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Susan Kent, *First Vice Chair*
Valerie De La Rosa, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
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Ritu Chatree, *Assistant Secretary*

COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE
NEW YORK, NY 10012-1899

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Greenwich Village ✦ Little Italy ✦ SoHo ✦ NoHo ✦ Hudson Square ✦ Chinatown ✦ Gansevoort Market

February 18, 2022

Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting February 17, 2022, Community Board #2, adopted the following resolution:

Resolution in reponse to application for an NYU Shuttle bus stop on Lafayette St. at Great Jones St., SE corner.

Whereas Community Board 2 Manhattan (CB2) reviewed an application from Academy Express L.L.C. for an NYU Shuttle bus stop to be located on the SE corner of Lafayette St. at Great Jones St., as part of its Route B that travels south of Washington Sq. Park, including from 721 Broadway, Broadway and Broome St., down to Lafayette btw. Franklin and White Sts., through Cleveland Pl. and Spring St. and back to 721 Broadway; and

Whereas several people who live and/or work in the neighborhood expressed their concern that the sidewalk at the SE corner of Lafayette St. at Great Jones St. (the site of the proposed stop) is exceptionally narrow and would not provide sufficient space to wait for and board the bus, and that introducing these activities would further limit pedestrian passage there that already is constrained (photos illustrating the obvious narrowness of the sidewalk also were presented); and

Whereas community members also observed that long queues of students are often seen waiting for the shuttle bus, requiring a wider sidewalk to accommodate these numbers; and

Whereas the sidewalk at the SE corner of Lafayette St. at E. 4th St., just one block north of the proposed location and directly in front of an NYU building, is substantially wider than the one at the SE corner of Lafayette at Great Jones St. and could more adequately accommodate more numerous waiting and boarding activities as well as passing pedestrians: and

Whereas people also observed that NYU shuttle buses frequently idle for longer than NYC's legally capped three minutes while waiting for passengers, rather than turning off their engines, producing

emissions that pollute the air, seriously endanger people's health and waste fuel; and

Therefore be it resolved that CB2 does not support locating an NYU Shuttle bus stop on the SE corner of Lafayette St. at Great Jones St.; and

Be it further resolved that CB2 recommends installing the requested bus stop for the NYU Shuttle on the SE corner of Lafayette St. at E. 4th St. or exploration of other alternative sites; and

Be it finally resolved that CB2 urges NYU and Academy Express L.L.C. to take steps to ensure that NYU Shuttle bus drivers are educated about the harmful effects of emissions from idling and apprised of NYC law banning idling of over three minutes.

Vote: Unanimous, with 46 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

JK/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brian Kavanaugh, NYS Senator
Hon. Deborah J. Glick, NYS Assembly Member
Hon. Mark Levine, Manhattan Borough President
Hon. Christopher Marte, Council Member
Jill Wiggins, Academy Express L.L.C.
Arlene Peralta-Avila, Sr. Director, NYU Community Engagement

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Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Kim Royster
Chief, Transportation Bureau
NYC Police Department
One Police Plaza, Room 1102
New York, NY 10038

Dear Commissioner Pincar and Chief Royster:

At its Full Board meeting February 17, 2022, Community Board #2, adopted the following resolution:

Resolution expressing interest in and requesting a presentation on Neighborhood Loading Zones in CB2M, and recommending clarification of NLZ Guidelines.

Whereas in December 2021, as enacted by the NYC Council, a new section 19-170.2 was added to the NYC Administrative Code that requires the NYC Dept. of Transportation (DOT) to install 500 loading zones annually throughout the City. This was discussed at the 02/03/2022 meeting of Community Board 2 Manhattan's (CB2) Traffic and Transportation Committee; and

Whereas this new law follows up DOT's Neighborhood Loading Zone (NLZ) pilot program that has been conducted since 2018 in an effort to address and alleviate conditions arising from ever-growing e-commerce deliveries¹ and their excessive double parking, such as blocked bicycle and bus lanes, heavily congested streets (resulting in air and noise pollution), time costs from traffic backups, impeded and unsafe curbside access, fuel waste, and emergency vehicle delays; and

Whereas in accordance with the new law's provisions to establish such loading zones and a methodology for siting them, DOT is firming up and extending a permanent NLZ program to reduce double parking on narrow residential streets by providing curb space for: (1) package deliveries by commercial vehicles; (2) taxi and car service pick-ups and drop-offs; and (3) active loading and

¹ "New York City residents receive an average of 2.3 million packages per day.Household deliveries now outpace those to businesses," José Holguín-Veras, Director of Rensselaer Polytechnic Institute's Center of Excellence for Sustainable Urban Freight Systems, quoted in Ryan Deffenbaugh & Cara Eisenpress, "Inside the city's Wild West of package deliveries," *Crain's*, Dec. 20, 2021.

