


**Table 8. Freight parking and loading zones: location, number, and size.**

<b>Initiative 7: Freight Parking and Loading Zones: Location, Number, and Size</b>	
<b>Description:</b> Initiatives to adapt existing street design and loading areas to accommodate current and future traffic and truck volumes. Parking places and loading zone-related strategies focus on designating and enforcing curbside parking, reallocating curb space, revising signage, and identifying potential freight traffic parking locations.	
<b>Targeted mode:</b> Large traffic generators/urban deliveries/all traffic	<b>Geographic scope:</b> Corridor
<b>Type of initiative:</b> Parking/loading areas management: on-street parking and loading	<b>Primary objective:</b> Improve inadequate infrastructure
<b>Expected costs and level of effort to implement:</b> This initiative requires effort to coordinate multiple stakeholders from planning and transportation organizations to update and modify current regulations, land use codes, and rezoning strategies. Careful planning is needed when allocating curb space or implementing fees or other parking constraints. Positive and negative impacts to road users should also be considered. Investment costs for updating parking regulations are low, and implementation times short. Constructing new parking facilities, or expanding existing truck parking facilities, may require high capital investments.	
<b>Advantages:</b> <ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Reduce miles traveled</li> <li>• Enhance safety</li> <li>• Reduce traffic/parking violations</li> <li>• Improve mobility</li> <li>• Improve operational efficiency</li> <li>• Environmental sustainability</li> <li>• Low probability of unintended consequences</li> </ul>	<b>Disadvantages:</b> <ul style="list-style-type: none"> <li>• May require retrofitting existing developments</li> <li>• May result in lack of curbside space</li> <li>• Require public and private-sector acceptance</li> <li>• May not be feasible at specific locations</li> </ul>
<b>Examples:</b> <ul style="list-style-type: none"> <li>• Freight Parking Zone, Orlando, Florida, United States (City of Orlando 2013)</li> <li>• Freight Zone Parking Enforcement in Salt Lake City, Utah, United States</li> </ul> <div style="text-align: center;">  </div> <p style="text-align: center;">Source: Salt Lake City 2013</p>	
<b>Related alternatives:</b> 1. <a href="#">New and Upgraded Infrastructure, Intermodal Terminals</a> ; 2. <a href="#">Removal of Geometric Constraints at intersections</a> ; 3. <a href="#">Ramps for Handcrafts and Forklifts</a> ; 4. <a href="#">Peak-Hour Clearways</a> ; 5. <a href="#">Upgrade Parking Areas and Loading Docks</a> ; 6. <a href="#">Parking Pricing</a>	
<b>References:</b> Rizzo Associates 2001; BESTUFS 2007; Cambridge Systematics 2007; Jones et al. 2009; New York City Department of City Planning 2011; Jaller et al. 2012; New York City Department of Transportation 2012b; New York City 2012c	