

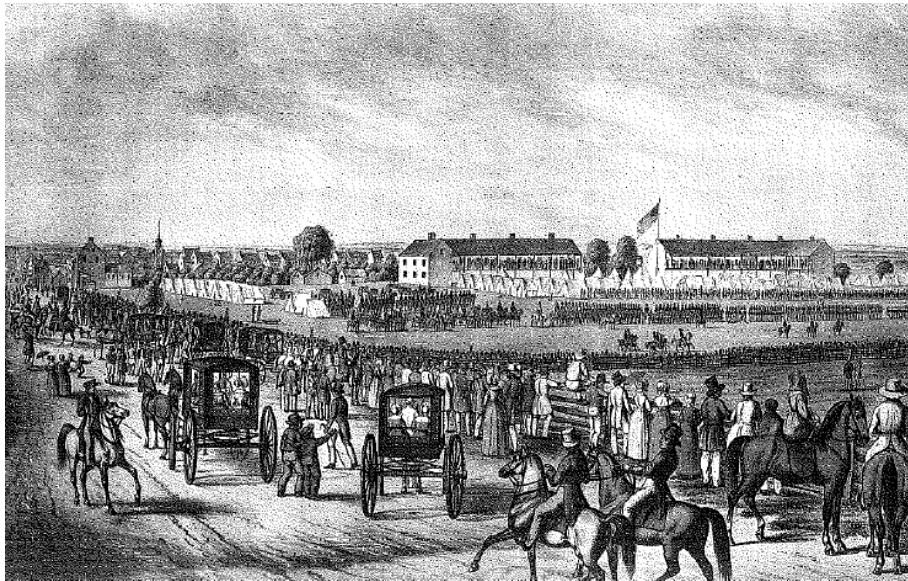
## Welcome: Freight and The City of Frederick

We are not: Port of  
Long Beach

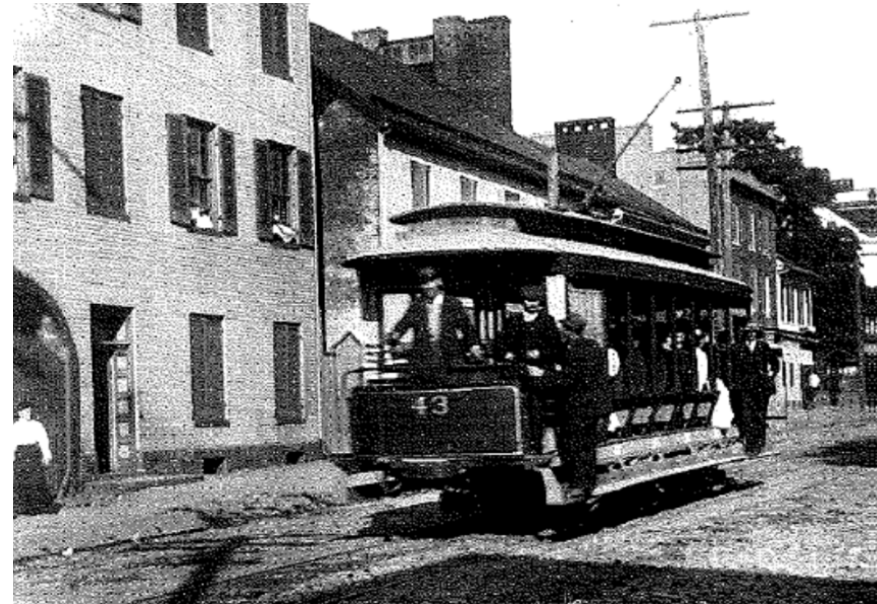
We are: A Reinvented  
Historic City



## Military Hospital – Civil War



## Trolley Cars – Early 20th Century



*We have a long history of transportation on a very constrained network. This constrained network effects the movement of goods and ultimately the livability of our community*

## Parking and The Automobile

### The City of Frederick:

- Early 1940's Parking Meters
- Early 1980's Loading Zones
- 2012 Park Mobil
- The Future of the Loading Zone

