

Nesse, Katherine

From: Iverson, Chris
Sent: Monday, November 7, 2022 12:00 PM
To: Nesse, Katherine
Subject: FW: Comments on Curb Management Plan

FYI – related to curb management CPA and the CMP.

From: Lori Johnson <lorij@wafoodtrucks.org>
Sent: Monday, November 7, 2022 9:22 AM
To: Council <Council@bellevuewa.gov>
Cc: TransportationCommission <TransportationCommission@bellevuewa.gov>; Gill, Anthony <AGill@bellevuewa.gov>; Iverson, Chris <CIverson@bellevuewa.gov>
Subject: Comments on Curb Management Plan

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Re/ Public comment on experiences and perspectives about on-street dining areas, food trucks, placemaking, and activation.

The Washington State Food Truck Association has had a very positive experience so far in working with Bellevue's Traffic Engineering to pilot food trucks using permitted street space in the Spring District, and being able to do so on a seasonal basis with quarterly permits.

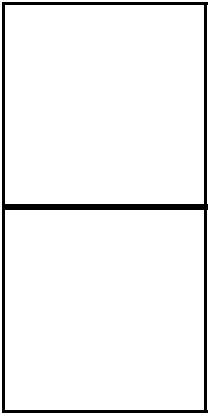
The WSFTA would like to activate curbside space, using NE 6th & 106th next Spring/Summer for a (once a week) seasonal food truck night market to test having more food truck activity curbside downtown. This option had been mentioned to us a few years ago as a part of bringing more light to the Grand Connection, introducing more curbside activity, drawing more foot traffic, etc. Now that it seems we are pulling out of the Covid crisis and vendors are recovering, this is a good time to boost downtown brick business with this kind of community activity. As you know, well-used streets are safe streets, and food trucks help draw people to restaurants and shopping centers and contribute to an area's vibrancy!

We are also interested in activating the curb-side space at the SW corner of Downtown park for a similar weekly food truck gathering that incorporates music organized by the Downtown Association.

Street food businesses can help to develop a more vibrant city by creating streets and sidewalks that generate economic and social activity, adding to the city's overall health, prosperity, and happiness.

Sincerely,

Lori Johnson, Executive Director
Washington State Food Truck Association, LLC
(360) 223-3801
www.wafoodtrucks.org
[@wafoodtrucks](https://www.instagram.com/wafoodtrucks)



"The punishment of wise men who refuse to take part in the affairs of their government is to live under the government of unwise men." ~ Plato

Nesse, Katherine

From: Iverson, Chris
Sent: Monday, November 7, 2022 11:59 AM
To: Nesse, Katherine
Subject: FW: Bellevue Food Trucks
Attachments: Seahawks Truck.jfif; PBJ.jfif

FYI – related to curb management CPA.

From: TransportationCommission <TransportationCommission@bellevuewa.gov>
Sent: Friday, November 4, 2022 9:29 AM
To: Iverson, Chris <Civerson@bellevuewa.gov>
Subject: FW: Bellevue Food Trucks

Hi Chris – this message came to the Transportation Commission (and Council). You may receive a request from CMO to prepare a response. KM

From: Paige Martinson <paige@piebarseattle.com>
Sent: Thursday, November 3, 2022 4:04 PM
To: Council <Council@bellevuewa.gov>; TransportationCommission <TransportationCommission@bellevuewa.gov>
Subject: Bellevue Food Trucks

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Hello City of Bellevue!

My name is Paige, the Event Coordinator and Food Truck Manager for Pie Bar Ballard & Phinney Ridge! It is so great to hear your consideration for curbside zones in Bellevue for vendors and food trucks. Vending in surrounding cities has shown us that food trucks help draw in foot traffic for other businesses nearby. Our operations are safe and we always clean up after ourselves!

Pie Bars pink food trucks would love the opportunity to serve the City of Bellevue!

Best,

Paige Martinson
Event Coordinator
Pie Bar Food Trucks
(509) 885-3645
paige@piebarseattle.com
piebar.com





Nesse, Katherine

From: Iverson, Chris
Sent: Monday, September 19, 2022 8:11 AM
To: Johnson, Thara
Cc: Nesse, Katherine
Subject: FW: Revised BDA Letter (Edited for typos and clarity)
Attachments: Revised_BDA Letter re CMP Transportation Elements (Sept 14_2022).pdf

Hi Thara – please see attached BDA letter with corrections. Matt is hoping to have this be a part of the public record for PC comment instead of the one submitted on Wednesday afternoon.

Please let me know what is possible – thanks!
Chris

From: Matt Jack <matt@bellevuedowntown.com>
Sent: Friday, September 16, 2022 2:57 PM
To: Iverson, Chris <C Iverson@bellevuewa.gov>
Cc: Stevens, Paula <PStevens@bellevuewa.gov>; Patrick Bannon <patrick@bellevuedowntown.com>
Subject: Revised BDA Letter (Edited for typos and clarity)

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hi Chris,

Due to time constraints, I wasn't able to review the letter carefully for hidden typos and clarity before sending it to the Planning Commission. Attached is an updated letter with a dated notice regarding the revision in the header. Please submit this letter to the public record and use it as the official message if the City ever chooses to cite it.

I've never submitted a corrected letter before, so please let me know if there're any other steps I need to take.

And, congratulations on the Planning Commission approval to advance the CPA. Now we can all focus on the plan itself!

Sincerely,
Matt

Matt Jack (he/him)

Bellevue Downtown Association

Director of Public Policy

Cell: (469) 693-6463 | matt@bellevuedowntown.com

bellevuedowntown.com

Note: email responses may be delayed or at irregular hours.



p 425.453.1223 f 425.646.6634
bellevuedowntown.com
10900 NE 4th St, Suite 250
Bellevue, WA 98004

September 14, 2022

City of Bellevue
Planning Commission
450 110th Avenue NE
Bellevue, WA 98004

Re: Curb Management - Comprehensive Plan Amendments

Dear Chair Ferris and Planning Commission Members:

On behalf of the Bellevue Downtown Association (BDA), I'm conveying input about the proposed Comprehensive Plan amendments that would enable the Curb Management Plan to move forward.

On Work to date:

The BDA Transportation Committee has tracked the City's process to build each component of the Curb Management Plan since the work initiated earlier this year. The Committee is producing an advocacy package (*excerpts attached*) that reflect key points on the different development stages of the Curb Management Plan. Upcoming committee work includes finalizing a position on the proposed pricing components, reviewing curb typology, and adopting a position statement on the final draft plan.

On Curb Management Plan:

The BDA Transportation Committee supports the City's initiative to develop a Curb Management Plan that improves the movement of people and goods between places. We seek a plan that manages curb activity through a suite of tools and approaches that solve current issues, promote placemaking in areas where it makes sense, and monitor for changing realities with mechanisms that allow for adaptability.

On the Proposed Transportation Elements:

The following comments are based on the BDA Transportation Committee's April and May review of the transportation elements which were checked by the BDA Board of Directors in July.

- 1) Support timely adoption of the Comprehensive Plan amendments to ensure the Curb Management Plan is available to support Bellevue's growth. Amending the Comprehensive Plan is a major step in the process to advance work that started nine months ago. Stakeholder interviews were conducted in March to inform the City's direction, and the process to develop the plan has been structured in stages to build information upon itself and guide next steps. Timely adoption of the transportation elements keeps the built-upon information relevant, respects stakeholder engagement throughout the process, and maintains the momentum to complete the Curb Management Plan.

