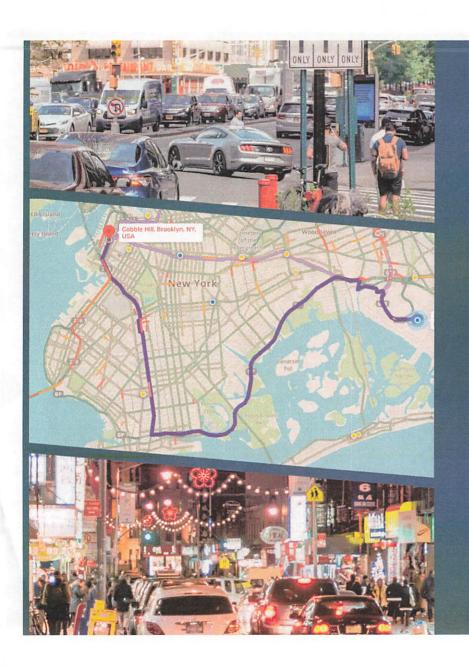
That car outside your window?
It's probably not coming to or from anywhere in your neighborhood.



**CUT-THROUGH TRAFFIC** 

**Think:** How much traffic near your home doesn't need to be there?

Transportation Committee
Meeting Minutes
September 2, 2025
Attachment #1



## Neighborhood streets become highways

### **GRID LAYOUT**

Due to the grid layout in most of the city, non-local commuters and trucks can use what would otherwise be quiet local neighborhood streets to avoid congestion.

### APPS

Google Maps and Waze have exacerbated the problem.

### CAR OWNERSHIP AND DRIVING IN NYC

An overwhelming majority of NYC residents do not drive a vehicle daily, yet their neighborhoods are filled with constant moving vehicular traffic.

# Exploring a Neighborhood Approach to Reduce Cut-Through Traffic





Neighborhoods' streets need to be designed more for pedestrians and their safety than for cars

69% (7) 26%

43-point margin

Traffic in their neighborhoods endangers children

65% (7) 30%



Traffic reduces the quality of life in their neighborhoods



63% (7) 33%



\*30-point margin

New Yorkers know what they want in their neighborhoods

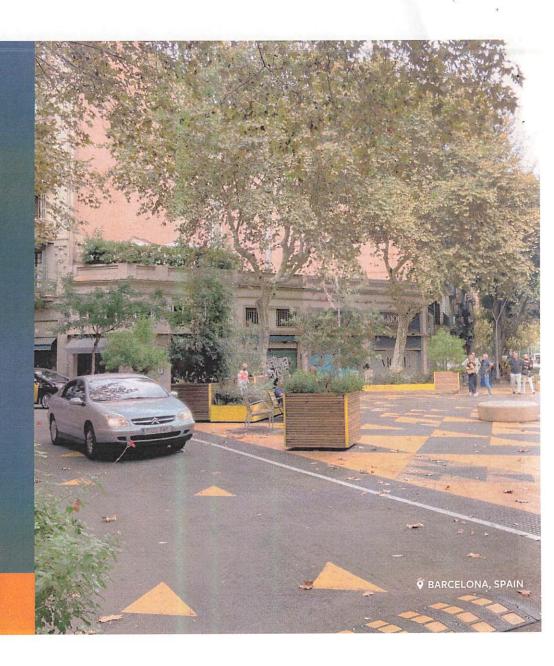
What if a single approach can deliver all of these outcomes?

Exploring a Neighborhood Approach to Reduce Traffic

# What is a Low Traffic Neighborhood (LTN)?

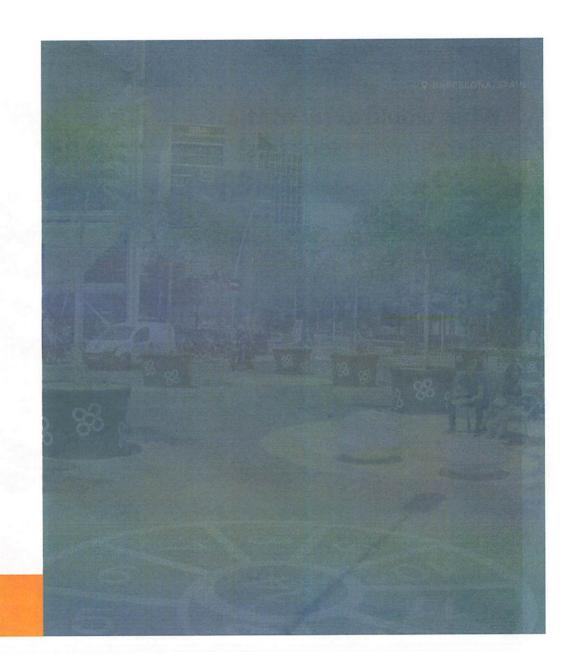
A neighborhood approach to managing traffic in a way that redirects through-traffic away from residential areas. The primary aim is to **enhance safety for everyone who uses the street.** 

LTNs promote walking, cycling, and socializing, creating a healthier, more welcoming environment for all.



