Transportation Commission
Study Session

April 28, 2022

Bellevue Curb Management Plan

Presented By:

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Agenda for Today

1

Project Updates & Engagement Summary

2

Preliminary Policy Recommendations

3

Next Steps

Tonight's Requested Direction from Transportation Commission

No direction needed – discussion only.

1 PROJECT UPDATES & ENGAGEMENT SUMMARY

Curb Management Plan Schedule

Workstream	April	May	June	July	August	September	October	November
1 Project Management								
Core team and oversight meetings								
2 Stakeholder Engagement & Public Involvement								
Stakeholder interviews, focus groups, curb summit, and Engaging Bellevue survey								
3 Current and Future State of the Curb								
Existing conditions, pricing analysis, and curb use prioritization framework (typology								
4 Process Support								
Curbside Policy Review, comprehensive plan amendment support, and SEPA documentation								
TR Commission meetings	TODAY							
5 Bellevue Curbside Playbook								
Bellevue Curbside Playbook								
6 Compilation of Curb Management Plan								
Curb Management Plan & Near-term Curb Roadmap								

Engagement Summary/Outcome
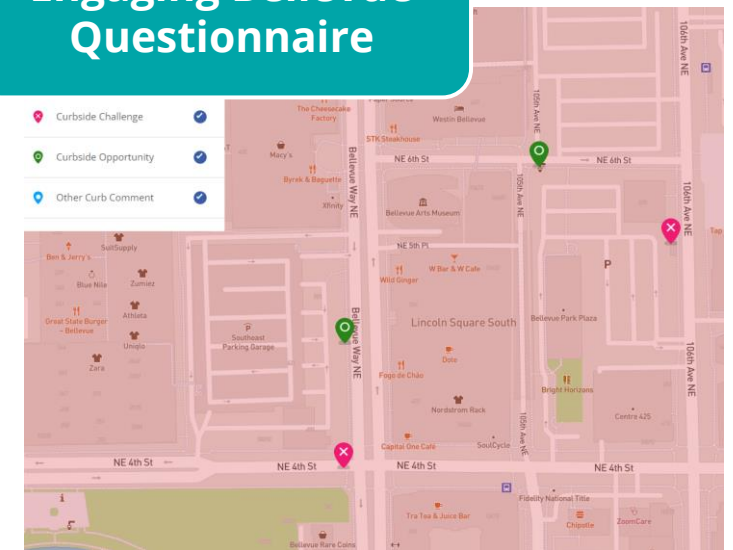
Stakeholder Interviews & Focus Groups

Concluded 6 focus group in March:
Mobility Services, Local Businesses,
Regional Employers, Residents,
Advocates, and Development.

Curb Summit

Held on Tuesday, March 29.
65 attendance in the morning public
session and 30 attendance in the
afternoon practitioner workshop session.

Engaging Bellevue Questionnaire

Closed on April 15th.
196 responses received.

Curb Summit

Policy Implementation Breakout Groups

THEME 1: FLEXIBILITY AND RESILIENCE

The curb should...

- **Flexibly allocate curb space** to different uses based on need (which varies by time and location)

- Accommodate a variety of uses (people, vehicles, and services), both **today and in the future**

- Be supported **by information** (digital, real-time, physical/on-street) to streamline use and adapt to changes

- Use **physical design** as one of the tools for communicating intended or permitted uses

Key considerations for the CMP...

- Reliability and consistency within flexibility

- Future changes to curb use as the City grows and transportation options change

- Opportunities to leverage design as a tool to help manage curb use and "defend" against factors beyond City control

- Tools for measuring and monitoring curb use, supply, and demand, now and in the future

- Digital and analog tools and treatments

- Role of the curb as "connective tissue" that improves flexibility and creates connections between activity nodes, especially within the "superblock" grid downtown

- Enforcement implications for flexible curb use and mgmt.

