



## **NEW YORK STATE ASSOCIATION OF MPOs FREIGHT WORKING GROUP**

**October 17, 2019**

**Teleconference**

**10:00 AM – 11:30 AM**

### **MEETING NOTES**

#### **1. Participating**

- BMTS – Leigh McCullen
- CDTC – Christian Bauer (Chairman)
- SMTC – Mike Alexander (Co-Chair)
- WJCTC – Scott Docteur, Al Ricalton, Kristopher Reff
- FHWA – Gautam Mani
- NYSDOT – Jim Davis, David Rosenberg
- T.Y. Lin International (NYSAMPO Staff Support) – Richard Perrin
- Cambridge Systematics (NYSAMPO Staff Support) – Richard Denbow, Laura Richards, Daniela Waltersrdorfer,

#### **1. Roll Call**

Bauer opened the meeting and conducted the roll call.

#### **5. FHWA Resource Center Call for Services**

At Mani's request, this item was advanced in the agenda.

Mani asked that this item be included on the agenda to ensure the group is aware of the annual call for free services through the [FHWA Resource Center](#). The Federal Fiscal Year 2020 Call for Services officially opened on September 23, 2019 and closes November 1, 2019. Mani informed the group that this is an excellent opportunity for MPOs and state DOTs to make requests for not only the offerings presented in the informational brochure that he provided (inclusive of the freight portion he sent under separate cover) but also training customized to New York State issues and opportunities. This extends to multi-modal freight workshops. New for this year is the ability to request National Highway Institute courses, but these have a fee attached to them. Any requests should be made through the FHWA New York Division office by October 25, 2019.

Bauer offered the CDTC offices as a site for an in-person event. He asked if there was interest in any programs from the members of the group at this time. It was decided that opportunities should be more fully considered next year.

#### **2 Update on NYS Statewide Freight Plan**

Rosenberg reported that the development of the [New York Statewide Freight Plan](#) resulted in much more than just the plan itself. A significant number of resources were built during the production of the freight plan. In addition, NYSDOT has increased its internal capabilities

and continues to develop new resources. He encouraged the MPOs to call or email Davis or him if they have any questions or would like to discuss items developed in the New York State Freight Plan

Rosenberg stated that the final draft plan was submitted to FHWA New York Division in August. He thanked FHWA New York Division for their expedited review and comment, as well as all of the stakeholders for their patience as NYSDOT worked through the statewide freight planning process for the first time under the FAST Act's requirements. The multiple years of collaboration provide a strong foundation for the future. Notable elements of the plan include:

- Sixty-four percent of freight as measured by tonnage goes through NYS, which is more than surrounding states and the international crossings play a role in this.
- The plan serves as a framework for programming approximately \$260 million in National Highway Freight Program funding, which leverages \$7 billion in freight-related improvement projects.
- Beyond projects, the plan provides a baseline for non-infrastructure initiatives to make positive changes for all customers.
- NYSDOT attempted to incorporate all of the information and input it received during the planning process.
- The final plan makes significant use of graphics and is intended to be comprehensible to those not familiar with freight.

Bauer asked how MPOs can assist NYSDOT in implementing the recommendations of the plan. Rosenberg responded that MPOs play a critical in providing local knowledge and insights and bringing stakeholders to the table. Having that perspective complements NYSDOT's statewide emphasis and receiving insightful feedback from partners allows NYSDOT to better address freight-related issues.

Perrin asked if there were any follow on activities planned at this point. Davis responded that tracking of performance and work on regulatory and operational issues that have statewide impacts will continue, along with dialogue with stakeholders to identify additional opportunities. Rosenberg added that there is mileage available left to expand the existing and add new critical freight corridors in the future. In addition, NYSDOT Highway Data Services Bureau will begin inbound and outbound counts at rest areas to obtain better information on truck parking.

Bauer thanked NYSDOT for providing MPOs the opportunity to participate in the development of the plan and be engaged going forward as projects and strategies are being implemented.

### **3 Truck Parking and Flexible Curb Space Management**

Waltersrdorfer and Richards provided a presentation that covered the following topics:

- What curb space is and why it is important – Organizing street and curb space makes operations and flow along the street more efficient, which is important as the use of curb space is dynamic and changes throughout the day.
- What curb management is and how to do it – Management involves inventorying the space, collecting and analyzing data on its use, forecasting demand, implementing pilot

programs to see what works and what doesn't, and developing policy recommendations to guide future management. Correctly managing curb space requires involving the public and private sectors to gain a holistic perspective.

- Truck curb management programs and policies – These can include truck and bus route systems, loading zone inventories, interactive truck and bus maps, loading zone allocation models, loading zone pricing, pay-by-cell and parking violation data review, and the curb management projects and programs.
- Curb data collections and standards – To ensure data collected meets the needs of the agency managing the curb, they should delineate the curb (e.g., "inner curb"/sidewalk, physical curb as a barrier, where curb regulations apply, etc.) and determine how best to collect the data geospatially (e.g., the curb as a line, polygon, series of points for regulations and management, etc.).

*The presentation is attached to these meeting notes.*

#### **4 Use of the National Performance Management Research Data Set for Goods Movement Planning**

The AVAIL team was unavailable to discuss the use of the [National Performance Management Research Data Set](#) for goods movement planning as originally anticipated. The AVAIL team will be invited to present at a future meeting.

#### **6 Updates from Stakeholders**

Bauer reported that CDTC is updating their long range transportation plan (LRTP) and conducting a review of its 2016 regional freight plan to inform the goods movement component of the LRTP update.

Alexander informed the group that SMTC is also updating its LRTP. Additionally, what would be the world's second-largest distribution center has been proposed in the Syracuse area. The five-story distribution center is larger than Destiny USA. It would be approximately 3.8 million square feet with up to 1,000 jobs being discussed as part of the project. Rosenberg asked if the developer proposing the distribution center is known publicly. Alexander responded that it is rumored to be an online retailer but the exact company has not been confirmed. Alexander cited a previous SMTC planning effort for a village to extend a dead end road to expand the central business district, which is being implemented with state funding.

#### **7. New Business**

Bauer asked the group if anyone had new business. There was none.

#### **8. Adjourn**

Bauer adjourned the meeting at 11:26 a.m.

# *Truck Loading and Curb Management*

*presented to*  
New York State Association of Metropolitan Planning Organizations

