

15th Ave E - Community Access & Parking Project

June 28, 2023

Virginie Nadimi



Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

Agenda

- Project overview
- Existing Conditions
- Proposed Improvements
- Discussion

Project goals

- Better serve the diverse needs and activities that occur along the curb
- Increase parking turnover and improve availability of on-street parking
- Provide space for commercial and passenger loading, food and retail pick-up, and bicycle/scooter parking
- Improve pedestrian visibility at intersections and crossings
- Identify opportunities to install ADA parking
- Reduce area congestion caused by drivers looking for on-street parking



Existing Conditions & Opportunities

- 0.4 miles long
- Restricted (Residential) Parking Zone 4, fully subsidized by Kaiser Permanente
- Growing demand for on-street parking and loading
- Area will see substantial growth with new housing and residents
 - 3 parcels slated for significant redevelopment
- Frequent Transit Network
 - Several bus stops served by King County Metro Route 10
 - Capitol Hill Light Rail Station nearby



Existing CurbSpace Allocation

- Majority of on-street spaces in project area are 1-hour or 2-hour parking spaces
- Unrestricted spaces and some time of day restrictions (no parking in AM/PM)
- Some general load zones and passenger load zones
- 4 street cafes

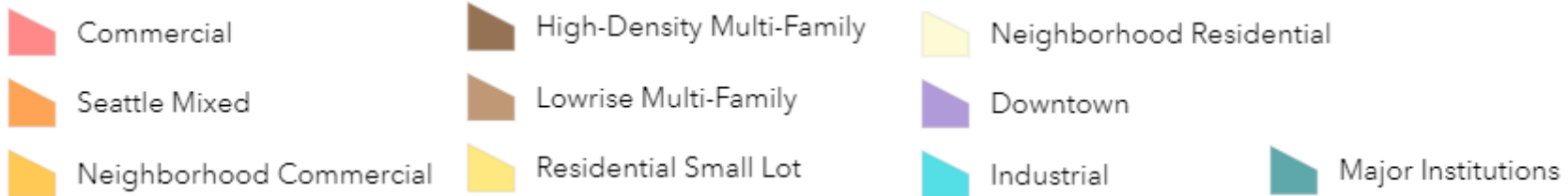
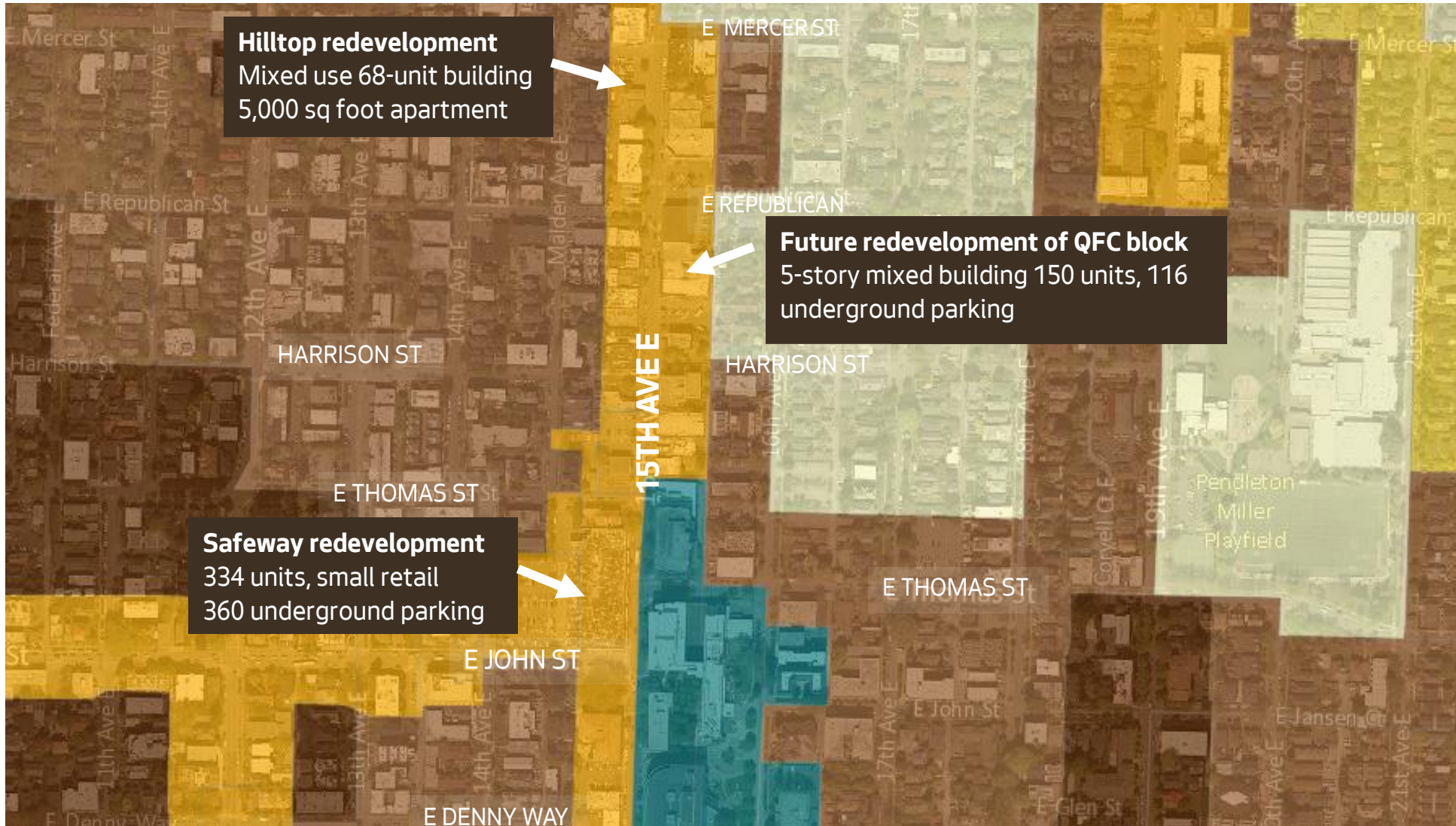


Curb Use Inventory

<u>Restriction</u>	<u>Details</u>	<u>Number of On-Street Spaces</u>
Unrestricted	No signed restrictions	23
Morning Peak Period Prohibition	No stops allowed between 7-9 A.M. Monday to Friday (Unrestricted during other times of day)	6
Afternoon Peak Period Prohibition	No stops allowed between 4-6 P.M. Monday to Friday (Unrestricted during other times of day)	5
1 Hour Time Limit	Parking duration limited to 1 hour or less	65
2 Hour Time Limit	Parking duration limited to 2 hours or less	18
RPZ	Restricted Parking Zone (Zone 4)	0
Carshare	Restricted to permitted Carshare vehicles	2
Disabled	Restricted to vehicles with a disabled parking permit	1
Shuttle Bus	Shuttle Bus Only during specified times	2
Load Zones	General load zones, truck load zones, and passenger load zones	17
PLZ	Passenger Load Zones	15
Street Cafe	Curb occupied by outdoor cafe	8

