



# Congestion Management Process at DVRPC



Delaware Valley Goods Movement Task Force  
January 9, 2019

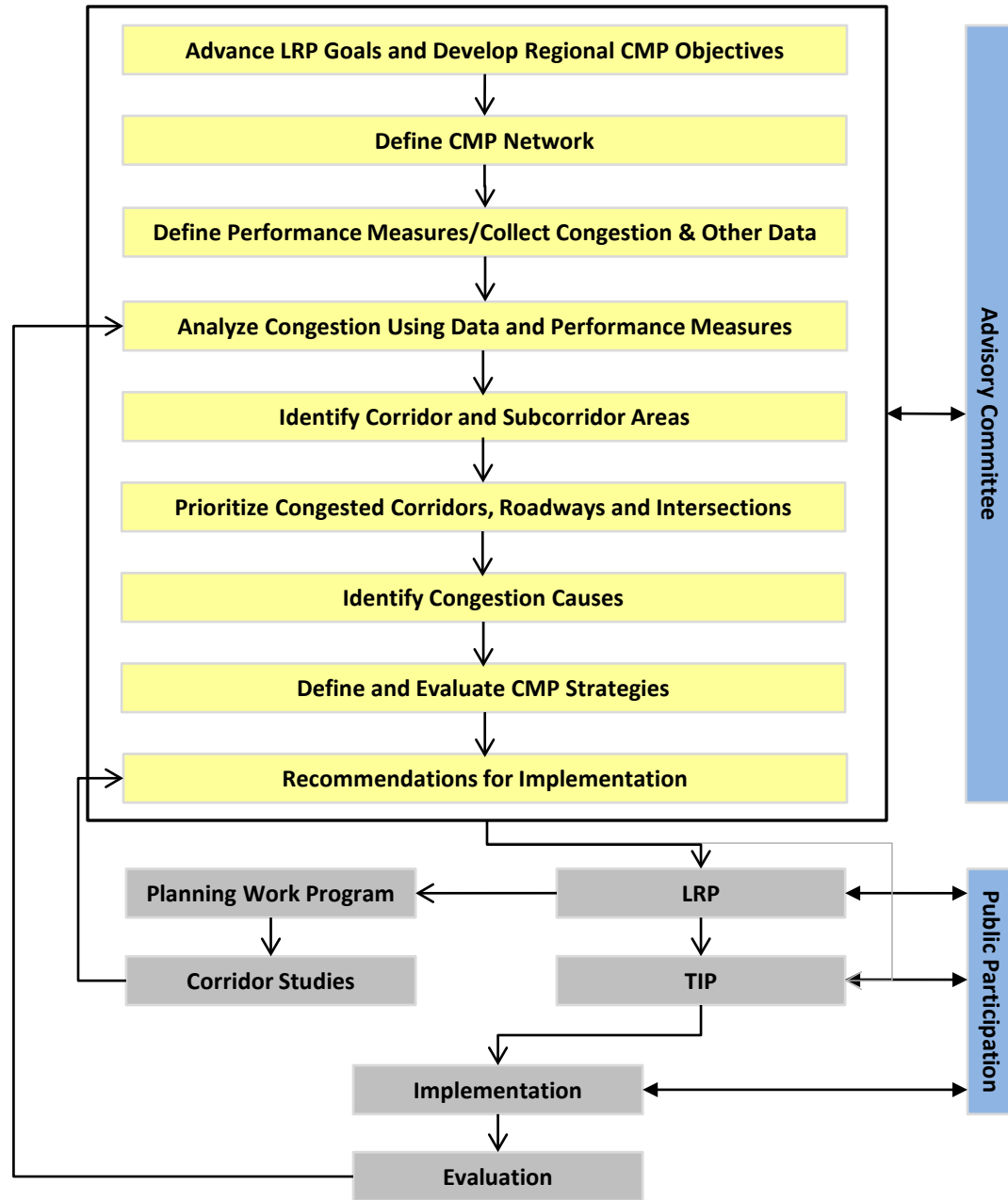


# WHAT IS THE CMP?



- A systematic and regionally-accepted approach for managing congestion that provides accurate, up-to-date information on the performance of the transportation system
- Identify and assess alternative strategies for congestion management that meet state and local needs to improve the multimodal transportation system performance and reliability, and to reduce the adverse impacts of congestion on the movement of people and goods
- Intended to move these congestion management strategies into the funding and implementation stages as part of the TIP and LRP

# INTEGRATING THE CMP INTO THE PLANNING PROCESS



# DEVELOP CMP OBJECTIVES



- What does the DVRPC want to achieve regarding congestion management?
  - Eliminating congestion may not actually be desired if it comes at the expense of economic vitality, community livability, or safety
  - Reliability is an important measure. If you are on a congested corridor, and it takes 30 minutes to make a delivery or to get to work, and you expect that, then that is okay

# CMP TRANSPORTATION NETWORK



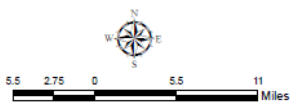
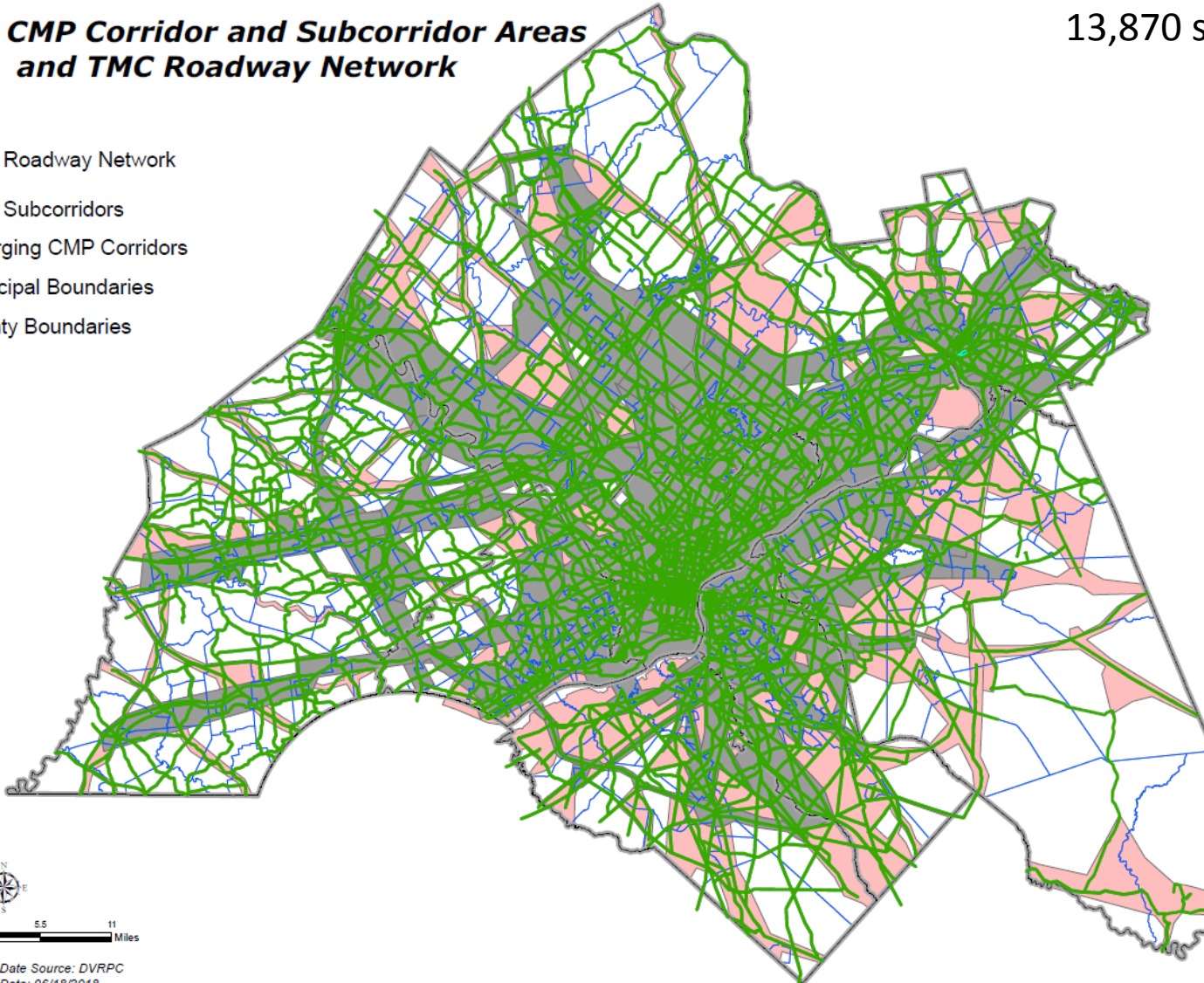
- National Highway System (NHS) corridors
- Arterial highways not included on the NHS
- Primary Highway Freight System (PHFS) and Critical Urban/Rural freight corridors
- Freight rail
- Public transit buses and regional rail
- Sidewalks and bikeways
- Other input from CMP planning advisory committee

# INRIX TMC Roadway Network

## DVRPC CMP Corridor and Subcorridor Areas and TMC Roadway Network

13,870 segments

- TMC Roadway Network
- CMP Subcorridors
- Emerging CMP Corridors
- Municipal Boundaries
- County Boundaries



# ROLES OF PERFORMANCE MEASURES



- Characterize mostly current, but also potential future performance on the transportation system (e.g. TTI and TDM forecasts)
- Track progress toward meeting regional objectives and targets
- Identify specific congested locations
- Assess congestion mitigation strategies, programs and projects
- Communicate system performance to decision-makers, planning partners and the public



# CURRENT CMP PERFORMANCE MEASURES

**A** CMP Corridors

**Performance Measures**

**Info**

None

## **Reduce Congestion** ⓘ

- Travel Time Index (TTI)
- General Peak-Hour Volume/Capacity (V/C) Ratios
- Anticipated Growth in V/C using the DVRPC Travel Model

## **Increase Accessibility & Mobility** ⓘ

- Transit Score and Rail Stations
- Planning Time Index (PTI)

## **Rebuild & Maintain Transportation Infrastructure** ⓘ

Core Transportation Network

Existing Transit

## **Create a Safer Transportation System** ⓘ

Crash Rate

## **Create a More Secure Transportation System** ⓘ

Important Areas for Transportation Security Planning

Areas of Special Evacuation Concern

## **Ensure Transportation Investments Support LRP Principles** ⓘ

- Low Green Infrastructure Screening Tool Score
- Connections 2040 Infill and Redevelopment areas, Emerging Growth areas
- Connections 2040 Land Use Centers



# CORE TRANSPORTATION NETWORK MEASURE

## Rebuild & Maintain Transportation Infrastructure ✕

Our transportation system is both extensive and old. Pennsylvania has the highest number of structurally deficient state-maintained bridges in the nation, and 31 percent of the region's state-maintained lane miles of pavement are in poor condition. SEPTA has rail bridges that are a century old, substations and signals from the 1930s, and trains from the 1970s. The rebuilding of the existing network of roads, transit lines, and other transportation facilities is the focus for transportation investments moving forward at the national, state, and regional level. We must continue to prioritize projects based on quantitative data to ensure that funds are spent efficiently and effectively. We must also plan for the future and preserve vital right of ways so that the system can expand. Utilizing abandoned rail lines as trails in the interim is one way in which key corridors can be preserved for future use.

