

Seattle Department of Transportation

NEIGHBORHOOD CASE STUDIES APPENDIX E



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BACKGROUND

This document summarizes research related to truck movement in and through two case study neighborhoods in the City of Seattle. The Freight Industrial Access Project and other research efforts of the Seattle Freight Master Plan have focused significant attention on truck access to industrial areas in the City. In order to better understand the key issues, needs and concerns associated with trucks in residential neighborhoods and neighborhood commercial districts city-wide, SDOT conducted interviews with commercial and residential representatives in two Seattle neighborhoods, Ballard and South Lake Union. These neighborhoods were selected because SDOT had extensive existing data on population and employment as well as freight movement characteristics. These two neighborhoods, while each is unique, can produce lessons learned for application across the city. The case study interviews were used to collect feedback on business and residential concerns and solicit ideas on how freight mobility might be improved in Seattle.

Interviews were conducted by SDOT and/or City consultant staff. The following were the individuals and groups interviewed for this technical memorandum:

- Mars Maynard, General Manager, Hi-Life Restaurant, Ballard
- Mike Pedersen, General Manager, Ballard Market, Ballard
- East Ballard Community Council
- Central Ballard Residents Association
- Brent Murray, General Manager, Brave Horse Tavern (Tom Douglas Company), South Lake Union
- Sean Hartley, Operations Manager, Tom Douglas Company, Locations in South Lake Union and Belltown
- Chad O'Bara and Ben Roeder, Shipping and Receiving, Glazer's Camera Store, South Lake Union
- South Lake Union Community Council

KEY FINDINGS

The following are the key findings of this research:

- The two case study neighborhoods, Ballard and South Lake Union, have been experiencing rapid growth and development
- Available on-street parking is limited and spaces near popular destinations may be filled during some times of day
- Designation of additional loading zones could help medium and large trucks that need extra space to maneuver and unload goods.
- Congestion has affected business practices, but it is considered a fact of life for both those making and receiving deliveries.
- Evening noise ordinances that limit nighttime deliveries were a concern both for Ballard businesses and residents in South Lake Union who would like to see more deliveries shift to off peak hours.
- Neighborhood residents are concerned about truck safety, including volumes, speeds and noise. The high volume of pedestrian and truck activity in South Lake Union increases the potential for collisions and might require additional education and changes to traffic control.

CASE STUDY NEIGHBORHOODS

This section includes a brief description of each of the case study neighborhoods, Ballard and South Lake Union, which were selected for this study.

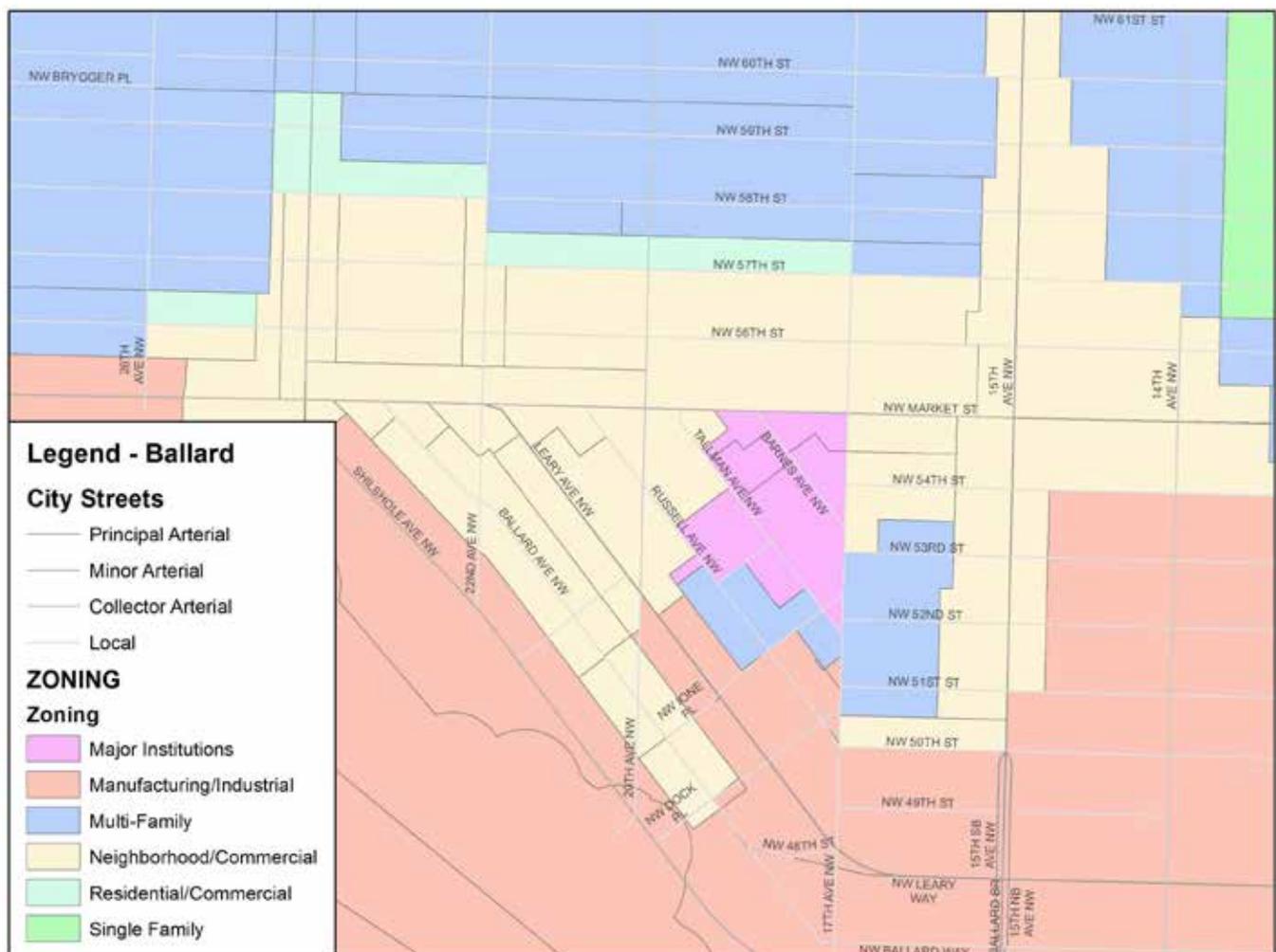
BALLARD

Zoning

The vibrant neighborhood of Ballard enjoys a robust manufacturing and industrial area adjacent to the well-established neighborhood commercial district of old Ballard. The Ballard

Interbay Northend Manufacturing Industrial Center (BINMIC) zone located adjacent to Salmon Bay and the Lake Washington ship canal has deep roots in the maritime fishing industry. As shown in Figure 1, low-rise multifamily and single family residential zones of Ballard are located immediately north of the neighborhood commercial/commercial zone. Ballard is designated in the Seattle Comprehensive Plan as a Hub Urban Village. Hub Urban Villages are

Figure 1: Ballard Zoning. Source: SDOT GIS ZONING layer, 2014



“communities that provide a balance of housing and employment.” Because the topic of the case studies is the residential neighborhood and associated commercial uses, the geographic focus of this technical memorandum is on the neighborhood commercial/commercial zone within the larger Ballard neighborhood.

Existing Land Uses

Existing land uses in Ballard have been a mix of low-scale industry along with commercial and residential uses, but the area has been transitioning over time to higher intensity and mixed use. As shown on Figure 2, manufacturing, industrial and marine terminal activities continue to dominate land use in the southern and eastern

parts of the neighborhood. Shopping and retail uses, traditionally focused along 15th Avenue NW, NW Market Street and Ballard Avenue NW, have been increasing in other parts of the neighborhood. The Ballard Blocks is an example of a large office and retail building now located on what was formerly industrial land. Ballard has seen particularly rapid growth in multifamily residential construction over the past several years with projects often encompassing an entire block. Office uses are primarily clustered along arterials, such as 15th Avenue NW and NW Market Street, mostly in older one or two-story buildings. Hospital and associated medical uses are found south of NW Market Street and west of 17th Avenue NW.

Figure 2: Ballard Existing Land Uses. Source: SDOT GIS CGDB_PARCEL_SV layer, 2014



The close proximity of the active manufacturing and industrial area to residential uses is relatively unique to Ballard and other neighborhoods bordering the Lake Washington ship canal. In other parts of Seattle, steep topography more distinctly separates low-lying industrial areas (e.g., Interbay) from adjacent residential uses (e.g., Magnolia).

Access to the Regional Highway System and Major Truck Streets

Access to Ballard from the regional highway system is via principal arterials including 15th Avenue NW (crossing the Ballard Bridge to the

south), NW Market Street, and Leary Avenue NW/NW Leary Way. Major trucks streets serving Ballard are Shilshole Avenue NW, 15th Avenue NW, and NW Leary Way. These routes are shown in Figure 3.

Traffic Congestion

Traffic congestion in Ballard is heaviest along principal arterials and is particularly noticeable at choke points leading to the Ballard Bridge (southbound). Figure 4 shows travel speeds for streets in Ballard during a typical mid-week morning peak period.

Figure 3: Ballard Arterials and Major Truck Streets. Source: SDOT GIS MajTrkStrts & urban_villages layer, 2014