- 2) Advance the seven new elements to lay the groundwork for the Curb Management Plan. We acknowledge there are concerns about adopting Comprehensive Plan policies that allow the City to dedicate areas and create zones for specific uses, but we also acknowledge that the transportation elements only establish the policy basis to support future City work. That City work is the Curb Management Plan which will dictate where uses make sense and prohibit uses where it doesn't.
- 3) Re: TR-139 – update the policy language to clarify whether electric vehicle charging stations will be a requirement or incentive in the development review process. We recommend changing "add" to "incentivize" then including it on the list of [Green Building Incentives](#). The BDA has supported initiatives to expand EV stations in Downtown; however, we value curb adaptability over requiring permanent installations that serve a single use.
- 4) Add a transportation element that supports future public-private partnerships when managing curb space. As an example, The Spring District was developed with a mix of public and private right-of-way (ROW) which must split the management responsibilities between the public and private sectors. A public-private approach to managing this scenario will improve consistency and efficiency. It is worthwhile to note that the future buildout of Bel-Red and Wilburton may include privately-owned right-of-way. Adding this element would be a proactive step if future development creates more privately-owned ROW.
- 5) *As an administrative effort and not a policy update* – we encourage the City to review the current design review process for how curbside amenities are weighed and clarify how the Curb Management Plan will inform or update future design requirements. BDA members with development plans in the design phase seek clarity on how to include curb amenities for new uses that were not considered in the 2017 Downtown land use code update.

Cities around the country are exploring how to tackle curb challenges caused by the rise of competing uses during this period of rapid urban growth. We appreciate that the City of Bellevue took the charge to address the issue and support its ongoing work to implement a Curb Management Plan.

Thank you for your leadership, time, and attention.

Sincerely,

A handwritten signature in black ink, appearing to read "Matt Jack", with a long horizontal line extending to the right.

Matt Jack
Director of Public Policy
BDA



BDA TRANSPORTATION COMMITTEE

ADVOCACY PACKAGE: CURB MANAGEMENT PLAN

**Experts Prepared for Bellevue Planning Commission Public Hearing
September 14, 2022**

ABOUT ADVOCACY PACKAGE

This living document reflects the committee's review of the [Curb Management Plan](#) over the different stages of the plan's development. Its purpose is to organize work, inform the BDA Board, and serve as the foundation for future advocacy efforts.

BDA Transportation Committee members last gathered on August 11 to review the pros and cons the proposed [curb pricing components](#) as an addition of the for the Curb Management Plan.

2022 BDA Transportation Committee Work on Curb Management Plan

Feb 16	City staff introduction to Curb Management Plan; member discussion
Mar 16	Identify message points to Bellevue curb workshop questions – <i>input collected</i>
Mar 18	BDA Leadership and staff voice message points at Bellevue workshop session
Mar 30	Grand Connection walking tour
Apr 20	City staff progress update on Curb Management Plan – <i>input collected</i>
May 25	City staff presentation of curb policy updates – <i>check consensus on work to date</i>
Jul 19	BDA Board check-in on committee progress and work
Jul 20	City staff presentation on curb pricing principles and strategies
Aug 11	Committee work session: curb pricing framework pros & cons

DRAFT BDA COMMITTEE POSITION

Contents reflect BDA Transportation Committee member input since February 16.

The BDA supports the City's initiative to develop a Curb Management Plan that establishes new policies and guidelines on how curb areas should be designed, maintained, and operated over time.

Implementing a plan that increases accessibility and efficiency to deliver of goods and movement of people through curbside management is consistent with the [BDA Downtown Access Strategy](#).

Endorsed Management Tools:

BDA members have identified procedures, resources, and investments to implement and maintain a functional curb management plan, including:



Enforcement and administrative personnel and private sector protocols on how to intervene. A successful management plan that prioritizes uses based on curb typologies requires day-to-day monitoring for swiftly resolving issues.



Regular feedback loop between the public and private sectors for adjusting management needs. The management plan needs to be nimble to be relevant, as demonstrated by the recent increase in new curb uses driven by emerging technology.



Playbook for how to manage and activate curb spaces. This tool would include a map of curb uses, guide for resolving issues, and steps to support public-private collaboration to activate spaces.



Support approaches for enforcing privately-owned street curb spaces. Assist private properties with clear and consistent protocols and resources for how to interact with infractions.



Connect with businesses operating curbside deliveries and pick ups. Communicate with operators to establish expectations with drivers.



Curbside zones for types of uses. Dedicate areas for curbside uses to ensure reliability and reduce disruption caused by competition.



Publish right-of-way map and information. Sharing details about the curbside right-of-way area will reduce time and costs for project planning and support stronger public-private partnerships to activate spaces and improve accessibility through placemaking.



Schedule recurring audits of curb spaces and uses. Maintaining an accurate inventory of the curb spaces and uses allows public and private sectors proactively prepare for changes or address emerging issues. Annual analysis preferred if resources allow.

Objectives for a Successful Curb Management Plan:

The list reflects BDA member input regarding desired outcomes when reviewing the City's ongoing work to develop a curb management plan.

1. Safe and efficient movement of people to and from the curbside with special care to protect pedestrians and other vulnerable users.
2. Better walking experience with improved connectivity to places and amenities that increase comfort.
3. Biophilic urban design to separate pedestrians from vehicles and other curb conflicts.
4. Quicker vehicle curbside turnover time to reduce the queue lengths and congestion impacts.
5. Increase visits to street-level commercial businesses by reducing on-street parking times.
6. Space for all modes to interact with the curbside without impeding throughput.
7. Partnership and alignment between the City, property managers, and tenants.
8. More vibrant and appealing access experience to restaurants, retail, and open spaces.

9. Enforcement personnel, resources, and infrastructure to resolve issues and deter infractions.
10. Resources and permitting support to activate underutilized public spaces.
11. Maintains schedules for transit, private shuttles, and school buses.
12. Serves the demand for TNCs, freight and e-commerce without disrupting traffic.
13. Dedicated curb spaces for single-ordered delivery and pick ups.
14. Clear wayfinding for all modes, including dedicated spaces for special curb uses.
15. Trash, recycle, and compost receptacles regularly maintained to avoid waste spillover.

Support Guidelines Based on Curb Typology & Prioritization:

BDA Staff Note: The City’s draft curb typology & prioritization framework will be released in Oct 2022.

Guidelines should be consistently applied for each class of curb typology across the management areas to ensure broad participation. Urban elements to be factored into the curb typology include:

- Sidewalks and pedestrian corridors
- Street level commercial and open spaces
- Residential garages
- Streetside parking
- Emergency – fire stations, hospitals
- Transit and shuttle stops
- Bike facilities
- Peak and off-period traffic
- Private and public open spaces
- Parking garages
- Street dining
- Valet parking

Curb typology should account for use predictability to help inform space management and dedication of resources. Predictable uses rely on scheduling, semi-predictable uses can be tracked via data or work off unreliable schedules, and difficult to predict uses by single-ordered deliveries or pick ups.