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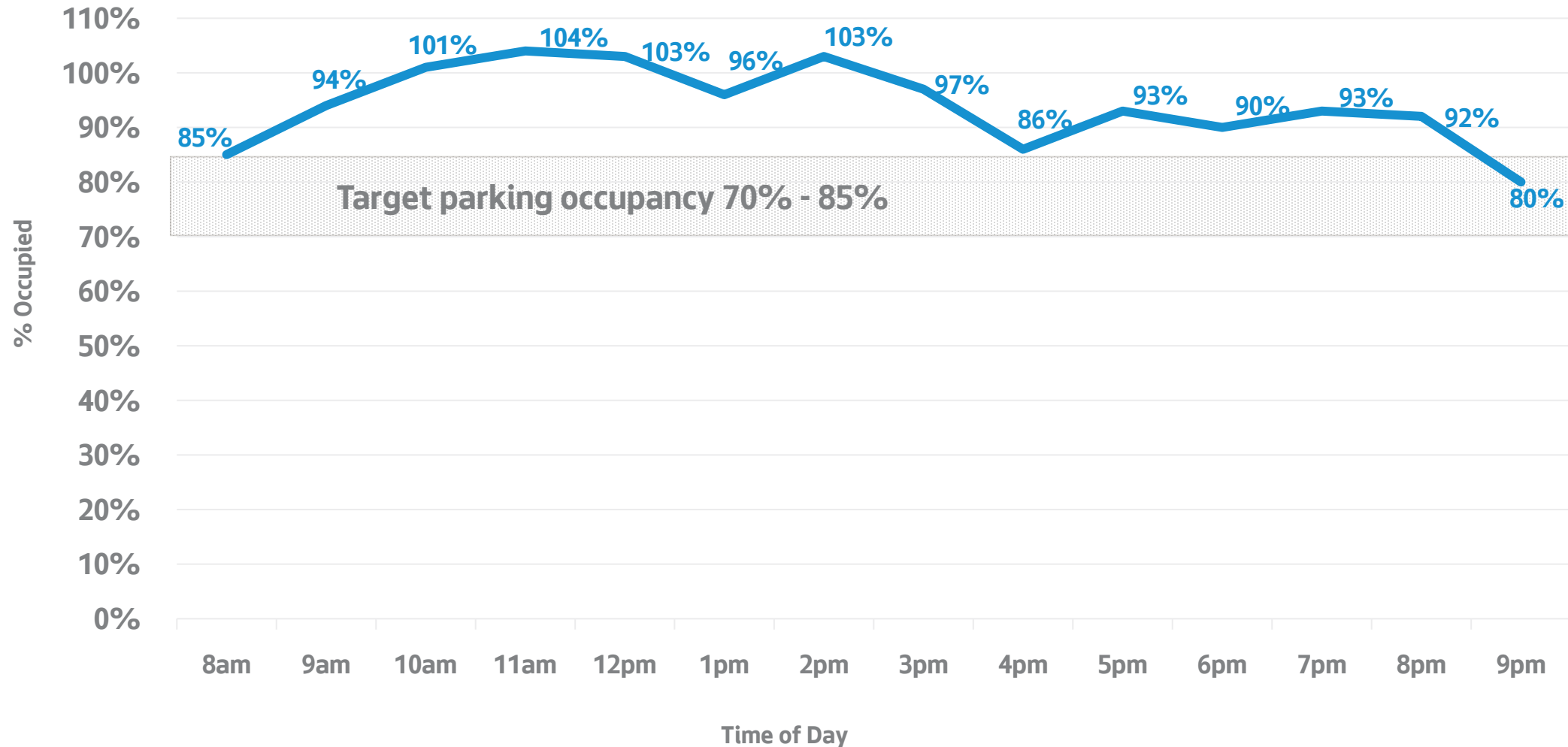


Parking Study Findings - July 2022

- Area parking exceeded 85% the majority of the day
- Most vehicles (68%) parked for less than an hour
- However, 16% of parking spaces were occupied by a single vehicle parking 2+ hours, impacting parking availability
 - 6% of vehicles parked for 2-3 hours
 - 9% of vehicles parked for 3+ hours
- Average parking durations were similar regardless of time restrictions
 - Average duration in 1-hour parking spots: 1hr 55min
 - Average duration in 2-hour parking spots: 1hour 43min
 - Average duration in 15/30- minute load zones: 1 hour 4 min
 - Average duration in 3-min passenger load zones: 1 hour 9 min
- Vehicles with disabled permits comprised 8% of total vehicles recorded during study. Only 1 designated disabled zone in study area.
- Vehicles with disabled permits parked for an average of 3 hours

