New York City Truck Route Management and Community Impact Reduction Study

Technical Memorandum 5
Public Involvement Program

March 2007

New York City
Department of Transportation
Iris Weinshall, Commissioner

Edwards and Kelcey

TECHNICAL MEMORANDUM 5
PUBLIC INVOLVEMENT PROGRAM
March 2007

TABLE OF CONTENTS

I. INTRODUCTION 1
a. Community Advisory Committee 1
b. Technical Advisory Committee 1

II. COMMUNITY SURVEY 4
a. The Survey Process 4
b. The Survey 4
c. General Survey Results by Question 5
d. Borough-Specific Results 8
i) Bronx 8
ii) Brooklyn 10
iii) Manhattan 15
iv) Queens 18
v) Staten Island 22

III. SUMMER 2003 COMMUNITY OUTREACH 25
a. Kickoff Meeting 27
b. Staten Island 33
c. Queens 38
d. Manhattan 46
e. Bronx 50
f. Brooklyn 53

IV. TRUCKING INDUSTRY SURVEY 63

V. BUSINESS SURVEY 65

VI. WINTER 2003-2004 COMMUNITY OUTREACH 66
a. Lower Manhattan 68
b. Bronx 71
c. Bay Ridge Brooklyn 72
d. Staten Island 74
e. Upper Manhattan 75
f. Flushing Queens 76
g. Jamaica Queens 78
h. Maspeth Queens 80
i. Williamsburg Brooklyn 82
j. Prospect Heights Brooklyn 86

VII. SPRING 2006 COMMUNITY OUTREACH 88
a. Staten Island 89
b. Manhattan 95
c. Bronx 100
d. Queens 107
e. Brooklyn 114

VIII. SUMMARY OF PUBLIC COMMENTS FOR DRAFT REPORT VIA LETTER, EMAIL OR WRITTEN TESTIMONY 126

APPENDIX
A. Survey Questionnaire Forms
B. Written Responses to Draft Report

List of Tables

Table 1: Respondents Knowledge of Truck Routes by Borough 8
Table 2: Bronx Respondents by Zip Code and Neighborhood 8
Table 3: Bronx Streets Most Frequently Cited by Respondents 9
Table 4: Brooklyn Respondents by Zip Code and Neighborhood 11
Table 5: Brooklyn Streets Most Frequently Cited by Respondents 12
Table 6: Manhattan Respondents by Zip Code and Neighborhood 15
Table 7: Manhattan Streets Most Frequently Cited by Respondents 16
Table 8: Queens Respondents by Zip Code and Neighborhood 19
Table 9: Queens Streets Most Frequently Cited by Respondents 20
Table 10: Staten Island Respondents by Zip Code and Neighborhood 22
Table 11: Staten Island Streets Most Frequently Cited by Respondents 23

List of Figures

Figure 1: Distribution of Surveys in New York City 5

I. INTRODUCTION

The *Truck Route Management and Community Impact Reduction Study* was begun in the spring of 2003. As a community-based study, public input is crucial to its success. The project team developed the program for public involvement in an effort to reach the widest possible audience of members of the public, the business community, the trucking industry, and public agencies. The public outreach effort, which began in April 2003 with the Community Survey, has included numerous agency (Technical Advisory Committee) and public (Community Advisory Committee) meetings at the city and borough level, publication of a fact sheet, and development of presentation materials including tailored PowerPoint presentations and printed graphics. The project team has also developed revised New York City truck route maps, which have served as a very important tool in educating all interested parties about the network and soliciting input as to how best to improve it. In addition to the community meetings held across the city, the project team was very active in its outreach to private enterprise, including the business community and trucking industry. As these groups are the primary users of the network, their input was critical to the study efforts. Details of this outreach, including results of surveys conducted in 2003, can be found in Chapters IV and V of this document.

a. Community Advisory Committee

The Community Advisory Committee (CAC) is an open committee and membership is universal. Including the Kickoff Meeting held on June 17, 2003, there have been 15 CAC meetings since the study was begun. All public meetings are CAC meetings. Any input received at these meetings has been incorporated into our study database. Meeting notes can be found in Chapters III and VI of this document.

b. Technical Advisory Committee

The Technical Advisory Committee is comprised of local, state, and federal agencies, as well as elected officials. The purpose of the TAC is to advise the study team on issues for which a particular agency is responsible, as well as to provide specific expertise when needed. The TAC will also review final study documents before they are made public. Members of the TAC include representatives from the following agencies:

TAC Member Agencies

- NYC Economic Development Corporation
- NY Metropolitan Transportation Council
- Manhattan Borough President's Office
- Brooklyn Borough President's Office
- Bronx Borough President's Office
- Staten Island Borough President's Office
- Queens Borough President's Office
- NYCDOT Office of Construction Mitigation
- NYS Department of Transportation Region 11
- NYC Department of Sanitation
- NYC Department of Design and Construction
- NYC Department of City Planning
- NYC Police Department
- NYC Fire Department
- NYC Transportation Coordinating Committee
- Port Authority of NY/NJ
- NYC Department of Environmental Protection
- MTA -- NYC Transit
- NYC Department of Consumer Affairs
- NYC Department of Health
- NYC Department of Education
- NYC Office of Emergency Management
- Mayor's Office of Environmental Coordination
- NYC Department of City Planning -- Transportation Division
- NYC Department of City Planning -- Manhattan Office
- NYC Department of City Planning -- Bronx Office
- NYC Department of City Planning -- Staten Island Office
- NYC Department of City Planning -- Brooklyn Office
- NYC Department of City Planning -- Queens Office
- Metropolitan Transportation Authority

In addition to the full TAC meetings, the project team has held several meetings with individual agencies to discuss specific issues pertaining to those agencies. Meetings were held with the following agencies:

- **NYC Department of City Planning and NYC Department of Sanitation.** The project team met with these agencies to discuss land use issues as they relate to waste hauling concerns expressed by several communities in the city. The issue of waste hauler routing was also discussed.

- **Port Authority of New York and New Jersey and NYC Economic Development Corporation.** Several meetings have been held with the Port Authority as well as NYCEDC to discuss truck route issues as they relate to JFK Airport access.

- **New York City Police Department.** Numerous meetings have been held with NYPD and the project team to discuss enforcement issues. Enforcement has been one of the most

common concerns cited by communities, and the team has been working closely to address these issues and develop recommendations for improving enforcement efforts.

II. Community Survey

a. The Survey Process

The New York City Truck Route Management and Community Impact Reduction Study survey was developed by the project team as a means to acquire crucial public input for the community outreach portion of the study. As a community-driven study, the survey was seen as the "kick off" to the first round of public participation activities, and would be the basis for the Summer 2003 public meetings. The survey was comprised of 13 questions and several general comments prompts. Opportunities were provided for respondents to recommend additions to the study mailing list, as well as make additional comments of a general nature.

The survey was sent to approximately 750 addresses from a mailing list developed from NYMTC's outreach program and provided by NYCDOT. The list included elected officials, community boards, and civic associations. Parties receiving the survey by mail were encouraged to copy and distribute the survey to their constituents or interested individuals. In addition to the general mailing, the survey was posted on New York City NYCDOT's website. Interested parties were able to fill out the survey and submit it electronically to NYCDOT. The surveys were then forwarded electronically by NYCDOT to Edwards and Kelcey, where they were entered into a Microsoft Access database. Surveys received by postal mail were sent directly to Edwards and Kelcey and were also added to the Access database.

The survey deadline was originally set for April 28 but was extended twice in response to community concerns that the deadline did not allow sufficient time for interested parties to submit their responses. Several transportation advocacy groups contacted the study team and requested this deadline extension. The project team felt that an extension was warranted, given the high level of public interest in the survey, and the study goal of including as much community input as possible. The final deadline was June 2, 2003. By the survey deadline, 619 surveys had been received.

b. The Survey

The survey questions were developed to gather a street level understanding of specific problems and areas of concern. A copy of the Community Survey is provided in the Appendix. The first piece of information requested on the survey was the respondent's zip code. This information proved very useful in tracking and sorting survey results and easily identifying neighborhoods that were areas of concern. Respondents were then asked to list the streets in their community that were most frequently used by trucks, what types of truck they most often saw, and what time of day the truck traffic was perceived to be the heaviest.

The next series of questions were "Yes/No" format with a prompt for additional information. The questions covered the presence of truck route signs on streets where truck traffic was witnessed, whether truck traffic contributed to dangerous pedestrian conditions, and dangerous conditions for other vehicles, air pollution, and noise pollution. Similarly formatted questions addressed adherence to truck routes, double-parking, and truck idling.

As industrial areas are common generators of truck traffic, a question was included in the survey about major distribution facilities or industrial areas as sources of truck traffic. An opportunity was provided for respondents to describe specific areas or facilities. The next

question concerned streets that are physically unable to accommodate truck traffic. Again, space was provided to solicit specific streets seen as a problem.

Respondents were also asked to rank a number of issues relating to truck traffic, including traffic congestion, pedestrian safety, and vehicular safety, enforcement, and air/noise pollution.

The final survey questions addressed respondents' knowledge of truck routes in the city and asked which form of public involvement they would most prefer. The question regarding truck route knowledge offered choices of "Very familiar," "Some knowledge," and "No idea." As a community-based study, it was important that respondents receive study materials and stay informed and involved during the process. Public involvement options included Borough-wide meetings; Neighborhood meetings, E-mail updates, or Postal mail updates. Space was provided for additional forms of public involvement to be written in by the respondent.

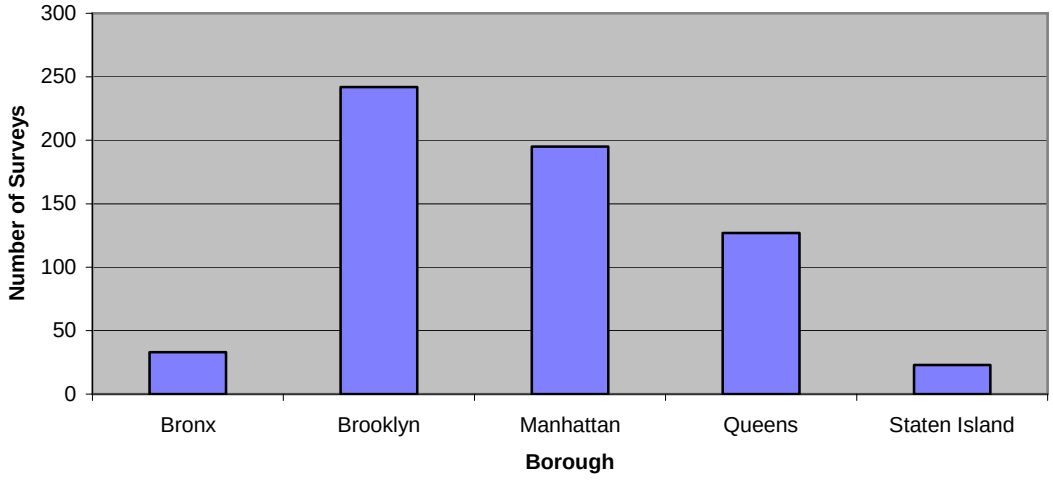
Respondents were given an opportunity at the end of the survey to recommend additional participants in the study, provide contact information, or classify themselves.

c. General Survey Results by Question

Of the 619 surveys received by the project team, several general conclusions can be drawn. In general, the comments and information received on the surveys were very localized. It became very clear early on that residents' concerns are more often than not confined to their own block, or their immediate neighborhood, rather than their borough, or the city as a whole. In addition, the issue of trucks is very often a quality of life concern for residents, with many comments addressing off-route trucks, air quality hazards, and noise.

The most surveys received were from Brooklyn with 250 surveys and a total of 30 participating zip codes. Manhattan followed with at total of 204 survey submissions from 36 zip codes. Surveys from Queens and Staten Island totaled 130 and 35, respectively. The Bronx had the lowest participation rate, with only 28 submissions.

Figure 1: Distribution of Surveys in New York City



The following discussion breaks down the survey results of individual questions.

1. What streets are most frequently used by trucks in your community?

The most frequently cited streets in each borough are broken down in the *Section D, Borough-Specific Results.*

2. What type(s) of trucks are on these streets, e.g., delivery vehicles, tractor-trailers, and sanitation trucks?

There was a wide disparity of answers to this question. In Queens, 16% of respondents felt that they witnessed all three types of trucks (delivery, tractor-trailers, and sanitation) on their neighborhood streets. Manhattan was similarly low at 20%, which may be explained by the number of additional types of trucks respondents listed as having seen in their Manhattan and Queens neighborhoods. 48%, 57% and 78% of respondents in Staten Island, the Bronx, and Brooklyn (respectively) reported seeing all three types of trucks

3. What time(s) of day is truck traffic the heaviest?

Because this question was open-ended (respondents were not given choices), the answers varied widely, with some respondents listing actual ranges of hours, and some using words to describe the time of day. This made it difficult to specifically quantify the responses. However, citywide, there was a majority of respondents that felt that truck traffic was heavy throughout the day, during morning, afternoon, and evening hours. Results are discussed by borough in the following section.

4. Are there truck route signs located along these streets? Yes/No

The majority of respondents stated that there were not truck route signs posted on the streets where they witnessed truck traffic. The percentage of respondents who did not see signage ranged from a high of 76% in Queens to a low of 52% in Staten Island

5. Do you believe that truck traffic contributes to the following:

Dangerous pedestrian conditions?	Yes/No
Dangerous conditions for other vehicles?	Yes/No
Air pollution?	Yes/No
Noise pollution?	Yes/No

Between 80% and 98% of respondents from the Bronx, Brooklyn, Queens and Manhattan feel that truck traffic contributes to dangerous pedestrian conditions, dangerous conditions for other vehicles, air pollution and noise pollution. Only 70% to 78% of the respondents from Staten

Island feel that truck traffic is a source of dangerous pedestrian and vehicular conditions, as well as air and noise pollution.

6. Do you believe that truckers adhere to truck routes in your community? Yes/No

If not, please identify locations where truckers are off-route

Approximately 67% to 79% of residents from Queens, Manhattan, Brooklyn and the Bronx feel that trucks do not adhere to designated truck routes. Only 52% of residents from Staten Island feel that truck routes are not adhered to in their neighborhood.

7. Is truck double-parking a problem along the streets in your community? Yes/No

Where?

8. Is truck idling a problem along the streets in your community? Yes/No Where?

Similarly, 60% to 76% of survey respondents from Queens, Manhattan, Brooklyn and the Bronx feel that truck double-parking is a problem and 52% to 68% feel that truck idling is a problem in their communities. Only 39% of Staten Island residents express concern with truck double-parking and 22% with truck idling.

9. Are any major distribution facilities or industrial areas in your community sources of truck traffic? Yes/No

With the exception of Staten Island, approximately one-half of the survey respondents from the remaining four boroughs feel that major distribution facilities or industrial areas in their communities are a source of truck traffic. Only 35% of residents from Staten Island feel that such facilities contribute to truck traffic in their neighborhood. In general, the survey results indicate truck route, parking regulations, and truck idling are less of a concern in Staten Island in comparison to Queens, Manhattan, Brooklyn and the Bronx.

10. Do you believe that there are streets in your community with heavy truck traffic that are physically unable to accommodate that traffic? Yes/No

Please list specific locations and problems

64 to 79% of respondents from each of the five boroughs indicated that there were streets in their neighborhoods that they felt were physically unable to handle the current level of truck traffic.

12. Are you familiar with NYC's traffic laws regarding truck route policies (check one)?
Very familiar/Some knowledge/No idea

Most of the survey participants from all boroughs are concerned citizens with little knowledge of New York City traffic laws regarding truck route policies. The following table breaks down the responses by borough:

Table 1: Respondents Knowledge of Truck Routes by Borough

Knowledge of truck route policies	Bronx	Brooklyn	Manhattan	Queens	Staten Island
Very Familiar	23%	21%	20%	27%	3%
Some Knowledge	50%	56%	48%	48%	83%
No Idea	27%	23%	32%	25%	14%

13. Which form of public involvement would you most prefer?

Borough-wide meetings/Neighborhood meetings/E-mail updates/Postal mail updates

Other form of public involvement (please list)

The majority of survey respondents from all five boroughs prefer neighborhood meetings to borough wide meetings, e-mail updates or postal mail updates.

d. Borough-Specific Results

i) The Bronx

33 of the 619 surveys received came from the Bronx. Surveys came from a variety of zip codes throughout the borough. Some respondents mentioned more than one zip code on their surveys. The breakdown by zip code for the Bronx is listed in the following table.

Table 2: Bronx Respondents by Zip Code and Neighborhood

Bronx Zip Codes	Neighborhood	Total for Each Zip Code
10474	Hunts Point	7
10462	Pelham Parkway, Parkchester	4
10454, 10465, 10475	Motthaven, Port Morris, Eastchester, Co-op City	3
10464, 10460, 10466, 10467, 10469	City Island, Eastchester, Wakefield, Baychester	2
10451, 10456, 10459, 10461, 10463,10470, 10468, 10471, 10473	Concourse Village, Morris Park, Pelham Bay, South Riverdale, Kingsbridge, Riverdale, Woodlawn, Fordham, University Heights, Castle Hill	1

Respondents were asked to list the streets most frequently used by trucks in their community. In the Bronx, the following streets are of greatest concern to respondents:

Table 3: Bronx Streets Most Frequently Cited by Respondents

Street Name	Neighborhood	Number of Respondents
Lafayette Avenue	Hunts Point	7
Garrison Avenue	Hunts Point	6
Hunts Point Avenue	Hunts Point	6
Bruckner Blvd	Hunts Point, Port Morris	5
Manida Street	Hunts Point	5
Spofford Avenue	Hunts Point	5
Baychester Avenue	Co-op City	3
Gun Hill Road	Norwood	3
White Plains Road	Clason Point	3
Brush Avenue	Schuylerville	3

Respondents of the survey had a variety of concerns, which were provided in the general comment section at the end of the survey. These included lack of enforcement of truck route laws, increased traffic due to trucks, parking of commercial vehicles in residential areas overnight and utility wires being knocked down by trucks.

Respondents were asked what types of trucks they witnessed on the streets in their community. Examples provided in the question included delivery vehicles, tractor-trailers, and sanitation trucks. 57% of respondents in the Bronx feel that all of the types of trucks mentioned were using the streets in their neighborhoods. The rest of the respondents listed various combinations of the three. Local delivery trucks were mentioned specifically, as were UPS trucks. Responses to this question varied widely among the boroughs. Only 16% of Queens respondents felt that all three types of trucks were using their neighborhoods, compared to 78% in Brooklyn. Manhattan and Staten Island were in between, at 16% and 48%, respectively.

When asked what time of day truck traffic was the heaviest, the greatest number of respondents indicates that truck traffic is a concern all day long. The morning rush hour was the second most common response, followed by the afternoon rush hour and late-night hours.

In response to a Yes/No question about different types of truck related impacts, 91% think truck traffic contributes to dangerous pedestrian conditions, 94% of respondents think truck traffic contributes to dangerous conditions for other vehicles, 91% think truck traffic contributes to air pollution and 91% think truck traffic contributes to noise pollution.

Survey respondents were asked to indicate whether or not trucks adhere to truck routes in their community. 79% of respondents in the Bronx indicate that trucks do not adhere to truck routes in their community. When asked about double-parked or idling trucks, 76% said trucks double-park along community streets and 67% said truck idling is a problem along community streets.

Respondents were questioned about major distribution facilities or industrial areas in their community as sources of truck traffic. 58% of Bronx respondents said that major distribution facilities or industrial areas in their community are sources of truck traffic. This was the highest percentage found in the five boroughs. 49% of Brooklyn respondents responded in the affirmative, as did 43% of Queens, 42% of Manhattan, and 35% of Staten Island respondents.

Respondents were asked if they believe that some streets in their community with heavy truck traffic are physically unable to accommodate that traffic. In the Bronx, 67% responded that

there are streets in their community with heavy truck traffic that are physically unable to accommodate that traffic.

Respondents were asked about their familiarity with New York City's traffic laws regarding truck route policies. In the Bronx, 23% say they are very familiar with the laws, 50% have some knowledge and 27% have no idea. Queens was the only borough that had more respondents very familiar with the truck route regulations. For those respondents with some knowledge of truck route policies, the Bronx was in the middle of the five boroughs, with Manhattan and Queens lower at 48% each, and Brooklyn and Staten Island higher at 56% and 83%, respectively. Manhattan was the only borough with a higher percent of respondents who stated that they had no idea about truck route regulations, with 32%.

The next question requested any additional comments respondents wished to make. One survey respondent stated that there should be a tracking capacity for the enforcement of violating vehicles.

One respondent stated that Parker Street should be a designated "NO TRUCK ROUTE." Another respondent noted that traffic enforcement is imperative and proper signage is needed. It was also noted that truck idling is degrading air quality.

Respondents in the survey are of various affiliations. In the Bronx, 14% are community board representatives, 46% are concerned citizens, 4% are elected officials and 36% are representatives of another community organization.

ii) Brooklyn

Of the 619 surveys received, 242 came from Brooklyn, which was the highest response rate of the five boroughs. Surveys came from a variety of zip codes throughout the borough. Some respondents mention more than one zip code on their surveys. The breakdown for Brooklyn is listed in the following table.

Table 4: Brooklyn Respondents by Zip Code and Neighborhood

Brooklyn Zip Codes	Neighborhood	Total for Each Zip Code
11222	Greenpoint	35
11217	Boerum Hill	27
11211	Williamsburg, East Williamsburg	25
11231	Red Hook, Carroll Gardens	22
11201	Downtown Brooklyn, Cobble Hill, Brooklyn Heights, DUMBO, Vinegar Hill, Fulton Ferry	18
11215	Park Slope, Gowanus	16
11218, 11216	Windsor Terrace, Prospect park South, Kensington, Crown Heights, Bedford-Stuyvesant	14
11210, 11238	Flatbush, Prospect Heights	10
11230	Midwood	8
11205	Clinton Hill	7
11229	Homecrest	6
11228, 11214	Dyker Heights, Bensonhurst, Bath Beach	5
11206	East Williamsburg, Bushwick, Clinton Hill	4
11204, 11235	Borough Park, New Utrecht, Sheepshead Bay, Brighton Beach, Manhattan Beach	3
11209, 11219, 11225, 11237, 11213, 11223	Bay Ridge, Borough Park, Lefferts Gardens, Bushwick, Crown Heights, Gravesend, Weeksville	2
11127, 11207, 11221, 11224, 11232, 11234	East New York, New Lots, Bushwick, Bedford-Stuyvesant, Coney Island, Greenwood Heights, Marine Park, East Flatbush, Mill Basin	1

Respondents listed the most frequently mentioned streets of concern in order from highest to lowest. In Brooklyn, the following streets are of greatest concern to respondents:

Table 5: Brooklyn Streets Most Frequently Cited by Respondents

Street Name	Neighborhood	Number of Respondents
4th Avenue	Bay Ridge, Gowanus, Sunset Park, Carroll Gardens	24
Atlantic Avenue	Cobble Hill, Boerum Hill, Prospect Heights, Weeksville, Cypress Hills	22
Metropolitan Avenue	East Williamsburg, Maspeth, Northside	21
Flatbush Avenue	Boerum Hill, Downtown Brooklyn, Prospect Heights, Ditmas park, Flatbush, Flatlands	19
Columbia St	Red Hook	18
Bedford Avenue	Northside, Williamsburg, Clinton Hill, Bedford-Stuyvesant, Crown Heights, Prospect Lefferts Gardens	17
Hicks St	Fulton Ferry, DUMBO, Brooklyn Heights, Cobble Hill	17
Kent Avenue	Northside, Southside, Williamsburg, Greenpoint	17
5th Avenue	Bay Ridge, Gowanus, Sunset Park, Greenwood Heights, Carroll Gardens	15
3rd Avenue	Gowanus, Carroll Gardens, Sunset Park, Bay Ridge, Greenwood Heights	14

Brooklyn respondents had a variety of concerns. These included lack of enforcement of truck route laws, vibrations from trucks moving on streets at high speeds are having a negative impact on nearby buildings, air/noise pollution from engine idling, trucks taking shortcuts through residential neighborhoods, trucks causing damage to roadways and the double-parking of trucks.

