



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

**July 8, 2020**

**Webconference**

**2:00 PM – 3:30 PM**

### **MEETING NOTES**

#### **1. Participating**

- CDTC – Christian Bauer (Chair)
- DCTC – Mark Debald
- GBNRTC – Rich Guarino
- GTC – Jody Binnix
- NYMTC – Leslie Fordjour
- OCTC – Ashlee Long
- SMTc – Mike Alexander (Co-Chair)
- WJCTC – Scott Docteur, Al Ricalton, Kris Reff
- NYSDOT – Jim Davis, David Rosenberg, Mark Grainer
- FHWA –Gautam Mani, John Formosa
- T.Y. Lin International (NYSAMPO Staff Support) – Richard Perrin
- Cambridge Systematics (NYSAMPO Staff Support) – Brian Stewart

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

Bauer opened the meeting and conducted the roll call.

#### **2. Freight Planning for Upstate Cities/Towns/Villages**

Perrin presented on planning at the city, town, and village level in Upstate New York with applicability to smaller geography planning in the New York City Metropolitan Area. Key topics included:

Background: Freight planning is typically undertaken at the metropolitan and state levels and large cities are more likely to develop freight plans than their medium-sized and smaller counterparts. Municipal freight planning is vital to addressing changes in logistics and community priorities.

Analyzing Conditions and Needs: Analysis should be conducted in a manner that's meaningful to existing community goals, present and discuss major freight generators and transportation facilities for all modes, and utilize data from other geographies to make informed inferences, interpolations, and extrapolations with an emphasis on community priorities in addition to trends to determine needs.

Recommendations: Issues can be addressed in a proactive manner by identifying projects that address more than freight through a suite of cost-effective solutions that can be

implemented in phases with support from partners inside and outside of local government. Major categories of recommendations include infrastructure, design, operations, vehicles, safety, and partnerships.

Key Takeaways: Municipal freight plans should be consistent with other community plans, right-sized to the community, achievable in scope, inclusive of all partners, and be ongoing with follow-on activities.

The presentation is provided as an attachment to these meeting notes.

Bauer asked for comments and questions. Stewart commented that the content of the presentation is consistent with the experience of Cambridge Systematics and that truck routing is an element that deserves attention to determine the interaction with pedestrians and bicyclists as trucks can get lost in discussions of active transportation. Bauer discussed that it can be difficult to communicate the benefits of freight investments to the public and other stakeholders. DeBald stated that freight is often limited to complaints about trucks, which have a negative connotation.

### **3. Effects of COVID-19 on Freight**

Perrin opened the discussion with observations of the effects of the pandemic on freight movement and logistics since the last group meeting. He cited a McKinsey & Company [report](#). Bauer discussed a webconference conducted by RPI on ["Impacts of the COVID-19 Pandemic on Purchasing of Critical Supplies: Roots and Measures to Mitigate 'Panic Buying.'"](#) Bauer added that CDTC is using StreetLight and continuous count data to monitor the rebound in traffic levels.

### **4. Survey Results: SFY 2019-2020 Freight Planning, Training, and Future Topics of Interest**

Perrin reviewed the results of the survey. Ten of the 13 MPOs on the Freight Working Group completed the survey for a response rate of nearly 80 percent.

With respect to freight-related planning initiatives undertaken in the last state fiscal year, of the ten responding MPOs:

- Seven conducted work on the freight element of their metropolitan transportation plan (70.0%);
- Four conducted data compilation and/or research for information purposes, which did not include recommendations (40.00%),
- Three MPOs advanced updates to their regional freight plans (30.0%),
- Two MPOs advanced corridor or area-wide freight plans (20.0%);
- Two MPOs advanced freight elements of corridor or area-wide studies (20.0%);
- One MPO conducted work on their initial freight plan (10.0%);
- One MPO began work with FHWA on an air cargo workshop (10.0%); and
- One MPO analyzed freight corridors as part of their Congestion Management Process (10.0%).

With respect to freight-related activities undertaken in the last state fiscal year, of the nine responding MPOs:

- Three MPOs convened/facilitated meetings of an existing freight advisory group/steering committee (30.0%);

- Three MPOs provided freight-related input/data to another agency's planning initiative (30.0%);
- Three MPOs presented on freight to an agency, neighborhood group, chamber of commerce, etc. (30.0%); and
- Two MPOs created a freight advisory group/steering committee (20.0%).

With respect to freight-related trainings and/or professional development opportunities:

- Nine MPOs participated in FHWA Talking Freight seminars (90.0%);
- Two MPOs participated in National Highway Institute courses (20.0%);
- Two MPOs participated in an American Planning Association event (20.0%); and
- One MPO participated in an FHWA workshop (10.0%).

