



Loading Zone Expansion

Prepared in Response to Local Law 168 of 2021
Progress Report
April 2023



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Background & Context

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Consumer & Freight Trends

Increasing freight movement is driven by consumer demand

Growing Demand

- 90% of freight deliveries in NYC are conducted via trucks
- Pre Covid-19, 60% of deliveries were made to commercial customers and 40% to residential customers
- Post Covid-19, roughly 80% of deliveries are going to residential customers
- 45% of New Yorkers receive a delivery at their home at least once a week
- E-commerce growth, accelerated by Covid-19, has increased both the number & type of freight deliveries in NYC, particularly in residential neighborhoods



Lack of available curb space may ultimately lead to double-parking, negatively impacting other road users

Balancing Growing Demands

The negative effects of not providing curb space for loading activity are significant

Increased traffic congestion and transit delays: delivery vehicles may be forced to double-park or stand in traffic lanes or bus lanes, causing traffic congestion and delaying transit riders

Reduced pedestrian and cyclist safety: double-parked vehicles can obstruct bike lanes and pedestrian crossings, creating hazardous conditions

Increased pollution and emissions: delivery trucks circling for parking can contribute to increased pollution and emissions

Reduced efficiency for delivery & pick-up services: delivery vehicles and pick-up services may experience delays and increased costs associated with circling the block looking for parking or double-parking

Delays for local businesses: businesses may experience delays receiving supplies and goods

Reduced quality of life for nearby residents: double-parked vehicles can block views and create noise pollution and vibrations, negatively impacting the quality of life for residents living in the area



Double-parked trucks create safety hazards and slow down transit riders on a daily basis

DOT Goals & Priorities

Curb space should accommodate a diverse set of users - pedestrians, bus passengers, cyclists, motorists, delivery persons, and more.

- **Ensure the safety** of all transportation users through the reduction of double-parking obstructions in the roadway
- **Prioritize sustainable modes** of transportation like cargo bikes and other decarbonized options
- **Encourage the efficient movement** of goods by reducing dwell times and congestion delays spent searching for parking
- **Improve air quality and noise levels** from replaced truck trips, reduced volume of truck traffic, and shorter idling times
- **Ensure curb access** is allocated in a rational manner to a diverse set of users and uses
- Provide New Yorkers and businesses with **access to the goods, services, and opportunities** of the City without barriers or excessive costs



Local Law 168 of 2021

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Local Law 168 of 2021 Overview

Effective on December 24, 2021, the Loading Zone Expansion Law (local Law 168) requires DOT to:

1. **Create and publish a methodology** for determining where loading zones are necessary to enhance safety and reduce traffic congestion
2. **Install at least five loading zones annually** in every Neighborhood Tabulation Area (NTA), that meets the methodology
3. **Install at least 500** new loading zones citywide annually for the first three years
4. Report on progress no later than **January 1, 2023**
5. **Publicly post** the locations of all loading zones citywide

Local Law 168 requires DOT to factor the following into the methodology: NTAs, commercial and residential density, and requests from city elected officials & members of the public.

Neighborhood Tabulation Area – the term “neighborhood tabulation area” means a geographical area define by the Department of City Planning for the purposes of providing neighborhood-level data

Local Law 168 of 2021 Considerations

Challenges and Opportunities

DOT fully supports the expansion of loading zones and is actively installing new loading zones together with other larger Street Improvement Projects.

DOT recognizes that loading zone expansion must take into consideration the many conflicting demands at the curb. To ensure loading zone installation is context-sensitive, DOT will develop a methodology that considers the following:

- Prioritizing areas where loading zones do not already exist
- Prioritizing areas where there is an existing loading problem
- Considering other uses for why curb space might be limited in densely populated areas
- Balancing other community and business stakeholder needs at the curb
- Developing context-sensitive signage and enforcement to be effective

Definition of Loading Zones



Loading Zones Defined

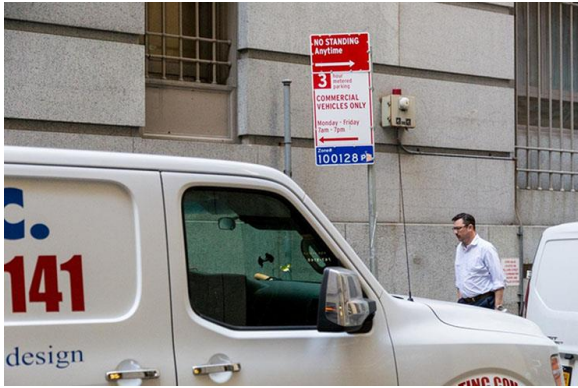
Loading zone. The term “loading zone” means a portion of curb space at which a vehicle may stand or park for the purpose of making pickups or service calls, or loading or unloading goods, tools, materials, or other items.

