

# Urban Goods Movement: Seattle's Pilot Projects





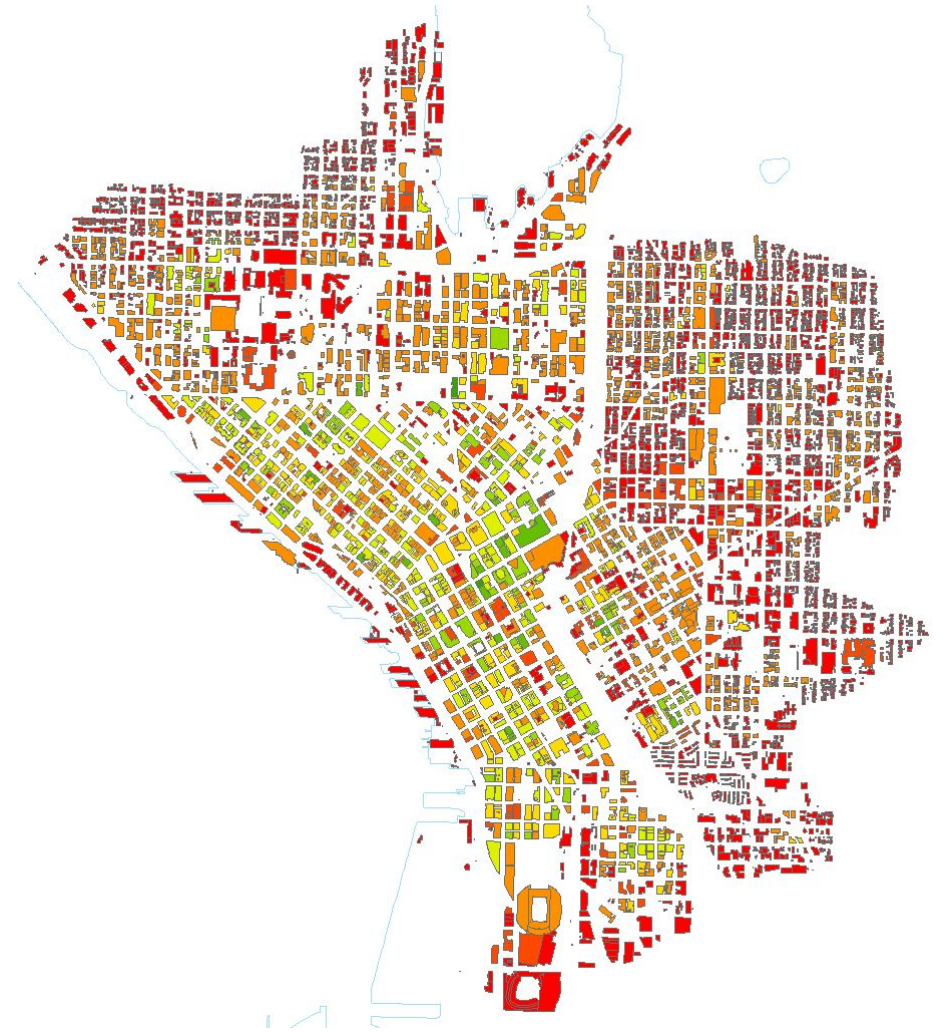
# Projects and Activities

- Baseline Data
- Common Carrier Locker
- Goods Morning Delivery
- UPS E-Trike
- UW DOE Grant



# Baseline Data

- Private Loading Bays
- Commercial Vehicle Load Zones
- Alley Operations
- Building Operations





# Common Carrier Pilot

- Multiple carrier access
- Proof of concept
- 78% dwell time reduction
- Potential transit hub applications



# Goods Morning Delivery Pil

- Curbspace Management Group
- Incorporates the flexible curb zone concept
- Supports deliveries during the Seattle Squeeze





# UPS ETrike Pilot

- Testing a modular delivery system
- Replacing truck delivery
- Interaction in a dense urban environment



# Development Criteria

## UPS

- Density – neither too much or too little
- Constrained network – limited maneuverability or parking

## Seattle DOT

- Trailer location won't negatively impact adjacent properties
- Potential to improve all modal interactions



# Codeveloped Locations

- Business case review
- Areas identified
- Field review to finalize locations





# Pilot Ongoing

- Outside review- UW Urban Freight Lab
- UPS providing GPS data
- SDOT reviewing outcomes



Credit: Steve Ringman / The Seattle Times



# Already Identified

- Assigned parking without 'advertising'
- Parking enforcement
- Public perception (99% great!)



