



# 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.



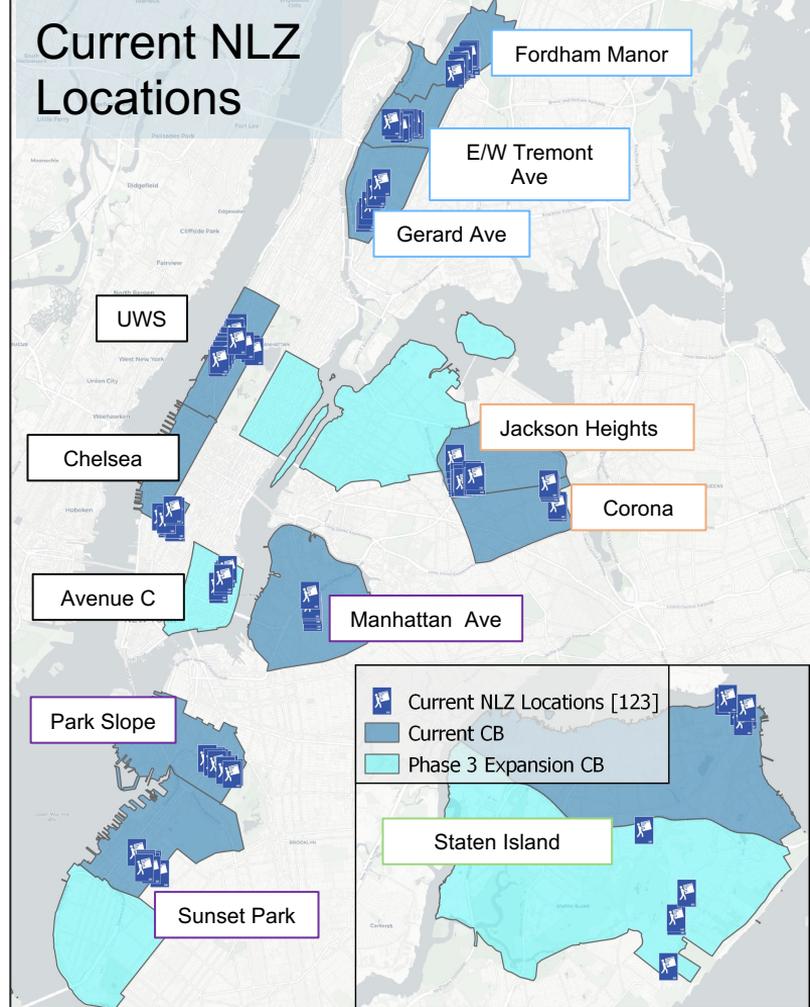
Clear travel lane and bike lane!



# Current Locations

## Placement Decision

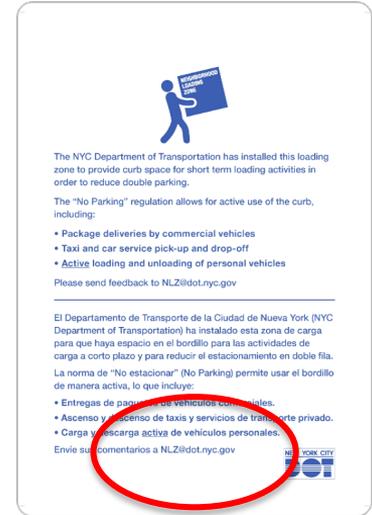
- Currently, there are 123 Neighborhood Loading Zones citywide in 28 corridors of various street typologies.
- Phase 1: 62 were installed in 10 corridors in Summer of 2019.
- Phase 2: Additional 49 were installed in 18 corridors in winter of 2020/21.
- Phase 3 expansion started in Spring 2021.



# 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.



Pedestrian Level Signage Info

# 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 (74<sup>th</sup> 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.



