

City of Los Angeles

Zero Emission Delivery Zones - Demonstration Project

What is a Zero Emission Delivery Zone (ZEDZ)?

As illustrated in the photo below, a ZEDZ is a curbside commercial loading zone for the exclusive use of zero emission delivery vehicles (including electric trucks and electric cargo bikes). Each space would be 20 to 30 feet in length. The Los Angeles Department of Transportation (LADOT) plans to install at least five new zones on a pilot basis, and to evaluate the zones for up to one year.

This first phase of the pilot will be evaluated for effectiveness to see if it can serve as a potential curbside management strategy in LADOT's toolbox of strategies and one that, if effective, can be scaled up and installed in more neighborhoods. Curb congestion can have safety impacts and can impact the timeliness of deliveries so LADOT is exploring new ways to improve loading opportunities in a more organized way. In addition to assessing potential delivery efficiency outcomes, the pilot will include an evaluation of potential safety and air quality benefits.



Why is the City of Los Angeles introducing this new curbside parking regulation?

As people's demand for direct-to-home or business deliveries continues to grow, the number of small parcel deliveries traveling in and out of cities increases as well. Parcel deliveries have substantially increased with more people ordering online during the pandemic. Many delivery companies are seeing Christmas-level parcel volumes during the pandemic. Cities need better tools to manage these

increasing commercial loading activities that compete for physical curb space with people waiting for the bus, being picked up, walking, using a shared mobility device, or parking their own vehicles.

The ZEDZ is also a critical way for the City to achieve its climate goals and improve air quality. Los Angeles' Green New Deal has set a bold target to increase the percentage of electric and zero emission vehicles in the city to 80% by 2035. Further, the City has a goal to see 100% of urban delivery vehicles be zero emission by 2035. This project aims to enhance Angelenos' quality of life through less car and truck fumes and reducing pollution hot spots generated by freight.

Has the City reached out to delivery companies so that they are aware of these new zones?

Yes, the City meets regularly with parcel delivery companies and has briefed them multiple times on this pilot program. Delivery companies are already investing in zero emission fleet vehicles and having exclusive zones is an incentive for more delivery companies to invest in cleaner vehicles. During the pilot, LADOT will continue to work with delivery companies and will observe, evaluate, and check compliance to see if the new zones help to better organize curbside activity. The goal is to work with stakeholders throughout the pilot, share lessons learned, and potentially establish a blueprint for program expansion.

How are zones being selected for the pilot?

LADOT selected candidate curbside locations in high density areas that:

- Experience high commercial loading zone demands
- Are disproportionately burdened by pollution
- Are feasible and not disruptive (i.e., they can be installed with minimal impacts to the built environment including high demand parking spaces)

How can I find out more about the program?

To learn more about this pilot, here is a [link to the LADOT Staff Report](#) or please email Tomas Carranza, Principal Transportation Engineer, LADOT Transportation Planning, at tomas.carranza@lacity.org, or Ken Husting, Principal Transportation Engineer, LADOT Parking Management, at ken.husting@lacity.org.