### Core Transportation Network

#### Existing Transit

### Core Transportation Network

Rebuilding and maintaining the region's core network of transportation infrastructure is a key goal of the Long-Range Plan. This measure identifies all road links on the Enhanced National Highway System (NHS) including principal arterials; NHS connectors; existing passenger rail (including Amtrak); existing freight rail lines; major freight facilities including major rail yards, rail-truck intermodal yards, and ports (one-mile buffer); and the Philadelphia International Airport (one-mile buffer).

#### Scoring *(Core Transportation Network)*

■ Each of the above items received 0.5 points. The measures to Rebuild and Maintain Transportation Infrastructure can combine to total a maximum of 1 point per link.

**Source:** DVRPC.

# SECURE TRANSPORTATION SYSTEM MEASURE

## Create a More Secure Transportation System ✕

There has been an increased national focus on security since the events of September 11, 2001, which established a larger role for MPOs in this area. One goal of this effort is to explore ways that MPOs can play a part in security planning. DVRPC researches and communicates appropriate security efforts of our partners. DVRPC fulfills its classic role of facilitating the exchange of ideas and resource sharing to build upon existing programs to further security efforts in the region.

### Important Areas for Transportation Security Planning

#### Areas of Special Evacuation Concern

### Important Areas for Transportation Security Planning

This measure helps identify areas of the network where transportation preparedness for major events is most important. These are often events that call for complex interregional cooperation. The measure was developed with input from regional security agencies.

#### Scoring (*Transportation Security*)

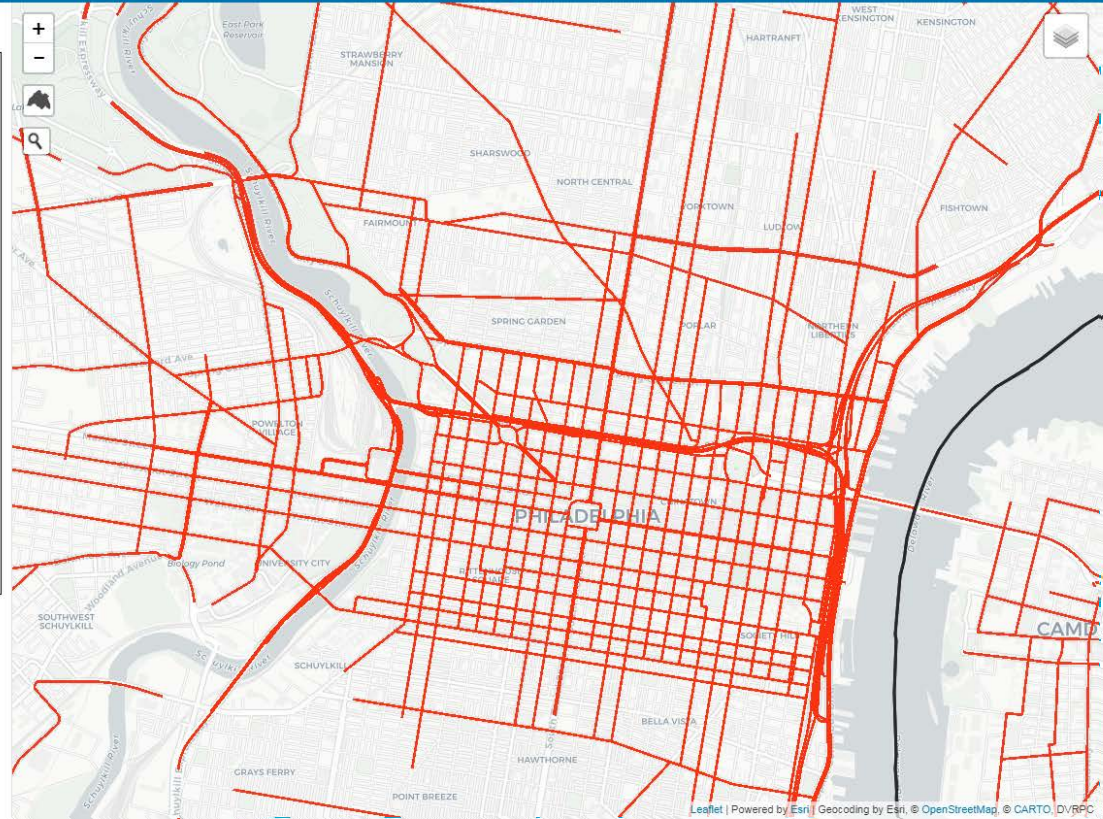
— Road links within a mile of the region's most heavily-used bridges, passenger transit stations, and the general location of the largest military bases in the region, as well as road links within nuclear power plant evacuation zones received half a point.

The measures to Create a More Secure Transportation System can combine to total a maximum of 1 point per link.

**Source:** DVRPC.

# PERFORMANCE MEASURES

- None
- Reduce Congestion 3**
  - Travel Time Index (TTI)
  - General Peak-Hour Volume/Capacity (V/C) Ratios
  - Anticipated Growth in V/C using the DVRPC Travel Model
- Increase Accessibility & Mobility 3**
  - Transit Score and Rail Stations
  - Planning Time Index (PTI)
- Rebuild & Maintain Transportation Infrastructure 3**
  - Core Transportation Network
  - Existing Transit
- Create a Safer Transportation System 3**
  - Crash Rate
- Create a More Secure Transportation System 3**
  - Important Areas for Transportation Security Planning
  - Areas of Special Evacuation Concern
- Ensure Transportation Investments Support LRP Principles 3**
  - Low Green Infrastructure Screening Tool Score
  - Connections 2040 Infill and Redevelopment areas, Emerging Growth areas
  - Connections 2040 Land Use Centers





# PERFORMANCE MEASURE SCORES

(Click subcorridor or roadway for information)

## Performance Measures

The scores below are for the selected roadway segments

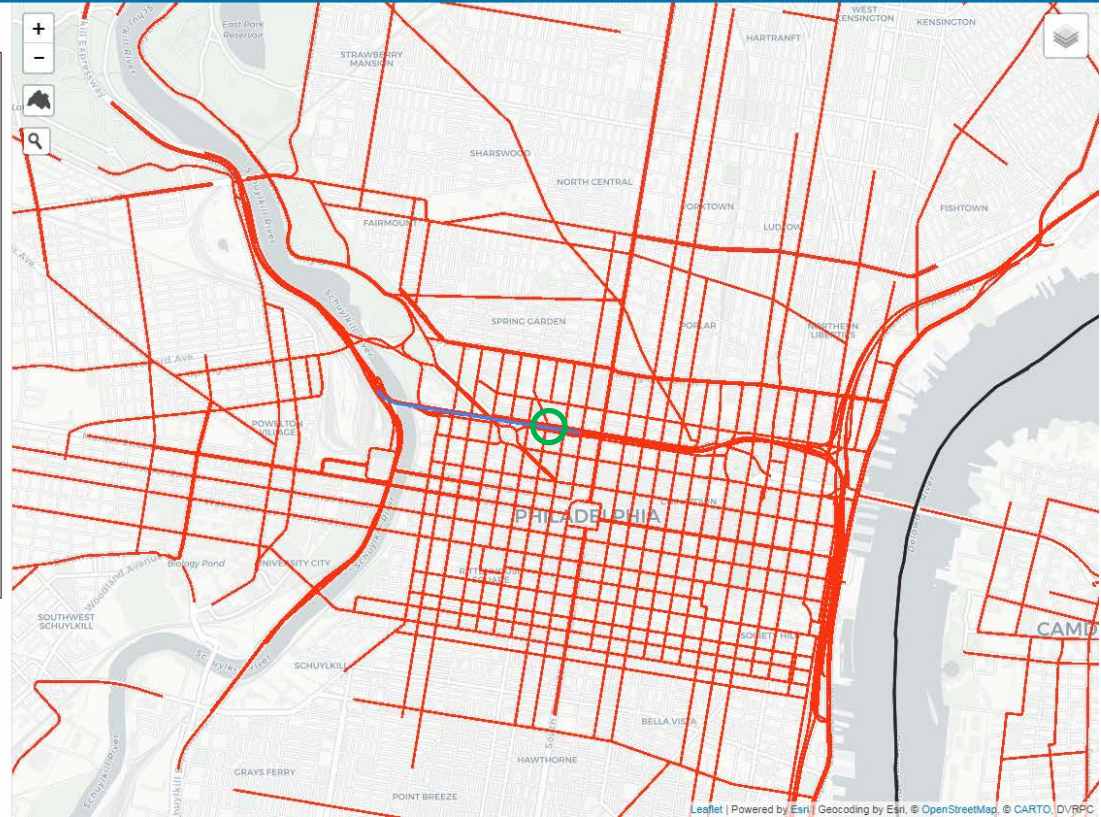
Functional Classification: **Interstate**

AADT: **55,308**

Lanes: **3**

Launch Google Streetview near this location

Travel Time Index (TTI)	1
Peak-Hour Volume/Capacity (V/C) Ratios	1
Anticipated Growth in V/C	0
Transit Score and Rail Stations	1
Planning Time Index (PTI)	1
Core Transportation Network:	0.5
Existing Transit	1
Crash Rate	Y
Transportation Security	1
Special Evacuation Concern	1
Green Infrastructure Screening Tool Score	0.5
Infill and Redevelopment areas, Emerging Growth areas	0.5
2040 Land Use Centers	1



# What's Causing Congestion?

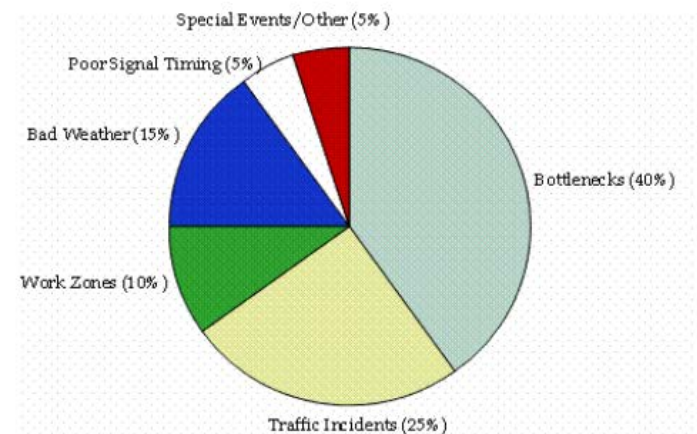


- Potential causes of congestion to consider for purposes of identifying potential mitigation strategies:
  - Locations at major trip generators (retail centers, employment clusters, freight/intermodal facilities, major tourist attraction)
  - Seasonal traffic variations
  - Time-of-day variations (e.g. school traffic)
- CMP Advisory Committee involved

# DIFFERENT TYPES OF CONGESTION



- Recurring congestion
  - Bottlenecks
  - Poor Signal Timing
- Non-recurring congestion
  - Crashes
  - Disabled vehicles
  - Work zones
  - Weather conditions
  - Special events



Source: FHWA

# CMP CORRIDOR/SUBCORRIDOR AREAS

(Click subcorridor name to zoom to it's extent)