Truck loading zone. The term “truck loading zone” means a portion of curb space at which no vehicle except a commercial vehicle may stand or park for the purpose of making pickups or service calls, or loading or unloading goods, tools, materials, or other items pursuant to department rules and regulations.

Loading Zones Regulations

Loading zones provide dedicated curb access for vehicles to load and unload goods and passengers

DOT uses a range of loading regulations in a variety of contexts:



Commercial Metered Parking

Used on high demand commercial corridors. Drivers must pay for parking via ParkNYC app or at the nearest parking meter.



Neighborhood Loading Zones

Used on narrow residential streets adjacent to bike lanes and/or along bus routes.



Truck Loading Zones

Used in front of businesses such as supermarkets, grocery stores, and industrial supply stores where trucks need access.

Loading Zones Regulations

Amendment to the Traffic Rules

On February 7, 2023, DOT held a public hearing for a proposed amendment to Section 4-08 of the Traffic Rules. The rule was adopted and will be effective on April 20, 2023.

The Rule:

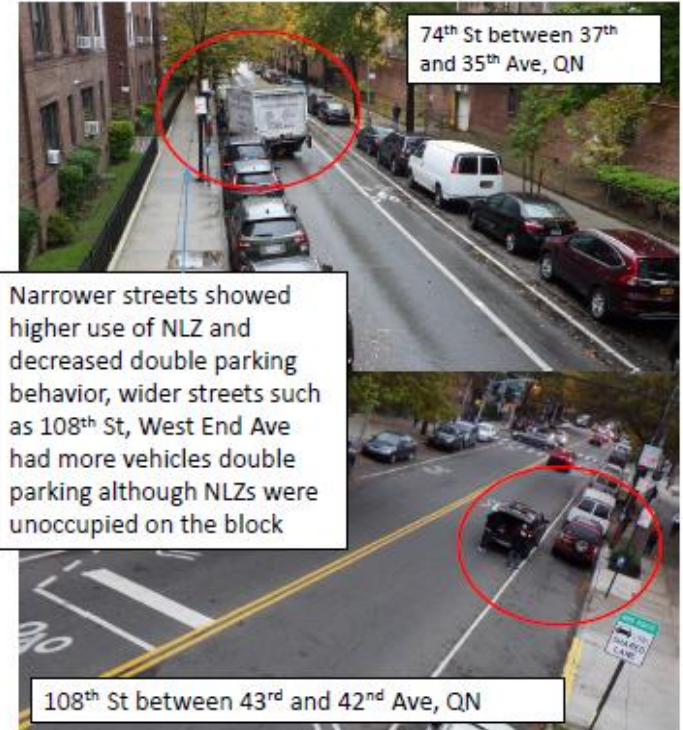
- Establishes "Loading Only" dedicated use signage
- Clarifies the purpose of a "Loading Only" zone for the expeditious pick-up and drop-off of goods and passengers from commercial vehicles, for-hire vehicles, and personal vehicles
- Provides signage with set time limits to equitably utilize the space
- Prohibits agency-authorized or single use permits from utilizing the dedicated space

Loading Zones Benefits

Neighborhood Loading Zone Pilot Study

DOT studied the effects of Neighborhood Loading Zones (NLZ) by capturing time-lapse data during the pilot in 2019.

- Some locations saw up to a **73% reduction in double-parking** after installation
- Most NLZs had high utilization, some averaging **600 vehicles per space per month**
- Vehicles spent on **average 26 minutes** in the zone
- Narrow one-way streets saw a **relatively larger decrease** in double-parked vehicles than wider two-way streets



Loading Zone Expansion Methodology

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Loading Zone Expansion

Focusing our efforts

This report establishes an overall framework for prioritizing loading zone installations citywide, based not only on delivery-related demand, but also broader indicators of neighborhood need.

