

## Urban Goods Movement Strategy

A well-conceived city truck freight ordinance will address these issues:

### 1. Capacity:

- Designate contiguous truck routes within the central business district, urban residential areas, urban manufacturing districts, and first-ring suburbs that connect to the interstate/highway system and provide adequate: (a) turning radii at intersections, (b) horizontal and vertical clearances, (c) bridge and pavement to withstand heavy loads, (d) signal timing plans to accommodate trucks' slower acceleration speed.
- Ensure truck freight access to and from industrial lands and the interstate/highway system in order to preserve use of zoned industrial/commercial lands.
- Reduce regulations restricting and/or provide incentives to goods receivers for adopting night delivery practices: (a) reduction or rebate of sales and/or property tax to offset increased staffing and security needs, and/or (b) barriers to contain noise. Consider alternate strategies to incentivize truck carriers to adopt quiet night delivery practices: (a) subsidies for electric/hybrid delivery trucks. Provide parking for trucks waiting to enter the urban area during authorized hours of delivery.
- Manage curbside truck parking spaces/load zones by: (a) strict enforcement of commercial vehicle parking for truck use, only, (b) peak hour pricing.
- Provide resilient truck freight routes. Resiliency is defined as the ability to restore service rapidly after disruptions.
- Designate truck freight routes for oversize/overweight truck loads and hazardous materials.

### 2. Design standards:

- Roundabouts leading to and/or on urban truck corridors need to accommodate large tractor-trailer combinations with: (a) advance signing, (b) truck apron/traversable island, (c) expanded lane width.
- Building loading docks need turning bay radii, docking spaces that match the height, weight and length of modern trucks, and enough capacity to meet truck trip demand in the building.
- Signage standards need to provide adequate advance notice for truck drivers to make safe decisions in traffic (reduce or eliminate merge weaves): (1) give truck drivers enough roadway and proper signage to allow them to return to the major truck arterials if they made an incorrect decision at a major interchange, (2) where there are restricted or posted weight limits on bridges, left turn exits, prohibited routes and minimum vertical clearances. When inadequate signage has reduced reaction time, truck drivers may not be able to make a safe decision or they may continue on, possibly into areas not "truck friendly."
- Provide sufficient number and length of truck parking/load zones in central business districts and urban corridors to match truck trip demand nearby.

### 3. Air quality:

- Establish a process for benchmarking all transportation emissions, including freight, in order to measure progress towards air quality goals, particularly in non-attainment areas.