb pricing program.

- Currently, all on-street parking on public streets in Bellevue is free of charge. The city regulates on-street parking with time limits in the Urban Core neighborhoods. These limits vary by location and purpose, ranging from three-minute loading zones to two-hour parking zones.

The complete existing conditions analysis can be found in Appendix A, Existing Conditions Report.

[2] Curb occupancy data was also collected for the greater BelRed area during the study period. However, due to numerous public roadway projects (i.e. 130th Avenue NE reconstruction) and private development impacts occurring in the vicinity, parking was primarily restricted at the curb in the neighborhood. As such, data findings are not shown in this report as they do not reflect normal nor future curb conditions for the area. The Curb Pricing Implementation Strategy will still consider the BelRed area for future potential curb pricing implementation in reflection of ongoing growth and development seen in the neighborhood.

Figure 2. Parking Inventory by Space Type and Neighborhood

Space Type	Old Bellevue	Downtown Bellevue	Spring District	Overall
Passenger Loading Zones (3 min)	0	8	0	8
Other Loading Zones (15-30 min)	11	41	17	69
2-hour Parking	151	260	102	513
Total Inventory	162	309	119	590

High Demand for Curb Parking

Data findings and observations show that more people want to park than spaces are available for them. Peak curb and parking occupancy in the study area exceeds 80% for many hours of the day, with several blocks of the study area exceeding 100% occupancy due to fully utilized curbs mixed with illegal parking activities. These findings are consistent with similar data collected during the Curb Management Plan process in 2022, which also showed overburdened curb usage in many locations of the study area.

High-level findings of curb occupancy per hour around the study area are shown in Figures 3 and 4.

Figure 3. Weekday - Percent of Curb Parking Spaces Occupied by Hour by Area

	7AM	8AM	9AM	10AM	11AM	12AM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Old Bellevue	30%	40%	48%	67%	70%	80%	82%	73%	68%	80%	80%	86%	89%	84%
Downtown Bellevue	57%	67%	71%	73%	73%	74%	73%	78%	78%	82%	83%	85%	85%	83%
Spring District	53%	54%	65%	75%	84%	91%	86%	77%	83%	83%	90%	78%	80%	73%

Walker Consultants analysis of IDAX data. Data collected on Wednesday, Sept. 25, 2024.

Figure 4. Weekend - Percent of Curb Parking Spaces Occupied by Hour by Area

	7AM	8AM	9AM	10AM	11AM	12AM	1PM	2PM	3PM	4PM	5PM	6PM	7PM	8PM
Old Bellevue	21%	36%	48%	73%	88%	90%	94%	88%	91%	89%	94%	96%	95%	95%
Downtown Bellevue	57%	67%	71%	73%	73%	74%	73%	78%	78%	82%	83%	85%	85%	83%
Spring District	47%	46%	46%	48%	56%	66%	75%	77%	77%	78%	81%	83%	81%	68%

Source: Walker Consultants analysis of IDAX data. Data collected on Saturday, Sept. 21, 2024.

High Occurances of Long Term Parking

Data collection involved detailed tracking of vehicle activity, identifying areas where vehicles remain parked in the same space for extended periods. Data findings show that between 23% and 29% of vehicles in the study area parked for three hours or longer, well beyond posted two-hour time limits.

Figure 5. Vehicle Length of Stay Observations by Subarea (2-hour time limit spaces)

Weekday

Subarea	Percentage of vehicles staying 3 hours or longer
Old Bellevue	24%
Downtown	29%
Spring District	26%

Weekend

Subarea	Percentage of vehicles staying 3 hours or longer
Old Bellevue	23%
Downtown	28%
Spring District	25%

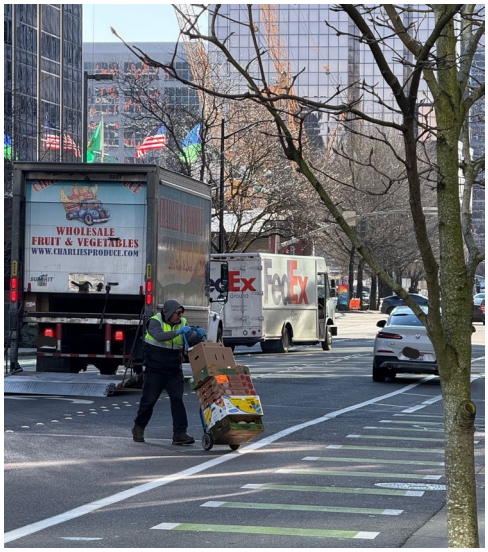
Paid Off-Street Private Parking Supply

There are approximately 55,000 private off-street parking spaces in the study area, almost all owned and operated by private entities. Notably, about 99% of total parking supply in the study area is within these off-street locations, while about 1% is found on-street. Almost all parking lots and garages are paid (some offer parking validation for customers) and often use mobile payment. Rates range from $4-8/hr for the first two hours of parking. City-owned off-street parking areas in the study area are at public parks and Bellevue City Hall.

Example of off-street public parking in Bellevue that is owned and operated by private entities.

Increasing Demands for Loading Zones:

Curbside parking areas are regularly used for package delivery, rideshare and food pick-up.



Examples of vehicles illegally parked in the study area and parked in loading zones for delivery and food pick-up.

Noncompliance with Parking Regulations

Due to limited enforcement resources, compliance with time limits and other parking regulations is low, further contributing to the scarcity of spaces. Observations found many vehicles park illegally, blocking travel lanes, overstaying time limits or stopping in “no parking” areas.

Enforcement Practices

The Transportation Department contracts with a third-party parking contractor to conduct enforcement in Downtown and the Spring District. The Bellevue Police Department oversees enforcement in all other areas of Bellevue and assists with towing and enforcement of illegal parking in Downtown and the Spring District.

The city currently has enough budget to support one contracted enforcement officer who monitors Downtown and the Spring District. The budget does not allow for enforcement on all days of the week in all areas or to effectively cover the city’s two-hour parking limits. Load zones receive little enforcement since the operator does not have time to circle back to check overstays of 15 or 30 minutes. The Bellevue Parks Department has a separate contract for time limit enforcement at Meydenbauer Bay Park, Downtown Park and Ashwood Park.

As of 2025, citation fees for overstaying a time limit or committing a safety infraction are $54 per occurrence. Vehicles that violate parking time limits are permitted one warning annually before receiving a citation. Since Bellevue has no municipal court, all tickets are processed through King County District Court (KCDC).

4 Stakeholder & Community Outreach Findings

The project team conducted a series of outreach and engagement events from January to July 2025. Outreach goals included the following:

- Understand current curb-related challenges.
- Gather feedback from stakeholders and the community to ensure curb pricing approaches reflect the community vision and needs.
- Gain perspectives on challenges and opportunities related to parking and curb access.
- Gain insights on solutions and recommendations on changes to curb management approaches.

The project team conducted stakeholder and community outreach events, meetings and surveys. A complete summary of the stakeholder and community engagement findings is available in Appendix B.

Key Findings

Overall, opinions varied on the topic of parking. Many residents, visitors and business representatives expressed difficulty finding parking in certain areas, especially in Old Bellevue and the Spring District. Depending on the location, parking was seen as a barrier for visitation due to overburdened curb usage. In other areas, parking was seen as less of an issue due to the wide availability of off-street parking.

While some respondents expressed hesitation to paid parking, many respondents expressed openness to the idea. During tabling outreach efforts in July 2025, 74% of survey respondents reported they would be more likely or just as likely to visit busy areas like Old Bellevue and the Spring District if parking was easier to find but required payment of a few dollars.

Engagement Activities

Stakeholder Interviews & Focus Groups	Bellevue Chamber of Commerce, Spring District Stakeholders, Old Bellevue Merchants Association, Bellevue Downtown Association
Door-to-Door Interviews	Met with **49 businesses** in Old Bellevue, Spring District and Downtown
Intercept Surveys	Conducted **220 intercept surveys** on the sidewalk within the study area
Community Survey	Online survey via Engaging Bellevue platform inquiring about parking experiences, **281 surveys completed**
In Person Community Open House	Public open house at City Hall March 6, 2025
Virtual Community Open House	Public open house on Microsoft Teams March 10, 2025
Mailers and Flyers	Paper mailer to **16,892 addresses** and flyers to all businesses in the study area
Business Walk	A second round of door-to-door business engagement and flyering to discuss curb pricing in August, 2025; Met with **20 businesses**
Social Media/Website News	Posts on the city's social media (Nextdoor, X, Facebook), It's Your City and Neighborhood News newsletters and project info published on news outlets (i.e., Seattle Times)
Tabling Events	Tabling at Family 4th, BelRed Arts District Night Market, Farmers Market and the Downtown Park, talking to hundreds of people about curb pricing; **95 surveys completed**

The following overall key themes were voiced by stakeholders and the community about parking in the study area:

- **Parking Availability:** Limited on-street parking is available. However, the vast majority of parking in the area is available in off-street facilities for customers, visitors, residents and businesses. For example, field observations into off-street parking areas in Old Bellevue showed that approximately 25-50% of spaces were empty during peak periods, such as Friday and Saturday evenings. Simultaneously, about 5-15% of on-street parking spaces were empty during the same period, highlighting differences in parking demand.
- **Street Level Business Employee Parking:** Respondents noted that employees of street level businesses in the Urban Core use a myriad of parking options, including employee-allocated parking spaces in nearby garages, paid parking in garages or surface lots and available parking in curbside areas, parks or nearby neighborhoods. Those who rely primarily on street parking struggle to find open spaces and must either move their car every two hours to avoid parking tickets or park deep in the neighborhood south of Old Bellevue. Some businesses have noted that limited free parking can impact employee retention and daily operations.
- **Residents Parking On-Street:** While most residential buildings include parking for their tenants, some residents opt to use on-street parking, reducing availability for visitors and businesses. Some businesses raised concerns about reduced turnover and accessibility.
- **Walk-Offs from Parks and Private Parking:** Visitors may park in private garages or city parks with free or validated parking and then walk to other destinations, leading to unintended overuse of those spaces. This behavior creates conflicts between public and private parking management. Representatives from King County Library System, the Bellevue Collection and other project stakeholders raised concerns about exiting walk-off behavior and the potential for increased instances in the future.
- **Delivery Vehicles:** Delivery drivers frequently park illegally, blocking lanes, occupying center turn lanes and bike lanes, or taking up valuable on-street parking spaces. More designated loading zones and better enforcement are needed to manage short-term parking needs.
- **Revenue to Support Neighborhood Improvements:** Stakeholders asked about the potential to invest curb pricing revenues into the community, which could help fund improvements such as street beautification, off-street parking wayfinding and curbside improvements.
- **Payment Systems:** Respondents expressed the need for easy and convenient payment systems, such as seamless digital payment options that don't require logins or excessive

requirements. Some businesses in Old Bellevue complained that the myriad payment systems for private facilities in the area were confusing for their customers, and any public payment system should be simple.

- **Enforcement:** Business owners noted the inconsistent enforcement approach between private parking areas and the on-street parking system. Most complaints heard were focused on harsh private lot enforcement and a desire to avoid excessively punitive approaches to on-street public parking management.

- **Signage and Wayfinding:** Stakeholders noted that some private off-street lots have several different signs about the parking rules, creating confusion over regulations for these parking areas. There is interest in seamless and consistent information about on-street parking rates, regulations and hours of operation. Numerous stakeholders also expressed a significant desire to install better wayfinding that helps travelers find available off-street and on-street parking. Some business groups also recommended developing a mobile app or other tools to help visitors understand parking availability, rates and operating hours within a corresponding district.

- **Implementing Paid Parking:** Many respondents acknowledged existing problems with curbside parking and expressed openness to the idea of paid parking, assuming the program was coupled with certain conditions. These conditions included increasing monitoring and enforcement, improving data collection, setting reasonable parking rates and increasing wayfinding to all types of publicly available parking facilities, including private off-street garages and lots.

Complete findings from all engagement activities can be found in Appendix B, Stakeholder and Community Feedback Report.

5 Paid Parking Implementation Strategy

Staff recommends moving forward with curb pricing in the study area, recognizing its benefits for businesses, residents and visitors.

Curb Pricing Program Parameters

This section outlines the operational recommendations for the curb pricing program in Bellevue. These parameters incorporate input from the Transportation Commission, city staff, stakeholders and the community at large.

Curb Pricing Structure

The project team recommends that City Council adopt a rate range for the curb pricing program. Within this range, the Transportation Director or City Traffic Engineer would be authorized to set and adjust parking rates administratively, based on data from regular occupancy studies and public feedback.

Upon launch of the program, rates will be initially consistent throughout the day for simplicity. In future years, rates may adjust to vary by time of day as utilization trends become clearer.

CASE STUDY: Parking Program in Boulder, CO

Boulder, CO uses a range of advanced technologies to implement its performance-based parking pricing program. Its Smarking Business Intelligence (BI) tool helps the city track parking utilization patterns with sensors in real-time to optimize parking rates based on demand, adjusting the price dynamically in high-demand areas to encourage turnover and reduce congestion. It also integrates with the city's payment systems, enabling efficient processing and data collection.

The program will target an average occupancy rate of 80% for each of the five focus areas in the study: Downtown, Old Bellevue, Wilburton, BelRed and Spring District. The 80% value will be used as a target median rate and establish the baseline for potential rate adjustments. Rate adjustments will be considered one to two times a year and will follow the pricing framework identified in Figure 6 below:

Figure 6: Program Rate Adjustments

Occupany Rate	Action
Greater than 85%	Nominal hourly rate increase
Between 70% and 85%	No change to hourly rates
Less than 70%	Nominal hourly rate decrease

Hours of Operation

Based on a combination of stakeholder feedback and observed data, the proposed program recommends that curb pricing be implemented with the hours of operation listed in Figure 7 below.

Figure 7: Proposed Curb Pricing Hours of Operation

Area	Hours of Enforcement	**Time Limit**
Downtown	10AM - 8PM, 7 days/week	3 Hours
Old Bellevue	10AM - 8PM, 7 days/week	3 Hours
Spring District	10AM - 8PM, 7 days/week	3 Hours
Wilburton	10AM - 5PM, 7 days/week	3 Hours
BelRed*	10AM - 5PM, 7 days/week	3 Hours

*Upcoming data collection will confirm if paid parking is needed in BelRed on implementation Day 1 based on demand. Final staff recommendation for BelRed will be presented later in the year.

These proposed hours of operation are based on the following:

- Time Limit: Data findings show that around 25% of vehicles overstay significantly beyond posted time limits around the study area (i.e., parking for 3 or more hours in a 2-hour zone). At the same time, public feedback gathered from visitors and businesses indicated a desire to allow people to park their vehicles longer at the curb to stay longer in a business district without needing to stress about leaving or moving their vehicles. On-street parking time limits would be increased to three-hour parking at the onset of the program. As the program evolves, this time limit may be revisited based on data and public feedback.

- All week operation: Time limited parking currently does not occur on Sundays. This is a legacy approach to curb management based on a time when many businesses were not open on Sundays. Today, more businesses remain open on Sundays, creating a need for managed parking seven days a week.

- Loading Zone Enforcement: While paid parking operations are proposed to start later in the morning, load zone monitoring and enforcement will still occur early in the mornings, beginning at 7am. This approach reflects the differences between parking and loading, and reflects the elevated curbside loading demands that occur earlier in the morning.

- Parking Enforcement Hours: Currently, most on-street parking in the study area exists as free, two-hour parking, from 7am – 6pm Monday through Saturday. Based on observed occupancy data, many blocks have plenty of available parking in the morning on weekdays and weekends, while the same blocks are overburdened in the evenings. In reflection of these findings, it is recommended that time-limited parking start later in the morning while extending later into the evening in some areas to help better manage observed curb parking demands.

Temporary Impacts to Curb Pricing

Curb pricing operations are expected to be impacted occasionally due to construction activity, shuttle staging, events, temporary curbside placemaking features and other uses of the right-of-way. The city will establish an updated cost recovery methodology that considers the loss of parking revenue when issuing permits to applicants desiring temporary use of curbside right-of-way. Permit fees may be subsidized or reduced based on alignment with adopted curb typologies listed in the Curb Management Plan. For example, permit fees for curbside placemaking features, such as parklets and on-street dining areas, will aim to be reduced in locations that align with the "Place" typology[3] in the CMP.

Enforcement Approach

The advent of curb pricing will simultaneously require and help fund additional enforcement resources to manage the program.

Enforcement services will focus on monitoring parking payment compliance and tracking time limits for both long-term parking and shorter-term loading activities. These services will also be directed to monitor and enforce various other traffic violations in the study area, such as ticketing vehicles parked illegally in travel lanes, bike lanes, two-way left turn lanes or pedestrian ways.

In addition to monitoring on-street parking and other curbside activities in the study area, staff recommends establishing a new enforcement contract that would allow for monitoring and enforcement of set time limits within parking lots of Downtown Park, Meydenbauer Bay Park and Ashwood Park. Today, the Parks & Community Services Department holds a separate parking enforcement contract for these lots, resulting in cost inefficiencies to city budgets. Consolidating enforcement contracts will provide economies of scale to the city while offering more efficient parking monitoring services.

Staff also recommends that a new enforcement contract actively monitor certain Residential Parking Zones (RPZs) adjacent to the study area. Today, enforcement for RPZs is complaint-based on an ad hoc basis. Actively monitoring RPZ Zones #1 (Surrey Downs), #8 (110th Place SE) and #9 (West Bellevue) will ensure that spillover parking impacts from the advent of curb pricing are actively monitored and addressed.

Prior to beginning curb pricing, staff would issue a Request for Proposals (RFP) for enforcement services with these parameters. For a grace period during the beginning of the curb pricing program, information-only warnings would be issued to vehicles parked in violation of the new pricing approach. Citations would be issued after the grace period.

[3] The Curb Management Plan outlines Curb Typologies which describe various potential uses along the curbside. The typology designated as "Place" describes non-transportation uses that activate the public realm, such as on-street dining areas, curbside parklets, streetside vending and expanded green spaces.

Concept of Enforcement-Only Approach

During the Curb Pricing Study process the question was raised whether an enforcement-only approach without a curb pricing element would be more appropriate for Bellevue. The following are some of the reasons an enforcement only approach would not help the city achieve the goals of the Curb Management Plan.

Enforcing time limits is more difficult than enforcing paid parking, as payment technology can alert officers to overstays more directly than tracking duration alone. This interplay makes enforcing more strategic and efficient.

An enforcement-only approach does not align with Bellevue's adopted Curb Management Plan to take a proactive approach to manage curb demand. It is also not seen as a national best practice for curbside management broadly.

An enforcement-only approach would nearly triple the cost of the existing enforcement contract with no cost recovery. The additional citations would not cover expenses, as net revenue from fines is projected to be far less than the enforcement contract cost.

Payment Operations

Staff recommends deploying multiple options for parking payment within the pricing program. Utilizing multiple options will incur higher levels of operating and capital costs, but will provide a better customer experience and allow for a more equitable approach for communicating payment structures. The primary recommendations for payment interfaces include the following:

Multi-space pay stations: These pay stations would be installed strategically near on-street parking locations in the study area and would be programmed to allow payment for any on-street space. About 86 pay stations are anticipated to be installed to cover the study area effectively.

Mobile payment service: Bellevue would contract with a mobile payment service that would allow both app-based and app-free payment options. A mobile app would allow individuals to enter and save vehicle information for present and future parking instances, while an app-free method would allow individuals to scan a QR code or enter a website to pay for parking via a standard web browser. This dual approach addresses public feedback received during the Curb Pricing Study, which alluded to a desire for both app-free and app-based methods.

Long term, Bellevue would collaborate with private parking operators in the study area to develop a centralized payment and parking wayfinding system. This system would allow individuals to review rates and availability across both on-street and off-street parking areas. This approach would tie in with Curb Practice DG.1 in the CMP, which identifies a desire to improve signage and parking wayfinding through the city's broader curb management program.

Financial Details

The curb pricing program would require up-front capital investment in addition to recurring operating expenses. Based on conservative financial modeling, revenues generated from the curb pricing program are forecasted to cover all initial capital investments and ongoing operating costs within the first year of implementation. After this point, revenues are anticipated to exceed recurring expenditures. Any excess funds would be reinvested back into the community through the implementation of the curb practices identified in Bellevue's Curb Management Plan (CMP).

This section outlines financial recommendations and cost considerations associated with launching and maintaining the program.

Up-Front Capital Expenditures and Assumptions to Launch the Program

Pay Station Installation and Signage Updates:
Approximately 86 multi-space pay stations would be installed throughout the study area. Costs include design, permitting, equipment procurement and installation. Associated signage would be upgraded to reflect the new paid parking system and ensure consistent user understanding.

Initial Communications and Outreach:
Prior to launch, staff would develop and deploy marketing and public education campaigns, including printed materials, signage, web content and stakeholder briefings. Parking ambassadors will be on the street for the first few weeks of operations to help users adjust to the new system.

Mobile Payment Platform:
A mobile payment provider would be procured and integrated with the city's enforcement and permit tracking systems. The platform would support both app-based and app-free payment methods, providing accessibility for a wide range of users.

Capital Assumptions:

- Pay stations have a 10-year expected lifespan and would be procured with warranty and support agreements.
- One-time communications costs reflect a three- to four-month outreach campaign prior to launch.

Recurring Operating Expenditures

Once operational, the program would incur ongoing annual costs associated with system maintenance, enforcement, staffing and data collection:

Program Oversight and Planning Staff: Two additional city staff members would be dedicated to managing the curb pricing program. These positions would oversee financial tracking, data analysis, stakeholder engagement, implementation of CMP practices and management of the city's broader curb management program. Additional details for staff responsibilities are shown below.

Enforcement Staffing: Two to three additional contracted enforcement officers will be hired through an expanded enforcement contract to manage compliance and enforce curbside regulations. Contract costs would include contractor wages, benefits and vehicle maintenance.

Mobile App Software Fees: The city would incur recurring costs related to app licensing, software upgrades and payment processing services.

Pay Station Maintenance: Includes regular software and hardware updates, repair and replacement of equipment and addressing vandalism or weather-related damage.

Data Collection and Performance Monitoring: Ongoing occupancy studies and compliance reviews will be conducted to support data-driven rate adjustments and program transparency.

Operating Assumptions:

- Maintenance costs are estimated at approximately $100 per pay station per month, including parts, labor and software support.
- Mobile application fees reflect current market rates for similar-sized municipal parking systems.
- Staffing costs are based on comparable enforcement contracts and city salary benchmarks for transportation program staff.
- Data collection would occur at a minimum of annually and may expand based on program needs and rate adjustment frequency.

Staff Assumptions:

The project team envisions the following roles for future curb management program oversight and planning staff:

- Oversee operations of Bellevue's curb pricing program.
- Oversee the implementation of the Curb Management Plan and associated Curb Practices. Act as a project manager for curb practice implementation, including defining scopes, schedules and resource needs per practice.
- Advance data collection initiatives and report on curbside parking utilization annually or more regularly.
- Track and report on the curb pricing program's financial performance. Develop budget requests for future curbside initiatives.
- Prepare materials and facilitate meetings for a Curb Pricing Advisory Committee.
- Actively manage the curb pricing enforcement contract. Lead the procurement process for any future contract updates and solicitations.
- Recommend future parking rates and policy changes. Lead communication efforts to message adjustments to policy and rates.
- Help identify and prioritize parking and curb-related capital projects.
- Coordinate with multiple departments – including the Police, Parks, Community Development, Finance and Asset Management and Development Services Departments – on matters related to the paid parking system.
- Work with stakeholders and the community on matters related to the paid parking system.
- Collaborate with the city's TDM team to develop and disseminate informational materials about parking and alternative transportation options in the study area.
- Assisting with other public parking matters.

Equity and Mitigation

The curb pricing program is expected to influence travel and parking behaviors throughout Bellevue's Urban Core neighborhoods. While the program is designed to improve curbside efficiency and access, it may also create new barriers or burdens for some users, particularly those with limited financial resources or mobility constraints. To address these impacts, staff recommends a suite of strategies to promote equitable outcomes and ensure that the curb remains accessible to all users.

Equity-focused recommendations fall into two broad categories: (1) communications and access strategies that ensure all users can understand and navigate the pricing system and (2) mitigation strategies that support workforce and visitor needs through support of transit and other mobility services and targeted investments. The project team worked with the Bellevue Diversity Advantage Network (BDAN) and other stakeholders to help advise recommendations that address both categories.

Pricing Communications

The project team recommends the following program design elements to support accessibility and equitable communication:

Multilingual Access: Pay stations and mobile payment interfaces will include translated instructions in multiple languages commonly spoken in Bellevue. This will ensure that language is not a barrier to understanding parking regulations or making payment.

Grace Period for Enforcement: During the program launch, enforcement officers will issue warning notices rather than citations. This grace period will allow the public to become familiar with the new system and reduce disproportionate penalties for those adjusting to the changes.

Parking Ambassadors: Staff and contracted support will be on the street during the first few weeks of operations to help with education and outreach related to the payment systems.

Multiple Forms of Payment: The program will support both pay station and mobile payment options, including app-free web-based tools, to accommodate users who may not have smartphones or access to traditional banking services.

Mitigation Strategies

To reduce the burden on curb users, the project team recommends several targeted mitigation strategies particularly focused on employees and visitors who may be most affected by the shift to paid parking. A key aspect of this mitigation will be to create a consistent line of communication between the city, users of the systems and street-level businesses. A Curb Pricing Advisory Committee will be formed to allow for regular conversation around what is working well and areas of improvement and to help advise on the use of revenue generated from the program.

Support for Workers in the Study Area

- **Promote Transit Access:** Staff will work with employers to encourage use of nearby park-and-ride facilities paired with transit services to downtown. For example, the South Bellevue Park & Ride is a free parking facility south of Downtown and offers frequent transit access via bus and light rail to the Urban Core. The pricing program could help enhance communication and messaging to encourage the use of these facilities.
- **Discounted ORCA Pass Enrollment:** Employers will be encouraged to participate in the regional ORCA Business Passport program, offering their employees access to discounted or subsidized transit passes.
- **Parking Rate Transparency:** The city will coordinate with local garage operators to share information about private parking rates and availability. A shared dataset will help employees identify nearby lower-cost options.

Visitor Parking

- **Wayfinding Enhancements:** In alignment with Curb Practice DG.1 of the CMP, the city will invest in signage and digital tools to guide visitors to available on-street and publicly available off-street parking. Clear, user-friendly wayfinding will reduce search time and help reduce circulation congestion.
- **Accessible Parking Infrastructure:** The program will expand the supply of ADA-accessible curbside spaces where appropriate. This supports Curb Practice ST.3 and ensures that individuals with mobility challenges continue to have easy access to curbside parking.
- **On-Street Parking Validation:** Work with businesses to develop an optional parking validation program for customers.

Support for Workers in the Study Area

The following are additional ideas that will be explored further.

- **BellHop and Last-Mile Connections:** The city will explore ways that Bellevue's on-demand transit service, BellHop, could be used to connect employees to remote parking or transit hubs at reduced or no cost. A particular focus will be late night operations for restaurant workers.
- **Employee Permit Parking:** The intercept surveys and one-on-one conversations with employers indicated that many workers, particularly in Old Bellevue, are reliant on street parking either in the two-hour zones or in the neighborhood south of Main St. A permit program could be created to offer a limited number of paid permits that would allow for employee parking in designated areas near Old Bellevue.
- **Public/Private Partnership with Garages and Lots:** Solicit interest from local private garages and lots that could offer discounted parking or permits for employees of small businesses in the Urban Core.

Staff will monitor equity-related outcomes over time, including impacts on specific user groups such as retail and service workers, low-income residents and individuals with disabilities. Findings will inform future adjustments to pricing, communication and reinvestment strategies to ensure the curb pricing program remains equitable and inclusive.

Revenue Reinvestments

Based on financial modeling conducted throughout the Curb Pricing Study, the proposed program has the potential to realize an estimated $4.3 million in stabilized annual revenues. After estimated expenses, the program could generate approximately $2.3 million in net revenue annually.

The following capital, revenue and operational expense assumptions are based on the first year of stabilized operations.

$1.6 MILLION
Upfront Costs

86
Pay Stations Needed

$2.3 MILLION
Potential Revenue Reinvestment

Estimated Upfront Capital Costs of Approximately $1.6 Million [4]

Pay stations: Approximately 86 pay stations to fully implement paid parking in the study area. Pay stations would likely be solar-powered units that accept credit card and mobile app and app free payment methods.

Signage including signs that notify parkers that they must pay for parking with the location of the nearest pay station, and signage providing information on the option to pay via a mobile application.

Additional Enforcement Equipment: Additional camera-based license plate recognition (LPR) system equipment and vehicles to support enforcement.

Annual Operational Cost Estimate of Approximately $2 Million

In addition to the upfront capital costs, operating, maintaining and enforcing the new system are estimated to include the following:

- Additional enforcement staffing and resources: **$700,000**
- Additional city planning staff providing oversight and program management: **$400,000**
- Equipment maintenance, insurance and typical operator expenses: **$450,000**
- Credit card and processing fees: **$250,000**
- Capital replacement set aside: **$180,000**

For questions regarding the figures in this report, contact Chris Long at clong@bellevuewa.gov

[4] Capital costs do not factor in any impacts resulting from recent changes to tariff policies.

Potential Revenue Estimate

Several draft scenarios were vetted to develop revenue estimates. The revenue assumptions incorporated in this estimate take a conservative approach to demand loss from paid parking implementation. These assumptions center around variations in the expected use of paid parking spaces on an hourly, daily and monthly basis, including the following:

- The paid parking system will comprise approximately 700 on-street spaces.
- Payment will be required seven days a week from 10am to 8pm in Downtown, Old Bellevue and Spring District and 10am to 5pm in Wilburton.
- Parking demand will peak in summer and fall seasons, with slightly lower demand during the winter months.
- On any given day, parking demand in Downtown and Old Bellevue will peak during lunch and dinner hours. Parking demand in the Spring District will grow towards a peak at lunch into late afternoon and then drop off in the evening. Wilburton will experience peak parking demand during the afternoon hours.
- Parking payment compliance (or the proportion of parked time that is paid for) will average 80 percent; in other words, 20% of the time when a vehicle is parked and payment is required, the driver will not pay. This is considered a high level of payment compliance in the parking industry.
- Revenue and cost assumptions are base conditions and do not include the BelRed neighborhood in the initial paid rollout. Upcoming data collection will confirm if paid parking is needed in BelRed on implementation Day 1 based on demand. Final staff recommendation for BelRed will be presented later in the year.

Based on the above assumptions of full implementation of paid parking across all areas at the hours and rates detailed, it is estimated that the proposed paid parking system, as described in this Plan, has the potential to generate approximately $4.3 million per year in gross revenue during the first full year of stabilized operations.

Revenue potential assumes the following factors:

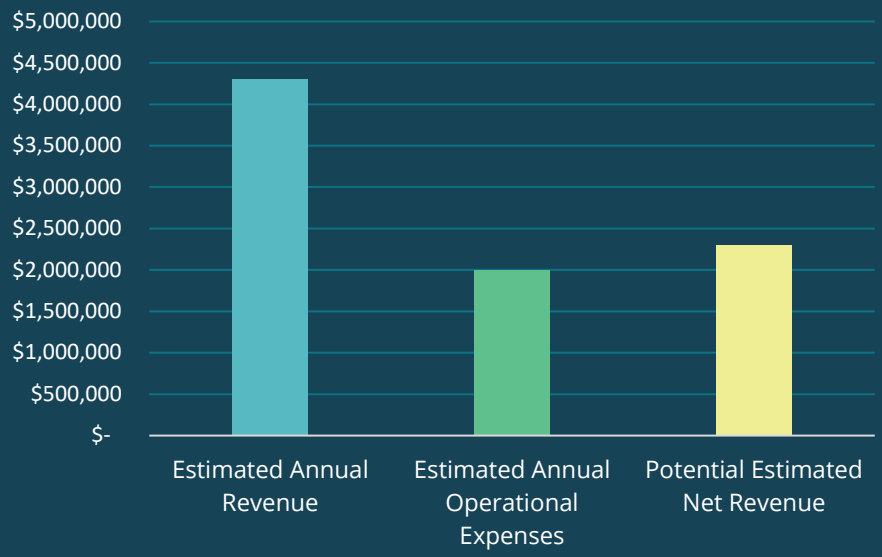
- Full enforcement and staffing resources, including in residential permit zones that border paid parking areas.
- Citations are enforceable, with minimal citations dismissed or voided by the courts.
- Current national/local economic conditions.
- The estimates provided are projections and not a guarantee of system performance. Changes to any one of these conditions will impact overall revenue assumptions.

Paid parking in Ann Arbor, MI is self-sustaining and funds services such as parking management, streetscape improvements and transit passes for workers. This approach ensures that parking revenue is reinvested in ways that benefit the community while supporting transportation and urban infrastructure goals.

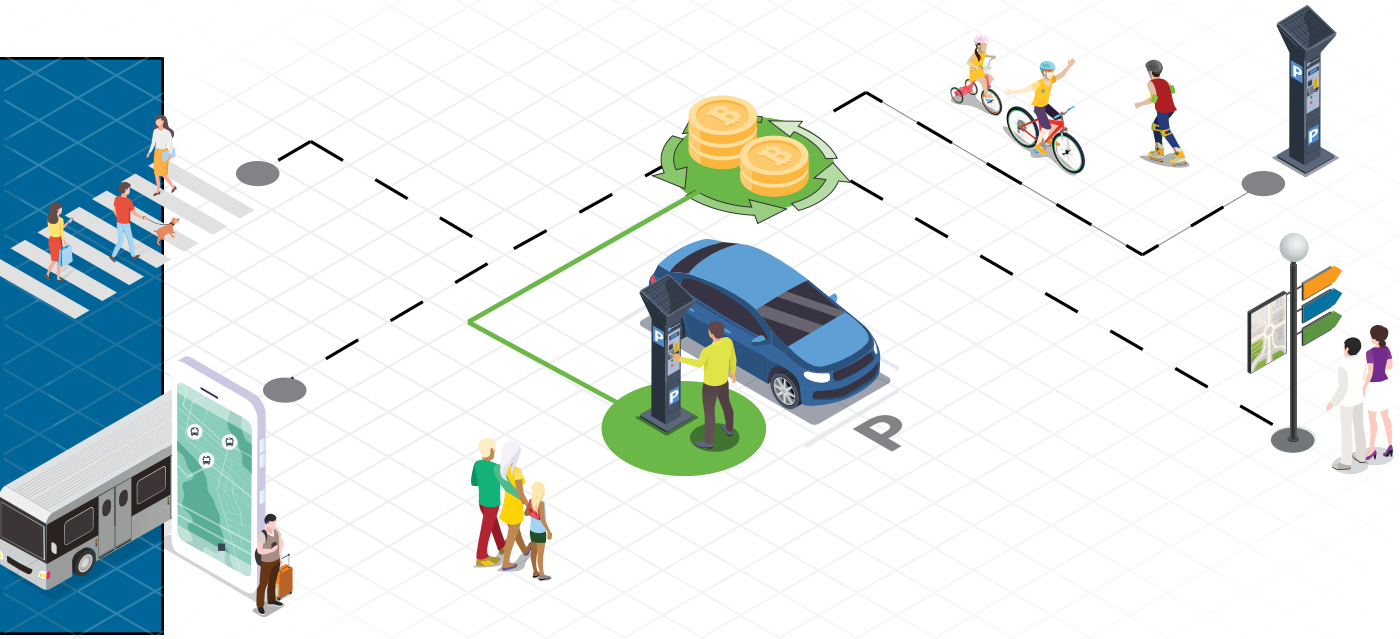
Reinvestment Concepts

The project has included robust community engagement to better understand stakeholder sentiment on curb pricing. One recurring theme throughout the project is a desire to see funds generated from a curb pricing program be directly reinvested into community uses. Potential ideas expressed by stakeholders include funding streetscape improvements, improving parking wayfinding and signage and increasing curbside availability for loading and accessible (ADA) parking.