Exploring a Neighborhood Approach to Reduce Traffic

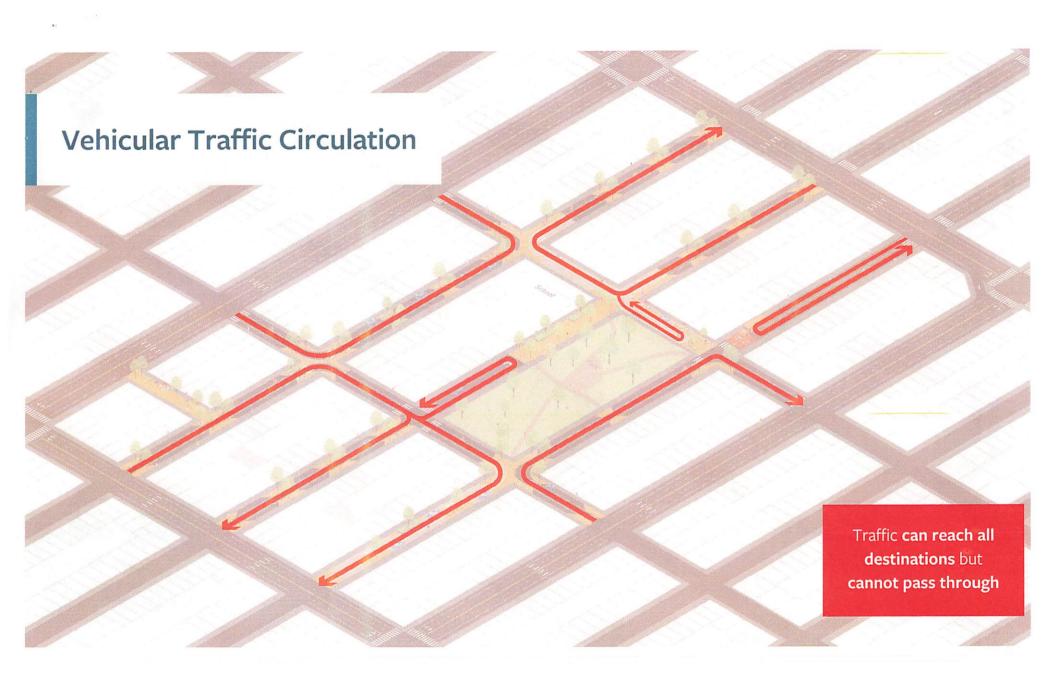
### Designing a Low Traffic Neighborhood

