



City of Seattle

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The Seattle Freight Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the City in development of a functional and efficient freight system and on all matters related to freight and the impact that actions by the City may have upon the freight environment.

City Council Resolution
31243

May 4, 2015

Tony Mazzella
Department of Transportation
City of Seattle

Re: Comments on the Draft Seattle Industrial Areas Freight Access Project

Dear Tony:

Thank you for the opportunity to work with you and the project team on the Freight Access Project (FAP). We appreciated the team's efforts to solicit the Board's input and feed-back at critical milestones and are writing this letter to support the projects and programs listed in the document. Congratulations in the successful completion of this effort!

For the first time, Seattle has a solid foundation for understanding current and future issues affecting the movement of freight within and between the two Manufacturing Industrial Centers (MICs). There is a list of priority projects that has been vetted with the Board. This is huge progress, and we are happy that we were part of the process. We strongly believe that our input, and the integration of the technical and local expertise from both SDOT and Port of Seattle staff, has made this project the success it is. We hope that the process can serve as a model for future freight planning and programming efforts.

While we are happy with the results of this project, and the process to date in developing the Freight Master Plan (FMP), it is also clear to us that much work remains to be done once these two projects are completed: The FAP has a list of Tier 2 and 3 projects that were not evaluated at the same level of detail as the Tier 1 priority list. This is in part because there was insufficient pavement and other data. Move Seattle includes a short—albeit critical—list of FAP projects, and was developed without the benefit of the FMP. Combined, the effort for both FAP and the City's first ever FMP was about the same as for the recent update to the Bike Master Plan. That has limited the ability of your team, and the FMP team, to carry out thorough analysis—a fact reflected in FAP's proposal to establish a more robust freight data collection program. We hope that SDOT will take FAP, and the current FMP process, as a foundation, rather than the culmination, of a process to increase our understanding of, and ability to meet, the freight mobility needs of the City. Only then can we improve our ability to plan and implement a reliable and resilient freight system that supports Seattle's economy and quality of life and ensure that the freight component of the City's integrated multimodal transportation system is commensurate with its role.

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The Board is looking forward to working with your team as you complete the project and attempt to integrate its products into the FMP. As always, I would be happy to talk with you about our concerns and answer any questions you might have.

Sincerely,



Warren Aakervik
Chair
Freight Advisory Board
City of Seattle

Cc: Scott Kubly, Director, SDOT
Bill LaBorde, Chief Policy Advisor, SDOT
City Council, City of Seattle