



NYC Department of Transportation Update

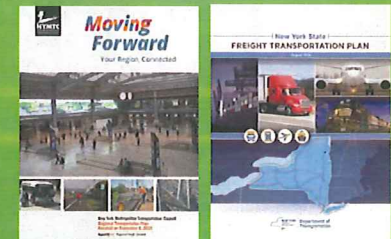
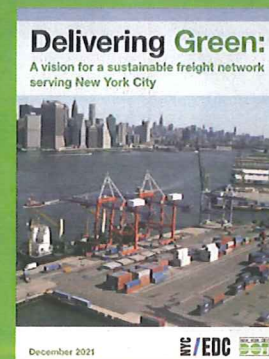
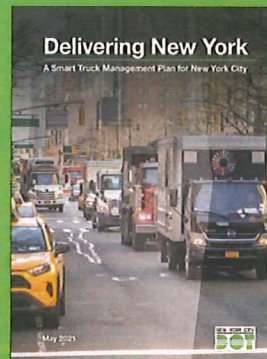
CM Aviles Community Forum

June 23, 2022



Freight Vision & Plans

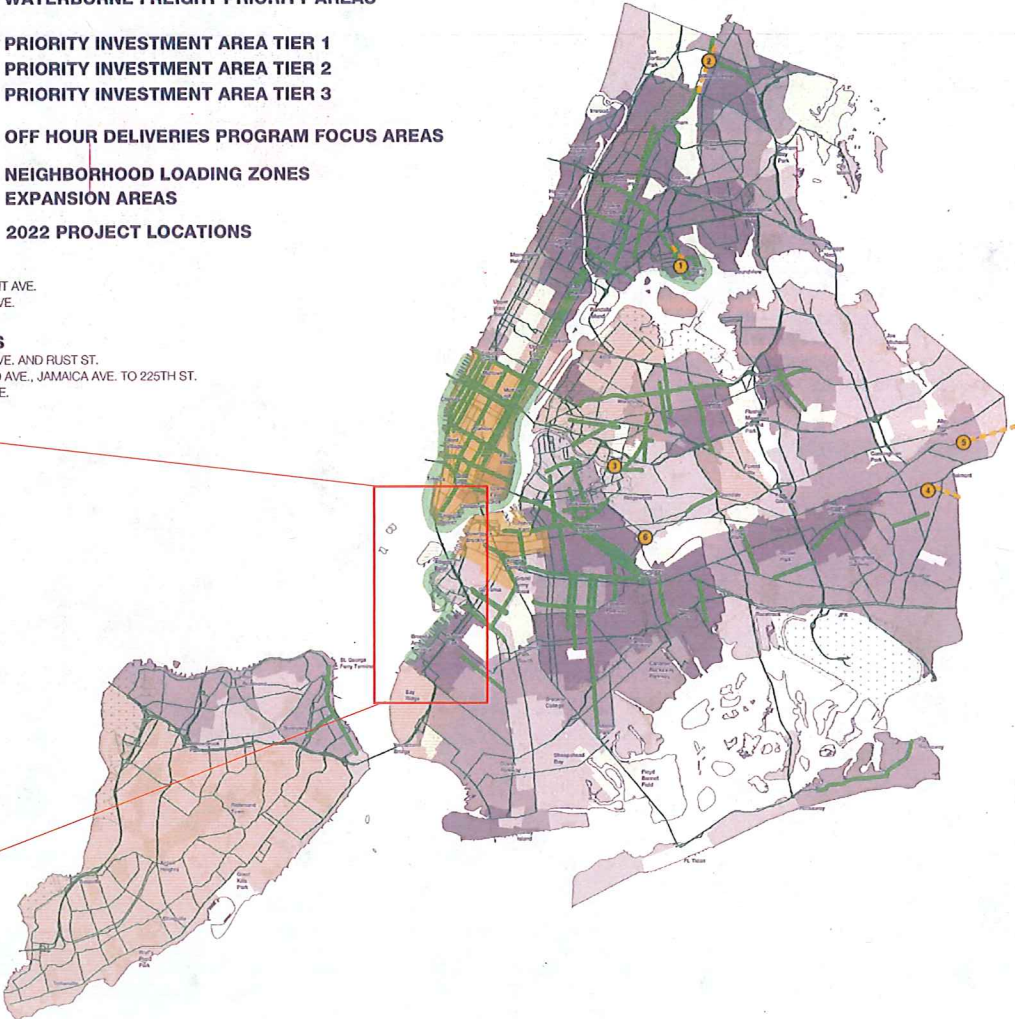
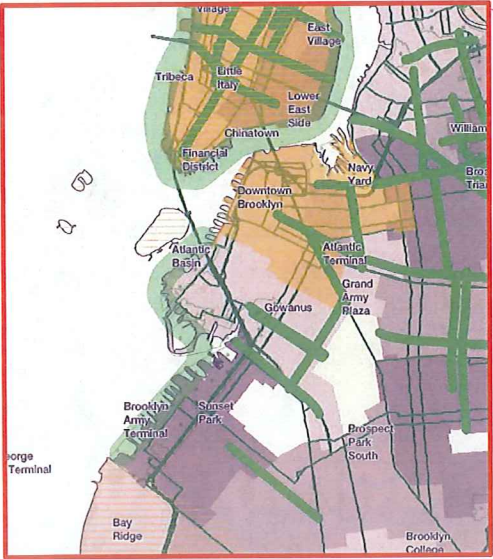
Enhance the **economic vitality** and quality of life for all New Yorkers by providing for the **safe, equitable, efficient, and responsible** movement of goods.



