

**Transportation Commission
Study Session**

March 10, 2022

Bellevue Curb Management Plan

Presented By:

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Outline for Today



**Project
Updates**



**State of the Curb
Findings**



**Curb Typology
Overview**

Project Team



Transportation
Community Dev.
Dev. Services
Parks
Police
CAO / CMO



Chris Iverson
Project Manager



Lauren Mattern
Nelson\Nygaard



Evan Costagliola
Nelson\Nygaard



Primus Consulting



Tonight's Requested Direction from Transportation Commission

No action needed – discussion only.

Curb Management Plan Scope

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

- ★ Develop **curb-related policy language** to support the Curb Management Plan
- ★ Establish a contextualized **prioritization framework for curb use**
- ★ Analyze options to establish a **dedicated curb program** for various curbside uses
 - Develop a **curbside playbook** of tools needed to deliver better curb outcomes
 - Build an **organizational and staffing framework** to implement the Curb Management Plan

★ *Led by the Transportation Commission*

★ *Led by Planning + Transportation Commissions*

Direction given from Council on 2/14

- Work with Transportation Commission on to:
 - Develop curb-related policies as part of the 2022 annual Comprehensive Plan Amendment (CPA) work plan
 - Develop content and recommendations for the Curb Management Plan



1

PROJECT UPDATE

Project Update

We are here!



Task	Description	2021																									
		November				December				January					February				March				April				
		7	14	21	28	5	12	19	26	2	9	16	23	30	6	13	20	27	6	13	20	27	3	10	17	24	
2	Stakeholder Engagement & Public Involvement																										
2.1	Stakeholder and Public Engagement Plan					D	R	F																			
2.2	Curb Vision, Outcomes, and Objectives: Stakeholder Interviews and Focus Groups												I/FG	I/FG	I/FG	I/FG											
2.3	Curb Summit																			CS		D	R	R	F		
2.4	Engaging Bellevue Content Support and Curb Survey							EB	EB	EB	EB			D	R	F	EBL				D	R	F	EB			
3	Current and Future State of the Curb																										
3.1	Background, Existing Conditions, Context																			D	R	R	F				
3.2	Future Curbside Programs and Pricing Analysis																										
3.3	Curb Use Prioritization Framework																										

Stakeholder Interviews & Focus Groups

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



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Stakeholder Interviews & Focus Groups

Curb Summit

Tuesday, March 29. Invitations sent out!

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Stakeholder Interviews & Focus Groups

Curb Summit

CMP Questionnaire

Posted and live! **156 responses as of 3/8.**

Project Update

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Stakeholder Interviews & Focus Groups

Curb Summit

Curb Survey

State of Curb

Draft in review. More details today.

Project Update

We are here!