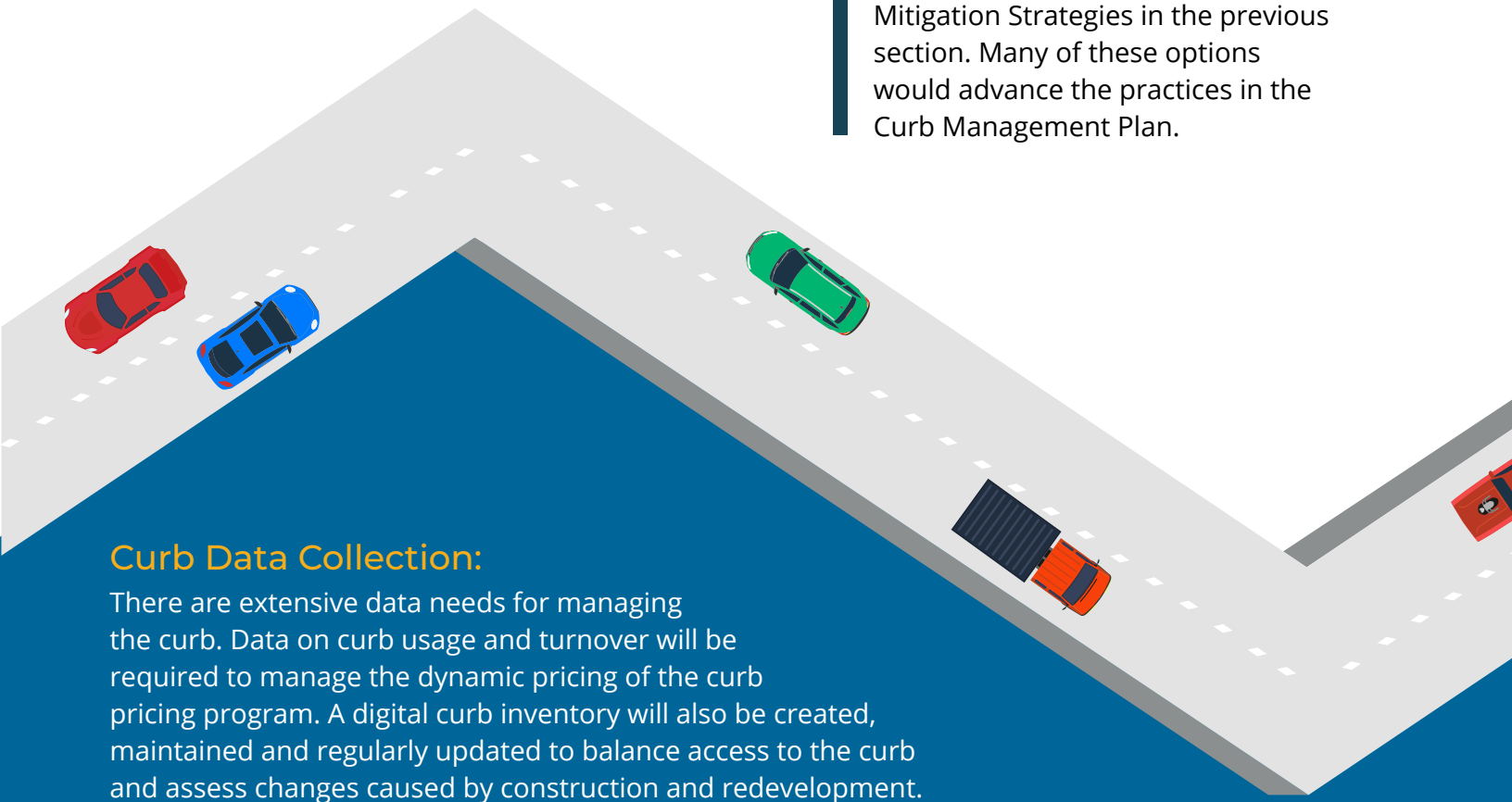
Figure 8: Estimated Revenue and Operating Costs



For questions regarding the figures in this report, contact Chris Long at clong@bellevuewa.gov



The following outline provides options for reinvesting curb pricing program revenues. These options are in addition to those noted as Mitigation Strategies in the previous section. Many of these options would advance the practices in the Curb Management Plan.



Curb Data Collection:

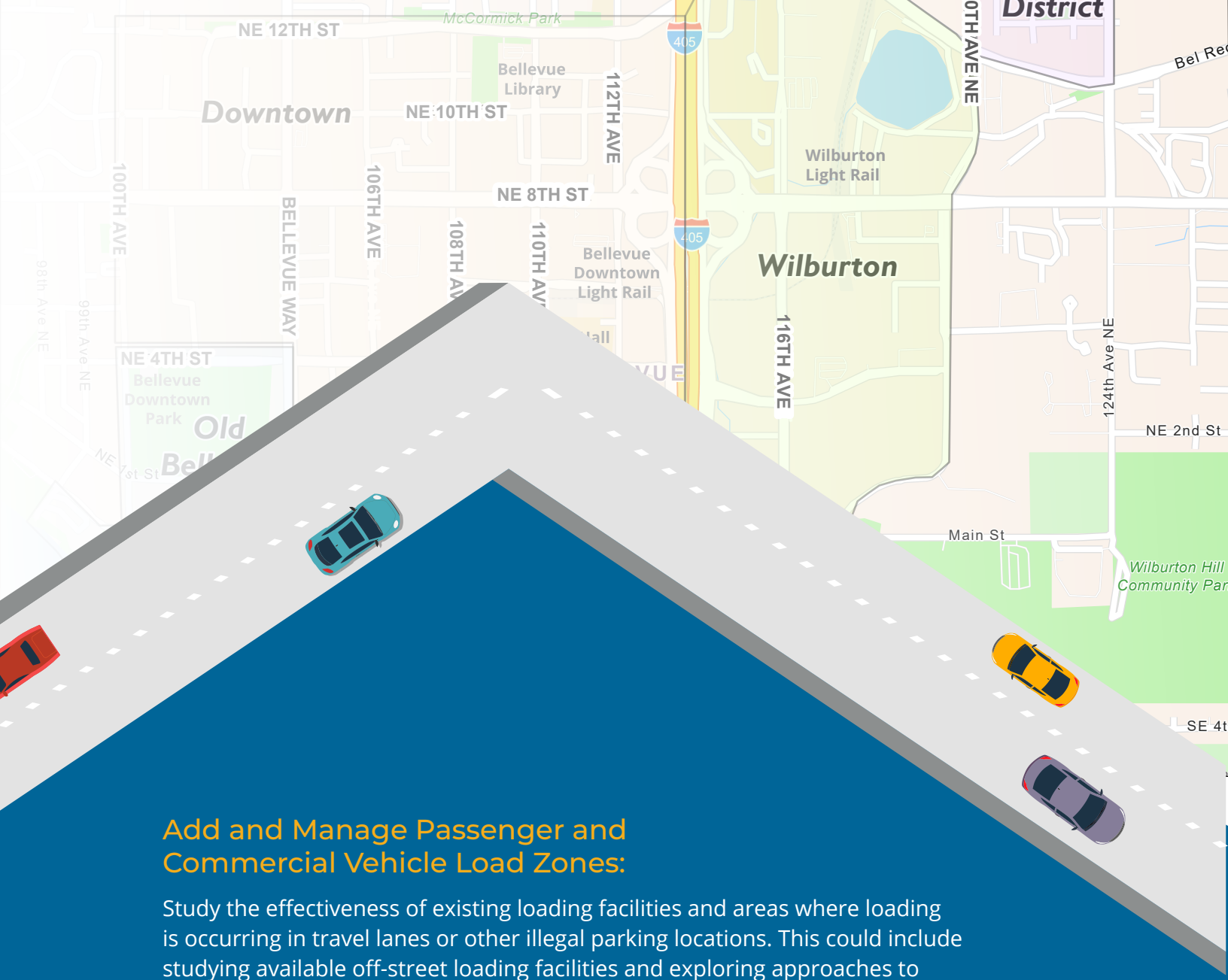
There are extensive data needs for managing the curb. Data on curb usage and turnover will be required to manage the dynamic pricing of the curb pricing program. A digital curb inventory will also be created, maintained and regularly updated to balance access to the curb and assess changes caused by construction and redevelopment. Future enhancements and automated curb monitoring tools could also be considered as the program matures.

Streetscape and Right of Way Activation:

Develop a program for business districts, neighborhood associations and community-based organizations to apply for funds to support right-of-way activation. This could include concepts like event street closures, pop-up parklets and on-street dining.

Curb Management Capital Improvements:

Revenue could be directed toward pedestrian projects in the study area. Funds could address existing gaps and deficiencies in the pedestrian network, aid in construction of new or enhancing existing crosswalks and improve streetlighting.



Add and Manage Passenger and Commercial Vehicle Load Zones:

Study the effectiveness of existing loading facilities and areas where loading is occurring in travel lanes or other illegal parking locations. This could include studying available off-street loading facilities and exploring approaches to incentivize their use. Create new and relocate existing load zones to improve usage and reduce illegal parking.

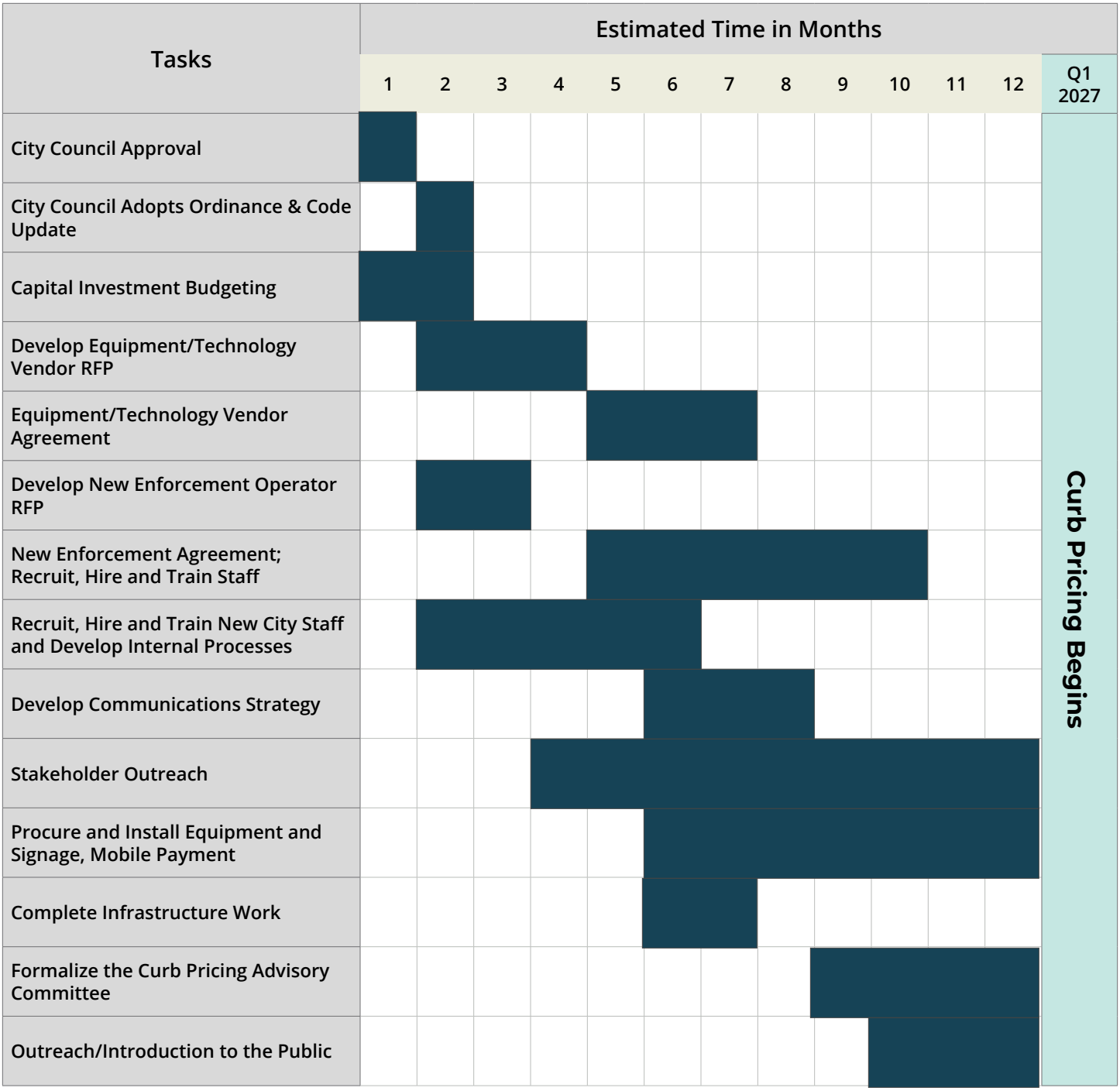
Transportation Demand Management (TDM) Support:

In addition to the mitigations discussed, which includes supporting microtransit services like BellHop and promoting ORCA passes, TDM support would include improved coordination with businesses operating employee shuttles to optimize their use of our curb space and improving transit access through enhancing passenger facilities and expanding transit wayfinding.

The proposed Curb Pricing Advisory Committee would help support how funds are directed beyond the support of the high priority Curb Practices identified in the CMP and the funds required to operate and manage the Curb Management Program.

Curb Pricing Next Steps and Implementation Timeline

If Bellevue City Council chooses to move forward with the curb pricing program, successful implementation will require a systematic approach and realistic expectations of the time needed to complete the process. The following illustrative implementation timeline shows the process from approval through implementation of paid parking, assuming a competitive procurement process will be required, which would require approximately 12 months.



City Council Direction to Advance Curb Pricing Program:

- City Council will be asked to direct staff to advance the curb pricing program which includes multiple city code changes.
- **City Council Adopts Code Updates:** City Council will be asked to adopt city code language that will codify the parameters of the future curb pricing program.
- **Identify Budget for Initial Capital Investment:** The Transportation and Finance and Asset Management (FAM) Departments will identify a funding strategy for the initial capital outlay (equipment, technology, etc.) to launch the curb pricing program.
- **Develop Equipment/Technology Vendor Request for Proposal (RFP):** The Transportation and FAM Departments will develop an RFP for the vendor that will deploy the technology and equipment to support payment for parking. The vendor will also perform the installation of the pay stations and maintenance of the equipment and payment applications.
- **Enter Into Equipment/Technology Vendor Agreement:** The city will review all proposals and select the top vendor. Negotiations, contract development and council approval of the contract will be covered during this time.
- **Develop New Enforcement Operator RFP:** The Transportation, Parks and Community Services Departments will develop a new scope for parking enforcement to improve monitoring of time limited parking, illegal parking and permit usage. This will include all areas with paid on-street parking, the park facilities in the project area and nearby RPZs.
- **Enter Into New Enforcement Agreement, Including Recruiting, Hiring and Training New Staff:** The city will review all proposals and select the top vendor to provide enforcement services. This time frame will include negotiations and council contract approval plus the time to recruit, hire and train new enforcement personnel.
- **Develop Communications Strategy for Program Rollout:** City staff will develop a communications strategy for introducing curb pricing to the community. This will include creation of a how-to guide to support use of the new payment systems and planning for use of parking ambassadors to support people on the street when the system is first deployed.
- **Establish Curb Pricing Advisory Committee:** The city will develop the format, structure and key roles for the Curb Pricing Advisory Committee (CPAC). Once the structure is formed, city staff will begin to recruit members of the public and business community for the committee.
- **Stakeholder Outreach:** City staff will work with key stakeholders (local businesses, property managers, associations, residents, business districts, etc.) to message the changes coming with paid on-street parking. This will include activation of the Curb Pricing Advisory Committee.
- **Equipment and Signage Installation:** The vendor will install the pay stations and associated signage while city staff and/or assisting contractors replace all time-limited parking signage to transition to the new program.
- **Introduction of Curb Pricing to the Public:** City staff will conduct extensive outreach to the general public regarding the rollout of curb pricing. Outreach methods will include social media, news media, community newsletters and other pertinent broadcasting tools. Efforts will be made to reach beyond Bellevue residents due to the regional draw of the study area.

City of Bellevue

Curb Pricing Study

Existing Conditions Report

February 2025

Table of Contents

List of Figures

EXECUTIVE SUMMARY

This report examines the existing curbside management and parking conditions within Bellevue's Urban Core. It highlights the increasing pressures on limited curbside resources caused by rapid urban growth, increased commercial activity, and a growing population. The Bellevue Curb Pricing study area consists of the City's Urban Core neighborhoods, including Downtown, Old Bellevue, the Spring District, Wilburton, and BelRed.

Key Findings

The study reveals significant challenges in curb and on-street parking management, including:

- **High On-Street Parking Demand**: The City of Bellevue sets a curb occupancy goal of 80%, which allows for 1-2 open curbside spaces per block available at any given time. Based on data collection, peak curb occupancy rates frequently exceed the optimal threshold of 80%, with some blocks experiencing occupancy levels over 100% due to illegal parking.
- **Limited Parking Availability**: Many areas, especially high-demand zones such as Old Bellevue and Downtown, suffer from parking shortages.
- **Noncompliance with Parking Regulations**: Due to limited enforcement resources, compliance with time limits and other parking regulations is low, particularly in areas with high utilization rates.

Existing Curb and On-Street Parking Conditions

The report documents the following key observations:

- **Curb Utilization Patterns**: Data collected during peak weekday (September 25, 2024) and weekend (September 21, 2024) periods indicate that parking demand is highest during lunchtime (11 a.m.-1 p.m.) on weekdays and evenings (5 p.m.-8 p.m.) on weekends.
- **Demand by Subarea**
    - Old Bellevue: Both weekend and weekday occupancy rates exceed target occupancy during lunchtime hours and in the evenings. Weekend occupancy rates are consistently higher, with many blocks exceeding 80% occupancy from late morning through evening hours. Some blocks adjacent to Downtown Park experience 100% occupancy throughout the day.

  - Downtown Bellevue: Both weekday and weekend occupancy rates regularly exceed 80%, with some areas exceeding 100% for consecutive hours. Blocks near the Bellevue Library and along 106th Ave NE are particularly congested.
  - Spring District: Weekday occupancy rates during lunchtime and dinnertime hours exceeded 80%. Weekend demand was shown to be less than weekday demands. However, construction activity during both data collection periods may have impacted normal conditions.

- **Length-of-Stay Analysis**: Vehicles parked for longer than the posted two-hour time limits were frequently observed, further contributing to the scarcity of spaces.
- **Limited Enforcement Capacity**: The city holds a contract with a private enforcement service to cover downtown. The contract budget affords one officer to enforce parking regulations in high-demand areas five days a week, resulting in inadequate coverage and noncompliance. Budget allotted for enforcement has stayed consistent over the last decade while city growth and curbside demands have increased.

Current Policies Supporting Curb Management

Bellevue's City Council has adopted plans and policy language that address curb management challenges and prepare for the implementation of on-street curb pricing. Recent efforts include:

- **Curb Management Plan (CMP)**: Adopted by Bellevue City Council in 2023, the CMP provides a long-term vision for curbside operations, outlining strategies for improving parking turnover, curb efficiency, and compliance. The CMP emphasizes the use of demand-responsive pricing, equitable management, and technology-driven solutions to enhance mobility. The CMP also includes recommendations for practices and pilot programs that test demand-based pricing models and assess their impact on occupancy and turnover rates in high-demand areas.
- **Comprehensive Plan Updates**: In 2022, Bellevue City Council adopted policies specific to curb management into its Comprehensive Plan, including policies encouraging the implementation of pay-for-curb-use programs and dynamic curbside management practices.
- **Smart Mobility Plan**: This 2018 plan highlights the integration of technology, such as curbside monitoring sensors and mobile payment systems, to optimize curb management and ensure efficient use of parking and loading spaces.

SECTION 1: BACKGROUND ON CURB PRICING

Why Price Curb Space

Managing curb demand effectively is crucial for supporting long-term objectives related to mobility, land use planning, and urban development, particularly in busy commercial districts. As urban growth intensifies, the limited availability of curb space risks being overwhelmed unless appropriate curb management strategies and tools are implemented. Without proper oversight, high-demand areas can experience a shortage of curb space, leading to difficulties in finding open spots and reducing the overall efficiency of the transportation network.

As Bellevue's Urban Core neighborhoods have grown, the demand for already limited curbside parking supply has grown significantly. Most of the downtown street network prioritizes traffic flow, leaving only a limited portion of curb space available for on-street parking. When evaluating parking management, the City of Bellevue uses a parking occupancy metric and goal of 80% per block. This optimal percentage leaves one or two spaces available per block or facility so people can quickly and easily find parking. In general, when parking facilities experience occupancies greater than 80%, users begin to perceive parking as "full" and are likely to spend more time circling to find a space.

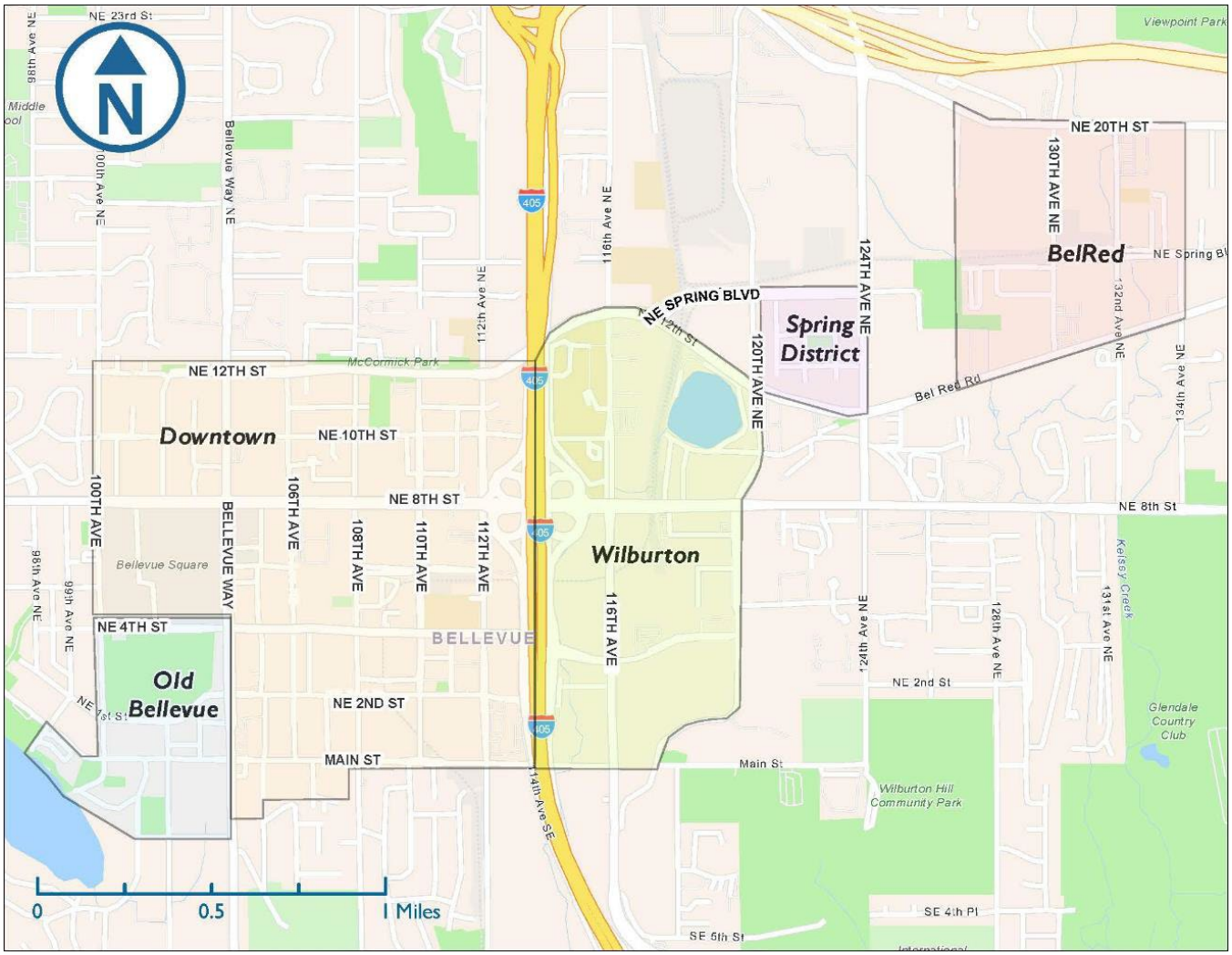
As detailed in this analysis, peak curb and parking occupancies in the study area exceed 80% for many hours of the day. Many blocks of the study area are over 100 percent occupied due to fully utilized curbs mixed with illegal parking activities. This wastes people's time and leads to traffic congestion, double parking, and increased vehicle emissions.

Implementing curb pricing has been proven in many other communities to address ailments and achieve target occupancy goals. If implemented effectively, curb pricing in Bellevue would help regulate parking demand by encouraging vehicle turnover, discouraging long-term parking in prime locations, and improving curbside access to businesses that rely on available curbside parking for their operations. Achieving target occupancy goals would result in reduced congestion and traffic safety hazards such as double parking and lane blockages. Revenues from a curb pricing program would be invested into improving parking enforcement protocols, and excess revenues could be reinvested back into the community through streetscape improvement and beautification efforts.

SECTION 2: EXISTING CURB & PARKING PROGRAM

The Bellevue Curb Pricing Study area consists of the city's Urban Core neighborhoods, including Downtown, Old Bellevue, the Spring District, Wilburton, and BelRed, as detailed in Figure 1.

Figure 1. Bellevue Study Area



Source: Walker Consultants, 2024.

Exiting Roles and Responsibilities for Parking and Curb Management

Curb parking is generally overseen by the City of Bellevue Transportation Department with the following roles, responsibilities, and functions:

- **Enforcement:** Enforcement responsibilities are shared between the city's Police and Transportation Departments.
- **Planning**: The Transportation Department oversees curb management within the right-of-way. Development Review staff within the Transportation and Development Services Departments review private development proposals and inform curb placement, operation, and design. Transportation staff – including the city's Traffic Engineering team within the Mobility Operations division – oversee curbside signage installation, regulation, and modification.
- **Policy and Regulations**: The Transportation Department develops curb and parking policies. Depending on the scale of change, curb policies can be completed at the staff level, while other larger changes typically require approval by the Bellevue City Council.
- **Parking Permits**: The Neighborhood Traffic & Safety Services group within the Transportation Department administers the Residential Parking Management program and associated Residential Parking Zone (RPZ) permit program.

Enforcement Practices

The Transportation Department contracts with a third-party parking contractor to conduct enforcement in Downtown and the Spring District. The Bellevue Police Department oversees enforcement in all other areas of Bellevue and assists with towing assistance on an as-needed basis within Downtown.

The city currently has enough budget to support only one enforcement officer from the contracted enforcement service. The budget does not allow for enforcement on all days of the week. In addition, the current contract does not allot enough enforcement hours to effectively cover the city's 2-hour parking limits in the Urban Core neighborhoods. As a result, data shows that compliance is low.

- A mobile license plate recognition (LPR) system is used to support enforcement.
- Vehicles that violate parking time limits are permitted one warning annually before receiving a citation.
- Citation fees for overstaying a regulation or committing a safety infraction are $54 per occurrence.
- Washington State requires a paper citation.

- Bellevue has no municipal court – all tickets are processed through King County District Court (KCDC). The Court system doesn't have a system set for adjudication.
- On-street officers are commissioned (LCO - Limited Commissioned Officer).
- There is one enforcement officer for Downtown and Spring District.
    - Budget only permits enforcement five days a week from 9 a.m.-5 p.m. (the two-hour time limit is in effect from 7 a.m.-6 p.m., six days a week, Monday through Saturday (except holidays).
    - Due to expansion of the curb parking supply and increased demands in the Urban Core area, officers cannot drive all of downtown within two hours.
- The Parks department has a separate contract for time limit enforcement at Meydenbauer Bay Park, Downtown Park, and Ashwood Park.

Bellevue's Existing Curb & Parking Conditions

Currently, all on-street parking in Bellevue is free of charge. The city regulates on-street parking with time limits in the Urban Core neighborhoods. These limits vary by location and purpose, ranging from 3 minute loading zones to 2 hour parking zones. City code in Bellevue requires that vehicles move to a different city block every 24 hours.

The consultant team conducted a site visit on October 2 and 3, 2024, observing the study area from approximately 7 a.m. through 10 p.m. During that time, the team observed curb and parking behaviors, including the following:

- Overall high utilization of curbside parking; very few available spaces were observed during site observations. Areas with higher utilization include Old Bellevue, the Spring District, and parts of Downtown.
- "No parking" and "reserved" signs placed illegally by private property owners in some areas on the pavement, such as in the BelRed neighborhood.
- Many occurrences of parking violations in no-parking areas.
- Many private off-street lots with paid parking and offering mobile payment. These lots appear to be relatively well utilized.
- No observed enforcement activities of on-street parking regulations.

Parking

On-Street

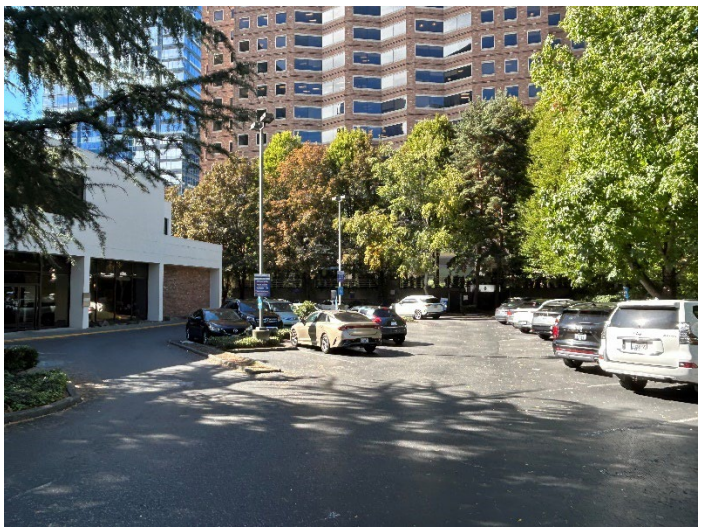
Most on-street parking within the Bellevue Urban Core is restricted to two hours from 7 a.m.-6 p.m., six days a week. Residential parking permits are available in specified RPZs on some streets in adjacent neighborhoods to Urban Core areas. RPZ permits are free of charge; one permit is allowed per registered vehicle.

Off-Street

Almost all off-street publicly available parking is owned and operated by private entities. Several parking lots and garages are paid (some offer parking validation for customers) and often use mobile payment. There are no city owned parking areas in the study area except for public parks and Bellevue City Hall.

Example of Bellevue's on-street 2-hour parking regulation

Example of Bellevue's off-street public parking that is owned and operated by private entities.



Commercial and Passenger Loading Zones

Curbside loading zones around the Urban Core neighborhood feature time limits ranging from 3 to 30 minutes. Signs indicate that spaces are designated for active loading and unloading of goods or passengers.

Loading Zones/Food Trucks

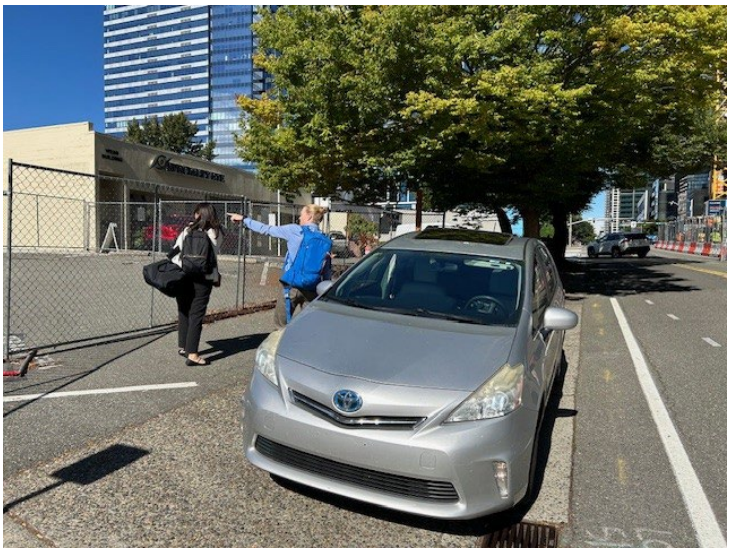
Several spaces are explicitly designated for occasional Food Truck parking.

Example of food truck parking, 110th Ave NE

Example of passenger loading zone, 108th Ave NE

Example of private shuttle loading area, 106th Ave NE

Examples of observed curb and parking violations in the study area (October 2 and 3, 2024)



Examples of observed no parking signs in the study area. These signs were not placed by the City of Bellevue

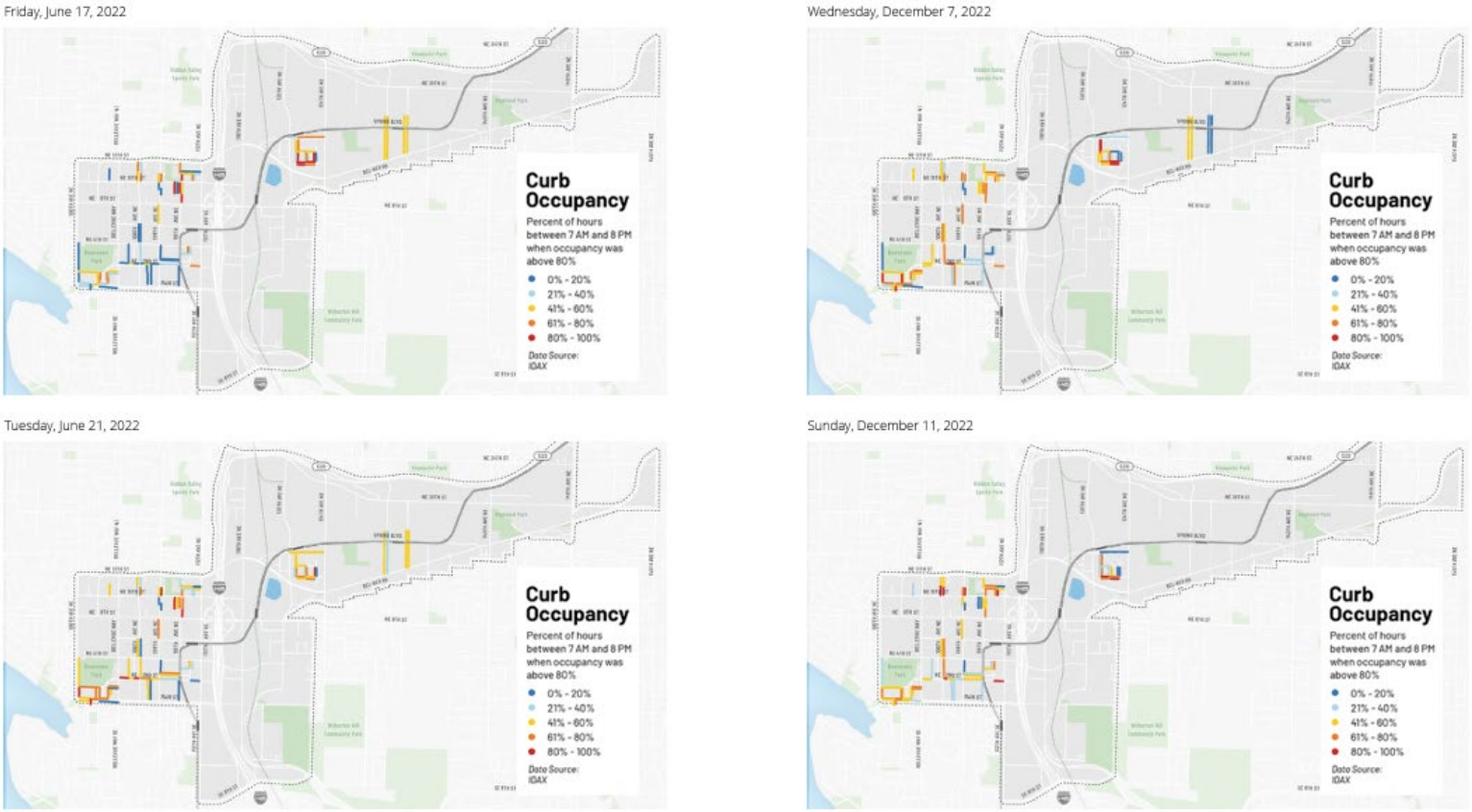
SECTION 3: PLAN, POLICY, & CODE REVIEW

Bellevue's Curb Management Plan

The City of Bellevue's Curb Management Plan (CMP) is a long-range vision for designating, maintaining, and operating curbside areas in Bellevue's Urban Core areas. The Bellevue City Council adopted the CMP in July 2023.

As part of the CMP, the city collected curb utilization data in June of 2022. Findings show that many of the blocks with on-street parking regularly see occupancy rates above 80% (see Figure 2 below as an example). Further, the data showed that 78% of the blocks in the study area were completely full at some point in the day, leaving very few spaces left for visitors and customers.

Figure 2. Observed Parking Occupancy 2022 from the CMP



Source: City of Bellevue Curb Management Plan, pages 58-59.

As part of the CMP, the city also collected data on travel lane obstructions on downtown streets in November 2022. Findings show that vehicles loading and unloading people and goods frequently block curbside travel lanes. For example, data collected on November 9 and 10, 2022, shows that

in the study area, certain travel lanes were blocked as much as 20% of the day, summing to almost 2.5 hours of the day.

The CMP includes a set of strategies, tools, and recommendations to improve curb management in Bellevue. The recommendations of the CMP aim to address and improve upon existing challenges, including curbside operations, permitting and pricing, curb management roles and responsibilities, enforcement, and curb pilot projects.

Volume 2 of the CMP includes the Curb Practices Guide, a document with over two dozen interventions that aim to improve curb operations and address goals listed within the CMP. One of the high-priority recommendations under the Storage category of the Curb Practice Guide is to "Perform an implementation study for a paid parking program and update on-street parking procedures and regulations." The CMP identifies this recommendation as a high-priority, high-impact, and high-effort practice.

The CMP includes an emphasis on curb pricing concepts and identifies the following principles for implementing curb pricing:

- Curb pricing rates should be established to achieve target parking occupancy goals.
- Curb pricing should support efficient enforcement structures, ensure optimized mobility operations, and contribute toward streetside amenities.
- Curb pricing should be easily communicated to and understood by the public.
- Curb permitting structures should be simple and transparent.
- Curb pricing structures should include strategies to ensure equitable outcomes.
- Curb pricing should achieve city goals and policies.

Based on these principles, the CMP recommends the city explore the following curb pricing opportunities:

- Launching a paid on-street parking program, using demand-responsive pricing with a performance target set, to ensure spaces are well-used but that it is easy to find a space.
- Dynamic, demand-based pricing:
    - Dynamic pricing would monitor parking occupancy and adjust rates to meet specific occupancy targets for each area.
    - Rates should vary based on demand, with lower prices during off-peak hours and higher prices when demand is greater.
    - Annual data collection is essential for tracking parking patterns, and rate adjustments should be made in response to updated occupancy data to reflect changing demand trends.