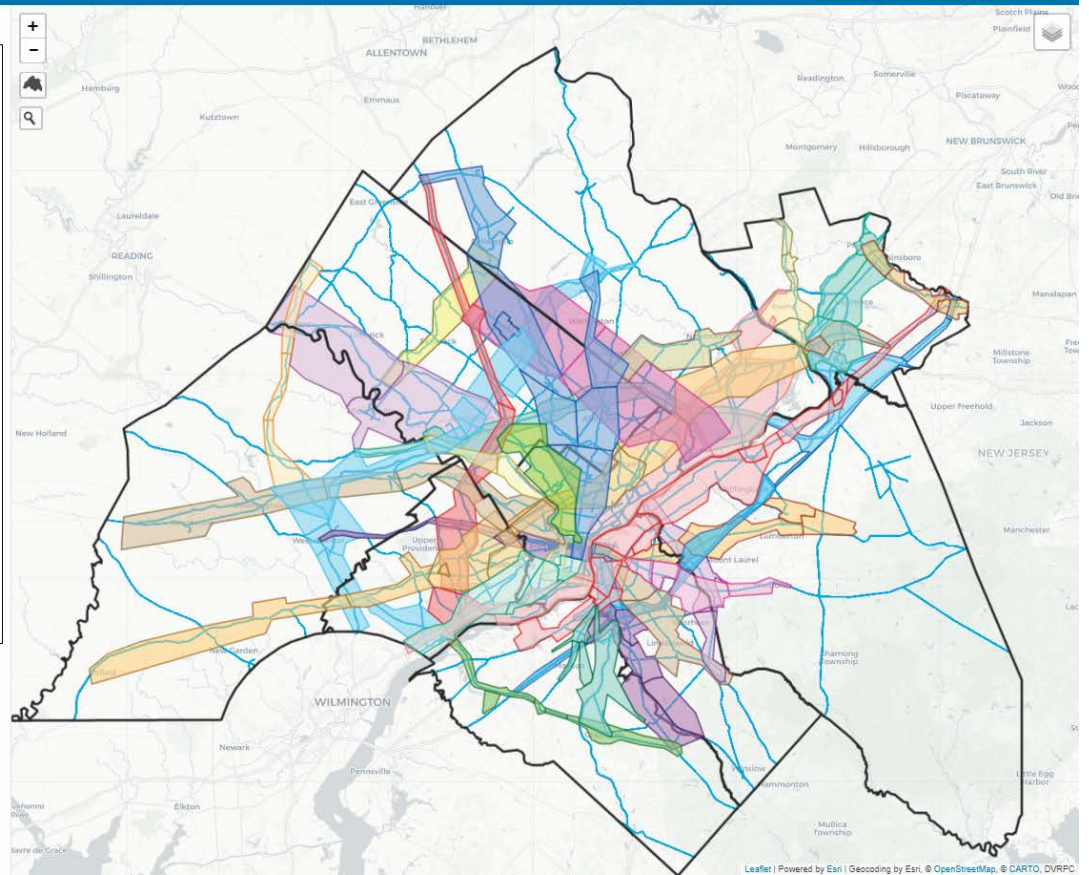
### Pennsylvania Corridors

- Select/Clear All
- 1 - I-276 (PA Turnpike)
- 2 - I-476
- 3 - I-76 & I-876
- 4 - I-95
- 5 - US 1
- 6 - US 13/MacDade Blvd/PA 201
- 7 - US 30
- 8 - US 202, 322, 30, PA 100
- 9 - US 422
- 10 - PA 3 & Center City
- 11 - PA 113 Area
- 12 - PA 132, PA 63, Co. Line Rd
- 13 - PA 332
- 14 - PA 611 & PA 309
- 15 - Ridge-Lincoln-Challentham
- 16 - PA 100

### New Jersey Corridors

- Select/Clear All
- 1 - I-295 NJ Turnpike (N)
- 2 - I-295 NJ Turnpike (S)
- 3 - AC Expressway/NJ 42
- 4 - US 1, US 200
- 5 - US 30
- 6 - US 130
- 7 - US 322 & Cross Keys Area
- 8 - NJ 31
- 9 - NJ 33
- 10 - NJ 38
- 11 - NJ 41, 45, 47, 55
- 12 - NJ 70
- 13 - NJ 73
- 14 - CR 671

### Corridor Opacity





# CMP CORRIDOR/SUBCORRIDOR AREAS

[CMP Corridors](#)
[Performance Measures](#)
[Info](#)

(Click subcorridor or roadway for information)

## Performance Measures

The scores below are for the selected roadway segments

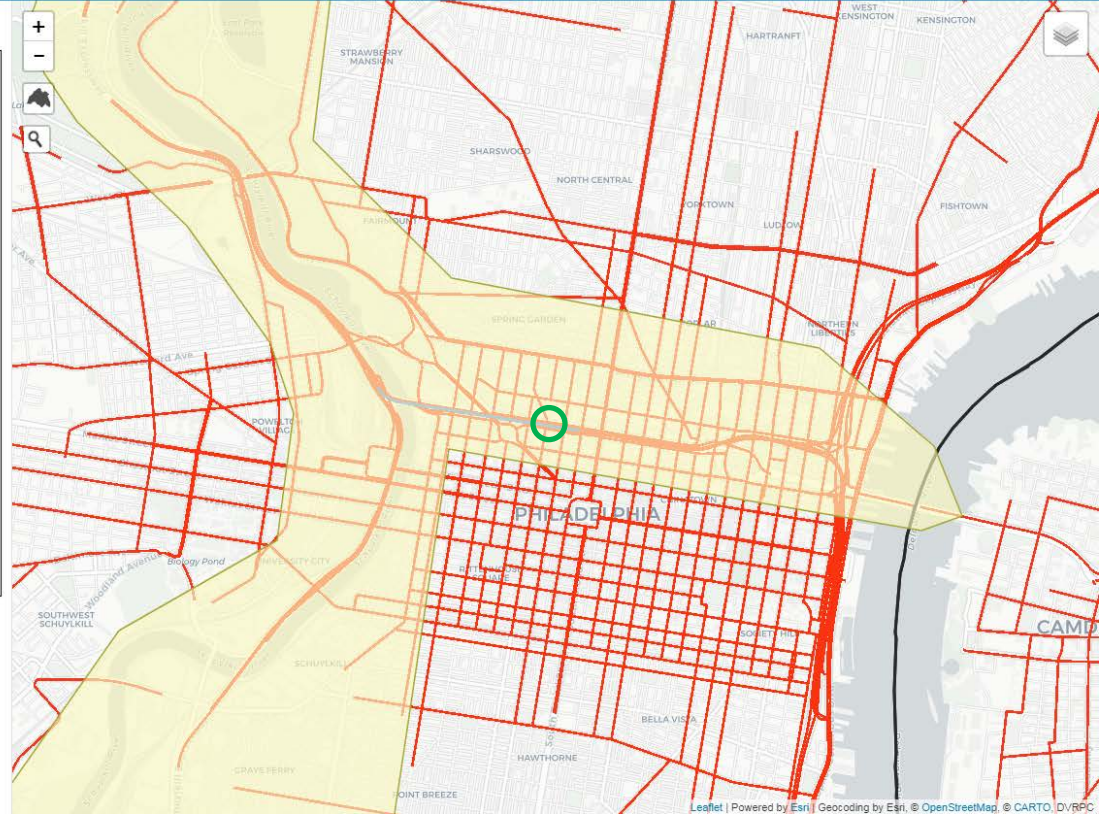
Functional Classification: **Interstate**

AADT: **65,308**

Lanes: **3**

Launch Google Streetview near this location

Travel Time Index (TTI)	1
Peak-Hour Volume/Capacity (V/C) Ratios	1
Anticipated Growth in V/C	0
Transit Score and Rail Stations	1
Planning Time Index (PTI)	1
Core Transportation Network	0.5
Existing Transit	1
Crash Rate	Y
Transportation Security	1
Special Evacuation Concern	1
Green Infrastructure Screening Tool Score	0.5
Infill and Redevelopment areas, Emerging Growth areas	0.5
2040 Land Use Centers	1



# CONGESTION MITIGATION STRATEGIES

## Congestion Management Process (CMP)

I-76 and I-676: I-76 from the Walt Whitman Bridge and I-676 from the Ben Franklin Bridge past their juncture to the PA Turnpike

### Corridor 3 Subcorridor A: I-676/76 to City Avenue

Walt Whitman and Ben Franklin bridges through the I-676/76 merge to the vicinity of US 1 interchanges. This subcorridor in contains the East Side Rail Yard, Packer Ave Marine Terminal, and West Falls Rail Yard freight facilities, and the following rail and 25th St. Viaduct, all of which serve important passenger and freight rail traffic in the region. This subcorridor is in the to contains high-use rail stations, high-use bus stops, freight centers, and road segments with high crash rates. This subcorridor bridges, key passenger rail bridges, key rail stations, key road system bridges, and military facilities. It has high concentration percentage of carless households and poverty.

Improvements to make it more possible and convenient to fully use all available modes of transportation for their best purposes. Examples might include minor improvements to roads needed for truck access to rail sidings or improved communications/ITS approaches. See also Freight Intermodal Center/Yard or Freight Village in the Goods Movement section and Making Transfers Easier for Passengers in the Transit Improvements section.

#### Very Appropriate Strategies

Signal Improvements

Intelligent Transportation Systems (ITS)

Integrated Corridor Management (ICM)

Incident Management

Expanded Parking for Existing Transit Stations (all modes)

Major Reconstruction with Minor Capacity Additions

#### Secondary Strategies

Transportation Security

Making Intermodal Transfers Easier for Freight

Maintenance Management (Maintenance and Work Zones)

Planning and Design for Nonmotorized Transportation

ITS Improvements for Transit

Transit Infrastructure Improvements

Freight Operations Improvements

County and Local Road Connectivity

Strategies to make the truck, freight rail, and other means of moving goods function more efficiently by themselves or in combination with each other.

