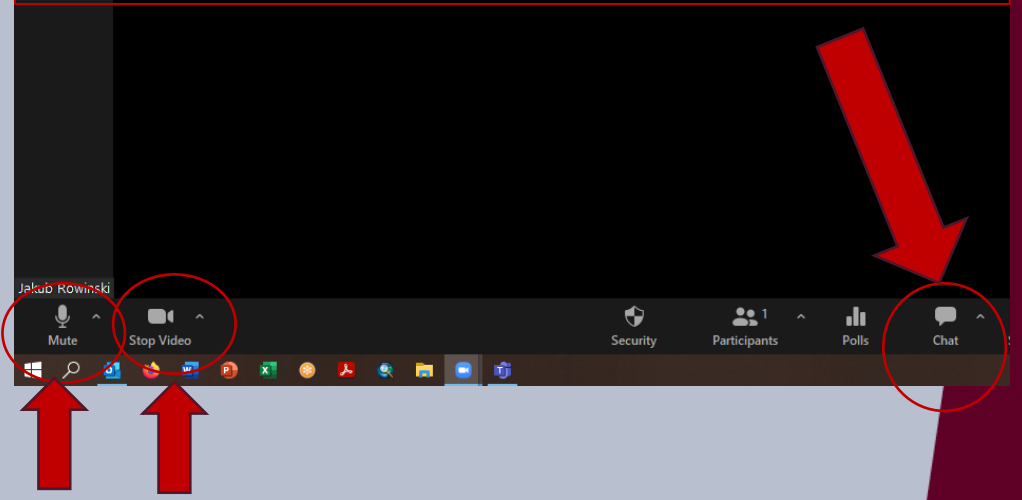
October 19 Freight Initiatives Committee Agenda

- Roll Call
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- Presentations: Urban Delivery Management
  - **Urban Curb Management Strategies: The State of the Practice Post-Pandemic** – Michael Willson, Transportation Planner, Arup
  - **Paris Logistics Microhubs** – Reece Fisher, PhD Student, Laboratory Cities, Mobility, Transport - Logistics City Chair, Université Gustave Eiffel
  - **MicroFreight DC Pilot** – Laurina Bird, Transportation Planner, Curbside Management Division, District Department of Transportation
- Two-Minute Reports on Freight Activities from Committee Members
- Next Meeting: Monday, December 21, 2026
- Adjournment

Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name and email, followed by either AICP or PE with your NJ PE license number



Please mute and turn off your video when not speaking.

NJTPA

Key Freight Division Activities

- FY 2025 Freight Concept Development Program Studies
  - Concept Development for Southern Middlesex County North-South Truck Corridor Project
  - Concept Development for East Hanover Avenue Bridge Catenary Rail Clearance Project
  - Preliminary Screening for Plate F Vertical Rail Clearance in Perth Amboy
  - Program Support
- E-Commerce Delivery Mitigation
- Passaic County Urban Core Trucking Study

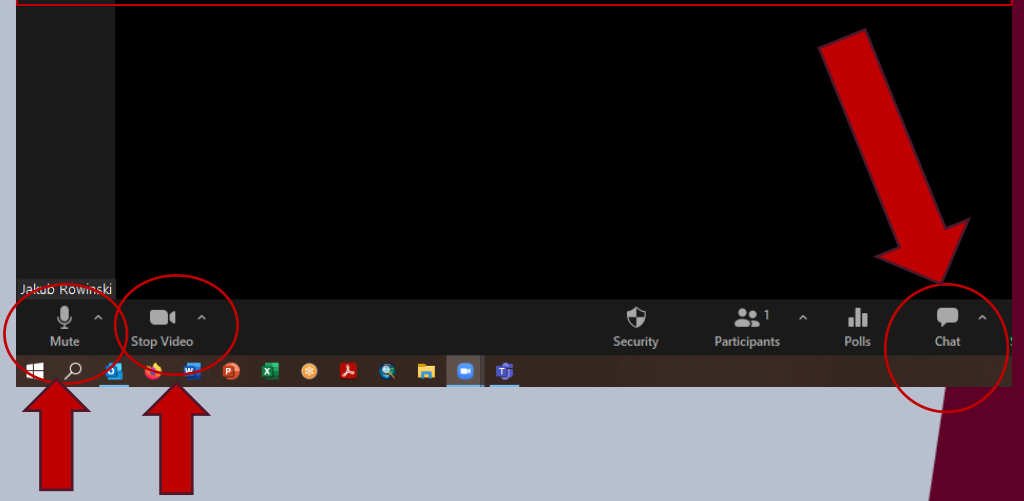
NJTPA

Presentations

Presentations: Urban Delivery Management

- **Urban Curb Management Strategies: The State of the Practice Post-Pandemic** – Michael Willson, Transportation Planner, Arup
- **Paris Logistics Microhubs** – Reece Fisher, PhD Student, Laboratory Cities, Mobility, Transport - Logistics City Chair, Université Gustave Eiffel
- **MicroFreight DC Pilot** – Laurina Bird, Transportation Planner, Curbside Management Division, District Department of Transportation

Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name and email, followed by either AICP or PE with your NJ PE license number



Please mute and turn off your video when not speaking.

NJTPA

ARUP

Urban Curb Management Strategies

Arup – Uber Report

Michael Willson, AICP

October 19, 2026

ARUP

Agenda

1. Why Curb Management Matters
2. About the Report
3. Selected Recommendations and Case Studies
4. Implementation

The Changing Curb

The curb is one of the most contested pieces of infrastructure in today's cities, given significant increases in curb demand from emerging uses including:

- Rideshare pick-up/drop-off
- Freight and deliveries of varying sizes/volumes
- Food delivery
- Transit priority
- Micromobility
- Outdoor dining/public space
- EV charging
- Future autonomous vehicles





ARUP

The Challenge that Cities Face

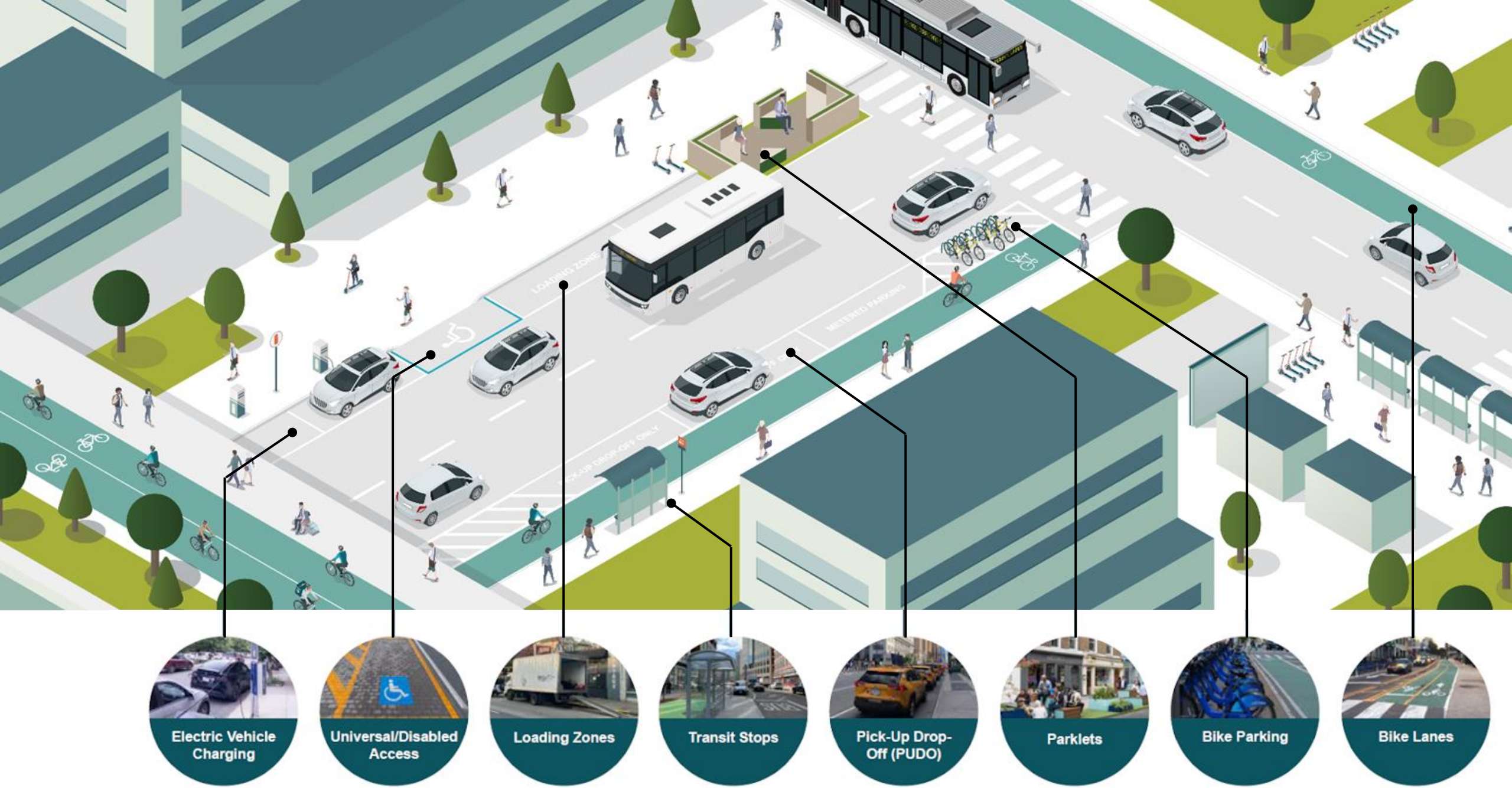
Increased Demand

- E-commerce
- Passenger loading activity
- Variety (and intensity) of deliveries

More Complex Priorities

- Safety
- Equity
- Transit Reliability
- Economic Development




Electric Vehicle Charging
Universal/Disabled Access
Loading Zones
Transit Stops
Pick-Up Drop-Off (PUDO)
Parklets
Bike Parking
Bike Lanes

ARUP

Defining Curb Functions

Mobility	Movement of people and goods
Access for People	People arriving at destination or transferring between modes
Access for Commerce	Goods and services reaching their customers and markets
Activation	Programming and installations for vibrant social space
Services	Curb space dedicated for public services and utilities
Greening	Enhancing aesthetics and environmental health
Vehicle Storage	Providing storage for vehicles and equipment

Creating a Curb Hierarchy



Curb Function Priorities by Land Use from SFMTA Curb Management Strategy Report



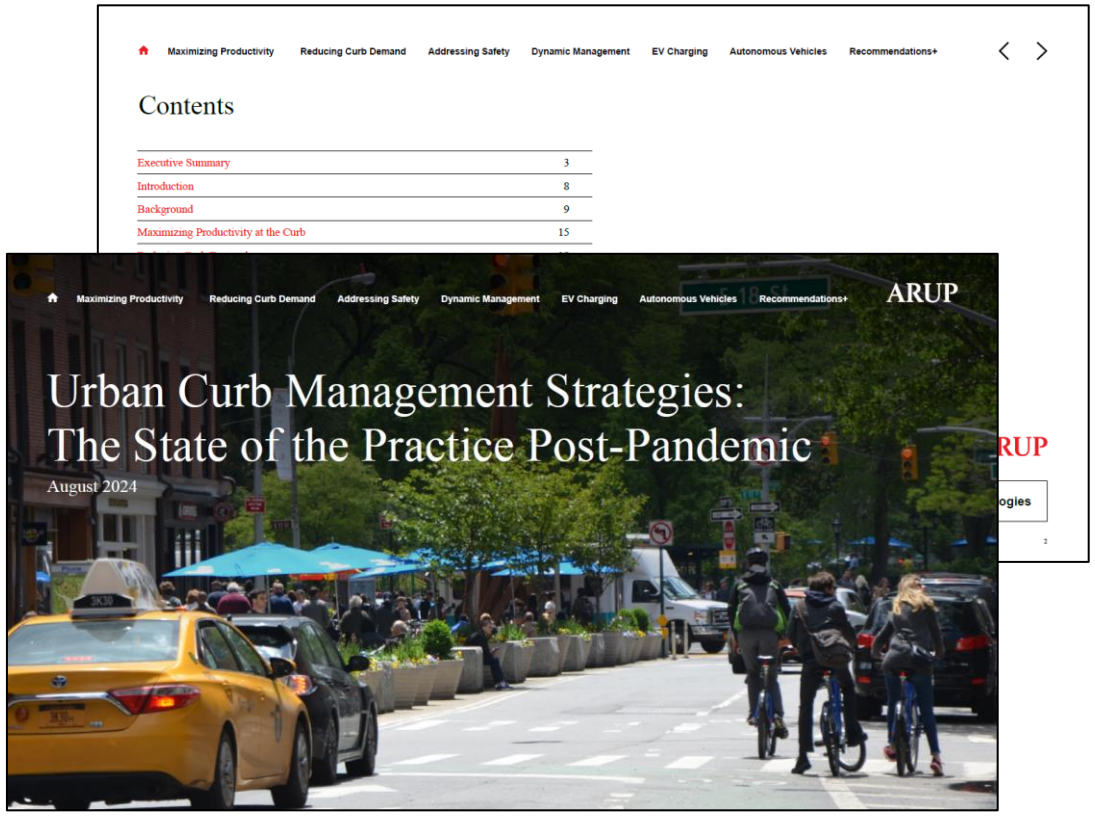
Curb Type Guide from Atlanta CBD Curbside Management Strategy

About the Report

Overview

For this report, we engaged with public- and private-sector leaders in freight, electric vehicles, autonomous vehicles, transportation safety, and Uber to better understand their needs and approaches to the curb.

