



# 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.



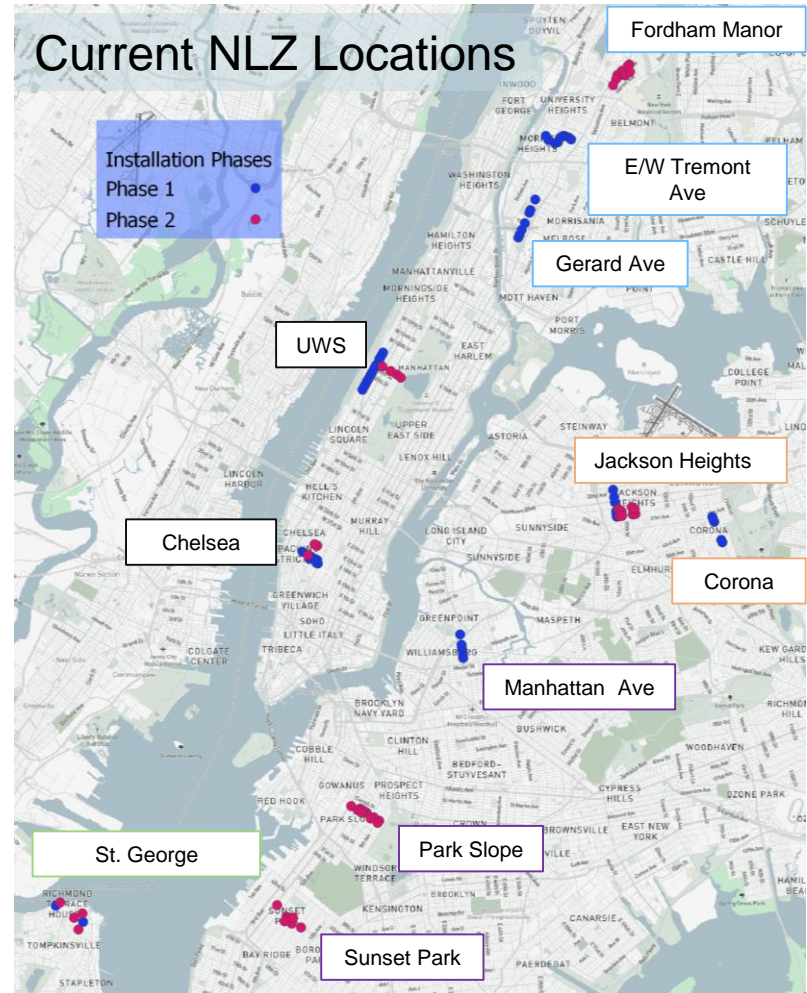
Clear travel lane and bike lane!



# Current Locations

## Placement Decision

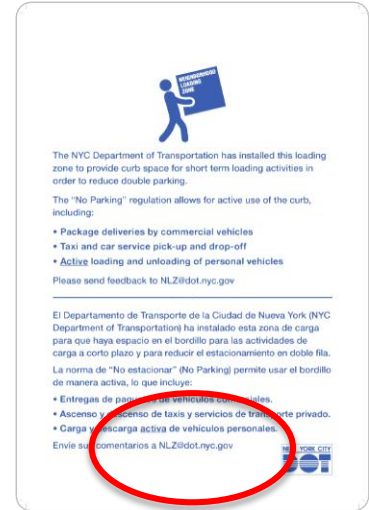
- Currently, there are 111 Neighborhood Loading Zones citywide in 28 corridors of various street typologies.
- Phase 1: 62 were installed in 10 corridors in Summer of 2019.
- Phase 2: Additional 49 were installed in 18 corridors in winter of 2020/21.
- 6 NLZs in Staten Island.
- Phase 3 expansion started 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.



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 Staten Island CB1 reduced double parking more than 50%, approximately 30 vehicles accessed NLZ/day.