*presented by*  
Laura Richards and Dani Waltersdorfer

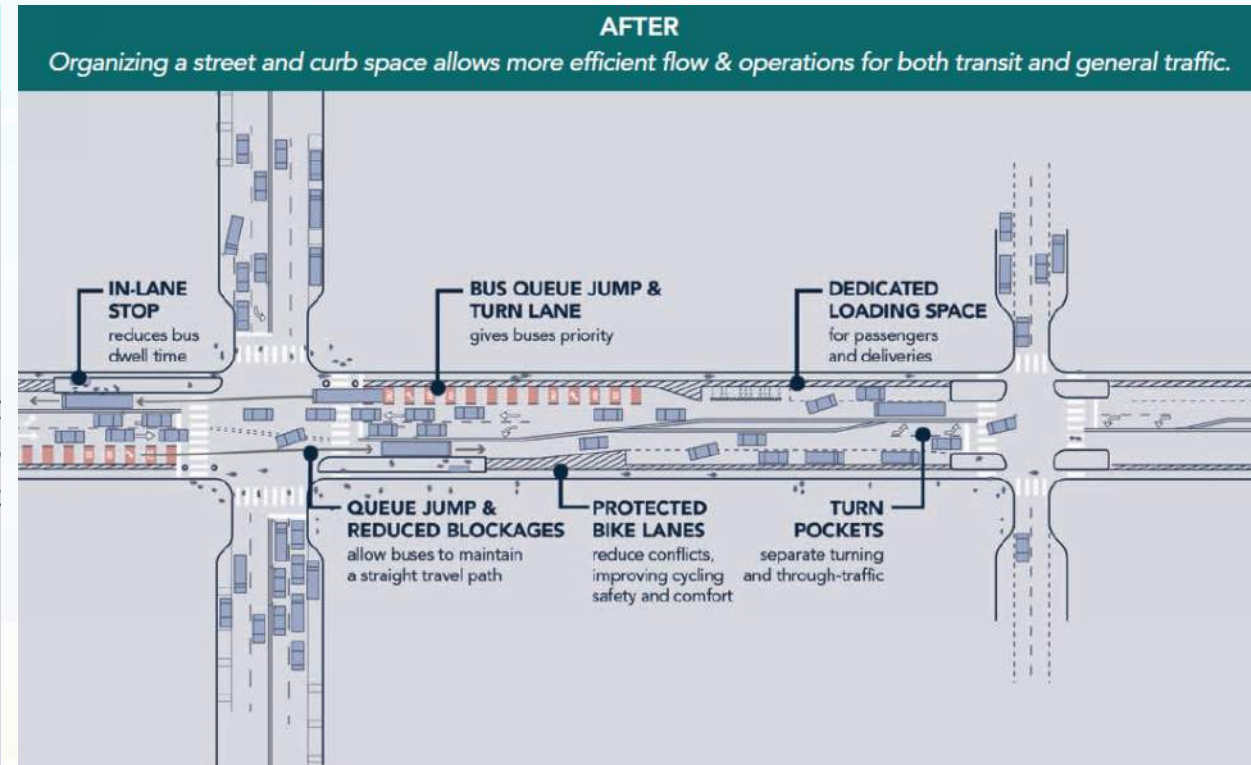
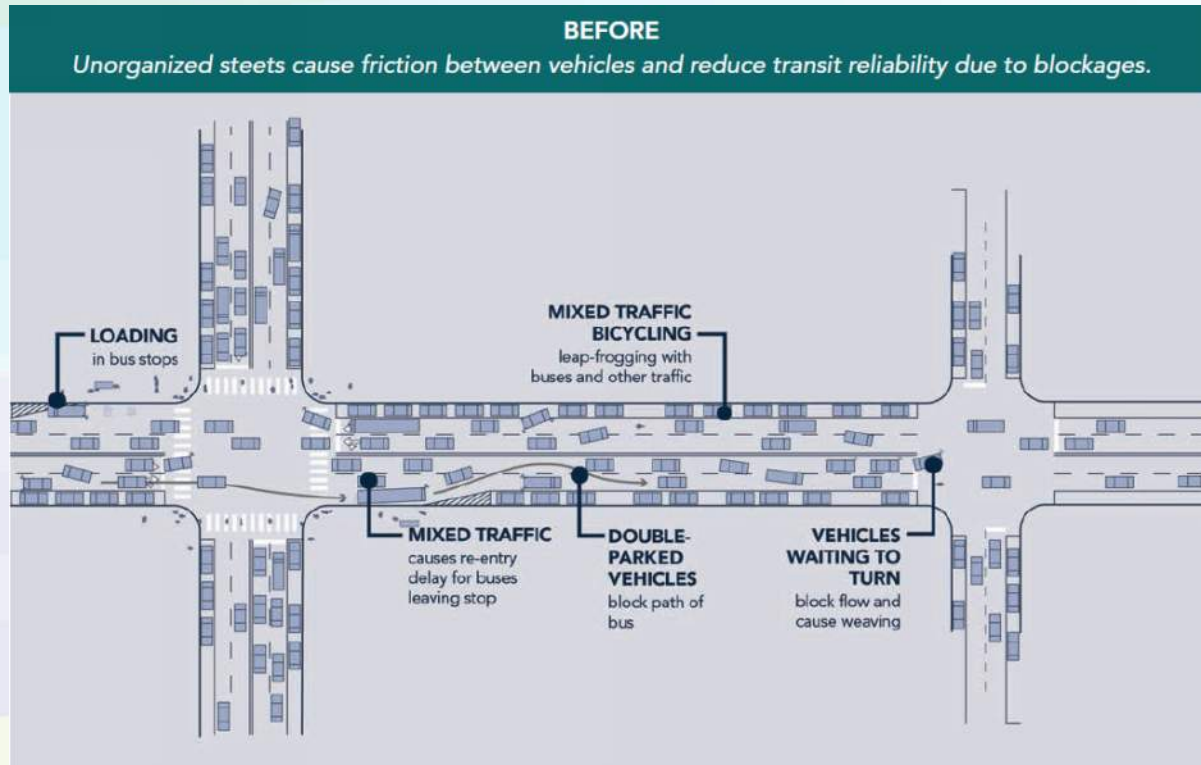


# *Agenda*

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- What is the curb and why is it important?
- Curb management – what and how?
- Truck curb management programs and policies
- Other curb management projects and programs
- Curb data collections and standards

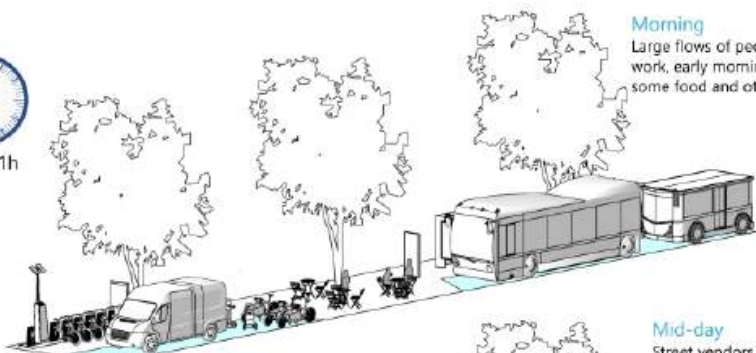
# WHY IS THE CURB IMPORTANT?



Source: NACTO Curb Appeal



06h-11h

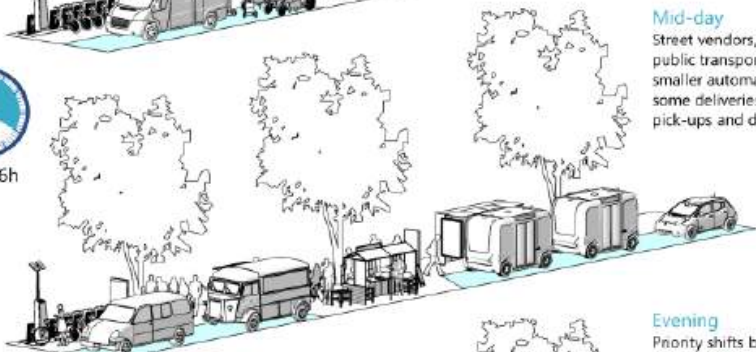


#### Morning

Large flows of people getting to work, early morning deliveries and some food and other services.



11h-16h

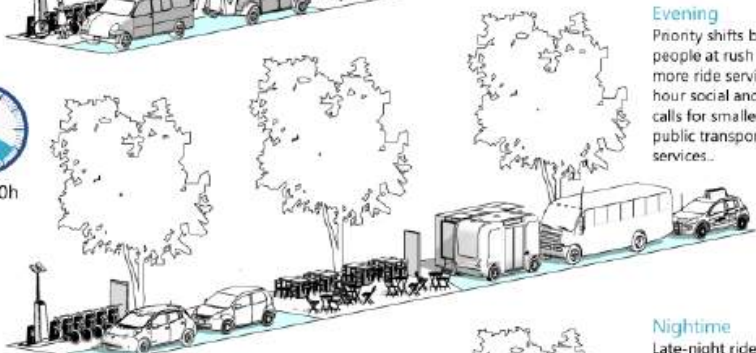


#### Mid-day

Street vendors, lower-volume public transport flows and smaller automated shuttles, some deliveries and ride service pick-ups and drop-offs.



16h-00h



#### Evening

Priority shifts back to moving people at rush hour but with more ride service use. Post-rush hour social and commercial use calls for smaller and more public transport and ride services.