Respondents were asked what types of trucks they witnessed on the streets in their community. Examples provided in the question included delivery vehicles, tractor-trailers, and sanitation trucks. 78% of respondents in Brooklyn answered that all three types of trucks, as well as additional trucks in many cases, were present in their communities. Tour buses, oil delivery trucks, concrete trucks, trucks carrying construction materials, tow trucks. Sanitation trucks were mentioned on many surveys, both Department of Sanitation vehicles, as well as private haulers and “dumpster” trucks. Brooklyn had the highest number of respondents that believed all three types of trucks were using their neighborhood streets. This is significantly higher than the responses received from Queens and Manhattan, where 16% and 20% (respectively) felt that this was the case.

When asked what time of day truck traffic was the heaviest, the greatest number of respondents indicated that truck traffic was a concern all day long. The morning rush hour was the second most common response, followed by the afternoon rush hour and late-night hours.

Of the 242 respondents in Brooklyn, 89% think truck traffic contributes to dangerous pedestrian conditions, 88% of respondents think truck traffic contributes to dangerous conditions for other

vehicles, 98% think truck traffic contributes to air pollution and 97% think truck traffic contributes to noise pollution.

Survey respondents were asked to indicate whether or not trucks adhere to truck routes in their community. 78% of respondents in Brooklyn indicate that trucks do not adhere to truck routes in their community. When asked about double-parked or idling trucks, 60% said trucks double-park along community streets and 56% said truck idling is a problem along community streets.

Respondents were questioned about major distribution facilities or industrial areas in their community as sources of truck traffic. 49% of Brooklyn respondents said that major distribution facilities or industrial areas in their community are sources of truck traffic. Only the Bronx had a higher percentage of Yes responses, with 58%.

Respondents were asked if they believe that some streets in their community with heavy truck traffic are physically unable to accommodate that traffic. In Brooklyn, 79% responded that there are streets in their community with heavy truck traffic that are physically unable to accommodate that traffic. Brooklyn had the highest percentage of respondents who answered this question in the affirmative. The lowest was Queens at 64%. The small spread between the highest and lowest percentage indicates that a majority of respondents in every borough of the city feels that this is an issue.

Respondents were asked about their familiarity with New York City's traffic laws regarding truck route policies. In Brooklyn, 21% say they are very familiar with the laws, 56% have some knowledge and 23% have no idea.

The next question requested any additional comments respondents wished to make. Bridge tolls and crossings were referenced several times in the Brooklyn truck route survey responses. Several individuals state that the one-way tolls on the Verrazano Bridge worsened traffic conditions. A toll should be established on the eastbound Verrazano to minimize truck traffic currently taking advantage of the free eastbound crossing. One respondent states that Manhattan bound trucks routinely detour through downtown Brooklyn to avoid tolls at the Battery Tunnel and the Bayonne Bridge, and that this loophole should be eliminated.

A resident of Brooklyn states that the size of trucks conducting local deliveries should be restricted. Signs that say "No Trucks Except Local Deliveries" are frequently ignored especially at Flatbush and Ocean Avenues along Dorchester. Signs stating "Not A Truck Route" and "No Honking" were recommended to deter truck traffic from using non-designated truck routes.

Many respondents state that trucks often use side streets that are not wide enough or structurally capable of accommodating truck traffic. To prevent damage to local streets, truck routes should be enforced on a continual basis for long-term results. In fact, one respondent noted, truck traffic on Franklin Avenue has decreased noticeably in the past few months as a result of better enforcement and truck route signs.

In addition to enforcement of truck routes, truck parking is noted as a significant problem. Parking enforcement is necessary, as trucks block driveways and double-park.

Safety concerns were highlighted by several respondents who noted that several school crossings and senior centers in the borough are impacted by trucks, and that something needs to be done to protect children and the elderly from truck traffic. The elementary and high schools on Bedford Avenue are noted to be of specific concern.

Several residents point out that commercial truck traffic is not the only source of concern. Sanitation trucks run from midnight to the early morning in residential neighborhoods and subject residents to excessive nighttime noise. Buses were noted to be using local streets not designated for truck traffic. Residents recommend that redundant bus stop locations be adjusted to alleviate bus idling, especially at East New York and Troy Avenues and at Brooklyn and Montgomery. Transfer station truck traffic is also a concern. One Brooklyn respondent states that the local environmental group for Williamsburg/Greenpoint Brooklyn prepared a survey on transfer station truck traffic.

Several respondents state that the city should adopt air and noise emissions standards for trucks. To improve air quality, truck idling should be restricted and truck deliveries should be limited to certain hours of the day, and if possible, deliveries should permitted for limited days to stagger truck traffic. Trucks that make noise between 10PM and 10AM should be ticketed. Another resident stated that truck brakes need to be properly maintained because they make too much noise.

Several residents state that notice of the truck route survey should be provided to interested community organizations, not just the community board. They recommend that the NYCDOT reach out through the news media and local press. One resident states that the NYCDOT should have joint meetings with neighborhood associations.

One resident states that truck travel in general is not a problem as long as trucks remain on designated routes. Problems with truck traffic occur when they detour onto local side streets.

The following streets and intersections are noted to be a special concern by survey respondents:

- North Henry Street is a school crossing street and speed bumps should be installed to control speeding trucks.
- The 3rd Street Bridge has too much truck traffic.
- Cropsey Avenue between 14th and 18th Avenues is not a designated truck route, but has continual truck traffic. Enforcement is necessary.
- 9th Street between 7th and 8th Avenues is residential and is near three schools. Trucks should not be using this part of 9th Avenue.
- Atlantic Avenue truck traffic is not properly enforced.
- Dean Street has too much truck traffic. Specifically, truck traffic should be limited on Dean Street between Smith and Flatbush Avenues. Trucks use this street to avoid Atlantic Avenue traffic, which is unfair to local residents.
- Kent Avenue approaching Greenpoint Avenue has truck backups. The trucks try to avoid traffic by making a right onto Cayler Street.
- Truck traffic does not comply with the stop signs on Henry and Herbert Streets.
- Avenue P has hazardous truck traffic.
- On several occasions trucks have collided with the Brighton Lane subway overpass located between East 15th and East 16th Streets. The clearance is inadequate.
- Dorchester Road is used as a short cut to trucks and other commercial vehicles.

Specific complaints to other agencies included:

- Several complaints have been made to the 70th Police Precinct in Brooklyn about abuse of 6-wheeled trucks unlawfully using residential streets.

- Some feel that the local community boards have not represented citizen concerns regarding truck traffic and would like the opportunity to become more involved.

Respondents in the survey are of various affiliations. In Brooklyn, 8% are community board representatives, 68% are concerned citizens, 2% are elected officials, 2% are "other," and 20% are representatives of another community organization.

iii) Manhattan

195 of the 619 surveys received came from Manhattan. Surveys came from a variety of zip codes throughout the borough. Some respondents mention more than one zip code on their surveys. The breakdown for Manhattan is listed in the following table.

Table 6: Manhattan Respondents by Zip Code and Neighborhood

Manhattan Zip Codes	Neighborhood	Total for Each Zip Code
10011	Chelsea, Gramercy Park	52
10033	Washington Heights	19
10025	Manhattan Valley	12
10036	Midtown west/Times Square	11
10013	Tribeca, Soho	10
10014, 10040	West Village, Greenwich Village	8
10027	Morningside Heights, Harlem	7
10002, 10003, 10010, 10012, 10019, 10023, 10021	Lower East Side, Chinatown, Union Square, Gramercy, Soho, Clinton, Lenox Hill, Upper East Side, Lincoln Square	5
10024, 10032	Upper West Side, Washington Heights	4
10001, 10018, 10022, 10128, 10009	Midtown South, Times Square, Midtown, Turtle Bay, Yorkville, East Village	3
10030, 10034, 10035, 10028, 10029	Harlem, Hamilton Heights, Inwood, East Harlem, Yorkville, Spanish Harlem	2
10007, 10016, 10017, 10044, 10026, 10031, 10037, 10123, 11021	Tribeca, Kips Bay, Murray Hill, Hamilton Heights, Manhattanville, Harlem, Civic Center	1

Respondents listed the most frequently mentioned streets of concern in order from highest to lowest. In Manhattan, the following streets are of greatest concern to respondents:

Table 7: Manhattan Streets Most Frequently Cited by Respondents

Street Name	Neighborhood	Number of Respondents
Broadway	Financial District, Civic Center, Soho, Noho, Union Square, Gramercy, Times Square, Upper West side, Manhattan Valley, Morningside Heights, Hamilton Heights	42
West 24th Street	Chelsea	30
Amsterdam Avenue	Upper West Side, Manhattan Valley, Morningside Heights, Manhattanville, Washington Heights	25
181st Street	Fort George	17
West 23rd Street	Chelsea	16
Fort Washington Avenue	Washington Heights	15
9thAvenue	Clinton, Midtown south, Chelsea	13
Houston Street	West Village, Soho, Noho, Lower East Side, East Village	13
Canal Street	Soho, Tribeca, Chinatown	11
10th Avenue	Chelsea, Midtown South, Clinton	10

Respondents of the survey had a variety of concerns. These included lack of enforcement of truck route laws, vibrations from trucks moving on streets at high speeds are having a negative impact on nearby buildings, air/noise pollution from engine idling, trucks taking shortcuts through residential neighborhoods, trucks causing damage to roadways, damage to parked vehicles, pedestrians put in harm's way and the double-parking of trucks.

Respondents were asked what types of trucks they witnessed on the streets in their community, such as delivery vehicles, tractor-trailers, and sanitation trucks. Examples given by Manhattan residents included buses, movie vehicles, private and city sanitation vehicles and 18-wheelers. Also noted by respondents were moving trucks, fuel trucks, construction trucks, tour buses, mail trucks, private carting trucks, fire trucks, food delivery trucks and shuttle buses. Of these respondents, 20% felt that all types of trucks mentioned use streets in their neighborhood. The remaining respondents listed various combinations of the three. Specific trucks mentioned were those bearing the following names: NYC Department of Sanitation, UPS, Federal Express, NYC Transit, NY Waterway, MTA, and US Post Office. At 20%, Manhattan had the second lowest response rate for those who believed that all three types of trucks were using their neighborhood streets. Manhattan respondents also listed the widest variety of other types of vehicles that were witnessed, so this may explain the low percentage of responses for "all three types." Clearly there are a multitude of different types of trucks traveling through Manhattan on any given day. The findings for Queens were similarly low, yet the variety of additional types of trucks cited was also high.

When asked what time of day truck traffic was the heaviest, the greatest number of respondents indicates that truck traffic was a concern all day long. The morning rush hour was the second most common response, followed by the afternoon rush hour and late-night hours.

Of the 195 respondents in Manhattan, 88% think truck traffic contributes to dangerous pedestrian conditions, 84% of respondents think truck traffic contributes to dangerous conditions

for other vehicles, 97% think truck traffic contributes to air pollution and 96% think truck traffic contributes to noise pollution.

Survey respondents were asked to indicate whether or not trucks adhere to truck routes in their community. 67% of respondents in Manhattan indicate that trucks do not adhere to truck routes in their community. When asked about double-parked or idling trucks, 74% say trucks double-park along community streets and 68% said truck idling is a problem along community streets.

Respondents were questioned about major distribution facilities or industrial areas in their community as sources of truck traffic. 42% of Manhattan respondents say that major distribution facilities or industrial areas in their community are sources of truck traffic. Manhattan responses fell near the middle of the five borough respondents. Brooklyn and the Bronx were higher, with 49% and 58%, respectively. Queens has 43%, and 35% of Staten Island respondents answered similarly.

Respondents were asked if they believe that some streets in their community with heavy truck traffic are physically unable to accommodate that traffic. In Manhattan, 69% believe that there are streets in their community with heavy truck traffic that are physically unable to accommodate that traffic. A majority of respondents all five boroughs felt that certain streets were inadequate for the traffic currently using them.

Respondents were asked about their familiarity with New York City's traffic laws regarding truck route policies. In Manhattan, 20% say they are very familiar with the laws, 48% have some knowledge and 32% have no idea.

The next question requested any additional comments respondents wished to make. Several Manhattan residents state that truck traffic on local streets causes buildings to shake and that truck traffic in general contributes to noise and air pollution. Police need to enforce rules against excessive horn blowing, double parking, idling and truck routes. The police need to focus more on truck traffic than double-parking.

It was noted that tour and charter buses drive too fast and pose a danger to pedestrians, illegally park, idle and hence, contribute to air and noise pollution. Specific areas mentioned for bus idling are near the entrance to Fort Tryon Park (Margaret Corbin Circle), inside the park, and near the Cloisters. An Inwood resident claims that the neighborhood is continually jammed with lost buses, large trucks and livery cars.

To minimize problems with commercial truck traffic, one respondent suggested that neighborhood businesses be informed of delivery rules, and delivery schedules between businesses should be coordinated.

Several survey respondents express concern with bridge tolls and traffic. One resident notes that the one-way toll on the Verrazano Bridge contributes to congestion on Varick Street between Houston and Canal. Tolls should be collected eastbound to deter truck traffic. This was also mentioned by a Brooklyn respondent as causing increased truck traffic on the Gownaus Expressway and on Brooklyn streets. Another Manhattan resident stated that trucks on the George Washington Bridge and the Cross Bronx Expressway contribute to air pollution and accidents. Truck use needs to be limited along that corridor.

One individual supports the proposed rail freight connection from New Jersey to Brooklyn under New York Harbor, as it will significantly reduce truck traffic and improve traffic conditions.

Another respondent states that not allowing trucks through the Holland Tunnel since September 11, 2001 has greatly reduced congestion.

The following streets and intersections were noted to be a special concern by survey respondents:

- Walker Street in Chinatown is a narrow residential street that cannot accommodate truck traffic and the noise associated with truck traffic, specifically near the corner of Walker Street and Broadway.
- Too many trucks are using Walker Street to avoid Canal Street.
- Trucks go too fast on Cabrini Boulevard.
- East 24th Street between Lexington Avenue and 3rd Avenue should be designated as an "Alternate Truck Route" so trucks can avoid bottleneck at East 23rd Street. Truck bottlenecking also occurs where Lexington Avenue ends at East 21st (residential street) as trucks try to make a right turn.
- West 24th Street has become an alternate truck route to West 23rd Street for traffic coming from the West Side Highway, which is not appropriate for a residential street. It was noted that the cause of excessive truck traffic is because a sign on 11th Avenue directs southbound traffic onto West 24th Street, heading east.
- The sign restricting truck traffic from turning onto West 24th Street (Block 400) from 10th Avenue needs to be updated to include commercial traffic. This commercial traffic is generated by the new traffic patterns, which direct traffic from 11th Avenue and the West Side Highway.
- A change of traffic direction should be implemented to prevent trucks from coming off the highway and using West 16th instead of West 14th Street.
- 46th Street along restaurant row is subject to extreme truck traffic. Double sided parking should not be allowed on the weekends along 46th Street because it further exacerbates the truck congestion.

Respondents in the survey are of various affiliations. In Manhattan, 10% are community board representatives, 72% are concerned citizens, 1% is elected officials, 1% is "other," and 16% are representatives of another community organization.

iv) Queens

Of the 619 surveys received, 127 came from Queens. Surveys came from a variety of zip codes throughout the borough. Some respondents mention more than one zip code on their surveys. The breakdown for Queens is listed in the following table.

Table 8: Queens Respondents by Zip Code and Neighborhood

Queens Zip Codes	Neighborhood	Total for Each Zip Code
11354, 11367	Linden Hill, Flushing, College Point, Kew Gardens Hills	9
11355, 11373	Queensboro Hill, Flushing, Murray Hill, Elmhurst	7
11357, 11377	Beechhurst, Whitestone, Woodside	6
11379, 11385, 11426, 11428, 11378	Middle Village, Glendale, Ridgewood, Bellerose, Floral Park, Queens Village, Maspeth, West Maspeth	5
11358, 11363, 11413, 11427	Auburndale, Douglas Manor, Douglaston, Laurelton, Hollis Hill	4
11104, 11362, 11415	Sunnyside, Little Neck, Kew Gardens	3
11004, 11105, 11106, 11360, 11364, 11369, 11370, 11374, 11375, 11412, 11421, 11423	Glen Oaks, Bay Terrace, Oakland Gardens, East Elmhurst, Jackson Heights, Forest Hills, Forest Hills Gardens, Saint Albans, Hollis, Holliswood, Woodhaven	2
11101, 11103, 11321, 11361, 11365, 11366, 11372, 11414, 11420, 11422, 11435, 12979	Long island City, Queensbridge, Sunnyside, Hunters Point, Astoria, Bayside, Fresh Meadows, Hillcrest, Jackson Heights, Howard Beach, Lindenwood, South Ozone Park, Rosedale, Jamaica, Briarwood	1

Respondents listed the most frequently mentioned streets of concern in order from highest to lowest. In Queens, the following streets are of greatest concern to respondents:

Table 9: Queens Street Most Frequently Cited by Respondents

Street Name	Neighborhood	Number of Respondents
Northern Boulevard	Dutch Kills, Jackson Heights, Woodside, Flushing, Murray Hill, Auburndale, Douglaston, Little Neck	14
Main Street	Flushing, Queensboro Hill, Kew Gardens Hills, Briarwood	13
Queens Boulevard	Sunnyside, Elmhurst, Rego Park, Forest Hills, Briarwood, Kew Gardens	12
Union Turnpike	Kew Gardens, Forest Hills, Hillcrest, Jamaica Estates, Hollis Hill	11
Hillside Avenue	Kew Gardens, Briarwood, Jamaica, Jamaica Hills, Hollis, Bellerose, Floral Park	10
Roosevelt Avenue	Sunnyside, Woodside, Jackson Heights, Flushing	8
Jamaica Avenue	Broadway Junction, Cypress Hills, Wood Haven, Richmond Hill, Jamaica, Hollis, Queens Village	8
Little Neck Parkway	Little Neck, Glen Oaks, Floral Park	7
80th Street	Jackson Heights	7
College Point Boulevard	College Point	6

Respondents of the survey have a variety of concerns. These include lack of enforcement of truck route laws, vibrations from trucks moving on streets at high speeds are having a negative impact on nearby buildings, air/noise pollution from engine idling, trucks taking shortcuts through residential neighborhoods, trucks causing damage to roadways, damage to parked vehicles, pedestrians put in harm's way, parking of commercial vehicles in residential areas and the double-parking of trucks.

Respondents were asked what types of trucks they witnessed on the streets in their community, such as delivery vehicles, tractor-trailers, and sanitation trucks. Examples given by Queens residents included delivery, tractor trailers, dump trucks, mail trucks, UPS trucks, private carting trucks, sanitation trucks, oversized commercial vans, franchise and city buses, school buses, panel trucks, large six-wheelers, milk trucks, "dollar" vans from Chinatown, utility and fuel trucks, sewer and cesspool cleaning trucks and large produce trucks. 16% of the respondents felt that all of the types of trucks mentioned were using streets in their neighborhood. The remaining respondents listed various combinations of the three. Specific trucks mentioned specifically were trucks bearing the following names: UPS, Galasso and Canada Dry. Similarly to Manhattan, Queens had a very low percentage of respondents who felt that all three types of trucks listed were seen using their neighborhood streets, and a large number of different types of vehicles in addition to the three examples were cited.

When asked what time of day truck traffic was the heaviest, the greatest number of respondents indicated that truck traffic was a concern all day long. The morning rush hour was the second most common response, followed by the afternoon rush hour and late-night hours.

Of the 127 respondents in Queens, 88% think truck traffic contributes to dangerous pedestrian conditions, 89% of respondents think truck traffic contributes to dangerous conditions for other vehicles, 91% think truck traffic contributes to air pollution and 91% think truck traffic contributes to noise pollution.

Survey respondents were asked to indicate whether or not trucks adhere to truck routes in their community. 74% of respondents in Queens indicate that trucks do not adhere to truck routes in their community. When asked about double-parked or idling trucks, 61% say trucks double-park along community streets and 52% said truck idling is a problem along community streets.

Respondents were questioned about major distribution facilities or industrial areas in their community as sources of truck traffic. 43% of Queens respondents feel that major distribution facilities or industrial areas in their community are sources of truck traffic. 35% of Staten Island and 43% of Queens respondents answered yes, as did 49% of Brooklyn and 58% of Bronx respondents.

Respondents were asked if they believe that some streets in their community with heavy truck traffic are physically unable to accommodate that traffic. In Queens, 64% believe that there are streets in their community with heavy truck traffic that are physically unable to accommodate that traffic. Compared to other boroughs, Queens had the lowest percentage of respondents who answered similarly. Brooklyn was the highest at 76%.

Respondents were asked about their familiarity with New York City's traffic laws regarding truck route policies. In Queens, 27% say they are very familiar with the laws, 48% have some knowledge and 25% have no idea.

The next question requested any additional comments respondents wished to make. Several respondents recommend the installation of "No Truck Traffic" (negative) signs to deter truck traffic. It was also recommended that the city list fines for failure to comply with truck route designations on road signs and also allow residents to post signs where necessary. Reflective pavement markers and interior illuminated street signs were recommended to control truck traffic.

Several residents of Queens recommend the strict enforcement of truck traffic regulations. Police should remain stationed at problem locations for long periods of time to enforce truck regulations. Continued enforcement would make violating companies realize that they can't afford to flout the law.

Many respondents express concern with truck traffic in Maspeth. One resident states that there is a high concentration of elderly residents, which are in danger of speeding trucks. Another resident states that shoppers avoid the area due to truck traffic using the area as a through route to the Long Island Expressway. Grand Avenue, a commercial strip in Maspeth, is overwhelmed with large trucks and excessive commercial traffic. Another area of concern is Jackson Heights, a densely populated residential area with pedestrians that are at risk from heavy truck traffic.

A problem intersection is at 249th Street and Northern Boulevard where trucks make U-turns constantly throughout the day. Overweight truck signs are recommended along residential areas of Hillside Avenue. Truck traffic tends to use residential streets when Metropolitan Avenue is too congested.

One individual expresses concern that the NYCDOT is not involving the entire community in the truck route study. Another respondent recommends that the NYCDOT involve the community boards and the Borough Presidents Task Force.

Respondents in the survey are of various affiliations. In Queens, 20% are community board representatives, 54% are concerned citizens, 2% are elected officials, 2% are "other," and 20% are representatives of another community organization.

v) Staten Island

23 of the 619 surveys received came from Staten Island. Surveys came from a variety of zip codes throughout the borough. Some respondents mention more than one zip code on their surveys. The breakdown for Staten Island is listed in the following table.

