
On-Street Parking

- E. 14th St. has parking on both sides and no bike lanes
- Adding protected bike lanes within the existing right of way requires removing parking on one side of the street
- Detailed parking analysis has been completed to understand parking supply and use
- Current stakeholder outreach activities to understand stakeholder/business issues

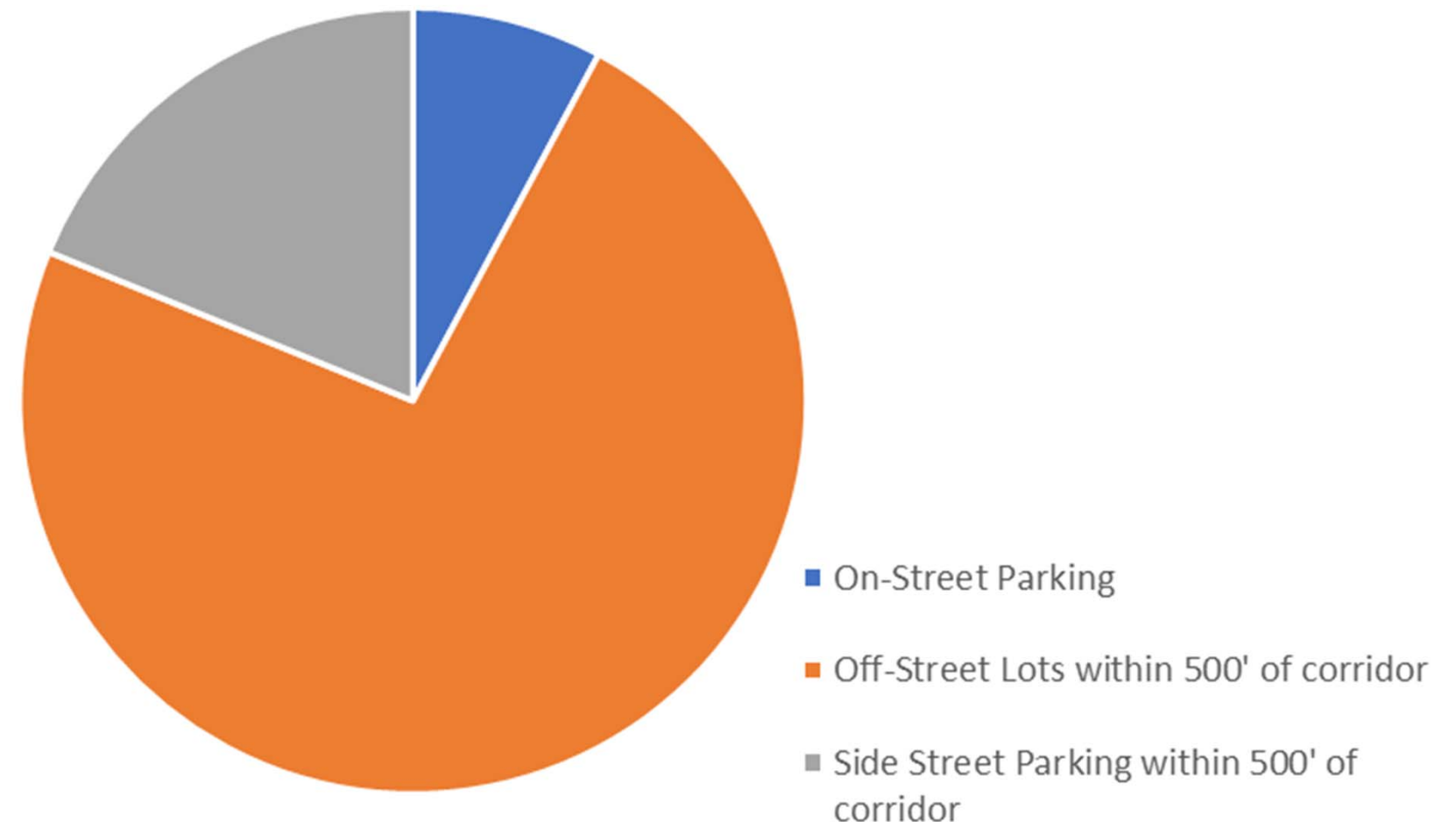
Parking Analysis Overview

- Purpose: Understand impacts of proposed concept design
- On-street parking supply and curb inventory
 - On-street parking
 - Driveways
 - Red curb
 - Bus stops
 - Loading activity (curbside and/or in median)
- Off-street parking areas
- On-street parking occupancy
 - Late October to mid -December 2021
 - Two weekdays: 7 – 10 AM, 12 – 3 PM, and 6 – 9 PM
 - Two Saturdays: 8 – 11 AM, 12 – 3 PM, and 6 – 9 PM