Predictable	Semi-predictable	Difficult to predict
Transit	Pedestrian activity	Transportation Network Companies (TNC)
Shuttles	Vehicular activity	Food delivery
Events	Bicycle Activity	Ecommerce delivery
School buses	Construction	Freight delivery
Dumpster pickup		

Support Dedicated Curbside Zones for Difficult to Predict Uses:

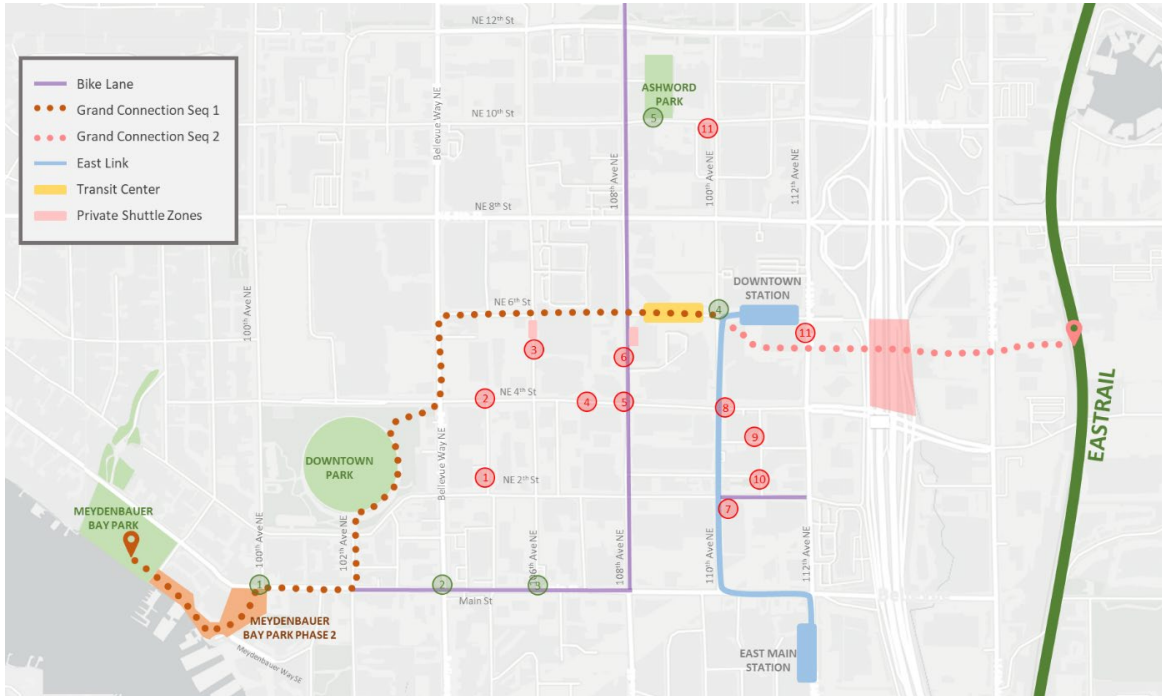
Dedicating areas for difficult to predict uses creates reliability and helps channel those uses away from competitive areas. For dedicated zones to work, business operators need to communicate expectations with their employees or contractors. Wayfinding will be necessary to guide drivers and enforcement will be needed to correct normalized misbehaviors.

Support Adaptability:

A management plan needs to be adaptable to serve future curb use demands and trends. Including a review process for updating curb typology and guidelines to accommodate viable new uses will keep Bellevue competitive and proactive in managing disruption. Micromobility, automated vehicles trips/services, and autonomous delivery bots have been identified as possible future uses.

Map Markup – Curb Issues and Opportunities

Real examples provided by BDA members to reference when needed.



Curb Issues

1. No sidewalk on west side of NE 2nd St – pedestrian safety issue.
2. Busy throughput with parking access and freight deliveries
3. Crowded shuttle stop; waste spillover
4. Narrow/limited alleyway capacity
5. Northeast curb corner discomfort
6. Freight unloading in medium of 106th Ave NE; bus area with shuttle stop, transit, Grand Connection, and bike facilities
7. Bike share ends, disconnected and only serves two blocks
8. Access issues to parking garages from NE 4th to Transit Station, including City Hall; walkability impacted
9. No sidewalk on west side of 111th Ave NE; little separation for the on-street parking
10. Sidewalk on west side of 111th Ave NE distinguished by pylons only
11. School bus pick up / drop off zone – no signage or protection
12. Permit issue for developing street-level space to support outdoor café design

Curb Opportunities

1. Meydenbauer Bay Park grand entrance
2. Main Street grand entrance; extend Main Street pedestrian design -improve westbound bike facility experience with other competing uses
3. Extend Main Street bike facility eastbound bike facility experience with other competing uses
4. Intersection between Transit Center and Downtown Station
5. Ashwood Park grand entrance, greater potential for activation and connectivity

Johnson, Thara

From: Suzanne <thebellevuezone@gmail.com>
Sent: Monday, September 12, 2022 1:07 PM
To: Gulledge, Kristin; PlanningCommission
Cc: Gmail 3
Subject: Curb management

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Hello Planning Commission members,

I am unable to attend the Planning Commission meeting on 9/14 due to a conflict in my schedule. However I am writing about the curb management topic.

I think there needs to be serious thought and caution in any plan that will reduce the number of curb parking spaces for residents of Bellevue in favor of creating bike lanes.

Most people have multiple destinations they need to go to or have children they need to transport to various locations that cannot be done by bicycle. When I go shopping, for example, I go to several stores for the various items I buy that I cannot do by bike (or bus). Cars are a very needed part of our modern society.

I do admire those who use bicycles to get to their destinations and I think there should be safe passages for them, but I believe far more people rely on car travel and should be accommodated for this. Reducing the number of parking spaces and roads for cars would be a very disastrous move by the planning commission and I hope this is taken into consideration in the future planning of Bellevue.

Cars are still a very real and needed form of transport.

Sincerely,
Suzanne LeBoeuf
900 124th Ave. NE, #18
Bellevue, WA 98005
(425) 931-59790

Sent from [Mail](#) for Windows

Johnson, Thara

From: phyllisjwhite@comcast.net
Sent: Sunday, September 11, 2022 3:11 PM
To: PlanningCommission; Robertson, Jennifer S.
Subject: Letter for the 9/14/22 Public Hearing on Curbside Management Comprehensive Plan

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Public Hearing Letter via Email

Dear Chair Ferris, Vice Chair Bhargava, Commissioners, Councilmember Robertson and Staff,

My name is Phyllis White and I live at 1057 134th Ave NE in Bellevue. I have lived in Bellevue for over 15 years.

Bellevue is a unique city with its own autonomy. People love the convenience, diversity, and less stressful atmosphere of the city. Bellevue has been fortunate to appoint leaders who believe in engaging with ALL Bellevue residents. I am requesting a pause in moving forward with the Curbside Management so that further studies, collection of data, and engagement with the public, can be done to further anticipate and evaluate the permanent unintended consequences of this program.

Bellevue is growing, and the need for transportation will increase; however, these are uncertain times. We have increasing inflation, salaries that are not keeping pace with the rate of inflation, and increasing taxes that raises the cost of living expenses. Transportation and parking fees are always passed on to the consumer causing less affordability. People will decide to take their business elsewhere if driving to businesses becomes less affordable, less convenient, less efficient, and less supportive of their basic needs, their livelihood.

I am requesting that the Planning Commission allow more time for data from Chris Iverson, the City Planner, on curbside usage appearing in the results of the first quarter of 2023 (beyond the effects of the pandemic). I would also like to suggest increased public engagement including data affecting businesses and residents whose livelihoods and safety are dependent on different multimodal transportation and travel time. More data and public input will allow for the best-informed decision on such an important permanent program.

The following is a list that I would like to see included in the Curbside Management program data studies:

- * Identify the users. What are the demographics of the users of the user groups and the reasons for their major transportation? (i.e. Senior citizens with limited incomes and mobility, school-aged children who need transportation for school, sports, and school activities, etc.)
- * Where are the high-demand areas or locations for the Curbside Use and for what usage? What size curb do you need for each particular area? What is the frequency of Curbside Use?
- * Operators need to consider and address the overloading of curbside use if there is too much demand. High demand and access to the curbsides may create unintended consequences of its use. What types of transportation will the curbside be used for? (i.e. taxis, delivery trucks, shuttles, uber, etc.) Will this create more traffic due to less roadside space?

