City of Bellevue

Curb Pricing Study

Existing Conditions Report

Appendix A

WALKER CONSULTANTS

IVERSON MOBILITY SOLUTIONS

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EXECUTIVE SUMMARY

This report examines the existing curbside management and parking conditions within Bellevue's Urban Core. It highlights the increasing pressures on limited curbside resources caused by rapid urban growth, increased commercial activity, and a growing population. The Bellevue Curb Pricing study area consists of the City's Urban Core neighborhoods, including Downtown, Old Bellevue, the Spring District, Wilburton, and BelRed.

Key Findings

The study reveals significant challenges in curb and on-street parking management, including:

- **High On-Street Parking Demand**: The City of Bellevue sets a curb occupancy goal of 80%, which allows for 1-2 open curbside spaces per block available at any given time. Based on data collection, peak curb occupancy rates frequently exceed the optimal threshold of 80%, with some blocks experiencing occupancy levels over 100% due to illegal parking.
- **Limited Parking Availability**: Many areas, especially high-demand zones such as Old Bellevue and Downtown, suffer from parking shortages.
- **Noncompliance with Parking Regulations**: Due to limited enforcement resources, compliance with time limits and other parking regulations is low, particularly in areas with high utilization rates.

Existing Curb and On-Street Parking Conditions

The report documents the following key observations:

- **Curb Utilization Patterns**: Data collected during peak weekday (September 25, 2024) and weekend (September 21, 2024) periods indicate that parking demand is highest during lunchtime (11 a.m.-1 p.m.) on weekdays and evenings (5 p.m.-8 p.m.) on weekends.
- **Demand by Subarea**
    - Old Bellevue: Both weekend and weekday occupancy rates exceed target occupancy during lunchtime hours and in the evenings. Weekend occupancy rates are consistently higher, with many blocks exceeding 80% occupancy from late morning through evening hours. Some blocks adjacent to Downtown Park experience 100% occupancy throughout the day.

  - Downtown Bellevue: Both weekday and weekend occupancy rates regularly exceed 80%, with some areas exceeding 100% for consecutive hours. Blocks near the Bellevue Library and along 106th Ave NE are particularly congested.
  - Spring District: Weekday occupancy rates during lunchtime and dinnertime hours exceeded 80%. Weekend demand was shown to be less than weekday demands. However, construction activity during both data collection periods may have impacted normal conditions.

- **Length-of-Stay Analysis**: Vehicles parked for longer than the posted two-hour time limits were frequently observed, further contributing to the scarcity of spaces.
- **Limited Enforcement Capacity**: The city holds a contract with a private enforcement service to cover downtown. The contract budget affords one officer to enforce parking regulations in high-demand areas five days a week, resulting in inadequate coverage and noncompliance. Budget allotted for enforcement has stayed consistent over the last decade while city growth and curbside demands have increased.

Current Policies Supporting Curb Management

Bellevue's City Council has adopted plans and policy language that address curb management challenges and prepare for the implementation of on-street curb pricing. Recent efforts include:

- **Curb Management Plan (CMP)**: Adopted by Bellevue City Council in 2023, the CMP provides a long-term vision for curbside operations, outlining strategies for improving parking turnover, curb efficiency, and compliance. The CMP emphasizes the use of demand-responsive pricing, equitable management, and technology-driven solutions to enhance mobility. The CMP also includes recommendations for practices and pilot programs that test demand-based pricing models and assess their impact on occupancy and turnover rates in high-demand areas.
- **Comprehensive Plan Updates**: In 2022, Bellevue City Council adopted policies specific to curb management into its Comprehensive Plan, including policies encouraging the implementation of pay-for-curb-use programs and dynamic curbside management practices.
- **Smart Mobility Plan**: This 2018 plan highlights the integration of technology, such as curbside monitoring sensors and mobile payment systems, to optimize curb management and ensure efficient use of parking and loading spaces.

SECTION 1: BACKGROUND ON CURB PRICING

Why Price Curb Space

Managing curb demand effectively is crucial for supporting long-term objectives related to mobility, land use planning, and urban development, particularly in busy commercial districts. As urban growth intensifies, the limited availability of curb space risks being overwhelmed unless appropriate curb management strategies and tools are implemented. Without proper oversight, high-demand areas can experience a shortage of curb space, leading to difficulties in finding open spots and reducing the overall efficiency of the transportation network.

As Bellevue's Urban Core neighborhoods have grown, the demand for already limited curbside parking supply has grown significantly. Most of the downtown street network prioritizes traffic flow, leaving only a limited portion of curb space available for on-street parking. When evaluating parking management, the City of Bellevue uses a parking occupancy metric and goal of 80% per block. This optimal percentage leaves one or two spaces available per block or facility so people can quickly and easily find parking. In general, when parking facilities experience occupancies greater than 80%, users begin to perceive parking as "full" and are likely to spend more time circling to find a space.

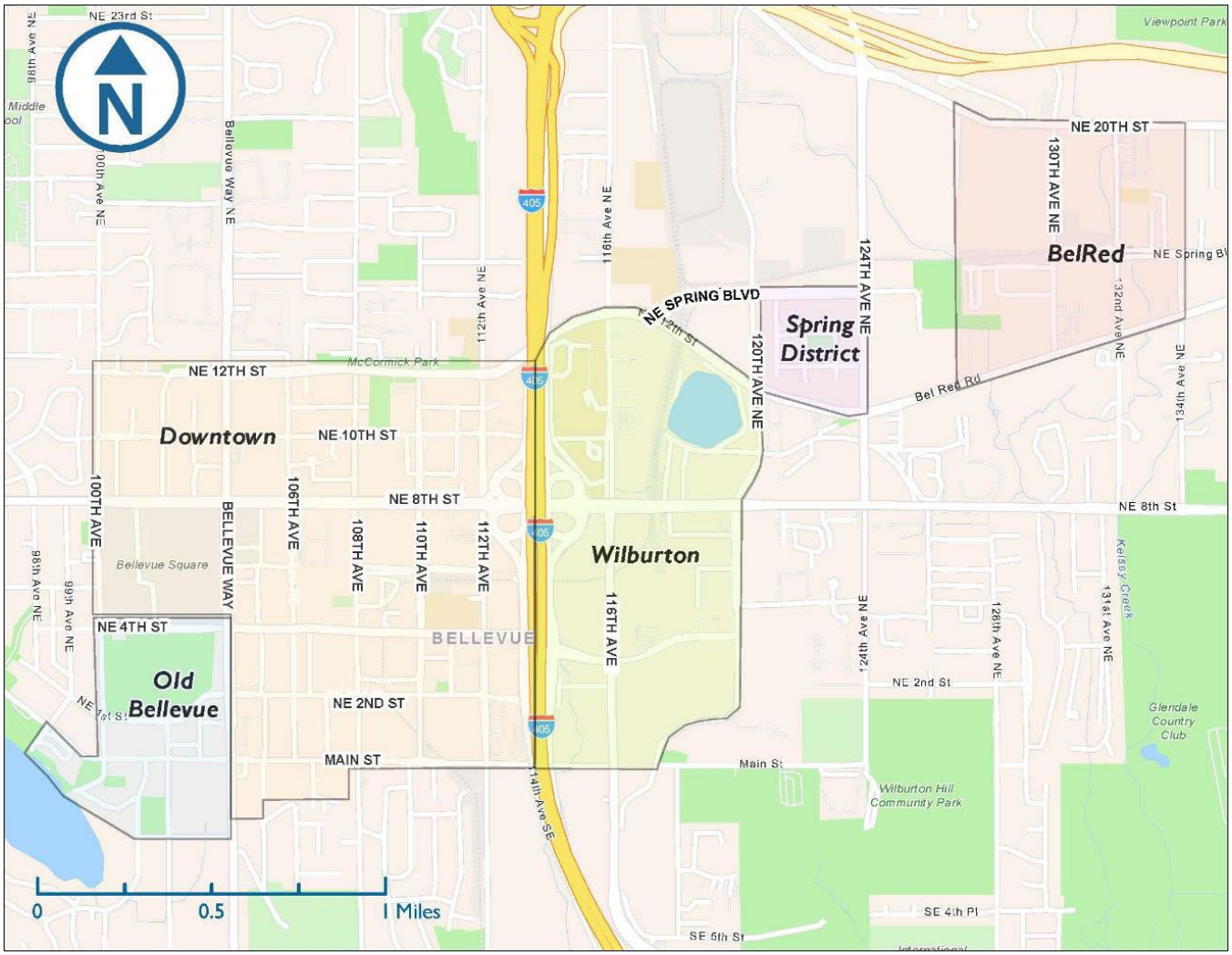
As detailed in this analysis, peak curb and parking occupancies in the study area exceed 80% for many hours of the day. Many blocks of the study area are over 100 percent occupied due to fully utilized curbs mixed with illegal parking activities. This wastes people's time and leads to traffic congestion, double parking, and increased vehicle emissions.

Implementing curb pricing has been proven in many other communities to address ailments and achieve target occupancy goals. If implemented effectively, curb pricing in Bellevue would help regulate parking demand by encouraging vehicle turnover, discouraging long-term parking in prime locations, and improving curbside access to businesses that rely on available curbside parking for their operations. Achieving target occupancy goals would result in reduced congestion and traffic safety hazards such as double parking and lane blockages. Revenues from a curb pricing program would be invested into improving parking enforcement protocols, and excess revenues could be reinvested back into the community through streetscape improvement and beautification efforts.

SECTION 2: EXISTING CURB & PARKING PROGRAM

The Bellevue Curb Pricing Study area consists of the city's Urban Core neighborhoods, including Downtown, Old Bellevue, the Spring District, Wilburton, and BelRed, as detailed in Figure 1.

Figure 1. Bellevue Study Area



Source: Walker Consultants, 2024.

Exiting Roles and Responsibilities for Parking and Curb Management

Curb parking is generally overseen by the City of Bellevue Transportation Department with the following roles, responsibilities, and functions:

- **Enforcement:** Enforcement responsibilities are shared between the city's Police and Transportation Departments.
- **Planning**: The Transportation Department oversees curb management within the right-of-way. Development Review staff within the Transportation and Development Services Departments review private development proposals and inform curb placement, operation, and design. Transportation staff – including the city's Traffic Engineering team within the Mobility Operations division – oversee curbside signage installation, regulation, and modification.
- **Policy and Regulations**: The Transportation Department develops curb and parking policies. Depending on the scale of change, curb policies can be completed at the staff level, while other larger changes typically require approval by the Bellevue City Council.
- **Parking Permits**: The Neighborhood Traffic & Safety Services group within the Transportation Department administers the Residential Parking Management program and associated Residential Parking Zone (RPZ) permit program.

Enforcement Practices

The Transportation Department contracts with a third-party parking contractor to conduct enforcement in Downtown and the Spring District. The Bellevue Police Department oversees enforcement in all other areas of Bellevue and assists with towing assistance on an as-needed basis within Downtown.

The city currently has enough budget to support only one enforcement officer from the contracted enforcement service. The budget does not allow for enforcement on all days of the week. In addition, the current contract does not allot enough enforcement hours to effectively cover the city's 2-hour parking limits in the Urban Core neighborhoods. As a result, data shows that compliance is low.

- A mobile license plate recognition (LPR) system is used to support enforcement.
- Vehicles that violate parking time limits are permitted one warning annually before receiving a citation.
- Citation fees for overstaying a regulation or committing a safety infraction are $54 per occurrence.
- Washington State requires a paper citation.

- Bellevue has no municipal court – all tickets are processed through King County District Court (KCDC). The Court system doesn't have a system set for adjudication.
- On-street officers are commissioned (LCO - Limited Commissioned Officer).
- There is one enforcement officer for Downtown and Spring District.
    - Budget only permits enforcement five days a week from 9 a.m.-5 p.m. (the two-hour time limit is in effect from 7 a.m.-6 p.m., six days a week, Monday through Saturday (except holidays).
    - Due to expansion of the curb parking supply and increased demands in the Urban Core area, officers cannot drive all of downtown within two hours.
- The Parks department has a separate contract for time limit enforcement at Meydenbauer Bay Park, Downtown Park, and Ashwood Park.

Bellevue's Existing Curb & Parking Conditions

Currently, all on-street parking in Bellevue is free of charge. The city regulates on-street parking with time limits in the Urban Core neighborhoods. These limits vary by location and purpose, ranging from 3 minute loading zones to 2 hour parking zones. City code in Bellevue requires that vehicles move to a different city block every 24 hours.

The consultant team conducted a site visit on October 2 and 3, 2024, observing the study area from approximately 7 a.m. through 10 p.m. During that time, the team observed curb and parking behaviors, including the following:

- Overall high utilization of curbside parking; very few available spaces were observed during site observations. Areas with higher utilization include Old Bellevue, the Spring District, and parts of Downtown.
- "No parking" and "reserved" signs placed illegally by private property owners in some areas on the pavement, such as in the BelRed neighborhood.
- Many occurrences of parking violations in no-parking areas.
- Many private off-street lots with paid parking and offering mobile payment. These lots appear to be relatively well utilized.
- No observed enforcement activities of on-street parking regulations.

Parking

On-Street

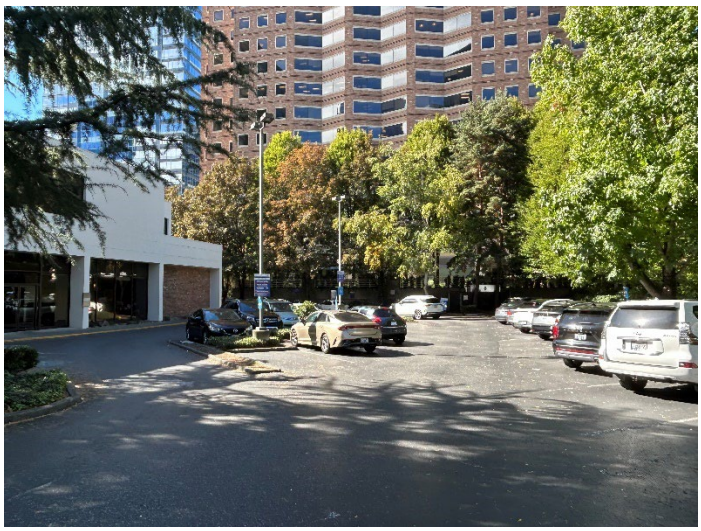
Most on-street parking within the Bellevue Urban Core is restricted to two hours from 7 a.m.-6 p.m., six days a week. Residential parking permits are available in specified RPZs on some streets in adjacent neighborhoods to Urban Core areas. RPZ permits are free of charge; one permit is allowed per registered vehicle.

Off-Street

Almost all off-street publicly available parking is owned and operated by private entities. Several parking lots and garages are paid (some offer parking validation for customers) and often use mobile payment. There are no city owned parking areas in the study area except for public parks and Bellevue City Hall.