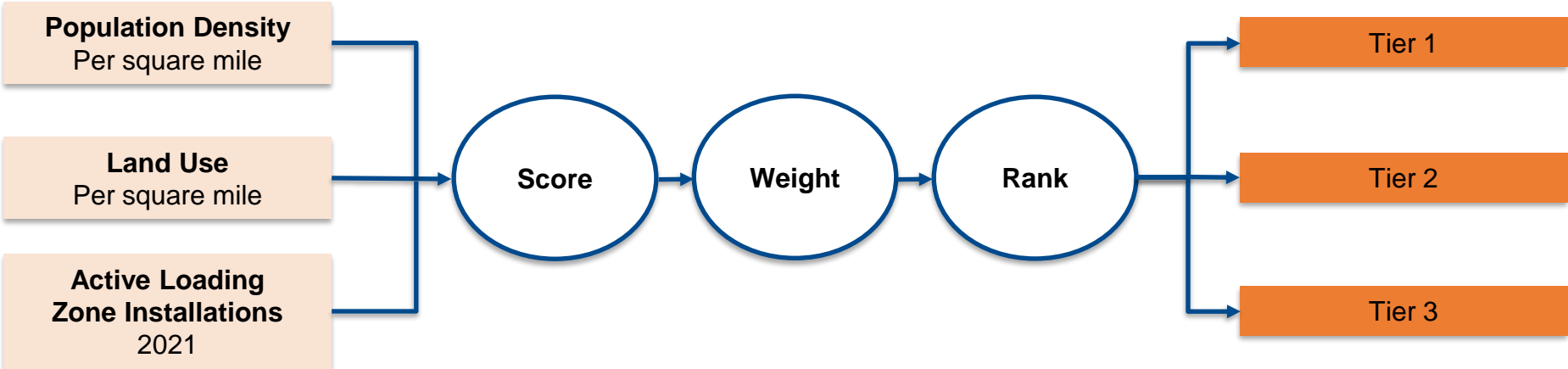
The foundation of this process is the identification of loading zone priority areas where installation of loading regulations can have the greatest benefit.

Loading zone priority areas are based on three primary inputs:

- **Population Density** – captures the intensity of loading activity. The more people ordering, shopping, purchasing goods online the more trucks on our streets.
- **Land Use** - captures the various types of land use, generating different demand patterns allowing DOT to match loading regulations to the appropriate context.
- **Previous Levels of Loading Zone Installations** - measures level of active loading zone regulations at the time of assessment. Areas with fewer loading zones may warrant higher levels of expansion.

Loading Zone Expansion

Methodology



The three loading zone priority tiers were analyzed by Neighborhood Tabulation Area (NTAs). The scores for each input were weighted as follows and combined to result in an overall score for each NTA:

- Higher population density: 20%
- Higher residential land use density: 20%
- Higher commercial/office land use density: 20%
- Higher retail land use density: 20%
- Fewer active loading zones: 20%

