

## Attachment A: Curb Typology Bibliography

### TABLE 1: REFERENCES TO CURB TYPES

Much of the reference material have language or indication that directs the identification of specific curb types. This table highlights many of those reference sources and how they inform the Curb Typology.

| Plan, policy, or data source                         | Specific policy or section            | Topic                                    | Which Curb Type does it relate to? |      |      |   |   |      |      |
|--|---------------------------------------|--|------------------------------------|------|------|---|---|------|------|
|  |                                       |  | M(v)                               | M(t) | M(b) | A | P | S(v) | S(t) |
| BelRed Streetscape Plan                              | Ch. 4 – Street Typologies             | Street typology                          |                                    |      |      |   |   |      |      |
| Mobility Implementation Plan                         | Layered Network chapter               | Modal priorities                         |                                    |      |      |   |   |      |      |
| Mobility Implementation Plan                         | Pedestrian network map (p.14)         | Pedestrian priority areas                |                                    |      |      |   |   |      |      |
| Mobility Implementation Plan                         | Bicycle network map (p. 15)           | Bicycle priority areas                   |                                    |      |      |   |   |      |      |
| Mobility Implementation Plan                         | Transit network map (p.17)            | Transit priority areas                   |                                    |      |      |   |   |      |      |
| Mobility Implementation Plan                         | Vehicle network map (P. 19)           | Auto priority areas                      |                                    |      |      |   |   |      |      |
| Pedestrian-Bicycle Transportation Plan               | Bicycle Network Maps (p. 139)         | Primary/Secondary Routes                 |                                    |      |      |   |   |      |      |
| Pedestrian-Bicycle Transportation Plan               | TR-79 (p. 34)                         | Prioritization                           |                                    |      |      |   |   |      |      |
| Pedestrian-Bicycle Transportation Plan               | PB-9 (p. 35)                          | Bike connections to schools              |                                    |      |      |   |   |      |      |
| Transit Master Plan                                  | Capital vision                        | Transit priority locations               |                                    |      |      |   |   |      |      |
| Wilburton Commercial Study – Transportation          | Map (p. 41)                           | Street types                             |                                    |      |      |   |   |      |      |
| Wilburton Commercial Study – Transportation          | 116 <sup>th</sup> streetscape (p. 79) | 116 <sup>th</sup> type designation       |                                    |      |      |   |   |      |      |
| Sound Transit 120 <sup>th</sup> Station TOD Plan     | (General)                             | General guidance                         |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Transportation Element | Truck routes map (p. 180)             | Freight access/movement                  |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | Downtown Streets map (p. 89)          | Downtown street types                    |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-41                               | Auto priority streets                    |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-41.1                             | Pedestrian priority streets              |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-41.2                             | Transit priority streets                 |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-42                               | 108 <sup>th</sup> Ave business district  |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-44                               | 106 <sup>th</sup> Ave entertainment area |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-45                               | Grand Connection                         |                                    |      |      |   |   |      |      |

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| Plan, policy, or data source                         | Specific policy or section | Topic                                     | Which Curb Type does it relate to? |      |      |   |   |      |      |
|--|----------------------------|---|------------------------------------|------|------|---|---|------|------|
|  |                            |   | M(v)                               | M(t) | M(b) | A | P | S(v) | S(t) |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-46                    | Bellevue Way Shopping St                  |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-81                    | Grand connection                          |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-94.1                  | Main street                               |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Downtown Subarea Plan  | S-DT-144.1                 | Accessibility                             |                                    |      |      |   |   |      |      |
| Bellevue Comprehensive Plan - Wilburton Subarea Plan | S-WI-29                    | 116 <sup>th</sup> Ave bike lanes/GP lanes |                                    |      |      |   |   |      |      |
| Grand Connection Framework Plan                      | Framework                  | Public space; bike/ped route              |                                    |      |      |   |   |      |      |
| Populus: Commercial Loading Trend (freight) data     | Freight activity map       | Freight activity                          |                                    |      |      |   |   |      |      |
| SharedStreets: Rideshare data                        | TNC activity map           | TNC activity                              |                                    |      |      |   |   |      |      |
| Curbside parking utilization data                    | Parking utilization data   | Parking utilization                       |                                    |      |      |   |   |      |      |
| Bellevue Code 14.60.191                              | Complete streets section   | Modal priorities and facilities           |                                    |      |      |   |   |      |      |
| Bellevue zoning code                                 | Zoning map                 | Future land use                           |                                    |      |      |   |   |      |      |