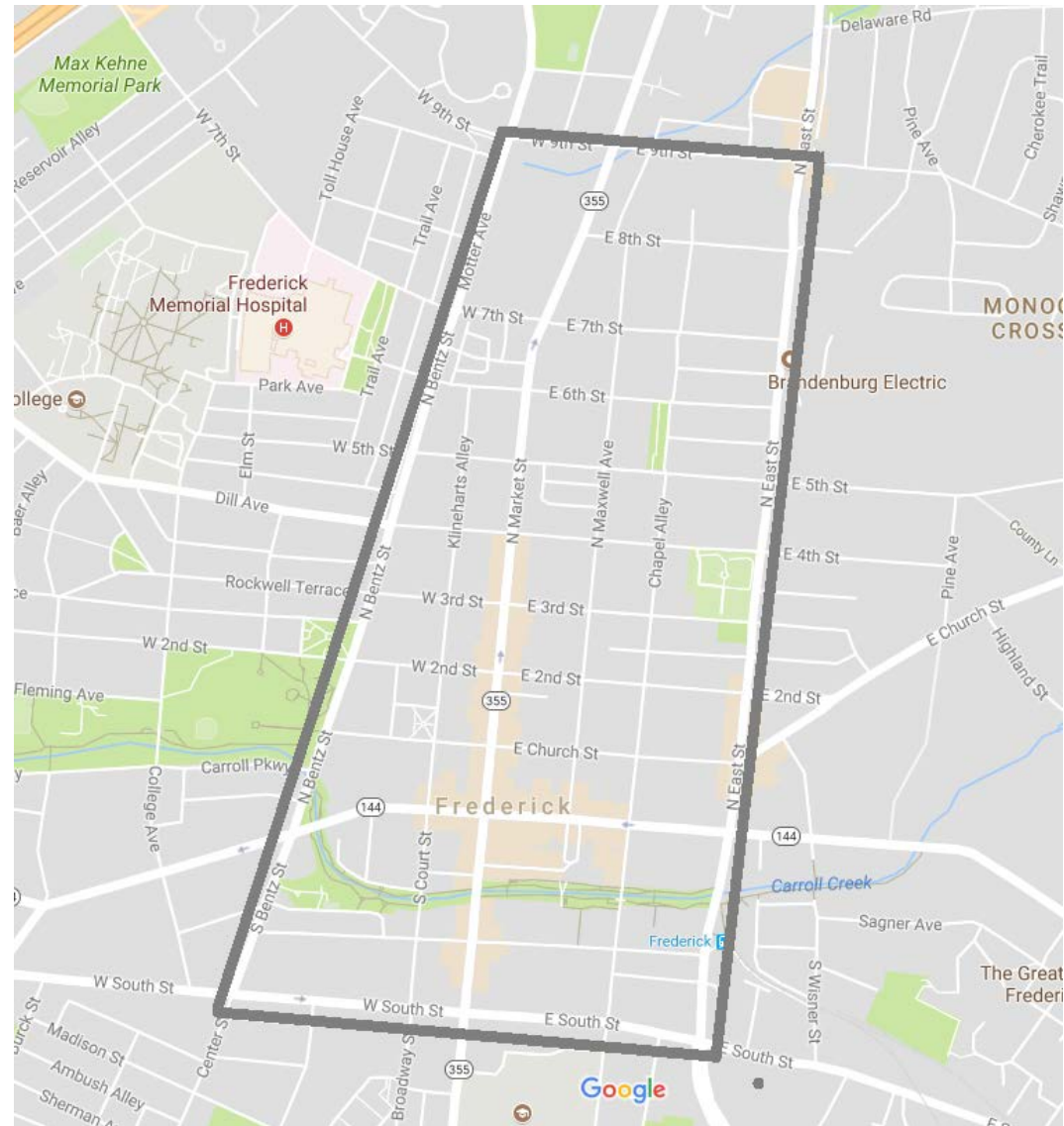
### Cars Come to Town:

- Today, roughly 60,000 people stay in Frederick, but 40,000 a day head down I-270



