

District Freight Plan Update



Freight Subcommittee

Presented by Eulois Cleckley, District Department of Transportation

May 8th, 2014



The District's Need

- Approximately 640,000 residents and growing
- Washington, Metro Region is the 7th largest consumer market
- Land use pressures; increase in mixed-use development projects
- Improvement to transportation system and modal options (Bridges, Bikes, Boats, Streetcar)
- DC Sustainability plan set a goal of 75% of trips within DC to be non-auto
- Transitioning demographics
- District residents are highly sensitive to freight uses










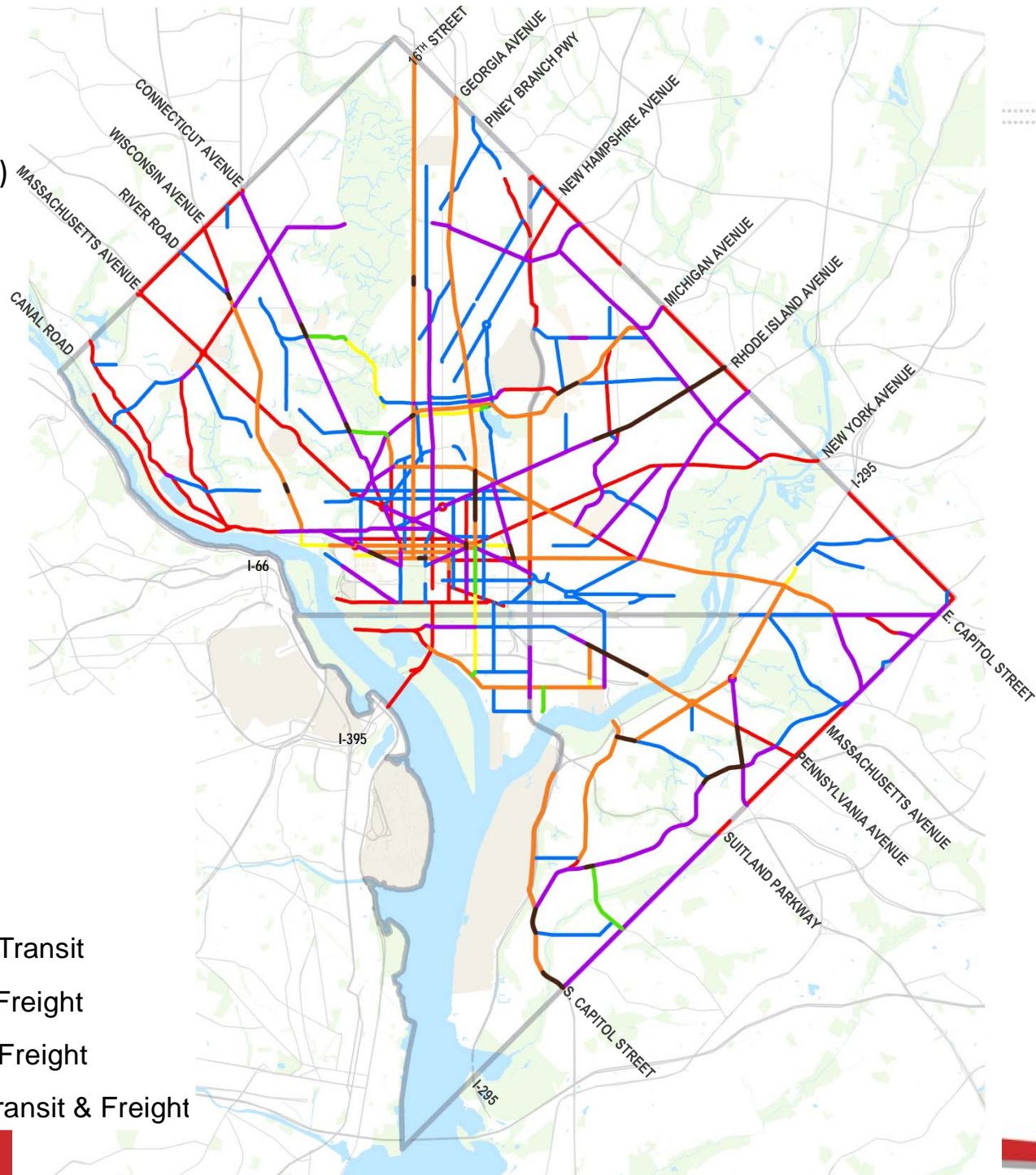
Modal Priorities

(within the cartway)

