



Downtown Transportation Plan Update

Downtown Bellevue On-Street/Curbside Parking

**TRANSPORTATION COMMISSION
AUGUST 8, 2013**

Downtown On-Street Parking Overview

- Downtown on-street parking inventory
- Criteria to evaluate candidate locations for additional on-street parking
- Evaluation/ findings
- Pay for Parking Program

On-Street Parking: Location Criteria

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

- **Criteria: Codes, Policies and Metrics**
 - Land Use Code for Downtown Bellevue
 - Comprehensive Plan – Downtown Subarea Plan
 - Traffic level of service (PM Peak)
 - Engineering standards
 - Existing conditions

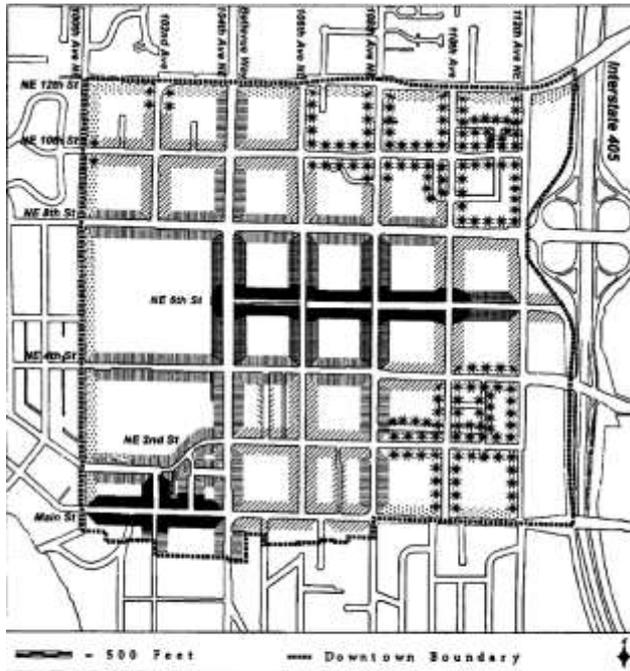
On-Street Parking: Location Criteria

Codes, Policies and Metrics

Building/Sidewalk Relationships - Right-of-Way Designations

“A” Designation - Highest orientation to pedestrians (Old Bellevue, Ped Corridor)

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



Right-of-Way Designations

-  A
-  B
-  C
-  D
-  D/R
-  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