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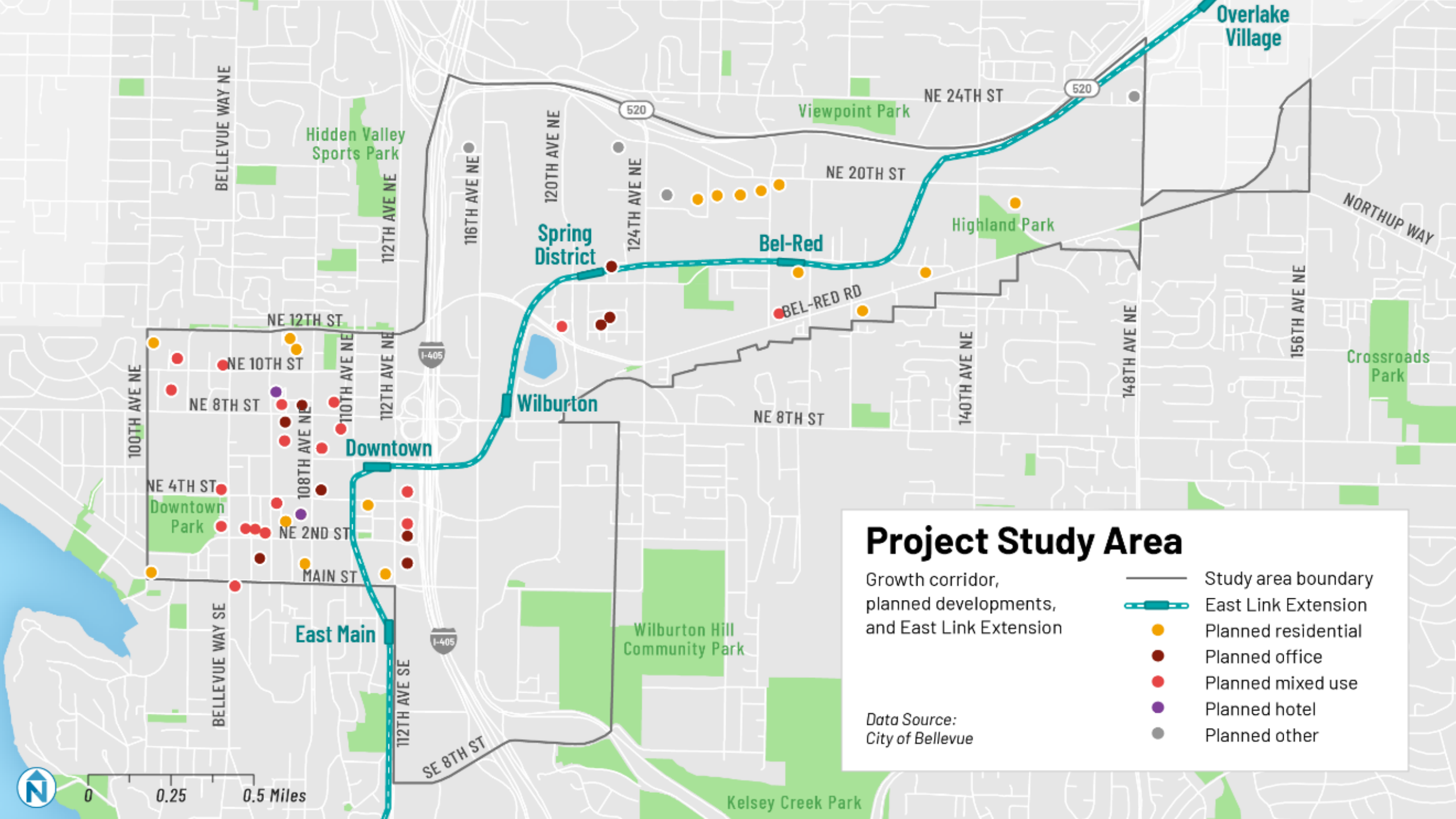
Conducted core team typology discussion decision. More details today.

Curb Use
Prioritization
Framework










2

STATE OF CURB

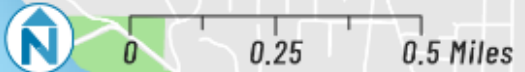


Project Study Area

Growth corridor,
planned developments,
and East Link Extension

-  Study area boundary
-  East Link Extension
-  Planned residential
-  Planned office
-  Planned mixed use
-  Planned hotel
-  Planned other

*Data Source:
City of Bellevue*



State of the Curb – Overview

1

How can the curb support growth and change in Bellevue?

2

How is the curb used in Bellevue today?

3

What plans and policies support curb management in Bellevue today?

