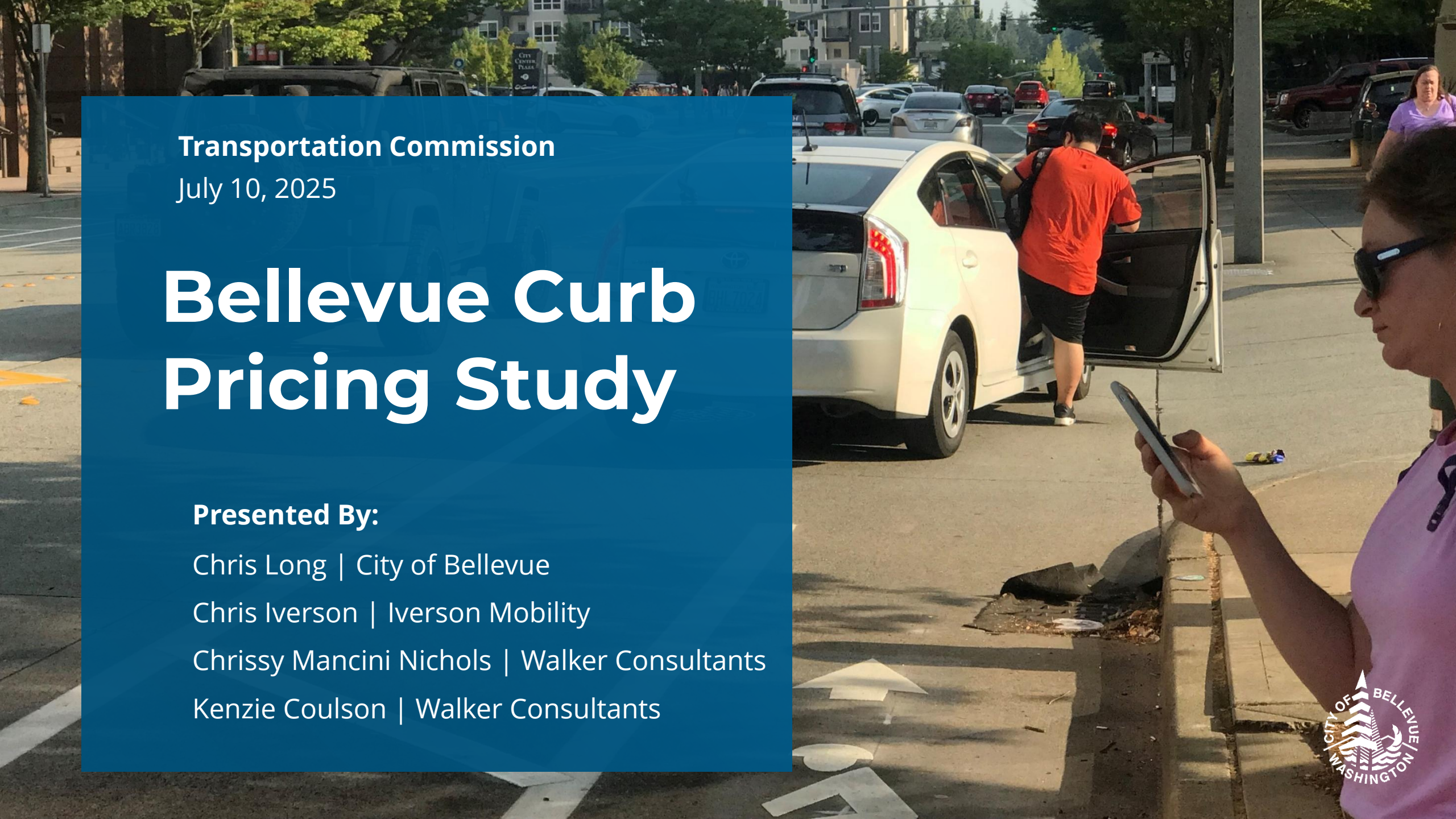

Transportation Commission

July 10, 2025

Bellevue Curb Pricing Study

Presented By:

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Agenda for Today

1. **Background & Project Updates**
2. **Community Engagement Findings**
3. **Program Concepts and Alignment with Principles**
4. **Next Steps**
5. **Discussion**

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BACKGROUND & PROJECT UPDATES

CMP Review – Project Background

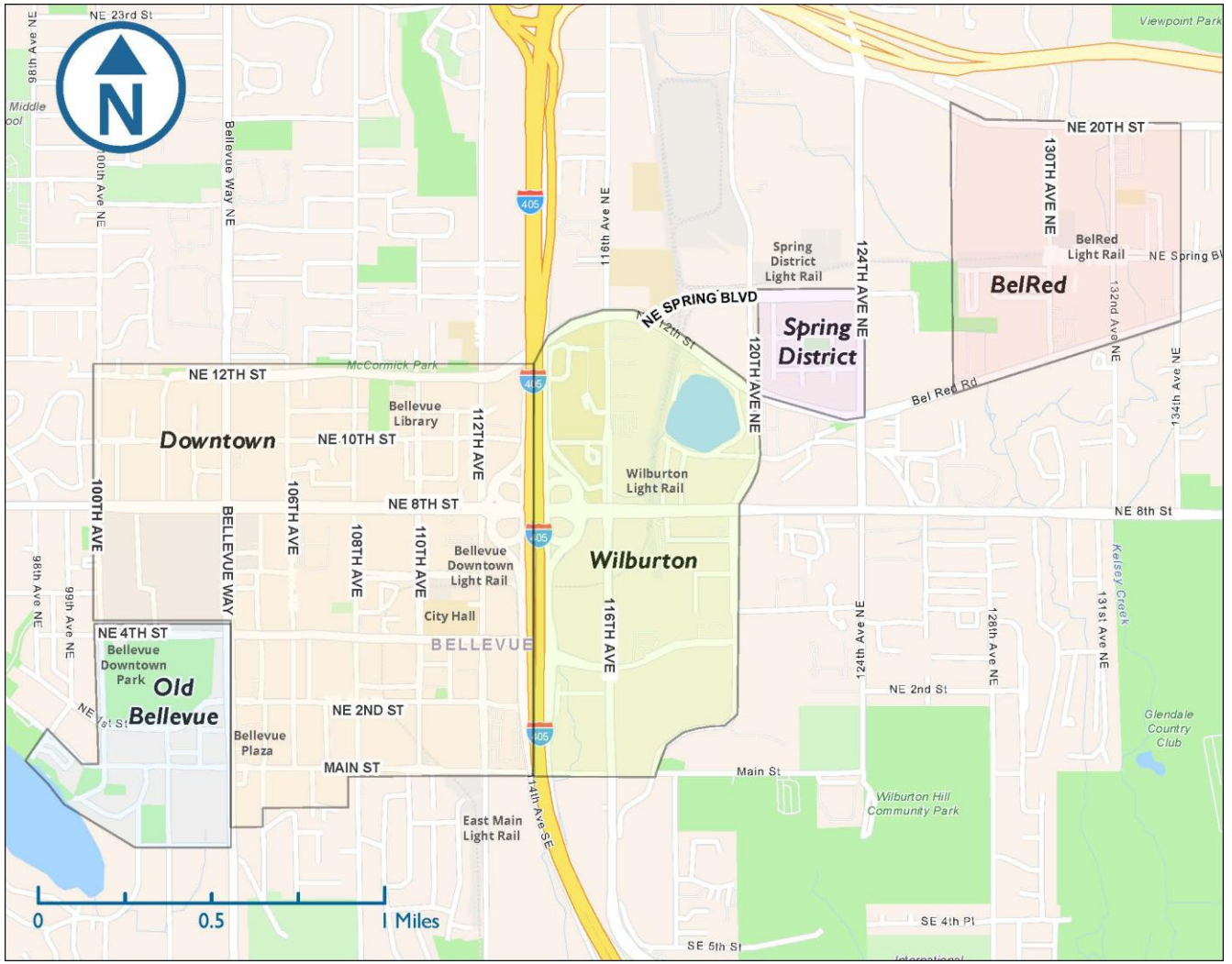
- Curb Management Plan (CMP)
  - Adopted by City Council in July 2023
  - Included 2+ dozen curb practices and pilot project ideas for long-term implementation
    - **Project ST.1: Perform an implementation study for a paid parking program and update on street parking procedures**
    - Identified as near-term priority by the TR Commission, reflected in the CMP

