Microhubs Pilot Program

Site Research Recommendations

NEW YORK CITY DOT

Contents

- **Section 1:** context on the program and siting specifications
- **Section 2:** guiding questions
- **Section 3:** suggested sites to explore and offer feedback, plus room to add more!

Thank you for your help!

Context

1

The Challenge of Local Distribution

Local distribution is consuming street, curb, and sidewalk space.

On-street sorting and transloading of deliveries impact the safety of the operators

Double parking and haphazard delivery staging in the parking lane impacts road users, and impedes mobility

Growing demand for deliveries increases truck circulation across neighborhoods, contributing to increased traffic congestion and concerns about poor air quality and safety

Non-DOT Image Credits: Dr.Alison Conway

Microhub Pilot Goals

The adoption of microhubs will support:

Greater adoption of sustainable delivery strategies by volume of deliveries switched to decarbonized modes.

Public safety improvements through the reduction in the roadway (i.e., double parking) and sidewalk obstructions.

Operational efficiencies and cost savings such as reduced congestion delays, toll costs, and fuel costs.

Air quality and noise level improvements from replaced truck trips, reduced truck traffic volumes in congested areas, and reduced truck idle times.

Increased delivery worker **safety**.

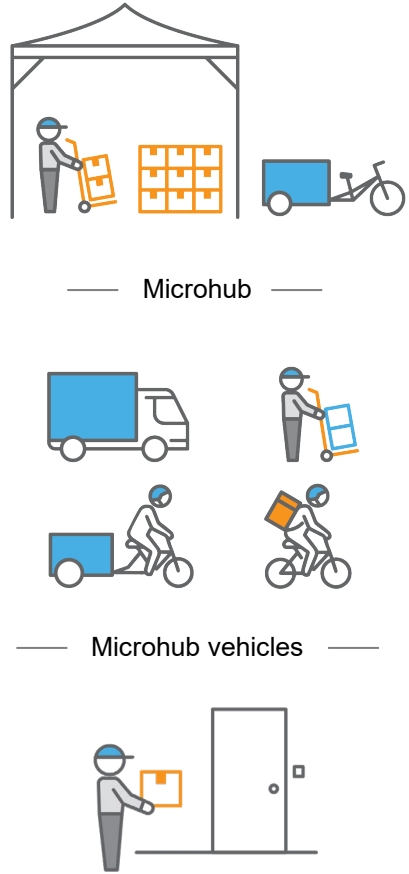
Increased programming and amenities promoting desired activity in underused public spaces.

Microhubs Defined

- A **micro-distribution center or microhub** is defined as a space located within the public or private right-of-way where goods are transloaded by multiple operators from larger freight vehicles to smaller, low-emission and electric vehicles, or human-powered modes (e.g., cargo cycles, hand carts) for final delivery.

- A **microhub vehicle** is defined as a small, low-emission, or electric van or truck, or human-powered vehicle used to carry goods from a distribution center to a final receiver or destination.

- **Local micro-distribution** is defined as the movement of goods from a local distribution point to a final receiver via a low-emission or human-powered mode.



Pilot Framework and Phasing

NYC DOT will launch a phased 3-year pilot to test what makes a successful microhub for NYC. During the two phases, NYC DOT will:

- **Study key elements**: siting criteria, utilization, enforceability, safety/infrastructure, signage/markings
- **Engage stakeholders to** refine pilot locations and design, support more equitable outcomes, expand participation and sites, and help shift toward safer and more sustainable practices

Phase 1
2025

- **Start with a format that is easier to implement and enforce**
  - Aim for 20 pilot microhub sites located throughout NYC
  - Advance rules for curbside microhubs
  - Begin pilot by drawing 8 participants from the RFEI respondents (includes range of small and large delivery companies)
  - Test on-street (curbside) and off-street (under elevated structures) hubs

Phase 2
2026

- **Expand geographic and partner reach**
  - Consider additional microhub amenities and programming opportunities
- **Strategize options** for regulatory changes, incentives and enhanced enforcement
  - Assess technologies to support space sharing, monitoring, and compliance
- **Gather lessons** from pilot to develop a permanent program

