

**FINAL MEETING SUMMARY  
ROOSEVELT PARKING WORKGROUP  
APRIL 18, 2005  
CALVARY CHRISTIAN ASSEMBLY  
6:00 – 7:30 PM**

**ATTENDEES**

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Tad Bigelow, resident  
Kay Carlson, TRF Pacific (Roosevelt Square)  
Michele DeAnda, Whole Foods  
Leah Hill, resident  
Jennifer Keys, resident  
Larry Johnson, The Johnson Partnership  
Lani Johnson, The Johnson Partnership  
Laura Larson, Republic Parking NW

John Meek, Republic Parking NW  
Jim O'Halloran, President, Roosevelt Neighborhood Association  
Lynda Prine, Starbucks employee  
Andy Reay-Ellers, Vice-President, Roosevelt Neighborhood Association  
Randy Wiger, Seattle Department of Transportation

Notes prepared by Randy Wiger

**ACTION ITEMS**

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- *(See list at end of meeting notes)*

**ABANDONED VEHICLES, CAR CAMPING, CAR PROWLs, AND PUBLIC SAFETY**

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The first Roosevelt Parking Workgroup meeting focused on **regulations, enforcement, lot-sharing, and busing, biking, and walking** (please see the Roosevelt Parking Matrix document for specific agenda items).

The first topic discussed was abandoned vehicles. Randy clarified that people may now report abandoned vehicles using an online webpage in addition to the previously available phone number: 684-8763 or [https://www.ci.seattle.wa.us/police/forms/Abandoned\\_Vehicles.htm](https://www.ci.seattle.wa.us/police/forms/Abandoned_Vehicles.htm)

A question was raised about there being a different number listed on the 72-hour page on the "Parking in Seattle" site ([www.seattle.gov/transportation/parking](http://www.seattle.gov/transportation/parking)) than on the abandoned vehicle webpage. The difference is that not every vehicle that has remained parked in the same space for more than 72 hours is necessarily an abandoned vehicle. If a vehicle has been in the same space for over 72 hours, but does not appear to be abandoned, please call the non-emergency police number (625-5011) to request enforcement. If a vehicle has been in the same space for over 72 hours and does appear to be abandoned, please call the abandoned vehicle hotline (684-8763) or use the online form.

Attendees reported that there is car-camping occurring in the following locations:

- Along 8th Avenue NE by the Park-and-Ride (NE 64th to Weedon Place)
- On Ravenna Blvd. (Under I-5, between NE 63rd to NE 65th St.)
- On Weedon Place (primarily under I-5)

Attendees also reported that there are car prowls (and some car theft) occurring in the following areas:

- Around NE 66th and NE 67th Street between 8th Avenue NE and Roosevelt Way NE
- Along 15th Avenue NE, especially on the east side between NE 66th and NE 67th St.

Randy clarified that car-camping is not illegal in Seattle, though there can sometimes be associated nuisance behaviors such as public urination, defecation, littering, and illegal drug sales and/or use. Attendees confirmed that these behaviors are occurring, and that there are persistent abandoned vehicles in this same area. They noted this area is immediately adjacent to the John Marshall School (Grades 6 - 12) and these activities are probably not ideal for students to be subjected to.

Randy agreed to contact King County Metro staff involved with the Park-and-Ride and public safety, and the city's Crime Prevention Coordinator for the area (Diane Horswill), and to arrange a fourth workgroup meeting (probably in June) to focus on these public safety concerns. If possible, Randy will inquire into the availability of related crime data/statistics for the area.

Some specific comments about the Park-and-Ride included:

- Need better street lighting along 8th Avenue NE south of NE 65th St.
- Park-and-Ride lot is not big enough, especially for stadium events (at the UW?)

Another comment about transients and pan-handling related to the area of the landscape pedestrian feature on the west side of 12th Avenue NE just south of NE 65th St (this is alongside of Roosevelt Square:

- Can this landscaped area be removed (SDOT required it to be installed)?