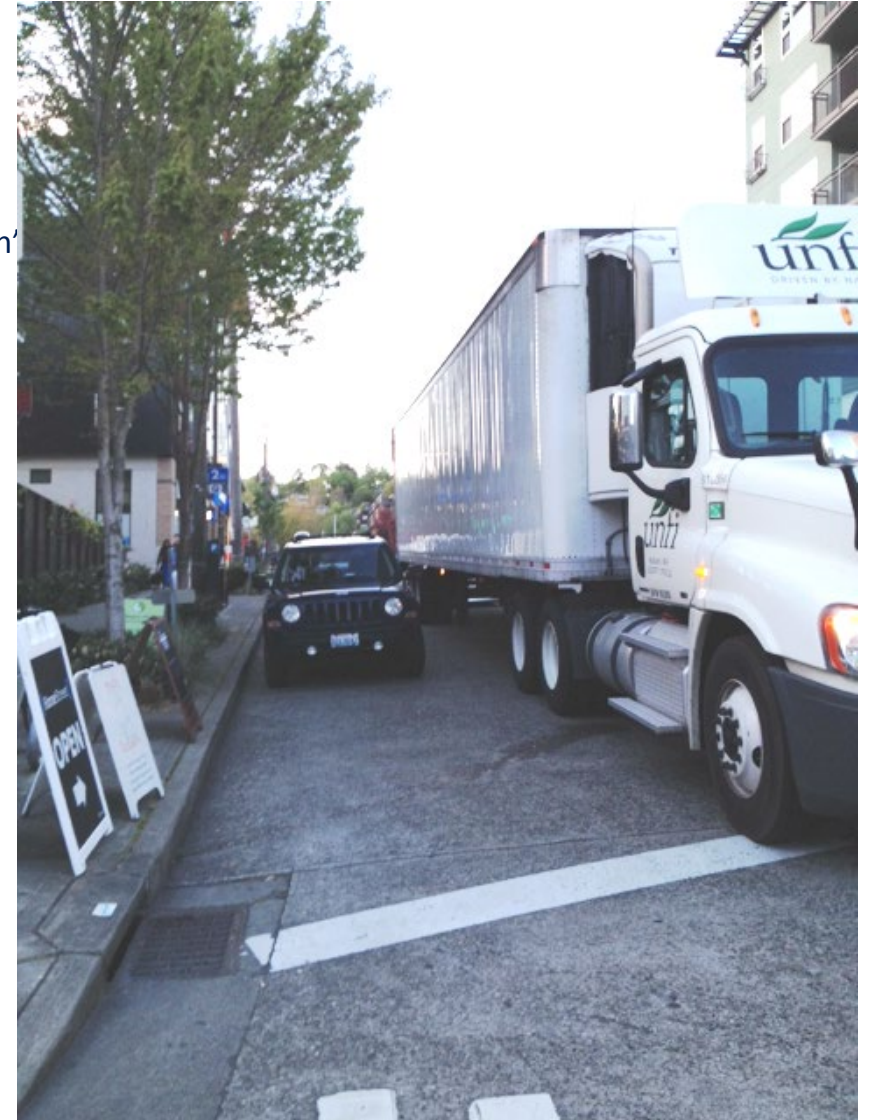


# The DOE Grant

'Technology Integration to Gain Commercial Efficiency for the Urban Goods Delivery System, Meet Future Demand for City Passenger and Delivery Load/Unload Spaces, and Reduce Energy Consumption'

## SDOT/UW partnership

- Reduce parking-seeking
- Reduce dwell time at commercial load zones
- Test vehicle detection in load zones
- Support interest in permit upgrades



# The DOE Grant

## SDOT Grant Reqs. & Next Steps

- Identify test locations
- Procure equipment
- Install/test/maintain

## Common Carrier Lockers

- Support UW efforts to host in public/private spaces near transit





# Questions?

Freight Program

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