



**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



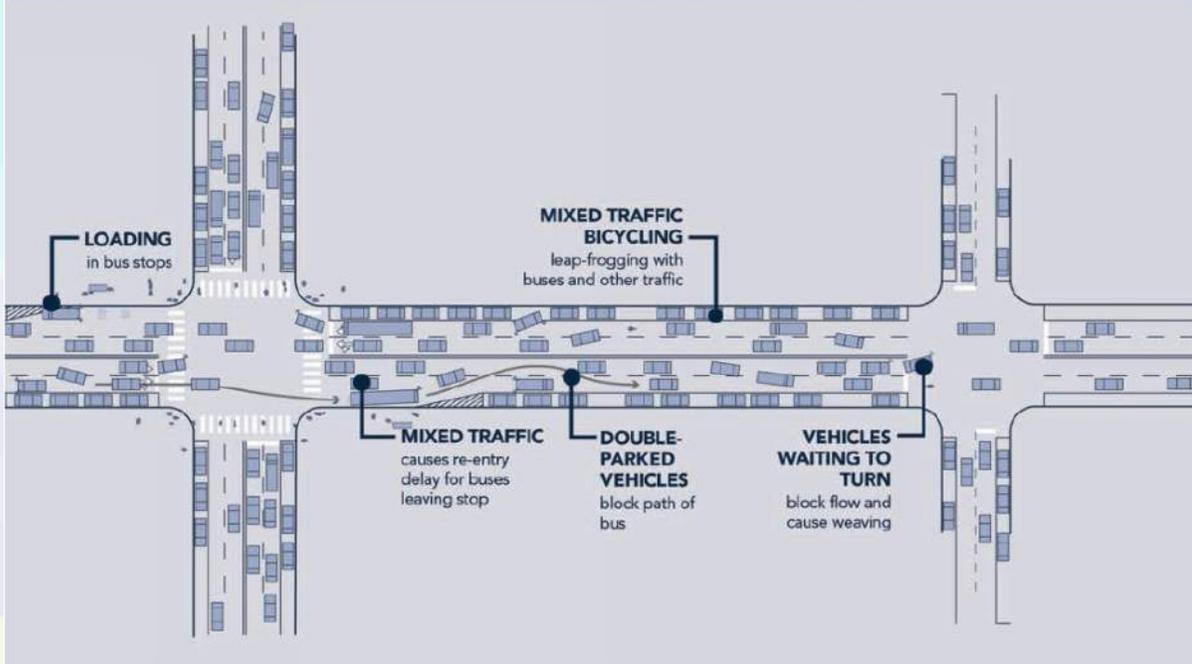
Agenda

- 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?

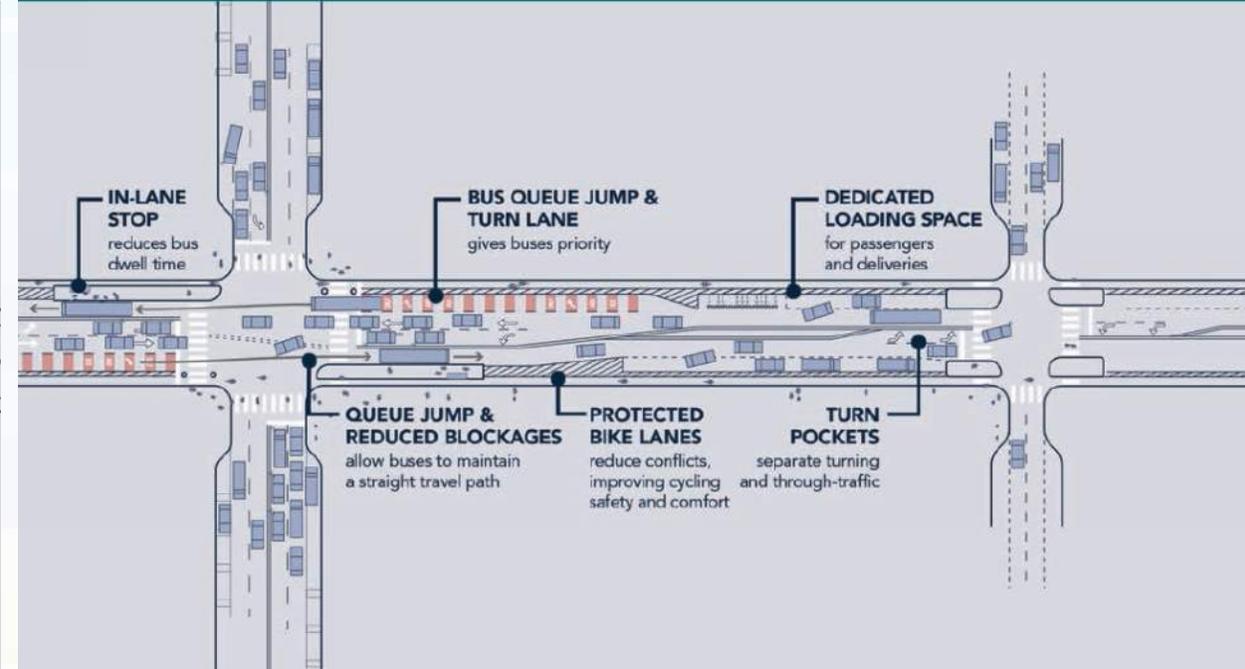
BEFORE

Unorganized streets cause friction between vehicles and reduce transit reliability due to blockages.