Parking Analysis Findings

- Most of the parking supply is located on side streets or in off-street parking lots
- On-street parking utilization varies by segment
 - Higher around 143rd – 146th Aves.
 - Lower in all other areas
- Most loading and unloading activities occur off-street, but some delivery trucks and paratransit vehicles use on-street lanes

E. 14th St. Corridor Parking Supply



Note: Off-street parking at Bayfair Center is not included.

Parking Analysis Results

E 14th Street (San Leandro Blvd to Plaza Dr)

Parking Supply

E 14th St and Side Streets

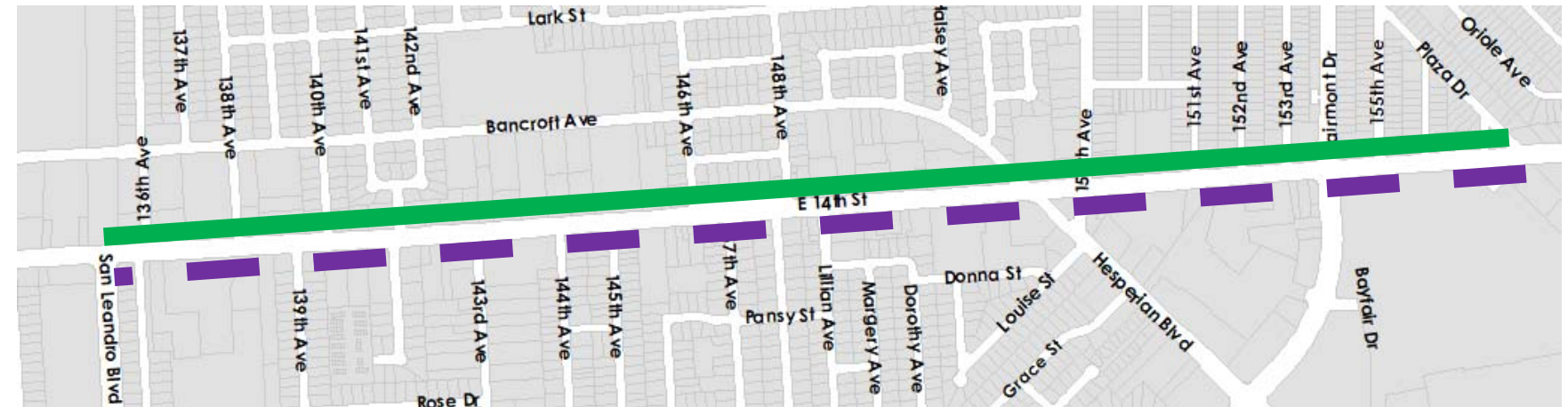
Existing On-Street Parking Spaces	1,100
Proposed Change	-20%

Weekday Utilization

Existing Conditions	44%
Proposed Conditions	55%

Weekend Utilization

Existing Conditions	52%
Proposed Conditions	65%



Legend

- █ On-Street Parking to Be Maintained (east side)
- - - On-Street Parking to Be Removed (west side)



Notes: Occupancy results are the average across morning, midday, and evening periods. The utilization percentages do not include off-street parking.

Parking Analysis Results

E 14th Street (San Leandro Blvd to 141st Ave)

Weekday Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	47%	54%
141 st Ave to Lillian Ave	60%	74%
Lillian Ave to 150 th Ave	23%	35%
150 th Ave to Plaza Dr	33%	43%

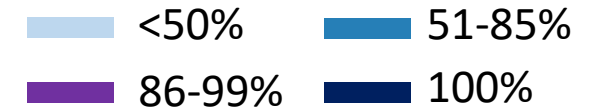
Weekend Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	50%	58%
141 st Ave to Lillian Ave	71%	88%
Lillian Ave to 150 th Ave	29%	44%
150 th Ave to Plaza Dr	44%	57%

Proposed Weekday Utilization



Proposed Weekend Utilization



Notes: Occupancy results are the average across morning, midday, and evening periods. The utilization percentages do not include off-street parking.