- * What are the types of signage and rules, and what are the funding sources for enforcement? (i.e. no parking, parking restrictions, delivery zone, etc.) How will the city receive funding for Curbside Management and the specific costs to run and manage the program?
- * What are the types of fixtures needed (i.e. meters, cameras, bike lanes, scooter and bike parking, etc.)
- * What are the costs to the businesses given the fees of timed parking?
- * What are the costs to employees who have different schedules and need to pay for parking, those who work late at night cleaning businesses, for example, others who may need to work two jobs to make ends meet, and those who are coming from out of town, etc?

If the City is attempting to promote different types of transportation, please take into consideration the following:

- * Public transportation needs to be safe. People will not use public transportation if drug use continues to be allowed on the transit and if violent crimes without enforcement continue.
- * Families, especially single mothers, have a very busy schedule and need the most efficient way to get around. For example, they need to pick up their children from school on time, get them to sports events, and have enough time to prepare dinner and help their children with homework. Public transportation, biking, and walking are not the most efficient means of transportation making their lives more stressful. Paying for parking will cause additional costs.
- * Bellevue has shorter days 9 months out of the year. It is cold and wet, and early mornings and afternoons are dark. Walking and bike riding is difficult during these months, especially with young children.
- * Those who are able to afford the most efficient means to get around will use them because it saves them time, and they are able to afford it. It is not equitable. Paid parking will become more expensive, especially in housing that does not provide an adequate supply of parking spaces.
- * Paid parking causes fewer patrons for businesses in general. This is especially true for restaurants. In Seattle, the parking fees are often more expensive than the cost of the lunch. How will paid parking and curbside pick-up affect businesses?

Please allow more time to allow for more data and engagement with the public. This will make for a more informed decision on a permanent Curbside Management plan.

Thank you for your consideration.

Sincerely,

Phyllis White

Johnson, Thara

From: Scott Kuznicki <skuznicki@discovery.org>
Sent: Thursday, September 8, 2022 5:10 PM
To: PlanningCommission
Subject: statement to the Planning Commission
Attachments: ACES - CURB SPACE for PLANNING COMM.pdf

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Good afternoon,

Please accept and process the attached statement to the Planning Commission, intended for the record at the meeting on September 14, 2022.

Warmest regards,

Scott O. Kuznicki, P.E.

Transportation Futures Fellow, Discovery Institute

Director, ACES Networks and Sustainable Transportation Energy Partnership

Founder, International Motorway Institute

+1-847-769-1098 [@scottokuznicki](#) [@acesnwnetwork](#)



STATEMENT TO THE
Bellevue Planning Commission

SUBMITTED
Thursday, September 8, 2022

Scott Kuznicki, representing the ACES Northwest Network in Bellevue. Good evening, members of the Bellevue Planning Commission. Thank you for hearing the concerns of Bellevue residents and business owners.

The City of Bellevue is undertaking a process to amend its comprehensive planning documents and create policies that will govern the use of curb space in Bellevue, particularly in our growing city center. If managed to primarily serve transportation uses and minimize congestion on the street network while providing access to adjacent properties, curb space can become an opportunity to reduce energy consumption and increase economic productivity.

These goals will be realized through the advancement of automated, connected, electric, and shared technologies in mobility, logistics, and energy. The ACES Northwest Network is a collaborative effort of organizations, partners, and nearly 3000 affiliates, many based and working in Bellevue, working together to promote the adoption of ACES technologies. These applications will reduce the cost of mobility and logistics for everyone while supporting a reduction in energy consumption and an increase in safety and reliability for all users. These benefits will be realized if the City does not discriminate against transportation uses that serve individual needs in the allocation and pricing of curb space.

In Bellevue, point-to-point shared-ride operators depend on curb space for passenger pick-up and drop-off. In some blocks, more than 100 cars per hour might use a single space in a zone, occupying the curb for less than 30 seconds on average. Public transit buses also serve passengers but are allowed exclusive access to areas unavailable to other uses. A study of vanpool operations in transit loading zones in Seattle demonstrated that these spaces can be shared, drastically increasing productivity by increasing the utilization of curb space. These flexible options will allow greater access to public transit by easing connection times and ensuring curb space availability for shared-ride services, employer shuttle services, and vanpool and bus transit operations.

Additionally, delivery operators depend on curb space for immediate and transient uses in order to provide dependable on-time performance for their customers. Short-term parking of electric vehicles presents opportunities to charge during daylight hours on days like today, when solar energy is plentiful.

All of these uses are indicative of current and growing demand and, consequently, opportunities for the City to engage in public-private partnerships for curb management. Such action will create new sources of revenue for concessionaires who can manage spaces, segments, and entire blocks to benefit the local uses and removing barriers to the highest-demand uses to ensure that the cost of transportation remains competitive with other cities.

Accommodating innovation in transportation system use is therefore a worthy goal for curb pricing policy in the City of Bellevue, encouraging equitable outcomes when the **cost of short-term and transient uses is minimized** while **availability is maximized**, particularly for those uses that serve mobility and logistics functions. To meet growing demand for these uses in the future, when parking is predicted to become more scarce and costly, curb space must also be flexibly allocated such that fixed uses and reserved uses are managed with technology to increase diversity, particularly at bus transit stops in downtown Bellevue.

Pricing of curb space carries risks and may stifle innovation. An initial approach of managing the curb space according to data-driven analysis and market-focused tactics will ensure that the market is not distorted by policy-driven pricing schemes. If curbside areas must be priced, innovation can be promoted through an equitable application of prices across all modes. Priority for prioritizes transportation uses with the goal of low costs and flexibility will support a more convenient and pleasant experience for all users of the street and, ultimately, allow the users of our transportation system to determine and achieve the street's highest and best use.

Johnson, Thara

From: p johnston <pamjjo@msn.com>
Sent: Friday, September 9, 2022 6:11 PM
To: PlanningCommission; TransportationCommission
Subject: 22-103136-AC: Updated comments for Comprehensive Plan Amendments: Amendments to policies in the Transportation Element and Downtown Subarea Plan related to curb management
Attachments: 22-103136-AC-PamelaJohnston.pdf

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

See Attached.

Dear Planning Commission,

RE: 2022 Comprehensive Plan Amendments Amendments to policies in the Transportation Element and Downtown Subarea Plan related to curb management

Please refer to my comments in the last two columns.

From: <https://bellevue.legistar.com/View.ashx?M=F&ID=11214677&GUID=A1CD1F0E-7BE6-4F03-B5DF-A13D3C4F42A7>

Attachment A. Comprehensive Plan Policy Recommendations in support of Curb Management

Policy #	Existing Curb Management Policy	Comments on existing policy	Policy Action	Transportation Commission (TC) Recommendation for New or Amended Policy (Final policy recommendation from TC - June 9, 2022)	Comments Overall: How will you measure success? What is the priorities? trade-offs?	Revisions
					<p>All CPA should address geographical scope All CPAs should address the goals section of the element</p> <p>Citizens are willing to pay for lowering congestion in the neighborhoods. Void any policy that opposes the goals of the levy.</p>	<p>WHAT DOES SUCCESS LOOK LIKE? Bellevue residents, employees, and visitors move safely and comfortably around the city with a full suite of mobility options. Connected and continuous pedestrian and bicycle facilities provide convenient access to schools, work, activity centers, transit, and parks. Frequent and reliable transit provides Bellevue residents with connections to the city and region. Multimodal Performance Metrics and Performance Targets inform design and investment decisions. The transportation system accommodates growth, and complements and enhances neighborhood character, the environment, and quality of life. <u>The public receives the benefit of transportation facilities used for non-mobility or private uses.</u></p>
TR-126	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. 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 flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through development review and curb operation changes as designated in the Curb Management Plan.	Left out here is the heading from the CP "Policies that address the efficient movement of goods within and through Bellevue." However, this policy does not appear to address where. This does not fit in single family zones. Currently, when are private delivery facilities required?	Accommodate parcel delivery and passenger loading by use of curbspace outside of single-family zones while keeping mobility and safety standards. Provide safe, flexible curbside space for this within public right-of-way through development review and curb operation changes, where private delivery facilities do not exist and are not required.

