

# CURB MANAGEMENT RECOMMENDATIONS

## Curbonomics: Curb Supply & Demand

As Bellevue develops more robust curb management practices, it will be important to contemplate the curbside from an economics point of view for long range planning and budgeting purposes. For this project, "Curbonomics" focuses on the concept of supply and demand for the curb. This section describes curb supply and demand concepts and how they shape the curb management program.

### Curb Supply

Today, Bellevue's curbside spaces are primarily centered around automobile movement. According to data collected in 2020, 60% of Downtown Bellevue curb lanes are reserved for through-traffic only, and 30% is occupied by driveways, crosswalks, and other infrastructure designed to facilitate vehicular and pedestrian movement (figure below). Of the remaining curb space, 7% is used for time-limited parking, leaving only 3% of Downtown curbs for commercial loading, passenger pick-up/drop-off, and transit stops.

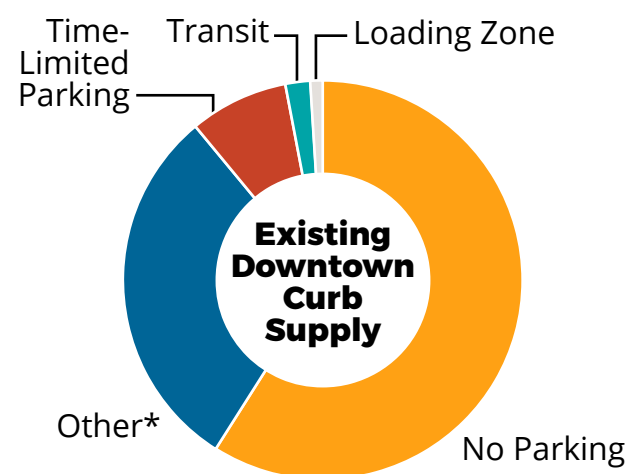
Through the public engagement phase, the project team found that stakeholders are supportive of more diverse curb uses throughout the city. Survey results showed overwhelming support for the conversion of on-street parking in favor of outdoor dining and other curb programming activities. During focus groups, local business representatives as well as taxi and TNC drivers said that creating designated passenger pickup/drop-off zones throughout the city can alleviate some congestion and confusion. Designated zones can also create a safer environment for drivers, pedestrians, and cyclists.

Bellevue has limited curb space within its street network, and the City's transportation system is required to manage a wide range of competing mobility and adjacent land use activities. Within the Urban Core neighborhoods of Bellevue, curb supply is constrained and can practically only grow through development activity or capital improvement, which takes years to realize. Establishing a framework for assessing existing and future curb allowances is a key component of the CMP.

### Existing Downtown Curb Supply

Regulated Use (Downtown)	Linear Feet	% of Total Linear Curb
No Parking (Travel Lanes)	61,924	59.3%
Other*	31,693	30.3%
Time-Limited Parking	7,753	7.4%
Transit Stop	1,965	1.9%
15-min Loading Zone	798	0.8%
Bus Layover	242	0.2%
Passenger Pickup/Dropoff	121	0.1%

\*Includes driveways, crosswalks, and unassigned regulations

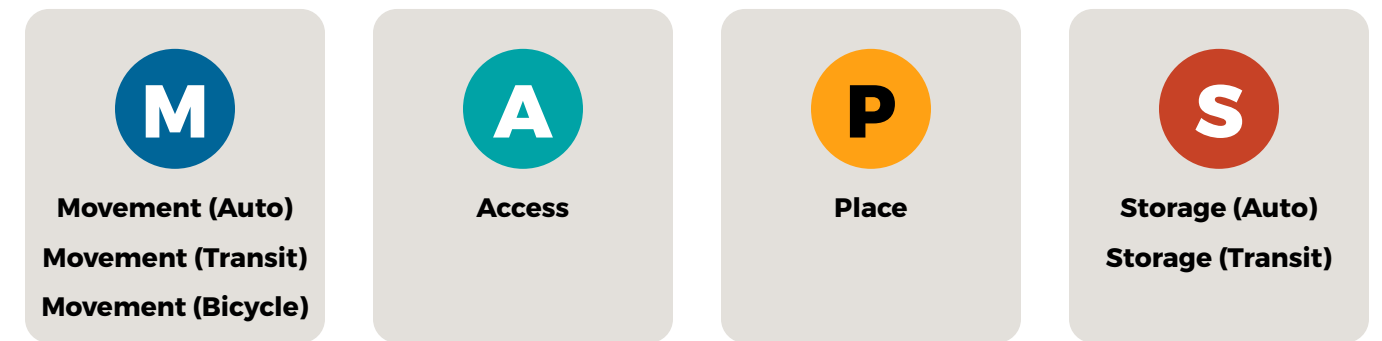


## Curb Typology Framework

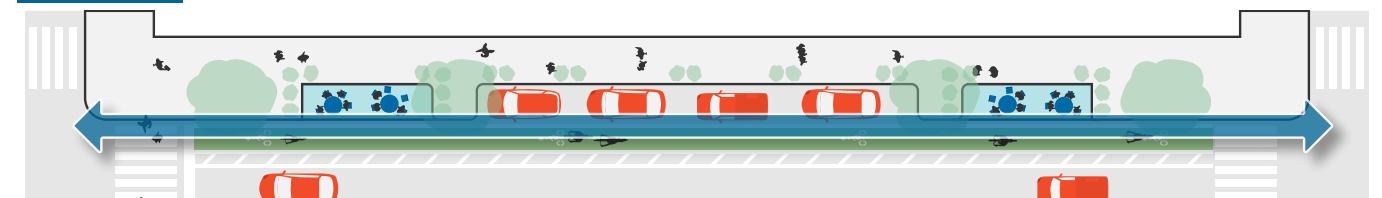
The curb typology is a framework for describing and prioritizing curb use in Bellevue. It provides a language that will help the City address and manage dynamic curb uses, including curb functions that vary by time-of-day. The typology will also help address future changes to the development context, citywide

transportation network, technology options, and community priorities.

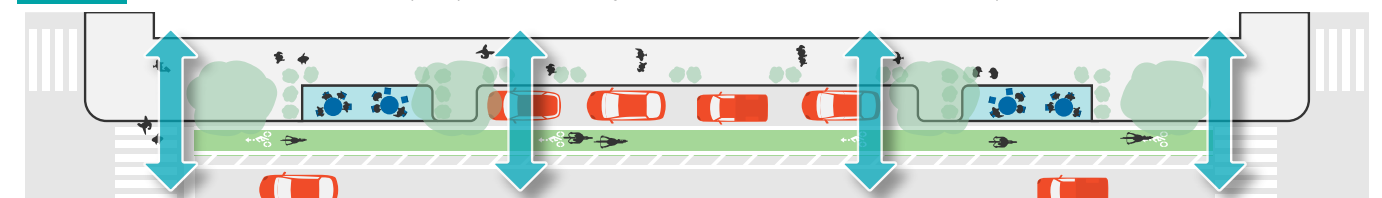
The curb typology framework is defined by four different types of curb functions: Movement, Access, Place, and Storage.



