Baltimore Downtown/Regional Freight Delivery Symposium

October 17, 2017
Introduction

• BRTB – Baltimore Regional Transportation Board – Metropolitan Planning Organization

• The BRTB is a 12-member board representing the cities of Annapolis and Baltimore, the counties of Anne Arundel, Baltimore, Carroll, Harford, Howard, and Queen Anne's and the Maryland Department of Transportation, the Maryland Department of the Environment, the Maryland Department of Planning, and the Maryland Transit Administration.

• The BRTB has a number of committees and advisory groups that focus on specific technical and policy areas.

• The Freight Movement Task Force (FMTF) is an advisory committee of the BRTB. Active since the late 90’s.

• BMC provides technical and staff support to the BRTB.
FMTF - Purpose

- To provide the freight movement community with a voice in the regional transportation planning process by:
  - Improving communication and information/technology among public and private sector freight movement interests.
  - Identifying short-term impediments and recommending improvements for the efficient, effective, environmentally-sensitive, and safe movement of freight.
  - Providing input into the allocation of long-term transportation resources.
  - Chair – Armand Patella, Pi Corp, Inc.
Downtown Delivery Symposium

- Held on March 29, 2017 at BMC
- Co-hosted by the Institute of Transportation Engineers (ITE) with support from the Federal Highway Administration (FHWA)
- Modeled after the 2015 Philadelphia Downtown Delivery Symposium
- Day-long symposium attended by over 60 public and private sector freight stakeholders
Symposium Planning Team

- **Tamiko Burnell**  
  Transportation Specialist, Federal Highway Administration (FHWA) Office of Freight Management and Operations (HOFM)

- **Margo Dawes**  
  Community Planner, Volpe, The National Transportation Systems Center

- **Doug Nobel**  
  Senior Director of Management and Operations, Institute of Transportation Engineers (ITE)

- **Valorie LaCour**  
  Transportation Planning Division Chief, Baltimore City Department of Transportation

- **L’Kiesha Markley**  
  Asst. Division Chief, Freight Planning Coordinator, Maryland State Highway Administration (SHA)

- **Louis Campion**  
  President, Maryland Motor Truck Association (MMTA)

- **Bala Akundi**  
  Principal Transportation Engineer, Baltimore Metropolitan Council (BMC)
Goal

• Outline key freight needs and issues in the Baltimore Region - speakers with business, community, and agency perspectives.

• NCFRP Report 33 - Improving Freight System Performance in Metropolitan Areas: A Planning Guide

• Develop action plan using NCFRP Report 33 – online tool
Program Development

• Downtown Deliveries in Baltimore – don’t seem to be as big an issue as Philly or DC.
• Unable to engage some major freight generators – ex. restaurant and retail
• Expanded focus area to include the entire metropolitan region.
• Focused on new freight developments in the region – Tradepoint Atlantic, Port Covington
Public Sector Represented by:

- Nicole Katsikides, Deputy Director, MDOT-SHA
- L’Kiesha Markley, Assistant Division Chief, MDOT-SHA
- Valorie LaCour, Chief, Transportation Planning, Baltimore City DOT
- David Thomas, Deputy Executive Director, MDOT – MPA
- Will Anderson, Director, Baltimore County Department of Economic and Workforce Development
- Larysa Salamacha, Managing Director of Business Development, Baltimore Development Corporation
- Dan Spack, Principal, Ecologix Group, Port Communities
Freight System Infrastructure

**Highways**
- Maryland Truck Route System
- 900 miles of IS, US and MD routes

**Ports**
- 530 Inland Waterway Miles
- Port of Baltimore, Port of Salisbury

**Airports (cargo only)**
- 52,568 Cargo runway feet
- BWI/ Marshall, Salisbury and Hagerstown

**Railroads**
- 1,152 Track miles
- Class I, Class III, one switching/terminal railroad and one passenger road
MDOT Freight Activities- Statewide Plans

FAST Compliant Freight Plan
- Updating/Appending Strategic Goods Movement Plan to address MAP-21 and FAST Act requirements
- Must have plan and freight network in place by December 2017 to not lose federal freight funds
  - Freight Plan Elements (per FAST Act)
    - Five Year Forecast
    - Constrained Plan
    - Investment Priorities
  - Performance standards (per MAP-21)
    - Bottlenecks and freight measures
  - Freight Network (per FAST Act)
    - National Highway Freight Network
      - Primary Freight System
      - Critical Rural/Urban Freight Corridors
Illegal Truck Parking

