

City of

Bellevue



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DATE: August 1, 2013
TO: Bellevue Transportation Commission
FROM: Kevin McDonald, AICP, Senior Transportation Planner, 452-4558
kmcdonald@bellevuewa.gov
SUBJECT: Downtown Transportation Plan Update: On-street Parking
<http://www.bellevuewa.gov/downtown-transportation-plan-update.htm>

INTRODUCTION

The update to the Downtown Transportation Plan will address mobility issues and challenges and support Downtown growth and urban livability looking out to 2030.

On August 8, 2013, staff will review recommendations from our parking consultant, Rick Williams, on the potential to increase the supply of on-street parking in Downtown Bellevue.

On-Street Parking Objective

On-street parking supports and provides access to nearby commercial establishments and residences. The scope of Rick William's work was to use specific objective and subjective criteria to assess the potential to increase the on-street parking supply.

Evaluation Criteria

The Transportation Commission developed a list of criteria that the consultant used to "score" candidate block faces for potential opportunities to add parking. These criteria are organized in three categories as follows and the resulting scoring matrix is included as Attachment 1a-b.

Planning Criteria

- Land Use Code - Building/Sidewalk Relationship Right-of-Way Designations. This looks at the relationship of the building to the sidewalk through land uses and design elements intended to create a pedestrian oriented environment in downtown Bellevue. There is a five category scale, A through E, for expressing the quality of the pedestrian experience, "A" being the most pedestrian oriented and "E" being the least pedestrian oriented.
- Downtown Subarea Plan. This plan identifies if the street/corridor has a pedestrian bias, automobile bias or is neutral.

Transportation Operations

- Roadway Segment PM Peak Volume/Capacity Ratio (existing-2010 and projected-2030). This criterion scores each roadway segment based on a ratio of the PM peak hour traffic

volume compared to roadway capacity. The scoring range was broken into five categories indicating the traffic congestion at the p.m. peak. Note that the level of service analysis was based only on PM Peak hour data as mid-day LOS was not available.

- Intersection Level of Service (existing and projected). This criterion measures the vehicle delay for each intersection at the evening peak hour. The greater the average delay, the lower the level of service. Level of service has a six category scale, ranging from LOS A with no noticeable time delay to LOS F with significant time delays. Note that the level of service analysis was based only on PM Peak hour data as mid-day LOS was not available.
- PM Peak Bus Volume (existing and projected). This criterion classifies major roadway segments based on the volume of transit vehicles (buses) during the evening peak hour.

Existing Conditions/Engineering Standards

Existing conditions/engineering standards evaluations resulted from direct on-site field work that looked at street operations, lane widths, adjacent land uses, curb cuts, fire hydrants, driveway ingress and egress, etc. These criteria allowed the consulting team to physically observe and record unique factors at the block face level over the course of a typical day in downtown Bellevue. Individual observations of a block face were considered as a whole to make a final determination as to whether or not a specific block would be a good candidate for on street parking.

Evaluation Results

Using the criteria, the consultant scored individual block faces and categorized them for their opportunity potential for additional on-street parking: High Opportunity, Moderate Opportunity, or Low Opportunity.

- *High Opportunity* block faces score well in all/most categories and should be easy to implement. These locations would have little to no impact on existing road operations.
- *Moderate Opportunity* locations to accommodate parking would involve eliminating a travel lane to use for off-peak, on-street parking. These measures may result in a lower off-peak level of service at some intersections and increase traffic congestion due to parking maneuvers.
- *Low Opportunity* candidates are streets unlikely to support any on-street parking.

High Opportunity sites are expected to yield approximately new 73 stalls, while the medium opportunity sights could yield between 65 and 125 parking stalls, depending on how aggressively the City chooses to pursue these opportunities. To achieve the 73 “High Opportunity” spaces would involve restriping and signing in locations that are currently striped and signed to prohibit parking. Reconsideration of curb space for parking may allow parking closer to driveways or corners, but no closer than appropriate to meet sight distance standards.

Staff Recommendation for On-Street Parking

Amend the Downtown Subarea Plan to provide policy direction to pursue additional on-street parking at “high-opportunity” locations, provided these meet with current engineering standards. Analyze “medium-opportunity” locations on a case-by-case basis to determine the value of these potential added off-peak on-street parking spaces.

Pay for Parking Program

As part of the City’s 2010 Budget One process, staff researched the possibility of converting the time-restricted on-street parking in Downtown Bellevue to pay parking. The Commission’s June 13 agenda memo included some excerpts from a report documenting the pay for parking budget proposal which is included in its entirety in Attachment 2. The pay for parking program envisioned would include 55 electronic pay stations that would charge \$1.50 per hour from 7 a.m. to 6 p.m. Monday – Friday. Revenue generated would be approximately \$1 million annually. After the start-up costs were covered in about year 3 of the program, revenues beyond those required for enforcement and maintenance would be invested in Downtown streetscape improvements. Ultimately the budget proposal was not approved, but through the Downtown Transportation Plan and the Downtown Livability Initiative, the concept has been revived and the Commission is asked to consider a policy to support a pay for on-street parking program in Downtown Bellevue.