Pamela Johnston 9/8/2022

TR-139	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. <i>Note: Policy language is intentionally agnostic to what party is responsible for EV charging costs (public or private). Future code changes are likely needed to include curbside EV chargers within amenity bonus or other review structures. Individual decisions still remain within development review processes.</i>	Edit Policy	Add electric vehicle charging stations in designated curbside zones as required through development review.	<p>This policy needs to be clear what the goal is and the hierarchy of the goals.</p> <p>If the goal is to encourage, it should say encourage.</p> <p>Considerations:</p> <p>Don't add charging vehicles to one of the purposes of parking.</p> <p>Charging stations encourage parking, with the destination being the parking spot.</p> <p>Charging stations on the street encourages private cars in TOD areas, where we have restricted the onsite parking.</p> <p>Charging stations encourage longer times than necessary in parking spots, unless the goal is to park. For example, charging stations on the streets near parks</p> <p>What are the consequences and dynamics of charging stations as competitors between off-street and on-street?</p> <p>This discourages the creation of entrepreneurial charging stations.</p> <p>Power is still power. Energy off the grid should be discouraged. Electricity generated on-site should be encouraged.</p>	Encourage electric vehicle charging stations in designated curbside zones where the development review process has determined adequate stations cannot be provided onsite or where electricity generated on site.
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.	<p>Prioritize streets for mobility.</p> <p>Need flexibility.</p>	Create or remove curbside zones for on-street parking transportation needs are met or not met. Allow for time of day limited, temporary uses if transportation needs are met.
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 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.	<p>Mobility needs to be the priority.</p> <p>Needs to be heavily enforced.</p> <p>Dodging parked cars in a travel lane is dangerous. Policy of heavy enforcement is needed for safety.</p> <p>While a this is a boost when private parking is closed. If congestion rises, these lanes need to be returned to travel lanes.</p>	<p>Add bicycle only use in travel lanes for use during off-peak hours.</p> <p>Add pedestrian travel lanes for use during off-peak hours.</p> <p>Add on-street parking spaces in travel lanes for use during off-peak hours.</p> <p>Remove use of on-street parking spaces in travel lanes when there is congestion/lack of mobility.</p>
S-DT-157.3	Consider developing a proposal to implement a pay for on-street parking program	Policy NEW-2 advises a pricing-based curb management program, which will include on-street parking. This policy is recommended to be repealed since it is located within the Downtown Subarea Plan. NEW-2 will be added within the Transportation Element, thus applying to other areas outside of downtown (i.e. BelRed).	Repeal			Keep
S-DT-157.4	Integrate on-site loading space and/or create designated curbside loading space through development review	On-site loading space now required by Land Use Code. Existing policy language is redundant when compared to TR-126 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-126 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.	<p>Consider the only on-peak case. I cue would be great in peak times to keep vehicles from double parking but may not be needed if there is adequate que areas in load and unload zones.</p> <p>Consider new or remodels should build these onsite. E.g Do ride shares have area at City hall that is marked? Don't take up streets if it can be build into the site.</p> <p>This should not take away street if it is a new development. Thus, onsite accommodations is needed in new developments, meeting TR-14 Require new developments that place significant impacts on the transportation system to implement transportation management programs to reduce drivealone commute trips to the site.</p>	<p>Designate fulltime or flexible curbside queue areas for rideshare vehicles, taxis, and employer shuttles in strategic locations to increase mobility headcount and increase safety.</p> <p>Require permanent or flexible curbside queue areas onsite for rideshare vehicles, taxis, and employer shuttles through design review.</p>
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-139 in the Transportation Element. Repeal recommended.	Repeal			
NEW-1		This policy will refer to one of the foundational elements within the Curb Management Plan. The curb typology will be 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.	<p>This does not provide policy direction. Need definitions.</p> <p>Where can I read the Curb Management Plan? This CP policy should drive the Curb Management Plan, not the other way around.</p> <p>These polices need a goal section</p>	<p>Curb Policies address management of the city's street system to flexibly to meet community mobility needs and allow community benefits when not needed to meet mobility needs.</p> <p>Designate curb uses, curb typologies, modal priorities, curb availability standards and metrics, and safety standards and metrics in the Curb Management Plan.</p>

Policy #	Existing Curb Management Policy	Comments on existing policy	Policy Action	Transportation Commission (TC) Recommendation for New or Amended Policy (Final policy recommendation from TC - June 9, 2022)	Comments Overall: How will you measure success? What is the priorities? trade-offs?	Revisions
NEW-2		This policy will refer to a foundational element within the Curb Management Plan. The pricingbased curb management program will ensure that the supply and demand of curb uses can be balanced long term. Uses for curb pricing 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. 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 Curb Management Plan will indicate the timing of this program development.	NEW	Implement a pay-for curb use program as recommended in the Curb Management Plan.	<p>Where is the Curb Management Plan? What is the recommendation?</p> <p>Cut implementation until we know that we have implemented smart data and understand costs and benefits</p>	Investigate a pay-for curb use program to meet the Comp Plan goals.
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.		Identify and create onsite 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, UAS and sidewalk drone delivery systems, etc.	NEW	Promote the use of curb technology solutions that enhance safety and efficiency of the curbside environment.	Consider costs Data cleaning is a cost and loss of data.	Promote the use of curb technology solutions that effectively 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. <i>Mobility hub policy is listed as in King County Planning Policy (KCC T-6 and T-20). Proposed policy reflects ties to KCC policies.</i>	NEW	Create mobility hubs in alignment with King County Planning Policy guidance.	What is the extent? How much? Where?	
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.	NEW	Create designated curbside zones to allow for vendor and food truck activity as outlined in the Curb Management Plan.	Clarify that overnight parking/homesteading is not allowed.	Create designated curbside zones to allow for hourly vendor and food truck activity when not needed to meet mobility needs.
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 defined within the Curb Typology.	NEW	Create activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions as outlined in the Curb Management Plan.	Priority and use needs land use and park policies. Need to be clear who sets the policy with the zones when not a mobility need. Where does the money go? Keep benefits equitable to the public. Beyond sustaining the program, the revenue should be used for what this is a bandage for: parks and public open space.	Allow activated curbside zones, such as on-street dining areas, parklets, and other public placemaking solutions with any revenue benefiting the whole community through parks and public open space.

Johnson, Thara

From: Carl Vander Hoek <carl@vanderhoek.us>
Sent: Thursday, September 8, 2022 4:58 PM
To: PlanningCommission; Bhargava, Vishal; Ferris, Carolyn; Goeppele, Craighton; Morisseau, Anne; Brown, Karol; Malakoutian, Mohammad; Nesse, Katherine; Iverson, Chris; TransportationCommission
Subject: Public Comment for September 14, 2022 Planning Commission Meeting regarding the Curb Management Comprehensive Plan Amendment

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

Dear Chair Ferris, Vice Chair Bhargava, Planning Commissioners and Staff,

Thank you for your continued input and consideration on such an important topic to the future of Bellevue, the Curb Management Plan. I am submitting the following observations, concerns, and questions regarding the policy for the record to improve the outcomes and ensure an equitable and thoughtful process before policies or plans are implemented.

Stated Reasons City Staff suggest a Curb Management Plan is necessary:

- To increase income offsetting increasing enforcement costs and keep up with projected growth.
- To incentivize non-vehicular modes of transportation and contribute to reducing overall per capita vehicular miles traveled.
- To reduce single occupancy vehicles and meet the requirements of the Growth Management Act and MMLOS.