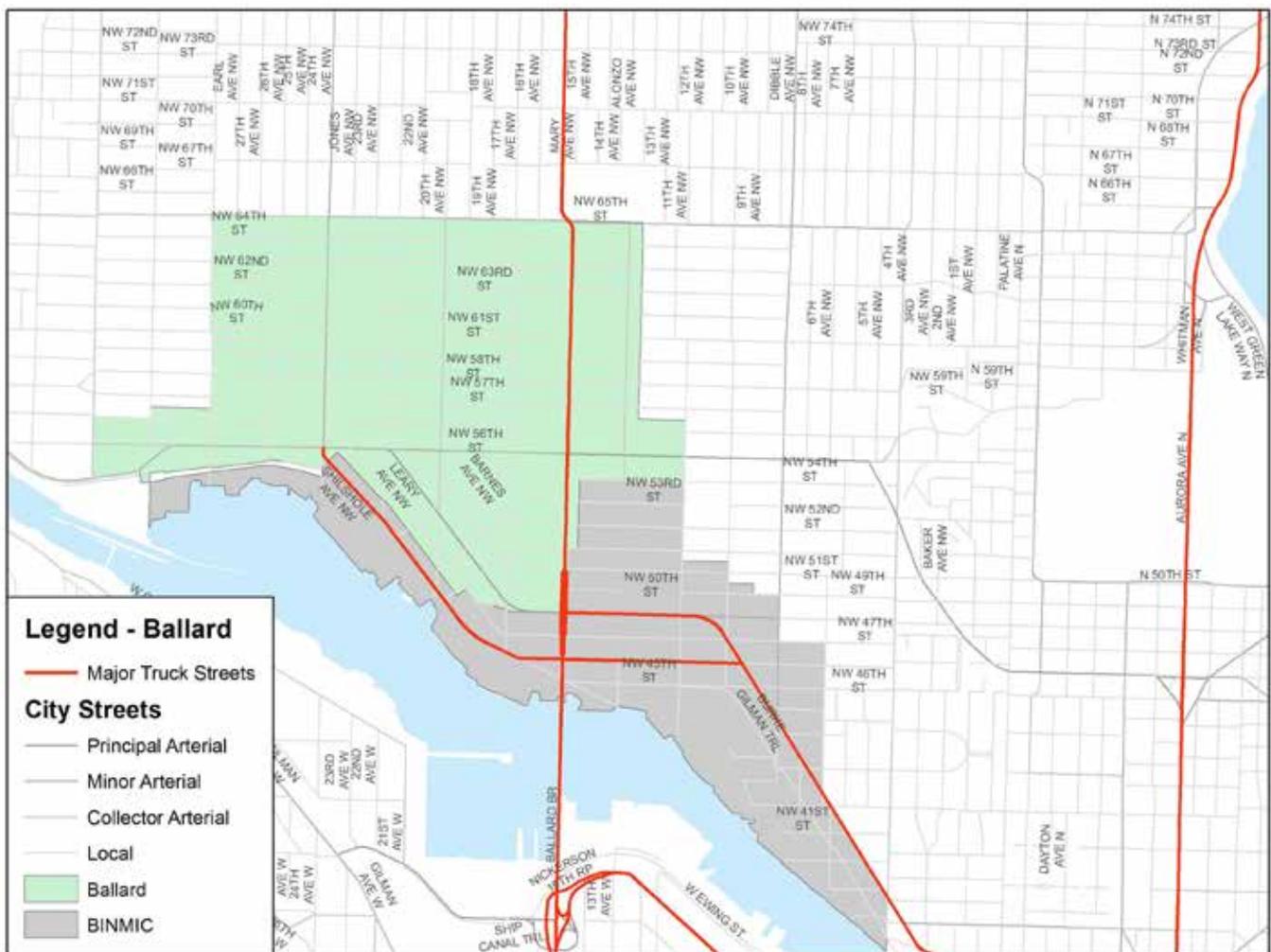
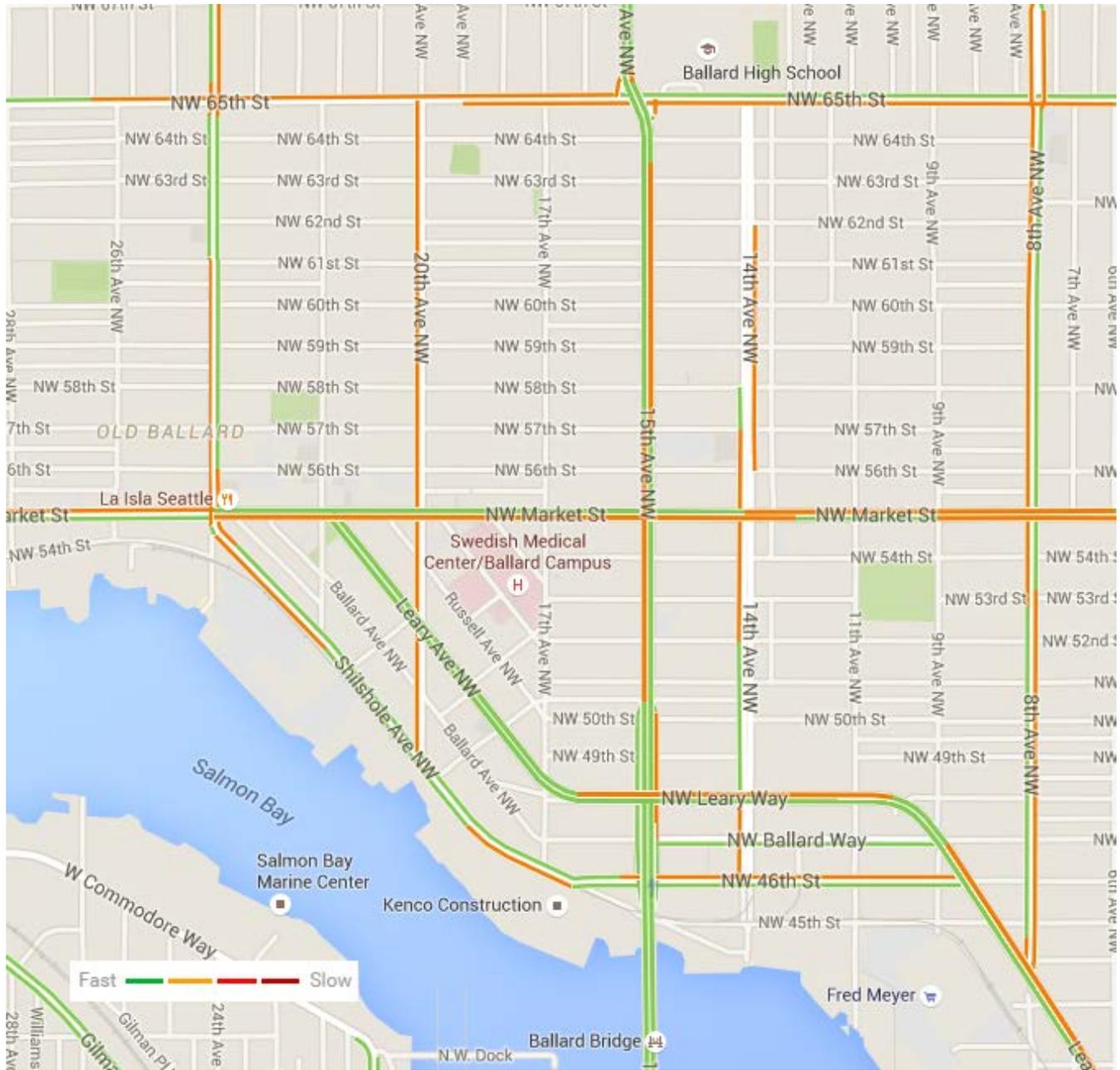


Figure 4: Ballard Traffic Congestion during Morning Peak Period (Typical). Source: maps.google.com

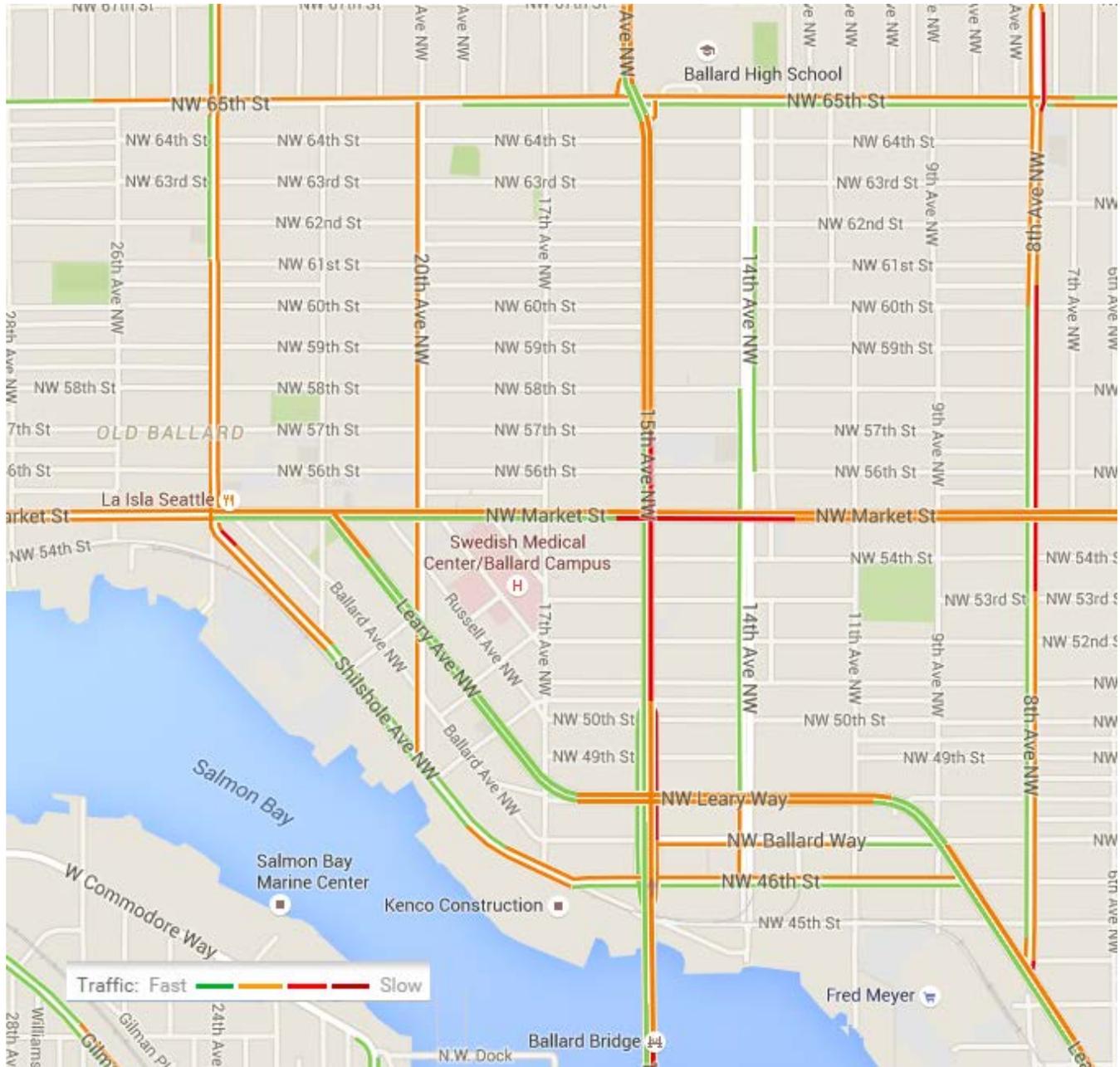


Source: Google Maps

Figure 5 shows travel speeds for streets during a typical mid-week evening peak period. In addition to the northbound Ballard Bridge/15th Avenue NW corridor, northbound 8th Avenue NW

experiences traffic congestion in the evening peak period. Arterial streets throughout Ballard are congested in the evening peak period.

Figure 5: Ballard Traffic Congestion during Evening Peak Period (Typical). Source: maps.google.com



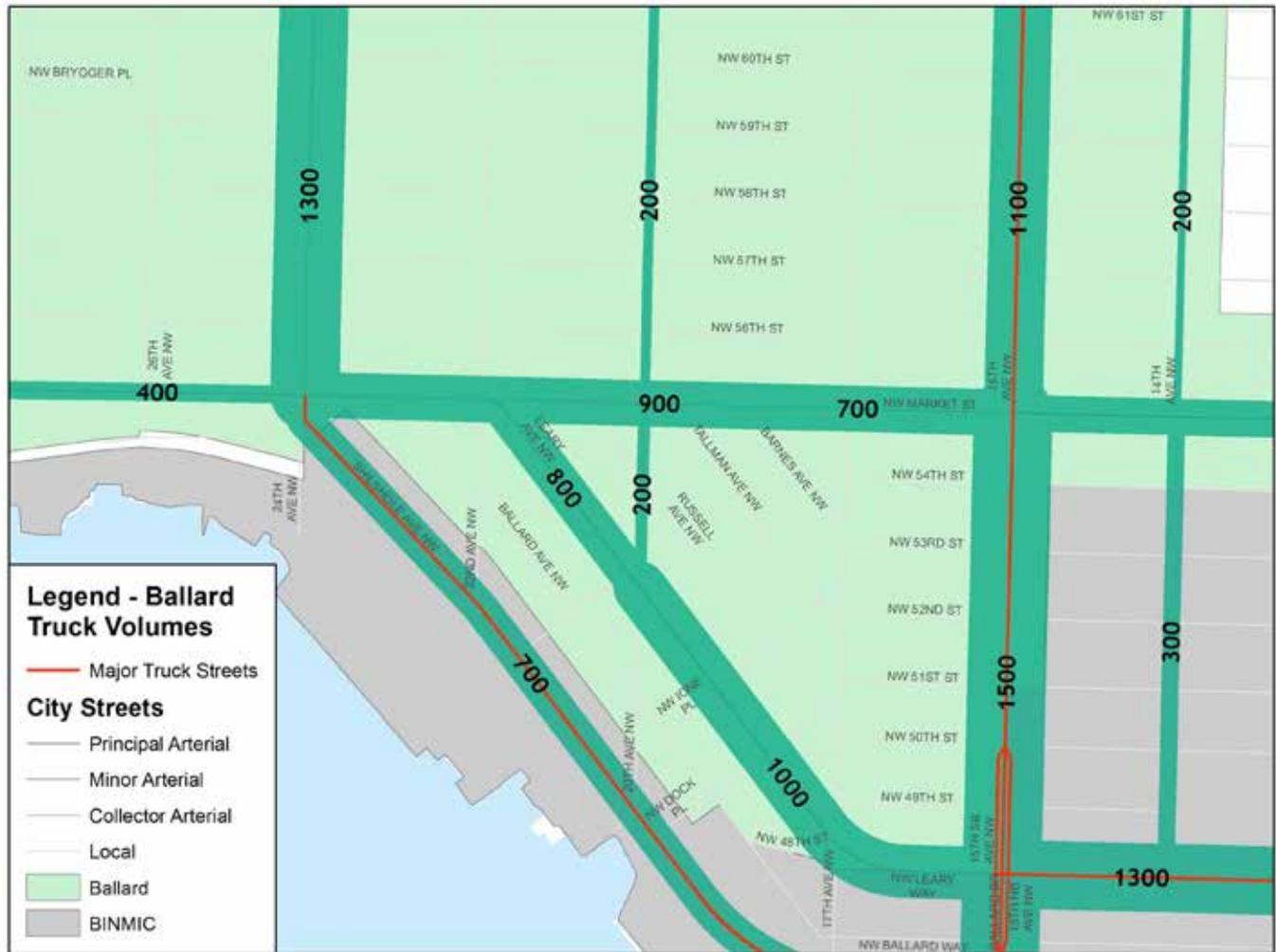
Source: Google Maps

Daily Truck Volumes

Figure 6 shows the daily truck volumes using streets in Ballard. As indicated, the majority of high truck volumes are occurring on principal arterials and/or Major Truck Streets. The exception is 24th Avenue NW north of NW Market

Street, which experiences high truck volumes but is classified as a minor arterial and is not a Major Truck Street. High truck volume routes generally experience congestion in both morning and evening peak periods.

