

Crash History

The CTIP study used SDOT's intersection safety standard of ten crashes per year for signalized intersections and five crashes per year for mid-block locations as its performance measures. For unsignalized intersections, the CTIP study used five crashes per year as its standard. SDOT provided crash data from 1999 to 2003. **Figure 3-23** shows numbers of crashes from 1999 to 2003 within the study area.

Signalized Intersections

Only the signalized intersection of Meridian Avenue N and N 130th Street exceeds the safety standard of 10 crashes per year set by SDOT. Two intersections have crash frequencies approaching SDOT's safety standard: I-5 Corliss North Ramp/N Northgate Way (8 per year) and 15th Avenue NE/NE Northgate Way (7.2 per year).

Mid-Block Locations

Ten unsignalized intersections and/or mid-block locations currently exceed the CTIP benchmark and SDOT standard of 5 crashes per year, as listed in **Table 3-12**.

Table 3-12. Unsignalized Intersections and Mid-Block Locations at or greater than the CTIP Crash Benchmark

Mid-Block Location	Between		5-Year Total (1999–2003)	Annual Average
N Northgate Way	Meridian Avenue N	I-5 Corliss NR RP	132	26.4
NE Northgate Way	3rd Avenue NE	5th Avenue NE	75	15
NE Northgate Way	5th Avenue NE	8th Avenue NE	73	14.6
N Northgate Way	I-5 Corliss NR RP	1st Avenue NE	66	13.2
NE Northgate Way	8th Avenue NE	Roosevelt Way NE	48	9.6
NE Northgate Way	Roosevelt Way NE	11th Avenue NE	42	8.4
NE Northgate Way	1st Avenue NE	NE Northgate Drive	34	6.8
15th Avenue NE	NE 123rd Street	NE 125th Street	29	5.8
NE 125th Street	14th Avenue NE	15th Avenue NE	28	5.6
N 85th Street	Corliss Way N	Banner Way NE	27	5.4

Highest Crash Rates

Among the locations evaluated in the study area, those with crash rates in the top 25% (crashes per million annual vehicles entering for intersections and crashes per million annual vehicles for mid-block sections) over the years 1999–2003 are shown in **Figure 3-24**. The top crash rates are concentrated on or near Northgate Way. In addition, the intersections of Meridian Avenue N and N 130th Street and Meridian Avenue N and N 107th Street have high rates. Wallingford Avenue just north of N 85th Street also has a high mid-block crash rate.

Parking

Off-Street Parking Requirements

Existing Parking Regulations

Off-street parking regulations are found in Seattle Municipal Code (SMC) Chapter 23.54 (the main parking chapter of the City's Land Use Code) and in SMC Chapter 23.71 (regulations specifically affecting the Northgate Overlay District.)

In general, parking requirements in Chapter 23.54 are expressed as a certain number of parking spaces per residential unit, or per square footage of commercial projects, or through other ratios that differ by land use. Commercial zoning provisions also set

standards for parking location, access, screening, and landscaping requirements and parking space requirements.

The citywide parking requirements for general retail sales and services is a minimum of 1 space for every 350 square feet, or approximately 2.9 spaces per 1,000 square feet. By contrast, the Northgate Overlay District sets a lower minimum (0.93 spaces per 1,000 square feet) as well as a maximum parking requirement that is also lower (2.4 spaces per 1,000 square feet.)

Chapter 23.71, the Northgate Overlay District, has particular parking regulations that supersede any conflicting provisions of the underlying zone. These provisions include minimum and maximum parking requirements for certain commercial uses, shared parking restrictions, submittal of a Transportation Management Program with a permit application, parking location,

access, screening standards, and parking space standards. The Northgate Overlay District also has specific mode-split goals.

**Figure 3-24. High Crash Rates: Top 25% over 5 Years (1999–2003)
Among Crash Locations Within the CTIP Study Area**



The City also has regulatory authority over parking based on the State Environmental Protection Act (SEPA). SMC 25.05.675(M) provides specific SEPA authority to condition a project to mitigate a development's effects on parking in an area. SEPA mitigation can include transportation management programs, parking management and allocation plans, incentives for the use of alternatives to single-occupancy vehicles, increased parking ratios, and reduced development densities, except for multi-family developments.



In addition to existing parking regulations, changes have been proposed to the Commercial Code (the Executive's Neighborhood Business District Strategy) that affect off-street parking. These will be considered by the City Council in 2006, and include eliminating parking requirements for development on commercially zoned parcels. In the Northgate Overlay District, the minimum and maximum parking requirements for office, retail, and motion-picture uses would remain in effect, but single-purpose residential developments and residential portions of mixed-use structures on commercially zoned parcels would no longer have parking requirements. The Neighborhood Business District Strategy proposal also sets maximums on surface parking of one acre in commercial zones within Urban Centers.