Example of Bellevue's on-street 2-hour parking regulation

Example of Bellevue's off-street public parking that is owned and operated by private entities.



Commercial and Passenger Loading Zones

Curbside loading zones around the Urban Core neighborhood feature time limits ranging from 3 to 30 minutes. Signs indicate that spaces are designated for active loading and unloading of goods or passengers.

Loading Zones/Food Trucks

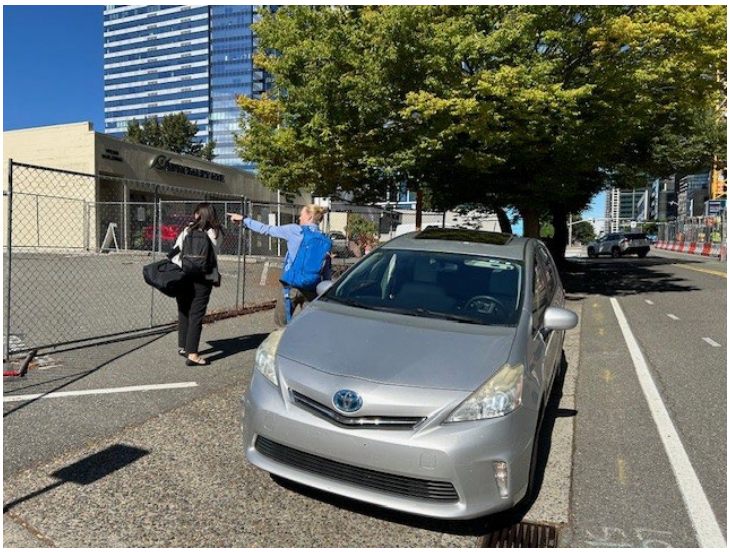
Several spaces are explicitly designated for occasional Food Truck parking.

Example of food truck parking, 110th Ave NE

Example of passenger loading zone, 108th Ave NE

Example of private shuttle loading area, 106th Ave NE

Examples of observed curb and parking violations in the study area (October 2 and 3, 2024)



Examples of observed no parking signs in the study area. These signs were not placed by the City of Bellevue

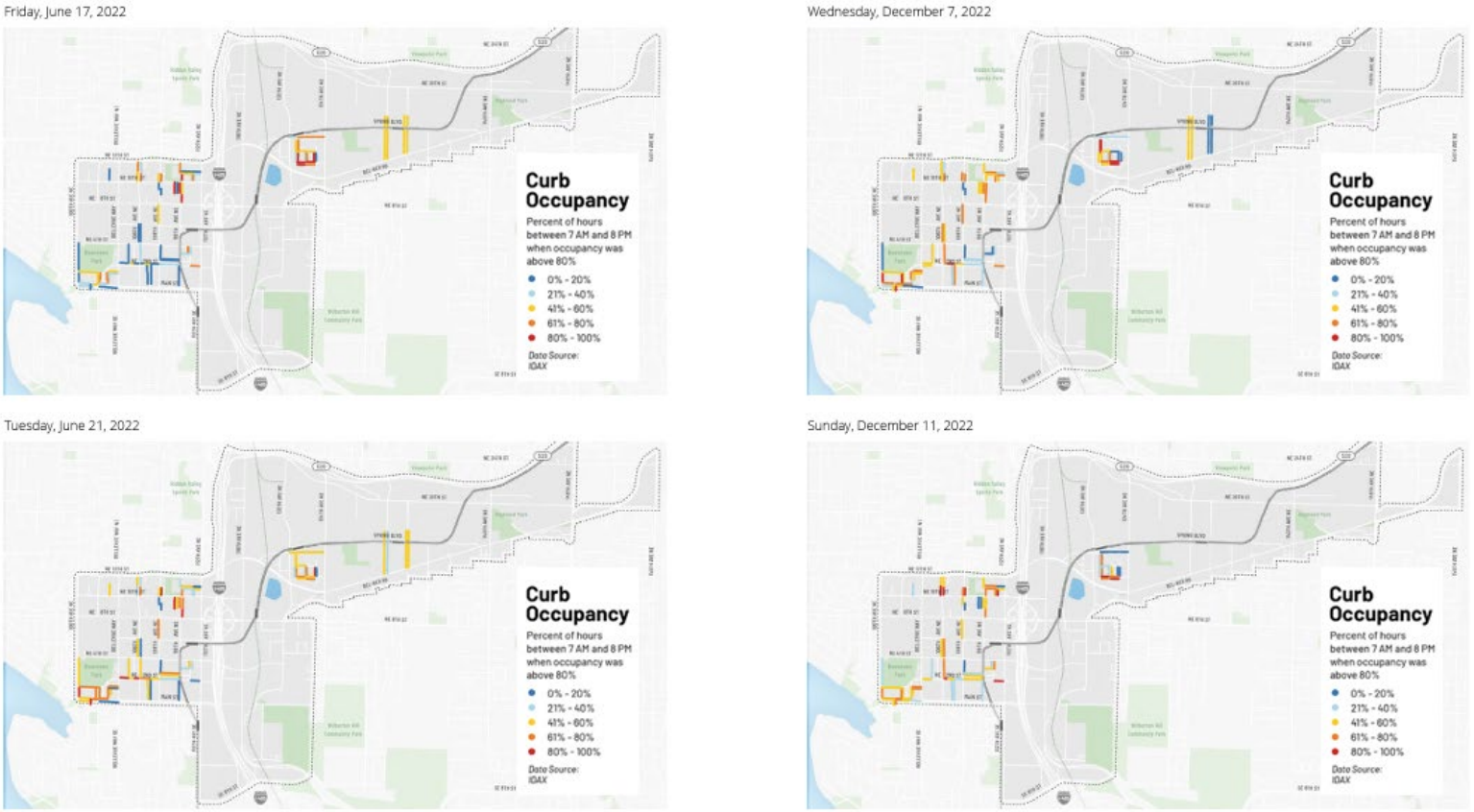
SECTION 3: PLAN, POLICY, & CODE REVIEW

Bellevue's Curb Management Plan

The City of Bellevue's Curb Management Plan (CMP) is a long-range vision for designating, maintaining, and operating curbside areas in Bellevue's Urban Core areas. The Bellevue City Council adopted the CMP in July 2023.

As part of the CMP, the city collected curb utilization data in June of 2022. Findings show that many of the blocks with on-street parking regularly see occupancy rates above 80% (see Figure 2 below as an example). Further, the data showed that 78% of the blocks in the study area were completely full at some point in the day, leaving very few spaces left for visitors and customers.

Figure 2. Observed Parking Occupancy 2022 from the CMP



Source: City of Bellevue Curb Management Plan, pages 58-59.

As part of the CMP, the city also collected data on travel lane obstructions on downtown streets in November 2022. Findings show that vehicles loading and unloading people and goods frequently block curbside travel lanes. For example, data collected on November 9 and 10, 2022, shows that

in the study area, certain travel lanes were blocked as much as 20% of the day, summing to almost 2.5 hours of the day.

The CMP includes a set of strategies, tools, and recommendations to improve curb management in Bellevue. The recommendations of the CMP aim to address and improve upon existing challenges, including curbside operations, permitting and pricing, curb management roles and responsibilities, enforcement, and curb pilot projects.

Volume 2 of the CMP includes the Curb Practices Guide, a document with over two dozen interventions that aim to improve curb operations and address goals listed within the CMP. One of the high-priority recommendations under the Storage category of the Curb Practice Guide is to "Perform an implementation study for a paid parking program and update on-street parking procedures and regulations." The CMP identifies this recommendation as a high-priority, high-impact, and high-effort practice.

The CMP includes an emphasis on curb pricing concepts and identifies the following principles for implementing curb pricing:

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

Based on these principles, the CMP recommends the city explore the following curb pricing opportunities:

- Launching a paid on-street parking program, using demand-responsive pricing with a performance target set, to ensure spaces are well-used but that it is easy to find a space.
- Dynamic, demand-based pricing:
    - Dynamic pricing would monitor parking occupancy and adjust rates to meet specific occupancy targets for each area.
    - Rates should vary based on demand, with lower prices during off-peak hours and higher prices when demand is greater.
    - Annual data collection is essential for tracking parking patterns, and rate adjustments should be made in response to updated occupancy data to reflect changing demand trends.

Paid On-Street Commercial Vehicle Loading Zones

The CMP also recommends pricing for on-street loading zones. Downtown Bellevue has a limited amount of curb space dedicated to short-term loading, less than 1% of curb space. This shortage, combined with the increase in commercial vehicle activity and e-commerce deliveries, leads to commercial vehicles blocking travel lanes or double parking for deliveries.

The CMP recommends the city evaluate pricing for on-street commercial vehicle loading zones (CVLZs), including:

- Implement time-of-day pricing alongside time limits to better manage when deliveries occur, distributing demand more evenly.
- Use the same payment app for CVLZs as general on-street parking to streamline the process.
- Consider automating payments for large fleets to reduce friction for frequent users.

Relevant Planning and Policy Documents

In addition to the Curb Management Plan (CMP), the City of Bellevue has several other planning documents that set forth community goals and strategies for the curbside, parking, and transportation. Each plan has a unique focus but contributes to a shared vision of optimizing curb management and parking to improve mobility, access, and safety for all users. The following City plans, policies, and code references provide supportive structures for a paid parking program and curb management:

- Downtown Transportation Plan (DTP)
- City of Bellevue Comprehensive Plan
- City of Bellevue Smart Mobility Plan
- Environmental Stewardship Plan
- Mobility Implementation Plan
- Regional Parking Inventory
- Bellevue City Code (BCC)

Downtown Transportation Plan – 2013

The Downtown Transportation Plan (DTP) of 2013 outlines several policies related to parking and curb management to address the growing demand for space and to promote a more efficient and sustainable transportation network. This plan focuses on improving mobility and accessibility in downtown Bellevue to support projected population and employment growth. The key recommendations from the plan related to parking management include:

- **Use of Paid Parking to Manage Demand**: The plan recommends using paid parking to manage demand, ensuring parking spaces are available when needed. It highlights the potential to adjust pricing dynamically based on demand, particularly in high-traffic areas.
- **Use of Paid Parking to Fund Operations and Improvements**: A pay-for-parking program could allocate parking revenue to fund the program's management and enforcement and improvements to the Downtown streetscape.
- **Payment Technology**: Implementing technology-based payment options for on-street and off-street parking (such as pay-by-phone, pay stations, or smart meters) is a part of the policy to streamline parking payment processes and improve efficiency.
- **Loading Zones and Service Access**: The plan outlines the importance of providing adequate loading zones for businesses while balancing this with the need for parking spaces and pedestrian accessibility. Curb management policies prioritize loading and passenger drop-off zones in areas with heavy foot traffic.

Comprehensive Plan – 2024

This plan provides a broad vision for Bellevue. In 2022, the City Council adopted new policy language in support of curb management, which was included in the current Comprehensive Plan. The plan includes provisions for adapting curb space to meet evolving urban needs. Policies were kept in the Periodic Update to the Comprehensive Plan, adopted by City Council in 2024.

The Comprehensive Plan identified curb pricing as a potential strategy for managing parking. The following key policies from the plan support curb management and the implementation of a paid parking program:

Transportation Element: This element of the Comprehensive Plan provides policy direction to guide programs, priorities, designs, and investments that support local mobility. The following policies related to curb management and support a paid parking program:

- **TR-34:** Consider implementation of a pay-for-curb use program.
- **TR-39:** Develop and implement a curb management plan that designates a curb typology, established a pay-for curb use program recommendation, facilitates dynamic curbside management and accounts for various movement, access, and placemaking functionalities.

Downtown Subarea Plan: This plan outlines the policy framework for shaping Downtown Bellevue as the central urban hub of the Eastside, aligning with regional and countywide planning goals. The Subarea Plan is brought to life through regulations that define the scale and character of future development, strategic public investments in infrastructure like roads, transit, pedestrian pathways, parks, and public facilities, and private contributions, including cultural and entertainment amenities, all aimed at advancing the vision for Downtown. The Downtown Subarea Plan recommends the following related to parking management and paid parking:

- **S-DT-157**: Explore opportunities to implement a parking guidance system to more efficiently utilize the Downtown parking supply.

    - "**Pay-for-Parking:** The city should consider studying a Downtown pay-for-parking program that would utilize electronic pay stations where drivers pay a fee for the short-term use of an on-street public parking space. Parking program revenue that exceeds enforcement and maintenance costs would be invested in Downtown streetscape improvements."

Smart Mobility Plan – 2018

The Smart Mobility Plan establishes a roadmap for transportation technology in Bellevue. It focuses on leveraging data to maximize curb efficiency, enable real-time management, and address evolving mobility demands.

This plan includes strategies for deploying curbside monitoring technology to improve user awareness and strengthen enforcement. The following priority projects relate to curb management and parking include:

- **"Implement curbside monitoring technology:** The increase in pick-up, drop-off, and delivery activity necessitates a way to monitor the curbside more effectively. Curbside activity is expected to grow exponentially with increasing e-commerce and with the expansion of ride-sharing as a more prevalent commute option. Improved management of the curb space will help stretch the efficient use of this limited resource. This project will implement sensors that are capable of detecting occupancy of parking and load zones and provide valuable enforcement information in an effort to preserve traffic flows and encourage the use of designated areas for shared use mobility services."

Environmental Stewardship Plan – 2020

This plan presents strategies to guide the city and community in making informed decisions, prioritizing investments, and conserving resources. By putting this plan into action, Bellevue can build on its accomplishments and stay on course to meet its environmental objectives. This plan identifies 77 actions for the city to undertake over the next five years, enabling the city to set an example through our operations while promoting sustainability within the community, including the following related to curb management and parking:

- **Strategy M.2.3 - Curbside management:** Explore strategies to effectively manage curbside space for a variety of uses such as ride-share, buses, pedestrians, and other needs.

Bellevue City Code (BCC)

Curb, parking, and loading are regulated under the City of Bellevue City Code, including the references in Figure 3.

Figure 3. Curb, parking, and loading references in the City of Bellevue City Code.

Subject	City Code Reference	Notes
Residential parking zones (RPZ)	BCC 11.23.010	• Enables City Council to establish residential permit parking zones (RPZ)
24-hour time limit	BCC 11.23.020	• Prohibits vehicles from parking for 24 consecutive hours on the same Bellevue street • Vehicles in violation can be impounded
Time limit zones	BCC 11.23.022	• Establishes that no vehicle may park beyond the time limit permitted by official signs • Vehicle must be moved to a street with a different street name than the street the vehicle was initially parked upon
Traffic/Loading	BCC 11.23.025 A	• No person may park or leave any vehicle upon the travel portion of the roadway in such a manner as to block traffic
Passenger Loading	BCC 11.23.026	• For hire vehicles may only stop, stand, or park in a designated taxicab stand unless actively loading or unloading passengers.

