



South Harbor Truck Parking: Work Group Recommendations

The South Harbor Truck Parking work group was formed in response to community concerns about heavy-duty trucks parking in the Georgetown and South Park neighborhoods. In summer, 2008 Port Commissioner Gael Tarleton and City Councilmember Sally Clark convened a group of stakeholders to better understand the issues and create a collaborative process to address them. Following are the work group's findings and recommendations, which will be presented to the Port Commission and City Council in spring, 2009.

Truck Parking

Finding 1 – Oversize trucks are parking on residential streets in areas zoned “residential” in the Georgetown and South Park neighborhoods. This activity is illegal per SMC 11.72.070 (“No person shall park a vehicle on any street or alley, except in a Manufacturing or Industrial Zone as defined in the Zoning Code of Seattle (Ordinance 86300 as amended) between the hours of midnight and six (6) a.m. if the vehicle is a truck and/or trailer or other conveyance which is over eighty (80) inches wide.”)

Recommendations:

1A: Outreach materials should be developed by SDOT and the Port, including a map that clearly indicates streets zoned for residential use in the Georgetown and South Park neighborhoods that can be used as a communication tool with the Seattle Police Department (SPD), trucking companies and drivers to educate and inform them about where overnight truck parking is illegal. SDOT and the Port should post this map on their web sites for easy reference.

1B: Once materials have been distributed to trucking companies and drivers, the Seattle Police Department's Parking Enforcement Unit late shift officers should perform “emphasis patrols” on streets zoned “residential” in the Georgetown and South Park neighborhoods and cite oversize vehicles that are parking in violation.

1C: In specific locations determined to be especially problematic by the Seattle Police Department and neighborhood organizations, SDOT should post “Residential Street: No Overnight Truck Parking” signs.

Finding 2 – Oversize trucks are parking on streets in areas zoned for industrial use, but where there are pockets of residential populations. This activity is legal. Preliminary field work by the SPD Parking Enforcement and community representatives has identified specific streets where this issue is especially pervasive.

Recommendations:

2A: Outreach materials should be developed by SDOT and the Port, including an information sheet and map that show existing residential uses and nearby streets where overnight truck parking is preferred. SDOT and the Port should also post this map on their web sites for easy reference.

2B: The Port and SDOT should work with community representatives to educate and inform trucking companies and truck drivers about neighborhood concerns related to truck parking and suggest alternate parking options.

2C: SDOT should design advisory signs for placement in the right of way that convey to truck drivers where overnight parking is and is not preferred. SDOT should work with the community to determine the best locations for sign placement. Some areas may need more immediate attention based upon preliminary field review, such as the “triangle” of South Maynard, South Findlay, and South Orcas Streets.

2D: SDOT, the Port, and SPD Parking Enforcement should work with the neighborhoods and trucking companies to monitor the situation for effectiveness.

Finding 3 – Off-street overnight truck parking would help alleviate the pressure and demand for on-street overnight truck parking in the Georgetown and South Park neighborhoods.

Recommendations:

3A: The Workgroup endorses the Port of Seattle's efforts to provide designated off-street truck parking by Fall 2009. The Workgroup recommends that adequate facilities be available for truckers using such a site. The Work Group recommends that the Port continue to explore any additional feasible, long-term options for off-street truck parking.

3B: The Workgroup recommends that the City explore the possibility for off-street parking at any City-owned property and sites in the Georgetown and South Park neighborhoods.

South Harbor Truck Parking: Work Group Recommendations *cont.*

Truck Parking *continued*

Finding 4 – *Despite the efforts described in the Findings 1-3 and the recommendations above, voluntary compliance alone may not sufficiently address these issues in the Georgetown and South Park neighborhoods.*

Recommendation 4A: SDOT should explore potential changes to the Seattle Municipal Code (SMC) that would provide additional tools to address truck parking adjacent to residential uses in industrial areas. In doing so, SDOT should examine the types of overnight parking other jurisdictions allow.

Truck Routing

Finding 5 – *Workgroup members have observed trucks regularly using a number of non-arterial streets that are inappropriate for regular travel by large trucks. They have also identified a number of arterial streets currently designated for regular truck use but which deserve re-examination due to changes in condition of streets and nearby land uses.*

Recommendations:

5A: SDOT should re-examine existing designated truck routes in and through the Georgetown and South Park neighborhoods to determine whether any routes ought to be revised and updated.

5B: SDOT should verify which streets are designated for regular truck use and routing. SDOT should work with the Port and neighborhood representatives to disseminate maps to trucking companies and truck drivers that specify designated truck routes.

5C: With its Commercial Vehicle Enforcement Officers, SDOT should perform emphasis enforcement on streets not designated for regular truck use.

5D: SDOT should determine whether any supplemental signage is necessary to more formally designate which streets are designated as truck routes.

Idling

Finding 6 – *The Workgroup believes additional outreach, education, and awareness are appropriate to make the trucking companies, drivers and others aware of the benefits of turning vehicles and engines off in certain circumstances and locations.*

Recommendations:

6A: SDOT should post advisory “No Idling” signs at all movable bridges citywide, including the 1st Avenue South Bridge and the 16th Avenue South Bridge.

6B: SDOT should work with the neighborhoods and the Puget Sound Clean Air Agency (PSCAA) to identify other locations in the South Harbor area where installation of advisory “No Idling” signs would be appropriate, such as near parks, schools, daycare facilities, and at railroad crossings.

6C: The Workgroup supports efforts by the City to adopt a “No Idling” ordinance with accompanying rules, regulations, and a fine schedule.

6D: The PSCAA should continue to work with the City, Port, and neighborhoods on proactive education and outreach efforts.

Work Group Representatives

ACORN—Alex King
Change to Win—Paul Marvy
City of Seattle Department of Neighborhoods—Steve Louie
ECOSS—Kevin Burrell
Seattle City Council—Councilwoman Sally Clark and Dan Nolte
Georgetown Community Council—Holly Krejci
Greater Duwamish District Council—Kathy Nyland
Manufacturing Industrial Council—Marilyn Skoglund
Seattle Police Parking Enforcement—William Edwards & Ross Leonard

Port of Seattle—Commissioner Gael Tarleton, Sally del Fierro, Sarah Flagg and Mike Merritt
Puget Sound Clean Air Agency—Amy Warren
Seattle Department of Transportation—Charles Bookman and Mike Estey
Seattle Freight Service—Kevin Coon
South Park Resident—Michael McGrath
Western Ports Trucking Company—Kent Christopher