Study Area

The study area includes:

- Downtown Bellevue
- Old Bellevue
- Wilburton
- Spring District
- BelRed

The project is also evaluating potential impacts to neighborhoods adjacent to the study area.



Study Goals

Improve curb access

- Make it easier to find available spaces
- 1-2 parking spaces available per block at any time

Increase parking compliance

- Improve safety and predictability

Achieve equitable outcomes at the curb

- Balance the various needs of users

Key Data Collection Findings

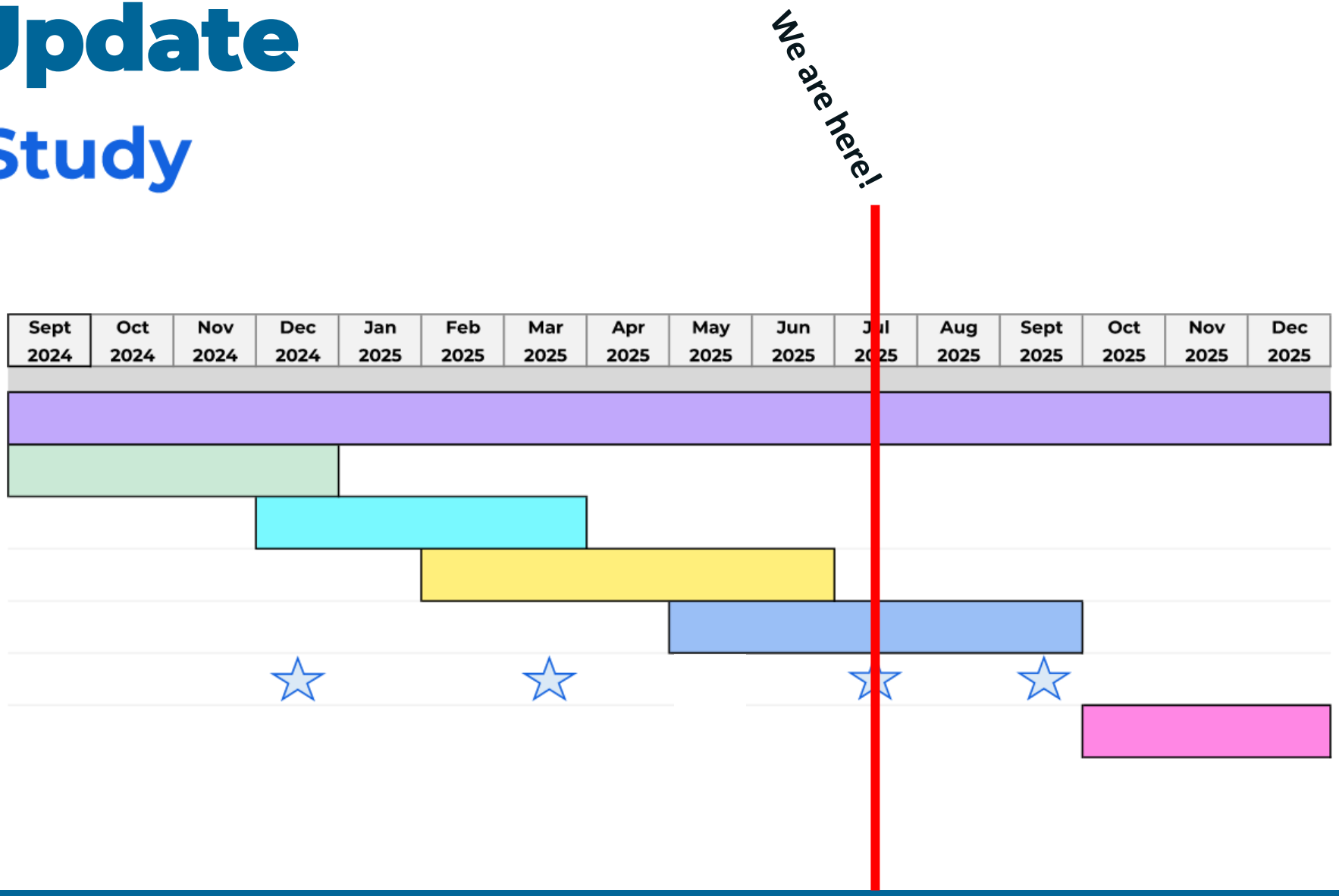
- Street parking is almost **completely full** in the afternoons and evenings.
- Many vehicles park illegally, **blocking** travel lanes, **overstaying** time limits, or stopping in "**no parking**" areas.
- Curbside parking areas are regularly used for **package delivery, rideshare, and food pick-up.**
- Ample existing off-street parking supply. Prices range from $4-8/hr for the first two hours of parking