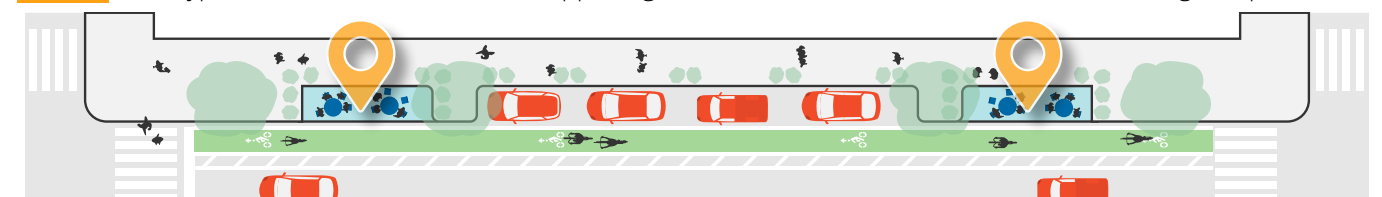
**Movement:** How people move along the length of the curb



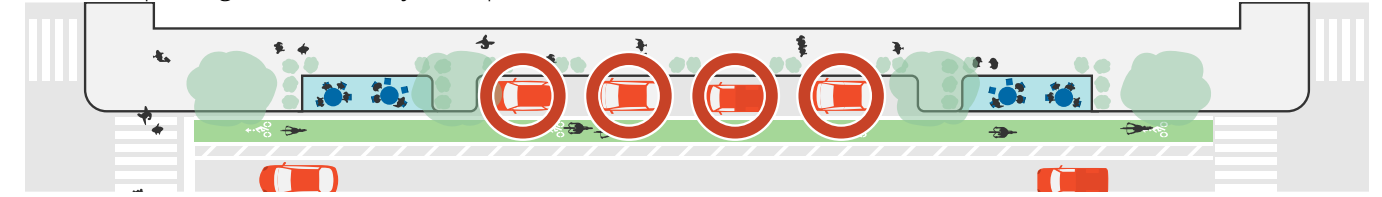
**Access:** How, when, and where people access adjacent destinations, such as shops, residences, or offices



**Place:** What types of activities and uses are happening within the curbside area, such as food vending and parklets



**Storage:** How the curbside area provides space for longer-term vehicle storage (i.e., 2+ hour parking), bicycle parking, and transit layover space



## How will curb typology be used in Bellevue?

Until now, Bellevue’s curb-related planning information was spread across many different City plans and policies, such as the Mobility Implementation Plan and the Comprehensive Plan. By consolidating all of this vital information into one unified framework, the curb typology provides a unified location for access by city staff, stakeholders and the public. The curb typology can be used to:



### IMPROVE THE DEVELOPMENT REVIEW PROCESS

The typology will support a more efficient and coordinated development review process by making it easier for City staff and project applicants to align the design of proposed developments with adopted City plans and policies.



### SHARE PUBLIC-FACING INFORMATION

The typology will serve as a public-facing informational resource that helps partners, stakeholders, and members of the public understand Bellevue’s curb vision and priorities in the urban core.



### HELP CITY STAFF MANAGE DAY TO DAY OPERATIONS

The typology will help City staff make strategic decisions, track changes, and manage day to day operations related to how the curb is used in the downtown core, both today and well into the future.

## Curb Types and Uses:

	What uses are allowed in the curbside lane for each curb type?		
	Primary uses	Conditional uses:	Restricted or prohibited uses:
<b>Movement (Auto)</b>	<ul style="list-style-type: none"> <li>General purpose lane (personal vehicles, transit vehicles, and bicycles)</li> </ul>	<ul style="list-style-type: none"> <li>Vehicle parking (off-peak)</li> </ul>	<ul style="list-style-type: none"> <li>On-street dining</li> <li>Pick-up/drop-off zones</li> <li>Loading zones</li> </ul>
<b>Movement (Bicycle)</b>	<ul style="list-style-type: none"> <li>Bicycles</li> <li>Micromobility devices</li> </ul>	<ul style="list-style-type: none"> <li>With appropriate design, can be implemented alongside:                             <ul style="list-style-type: none"> <li>General purpose lane</li> <li>Parking (short- or long-term)</li> <li>Transit priority lane (shared bus/bike lane or parallel dedicated lanes)</li> <li>On-street dining and parklets</li> <li>Access features including pick-up/drop-off zones and transit stops</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>All off-peak uses (bicycle facilities should be dedicated 24/7)</li> </ul>
<b>Movement (Transit)</b>	<ul style="list-style-type: none"> <li>Buses and other transit vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Bicycles (shared bus/bike lane or parallel dedicated lanes)</li> <li>General-purpose travel during off-peak times</li> </ul>	<ul style="list-style-type: none"> <li>On-street dining</li> <li>Pick-up/drop-off zones</li> <li>Loading zones</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>Pick-up/drop-off zones</li> <li>Freight loading zones</li> <li>Delivery zones</li> <li>Transit stops and stations</li> <li>Bicycle parking</li> <li>Short-term vehicle parking</li> </ul>	<ul style="list-style-type: none"> <li>On-street dining and parklets</li> <li>Bicycle lanes and cycletracks</li> <li>Transit priority lane</li> </ul>	<ul style="list-style-type: none"> <li>Long-term parking</li> <li>Transit layover</li> <li>General-purpose travel lane</li> </ul>
<b>Place</b>	<ul style="list-style-type: none"> <li>On-street dining</li> <li>Parklets</li> <li>Food trucks/vending</li> </ul>	<ul style="list-style-type: none"> <li>Pick-up/drop-off zones</li> <li>Delivery zones</li> <li>Transit stops and stations</li> <li>Bicycle parking</li> <li>Parking (short-term)</li> </ul>	<ul style="list-style-type: none"> <li>Parking (long-term)</li> <li>Transit layover</li> <li>General-purpose travel lane</li> <li>Freight loading zones</li> </ul>
<b>Storage (Auto)</b>	<ul style="list-style-type: none"> <li>Long-term parking</li> </ul>	<ul style="list-style-type: none"> <li>Transit layover</li> <li>General purpose travel lane (off-peak)</li> <li>Bicycle lane (adjacent)</li> <li>Pick-up/drop-off zones</li> <li>Freight loading zones</li> <li>Delivery zones</li> </ul>	<ul style="list-style-type: none"> <li>Transit priority lane</li> </ul>
<b>Storage (Transit)</b>	<ul style="list-style-type: none"> <li>Transit layover</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle lane (adjacent)</li> <li>Pick-up/drop-off zones</li> <li>Freight loading zones</li> <li>Delivery zones</li> <li>Parking (short- and long-term)</li> </ul>	<ul style="list-style-type: none"> <li>General purpose travel lane</li> </ul>

## Compatible Curb Types and Flexible Uses

Bellevue envisions a more dynamic and flexible curb environment. This flexibility will help align Bellevue's curb management approach with the practical reality of how people use the curb on any given day. Some types of curb use are in high demand only at certain times—for example, the same block could potentially be used for freight delivery in the morning, auto movement during the day, and long-term parking overnight. Allowing flexible curb uses—and supporting them with robust management and enforcement—can help Bellevue meet the needs of more users within the same limited space.

However, flexible curb use isn't always feasible. Allowing flexible uses on certain curb lengths may create safety risks, present operational challenges, or undermine Bellevue's overall mobility goals. Potential restrictions for each curb type are indicated in the table below. Case-by-case analysis may be needed in order to determine where and when flexible curb uses are desirable in Bellevue's urban core.

