Agenda for Today

1 CPA Process Update

2 Curb Pricing Update

3 Curb Pricing Update

4 Next Steps

Objectives for tonight

- Project team informs Transportation Commission on the Curb Typology approach & draft content, seeks comments & concurrence

- Project team updates Transportation Commission on the approach to curb pricing and invites comments and discussion

Curb Management CPA Update

Updates since July 14:

1. **September 14, 2022**
   - Planning Commission: Public Hearing & Action
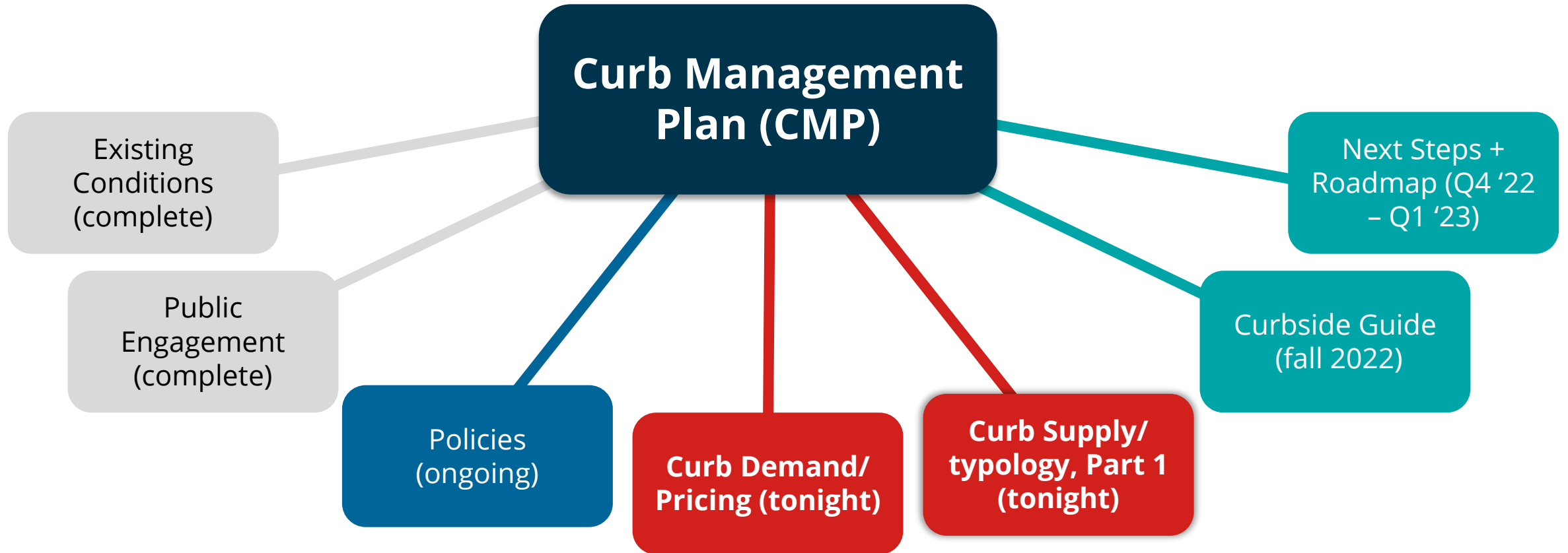   - Result: Planning Commission approved with modifications

2. **November 14, 2022**
   - Council reviews and considers CPAs in Study Session

3. **December 2022**
   - Council takes final action on all CPAs

CMP Context

Curb Management Plan (CMP)

- Existing Conditions (complete)
- Public Engagement (complete)
- Policies (ongoing)
- Curb Demand/ Pricing (tonight)
- Curb Supply/ typology, Part 1 (tonight)
- Next Steps + Roadmap (Q4 '22 – Q1 '23)
- Curbside Guide (fall 2022)

2 CURB PRICING

Curb Pricing Principles: Recap

1   Curb pricing should achieve city goals and policies.

2   Curb pricing should be established to achieve target parking occupancy goals.

3   Curb pricing should support efficient enforcement structures, ensure optimized mobility operations, and contribute toward streetside amenities.

4   Curb pricing should be easily communicated to and understood by the public.

5   Curb permitting structures should be simple and transparent.

6   Curb pricing structures should include strategies to ensure equitable outcomes.

Cost and Revenue Estimates

Estimated One-time Costs
$1,690,000

$ Implementation planning and execution

$ Initial two year staff costs

$ Permit system upgrades

$ Plan, design, produce, and install parking/curb management signage

$ Pay stations

$ Communications, outreach, design support

$ Advertising

$ Establish methodology and collect baseline occupancy and compliance data

$ Initial startup costs for enforcement

Estimated Annual Ongoing Costs
$1,100,000

$ Curb Manager and support staff

$ Indirect staff costs

$ Operations and maintenance
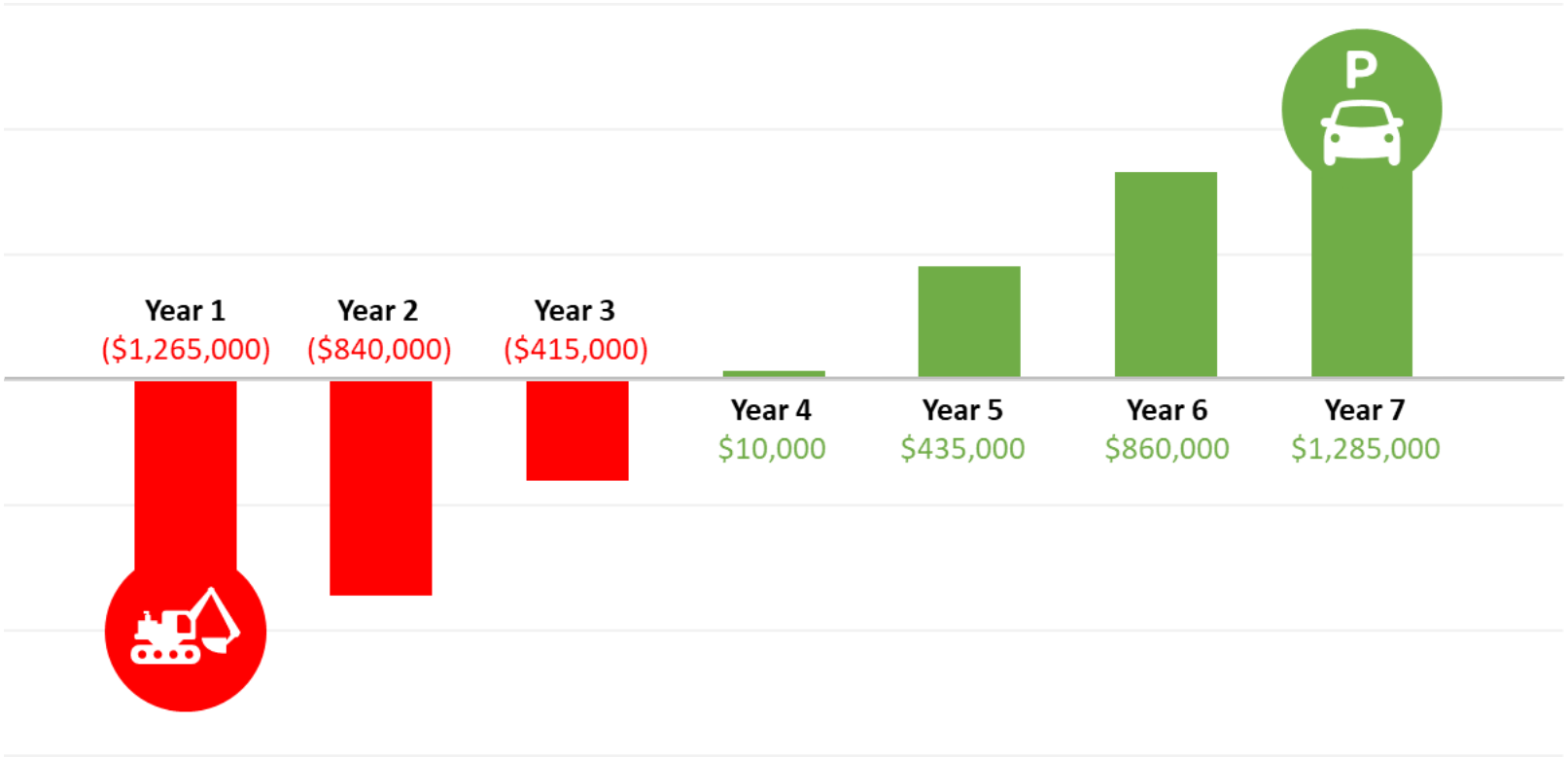
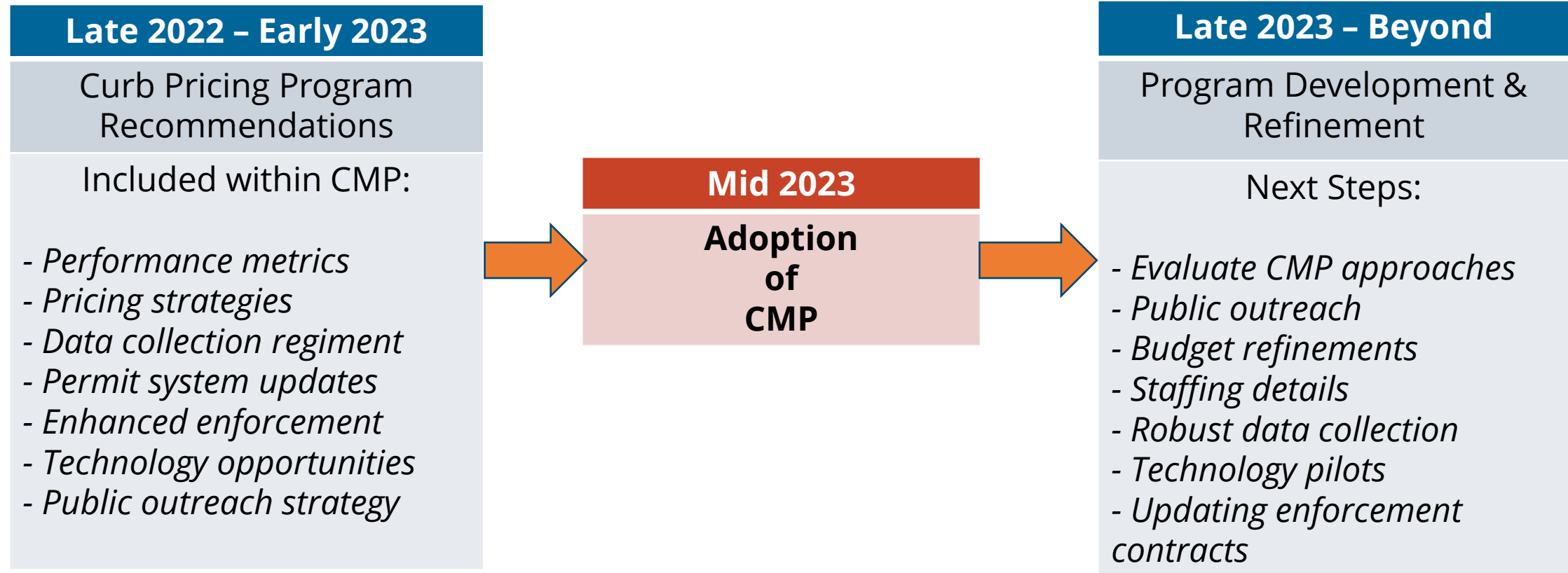$ Occupancy data collection, compliance, and reporting

