4. KEY TAKEAWAYS FROM THE THE SEATTLE PRIVATE LOADING INFRASTRUCTURE INVENTORY STUDY

Cities that want to strategically manage their load/unload space network can use the toolkit to replicate the UFL's pioneering survey of private loading/unloading infrastructure and generate much-needed data and findings to inform policy and practice.

The Seattle private loading/unloading survey produces several key findings that give policymakers and transportation officials new understanding of the Seattle Center City area load/unload system and how the system can best be managed to improve the goods delivery system and avoid massive gridlock. Among those findings are that:

1. Variable demand for private infrastructure—and the resulting supply—stems from differences in built environments, land use, and density from neighborhood to neighborhood, even when all the neighborhoods surveyed are from the same broad Center City area. Variations in private infrastructure supply should not be surprising.

2. A trust relationship with the private sector is essential in this work. Collaboration with UPS (a UFL member) <u>reduced uncertainty in the total inventory from 33% to ≤ 1%</u>.

A city's GIS maps and databases that detail the location and measurements of the truck-related features of every commercial load/unload space in the Center City area network (including private loading docks and bays) are an essential technical baseline for actively managing the city's load/unload space as a coordinated network. Cities can pilot test on city streets myriad active management strategies, such as engaging building managers to consider offering vacant spaces in privately owned loading bays to other users in off-peak delivery hours, thereby increasing the total load/unload network capacity in the test area.

Glossary

Private Loading/Unloading Infrastructure   ^back
Private loading/unloading infrastructure includes loading bays and exterior loading areas and docks that are out of the public right of way and (generally) privately owned and managed.

Loading Dock   ^back
An elevated platform that facilitates shipping and delivery operations, located outside a building's exterior wall, either completely open to the sky or partially or completely covered by a canopy or upper-level building feature. Exterior loading docks can include interior loading platforms, where trucks dock their cargo compartment to a dock door.

Loading Bay   ^back
An enclosed space inside the building with an entrance/exit point (e.g. roll-up or garage doors). This space is at least partially dedicated to unloading and loading activities with entrances and exits greater than 8 feet x 8 feet for commercial vehicles. Loading bays often have loading docks; some truck parking spaces may be directly adjacent to the dock, others may not.

Loading Area   ^back
Parking space for loading/unloading located outside a building's exterior wall, but without a loading dock. Exterior loading areas can be completely open to the sky, or partially or completely covered by a canopy or upper-level building feature.

Apron   ^back
A driveway (entranceway) that starts at the curb and continues until the start of the alley pavement. The apron edge uses a curb cut to provide vehicle access from the street.

Dock-levelers   ^back
An adjustable mechanized platform built into the loading dock edge that can move vertically or tilt to accommodate delivery.

World Street Basemap   ^back
This worldwide street map presents highway-level data for the world. Street-level data includes the United States; much of Canada; Mexico; Europe; Japan; Australia and New Zealand; India; South America and Central America; Africa; and most of the Middle East.

Active Management   ^back
Active management requires integrating and analyzing real-time data (times of day and for how long vehicles are in public and private load/unload spaces) collected via multiple sensory technologies and applied to a coordinated load/unload network.