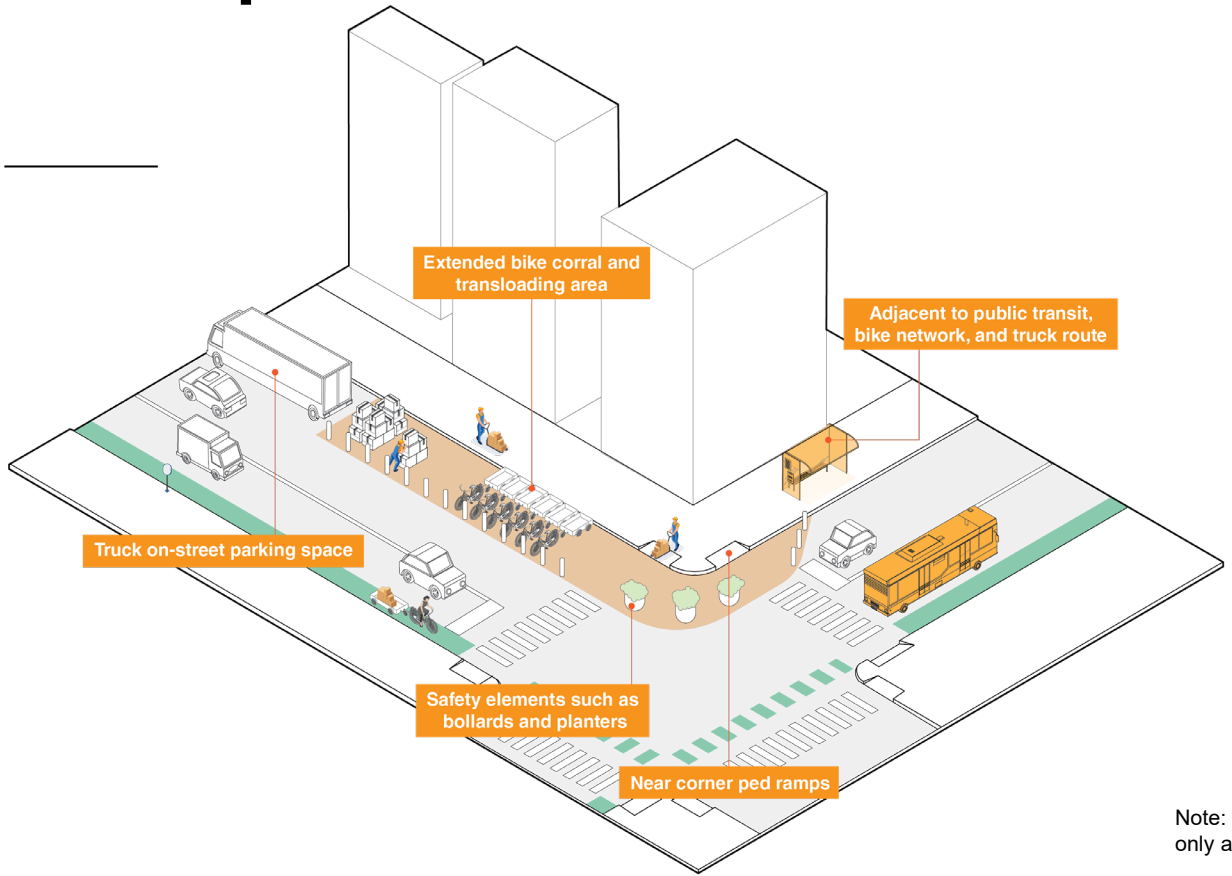
Microhub Placement Criteria

Pilot sites assessed for the following factors:

- High-density mixed land use (commercial/manufacturing uses near residential areas)
- Commercial corridor, larger street, or open space under elevated structure that can support both delivery truck and smaller modes
- Close proximity to truck route, transit, and bike lane networks
- High delivery activity and demand
- Site not currently occupied by critical use or blocked
- Nice to haves:
  - Proximity to public restrooms, food, and related worker amenities
  - Synergies with other pilots or amenities (LockerNYC, bike or vehicle charging, bike storage)
  - Opportunities for additional improvements like intersection daylighting to be incorporated

- Off-street pilot locations are currently limited to DOT/City-owned spaces that are up for lease, so please prioritize assessing locations for on-street/curbside microhubs.

Conceptual On-Street Hub

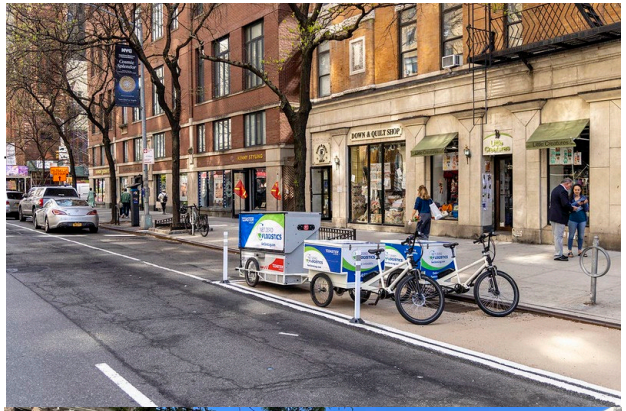


On-Street Hub Features:

- 80-150 feet in length
- Regulatory signage and/or other markings designating it as a microhub
- Transloading space for package sorting and transfer to electric vehicles, bikes, and walkers
- (Cargo) bike corrals
- Upgraded safety barriers (flexible delineators, bollards, armadillos, planters, etc.)