AFTER

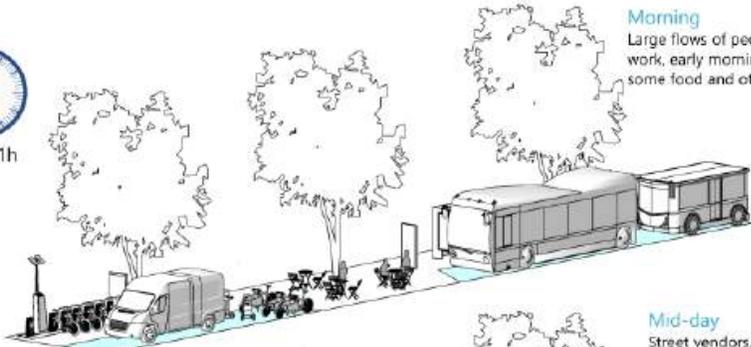
Organizing a street and curb space allows more efficient flow & operations for both transit and general traffic.



Source: NACTO Curb Appeal



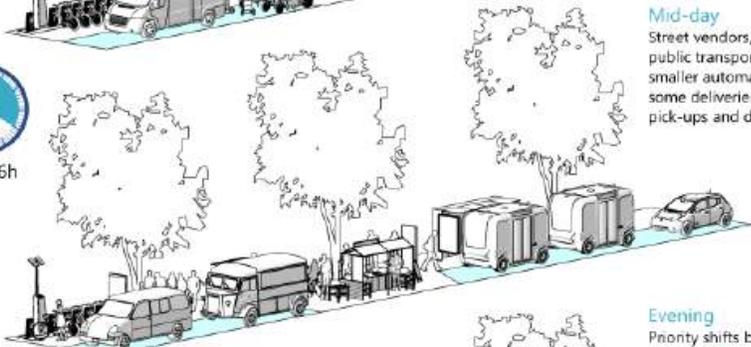
06h-11h



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



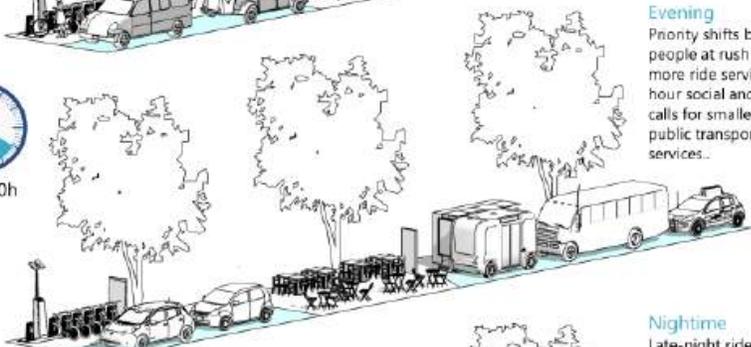
11h-16h



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



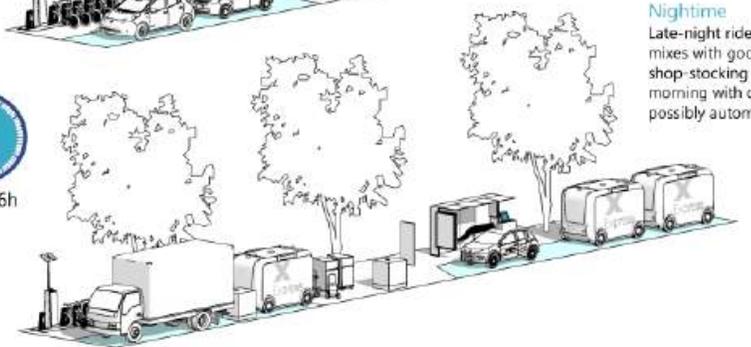
16h-00h



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.



DYNAMIC USES



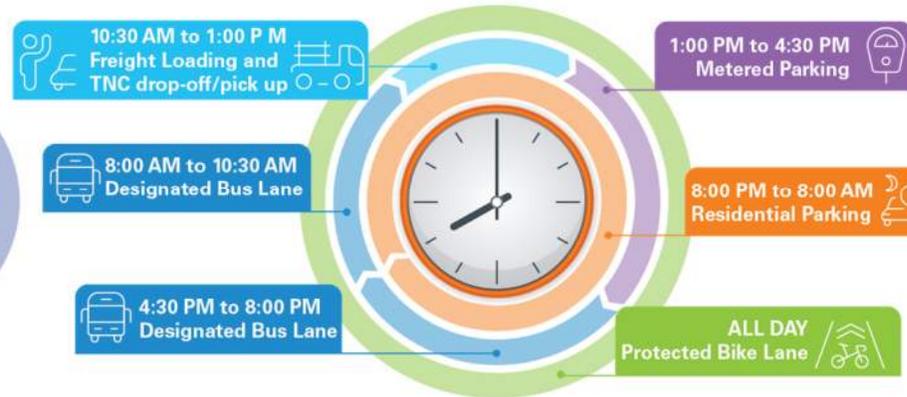
Source: ITE Curbside Management Practitioners Guide