Adoption Schedule:

- Comprehensive Plan policy changes first, then staff will come up with Curb Management Plan (Q1 2023)
- City Council adoption of Comprehensive Plan Amendments in Nov. 2022
- Curb Management Plan in Q1 2023.

Role of Planning Commission vs. Role of City Council:

- The City Council typically adopts what the Planning Commission recommends. Council will spend very little time on this. The City Council is dependent on the Planning Commission to do a heavy lift, engage public feedback, ask critical questions of staff, and ask for specific revisions to the plan or policies prior to going to Council for approval.

Concerns:

- Inequitable large corporate benefit vs. small local business impact.
- Local small businesses become unsustainable due to these changes (increased cost of delivery, customer choice to shop online, or lack of available customer parking).
- The Planning Commission is being asked to approve policy that refers to the Curb Management Plan yet that plan does not exist and is not publicly available.

- These policies are proposed to be enacted on city-owned, taxpayer-funded property. Yet the changes disproportionately benefit private business (Taxis, Amazon, Uber, GrubHub, UPS) while charging other local small businesses, customers, and citizens to park on the curb.
- Citizens and customers will choose not to frequent Bellevue or certain neighborhoods based on availability or cost of parking.
- The proposed policies would take away travel lane capacity.
- No locations or implementation details have been proposed or outlined by staff.
- The proposed changes apply to all neighborhoods and streets in the entire city of Bellevue, not just downtown.
- Equity has not been addressed in staff materials.

Questions that should be asked of staff regarding the Curb Management Plan:

- What problem is staff trying to solve?
- What is wrong with the current permitting system/pricing model (food trucks, shuttles, outdoor dining)?
- What data can staff provide regarding current parking utilization, turnover, dwell times and types of vehicles so the Curb Management Plan can be based on current conditions and provide measurables for success?
- The proposed Comprehensive Plan changes reference a document that doesn't exist (Curb Management Plan). TBD. When will the Curb Management Plan be available?
- Why make this controversial and impactful decisions in the wake of the pandemic, with high gas prices and inflation?
- Request feedback from Bellevue Police and Diamond Parking (city contracted 3rd party enforcement) regarding the proposed policies. Staff has not alluded to any conversations with Bellevue Police Department or Diamond Parking i.e., current enforcement policy, enforcement limitations (enforcement bandwidth), or preferred solutions.
- Can staff provide prior use cases from other cities that successfully implemented the proposed Curb Management Policies? At the same time, realize that City of Bellevue has less street grid and curb area than most other metropolitan cities (Seattle, Portland, San Francisco), so comparison to other approaches should be looked at through that lens.
- What would enforcement of these polices cost? What income would it be expected to generate?

Sincerely,

| **Carl Vander Hoek** |
 | Vander Hoek Corporation |
 | C 425-681-6842 |
 | carl@vanderhoek.us |

Johnson, Thara

From: p johnston <pamjjo@msn.com>
Sent: Thursday, September 8, 2022 4:58 PM
To: PlanningCommission
Subject: 22-103136-AC
Attachments: 22-103136-AC-PamelaJohnston.docx

[EXTERNAL EMAIL Notice!] Outside communication is important to us. Be cautious of phishing attempts. Do not click or open suspicious links or attachments.

See attached

Dear Planning Commission and Transportation commission.

RE: 2022 Comprehensive Plan Amendments: - Amendments to policies in the Transportation Element and Downtown Subarea Plan related to curb management

While I am excited to put technology to the streets and improve transportation, the policies in the CPA need work.

The Transportation element of the comp plan says

“WHAT DOES SUCCESS LOOK LIKE?”

- **Bellevue residents, employees, and visitors move safely and comfortably around the city with a full suite of mobility options.**
- **Connected and continuous pedestrian and bicycle facilities provide convenient access to schools, work, activity centers, transit, and parks.**
- **Frequent and reliable transit provides Bellevue residents with connections to the city and region.**
- **Multimodal Performance Metrics and Performance Targets inform design and investment decisions.**
- **The transportation system accommodates growth, and complements and enhances neighborhood character, the environment, and quality of life.”**

This list is prioritized correctly. I am not sure that CPA Policies make it clear that Curb Management has “moving” as its top priority and Access as its second.

Also from the Comp Plan

- **Bellevue is committed to protecting neighborhoods from cut-through traffic, parking spillover, and transportation-related visual impacts**

Parking

I can't extract the goal behind paid parking. Is paid parking a strategy or a remnant of allowing parking on off peak hours? Is it a way to reduce minimum parking requirements for some buildings? How are known and anticipated transit changes going to change the parking needs?

Growth will create urban densities with different parking needs. What type gets priority? What are the needs? How are you anticipating these changes? Time based lane reassignment is a way to use a resource that is not required at certain times. Is the just a way to use that space? Is it that are we anticipating large off-peak parking needs that cannot be met with on-peak parking facilities? How does it all fit together as a parking strategy.

Moving has priority over access in the public space, since this can only be done publicly. Parking is access. Downtown does not have a lot of street parking now, and we are committed into to keeping the neighborhoods from being a parking facility.

Parking is a need. Street parking is a convenience. Some people are uncomfortable in Downtown when it is not the park out front and walk in experience. The ability to find parking and understand where you are welcome and safe to park needs to be easier. We need to consider where is it now seen as a right (in front of a home) and where it is a convenience (downtown).

Parking can use 3D space. It can be stacked. 3D space should be highly considered – we can make more of it. On-street

parking needs could be met with public garages, and coordinated parking supply such as shared use or park once.

Outside of Downtown

Please add what the goal is for use of the curb outside of Downtown and where. Commercial vs residential zones? High vs low Density? Streets that are at the city boundary?

Data

I see a study done to determine the abilities on the curb management technologies that says:

“This experiment did not seek to address the ability of the various systems to perform over an extended period (i.e., system durability). This should be a consideration for future research.”

The rest of my comments are added to a copy of “Attachment A. Comprehensive Plan Policy Recommendations in support of Curb Management”

Please refer to my comments in the last two columns.

From:

<https://bellevue.legistar.com/View.ashx?M=F&ID=11214677&GUID=A1CD1F0E-7BE6-4F03-B5DF-A13D3C4F42A7>

Sincerely,

-pamela johnston

Attachment A. Comprehensive Plan Policy Recommendations in support of Curb Management

Policy #	Existing Curb Management Policy	Comments on existing policy	Policy Action	Transportation Commission (TC) Recommendation for New or Amended Policy (Final policy recommendation from TC - June 9, 2022)	Comments Overall: What is the need/problem? How will you measure success? What is the priorities? trade-offs?	Revisions <u>NOTE: I have tested to see if policy is sticking to policy rather than implementation</u>
					<p>All CPA should address geographical scope All CPAs should address the goals section of the element</p> <p>Citizens are willing to pay for lowering congestion in the neighborhoods. Void any policy that opposes the goals of the levy.</p> <p>I expect he policies to concey the strategy, which may include the “how to” but should be strategic.</p>	<p>From the CP: “WHAT DOES SUCCESS LOOK LIKE? Bellevue residents, employees, and visitors move safely and comfortably around the city with a full suite of mobility options. Connected and continuous pedestrian and bicycle facilities provide convenient access to schools, work, activity centers, transit, and parks. Frequent and reliable transit provides Bellevue residents with connections to the city and region. Multimodal Performance Metrics and Performance Targets inform design and investment decisions. The transportation system accommodates growth, and complements and enhances neighborhood character, the environment, and quality of life. <u>The public receives the benefit of tranportations facilities used for non-mobility or private uses.”</u></p>
						<p>Use the curb facilities flexibly to increase mobility and safety. When not needed for transport, allow other approved uses.</p>
TR-126	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. 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 flexible curbside space within public right-of-way to accommodate parcel delivery and passenger loading through development review and curb operation changes as designated in the Curb Management Plan.	<p>Left out here is the heading from the CP “Policies that address the efficient movement of goods within and through Bellevue.” However, this policy does not appear to address where.</p> <p>This does not fit in single family zones.</p> <p>Currently, when are private delivery facilities required?</p>	<p>Accommodate parcel delivery and passenger loading by use of curbspace outside of single-family zones while keeping mobility and safety standards. Provide safe, flexible curbside space for this within public right-of-way through development review and curb operation changes, where private delivery facilities do not exist and are not required.</p> <p>Accommodate parcel delivery and passenger loading to meet or exceed mobility and safety standards where private delivery facilities do not exist</p> <p>Require on-site parcel delivery and passenger loading for new construction and major remodels.</p>