Freight-related topics in order of greatest to least interest are:

1. Freight Planning in Upstate NY Cities/Towns/Villages
2. E-commerce, Technology, Logistics
3. Availability and Attributes of IHS Markit Transearch for MPOs in New York State
4. Effects of COVID-19 on Freight
5. Engaging Stakeholders in Freight Planning
6. Truck Parking
7. Operations Planning for Freight
8. Freight Planning by Non-NYS MPOs
9. USDOT Maritime Administration Marine Highway Program
10. The Jones Act (aka Merchant Marine Act of 1920)

Additional thoughts and comments included:

- "In our experience, it's been difficult to engage with local freight operators because we often don't have the direct authority or power to address their needs - which can be more immediate than what might be addressed in a long-range plan discussion."
- "The current and anticipated impacts of E-commerce, especially in light of increasing demand caused by Covid-19, should continue to be considered as a discussion topic (particularly land use impact)."

## **5. Freight Working Group Presentation to Directors Group – August 21, 2020**

Bauer informed the group that the NYSAMPO Directors Group has offered the working groups the opportunity to present on their activities and any opportunities or issues. Bauer and Alexander, with assistance from Perrin, will develop the presentation for the August 21, 2020 NYSAMPO Directors Group meeting.

## **6. NYSDOT TRANSEARCH and IHS Global Markit Data**

Grainer reviewed the recent datasets purchased by NYSDOT, including 2018 [TRANSEARCH](#) data from IHS Markit. NYSDOT is working with NYMTC using the [Tableau](#) platform to visualize data. Bauer asked that Grainer do an expanded presentation at the next meeting of the group. Grainer agreed and added that as part of the data purchase from IHS Global Markit, NYSDOT will receive trainings on the TRANSEARCH dataset and offered the opportunity for the MPOs to participate in the training. Fordjour thanked NYSDOT for sharing the data as NYMTC found it very useful and encouraged other MPOs to work with NYSDOT. Binnix agreed with Fordjour, adding that consultants can have access to the

TRANSEARCH data contingent on agreeing to nondisclosure agreements. Bauer directed Perrin to coordinate identifying dates for the TRANSEARCH training.

## **7. Updates from Stakeholders**

## **8. New Business**

In the interest of time, Bauer combined agenda items "7. Update from Stakeholders" & "8. New Business." He asked if members had any significant updates or new items to be discussed with the group. There were no comments.

## **9. Adjourn**

Bauer adjourned the meeting at 3:29 p.m.





# Freight Planning for Upstate New York Cities/Towns/Villages

NYSAMPO Freight Working Group  
July 8, 2020

**TYLIN**INTERNATIONAL  
engineers | planners | scientists

# Agenda

- Background
- Analyzing Conditions & Needs
- Recommendations
  - Infrastructure
  - Design
  - Operations
  - Vehicles
  - Safety
  - Partnerships
- Key Takeaways





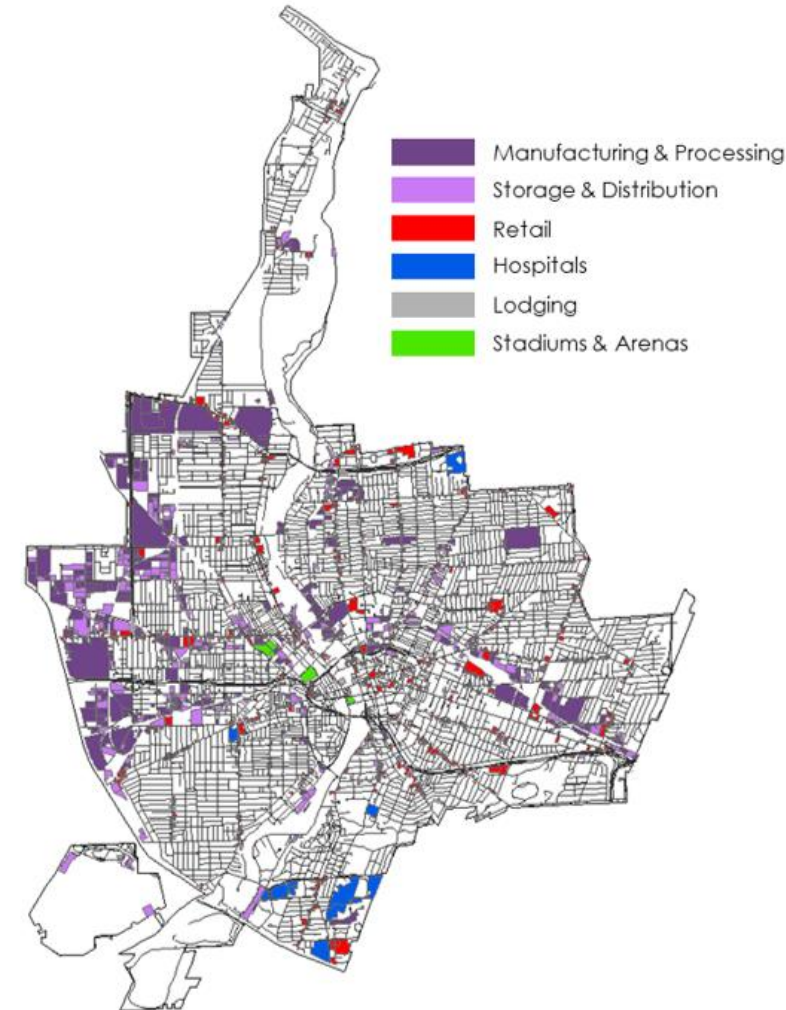
A collage of images related to transportation and urban environments, including a close-up of a vehicle's interior, a person riding a bicycle, and an aerial view of a city skyline.