Downtown Subarea Plan

Hierarchy of Streets



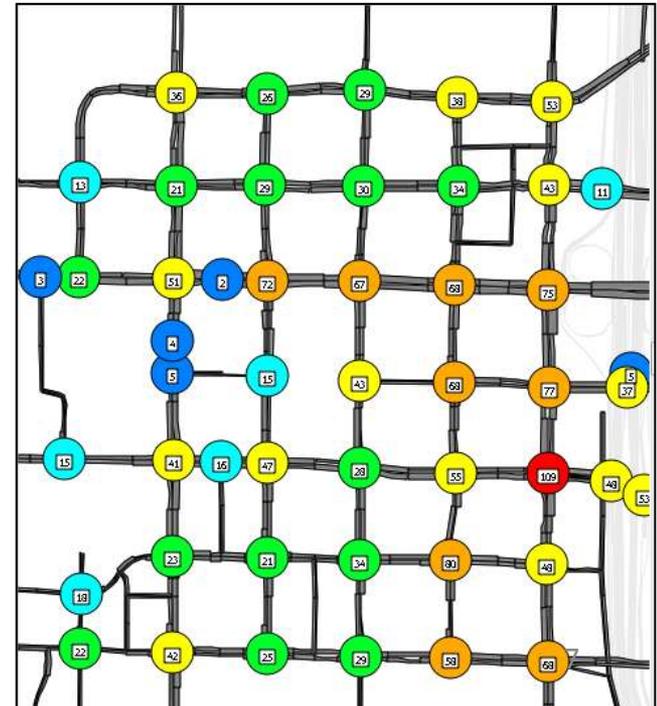
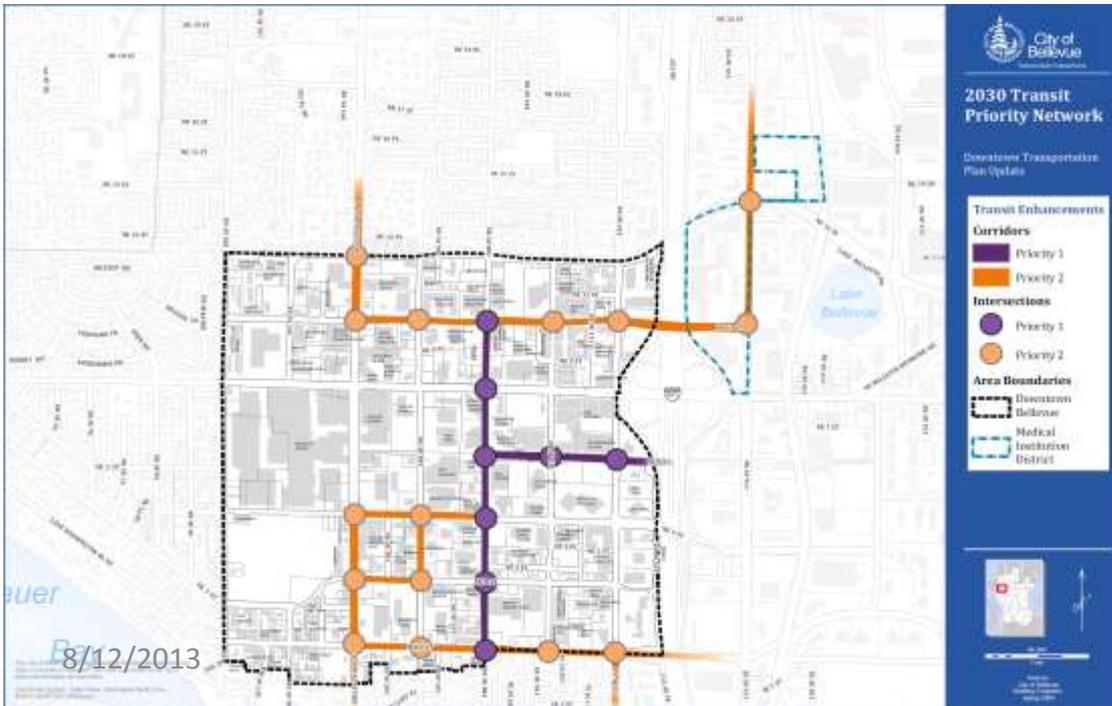
On-Street Parking: Location Criteria

Traffic Volume and LOS (existing and projected)

- Volume/Capacity on street segments (PM Peak)
- Intersection vehicle delay LOS (PM Peak)



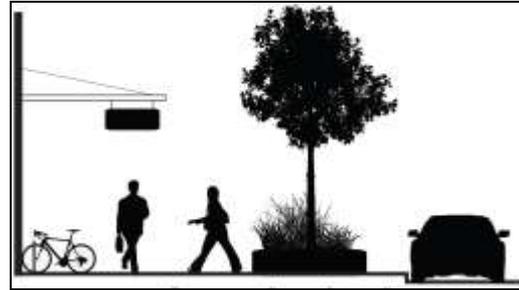
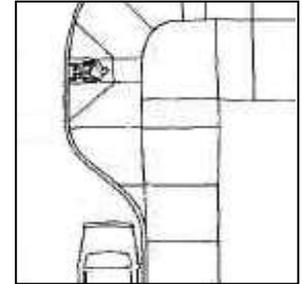
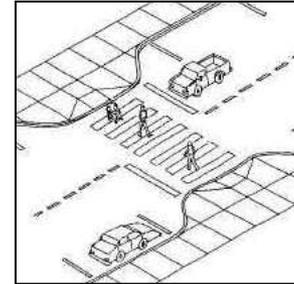
Transit stops/stations/layover/bus volume



On-Street Parking: Location Criteria

Engineering Standards/Existing Conditions

- Intersections
- Curb cuts
- Traffic operations
- Fire hydrants
- Adjacent land uses
- Site observations



