

g. Stakeholder Issues

The following is an overview and analysis of the public comments regarding truck activity in Manhattan.

Geometric Constraint

Of all comments received, eight cited geometric constraints in the Borough of Manhattan. Each comment mentioned the traffic, noise, and air pollution resulting from trucks traveling on narrow streets.

Location of comments:

- West 16th Street between 6th Avenue and 7th Avenue

West 16th Street, a non-truck route street, is used by trucks to avoid traffic congestion on West 14th Street, which is the designated Local Truck Route.

Land Use

Of all the comments received from the Borough of Manhattan, thirteen cited issues pertaining to land use. These comments typically discussed trucks utilizing predominately residential streets to avoid the traffic on designated truck routes and as a result disrupting the residential character of the neighborhood. Additionally, several comments urged NYCDOT to evaluate truck access to proposed large-scale developments.

Location of comments:

- 24th Street
- 34th Street and 12th Avenue
- 43rd Street between 10th Avenue and 11th Avenue
- 2nd Avenue between 74th Street and 73rd Street
- Walker Street between Church Street and Canal Street
- West 16th Street between 6th Avenue and 7th Avenue
- West 24th Street between 8th Avenue and 11th Avenue
- West 24th Street between 9th Avenue and 10th Avenue

Off-Truck Route

Of all the comments received from the Borough of Manhattan, twenty-two referenced concerns related to trucks traveling off NYCDOT's designated truck routes. Generally these comments pertained to trucks utilizing streets that are not truck routes to avoid traffic on designated truck routes. Almost every comment discussed trucks attempting to take a "short-cut" by opting to use a street that was exactly one block north or south of a designated truck route.

Location of comments:

- 24th Street between 9th Avenue and 10th Avenue
- 400 West 24th Street
- 43rd Street between 10th Avenue and 11th Avenue
- 5th Avenue between 125th Street and 138th Street

- East 24th Street between Lexington Avenue and 3rd Avenue
- Greenwich Street and West 12th Street
- Lexington Avenue and East 24th Street
- Lexington Avenue between East 30th Street and East 21st Street
- Ludlow Street between East Houston Street and Delancey Street
- Route 9A and West 16th Street
- Walker Street and Broadway
- West 16th Street between 6th Avenue and 9th Avenue
- West 17th Street between 7th Avenue and 8th Avenue
- West 24th Street
- West 24th Street between 8th Avenue and 11th Avenue
- Williamsburg Bridge Approach and Ludlow Street

Oversized Trucks

A total of twelve comments referring to problems caused by oversized trucks were received from the Borough of Manhattan. The comments stated that trucks that exceed NYCDOT's height and weight regulations tend to generate large amounts of air and noise pollution. Additionally, the comments suggested that consideration be given to implementing new policies, which place stricter restrictions on height and weight standards for trucks traveling in New York City at the following locations: Amsterdam Avenue between 145th and 146th Streets; First Avenue and East 10th Street; 7th Avenue and West 23rd Street; and 8th Avenue and West 23rd Street.

Public Safety

Of all comments received from the Borough of Manhattan, nineteen cited issues pertaining to public safety. These comments primarily focused on the dangerous pedestrian conditions that exist as a result of trucks driving recklessly. Many comments pointed out how these dangerous conditions impact the safety of children and senior citizens. Also, the comments suggested that traffic-calming methods be implemented to help curb incidences of reckless driving and speeding.

Location of comments:

- 11th Street between Broadway and University Place
- West 15th Street between 9th Avenue and 10th Avenue
- West 187th Street
- West 24th Street between 10th Avenue and 11th Avenue
- West 24th Street between 8th Avenue and 11th Avenue
- West 24th Street between 9th Avenue and 10th Avenue
- West 46th Street and 10th Avenue
- West 46th Street and 11th Avenue
- West 51st Street between 9th Avenue and 11th Avenue
- Broadway
- Broadway between 8th Street and 14th Street
- Canal Street
- Essex Street and East Houston Street

- George Washington Bridge
- Houston Street
- Ludlow Street between East Houston Street and Delancey Street
- West 96th Street between Central Park West and West End Avenue

Structural/Infrastructure/Utility Damage

A total of thirteen comments referring to physical damage were received from the Borough of Manhattan. These comments cited cracking buildings and the degradation of roadbeds, sidewalks, and sub-street fixtures. Additionally, numerous comments mentioned the harm to historic structures as a result of the noise and vibrations generated by constant truck traffic. The comments focused on West 13th and 15th Streets.

Signage

Of all comments received from the Borough of Manhattan, eleven cited inadequate signage. The comments typically discuss the need for additional signage to help distinguish designated truck routes. Also, the comments suggested that signage be implemented to signify areas where trucks are prohibited.

Location of comments:

- 11th Avenue between West 41st Street and West 56th Street
- East 16th Street and 4th Avenue
- West 16th Street Between 6th Avenue and 7th Avenue
- 21st Street and Broadway
- 9th Avenue between West 48th Street and West 49th Street
- Park Avenue South between East 16th Street and East 23rd Street
- West 44th Street between 9th Avenue and 10th Avenue

Enforcement

Of all comments received from the Borough of Manhattan, eleven pointed out the overall lack of enforcement of the NYCDOT truck regulations. These comments revealed a desire for an increased police presence assigned to monitor truck traffic, as the existing police presence is considered to be ineffective. These comments centered on West 15th Street, West 16th Street between 6th and 7th Avenues, West 24th Street, and West 30th Street.

Public Comment Analysis

Several of the streets that were noted for issues pertaining to land uses are not designated truck routes, including 16th Street, 24th Street, and 34th Street. Several comments were received for concerns related to trucks traveling on non-truck routes, such as 16th Street, 24th Street and 43rd Street, which are likely being utilized by truckers to avoid designated truck routes that have significant volumes of traffic, such as 14th Street, 23rd Street, and 42nd Street. 16th Street and West 44th Street are roads where several comments were made regarding the truck traffic but the roads are non-truck routes.

A review of truck accident data over a two-month period, between October and November of 2003 confirmed that there were several truck-related accidents on Canal Street and West 96th Street. In fact, based on a review of truck accident locations over a three-year period (1999-2001), three of the top 5 truck accident locations in Manhattan are located along Canal Street, which received several comments regarding public safety. There are several truck generator sites in downtown Manhattan and Canal Street is a regional Through Truck Route. Policy measures to reduce truck speeds, offer truckers an alternate route, or increase public safety should be examined.

As mentioned previously, 24th Street is a non-truck route, but the comments have suggested a significant amount of truck traffic on 24th Street. 46th Street is an area of Midtown Manhattan where residents have complained about the amount of truck traffic along the eastbound and westbound streets. A review of truck accident data also confirmed that there were several truck-related accidents on West 23rd Street, which is a designated Local Truck Route, so truckers may be utilizing 24th Street to avoid localized congestion on West 23rd Street.

The following is an analysis of ten problem areas in a greater level of detail, along with some suggested recommendations. Figures 5-11 through 5-20 are located at the end of this subsection are a graphical depiction of some of the stakeholder areas that were analyzed.

1. Greenwich Street and Washington Street

Greenwich and Washington Streets are in lower Manhattan parallel to West Street and west of Hudson Street. Neither street is part of the Local Truck Route network. At one time, both streets ran from West 14th to just north of Morris Street. The streets have been fragmented over the years to create “super blocks” for redevelopment sites such as the World Trade Center, Manhattan Community College campus and other projects. Today, communities between the West Village and South Ferry area are in a transitional state with warehouse/loft and office building being converted to residential use. Both streets run continuously south to North Moore Street. Reconstruction of the World Trade Center site will also reinstate a portion of Greenwich Street between Vesey Street and Liberty Street.

As the residential neighborhoods have grown, local concern has increased about vehicles using these streets when West Street is congested. Both streets are narrow with parking on both sides and many of the intersections are stop sign controlled. A basic problem in the area is that warehousing and other commercial uses still exist. Some uses are very truck intensive. UPS has a major facility on Leroy Street, which is located between West Street and Greenwich Street; and the United States Postal Service has four facilities in the area including Church Street Station between West Broadway and Church Street. Curbside and double-parked loading/unloading occurs along both streets.

Most of the observed truck activity was related to local land uses, which would make negative signage ineffective, or if posted, difficult to enforce. Discussions with representatives of the trucking community also suggest that local truck drivers use Washington and Greenwich streets, not long distance truck operators less familiar with the local street system. The preferred measure is to post the new truck route signs along the designated truck routes in the area. The NYCDOT should also provide local businesses and truck operators with the truck route information described in *Technical Memorandum 4, Education Program*.

2. Park Avenue

Park Avenue is two-lanes in each direction with parking but it is not a designated Local Truck Route. Trucks, however, do make deliveries to commercial uses on this street. Truck access to Park Avenue is via the designated Local Truck Routes (42nd, 34th and 23rd Streets east-west; and Lexington and Third Avenues north-south). There is a lack of positive signing to direct motorists to Lexington Avenue for southbound travel or to Third Avenue for northbound travel.

Commercial buildings situated at corners have loading and deliveries made from the east-west streets rather than along Park Avenue. A significant portion of the curb space along the cross streets are signed as truck loading areas. One observation was that in many areas the curb space is misused. A major portion of the space was occupied by commercial vehicles for electrical/general contractors and other trades involved in repairs and renovations to buildings and by private carting companies removing waste materials. These commercial vehicles tend to occupy the space for longer periods of time than trucks that transport goods for delivery. As such the time space available for truck deliveries is limited.

Engineering constraints also limit the types of vehicles that can utilize this roadway north of Grand Central Station. South of Grand Central, commercial/retail establishments are truck generators. It should be noted that the center island from 40th Street to 14th Street poses as a constraint for trucks making left turns as there is no storage capacity between the medians and all vehicles making turns across oncoming traffic encounter some difficulties. The occasional vehicle that does get trapped in the median area further exacerbates the problem because it creates an additional obstruction for trucks and other vehicles seeking to turn left onto the east-west street.

Several recommendations are proposed for this area:

- Initiate strict enforcement of curbside regulations for loading and unloading on cross-town streets
- Increase the prominence of the “No Commercial Traffic” signage, as well as education for the applicable rules for access onto these roadways. Commercial vehicles should not travel more than one or two blocks on roadways like Park Avenue. They shall access the roadway only for the purpose of making a delivery and leave the roadway at the next reasonable intersection. This should not entail traveling more than three blocks on the aforementioned roadway.
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- Post wayfinding and advisory signage along corridor, especially at intersecting north-south truck routes.
- Discuss with local merchants and businesses the feasibility to have early morning deliveries to allow trucks to access delivery sites before turning restrictions at key intersections take effect during daytime hours. Recruit businesses in a selected area to participate in a pilot program to monitor its effectiveness.
- Conduct enforcement of the truck route regulations.

3. 34th Street

Time of day turning and hour of operation restrictions on 34th Street as well as other engineering constraints create problems for trucks. This street lacks a sufficient number of signs delineating the Truck Routes or other wayfinding signs to assist truckers to return to truck routes after they make their deliveries. High levels of pedestrian activity at intersections seriously restrict capacity and geometric constraints prevent the installation of exclusive left-turn lanes. As a result, eastbound traffic is prohibited from making left turns onto northbound streets such as Avenue of the Americas and Madison Avenue; and westbound left-turns at Seventh Avenue and Fifth Avenue. This situation is problematic for trucks that must use circuitous routes that involve a series of three right turn maneuvers to circle a city block in order to get to a destination.

In addition, existing traffic regulations stipulate that 34th Street carry differing regulations depending upon the time of time. Between the hours of 11:00 A.M and 6:00 P.M, all through trucks are prohibited to travel on 34th Street between the Queens Midtown Tunnel and Dyer Avenue. This would discourage trucks from traveling from New Jersey to Queens during these hours, although local routing would be permitted along this corridor, as well as access to the Holland Tunnel from the south..

It is recommended that businesses in the area look to promote off-peak deliveries or work to establish timeframes whereby the restrictions take effect at a certain time of the day if there are outright restrictions, allowing for the turning movement during low-traffic time periods. In addition, curbside parking and deliveries should be addressed to ensure travel lanes are open on this corridor.

One additional issue for additional investigation in the future is the existing traffic regulations that apply to the Garment District and on streets in the surrounding area. This includes regulations that are rooted in early 1980 land use and commercial development patterns. There are some streets which prohibit traffic during certain hours, as well as restrictions on vehicle sizes allowed to enter and traverse these streets. It is recommended that the Department evaluate the usefulness of the regulations and develop regulations that more accurately reflect the current needs of the commercial land uses in the area.

4. Greenwich Avenue

Greenwich Avenue is a two-way street that runs in a northwest to southeasterly direction from West 14th Street to Avenue of the Americas and is designated as a Local Truck Route. The issue was raised of eliminating it as a truck route. It is part of the Local Truck Route network that serves Greenwich Village. It links with 8th Street to get truck traffic within two blocks of 11th Avenue, which is a Through Truck Route roadway. Otherwise, Houston Street and 14th Street are the only cross-town truck routes in the Manhattan neighborhoods of Greenwich Village, West Village, NoHo and East Village. The Greenwich Avenue/8th Street link provides needed street capacity to move truck traffic between 8th Avenue and Broadway.

The Greenwich Avenue section of Greenwich Village is a transitional area that has a mix of land uses including retail, commercial, warehousing, residential and several institutional uses. The institutional uses include Saint Vincent's Hospital and New School University. While the long-term objective may be residential, commercial uses will most likely remain in the area for some time. Thus, the elimination of Greenwich Avenue as a Local Truck Route would not eliminate the presence of trucks using the travel way.

Greenwich Avenue serves several purposes in the truck route network.

1. The street is wide and can readily accommodate trucks.
2. It provides additional east/west capacity for handling local truck traffic.
3. It provides a designated route for trucks heading south on 7th Avenue to return north via either 8th Avenue or Avenue of the Americas.

Traffic Operations

The elimination of Greenwich Avenue as a Local Truck Route would have the following effect on traffic operations in the area:

1. It would establish a “grid” Local Truck Route overlay to the streets in the area. The street system south of West 14th Street becomes rather irregular and most of the east-west streets are narrow.
2. Under the best of circumstances it would increase the number of truck turning movements at the intersections of West 14th Street and Avenue of the Americas, and West 14th Street and Broadway. All east or west “local” trucks would have to use West 14th Street between 8th Avenue and Broadway.
3. All northbound trucks on Avenue of the Americas would continue north and turn left at West 14th Street to access 11th Avenue.
4. All trucks traveling southbound on 7th Avenue would be forced to use narrower eastbound streets to make local deliveries; or forced to turn left on West 14th Street and continue east to Broadway and then turn right to make deliveries north of Houston Street.

