



Neighborhood Loading Zones (NLZ) Expansion

Freight Mobility

Fall 2020



Overview

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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



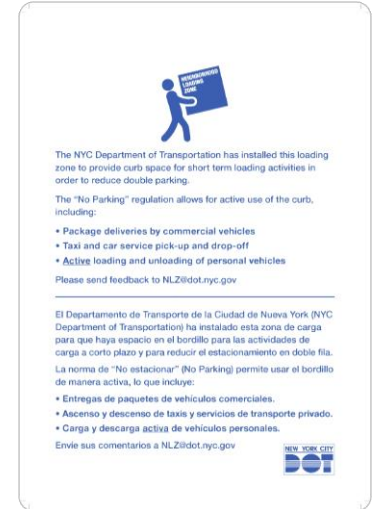
Clear travel lane and bike lane!



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

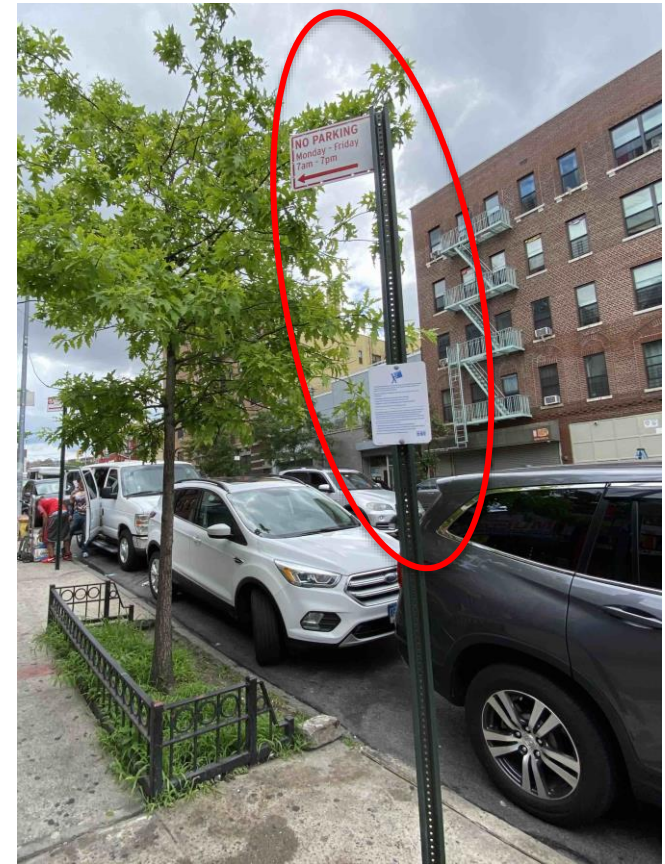


Pedestrian Level Signage Info

Basic Characteristics of NLZ

Basic Placement Criteria

- 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 house