On-Street Parking: Evaluation Findings

- **High Opportunity Locations**

- Score well in all/most criteria
- Easy to implement (with appropriate signage and striping)
- Little to no impact on existing road operations

- **Moderate Opportunity Locations**

- Score is moderate across all categories, or some high and some low scores
- Would require repurposing travel lanes for off-peak parking
- Curb lane reserved for travel during peak hours (with clear signage and strict tow-away enforcement)
- May effect off-peak level of service and/or local short-term traffic congestion

- **Low Opportunity Locations**

- Score low across categories
- Streets unlikely to support any on-street parking

On-Street Parking: Evaluation Findings

- **High Opportunity Locations**

- Permanent – 2-hour time limited
- Approximately new 73 new stalls

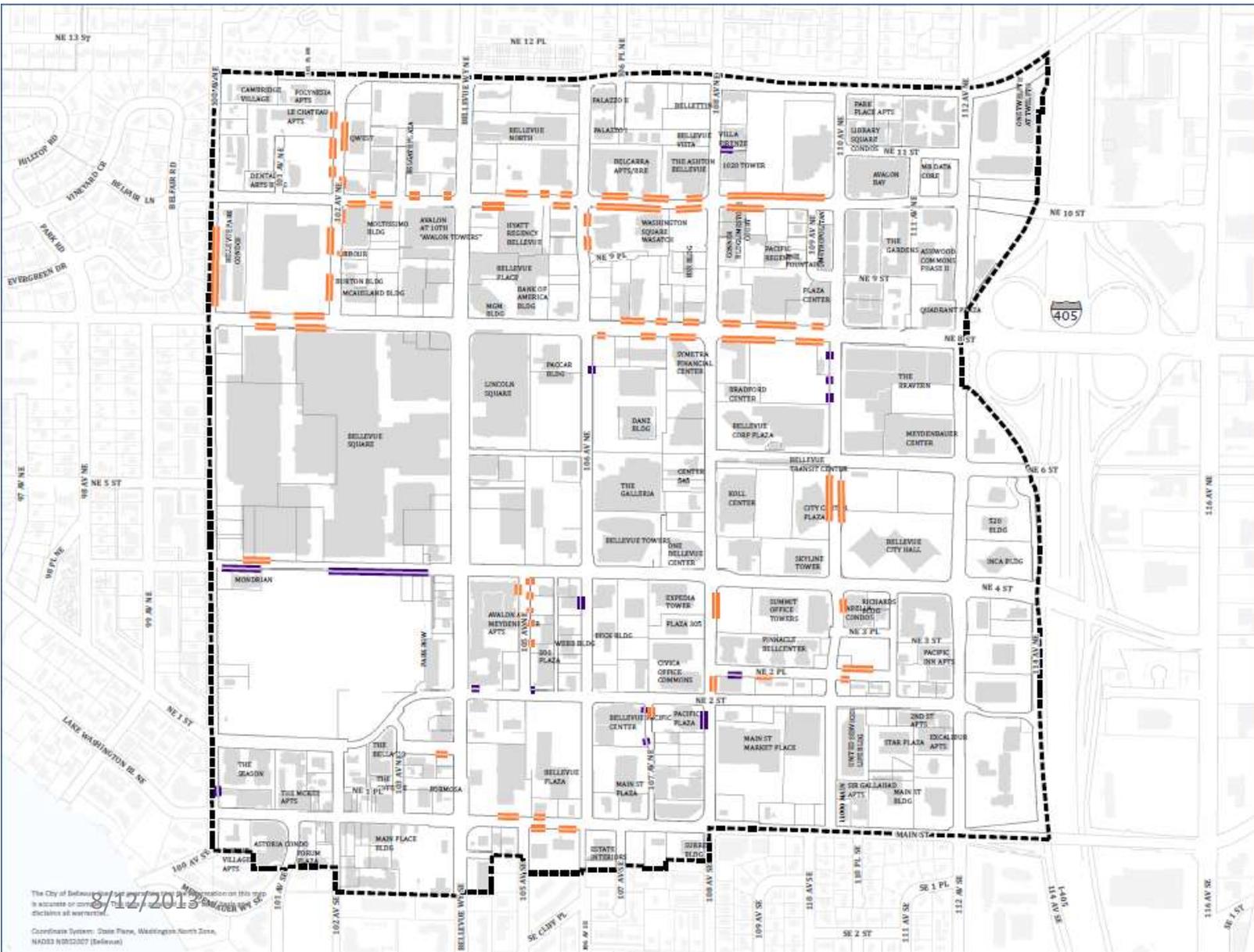
- **Moderate Opportunity Locations**

- Off-Peak hours only
- Estimated additional 65 - 125 stalls (depending on how aggressively to pursue)
- Other off-peak curbside uses – loading, passenger pick-up/drop-off, taxi stands
- Would require further examination to implement
 - Evaluate trade-off between benefits of off-peak on-street parking and other curbside uses and status quo of retaining travel lanes at all times



On-Street Parking: Evaluation Findings Map

Potential New Parking Locations



Proposed On-Street Parking Stalls: 2030 Future
 Downtown Transportation Plan Update

