



# **Downtown** Transportation Plan Update

A photograph of a modern downtown street scene in Bellevue, Washington. The image shows several multi-story buildings with glass facades and brick accents. A street sign for "NE 10th St" is visible. The scene is captured from a low angle, looking up at the buildings.

**DOWNTOWN BELLEVUE  
ON-STREET/CURBSIDE PARKING  
JUNE 13, 2013**

## MEETING OBJECTIVE

- Review criteria for Transportation Commission consideration to be used to evaluate potential locations for new on-street parking
- Consultant will conduct field inventory and analysis of potential on-street parking opportunities using Commission-approved criteria
- Review considerations for implementing metered on-street parking

## OUTLINE

- Downtown on-street parking overview
- DTP Planning Principles (adopted Feb. 2012)
- Downtown Subarea Plan (2004) support to increase on-street parking Downtown
- Downtown on-street parking inventory
- Public input/comments through DTP and DLI outreach
- Best practices for on-street parking in Downtown urban centers
- Discuss and refine evaluation criteria for evaluating candidate locations for additional on-street parking
- Discuss implementing metered parking
- Next steps

# Downtown On-Street Parking Overview

**What:** Use of curbside space for **short-term** vehicle parking.

**Where:** Where adjacent land use and/or urban design intent are supported and enhanced by the presence of stationary vehicles and the passengers they deliver to businesses and residents.

**When:** Time-limited parking all day-every day, or during select times of day and days of week

**Why:** To enable customers and visitors to arrive by car and park close to – and in view of - commercial uses and residences

**How:** City designates use of public curbside space by ordinance, marks space with signage and striping, and actively manages the space, including metering and enforcement

# Downtown On Street Parking - Theory

## Parking Triangle



# Downtown Transportation Plan Update

## Planning Principles

*Approved by Bellevue City Council, February 6, 2012*

### **1. Plan for multiple modes of travel within and to and from Downtown Bellevue**

*Develop an innovative multimodal transportation strategy for Downtown Bellevue .... The recommended strategy should consider and incorporate the emerging and anticipated mobility needs of motorists, pedestrians, bicyclists, transit riders, taxi patrons and carpool/vanpool riders, and support the transport, **parking and loading needs of employers, residents and businesses.***

# Downtown Subarea Plan

Policies support the use of Downtown streets for on-street parking and provide direction for reviewing the supply and management of the on-street parking resource.

- **Policy S-DT-61.** *Examine additional opportunities for on-street parking in the district. (Northwest Village)*
- **Policy S-DT-71.** *Examine additional opportunities for on-street parking in the district. (Ashwood)*
- **Policy S-DT-153.** *Permit short-term on-street parking on Downtown streets if such action does not create significant traffic problems.*
- **Policy S-DT-154.** *Initiate a public/private comprehensive examination of short-term parking problems Downtown, and develop a work plan to implement solutions.*
- **Policy S-DT-155.** *Utilize quantitative measures to analyze the short-term parking supply for neighborhood-scale retail and services, and implement parking management strategies or increase the parking supply as appropriate, and as resources allow.*

# On-Street Parking Inventory: 300+/- Spaces



City of Bellevue  
GIS Services

## On-Street Parking

Downtown Transportation Plan Update

### Legend

#### Parking Type

- 2 Hr Parking Tam - 6pm  
Except Sundays & Holidays
- Metro Layover Only
- No Parking Tam - 6pm  
Except Sundays & Holidays
- No Parking Tam - 6pm  
Except Sat, Sun, & Holidays



640  
Feet

Source:  
City of Bellevue



The City of Bellevue does not guarantee that the information on this map is accurate or complete. This data is provided on an "as is" basis and disclaims all warranties.

