

P2P #19: Innovative Ways to Gain Insight into the Needs of Freight Activity

Questions and Answers

- 1. In addition to active delivery routing/access needs, have you included short/long-term terminal area truck parking needs of trucks? e.g. Overnight parking due to HOS regulations and/or short-term parking and/or staging while queued and waiting at high-intensity freight delivery/pickup locations?**

R/ We did not. But, we know that many trucks must wait for delivery time windows. For another project, we video recorded select locations in the city and observed that truck spend considerable time just parked and waiting. In Chicago, truck drivers do not want to go out of the city once they come in, presumably due to congestion of freeways, creating this situation.

- 2. Could you please provide more information on the freight quotient, such as the equation used? How are the factors for various variables such as employment and land-use calculated?**

R/ We will link to the methodology from the DVRPC *PhillyFreightFinder* website for people who are interested in more details about the calculations. The freight quotient for each freight center was derived from weighted values for 5 factors: freight-related employment (no. of employees), freight-related establishments (no. of establishments), freight-related land use (% area), industrial development (sq. footage industrial buildings), and proximity to intermodal terminals (mileage to terminal).

- 3. Did you consider environmental justice in your freight center analysis?**

R/ Part of the motivation for identifying freight centers was to address environmental justice considerations. In its future work, DVRPC intends to link the freight centers with environmental justice considerations in the host and adjacent communities.

- 4. Would you please share your truck trip assignment values based on each freight typology?**

R/ Due to wide variations, it is not our intent to try to identify truck trip rates for each freight center typology.

- 5. How do you develop the freight center typology? What is the definition of each type?**

R/ We initially used size as a way to categorize freight centers, but then recognized that a more sophisticated approach was needed. In this latest work, we looked at the type of activities, the built environment, and the type of employment at the freight center. From that, 5 types of freight centers emerged – international gateway (e.g., marine terminals), heavy industrial/manufacturing, distribution and logistics (e.g., warehouses), high tech manufacturing, and local manufacturing and distribution (e.g., beverage and snack food and building supply distribution).

- 6. Are the configurations for the freight centers different based on the freight quotient?**

R/ The freight quotient helped us broadly identify clusters or hot spots in the region that ultimately might be classified as freight centers. Once that was done, we examined the cluster more closely to see if, in fact, it should be identified as a freight center.