Additionally, curbside parking in Downtown and BelRed has historically been created on a block-by-block basis through ordinance adoption. The modern on-street parking program in Downtown was originally created through Ordinance #4927, adopted by City Council in 1996, which states that all downtown roadways prohibit on-street parking except on enumerated specified blocks. Since that time, other ordinances have been adopted modifying Ordinance #4927, which have expanded the city's ability to implement curbside parking.

SECTION 4: CURB & PARKING SUPPLY AND DEMAND ANALYSIS

To understand how the curb and parking are used in the study area, a data collection effort was designed to assess areas of high use, understand user types, examine length of stay, and evaluate how curb use patterns compares to existing regulations.

This section explains the methodology for collecting and analyzing parking and curb data in the study area, details the curb inventory by space type, and presents an analysis of observed parking occupancy and turnover rates.

Key Data Collection Findings

- Peak weekday curb demand occurred between 11 a.m. and 1 p.m.
- Peak weekend curb demand occurred in the evenings between 5 p.m and 8 p.m.
- Curb occupancy remains high throughout the day
- A significant amount of illegal parking occurs in no-parking areas
- Significant illegal parking occurs in areas regulated for commercial loading

Methodology

Parking and Curb Observations

The project team conducted on-street parking observations in the study area on September 21 and 25, 2024. The observations included an approximate inventory of on-street spaces available in the study area. The on-street parking spaces were indexed by type and included 15-minute loading, 15-minute food truck loading, 2-hour parking, 2-hour angled parking, 2-hour EV-only, 30-minute loading, 3-minute loading, time-restricted, unrestricted, and pullouts on private property marked with yellow paint (Figure 4). Occupancies were recorded every hour between 7 a.m. and 8 p.m. The observations also included physical descriptions of each vehicle parked in each space.

Data Analysis

The project team analyzed and calculated the parking and curb occupancy rates for the study area for each hour of the day. The detailed vehicle description data collected on both days was used to analyze vehicle length-of-stay (turnover rate). Vehicle length of stay was analyzed by counting the unique vehicles in each space for each hour. Any vehicles observed parked in the same space for at least three consecutive counts (over 2 hours) were classified as long-term (staying over the 2-hour regulation).

Parking & Curb Inventory by Space Type

The City of Bellevue has a total of 889 on-street public parking spaces within the study area, of which 808 spaces are currently signed for two-hour parking. This inventory includes existing on-street stalls in addition to future on-street stalls that are not currently active but will be available after construction activity is complete.

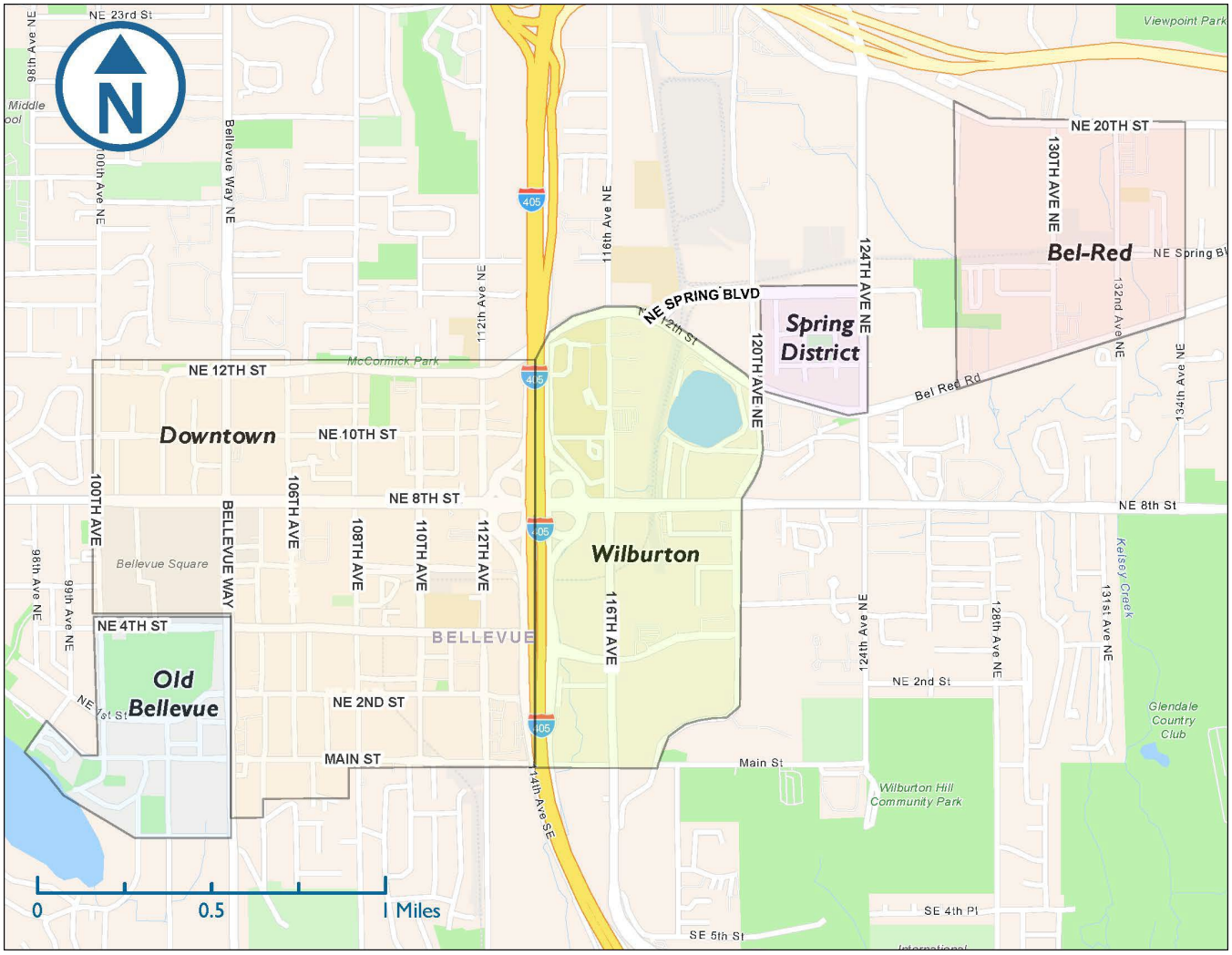
For the data collection exercise, a total of 590 on-street public parking spaces were observed[1]. Figure 4 shows the number of on-street parking spaces that were observed by space type and area. Most on-street parking spaces in the study area currently have 2-hour parking limits. Five types of loading zones were observed in the study area. The exercise did not observe any off-street parking spaces. **Figure 5** shows a map of the study area.

Figure 4. Parking Inventory by Space Type and Neighborhood

Space Type	Old Bellevue	Downtown Bellevue	Spring District	Overall
3-minute Loading Zone	0	8	0	**8**
15-minute Loading Zone	11	34	15	**60**
15-minute Loading Zone/Food Truck	0	0	2	**2**
30-minute Loading Zone	0	4	0	**4**
2-hour	118	254	101	**473**
2-hour (angled)	33	0	0	**33**
2-hour (EV only)	0	2	0	**2**
Time Restricted (No Parking 8AM-5PM Mon-Fri)	0	0	0	**10**
Unrestricted	0	4	1	**5**
Yellow Curb	0	3	0	**3**
Total Inventory	**162**	**309**	**119**	**590**

[1] Curb occupancy data was also collected for the greater BelRed area during the study period. However, due to numerous public roadway projects (i.e. 130th Avenue NE reconstruction) and private development impacts occurring in the vicinity, parking was primarily restricted at the curb in the neighborhood. As such, data findings are not shown in this report as they do not reflect normal nor future curb conditions for the area. The Curb Pricing Study will still consider the BelRed area for future potential curb pricing implementation in reflection of ongoing growth and development seen in the neighborhood.

Figure 5. Map of Bellevue Study Area



Source: Walker Consultants, 2024.

Parking & Curb Occupancy

This section shows how demand varies according to the time of day, weekday, and weekend. It includes a spatial analysis of demand throughout the study area and a turnover analysis for on-street parking.

Overall Study Area Parking and Curb Occupancy

A widely recognized best practice in parking management is an 80% occupancy threshold. At 80%, the majority of spaces are being utilized, but a few spaces are available on each block. Those seeking a space are able to find one with minimal searching and circling. Generally, when streets and parking facilities experience occupancy greater than 80%, drivers begin to perceive parking as

"full". They will likely spend more time circling to find a space, double parking in the travel lane, or may avoid the area altogether.

Figures 6 and 7 show the overall parking occupancy rates for the data collection dates. Parking and curb occupancy are lower in the mornings but pick up during the lunchtime hours and well into the evening. During the middle of the day (11 a.m. - 1 p.m.) on weekdays and weekend evenings, parking and curb occupancy reach over 80 percent.

Figure 6. Peak Occupancies by Subarea and Time on the Weekday

Subarea	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
Old Bellevue	30%	40%	48%	67%	70%	80%	81%	73%	68%	80%	80%	86%	89%	84%
Downtown Bellevue	73%	72%	83%	90%	100%	96%	89%	87%	88%	79%	83%	86%	89%	79%
Spring District	46%	54%	62%	71%	82%	88%	84%	73%	77%	78%	79%	67%	69%	60%

Source: Walker Consultants analysis of IDAX data. Data collected on Wednesday, September 25, 2024.

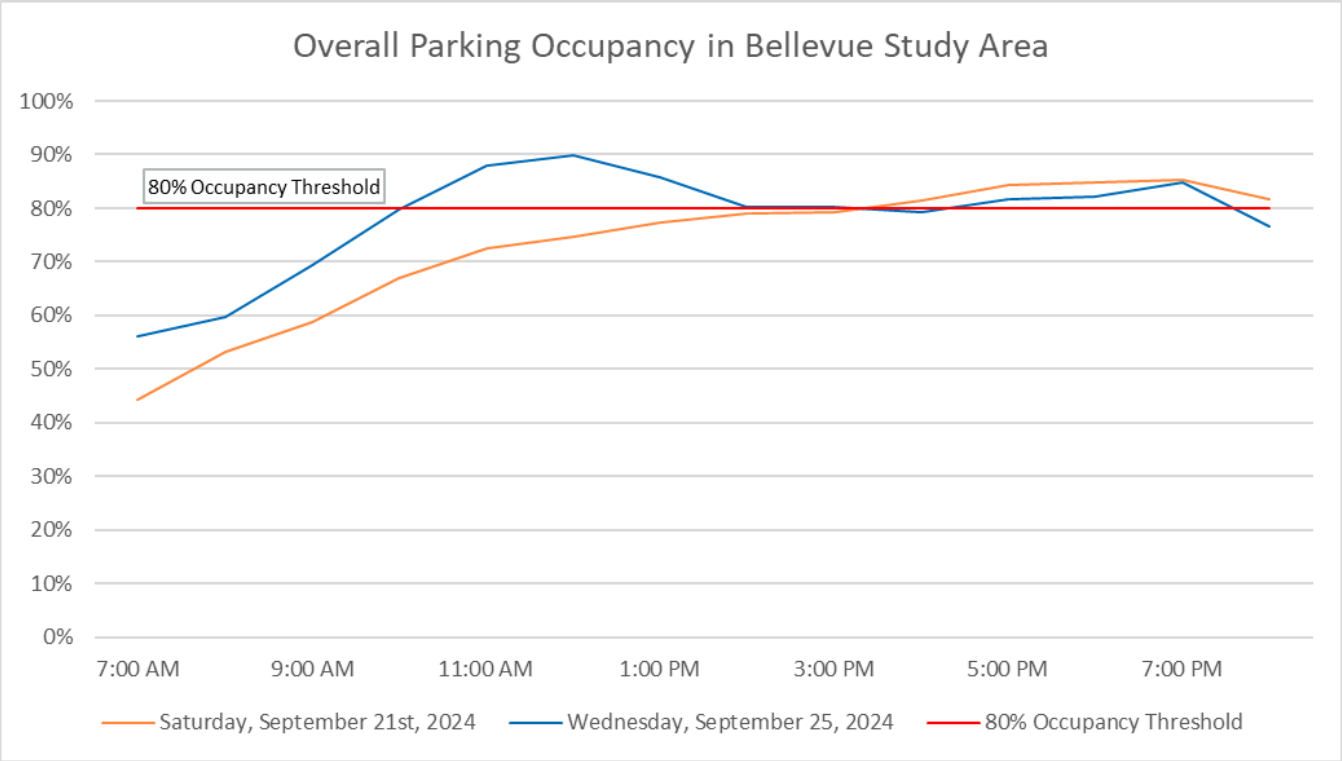
Figure 7. Peak Occupancies by Subarea and Time on the Weekend

Subarea	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
Old Bellevue	21%	36%	48%	73%	90%	90%	94%	88%	91%	89%	94%	96%	95%	95%
Downtown Bellevue	58%	67%	72%	73%	73%	74%	74%	79%	78%	83%	85%	85%	86%	84%
Spring District[2]	40%	40%	39%	42%	47%	55%	63%	66%	66%	67%	69%	69%	69%	58%

Source: Walker Consultants analysis of IDAX data. Data collected on Saturday, September 21, 2024.

[2] Occupancy values for the Spring District includes blocks that experienced construction activity during observation periods, which may have led to lower occupancy than normal conditions.

Figure 8. Saturday and Wednesday Overall Parking Occupancy Rates, September 21 and 25, 2024



Source: *Walker Consultants, 2024*

Parking and Curb Occupancy by Subarea

The project team analyzed data focusing on subareas to gain a better understanding of how occupancy and vehicle length of stay vary across the study area. The following section highlights parking occupancy by subarea including Downtown, Old Bellevue, and the Spring District. The analysis includes hourly and peak occupancy as well as vehicle length of stay per subarea.

Hourly Curb Occupancy by Subarea

The following section highlights curb occupancy findings per subarea. Data shows occupancy meets or exceeds 80% on many blocks throughout the study area.

The figures below show color coordinates for each occupancy level. Hours showing 75-80% occupancy are shown in orange. Hours exceeding the 80% target occupancy are shaded in red. Hours exceeding 100% occupancy are shaded in purple.

Old Bellevue Curb Occupancy by Hour

Figures 9 and 10 show typical curb inventory and occupancy per block in Old Bellevue. Analysis shows occupancy is above the 80% threshold on many streets.

Many blocks in Old Bellevue were observed at 100% occupancy for several consecutive hours per day. Some blocks were observed to exceed 100% occupancy, meaning the block was full and additional vehicles were illegally parked, blocking driveways or in no parking zones.

