



Truck Routes & Restrictions

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TPB Freight Subcommittee Meeting
January 9, 2020

Agenda

- WELCOME AND INTRODUCTIONS
- CONTEXT FOR ROUTE & RESTRICTIONS, APPROACHES BY OTHER CITIES
- DC'S EXISTING FRAMEWORK AND CHALLENGES
- CITY OF BALTIMORE TRUCK ROUTE INITIATIVE
- FACILITATED DISCUSSION ON POTENTIAL ROUTE & RESTRICTION POLICY
- ADDITIONAL MEMBER ITEMS
- ADJOURN

Background

- Truck Route & Restriction Networks are intended to:
 - Channel where heavy vehicles should travel to serve a city's economic and land use needs
 - Identify routes where heavy vehicles should not travel for security, traffic safety, infrastructure maintenance purpose
 - Balance commercial and logistical needs of a city with the quality of life needs of its citizens



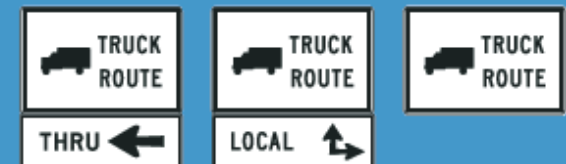
Approaches by other cities: Mandatory Routes

- **New York City:**

- All vehicles defined as a truck (two axles & six tires, or three or more axles) are required to follow the Truck Route Network.
 - Commercial vehicles that do not meet the definition of a truck are not required to follow this network
 - Truck routes incorporate weight/ height restrictions
- **Local Truck Routes** are designated for truck travel within a borough
- **Through Truck Routes** are designated on major urban arterials and highways for trucks that have neither an origin or destination in a borough
 - Trucks should only use non-designated routes when traveling between their origin/destination and a truck route at the beginning or end of a trip
- Truck routes are posted/signed
- **Enforcement:** Truck drivers must have a bill of lading, showing the origin and destination of the trip. Drivers must present it for police inspection on request. The presence of signage is not required to enforce Truck Route regulations.



Typical Truck Route Signs



These signs are used to indicate the Truck Route System.

They are posted at intersecting truck routes and along the routes themselves.

