Urban Goods Movement:
Seattle’s Pilot Projects
Projects and Activities

• Baseline Data
• Common Carrier Locker
• Goods Morning Delivery
• UPS E-Trike
• UW DOE Grant
Baseline Data

• Private Loading Bays
• Commercial Vehicle Load Zones
• Alley Operations
• Building Operations
Common Carrier Pilot

- Multiple carrier access
- Proof of concept
- 78% dwell time reduction
- Potential transit hub applications
Goods Morning Delivery Pilot

- Curbspace Management Group
- Incorporates the flexible curb zone concept
- Supports deliveries during the Seattle Squeeze
UPS ETrike Pilot

• Testing a modular delivery system
• Replacing truck delivery
• Interaction in a dense urban environment
Development Criteria

UPS
• Density – neither too much or too little
• Constrained network – limited maneuverability or parking

Seattle DOT
• Trailer location won’t negatively impact adjacent properties
• Potential to improve all modal interactions
Co-developed Locations

- Business case review
- Areas identified
- Field review to finalize locations
Pilot Ongoing

- Outside review- UW Urban Freight Lab
- UPS providing GPS data
- SDOT reviewing outcomes
Already Identified

- Assigned parking without ‘advertising’
- Parking enforcement
- Public perception (99% great!)
The DOE Grant

‘Technology Integration to Gain Commercial Efficiency for the Urban Goods Delivery System, Meet Future Demand for City Passenger and Delivery Load/Unload Spaces, and Reduce Energy Consumption’

SDOT/UW partnership

• Reduce parking-seeking
• Reduce dwell time at commercial load zones
• Test vehicle detection in load zones
• Support interest in permit upgrades
The DOE Grant
SDOT Grant Reqs. & Next Steps

• Identify test locations
• Procure equipment
• Install/test/maintain

Common Carrier Lockers
• Support UW efforts to host in public/private spaces near transit
Questions?

Freight Program

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