Legend

Modal Priorities

-  Bicycle
-  Transit
-  Freight
-  Bicycle & Transit
-  Transit & Freight
-  Bicycle & Freight
-  Bicycle, Transit & Freight



Project Overview

- Project expectation
 - Freight Plan will address issues surrounding freight transportation and provide supporting information to become the foundation of freight priority projects.
 - Seek strategies and recommendations to support sustainable future economic growth, and balance the needs between communities and various industries in the District.
- Specific tasks
 - Development of freight modal profiles
 - Identity District freight flows
 - Describe freight based economic activity for the District
 - Stakeholder outreach
 - Develop recommendations



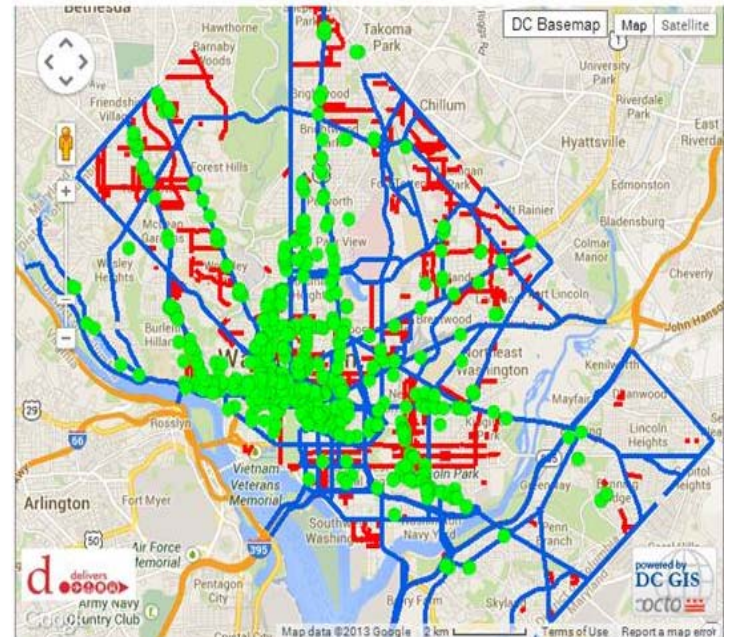
Freight System in DC

- **Land use**
 - Medium to high density land use fosters a variety of retailers, restaurants, grocers with unique delivery patterns
 - Industrial land being encroached upon by residential growth (Industrially zones areas accounts for 5% of DC's overall land)
- **Freight network**
 - Truck Route System
 - System of routes that provide connections to activity centers
 - 109 road segments (Interstates, arterials and collectors)
 - 75 percent of the traffic comes from the eastern part of the District(Maryland)
 - 82% of truck routes have a good PCI rating, 10% has a poor pavement roughness
 - Freight Rail system
 - Served by one Class I railroad (CSX)
 - 20 Miles in District of Columbia
 - No intermodal yards, no active grade crossings
 - Commuter rail operators and freight rail share tracks



Freight System in DC (cont'd)

- **Public Space**
 - Commercial Loading Zones
 - Inventory of 580 loading zones in the city
 - 17% are in residential areas; 49% are in commercial areas, 34% in other areas not zoned commercial or residential.
 - Loading zones primarily serve businesses that deal in small consumer goods and perishables
 - For every 1 loading zone there are 531 parking spaces



