
From: Teresa Whinery <T.Whinery@fehrandpeers.com>
Sent: Wednesday, March 13, 2019 4:00 PM
To: Wietgreffe, Wade (CPC); Eric Womeldorff
Cc: Wu, Daniel (CPC); George, Sherie (CPC); Madhavan, Manoj (CPC)
Subject: RE: San Francisco Travel Demand Update - Freight Loading

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Hi Wade!

Unfortunately, it continues to be complicated. Delivery is any trip on the curb / coming through a person-entrance, ranging from doordash to Amazon/UPS/FedEx. Freight in a “back entrance” or loading dock is not included in this. That’s part of why we’ve been using the two-stage approach; it may result in a slightly conservative analysis, but will tend to support a certain amount of off-street loading demand. For what’s it worth, our loading zone observations saw that around 10 – 20% of vehicles in loading zones were light or heavy trucks; i.e., of a vehicle class typically captured by “freight” generation. So most likely, around 10 – 20% of the “delivery” activity is traditional “freight”. This does vary by time of day – see table below. Depending on your analysis period, you can use either 30% assumed on-street (freight peak) or a more time-specific number. Or you can choose to add the full freight demand on top of curb delivery, if you scale it for the proper peak hours.

Time period	% of On-Street Observed Loading Instances made by Light & Heavy Trucks
10PM – 4AM	2%
4AM – 7AM	9%
7AM – 9AM (AM Peak)	24%
9AM – 12PM (Freight Peak)	30%
12PM – 4PM	23%
4PM – 6PM (PM Peak)	3%
6PM – 10PM	2%
7AM – 7PM Average	20%
24hr Average	11%

-Teresa

From: Wietgreffe, Wade (CPC) <wade.wietgreffe@sfgov.org>
Sent: Wednesday, March 13, 2019 8:33 AM
To: Eric Womeldorff <E.Womeldorff@fehrandpeers.com>; Teresa Whinery <T.Whinery@fehrandpeers.com>
Cc: Wu, Daniel (CPC) <daniel.wu@sfgov.org>; George, Sherie (CPC) <sherie.george@sfgov.org>; Madhavan, Manoj (CPC)

<manoj.madhavan@sfgov.org>

Subject: San Francisco Travel Demand Update - Freight Loading

Hello Eric and Teresa,

Do the person trip generation rates that you developed for us include freight loading trips?

The question is in the context of air quality analysis as to whether we need add daily truck trips on top of the daily person trips or whether a portion of daily person trips is truck trips. Figure 1: Survey Instructions shows that the surveyor is supposed to tally “delivery” trips. Table 11 does not show freight loading as a mode split column, so maybe you excluded those records from the person trips, and the flow chart on page 117 appears that freight loading trips are additive to the person trips.

We had numerous conversations on how to proceed with freight loading, so I would appreciate any quick insight you can provide.

Thank you,

Wade Wietgreffe, AICP, Principal Planner

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