



Bellevue Planning Commission

May 24, 2023

PLANNING COMMISSION AGENDA ITEM

SUBJECT

Update on the Curb Management Plan

STAFF CONTACT(S)

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POLICY ISSUES

The Curb Management Plan effort included a 2022 Comprehensive Plan Amendment (CPA) process approved by City Council in December 2022.

DIRECTION NEEDED FROM THE PLANNING COMMISSION

ACTION

DIRECTION

INFORMATION ONLY

The May 24, 2023 study session item will provide a status update on the development of the city's Curb Management Plan. This initiative is being guided by the Transportation Commission.

BACKGROUND/ANALYSIS

Curb Management – Policy Development

On November 15, 2021, the City Council approved a consultant contract and scope of work for the Curb Management Plan (CMP). This CMP effort seeks to establish more deliberate policies, practice, and guidance on how curb areas should be design, maintained, and operated over time.

On February 14, 2022, the City Council provided direction to initiate a 2022 Comprehensive Plan Amendment (CPA) workplan in support of curb management, and to develop a Curb Management Plan for the city. The CPA was to be led by both the Transportation and Planning Commissions, while the development of the CMP was to be led by the Transportation Commission.

On September 14, 2022, the Planning Commission held a public hearing for the curb management CPA. Staff presented the Transportation Commission recommendation with minor staff modified recommendations based on public feedback. The Planning Commission voted 4-1 to advance policy recommendations for Council review and approval. At this meeting, the Planning Commission also requested staff to provide an update on the Curb Management Plan once the draft document was available for public review.

At the December 12, 2022 meeting, the City Council adopted Ordinance #6707, which adopted curb management policies into the Transportation Element and Downtown Subarea Plan.

Curb Management – Adopted Policies

Final policies adopted by City Council in support of Curb Management are identified in Ordinance #6707. All adopted policies are listed below.

- **TR-134:** Provide flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through development review and curb operation changes.
- **TR-147:** Add electric vehicle charging stations in designated curbside zones as required through development review.
- **S-DT-157.1:** Create curbside zones for on-street parking.
- **S-DT-157.2:** Add on-street parking spaces in travel lanes for use during off-peak hours.
- **S-DT-157.6:** Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.
- **TR-36:** Designate curb uses, curb typologies, and modal priorities.
- **TR-37:** Consider implementation of a pay-for curb use program.
- **TR-38:** 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.
- **TR-39:** Promote the use of curb technology solutions that enhance safety and efficiency of the curbside environment.
- **TR-87:** Create mobility hubs in alignment with King County Planning Policy guidance.
- **TR-40:** Consider creating designated curbside zones to allow for vendor and food truck activity.
- **TR-41:** Consider creating activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions.
- **TR-42:** Develop and implement a Curb Management Plan that designates a curb typology, establishes a pay-for curb use program recommendation, facilitates dynamic curbside management, and accounts for various movement, access, and placemaking functionalities.

Curb Management Plan – Draft Document

The draft Curb Management Plan was posted for public review in April 2022 on the [project webpage](#). Four appendix documents were simultaneously published in support of the CMP and provide more detail on public engagement, existing conditions, curbside practices, and curb pilot concepts. The draft CMP was the culmination of 16 months of work with the Transportation Commission and the community on how to set a course for the city's curbside areas long-term. Recommendations were data-informed and rooted in public feedback and national best practices.

High-level descriptions of each chapter in the CMP is listed below.

CMP outline

The table below summarizes the CMP chapters with brief descriptions of each section.

Chapter Title	Chapter Description
Executive Summary	This is a high-level summary of the Curb Management Plan. It synthesizes project background, policy development, concepts, practices, next steps, and references to appendices. Key graphics are included.
Introduction	Background on curb management. This chapter describes the importance of the curb in a Bellevue context; reviews existing conditions, public engagement activities, and policy development details.
Curb Supply	This chapter focuses on the supply-side concept of curb management, with most of the focus on the Curb Typology. Curb types, curb uses, and inputs for Typology are identified. Existing curb inventory is compared to future curb type intent within the study area through maps, graphics, and illustrations. This section also describes how the Typology can be used.
Curb Demand	This chapter focuses on the demand-side concept of curb management, with most attention on curb pricing, enforcement, and program oversight. Background describes how pairing pricing and robust enforcement is an effective demand management tool for many curb uses, including for on-street parking and permitted uses of the curb. Recommendations for approaches are identified.
Curbside Practices	This chapter focuses on operational concepts and recommendations for curb management. This summarizes details within the Curbside Practices Guide (Appendix A). Practices within the guide are the basis for future projects after CMP adoption. This section also includes high-level prioritization for future projects.
Curb Pilot Roadmap	This chapter focuses on pilot projects for potential near-term action within the curbside environment. This summarizes details within the Curb Pilot Roadmap (Appendix B). Pilot project recommendations reference principles and best practices for deployment, including staffing & funding needs, data requirements, and oversight authority.
Looking Forward	This chapter focuses on next steps beyond the immediate completion of the CMP, including considerations for staffing, funding, equity, and programmatic decision-making to ensure progress continues long-term.

NEXT STEPS

The Transportation Commission is guiding the development of the CMP. On May 25, 2023, the project team will seek action from the Transportation Commission to recommend the CMP to City Council for adoption. The City Council will review and consider the Transportation Commission recommendation in a study session later in 2023, followed by adopting the CMP through a resolution.

ATTACHMENTS

1. None