

**Transportation Commission
Update #1**

January 13, 2022

Bellevue Curb Management Plan

Presented By:

Chris Iverson | City of Bellevue

Lauren Mattern | Nelson\Nygaard

Evan Costagliola | Nelson\Nygaard



Outline for Today



**Project
Overview**



**Bellevue
Context**



**Curb Management
Principles**

Project Team



Chris Iverson
City of Bellevue



Lauren Mattern
Nelson\Nygaard



Evan Costagliola
Nelson\Nygaard



Primus Consulting



MITHŪN





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PROJECT OVERVIEW

What is Curb Management?

- From the Institute of Transportation Engineers (ITE):
 - *"Curbside Management seeks to inventory, optimize, allocate, and manage the curb space to maximize mobility, safety, and access for the wide variety of curb demands."*



Purpose and Objectives

The Curb Management Plan will establish new policies and guidance on how curb areas should be designed, maintained, and operated over time.

- Establish a **vision and values framework** to root curb decisions and policies
- Establish a contextualized **prioritization framework for curb use**
- Analyze options to establish a **pricing-based curb program** for various curbside uses
- Develop a **curbside playbook** of tools needed to deliver better curb outcomes
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Curb Management Plan: Why Now?

- Rapid growth in Bellevue's "Urban Core" affects curb designs & uses.
- Increase of "new mobility" services, e-commerce, growing multimodal needs are placing burdens on curb.
- Responses to COVID-19 pandemic have inspired innovative strategies in curbside areas.



The curb as the street shoreline



Parking



Commercial Freight Activity



Passenger Load & Unload



Seating & Dining



Placemaking & Activation



Greenery

The background is a photograph of a city street scene, likely in Seattle, featuring modern buildings, traffic lights, and pedestrians. The entire image is covered with a semi-transparent blue overlay. On the left side, there is a large orange circle containing a white number '2'.

2

BELLEVUE CONTEXT

History

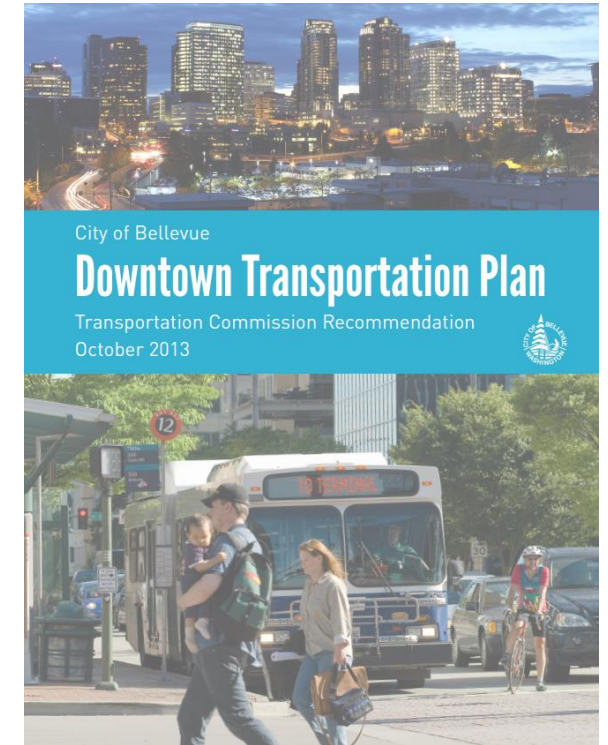
Pre-CMP Activity

- **1996:** Bellevue formalizes on-street parking in downtown Bellevue (passage of Ordinance 4927)
- **2014:** Bellevue Downtown Transportation Plan
- **2015:** King County begins regulating TNCs
- **2019:** DOE-funded partnership with UW's Urban Freight Lab
- **2020:** Rapid curb deployments
 - Al Fresco Dining Program
 - 3-Minute "Food Priority Pick-up Zone"
 - Transportation for America Smart Cities Collaborative and 106th Ave Curbside Pilot project
- **2020:** Environmental Stewardship Plan includes strategy focused on curb management



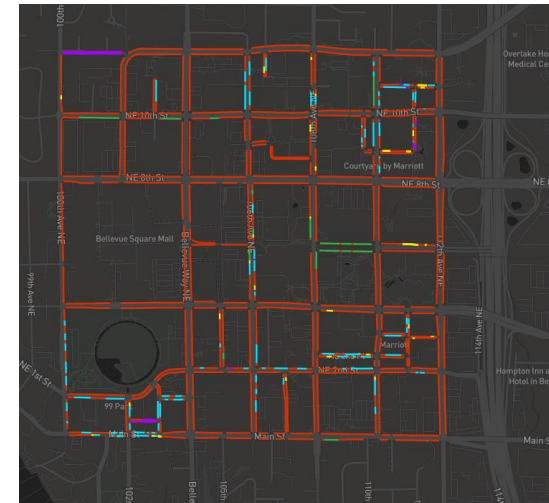
Curb Management in City Plans

- Downtown Transportation Plan (2013-2014)
 - Sections covering on-street parking, other curb uses
 - DT Subarea Plan policies speak to curb uses
- Smart Mobility Plan (2018)
 - Strategies to implement curb technologies
- Environmental Stewardship Plan (2020)