### Flexible Curb Use Restrictions:

Curb type	Situations where flexible curb uses would be restricted
<b>Movement (Auto)</b>	<ul style="list-style-type: none"> <li>Truck routes</li> <li>Single-lane arterials</li> </ul>
<b>Movement (Bicycle)</b>	<ul style="list-style-type: none"> <li>No off-peak uses allowed</li> </ul>
<b>Movement (Transit)</b>	<ul style="list-style-type: none"> <li>Movement (transit) curbs that support &gt; 4 buses per hour (frequent transit network)</li> </ul>
<b>Access</b>	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Place</b>	<ul style="list-style-type: none"> <li>For seasonal or temporary place uses, off-peak use varies by location</li> </ul>
<b>Storage (Auto)</b>	<ul style="list-style-type: none"> <li>None</li> </ul>
<b>Storage (Transit)</b>	<ul style="list-style-type: none"> <li>None</li> </ul>

### EXISTING AND FUTURE CURB TYPES

The curb typology includes both an **existing curb type** and a **future curb type** for each block face within the study area. The existing type is an inventory of how the curb is currently being used. It reflects generalized existing curb regulations, land use adjacencies, and transportation modal networks. The map of existing curb types helps communicate how each public block face is generally used today.

The future type is an indication of how the curb is expected to be used as the City implements plans, policies, and transportation network investments. It references data, policies, and plans such as the Mobility Implementation Plan to inform future intent per block face. The future curb typology does not assign new curb priorities—rather, it provides guidance into potential future utilization of a curbside area with an aim to directly address needs and functions of the surrounding land use and mobility context.

### HOW DO WE GET MORE CURB SPACE WITHOUT ADDING MORE ROADS?

The future typology identifies opportunities throughout Bellevue's urban core to meet the needs of more curbside users within the same limited space. While the BelRed streetscape plan does envision adding some new streets near the planned light rail station on Spring Boulevard, most of the gains in curb space are the result of supporting multiple types of use within the same block.

To maximize the benefits of the curb and achieve the complete curb network envisioned in Bellevue's plans and policies, more work lies ahead. Limited right-of-way space will require the City to evaluate trade-offs between competing priority curb uses. Some decisions will require additional data about roadway capacity and travel patterns. Where different City plans and policies prioritize multiple incompatible uses, follow-up planning work may be needed to align those plans and resolve conflicts. The future typology provides a comprehensive roadmap that will allow the City address these challenges with a coordinated curb strategy and vision for the urban core.