Key takeaways from the Old Bellevue subarea:

- Weekend Observation
    - Curb occupancy on the weekend was higher than during the weekday.
    - Most blocks in the subarea were observed to be over the 80% occupancy target threshold starting at 10 a.m. and lasting for the rest of the day.
    - Blocks adjacent to Downtown Park (100th Avenue NE) were over the 80% occupancy threshold beginning at 2 p.m. and lasting for the rest of the day.
    - Between 7-10 a.m., curb space on almost all blocks in the subarea was widely available.

- Weekday Observation
    - Occupancy on the weekday was generally lower than the weekend.
    - Most blocks were observed to be over the 80% occupancy target threshold beginning at noon and lasting for the rest of the day.
    - Blocks in the Old Bellevue business district – such as on Main Street and 102nd Avenue NE – were observed to be at or over capacity for most of the day.

- Blocks adjacent to Downtown Park (100th Avenue NE) were found to be under the 80% target occupancy threshold for most of the day.

Figure 9. Typical Weekend Old Bellevue On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
100th Ave NE	21	5%	5%	5%	14%	76%	62%	81%	95%	91%	95%	91%	91%	91%	86%
NE 1st St	19	32%	47%	63%	79%	95%	95%	84%	79%	95%	90%	95%	90%	90%	90%
102nd Ave NE	6	67%	67%	67%	67%	50%	100%	83%	100%	100%	100%	100%	100%	100%	100%
102nd Ave NE	7	43%	86%	57%	86%	86%	100%	100%	86%	100%	100%	86%	86%	100%	114%
Main St.	5	0%	0%	0%	80%	100%	80%	100%	40%	100%	60%	80%	100%	80%	100%
Main St.	6	0%	33%	67%	100%	100%	100%	100%	100%	100%	83%	100%	100%	100%	100%
Main St.	5	20%	40%	100%	120%	120%	100%	120%	100%	100%	100%	100%	100%	100%	100%
Main St.	5	20%	40%	40%	80%	100%	80%	100%	60%	60%	40%	80%	100%	60%	80%
100th Ave NE	6	17%	17%	17%	33%	67%	83%	67%	50%	83%	67%	100%	100%	83%	83%
101st Ave NE	5	0%	40%	80%	100%	120%	100%	120%	80%	100%	80%	120%	120%	120%	120%
101st Ave NE	4	25%	25%	100%	100%	100%	125%	125%	100%	100%	75%	100%	100%	100%	125%
Main St	8	13%	13%	88%	100%	88%	100%	100%	100%	88%	88%	100%	100%	100%	88%
Main St	12	8%	25%	50%	67%	75%	83%	92%	83%	67%	83%	92%	92%	92%	92%
103rd Ave NE.	7	0%	71%	43%	100%	100%	100%	100%	100%	100%	100%	86%	100%	100%	100%
103rd Ave NE.	13	15%	31%	69%	92%	92%	100%	92%	100%	100%	100%	100%	100%	100%	100%
103rd Ave NE.	7	29%	43%	14%	86%	86%	100%	100%	100%	100%	100%	100%	100%	100%	100%
NE 1st St.	13	31%	46%	39%	85%	100%	92%	108%	100%	92%	100%	100%	100%	100%	92%
NE 1st St.	8	75%	63%	63%	50%	88%	100%	100%	100%	100%	113%	88%	100%	100%	100%
Main St	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	50%	50%
102nd Ave NE	3	0%	33%	33%	100%	100%	100%	100%	100%	100%	67%	100%	100%	100%	100%

Source: Walker Consultants analysis of IDAX data. Data collected Saturday, September 21, 2024.

Figure 10. Typical Weekday Old Bellevue On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
100th Ave NE	21	14%	29%	19%	10%	14%	10%	29%	14%	19%	38%	14%	48%	67%	62%
NE 1st St	19	21%	26%	42%	68%	58%	90%	84%	58%	74%	74%	90%	84%	79%	79%
102nd Ave NE	6	83%	67%	67%	50%	83%	83%	83%	33%	83%	83%	83%	83%	83%	67%
102nd Ave NE	7	86%	100%	86%	86%	86%	100%	100%	86%	100%	100%	71%	86%	86%	86%
Main St.	5	0%	0%	40%	80%	80%	80%	80%	80%	80%	100%	100%	100%	100%	100%
Main St.	6	17%	50%	67%	50%	83%	83%	100%	100%	83%	83%	100%	100%	100%	100%
Main St.	5	0%	80%	60%	80%	100%	100%	80%	80%	40%	80%	80%	100%	100%	80%
Main St.	5	0%	20%	40%	80%	60%	100%	100%	80%	80%	80%	100%	100%	80%	80%
100th Ave NE	6	33%	17%	17%	67%	83%	0%	0%	17%	50%	17%	17%	0%	50%	50%
101st Ave NE	5	20%	80%	80%	80%	80%	100%	100%	100%	100%	100%	100%	120%	140%	100%
101st Ave NE	4	75%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Main St	8	25%	38%	75%	100%	100%	113%	113%	113%	100%	113%	113%	113%	100%	88%
Main St	12	33%	33%	33%	83%	83%	75%	83%	83%	58%	100%	100%	100%	92%	92%
103rd Ave NE.	7	14%	29%	57%	71%	100%	100%	100%	86%	57%	100%	100%	100%	100%	100%
103rd Ave NE.	13	46%	39%	62%	92%	85%	100%	100%	100%	69%	100%	92%	92%	100%	100%
103rd Ave NE.	7	57%	43%	71%	43%	71%	86%	100%	100%	86%	86%	86%	100%	86%	71%
NE 1st St.	13	46%	39%	39%	92%	69%	108%	100%	100%	85%	92%	100%	100%	108%	108%
NE 1st St.	8	0%	0%	13%	38%	50%	88%	88%	75%	63%	63%	88%	100%	88%	88%
Main St	2	0%	0%	0%	50%	50%	100%	50%	50%	0%	50%	50%	0%	50%	100%
102nd Ave NE	3	33%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	33%

Source: Walker Consultants analysis of IDAX data. Data collected Wednesday, September 25, 2024.

Downtown Bellevue Curb Occupancy by Hour

Figures 11 and 12 present the curb inventory and the typical weekend and weekday on-street curb and parking occupancy per block in Downtown Bellevue. The analysis reveals that occupancy often exceeds the 80% threshold on numerous blocks.

Many blocks in Downtown were observed at 100% occupancy for consecutive hours per day.

Key takeaways from the Downtown Bellevue subarea:

- Weekend Observation
    - Most blocks in downtown were observed to be over the 80% target occupancy threshold for most of the day.
    - Blocks in the Northeast part of Downtown – such as 109th Ave NE and 111th Ave NE near the Downtown Bellevue Library – were observed to be over the 80% target occupancy threshold for most of the day and occasionally over 100% capacity.
    - Some blocks – such as 110th Ave NE (between NE 8th St and NE 12th St) – were observed to be over capacity beginning at 3:00 p.m. and lasting the rest of the day.
    - Blocks in the central part of Downtown – such as 106th Ave NE were observed to be above the 80% target threshold and mostly at capacity beginning at 3:00 p.m. and lasting the rest of the day.

- Weekday Observation
    - Occupancy on the weekday was higher than during the weekend.
    - Similar to the weekend occupancy, most blocks in the northeast part of Downtown were observed to be at capacity or over capacity most of the day.

Figure 11. Weekend Downtown Bellevue On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
NE 2nd St.	2	100%	50%	50%	100%	150%	200%	50%	150%	150%	100%	100%	150%	50%	100%
NE 2nd St.	5	20%	60%	80%	100%	80%	100%	100%	100%	60%	100%	80%	80%	100%	80%
105th Ave NE	10	0%	10%	0%	10%	10%	40%	40%	110%	40%	60%	70%	80%	50%	40%
NE 2nd St.	6	50%	50%	50%	50%	67%	67%	67%	67%	83%	83%	83%	83%	83%	83%
NE 2nd St.	2	100%	150%	150%	100%	100%	100%	100%	100%	150%	100%	100%	100%	100%	100%
NE 2nd St.	6	50%	50%	50%	100%	67%	83%	67%	33%	83%	50%	83%	100%	83%	83%
NE 2nd St.	7	43%	86%	71%	114%	29%	71%	71%	71%	43%	86%	100%	86%	114%	86%

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
107th Ave NE	2	0%	0%	100%	50%	50%	50%	50%	0%	0%	0%	100%	100%	100%	150%
107th Ave NE	4	100%	100%	100%	100%	100%	100%	100%	75%	125%	75%	100%	150%	125%	125%
106th Ave NE	10	20%	80%	50%	60%	70%	100%	80%	90%	90%	100%	100%	90%	100%	90%
106th Ave NE	13	46%	54%	69%	69%	62%	62%	62%	100%	85%	85%	85%	92%	100%	85%
106th Ave NE	7	43%	57%	86%	71%	86%	100%	86%	71%	114%	86%	100%	100%	114%	114%
106th Ave NE	1	0%	0%	0%	0%	0%	0%	0%	100%	100%	100%	100%	100%	100%	100%
106th Ave NE	6	50%	100%	100%	100%	83%	100%	67%	83%	100%	100%	100%	67%	100%	100%
106th Ave NE	7	86%	100%	100%	43%	57%	57%	71%	43%	100%	114%	100%	114%	100%	114%
106th Ave NE	8	25%	75%	75%	100%	63%	63%	63%	63%	75%	75%	88%	100%	75%	88%
106th Ave NE	5	60%	80%	40%	80%	80%	80%	80%	80%	40%	100%	100%	100%	100%	60%
103rd Ave NE	9	67%	89%	78%	67%	67%	56%	89%	67%	56%	67%	67%	67%	100%	78%
108th Ave NE	2	0%	0%	50%	0%	0%	100%	0%	150%	50%	0%	50%	0%	0%	0%
108th Ave NE	6	50%	67%	67%	100%	100%	83%	83%	67%	83%	83%	67%	100%	100%	100%
108th Ave NE	7	43%	57%	86%	86%	86%	86%	86%	71%	100%	100%	86%	86%	100%	114%
108th Ave NE	4	75%	100%	100%	75%	75%	100%	100%	75%	75%	100%	125%	50%	100%	125%
108th Ave NE	4	0%	25%	25%	0%	0%	25%	25%	0%	25%	25%	25%	50%	0%	0%
108th Ave NE	2	0%	100%	100%	150%	100%	50%	100%	100%	100%	0%	50%	100%	0%	50%
108th Ave NE	4	0%	0%	0%	0%	75%	0%	0%	0%	0%	0%	0%	25%	50%	25%
108th Ave NE	3	33%	33%	0%	0%	0%	0%	0%	0%	0%	0%	33%	33%	0%	0%
NE 2nd St	14	64%	64%	79%	64%	79%	79%	93%	86%	29%	93%	107%	93%	86%	79%
NE 2nd St	5	100%	80%	60%	60%	80%	80%	80%	80%	80%	60%	80%	60%	100%	100%
110th Ave NE	14	79%	79%	64%	29%	36%	43%	21%	29%	43%	57%	64%	57%	79%	79%
NE 2nd Pl	17	71%	82%	88%	82%	88%	59%	77%	94%	94%	88%	88%	94%	88%	77%
NE 2nd Pl	15	73%	73%	73%	67%	60%	40%	73%	93%	87%	93%	80%	87%	93%	87%

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
111th Ave NE	5	80%	80%	80%	80%	100%	100%	80%	100%	100%	100%	80%	80%	100%	80%
111th Ave NE	5	80%	80%	100%	80%	60%	100%	80%	100%	120%	100%	120%	100%	120%	100%
NE 3rd St	9	44%	44%	44%	44%	111%	44%	67%	33%	56%	44%	44%	56%	44%	44%
110th Ave NE	5	20%	40%	100%	100%	140%	120%	100%	120%	100%	40%	40%	80%	80%	80%
110th Ave NE	5	20%	20%	40%	80%	120%	80%	80%	100%	120%	80%	120%	60%	100%	60%
110th Ave NE	4	50%	50%	125%	75%	50%	50%	100%	100%	125%	125%	150%	175%	100%	125%
110th Ave NE	8	50%	50%	100%	138%	75%	100%	88%	88%	88%	125%	100%	88%	125%	88%
110th Ave NE	12	92%	83%	92%	100%	100%	83%	92%	92%	92%	100%	108%	100%	100%	100%
109th Ave NE	4	75%	50%	50%	125%	100%	125%	100%	100%	150%	150%	125%	75%	125%	125%
109th Ave NE	5	100%	80%	80%	80%	60%	100%	120%	100%	120%	100%	80%	100%	80%	80%
NE 11th St	5	60%	60%	60%	60%	60%	100%	100%	60%	60%	60%	100%	80%	80%	60%
NE 11th St	14	57%	71%	71%	79%	64%	79%	64%	93%	93%	86%	64%	86%	79%	79%
NE 11th St	8	75%	75%	100%	75%	100%	88%	75%	75%	38%	88%	63%	50%	38%	88%
NE 11th St	2	100%	100%	0%	100%	150%	100%	100%	100%	100%	100%	50%	100%	50%	100%
111th Ave NE	5	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	60%	80%
111th Ave NE	6	100%	100%	100%	100%	100%	100%	83%	83%	100%	83%	67%	83%	67%	83%

Source: Walker Consultants analysis of IDAX data. Data collected Saturday, September 21, 2024.