Approaches by other cities: Advisory Routes

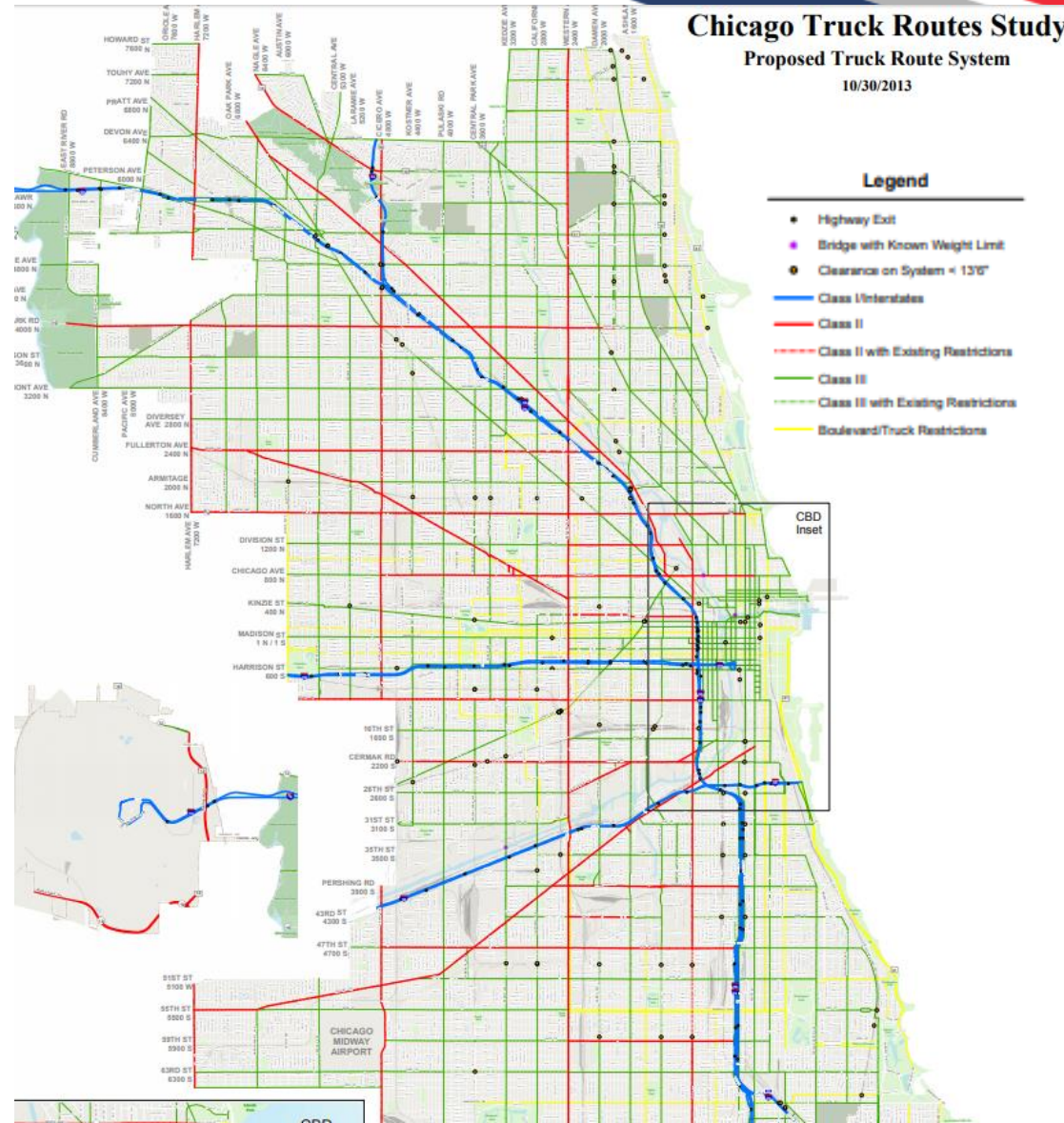
- **Cambridge, MA:**
 - Unrestricted state numbered routes + signed truck routes + signed HAZMAT routes
 - Designated truck restrictions (except local deliveries) + height/weight restrictions on bridges & tunnels
 - Truck restriction criteria:
 - suitable alternative route is available
 - at least 5% heavy commercial vehicles
 - Heavy wheel loads will result in severe deterioration of the roadway
 - Land use is primarily residential
 - the exclusion is only during hours of darkness
 - Enforcement via police dept. Truck Restriction routes signed and listed/ mapped online