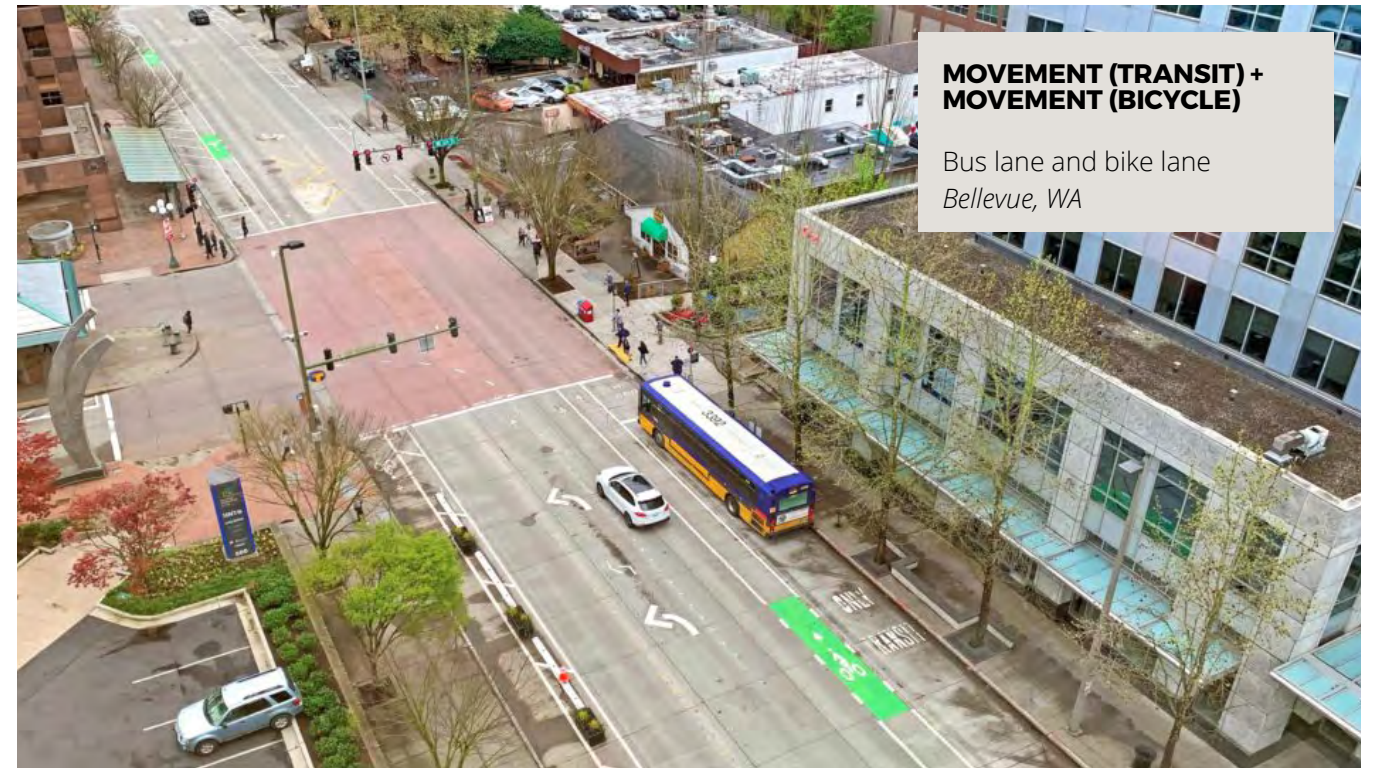


### Examples: Curbs with Multiple Compatible Curb Types



**STORAGE (LONG-TERM AUTO) + MOVEMENT (BICYCLE)**  
 Parking-protected bike lane  
 Long Beach, CA

Source: City of Long Beach



**MOVEMENT (TRANSIT) + MOVEMENT (BICYCLE)**  
 Bus lane and bike lane  
 Bellevue, WA

Source: NACTO



**MOVEMENT (TRANSIT) + MOVEMENT (AUTO)**  
 Rush hour bus lane  
 Washington, DC

Source: Laura Gilmore via Flickr

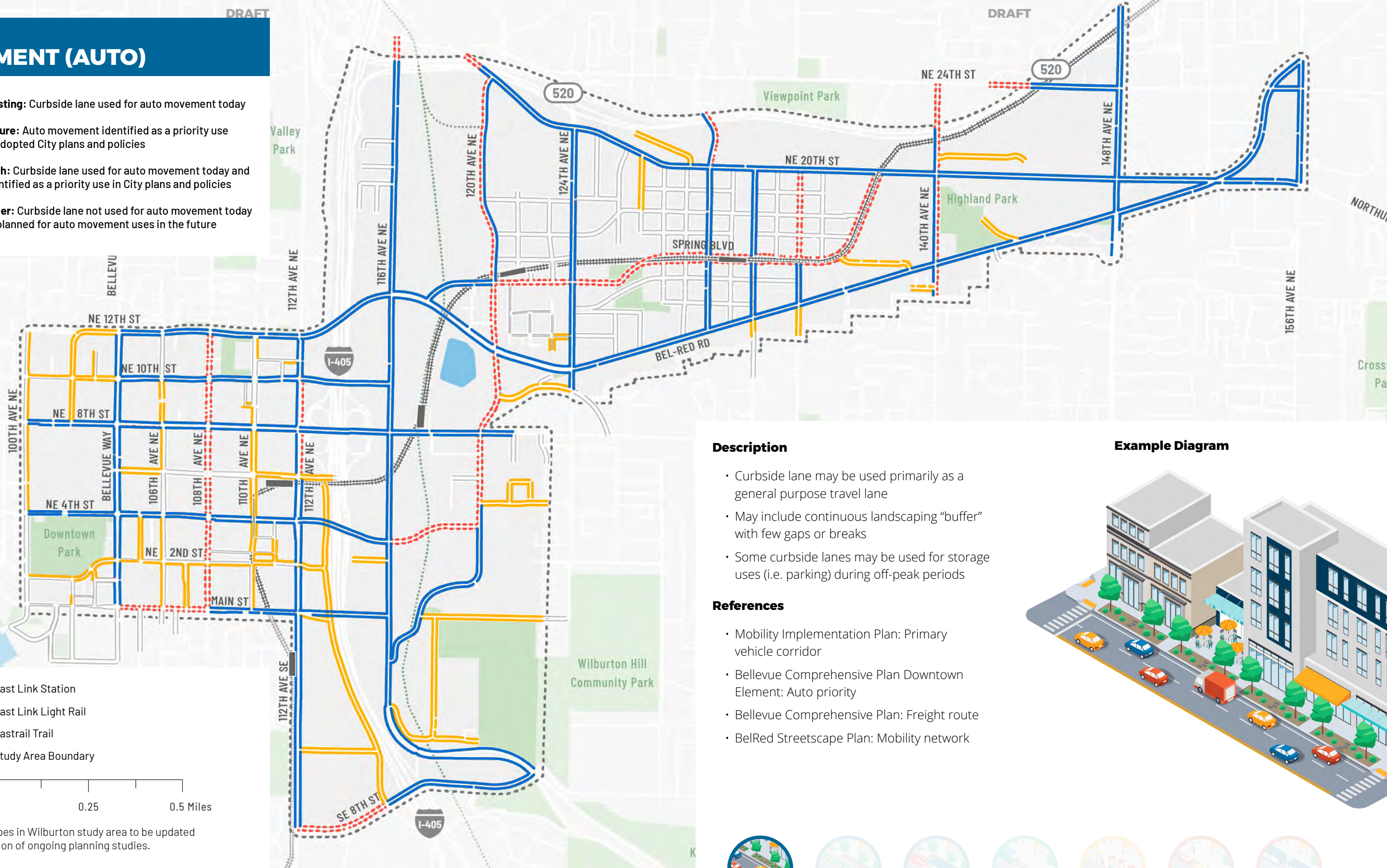


**MOVEMENT (TRANSIT) + PLACE**  
 Downtown transit mall  
 Denver, CO

Source: Kyle Anderson via Greater Greater Washington

# CURB TYPE: MOVEMENT (AUTO)

- Existing:** Curbside lane used for auto movement today
- Future:** Auto movement identified as a priority use in adopted City plans and policies
- Both:** Curbside lane used for auto movement today and identified as a priority use in City plans and policies
- Other:** Curbside lane not used for auto movement today or planned for auto movement uses in the future



### Description

- Curbside lane may be used primarily as a general purpose travel lane
- May include continuous landscaping “buffer” with few gaps or breaks
- Some curbside lanes may be used for storage uses (i.e. parking) during off-peak periods

### References

- Mobility Implementation Plan: Primary vehicle corridor
- Bellevue Comprehensive Plan Downtown Element: Auto priority
- Bellevue Comprehensive Plan: Freight route
- BelRed Streetscape Plan: Mobility network

### Example Diagram



Movement (Auto)



Movement (Bicycle)



Movement (Transit)



Access



Place



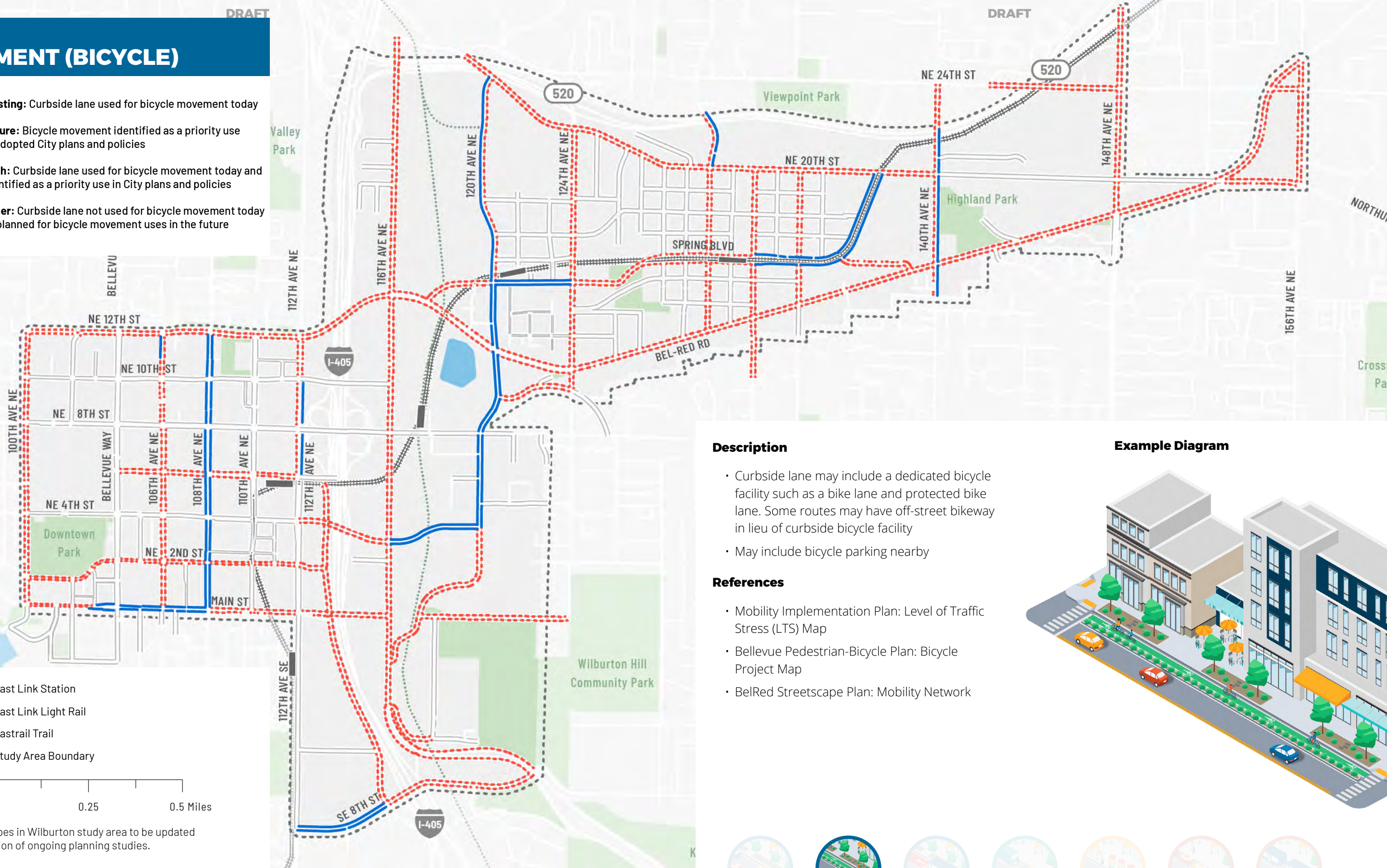
Storage (Auto)



Storage (Transit)