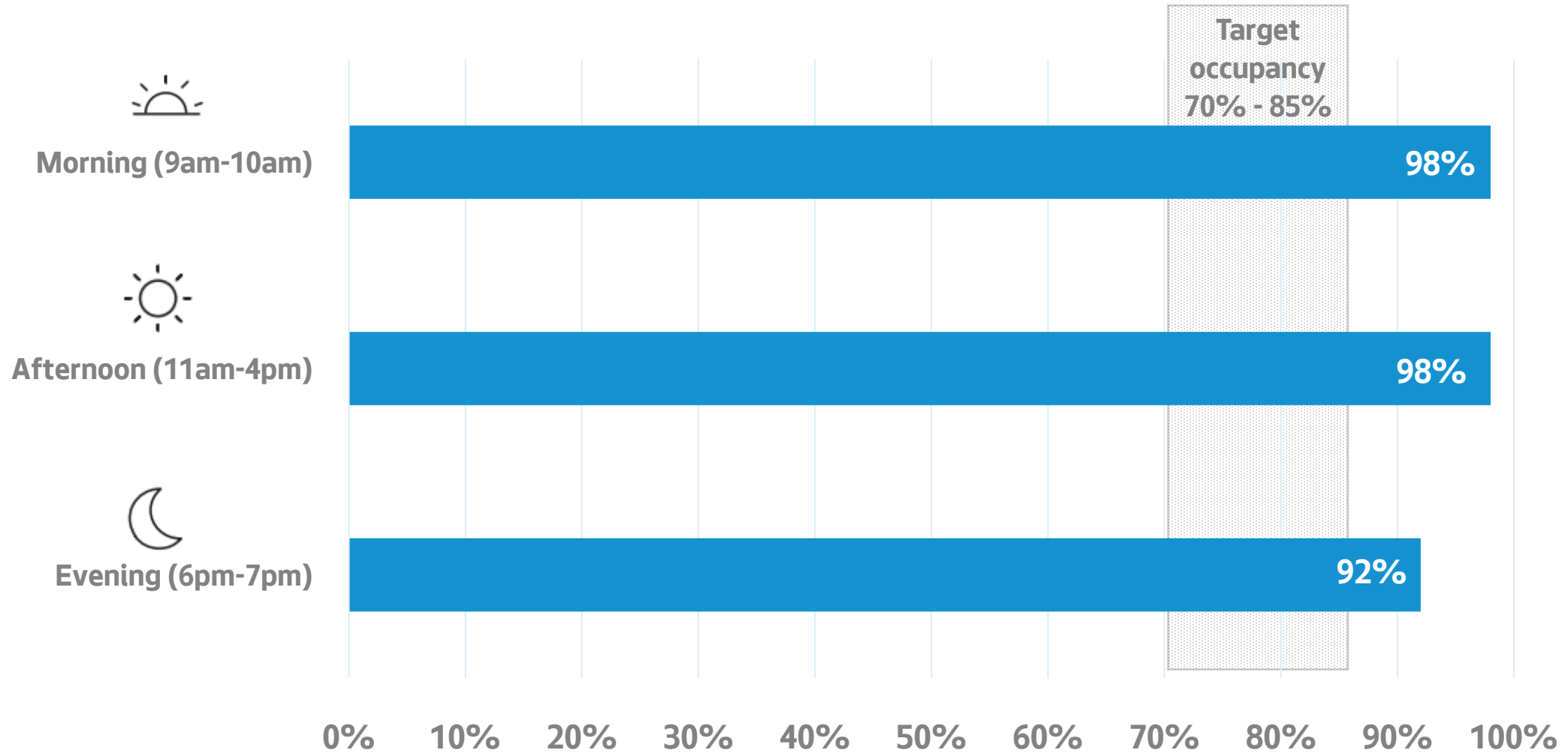


15th Ave Hourly Parking Occupancy



Source: 15th Ave E Parking Study, Heffron Transportation Inc, July 2022

15th Ave E Average Occupancy



Source: 15th Ave E Parking Study, Heffron Transportation Inc, July 2022

Outreach summary

- In-person and online survey shared by door-to-door outreach, phone calls, emails, BIA's email newsletter
- Met onsite with 26 business managers, owners, and supervisors March-April 2023
- 53% of all businesses and organizations in the project area completed the survey
- Visited the corridor on five occasions during daytime business hours
- Met virtually with representatives from Kaiser Permanente



15TH AVE E PARKING AND ACCESS

Spring 2023

PROJECT BACKGROUND AND PURPOSE

We are engaging with community members to develop recommendations that will improve on-street parking and access along the curb on 15th Ave E. With recent changes in activities along the way, there is a need to implement a curbspace, access and parking plan that addresses new and upcoming changes along 15th Ave E. Using technical parking studies, parking management tools and input from the community, we will create a curbspace management strategy guided by the following goals:

- Better serve the diverse needs and activities that occur along the curb.
- Ensure space along the curb for commercial and passenger loading, pick-up of food and retail goods and bicycle/scooter parking.
- Improve the availability of on-street parking by increasing the turnover of on-street parking spaces.
- Improve pedestrian visibility at intersections and crossings.
- Improve accessibility and identify opportunities to install designated disabled (ADA) parking.
- Reduce area congestion caused by drivers looking for on-street parking.

PARKING STUDY AREA

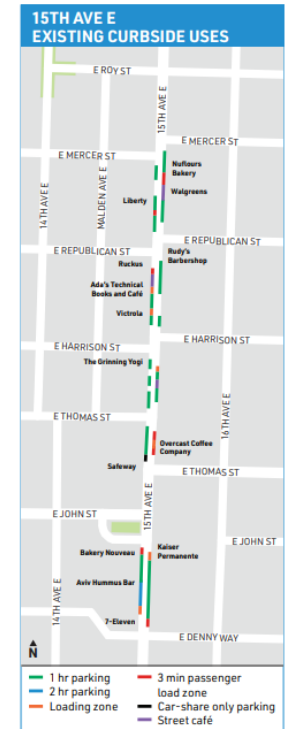
SDOT is focusing on the 15th Ave E corridor between E Denny Way and E Mercer St.

NEXT STEPS

Once completed, the implemented project may include new commercial and passenger load zones, paid parking, disabled parking, scooter and bicycle parking hubs, and other changes along the curb.

PROJECT TIMELINE

SUMMER 2022	WINTER - SPRING 2023	SUMMER 2023
Parking and occupancy studies	Community engagement and curbspace management strategy	Implementation



WE WANT TO HEAR FROM YOU!

If you weren't able to speak with our project team about your business' access and parking needs, please take our survey by following the QR code.

Email: DOT_15th_ave_e@seattle.gov
Tel: (206) 257-2230

Learn more on our project webpage: bit.ly/3J5x0bZ



What we heard - themes

- Parking in the neighborhood is challenging for customers and employees
- Existing load zones are often used for parking, which makes getting deliveries difficult
- More space is needed for short-term pick-up and drop-off activities like dropping off passengers or picking up food
- Most employees can find parking within 5 blocks of businesses
- Concern that the neighborhood character is changing quickly with several new developments

What we heard - survey results

- Most common mode of transportation to work for employees (respondents could select multiple options):
 - Drive/carpool (70%)
 - Walk/roll (50%)
 - Bus (39%)
 - Light rail (9%)
 - Bike (7%)
- Most common modes of transportation for customers as indicated by surveyed businesses (respondents could select multiple options):
 - Drive/carpool (79%)
 - Walk/roll (52%)
 - Bus (12%)
 - Bike (2%)
 - Light rail (2%)



