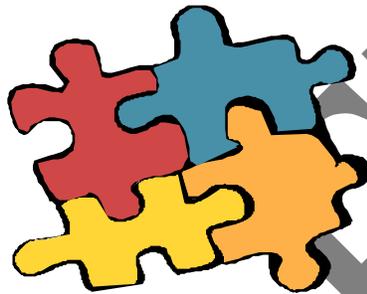


***DRAFT***

**MAKING THE PARKING SYSTEM WORK**

**ROOSEVELT PARKING ACTION STRATEGY**

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**PARKING POLICY AND PLANNING SECTION  
POLICY, PLANNING, AND MAJOR PROJECTS DIVISION**

***REVISED DRAFT MARCH 2006***

**SEATTLE DEPARTMENT OF TRANSPORTATION**



**CITY OF SEATTLE**

# ROOSEVELT PARKING ACTION STRATEGY

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## EXECUTIVE SUMMARY

The *Roosevelt Parking Action Strategy* was developed between October 2004 and June 2005 by the members of the Roosevelt Parking Workgroup in conjunction with SDOT's *Making the Parking System Work* program. Roosevelt's existing planning documents, such as the *Roosevelt Neighborhood Plan*, the *North Link Light Rail Planning*, *The NE Arterial Project: 35th Avenue NE, NE 65th Street and NE 75th Street Improvements* and related transportation studies identified a number of parking and mobility opportunities and priorities. The primary goal that emerged from these works is to develop "an integrated series of traffic, streetscape and land use improvements for Roosevelt's key arterials - Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, and NE 65th Street - [which] could improve the vitality of the business district, the appearance of the entire neighborhood, and the safety and comfort of these streets."

## EXECUTIVE SUMMARY

The Roosevelt goals can be logically grouped into three distinct and inter-related themes.

**Improve Mobility By Biking, Transit (Busing and Light Rail), and Walking:** The themes of these goals are to improve the safety, connectivity, and viability of non-auto modes of transportation. This will be achieved by a combination of specific physical improvements and awareness-raising and education.

- **Goal #1: Improve Pedestrian Mobility** - Increase the viability of walking by reducing blockage of crosswalks by vehicles during peak periods, improving and increasing painted crosswalks and other signage, and increasing driver awareness of and deference to pedestrians, especially in crosswalks and sidewalks. Reduce speeding on area arterials - reducing speeding will increase the safety and viability of walking.
- **Goal #2: Improve Bicycle Mobility** - Increase the viability of bicycling by designating bicycle lanes on area arterials and between key destinations, and adjusting specific traffic controls at certain intersections. Reduce speeding on area arterials - reducing speeding will increase the safety and viability of biking.
- **Goal #3: Increase the Use of Transit** - Increase the use of existing (bus) and future (light rail) transit use by area employees, visitors, and shoppers, perhaps by a combination of increased awareness and education, and continually improving route connections and route availability (timing).
- **Mitigate Spillover Impacts:** The themes of these goals are to mitigate negative impacts to a successful multi-modal use of Roosevelt's transportation network. In general the solutions called for strategies to prevent spillover parking from nearby generators that attract drivers from outside the neighborhood.

- **Goal #4: Mitigate Mobility Impacts Due to the Park and Ride Facility** - Reduce the opportunities for spillover parking on-street from the I-5/NE 65th Street Park and Ride facility (NE 68th Street and 8th Avenue NE under I-5).
- **Goal #5: Mitigate Mobility Impacts Due to the High School** - Reduce the opportunities for spillover parking on-street from the re-opening of Roosevelt High School in fall 2006. Monitor the effects of the use of the improved auditorium and sports facilities for evening and weekend events.
- **Goal #6: Mitigate Mobility Impacts Due to the Light Rail Station** - Reduce the opportunities for spillover parking on-street from the construction and operation of the Roosevelt Light Rail Station.

**Adjust the Balance Amongst Parking Users:** The themes of these goals are access to, from, and around the neighborhood for specific types of users. Strategies include using existing tools to improve options for parking when driving is necessary, and to promote non-auto modes of travel where possible.

- **Goal #7: Improve Residential Parking and the Existing RPZ** - Adjust the operation of Zone 19 as needed. Investigate the performance of on-street parking on residential blocks and adjust as needed.
- **Goal #8: Improve Customer Parking and Access** - Prioritize on-street parking in commercial areas for customer parking where possible, and improve turnover.
- **Goal #9: Improve Employee Parking and Access** - Pursue lot-sharing opportunities where possible to increase the supply of safe and convenient parking for area employees. Increase employee education and awareness of transit as transit options evolve and improve over time.

**Other Goals:** The Roosevelt Parking Workgroup also recommends other actions be taken to reduce speeding and crime. These recommendations are listed here because they do not fall squarely inside the scope of *the Making the Parking System Work* program, and yet they are supportive of the overall goals of the program.

- **Goal #10: Make Roosevelt Way NE and 12th Avenue NE two-way streets** - These one-way arterials invite drivers to speed. Undoing this one-way couplet to create two-way traffic would reduce traffic speeds, and improve people's ability to move around the neighborhood.
- **Goal #11: Reduce Vehicle-Related Public Safety Incidents** - Reduce the incidence of car prowling, abandoned vehicles, car camping and pan-handling. These public safety issues negatively impact the actual and perceived viability of using transit and the Park and Ride lots.

## **ROOSEVELT PARKING ACTION STRATEGY**

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### **PROGRAM BACKGROUND**

The *Roosevelt Parking Action Strategy* was developed between October 2004 and June 2005 by the members of the Roosevelt Parking Workgroup in conjunction with SDOT's *Making the Parking System Work* program. Through the *Making the Parking System Work* program, Seattle Department of Transportation (SDOT) staff collaborate with neighborhood business and community organizations to identify and implement low-cost, common-sense local parking management and mobility strategies. These active partnerships seek to achieve an acceptable balance of residential, visitor, business customer and employee parking in a particular neighborhood. The partnerships also create and employ techniques to reduce demand for parking spaces by promoting travel by foot, bike, bus and carpool. These techniques are also known as transportation demand management or TDM.