4

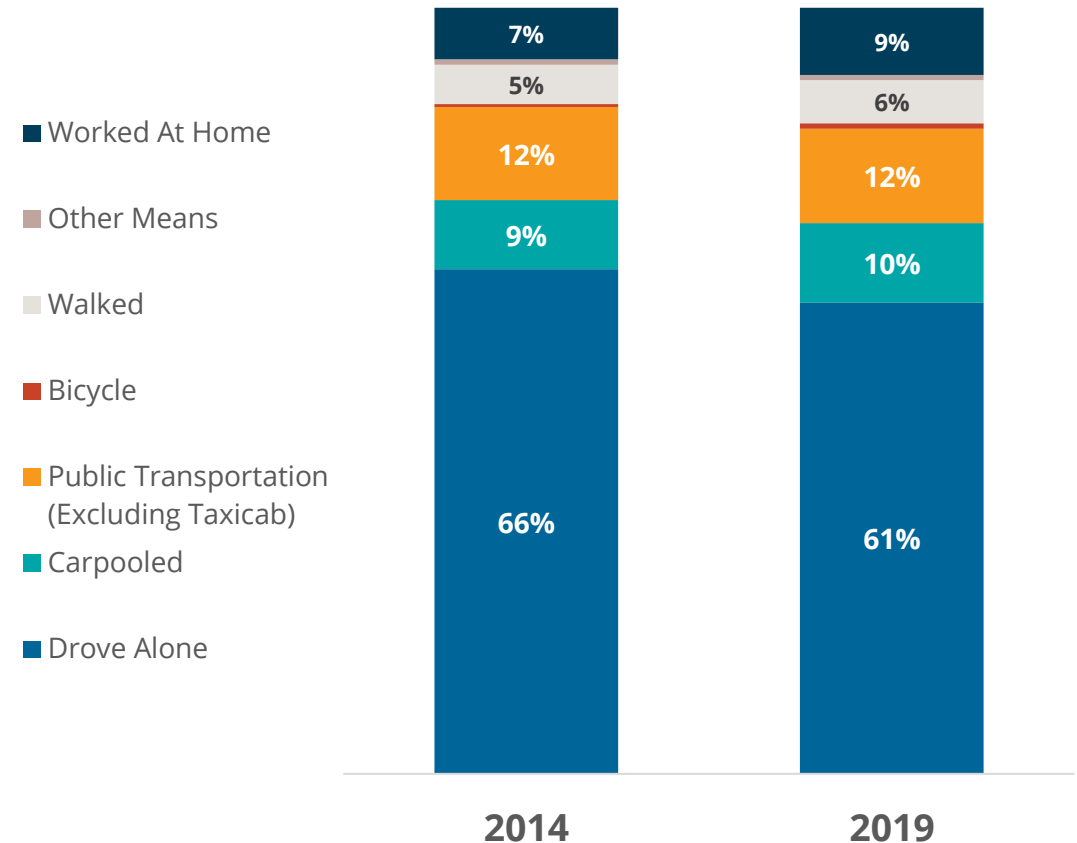
What systems and structures support curb management in Bellevue today?

State of the Curb – Key Findings

Recent and ongoing growth and change will impact curb use and increase pressures.

- Sustained population and job growth
- Planned opening of East Link
- Changes in commute travel modes
- Major changes in freight/delivery over the course of the COVID-19 pandemic
- Ongoing rise and evolution of shared mobility services, including Lyft/Uber and shared micromobility companies
- Rise in employer shuttles for large companies

ACS 5-Year Estimates
Commute Mode Share, 2014 - 2019



State of the Curb – Key Findings

Bellevue has a strong toolbox of curb design principles but should consider a more flexible and holistic framework to apply them.

- Parking and loading zones aren't always supported by supportive furnishing zone design
- Retail and other active uses need significant attention to how the curb experience is managed
- Many sites across the study area have elements, particularly in the furnishing zone, that make adaptation difficult



Sidewalk Zone

- ⑦ 10' ped clear zone
- ⑧ Zero-lot line street wall

Furnishing Zone

- ③ Planting Strip
- ④ Lighting
- ⑤ Break for Curb Access
- ⑥ Transition to Intersection