The Urban Curb Management Strategies Report highlights **best practices and innovations and provides recommendations** for practitioners and policymakers.



ARUP

About the Report

Recommendations

1. **Maximizing productivity at the curb:** Getting the most out of limited curb space
2. **Reducing curb demand:** Shifting demand to loading space in buildings or underutilized curbs
3. **Addressing safety:** Incorporating citywide traffic safety initiatives into curb management
4. **Dynamic and informed curb management:** Digitizing the curb for specific goals and outcomes
5. **Electric vehicle charging:** Determining the optimal location and utilization for curbside EV charging
6. **Access for autonomous vehicles:** Preparing and optimizing the curb for AV access





Improving Transit Outcomes through Loading Zone Expansion



Passenger Loading



Providing safe, comfortable bicycle networks

ARUP

Maximizing Productivity at the Curb

Recommendations

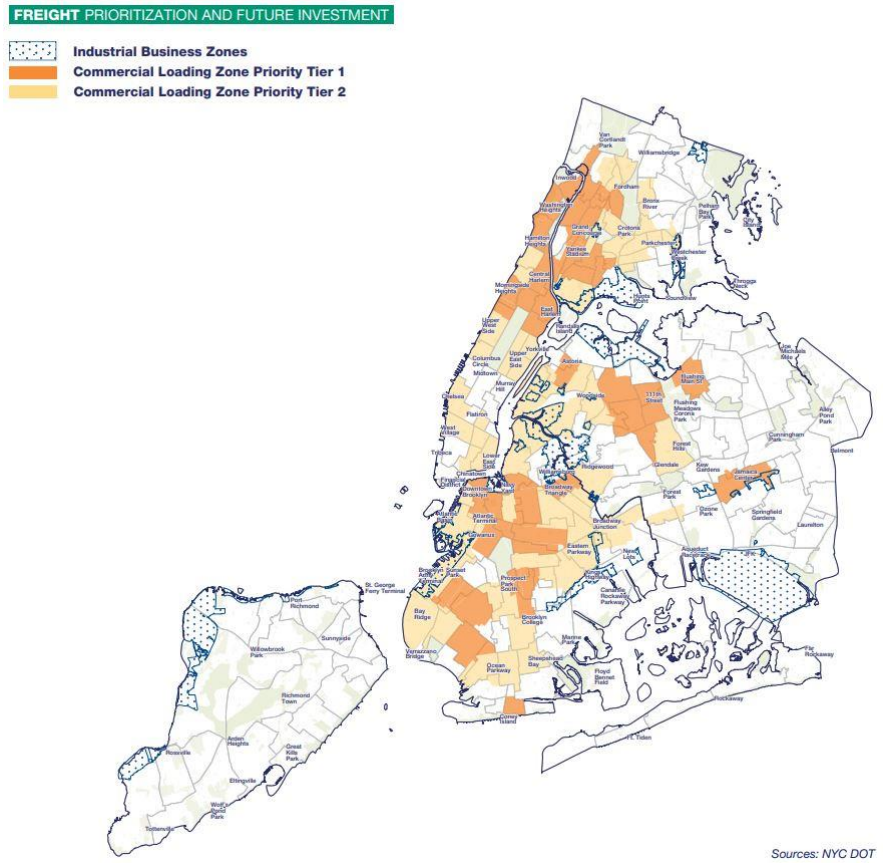
- Establish **curb productivity measures that incorporate** deliveries, mobility, activation, safety, and equity
- **Repurpose curb space** for the most productive uses based on established priorities and goals for the street, neighborhood, or land uses
- **Integrate curb demand and delivery vehicle forecasting into the planning review process** to design and program the curb to anticipated needs
- Prioritize **proactive curb management** based on operational and equity needs, rather than reactive management based solely on complaints

Maximizing Productivity at the Curb

Case Studies

Case Study #1: New York City Loading Zone Expansion

- Expanded designated loading areas and clarified regulations.
- Pilot locations recorded average loading dwell times of approximately 26 minutes, with some spaces serving up to 600 vehicles per month.
- Reported a 73% reduction in double parking, 5% increase in bus speeds, and a 20% reduction in collisions.



ARUP

Maximizing Productivity at the Curb

Case Studies

Case Study #2: Columbus Loading Management Zone Pilot

- On-demand and reservation-based loading zones, digitally managed with curbFlow.
- Provided dedicated space for trucks and delivery vehicles.
- 19,000 check-ins to pilot loading spaces over 6-month pilot period.
- Estimated prevention of 9,700 illegal or double-parking events.



Maximizing Productivity at the Curb

Case Studies

Case Study #3: San Francisco Mid-Market Street Loading Evaluation

- Established designated pick-up/drop-off zones for rideshare at key locations.
- Used geofencing to reinforce established PUDO zones.
- Established loading zone/main street access for commercial deliveries during off-peak hours.





Adequate Lighting

Improving Visibility

Reducing Vehicle Turning Speeds and Shortening Crossings

ARUP

Reducing Curb Demand

Recommendations

- **Update building codes and retrofit existing facilities** to provide sufficient space for delivery management.
- **Shift curb demand** to off-street infrastructure and underutilized curb space.
- **Make urban deliveries more efficient** through practices like consolidation, vehicle right-sizing, and last-mile delivery lockers.

ARUP

Reducing Curb Demand

Case Studies

Case Study #1: Seattle DOT Goods Trip Reduction Pilot

- Pilot to shorten parcel delivery trips within Seattle Municipal Tower.
- Consolidated deliveries into a shared, carrier-neutral locker system.
- Resulted in a 78% reduction in delivery time and zero failed first delivery attempts during pilot period.



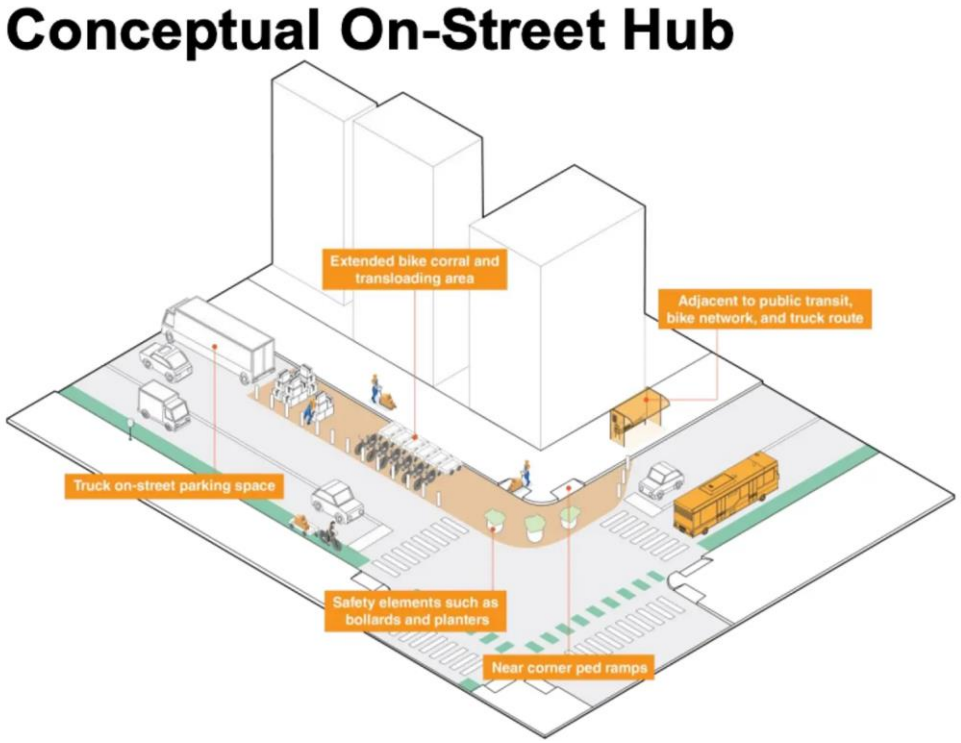
ARUP

Reducing Curb Demand

Case Studies

Case Study #2: NYC DOT Off-hour Deliveries, Microhubs, and Blue Highways

- Off-Hour Deliveries program incentivizes businesses to receive deliveries during overnight and off-peak periods.
- Freight microhubs consolidate goods from larger trucks and transfer them to cargo bikes or smaller vehicles for final delivery.
- Exploring the use of NYC's waterways to move freight via maritime routes and transfer goods to neighborhood distribution hubs.





ARUP

Dynamic and Informed Curb Management

- **Define clear outcomes and goals** before digitizing the curb.
- **Collect and use data only** when dynamic or data-informed curb management will be implemented.
- **Update** payment and pricing systems and interfaces.
- Use data to support a system that focuses on preventing bad outcomes and creating value for system users.

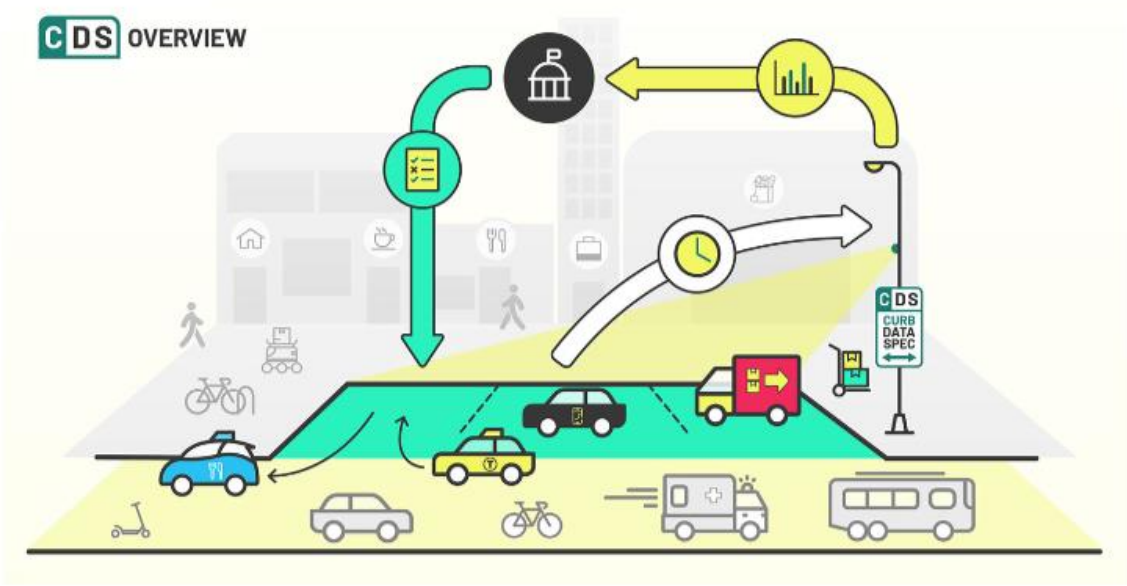
ARUP

Dynamic and Informed Curb Management

Case Studies

Case Study #1: Seattle Curb Digitization

- Collected and maintained GIS-based curb information by linear foot.
- Received a $2 million SMART grant to integrate curb information into the Curb Data Specification and improve commercial vehicle access.