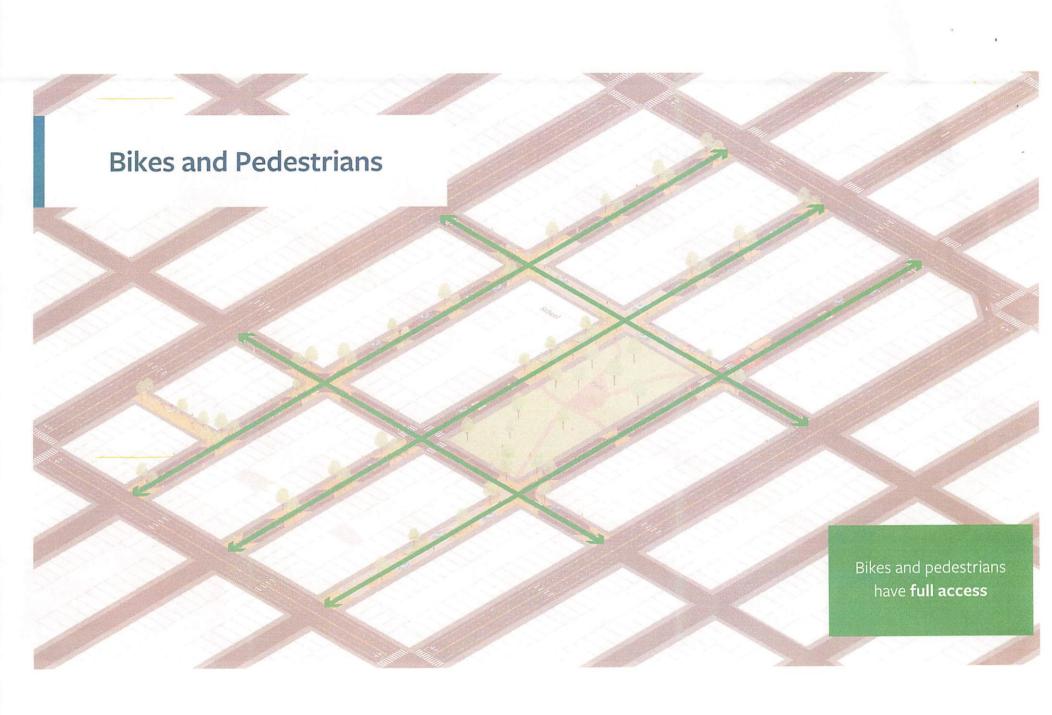


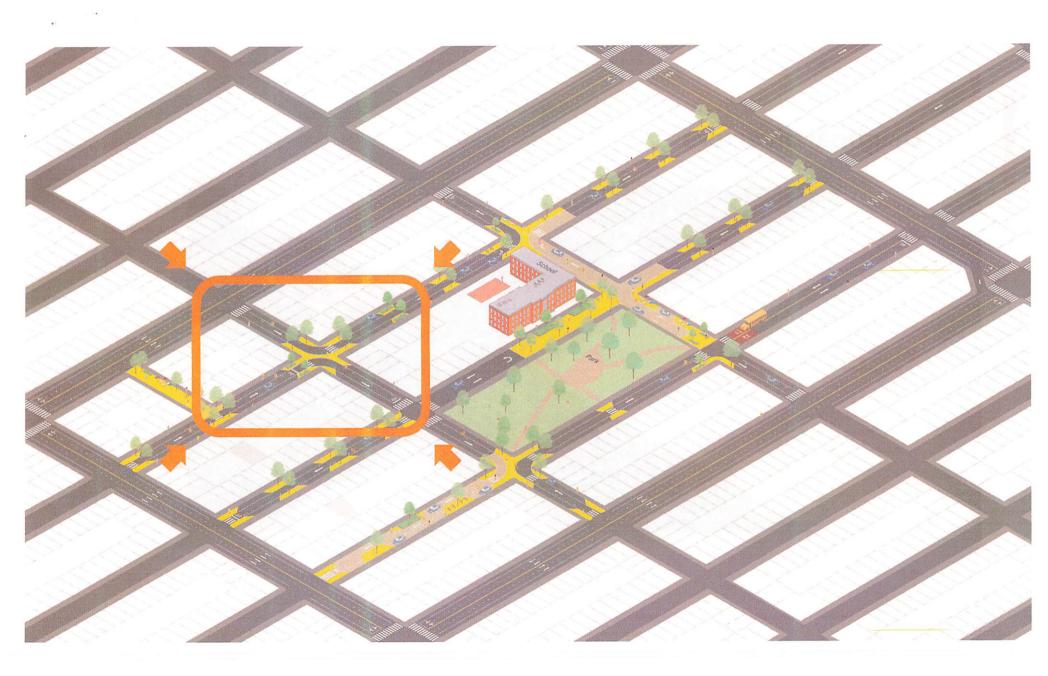




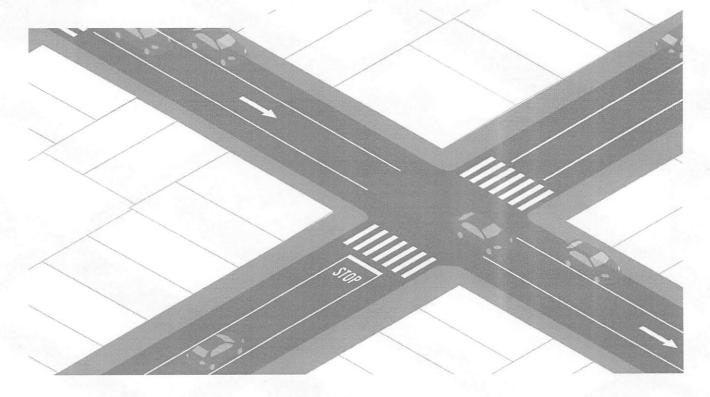






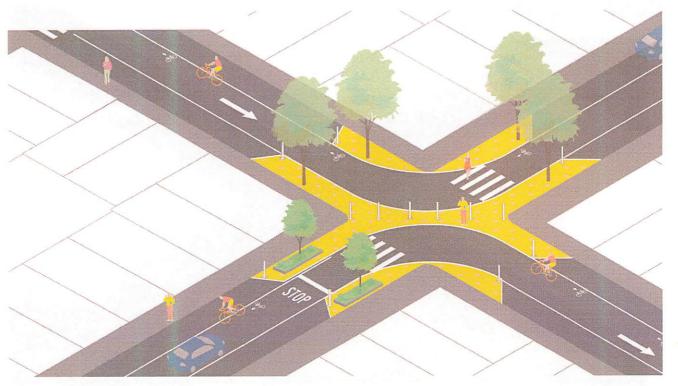


### **Diagonal diverters**



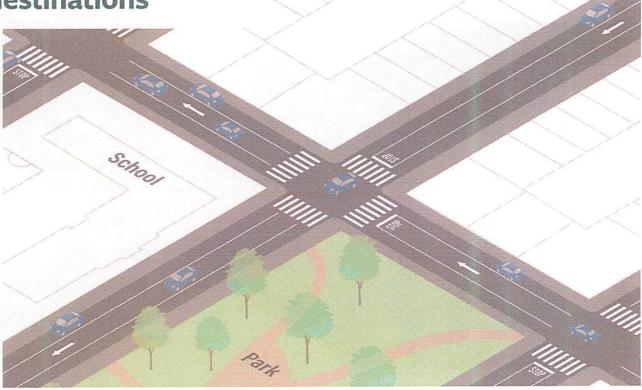
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### **Diagonal diverters**



Exploring a Neighborhood Approach to Reduce Traffic

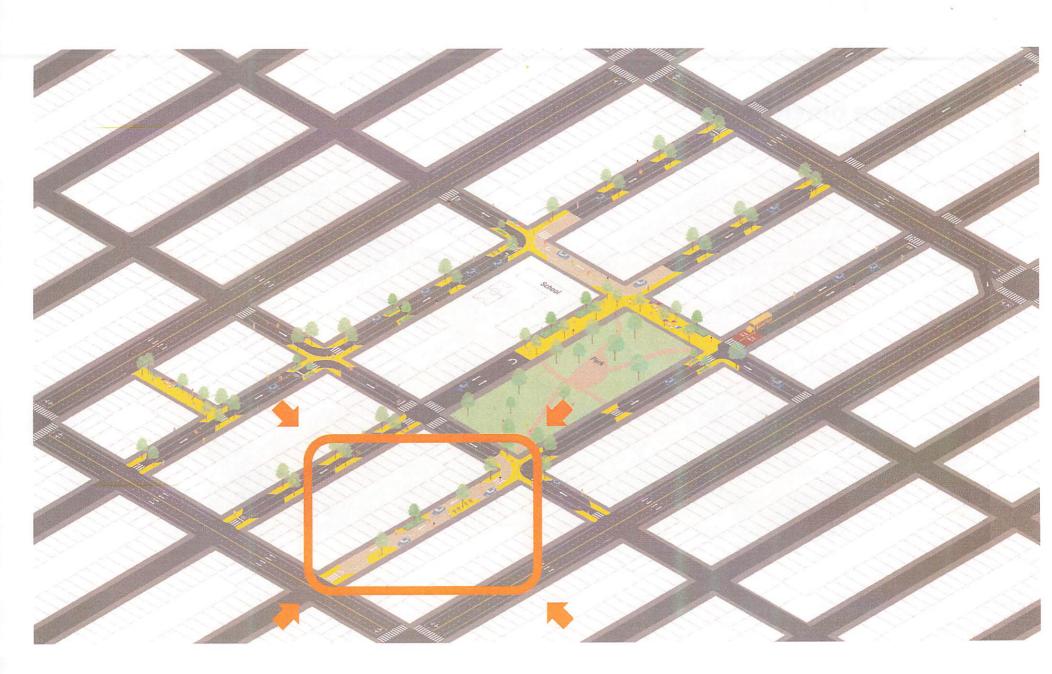
### Plaza blocks near key destinations



# Plaza blocks near key destinations

Exploring a Neighburhood Approach to Reduce Traffic

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Exploring a Neighborhood Approach to Reduce Traffic



Exploring a Neighborhood Approach to Reduce Traffic

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### When designing an LTN

- Through routes for private motorized vehicles are redirected away from residential streets.
- Access to all homes by private vehicles is maintained.
- All deliveries and emergency vehicles can still access any destination inside the zone.