Figure 6: Ballard Daily Truck Volumes. Source: SDOT GIS FreightFlow_segments_final layer, 2015

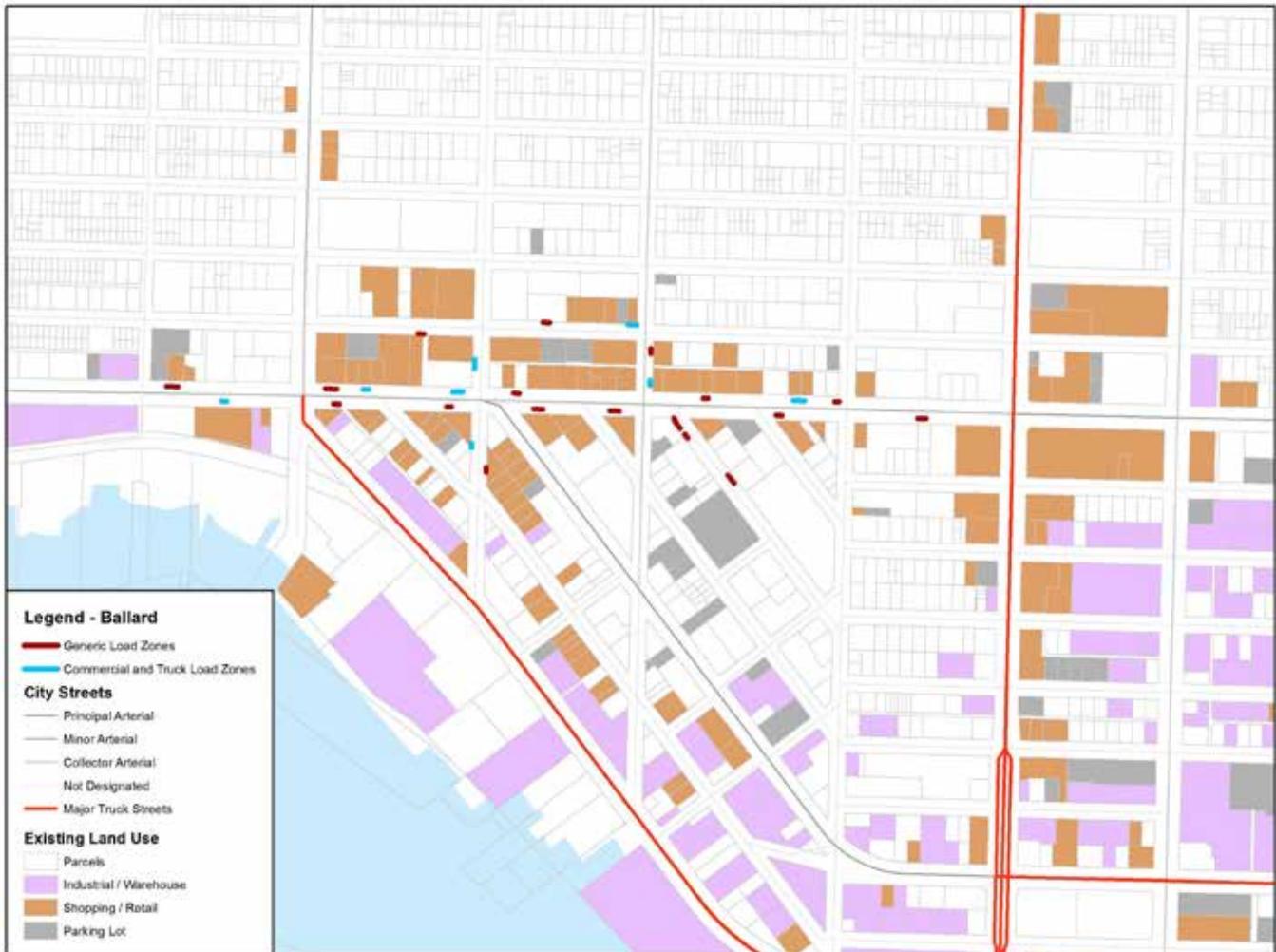


Loading Zones

Once truck drivers arrive in the neighborhood to make their deliveries, they need a place to park to unload goods. Figure 7 shows loading zones in Ballard. Loading zones are generally

concentrated near NW Market Street. Because parking meters become operational at 8AM, on-street metered parking (see next section) is generally not available for use by trucks during the day.

Figure 7: Ballard Loading Zone Designations. Source: SDOT GIS CURB_SPACES layer, 2014



On-street parking in Ballard is extremely well used during peak periods. As shown in Figure 8, most on-street parking stalls are used in excess of 70% of the time, with over 85% being common.

The high occupancy levels make it challenging for trucks to find places to park while making deliveries during peak periods in the event that alleys and building loading zones are unavailable.

Figure 8: Ballard On-Street Parking Occupancy, Average Peak 3 Hours of each blockface during 8AM-5PM, Source: <http://www.seattle.gov/transportation/parking/docs/SDOT2014ParkingMaps.pdf>, 2014



SOUTH LAKE UNION

Zoning

Since undergoing a substantial rezoning several years ago, the South Lake Union neighborhood has been rapidly transforming from a modest, primarily manufacturing and industrial area into a thriving office, retail and residential district. As

shown in Figure 9, the district is mostly zoned Residential/Commercial. Along the shoreline of Lake Union, zoning is Neighborhood/Commercial. The City of Seattle has designated South Lake Union as an Urban Center. It is designated as a Regional Growth Center by the Puget Sound Regional Council.

Figure 9: South Lake Union Zoning. Source: SDOT GIS ZONING layer, 2014

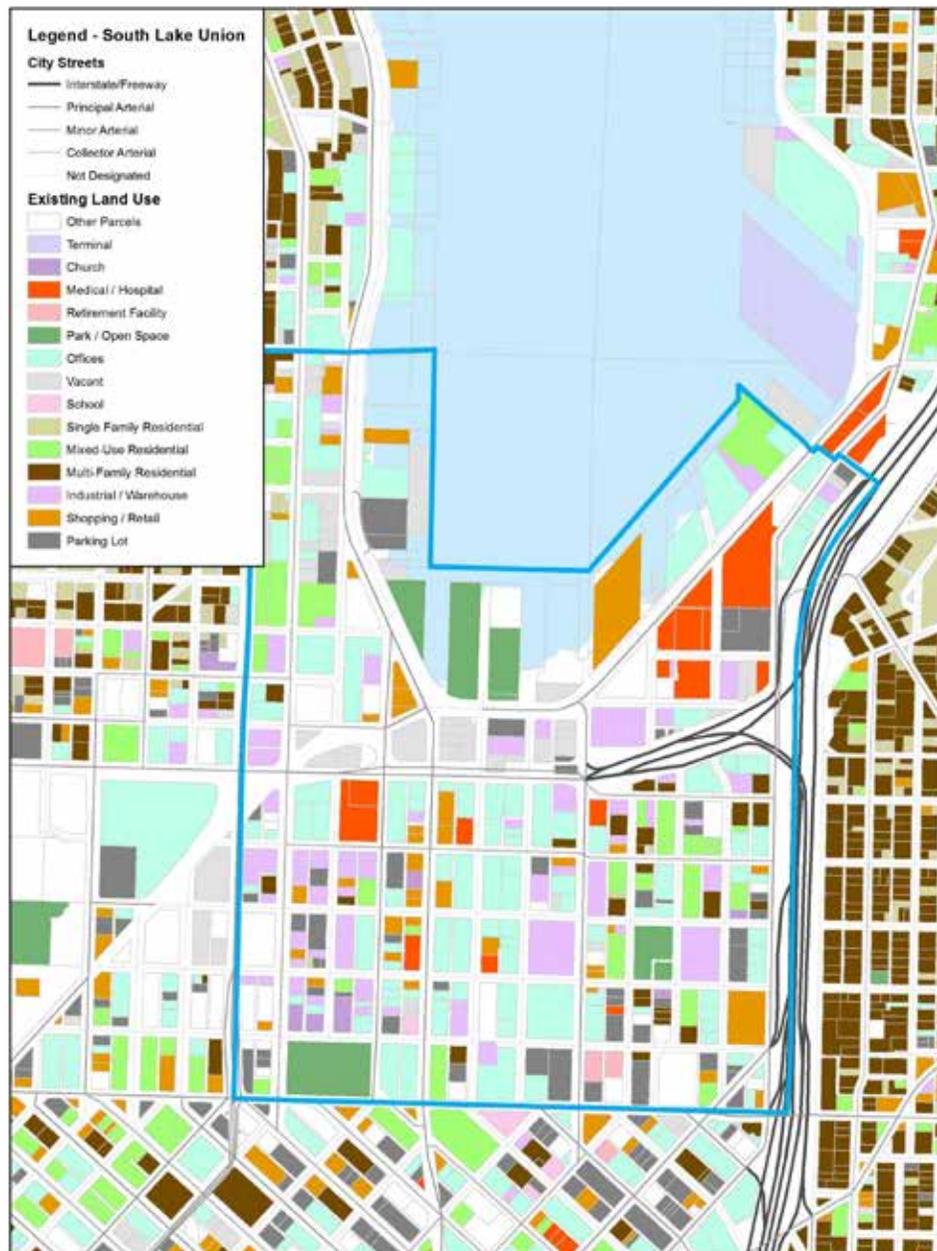


Existing Land Uses

As South Lake Union continues to grow under its new zoning, industrial and warehouse land is being converted to office and mixed use development. As shown in Figure 10, there are few remaining blocks that are entirely occupied by industrial and warehouse uses. The relocation

of the Amazon.com headquarters and the growth of many other technology and biotechnology organizations have brought thousands of white-collar employees to the district; current district employment now exceeds 35,000¹. Population grew by 25 percent over the past 5 years², and retail uses have also grown.

Figure 10: South Lake Union Existing Land Uses. Source: SDOT GIS CGDB_PARCEL_SV layer, 2014



¹Downtown Seattle Association, 2014

²Ibid.

Access to the Regional Highway System and Major Truck Streets

Located between Interstate 5 and State Route 99 (Aurora Avenue N), South Lake Union enjoys excellent access to the regional highway system. As shown on Figure 11, principal arterials serving the neighborhood include Mercer Street/Valley

Street, Denny Way, Westlake Avenue North/Ninth Avenue North, and Fairview Avenue North. Other than the highways, Major Trucks Streets serving South Lake Union include Broad Street, Mercer Street/Valley Street, and Westlake Avenue North/Ninth Avenue North.

Figure 11: South Lake Union Arterials and Major Truck Streets. Source: SDOT GIS MajTrkStrts & urban_villages layer, 2014



Traffic Congestion

Traffic congestion in the South Lake Union neighborhood is particularly concentrated on

Interstate 5 and its approaches. Figure 12 shows travel speeds for streets in South Lake Union during a typical mid-week morning peak period.

Figure 12: South Lake Union Traffic Congestion during Morning Peak Period (Typical). Source: maps.google.com