Coordinate System: State Plane, Washington State Zone  
NAD83 10SR12007 (Bellevue)

# Community Comments Summary

## Downtown Transportation Plan and Downtown Livability Initiative

### Comments favoring

- Need more on-street parking to support retail and resident visitors
- Driving between proprietary parking lots creates traffic – walk-offs (not moving cars) results in citations
- On-street parking is a great buffer between pedestrians and moving vehicles
- Charge for on-street parking – use revenue for community projects
- Public health benefits of walking

### Comments opposing

- On-street parking is not a good use of public right-of-way
- Not a good buffer for pedestrians
- On-street parking does not support retail

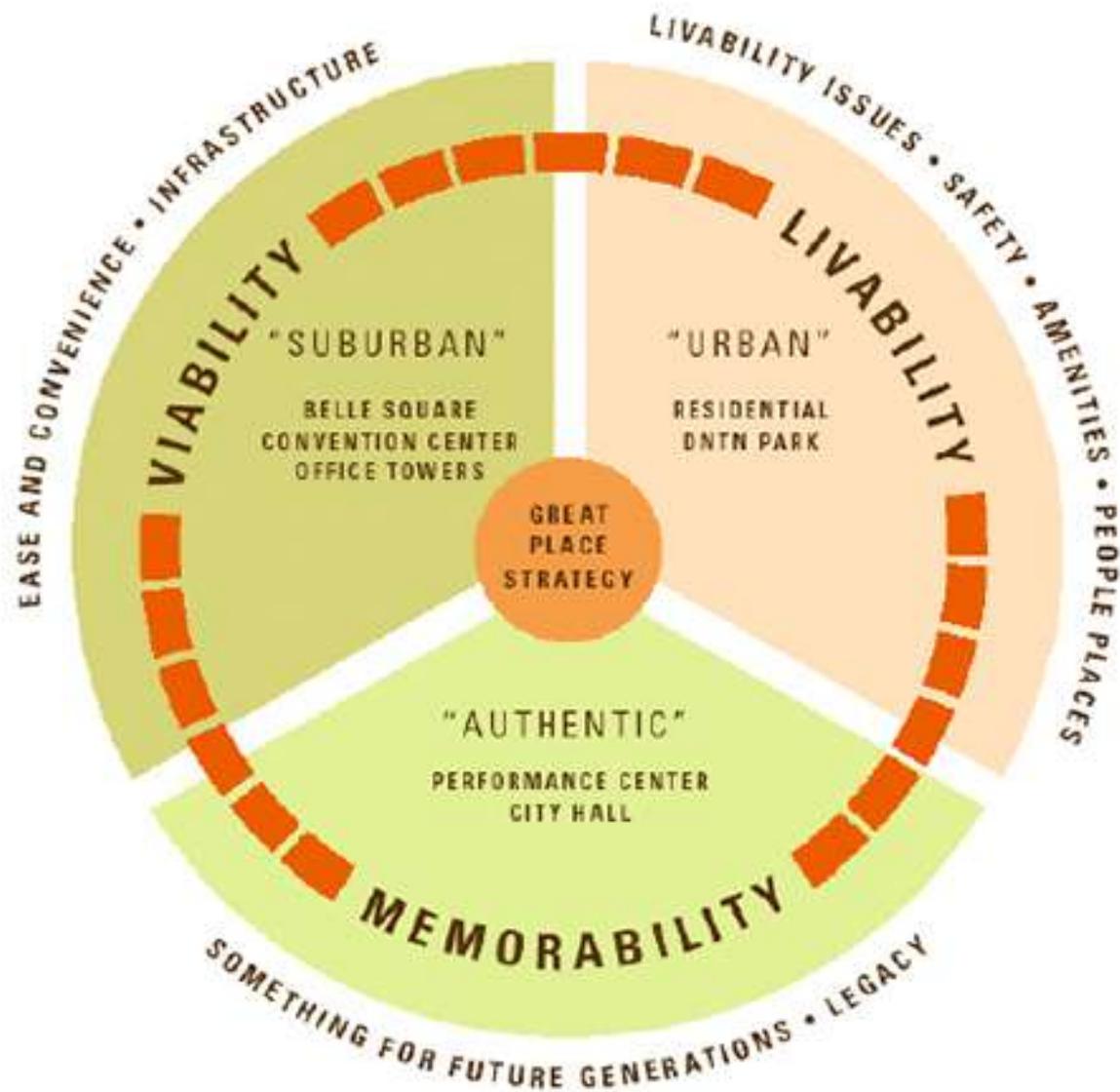
# On-Street Parking: Best Practices

- Employ district based parking policies to encourage balanced transportation systems
- Set coordinated policy for public on-street and off-street parking (Downtown Bellevue: 300 on-street spaces /42,274 off-street spaces)
- Manage parking demand through pricing, shared parking and reduced off-street requirements
- Employ metering, variable pricing, time limits and use restrictions to encourage short-term use
- Use meter revenues to manage parking program and to support streetscape and other downtown transportation improvements/programs
- Use technology to inform, communicate and manage the parking resource