Delivery Van on Manhattan Ave NLZ



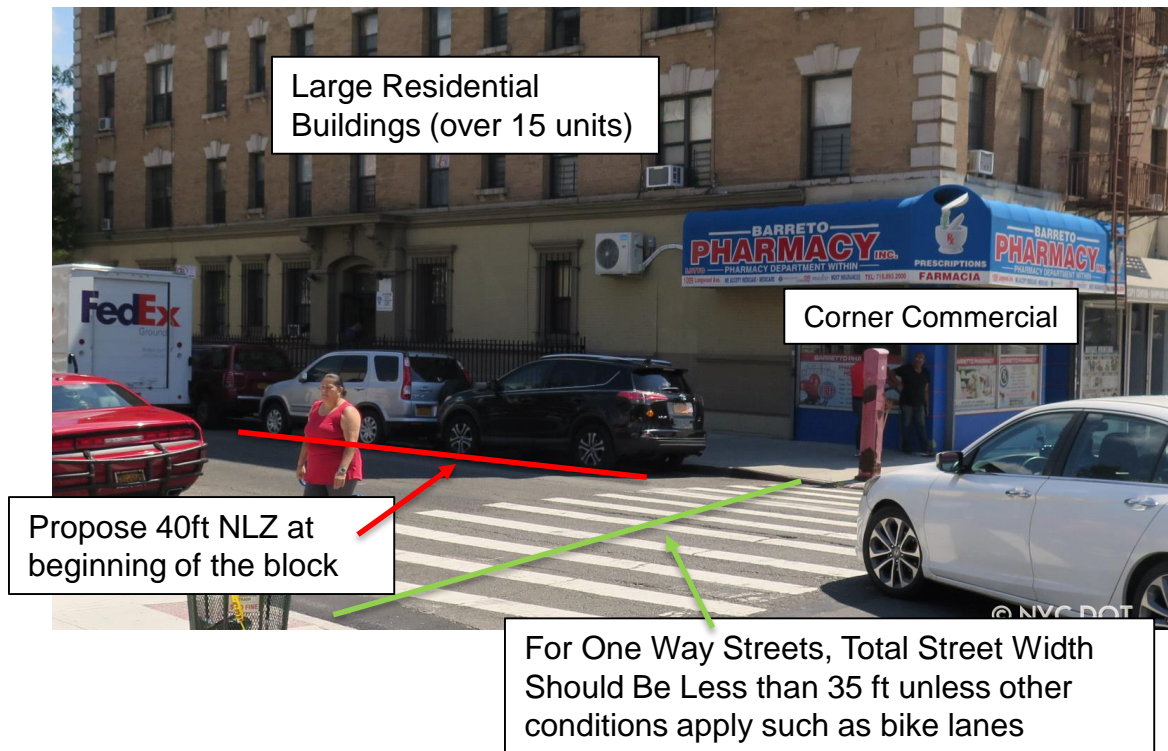
Passenger Vehicle on West End Ave NLZ

# 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
- Double parking a common occurrence

## NLZ Corridor Criteria Example



# 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.

### 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.

West 16th Street			
FROM	TO	SIDE	CLOSEST ADDRESS
6th Ave	7th Ave	N	801 West 16th St
6th Ave	7th Ave	S	120 West 16th St
7th Ave	8th Ave	S	200 West 16th St

West 15th Street			
FROM	TO	SIDE	CLOSEST ADDRESS
9th Ave	10th Ave	N	306 West 15th St
8th Ave	7th Ave	N	201 West 15th St
8th Ave	7th Ave	S	200 West 15th St
7th Ave	6th Ave	N	801 West 15th St
7th Ave	6th Ave	S	120 West 15th St

### 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

The program seeks to:

- Use No Parking regulations 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](mailto:NLZ@dot.nyc.gov)

Neighborhood Loading Zones will reallocate curb space for expedient pick-up and drop-off of passengers and goods

Example: Palm Card for Chelsea with all expansion locations listed

### What's Happening Here?

Reduce Double Parking

Improve Traffic Flow

#### Neighborhood Loading Zones Park Slope

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 646.898.6390 or visit our website [nyc.gov/dot](http://nyc.gov/dot). To sign up for DOT updates, visit [nyc.gov/dotupdates](http://nyc.gov/dotupdates)

VISION ZERO

NYC DOT

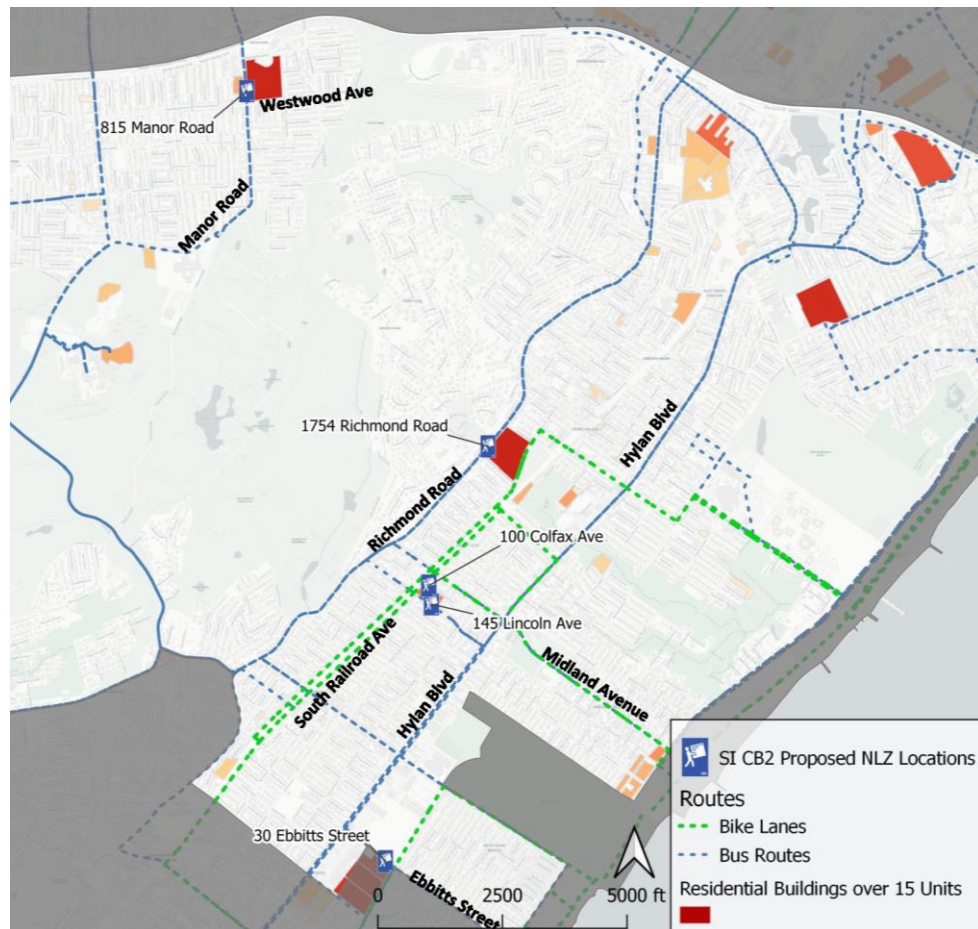
Example: WHH flyer developed for expansion on 2<sup>nd</sup> and 3<sup>rd</sup> Street in Park Slope, Brooklyn



# 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



# 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>



# Thank You!

Questions?

NLZ website :

<https://nyc.gov/nlz>

Projects and Initiatives Tool:

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



NYCDOT



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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

