

Attachment 1:**Policy Analysis - Transportation Element and Downtown Subarea Plan - Curb Management Policies**

<u>Policy #</u>	<u>Existing Curb Management Policy</u>	<u>Staff comment on existing policy</u>	<u>Policy Action</u>	<u>DRAFT:</u> <u>Staff Recommendation for New or Amended Curb Management Policy</u>
TR-128	Provide for curbside space to accommodate small-scale parcel delivery and loading through development review	Existing policy is narrowly focused on development review. New language provides flexibility that allows for and encourages implementation of dynamic use curb areas both through city-led operation changes as well as development review. Existing policy also does not address modal considerations or curb typologies. <i>Note: Practitioner process for establishing curb designation is the same for freight loading vs passenger loading zones.</i>	Edit Policy	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	Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed	City Council adopted the Environmental Stewardship Plan in 2020. One action calls for "a goal of siting at least three new publicly accessible high-speed electric vehicle (EV) charging stations" by 2025. Enhanced policy provides stronger guidance to encourage site-specific installation through development projects. Specific locations will be advised within the Curb Management Plan.	Edit Policy	Consider adding electric vehicle charging stations in designated on-street parking areas through development review.
S-DT-157.1	Add new permanent on-street parking spaces in high-opportunity locations that meet engineering standards for traffic safety	The action word "add" within the existing policy is ambiguous and has caused staff confusion when considering replacing parking with other curb uses (i.e. on-street dining). Modified policy language provides clear guidance which will be advised within the Curb Management Plan.	Edit Policy	Create curbside zones for on-street parking as designated in the Curb Management Plan.
S-DT-157.2	Explore adding temporary on-street parking spaces for use during off-peak hours	Modified policy provides stronger guidance to consider non-peak usage of curbside travel lanes for on-street parking. Several examples of this condition exist today in downtown. The 2015 Downtown Transportation Plan (DTP) identifies corridors and high-opportunity locations that may allow for non-peak curb lane parking. The Curb Management Plan will consider the DTP, recent traffic data, and other city plans when advising usage.	Edit Policy	Add on-street parking spaces in travel lanes for use during off-peak hours.
S-DT-157.3	Consider developing a proposal to implement a pay for on-street parking program	This policy is recommended to be repealed since it is located within the Downtown Subarea Plan. Recommended policy "NEW-2" advises a pricing-based curb management program, which will consider pay-for on-street parking in addition to other curb access fees. NEW-2 will be incorporated within the Transportation Element, thus applying to other areas outside of downtown (i.e. BelRed).	Repeal	
S-DT-157.4	Integrate on-site loading space and/or create designated curbside loading space through development review	On-site loading space is now required by Land Use Code. Existing policy language is redundant when compared to TR-128 in the Transportation Element. Repeal is recommended.	Repeal	
S-DT-157.5	Integrate time-limited curbside space for passenger pick-up and drop-off through development review	Existing policy language redundant when compared to the proposed modification to TR-128 in the Transportation Element. Repeal is recommended for clarity.	Repeal	
S-DT-157.6	Consider designating permanent or off-peak curbside vehicle queues in high-demand locations	Existing policy was crafted before rideshare services were ubiquitous. Modified policy provides guidance to allow for temporary storage of these transport services in strategic locations.	Edit Policy	Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.

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S-DT-157.7	Allow restricted use of designated on-street parking spaces for electric vehicle charging stations	Policy language redundant when compared to TR-143 in the Transportation Element. Repeal is recommended.	Repeal	
NEW-1		This policy will refer to a foundational element within the Curb Management Plan. The curb typology can be considered 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	Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.
NEW-2		This policy will refer to a foundational element within the Curb Management Plan. The pricing-based curb management program will ensure that the supply of curb areas can match the demand of curb uses long term. Curb pricing strategies may include continued uses (i.e. shuttle permit fees) and new uses (i.e. pay-for on-street parking). This new policy will be embedded into the Transportation Element, and will also effectively replace S-DT-157.3 in order to implement a curb pricing program that isn't limited to downtown alone. <i>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 within the final Curb Management Plan will indicate the timing of this program development.</i>	NEW	Implement a pricing-based curbside management program as recommended in the Curb Management Plan.
NEW-3		New policy encourages better management practices to handle growing rideshare impacts to curbside environments.	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 policy language encourages & allows for curbside innovations to take place long-term. Recent technology-based curb pilots have been conducted in spite of correlated supporting policy. Examples may include curb usage monitoring technology, common carrier locker systems, zero emission freight zones, UAS and sidewalk drone delivery systems, etc.	NEW	Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.
NEW-5		New policy language will provide added support to cultivate multimodal transportation options, especially at transit hubs in the urban core areas of Bellevue. This added policy provides support to foster micromobility options, first-last mile options from transit, traveler information, and other uses. These mobility hubs will oftentimes exist at the curbside.	NEW	Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.
NEW-6		New policy provides support to encourage economic development and dynamic placemaking in strategic curbside locations. This policy supports other Economic Development initiatives at the city. Specific locations at the curb will be advised within the Curb Typology.	NEW	Create designated curbside zones to facilitate temporary curbside use for vendors, such as food trucks, in areas with high pedestrian activity.

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NEW-7		New policy provides support to encourage curbside placemaking, greenery, and uses within transportation right-of-way at strategic locations. Specific locations at the curb will be advised within the Curb Typology.	NEW	Create vibrant activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions in strategic locations.