Existing planning documents, such as the *Roosevelt Neighborhood Plan* and accompanying *Adoption and Approval Matrix*, the *North Link Light Rail Planning*, the *NE Arterial Project: 35th Avenue NE, NE 65th Street and NE 75th Street Improvements* and related transportation studies identified a number of parking and mobility opportunities and priorities. The primary goal that emerged from these works is to develop "an integrated series of traffic, streetscape and land use improvements for Roosevelt's key arterials - Roosevelt Way NE, 12th Avenue NE, 15th Avenue NE, and NE 65th Street - [which] could improve the vitality of the business district, the appearance of the entire neighborhood, and the safety and comfort of these streets." Additionally, "making these key streets more [bicycle and] pedestrian-friendly is an important strategy for creating a more livable neighborhood." These plans emphasize the ability of people to have viable access by transit, bicycling, and walking in, to and from Roosevelt, in support of economic and civic vitality. The goals of the Roosevelt Parking Workgroup build upon this vision by identifying topical goals to better manage mobility to, from, and around Roosevelt, and are coordinating with the Roosevelt Neighborhood Plan Update underway in 2006.

At the outset of each neighborhood parking planning effort, neighborhood representatives establish a Parking Workgroup comprised of residents, neighborhood planning organizations, business associations, staff from various City departments, and other key stakeholders. The intent is to create a team of "parking experts" that can formulate solutions, implement recommendations, and educate and involve others. An effort is made in convening a Parking Workgroup to have a representative balance of parking users as members specifically to provide multiple perspectives in the development of recommendations that will be present in that neighborhood's Parking Action Strategy, and so that no one parking user group will dominate the agenda. In Roosevelt, workgroup members represented the Roosevelt Neighborhood Association, several Roosevelt Square businesses and other local businesses, community members familiar with the Roosevelt High School renovation project, and a representative from Roosevelt High School.

Neighborhood parking workgroups are charged with developing a list of specific actions the community and City can implement to better manage on-street and off-street parking and to implement TDM strategies. The *Roosevelt Parking Action Strategy* represents these actions, and

have been presented to the neighborhood at a Community Parking Forum on **March 28, 2006**, to solicit feedback and implementation assistance.

Additional information about the progress of the Roosevelt Parking Workgroup in implementing these goals or about the Making the Parking System Work program can be found at [www.seattle.gov/transportation/neighborhoodparking.htm](http://www.seattle.gov/transportation/neighborhoodparking.htm) or by calling (206) 684-8186.

### **OUTREACH AND PROMOTION**

Outreach was conducted for the Kick-Off meeting held on October 26th, 2004, by first contacting U-District Neighborhood Service Center staff (Karen Ko) for key community organization and people contacts. SDOT staff initiated informal background interviews with several community members who were active in the Roosevelt Neighborhood Association (RNA) and representatives of Roosevelt Square businesses. Selection of the Kick-Off meeting date, time, and location was made in conjunction with these representatives. Written notice of the meeting was sent via e-mail to community members to post to relevant community listserves and also appeared in the November edition of the monthly *The Roosie* community newsletter.

Outreach for the Parking Workgroup meetings in April and May of 2005 included e-mail notices sent to community members to post to relevant community listserves, notice in *The Roosie* community newsletter, and door-to-door flyering of all of the approximately 100 businesses in the core Roosevelt area along Roosevelt Way NE and 12th Avenue NE between NE 62nd to NE 72nd St, and along NE 65th Street from I-5 to 13th Avenue NE.

Outreach was conducted for the Community Parking Forum held on **March 28, 2006** by **XXXXX**. As with the Kick-Off meeting, selection of the meeting date, time, and location of the Community Parking Forum was made in conjunction with the community.

## **PARKING STUDY DATA**

In September and October 1999, the City of Seattle collected data in 35 study areas in 26 of Seattle's neighborhoods as part of the *Comprehensive Neighborhood Parking Study*. The parking data below represents the area from 8th Avenue NE to 12th Avenue NE, and from NE Ravenna Blvd to NE 68th St. The area contained 952 parking spaces: 555 On-Street spaces and 397 Off-Street spaces (all of which are private Off-Street spaces).

	Number	Average	Peak	Total
On-Street	555	67%	74%	71%
Off-Street	397	47%	55%	51%
Total	952	58%	65%	60%

As shown in **Table 2**, Average Utilization of On-Street parking in Roosevelt is slightly higher than the City-Wide Average, whereas Average Off-Street parking is slightly lower than the City-Wide Average. Peak Utilization for On-Street parking slightly exceeds the City-Wide Average, while Peak Utilization for Off-Street parking is somewhat lower than the City-Wide Average.

	Average			PEAK-HOUR		
	On-Street	Off-Street	Total	On-Street	Off-Street	Total
Roosevelt Average	67%	47%	58%	74%	55%	65%
City-Wide Average	60%	49%	56%	68%	61%	66%

The study also examined Average Duration for On-Street parking spaces, presenting the average length of time vehicles were parked. As shown in **Table 3**, the overall Average Parking Duration in Roosevelt is equal to City-Wide Average in many categories, although is higher for unrestricted spaces. It should be noted that many unrestricted spaces are adjacent to residential uses, and therefore are probably used by residents for long-term parking.

	Unrestricted	2-hour max	1-hour max	Load zone	Average
Roosevelt Average	5.2	2	2.1	1.6	2.7
City-Wide Average	3.2	2.0	2.1	1.9	2.8

As there are no public pay lots operating in the Roosevelt area, there is no data specific to Roosevelt to use in exploring possible utilization of public pay lots (including parking facilities). Several blocks of the core business district are metered (along Roosevelt Way NW and 12th Avenue NE between NE 65th St and NE 67th St), and some of the side streets are metered in this same area, but some are not. Roosevelt also has the Zone 19 Restricted Parking Zone on residential streets primarily east of Roosevelt High School, and south of both the school and NE 65th over to I-5. Currently Roosevelt School is closed for a two-year renovation project. A Park and Ride facility is located at I-5 and NE 65th Street which includes several lots. Additionally a Sound Transit Light Rail Station is planned for this neighborhood. In 2005 the location was chosen to be between NE 65th Street and NE 67th Street along the western side of 12th Avenue NE.

## EXISTING CONDITIONS

Existing conditions data was gathered from field work conducted in 2005, the *Comprehensive Neighborhood Parking Study* (1999), the *Roosevelt Neighborhood Plan* and accompanying *Adoption and Approval Matrix* (1998), *North Link Light Rail Planning* (ongoing), the *Roosevelt Parking Kick-Off Meeting* on October 26, 2004, and other citizen comments.