Paid On-Street Commercial Vehicle Loading Zones

The CMP also recommends pricing for on-street loading zones. Downtown Bellevue has a limited amount of curb space dedicated to short-term loading, less than 1% of curb space. This shortage, combined with the increase in commercial vehicle activity and e-commerce deliveries, leads to commercial vehicles blocking travel lanes or double parking for deliveries.

The CMP recommends the city evaluate pricing for on-street commercial vehicle loading zones (CVLZs), including:

- Implement time-of-day pricing alongside time limits to better manage when deliveries occur, distributing demand more evenly.
- Use the same payment app for CVLZs as general on-street parking to streamline the process.
- Consider automating payments for large fleets to reduce friction for frequent users.

Relevant Planning and Policy Documents

In addition to the Curb Management Plan (CMP), the City of Bellevue has several other planning documents that set forth community goals and strategies for the curbside, parking, and transportation. Each plan has a unique focus but contributes to a shared vision of optimizing curb management and parking to improve mobility, access, and safety for all users. The following City plans, policies, and code references provide supportive structures for a paid parking program and curb management:

- Downtown Transportation Plan (DTP)
- City of Bellevue Comprehensive Plan
- City of Bellevue Smart Mobility Plan
- Environmental Stewardship Plan
- Mobility Implementation Plan
- Regional Parking Inventory
- Bellevue City Code (BCC)

Downtown Transportation Plan – 2013

The Downtown Transportation Plan (DTP) of 2013 outlines several policies related to parking and curb management to address the growing demand for space and to promote a more efficient and sustainable transportation network. This plan focuses on improving mobility and accessibility in downtown Bellevue to support projected population and employment growth. The key recommendations from the plan related to parking management include:

- **Use of Paid Parking to Manage Demand**: The plan recommends using paid parking to manage demand, ensuring parking spaces are available when needed. It highlights the potential to adjust pricing dynamically based on demand, particularly in high-traffic areas.
- **Use of Paid Parking to Fund Operations and Improvements**: A pay-for-parking program could allocate parking revenue to fund the program's management and enforcement and improvements to the Downtown streetscape.
- **Payment Technology**: Implementing technology-based payment options for on-street and off-street parking (such as pay-by-phone, pay stations, or smart meters) is a part of the policy to streamline parking payment processes and improve efficiency.
- **Loading Zones and Service Access**: The plan outlines the importance of providing adequate loading zones for businesses while balancing this with the need for parking spaces and pedestrian accessibility. Curb management policies prioritize loading and passenger drop-off zones in areas with heavy foot traffic.

Comprehensive Plan – 2024

This plan provides a broad vision for Bellevue. In 2022, the City Council adopted new policy language in support of curb management, which was included in the current Comprehensive Plan. The plan includes provisions for adapting curb space to meet evolving urban needs. Policies were kept in the Periodic Update to the Comprehensive Plan, adopted by City Council in 2024.

The Comprehensive Plan identified curb pricing as a potential strategy for managing parking. The following key policies from the plan support curb management and the implementation of a paid parking program:

Transportation Element: This element of the Comprehensive Plan provides policy direction to guide programs, priorities, designs, and investments that support local mobility. The following policies related to curb management and support a paid parking program:

- **TR-34:** Consider implementation of a pay-for-curb use program.
- **TR-39:** Develop and implement a curb management plan that designates a curb typology, established a pay-for curb use program recommendation, facilitates dynamic curbside management and accounts for various movement, access, and placemaking functionalities.

Downtown Subarea Plan: This plan outlines the policy framework for shaping Downtown Bellevue as the central urban hub of the Eastside, aligning with regional and countywide planning goals. The Subarea Plan is brought to life through regulations that define the scale and character of future development, strategic public investments in infrastructure like roads, transit, pedestrian pathways, parks, and public facilities, and private contributions, including cultural and entertainment amenities, all aimed at advancing the vision for Downtown. The Downtown Subarea Plan recommends the following related to parking management and paid parking:

- **S-DT-157**: Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

    - "**Pay-for-Parking:** The city should consider studying a Downtown pay-for-parking program that would utilize electronic pay stations where drivers pay a fee for the short-term use of an on-street public parking space. Parking program revenue that exceeds enforcement and maintenance costs would be invested in Downtown streetscape improvements."

Smart Mobility Plan – 2018

The Smart Mobility Plan establishes a roadmap for transportation technology in Bellevue. It focuses on leveraging data to maximize curb efficiency, enable real-time management, and address evolving mobility demands.

This plan includes strategies for deploying curbside monitoring technology to improve user awareness and strengthen enforcement. The following priority projects relate to curb management and parking include:

- **"Implement curbside monitoring technology:** The increase in pick-up, drop-off, and delivery activity necessitates a way to monitor the curbside more effectively. Curbside activity is expected to grow exponentially with increasing e-commerce and with the expansion of ride-sharing as a more prevalent commute option. Improved management of the curb space will help stretch the efficient use of this limited resource. This project will implement sensors that are capable of detecting occupancy of parking and load zones and provide valuable enforcement information in an effort to preserve traffic flows and encourage the use of designated areas for shared use mobility services."

Environmental Stewardship Plan – 2020

This plan presents strategies to guide the city and community in making informed decisions, prioritizing investments, and conserving resources. By putting this plan into action, Bellevue can build on its accomplishments and stay on course to meet its environmental objectives. This plan identifies 77 actions for the city to undertake over the next five years, enabling the city to set an example through our operations while promoting sustainability within the community, including the following related to curb management and parking:

- **Strategy M.2.3 - Curbside management:** Explore strategies to effectively manage curbside space for a variety of uses such as ride-share, buses, pedestrians, and other needs.

Bellevue City Code (BCC)

Curb, parking, and loading are regulated under the City of Bellevue City Code, including the references in Figure 3.

Figure 3. Curb, parking, and loading references in the City of Bellevue City Code.

Subject	City Code Reference	Notes
Residential parking zones (RPZ)	BCC 11.23.010	• Enables City Council to establish residential permit parking zones (RPZ)
24-hour time limit	BCC 11.23.020	• Prohibits vehicles from parking for 24 consecutive hours on the same Bellevue street • Vehicles in violation can be impounded
Time limit zones	BCC 11.23.022	• Establishes that no vehicle may park beyond the time limit permitted by official signs • Vehicle must be moved to a street with a different street name than the street the vehicle was initially parked upon
Traffic/Loading	BCC 11.23.025 A	• No person may park or leave any vehicle upon the travel portion of the roadway in such a manner as to block traffic
Passenger Loading	BCC 11.23.026	• For hire vehicles may only stop, stand, or park in a designated taxicab stand unless actively loading or unloading passengers.

Additionally, curbside parking in Downtown and BelRed has historically been created on a block-by-block basis through ordinance adoption. The modern on-street parking program in Downtown was originally created through Ordinance #4927, adopted by City Council in 1996, which states that all downtown roadways prohibit on-street parking except on enumerated specified blocks. Since that time, other ordinances have been adopted modifying Ordinance #4927, which have expanded the city's ability to implement curbside parking.

SECTION 4: CURB & PARKING SUPPLY AND DEMAND ANALYSIS

To understand how the curb and parking are used in the study area, a data collection effort was designed to assess areas of high use, understand user types, examine length of stay, and evaluate how curb use patterns compares to existing regulations.

This section explains the methodology for collecting and analyzing parking and curb data in the study area, details the curb inventory by space type, and presents an analysis of observed parking occupancy and turnover rates.

Key Data Collection Findings

- Peak weekday curb demand occurred between 11 a.m. and 1 p.m.
- Peak weekend curb demand occurred in the evenings between 5 p.m and 8 p.m.
- Curb occupancy remains high throughout the day
- A significant amount of illegal parking occurs in no-parking areas
- Significant illegal parking occurs in areas regulated for commercial loading

Methodology

Parking and Curb Observations

The project team conducted on-street parking observations in the study area on September 21 and 25, 2024. The observations included an approximate inventory of on-street spaces available in the study area. The on-street parking spaces were indexed by type and included 15-minute loading, 15-minute food truck loading, 2-hour parking, 2-hour angled parking, 2-hour EV-only, 30-minute loading, 3-minute loading, time-restricted, unrestricted, and pullouts on private property marked with yellow paint (Figure 4). Occupancies were recorded every hour between 7 a.m. and 8 p.m. The observations also included physical descriptions of each vehicle parked in each space.

Data Analysis

The project team analyzed and calculated the parking and curb occupancy rates for the study area for each hour of the day. The detailed vehicle description data collected on both days was used to analyze vehicle length-of-stay (turnover rate). Vehicle length of stay was analyzed by counting the unique vehicles in each space for each hour. Any vehicles observed parked in the same space for at least three consecutive counts (over 2 hours) were classified as long-term (staying over the 2-hour regulation).

Parking & Curb Inventory by Space Type

The City of Bellevue has a total of 889 on-street public parking spaces within the study area, of which 808 spaces are currently signed for two-hour parking. This inventory includes existing on-street stalls in addition to future on-street stalls that are not currently active but will be available after construction activity is complete.

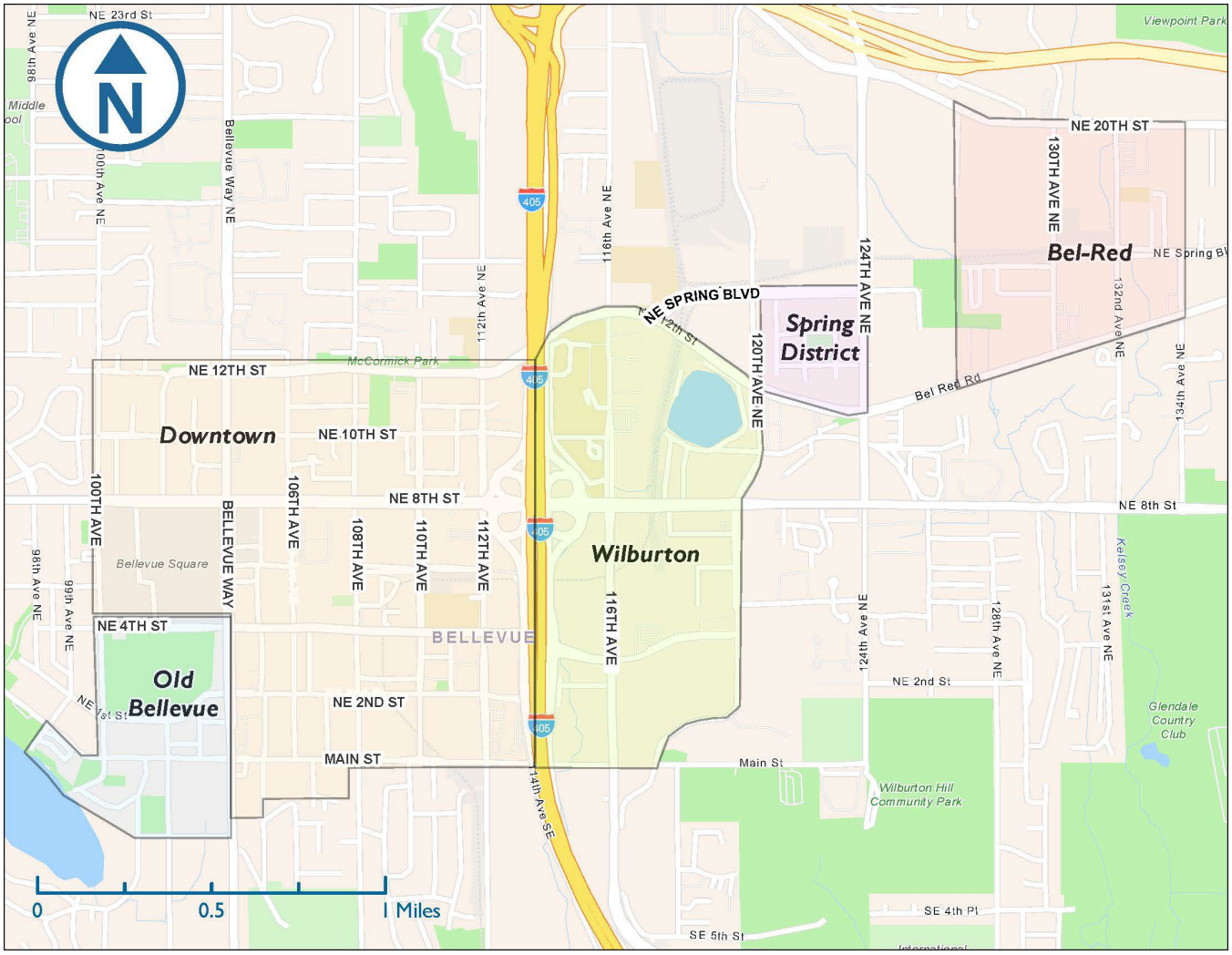
For the data collection exercise, a total of 590 on-street public parking spaces were observed[1]. Figure 4 shows the number of on-street parking spaces that were observed by space type and area. Most on-street parking spaces in the study area currently have 2-hour parking limits. Five types of loading zones were observed in the study area. The exercise did not observe any off-street parking spaces. **Figure 5** shows a map of the study area.

Figure 4. Parking Inventory by Space Type and Neighborhood

Space Type	Old Bellevue	Downtown Bellevue	Spring District	Overall
3-minute Loading Zone	0	8	0	**8**
15-minute Loading Zone	11	34	15	**60**
15-minute Loading Zone/Food Truck	0	0	2	**2**
30-minute Loading Zone	0	4	0	**4**
2-hour	118	254	101	**473**
2-hour (angled)	33	0	0	**33**
2-hour (EV only)	0	2	0	**2**
Time Restricted (No Parking 8AM-5PM Mon-Fri)	0	0	0	**10**
Unrestricted	0	4	1	**5**
Yellow Curb	0	3	0	**3**
Total Inventory	**162**	**309**	**119**	**590**

[1] Curb occupancy data was also collected for the greater BelRed area during the study period. However, due to numerous public roadway projects (i.e. 130th Avenue NE reconstruction) and private development impacts occurring in the vicinity, parking was primarily restricted at the curb in the neighborhood. As such, data findings are not shown in this report as they do not reflect normal nor future curb conditions for the area. The Curb Pricing Study will still consider the BelRed area for future potential curb pricing implementation in reflection of ongoing growth and development seen in the neighborhood.

Figure 5. Map of Bellevue Study Area



Source: Walker Consultants, 2024.

Parking & Curb Occupancy

This section shows how demand varies according to the time of day, weekday, and weekend. It includes a spatial analysis of demand throughout the study area and a turnover analysis for on-street parking.

Overall Study Area Parking and Curb Occupancy

A widely recognized best practice in parking management is an 80% occupancy threshold. At 80%, the majority of spaces are being utilized, but a few spaces are available on each block. Those seeking a space are able to find one with minimal searching and circling. Generally, when streets and parking facilities experience occupancy greater than 80%, drivers begin to perceive parking as

"full". They will likely spend more time circling to find a space, double parking in the travel lane, or may avoid the area altogether.

Figures 6 and 7 show the overall parking occupancy rates for the data collection dates. Parking and curb occupancy are lower in the mornings but pick up during the lunchtime hours and well into the evening. During the middle of the day (11 a.m. - 1 p.m.) on weekdays and weekend evenings, parking and curb occupancy reach over 80 percent.

Figure 6. Peak Occupancies by Subarea and Time on the Weekday

Subarea	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
Old Bellevue	30%	40%	48%	67%	70%	80%	81%	73%	68%	80%	80%	86%	89%	84%
Downtown Bellevue	73%	72%	83%	90%	100%	96%	89%	87%	88%	79%	83%	86%	89%	79%
Spring District	46%	54%	62%	71%	82%	88%	84%	73%	77%	78%	79%	67%	69%	60%

Source: Walker Consultants analysis of IDAX data. Data collected on Wednesday, September 25, 2024.

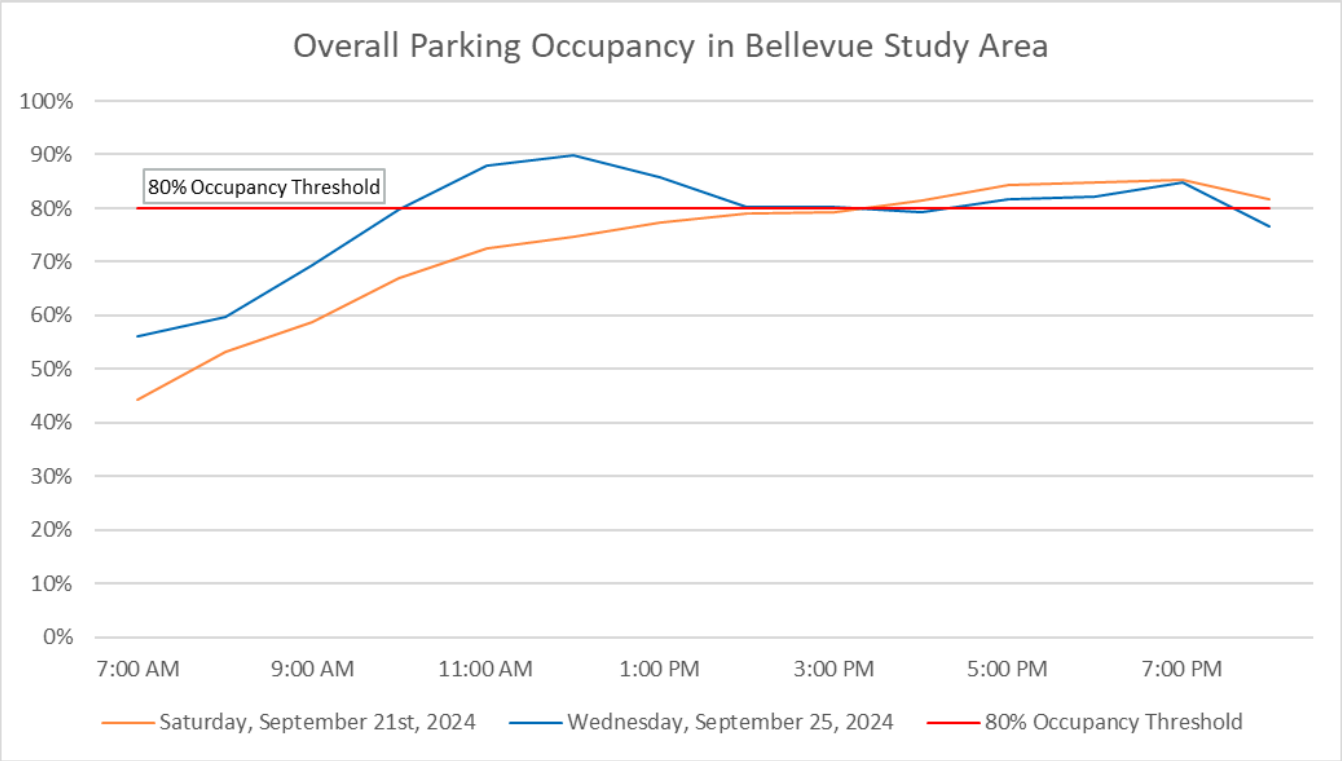
Figure 7. Peak Occupancies by Subarea and Time on the Weekend

Subarea	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
Old Bellevue	21%	36%	48%	73%	90%	90%	94%	88%	91%	89%	94%	96%	95%	95%
Downtown Bellevue	58%	67%	72%	73%	73%	74%	74%	79%	78%	83%	85%	85%	86%	84%
Spring District[2]	40%	40%	39%	42%	47%	55%	63%	66%	66%	67%	69%	69%	69%	58%

Source: Walker Consultants analysis of IDAX data. Data collected on Saturday, September 21, 2024.

[2] Occupancy values for the Spring District includes blocks that experienced construction activity during observation periods, which may have led to lower occupancy than normal conditions.

Figure 8. Saturday and Wednesday Overall Parking Occupancy Rates, September 21 and 25, 2024



Source: *Walker Consultants, 2024*

Parking and Curb Occupancy by Subarea

The project team analyzed data focusing on subareas to gain a better understanding of how occupancy and vehicle length of stay vary across the study area. The following section highlights parking occupancy by subarea including Downtown, Old Bellevue, and the Spring District. The analysis includes hourly and peak occupancy as well as vehicle length of stay per subarea.

Hourly Curb Occupancy by Subarea

The following section highlights curb occupancy findings per subarea. Data shows occupancy meets or exceeds 80% on many blocks throughout the study area.

The figures below show color coordinates for each occupancy level. Hours showing 75-80% occupancy are shown in orange. Hours exceeding the 80% target occupancy are shaded in red. Hours exceeding 100% occupancy are shaded in purple.

Old Bellevue Curb Occupancy by Hour

Figures 9 and 10 show typical curb inventory and occupancy per block in Old Bellevue. Analysis shows occupancy is above the 80% threshold on many streets.

Many blocks in Old Bellevue were observed at 100% occupancy for several consecutive hours per day. Some blocks were observed to exceed 100% occupancy, meaning the block was full and additional vehicles were illegally parked, blocking driveways or in no parking zones.

Key takeaways from the Old Bellevue subarea:

- Weekend Observation
    - Curb occupancy on the weekend was higher than during the weekday.
    - Most blocks in the subarea were observed to be over the 80% occupancy target threshold starting at 10 a.m. and lasting for the rest of the day.
    - Blocks adjacent to Downtown Park (100th Avenue NE) were over the 80% occupancy threshold beginning at 2 p.m. and lasting for the rest of the day.
    - Between 7-10 a.m., curb space on almost all blocks in the subarea was widely available.

- Weekday Observation
    - Occupancy on the weekday was generally lower than the weekend.
    - Most blocks were observed to be over the 80% occupancy target threshold beginning at noon and lasting for the rest of the day.
    - Blocks in the Old Bellevue business district – such as on Main Street and 102nd Avenue NE – were observed to be at or over capacity for most of the day.

- Blocks adjacent to Downtown Park (100th Avenue NE) were found to be under the 80% target occupancy threshold for most of the day.

Figure 9. Typical Weekend Old Bellevue On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
100th Ave NE	21	5%	5%	5%	14%	76%	62%	81%	95%	91%	95%	91%	91%	91%	86%
NE 1st St	19	32%	47%	63%	79%	95%	95%	84%	79%	95%	90%	95%	90%	90%	90%
102nd Ave NE	6	67%	67%	67%	67%	50%	100%	83%	100%	100%	100%	100%	100%	100%	100%
102nd Ave NE	7	43%	86%	57%	86%	86%	100%	100%	86%	100%	100%	86%	86%	100%	114%
Main St.	5	0%	0%	0%	80%	100%	80%	100%	40%	100%	60%	80%	100%	80%	100%
Main St.	6	0%	33%	67%	100%	100%	100%	100%	100%	100%	83%	100%	100%	100%	100%
Main St.	5	20%	40%	100%	120%	120%	100%	120%	100%	100%	100%	100%	100%	100%	100%
Main St.	5	20%	40%	40%	80%	100%	80%	100%	60%	60%	40%	80%	100%	60%	80%
100th Ave NE	6	17%	17%	17%	33%	67%	83%	67%	50%	83%	67%	100%	100%	83%	83%
101st Ave NE	5	0%	40%	80%	100%	120%	100%	120%	80%	100%	80%	120%	120%	120%	120%
101st Ave NE	4	25%	25%	100%	100%	100%	125%	125%	100%	100%	75%	100%	100%	100%	125%
Main St	8	13%	13%	88%	100%	88%	100%	100%	100%	88%	88%	100%	100%	100%	88%
Main St	12	8%	25%	50%	67%	75%	83%	92%	83%	67%	83%	92%	92%	92%	92%
103rd Ave NE.	7	0%	71%	43%	100%	100%	100%	100%	100%	100%	100%	86%	100%	100%	100%
103rd Ave NE.	13	15%	31%	69%	92%	92%	100%	92%	100%	100%	100%	100%	100%	100%	100%
103rd Ave NE.	7	29%	43%	14%	86%	86%	100%	100%	100%	100%	100%	100%	100%	100%	100%
NE 1st St.	13	31%	46%	39%	85%	100%	92%	108%	100%	92%	100%	100%	100%	100%	92%
NE 1st St.	8	75%	63%	63%	50%	88%	100%	100%	100%	100%	113%	88%	100%	100%	100%
Main St	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%	50%
102nd Ave NE	3	0%	33%	33%	100%	100%	100%	100%	100%	100%	67%	100%	100%	100%	100%

Source: Walker Consultants analysis of IDAX data. Data collected Saturday, September 21, 2024.

Figure 10. Typical Weekday Old Bellevue On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
100th Ave NE	21	14%	29%	19%	10%	14%	10%	29%	14%	19%	38%	14%	48%	67%	62%
NE 1st St	19	21%	26%	42%	68%	58%	90%	84%	58%	74%	74%	90%	84%	79%	79%
102nd Ave NE	6	83%	67%	67%	50%	83%	83%	83%	33%	83%	83%	83%	83%	83%	67%
102nd Ave NE	7	86%	100%	86%	86%	86%	100%	100%	86%	100%	100%	71%	86%	86%	86%
Main St.	5	0%	0%	40%	80%	80%	80%	80%	80%	80%	100%	100%	100%	100%	100%
Main St.	6	17%	50%	67%	50%	83%	83%	100%	100%	83%	83%	100%	100%	100%	100%
Main St.	5	0%	80%	60%	80%	100%	100%	80%	80%	40%	80%	80%	100%	100%	80%
Main St.	5	0%	20%	40%	80%	60%	100%	100%	80%	80%	80%	100%	100%	80%	80%
100th Ave NE	6	33%	17%	17%	67%	83%	0%	0%	17%	50%	17%	17%	0%	50%	50%
101st Ave NE	5	20%	80%	80%	80%	80%	100%	100%	100%	100%	100%	100%	120%	140%	100%
101st Ave NE	4	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Main St	8	25%	38%	75%	100%	100%	113%	113%	113%	100%	113%	113%	113%	100%	88%
Main St	12	33%	33%	33%	83%	83%	75%	83%	83%	58%	100%	100%	100%	92%	92%
103rd Ave NE.	7	14%	29%	57%	71%	100%	100%	100%	86%	57%	100%	100%	100%	100%	100%
103rd Ave NE.	13	46%	39%	62%	92%	85%	100%	100%	100%	69%	100%	92%	92%	100%	100%
103rd Ave NE.	7	57%	43%	71%	43%	71%	86%	100%	100%	86%	86%	86%	100%	86%	71%
NE 1st St.	13	46%	39%	39%	92%	69%	108%	100%	100%	85%	92%	100%	100%	108%	108%
NE 1st St.	8	0%	0%	13%	38%	50%	88%	88%	75%	63%	63%	88%	100%	88%	88%
Main St	2	0%	0%	0%	50%	50%	100%	50%	50%	0%	50%	50%	0%	50%	100%
102nd Ave NE	3	33%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	33%

Source: Walker Consultants analysis of IDAX data. Data collected Wednesday, September 25, 2024.

Downtown Bellevue Curb Occupancy by Hour

Figures 11 and 12 present the curb inventory and the typical weekend and weekday on-street curb and parking occupancy per block in Downtown Bellevue. The analysis reveals that occupancy often exceeds the 80% threshold on numerous blocks.

Many blocks in Downtown were observed at 100% occupancy for consecutive hours per day.

Key takeaways from the Downtown Bellevue subarea:

- Weekend Observation
    - Most blocks in downtown were observed to be over the 80% target occupancy threshold for most of the day.
    - Blocks in the Northeast part of Downtown – such as 109th Ave NE and 111th Ave NE near the Downtown Bellevue Library – were observed to be over the 80% target occupancy threshold for most of the day and occasionally over 100% capacity.
    - Some blocks – such as 110th Ave NE (between NE 8th St and NE 12th St) – were observed to be over capacity beginning at 3:00 p.m. and lasting the rest of the day.
    - Blocks in the central part of Downtown – such as 106th Ave NE were observed to be above the 80% target threshold and mostly at capacity beginning at 3:00 p.m. and lasting the rest of the day.

- Weekday Observation
    - Occupancy on the weekday was higher than during the weekend.
    - Similar to the weekend occupancy, most blocks in the northeast part of Downtown were observed to be at capacity or over capacity most of the day.

Figure 11. Weekend Downtown Bellevue On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
NE 2nd St.	2	100%	50%	50%	100%	150%	200%	50%	150%	150%	100%	100%	150%	50%	100%
NE 2nd St.	5	20%	60%	80%	100%	80%	100%	100%	100%	60%	100%	80%	80%	100%	80%
105th Ave NE	10	0%	10%	0%	10%	10%	40%	40%	110%	40%	60%	70%	80%	50%	40%
NE 2nd St.	6	50%	50%	50%	50%	67%	67%	67%	67%	83%	83%	83%	83%	83%	83%
NE 2nd St.	2	100%	150%	150%	100%	100%	100%	100%	100%	150%	100%	100%	100%	100%	100%
NE 2nd St.	6	50%	50%	50%	100%	67%	83%	67%	33%	83%	50%	83%	100%	83%	83%
NE 2nd St.	7	43%	86%	71%	114%	29%	71%	71%	71%	43%	86%	100%	86%	114%	86%

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
107th Ave NE	2	0%	0%	100%	50%	50%	50%	50%	0%	0%	0%	100%	100%	100%	150%
107th Ave NE	4	100%	100%	100%	100%	100%	100%	100%	75%	125%	75%	100%	150%	125%	125%
106th Ave NE	10	20%	80%	50%	60%	70%	100%	80%	90%	90%	100%	100%	90%	100%	90%
106th Ave NE	13	46%	54%	69%	69%	62%	62%	62%	100%	85%	85%	85%	92%	100%	85%
106th Ave NE	7	43%	57%	86%	71%	86%	100%	86%	71%	114%	86%	100%	100%	114%	114%
106th Ave NE	1	0%	0%	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%
106th Ave NE	6	50%	100%	100%	100%	83%	100%	67%	83%	100%	100%	100%	67%	100%	100%
106th Ave NE	7	86%	100%	100%	43%	57%	57%	71%	43%	100%	114%	100%	114%	100%	114%
106th Ave NE	8	25%	75%	75%	100%	63%	63%	63%	63%	75%	75%	88%	100%	75%	88%
106th Ave NE	5	60%	80%	40%	80%	80%	80%	80%	80%	40%	100%	100%	100%	100%	60%
103rd Ave NE	9	67%	89%	78%	67%	67%	56%	89%	67%	56%	67%	67%	67%	100%	78%
108th Ave NE	2	0%	0%	50%	0%	0%	100%	0%	150%	50%	0%	50%	0%	0%	0%
108th Ave NE	6	50%	67%	67%	100%	100%	83%	83%	67%	83%	83%	67%	100%	100%	100%
108th Ave NE	7	43%	57%	86%	86%	86%	86%	86%	71%	100%	100%	86%	86%	100%	114%
108th Ave NE	4	75%	100%	100%	75%	75%	100%	100%	75%	75%	100%	125%	50%	100%	125%
108th Ave NE	4	0%	25%	25%	0%	0%	25%	25%	0%	25%	25%	25%	50%	0%	0%
108th Ave NE	2	0%	100%	100%	150%	100%	50%	100%	100%	100%	0%	50%	100%	0%	50%
108th Ave NE	4	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	25%	50%	25%
108th Ave NE	3	33%	33%	0%	0%	0%	0%	0%	0%	0%	0%	33%	33%	0%	0%
NE 2nd St	14	64%	64%	79%	64%	79%	79%	93%	86%	29%	93%	107%	93%	86%	79%
NE 2nd St	5	100%	80%	60%	60%	80%	80%	80%	80%	80%	60%	80%	60%	100%	100%
110th Ave NE	14	79%	79%	64%	29%	36%	43%	21%	29%	43%	57%	64%	57%	79%	79%
NE 2nd Pl	17	71%	82%	88%	82%	88%	59%	77%	94%	94%	88%	88%	94%	88%	77%
NE 2nd Pl	15	73%	73%	73%	67%	60%	40%	73%	93%	87%	93%	80%	87%	93%	87%

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
111th Ave NE	5	80%	80%	80%	80%	100%	100%	80%	100%	100%	100%	80%	80%	100%	80%
111th Ave NE	5	80%	80%	100%	80%	60%	100%	80%	100%	120%	100%	120%	100%	120%	100%
NE 3rd St	9	44%	44%	44%	44%	111%	44%	67%	33%	56%	44%	44%	56%	44%	44%
110th Ave NE	5	20%	40%	100%	100%	140%	120%	100%	120%	100%	40%	40%	80%	80%	80%
110th Ave NE	5	20%	20%	40%	80%	120%	80%	80%	100%	120%	80%	120%	60%	100%	60%
110th Ave NE	4	50%	50%	125%	75%	50%	50%	100%	100%	125%	125%	150%	175%	100%	125%
110th Ave NE	8	50%	50%	100%	138%	75%	100%	88%	88%	88%	125%	100%	88%	125%	88%
110th Ave NE	12	92%	83%	92%	100%	100%	83%	92%	92%	92%	100%	108%	100%	100%	100%
109th Ave NE	4	75%	50%	50%	125%	100%	125%	100%	100%	150%	150%	125%	75%	125%	125%
109th Ave NE	5	100%	80%	80%	80%	60%	100%	120%	100%	120%	100%	80%	100%	80%	80%
NE 11th St	5	60%	60%	60%	60%	60%	100%	100%	60%	60%	60%	100%	80%	80%	60%
NE 11th St	14	57%	71%	71%	79%	64%	79%	64%	93%	93%	86%	64%	86%	79%	79%
NE 11th St	8	75%	75%	100%	75%	100%	88%	75%	75%	38%	88%	63%	50%	38%	88%
NE 11th St	2	100%	100%	0%	100%	150%	100%	100%	100%	100%	100%	50%	100%	50%	100%
111th Ave NE	5	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	60%	80%
111th Ave NE	6	100%	100%	100%	100%	100%	100%	83%	83%	100%	83%	67%	83%	67%	83%

Source: Walker Consultants analysis of IDAX data. Data collected Saturday, September 21, 2024.

Figure 12. Weekday Downtown Bellevue On-Street Curb & Parking Occupancy

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
NE 2nd St.	2	0%	50%	150%	150%	200%	100%	100%	200%	100%	100%	100%	100%	150%	100%
NE 2nd St.	5	60%	60%	80%	80%	80%	80%	80%	40%	40%	80%	60%	60%	60%	80%
105th Ave NE	10	40%	40%	70%	70%	100%	100%	90%	80%	60%	60%	80%	50%	60%	50%
NE 2nd St.	6	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	100%	100%	100%
NE 2nd St.	2	50%	100%	50%	100%	150%	150%	100%	100%	150%	50%	100%	100%	100%	100%

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
NE 2nd St.	6	17%	17%	0%	17%	83%	67%	67%	50%	33%	33%	67%	117%	83%	83%
NE 2nd St.	7	71%	57%	57%	86%	71%	86%	71%	100%	86%	71%	86%	114%	86%	100%
107th Ave NE	2	50%	0%	50%	50%	50%	50%	100%	0%	0%	0%	0%	0%	50%	50%
107th Ave NE	4	100%	75%	100%	100%	100%	100%	100%	125%	125%	100%	75%	100%	75%	75%
106th Ave NE	10	50%	70%	90%	80%	110%	100%	100%	90%	60%	80%	90%	90%	80%	90%
106th Ave NE	13	69%	54%	92%	92%	100%	100%	85%	92%	100%	69%	92%	77%	77%	85%
106th Ave NE	7	157%	100%	114%	143%	143%	157%	100%	71%	157%	143%	157%	143%	143%	114%
106th Ave NE	1	200%	100%	0%	100%	200%	100%	200%	100%	200%	400%	300%	100%	100%	100%
106th Ave NE	6	83%	50%	83%	100%	100%	100%	67%	100%	67%	100%	83%	67%	83%	17%
106th Ave NE	7	71%	86%	114%	114%	114%	100%	100%	86%	86%	86%	86%	86%	86%	57%
106th Ave NE	8	38%	50%	75%	75%	100%	75%	100%	88%	63%	88%	50%	88%	75%	38%
106th Ave NE	5	40%	80%	80%	100%	100%	120%	80%	100%	60%	80%	80%	100%	80%	60%
103rd Ave NE	9	44%	56%	56%	44%	78%	56%	56%	67%	44%	56%	56%	67%	89%	67%
108th Ave NE	2	0%	50%	50%	150%	100%	0%	0%	0%	50%	50%	0%	0%	0%	0%
108th Ave NE	6	100%	100%	83%	100%	83%	83%	100%	83%	83%	83%	83%	100%	100%	100%
108th Ave NE	7	71%	86%	86%	86%	71%	86%	86%	71%	71%	100%	86%	86%	86%	86%
108th Ave NE	4	75%	100%	75%	125%	100%	100%	125%	100%	75%	75%	100%	100%	125%	125%
108th Ave NE	4	100%	50%	50%	125%	50%	75%	75%	50%	50%	50%	100%	0%	75%	25%
108th Ave NE	2	0%	100%	0%	50%	50%	100%	50%	50%	150%	50%	100%	150%	100%	50%
108th Ave NE	4	25%	25%	50%	25%	75%	100%	100%	100%	75%	50%	0%	25%	50%	75%
108th Ave NE	3	33%	33%	0%	0%	133%	33%	67%	67%	100%	0%	67%	67%	100%	67%
NE 2nd St	14	86%	86%	93%	93%	100%	100%	93%	86%	86%	79%	86%	107%	100%	79%
NE 2nd St	5	60%	60%	60%	60%	100%	80%	40%	40%	100%	80%	100%	100%	80%	120%
110th Ave NE	14	86%	79%	86%	86%	86%	100%	86%	86%	79%	57%	71%	57%	57%	79%

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
NE 2nd Pl	17	77%	71%	88%	94%	94%	100%	106%	94%	88%	88%	88%	100%	88%	88%
NE 2nd Pl	15	80%	87%	93%	100%	100%	93%	107%	100%	93%	73%	93%	100%	100%	87%
111th Ave NE	5	60%	60%	80%	100%	100%	100%	60%	60%	100%	120%	80%	100%	80%	60%
111th Ave NE	5	120%	100%	100%	120%	120%	120%	100%	100%	120%	100%	80%	120%	120%	100%
NE 3rd St	9	78%	89%	89%	100%	111%	100%	100%	100%	100%	100%	78%	89%	78%	100%
110th Ave NE	5	120%	100%	100%	120%	100%	140%	120%	100%	100%	100%	100%	120%	100%	60%
110th Ave NE	5	60%	40%	60%	100%	100%	100%	80%	60%	140%	100%	100%	20%	40%	80%
110th Ave NE	4	100%	100%	125%	100%	125%	50%	100%	125%	75%	75%	100%	125%	175%	150%
110th Ave NE	8	88%	63%	88%	125%	113%	125%	88%	100%	100%	75%	88%	88%	100%	88%
110th Ave NE	12	83%	75%	83%	92%	92%	92%	92%	92%	100%	75%	83%	75%	100%	83%
109th Ave NE	4	100%	75%	125%	125%	125%	125%	150%	175%	175%	125%	150%	175%	150%	75%
109th Ave NE	5	100%	120%	120%	120%	120%	60%	100%	160%	140%	80%	60%	40%	60%	60%
NE 11th St	5	60%	40%	80%	80%	120%	80%	40%	40%	100%	60%	80%	40%	80%	40%
NE 11th St	14	79%	79%	86%	71%	79%	86%	64%	79%	86%	64%	64%	79%	86%	71%
NE 11th St	8	50%	75%	50%	63%	63%	50%	75%	50%	75%	50%	63%	50%	88%	75%
NE 11th St	2	100%	50%	100%	100%	0%	100%	100%	50%	100%	100%	50%	100%	100%	50%
111th Ave NE	5	60%	100%	80%	100%	100%	100%	80%	100%	80%	60%	80%	80%	80%	60%
111th Ave NE	6	83%	83%	83%	83%	83%	100%	67%	83%	83%	83%	67%	83%	83%	83%

Source: Walker Consultants analysis of IDAX data. Data collected Wednesday, September 25, 2024.