It would also require a series of modifications at various intersections to accommodate the changes in traffic flow through the area:

1. Implement geometric improvements and signal timing changes to accommodate the increase in trucks turning at several intersections:
 - a) W. 14th Street and Avenue of the Americas
 - b) W. 14th Street and Broadway
 - c) W. 8th Street and Avenue of the Americas
2. Introduce neck downs at the intersections of Avenue of the Americas/Greenwich Avenue and W. 14th Street/Greenwich Avenue to discourage truck use.
3. Installation of truck route signs at the intersections especially:
 - a) W. 14th Street and 8th Avenue
 - b) W. 14th Street and 7th Avenue
 - c) W. 14th Street and Avenue of the Americas
 - d) W. 14th Street and Broadway
 - e) W. 11th Street/Greenwich Avenue and 7th Avenue
 - f) W. 8th Street/Greenwich Avenue and Avenue of the Americas

As a result, the elimination of Greenwich Avenue as a Local Truck Route street would benefit the local residents along that street but at the expense of reducing traffic operational conditions along 14th Street between 8th Avenue and Broadway. If this condition occurs, it would result in trucks seeking alternate east-west travel routes on narrow streets that parallel 14th Street to avoid the bottleneck on 14th Street. This scenario is highly likely since public comments had indicated that traffic from 11th Avenue already uses eastbound streets, such as 16th Street to avoid traffic on West 14th Street.

In addition, there is no accident data indicating that the present use as a Local Truck Route is detrimental to public safety and no summonses to suggest it is being used by through trucks. Therefore, we do not recommend that Greenwich Avenue be eliminated as a Local Truck Route street.

5. 110th Street

Local residents have complained about trucks traveling on 110th Street (also known as Central Park North), located on the north side of Central Park between Adam Clayton Powell Boulevard and Fifth Avenue. Central Park North is designated as a Local Truck Route between Eighth Avenue and Adam Clayton Powell Boulevard; however, the current signage is ineffective in conveying this information to commercial drivers. Commercial traffic can use this section of 110th Street and Adam Clayton Boulevard. The eastbound approach is the only one with a “No Commercial Traffic” sign at the intersection of 110th Street and Adam Clayton Powell Boulevard; and this sign is located approximately 20 feet south of the curb line and not in a truck operator’s normal cone of vision for seeking sign information at an intersection. Furthermore, the purpose of the sign is to prohibit trucks from making a right turn into Central Park. No signs are posted on the southbound approach.

The following measures are proposed to address this situation:

- Post “Local Truck Route” signs along Adam Clayton Powell Boulevard and 110th Avenue to the west of the intersection.
- At the intersection of 110th Street and Adam Clayton Powell Boulevard post the following signs:
 - On the northwest corner viewed by southbound traffic “ALL TRUCKS” sign with right-turn arrow
 - On the southwest corner viewed by eastbound traffic “ALL TRUCKS” sign with left-turn arrow
 - On the northeast corner viewed by westbound traffic “LOCAL TRUCK ROUTE” sign with through and right turn arrows.

6. Adam Clayton Powell, Jr. Boulevard

Adam Clayton Powell Boulevard is designated as a Local Truck Route between 110th Street and 155th Street, which links to the Macombs Dam Bridge. The Boulevard is four-lanes wide with parking on both sides and serves two-way traffic. Local residents have complained about truck traffic along the corridor. Except for ancillary retail, the boulevard is a residential corridor.

The community has requested that NYCDOT consider removing Adam Clayton Powell, Jr. Boulevard from the Local Truck Route network. North-south access to the city bridges that connect Manhattan and the Bronx are limited. Adam Clayton Powell Boulevard serves as a Local Truck Route to both the 145th Street and Macomb’s Dam bridges. Removing Adam Clayton Powell, Jr. Boulevard as a truck route street would require substituting another street to replace it. Malcolm X. Boulevard is a possible substitute; however, it would only provide service to 145th Street. This shortcoming could be addressed by retaining Adam Clayton Powell, Jr. Boulevard as a Local Truck Route between 145th and 15th streets. Unfortunately, this solution only transfers the problem.

An alternative is to restrict truck traffic from using Adam Clayton Powell, Jr. Boulevard during the 10 PM to 6 AM period. During these hours trucks would be directed to use Broadway to 145th Street or 155th Street to the bridges.

7. 180th Street, 181st Street, Cabrini Boulevard and Fort Washington Avenue

The Local Truck Routes in the area consist of the following elements:

- Fort Washington Avenue (between 178th Street and 181st Street)
- 181st Street (between George Washington Bridge and Fort Washington Avenue)
- 179th Street (between Amsterdam Avenue and the George Washington Bridge entrance)

These streets have a high level of truck activity due to local businesses, but only 181st Street and Fort Washington Avenue are part of the Local Truck Route network. Another reason is the ramp from the Outer Roadway of the TransManhattan Expressway instructs all trucks to exit at the 181st Street exit because no trucks are allowed on the lower level of the George Washington Bridge. The truck restriction on the lower level of the George Washington Bridge is for security reasons.

180th Street accommodates eastbound traffic and is used as a bypass route to avoid traffic congestion on 181st Street. This problem is caused by queues on the eastbound approach at the intersection of Fort Washington Avenue and 181st Street. The following measures are proposed to address the community's concerns:

- Post new "LOCAL TRUCK ROUTE" sign with straight arrow and a "NO RIGHT TURN for trucks EXCEPT LOCAL DELIVERIES" sign on the eastbound approach of the intersection of 181st Street and Cabrini Boulevard.
- Retime the traffic signal at the intersection of Fort Washington Avenue and 181st Street to provide more green time eastbound during weekday peak hours.
- Work with the Port Authority to address the routing of oversized vehicles.

8. West 14th, 15th and 16th Streets

West 15th Street is a westbound street with parking on both sides that is Local Truck Route only between 9th Avenue and 11th Avenue. West 16th Street is an eastbound street that is not part of the Local Truck Route network. However, trucks use both streets between 8th and 6th Avenues. The designated cross-town Local Truck Route is West 14th Street. One issue for consideration on 14th Street is the current status of truck route signage. Across the entire corridor, there are numerous intersections with missing or improper signage. This includes signage missing on certain approaches, as well as the incorrect application of Truck signage. This is detailed in Technical Memorandum 2: Signage. It is recommended the Department update all relevant intersections and approaches to current sign standards.

Field observations indicated that trucks tend to use West 16th Street eastbound because of long queues on southbound 11th Avenue attempting to turn left onto West 14th Street. Some of the trucks were also making deliveries on West 16th and West 15th Streets. The Chelsea area is primarily warehousing/light industrial west of 8th Avenue and residential east of 8th Avenue. In addition, existing truck regulations and signage is a vestige of previous land uses of the area and are geared toward a time when the Meatpacking District produced more truck trips. Thus, the transitional mix of land uses is a contributing factor to truck activity in the area. It is recommended the Department update all relevant intersections and approaches on West 14th Street to meet current sign standards. In addition, the following measures are proposed in this problem area:

- Post oversized “NO TRUCKS EXCEPT LOCAL DELIVERIES” sign on the NE and SE corners at the intersection of 8th Avenue and W. 16th Street.
- Retime the traffic signal at the intersection of 11th Avenue and West 14th Street to provide more green time for the left turn movement on the southbound approach.
- Post wayfinding signs directing trucks to W. 14th Street and investigate the removal of older signs and/or regulations. Refurbish signage in the Meatpacking district.
- Post “LOCAL TRUCK ROUTE” signs in both directions along W. 14th Street at all approaches.

9. West 24th Street

Trucks use West 24th Street, like at West 15th Street, as a bypass to avoid traffic congestion at the designated cross-town Local Truck Route street, which in this case is West 23rd Street. Negative signs are already posted at 9th Avenue and West 24th Street. The following measures are proposed:

- Retime the traffic signal at the intersection of 12th Avenue and West 23rd Street to provide more green time for the left turn movement on the southbound approach.
- Post wayfinding signs directing trucks to W. 23rd Street.
- Post the “LOCAL TRUCK ROUTE” signs in both directions along W. 23rd Street at all intersections.
- Conduct enforcement campaigns to break truckers of the habit of traveling eastbound on W. 24th Street.

10. West 43rd Street to 46th Street

Community complaints about trucks using these streets to travel cross-town between the Avenues can be attributed to traffic congestion on the designated cross-town truck routes which has encouraged trucks to use the “Through Streets”. Another issue is that trucks making deliveries are legally on the streets but due to the shortage of curbside loading space must circle around the block or double-park to make deliveries. This situation would also apply to the other east-west streets between 34th Street and 59th Street, with the exception of 34th, 42nd and 57th Streets.

Additional issues in the area include traffic related to access/egress from the Lincoln Tunnel. With restrictions on the Holland Tunnel, some commercial traffic has been redirected to the Lincoln Tunnel. While the Port Authority and NYCDOT have worked on addressing issues of overall access over the years, there is still congestion on many of the approaches in the area. In addition, residential developments have been built along many of these corridors, adding to quality of life concerns.

The following measures are proposed to address these truck route issues:

- Work with the NYPD to strictly enforce the curbside regulations.
- Work with local businesses and trucking companies to make deliveries before 7 AM on weekdays; develop a pilot program to test the effectiveness of this issue within Midtown.
- Provide educational materials to the trucking and business community on the truck route regulations and truck route maps.
- Increase enforcement of the truck route regulations.
- Continued investigation for intersection improvements on local arterials to improve overall movements of traffic, as well as improving truck access to the Lincoln Tunnel and commercial/industrial facilities in the area.

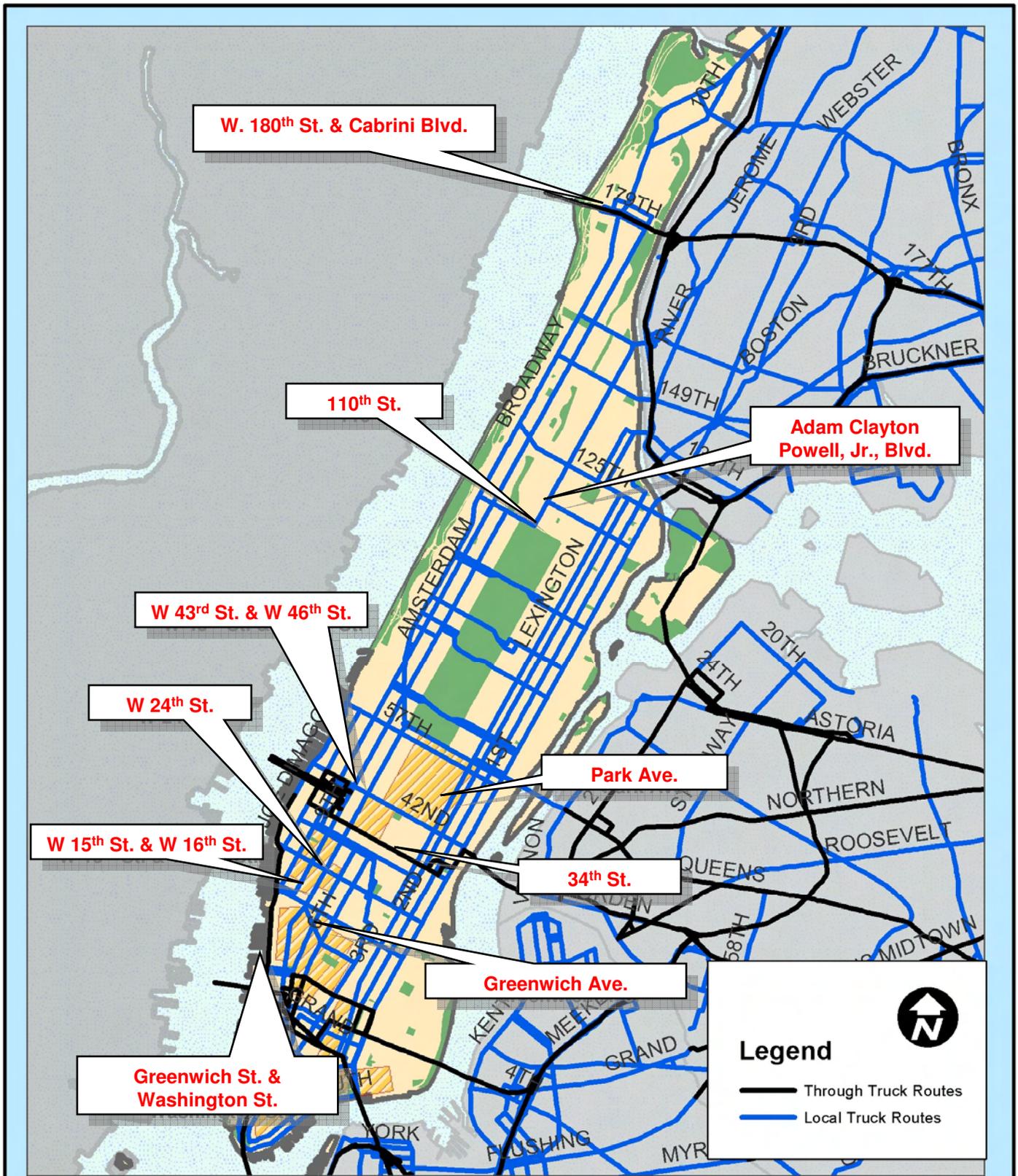
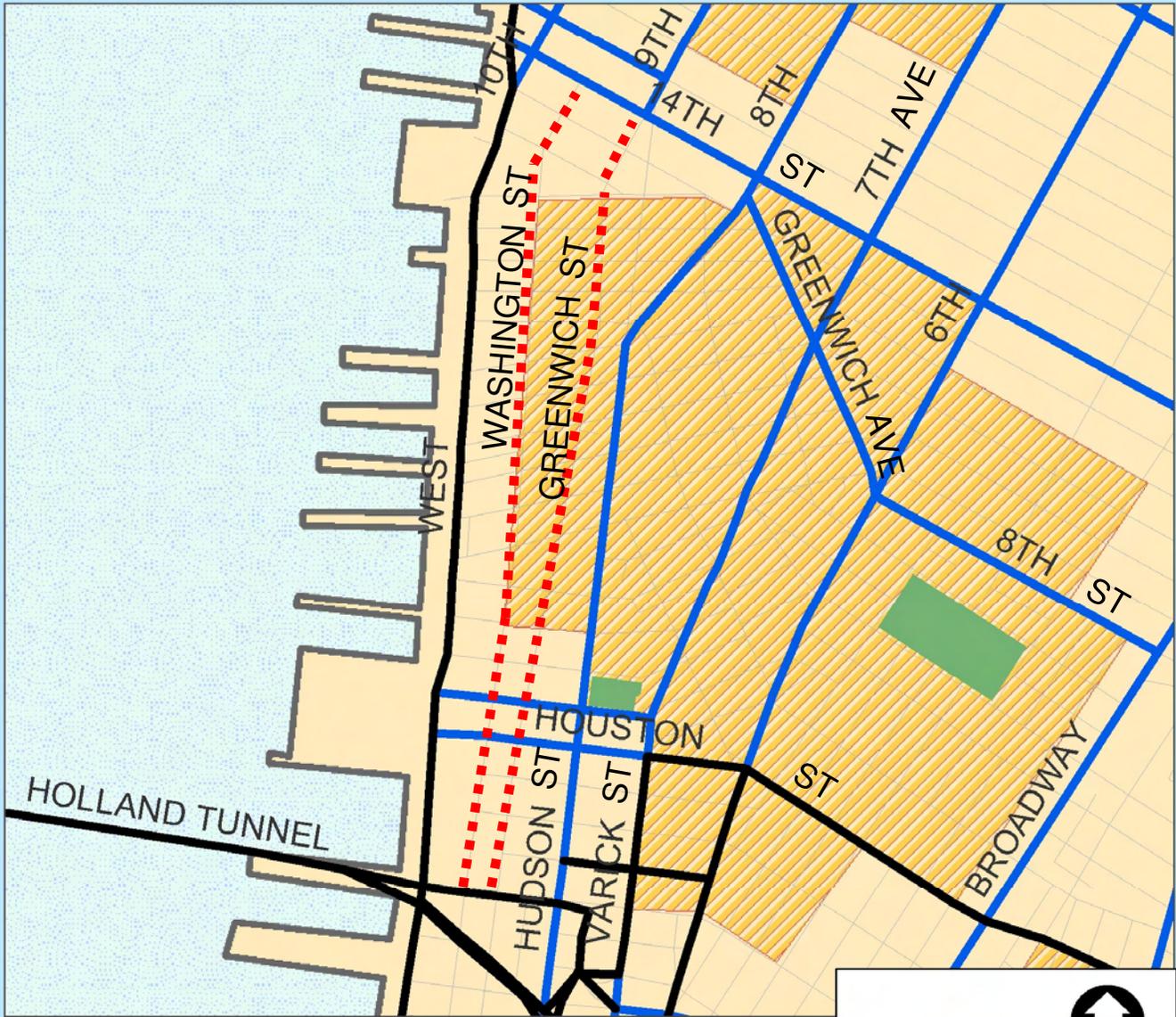