Staff Recommendation for Pay for Parking Program

Amend the Downtown Subarea Plan to provide policy direction to develop and implement a pay for parking program, governed by a set of program principles. Use the revenue generated from the program to pay for the management and enforcement of the program and for Downtown streetscape improvements.

NEXT STEPS

On September 12, staff will provide a final review of preliminary recommendations in preparation for the City Council study session on September 23.

ATTACHMENTS

1. On-Street Parking Tech Memo and Evaluation Spreadsheets, by Rick Williams, Consulting
 - a. Tech Memo
 - b. 2010 Baseline Conditions
 - c. 2030 Future Conditions
2. Paid Parking Program memo and technical budget appendix, by Hillary Stibbard, Bellevue Transportation Department



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MEMORANDUM

TO: Kevin McDonald, City of Bellevue
FROM: Rick Williams, RWC
Owen Ronchelli, RWC
DATE: July 12, 2013

RE: Technical Memorandum: Downtown Bellevue On-Street Parking Opportunity Assessment

I. BACKGROUND

Rick Williams Consulting (RWC) was retained by the City of Bellevue to assess the on-street parking supply and make suggestions where additional stalls could be added to the system. On-street parking is a finite resource that provides proximate, high-turnover, parking opportunities to customers and visitors of the downtown. The on-street parking system is there to support and provide access to nearby commercial establishments and residences. These curbside stalls can also have secondary benefits; such as buffering the sidewalks from fast moving traffic and calming traffic speeds. Unlike most downtowns, Bellevue has very little on-street parking, largely due to the unique “superblock” configuration and limited public right-of-way. In most cases the space between sidewalks is reserved for vehicle travel lanes. Current design of the street system is carefully engineered and managed to move traffic through the downtown.

II. CRITERIA FOR DETERMINING DOWNTOWN ON-STREET PARKING OPPORTUNITIES

To make a compelling argument to add on-street parking to the roadway system, both quantitative and qualitative criteria were used. The Transportation Commission developed a list of criteria for the project. The on-street parking assessment used these criteria to “score” candidate block faces for potential opportunities to add parking.

The criteria were separated into three categories. The first set of criteria use planning based designations, the second set are transportation operations, and the final criteria is an existing conditions assessment (i.e., direct field observations). The criteria are outlined in greater detail below.

A. Planning Criteria

- Building/Sidewalk Relationship Right-of-Way Designations – this looks at the relationship of the building to the sidewalk through land uses and design elements intended to create a pedestrian oriented environment in downtown Bellevue. There is a five category scale, A through E, for expressing the quality of the pedestrian experience, “A” being the most pedestrian oriented and “E” being the least pedestrian oriented.
- Downtown Subarea Plan –This plan identifies if the street/corridor has a pedestrian bias, automobile bias or is neutral.
- Downtown Subarea Plan – Signature Streets or “Shopping Streets”. These criteria identified major north/south corridors in the downtown as an “Entertainment Avenue” and “Commerce Avenue.”

B. Transportation Operations

- PM Peak Volume/Capacity Ratio (Existing) – this criterion scores each roadway segment in the downtown based on a ratio of the evening peak hour traffic volume compared to roadway capacity. Using the legend provided, the scoring range was broken into five categories indicating the traffic congestion at the p.m. peak. The data provided in this example was from 2010.
- PM Peak Volume/Capacity Ratio (Projected) – as with the V/C ratio above, this criterion denotes the *projected* traffic congestion at the p.m. peak using traffic modeling software. Using a corresponding legend, the scoring range was broken into five categories showing the scale of projected traffic congestion in the year 2030.
- Level of Service (Existing) – this criterion measures the vehicle delay for each intersection in the downtown at the evening peak hour. The greater the average delay, the lower the level of service. Level of service has a six category scale, ranging from LOS A with no noticeable time delay to LOS F with significant time delays.
- Level of Service (Projected) – this criterion measures the vehicle delay for each intersection in the downtown at the evening peak hour projected out to the year 2030 using traffic modeling software.
- PM Peak Bus Volume (Existing) - this criterion classifies major roadway segments in the downtown based on the volume of transit vehicles (buses) during the evening peak hour. These “Transit Enhancement Corridors” may not be ideal for on-street parking because the curb lane may be prioritized for transit. The data provided was from 2010.
- PM Peak Bus Volume (Proposed) – transit corridor classifications have been updated to reflect anticipated bus traffic volumes for the year 2030.