Spring District Curb & Parking Occupancy by Hour

Figures 13 and 14 illustrate typical weekend and weekday on-street curb inventory and occupancy per block in the Spring District. The analysis indicates that parking occupancy frequently surpasses the 80% threshold on several blocks.

Key takeaways from the Spring District subarea:

- Weekend Observation
  - Occupancy on the weekend was generally lower than the weekday.
  - Most blocks in the subarea were observed to be over the 80% target threshold starting at 5 p.m. and lasting for the rest of the day.
  - Blocks along NE Spring Blvd were found to be under the 80% target occupancy threshold for the entire day. However, this was due to inconsistent signage and residual construction activity from adjacent development.
  - Between 7-11 a.m., almost all blocks in the subarea were widely available.

- Weekday Observation
  - Occupancy on the weekday was higher than during the weekend.
  - Most blocks were observed to be over the 80% target threshold beginning at 11 a.m. and lasting for the rest of the day.
  - Blocks in the Spring business district were observed to be at capacity during midday hours (from 11 a.m.-4 p.m.).
  - Blocks along NE Spring Blvd were found to be under the 80% target occupancy threshold for the entire day. However, this was due to inconsistent signage and residual construction activity from adjacent development.

Figure 13. Weekend Spring District On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
NE Spring Blvd*	13	8%	8%	8%	8%	8%	8%	15%	31%	23%	23%	8%	8%	23%	23%
NE Spring Blvd*	4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%
121st Ave NE	10	40%	40%	40%	60%	60%	60%	50%	90%	80%	70%	60%	80%	60%	50%
121st Ave NE	9	33%	44%	33%	89%	44%	78%	78%	89%	100%	78%	89%	56%	67%	44%
NE 14th Terrace	7	14%	43%	29%	14%	71%	57%	100%	100%	86%	71%	57%	86%	100%	100%
123rd Ave NE	4	50%	50%	75%	50%	25%	100%	75%	25%	50%	75%	100%	75%	100%	75%
123rd Ave NE	6	50%	67%	50%	50%	33%	67%	67%	67%	67%	83%	100%	83%	83%	67%
122nd Ave NE	6	67%	33%	17%	33%	50%	83%	83%	50%	50%	33%	50%	50%	67%	50%
122nd Ave NE	7	57%	57%	14%	14%	57%	57%	100%	100%	100%	86%	86%	100%	100%	43%

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
121st Ave NE	8	75%	63%	63%	38%	75%	75%	75%	50%	75%	88%	88%	88%	75%	75%
121st Ave NE	8	100%	63%	100%	88%	75%	75%	75%	88%	88%	88%	75%	88%	88%	88%
NE District Way	6	50%	50%	50%	33%	83%	83%	83%	83%	67%	83%	83%	83%	67%	67%
NE District Way	6	0%	17%	50%	50%	33%	67%	67%	83%	83%	83%	83%	83%	83%	83%
NE District Way	6	50%	50%	50%	50%	50%	50%	50%	83%	100%	100%	100%	100%	100%	83%
NE District Way	4	25%	25%	50%	50%	50%	25%	25%	75%	50%	75%	100%	100%	100%	100%
NE 14th Terrace	8	38%	38%	38%	38%	50%	50%	100%	63%	50%	75%	88%	100%	75%	63%
NE Spring Blvd	7	29%	43%	29%	43%	29%	29%	29%	29%	29%	43%	43%	29%	29%	14%

Source: Walker Consultants analysis of IDAX data. Data collected Saturday, September 21, 2024.

Figure 14. Weekday Spring District On-Street Curb & Parking Occupancy

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
NE Spring Blvd*	13	0%	62%	39%	54%	77%	85%	77%	62%	54%	54%	31%	15%	31%	8%
NE Spring Blvd*	4	0%	0%	50%	50%	50%	75%	75%	25%	50%	75%	50%	50%	0%	0%
121st Ave NE	10	80%	70%	70%	60%	90%	80%	80%	90%	90%	80%	90%	70%	70%	50%
121st Ave NE	9	56%	78%	67%	89%	89%	100%	100%	67%	100%	89%	89%	56%	78%	78%
NE 14th Terrace	7	71%	57%	71%	71%	86%	86%	86%	86%	100%	100%	86%	86%	86%	43%
123rd Ave NE	4	50%	50%	75%	75%	100%	100%	100%	100%	100%	75%	75%	75%	75%	75%
123rd Ave NE	6	50%	50%	33%	83%	100%	100%	100%	100%	83%	33%	83%	67%	83%	50%
122nd Ave NE	6	17%	50%	33%	50%	50%	67%	83%	83%	50%	67%	67%	67%	50%	50%
122nd Ave NE	7	14%	43%	57%	71%	71%	100%	71%	71%	71%	100%	100%	100%	100%	114%
121st Ave NE	8	63%	25%	88%	88%	88%	88%	63%	38%	75%	88%	100%	75%	63%	75%
121st Ave NE	8	75%	88%	88%	75%	75%	100%	100%	88%	88%	100%	100%	100%	100%	88%
NE District Way	6	17%	50%	67%	83%	83%	83%	100%	83%	67%	67%	83%	83%	83%	83%
NE District Way	6	50%	33%	50%	67%	100%	100%	67%	83%	83%	83%	83%	83%	83%	83%
NE District Way	6	50%	33%	67%	100%	83%	83%	83%	67%	83%	83%	100%	83%	83%	50%
NE District Way	4	50%	25%	50%	75%	75%	100%	100%	25%	100%	100%	100%	25%	75%	75%
NE 14th Terrace	8	63%	63%	75%	63%	88%	88%	88%	88%	75%	88%	88%	100%	88%	100%
NE Spring Blvd	7	71%	71%	71%	71%	71%	71%	71%	71%	57%	57%	43%	29%	29%	14%

Source: Walker Consultants analysis of IDAX data. Data collected Wednesday, September 25, 2024.

BelRed District Curb & Parking Occupancy by Hour

Curb occupancy data was collected for the greater BelRed area during the study period. However, due to numerous public roadway projects (i.e. 130th Avenue NE reconstruction) and private development impacts occurring in the vicinity, parking was primarily restricted at the curb in the neighborhood. As such, data findings are not shown in this report as they do not reflect typical nor future curb conditions for the area.

The Curb Pricing Study will still consider the BelRed area for future potential curb pricing implementation in reflection of ongoing growth and development seen in the neighborhood.

Wilburton Curb & Parking Occupancy by Hour

Curb occupancy data was not collected for the Wilburton commercial area during the study period. This is due to a lack of curbside parking supply in the entirety of the neighborhood. The Curb Pricing Study will still consider the Wilburton commercial area for future potential curb pricing implementation in reflection of ongoing growth and development seen in the neighborhood. Existing on-street parking is concentrated near the 2 Line Wilburton Station and will be considered for pricing implementation with the initial program.

Peak Period Parking Occupancies

Figures 15 and 16 summarize the peak curb and parking occupancy for each subarea within the study area and indicate the time of day these peaks occur. Note that BelRed was excluded from the peak period calculations because its study area had very low occupancy observed over the two days due to the no-parking signs along these blocks.

The highlighted orange cells in the tables identify the overall study area and each subarea's peak curb occupancy period. Notably, during seven of the eight peak periods listed, the occupancy percentage exceeded 80 percent. For example, Old Bellevue peaks at 6:00 p.m. on the weekend, with 96% of curb spaces occupied.

Figure 15. Weekend Peak Period Occupancies by Area (Saturday, September 21, 2024)

Area	Peak Time	Percent Occupied
Old Bellevue	6:00 p.m.	96%
Downtown Bellevue	7:00 p.m.	86%
Spring District*	5:00 p.m.	69%
Overall study area	7:00 p.m.	82%

Figure 16. Weekday Peak Period Occupancies by Area (Wednesday, September 21, 2024)

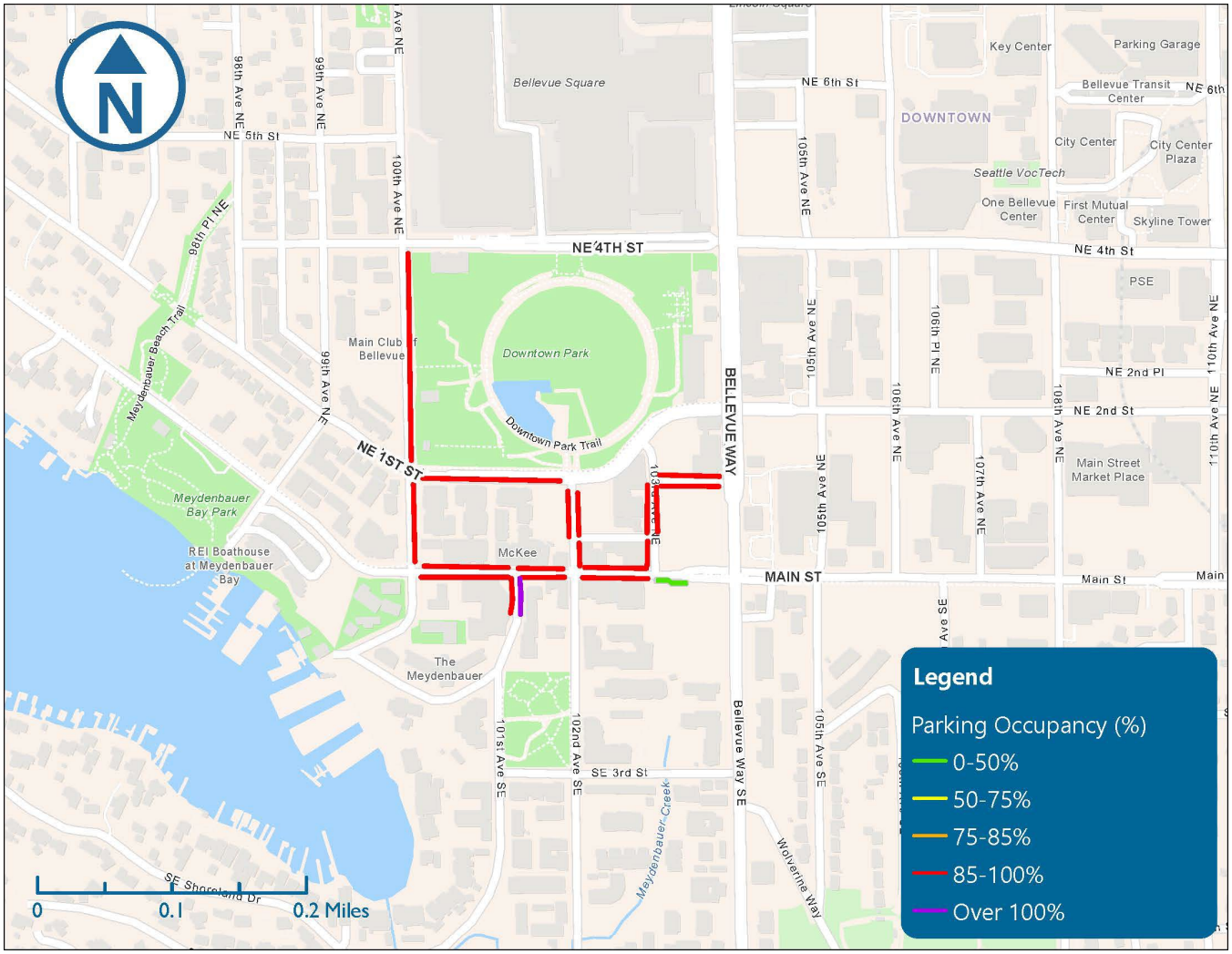
Area	Peak Time	Percent Occupied
Old Bellevue	7:00 p.m.	89%
Downtown Bellevue	11:00 a.m.	100%
Spring District*	12:00 p.m.	88%
Overall	12:00 p.m.	88%

**Spring District peak occupancy affected by construction activities on Spring Blvd during observation periods.*

Old Bellevue Peak Period

The peak parking occupancy in Old Bellevue was recorded on Saturday, September 21, 2024, at 6 p.m., as illustrated in **Figure 17**. During this peak period, the occupancy rate overall reached 96%, and most blocks were over 80% occupied, indicating that nearly all available parking spaces were occupied. This high level of occupancy highlights significant demand for parking in the area, likely driven by evening activities such as dining and shopping and a high number of employee parking spaces. Such a high occupancy rate may result in limited visitor parking availability, underscoring the need for effective parking management strategies during peak hours.

Figure 17. Old Bellevue Peak Period - Saturday, September 21, 2024 at 6 p.m.



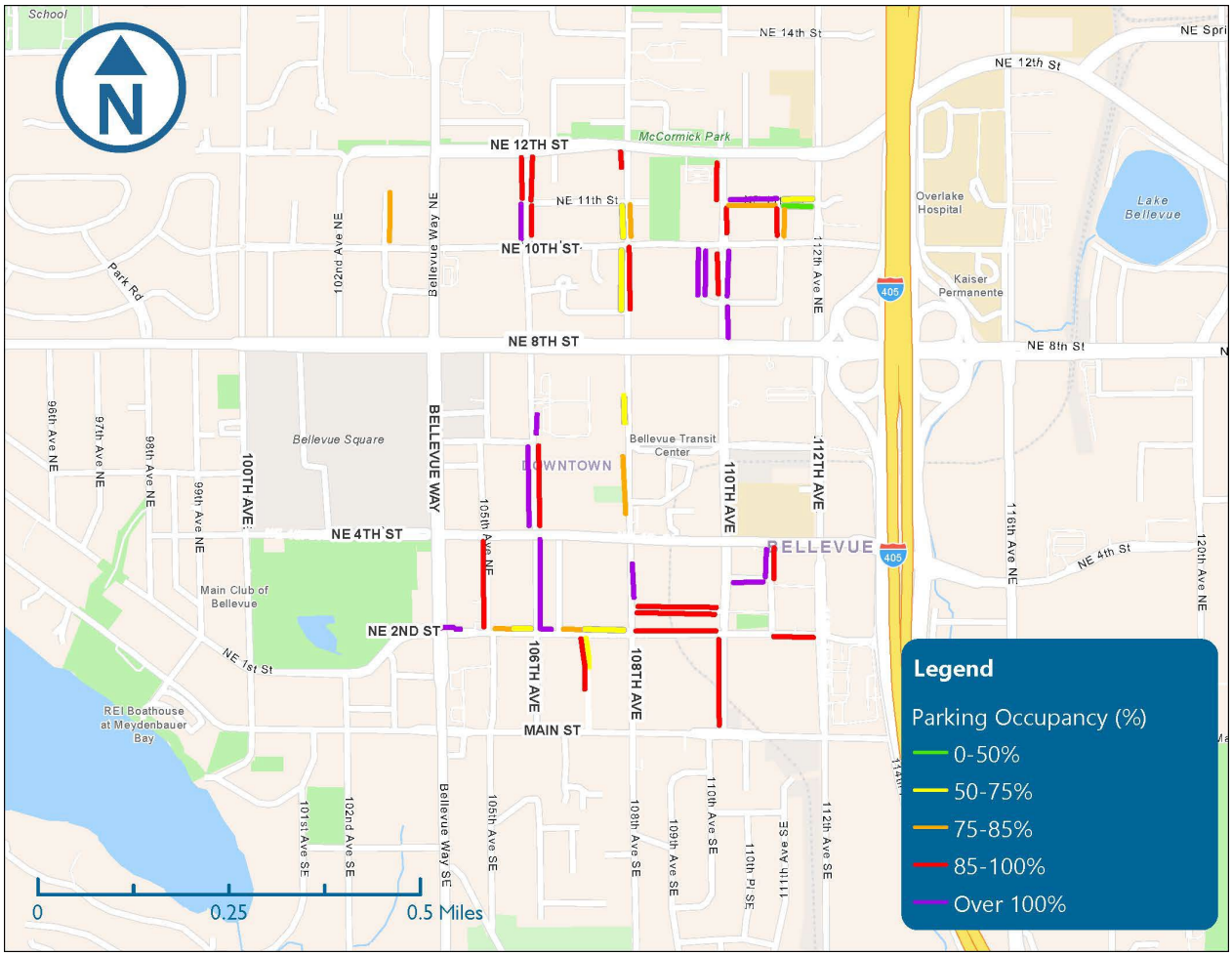
Source: *Walker Consultants, 2024*

Downtown Bellevue Peak Period

Downtown Bellevue's overall peak parking occupancy was observed on Wednesday, September 25, 2024, at 11 a.m., with an occupancy rate of 100%, as shown in **Figure 18**. Some blocks exceeded 100% occupancy due to vehicles parked illegally in driveways or no-parking zones. These instances of illegal parking contributed to the overall peak occupancy rate for that time of day reaching 100%, reflecting the intense demand for parking in the area and the challenges of managing limited space during peak hours.

Such peak usage is likely attributed to a combination of weekday business activities, office workers, and visitors accessing nearby amenities and services during mid-morning hours. The 100% occupancy rate underscores the significant parking demand during weekdays in Downtown Bellevue, emphasizing the need for effective parking management solutions to alleviate pressure on existing spaces and ensure access for those needing parking during busy times.

Figure 18. Downtown Bellevue Peak Period – Wednesday, September 25, 2024, at 11 a.m.

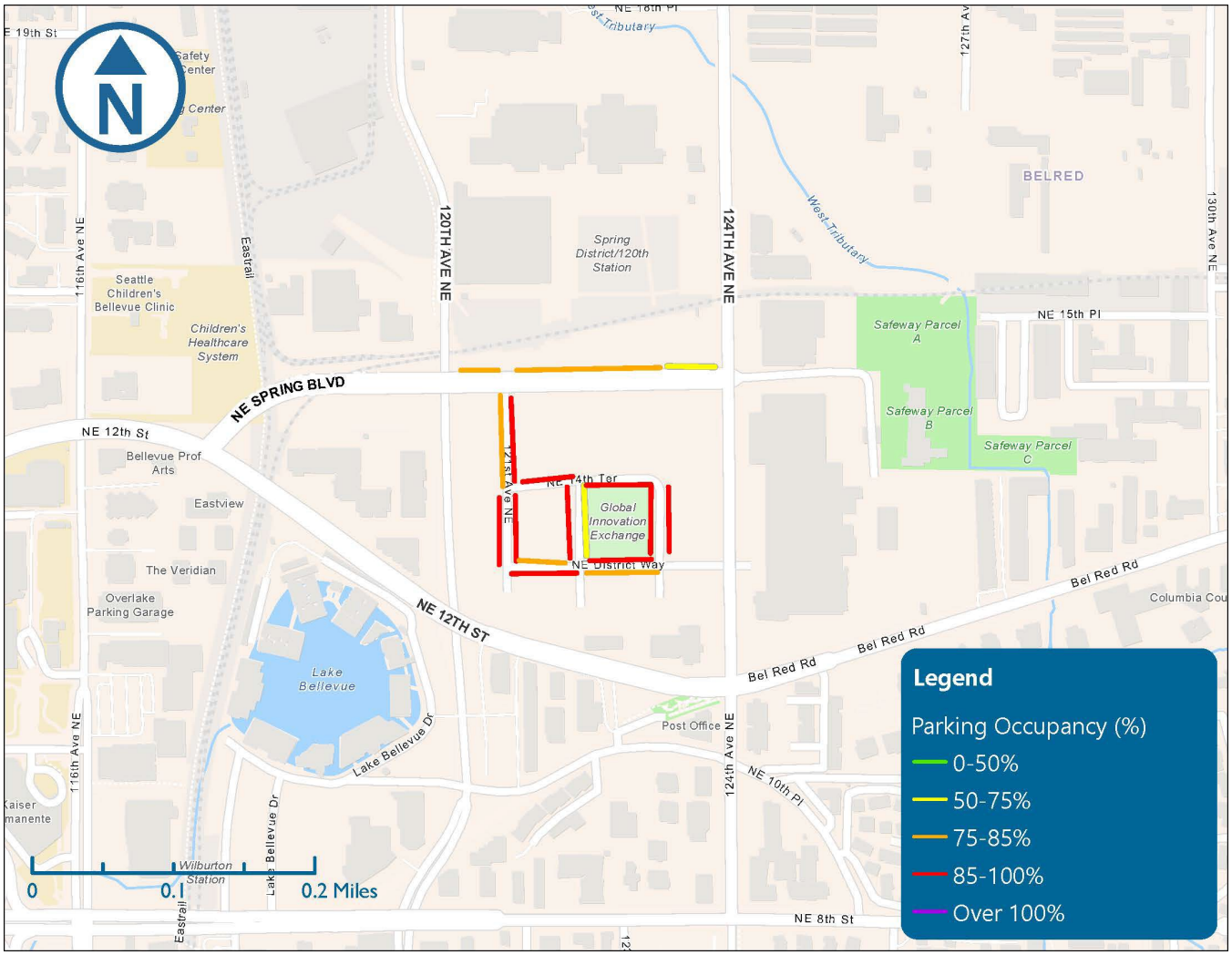


Source: *Walker Consultants, 2024*

Spring District Peak Period

The peak parking occupancy in the Spring District was recorded on Wednesday, September 25, 2024, at 12 p.m., as shown in **Figure 19**. During this peak period, the occupancy rate reached 88%, indicating that the majority of available parking spaces were in use and unavailable. This midday peak likely reflects the confluence of office workers, lunchtime visitors, and business activities that are common during weekdays in the Spring District. The high occupancy rate suggests limited availability for any new parkers, especially in blocks with occupancy levels nearing 10 percent.

Figure 19. Spring District Peak Period - Wednesday, September 25, 2024, at 12 p.m.



Source: Walker Consultants, 2024

Vehicle Length-of-Stay

The observations conducted on September 21 and 25, 2024, involved detailed tracking of vehicle activity throughout the observation period. For each hour observed, the project team documented the specific vehicle (color and make) parked in each designated parking space, providing a comprehensive record of parking patterns. This detailed data collection allowed for granular analysis of curb and parking behavior, including the vehicle duration of stay for individual spaces and the overall curb and parking trends within different blocks or sections of the curb area. By examining this data, the project team was able to identify key insights into parking turnover, space occupancy, and potential areas for optimization in parking management.

The maps in this section visually represent the blocks with higher vehicle length of stay rates, specifically identifying areas where vehicles remain parked in the same space for extended periods—either two hours or more, or three hours or more. These vehicles may be parked in spaces designated for 2-hour limits or even in 15-minute or 30-minute loading zones that exceed the intended time restrictions.

Long-term parking behavior is particularly problematic beyond violating posted signage time limits. Curbside overstays result in less space for short-term parkers, reduced turnover, lowered access to business, and increased congestion and double parking instances. The maps help pinpoint locations where curb space occupancy may be inefficient, offering valuable insights for managing parking demand and optimizing traffic flow in the study area.

Figures 20 and 21 show vehicle length of stay by subarea. Analysis shows a significant number of vehicles are staying over the posted time limit. Further, loading zones are regularly occupied by parked vehicles, leaving no curb space for delivery vehicles to load or deliver packages or food.

Figure 20. Vehicle Length of Stay Observations by Subarea on the Weekday

Subarea	Total number of spaces	Total number of parked vehicles	Number of vehicles staying three or more hours – percent of total
Old Bellevue	162	738	180 – 24%
Downtown	309	1576	454 – 29%
Spring District	119	546	143 – 26%

Figure 21. Vehicle Length of Stay Observations by Subarea on the Weekend

Subarea	Total number of spaces	Total number of parked vehicles	Number of vehicles staying three or more hours – percent of total
Old Bellevue	162	880	205 – 23%
Downtown	309	1439	397 – 28%
Spring District	119	440	111 – 25%

Old Bellevue Vehicle Length of Stay Analysis

Weekday Vehicle Length of Stay

Figure 22 provides a detailed overview vehicle length of stay behaviors across Old Bellevue during a typical weekday. The map represents the percentage of vehicles per block that were parked for more than two hours. It reveals that many blocks saw vehicles remaining in their parking spaces for extended periods (more than two hours).

The map shows a color-coded system to distinguish between the percentages of vehicles staying over two hours.

- Green lines represent blocks where 0% to 20% of vehicles parked throughout the day were parked over two hours.
- Yellow lines indicate blocks where 21% to 30% of vehicles parked throughout the day were parked over two hours.
- Orange lines represent blocks where 31% to 40% of vehicles parked throughout the day were parked over two hours.
- Red lines represent blocks where 41% to 100% of vehicles parked throughout the day were parked over two hours.

BLOCK EXAMPLE: Main Street Vehicle Length of Stay Analysis

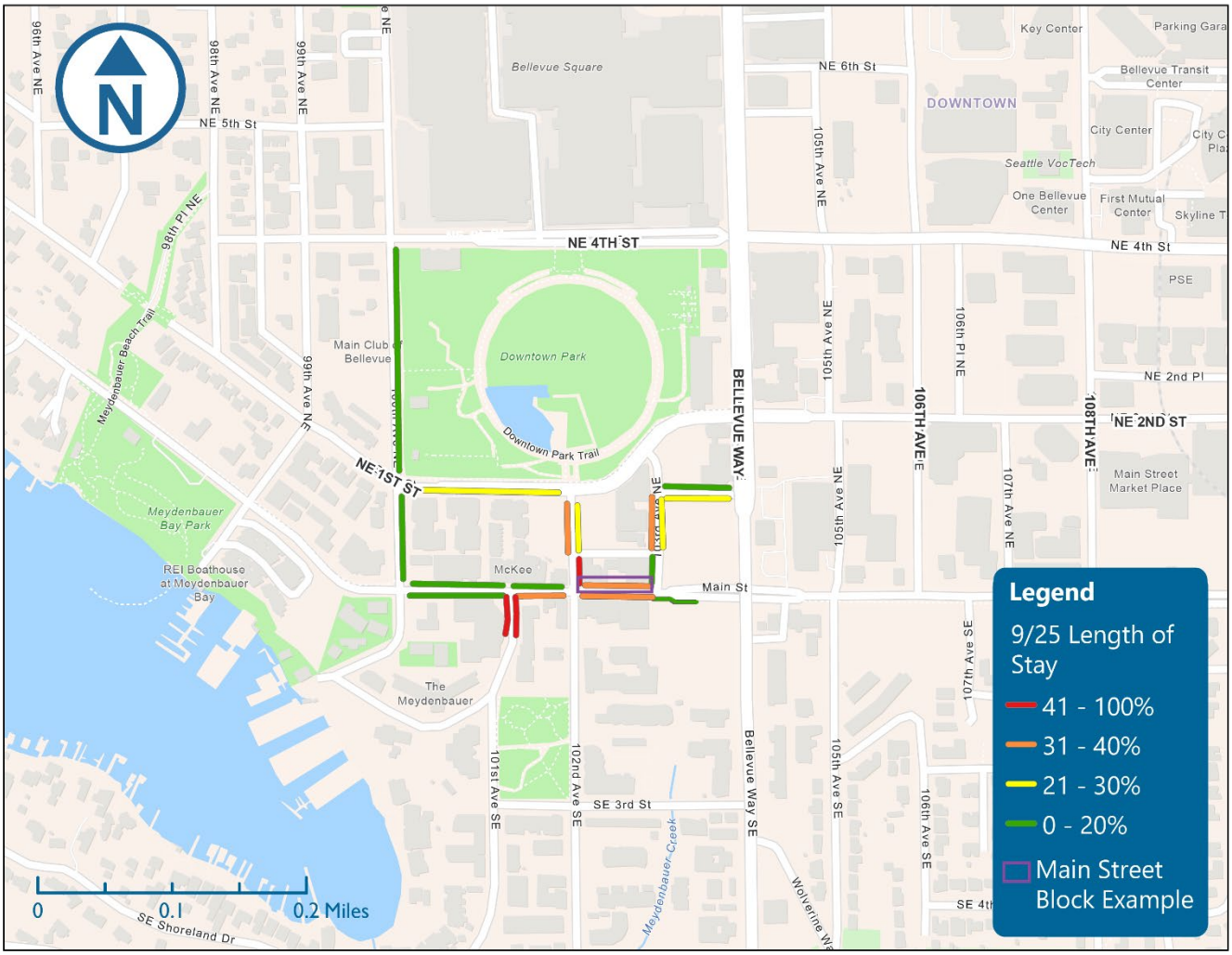
The north side of the Main Street block between 102nd Ave NE and 103rd Ave NE has eight (8) total 2-hour parking spaces. This block experienced consistently high occupancy throughout both observed days (see Figure 17). The following vehicle length of stay patterns were recorded on example streets during the day on Wednesday, September 25, 2024. See the purple box in Figure 22.

- A total of 37 vehicles parked in the eight (8) spaces throughout the data collection time from 6 a.m.-7 p.m.[3]

[3] Some vehicles may be parked in no parking areas.

- 12 of the 37 total vehicles parked (32%) remained in the same on-street parking space for three or more consecutive time points (exceeding the 2-hour limit).[4] This block is shaded orange in the map below because it falls between 31% and 40%.

Figure 22. Weekday Long-term (over 2 hours) Parking Occupancy in Old Bellevue



Source: *Walker Consultants, 2024*

Weekend Vehicle Length of Stay

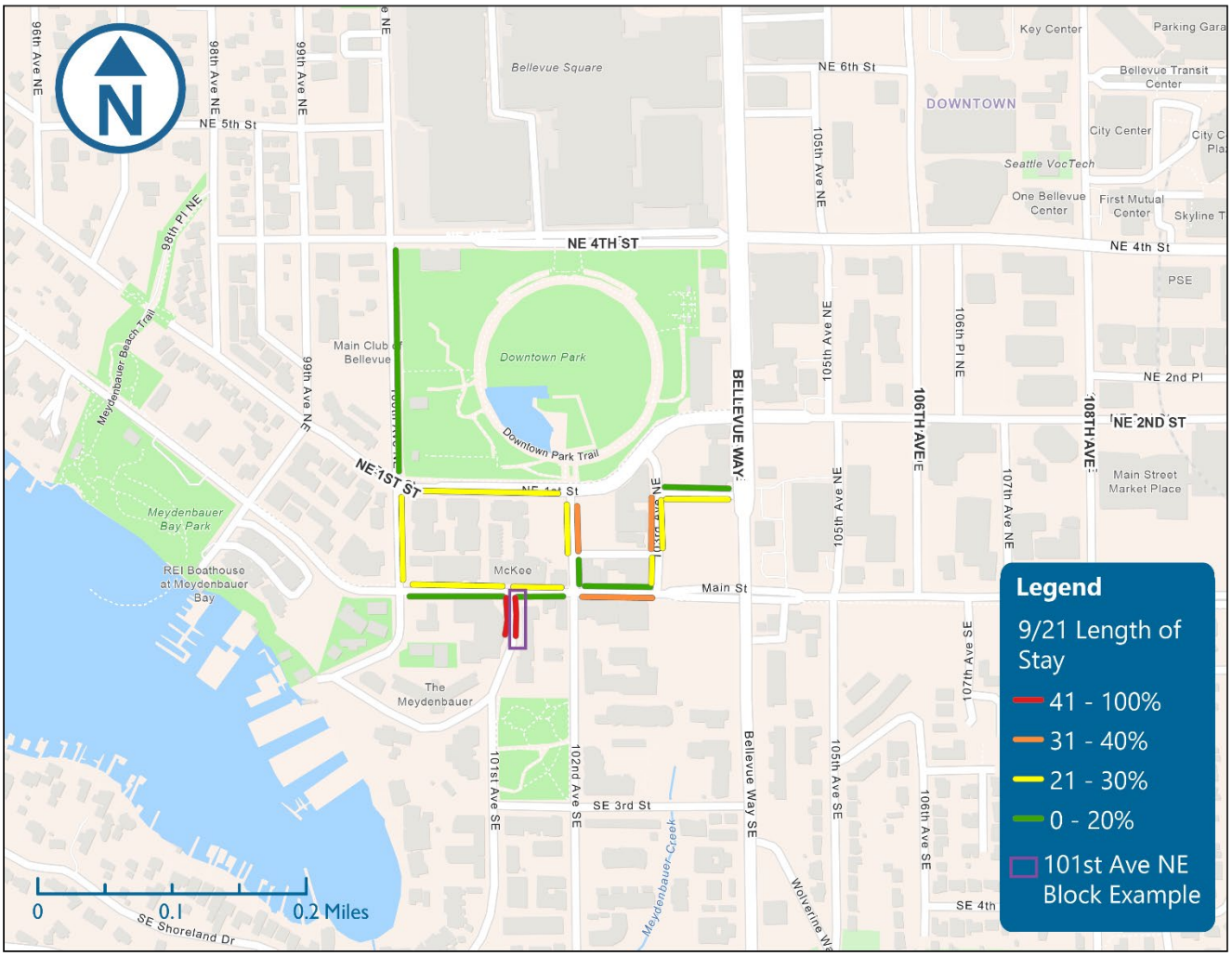
Figure 23 provides an overview of vehicle length of stay across Old Bellevue during a typical weekend. It reveals that the majority of blocks observed vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous map.

[4] One (1) vehicle was observed parked in a No-Parking zone for over 2 hours.

BLOCK EXAMPLE: 101st Ave NE Vehicle Length of Stay Analysis

The east side of the 101st Ave NE block between Meydenbauer Way and Main Street has five (5) parking spaces. These blocks experienced consistently high occupancy throughout both observed days (See Figure 17). Throughout the day, 17 total vehicles were parked. A total of eight (8) vehicles out of 17 parked vehicles (47%) remained in the same on-street parking space for three or more consecutive time points (exceeding the two-hour limit). One (1) vehicle was observed parking in a No-Parking zone for over two hours. See the purple box in Figure 23.

Figure 23. Weekend Long-term (over 2 hours) Parking Occupancy in Old Bellevue



Source: *Walker Consultants, 2024*

Downtown Bellevue Vehicle Length of Stay Analysis

Weekday Vehicle Length of Stay

Figure 24 provides a detailed overview of vehicle length of stay behavior across Downtown Bellevue during a typical weekday. The map represents the percentage of vehicles per block that were parked for more than two hours. It reveals that many blocks saw vehicles remaining in their parking spaces for extended periods (more than two hours). This visual distinction highlights the extent of long-term parking across blocks in the northeast and southern portions of downtown. The map uses the same color-coded system as the Old Bellevue maps.