### If done correctly, this will ensure:

- Longer car journeys use the strategic boundary roads.
- Streets within the LTN become safe for people of all ages and abilities.
- Streets return to be public spaces for people to socialize and play.



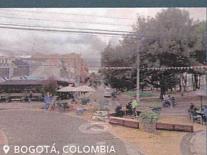
### This neighborhood approach is gaining ground worldwide





















Exploring a Neighborhood Approach to Reduce Cut-through Traffic

### Benefits for the neighborhood

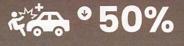
Through driving is redirected as cars move to perimeter roads for necessary car trips.2

°46.9%

reduction in traffic volume

Traffic on boundary roads stayed largely consistent, with a slight average decrease of

They make streets safer, by reducing crime<sup>3</sup> and slowing down cars<sup>4</sup> in residential neighborhoods.



reduction in car-related casualties



In LTNs, there is a 10-18% reduction in crime

### Benefits for the neighborhood

03

Air quality is improved with less emissions in the neighborhood.



**5.7%** within LTNs

**9**9%

on boundary road:

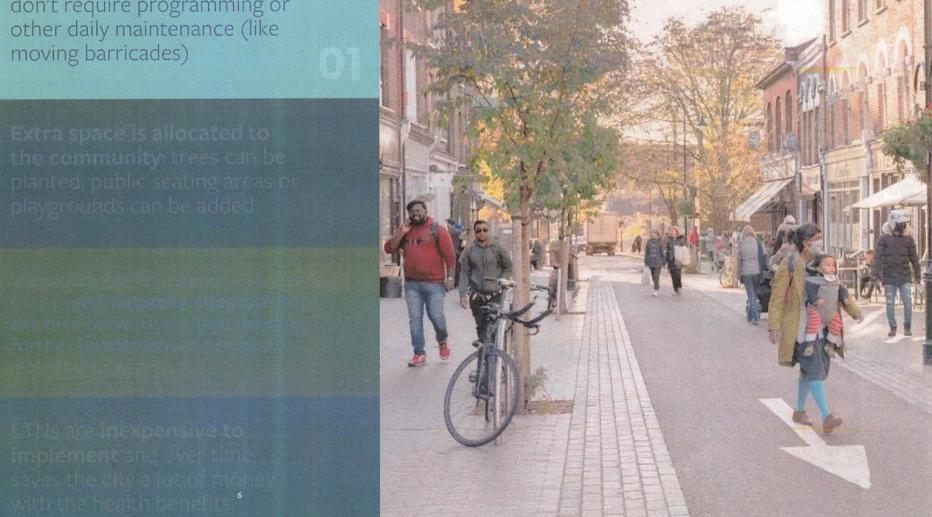
04

Boosts active travel, leading to health benefits that include increased life expectancy, reduced mortality, and fewer sick days.<sup>5</sup>

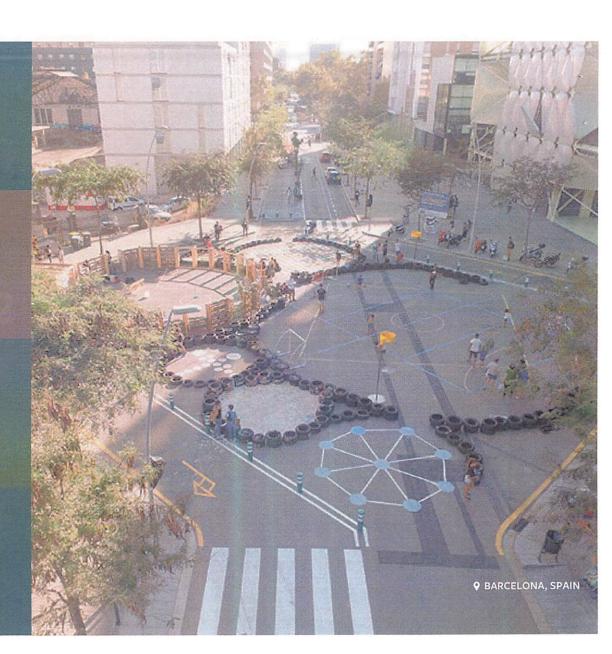


- more active travel
- increases life expectancy by 200 days
- In London: prevented 37 deaths and half a million sick days annually