Table 10: Staten Island Respondents by Zip Code and Neighborhood

Staten Island Zip Codes	Neighborhood	Total for Each Zip Code
10305, 10308, 10310, 10312	Old Town, South Beach, Grasmere, Great Kills, Eltingville, Arden Heights, Huguenot, West Brighton, Livingston	4
10303,10307, 10314	Howland Hook, Port Ivory, Arlington, Old Place, Mariners harbor, Tottenville Beach, Travis, Willowbrook, Westerleigh	3
10301, 10304, 10306	New Brighton, St. George, Sunnyside, Grymes Hill, Concord, Todt Hill, Fox Hills, Clifton, Stapleton, New Dorp	2
10302, 10309, 10311, 10313	Port Richmond, Elm Park, Rossville, Pleasant Plains, Mount Loretto	1

Respondents listed the most frequently mentioned streets of concern in order from highest to lowest. In Staten Island, the following streets are of greatest concern to respondents:

Table 11: Staten Island Streets Most Frequently Cited by Respondents

Street Name	Neighborhood	Number of Respondents
Forest Avenue	Old Place, Mariners Harbor, Elm Park, West Brighton	9
Hylan Boulevard	Grasmere, Old Town, New Dorp, Bay Terrace	8
Richmond Avenue	Graniteville, Heartland Village, Eltingville	7
Victory Boulevard	Tompkinsville, Grymes Hill, Sunnyside, Westerleigh	6
Amboy Road	Tottenville, Richmond Valley, Huguenot, Great Kills, New Dorp	5
Richmond Terrace	St. George, Livingston, Port Richmond, Arlington, Port Ivory	4
Richmond Road	Lighthouse Hill, Richmondtown, Concord	4
Clove Road	Sunnyside	4
Bay Street	Tompkinsville, Stapleton, Clifton	2
Castleton Avenue	Ward Hill, Randall Manor, Port Richmond	2

Respondents were asked what types of trucks they witnessed on the streets in their community. Examples provided in the question included delivery vehicles, tractor-trailers, and sanitation trucks. Of the Staten Island residents responding, 48% comment that all three types of trucks used the streets in their communities. Also mentioned were construction equipment and trucks carrying construction debris, and landscaping trucks.

When asked what time of day truck traffic was the heaviest, the greatest number of respondents indicated that truck traffic was a concern all day long. The morning rush hour was the second most common response, followed by the afternoon rush hour.

Of the 23 respondents in Staten Island, 70% think truck traffic contributes to dangerous pedestrian conditions, 74% of respondents think truck traffic contributes to dangerous conditions for other vehicles, 78% think truck traffic contributes to air pollution and 78% think truck traffic contributes to noise pollution.

Survey respondents were asked to indicate whether or not trucks adhere to truck routes in their community. 52% of respondents in Staten Island indicate that trucks do not adhere to truck routes in their community. When asked about double-parked or idling trucks, 39% say trucks double-park along community streets and 22% said truck idling is a problem along community streets. This was by far the lowest percentage for all three questions in the five boroughs. Regarding trucks off route, the range on the other four boroughs was 67% (Manhattan) to 79% (Bronx). Brooklyn and Queens reported 78% and 74% (respectively) of trucks off-route. Staten Island had the lowest percentage of respondents who witnessed double parking and idling. Compared to Staten Island's 39%, all of the other boroughs ranged from 60%-76%. Similar results were seen with truck idling, as the other four boroughs ranged from 52% to 68%, compared to 22% in Staten Island. Clearly, the more suburban nature of Staten Island is the reason for these numbers. There is just more room for trucks to park.

Respondents were questioned about major distribution facilities or industrial areas in their community as sources of truck traffic. 35% of Staten Island respondents say that major distribution facilities or industrial areas in their community are sources of truck traffic. Staten Island had the lowest percentage of the five boroughs that thought distribution facilities were an issue for truck traffic. Bronx had the highest percentage, at 58%.

Respondents were asked if they believe that there are streets in their community with heavy truck traffic that are physically unable to accommodate that traffic. In Staten Island, 65% of respondents believe that there are streets in their community with heavy truck traffic that are physically unable to accommodate that traffic. The five boroughs were relatively close in the percentage of respondents who believed certain streets were physically inadequate. In comparison, 64% of Queens respondents, 69% of Manhattan respondents, 67% of Bronx respondents, and 79% of Brooklyn respondents answered the same way.

Respondents were asked about their familiarity with New York City's traffic laws regarding truck route policies. In Staten Island, 3% say they are very familiar with the laws, 15 respondents or 83% have some knowledge and three respondents or 14% have no idea.

The next question requested any additional comments respondents wished to make. One respondent recommended that truck routes be designated as State Highways. This would result in state truck route numbers appearing on all road maps, making the appropriate routes easy to identify.

It was recommended that New York City explore alternative means to deliver goods to the city, such as via rail or barge. Congestion pricing for trucks is recommended to reduce congestion, improve roadway conditions and improve air quality. It is recommended by one respondent that increased penalties be issued for truck drivers that do not observe truck route designations.

One respondent recommends a traffic light at Ellis Street and Arthur Kill Road. It was also noted that truck enforcement is needed at school crossings.

Respondents in the survey are of various affiliations. In Staten Island, 6% are community board representatives, 39% are concerned citizens, 17% are elected officials, 6% are "other," and 33% are representatives of another community organization.

III. Summer 2003 Community Outreach

The project team conducted extensive public outreach activities during summer 2003. The goals of this outreach were to inform the public about the study progress and the results of the community survey, as well as to gather additional public input about truck route issues. The outreach was "kicked off" in June 2003 at City College in Manhattan, and subsequent meetings were held in each of the five boroughs during the month of July 2003. The meetings were very educational for the public as well as the project team, which was able to hear first hand how New York City's neighborhoods feel about trucks. Attendance at the outreach meetings varied, with a high of 79 attendees in Brooklyn, and a low of 21 in the Bronx. In general, meeting attendees were very willing to give their input no matter what size the crowd, so the project team was able to accumulate a good deal of data even if the attendance numbers were not particularly high for every meeting.

The meetings followed the same general format. A PowerPoint presentation was prepared for each borough. An overview of the study was given, including goals, the reasons for conducting the study, and tasks making up the study. Next, citywide and borough specific survey results were presented. Several areas of concern raised by the surveys were also highlighted for each borough, with an explanation of each problem and possible reasons why it was occurring. After the formal presentation, the project team invited comments from the community.

40 people attended the kickoff meeting on June 17, 2003 at City College, including residents of Manhattan, Brooklyn, the Bronx and Queens. Major concerns highlighted at the meeting included the importance of police enforcement, and requests for police participation throughout the study. Enforcement is an issue that has been presented to the study team throughout the study, from day one. Attendees also expressed concern about how the truck route study would be coordinated with other transportation planning studies currently underway by other agencies. There were many questions about the study process, including the amount and methods of public outreach, and timeline for recommendations. Attendees suggested that regional issues as well as local issues be considered during the study. Many attendees at the kickoff, and every other meeting, expressed desires for negative signage, something that will be addressed in Task 4 of this study. Another issue brought up at the kickoff concerned rail freight in the region, and the need to increase the percentage of freight that moves by rail. This is a big issue for the city and the region, and directly relates to the number of trucks on the city's roadways.

The Staten Island Community Meeting was held on July 8, 2003 at the Staten Island Borough Hall. There were 31 attendees. Major issues of residents included requests for negative signage, which was a common theme of the summer outreach. Attendees also expressed concern with trucks taking shortcuts during the frequent backups on the Staten Island Expressway. Enforcement was discussed at the State Island meeting, and several representatives from the NYPD were present to answer questions and take comments from attendees. Another common theme that was raised concerned streets that have become "de facto" trucks routes, by virtue of the number of trucks using them. This issue was raised in every borough.

The Queens Community Meeting was held on July 9, 2003 at the Queens Borough Hall. There were 61 attendees. Issues discussed included the Maspeth "bypass," presented by CB 5. This plan, which was developed a number of years ago in an effort to remove trucks from a residential corridor. Under the bypass plan, trucks would get off the LIE at Maurice Avenue to 58th Street to Rust Street. Attendees also expressed concern with trucks using Grand Avenue instead of the LIE to travel to Brooklyn. Residents of southeast Queens raised

the issue of the Illegal use of South Conduit Avenue by trucks, as well as other streets in the neighborhood and in southeast Queens in general. Negative signage was discussed at the Queens meeting. The perception of many residents of the city is that a negative sign ("No Trucks") needs to be present in order for the truck routes to be enforced. Trucks bypassing Northern Boulevard was also raised as an issue, several attendees noted that trucks are using 32nd Avenue illegally.

The Manhattan Community Meeting was held on July 10, 2003 at the Chinese Consolidated Benevolent Association (CCBA). 23 people attended the meeting. Major concerns included the following:

- Public access to presentation materials and survey statistics
- Local trucks on Broome Street cause dangerous conditions, local truck route ends at the Holland Tunnel
- New federal transportation legislation and what New York is doing to ensure that it gets its fair share of funding
- Recommended that study be placed on Community Board agendas, so CB's have to discuss it and members will be made aware of meetings
- Restrictions should be placed on size of trucks

The Bronx Community Meeting was held on July 14, 2003 at Bronx Lebanon Hospital. There were 21 attendees. Major issues brought forth by residents included:

- New truck route proposal for Hunts Point area
- Air pollution and asthma concerns in the Bronx
- Residents offered to partner with the police to assist them in their enforcement efforts
- Suggestion that truck routes be numbered to make it easier for truck drivers to navigate the city
- Enforcement of pollution controls, measurement of mobile source emissions

The Brooklyn Community Meeting was Held on July 15, 2003 at the Brooklyn Borough Hall. There were 79 attendees. Residents expressed a number of concerns, including the following:

- Trucks on Prospect Park Southwest, used as a truck route
- Dean St used as a truck route
- Signage is required so police can enforce truck route policies
- More trees are needed, streets should be designed for pedestrians, this will slow down trucks, discourage them from using residential streets
- Caton Avenue- no one can sleep, 24-hour problem

Meeting minutes and sign in sheets are attached. Any information turned in on an index card is also contained as part of the attendee list.

a. Kickoff Meeting

The study Kickoff meeting was held on **June 17, 2003 at the City College of New York**, in Steinman Hall, from 6:00 – 8:30 PM. David Woloch opened the meeting. He said trucks play an integral role in transporting goods in New York City. This study will look at how truck routes can be better managed. The impacts trucks have on neighborhoods can be minimized with better signage, improved enforcement and better communication. The New York City Department of Transportation (NYCDOT) has hired Edwards and Kelcey, Inc. to be the consultant on this study.

Nancy Wright, Project Manager, NYCDOT, mentioned that the truck route study is a community driven study and is a 12-month program.

David Stein, Project Manager, NYCDOT discussed the study purpose, study goals, study process and study coordination.

Cheryl D'Alessio and John Pavlovich of Edwards and Kelcey, Inc. (E&K) discussed the community survey results.

Open Forum

John Kaehny of Transportation Alternatives commended NYCDOT and E&K for doing study. He asked about borough working groups.

- CAC membership is universal
- Consistent police enforcement is important
- Hopes PD will staff meetings
- Wants public to attend TAC meetings but not participate
- Study findings should be placed on the Web

John Culpepper, President of Lower Washington Heights Neighborhood Association

- Presentation is distorted
- For ten years we asked to remove buses from 179th St because of idling
- People have not opened windows in 15 years due to noise and fumes
- This study is nothing new
- Has book of comments and records depicting his record on this matter

---

Christina Hemphill of New York City Environmental Justice Alliance

- How will CAC be involved in making final recommendations?
- How will NYCDOT bring back information from technical analysis?
- How will analysis of industrial areas be done?

Response: all comments will be considered from all meeting. Anything that generates high truck activity will be looked at along with insufficient truck routes and education of drivers.

Elba Vasquez from Dean St. Block Association, Brooklyn

- Scared of 12-month horizon for study results, it is too long

- Wants to know where residents can get immediate relief
- Frustration from 18-wheelers knocking meters down

Response: bring problems to local police and health departments

---

Ms. Vasquez stated that they have already gone to police and have done all they can. This is a transportation problem.

Response: for immediate concerns call 311

Douglas Best of Grant Ave. Association, Bronx
- Foundations shaking on Grant Ave.
- Cracks in housing structures
- Need immediate fix, reroute trucks away from Grant Ave
- Signs are gone

Jeff Zupan from Regional Plan Association
- Agencies should not be captive of process
- Some things can't wait → provide reaction for the people
- Have an early action plan
- These issues should be brought to the attention of the right people in government
- Regional issues as well
- Pricing of trucks

Walter Mosley, office of NYS Assemblyman C. Norman, Jr. of Brooklyn
- Will precincts look into enforcement and keep it ongoing?

Response: police resources are stretched

Bob Cassara of Bay Ridge Community Council
- Illegal movement of trucks, lack of signage, ambiguous signs
- Lack of enforcement, lack of knowledge of truck routes by everyone. Need more community outreach, not many people have been informed of this study; newspaper advertising
- Gowanus Expressway study should be included with this one

Response: survey was widely distributed and this is a work in progress

---

Judith Sackoff of Dean St. Block Association
- Where are representatives from NYCDOT, what is their level of commitment?

- Enforcement is needed, which needs funds
- Add funds to pay for enforcement

Kate Slevin of Tri-State Transportation Campaign
- Asked if NYCDOT was going to be opening Belt Parkway and other parkways to trucks

---

Response: NYCDOT is considering the concept of opening GCP to trucks

---

Ms. Slevin replied that more enforcement was needed

Ann Randall of Linden Blvd. Neighborhood Improvement Association
- Linden Blvd is a local truck route
- What happens when truck route is a residential street?
- Neighbors predate truck routes
- 4000-6000 trucks a day
- Cracks in walls of buildings
- Trucks go into neighbors' yards
- Linden Blvd is all-residential
- Concerned about HAZMATS from JFK airport
- Potholes, trucks go through them and bounce, setting off car alarms
- Illness, repertory problems

Noah Budnick of North Bedford-Stuyvesant Neighborhood Brooklyn
- Police don't seem interested in enforcement
- Need to prevent trucks from going down street
- Truckers should have truck route maps
- This meeting is too far away
- Insufficient truck routes is big concern and there is fear for the lives of pedestrians

---

Norman Levine of Sanitation Coalition
- Local routes have frequent asthma occurrences. Is attention being paid to buses or only trucks?
- Called 311 and NYCDOT and got no response
- NYCDOT has arrogant approach, should be more responsive
- Participation i.e. pay for ads in the paper to announce meetings
- One-way fares on V-N Bridge causes truck impacts in Brooklyn
- Use truck enforcement vans more

Ken Diamondstone of CB2 - Traffic & Transportation in Brooklyn
- Enforcement requires police presence or it is doomed
- Enforcement is a basic key
- Public involvement is crucial
- Regional issues should be considered

Anthony Bareleras from Transportation Alternatives
- Interdisciplinary approach needed for study
- Other factors need to be considered
- This study is elementary
- Get number of complaints and number of tickets issued on trucks from police

---

Timothy W. Logan of New York City Environmental Justice Alliance
- TAC not involving experts and is not broad enough
- Outreach needs to be better; press release needs to be in newspapers
- Level of respect of people at this meeting has varied
- Concerned that study will not really be community driven
- Downtown Brooklyn is not a central meeting location

Rick Muller from Manhattan Borough President's Office
- Virginia Fields says citizens need more input
- Traffic calming is crucial
- Outreach should be done through community boards
- Meetings should be in central locations, based on subway access
- Police and high-ranking officials need to be at meetings

Bob Simons of City Island Civic Association
- No rating on bridge for weight
- Trucks come down bridge at 1 AM
- Enforcement needed
- Garbage trucks make noise, when can private haulers pick up garbage?
- Need ratings and sign for bridge
- Condos are prefabricated, placed on wide trailers

Beth Lieberman of CB1 in Brooklyn
- Says 1% population growth in Brooklyn is incorrect
- What is relationship with City Planning?

Ann Randall of Linden Blvd. Neighborhood Improvement Association (second time)
- Repertory issues are a concern
- There are thousands of trucks overnight
- Brooklyn map is incorrect; Linden Blvd and Linden Ave are different

---

Rebecca White from O.U.T.R.A.G.E.
- Overwhelming truck traffic
- Need more Brooklyn meetings
- On Metropolitan Ave, trucks are loud
- Shortcuts taken on Kingsland Ave

- Problems: idling, no enforcement, cracking foundations, concern for pedestrian safety
- 16 Solid waste transfer station

Police Officer Dwayne L. Palmer of NYPD Office of Deputy Commissioner for Community Affairs
- All 76 precinct commanders required to hold community meetings
- Issues will be taken into consideration

Marcella Williams of Linden Blvd. Neighborhood Improvement Assoc., Brooklyn
- When truck routes are closed, what are the alternate routes?

Denise Connors of Columbia Street Waterfront District Red Hook
- Why are signs changed? (Wording on signs) Truck route sign does not say “local” or “thru”
- Address IKEA issue, any impact study being done?

Brett Cave from State Senator Kevin Parker’s office
- What is procedure for getting signage for truck routes and non-truck routes?

Response: city frowns on negative signage, city is doing sign inventory now

---

Mr. Cave asked how long the process would take

Unidentified speaker
- Illegal parking by police at precincts

Manifred Jones of 581-645 MacDonough St Block Assoc., Inc. Brooklyn
- Police department needs to be involved
- In Queens, there are no truck traffic signs, has taken pictures

---

- Unidentified resident
- More truck traffic in the future
- NYCDOT rail/freight issue needs to be addressed
- Enforcement, tickets/fines need to be in the $1,000’s for repeat truck route offenders
- What about the freight tunnel?

Bob Cassara from Bay Ridge Community Council, Brooklyn (second time)
- Bills in state legislature that provide fines for truckers. It has passes senate and is going to Assembly
- City council resolution supports this legislation

Wrap up/Key issues of meeting

- Police involvement
- Community outreach
- Work in progress
- Public meetings → can't satisfy everyone
- Concerns are localized
- Encourage use of public comment forms
- CB's have good mechanism to spread word

b. Staten Island Meeting

The Staten Island Truck Route Study Public Outreach Meeting was held on **July 8, 2003 at Staten Island Borough Hall**, from 6:00-8:30 PM. The meeting was well attended by residents, community organizations, the New York City Police Department, and representatives from elected officials. The project team reviewed the project scope, presented the findings of the Community Survey, and facilitated an open discussion with attendees. Deputy Commissioner David Woloch and Project Manager David Stein facilitated these discussions, along with representatives from the consulting firm, Edwards and Kelcey, Inc.

The primary topics of discussion included:

- **Signage**. Implementation and effectiveness of negative signage was discussed.
- **Land Use.** Of all five boroughs, Staten Island has experienced the most dramatic growth and land use patterns have changed considerably over time. Additionally, current routing system was established over 20 years ago, at a time when development patterns and goods movement were different. Additionally, Staten Island has become more and more developed with residential communities.
- **Condition of Staten Island roadways and infrastructure.** Many streets are in poor repair and have potholes or other street defects. This exacerbates noise and problems associated with truck traffic
- **Issues of enforcement.**
- **Localized problem and complaint areas.**

The agency responded to these issues and comments received below as follows:

- In response to community concerns about the placement of negative truck signage, Commissioner Woloch responded that NYCDOT has a policy against negative signage. The percentage of roads designated as truck routes in New York City is minimal, and to put signs at every intersection would be ineffective. Requests for negative signage are studied and installed if warrants are met for installation.

- Development has played a key role in traffic patterns on Staten Island. There has been more development on Staten Island than any other borough. This has resulted in increased traffic and changing land use patterns.

- The Department is working very closely with the NYPD to improve enforcement efforts citywide. Representatives from NYPD spoke to individuals in attendance about what efforts they are using to address the problem. NYCDOT emphasized that NYPD is responsible for enforcement, and urged residents to continue to work with their local precincts to highlight problem areas.

- Commissioner Woloch and David Stein both emphasized that signage is major component of this study. Positive signage and information to truckers is key to better management of the truck route system and to curb illegal truck traffic in residential communities. A sign program will be a major part of the consultants recommendations.

- Local areas of complaint were noted and added to the project team database. Areas where there were street defects will be looked at, and roadway conditions on truck routes will be looked at as part of the study.

Public Comments

Joe Valenti - West Brighton LDC, Staten Island Taxpayers Association, Inc., W.H.O.A.
- Concerned about Lambert and Fulton Street
- Trucks taking shortcuts
- Mentioned no signs, and asked where can truck route signs be placed

---

Beryl Thurman - North Shore Waterfront Conservancy
- Claimed residents did not know about the survey

Dee Vandenberg - Staten Island Taxpayers Association, Inc.
- Asked why only 23 surveys came from Staten Island
- Asked why were residents not informed

Joe Grannello - Clove Lake Civic Association
- Staten Island Expressway backs up and trucks go on local roads in violation of the law
- Police should be stationed at bottom of Verrazano-Narrows Bridge
- Narrows Road North is where problems begin
- Put up big signs so trucks stay on truck routes

Michael Arvanite - Councilman Michael McMahon
- Constant traffic on narrow roads
- Semis crawl on Staten Island Expressway
- Trucks take to local streets, residential streets, causing damage, pollution
- Place “No Trucks” signs
- Victory Blvd is an appropriate truck route
- Arthur Kill Lift Bridge will be a helpful improvement
- Trucks have no regard for residents
- Children are put in danger
- Bill proposed to fine trucks for violating truck route
- Trucks inflict damage on property, streets, etc
- Enforcement is key

John Garbarino - 12 Hodges Pl
- Lives on residential local street
- Because of mini-mall and stores, trucks turn down this resident’s street since it is the only one-way street that can be a shortcut
- Stated that a sign is needed that says “No Truck”

Elena Garbarino - 12 Hodges Pl
- Counts at least 10 trucks a day on Hodges Pl
- Trucks have trouble turning around

Beryl Thurman - North Shore Waterfront Conservancy
- Stated that Truck Route Study map is incorrect
- Did report for Commissioner
- All kinds of trucks and buses on local streets
- Streets, yards sinking
- "No Truck" signs are needed

Joe Valenti - West Brighton LDC, Staten Island Taxpayers Association, Inc., W.H.O.A.
- Will be requesting signs at every meeting possible
- Wants signs put up and then police enforcement

Dee Vandenberg - Staten Island Taxpayers Association, Inc.
- There is negative signage on Armstrong Avenue and it's working

---

David Woloch – NYCDOT (Response)
- NYCDOT has policy against negative signage
- Very few streets in the City are truck routes

Dee Vandenberg - Staten Island Taxpayers Association, Inc.
- Place signs only where needed
- Negative Signage is not needed on every single street
- Expressed frustration
- Asked if there substructure under roadbeds of truck routes
- NYCDOT can't keep up with road repairs

Joe Valenti - West Brighton LDC, Staten Island Taxpayers Association, Inc., W.H.O.A.
- Roads are not made for heavy trucks
- Trucks damage parked vehicles
- Proper enforcement is not there
- Request more police on Staten Island
- Stated that residents can't fight without the right tools and that signs are needed

---

Michael Gilsenaw, Sr. - Charleston Civic Association
- Road infrastructure can't handle commercial traffic
- It is important to address this issue faster than the 12-month study provides

---

Russ Goodwin - Sunnyside Civic Association
- Windsor Road is alternate for Staten Island Expressway
- 2-lane road not meant for trucks
- S-turn is a blind turn
- NYCDOT made this an alternate
- Asked if there are plans to correct this issue. It has been this way for 30 years

---

Sgt. John Peruffo – NYPD, Division of Community Affairs

- Commercial Driver License holders should have to sign that they know where all truck routes are in the city

---

Dennis Dell'Angelo - Staten Island Taxpayers Association, Inc.

- Bloomingdale Road is 80 feet wide to Amboy Road
- Some streets are 20 feet wide
- Streets are not wide
- Trucks, buses chewing up curbing
- Need street improvements, signage on the South Shore
- Supermarket has trucks going on local streets
- Need signage like “no parking” signs so trucks can get through
- No sidewalks in the area.

Joe Valenti - West Brighton LDC, Staten Island Taxpayers Association, Inc., W.H.O.A.

- At malls, trucks are going on local street to get to loading docks

---

Dee Vandenberg - Staten Island Taxpayers Association, Inc.

- City Planning is a problem agency

Pat Bean - Clove Lakes Civic Association

- Roads backed up with school buses
- Something has to be done to stop vehicles from going on local roads

---

David Woloch– NYCDOT (Response)

- Truck routes put in place 25 years ago
- There has been more development on Staten Island than any other borough

---

Joe Valenti - West Brighton LDC, Staten Island Taxpayers Association, Inc., W.H.O.A.

