Neighborhood Loading Zones (NLZ) Jackson Heights Expansion

Freight Mobility

December 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
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
- Expanding locations throughout the city
Basic Characteristics of NLZ

Basic Placement Criteria

- In 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 houses and most other public facilities

Example NLZ in front of residential building (74th Street)
Where it works best

Effective placement

Narrow one-way streets have seen highest decrease in double parking

Effectiveness varied by:
- **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
NLZ Placement Criteria

Main Criteria:
- Narrow streets with large residential buildings
- Existing Bus Stops and/or bike lanes
- Double parking a common occurrence
- Loading zone length standard:
  - 40’ if standalone
  - 30’ if adjacent to fire hydrant/curb cut
  - 20’ if adjacent to bus stop

For One Way Streets, Total Street Width Should Be Less than 40 ft unless other conditions apply such as bike lanes
Next Steps

Expansion

- 4 corridors selected:
  - 75th Street (37th Ave to 34th Ave)
  - 76th Street (34th Ave to 37th Ave)
  - 80th Street (34th Ave to 37th Ave)
  - 81st Street (Roosevelt Ave to 34th Ave)

- Total of 10 locations on 9 blocks to converted to NLZ
Thank You!

Questions?

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