What we heard - survey results

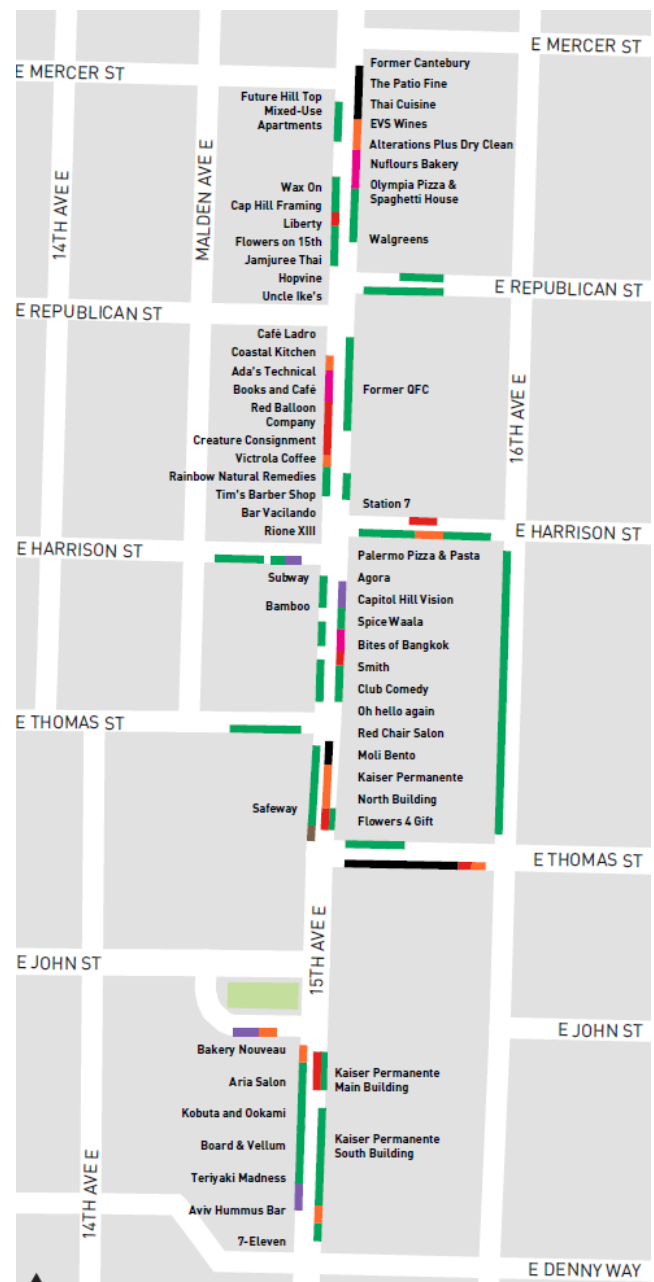
- Majority of businesses (89%) said employees can find parking within 5 blocks of their store
- Majority of businesses (81%) said parking is a challenge
- Most businesses (61%) do not think paid parking would benefit their business or customers



Improvement summary

- Add 2-hour paid parking along 15th , side streets, and part of 16th Ave
- Consolidate load zones, add commercial vehicle load zones where commercial loading is occurring, formalize food priority pick-up zones
- Add disabled parking where possible
- Address illegal parking and loading

Planned curbspace changes



Key

- 2 hr paid parking 8 am-8 pm
- 30 minute load/unload zone
- 30 minute commercial vehicle load zone 6 am-10 pm
- 3-5 min load/unload zone
- Car-share only parking
- No parking/stopping
- Street café

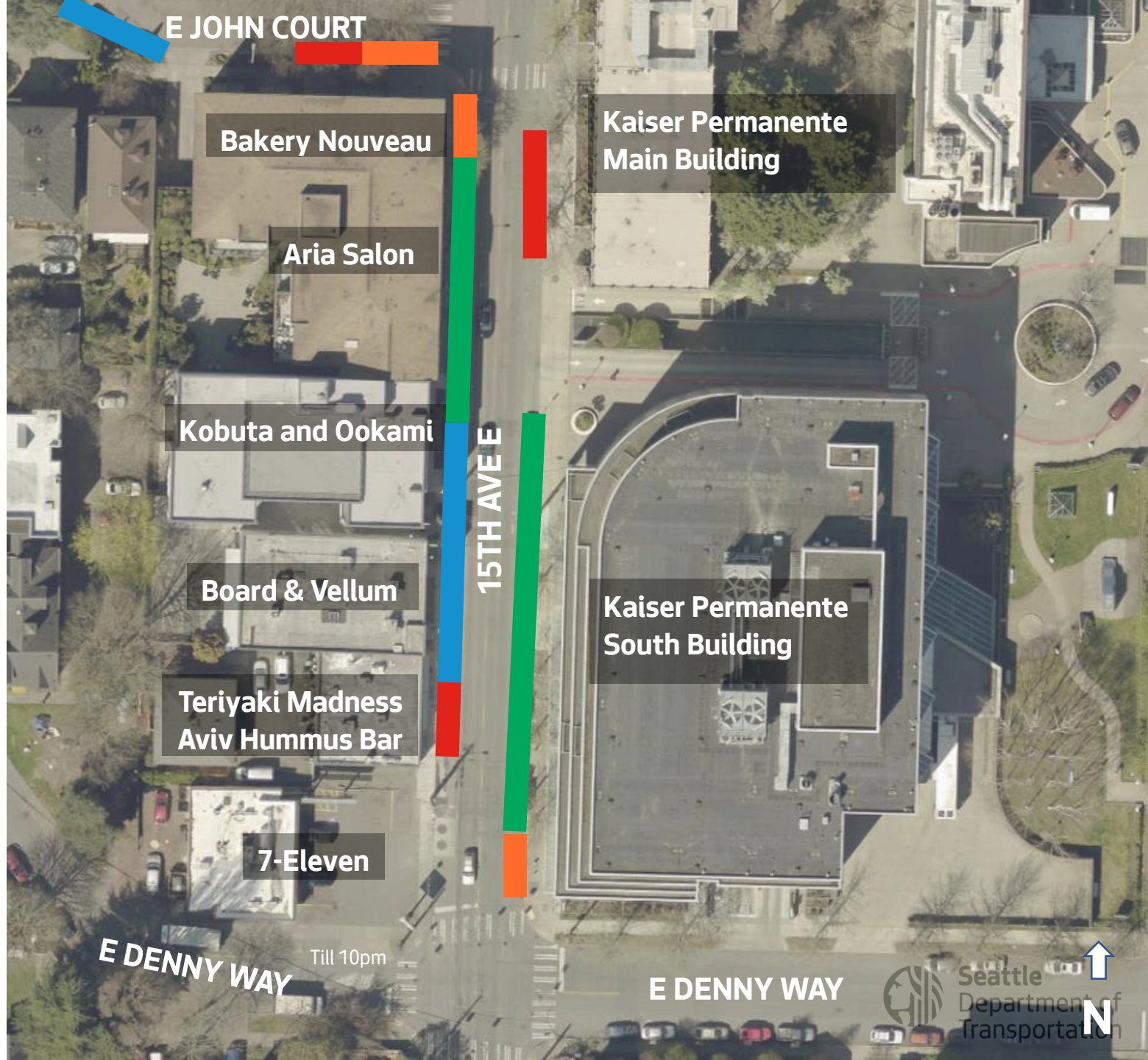
Planned curbspace shown is an approximation. SDOT will refine this plan as design begins. SDOT will also determine locations for disabled parking spaces during design.