Figure 12. Weekday Downtown Bellevue On-Street Curb & Parking Occupancy

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
NE 2nd St.	2	0%	50%	150%	150%	200%	100%	100%	200%	100%	100%	100%	100%	150%	100%
NE 2nd St.	5	60%	60%	80%	80%	80%	80%	80%	40%	40%	80%	60%	60%	60%	80%
105th Ave NE	10	40%	40%	70%	70%	100%	100%	90%	80%	60%	60%	80%	50%	60%	50%
NE 2nd St.	6	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	67%	100%	100%	100%
NE 2nd St.	2	50%	100%	50%	100%	150%	150%	100%	100%	150%	50%	100%	100%	100%	100%

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
NE 2nd St.	6	17%	17%	0%	17%	83%	67%	67%	50%	33%	33%	67%	117%	83%	83%
NE 2nd St.	7	71%	57%	57%	86%	71%	86%	71%	100%	86%	71%	86%	114%	86%	100%
107th Ave NE	2	50%	0%	50%	50%	50%	50%	100%	0%	0%	0%	0%	0%	50%	50%
107th Ave NE	4	100%	75%	100%	100%	100%	100%	100%	125%	125%	100%	75%	100%	75%	75%
106th Ave NE	10	50%	70%	90%	80%	110%	100%	100%	90%	60%	80%	90%	90%	80%	90%
106th Ave NE	13	69%	54%	92%	92%	100%	100%	85%	92%	100%	69%	92%	77%	77%	85%
106th Ave NE	7	157%	100%	114%	143%	143%	157%	100%	71%	157%	143%	157%	143%	143%	114%
106th Ave NE	1	200%	100%	0%	100%	200%	100%	200%	100%	200%	400%	300%	100%	100%	100%
106th Ave NE	6	83%	50%	83%	100%	100%	100%	67%	100%	67%	100%	83%	67%	83%	17%
106th Ave NE	7	71%	86%	114%	114%	114%	100%	100%	86%	86%	86%	86%	86%	86%	57%
106th Ave NE	8	38%	50%	75%	75%	100%	75%	100%	88%	63%	88%	50%	88%	75%	38%
106th Ave NE	5	40%	80%	80%	100%	100%	120%	80%	100%	60%	80%	80%	100%	80%	60%
103rd Ave NE	9	44%	56%	56%	44%	78%	56%	56%	67%	44%	56%	56%	67%	89%	67%
108th Ave NE	2	0%	50%	50%	150%	100%	0%	0%	0%	50%	50%	0%	0%	0%	0%
108th Ave NE	6	100%	100%	83%	100%	83%	83%	100%	83%	83%	83%	83%	100%	100%	100%
108th Ave NE	7	71%	86%	86%	86%	71%	86%	86%	71%	71%	100%	86%	86%	86%	86%
108th Ave NE	4	75%	100%	75%	125%	100%	100%	125%	100%	75%	75%	100%	100%	125%	125%
108th Ave NE	4	100%	50%	50%	125%	50%	75%	75%	50%	50%	50%	100%	0%	75%	25%
108th Ave NE	2	0%	100%	0%	50%	50%	100%	50%	50%	150%	50%	100%	150%	100%	50%
108th Ave NE	4	25%	25%	50%	25%	75%	100%	100%	100%	75%	50%	0%	25%	50%	75%
108th Ave NE	3	33%	33%	0%	0%	133%	33%	67%	67%	100%	0%	67%	67%	100%	67%
NE 2nd St	14	86%	86%	93%	93%	100%	100%	93%	86%	86%	79%	86%	107%	100%	79%
NE 2nd St	5	60%	60%	60%	60%	100%	80%	40%	40%	100%	80%	100%	100%	80%	120%
110th Ave NE	14	86%	79%	86%	86%	86%	100%	86%	86%	79%	57%	71%	57%	57%	79%

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
NE 2nd Pl	17	77%	71%	88%	94%	94%	100%	106%	94%	88%	88%	88%	100%	88%	88%
NE 2nd Pl	15	80%	87%	93%	100%	100%	93%	107%	100%	93%	73%	93%	100%	100%	87%
111th Ave NE	5	60%	60%	80%	100%	100%	100%	60%	60%	100%	120%	80%	100%	80%	60%
111th Ave NE	5	120%	100%	100%	120%	120%	120%	100%	100%	120%	100%	80%	120%	120%	100%
NE 3rd St	9	78%	89%	89%	100%	111%	100%	100%	100%	100%	100%	78%	89%	78%	100%
110th Ave NE	5	120%	100%	100%	120%	100%	140%	120%	100%	100%	100%	100%	120%	100%	60%
110th Ave NE	5	60%	40%	60%	100%	100%	100%	80%	60%	140%	100%	100%	20%	40%	80%
110th Ave NE	4	100%	100%	125%	100%	125%	50%	100%	125%	75%	75%	100%	125%	175%	150%
110th Ave NE	8	88%	63%	88%	125%	113%	125%	88%	100%	100%	75%	88%	88%	100%	88%
110th Ave NE	12	83%	75%	83%	92%	92%	92%	92%	92%	100%	75%	83%	75%	100%	83%
109th Ave NE	4	100%	75%	125%	125%	125%	125%	150%	175%	175%	125%	150%	175%	150%	75%
109th Ave NE	5	100%	120%	120%	120%	120%	60%	100%	160%	140%	80%	60%	40%	60%	60%
NE 11th St	5	60%	40%	80%	80%	120%	80%	40%	40%	100%	60%	80%	40%	80%	40%
NE 11th St	14	79%	79%	86%	71%	79%	86%	64%	79%	86%	64%	64%	79%	86%	71%
NE 11th St	8	50%	75%	50%	63%	63%	50%	75%	50%	75%	50%	63%	50%	88%	75%
NE 11th St	2	100%	50%	100%	100%	0%	100%	100%	50%	100%	100%	50%	100%	100%	50%
111th Ave NE	5	60%	100%	80%	100%	100%	100%	80%	100%	80%	60%	80%	80%	80%	60%
111th Ave NE	6	83%	83%	83%	83%	83%	100%	67%	83%	83%	83%	67%	83%	83%	83%

Source: Walker Consultants analysis of IDAX data. Data collected Wednesday, September 25, 2024.

Spring District Curb & Parking Occupancy by Hour

Figures 13 and 14 illustrate typical weekend and weekday on-street curb inventory and occupancy per block in the Spring District. The analysis indicates that parking occupancy frequently surpasses the 80% threshold on several blocks.

Key takeaways from the Spring District subarea:

- Weekend Observation
  - Occupancy on the weekend was generally lower than the weekday.
  - Most blocks in the subarea were observed to be over the 80% target threshold starting at 5 p.m. and lasting for the rest of the day.
  - Blocks along NE Spring Blvd were found to be under the 80% target occupancy threshold for the entire day. However, this was due to inconsistent signage and residual construction activity from adjacent development.
  - Between 7-11 a.m., almost all blocks in the subarea were widely available.

- Weekday Observation
  - Occupancy on the weekday was higher than during the weekend.
  - Most blocks were observed to be over the 80% target threshold beginning at 11 a.m. and lasting for the rest of the day.
  - Blocks in the Spring business district were observed to be at capacity during midday hours (from 11 a.m.-4 p.m.).
  - Blocks along NE Spring Blvd were found to be under the 80% target occupancy threshold for the entire day. However, this was due to inconsistent signage and residual construction activity from adjacent development.

Figure 13. Weekend Spring District On-Street Curb & Parking Occupancy

Street	*Inventory*	*7:00 AM*	*8:00 AM*	*9:00 AM*	*10:00 AM*	*11:00 AM*	*12:00 PM*	*1:00 PM*	*2:00 PM*	*3:00 PM*	*4:00 PM*	*5:00 PM*	*6:00 PM*	*7:00 PM*	*8:00 PM*
NE Spring Blvd*	13	8%	8%	8%	8%	8%	8%	15%	31%	23%	23%	8%	8%	23%	23%
NE Spring Blvd*	4	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	0%	0%	0%
121st Ave NE	10	40%	40%	40%	60%	60%	60%	50%	90%	80%	70%	60%	80%	60%	50%
121st Ave NE	9	33%	44%	33%	89%	44%	78%	78%	89%	100%	78%	89%	56%	67%	44%
NE 14th Terrace	7	14%	43%	29%	14%	71%	57%	100%	100%	86%	71%	57%	86%	100%	100%
123rd Ave NE	4	50%	50%	75%	50%	25%	100%	75%	25%	50%	75%	100%	75%	100%	75%
123rd Ave NE	6	50%	67%	50%	50%	33%	67%	67%	67%	67%	83%	100%	83%	83%	67%
122nd Ave NE	6	67%	33%	17%	33%	50%	83%	83%	50%	50%	33%	50%	50%	67%	50%
122nd Ave NE	7	57%	57%	14%	14%	57%	57%	100%	100%	100%	86%	86%	100%	100%	43%

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
121st Ave NE	8	75%	63%	63%	38%	75%	75%	75%	50%	75%	88%	88%	88%	75%	75%
121st Ave NE	8	100%	63%	100%	88%	75%	75%	75%	88%	88%	88%	75%	88%	88%	88%
NE District Way	6	50%	50%	50%	33%	83%	83%	83%	83%	67%	83%	83%	83%	67%	67%
NE District Way	6	0%	17%	50%	50%	33%	67%	67%	83%	83%	83%	83%	83%	83%	83%
NE District Way	6	50%	50%	50%	50%	50%	50%	50%	83%	100%	100%	100%	100%	100%	83%
NE District Way	4	25%	25%	50%	50%	50%	25%	25%	75%	50%	75%	100%	100%	100%	100%
NE 14th Terrace	8	38%	38%	38%	38%	50%	50%	100%	63%	50%	75%	88%	100%	75%	63%
NE Spring Blvd	7	29%	43%	29%	43%	29%	29%	29%	29%	29%	43%	43%	29%	29%	14%

Source: Walker Consultants analysis of IDAX data. Data collected Saturday, September 21, 2024.

Figure 14. Weekday Spring District On-Street Curb & Parking Occupancy

Street	Inventory	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
NE Spring Blvd*	13	0%	62%	39%	54%	77%	85%	77%	62%	54%	54%	31%	15%	31%	8%
NE Spring Blvd*	4	0%	0%	50%	50%	50%	75%	75%	25%	50%	75%	50%	50%	0%	0%
121st Ave NE	10	80%	70%	70%	60%	90%	80%	80%	90%	90%	80%	90%	70%	70%	50%
121st Ave NE	9	56%	78%	67%	89%	89%	100%	100%	67%	100%	89%	89%	56%	78%	78%
NE 14th Terrace	7	71%	57%	71%	71%	86%	86%	86%	86%	100%	100%	86%	86%	86%	43%
123rd Ave NE	4	50%	50%	75%	75%	100%	100%	100%	100%	100%	75%	75%	75%	75%	75%
123rd Ave NE	6	50%	50%	33%	83%	100%	100%	100%	100%	83%	33%	83%	67%	83%	50%
122nd Ave NE	6	17%	50%	33%	50%	50%	67%	83%	83%	50%	67%	67%	67%	50%	50%
122nd Ave NE	7	14%	43%	57%	71%	71%	100%	71%	71%	71%	100%	100%	100%	100%	114%
121st Ave NE	8	63%	25%	88%	88%	88%	88%	63%	38%	75%	88%	100%	75%	63%	75%
121st Ave NE	8	75%	88%	88%	75%	75%	100%	100%	88%	88%	100%	100%	100%	100%	88%
NE District Way	6	17%	50%	67%	83%	83%	83%	100%	83%	67%	67%	83%	83%	83%	83%
NE District Way	6	50%	33%	50%	67%	100%	100%	67%	83%	83%	83%	83%	83%	83%	83%
NE District Way	6	50%	33%	67%	100%	83%	83%	83%	67%	83%	83%	100%	83%	83%	50%
NE District Way	4	50%	25%	50%	75%	75%	100%	100%	25%	100%	100%	100%	25%	75%	75%
NE 14th Terrace	8	63%	63%	75%	63%	88%	88%	88%	88%	75%	88%	88%	100%	88%	100%
NE Spring Blvd	7	71%	71%	71%	71%	71%	71%	71%	71%	57%	57%	43%	29%	29%	14%

Source: Walker Consultants analysis of IDAX data. Data collected Wednesday, September 25, 2024.

BelRed District Curb & Parking Occupancy by Hour

Curb occupancy data was collected for the greater BelRed area during the study period. However, due to numerous public roadway projects (i.e. 130th Avenue NE reconstruction) and private development impacts occurring in the vicinity, parking was primarily restricted at the curb in the neighborhood. As such, data findings are not shown in this report as they do not reflect typical nor future curb conditions for the area.

The Curb Pricing Study will still consider the BelRed area for future potential curb pricing implementation in reflection of ongoing growth and development seen in the neighborhood.

Wilburton Curb & Parking Occupancy by Hour

Curb occupancy data was not collected for the Wilburton commercial area during the study period. This is due to a lack of curbside parking supply in the entirety of the neighborhood. The Curb Pricing Study will still consider the Wilburton commercial area for future potential curb pricing implementation in reflection of ongoing growth and development seen in the neighborhood. Existing on-street parking is concentrated near the 2 Line Wilburton Station and will be considered for pricing implementation with the initial program.

Peak Period Parking Occupancies

Figures 15 and 16 summarize the peak curb and parking occupancy for each subarea within the study area and indicate the time of day these peaks occur. Note that BelRed was excluded from the peak period calculations because its study area had very low occupancy observed over the two days due to the no-parking signs along these blocks.

The highlighted orange cells in the tables identify the overall study area and each subarea's peak curb occupancy period. Notably, during seven of the eight peak periods listed, the occupancy percentage exceeded 80 percent. For example, Old Bellevue peaks at 6:00 p.m. on the weekend, with 96% of curb spaces occupied.

Figure 15. Weekend Peak Period Occupancies by Area (Saturday, September 21, 2024)

Area	Peak Time	Percent Occupied
Old Bellevue	6:00 p.m.	96%
Downtown Bellevue	7:00 p.m.	86%
Spring District*	5:00 p.m.	69%
Overall study area	7:00 p.m.	82%

Figure 16. Weekday Peak Period Occupancies by Area (Wednesday, September 21, 2024)