C. Existing Conditions Criteria

Existing conditions resulted from direct on-site field work that looked at street operations, lane widths, adjacent land uses, curb cuts, fire hydrants, driveway ingress and egress, etc. These criteria allowed the consulting team to physically observe and record unique factors at the block face level over the course of a typical day in downtown Bellevue. Individual observations of a block face were considered as a whole to make a final determination as to whether or not a specific block would be a good candidate for on street parking.¹ Accounting for all of the above criteria, individual block faces were then scored in one of three categories in terms of potential on-street parking: High Opportunity, Moderate Opportunity, or Low Opportunity.

- *High Opportunity* block faces are those that score well in all/most categories and should be easy to implement (with appropriate signage and stall striping). These opportunity locations would result in little to no impact on existing road operations.
- *Moderate Opportunity* takes a more aggressive approach to on-street parking in that it pushes the notion of status quo. Changes necessary to add parking at these locations may involve eliminating a travel lane to use for off-peak, on-street parking where customers and visitors can park short-term during the work day and at 4:00 PM the parking would return to being a travel lane. This would require clear signage to all parkers that they risk being towed if they stay beyond the 4 o'clock hour. These measures may result in a lower off-peak level of service at some intersections (e.g., 9 AM – 4 PM) and increase traffic congestion due to parking maneuvers, which should be taken into consideration.
- *Low Opportunity* candidates were seen as streets unlikely to support any on-street parking.

III. SCORING AND QUANTIFYING ALL CRITERIA

One of the challenges of this exercise was how to best incorporate and apply all the data available for each block face into a single, easy to understand format. To help answer this question, the consultant team developed a comprehensive *On-Street Scoring Matrix (Excel)* for each block face in the downtown. Each block face was populated with a score for each of the criteria, if available. In some cases, particularly for smaller streets carrying less vehicle traffic, planning criteria and bus volume information was not available and was therefore omitted. The on-street parking scoring matrix averages the scores that are present and does not penalize a block face for missing information. The *On-Street Scoring Matrix (Excel)* has been provided to the City, but due to its size and complexity is not attached to this memorandum.²

To be fair with the scoring, some weighting measures had to be applied to assure that final scores were equally weighted in all three criteria groups. As described above, there are three categories in the

¹ In some cases, the physical field observations resulted in downgrading what may have scored well under Planning and Transportation Operations criteria due to physical barriers found in the field.

² Copies can be obtained from the City of Bellevue.

Planning Criteria with a total possible score of 15 points, there are six categories in the Transportation Operations with a total possible score of 30 points, and there is only one category in the Existing Conditions with a possible score of 5. Therefore, a weighting was added to each score to raise each criteria group's possible points to 60. Planning categories are a times 2 (2x) and Existing Conditions are a times 6 (6x). This ensures a balanced scoring procedure for each criteria group.

Each criterion was scored on a scale of one to five, with 5 being the highest and most probable for on-street parking and 1 being the lowest or least probable. With the resulting averaged aggregate score, higher scores are considered the best candidates for on-street parking. Scores of 3.85 and higher are considered high opportunity candidates, moderate opportunity candidates scores range from 3.84 to as low as 2.82, and Low Opportunity candidates have scores of 2.82 and below. Some originally scored "moderate opportunity locations" were later downgraded to "low opportunity" after field observations were conducted. Similarly, but to a lesser degree, some "low opportunity locations" were reassessed as potential "moderate opportunities" following observations made in the field.

