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Complete Streets and Goods Movement
Options and Considerations
Harmonization
What is Goods Movement?
Goods Movement Context

Manufacturing & Production
Transportation & Distribution
Purchase & Use

Push Logistics (Historical Perspective)
Production-driven
Goods Movement Context

Manufacturing & Production
Transportation & Distribution
Purchase & Use

Pull Logistics (Modern Perspective)
Purchaser-driven
Goods Movement Context

Manufacturing & Production

Transportation & Distribution

Purchase & Use

Pull Logistics
Purchaser-driven

Time-sensitivity
Asymmetrical Demand Cycles
Infrastructure & Travel Reliability
What Does Goods Movement Need?

1. Efficient and reliable route options
2. Logistics-friendly street and community designs
3. Ability to move goods with minimal disruption to communities and residents
Complete Streets – Typical Parameters

- Improved mobility for bicyclists and pedestrians with new or improved facilities (e.g., bike lanes, trails or sidewalks)
- Improved mobility for cars, freight and transit via center turn lanes and lanes dedicated to streamlined through-traffic
- Improvements that reduce potential conflicts between modes (e.g., driveways, bicycles)
- Improved pedestrian crossings
- On-street parking
- Aesthetic and environmental improvements (e.g., landscaping, street trees, lighting)
Not Always Easy
Curb Extensions

**Before**

Curb extensions:
Benefit: Reduced crossing distance

**After**

Curb extensions:
Benefit: Reduced crossing distance

Other advantages:
- Improves safety for pedestrians and motorists at intersections
- Increases visibility and reduces speed of turning vehicles
- Encourages pedestrians to cross at designated locations
- Prevents motor vehicles from parking at corners
Harmonizing Goods Movement and Complete Streets

Plan to support – not eliminate – goods movement

Ask goods movement operators what they need and what could work for them

Think beyond design
Support Goods Movement

Philadelphia, Pennsylvania

Acknowledge need for loading zones/areas and make part of official Complete Streets policy and guidance

Curbside Management Component

TREATMENT 4.6.4

LOADING ZONES

Loading zones are curbside areas designated for the loading and unloading of materials and passengers. Loading zones are typically located in a parking lane. Unlike lay-by lanes, loading zones do not encroach into the sidewalk, but wide trucks may intrude into adjacent sidewalks, bike facilities, or travel lanes when loading/unloading.

APPLICATION:
- Appropriate on many street types provided that desired operating speeds are 35 mph or lower.
- Generally not appropriate on Lower Density Residential Streets (3.9), Park Roads (3.6), Scenic Drives (3.7), Shared Narrow Streets (3.10) or Local Streets (3.11) in residential neighborhoods.

CONSIDERATIONS:
- Businesses can apply to the Philadelphia Parking Authority to have Loading Zones established outside of their locations.
- Loading zones should be located, designed, and enforced to limit interference with pedestrian and bicycle traffic.

DESIGN:
- See Philadelphia Code Title 12-900 for standards and regulations for parking and loading facilities in the public right-of-way.
- According to the vehicle code, all vehicles shall be parked parallel to the edge of the roadway, headed in the direction of traffic, with the wheels placed approximately six inches from the curb.
- Vehicles shall be permitted to remain in a Loading Only zone for a period of 30 minutes and in a Passenger-Loading Only zone for a period of 20 minutes.
- To preserve visibility around large vehicles, loading zones should not be located at intersections.

EXAMPLES:
- Common throughout the City

RESOURCES:
- Philadelphia Parking Authority
- http://philapark.org/permit-information/loading-zone-permits/

PHILADELPHIA COMPLETE STREETS DESIGN HANDBOOK | 113
Support Goods Movement

New York State Association of MPOs

Fact sheet on Complete Streets highlights need to consider truck access for deliveries in policy and planning
Ask Goods Movement Stakeholders about Needs

Orlando, Florida

Work with operators and facilities to rethink options for garbage collection vehicle sizes in residential neighborhoods
Ask Goods Movement Stakeholders about Needs

Boston, Massachusetts

Local delivery accommodation on central city streets
Ask Goods Movement Stakeholders about Needs

Ontario, Canada

Help planners, engineers and officials understand what are – and are not – appropriate local truck routes

LOCAL TRUCK ROUTES: A GUIDE FOR MUNICIPAL OFFICIALS

Ontario Trucking Association

December 2011

LOCAL TRUCK ROUTES: A GUIDE FOR MUNICIPAL OFFICIALS

How Does a Municipality Establish a Truck Route?

The process of developing a municipal truck route and bylaw is based on a comprehensive assessment of the truck situation and, if correctly implemented, the process leads to a systematic determination of options for accommodating trucks on the local street system.

The trucking industry serves the needs of the community by delivering goods, freight and services to businesses and residents. The movement of trucks in a municipality reflects the needs and commercial activities of the community. The efficient movement of goods and services is vital to supporting and improving commerce and economic growth in Ontario’s communities. By establishing truck routes, a municipality may facilitate this improvement for itself and the Province.

A truck routing plan begins with a clear definition of the traffic problem leading to the development of a fair, workable solution. In developing a truck-routing plan, the municipality should consider forming a planning committee to assemble an effective scope of work to define and resolve the issue. It is important to involve all disciplines on the planning committee that may be affected including governmental agencies, trucking firms, and interest groups. The experience and knowledge of this committee can provide valuable insight in defining the problem and essential data collection efforts.

The process of developing a municipal truck route plan and bylaw is based on a comprehensive assessment of the truck problem and highlights a procedure to systematically determine a successful solution. The process involves collecting and analyzing data to define the work scope, evaluate alternatives, develop and implement regulations, and establish a periodic review to determine the overall effectiveness of the regulations and amend the plan and bylaw as necessary to achieve the desired results.
Savannah, Georgia

Facilitate more context-sensitive truck operations in pedestrian-oriented historic district through signal management and refined turning bays

Bay Street Improvements

Problems:
- Wear and tear by commercial trucks
- Delays at signalized intersections
- Pedestrian safety

Solutions:
- Retiming of signals
- Audible pedestrian signals from MLK to Broad
- Left turn lanes at Whitaker, Abercorn and Lincoln (requires removal of on-street parking near intersection)
- Landscaped median (requires removal of all on-street parking on Bay Street)

Timing and Cost:
- Retiming of signals and audible pedestrian signals - Year 1 - $200,000
- Design of turn lanes and median - Year 1 - $100,000
- Construction - Year 3 - $1 million
European Cities

Minimize need for trucks in neighborhoods through creative use of centralized collection & drop-off facilities
Harmonizing Goods Movement and Complete Streets

Plan to support – not eliminate – goods movement

Ask goods movement operators, shippers, etc. what they need and what could work for them

Think beyond design
Common Threads

- Recognition of goods movement’s value to quality of community life
- Partnerships – public/private and public/public
- Creativity – “what’s possible” instead of “we can’t do that”
What’s the Importance?

- Preserve and enhance efficient and safe access for goods movement
- Support local, regional and national economic vitality
- Preserve quality of life through “peaceful coexistence” of goods movement and urban activities
Harmonization
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