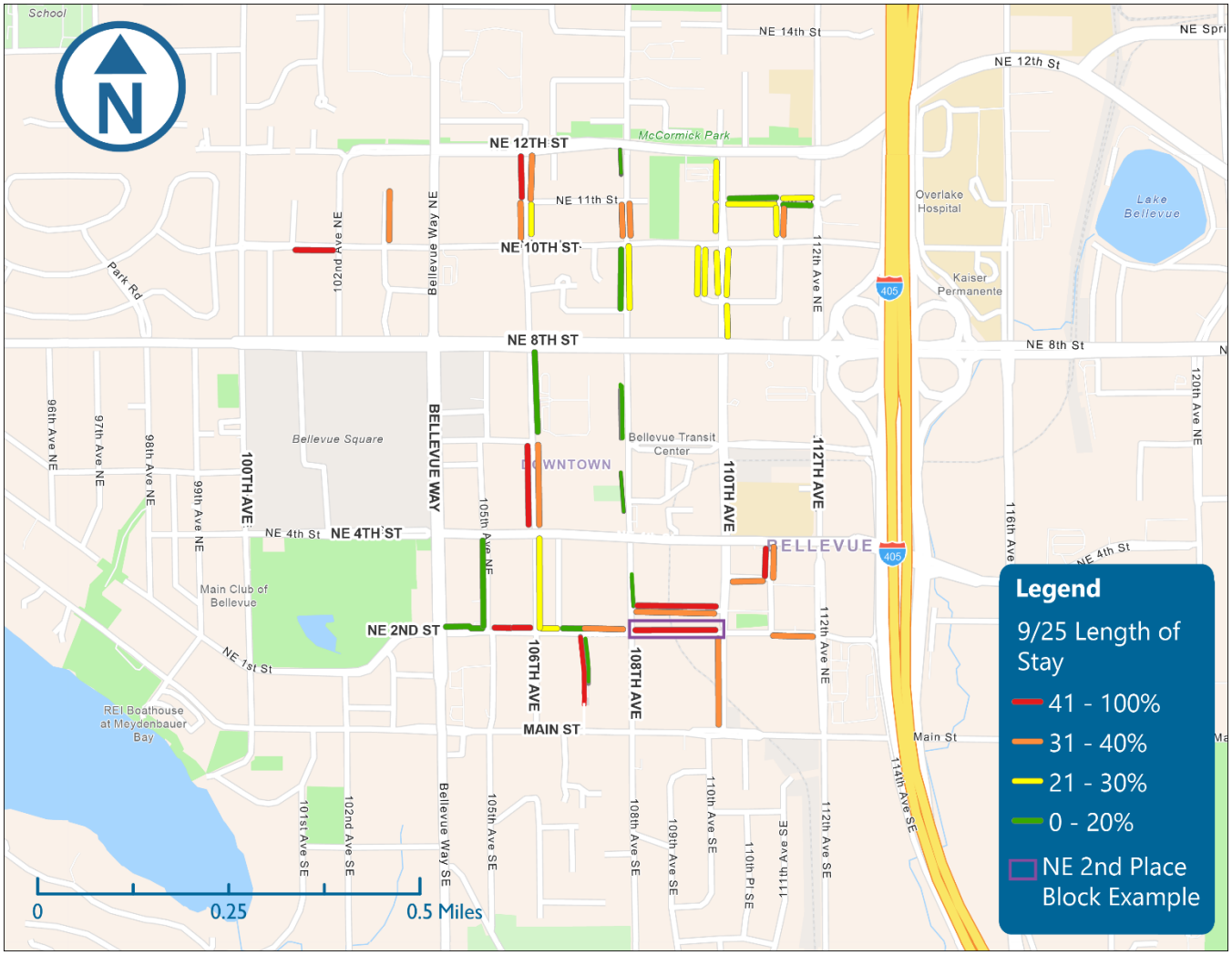
BLOCK EXAMPLE: NE 2nd Place Vehicle Length of Stay Analysis

The north side of NE 2nd Pl block between 108th Ave NE and 110th Ave NE has a total of 17 parking spaces comprising of 15 two-hour spaces and two (2) 15-minute loading zone spaces. This block experienced consistently high occupancy throughout both observed days (See Figure 18). The following vehicle length of stay patterns were recorded on example streets during the day on Wednesday, September 25, 2024. See the purple box in Figure 24.

- A total of 75 vehicles parked in the 17 spaces throughout the data collection time from 6 a.m.-7 p.m.[5]
- 35 of the 75 total vehicles parked (47%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).[6]

[5] Some vehicles may be parked in no parking areas, driveways, or in front of a fire hydrant.
[6] Includes one (1) vehicle that was parked at the 15-minute loading zones and two (2) vehicle was observed parked in a No-Parking zone for over 2 hours.

Figure 24. Weekday Long-term (over 2 hours) Parking Occupancy in Downtown Bellevue



Source: *Walker Consultants, 2024*

Weekend Vehicle Length of Stay

Figure 25 provides an overview of parking behaviors across Downtown Bellevue during a typical weekend. It reveals that the majority of blocks observed vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous maps.

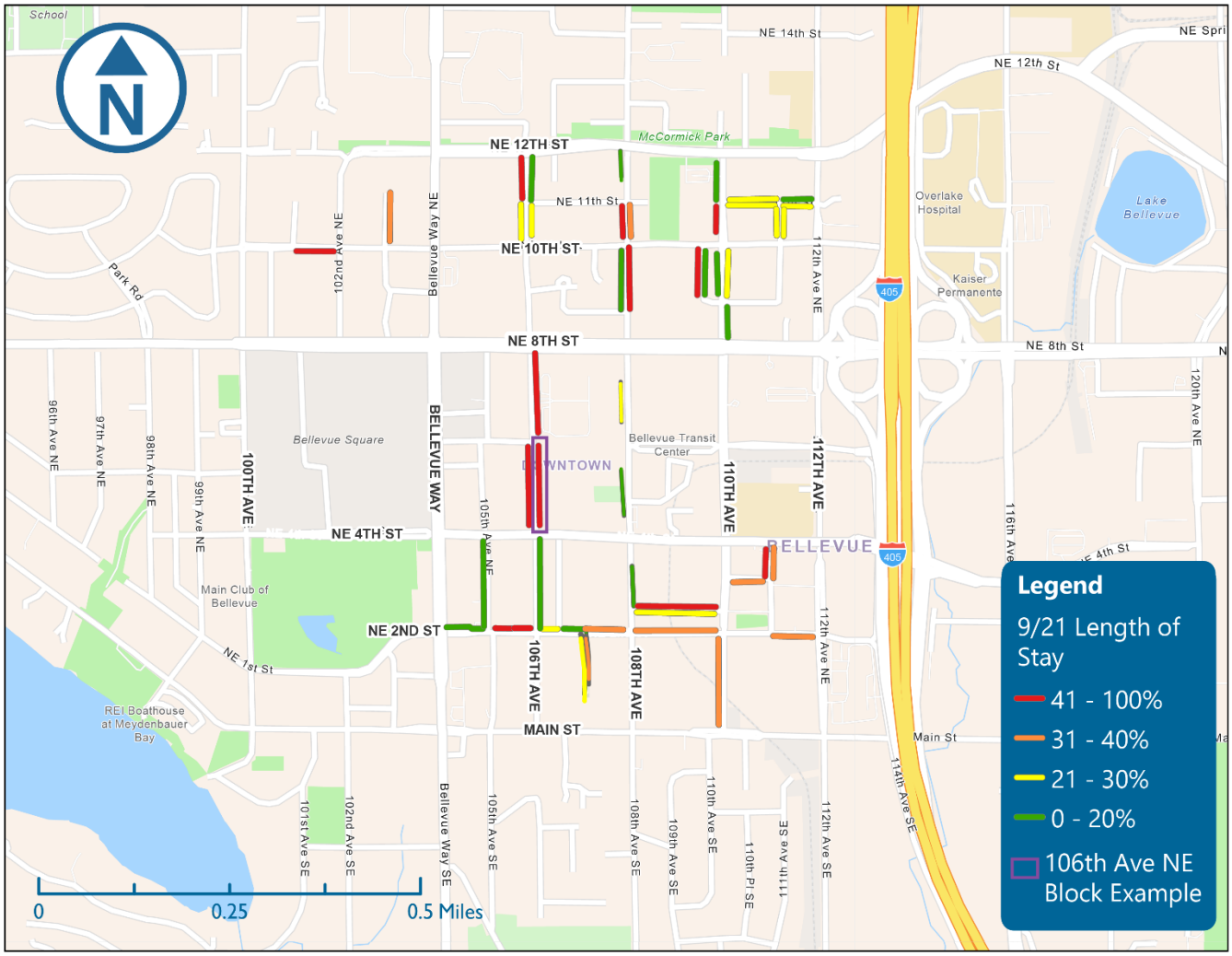
BLOCK EXAMPLE: 106th Ave NE Vehicle Length of Stay Analysis

The east side of the 106th Ave NE block between NE 4th Street and NE 6th Street has a total of 13 parking spaces comprising of seven (7) two-hour spaces (including one (1) EV-only space), four (4), 15-minute loading zone spaces, and two (2), 30-minute loading zone spaces. This block experienced consistently high occupancy throughout both observed days (See Figure 18). The following vehicle length of stay patterns were recorded on example streets during the day on Saturday, September 21, 2024. See the purple box in Figure 25.

- A total of 39 vehicles parked in the 13 spaces throughout the data collection time from 6 a.m.-7 p.m.
- 17 of the 39 total vehicles parked (44%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).[7]

[7] Four (4) vehicles were observed parked in a 15-minute loading zone for more than 2 hours, and one (1) vehicle was observed parked in front of a fire hydrant for more than 2 hours.

Figure 25. Weekend Long-term (over 2 hours) Parking Occupancy in Downtown Bellevue



Source: *Walker Consultants, 2024*

Spring District Vehicle Length of Stay Analysis

Weekday Vehicle Length of Stay

Figure 26 provides a detailed overview of parking behaviors across the Spring District during a typical weekday. The map represents the percentage of vehicles per block that were parked for more than two hours. It reveals that many blocks saw vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous maps.

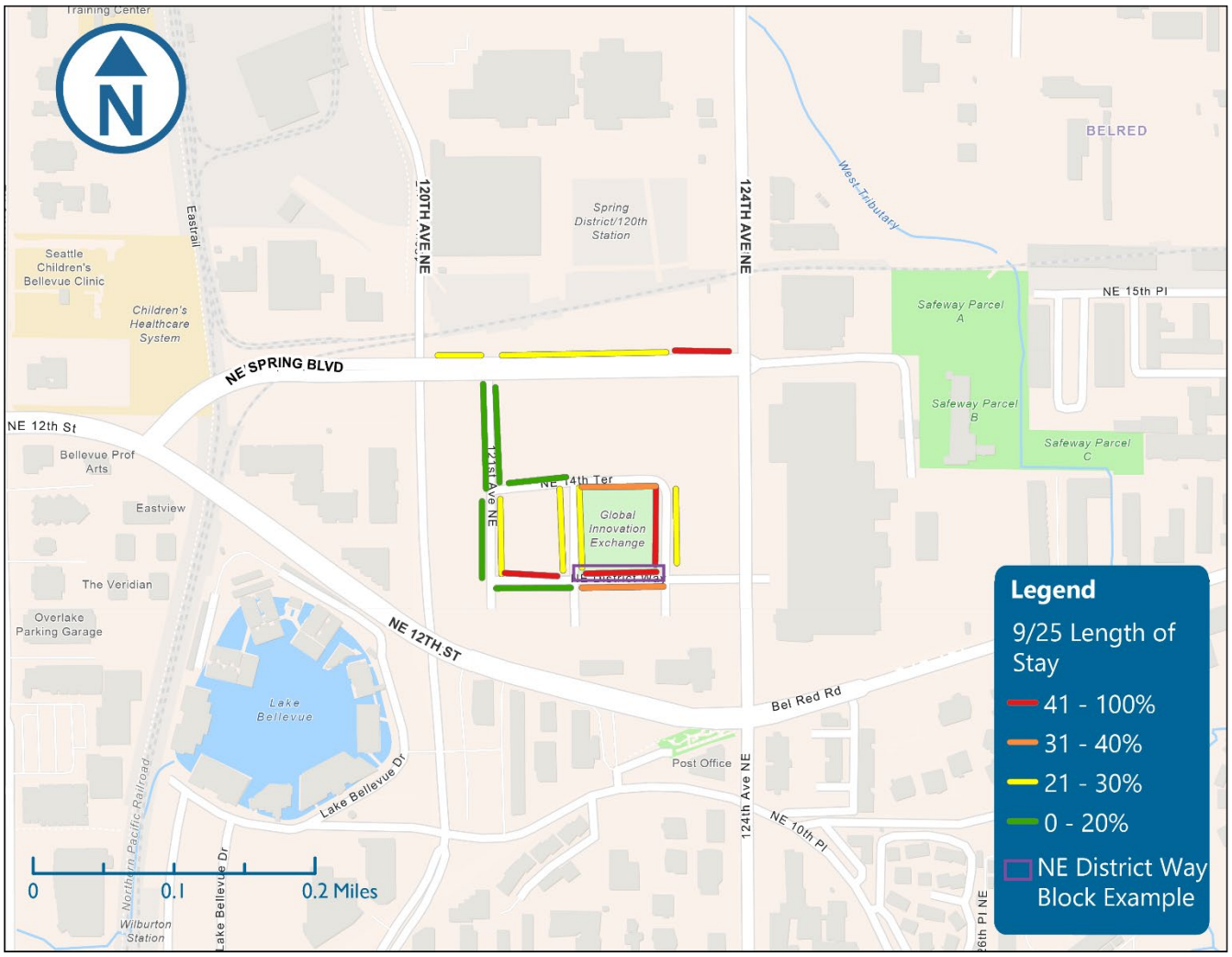
BLOCK EXAMPLE: NE District Way Vehicle Length of Stay Analysis

The north side of NE District Way between 122nd Ave NE and 123rd Ave NE has a total of six (6) parking spaces comprising of four (4) two-hour spaces and two (2) 15-minute loading zone spaces. This block experienced consistently high occupancy throughout both observed days (See Figure 19). The following vehicle length of stay patterns were recorded on example streets during the day on Wednesday, September 25, 2024. See the purple box in Figure 26.

- A total of 22 vehicles parked in the six (6) spaces throughout the data collection time from 6 a.m.-7 p.m.
- 11 of the 22 total vehicles parked (50%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).[8]

[8] Two (2) vehicles were observed parked in a 15-minute loading zone for more than 2 hours.

Figure 26. Weekday Long-term (over 2 hours) Parking Occupancy in Spring District



Source: *Walker Consultants, 2024*

Weekend Vehicle Length of Stay

Figure 27 provides an overview of parking behaviors across the Spring District during a typical weekend. It reveals that the majority of blocks observed vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous maps.

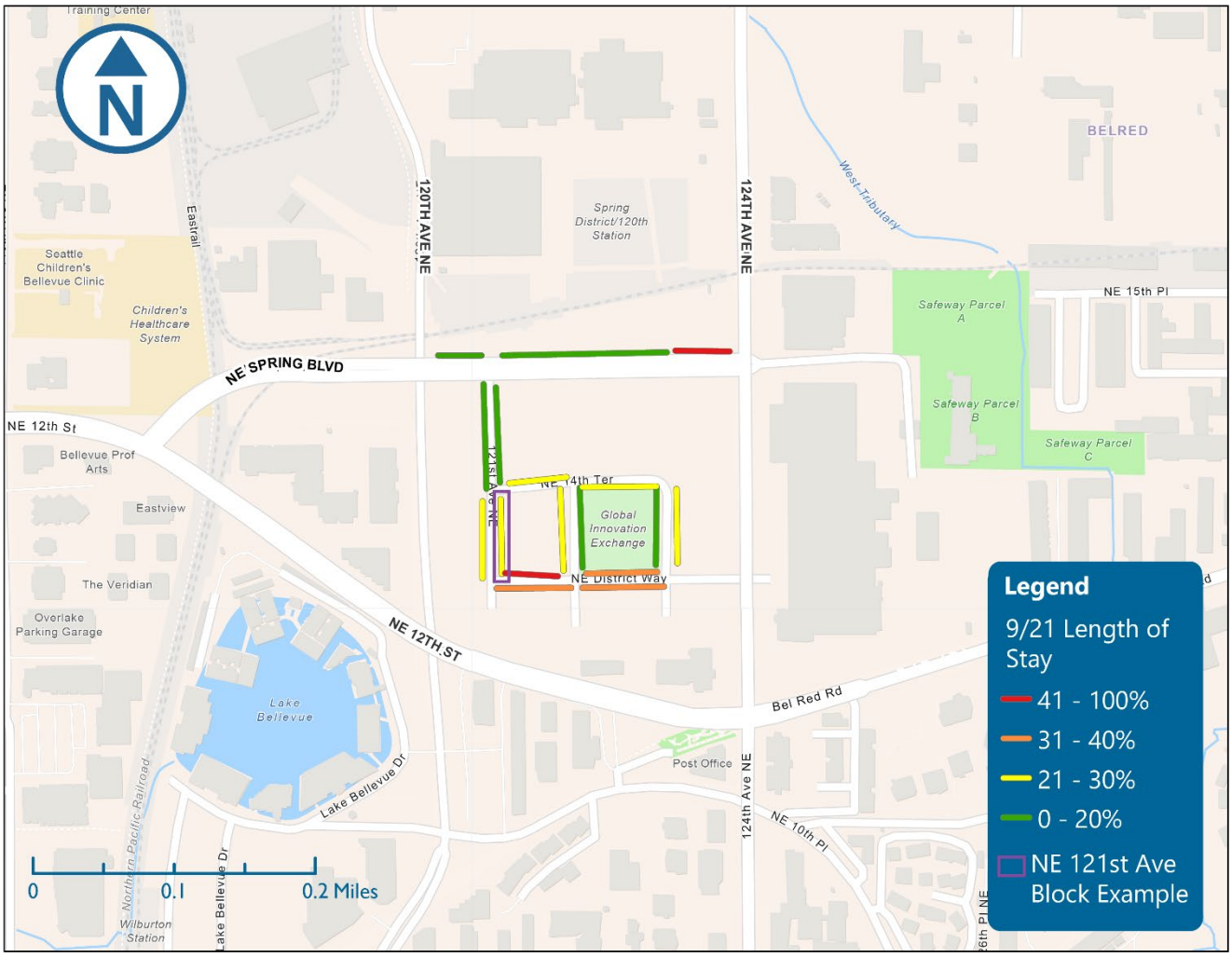
BLOCK EXAMPLE: NE District Way Vehicle Length of Stay Analysis

The east side of NE 121st Avenue between NE 14th Terrace and NE District Way has a total of eight (8) parking spaces comprising of all two-hour spaces. The following vehicle length of stay patterns

were recorded on example streets during the day on Saturday, September 21, 2024. See the purple box in Figure 27.

- A total of 41 vehicles parked in the eight (8) spaces throughout the data collection time from 6 a.m.-7 p.m.
- 11 of the 41 total vehicles parked (27%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).

Figure 27. Weekend Long-term (over 2 hours) Parking Occupancy in Spring District



Source: *Walker Consultants, 2024*

City of Bellevue

Curb Pricing Study

Stakeholder and Community Feedback

May 9, 2025

Table of Contents

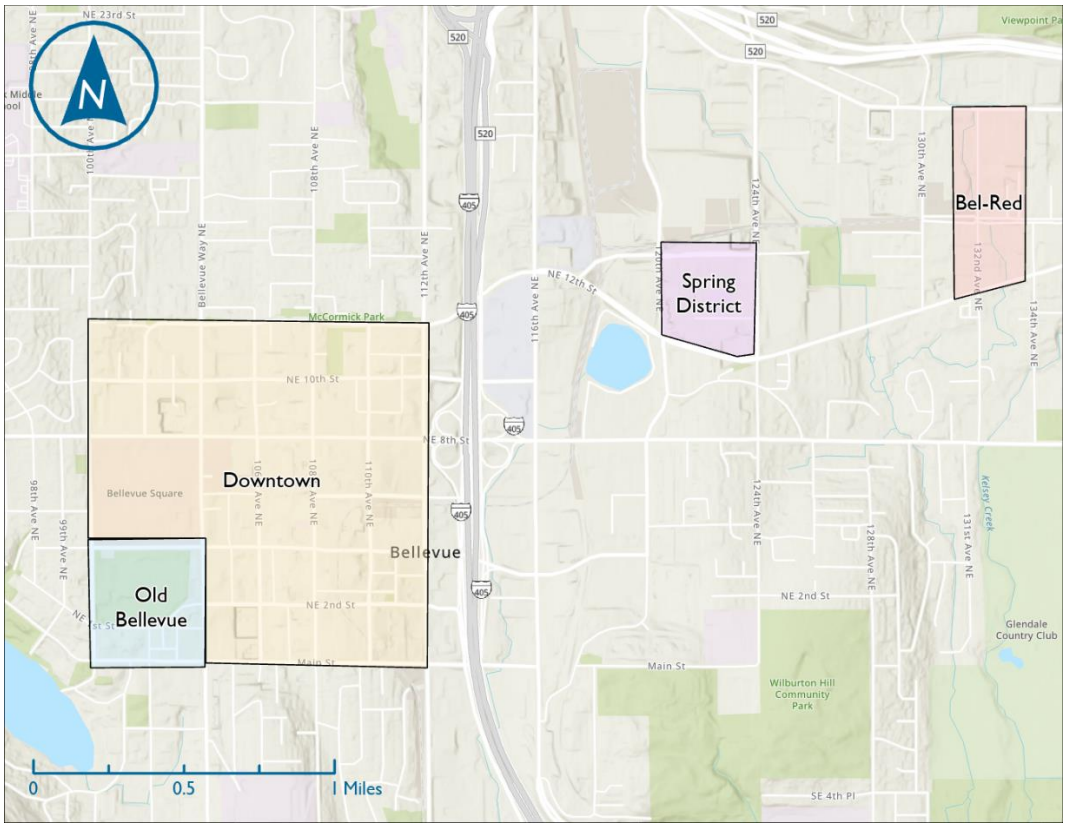
OVERVIEW

This report provides findings from outreach with stakeholders and the community for the Curb Pricing Study. The effort is exploring opportunities and strategies to implement curb pricing in the city's Urban Core neighborhoods of Downtown, BelRed and Wilburton. A map of the study area for the Curb Pricing Study is shown below.

The project team conducted a series of outreach and engagement events from January through March 2025. Outreach goals included understanding current curb-related challenges, gathering feedback from stakeholders to ensure that curb pricing approaches would reflect community vision and needs, and gaining perspectives on challenges and opportunities related to parking and curb access.

Future engagement efforts are planned to gain insights on solutions and recommendations on changes to curb management approaches.

Map of Bellevue Study Area



Source: Walker Consultants, 2024.

Stakeholder and Community Outreach Activities

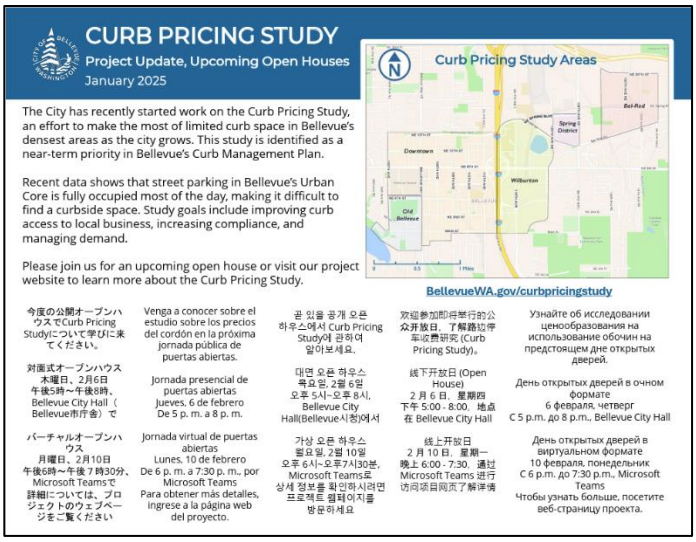
The project team conducted the following stakeholder and community outreach events, meetings and surveys:

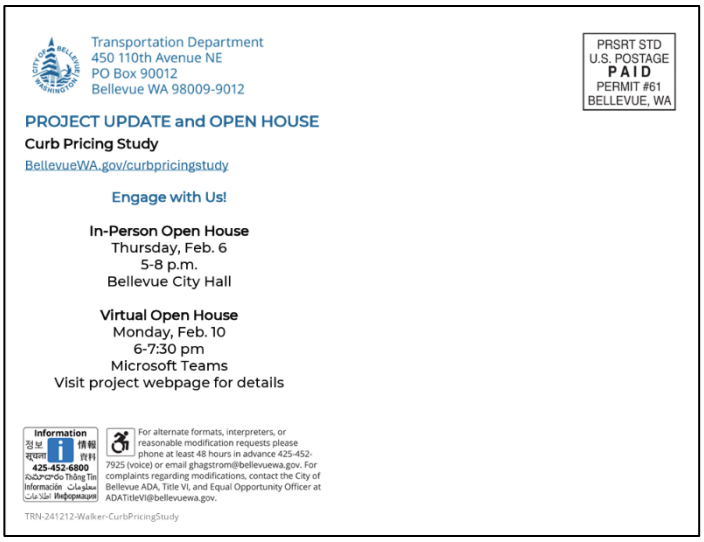
- Community open house (In Person): Feb. 6, 2025
- Community open house (Virtual): Feb. 10, 2025
- Various focus groups with target audiences associated with the Bellevue Downtown Association, Spring District, Old Bellevue Merchants Association, and Bellevue Chamber of Commerce
- Door-to-door outreach interviews at 49 businesses
- Intercept surveys with 220 people in the study area
- Community online survey with 281 responses
- Project information / Mailers sent to 16,892 household addresses in and around the study area and distributed to local businesses
- Website with information about the project including existing conditions analysis and frequently asked questions.
- Additionally, various regional media outlets provided coverage about the project in January and February 2025.

Community At-Large Communications Methods

Mailers

Between December 2024 and January 2025, the city sent paper mailers to 16,892 addresses within and surrounding the project study area. These mailers provided updates on the project and information about upcoming open houses. The city also conducted a Title VI demographic analysis of the project area and translated key messages for the top languages in the distribution area.





Project Website

The City of Bellevue's Curb Pricing Study webpage provides an overview of the project's goals, timeline and background. It details how curb pricing can support more efficient, safe and equitable use of curb space. The site includes frequently asked questions, community engagement opportunities, and progress updates on the study. It is a central hub for stakeholders and the public to stay informed and involved throughout the project. Visit the website at: bellevuewa.gov/curb-pricing-study.

Key Findings

- **Parking Availability**: There is limited on-street parking available. However, a significant amount of parking is available in off-street facilities for downtown customers, visitors, residents and businesses.
- **Employee Parking:** Many employees who rely primarily on street parking struggle to find open spaces, with some moving their cars every two hours to avoid penalties. Businesses have noted that limited parking impacts employee retention and daily operations. Many employees are paying for parking in off-street lots. Common off-street facilities include a gravel lot south of Old Bellevue and various other garages around Downtown.
- **Residents Parking On-Street:** Due to the high costs of off-street parking in their buildings, some residents opt to use on-street parking, reducing availability for visitors and businesses. This has led to complaints from businesses about reduced turnover and accessibility.
- **Walk-Offs from Parks and Private Parking:** Visitors may park in private garages or city parks with free or validated parking and then walk to other destinations, leading to unintended overuse of those spaces. This behavior creates conflicts between public and private parking management. Concerns were raised about this behavior in various locations, including Downtown Park, Bellevue Library, and some private businesses, including Bellevue Square Mall.
- **Delivery Vehicles:** Delivery drivers frequently park illegally, blocking lanes or taking up customer parking spaces. Designated loading zones and better enforcement are needed to manage short-term parking needs.
- **Revenue to Support Neighborhood Improvements:** Stakeholders asked about the potential to invest curb pricing revenues into the community, which could help fund infrastructure improvements, street beautification, public transit initiatives and curb improvements.
- **Payment Systems:** Respondents expressed the need for easy and convenient payment systems such as seamless digital payment options that don't require log-ins or excessive requirements. Respondents also suggested adding technology to provide information on parking availability, making it easier and more efficient for drivers to find both on-street and off-street parking.
- **Enforcement:** Stakeholders expressed that customers complain about the enforcement of private off-street parking facilities, which was mentioned by several respondents about private lots in Old Bellevue.

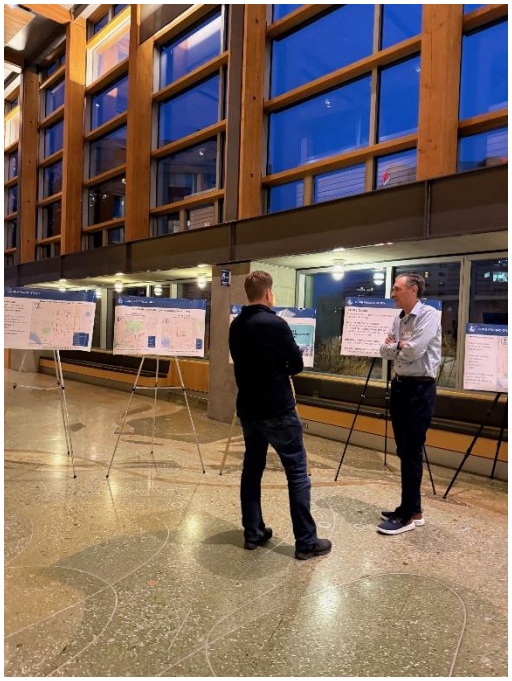
- **Signage and Wayfinding:** Stakeholders noted that some private off-street lots have several signs about the parking rules, creating confusion over regulations for these parking areas. There is interest in seamless and consistent information about on-street parking rates, regulations, and hours of operation. Numerous stakeholders also expressed significant desire to install better wayfinding that helps travelers find available parking.

DETAILED FINDINGS

Community Open Houses

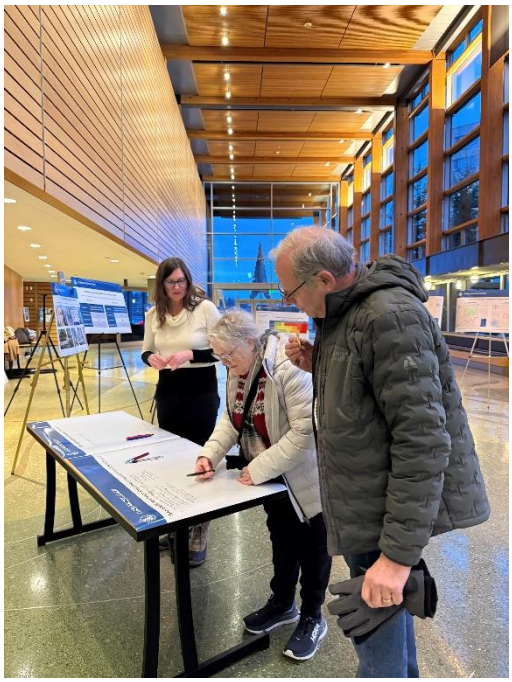
Two public open houses were held as part of the Bellevue Curb Pricing Study to gather community feedback on parking challenges and potential solutions. One session was conducted in person at Bellevue City Hall, while the other was a virtual event hosted on Microsoft Teams. A total of 46 attendees participated across the two events. Attendees engaged in discussions and surveys that provided insights into parking conditions, enforcement and technology solutions.

Key Findings



- **Revenue Capture and Reinvestment:** Several participants asked how revenue would be captured and how it would be reinvested back into the community or program.
    - There was concern that a paid parking arrangement would be a “new tax” on visitors without accountability.
    - Many attendees wanted assurance that revenue from curb pricing would be reinvested for local improvements.
- **Enforcement:** Several participants asked why the city was not considering additional monitoring and enforcement instead of paid parking.
- **Employee Parking:** Participants asked where employees of businesses would park during shifts, especially in Old Bellevue and parts of Downtown.
- **ADA and Senior Parking Needs:** Participants emphasized the importance of addressing the specific parking needs of individuals with disabilities and seniors to ensure accessibility and convenience.
- **Traffic Safety Concerns:** Several attendees voiced concerns about street safety, particularly in areas where parking congestion could contribute to hazardous conditions for people walking, biking and driving.

- **Lack of Visitor Parking at Residential Buildings and on the Street:** Many participants noted that residential buildings and nearby streets do not provide sufficient parking options for visitors, creating challenges for guests and service providers.
- **Need for Electric Vehicle Charging Infrastructure:** Community members highlighted the growing demand for electric vehicle charging stations and emphasized the need for more accessible and strategically located charging options.
- **Long-Term On-Street Parking by Residents:** Some attendees expressed frustration that residents frequently park on the street for extended periods, limiting the availability of parking spaces for visitors, businesses and other short-term users.



Please see **Appendix A** for a complete list of questions asked during the Q&A period of the meetings and the project team's answers.

Community Survey

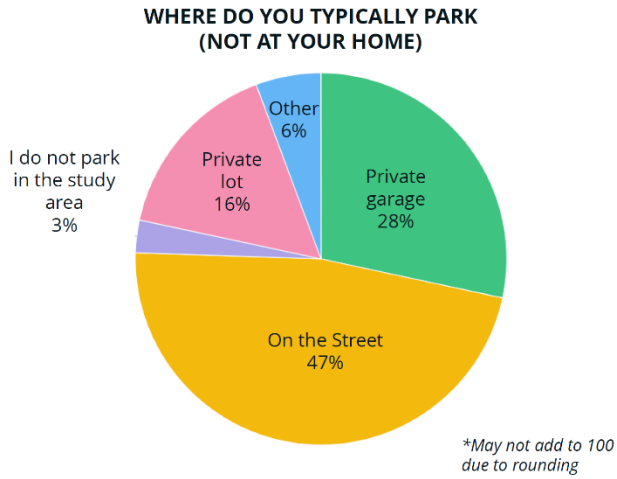
As part of the Bellevue Curb Pricing Study, a community survey was conducted through the Engaging Bellevue platform from January 21 to March 10, 2025. The survey gathered input from 281 respondents about their parking experiences, challenges and preferences. The following highlights summarize the key insights from the survey, with detailed results provided in **Appendix B**.

Key Findings

Parking Availability

- 47% of respondents live or work in the study area.
- 54% of respondents have parking where they live.
- 15% of respondents have parking where they live AND work.
- 13% do not have parking at either their home or workplace.

Figure 4. Results from the Community Survey



Where Respondents Park

- A significant number of respondents (47%) primarily park on-street, while 44% use private garages or lots.

Is it Challenging to Find Parking

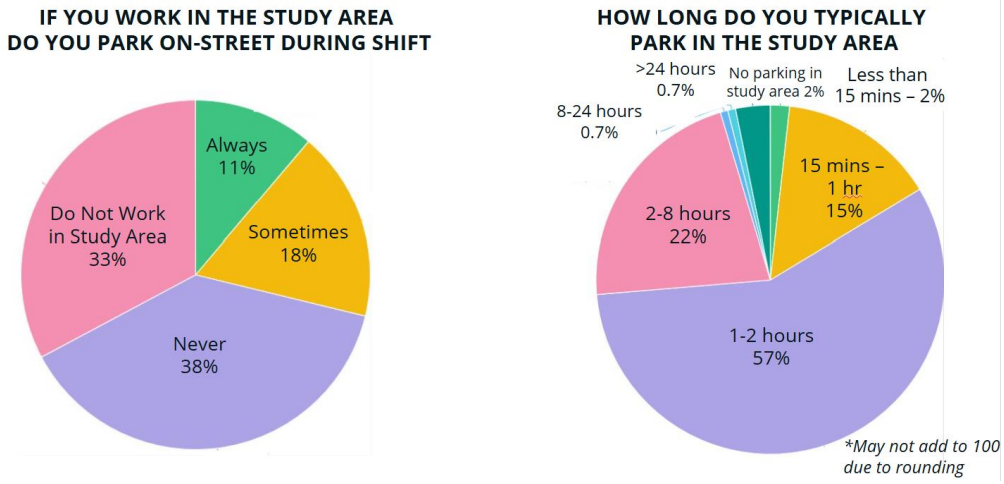
- 91 respondents (approximately 32%) strongly agreed that it is challenging to find on-street parking.
- 77 respondents (27%) somewhat agreed that it is challenging to find parking.

Employee and Resident Parking Trends

- In total, 29% of respondents who work in the study area always or sometimes park on the street:
  - 11% of respondents who work in the study area always park on-street during their shift (see Figure 5).
  - 18% of respondents who work in the study area sometimes park on-street during their shift (see Figure 5).
  - 33% of respondents stated they do not work in the study area.

- 22% of all respondents parking in the study area reported they park for 2 to 8 hours (see Figure 5).

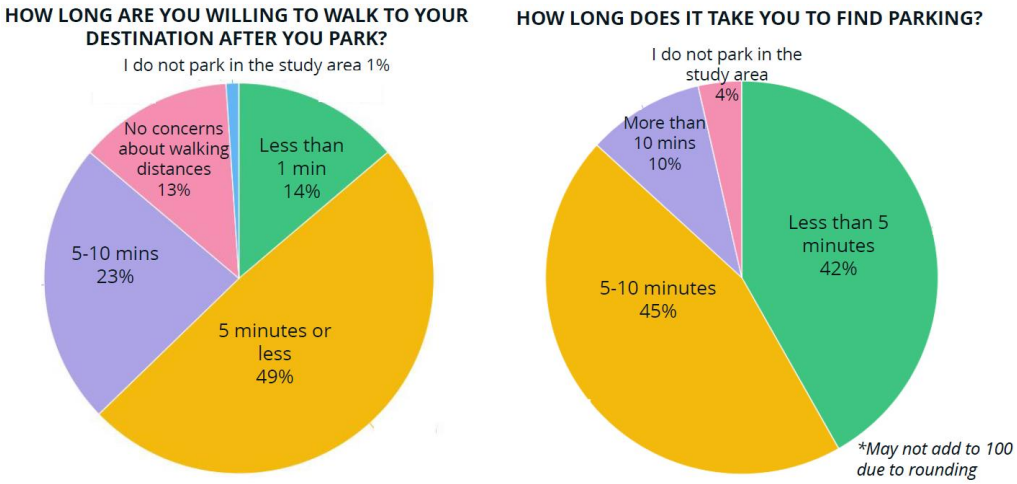
Figure 5. Results from the Community Survey



Willingness to Walk and Length of Time to Find Parking

- 45% of respondents reported that it takes them 5-10 minutes to find parking, while 42% find a spot in under 5 minutes.
    - 10% of respondents reported that it takes more than 10 minutes to find parking.
- 23% of respondents are willing to walk 5-10 minutes to their destination, while 14% prefer walking less than 1 minute.
    - 49% of respondents are willing to walk 5 minutes or less.

