

City of
Bellevue



Transportation Commission Study Session

DATE: May 12, 2022
TO: Chair Marciante and Members of the Transportation Commission
FROM: Chris Iverson, PE, Senior Transportation Engineer, 425-452-6461
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SUBJECT: Curb Management – Comprehensive Plan Policy Amendments; Typology

DIRECTION REQUESTED

Action

Discussion/Direction

Information

Discussion: Attachment A to this memo is the preliminary Transportation Commission recommendation for the set of curb management policies to be amended in the Downtown Subarea Plan and Transportation Element of the Comprehensive Plan. Attachment A reflects feedback received from the Transportation Commission on the April 28, 2022 meeting. Attachment B is an amended document from the April 28, 2022 packet.

Additional context on the curb typology and curb prioritization framework is provided below.

Action: Transportation Commission discussion and approval (May 12 or June 9) of Transportation Element and Downtown Subarea Plan policy recommendations.

INFORMATION

Introduction to Curb Prioritization and Curb Typology

On April 28, staff received questions and feedback regarding staff-recommended policies referencing curb prioritization and the corresponding curb typology. Specifically, further detail was requested on material referencing policy NEW-1 as seen in Attachment A. This section serves to provide high-level information about material referenced in this policy – staff intends

to discuss subject material in more detail at future Transportation Commission meetings later in 2022.

The curb typology and subsequent prioritization framework (Typology) will be a foundational element within the final Curb Management Plan. Various factors, plans, and previously adopted policies will help guide the development of the Typology. The establishment of this Typology seeks to aid in decision-making processes regarding curb design through development review, capital improvement, and operational changes.

This Typology will rely on council-adopted policies and plans – such as the Mobility Implementation Plan, the Pedestrian & Bicycle Transportation Plan, and the Transit Master Plan – to inform recommendations. Additionally, the Typology will consider existing and future land use considerations when advising curb design decisions.

The curbside usage prioritization framework will provide additional nuance beyond the currently adopted arterial-based classification systems would otherwise indicate. When comparing two streets of identical arterial classification, variations in existing functional design as well as long-term visioning for each street may indicate diverging outcomes. As a typical example, one arterial corridor may be identified as a commercial-centric main street with emphasis on the pedestrian experience, while another arterial corridor may be identified as a throughput-centric corridor with emphasis on travel times. The Curb Typology will help guide process improvement when considering future functions of each street, so that decisions are fully rooted in policy and long-range visions. In this typical example, designs for the commercial-centric street may accommodate more placemaking and short-term mobility elements at the curb, while designs for the throughput-centric corridor might inspire more of a movement-focused outcome at the curb.

Ultimately, the Typology will aim to strike a balance between purely prescriptive and ad-hoc design approaches.

Curb Management Policy Preliminary Transportation Commission Recommendation

On April 28, the Transportation Commission reviewed and discussed staff recommendations for policy amendments to the Transportation Element and Downtown Subarea Plan that would augment the city's curb management practices and programs. Commissioners asked questions and provided verbal and written feedback to modify several recommended policies.

Attachment A documents the status of policy recommendations as discussed by Transportation Commission.

At the Study Session on May 12, staff asks the Transportation Commission to approve – or direct staff to modify – preliminary Commission policy recommendations in Attachment A and to forward the policies to the Planning Commission for review in the context of the 2022 annual Comprehensive Plan Amendments.

NEXT STEPS

After discussion on May 12, staff will incorporate Transportation Commission direction for curb management policies into a final recommendation, which will be presented at the June 9, 2022 Transportation Commission meeting. At the June 9 meeting, the Transportation Commission will be asked to approve and transmit all curb management policy recommendations to the Planning Commission.

Staff is preparing for a future Planning Commission Study Session planned for June 22, 2022. The Planning Commission will hold a public hearing later in 2022 to receive comment on all 2022 Comprehensive Plan Amendment recommendations.

Please feel free to contact myself or Kevin McDonald prior to the May 12 meeting if you have questions about the proposed policy recommendations.

ATTACHMENTS

- A. Preliminary Transportation Commission Policy Recommendation
- B. Curb-related Policy Amendments