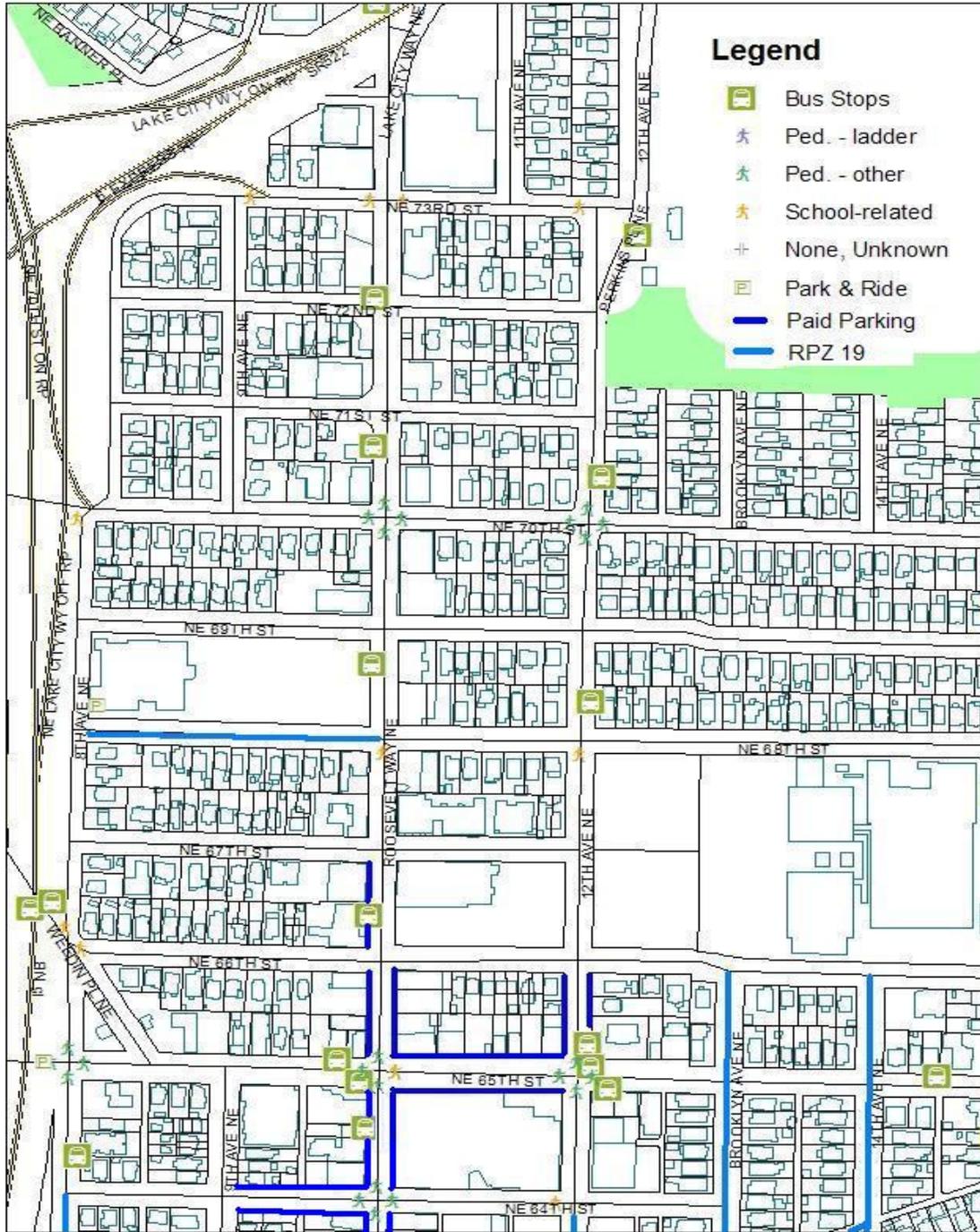
On-street parking regulations are shown in *Map 1: Existing Conditions*. Primarily Roosevelt has unrestricted parking, some 2-hour time limit parking, some paid parking (meters), and some blocks with RPZ Zone 19 installed. In 2006 the existing meters will be converted to pay stations.

The Roosevelt Neighborhood Plan boundaries are 8th Avenue NE, to Lake City Way, to NE 75th Street, to 15th Avenue NE, to Ravenna Boulevard. The map on the following page shows the core commercial portion of this area.

Parking Workgroup members highlighted a perceived lack of responsiveness by SDOT to community goals. While workgroup members felt good about the Making the Parking System Work program, members noted that the Roosevelt Neighborhood Plan (adopted in 1999) included multiple pages of pedestrian-related improvements. Many of these items appear in the Plan's Adoption and Approval Matrix, yet the community is unclear how many of these items SDOT has implemented, and, if an item is not able to be implemented, why not. Workgroup members expressed frustration regarding previous efforts to engage SDOT through the years and questioned whether creating yet another prioritized list of desired improvements (via the Making the Parking System Work program) would produce results.

# MAP 1: EXISTING CONDITIONS 2005

## Roosevelt Neighborhood - November 2005



(A color version of this map may be viewed online by going to the Roosevelt section of the Making the Parking System Work home page at [www.seattle.gov/transportation/neighborhoodparking.htm](http://www.seattle.gov/transportation/neighborhoodparking.htm). This map was created using available City of Seattle map layers which may show parcel or building outlines as they are prior to 2005.)

## ROOSEVELT GOALS

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### ***IMPROVE MOBILITY BY BIKING, TRANSIT (BUSING & LIGHT RAIL), AND WALKING***

The themes of these goals are to improve the safety, connectivity, and viability of non-auto modes of transportation. This will be achieved by a combination of specific physical improvements and awareness-raising and education.

- **Goal #1: Improve Pedestrian Mobility** - Increase the viability of walking by reducing blockage of crosswalks by vehicles during peak periods, improving and increasing painted crosswalks and other signage, and increasing driver awareness of and deference to pedestrians, especially in crosswalks and sidewalks. Reduce speeding on area arterials - reducing speeding will increase the safety and viability of walking.