Planned curbspace changes - block by block

EXISTING

15th Ave E E Denny Way to E John Court

- 1 hr parking
- 2 hr parking/RPZ parking
- 30 min load/unload
- 3 min passenger load

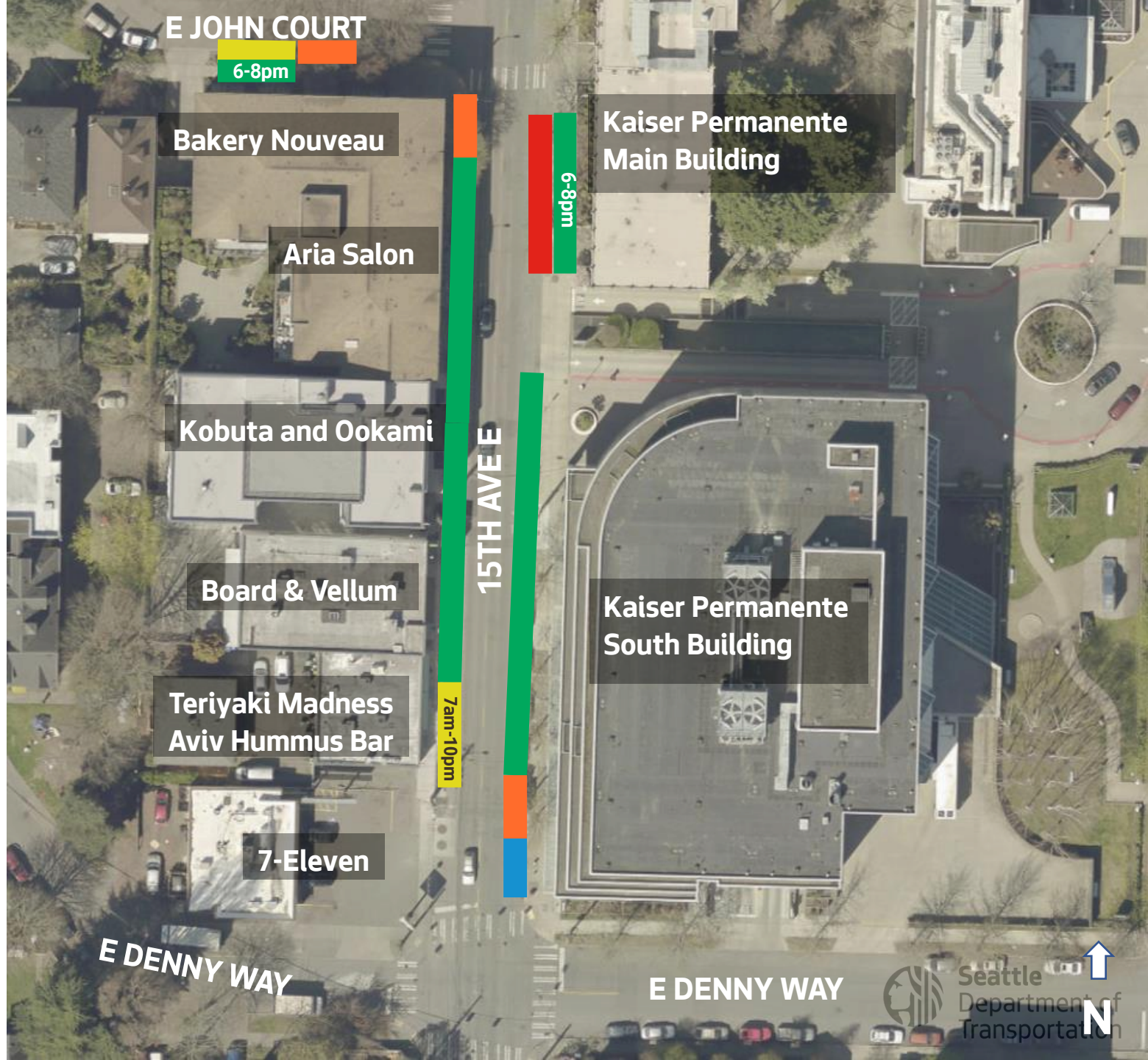


PLANNED

15th Ave E E Denny Way to E John Court

- 2 hr paid parking 8am-8pm
- 4 hr disabled parking
- 30 minute commercial vehicle load zone
- 30 minute paid load/unload zone
- 5 min load/unload zone

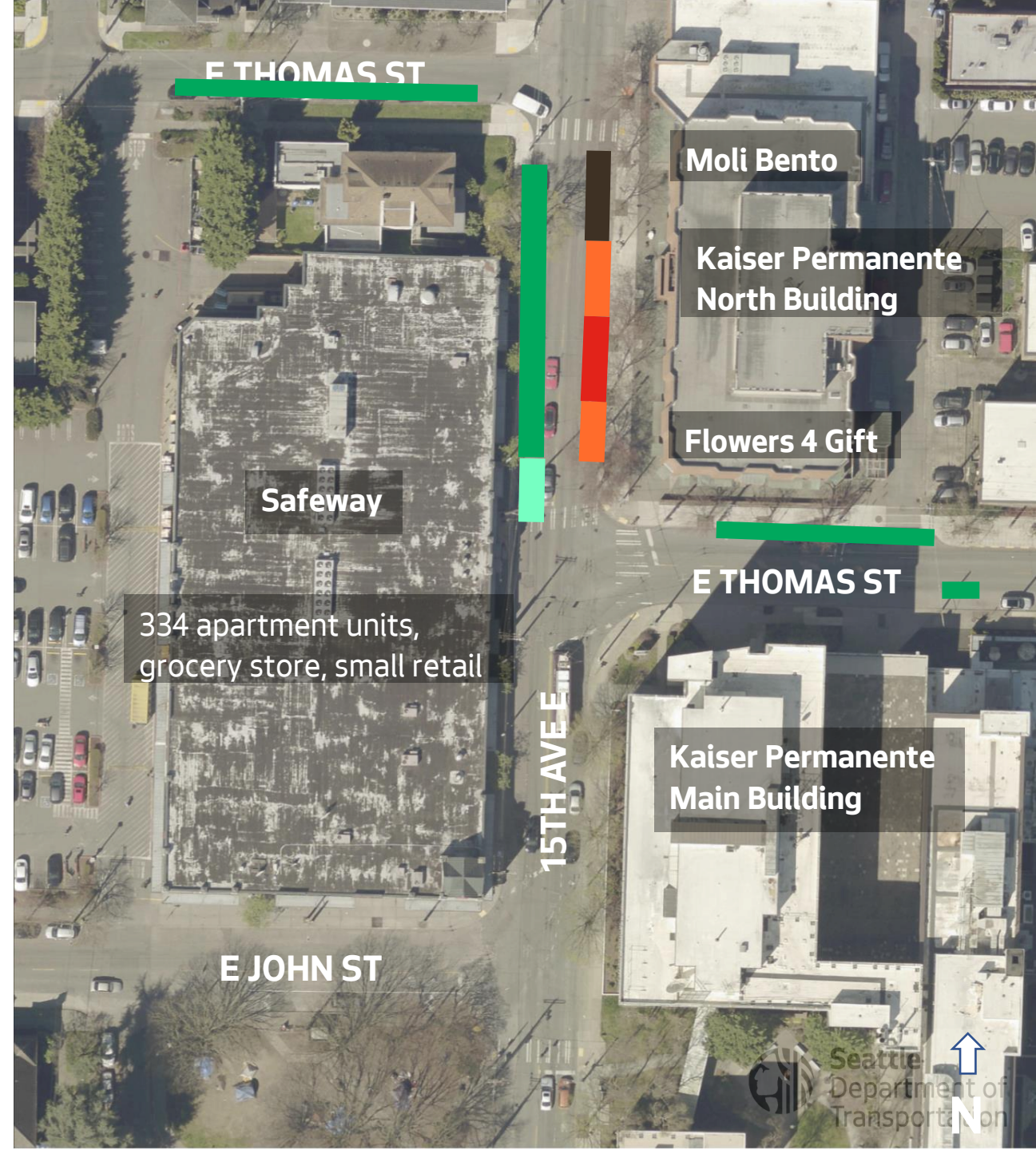
Note: Proposed curbspace shown is an approximation. SDOT will refine this plan as design begins. SDOT will also determine locations for disabled parking spaces during design