## Downtown Snapshot

- The Core Downtown:
  - 65 restaurants
  - 247 retail/service business
  - 7,000 residents
  - 3,200 public sector jobs downtown
- Downtown success
  - A historic center city
  - Redeveloped Carrol Creek
- Downtown Parking Inventory
  - On-street Parking Spaces = 3,355
  - Long-term Loading (6AM—5PM)= 21
  - Short Term Loading (6AM—10AM)= 20



## Where is The City of Frederick

- On the next slide we'll take a look at The City and what it need to considered for the future of downtown deliveries.
- There are a total of 10 Initiatives
- We've Done:
  - Loading Zones
  - Time slotting
  - Staggered work hours

**NCFRP**  
REPORT 33



Improving Freight System  
Performance in Metropolitan  
Areas: A Planning Guide

## The Guiding Document

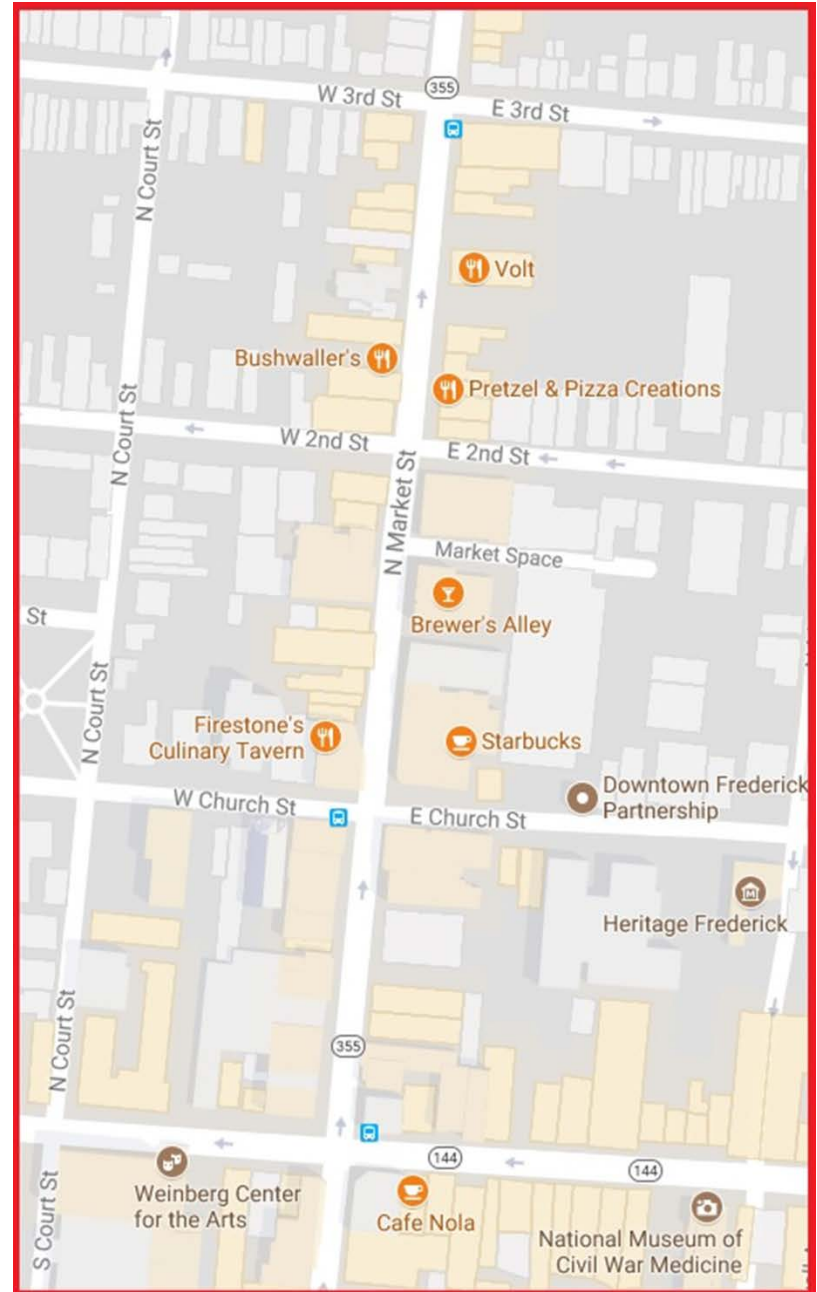
### Delivery Initiatives to Consider

- Ramps for handicarts and forklifts
  - There is nothing being done at this time
- Improved staging areas
  - Not under consideration
- Urban consolidation centers
  - Not under consideration
- Mode shift
  - Not under consideration
- Integrating freight into land-use planning