Curb Management

MULTIPLE STATIC USES



MULTIPLE DYNAMIC USES



SIMULTANEOUS USES



TRADITIONAL CURB USES

- Parking
- Transit bays
- Valet
- Bus stops



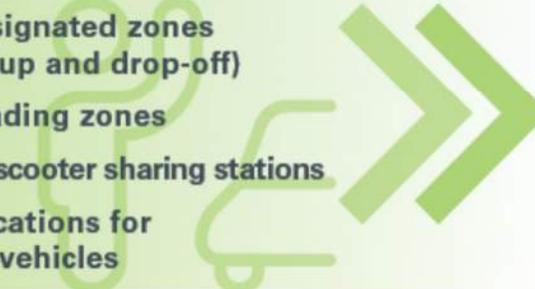
MORE RECENT USES

- 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

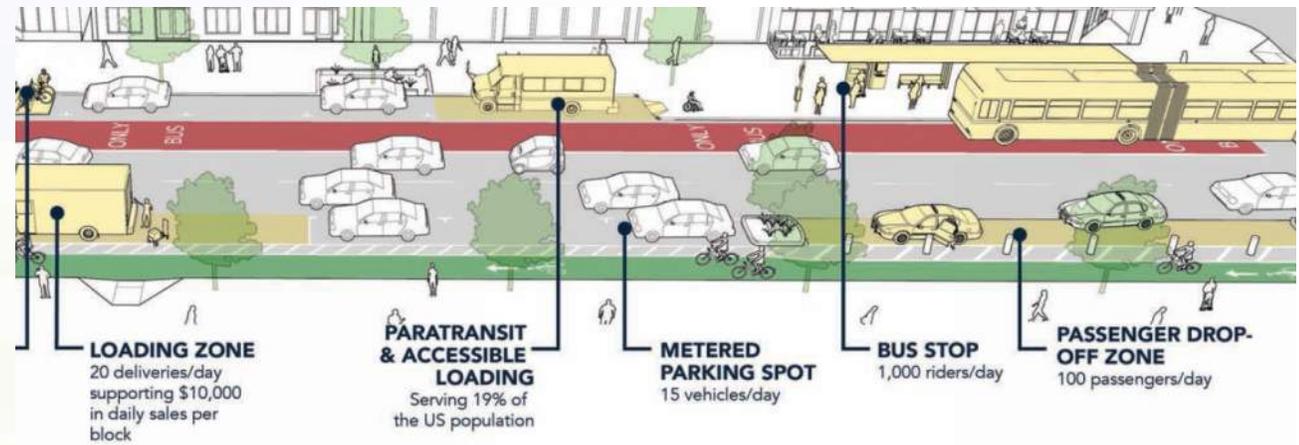
- Inventory
- Collect & Analyze Data
- Demand Forecasting
- Implement Pilots: pricing, flex zones, e-cargo deliveries, off-hour deliveries, reserved spaces, etc.
- Policy Recommendations



Source: DDOT



Source: UPS



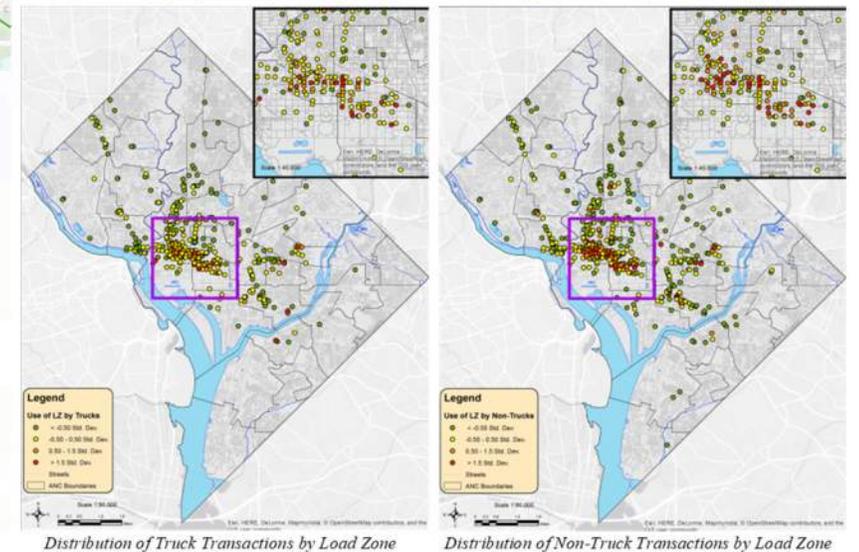
Source: ITE Curbside Management Practitioners Guide

Curb Management Opportunities - How

- 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.](#)

The screenshot displays the DC Truck & Bus Map interface. On the left, there is a sidebar with navigation options: Legend, About, and Layers. Below these are two sections: 'Layers' and 'Media Layers'. The 'Layers' section includes checkboxes for 'Truck and Bus Through Route', 'Truck & Bus Restriction', 'Loading Zones', 'Loading Zone Signs', 'Loading Zone Length', 'Bus Pickup/Dropoff Location', and 'Bus Parking'. The 'Media Layers' section includes checkboxes for 'Instagram', 'Flickr', 'Twitter', and 'YouTube', each with a gear icon for settings. The main map area shows a grid of streets in Washington D.C. with various colored lines representing truck and bus routes. A popup window titled '(1 of 2)' is open, displaying information for a specific loading zone. The popup includes a search bar 'Find address in DC' and a list of details: 'Closest Address: 914-998 5th St NW', 'Service Day Start: Monday', 'Service Day End: Friday', 'Service Hour Start: 0700A', 'Service Hour End: 0630P', and options for 'Alternate' service days and hours. The map also shows various landmarks and neighborhood names like Foggy Bottom, Golden Triangle, and Downtown.