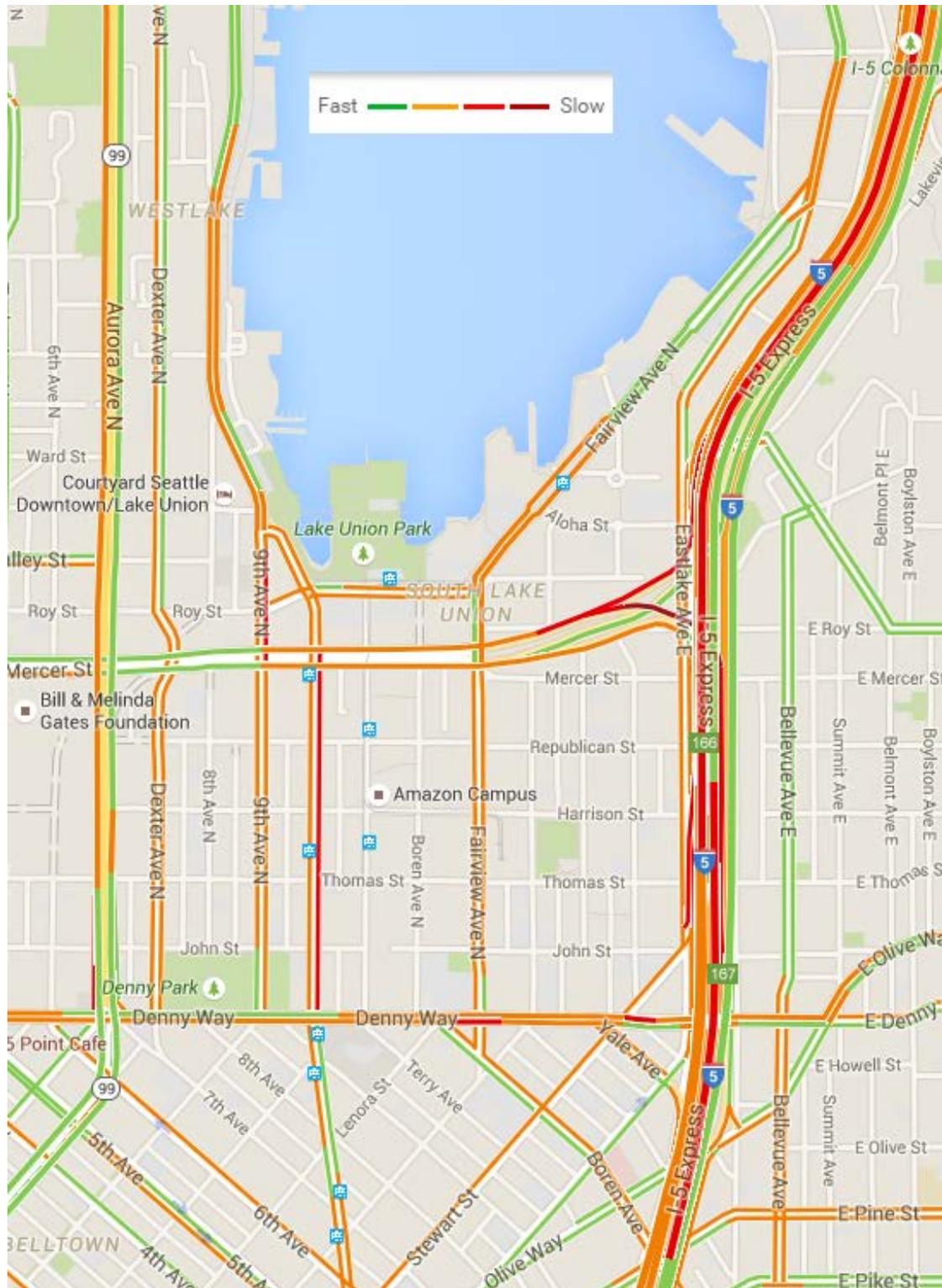
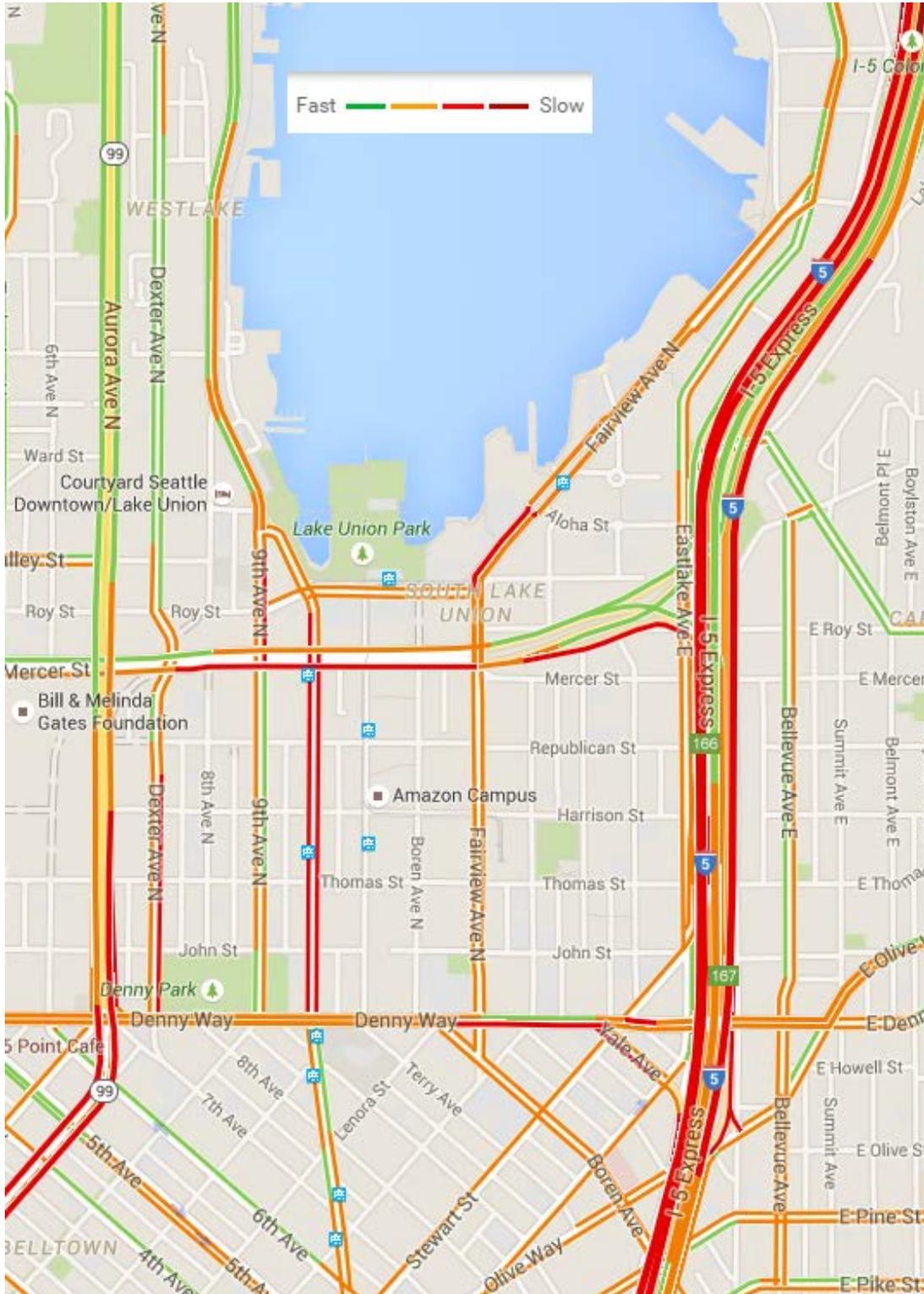


Figure 13 shows travel speeds for streets during a typical mid-week evening peak period. In addition to heavy congestion on State Route 99 and

Interstate 5, traffic congestion along Westlake Avenue North is approaching capacity during the evening peak period.

Figure 13: South Lake Union Traffic Congestion during Evening Peak Period (Typical). Source: maps.google.com

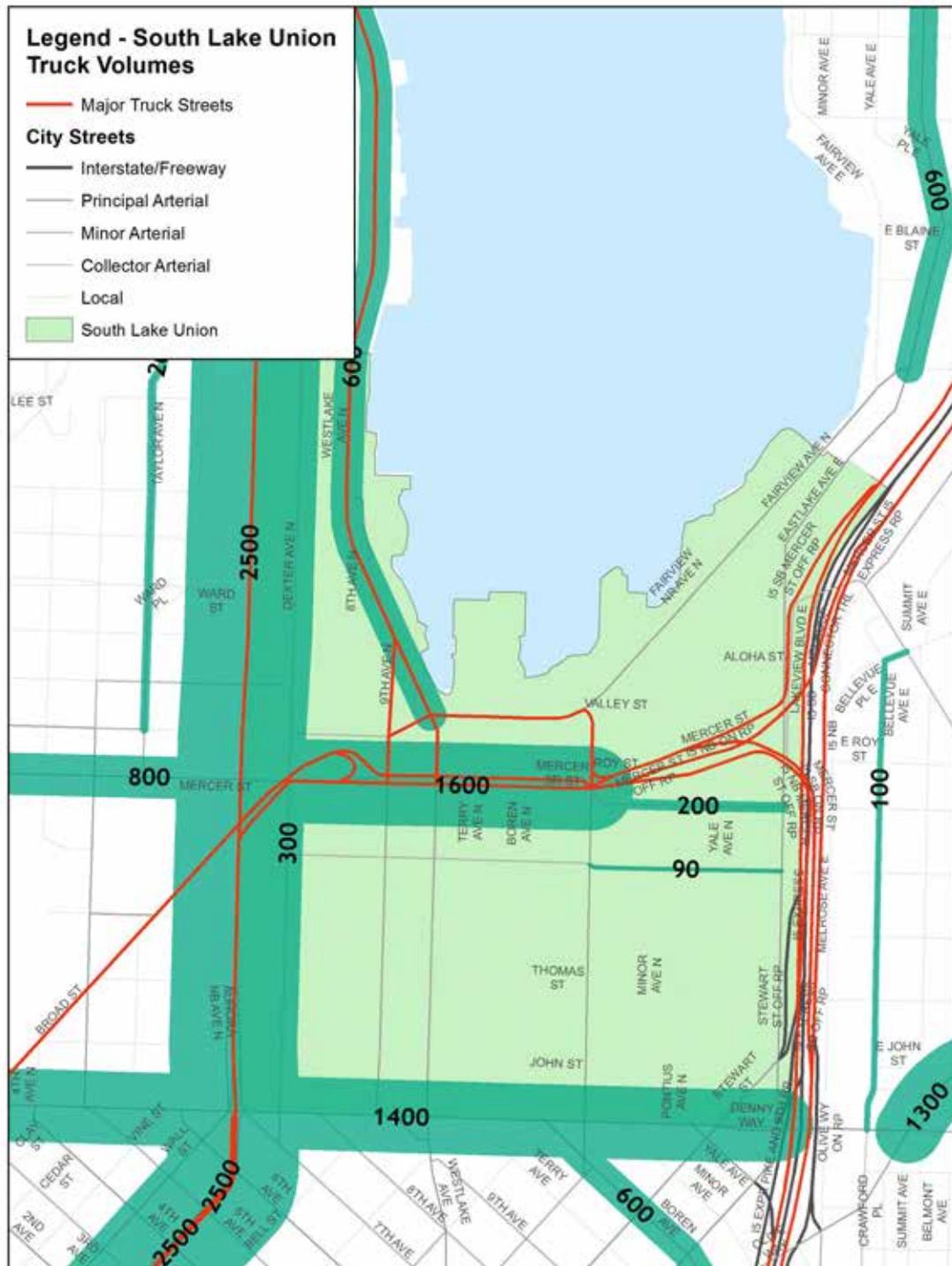


Daily Truck Volumes

Figure 14 shows the daily truck volumes using city streets in South Lake Union. As indicated, the majority of high truck volumes are occurring on principal arterials and/or Major Truck Streets. The exception is Dexter Avenue North, which

experiences high truck volumes but is classified as a minor arterial and is not a Major Truck Street. High truck volume routes generally experience congestion in both morning and evening peak periods.

Figure 14: South Lake Union Daily Truck Volumes. Source: SDOT GIS FreightFlow_segments_final layer, 2015

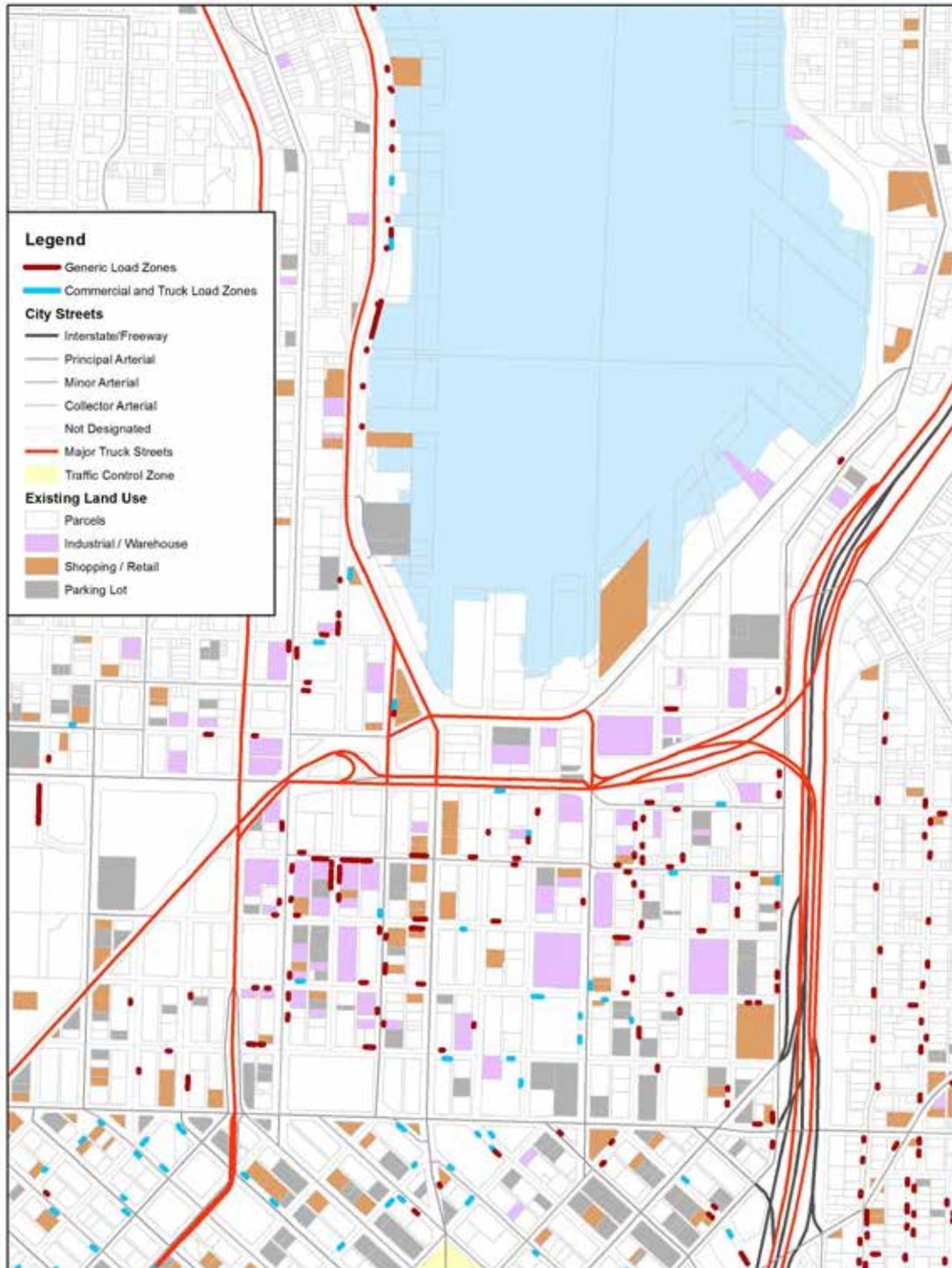


Loading Zones

Once truck drivers arrive in the neighborhood to make their deliveries, they need a place to park to unload goods. Figure 15 shows loading zones in South Lake Union. Loading zones are dispersed

throughout the neighborhood. Because parking meters become operational in the morning, on-street metered parking (see next section) is generally not available for use by trucks as an additional resource.