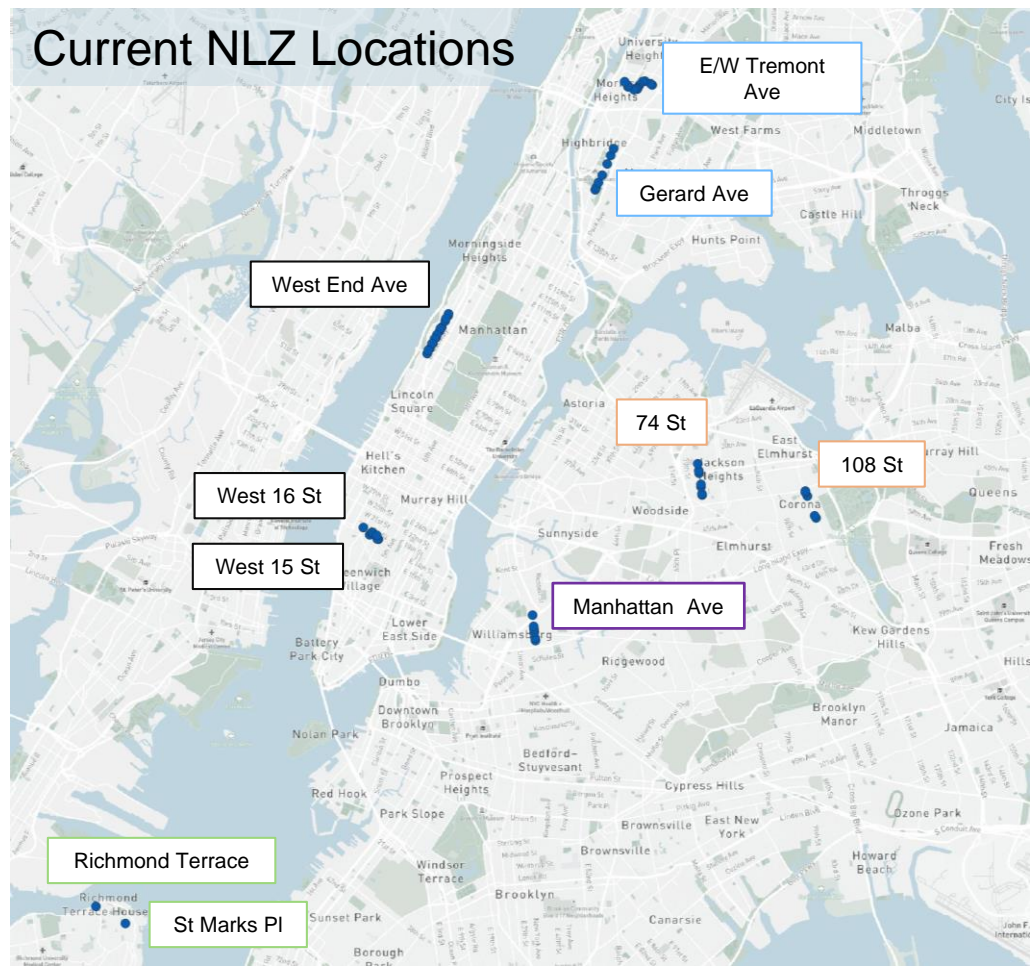


Example NLZ on E Tremont Avenue

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
- Loading zone length standard:
 - 40' if standalone
 - 30' if adjacent to fire hydrant/curb cut
 - 20' if adjacent to bus stop

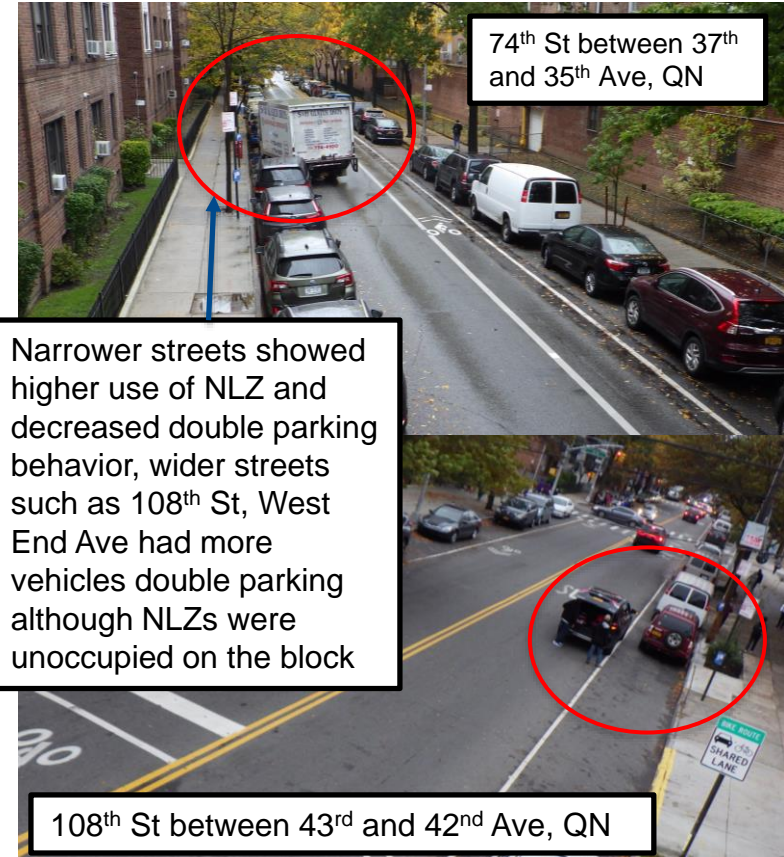


Where it works best

Effective placement

Effectiveness varied by:

- **Range in use of loading zone**
- **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