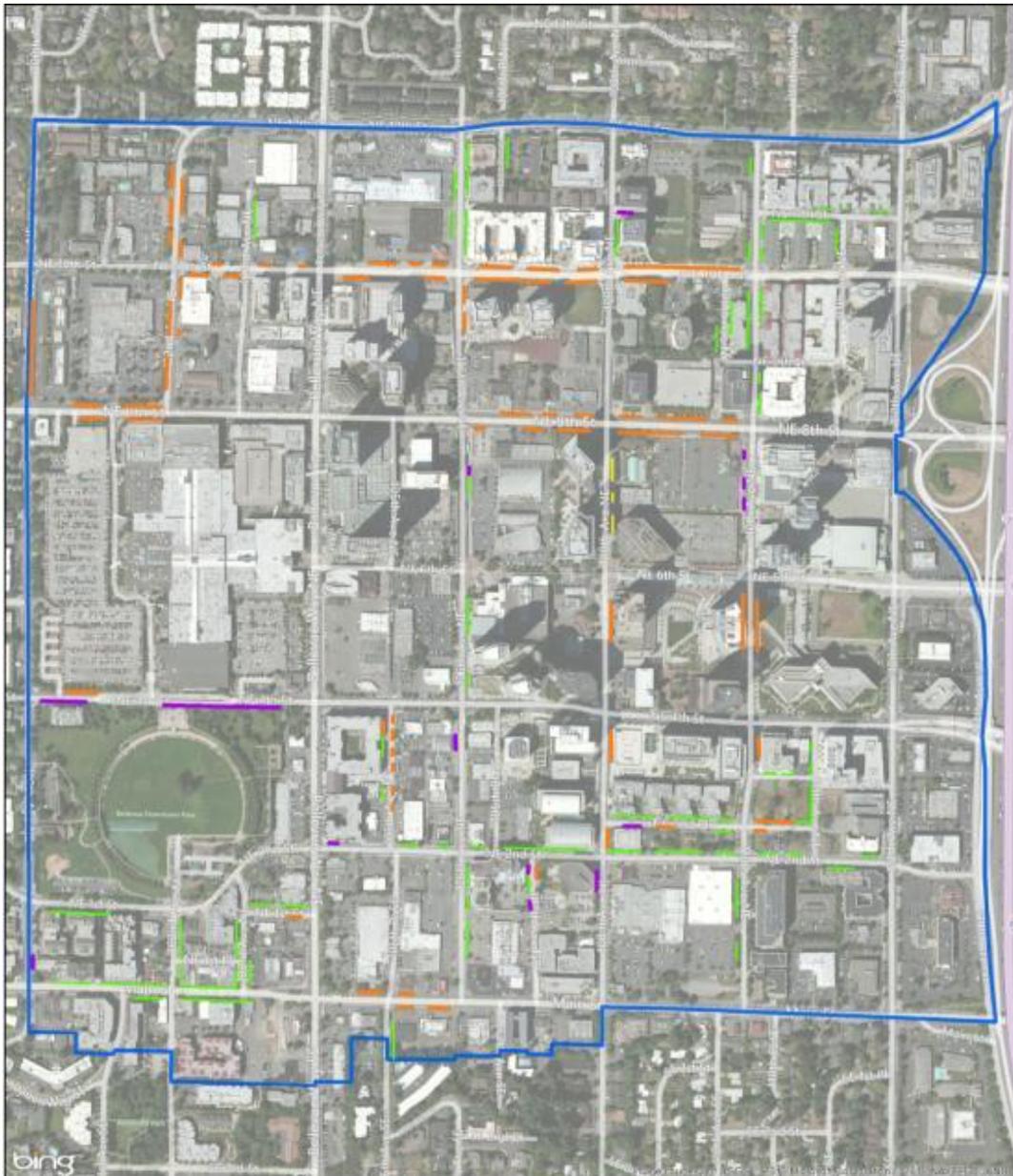
The location of high and moderate opportunity blocks (as well as existing on-street parking) is provided in Figure A below.

IV. SUMMARY

On-street parking can be a tremendous resource to a community in that it serves many functions, by supporting the businesses and residences in downtown by providing short-term, convenient parking. As mentioned earlier Bellevue has many obstacles that make adding on-street parking a challenge. There are two major types of findings from the on-street parking assessment, the High Opportunity locations and the Moderate Opportunity locations. From the field work we estimate the number of High Opportunity locations identified can accommodate approximately new 73 stalls. The Moderate Opportunity locations will require additional examination in the tradeoff between travel lanes and on-street parking, or where parking is added in the off-peak hours, which would require closer management. It is for this reason that RWC did not specifically quantify the total number of Moderate Opportunity stalls, but estimate it is somewhere in the neighborhood of an additional 65 - 125 stalls.

FIGURE A

EXISTING ON-STREET PARKING AND OPPORTUNITY BLOCKS



0 250 500 1,000 Feet

Downtown Bellevue On-Street Parking Assessment

Bellevue, Washington

 Downtown Boundary

On-Street Parking Opportunity

 High

 Moderate

Existing On-Street Parking

 2 Hr Parking 7am - 6pm Except Sundays & Holidays

 No Parking 7am - 6pm Except Sundays & Holidays



**On-Street Parking
Evaluation:
Opportunities in
Downtown Bellevue
Baseline Conditions**

Street Name	Street Segment		Average Opportunity Score	NE 12th Street		NE 11th St		NE 10th St		NE 8th St		Average Opportunity Score
	South	North		South	North	South	North	South	North	South	North	
	102nd - Bellevue Way NE		2.56									
	Bellevue Way - 106th Ave NE		2.56									
	106th - 108th Ave NE		2.56									
	108th - 110th Ave NE		2.44									
	110th - 112th Ave NE		2.44									
	112th Ave - I-405		2.27									
	108th - 110th Ave NE		5.00									
	110th - 112th Ave NE		2.46									
	110th - 111th Ave NE		2.46									
	111th - 112th Ave NE		2.46									
	100th - 102nd Ave NE		2.83									
	100th - 102nd Ave NE		2.83									
	102nd - Bellevue Way NE		3.39									
	102nd - Bellevue Way NE		3.39									
	Bellevue Way - 106th Ave NE		3.28									
	Bellevue Way - 106th Ave NE		3.28									
	106th - 108th Ave NE		3.17									
	106th - 108th Ave NE		3.17									
	108th - 110th Ave NE		3.17									
	108th - 110th Ave NE		3.17									
	110th - 112th Ave NE		2.50									
	110th - 112th Ave NE		2.50									
	100th - 102nd Ave NE		3.33									
	100th - 102nd Ave NE		3.33									
	102nd - Bellevue Way NE		2.44									
	102nd - Bellevue Way NE		2.44									
	Bellevue Way - 106th Ave NE		2.44									
	Bellevue Way - 106th Ave NE		2.44									
	106th - 108th Ave NE		3.00									
	106th - 108th Ave NE		3.00									
	108th - 110th Ave NE		3.11									
	108th - 110th Ave NE		3.11									
	110th - 112th Ave NE		1.93									
	110th - 112th Ave NE		1.93									
			2.56									
			2.56									
			2.56									
			2.44									
			2.44									
			2.27									
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			1.93									