Parking Analysis Results

E 14th Street (141st Ave to Lillian Ave)

Weekday Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	47%	54%
141 st Ave to Lillian Ave	60%	74%
Lillian Ave to 150 th Ave	23%	35%
150 th Ave to Plaza Dr	33%	43%

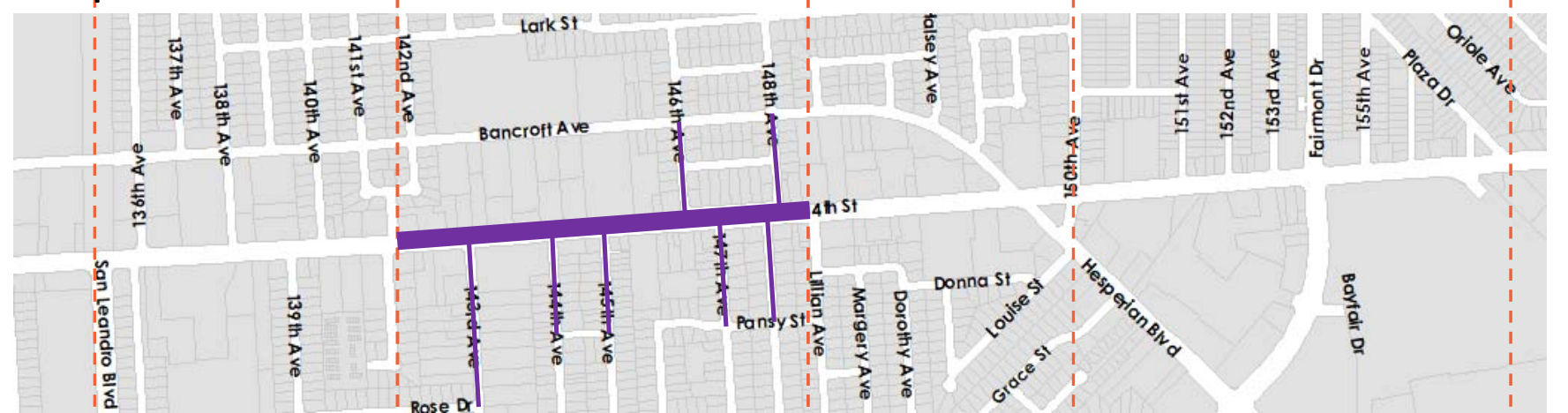
Weekend Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	50%	58%
141 st Ave to Lillian Ave	71%	88%**
Lillian Ave to 150 th Ave	29%	44%
150 th Ave to Plaza Dr	44%	57%

Proposed Weekday Utilization



Proposed Weekend Utilization



Notes: Occupancy results are the average across morning, midday, and evening periods. The utilization percentages do not include off-street parking.

** Red text denotes where parking utilization exceeds 85% for mid-day and evening periods.



Parking Analysis Results

E 14th Street (Lillian Ave to 150th Ave)

Weekday Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	47%	54%
141 st Ave to Lillian Ave	60%	74%
Lillian Ave to 150 th Ave	23%	35%
150 th Ave to Plaza Dr	33%	43%