Layers

- Truck and Bus Through Route
- Truck & Bus Restriction
- Loading Zones
- Loading Zone Signs
- Loading Zone Length
- Bus Pickup/Dropoff Location
- Bus Parking

Media Layers

Show contributions from the public on the map.

- Instagram
- Flickr
- Twitter
- YouTube

(1 of 2)

Find address in DC

Loading Zones:

Closest Address	914-998 5th St NW
Service Day Start	Monday
Service Day End	Friday
Service Hour Start	0700A
Service Hour End	0630P
Service Day Start Alternate	
Service Day End Alternate	
Service Hour Start Alternate	
Service Hour End Alternate	
Zoom to	

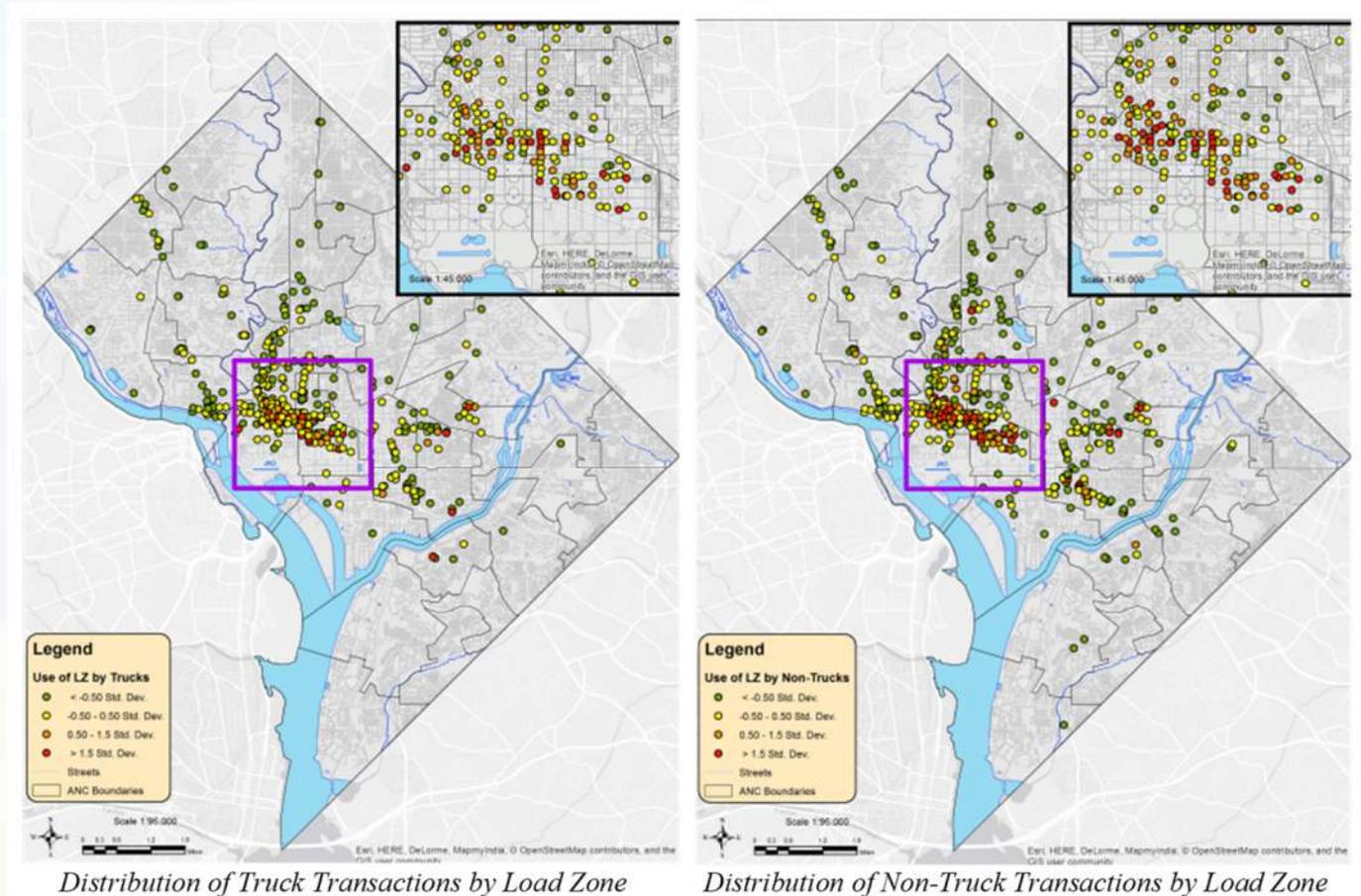
Source: District Department of Transportation