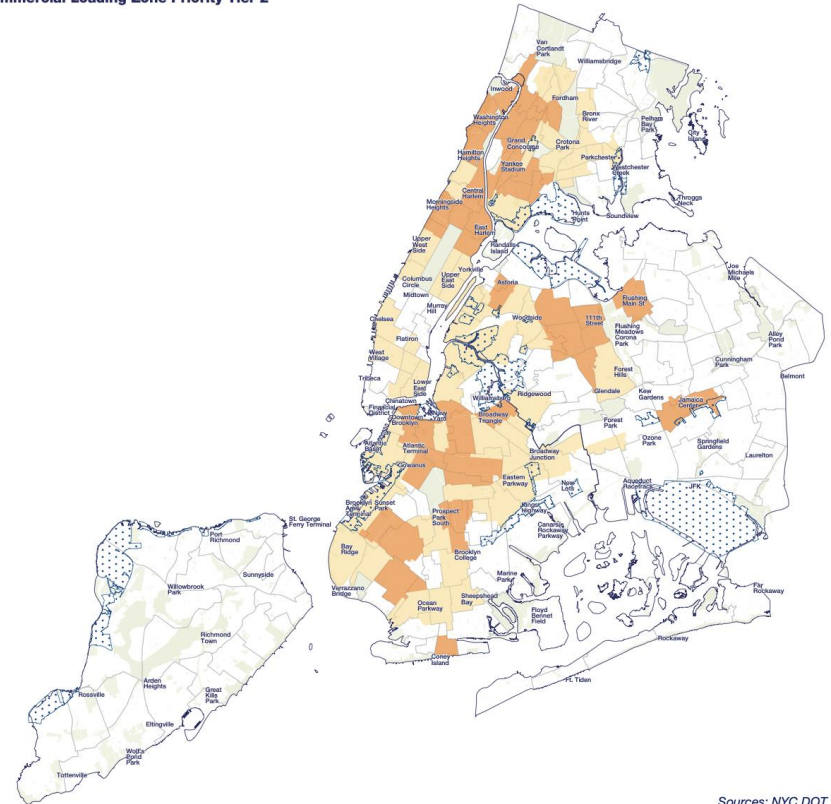
Loading Zone Expansion

Loading Zone Priority Tiers

Based on the resulting scores, NTAs were split into three tiers that represent different contexts across the city.

Collectively Tier 1 and Tier 2 have greater population and land use density and fewer loading regulations – as a result, **Tier 1 and Tier 2 were prioritized** for loading zone expansion, as shown on the map to the right.

DOT will continue to install loading regulations in communities across the entire city; however we are committed to rebalancing the higher-need neighborhoods identified through the prioritization tiers.



Sources: NYC DOT
NYCStreetsPlan | 87

Loading Zone Expansion

Site Selection

DOT is using a number of tools to identify specific locations for expansion within these priority tiers:

- **Assess safety concerns:** Assess safety concerns for cyclists and pedestrians in the identified areas, and prioritize locations where loading zones would help alleviate safety concerns. Prioritize bike lane corridors and bus routes as well as corridors where there is a history of crashes involving double-parked vehicles.
- **Identify high-traffic areas:** Identify neighborhoods and commercial corridors with high-traffic volumes and congestion, where delivery vehicles are often double-parked or forced to circle the block looking for parking. Utilize NYPD parking violation data to highlight hot spots of bad behavior.
- **Data collection:** Collect data on current loading zones, traffic volume, parking availability, and delivery patterns in various neighborhoods across the city. This includes traffic studies, surveys, and input from local businesses and community groups.

Loading Zone Expansion

Site Selection (Cont'd)

DOT is using a number of tools to identify specific locations for expansion within these priority tiers:

- **Analyze parking usage:** Analyze parking usage patterns in the identified areas to determine where curb space could be converted into loading zones.
- **Consider feedback from stakeholders:** Gather feedback from local businesses, residents, and community groups to identify specific areas where loading zones would have the greatest impact.