EXISTING






15th Ave E E John Court to E Thomas St

- 1 hr parking
- 2 hr parking
- 30 min load/unload zone 7am-6pm
- 3 min passenger load
- Car-share only parking

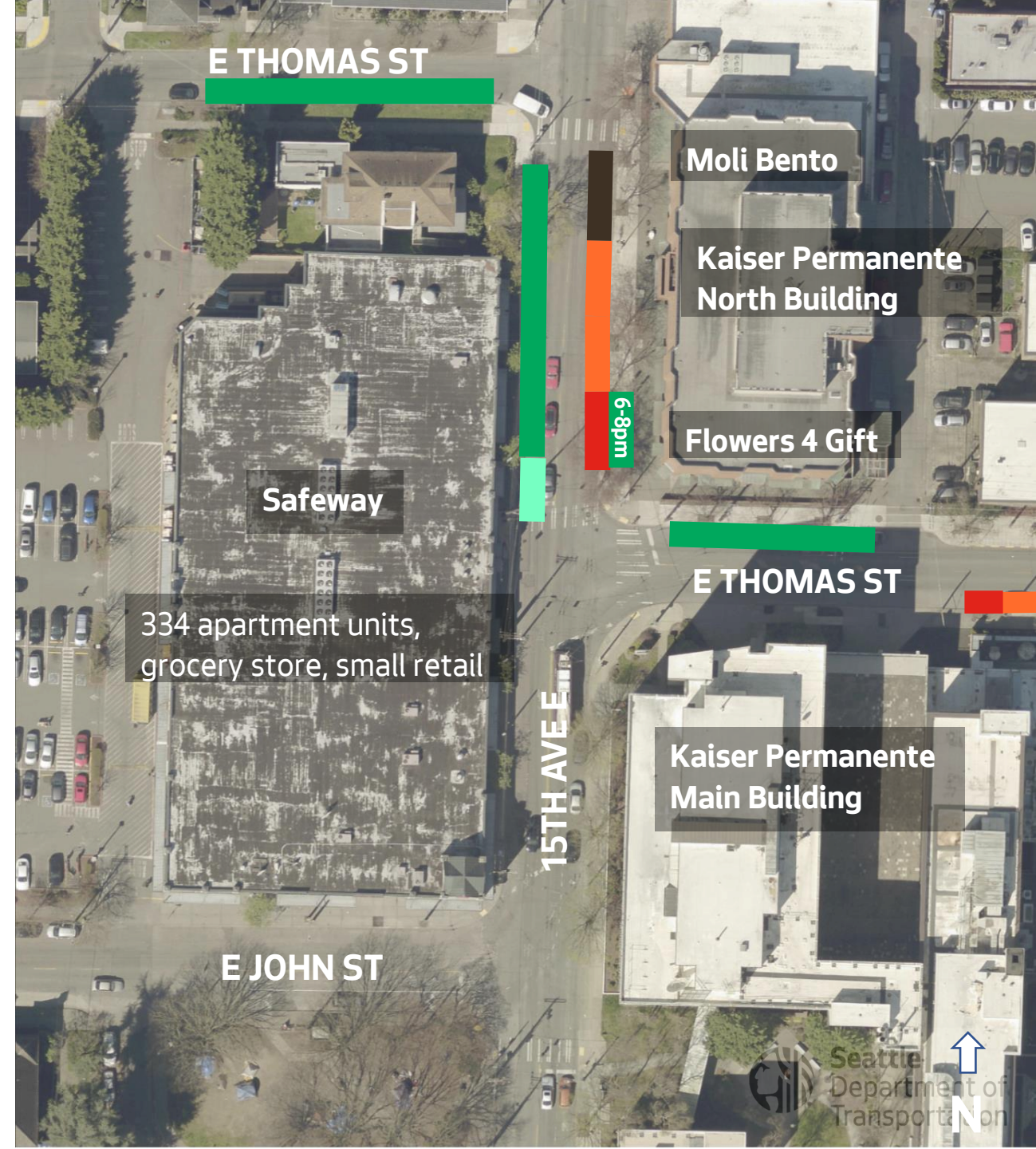


PLANNED

15th Ave E E John Court to E Thomas St




-  2 hr paid parking 8am-8pm
-  30 min paid load/unload zone 7am-6pm
-  3 min passenger load
-  Car-share only parking
-  No parking/stopping

Planned curbspace shown is an approximation. SDOT will refine this plan as design begins. SDOT will also determine locations for disabled parking spaces during design.