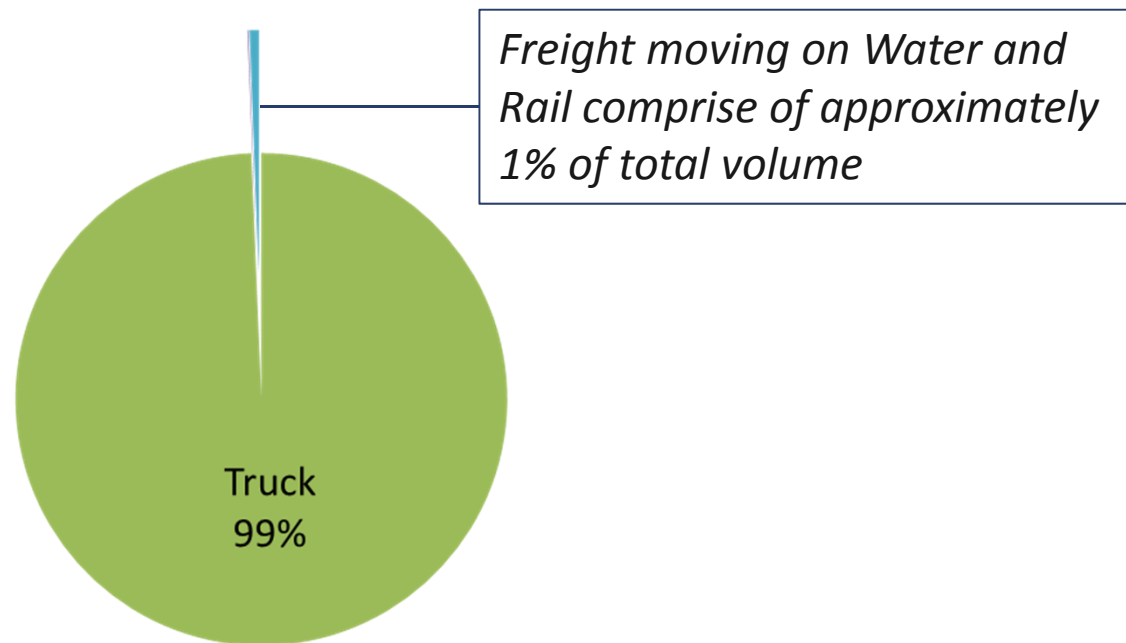
Economic Impact of Freight to the District

- **129,950** jobs directly or tangentially affected by truck represent **15.8%** of the 823,000 jobs in the District (in 2011)
- **\$9.2 billion** earned by these employees represents **8.3%** of the District of Columbia's total wage and salary income (\$110.1 billion in 2011)
- The combined value-added impact, **\$12.7 billion**, associated with the truck operations and truck users represents **9.1%** of Gross State Product-equivalent (\$139.5 billion in 2011).
- **\$882 million** in taxes associated with truck transport account for about 21.1 percent of total tax collections in the District (\$4.2 billion)



Freight Traffic in the District

- Freight traffic in the District grows by 75 percent from 2011 to 2040 in terms of tons, and 159% from 2011 to 2040 in terms of value.
- The compounded annual growth rate for freight tonnage and value is 1.9% and 3.3% respectively



Total Volume of Freight Moved by Mode, 2011

Directional Freight Flows

DIRECTION	TONS		VALUE (MILLIONS)		AVERAGE VALUE/TON
	AMOUNT	PERCENT	AMOUNT	PERCENT	
Inbound	15,752,928	58.1%	\$20,035	57.3%	\$1,272
Within	320,572	1.2%	\$40	0.1%	\$125
Outbound	606,701	2.2%	\$1,575	4.5%	\$2,596
Through	10,444,145	38.5%	\$13,311	38.1%	\$1,275
Total	27,124,347	100.0%	\$34,961	100.0%	\$1,289

