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## BRONX COMMUNITY BOARD No. 10

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Testimony from Bronx Community Board #10  
on Intro No. 315 and Intro No. 641  
Before New York City Council  
Committee on Transportation  
March 4, 2015

Honorable Chairman Rodriguez and Members of the New York City Council Transportation Committee, my name is Martin Prince and I am Chairman of Bronx Community Board #10, which serves the northeast Bronx communities of Co-op City, Pelham Bay, Country Club, City Island, Throggs Neck, Westchester Square, and Zerega. Our entire Community Board is at the confluence of the Bruckner Expressway, Hutchinson River Parkway, Cross-Bronx Expressway, and New England Thruway. Our Board is happy to note that the Council's Transportation Committee has taken up the challenges posed by the trucking industry in today's hearing.

We at Community Board #10 have long been searching for a solution to the problem of through truck traffic within our Board's area. On a weekly basis, we have trucks migrating off of the above highway network travelling down our streets. The truck drivers are leaving the highways because they are stuck in gridlock traffic, and they wish to leave that situation. They often will become stuck under the elevated #6 train line at Westchester Square, or wander onto the Hutchinson River Parkway, thereby ignoring warning signage prohibiting trucks. They become stuck underneath the low rise bridges that characterize this roadway. The potential for an accident involving pedestrians, bicyclists, and other vehicles is very high. Not long ago, a hopper truck came down the New England Thruway with the hopper in an upright position. This truck hit the pedestrian crossing, tearing out an entire section of the crossing. This incident caused trucks, many of which were carrying hazardous and caustic materials, to migrate off of the New England Thruway into Pelham Bay and Throggs Neck. We were fortunate that no pedestrian was injured during this accident.

What the anecdotal evidence in the above paragraph points out is that while the trucks carry vital supplies to our city, they can and often are a detriment to the safety of the neighborhoods surrounding the highway network. Intro No. 315 would amend subchapter 3 of chapter 1 of title 19 of the Administrative Code of the City of New York, through the addition of a new section known as 19-178.1 which requires the New York City Department of Transportation (DOT) to conduct a study involving truck drivers' compliance with truck route rules every 3 years, commencing in 2015. DOT would then use the study results to rank the top ten blocks defined as the roadway between two intersections in each community board, where the greatest number of drivers did not obey the truck route designation. The legislation further requires that by January 1, 2016, and every 3 years thereafter, that the agency be required to post those 10 blocks, with signage stating "No Trucks Except Local Deliveries". The agency would also be required to post this information on its website. Intro No. 641 amends subchapter 3 of chapter 1 of title 19 of the Administrative Code of the City of New York, with a new section known as 19-192 which addresses studies on the safety of designated routes of trucks. One of its provisions calls for the establishment of an "Exclusive Pedestrian Phase"

and a "Leading Pedestrian Interval", which would allow for greater pedestrian control of traffic in an intersection through the utilization of a Pedestrian Signal Device and other recognized traffic calming methods.

A new subdivision b requires DOT to conduct a study on the safety of pedestrians and bicyclists on truck routes every 5 years. The study would include a review of tolling policies on area roadways for trucks, and their effect on truck routes, and the designation of certain streets as truck routes; the number of traffic crashes with pedestrians and bicyclists on truck routes in the most recent five years; whether those crashes were on a truck route and whether they involved fatality or serious injury; the number of charges brought, and number of traffic infractions and misdemeanors; the use of traffic calming devices on truck routes; pedestrian phases; leading pedestrian intervals; pedestrian islands; bike lanes; crosswalks; and any other strategy designed to insure the safety of bicyclists and pedestrians.

A new subdivision c would require DOT to submit a new truck route study, pursuant to subdivision b, to the Mayor and speaker of the City Council no later than November 30, 2015 and for every 5 years thereafter.

Bronx Community Board #10 extends its appreciation to the New York City Council and its Transportation Committee, for taking the initiative in controlling the errant movement of trucks throughout the residential communities of our city and promoting public safety.

Thank you.

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