- Flexible management of curb space as needed to support parking, bus zones, loading/taxi zones and through traffic
- Install bicycle parking to supplement vehicle parking and support retail and visitor parking - freestanding bicycle racks and/or corrals
- Recognize the high cost of “free” parking

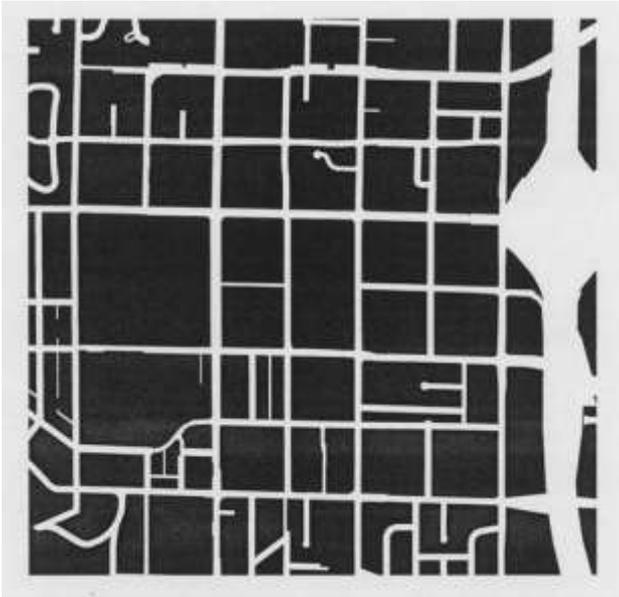


# On-Street Parking: Contributes to ....

## ..Downtown Bellevue Great Place Strategy



# “Super-Blocks” Street Pattern



## Downtown Bellevue, WA

- 600-foot blocks (21% of land for right-of-way)
- Legacy of agricultural heritage from early 1900s and suburban development pattern from mid-century (1900s)
- Access challenges for all modes
- **Limited opportunity for on-street parking (300 parking spaces)**



## Downtown Portland, OR

- 250-foot blocks (42% of land for right-of-way)
- Legacy from mid-century (1800s)
- Abundant access
- **Lots of opportunities for on-street parking (7,800 parking spaces)**

# On-Street Parking: Location Criteria

Evaluate the potential for additional on-street parking along each street and across each block face

- **Objective Criteria: Codes, Policies and Metrics**
  - Land Use Code for Downtown Bellevue
  - Comprehensive Plan – Downtown Subarea Plan
  - Traffic volume and level of service
  - Engineering Standards
- **Subjective Criteria**
  - Downtown Livability
  - Downtown Economy