Figure 5-11: Manhattan Stakeholder Areas

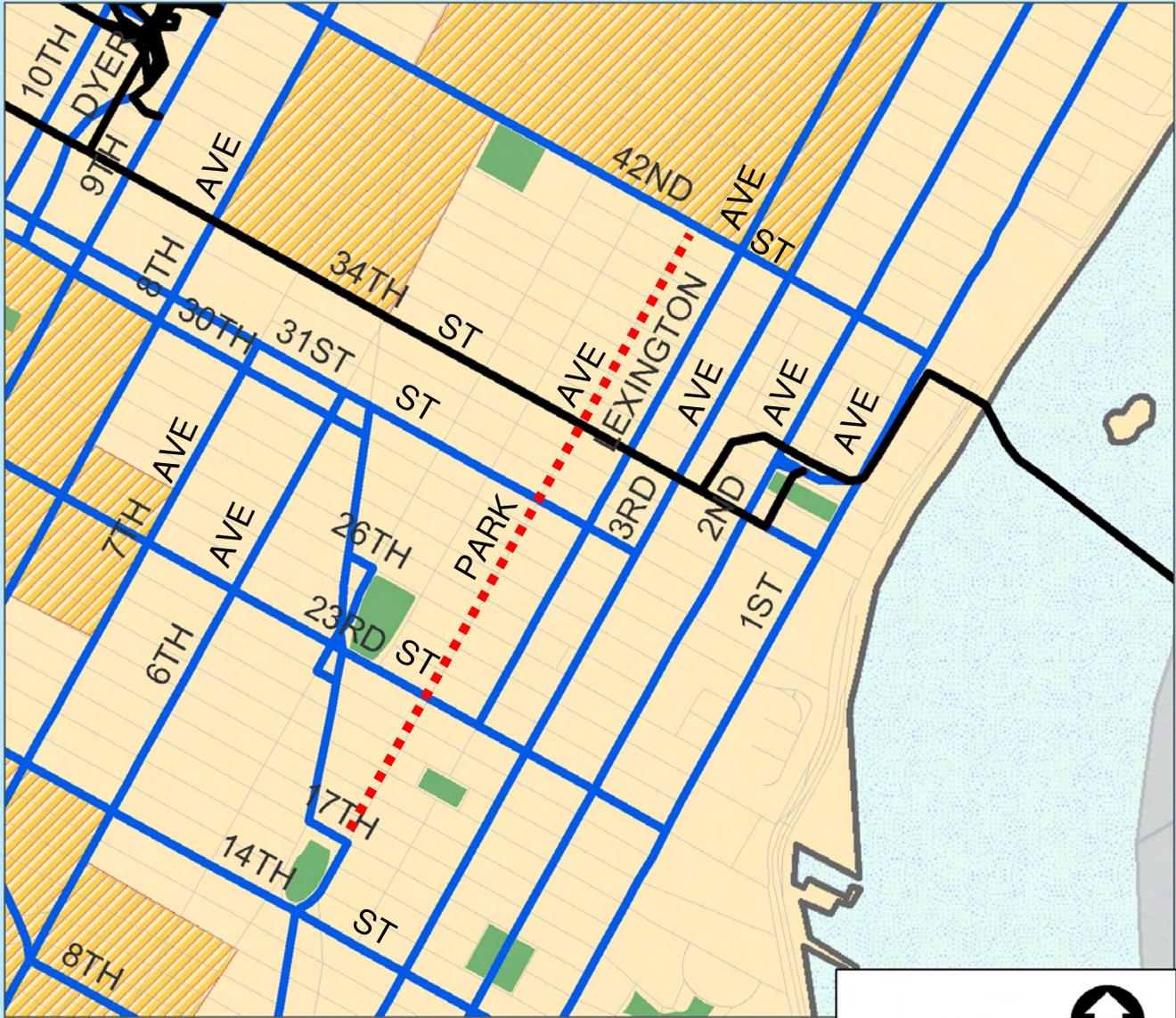


Legend

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Areas



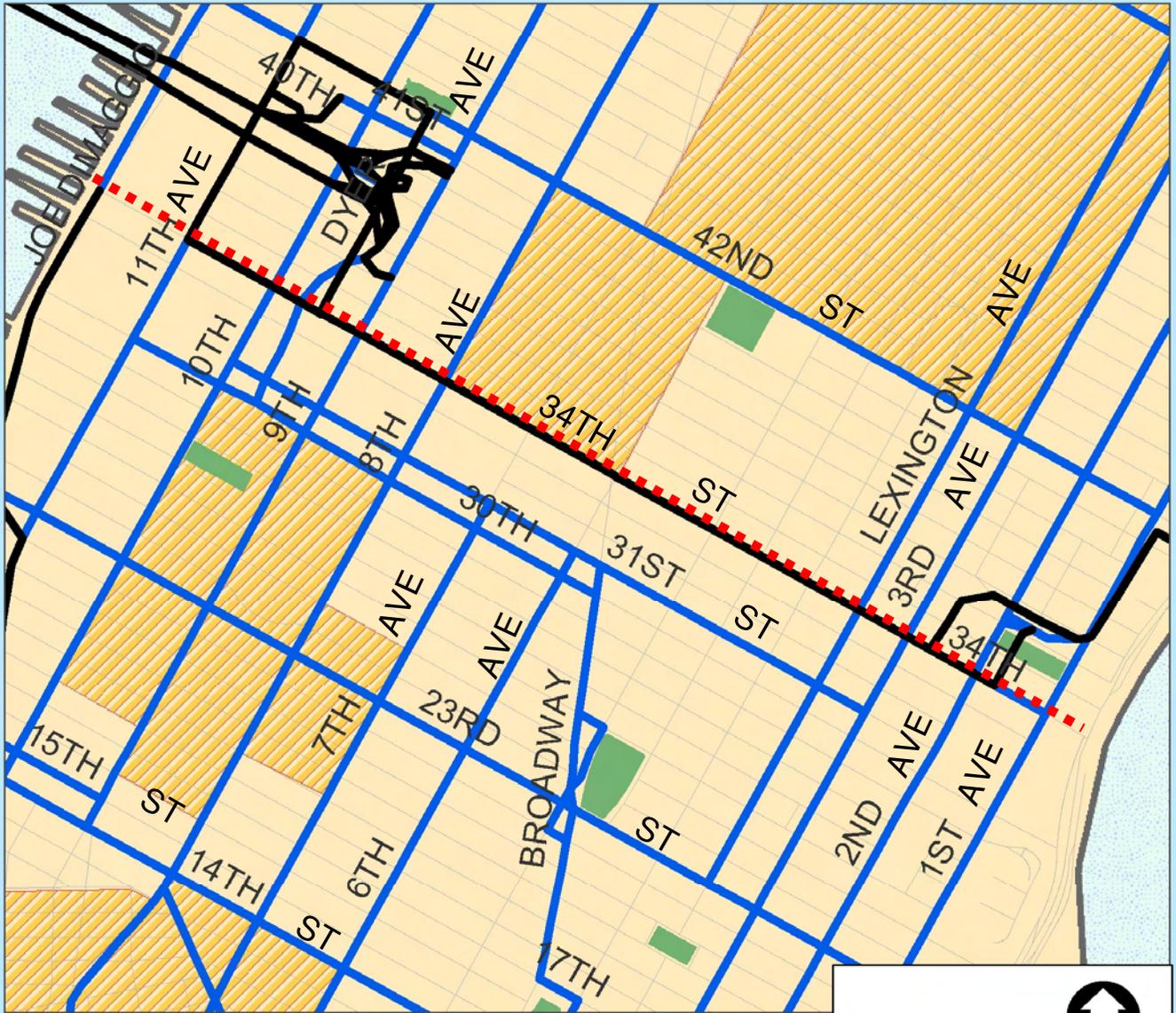
Figure 5-12: Washington Street & Greenwich Street



