

New York City Truck Route Management
and Community Impact Reduction Study

Implementation Update Report

March 2007



New York City
Department of Transportation
Iris Weinshall, Commissioner



Edwards
AND **Kelcey**

The logo for the consulting firm Edwards and Kelcey. It features the name "Edwards" in a bold, italicized font above the word "AND" in a smaller font, which is above the name "Kelcey" in a bold, italicized font. A horizontal line is positioned between "Edwards" and "AND".

IMPLEMENTATION UPDATE REPORT

Truck Route Management and Community Impact Reduction Study

Concurrent with the completion of the *Truck Route Management and Community Impact Reduction Study*, the New York City Department of Transportation has begun to implement many of the recommendations put forth in the study. These measures aim to improve the overall management of the Truck Route Network, initiate steps that will reduce unnecessary and illegal truck traffic in communities and provide a comprehensive update to the policies and regulations that govern truck movement in New York City.

Since the release of the Draft Report in May of 2006, the Department of Transportation has worked to advance several of the primary recommendations put forth by our consultant. This includes initiatives within DOT, as well as partnerships and programs with other city, state and federal agencies and various stakeholders. These short-term implementation measures can be broken down into five distinct categories. They include the:

- Creation of the Office of Freight Mobility
- Development and Deployment of Educational Materials and Improved Public Outreach
- Improvements to Truck Signage
- Enforcement of Truck Routes
- Review and Update of Truck Regulations and Policies

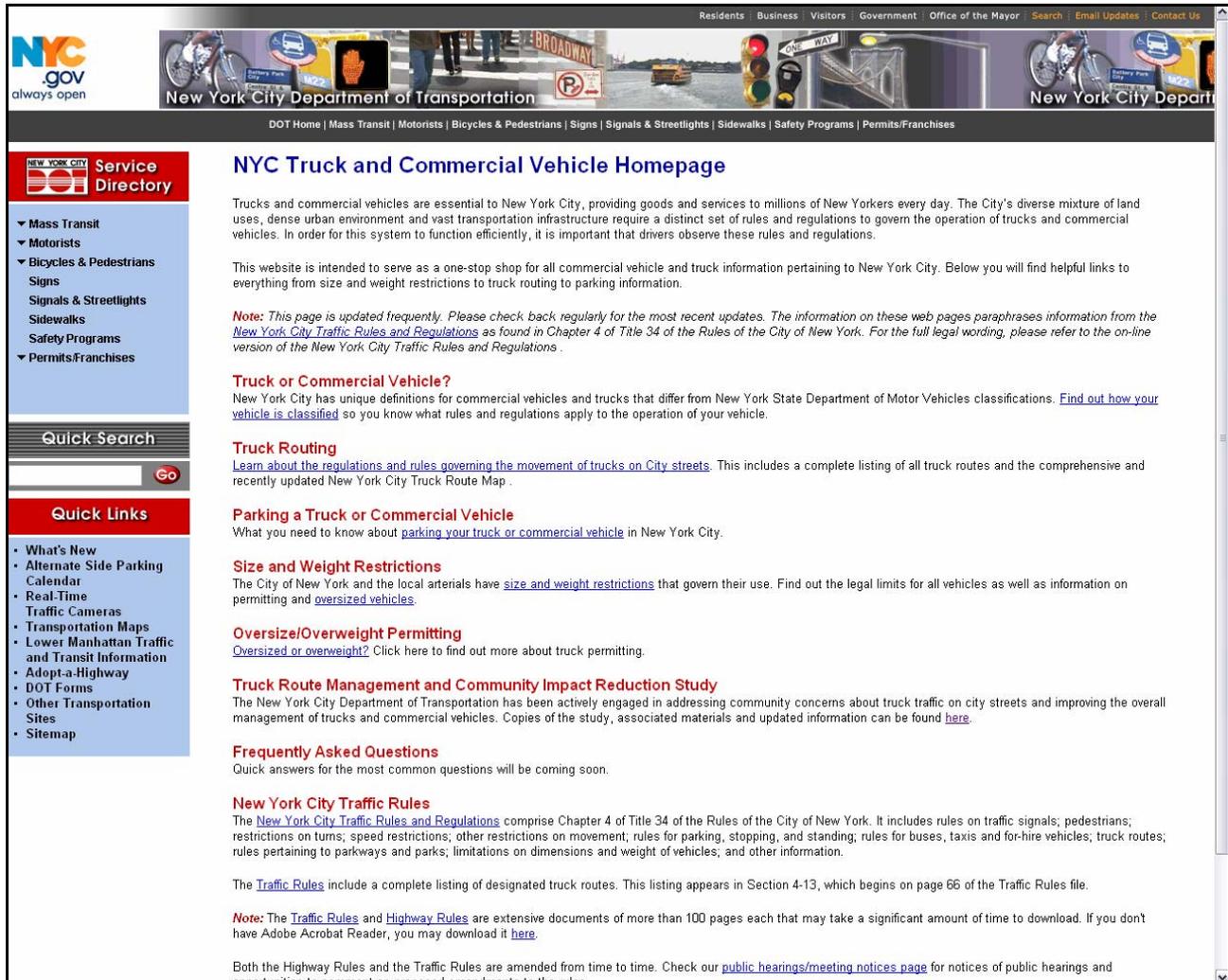
To facilitate the implementation of these short-term initiatives, the Department of Transportation has created the Office of Freight Mobility. This new unit reports to the Assistant Commissioner of Strategic Planning and will:

- Advance recommendations outlined in the Truck Study.
- Act as a single point of contact within the DOT on issues relating to goods movement and freight mobility, for truck operators, businesses and communities.
- Consolidate and improve DOT's functions as they relate to the management of truck traffic and commercial vehicles.
- Coordinate with other city agencies such as the New York City Police Department, the Department of City Planning and the New York City Economic Development Corporation on freight issues.

The following represents a summary of the progress that the Department of Transportation has made within the past year on many of the short-term recommendations outlined in the Truck Study:

Development and Deployment of Educational Materials and Improved Public Outreach

NYCDOT Truck and Commercial Vehicle Website: In February 2007, DOT launched the www.nyc.gov/trucks website. This one-stop information portal provides comprehensive information and resources for trucks and commercial vehicles, and DOT will continue to expand the content available on this website.



Screenshot of new webpage

2007 Citywide Truck Route Map: As part of the Truck Website launch in February 2007, DOT released an electronic on-line version of the City's first comprehensive citywide truck route map. This resource provides detailed routing information for all five boroughs, pertinent regulatory information and contact information for useful truck and commercial vehicle resources. The map is available for free through 311 and can be found on the web at www.nyc.gov/trucks. Printed versions will be available for distribution in mid March.



Portion of the 2007 New York City Truck Route Map

Improvements to 311 and customer service requests regarding truck traffic: In the summer of 2006, DOT worked with the Department of Information Technology and Telecommunications to improve the information available to callers to the 311 system. This initiative included revised content for the Truck Services information available through this service. In addition, a FAQ was developed to improve operator knowledge. In 2007, DOT will be expanding available content and begin to look toward better integration with the New York City Police Department for truck route complaint tracking.

Improved relationships with external partners: In the past year, DOT has forged new relationships with various partners. This includes numerous meetings with community groups, industry associations and elected officials to address truck related issues and concerns. Relationships that have been cultivated include the Teamsters Local Council 16, the John F. Kennedy Airport Cargo industry and the newly created Mayor's Office for Industrial and Manufacturing Businesses. In addition, DOT has been working with map companies such as Hagstrom to include truck route information in their publications.

Truck Signage Improvements

The proposed signage improvements represent one of the most ambitious and important recommendations in the Truck Study. Since 2005, and particularly in the Winter of 2006, DOT considerably increased the installation and replacement of signage citywide.

	Positive	Negative	Total
2005	319	227	546
2006	240	177	417
2007 (First Six Weeks)	149	74	223
Total	708	478	1186

	Queens	Brooklyn	Bronx	Manhattan	Staten Island
2005	132	159	90	35	130
2006	90	127	62	23	115
2007 (First Six Weeks)	39	70	34	20	60
Total	261	356	186	78	305

In February 2007, DOT submitted a request to the Federal Highway Administration for permission to begin deployment of the new recommended truck route sign standards, some of which are depicted below.



Recommended Truck Route signage

Truck Route Enforcement

As part of the short-term recommendations of the Truck Study, the Department of Transportation has been working closely with NYPD to enhance truck route enforcement. As a result:

- Truck route summonses have been incorporated into TrafficStat resulting in a nearly 300% increase in citywide off-route violations from August 2006 to January 2007 (increasing from 860 to 3,419).
- In the fall of 2006, the DOT, in coordination with State Assemblymember Joseph Lentol, began to develop a pilot program for truck weight monitoring (weight-in-motion) and camera enforcement.

In March 2007, the Police Placard Pilot Program will be launched in four precincts citywide (the 43rd in the Bronx, the 90th in Brooklyn, and the 110th and 113th in Queens). This program will provide officers with improved resources to further enhance truck route enforcement.