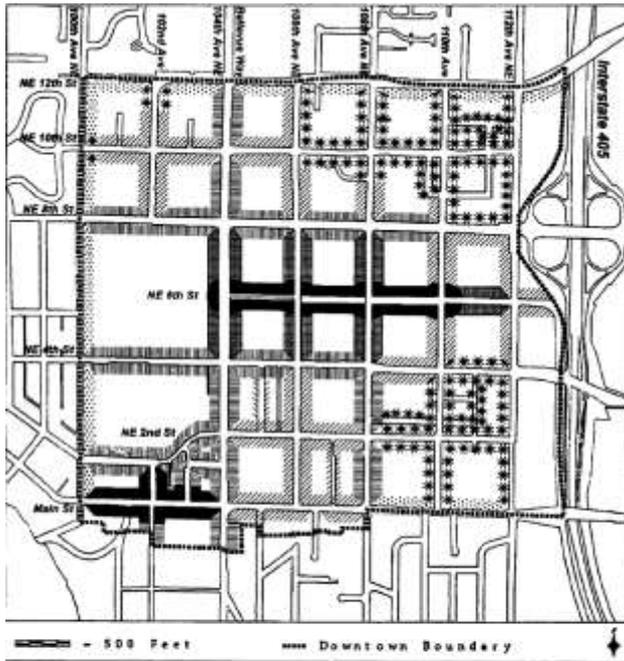
# On-Street Parking: Location Criteria

## Objective Criteria: Codes, Policies and Metrics

- **Building/Sidewalk Relationships - Right-of-Way Designations**

“A” - Highest orientation to pedestrians (Old Bellevue)

“E” - Low orientation to pedestrians (west side of Bellevue Square)



Right-of-Way Designations

- A
- B
- C
- D
- D/F
- E

Note: In the Downtown-Old Bellevue District, the "A" right-of-way designation extends south of Main Street on both sides of 102nd Avenue SE for a distance of 100 feet and extends north of Main Street on both sides of 103rd Avenue NE for a distance of 100 feet.