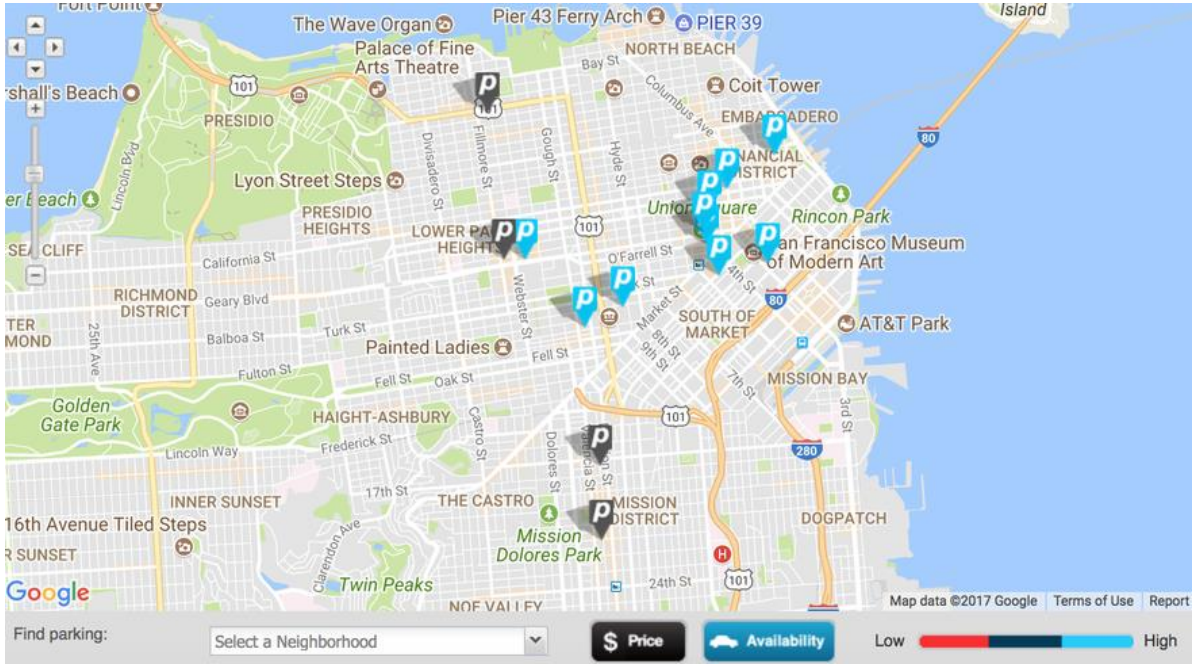
ARUP

Dynamic and Informed Curb Management

Case Studies

Case Study #2: SFMTA Park Pilot

- Collected and distributed real-time information about parking availability.
- Adjusted meter and garage pricing up and down to match demand.
- Achieved parking occupancy closer to target levels, creating more consistent availability.
- Lowered average parking rates in many locations.



Dynamic and Informed Curb Management

Case Studies

Case Study #3: Pittsburgh Smart Loading Zones

- Camera-based detection to identify loading violations and focus enforcement.
- Partial automation contributed to a reported 60% reduction in double parking and a 25% reduction in double-parking dwell time.

South Side, East Liberty, Bloomfield, Shadyside, North Side

SMART LOADING ZONE RATES	
0-15 MIN	FREE
15-30 MIN	$1.50
30-60 MIN	$3.00

CurbPass · G Pay · Pay

Squirrel Hill

SMART LOADING ZONE RATES	
0-15 MIN	FREE
15-30 MIN	$2.00
30-60 MIN	$4.00

CurbPass · G Pay · Pay

Oakland, North Shore

SMART LOADING ZONE RATES	
0-15 MIN	FREE
15-30 MIN	$3.00
30-60 MIN	$6.00

CurbPass · G Pay · Pay

Downtown

SMART LOADING ZONE RATES	
0-15 MIN	FREE
15-30 MIN	$4.00
30-60 MIN	$8.00

CurbPass · G Pay · Pay



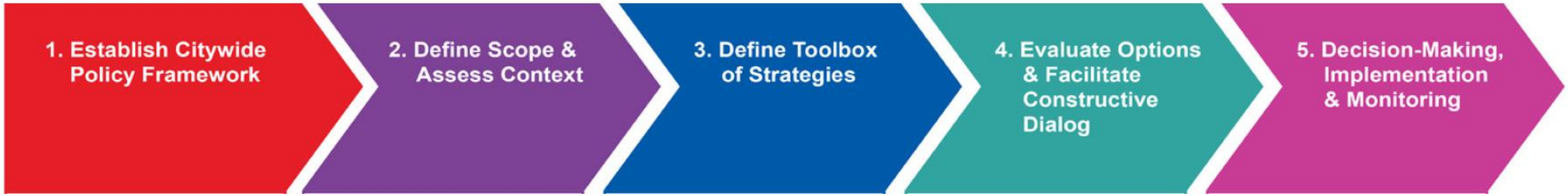
ARUP

Implementation

Key Takeaway

There is no one-size-fits-all solution for curb management, and cities have to contend with limited funding and political challenges.

Cities can take advantage of these strategies to proactively manage the curb using a mix of policy, physical infrastructure, and operational changes.



ARUP



Logistics planning and development in Paris: Regional strategy and local implementation

Reece Fisher, PhD Student, Université Gustave Eiffel and Research Project Manager, Sogaris

NJTPA Freight Initiatives Committee Meeting
19 October 2026

Overview

1) Introductions

2) Urban logistics: Trends, planning, and governance in Paris

3) Logistics real estate: New forms and interesting case studies

4) Impacts and urban integration: Relevant topics

Introduction:
About Me / Logistics City Chair

Reece Fisher, PhD student in urban planning at Gustave Eiffel University, member of the Logistics City Chair. Thesis sponsored by Sogaris through CIFRE partnership

The **Logistics City Chair** is dedicated to research on urban logistics with a focus on three scientific areas:
1) Urban and peri-urban logistics real estate
2) Consumer trends and new practices and their impact on urban logistics and its real estate
3) Public policies on urban logistics, new data

For more information and recent publications in French and English: https://www.lvmt.fr/chaires/logistics-city/





Chaire LOGISTICS CITY
Université Gustave Eiffel
sogaris
Région îledeFrance
Métropole du Grand Paris
Fondation Université Gustave Eiffel

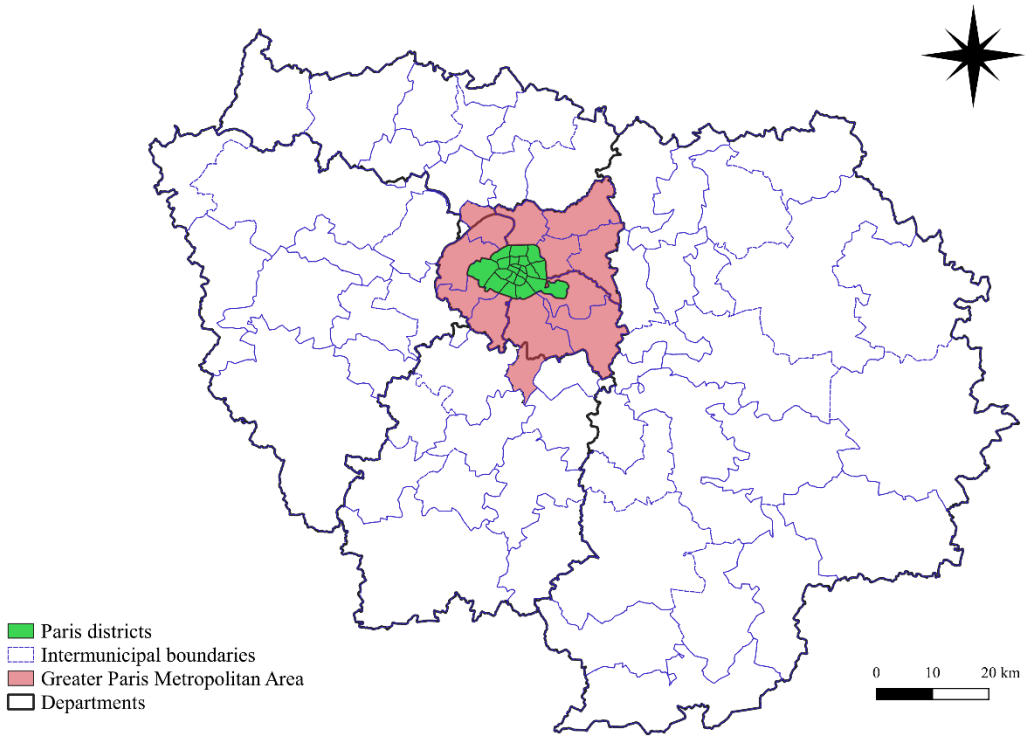
Intro to Paris and Île-de-France (Paris Region)

Paris and the Paris Region:

- Largest city in France with 2,047,602 residents in 2026 (INSEE, 2026)
- The Paris Region, Île-de-France, has around 12.5 million residents across eight départements (county-equivalent).
- Logistics planning takes place at the regional, metropolitan, county, inter-municipal, and municipal levels within the region.

Urban logistics in Paris:

- 1.1 million goods movements each week in Paris, 55% of which are linked to shops and offices
- Over 90% of goods transport in Paris is carried out by road; 60% by light goods vehicles in Paris, 50% light goods vehicles at the regional level
- Today, 90% of French freight is carried by road (as opposed to 30% in 1950)



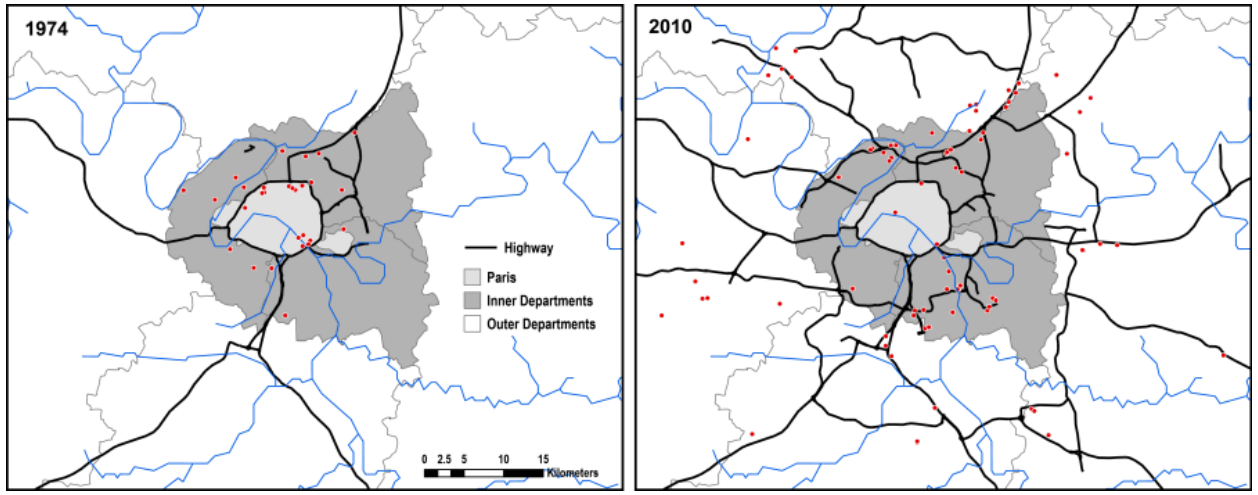
Levels of governance in Île-de-France, Source: Author

Data sources: INSEE; City of Paris, 2026

Institut national de la statistique et des études économiques (INSEE). (2026, 14 janvier). Estimations de population - Ensemble - Ville de Paris. INSEE. https://www.insee.fr/fr/statistiques/serie/001760155
Nicol, M.-A. (2026, September 30). *Urban logistics in Paris: How preserve and integrate land for urban logistics* [Conference presentation]. *UITP Working Group on Transport and Urban Life*, Paris, France.