Curb Management in Bellevue Today

- Curb areas are managed on a piecemeal, ad-hoc basis.
- Parking enforcement is very light (i.e., contracted in downtown).
- Decisions in the right-of-way at the curb are oftentimes made in isolation.
- No curb operation guidance during development review.
- Curb interventions have been focused on pilot projects.

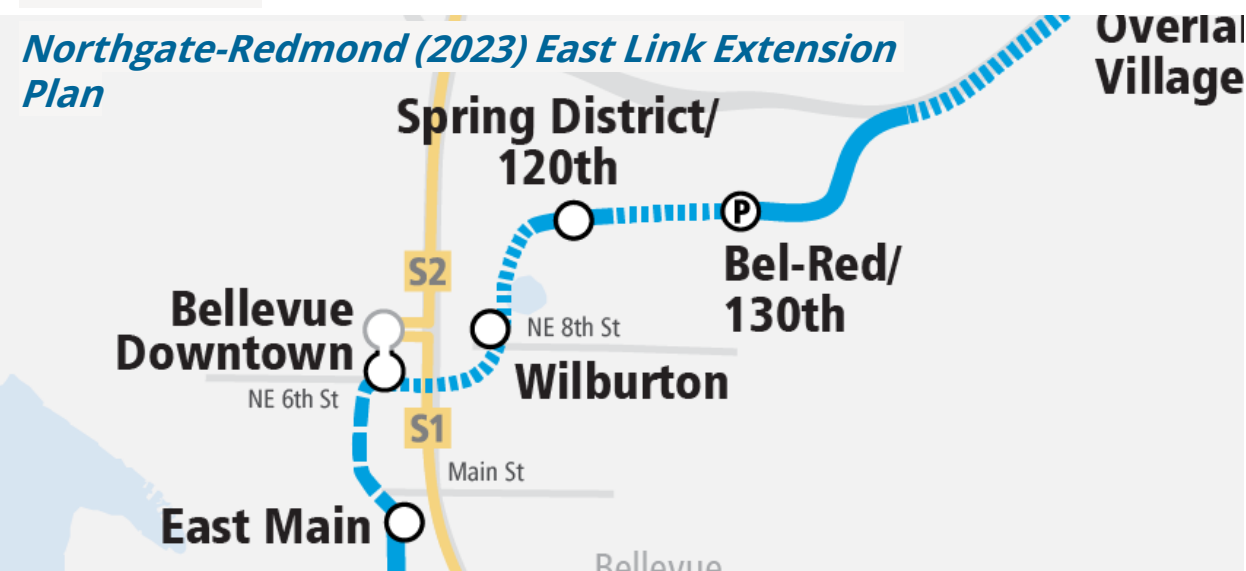