Existing





15th Ave E E Thomas St to E Harrison St

-  1 hr parking
-  30 min load/unload zone 7am-10pm
-  Street cafe



PLANNED

15th Ave E E Thomas St to E Harrison St

-  2 hr paid parking
-  30 min paid load/unload zone
-  Street cafe
-  30 min commercial vehicle load zone 6am-10pm

Planned curbspace shown is an approximation. SDOT will refine this plan as design begins. SDOT will also determine locations for disabled parking spaces during design.



Add striping and signage to stop parking and loading from occurring next to parklet





Add no parking signs on curb extension to stop loading from occurring on the sidewalk



Existing

15th Ave E E Harrison St to E Republican

- 1 hr parking
- Loading zone
- 3 min passenger load
- Street cafe

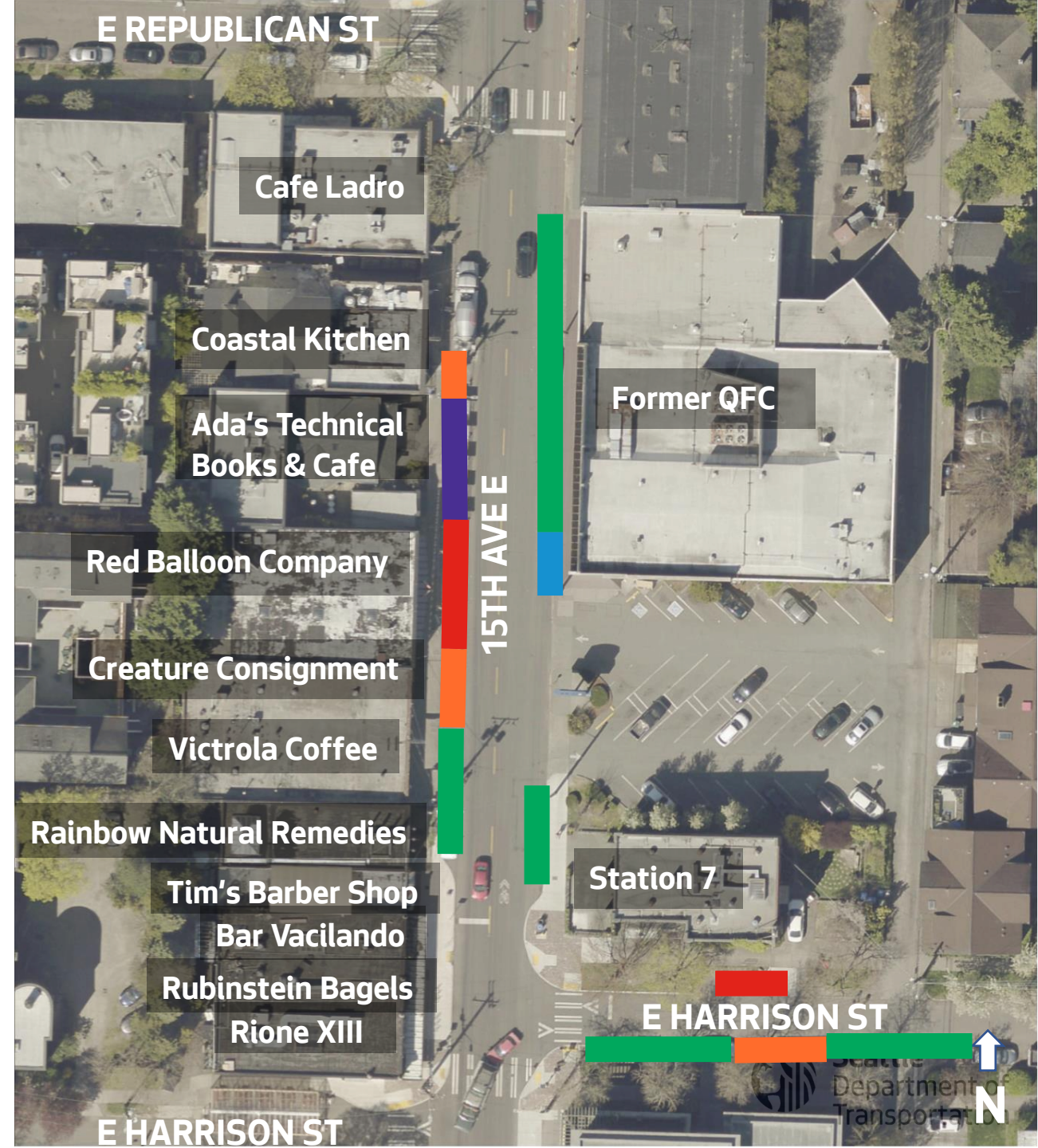


Proposed

15th Ave E E Harrison St to E Republican

- 2 hr paid parking 8am-8pm
- 4 hr disabled parking
- 30 minute paid load/unload zone
- 5 min load/unload
- Street cafe

Planned curbspace shown is an approximation. SDOT will refine this plan as design begins. SDOT will also determine locations for disabled parking spaces during design.