unloading of personal vehicles.² Areas with large residential buildings where hundreds of people can make use of these facilities are favored for installation³; and

Whereas during the pilot project, it was found that double parking decreased on corridors with NLZs from 10% to 70%.⁴ A constituent who works in CB2 and lives in Jackson Heights, marveled at the efficiency of NLZs in her neighborhood in preventing double parking on narrow streets, where "delivery vehicles are able to pull in, do their delivery and drive off quickly"⁵; and

Whereas many constituents expressed considerable confusion about guidelines for the NLZ program and asked for more and clearer details, for example:

- Although 25 ft. to 40 ft. zones seem to be typical (no more than one or two of these per block), DOT literature indicates NLZs of as many as four or five blocks to 16 blocks, suggesting a need for clearer definition and nomenclature.
- Aside from the large residential building and narrow street preferences, flexibility to allow for NLZs in other configurations, such as on wider thoroughfares or streets with predominantly low-rise and/or mixed use structures and many residents (common in CB2 and where NLZs are expected to be requested), is hinted at, but not elucidated.
- Hours of operation need to be defined - are they the same for all locations or do they vary and in what circumstances? Do some apply in the nighttime as well as daytime?
- Can NLZs be applied with or instead of Open Restaurants or Citi Bike stations? Do any of these curbside uses take precedence, when and why?; and

Whereas concern has been voiced about the need for enforcement to ensure that vehicles do not use NLZs for regular parking (as some have observed has taken place at times during the pilot). The promising new partnership between DOT and the NYC Police Dept. (NYPD) for safer intersections might be applied as well for managing NLZs; and

Whereas for the past two years, CB2 has requested that DOT conduct a study of curbside access in our district including identifying areas for potential loading zones for goods and people working in concert with the community⁶, and in response, DOT has expressed interest in including CB2 in the NLZ program; and

Whereas DOT has indicated they're seeking to scatter NLZs throughout the community, and a comprehensive look is necessary in view of the many curbside uses that take place, the need to achieve an appropriate balance, and the goal to service the whole area;

² <https://www1.nyc.gov/html/dot/html/motorist/nlz.shtml>

³ Ibid.

⁴ New York City DOT, *Neighborhood Loading Zones (NLZ), Freight Mobility*, Spring 2021, p. 6.

⁵ Cordelia Persen, Executive Director, NoHo BID, NYC, Feb. 3, 2022.

⁶ Community Board No. 2 Manhattan, *Resolution requesting a study, including test applications and evaluations, of curbside access for package deliveries by commercial vehicles, taxi and car service pick-up and drop-off, and loading and unloading of personal vehicles in Community Board 2, Manhattan, with selection of test areas based on community input*, Feb. 2020.

Therefore be it resolved that CB2 fully supports the NLZ program and recognizes its potential to help reduce double parking and other unwanted standing behaviors that obstruct street and sidewalk access, thereby providing a safer street environment for all users; and

Be it further resolved that CB2 urges DOT to further clarify NLZ guidelines by specifying details on such matters as hours of operation, NLZ sizes, criteria for locating NLZs, delineation of continuous NLZ areas, and conditions allowing variations from standard requirements, in other words, to define clear NLZ parameters and give specifics on how they apply in individual communities and their different neighborhoods; and

Be it further resolved that CB2 encourages DOT and NYPD to work together to conduct enforcement measures that prevent drivers from occupying NLZs for parking other than brief loading/unloading or drop-off/pick-up activities, whether through traffic enforcement agents or by employing technology, such as camera installations, or both; and

Be it further resolved that CB2 welcomes the prospect of participating in the NLZ program and working with DOT on outreach to the community and discussion, evaluation and implementation of applicable NLZ installations; and

Be it further resolved that CB2 requests that DOT present an overview of the NLZ program to the CB2 Traffic and Transportation Committee, including a clear and extended definition of program parameters and allowable variations, details on successful applications of the program, and illustrations of those applications; and

Be it finally resolved that CB2 asks that the need for NLZs be observed holistically toward ensuring a comprehensive and balanced distribution.

Vote: Unanimous, with 46 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

JK/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velazquez, Congresswoman

Hon. Brian Kavanagh, NYS Senator
Hon. Brad Hoylman, NYS Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Yuh-Lin Niou, NY Assembly Member
Hon. Mark Levine, Manhattan Borough President
Hon. Erik Bottcher, Council Member
Hon. Christopher Marte, Council Member
Hon. Carlina Rivera, Council Member
P.O. Nicolaos Iordanou, NYPD 1st Precinct
Det. Vincent Cheung, NYPD 5th Precinct
P.O. Evrim Can, NYPD 6th Precinct
Det. Jaime Hernandez, NYPD 9th Precinct