Logistics facilities are returning to city centers

From suburban sprawl to proximity logistics



Location of parcel distribution centers in Paris (Rodrigue, 2024; Adapted from Dablanc and Rakotonarivo, 2010)



Sogaris Chapelle International Logistics Hotel (Source: A26 architects)



Sogaris cargobike microhub (Source: LemonTri)

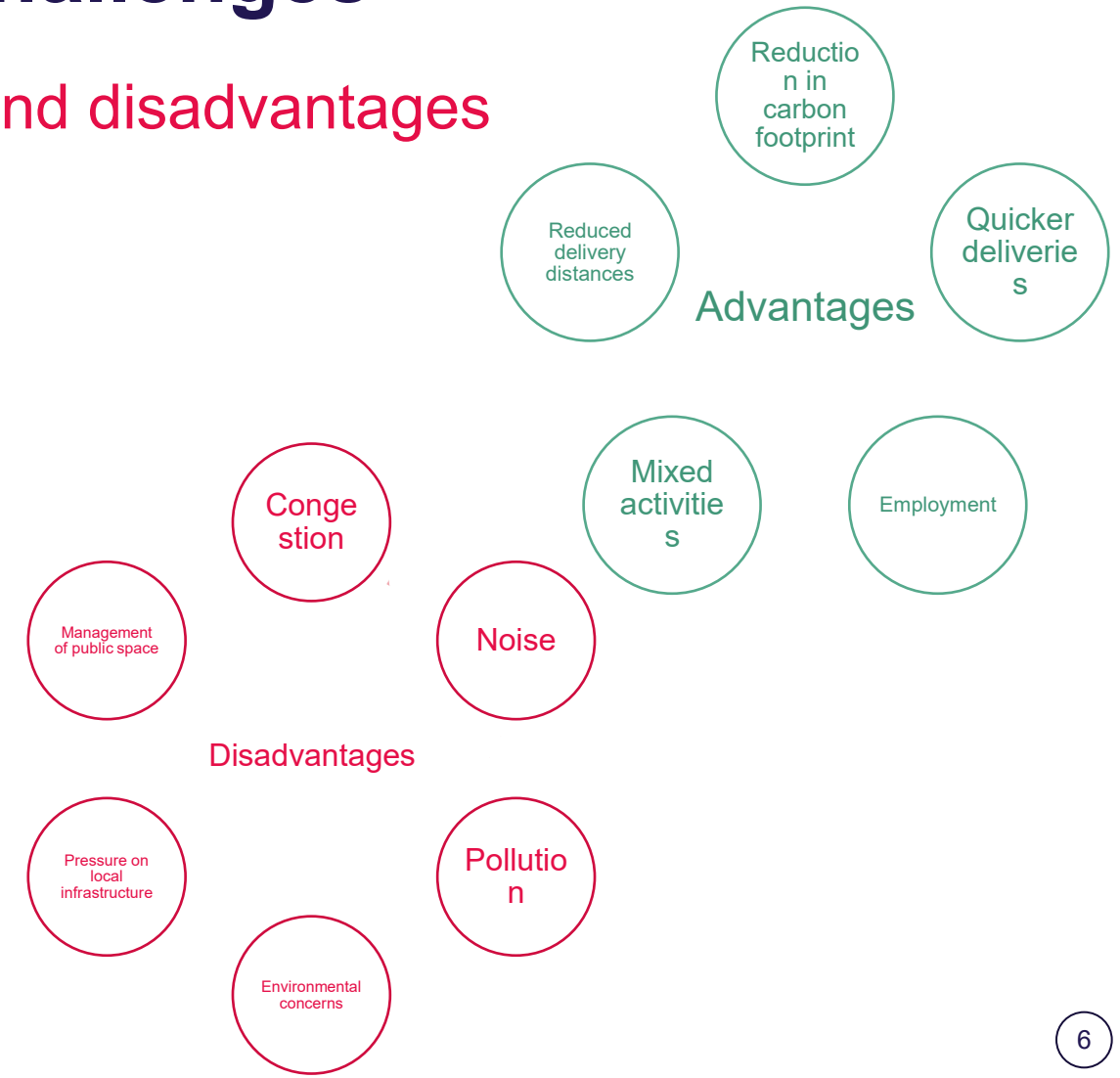
Proximity logistics is the "development of logistics facilities in high-demand areas, which are essentially urban, dense and mixed-use" (Buldeo Rai, et al., 2022)

Dablanc, L. and D. Rakotonarivo (2010) “The impacts of logistic sprawl: how does the location of parcel transport terminals affect the energy efficiency of goods’ movements in Paris and what can we do about it?”, The Sixth International Conference on City Logistics; Procedia- Social and Behavioral Sciences 2(3): 6087-6096.
Buldeo Rai, H., Kang, S., Sakai, T., Tejada, C., Yuan, Q. J., Conway, A., & Dablanc, L. (2022). ‘Proximity logistics’: Characterizing the development of logistics facilities in dense, mixed-use urban areas around the world. Transportation Research Part A: Policy and Practice, 166, 41-61.

Understanding the costs and benefits of proximity logistics: Emergence of new challenges

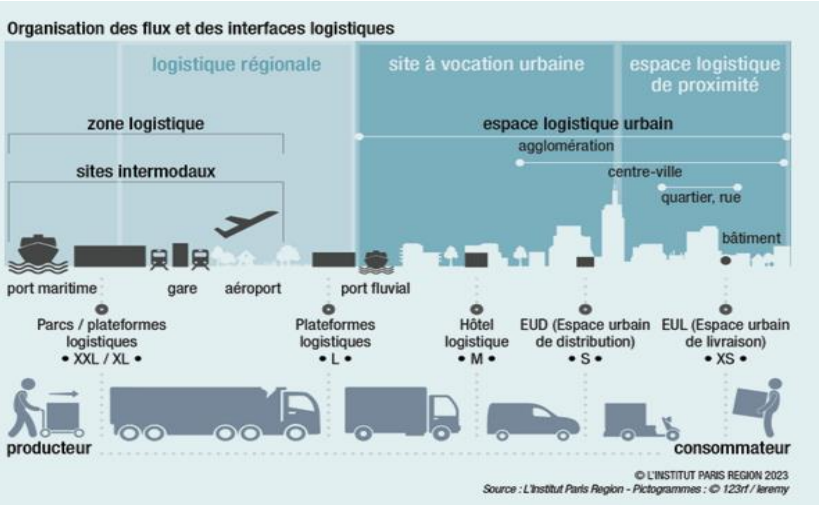
Understanding and balancing advantages and disadvantages

- With the rise of e-commerce and quick delivery, the pressure on the logistics system has transformed supply chains in recent years.
- Depending on their location and function, logistics facilities can vary in size, design, and type of activity.
- Given their diverse impacts, externalities, and benefits, how can they be approached by incorporating the public perspective in order to optimally integrate urban logistics infrastructure into local areas?



Logistics planning at the regional level: Promoting a metropolitan logistics network

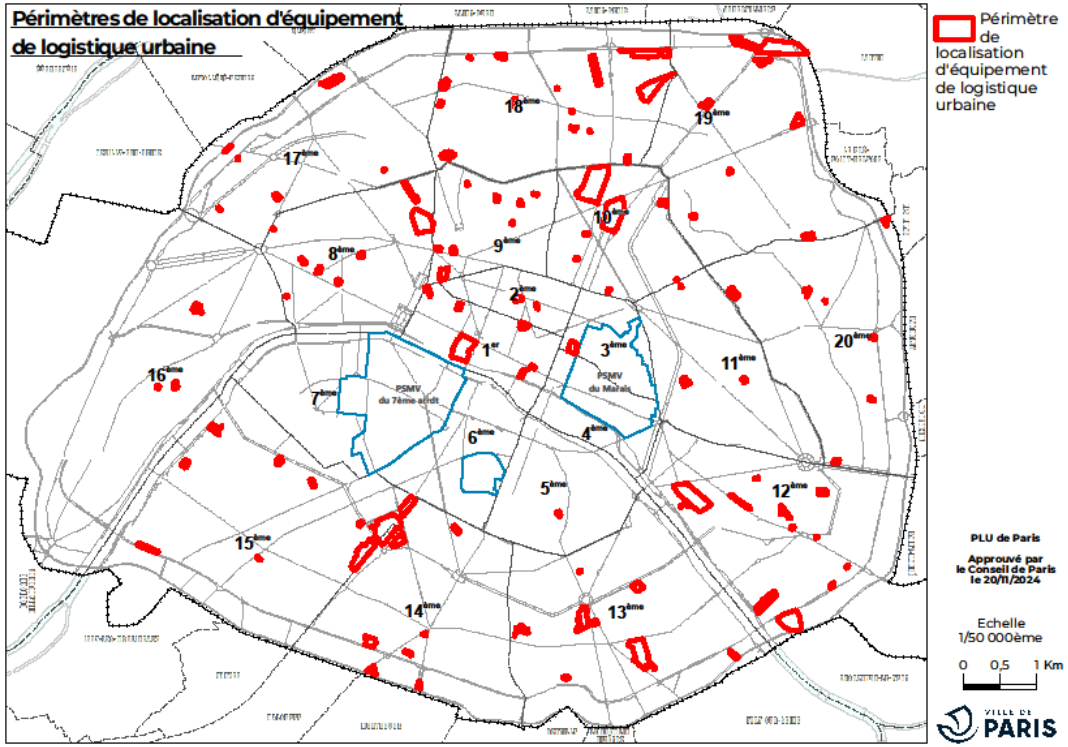
- Regional master plan (SDRIF-E) promotes a more sustainable logistics model through:
  - Densification and verticalization of existing logistics sites
  - Protection of strategic multimodal logistics hubs (ports, rail terminals, intermodal platforms)
  - Better integration of logistics needs into local planning and development
- A four-tier logistics network is proposed, linking large peri-urban warehouses, regional distribution centers, urban logistics hubs (DCs, logistics hotels), and micro-hubs for last-mile delivery
- Decarbonization priorities include modal shift, multimodality, low emissions
- Urban logistics strategy focuses on managing last-mile delivery growth, expanding logistics hotels and innovative urban facilities, promoting cargo-bike logistics, better utilizing urban ports and waterways
- **Overall objective: build a compact, multimodal, and decarbonized logistics system while maintaining economic competitiveness and reducing land consumption**



Interfacing logistics operations and facilities
Sources: Institut Paris Région, Région Île-de-France,

Région Île-de-France. (2025). *Schéma directeur de la région Île-de-France environnemental (SDRIF-E): Un nouveau équilibre*. Région Île-de-France.
L'Institut Paris Region. (s.d.). Cartographie. Observatoire foncier économique des locaux d'Île-de-France (OFELIF). https://www.institutparisregion.fr/ofelif/cartographie/

Logistics planning in Paris: Encouraging the development of (mixed-use) hubs in the urban plan



- Urban logistics facilities are recognized as a specific activity category dedicated to last-mile delivery and goods redistribution
- In UG (general urban) zones, warehouses are generally permitted only on plots without housing and not occupying street-facing ground floors.
- Exceptions allow logistics facilities in residential areas if they:
  - are < 800 m² and include a delivery area;
  - are located within a **Logistics Location Perimeter** (PLOc);
  - are identified in a sectoral planning guideline
- All projects must demonstrate harmonious integration into the urban and landscape environment
- 116 **Logistics Location Perimeters** (PLOc) reserve parcels for existing or future urban logistics activities

Nicol, M.-A. (2026, September 30). *Urban logistics in Paris: How preserve and integrate land for urban logistics* [Conference presentation]. *UITP Working Group on Transport and Urban Life*, Paris, France.