- Can’t have trucks come through where cars are parked

Robert Koeth - Clove Road Civic East

- Trucks use Clove Road instead of Narrows Road
- This road has developed into a “truck route”
- Five years ago Clove Road won a contest for worst road on Staten Island
- NYCDOT is not doing a good job
- There are gulleys in street that prevent ambulances from going through
- NYCDOT needs to fix street
- Houses shake
- Keep trucks where they belong
- Asked why are there not any signs?

Dee Vandenberg - Staten Island Taxpayers Association, Inc.

- Trucks going off-route
- Pave Richmond Terrace, potholes are atrocious on this road
- Fix road now and maybe trucks will stay on truck route

Unidentified speaker

- Bloomingdale Road needs rehab

c. Queens Meeting

The Queens Truck Route Study Public Outreach Meeting was held on **July 9, 2003, at Queens Borough Hall** from 6:00-8:30 PM. This meeting was well attended by various community organizations, community boards, concerned residents, and elected officials. The project team presented their findings from the Community Survey conducted prior to the public meetings, as well as provided an overview of the project scope and truck routing issues. After the presentation, the floor was opened to attendees to discuss their issues with the project team. Deputy Commissioner David Woloch and Project Manager David Stein from the Department of Transportation facilitated the discussion, along with Cheryl D'Alessio and John Pavlovich of the consultant team, Edwards and Kelcey, Inc. Representatives from the New York Police Department and local Queens police commands spoke with attendees and shared their response to enforcing illegal truck traffic, provided contact information and shared information on Operation BEST (Boot Enforcement Summons Trucks).

The primary topics of discussion included:

- **Quality of Life Concerns.** Many of the speakers spoke of the negative impacts of trucks in their areas, most notably through residential communities. Noise, air pollution, and trucks straying into residential areas were the most pressing concerns, and many of the issues were localized into distinct geographical areas (i.e. around JFK Airport and Maspeth).
- **Signage.** Several of the individuals in attendance addressed the issue of signage and their effectiveness. The issues of both positive and negative signage were discussed in terms of their usage and requirements for being posted. Many of the attendees felt that negative signage was important and should be looked into.
- **Environmental Concerns.** Several residents spoke of the environmental concerns relating to high volumes of truck traffic. Several residents spoke of the effects of Sanitation Transfer Stations and the truck activity and fumes associated with these facilities. Also noxious fumes and diesel emissions in residential areas were addressed.
- **Truck Routes**. Many attendees discussed both legal Truck Routes and illegal truck routes. With the large number of air freight trucks in the vicinity of Southeastern Queens, several residents spoke about the number of trucks on existing truck routes as well as the illegal routes that many of the trucks have been following. Also, several residents from communities spoke of the negative effects of routes through their neighborhoods, and several spoke of alternative routing to mitigate the negative effects.
- **Land Use.** The entire city has changed dramatically in the past twenty-five years since the last comprehensive truck route study was completed. Land uses and goods movement have changed in New York City, and commercial and industrial areas have shifted. Many discussed these changes in the context of the truck route system, as it currently exists today.
- **Enforcement.** Attendees asked for more enforcement and were advised of the current enforcement structure and resources available.

Throughout the meeting, the project team responded to public comments and issues raised during the meeting. These are summarized below:

- Many comments revolved around JFK Airport and the surrounding industrial uses associated with the airport. Given the high volumes of trucks accessing this area, the Department will be looking at the facility and area closely. In reality, JFK Airport is a transportation node for the entire region, with trucks from throughout the five boroughs and beyond accessing its services and businesses.

- Representatives of the Maspeth community presented the "Maspeth Bypass" as a mechanism to move truck traffic from a predominately residential corridor onto another corridor to mitigate the negative impacts of truck traffic. The Department has met with representatives in the past regarding this proposal, and will look at the feasibility of this proposal as part of the Truck Route Study. Representatives from NYCDOT highlighted that these are the type of creative solutions they are looking for to mitigate the negative impacts of trucks.

- Project team members highlighted that the community survey only captured a small portion of the borough. However, the project team is aware of additional "Hot Spots" throughout the borough, and encourages residents, community groups and elected officials to continue to work with the Department in identifying these areas.

- Many attendees spoke of environmental and health concerns. The Department responded that they are working very closely with public health agencies in looking at environmental factors associated with trucks. In addition, the Department is working with the Sanitation Department to look at the issues pertaining to garbage trucks and waste haulage.

- The Department is committed to increased enforcement efforts, as is the NYPD. Officers in attendance highlighted their efforts to address truck traffic in their local patrol areas, and shared them with the project team and will continue to support these programs. The Department and NYPD urged concerned residents to work with their local precincts to identify problem areas so they can know where problems exist.

Public Comments

M. Zero – Maspeth Chamber of Commerce
- Oversized tractor trailers and sanitation trucks using Grand Avenue are a major problem
- Trucks spew liquids and release odors
- Vibrations problems caused by trucks
- Chamber of Commerce has done a study
- Maspeth is a walking community with senior citizens

Tony Nunziato – Community Board 5
- The truck problem creates quality of life issues
- Presented a map illustrating a proposed "Bypass Route" for trucks (Get off LIE at Maurice Avenue to 58th Street to Rust Street)
- All streets in proposed "Bypass Route" would need to be widened to accommodate trucks
- Truck routes in area of Grand Avenue were created prior to the construction of the LIE (major problem)
- Trucks use the shortest route, rather than following designated truck routes
- There are 6,000 trucks per day on Grand Avenue
- Diesel fuel emissions from trucks contributes to air pollution problem (spew diesel emissions)
- Diesel fuel emissions is a larger problem than the cigarette smoke issue the City is concerned with
- Waste trucks from Long Island come off LIE and use Grand Avenue to get to Brooklyn
- Trucks present a problem to the schools along Grand Avenue (spewing asthma causing pollutants and are too loud for students to hear teachers)

- Grand Avenue is a designated truck route south of LIE
- Trucks try to avoid traffic on the LIE
- Put truck trips on rail (long term solution)
- On December 26, 2001 the Community Board voted unanimously to have truck routes changed

---

J.C. Gadsden – Community Board 13

- Zip code 11434 is missing from the presentation
- Lives in SE Queens (South Springfield Gardens)
- Has been fighting for 30 years for a South Shore Study
- Eight streets have been blocked off
- South of 147th Avenue is zoned Commercial
- The air freight industry in zoned M1 and causes there to be 1000's of trucks in the area daily
- 15 years ago land use separation so that trucks cannot pass through the area
- The former Borough President told him that "truck drivers don't believe in signs"
- Trucks begin running at 5:00 AM and drive all day long
- Sign at 175th Street and Farmers Boulevard says "No thru commercial traffic"
- Verizon trucks go down South Conduit Avenue to 175th Street to Farmers Boulevard and back to get to/from the Verizon facility
- 100-200 trucks per day for the Verizon facility
- These trucks shouldn't be using these streets
- Something needs to be done for the people
- Tired of listening to the trucks
- NYCDOT needs to look into the area near South Conduit Avenue and Rockaway Boulevard (illegal trucks are using these streets)
- People must be put before industry
- There are more local trucks in the area from air freight than ever before

---

Jeff Diggs – Works for Councilman Leroy Comrie

- Others can speak more directly and personally to issues

Nick Pennachio – Community Board 4

- Queens is the stepchild of Long Island and Manhattan
- Everyone uses the streets to go to airports
- Parking on service roads of Queens Boulevard prevents buses from stopping
- Some buses use the express lanes to avoid double parked trucks
- Truck traffic on 57th Street 24 hours a day
- Van Horn Street, Seabury Street and 56th Avenue are used as truck routes
- He writes letters to the papers and no one listens
- Trucks are killing Queens

Richard Hellenbrecht – Community Board 13

- Truck traffic in eastern Queens is a problem and it is getting worse
- More and more trucks are going to the airport
- Not enough roads to the airport
- Truck traffic is almost unbearable

- Roads are in terrible condition as a result of the trucks
- Trucks knock down wires and tree limbs
- In the north, truck traffic is a problem in mostly residential areas
- He supports increased enforcement and more stringent regulations
- Mark non-truck routes as "No Truck Route"
- NYCDOT refuses to use negative signage
- Community Boards should be involved because they know the communities
- Strengthen penalties on drivers and businesses (especially those that break the rules knowingly)

Gerard Talamo

- 59th Drive resident (between Rust Street and 60th Street)
- 500-1000 trucks per day use 59th Drive
- Trucks go through the traffic light at the intersection of Rust Street and 60th (use as a stop sign) – unsafe for people trying to cross
- Put a stop sign at this intersection
- Diesel fumes/pollution issues caused by trucks
- 59th Drive from Fresh Pond Road to 60th Street is a one way; then it becomes two way from 60th Street to Rust Street (This is where most of the problems are) – Should be a one way the entire stretch
- Government says diesel doesn't cause cancer, but everyone knows it does
- People want to get involved, but they are fed up
- Studies waste money and don't always work
- The recommendations of this study need to be implemented
- Police enforcement 24 hours per day would be cheaper than studies
- The presence of police officers in these areas would fix the problems
- Signs do nothing

Joseph Zakrzewski – Community Board 5

- Resident of 59th Place in Maspeth
- 53 foot tractor trailers, coach buses and gas trucks are the problem
- There are 500+ trucks per day
- On 59th Drive, trucks are not supposed to be on the bridge at Andrews Avenue

---

Tyler Cassell – Community Board 7 and Northern Flushing Civic Association

- Problems north of Northern Boulevard
- The land uses in this area are residential and the trucks should not be using these streets
- 32nd Avenue (just north of Northern Boulevard) has become a major truck route to bayside – this is a problem
- 32nd Avenue is used as a bypass of Northern Boulevard to provide easy access to Bayside
- Trucks damage trees
- Noise begins at 5:00 AM
- Air pollution caused by the trucks
- Trucks run the red traffic signals and stop signs
- Cars are damaged
- The streets are not wide enough for the trucks
- Trucks are a problem for the parks and religious uses in the area

- Negative signs should be used
- Has been told negative signs are not used
- NYCDOT says it is a police issue and the police say it is a NYCDOT issue
- All types of trucks, including 18 wheelers are on 32nd Avenue (shouldn't be there)
- 32nd Street is not wide enough for trucks because there is parking on both sides
- Commercial vehicles park on street (including overnight) on 32nd Avenue
- Trucks are parked in driveways – inspectors should be used at night to ticket trucks parked in driveways

---

William Scarborough – Assemblyman, 29th District

- Illegal truck traffic is a huge problem
- Trucks knock down wires
- Trucks are parked illegally on streets for hours and days
- Hopes study will improve quality of life
- Truck traffic has been an issue since he has been on the community board
- Wants negative signage
- Wants truck task force to enforce no parking in residential areas and truck routes
- Truck task force should be 2 or 3 agencies
- Laws on the books are not enforced
- Should be able to immobilize trucks of repeat/flagrant offenders
- Hopes study will benefit the City and the community
- M1 district next to residences generate truck traffic, causing tremendous problems to the community

---

Marguerite Bowens – Henderson Avenue Civic Association/FCA

- Henderson Avenue curves to 183rd Place
- A park is located at the end of the curve – the truck traffic is very dangerous for kids using the park
- Trucks drive very fast around the curve and should slow down
- Trucks use Farmers Boulevard and Liberty Avenue as a cut through
- The area resembles a racetrack

Gertrude Gonesh – Nassau Street Block Association

- Problems in Southeast Queens
- Problems in the area because residents have nice homes and money
- Trucks re-route to this neighborhood as a result of their financial status
- Problems on Hillside Avenue, Merrick Boulevard and Montauk Street
- Trucks are traveling on Merrick Boulevard
- There are 20 transfer stations located in Southeast Queens
- DEC, DEP, DOS and the Buildings Department never enforce the rules of the transfer stations
- Tractor trailers are half as long as the block
- Four schools and three churches are located on the block
- Truck idling is a problem
- Diesel fuel emissions are a problem
- Odors from the transfer stations are a problem
- Truck drivers threaten people

- Police are unresponsive to resident complaints
- Witnessed a tractor trailer running over a car
- Believes cancers in the area, as well as hers were caused by transfer stations
- No more tractor trailers on Montauk Street

Arnold Gilbert – Kew Gardens Home Owners Association

- The Jewel Avenue exit from the Van Wyck Expressway northbound is a major truck traffic problem area
- Trucks actually exit onto 72nd Avenue rather than Jewel Avenue (don't continue to Jewel Avenue)
- Trucks cause broken sewers and water mains below the street
- Negative signage and arrows leading trucks to Jewel Avenue are needed

---

Zeathea Gordon – Community Board 3

- Ditmars Boulevard in East Elmhurst is a major problem area
- Truck traffic on the road is a problem 24 hours a day
- Believes concerns fall on deaf ears
- Ditmars Boulevard has negative signage, but it is unreadable
- Water main breaks and pothole problems are frequents as a result trucks
- Trucks are a nuisance
- Wants a "No trucks" sing on 94th Street
- Ditmars Boulevard has become a shortcut to LaGuardia Airport
- One traffic light was installed after they were promised two
- Wants negative signage

Murlaina Tindall

- Resident of Corona
- Ditmars Boulevard and Grand Avenue are residential streets
- Stated that Ditmars Boulevard is not on the map
- Wanted to know what it took to get a zip code on the survey
- Trucks should use the bypass, but it is not the shortest route
- There are large trucks on Astoria Boulevard
- Boulevards are being damaged by the trucks
- There are drainage problems
- Need to look into infrastructure technology
- Some routes are like mini expressways
- Residential buildings along Ditmars Boulevard are being damaged by trucks
- Wants to see the paving upgraded
- Maybe the use of smaller trucks would be beneficial
- Taxpayers are the ones who are suffering

Pat Beckles – Community Board 3

- Commerce is getting a better deal along Ditmars Boulevard
- Trying to improve community and work with commerce
- Trucks along Grand Central Parkway bring fumes

- Ditmars Boulevard is congested because trucks are coming off of the Grand Central Parkway
- Windows can't be opened because of the truck fumes
- Trees help filter pollution
- Trucks take up parking spaces and double parking results (Brother Roofing)
- Put a double red light at 34th Street (the street backs up)
- Pollution is huge problem
- Need traffic controls
- Truck traffic causes confusion and traffic
- Daycare center and school children cross road to get to the promenade without proper safety controls in place
- Truck emissions cause chronic illness, such as emphysema
- Nothing has been done about the pollution
- Pollution settles on parked cars

Crystal Ervin - Resident of Southeast Queens

- People in her area were unaware of the survey
- Inundated with trucks
- Tractor trailers are a major issue
- Tractor trailers downshift all day
- Area is zoned incorrectly (R4 next to a M1)
- Transfer station in the area is the producer of much of the truck traffic
- The transfer station is within 100 feet of a residential area and park
- Trucks use roads all hours
- Truck traffic in residential areas and near parks
- Trucks idle and emit diesel fuel
- Trucks are too large
- Liberty Avenue is a major route because it leads directly to the Van Wyck Expressway
- Trucks block bus stops on Liberty Avenue
- There is a 10:1 ratio of tractor trailers to MTA buses in the area
- Trucks are a menace

Sergeant Kevin Dunn

- Discussed Operation BEST (Boot Enforcement Summons Trucks)
- Contact information: 212-998-8601
- Contact information for Sergeant Higgins: 212-476-9271

Walter Clark –Truck Enforcement Unit

- Contact information: 718-206-4628

Michelle Keller – Community Board 12

- 165th, 166th, 116th, and 115th Streets, as well as Francis Lewis Boulevard are heavily utilized by trucks
- Truck routes are near schools (shouldn't be near the schools)
- Trucks from JFK Airport use 99th Avenue as a shortcut to 195th Street because it is the shortest route between Jamaica Avenue and Hillside Avenue

- Trucks use residential streets illegally:
    - Overnight parking, including weekends on Francis Lewis Boulevard under the LIRR, between Jamaica and 99th Avenues
    - Use of 205th Place from 99th to Hollis Avenues
    - Illegal removal of posted overweight sign on 104th Avenue west of Francis Lewis Boulevard
    - Erosion of 99th Avenue at 205th Place because of truck use
    - Use of trucks on 198th Street and Linden Boulevard to 122nd Avenue at Springfield Boulevard, bypassing Francis Lewis and Farmers Boulevard
    - Use of 118th and 119th Avenues from Springfield Boulevard to Liberty Avenue
    - Henderson Avenue from Farmers Boulevard / 99th Avenue to 183rd and Liberty Avenues by concrete trucks
    - Brinkerhoff Avenue at Firwood Place: delivery trucks from C-Town at Hilburn Avenue would use Firwood Place northbound and right on Brinkerhoff Avenue to Farmers Boulevard; however, in doing so, they ride up on the mall destroying it and the curb; Recommend leaving C-Town west on Hilburn Avenue to Dunkirk Street, north on Dunkirk Street to Liberty Avenue

d. Manhattan Meeting

The Manhattan Truck Route Study Public Outreach Meeting was held on **July 10, 2003, at the Chinese Consolidated Benevolent Association in Chinatown** from 6:00-8:30 PM. The meeting was attended by a small group of representatives from community organizations, area residents and representatives from city, state and federal agencies. Deputy Commissioner David Woloch and Project Manager David Stein facilitated the workshop, along with Cheryl D'Alessio and John Pavlovich from the consultant, Edwards and Kelcey, Inc.

The primary topics of discussion included:

- **Localized truck traffic issues** in lower Manhattan, especially along the Canal Street corridor and along streets such as Broome Street. This includes locations both on and off designated truck routes. Issues such as volume, noise, pollution, and curbside issues were discussed with the project team and specific intersections were identified.
- **Enforcement** was a central part of the meeting conversation.
- **Local truck traffic** is a problem for lower Manhattan. Community sees trucks constantly using residential streets
- **Signage**. Both negative and positive signage is an issue in the area. Residents feel that lack of signage leads enforcement agencies to not give tickets or enforce regulations
- **Vehicle sizes** is a major problem, especially in lower Manhattan
- **Environmental concerns** from heavy truck traffic, especially along the Canal Street corridor.
- **Policy issues.**

In response to the public testimony at the meetings, representatives of the project team and the Department responded in the manner below:

- David Woloch stressed that it is useful for NYCDOT to receive information from residents regarding specific concerns. This study encourages the community to work with NYCDOT and NYPD to highlight problem areas and work with us to respond to them.

- Lt. Joe Wolff of NYPD Traffic and Control Division reiterated that this study is a massive undertaking and residents must participate and be heard in order to get things done. Given this is a yearlong study; he reiterated that in the short term, many of the recommendations and public concern should be addressed as quickly as possible. NYPD is working closely with NYCDOT, as well as the Port Authority in addressing truck enforcement issues.

- The consultant team highlighted that the community survey results represented just one form of input in the study. Letters to NYCDOT, input from Borough Commissioners, and survey information have provided the consultant team with problem areas and issues pertaining to certain corridors and/or streets.

- In regard to the policy issues, this project is federally funded and was established prior to September 11th, 2001. The city is lobbying to get a fair share of the new transportation bill.

- David Woloch and David Stein reiterated throughout the discussion that the consultant will provide the Department with a list of recommendations at the end of this project. These recommendations will seek to **coordinate engineering, educational, informational and enforcement efforts** through improvements such as better signage, improved enforcement, and increased accessibility to truck route information and policy changes in regard to trucks.

- David Woloch reiterated that the issue of negative signage is at the forefront of the study and has been brought up frequently at public meetings and by community groups. This is an issue that will be explored by the project team. Furthermore, signage throughout the city, or lack thereof of it will be addressed by the study. It is anticipated that a major product of this study will be better signage that is easily understood and adhered to by trucks.

- The Department will be working closely with agencies in regard to environmental impacts. Through the Technical Advisory Committee, agencies such as the Department of Health and Department of Environmental Protection will be involved in looking at environmental factors. The Department understands the air quality issues on Canal Street.

- David Woloch reiterated that pedestrian safety is a paramount goal of the department. When asked about improvements such as “Barn Dances” at intersections, he responded that there are a few intersections in the city that have this treatment.

- The Department highlighted that the repaving of Canal Street should help in regard to noise generated from trucks.

- Throughout the meeting, David Woloch and David Stein reiterated that this is a community driven study, and that public involvement is key to ensuring that the recommendations reflect they views of New York City residents and businesses. Individuals are encouraged to contact the project team with questions and concerns and participate in the public outreach component. The Department will continue to involve the community through public meetings, surveys, and other outreach tools throughout the life of the project.

Public Comments

Joe Wolff – NYPD Traffic and Control Division
- Results of study remain to be seen
- This study is not a waste of time
- Traffic study is a large undertaking
- Edwards and Kelcey, Inc has a good reputation
- This is a yearlong study; in the short term, hoping to take all recommendations and address public concerns as quickly as possible
- Stated that residents must participate and be heard in order to get things done

---

Anthony Sparandara - Transportation Alternatives
- Wants to see information from the study place on the Internet
- Post Power Point presentations and report statistics online for better community access
- Pleased with large police presence at meeting

O. Barz – Trees Not Trucks
- Represents business and residents of Broome Street
- Broome Street is residential and listed as a local truck route; believes this is incorrect
- Thinks it is inappropriate for trucks to be on residential streets
- Local truck routes end at the Holland Tunnel

Lora Tenenbaum - Resident of Broome Street and member of Community Board 2

- Downtown community boards did not publicize truck route study
- People are not aware of the public meetings and the project as a whole
- Broome Street is seeing trucks for first time since 9/11
- In the past after much determination and over a year of waiting, new signs where put in place and somewhat successful
- As a result of the new signs and less trucks, stores that were closed open again (Eco-Revitalization) along Broome Street
- It's local trucks, not thru trucks, that are causing the problems along Broome Street (particularly the whole sale delivery trucks)
- More local trucks due to increase of wholesale distributors
- Wants limits on truck sizes
- Local Law 6; past law for larger trucks
- City should post signs for various size trucks
- Difficult for police to enforce the laws when no signs are present
- Zip Code Mix Up, Broome Street zip code may be in Chinatown, but I assure you I live in SoHo. Neighborhoods and ones association to them are important in this matter

---

Cheryl D'Alessio - Edwards and Kelcey

- Addressed zip code concern

Ed Ma – Community Board 2

- Asked what the specifics are on how this project is being funded (Federal Funding, 9/11 Funding for Lower Manhattan)
- Asked how much truck inspection, enforcement is happening
- Very dangerous with large trucks on small streets in Chinatown, specifically large amount on Canal Street
- Congress currently contemplating new transportation legislation
- Congress's TEA-21 legislation expires September 30th so more trucks weight will be allowed after that
- Worried about what legislation will develop next and how this affects NYC transportation funding

---

David Woloch – NYCDOT (Response)

- City is lobbying to get fair share of new bill
- The City has done fairly well in the past. This project is federally funded and was established before 9/11.