Delivery Van on Manhattan Ave NLZ



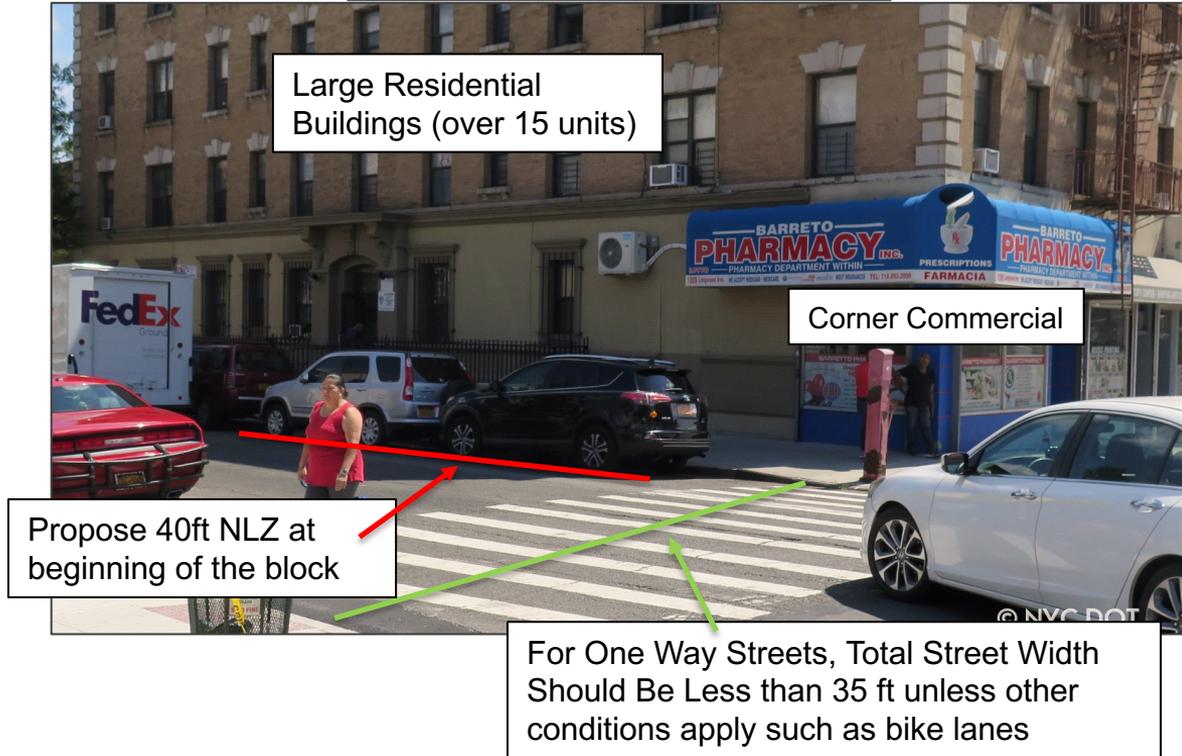
Passenger Vehicle on West End Ave NLZ

# 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.

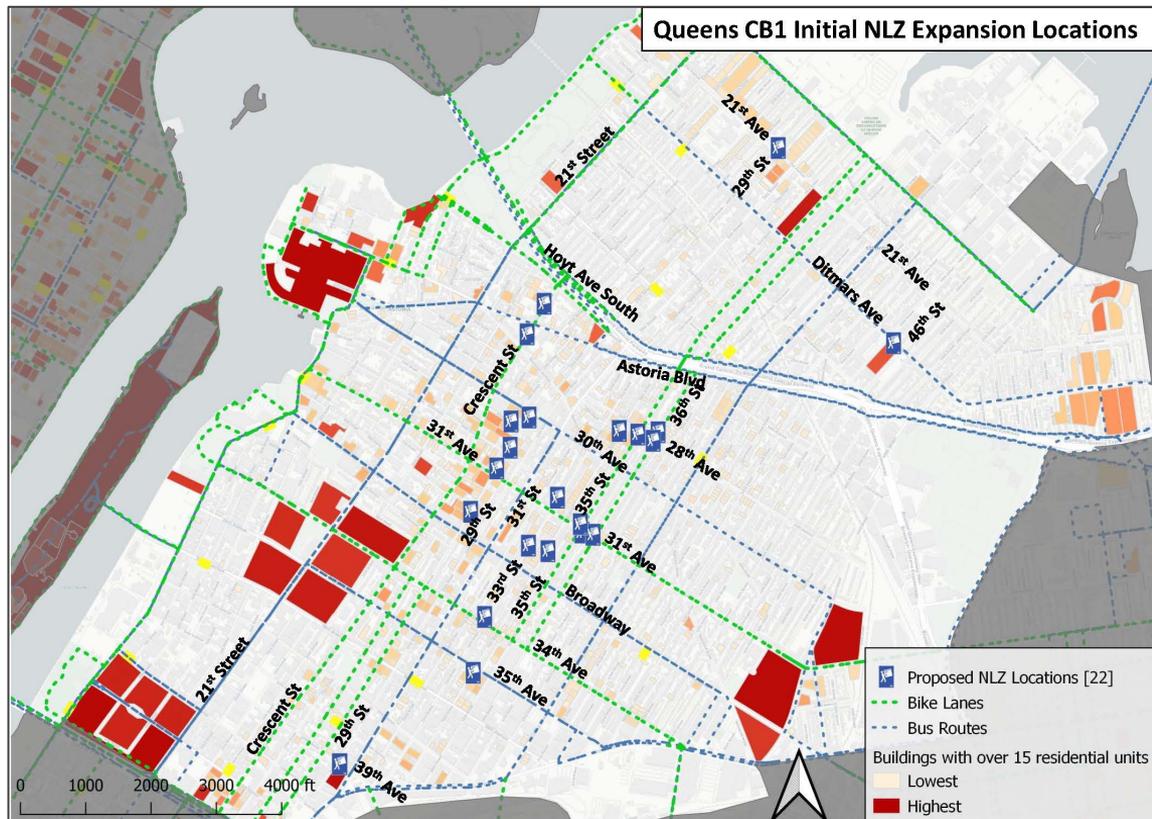
NLZ Corridor Criteria Example



# Proposed Locations

## Queens CB 1:

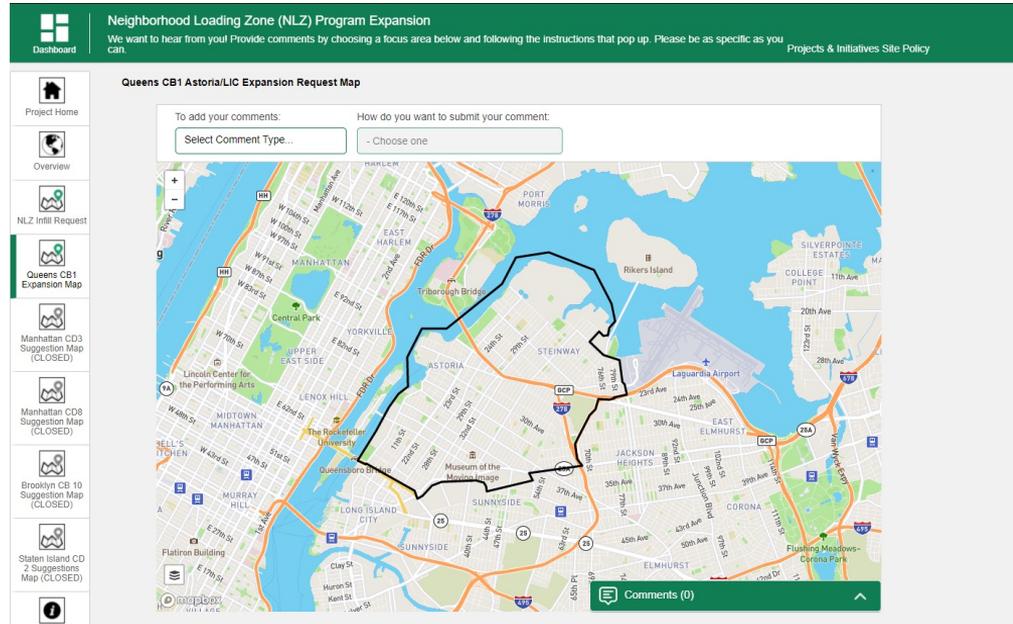
- 22 Locations proposed mainly on narrow corridors around 28<sup>th</sup> Ave and Broadway.
- Also to supplement with clearing bike lanes on Crescent Street, 35<sup>th</sup> Street and 36<sup>th</sup> Street



# 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.



Screenshot of P&I Portal's Suggestion Map

# 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>



# Thank You!

Questions?

NLZ website :

<https://nyc.gov/nlz>

Projects and Initiatives Tool:

<https://nycdotprojects.info/project/neighborhood-loading-zone-nlz-program-expansion>



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NYCDOT

# 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