The Future

An Increasingly Urban Bellevue



New Bellevue Downtown Link Station Construction



Bikeshare near DC Metro Station



Curb space near Capitol Hill Link Station reserved for passenger pickup/dropoff

Primary Study Area

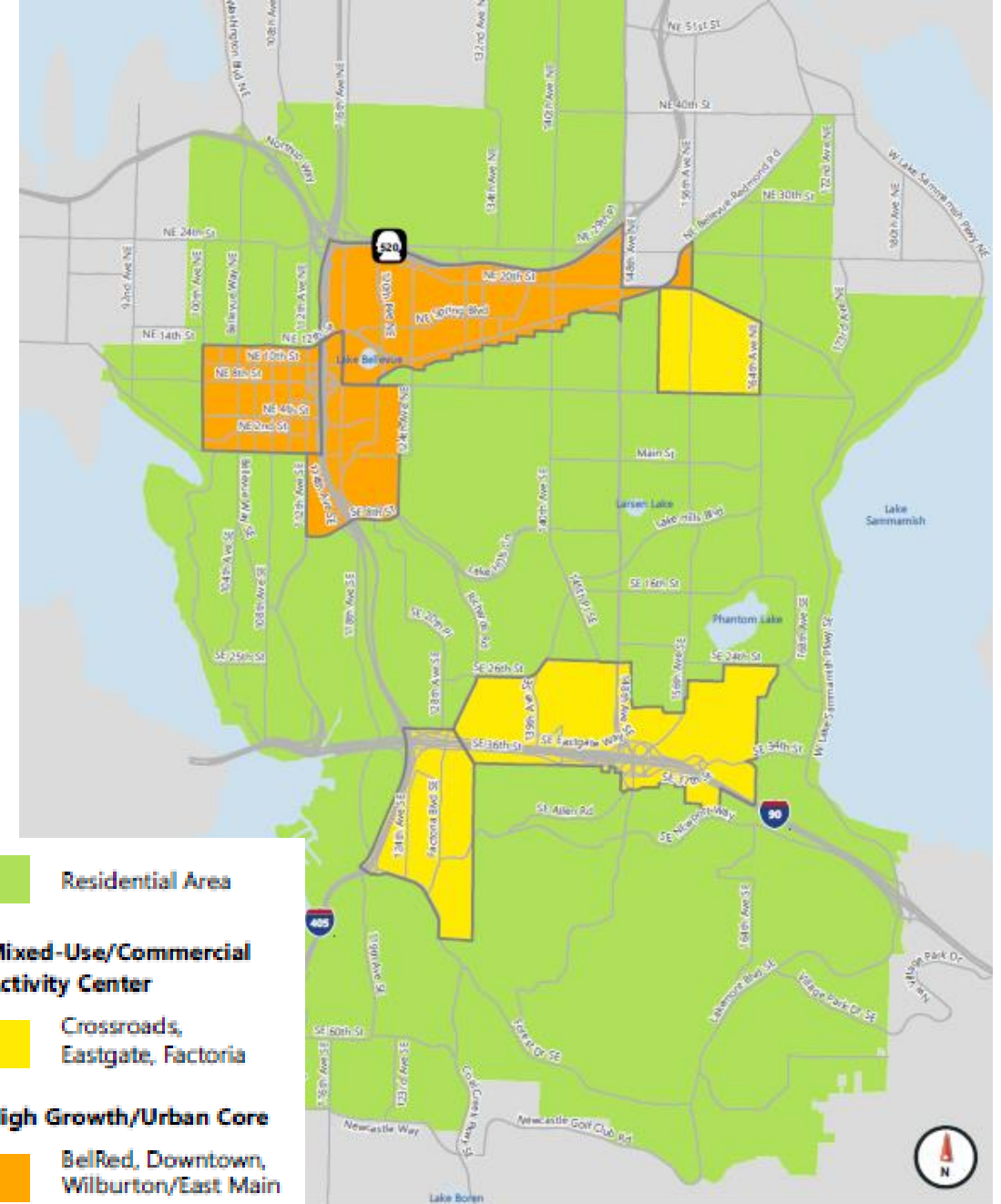
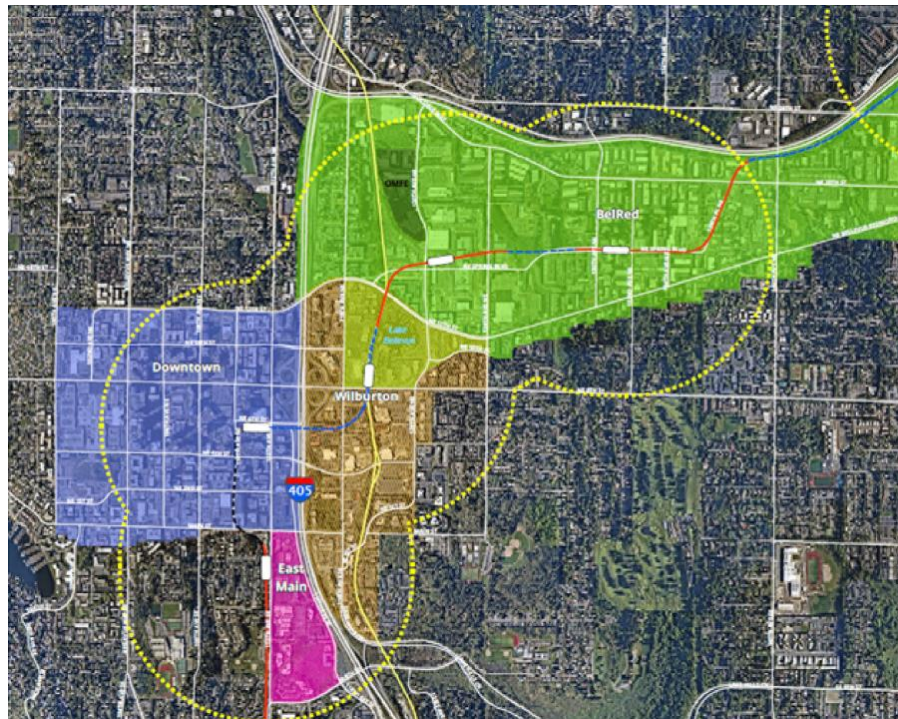
"Growth Corridor" consists of neighborhoods within PMA Type 1, including:

Downtown

Wilburton

East Main

BelRed





3

CURB MANAGEMENT PRINCIPLES AND BEST PRACTICES

Challenges and Opportunities

Key curb management challenges and opportunities identified during the CMP's directional workshop included:

- **Communicating** to the public about the curb use decision process
- Setting a coherent **curb use priority structure** that recognizes trade-offs, competing uses, and emerging new use cases
- Potential constraints from **land use code** and curb design standards
- **Durability and flexibility**, including the ability to anticipate and adapt to future uses, technologies, and development patterns
- **Capacity limitations** including enforcement, organizational roles, and data collection
- Addressing **accessibility challenges**, especially in new uses such as outdoor dining areas

What we often see today:



The most popular curbs are often full ...



... but many other curbs are not used effectively



Regulations lack clarity and enforcement



New development will increase curbside demand



Curbs feel unwelcoming or unsafe for people biking and walking



Conflicts created by loading are unresolved

What we often see today:



What we hope to see tomorrow:



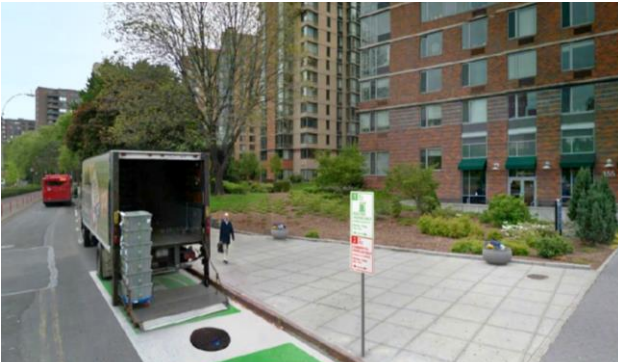
Different curb users find the open spaces they need ...



... but curbs are well utilized



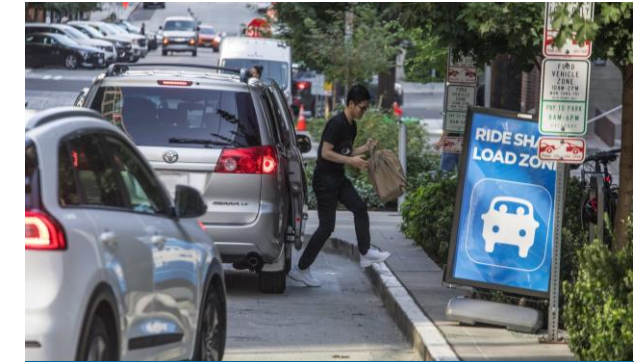
Regulations are easy to understand and enforce