Charle Cafiero – Member of Community Board 2

- Has been involved with this process and with CMAQ Funds
- Communicating to communities is difficult
- Make sure that studies are part of community board agendas in order to get the word out
- Holland Tunnel restriction is temporary (currently, no trucks allowed since 9/11)
- 9/11 emergency mayoral traffic restrictions on the Holland Tunnel, restricting truck traffic has made drastic difference

- West side of Canal Street has drastically changed in a positive manner as a result of 9/11 emergency mayoral traffic restrictions. However, these restrictions are only temporary
- The City NYCDOT and City Council never followed through local Law 6 for signage regulations on all tunnels and bridges into Manhattan
- Interim measures need to be looked at
- If police had more signs they could issue more tickets
- Restriction of trucks to 35 feet should be considered
- Trucks do great damage to infrastructure
- Pedestrian safety is an issue on Houston Street
- Crossings, neck downs need to be considered

Richard Dresselhuys – Community Board 6
- Asked what help can CB6 provide?
- Poor signage at 1st Ave tunnel near the UN, all trucks either make a right or a left at 42nd Street
- Wants to help out on study

David Woloch – NYCDOT
- Examples of problems given by residents is exactly what NYCDOT needs; better information for NYCDOT and NYPD to respond too

---

Yvonne Morrow - Assemblyman Silver's Office
- Wants to bring back two-way tolls on Verrazano Bridge

O. Barz – Trees Not Trucks
- Asked if it is permissive to have all four lights to be red at an intersection at the same time (barn dance) to increase pedestrian crossing time

---

David Woloch – NYCDOT
- Replied that a few intersections in the City have a "Barn Dance"

O. Barz – Trees Not Trucks
- Problem at Lafayette and Broome
- Has seen others struck around this area

Wrap up – David Stein
- Issues
- Enforcement, getting NYPD involved
- Environmental concerns: air and noise quality, street conditions
- Signage
- Vehicle size
- Policy issues

e. Bronx Meeting

The Bronx Truck Route Study Public Outreach Meeting was held on **July 14, 2003 at Bronx Lebanon Hospital** from 6:00-8:30 PM. The meeting was attended by a variety of community groups and residents from throughout the Bronx. Deputy Commissioner David Woloch and Project Manager David Stein, along with Cheryl D'Alessio, Outreach Coordinator for the projects consultant, Edwards and Kelcey, Inc. facilitated the meeting. Additional representatives from Edwards and Kelcey participated in the meeting.

The primary topics of discussion at the Bronx Meeting were:

- **Hunts Point.** The Hunts Point area continues to be plagued by a large volume of trucks accessing the food market. This residential area borders the industrial market and experiences high volumes of trucks throughout the day and is concerned about safety and quality of life issues.
- **Signage.** The use of Negative Signage and overall Truck Route Signage
- **Environmental Concerns**. Many residents in attendance spoke of higher rates of respiratory problems, noise pollution and other quality of life problems associated with trucks and trucking activities. Issues of truck idling near the market and waste from these vehicles was discussed. Diesel emissions were one of the biggest complaints by Bronx residents.
- **Enforcement.** Several residents commended the Police Department for their enforcement efforts, but hoped more could be done to enforce truck routes and truck rules.
- **Illegal Routes.** Many truckers try to bypass congested routes (i.e. Cross Bronx, Bruckner). Trucks are traveling through residential communities and pose a hazard to residents.

During the meeting, representatives from the Department responded to these issues and general public comments with the following:

- The Department is aware of the situation in Hunts Point. NYCDOT has been actively working with the Hunts Point community independently of this project to initiate new truck routes that will better serve the community. This is an ongoing process and should be put into effect by the end of this year. It was stressed that this has been a proactive process involving several community organizations, elected officials, and business interests.

- Signage. The Department reiterated that a major component of this study is to improve signage for trucks. In industrial areas such as Hunts Point, there are proposals to improve signage significantly. Additionally, education of truckers through better maps and access to information will play a critical role in the study.

- The Department is actively working to promote alternative fuels and improve air quality in the City. Several residents in attendance mentioned the promotion of alternative fuels and the Department is actively working to promote these sources of power throughout the city.

Public Comments

Irma Holst – Community Board 12
- Disturbed by trucks coming through the area between the Major Deegan Expressway and the New England Thruway
- Trucks use Gunhill and Baychester Roads
- Noise is a problem

- Trucks are destroying roadways (causing flooding, setting off car alarms, potholes and tearing down wires)
- She places calls to complain daily
- Trucks pass through areas they shouldn't
- Trucks drive down dead end streets without knowing and have to back up the street (Sheffield Avenue)
- Wants to know who to call to report a problem
- Wants study team to go out into the field to see the problems
- Trucks try to circumvent congested truck routes
- Many trucks go to the water plant in Woodlawn

Lisa Alvarado – Community Board 2

- Has worked for past two years to revamp truck routes for Hunts Point (utilized a large group of community organizations)
- Area is much more residential now
- The new fish market will add a lot of trucks to Hunts Point
- What is the time line for the study and the recommendations
- This is important because there will be many changes in the area
- Will the study be short term or long term
- The Parks Department should be an important partner because of the new greenway that would be contained in areas with truck routes
- Important to consider the interaction between trucks/truck routes and the greenway
- Other new Parks in the area
- Traffic enforcement has been very good in Hunts Point; Need more work by the local police
- Leggett, Longwood and Hunts Point Avenues, as well as Bruckner Boulevard are hot spots
- Trucks impact the police parking lot on Longwood Avenue
- Are there ways of closing streets off from truck traffic
- Traffic calming

Carlos Padilla – South Bronx Clean Air Coalition

- Need "No through truck route" signs
- Parks are constantly impacted by trucks (park near Willis Avenue Bridge is an example)
- Air pollution problems
- Enforcement is very important
- 6 months of extensive enforcement would help
- SMART Squad is program with the 40th Precinct that utilizes kids to do due diligence and look for problem areas
- Businesses with trucks using alternative fuels should be compensated
- Trucks are not well maintained and are in poor condition
- Garbage and liquids are dropped
- Local users are the major generators of trucks in the South Bronx
- Need to reduce diesel emissions
- Educate people about problems
- Use neighborhood watch programs
- Signage is very important
- There should be a partnership between the police and local community groups
- Find new hours for large truck generators to receive deliveries or to send deliveries out

Richard Gans – Transportation Alternatives

- Trucks are a necessary evil but a negative impact on the community
- Promote rail and water freight
- Trucks should use cleaner fuels
- Use incentive programs for businesses and truckers in Hunts Point
- Police does not do enough enforcement of all drivers throughout the City, but trucks are much worse
- Trucks drivers speed and are dangerous
- Pollution controls need to be enforced
- It would be easier to identify truck routes by route number (CR) than to use street names
- Problems with streets changing names
- Would be easier for drivers to understand
- There should be one city agency that looks specifically at truck routes and regulations

---

Unidentified Speaker

- Educate kids
- Need an alternate plan for Mott Haven Port Norris
- Need interaction between NYCDOT, the NYPD and local community groups

---

Gelvin Stevenson – CEEP

- Wondered if there will be disclosure of what pollutants are released along specific routes?
- 89%-91% of pollution is mobile source
- Wanted to know if there will be quantitative data on emissions?

Unidentified Speaker

- New businesses (food distribution) are opening outside the food market – this is a problem
- Send truck route maps to businesses to educate the drivers

f. Brooklyn Meeting

The Brooklyn Truck Route Study Public Outreach meeting was held on July 15, 2003 at Brooklyn Borough Hall from 6:00-8:30 PM. This meeting attracted the highest turnout for the initial round of meetings, with nearly 100 residents, elected officials, community groups, truckers and representatives from city, state and federal agencies in attendance. Deputy Commissioner David Woloch and Project Manager David Stein facilitated the meeting, along with representatives from the project consultant team of Edwards and Kelcey, Inc. The project team reviewed the project scope, presented the findings of the Community Survey, and provided an overview of truck problems in Brooklyn. In addition, representatives of the New York City Police Department spoke and provided insight on their enforcement experiences. After the presentation, the project team facilitated an open discussion with attendees.

The primary topics of discussion included:

- **Quality of Life Concerns.** Many of the speakers spoke of the negative impacts of trucks in their communities, most notably through residential communities. Noise, air pollution and public safety were at the forefront of their complaints. Additionally, many of the quality of life concerns were localized into distinct geographical areas, such as the Dean Street corridor, Caton Avenue and the Williamsburg – Greenpoint communities.
- **Signage.** Many of the attendees addressed the issue of signage and their effectiveness. The issue of both positive and negative signage throughout the borough was discussed in terms of their usage and requirements for being posted and effective. Many of the speakers felt negative signage were of the foremost importance and should be a central component of the study.
- **Truck Routes**. Many attendees spoke about the rules and regulations of the truck routes, as well as highlighting issues pertaining to designated Truck Routes, as well as corridors that are constantly being uses as illegal routes. With several areas of Brooklyn still industrialized and large numbers of factories and terminal operating throughout the borough, there is a heavy dependence on trucks. Additionally, both the Gowanus Expressway and Atlantic and Flatbush Avenue are major truck routes through the borough. Several attendees illustrated the lack of additional through routes.
- **Enforcement.** Similar to the previous meetings, enforcement was the primary concern for all speakers in attendance. Many of the comments received from attendees include the request for additional enforcement efforts. Representative from the NYPD illustrated some of their initiatives throughout Brooklyn and encouraged residents to work with their local precincts on areas of concern. In addition, many speakers highlighted the need for higher penalties and repercussions for drivers.
- **Education.** Driver education was a primary concern. Given that a many drivers are from out of state and do not have the proper tools to route them through the city, speakers highlighted the need for access to better information about routes and regulations, improved signage and other initiatives to educate both drivers.

During the meeting, representatives from the Department responded to these issues and comments received. These responses are summarized below:

- Several questions were raised from speakers about the rules and regulations regarding the enforcement of truck routes, and what are the legally defined rules governing the movement of trucks on city streets. David Stein, NYCDOT project manager, responded by stating that any truck that is operating for the purpose of business is required to abide by the truck routes, using these routes to access the intersection closest to their destination and

returning to that route upon completion. Should they be engaged in local deliveries and their next location is not closer than a designated truck route, they may proceed to that location. Furthermore, trucks traveling through Brooklyn to points outside the borough should follow thru routes.

- The Department reiterated that it is working closely with the Police Department on the issues of enforcement and is forging a strong working relationship to improve enforcement efforts against illegal Truck activity. Additionally, the Department stated that they are looking at the judicial aspects of enforcement and how judges are addressing these issues in terms of convictions and penalties. The Department highlighted that both state and local legislators have looked at increasing the fines for trucks violating truck routes.

- In response to several comments and questions, the Department highlighted the need for education for truck drivers. This can be accomplished through better signage, access to better information to drivers about the rules and regulations in New York City. Many drivers are from out of state and do not have the proper tools to route them through the city. Mr. Stein commented that far too many truckers rely on “Hagstrom” maps to route themselves through the city as opposed to truck route maps or signage indicating the proper routes. Commissioner Woloch and Mr. Stein both reiterated that responding to these issues is a central part of the study, and is something that can be accomplished in the short term.

- The Department responded to several questions regarding negative signage. While the Department is generally not in favor of “negative” truck signage, it is an issue that has been brought up at all of the borough meetings. D/C David Woloch and Mr. Stein stated that Brooklyn has more negative signage than any other borough and signage is a primary focus of the study. Additionally, installing a “No Truck” sign must meet certain warrants and criteria, and there are many vehicles that are legally allowed to utilize these roads to access local businesses and properties.

- One of the biggest complaints from Brooklyn residents was vehicles engaged in waste management, both Sanitation and private haulers. These vehicles are supposed to operate on designated truck routes and are routed to minimize the impacts in communities. Private haulers received the biggest complaints, especially as they travel to waste transfer stations. Individuals complained these vehicles cause noise pollution, do not follow designated routes and are plaguing their neighborhoods. The Department responded that it is looking into this issue and is working with the Sanitation Department and other entities involved in waste management to address these issues.

There was notable testimony from several elected officials and representatives from their offices. These included:

Honorable Marty Markowitz, Borough President

- Highlighted that Brooklyn experiences some of the highest truck volumes in the city • Goods movement policy in New York City should include rail alternatives to alleviate the problems associated with trucks
- Reiterated that it is important to ensure that the boroughs needs and concerns are addressed
- Cross Harbor Freight Tunnel

Honorable Joan Millman, New York State Assemblywoman

- Traffic complaints are one of the biggest complaints her office receives.

- Asked Sen. Schumer to look at 2-way toll on V-Z Bridge
- Trucks barrel down residential streets
- Trucks can go toll-free in and out of Brooklyn
- State is looking at Gowanus tunnel proposal
- Need for reduction in emissions
- Thanks City NYCDOT for undertaking study and local residents for getting involved

Representatives of two New York City Council members provided comments on their behalf:

Representative from NYC Councilmember Bill de Blasio
- Happy with study being undertaken
- Aware of borough hotspots like Carroll Gardens
- Call on enforcement units to look at surveys and enforce hotspots
- Prospect Park Southwest and West are a problem

Representative from NYC Councilmember David Yassky
- David Yassky endorses legislation that improves truck routes especially in areas that have gone from manufacturing to residential
- NYCDOT has heard similar issues throughout city
- Looking at how judges are addressing this
- There is ample opportunity to raise more issues

Representative from NYS Assemblymember Brennan
- Concerned about lack of enforcement and diversion of trucks on to side streets
- Add left turn signal on McDonald Ave turning on to Caton Ave
- Trucks can't turn left on Church Ave from Prospect Expressway
- Trucks get stuck and can't turn
- Trucks rapidly braking as they approach Church Ave on Ocean Parkway
- It would be better if truck routes were more feasible
- Supports cross-harbor freight tunnel to reduce truck traffic

Public Comments

Ed Kush – Windsor Terrace
- Prospect Park Southwest is not on Truck Route Network but used anyway
- It get backed up from 3:30 to 6:30 PM
- Narrow 2-way streets are not OK for trucks
- Trucks get stuck on Prospect Ave and end up back on Prospect Park SW
- On PPW, a tractor-trailer making a turn on 18th St got stuck trying to get to Prospect Expressway
- These are only two hotspots
- Asked how local truck routes can be enforced

Tony Masella – McFadden Post
- Command buses using PPW
- Traffic getting twice as bad as last five years

Ed McHale - McFadden Post Al 1380

- Traffic is getting so bad
- Traffic lights should be installed
- So many situations need to be looked at
- Double parking is a problem

Glinda Andrews – Community Board 8
- Resurfacing problem
- Schenectady is a problem

Arlene Kessler - Ditmas Park West Neighborhood Association
- Concerned about Ditmas Avenue
- Good signage on Ditmas and Coney Island Avenues
- Worked with police departments about truck rules
- Truck drivers should be ticketed as well as their companies
- Police say it is difficult to enforce the law
- Wants "No Truck" law to be enforced
- Says there is abuse all around
- Signage, Enforcement, Education
- 70th Pct. is responsive to concerns but if their hands are tied, there is a problem

---

David Woloch (Response)
- NYCDOT has heard similar issues throughout city
- Looking at how judges are addressing this
- There is ample opportunity to raise more issues

Glenn Smith
- Says that it's bad
- Something needs to done
- These streets are not for trucks
- There are kids on the block
- Thanks NYCDOT for holding the meeting

John Keefe - Assemblymember Brennan
- Concerned about lack of enforcement and diversion of trucks on to side streets
- Add left turn signal on McDonald Ave turning on to Caton Ave
- Trucks can't turn left on Church Ave from Prospect Expressway
- Trucks get stuck and can't turn
- Trucks rapidly braking as they approach Church Ave on Ocean Parkway
- It would be better if truck routes were more feasible
- Supports cross-harbor freight tunnel to reduce truck traffic

---

Florence Valentino - CB 14, SMRA
- Bedford Ave is 24-hour artery
- Residents live in old Victorian homes

- There are street collapses and water main breaks
- Out-of-state drivers have no knowledge of truck routes
- Trucks terrorize students near schools
- Buses park on Bedford Ave
- 18-wheelers park on weekend
- Need immediate relief
- Need to enforce existing laws and penalize with ticketing

Elba Vasquez - Dean St Block Association
- Dean Street is not a designated truck route
- Cracks in houses
- Appreciate what NYCDOT is doing
- Has a great inexpensive solution
- Wants to know what can be done now to alleviate problems
- Needs relief now

David Woloch (Response)
- Aware of problems on Dean Street
- Action will be taken after study

Noah Budnick – N. Bedford-Stuyvesant Neighborhood Improvement Association
- Called 311 to register a complaint about trucks on Franklin Avenue
- Police came by and asked about problems
- Enforcement is needed
- Street has craters like the moon
- There are kids on the street and there could be a tragedy in the future
- Happy that study is looking at industrial areas
- Lack of signage to Nostrand Avenue
- Hopes for broad policy initiatives
- Wants a lower reliance on truck traffic
- If trucks are not making a local delivery, can they use local routes?

David Stein (Response)
- If a truck is engaged in business it can be on a local street
- Where are trucks coming from is being looked at

Willie Morris - Powell St Block Assoc.
- Powell St has a convoy of trucks
- Trucks have no business on my block
- They knock down phone wires
- NYCDOT had a sweep and tried to get something done
- This is a new community of single-family homes
- Needs immediate solution to stop sanitation trucks from convoying through neighborhood
- Buses/trucks running through day and night

Jaye Miller - Project Permanent
- Can't sleep thru the night because of loud trucks
- Most trucks are not making deliveries

Amitabha Bose - Wa-Greene Block Association
- Washington Avenue has problems
- Schools and children in the area
- Heavy construction equipment coming down Washington Ave
- Look at Clinton Hills, Fort Greene and Washington Avenues

Warren Dingott - South Midwood Residents Association
- Cement trucks on Bedford Avenue
- Charter buses, trash trucks make a risky situation
- Schools on Bedford Avenue
- Crossing the street is dangerous
- Need signage
- Put up "Passenger Cars Only" signs
- Police need more coverage and better coordination with Precincts
- Farragut Road has no traffic lights/stop signs between Ocean Avenue and Bedford Avenue.

Bob Cassara - Bay Ridge Community Council
- Trucks on Bay Ridge Pkwy, Ft. Hamilton Pkwy and other streets
- Place signage on Bay Ridge Pkwy and Eastern Pkwy
- Improve signage; it is very poor
- Educate truckers about truck routes
- Enforcement is needed all the time
- Police gave out 45 tickets in one month and were very proud of it
- People are not getting notified of meetings

Dave Lutz
- Problems are the same everywhere
- Destruction of property
- Asthma, cancer caused by trucks in neighborhood
- Put transponders on trucks to track them
- Have a pedestrian design manual
- Look at streets and design them for pedestrians
- Make greener streets, plant more trees

Denise Connors
- Need traffic light cameras to help enforcement

Mary Creede - Columbia Gardens Association
- Enforcement is an issue
- Trucks are supposed to turn but they go straight through

Tim Malloy
- Truck traffic is out of control
- Don't let trucks on Prospect Expwy
- Solve problems along Windsor Terrace
- Trucks going right past signs
- Tractor trailers using air brakes making loud noise

Judy Sackoff - Dean Street Block Association
- Saddened by diminished quality of life
- Outrageous what's going on

Angela Pruitt
- Can't sleep well
- Caton Ave has more and more semi-trucks
- Asked how can a major thoroughfare be a residential street
- Extremely loud street
- Heavy trucks; deep grooves in road
- 24-hour problem
- At night, building shifts/vibrations
- Empty trucks are loudest
- Children can't sleep through the night
- Look at trucking unions/organizations
- Blaring horns late at night

Rebecca White – OUTRAGE
- Northern Brooklyn is impacted heavily
- Garbage trucked goes in and out of area
- Large industrial areas in neighborhood
- Need coordination between city agencies
- NYCDOT needs meeting in Northern Brooklyn
- Enforcement is an issue
- Worried about more trucks on neighborhood streets

Sal Cantelmi - Kingsland Avenue, Save Our Street, OUTRAGE
- Fighting truck traffic since 1978
- Trucks can't see signs
- Trucks go through red lights/stop signs
- Trucks don't care about residential areas
- Trucks seem to own the streets
- Over 25 trucks per hour on local streets
- Says it's time for residents to take back streets

Marilene Monos-Jones - Dean Street Block Association
- Trucks breaking branches
- Foundations cracking
- Signage is a problem
- Asked if agencies talk to each other. It seems as if there is no coordination.
- Need relief now, at least a sign

Timothy Logan – NYC Environmental Justice Alliance
- Asked what makes this study a community-driven study
- NYCDOT website is not accessible in other languages
- Greenpoint, Williamsburg, Red Hook are problem areas
- Supports truck fine bill
- NYCDOT has made poor choices for selecting truck routes
- Big increases in amount of trucks

Buddy Scotto - Carroll Gardens Association
- Federal government says NYC can't add to capacity
- City needs rail system of some consequence
- Look at what Boston did
- Fighting to replace Gowanus Expwy
- Cargo coming from NJ comes by truck
- Quality of life is being stolen
- Utilize tunnel technology and rail development

Harley Beaver – Truckers Anonymous
- Stated that he knows the truck rules
- It is hard for truckers to get rules
- Rules need to be better well known
- Some routes are poorly signed
- Out-of-towners don't know routes
- Deliveries/pick-ups for trucks on non-truck routes
- Enforcement issue
- Atlantic Ave is a truck route and trucks have a right to be there
- Explained that what is heard is not the air brakes but rather it is a Jake brake
- These truckers should be ticketed

Bob Egan
- Significant amount of truck traffic through Brooklyn
- Ft. Hamilton Pkwy and Caton Avenue are natural car routes
- To funnel truck traffic onto Caton Avenue exacerbates traffic problem

---

Judy Stanton - Brooklyn Heights Association
- Need reduction in truck sizes
- Small residential streets in the area
- 55-ft trucks are too long

- Asked how small trucks can be?
- Trucks are using Hicks Street when they shouldn't be
- Trucks knock down trees
- Trucks have to get smaller

John McGettrick - Red Hook Civic Association
- Newer trucks are 67' and 73'; trucks are too long
- In Red Hook, seven building collapses due to trucks
- Trucks have knocked down hydrants and signs
- There must be an effort to control the length of trucks
- Hold in abeyance new traffic magnets

Robert Patterson – MONO
- Rail is the only solution
- Land use mentioned in every comment
- Look at competing cities' distribution system and quality of life issues
- Look at small truck design like in European cities
- Look at major industrial competitors
- Need more efficient trucks
- Restrict 18-wheelers by physical barriers

Roy Vanasco
- There has been talk about truck routes since 1972
- Block associations have been complaining about trucks/buses
- No reason for buses to go up Washington Avenue and Clinton Avenue
- Vibrations are ruining foundations of houses.

Ken Diamondstone – Community Board 2
- Residents have been saying the same things over the years
- Need commitment from NYCDOT director, Police director and the Mayor or else everyone's time is being wasted
- Lack of signage
- Higher fines for truckers
- Destination route maps
- Neck downs in neighborhoods
- Port Authority: in 10 years there will be 20% more truck trips
- Make trucks non-polluting
- Focus on water-borne freight
- Build rail-freight tunnel
- Enforcement and commitment is necessary

Sandy Balboza - Atlantic Ave Betterment Association
- Atlantic Avenue is a truck route but we have concerns
- Trucks are getting larger
- Enforcement is needed

- Establish centers where cargo can be transferred to smaller trucks
- Creepers: humps form along road
- Damage to infrastructure
- Rail system is needed

Lisa Mayntz-Ridley
- Enforcement is one part of solution
- Truck route map should be more accessible

Morris Harary – Community Board 15
- Require training for city truck drivers
- Route instruction
- Penalties for non-enforcement
- Trucks are too aggressive
- Trucks are tailgating
- Trucks should have additional license requirements

IV. Trucking Industry Survey

With the assistance of the trucking industry representatives, a survey for the trucking industry was developed. This survey, which was mailed and posted on various industry websites, as well as the NYCDOT website, was intended to obtain first hand information about the issues truckers face regarding the New York City Truck Route Network. 72 trucking companies responded to the survey. The survey asked questions about deliveries into the city, including times, locations, size of trucks used and frequency of deliveries. A copy of this survey can be found in the Appendix.

When asked which boroughs that they service, 75% of respondents indicated that they provide service to all five boroughs. 47% percent responded that their companies route trucks through New York City to other destinations.

When asked how their trucks are routed to destinations in New York City, a variety of responses were received. 42% use Hagstrom road maps, 61% rely on the knowledge of the dispatcher, 28% use MapQuest, 32% use some other routing software, 4% have in-vehicle navigation systems, and 75% rely upon the knowledge of the driver.

Regarding size of vehicles used for deliveries, 19% use panel vans, 36% use single unit trucks, and 71% use tractor-trailers.