Figure 6. Results from the Community Survey



Intercept Surveys

In addition to the online community surveys, two rounds of intercept surveys were conducted in February and March 2025. Project team members stood on sidewalks in study area locations with a high density of street parking and asked individuals about their most recent parking experience. The survey typically took less than two minutes. Individuals were asked about their mode of transportation (i.e. drove and parked, other), their parking experience (if applicable), and whether parking was seen as an obstacle to visiting the area. ZIP codes were recorded to understand participants' travel origins. The following highlights summarize the key insights from the survey, with detailed results provided in **Appendix C**.

Key Findings

- Respondents' residences included over 60 zip codes across 4 states.
    - Most respondents traveled within the Puget Sound region.
    - 47% of respondents indicated their primary residence to be in Bellevue.
- 54% of respondents who parked on-street reported that they had to circle the block before finding parking (see Figure 8).
- 52% of respondents reported that finding parking is a barrier to visiting the neighborhood.

Figure 7. Map of Respondents' Home Zip Codes (Puget Sound Region)

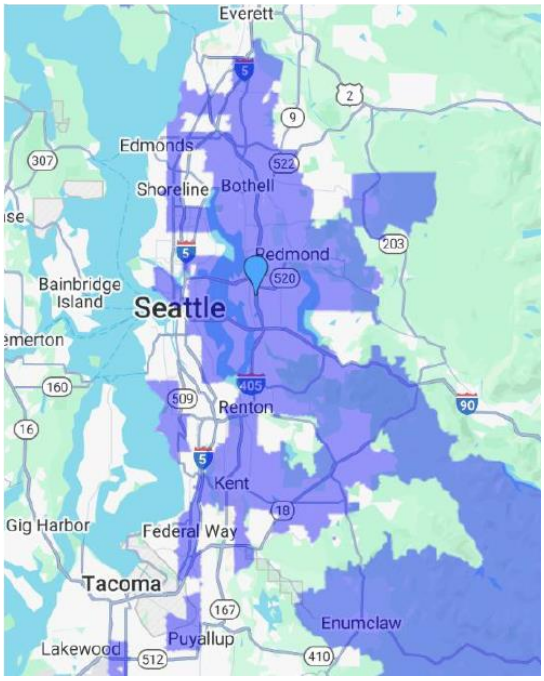
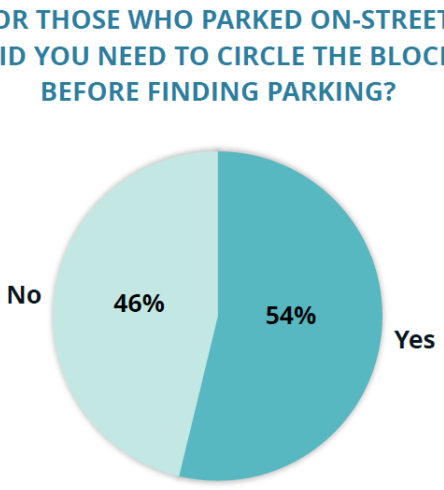
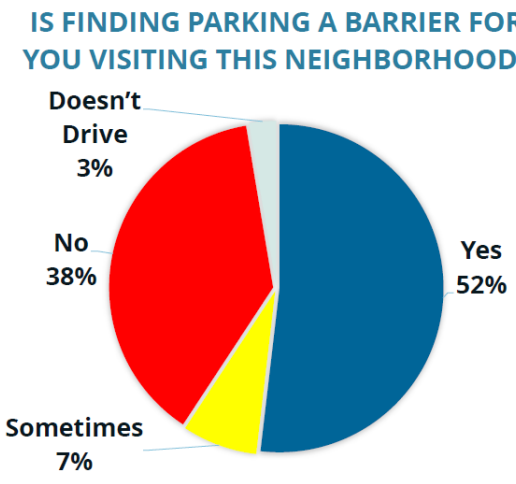


Figure 8. Intercept Survey Results





Focus Groups

A total of seven (7) focus groups were held with stakeholders in the study area. Four (4) focus groups were co-facilitated with the Spring District and the Bellevue Downtown Association. Additionally, the project team gathered feedback through two (2) meetings with the Old Bellevue Merchants Association and one (1) meeting with the Bellevue Chamber of Commerce. A summary of the feedback from these focus groups can be found below, with detailed notes from each meeting in **Appendix D**.

Focus Groups

- Spring District: Feb. 5, 2025
- Bellevue Downtown Association (3 groups): Feb. 12, 2025

Business Association Meetings

- Bellevue Chamber of Commerce: Jan. 9, 2025
- Old Bellevue Merchants Association Board: Feb. 6, 2025
- Old Bellevue Merchants Association Members: Feb. 13, 2025

Key Findings

Parking Supply and Capacity:

- Stakeholders said there is high demand for curb space everywhere in the study area. Also, there is limited on-street parking, and plenty of parking off-street (garages + lots).
- Employees said that they have difficulty finding parking. Respondents stated that one cause could be from residents occupying on-street spaces.
- Respondents voiced their desire for more ADA parking spaces.

Pricing and Revenue:

- Stakeholders said that pricing should encourage turnover, improve utilization, and reduce crowding.
- Attendees voiced concerns about setting the price of parking too high. They also expressed the desire to see revenue reinvested into the community.
- Business owners mentioned that parking validation is an operational expense for them.

Enforcement and Compliance:

- Stakeholders said that double parking is a concern, especially from delivery vehicles, food pickup, and ride-hailing. It is also important to get this right before autonomous vehicles are on the streets.
- Respondents also expressed the desire for improved enforcement.
- Business owners said that customers may support paid parking, but may have concerns over heavy-handed enforcement, for example, if a driver is five minutes late to an expired meter.

Technology and Payment Systems:

- Stakeholders voiced that the payment process needs to be seamless (i.e. no need to create another account on a mobile app).
- Business owners expressed an interest in offering app-based validation or discounts, including for businesses in Old Bellevue.

Events and Special Circumstances:

- Stakeholders had no complaints about parking during events.
- Stakeholders expressed concern about how to deal with paid parking during construction.

Signage and Wayfinding:

- Stakeholders said that wayfinding signage for parking needed to be added and improved. They also expressed interested in technology to help visitors find parking (both on-street and off-street).

Private versus Public Parking and Shared Parking:

- Some stakeholders voiced that some office garages can be found full during the day (i.e. Spring District).
- However, other stakeholders voiced that there is a lot of off-street parking. They expressed interest in collaborating with private parking operators to share parking and make it easier to find.
- Stakeholders were also concerned about walk-offs from free/validated private parking areas and City of Bellevue parks.

Curbside and Loading Zones:

- Stakeholders were interested in designating more loading zones.
- They also expressed interest in utilizing travel lanes for additional parking capacity during off-peak times.
- Stakeholders were concerned about enforcement for construction parking and violations.

Door-to-Door Business Outreach/Interviews

Door-to-door engagement in Old Bellevue, Downtown and the Spring District was conducted from Feb. 5-7, 2025. This engagement included walking the study area, interviewing business owners and employees, and distributing flyers to each business. The project team spoke directly to 49 businesses in the study area. A summary of the feedback from these interviews can be found below, with detailed notes from each meeting in **Appendix E.**

Key Findings

These points reflect the overall consensus of the interviews, showcasing how parking challenges impact businesses, employees and customers alike in Bellevue's growing urban areas.

Parking Availability and Demand

- Interviewees indicated that street parking is difficult. Many people must park in private lots.

Changes in Bellevue's Parking Dynamics

- Interviewees recognized that city growth is causing shifting travel patterns. Limited on-street parking supply is becoming increasingly challenging.
- Some interviewees noted that residents seek street parking to avoid high rates and limited on-site availability in their buildings.

Employee Parking Challenges

- Interviewees noted that some employees park and move every 2 hours. Some businesses provide parking passes for employees in nearby lots.

Customer Complaints

- Interviewees acknowledged that some customers complain about the lack of parking and strict enforcement of private lots.

Delivery and Ride Share Parking Issues

- Interviewees noted that delivery drivers often park illegally.

Parking Enforcement and Signage

- Stakeholders mentioned that existing parking signage is confusing, and unclear rules in private lots especially can lead to accidental violations.

Parking Validation Programs

- Business owners mentioned that validation is burdensome, inconsistent and confusing.
- Businesses don’t like validation because it affects their bottom line.

Parking Fees

- Interviewees noted that high parking costs are a concern.

Paid Parking versus Free Parking

- Businesses owners indicated openness to the idea of paid parking.
- Interviewees want to see reasonable parking rates. There are concerns that paid parking would deter customers.

Suggestions for Solutions

- Interviewees want to see clear signage and wayfinding, more parking validation and valets, and more designated delivery spaces.

Appendix A: Virtual Open House Q&A

The following is a compilation of questions and answers from the virtual open house held on Monday, February 10, addressing various aspects of the study.

1. Where would money collected from a curb pricing program go?

   a. The financial modeling exercise has not yet been conducted at this stage in the project. However, the city intends to have revenues support the program, which would include increased data collection, enforcement and curb use monitoring. If there were excess revenue, the city would seek to reinvest it back into the community.

2. Why not make the study citywide?

   a. The Curb Pricing Study is focused on the Urban Core neighborhoods of Bellevue (Downtown, Old Bellevue, Spring District, BelRed and Wilburton). This is where the majority of mixed-use density, shopping and other major destinations lie. Most other areas of Bellevue have primarily residential parking on-street, which sees less demand on curb space generally. This means pricing would not be an effective tool in these lower density areas.

3. Why not monitor the curb more first and see how that impacts utilization and turnover?

   a. Current enforcement resources are not sufficient to properly monitor and enforce curbside violations. Demands at the curb have increased significantly in the last decade while curb enforcement resources have stayed consistent. However, additional monitoring alone would not solve existing problems.

4. How will the plan improve accessibility?

   a. Many areas of the curb are not accessible today due to overuse, so when people try to find a parking space, they are unsuccessful. Some blocks were recently observed to be more than 100% occupied, which means illegal parking was happening, such as double parking. Paid street parking helps manage demand. When we study other communities, implementing paid parking helps organize the curb better. There are more resources to ensure compliance, and prices are set appropriately to manage demands. We don't want to continue the condition where people are unable to find spaces and eventually choose to avoid that area.

5. How will this affect people parking who have a disability? Will the spots be free?

   a. The Curb Management Plan (CMP) has strategies to expand the use of accessible parking spaces in the study area. State law (RCW 46.61.582) dictates free parking for displaying an ADA placard, although there are nuances. Creating this curb pricing program would aim to

ensure that spaces would be available more frequently in front of destinations, which would minimize mobility challenges.

6. Does this project apply to parks in the study area, such as Downtown Park and Ashwood Park?

   a. At this time, parking areas at city parks are not part of the study. The project team is working with the city's Parks and Community Services Department to improve enforcement and compliance with posted time limits at the parks.

7. What was the point of the mentimeter exercise during the virtual Open House?

   a. It was to engage with the project team and help the project team better understand who was attending the meeting.

8. What will public survey data be used for?

   a. The project team intends to report findings back to the Transportation Commission and highlight the demographics of survey participants. We also understand that these events do not capture the entire community but simply provide a snapshot of sentiments.

9. How many parking spaces are at the (Bellevue Square) Mall?

   a. We have not done a survey of any off-street parking inventories as part of this project. However, a study completed in 2013 identified roughly 42,000 off-street parking spaces in the downtown vicinity. Today, there are approximately 500 on-street parking stalls in the area encompassing Downtown and Old Bellevue. On-street parking supply is likely less than 1% of total parking in all of downtown.

10. What other options did you consider before deciding payment had to be implemented?

    a. No determination has been made yet on whether payment will be implemented. The Transportation Commission will provide feedback to the project team, which will be included within a final recommendation to council on whether to implement curb pricing in the fall of 2025. Other approaches have been attempted in the past, including targeted enforcement, direct community outreach, data collection and reaching out to shuttle operators and rideshare companies to improve conditions. During development of the CMP, the Transportation Commission followed best practice guidance which primarily focuses on a paid parking approach. Curb pricing is the best way to ensure the curb is accessible and balanced.

11. Will there be a parking permit program for residents?

    a. There are no plans to create a residential permit program for the study area. Most parking needs are achieved with off-street parking. Some adjacent neighborhoods have

residential parking zones (RPZs) where street parking is primarily used by residents. The purpose of these RPZ programs today is to prevent general visitor parking overflow that may arise from Downtown.

12. Have we considered expanding the Bellevue shuttle service in downtown to encourage drivers to park further away?

    a. This shuttle is called Bellhop and is run privately by Visit Bellevue. It is not a city program. Visit Bellevue is looking for ways to expand in the future, pending funding.

13. How will the city manage delivery vehicles?

    a. Part of the broad curb management strategy is to open up more curb space for delivery activities where needed. Many delivery vehicles are parking illegally today. Curb pricing will help get us to that desired accessibility and target 80% occupancy goal while hopefully reducing illegal parking.

14. Will a meter program require more employee time? What is metering versus monitoring?

    a. Many cities have a combination of payment collection hardware on the street and mobile payment options. Since the pandemic, more cites have moved to using mobile options. Staff time to monitor the system would be paid for through the program. Metering is focused on collecting payment, while monitoring is focused on observing behavior and improving compliance.

15. How will monitoring help if you aren't going to monitor more than every two hours?

    a. The curb pricing program will aim to improve monitoring, both in terms of efficiency and frequency. Right now, enforcement officers cannot manage illegal parking activity or load zone violations.

16. Was monitoring conducted during the data study? How many Diamond Parking employees monitor downtown?

    a. Yes, monitoring was conducted during the study. There is one Diamond Parking officer who enforces parking in the study area. Diamond Parking is the company that currently holds the city contract for parking enforcement in downtown.

17. Why is there light enforcement today?

    a. The city budget has many competing needs, and there is not enough money currently to fully manage and enforce the curb areas in the study area today. Enforcement costs have risen while budget allotment has stayed the same.

18. How do we know people are circling the block?

a. Typically, people circle the block when the curb is full. Also, the project team conducted intercept surveys on the street which asked for people's experiences of parking at that moment. Some respondents indicated they circled the block before finding parking.

19. How do delivery services impact illegal parking and circling? How will paid parking solve the issue?

    a. Delivery services have been observed to park in illegal spots because they cannot get to the curb. The CMP outlines steps to get a better handle on delivery zones. Improved enforcement can help change behavior.

20. Have we investigated painting lines to delineate spots?

    a. In some other cities, painted lines create less efficiency. As vehicles get larger, sometimes we have to make stalls to fit them, so that there are more gaps with stalls when smaller cars are parked.

21. Who is occupying the stalls? Employees, visitors, residents?

    a. We don't know the specific split because gathering that data is very challenging. There is anecdotal data on users of the curb that we collect from interviews and observations.

22. How are businesses helped by charging their customers to park?

    a. In other communities, paid parking has improved the access to the curb, which results in restaurants doing more covers and visitors making reservations on time. Some communities show an increase in sales tax receipts after paid parking is installed because it makes those areas more desirable to visit. Extended paid parking in some areas had a positive influence on business revenues.

23. How will this affect curbside EV charging spaces?

    a. Two on-street spaces exist today in the study area. We have not yet identified what charging at these spots might look like. There are no plans to add more EV charging on the street at this time, although the CMP outlines strategies to expand curbside EV chargers in the long-term.

24. Why is the study not collaborating with the building group?

    a. The Development Services Department is working with the project team on this effort. This project has no bearing on how parking is created through development.

25. How will the city address parking for employees and residents who are used to parking for free?

a. The study will look at strategies to provide parking for employees. Other communities have strategies such as a district parking permit arrangement or improved transit services. The project will look at some ideas in the implementation plan.

26. Will parking validation continue or become more prevalent?

    a. Some garages do validate today. However, validation can be confusing for users and expensive for businesses. If the patron doesn't know where they parked or didn't read a sign, they may not be able to get validation from businesses, which can result in poor reviews to the business.

27. Why include the Spring District and Wilburton when these areas can't compare to Old Bellevue and Downtown?

    a. There is a severe parking crunch in the Spring District today, even though off- street parking does exist. The property manager is struggling to find tenants due to limited parking. The study area includes places where growth is planned to occur, and as such, curb demands will increase long-term, so we want to be prepared.

28. When are you planning to conduct the parking study? Who is the firm hired? What time of year will this occur?

    a. The data collection has already happened. Walker Consultants was the company hired to lead the collection. Details on data will be uploaded to the project webpage before the next Transportation Commission meeting in March.

29. Have we informed the Old Bellevue Merchants Association (OBMA) about this project?

    a. The project team has met with the OBMA board twice in recent weeks (February 6 and 13, 2025). We will also meet with them as requested through the project.

30. Is there data that showed parking working when there was summer curbside dining going on, when many parking spaces were closed?

    a. We don't have specific data on this. However, these parking closures and other full roadway closures that have happened on Main Street still resulted in many visitors to Old Bellevue.

31. Why weren't Parks and Community Services staff in the virtual open house on February 10?

    a. The project team is working closely with the Parks and Community Services Department throughout the process.

32. What if the cost of enforcement is more than the cost of implementing a paid parking system?

a. It's not so much about the cost of enforcement, but more about the understanding of demand, which is currently exceeding capacity. Added revenues will augment enforcement, which will help reduce curb violations in parking areas and also travel lanes and bike lanes.

33. Do companies that run employer shuttles pay for the curb today?
    a. Yes, they currently pay for the curb through a permit system.

Virtual Open House Feedback

The following figures are examples of questions asked and discussed during the virtual open house meeting.

Figure 1. On-street Parking Availability – Question 1
This graphic shows that most respondents agree that finding parking is a hassle. On a scale of one (1) to five (5), with one (1) being they disagreed the most and five (5) being they agreed the most, respondents said it is a hassle to find parking.

Figure 2. On-street Parking Availability – Question 2
The graphic illustrates responses to a survey question about parking choices when running late for a dinner reservation. The most common approach (41%) is to park in the first available space, even if it is far from the restaurant. Meanwhile, 35% prefer to use a paid surface lot or garage where they know a space will be available, and 24% choose to circle the block in search of free on-street parking close to the restaurant.

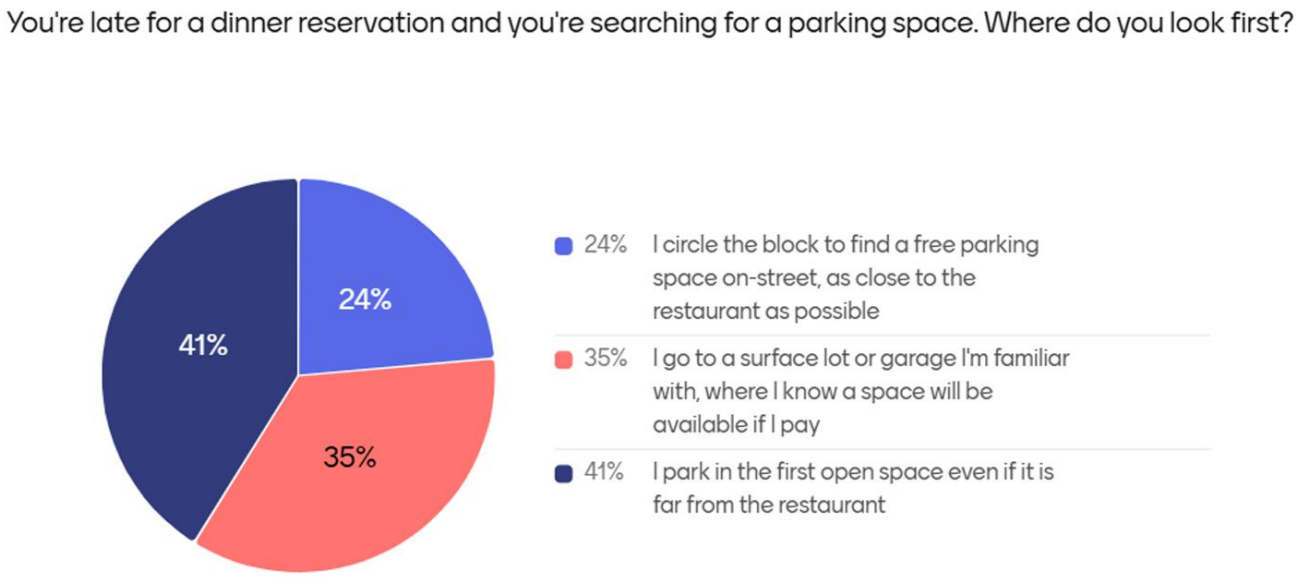
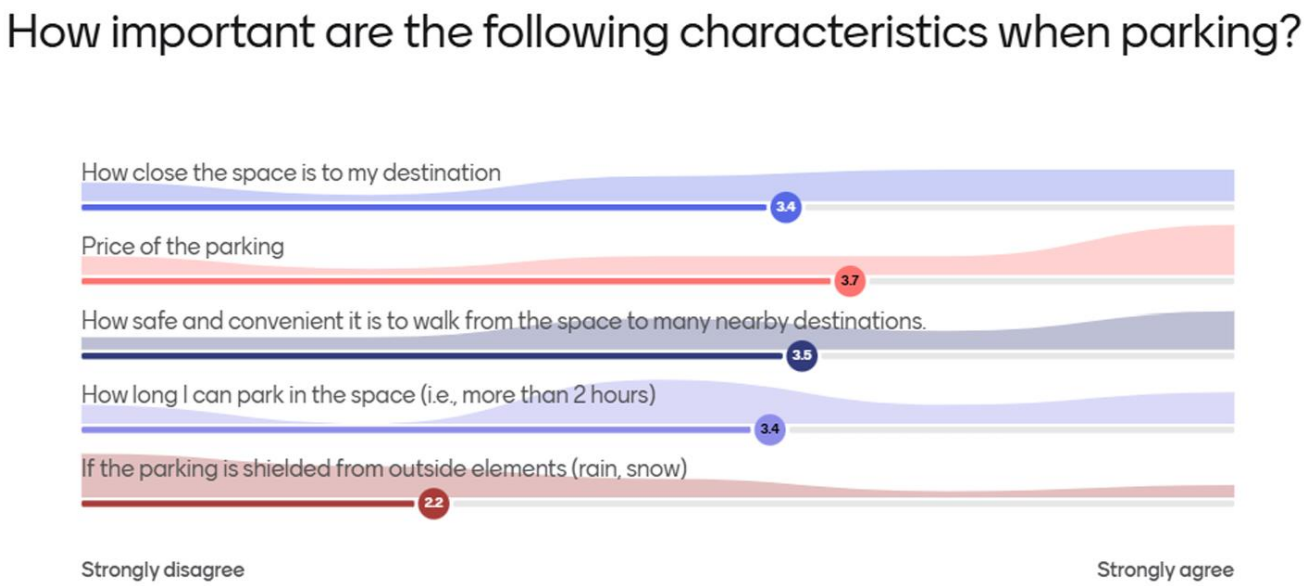


Figure 3. Parking Characteristics Question

The graphic illustrates the importance of various parking characteristics based on survey responses. On a scale from one (1) to five (5), with one (1) being they disagreed the most and five (5) being they agreed the most with the statement, the price of parking (3.7) and the safety and convenience of walking from the space (3.5) are rated as the most important factors. Other key considerations include how long one can park (3.4) and the proximity of the space to the destination (3.4). The least important factor is whether the parking is shielded from outside elements like rain or snow (2.2).



Appendix B: Community Survey Final Results

Project Report

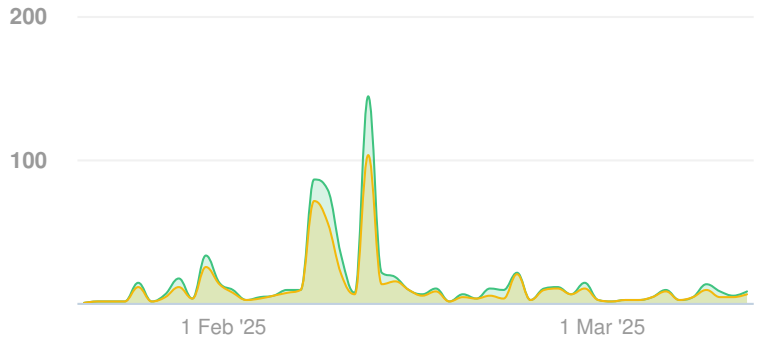
20 January 2025 - 10 March 2025

Engaging Bellevue

Curb Pricing Study

GRANICUS

Visitors Summary



Highlights

TOTAL VISITS
553

MAX VISITORS PER DAY
103

NEW REGISTRATIONS
0

ENGAGED VISITORS
281

INFORMED VISITORS
289

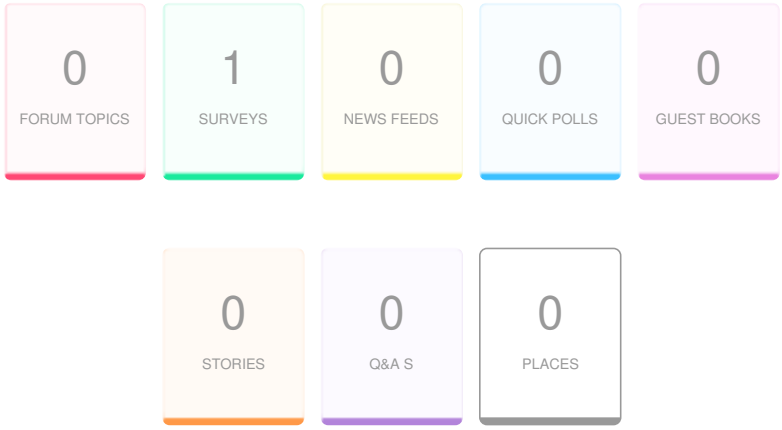
AWARE VISITORS
502

Aware Participants	502
Aware Actions Performed	Participants
Visited a Project or Tool Page	502

Informed Participants	289
Informed Actions Performed	Participants
Viewed a video	0
Viewed a photo	0
Downloaded a document	0
Visited the Key Dates page	0
Visited an FAQ list Page	0
Visited Instagram Page	0
Visited Multiple Project Pages	9
Contributed to a tool (engaged)	281

Engaged Participants	281		
Engaged Actions Performed	Registered	Unverified	Anonymous
Contributed on Forums	0	0	0
Participated in Surveys	0	1	280
Contributed to Newsfeeds	0	0	0
Participated in Quick Polls	0	0	0
Posted on Guestbooks	0	0	0
Contributed to Stories	0	0	0
Asked Questions	0	0	0
Placed Pins on Places	0	0	0
Contributed to Ideas	0	0	0

ENGAGEMENT TOOLS SUMMARY



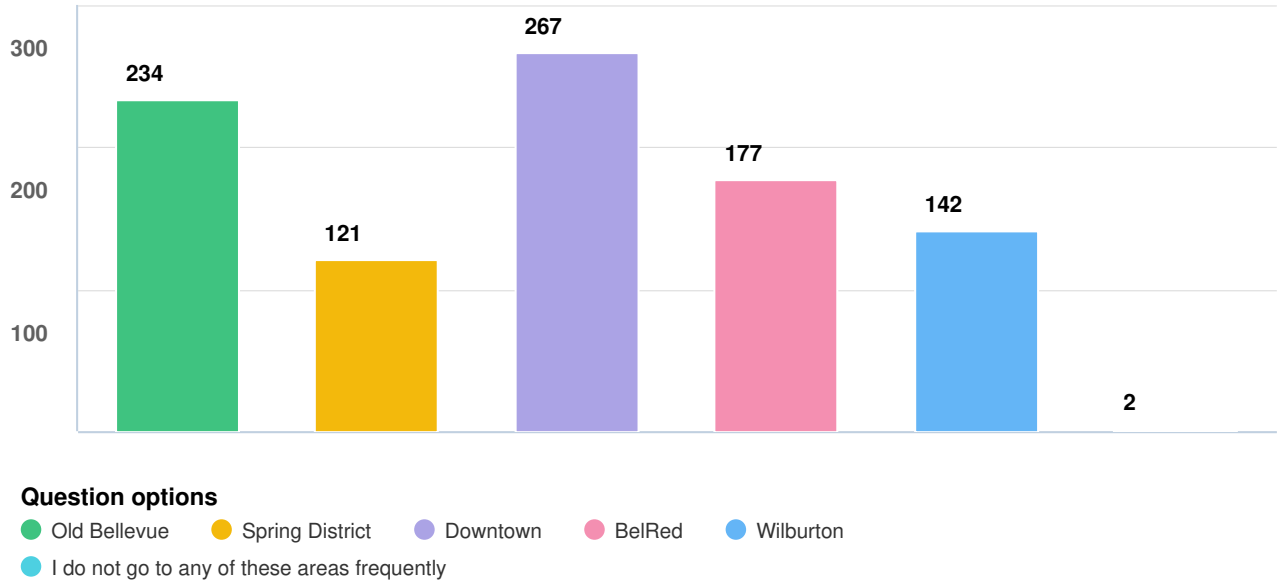
Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
				Registered	Unverified	Anonymous
Survey Tool	Curb Pricing Study Survey	Archived	482	0	1	280

ENGAGEMENT TOOL: SURVEY TOOL

Curb Pricing Study Survey

Visitors 482	Contributors 281	CONTRIBUTIONS 283

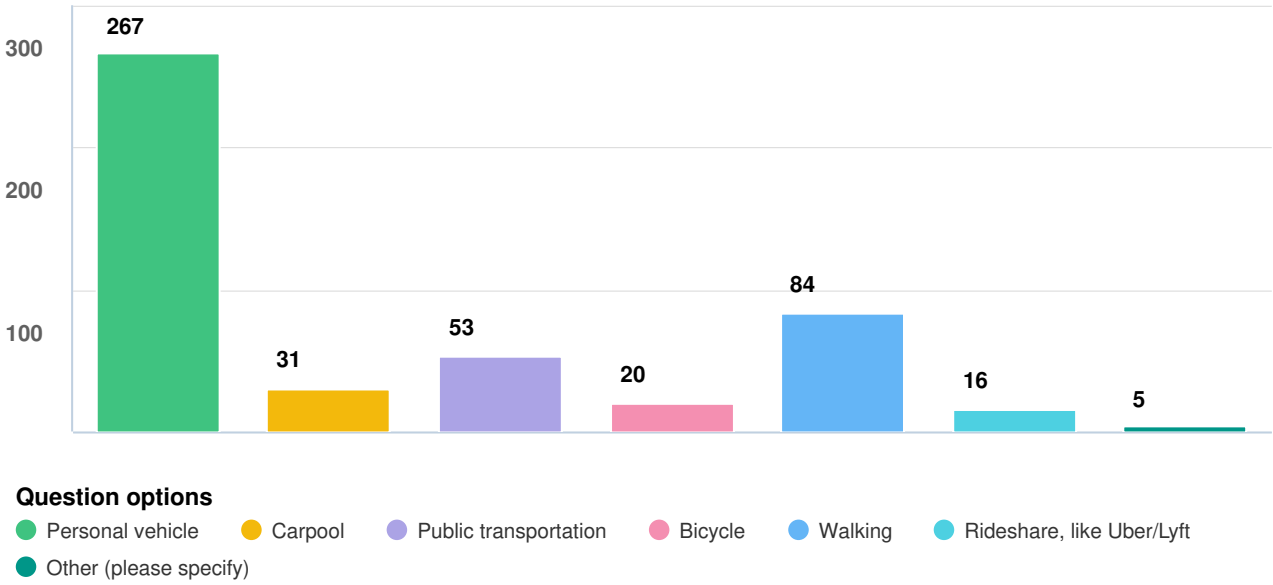
Which of the following areas do you visit in Bellevue? Check all that apply.



Optional question (282 response(s), 1 skipped)

Question type: Checkbox Question

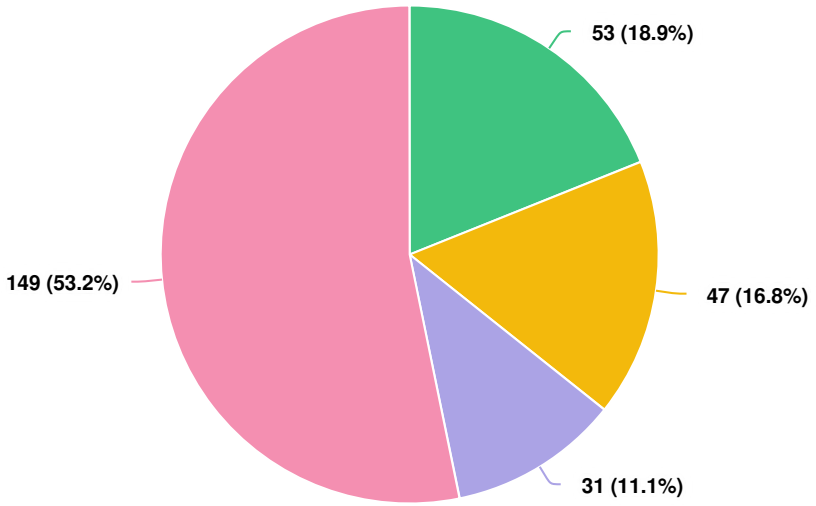
Which transportation option(s) do you use most often in the study area? Check all that apply.



Optional question (282 response(s), 1 skipped)

Question type: Checkbox Question

Do you live or work in the study area?



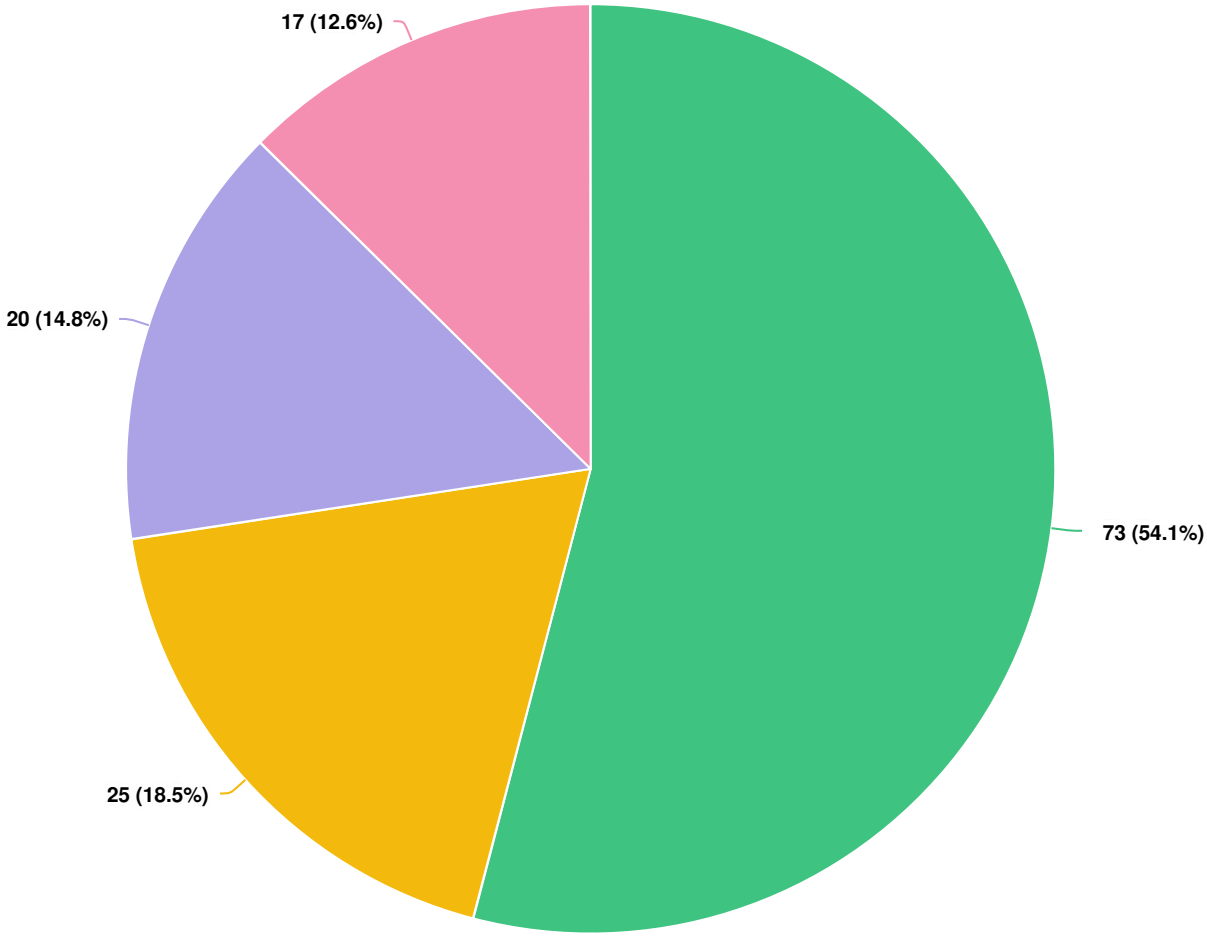
Question options

- Yes, I live in the study area.
- Yes, I work in the study area.
- Yes, I live AND work in the study area.
- No, I do not live or work in the study area.