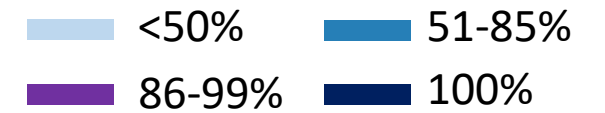
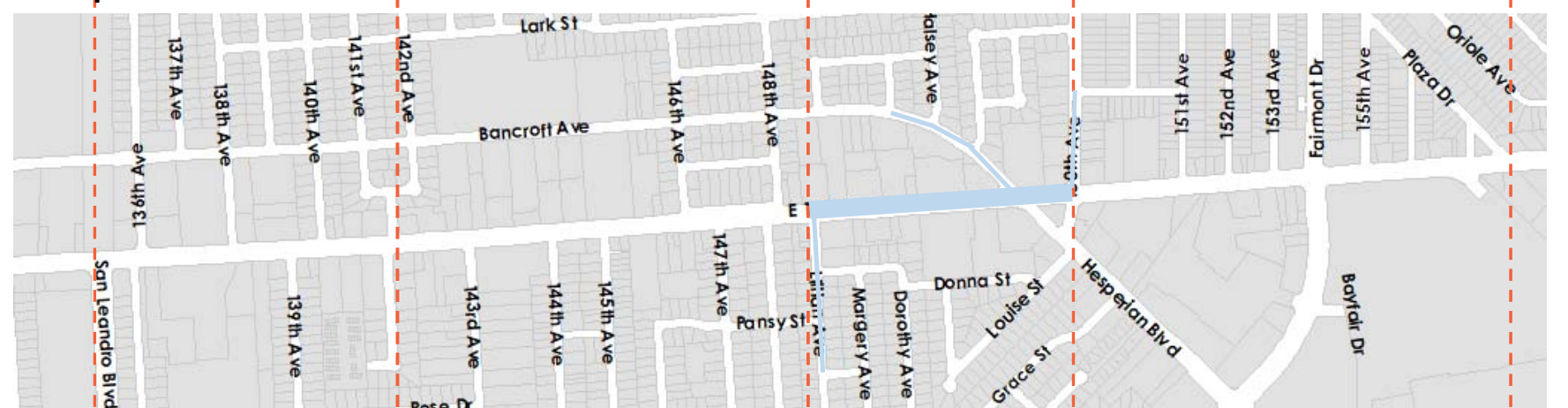
Weekend Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	50%	58%
141 st Ave to Lillian Ave	71%	88%
Lillian Ave to 150 th Ave	29%	44%
150 th Ave to Plaza Dr	44%	57%

Proposed Weekday Utilization



Proposed Weekend Utilization



Notes: Occupancy results are the average across morning, midday, and evening periods. The utilization percentages do not include off-street parking.

Parking Analysis Results

E 14th Street (150th Ave to Plaza Dr)

Weekday Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	47%	54%
141 st Ave to Lillian Ave	60%	74%
Lillian Ave to 150 th Ave	23%	35%
150 th Ave to Plaza Dr	33%	43%

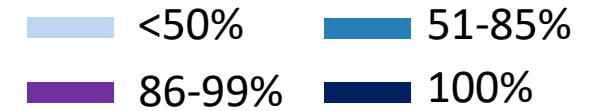
Weekend Utilization

	Existing	Proposed
San Leandro Blvd to 141 st Ave	50%	58%
141 st Ave to Lillian Ave	71%	88%
Lillian Ave to 150 th Ave	29%	44%
150 th Ave to Plaza Dr	44%	57%

Proposed Weekday Utilization



Proposed Weekend Utilization



Notes: Occupancy results are the average across morning, midday, and evening periods. The utilization percentages do not include off-street parking.