New development improves curb access and loading

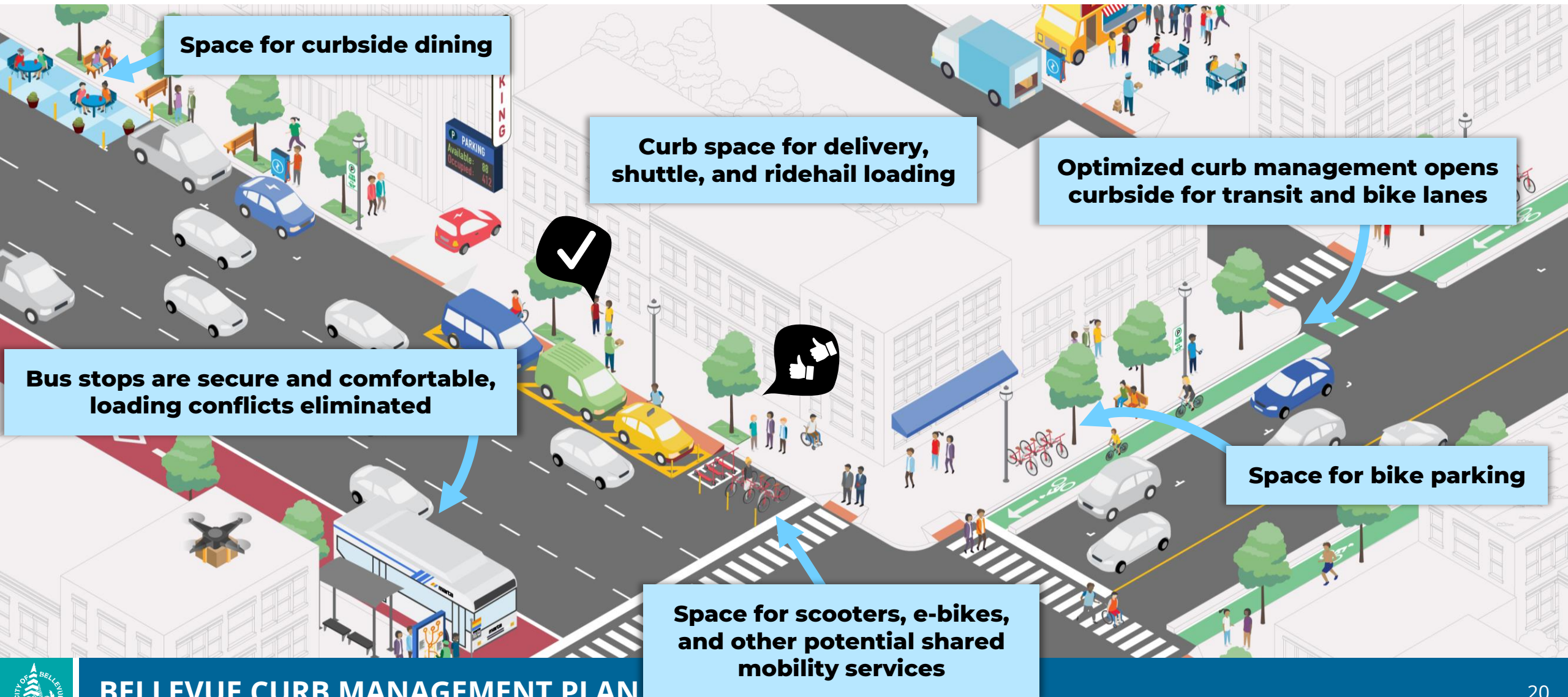


People walking and biking can safely navigate curbside lanes



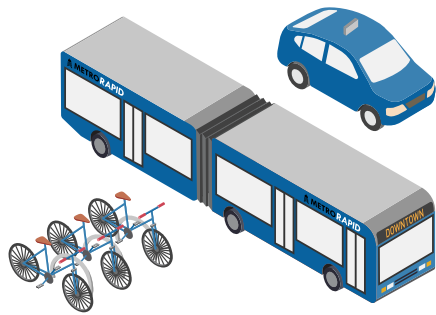
Conflicts created by loading are minimal

What we hope to see tomorrow:



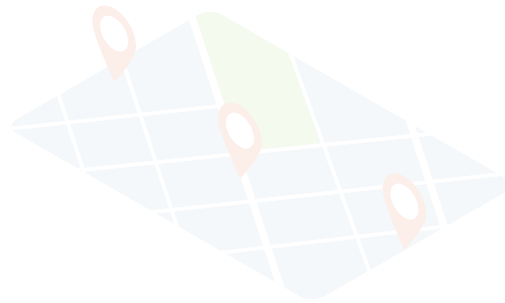
Why Manage the Curb?

Because the curb is ...



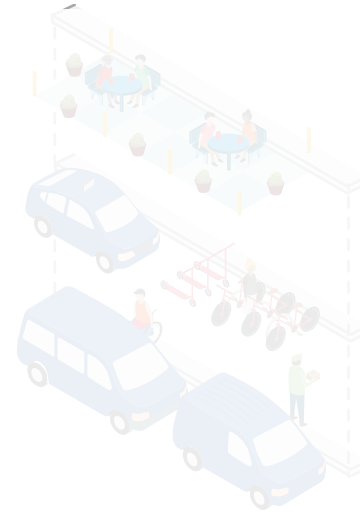
A connector

The curb connects transportation options



A major asset

The curb is a large public resource



Multipurpose

The curb has a growing number of demands

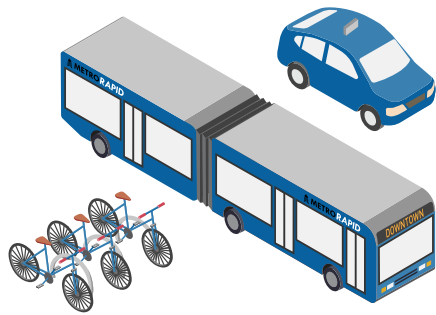


A means to Bellevue goals

The curb can be a tool to achieve Bellevue's goals

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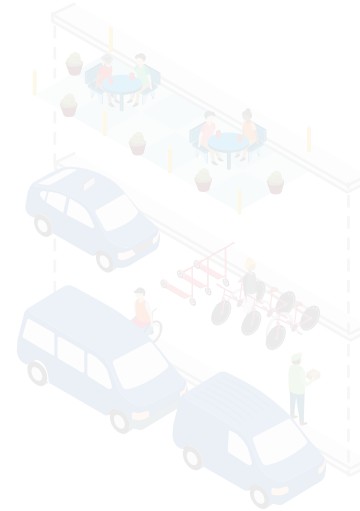
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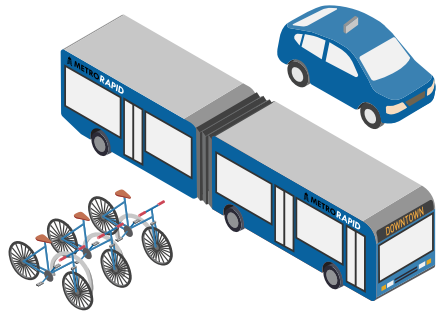