Existing Off-Street Parking Supply

In May 2004, Northgate's off-street parking supply was inventoried using an aerial photograph of the study area, data from King County, and field data. According to this methodology, there are approximately 21,500 off-street parking spaces within the study area. These spaces are both public and private and serve residential, commercial and institutional uses, including North Seattle Community College (1,829 spaces), Northgate Mall (4,125 spaces), and the Northgate Park and Ride lots (1,400 spaces).

In 1999, the Seattle Comprehensive Neighborhood Parking Study analyzed on- and off-street parking demand within sample areas of 39 Seattle neighborhoods, including Northgate. The analysis area for Northgate included the blocks along NE Northgate Way between Roosevelt Way NE and 1st Ave NE. The survey included approximately 800 off-street spaces in primarily private, non-residential lots. The average utilization for the non-residential lots during the daytime study period was 57%. During the peak period, utilization of non-residential lots was 78%.

On-Street Parking Conditions

City Curb Space Policies

Priority

Given the challenge of managing parking to provide enough to meet mobility and economic needs while limiting supply to encourage transit and carpool modes of transportation, the City has established priorities for on-street parking spaces in commercial and in residential zones. In commercial districts, SDOT prioritizes curb space first for transit stops and layover; then for passenger and commercial vehicle loading; short-term customer parking (time limit signs and paid parking); parking for shared vehicles, such as Flexcar; and finally for general vehicles.

In residential districts, curb space is also prioritized, with transit stops and layovers receiving the highest priority, and, in descending order of priority, passenger and commercial vehicle loading, parking for local residents and for shared vehicles, and general vehicles.

Curb Space Regulation Implementation

SDOT typically responds to adjacent property-owner or business manager requests to install curb space regulations such as time-limit signs or loading zones. Changes to these regulations can be made through several procedures, including business manager request, petition signatures gathered from adjoining property owners, and City Traffic Engineer decisions.

Paid Parking Implementation

Under the City's existing parking management policies, paid on-street parking would be considered if and when the time limits were not effective at encouraging parking turnover. High utilization, a high percentage of vehicles overstaying the time limit, and low turnover are typical indications that time-limit signs should be converted to paid parking to achieve the desired turnover for short-term customers and visitors. Starting in 2004, SDOT began a three-year pay station installation program to replace the City's aging single-space parking meters. In each neighborhood, SDOT conducts a parking study and public outreach process, using information from these processes to make neighborhood-wide parking management improvements.

The City is also studying potential implementation of a new parking management strategy for neighborhoods that are residential and commercial. This strategy would expand paid parking throughout a neighborhood and use pricing instead of time limits to achieve desired occupancy and parking turnover.

This system would allow for some spaces to be used for all-day paid employee or visitor parking in areas with lower short-term parking demand. If implemented, this system will likely decrease SOV parking rates in neighborhoods that currently have a large reservoir of unrestricted parking.

Residential Parking Zone (RPZ) Implementation

Residential parking zones are established on blocks that have adjacent residential uses, such as houses, apartments, or condominiums, to discourage long-term parking by non-residents. An RPZ may be appropriate where parking congestion is caused by proximity to a business district with limited parking (e.g. Capitol Hill), or by parking generated by visitors or employees of a hospital, school, or factory.

Certain on-street parking conditions must be present for a neighborhood to qualify for an RPZ. These conditions include streets that are at least 75% full during the time period when the problem is occurring (day or night) by at least 25% non-residents. To create an RPZ, a neighborhood must undertake a petition process where 60% of all households on each participating block agree to have the signs installed that limit parking.

Light Rail Station Preparation

The City of Seattle and Sound Transit have created a plan to proactively manage on-street parking around the Central Link initial segment stations. The purpose is to prioritize on-street parking for customer or residential use before commuters attempt to use neighborhood streets for park-and-ride purposes. Prior to the station opening, Sound Transit will conduct an inventory of on-street parking spaces and work with the City to install time-limit signs, RPZs, or paid parking as necessary. A public outreach process will accompany the curb space regulation changes.

On-Street Parking Supply

A May 2005 inventory of on-street parking spaces used aerial photographs and field checks to estimate the on-street supply of parking on Northgate's arterials (see **Figure 3-25**).

Approximately 3,000 spaces were identified, including spaces classified by existing parking management designations, such as time-limit signs, transit layover, and an RPZ to the west of North Seattle Community College.

