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Int. No. 1070

By Council Members Abreu, Brooks-Powers, Hanif, Restler, Marte, Krishnan, Wilson, Santosuosso, Farías, Cabán, Avilés and Hudson (in conjunction with the Manhattan Borough President)

A Local Law in relation to establishing a low-traffic neighborhood pilot program

Be it enacted by the Council as follows:

Section 1. Low-traffic neighborhood pilot program. a. Definitions. As used in this local law, the following terms have the following meanings:

Authorized emergency vehicle. The term “authorized emergency vehicle” has the same meaning as set forth in section 101 of the vehicle and traffic law.

City. The term “city” means the city of New York.

Commissioner. The term “commissioner” means the commissioner of transportation.

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Delivery vehicle. The term “delivery vehicle” means a motor vehicle, including but not limited to a delivery truck, delivery van, or passenger vehicle, that is used by a distributor to transport goods to a vendor or individual purchaser, arriving at or departing from a last-mile facility.

Department. The term “department” means the department of transportation.

Last-mile facility. The term “last-mile facility” means a warehouse, storage facility, or other location that receives goods as part of a delivery supply chain, and from which such goods are delivered to their final destination. The term does not include retail businesses where the majority of the premises are used for the on-site sale of goods to final retail consumers.

Motor vehicle. The term “motor vehicle” has the same meaning as set forth in section 125 of the vehicle and traffic law.

Neighborhood tabulation area. The term “neighborhood tabulation area” means a geographical area defined by the department of city planning for the purposes of providing neighborhood-level data.

Sanitation vehicle. The term “sanitation vehicle” means a vehicle used by the department of sanitation for street cleaning purposes or for the collection of solid waste or recyclable materials, as such terms are defined in section 24-163.2 of the administrative code of the city of New York.

Traffic calming device. The term “traffic calming device” means a device, including but not limited to a speed hump, curb extension, traffic diverter, median barrier, and raised crosswalk, installed on a street and intended to slow, reduce, or alter motor vehicle traffic to enhance safety for pedestrians and cyclists.

b. Establishment. No later than 6 months after the effective date of this local law, the commissioner shall establish a pilot program to install traffic calming devices in 5 separate neighborhood tabulation areas across at least 3 boroughs of the city, with a focus on creating low-traffic neighborhoods through directing traffic away from residential areas. The commissioner shall install at least 2 different types of traffic calming device in each selected neighborhood tabulation area. Such pilot program shall have a duration of 2 years.

c. Solicitation of input. The commissioner shall solicit input from all community boards in the

neighborhood tabulation areas selected under subdivision b of this section in determining the location of each traffic calming device to be installed in such areas through such pilot program.

d. Access. The commissioner shall install traffic calming devices through such pilot program in a manner that allows for access, entry, exit, and passage by, at minimum:

1. Authorized emergency vehicles;

2. Delivery vehicles;

3. Sanitation vehicles; and

4. Motor vehicles belonging to individuals whose residences are obstructed by or adjacent to any traffic calming device installed as part of such pilot program.

e. Discretion. The commissioner may decline to install any traffic calming device through such pilot program that is otherwise required by this section if such installation would, in the commissioner's judgment, endanger the safety of motorists, pedestrians, or cyclists, or not be consistent with the department’s guidelines regarding the installation of traffic calming devices established under subdivision b of section 19-183 of the administrative code of the city of New York or any other relevant departmental guidelines.

f. Study. 1. The commissioner shall conduct a study regarding such pilot program, through which the commissioner shall identify or assess, as applicable:

(a) The total number of vehicular crashes in each neighborhood tabulation area selected under subdivision b of this section;

(b) The total number of injuries sustained in vehicular crashes in each such area;

(c) The total number of deaths caused by vehicular crashes in each such area;

(d) The total number of vehicular crashes in neighborhood tabulation areas not selected under subdivision b of this section that border each such area;

(e) The total number of injuries sustained in vehicular crashes in neighborhood tabulation areas not selected under subdivision b of this section that border each such area;

(f) The total number of deaths caused by vehicular crashes in neighborhood tabulation areas not selected under subdivision b of this section that border each such area;

(g) Noise caused by motor vehicles, cyclists, and pedestrians in each such area;

(h) The frequency at which operators of motor vehicles use their motor vehicle horns in each such area;

(i) The frequency at which operators of motor vehicles illegally park such vehicles in each such area; and

(j) The number of 311 complaints or requests for service received by the commissioner that concern traffic patterns in each such area.

2. Through such study, the commissioner shall also develop recommendations regarding (i) maintenance of the traffic calming devices installed through such pilot program; and (ii) the establishment of additional low-traffic neighborhoods that involve directing traffic away from residential areas.

g. Report. 1. No later than 6 months after the conclusion of such pilot program, the commissioner shall submit to the mayor and the speaker of the council and post conspicuously on the department's website a report regarding such pilot program. Such report shall include, at minimum, the following information concerning such pilot program:

(a) The findings of, and recommendations developed through, the study required under subdivision f of this section;

(b) A list of criteria the commissioner used to select each neighborhood tabulation area for installation of traffic calming devices;

(c) A list of criteria the commissioner used to determine the location of installation of each traffic calming device; and

(d) A list of criteria the commissioner used to determine the types of traffic calming device installed.

2. Such report shall also include a table in which each separate row references a neighborhood tabulation area selected under subdivision b of this section, indicated by the alphanumeric code of such area.

Each such row shall include the following information, as well as any additional information the commissioner deems appropriate, set forth in separate columns:

(a) A unique identifier indicating a traffic calming device installed in such area through such pilot program;

(b) A description of the location of installation of such device, at least as specific as the nearest intersection; and

(c) The type of such device installed.

§ 2. This local law takes effect immediately.

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