



Neighborhood Loading Zones (NLZ)

Freight Mobility

Spring 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



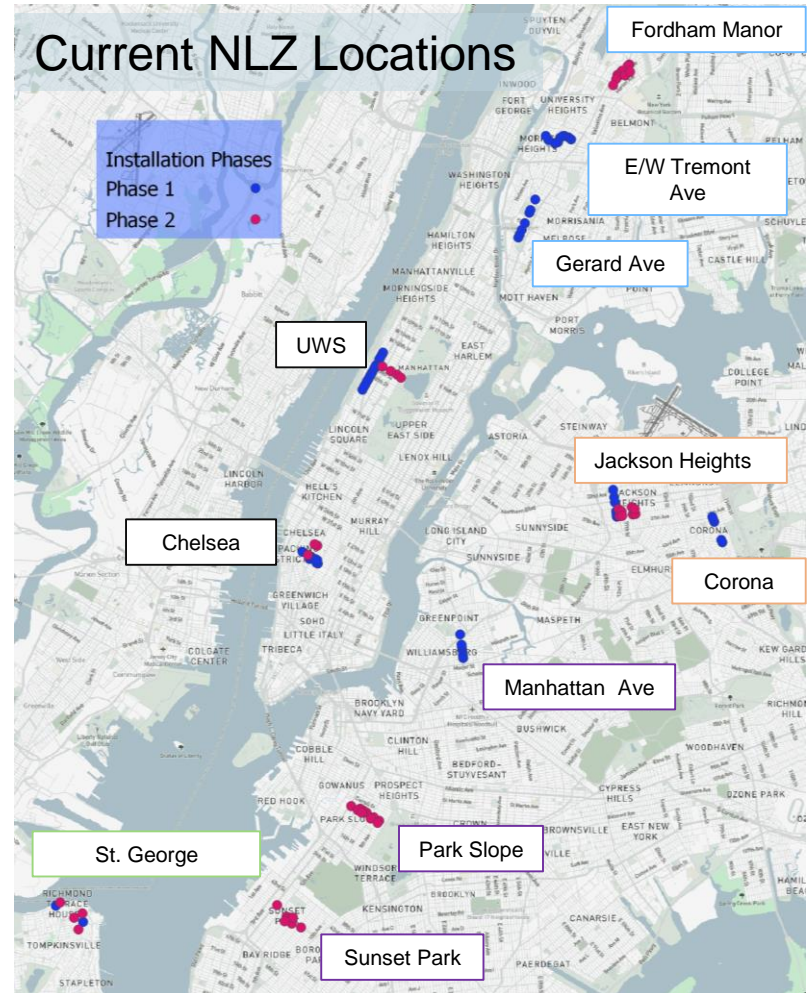
Clear travel lane and bike lane!



Current Locations

Placement Decision

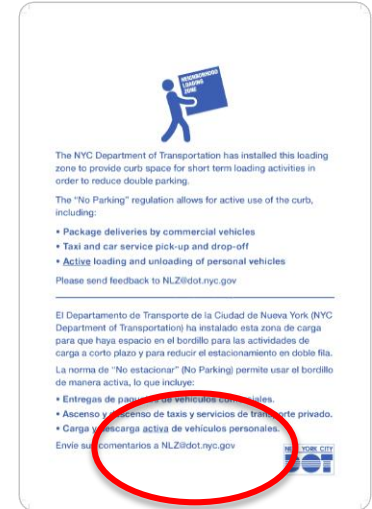
- Currently, there are 111 loading zones in 28 corridors of various street typologies
- 62 were installed in 10 corridors back in Summer of 2019 (Phase 1)
- Additional 49 were installed in 18 corridors winter of 2020/21 (Phase 2)
- 30 NLZs in Manhattan
 - 11 in Chelsea (W 15th St, W 16th St, W 21st St)
 - 19 in Upper West Side (West End Ave, W 91st)
- Moving onto Phase 3 for Spring 2021



Signage and Regulation

Neighborhood Loading Zone (NLZ)

- 'No Parking' M-F, 7AM – 7PM (adjusted for specific sites)
- 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.



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%.
- Narrow corridors with large residential buildings and high vehicle traffic has performed well, especially with residential delivery vehicles.
- NLZ also used by commercial delivery vehicles when placed near commercial retailers.