# SOME GOODS MOVEMENT CONGESTION MITIGATION STRATEGIES



- **Freight Operations Improvements** - Strategies to make truck, freight rail, and other means of moving goods function more efficiently by themselves or in combination
  - Provide provisions for *short-term* truck parking for various types of deliveries in urban areas
  - Provide for full-service *overnight* truck parking facilities
  - Bottleneck Removal for Freight Rail
  - Freight Rail (rehabilitation or reconstruction)
- **Freight Capacity Investments**
  - Grade-Crossing Separations
  - Freight Rail (new or expanded)
  - Freight Intermodal Center/Yard or Freight Village
  - Port Facility Expansion



# CMP UPDATE



- New data sources
  - INRIX
  - NPMRDS
- New performance measures
  - Federal Performance Management (PM3)
  - Vehicle Delay
  - Total Delay
- New analysis
  - Focus roadway facilities
  - Focus bottlenecks (or intersections)

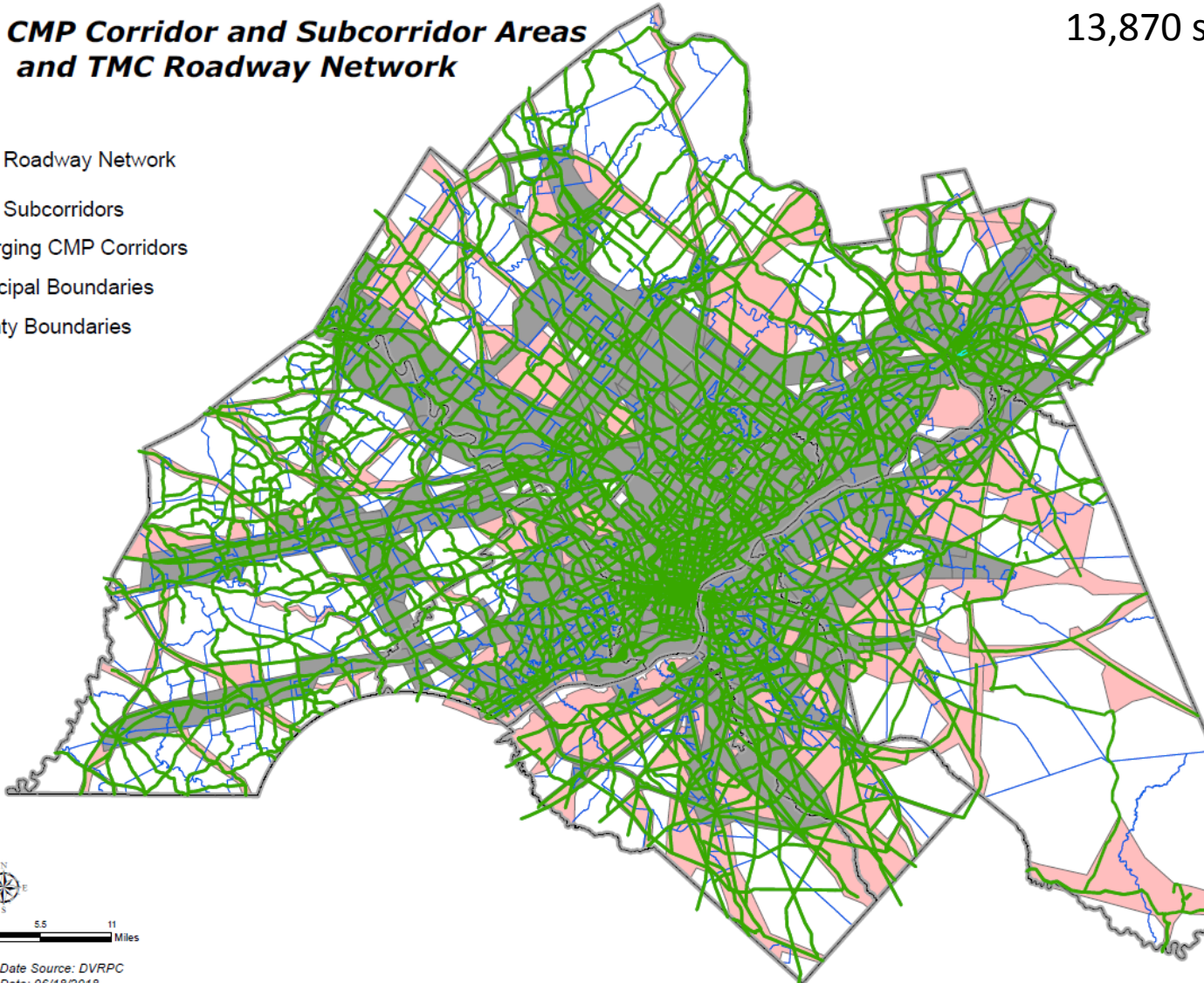


# INRIX TMC Roadway Network

## DVRPC CMP Corridor and Subcorridor Areas and TMC Roadway Network

13,870 segments

- TMC Roadway Network
- CMP Subcorridors
- Emerging CMP Corridors
- Municipal Boundaries
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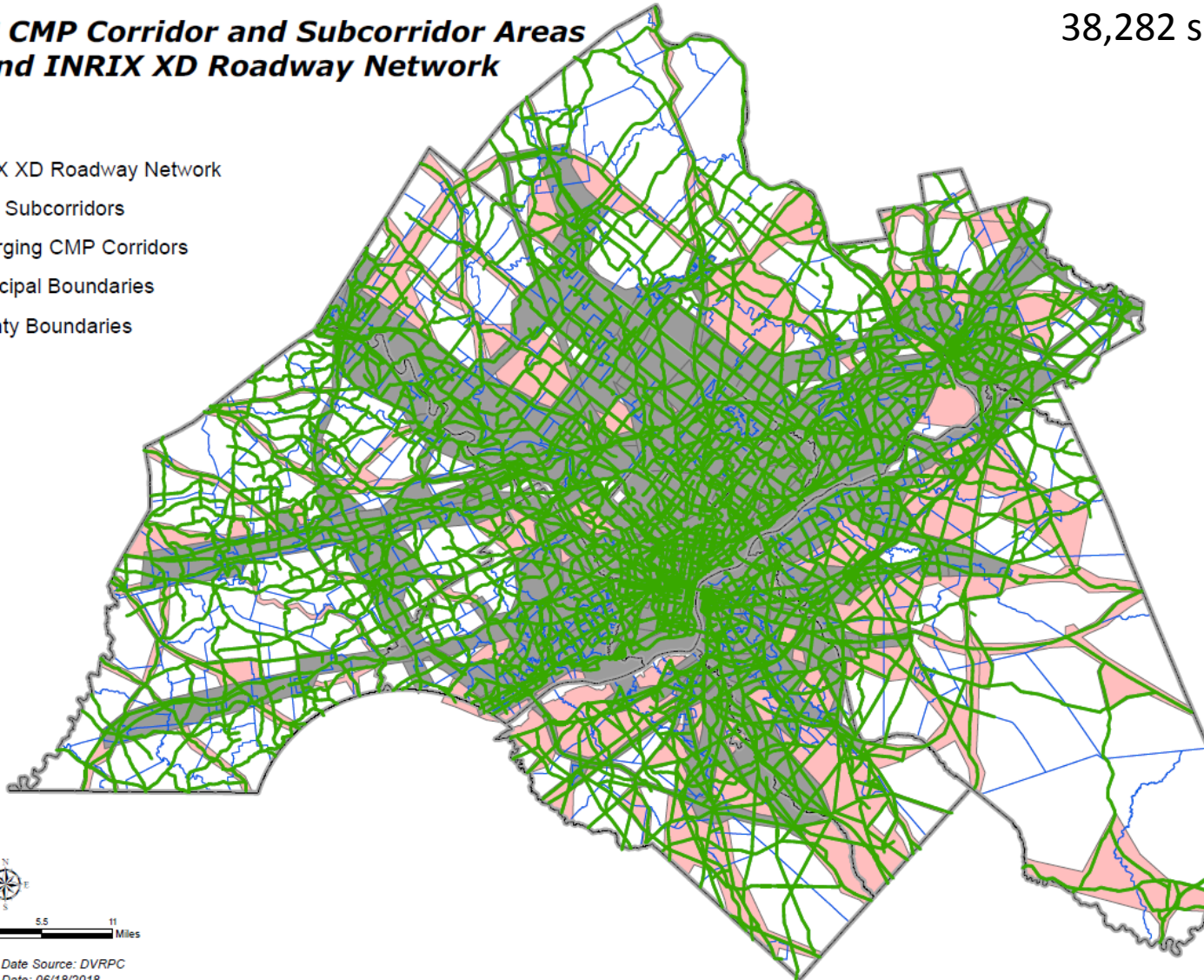


# NEW INRIX Roadway Network

## ***DVRPC CMP Corridor and Subcorridor Areas and INRIX XD Roadway Network***

38,282 segments

- INRIX XD Roadway Network
- CMP Subcorridors
- Emerging CMP Corridors
- Municipal Boundaries
- County Boundaries





# INRIX TMC and NEW INRIX Network





# Delaware County, PA - Travel Time Index



## Delaware County, PA

### Travel Time Index (TTI) Weekdays 5-6pm

- Greater Than 1.50
- 1.21 - 1.50
- 1.00 - 1.20
- Less Than 1.00
- Null Values



Data Source: INRIX XD travel times Jan - Dec. 2017, DVRPC  
Note 1: Null values are XD Roadways with NO associated XD travel time data.  
Note 2: XD Roadways Version 18.1  
Note 3: Travel Time Index (TTI) - Average Travel Time divided by Free Flow Travel Time





# NPMRDS (PM3)



- Data - National Performance Management Research Dataset (NPMRDS)
- Measures
  - Truck Travel Time Reliability (TTTR)
  - Level of Travel Time Reliability (LOTTR)
  - Peak Hour Excessive Delay (PHED)
- Processing - Probe Data Analytics (PDA) Suite Software

# TRUCK TRAVEL TIME RELIABILITY (TTTR)



- TTTR established statewide
- Includes Interstate roadways only
- Calculated by roadway segment for five (5) time periods
- Reliability measured as an Index – 95<sup>th</sup> percentile travel time divided by 50<sup>th</sup> percentile time

TTTR	Baseline (2017)	2-Year Target	4-Year Target
PA	1.34	1.34	1.34
NJ	1.81	1.90	1.95
PA – DVRPC	2.02	N/A	N/A
NJ - DVRPC	1.58	N/A	N/A

