

In November, we collected data about commercial vehicle's parking and standing activities along the pilot and control blockfaces within the study area.

Our analysis found that specific blockfaces were hubs of commercial vehicle activity. These blocks include:

- Mott Street between Hester Street and Grand Street;
- Mott Street between Grand Street and Broome Street; and
- East Broadway between Catherine Street and Market Street.

On these blocks, most commercial activity occurred during the weekday AM peak hours, while the smaller commercial traffic generators of Orchard Street and Pell Street/Doyers Street saw their peak in the weekday midday hours.

The analysis also shows that:

- Vans and box trucks comprised the majority of commercial vehicles (84%);
- Nearly two thirds (63%) of vehicles were observed curbside; and
- One third (36%) of vehicles were double parked.

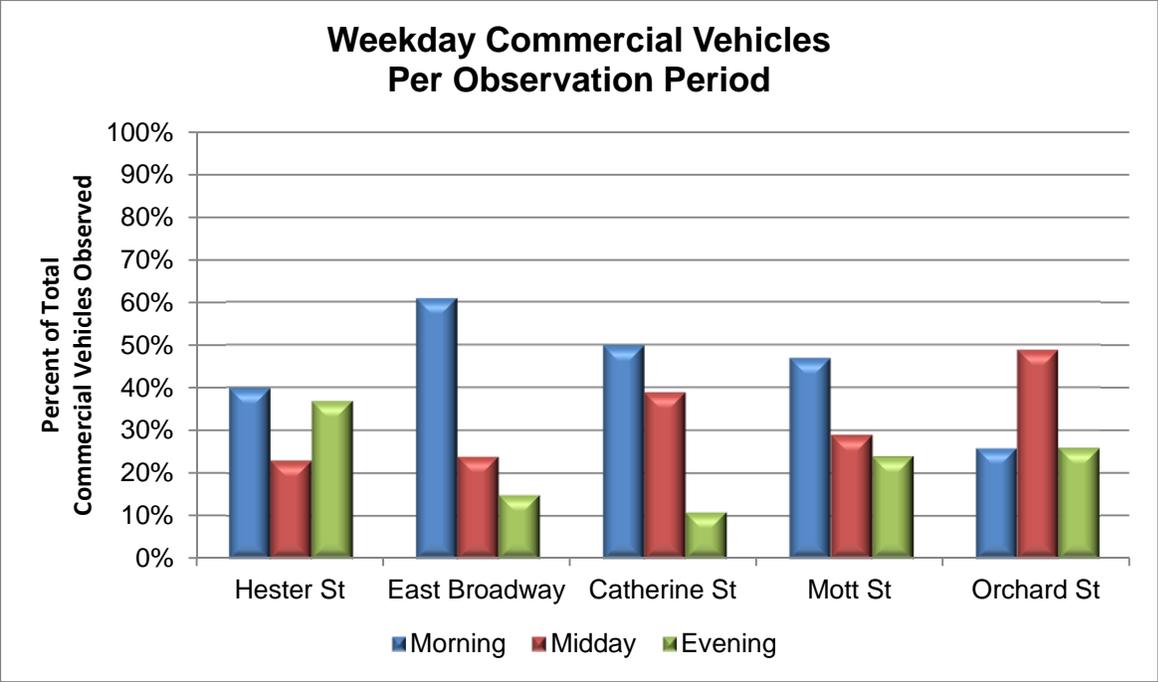
The most commonly observed activities were:

- Parking near businesses (38%);
- Active loading or unloading (34%); and
- Idling (22%).

The charts below explain all of the data in detail.