North Sector Parking

The north sector contains the on-street parking supply north of NE Northgate Way and east of I-5. The majority of the arterials, including 5th Avenue NE, NE 125th Street, and 15th Avenue NE, are restricted to four-hour time limits. Sections of Roosevelt Way NE (south of NE 125th Street) and 15th Avenue NE are unrestricted. All of NE 125th Street and Roosevelt Way NE (north of NE 125th Street), Pinehurst Way NE, and portions of 5th Avenue NW, Roosevelt Way NE, and 15th Avenue NE are designated no-parking zones.

The 1999 Comprehensive Neighborhood Parking Survey collected data for peak and average on-street utilization on 1st Avenue NE, 2nd Avenue NE, 3rd Avenue NE, and 8th Avenue NE between NE Northgate Way and NE 112th Street. This survey area included 109 on-street parking spaces. All were unrestricted at the time, and the majority of those spaces were on streets fronting the multi-family residential development between 1st Avenue NE and 3rd Avenue NE on the north side of NE Northgate Way. Utilization of all on-street spaces in the study area averaged 63%.

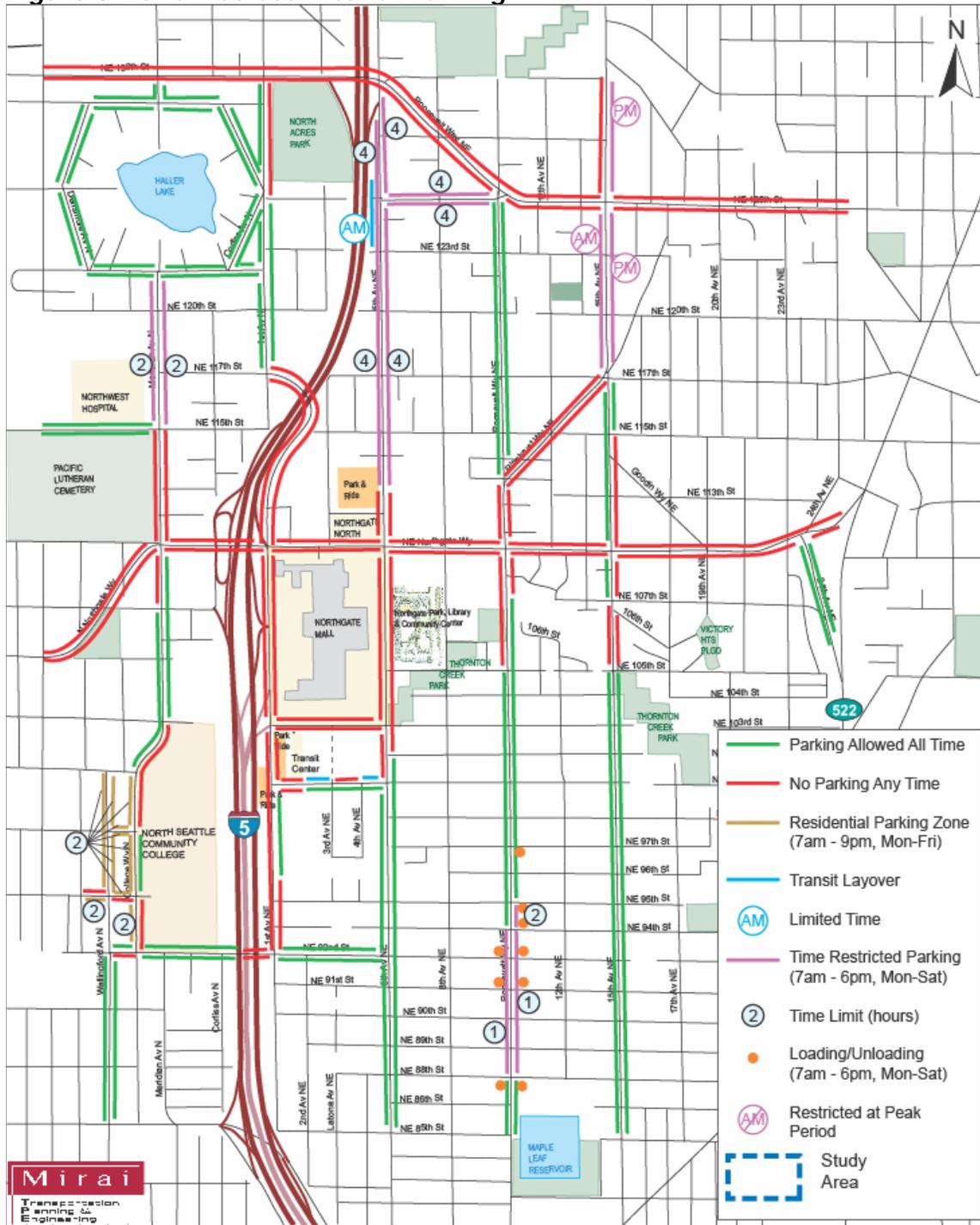
Major uses in this area include the Northgate North development and the park-and-ride at NE 112th Street. Outside of the concentration of business and high-density residential uses along NE Northgate Way and 5th Ave NE, Roosevelt Ave NE and 15th Ave NE, there is a large concentration of single-family residential neighborhoods.