Legend 

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Areas

Figure 5-13: Park Avenue

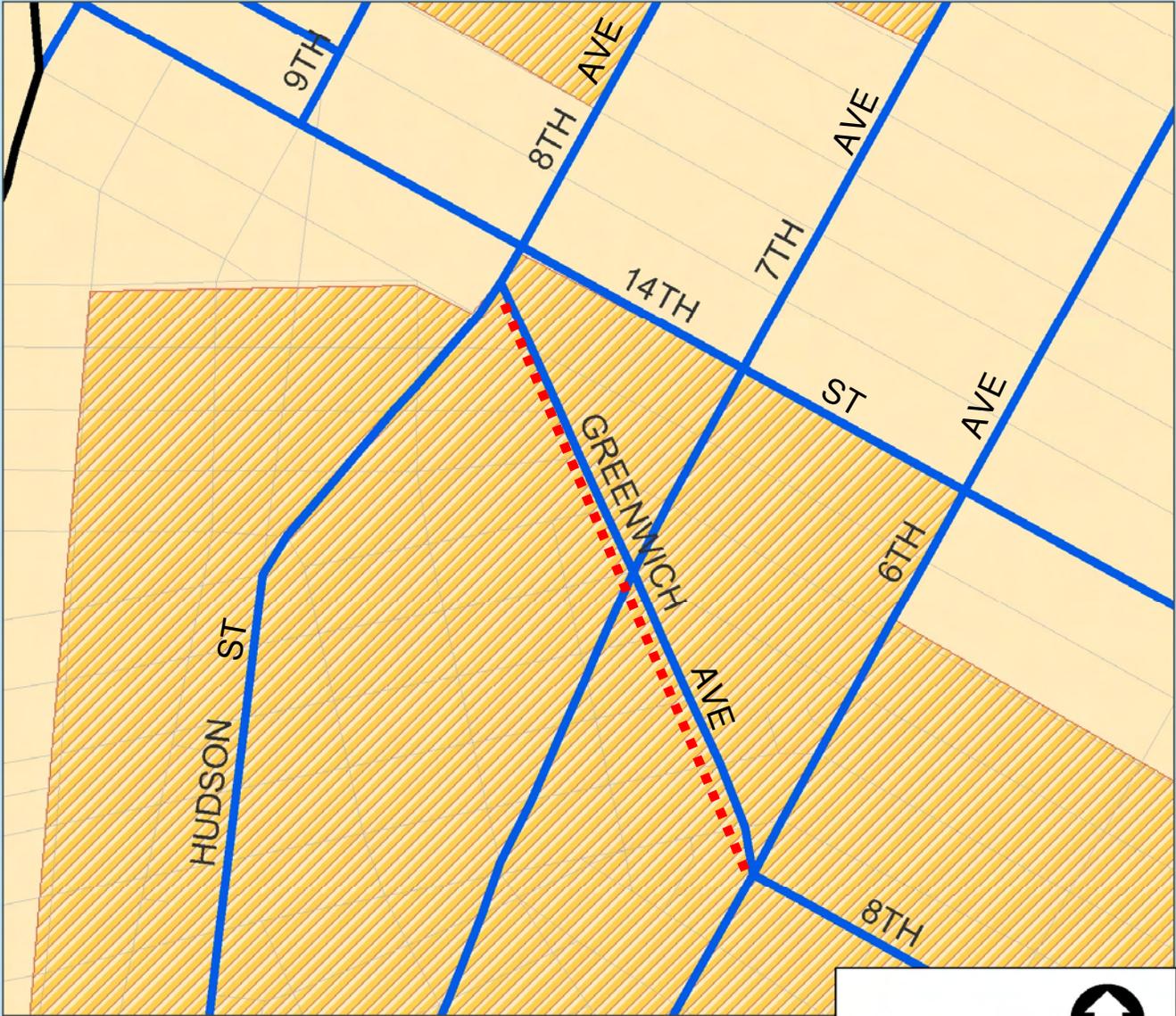


Legend

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Areas



Figure 5-14: 34th Street



Legend 

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Areas

Figure 5-15: Greenwich Avenue

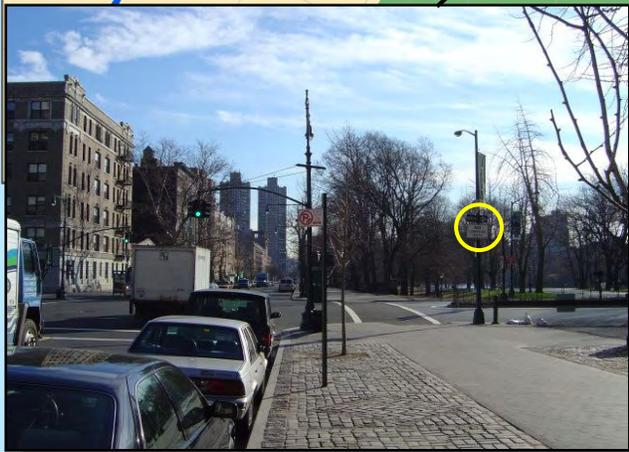
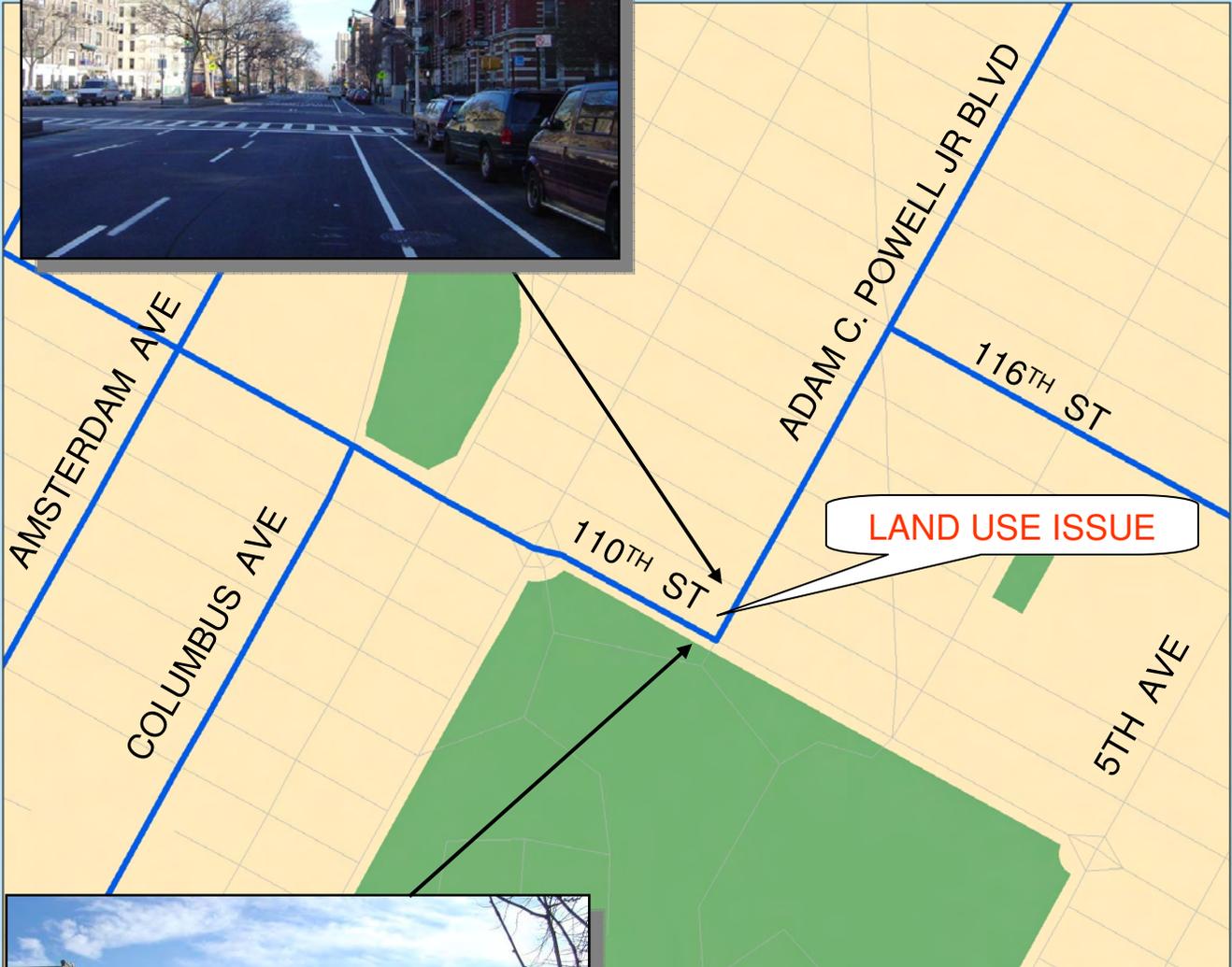
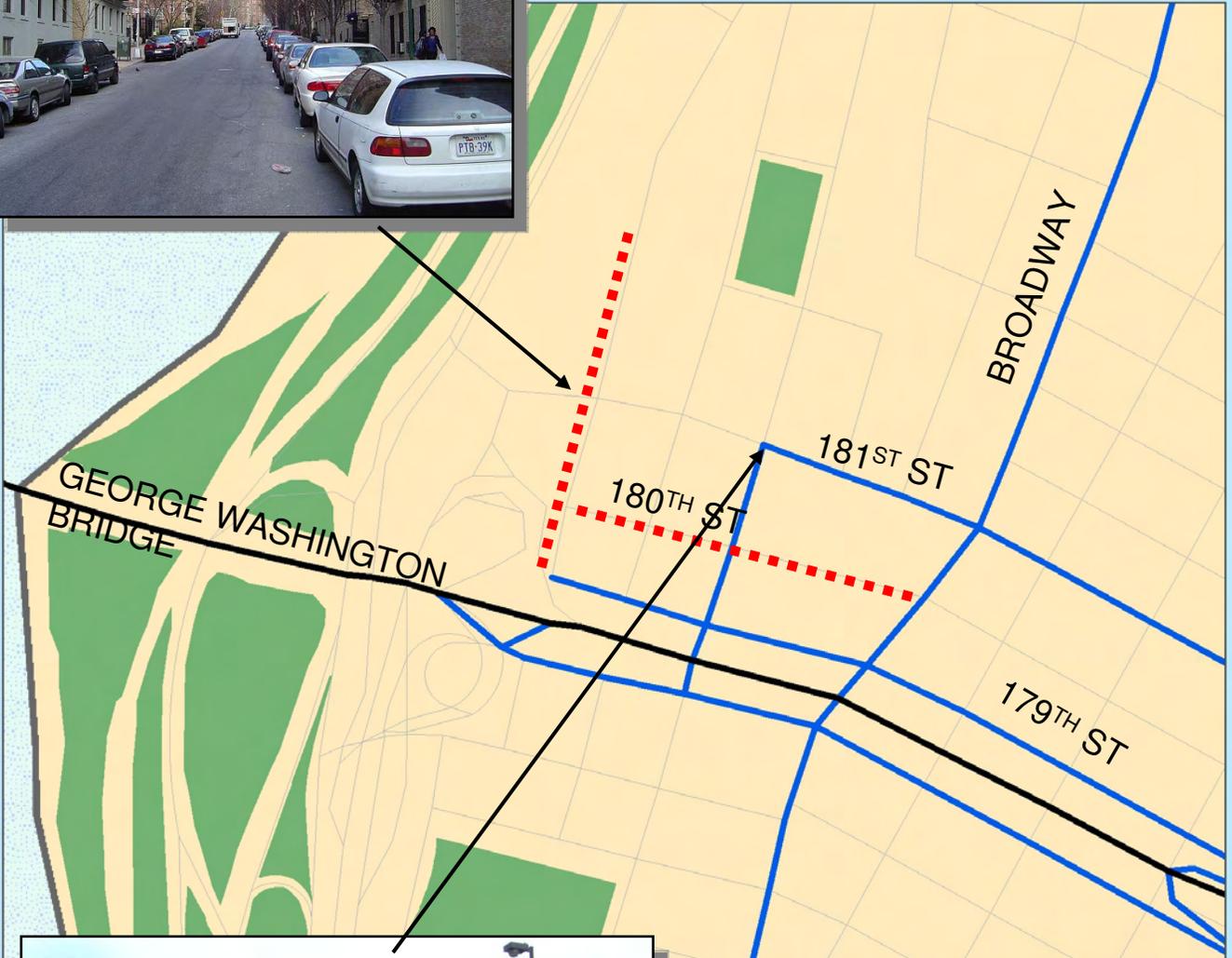


Figure 5-16: W. 110th Street & Adam Clayton Powell, Jr., Blvd



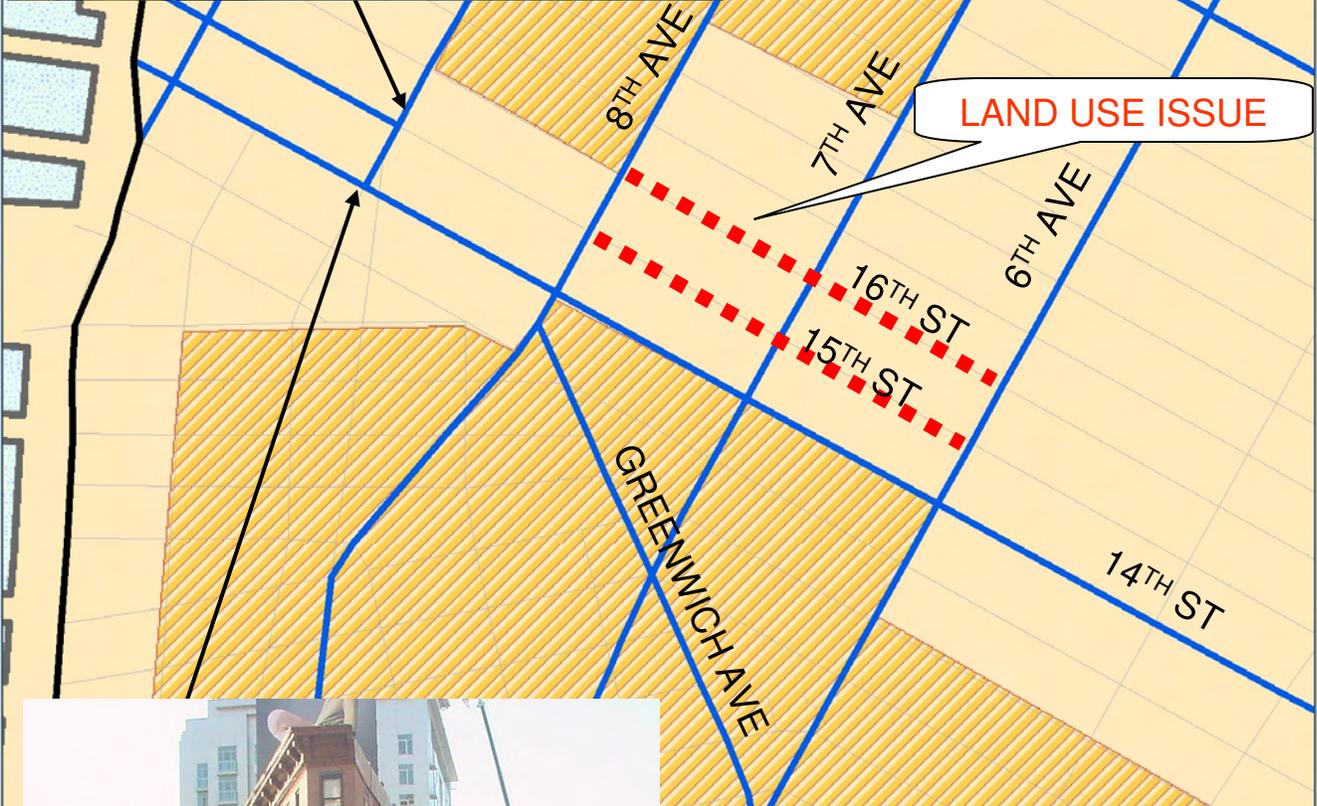
RECOMMENDED SIGNAGE

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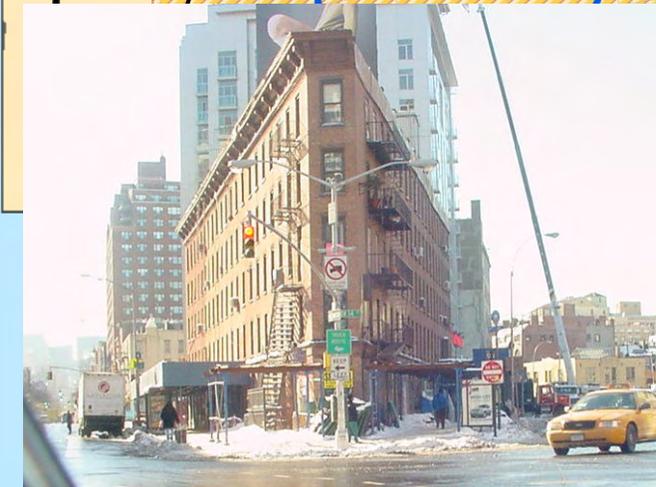
- Through Truck Routes
- Local Truck Routes
- Complaint Area
- Manhattan Restricted Zones



Figure 5-17: W. 180th Street & Cabrini Boulevard



LAND USE ISSUE



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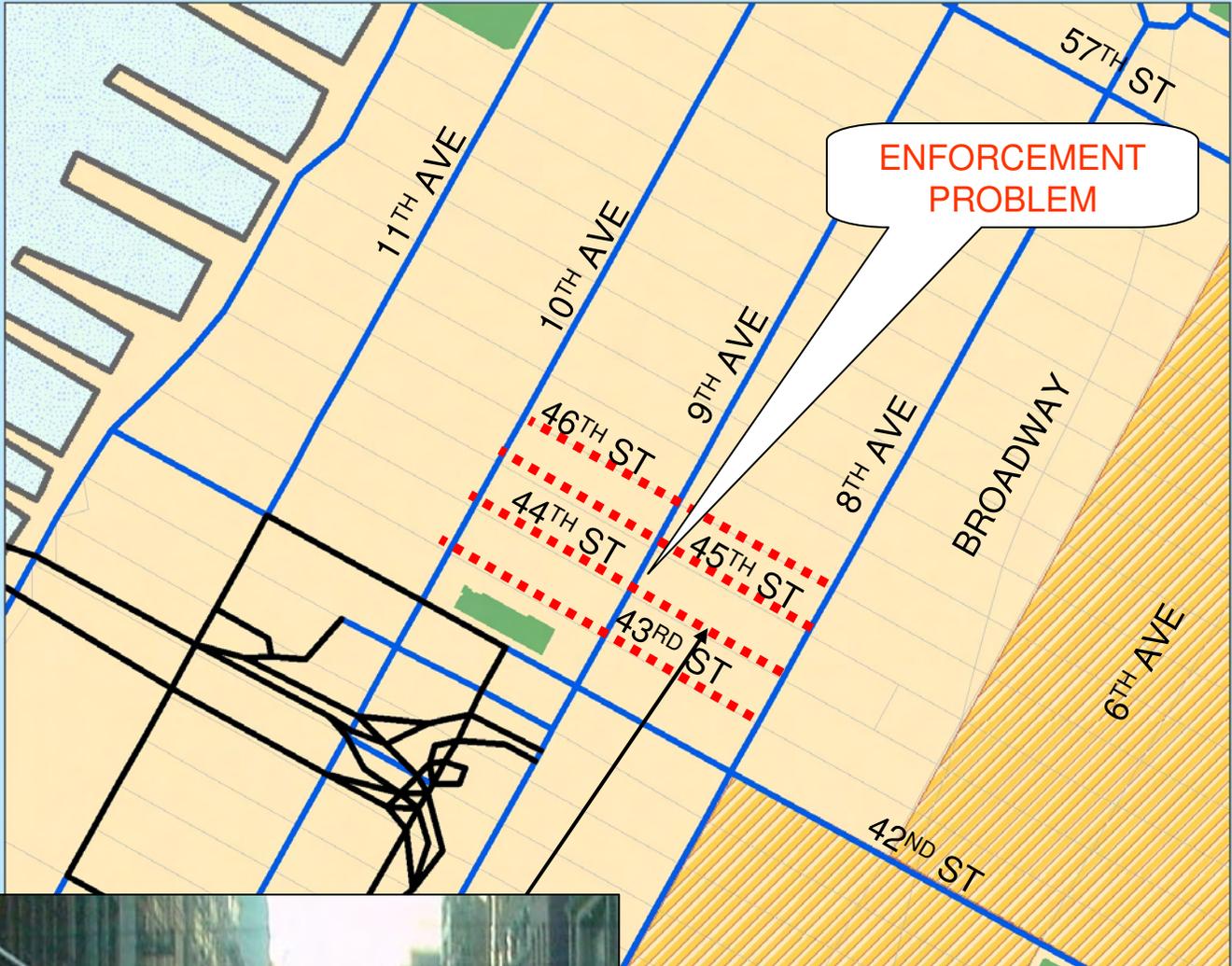
- Through Truck Routes
- Local Truck Routes
- Complaint Area
- Manhattan Restricted Zones



Figure 5-18: W. 15th Street & W. 16th Streets



Figure 5-19: W. 24th Street



Legend

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Area



Figure 5-20: W. 43rd Street & W. 46th Street

h. Case Studies

1. Midtown Manhattan (United Postal Service/Federal Express)

Land Use

This Manhattan study area is located on the far west side of Manhattan and consists of a mix of transportation, commercial, industrial, parking, and residential land uses. The study area is bound by West 45th Street to the north, West 39th Street to the south, 10th Avenue to the east, and the Hudson River to the west (see Figure 5-21).