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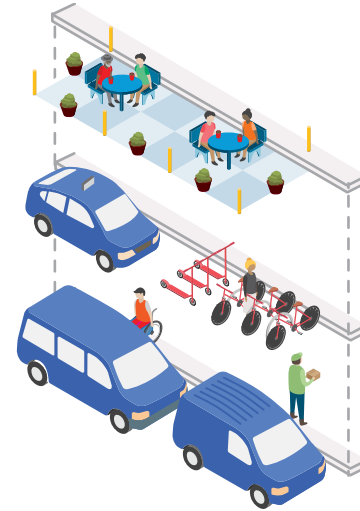
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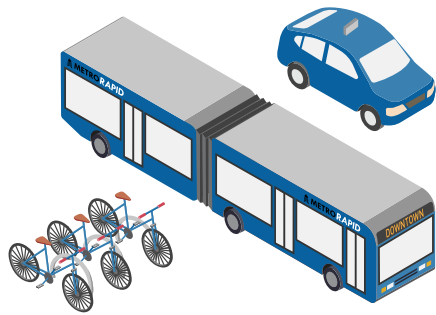


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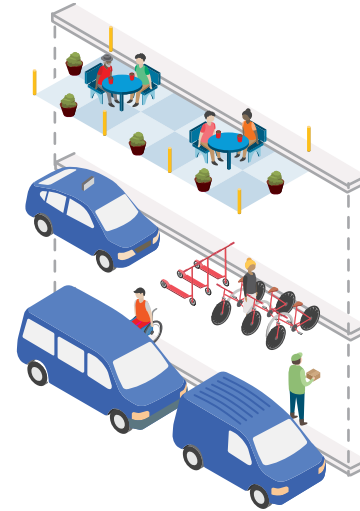
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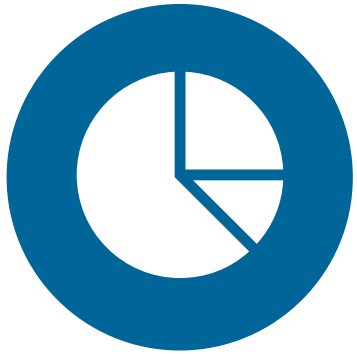
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Curb Management Principles



Curb Equity



**Efficiency and
Effectiveness**



User-Friendly



**Decision-Making
Clarity**



**Adaptability
and Resilience**

Achieving these principles requires clear roles and responsibilities



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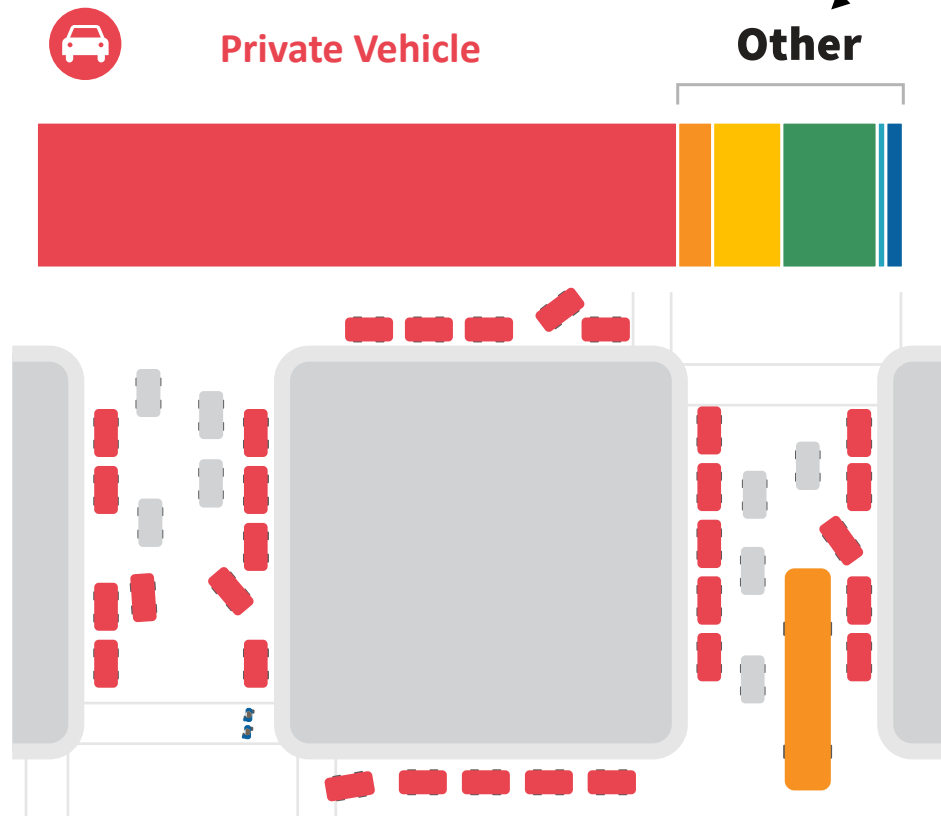
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Space Allocation