00h-06h



#### Nighttime

Late-night ride service traffic mixes with goods delivery and shop-stocking early in the morning with quiet and possibly automated vehicles.



Source: ITE Curbside Management Practitioners Guide

# DYNAMIC USES



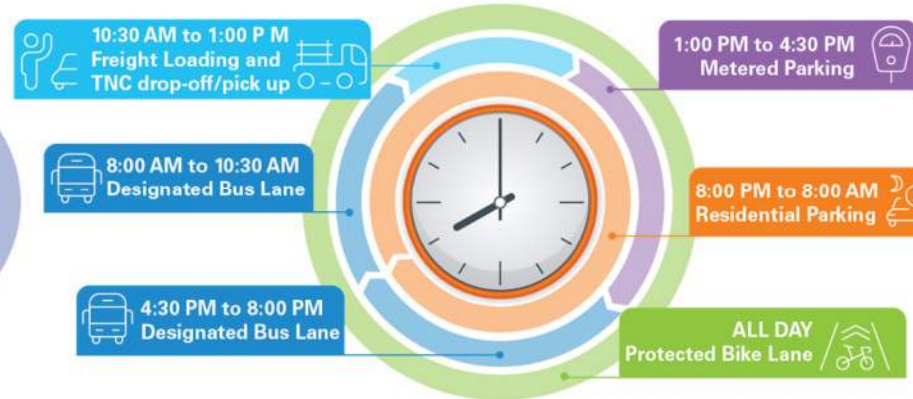
CAMBRIDGE SYSTEMATICS

# Curb Management

## MULTIPLE STATIC USES



## MULTIPLE DYNAMIC USES



## SIMULTANEOUS USES



## TRADITIONAL CURB USES

Parking  
Transit bays  
Valet  
Bus stops

## MORE RECENT USES

Bike facilities, including  
protected bike lanes  
Bus stop and amenities  
(shelters, benches)  
Landscaping  
Outdoor cafés  
Designated parking areas  
Bus lanes

## EMERGING USES

Parklets and bulbouts  
Marked/designated zones  
(TNCs pick-up and drop-off)  
Delivery loading zones  
Bike and/or scooter sharing stations  
Targeted locations for  
automated vehicles

# Curb Management Opportunities - What

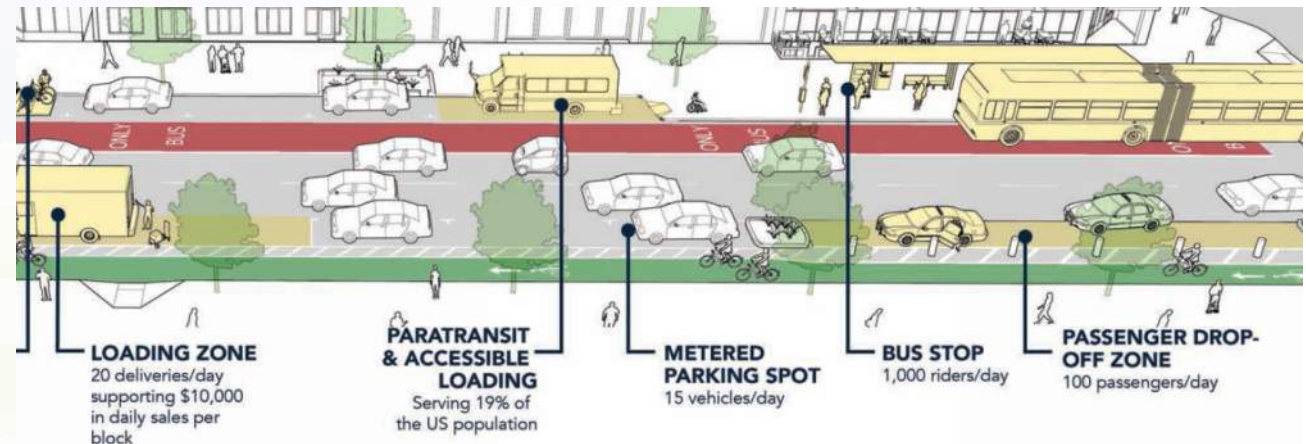
- Inventory
- Collect & Analyze Data
- Demand Forecasting
- Implement Pilots: pricing, flex zones, e-cargo deliveries, off-hour deliveries, reserved spaces, etc.
- Policy Recommendations



Source: DDOT



Source: UPS



Source: ITE Curbside Management Practitioners Guide

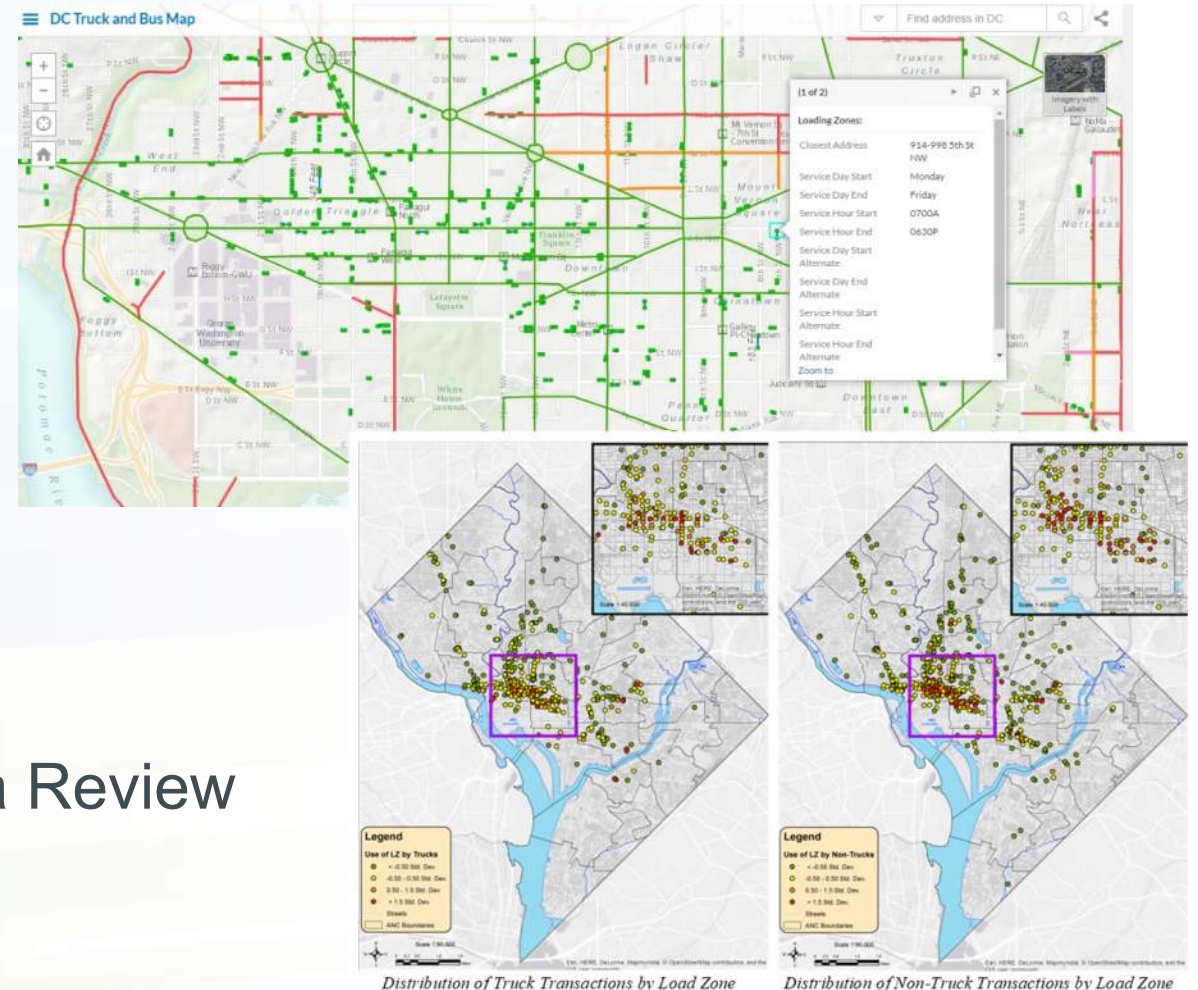
# *Curb Management Opportunities - How*

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- Work with universities/academics to gather and process data, complete research
- Leverage third party involvement to collect data from private organizations
- Identify projects and programs where public and private interests align
- Look at the entire system – public and private spaces