Estimated Annual Revenue
$1,525,000

$ Permit revenue

$ Paid parking revenue

***NOTE: Estimates are under development and subject to change.

Estimates Over Time

Year 1
($1,265,000)

Year 2
($840,000)

Year 3
($415,000)

Year 4
$10,000

Year 5
$435,000

Year 6
$860,000

Year 7
$1,285,000

Curb Pricing: Timeline

Late 2022 – Early 2023

Curb Pricing Program Recommendations

Included within CMP:

- Performance metrics
- Pricing strategies
- Data collection regiment
- Permit system updates
- Enhanced enforcement
- Technology opportunities
- Public outreach strategy

Mid 2023

Adoption of CMP

Late 2023 – Beyond

Program Development & Refinement

Next Steps:

- Evaluate CMP approaches
- Public outreach
- Budget refinements
- Staffing details
- Robust data collection
- Technology pilots
- Updating enforcement contracts

Next Steps for Curb Pricing

1. **Details of pricing program recommendations to be provided within draft Curb Management Plan**

2. **Review draft CMP in early 2023 with Transportation Commission**

3

CURB TYPOLOGY OVERVIEW

What Are We Solving For?

1. Demand at the curb is growing

2. Curbs cannot be everything to everyone

3. The City needs a tool to guide prioritization to maximize curb benefit

What is a Curb Typology?

A Curb Typology is a framework to help guide decisions about how to prioritize use of the space along the curb.

A Curb Typology Reflects:

City Plans and Policies

Network Priorities

Land Uses and Demand

Community Preferences

1

CURB TYPOLOGY: ASKING THE "WHY?"

Why Do We Need a Curb Typology?

THE CURB IS MORE THAN JUST "STUFF"...

Why Do We Need a Curb Typology?

...THE CURB IS ALL ABOUT PEOPLE

Why Do We Need a Curb Typology?

- The curb is a valuable **public space** that serves a multitude of functions

- To effectively manage such a complex and essential asset, **we need a language** that can describe curb priorities and guide decision-making

Why Do We Need a Curb Typology?

- Today, many of the City's plans and policies **indirectly** identify and describe curb-related needs and priorities in Bellevue's urban core

- The Curb Typology will build on those plans and policies to:

  1. Describe **existing curb conditions** to create a clearer understanding of how the curb is functioning today

  2. Provide a **future-looking framework** that reflects the curb vision established in other existing City plans, policies, and land use conditions

How will the Typology Help?

1

Serve as a Public Resource

2

Support City Staff

3

Articulate Future Curb Vision and Priorities

How will the Typology Help?

Purpose:	1. Serve as a Resource	2. Support City Staff	3. Articulate Future Curb Vision and Priorities
Challenge and Need:	Curb stakeholders (public and private) don't know City's curb priorities—need a resource that provides clarity and streamlines processes	City staff face challenges responding to ad-hoc requests and questions—need a unified and proactive vision	Many City plans and policies impact the curb but lack the specificity to directly address it—need a tool that speaks directly to curb priorities
How the Typology Helps:	Provides clarity/reference for what and where the City and community wants to see at the curb	Provides a "one-stop shop" that describes existing curb functions and articulates future-looking curb vision and priorities	Translates plans/policies to the curb and provides a language that can be used & referenced for decision making

What will the Typology Do/Not Do?

The Typology Will:	The Typology Will Not:
▪ Illustrate both existing curb usage and future curb usage priorities	▪ Set new modal priorities for Bellevue
▪ Establish curb use priorities identified in Bellevue plans and policies	▪ Provide specific design guidelines for curb types or locations
▪ Indicate the types of curbside features which support each curb type	▪ Preempt existing decision-making processes or frameworks (descriptive prioritization tool, not prescriptive code)
▪ Identify performance metrics to evaluate curb performance by type	▪ Address the full public right-of-way—it will just focus on curbside elements
▪ Provide flexibility to adapt to changing needs and conditions over time	

Bellevue's Curb Typology Approach

Each Curb will have both **existing** and **future** types

Existing curb type(s):
Descriptive

How does each curb function in Bellevue today?

Future curb type(s):
Direction

What are Bellevue's future priorities for each curb?

Bellevue's Curb Typology Approach

Each Curb will have both **existing** and **future** types

Focus for Tonight

Existing curb type(s): Descriptive

How does each curb function in Bellevue today?

Focus for November

Future curb type(s): Direction

What are Bellevue's future priorities for each curb?

2

CURB TYPOLOGY: PEER CITY EXAMPLES

Peer Examples and Inspiration

| Atlanta, GA	NSW, AUS	San Francisco, CA	Seattle, WA

3

CURB TYPOLOGY: APPROACH AND FRAMEWORK

Curb Typology Principles

1 The Curb Typology should aid in **advancing city goals.**

2 The Curb Typology should reference **adopted policies and modal plans** to inform future curb intent.

3 The Curb Typology should include **key performance indicators** to track curb changes over time.

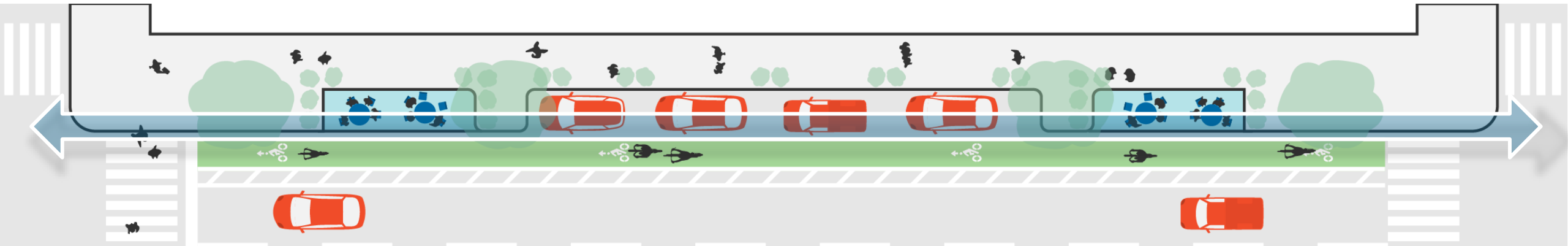**4** The Curb Typology should **remain flexible** and respond to land use and transportation changes.

What is the Role of the Curb?
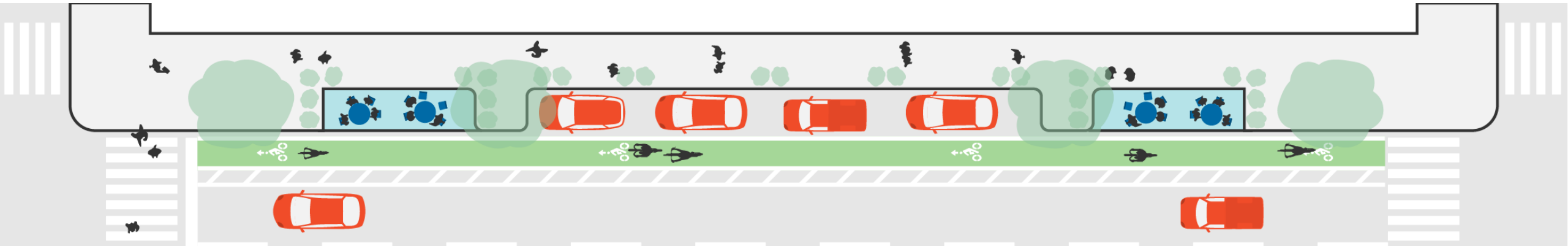
What is the Role of the Curb?

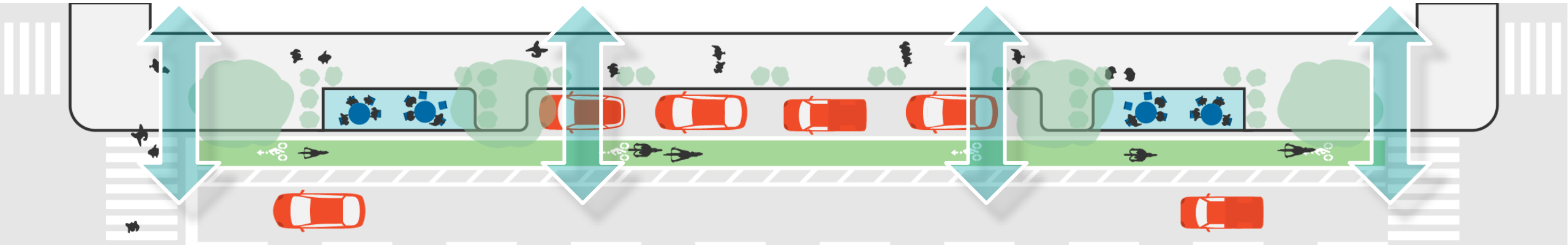**THE CURB SUPPORTS FOUR CORE FUNCTIONS IN BELLEVUE:**

1. The curb supports **movement** along the length of the block

What is the Role of the Curb?