Participants raised the question of whether there been any study that looked at whether areas where RPZs have been installed experience fewer car prowls (presumably since non-residents find it more difficult to park for long periods there).

## **SPEEDING**

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Attendees reported frequent speeding on:

- NE 65th St. going west (towards I-5) in the mornings
- NE 65th St. going both directions (east and west) in the evenings
- NE 75th St going east (towards I-5), and also near to Eckstein Middle School
- Roosevelt Way NE
- 12th Ave NE
- 15th Ave NE

Attendees commented that drivers go up to 45 m.p.h. on NE 75th St. because there are no business districts that slow them down and because of the availability of peak period lanes. They expressed concern at the way people use the availability of the parking lanes to pass people on the right. Sometimes cars in the proper lane to make a right-hand turn are nearly hit by a car passing them on the right as they start to make their turn. Additionally, the road rises so steeply

for westbound cars approaching Eckstein Middle School (at 30th Ave NE) that drivers may not be able to see the signal - and pedestrians crossing NE 75th St - until they are right on top of them. Likewise, due to the rise, pedestrians may have difficulty seeing oncoming cars until the cars are very close to the crossing.

Speeding on NE 65th St, while primarily occurring westbound (towards I-5) in the mornings and eastbound in the evenings, also has a simultaneous reverse traffic flow of some people speeding eastbound in the mornings (towards I-5) and westbound in the evenings. There is some traffic speeding to get to Roosevelt High School in the mornings and leaving the school in the afternoons. In addition NE 65th experiences significant congestion during the evening peak period time.

Events at Husky Stadium (and at other UW venues) create large traffic flows and speeding on many of these streets. It has been common knowledge and conditioning for thirty years that the best way to leave after a game is to go north on 25th Ave NE to NE 75th and then I-5 because turns off of 25th Ave NE are restricted in such a way as to prevent easy access to other entry points onto I-5.

Attendees also report that drivers use Roosevelt Way NE as an alternate route to I-5; when I-5 is slow, drivers get on Roosevelt Way NE (and to some extent on 12th Avenue NE also). These two streets were made into a one-way couplet when I-5 was built, and some people recall that it was said at the time that at some point in the future they would be changed (to two-way streets).

They believe that undoing the couplet will create slower speeds because of the two-way traffic. They wondered if removing the peak period restrictions on Roosevelt Way NE and 12th Ave NE (which would remove a travel lane during peak periods) would help to slow traffic. They are also interested in learning more about a "Road Diet" for Roosevelt Way NE. People also say they don't see many speed limit signs posted.

### **PEDESTRIAN SAFETY AND MOBILITY**

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Attendees identified several pedestrian safety concerns including:

- Main intersections (east-west streets crossing Roosevelt Way NE) are blocked (by cars) during peak periods (including signalized crosswalks) so that pedestrians have difficulty crossing.
- Is it possible to install a mid-block crosswalk NE 65th St. between Roosevelt Way NE and 12th Avenue NE?
- Pedestrians have difficulty crossing 12th Avenue NE at NE 64th St.
- Drivers don't see pedestrians walking on the west side of 12th Avenue NE when they are exiting on the mid-block ramp from the upper level of Roosevelt Square because drivers are looking south towards oncoming traffic and don't see pedestrians coming towards them from the north.
- Drivers tend to bolt out of alleys onto the streets without looking for pedestrians.

Suggestions to improve these situations included:

- Can Roosevelt get the "Don't Block the Box" signs at intersections to help prevent drivers from blocking the cross-streets (and crosswalks) across Roosevelt Way NE?
- Can we get more "Yield to Pedestrians" signage?
- On the west side of 12th Avenue NE, just south of the mid-block ramp from the upper level of Roosevelt Square, can 1 or 2 parking/curbside spaces be removed to improve the visibility of drivers exiting the upper level so they can see oncoming traffic (from the south) better without having to pull entirely out onto the sidewalk? Perhaps install a "No Parking Anytime" sign here?
- Can Roosevelt Square investigate installing a "pedestrian mirror" and a "pedestrian crossing" sign to help exiting drivers be more aware of pedestrians (especially those coming from the north)?
- Does the city ever paint crosswalks across entrances/exits to alleys (to help drivers exiting an alley to be more aware of pedestrians)?
- Would like more visibility/enforcement for the regulations that already exist.