TR-139	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. <i>Note: Policy language is intentionally agnostic to what party is responsible for EV charging costs (public or private). Future code changes are likely needed to include curbside EV chargers within amenity bonus or other review structures. Individual decisions still remain within development review processes.</i>	Edit Policy	Add electric vehicle charging stations in designated curbside zones as required through development review.	<p>On street parking should not be a fueling station. Parking is the need. This is a convenience. Overtime, private industry will respond to the need. Parking should not be encouraged. Bellevue should only provide for the need.</p> <p>This does not match our landuse policy. https://bellevuewaproduct.blob.core.windows.net/documentcenter/Resolutions/593.pdf</p> <p>This policy needs to be clear what the goal is and the hierarchy of the goals.</p> <p>If the goal is to encourage, it should say encourage.</p> <p>Considerations:</p> <p>Don't add charging vehicles to one of the purposes of parking.</p> <p>Charging stations encourage parking, with the destination being the parking spot.</p> <p>Charging stations on the street encourages private cars in TOD areas, where we have restricted the onsite parking.</p> <p>Charging stations encourage longer times than necessary in parking spots, unless the goal is to park. For example, charging stations on the streets near parks</p> <p>What are the consequences and dynamics of charging stations as competitors between off-street and on-street?</p> <p>This discourages the creation of entrepreneurial charging stations.</p> <p>Power is still power. Energy off the grid should be discouraged. Electricity generated on-site should be encouraged.</p>	<p>Encourage electric vehicle charging stations in designated curbside zones where the development review process has determined adequate stations cannot be provided onsite or where electricity generated on-site.</p> <p>REPEAL</p>
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.	<p>Prioritize streets for mobility. Need flexibility.</p>	<p>Create or remove curbside zones for on-street parking transportation needs are met or not met. Allow for time of day limited, temporary uses if transportation needs are met.</p> <p>Same as below</p>
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 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.	<p>Mobility needs to be the priority. Needs to be heavily enforced. Dodging parked cars in a travel lane is dangerous. Policy of heavy enforcement is needed for safety.</p> <p>While this is a boost when private parking is closed. If congestion rises, these lanes need to be returned to travel lanes.</p>	<p>Add bicycle only use in travel lanes for use during off-peak hours.</p> <p>Add pedestrian travel lanes for use during off-peak hours.</p> <p>Add on-street parking spaces in travel lanes for use during off-peak hours.</p> <p>Remove use of on-street parking spaces in travel lanes when there is congestion/lack of mobility.</p> <p>or</p> <p>Allow and remove on-street parking, for approved uses other than movement if transportation needs are met.</p>

S-DT-157.3	Consider developing a proposal to implement a pay for on-street parking program	Policy NEW-2 advises a pricing-based curb management program, which will include on-street parking. This policy is recommended to be repealed since it is located within the Downtown Subarea Plan. NEW-2 will be added within the Transportation Element, thus applying to other areas outside of downtown (i.e. BelRed).	Repeal			Keep
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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-126 in the Transportation Element. Repeal is recommended for clarity.	Repeal			
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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-139 in the Transportation Element. Repeal recommended.	Repeal			
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Policy #	Existing Curb Management Policy	Comments on existing policy	Policy Action	Transportation Commission (TC) Recommendation for New or Amended Policy	Comments	Revisions
				(Final policy recommendation from TC - June 9, 2022)	Overall: How will you measure success? What is the priorities? trade-offs?	
NEW-2		This policy will refer to a foundational element within the Curb Management Plan. The pricingbased curb management program will ensure that the supply and demand of curb uses can be balanced long term. Uses for curb pricing 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. 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 Curb Management Plan will indicate the timing of this program development.	NEW	Implement a pay-for curb use program as recommended in the Curb Management Plan.	<p>Where is the Curb Management Plan? What is the recommendation?</p> <p>Cut implementation until we know that we have implemented smart data and understand costs and benefits</p> <p>I don't understand the strategy to uphold the commitment to protecting neighborhoods from cut-through traffic and parking spillover.</p>	Investigate a pay-for curb use program to meet the Comp Plan goals.

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.		Identify and create onsite 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, UAS and sidewalk drone delivery systems, etc.	NEW	Promote the use of curb technology solutions that enhance safety and efficiency of the curbside environment.	Consider costs Data cleaning is a cost and loss of data.	Promote the use of curb technology solutions that effectively 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. <i>Mobility hub policy is listed as in King County Planning Policy (KCC T-6 and T-20). Proposed policy reflects ties to KCC policies.</i>	NEW	Create mobility hubs in alignment with King County Planning Policy guidance.	What is the extent? How much? Where?	
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.	NEW	Create designated curbside zones to allow for vendor and food truck activity as outlined in the Curb Management Plan.	Clarify that overnight parking/homesteading is not allowed.	Create designated curbside zones to allow for hourly vendor and food truck activity when not needed to meet mobility needs.
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 defined within the Curb Typology.	NEW	Create activated curbside zones, such as on-street dining areas, parklets, and other placemaking solutions as outlined in the Curb Management Plan.	Priority and use needs land use and park policies. Need to be clear who sets the policy with the zones when not a mobility need. Where does the money go? Keep benefits equitable to the public. Beyond sustaining the program, the revenue should be used for what this is a bandage for: parks and public open space.	Allow activated curbside zones, such as on-street dining areas, parklets, and other public placemaking solutions with any revenue benefiting the whole community through parks and public open space.

Johnson, Thara

From: Mariya Frost <mariya.frost@kemperdc.com>
Sent: Thursday, September 8, 2022 3:22 PM
To: PlanningCommission; Bhargava, Vishal; Ferris, Carolyn; Goeppele, Craighton; Malakoutian, Mohammad; Morisseau, Anne; Brown, Karol
Subject: Public Comment for Sep. 14 / Curb Management Policy

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Chair Ferris, Vice Chair Bhargava, and commissioners,

In advance of the September 14th Planning Commission meeting, I would like to submit the following comments for the record regarding proposed curb management policies.

As the City of Bellevue seeks to address competitive uses of the curb, city staff should ensure commissioners and council have adequate information and data to ensure you can make informed policy decisions. Unfortunately, the process has been rushed and is thus filled with numerous information gaps.

Commissioners are being asked to support policies that are vague and unsupported by data, all of which reference implementation of policies “as recommended in the Curb Management Plan” – which does not yet exist. This approach to policymaking puts many in the position of simply trusting that the City will be flexible to add or subtract already passed policies if the data indicates that they should.

The City has requested a determination of non-significance (DNS) for curb management policies to bypass the traditional environmental review. If the DNS is approved the policy would bypass the environmental impact review process and subsequent public comment. As city staff admit, the DNS “may likely be the only opportunity to comment on environmental impacts of the proposal.”