# Truck Curbside Management Efforts

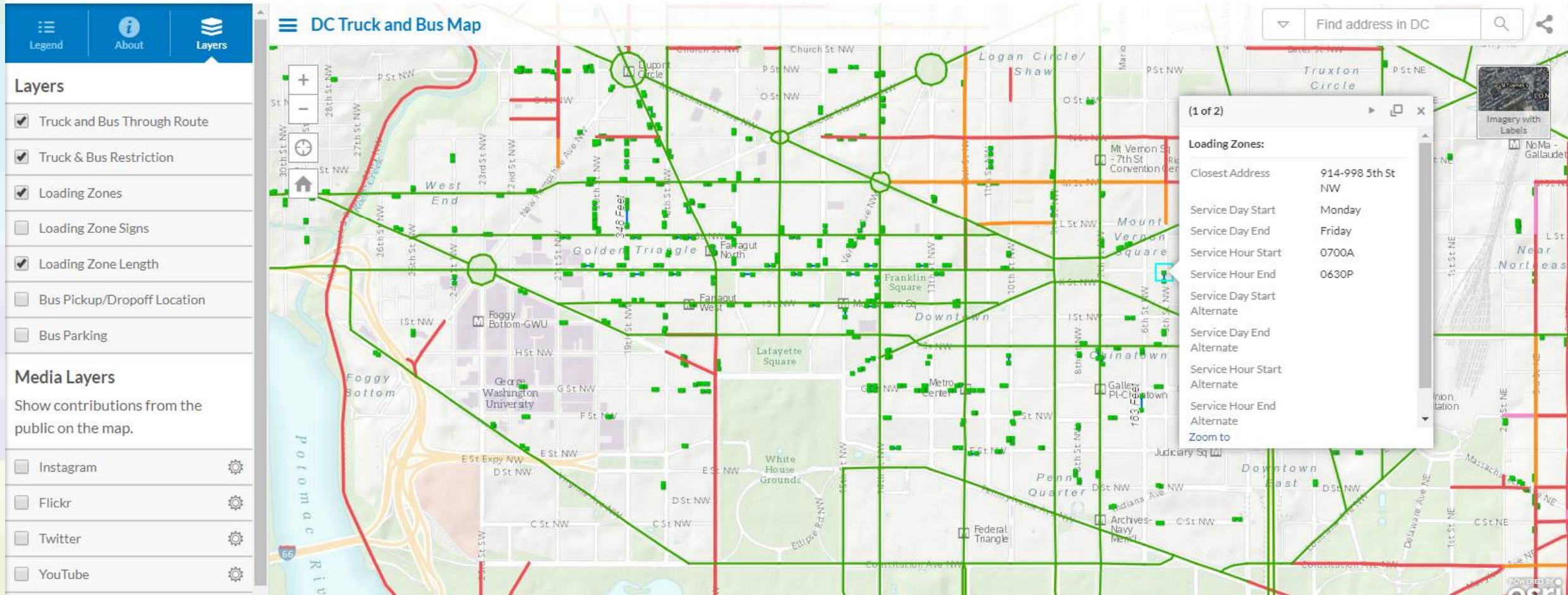
- Truck and Bus Route System
- Loading Zone Inventory
- Interactive Truck and Bus Map
- Loading Zone Allocation Model (LZAM)
- Loading Zone Pricing
- Pay-By-Cell and Parking Violation Data Review



Source: District Department of Transportation

# DC TRUCK & BUS MAP

[Click here to be taken to the DC Truck & Bus Map.](#)



Source: District Department of Transportation

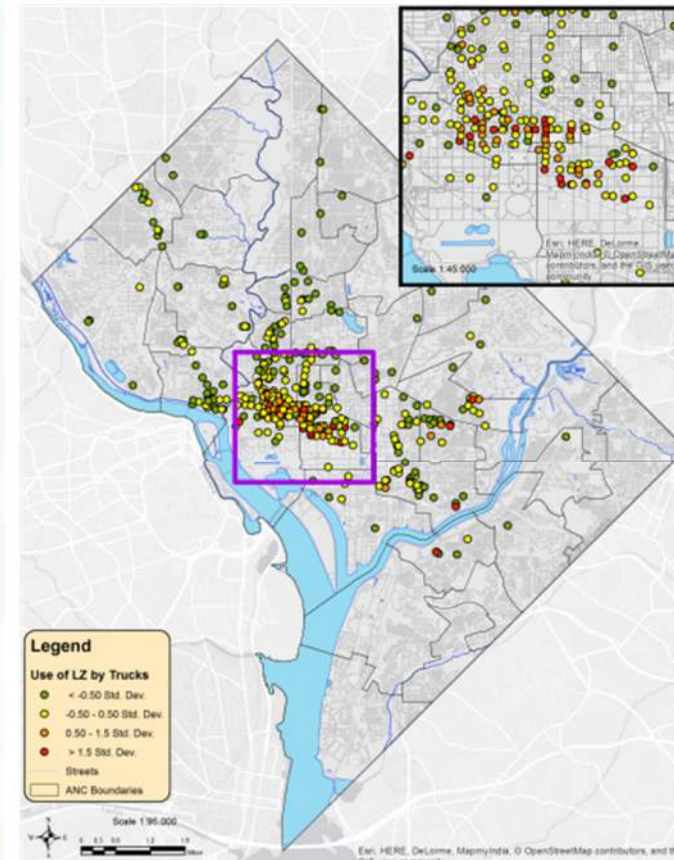
# *Loading Zone Allocation Model*

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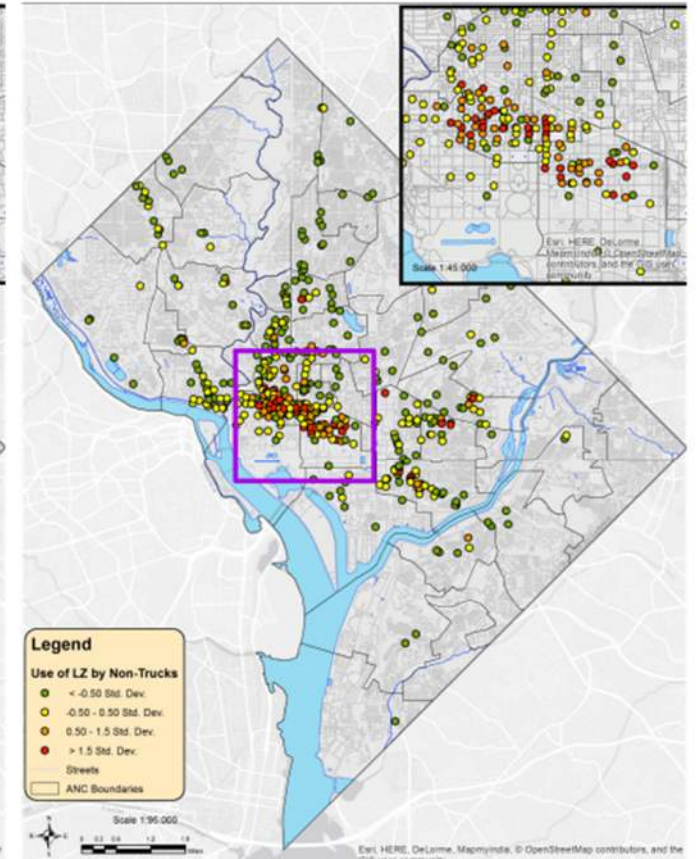
- Completed in 2014
- Freight Trip Generation Model to objectively allocate and evaluate curbside loading zones on a block-by-block basis
- Model incorporates:
  - » Existing loading zones
  - » Business characteristics
  - » Zoning requirements
  - » Delivery pattern data
  - » Gross freight trip generation
  - » Business and building data
  - » Average building square footage
  - » Alley access