43rd Precinct

Off Truck Route Violations in the Bronx are enforceable under Section 4-13(f) of the New York City Traffic Rules

Michael R. Bloomberg
Mayor
 Raymond W. Kelly
Police Commissioner
 His Excellency
 John A. DiIorio
Transportation Commissioner

Truck Related Regulations and Violation Codes

Off Truck Route Violations

New York City Truck Routes are designated in Section 4-13 of the New York City Traffic Rules

Queens 4-13(b)
Staten Island 4-13(c)
Manhattan 4-13(d)
Brooklyn 4-13(e)
Bronx 4-13(f)

REMEMBER TO REQUEST A BILL OF LADING DURING EVERY STOP!
IT IS REQUIRED TO PROVE DESTINATION!

Truck Route Definitions

Truck
 For the purpose of these rules, a truck is defined as any vehicle or combination of vehicles designed for the transportation of property, which has either of the following characteristics: two axles, six tires; or three or more axles.

Local Truck Route
 Trucks with an origin or destination for the purpose of delivery, loading or servicing within the respective Borough, shall only operate on designated local routes, except that an operator may operate on a street not designated as a local truck route for the purpose of arriving at his/her destination. This shall be accomplished by leaving a designated truck route at the intersection that is nearest to their destination, proceeding by the most direct route, and then returning to the nearest designated truck route by the most direct route.
 If the operator has additional destinations in the same general area, he/she may proceed by the most direct route to his/her next destination without returning to a designated truck route, provided that the operator's next destination does not require that he/she cross a designated truck route.

Through Truck Route
 Trucks having neither an origin nor a destination within the respective borough shall restrict the operation of such vehicles to those street segments designated as "Through Truck Routes."

Safety and Operational Violations

Section

New York State Vehicle and Traffic Laws

Brake Lights	375(40)(c)
Excessive Smoke	375(28)
Glass (Broken)	375(22)
Headlights	375(2)(a)(1)
Heavy Vehicle Inspection	300(b)
Load Not Properly Secured	377(1)
Minor (Left Side)	375(10-a)
Muffler	375(31)
No Tailgate/Carrying Load	380-a(1)
Plate Light	375(2)(a)(4)
Position of License Plates	402-1(a)
Red Flag for Load Extending 4'	375(27)
Suspended Registration	512
Suspended/Revoked License	511
Tail Light	375(2)(a)(3)
Uncovered Load	380-a(1)
Unregistered Vehicle	401(1)(a)
Windshield/Missing Glass	375(12-a)(a)

New York City Traffic Rules

Backing Into/From a Street	4-07(d)
Dangerous Driving	4-02(c)
Idling Engine over 3 Min.	4-08(p)
No Bill of Lading	4-13(a)(3)
Operating on Parkway	4-14(d)(1)
Vehicle over 55'	4-15(b)(4)
Vehicle over 9' wide	4-15(c)(1)

New York State Tax Law

No NYS HUT Permit	1815(a)(1)(A)(i)
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New York Administrative Code

No NYC MVT Tax Stamp	10-127
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Dimensional Restrictions

Max Width of Veh. incl. load = 8' (86 in)	4-15(b)(1)
Max Height of Veh. incl. load = 13'6"	4-15(b)(2)
Max Length Truck (Single Veh.) = 35'	4-15(b)(3)
Max Length of Trailer = 45'	NYSVTL 385(3)
* 53' trailers are prohibited on NYC Streets	
Total Length (combination) = 55'	4-15(b)(4)
* Except when operating in accordance with the STVA Act of 1992	

TYPICAL TRUCK ROUTE SIGNS

TRUCK ROUTE

EXCEPT LOCAL DELIVERIES

Signage does not need to be posted to enforce Truck Routes

Regulations effective February 12, 2007

The Complete Listing of Truck Route Regulations can be found in the New York City Vehicle and Traffic Rules, Section 4-13

A Police placard for the 43rd Precinct in the Bronx

Policy and Regulatory Changes

In the Winter of 2006/2007, DOT submitted changes to Section 4-13 of the New York City Vehicle and Traffic Rules. These changes were essentially a "housecleaning" of the Traffic Rules, where errant information, dated street names and some definitions were revised, clarified and updated. These changes are anticipated to become effective Spring 2007.

DOT and the City of New York continues to support legislation that would require trucks over 26,000 pounds to be equipped with a convex or "cross-over" mirror when operated in city streets (the same mirrors used on school buses). This bill, which has passed the Assembly the past three years, significantly reduces blind spots in front of their vehicles, effectively reducing the risk of pedestrian injury and death.