# CURB TYPE: MOVEMENT (BICYCLE)

- Existing:** Curbside lane used for bicycle movement today
- Future:** Bicycle movement identified as a priority use in adopted City plans and policies
- Both:** Curbside lane used for bicycle movement today and identified as a priority use in City plans and policies
- Other:** Curbside lane not used for bicycle movement today or planned for bicycle movement uses in the future



- East Link Station
- East Link Light Rail
- Eastrail Trail
- Study Area Boundary

0 0.25 0.5 Miles

**Note:** Curb types in Wilburton study area to be updated after completion of ongoing planning studies.

### Description

- Curbside lane may include a dedicated bicycle facility such as a bike lane and protected bike lane. Some routes may have off-street bikeway in lieu of curbside bicycle facility
- May include bicycle parking nearby

### References

- Mobility Implementation Plan: Level of Traffic Stress (LTS) Map
- Bellevue Pedestrian-Bicycle Plan: Bicycle Project Map
- BelRed Streetscape Plan: Mobility Network

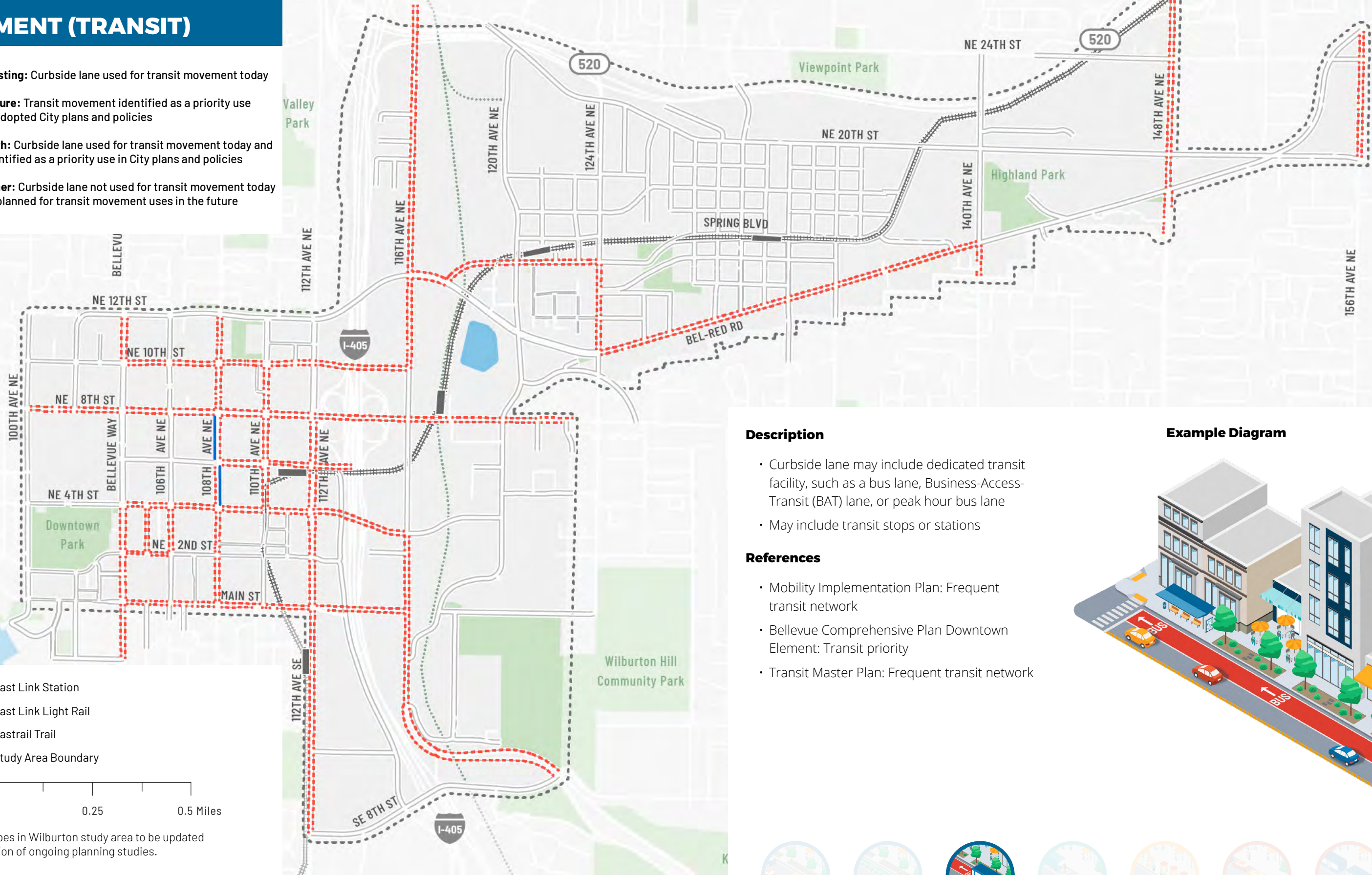
### Example Diagram



- Movement (Auto)
- Movement (Bicycle)
- Movement (Transit)
- Access
- Place
- Storage (Auto)
- Storage (Transit)

# CURB TYPE: MOVEMENT (TRANSIT)

- Existing:** Curbside lane used for transit movement today
- Future:** Transit movement identified as a priority use in adopted City plans and policies
- Both:** Curbside lane used for transit movement today and identified as a priority use in City plans and policies
- Other:** Curbside lane not used for transit movement today or planned for transit movement uses in the future



- East Link Station
- East Link Light Rail
- Eastrail Trail
- Study Area Boundary

0 0.25 0.5 Miles

**Note:** Curb types in Wilburton study area to be updated after completion of ongoing planning studies.

\*Curb types subject to change based on bus transit routings established by King County Metro and other partner transit agencies.

### Description

- Curbside lane may include dedicated transit facility, such as a bus lane, Business-Access-Transit (BAT) lane, or peak hour bus lane
- May include transit stops or stations

### References

- Mobility Implementation Plan: Frequent transit network
- Bellevue Comprehensive Plan Downtown Element: Transit priority
- Transit Master Plan: Frequent transit network