# Loading Zone Pricing

- The District began charging for curbside loading zones in January 2015
- DDOT uses an “asset-lite” approach and used pay-by-cell and passes (annual or daily)
- All 580 loading zones received new signs and a unique pay-by-cell identification number



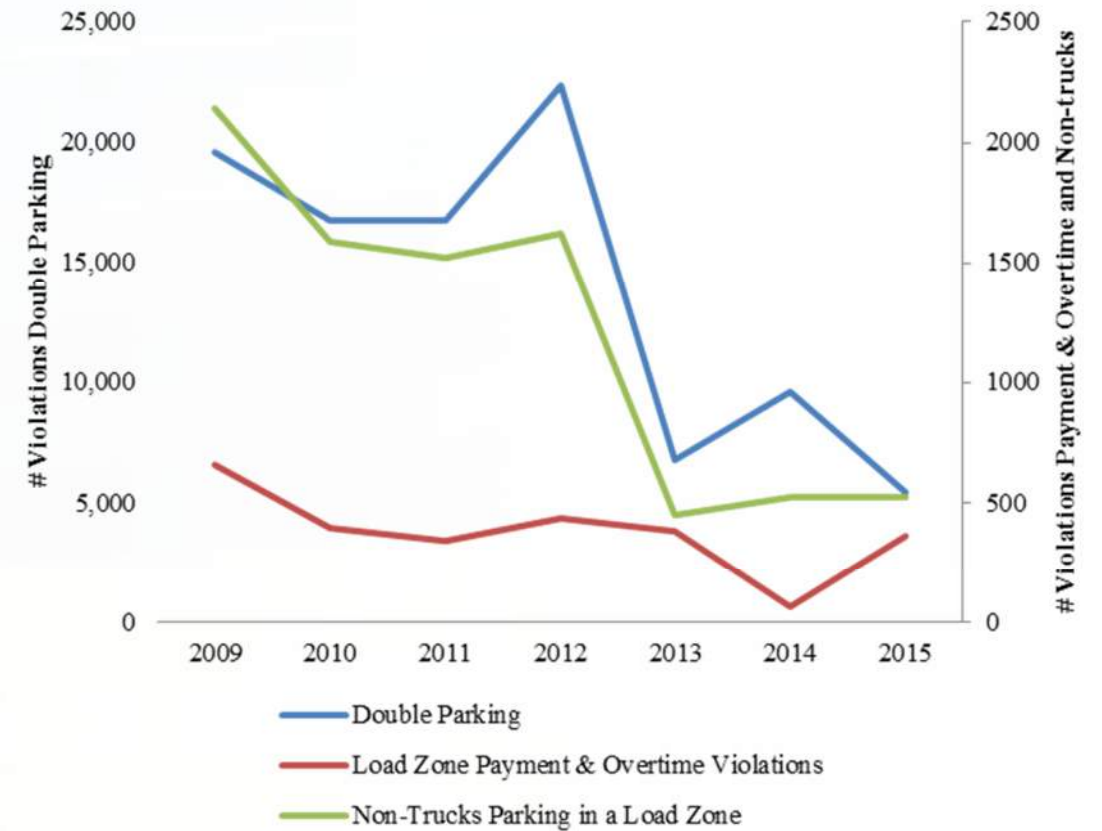
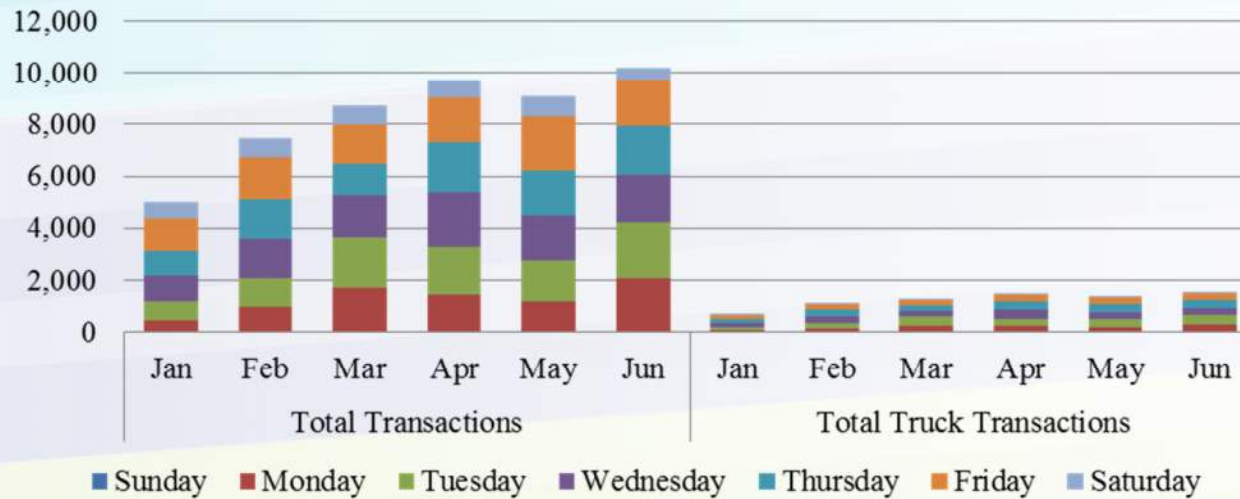
*Distribution of Truck Transactions by Load Zone*



*Distribution of Non-Truck Transactions by Load Zone*

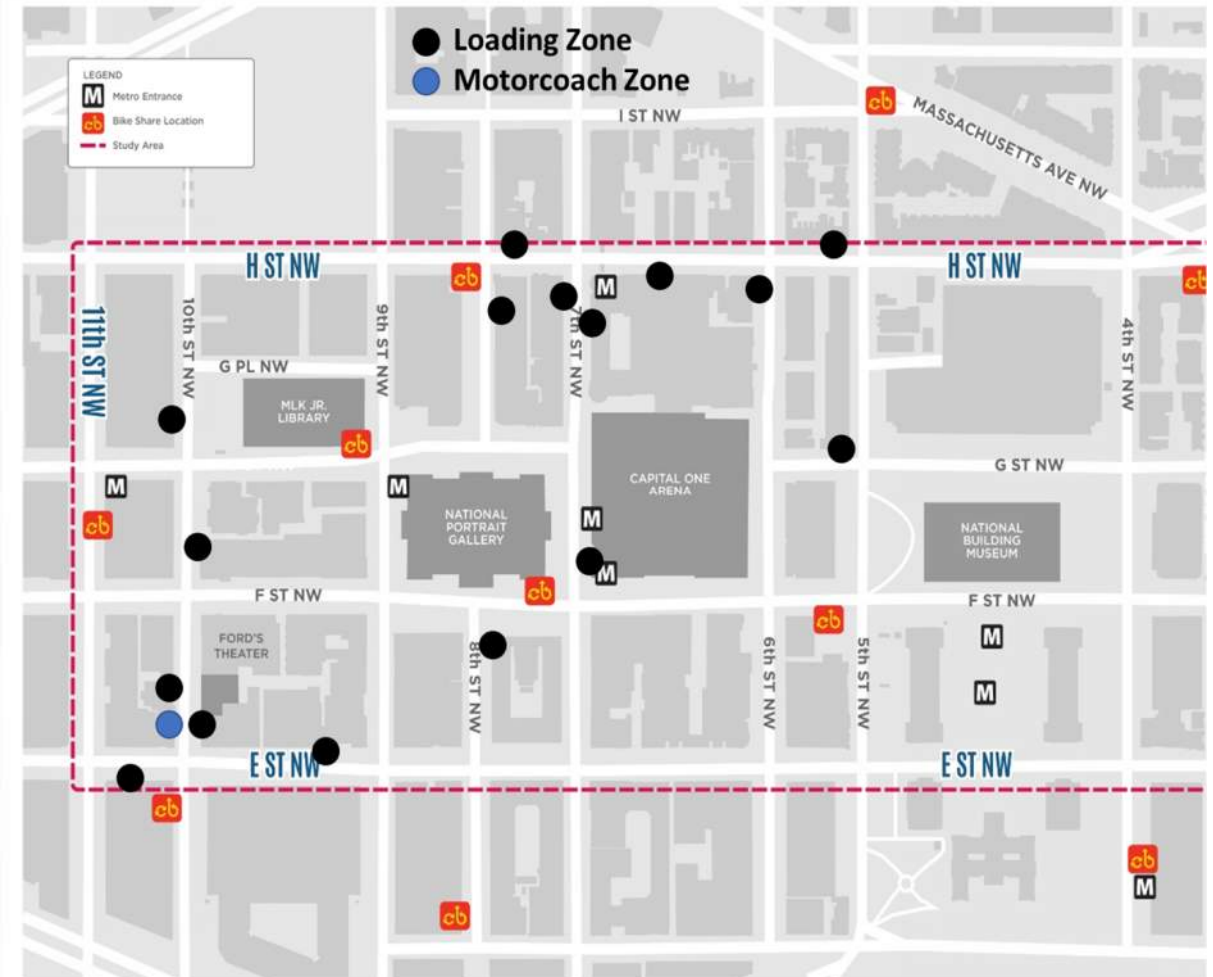
Source: District Department of Transportation