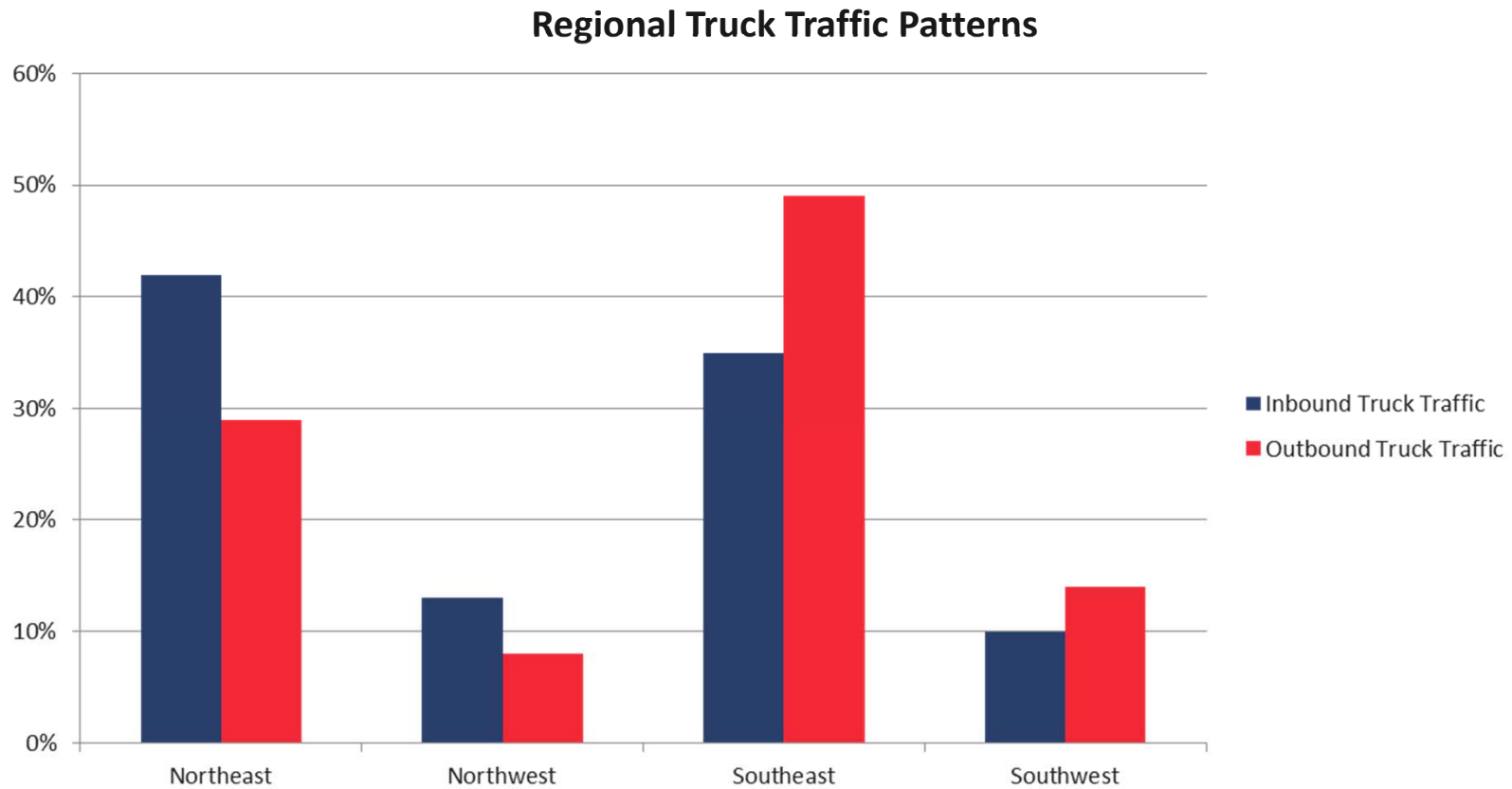
Source: prepared by CDM Smith, based on TRANSEARCH data for 2011.