The truck generator sites are the Federal Express (FedEx) office building and parking lot, and the United Parcel Service (UPS) facility. 11th Avenue and sections of West 42nd and West 40th Streets are designated as Through Truck Routes. 10th and 12th Avenues and sections of West 40th, West 41st, and West 42nd Streets are designated as Local Truck Routes.

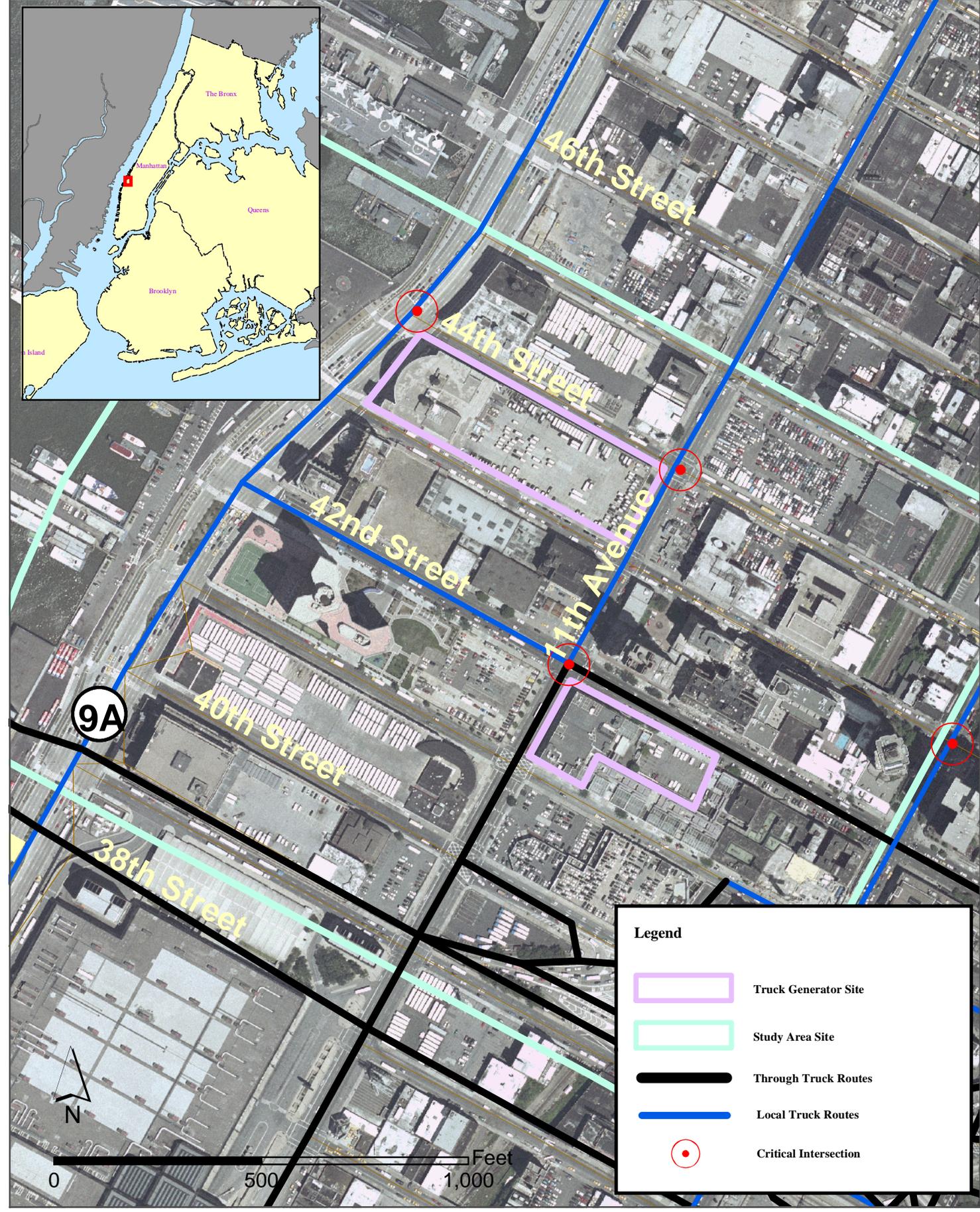
FedEx occupies three lots on 42nd Street between 10th and 11th Avenues. A small office building inhabited by FedEx employees, which fronts on West 42nd Street, takes up two of the lots. The third lot, which fronts on 11th Avenue, is used for parking for FedEx vehicles. A utility company is wedged between the FedEx properties and extends to West 41st Street to include the lots that abut the rear of the FedEx office building.

The UPS site, which covers a full block, is located on the block bound by West 44th Street to the north, West 43rd Street to the south, 11th Avenue to the east, and 12th Avenue to the west. The UPS facility is a four-story building. The ground floor is accessible by UPS vehicles and is used for loading and vehicular storage. The higher floors are used as office space.

The truck generator sites are located in the center of the study area and are surrounded by a mix of land uses. Opposite the FedEx site, on West 42nd Street, there are high-rise apartment buildings with retail uses occupying the ground floors. Continuing northeast of the truck generator sites, fronting on 10th Avenue, there are low-rise mixed-use buildings with retail uses occupying the ground floors and residential uses on the higher floors. With the exception of a school, surface parking lots, auto-repair facilities, a few restaurants, mid-rise office buildings, and warehouses used for storage and distribution are scattered throughout this section of the study area. Some of the residential and commercial uses are located in loft buildings that have been converted from storage or industrial uses.

Northwest of the truck generator sites, the study area is primarily comprised of large surface parking lots, garages, and personal storage facilities. There are a small amount of commercial uses, which include a nightclub and a restaurant. Continuing west to the waterfront, the study area includes the Pier 83 tour boat terminal, and the Intrepid Museum on Pier 86. At West 45th Street, there is a grade-separated crossing that extends across 12th Avenue and provides pedestrian access to Pier 86

Southeast of the truck generator sites, the study area includes a large automobile showroom, numerous auto-repair facilities, and a few surface parking lots. There are also a number of institutional uses and public facilities within this section of the study area. These include religious institutions, emergency family centers, a community dog run, and fire and police stations. Additionally, this section of the study area includes the Lincoln Tunnel access ramps, which create an irregular block pattern between 10th and 11th Avenues and West 39th and West 40th Streets.



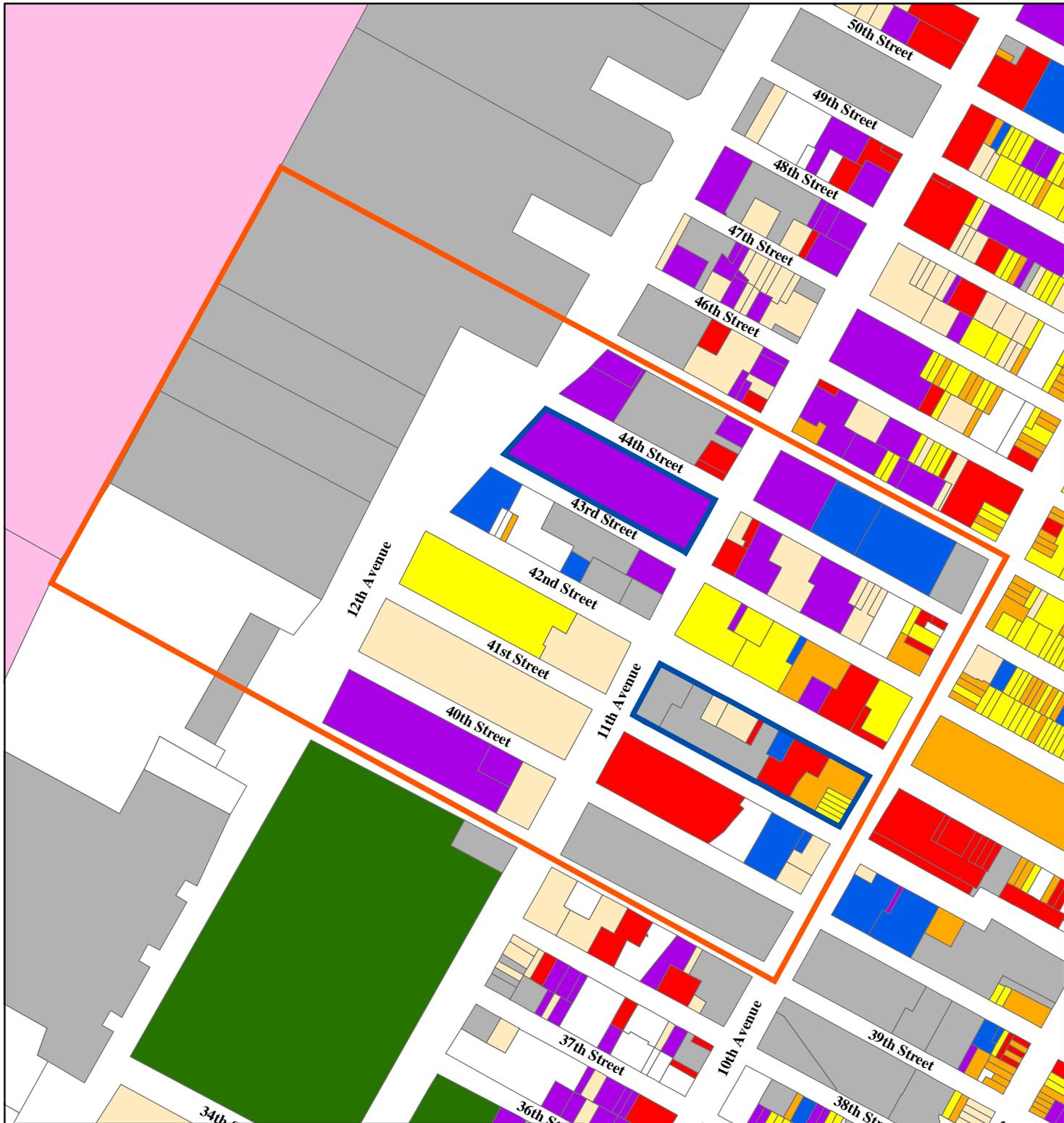
Legend

- Truck Generator Site
- Study Area Site
- Through Truck Routes
- Local Truck Routes
- Critical Intersection

Figure 5-21
Site Map
FedEx and UPS - Manhattan

Similar to the rest of the study area, the southwestern section of the study area is comprised of a combination of land uses. Immediately south of the UPS facility, the eastern edge of 12th Avenue is the Consulate General of China. Fronting on West 42nd Street, there is a large high-rise apartment building with retail uses occupying the ground floor. Sharing the lot with the apartment building is a small park with a playground. Continuing south, there are transportation uses, which include the Metropolitan Transportation Agency (MTA) Westside Bus Depot, the Pier 76 ferry terminal, as well as numerous railroad cuts.

A map of the land uses within and surrounding the Midtown Manhattan study area can be found in Figure 5-22.



Truck Generator Site	Land Use	Commercial	Park / Open Space
Study Area	Residential	Industrial	Transportation & Utility
	Mixed Use	Community Facility / Institutional	Parking Facility
			Vacant Land
			Other

0 250 500 Feet

NORTH

Figure 5-22
Land Use
FedEx and UPS - Manhattan

Zoning

The United Parcel Service (UPS) facility occupying the block bordered by West 43rd and West 44th streets and 11th and 12th Avenues and the Federal Express (FedEx) facility located on the southeast corner of the West 42nd Street and 11th Avenue intersection represent the truck generator sites in Manhattan. The study area for these sites is bound by West 45th Street to the northeast, West 39th Street to the southwest, 10th Avenue to the southeast and the Hudson River to the northwest and is contained within residential, commercial and manufacturing zoning districts (see Figure 5-23). In addition, the Clinton Special Purpose District extends into the study area. Trucks access the truck generator sites and other parcels in the study area utilizing several designated truck routes that traverse the area including 10th, 11th and 12th Avenues, as well as West 40th, 41st and 42nd Streets.

Manufacturing zoning districts contain a majority of the parcels in the study area. The UPS truck generator site, as well as the block to its north and all piers located west of 12th Avenue are zoned M3-2. This district permits heavy industrial uses that are not required to conform to strict performance standards. Certain retail, commercial and recreational uses are permitted in the M3-2 zoning district. A maximum FAR of 2.0 is permitted in the district. M1-5 zoning districts contain properties located in the northern and southern portions of the study area. Functioning as a buffer between heavy industrial uses and residential and commercial zoning districts, this district requires uses to adhere to strict performance standards. The M1-5 district permits light manufacturing, retail, commercial and several recreational uses. Community facilities are allowed by special permit. A maximum floor area ratio (FAR) of 5.0 is permitted in the zoning district. The maximum FAR for community facility uses is 6.5.