# Loading Zone Pricing

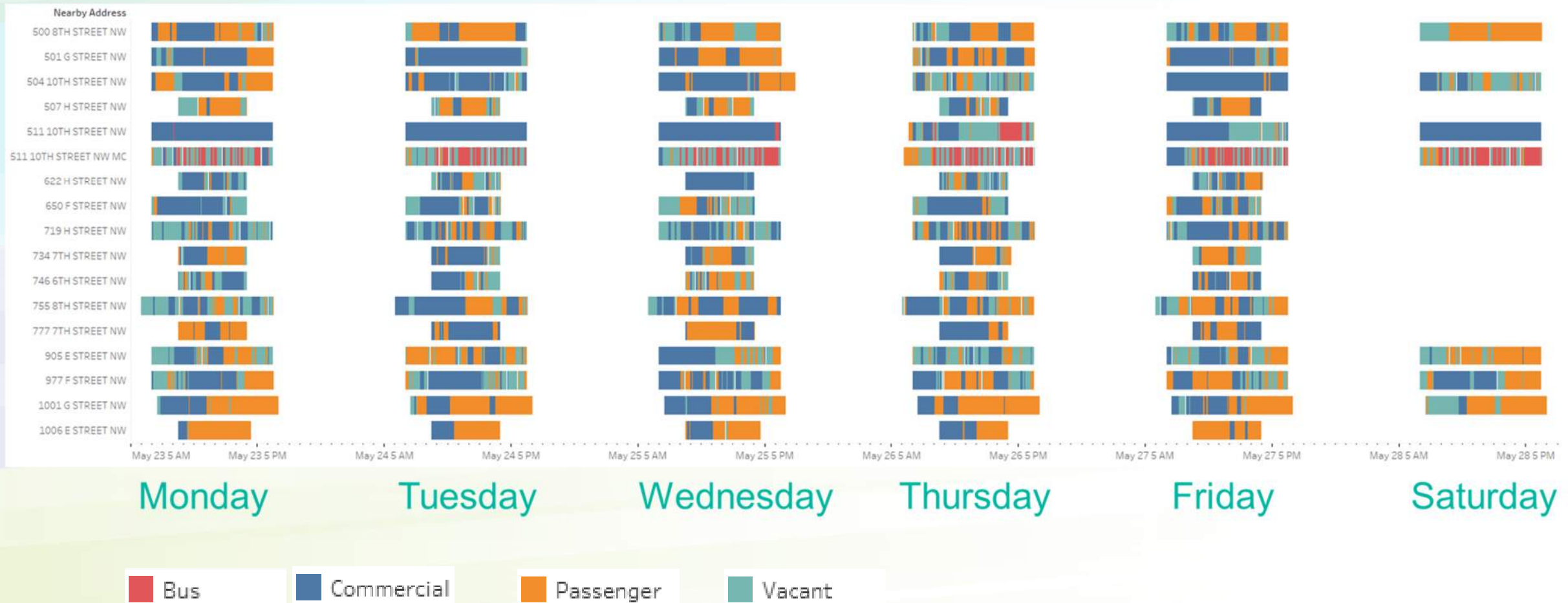


# *parkDC: Penn Quarter/Chinatown Pilot Area*

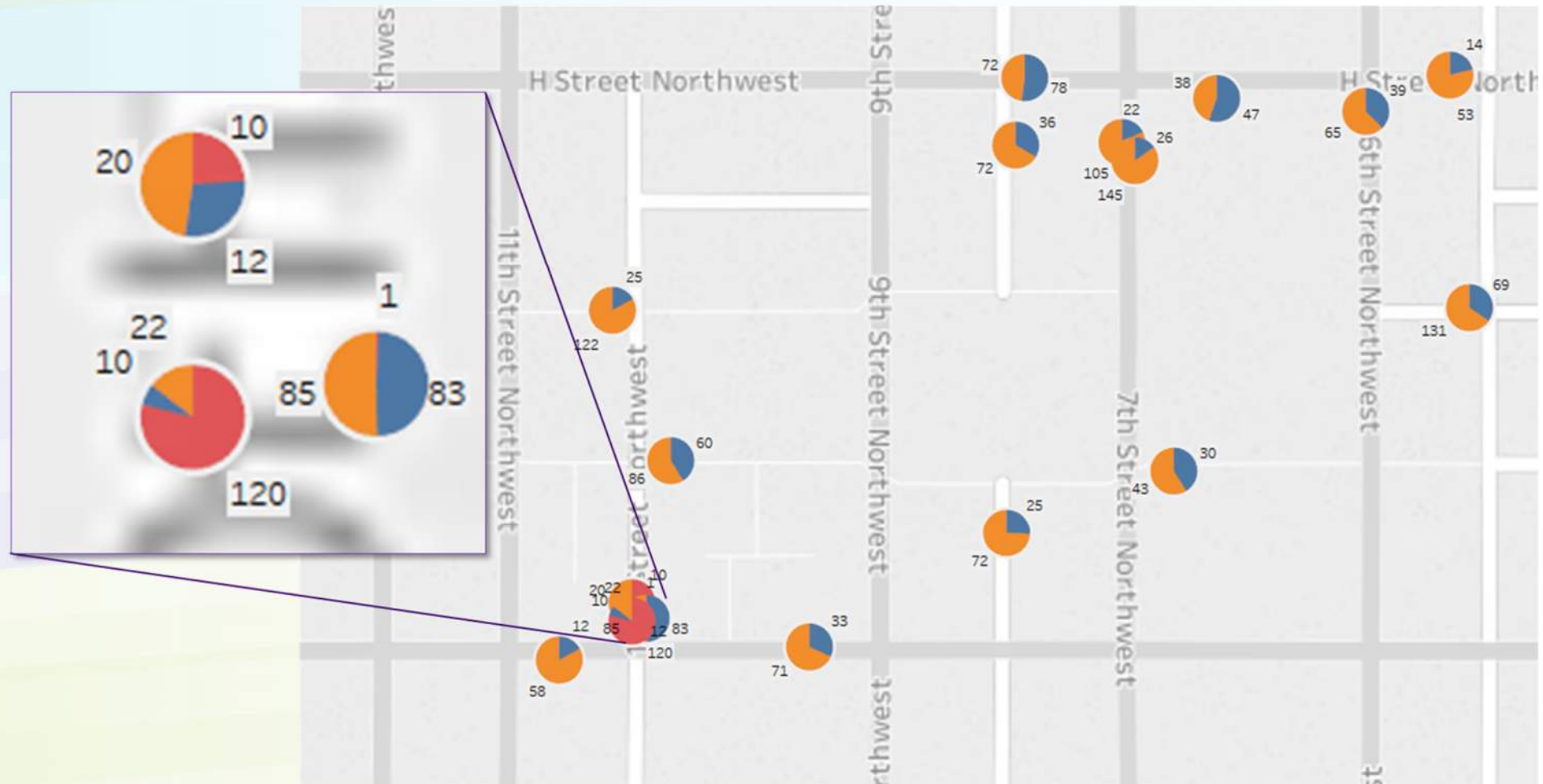
- The main objective of the program is to improve the parking experience for customers by facilitating the effective use of curbside space through pricing changes based on demand
- DDOT utilized video surveys using time-lapses cameras to collect truck occupancy and in-street sensors to detect personal vehicle occupancy