USPS Vehicle in NLZ by 347 Manhattan Ave



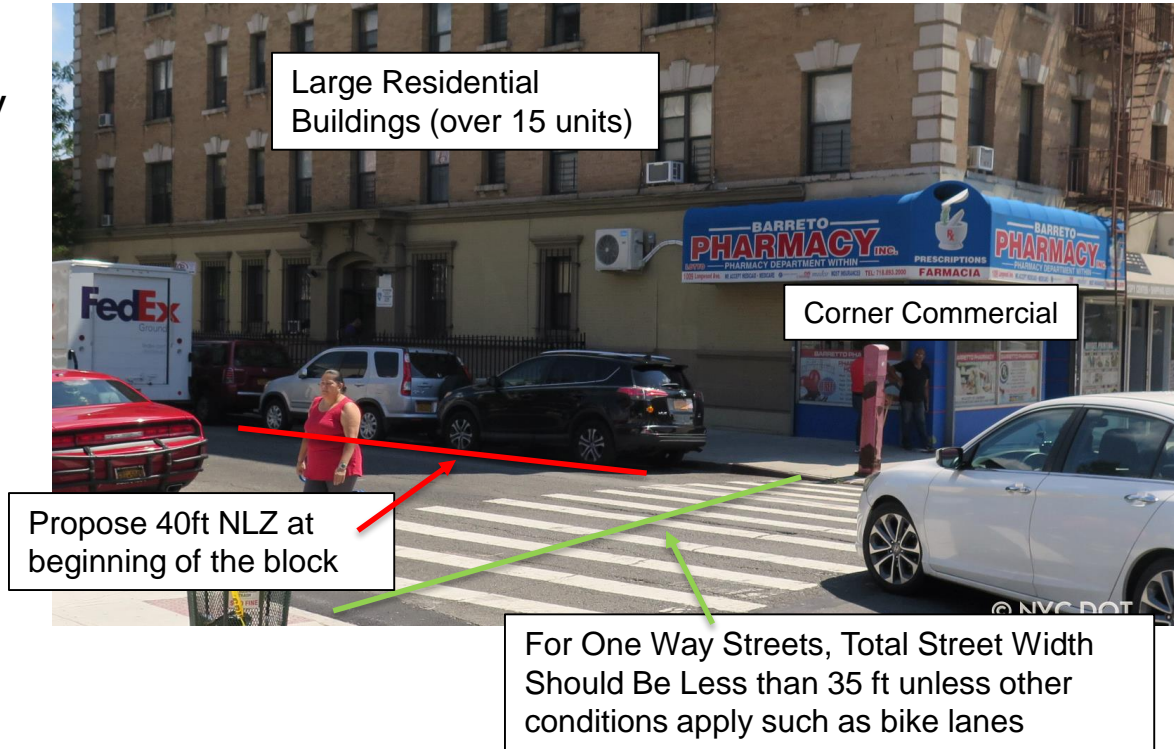
UPS Vehicle in NLZ by 359 Manhattan Ave

NLZ Placement Criteria

NLZ Corridor Criteria Example

Main Criteria:

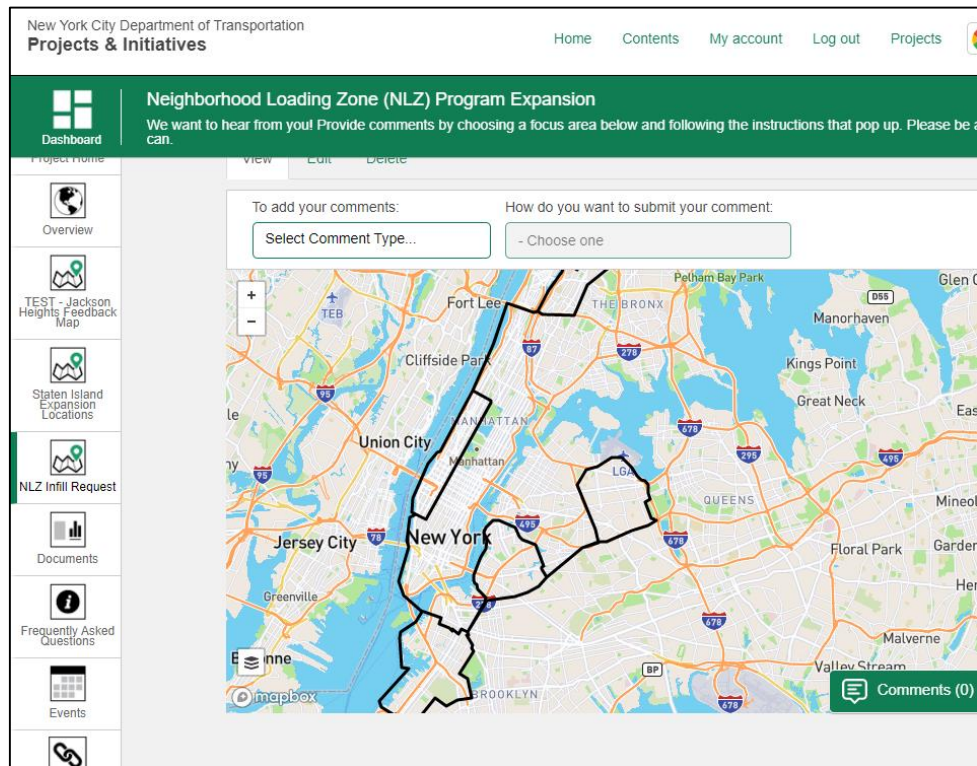
- Narrow streets (eg. One-way streets with less than 35ft width) with large residential buildings
- Existing Bus Stops and/or bike lanes
- Double parking a common occurrence