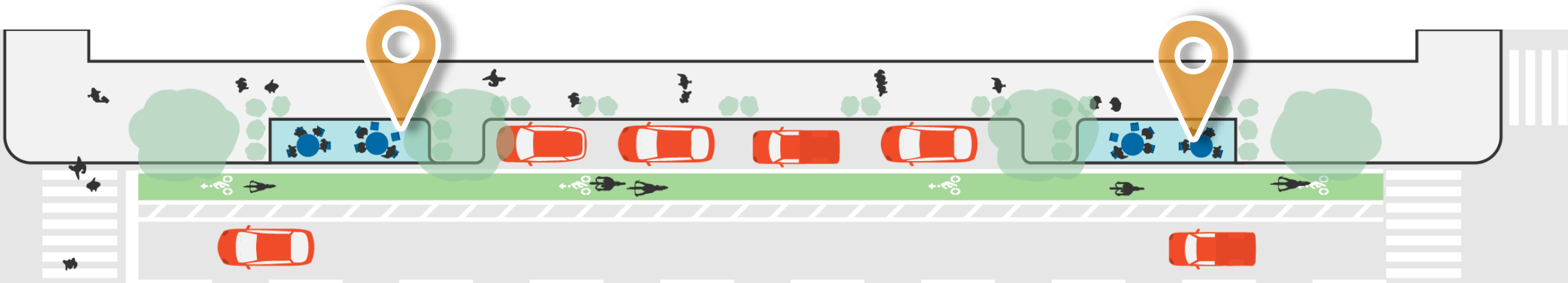**THE CURB SUPPORTS FOUR CORE FUNCTIONS IN BELLEVUE:**

2. The curb supports **access** to adjacent uses

What is the Role of the Curb?

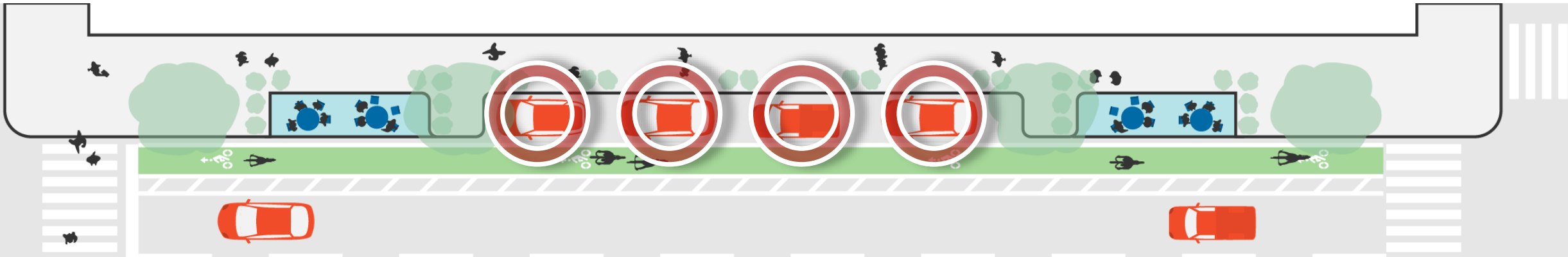**THE CURB SUPPORTS FOUR CORE FUNCTIONS IN BELLEVUE:**

3. The curbside area itself is a public **place** for activities and gathering
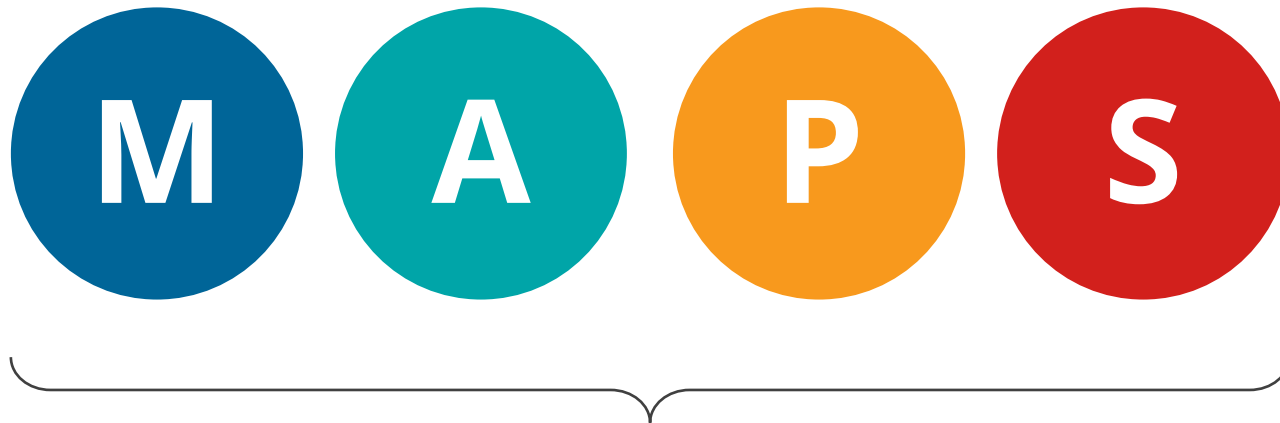
What is the Role of the Curb?

THE CURB SUPPORTS FOUR CORE FUNCTIONS IN BELLEVUE:

4. The curb provides space for **storage** for various types of mobility

Curb Typology Framework

These four core curb functions provide the basis for Bellevue's draft Curb Typology:

Four Curb Types:

Movement, **A**ccess, **P**lace, **S**torage

Curb Typology Framework

Four curb types, based on priority of use:

The four curb types will:

M Movement

Possible subtypes: vehicle, bicycle, or transit movement

Describe usage & modal priorities

A Access

Align with existing street classifications (downtown, BelRed, MIP)

P Place

Help City staff make decisions

S Storage

Possible subtypes: vehicle storage, transit storage

Provide flexibility (peak/off-peak, existing/future)

Movement (Auto)

Typical features:

- Curbside travel lane

- Continuous buffer/landscaping strip with few or no breaks

- Limited "active" adjacent uses

Movement (Auto)

Typical features:

- Curbside travel lane

- Continuous buffer/landscaping strip with few or no breaks

- Limited "active" adjacent uses

Example in Bellevue: 116th Avenue

Movement (Transit)

Typical features:

- Curbside transit lane

- May or may not include transit stops

- May include landscaping and other curbside elements, provided they do not obstruct transit vehicles

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Example:
Washington, DC

Movement (Transit)

Typical features:

- Curbside transit lane

- May or may not include transit stops

- May include landscaping and other curbside elements, provided they do not obstruct transit vehicles

Example Bellevue:
108th Avenue

Movement (Bicycle)

Typical features:

- Curbside dedicated bicycle facility (bike lane/path, cycletrack, shared use path)

- May or may not bicycle parking
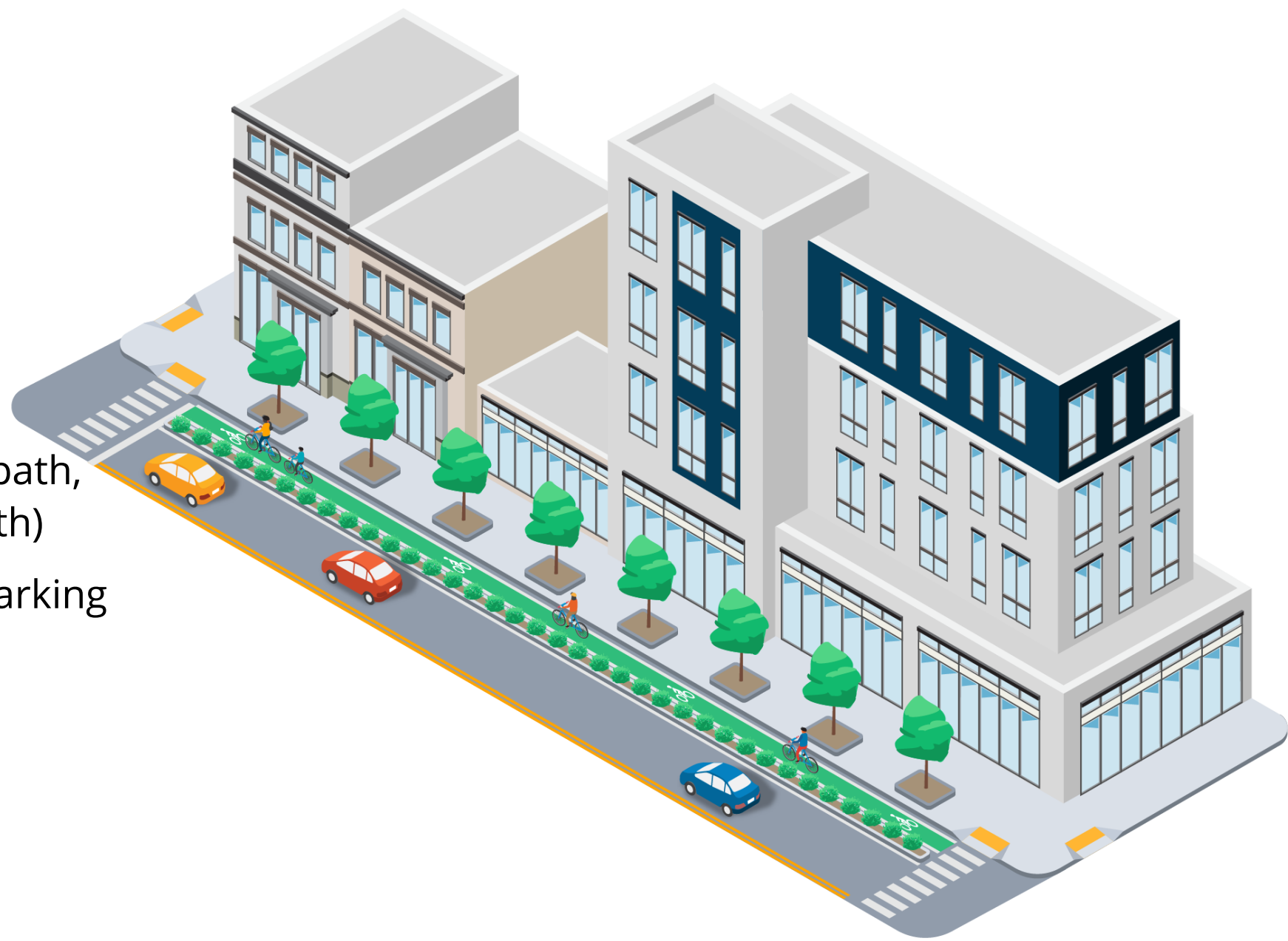
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Example:
Vancouver, CA