# *parkDC: Penn Quarter/Chinatown Pilot Area*



# *parkDC: Penn Quarter/Chinatown Pilot Area*



Bus Commercial Passenger Vacant

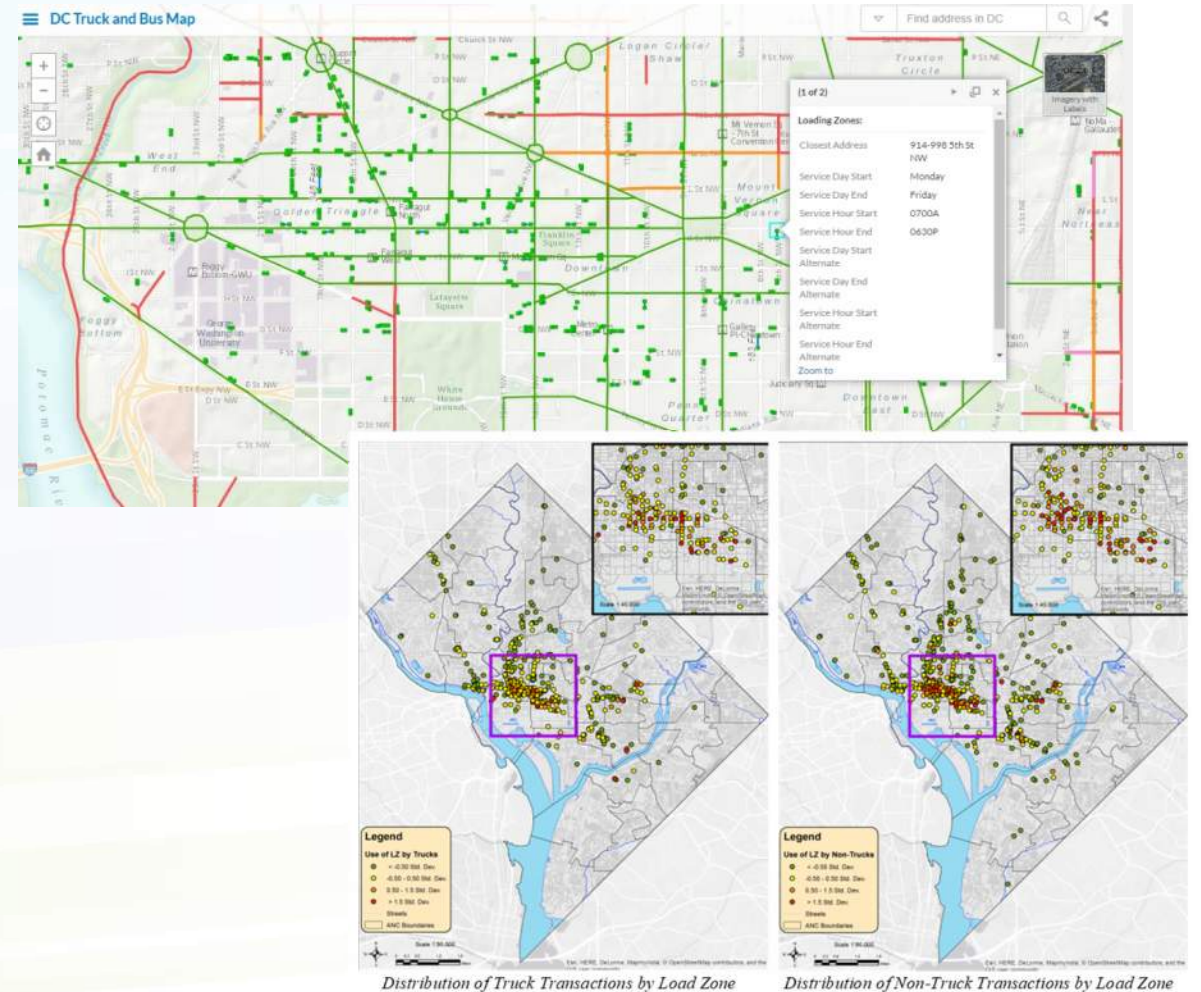
Source: District Department of Transportation

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# Additional Truck Curbside Management Efforts

- Freight Trip Generation Research
- Off-Hour Deliveries
- Package Delivery and Locker Pilots
- Zoning Code and Development Review
- Coordinate with Enforcement



Source: District Department of Transportation

# *Zoning and Development Review*

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## ➤ Building and Public Space Permits

- » What uses will occupy the building?
- » What number of deliveries a day do they expect? What size truck?
- » What is the internal access? Are all uses accessible via the provided internal access?
- » Where is trash/recycling/composting handled?
- » Review truck turn movements for access (and confirm the correct size truck is used)
- » Create and review a loading management plan and confirm a loading dock manager will be provided

## ➤ Zoning Code

- » What are the current requirements for loading?
- » Are they often exempted?
- » Do officials understand the implications of exempting loading requirements?
- » Require a loading management plan
- » Require buildings have features that make unassisted Off-Hours Deliveries possible
- » Require package delivery rooms for large buildings

# NYC Off-Hour Deliveries

## ➤ Receivers:

- » More time to focus on customers/clients
- » Fewer peak business hours deliveries
- » Frees up staff for other tasks

## ➤ Carriers

- » Much more efficient
- » Sustainable cost savings potential
- » Lower fuel costs and fewer parking tickets