## TABLE 2: TRANSPORTATION ELEMENT POLICIES INFORMING CURB TYPES

High-level policy language also helps provide general guidance for establishing Curb Types. This table shows policies within the Transportation Element of the Comprehensive Plan that were referenced when establishing the Curb Typology.

| Policy | Description  |
|--------|--|
| TR-1.  | Integrate land use and transportation decisions to ensure that the two mutually support the Comprehensive Plan.  |
| TR-2.  | To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users. |
| TR-21. | Ensure that the transportation system infrastructure in Bellevue provides mobility options for all modes, and accommodates the mobility needs of everyone, including underserved populations.                              |
| TR-22. | Coordinate improvements and operations among travel modes and provide facilities to support people who are making connections between modes.   |
| TR-23. | Incorporate pedestrian and bicycle facility improvements into roadway projects in accordance with the Pedestrian and Bicycle Transportation Plan.  |
| TR-24. | Incorporate transit/high-occupancy vehicle facility improvements in accordance with the Transit Master Plan and corridor studies.  |
| TR-25. | Increase system connectivity for all modes by providing for vehicular, transit, pedestrian, and bicycling facilities to create a Complete Streets network throughout the city.   |
| TR-45. | Classify city streets according to their function, so that needed mobility capacity may be preserved, and planned street improvements will be consistent with those functions.   |
| TR-47. | Design arterials and streets to fit the intended character of the areas through which they pass.   |
| TR-48. | Maintain and enhance safety for all users of the roadway network.  |
| TR-56. | Allow for repurposing of travel lanes for other uses such as parking, transit or pedestrian and bicycle facilities where excess vehicular capacity exists and/or to optimize person throughput along a corridor.           |
| TR-59. | Design and manage streets to foster safe and context-appropriate behavior of all roadway users.  |
| TR-71. | Implement infrastructure and technology to support reliable transit arrival time and travel speed along the Frequent Transit Network between Activity Centers.   |
| TR-79. | Work collaboratively with employer-based and other private transit systems to ensure that these systems are integrated into the transit service planning within the city.  |

## TABLE 3: RELATIONSHIP BETWEEN PRINCIPLES AND CURB TYPES

Principles established during the development of the Curb Management Plan are paired with each curb type to ensure consistency within the plan. Goals tied to each curb type can be referenced back to principles for high-level confirmation.