On-Street Parking Opportunity for New Stalls

- High Potential for Added Stalls
- Moderate Potential for Added Stalls

Area Boundaries

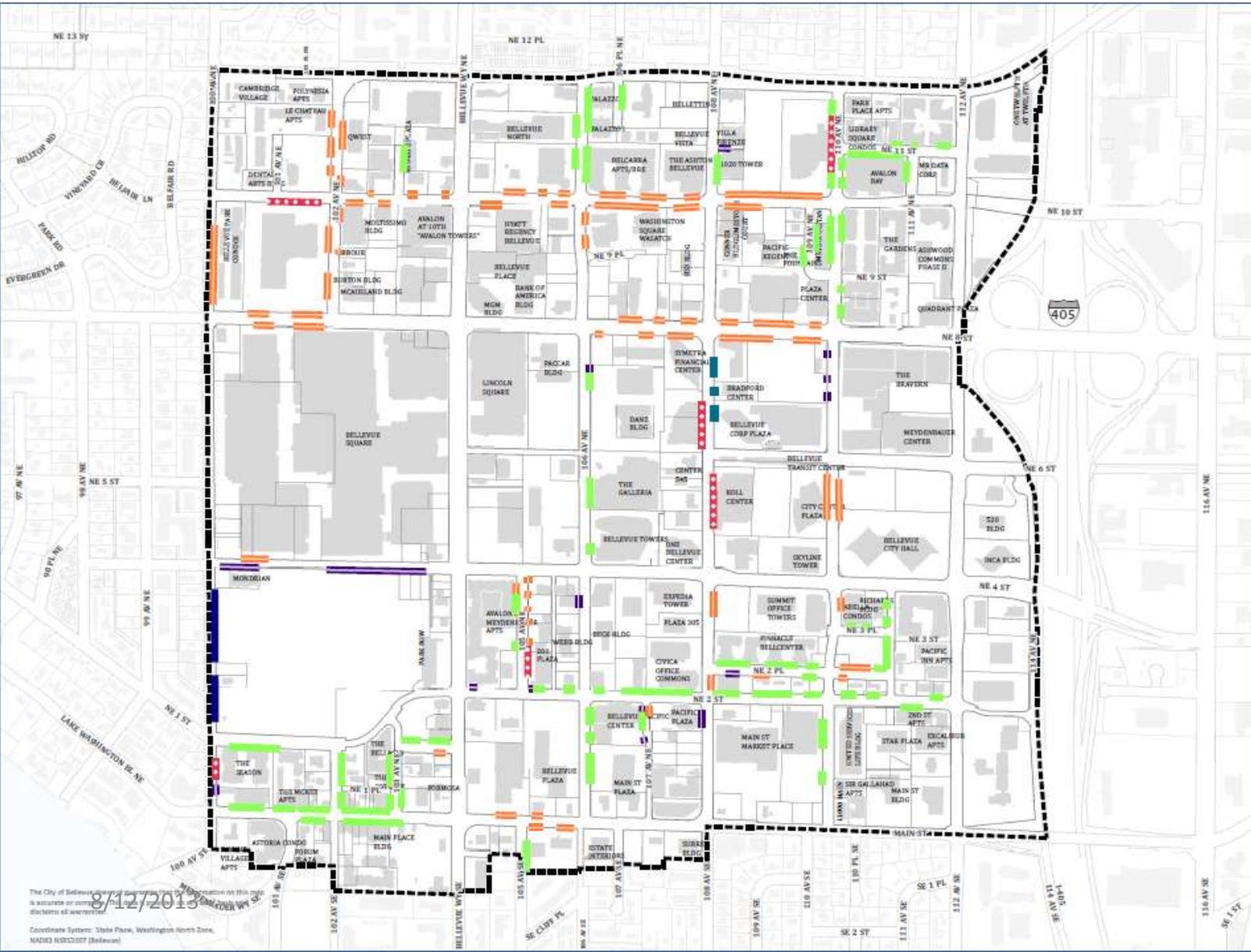
- Downtown Bellevue



80,000 Feet

On-Street Parking: Evaluation Findings Map

Potential New plus Existing Parking Locations



Proposed Future On-Street Parking Network
 Downtown Transportation Plan Update

- On-Street Parking Opportunity for New Stalls**
- High Potential for Added Stalls
 - Moderate Potential for Added Stalls
- Existing Parking Stalls**
- 2 Hr Parking 7am-6pm Except SUN & HOL
 - No Parking 7am-6pm Except SUN & HOL
 - No Parking 7am-6pm Except SAT, SUN & HOL
- Existing Curb Uses**
- Transit Layover Area
- Area Boundaries**
- Downtown Bellevue



80,000
 Feet
 Scale: 1" = 80,000'
 City of Bellevue Building Footprints, Spring 2009

On-Street Parking

Transportation Commission

Discussion and Recommendation

- **Add potential High Opportunity on-street parking locations as a recommendation of the Downtown Transportation Plan?**
 - Recommendation would take the form of policy support to supplement existing permanent on-street parking with additional potential on-street parking in “high opportunity” locations, subject to site-specific evaluation
- **Add potential Moderate Opportunity on-street parking locations as a recommendation of the Downtown Transportation Plan?**
 - Recommendation would take the form of policy support to expand on-street parking supply to consider potential off-peak on-street parking in “moderate opportunity” locations, subject to site-specific evaluation