Weighted Scoring Criteria	Average Opportunity Scores*
1.00 Lowest Potential for Added On-Street Parking	Low 1.00 to 2.81
5.00 Highest Potential for Added On-Street Parking	Moderate 2.82 to 3.84
	High 3.85 to 5.00

*Some originally scored "moderate opportunity locations" were later downgraded to "low opportunity" after field observations were conducted. Similarly, but to a lesser degree, some "low opportunity locations" were reassessed as potential "moderate opportunities" following observations made in the field.

On-Street Parking Evaluation: Opportunities in Downtown Bellevue Baseline Conditions		Street Segment	
Average Opportunity Score	West	East	Average Opportunity Score
2.61	NE 12th - 10th St	2.61	NE 12th - 10th St
2.50	NE 10th - 8th St	3.83	NE 10th - 8th St
2.94	NE 8th - 6th St	4.28	NE 8th - 6th St
3.06	NE 6th - 4th St	3.06	NE 6th - 4th St
4.06	NE 4th - 2nd St	2.72	NE 4th - 2nd St
2.72	NE 2nd - Main St	2.72	NE 2nd - Main St
3.80	South of Main	3.80	South of Main
4.18	NE 2nd - Main St	3.64	NE 2nd - Main St
2.31	NE 12th - 10th St	2.44	NE 12th - 11th St
2.19	NE 11th - 10th St	2.50	NE 10th - 9th St
2.39	NE 9th - 8th St	2.50	NE 10th - 8th St
2.72	NE 8th - 6th St	2.61	NE 8th - 6th St
2.83	NE 6th - 4th St	3.50	NE 6th - 4th St
2.78	NE 4th - 2nd St	3.44	NE 4th - 2nd Place
3.44	NE 2nd Pl - 2nd St	3.44	NE 2nd Pl - 2nd St
4.11	NE 2nd - Main St	2.78	NE 2nd - Main St
2.00	NE 10th - 9th St	2.00	NE 10th - 9th St
2.00	NE 10th - 9th St	2.00	NE 10th - 9th St
106th Ave NE			
107th Ave NE			
108th Ave NE			
109th Ave NE			
Street Name	West	East	Average Opportunity Score
Building/Sidewalk Relationship (ROW Designations)	2	2	2
<i>total weighted score (x3)</i>	6	6	6
Downtown Subarea Plan (Pedestrian, Auto, Neutral)	3	3	3
<i>total weighted score (x3)</i>	9	9	9
PM Peak VC Ratio	5	5	5
<i>total weighted score (x2)</i>	10	10	10
Intersection LOS	3	3	3
<i>total weighted score (x2)</i>	6	6	6
PM Peak Bus Volume	5	5	5
<i>total weighted score (x2)</i>	10	10	10
Engineering Standard and Specifications (driveways, obstructions, layover areas)	1	1	1
<i>total weighted score (x6)</i>	6	6	6
Average Opportunity Score	2.61	2.61	2.61
	2.50	3.83	2.94
	4.28	3.06	3.06
	4.06	2.72	2.72
	2.72	2.72	2.72
	3.80	3.80	3.80
	4.18	3.64	2.31
	2.44	2.19	2.50
	2.39	2.50	2.39
	2.50	2.72	2.50
	2.72	2.61	2.83
	3.50	3.44	2.78
	3.44	3.44	3.44
	4.11	2.78	2.78
	2.00	2.00	2.00
	2.00	2.00	2.00

Weighted Scoring Criteria	Average Opportunity Scores*
1.00 Lowest Potential for Added On-Street Parking	Low 1.00 to 2.81
5.00 Highest Potential for Added On-Street Parking	Moderate 2.82 to 3.84
	High 3.85 to 5.00

*Some originally scored "moderate opportunity locations" were later downgraded to "low opportunity" after field observations were conducted. Similarly, but to a lesser degree, some "low opportunity locations" were reassessed as potential "moderate opportunities" following observations made in the field.