#### Existing Conditions for Goal #1:

- a) 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.
- b) Pedestrians cross NE 65th all over instead of only using crosswalks.
- c) Pedestrians have difficulty crossing 12th Avenue NE at NE 64th St.
- d) 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.
- e) Drivers tend to bolt out of alleys onto the streets without looking for pedestrians.
- f) Some bicyclists tend to ride on the sidewalks along Roosevelt Way NE and 12th Avenue NE, which increases conflicts with pedestrians.
- g) Roosevelt Square upstairs parking is dangerous for pedestrians.
- h) Reports of 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 (both directions), and also near to Eckstein Middle School
  - Roosevelt Way NE
  - 12th Ave NE
  - 15th Ave NE
- i) Pedestrians crossing the following east-west streets near the intersection of 12th Avenue NE are frequently jeopardized by drivers turning off of 12th Avenue NE:
  - NE 65th Street
  - NE 70th Street
  - NE 75th Street
- j) Insure that vehicles are parked an adequate distance from intersections, so that pedestrian sight lines to on-coming traffic is not degraded, especially along 8th Avenue NE, Roosevelt Way NE, 12th Avenue NE, and NE 70th Street.

Strategies to Achieve Goal #1:

- a) Investigate the possibility of installing "Don't Block the Box" signs at intersections to help prevent drivers from blocking the cross-streets (and crosswalks) across Roosevelt Way NE.
  - b) Investigate the possibility of installing a mid-block crosswalk NE 65th St. between Roosevelt Way NE and 12th Avenue NE.
  - c) Investigate installing either a marked crosswalk or signalized crosswalk on 12th Avenue NE at NE 64th St.
  - d) Investigate improving driver visibility for vehicles exiting the mid-block ramp from the upper level of Roosevelt Square between NE 65th Street and NE 64th Street: possibly install a "pedestrian mirror" and a "pedestrian crossing" sign to help exiting drivers be more aware of pedestrians.
  - e) Investigate the possibility of installing more "Yield to Pedestrians" signage.
  - f) 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.
  - g) Community may engage Roosevelt Square management to develop improvements for pedestrians.
  - h) The community should engage SDOT to investigate 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.
  - i) The community should engage SDOT's Pedestrian Program to investigate options for improving pedestrian safety at the locations listed above.
  - j) Increase enforcement for the regulations that already exist.
  - k) Improve walkability by reducing the amount and frequency of structures (sandwich boards, newspaper boxes, bike racks, utility poles, tree feet, bus shelters, trash cans, etc.). Alternatively consider placing these structures closer to street and not in middle of sidewalk, such as frequently exists on the west side of Roosevelt Way NE south of NE 65th Street.
  - a) The City granted Urban Village neighborhoods the option of developing neighborhood-specific Design Guidelines that supplement the existing Citywide Design Guidelines. Other neighborhoods have included in their Neighborhood Design Guidelines recommendations for more compact and pedestrian-friendly placement of curb cuts and street trees, wider sidewalks, and more pedestrian-friendly features and treatments of building facades. The community may wish to develop Neighborhood Design Guidelines that incorporate recommendations that improve the pedestrian experience.
- **Goal #2: Improve Bicycle Mobility** - Increase the viability of bicycling by designating bicycle lanes on area arterials and between key destinations, and adjusting specific traffic controls at certain intersections. Reduce speeding on area arterials - reducing speeding will increase the safety and viability of biking.

Roosevelt Way NE and 12th Avenue NE are an important north-south bicycle corridor because of their connections to the University Bridge which provides one of the few ways of crossing the Ship Canal and Portage Bay.

Existing Conditions for Goal #2:

- a) Cyclists use Roosevelt Way NE from NE 80th St to Eastlake Avenue for morning commute trips. No bike lane exists on Roosevelt Way NE does north of NE 40th St.
- b) Cyclists use 12th Avenue NE or on Brooklyn Ave for evening commute trips. No bike lane exists north of NE 40th Street until NE 80th Street.
- c) Cyclists use NE 65th Street frequently, and also NE 15th Street, NE 70th Street, and NE 75th Street.
- d) Better enforcement of the peak period restrictions on Roosevelt Way NE and 12th Avenue NE are needed.
- e) Reports of 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 (both directions), and also near to Eckstein Middle School
  - Roosevelt Way NE
  - 12th Ave NE
  - 15th Ave NE
- f) There needs to be better connection from Roosevelt neighborhood to the Burke-Gilman Trail.
- g) It would be great to link Green Lake, Woodland Park, Ravenna Boulevard, and the Burke-Gilman Trail with clearly-marked bicycle-friendly amenities and connections. Ravenna Boulevard east of 15<sup>th</sup> could benefit a lot from a bike lane. Good alternate routes exist to the north between 15<sup>th</sup> Avenue NE and 20<sup>th</sup> Avenue NE, and between NE 63<sup>rd</sup> Street to the alley at NE 58<sup>th</sup> Street. NE 63<sup>rd</sup> Street really needs paving right now. Consider marking this route on the City bike map.
- h) Insure an adequate number of bike racks exist in the neighborhood, as well as at the future light rail stations (and bike lockers).
- i) Promote new developments to include attractive bicycle facilities on-site such as bike lockers and covered bike parking areas.

Strategies to Achieve Goal #2:

- b) The community should engage SDOT to install a bike lane and/or other Bicycle Lane Treatments to improve bicycle travel on Roosevelt Way NE at least between NE 40th and NE 80th Streets (a list of other Bicycle Lane Treatments is included at the end of this document).
- c) The community should engage SDOT to install a bike lane and/or other Bicycle Lane Treatments to improve bicycle travel on 12th Avenue NE at least between NE 40th and NE 80th Streets (a list of other Bicycle Lane Treatments is included at the end of this document). Also mark locations so that bicyclists know where to place there bike for timing sensors to be triggered.
- d) The community should engage SDOT to install a bike lane and/or other Bicycle Lane Treatments to improve bicycle travel on NE 65th Street and other streets listed (a list of other Bicycle Lane Treatments is included at the end of this document).
- e) SDOT will communicate the need for enhanced enforcement of peak period restrictions on Roosevelt Way NE and 12th Avenue NE.
- f) The community should engage SDOT to investigate 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.