Last-mile facilities in city centers pose new challenges for planners, developers, and operators

For planners:
- What space for logistics?
- How to regulate a rapidly evolving sector?
- How to minimize negative externalities for residents?

For developers:
- How to create spaces that are profitable, fit clients' needs, and work with land use and regulatory constraints?
- How to develop expertise in the creation of non-standardized facilities?

For operators:
- What strategy to locate, compose fleets, and operate?
- How to maintain profitability in dense, urban areas with high rents?



NYC.gov



Les Palettes Urbaines

A metropolitan logistics network: The case of Sogaris









1	Logistics parks
2	Urban Warehouse & Logistic Hotels
3	Urban Distribution Hubs
4	Micro-hubs

Case study 1: Montmartre urban distribution center

Last-mile operations adjacent to pedestrianized public space

- Former auction house in 18th arrondissement of Paris
- 4,430 square meters of logistics space, 540 square meters of (local) commercial space
- Completed in 2023
- Located on a pedestrianized street (rue des écoles) with certain vehicle restrictions and time windows for logistics operations




9e
19e
Husqvarna
FLOOR GRINDER
PG 280
FRAGILE


Les Triporteurs Français
DSV

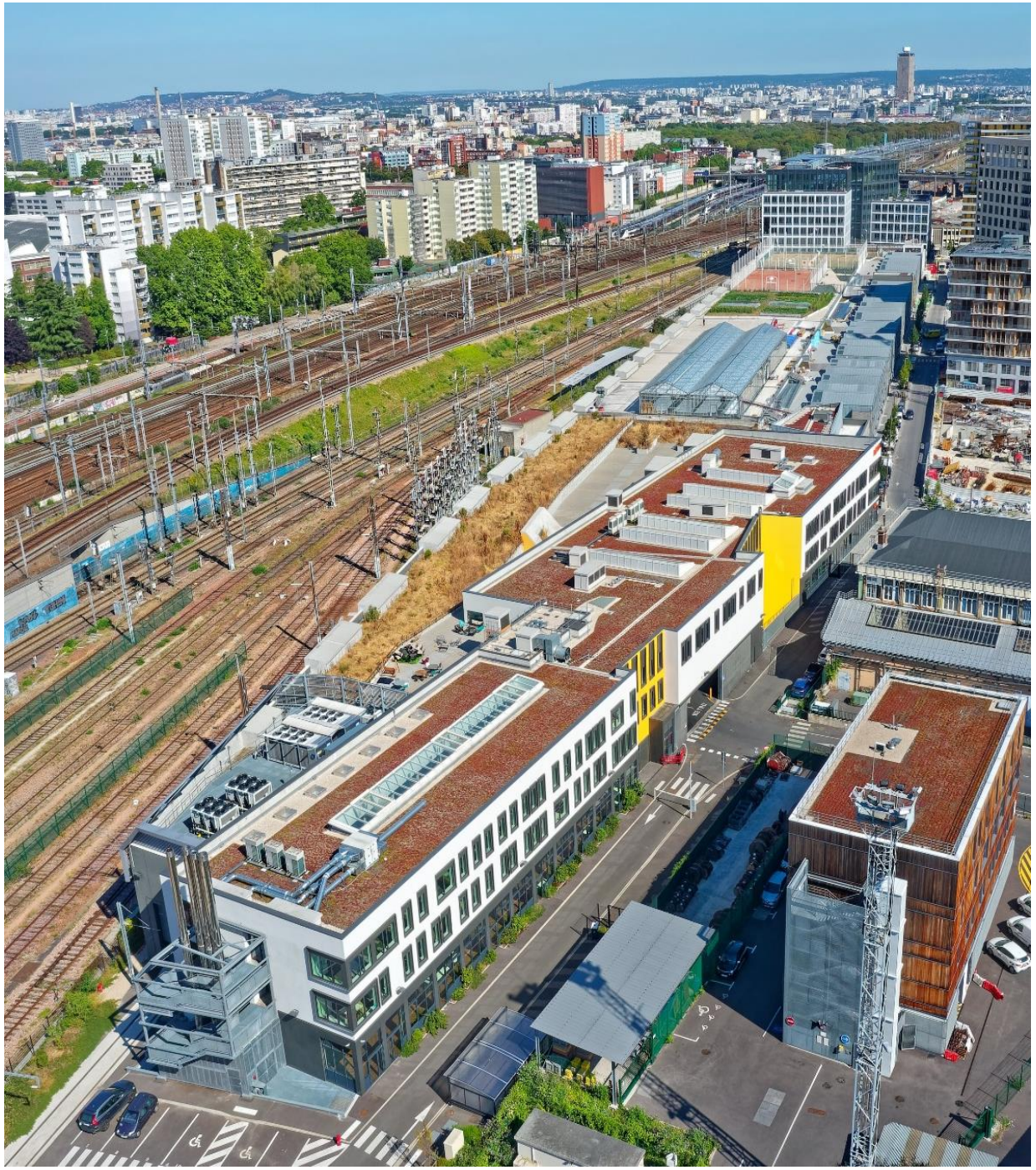

Les Triporteurs Français
8

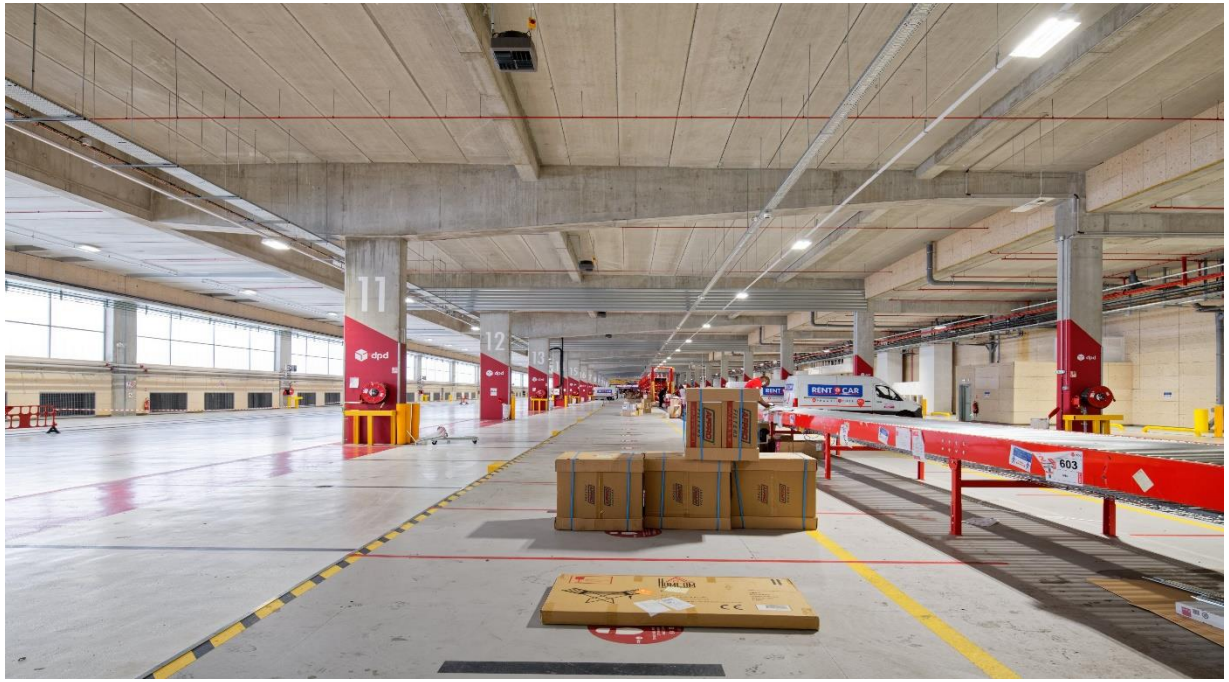
Case study 2: Chapelle International Logistics Hotel

Mixed-use logistics within a megaproject

- Former SNCF train depot in 18th arrondissement of Paris
- 41,500 square meters of area of mixed-use rail freight terminal, logistics activity, urban agriculture, sports facilities, data center, offices, heat generation center, restaurant
- Winner of innovative call for projects
- Completed in 2018
- Located in an urban renewal project of a new residential neighborhood






11
12
13
dpd
RENT A CAR
603


23
23
22
21
dpd


MES MODES
DE LIVRAISON
3 SOLUTIONS POUR VOUS APPORTER ENTIÈRE SATISFACTION
METRO
SERVICES LIVRAISON
FERMÉE
TOUS MODES DE PAIEMENT

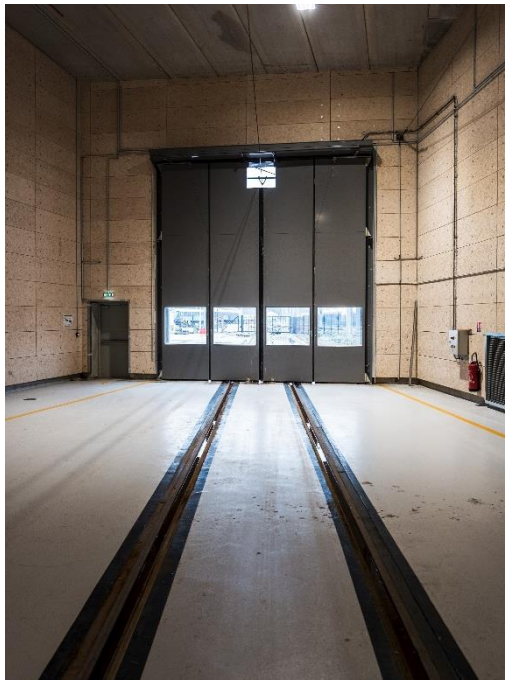

METRO
VOTRE SUCCÈS EST NOTRE MÉTIER


Légumes











Case study 3: Grenier – Saint-Lazare urban distribution center

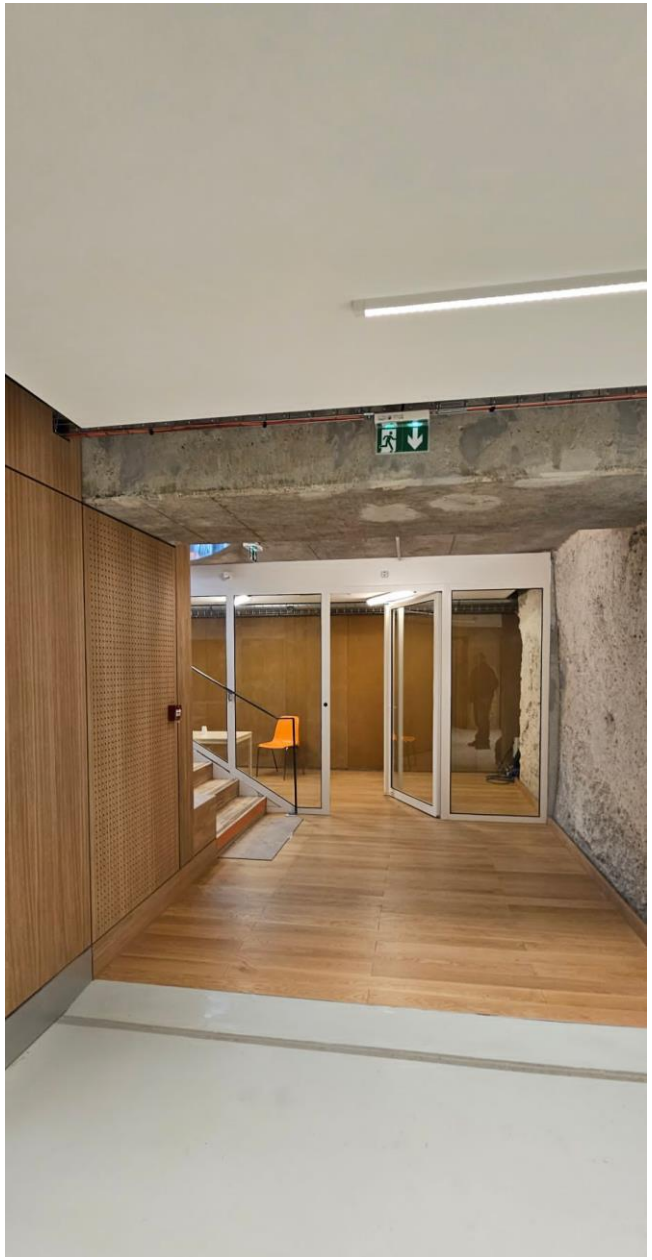
Logistics reuse in the city center of Paris