On-Street Parking Evaluation: Opportunities in Downtown Bellevue Baseline Conditions		Street Segment		112th Ave NE																																			
		West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East																
Average Opportunity Score		2.61	2.61	2.50	2.50	2.50	2.39	3.83	2.39	3.06	3.06	3.06	3.06	3.06	3.06	2.50	2.50	2.50	2.39	3.06	3.06	2.50	2.50	2.50	2.50	1.94	1.81	1.77	1.69	1.62	1.69	2.07	1.69	1.94	1.92	2.17	2.20		
Planning		Street Name		110th Ave NE																																			
Building/Sidewalk Relationship (ROW Designations) <i>total weighted score (x3)</i>		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Downtown Subarea Plan (Pedestrian, Auto, Neutral) <i>total weighted score (x3)</i>		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
PM Peak VC Ratio <i>total weighted score (x2)</i>		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	
Intersection LOS <i>total weighted score (x2)</i>		3	3	2	2	1	2	2	1	1	1	1	1	1	1	2	2	2	2	1	1	1	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
PM Peak Bus Volume <i>total weighted score (x2)</i>		5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Engineering Standard and Specifications (driveways, obstructions, layover areas) <i>total weighted score (x6)</i>		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Average Opportunity Score		2.61	2.61	2.50	2.50	2.39	3.83	2.39	3.06	3.06	3.06	3.06	3.06	3.06	3.06	2.50	2.50	2.50	2.39	3.06	3.06	2.50	2.50	2.50	2.50	1.94	1.81	1.77	1.69	1.62	1.69	2.07	1.69	1.94	1.92	2.17	2.20		

Weighted Scoring Criteria

1.00 Lowest Potential for Added On-Street Parking
 5.00 Highest Potential for Added On-Street Parking

Average Opportunity Scores*

Low 1.00 to 2.81
 Moderate 2.82 to 3.84
 High 3.85 to 5.00

*Some originally scored "moderate opportunity locations" were later downgraded to "low opportunity" after field observations were conducted. Similarly, but to a lesser degree, some "low opportunity locations" were reassessed as potential "moderate opportunities" following observations made in the field.

On-Street Parking Evaluation: Opportunities in Downtown Bellevue Future Conditions

Street Segment	Average Opportunity Score	
	South	North
102nd - Bellevue Way NE	2.44	2.56
Bellevue Way - 106th Ave NE	2.56	2.56
106th - 108th Ave NE	2.56	2.56
108th - 110th Ave NE	2.56	2.33
110th - 112th Ave NE	2.33	2.11
112th Ave - I-405	2.11	5.00
108th - 110th Ave NE	5.00	2.46
110th - 112th Ave NE	2.46	2.46
110th - 111th Ave NE	2.46	2.46
111th - 112th Ave NE	2.46	2.46
100th - 102nd Ave NE	2.83	2.83
100th - 102nd Ave NE	2.83	3.50
102nd - Bellevue Way NE	3.50	3.50
102nd - Bellevue Way NE	3.50	3.39
Bellevue Way - 106th Ave NE	3.39	3.39
Bellevue Way - 106th Ave NE	3.39	3.39
106th - 108th Ave NE	3.39	3.39
106th - 108th Ave NE	3.39	3.39
108th - 110th Ave NE	3.28	3.17
108th - 110th Ave NE	3.17	2.61
110th - 112th Ave NE	2.61	2.50
110th - 112th Ave NE	2.50	3.33
100th - 102nd Ave NE	3.33	3.33
100th - 102nd Ave NE	3.33	2.44
102nd - Bellevue Way NE	2.44	2.44
102nd - Bellevue Way NE	2.44	2.44
Bellevue Way - 106th Ave NE	2.44	2.44
Bellevue Way - 106th Ave NE	2.44	2.89
106th - 108th Ave NE	2.89	3.00
106th - 108th Ave NE	3.00	2.78
108th - 110th Ave NE	2.78	2.78
108th - 110th Ave NE	2.78	2.06
110th - 112th Ave NE	2.06	1.94
110th - 112th Ave NE	1.94	

Street Name	NE 12th Street						NE 11th St						NE 10th St						NE 8th St																	
	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South	North														
Building/Sidewalk Relationship Designations)	1	1	1	1	1	1	2	2	2	2	2	2	2	2	2	2	3	3	3	3	3	3														
Downtown Subarea Plan (Pedestrian, Auto, Neutral)	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	9	9	9	9	9	9														
total weighted score (x3)	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	9	9	9	9	9	9														
total weighted score (x3)	9	9	9	9	9	9	18	18	18	18	18	18	18	18	18	18	27	27	27	27	27	27														
PM Peak VC Ratio	5	5	5	5	5	2	5	5	5	5	5	5	5	5	5	5	4	5	5	5	5	5														
total weighted score (x2)	10	10	10	10	10	4	10	10	10	10	10	10	10	10	10	10	8	10	10	10	10	10														
Intersection LOS	3	4	4	4	4	3	5	5	5	5	5	5	4	4	4	4	2	2	2	2	2	2														
total weighted score (x2)	6	8	8	8	8	6	10	10	10	10	10	10	8	8	8	8	4	4	4	4	4	4														
PM Peak Bus Volume	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5														
total weighted score (x2)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10														
Engineering Standard and Specifications (driveways, obstructions, layover areas) total weighted score (x6)	1	1	1	1	1	1	5	1	1	1	1	1	1	1	1	1	3	3	3	3	3	3														
Average Opportunity Score	2.44	2.56	2.56	2.56	2.33	2.11	5.00	2.46	2.46	2.46	2.46	2.46	2.83	2.83	3.50	3.50	3.39	3.39	3.39	3.39	3.28	3.17	2.61	2.50	3.33	3.33	2.44	2.44	2.44	2.44	2.89	3.00	2.78	2.78	2.06	1.94