Only 32% of respondents indicated that they were familiar with the New York City truck route network, 12% said they were not familiar, and 56% indicated that they were somewhat familiar with the network. 34% of respondents answered that their company had a dedicated New York City dispatcher, and 63% did not. When asked how many trucks from a particular company made deliveries in New York City, 24% said one trucker per day, 51% indicated between two and five trucks per day, 15% said between six and 15 trucks per day, and 5% responded that their companies sent more than 15 trucks into New York City every day. When asked during what hours their trucks are making deliveries to New York City, 26% of respondents indicated that operating hours were from 8:00AM to 5:00 PM, 11% said 6:00AM to 6:00PM, and less than 2% indicated that they operate between the hours of 7:30 AM to 7:30 PM, 8:00AM to 11:00 PM, 3:00 AM to 7:00 PM, and 8:00 PM to 2:00 AM. 54% of respondents do not operate during the weekends, and 43% operate at least 4 hours on each of the weekend days. 46% of respondents indicated that they would be willing to make deliveries at other times if their customers were willing to accept them.

Regarding issues adversely affecting respondents' ability to service New York City customers, 96% of respondents agreed that all of the following issues impacted them negatively:

- Traffic congestion on the streets
- Pavement conditions of roads
- Height, and weight restrictions
- Insufficient curb space to load
- Police summons for trucks (weight + dimensions)
- Regulations for curb loading areas
- Regulations for restricting trucks on certain streets

62% of respondents agreed with the following statements:

- Signs identifying truck routes are properly located
- Truck route signs are confusing

- Truck route signs should be larger
- Truck route signs should be a different color
- Truck routes are not clearly designated by signs

V. Business Survey

The Business Survey was prepared with the assistance of the New York City Department of Business Services, and was mailed to all of the City's Business Improvement Districts (BID) and Local Development Corporations (LDC). These organizations were encouraged to distribute the survey to their membership. The survey was also made available to city businesses via the NYCDOT website. A copy of this survey can be found in the Appendix.

69 businesses responded to the survey. Broken down by borough, 34 surveys were received from Brooklyn, 13 from Queens, 12 from Manhattan, 8 from the Bronx, and 2 from Staten Island. When asked how often goods were received and shipped, 12% said 2-3 times per day, 38% said four or more times per day, and 43% said "other."

41% of businesses responded that they received goods during the week, with 67% responding that they received the most deliveries on Monday and 61% saying Tuesday was the busiest day for deliveries. The rest of the weekdays were also popular, with 51%, 52%, and 48% answering Wednesday, Thursday, and Friday, respectively.

When asked what type of vehicles were making deliveries to their establishments, the responses were divided, 90% using overnight couriers, 58% using company vehicles, and 70% citing general freight carriers. Most deliveries are handled either at a loading dock (55%) or curbside (55%).

70% of businesses responding stated that they did not have an established schedule for deliveries. When asked what time of days deliveries were received, 42% of respondents stated that they received goods all day, 38% said 7-11 AM, and 32% said 11AM-2PM. 80% of respondents stated that they did not rely on a "just in time" delivery system, and 88% responded that they do not specify the trucking firm that delivers to their business. When asked how long it typically took to unload a shipment, nearly 40% responded that it took over 30 minutes.

When questioned about familiarity with the NYC truck route regulations, 45% of respondents said no, 17% said yes, and 38% said somewhat. 38% of respondents stated that they did not know which streets were truck routes in their area, and 49% stated that they did not know of regulations applying to curbside deliveries. An equal number of respondents (42%) stated that they did not know or that there were no truck route signs posted near their business.

84% of respondents stated that they would not accept deliveries before 7AM or after 7PM. Of the 16% who said yes, 13% would prefer deliveries before 7AM, and 1% said after 7PM.

A copy of the Business Survey can be found in the Appendix.

VI. Winter 2003-2004 Community Outreach

A series of ten community meetings were held in December 2003 and January 2004. Three meetings each were held in Brooklyn and Queens, two meetings were held in Manhattan, and one each in the Bronx and Staten Island.

The project team developed a PowerPoint presentation updating attendees on the progress of the study, including outreach to stakeholders. Results were presented from the Business and Trucking Industry surveys conducted in Fall 2003. The team also presented examples of problems cited by the community and potential solutions. Issues raised included those relating to signage, traffic congestion, off-route trucks, and land use. Breakout sessions were held after each presentation to enable community members to discuss specific issues with other attendees and the project team.

The first Manhattan Community Meeting was held in Chelsea on **December 15, 2003** at the McBurney YMCA. There were 31 attendees. Major issues of residents included enforcement of truck route signage, education efforts regarding truck routes, and illegal use of local truck routes by thru trucks.

The second Manhattan Community Meeting was held in Upper Manhattan on **January 7, 2004** at the Schomburg Center. There were 19 attendees. Major issues of residents included environmental hazards of pollution, possibilities for improving and modifying the truck route system and the way it is signed, and the nature of the study recommendations

The first Brooklyn Community Meeting was held in Bay Ridge on **December 18, 2003** at the Shore Hill Community Room. There were 28 attendees. Major issues of residents included the Verrazano Bridge one-way tolls, trucks on the Bay Ridge and Fort Hamilton Parkways, and recommendations for alternate struck routes in Brooklyn.

The second Brooklyn Community Meeting was held in Williamsburg on **January 20, 2004** at the Beacon Center. There were 37 attendees. Major issues of residents included waste facilities in the area, which include transfer stations, a sewage plant, hazardous materials storage, and DOS waste and recycling facilities. Also discussed were health issues in the community related to the truck traffic.

The third Brooklyn Community Meeting was held in Prospect Heights on January **22, 2004** at Prospect Heights High School. There were 14 attendees. Major issues of residents included truck route violations and why they are not being upheld, overnight truck parking on residential streets, and truck enforcement in high crime areas.

The Bronx Community Meeting was held at the Bronx Borough President's Office on **December 17, 2003**. There were 5 attendees. Major issues of residents included trucks using residential streets as shortcuts, and areas of concern to be added to the truck route study.

The Staten Island Community Meeting was held at the College of Staten Island on **January 6, 2004**. There were 10 attendees. Major issues of residents included poor substructure on many roads frequently used by trucks, the percentage of roads that are truck routes in NYC as compared to other metropolitan areas, and the State Island Expressway service roads.

The first Queens Community Meeting was held in Flushing on **January 13, 2004** at the Flushing Library. There were 15 attendees. Major issues of residents included recommendations for

trucker education efforts, enforcement and manpower issues at the NYPD, trucks using residential streets as shortcuts.

The second Queens Community Meeting was held in Jamaica on **January 14, 2004** at York College. There were 24 attendees. Major issues of residents included waste transfer stations in the area, and the number of trucks in the neighborhood north of JFK airport.

The third Queens Community Meeting was held in Maspeth on **January 15, 2004** at the Maspeth American Legion Hall. There were 18 attendees. Major issues of residents included loading docks on many businesses that cannot accommodate semi-trailers, that end of blocking entire streets, the Maspeth “bypass” plan, and the Cross Harbor EIS.

a. Lower Manhattan Meeting

The Lower Manhattan Truck Route Study Public Outreach Meeting was held on December 15, 2003 at the McBurney YMCA from 6:00 – 8:30 PM.

Public Comments

- A 'No trucks between 7-10 AM' sign is needed on 2nd Avenue and 37th Street

---

- Requested information about truck in the Murray Hill neighborhood
- This meeting is supposed to be about all areas below 60th Street

---

John Pavlovich (response):

- Replied that there will be another Manhattan meeting covering areas above 57th Street (Central Park)

- It is impossible to sign every street
- Signing is ineffective
- In Hell's Kitchen NYCDOT has promised them but we have not received any signs
- Signs have to be followed up with enforcement
- Ignorance is not an excuse
- Under the law it is not acceptable to go to court
- The police department resists giving tickets
- Enforcement issue is being ignored
- It is the responsibility of the City to educate, not just truckers

---

- Trucks longer than 55 feet are illegal
- Wants to be sure project team knows that

- Buses are a problem and should be included in the study
- Trucks may be bigger problem than the trucks
- Includes articulated buses, tour buses, and tourist buses.

David Stein (response):

- Buses are under the MTA and are not part of this study

- Major tourist buses are a big problem
- It is a combination of factors

David Stein (response):

- Trucks and buses serve different purposes

- Bus routes are not addressed
- They need to be included

- The proposed development near the Javits Center
- Asked what plans affect traffic in the area

David Stein (response):

- Part of the EIS for the development is traffic.
- Changes to land use is one of the things being looked at in the Truck Route Study
- The current routes are twenty years old and there have been many changes in land use since the original routes were designated
- We are attempting to look at whole routes

- UPS uses 43rd Street as a through route

- Overweight trucks are an issue
- Signs need to point out that 53 feet is the maximum length on local routes

---

David Stein (response):
- Enforcement is the duty of the NYPD.
- NYPD has limited resources
- As far as the length and width of vehicles, there is a Truck Enforcement Unit of the NYPD
- Otherwise it is the responsibility of the local precincts
- Need to bring the issues to their attention
- Hopefully they can devote resources

- Other parts of the country use roadbed scanners to measure height and weight of trucks
- Questioned why NYC does not have them?
- Questioned why they are not installed on all bridges and tunnels entering the City?

- **David Stein (response):**

- The Port Authority has jurisdiction over bridges and tunnels
- The City has very old infrastructure and such modifications may not be possible
- Perhaps using roadbed scanners on the New Jersey side is an option

---

- Some trucks are as long as a city block
- Questioned why they are being allowed into NYC
- Cannot use e-mail or the website to gain input
- Have heard nothing about the study until the public meeting

---

- There was a tremendous outreach effort
- Mailings were sent to all community boards and interested parties on the Department's mailing list

---

- Signage is the first step to enforcement

- At West 15th Street and West 24th Street, police do not give tickets to trucks
- Police ignore public telephone calls

b. Bronx Meeting

The Bronx Truck Route Study Public Outreach Meeting was held on December 17, 2003 at the Bronx Borough Presidents Office annex at 191 East 168th Street from 6:00 – 8:30 PM.

Public Comments

- Commercial traffic is using Grant Avenue between 165th and 167th Streets
- There are signs on Grant Avenue
- Between 165th and 170th Streets there is a restriction and traffic calming
- It affects air quality
- Grant Avenue should be added to the presentation

David Stein (response):

- Traffic calming was done by NYCDOT engineers in consultation with the community

c. Bay Ridge Brooklyn Meeting

The Bay Ridge Brooklyn Truck Route Study Public Outreach Meeting was held on December 18, 2003 at the Shore Hill Community Room from 6:00 – 8:30 PM.

Public Comments

- Questioned the purpose of the trucker survey
- It should say more about the types of problems
- Spend more time on the contributors to issues
- Need bigger pictures

- Truck problems are a regional issue
- Two-way toll on Verrazano Bridge is needed
- Should put truck trips on rail

- Concerned about pollution
- Need rail alternatives
- Improvement of bridges and tunnels

- Mentioned signage as the primary issue
- Need an inventory or database of signs
- Ocean Parkway signage works well because there is a negative sign on every block
- Need to study Ocean Parkway

- Urges City not to allow Trucks on Parkways
- Sees more and more trucks on Belt Parkway, Grand Central Parkway, other roads

---

David Stein (response):

- The City has no plans to allow trucks on Parkways
- Parkways are not built to handle truck traffic

- Bay Ridge will not allow trucks onto Parkways
- They will fight any proposals to do so
- Brooklyn needs more signs and more enforcement

- Bay Ridge Parkway is a big problem
- 60th Street could be used as an alternate route for trucks
- Trucks are using Bay Ridge Parkway to reach Kings Highway
- Fort Hamilton Parkway is also a problem

- Trucks use local streets to avoid congestion on Gowanus Expressway
- Two-way toll on the Verrazano Bridge would help

- Lives on Caton Avenue
- Trucks use Caton Avenue constantly
- It is a residential street with schools and homes
- Mostly through trucks on Caton Avenue, because they are 18-wheelers and semi-trailers
- Trucks are avoiding congestion on Church Avenue

John Pavlovich:

- Caton Avenue is designated as State Route 27
- Maps show it as a State Route so truckers follow it and follow State Route signs

d. Staten Island Meeting

The Staten Island Truck Route Study Public Outreach Meeting was held on January 6, 2004 at the College of Staten Island Center for the Arts from 6:00 – 8:30 PM.

Public Comments

- BSA grants variances for development
- No trucks were to be using Greaves Avenue, it was supposed to be for FDNY emergency access only
- Variances given for commercial development along Hylan Blvd
- Other agencies need to be involved in the approval process
- 3300 acres of land are zoned for manufacturing
- Richmond Terrace and Arthur Kill Road have no substructure. Applications pending for residential, commercial, and mixed use developments. Roadbeds are already in poor condition.
- Streets are not built to adequate width

- Asked if city was going to deal with problems before any more roads become truck routes
- There are no signs posted, or if so they aren't visible
- Truckers do not care about regulations, they just want to deliver their goods

---

- Toto Road is not a truck route
- Metropolitan Trucking Association represents materials carriers
- How are truck route violations adjudicated?
- Materials trucks have to go into residential neighborhoods
- Asked if materials haulers are grouped in with other types of trucks

---

- Asked if the truck routes on the maps were the only truck routes on Staten Island
- Asked who residents should call with complaints

- Signage is very big problem

- Asked what other areas on Staten Island did the study cover.

- Some truck routes are on streets that are exclusively residential
- Wondered why NYC has half the truck routes as other metropolitan areas. Baltimore and Boston use 8-10% of their roads as truck routes, NYC is less than 5%

- Service roads need to be opened up
- Need turning arrows in turning lanes

e. Upper Manhattan Meeting

The Upper Manhattan Truck Route Study Public Outreach Meeting was held on January 7, 2004 at the Schomburg Center from 6:00 – 8:30 PM.

Public Comments

- Questioned how many business and trucker surveys were received
- Asked how long term are study recommendations going to be
- Asked if the study is looking at rail alternatives

- Asked what are the enforcement recommendations
- More officers are needed for enforcement

- West 127th between 5th Avenue and Lenox-overnight traffic

- Truck count survey for diesel fumes in July 2003 found 21 long haul 5-axle trucks on Amsterdam Avenue between 145th and 146th Streets
- Changing delivery times will not change the pollution levels

---

- 5th Avenue northern end between 125th and 138th Street
- Trucks are speeding at night
- Madison Avenue and Lexington Avenue are also problems
- Recommend moving truck route to Park Avenue, very few residents in that section of Park Avenue

---

- Questioned if trucks could be moved onto highways
- Asked if highways can be renumbered to accommodate trucks
- Traffic calming is needed

- Traffic humps do not work for trucks traveling 40 mph
- Need other approaches to traffic calming

f. Flushing Queens Meeting

The Flushing Queens Truck Route Study Public Outreach Meeting was held on January 13, 2004 at the Flushing Library from 6:00 – 8:30 PM.

Public Comments

- Color-coded truck route maps should be in truck cabs
- Hold off on changes until the study is done
- There is a need to have trucks, but also a need to protect neighborhoods

---

- Asked what the alternative would be to removing Grand Avenue as a truck route
- Do not want intrusion of trucks into surrounding residential neighborhoods

---

John Pavlovich:

- Yellow lines on Hagstrom maps are misleading truckers
- Hagstrom maps have no information on the City's truck routes whatsoever
- Software routing packages have the same problem
- Project team is reaching out to mapping companies to identity ways to address the issue.

- From Kew Gardens Civic Association
- Major problem is willful disobedience
- Biggest problem is 72-77th Avenue to Main Street
- There are cracked pipes and foundations
- Senior citizens are angry
- On 77th Avenue, NYCDOT is the biggest violator
- Trucks are going to points east
- There is property damage
- No enforcement because police are understaffed
- No negative signs

David Stein (response):

- Signage is the biggest component of the study
- The City needs sign standardization

- Police need signs to enforce
- No sign, no action

David Stein:

- A coherent plan on how to enforce is needed

- 32nd Avenue is a problem, it is the only through street from College Point to Bayside Blvd.
- NYCDOT says no negative signage but it exists all over the City
- No parallel route to Northern Blvd., land uses north and south of Northern Boulevard are entirely residential
- There are no stores and no businesses on 32nd Avenue
- Con Edison is a big problem
- Trees are knocked down by trucks

- Douglaston Parkway is bad because of the reconstruction of the cloverleaf
- There needs to be no commercial truck signs
- Clearview and Northern Boulevard

- From Floral Park Civic Association
- The traffic rules are frequently broken
- There are broken water mains
- Trucks use Hillside Avenue and Jamaica Avenue to avoid LIE construction
- Little Neck Parkway from Jamaica to Hillside Avenues

Sergeant Kevin Dunn – Queens South Command

- NYPD is under resource constraints
- The number of personnel who can issue summonses is at an all-time low
- The police are trying to deal with this force reduction
- The Highway Patrol Division is used primarily for security and not for truck enforcement
- The BEST program, which involves the 105th and 113th Precincts, targets illegal overnight parking by trucks
- Summonses are issued at least once per week

g. Jamaica Queens Meeting

The Jamaica Queens Truck Route Study Public Outreach Meeting was held on January 14, 2004 at York College from 6:00 – 8:30 PM.

Public Comments

- Many problem areas
- Has sent letter to project team
- 111th Avenue is used as a shortcut from Farmers Boulevard to Francis Lewis Boulevard
- There is a four-way stop sign that trucks frequently ignore
- Trucks use Farmers Boulevard illegally
- 111th Avenue is a residential street.

- Semi-tractor trailer trucks go through on 111th Avenue
- Part of the problem is that communities abut M-1 zones
- Businesses allowed in M-1 zones are wrongfully placed
- Liberty Avenue, 171st Street, 172nd Street are problems
- Many businesses operate 24/7
- Waste transfer stations generate inbound and outbound traffic
- Drivers ignore the routes
- Merrick Boulevard and 109th Street into Liberty Avenue is a residential area, very narrow street, parking on both sides, very tight corners at the intersections
- Questioned how it is enforced
- Local rig drivers know the routes but they ignore them

- Questioned if any community members are on the study
- Questioned if study team works with the Dept of City Planning and the Department of Buildings
- Montauk Street has illegal businesses
- Wants to see the truck routes changed

- Has lost power to house several times
- Complaints to his councilmember helped initiate this study
- Recommended going to communities
- Montauk Street, 110th Avenue, 172nd Avenue are problems

- Area north of airport is bombarded by trucks
- They avoid traffic on Rockaway Boulevard
- 147th Avenue and Springfield Avenue are problems; there is a tight “V” turn there
- Glad to see Springfield Gardens in the presentation
- 147th between 226th -227th Streets is too small for 18-wheelers
- M-1 zone in the area
- Has been told no negative signs are put up, needs enforcement
- It is a residential area

- Commissioner Kelly was in southeast Queens
- Springfield Gardens and Montauk Street are bad

- Requested an explanation why negative signs can't be put up
- They are everywhere
- There won't be as many trucks with signs

- Linden Boulevard off Sutphin Boulevard has trucks
- Tractor trailers take down cable lines, power lines, and phone lines
- It is expensive to get phone lines re-connected
- _____

From 205th Place Block Association

- Trucks are detouring on 205th Place from Francis Lewis Boulevard
- There are no signs on Francis Lewis Boulevard
- There is a bottleneck on Jamaica Avenue under the LIRR overpass
- Trucks often park under the overpass overnight

- 172nd -173rd Streets off of Liberty Avenue are problems
- Concerned about safety of the park
- Signal needed at Liberty Avenue and 172nd Street; Impossible to make a left turn there

---

- New York Boulevard and 205th Place are problems with semi-trailers and waste trucks
- Transfer stations are concentrated in Queens
- Open top waste trucks are a problem
- Operators of businesses have generated trucks

- There is confusion amongst the NYPD regarding negative signage. NYPD says they cannot enforce without negative signage.

Sergeant Kevin Dunn:

- Operation BEST is working in Queens
- Deals with overnight parking of trucks
- Has issued many summonses and booted many vehicles
- Targets individual operators who park trucks on residential streets
- Upcoming enforcement efforts are planned
- Involves the 103, 105, 106, 107, and 113 Precincts
- Speed bumps are normally used only around schools
- Judges will throw out tickets if there are no signs
- All of NYPD's highway officers know the routes, but local precinct cops do not.

h. Maspeth Queens Meeting

The Maspeth Queens Truck Route Study Public Outreach Meeting was held on January 15, 2004 at the Maspeth American Legion Hall from 6:00 – 8:30 PM.

Public Comments

- Loading docks on older buildings cannot accommodate semi-trailers. Trucks block traffic lane.
- School buses also cause congestion when they are double-parked

---

- Grand Street past 61st has speeding trucks, many are NYCDOS trucks and private haulers
- Fire hydrant has been hit and replaced 8 times, constantly being knocked.

- 57th Street doesn't go through from Broadway to Queens Boulevard
- 58th Street is the main street where the problem is, not 57th Street.

- Trucks turning at a signal took 20 minutes
- Grand Street should be removed from the network
- "Bypass Plan" is being offered

- Grand Avenue is not being used as a local truck route

- Waste Management trucks speed everywhere at 4-5 AM

- NYCDOT is looking at the Maspeth bypass
- Need to stop trucks from turning onto Grand Avenue.
- MTA 24-hour bus facility being constructed on Grand Avenue.

David Stein (response):

- Education of truck drivers is part of study
- Foldout maps of the truck routes are under consideration

- Signage – authorize by state legislature a special sign
- Cross Harbor Tunnel could bring more trucks to Maspeth
- Trucks going past 69th Street to 74th Street use eastbound Long Island Expressway service road as a through route.
- There should be a process to change the truck routes

- Truck routes must be changed in City regulations
- Supports proposed Maspeth bypass
- Has done traffic counts and will provide them to study team
- Is against Cross Harbor because it will cost jobs and will bring more trucks

i. Williamsburg Brooklyn Meeting

The Williamsburg Brooklyn Truck Route Study public Outreach Meeting was held on January 20, 2004 at the Beacon Center from 6:00 – 8:30 PM.

Public Comments

Recommendations from Community Board 1:

- Thanked NYCDOT for the opportunity to give comments
- Truck traffic is an immense problem
- Northern tip of Brooklyn has growing population of 160,300 people
- Advocates improved transportation through better management of truck traffic
- More comprehensive study approach is needed
- Vibration and excess noise is a problem
- Sleep is disturbed
- Building foundations crack
- Streets are in disrepair and need resurfacing
- Area has highest rate of asthma
- Area has transfer stations, sewage plant, hazardous material storage, NYCDOS garages, recycling facilities
- Opposes marine transfer station because it will increase truck trips
- Concerned about major projects and construction
- BQE spillover is a constant problem
- Need strong regulatory policies, positive truck route signs, and no-excuses enforcement
- Need engineering study of the use of portable weigh stations
- EIS should be required for rezoning proposed by City Planning

---

- Asked if presentation was going to be on the NYCDOT website

---

David Stein (response):

- All the presentations are going to be posted on the website.

- Asked about ideas for increasing enforcement

David Stein (response):

- The agency and the NYPD are working together to maximize enforcement efforts
- The police have very limited resources
- NYCDOT wants to educate them about the truck routes and truck policies so they can use their resources more efficiently

- There are ongoing enforcement efforts such as the BEST program in Queens.
- The penalties have increased as of November 1.2004 $250 for the first offense, $500 for the second, and $1000 for the third plus two points against their [the offender's] commercial driver's license.

- Manpower is the issue with police.
- It has been reduced by 10 percent.
- Truck enforcement is not a priority for police officers
- Questioned response to the manpower issue

David Woloch (response):

- That will be addressed in the study team recommendations at the end of the study.

- Concerned about truck traffic
- 18 wheelers are on borough streets
- Truckers can be fined up to $2000 and get points against their licenses.