| Curb Type | Curb Management Principles  |   |  |   |   |   |
|-----------|---|---|--|---|---|---|
|           | Curb Equity   | Efficiency & Effectiveness  | User Friendly  | Decision Clarity  | Adaptability & Resilience   | Safety  |
| <b>Mv</b> | <ul style="list-style-type: none"> <li>- Pairing with modal plans &amp; policies</li> <li>- Recognizing most streets can be used for vehicle travel, but curb space is limited</li> </ul> | <ul style="list-style-type: none"> <li>- Optimized throughput &amp; safety</li> <li>- Minimized blockages from non-movement behaviors</li> </ul>                                      | <ul style="list-style-type: none"> <li>- Seamless travel experience</li> </ul>                                       | <ul style="list-style-type: none"> <li>- Primary curb type as Mv prioritizes curbside space reserved for GP travel.</li> <li>- No usage for P.</li> <li>- Potential usage for A, S during non-peak periods.</li> </ul>            | <ul style="list-style-type: none"> <li>- Evaluate curb type designation as plans, policies, and conditions change</li> </ul>                                      | <ul style="list-style-type: none"> <li>- Safe &amp; consistent curbside facilities for travel</li> </ul>              |
| <b>Mt</b> | <ul style="list-style-type: none"> <li>- Pairing with modal plans &amp; policies</li> </ul>   | <ul style="list-style-type: none"> <li>- Optimized throughput &amp; safety</li> <li>- Minimized blockages from non-movement behaviors</li> </ul>                                      | <ul style="list-style-type: none"> <li>- Seamless travel experience</li> </ul>                                       | <ul style="list-style-type: none"> <li>- Primary curb type as Mt prioritizes curbside space for transit travel.</li> <li>- No usage for P.</li> <li>- Potential usage for A, S during non-peak periods.</li> </ul>                | <ul style="list-style-type: none"> <li>- Evaluate curb type designation as plans, policies, and conditions change</li> </ul>                                      | <ul style="list-style-type: none"> <li>- Safe &amp; consistent curbside facilities for travel</li> </ul>              |
| <b>Mb</b> | <ul style="list-style-type: none"> <li>- Pairing with modal plans &amp; policies</li> </ul>   | <ul style="list-style-type: none"> <li>- Optimized throughput &amp; safety</li> <li>- Minimized blockages from non-movement behaviors</li> </ul>                                      | <ul style="list-style-type: none"> <li>- Seamless travel experience</li> </ul>                                       | <ul style="list-style-type: none"> <li>- Primary curb type as Mt prioritizes curbside space for bicycle travel.</li> <li>- Usage for P, A, S acceptable when design eliminates potential blockages of bike facilities.</li> </ul> | <ul style="list-style-type: none"> <li>- Evaluate curb type designation as plans, policies, and conditions change</li> </ul>                                      | <ul style="list-style-type: none"> <li>- Safe &amp; consistent curbside facilities for travel</li> </ul>              |
| <b>A</b>  | <ul style="list-style-type: none"> <li>- Pairing land use behaviors &amp; usage data with demographics to determine balanced usage</li> </ul>   | <ul style="list-style-type: none"> <li>- Curb availability for a variety of access demands (freight, shuttles, TNCs &amp; other passenger PUDO, mode transferability, etc)</li> </ul> | <ul style="list-style-type: none"> <li>- Clear public information</li> <li>- Physical &amp; digital tools</li> </ul> | <ul style="list-style-type: none"> <li>- Primary curb type as A prioritizes curbside space for access (non-movement) functions.</li> <li>- Some S or P functions may exist.</li> </ul>  | <ul style="list-style-type: none"> <li>- Establish pilot testing protocols to scale solutions</li> <li>- Encourage off-peak and off-street utilization</li> </ul> | <ul style="list-style-type: none"> <li>- Safe &amp; reliable access to the curb, regardless of travel mode</li> </ul> |

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| <b>Curb Management Principles</b> |  |   |  |   |  |   |
|-----------------------------------|--|---|--|---|--|---|
| Curb Type                         | Curb Equity  | Efficiency & Effectiveness  | User Friendly  | Decision Clarity  | Adaptability & Resilience  | Safety  |
| <b>P</b>                          | <ul style="list-style-type: none"> <li>- Expanding space for pedestrian activities</li> <li>- Encouraging placemaking that enhances the built environment</li> </ul> | <ul style="list-style-type: none"> <li>- Enhancing livability experience of street area through establishment of vibrant spaces</li> </ul>              | <ul style="list-style-type: none"> <li>- Enhancing livability experience of street area</li> </ul>                   | <ul style="list-style-type: none"> <li>- Primary curb type as P prioritizes curbside space for placemaking (non-travel) functions.</li> <li>- Some A or S functions may exist if vehicles allowed.</li> </ul> | <ul style="list-style-type: none"> <li>- Aid in development of placemaking and enhancement of local businesses</li> </ul>    | <ul style="list-style-type: none"> <li>- Protective features within curbside placemaking functions to ensure a comfortable environment</li> </ul> |
| <b>Sv + St</b>                    | <ul style="list-style-type: none"> <li>- Pairing land use behaviors &amp; usage data with demographics to determine balanced usage</li> </ul>                        | <ul style="list-style-type: none"> <li>- Curb availability for a variety of storage demands (parking, transit layover, bicycle storage, etc)</li> </ul> | <ul style="list-style-type: none"> <li>- Clear public information</li> <li>- Physical &amp; digital tools</li> </ul> | <ul style="list-style-type: none"> <li>- Primary curb type as S prioritizes curbside space for storage (non-travel) functions.</li> <li>- Some A or P uses may exist.</li> </ul>                              | <ul style="list-style-type: none"> <li>- Evaluate curb type designation as plans, policies, and conditions change</li> </ul> | <ul style="list-style-type: none"> <li>- Safe &amp; reliable access to the curb, regardless of travel mode</li> </ul>                             |