# On-Street Parking: Location Criteria

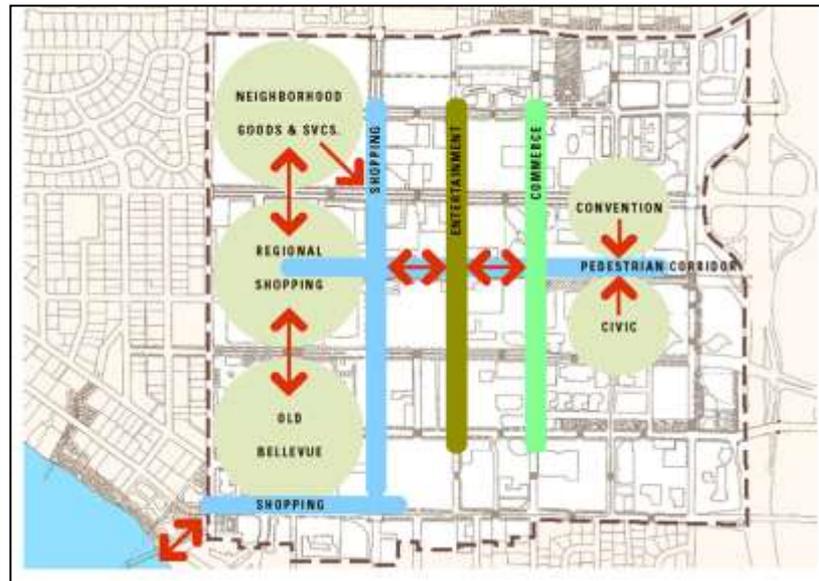
## Objective Criteria

- Downtown Subarea Plan

## Hierarchy of Streets



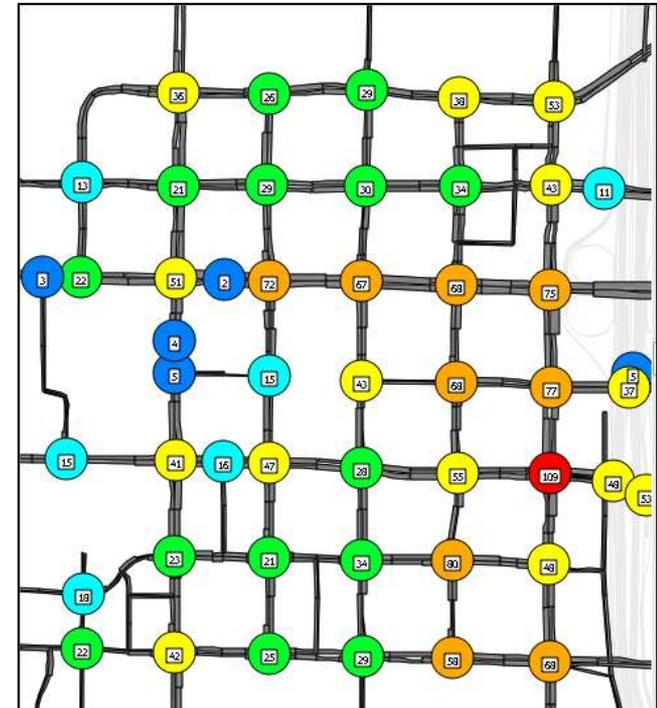
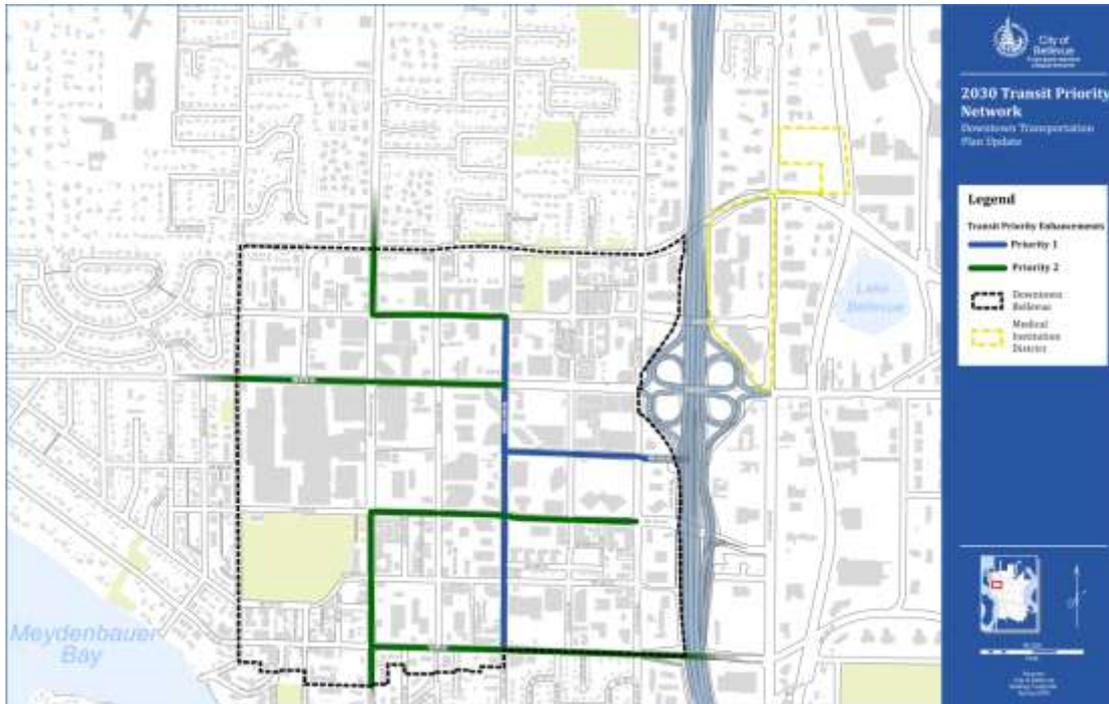
## Signature Streets



# On-Street Parking: Location Criteria

## Objective Criteria

- **Traffic Volume and LOS (existing and projected)**
  - Daily/peak hour traffic volume
  - Volume/Capacity ratio on street segments
  - Intersection vehicle delay level of service
- **Transit stops/stations/layover/bus volume**



# On-Street Parking: Location Criteria

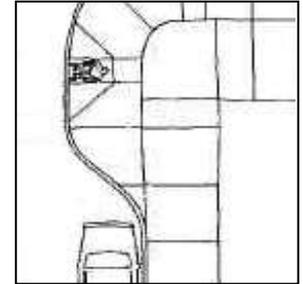
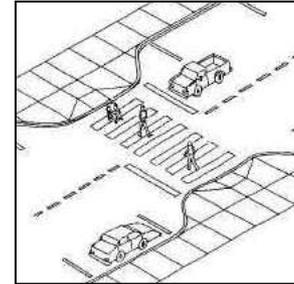
## Objective Criteria

- **Engineering Standards/Specifications**

- Line of sight
- Traffic control devices
- Fire hydrants
- Parking space dimensions
- ADA

- **Other Objective Criteria**

- Downtown superblocks
- Bicycle facilities
- Quantity of parking
- Others from the Commission?