City staff, in defending the DNS and without providing supporting data, state definitively that “the policies do not lead to nor cause increased emissions at select locations or citywide,” nor “will lead to an increase in vehicular traffic.” There is no basis for these conclusive arguments, apart from an assumption that curb policies will necessarily reduce vehicle miles traveled and encourage people to switch to non-motorized travel.

City staff are also late in producing a “state of the curb” document. That report was due in Q2 of 2022 but is now scheduled to be completed in Q1 of 2023, *after* commissioners and council have taken a vote on curb management policies. This leaves officials and the public in the dark on curb conditions, parking inventories, on-street parking occupancy, commercial loading trends, and other data you need in order to make a sound policy decision.

Further, the City does not have a digital inventory of curb activity. The only digital inventory provided by staff is an inventory of curb rules (which can be found here: <https://curblr.turnstone.dev/Bellevue/>), not curb activity.

City staff indicated that they have collected a “broad suite of curb ‘existing conditions’...which includes (among other items) a review of existing policies, procedures, ordinances, city code and RCW language related to curb management. A summary of the existing conditions can be seen in the [March 10 TC meeting materials](#).” That information does not satisfy the need for meaningful curb use data. How much curb space is available? How is it used? How is it regulated and how is it enforced? What are current dwell times, turnover rates, and general occupancy for various curb activities?

As we are still very much in a post-COVID recovery and transition, having data from 2018 and 2019 would be helpful to ensure more recent data aren’t anomalous. This data should be acquired and analyzed prior to the development of curb

pricing components and other policies, so the public and those who would be impacted can have adequate information on which to base their policy recommendations.

City staff also reference [Bellevue's 106th Avenue Curb Pilot](#) as an example of data collection efforts. However, in reading the report, the City admits it does not have a reliable, accurate technology to evaluate curbside activity which is critical to curb policy development. The 106th Avenue Curb Pilot concluded that “none of the five tested systems met the desired levels of performance. More specifically, none of the five systems tested were able to achieve an overall accuracy of 95 percent under either the least or most stringent matching criterion.”

Given the lack of accurate, meaningful information about existing curb activity, we ask that the Planning Commission adopt the following changes to the seven new curb policies approved by the Transportation Commission:

1. PAUSE “NEW-2” – Implementing curb pricing

Until the City has more information on where pricing will be implemented, what neighborhoods outside of downtown will be targeted, how much revenue will be generated and for what use, what enforcement will cost, and what success and failure metrics will be in place to ensure the policy can be changed or removed if proven harmful to mobility and the City's commitment to traffic congestion relief (per TR-2 Comprehensive Plan policy) – passing a policy that directs the implementation of curb pricing citywide is premature.

2. REMOVE “NEW-6” and “NEW-7” – Encouraging vendor, food truck, parklet and other placemaking activity in transportation right-of-way

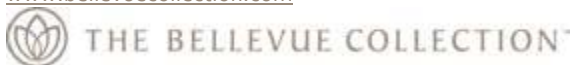
As the City continues to advance the Curb Management Plan, we encourage the prioritization of the curb for flexible transportation purposes only. Policies 6 and 7 would allow non-transportation activity in limited transportation right-of-way. At a time of significant growth and uncertainty, officials should not sacrifice travel lanes for parklets, on-street dining, greenery and other placemaking efforts inspired during COVID when we were mostly at home and streets were comparatively empty. Implementing these policies now, as traffic is nearly back at 2019 levels and the City is expected to grow, is likely to result in increased traffic congestion and reduced access for residents and visitors. A more thoughtful approach would be prudent. (An example of how these curb policies may result in a reduction of lane capacity can be found in slides 18 and 20 of this [January 13 presentation](#) to the Transportation Commission.)

These changes would give staff the time they need to deliver the State of the Curb document, as well as typology and analysis of existing conditions and activity. This would give officials and members of the public the information they need to evaluate curb policy in a meaningful way.

Thank you very much for your work and consideration.

Sincerely,

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From: [Betsi Hummer](#)
To: [PlanningCommission](#); [Brown, Karol](#); [Morisseau, Anne](#); [Malakoutian, Mohammad](#); [Goeppele, Craighton](#); [Ferris, Carolynn](#); [Bhargava, Vishal](#)
Subject: Curb Management concerns and requests for Planning Commission
Date: Thursday, September 8, 2022 7:25:15 AM

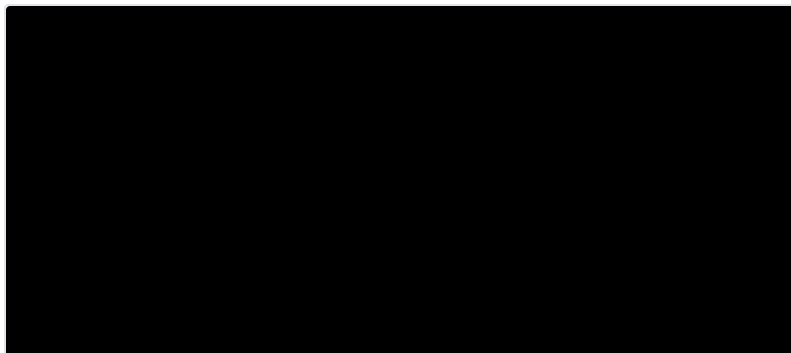
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Chair Ferris, Vice Chair Bhargava, Commissioners, Councilmember Robertson, Staff,
Welcome back!

As the City Council's appointees, and representatives of the Public, charged with making sure the suggestions of Staff match the Council's direction and reflect input from the public to make your best informed decision, I am sharing my thoughts, concerns, and questions on the proposed Curb Management Comprehensive Plan Amendment.

First of all, check the data. The City webpage - [Curb Management Plan](#) - does not indicate that a presentation was made to the East Bellevue Community Council. If a public outreach meeting is not listed, I ask myself, what else is missing?

Also, City Planner Chris Iverson has stated that data showing current Curb usage will be available the first quarter of 2023. As diligent Commissioners, I expect you intend to make the best informed decision for Council, and having current data, including a survey of affected businesses, will be top of your list before you commit yourselves. This is important, because only the Planning Commission can make changes to the proposal from Staff before it goes to Council. At least 2 previous issues that came before the Planning Commission - TR2 and Permanent Supportive Housing - required Council to do their own work, delayed action on the issues, and postponed implementation of the Comprehensive Plan and Land Use Code Amendments.



Curb Management Plan

The city is working to create a Curb Management Plan (CMP) that will provide a new, long-range planning vision f...

Second of all, there is no rush. There is no looming deadline to send this back to City Council. I ask you to delay a decision on the CM CPA until after the First Quarter of 2023 when the data is available, and have more chance for public outreach.

Here are some of my other questions that I hope you ask Staff for me so we all have the answers:

What is the current situation - how is curb managed throughout the City

Show us a map of the current situation and what Staff envisions for the Plan

Will the Plan be implemented throughout Bellevue or only in certain areas

What changes will the plan bring to Midlakes/Wilburton Commercial Area,, East Main, BelRed, Crossroads, Lake Hills, Vuecrest, Newport Hills, Newport Shores, and other newly developed commercial areas

Why don't we just put this aside for inclusion to the big Comprehensive Plan Update

How might this affect TR2 :

TR-2. To aggressively plan, manage, and expand transportation investments to reduce congestion and expand opportunities in a multimodal and comprehensive manner and improve the quality of the travel experience for all users.

It seems like Curb Management grew out of the pandemic restaurants in parking areas, primarily on Main Street - how does that apply to the City?

I am concerned about this blocking off NE 100th St south of Main, next to the City Owned Bel Vue apartments.

What are the unintended consequences? No lanes for vehicle traffic, unsafe bike lanes, isolating neighborhoods?

Thanks for your service, and hope you all ask Staff my questions, for data, and delay the decision.

Betsi Hummer 425.591.4784 betsihummer@yahoo.com