Figure 15: South Lake Union Loading Zone Designations. Source: SDOT GIS CURB_SPACES layer, 2014



On-street parking in South Lake Union is extremely well used during peak periods. As shown in Figure 16, most on-street parking stalls are used in excess of 70% of the time, with over 85% being common. The high occupancy levels

make it challenging for trucks to find places to park while making deliveries during peak periods in the event that alleys and building loading zones are unavailable.

Figure 16: South Lake Union On-Street Parking Occupancy, Average Peak 3 Hours of each blockface during 8AM-5PM, Source: <http://www.seattle.gov/transportation/parking/docs/SDOT2014ParkingMaps.pdf>, 2014



STAKEHOLDER INTERVIEW RESULTS

The following sections provide a summary of the results of the stakeholder interviews for the two case study neighborhoods. The information presented below is based on the comments provided during the interviews and is supplemented with City data. While the information was obtained in two different neighborhoods, the goal of the analysis was to provide information and findings that could be applicable to communities across the City. Therefore, the information is presented in a consolidated manner.

The interview questions asked of case study neighborhood business and residential representatives are included in Appendixes A and B and shown in the boxes on this page and the following page, respectively. Notes taken during each interview are included in Appendix C.

The discussions below include some comments provided by BINMIC stakeholders during an interview held with that group in mid-2014. The comments identified here are those that are most relevant to this paper's topic of freight movement to and within neighborhood commercial areas. A summary from that interview is included in Appendix D.

TRUCK DELIVERIES (FREQUENCY AND VEHICLE TYPE)

Most business interviewees indicated that box trucks (generally 14 to 16-foot long cargo compartment) are the predominant size of truck that delivers goods to their businesses. Most reported having deliveries by box truck at least once per weekday, with occasional deliveries by smaller (vans) or larger (semi-trailer) trucks for larger items or major re-stocking. United

CASE STUDY INTERVIEW QUESTIONS: BUSINESS STAKEHOLDERS

1. Please describe the deliveries to your company (type of delivery, size of trucks, frequency, time of day)? Where do the trucks park and unload?
 2. Please describe the pick-ups from your company (type of pick-up, size of trucks, frequency, time of day)?
 3. Have your truck pick-ups or deliveries changed based on congestion at certain times of day? If so, how? Would it be possible to promote delivery to your business during off-peak hours? If not, why?
 4. Describe any concerns or issues that you have regarding truck pick-ups and deliveries to your business. What have you heard from your customers, businesses located near yours, residents, etc? What have you heard from truck drivers and your suppliers?
 5. What are the top safety concerns you see relating to truck activity in this neighborhood?
 6. What is one thing the City can do to help truck deliveries to your business be more efficient and reliable?
 7. Do you have any other comments related to freight movement?
 8. Would you like to receive e-mail updates about the Freight Master Plan? If yes, please provide your email address.
-

Parcel Service (UPS) and Federal Express (FedEx) deliveries were daily for many businesses, and those deliveries generally occur in the morning hours.

The community residents in both neighborhoods that were interviewed reported the UPS and FedEx trucks as being the types of vehicles most likely to deliver items to their households. Both groups noted a wide range of businesses that do home delivery, and this is becoming a bigger driver of freight delivery, generally.

Most businesses, other than grocery stores, do not take regular deliveries on weekends. Ballard Market reported significantly more daily deliveries (typically 24-34 trucks daily of various sizes, seven days per week) than the other businesses interviewed due to its large and diverse inventory. Interestingly, the SLU community council suggested that, in order to shift trucks off of peak, the City consider relaxing the noise ordinance.

Most of the businesses interviewed are already making the most of evening/nighttime deliveries to the extent possible for their type of business. Some retail businesses, such as the Glazer's Camera company, are not open or are not staffed during the evening or at night. In particular, the camera store indicated that it cannot accept deliveries of its goods (often fragile and expensive photographic equipment) when no one is on site to receive those deliveries. Restaurants, in general, reported being open longer and later hours, including weekends, and are more likely to be able to accept night time deliveries. The Tom Douglas Company centralized bakery has staff working on site around the clock and is able to accept deliveries at off-peak times.

The General Manager of the Ballard Market indicated that the City noise ordinance limits nighttime deliveries in residential neighborhoods. Truck unloading activities can be noisy even during daytime hours. The Market is installing hydraulic levelers to reduce noise during deliveries (including regular delivery hours).

CASE STUDY INTERVIEW QUESTIONS: RESIDENTIAL STAKEHOLDERS

1. Other than regularly scheduled garbage and recycling pick up, what types of things do you receive and/or send out by truck?
2. Describe the truck activity in the neighborhood to the best of your knowledge (how many trucks a day, size, are they making local stops, etc.). What do you think are the major generators of trucks in your neighborhood?
3. Please describe any concerns or issues that you have regarding truck activity in your neighborhood.
4. Do you have any suggestions for what the City can do to help truck activity in your neighborhood be safer?
5. Do you have any suggestions for what the City can do to help manage the effects of trucking on your neighborhood?
6. Do you have any other comments related to freight movement in your neighborhood?
7. Would you like to receive e-mail updates about the Freight Master Plan? If so, please provide your email address.
8. Is there anyone else we should contact regarding freight in your community or the freight master plan?

TRAFFIC CONGESTION AND ACCESS TO AND FROM THE REGIONAL HIGHWAY SYSTEM

For the most part, the managers reported that "the truck drivers are used to congestion." The managers in the fast-growing South Lake Union area indicated that the on-going construction has caused delays but said that the City requirements for contractors do a "pretty good job" of keeping travel lanes open during construction.

City actions could help improve the efficiency of truck movements. Several respondents suggested that the City should improve wayfinding for truck drivers to get to and from the regional highway system. Better direction to the

highway system could help reduce trucks cutting through neighborhoods on residential streets. Truck drivers (and Google maps) may be unaware of the City's major truck street network.

In general, geometric constraints with the arterial street system were not identified as a major concern for truck deliveries. The primary exception to this situation was noted for trucks needing access to shops and restaurants in the old Ballard area. The skewed intersections along Ballard Avenue NW, NW Market Street and Shilshole Avenue NW, for example, create sharp turns which are particularly difficult for larger vehicles to maneuver. In addition, the travel lanes are narrow and constrained by parking on both sides. The General Manager of the Ballard Market expressed concerns with truck maneuverability on streets surrounding the grocery store. In particular, he indicated that turns between 14th Avenue NW and NW 56th Street are problematic for large trucks accessing the grocery store loading dock. Neighborhood residents also expressed concerns with large trucks moving through and temporarily blocking neighborhood streets and intersections.

The BINMIC stakeholder group identified congested conditions along NW Leary Way and 15th Avenue NW as concerns for truck drivers using those routes. In addition, drivers diverting to non-arterial streets to avoid the congested conditions also create conflicts for trucks accessing their businesses on local streets. Traffic congestion caused by shoppers backing into the on-street parking stalls along NW 47th Street near the Trader Joe's grocery store makes it difficult for large trucks to travel down this street.

SAFETY

Safety associated with trucks in neighborhood areas was identified as a concern by residents. The size and travel speed of trucks using (often) narrow city streets was mentioned by both Community Councils. Better visibility for truck

drivers, through improved signage and removal of tree branches, were suggestions to improve the situation. One business noted that trucks circling the block or parking in the middle of the street for deliveries was a safety concern.

In the Ballard area along Shilshole Avenue NW and the ship canal, the BINMIC stakeholder group indicated concerns regarding conflicts between trucks serving the businesses and bicyclists and pedestrians. There are a variety of businesses in the area that attract pedestrians and bicyclists, particularly during later afternoon and evening hours.

PARKING AND UNLOADING FOR DELIVERIES

Box trucks (typically between 12 and 24 feet in length) can park in most alleyways in the City of Seattle as long as there is sufficient width (e.g., no parked cars blocking the way), and these alleys often provide the most direct access to the back doors and storage areas for many businesses and restaurants. At the Hi-Life restaurant, the back alley is privately owned by the building (i.e., not a public alley), so the building managers are able to control access and allow for convenient truck deliveries to the restaurant. Where no alleyways exist, trucks making pick-ups or deliveries are required to park on the street, which can be challenging if loading zones are not provided.

Even if a loading zone is present, the space is unusable for delivery trucks if it is occupied by another vehicle. The Hi-Life restaurant in Ballard has a 30-minute loading zone across the street from its front door, but the zone is adjacent to a dry cleaner business. The dry cleaner has customers arriving frequently to drop off and pick up items, so the loading zone is often in use, according to the restaurant manager.

To identify issues and concerns with loading zones, the City embarked on the Commercial Vehicle Loading Zone Pilot Pricing Project. According to this study, "most use of loading zones by commercial vehicles takes place

between 11:00 AM and 3:00 PM.” The study also found high use of the loading zones by passenger vehicles. Additional details on the study and its findings are available on the project web site³.

³<http://www.seattle.gov/transportation/parking/CVLZpilot.htm>, accessed May 12, 2015.

FINDINGS AND RECOMMENDATIONS

The following are the key findings of this research:

- The two case study neighborhoods, Ballard and South Lake Union, have been experiencing rapid growth and development
- Available on-street parking is extremely scarce, so enforcement of parking regulations and additional loading zones or loading docks is needed in both areas.
- Congestion has affected business practices, but it is considered a fact of life for both those making and receiving deliveries.
- Evening noise ordinances that limit nighttime deliveries were a concern both for Ballard businesses and residents in South Lake Union who would like to see more deliveries shift to off peak hours.
- Neighborhood residents are concerned about truck safety, including volumes, speeds and noise. The high volume of pedestrian and truck activity in South Lake Union increases the potential for collisions and might require additional education and changes to traffic control.

The following are recommendations for further study and evaluation:

- Parking and loading zones are significant issues that merit further evaluation and discussion.
 - The City could consider an on-going loading zone monitoring program to periodically review changing business needs – (e.g., times, numbers, locations and enforcement).
 - The City could review commercial load zone parking policies for passenger cars with commercial plates since those vehicles can park elsewhere.

- Truck street designations should be re-evaluated and consider current information. The streets listed below have a high volume of trucks but aren't classified as major truck streets:
 - NW Market Street near 24th Avenue NW and east of 15th Avenue NW
 - Leary Avenue NW south of NW Market Street
 - 24th Avenue NW north of NW Market Street (a minor arterial so it may merit a different designation than principal arterials)
 - Westlake Avenue North near Denny Way
 - Dexter Avenue North (a minor arterial so it may merit a different designation than principal arterials)

APPENDIX A:

CASE STUDY INTERVIEW QUESTIONS: BUSINESS STAKEHOLDERS

1. Please describe the deliveries to your company (type of delivery, size of trucks, frequency, time of day)? Where do the trucks park and unload?
2. Please describe the pick-ups from your company (type of pick-up, size of trucks, frequency, time of day)?
3. Have your truck pick-ups or deliveries changed based on congestion at certain times of day? If so, how? Would it be possible to promote delivery to your business during off-peak hours? If not, why?
4. Describe any concerns or issues that you have regarding truck pick-ups and deliveries to your business. What have you heard from your customers, businesses located near yours, residents, etc? What have you heard from truck drivers and your suppliers?
5. What are the top safety concerns you see relating to truck activity in this neighborhood?
6. What is one thing the City can do to help truck deliveries to your business be more efficient and reliable?
7. Do you have any other comments related to freight movement?
8. Would you like to receive e-mail updates about the Freight Master Plan? If yes, please provide your email address.
9. Is there anyone else we should contact regarding freight in this neighborhood or the freight master plan?