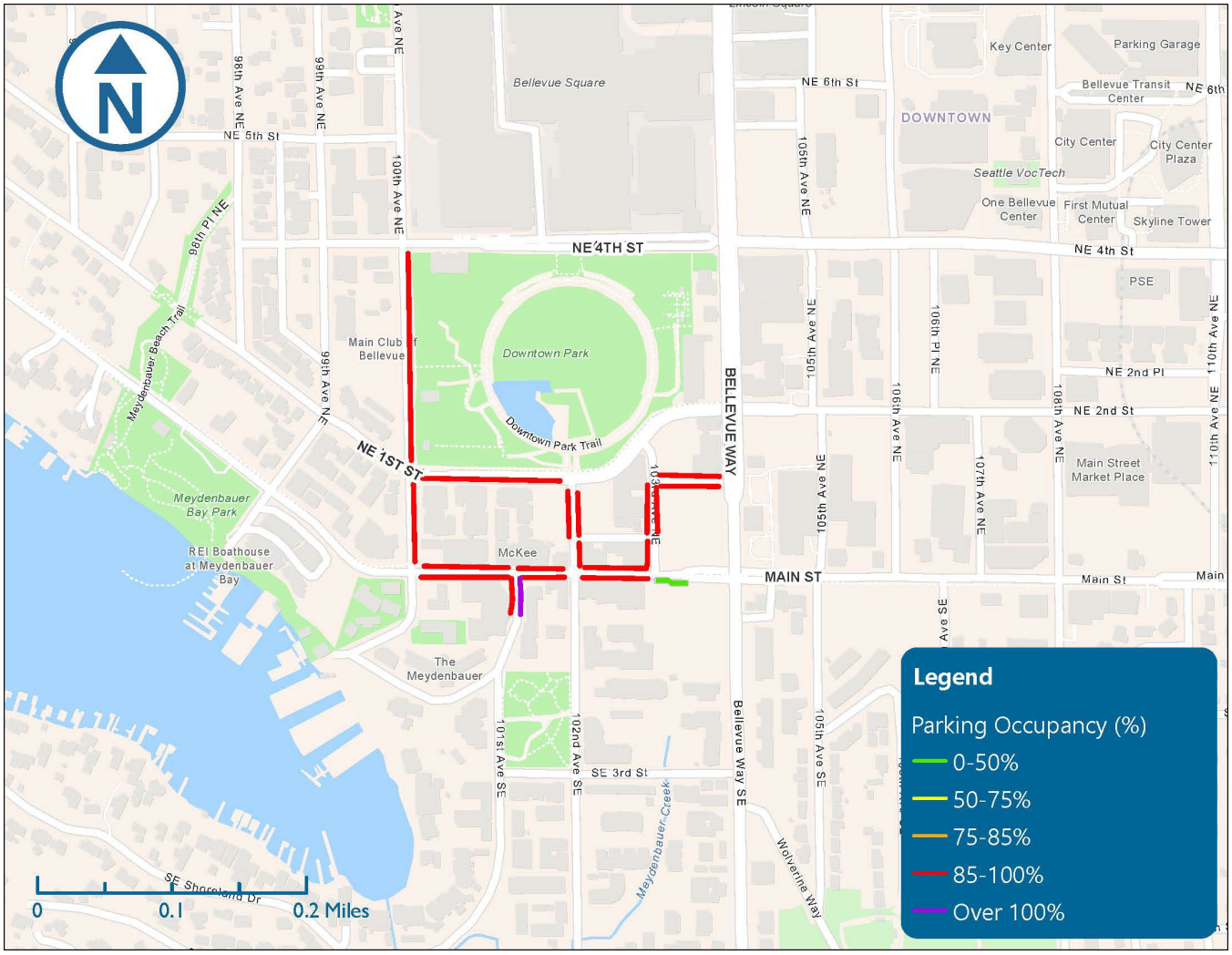
Area	Peak Time	Percent Occupied
Old Bellevue	7:00 p.m.	89%
Downtown Bellevue	11:00 a.m.	100%
Spring District*	12:00 p.m.	88%
Overall	12:00 p.m.	88%

**Spring District peak occupancy affected by construction activities on Spring Blvd during observation periods.*

Old Bellevue Peak Period

The peak parking occupancy in Old Bellevue was recorded on Saturday, September 21, 2024, at 6 p.m., as illustrated in **Figure 17**. During this peak period, the occupancy rate overall reached 96%, and most blocks were over 80% occupied, indicating that nearly all available parking spaces were occupied. This high level of occupancy highlights significant demand for parking in the area, likely driven by evening activities such as dining and shopping and a high number of employee parking spaces. Such a high occupancy rate may result in limited visitor parking availability, underscoring the need for effective parking management strategies during peak hours.

Figure 17. Old Bellevue Peak Period - Saturday, September 21, 2024 at 6 p.m.



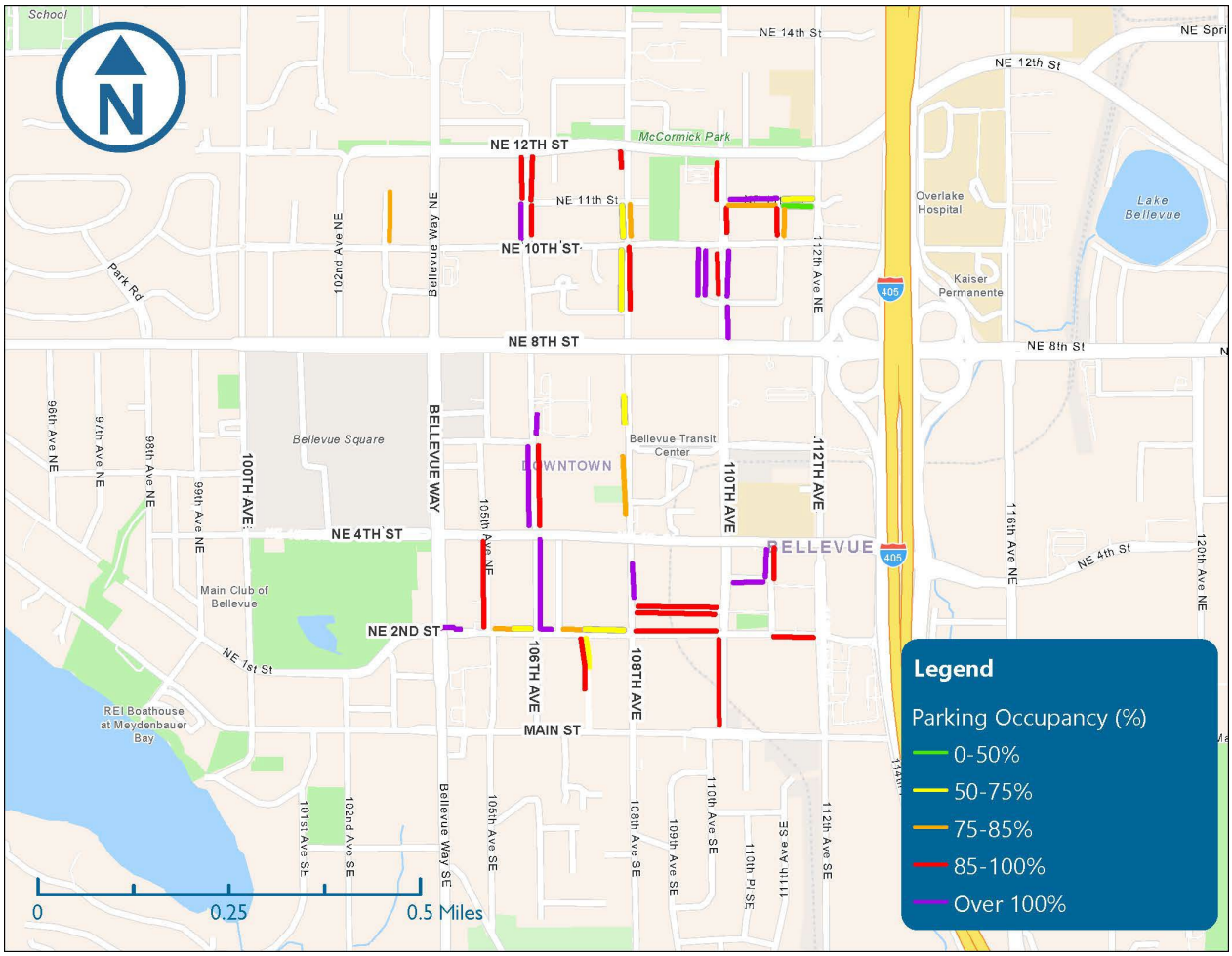
Source: *Walker Consultants, 2024*

Downtown Bellevue Peak Period

Downtown Bellevue's overall peak parking occupancy was observed on Wednesday, September 25, 2024, at 11 a.m., with an occupancy rate of 100%, as shown in **Figure 18**. Some blocks exceeded 100% occupancy due to vehicles parked illegally in driveways or no-parking zones. These instances of illegal parking contributed to the overall peak occupancy rate for that time of day reaching 100%, reflecting the intense demand for parking in the area and the challenges of managing limited space during peak hours.

Such peak usage is likely attributed to a combination of weekday business activities, office workers, and visitors accessing nearby amenities and services during mid-morning hours. The 100% occupancy rate underscores the significant parking demand during weekdays in Downtown Bellevue, emphasizing the need for effective parking management solutions to alleviate pressure on existing spaces and ensure access for those needing parking during busy times.

Figure 18. Downtown Bellevue Peak Period – Wednesday, September 25, 2024, at 11 a.m.

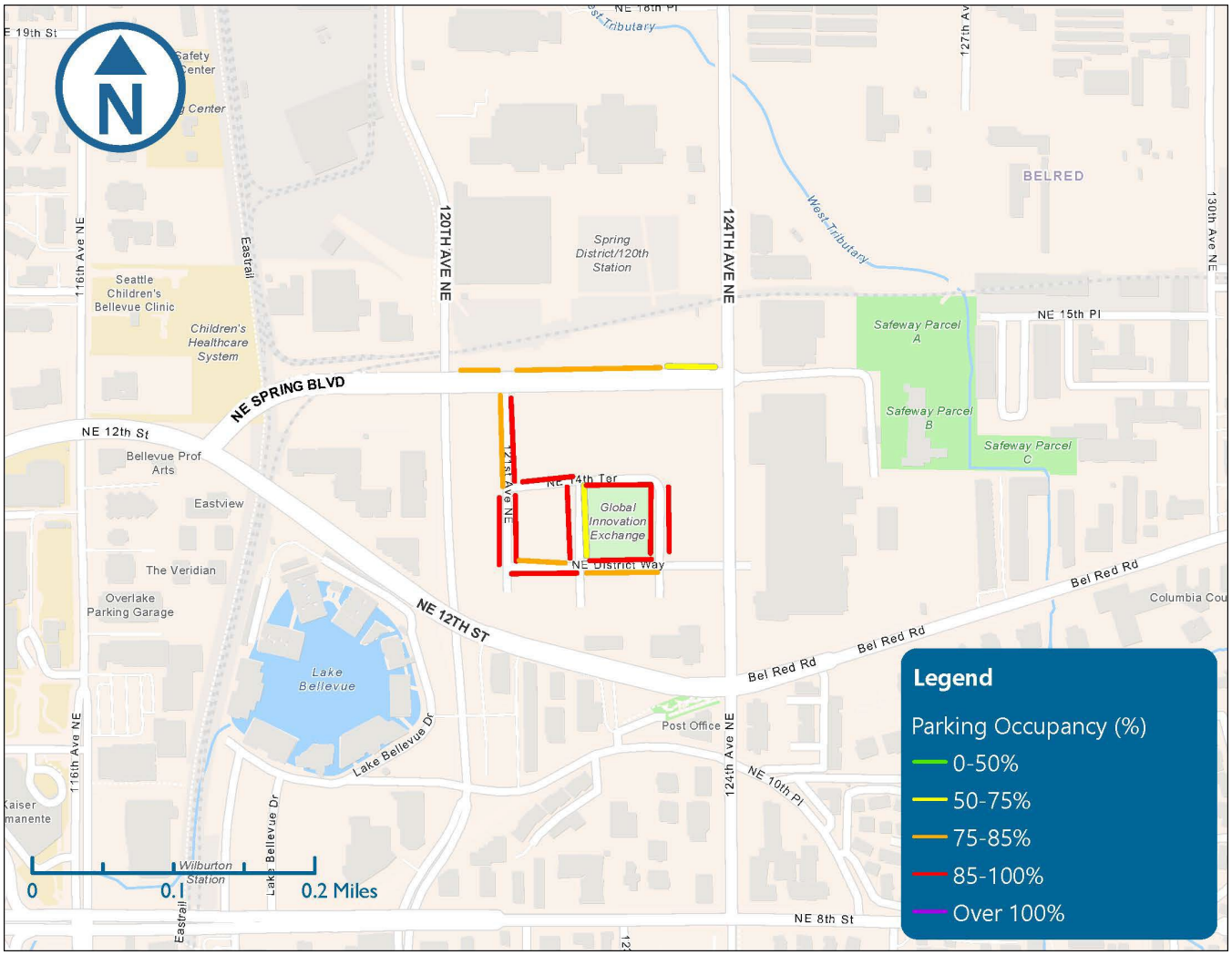


Source: *Walker Consultants, 2024*

Spring District Peak Period

The peak parking occupancy in the Spring District was recorded on Wednesday, September 25, 2024, at 12 p.m., as shown in **Figure 19**. During this peak period, the occupancy rate reached 88%, indicating that the majority of available parking spaces were in use and unavailable. This midday peak likely reflects the confluence of office workers, lunchtime visitors, and business activities that are common during weekdays in the Spring District. The high occupancy rate suggests limited availability for any new parkers, especially in blocks with occupancy levels nearing 10 percent.

Figure 19. Spring District Peak Period - Wednesday, September 25, 2024, at 12 p.m.



Source: Walker Consultants, 2024

Vehicle Length-of-Stay

The observations conducted on September 21 and 25, 2024, involved detailed tracking of vehicle activity throughout the observation period. For each hour observed, the project team documented the specific vehicle (color and make) parked in each designated parking space, providing a comprehensive record of parking patterns. This detailed data collection allowed for granular analysis of curb and parking behavior, including the vehicle duration of stay for individual spaces and the overall curb and parking trends within different blocks or sections of the curb area. By examining this data, the project team was able to identify key insights into parking turnover, space occupancy, and potential areas for optimization in parking management.

The maps in this section visually represent the blocks with higher vehicle length of stay rates, specifically identifying areas where vehicles remain parked in the same space for extended periods—either two hours or more, or three hours or more. These vehicles may be parked in spaces designated for 2-hour limits or even in 15-minute or 30-minute loading zones that exceed the intended time restrictions.

Long-term parking behavior is particularly problematic beyond violating posted signage time limits. Curbside overstays result in less space for short-term parkers, reduced turnover, lowered access to business, and increased congestion and double parking instances. The maps help pinpoint locations where curb space occupancy may be inefficient, offering valuable insights for managing parking demand and optimizing traffic flow in the study area.

Figures 20 and 21 show vehicle length of stay by subarea. Analysis shows a significant number of vehicles are staying over the posted time limit. Further, loading zones are regularly occupied by parked vehicles, leaving no curb space for delivery vehicles to load or deliver packages or food.

Figure 20. Vehicle Length of Stay Observations by Subarea on the Weekday

Subarea	Total number of spaces	Total number of parked vehicles	Number of vehicles staying three or more hours – percent of total
Old Bellevue	162	738	180 – 24%
Downtown	309	1576	454 – 29%
Spring District	119	546	143 – 26%

Figure 21. Vehicle Length of Stay Observations by Subarea on the Weekend

Subarea	Total number of spaces	Total number of parked vehicles	Number of vehicles staying three or more hours – percent of total
Old Bellevue	162	880	205 – 23%
Downtown	309	1439	397 – 28%
Spring District	119	440	111 – 25%

Old Bellevue Vehicle Length of Stay Analysis

Weekday Vehicle Length of Stay

Figure 22 provides a detailed overview vehicle length of stay behaviors across Old Bellevue during a typical weekday. The map represents the percentage of vehicles per block that were parked for more than two hours. It reveals that many blocks saw vehicles remaining in their parking spaces for extended periods (more than two hours).

The map shows a color-coded system to distinguish between the percentages of vehicles staying over two hours.

- Green lines represent blocks where 0% to 20% of vehicles parked throughout the day were parked over two hours.
- Yellow lines indicate blocks where 21% to 30% of vehicles parked throughout the day were parked over two hours.
- Orange lines represent blocks where 31% to 40% of vehicles parked throughout the day were parked over two hours.
- Red lines represent blocks where 41% to 100% of vehicles parked throughout the day were parked over two hours.

