

Attachment 1 - Draft Pricing Components for Curb Management Program - July 14, 2022 Transportation Commission meeting

<u>Curb Pricing Strategy</u>	<u>Primary Goals for Strategy</u>	<u>Key Performance Indicators</u>	<u>Payment Mechanisms</u>	<u>Potential Revenues</u>	<u>Potential Operating Costs</u>	<u>Potential Non-Operating (One-Time) Costs</u>	<u>Notes</u>
Paid On-Street Parking Program	<ul style="list-style-type: none"> - Achieve target curb occupancy on blocks that allow on-street parking - Generate revenues to maintain sustainable & equitable curb management and enforcement practices - Ensure paid parking program scales in conjunction with growth of street grid and curbside parking spaces - Reduce searching & circling for on-street parking 	<ul style="list-style-type: none"> - Achieve target 70-85% curb occupancy per block during 90% of metered hours where parking is allowed. Monitor and adjust parking rates as needed to achieve target occupancy. - Ensure parking rates cover costs to operate parking system & enforcement support 	<ul style="list-style-type: none"> - Pay Stations - Payment via Phone or Mobile App - Digital specification and API 	<ul style="list-style-type: none"> - Parking payment revenues - Citations for parking violations 	<ul style="list-style-type: none"> - City staff time - Enforcement operations (Bellevue PD or contracted service) - Recurring curb occupancy data collection - Data management & processing - Pay station maintenance & replacement costs - Enhanced parking signage 	<ul style="list-style-type: none"> - Implementation and execution costs - Design parking signage & plan installation approach - Communications & outreach during program launch - Advertising & marketing the program launch - Enforcement start-up costs 	<p><i>Preliminary revenue/cost scenarios indicate that paid on-street parking would be a majority of total revenue for the curb management program.</i></p>
Metered Curbside Commercial Service Vehicle Load Zones	<ul style="list-style-type: none"> - Provide curbside accommodation for commercial service vehicles (i.e. parcel delivery, retail trucks) to enhance roadway safety and minimize lane blockages - Reduce dwell time of commercial service vehicles 	<ul style="list-style-type: none"> - Observe annual reduction of lane blocking occurrences from commercial freight 	<ul style="list-style-type: none"> - Pay Stations - Payment via Phone or Mobile App - Digital specification and API 	<ul style="list-style-type: none"> - Curb loading payment revenues via metering - Video-based license plate monitoring & automated billing - Citations for violations 	<ul style="list-style-type: none"> - City staff time - Enforcement operations (Bellevue PD or contracted service) - Recurring curb occupancy data collection - Data management & processing - Pay station maintenance & replacement costs - Enhanced parking signage 	<ul style="list-style-type: none"> - Implementation and execution costs - Design loading signage & plan installation approach - Communications & outreach during program launch - Enforcement start-up costs 	<p><i>Staff is also evaluating a permit-based structure which will be determined at a future date.</i></p> <p><i>- Future modifications to Land Use Code may be needed to clarify on-site loading requirements via development.</i></p>
Private Employer Shuttle Lease Fees	<ul style="list-style-type: none"> - Provide streamlined permit structure and curbside fee rates - Provide clear guidance where shuttles are allowed to load & unload passengers at the curb 	<ul style="list-style-type: none"> - Observe annual reduction in single-occupant vehicle trips as a share of employment within PMA #1 - Maintain high customer satisfaction rating in surveys of permit system 	<ul style="list-style-type: none"> - Annual permit 	<ul style="list-style-type: none"> - Permit fees - Civil citations for improper curb usage 	<ul style="list-style-type: none"> - City staff time - Permit system maintenance 	<ul style="list-style-type: none"> - Initial launch of enhanced permit system and approach 	<p><i>Bellevue has an established permit structure since 2019.</i></p>
Vendor-Based Curbside Lease Fees (i.e. Food Trucks)	<ul style="list-style-type: none"> - Provide streamlined permit structure and curbside fee rates - Provide clear guidance where vendors are allowed to operate at the curb 	<ul style="list-style-type: none"> - Observe increase in sales tax revenue for city - Maintain high customer satisfaction rating in customer surveys of permit system 	<ul style="list-style-type: none"> - Annual permit 	<ul style="list-style-type: none"> - Permit fees - Civil citations for improper curb usage 	<ul style="list-style-type: none"> - City staff time - Permit system maintenance 	<ul style="list-style-type: none"> - Initial launch of enhanced permit system and approach 	<p><i>Bellevue created a pilot permit structure for food truck operations in the BelRed neighborhood in 2021.</i></p>
Curbside & On-Street Dining Lease Fees	<ul style="list-style-type: none"> - Provide streamlined permit structure and fee rates - Provide clear guidance where curbside and on-street dining is allowed to occur 	<ul style="list-style-type: none"> - Maintain high satisfaction rating in customer surveys of permit system - Observe reported increase in sales activity from applicants via surveys 	<ul style="list-style-type: none"> - Annual permit 	<ul style="list-style-type: none"> - Permit fees - Civil citations for improper curb usage 	<ul style="list-style-type: none"> - City staff time - Permit system maintenance 	<ul style="list-style-type: none"> - Initial launch of enhanced permit system and approach 	<p><i>Bellevue has allowed on-street dining for select restaurants since 2020. A formal permit structure has not yet been established.</i></p>
Micromobility Permit Structures	<ul style="list-style-type: none"> - Provide streamlined permit structure and fee rates - Provide clear terms and conditions of micromobility operations within Bellevue 	<ul style="list-style-type: none"> - Ensure cost recovery of permit structure for city at a minimum - Observe annual reduction in single-occupant vehicle trips as a share of employment within PMA #1 - Target zero deaths and serious injuries associated with micromobility in alignment with Bellevue's Vision Zero Strategic Plan. 	<ul style="list-style-type: none"> - Annual permit 	<ul style="list-style-type: none"> - Permit fees - Civil citations for improper operation 	<ul style="list-style-type: none"> - City staff time - Permit system maintenance 	<ul style="list-style-type: none"> - Initial launch of enhanced permit system and approach 	<p><i>Bellevue has had a pilot free-floating bikeshare permit structure since 2018; however no micromobility operators have existed in Bellevue since 2019.</i></p>