Optional question (280 response(s), 3 skipped)

Question type: Radio Button Question

Do you have dedicated parking?



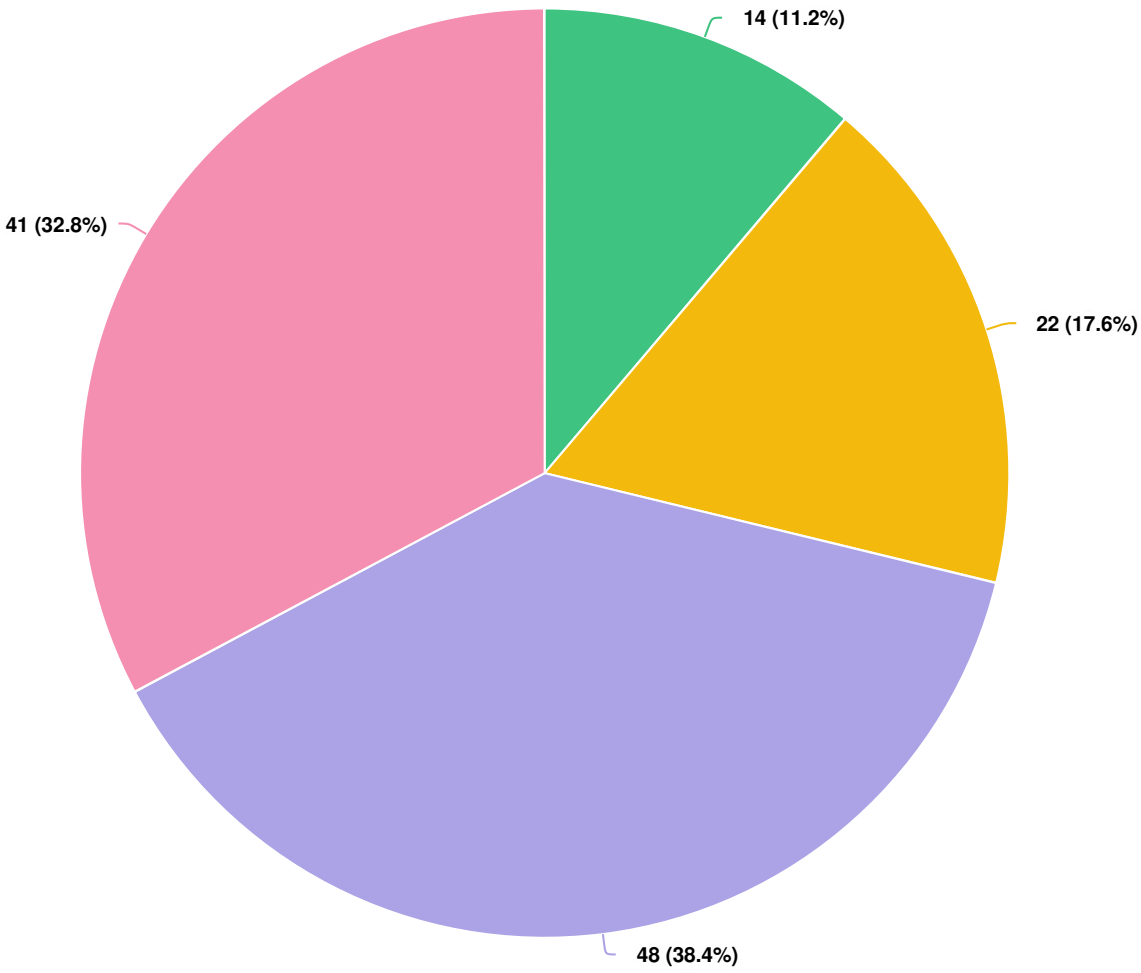
Question options

- I have parking where I live.
- I have parking where I work.
- I have parking where I live and work.
- I do NOT have parking where I live or where I work.

Optional question (135 response(s), 148 skipped)

Question type: Radio Button Question

If you work in the study area, do you park on city streets during your work shift?



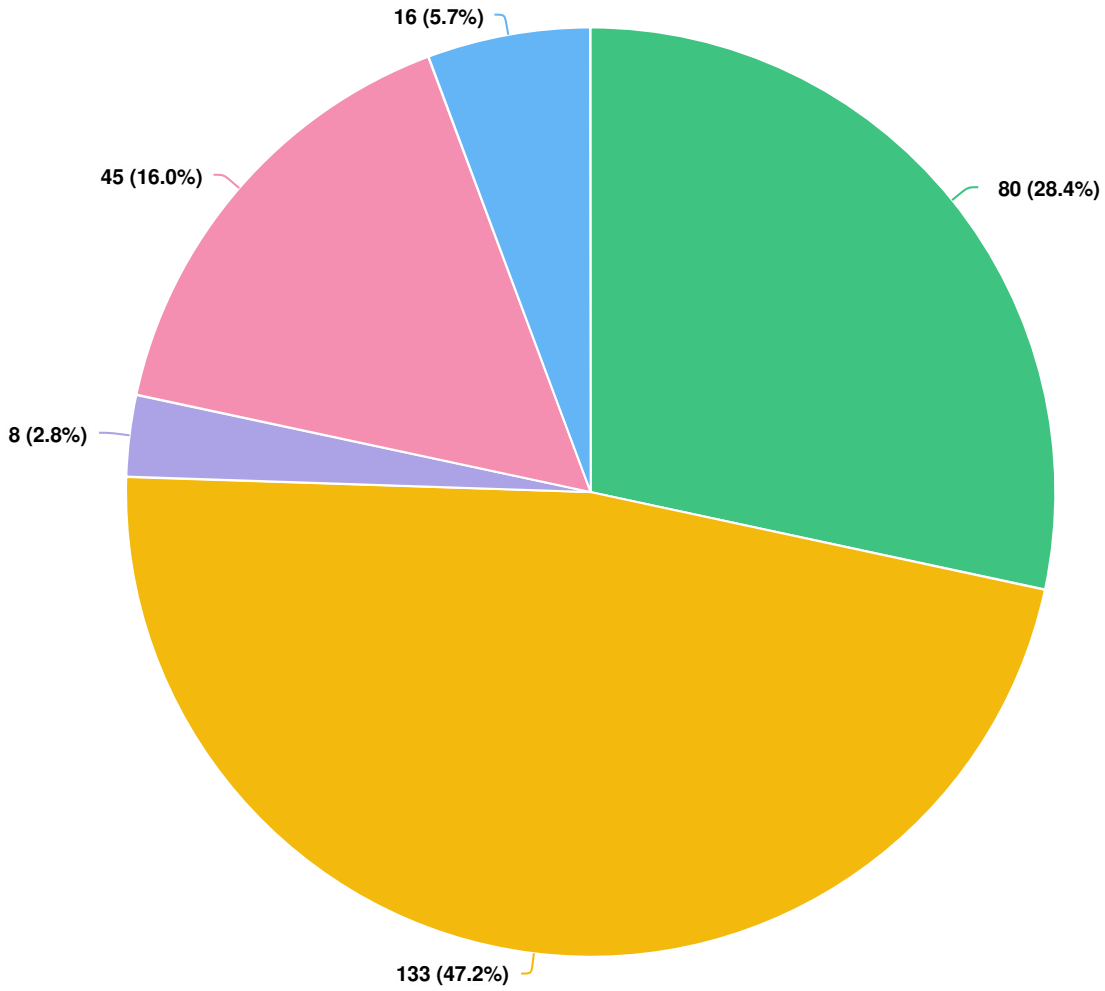
Question options

Yes, always Yes, sometimes Never I do not work in the study area

Optional question (125 response(s), 158 skipped)

Question type: Radio Button Question

When you travel to or around the study area (not at your home), where do you typically park?



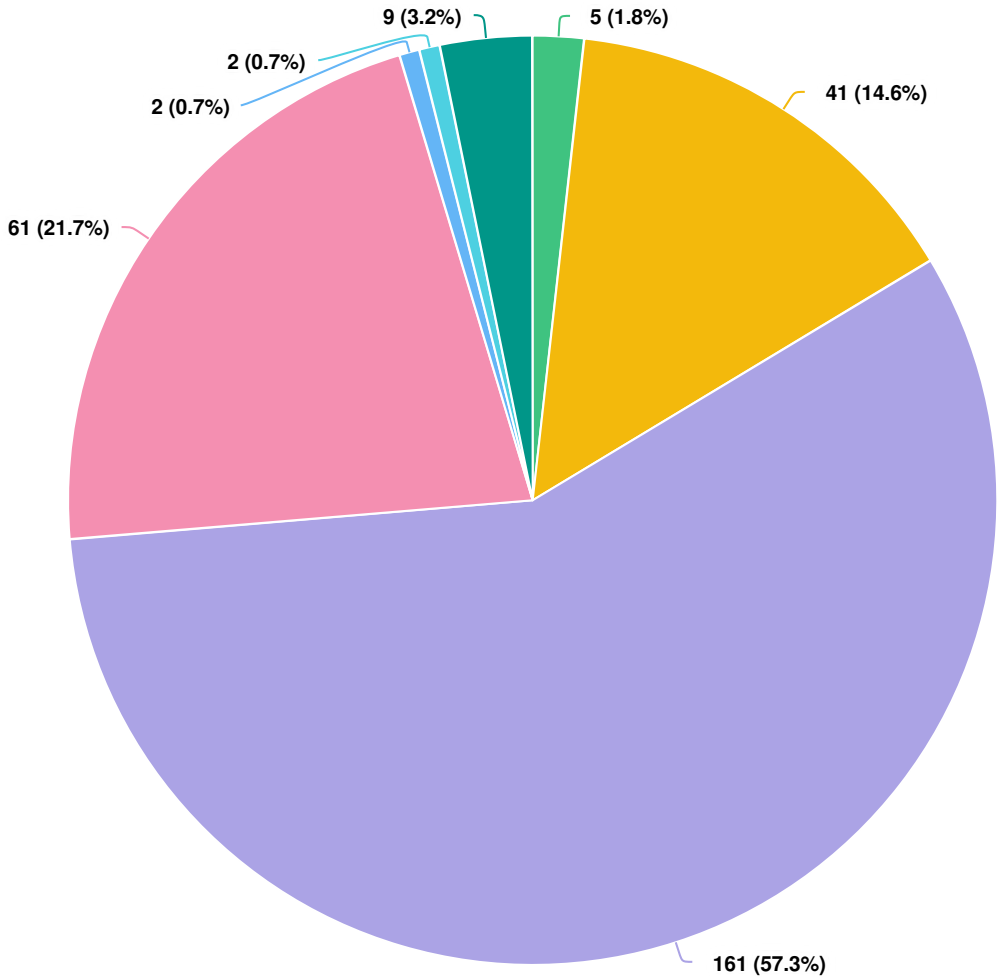
Question options

In a private parking garage
On the street
I do not park in the study area
In a private surface parking lot
Other (please specify)

Optional question (282 response(s), 1 skipped)

Question type: Radio Button Question

How long do you typically park in the study area?



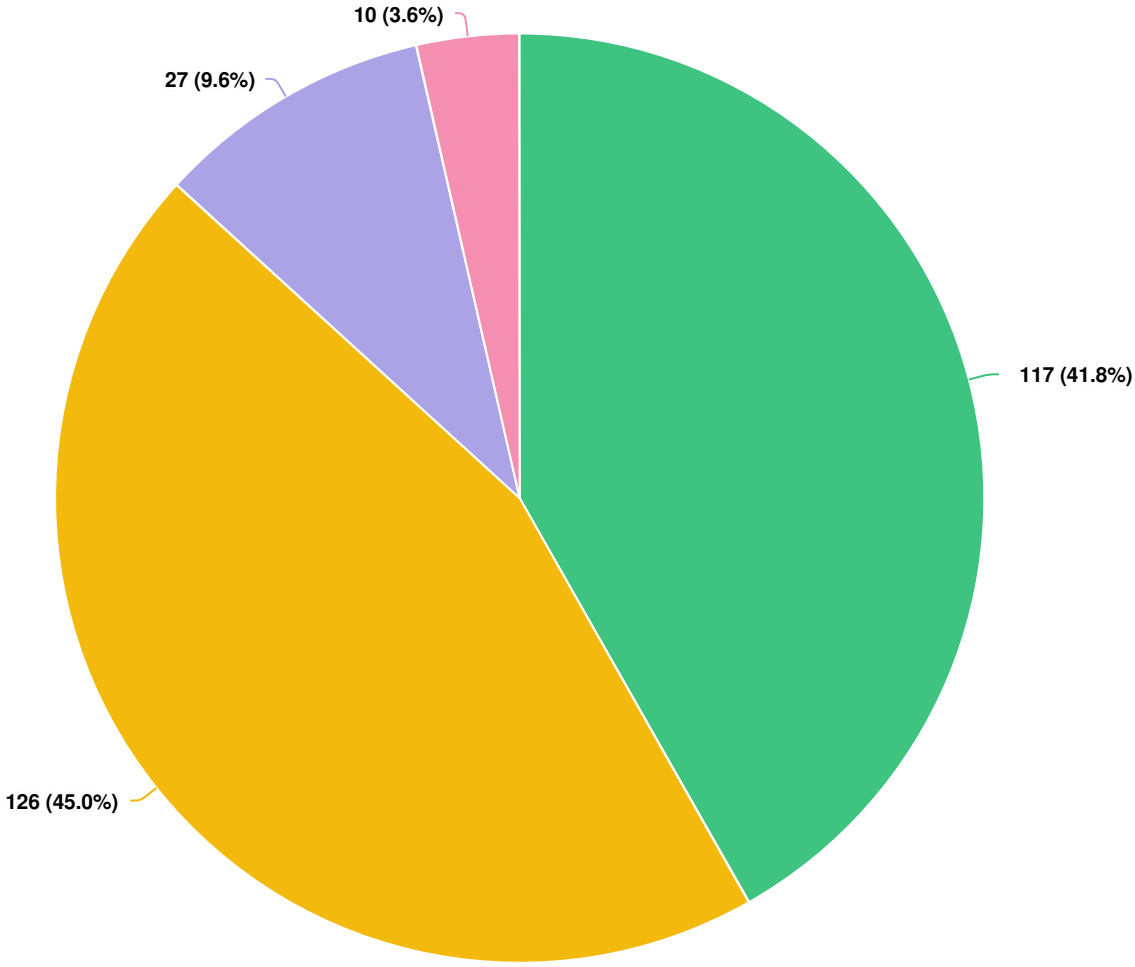
Question options

- Less than 15 minutes
- Short-term (15 minutes-1 hour)
- Mid-term (1-2 hours)
- Long-term (2-8 hours)
- Overnight (8-24 hours)
- Greater than 24 hours
- I do not park in the study area

Optional question (281 response(s), 2 skipped)

Question type: Radio Button Question

Approximately how long does it take you to find a parking space in the study area?



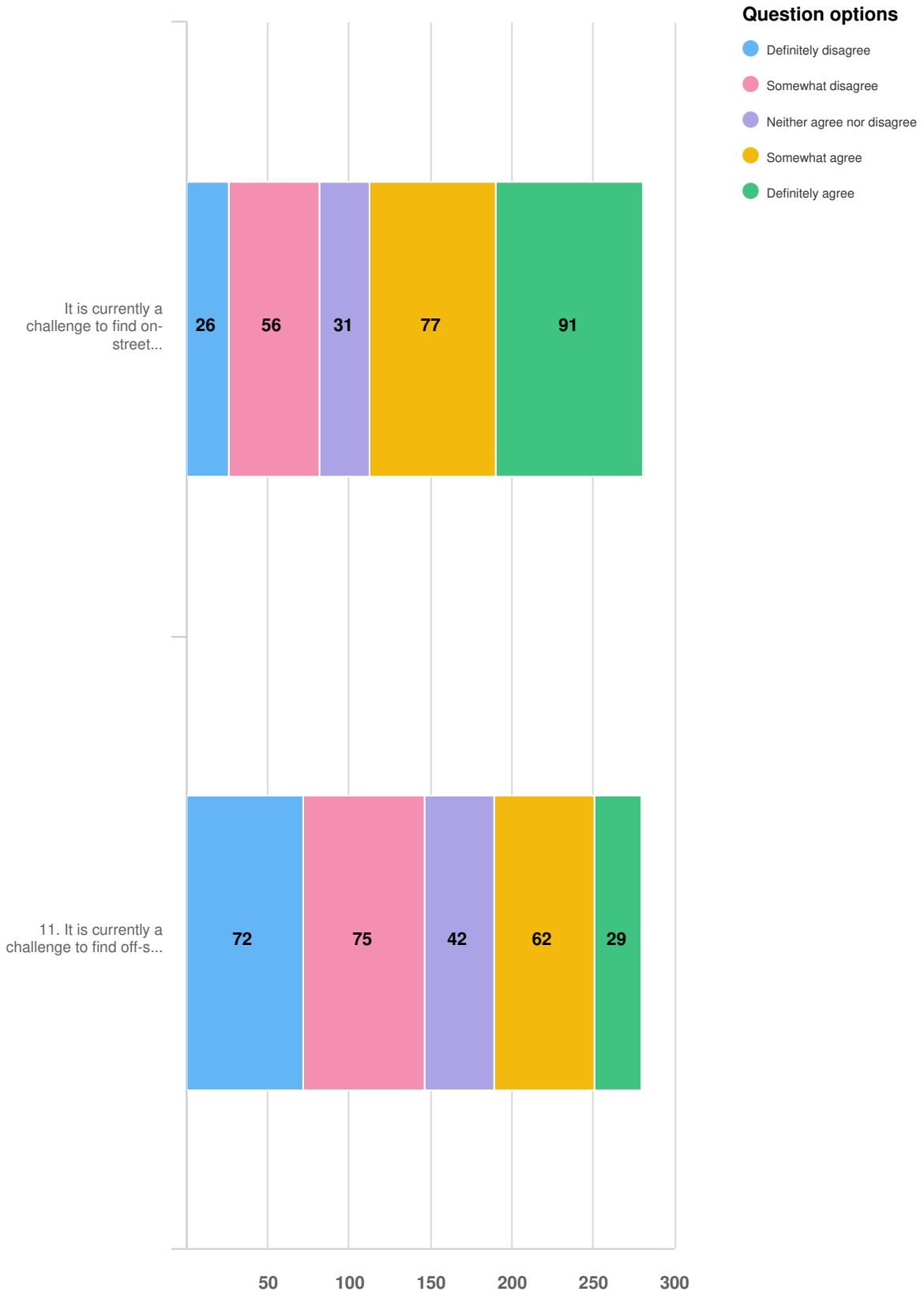
Question options

Less than 5 minutes | 5-10 minutes | More than 10 minutes | I do not park in the study area

Optional question (280 response(s), 3 skipped)

Question type: Radio Button Question

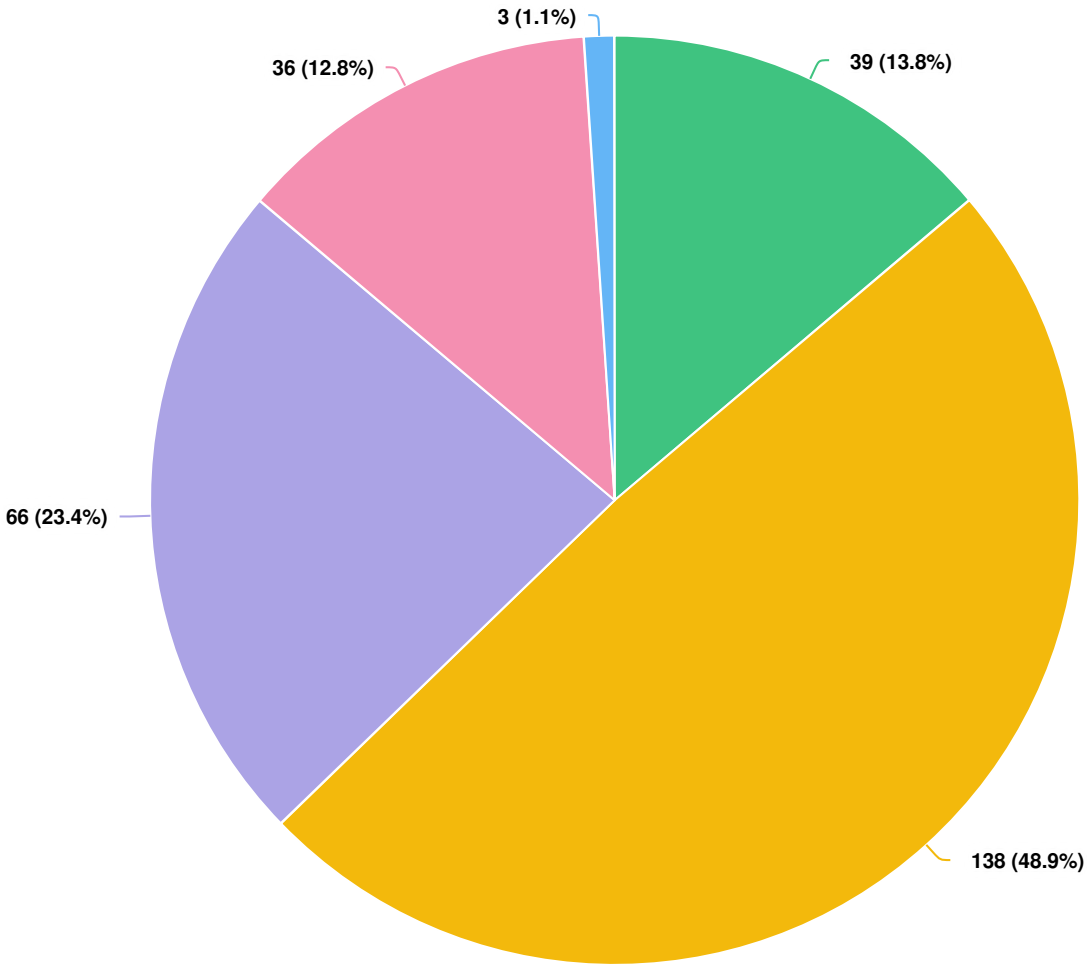
Please rate to what extent you agree with the following statements:



Optional question (281 response(s), 2 skipped)

Question type: Likert Question

How many minutes are you willing to walk to your final destination after you park?



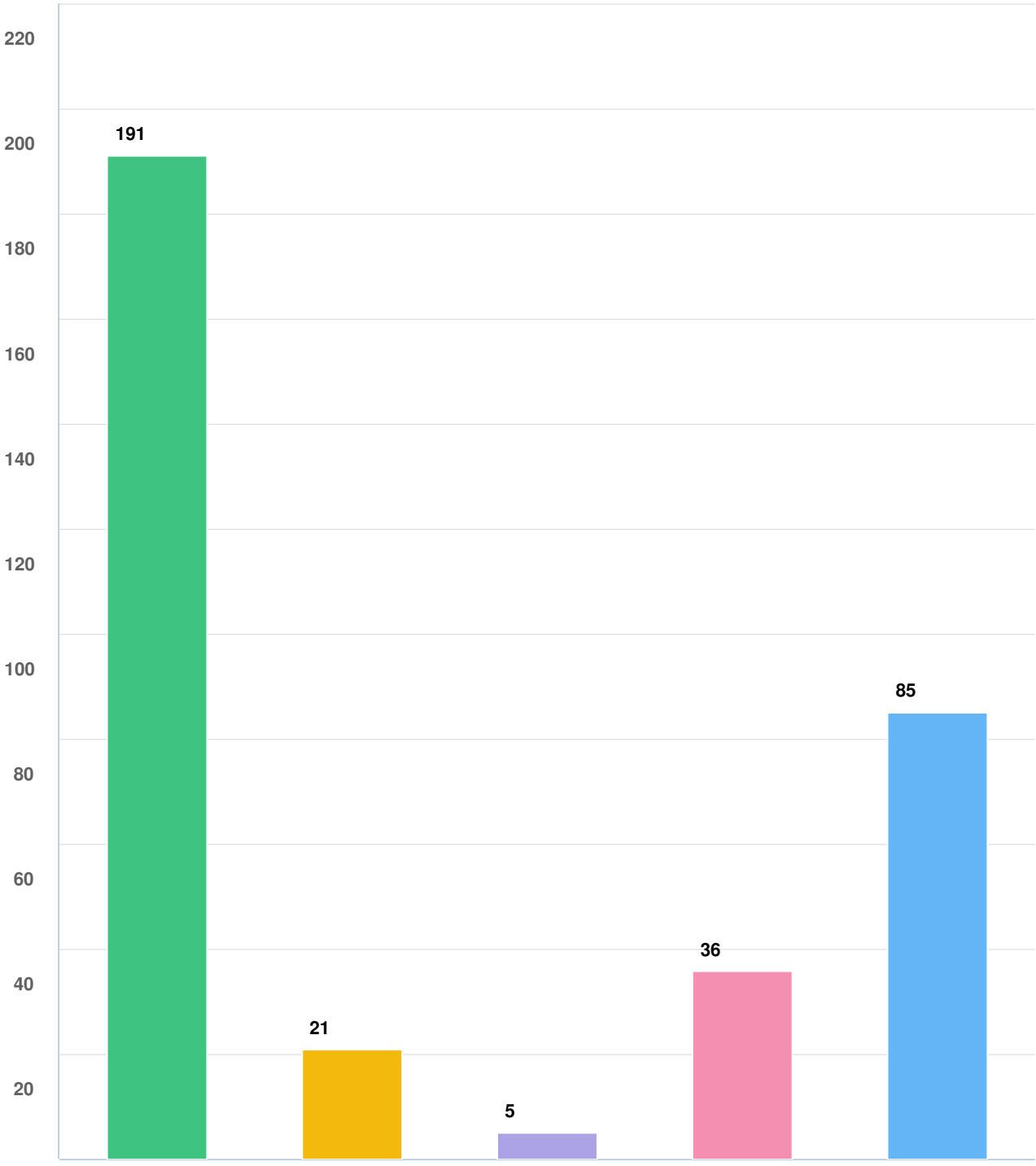
Question options

- I do not park in the study area
- I'm not concerned about walking distances
- 5-10 minutes
- 5 minutes or less
- Less than 1 minute

Optional question (282 response(s), 1 skipped)

Question type: Radio Button Question

What is your main relationship with Bellevue? Check all that apply.



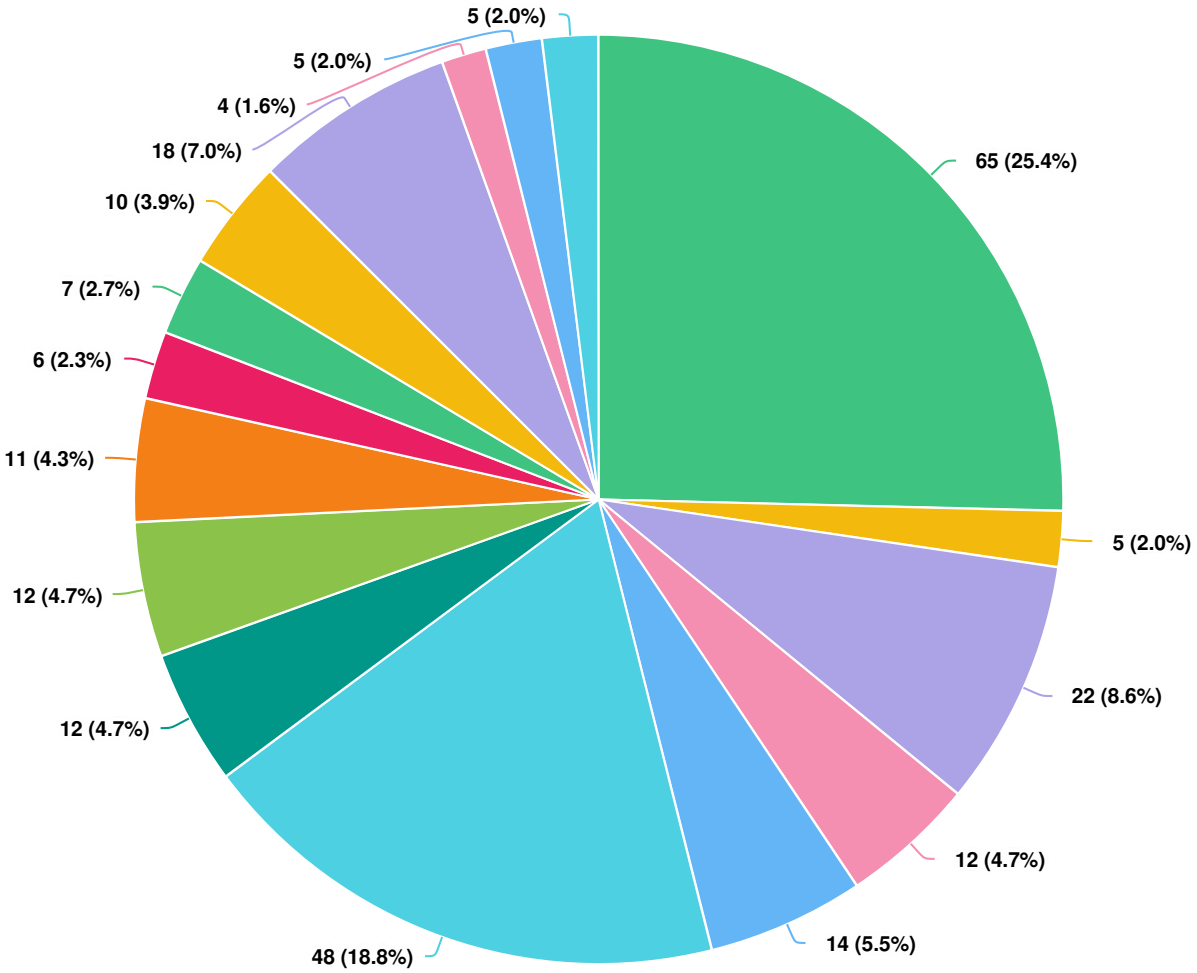
Question options

- I come to Bellevue to shop, dine, and have fun, but live elsewhere
- I work in Bellevue, but live elsewhere
- I go to school in Bellevue
- I own or operate a business in Bellevue
- I live in Bellevue

Optional question (276 response(s), 7 skipped)

Question type: Checkbox Question

If you live in Bellevue, what neighborhood do you live in?



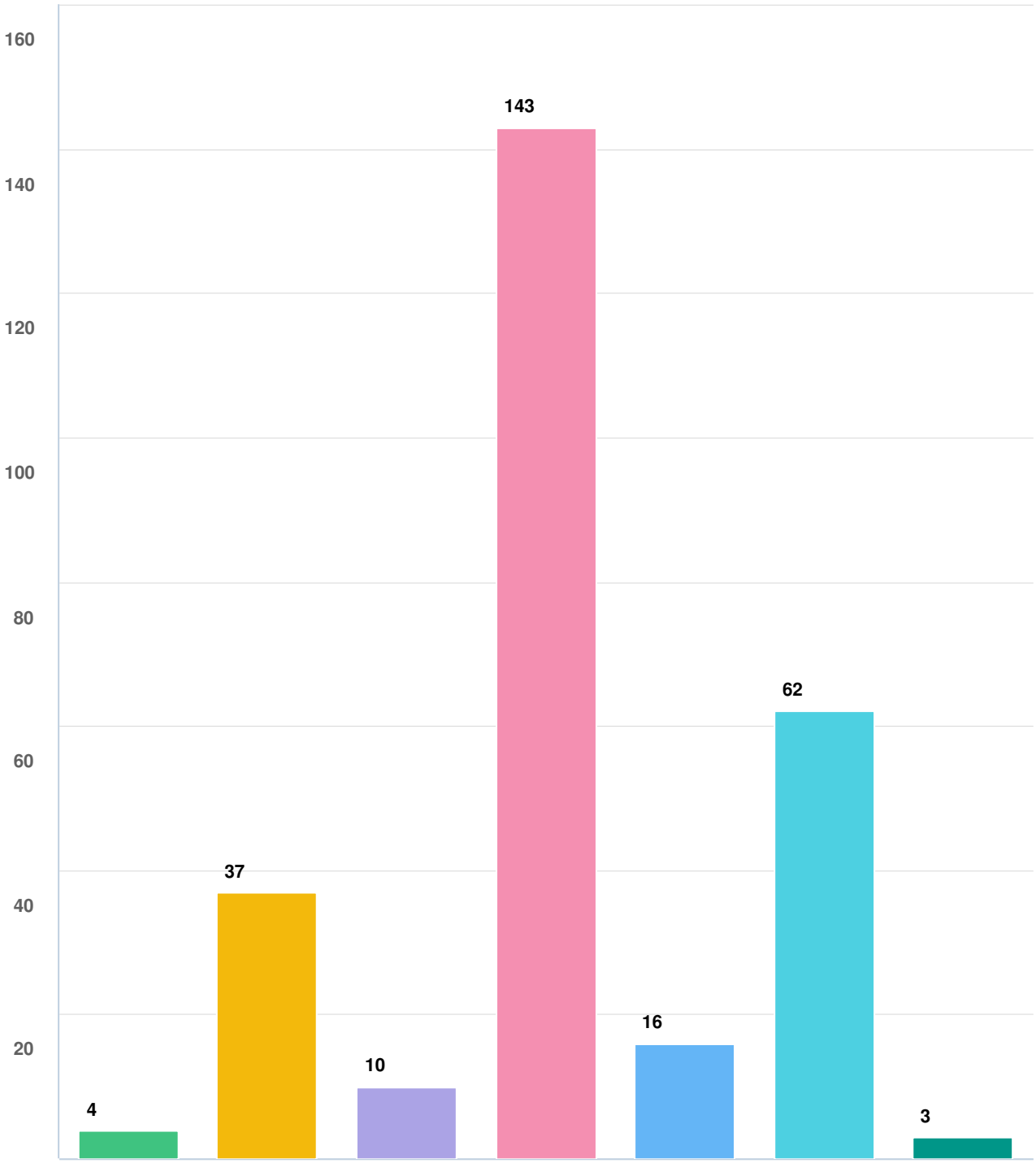
Question options

Woodridge | Wilburton | West Lake Sammamish | West Bellevue | Somerset | Northwest Bellevue | Northeast Bellevue | Newport | Lake Hills | Eastgate and Factoria | Downtown | Crossroads | Cougar Mountain/Lakemont | Bridle Trails | BelRed | I do not live in Bellevue

Optional question (256 response(s), 27 skipped)

Question type: Radio Button Question

What is your race/ethnicity?



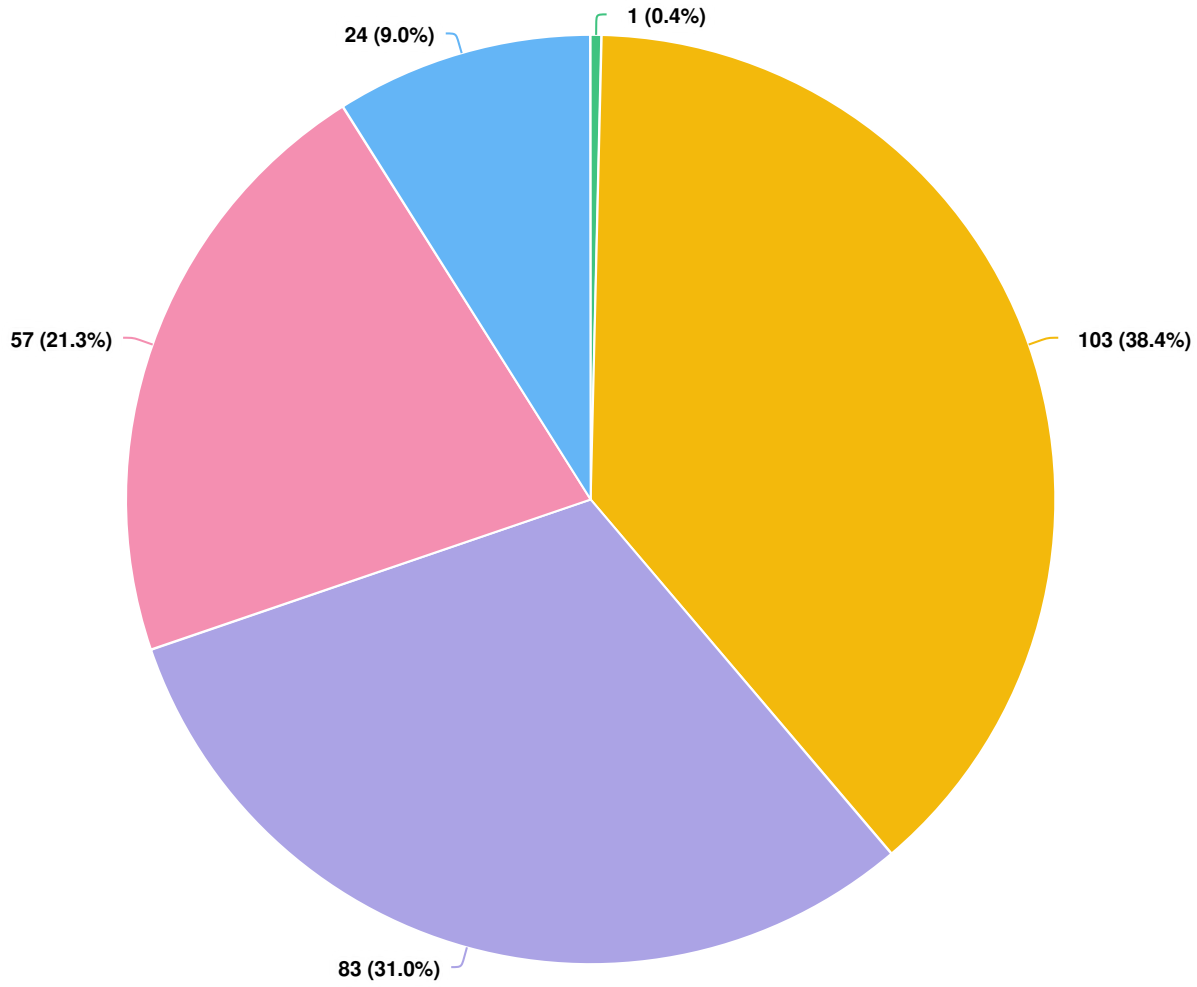
Question options

Other (please specify) · Prefer not to answer · Two or more races · White
Hispanic, Latino or Hispanic ancestry · Asian · American Indian or Alaska Native

Optional question (266 response(s), 17 skipped)

Question type: Checkbox Question

How old are you?