  - Very early stages.

## The City of Frederick

Challenges in Area 1, The Core Downtown:

- Street layout designed for horse and buggy, not automobiles and delivery trucks
- Constraints to accommodate larger vehicles versus the integrity of the Historic District
- Density of service industries dependent on (in some cases) multi-time a day deliveries in 3/4 city blocks

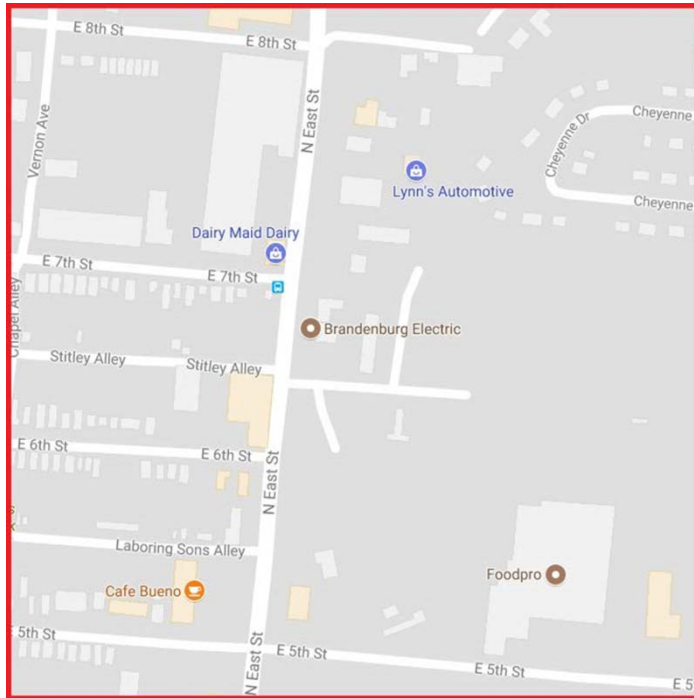


# DOWNTOWN DELIVERIES

*The City of Frederick*







## The City of Frederick

### Challenges in Area 2, Distribution Facilities:

- Street layout designed for horse and buggy, not automobiles and delivery trucks
- Ease of access to downtown businesses
- Ease of access through the downtown to regional transportation facilities



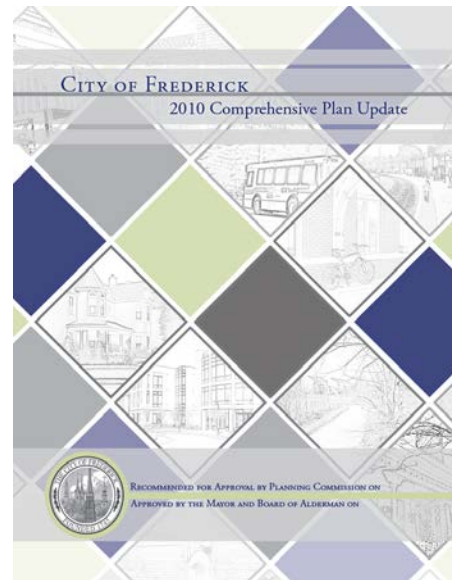
# DOWNTOWN DELIVERIES

*The City of Frederick*



## Conclusion and Thanks

- Thank you, it has been a pleasure presenting this morning
- I would like to thank Alderman Russell, Matt Davis (our Manager of Comp Planning), and Danielle Doll (DFP) for attending



downtown  
frederick  
PARTNERSHIP