- To address Map-21 Jason’s Law requirements
- MD Excellerator – goal to reduce illegal truck parking in Maryland
- Annual Overnight Truck Parking Surveys (since 2012
  - Including online truck driver surveys this year to get O/D, commodity, usage feedback
- Expanding Welcome Centers, Rest Areas and Park and Ride facilities
  - I-70 EB  Design underway (FY 17) - $1.5 M Estimated cost
  - I-70 WB Concepts being studied
MDOT Freight Activities- Statewide Plans continued

**Maryland One Permit**
- GIS based system that centralizes the oversize/overweight hauling permit process
- Allows for 24/7 Permitting

**Vehicle Weight Limitations**
- Developing a Plan to address oversize/overweight vehicle updates and requirements – Due Spring 2017

**Autonomous Vehicles/Trucks**
- APG Testing site
- FHWA Truck Platooning
- Port Options
Economic Impacts of the Port of Baltimore

Among U.S. Port Districts, the POB is ranked 9th for dollar value of total foreign cargo and 14th for foreign cargo tonnage.

- 13,650 direct jobs.
- 20,270 induced and indirect jobs.
- 93,700 related jobs to Port’s cargo.
- $2.9 billion in personal income.
- $310 million in state and local tax revenues.
SEAGIRT MARINE TERMINAL

Interstate 83
Central and NE Pennsylvania Market

DUNDALK MARINE TERMINAL

Interstate 95
Philadelphia/South NJ Market

Interstate 70
Western MD, PA, WV

Interstate 95
Washington DC/Northern Virginia

Baltimore City
TransForm Baltimore – Re-Zoning effort

The City and Port worked together to preserve industrial land and traditional employment opportunities:

- Maritime Industrial (MI) Zoning replaced MIZOD.
- MI is now a “permanent” base zone, and
- PUDs not permitted in I-1, I-2 and MI under new Zoning Code.
Residential development between a major truck route and 2 major rail lines, leading to and from the Port terminals, are **potentially damaging** to POB business.
The Bottom Line

• The Port is growing. Public and Private investments are being made for continued growth.

• Some battles have been won, including making MIZOD Zoning protections permanent.

• Some battles have been lost along freight lines.

• The campaign to preserve industrial and maritime land, jobs, and freight arteries in the City of Baltimore, and across Maryland, MUST continue.
Baltimore Downtown/Regional Freight Delivery Symposium

March 29, 2017

Acting Director Frank Murphy
Baltimore City DOT

Infrastructure Improvements for Freight:

- TIGER: Southeast Baltimore Port Industry Freight Corridor Plan (rebuild Colgate Creek Bridge, improvements to Holabird and Keith Avenue) Began 2017

- Dundaulk Avenue Streetscape (Completed 2016)

- TIGER: Hanover Street Corridor Planning Study I-95 to Potee Street (Completion February 2018)

- Broening Hwy – Holabird Ave to Colgate Creek Bridge (2016)

- Newkirk Street– Boston Street to Newgate Street (2015)
Baltimore City DOT

Freight Management Planning:

• Curtis Ave and Pennington Ave Conversion Study UPWP 2014
• MLK Jr. Corridor Safety Study UPWP 2014
• Broening Highway Feasibility Study 2013
• Port Community Impact Report 2012
• Baltimore Port Communities Freight Management Plan 2012
• Commercial Vehicle Regulatory Compliance Study 2012
• Parking Guidance Feasibility Study Phase I 2012
Private Sector Participants

- Tom Madrecki, Strategic Communications, UPS
- Caroline Paff, Vice President, Sagamore Development
- Brian Hammock, Resident Vice President, CSX Transportation
- Marlee Baucom, Assistant Manager of Government Relations, Norfolk Southern Railway
- Joe Greco, VP of Marine/Commercial, Tradepoint Atlantic
- Louis Campion, President, Maryland Motor Truck Association (MMTA)
Incorporating freight movements into a region’s economic development and congestion mitigation plans are rare; more typically we find:

- Big-box retailers and distribution centers recruited without adequate plans for the additional truck traffic and truck staging areas necessary to support the growth that ensues;
- Office/retail space construction that places loading/unloading docks in out-of-the-way or inaccessible locations precluding safe and efficient truck access/egress. This often results in trucks sitting in the right-of-way while drivers unload; and
- Traffic circles with dimensions and signage not conducive to moving vans and other commercial vehicles. Compounding this are passenger car drivers who try to squeeze past trucks that must use all lanes to complete the circumference resulting in property damage for one or both vehicles.
Trucking Industry Concerns

- **Connectivity.** Industrial properties should be connected by clearly designated truck routes and commercial centers must be accessible by truck.