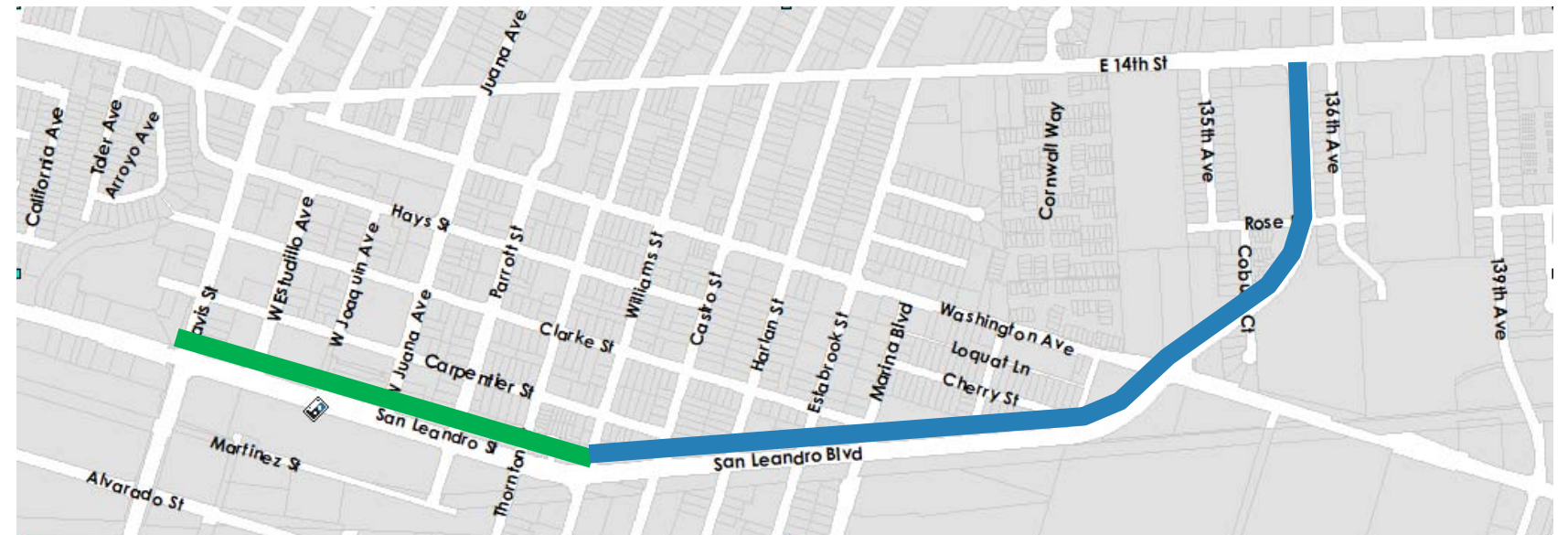
Parking Analysis Results

San Leandro Blvd (Davis St to E 14th St)

Parking Supply	San Leandro Blvd and Side Streets
Existing On-Street Parking Spaces	679
Proposed Change	-1%