## Background

- Transportation's most visible role in economic development
- Freight planning typically undertaken at metropolitan and state levels
  - Federal requirements have been an incentive
- Large cities more likely to develop freight plans and associated initiatives than medium-sized and smaller cities
  - Issues related to delay – both being caused by trucks and hampering shipments and deliveries
  - Presence of a port (particularly, a seaport) can be motivation for freight planning
- Changes in logistics and community priorities should be addressed in freight planning
  - Amazon Effect, Now Economy
  - Equity, Climate Change

# Analyzing Conditions & Needs

- Conduct the analysis in a manner that's meaningful to existing community goals
- Present and discuss major freight facilities for all modes
- Utilize datasets and information from other geographies to make informed inferences, interpolations, and extrapolations
- Identify freight generators
  - Origins, destinations, or both for raw materials, intermediate inputs, and finished products
- Needs should be based on priorities more than trends
  - A common trap is to focus on where things are going rather than where they should be





## Recommendations | Overall

- Typically, delay in Upstate New York communities is limited to peak periods and incidents
- Provides opportunity to address issues in a proactive manner
- Look for projects and programs that benefit more than goods movements
- Create a suite of cost-effective solutions that can be implemented in phases
- Identify partners within and outside local government



## Recommendations | Infrastructure

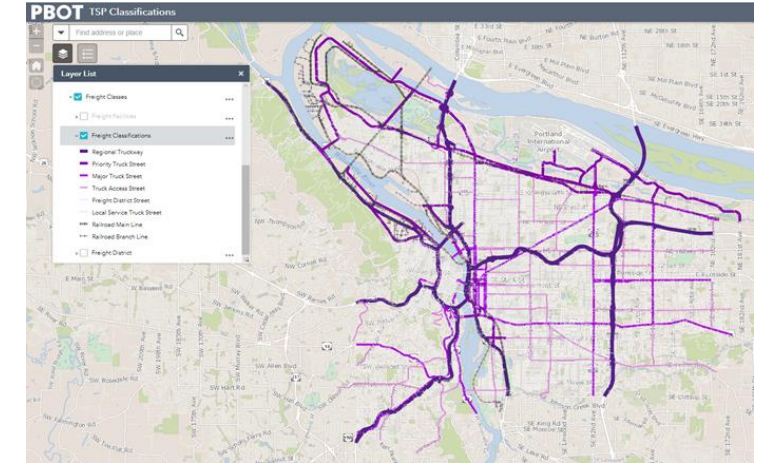
- Implement context-sensitive improvements to support economic development initiatives
  - Additional and realigned points of access/egress
  - Wider turning radii at intersections
- Further incorporate freight into capital programming
  - Strengthen performance-based programming
  - Part of freight-specific and broader criteria
- Resolve existing bridge clearance and street weight limits





# Recommendations | Design

- Create Freight Roadway Classifications
  - Consider land uses served, function, and connections
  - Create hierarchy and preferred design elements
  - Could be incorporated into a street design guide
- Eliminate Potential Conflicts with Bicycle Lanes & Transit Stops
  - Supports other typical goals
  - Provides opportunity to ensure adequate loading and unloading spaces
  - Need to consider shared mobility and automated vehicles
  - Fiscal implications





## Recommendations | Operations

- Track Traffic Patterns to Determine Need for Delivery Windows/Restrictions
  - Part of comprehensive curb space management policy that considers location and duration
- Track Truck Movements to Determine Need for Designated Truck Routes
  - Guided by classification of routes and communities of concern
- Monitor Complaints to Determine Need for Designated Truck Parking Facilities
  - Opportunities to improve quality of life and economic development
- Promote the Deployment and Use of Freight-Specific Intelligent Transportation Systems (ITS) Components
  - Produce information that all users – including truck operators and planners – can benefit from