Existing Conditions Report is now available on the project webpage.

Schedule Update

Curb Pricing Study

TASK
Project Management
Data Collection and Research
Robust Public Engagement
Method of Operations
Develop & Refine Implementation Plan
TR Commission Meetings
City Council Review



Modified Project Direction

Original:

Staff to seek TR Commission letter of support for creating curb pricing program, which would be brought forward to City Council.

New Approach:

Combine TR Commission feedback with staff recommendations, bring forward to City Council for review & approval.

Justification

Curb pricing has revenue and budgetary implications, which should be more directly addressed by Council and are outside the purview of the TR Commission.

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COMMUNITY
ENGAGEMENT
REVIEW

Engagement Activities

Stakeholder Interviews and Focus Groups	Bellevue Chamber of Commerce, Spring District Stakeholders, Old Bellevue Merchants Association, Bellevue Downtown Association
Door-to-Door Interviews	Met with **49 businesses** in Old Bellevue, Spring District, and Downtown
Intercept Surveys	Conducted **220 intercept surveys** on the sidewalk within the study area
Community Survey	Online survey via Engaging Bellevue platform inquiring about parking experiences **281 surveys** completed
In Person Community Open House	Public open house at City Hall March 6, 2025
Virtual Community Open House	Public open house on Microsoft Teams March 10, 2025
Mailers and Flyers	Paper mailer to **16,892 addresses** and flyers to all businesses in the study area
Social Media/Website News	Posts on the city's social media (Nextdoor, X, Facebook), It's Your City and Neighborhood News newsletters and project info published on news outlets (i.e., Seattle Times)

Stakeholder and Community Feedback Report is now available on the project webpage.

What we've heard

Discussions since March

- Old Bellevue Merchants
  - Desire to make parking more accessible
  - Anxieties about changing environment
- Chamber of Commerce
  - Proposal is a "No brainer"
  - Desire to improve curb access, enforcement
- Tabling Outreach at Downtown Park
  - Collecting additional input from the public
  - Feedback collected during Family 4th, July 9-11

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PROGRAM CONCEPTS AND ALIGNMENT WITH PRINCIPLES

Curb Pricing Principles from CMP

Curb Pricing Principles approved by TR Commission and adopted by Council

1. Curb pricing rates should be established to achieve target parking occupancy goals.
2. Curb pricing should support efficient enforcement structures, ensure optimized mobility operations, and contribute toward streetside amenities.
3. Curb pricing should be easily communicated to and understood by the public.
4. Curb permitting structures should be simple and transparent.
5. Curb pricing structures should include strategies to ensure equitable outcomes.
6. Curb pricing should achieve city goals and policies.

Introduction

A curb pricing program will include various factors:

- Capital costs
- Anticipated revenue scenarios
- Changes to enforcement protocols
- Operational assumptions

Public Feedback is informing the Method of Operations.