Loading Zone Allocation Model

- 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

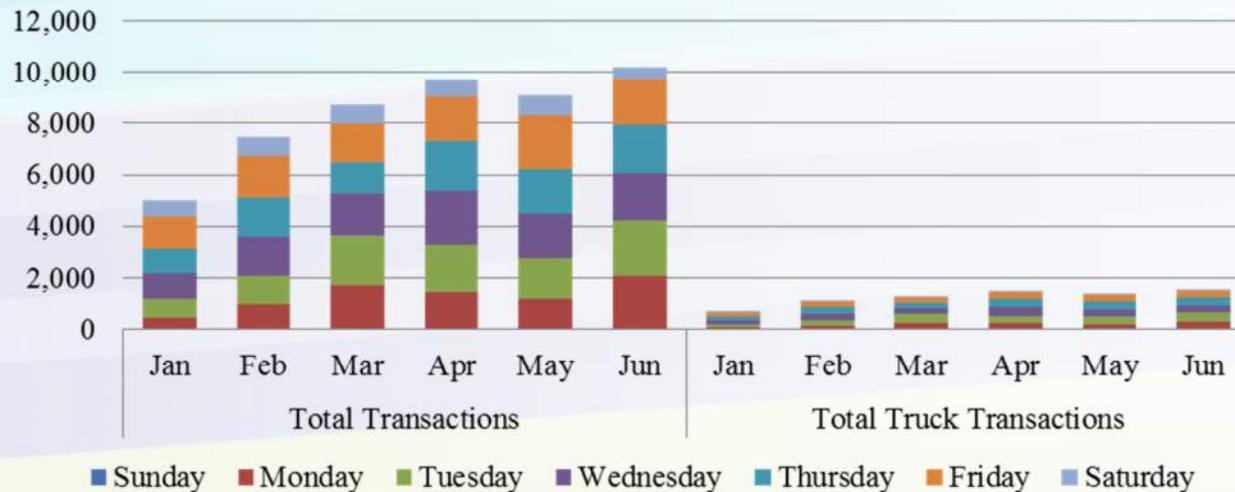
Loading Zone Pricing

- 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



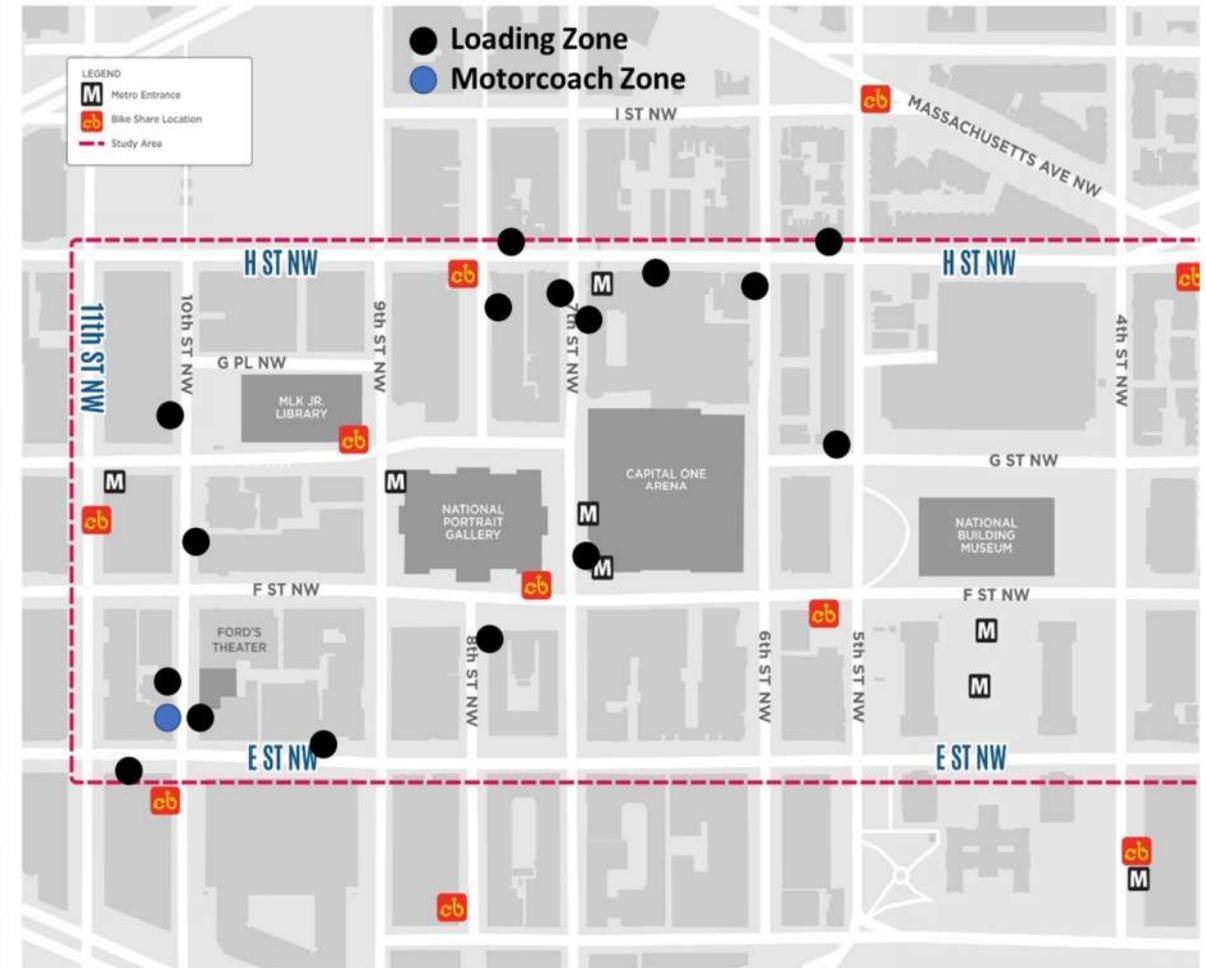
Source: District Department of Transportation