LTNs are self-enforcing and don't require programming or other daily maintenance (like moving barricades)



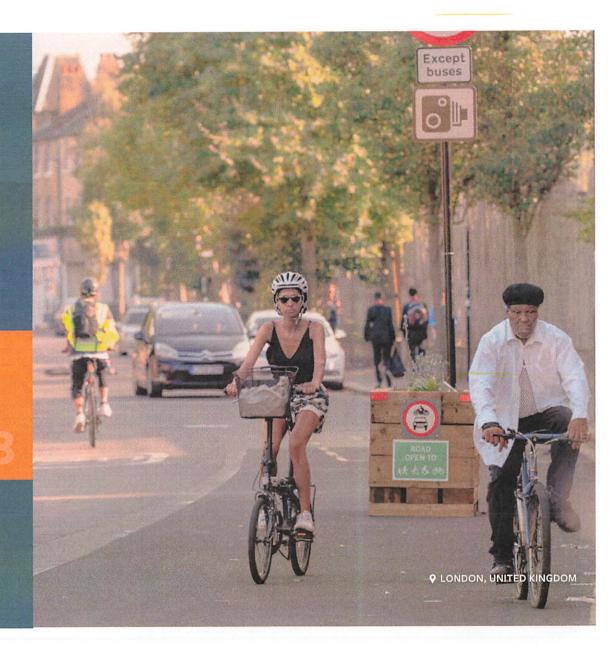
Extra space is allocated to the community: trees can be planted, public seating areas or playgrounds can be added

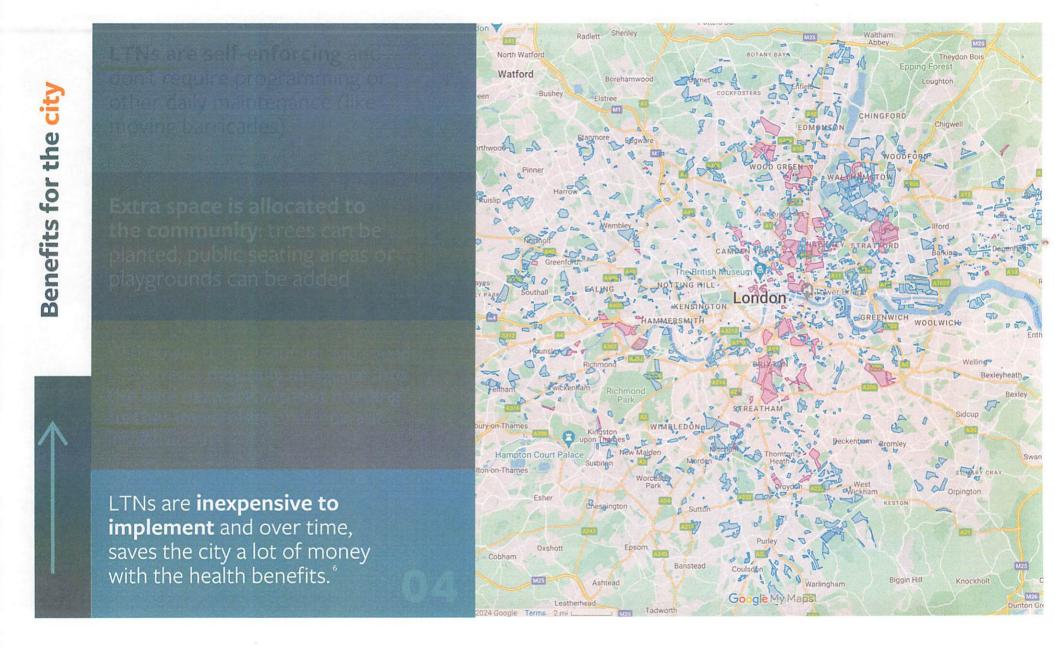


Extra space is allocated to the community: trees can be planted, public seating areas or playerounds can be added

With lower traffic volumes and speeds, LTN streets naturally integrate into the bike network without needing further investment and separate infrastructure.