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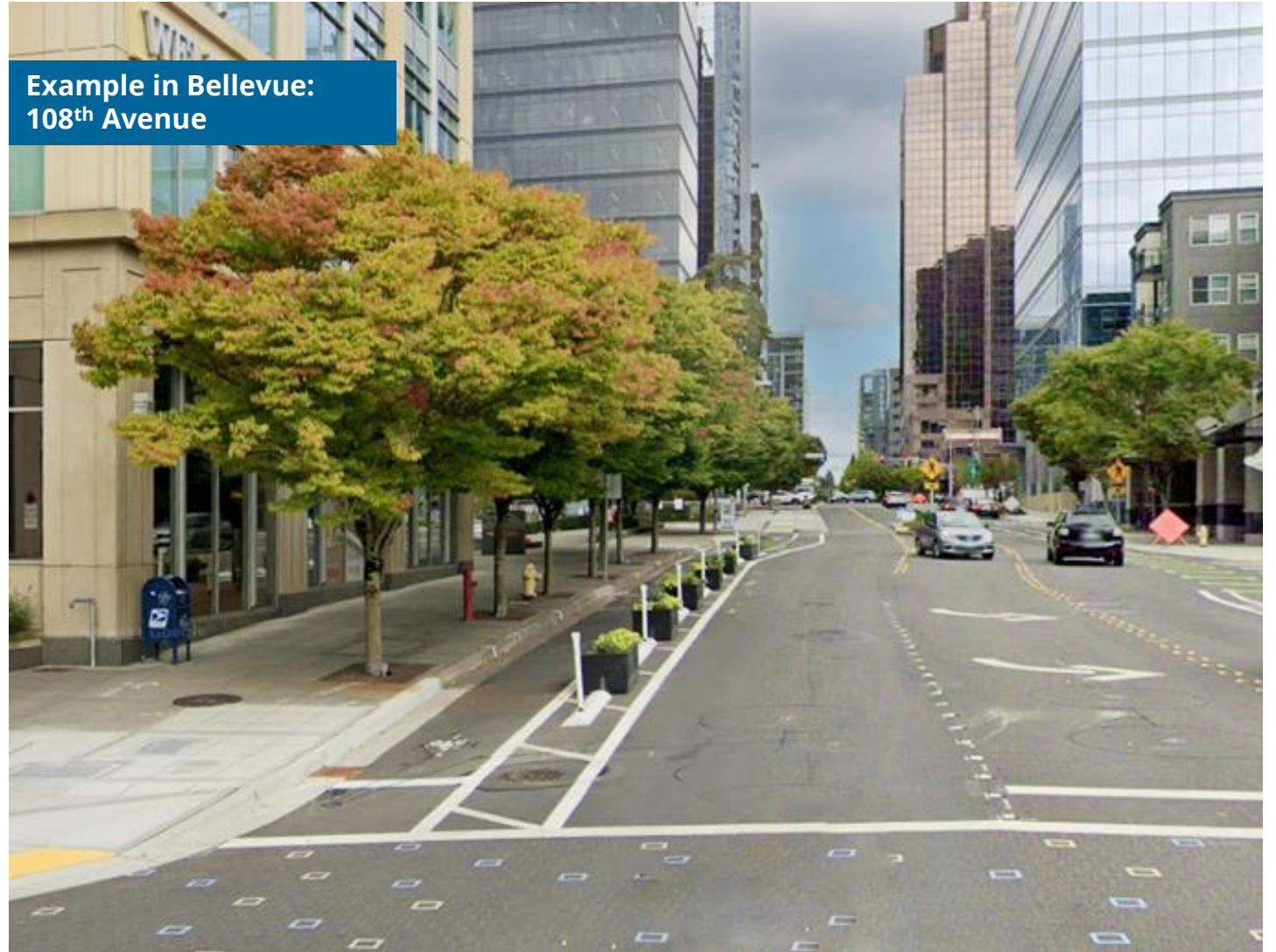
- May or may not bicycle parking

Example in Bellevue: 108th Avenue

Access

Typical features:

- Freight loading zones

- Passenger pick-up/ drop-off zones

- Bicycle parking

- Storefronts and entrances to key destinations

- Landscaping includes breaks that allow access to/from curb

Access

Example:
Washington, DC

Typical features:

- Freight loading zones

- Passenger pick-up/
  drop-off zones

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Access

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- Storefronts and entrances to key destinations

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Example in Bellevue:
108th Ave at NE 12th St

Place

Typical features:

- Curbside dining and parklets

- Programmed spaces within the curbside area

- Adjacencies may be public spaces or other active uses (plazas, parks, civic buildings, shopping or dining districts, institutions)

Place

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Example:
New York City, NY

Place

Typical features:

- Curbside dining and parklets

- Public space adjacencies (plazas, parks, or civic buildings)

- Adjacent active uses (shopping, dining, services, community spaces)

- Bicycle parking and/or shared mobility docks

Example in Bellevue: Main Street

Storage (Auto)

Typical features:

- Vehicle parking (unrestricted, time-limited, or priced)

- Landscaping includes breaks that allow access to/from curbside parking

Storage (Auto)

Typical features:

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Example in Bellevue:
11th Avenue NE

Storage (Transit)

Typical features:

- Dedicated curbside space for transit layover

- May include transit operator facilities (seating, access to restrooms or break area)

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Example: King County Metro, WA

Storage (Transit)

Typical features:

- Dedicated curbside space for transit layover

- May include transit operator facilities (seating, access to restrooms or break area)

Example in Bellevue:
110th Avenue NE

Curbs with Multiple Types

- Some curbs fulfill many different functions and have **multiple existing curb types**

- Some combinations are more common or compatible than others, and some are mutually exclusive

- The future typology will also allow multiple types, but will also include a **priority curb type**

Access + Storage

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Movement (Transit + Bicycle)

Curb Types:

Clarifying Questions?
Concurrence?

4 CURB TYPOLOGY: DRAFT MAP

Process: Identifying the Existing Type

1. Inventory existing infrastructure
• Dedicated bike lanes
• Dedicated transit lanes
• General purpose travel lanes

2. Inventory existing regulations
• On-street parking
• Transit layover

3. Consider adjacent uses
• Land use types
• Public space
• Transit facilities
• Institutions

Existing Type(s)
• *Can have multiple types*
• *No primary type*
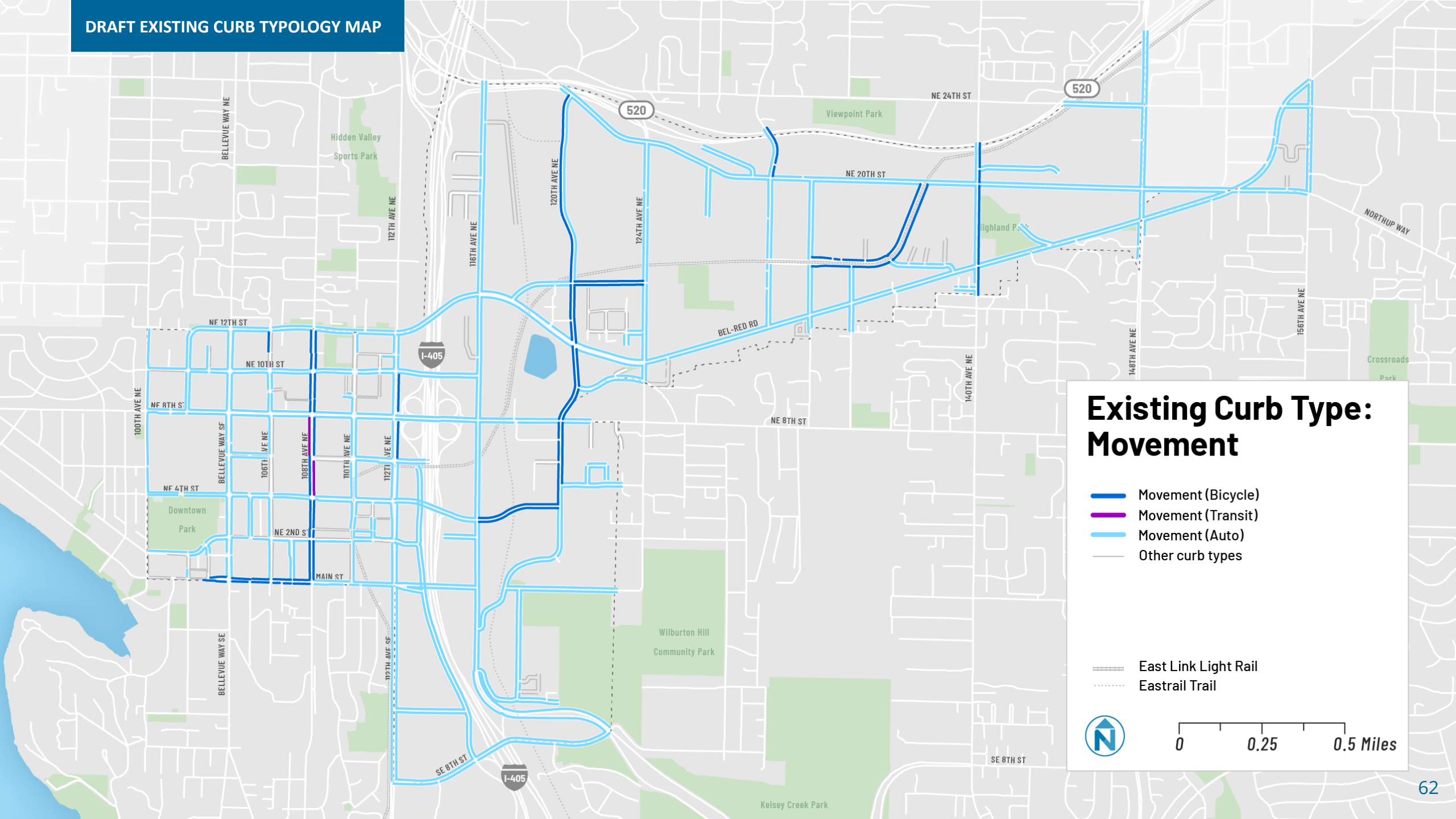
Existing Curb Type: Movement