Proposed Locations, Next Steps

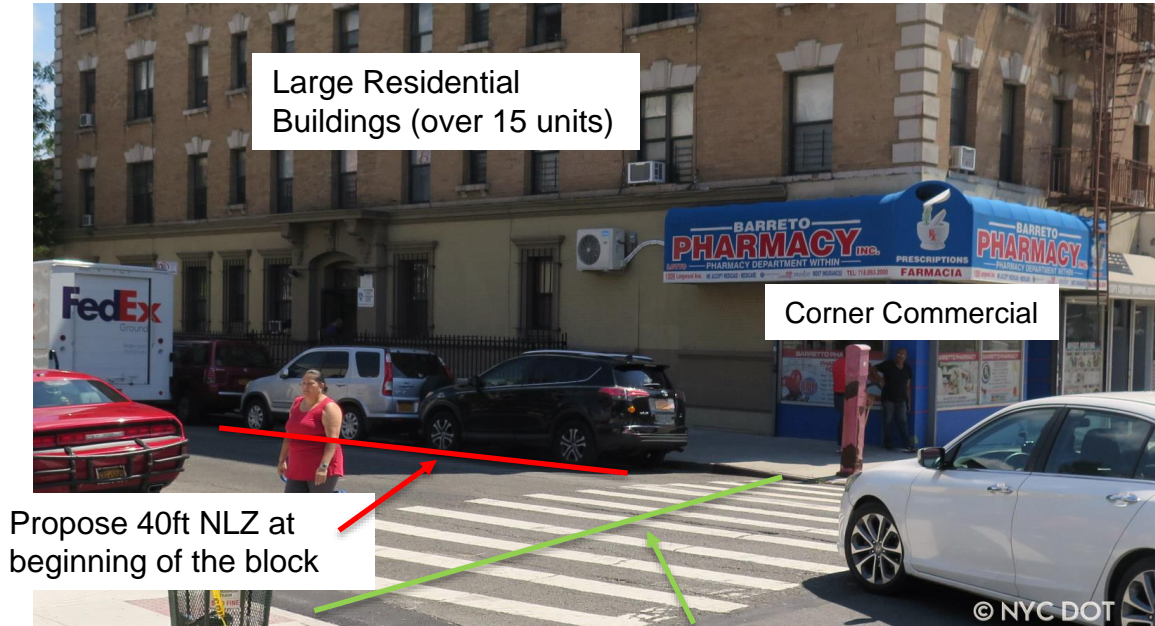
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NLZ Placement Criteria

Main Criteria:

- Narrow streets with large residential buildings
- Existing Bus Stops and/or bike lanes
- Double parking a common occurrence

NLZ Corridor Criteria Example

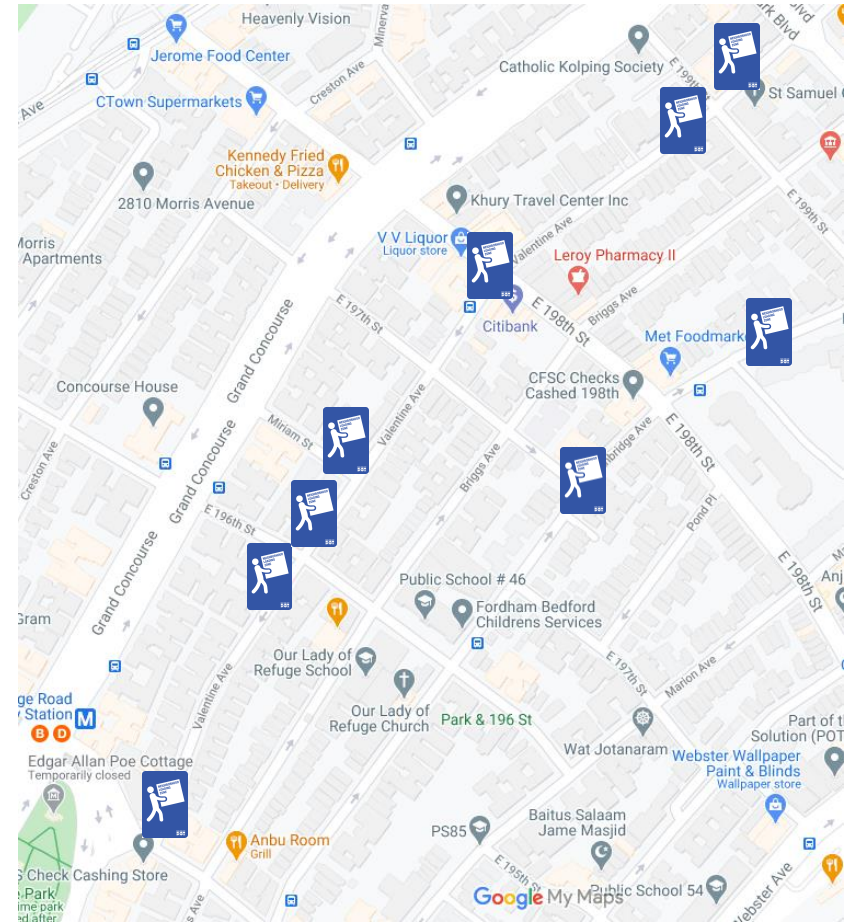


For One Way Streets, Total Street Width Should Be Less than 40 ft unless other conditions apply such as bike lanes

Next Steps

Expansion

- 2 corridors selected:
 - Valentine Ave from Bedford Park Blvd. to E 194th St. (with one spur on Miriam St.)
 - Bainbridge Ave from E 197th St. to E 199th St.
- Total of 9 locations on 8 blocks to converted to NLZ



Thank You!

Questions?

NLZ@dot.nyc.gov



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