- Winner of innovative call for projects "Reinventing Paris 2: The basements of Paris"
- 2000 square meters of logistics storage across 6 levels
- Former underground car parking
- Located in the 3rd arrondissement of Paris
- Completed in 2023



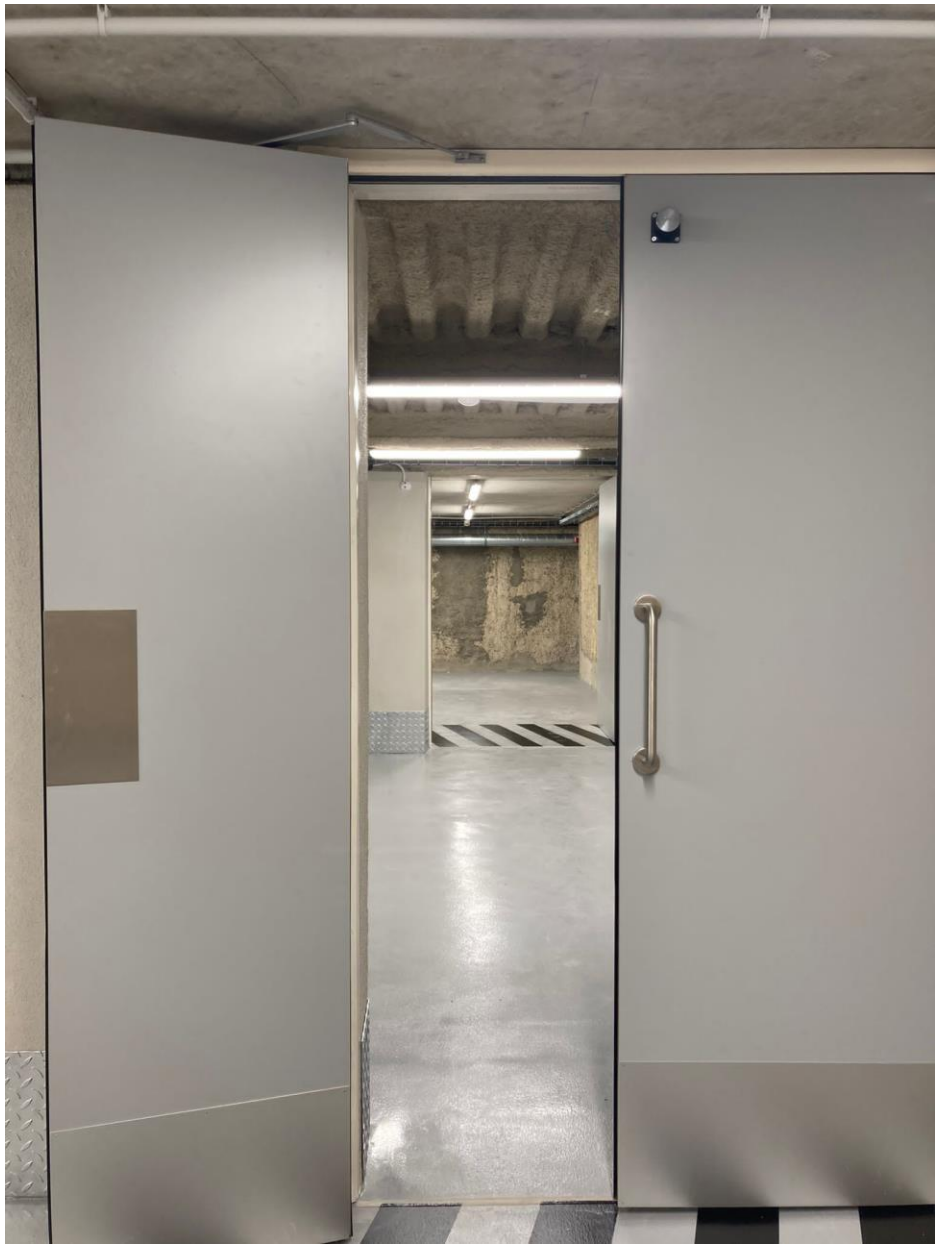

VINCI
P
GRENIER - SAINT LAZARE
JOUR ET NUIT
LPG
GPL











Logistics hub case studies: Challenges and lessons learned

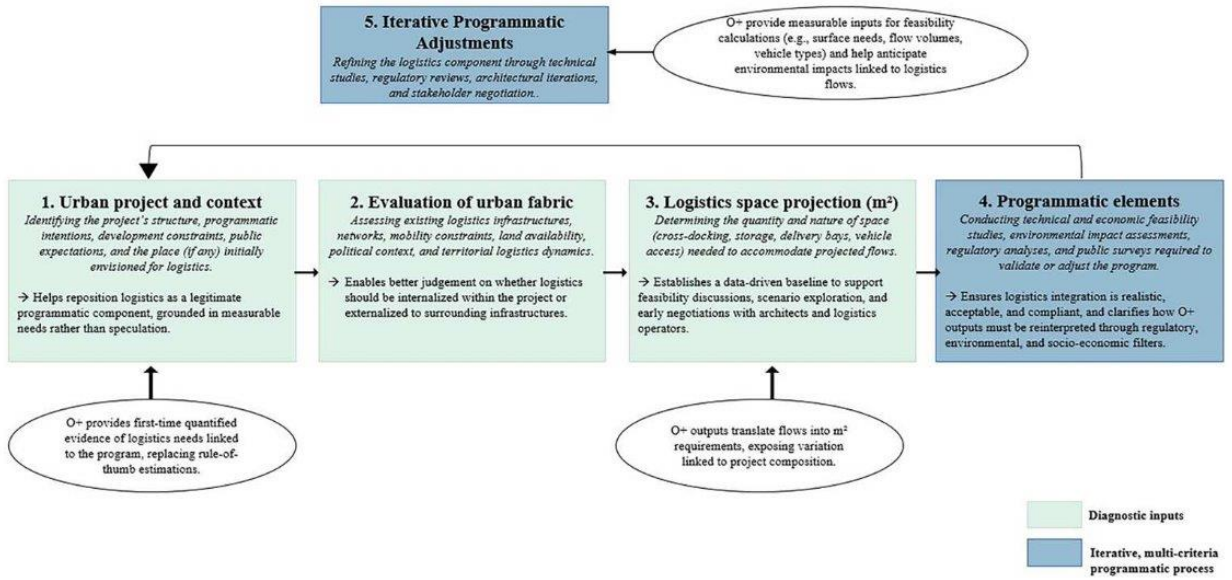
- Sector innovations
  - Innovations in vehicle types (e.g. cargobikes)
- Evolution of logistics operations: Elements of facility design
  - Capacity to fit new vehicles, mixed fleets
  - Evolving needs for space as fleets change
  - Consolidation of operations, increase in volumes handled, peak delivery seasons
  - Needs for charging capacity, maneuvering, etc.
- Acceptability: Discussions and negotiations with neighbors
  - Co-habitation of space: Managing flows, activity, noise, sharing space
  - Anticipating future activities through forecasting, mitigating impacts
- Ongoing challenges:
  - Stakeholder collaboration
  - Acceptability
  - Expertise
  - Land pressures and development constraints

Toward better integration: Considering logistics space at project conception

Developing a framework to estimate needs for logistics

1. Urban project and context: Developer's objectives and public expectations.
2. Evaluation of urban fabric: Assessing both physical landscape (networks, constraints) and the broader political, economic, and social context (policies, existing infrastructures, actor dynamics). Identify needs, risks, service areas, and potential upstream and downstream flows.
3. Logistics space projection: Examine whether new logistics needs generated by their project could be absorbed by the nearby territory. Integrating a logistics function is not a spatial optimization problem alone; it is a design, governance, and feasibility problem.
4. Programmatic elements: Integrate feasibility studies, environmental impact studies, public surveying, and various diagnostics serve to inform the programmatic process.

Iterative framework for programming logistics in an urban project (Fisher and Heitz, 2026)



Fisher, R., & Heitz, A. (2026). Toward an urban logistics design: programming logistics in mixed-use urban projects in Île-de-France. *European Planning Studies*, *34*(4), 785-804.

Thank you

Reece Fisher, PhD Student, Université Gustave Eiffel and Research Project Manager, Sogaris

reece.fisher@enpc.fr
rfisher@sogaris.fr

DISTRICT DEPARTMENT OF TRANSPORTATION



MicroFreight DC Pilot

What is the MicroFreight DC Pilot?

- A pilot program to study use of cargo e-quadcycles in bike lanes for parcel deliveries in ZIP code 20003
- Partnership with Amazon to conduct this 10-month pilot
- Part of a larger effort to collect data on e-cargo bike operations and evaluate the benefits of sustainable delivery modes



How did we get here?

Interest from private sector and BIDs

- Interest from parcel companies in piloting sustainable delivery modes in DC
- Interest from BIDs about e-cargo bike delivery systems and need for staging and support areas

2019 DDOT study

- Passenger vehicles obstruct curbside loading zones more than 50% of the time
- Commercial vehicles forced to double park, block bus/bike lanes, or circle the block

2023 feasibility study

- Partnership with MWCOG
- Analyzed case studies and best practices
- Included design and location considerations

Pilot development

Pilot decision

June 2023

- DDOT decides to pilot a microhub program
- Began discussions with potential operators

Site visit

September 2024

- Assess private surface lots in SW DC and Navy Yard
- New siting criteria
- Identify infrastructure needs for a pilot

Operation Assessment

Sept '24 – Dec '25

- Assess best path to allow new cargo e-quads in bike lanes
- Develop data sharing requirements for vehicle operators

Permitting

Sept '25 – April '26

- Zoning approvals in private space
- Inter-agency coordination
- Permitting e-quad use of public space

What are cargo e-quads?

- 4-wheeled cargo e-bikes that make last mile parcel deliveries from the microhub
- secure cargo hold for packages (up to 650 pounds)
- Max speed 15mph
- Can be operated in bike lanes and bus lanes



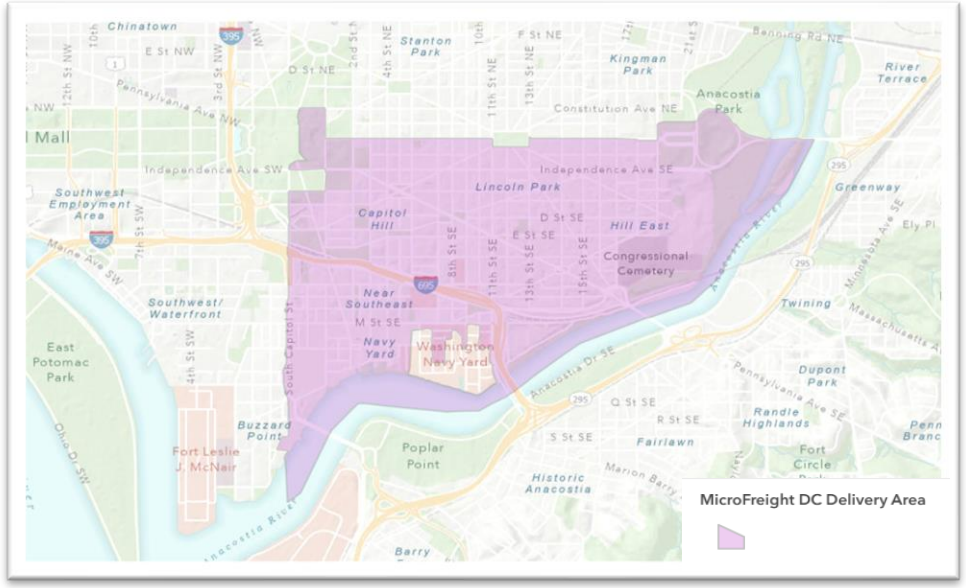
*Note: No food delivery as part of this pilot

What's happening at the microhub?