Policy Implementation Breakout Groups

THEME 2: DIGITAL CURB

The curb should…

- Be supported with **user-facing digital tools** that track and communicate about parking availability

- Leverage digital tools to streamline **enforcement**

- Prioritize **equity** in the design and implementation of digital curb strategies

- Be supported by a strategy for collecting and sharing data that is **actionable for decision-makers and users**

- Leverage digital tools to measure and evaluate **curb performance** against established goals

- Include a **digital marketplace** for curb uses that includes both public and private facilities

Key considerations for the CMP…

- Privately owned vs. publicly owned right of way, loading areas, parking facilities, and other curb assets

- Privacy and security

- Transparency

- Alignment of digital and physical curb elements

- Potential for underlying biases in coding, algorithms, and other digital curb management tools

- Need for (and demand for) human redundancy in public-facing digital tools and services

Policy Implementation Breakout Groups

THEME 3: CURB EFFICIENCY AND PRIORITIZATION OF USES

The curb should...

- Be supported with consistent and equitable **pricing**

- Include **clearly stated goals** to evaluate performance, direct revenues, and prioritize uses

- Leverage data to adapt to different needs and levels of demand by time of day to improve efficiency and **meet the needs of more users within the same curb space**

- Be managed through a **nimble, streamlined City decision-making and management framework**

Key considerations for the CMP...

- "Temporary" vs. "permanent" tools

- Balance between over- and under-management/regulation (clarity and efficiency vs. flexibility)

- The role of incentives (in addition to pricing)

- Spillover demand (parking as well as other uses)

- Role of public vs. private or off-street assets to meet needs of different uses and users

- Role of public vs. private entities to help manage curb

Policy Implementation Breakout Groups

THEME 4: CURB EXPERIENCE

The curb should...

- Be **context-sensitive** in design and management

- Include **placemaking elements** (including landscaping elements, lighting, and artwork) which are also **functional** and thoughtfully implemented to support adjacent uses

- Address the experience of **all modal users**

- Be supported with **clear, legible signage, wayfinding, and information** that works and is accessible for all users (language, color, digital literacy)

- Provide **consistency and predictability** for users

- Be supported by a **user-friendly approach for communicating permissible uses, securing a permits, and providing access**

Key considerations for the CMP...

- Adaptability and dynamic curb use vs. confusion/consistency for users

- Seasonality and special events

- Futureproofing design and experience (infrastructure, power, IT connectivity)

- Holistic curb experience vs. individual parts/blocks

Focus Groups

F

Operation needs

- *Mobility Providers*
  - **Accessible features (landing pads, ramps) needed for transit bus riders boarding/alighting**
  - **Bus layover spaces at the curb**
  - **Short time-limited parking for passenger and delivery loading**
  - **Vehicle queuing for taxi and ridehailing services**
  - **Designated parking and charging for shared micromobility devices**

- *Local Businesses*
  - **Designated ridehailing passenger pickup/drop-off zone**
  - **Walkable connections across districts and neighborhood for residents and customers**
  - **Events and programming, like art performances, to add vitality**

- *Regional Employers*
  - **Designated shuttle pickup/drop-off zone for large employer shuttles**
  - **Prompt city announcements about street and sidewalk closure for employees**
  - **Clear path to "renting" curb space via a fee or permit for shuttle service and queueing for employees**

- *Residents*
  - **Separate/designated bike lanes**
  - **Easy and available parking spaces**
  - **Walkable sidewalk space (unobstructed from construction)**
  - **Organized uses at the curb to prevent traffic congestion**

- *Transportation Advocates*
  - **Separated/designated bike lanes to connect better to stations**
  - **Consistent and standardized permitting and pricing structure for all curb uses**
  - **Extended bus platforms that interact well with bike lanes**

- *Developers*
  - **Safe pedestrian access and use of sidewalk during construction phase**
  - **Streamlined approval process for property managers**
  - **Active enforcement for vehicles parking in the travel lane for passenger and delivery loading**

Success means...

- *Mobility Providers*
  - **No impediments to boarding/alighting the bus**
  - **Lower single-occupancy vehicle dependency**
  - **Seamless passenger and goods loading**
  - **Safe interactions between biking and buses**

- *Local Businesses*
  - **More people walking on the sidewalk**
  - **Welcoming and vibrant public space (sidewalk space)**
  - **Accessible (ramps, unobstructed) curb and sidewalk space**

- *Regional Employers*
  - **Consistent signage and enforcement for designated curb use**
  - **Multiple curb uses designated at different times of the day**
  - **Shared employer shuttle and transit stop location**

- *Residents*
  - **No excessive delays or wait times at the curb**
  - **Safety and clarity for what is or is not allowed**

