

**Transportation Commission
Study Session**

May 12, 2022

Bellevue Curb Management Plan

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Agenda for Today



Project Updates



**Revised Policy
Recommendations**



Next Steps

Tonight's Requested Direction from Transportation Commission

Transportation Commission recommends Comprehensive Plan policies in support of Curb Management

Discussion: Final review of policies

Potential Action: Approve policies and advance to Planning Commission



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PROJECT UPDATES

Curb Management Plan Schedule



What is the Curb Typology?

- The **curb typology** will be a foundational element within the final Curb Management Plan.
- The typology will provide a **decision-making framework** to support development review, capital improvement, operational changes, and other City processes and services.
- Some topics that the typology will address include:



What Will the Curb Typology Do?

The curb typology will:

- Describe existing curb uses and conditions
- Indicate desired future curb uses and conditions, based on other City plans and policies
- Indicate modal priorities at the curb, as established in other City plans and policies (such as the MIP)

The curb typology will not:

- Establish new modal priorities for the curb
- Include any new policies or services—it will only be used as a framework to apply other policies or services
- Set curb priorities beyond the CMP study area

Curb Typology and Curb Policies



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



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



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**REVISED POLICY
RECOMMENDATIONS**

Recommended Policy Actions

<p>1</p> <p>Repeal Existing Policies</p> <p>S-DT-157.3 S-DT-157.4 S-DT-157.5 S-DT-157.7</p>	<p>2</p> <p>Modify Existing Policies</p> <p>TR-128 TR-143 S-DT-157.1 S-DT-157.2 S-DT-157.6</p>	<p>3</p> <p>Adopt New Policies</p> <p>7 New Recommended Policies</p>
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Recap of 4/28 TC Meeting

**TC Meeting,
April 28:**

**16 policy
recommendations**
(4 for repeal, 5 to be
modified, 7 proposed
new policies)

8 policies:
comments received

8 policies:
no comments received

**TC Meeting,
May 12:**

8 revised policies
to review and discuss
further

8 policies
to confirm and
approve

Recommended Policy Actions

Unchanged Policies from 4/28

Policy	Action	Existing Policy	Recommended Policy (4/28 and 5/12)
S-DT-157.3	Repeal	Consider developing a proposal to implement a pay for on-street parking program	N/A
S-DT-157.4	Repeal	Integrate on-site loading space and/or create designated curbside loading space through development review	N/A
S-DT-157.5	Repeal	Integrate time-limited curbside space for passenger pick-up and drop-off through development review	N/A
S-DT-157.7	Repeal	Allow restricted use of designated on-street parking spaces for electric vehicle charging stations	N/A
S-DT-157.1	Modify	Add new permanent on-street parking spaces in high-opportunity locations that meet engineering standards for traffic safety	Create curbside zones for on-street parking as designated in the Curb Management Plan.
S-DT-157.2	Modify	Explore adding temporary on-street parking spaces for use during off-peak hours	Add on-street parking spaces in travel lanes for use during off-peak hours
New-3	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-7	New		Create vibrant activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions in strategic locations.

Revised Policies

Policy	Action	Existing Policy	1 st Draft (4/28)	Revised Draft (5/12)
TR-128	Modify	Provide for curbside space to accommodate small-scale parcel delivery and loading through development review	<i>Provide dynamic curbside space within public right-of-way to accommodate parcel delivery and passenger loading through curb operation changes and development review.</i>	Provide flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through curb operation changes and development review.
TR-143	Modify	Provide curbside spaces for electric vehicle charging stations where on-street parking is allowed	<i>Consider adding electric vehicle charging stations in designated on-street parking areas through development review.</i>	Add electric vehicle charging stations in designated on-street parking areas through development review.
S-DT-157.6	Modify	Consider designating permanent or off-peak curbside vehicle queues in high-demand locations	<i>Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.</i>	Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.
New-1	New		<i>Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.</i>	Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.
New-2	New		<i>Implement a pricing-based curbside management program as recommended in the Curb Management Plan.</i>	Implement a holistic pay-for curb use program as recommended in the Curb Management Plan.
New-4	New		<i>Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.</i>	Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.
New-5	New		<i>Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.</i>	Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.
New-6	New		<i>Create designated curbside zones to facilitate temporary curbside use for vendors, such as food trucks, in areas with high pedestrian activity.</i>	Create designated curbside zones to allow for vendors, such as food trucks, in areas with high pedestrian activity.

Policy TR-128

Parcel delivery and loading zones

Draft (4/28)

Provide dynamic curbside space within public right-of-way to accommodate parcel delivery and passenger loading through curb operation changes and development review

TC Comment and Staff Responses:

- "Dynamic" can mean different things to different people, suggest clarifying?
- Is the term "curb operation changes" really needed here? Isn't the entire policy to define policy for curb operations? If it's necessary, it might be helpful to either define or provide examples as to what this is referring to.