▬ Movement (Bicycle)
▬ Movement (Transit)
▬ Movement (Auto)
— Other curb types
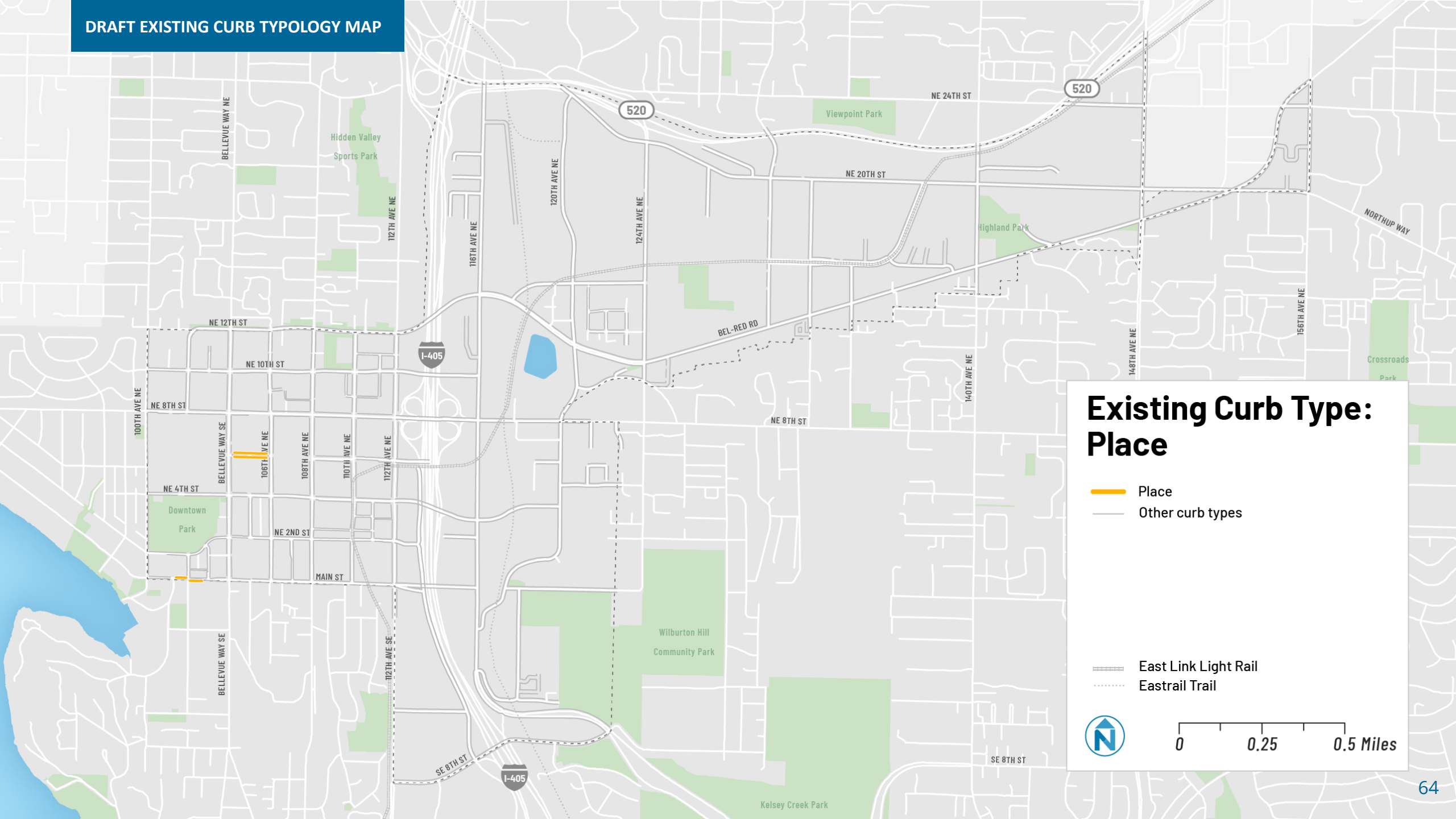
╫ East Link Light Rail
⋯ Eastrail Trail
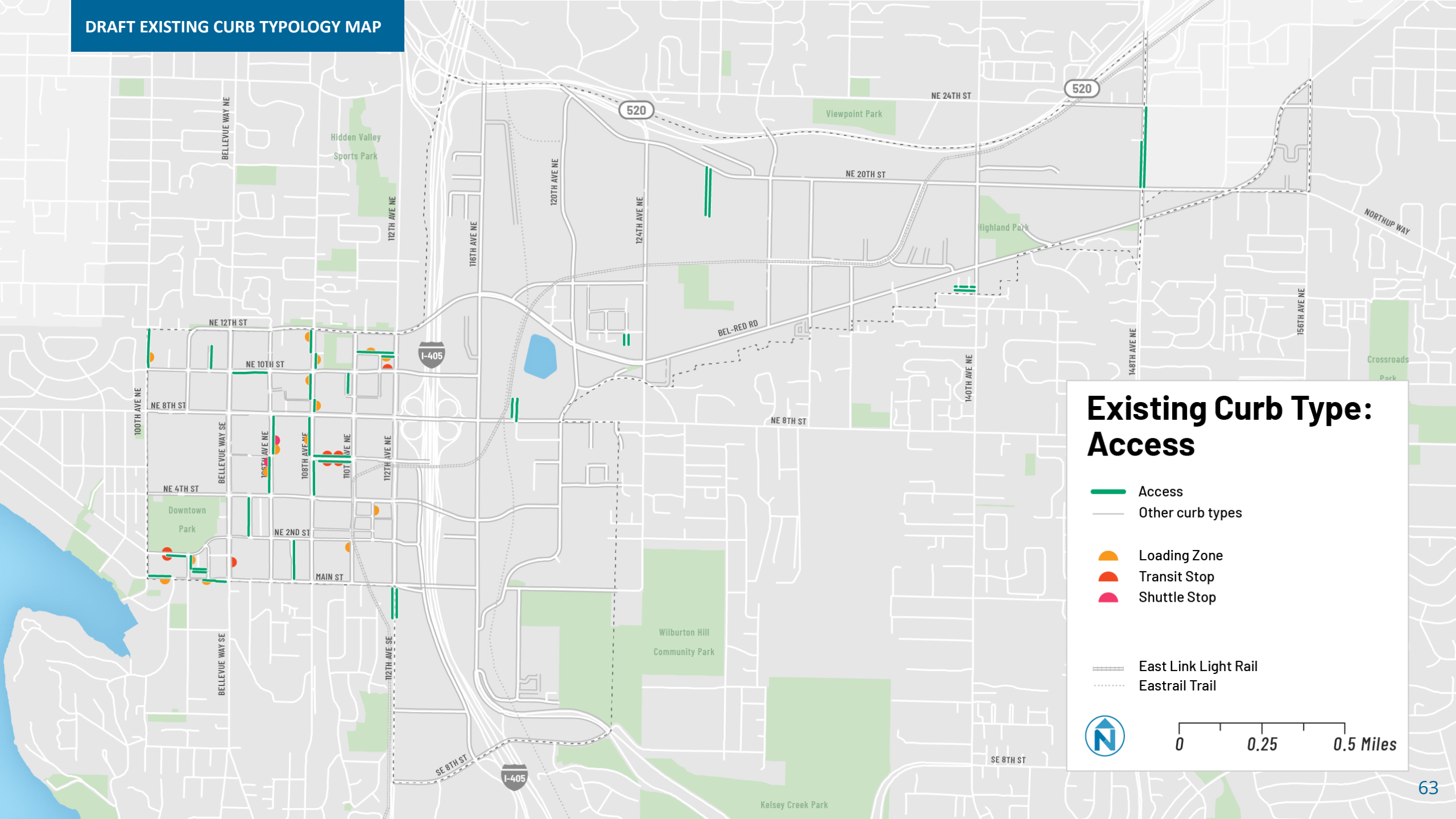
0   0.25   0.5 Miles