Weekday Utilization	
Existing Conditions	56%
Proposed Conditions	56%

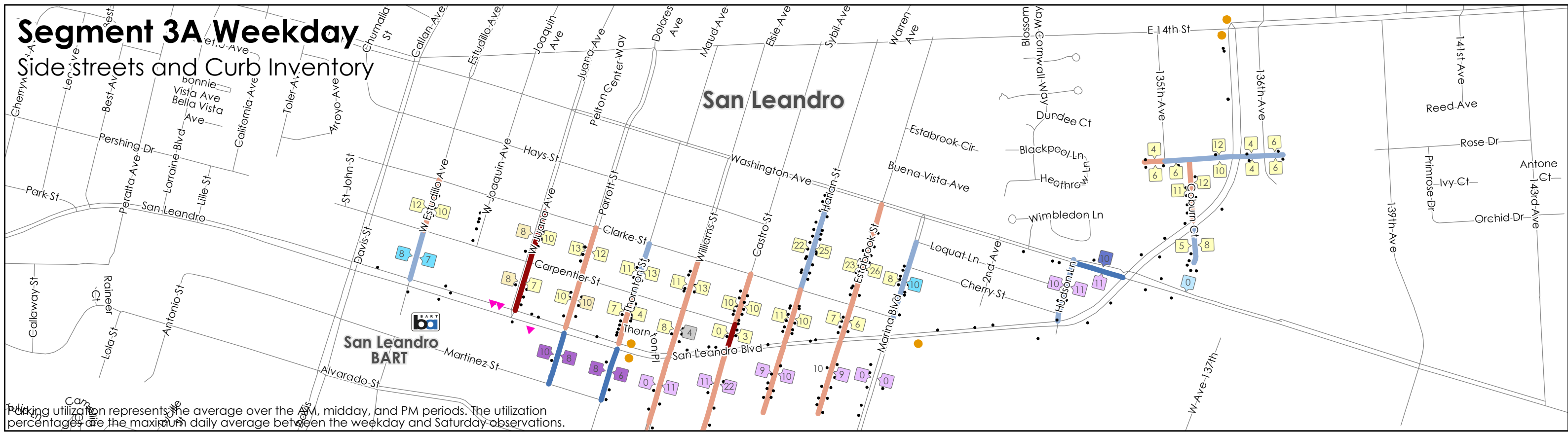
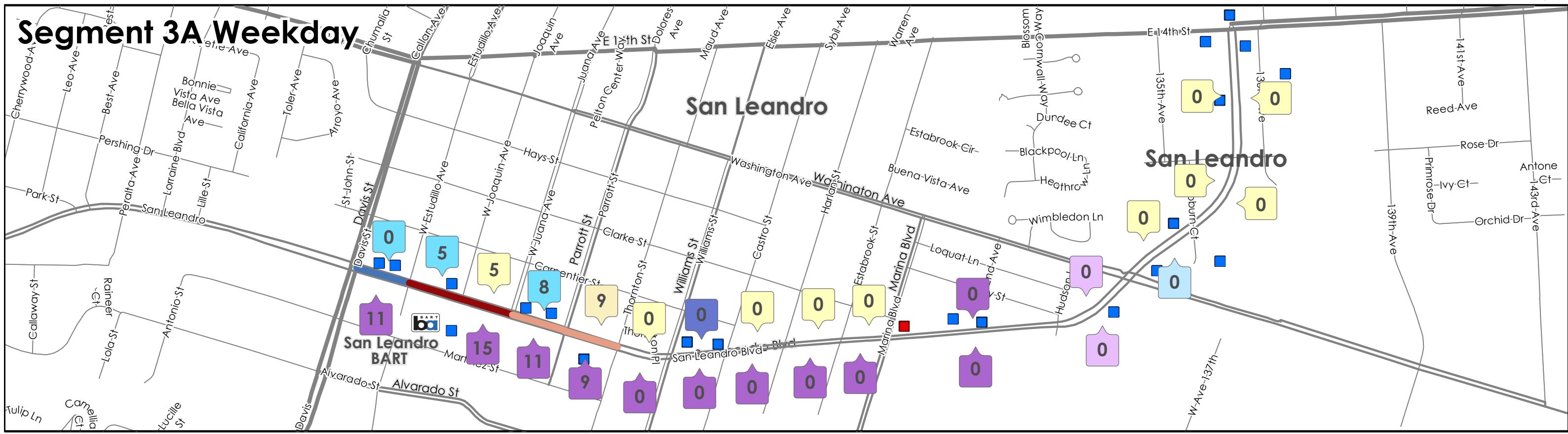
Weekend Utilization	
Existing Conditions	54%
Proposed Conditions	54%