## TABLE 4: JUSTIFICATIONS FOR CURB TYPES ON DOWNTOWN ARTERIALS

Overlapping plans, visions, and policies in Downtown illustrate a variety of desires for crucial mobility corridors in the area. This table highlights where and if specific sections of corridor are designated in reference material. These pairings help identify the primary (priority) and secondary (permissive) curb types in Downtown along these corridors.

Note: corridor sections in this table are generalized for simplicity and therefore longer than block-by-block designations within the future Curb Typology.

| Street Name              | Section                                 | Primary Curb Type Recommendation (Priority) | Secondary Curb Type Recommendations (Permissibility or Off-Peak) | MIP: Bicycle Network & LTS vision | MIP: Frequent Transit | MIP: Vehicle Network | Ped/Bike Plan: Primary Bicycle Corridor | Transit Master Plan: capital project | Major Arterial | Corridor Policies             | Grand Connection |
|--------------------------|---|---|--|-----------------------------------|-----------------------|----------------------|---|--------------------------------------|----------------|-------------------------------|------------------|
| Main Street              | 100 <sup>th</sup> Ave – Bellevue Way    | P   | S, A   |                                   |                       |                      |   |                                      |                | S-DT-45; S-DT-94.1; S-DT-41.1 |                  |
| Main Street              | Bellevue Way – I-405                    | Mb  | Mt   |                                   |                       |                      |   |                                      |                | S-DT-94.1; S-DT-41.2          |                  |
| NE 1 <sup>st</sup> St    | 100 <sup>th</sup> Ave – Bellevue Way    | A   | Mb, S  |                                   |                       |                      |   |                                      |                |                               |                  |
| NE 2 <sup>nd</sup> St    | Bellevue Way – I-405                    | A   | Mb, S  |                                   |                       |                      |   |                                      |                |                               |                  |
| NE 4 <sup>th</sup> St    | 100 <sup>th</sup> Ave – Bellevue Way    | Mv  |  |                                   |                       |                      |   |                                      |                | S-DT-41                       |                  |
| NE 4 <sup>th</sup> St    | Bellevue Way – I-405                    | Mv  | A  |                                   |                       |                      |   |                                      |                | S-DT-41;                      |                  |
| NE 6 <sup>th</sup> St    | Bellevue Way - 108th                    | P   |  |                                   |                       |                      |   |                                      |                | S-DT-45; S-DT-41.1            |                  |
| NE 6 <sup>th</sup> St    | 108 <sup>th</sup> – I-405               | Mt  | A, P   |                                   |                       |                      |   |                                      |                | S-DT-45; S-DT-41.2            |                  |
| NE 8 <sup>th</sup> St    | 100 <sup>th</sup> – I-405               | Mv  |  |                                   |                       |                      |   |                                      |                | S-DT-41                       |                  |
| NE 10 <sup>th</sup> St   | 100 <sup>th</sup> – Bellevue Way        | A   | Sv   |                                   |                       |                      |   |                                      |                | S-DT-41.1                     |                  |
| NE 10 <sup>th</sup> St   | Bellevue Way – 108th                    | Mv  | A, Sv  |                                   |                       |                      |   |                                      |                | S-DT-41.1                     |                  |
| NE 10 <sup>th</sup> St   | 108 <sup>th</sup> – I-405               | Mt  | Mv   |                                   |                       |                      |   |                                      |                | S-DT-41.1                     |                  |
| NE 12 <sup>th</sup> St   | 100 <sup>th</sup> – Bellevue Way        | Mb  | S  |                                   |                       |                      |   |                                      |                |                               |                  |
| NE 12 <sup>th</sup> St   | Bellevue Way – I-405                    | Mv  | Mb   |                                   |                       |                      |   |                                      |                |                               |                  |
| 100 <sup>th</sup> Ave NE | Main - 112th                            | Mb  |  |                                   |                       |                      |   |                                      |                |                               |                  |
| 102 <sup>nd</sup> Ave NE | NE 8 <sup>th</sup> – NE 12th            | A   | Mb, S  |                                   |                       |                      |   |                                      |                |                               |                  |
| Bellevue Way             | Main – NE 4th                           | Mv  |  |                                   |                       |                      |   |                                      |                | S-DT-41; S-DT-46              |                  |
| Bellevue Way             | NE 4 <sup>th</sup> – NE 8 <sup>th</sup> | Mv  | P  |                                   |                       |                      |   |                                      |                | S-DT-41; S-DT-45; S-DT-46     |                  |