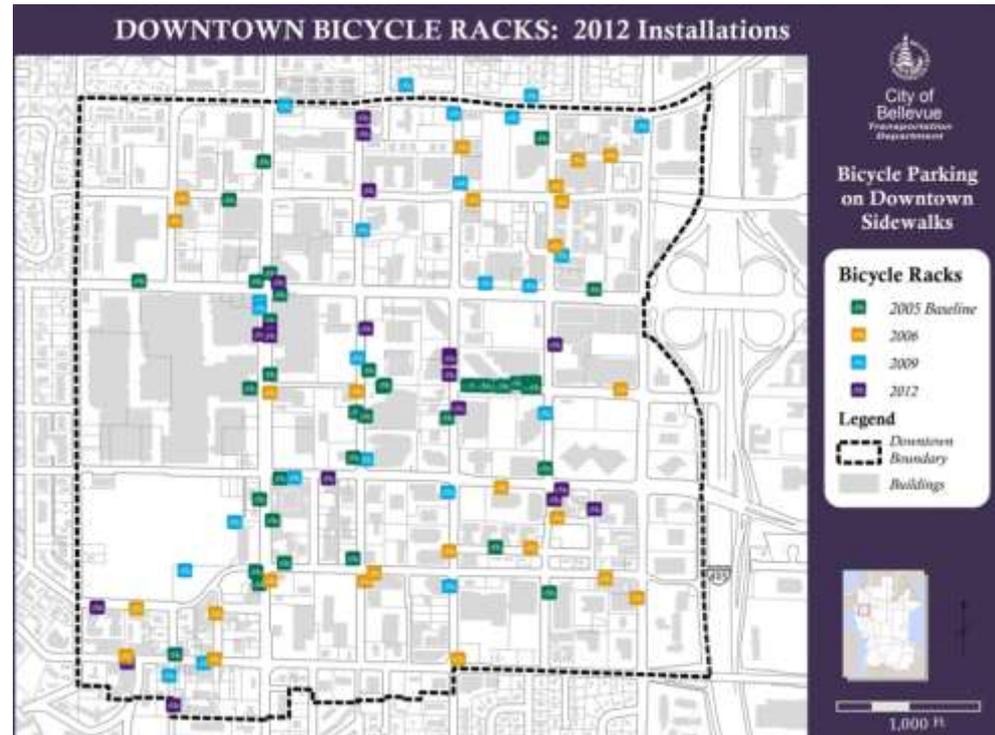
# On-Street Parking: Location Criteria

## Subjective Criteria: Downtown Livability and Economy

- Calm traffic to foster livability
- Improve pedestrian environment
- Support existing street-level retail uses and nearby residential
- Sense of predictability and convenience
- Examine relationship to bicycle parking locations
- Consider value of parking vs bicycle facilities
- Competing uses for curbside space
- Others from the Commission???



*Bike racks on sidewalks facilitate cycling in Bellevue by providing convenient parking for quick access to businesses.*



# On-Street Parking: Pay to Park

- What to consider
- What to charge
- How to pay
- Where the money would go



# On-Street Parking: Pay to Park

## Considerations

- Compelling retail and other uses drives demand for parking
- People travel downtown for the experience of shopping, dining, seeing friends, or simply to enjoy the excitement and ambiance of the destination
- If the downtown *experience* is valuable, people will pay to park there if they drive
- “Free” parking isn’t free:
  - Costs \$35K - \$70K to build a garage space
  - City pays \$94K per year for parking management and enforcement
- Meter revenue can pay for parking management and community investments
- On-street parking is a finite resource that has value



Pasadena Parking Revenue



# On-Street Parking: Pay to Park

## Key questions

- Can customers and visitors find parking within easy walking distance of their destination – visibility is important too?
- What parking turnover rate is intended – 85% occupancy is considered optimal
- Do businesses benefit from foot traffic and resulting sales because parking turns over at an effective rate? Conversely, do businesses suffer from parking issues that can be solved by additional on-street parking, or faster parking turnover?
- Is there competition between employees and visitors for use of off-street spaces?
- Is there a need or desire to expand parking supply and/or transportation options to increase capacity for access?