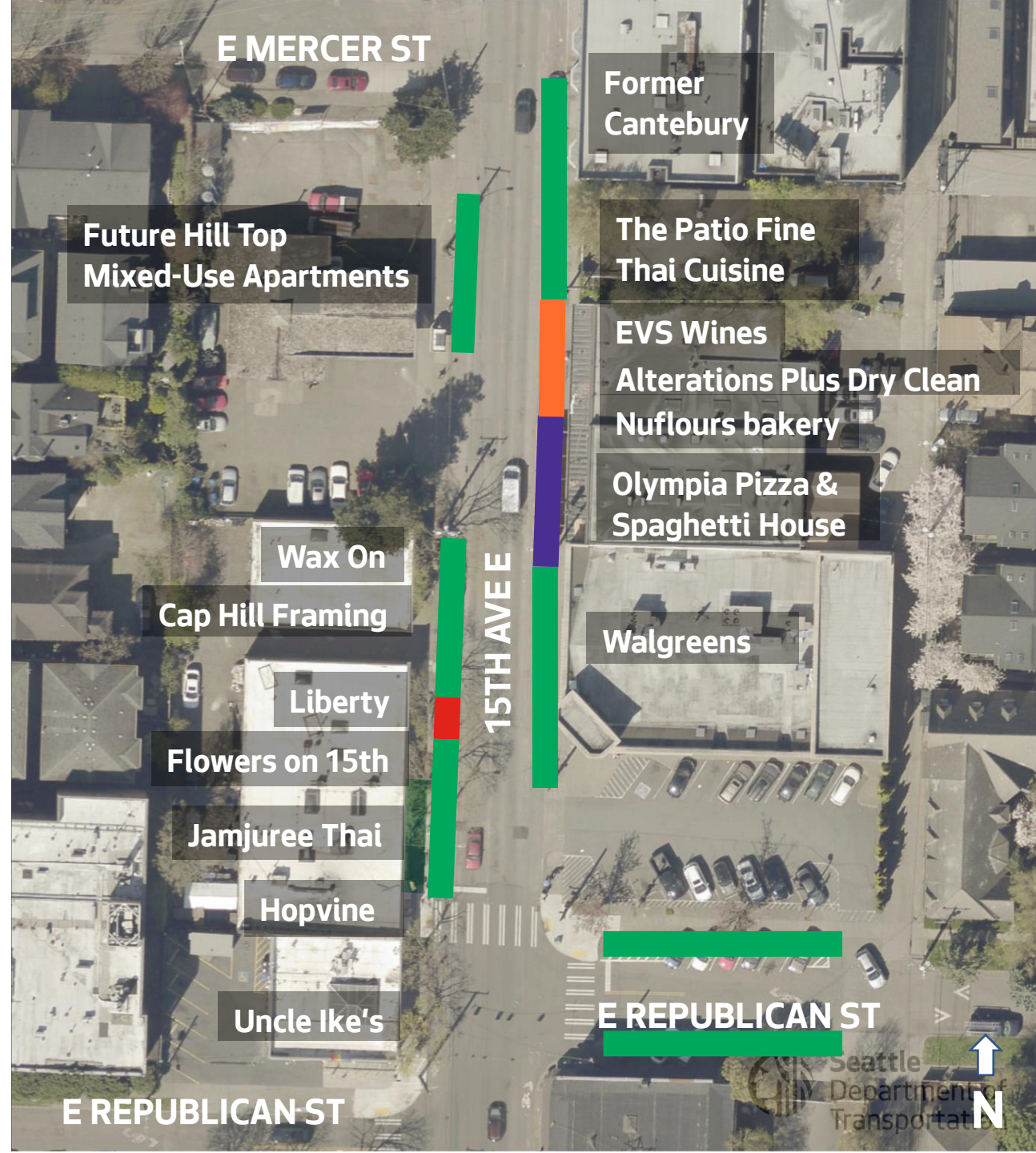


Existing

15th Ave E

E Republican St to E Mercer St






- 1 hr parking
- Loading zone
- 3 min passenger load
- Street cafe



Proposed

15th Ave E

E Republican St to E Mercer St

-  2 hr paid parking 7am-8pm
-  Loading zone
-  5 min load/unload
-  Street cafe
-  Striping + bollards

Planned curbspace shown is an approximation. SDOT will refine this plan as design begins. SDOT will also determine locations for disabled parking spaces during design.



E Republican St between 15th and 16th Ave

- Received feedback during outreach that street seems too narrow
- Upon review, SDOT has determined both the roadway and sidewalk area are too narrow for angled parking on each side
- Will be converting both sides of street to parallel parking, add disabled parking, and potential to add bicycle corral



15th Ave E at E Mercer St

- Will be removing ~ 4 spaces on east side
- Removal due to parking within an unmarked crosswalk
- Will improve visibility of marked crossing at E Mercer St
- Potential for adding bicycle corral, striping, and bollards where parking was previously

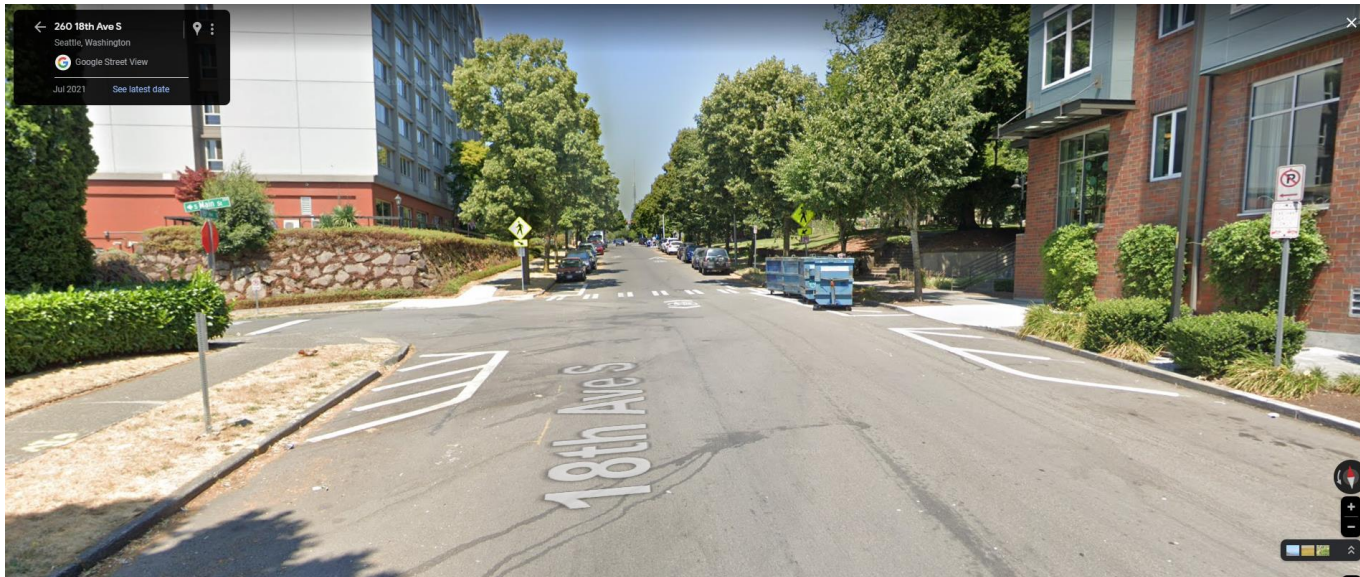


15th & Mercer St - ideas

- Hatch off existing parking area with striping and bollards
- Add bike corral



SW 34th St near SW Myrtle St



18th Ave S & Main St

16th Ave E between E Denny Way & E Thomas St

- Planning to add 2-hour paid parking on the west side of 16th Ave E
- Remove shuttle bus stop near E Thomas St - has not been in operation since 2015
- Preserve King County Metro transit layover space on 16th Ave E near E Denny Way



Planned paid parking rates

SDOT sets rates based on parking occupancy with goal of having 1-2 parking spaces open per block.

Planned parking rates

- Morning: \$0.50/hour
- Afternoon: \$3/hour
- Evening: \$2/hour

- Proposed paid parking rates on par with paid parking rates in Broadway and Pike-Pine, 12th Ave

- Will adjust rates 3 times/year based on updated parking data

Next steps

- **July:** Follow up with businesses and stakeholders on recommendations
- **August - September:** Design
- **Late September - October:** Implementation



Thank you!

Virginie Nadimi
virginie.Nadimi@Seattle.gov