### Example Diagram



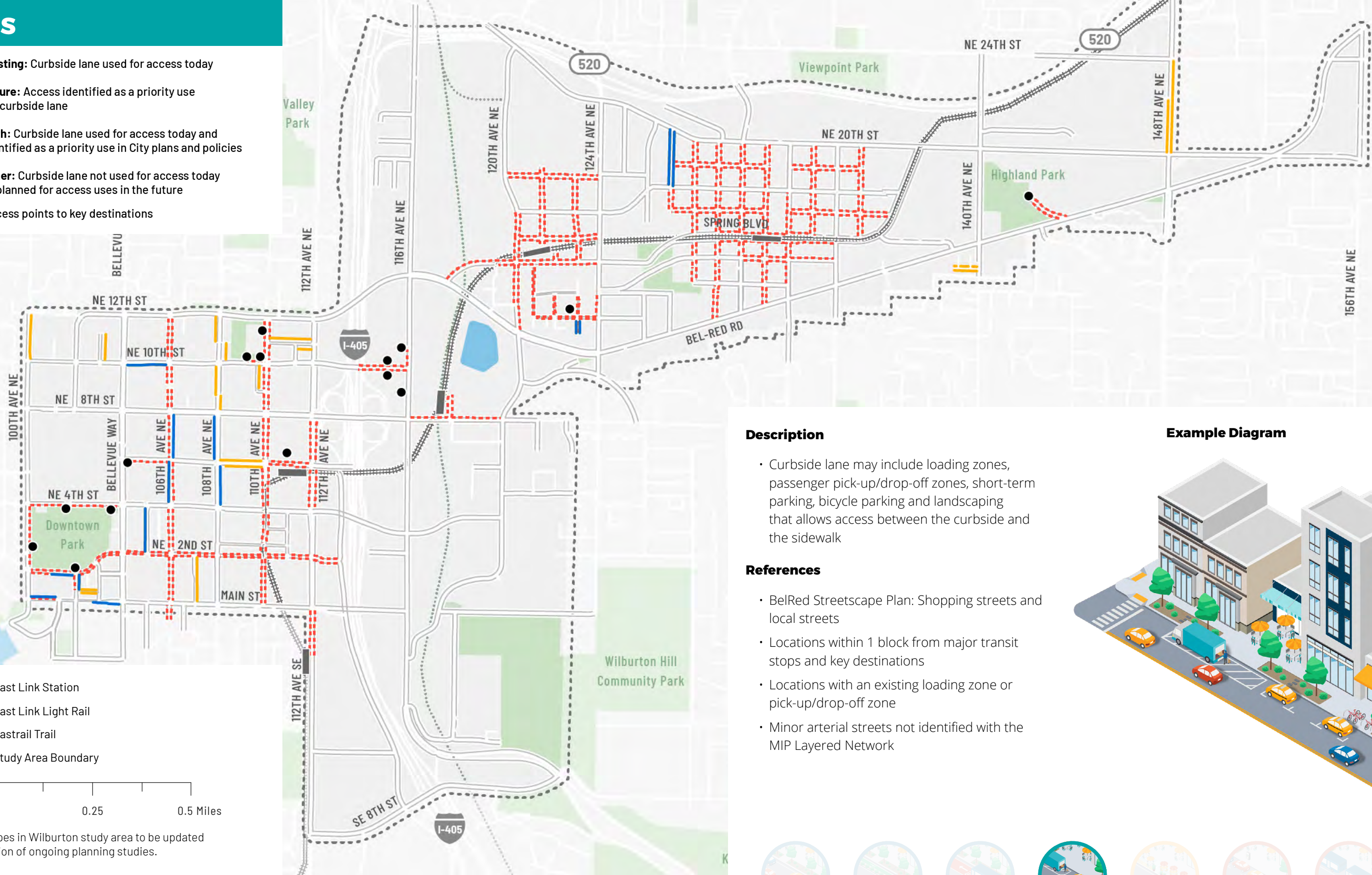
- Movement (Auto)
- Movement (Bicycle)
- Movement (Transit)
- Access
- Place
- Storage (Auto)
- Storage (Transit)

**CURB TYPE:**  
**ACCESS**

- **Existing:** Curbside lane used for access today
- - - **Future:** Access identified as a priority use for curbside lane
- **Both:** Curbside lane used for access today and identified as a priority use in City plans and policies
- **Other:** Curbside lane not used for access today or planned for access uses in the future
- Access points to key destinations

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**Note:** Curb types in Wilburton study area to be updated after completion of ongoing planning studies.

**Description**

- Curbside lane may include loading zones, passenger pick-up/drop-off zones, short-term parking, bicycle parking and landscaping that allows access between the curbside and the sidewalk

**References**

- BelRed Streetscape Plan: Shopping streets and local streets
- Locations within 1 block from major transit stops and key destinations
- Locations with an existing loading zone or pick-up/drop-off zone
- Minor arterial streets not identified with the MIP Layered Network

**Example Diagram**



Movement (Auto)



Movement (Bicycle)



Movement (Transit)



Access



Place



Storage (Auto)



Storage (Transit)



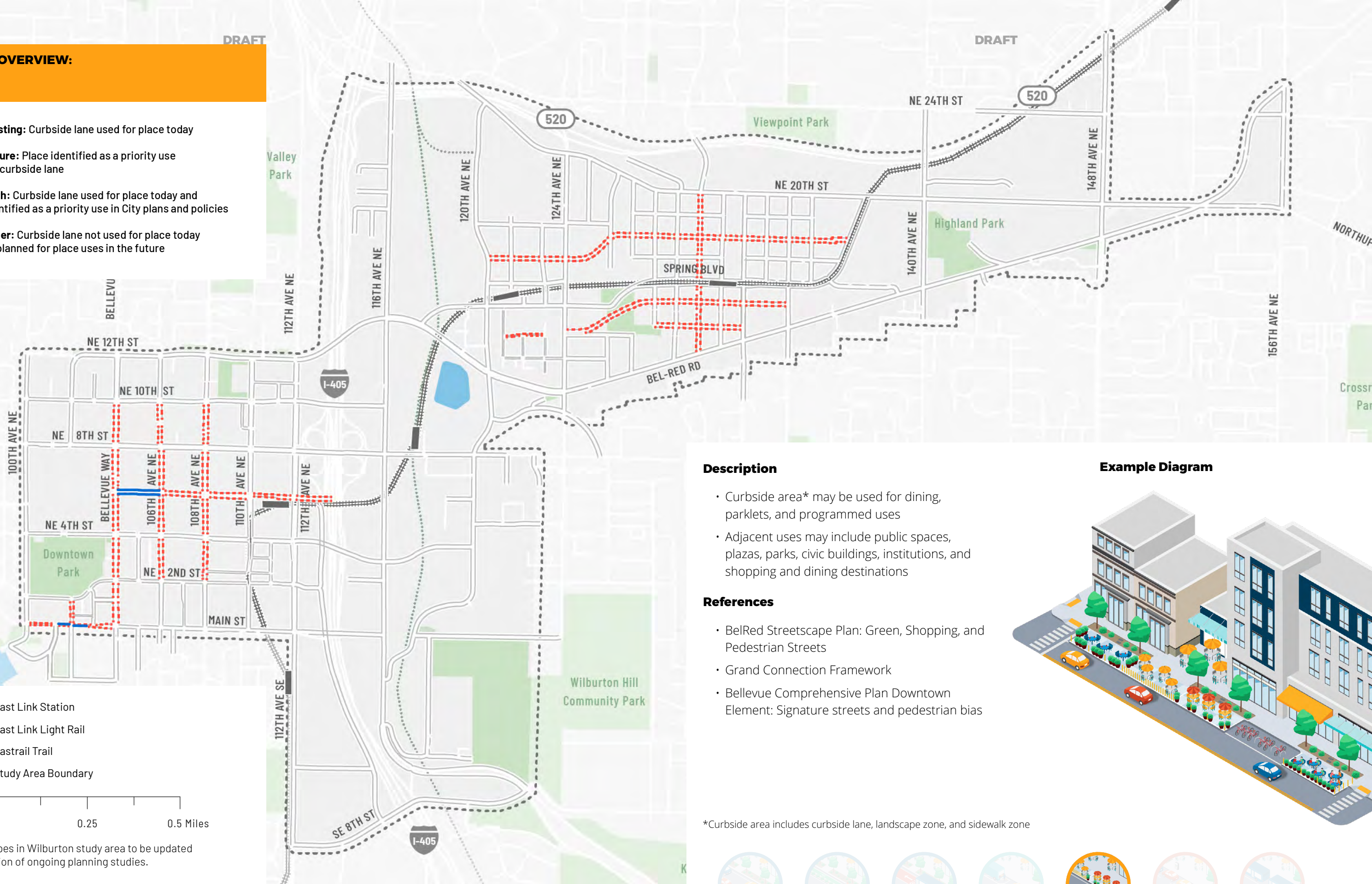
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**CURB TYPE OVERVIEW:**