Ready Mix Concrete, Warehouse and Distribution products are Top Commodities

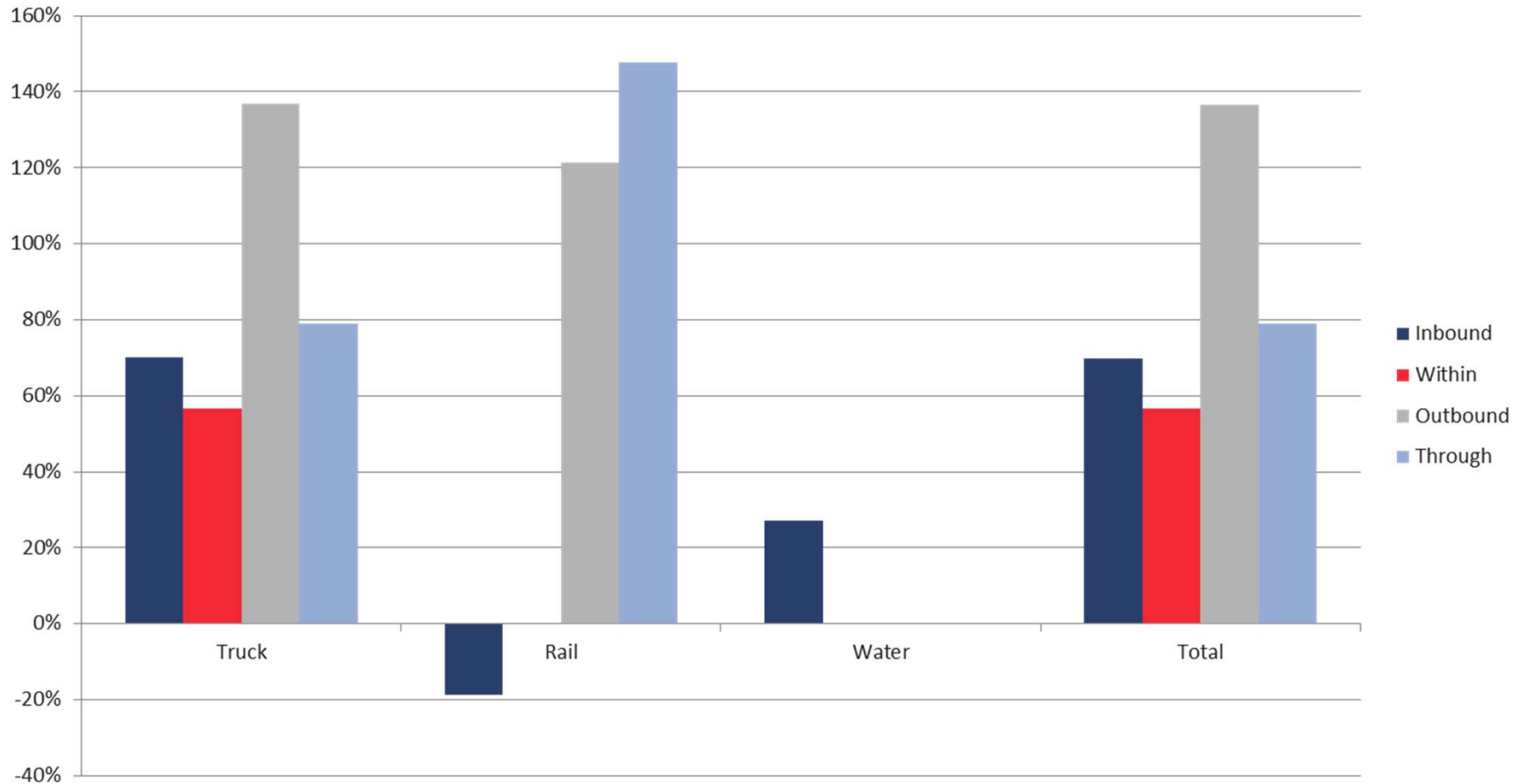