- Truck parking and idling on Metropolitan Avenue at Grand Avenue is a problem.
- Trucks idle up to 3 minutes and are not enforced
- Noise and soot is a problem
- Need curbside regulations

- Questioned if ice cream trucks are considered trucks or vendors

---

David Stein (response):

- A truck is defined as any vehicle engaged in business with two or more axles and six or more tires. Under that definition, most ice creams trucks are vendors because the typical vehicle is not a truck.
- All trucks are required to have a bill of lading.
- Truckers are supposed to go off the truck route only to reach a local destination and can only leave the truck route at a location closest to their destination.
- They are vendors since they do not have specific destinations, but roam an area making sales – a vendor.

- Questioned safety issues and emissions

David Stein (response):

- NYCDOT and NYPD will address safety and emissions issues with trucks.
- About 50% of the trucks that are stopped, are pulled off the road for safety violations.

- There are many safety related questions
- One-third of semi-trailers in the city are over the legal limit of 55 feet.
- Asked if study team is mapping the location of truck accidents
- Asked if study team is measuring trucks to see which ones are illegal
- Out of state trucks are getting larger

- Resident amazed by the lack of knowledge/awareness of routes by businesses and drivers

---

David Stein:

- Education is part of the study
- Maps will be improved; the five borough map will be distributed to everyone
- Mapping/routing software for trucks would also improve driver education
- Software is being looked at

- NYCDOT has failed to respond to complaints about signs that have been knocked down
- Sign missing on Vandervoot Avenue
- Nothing has happened, wondered why

- Questioned if agency is going to address issues on bridges
- Bridges are opened and closed and this stops traffic
- One bridge was stuck in the open position

Lori Ardito (response):

- Drawbridges require 24-hour notice before being opened; marine traffic has right of way.
- Sometimes bridges are opened for maintenance
- Many bridges are old and sometimes they get stuck either in the closed or open position

---

- Questioned safety issues with respect to fire trucks responding to fires
- The Fire Department is not involved in this study

David Stein (response):

- FDNY is a stakeholder and we have had discussions with them

---

- Questioned if health issues of the community are being taken into account when designating truck routes
- Many cases of asthma caused by trucks
- Particulates from trucks are in the air

David Stein (response):

- Project team is working with the Department of Health
- NYCDOT trying to limit impacts to residential areas

David Woloch:

- When the study is done, the expectation is not to redefine the truck routes, it is to identify where the existing truck routes do not make sense
- Further study will determine how and what should be changed
- Some examples are Hunts Point and Red Hook

- Withers Street is bad and Metropolitan Avenue is a disaster

---

- Has question about emissions
- Fair Share Analysis for transfer stations
- Commercial waste, and private commercial waste vehicles, not NYCDOS, is the problem

---

- Asked if anyone is enforcing standards on the companies that produce trucks
- Standards for commercial vehicles

- Questioned if study is taking into account overweight permits
- Asked how many and what kind are issued

- The state issues special permits
- They are very rare and are usually for special, oversized items like construction equipment, transformers, and the like.

- It is not safe on special routes
- Foul odors are everywhere
- Noise is something that should be added to the study
- There are sixteen transfer stations and many industrial zones
- Trucks are going through residential streets
- Questioned air quality efforts
- Need to look at design issues for traffic calming, such as medians and greenways

j. Prospect Heights Brooklyn Meeting

The Prospect Heights Truck Route Study Public Outreach meeting was held on January 22, 2004 at Prospect Heights High School from 6:00 – 8:30 PM.

Public Comments

- Truckers should know better, they know which routes to use if truck routes are congested
- Truckers should not be using Hagstrom maps
- Signs do not work because it is more economical for truckers to receive violations and build it into the cost of doing business
- Questioned the number of vehicles used specifically for enforcement?

David Stein:

- Explained new law and fine structure

- Trucks were illegally parked on residential streets and were receiving violations. The company threatened to move out of NYC so NYCDOT changed the parking regulations.
- Economic blackmail

- Asked if truck route summonses are tracked

- Asked how many NYPD cars are involved in enforcement

- School buses parking on residential streets during the day between morning and afternoon shifts

---

David Stein:

- School buses are not part of the study

- Trucks come down Bedford causing heavy vibration instead of using Flatbush Avenue four blocks east

---

- Rugby Road between Church and Caton getting a lot of trucks
- Trucks parking overnight on Church
- Private cabs parking also
- Private garbage trucks go past at 1 am.
- Dorchester Road

- Officers have learned if there are no signs, tickets will get thrown out in court
- Truck enforcement is not a priority in high crime areas
- Questioned why trucks are prohibited from parkways

David Stein (response):

- Parkways were not built to accommodate trucks
- Ocean Parkway is not a good candidate

- Signs should be installed so officers can't claim the excuse that tickets will be thrown out of court
- NYCDOT feels that signing doesn't help
- People should know the law it is enforceable
- Take sampling of neighborhoods (Bedford Avenue) and sign and let trucks back on Flatbush
- Have an interim /draft recommendation list that the community can review

VII. Spring 2006 Community Outreach

A series of five community meetings were held in May and June 2006, one in each New York City borough. The meetings were held to provide a final synopsis of the study and present the study recommendations. The presentation of the study findings included city-wide as well as borough specific recommendations. The final draft was posted on the NYCDOT website prior to the meetings and copies of the Executive Summary were provided at each borough presentation. Comments were solicited on the study and the recommendations directly after the team's presentation and the public was invited to submit their comments to the Department through the summer.

The Staten Island Community Meeting was held at the College of Staten Island on **May 23, 2006**. There were 21 attendees. Major issues of residents included poor substructure on many roads frequently used by trucks resulting in noise and vibration, truck traffic on residential roads, need for better enforcement and training and need for better signage.

The Manhattan Community Meeting was held in Lower Manhattan on **May 24, 2006** at 22 Reade Street. There were 51 attendees. Major issues of residents included enforcement of truck route violations, environmental impacts of truck on health, education efforts regarding truck routes, and a need for better communication by NYCDOT during study.

The Bronx Community Meeting was held at the Bronx District Attorneys Building on **May 31, 2006**. There were 29 attendees. Major issues of residents included truck traffic on residential streets, need for better enforcement and training, noise and vibration, land use, and environmental pollution.

The Queens Community Meeting was held in Flushing on **June 1, 2006** at the Queens Borough Hall. There were 55 attendees. Major issues of residents included recommendations for trucker education efforts, truck using residential streets, enforcement and signage.

The Brooklyn Community Meeting was held in the Brooklyn Borough Hall on **June 6, 2006.** There were 79 attendees. Major issues of residents included need for improved signage and trucker education, better enforcement and changing land use around truck routes.

a. Staten Island Meeting

The NYC Truck Route Study Final Public Outreach Meeting was held on May 23, 2006 at the College of Staten Island from 6:00 – 8:30 PM.

Public Comments:

- How will evening hour restrictions on streets such as Heberton Avenue work for residential areas that have commercial establishments?
- How will these restrictions help conditions along Port Richmond Avenue?
- Elimination of the Limited Local Truck Routes does not make sense. Where will the truck traffic go?
- Increased accountability from NYPD is needed. The "Train the Trainer" programs don't always remain consistent based on what people determine as important information.
- How long will it be until the police in Staten Island get trained? Will NYPD issue tickets to MTA buses and Atlantic City Express buses that are off-route not due to visible emergency reasons? Emergency routing for trucks and buses is an issue in residential areas. We need supervision points along the bus routes by the NYPD.
- The substructure on all streets is inadequate and helps create vibrations.
- We don't want Big Box retailer trucks but have to deal with it. Some two-axle trucks are not considered trucks, but they should be. Owners or driver should be required to provide a bill of lading to verify their traveling on a non-truck route street.
- Truck signs should match the direction the trucks will be traveling.
- Any fines or points should be directed at the owner of the company and not the driver.

David Woloch (response):

- The Office of Freight Mobility will not be able to do all of the training.
- Some police Precincts will work better with train the trainer. Chief Scagnelli runs TrafficStat and will focus on truck violations over the next few months.
- We will work with businesses to look at developing curbside incentive programs. We are looking to initiate various pilot projects throughout the City.
- Limited local truck routes – only accommodates panel vans. Edwards and Kelcey has noted that they are not needed in Staten Island. We plan on installing better signage in the Borough to help direct trucks to the truck routes. The placards will lead to increased accountability, empowerment of officers and improved training of police officers and is one of the key recommendations.
- NY State recently passed a law that added more teeth to trucks traveling off-route with increased fines and points added to licenses.

David Stein (response):

- 311 will help build knowledge, and improve the effectiveness of spot enforcement.
- The goal is to educate other agencies in City.

Public Comments:

- There is a lack of sufficient substructure under the roadbed of Richmond Terrace results in potholes in the winter. 95% of truck routes in Staten Island have no substructure underneath them.
- If you call the 311 operators they don't even know where the streets are that we are reporting to them and they tell us that the streets don't exist. The 311 system doesn't work.
- All Richmond Terrace is a problem with too much truck traffic
- In the vicinity of Great Kills and Hylan Boulevard a feasibility study was supposed to be done for one-way streets.
- Greaves Lane was never supposed to be opened to trucks, but only open to fire trucks and now we have both traveling on the street.
- We need to change the definition of what a truck is and be even more restrictive.
- The City Planning Department needs to be on the same page as NYCDOT. The problem is a lack of interagency actions and coordination in the City.
- Left-turns to Tysen Lane is tough to make.

David Woloch (response):

- The Staten Island Transportation Task Force is trying to coordinate all transportation efforts in the Borough. The Transportation Task Force is reconvening shortly to prioritize which projects should move forward in the most-timely fashion.

Tom Cocola (response):

- The Transportation Task Force will be meeting in June with each of the Community Board Transportation Committees.
- Queuing bays on Hylan Boulevard need left-turning arrows. Capital projects planned for the Hylan Boulevard will help to alleviate problems along this street.

Public Comments:

- Better coordination with the Department of City Planning is needed.
- Richmond Terrace is Staten Island's Shore Road and should be better protected because of its historical significance to the City, State and Federal governments. The waterfront of Staten Island has been denigrated. Richmond Terrace should not be a truck route.
- Trucks should use Expressway and not local streets. Woodruff Lane is residential and does not need trucks
- Taylor Street, Alaska Street, Woodruff Street and Donnegan Lane have trucks traveling on them causing noise and vibration to buildings and this should be looked into by the City.

Public Comments:

- I first want to commend the NYCDOT on taking on this effort and coming up with some very good recommendations.

- Interagency coordination between the Department of Buildings and City Planning needs to be improved to focus on truck related issues.
- Cameras are being used successfully for red light enforcement and should be expanded in Staten Island.

David Woloch (response):

- NYCDOT has talked to the New York State Assembly about expanding the use of red light cameras in New York City. Currently there are only 50 such cameras in the City, but we are working on getting more implemented. The only problem is that the process is very long and tedious to get other traffic cameras installed.
- NYCDOT would like cameras in bus lanes and to help us enforce any truck violations.

David Stein (response):

- Overweight trucks traveling in the City is another issue which we are trying to address by exploring better ways of weighing trucks and enforcing the laws that are already established.

Public Comments:

- What design standards are the Department using for sign retroflectivity?
- Considering you are designing a sign for the 85% of drivers (including older drivers 60 and over); it make sense to specify a sign sheeting that would accommodate this driver mix.

David Stein (response):

- NYCDOT is in the process of meeting with the NYSDOT and FHWA to formalize the truck route signage design process.
- We intend to meet all of the FHWA standards in order to get the signage program implemented and retroflectivity is one of the areas we will be looking to improve upon.

Public Comments:

- Is there a truck route standard sign outside the City?
- Some trucks may need to move overnight and so I am concerned about any possible regulation which may prohibit trucks on certain routes during the evening period.
- How will the milkman be able to deliver to a local store that may be in a residential area?

David Stein (response):

- NYCDOT signage is unique, we are more prohibitive than other cities.
- NYCDOT intends to incorporate some of the component of Interstate 102” wide truck signs, such as the green circle around the truck.

David Woloch (response):

- Various locations are being looked at to do a test of nighttime truck restrictions in residential areas.
- The regulations will still permit the milkman to make his local delivery and will not be too burdensome for trucks.
- NYCDOT is trying to discourage trucks in residential area from 10:00pm – 6:00am, especially if there are other nearby parallel roads which they can use.

David Stein (response):

- Trucks will be still allowed to make a local delivery, but we will be trying to encourage them to use less residential areas.

Public Comments:

- Is the truck route e-mail site you posted on the presentation going to be manned by someone? We want to get some sort of response from NYCDOT.

David Woloch (response):

- The Staten Island Borough office will be one outlet to send any comments or truck complaints to.
- NYCDOT will respond quickly to any comments received to the truck e-mail address.
- Comments should not be sent to different agencies, so the NYCDOT will be acting as a central coordinator of truck info request and complaints in the City.

Public Comments:

- The recommendations made in the report are a good start, particularly those relating to signage. It seems that enforcement was given less emphasis in the presentation. Enforcement is a key to removing trucks off of residential streets in the City and keeping them on the designated truck routes.
- What does it take to get improved NYPD enforcement of truck regulations?
- The problem now is that trucks do not know where to go within the City, so hopefully your education, signage and enforcement program will help in this critical area.
- How will you be working with the Administrative Law Judges?

David Woloch (response):

- Most trucks obey the truck rules and regulations.
- NYCDOT needs to provide truckers with more information so that they have a better understanding of the City's unique truck route system.
- Signage is of one of the key areas that will be improved. Placards are key as well, along with the issuance of a citywide truck route map and improved training of the police and other

agencies that deal with trucking issues, as well as the businesses, truckers and general public.

David Stein (response):

- Truck violations will be tracked to determined how many are thrown out and for what reasons. NYCDOT can possibly train the judges as well on the truck traffic rules.
- With regards to a timeline for signage recommendations being implemented in the short-term, NYCDOT will be filling in those areas that we have identified as having insufficient signage.
- The long-term signage guidelines need to get approval from the FHWA and in the past this has taken up to eight years to complete.
- NYCDOT will fabricate and reinstall some 7,000 to 10,000 signs which is no small effort to complete in a short duration.

David Woloch (response):

- In the short term, negative and positive signs will be replaced where needed.
- In the long-term, it will probably take somewhere between 3 and 5 years to implement the new signage program throughout the City.

Public Comments:

- The 122nd Precinct covers an area that is larger than Manhattan and is understaffed with regard to truck enforcement.
- Over the last 10 to 15 years the specialized police forces (i.e. housing, transit, traffic patrol, brownies, etc.) have all been merged into the NYPD. Consequently there no traffic control officers available directly to the NYCDOT.
- How much did NYCDOT spend on the ITS signs on the Staten Island Expressway which have been in test mode for months?
- We do not have truck enforcement like in New Jersey, where the State Troopers will pull over a truck if he is traveling in the left lane.

Tom Cocola (response):

- NYCDOT is working on improving several problematic traffic areas in Staten Island and intend to utilize the police in the best possible way to ensure that trucks pay special attention to the truck rules and regulations.

David Woloch (response):

- The study discusses improving the use of vehicle message signs.
- The VMS signs on the Staten Island Expressway are the responsibility of New York State Department of Transportation. Within about the next 30 days the VMS signs on the SIE should go to full usage.

Public Comments:

- In the St. George and Arlington neighborhoods residential areas are adjacent to manufacturing areas. Zoning needs to change in these areas in order to reflect the decreased need for trucks traveling in the area due to the reduced amount of manufacturing.
- Signs on highway need to be improved. We have been waiting for improvements for a long time now at the intersection of Hylan Boulevard and New Dorp Avenue.

David Woloch (response):

- The Departments of Design and Construction and Law are currently talking about the best way to expedite the construction of needed transportation improvements in Staten Island.
- Hylan Boulevard and Arthur Kill Road are two high priority projects.
- Property needs to be acquired at Hylan Boulevard and New Dorp Avenue to make improvements at this intersection.
- Over the coming years more planned projects will be implemented.

Public Comments:

- I am a professional truck driver. Better truck route signage needs to be implemented on Staten Island.
- It is difficult for truckers to see cars behind them when shifting to a lane, especially when its raining.
- If trucks were equipped with improved mirrors, it would help them to see the blind spots.
- Richmond Terrace was a bread and butter truck route for the shipyard in the area.
- Truck entrances into facilities are different and need to be specified. Specifically it is very difficult to make a right turn from Herberton Avenue into Reinhold Transportation Facility. Moving the telephone on Herberton Avenue would allow truckers to turn into the Reinhold Transportation Facility without having to detour through residential areas.

David Stein (response):

- Maybe we can improve the geometry at the location mentioned to allow trucks to make the turn into the Reinhold Transportation Facility.

---

b. Manhattan Meeting

The final Truck Route Study Public Outreach Meeting was held on May 24, 2006 at 22 Reade Street from 6:00 – 8:30 PM.

Public Comments:

- Commends certain parts of the recommendations including signage, education and enforcement.
- The study was not community driven
- Opening portions of the Parkway system to trucks would be detrimental to Parkways
- Lack of signage on the Upper Roadway of George Washington Bridge (GWB) and lack of enforcement at 181st Street exit from the westbound GWB Outer Roadway cause truck problems.

David Woloch (Response):

- Office of Freight Mobility will be a key resource in addressing goods movement issues.
- NYCDOT is in the process of procuring Federal CMAQ funds to examine congestion corridors in the City such as along 181st Street.

Lori Ardito - Borough Commissioner (Response):

- NYCDOT will facilitate a meeting between NYPD, PANYNJ and Community Board 12, regarding enforcement at the George Washington Bridge.

Public Comments:

- The study was a very positive development and thoroughly done.
- The next logical step is congestion pricing.
- Enforcement is very important.
- The creation of a new NYCDOT Website that provides a one-stop place for truck info will help educate truck drivers.
- Enforcement seems to be driven by the number of complaints, rather than accidents.
- Lincoln Tunnel/9th Avenue area should have been included in the Hot Spot analysis.
- Canal and Broome streets should be evaluated as hot spots in the next 6 months.

David Stein (response):

- The Department is engaged in making improvements to address accident at those corridors which are the most dangerous.
- The NYCDOT is working with NYPD to better manage corridors and intersections.

Public Comments:

- Community Boards need better notification about truck related issues.
- The potential rupturing of high-pressure gas pipe and asbestos covered steam pipes adjacent to each other on W. 14th Street is a local concern.
- The number of truck detours due to street fairs is a problem around this time of year (Spring).
- CB2 & CB4 must improve communication

Public Comments:

- Office of Freight Mobility (OFM) is a great idea could tackle some key environmental issues, develop a comprehensive freight mobility plan, set performance targets goods movement, and explore incentives such as congestion pricing.
- NYCDOT should hire an intermodal specialist at the OFM to help develop a comprehensive goods movement strategy involving water, freight and ground transportation modes.
- Limited opportunity for public comment and review of the draft truck study reports and a failure to fully address community and environmental impacts.
- There should be an extra round of public comment period to review the full document
- 197 survey respondents 97% raised air pollution and yet it's not mentioned in the report as a key finding.
- There has been great community impact from truck traffic on asthma.
- Agency should document emissions from truck traffic on routes near sensitive populations.

David Woloch (response):

- Emissions related issues are a fair point to make, but this truck study should only be viewed as a starting point.
- The Office of Freight Management (OFM) will look at how to reduce truck idling in NYC.
- The previous individual borough studies are approximately 25 years old.
- Regarding meetings and release of the report, ideally it would have been better to have more time to release the study for public comment but NYCDOT wanted to hold public meetings before the start of the summer.

Public Comments:

- NYCDOT needs to do a better job of informing the Community Boards to disseminate information to the community.
- Handing placards out to the police and community boards is a great idea.
- NYCDOT and Community Boards need to stay in touch in order to establish back and forth dialogue.
- Can NYCDOT make a truck study presentation to CB 12?

David Stein (response):

- The structure of the OFM and NYCDOT's Borough Commissioners is designed to facilitate dialogue with various local constituencies.

David Woloch (response):

- Education in each Community Board will have to be different than it is today.
- Envisions the NYCDOT going to the CB Transportation Committees to engage in dialogue.

Public Comments:

- Traffic congestion is particularly acute from 34th – 42nd Streets and 8th Ave. to the Hudson River, especially in the vicinity of the Lincoln Tunnel.
- The OFM should be the arm to centralize enforcement and increase communication efforts.
- On Figure 5-20 the truck routes go into 9th Ave and terminate. This must be corrected because we can't show a local truck route heading to nowhere.
- The Manhattan Transportation Task Force should focus on the worst traffic/truck hubs.
- On 9th Avenue trucks are no longer as much of a problem since the last two months.
- The area between 8th Avenue and Hudson River and from 34th to 57th Streets should be viewed as one hub. 42nd Street has increased by 7,000 residential units in the past few years.
- Fed Ex and UPS trucks use inappropriate east-west streets to travel.
- Negative signage should be posted at the Lincoln and Holland Tunnels.
- Police officers from the community are frequently relocated to Times Square, resulting in a shortage of officers in our neighborhood. We have to demand that more money goes into truck enforcement.

David Woloch (response):

- Improving existing negative and positive signage is a first priority in the signage strategy and will help to provide consistency.
- Considering the same standards for positive signage and developing new criteria to evaluate what locations make the most sense for negative signage.
- The overall signage program will take several years to implement. In the short term, we will be replacing missing or faded signs and installing negative signage where it is warranted.
- There is a cultural problem with truck enforcement by the NYPD that will be addressed though increased education and accountability.
- Manhattan has a truck unit which has been fairly successful in the past and is something that we are looking to see how it might be replicated.
- Will be working through the media to get the word out about the importance of adherence to the truck rules and regulations within the City.

Public Comments:

- The Assemblyman is against any plan to have trucks travel on the West Side Highway.
- It is important to define a truck and what comprises truck traffic.
- Traffic control agents are necessary at GWB as agreed to by the NYPD and PANY&NJ.
- Both agencies say they do not have enough resources, but more needs to be done at GWB. The NYPD is down 10,000 officers since 4 years ago. Traffic control agents are needed to provide enforcement at congestion points throughout the City.

David Woloch (response):

- The City's definition of a truck is any vehicle with more than 2 axles and 6 or more tires.
- NYC's definition of truck is different from the state and other parts of the country.
- The City also deals with a unique infrastructure and set of circumstances.
- Parkways don't allow trucks to travel on them and numerous other areas that cause confusion for truckers that are not from the area.
- Recommendations presented to us will help with education, enforcement and signage and other quality of life issues related to trucks in the City.

Public Comments:

- It is Important to maintain the historic function of why the Parkway system was developed.
- The truck study has not looked at its impact on parkways.
- Supports a citywide Parkway study. What was done at the west end of the GCP made sense, but before the City progresses any further more study is needed.
- Edwards and Kelcey did a very nice study in Chicago on the redesign of Lakeshore Drive. NYCDOT should hire this consultant to do a similar study of our Parkway system.
- There is a lack of information from NYCDOT about various Parkway projects.
- Half of the HARS study was completed under NYMTC on the Henry Hudson Parkway and then it was abruptly cancelled. Was NYCDOT responsible for stopping this HARS?
- On West 16th Street between 5th and 6th Avenues, trucks like to zoom down the road and no one stops them.
- "No truck "signs are also ignored on the residential street. I stopped a cop once and got him to do enforcement in the area and trucks found alternative ways to travel.
- Can you put the truck idling laws on the new borough wide truck route map?
- We should require that the private sector companies know the truck rules and regulations and hold them accountable.

David Woloch (response):

- NYCDOT has gone to great lengths in this study process to solicit input from different stakeholders.
- EK has recommended that NYCDOT consider further studying the feasibility of allowing trucks on parkways.
- NYCDOT will look into why the HARS was stopped and get back to you. NYCDOT will be putting the truck idling regulations on the citywide truck route maps.

David Stein (response):

- DEP could help out with some of the enforcement regarding trucks on residential roads.

Public Comments:

- What are people willing to pay for additional truck enforcement? Maybe business will have to pay more to help out with increased enforcement.
- There used to be various enforcement units and agencies in New York City and when they all got merged together into the NYPD the civil enforcement tended to get lost.