Community Outreach

Utilizing DOT's Projects & Initiatives Tool

- Receive feedback on placement decisions directly from the community.
- Members of the community will be able to access this page to request any additional NLZ within neighborhoods with NLZ already installed.
- Portal is set to go live early May for requests, and additional neighborhood expansion.



Screen capture of the P&I tool showing a map anyone can fill-in to request an NLZ

Community Outreach

Outreach Materials

What We're Doing

As part of our continuing efforts to reduce double parking and improve safety and mobility in Chelsea, the New York City Department of Transportation has created Neighborhood Loading Zones along West 15th and West 16th Streets.

Why We're Doing This

Provide curb space during daytime and evening hours to allow for activities such as:

- Package deliveries by commercial vehicles
- Taxi and car service pick-up and drop-off
- Active loading and unloading of personal vehicles

This program seeks to:

- Use No Parking regulation to reallocate curb space from 7 AM to 7 PM Monday to Friday
- Reduce the number of double parking incidents as well as other unwanted standing behaviors, creating a safer and more efficient environment for all road users


Please send feedback to NLZ@dot.nyc.gov

West 15th Street

FROM	TO	SIDE	CLOSEST ADDRESS
6th Ave	7th Ave	N	101 West 15th St
6th Ave	7th Ave	S	120 West 15th St
7th Ave	8th Ave	S	200 West 15th St

West 16th Street

FROM	TO	SIDE	CLOSEST ADDRESS
9th Ave	8th Ave	N	305 West 16th St
8th Ave	7th Ave	N	201 West 16th St
8th Ave	7th Ave	S	200 West 16th St
7th Ave	6th Ave	N	161 West 16th St
7th Ave	6th Ave	S	130 West 16th St



Example: Palm Card for Chelsea with all expansion locations listed

What's Happening Here?

Reduce Double Parking

Improve Traffic Flow



New Curb Regulations

Reduce Conflicts Between Vehicles and Cyclists

NYC DOT will install Neighborhood Loading Zones (NLZs) along 2nd Street and 3rd Street, between 4th Avenue and Prospect Park West.

New No Parking regulations will reallocate curb space, Monday to Friday from 7am to 7pm to provide:

- Curb access for deliveries by commercial vehicles
- Curb access for active loading and unloading of personal vehicles
- Curb access for taxi and car service pick-up and drop-off

Implementation Starts in Late Spring




For additional information about this project, contact the DOT Brooklyn Borough Commissioner's Office at 846.8892.1350 or visit our website: nyc.gov/dot.
To sign up for DOT updates, visit: nyc.gov/dotnews




Example: WHH flyer developed for expansion on 2nd and 3rd Street in Park Slope, Brooklyn

Next Steps

Phase 3 Expansion

- Expand NLZ into new neighborhoods to double the total number of NLZs citywide.
- Install additional NLZs in neighborhoods already explored based on community feedback.



Focus on narrow residential streets

Thank You!

Questions?

NLZ website :

<https://www1.nyc.gov/html/dot/html/motorist/nlz.shtml>



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