APPENDIX B: CASE STUDY INTERVIEW QUESTIONS: RESIDENTIAL STAKEHOLDERS

1. Other than regularly scheduled garbage and recycling pick up, what types of things do you receive and/or send out by truck?
2. Describe the truck activity in the neighborhood to the best of your knowledge (how many trucks a day, size, are they making local stops, etc.). What do you think are the major generators of trucks in your neighborhood?
3. Please describe any concerns or issues that you have regarding truck activity in your neighborhood.
4. Do you have any suggestions for what the City can do to help truck activity in your neighborhood be safer?
5. Do you have any suggestions for what the City can do to help manage the effects of trucking on your neighborhood?
6. Do you have any other comments related to freight movement in your neighborhood?
7. Would you like to receive e-mail updates about the Freight Master Plan? If so, please provide your email address.
8. Is there anyone else we should contact regarding freight in your community or the freight master plan?

APPENDIX C: CASE STUDY INTERVIEW NOTES

CASE STUDY INTERVIEW: BALLARD

Ballard Market, Ballard

1. Please describe the deliveries to your company (type of delivery, size of trucks, frequency, time of day)? Where do the trucks park and unload?

- Deliveries take place 7 days a week. Fewer deliveries on Sunday. Ballard Market receives products on vehicles ranging in size from vans to large semi trucks.
- Ballard Market can receive between 24-34 deliveries per day
- The almost have no fedex/ups pick up or deliveries
- Lowest truck delivery number – 12/day
- Highest truck delivery number - 36/day

2. Please describe the pick-ups from your company (type of pick-up, size of trucks, frequency, time of day)?

- Recycle – 3 times/week
- Regular trash – 3 times/week
- Compost – once weekly (Tuesday morning)

3. Have your truck pick-ups or deliveries changed based on congestion at certain times of day? If so, how? Would it be possible to promote delivery to your business during off-peak hours? If not, why?

- Summer is better for deliveries.

4. Describe any concerns or issues that you have regarding truck pick-ups and deliveries to your business. What have you heard from your customers, businesses located near yours, residents, etc? What have you heard from truck drivers and your suppliers?

- Noise ordinance is a concern. Also big concern is the Tunnel project – most of his deliveries are coming from the south – if there are problems with the tunnel project there are concerns about the timing of deliveries.
- Ballard market is installing hydraulic levelers to keep noise down during deliveries – keep noise down during regular delivery hours.
- Park on median along 14th Street – not a good idea – parking is very tight in the neighborhood.
- Trying to navigate 40ft+ trucks on some streets is very challenging – the problem with Ballard Market is that access to the loading dock has to be through 14th Avenue in the southbound direction and go west on 56th Street – this is problematic for turning movements. Depending on where the trucks are coming from, they have to turn from 15th Avenue to 57th Street East, south on 14th Ave, west on 56th Street.

5. What are the top safety concerns you see relating to truck activity in this neighborhood?

- N/A

6. What is one thing the City can do to help truck deliveries to your business be more efficient and reliable?

- Modify the noise ordinance to facilitate deliveries on off-peak periods

7. Do you have any other comments related to freight movement?

- A lot of questions for the Viaduct project that have not been clarified

8. Would you like to receive e-mail updates about the Freight Master Plan? If yes, please provide your email address.

- N/A

9. Is there anyone else we should contact regarding freight in this neighborhood or the freight master plan?

- N/A

CASE STUDY INTERVIEW: BALLARD

Hi-Life Restaurant, Ballard

2/19/2015 11 AM

1. Please describe the deliveries to your company (type of delivery, size of trucks, frequency, time of day)? Where do the trucks park and unload?

Mostly box trucks.

Typical suppliers include:

- Merlino (SODO/Georgetown warehouse)
- SK Produce
- Beer and wine vendors
- Meats (Interbay)

Difference between large delivery sources (multiple trips per week) and occasional sources. Occasionally might be distributor of special wines/spirits (Southern, Klik), which is only one box

Basic stock items are delivered Mon/Tues (restock from weekend) plus Thurs/Fri (stock up for weekend)

Each day of week has different number of deliveries

Rarely: full semitruck (once per year) which is usually a piece of large equipment (e.g. stove)

Everyday there is at least one delivery. Average is 4 per day and range is 1-7 per day.

Occasionally a van will deliver items.

Park/unload in alley space depending on availability. Alley is owned by the building and building tenants share it. In past there have been a few times where a car (owned by upstairs tenant) was hit by a truck.

The 30 minute load zone across street from front door is also used, but it is often filled. It's next to the dry cleaners. Otherwise, trucks will park in the middle of the street to unload.

Gabriela provided information about requesting a load zone from the city. Mars will follow up.

2. Please describe the pick-ups from your company (type of pick-up, size of trucks, frequency, time of day)?

Linens are picked up Tuesdays and Fridays at 8 AM. They park in the alley (typically not full at that time).

Beer distributors pick up empty kegs when delivering new (full) kegs. Others also pick up empties when delivering new supplies.

3. Have your truck pick-ups or deliveries changed based on congestion at certain times of day? If so, how? Would it be possible to promote delivery to your business during off-peak hours? If not, why?

Not really. This has not been identified as a problem by drivers. Restaurant serves breakfast, lunch and dinner, so someone is always on-site. Deliveries can happen any time of day. Example of Boundary Bay brewery delivery (from Bellingham): If there's heavy traffic congestion on I-5, they might be late but it's a time window and someone would be on-site to receive the delivery.

4. Describe any concerns or issues that you have regarding truck pick-ups and deliveries to your business. What have you heard from your customers, businesses located near yours, residents, etc? What have you heard from truck drivers and your suppliers?

From drivers/vendors: we don't hear of any problems. Customers often complain about lack of parking. Especially with nearby construction, any space that isn't metered is taken by 7AM and is full all day (construction workers).

New meter app could help so that drivers can re-up the parking meter without returning to their car.

If restaurant was in the middle of old Ballard (e.g., on Ballard Avenue) they might have more problems with deliveries. No alleyway (or back doors) there and the street width is tight.

5. What are the top safety concerns you see relating to truck activity in this neighborhood?

If trucks can't park in the load zone, they drive around a lot and/or park in the middle of the street.

6. What is one thing the City can do to help truck deliveries to your business be more efficient and reliable?

Zoning in the area has increased activity levels, so on-street parking is usually full. Designated loading zones would be more efficient for deliveries.

7. Do you have any other comments related to freight movement?

Could consider improving way-finding: how to direct freight coming to the neighborhood from the freeways. Shilshole Avenue has awkward (sharp) turn. Old Ballard Avenue is narrow and also has skewed intersections which are a challenge for trucks.

8. Would you like to receive e-mail updates about the Freight Master Plan? If yes, please provide your email address.

Yes. Especially interested in future of industrial land uses.

9. Is there anyone else we should contact regarding freight in this neighborhood or the freight master plan?

Restaurants on old Ballard Avenue could be useful to talk to – they have different conditions. Matador is located at awkward street intersection on corner of NW Market Street and no alley.

CASE STUDY INTERVIEW: BALLARD

East Ballard Community Council

1. Other than regularly scheduled garbage and recycling pick up, what types of things do you receive and/or send out by truck?

- UPS, FedEx, mulch, furniture, appliance, moving trucks, amazon fresh, roofing supplies, safeway, some construction.

2. Describe the truck activity in the neighborhood to the best of your knowledge (how many trucks a day, size, are they making local stops, etc.). What do you think are the major generators of trucks in your neighborhood?

- Ballard Market – highest number of trucks – most of them do not come north of 57th Street (loading dock is on 56th Street). Construction on 14th Street Ave. Goodwill is a generator of truck trips. Fred Myer, Salmon Bay. Cement.

3. Please describe any concerns or issues that you have regarding truck activity in your neighborhood.

- Wear and tear of public infrastructure and also private property

4. Do you have any suggestions for what the City can do to help truck activity in your neighborhood be safer?

- Residential streets – driving too fast

5. Do you have any suggestions for what the City can do to help manage the effects of trucking on your neighborhood?

- Maximize truck activity outside rush hour. Improve visibility for truck drivers (low branches, signs with poor visibility)

6. Do you have any other comments related to freight movement in your neighborhood?

- Area south of Market Street carries a lot of freight. Poor turning radii – maybe not appropriate truck route. Getting across Ballard Bridge needs to improve for all modes (trucks, peds and bikes – very bad transition)

CASE STUDY INTERVIEW: BALLARD

Central Ballard Residents Association

Interview conducted on February 12, 2015

1. Other than regularly scheduled garbage and recycling pick up, what types of things do you receive and/or send out by truck?

- Fuel oil, UPS.

2. Describe the truck activity in the neighborhood to the best of your knowledge (how many trucks a day, size, are they making local stops, etc.). What do you think are the major generators of trucks in your neighborhood?

- Construction project trucks, QFC

3. Please describe any concerns or issues that you have regarding truck activity in your neighborhood.

- Roads, Street conditions, side streets are too narrow.

4. Do you have any suggestions for what the City can do to help truck activity in your neighborhood be safer?

- No trees in front of truck signs, poor visibility, confusing signs on 22nd Street (not clear)

5. Do you have any suggestions for what the City can do to help manage the effects of trucking on your neighborhood?

- Look at possibility to schedule deliveries at different hours – stacked deliveries, traffic circles for larger vehicles not useful – they just destroy them

6. Do you have any other comments related to freight movement in your neighborhood?

- We support thriving businesses but need to accommodate all trucks but not on all streets

CASE STUDY INTERVIEW: SOUTH LAKE UNION

Brave Horse Tavern Restaurant, SLU

2/25/2015 2PM

1. Please describe the deliveries to your company (type of delivery, size of trucks, frequency, time of day)? Where do the trucks park and unload?

- Almost entirely box trucks
- Some bigger trucks from Columbia Distributors (beverages)
- Beverages delivered: kegs, bottles (one day/week)
- Food delivered: meat, produce, specialty (each type one day/week)
- Typically receive 2-4 deliveries per day.
- Merlinos (grocery) is 3 times per week (M-W-F). Used to be 5 days/week but is now more consolidated.
- Loading dock in building - Amazon parking garage with back elevator. Provides plenty of space for trucks to use. No deliveries happen during 11:30 to 1:30 lunch rush (staff availability for receiving).

2. Please describe the pick-ups from your company (type of pick-up, size of trucks, frequency, time of day)?

- 2 Pick-ups daily
- internal transfers (inter-company) outgoing (using the same vehicles as above)
- dirty linens picked up 3x per week

3. Have your truck pick-ups or deliveries changed based on congestion at certain times of day? If so, how? Would it be possible to promote delivery to your business during off-peak hours? If not, why?

- Would like to shift more deliveries to off-peak (late) but some trucks can't do that. They have already done as much as they can.

4. Describe any concerns or issues that you have regarding truck pick-ups and deliveries to your business. What have you heard from your customers, businesses located near yours, residents, etc? What have you heard from truck drivers and your suppliers?

- Dock makes it easy. Landlord is responsive. Elevator may break down which causes problems in moving the goods to the restaurant. If they have an occasional large item (e.g., large oven), they work with the building manager to make it happen.
- Good loading dock design helps. Info for Cantina Building (new building with TD restaurant) has had some issues with its loading dock as-built.

5. What are the top safety concerns you see relating to truck activity in this neighborhood?

- Lots of pedestrians in neighborhood. Traffic control is mostly stop signs. The tech folks "travel in packs" and don't pay attention to the traffic signals or moving traffic. They walk right out in front of cars even if the signal has changed to red.

6. What is one thing the City can do to help truck deliveries to your business be more efficient and reliable?

- Not really anything he can think of.

7. Do you have any other comments related to freight movement?

- Parking garage is very busy. Arrivals in AM and departures in PM create congestion. Amazon not using unlicensed traffic control staff anymore - back to using licenses police officers for traffic control. The building management company (CBRE) works with them on this.

8. Would you like to receive e-mail updates about the Freight Master Plan? If yes, please provide your email address.

- Add Brent to email list for FMP

9. Is there anyone else we should contact regarding freight in this neighborhood or the freight master plan?

- Also should talk with TD company operations manager: Sean Hartley

CASE STUDY INTERVIEW: SOUTH LAKE UNION

Tom Douglas Company, SLU and Belltown

2/25/2015 2PM

1. Please describe the deliveries to your company (type of delivery, size of trucks, frequency, time of day)? Where do the trucks park and unload?

- Each restaurant 6x/week:
 - Company-owned box trucks (14' long)
 - Vendors: all sizes of vehicles. independent suppliers (e.g., mushroom growers, specialty items)
- Vans (small)
- Larger 18' are 5-6x/week
- UPS/FedEx
- Non-refrigerated TD Company Warehouse in Ballard stores produce, spice rubs, etc. In/Out 5x/week
- Semi-truck: Jars for spice rubs - 2x/month
- Freight restrictions in downtown Seattle affect movements of large trucks
- Occasional large trucks if restaurant is being remodeled.
- Parking
 - Commercial load zones, alleyway (commercial). "We don't supply load zones to drivers"
- Internal deliveries: Serious Pie restaurant in SLU is bakery to supply pastries and baked goods company-wide.
- In/out to Serious Pie shop is internal distribution 4x/day and supplies 5x/day. 2 full-time drivers.
- We request load zones as we need to.

