



# FREIGHT FACILITIES AND COMPLETE STREETS

FHWA Talking Freight Series

May 21, 2014

# AGENDA

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- **Freight Movement & Site Selection Basics**
- **The Micro-Location Decision**
- **Complete Streets Plusses and Minuses**

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# ABOUT US

Real estate is a strategic asset. Each and every new location decision carries cost, workforce, and other implications. We provide our clients with the insight needed to quickly build solutions which are flexible enough to evolve with the company's changing needs.



**United States and  
North America**

**Europe - Asia  
Caribbean and  
Latin America**

## SERVICES

CRE Strategies

Location Strategies

Supply Chain Optimization

Incentive Maximization

Implementation Support

## TECHNOLOGIES

LocationSelector.com

ICAincentives.com

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# THE ECONOMY IN MOTION: FREIGHT TRANSPORTATION AND FACILITY LOCATION DECISIONS

# ISSUES , CHALLENGES AND OPPORTUNITIES FOR FREIGHT FACILITIES

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- Economic development contribution of freight facilities (to both freight and non-freight activities)
- Freight facilities role in intermodal connectivity and encouraging use of non-highway modes for long-haul goods movement
- Land use conflicts and pressures with competing uses and size of facilities
- Coordination among economic development and planning agencies at local, regional and state levels
- Private sector typically drives site selection and participation is a requirement for success

# FACILITY PLACEMENT & PRIORITIES

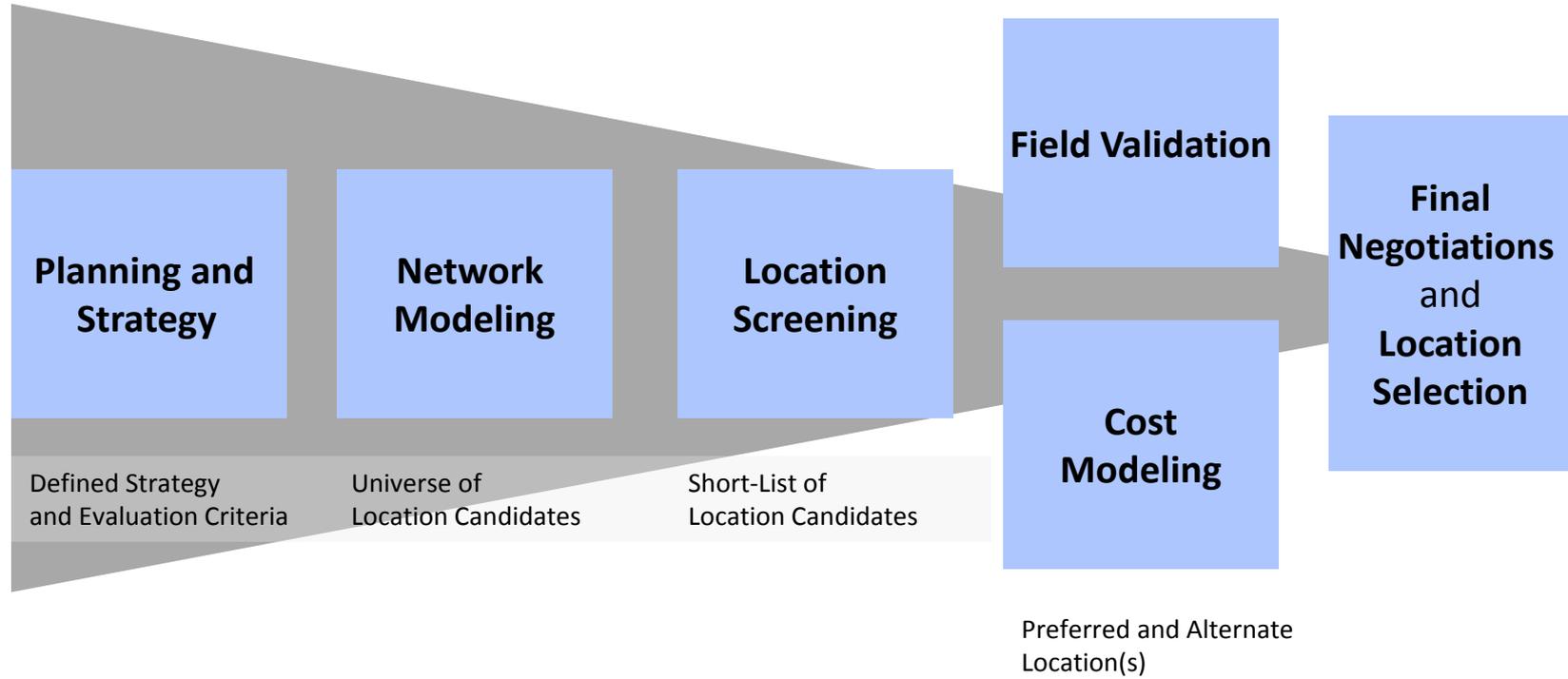
*Freight Facilities site selection is overwhelmingly made by the private sector*