- **Efficiency.** Truck routes must include safe, efficient Interstate access. Roads in manufacturing and industrial zones should offer unrestricted truck access/egress.

- **Quality of Life.** Buffer areas between industrial zones and community neighborhoods should be required of all new developments – industrial, commercial, or residential. There are environmental benefits to be gained by planning and designating safe and efficient freight routes inasmuch as idling time is kept to a minimum.

- **Safety.** Clearly signed truck routes are essential. Truck drivers need to know what routes they are permitted to use. Sufficient loading zone curbside parking is vital. Without adequate parking drivers are forced to choose between double-parking or circling blocks while waiting for space.
Urban Delivery: Challenges & Opportunities

- Population growth to urban areas, causing increased traffic
- More traffic requires us to put more trucks on the road for on-time deliveries
- Parking and ticketing
- Explosive growth of e-Commerce
What Do Urban Planners See As The Fix For Urban Congestion?

Shared Urban Mobility for People

- Ride-sharing services (Uber, Lyft, etc.) to counter 1 person, 1 vehicle
- Autonomous vehicles, especially electric
- Shared mobility expansion, especially bus and metro
- Walkable, transit-oriented development and bike lanes

- *E-commerce delivery is rarely included in discussions on urban congestion mitigation.*
What does this have to do with UPS?

*Everything*
A World Without E-Commerce

A World With E-Commerce
Tradepoint Atlantic has a plan for Sparrows Point: Bring back thousands of jobs to the area and generate billions of dollars in economic activity.

- **17,000** new jobs statewide
- **$3 BILLION** in annual economic impact
- **1%** of Maryland’s gross state product

3,100 ACRES of unmatched access to land, rail, and sea

A deep-water port, immediate on-site access to the nation’s rail and interstate highways system, and **100 MILES** of internal short-line railroad

**UNEARTHING A 21ST CENTURY MASTER PLAN**

A Master Plan that emphasizes cargo handling and logistics and also includes major opportunities for manufacturers, retailers, and specialty service companies.

**OVER 16 MILLION** square feet will be developed between now and 2025.
• PM Breakout groups – facilitated discussion around two focus areas – Baltimore CBD and Tradepoint Atlantic
• Identity strategies using NCFRP 33
• Develop an action plan that can be used by the MPO and freight stakeholders
• Preliminary list of problem areas and strategies on next two slides
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<th><strong>TradePoint Atlantic</strong></th>
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<td><strong>Concerns</strong></td>
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<td>Truck Parking:</td>
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<td>• It is also a public policy issue.</td>
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<td>• There is no “one size fits all” solution.</td>
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<td>Congestion</td>
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<td>Truck Route in Residential Areas</td>
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### Baltimore Central District

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<th>Concerns</th>
<th>Strategies</th>
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<td><strong>Congestion in Inner Harbor area:</strong></td>
<td><strong>Off-peak Delivery</strong></td>
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<td>- Increased even more with increasing residential developments and package delivery demands.</td>
<td><strong>Delivery Drop-off Location</strong></td>
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<td><strong>Double Parking</strong></td>
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<td><strong>Double stack for freight on rail</strong></td>
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<td><strong>Congestion on Pratt and Lombard Streets</strong></td>
<td><strong>Combining off peak delivery and mode shift and using smaller trucks when off peak delivery is not possible</strong></td>
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<td><strong>Utilizing space in public garages for delivery and charging electric vehicles.</strong></td>
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<td><strong>Multiple delivery personnel</strong></td>
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<td><strong>Safety:</strong></td>
<td><strong>Separate bike &amp; ped trails</strong></td>
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<td>- There are not many truck crashes but it’s a multi modal network where everyone should feel comfortable. A lot of visitor attractions bring visitors that do not know the area, and it is dangerous to put them in interaction with trucks.</td>
<td><strong>Parking for tourist buses</strong></td>
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<td><strong>New cycle track for bicyclists used for loading/unloading</strong></td>
<td><strong>Education and enforcement</strong></td>
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Next Steps

• Develop regional plan
• Identify data sources and models to quantity deliveries and associated metrics within a geographic area
• Incorporate strategies into MPO long-range plan and Transportation Improvement Program
• Continue to build partnerships and outreach to private sector
• Work with state and local agencies to maintain and operate a safe and efficient freight network