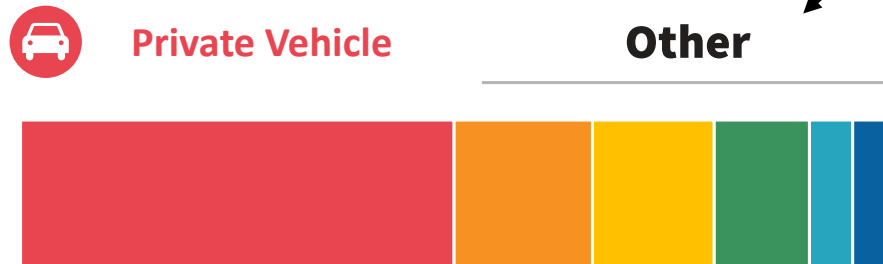
Today



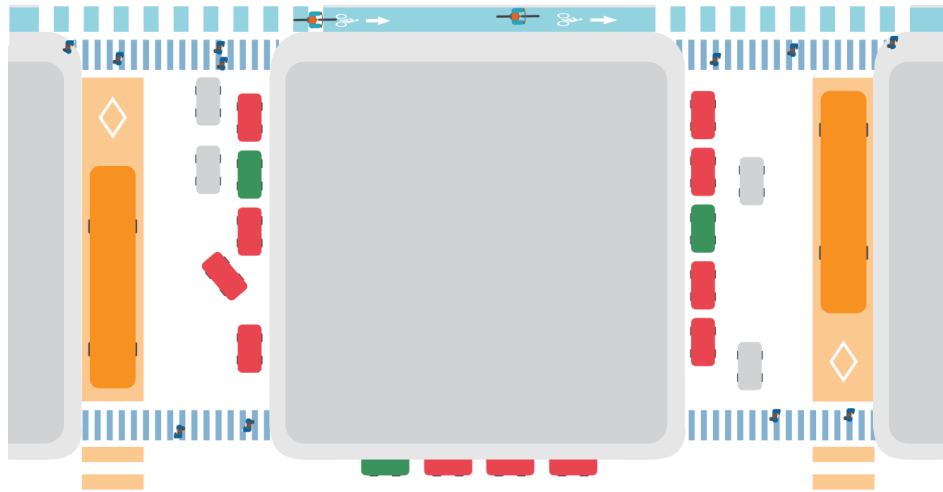
Good curb management acknowledges that Bellevue has diverse transportation needs

Space Allocation

Potential



Good curb management acknowledges that Bellevue has diverse transportation needs



An equitable curb is more inclusive to people of all ages, incomes, backgrounds, and travel needs

Prioritization Framework

Example from Atlanta Curbside Management Plan



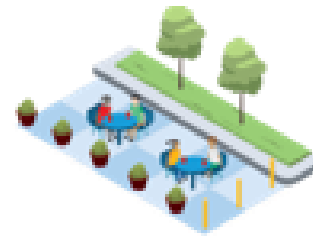
Curb Typology Map



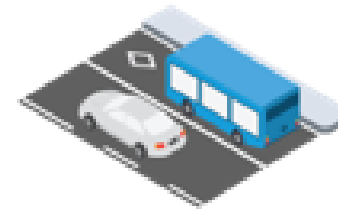
Curb Type Guide



Curb Design Menu



People/Green Space



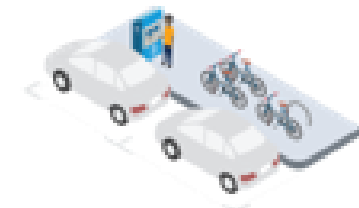
Mobility Space



Passenger Access Space



Delivery Access Space



Storage Space

Curb Program

Example from Atlanta Curbside Management Plan

Strategy Matrix		
Strategy Theme	Strategy Number	Strategy
Curb Operations	A1	Designate Curb Manager
	A2	Formalize Communications
	A3	Targeted Enforcement
Policy and Regulatory Changes	B1	Adopt Curb Typology
	B2	Require Developer Transportation Studies
	B3	Allocate Targeted Loading Space
Curb Flexibility and Curb Performance	C1	Maintain Curb Inventory
	C2	Performance-Based Curb Management
	C3	Curb Utilization Studies
	C4	Loading and Emerging Mobility Data
Physical Infrastructure and Curb Allocation	D1	Design Standards to Prevent Modal Conflict
	D2	Allocate Multimodal Space
	D3	Allocate People Space
	D4	Curbside Use Pilots
	D5	Curb Management Technology Pilots



Adopt a performance-based curb management program.