Commercial zoning districts regulate properties fronting 10th Avenue and occupying the blocks located between West 41st and West 43rd Streets. The C6-4 zoning district contains most of the commercially zoned parcels, including the FedEx truck generator site. This general central commercial district permits medium bulk office buildings that provide for corporate headquarters, large hotels, entertainment facilities, retail stores and some residential development in mixed-use structures. A maximum FAR of 10.0 (to 12.0 with bonus) is permitted for commercial and residential uses in the C6-4 zoning district. This district is exempt from parking requirements. Located along 10th Avenue, a small portion of the study area is zoned C6-3. This general commercial zoning district differs from the C6-4 district only in permitted development density. A maximum FAR of 6.0 (to 7.2 with bonus) for commercial uses and 0.99 to 7.52 for residential uses is permitted in the C6-3 zoning district.

The northeastern section of the study area contains the only parcels zoned residential. The R8, general residence district has a maximum permitted FAR of 0.94 to 6.02, which is intended to result in taller buildings that are set back from the street and have low lot coverages. The district has a minimum open space ratio (OSR) of 5.9 to 10.7. Because R8 zoning districts are generally served by mass transit, parking is only required for 40% of newly constructed dwelling units.

The Clinton Special Purpose District is utilized to establish additional development regulations in the area. These regulations are intended to assure that the residential character of the neighborhood is not only preserved, but also strengthened.

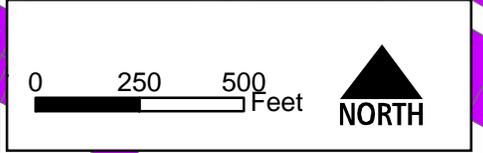
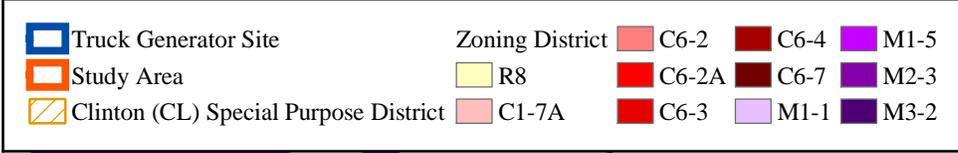
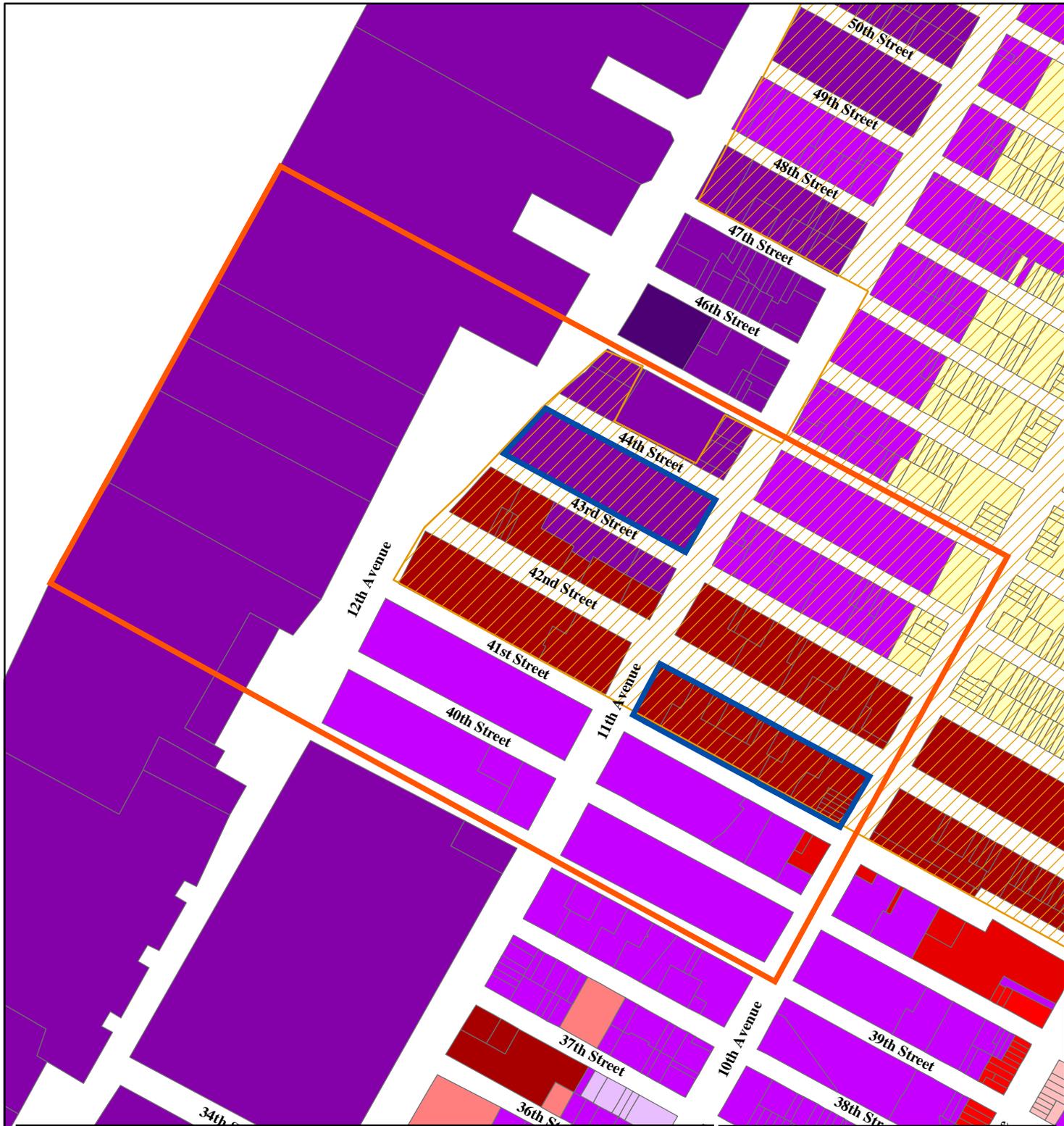


Figure 5-23
Zoning
FedEx and UPS - Manhattan

Community Facility

Covenant House is located on 10th Avenue between West 40th and West 41st Streets. This facility provides transitional housing (125 beds) for homeless youth between the ages of 18 and 21, including housing for teen mothers and their children. All three streets fronting the facility are designated NYC truck routes.

The **Police Manhattan South Task Force** is located on West 42nd Street between 10th and 11th Avenues. West 42nd Street and the cross streets are designated NYC truck routes.

The **Croatian Center** is located on West 40th Street between 10th and 11th Avenues. Cultural events and concerts are held at this facility. The center fronts on a NYC truck route.

Astros Community Dog Run is located adjacent to the tunnel ramps on 10th Avenue between West 39th and West 40th Streets. This park fronts on a NYC truck route.

The **Red Cross Family Center** is located on West 42nd Street between 10th and 11th Avenues. This facility, which is overseen by the NYC Department of Health Service, provides 90 units for homeless families. The family center fronts on a NYC designated truck route.

The **Consulate General of China** is located on 12th Avenue between West and West 43rd streets. A NYC truck route is located south of the facility on West 42nd Street.

The **Intrepid Museum** is located on Pier 86, at the intersection of 12th Avenue and West 46th Street. The museum fronts on a Local Truck Route at 12th Avenue. To provide safe and convenient access over 12th Avenue, a pedestrian bridge has been constructed just north of the study area at West 46th Street.

NYPD Mounted Troop B is located on West 42nd Street between 11th and 12th Avenues. This NYPD facility is located on a NYC truck route.

P.S. 51, the Elias Howe School, is located on West 45th Street between 10th and 11th Avenues. This school accommodates approximately 266 students in grades K-5. This school does not front on a NYC truck route; however 10th and 11th Avenues (cross streets) are designated NYC truck routes.

The **FDNY Bureau of Fire Investigation, Manhattan Unit**, is located on West 45th Street between 10th and 11th Avenues. This FDNY facility does not front on a NYC truck route, but the cross streets are designated NYC truck routes.

FDNY Rescue Company 1 is located on West 43rd Street between 10th and 11th Avenues. This FDNY facility is not located on a NYC truck route.

A **small urban plaza** fronts both West 41st and West 42nd streets between 11th and 12th Avenues. This plaza is open to the public and contains a playground, sitting areas and open space. The north end of the plaza fronts a NYC truck route along West 42nd Street.

A **NYC Public Library** is located on West 43rd Street between 10th and 11th Avenues. The library is not located on a designated NYC truck route, however the cross streets are designated as NYC truck routes.

Access to Truck Routes from Site/Study Area

The identified Midtown Manhattan truck generator sites (UPS & FedEx sites) have direct access to two Through Truck Routes: West 42nd Street and 11th Avenue, south of West 42nd Street. There are several Local Truck Routes directly access the UPS and FedEx sites, including 12th Avenue (West Side Highway), 10th Avenue, and West 40th Street. The Lincoln Tunnel is accessible via 10th and 11th Avenues and West 41st Street.

Critical Intersections

There are four intersections within the study area that were selected as critical intersections. These intersections include:

- 10th Avenue at West 43rd Street
- 11th Avenue at West 42nd Street
- 11th Avenue at West 44th Street
- 12th Avenue (West Side Highway) at West 44th Street

The intersection of 10th Avenue and West 43rd Street is one block to the east of the UPS facility. West 43rd Street is a one-way roadway in the westbound direction and truckers that are destined to the UPS facility from points in Manhattan to the south likely utilize 10th Avenue northbound to West 43rd Street. 10th Avenue is also a designated Local Truck Route. 11th Avenue is a regional truck route and the two intersections selected along 11th Avenue have direct access to both the UPS and FedEx sites. The intersection of 11th Avenue and West 44th Street connects a major roadway to the UPS facility and the majority of truckers from origins to the north would access the UPS facility at this location. Therefore, the operations of these four intersections are critical to truck deliveries at both facilities.

Traffic Operations

Traffic counts were conducted at the four critical intersections identified within the Midtown Manhattan study area on Thursday, July 22, 2004. The traffic counts were conducted to determine the amount of heavy vehicle traffic at the intersection and to conduct an operations analysis of the intersection. The morning peak period was determined to be the time of day where the most significant amount of truck traffic was likely to occur. Maps of the AM peak hour truck traffic at the four key intersections within the Midtown Manhattan study area can be found in Figure 5-24 and Figure 5-25.

There was not a significant amount of truck traffic counted at the four critical intersections, with the exception of the intersection of 10th Avenue and 43rd Street, where over two hundred (200) trucks passed through the intersection. However, both UPS and FedEx use vehicles that exceed the city restriction of 55 feet for trucks for transporting shipments between this site and the airport. The truck counts along 44th Street indicate that trucks are exiting the UPS facility at this location and entering from the north along 12th Avenue.

