Curbside Initiatives Update

Minneapolis Public Works
Hennepin South Reconstruction – Parking Task Force

EXISTING PARKING RESOURCES

Number of Parking Spaces

- 0-50
- 51-100
- 101-150
- 151-200
- 201-300
- 301+
Local Delivery Hub Expansion

On-street unsafe sorting practices

Double parking and haphazard delivery staging

Increased truck circulation across neighborhoods

Non-DOT Image Credits: Dr. Alison Conway
Loading Zones Expansion

Install over 1500 loading zones citywide by 2024 in response to Local Law 168

DOT uses a range of loading regulations in a variety of contexts:

- Commercial Metered Parking
- Neighborhood Loading Zones
- Truck Loading Zones
Expanding Curb Usage

- Loading Zone Portal Launch
- Incentivizing Off-Hour Deliveries
- Permanent Open Restaurants Program
Thank You!

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NACTO Designing Cities 2023
What Happens at the Curb

Bellevue Curb Management Plan

Presented By:
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Bellevue Into The Future

DOWNTOWN GROWTH
Bellevue’s Growing Pains

- Bellevue does **not** have a legacy curbside management program
  - No municipal court to collect revenues / process citations
  - No paid on-street parking (free time-limited)
  - One enforcement vehicle
  - Outdated permitting approaches to curbside activity
- Bellevue has limited existing dynamic curbside
  - Superblock street grid (600’ long blocks)
- Bellevue is on an exponential growth trajectory
  - Approaches & tools need to reflect change

- Growing recognition for the need of a general “curb plan” from the community.
Bellevue’s Curb Management Plan

City of Bellevue

CURB MANAGEMENT PLAN

2023

The Curb Management Plan is intended to help Bellevue:

1. Plan for growth in Bellevue’s Urban Core

2. Address the changing demands of the curbside, balancing legacy curb uses like on-street parking with new mobility uses like ridehailing

3. Formalize an approach for tracking and organizing curb usage within the Urban Core
What we often see today:

- Ridehailing worsens traffic and transit reliability, and unclear loading causes confusion
- Online shopping and delivery services add to curb space demand
- High traffic volumes mean curbs are taken for travel lanes
- Shared bikes and scooters have no designated space
What we hope to see tomorrow:

- Bus stops are secure and comfortable, loading conflicts eliminated
- Curb space for delivery, shuttle, and ridehail loading
- Optimized curb management opens curbside for transit and bike lanes
- Space for curbside dining
- Space for scooters, e-bikes, and other potential shared mobility services
- Space for bike parking
What does the CMP include?

- Curb Practices Guide
- Curb Typology and Maps
- Curb Pricing Framework
- Curb Pilot Roadmap
Curb Typology

**Movement**: How people move along the length of the curb
- Movement (Auto)
- Movement (Transit)
- Movement (Bicycle)

**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
Curb Type:

**Movement (Bicycle)**

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

**Description**
- Curb 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 (LTSS) Map
- Bellevue Pedestrian/Bicycle Plan: Bicycle Project Map
- BellRed Streetscape Plan: Mobility Network

**Example Diagram**
**Curb Typology**

**Existing:** Curbstone lane used for access today

**Future:** Access identified as a priority use for curbstone lane

**Both:** Curbstone lane used for access today and identified as a priority use in City plans and policies

**Other:** Curbstone lane not used for access today or planned for access uses in the future

- Access points to key destinations

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**Description**

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

**References**

- BellRed 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
Thank You

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