Single-operator microhub on a private parking lot in SW DC

- Service area: 20003
- 2-3 truck trips to the site per day, transferring packages to storage pods
- Packages are transferred from storage pods to cargo e-quads
- Cargo e-quads make the last mile delivery, removing truck trips from the road





What are cargo e-quads?

- Max. length: 148”
- Max. height: 82”
- Max. width: 48”



- Post-mounted seat or saddle
- Fully operative pedals
- Four wheels*

- Electric motor
- Max speed 15mph
- Max power 750W

*The pilot does allow for 2-wheel bikes or 3 wheel trikes as well

Why a public right-of-way occupancy permit?

- Offers benefits to provider not available without one, including traveling in bike and bus lanes
- Offers more control to DDOT over pilot operations; can revoke permit if the conditions are not met
- Provider must send DDOT an operations plan, safety plan, and monthly data, among other pieces
- Data from provider and other sources include vehicle miles traveled, e-quad miles traveled, parcels delivered.

What about enforcement?

Cargo e-quads <u>can:</u>

- travel on roads, bus lanes, and bike lanes
- use Commercial Loading Zones, Residential Permit Parking Zones, and daylighting zones without payment while making deliveries

Cargo e-quads <u>cannot:</u>

- Operate, park, or stop on sidewalk
- Stop in the bike lane or bus lane
- Violate the terms of the permit

Enforcement

- Must show company name, unique ID, and QR code to response form on e-quad



What metrics are we using to evaluate the pilot?



Improve safety on urban streets

How do cargo e-quads impact vulnerable road users?

- Number of crashes, serious crashes
- Perception of safety when sharing the road with e-cargo quads



Reduce urban congestion and number of trucks

Do microhubs reduce dwell time and illegal stopping in service areas?

- Violations for double parking, parking in the bus lane/bike lane
- Crowding in bike lanes



Reduce truck miles and CO2 emissions

Do microhubs and e-quads reduce truck miles driven and emissions?

- Monthly average miles driven by trucks, bikes, and other vehicles



Maintain or improve delivery efficiency

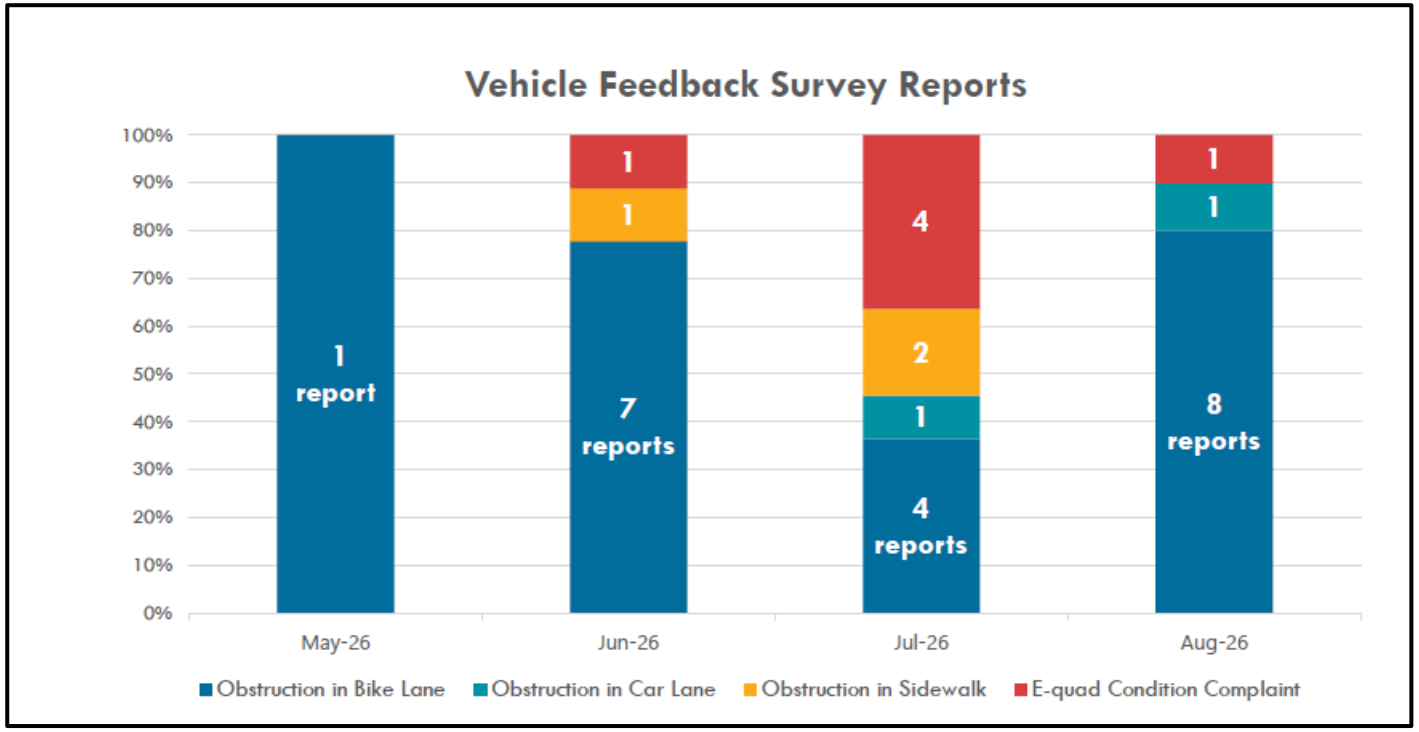
Do microhubs make delivery more efficient?

- Average packages delivered compared to pre-pilot

Improve safety on urban streets:

Preliminary Data May-August 2026

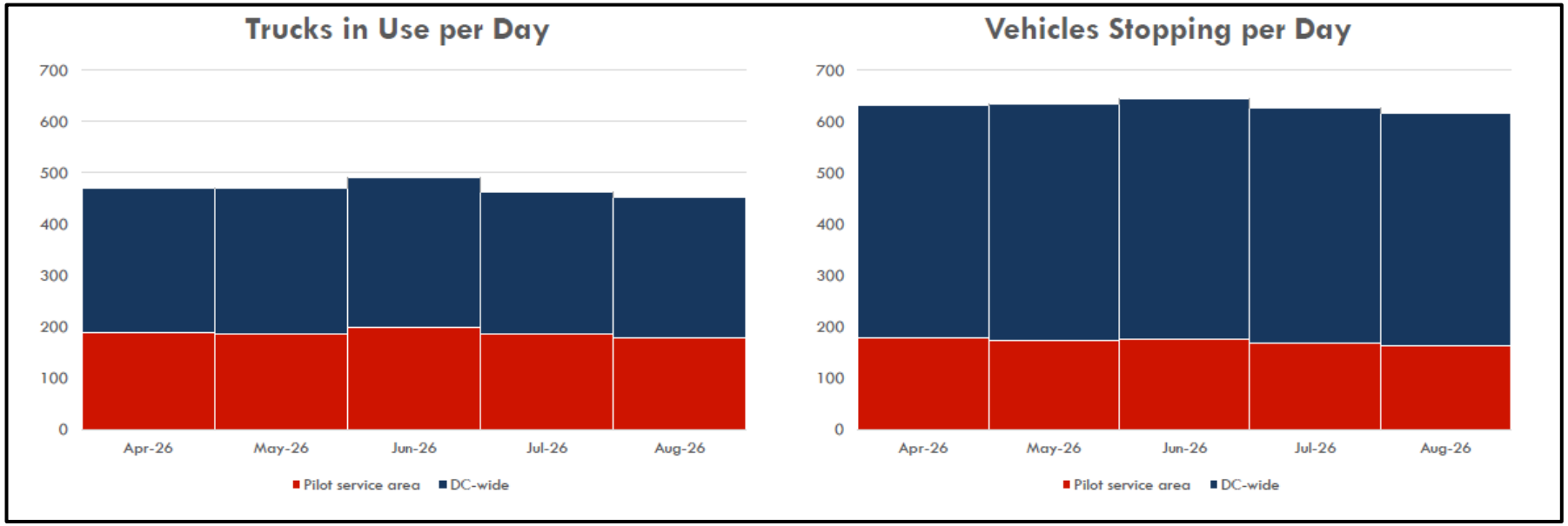
- No reported crashes or near misses so far
- Inconclusive whether bikers feel safer sharing the road with cargo e-quads or trucks
- 20 reported bike lane obstructions



Reduce urban congestion and trucks:

Preliminary Data May-August 2026

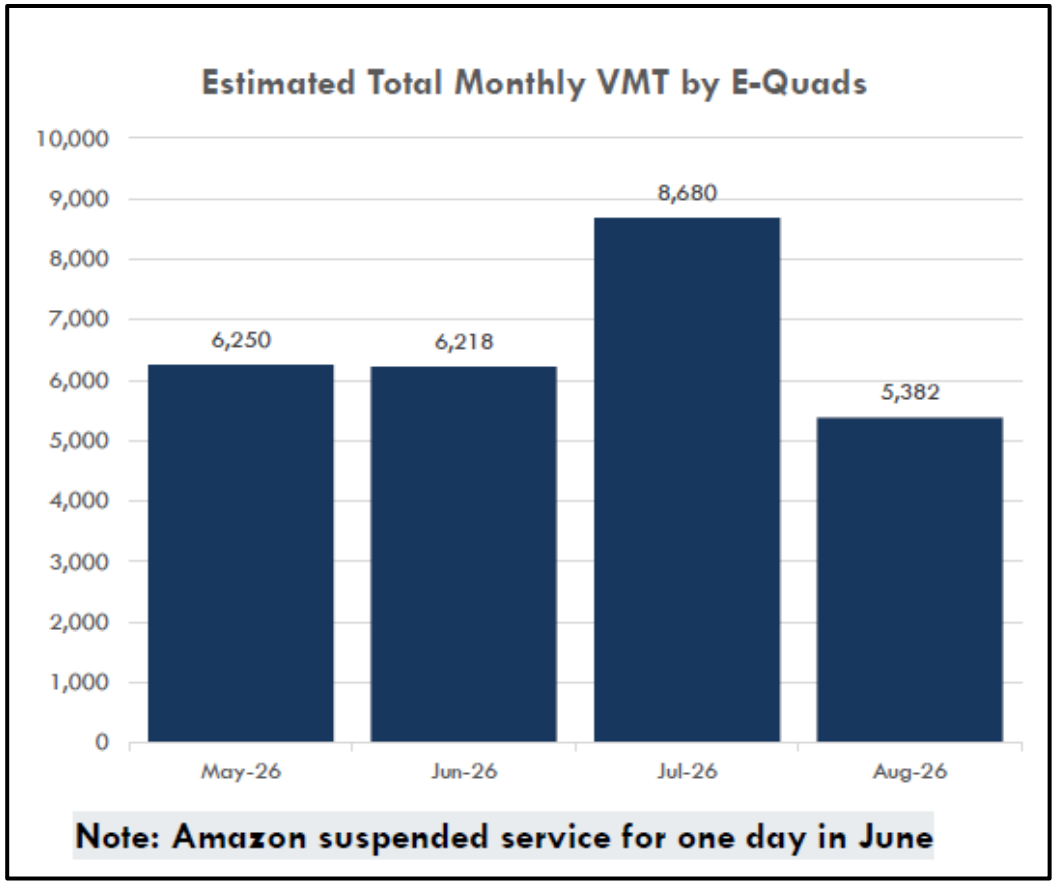
- Truck volume and stops have remained consistent in DC and the pilot area



Reduce truck miles and CO2 emissions:

Preliminary Data May-August 2026

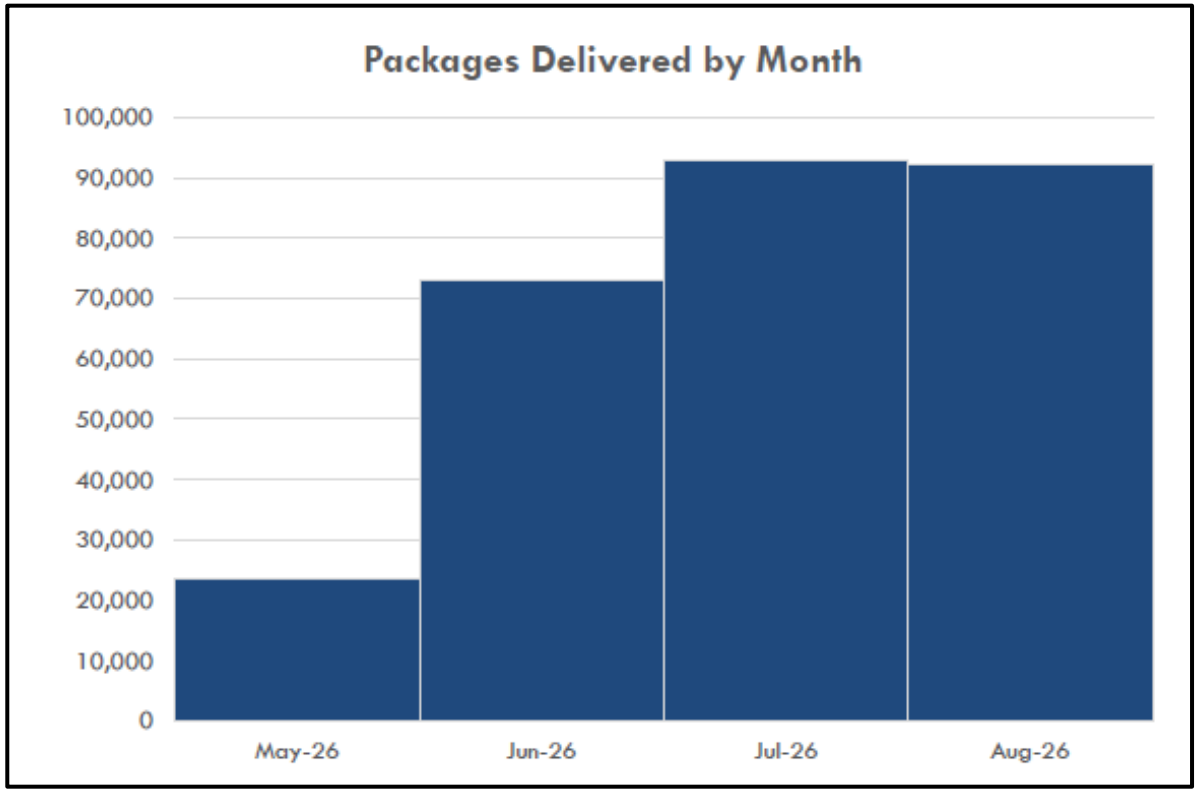
- Cargo e-quads are traveling an average of 6,600 miles per month
- Lower mileage in August may be a sign of increasing delivery efficiency



Improve delivery efficiency:

Preliminary Data May-August 2026

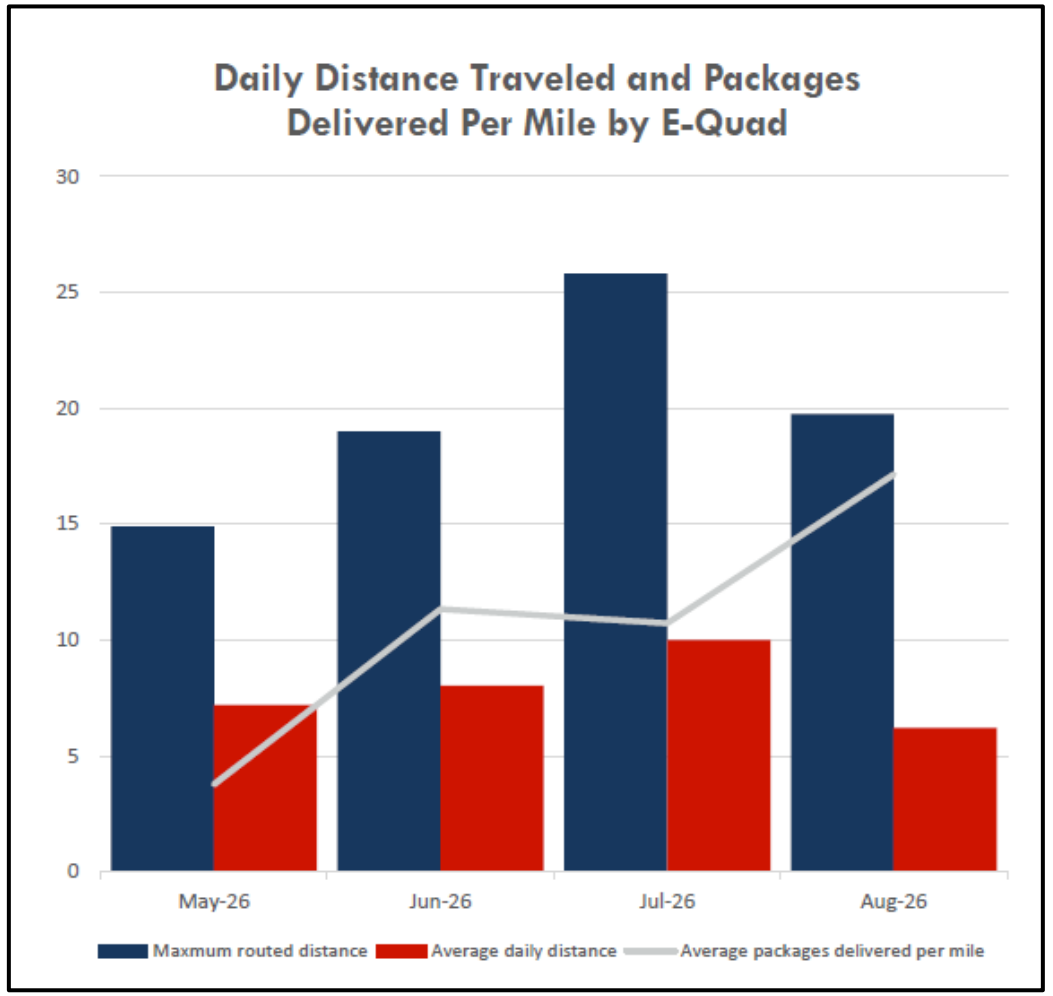
- Over the past two months, over 92,000 packages were delivered by cargo e-quad



Improve delivery efficiency:

Preliminary Data May-August 2026

- Delivery efficiency on cargo e-quads continues to increase, with 17 packages delivered per mile in August



Where do we go from here?

We are here

Launch!

May 2026
- Pilot launched on May 7

Community Outreach

May '26 – Feb '27
- Community survey launches in June
- Presentations with ANCs, BIDs, and community groups

Monthly Reporting

May '26 – Feb '27
- Monthly reporting and analysis on pilot progress
- Monthly check-ins with operator

Post-Pilot Evaluation

Mar – May 2027
- Evaluation of pilot
- Final report

Beyond the Pilot

May 2027 - On
- Pilot expands, ends, or is modified
- DDOT consults with stakeholders on future direction

Planned Duration of Pilot: May 2026 – February 2027

Thank you!



250 M St SE | Washington, DC 20003 | 202.673.6813

How can you be involved?

- Scan QR code on vehicles if you see anything
- Visit https://freight.ddot.dc.gov/pages/microfreight-dc-pilot-program for more information
- Reach out to freight.ddot@dc.gov
- Respond to community survey on Freight Hub site
- Attend final report presentation!



Field Reporting Survey (May – August 2026)

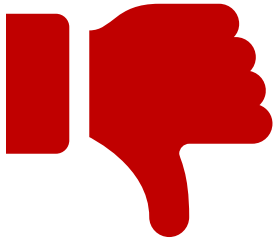




E-quads stopped mid-block in bike lane

Complaints

- **25** obstruction complaints
  - **20** in bike lanes
  - **3** on sidewalk
  - **2** in travel lane
- Complaints about seat comfort
- Concerns about driver safety and e-quad components



Compliments

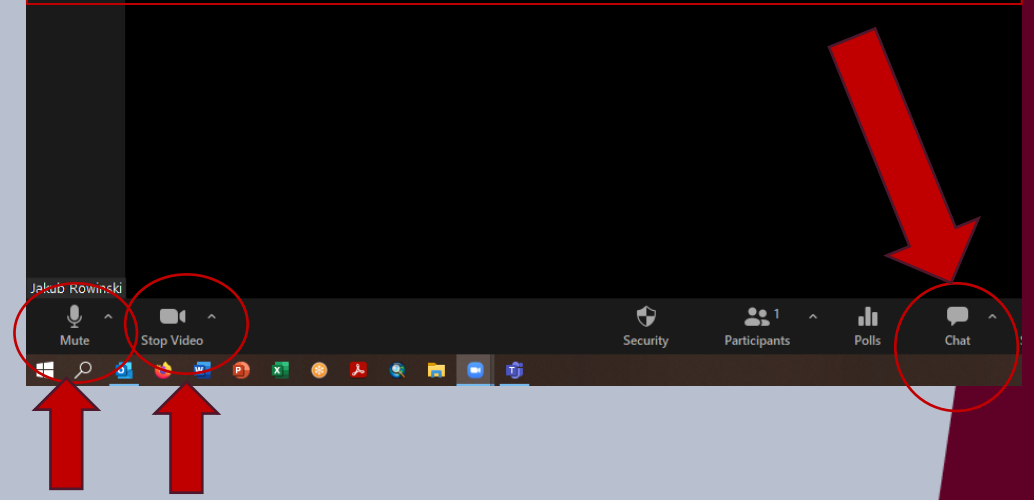
- Positive feedback on pilot operations
- Kudos to initiators of pilot



October Freight Initiatives Committee



Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name and email, followed by either AICP or PE with your NJ PE license number



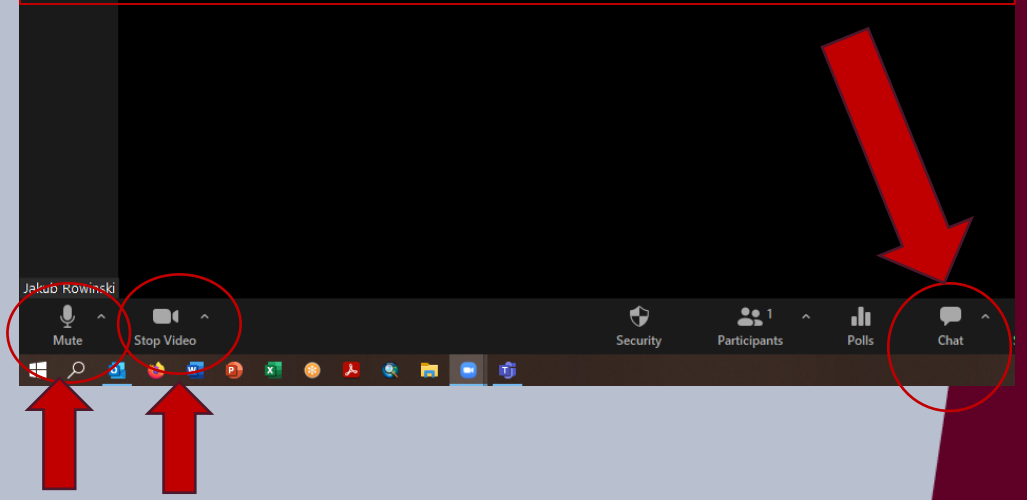
Please mute and turn off your video when not speaking.

NJTPA

October 19 Freight Initiatives Committee Agenda

- Roll Call
- Approval of Minutes
- Update on NJTPA Freight Division Activities
- Presentations: Urban Delivery Management
- Two-Minute Reports on Freight Activities from Committee Members
- Next Meeting: Monday, December 21, 2026
- Adjournment

Please use the Chat box to ask questions during the presentations and if requesting credits, please post your name and email, followed by either AICP or PE with your NJ PE license number



Please mute and turn off your video when not speaking.

NJTPA