Neighborhood Loading Zones (NLZ)
Manhattan CB3
Freight Mobility
May, 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
Currently, there are 111 loading zones citywide in 28 corridors of various street typologies.
- 62 were installed in 10 corridors back in Summer of 2019 (Phase 1).
- Additional 49 were installed in 18 corridors winter of 2020/21 (Phase 2).
- 30 NLZs in Manhattan.
  - Expand into Community District 3.
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.
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 (eg. 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

Propose 40ft NLZ at beginning of the block

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

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. They can access this page to request any additional NLZ within existing neighborhoods with NLZ, as well as new expansion neighborhoods.
- 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

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:


Projects and Initiatives Tool:

https://nycdotprojects.info/project/neighborhood-loading-zone-nlz-program-expansion
Appendix A

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 B

Avenue C Street Improvement Project

• DOT’s planned Street Improvement Project to add protected bike lanes on Avenue C will also add approximately 13 NLZs on the side streets.

• This addition will help to improve loading and unloading capabilities (in addition to benefits previously mentioned) for nearby residents and businesses.

Side streets along Avenue C fit our NLZ criteria of narrow residential streets with large residential buildings and corner commercial retail stores.