Note: This conceptual image is included for illustrative purposes only and does not reflect the final design of the microhub.

On-Street Hub Examples



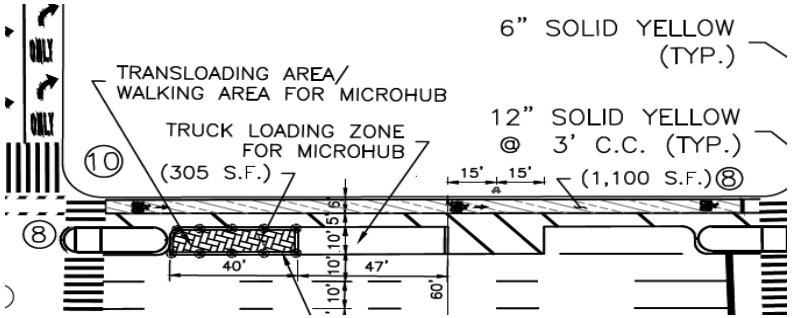
On-Street Hub recently installed:

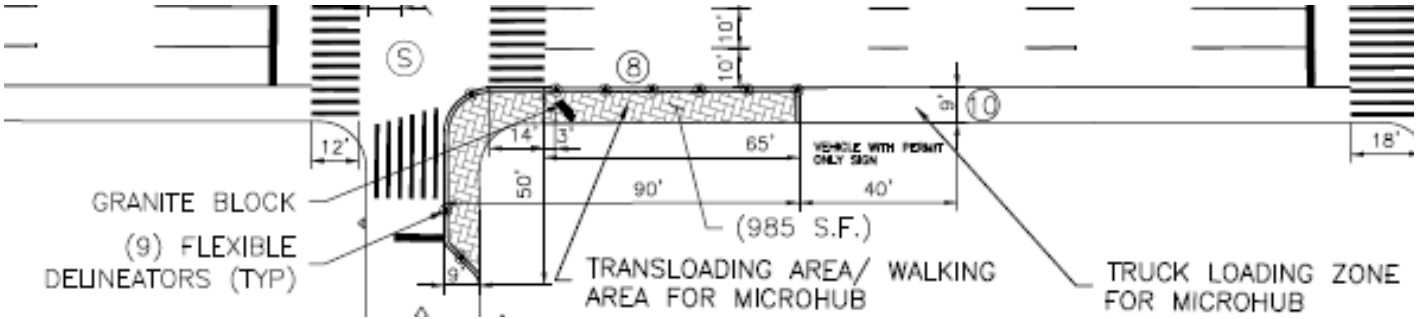
- First three curbside sites installed as part of Smart Curbs Pilot in Upper West Side

- Curbside designs vary by sustainable final delivery mode:
  - Truck to Cargo Bikes
  - Truck to Walkers w/ Handcarts
  - Truck to E-Cargo Van

- Curbside designs can include intersection daylighting elements

Examples of preliminary curbside hub designs





Guiding Questions

2

General questions about microhubs

Questions:

- Where are the areas in your neighborhood where you regularly see trucks transloading goods/sorting packages in the right of way? Please indicate the closest intersection or cross street.
- If so, are the trucks and goods largely of a similar type or from a particular company (i.e. delivery carriers like UPS/FedEX; rental trucks carrying Amazon boxes; food delivery service; etc.)?
- Are there any locations in your neighborhood that you feel a pilot microhub would be especially beneficial for reducing delivery truck traffic on local streets?
- What kind of microhub model do you think would work best in your neighborhood (i.e. truck to hand-cart, e-cargo bike, or electric van/car)?
- If we were to test curbside microhub hour of operation restrictions, what operation timeframes would you recommend?
- Are there any areas where placard abuse, local business delivery needs, or other challenges make the site unfavaorable for a pilot microhub?

Some sites to consider

3

Initial Site Brainstorm

The sites listed below came out of a research process that included GIS analysis. We would love to get input from the community on these locations and additional suggestions from you as well. Before implementation, we will also check with local businesses to ensure that necessary delivery and customer parking are not impacted.

Location Name/Street View	Borough	CB	Commenter	Notes on proposed site	Are there any other locations in this area that you would recommend?
Northbound Allen St along median near Canal St	MN	3			
East side of Forsyth St south of Canal St	MN	3			
Northbound Forsyth St along median north of Grand St	MN	3			
East side of Chrystie St along median north of Stanton St	MN	3			
North side of Delancey St btw Eldridge St and Allen St	MN	3			
South side of Delancey St btw Eldridge St and Allen St	MN	3			
On NW Bowery at Stanton St (Truck Loading)	MN	3			
	MN				
	MN				
	MN				
	MN				

Thank You!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