- g) Increase enforcement for the regulations that already exist.
- h) The community should engage SDOT's Bicycle Program staff in exploring these recommendations.
- i) The community should engage the SDOT Bicycle Program with a list of specific locations for bike rack installation. The community should contact SDOT's Sound Transit liaison for the Roosevelt Station to communicate their concerns for adequate bike lockers at the future light rail station.
- j) The City's land use code has been amended to provide incentives for developers to provide enhanced bicycle parking in new developments. The community should engage the Department of Planning and Development regarding any Roosevelt-specific changes to the land use code they may be interested in.

- **Goal #3: Increase the Use of Transit** - Increase the use of existing (bus) and future (light rail) transit use by area employees, visitors, and shoppers, perhaps by a combination of increased awareness and education, and continually improving route connections and route availability (timing).

Existing Conditions for Goal #3:

- a) How can parking users be made more aware of the available mix of travel mode options?
- b) Two carshare vehicles currently serve the neighborhood (one near the Park and Ride lot, and one near Cowen Park).
- c) The utilization of the Park and Ride Facility may be impacted by perceived and documented public safety concerns (refer to Goal #11 for additional public safety concerns that impact the utilization of this Park and Ride Facility).
- d) The area has the ability to increase its functioning as a transit hub.

Strategies to Achieve Goal #3:

- a) The community should engage SDOT as a partner in developing methods of promoting biking, transit, and walking, including:
  - i) Engaging Metro to have Roosevelt to be listed as a destination in Time Table information for Routes that run through the area.
  - ii) Engaging Flexcar to promote the use of carsharing to local residents, businesses and employees.
  - iii) create an area map with details of transit routes serving area -- both large-scale for display at bus stops, and small scale for personal use, similar to other neighborhood transportation maps SDOT has assisted communities to produce.
- b) Engage Metro to determine how more shelters and larger shelters can be installed in the Roosevelt area.
- c) Engage Metro to explore improvements to the routes serving Roosevelt, including:
  - i) explore locating a route along NE 65<sup>th</sup> Street, south of Green Lake via Phinney Ridge to Ballard.

- ii) locate similar destination bus stops in same location: Routes 66, and the 70s make different stops downtown which cut the frequency if someone is going to a common destination.
- iii) evaluate possibility of improving transfer timing between Routes 66/67, the 70s, 16, 26 and 44, and designate good transfer options between these on timetables.
- d) Improve use of transit area under I-5 by improving lighting and safety (bus stops, bicycle lockers, and a Park and Ride lot are located there).
- e) Identify opportunities to enhance pedestrian safety and crossings to, from, and in the vicinity of the future light rail station.

(Also refer to Goal #11 for additional public safety concerns that impact the utilization of this Park and Ride Facility.)

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### ***MITIGATE SPILLOVER IMPACTS***

The themes of these goals are to mitigate negative impacts to a successful multi-modal use of Roosevelt's transportation network. In general the solutions call for strategies to prevent spillover parking from nearby generators that attract drivers from outside the neighborhood.

- **Goal #4: Mitigate Mobility Impacts Due to the Park and Ride Facility** - Reduce the opportunities for spillover parking on-street from the I-5/NE 65th Street Park and Ride facility (NE 68th Street and 8th Avenue NE under I-5).

There are two Park and Ride lots in this facility: one north of NE 65th Street and one south of NE 65th Street. The lots have approximately 411 spaces and 10 spaces signed for Disabled Parking. Metro checks utilization monthly, and as of January 2005, at least 50 spaces were regularly available, indicating a vacancy of around 11%. Most of these are on the north end of the north lot (closest to Weedin Place); this is due to public safety concerns on that block (car camping, abandoned vehicles, etc.). Additionally Calvary Christian Temple has approximately 75 spaces that are contracted by Metro for use to supplement the supply of Park and Ride lot spaces, and these are typically are used to capacity.

#### ***Existing Conditions for Goal #4:***

- a) Park and Ride Lot gets full and results in commuter "hide and ride" spillover parking into neighborhood (especially impacted are surrounding streets from NE 63rd to NE 70th Streets, and 8th Ave NE to 12th Ave NE).

#### ***Strategies to Achieve Goal #5:***

- a) Residents may petition to add any blocks within the established boundaries of Zone 19 which include the blocks impacted by the Park and Ride facility. The Roosevelt Neighborhood Association may wish to engage residents and SDOT in a coordinated process to add blocks to the RPZ.
- **Goal #5: Mitigate Mobility Impacts Due to the High School** - Reduce the opportunities for spillover parking on-street from the re-opening of Roosevelt High School in fall 2006. Monitor the effects of daily use, as well as the use of the improved auditorium and sports facilities for evening and weekend events.

#### ***Existing Conditions for Goal #5:***

Historically Roosevelt High School has had only 9 on-site spaces and students and staff created considerable spillover parking impacts on the surrounding blocks. In 2005 - 2006 Roosevelt High School underwent a renovation and addition.

Page 9 of the High School's Master Use Permit (MUP) for the renovation/additions states:

"Parking demand during typical school operation can reasonably be expected to include vehicles for virtually all of the approximately 90 staff members and approximately 40% of the expected 1,600 students, or 640 vehicles. A full sporting event at the gymnasium might generate a vehicle occupancy rate of 2.5 persons per vehicle and draw as many as 640

vehicles. While a capacity crowd in the gym may be somewhat uncommon, a full 704 seat theatre could be expected to happen on perhaps a dozen weekend nights a year and could be expected to generate a parking demand of approximately 281 vehicles."

The MUP requires 89 stalls to be built on-site by the beginning of occupancy after renovation, and requires that an additional 83 stalls (a total of 172 stalls) must be provided within 800 feet of the school site within three years from the date of the Certificate of Occupancy issued for the project. The City's understanding is that school district is building all 172 on-site as part of the renovation project.

The MUP goes on to state:

"Provision of an additional 89 spaces on-site will likely reduce the off-site parking impacts from the school use at the outer perimeter of existing impacts, while on-street parking adjacent to the school will remain highly utilized. Provision of 174\* (or 172\*) off-street parking spaces would further reduce the zone of parking impact during a typical school day, would likely accommodate site-generated parking demand on most evenings, including many, but not all, theatre events."

