Neighborhood Loading Zones (NLZ) Expansion into Queens CB1

Freight Mobility Unit

November 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 123 Neighborhood Loading Zones citywide in 28 corridors of various street typologies.
- Phase 1: 62 were installed in 10 corridors in Summer of 2019.
- Phase 2: Additional 49 were installed in 18 corridors in winter of 2020/21.
- Phase 3 expansion started in Spring 2021.
Signage and Regulation

Neighborhood Loading Zone (NLZ)

- ‘No Parking Monday - Friday’, 7 a.m. to 7 p.m.
- 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 building entrances.
- 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%.
- Use by both personal and commercial vehicles.
- 2019 Study shows NLZs in Jackson Heights showed 70% decrease in double parking, around 5 vehicles accessing NLZ per hour.
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
- 40ft zones to accommodate ease of access for delivery vehicles.

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
Proposed Locations

Queens CB 1:

- 22 Locations proposed mainly on narrow corridors around 28th Ave and Broadway.
- Also to supplement with clearing bike lanes on Crescent Street, 35th Street and 36th Street
Suggesting Locations

DOT’s Projects and Initiatives Portal

- Additional suggestions can be made directly through our NLZ suggestion map.
- Suggestion map will be open for 30 days, DOT will review locations and brought back to Community Board for Review
- Outreach process to follow after review complete.
Next Steps

Timeline

- Begin installing expansion locations by the end of the year.
- Suggested locations to follow.
- Additional suggestions for NLZ can be made at our NLZ Portal.
  - [https://nycdotprojects.info/project-feedback-map/queens-cb1-expansion-map](https://nycdotprojects.info/project-feedback-map/queens-cb1-expansion-map)
Thank You!
Questions?
NLZ website :
https://nyc.gov/nlz
Projects and Initiatives Tool:
https://nycdotprojects.info/project/neighborhood-loading-zone-nlz-program-expansion
Appendix A

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