Neighborhood Loading Zones (NLZ) Expansion into Staten Island CB2

Freight Mobility

September, 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.
Current Locations

Placement Decision

- Currently, there are 111 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.
- 6 NLZs in Staten Island.
- Phase 3 expansion started in Spring 2021.
Signage and Regulation

Neighborhood Loading Zone (NLZ)

- ‘No Parking Except Sunday’, 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 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%.
- Use by both personal and commercial vehicles.
- 2019 Study shows NLZs in Staten Island CB1 reduced double parking more than 50%, approximately 30 vehicles accessed NLZ/day.
NLZ Placement Criteria

Main Criteria

- Narrow streets (e.g., 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

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

Propose 40ft NLZ at beginning of the block

Large Residential Buildings (over 15 units)

Corner Commercial
Community Outreach

**Outreach Materials**

- Community Outreach through palm cards, what happens here flyers.
- NLZ online portal allows community members to directly suggest a location for new NLZs for future placement.

*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*
Proposed Locations

Staten Island CB2:

- 30 Ebbitts Street
  - 40ft in front of pathway to entrance
- 145 Lincoln Avenue
  - 25ft near entrance after Bus Stop
- 815 Manor Road
  - 35ft near entrance between after hydrant
- 100 Colfax Avenue
  - 40ft in front of entrance
- 1754 Richmond Road
  - 25ft near entrance after hydrant

Map of CB2 Locations Here
Next Steps

Timeline

- Begin installing expansion locations late September.
- Additional suggestions for NLZ can be made on our NLZ Portal’s Infill Suggestion Map.
  - [https://nycdotprojects.info/project-feedback-map/nlz-infill-request](https://nycdotprojects.info/project-feedback-map/nlz-infill-request)
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