



Seattle
Department of
Transportation

PO Box 34996
Seattle, WA 98124-4996

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Project Schedule

January 2020: Make CVLZ changes

January - March 2020: Complete procurement process for vehicle detection sensor vendor

Spring 2020: Install sensors


Questions?

We are happy to meet with businesses or residential building managers about these projects if there are questions or concerns about the changes. Please contact:

Belltownloadzoneproject@seattle.gov



**Improvements to
Commercial Goods
and Services
Delivery in
BELLTOWN**

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Project Overview

The Seattle Department of Transportation (SDOT) is launching a new project in Belltown to improve commercial goods and services delivery to area businesses and residential buildings. In partnership with the University of Washington's (UW's) Supply Chain Transportation and Logistics Center, we are working to:

- Expand and improve access to Commercial Vehicle Load Zones
- Install equipment at the load zones to collect vehicle parking data and provide it to commercial delivery operators

What are Commercial Vehicle Load Zones?

Commercial Vehicle Load Zones (CVLZs) are locations along the curb for freight goods and services delivery vehicles – everything from package delivery, to food and beverage vendors that service restaurants, to e-commerce deliveries. Typical signs are yellow with black text to indicate commercial vehicle loading from 7 AM to 8 PM, Monday through Saturday, with yellow paint on the curb.

As Seattle continues to experience rapid commercial and residential growth, demand for curbspace in the form of deliveries, parking, passenger pickup & drop off, transit and others has increased significantly. SDOT's Curbside Management Team is working to prioritize urban goods delivery in Belltown and other neighborhood business districts.

Partnering with the University of Washington

SDOT is a member of the University of Washington's (UW's) Urban Freight Lab. The Urban Freight Lab is a partnership that brings together private industry, academic researchers, and transportation agencies to test and solve urban goods delivery problems in Seattle and elsewhere. The UW received a Department of Energy grant to fund much of this project.

Recent UW research shows that many CVLZs in the downtown area have greater than 90% occupancy rates, and that only 13% of buildings in the downtown area have dedicated loading docks. In places like downtown and Belltown, getting goods and services delivered requires available curbspace.

What is SDOT doing to improve Goods Delivery in Belltown?

We worked with our partners to better understand what the requirements are for effective urban goods delivery. These include:

- Make the CVLZ length at least 35 feet so that box trucks can fit.
- Locate the zone at the far side of the intersection or next to an alley or driveway so that delivery vehicles can drive straight into the space versus trying to back-in or parallel park a truck into a mid-block space.
- Locate passenger load zones and commercial vehicle load zones adjacent to each other.
- Remove as little short-term customer parking as possible.

To this end, SDOT is planning to extend and adjust 29 CVLZs on blocks in Belltown between 1st Avenue and 3rd Avenue, and from Virginia Street to Battery Street. Please see the map.

Installing vehicle detection sensors at CVLZs

SDOT and the UW are working collaboratively to install vehicle detection sensors in this area. Vehicle detection sensors anonymously perceive whether vehicles are present at the CVLZs and how long the vehicles stay. The data collected is sent in real-time to the UW and project partners, who are building a mobile application that freight delivery drivers can use to see whether a CVLZ is open and available for their use. Consistent with Seattle's Surveillance Ordinance, the sensors do not collect any identifiable information specific to the vehicles parked in CVLZs, or their owners or drivers.