- *Transportation Advocates*
  - **Vision Zero safety programs**
  - **Well-maintained bus stops with shelters**
  - **Comprehension that curb is for public use**

Developers
  - **Embracing and managing future innovations like autonomous vehicles**
  - **Ability to change use appropriately**
  - **A "playbook" clearly showing how to apply and find permits**

Future Opportunities

- *Mobility Providers*
  - **More partnerships**
  - **Repurposing traditional on-street vehicle parking**
  - **More regional grant opportunities for multimodal facilities (bike lanes, sidewalks, enhanced bus stops)**
  - **Electrification**
  - **District parking model that consolidates on-site and off-site parking inventory**

- *Local Businesses*
  - **More programming and events on the sidewalks**
  - **More street level mixed use that need mixed use curb**

- *Regional Employers*
  - **More employee growth management from the city**
  - **More multi-tenant offices that have varying and aggregated curb use**
  - **More mode shift from driving alone to transit, biking, and walking**
  - **More first-last-mile connections**

- *Residents*
  - **More population growth management from the city**
  - **Increased retail/commercial opportunities outside of Downtown core**
  - **More parking garages**
  - **More electric vehicle charging stations**
  - **More services and activities like nightlife, walkable streets, and other activities accommodated by densified downtown core**

- *Transportation Advocates*
  - **More accessible transportation options for people with disabilities**
  - **Lesser focus on vehicle parking**
  - **More bikeable and walkable streets**
  - **Prioritizing pedestrians using buses**

- *Developers*
  - **More street vibrancy from outdoor dining**
  - **More population growth management from the city**
  - **New technology that bring about shared real-time information**
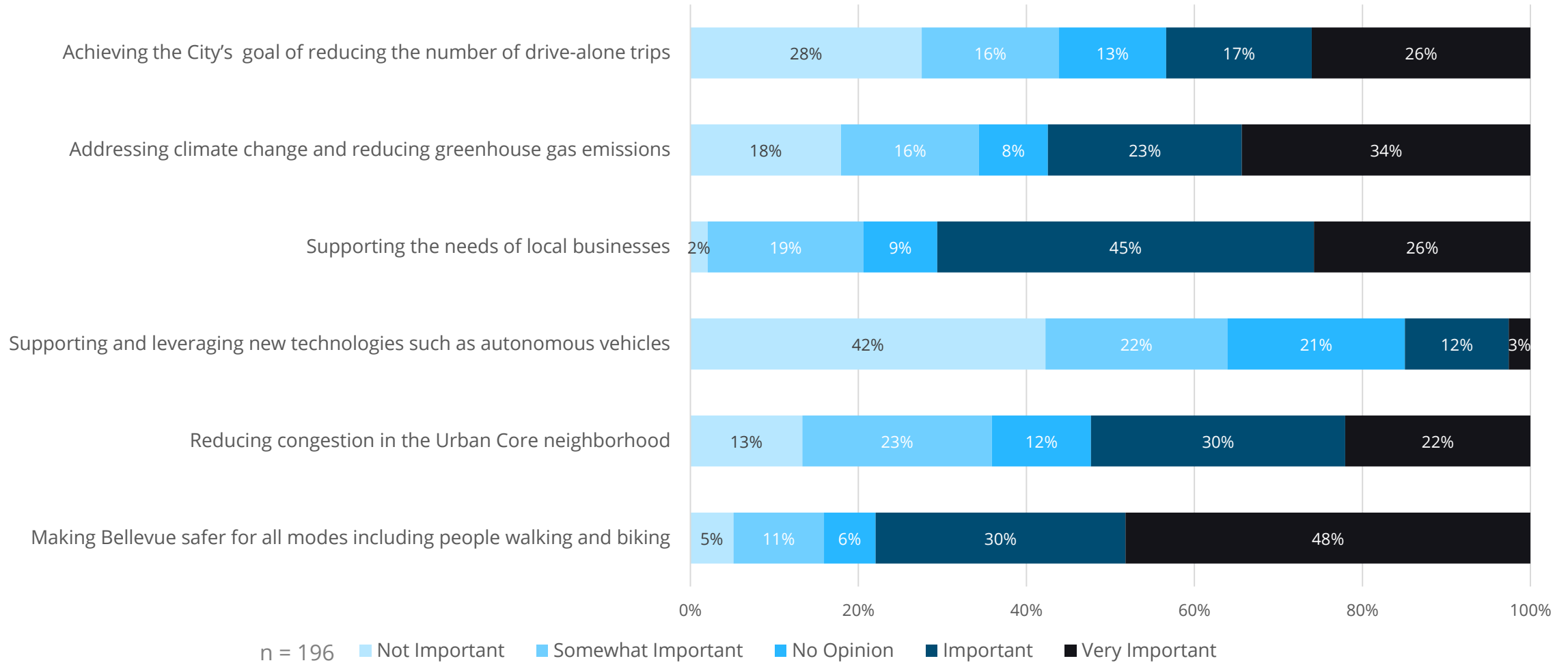 - **More long-term parking opportunities**