**PLACE**

- Existing:** Curbside lane used for place today
- Future:** Place identified as a priority use for curbside lane
- Both:** Curbside lane used for place today and identified as a priority use in City plans and policies
- Other:** Curbside lane not used for place today or planned for place uses in the future



**Description**

- Curbside area\* may be used for dining, parklets, and programmed uses
- Adjacent uses may include public spaces, plazas, parks, civic buildings, institutions, and shopping and dining destinations

**References**

- BelRed Streetscape Plan: Green, Shopping, and Pedestrian Streets
- Grand Connection Framework
- Bellevue Comprehensive Plan Downtown Element: Signature streets and pedestrian bias

\*Curbside area includes curbside lane, landscape zone, and sidewalk zone

**Example Diagram**



Movement (Auto)



Movement (Bicycle)



Movement (Transit)



Access



Place



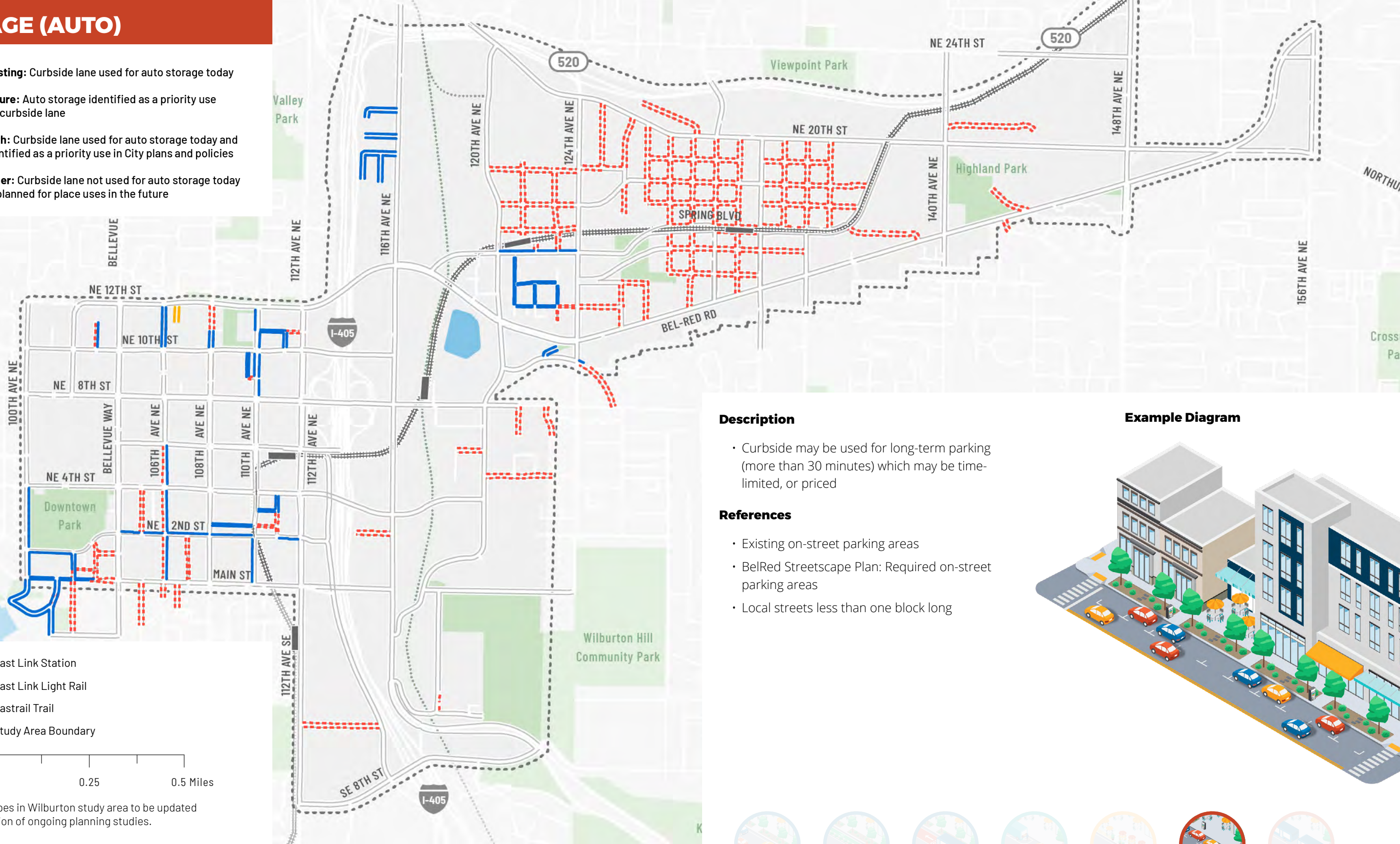
Storage (Auto)



Storage (Transit)

# CURB TYPE: STORAGE (AUTO)

- Existing:** Curbside lane used for auto storage today
- Future:** Auto storage identified as a priority use for curbside lane
- Both:** Curbside lane used for auto storage today and identified as a priority use in City plans and policies
- Other:** Curbside lane not used for auto storage today or planned for place uses in the future



### Description

- Curbside may be used for long-term parking (more than 30 minutes) which may be time-limited, or priced

### References

- Existing on-street parking areas
- BelRed Streetscape Plan: Required on-street parking areas
- Local streets less than one block long

### Example Diagram



Movement (Auto)



Movement (Bicycle)



Movement (Transit)



Access



Place



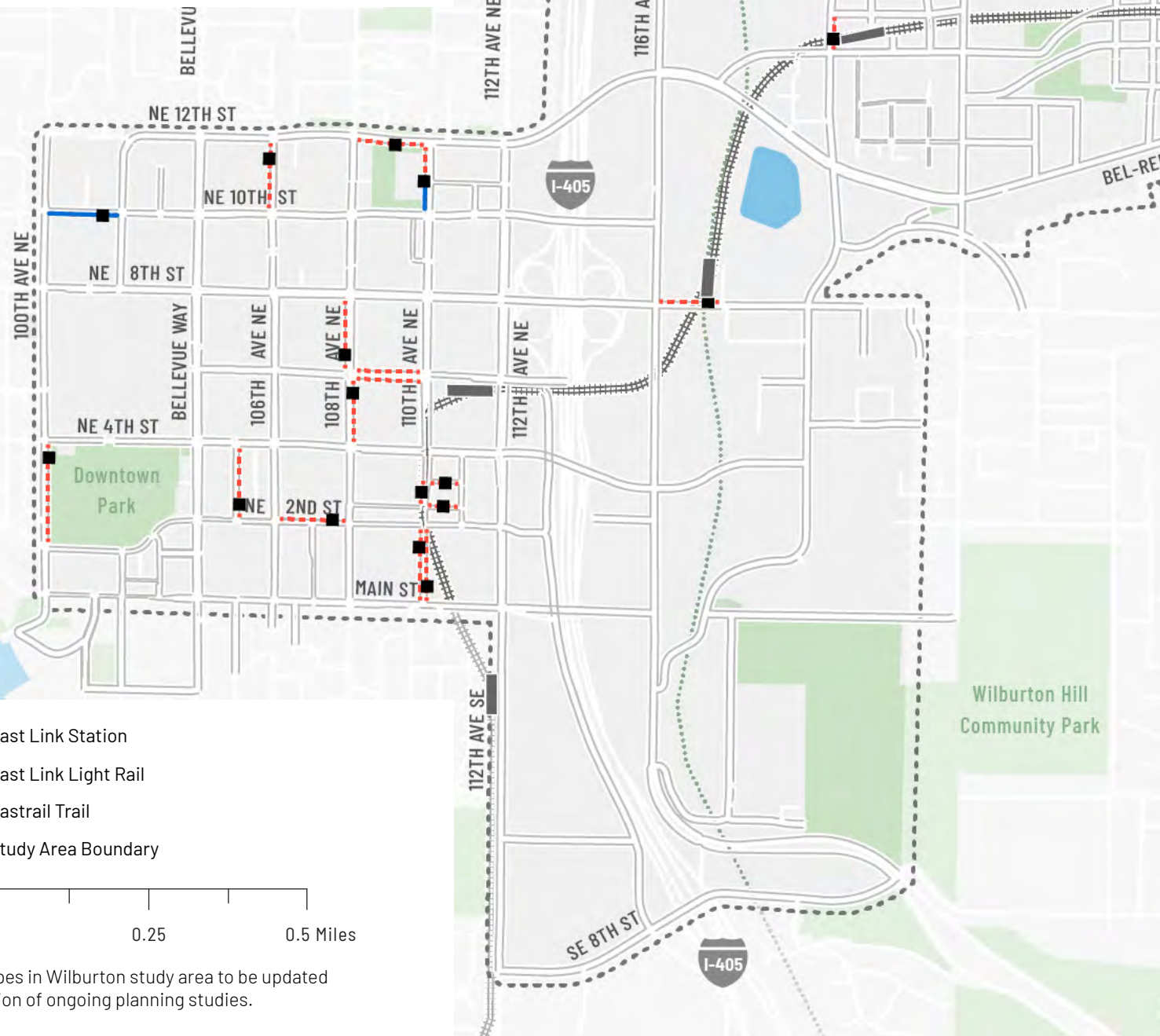
Storage (Auto)