NYC Streets Plan

Red Hook & Sunset Park are part of City's Priority investment areas

- EXISTING TRUCK ROUTES
 - TRUCK SAFETY CORRIDORS
 - ⋯ INDUSTRIAL BUSINESS ZONES
 - WATERBORNE FREIGHT PRIORITY AREAS
 - PRIORITY INVESTMENT AREA TIER 1
 - PRIORITY INVESTMENT AREA TIER 2
 - PRIORITY INVESTMENT AREA TIER 3
 - OFF HOUR DELIVERIES PROGRAM FOCUS AREAS
 - NEIGHBORHOOD LOADING ZONES EXPANSION AREAS
 - 2022 PROJECT LOCATIONS
- BRONX**
- HUNTS POINT AVE.
 - WEBSTER AVE.
- QUEENS**
- MASPETH AVE. AND RUST ST.
 - HEMPSTEAD AVE., JAMAICA AVE. TO 225TH ST.
 - HILLSIDE AVE.
 - CODY AVE.



Last mile facilities

General descriptive features

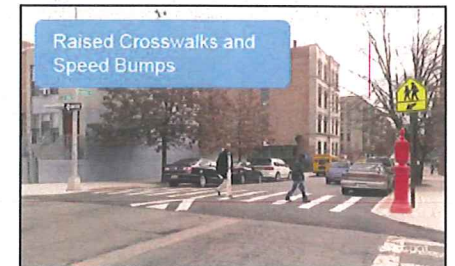
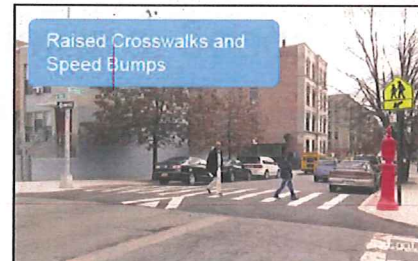
- **Activity:** Amongst other factors, the intensity and magnitude of trips generated at these facilities is influenced by the building and lot size, function, and contextual site operations.
 - Trips for high-volume transfer/restocking
 - Trips for facility access and service activity
 - Trips for local goods movement to end customer
- **Movement of goods** is often facilitated using a variety of vehicles: long-haul trucks (tractor trailers) to local delivery trucks, vans, cars, etc. Sizes and types of vehicles used are often a function of the origins and destinations of the goods processed at a facility (i.e., location in the supply chain)
- **Operations** – Depending on facility function, trips are distributed throughout the day, though peak truck movement could coincide with surrounding network traffic.
- **Need for site-level and context-sensitive trip generation estimates**

Context

- DOT's curb cut review process for as-of-right developments (like last mile facilities) are limited to projects referred by the NYC Department of Buildings (DOB). Comprehensive traffic studies are not required.
- When AOR developments are referred to DOT, our review focuses on ensuring an individual property's curb cuts are properly sized and located to maintain safe and efficient operations along City streets leading to and from these facilities.
- **DOT is committed to working with agency partners, elected officials, and affected stakeholders to increase visibility and understanding of the effect of such facilities on communities.**
- **Alongside traditional safety improvement projects, DOT is proactively advancing a series of freight and alternative fuels programs and initiatives**

DOT Safety Toolbox: Street Improvement Projects

Overview



Moving People & Goods: Freight Mobility

How We Do it: Wide range of strategies, policies and programs in our toolbox to ensure safe, efficient and sustainable movements of goods