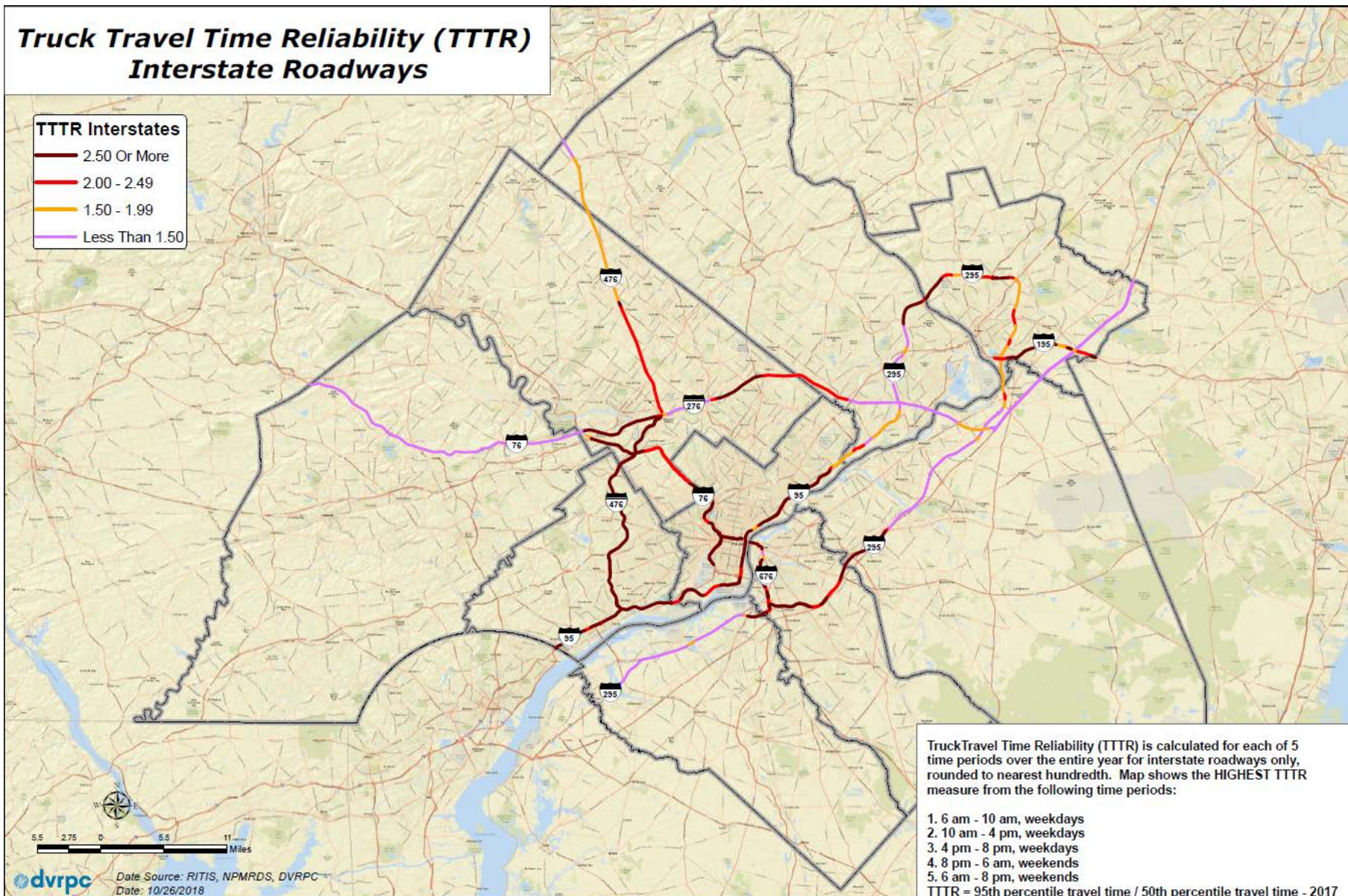


# TRUCK TRAVEL TIME RELIABILITY

## Truck Travel Time Reliability (TTTR) Interstate Roadways

### TTTR Interstates

- 2.50 Or More
- 2.00 - 2.49
- 1.50 - 1.99
- Less Than 1.50





# NPMRDS (OTHER)

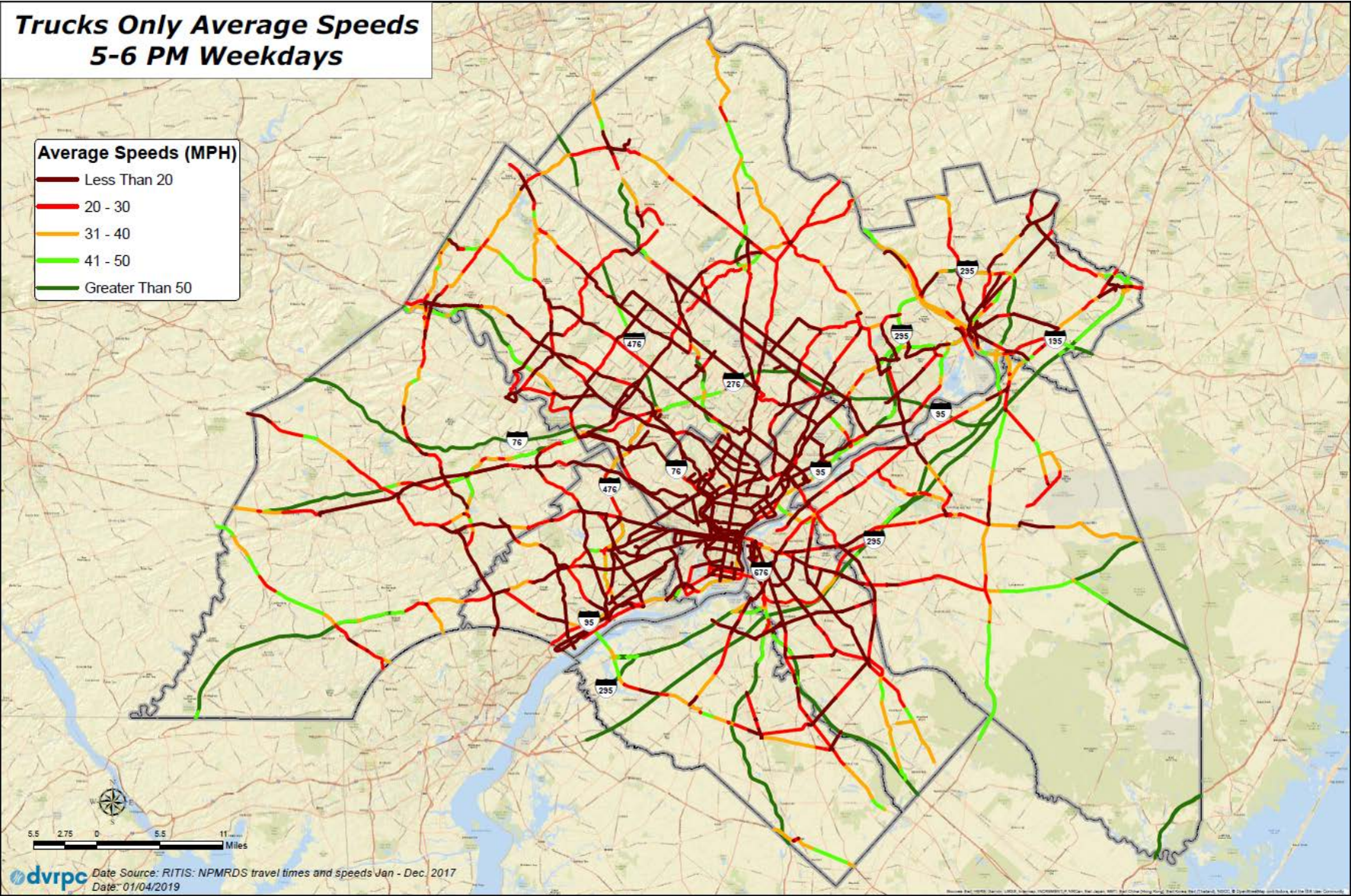


- National Highway System (NHS)
  - Interstates
  - Major arterials
- Truck Travel Speeds
- Truck Travel Times
  - Travel Time Index
  - Planning Time Index



# TRUCK ONLY AVERAGE SPEEDS

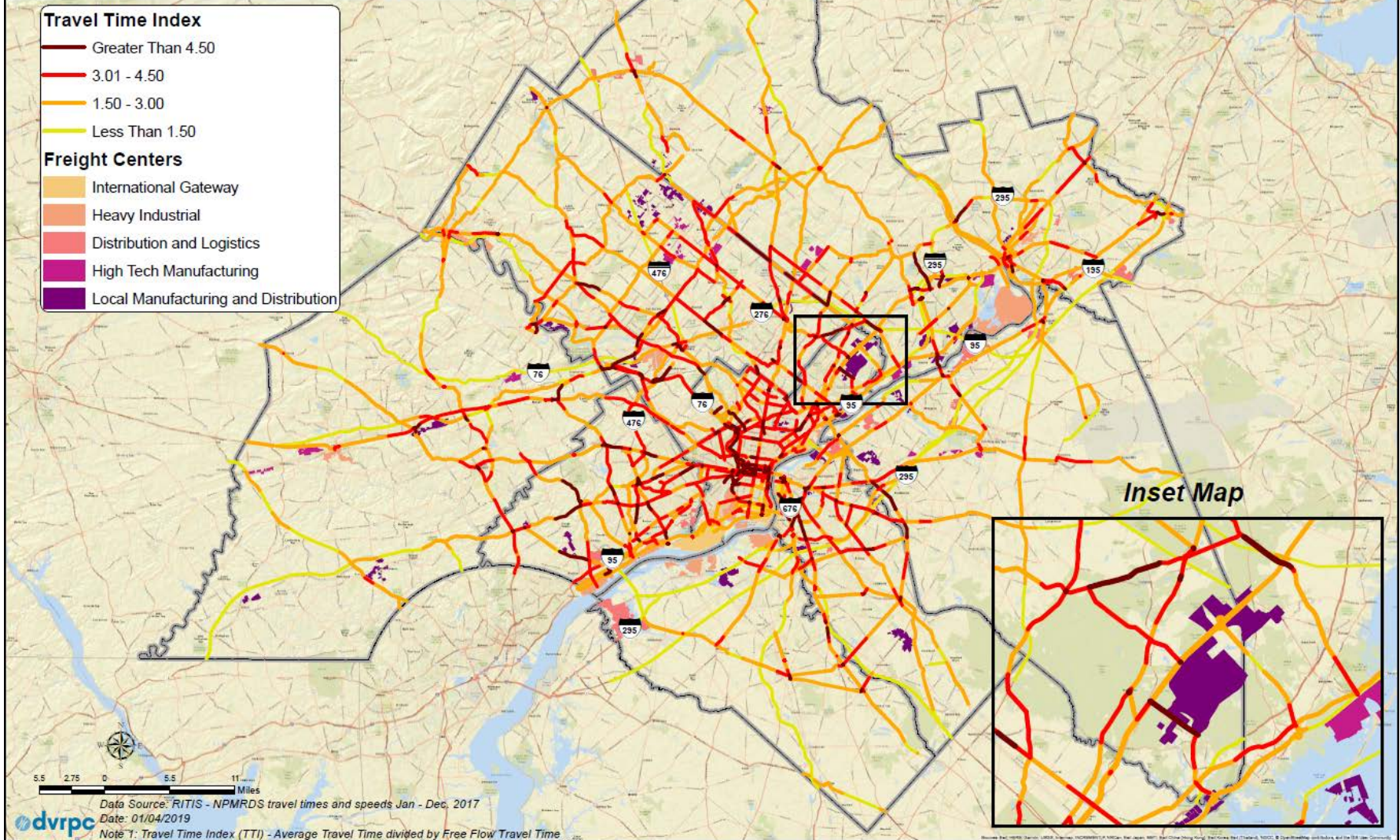
## Trucks Only Average Speeds 5-6 PM Weekdays