Loading Zone Pricing

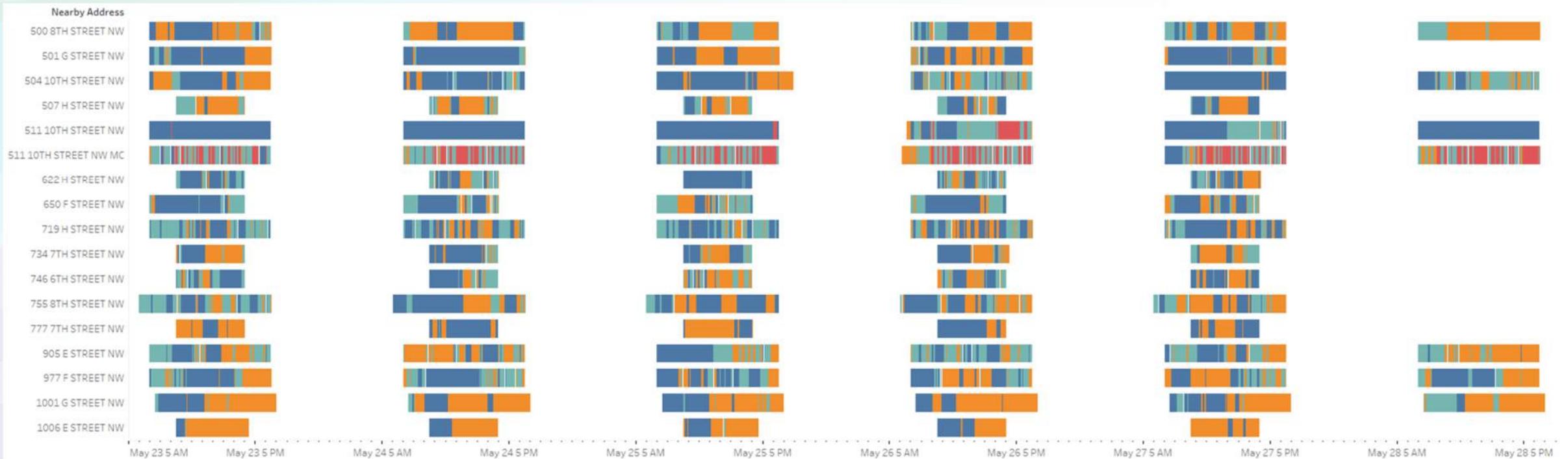


parkDC: Penn Quarter/Chinatown Pilot Area

- 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



Monday

Tuesday

Wednesday

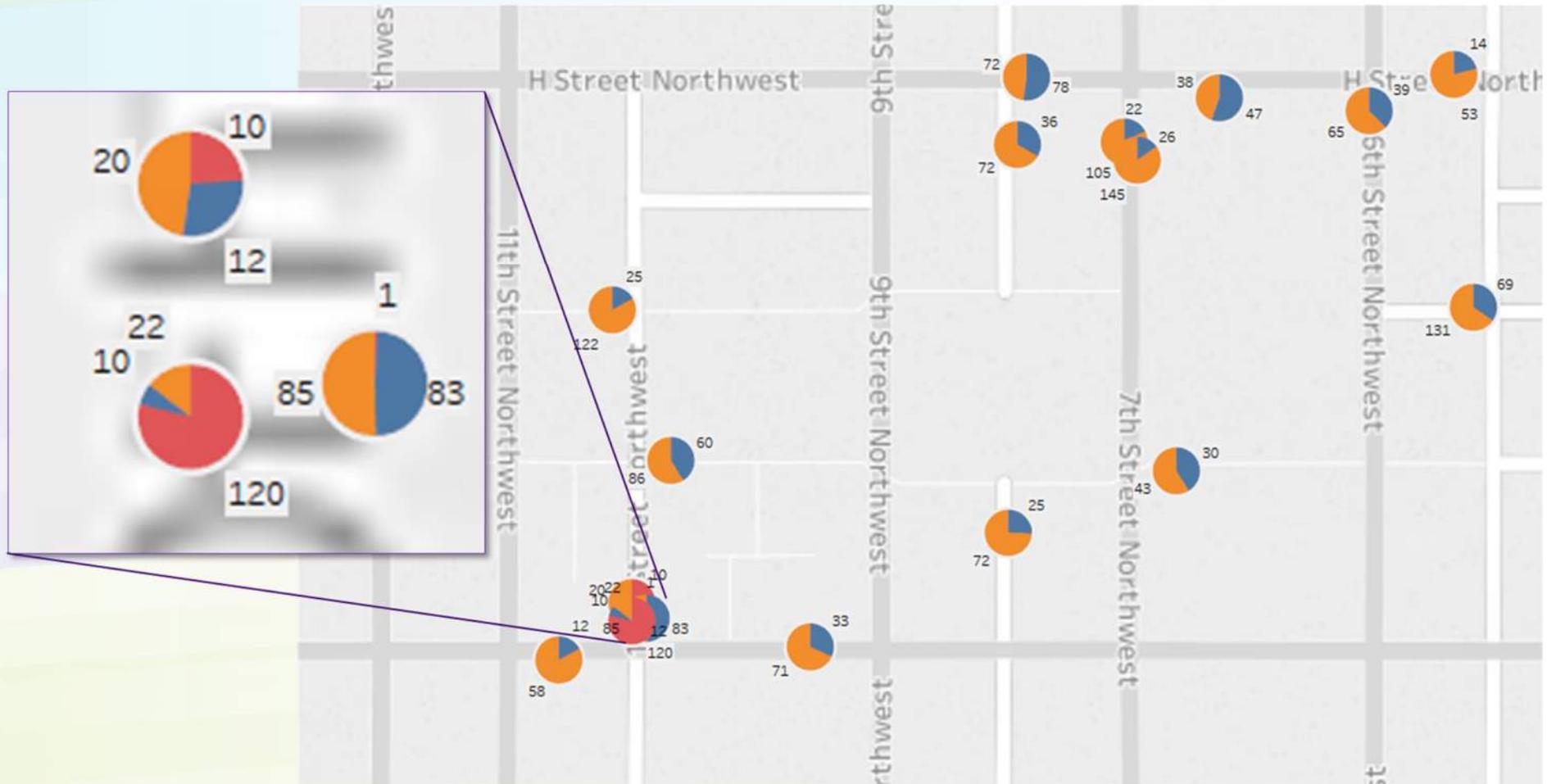
Thursday

Friday

Saturday

■ Bus
 ■ Commercial
 ■ Passenger
 ■ Vacant

parkDC: Penn Quarter/Chinatown Pilot Area



