Neighborhood Loading Zones (NLZ) Expansion
Freight Mobility
Fall 2020
Overview
Summary

Increasing Demand for Curb Space

Background:
- Deliveries and For Hire Vehicle traffic growing in residential streets
- 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
Signage and Regulation

Neighborhood Loading Zone (NLZ)

- ‘No Parking’ M-F/7AM – 7PM
- Permits both passenger pickup/drop-off and goods delivery
- Pedestrian level information signage
- Replacing Alternate Side Parking
Basic Characteristics of NLZ

Basic Placement Criteria

- Front of residential buildings mostly adjacent to curb cuts, hydrants and other open curb spaces
- Corner of blocks near retail stores and commercial corridors
- Refrain from blocks with police precinct, fire house

Example NLZ on E Tremont Avenue
Current Locations

Placement Decision

- 62 loading zones in 10 corridors of various street typologies
- Most corridors are 4-10 blocks long, one to two NLZ per block
- Loading zone length standard:
  - 40’ if standalone
  - 30’ if adjacent to fire hydrant/curb cut
  - 20’ if adjacent to bus stop
Where it works best

Effective placement

Effectiveness varied by:
- Range in use of loading zone
- Length of loading zone
- Demand for curb space
- **Residential demand** for NLZs is generally lower than commercial use; pickup and drop-off activities are much higher at NLZs placed in front of large residential buildings
- **Street Geometry**: Narrower streets showed relatively larger decrease in double parking instance after NLZs were installed

Narrower streets showed higher use of NLZ and decreased double parking behavior, wider streets such as 108th St, West End Ave had more vehicles double parking although NLZs were unoccupied on the block.
Proposed Locations, Next Steps
NLZ Placement Criteria

Main Criteria:
- Narrow streets 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 40 ft unless other conditions apply such as bike lanes
Next Steps

Expansion

- 2 corridors selected:
  - Valentine Ave from Bedford Park Blvd. to E 194th St. (with one spur on Miriam St.)
  - Bainbridge Ave from E 197th St. to E 199th St.
- Total of 9 locations on 8 blocks to converted to NLZ
Thank You!

Questions?

NLZ@dot.nyc.gov