Existing Curb Type: Access

— Access
— Other curb types

🟠 Loading Zone
🔴 Transit Stop
🔴 Shuttle Stop

⊷ East Link Light Rail
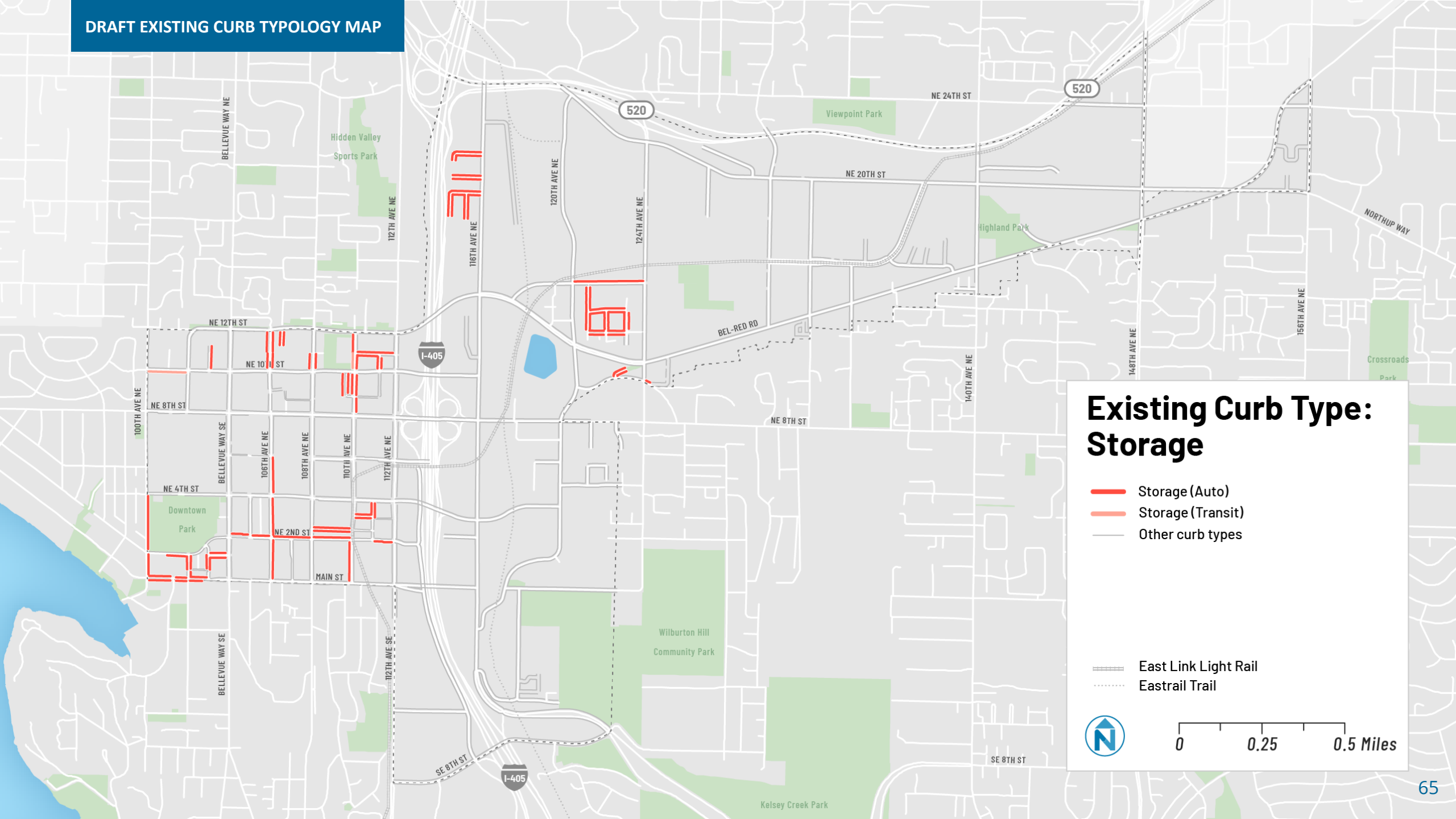⋯ Eastrail Trail

0   0.25   0.5 Miles

Existing Curb Type: Place

━━━ Place

──── Other curb types

▦▦▦ East Link Light Rail

········ Eastrail Trail

0   0.25   0.5 Miles

Existing Curb Type: Storage

— Storage (Auto)
— Storage (Transit)
— Other curb types

⊞⊞⊞ East Link Light Rail
⋯⋯⋯ Eastrail Trail

0   0.25   0.5 Miles

65
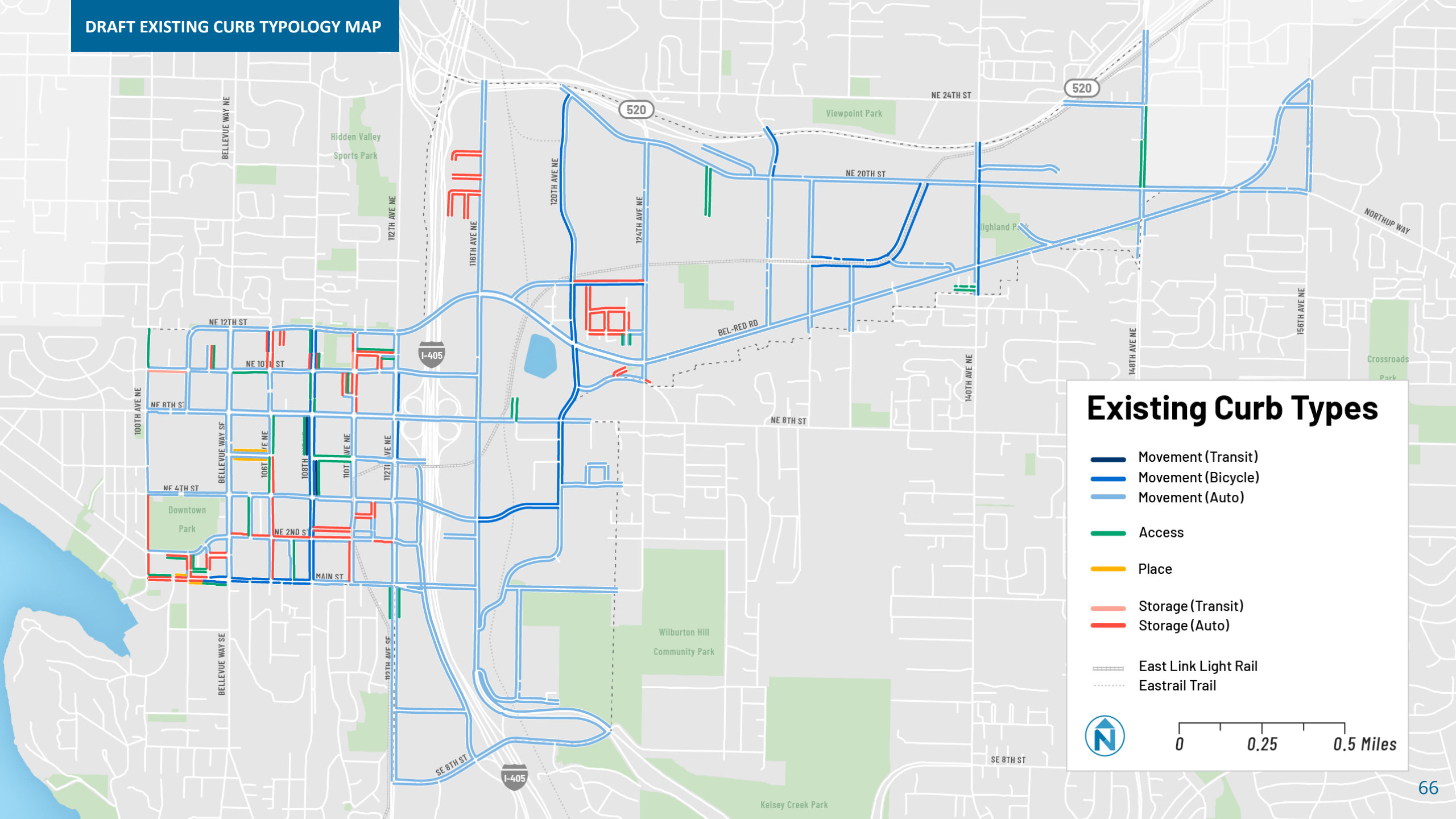
Existing Curb Types

▬▬▬	Movement (Transit)
▬▬▬	Movement (Bicycle)
▬▬▬	Movement (Auto)
▬▬▬	Access
▬▬▬	Place
▬▬▬	Storage (Transit)
▬▬▬	Storage (Auto)
▦▦▦	East Link Light Rail
········	Eastrail Trail

0   0.25   0.5 Miles

Key Findings

1. The existing curb type map looks a bit messy, especially in downtown. **This is a reflection of how the curb is actually used and prioritized today.** The future curb typology will streamline these overlapping types and indicate a priority use for each curb.