Manage Demand



Off-Hour Deliveries



Micro-distribution Hubs

Enhance safety, network connectivity & curb access



Truck Route Management



Conflict reducing designs



Expand Loading Zones



Truck Safety Education,
Outreach, & Partnerships

Promote sustainable last-mile delivery ecosystem



Commercial Cargo Bike Program



Truck Electrification

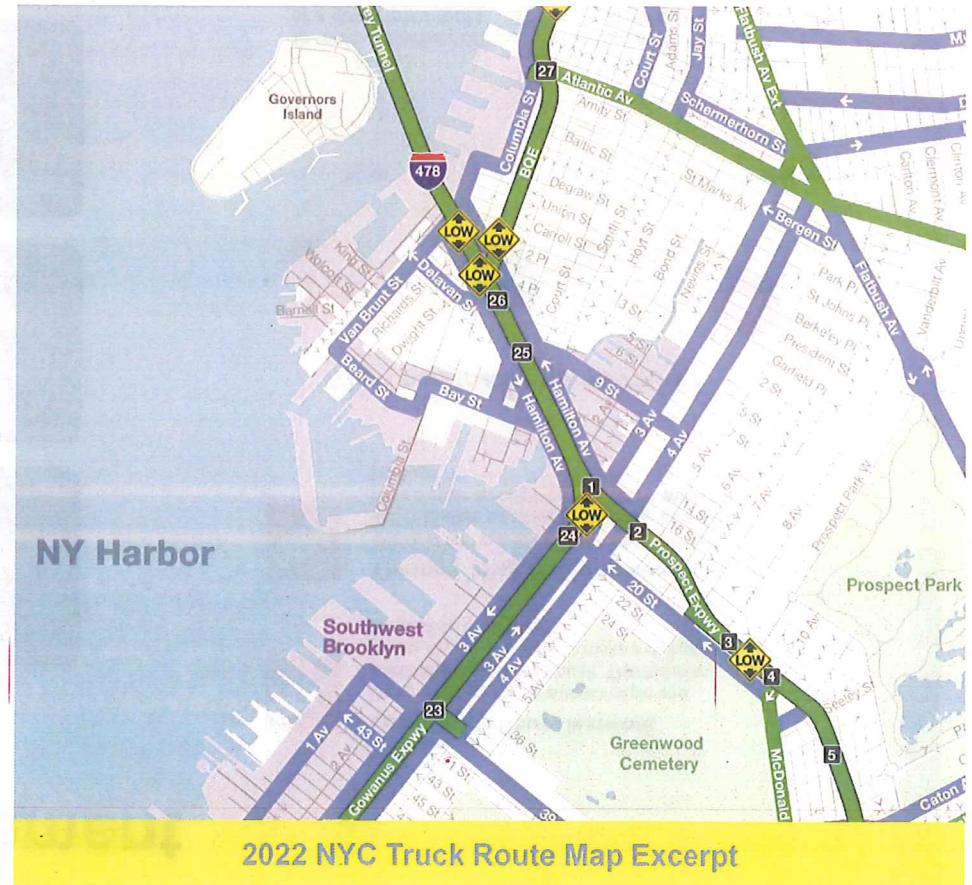


Blue Highways

Truck Route Network Management

Truck Routes organize and restrict truck movement in neighborhoods

- Truck traffic is influenced by several factors including demand, growth in freight and logistics industry, global economy.
- NYC Truck Route Network seek to minimize effects on communities and requires appropriate **engineering, education and enforcement** to increasing safety and reducing likelihood of trucks traveling on less desirable residential corridors.
- DOT routinely examines the truck route network to identify improvements. Such changes must undergo a formal rulemaking process.




Truck Route Network Management


Toolkit: Signage and Functionality



On street, regulatory signs mark the intersections (~1100) between truck routes



Wayfinding signs in major industrial zones and along gateway corridors



Restrictive truck signs reinforce that trucks should only leave truck routes to make local deliveries



Local Truck Route Network

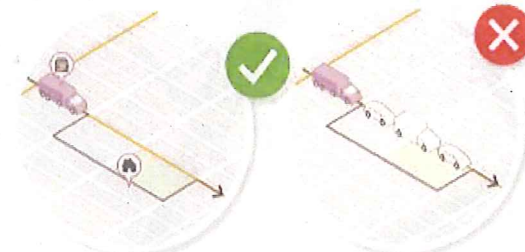
Designated for trucks with an origin and destination within a borough. This includes trucks that are traveling to make a delivery, or for loading or servicing.



Through Truck Route Network

Primarily composed of major urban arterials and highways and must be used by trucks that have neither an origin or destination within the borough.

When can trucks go off route?



Allowed
To make a delivery off
of a designated route

Not Allowed
To take a shortcut or
avoid traffic

Commercial Cargo Bikes

Shifting deliveries to space efficient devices

- **NYC Cargo Bike Program:** shifts deliveries from truck to bicycle to reduce double parking and air pollution while enhancing traffic safety.
- **Goal:** Enroll a fleet of over 2,500 operating cargo bikes by 2026.
- **Impact:** 1:1 replacement of van/box truck miles = approx. 7 tons/year/bike CO₂ savings
- **Next Steps:** DOT is creating a permanent cargo bike program through the promulgation of rules allowing for a permit system, with a goal of growing enrollment.



