



August 10, 2010

Marc Phillips
President
Maple Leaf Community Council
PO Box 75595
Seattle, WA 98175

Dear Mr. Phillips,

Thank you for your letter regarding proposed changes on Roosevelt Way NE. The Seattle Department of Transportation (SDOT) is committed to working with you and the community to ensure that these bicycle and pedestrian improvements serve all users of the street.

As you know, SDOT's original proposal, released to the public in June 2010, included on-street parking removal from the west side of Roosevelt NE between NE 75th St and NE 85th St in order to install a dedicated bike lane in the uphill direction. SDOT received and reviewed more than 100 comments regarding this project. We heard support for additional bicycle facilities, more marked crosswalks and traffic calming. We also heard concerns about the impact of losing on-street parking and possible impact on transit operations with only one southbound vehicle lane.

In order to conduct additional traffic and parking analysis over the fall and winter months, SDOT is postponing implementation of the plan between NE 75th Street and NE 85th Street until 2011. We anticipate the 15th Avenue Bridge will reopen by that time and traffic on Roosevelt will normalize. We will return to the community in early 2011 with an updated proposal.

In the meantime, SDOT is planning to move forward with new bicycle facilities on Roosevelt Way NE between NE 85th Street and NE 115th Street. We will also install a new marked crosswalk at NE 90th Street as part of this work. This will not require permanent parking removal or reduction in the number of vehicle lanes. We expect to complete the work this year. Metro has reviewed these plans. Their comments on the plan north of NE 85th Street were all minor change requests – for example requesting that a bus zone be lengthened. These requests will be addressed and the plans revised prior to installation.

Regarding the request for more marked crosswalks, we will evaluate each of these requests within the next few weeks and will get back to the community council with a response to each no later than the end of October. The process for deciding whether or not to mark a crosswalk is generally not determined by availability of funding. A marked crosswalk normally indicates one of two things. First, a marked crosswalk can indicate a preferred pedestrian crossing



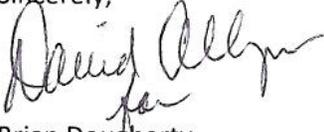
location. A preferred location is the safest place for a pedestrian to cross. Perhaps it is a location where lighting or visibility is best among a number of options, or where the potential for pedestrian-vehicle conflicts is lowest. In other words, we mark a crosswalk in a place where we want people to cross. Second, we do mark crosswalks at locations where there are simply a consistent number of pedestrians crossing – many of these installations are related to elementary school walking routes.

Some of the main factors that go into a decision about whether or not to mark a crosswalk are the characteristics of the roadway itself. Features such as the number of lanes that pedestrians must cross, the proximity of the location in question to existing traffic signals, and the number of pedestrians who cross the street consistently at that location, all help to answer the question that we ask: “Will a marked crosswalk benefit pedestrians?”

A marked crosswalk is one tool we use to increase driver awareness of pedestrians who are crossing the street, as well as to indicate a preferred location for those pedestrians to cross. For a crosswalk to be useful, drivers must expect pedestrians at that location. Therefore the number of pedestrians crossing at a given location is important. When marking a crosswalk we like to see approximately twenty pedestrians crossing an hour. This ensures that drivers become accustomed to stopping for pedestrians and do not grow accustomed to seeing an empty crosswalk on a continual basis.

I’ll keep you informed about the crosswalk studies and the results of additional parking and traffic studies between NE 75th and NE 85th. In the meantime if you have any other questions or would like to talk further, please feel free to contact me directly at brian.dougherty@seattle.gov or (206) 684-5124.

Sincerely,

A handwritten signature in black ink, appearing to read "Brian Dougherty".

Brian Dougherty
Transportation Planner
Seattle Department of Transportation

CC: The Honorable Tom Rasmussen, Seattle City Council