On-Street Parking: Pay for Parking Program

- In the 2010 Budget One process, staff developed a proposal to convert the free time-restricted on-street parking in Downtown Bellevue to pay parking
- Electronic pay stations would be used
 - \$1.50 per hour assumed
 - Several payment options
 - Coins
 - Credit cards
 - Debit cards
 - Operate on wireless communications already in place in Downtown Bellevue
 - Powered with solar trickle-down batteries



Sample Parking Meter Rates – Northwest Cities

City	Hourly Parking Rate
Bellingham	\$0.75
Boise	\$1.00
Eugene	\$0.75 - \$1.50
Hood River	\$0.75
Olympia	\$1.00
Seattle	\$2.50 - \$4.00
Spokane	\$0.50 - \$1.20
Tacoma	\$0.75
Vancouver	\$0.50

Source: Colliers International

On-Street Parking: Pay for Parking Program

Parking Program Projected Financials 2011-2012 Budget Proposal

- Start-Up Cost
 - Equipment installation (55 kiosks): \$550,000
 - Personnel/Outreach/Enforcement: \$179,000
 - Total: \$729,000
- Annual Revenue: \$978,000
- Annual Expense: \$510,000
- After 3 years, Annual Net Revenue: \$468,000

On-Street Parking: Pay for Parking Program

Transportation Commission

Discussion and Recommendation

- **Recommend Pay for Parking Program as part of the Downtown Transportation Plan?**
 - Recommendation would take the form of policy support for implementing a pay for parking program
 - Recommendation could include directing annual parking revenue toward program management and Downtown streetscape improvements



Downtown Transportation Plan Update

Thank You!

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