Recommended Hours of Operation

- **Existing**:
  - 2 hour parking
  - 7a-6p Mon-Sat
- **Proposed:**
  - 3 hour parking
  - Different hours for each neighborhood
- **Justification:**
  - Data shows low occupancy in mornings, very high occupancy in evenings
  - Additional hour to support longer stays in the area
  - Evening enforcement will help curb monitoring for late night businesses (i.e. restaurants)
  - Services to match business operations on Sundays
  - Hours of operation are subject to change over time

Area	Hours of Enforcement
Downtown	10AM - 8PM 7 days/week
Old Bellevue	10AM - 10PM 7 days/week
Spring District	10AM - 8PM 7 days/week
Wilburton	9AM - 5PM 7 days/week
Bel-Red	10AM - 8PM 7 days/week

Recommended Pricing Approach

Council to adopt a price range for curb pricing

- Prices would be adjusted administratively by the Transportation Director based on regular occupancy studies.
- Prices based on existing data (off-street rates, national best practice).
- Set rate would be used all day in each area (may adjust approach in future).
- Highest rates would be used in areas with highest occupancy.

Equity Considerations

Aim to minimize impacts on disadvantaged populations

- Payment: multiple payment options, multiple language choices.
- Mitigation: explore TDM strategies, partnerships, alternative parking approaches
- Monitoring: monitor impacts over time to inform adjustments to program.

Operating Cost Assumptions

Operator costs for staffing, enforcement, and equipment	Installing ~100 pay stations in the study area Hiring additional enforcement contract officers
Equipment maintenance costs	Managing vandalism, hardware / software breakdowns
Equipment replacement cost set asides	Assuming 10 year replacement schedule
City staffing and resources	Added staff to manage pricing program & curb practices; ability to add parking enforcement for other areas (i.e. Parks, RPZs)

Revenue Allocation Assumptions

- **Program would aim to support the following at a minimum:**
  - Augmented parking enforcement
  - Curb pricing program management
  - Invest towards curb practices listed in the Curb Management Plan
    - Examples:
      - Improve parking wayfinding
      - Increase loading zones
      - Build accessible parking
      - Add streetside amenities

Alignment with Pricing Principles

Pricing Principle (adopted via CMP)	Staff Response for Curb Pricing Study
Curb pricing rates should be established to achieve target parking occupancy goals.	Prices will be set and adjusted on a regular basis to achieve a target occupancy rate around 80%.
Curb pricing should support efficient enforcement structures, ensure optimized mobility operations and contribute toward streetside amenities.	Program revenues will improve, augment, and streamline enforcement protocols. Revenues beyond covering the pricing program will be reinvested into the community though the curb management program.

Alignment with Pricing Principles

Pricing Principle (adopted via CMP)	Staff Response for Curb Pricing Study
Curb pricing should be easily communicated to and understood by the public.	Information on all elements of the program will be easily accessible. Materials will be translated for broad awareness. Mobile payment systems will be intuitive and easy to use.
Curb permitting structures should be simple and transparent.	Curb permitting is beyond the scope of the Curb Pricing Study. However, pricing program revenues will be used to study permit process improvements once the program is established.

Alignment with Pricing Principles

Pricing Principle (adopted via CMP)	Staff Response for Curb Pricing Study
Curb pricing structures should include strategies to ensure equitable outcomes.	Curb management program funds will be invested into accessible parking expansion, streetscape improvements, and enhancing TDM programs.
Curb pricing should achieve city goals and policies.	Improving curbside issues will help improve the safety and efficiency of the transportation network. Curb pricing will help improve and streamline curb access.

4 NEXT STEPS

Next Steps

- Next Transportation Commission Meeting
  - Sept 11, 2025
  - Review draft Curb Pricing Implementation Plan

- Second round of public outreach (ongoing)
- Ongoing internal discussions

- **Council action: Q4 2025**

5 DISCUSSION

Discussion & Concurrence

Does the TR Commission concur that the proposed curb pricing program aligns with Council-adopted pricing principles listed in the CMP?

TR Commission feedback will be integrated into the program for City Council review & approval.