Installation of angle parking on the south side of NE 68th (on north side of Roosevelt High School grounds) between 12th Avenue NE and 15th Avenue NE provides a supply of unrestricted on-street parking heavily used by the school. There is no parking on the north side of these blocks, and residents are therefore not able to install an RPZ on the blockface adjacent to their residential land uses. The installation of the angle parking also resulted in removal of parking on one side of NE 69th Street so that school buses could use that street instead of NE 68th.

Strategies to Achieve Goal #6:

No specific action items were identified by the Parking Workgroup regarding parking impacts associated with Roosevelt High School's reopening in fall 2006.

Residents may petition to add any blocks within the established boundaries of Zone 19 which include the nearby blocks impacted by the high school. The Roosevelt Neighborhood Association may wish to engage residents and SDOT in a coordinated process to add blocks to the RPZ.

- **Goal #6: Mitigate Mobility Impacts Due to the Light Rail Station** - Reduce the opportunities for spillover parking on-street from the construction and operation of the Roosevelt Light Rail Station.

Existing Conditions for Goal #6:

- a) Concerns were expressed about impacts to on-street parking from construction of the light rail station.

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\* As of March 2006 the total number of on-site spaces at Roosevelt High School is 173.

- b) Concerns were expressed about impacts to on-street parking from operation of the light rail station.

Strategies to Achieve Goal #6:

- a) Typically construction contracts prohibit workers from parking on-street near the construction site, and require contractors to utilize a shuttle service (or similar method) to move workers to and from the site. As the construction start date approaches, the community should contact SDOT's Sound Transit liaison for the Roosevelt Station to communicate their concerns and understand how this issue will be addressed and enforced in Sound Transit's construction contract. The use of on-street spaces for construction staging is sometimes unavoidable. As the construction start date approaches, the community should contact SDOT's Sound Transit liaison for the Roosevelt Station to communicate their concerns and understand how this issue will be addressed and enforced in Sound Transit's construction contract.
- b) Sound Transit and SDOT will work to install an RPZ around a station before it opens, and also will work to insure parking for adjacent business districts is protected from potential "hide and ride" parking. SDOT will monitor the RPZ and the area (as SDOT does with all RPZs), and adjust as necessary.

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***ADJUST THE BALANCE AMONGST PARKING USERS:***

The themes of these goals are access to, from, and around the neighborhood for specific types of users. Strategies include using existing tools to improve options for parking when driving is necessary, and to promote non-auto modes of travel where possible.

- **Goal #7: Improve Residential Parking and the Existing RPZ** - Adjust the operation of Zone 19 as needed. Investigate the performance of on-street parking on residential blocks and adjust as needed.

Zone 19 was installed to address spillover parking from University of Washington and Cowen Park (rather than to address spillover parking from Roosevelt High School or the Park-and-Ride lots under I-5). Zone 19 is primarily installed on streets south of NE 65th St (see map on page 7). The current boundaries for streets that may be added are I-5 to NE 70th, to 17th Avenue NE, to NE 62nd St, south on Brooklyn Avenue NE, and west along Ravenna Blvd. back to I-5. Many of the blocks within the boundary of Zone 19 have not indicated an interest in conducting the necessary petitioning process to have the RPZ installed on specific blocks.

Many blocks with residential uses are nested between the principal business corridors of Roosevelt Way NE and 12th Avenue NE, and on either side. Parking regulations appear to vary a great deal from one residential block to the next, and sometimes vary from one side of block to the other, with a mix of unrestricted, time limited parking, and RPZ regulations. Additionally Roosevelt High School generates on-street parking demand for several blocks around, and affects on-street regulations on the adjacent blocks of NE 66th and 68th Streets (primarily through the installation of angle parking and needing bus travel and loading access).

*Existing Conditions for Goal #7:*

- a) Residents park on planting strips in evenings and weekends (possibly because some streets are too narrow for both a parking lane and a travel lane). Cars are parked such that they block driveways and sidewalks.
- b) Some streets which have the RPZ installed are under-utilized during hours when the RPZ is in effect (as much as 30% empty spaces).
- c) There is interest in extending the RPZ boundaries east to 20th Avenue NE.
- d) There is interest in expanding the time the zone is in effect.

*Strategies to Achieve Goal #7:*

- a) The community should identify which blocks this is occurring on, and engage SDOT to assist with determining if any changes to channelization, curb space regulations, or enforcement are needed.
- b) SDOT monitors RPZ conditions and if utilization becomes low, SDOT may remove an RPZ from a block. The community should identify which blocks this is occurring on and engage SDOT to evaluate the utilization.
- c) The community council should write a letter to SDOT's RPZ program and describe the area to consider including in the RPZ boundaries, and describe what parking generators appear to be causing the increase in use of on-street parking spaces by non-local drivers,

and also describe what hours of the day the utilization seems to be the highest. SDOT will evaluate the request to determine if the RPZ boundary may be expanded.

- d) The community council should write a letter to SDOT's RPZ program and describe the change in hours of operation for Zone 19, and describe what parking generators appear to be causing the increase in use of on-street parking spaces by non-local drivers during these hours. SDOT will evaluate the request to determine if the RPZ of operation may be changed.
  - e) A comprehensive assessment of on-street regulations is recommended for residential streets between 8th Avenue NE to 15th Avenue NE, and NE 62nd Street to NE 73rd Street. The assessment should identify what purposes the variations of regulations serves. Affected stakeholders including residents, nearby businesses and employees should be engaged, and recommendations developed to improve the functioning of the regulations. The recommendations may also work to increase the consistency of the regulations from block to block in order increase predictability for drivers, and to assist parking enforcement, while being mindful of the purposes the variations of regulations may be functional in addressing. This assessment may be logically combined with item a above.
  - f) Residents may petition to add any blocks within the established boundaries of Zone 19 which include the nearby blocks impacted by the high school. The Roosevelt Neighborhood Association may wish to engage residents and SDOT in a coordinated process to add blocks to the RPZ.
  - g) Engage Roosevelt Square and QFC to consider allowing residential parking with validation from any Roosevelt area business.
  - h) Engage area businesses to reward residents who shop at their stores by biking or walking instead of driving.
- **Goal #8: Improve Customer Parking and Access** - Prioritize on-street parking in commercial areas for customer parking where possible, and improve turnover.

In 2006 meters in Roosevelt will be replaced with pay station. As part of the installation process, adjacent streets may also be evaluated for having paid parking (pay stations) installed.