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| Street Name              | Section                                 | Primary Curb Type Recommendation (Priority) | Secondary Curb Type Recommendations (Permissibility or Off-Peak) | MIP: Bicycle Network & LTS vision | MIP: Frequent Transit | MIP: Vehicle Network | Ped/Bike Plan: Primary Bicycle Corridor | Transit Master Plan: capital project | Major Arterial | Corridor Policies  | Grand Connection |
|--------------------------|---|---|--|-----------------------------------|-----------------------|----------------------|---|--------------------------------------|----------------|--------------------|------------------|
| Bellevue Way             | NE 8 <sup>th</sup> – NE 12th            | Mv  |  |                                   |                       |                      |   |                                      |                | S-DT-41; S-DT-46   |                  |
| 106 <sup>th</sup> Ave NE | Main – NE 4th                           | A   | Mb   |                                   |                       |                      |   |                                      |                | S-DT-44            |                  |
| 106 <sup>th</sup> Ave NE | NE 4 <sup>th</sup> – NE 8 <sup>th</sup> | A   | Mb   |                                   |                       |                      |   |                                      |                | S-DT-44            |                  |
| 106 <sup>th</sup> Ave NE | NE 8 <sup>th</sup> – NE 12th            | A   | Mb   |                                   |                       |                      |   |                                      |                | S-DT-44            |                  |
| 108 <sup>th</sup> Ave NE | Main – NE 4th                           | Mb  | Mt   |                                   |                       |                      |   |                                      |                | S-DT-42; S-DT-41.2 |                  |
| 108 <sup>th</sup> Ave NE | NE 4 <sup>th</sup> – NE 8 <sup>th</sup> | Mb  | Mt   |                                   |                       |                      |   |                                      |                | S-DT-42; S-DT-41.2 |                  |
| 108 <sup>th</sup> Ave NE | NE 8 <sup>th</sup> – NE 12th            | Mb  | Mt   |                                   |                       |                      |   |                                      |                | S-DT-42; S-DT-41.2 |                  |
| 110 <sup>th</sup> Ave NE | Main – NE 4th                           | A   | St   |                                   |                       |                      |   |                                      |                |                    |                  |
| 110 <sup>th</sup> Ave NE | NE 4 <sup>th</sup> – NE 8 <sup>th</sup> | A   | Mt   |                                   |                       |                      |   |                                      |                |                    |                  |
| 110 <sup>th</sup> Ave NE | NE 8 <sup>th</sup> – NE 12th            | A   | St   |                                   |                       |                      |   |                                      |                |                    |                  |
| 112th Ave NE             | Main – NE 4th                           | Mv  | Mb   |                                   |                       |                      |   |                                      |                | S-DT-41            |                  |
| 112th Ave NE             | NE 4 <sup>th</sup> – NE 8 <sup>th</sup> | Mv  | Mb   |                                   |                       |                      |   |                                      |                | S-DT-41            |                  |
| 112th Ave NE             | NE 8 <sup>th</sup> – NE 12th            | Mb  | Mv   |                                   |                       |                      |   |                                      |                | S-DT-41            |                  |
| 114 <sup>th</sup> Ave NE | Main – NE 6th                           | Mb  | A  |                                   |                       |                      |   |                                      |                |                    |                  |