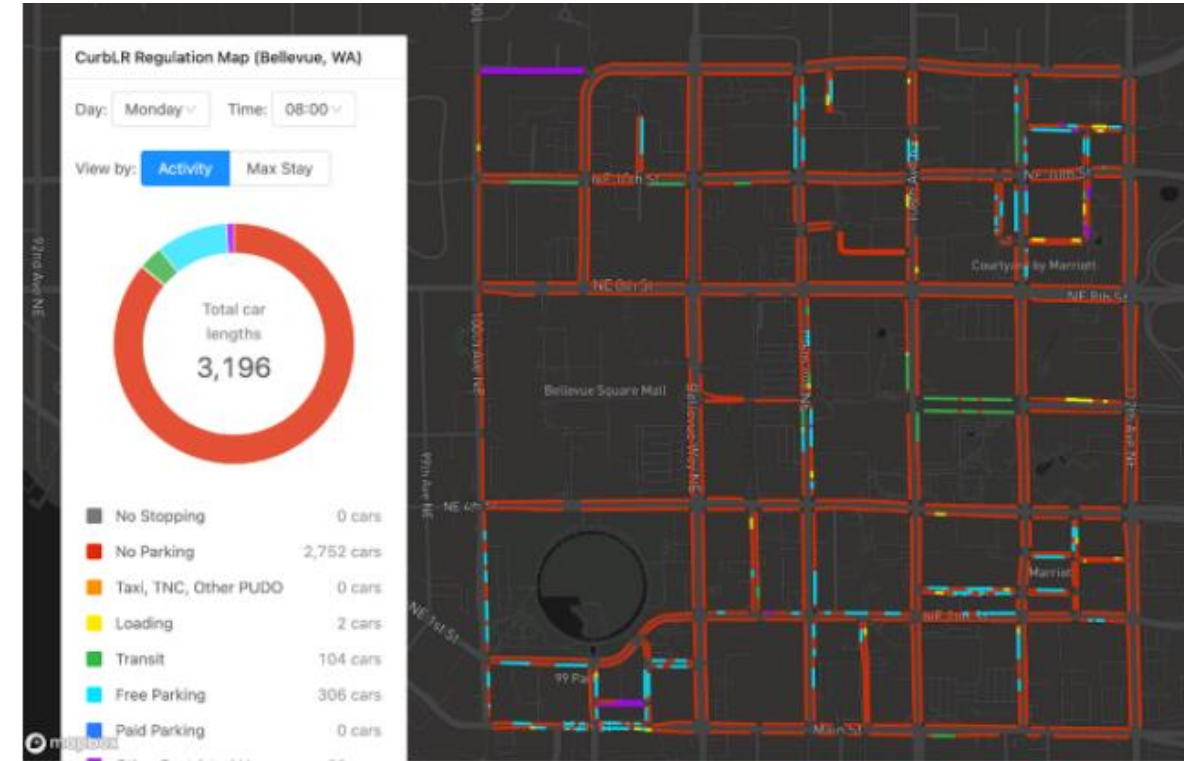
Curb Zone

- ① Parking
- ② Few Curb Cuts

State of the Curb – Key Findings

Pilots have delivered new insights, but practices haven't transitioned into operational procedures.

- Recent pilot projects have included:
 - Pandemic-related permitting changes
 - Curbside video-based technology assessment
 - Data collection and asset inventory
 - Food truck permitting
 - Micromobility (free-floating e-bike share)
- The CMP will provide a pilot roadmap for testing and evaluating new tools and strategies



State of the Curb – Key Findings

Enforcement is limited. Responsibilities are divided between contractors (downtown) and Bellevue PD (non-downtown).

- Contractor:
 - Few citations are issued
 - Approx. 215 warning citations / month
 - Approx. 105 overtime infractions / month
 - Approx. 125 safety infractions / month
 - Citation fee revenue does not cover the cost of enforcement
- Bellevue Police Department:
 - BPD is often fully utilized for other public safety efforts



State of the Curb – Key Findings

Today, there are no dedicated staff or funding sources for curb management. Duties are shared across many teams/departments.

Some of the teams that share curb management responsibilities include:

- Development Review team
- Right-of-Way team
- Traffic Engineering team
- Intelligent Transportation Systems team
- Neighborhood Services team



State of the Curb – Key Findings

Current curb management approaches and fee structures are inconsistent

- Curb access uses like commercial loading or outdoor dining require a permit fee, but individual vehicle parking is free
- Increased curb competition Bellevue's rapid growth are adding current and future costs to maintain
- Setting a consistent pricing structure for all curb access uses can help maintain balance among curb users, accommodate future growth, and support a dedicated curb management program





3

CURB TYPOLOGY AND POLICIES

Curb Typology

- The curb typology will form the backbone of the CMP & Prioritization Framework
- We can think of it as a “curb zoning”
- The curb typology will reflect and address **many** things, including:



What will the Curb Typology Do?