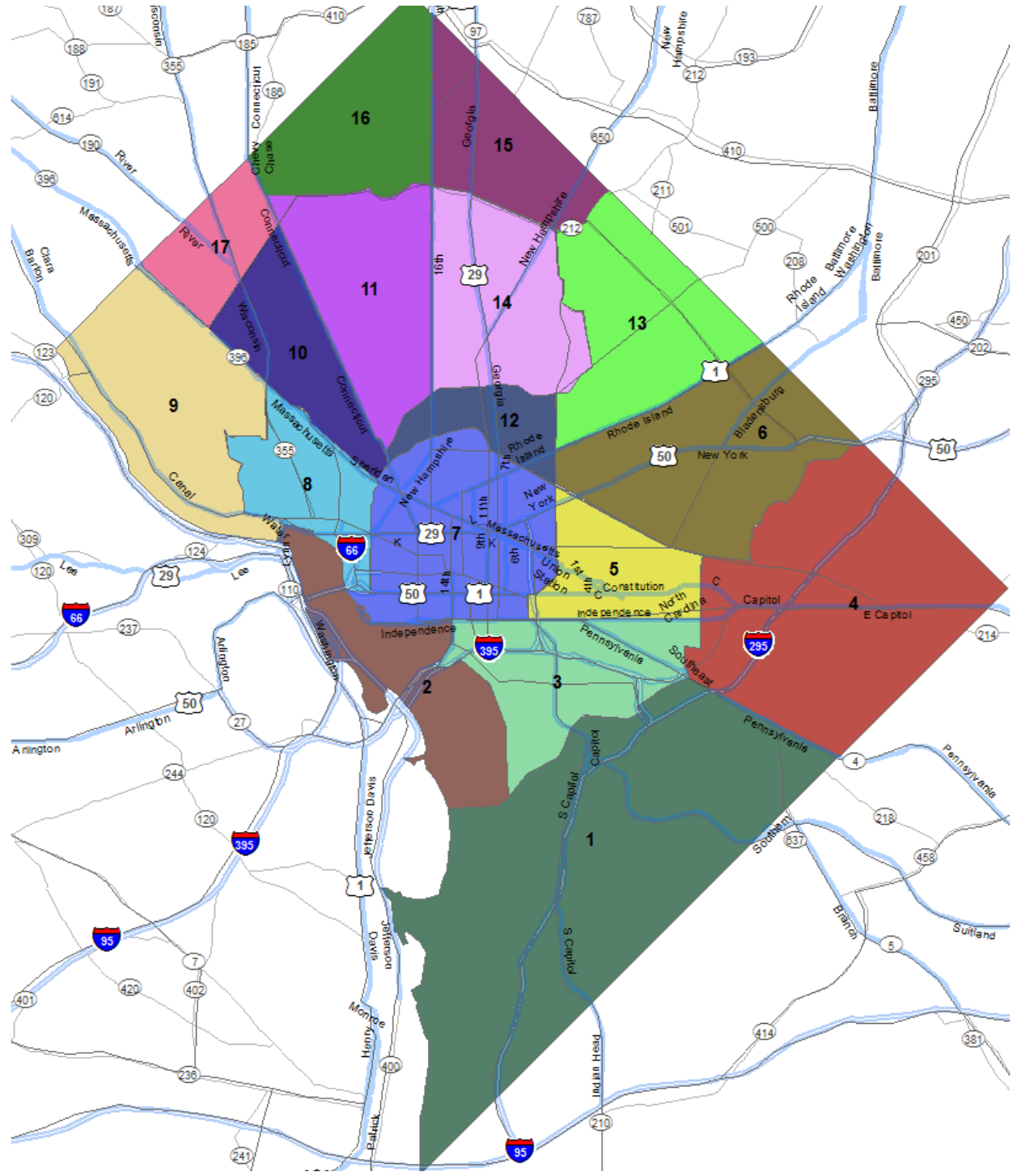
Directional Freight Flows

Over 75% of the District's freight travels along roadways that connect to Maryland