South Sector Parking

The south sector includes the on-street parking supply south of NE Northgate Way, east of I-5, north of NE 85th Street, and west of Lake City Way NE. The arterials within the commercial core of the Urban Center typically do not permit on-street parking at any time. Parking is prohibited on all of the streets around Northgate Mall; around the Northgate Park and Ride lot and south lot (Northgate Commons site); along 5th Ave NE adjacent to the Northgate Park, Library, and Community Center; and on the majority of block faces of Roosevelt Way NE and 15th Avenue NE south of NE Northgate Way. The City plans to allow on-street parking on the new 3rd Avenue NE between NE 100th Street and NE 103rd Street, and limited, off-peak parking on the east side of 5th Avenue NE in front of the Civic Center. Where parking is allowed in this area, it is typically unrestricted. However, there are 11 block faces of Roosevelt Way NE in the small neighborhood business district located between NE 88th Street and NE 95th Street with one- and two-hour parking restrictions.

Figure 3-25. On-Street Arterial Parking



West Sector Parking

This sector includes the on-street parking supply west of I-5 and between NE 85th Street, Ashworth Avenue N, and NE 130th Street. Parking is prohibited around the intersection of NE Northgate Way and Meridian Ave N. With the exception of the portion of Meridian Ave N between NE 115th and NE 122nd Streets, which has two-hour time-limits, the remaining arterial parking is unrestricted. The two-hour signs on Meridian are part of a group of restrictions that extend into the single-family neighborhood located between Meridian Ave N and I-5. These signs were installed in 1998 to minimize the spillover impact from employees of Northwest Hospital.



An RPZ is designated west of North Seattle Community College. This zone was established as part of the College's Transportation Management Plan. On the participating blocks of College Way N and Wallingford Avenue N, the zone limits parking between 7 AM and 9 PM to two hours for vehicles not displaying a Zone 18 permit. Vehicles with a Zone 18 permit may park for up to 72 hours before they are required to move from their parking spaces.

Existing On-Street Demand

The City's standard for on-street occupancy is 85% parking utilization. Above the 85% standard, it becomes difficult to find a parking space. Based on the most recent utilization data for Northgate (1999 Comprehensive Neighborhood Parking Study), customers looking for an off-street or an on-street space had a high likelihood of finding one. On-street parking on the side streets around NE Northgate Way had a peak utilization of 83% and an average utilization of 63%. Given that non-residential off-street parking spaces had a peak utilization of 77%, most customers and visitors can easily find an off-street space closer to the door of their destination than on-street spaces. Unlike Downtown Seattle and some of the City's denser Urban Centers, most land uses in Northgate provide off-street parking. Therefore, in commercial areas, on-street parking spaces are most likely used by area employees, customers, and visitors choosing a convenient on-street space.

Existing Transportation Demand Management (TDM) Strategies

The City's TDM programs employ various planning tools that encourage reduction in SOV travel, including pricing and managing parking supply for new development through Transportation Management Plans (TMP). A TMP is often a requirement of a building permit or Master Use Permit.

Development within Northgate must meet the requirements of the Northgate Overlay District Transportation Management Program (SMC 23.71.018), which specifies mode-split goals for the area and different techniques developers may use to achieve those goals.

Another Northgate-specific TDM measure, the Northgate Employer Network, provides King County Metro staff assistance to help member businesses reduce parking demand by encouraging transit use, van- and carpooling, walking, and bicycling. In addition, Northgate currently has one of the City's "Flexcars" parked on the south side of NE 100th Street adjacent to the Northgate Executive Center at 155 NE 100th Street. This car is available to program participants for midday errands.

Finally, employers with over 100 employees at a single site are required by the state to meet Commute Trip Reduction Act goals. In the Northgate area, the following employers meet this criterion: Northwest Hospital, Qualis Health, North Seattle Community College, the University of Washington Northgate, and Washington Dental Service. As part of the Northgate Employer Network described above, King County Metro coordinates regular meetings of the Employee Transportation Coordinators (ETCs) of each of these organizations to share strategies to help each organization meet its Commute Trip Reduction Act goals.