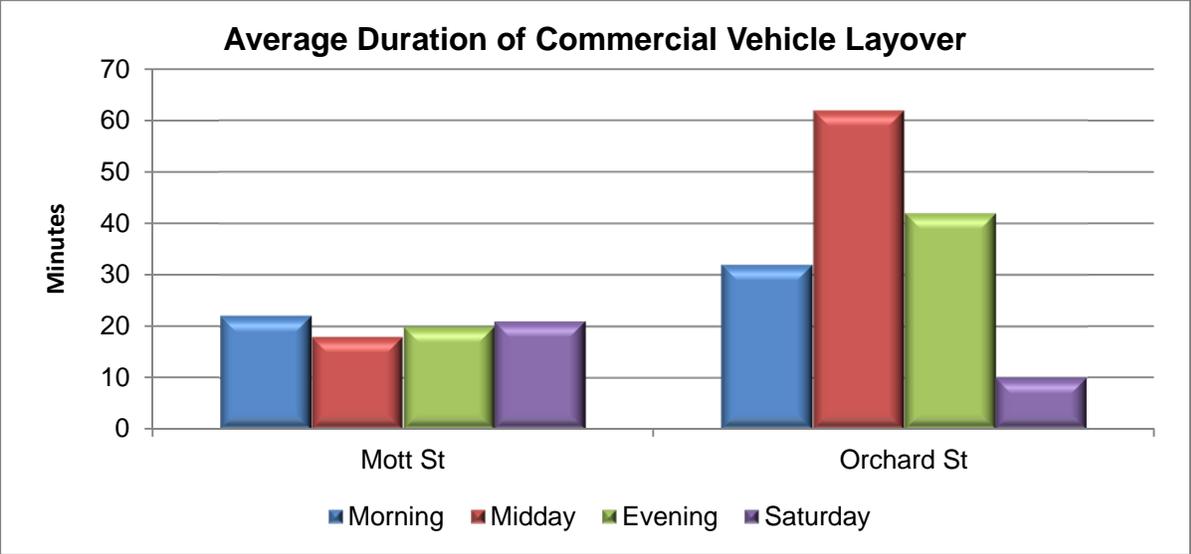
When did commercial activity take place?

For most pilot blockfaces, commercial vehicle activity was concentrated during the 7:00 am to 10:00 am morning peak hours, with the exception of Orchard Street, where the most commercial vehicle activity occurred during the midday hours of 11:00 am to 3:00 pm. The Hester Street blockfaces were also noteworthy as commercial vehicle activity peaked during both the morning and evening hours.



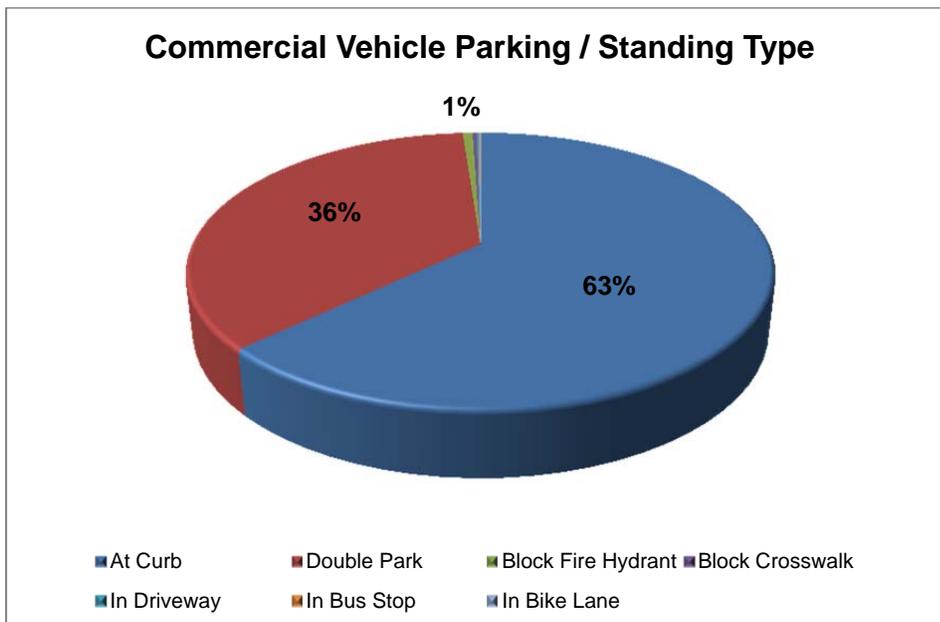
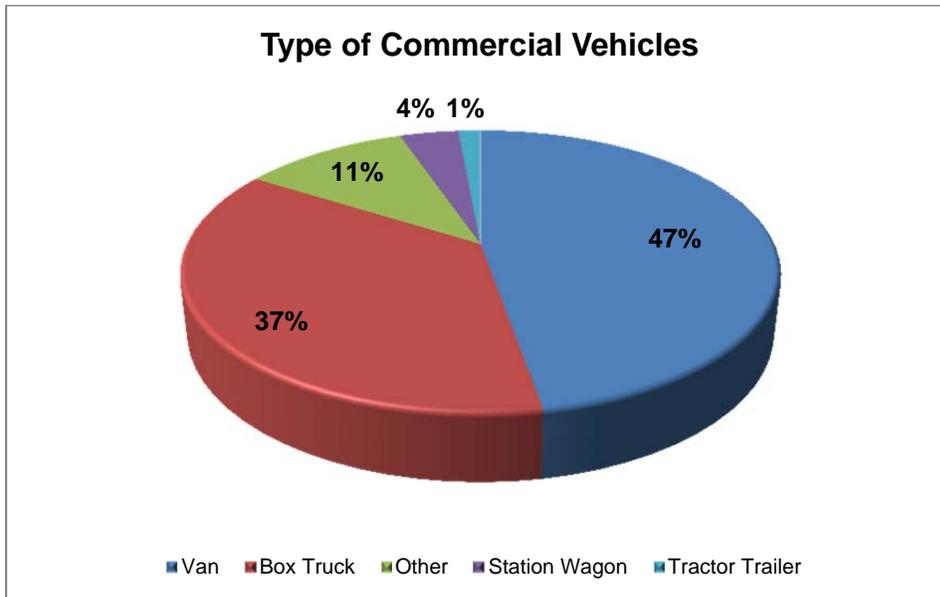
How long were commercial vehicles parked?