Existing Conditions for Goal #8:

- a) Some blocks have high demand for short-term parking for customers.
- b) Peak Period parking restrictions reduce customer parking availability.
- c) RPZ time limits for non-permit holders are too short (1 or 2 hours is not long enough).
- d) Commercial trucks and U-Haul trailers awaiting rental park on side streets on residential blocks which decreases the amount of on-street spaces available to residents.

Strategies to Achieve Goal #8:

- a) The business community should identify specific blocks where high demand for short-term parking exists, and engage SDOT to identify options for improving the management of on-street parking on those blocks.

- b) The community should engage SDOT to remove the arterial peak period restrictions on Roosevelt Way NE and 12th Avenue NE to increase the supply of on-street parking for customers.
  - c) SDOT installs RPZs to mitigate the impact of spillover parking on residents who live near parking generators. It is inconsistent to explore changes to the RPZ operation to improve customer parking options in the RPZ, since the purpose of the RPZ is enhance parking opportunities for residents over other parking users. Recommend assessing balance between customer and resident parking demand on residential sidestreets immediately adjacent to Roosevelt Way NE and 12th Avenue NE, perhaps as part of the assessment recommended in Goal 7, Strategy e.
  - d) The community should identify the specific blocks most affected by commercial trucks and U-Haul trailers, and engage SDOT and the Seattle Police Department to enhance enforcement on these blocks. Seattle Municipal Code (SMC)11.70.200 prohibits businesses from using public curb space for business operations (e.g. parking U-Haul trailers on-street in-between rentals). SMC 11.72.070 prohibits the parking of vehicles over 80 inches wide (which included most commercial vehicles) on-street between the hours of midnight and 6:00 a.m. except on blocks which are zoned for Manufacturing or Industrial uses (however it is legal to park this size of vehicle on any block between the hours of 6:00 a.m. and midnight as long as all other applicable regulations are obeyed).
- **Goal #9: Improve Employee Parking and Access** - Pursue lot-sharing opportunities where possible to increase the supply of safe and convenient parking for area employees. Increase employee education and awareness of transit as transit options evolve and improve over time.

Existing Conditions for Goal #9:

Generally there is a growing need to provide long-term parking for employees. Roosevelt Square employees not allowed to park on-site. Starbucks employees often park along 12th Avenue NE just south of NE 65th St., because when they park north of NE 65th St. their cars are sometimes vandalized (presumably when the high school is in session, and also by residents of some properties in the area). Starbucks employees have odd work hours (such as 5 a.m. to 11 p.m. for example), and buses do not always run at the right times to be convenient.

Strategies to Achieve Goal #9:

Area businesses and the community should pursue lot-sharing opportunities with lot owners, especially to improve parking management by employees at peak use times.

i) The portion of the Calvary Christian Assembly parking lot not under contract with Metro to supplement the Park and Ride Facility may be under-utilized: the community could explore a lot-sharing arrangement.

(Note: some spaces in the Calvary Christian Assembly's lot are in use Monday - Friday to supplement the existing Park and Ride Lot under I-5.)

ii) The Qwest lot on the SE corner of 12th Avenue NE and NE 64th Street has been previously explored for lot sharing potential by Whole Foods staff.

While the many spaces in the lot are frequently unused, the nearby Qwest building sometimes hosts trainings for Qwest employees who use the lot during

the training. Still some opportunity would seem to exist and continued exploration of this opportunity is recommended.

iii) Spaces in nearby apartment buildings not used by tenants might be rented for use by employee or business vehicles. (Note: City land use code technically prohibits the rental of off-street parking spaces in multi-family residential buildings to non-tenants, although this undoubtedly occurs in many buildings across the city.)

iv) The QFC lot could be explored for parking by employees of other area businesses. (Note: the QFC will undergo redevelopment in the near future which may limit the opportunity for lot sharing.)

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## ***OTHER GOALS***

The Roosevelt Parking Workgroup also recommends other actions be taken to reduce speeding and crime. These recommendations are listed here because they do not fall squarely inside the scope of *the Making the Parking System Work* program, and yet they are supportive of the overall goals of the program.

- **Goal #10: Make Roosevelt Way NE and 12th Avenue NE two-way streets** - These one-way arterials invite drivers to speed. Undoing this one-way couplet to create two-way traffic would reduce traffic speeds, and improve people's ability to move around the neighborhood.

### Existing Conditions for Goal #10:

The one-way couplet of Roosevelt Way NE and 12th Avenue NE has been in use for decades, and provides an important arterial connection between the northeast areas of Seattle and the University District.

### Strategies to Achieve Goal #10:

The community should engage SDOT Arterial Operations section to investigate options for undoing or modifying the one-way couplet of Roosevelt Way NE and 12th Avenue NE, especially between NE 75th Street and Ravenna Boulevard.

- **Goal #11: Reduce Vehicle-Related Public Safety Incidents** - Reduce the incidence of car prowling, abandoned vehicles, car camping and pan-handling. These public safety issues negatively impact the actual and perceived viability of using transit and the Park and Ride lots.

### Existing Conditions for Goal #11:

- a) Abandoned cars are frequent in the following locations:
  - Along 8th Avenue NE between Ravenna Boulevard to NE 70th
  - On Ravenna Blvd. (under I-5, between NE 63rd to NE 65th St.)
  - On Weedin Place (under I-5)
- b) Reports of car-camping occurring in the following locations:
  - Along 8th Avenue NE between Ravenna Boulevard to NE 70th
  - On Ravenna Blvd. (under I-5, between NE 63rd to NE 65th St.)
  - On Weedin Place (under I-5)
- c) Panhandling occurs in the pedestrian landscape area on the west side of 12th Avenue NE just south of NE 65th St. (adjacent to Roosevelt Square).

### Strategies to Achieve Goal #11:

- a) Abandoned vehicles should be reported by using the Seattle Police Department's Abandoned Vehicle phone line and online form:  
(206) 684-8763  
[https://www.ci.seattle.wa.us/police/forms/Abandoned\\_Vehicles.htm](https://www.ci.seattle.wa.us/police/forms/Abandoned_Vehicles.htm)
- b) Car-camping is not illegal in the City of Seattle.
- c) Panhandling is not illegal in the City of Seattle.
- d) Car prowls are illegal, and aggressive pan-handling is illegal. Other behaviors, such as littering, public urination/defecation, and trespassing, are illegal. The community should

engage the city's Crime Prevention Coordinator for the area to develop strategies to reduce the incidence of illegal behavior (Diane Horswill at 684-7711 or [diane.horswill@seattle.gov](mailto:diane.horswill@seattle.gov)).