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Progress Update

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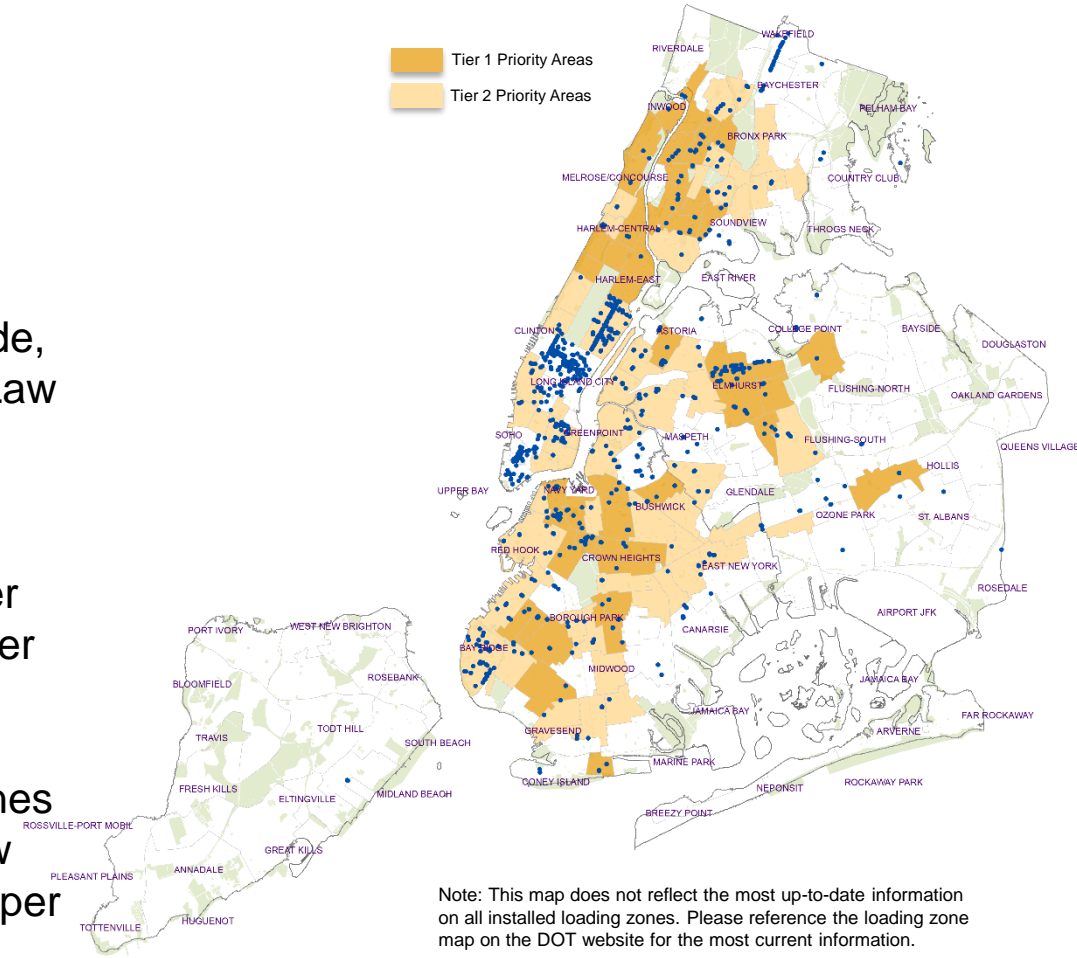
Loading Zone Expansion

Progress Update

Since the beginning of 2022, DOT has installed over 2,000 loading zones citywide, four times the amount required in Local Law 168 of 2021 (to install 500 total loading zones).

As of March 2023, DOT has installed over 1,200 loading zones across Tier 1 and Tier 2 priority neighborhoods.

DOT is continuing to install additional zones to meet the amount required in Local Law 168 of 2021 (to install five loading zones per priority NTA).



Note: This map does not reflect the most up-to-date information on all installed loading zones. Please reference the loading zone map on the DOT website for the most current information.