Approaches by other cities: Advisory Routes

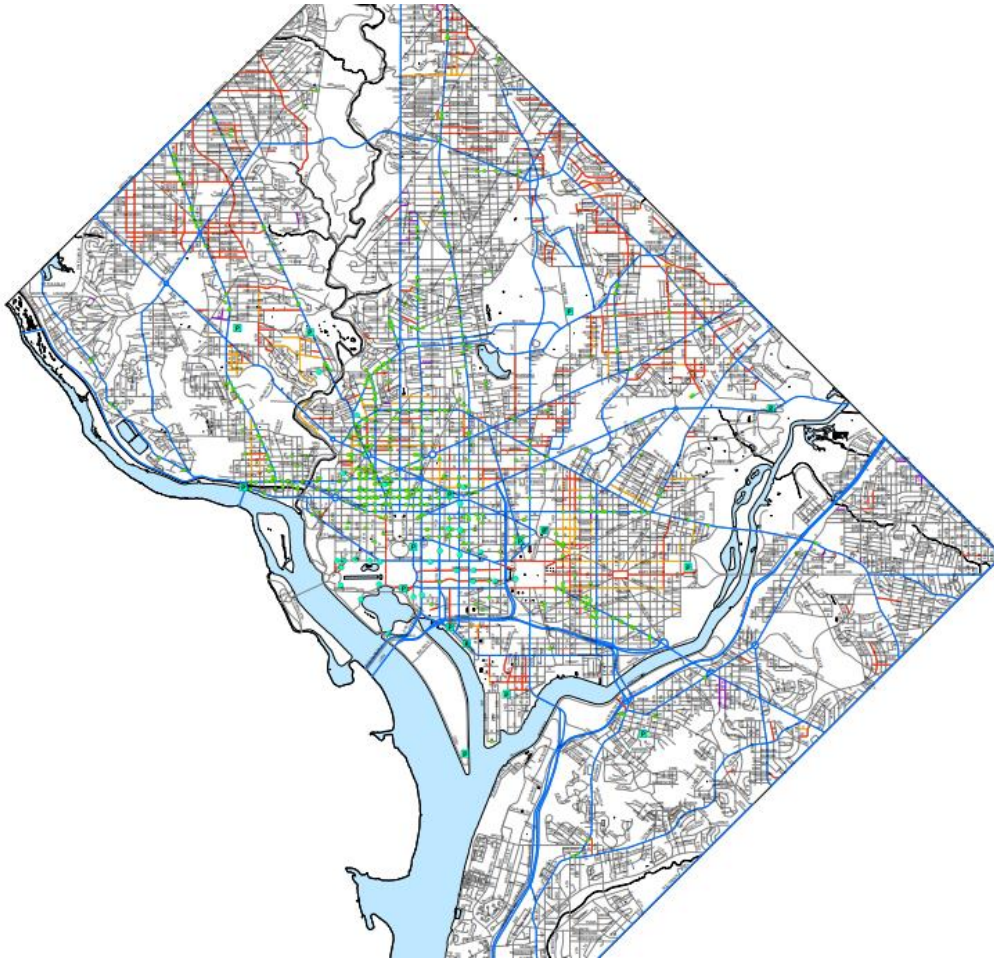
- **Chicago:**

- Designated route network
 - Based on truck volumes, height restrictions, weight limits, lane widths, land uses, industrial corridors, intermodal connectors, and connectivity
- Designated truck-prohibited roadways
- Enforcement via police dept: Routes mapped online, not signed



District of Columbia Routes

- DC Advisory Truck Route System established 2010
 - Based on traffic volumes, roadway characteristics, network connectivity, safety, functional classification, stakeholder feedback
 - Designated routes not signed, but mapped online



Legend

- Bus Pick-up/Drop-off Locations
- Bus Parking
- Loading Zone
- Truck and Bus Through Route
- Truck and Bus Restriction
- Truck Restriction
- Bus Restriction

District of Columbia Restrictions

- Legacy request-based truck and bus restrictions
 - Designated restrictions are signed, and mapped online
 - 2015 update of agency guidelines and review process:
 - Street must be functionally classified as local
 - Street must not be a designated truck or bus route
 - Observed trucks traffic must be 50% of that on truck routes and not related to construction / temporary cause
 - Observed truck traffic must not be local deliveries
 - Enforcement: police enforcement based on posted restriction signage



Existing DC framework challenges

- DC is changing
 - More new residents and traffic volumes
 - New developments in new neighborhoods shifting travel patterns; functional classifications of roadways have changed
 - Growing e-commerce increasing freight volumes & travel into residential areas
 - Increased security requirements have removed portions of designated route network
- Legacy truck restrictions
 - Some restrictions based on land uses that have since changed;
 - New / larger network implications
- Signage-based enforcement approach
 - Asset heavy
 - Maintenance intensive



Baltimore Approach

CITY OF BALTIMORE TRUCK ROUTE INITIATIVE

Valorie Lacour, Baltimore Department of Transportation

Ms. Lacour will update the subcommittee on the City of Baltimore's recent work to update its truck route network.

Approaches for consideration in DC

- **All** streets with “local” functional classification to be through-truck restricted
- **Only** streets with a local functional classification to be through-truck restricted—with exceptions for security, land use, or engineering characteristics
- No signage for Local/Restricted Streets [existing signage to be removed]
- Designated Through Routes are mandatory [possibly posted]
 - Trucks to travel on a primary route as far as possible toward destination, then on undesignated roads and only then on local/restricted roads to reach destination
- Possible enforcement of trucks on Local/Restricted Streets: MPD to request bill of lading. Liable for citation if not a local delivery or along the most direct path from a primary truck route to its destination.
- Possible enforcement of trucks on undesignated roads: MPD to request bill of lading to confirm if truck could stay longer on primary route, and to cite if not.

Questions for discussion

- Responses to DC's current framework? And Baltimore's recent update?
- Responses to potential new approaches?
- Thoughts on signage-based vs policy-based restrictions?
 - How useful are signed routes vs signed restrictions?
- Thoughts on mandatory vs advisory truck routes
- What does local delivery mean to you?
- How define “trucks” for these restrictions?

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District Department of Transportation