Neighborhood Loading Zones (NLZ)  
Brooklyn CB 10  
Freight Mobility  
June, 2021
Summary

Increasing Demand for Curb Space

Background:
- Deliveries and For Hire Vehicle traffic growing in residential streets with rise in e-commerce orders
- Leading to congestion and unsafe street conditions for bikes, pedestrians, and drivers.

Goal: Reduce the amount of delay and safety issues that stem from double parking especially on residential streets.

Target Users:
- Personal vehicles for quick pickup/drop-off of passengers, groceries etc.
- Commercial delivery vehicles for residential and commercial delivery.
- Taxis and FHV for passenger pickup/drop-off.

Clear travel lane and bike lane!
Current Locations

Placement Decision

- Currently, there are 111 Neighborhood Loading Zones citywide in 28 corridors of various street typologies
- 62 were installed in 10 corridors in Summer of 2019 (Phase 1)
- Additional 49 were installed in 18 corridors in winter of 2020/21 (Phase 2)
- 24 NLZs in Brooklyn
- Moving onto Phase 3 for Spring 2021
Signage and Regulation

Neighborhood Loading Zone (NLZ)

- ‘No Parking’ M-F, 7AM – 7PM (adjusted for specific sites)
- Permits both passenger pickup/drop-off and goods delivery
- Pedestrian level information signage
- Replacing Alternate Side Parking
- Email address set up for direct communication with community members.
Basic Characteristics of NLZ

Basic Placement Criteria

- Typically 40ft zones to accommodate ease of access for delivery vehicles, unless adjacent to other open curb spaces such as curb cuts and fire hydrants.
- In front of residential buildings
- Corner of blocks near retail stores and commercial corridors.
- Refrain from blocks with police precinct, fire houses and most other public facilities.

Example NLZ in front of residential building (74th Street)
Overall Usage

Current Success Rate

- Overall double parking has decreased on corridors with NLZs from 10% to 70%.
- Narrow corridors with large high vehicle traffic has performed well, especially with residential delivery vehicles.
- NLZ also used by commercial delivery vehicles when placed near commercial retailers.
NLZ Placement Criteria

Main Criteria

- Narrow streets (e.g., One-way streets with less than 35ft width) with large residential buildings
- Existing Bus Stops and/or bike lanes
- Double parking a common occurrence

NLZ Corridor Criteria Example

For One Way Streets, Total Street Width Should Be Less than 35 ft unless other conditions apply such as bike lanes

Propose 40ft NLZ at beginning of the block

Large Residential Buildings (over 15 units)

Corner Commercial
Community Outreach

Utilizing DOT’s Projects & Initiatives Tool

- Receive feedback on placement decisions directly from the community.
- Residents can continue to access this page to request any additional NLZ within the district.
- DOT will review inputs by the community, send finalized locations to Community Board for comments.

Screen capture of the P&I tool showing a map anyone can fill-in to request an NLZ
Community Outreach

Outreach Materials

**What We’re Doing**

As part of our continuing efforts to reduce double parking and improve safety and mobility in Chelsea, the New York City Department of Transportation has created Neighborhood Loading Zones along West 15th and West 16th Streets.

**Why We’re Doing This**

Provide curb space during daytime and evening hours to allow for activities such as:

- Package deliveries by commercial vehicles
- Taxis and car service pick-up and drop-off
- Active loading and unloading of personal vehicles

This program seeks to:

- Use No Parking regulations to reallocate curb space from 7 AM to 7 PM Monday to Friday
- Reduce the number of double parking incidents and other unwanted parking behaviors, creating a safer and more efficient environment for all road users

Please send feedback to NLZ2@dot.nyc.gov

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Example: Palm Card for Chelsea with all expansion locations listed

Example: WHH flyer developed for expansion on 2nd and 3rd Street in Park Slope, Brooklyn
Next Steps

Phase 3 Expansion

- Expand NLZ into new neighborhoods to double the total number of NLZs citywide.
- Install additional NLZs in neighborhoods already explored based on community feedback.

Focus on narrow residential streets
Thank You!

Questions?

NLZ website:

https://nyc.gov/nlz

Projects and Initiatives Tool:

https://nycdotprojects.info/project/neighborhood-loading-zone-nlz-program-expansion
A Smart Truck Management Plan for NYC

- Released as part of the Mayor’s Streets Week Announcements, *Delivering New York* is the City’s strategic freight management plan that provides a comprehensive policy framework for a safe, sustainable, equitable, and efficient last-mile freight delivery system.

- Among major initiatives, new innovative policies will reduce truck congestion; expand curbside space for deliveries; promote cargo bikes, encourage the transition to smaller, greener trucks; and improve the safety and efficiency of New York City’s truck routes.

**Goals of Delivering New York:**

- **Safety**: Improve the safety of truck travel through and within the city
- **Efficiency**: Improve the efficiency of freight movement to, from, and within the city
- **Sustainability**: Foster the sustainable and responsible movement of goods
- **Partnerships and Knowledge**: Expand partnerships within the public and private sectors to increase awareness and understanding of freight activity
Appendix B

Related Freight Programs

Off Hour Deliveries: Shifting commercial deliveries to off-peak hours (7pm-6am) to reduce congestion, trucks double parking, and improve street safety.

Cargo Bike Pilot Program: Working with industry partners to improve last mile delivery method with cargo bikes, leading to improved street safety, more efficient deliveries and reduced congestion.
Appendix C
Local and Through Truck Routes

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