<u>Curb Pricing Strategy</u>	<u>Primary Goals for Strategy</u>	<u>Key Performance Indicators</u>	<u>Payment Mechanisms</u>	<u>Potential Revenues</u>	<u>Potential Operating Costs</u>	<u>Potential Non-Operating (One-Time) Costs</u>	<u>Notes</u>
Other Curbside Passenger Load & Unload Pricing Approaches	<ul style="list-style-type: none"> - Provide safe and legible zones for passenger loading activity at the curbside - Improve safety and efficiency on roadway system 	<ul style="list-style-type: none"> - Observe annual reduction of lane blocking occurrences from passenger load/unload activities 	- TBD	- TBD	- TBD	- TBD	<i>Mechanisms to accurately monitor and charge for curbside load/unload activities are not widely available as of this memo. Staff intends to continue monitoring technology development within curbside industry for potential solutions.</i>
Curbside Placemaking Strategies	<ul style="list-style-type: none"> - Provide safe, clean and legible areas for placemaking purposes that enhance quality of life - Provide clear guidance where on-street placemaking features are allowed to occur 	<ul style="list-style-type: none"> - Maintain high customer satisfaction rating in public surveys of placemaking features 	- TBD	- TBD	- TBD	- TBD	<i>Revenues generated from other curbside sources could help contribute to establishing placemaking in strategic locations.</i>
Future Curbside Uses & Technologies	<ul style="list-style-type: none"> - Provide clear operating approaches to ensure burgeoning curbside demands, technologies and approaches align with city goals. Examples include: delivery robots, autonomous vehicles, curbside mobility hubs, etc 	<ul style="list-style-type: none"> - Review and respond to curbside utilization technique within (1) year of attempted operation in Bellevue 	- TBD	- TBD	- TBD	- TBD	<i>Bellevue's proposed curb management program would be established to ensure sustainable funding to monitor, assess, and determine management approach for nascent curb technologies and approaches.</i>