# TRUCK ONLY TRAVEL TIME INDEX

## Trucks Only Travel Time Index (TTI) 5-6 PM Weekdays



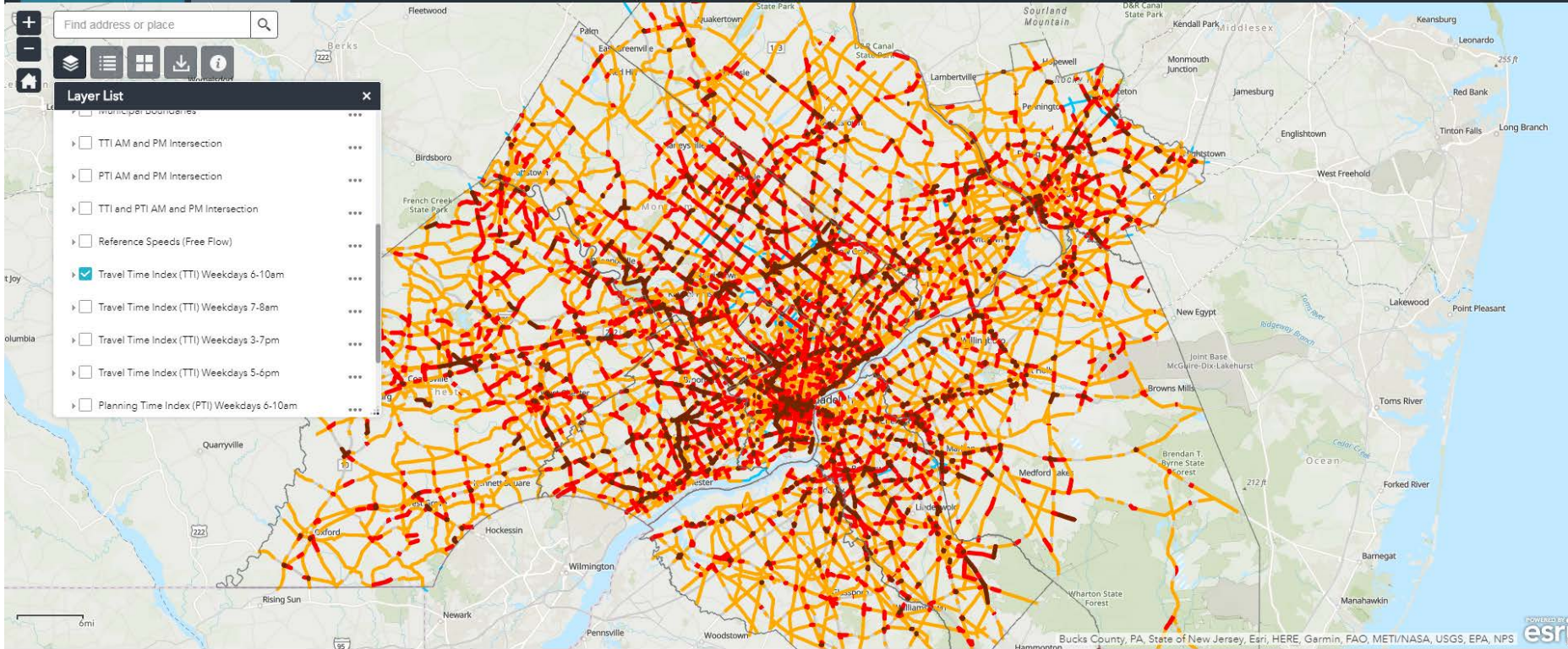


# CMP Travel Time and PM3 Measure Web Mapping

## DVRPC Congestion Management Process

CMP Travel Time Measures

PM3 Measures



[Web mapping](#)

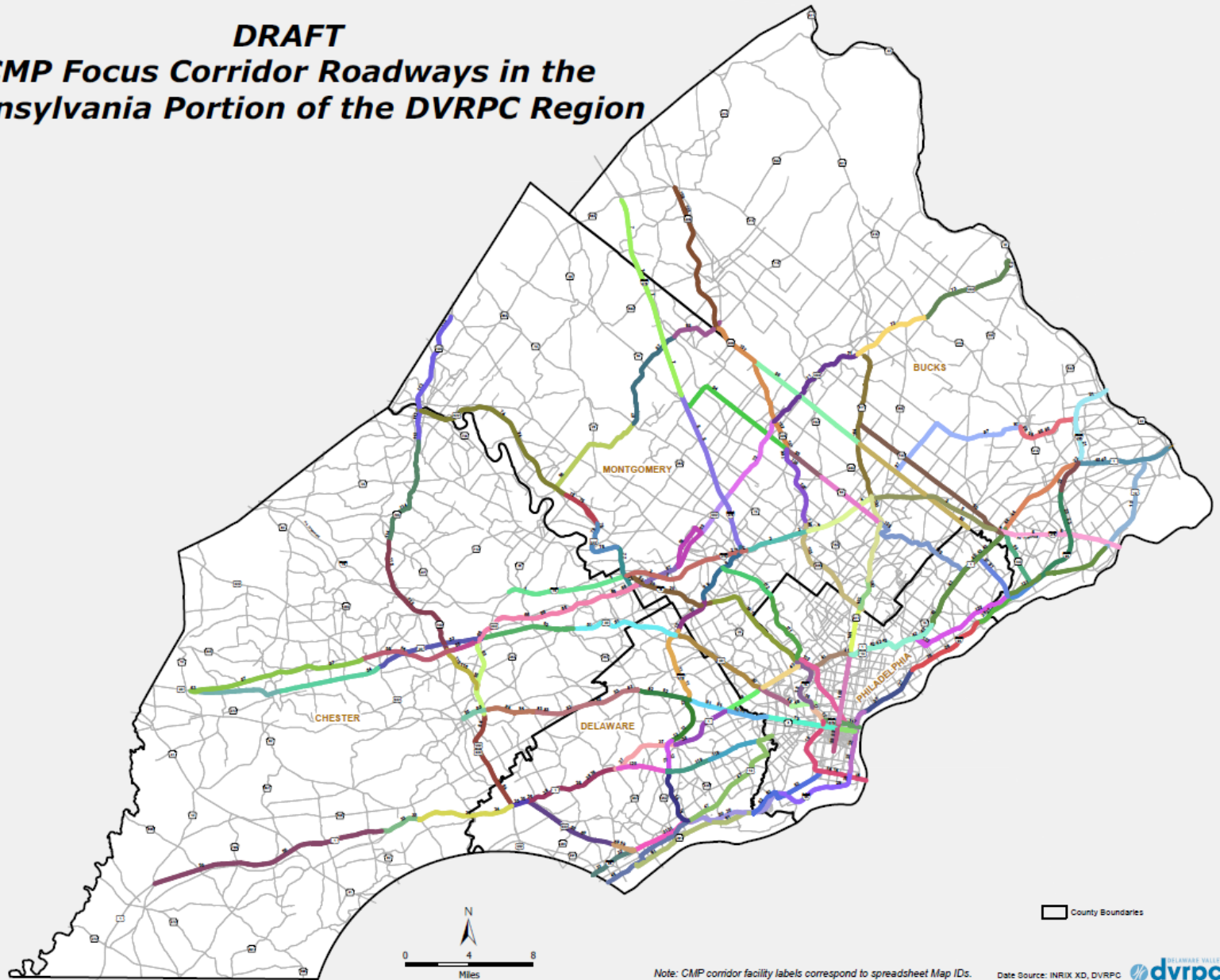
# FOCUS CORRIDOR ROADWAY ANALYSIS



- Aggregate travels times by corridor to analyze delays
  - Roadway name
  - From/To Limit Corridor
  - Miles
  - Municipality/County as applicable
  - AM/PM Peak *Vehicle* Delay
  - AM/PM Peak *Volume* Delay

# PA FOCUS CORRIDOR ROADWAY LOCATIONS

**DRAFT**  
**CMP Focus Corridor Roadways in the**  
**Pennsylvania Portion of the DVRPC Region**



Note: CMP corridor facility labels correspond to spreadsheet Map IDs.

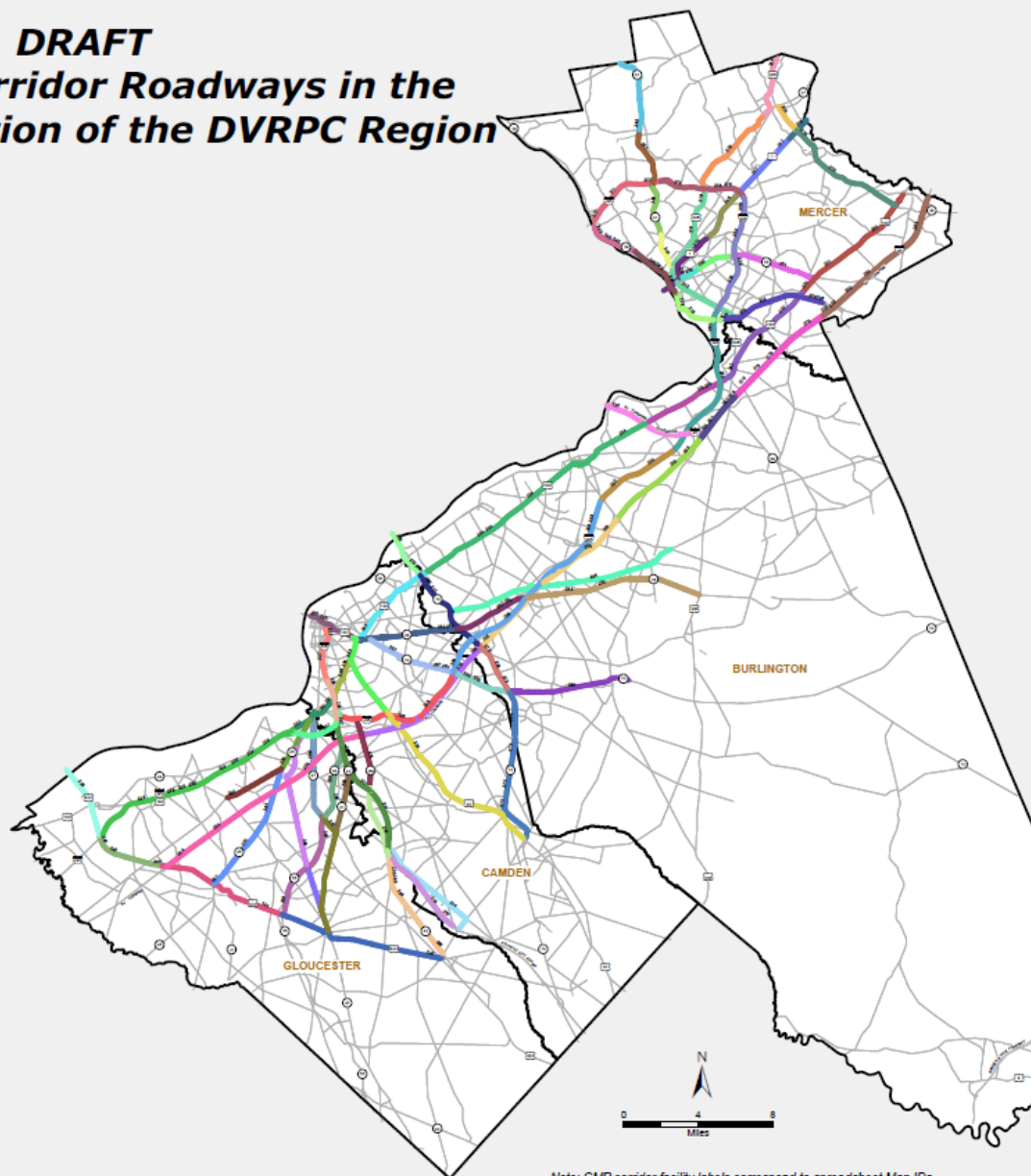
Date Source: INRIX XD, DVRPC  
December 2018





# NJ FOCUS ROADWAY FACILITY LOCATIONS

## **DRAFT** **CMP Focus Corridor Roadways in the** **New Jersey Portion of the DVRPC Region**



Note: CMP corridor facility labels correspond to spreadsheet Map IDs.