- Locations fit in a network fulfilling a business process
- Network optimizes business drivers to serve a market franchise
- Location process is expression of network strategy



# LOCATION PROCESS

*The Location Process allows for progressive testing and narrowing of alternatives based on **business** drivers*

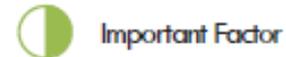


# SITE SELECTION FACTORS BY FACILITY TYPE

LOCATION CRITERIA	TYPE OF LOGISTICS FACILITY						
	Distribution Center	Port	Intermodal Terminal	Transload Terminal	ILC	Hub Terminal	City Terminal
Ability to Access Key Markets or Customers	●	◐	●	●	●	◐	●
Interaction with Transportation Network	●	●	●	●	●	●	●
Labor and Workforce	◐	●	◐	◐	◐	◐	◐
Total Cost Environment	◐	●	◐	◐	◐	●	◐
Availability and Cost of Suitable Facilities	○	○	○	◐	○	◐	●
Utilities	○	○	○	○	◐	○	○
Permitting and Regulation	○	○	◐	◐	○	○	○
Tax Environment	○	◐	○	○	○	○	○
Public Sector Assistance and Incentives	○	○	○	○	◐	○	○
Climate and Natural Hazards	○	◐	○	○	○	◐	○

**Key**

Priority of Criteria:



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# ALL DECISIONS ARE LOCAL: THE MICRO LOCATION

# ONCE A COMMUNITY IS SELECTED

- Depends on the specific kinds of facility, but *access* considerations may include:
  - Tractor Trailers
  - Containerized Freight
  - Box Trucks and other Local Delivery Means
  - Rail
  - Cars
  - Public Transit
  - Bike/Pedestrian



*These must also be factored in with other location drivers*

# INTERACTION WITH THE IMMEDIATE NEIGHBORHOOD

- Freight access (incoming and outgoing)
- Workforce/commuter access
- Business to business interactions
- Workday errands/meals

*Depending on size and role of facility – may be located in areas with interaction with other road uses*



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# HOW DOES COMPLETE STREETS HELP – OR NOT

# COMPLETE STREETS

- Sets a vision.
- Includes all users and all modes.
- Applies to all phases of all applicable projects.
- Specifies and limits exceptions, with management approval required.
- Emphasizes connectivity.
- Is understood by all agencies to cover all roads.
- Uses the best and latest design standards and is flexible.
- Complements the community's context.
- Sets performance standards.

From Smart Growth America - *Complete Streets: Changing Policy*

# COMPLETE STREETS

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## Goals:

- Planned, designed, constructed, operated, and maintained to provide safe access for all users
- Can plan for and address anticipated conflicts
- Provides for more efficient use of transportation assets (and limited funds)

# COMPLETE STREETS

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## Concerns:

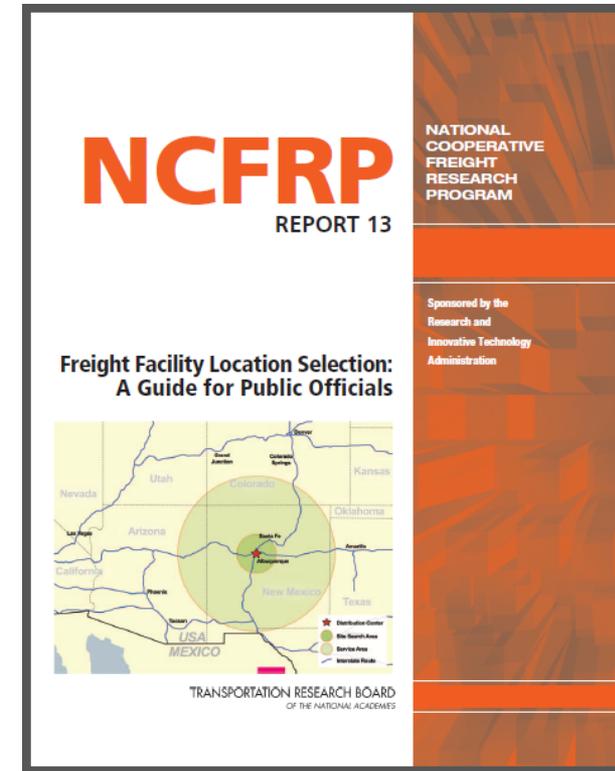
- Freight can occasionally be forgotten in the mix as it often is not at the table when policy is formulated and the streetscape designed
- Vision for complete streets should understand that not all freight users have the same needs (manufacturing, retail, distribution)
- There may be some cases where exclusion is the safest and preferred solution

# A RESOURCE

## ***NCFRP Report 13 – Economic and Transportation Drivers Impacting Location Decisions***

- Inform the public sector about the complexity of the various facility types and the role they play
- Inform public-sector planners and decision makers about key criteria that the private sector considers when siting logistics facilities,
- Enhance the potential for successful projects.
- Bring benefit to the community
- Avoid impact to community
- Serve private sector needs

***[www.freightlocation.org](http://www.freightlocation.org)***



# THANK YOU!

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