LTNs are inexpensive to implement and over time saves the city a lot of mon





# What LTNs are NOT

# LTNs are NOT pedestrianization

2

Unlike Open Streets, LTNs are self-enforcing and don't require programming or other daily maintenance (like moving barricades).



Do not require removing parking

Do not prohibit vehicle access

Do not reduce emergency response times

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Do not reduce emergency response times

### **What LTNs** are **NOT**

### LTNs do NOT require removing parking

Additional improvements can be made by removing parking, but an LTN can be created without removing any parking.



Not pedestrianization

Do not prohibit vehicle access

### What LTNs are NOT

Do not require removing parking

LTNs do NOT prohibit vehicle access

LTNs maintain full access for all essential vehicles including emergency services, garbage trucks, deliveries, and local traffic



Not pedestrianization

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Exploring a Neighborhood Approach to Reduce Traffic

### What LTNs are NOT

Do not require removing parking

DO NOU EQUINE LENIOVING PAIRI

Do not prohibit vehicle access

# LTNs do NOT reduce emergency response times

According to several studies in London, because LTN's reduce traffic, emergency vehicles are able to more easily access their destination without the obstruction of obstacles like double parked vehicles or congestion.

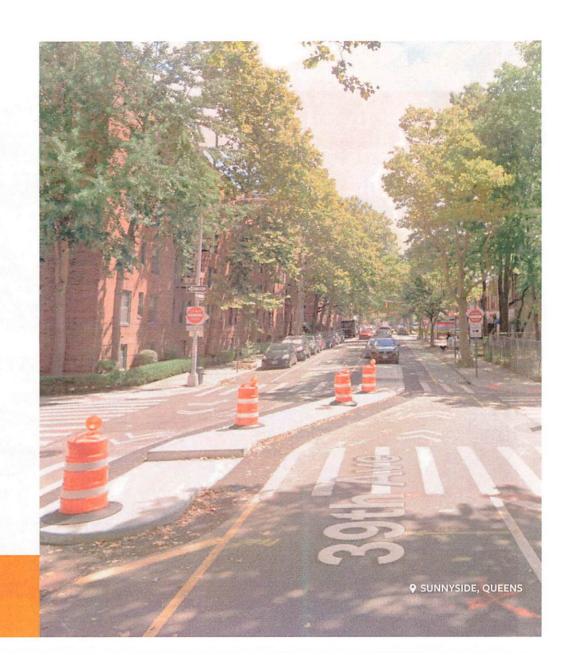


Not pedestrianization

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# What about New York City?



NYC already applies these elements successfully in various neighborhoods

NYC's current toolbox includes...



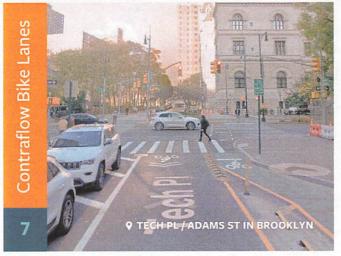












LTNs bring all these together in one area to amplify their collective impact.

# This neighborhood approach can work in New York City too!





areas with speeding and evident cut-through driving

DISCUSSION

# How could your neighborhood benefit from an LTN treatment?

community centers, schools, parks that should have slower quieter streets

xploring a Neighborhood Approach to Reduce Cut-through Traffic

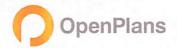
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### Thank you!

If you have any questions, or need further information, please let us know!

### Talya Schwartz

Lead Strategist, Urban Mobility talya@openplans.org



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?

### Suggest a Low Traffic Neighborhood!

Do you have a neighborhood in mind that you think might be a good fit for a Low Traffic Neighborhood (LTN)? Scan below.



### Acknowledgments

We would like to thank our interviewees for generously sharing their expertise and time with us. Each conversation introduced new ideas and concepts, many of which we have shared in this presentation.

We would like to thank our 2024 summer intern, Emily Padilla-Chicas who did so much of the initial research and outreach to experts on Low Traffic Neighborhoods.

We would also like to thank Solomon Green-Eames for his expertise, creativity, and inspiration as he created the illustrations and applied examples presented in this document.