BLOCK EXAMPLE: Main Street Vehicle Length of Stay Analysis

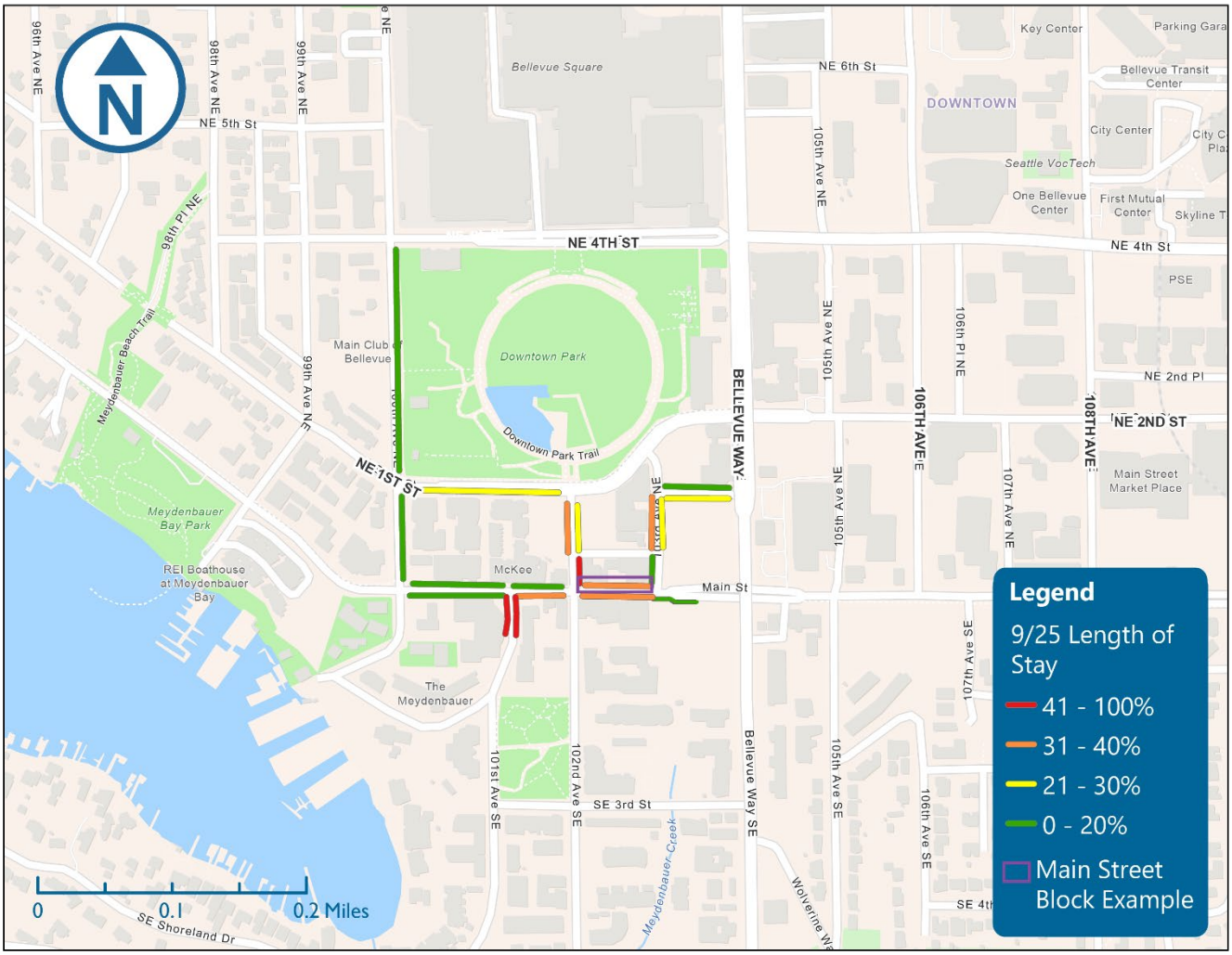
The north side of the Main Street block between 102nd Ave NE and 103rd Ave NE has eight (8) total 2-hour parking spaces. This block experienced consistently high occupancy throughout both observed days (see Figure 17). The following vehicle length of stay patterns were recorded on example streets during the day on Wednesday, September 25, 2024. See the purple box in Figure 22.

- A total of 37 vehicles parked in the eight (8) spaces throughout the data collection time from 6 a.m.-7 p.m.[3]

[3] Some vehicles may be parked in no parking areas.

- 12 of the 37 total vehicles parked (32%) remained in the same on-street parking space for three or more consecutive time points (exceeding the 2-hour limit).[4] This block is shaded orange in the map below because it falls between 31% and 40%.

Figure 22. Weekday Long-term (over 2 hours) Parking Occupancy in Old Bellevue



Source: *Walker Consultants, 2024*

Weekend Vehicle Length of Stay

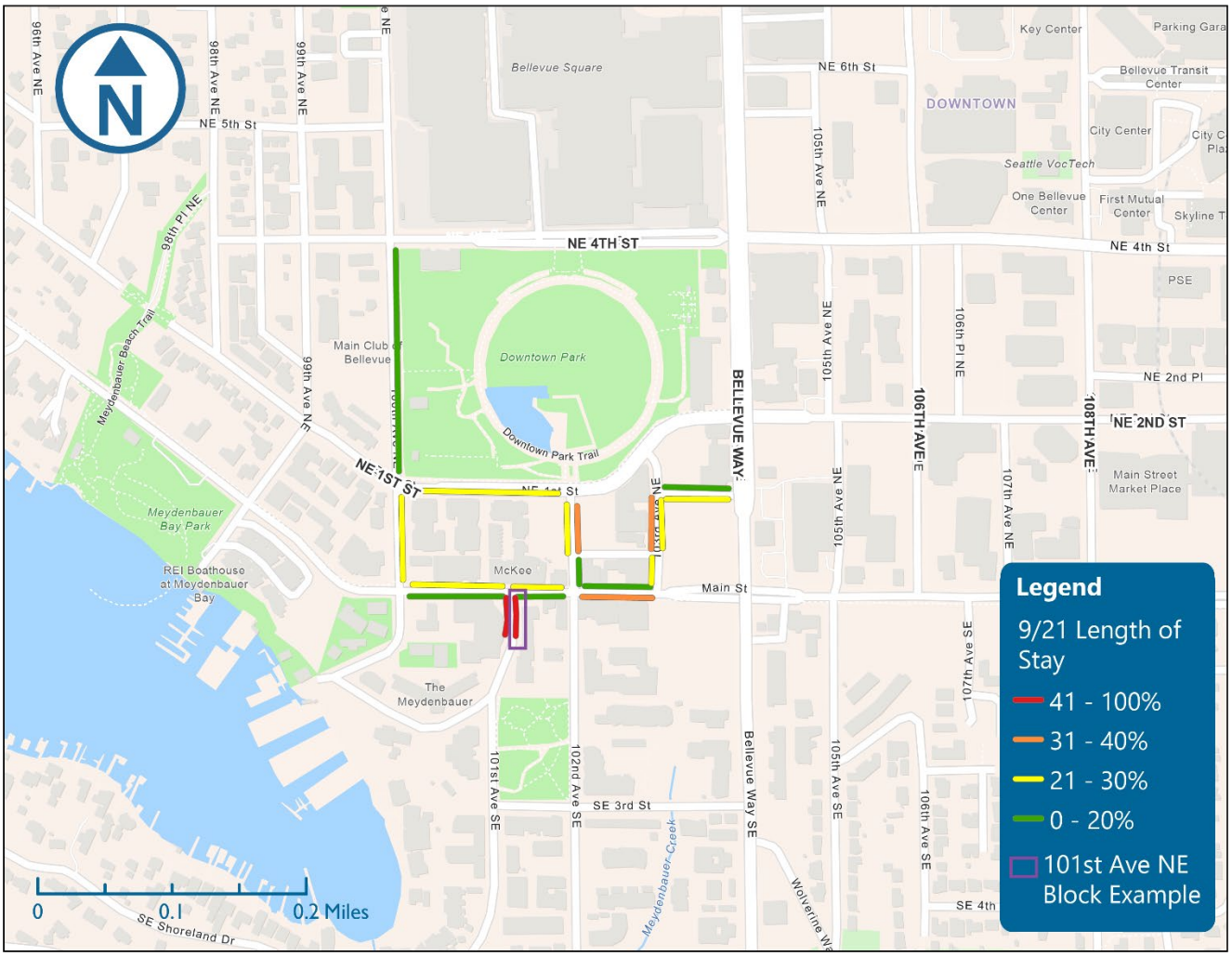
Figure 23 provides an overview of vehicle length of stay across Old Bellevue during a typical weekend. It reveals that the majority of blocks observed vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous map.

[4] One (1) vehicle was observed parked in a No-Parking zone for over 2 hours.

BLOCK EXAMPLE: 101st Ave NE Vehicle Length of Stay Analysis

The east side of the 101st Ave NE block between Meydenbauer Way and Main Street has five (5) parking spaces. These blocks experienced consistently high occupancy throughout both observed days (See Figure 17). Throughout the day, 17 total vehicles were parked. A total of eight (8) vehicles out of 17 parked vehicles (47%) remained in the same on-street parking space for three or more consecutive time points (exceeding the two-hour limit). One (1) vehicle was observed parking in a No-Parking zone for over two hours. See the purple box in Figure 23.

Figure 23. Weekend Long-term (over 2 hours) Parking Occupancy in Old Bellevue



Source: *Walker Consultants, 2024*

Downtown Bellevue Vehicle Length of Stay Analysis

Weekday Vehicle Length of Stay

Figure 24 provides a detailed overview of vehicle length of stay behavior across Downtown Bellevue during a typical weekday. The map represents the percentage of vehicles per block that were parked for more than two hours. It reveals that many blocks saw vehicles remaining in their parking spaces for extended periods (more than two hours). This visual distinction highlights the extent of long-term parking across blocks in the northeast and southern portions of downtown. The map uses the same color-coded system as the Old Bellevue maps.

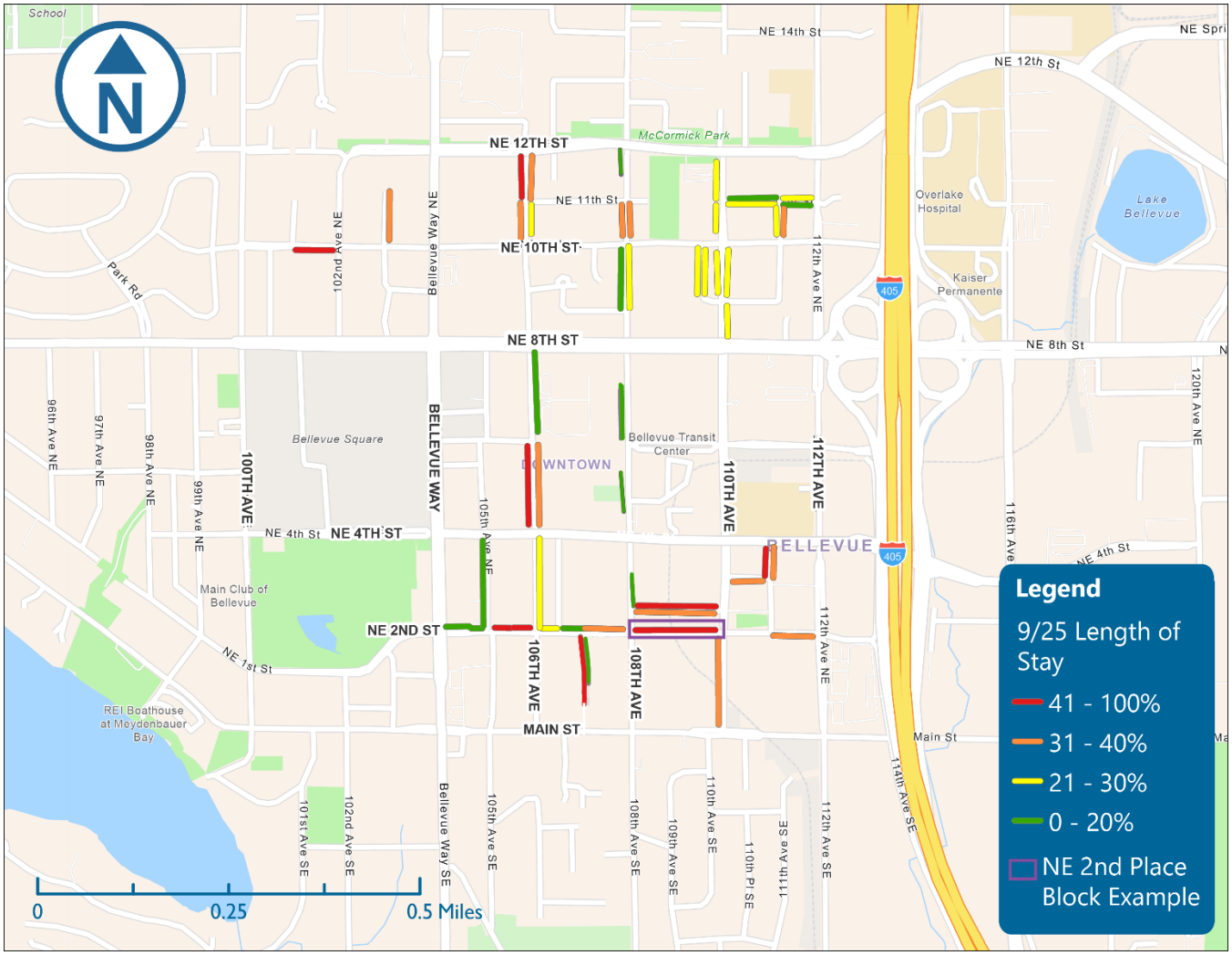
BLOCK EXAMPLE: NE 2nd Place Vehicle Length of Stay Analysis

The north side of NE 2nd Pl block between 108th Ave NE and 110th Ave NE has a total of 17 parking spaces comprising of 15 two-hour spaces and two (2) 15-minute loading zone spaces. This block experienced consistently high occupancy throughout both observed days (See Figure 18). The following vehicle length of stay patterns were recorded on example streets during the day on Wednesday, September 25, 2024. See the purple box in Figure 24.

- A total of 75 vehicles parked in the 17 spaces throughout the data collection time from 6 a.m.-7 p.m.[5]
- 35 of the 75 total vehicles parked (47%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).[6]

[5] Some vehicles may be parked in no parking areas, driveways, or in front of a fire hydrant.
[6] Includes one (1) vehicle that was parked at the 15-minute loading zones and two (2) vehicle was observed parked in a No-Parking zone for over 2 hours.