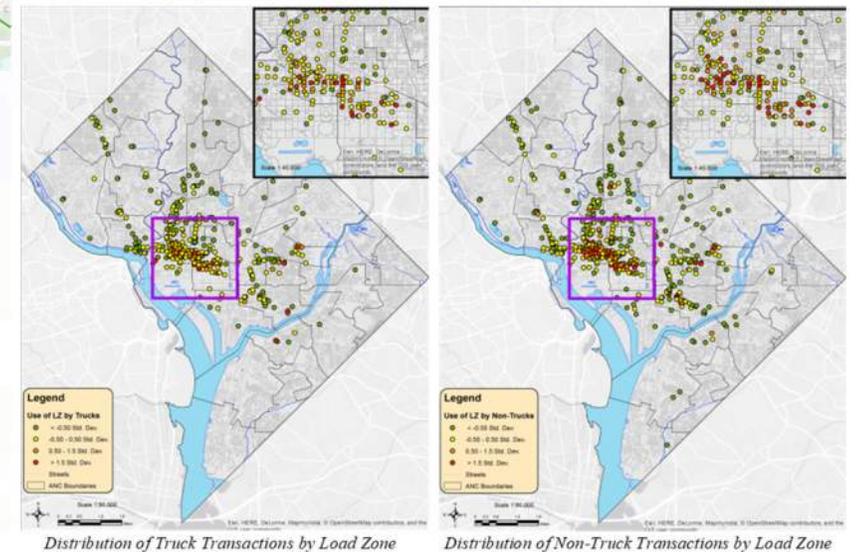
Source: District Department of Transportation

■ Bus
 ■ Commercial
 ■ Passenger
 ■ Vacant



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

➤ 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

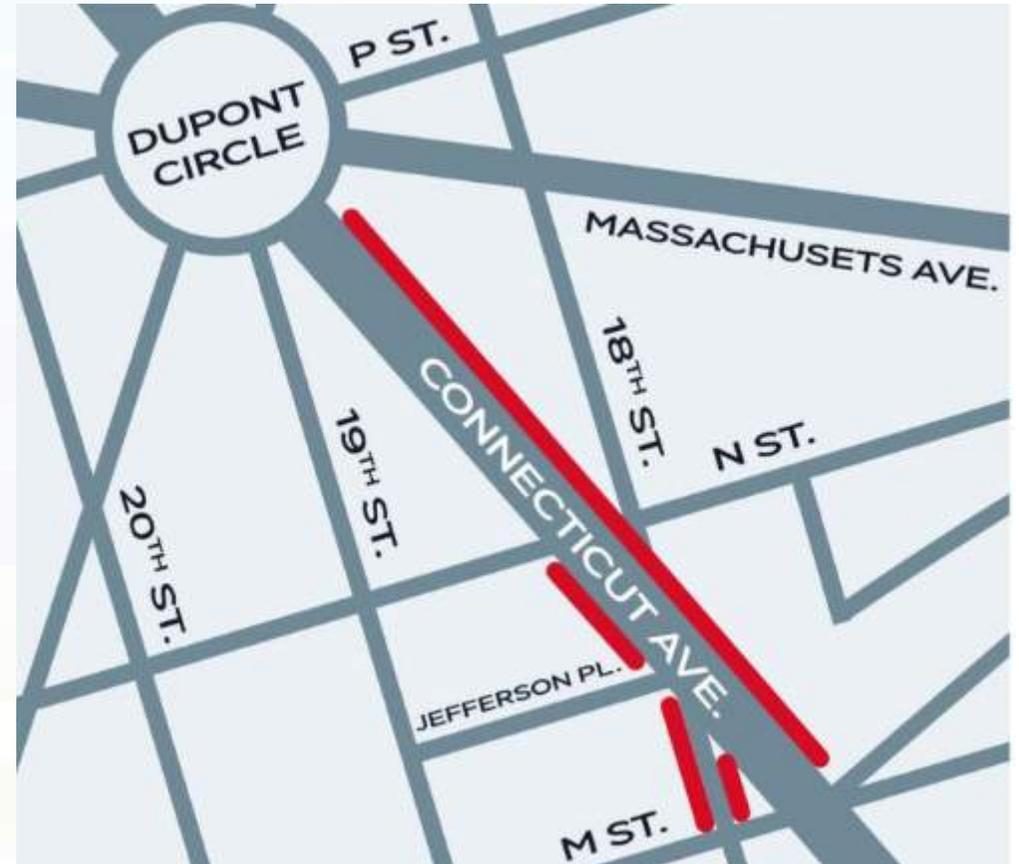
➤ Continued Community Outreach is Necessary