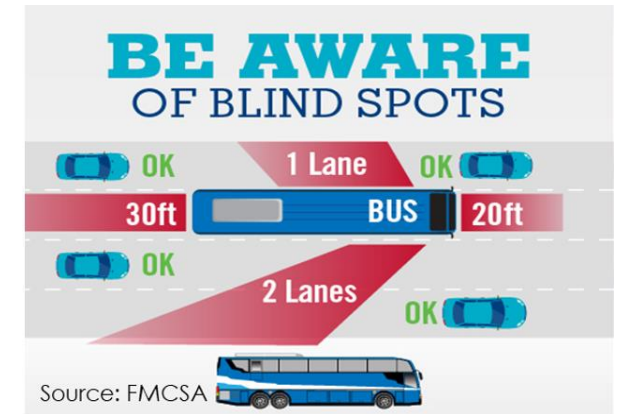
## Recommendations | Vehicles

- Assist Shippers & Carriers in Transitioning to Cleaner Vehicle Fleets
  - USEPA SmartWay
  - NYSERDA Clean Transportation Program
  - Genesee Region Clean Communities
- Support pick-ups and deliveries by bicycles
  - Shipments to and from many neighborhood-level establishments and residences are of lower volume
  - Offer lower costs in terms of initial capital outlay and ongoing maintenance and fuel
  - Consistent with emphasis on bikeability



## Recommendations | Safety

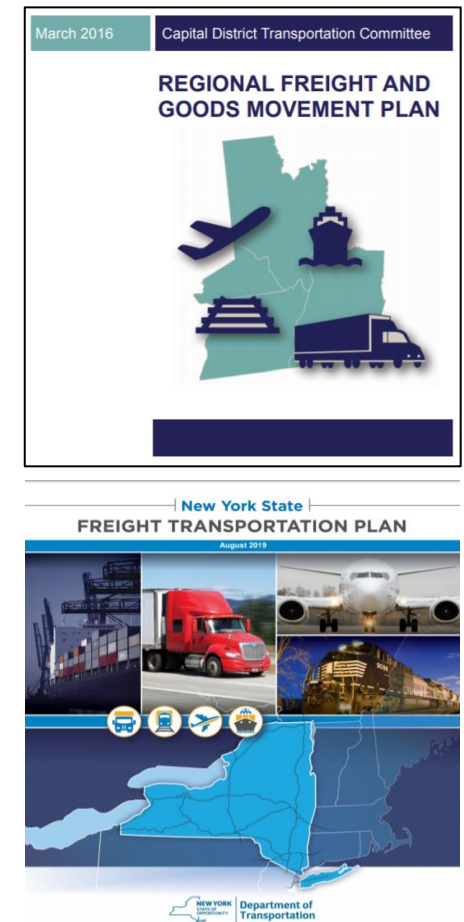
- Develop informational resources in various formats (print, PSAs, social media) regarding large vehicles, cars, motorcyclists, bicyclists and pedestrians operating together
  - Utilize/modify existing FMCSA (“Our Roads, Our Safety”) and NHTSA (“Share the Road”, “Getting There Safely”) materials
  - Replicate NYC DOT “Truck’s Eye View” educational campaign
- Work with police on identifying any potential truck issues that could be addressed via enforcement
- Inventory at-grade rail crossings and monitor maintenance and operation of railroad-owned safety equipment at these locations





# Recommendations | Partnerships

- Establish a Freight Advisory Committee
  - Including a diverse array of stakeholders is vital
  - Forum for discussion and knowledge transfer, as well as advocate for policy changes and resources
  - By-laws serve as a framework to set expectations and guide decision making
- Work with employers, shippers, and carriers on routing as needed to address community concerns
  - Two-way discussion: how freight impacts communities and how construction and other activities may impact freight
- Participate in future regional and state freight planning
  - Make a concerted effort to engage in these efforts and follow through



# Key Takeaways

## Consistent

Do: Ensure that prior engagement (through other plans or otherwise) is considered and incorporated.

Don't: Develop goals and objectives for freight that do not consider fundamental community desires.

## Right-Sized

Do: Address the complexity of the local freight network and its unique elements.

Don't: Get overwhelmed by what is quantified or included in freight plans for larger communities/geographies.

## Achievable

Do: Recognize the complexity of the local freight network and develop solutions that address the various elements of it.

Don't: Waste time seeking the “silver bullet” solution – it’s not there.

## Inclusive

Do: Use the freight planning process to begin a dialogue and build partnerships and consensus.

Don't: Treat freight as if it exists in a vacuum or limit outside or opposing input.

## Ongoing

Do: Identify opportunities to continue to discuss, monitor, and assess freight-related issues.

Don't: Treat as one-shot before, during, or after freight plan development