Questionnaire

Questionnaire Results

- 196 responses

- Top challenge: Vehicles going too fast causing unsafe conditions
  - Other: difficulty finding parking, insufficient number of outside dining spaces
  - Acknowledgement of growth and need for adapting infrastructure

- Top opportunity: Wider sidewalks
  - Other: curb dining, seating, and greenery

Please share how important is each of the following curb management priorities to you

Achieving the City's goal of reducing the number of drive-alone trips	28%	16%	13%	17%	26%
Addressing climate change and reducing greenhouse gas emissions	18%	16%	8%	23%	34%
Supporting the needs of local businesses	2%	19%	9%	45%	26%
Supporting and leveraging new technologies such as autonomous vehicles	42%	22%	21%	12%	3%
Reducing congestion in the Urban Core neighborhood	13%	23%	12%	30%	22%
Making Bellevue safer for all modes including people walking and biking	5%	11%	6%	30%	48%

n = 196   ■ Not Important   ■ Somewhat Important   ■ No Opinion   ■ Important   ■ Very Important

2 PRELIMINARY POLICY RECOMMENDATIONS

Policy in the Comprehensive Plan

- Growth Management Act (GMA) requires cities to adopt local comprehensive plans.

- Bellevue's Comprehensive Plan is the foundational policy document that articulates the vision for the future of the City and directs City actions, decisions, regulations, and capital investments.

- Once each year, jurisdictions may consider policy amendments.

- Planning Commission administers amendment process
  - Includes public hearing and transmitting recommendations to City Council

Review from 3/10 TC meeting: Potential policy concepts

- **Added support** for curb placemaking and activation functions, like curbside dining and parklets

- **Added support** for developing curbside mobility hubs

- **Added support** for curb management technologies and innovations

- **Amended language** that addresses new mobility functions, such as providing deliberate accommodation for rideshare services, freight providers, and micromobility services

- **Added support** for the creation of a dedicated curb management program

Recommended Policy Actions

1 **Repeal Existing Policies**

S-DT-157.3
S-DT-157.4
S-DT-157.5
S-DT-157.7

2 **Modify Existing Policies**

TR-128
TR-143
S-DT-157.1
S-DT-157.2
S-DT-157.6

3 **Adopt New Policies**

7 New Recommended Policies

Comprehensive Plan Amendment Process

Recommended Repealed and Modified Policies

Policies –Repeal or Modify

Policy	Action	Existing Policy	Recommended Policy
S-DT-157.3	Repeal	Consider developing a proposal to implement a pay for on-street parking program	N/A
S-DT-157.4	Repeal	Integrate on-site loading space and/or create designated curbside loading space through development review	N/A
S-DT-157.5	Repeal	Integrate time-limited curbside space for passenger pick-up and drop-off through development review	N/A
S-DT-157.7	Repeal	Allow restricted use of designated on-street parking spaces for electric vehicle charging stations	N/A
TR-128	Modify	Provide for curbside space to accommodate small-scale parcel delivery and loading through development review	Provide dynamic curbside space within public right-of-way to accommodate parcel delivery and passenger loading through curb operation changes and development review.
TR-143	Modify	Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed	Consider adding electric vehicle charging stations in designated on-street parking areas through development review.
S-DT-157.1	Modify	Add new permanent on-street parking spaces in high-opportunity locations that meet engineering standards for traffic safety	Create curbside zones for on-street parking as designated in the Curb Management Plan.
S-DT-157.2	Modify	Explore adding temporary on-street parking spaces for use during off-peak hours	Add on-street parking spaces in travel lanes for use during off-peak hours
S-DT-157.6	Modify	Consider designating permanent or off-peak curbside vehicle queues in high-demand locations	Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.