Date Source: INRIX XD, DVRPC  
December 2018





# Focus Corridor Roadways - Additional Measures

Map ID	Peak Hour Total Volume Delay Per Mile				Additional Factors																	
	Volume AM Delay	Volume PM Delay	AM/PM Highest Total Delay	AM Peak Volume Delay (Hr)	PM Peak Volume Delay (Hr)	NHS	PHFS	Critical Freight Corridor	TDM V/C 0.80 or Greater	TIP	DB# or MPMS#	LRP 2045	High Crash Corridors	Severe Crash Corridors	High PHED	High TTTR	High LOTTR	High NPMRDS TRUCK TTI	Transit Route	Transit Station	Congested Intersection	
117	2697585.75	11752521.27	PM	749:19:46	3264:35:21																	
18	9979411.01	10301683.44	PM	2772:03:31	2861:34:43																	
16	3319875.70	9445434.17	PM	922:11:16	2623:43:54																	
19	5277651.32	8999762.32	PM	1466:00:51	2499:56:02																	
20	2741671.05	7449415.15	PM	761:34:31	2069:16:55																	
26	6209787.48	2413721.78	AM	1724:56:27	670:28:42																	
42	3581709.38	6036984.44	PM	994:55:09	1676:56:24																	
28	625124.93	5966347.50	PM	173:38:45	1657:19:08																	
27	5468000.76	4906755.70	AM	1518:53:21	1385:12:36																	
17	676305.97	5029955.39	PM	187:51:46	1397:12:35																	
100	1447916.78	4418686.61	PM	402:11:57	1227:24:47																	
90	1299959.56	4324331.37	PM	361:06:00	1201:12:11																	
40	662410.85	4269097.38	PM	184:00:11	1185:51:37																	
2	54914.90	4059122.88	PM	15:15:15	1127:32:09																	
32	1409070.60	4009610.44	PM	391:24:31	1113:46:50																	
9	2146188.35	3808052.35	PM	596:09:48	1057:47:32																	
107	1120423.10	3113879.00	PM	311:13:43	864:57:59																	
43	1157657.39	3078687.43	PM	321:34:17	855:11:27																	
64	1525169.19	2996195.56	PM	423:39:29	832:16:36																	
11	126839.09	2993458.90	PM	35:13:59	831:30:59																	
30	398295.46	2939705.64	PM	110:38:15	816:35:06																	
41	764288.62	2895763.45	PM	212:18:09	804:22:43																	
14	2394060.97	2883917.55	PM	665:01:01	801:05:18																	
67	710402.11	2853982.47	PM	197:20:02	792:46:22																	
31	1475244.41	2713450.69	PM	409:47:24	753:44:11																	
110	781330.91	2662415.71	PM	217:02:11	739:33:36																	
104	775722.48	2607534.27	PM	215:28:42	724:18:54																	
105	1134469.25	2596309.60	PM	315:07:49	721:11:50																	
103	770892.29	2551822.50	PM	214:08:12	708:50:23																	
78	613662.05	2327101.18	PM	170:27:42	646:25:01																	
4	2214373.99	907633.61	AM	615:06:14	252:07:14																	
29	278669.52	2213269.54	PM	77:24:30	614:47:50																	
79	401788.55	2205629.82	PM	111:36:29	612:40:30																	
47	881483.94	2158641.09	PM	244:51:24	599:37:21																	
122	885274.58	2072884.04	PM	245:54:35	575:48:04																	
99	773086.31	2038923.37	PM	214:44:46	566:22:03																	
50	437814.29	2004110.07	PM	121:36:54	556:41:50																	
94	766935.32	1990201.15	PM	213:02:15	552:50:01																	
38	921580.01	1958329.22	PM	255:59:40	543:58:49																	
89	312376.19	1941489.39	PM	86:46:16	539:18:09																	
56	474561.43	1903282.17	PM	131:49:21	528:41:22																	
119	639413.57	1862906.56	PM	177:36:54	517:28:27																	
52	635357.06	1844553.96	PM	176:29:17	512:22:34																	
60	945024.10	1840503.93	PM	262:30:24	511:15:04																	
81	1216927.56	1705708.56	PM	338:02:08	473:48:29																	
10	81086.18	1641029.74	PM	22:31:26	455:50:30																	
82	643096.09	1618257.91	PM	178:38:16	449:30:58																	
95	568154.04	1607046.69	PM	157:49:14	446:24:07																	
12	1029266.23	1584884.66	PM	285:54:26	440:14:45																	
116	109803.46	1574074.72	PM	30:30:03	437:14:35																	
53	410167.86	1521793.98	PM	113:56:08	422:43:14																	
39	623434.22	1474388.72	PM	173:10:34	409:33:09																	
115	588974.24	1472153.52	PM	163:36:14	408:55:54																	
51	375055.00	1405184.45	PM	104:10:55	390:19:44																	
66	230890.95	1404948.64	PM	64:08:19	390:15:49																	
77	315529.13	1379817.77	PM	87:38:49	383:16:58																	
13	1374359.00	877284.42	AM	381:45:59	243:41:24																	
62	695904.36	1351824.44	PM	193:18:24	375:30:24																	
76	1236162.10	1336450.38	PM	343:22:42	371:14:10																	

Goods Movement







# Thank You!

Tom Edinger | [tedinger@dvrpc.org](mailto:tedinger@dvrpc.org) | 215.238.2865



# Greater Philadelphia Future Forces + Digital Transportation Technologies

FUTURE

Greater Philadelphia  
**FUTURE**  
**FORCES**

FORCES

# DVRPC Long-Range Planning

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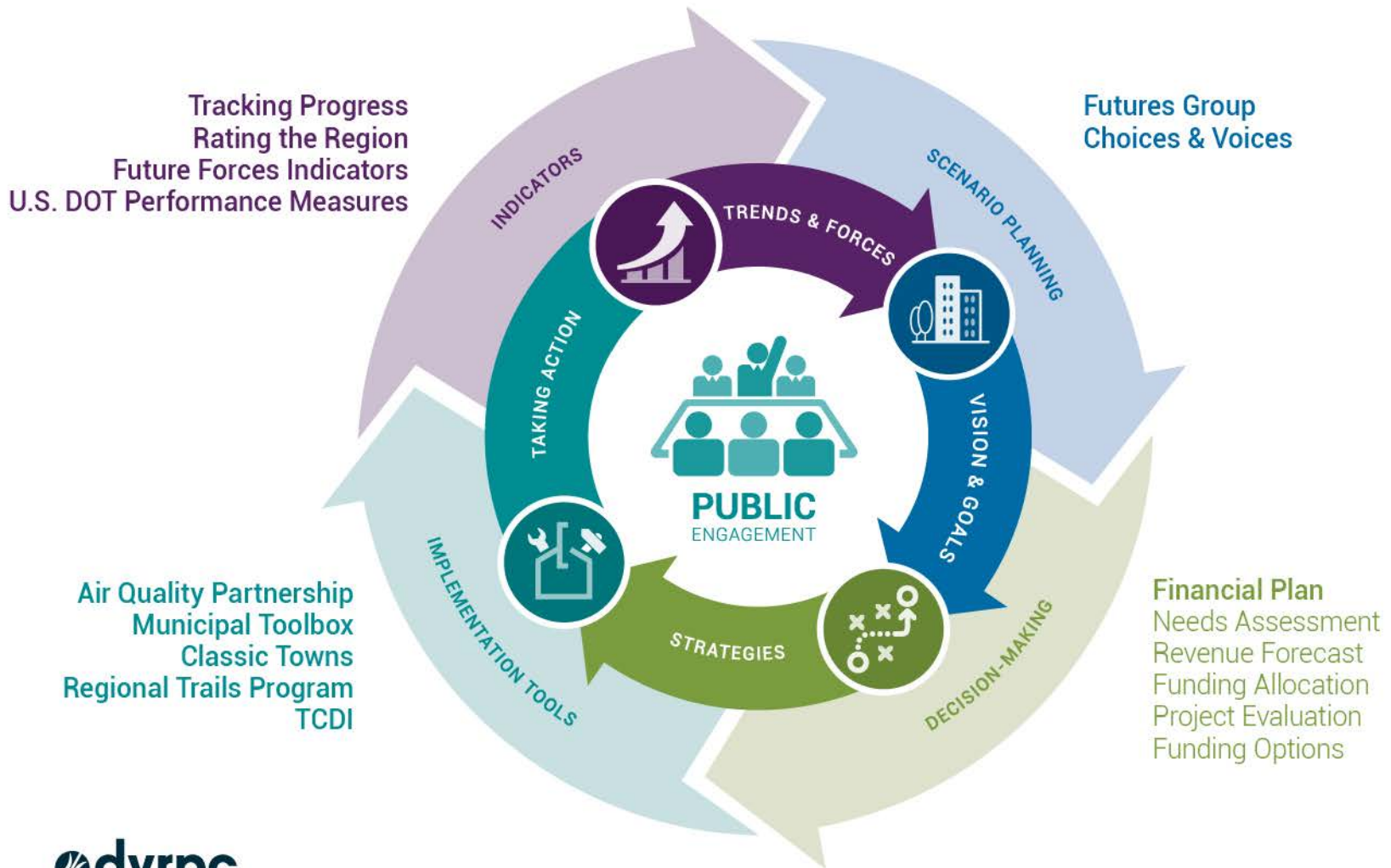




# DVRPC Long-Range Planning



# DVRPC Long-Range Planning



“The only relevant discussions about the future are those where we succeed in shifting the question from whether something will happen to what would we do if it happened”

Arie de Geus  
Shell International Petroleum Company



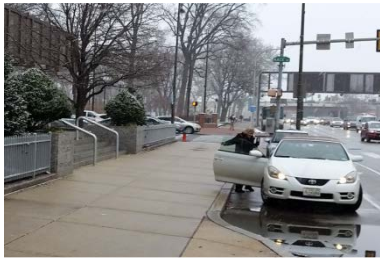
# Scenario Planning

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A structured way of thinking about the future by:



