

Date: January 16, 2004
Location: Trident Seafoods—5303 Shilshole Ave N
Attendees:

- ✓ Eric Tweit, SDOT
- ✓ Liz Young, Parsons Brinckerhoff
- ✓ Hadley Greene, EnviroIssues
- ✓ Ron Hildebrandt, Trident Seafoods
- ✓ Kurt Esveldt, Trident Seafoods
- ✓ Bob Viggers, Charlie’s Produce

Agenda

<u>Time</u>	<u>Agenda Item</u>
10:00 a.m.	Introductions and Agenda Review
10:10 a.m.	The South Lake Union Transportation Study – Overview of study goals & objectives.
10:20 a.m.	What We’ve Heard So Far – Freight input from stakeholders, community groups and businesses.
10:35 a.m.	Results of Valley Origin/Destination Study – Presentation of the initial results of truck counts from Fairview Ave southbound to Valley and at the intersection of Valley and 9th Avenue.
10:50 a.m.	Freight Improvements: Ideas and Potential Solutions – Discussion of freight improvements being considered and other freight issues that should be evaluated and considered.
11:30 a.m.	Adjourn

Questions/Comments

- Pier 91 access is very important for Trident Seafoods. Piers 90 and 91 are where most factory trawlers unload their catch. Trident moves 1 million pounds (in 8,000 pound increments, or roughly 125 trucks coming out and 25 trucks coming in) of fish

in and out of Pier 90/91 via Elliott/15th Ave W, Broad St., through South Lake Union to I-5. The company plans to double the size of its facility at Pier 91.

- Access to Fisherman's Terminal and the Ballard Bridge is crucial for the fishing industry. 90% of the fishing fleet has facilities along the ship canal, along with many maritime-support businesses. Most traffic from South Lake Union uses Broad and Elliott/15th to get to the Ballard Bridge and then splits off to its destination.
- Approximately 140 trucks per day access Pier 90/91. In addition, First Student uses the area for school bus parking.
- Charlie's Produce, based in South Seattle, operates 200 trucks per day and delivers fresh produce throughout Seattle. Box trucks and tractor-trailers are used to deliver to restaurants and business cafeterias in South Lake Union.
- Charlie's Produce drivers report that trucks often block intersections while waiting for traffic lights because there is not enough queue room for large trucks.
- Left turn lanes at Westlake/Valley and Broad/9th Ave are too narrow. Trucks must swing out and block all traffic lanes to make left turns.
- Charlie's Produce has to use box trucks for some South Lake Union deliveries, although tractor-trailers are preferable and more efficient.
- There is concern over AWWSP alternatives that would reduce capacity in a corridor that is already congested.
- Consider the impact of the Fremont Bridge Approach Replacement Project on traffic through South Lake Union and the 15th Ave W. corridor. The project will make it more difficult to reach Ballard and Fremont, and may make routes through South Lake Union more congested.
- Trucks often take Aurora Avenue to N. 46th Street to get to Ballard.
- Truck traffic has been avoiding Westlake Ave during construction, but it will be a great route when construction is complete.
- Ensure that the streetcar does not interfere with freight (i.e. at intersections where it crosses Mercer and other freight routes). Do not add additional lights to accommodate the streetcar.
- How will this study change traffic flow in South Lake Union? How will it tie-in with downtown?
- People often get off I-5 to avoid congestion and take various short cuts through South Lake Union (especially during Seattle Center events).
- Participants discussed altering delivery and truck schedules to avoid peak times. Trident cannot run trucks at night from Pier 91 because of noise restrictions for Magnolia. Trident's heaviest truck flow is in the afternoon (heaviest on Thursday and Friday afternoons) when they are shipping out finished product.
- More development in South Lake Union means there will be an increased need for produce deliveries. Charlie's Produce delivers to some South Lake Union restaurants (i.e. Buca di Beppo) several times a day.
- Will changes affect traffic on Dexter Avenue? Right now Dexter is a good route for bicycles, residents and local traffic.
- Coordinate construction phasing so all projects (Monorail, AWWSP, Magnolia Bridge) do not happen at once.

- Separate pedestrians and bicycles from freight. Keep pedestrians and bikes off the main thoroughfare.
- Improve signals and warnings for the waterfront streetcar at Alaskan Way and Broad St.
- Lane-width is a concern for BINMIC. Avoid tight turns and telephone polls near corners.
- Accommodate over-height and oversize loads and vehicles, perhaps with a designated oversize corridor. The fishing industry often relies on oversize loads, such as net reels, being delivered to boats in Ballard.

Participants offered the following comments on alternatives for the Mercer Corridor Project:

- Favor a 2-way Mercer if it will straighten out the Mercer Mess.
- Create a direct through-route to Elliott/15th Ave W.
- The vacation of Broad Street will be acceptable, if another workable alternate is built.
- A narrow Valley Street makes much more sense because it will create a straight shot on Mercer to Interbay.

Action Items

- Send Ron the SDOT contact for traffic counts on 15th Avenue W between Pier 90/91 and the Ballard Bridge.
- E-mail Bob the announcement for the January 29th Stakeholder Work Session.
- Bob will ask the Charlie's Produce traffic coordinator for specific issues in South Lake Union.
- Talk to John Kane re: possible BINMIC briefing.
- Bob will supply information on the number of Charlie's Produce trucks per day that deliver to South Lake Union.

Briefing Materials

- Agenda
- SLU Transportation Study one-pager
- "What We've Heard" – Freight Input Summary
- Heavy vehicle counts for Mercer Corridor
- Results of Valley O/D Study