Many overlapping types on the same curb

Lots of variation in type in close proximity
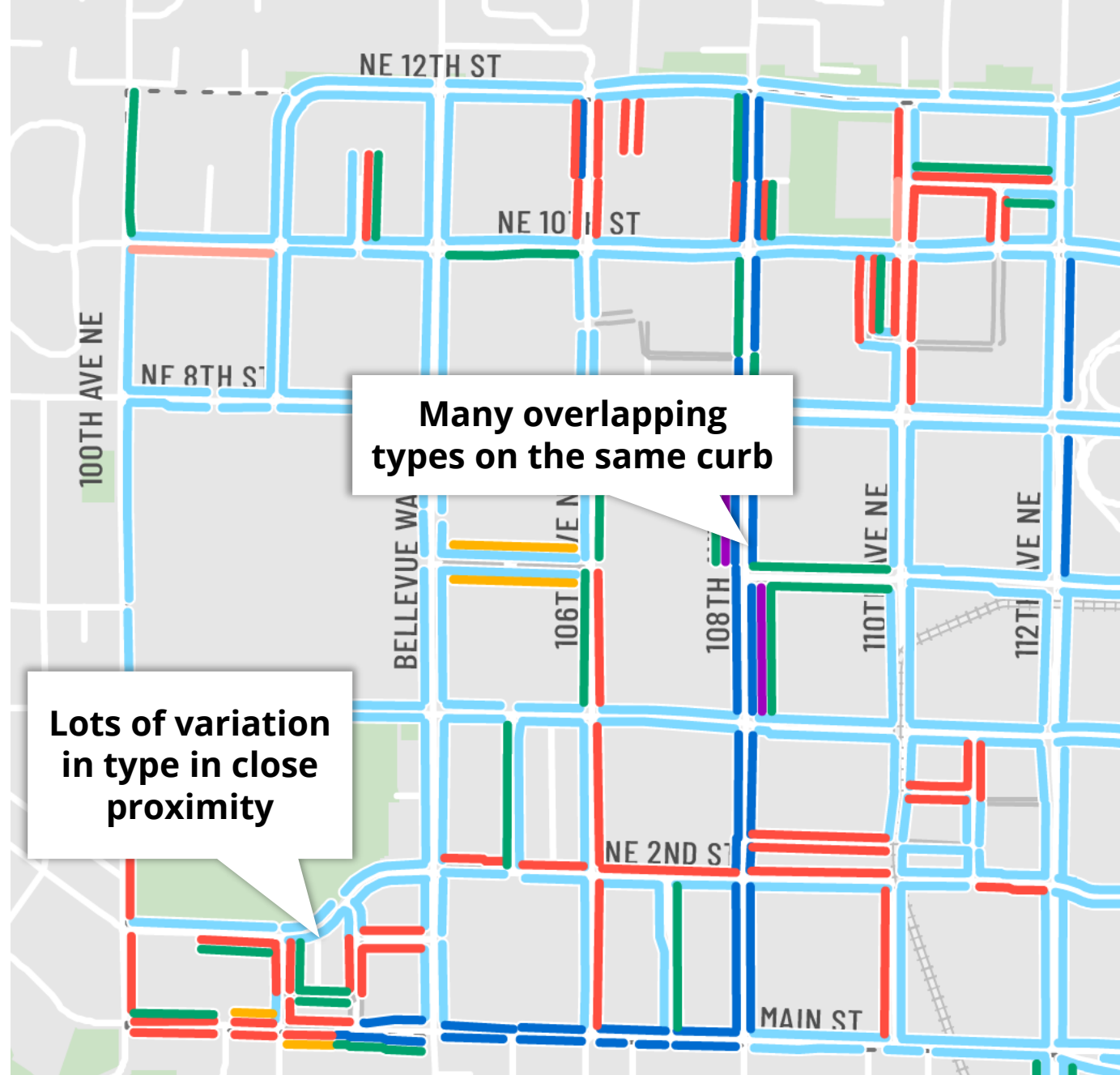
Key Findings

2. There are gaps or breaks in some curb types in key networks. **The existing typology only describes what is built today—the future type will reflect the City's full build-out vision of these networks.** Comparing existing vs. future typologies will help highlight priority investment areas.

Discontinuity in some network-dependent uses, such as transit or bicycle movement
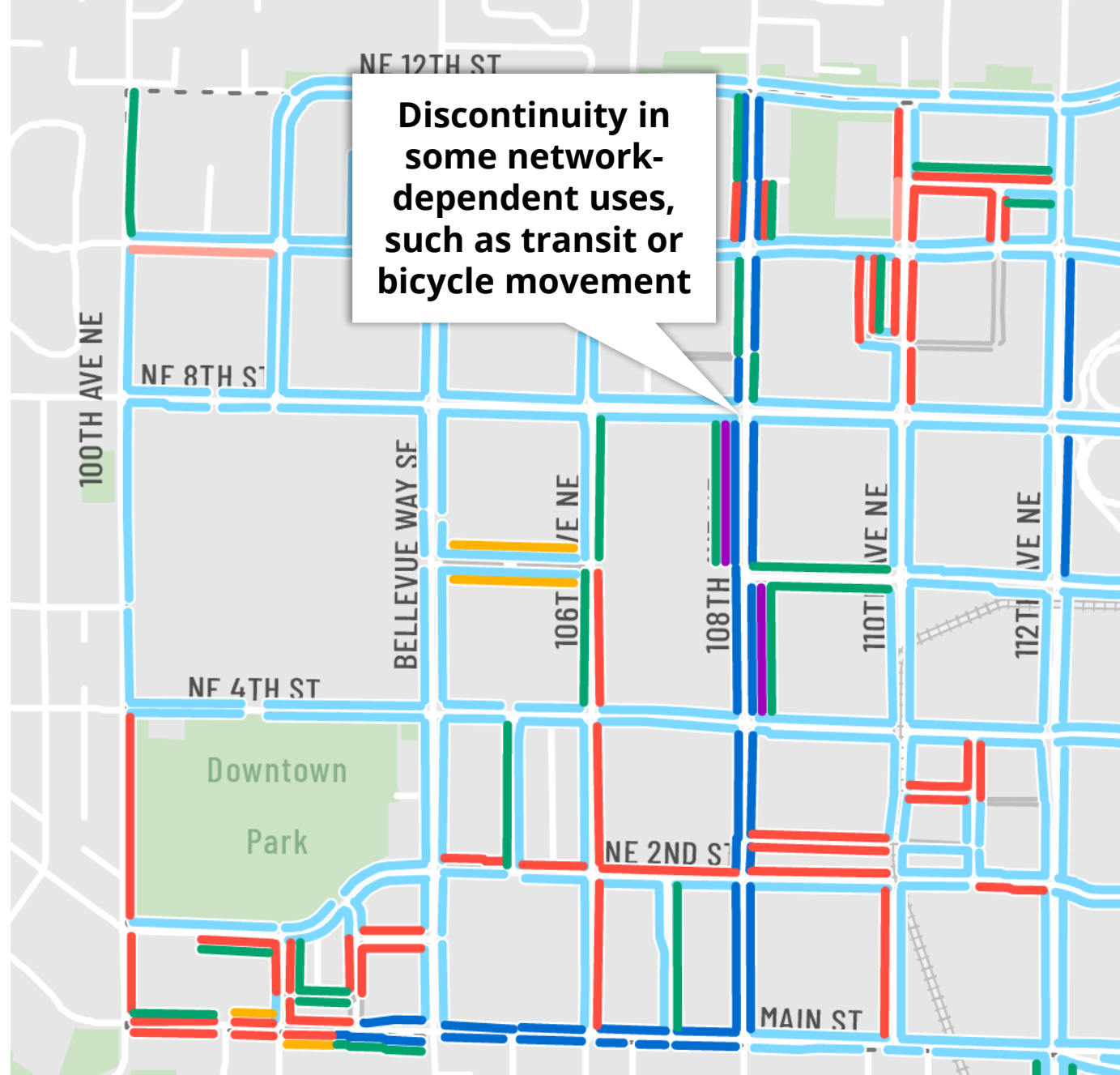
Key Findings

3. Some types or subtypes only show up in a few locations. **The future typology will indicate additional location opportunities for prioritizing some of these types.**

The "Place" type is only observed in a few locations today.
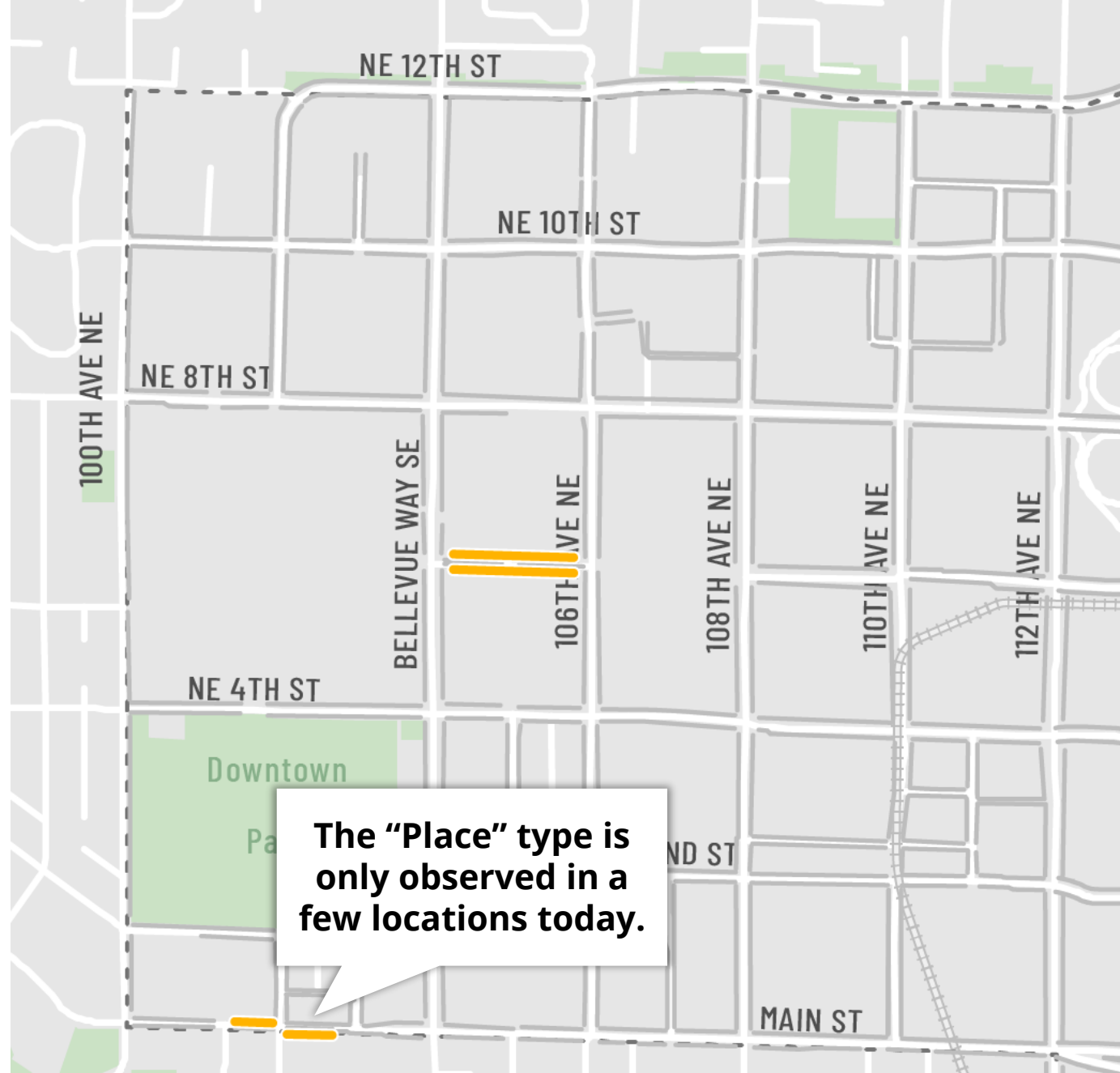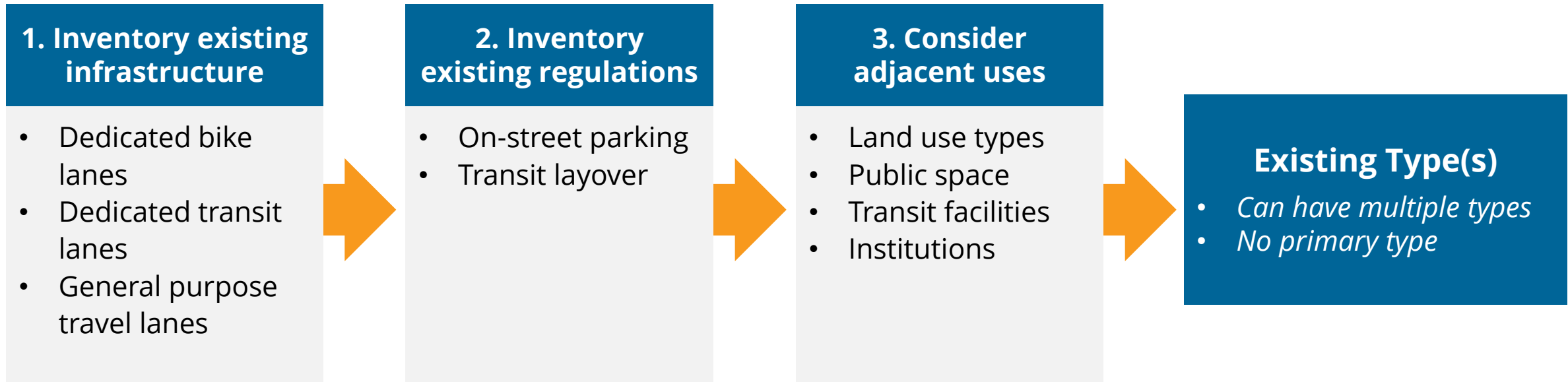
5 CURB TYPOLOGY: RECAP & NEXT STEPS