For Mott Street, the duration of commercial vehicle parking was relatively uniform by time of day, at an average of roughly 20 minutes; Orchard Street, however, lagged behind Mott Street in terms of commercial vehicle turnover (with the exception of Saturday), particularly during the peak commercial activity hours during midday on a weekday, where the average commercial vehicle layover exceeded one hour in duration.



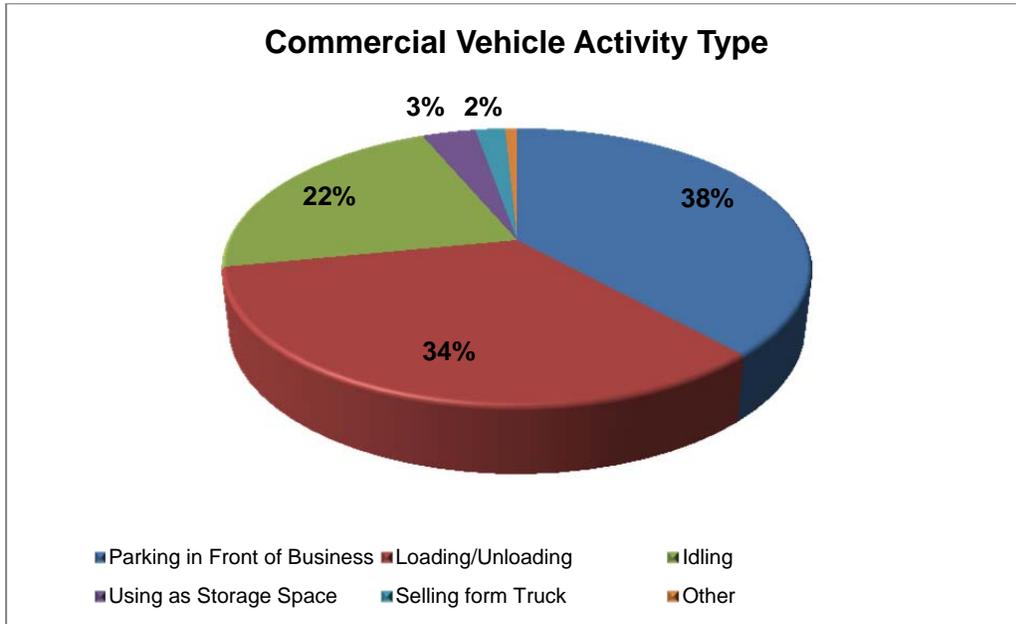
What are the types of vehicles used to make deliveries? Where did they park to make deliveries?

Commercial vehicles observed in the pilot and control blockfaces were predominantly vans and box trucks; more than one-third of these vehicles were observed to be doubled parked.



What types of activity were taking place?

The type of commercial vehicle activity along pilot and control blockfaces was observed to be quite diverse: the most commonly observed activities included parking in front of a business, loading and unloading supplies, and idling.



What corridor had the most commercial activity?

While commercial vehicle activity was concentrated on the Mott Street and East Broadway blockfaces, the greatest volume of commercial vehicle activity was observed on the Mott Street corridor, particularly along blockfaces between Hester Street and Grand Street. At the peak weekday morning hours, 120 commercial vehicles were observed during a 3 hour period along these blockfaces, which is an average of one commercial vehicle every 1.5 minutes.

TOTAL OBSERVED COMMERCIAL VEHICLES BY PILOT BLOCKFACES	
<u>STREET</u>	<u>Total Observed Vehicles</u>
Mott Street Corridor (Bayard to Broome)	302
<i>Bayard to Canal</i>	<i>30</i>

<i>Canal to Hester</i>	34
<i>Hester to Grand</i>	162
<i>Grand to Broome</i>	76
Hester Street Corridor (Elizabeth to Chrystie)	31
Orchard Street Corridor (Broome to Delancey)	21
East Broadway Corridor (Catherine to Market)	151
Catherine Street Corridor (Henry to E Broadway)	41