# Digital Infrastructure Implications





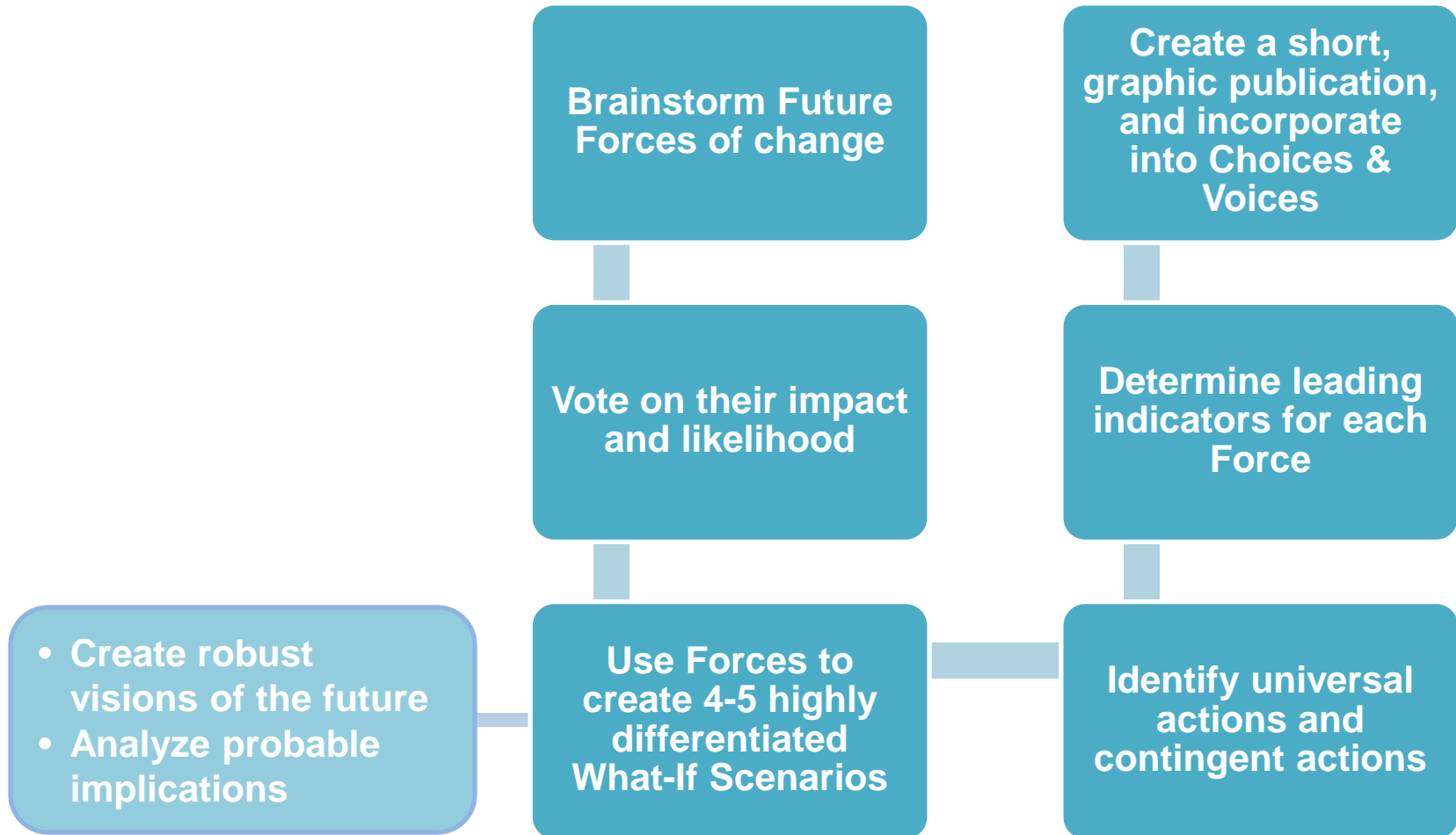
# Greater Philadelphia's Futures Group



- **May 2 – Scenario Planning**
- **July 19 – Dialogue on Smart Cities and Regions**
- **October 3 – Current Trends in Globalization**
- **December 11 – Future of Moving People and Goods**



# Futures Group Tasks



# Draft Research Question

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*What forces generate the most uncertainty for Greater Philadelphia's socio-demographics, built and natural environment, and travel over the next 30 years.*

# Some Scenario Influencing Factors

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**Regional socio-demographics.**

**Travel demand, and transportation infrastructure condition and funding.**

**Climate change and environmental impacts.**

**Land use and development.**

**Regional and global economic implications, including jobs and work.**

**Equity repercussions.**



# Upcoming Schedule

**Starting  
Now:  
Recruit  
Futures  
Working  
Group.**

**May 2019:  
Public  
meeting  
during  
Philly Tech  
Week to  
discuss  
draft  
scenarios.**

**Fall 2019:  
Share draft  
report with  
Futures  
Working  
Group.**

**February –  
May 2019: 4  
monthly  
meetings  
with  
Futures  
Working  
Group to  
develop  
scenarios.**

**Summer  
2019:  
Model  
scenarios.**

**Early 2020:  
Publish  
Future  
Forces  
2050 &  
Incorporate  
New  
Scenarios  
into  
Choices &  
Voices.**

# Accepting Applications Now!

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Please tell us a little bit about yourself.

<https://www.surveymonkey.com/r/CWBN3RD>

**CITYFREIGHT**

SHOW USA 2019

AT

**HOMEDELIVERY**

WORLD USA 2019

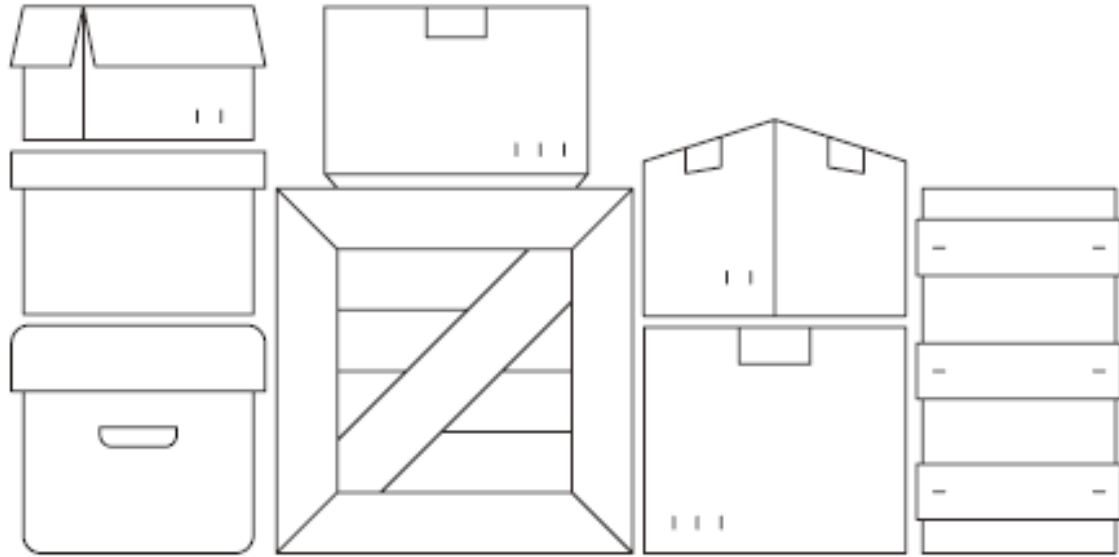
APRIL 4-5

WORKSHOPS APRIL 3

PENNSYLVANIA CONVENTION CENTER, PHILADELPHIA

# HOMEDELIVERY

WORLD 2019



April 3-5, 2019 - Pennsylvania Convention Center, Philadelphia, Pennsylvania

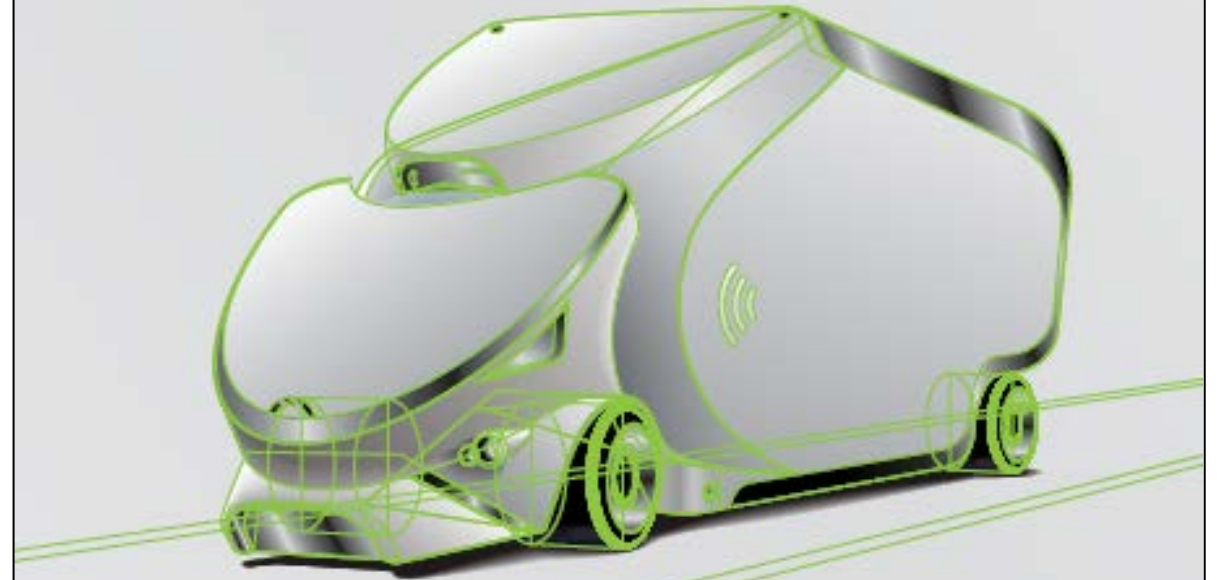
# THE EVENT

## FOR RETAIL LOGISTICS

# CITYFREIGHT

April 3-5, 2019  
Pennsylvania Convention Center  
Philadelphia, PA

## SHOW USA 2019



Innovation. Technology. Sustainability. DELIVERED.

FOR TRANSPORTATION PROFESSIONALS, URBAN POLICY MAKERS AND TECHNOLOGY COMPANIES



# Our Story

Core vision: To uncover pathways for goods to efficiently navigate through major metro cities

- Transporting goods into dense urban areas has become a major issue
- Continued growth in urban populations, the evolution of eCommerce and constant battle between passenger transportation and freight movement impedes progress
- Fleets are exploring new route optimization technologies, convenient pick-up and drop-off points, new models like dark stores/urban fulfillment centers, innovative alternative delivery vehicles (like e-trikes, drones and electric trucks) and advanced vehicle safety programs.
- Co-located with Home Delivery World, City Freight Show 2019 will be the only event in the country that will gather 3,000 last mile, supply chain, fleet management and eCommerce executives from retailers, grocers, logistics providers, distributors and municipalities



Nicholas Bertram  
President  
GIANT Food Stores



Loren Vandenberghe  
Director of Transportation  
Nordstrom



Lee Spratt  
CEO, Americas  
DHL  
eCommerce



Tom Madrecki  
Director, Urban Innovation and Policy  
UPS



Diniece Peters  
Director, Office of Freight  
Mobility  
New York City Department of  
Transportation



Anne Strauss-Wieder  
Director, Freight Planning  
North Jersey Transportation Planning  
Authority

# Key Themes

- Curb space capacity
- Freight specific parking zones
- Modernized loading zones
- Energy efficient vehicles
- Innovative and sustainable technologies
- Congestion pricing
- Final 50 feet
- Last mile delivery
- Alternative delivery/transport times
- Freight planning
- Freight & carrier consolidation
- Transportation Management Systems
- Road infrastructure
- Cyclists and pedestrian safety

# Our Partners

## City planning/government

- New York City Economic Development Corporation
- New York City Department of Transportation
- United States Department of Transportation
- Volpe Center
- NYSERDA
- North Jersey Transportation Planning Authority
- New York Metropolitan Transportation Council
- SFMTA
- Metropolitan Area Planning Council
- New York City Bar Association
- LA Metro
- City of Seattle Department of Transportation
- City of Pittsburgh

## Academics

- MIT
- NACFE
- Rocky Mountain Institute
- Urban Freight Lab
- Polytechnic Institute of New York University
- Rensselaer Polytechnic Institute

## Notable media partners

- Supermarket News
- Supply Chain Dive
- Retail Dive
- Reverse Logistics Association
- Winsight Grocery Business
- The North American Council for Freight Efficiency
- Center City District
- Freightbook
- Freight Waves
- Field Technologies



# Who Attends?

- 3PLs, couriers, freight carriers
- Retailers, manufacturers and grocers
- Distribution and warehouse professionals
- Government/city planners
- Fleets
- Property owners and managers
- Cold chain providers
- Food distributors & wholesalers
- Leasing companies
- Real estate

# 2020 Vision

## Philadelphia

- June 1<sup>st</sup> – 4<sup>th</sup>
- 120,000+ sq ft of exhibition space
- Pharma/medical devices track
- Autonomous vehicle/drone track
  - C-store eCommerce
  - 5,000+ attendees

## Amsterdam

- Spring 2020
- EU/Intra-Schengen country focus
- Smart cities & alternative fuels
- Major themes of grocery eCommerce, heavy goods, city freight

# Q&A

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