Existing Typology Recap

Existing typology includes "messiness," which reflects how the curb is used today.

The intent of the existing type is to <u>describe</u>. The future type will add <u>direction</u>.

The typology (existing & future) is a decision-making and prioritization tool.

Process: Identifying the Existing Type

1. Inventory existing infrastructure	2. Inventory existing regulations	3. Consider adjacent uses	Existing Type(s)
• Dedicated bike lanes • Dedicated transit lanes • General purpose travel lanes	• On-street parking • Transit layover	• Land use types • Public space • Transit facilities • Institutions	• *Can have multiple types* • *No primary type*

Next Steps: Future Typology

Tonight: Existing Typology

- ✓ Typology framework (M.A.P.S.)
- ✓ Review of existing curb typology
  - ✓ <u>Describes</u> existing curb uses
  - ✓ Reflects an inventory of existing infrastructure, regulations, programming, and land uses

November: Future Typology

- ▪ Refresh existing typology
- ▪ Review future typology
  - ▪ <u>Directs</u> curb prioritization
  - ▪ Reflects City plans and policies
  - ▪ Includes draft KPIs for each type
- ▪ Compare existing vs. future types

Next Steps: Future Typology
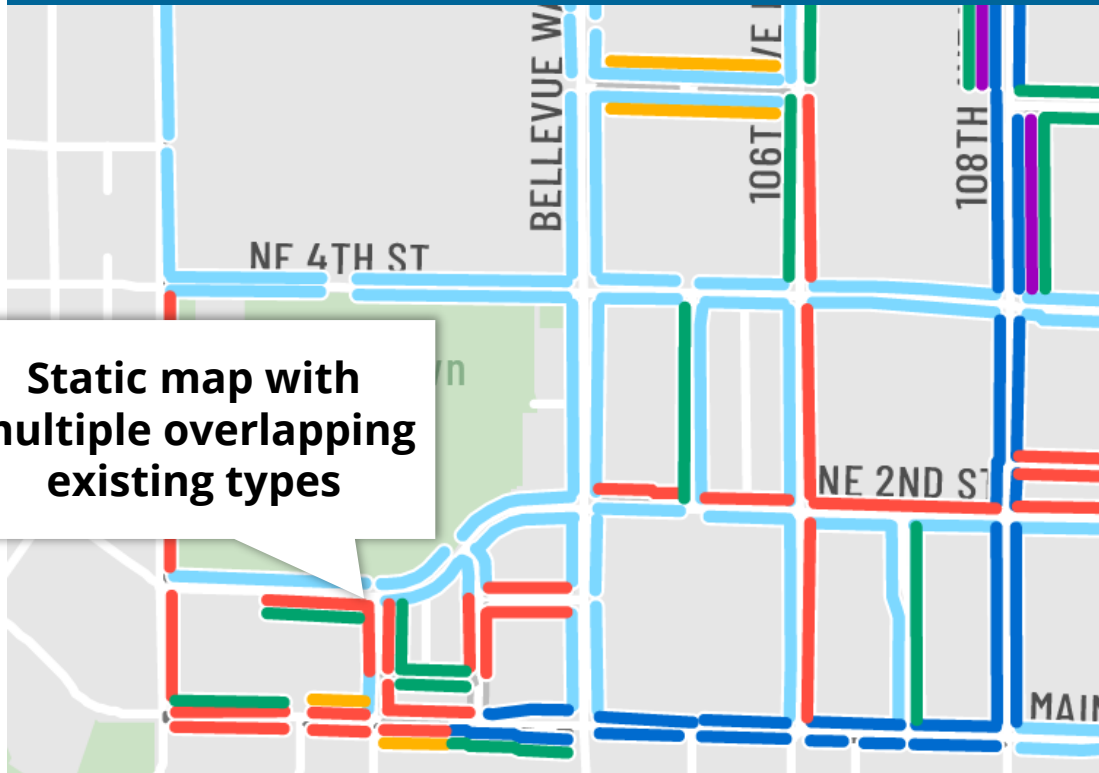
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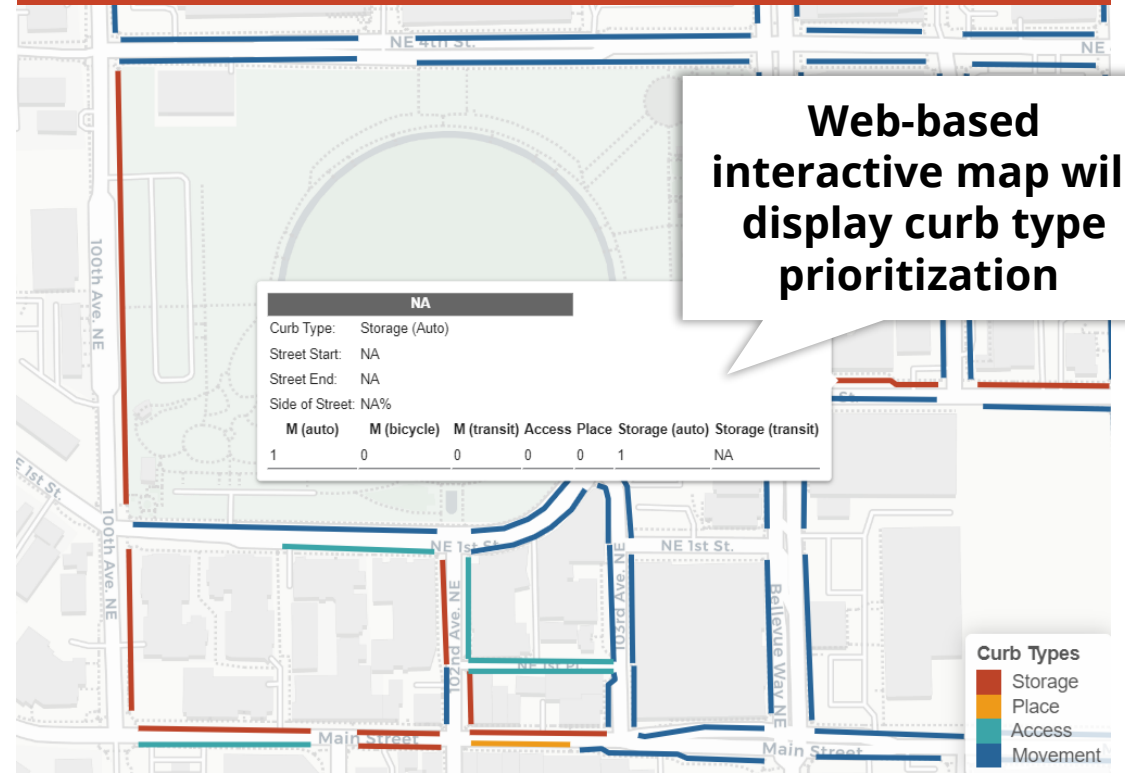- Compare existing vs. future types

Next Steps: Future Typology

Tonight: Existing Typology

November: Future Typology

Static map with multiple overlapping existing types

Web-based interactive map will display curb type prioritization

Curb Typology

PERFORMANCE TRACKING

- Comparing the existing & future curb typology will highlight **gaps, discrepancies, and opportunities**

- The future typology will incorporate Key Performance Indicators to track **progress towards the future typology** and identify **when type assignments should be changed**

Curb Typology:

Discussion
Clarifying Questions
Concurrence

4 NEXT STEPS

Next Steps for the Curb Typology

1. Confirm and refine existing typology

2. Apply future typology

3. Review both with Transportation Commission in November

Planned Upcoming TC Meetings

1. **November 2022**
   – Curb typology part 2: final curb typology (existing and future)

2. **December 2022**
   – Review Curb Playbook

3. **Q1 2023**
   – Begin review of draft Curb Management Plan: content & recommendations

Thank You

Chris Iverson | *City of Bellevue*

Lauren Mattern | *Nelson\Nygaard*

Alex Mercuri | *Nelson\Nygaard*