Legend

- █ On-Street Parking to Be Maintained
- █ No Existing Parking and None Proposed

Notes: Occupancy results are the average across morning, midday, and evening periods. The utilization percentages do not include off-street parking.



Parking utilization represents the average over the AM, midday, and PM periods. The utilization percentages are the maximum daily average between the weekday and Saturday observations.

On Street Parking Conditions DRAFT

Total number of parking spots by side of street

#

Dominant land use type by block

- Residential
- Auto-oriented
- Office
- Retail
- Multiple land uses**
- Community
- Dining
- Institutional
- Vacant

- Driveway
- ◀ Loading zone
- Bus stop
- Customer/patron parking lot
- Business-use only parking lot (e.g. used car lot)
- ⋮ Jurisdictional boundary

Preliminary parking utilization

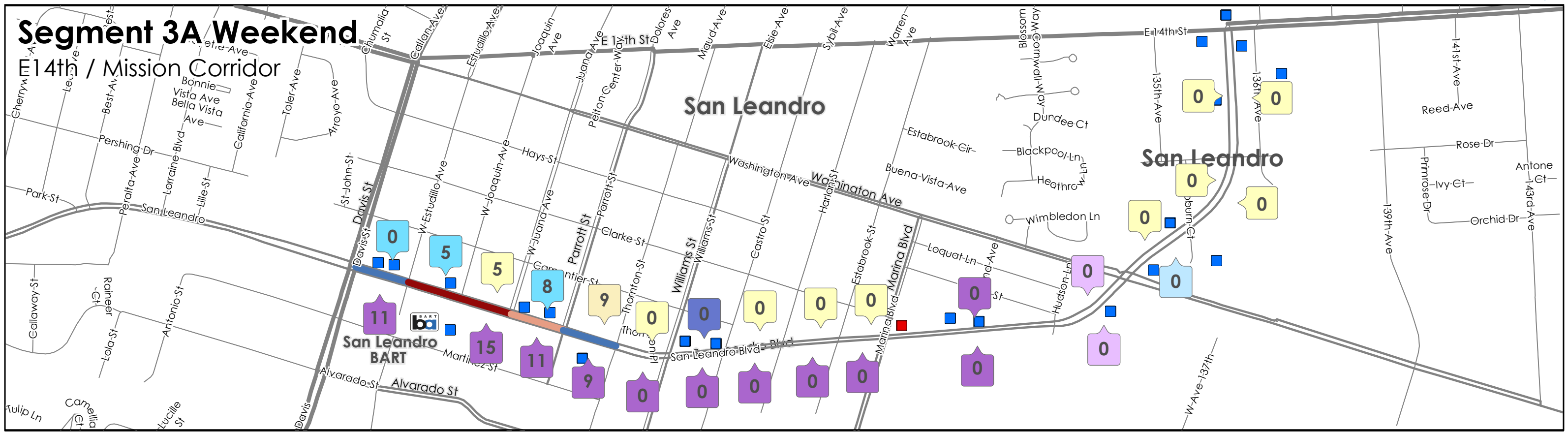
- 0% - 25%
- 26% - 50%
- 51% - 85%
- 86% - 100%
- More than 100%*

0 1,000 Feet

*A block can have more than 100% parking utilization when vehicles are double parked, parked closely together, parked illegally, and/or compact size. **This category was applied when more than one land use was predominant on the block.