### Interviewees

#### Sam Balto

Founder of the Bike Bus movement in USA
Physical Education Teacher at a local public school in Portland, Orego

### Giulio Ferrini

Head of Built Environment at Institute for Human Rights & Business Previously designed and implemented LTNs in London

#### Sílvia Casorrán Martos

Former Deputy Chief Architect at Barcelona City Council

#### Rachel Aldred

Professor at the University of Westminster, England

### Ragnhild Sørensen

Head of Communication at Changing Cities, Berlin

#### Ehru Gencer

Adjunct Associate Professor at GSAPP at Columbia University

### Florian Lorenz and Georg Wieser

Designers and Architects co-founders of LAUT Studio which implemented Superblocks in Vienna

### **Endnotes**

- A survey conducted by Data for Progress and commissioned by Open Plans, NY Statewide Housing Survey, 2023.
- Thomas, Asa, and Rachel Aldred. "<u>Changes in Motor Traffic Inside London's LTNs and on Boundary Roads</u>." London: Possible, 2023.
- Transport for London. "The Impacts of Low Traffic Neighbourhoods in London: A Summary of Evidence." London: Transport for London, 2024.
- Mueller, Natalie, David Rojas-Rueda, Haneen Khreis, Mark Nieuwenhuijsen, David Rojas-Rueda, and Mueller Natalie. "<u>Changing</u> the Urban Design of Cities for Health: The Superblock Model." Environment International 134 (2020): 105132.
- Aldred, Rachel, Anna Goodman, and James Woodcock. "Impacts of Active Travel Interventions on Travel Behaviour and Health: Results from a Five-Year Longitudinal Travel Survey in Outer London." Journal of Transport & Health 35 (March 2024): 101771.

- Aldred, Rachel, Anna Goodman, and James Woodcock. "Impacts of Active Travel Interventions on Travel Behaviour and Health: Result from a Five-Year Longitudinal Travel Survey in Outer London." Journal of Transport & Health 35 (March 2024): 101771.; Postaria, R "Superblock (Superilla) Barcelona—a City Redefined." World Cities Forum, 2021.
- 7 Goodman, Anna, Anthony Laverty, and Rachel Aldred. "The Impact of Introducing a Low Traffic Neighbourhood on Fire Service Emergency Response Times, in Waltham Forest, London." Center for Open Science, 2020.; Goodman, Anna, Anthony A. Laverty, Asa Thomas, and Rachel Aldred. "The Impact of 2020 Low Traffic Neighbourhoods on Fire Service Emergency Response Times, in London, UK." Findings (May 2021). https://doi.org/10.32866/001c.23568.

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Chelsea, Manhattan | Photo by Angel Mendoza, Open Plans East Village, Manhattan | Photo by Ryan DeBerardinis from Canva Jackson Heights, Queens | Photo by Clarence Eckerson Jr., Streetfilms Photo by milehightraveler from Getty Images Signature

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Barcelona, Spain | Photo by Solomon Green-Eames

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Barcelona, Spain | Photo by Solomon Green-Eames

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Lewisham | <u>Photo</u> by South London Press, London Weekly News & Mercury

Screenshot from Strong Towns Video (LONDON: A glimpse into the evolution of Low Traffic Neighborhood (LTN) installations)
Jackson Heights, Queens | Photo by Clarence Eckerson Jr., Streetfilm London Borough of Hackney | Photo by The Ranty Highwayman University City, Philadelphia | Photo by Tim Barnes, Shiftspace Design Middlefield, Leith Walk, Edinburgh | Photo by Not for Profit Planning Downtown, Pittsburgh | Photo by Clarence Eckerson Jr., Streetfilms

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Illustrations by Solomon Green-Eames

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Canonbury East | Map by Islington Council

Slide 37

Map by Healthy Streets Scorecard Coalition based on data provided by

Slide 38

Photo by Matt Seymour for Centre for London

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Rogota, Colombia | Photo by Secretaría Distrital de Movilidad

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Jackson Heights, Queens | Photo by New York City Department of Transportation

39th Avenue Bike Boulevard in Sunnyside, Queens | Photo by New York

Slow Zone in Claremont, The Bronx | Photo by New York City

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Replacing street signs for redirection in Bond St and Livingston St in Brooklyn | Photo by New York City Department of Transportation St. Marks Avenue in Crown Heights, Brooklyn | Screenshot from Goog Maps

Chicanes in 71st Avenue, Queens | Photo by New York City Departmen of Transportation

Tech Pl and Adams St in Brooklyn | Screenshot from Google Maps

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Bogotá, Colombia | Video by Secretaría Distrital de Movilidad

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### Appendix

Exploring a Neighborhood Approach to Reduce Cut-through Traffic

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