# On-Street Parking: Pay to Park

## Value of an On-Street Parking Space

### Case Study: Bend, OR

- Bend developed the model below in an exercise with a representative workgroup of downtown business owners.
- The model was informed by available data on parking turnover in their downtown and average per-customer retail sales.
- Though not “scientific” the exercise was extremely influential in raising awareness within the street level business community of the value of an on-street parking stall in their downtown.

Table 1: Turnover and Stall Value

Average daily turnover per occupied stall	Average retail sale per customer transaction	Daily potential retail sales per occupied stall	Number of shopping days per year	Annual potential retail sales per occupied stall
7.7	\$20	\$154	303	\$46,662

# Sample Metered Parking Rates

City	Hourly Rate	Hourly Rate	Hourly Rate
	1 – 2 Hours (short term - primary visitor)	3 – 6 Hours (mid-range stay)	6+ Hours (Long term stay)
Austin, TX	\$1.00	\$1.00	\$1.00
Bellingham, WA	\$0.75	N/A	N/A
Berkeley, CA	\$1.50	N/A	N/A
Boise, ID	\$1.00	\$1.00	\$1.00
Boston, MA	\$1.25	N/A	N/A
Charlotte, NC	\$1.00	N/A	N/A
Cincinnati, OH	\$1.00	\$1.00	\$1.00
Dallas, TX	\$0.75 - \$1.25	\$0.75 - \$1.25	\$0.75 - \$1.25
Denver, CO	\$1.00	N/A	N/A
Eugene, OR	\$0.75 - \$1.50	\$0.75	\$0.75 - \$1.20
Hartford, CT	\$1.00 - \$1.25	N/A	N/A
Honolulu, HI	\$0.75 - \$1.00	\$0.75 - \$1.00	\$0.75 - \$1.00
Hood River, OR	\$0.75	\$0.75	\$0.75
Houston, TX	\$1.50	N/A	N/A
Memphis, TN	\$1.00	N/A	N/A
Minneapolis, MN	\$2.00/hr	\$2.00	\$2.00
Olympia, WA	\$1.00	\$0.60	\$0.50
Pasadena, CA	\$1.00	\$1.00	\$1.00
Phili, PA	\$2.00	N/A	N/A
Phoenix, AZ	\$1.50	N/A	N/A
Sacramento, CA	\$1.50	\$1.50	\$1.50
Salt Lake City, UT	\$1.50	N/A	N/A
San Diego, CA	\$1.25	\$1.25	\$1.25
San Francisco, CA	\$2.00 - \$3.50	\$1.75 - \$3.25	N/A
San Jose, CA	\$1.00	N/A	N/A
Seattle, WA	\$2.50-\$4.00	\$2.50-\$4.00	\$2.50-\$4.00
Spokane, WA	\$0.50 - \$1.20	\$0.50	\$0.25
Tacoma, WA	\$0.75	N/A	N/A
Vancouver, WA	\$0.50	\$0.50	\$0..50
<b>National Average - Per Colliers International</b>	<b>\$1.67</b>		

- \$1.67 - National average for on-street hourly parking.
- Metered systems in Bellingham, Olympia, Seattle, Spokane, Tacoma and Vancouver.
- Hourly parking charges in Washington cities range from \$0.50 in Spokane to \$4.00 in some Seattle neighborhoods

## NEXT STEPS – ON STREET PARKING

- Initiate consultant inventory and evaluation of on-street parking potential using criteria endorsed by Commission
- Develop recommendations for additional on-street parking opportunities (Summer 2013)
  - Technical memo and map of each block face
- Prepare implementation strategy
  - Incorporate engineering standards – actual spaces identified
  - Metering
- Review other curbside uses with Commission – July 11
- Integrate policy for Downtown Transportation Plan/Downtown Livability Initiative - mid-2014

# Other Curbside Uses – July 11

## Loading Zones



## Passenger Pick-Up/Drop-Off



## Taxi Stands



## Other Curbside Uses





# **Downtown** Transportation Plan Update

**Thank You!**

<http://www.bellevuewa.gov/downtown-transportation-plan-update.htm>