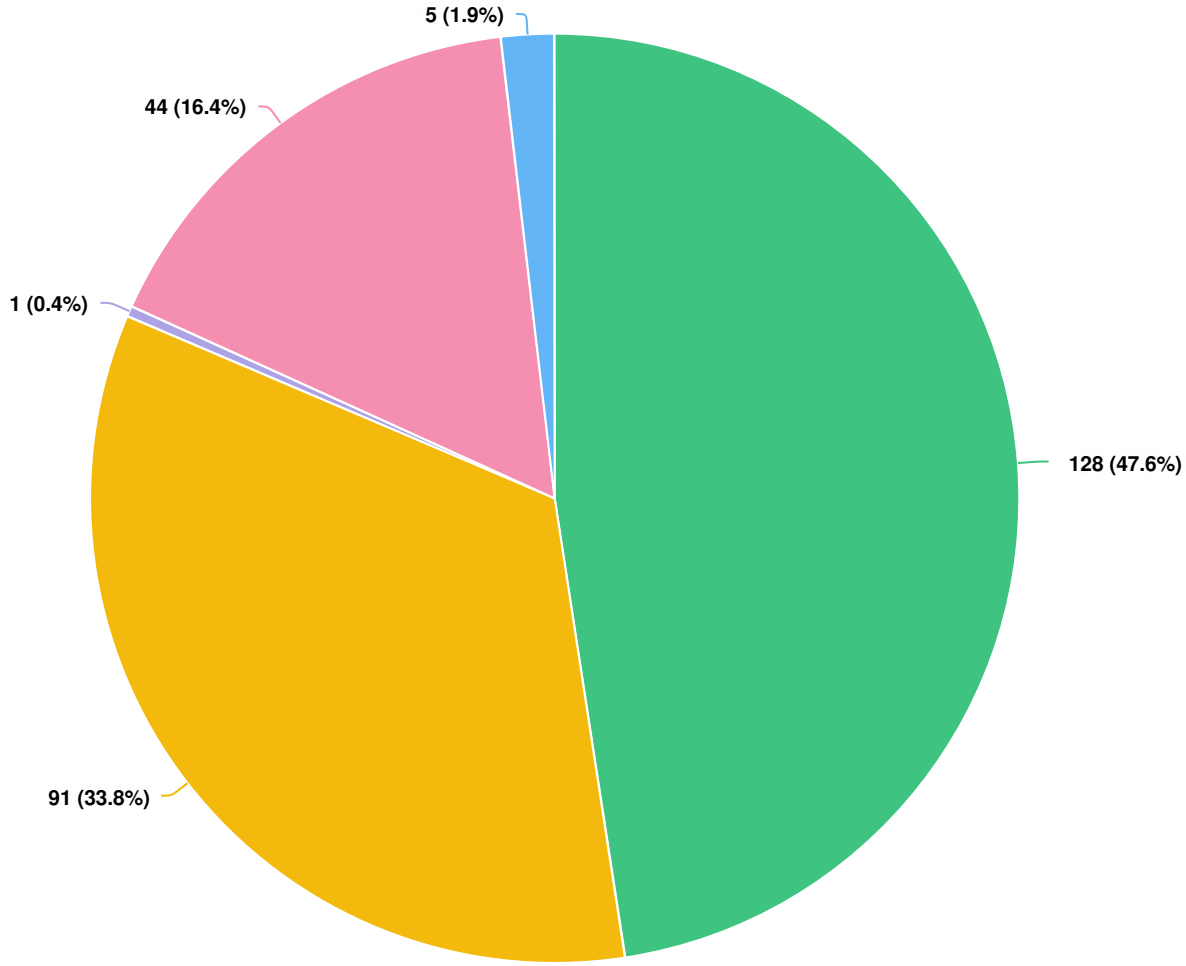
Question options

Prefer not to answer | 65 years old or older | 45 to 64 years old | 18 to 44 years old | Under 18 years old

Optional question (268 response(s), 15 skipped)

Question type: Radio Button Question

What is your gender identity?



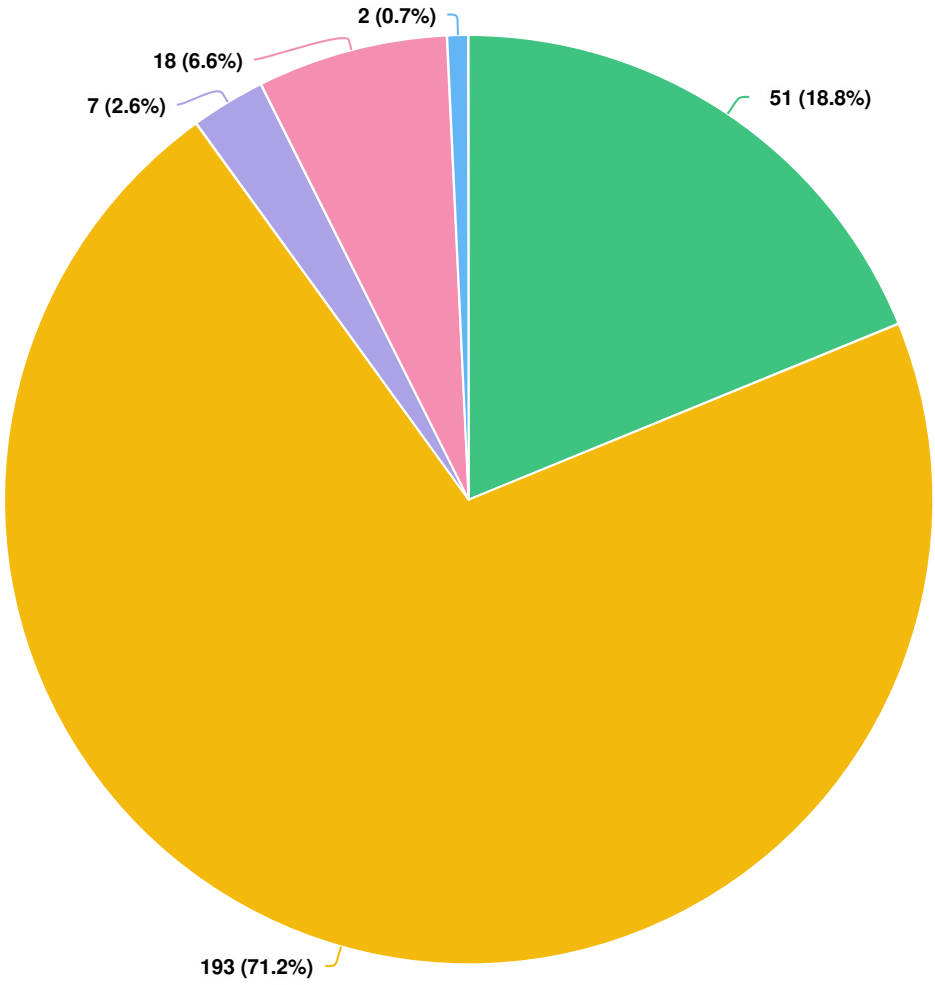
Question options

Other (please specify) Prefer not to answer Transgender Male Female

Optional question (269 response(s), 14 skipped)

Question type: Radio Button Question

Do you rent or own your current residence?



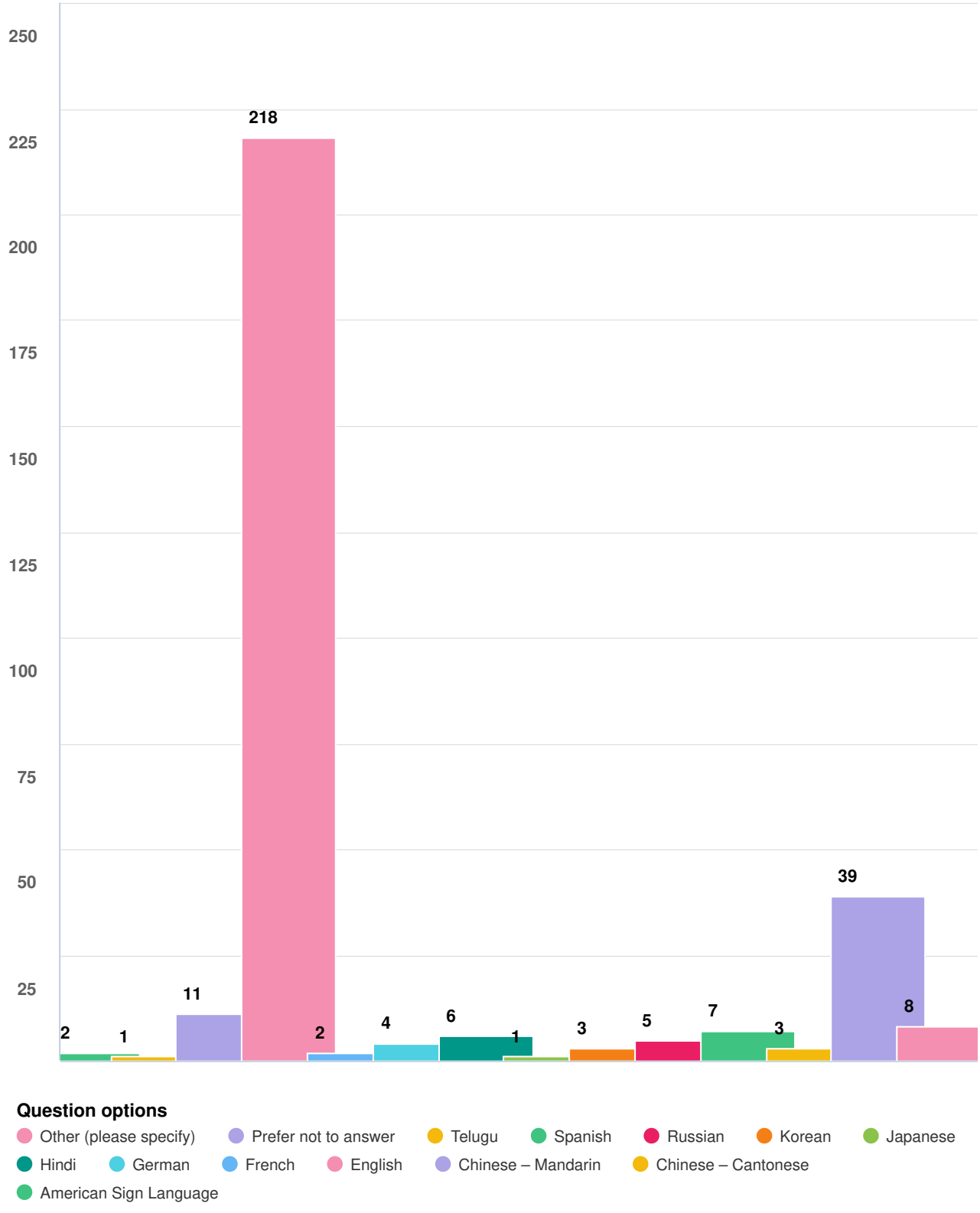
Question options

Other (please specify) Prefer not to answer Living with parents/grandparents/guardians/family Own
Rent

Optional question (271 response(s), 12 skipped)

Question type: Radio Button Question

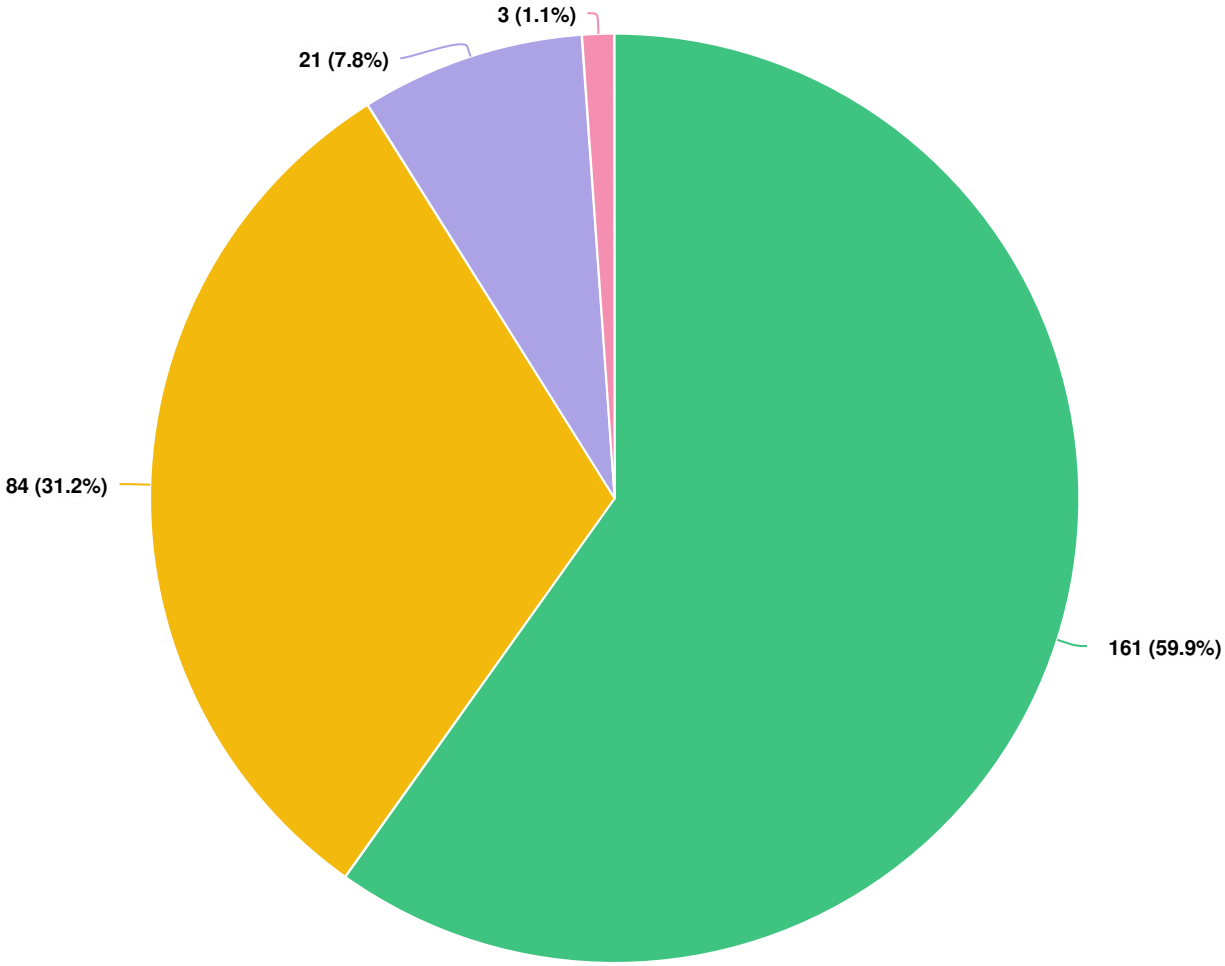
What language(s) do you speak at home? Check all that apply.



Optional question (264 response(s), 19 skipped)

Question type: Checkbox Question

What type of home do you live in?



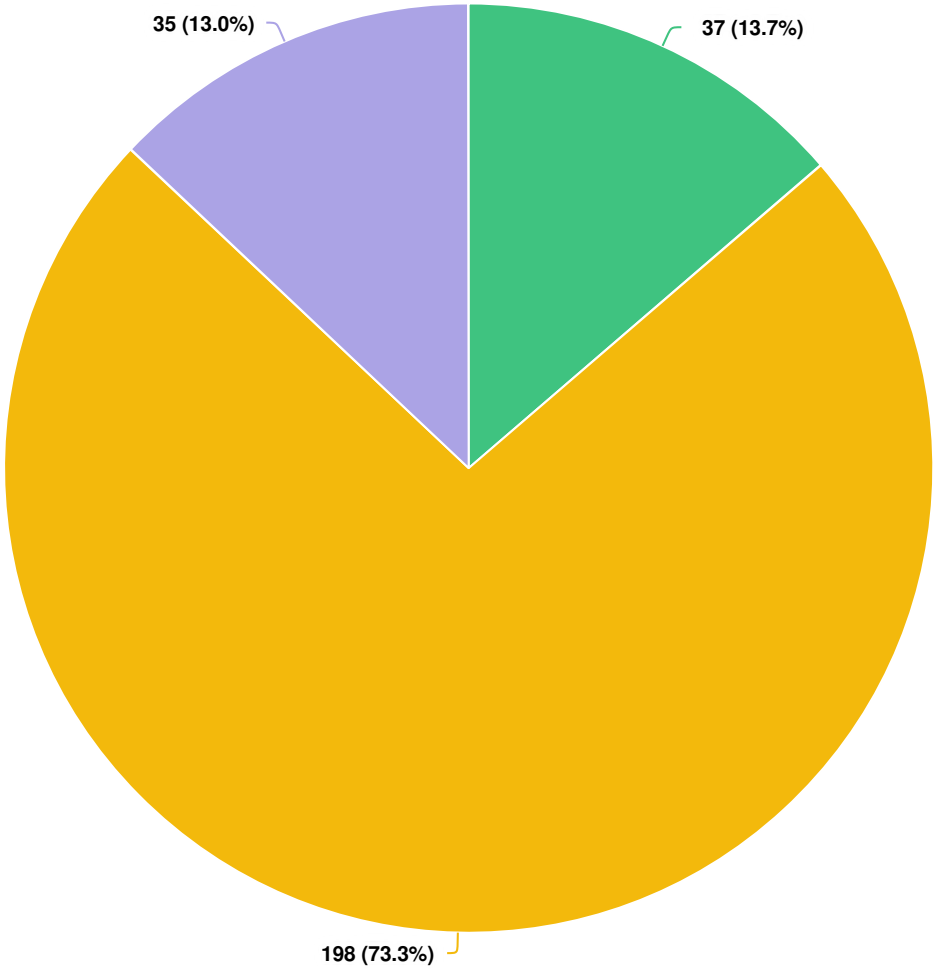
Question options

Other (please specify) Prefer not to answer Apartment, Condo, or Townhome Single family home

Optional question (269 response(s), 14 skipped)

Question type: Radio Button Question

Do you have a disability?



Question options

Prefer not to answer No Yes

Optional question (270 response(s), 13 skipped)

Question type: Radio Button Question

Appendix C: Intercept Survey Responses

Survey Area	Day/Time	Q1: What is the ZIP code of your primary residence?	Q2: How did you get here today? Drive, walk, transit, etc.?	Q3: If you drove, how long did it take you to find a parking spot today? [minutes]	Q4: Before you found a space, did you need to circle the block or try other locations?	Q5: About how long do you think you'll visit this area today? [hours]	Q6: Is finding parking a barrier for you visiting this neighborhood?	Additional Comments
Downtown (near Library)	2/6 @ 10-12 PM	98055	Drove	5	No	4-5	No	
Downtown (near Library)	2/6 @ 10-12 PM	95004	Walk	5-20	Yes	3-9	No	
Downtown (near Library)	2/6 @ 10-12 PM	98260	Drove	5	No	3	No	
Downtown (near Library)	2/6 @ 10-12 PM	98005	Walk	N/A	N/A	4	No	(Q6) Does not own car
Old Bellevue	2/6 @ 1-3 PM	98112	Drove	0	No	2	No	
Downtown (near Library)	2/6 @ 10-12 PM	98371	Drove	5	No	2-3	Sometimes	
Downtown (near Library)	2/6 @ 10-12 PM	98008	Drove	1	No	2-3	Sometimes	
Downtown (near Library)	2/6 @ 10-12 PM	98004	Walk	N/A	N/A	2	No	
Downtown (near Library)	2/6 @ 10-12 PM	98004	Walk	N/A	N/A	8	Yes	
Downtown (near Library)	2/6 @ 10-12 PM	98004	Walk	N/A	N/A	3-4	Yes	
Old Bellevue	2/6 @ 1-3 PM	Near Bellevue High School	Drove	4	No	2	Yes	
Old Bellevue	2/6 @ 1-3 PM	98034	Drove	5-10	N/A	3-4	No	
Old Bellevue	2/6 @ 1-3 PM	N/A	Drove	5	Yes	4	Yes	
Old Bellevue	2/6 @ 1-3 PM	Seattle	Drove	10-15	Yes	6	Yes	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98004	Walk	N/A	N/A	2	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98033	Drove	1	No	3	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98006	Drove	1	Yes	3	No	(Q6) Gives a rating of 3/5
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98034	Drove/Transit	5	Yes	6	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98030	Drove	5	No	8	Sometimes	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98006	Drove	1-10	No	2	Yes	(Q6) It is getting crowded
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98004	Walk	N/A	N/A	2-3	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98144	Drove	0	N/A	8	Yes	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98004	Drove	5	Yes	8	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98004	Walk	N/A	Yes	2	Yes	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98038	Drove	1-10	No	8	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98038	Drove	1	No	8	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98052	Transit	N/A	N/A	5	Yes	(Q6) Very few parking spots
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98006	Drove	2	No	2	No	

Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98012	Drove	2	No	3	No	
Old Bellevue	2/8 @ 5-8 PM	98121	Drove	15	Yes	2	N/A	
Old Bellevue	2/8 @ 5-8 PM	Seattle	Drove	10	Yes	2	No	
Old Bellevue	2/8 @ 5-8 PM	Bonney Lake	Drove	15	Yes	2	No	
Old Bellevue	2/8 @ 5-8 PM	Issaquah	Drove	10	Yes	2	No	
Old Bellevue	2/8 @ 5-8 PM	98004	Drove	4	Yes	2	Yes	
Old Bellevue	2/8 @ 5-8 PM	98004	Drove	7	No	2.5	Yes	
Old Bellevue	2/8 @ 5-8 PM	98026	Drove	3	No	2	Yes	
Old Bellevue	2/8 @ 5-8 PM	98022	Drove	0	No	2	No	
Old Bellevue	2/8 @ 5-8 PM	98056	Drove	5	Yes	2	Sometimes	
Old Bellevue	2/8 @ 5-8 PM	98005	Drove	5	No	2	Yes	
Old Bellevue	2/8 @ 5-8 PM	98006	Drove	5	No	2	No	
Old Bellevue	2/8 @ 5-8 PM	98040	Drove	3	No	3	Yes	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98122	Drove	1	No	8	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98109	Drove	5	Yes	2	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98053	Drove	1	No	8	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98005	Drove	2	No	2	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98053	Drove	1	No	4	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98032	Drove	1	No	8	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98033	Drove	1	No	4	No	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98112	Drove	5	Yes	4	Yes	
Downtown (near NE 2nd/106th)	2/7 @ 1-4 PM	98052	Drove	1	No	8	No	
Old Bellevue	3/8 @ 11-1 PM	98028	Drove	2	No	2	No	
Old Bellevue	3/8 @ 11-1 PM	98011	Drove	30	Yes	2	Yes	
Old Bellevue	3/8 @ 11-1 PM	98028	Drove	0	No	2-3	No	
Old Bellevue	3/8 @ 11-1 PM	98028	Drove	0	No	2-3	Yes	
Old Bellevue	3/8 @ 11-1 PM	98004	Walk	N/A	N/A	2	No	(Q6) Does not own car
Old Bellevue	3/8 @ 11-1 PM	98033	Drove	0	No	2	No	
Old Bellevue	3/8 @ 11-1 PM	98006	Drove	5-10	Yes	2	Sometimes	(Q6) On weekends
Old Bellevue	3/8 @ 11-1 PM	98004	Walk	N/A	N/A	2	No	
Old Bellevue	3/8 @ 11-1 PM	98004	Walk	N/A	N/A	2	No	
Old Bellevue	3/8 @ 11-1 PM	98052	Drove	0	No	2-3	No	
Old Bellevue	3/8 @ 11-1 PM	98056	Drove	2	No	2	Sometimes	
Old Bellevue	3/8 @ 11-1 PM	98007	Drove	10	Yes	2-3	Yes	(Q6) It is difficult to park
Old Bellevue	3/8 @ 11-1 PM	98052	Drove	2	Yes	2	Sometimes	
Spring District	3/7 @ 11-2 PM	98039	Drove	0	N/A	8	N/A	
Spring District	3/7 @ 11-2 PM	98005	Walk	N/A	N/A	12	Yes	(Q6) Parking is hard here
Spring District	3/7 @ 11-2 PM	98052	Transit	N/A	N/A	2-3	N/A	

Spring District	3/7 @ 11-2 PM	98005	Walk	N/A	N/A	2	Yes	(Q6) Difficult for overnight visitors
Spring District	3/7 @ 11-2 PM	98074	Drove	0	N/A	5-6	Yes	(Q6) Very hard when Meta is not available
Spring District	3/7 @ 11-2 PM	98006	Drove	*N/A	Yes	6	Yes	(Q3) Took too long, parked outside the neighborhood (Q6) Parking limits too short
Spring District	3/7 @ 11-2 PM	98004	Transit	N/A	N/A	7	Yes	(Q6) Even if coming early, parking not available
Spring District	3/7 @ 11-2 PM	98004	Transit	N/A	N/A	7	Yes	(Q6) Outside/street parking is difficult
Spring District	3/7 @ 11-2 PM	98006	Drove	5	Yes	6	Yes	
Spring District	3/7 @ 11-2 PM	98052	Walk	N/A	N/A	5	Yes	(Q6) Hard to find parking
Spring District	3/7 @ 11-2 PM	98005	Drove	0	No	8	Yes	(Q6) Hard after 6:30 PM
Spring District	3/7 @ 11-2 PM	98444	Drove	40	Yes	9	Yes	(Q6) Has to change parking spots because of time limits
Spring District	3/7 @ 11-2 PM	98004	Drove	0	No	4-5	Yes	(Q6) Friday is easier, other days difficult
Spring District	3/7 @ 11-2 PM	98007	Drove	0	N/A	8	No	
Spring District	3/7 @ 11-2 PM	98033	Drove	0	N/A	8	Yes	(Q6) Hard without work parking
Spring District	3/7 @ 11-2 PM	98008	Transit	N/A	N/A	6	N/A	
Spring District	3/7 @ 11-2 PM	Redmond	Drop Off	N/A	N/A	8	N/A	
Spring District	3/7 @ 11-2 PM	98006	Drove	2	No	2	Yes	
Spring District	3/7 @ 11-2 PM	98007	Transit	N/A	N/A	4	Yes	(Q6) Based on observation, personally does not drive
Spring District	3/7 @ 11-2 PM	98003	Drove	0	N/A	8	No	(Q6) Has assigned parking
Spring District	3/7 @ 11-2 PM	98052	Walk	N/A	N/A	5	Yes	(Q6) Too many cars
Spring District	3/7 @ 11-2 PM	98208	Transit	N/A	N/A	8	Yes	(Q6) Meta cannot park on site
Spring District	3/7 @ 11-2 PM	98087	Transit	N/A	N/A	8	Yes	(Q6) "Bring back employee parking"

Appendix D: Focus Groups Detailed Notes

Bellevue Chamber of Commerce Focus Group: 1.9.25

- **Enforcement:** Opportunities for parking revenues to support enforcement
- **Ridesharing** often violates curb regulations.
- **Valet:** Potential to create more capacity with valet, especially in Old Bellevue.
- **Parking Cost:** There are concerns about pricing's impact on existing parking. Free on-street parking relieves some of the pressure of the cost of off-street parking.
- **Private parking and overall parking supply:** Parking capacity exists in parking garages. While on-street parking is limited, there are many off-street spaces.
- **Relationship with other plans:** The bike plan and rapid ride plan are both taking on-street parking. How do those plans influence this discussion if we are losing parking stalls? Larger discussion on managing all the parking in the system to reduce driving and Vehicle Miles Traveled (VMT).
- **Autonomous Vehicle (AV):** On-street parking will give more ways to pick up and drop off; as AVs take over, it is more important to have a loading area rather than parking spaces.
- **Study process:** Questions about engagement. Appreciate the flexibility that this is not a set deal, and the city wants feedback on mechanics and operations.

Old Bellevue Merchants Association Board Meeting: 2.6.25

- **Enforcement and compliance:** Off-street private parking is enforced, sometimes incorrectly, or a machine doesn't work, and there is no response from private garage enforcement officers. Customers will pay for parking; they don't want to get the $88 ticket for being five minutes late. Businesses cited that clients/customers have soured on parking in the buildings; they would rather drive around and find parking. Residents and employees sit in on-street spaces or move their vehicles every two hours. Construction vehicles occupy many spaces all day.
- **Technology:** Many people will not want to create a profile and password; it must be easy and seamless to pay through an app.
- **Signage and wayfinding:** Must be easy to understand and integrate information on the city website. Buildings with public parking available need better signage.
- **ADA:** Need more ADA parking.
- **Method of Operation:**
    - Potential for 15 or 20 minutes free or validation?
    - Potential to create a benefit district; revenue goes back to Old Bellevue?
- **Shared Parking:**
    - There is a lot of nearby parking, and people do not know where to look.
    - CVS Garage has 200 spots.

- **Events:** During an event where 900 people were in Old Bellevue, the street shut down, and there was no on-street parking, but there were no complaints about parking.

Old Bellevue Merchants Association Members Meeting: 2.13.25

- **Impact of Curb Pricing:** Concerns that paid parking could drive traffic to other areas. Questions about pricing and if rates are set too high. Encourage the city to find a way to increase monitoring and study the impact of removing employees from stalls.
- **Revenues:** Questions regarding revenue and how proceeds would support the community. Could revenue in Old Bellevue fund improvements in Old Bellevue? Since breaking even on revenue doesn't make sense, could revenue support bus passes for employees and other improvements to Old Bellevue?
- **Park parking and employees:** Park parking lot complicates this issue. Concerns about where employees will park if paid parking is implemented and potential parking spillover in the Park parking lot. Where are employees going to go?
- **Private Parking Supply:** There are a significant number of garage spaces (around 500). It is important to help with wayfinding, signage, or developing a parking app to guide travelers. We need to work with private parking.
- **Compliance:** Questions concerning how paid parking would reduce illegal behavior: If this is an enforcement problem, why aren't we visiting enforcement first?
- **Validation:** Do not have a way to validate parking.
- **Parking Options:** Old Bellevue is unique in that most buildings do not provide enough parking for customers and employees.

Curb Pricing Spring District Focus Group Meeting: 2.5.25

- **Development Goals:** The goal of Spring District was never to be a car-centric development.
- **Parking Supply:** Apartments are 96% leased; many residents are only allowed one car but have two, so they need to find a behavioral shift.
- **Growth:** 118 new businesses in Bellevue in 2024.
- **Parking Challenges:** Parking is the number one challenge in the Spring District. What will happen if we don't implement paid parking? Customer complaints on Yelp about parking, give low reviews.
- **Compliance:** Double Parking - deliveries double park; load zones are inaccessible; residents moving in – moving vehicles double park. Need more compliance and turnover. Residents ask to prepay a ticket to eliminate the hassle.
    - Citation: $47 parking ticket on public street
    - Citation: $70 parking ticket on private street
- **Community events:** The parking supply and management makes hosting community events in the Spring District challenging.

- **Method of Operation:** The ability to pay more if you stay could incentivize residents and long-term people to leave spaces.

- **Parking supply:** Only 100 parking spaces in Old Bellevue; everyone is looking for these spaces. People focus on the street parking spots instead of the available off-street parking.
- **New parking inventory:** In areas where curbside parking is not available, is there an opportunity to use some of the underutilized commuter lanes to create additional parking?
- **Park parking areas:** Is curb pricing going to apply to parks, and will that put undue stress on parks and not fix problems of employees and construction workers? In some private parking lots/garages, a vehicle must register with the app and is charged after two or three hours. Potential for the park? KidsQuest has an agreement with Ashwood Park, but the lot is full by 9:00 a.m. with construction workers, downtown employees, and some library patrons.
- **Library Parking:** Library parking areas are full between 7 a.m. and 9 a.m. Receive complaints from library patrons about finding parking in the morning. People get upset because they can see library patrons don't fill that parking. Enforcement does patrol throughout the day, but it is not continuous; some days, it can be enforced better than others. Enforcement tries to discourage walk-offs but is only there for 30 minutes to an hour in the morning. Staff does not have time to enforce. Concerns that people will abuse paid parking at the library if there is paid parking.
    - Employees drive, but many take public transportation; staff has free parking
    - Known issue that library patrons walk off. It is a problem when they do this all day.
    - No King County libraries charge for parking
    - The library has three-hour parking, with people staying longer than 3 hours. Kiosk where patrons enter their license number.
    - After-hours parking – library patrons have 30 minutes after the library closes to leave; this is not enforced
    - No enforcement in the evening
- **Validation:** This is an operational expense for running a business. It takes a big dent out of the profits of the business. For example, a cup of coffee costs $3, each validation is $2.50.
- **Signage and Education:** Parking wayfinding app? There are many parking spaces, and we need to communicate about where to park regardless of what happens on the street; there are empty parking spots throughout the day, and people don't know where to look.

Bellevue Downtown Association Property Owner Focus Group: 2.12.25

- **Overall challenges:** Traffic congestion, especially on 108th where there is a bike and bus lane; the middle lane is always congested.
- **Enforcement and compliance:** There is a lack of monitoring and rationale to afford more monitoring. Rideshare stops in the travel lane, many illegal U-turns, and bump-outs for short-term loading are well used but often not available.

- **Parking revenues:** Could revenues come back to the neighborhood, such as on a pro-rata share to the neighborhoods?
- **Employees:** Feedback from retailers is that restaurant employees are occupying spaces.

Appendix E: Door-to-Door Interviews – Key Findings and Detailed Feedback

Key Findings

Parking Availability and Demand

Many businesses, especially in Old Bellevue and Spring District, report difficulty with parking availability. Street parking is often full, with some businesses resorting to parking in private lots or using employee parking passes. The issue is particularly severe during peak hours (e.g., afternoons and evenings).

Employee Parking Challenges

Employees frequently struggle to find parking. Many businesses mention employees parking on the street and re-parking every 2 hours or utilizing residential parking. Some businesses provide parking passes for employees in nearby lots, but the cost is often passed onto them, or they must park in less convenient areas.

Customer Complaints

Customers often complain about the lack of parking, especially when street parking is full. Some businesses have seen increased complaints due to limited availability and the enforcement of strict parking rules, leading to fines and frustration.

Delivery and Ride Share Parking Issues

Delivery drivers, particularly from services like DoorDash and Amazon, often park illegally in red zones, sidewalks, and travel lanes, creating additional parking congestion. Many businesses would like designated spaces for deliveries to avoid blocking traffic or causing inconvenience to customers.

Parking Enforcement and Signage

Many businesses have raised concerns about confusing parking signage and the strict enforcement of parking rules. Some feel that parking regulations are unclear, with contradictory or insufficient signage, leading to complaints from customers and employees who unknowingly get fined.

Parking Validation Programs

Some businesses offer parking validation for customers to park in garages, but the program's usage is inconsistent, and many customers are unaware of it. Parking validation programs are part of leases for certain businesses, but the lack of awareness about them is a common issue.

Parking Fees

A recurring theme is the high cost of parking in both public and private lots. Some businesses report paying substantial amounts for employee parking, ranging from $150–$200 per month, while others have seen parking costs increase in previously free lots.

Paid Parking vs. Free Parking

A significant portion of business owners and employees are open to the idea of paid parking but feel that pricing needs to be reasonable. Some businesses would prefer more metered parking spaces, but others express concerns that paid parking would further discourage customers.

Changes in Bellevue's Parking Dynamics

There is a noticeable shift in parking patterns due to the area's growth and development. As more businesses open, the limited parking supply is becoming increasingly challenging. Some businesses note that more residential vehicles occupy on-street parking due to the costs of residential permits.

Suggestions for Solutions

Some businesses suggested possible solutions, including better signage, clearer communication on parking availability, more parking validation programs, and an app to help locate available spaces. Others suggested increasing the number of designated delivery spaces or creating a more extensive valet program to alleviate congestion.

Detailed Feedback

Area/Date: Downtown – Feb 7, 2025

The table below highlights a summary of topics discussed with business managers and owners. General categories have been tabled for ease of understanding. This is based on input from 49 businesses that were visited.

Topic	Number of businesses	Percent of all respondents
Businesses that hear customer complaints about the ease of parking in the area	36	58%
Businesses that noted their employees use on-street parking and re-park every 2-3 hours	22	35%

Businesses that subsidize parking for staff	18	29%
Business offer parking validation for garages or nearby lots	28	45%
Businesses that felt garage signage was confusing	6	10%
Businesses that noted frequent illegal delivery or food pickup activity nearby	18	29%
Businesses that noted concern about customers potentially not wanting to pay for parking	13	21%
Businesses that indicated frustration with enforcement on private lots	10	16%
Businesses that indicated a desire for better signage and wayfinding about parking locations	8	13%