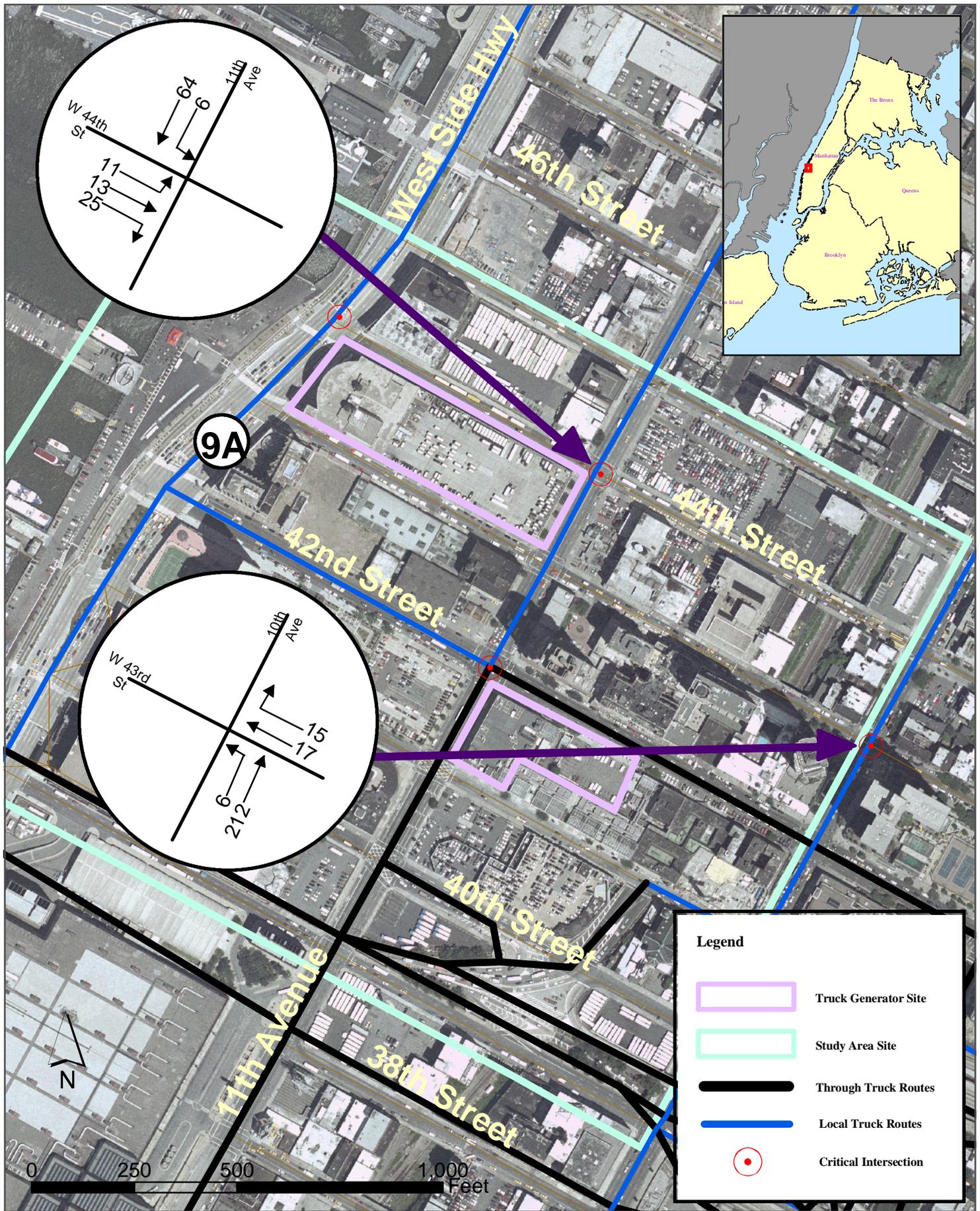


Figure 5-24
AM Peak Hour Truck Traffic Counts
FedEx and UPS - Manhattan

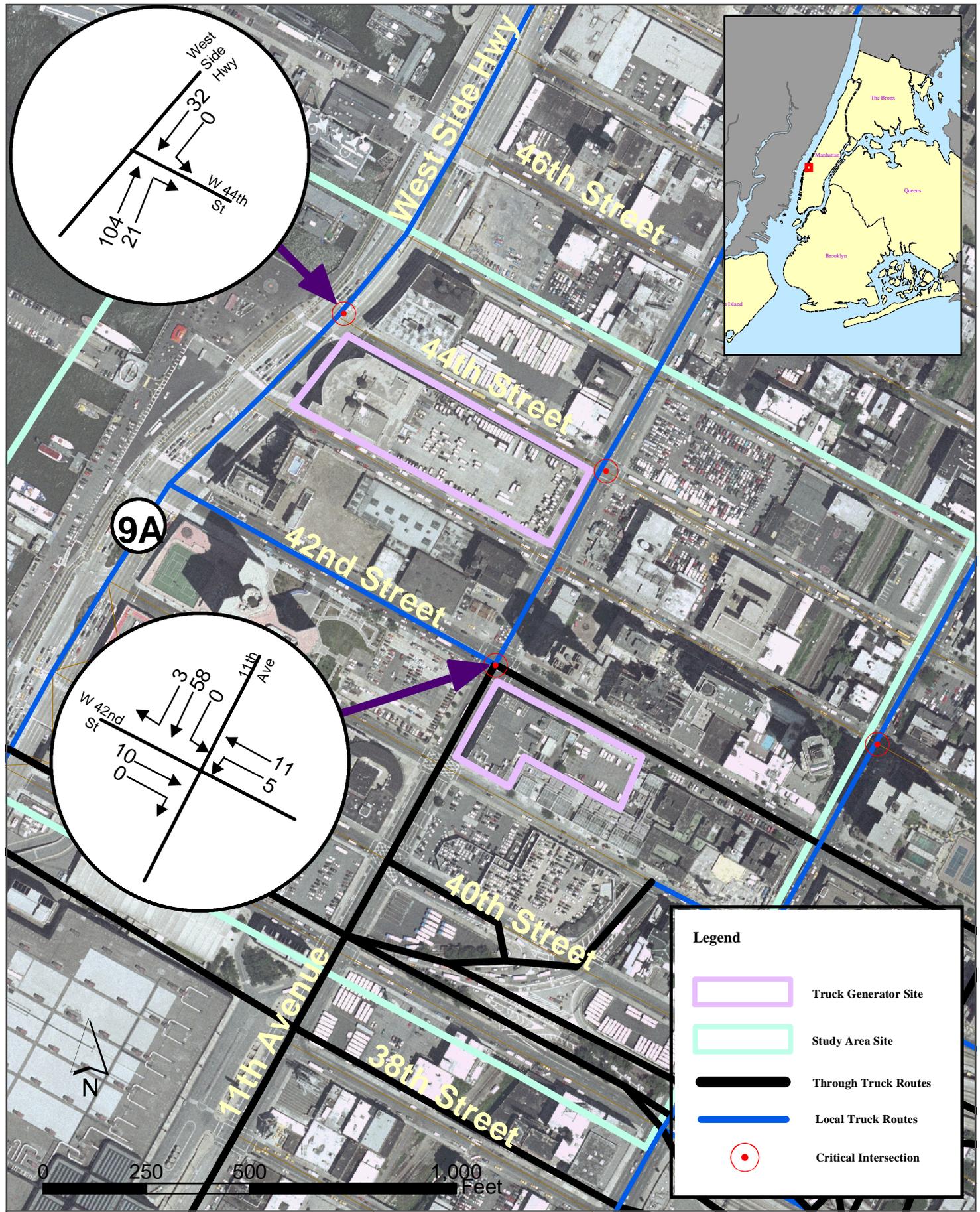


Figure 5-25
AM Peak Hour Truck Traffic Counts
FedEx and UPS - Manhattan

The results of the Level of Service (LOS) analysis for the four key intersections within the Midtown Manhattan study area are shown in Table 5-3. A description of the LOS analyses and the movement of truck traffic at each intersection are discussed below.

Table 5-3: Intersection Operational Levels of Service 2004 Existing Conditions Midtown Manhattan

Intersection	Approach	Lane Group	AM Peak Hour	
			Delay	LOS
10 th Avenue at W. 43 rd Street	WB	TR	18.7	B
	NB	LT	16.5	B
	Intersection		16.8	B
11 th Avenue at W. 42 nd Street	EB	T	20.0	C
	EB	R	25.7	C
	WB	L	15.0	B
	WB	LT	12.9	B
	SB	L	17.4	B
	SB	LTR	20.5	C
	Intersection		19.5	C
11 th Avenue at W. 44 th Street	EB	LTR	58.3	E
	SB	L	6.2	A
	SB	T	8.5	A
	Intersection		24.5	C
12 th Avenue (Westside Highway) at W. 44 th Street	NB	TR	12.8	B
	SB	L	44.8	D
	SB	T	13.7	B
	Intersection		14.3	B

10th Avenue at West 43rd Street



UPS Truck turning onto W. 43rd Street from 10th Avenue

The intersection of 10th Avenue and West 43rd Street is signalized. 10th Avenue is a one-way facility in the northbound direction while West 43rd Street is one-way in the westbound direction. 10th Avenue is a six-lane approach while West 43rd Street is a three-lane approach. The turning movement counts conducted at the intersection indicate the morning peak hour of traffic is from 7:45 AM to 8:45 AM.

Nine percent of the traffic passing through the intersection is composed of trucks. Ten percent of the right-turn movements from West 43rd Street to 10th Avenue are trucks. The operations analysis of the intersection

indicates that the intersection is operating at LOS B, with minimal delays at both the 10th Avenue and West 43rd Street approaches. Therefore, truckers passing through the intersection are doing so without experiencing a backup of traffic at both approaches.

11th Avenue at West 42nd Street

The intersection of 11th Avenue and West 42nd Street is a three-phase signal with additional green time for West 42nd Street in the westbound direction. 11th Avenue is a seven-lane approach at the intersection. West 42nd Street is a three-lane approach, with right-turn only lane, in the eastbound direction and a three-lane approach, with left-turn only lane, in the westbound direction.

The turning movement counts conducted at the intersection indicate the morning peak hour of traffic is from 8:45 AM to 9:45 AM. Despite the high volume of traffic at the intersection, there is minimal truck volume. 4% of the traffic passing through the intersection is trucks. 3% of the left-turn movements from West 42nd Street westbound to 11th Avenue are trucks.



Backup of traffic on W. 42 Street looking east

The intersection of 11th Avenue and West 42nd Street is operating at LOS B. The 11th Avenue approach is operating at LOS C, as the result of the high volume of traffic (1,500 vehicles). The 42nd eastbound approach is operating at LOS C, while the westbound approach is operating at LOS B. Although there is a high amount of traffic volumes at the intersection, truckers passing through the intersection experience minimal delay.

11th Avenue at West 44th Street

The intersection of 11th Avenue and West 44th Street is a signalized intersection, with 11th Avenue configured as a four-lane approach, with one left-turn only lane, in the southbound direction and West 44th configured as a one-lane approach in the westbound direction. The turning movement counts conducted at the intersection indicate the morning peak hour of traffic is from 8:30 AM to 9:30 AM. 11th Avenue transitions from a two-way facility to a one-way facility, in the southbound direction, at this intersection.

Fourteen percent of the left-turn movements from West 44th Street westbound to 11th Avenue northbound are trucks while 17% of the right-turn movements onto 11th Avenue southbound are trucks, so West 44th Street is being used by truckers to access 11th Avenue from the west side of Manhattan.

The intersection of 11th Avenue and West 44th Street is operating at LOS C. The 11th Avenue southbound approach is operating at LOS A. However, there is a backup of traffic at the West 44th Street approach, which is operating at LOS E. There is minimal green time for the 44th Street approach, as a result of the high volume of traffic (1,350+) on 11th Avenue. Yet, there is not enough green time to efficiently move the traffic at the West 44th Street approach through the intersection. Thus, truckers accessing 11th Avenue and points to the east from West 44th Street, experience long delays at the intersection.

12th Avenue (Westside Highway) at West 44th Street

The intersection of 12th Avenue and West 44th Street is a signalized intersection, with traffic at the 12th Avenue northbound and southbound approaches only. West 44th Street is a one-way facility in the eastbound direction, while 12th Avenue is a two-way facility, so there is no traffic exiting West 44th Street onto 12th Avenue. The 12th Avenue southbound approach is a five-lane approach with one left-turn only lane. The 12th Avenue northbound approach is a four-lane approach.

The turning movement counts conducted at the intersection indicate the morning peak hour of traffic is from 7:45 AM to 8:45 AM. There is a minimal amount of truck volume at the intersection with the exception of 12th Avenue northbound, where 13% of the right-turn movements onto West 44th Street are trucks. Less than a percent of the traffic making the left-turn from 12th Avenue southbound to West 44th Street are trucks, so truckers are finding another eastbound roadway to access points to the east.

The operations analysis of the intersection indicates that the intersection is operating at LOS B. The left-turn movement from 12th Avenue southbound to West 44th Street is operating at LOS D, so there is some delay at that approach. However, since truck activity at that approach is minimal, there are few truckers that are experiencing any delay at the intersection.



UPS truck turning into W. 44th Street from 12th Avenue northbound

Roadway Network Capacity/Geometrics

The roads in the vicinity of the Midtown Manhattan truck generator sites (UPS and FedEx facilities) are sufficiently wide enough to accommodate truck traffic. Field observations indicated that there are no obvious geometric problems near the site. The bus terminal located at the corner of 9th Avenue and West 42nd Street generates significant bus traffic, which may hinder the movement of trucks along West 42nd Street. The NYPD Precinct located at 10th Avenue and 42nd Street generates parked vehicles along West 42nd Street and may also hinder the movement of trucks.

There have been complaints from residents regarding the amount of truck traffic and truck noise in this area. The majority of the complaints have come from residents north of West 42nd Street and east of 10th Avenue. The truck volumes suggest that there is minimal truck traffic on West 43rd Street, east of 10th Avenue, during the AM peak hour. An eastbound and westbound roadway within Midtown Manhattan could be designated as a Local Truck Route to alleviate truck traffic off of residential streets. However, the roadway network and demographics, as well as truck restriction and regulation zones, makes it difficult to designate eastbound and westbound Local Truck Routes within Midtown Manhattan. Furthermore, negative public comments regarding the truck traffic on West 43rd and West 44th Streets, such as quality of living and public safety, will further hinder attempts of designating streets as Local Truck Routes.

Accidents

A map of the truck-related accident locations, within and around the Midtown Manhattan study area, is shown in Figure 5-26. Two of the four critical intersections are locations where truck accidents were recorded. These were the intersections of 11th Avenue and West 45th Street and the 11th Avenue and West 43rd Street. All of the midtown Manhattan truck accident locations were on a designated truck route. The intersections with the most recorded accidents were West 42nd Street and 10th Avenue and West 41st Street and 11th Avenue. These are intersections with a high volume of traffic but the geometrics of the street network in midtown Manhattan as well as the direction of the one-way roadways makes it difficult for truckers accessing the UPS and FedEx facilities to avoid these intersections.

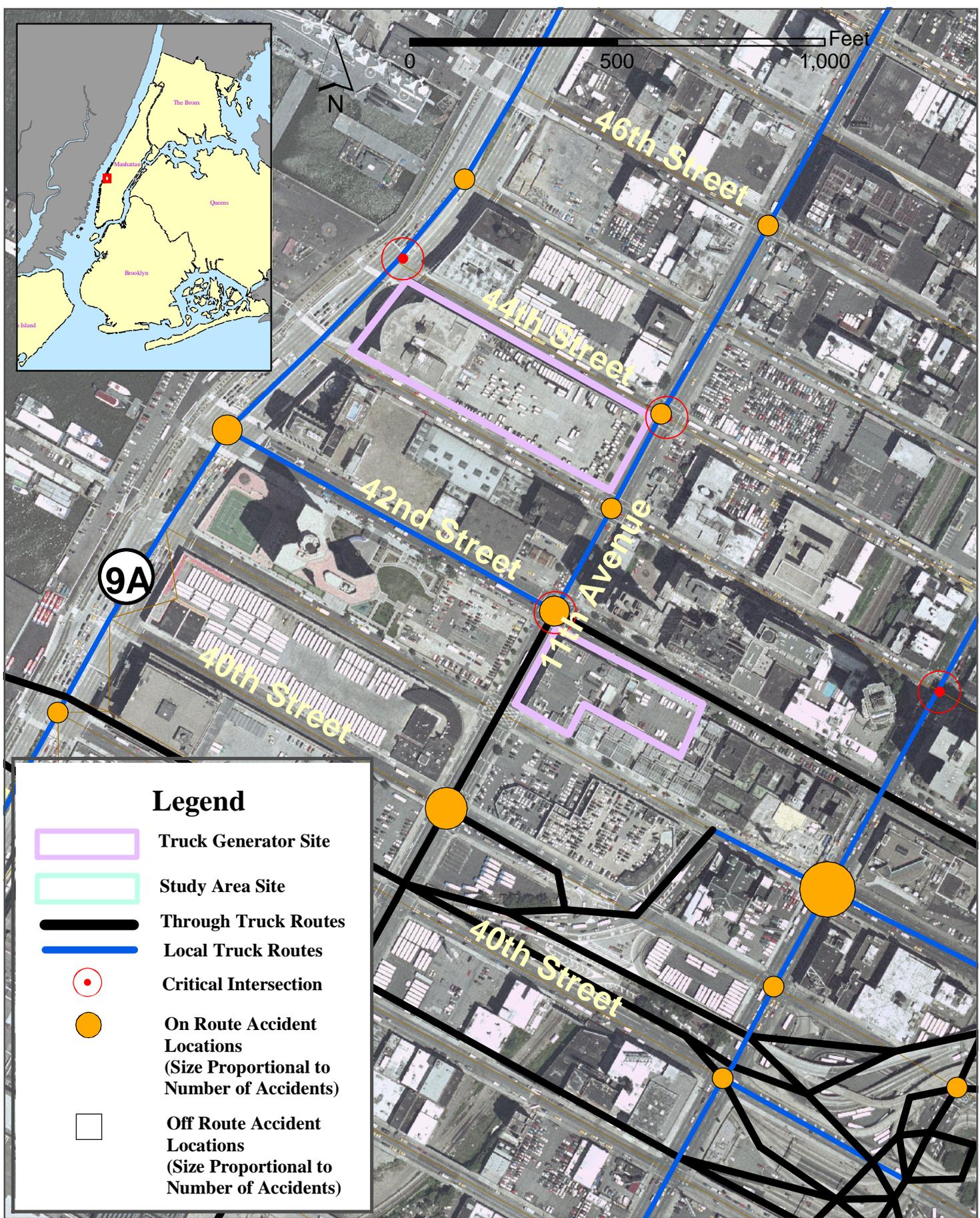


Figure 5-26
Truck Accidents
FedEx and UPS - Manhattan

Recommendations for West Midtown Manhattan (United Postal Service/ Federal Express)

Recommendations for the FedEx and UPS truck generator sites were made to help reduce the amount of truck traffic on non-designated truck routes by installing truck route designation signs at each major intersection along the designated truck routes. Each approach to every intersection should have two truck route designation signs, one before the intersection and one beyond the intersection. The signs should also identify whether the street is a Local Truck Route or Through Truck Route. The signs should also be clearly visible to all motorists. The following are some additional recommendations.