Figure 24. Weekday Long-term (over 2 hours) Parking Occupancy in Downtown Bellevue



Source: *Walker Consultants, 2024*

Weekend Vehicle Length of Stay

Figure 25 provides an overview of parking behaviors across Downtown Bellevue during a typical weekend. It reveals that the majority of blocks observed vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous maps.

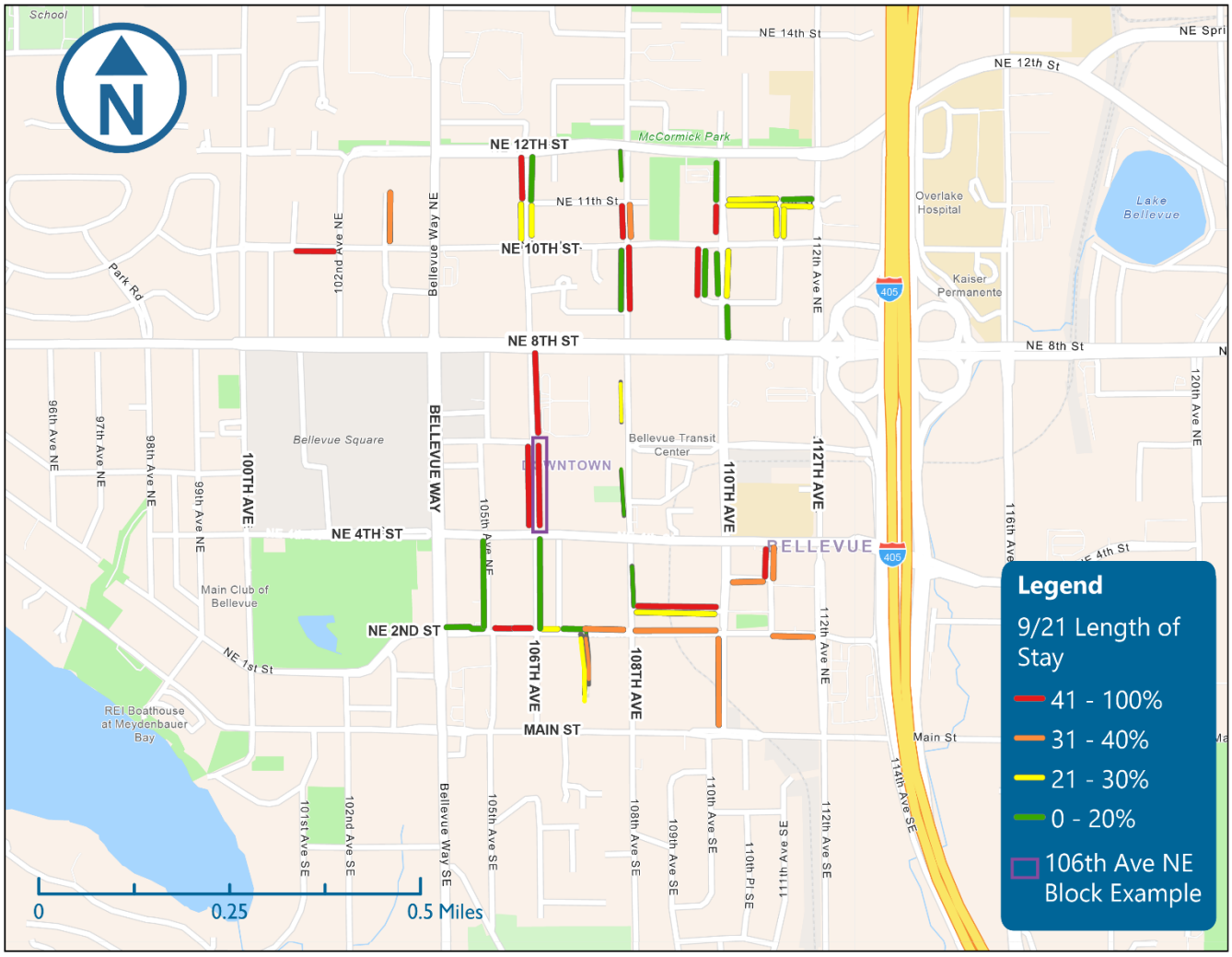
BLOCK EXAMPLE: 106th Ave NE Vehicle Length of Stay Analysis

The east side of the 106th Ave NE block between NE 4th Street and NE 6th Street has a total of 13 parking spaces comprising of seven (7) two-hour spaces (including one (1) EV-only space), four (4), 15-minute loading zone spaces, and two (2), 30-minute loading zone spaces. This block experienced consistently high occupancy throughout both observed days (See Figure 18). The following vehicle length of stay patterns were recorded on example streets during the day on Saturday, September 21, 2024. See the purple box in Figure 25.

- A total of 39 vehicles parked in the 13 spaces throughout the data collection time from 6 a.m.-7 p.m.
- 17 of the 39 total vehicles parked (44%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).[7]

[7] Four (4) vehicles were observed parked in a 15-minute loading zone for more than 2 hours, and one (1) vehicle was observed parked in front of a fire hydrant for more than 2 hours.

Figure 25. Weekend Long-term (over 2 hours) Parking Occupancy in Downtown Bellevue



Source: *Walker Consultants, 2024*

Spring District Vehicle Length of Stay Analysis

Weekday Vehicle Length of Stay

Figure 26 provides a detailed overview of parking behaviors across the Spring District during a typical weekday. The map represents the percentage of vehicles per block that were parked for more than two hours. It reveals that many blocks saw vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous maps.

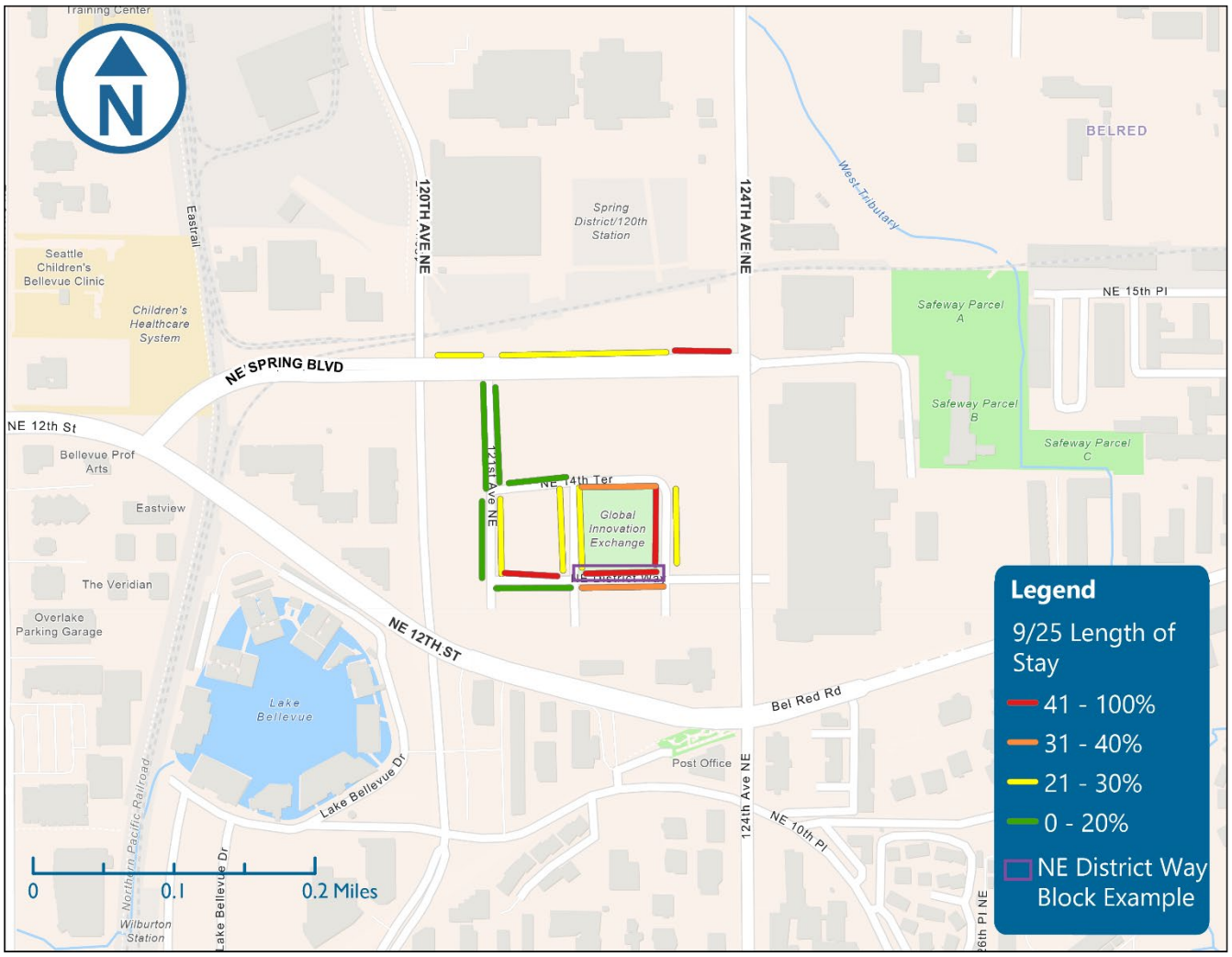
BLOCK EXAMPLE: NE District Way Vehicle Length of Stay Analysis

The north side of NE District Way between 122nd Ave NE and 123rd Ave NE has a total of six (6) parking spaces comprising of four (4) two-hour spaces and two (2) 15-minute loading zone spaces. This block experienced consistently high occupancy throughout both observed days (See Figure 19). The following vehicle length of stay patterns were recorded on example streets during the day on Wednesday, September 25, 2024. See the purple box in Figure 26.

- A total of 22 vehicles parked in the six (6) spaces throughout the data collection time from 6 a.m.-7 p.m.
- 11 of the 22 total vehicles parked (50%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).[8]

[8] Two (2) vehicles were observed parked in a 15-minute loading zone for more than 2 hours.

Figure 26. Weekday Long-term (over 2 hours) Parking Occupancy in Spring District



Source: *Walker Consultants, 2024*

Weekend Vehicle Length of Stay

Figure 27 provides an overview of parking behaviors across the Spring District during a typical weekend. It reveals that the majority of blocks observed vehicles remaining in their parking spaces for extended periods (more than two hours). The map uses the same color-coded system as the previous maps.

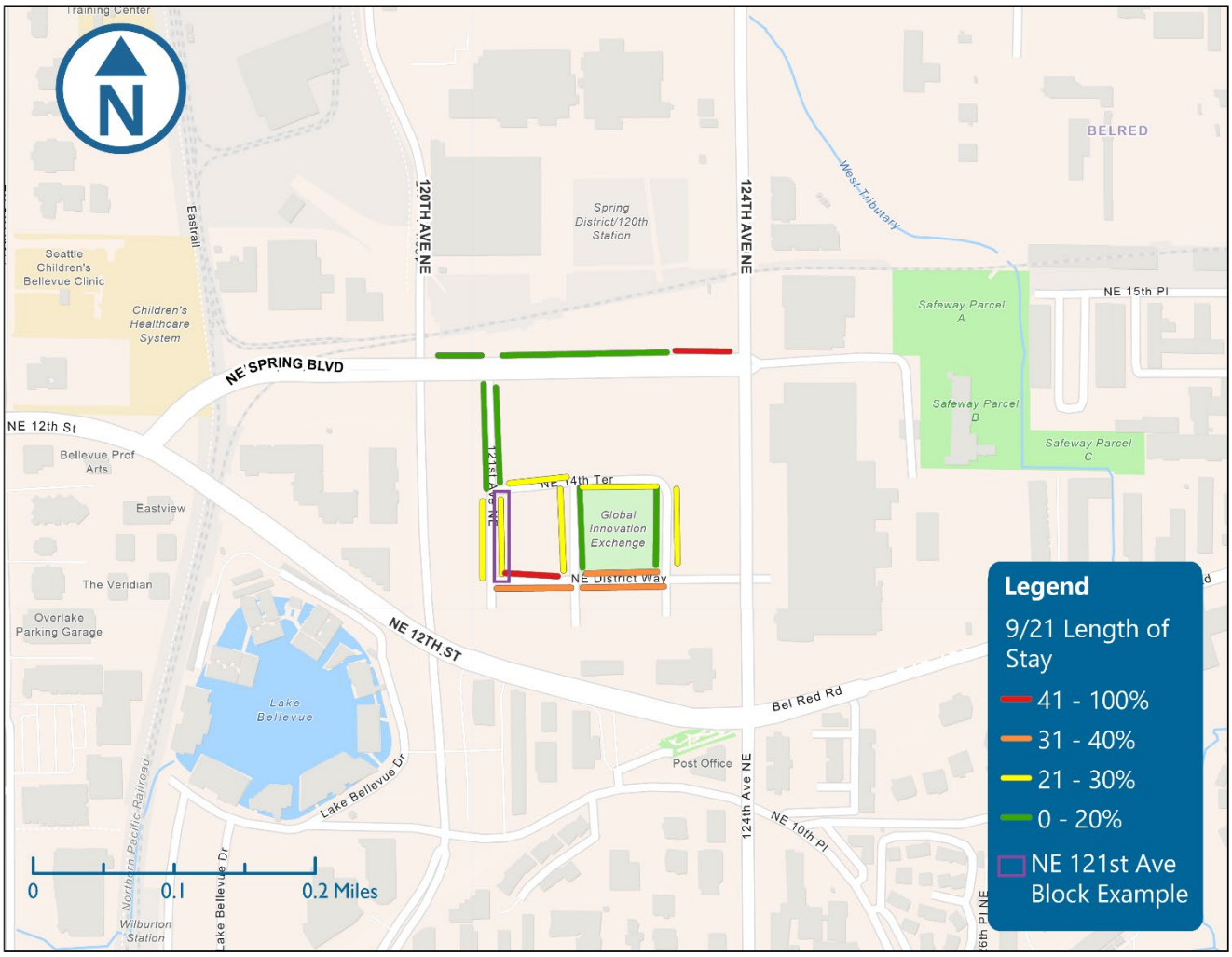
BLOCK EXAMPLE: NE District Way Vehicle Length of Stay Analysis

The east side of NE 121st Avenue between NE 14th Terrace and NE District Way has a total of eight (8) parking spaces comprising of all two-hour spaces. The following vehicle length of stay patterns

were recorded on example streets during the day on Saturday, September 21, 2024. See the purple box in Figure 27.

- A total of 41 vehicles parked in the eight (8) spaces throughout the data collection time from 6 a.m.-7 p.m.
- 11 of the 41 total vehicles parked (27%) remained in the same on-street parking space for three or more consecutive time points (exceeding 2 hours).

Figure 27. Weekend Long-term (over 2 hours) Parking Occupancy in Spring District



Source: *Walker Consultants, 2024*