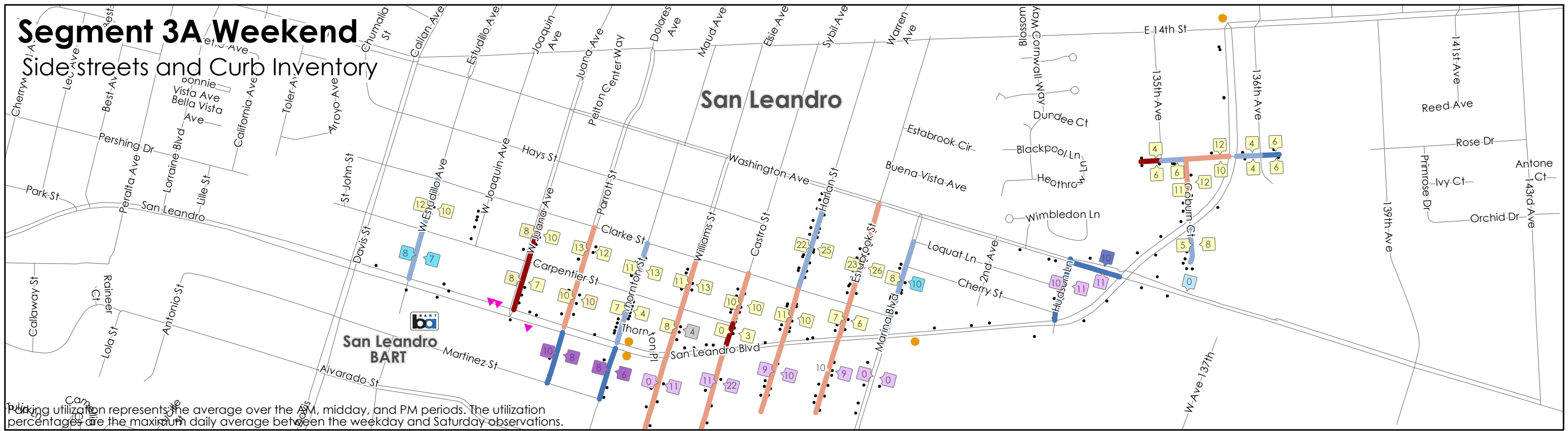
Segment 3A Weekend

E14th / Mission Corridor



Segment 3A Weekend

Side streets and Curb Inventory



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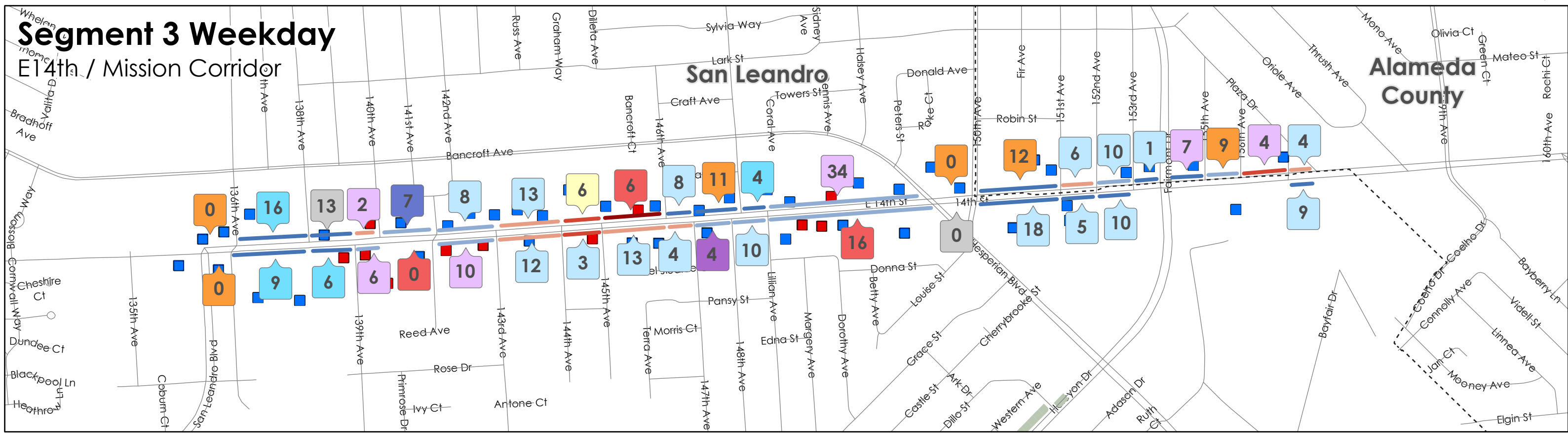
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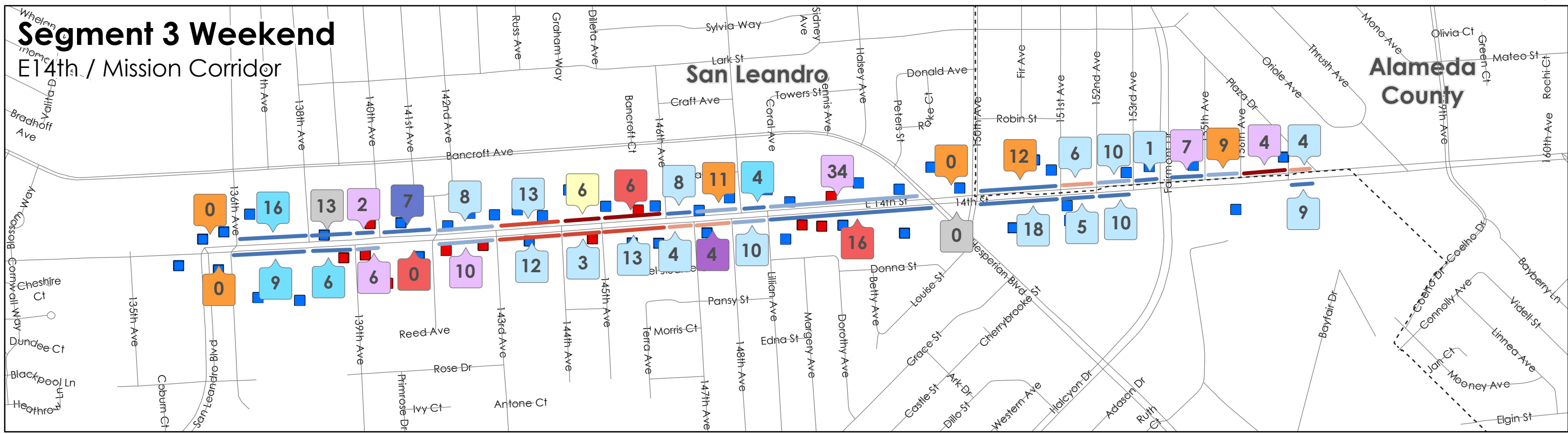
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On Street Parking Conditions
DRAFT

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