Source: New York City Department of Transportation

➤ Continued Community Outreach is Necessary

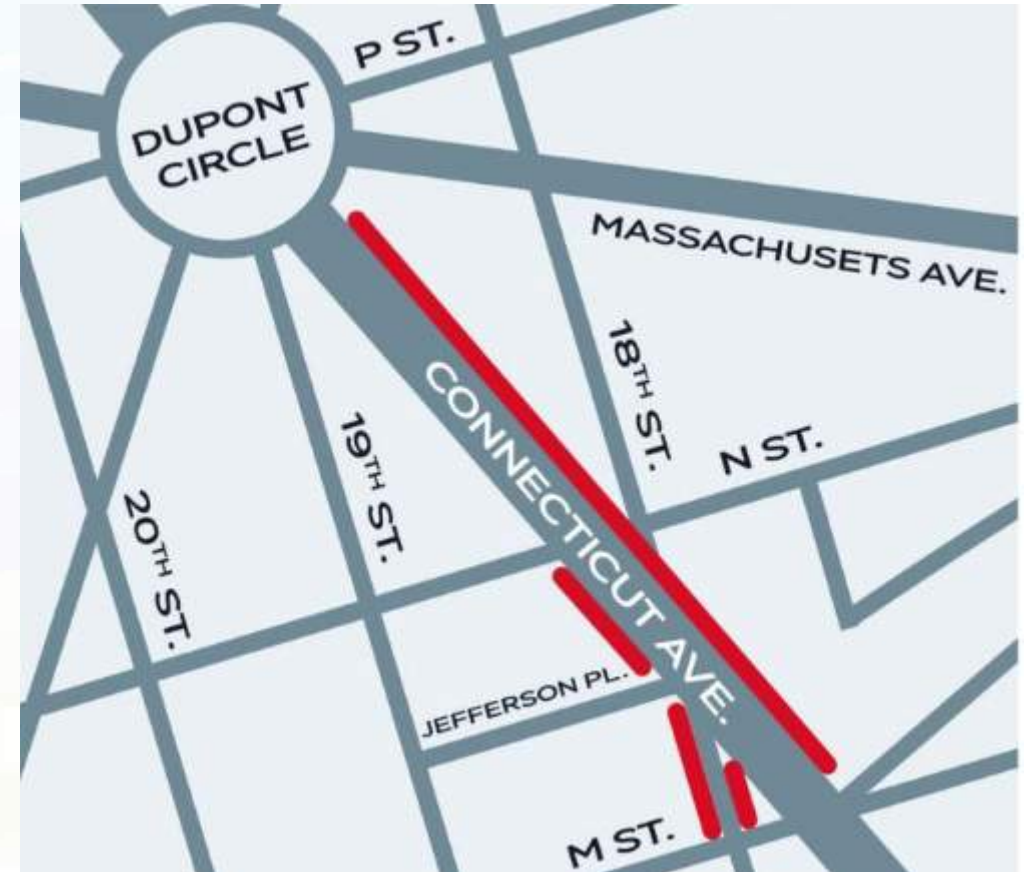
# *Potential Package Delivery Programs*

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- Delivery lockers
- Low emissions or no emissions vehicles (alternative fuels, electric, etc.)
- Dedicated delivery spots in residential areas
- Requiring package delivery rooms in new residential buildings
- Cargo bikes, and
- Neighborhood consolidation centers

# Other Curb Management Projects and Programs

- Developing Curbside Management Plans
- Neighborhood parking inventories
- Pick-up/Drop-off (PUDO) Zones
  - » Neighborhood and/or nightlife focused
  - » Actively or passively managed
- Incremental price increases
  - » \$2 first hour, \$3 second hour, etc.



Source: District Department of Transportation





What's new with our curbside pickup-dropoff program? We are working with @curbflow to research and analyze the demand at nine locations where commercial loading and pickup/dropoff often lead to double parking and other dangerous behavior. #VisionZeroDC

[ddot.dc.gov/release/ddot-a...](https://ddot.dc.gov/release/ddot-a...)

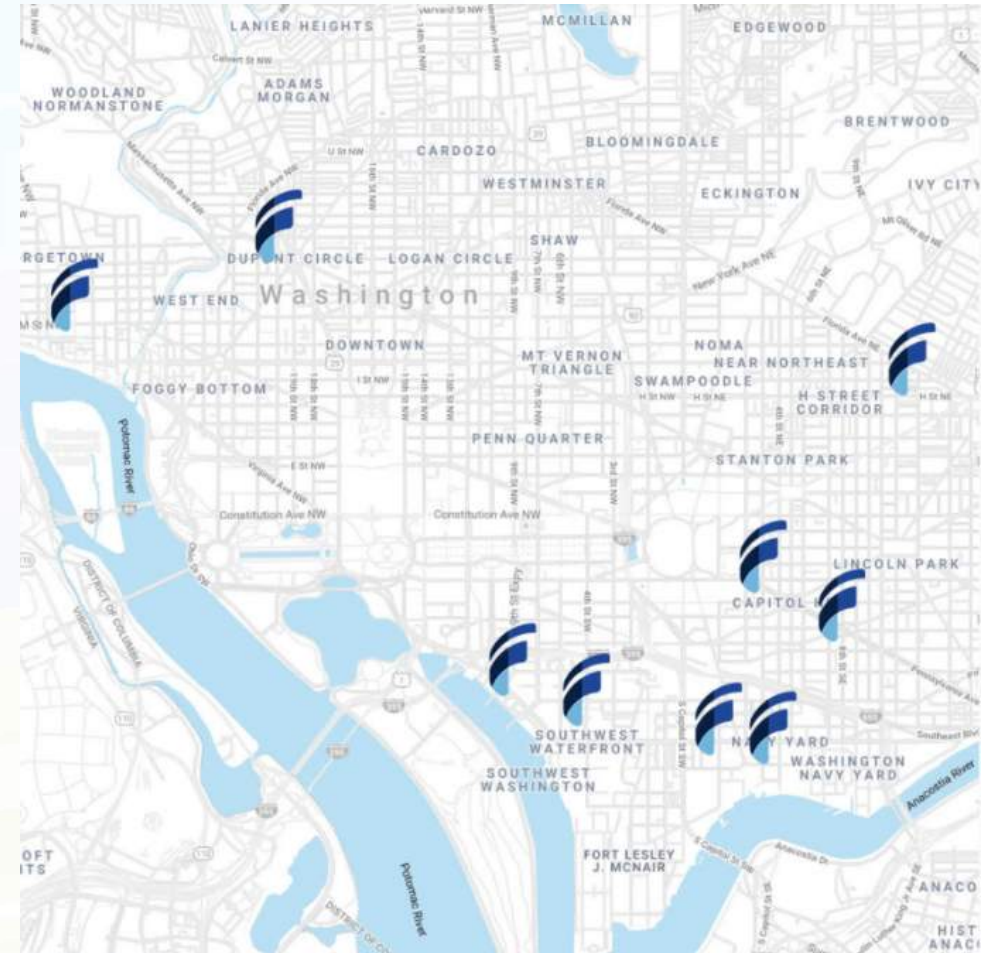


26 12:14 PM - Jun 24, 2019

16 people are talking about this

Source: District Department of Transportation

# PUDO Zones



Source: CurbFlow

CAMBRIDGE SYSTEMATICS



# Data Collection



- ← “Inner curb” (e.g. sidewalk)
- ← Actual, physical curb as a barrier
- ← **Where curb regulations apply (i.e. the outer edge of the street)**
- ← Street centerline

➤ How should data for the curb be collected geospatially?

- » Is the curb a line?
- » A polygon/road area adjacent?
- » A series of points for regulations and management?

# SharedStreets' Curb LR

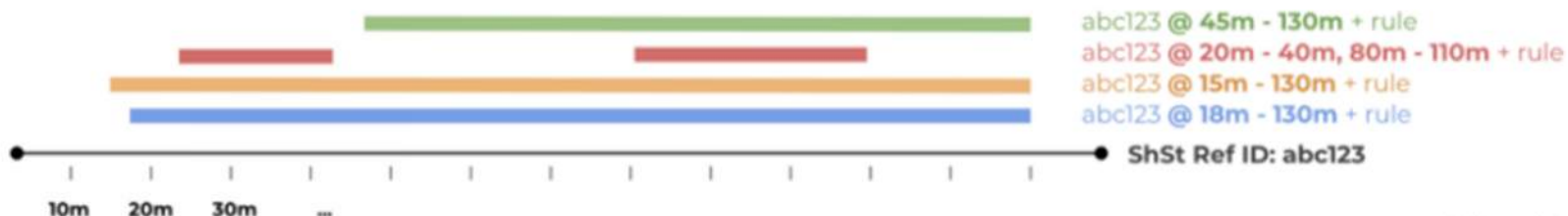
Point-based asset information can be easily mapped



Asset data represents segments of the curb...



...which are referenced into standardized, street-linked, regulatory data



@sharedstreetsio

More information, including full documentation and updates can be found on SharedStreets' Github: <https://github.com/sharedstreets/CurbLR>

Thank you

Laura Richards

[lrichards@camsys.com](mailto:lrichards@camsys.com)

301.347.9145

Daniela Waltersdorfer

[dwaltersdorfer@camsys.com](mailto:dwaltersdorfer@camsys.com)

781.539.6700