Establish clear parking, safety, and curb performance metrics that align with broader citywide goals.

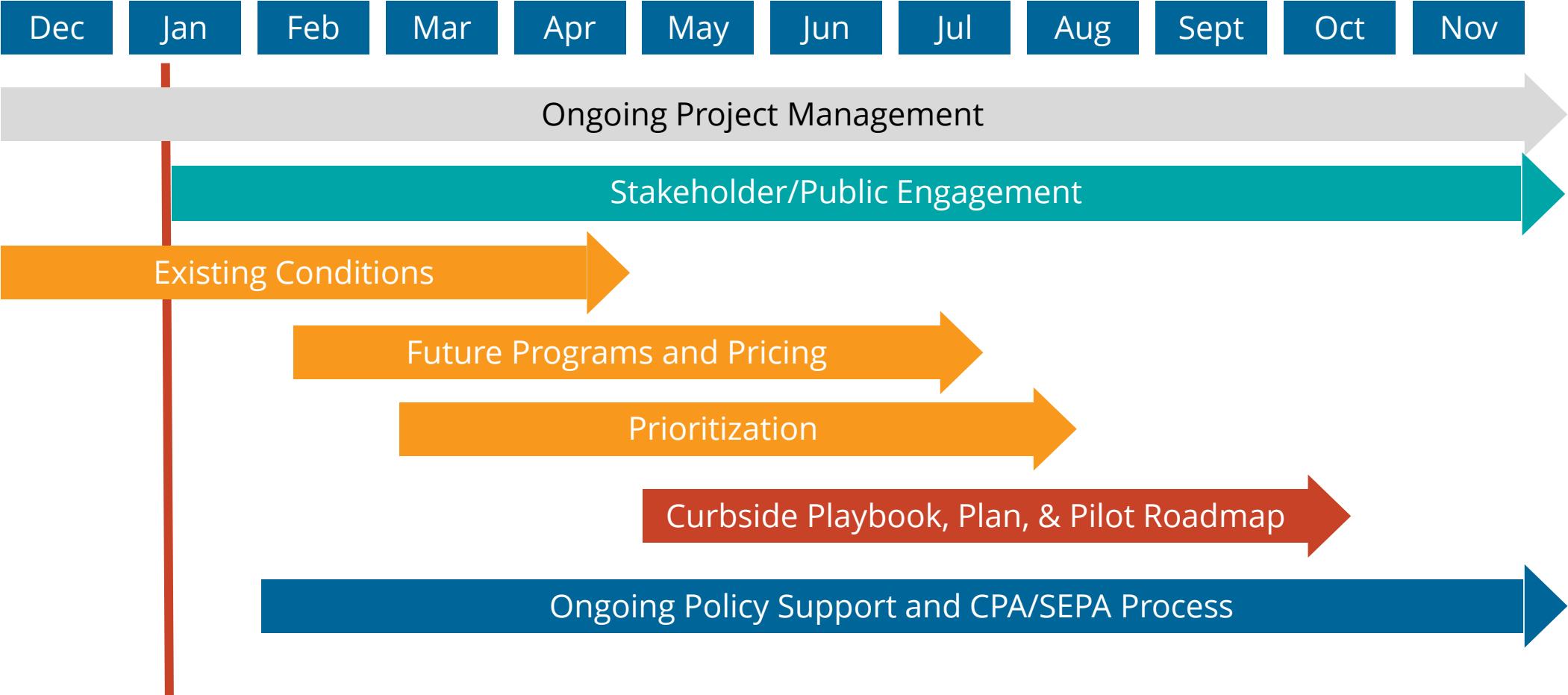


Establish demand-based pricing for on-street parking.



Establish demand-based pricing for on-street commercial loading and other curb uses, including ride-hailing.

Proposed CMP Schedule



Planned Engagement



Inform

Engaging Bellevue
Information materials
Project updates



Consult

Curb Summit
Survey
Stakeholder interviews
Stakeholder focus groups



Collaborate

Curb Management Advisory
Committee
Council & Commission
Meetings

Next Steps

- Council Meeting = February 14, 2022
 - Staff will be requesting to initiate CPA Workplan and direct development of CMP
- Next TC Meeting = March 10, 2022
 - Meeting will begin policy discussion in support of curb management

Thank You

Chris Iverson | *City of Bellevue* | civerson@bellevuewa.gov

Lauren Mattern | *Nelson\Nygaard* | lmattern@nelsonnygaard.com

Evan Costagliola | *Nelson\Nygaard* | ecostagliola@nelsonnygaard.com