Recommendations: Repeal

	Existing Policy	Rationale
S-DT-157.3	Consider developing a proposal to implement a pay for on-street parking program	Policy applies to the Downtown Subarea Plan; would be replaced by policy New-2, which would apply to other areas outside of downtown (i.e. BelRed)
S-DT-157.4	Integrate on-site loading space and/or create designated curbside loading space through development review	On-site loading space now required by Land Use Code; Existing policy language is redundant when compared to TR-128 in the Transportation Element
S-DT-157.5	Integrate time-limited curbside space for passenger pick-up and drop-off through development review	Policy language is redundant when compared to the proposed modification to TR-128 in the Transportation Element
S-DT-157.7	Allow restricted use of designated on-street parking spaces for electric vehicle charging stations	Policy language is redundant when compared to TR-143 in the Transportation Element

Recommendations: Modify

POLICY TR-128 (Parcel delivery and loading zones)

Existing Policy:	Provide for curbside space to accommodate small-scale parcel delivery and loading through development review
Proposed Edits:	Provide ~~for~~ **dynamic** curbside space **within public right-of-way** to accommodate ~~small-scale~~ parcel delivery and **passenger** loading through **curb operation changes** development review
New Policy Language	**Provide dynamic curbside space within public right-of-way to accommodate parcel delivery and passenger loading through curb operation changes and development review**

Recommendations: Modify

POLICY TR-143 (EV Charging stations in on-street parking spaces)

Existing Policy:	Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed

Proposed Edits:	~~Provide curbside spaces for~~ **Consider adding** electric vehicle charging stations ~~where on-street parking is allowed~~ **in designated on-street parking areas through development review.**

New Policy Language	**Consider adding electric vehicle charging stations in designated on-street parking areas through development review.**

Recommendations: Modify

POLICY S-DT-157.1 (New on-street parking spaces)

Existing Policy:	Add new permanent on-street parking spaces in high-opportunity locations that meet engineering standards for traffic safety

Proposed Edits:	~~Add new permanent~~ **Create curbside zones for** on-street parking ~~spaces in high-opportunity locations that meet engineering standards for traffic safety~~ **as designated in the Curb Management Plan**

New Policy Language	**Create curbside zones for on-street parking as designated in the Curb Management Plan**

Recommendations: Modify

POLICY S-DT-157.2 (Parking in travel lanes during off-peak hours)

Existing Policy:	Explore adding temporary on-street parking spaces for use during off-peak hours

⬇

Proposed Edits:	~~Explore adding temporary~~ **Add** on-street parking spaces **in travel lanes** for use during off-peak hours

⬇

New Policy Language	**Add on-street parking spaces in travel lanes for use during off-peak hours**

Recommendations: Modify

S-DT-157.6 (Rideshare, taxi, and employer shuttle queue areas)

Existing Policy:	Consider designating permanent or off-peak curbside vehicle queues in high-demand locations

Proposed Edits:	~~Consider designating~~ **Designate** permanent or off-peak curbside ~~vehicle queues in high-demand~~ **queue areas for rideshare vehicles, taxis, and employer shuttles in strategic** locations

New Policy Language	**Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations**

Recommended New Policies

Policies – New

Policy	Action	Recommended Policy	Staff Comment
New-1	New	Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.	This policy will refer to one of the foundational elements within the Curb Management Plan. The curb typology will be a type of "curb zoning" that will advise certain uses and conditions at curb areas block-by-block. This policy will ensure that the Curb Typology is actionable long-term as the roadway network evolves in the urban core areas of Bellevue.
New-2	New	Implement a pricing-based curbside management program as recommended in the Curb Management Plan.	Effectively replaces S-DT-157.3 in order to implement a curb pricing program that isn't limited to downtown alone.
New-3	New	Identify and create regulated passenger loading zones for taxi and rideshare use, primarily within the Type 1 Performance Management Areas as defined in the Mobility Implementation Plan.	Growth Corridor targeted policy needed for better managing rideshare impacts to curbside environments
New-4	New	Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.	Add policy language that encourages & allows for curbside innovations to take place. Examples include curb usage monitoring technology, common carrier locker systems, etc.
New-5	New	Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.	Add policy language that encourages curb areas to act as mobility hubs
New-6	New	Create designated curbside zones to facilitate temporary curbside use for vendors, such as food trucks, in areas with high pedestrian activity.	Add policy language that encourages retail activities in the curbside (i.e. food trucks).
New-7	New	Create vibrant activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions in strategic locations.	Need to add policy support language that encourage curbside placemaking.