## **BIKING**

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Workgroup members would like to improve the ability of people to get to, from, and around the neighborhood by bicycle (and by walking). They would like for employees of area businesses to have smooth and comfortable access to their places of employment by bicycle. They commented that the whole area does not have safe and adequate bicycle routes.

Attendees noted that 12th Avenue NE and 25th Avenue NE are logical streets to for bicyclists to use, but they need better bicycle connections. They asked if a bike lane could be created on Roosevelt Way NE and 12th Avenue NE so that bicyclists would be encouraged to use the sidewalks less, which would reduce the number of bicycle/pedestrian collisions.

(NOTE: According to the Seattle Bicycle Map, Roosevelt Way NE and 12th Avenue NE are NOT bicycle routes. The closest North/South routes are 20th Avenue NE and Woodlawn Avenue N/NE - around Green Lake), and East/West routes are NE 70th St., and NE 65th St. becomes a bicycle route east of 20th Avenue NE.)

Attendees also commented on their desire to increase the use of non-car modes, and made comments that more people would bicycle to work, the schools in the area and to Cowan Park if the routes were safer.

(NOTE: SDOT staff requested that workgroup members work with the community to identify a list of specific blocks and streets in the area that would be of most use to bicyclists.)

## **BUSING**

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Attendees had the following comments:

- Although there may be around 40 bus stops in the core Roosevelt area, few have shelters. How can we get more shelters, and better shelters?
- Roosevelt doesn't ever seem to be listed on the headers and destinations that are on the front panel of all Metro Time Tables and other route publications and displays,

nor is Roosevelt listed on the route maps. Why not? How can Roosevelt get listed on these?

### **PARK AND RIDE LOT STAKEHOLDERS**

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The workgroup identified the following list of potential stakeholders for the Park-and-Ride lot:

- Commuters
- Residents near to the Park-and-Ride lot
- Students, faculty, staff at UW (this is why RPZ 19 was installed)
- People attending UW games at Husky Stadium, etc.
- Residents from nearby neighborhoods (Maple Leaf, Ravenna/Bryant, View Ridge, Wedgwood)
- Calvary Christian Assembly

(NOTE: Calvary Christian Assembly seems to have a reciprocal lot-sharing arrangement with Metro - during the week a portion of the church lot is available for Park-and-Ride vehicles and on Sundays, church attendees use the Park-and-Ride lot under I-5 in addition to the church's lot, and the church provides a shuttle service to and from the Park-and-Ride lot.)

### **NEXT MEETING**

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The workgroup will meet again on Monday, May 2. Topics will include customer, business, and employee parking, and paid parking (pay stations and meters).