Storage (Transit)

# CURB TYPE: STORAGE (TRANSIT)

- Existing:** Curbside lane used for transit storage today
- Future:** Transit storage identified as a priority use for curbside lane
- Both:** Curbside lane used for transit storage today and identified as a priority use in City plans and policies
- Other:** Curbside lane not used for transit storage today or planned for transit storage uses in the future
- Preferred layover location



### Description

- Curbside lane may include dedicated space for transit vehicle layover
- May be located near amenities for transit operators such as seating, restrooms, or a break area

### References

- King County Metro Transit Layover Study
- Proximity to East Link Light Rail stations

### Example Diagram



Movement (Auto)



Movement (Bicycle)



Movement (Transit)



Access



Place



Storage (Auto)



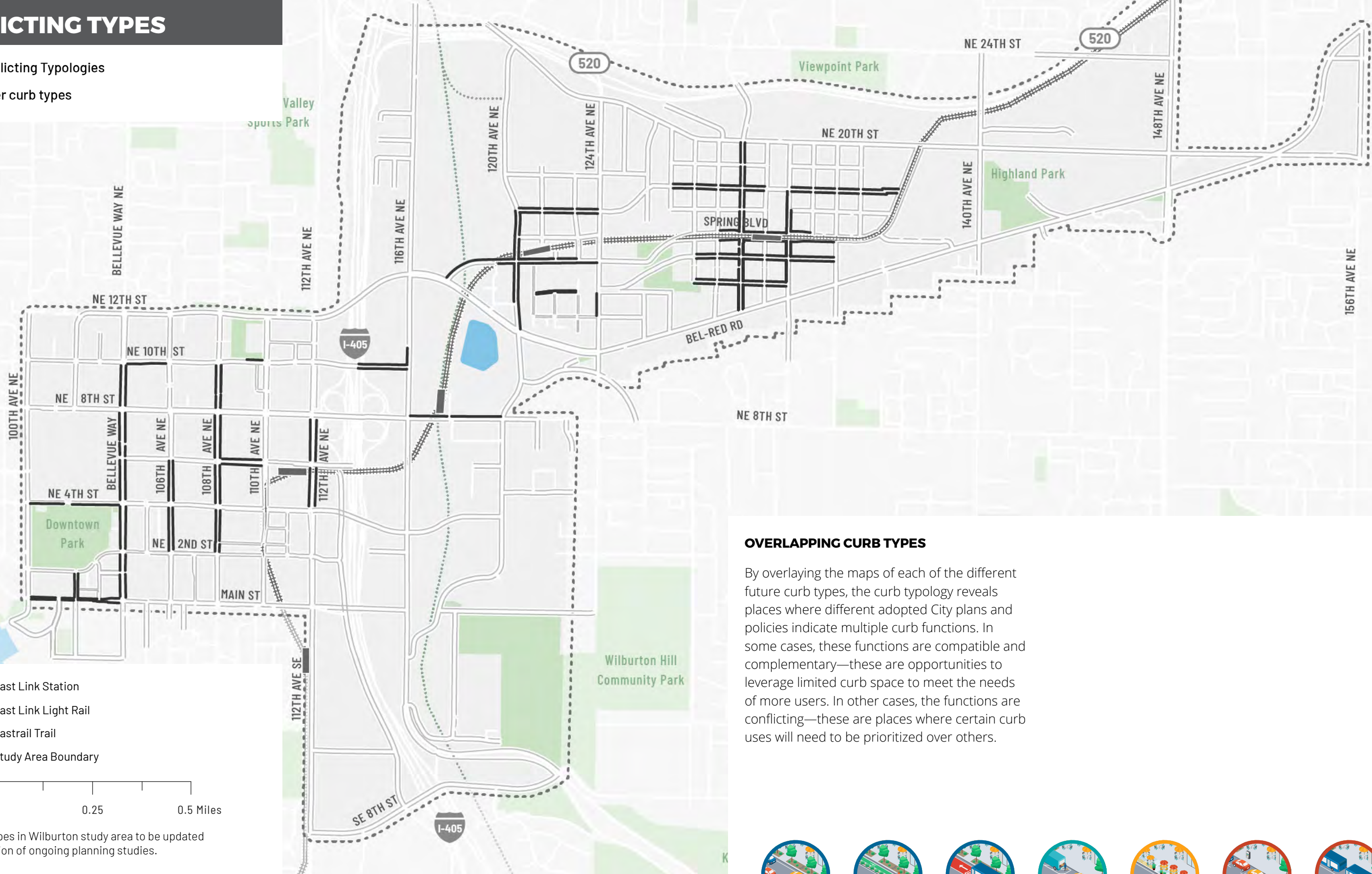
Storage (Transit)

# CONFLICTING TYPES

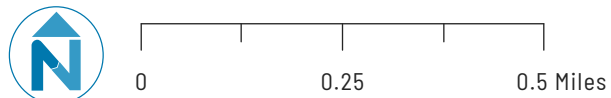
- Conflicting Typologies
- Other curb types

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- East Link Station
- East Link Light Rail
- Eastrail Trail
- Study Area Boundary



**Note:** Curb types in Wilburton study area to be updated after completion of ongoing planning studies.

## OVERLAPPING CURB TYPES

By overlaying the maps of each of the different future curb types, the curb typology reveals places where different adopted City plans and policies indicate multiple curb functions. In some cases, these functions are compatible and complementary—these are opportunities to leverage limited curb space to meet the needs of more users. In other cases, the functions are conflicting—these are places where certain curb uses will need to be prioritized over others.



Movement (Auto)



Movement (Bicycle)



Movement (Transit)



Access



Place



Storage (Auto)



Storage (Transit)