Weighted Scoring Criteria	Average Opportunity Scores*
1.00 Lowest Potential for Added On-Street Parking	Low 1.00 to 2.81
5.00 Highest Potential for Added On-Street Parking	Moderate 2.82 to 3.84 High 3.85 to 5.00

*Some originally scored "moderate opportunity locations" were later downgraded to "low opportunity" after field observations were conducted. Similarly, but to a lesser degree, some "low opportunity locations" were reassessed as potential "moderate opportunities" following observations made in the field.

On-Street Parking Evaluation: Opportunities in Downtown Bellevue Future Conditions

Street Segment	Average Opportunity Score	
	West	East
NE 12th - 10th St	2.72	2.72
NE 12th - 10th St	2.72	2.72
NE 10th - 8th St	2.61	2.61
NE 10th - 8th St	3.94	3.94
NE 8th - 6th St	2.50	2.50
NE 8th - 6th St	4.06	4.06
NE 6th - 4th St	2.94	2.94
NE 6th - 4th St	2.72	2.72
NE 4th - 2nd St	3.72	3.72
NE 4th - 2nd St	2.72	2.72
NE 2nd - Main St	2.72	2.72
NE 2nd - Main St	2.72	2.72
South of Main	3.80	3.80
South of Main	3.80	3.80
NE 2nd - Main St	4.18	4.18
NE 2nd - Main St	3.64	3.64
NE 12th - 10th St	2.61	2.61
NE 12th - 11th St	2.61	2.61
NE 11th - 10th St	2.61	2.61
NE 10th - 9th St	2.39	2.39
NE 9th - 8th St	2.17	2.17
NE 10th - 8th St	2.39	2.39
NE 8th - 6th St	2.06	2.06
NE 8th - 6th St	2.17	2.17
NE 6th - 4th St	2.50	2.50
NE 6th - 4th St	2.17	2.17
NE 4th - 2nd St	2.44	2.44
NE 4th - 2nd Place	3.22	3.22
NE 2nd Pl - 2nd St	3.22	3.22
NE 2nd - Main St	3.89	3.89
NE 2nd - Main St	2.56	2.56
NE 10th - 9th St	2.00	2.00
NE 10th - 9th St	2.00	2.00

Street Name	106th Ave						107th Ave		108th Ave						109th Ave			
Building/Sidewalk Relationship (ROW Designations)	2	2	2	2	4	4	4	4	2	2	4	4	4	4	3	3	2	2
Downtown Subarea Plan (Pedestrian, Auto, Neutral)	6	6	6	6	12	12	6	6	3	3	6	6	6	6	9	9	6	6
<i>total weighted score (x3)</i>	12	12	12	12	24	24	12	12	12	12	24	24	24	24	27	27	12	12
<i>total weighted score (x3)</i>	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
PM Peak VC Ratio	5	5	5	5	1	3	2	2	5	5	1	2	5	2	4	5	5	5
<i>total weighted score (x2)</i>	10	10	10	10	2	6	4	4	10	10	2	4	10	4	8	10	10	10
Intersection LOS	4	4	3	3	3	3	4	4	4	4	4	2	3	3	4	4	4	4
<i>total weighted score (x2)</i>	8	8	6	6	6	6	8	8	8	8	8	4	6	6	8	8	8	8
PM Peak Bus Volume	5	5	5	5	5	5	5	5	4	4	2	2	2	1	2	2	5	5
<i>total weighted score (x2)</i>	10	10	10	10	10	10	10	10	8	8	4	4	4	2	4	4	10	10
Engineering Standard and Specifications (driveways, obstructions, layover areas)	1	1	1	5	1	5	5	5	1	1	1	1	1	1	3	3	1	1
<i>total weighted score (x6)</i>	6	6	6	30	6	30	30	30	6	6	6	6	6	6	18	18	6	6
Average Opportunity Score	2.72	2.72	2.61	3.94	2.50	4.06	2.94	2.94	2.72	2.72	2.72	2.72	2.72	2.72	3.80	3.80	2.56	2.56
	2.72	2.72	2.61	3.94	2.50	4.06	2.94	2.94	2.72	2.72	2.72	2.72	2.72	2.72	3.80	3.80	2.56	2.56

Weighted Scoring Criteria	Average Opportunity Scores*
1.00 Lowest Potential for Added On-Street Parking	Low 1.00 to 2.81
5.00 Highest Potential for Added On-Street Parking	Moderate 2.82 to 3.84 High 3.85 to 5.00

*Some originally scored "moderate opportunity locations" were later downgraded to "low opportunity" after field observations were conducted. Similarly, but to a lesser degree, some "low opportunity locations" were reassessed as potential "moderate opportunities" following observations made in the field.