Clean Truck Program

Cleaner trucks for a greener NYC

- Rebate incentive program
- Replace older, heavy polluting diesel trucks with newer and more environmentally friendly trucks.
- Program expansions to industrial areas citywide, Southwest Brooklyn is an eligible Industrial Business Zone (IBZ).
- DOT is working with South Brooklyn Industrial Development Corporation (SBIDC) to engage businesses across South Brooklyn and Red Hook



Clean Trucks Program

Expanding the Success of NYC DOT
Hunts Point Clean Trucks Program



2012
Hunts Point Clean Trucks
Program Launched

592
Diesel Trucks Replaced

96%
Particulate Matter
Reduction From
Qualifying (Old) Truck
Baseline

83%
Nitrogen Oxide
Reduction From
Qualifying (Old) Truck
Baseline

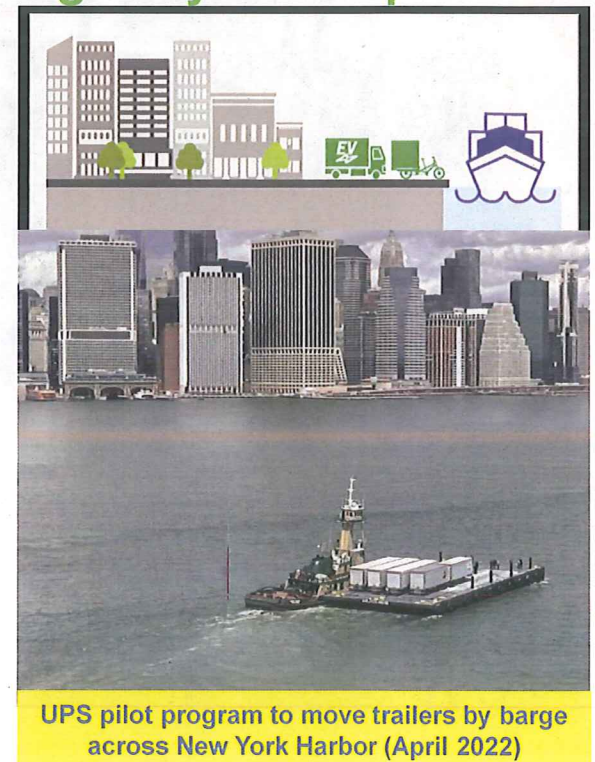
Blue Highways Program

Joint DOT and EDC effort to evaluate marine freight highway development

Goals

- Seeks to activate NYC waterways for the movement of goods.
- Promote safety by decreasing the number of trucks on our streets, reducing traffic congestion and air pollution.
- Pair program with other sustainable last-mile delivery operations (cargo bikes, electric vehicles, etc.)

Next Step: The City will release a request for expressions of interest (RFEI) this year with the goal of understanding industry challenges and opportunities, including ways to implement and support businesses to engage in waterfront freight operations



Citywide Truck Electrification

Develop citywide strategy to install first 100 truck charger stations citywide

- Electrifying medium- and heavy-duty vehicles is important to achieving the City's goal of carbon neutrality by 2050.
- NYC DOT and NYCEDC are developing a Citywide Freight Decarbonization and Truck Electrification Strategy to explore the barriers to truck electrification and to develop strategies to address these challenges



Micro-Distribution Centers (MDC) *per Local Law 166 of 2021*

Reducing the impact of last mile delivery

- A micro-distribution center is a delivery hub that facilitates the transfer of goods from larger freight vehicles to green or human-powered modes (e.g., cargo cycles, hand carts, small electric vehicles) for final delivery.
- **Goal:**
 - Identify opportunities to conduct loading and unloading activities at designated spaces/locations;
 - Promote last-mile delivery operations that are efficient, sustainable, and equitable;
- **Next Steps:**
 - DOT will release an RFEI this Summer to gather current best practices and industry/community needs,
 - Public report on findings and recommendations by end of the year.



Green Loading Zones (GLZ)

Incentivizing cleaner vehicles

Provide dedicated space for low or zero emission vehicles to deliver and distribute goods in/or near congested and environmental justice areas

Overarching Goals:

Improve air quality and public health

- Reduce traffic congestion and GHG emissions
- Improve the efficiency and cost effectiveness of deliveries



An electric truck operating in Hunts Point, BX

Thank you!

Questions?

www.nyc.gov/dot

Freight Mobility Initiatives: www.nyc.gov/trucks



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