Urban Design: Making Freight and Logistics Work Within the Urban Setting

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The Urbanization Challenge

- Vital cities rely on efficient and reliable urban freight systems to support both people and commerce.

- Economic cost of freight delays and inefficiencies is billions of dollars.
The Urbanization Challenge

Source: The Brookings Institution, 2015
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Can new D.C. rules prevent trucks from double-parking and blocking traffic?
Options and Opportunities
Freight-Supportive Planning and Design

Seattle’s Complete Streets policy originated in 2006 as part of the building the gap transportation ballot measure (resolution 2004-021) and was developed in cooperation with a coalition of local advocacy groups. In 2007, SDOT worked with the Mayor and City Council to codify the Complete Streets policy in ordinance number 122,285, which states that SDOT “will plan, design and construct all new City transportation improvement projects to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users.” The policy is specific that street improvements on Major Truck Streets should also be consistent with freight mobility, while supporting other modes. According to the ordinance, Complete Streets “may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.” Since 2007, Seattle has evaluated more than 50 Complete Streets projects.

A Complete Street has a range of possible attributes and Seattle does not use a rigid template for projects. Complete Streets will often provide improved crossings, good lighting and sidewalks for pedestrians; bicycle lanes, sharrows or wide outside lanes for bicyclists; adequate lane width for freight and transit operation; convenient transit stops for transit riders; and street trees, landscaping and other features such as improved lighting that make streets safer for community life. Seattle recognizes that implementing Complete Streets requires that we make careful design decisions that are based on data, informed by adjacent land use and community experience, and anticipate future needs.
Facilitate System Reliability

Capital Region Freight Priority Network (FPN) Route Hierarchy
Facilitate System Reliability
Proactively Engage Goods Movement Stakeholders
Conclusions and Observations
Making Goods Movement Work in Urban Settings

Plan to **support**, not **eliminate**, freight movement

Emphasize **reliability** of the transportation system

Ask freight stakeholders what they need and want
Looming Issues and Research Needs
Growth and Change Don’t Wait for Planning

The future of the planet’s urbanites and the cities they inhabit depends very much on decisions made now in preparation for this growth.

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