Pay Station Kiosks for On-Street Parking in Downtown Bellevue

Paying for on-street parking is a new concept for Bellevue. As part of the Budget One process, staff researched the possibility of converting the time-restricted on-street parking in Downtown Bellevue to pay parking. Downtown Bellevue currently has about 300 on-street parking spaces, with two-hour time limits from 7:00 a.m. to 6:00 p.m. The system investigated by staff consisted of electronic pay stations, which have become the standard in cities across the country and worldwide over the past decade. They are currently being used in Seattle, Kirkland, and – as of September 20th – Tacoma. Pay stations offer several payment options, accepting coins, credit cards, and debit cards. They operate on wireless communications – already in place in Downtown Bellevue – and are powered with solar trickle-down batteries.

The current Downtown Parking Program, consisting of enforcement of the time-restricted on-street parking, costs the City about \$100,000 per year with little revenue returned to the City (the majority of the ticket revenue goes to court costs). However, even with the current economic climate, there is little desire to delete the program, as short-term (time-restricted) on-street parking creates turnover in parking space, thus increasing parking availability for retail customers and general downtown visitors. With a pay for parking system, the users of the parking stalls would pay for the program.

In researching information on pay station kiosks, staff spoke with parking program staff at the Cities of Seattle, Kirkland, and Tacoma and collected information on many aspects of pay parking systems, including initiating a public outreach effort, developing a Request for Proposal for purchase and installation of a system, operation of the system, maintenance of the pay stations, and expansion of an existing system. The City of Seattle is programmatically replacing their old parking meters with electronic pay stations. They currently have about 1800 pay stations and will be installing another 150 stations this year, and have about 900 parking meters left. Seattle performs their own maintenance of the pay stations. The City of Kirkland has 8 pay stations, all located in off-street parking lots. The operations and maintenance of the system is performed by a contractor. Kirkland has a Parking Advisory Board that provides feedback on parking issues in their downtown. The City of Tacoma's experience is the most similar to the proposed program for Bellevue, as they recently developed a parking program that converts free, time-restricted, on-street parking in their downtown to pay parking, using electronic pay stations. Staff was able to gather relevant and current information for evaluation and analysis.

The City of Tacoma provided information on the following:

- Formation of a Parking Implementation Team consisting of downtown merchants, business owners and residents to develop a system that meets the needs of multiple parking users
- Development of a Request for Proposal for turnkey operation of a parking system, including purchase and installation of pay station kiosks, maintenance of kiosks (refilling labels for receipts, cleaning printers, replacing worn card readers and coin sorter/flippers, removing graffiti), collection and deposit of funds , and monthly financial reports
- Revenue and Expense forecast based on selected proposal
- Formation of Parking Management Advisory Taskforce for ongoing review and feedback of system

It is anticipated that a pay parking program in the City of Bellevue would start with a public outreach effort with merchants, business owners and residents of Downtown to build consensus for the program. Development of guiding principles would provide a base from which to start the process. As an example, the City of Tacoma utilized the following guidance: The decision to move to paid parking and the management of the parking system should facilitate, support and contribute to the following principles:

- *While numerous users need parking in downtown, the priority customer in the public supply is the customer/visitor who uses downtown to shop, dine and recreate. This parker represents a key component of downtown's existing and future growth and vitality and must be accommodated.*
- *Make downtown accessible to all users through multiple travel modes.*
- *Make downtown parking user-friendly – easy to access, easy to understand.*
- *Assure that affected downtown stakeholders are involved in decisions about parking policy.*
- *Make downtown parking more convenient and accessible for the priority user – the customer.*
- *Provide a “parking product” in the downtown that is of the highest quality, and safe, to create a positive customer experience.*
- *On-street parking should be recognized as a finite resource and managed to assure maximum access for the priority customer.*
- *Manage the public parking supply using the 85% rule.*
- *Encourage alternate travel modes (e.g., transit, bike, walk and ridesharing).*

A turnkey operation, similar to Tacoma's, is expected to be the best alternative for Bellevue, where the installation, operation and maintenance would be administered by an outside parking management contractor. Enforcement of parking in Downtown is anticipated to be

performed by an independent contractor, similar to the current enforcement contract, which includes enforcement of on-street-parking and general duties such as coordination with Bellevue District Court, attending court, researching vehicle registration information, and public contact.

For the revenue and expense forecast for the proposed program, and the information and assumptions on which it is based, please see Appendix A.