

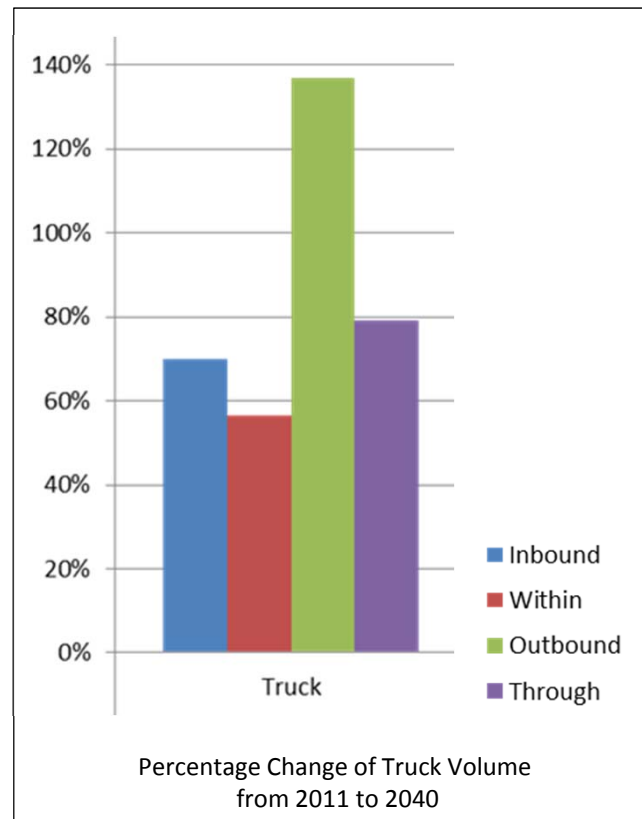


District Department of Transportation

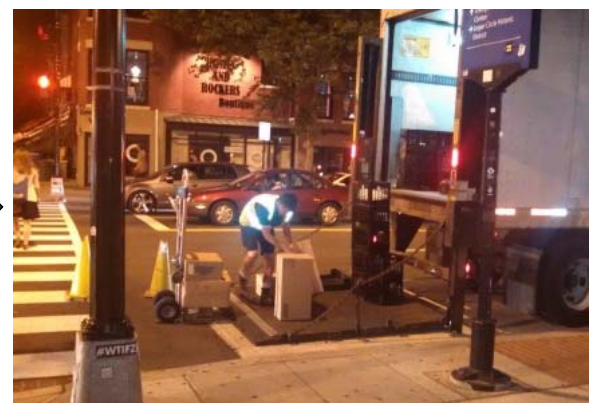
OFF-HOURS DELIVERY PROGRAM

A Pilot Project to Improve Delivery Efficiency and to Reduce Congestion

The District of Columbia (the District) is a dense urban environment with a diverse mixture of land uses that place significant demand on the city's transportation infrastructure. The city's role as an employment center for the region creates a high volume of commuter traffic in peak hours, while the consumer driven economy generates significant demand for freight movement. In 2012, the District was ranked as the most congested area in the nation based on traffic congestion and delay¹. The estimated cost caused by truck congestion is \$650 million or about seven percent of total commodity value annually in the District¹. Moreover, truck volumes in the District are projected to grow by 70 percent for inbound traffic and 137 percent for outbound traffic from 2011 to 2040 (as shown in the right figure)². The management of freight demand, especially goods and services delivery, is a critical issue facing the area.



Regular-Hour Delivery



Off-Hour Delivery (between 7 p.m. and 6 a.m.)



DDOT intends to launch a pilot **Off-Hours Delivery Program**, which will provide opportunity to address issues such as peak congestion, efficiency of freight flows, air quality and curbside management, in the District. The focus of the project is on improving the management of curbside loading zones in the city by incentivizing businesses to shift to off-hour deliveries. However, businesses with off street loading docks would also be eligible for the program as DDOT recognizes that reducing the overall number of commercial vehicle trips in the peak traffic hours would relieve congestion and improve traffic flow.

PROGRAM BENEFITS

Reduce Congestion

Reduce circling and double parking behaviors caused by lack of curb side space for loading/unloading activities

Improve Freight Flow

Smooth freight traffic demand over the time-of-day

Streamline Delivery Operation

Increase reliability and on-time deliveries, improve productivity, reduce time spent per delivery for both carriers and receivers

Enhance Air Quality

Reduce travel time and idling by reducing congestion and increasing travel speed, lower fuel consumption and pollutant emission

Support Sustainability

Promote transportation and land use linkage, support economy, protect the environment and conserve resources, promote livability and safety

Potential participants are:

- Business Improvement Districts
- Retailers
- Developers, Building owner or management
- Carriers

Grant funding will be distributed to participants, including:

- Staffing subsidies for shift differentials
- Building modifications
- Unassisted delivery system technologies
- Security upgrades
- Supply chain management planning
- Training **and more**

For additional information about the District's freight program please visit www.godcgo.com or contact Eulois Cleckley at 202.671.0682 or eulois.cleckley@dc.gov.

Sources: 1. Texas Transportation Institute's (TTI) Urban Mobility Study (2012)
2. District Department of Transportation (DDOT) The District of Columbia Freight Plan (2014)