

**Agenda: Meeting 2**  
**West Seattle Triangle Parking Study**  
**4:00 – 5:30 PM**  
**Wednesday, September 26, 2012**

**Introductions (4:00 – 4:10)**

City representatives: Kiersten Grove, West Seattle Triangle Parking Project Coordination; Margo Polley, SDOT Parking Program; Jim Curtin, SDOT Traffic Safety; Laura Fox, SPD West Seattle Parking Enforcement

**Triangle Area Parking (4:10 – 4:45)**

**Data Collection Findings**

Data was collected on how many cars were parked and how long each car stayed from 8 AM to 8 PM on August 21, 2012. Peak hours for parking were from 8 AM to 3 PM, with an average of 77% of the spaces occupied. Peak time was 11 AM. The average length of stay was 2.42 hours. See attached maps for additional information.

**Phase I proposed changes to existing parking (short-term)**

- Convert on-street parking south of (and *not* including) Oregon on 38<sup>th</sup> and 37<sup>th</sup> Ave SW and on SW Snoqualmie to 2-hour time limits
- Convert 36<sup>th</sup> Ave SW south of (and *not* including) Oregon to 4-hour time limits
- Preserve existing load zones
- Preserve 4-hour time limits on 39<sup>th</sup> for both sides of the street

\*These changes will include some minimal loss of parking in order to ensure corner clearance and pedestrian visibility

**Phase II proposed changes to existing parking (long-term)**

Oregon has no curb, gutter, or sidewalk. Altering parking at this location will require significant changes in the right-of-way (sidewalk construction, pavement markings, and/or repaving). The proposed long-term plan for this area will include 2-hour limits in conjunction with the construction of the pedestrian amenities and potential load-zone signage along portions of 36<sup>th</sup> north of Oregon.

**Residential Area Parking (4:45 – 5:05)**

SDOT reviewed parking utilization on September 6, 2012 from 12:30-1:30 in the residential blocks north and south of the Triangle. Several blocks immediately adjacent to Alaska were densely parked, but at that time, there were not ten full blocks that met the RPZ requirements set by City Council.

**Potential Options**

**Increase Parking Supply:** Allow parking on both sides of 37<sup>th</sup> between Alaska & Edmunds and on Edmunds. This will increase the parking supply and slow traffic along both streets. This could be implemented immediately following broader public input.

**Restricted Parking Zones:** Should the community want a formal parking analysis of the potential for an RPZ, a community organization or group should draft a letter to SDOT requesting an evaluation and provide the specific blocks of concern. It might be beneficial to wait until the launch of RapidRide and the implementation of the other neighborhood parking changes, so that the analysis reflects an ongoing parking condition.

**Traffic Safety (5:05 – 5:20)**

During our meeting in June, several people expressed concerns about traffic safety in and around the Triangle.

**Preliminary Findings**

- SDOT has looked at warrants for additional marked crosswalks along Alaska and there is not currently enough pedestrian volume to allow us to stripe a crosswalk, though we will continue to watch the area.
- SPD has reported no pedestrian or bicyclist crashes along the Alaska corridor within the last three years.
- Corner clearance will be included in any changes in the parking configuration.
- A separate project is addressing crossing points along Fauntleroy.

**What's Next: Proposed Study Process (5:20 – 5:30)**

- Develop recommendations for a parking management plan and bring these recommendations to the West Seattle Triangle Advisory Group for comment (September)
- Send mailer to the larger community regarding these recommendations (October)
- Meet to review final proposed changes (October-November)
- Install Phase I proposed changes (October- December)
- Submit the long-term parking management plan to City Council (January)