Potential Package Delivery Programs

- 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



d. **DDOT DC** 
@DDOTDC 

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...

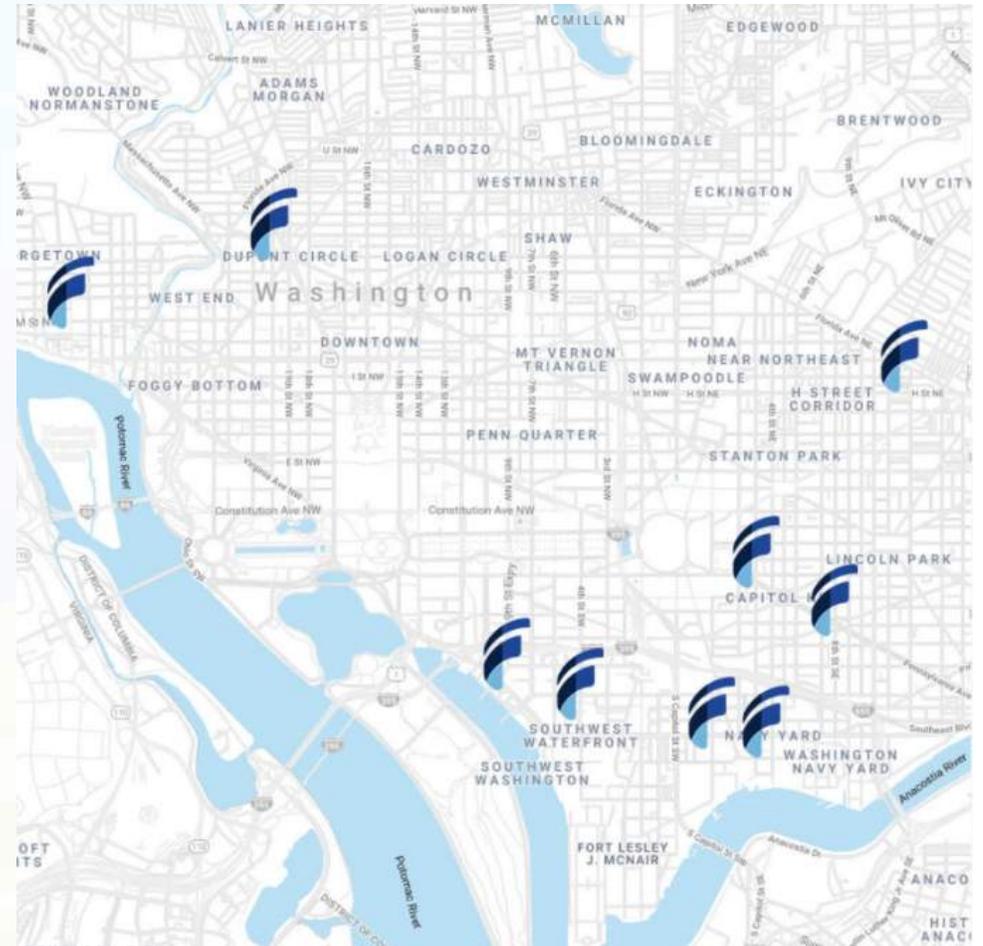


♡ 26 12:14 PM - Jun 24, 2019

💬 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

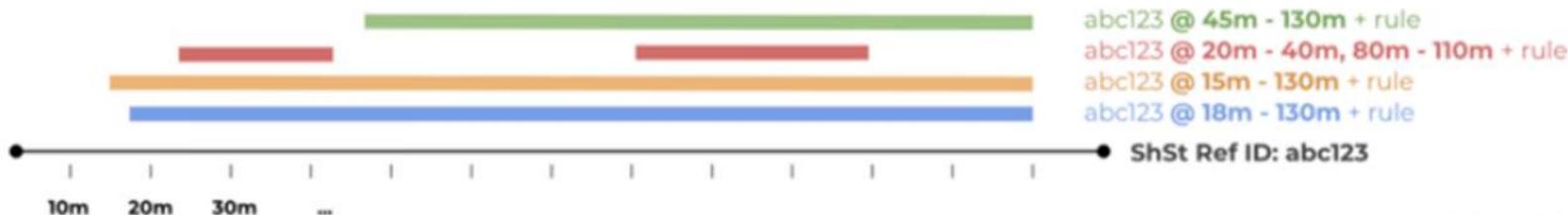
Point-based asset information can be easily mapped



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

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