Recommendations: NEW-1

Curb uses, typologies, and modal priorities

Proposed Policy	Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.

Rationale	• Curb typology will be a type of "curb zoning" that will advise certain uses and conditions at curb areas • Proposed policy would ensure that the Curb Typology is actionable long-term as the roadway network evolves in the urban core areas of Bellevue

Recommendations: NEW-2

Pricing-based curbside management program

Proposed Policy	**Implement a pricing-based curbside management program as recommended in the Curb Management Plan.**

Rationale	• Ensure that the supply and demand of curb uses can be balanced long term • May include continued uses (i.e. shuttle permit fees) and new uses (i.e. pay-for on-street parking) • Note: adoption of this policy will not directly result in a pricing-based curb management program. Rather, this policy supports the development of said program in the future

Recommendations: NEW-3

Passenger loading zones

Proposed Policy	**Identify and create regulated passenger loading zones for taxi and rideshare use, primarily within the Type 1 Performance Management Areas as defined in the Mobility Implementation Plan.**

Rationale	• Encourages better management practices to handle growing rideshare impacts to curbside environments

Recommendations: NEW-4

Curb technology solutions

Proposed Policy	**Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.**

Rationale	• Encourages & allows for curbside innovations to take place long-term • Examples may include curb usage monitoring technology, common carrier locker systems, UAS and sidewalk drone delivery systems, etc.

Recommendations: NEW-5

Mobility hubs

Proposed Policy	**Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.**

Rationale	• Supports multimodal transportation options, especially at transit hubs in the urban core areas of Bellevue • Provides support to foster micromobility options, first-last mile options from transit, traveler information, etc.

Recommendations: NEW-6

Temporary curbside zones for vendors

Proposed Policy	**Create designated curbside zones to facilitate temporary curbside use for vendors, such as food trucks, in areas with high pedestrian activity.**

Rationale	• Encourage economic development and dynamic placemaking in strategic curbside locations • Supports other Economic Development initiatives at the city

Recommendations: NEW-7

Activated placemaking curbside zones

Proposed Policy	Create vibrant activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions in strategic locations.

Rationale	• Encourage curbside placemaking, greenery, and uses within transportation right-of-way at strategic locations

Recommendations

Policy	Action	Existing Policy	Confirm (Y/N)
New-1	New	Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.	
New-2	New	Implement a pricing-based curbside management program as recommended in the Curb Management Plan.	
New-3	New	Identify and create regulated passenger loading zones for taxi and rideshare use, primarily within the Type 1 Performance Management Areas as defined in the Mobility Implementation Plan.	
New-4	New	Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.	
New-5	New	Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.	
New-6	New	Create designated curbside zones to facilitate temporary curbside use for vendors, such as food trucks, in areas with high pedestrian activity.	
New-7	New	Create vibrant activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions in strategic locations.	
TR-128	Modify	Provide for curbside space to accommodate small-scale parcel delivery and loading through development review.	
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S-DT-157.7	Repeal	Allow restricted use of designated on-street parking spaces for electric vehicle charging stations.	

3 NEXT STEPS

Planned Upcoming TC Meetings

1. **May 12, 2022**
   - Discuss & refining curb policies

2. **June 9, 2022**
   - Finalize curb policies
   - *ACTION: Transmit recommendations to Planning Commission*

3. **July 14, 2022**
   - CMP Content: Discuss curb pricing programs & approaches

4. **September 8, 2022**
   - CMP Content: Discuss curb typology & prioritization

5. **Q4, 2022**
   - CMP Content: Continue discussion on curb typology, advance CMP content

Q QUESTIONS & DISCUSSION

Thank You

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