**Meeting Adjourned**

**ACTION ITEMS FROM APRIL 18, 2005**

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- a) SDOT staff will contact King County Metro staff involved with the Park-and-Ride and public safety, and the city's Crime Prevention Coordinator for the area (Diane Horswill), and arrange a fourth workgroup meeting (probably in June) to focus on these public safety concerns.
- b) If possible, SDOT staff will inquire into the availability of related crime data/statistics for the area.
- c) SDOT staff will investigate to determine if there are any studies that have looked at whether areas where RPZs have been installed experience fewer car prowls.
- d) SDOT staff will investigate remedies for pan-handling in the pedestrian landscape area on the west side of 12th Avenue NE just south of NE 65th St. (adjacent to Roosevelt Square).
- e) SDOT staff will investigate the possibility for removing peak period restrictions, and/or installing a "Road Diet" on Roosevelt Way NE and/or 12th Avenue NE, and other methods that can decrease vehicle speeds and cut-through traffic from drivers avoiding I-5 when it is backed up.
- f) SDOT staff will investigate the options for installing a mid-block crosswalk NE 65th St. between Roosevelt Way NE and 12th Avenue NE.
- g) SDOT staff will investigate the possibilities for installing "Don't Block the Box" signs along Roosevelt Way NE and/or 12th Avenue NE in order to keep crosswalks clear for pedestrians, especially during peak periods.
- h) SDOT staff will investigate the possibilities for installing more "Yield to Pedestrians" signage.
- i) SDOT staff will investigate the possibilities for removing one or two curbspaces on the west side of 12th Avenue NE, just south of the mid-block ramp from the upper level of Roosevelt Square in order to provide better visibility for exiting drivers.
- j) Roosevelt Square will investigate the options for installing a "pedestrian mirror" and a "pedestrian crossing" sign to help exiting drivers be more aware of pedestrians (especially those coming from the north).
- k) SDOT Staff will investigate whether the city ever paints crosswalks across entrances/exits to alleys.
- l) SDOT staff will investigate whether a bike lane could be created on Roosevelt Way NE and 12th Avenue NE so that bicyclists would be encouraged to use the sidewalks less.
- m) SDOT staff will work with Metro to determine how more shelters can be installed in the Roosevelt area.
- n) SDOT staff will work with Metro to determine the possibilities for Roosevelt to be listed as a destination in Time Table information.
- o) SDOT staff requested that workgroup members work with the community to identify a list of specific blocks and streets in the area that would be of most use to bicyclists.

**Parking in Roosevelt  
Agenda for April 18, 2004 Meeting**

**Regulations, enforcement, lot-sharing,  
and busing, biking, & walking**

**Public Safety**

*Problems:*

- Public safety concerns related to car prowls and assaults.
- Car camping creates problems (Cowan Park - corner of NE 62nd St and Brooklyn Ave NE).

*Opportunities:*

**Enforcement**

*Problems:*

- Residents park on planting strip on evenings and weekends (possibly because some streets are narrow for both on-street parking and a travel lane).
- \*Cars are parked such that they block driveways.
- Abandoned cars are frequent around the church (presume this to be Calvary Christian Assembly at 6810 8th Ave NE).

*Opportunities:*

**Alternate Travel Modes (Biking, Busing, Walking)**

*Problems:*

- Pedestrian safety needs to be improved.
- Pedestrians cross NE 65th all over instead of only using crosswalks.
- Roosevelt Square upstairs parking is dangerous for pedestrians.
- \*Bicycle lanes/paths are disconnected and need to be improved.

*Opportunities:*

- Raise awareness of options available to parking users.
- Could more Flexcars be located in the neighborhood (currently there are 2, and then 2 more in nearby Cowan Park area)?
- Improve the functioning of this area as a transit hub (no specific suggestions were listed).

## **Park and Ride Lot**

### *Problems:*

- \*Park and Ride Lot gets full and results in commuter "hide and ride" spillover parking into neighborhood (especially impacted are surrounding streets: NE 66th to 68th St, and 8th Ave NE to 12th Ave NE).

### *Opportunities:*

- Use space under I-5 to create "double-decker" parking area.
- Improve/simplify use of transit area under I-5 (improve lighting, safety).

## **Lot-Sharing**

### *Problems:*

### *Opportunities:*

- Pursue lot-sharing opportunities, especially to improve parking management at peak use times.
- Calvary Christian Assembly parking lot is under-utilized: could a lot-sharing arrangement be developed? (Note: the lot is used M-F to supplement the existing Park and Ride Lot under I-5).
- Could the Qwest lot could be utilized for lot-sharing (bounded by 12th Ave NE, NE 64th St, and Brooklyn Ave NE).
- Could spaces in apartment buildings not used by tenants be rented to park either employee vehicles or business vehicles?