

The Traffic and Transportation Committee met on January 11<sup>th</sup>. The meeting had just one major discussion. The Department of Transportation was there to present. Leroy Branch as there and Matthew Roosa gave a presentation – which I'll summarize as briefly as I can.

#### Neighborhood Loading Zone information

The goals of the Neighborhood Loading Zone is to reduce the amount of delay and safety issues that stem from double parking by providing dedicated space for vehicles to load and unload goods and passengers especially on residential streets.

Target users - personal vehicles for quick pick up and drop off of passengers, groceries, etc.  
Commercial delivery vehicles for residential and commercial delivery  
Taxis and FHV(For Hire Vehicles) for passenger/pick up and drop off

The Current locations 146 throughout the city continuing to expand in 5 boroughs

Signage and Regulation - No Parking M-F 7am to 7pm standard with slight adjustments depending on location with pedestrian level blue informational sign with program overview.

Following June 2021 meeting at CB10 - DOT launched a Suggestion Map portal on website. They received 85 total suggestions on the NLZ portal with most suggestion from west of 5th Avenue

Both narrow corridors and busier/wider corridors with some activity

The DOT submitted 31 Final Locations in total. The placements based on community suggestion as well as DOT assessment. Focus on narrow streets as well as streets with bike lanes (2 way streets that the NLZ will improve conditions of

DOT may alter the locations based on community feedback in future

Background – The NYC Council introduced legislation which was voted upon in November 2021 requiring NYC DOT to install 500 Neighborhood Loading Zones

Here are some follow-up materials that were requested by the board. Also, for next steps, Matthew will double check the 2 way street locations and see if NLZs are feasible on both sides

No Parking regulations: NYC DOT's Parking Regulation page ([Link](#)) provides a quick overview of the difference between the signage restrictions. Additionally the No Parking signage description is codified within New York City Traffic Rules Section 4-08(a)(4) as follows:

"4-08 (a)(4) Parking prohibited. When parking is prohibited by signs or rules, no person shall stop a vehicle, attended or unattended, except temporarily for the purpose of and while expeditiously

receiving or discharging passengers or loading or unloading property to or from the curb.”

Placement Criteria: Quick criteria was described in our first presentation, here’s a bit more details of our siting criteria:

Neighborhood Loading Zones are recommended on corridors such as:

- Blocks consisting of large residential buildings (15 units or above)
- Narrow streets such as one-way streets with less than 40 ft in length with bike lane or bus route, two way streets that are commonly double parked and not wide enough for vehicles to pass double parked vehicles without entering the opposite lane.
- Blocks consisting of mostly Alternate Side Parking regulations.
- NLZs should be placed near existing commercial retailers, near entrance of the block, and in front entrances of large residential buildings.

*The meeting ended with the committee agreeing to meet back up for additional discussion. The Traffic and Transportation committee met again on January 20<sup>th</sup> to discuss its response to the NLZ.*

After robust discourse, with many questions, the committee recommendation is as follows:

A letter be written to the NYC Department of Transportation providing comments on the Neighborhood Loading Zone Program (NLZ).

The letter will contain a list of recommendations of how the NLZ program should be rolled out in Community District 10. Specifically, NLZ should be rolled out in an incremental way to allow the community to adjust and acclimate to the program in conjunction with the criteria set by the DOT.

The letter will request consideration of the following:

- Change in hours from 7am to 7pm to 8am to 6pm
- Reduction in number of sites.. One loading zone per block (there are 4 locations with 2 NLZ on same block)
- Consider phasing in locations over a period of several months (with 8220 Fort Hamilton Parkway as a top priority based on community feedback)
- Publicity outreach campaign to the community and delivery companies
- Improved NLZ Signage
- Suggest loading zone coloration painted at the curb
- Request data feedback report from DOT six months after installation

Respectfully submitted with thanks to Josephine, Doris and everyone in the committee. January 24, 2022. Anthony Marino Chair.