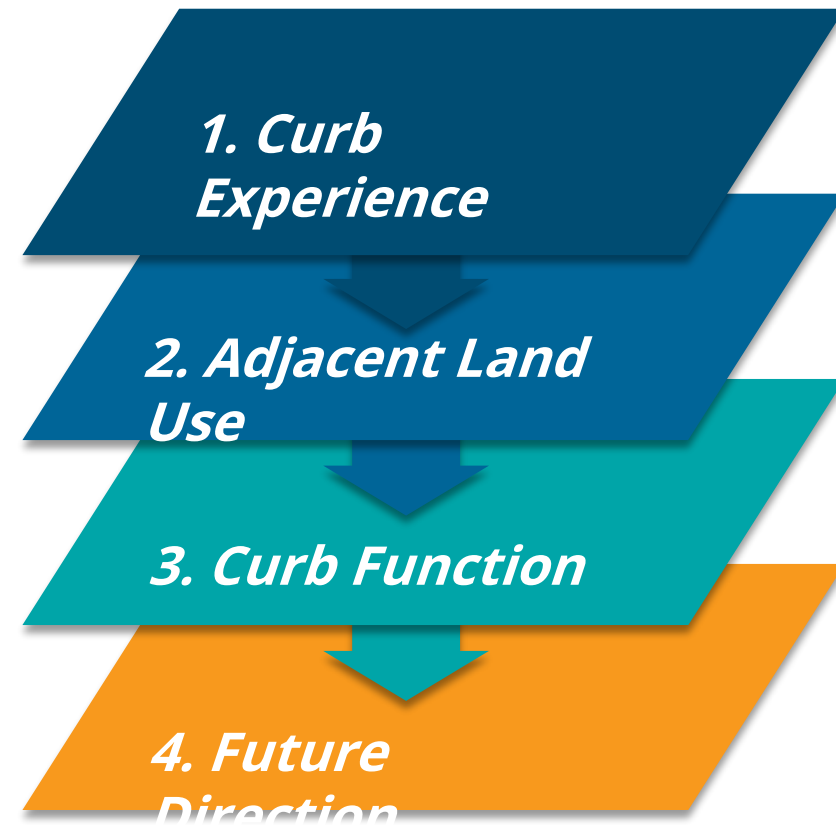
An effective curb typology will:

1. Indicate what **curb uses** should be typical of each curb type
Example: connecting goods to people; creating great public spaces; moving people
2. Reflect **curb use priorities for each curb type**
Example: curb type X emphasizes parking over mobility functions
3. Indicate which **city policies, management tools, and curb experiences** apply to the curb in question
Example: locations which are eligible for priced parking
4. Address how use of the curb in question may change in the **future**
Example: Auto-centric today, but will be reoriented to support more foot traffic as adjacent development projects are completed

Curb Typology

- Typology will be applied to the study area in a series of sequential **layers**
- This process will allow typology definitions to emerge based on **data** and **contextual information**
- There will also be a “manual” process of ground truthing and refining the initial data-driven typology assignments
- Layers and ordering will be determined over the course of the project

Example:



Typology and Curb Policies



The **typology** will indicate where and when key curb policies apply



Curb policies will “point” to the typology in their language and definitions

CMP Policies & Content



1. Incorporate ideas, feedback, and direction from focus groups, curb summit, and CMP questionnaire into draft policies



2. Begin drafting and finalizing policies for commission/ council review



3. Develop and test a draft typology framework that supports policy implementation

CMP – Policy Approach

Comprehensive Plan policies will be created in support of curb management. The CMP will include a Comprehensive Plan Amendment (CPA) process to add, modify, and remove policies to better align with changed conditions.

Potential policy concepts include:

- **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

Next Steps

- Draft policies will be presented to commission via transmittal within the April 14, 2022 meeting packet
- Next TC Meeting = April 28, 2022
 - Discuss and provide guidance on proposed curbside policies

Thank You

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