

**From:** Kirk Robbins [kirkrobbins@comcast.net]  
**Sent:** Sunday, March 27, 2011 1:16 PM  
**To:** Mailbox, Regional-Transportation  
**Subject:** Thoughts on Freight Mobility

Exhibit	"A"
Port Commission	Special
Meeting of	March 29, 2011

A few thoughts about what the Freight Advisory Board and the Port might promote as a pro-transportation agenda:

**VMT:** The City Council is considering inclusion in the Comprehensive Plan of a goal of a reduction in "Vehicle Miles Traveled", of perhaps 18%, based on a recent conversation at the March 23 meeting of the Committee On The Built Environment. This presumably includes all vehicles except public transit. At least one Council member has openly endorsed induced congestion as a tool of traffic management. The deleterious impacts of idling vehicles stuck in traffic -- pollution and wasted time -- are ignored by SDOT because, it alleges, it cannot quantify these with sufficient precision. That sounds disingenuous, and a frontal assault on mobility.

**ROAD DIETS:** SDOT officials say they evaluate arterials due for repaving, and the evaluation (coincidentally?) usually involves proposals for constraining capacity. The Freight Advisory Board should be consulted BEFORE Road Diet preliminaries are undertaken inside SDOT, so that the significance of the specific arterial to freight transportation can be considered at all phases.

**ROAD DIETS:** Elected officials often dismiss insights from businesses and citizens because they lack "data", which are only available from SDOT and thus promote SDOT's agenda. The Port can create credible and objective data -- it's perhaps the only independent source available -- and the Freight Advisory Board can demand to be a participant in the formulation of SDOT studies.

**ROAD DIETS:** Advocates, acolytes and apologists say that each and every Road Diet has "succeeded". Some have been harmless inconveniences, some have been outright detrimental -- but credible coherent presentations in responsible forums have been lacking. Both the Port and the Freight Advisory Board can help review the more problematic Road Diets. The first Road Diet to be reversed or substantially modified will end the perception that these are irreversible.

**PLANNING:** The ad-hoc promotion of Road Diets would be less legitimate if it confronted a coherent mobility plan connecting industrial zones with each other and the region at large. Even though the next few years will bring construction-induced disruptions to transportation throughout west-central Seattle, a meaningful plan could be a bulwark against ongoing degradation of our transportation network.

-- Kirk Robbins

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**From:** scompost@q.com  
**Sent:** Monday, March 28, 2011 12:18 PM  
**To:** Mailbox, Regional-Transportation  
**Subject:** freight meeting

I cannot make your meeting tomorrow on Tuesday but I do have some questions:

- 1) Nickerson used to carry some/much truck traffic. Now when I drive Nickerson during the day I rarely, if ever, see any trucks. Wht is the reason for this
- 2) Mercer Place W is being deluged with trucks. How does freight traffic feel about this? why are there so much more traffic on this link?
- 3) where is the freight traffic going when they use Mercer Place W? to I-5? downtown? 99?

thank you,

susan casey  
3227 14th Ave W

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**Subject:**

FW: Port of Seattle Commission Roundtable: Seattle Freight Mobility, 3/29 10:30 am, Pier 69

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**From:** [trknrod@aol.com](mailto:trknrod@aol.com) [<mailto:trknrod@aol.com>]

**Sent:** Thursday, March 24, 2011 9:46 PM

**To:** Brown, LaTonja

**Subject:** Re: Port of Seattle Commission Roundtable: Seattle Freight Mobility, 3/29 10:30 am, Pier 69

= Rodney Guest

I will be unable to attend, however I would like my input to you shared.

With the construction going on near T46 and with the volume of freight increasing in the Port of Seattle. I feel it is a must that all terminals keep the flow of trucks moving and not stopping for a lunch break. The Seattle Police agree!

When they are working traffic control by the entrance of T46 and they stop for lunch, the police have trucks backed up across 1st ave. All the way to the I 90 off ramp.

We feel it is a time to take on a staggered shift or lunch. This could be a test or a temporary shift to see how it goes.

I also believe it would help Air Quality at the terminals.

Terminal 5 has adopted this plan and it is running very smooth, with no long backups.

Good Job terminal 5.

Sent from my BlackBerry® smartphone with Nextel Direct Connect

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**From:** Mailbox, Regional-Transportation

**Sent:** Thursday, March 24, 2011 9:19 AM

**To:** Mailbox, Regional-Transportation

**Subject:** Port of Seattle Commission Roundtable: Seattle Freight Mobility, 3/29 10:30 am, Pier 69

The Port of Seattle Commission will host a special meeting on Tuesday, March 29<sup>th</sup> for a roundtable discussion on freight mobility in the city of Seattle. Seattle's freight route system is critical to the regional economy supporting jobs and businesses in the manufacturing and industrial community, as well as trade and logistics businesses around the state that are dependent on the Seattle harbor. An urban setting must support these needs, while fostering strong communities. The goal of this roundtable is to recognize the role of the city and its new Freight Advisory Board in supporting robust and efficient transportation networks, and the jobs that depend on those networks. Discussion will focus on current Seattle freight planning, investments and infrastructure.

The Commission will hear from the Chair of the Seattle City Council's Transportation Committee and the director of the Seattle Department of Transportation. Following these overviews, roundtable participants representing the freight mobility interests will give brief introductions, followed by dialogue with commissioners and identification of next steps.

The roundtable will begin at 10:30 am at Port Headquarters, Pier 69; the agenda will be finalized and posted on Thursday, March 24. The meeting will be available through live audio and video.

