URBAN FREIGHT IN THE NATIONAL CAPITAL REGION

Jon Schermann Transportation Planner

National Capital Region Freight Forum October 31, 2017



TPB Freight Subcommittee

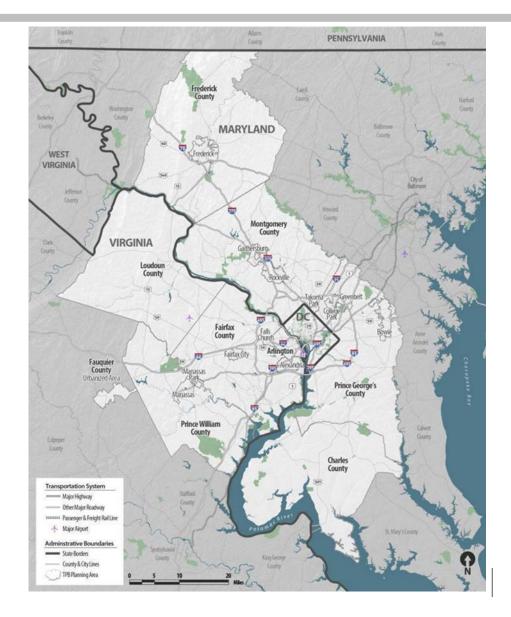
 Public- and Private-Sector Collaboration

Freight Subcommittee Meeting/Benjamin Hampton



The National Capital Region

- DC / MD / VA
- ~ 5.4 million people
- ~ 3.2 million jobs
- Receives 2 ¹/₂ times more inbound freight than it produces outbound freight





The Freight – Livability Connection

Tall

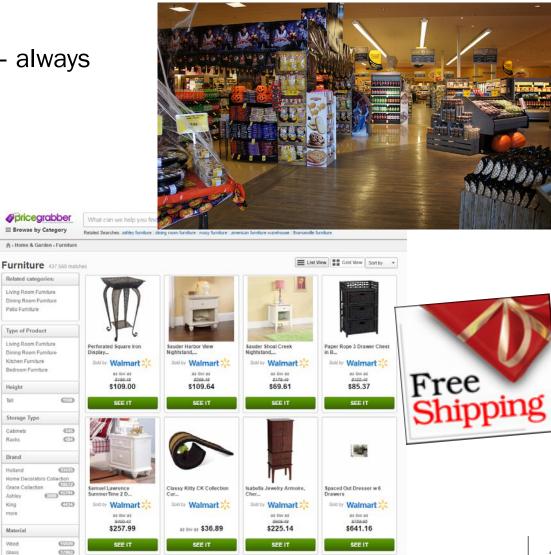
more

- Infinite product choices always in stock
- Fast (and free) delivery



Open 24 hrs/Sally M/flicker





Increasing Competition for Curbside Space

Balancing the needs of:

- Freight Deliveries
- Parking
- Pedestrians and bicyclists
- Transit
- Taxis, Uber, and Lyft vehicles





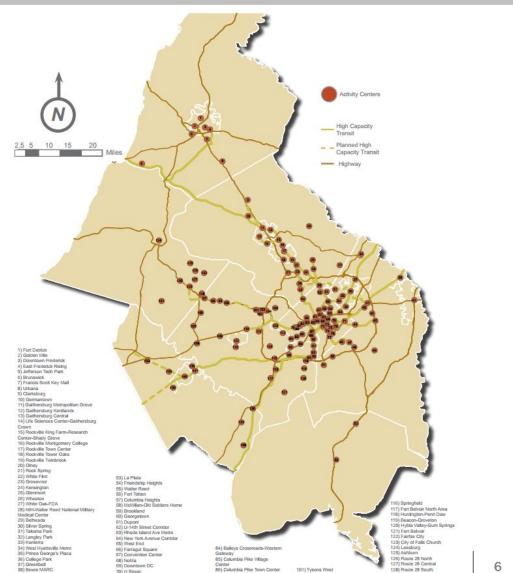




Regional Activity Centers

- Will accommodate the majority of the region's future growth
- Includes existing urban • centers, priority growth areas, traditional towns, and transit hubs
- Competition for curbside space is likely to grow in these places





The Urban Freight / Livable Community Paradox

"Factors that make a community livable can create conditions that increase freight demand, while reducing freight access."

National Institute for Transportation and Communities (2015). Integrating Freight into Livable Communities – Final Report







Jon Schermann

Transportation Planner jschermann@mwcog.org

mwcog.org/TPB

Metropolitan Washington Council of Governments 777 North Capitol Street NE, Suite 300 Washington, DC 20002