2. Please describe the pick-ups from your company (type of pick-up, size of trucks, frequency, time of day)?

- Linens 3x/week. Big truck 20'
- Waste oil pick up 1-2x/month in big trucks

3. Have your truck pick-ups or deliveries changed based on congestion at certain times of day? If so, how? Would it be possible to promote delivery to your business during off-peak hours? If not, why?

- Truck drivers are used to congestion. The construction companies do a pretty good job of keeping lanes open (due to City requirements).
- We can't change our patterns of delivery frequencies. Yes to night-time deliveries. Staffing is on-duty 24 hours/day at the bakery.

4. Describe any concerns or issues that you have regarding truck pick-ups and deliveries to your business. What have you heard from your customers, businesses located near yours, residents, etc? What have you heard from truck drivers and your suppliers?

- Hard to complain about traffic congestion since we benefit from the growth in population.
- Drivers are savvy about congestion and know where to go to load/unload. Congestion increases => Fuel/labor time Cost increases.
- Finding parking (storage) for the 2 company box trucks used to be easy - lots of surface lots around. Now those lots are re-developing so it's difficult to find parking. Temporary parking in Ballard now.

5. What are the top safety concerns you see relating to truck activity in this neighborhood?

Safety is not really an issue. Amazon uses police officers at parking garage exits.

6. What is one thing the City can do to help truck deliveries to your business be more efficient and reliable?

- Would like the City to maintain load zones for vehicles of all sizes. Drivers will figure out how to get products to us: large well-known restaurant company with multiple locations.
- For new construction: make sure that buildings have appropriate load docks (even if only an alcove off the alley). If the load dock isn't well designed, then the trucks block the whole alley (e.g., trash collection)

7. Do you have any other comments related to freight movement?

- No.

8. Would you like to receive e-mail updates about the Freight Master Plan? If yes, please provide your email address.

- Yes. Sean@tomdouglas.com

9. Is there anyone else we should contact regarding freight in this neighborhood or the freight master plan?

- Our building is well-managed by CBRE

CASE STUDY INTERVIEW: SLU

Receiving

Glazer's Camera Store, SLU

2/26/2015 4:30PM

Note: their new location (under construction across the street) will consolidate all 3 shops into one space.

1. Please describe the deliveries to your company (type of delivery, size of trucks, frequency, time of day)? Where do the trucks park and unload?

Delivery garage doors open from the alley directly into the shipping area of the store

Most box trucks:

UPS delivers at 9AM 1 x/weekday plus 2x month directly to the other locations (a few blocks away). Sometimes they will deliver on a weekend (store is open).

FedEx Ground is 1x/day (noon-1pm)

FedEx Express is 1x/day (noon-1pm)

FedEx Freight is approx 4x/month (varies)

Other:

ABF pallet delivered 2x/month

Roadrunner 1x/month

Semitruck 4x/month

2. Please describe the pick-ups from your company (type of pick-up, size of trucks, frequency, time of day)?

Inter-store transfers 1x/day

UPS picks up at 5pm 5x/week

FedEx picks up by request

Used to have outgoing mail picked up daily by

Post Office out front

If alley is blocked (car repair company nearby) then they have to park out front and send thru the store. Some alleys he's seen have "no parking" signs but this one doesn't.

3. Have your truck pick-ups or deliveries changed based on congestion at certain times of day? If so, how? Would it be possible to promote delivery to your business during off-peak hours? If not, why?

UPS is sometimes late from congestion

FedEx running late quite often lately

Lots of construction in the neighborhood and the truck drivers face new detours each day.

Off-peak deliveries wouldn't work. No one is at the store to receive off-peak. Can't leave the high value/fragile product lying around.

4. Describe any concerns or issues that you have regarding truck pick-ups and deliveries to your business. What have you heard from your customers, businesses located near yours, residents, etc? What have you heard from truck drivers and your suppliers?

Glad the city is interested in their opinions.

New location will have loading zone in the building with garage entrance.

5. What are the top safety concerns you see relating to truck activity in this neighborhood?

Wide 20' alley provides plenty of space to park cars to avoid sideswipes

6. What is one thing the City can do to help truck deliveries to your business be more efficient and reliable?

Post "no parking/do not block alley" signs along the alley

7. Do you have any other comments related to freight movement?

There is a lot of freight moving around.

8. Would you like to receive e-mail updates about the Freight Master Plan? If yes, please provide your email address.

Yes (Ken Roeder provided his email address to Gabriela)

9. Is there anyone else we should contact regarding freight in this neighborhood or the freight master plan?

No

CASE STUDY INTERVIEW: SLU

South Lake Union Community Council

1. Other than regularly scheduled garbage and recycling pick up, what types of things do you receive and/or send out by truck?

- UPS, FedEx, condo construction, amazon fresh, laundry services, moving trucks, pods (moving storage), boats, fuel trucks (for yachts), event trucks, postal service.

2. Describe the truck activity in the neighborhood to the best of your knowledge (how many trucks a day, size, are they making local stops, etc.). What do you think are the major generators of trucks in your neighborhood?

- 76 trucks from AGC (associated general contractors) – very specific about this – they have actually counted. No counts for the other trucks.

3. Please describe any concerns or issues that you have regarding truck activity in your neighborhood.

- Speed, soft stops, blocking residential access, illegal parking, trucks coming off I-5 too fast or getting stuck middle of intersection. Dexter Avenue (not specific but there is a lot of construction)

4. Do you have any suggestions for what the City can do to help truck activity in your neighborhood be safer?

- Look at REI, look at alleys – trucks and vehicle conflicts on alleys, restricting access during rush hours, what is our relationship with commercial drivers (industry)?

5. Do you have any suggestions for what the City can do to help manage the effects of trucking on your neighborhood?

- How does the City communicate to truck drivers what restrictions are in place? Try to work around the noise ordinance in some locations?

6. Do you have any other comments related to freight movement in your neighborhood?

- How is the city going to manage new road facilities? – Dexter? Westlake corridor? - there were a couple of questions of overlapping modes (multimodal corridors)

APPENDIX D: GROUP STAKEHOLDER INTERVIEW WITH BALLARD-INTERBAY-NORTHEND MANUFACTURING AND INDUSTRIAL CENTER (BINMIC)

Stakeholder Interviews – Group Two
July 29 2014
7:30 AM – 9:00 AM
Ballard-Interbay-Northend Manufacturing &
Industrial Center

Attendance

- Warren Aakervik (Ballard Oil)
- Kevin O’Neil (SDOT)
- Sara Zora (SDOT)
- Ian Macek (SDOT)
- Justin McCaffree
- Charla Skaggs
- Bridget Wieghart (Parsons Brinckerhoff)
- George Colazzo (Coastal Transportation)
- Eugene Wasserman (BINMIC)
- Christine Wolf (Port of Seattle)
- Katherine Brooke (Ballard Partnership Urban Design Transportation Team)
- Nate Dreyon (Consultant to Block Builders)

SUMMARY

Sara Zora introduced the group, presented the meeting agenda, and explained the purposes of the interview to gather insights into problems and find potential solutions.

SAFETY

Bridget Wieghart asked the group to identify the biggest types of safety concerns that they have. George Colazzo stated that he didn’t have any major safety issues at his business. George explained that before the ship canal

trail was built, safety was an issue, but since its completion, it really hasn’t been an issue.

Bridget Wieghart further inquired about safety issues specific to trucks.

George Colazzo responded saying that his business is primarily ocean transport and his customers come to his business for offloading and that trucking out of Tacoma is more of an issue due to general congestion. Warren Aakervik added that transporting items out of George’s business can be a challenge (13th and Nickerson). Eugene Wasserman commented that north of the ship canal, a lot of business are on streets in neighborhoods with a mix of bikes, trucks, and pedestrian traffic. Eugene also made special note of the traffic that is growing in the “beer making area” and that it also brings in a lot of pedestrians and bikes.

Kevin O’Neil asked if all this growing traffic is causing more conflicts with pedestrians.

Eugene Wasserman commented again that in general it is bringing more cars, pedestrians, and others who are not used to being around big trucks. Eugene noted that the increase in that type of traffic tends to occur in the evening. He again noted that there are a variety of activities in the area bringing people in citing whiskey makers and Theo’s Chocolate. Warren Aakervik added that a lot of loading on the street is being done by

double parking. Eugene stated that Ballard Ave. is a “heavy duty” night spot; during the day there is not much traffic, but it can spill over. Eugene said that the most traffic is definitely seen during afternoon peak times.

Bridget Wieghart inquired about specific locations for the heavy traffic.

Eugene Wasserman stated that Leary Way and 15th Ave NW can get really bad and noted that 15th Ave NW is a major bus corridor. Warren Aakervik added that Shilshole Ave. is becoming a major thoroughfare through Ballard which creates conflicts for larger trucks. Kevin asked Eugene if there are any particular streets that are of more concern than others. Eugene responded saying that it was the general area; again stating that there are a lot of streets with mixed uses.

Katherine Brooke asked if it is fair to say that since it’s been an industrial area, there’s been less of an emphasis on pedestrian amenities.

Eugene Wasserman reiterated that there are more uses now than just industrial. Eugene cited the backup near Trader Joe’s where people are trying to avoid the parking garage. Eugene said that people backing into the spots in front of Trader Joe’s is a major chokepoint for traffic coming off of the Ballard Bridge. Warren Aakervik added that since he is always seeing vehicles backing in and people pulling out that he finally just decided to take Leary Way instead. Warren continued that if you try and figure out how to go westbound from Market St. and 24th Ave. NW that it is a challenge to get back.

Kevin O’Neil commented that it seemed that a lot of the issues they were discussing were land-use based due to the influx of new uses.

Eugene Wasserman stated that there had been a number of collisions on the Burke Gilman Trail (BGT) where bicyclists were crashing into people pulling out from businesses. Eugene continued that there is no light on the BGT and

that sometimes walkers wear dark clothing. He added that we have fixed most of the lighting, but that sometimes people still run into each other (on bikes) on the Ballard Bridge.

Bridget Wieghart asked the group about key things the city can do to help with these issues.

Nate Dreyon responded with “the intentions”. Nate stated that the “road diet thing” has made things worse in a lot of conditions—both for safety and congestion. Nate continued that you have a more entitled cyclist group for which there is really not room on places like Nickerson St. Nate added that the main reason that Foss moved their headquarters off of Nickerson St. after 100 years was because of all the congestion. Warren Aakervik added that with Nickerson St. being a major truck street and with the South Lake Union (SLU) trail being completed a week after, the road diet on Nickerson St. made it worse. Nate agrees saying that that was one of the most ridiculous things that he had ever seen. Eugene Wasserman stated that the area around Fred Meyer is a disaster. Eugene said that he had explained this to SDOT, but that they don’t seem to care about safety and would rather do what is politically best in the area. Eugene added again that they (SDOT) don’t seem to be safety oriented.

Bridget Wieghart asked for recommendations about what to do there (Fred Meyer area)

Eugene Wasserman responded saying that there needs to be traffic engineering. Eugene stated that he had requested that SDOT put signs up on the BGT to alert people in cars that there is a trail there. Eugene explained that SDOT did in fact put up those signs, but that it took them a year to do it. He reiterated that although he does not believe that SDOT is purposely putting people in danger, that they are not prioritizing safety. Christine Wolf added that there have been issues in front of Fisherman’s Terminal with bicyclists and pedestrians. Christine stated that because it is a split trail, people are confused about which way to go. Christine added that because the trail

goes under the bridge, there are big site distance issues. Warren Aakervik commented that there were not any directions on the trail. Warren continued that the whole west side of Fisherman's Terminal is a bike path and that very few people know that it's there and thus almost no one uses it. Christine replied that she was talking about the south side, under Emerson St. Warren expressed that American Disabilities Act (ADA) compliance was a big issue. He continued that the only reason why SDOT couldn't build a ramp there was because they couldn't accept the grades that you would need to comply with the ADA. Eugene stated that SDOT had a consultant do a study on that area (Ballard Bridge and Emerson St.) over a year ago, but that he hasn't been able to get a copy of it. Eugene reiterated that overall he does not feel that SDOT cares about safety and that it had been an issue for the past several directors. Eugene finished by saying that we gave up one lane under the bridge for a path that no one uses.

RELIABILITY

Bridget Wieghart asked the group if their business operations change depending on congestion and if they anticipate further changes.

George Colazzo said that his business did not. Bridget Wieghart asked that since because people f those who deliver to George's business have requested different times (based on congestion). George responded that they deliver when they want and that the medium haul truckers are the same. Kevin O'Neil asked when George's deliveries come; George responded that peak time is on Wednesdays and Thursdays from about 7am-3pm. Warren Aakervik further explained that people drop off their trucks and leave them at George's business and then George's employees will unload them and then they will come back and pick them up when finished. George added that many of the trucks come from Tacoma and Bellingham. Eugene Wasserman commented that because of the noise ordinance that people don't really operate at night.

