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Int. No. 57

By Council Members Avilés, Gutiérrez, the Public Advocate (Mr. Williams), Nurse, Brooks-Powers, Won, Hanif, Restler and Louis (by request of the Brooklyn Borough President)

A Local Law in relation to requiring the department of transportation to study street design as a means to limit or reduce the use by commercial vehicles of streets in residential neighborhoods

Be it enacted by the Council as follows:

Section 1. a. Definitions. For the purposes of this section, the following terms have the following meanings:

Commercial vehicle. The term “commercial vehicle” means a commercial vehicle as set forth in the rules of the department.

Manufacturing district. The term “manufacturing district” means a manufacturing district as set forth in the zoning resolution.

Residence district. The term “residence district” means a residence district as set forth in the zoning resolution.

Truck. The term “truck” means a commercial vehicle which has either of the following characteristics: two axles, six tires; or three or more axles.

b. By December 31, 2023, the commissioner of transportation shall submit to the council and to the mayor, and the commissioner shall publish on the department of transportation’s website, a report regarding the utility and feasibility of using street design as a means to limit or reduce the use of streets in residence districts by commercial vehicles, particularly residence districts situated proximate to manufacturing districts. Such report shall include, but need not be limited to:

1. The utility and feasibility of designing streets in residence districts so that they are inaccessible to commercial vehicles or inaccessible to commercial vehicles of a certain size or weight;

2. The feasibility of preventing access by commercial vehicles or commercial vehicles of a certain size or weight to streets in residence districts, while permitting access to emergency vehicles, moving trucks, and other essential types of vehicles;

3. The utility and feasibility of designing streets in residence districts using traffic calming measures or other means so that commercial vehicles or commercial vehicles of a certain size or weight are discouraged from using them;

4. The feasibility of designing streets in residence districts to discourage commercial vehicles or commercial vehicles of a certain size or weight from using them, while not discouraging use by emergency vehicles, moving trucks and other essential types of vehicles;

5. The consequences of such changes in street design, including but not limited to, impacts on street drainage and underground utilities;

6. The consequences of rerouting commercial vehicles through other streets, including but not limited to, impacts on local traffic network connectivity;

7. The use of traffic cameras to enforce compliance with local truck routes; and

8. Collection of data on how commercial vehicles, particularly trucks, use streets in residence districts and projections of such future use using the gathered data.

§ 2. This local law takes effect immediately.

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