- Re-examine truck restriction zones in the area. There are truck restriction zones with no designated truck routes in areas where there are significant truck generator sites. Evaluate possible truck route designations on roadways with minimal impacts to residential land uses.
- Post new “LOCAL TRUCK ROUTE” signs on designated routes.
- Provide businesses in the area with truck information packages as described in *Technical Memorandum 4*.

i. Recommendations

1. Prohibit Trucks from using the following Local Truck Route streets between 10 PM and 6 AM

<u>Street</u>	<u>Type</u>	<u>Limits</u>
Third Avenue	Local	East 23 rd Street to East 128 th Street
Lexington Avenue	Local	East 23 rd to East 128 th Street
Columbus Avenue	Local	West 60 th Street to West 125 th Street
Sixth Avenue	Local	West 14 th Street to West 23 rd Street
Seventh Avenue	Local	West 14 th Street to West 23 rd Street

These streets are located in areas with parallel Local Truck Route streets that can accommodate additional anticipated truck activity or they are along routes that are primarily residential in nature.

2. Possible investigation for development of traffic mitigation measures, focusing on truck movements at locations where there have been 15 or more truck accidents over a thirty-six month time period. Several of these locations correspond to intersections where NYCDOT has already undertaken measures to improve conditions for all street users.

The following intersection met this criterion over a thirty-six month period from 1999 to 2001:

<u>Location</u>	<u>Truck Accidents</u>
2 nd Avenue and 59 th Street	29
2 nd Avenue and E. 128 th Street	28
Broadway and Canal Street	26
6 th Ave. and Canal Street	24
Bowery and Canal Street	24
Varick St. and Canal Street	22
Hudson St. and Canal Street	21
10 th Ave. and W. 41 st . Street	20
Broome St. and Varick Street	17
11 th Ave. and W. 40 th Street	16
Mulberry St. and Canal Street	16
W. Broadway and Canal Street	16
Greene St. and Canal Street	15

Possible short-term improvements include establishing wide-turn zones, modifying traffic signal timing, and providing additional signage to address localized intersection issues.

In addition, Edwards and Kelsey will be developing a safety improvement plan for the intersection of 2nd Avenue and E. 128th Street.

3. West End Avenue

Residents in the Upper West Side and Lincoln Square sections of the Borough have complained that trucks frequently use West End Avenue between West 65th and West 107th Streets. West End Avenue is not a truck route and community efforts to obtain increased police enforcement have had limited success.

The following actions are recommended to address the truck issue:

- Advise commercial businesses and truckers with truck route information and other materials recommended in *Technical Memorandum 4, Education Program*. Truck companies should be advised that the NYC Traffic Regulations require that trucks remain on the designated truck route streets until they reach the intersection closest to their destination, at which point they may leave the truck route to make the delivery/pick-up, as well as specialized information on the operation of arterials such as West End Avenue which limit commercial vehicle access.
- Post wayfinding signs on West End Avenue to Broadway.
- Post “LOCAL TRUCK ROUTE” and reinforcing truck signage along Broadway.
- Post “NO TRUCKS EXCEPT LOCAL DELIVERIES” on approaches to West End Avenue from Broadway, and investigate locations for additional “NO COMMERCIAL TRAFFIC” along West Broadway. Oversized signage should be placed on the southbound approach at the intersection of Broadway, W. 107th Street and West End Avenue and on the northbound eastbound approaches at the intersection of W.59th Street and West End Avenue.
- Conduct random enforcement efforts.

In addition, in the summer of 2006, the Department of Transportation began the Manhattan West Transportation study which will investigate overall traffic issues and concerns on the Upper West Side. This investigation should address some of the localized transportation issues regarding truck movements in the area.

4. 126th Street from 2nd Avenue to St. Nicholas Avenue

During the public meetings local residents had raised concerns about trucks on 126th Street which is not a Local Truck Route. Although the street is lined with residential buildings, trucks were observed using 126th Street between 2nd Avenue and Morningside Avenue. The following actions are proposed to address the truck use issue:

- Post “LOCAL TRUCK ROUTE” signs along 125th and 138th Street between First Avenue and Broadway.
- Post wayfinding signs to the Local Truck Route along 124th, 126th, 128th and 129th streets.

- Post “NO TRUCKS EXCEPT LOCAL DELIVERIES” signs on the westbound approach of 126th Street at the following cross streets: First Avenue, Second Avenue, Third Avenue Park Avenue and Madison Avenue.
- Advise commercial businesses and truckers with truck route information and other materials recommended in *Technical Memorandum 4, Education Program*. Truck companies should be advised that the NYC Traffic regulations require that trucks remain on the designated truck route streets until they reach the intersection closest to their destination, at which point they may leave the truck route to make the delivery/pick-up.

5. Canal Street

For many years, the majority of truck-related complaints NYCDOT received were focused on these streets. The situation has been less problematic, since the implementation of truck restrictions at the Holland Tunnel as a result of 9/11. Residents have complained that trucks are using Broome Street as a Through Truck Route from Delancey Street to Holland Tunnel. Signs are posted that prohibit trucks from making a southbound right turn from Lafayette Street onto Broome Street. It is likely that trucks on Lafayette Street have either picked up or delivered goods within Manhattan. The area contains a mixture of truck routing signs.

The NYCDOT has posted three different types of truck route signs and Port Authority designed signs are posted in the Canal Street/Broome Street/Hudson Street area directing trucks to desired routes to access the Holland Tunnel. Existing signage on Broome Street and in the surrounding areas differs from the Department’s own truck signage. While four different types of signs with truck routing directions and information are used, the signs do not convey the restriction on New Jersey bound trucks until the truck is near the Holland Tunnel approach. As discussed in *Technical Memorandum 3, Truck Signage Program*, uniformity is a key element to the new truck route sign program.

Another consideration is to address existing signage as it relates to the existing regulations. While there is signage posted for Through Trucks, the existing truck signs are for all trucks, not the two and three axles single unit trucks that are allowed access to the Holland Tunnel. One recommendation is to post improve wayfinding and advisory signage routing vehicles to the Hudson River crossings farther uptown.

6. Walker Street and Worth Street

- Advise commercial businesses and truckers with truck route information and other materials recommended in *Technical Memorandum 4, Education Program*. Truck companies should be advised that the NYC Traffic regulations require that trucks remain on the designated truck route streets until they reach the intersection closest to their destination, at which point they may leave the truck route to make the delivery/pick-up.
- Post “LOCAL/THRU TRUCK ROUTE” signs along Canal Street, Hudson Street, Worth Street, Broome Street, Walker Street, West Street, and other Local and THRU Truck Route streets used to traverse Lower Manhattan. Ensure every approach is properly signed. Post Negative and Wayfinding signage at applicable locations in the study area. This includes approaches to Greenwich Street.
- Coordinate with PANYNJ to make the wayfinding signs to the Holland Tunnel fit effectively into the City’s sign program.

- Conduct random enforcement efforts
- Evaluate recommendations from the CATS studies to help address truck circulation in the area.
- Examine curbside regulations to improve opportunities for commercial deliveries, as well as eliminate congestion and traffic.

7. Greenwich Street and Washington Street

Most of the observed truck activity was related to local land uses, which would make negative signage ineffective, or if posted, difficult to enforce. Discussions with representatives of the trucking community also suggest that local truck drivers use Washington and Greenwich streets, not long distance truck operators less familiar with the local street system. The preferred measure is to post the new truck route signs along the designated truck routes in the area. The NYCDOT should also provide local businesses and truck operators with the truck route information described in *Technical Memorandum 4, Education Program*.

8. Park Avenue

The following recommendations are proposed for this area:

- Initiate strict enforcement of curbside regulations for loading and unloading on cross-town streets
- Increase the prominence of the “No Commercial Traffic” Signage, as well as education for the applicable rules for access onto these roadways. Commercial vehicles should not travel more than one or two blocks on roadways like Park Avenue. They shall access the roadway only for the purpose of making a delivery and leave the roadway at the next reasonable intersection. This should not entail traveling more than three blocks on the aforementioned roadway.
-
- Post wayfinding and advisory signage along corridor, especially at intersecting north-south truck routes.
- Discuss with local merchants and businesses the feasibility to have early morning deliveries to allow trucks to access delivery sites before turning restrictions at key intersections take effect during daytime hours. Recruit businesses in a selected area to participate in a pilot program to monitor its effectiveness.
- Conduct enforcement of the truck route regulations.

9. 34th Street

It is recommended that businesses in the area look to promote off-peak deliveries or work to establish timeframes whereby the restrictions take effect at a certain time of the day if there are outright restrictions, allowing for the turning movement during low-traffic time periods. In addition, curbside parking and deliveries should be addressed to ensure travel lanes are open on this corridor.

One additional issue for additional investigation in the future is the existing traffic regulations that apply to the Garment District and on streets in the surrounding area. This includes regulations that are rooted in early 1980 land use and commercial development patterns. There are some streets which prohibit traffic during certain hours, as well as restrictions on vehicle sizes allowed to enter and traverse these streets. It is recommended that the Department evaluate the usefulness of the regulations and develop regulations that more accurately reflect the current needs of the commercial land uses in the area.

10. Greenwich Avenue

The elimination of Greenwich Avenue as a Local Truck Route street would benefit the local residents along that street but at the expense of reducing traffic operational conditions along 14th Street between 8th Avenue and Broadway. If this condition occurs, it would result in trucks seeking alternate east-west travel routes on narrow streets that parallel 14th Street to avoid the bottleneck on 14th Street. This scenario is highly likely since public comments had indicated that traffic from 11th Avenue already uses eastbound streets, such as 16th Street to avoid traffic on West 14th Street.

In addition, there is no accident data indicating that the present use as a Local Truck Route is detrimental to public safety and no summonses to suggest it is being used by through trucks; we do not recommend that Greenwich Avenue be eliminated as a Local Truck Route street.

11. 110th Street

The following recommendations are proposed:

- Post “Local Truck Route” signs along Adam Clayton Powell Boulevard and 110th Avenue to the west of the intersection.
- At the intersection of 110th Street and Adam Clayton Powell Boulevard post the following signs:
 - On the northwest corner viewed by southbound traffic “ALL TRUCKS” sign with right-turn arrow.
 - On the southwest corner viewed by eastbound traffic “ALL TRUCKS” sign with left-turn arrow.
 - On the northeast corner viewed by westbound traffic “LOCAL TRUCK ROUTE” sign with through and right turn arrows.

12. Adam Clayton Powell Jr. Boulevard

Removing Adam Clayton Powell Jr. Boulevard as a truck route street would require substituting another street to replace it. Malcolm X Boulevard is a possible substitute; however, it would only provide East River Bridge access to the area south of 145th Street. This shortcoming could be addressed by retaining Adam Clayton Powell Jr. Boulevard as a Local Truck Route between 145th and 155th Streets. Unfortunately, this solution only transfers the trucks from one street over to another.

An alternative is to close the street as Local Truck Route during the 10 PM to 6 AM period. During these hours trucks would be directed to use Broadway to 145th Street or 155th Street to the bridges.

13. 180th Street, 181st Street, Cabrini Boulevard and Fort Washington Avenue

The following measures are proposed to address the community's concerns:

- Post new "LOCAL TRUCK ROUTE" sign with straight arrow and a "NO RIGHT TURN for trucks EXCEPT LOCAL DELIVERIES" sign on the eastbound approach of the intersection of 181st Street and Cabrini Boulevard.
- Retime the traffic signal at the intersection of Fort Washington Avenue and 181st Street to provide more green time eastbound during weekday peak hours.
- Work with the Port Authority to address the routing of oversized vehicles.

14. West 14th, 15th and 16th Streets

It is recommended the Department update all relevant intersections and approaches on West 14th Street to meet current sign standards.

In addition, the following measures are proposed for these corridors:

- Post oversized "NO TRUCKS EXCEPT LOCAL DELIVERIES" sign on the NE and SE corners at the intersection of 8th Avenue and W. 16th Street.
- Retime the traffic signal at the intersection of 11th Avenue and West 14th Street to provide more green time for the left turn movement on the southbound approach.
- Post wayfinding signs directing trucks to W. 14th Street and investigate the removal of older signs and/or regulations. Refurbish signage in the Meatpacking district.
- Post "LOCAL TRUCK ROUTE" signs in both directions along W. 14th Street.

15. West 24th Street

Trucks use West 24th Street, like West 15th Street, as a bypass to avoid traffic congestion at the designated cross-town Local Truck Route street, which in this case is West 23rd Street. Negative signs are already posted at 9th Avenue and West 24th Street. The following measures are proposed:

- Retime the traffic signal at the intersection of West Street and West 23rd Street to provide more green time for the left turn movement on the southbound approach.
- Post wayfinding signs directing trucks to W. 23rd Street.
- Post "LOCAL TRUCK ROUTE" signs in both directions along W. 23rd Street.
- Conduct enforcement campaigns to break truckers of the habit of traveling eastbound on W. 24th Street.
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16. West 43rd Street to 46th Street

The following measures are proposed:

- Work with the NYPD to strictly enforce the curbside regulations.
- Work with local businesses and trucking companies to make deliveries before 7 AM on weekdays; develop a pilot program for a smaller area within Midtown.
- Provide educational materials to the trucking and business community on the truck route regulations and truck route maps.
- Continued investigation for intersection improvements on local arterials to improve overall movements of traffic, as well as facilitating truck access to the Lincoln Tunnel and commercial/industrial facilities in the area.

17. West Midtown Manhattan (United Postal Service/ Federal Express)

Recommendations for the FedEx and UPS truck generator sites were made to help reduce the amount of truck traffic on non-designated truck routes by installing truck route designation signs at each major intersection along the designated truck routes. Each approach to every intersection should have two truck route designation signs, one before the intersection and one beyond the intersection. The signs should also identify whether the designated street is a Local Truck Route or Through Truck Route. The signs should also be clearly visible to all motorists.

The designation of an off-peak hour truck route, or routes, to help alleviate truck congestion on West 42nd Street is recommended.

- Re-examine truck restriction zones and Local Truck Route network. There are truck restriction zones with no designated truck routes in areas where there are significant truck generator sites. Evaluate possible truck route designations on roadways with minimal impacts to residential land uses
- Post new “Local Truck Route” signs on designated routes to educate truck drivers.
- Provide businesses in the area with truck information packages as described in *Technical Memorandum 4*.