Sara Zora asked about the Salmon Bay area and if they work at night.

Warren Aakervik said that they do not.

Bridget Wieghart asked why did Foss switch.

Nate Dreyon explained that it only takes a couple of complainers to make things difficult. Nate added that taking on individual residents is not super fun or productive. Bridget asked why they worked at night to begin with and if was it because of congestion. Nate said that he didn't know, but recalled that people on Nickerson St. and Queen Anne were complaining. Warren Aakervik explained that the city instituted a noise ordinance to protect residential neighborhoods from industrial issues, but didn't do anything to protect the industrial uses. Warren further explained that urbanization has created the problem. Warren added that he thought trucks were exempt from the noise ordinance as long as they were moving. Warren explained that there is a compressed time when you can operate as a shipyard so that all of their operations have to happen during the day. Warren said that we are reducing the amount of shipyards and there's still a lot of work to be done so they do what they can. Eugene added they everyone usually stops work by 3:00pm.

Bridget Wieghart asked what could be done to promote off-peak deliveries.

Warren Aakervik explained that his business can't do off peak deliveries and that you'd have to respect the industrial areas being industrial areas. Warren explained that for example, not having new buildings have balconies in industrial areas. Eugene Wasserman explained that his business is in a very unique area in that they are right up next to residential areas and thus there are land-use issues and they don't have a lot of flexibility. Warren stated that next to Pacific Fisherman they were able to put in a hotel because it's a conditional use and thus they can't complain. Nate Dreyon stated that there is not enough of an industrial buffer and that it needs to be expanded. Nate continued that the buffer serves a great purpose by protecting residences

from industrial activities and vice versa. Christine Wolf explained that the approach that the city tried with IC zoning in Interbay is an example of that not working well, because then you get things like Whole Foods which generates a huge amount of traffic, but does not help the industry stay alive.

Christine asked that the IC designations be looked at to allow for more industrial/craft businesses. Warren said that all the traffic tends to just dump onto major truck streets. Warren said that in terms of reliability, the intersection of 24th Ave NW and Market St. has lots of trucks and trailers and traffic in general. Warren continued that that is really not the way to go because you block the street with trucks and trailers. Warren mentioned that at one time he had talked about providing an exit at 54th St. by the railroad tracks, but now we take everything out via 26th Ave. Warren explained that as you are coming out of 26th, you're coming out of a narrow driveway, crossing four lanes of traffic with a 75-foot trailer which is clearly a safety issue as there is no sight distance.

Bridget Wieghart asked if the group would rather have the bikes on a sidewalk or down the hill.

Warren Aakervik responded that he would rather have them where they belong on NW 58th St., which is a greenway and that SDOT needs to design bike facilities that are separate from traffic and are attractive to use.

George Colazzo asked why is it that no one petitions congress to change regulations on the Ballard Bridge so that commercial vessels can go through whenever and non-commercial vessels can't. Sara Zora explained that they can't open the bridge during peak AM/PM hours. Warren suggested maybe having a longer peak time, or allow commercial vessels more flexibility, but restricting recreational vessels more. George stated that if the period when recreational could go through the bridge was restricted that that would be huge. George explained that Seattleites hate the fact that the bridge opens multiple

times a day for a single guy with a sailboat. Sara commented that this was very helpful feedback and that as part of the plan we can identify potential policies to push forward and work with elected officials on this. Warren added that we need more VMS signs as by the time you get to Crown Hill and see the sign that the bridge is up, it's too late. Kevin O'Neil commented that when the Fremont Bridge is up that it completely shuts down everything. Warren suggested that SDOT could put a laser beam out there that gives people a better sense of when the bridge actually needs to be opened. Nate commented that we need a traffic cam and to send them a \$250 ticket.

Eugene explained that traffic on the south side of the bridge on Nickerson St. has gotten really bad particularly during the afternoon peak hours. Eugene continued that morning rush hour traffic is bad as well as the city created a bus lane that increases congestion which then bicyclists also use which causes the buses to swing out. Sara asked about the idea of allowing trucks to use the BAT lanes and if that would help. Warren responded that that should absolutely happen and that the biggest problem is when you have a bicyclist that wants to use that lane and slows everybody down. Eugene commented that one problem they have is losing truck access to the freeways and that the city is not prioritizing the remaining routes for us. Eugene commented that they are always fighting the city and he feels that they are not listened to and is tired of it. Eugene said that he hopes the freight master plan will make a difference, but thinks that the city would prioritize 10-15 bikes on 15th Ave. NW over us any day of the year.

EFFICIENCY

Bridget Wieghart asked the group what is the biggest challenge for urban goods delivery.

Eugene Wasserman stated that speaking for Salmon Bay (Sand & Gravel) they would say that they're losing their routes around the city and that the road diets don't help. Eugene said that things are taking longer, there is no place to park,

and that they can't make deliveries to downtown. Warren Aakervik stated that the consequence of getting everyone into bikes or transit is that everyone still has cars, but now those cars are parked all over the place and you can't park, you can't deliver to homes and park, and that you have to sit out in the middle of the street. Warren suggested that the city could work on unlicensed vehicles that are still parked in the street given that people are reluctant to get rid of their cars even when they don't need them. Sara suggested using the find-it fix-it app where you can take a photo of a car that you think has been parked in one place for too long and send it in. Warren commented that the BINMIC sign off of Emerson St. near the Ballard Bridge is falling down. Eugene stated that the city doesn't do much to help us make deliveries to retail stores; cycle tracks; no place to park.

Charla Skaggs asked Christine Wolf if there were any goods delivery issues at Terminal 91 (T91).

Christine Wolf responded that actually the number of truck trips that's required to provision cruise ships at T91 is actually pretty small—maybe 50 to 60 trucks for two vessels—passenger operations actually generate most of the traffic. Christine added that there are also industrial tenants at T91 such as Trident Seafood and Seafreeze and she gets comments from them every now and then that they have trouble getting fish on and off of 15th Ave. Christine added that the signal timing at Galer St. is an issue there. Warren stated that DPD ought to know where the school district is taking the school buses there as the storage area for buses is moving. Katherine Brooke commented that it's not SPS and that those are contracted out. Christine said that portions of T91 are still industrial such as fish processing or when the fleet is in and they need to rehab or exchange gear. Christine continued that they have a company that makes the production line for trawlers and that those things generate truck trips year round. Warren commented that when the cruise ships are there (T91) that there are no security gates. Sara Zora replied that they

have always thought that there needs to be more security there. Christine mentioned that it is almost possible to control without backing things up all the way downtown and across the Ballard Bridge thought industrial areas often have separate facilities.

Bridget Wieghart asked if any of the group's businesses have been affected by larger changes in logistics.

George Colazzo said that they are now hauling more in rail cars which depends on the world fish markets. George explained that if Asia isn't buying the fish, it will get bought by Europe and the way they haul that is by rail to the east coast. Warren stated that he always thought it would be great to haul oil on the Ballard Terminal Railway as the only place that you can load diesel is in Pasco, WA. Warren continued that he thought looking at traffic congestion cameras is important and that they need to make sure that that info is out there. Warren said that he is very limited in where he can go with petroleum products as he can't use the freeway. Bridget asked George if since he is using more rail cars, has that changed his business. George replied that they are lucky in that we're only a quarter mile or less from Seattle's main railroad yard. George explained that there is nothing between them and other in terms of the street and that in a perfect world they have access to those cars at anytime. George added that they have a pretty good industrial setback so there aren't conflicts with neighbors although sometimes people wander off the ship canal trail onto the property.

Kevin O'Neil asked how often the shoreline tracks are used.

Eugene Wasserman replied that it was only a few times a week. George Colazzo explained that he moves his trains on a weekly basis: Monday-Wednesday. Christine Wolf asked George how many cars he has. George replied that he has 13 cars a week at this time of year, but many weeks it's only four per week.

RESILIENCY

Bridget Wieghart asked the group that when their primary preferred route in is unavailable, how do they decide which secondary route to take.

George Colazzo replied that he has only one way in and that's by Nickerson St. George explained that if there is an collision on the Ballard or Fremont Bridge then everything gets blocked up. Christine asked if things are different from when there were two lanes in each direction on Nickerson St. George replied that that did not really make a difference. Warren Aakervik explained that when the 2001 earthquake happened that he sent a driver down to Harbor Island to make a pick up and it took him three hours to get back. Warren commented that now we're going to squeeze things down on the waterfront.....Warren continued that he looks at the cameras to get a sense of how different routes are going and stated that info needed to be available online. Eugene Wasserman stated that when there's an incident that shuts the street down, police need to consider the fact that you can't move a big vehicle down side streets and when there's no other possibility they should thing about trying to let those big trucks through somehow.

Eugene commented that they are biggest losers in the tunnel project because they will lose their direct access to SR 99 and will thus have to take the waterfront. Eugene added that they have been very involved in that project and worked to keep two lanes there as there will be a lot of trips along the central waterfront. Warren suggested that trucks with a wheelbase of 67 feet or greater should be able to turn onto all major truck streets. Warren said that a lot times the city could move the center lane over a foot or so and that that would help facilitate truck movement. He reiterated that trucks should be able to make the corners and that while transit might be able to make them with the jointed busses, trucks can't always.

Bridget Wieghart asked the group what are the biggest challenges affecting their industry overall; climate change, aging workforce, etc.

George Calazzo replied that next June they will have a new ship online and that they are talking about the corner of 13th and Nickerson. George explained that historically there wasn't a light there, but now they are installing one and that that stub of 13th and Nickerson is basically the driveway to their property. George continued saying that when the new ship comes online it will carry 25% more cargo than their other ships and that they'll be hauling more cargo once a month for about three days which concerns him because of possible traffic problems on 13th Ave. George explained that coming from I-5 then making the right at 13th Ave to get down to his property will fill up his lot and the stub of 13th and that then they will have no place left to go other than lining up on Nickerson St. Warren Aakervik asked George to clarify if they have the capacity for that. George replied that yes he did. Eugene Wasserman commented that most businesses along the waterfront are doing well. Charla Skaggs commented that bigger ships mean more trucks.

Warren suggested that they need a countdown timer so that you can see when the signal is about to change as stopping on that hill is difficult. George stated that they need lane markings on that section of 13th Ave and for a right hand turn lane on Warren St.

Eugene stated that one problem they have is that they don't know who to call at the city to address these issues. Christine Wolf explained that when the city makes decisions about regionalization, you often see a focus on mainline traffic only which was the case with Nickerson St. Christine continued that the studies said that it wasn't that bad, but there was not analysis of what it did to the industrial side streets and the connections to the businesses that need access to Nickerson St. to do their work. Christine suggested that we need to think about those types of things as part of the analytics process and it needs to be comprehensive. Warren agreed with Christine's comment adding that it was especially important when it's involving a major truck street. Warren continued that with regard to resiliency, SDOT

should think about making 85th St. a major trucking street. Warren added that turning radii and where they are on major truck streets needs to be designed correctly rather than allow them to go in wrong.

Warren stated that signage is an issue as well citing his experience on 58th St. yesterday where he saw a sign for bicyclists letting them know the post office was coming up. Warren explained that bicyclists can turn around pretty quickly, but trucks can't and that he doesn't know of a system that allows a truck driver to know where he can go in the city and thus they need better signage for trucks which will reduce congestion. Warren offered examples of signs that would instruct trucks on how to get to the M&I center and how to get back to the interstate system through the major truck routes. Eugene Wasserman commented that if people feel like they won't be able to get supplies, trucks, and their employees around in a reasonable amount of time that they need a transportation plan where people know what's going to happen. Eugene commented that the Westlake bike thing [cycle track] came out of nowhere.

Warren commented on the BGT saying that if the new section goes in where the bike groups want it to be then it will be the end of the maritime

industries in Seattle as we know it. Warren explained that he got a letter in the mail from his insurance company stating that they may cancel his insurance if it goes in due to safety concerns. Warren continued that he wouldn't be able to provide fuel to ships and that that will be the straw that breaks the camel's back. Warren said he believed it was in the EIS process now and that hopefully they're taking a serious route. Christine asked if they are doing an economic impact analysis. Kevin O'Neil said that they were. Warren reiterated that it will determine the future of the maritime industry in Seattle.

Christine commented that people need to understand what freight means to the Seattle economy and how it provides good jobs. George Colazzo commented that he thinks there needs to be a good publicity campaign and that these buildings next to bike trails are filled with good jobs. Katherine Brooke stated that the bike community is big on shopping local and that we need to help people understand how freight supports that. George added that there should be photos of people that work in those buildings along the bike trail. Warren stated that we need to emphasize the uniqueness of Seattle; two bodies of water, seven hills, ports for Asia/Pacific, port for Alaska, and that most people don't get it and don't know what maritime means.