Loading Zone Expansion

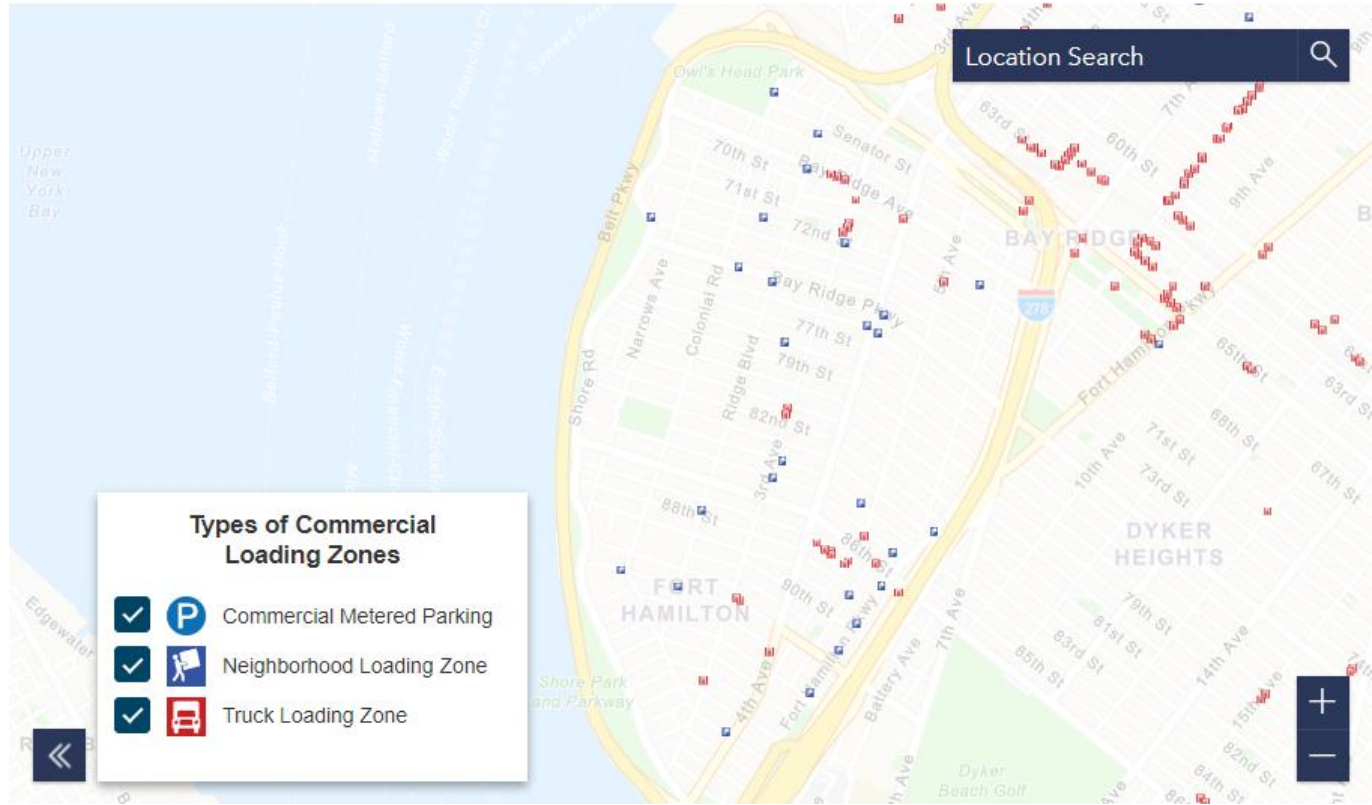
Updated Webpage and Map

DOT launched its Loading Zone Viewer, now available on DOT's website.

Users can now search for loading zones in their neighborhood or citywide.

Check out the link below for more info:

<https://www.nyc.gov/html/dot/html/motorist/loading-zones.shtml>



Next Steps

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Next Steps

- DOT will launch a feedback portal to gather and incorporate community suggestions
- DOT will evaluate the priority loading zone methodology and adjust as needed
- DOT will continue to install loading zones in 2023 and 2024, prioritizing loading zone opportunities on the following corridor types:
 - Transit corridors (busways, bus lanes, bus routes)
 - Bike corridors (streets with bike lanes)
 - Street improvement projects and other safety redesign efforts
 - Corridors with relatively high volumes of double-parking violations
 - Corridors with relatively high volumes of crashes involving double-parked trucks
 - Requests from communities, businesses, and elected officials
- DOT will work with NYPD to target enforcement at installed loading zones

Thank you



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Loading Zone Priority Areas

Tier 1

Bronx:

Belmont
Concourse-Concourse Village
Fordham Heights
Kingsbridge-Marble Hill
Longwood
Melrose
Morrisania
Mount Eden-Claremont (West)
Mount Hope
University Heights (North)-Fordham
University Heights (South)-Morris Heights

Brooklyn:

Bedford-Stuyvesant (West)
Bensonhurst
Borough Park
Brighton Beach
Bushwick (West)

Crown Heights (North)
Crown Heights (South)
Downtown Brooklyn-DUMBO-Boerum Hill
East Flatbush-Erasmus
Flatbush
Fort Greene
Park Slope
Prospect Heights
South Williamsburg
Sunset Park (Central)
Sunset Park (East)-Borough Park (West)

Manhattan:

East Harlem (North)
East Harlem (South)
Harlem (North)
Harlem (South)
Inwood
Morningside Heights

Upper West Side-Manhattan Valley
Washington Heights (North)
Washington Heights (South)

Queens:

Astoria (Central)
Corona
Elmhurst
Flushing-Willets Point
Jackson Heights
Jamaica
North Corona
Rego Park

Loading Zone Priority Areas

Tier 2

Bronx:

Allerton
Bedford Park
Claremont Village-Claremont (East)
Crotona Park East
Mott Haven-Port Morris
Norwood
Parkchester
Pelham Parkway-Van Nest
Soundview-Bruckner-Bronx River
Tremont
West Farms
Westchester Square

Brooklyn:

Bay Ridge
Bedford-Stuyvesant (East)
Brooklyn Heights

Brownsville
Bushwick (East)
Carroll Gardens-Cobble Hill-
Gowanus-Red Hook
Clinton Hill
Cypress Hills
Dyker Heights
East Flatbush-Remsen Village
East Flatbush-Rugby
East New York (North)
Flatbush (West)-Ditmas Park-
Parkville
Gravesend (East)-Homecrest
Gravesend (West)
Greenpoint
Kensington
Madison
Midwood

Ocean Hill
Prospect Lefferts Gardens-Wingate
Sunset Park (West)
Williamsburg

Manhattan:

Chelsea-Hudson Yards
Chinatown-Two Bridges
East Village
Gramercy
Greenwich Village
Hamilton Heights-Sugar Hill
Lower East Side
Manhattanville-West Harlem
Upper East Side-Carnegie Hill
Upper East Side-Lenox Hill-
Roosevelt Island
Upper East Side-Yorkville

Upper West Side (Central)
Upper West Side-Lincoln Square
West Village

Queens:

Astoria (East)-Woodside (North)
Forest Hills
Long Island City-Hunters Point
Ozone Park (North)
Queensbridge-Ravenswood-Dutch
Kills
Ridgewood
Sunnyside
Woodside

Loading Zone Priority Areas

Tier 3

Bronx:

Castle Hill-Unionport
Co-op City
Eastchester-Edenwald-Baychester
Highbridge
Hunts Point
Kingsbridge Heights-Van Cortlandt Village
Morris Park
Pelham Bay-Country Club-City Island
Pelham Gardens
Riverdale-Spuytten Duyvil
Soundview-Clason Point
Throgs Neck-Schuylerville
Wakefield-Woodlawn
Williamsbridge-Olinville

Brooklyn:

Bath Beach
Canarsie
Coney Island-Sea Gate
East Flatbush-Farragut
East New York-City Line
East New York-New Lots
East Williamsburg
Flatlands
Gravesend (South)
Mapleton-Midwood (West)
Marine Park-Mill Basin-Bergen Beach

Sheepshead Bay-Manhattan Beach-Gerritsen Beach
Spring Creek-Starrett City
Windsor Terrace-South Slope

Manhattan:

East Midtown-Turtle Bay
Financial District-Battery Park City
Hell's Kitchen
Midtown South-Flatiron-Union Square
Midtown-Times Square
Murray Hill-Kips Bay
SoHo-Little Italy-Hudson Square
Stuyvesant Town-Peter Cooper Village
Tribeca-Civic Center

Queens:

Astoria (North)-Ditmars-Steinway
Auburndale
Baisley Park
Bay Terrace-Clearview
Bayside
Bellerose
Breezy Point-Belle Harbor-Rockaway Park-
Broad Channel
Cambria Heights
College Point
Douglaston-Little Neck

East Elmhurst
East Flushing
Far Rockaway-Bayswater
Fresh Meadows-Utopia
Glen Oaks-Floral Park-New Hyde Park
Glendale
Hollis
Howard Beach-Lindenwood
Jamaica Estates-Holliswood
Jamaica Hills-Briarwood
Kew Gardens
Kew Gardens Hills
Laurelton
Maspeth
Middle Village
Murray Hill-Broadway Flushing
Oakland Gardens-Hollis Hills
Old Astoria-Halletts Point
Ozone Park
Pomonok-Electchester-Hillcrest
Queens Village
Queensboro Hill
Richmond Hill
Rockaway Beach-Arverne-Edgemere
Rosedale
South Jamaica
South Ozone Park
South Richmond Hill

Springfield Gardens (North)-Rochdale Village
Springfield Gardens (South)-Brookville
St. Albans
Whitestone-Beechhurst
Woodhaven

Staten Island:

Annadale-Huguenot-Prince's Bay-Woodrow
Arden Heights-Rossville
Grasmere-Arrochar-South Beach-Dongan Hills
Great Kills-Eltingville
Mariner's Harbor-Arlington-Graniteville
New Dorp-Midland Beach
New Springfield-Willowbrook-Bulls Head-Travis
Oakwood-Richmondtown
Port Richmond
Rosebank-Shore Acres-Park Hill
St. George-New Brighton
Todt Hill-Emerson Hill-Lighthouse Hill-Manor
Heights
Tompkinsville-Stapleton-Clifton-Fox Hills
Tottenville-Charleston
West New Brighton-Silver Lake-Grymes Hill
Westerleigh-Castleton Corners