Dynamic curb space are zones that accommodate different uses at varying times of the day, days of the week, or seasonal periods throughout the year. The term "flexible" can also be used to describe this functionality, policy has been amended to reflect this. Staff recommends distinguishing operation changes from development review decisions, since different work groups approach curb decisions from different lenses.

Revised (5/12):

Provide **flexible** curbside space within public right-of-way to accommodate parcel delivery and passenger loading through curb operation changes and development review.

Policy TR-143

EV Charging stations in on-street parking spaces

Draft (4/28)

Consider adding electric vehicle charging stations in designated on-street parking areas through development review.

TC Comment and Staff Responses:

- How would this work through development review?
- Would a developer be required, encouraged or simply allowed to install a charging station?
- Would the developer then be able to collect revenue from charging station use?

Updated policy would give guidance to have developer construct EV infrastructure at the curb in designated and appropriate locations. Today, developers are not required to install EV accommodation at the curb.

Revised (5/12):

~~Consider adding~~ **Add** electric vehicle charging stations in designated on-street parking areas through development review.

Policy S-DT-157.6

Rideshare, taxi, and employer shuttle queue areas

Draft (4/28)

Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.

TC Comment and Staff Responses:

- Would personal passenger pick-up drop-off be allowed here or separate?
- If separate, does private passenger loading and unloading need to be included in the policy or is it already addressed elsewhere?

This policy refers to queue (waiting) areas outside of designated pick-up locations. As discussed on April 28, some queue areas could be designated in strategic locations outside of congested streets as to reduce circling and lane blocking, and improve safety.

Revised (5/12):

Designate permanent or off-peak curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations.

(no change from 4/28)

Policy New-1

Curb uses, typologies, and modal priorities

Draft (4/28)

Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.

TC Comment and Staff Responses:

- More clarity on analysis requested.

Added context included in TC agenda memo for May 12, 2022 meeting.

Revised (5/12):

Designate curb uses, curb typologies, and modal priorities as outlined in the Curb Management Plan.

(no change from 4/28)

Policy New-2

Pricing-based curbside management program

Draft (4/28)

Implement a pricing-based curbside management program as recommended in the Curb Management Plan.

TC Comment and Staff Responses:

- Could "pricing-based" be stated more simply? Maybe "pay for curb use" or provide some examples?

Revised to reflect simpler language

Revised (5/12):

Implement a ~~pricing-based curbside management program~~ **holistic pay-for curb use program** as recommended in the Curb Management Plan.

Policy New-4

Curb technology solutions

Draft (4/28)

Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.

TC Comment and Staff Responses:

- Recommend providing an example of what a technology solution is to help clarify this term.

Staff recommends keeping this policy fairly broad as to prevent unintentional limiting of currently unknown technology solutions.

Revised (5/12):

Promote the use of innovative curb technology solutions that enhance safety and efficiency of the curbside environment.

(no change from 4/28)

Policy New-5

Subtitle

Draft (4/28)

Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.

TC Comment and Staff Responses:

- Mobility hubs are defined differently by different agencies. Suggest clarifying by adding some of the highlighted text in the staff comment section.

Revised (5/12):

Create attractive mobility hubs that allow for the easy transfer among public, private, and active travel modes.

(no change from 4/28)

Policy New-6

Subtitle

Draft (4/28)

Create designated curbside zones to facilitate temporary curbside use for vendors, such as food trucks, in areas with high pedestrian activity.

TC Comment and Staff Responses:

- Does temporary curbside use mean seasonal or different hours of the day or both? could it also mean temporary/rotating vendors in same locations?
- How are the types of vendors that can use the curb defined?

Language amended to streamline intent of policy and reduce confusion of "temporary".

Revised (5/12):

Create designated curbside zones to ~~facilitate temporary curbside use~~ **allow for** vendors, such as food trucks, in areas with high pedestrian activity.



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NEXT STEPS

Next Steps for Policy

1. June 22, 2022: Planning Commission

- Transportation Commission will send policy recommendations to Planning Commission for their June 22 meeting

2. September 14, 2022: Planning Commission (*tentative*)

- Public hearing for all 2022 Comprehensive Plan Amendment recommendations, including curb management related policies
- Planning Commission to transmit final recommendation to Council

3. November 2022: City Council (*tentative*)

- Council adopts policies

Planned Upcoming TC Meetings

1. June 9, 2022

- *ACTION: Transmit recommendations to Planning Commission if not complete on May 12*
- CMP Content: Discuss curb pricing programs & approaches

2. July 14, 2022

- CMP Content: Present draft curb typology & prioritization framework

3. October 13, 2022

- CMP Content: Present final curb typology & prioritization framework

4. Late 2022

- Continue discussion on curb typology, advance CMP content



**QUESTIONS,
DISCUSSION,
POTENTIAL ACTION**

Thank You

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