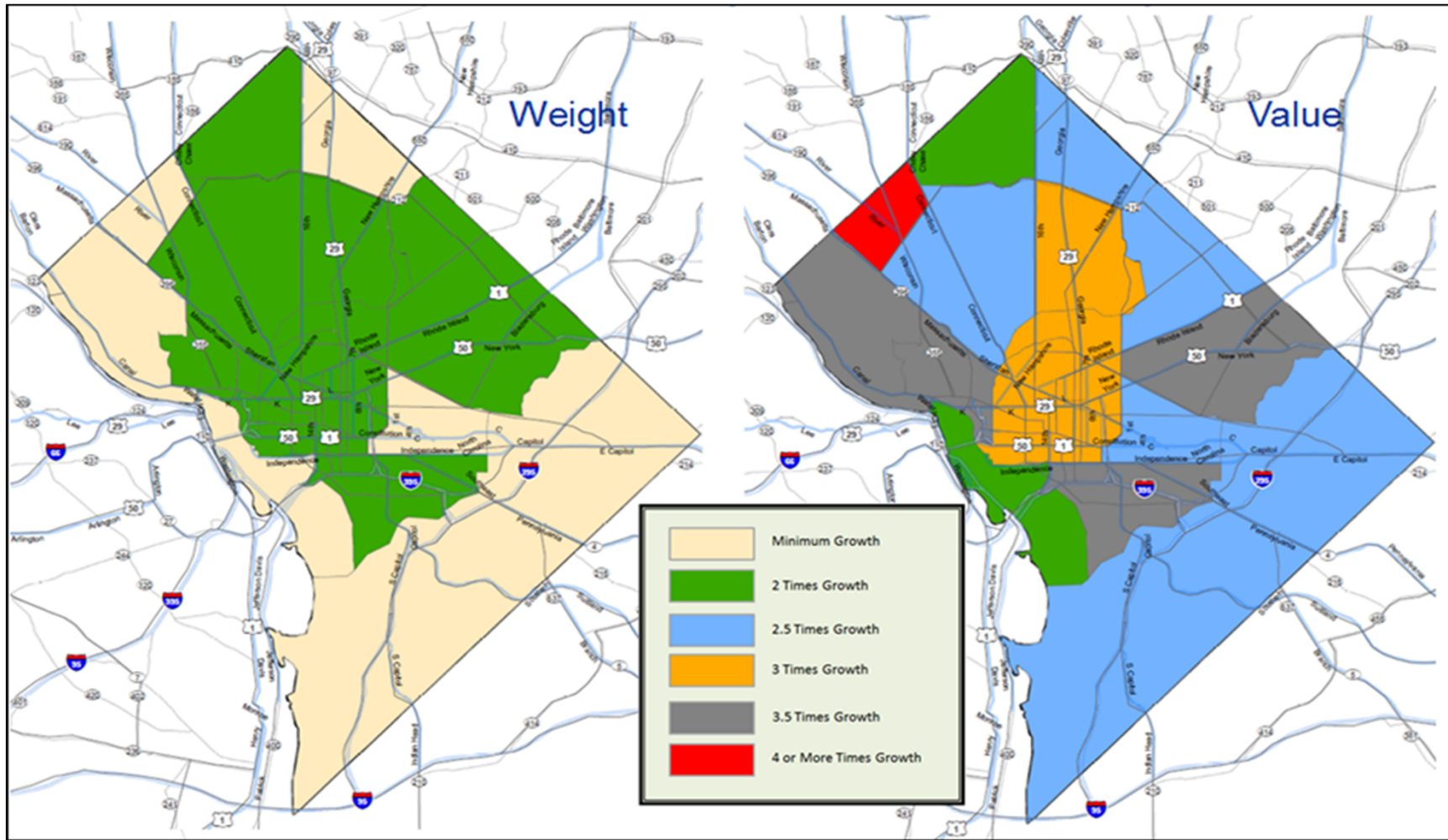


Percent Change of Freight Volume by Mode(2011-2040)





Growth in Inbound Freight (2011-2040)



Recommendations

- Economy
 - Freight village/Intermodal facility
 - Establish a formal Freight Advisory Committee
- Environment
 - Conduct a pilot off-peak delivery program
- Operations
 - Establish a freight corridor traffic signalization program
 - Shared truck/bus lanes on key corridors
- Safety and Security
 - Promote FMCSA Share the Road Safely Campaign
 - Upgrade existing I-295 southbound static scale to automated enhancement
- Technology
 - Implement dynamic truck parking
 - Dynamic truck routing



Next Steps

- Finalize plan (Summer 2014)
- Begin implementing Phase II projects
 - Signage plan
 - Off-Hours delivery pilot project
 - Loading zone management plan implementation
 - Corridor analysis for truck improvements
- Private projects anticipated to begin (Rail)



d. delivers