- e) Improve use of transit area under I-5 by improving lighting and safety (bus stops, bicycle lockers, and a Park and Ride lot are located there).

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## **TYPES OF BICYCLE LANE TREATMENTS**

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**Width of Parking Lanes** - SDOT prefers for parking lanes (which are typically immediately adjacent to the curb) to be a minimum of 8 feet wide, although 7 feet is acceptable.

**Width of Bicycle Lanes** - SDOT prefers for bike lanes (which are typically between the parking lane and the first travel lane) to be minimum of 5 feet wide when adjacent to a parking lane, or 4 feet wide if there is no parking lane (and the bike is adjacent to the curb).

**Location of Bike Lanes** - Bike lanes are typically on the right hand side of the street, but on one-way streets it is acceptable to place them on the left side.

**Bike Lane Edgeline Markings** - On streets where the bike lane and/or parking lane is less than the ideal width SDOT has installed a painted edgeline separating the parking lane and bike lane (typically only the edge between the bike lane and travel lane is marked). It is now SDOT's policy to install a painted edgeline on both sides of a bike lane regardless of whether the width is less than ideal or not. (The example cited of a double-striped bike lane on 12th Avenue between E. Madison Street to E. Yesler Way along Seattle University where the parking lane is 7' wide.)

**Contraflow Bike Lanes** - On some one-way streets SDOT has installed a contraflow bike lane that allows only bicycles to travel in the opposite direction of the (one-way) general purpose travel lanes. (The example cited of a contraflow bike lane is on N. 34th Street between Fremont Avenue N. and Evanston Avenue N. in front of the PCC Grocery in Fremont.)

**Bicycle Slip Lanes** - SDOT installs these types of bike lanes in-between a main travel lane and a dedicated right turn lane. This helps to prevent conflicts between bicyclists who wish to travel straight through an intersection and motorists who wish to make a right turn (this assumes there is a bike lane along the right hand side of the street on the preceding block or blocks). A variation of this type of bike lane is where a bike slip lane is placed on the left of the main travel lane to avoid conflicts between bicyclists who wish to turn left and motorists who wish to travel straight through an intersection. (The example cited is on Ravenna Boulevard at N. 50<sup>th</sup> Street which has a left turn-only bike lane.)

**Shared Lane** - SDOT installs shared-lane marking on streets that are too narrow to mark a bike lane. They are intended as visual cues for drivers to share the roadway with bicyclists. The examples cited were E Union St., and Pike St. On Union where the roadway width was too narrow for bike lanes on both sides of the street, the centerline was shifted over to accommodate a standard bike lane on the uphill side of the street, based on the fact that bicyclists will be moving at a significantly slower rate of speed than motorists. On the downhill side, a "Denver Symbol" (an outline of an arrow with a bike image inside of it) is installed between the travel lane and parking where there is a smaller difference in travel speed between bicyclists and motorists. SDOT has plans to install the San Francisco "Sharrow" (a symbol of a bicycle with two chevrons above) in the middle of a travel lane where the lane widths are even narrower to encourage bicyclists to take the whole lane.

**Floating Bike Lanes (San Francisco, CA)** - This type of lane has been installed on a street with peak period parking lane restrictions. When the restrictions are in effect, the bike lane is immediately adjacent to the curb. During non-peak hours, the bike lane is in the typical location between the parking and travel lanes (refer to the relevant slide for an example of the type of markings used to indicate this type of lane).

**Bicycle Boulevards/Bicycle Exemptions (Berkeley, CA)** - Some residential streets in Berkeley are signed, marked, and treated in a manner to improve the mobility and accessibility of bicycles (and emergency vehicles). Treatments restrict motor vehicles from moving through the street but exempt bicycles from the same restriction. Seattle has implemented a similar measure at Broadway Avenue E. at E. Edgar Street, although the accommodation for bicycle through-travel is not as formalized as the Berkeley example – the street is closed off but a cut-through is installed that is wide enough for bicycles to use. Other examples of bicycle exemptions in Seattle include gaps in C-curb (a raised "c-shaped" curb device placed down the middle of some streets) - on NE 95th Street at Ravenna Avenue NE. bicyclists may continue straight across Ravenna Avenue NE but motorists are required to turn right onto Ravenna. Another example is the right turn-only lane on 8<sup>th</sup> Avenue NW as it intersects with NW Market Street – here northbound bicyclists (and buses) are exempt from turning right but other vehicles must turn right.

**Shared Bike-Transit Lanes (Scotland)** - There are some travel lanes in Scotland designated for exclusive use by buses, bicyclists and/or taxis (all in the same lane). While Seattle does not have this type of designation, currently Third Avenue downtown during peak hours is a bit like this. During peak hours, travel on Third Avenue from approximately Stewart to Yesler Way is restricted to only buses and bicyclists (although cars may travel on Third Avenue for no more than one block before turning off onto a cross-street).

**Blue Bike Lanes (Europe and Portland)** - This type of treatment is where a section of the pavement is painted bright blue to highlight an area of conflict between cars and bicycles, such as when a car may need to make right turn across a bike lane. The brightly colored pavement helps raise awareness of the conflict area while accompanying signage requires motorists to yield to bicyclists traveling in the blue area. SDOT is currently considering this type of treatment for use on Second and Fourth Avenues in downtown, but no decision has been reached.

**Bike Boxes (Victoria, B.C. and Europe)** - This treatment is a box painted on the pavement right at the front edge of an intersection where a vehicle would normally be first in the queue line while waiting for the light to change. The square or box is typically the width of the travel lane and long enough for a bicycle to fit within it. The bike box is usually connected to a bike lane that is placed on the right side of the street and which continues up to the front edge of the intersection. The bike box provides space for bicyclists to queue in front of stopped motor vehicles, which is particularly helpful for left-turning bicyclists to avoid conflicts with motor vehicles that may be traveling straight through the intersection – instead of being on the right-hand side of the street where the bike lane is located, and then having to cross one or more general purpose lanes to make a left-turn, the bike box allows the bicyclist to be better positioned to make a left turn.