David Woloch (response):

- Enforcement is a citywide problem.
- In the short term our goal is to role out new training and placards to various police precincts, then fine tune these tools, so they can be used by every police precinct in NYC.
- Manhattan has a special truck enforcement unit which can perhaps be expanded or modeled to other places.

Public Comments:

- Comments regarding traffic on W. 16th Street block from trucks exiting off W. Side Highway.
- 16th Street borders two police Precincts and doesn't receive enough attention.
- Private sector compliance necessary when making deliveries and suggests that they have documentation signed saying that they will comply with truck regulations.
- Fresh Direct trucks make local deliveries in residential areas which is a problem.
- Ineffective to have rules without enforcement.
- Should go after companies not driver. (Follow up comment from NYCDOT response)

David Woloch (response):

- Regarding deliveries on W. 16th Street – local delivery is not 1 to 2 blocks; it refers to most direct route.
- The Department feels points on license can be a deterrent to drivers.

David Stein (response):

- Explanation was given on what constitutes a local truck delivery off-route and the difficulty of removing all trucks from residential areas given the nature of goods movement today.
- The attendees were reminded that public comments will be received through Labor Day 2006.

c. Bronx Meeting

The final Truck Route Study Public Outreach Meeting in the Bronx was held on May 31, 2006 at the Bronx District Attorneys Building.

Public Comments:

- Concerned about allowing trucks on the parkways such as Henry Hudson Parkway.
- Traffic is extremely congested on the Henry Hudson Parkway.
- Parkways have been around since 1930's and were not intended to be highways used by trucks.
- The City needs to find a better way of moving goods into the City by the existing rail system.
- The City should encourage the use of rail and small unit trucks.
- A new train route and yard was constructed to Oak Point which should be better utilized for goods movement.

David Woloch (response):

- Some council members favor NYCDOT studying the feasibility of allowing small trucks on the Parkways.
- The NYCDOT/NYSDOT did a pilot project in a short segment of the Grand Central Parkway linking the Triborough Bridge and the Bronx Queens Expressway, which was successful. This action has removed a majority of trucks from local streets with high levels of pedestrian activity.

Public Comments:

- NYCDOT needs to talk to the elected officials about allowing trucks on the West Side Highway.
- Riverdale community is absolutely against anymore trucks in the area and on parkways.

David Woloch (response):

- Commercial vehicles are permitted to travel off of truck routes if they are making local deliveries.

David Stein (response):

- NYCDOT is looking at Port Morris with respect to reducing the number of Department of Sanitation trucks in the area.

Public Comments:

- This study was a good start, but was done at too small a scale and should have looked more broadly at a number of issues.

- We need to reduce our dependence on trucks.
- The signage and enforcement recommendations were very good.
- The asthma rate in the Bronx is the worst of all the five boroughs. NYU and Columbia University have done studies showing that the children have lower IQ's in the Bronx due in part because of the diesel fumes from trucks.
- Accidents and other health risks need to be considered in greater detail in future study efforts. Challenge is for NYCDOT to coordinate with other agencies to talk about freight mobility. Congestion pricing should be considered
- Other transportation modes, such as rail and barge, should be considered for goods movement into the City.
- Industrial hubs need to have a better scheduling of goods movement improvements and a way to reduce truck idling.
- NYCDOT needs to work with other agencies and look at "bigger picture" issues.

David Woloch (response):

- The study was primarily focused on goods movement via trucking. The whole range of issues related to traffic were looked at in this study.
- NYCDOT realizes that other modes of transportation should be explored.
- The OFM will pick up from this study and implement various recommendations and focus the NYCDOT's attention on goods movement issues that you have raised

---

Public Comments:

- The commercial traffic on Grand Concourse and 161st Street is troublesome. Traffic should be routed away from Grand Concourse due to noise and vibration.
- Foundations of homes are cracked from truck travel.
- Homes were constructed on top of a riverbed.
- DOT should check the records to see the number of housing cracks in the area.
- No negative or positive truck signage is posted in the area.
- DOS trucks are also part of the problem.
- The neighborhood has changed and there are not commercial truck signs along the streets.

Charles Ukegbu (response):

- The Borough Commissioner's office is very familiar with truck issues around 167th Street.
- With regard to vibrations, please provide specific locations so we can investigate the areas.
- The whole issue around trucks goes beyond signage.
- Enforcement is also a crucial component.

David Woloch (response):

- Members of the NYPD are here tonight and will be working with us to provide greater enforcement.
- We have noted the area you mentioned which is on Grant Avenue in the vicinity of 163rd Street. We will take a look at your area of concern.

Public Comments:

- NYCDOT needs to do a better job of listening to input and feedback from the various communities.
- **M**others **O**n the **M**ove did their own research and eventually got the NYCDOT to undertake truck study to improve the truck circulation and improving the movement of trucks in the Hunts Point area.
- The recommendations are good, but there needs to be a longer horizon to the study looking at the bigger picture issues such as land use and economic development.
- Goods movement issues are only going to get worse in the future. We need to look at land use, logistics today in different with big box retailers and just-in-time deliveries.
- If economic development is so important to the City then they need to do a better job of getting the goods to and from major industrial hubs.

David Stein (response):

- The Industrial Business Zone Agency was created by Mayor Bloomberg to focus on the needs of the businesses through interagency coordination and looking at ways to alleviate truck traffic and dangerous locations.
- We never had Fresh Direct type service in the City and now we have to find a way to handle an ever increasing number of trucks coming into the City.
- Only 10% of roads are truck routes and the study did not look to expand upon them too much, and so the goods still have to get to market.

David Woloch (response):

- This study was done via a community driven process in which numerous meetings were held over the past three years to solicit local feedback. This study presents city wide and borough specific recommendations.
- This study could not look at each and every problem area in a City the size of NY
- Most of the study recommendations presented tonight were developed to address the needs of the Bronx stakeholders.
- NYCDOT can no longer wait another 25 years for the next study to be done to address truck issues, rather there must be an ongoing effort by the NYCDOT to focus resources in this area.
- The OFM will help focus the agency in this area.

Public Comments:

- I want to thank NYCDOT for providing new one way truck route streets, removing trucks from residential areas and an improving maps and signage in Hunts Point.
- Hunts Point is home to some 677 businesses with many relying on trucks as a vital component of what they do. When will the new truck route and gateway signs be installed in Hunts Point?

David Woloch (response):

- We will try to improve signage in the areas as much as we can over the coming year.
- A comprehensive overhaul of all signage in NYC will take 3 to 5 years to complete.
- We need to meet with NYSDOT/FHWA to get their approval before we can replace all truck signage.
- In the short-term, we will replace critical signs where they are missing.

Charles Ukegbu (response):

- The Hunts Point area has greatly benefited from the results of the recent study efforts in the area.
- Specific routing signage developed with EDC will have to be reviewed to ensure that it matches with the signage that we are developing.
- New Hunts Point signs will be installed this year where they are missing. Advanced advisory signs are coming.

Public Comments:

- Asthma is a major problem in the Bronx.
- NYCDOT seems to be more concerned about more lanes for trucks
- Most trucks in the City are coming from other states; we should require trucks to use Global Positioning Systems (GPS) to make sure they stay on truck routes
- Truck route markings should be placed on the road pavement rather than signage which can be taken down and never replaced by the City.
- NYPD has a very daunting job.
- 311 is not a great system and needs to be improved.
- NYPD not going to do enforcement as other Boroughs
- Bronx doesn't carry the same population as the other Boroughs, but other people moving back to Bronx and trucking issues need to be addressed.

David Woloch (response):

- Putting truck routing markings on the road sounds interesting, but unfortunately they fade over time; just look around the City at the faded painted crosswalks.

Public Comments:

- But it takes longer for markings to fade, compared to signs that get damaged or are never replaced in a timely manner. Maybe the City should consider both.

David Woloch (response):

- The interesting thing is that truckers look for signs not markings.
- Enforcement of truck rules and regulations is tough because by the time police respond the truck is already gone. Truck complaint calls come in every way to the City via 311, police,

NYCDOT, planning, etc. This information often gets passed around and is not coordinated or addressed by any single organization.

- NYCDOT intends to centralize complaints by tapping into the information received from 311 and other sources to detect trends and get the proper resources deployed to where they can be most effective. Regulations are also complex; we will try to help with education.

Charles Ukegbu (response):

- The option of truck route signs and markings was mentioned, but weather is an issue with markings which would get covered by snow in the winter.

Public Comments:

- We need to consider using technology in truck logistics, like Global Positioning Systems, particularly at the larger manufacturing and goods movement companies.
- EZ Pass is something that truckers have and can be used to help track their movement.

David Stein (response):

- NYCDOT is trying to work with companies like Home Depot to do better outreach to them about the proper truck routing.
- NYCDOT worked with a company that uses GPS to show when trucks are off truck routes
- NYCDOT is working with truckers to gain their insights.

David Stein (response):

- Advanced signing is key and will help greatly. Having truck signs on state roads and Interstates will also be key.

Public Comments:

- Happy to learn that the placards are going to be piloted in the 41st Police Precinct.
- We need lighting on Cross Bronx Expressway to Sheridan Expressway to Hunts Point
- Addition of new signs, pavement markings and lighting will help.
- Are weigh stations involved at all with improved enforcement measures?

- The study was good but more should be done to look at truck volumes and their impact on air quality.
- There is so much traffic in Hunts Point that any possible improvements to air quality can't occur.
- Need to convince companies to have the truck route placard with bill of lading.

David Woloch (response):

- Getting placards out to businesses is a good idea that we will follow up on.

David Stein (response):

- City wide resources are going to be available for Community Boards to assist the NYCDOT.
- As education materials are developed, we can develop advanced items like interactive maps
- A key NYCDOT issue will be to challenge enforcement in the area of truck regulations
- Air pollutions goals were not in the report because it was outside the scope of what we wanted to do at this time.

Charles Ukegbu (response):

- The extent of the study had to be limited because we could not look at every single issue. So air quality was not addressed.

Public Comments:

- Air quality should be a higher priority for the NYCDOT.

- How often does the NYCDOT examine changes in population and other socioeconomic factors when looking at truck issues?

Charles Ukegbu (response):

- NYC has been procuring clean air vehicles.
- Population and socioeconomic trends are key for us in making adjustments in various programs and policies. The Department of City Planning monitors these statistics regularly.

David Woloch (response):

- This is no simple answer to solving the air quality problems in the City.
- NYCDOT needs to focus on truck issues each and every year.
- NYCDOT intends to take the work that we've done in the Hunts Point Study, which has been quite successful and look to replicate it in other areas around the City.

Public Comments:

- Will you work with DEP on environmental issues?

David Woloch (response):

- NYCDOT is already working with the DEP to address a number of the environmental issues raised tonight.
- The OFM will help broaden the reach of NYCDOT to other agencies within the City and the metropolitan area.

Public Comments:

- What will be the role of the traffic police and why can they used for enforcement and idling?

David Stein (response):

- The levels of training among the various enforcement units are different; this all goes back to how agents are trained and retrained.
- Traffic agents typically give moving violations.
- Some police precincts in the City have special programs and agents which have been successful in issuing truck violations and getting the word out.
- The best practices of such Precincts will be shared with all the others so that others will be able to be as successful with their enforcement efforts.

David Woloch (response):

- The set of traffic rules and regulations with regard to trucks is difficult for many to understand and so the education component of this study will be crucial.

Public Comments:

- Enforcement needs to be specific enough to target truck related issues.
- What initiative for rezoning were taken for ensuring that residential buildings are built to a higher standard, so as to not allow asthma to become as prevalent a problem?

Charles Ukegbu (response):

- South of the Bruckner Expressway there have been numerous rezoning of manufacturing areas to mixed-use. Rezoning goes through the ULURP process and is outside the scope of this study.
- NYCDOT can help with right-of-way, roadway, sidewalk, access and street furniture type of issues, but we are not in the housing and land use business.
- NYCDOT's role is limited, but citizens and community board can help create more Green Buildings around the City.

David Stein (response):

- Challenge of rezoning manufacturing areas to mixed-use areas was discussed in report.

d. Queens Meeting

The final Truck Route Management study meeting in the Queens Community was held in Flushing on June 1, 2006 at the Queens Borough Hall between 6:00 – 8:30 PM.

Public Comments:

- The interior communities, which do not see much truck traffic have signs which state No Trucks. The neighborhoods bordering industrial areas are missing these signs.
- Why was Liberty Avenue not considered as a key component of the study?
- There needs to be better signage on Liberty Avenue so that trucks stay on the road; negative signage is also needed in the area.
- Trucks park on neighborhood streets off of Liberty Avenue during the overnight and on weekends periods. I am providing you with pictures of the violations.

John Pavlovich (response):

- More needs to be done along Liberty Avenue.
- NYCDOT has been inconsistent with sign placement. Local and Through Truck route signs are missing at decision points in the street network.
- NYCDOT wants to promote positive signs.
- Negative signs will be replaced; however, enforcement of the truck route regulations does not require the placement of negative signs.

David Woloch (response):

- NYCDOT is not backing off on having negative signs in NYC. We want to ensure that the negative signage policy going forward has a set of standard criteria that can be applied uniformly in the City.

Public Comments:

- Commends the NYCDOT for taking on this challenging set of issues.
- More interaction with the public will make the end result of the study better. Further public hearings are encouraged.
- As a result of this study NYCDOT addressed a lot of needs which have to be tackled.
- The biggest truck traffic culprits are trucks hauling waste to waste transfer stations in western Queens and not just truck carrying goods. These trucks cause the most damage to City streets.
- Truck routes direct trucks past hazardous waste sites.
- Truck drivers need to proceed with extra caution near school and senior housing areas, with warning signs posted near these sites.

David Stein (response):

- NYCDOT is actively working with other agencies such as the Department of Sanitation, DEP, and Schools to deal with truck problems such as overnight parking and idling.

Public Comments:

- Trucks use 111th Ave from Farmers Boulevard to Frances Lewis Boulevard as a short cut.

Public Comments:

- The local Community Boards should be able to post “No Trucks Except Local Deliveries” signs, instead of having to go through NYCDOT.
- Education is needed for truckers outside the region.
- There are too many trucks in the City.
- The Cross Harbor Freight Tunnel project linked to the Pilgrim site in Long Island would help reduce truck congestion and pollution in the City. Currently there is no other way to get freight into town except trucks.
- NYCDOT should have a goal to reduce the miles that truck travel.
- At 55th Avenue and 48th Street numerous waste hauler truck traffic and trucks parking.
- NYCDOT was supposed to put up “No Overnight Parking ”signs, however nothing has been done.
- Extra long and high trucks are getting stuck traveling all over the City.
- With a 12’-9” height clearance truck you can travel anywhere in NYC.
- Request no overnight parking signs be installed in the areas noted.
- Trucks are coming from Greenpoint to the Maspeth/Ridgewood area.

David Woloch (response):

- Different Police precincts have various strategies for dealing with these types of problems. One of the key recommendations is for the Police Department to develop a Best Practices program of the successful initiatives in the various Precincts to distribute throughout the City. NYCDOT will look into the signage issues you have mentioned.

Public Comments:

- Trucks from JFK Airport leave the airport via Farmers Boulevard, Springfield Avenue, Liberty Avenue and proceed to other local roadways. Red Hook Creek and Francis Lewis Boulevard empty into Kennedy International Airport.
- Farmer Boulevard is used as a truck route to 99th Street. Negative signs discourage illegal use. Permits are given to illegal businesses, which open up in neighborhoods that the residents have to deal with the truck traffic and truck idling.
- Department of Buildings creates problems by giving permits to trucks to travel in residential areas.
- Diesel fumes are a major problem. Police do not often write tickets.
- Community has asked the NYCDOT for negative signs.
- Montauk Street is experiencing a health crisis. High rates of cancer, are assumed to be caused by idling trucks.

- He is pleased to see the Maspeth - Grand Avenue bypass considered in the study.
- When can the community expect to see the implementation of the short-term and long-term recommendations?

- If you work with the local Council Members they will help you secure funds for capital funds to help remove trucks from residential areas.

David Woloch (response):

- Large capital projects require funding which is not typically available.
- NYCDOT will start implementing short-term recommendations this year such as replacing missing signs and putting up negative signs.
- Long-term recommendations will require identifying capital funding.

Public Comments:

- NYCDOT should work with each Community Board. CBs will provide constructive input.
- Truck traffic coming from the Triborough Bridge to the Grand Central Parkway and onto the BQE Exit off the bridge is problematic.
- At 33rd Street and Astoria Boulevard the ramp is adjacent to the police precinct and results in truck congestion. 18-wheel trucks have to travel by the Precinct, which is already crowded with vehicles.
- There should be no impediment of allowing 53-foot long trucks onto the Tri-Borough Bridge.
- Waste haulers are a major problem. Waste haulers are carrying Long Island garbage
- Supports getting haulers off of streets and onto NY Atlantic Branch trains which could remove 150 trucks a day form the local streets.
- The Grand Avenue project should be rethought.

David Woloch (response):

- The Office of Freight Mobility will take on the issues discussed at this meeting and by working with the Community Boards sometime starting in the next 1 to 2 years. We should no longer wait another 25 years to do a truck study of this magnitude, as this issue is too important to not be addressed each and every year. The Office of Freight Mobility will be able to focus some of NYCDOT's efforts in improving good movement.

Public Comments:

- Glad to see signage on 109th Avenue was addressed in the presentation.
- Oversized trucks are a problem and traffic enforcement has been lacking. 109th Avenue and Farmers Avenue experience high volumes of truck traffic.
- Signage is needed, specifically signage stating, "No Trucks".
- Police are not enforcing the regulations and they are not doing anything with reported violations. Signs should be placed where needed.

David Stein (response):

- NYCDOT is looking to replace missing truck signs.

- This study has just recently been completed, NYCDOT will implement recommendations including putting up signs.
- Criteria for negative signage placement will be implemented based on truck volumes, land use, truck violations, etc. instead of randomly putting up these type of signs.

David Woloch (response):

- The Consultant recommended that negative signage remain in the City and be improved upon.
- We will have the Borough Engineer work on improving the signage issues raised tonight.

Public Comments:

- The Jamaica area (GJDC) hired their own traffic consultant to look at truck issues.
- Numerous height restrictions were noted on 130th to Atlantic Avenue due to the Long Island Railroad bridge crossing. Fifty to sixty percent of the height clearance signs in the area are incorrect. Trucks get stuck in the tunnel because clearance height is not adequate.
- GJDC has developed their own maps with clearance height and are very detailed.
- These maps will be put on our website with the correct height clearances.
- Along Liberty and Jamaica avenues there is a lack of signage pointing towards the Van Wyck Expressway and/or identifying it as a truck route. The traffic consultant and organization will be meeting with NYCDOT. One height sign says 10'-7", but actual clearance is 15'.

David Stein (response):

- NYCDOT is looking at land use, zoning and transportation in the industrial business zones throughout the City.
- NYCDOT is also working with the Mayors Office of Industrial Development.
- Advanced signage with height restrictions are a key to vehicles not getting stuck. NYCDOT is trying to address height clearance. Bridges are inspected every two years. Height clearance information will be placed on our new maps as well.
- NYCDOT inspectors go out to investigate when trucks get stuck and often it's the truck driver's fault. Every time a truck gets stuck, NYCDOT sends someone out to re-measure clearance.

Public Comments:

- The City needs a comprehensive plan to move goods especially solid waste.
- The City should encourage alternative modes of transportation.
- Trucks are a major part of the air pollution problem.
- Several "Do Not Block the Box" signs near the Queensboro Bridge and Queens Midtown Tunnel often have intersections blocked by trucks.
- 48th Street is the #1 illegal truck route in Community Board 2 and should be included on NYCDOT list to provide signage.
- To prevent trucks from going where they should not, Interstate exits should be designed to inhibit truck accessibility.

- A more proactive policy with regard to negative signs is a good thing.
- More signs are needed to direct trucks to and from expressways; once they get off the Expressway, they cannot get back on.
- The proposed Cross Harbor Tunnel truck terminal in Maspeth would overburden the local area with trucks.
- Limited NYPD resources have affected enforcement.

David Stein (response):

- The City and State have truck route signs, but signs to and from highway ramps are not always designated.
- NYCDOT is looking to work with the NYSDOT to provide better signage.
- NYCDOT wants to provide truckers with the information to take the correct routes.

Public Comments:

- 48th Street from Queens Boulevard to Northern Boulevard and 39th Avenue looks like a truck route because the roads are wide, but they are not truck routes.
- Trailblazing signs are good.
- Report notes that only 32% of truckers are familiar with truck routes, so most don't know them very well. Truckers should be given a map with routes at tolls or with their EZPASS bills.
- More freight rail service in Queens via the Cross Harbor Tunnel project would create additional trucks in terminal areas such as Maspeth.
- The truck study is only focused on trucks and should include inter-modal transportation. Education is important; different ways should be used to educate truckers.

David Woloch (response):

- Mayor Bloomberg does not support the Cross Harbor Rail Freight Tunnel project.
- NYCEDC is working to put goods on rails and on barges.
- The scope of this study is focused on trucks.
- The OFM will bring NYCDOT, PANYNJ and others together on goods movements issues.
- 48th Street is probably depicted on the map as a yellow line.

David Stein (response):

- Toll booths information will be distributed.
- We are working with online mapping companies to get all the information available out to truck companies. We are also looking at GPS technology.

Public Comments:

- Passing out maps is too little too late.
- Every single large company has somebody involved that we have to reach out to.

David Stein (response):

- NYCDOT has spoken with Hagstrom maps, and they have been receptive in possibly including truck routes.
- NYCDOT has reached out to MapQuest and is trying to develop a similar type of tool which can be used to help direct truckers to the proper truck routes.
- NYCDOT is also working with truck companies and associations to get information out to truck drivers.

Public Comments:

- Community Board 12 has been requesting negative signs off of the Van Wyck Expressway over the last several years with no success. Trucks leave this expressway and enter into residential areas, such as along Liberty Avenue, where they are not supposed to be traveling.
- CB 12 issues were not mentioned much in the presentation except at Farmers Boulevard and JFK Airport.
- There is a lack of enforcement in the area.
- Only area with positive signage is at Merrick Boulevard and 110th Avenue.
- Trucks park at night and on weekends on residential streets such as Baisley Boulevard.
- Proper truck signage is needed in CB 12.
- The addition of more negative signs throughout the district is also needed.

- Truck traffic is a problem on the northern portion of the Van Wyck Expressway.
- There is a lack of signage prohibiting through truck traffic and trucks are using this expressway to take short cuts such as the Jewel Avenue Exit 11.
- The Police Precinct is overburdened, but I have seen some response to these problems by the truck enforcement group. However, truck enforcement needs to be stepped up.
- Problem exists with trucks using Union Turnpike east to Main Street. Proper signage is needed to state that that no thru traffic is allowed.

- Area residents concerns are Little Neck Parkway, Douglaston Parkway and Marathon Parkway which all border residential areas.
- Between Long Island Expressway and Northern Boulevard truck routes are a far distance from eastern Queens so trucks use these routes.
- Tickets are being thrown out by judges due to a lack of proper truck routing signage in the area. Glad to see that you incorporated signage improvements in your study. The sooner Law Judges are educated about these issues the better we will be.
- Supports negative signs.

- Community Board 3 is a difficult area with numerous truck issues.
- Roosevelt Avenue, Astoria Boulevard and Northern Boulevard should be included in the study. Infrastructure is needed to support the tonnage of the trucks and reduce potholes and damage to sewer, water and other infrastructure beneath the street surface.
- Home facades are being damaged from truck vibrations.

- Handing out truck route maps at toll plazas is a great idea.
- When truckers get their CDL license this would be a great time to educate them about the truck rules and regulations in NYC.
- Sound pollution is a problem. Jake brakes make loud noises. We should put up signs that say "Give us a break do not jake".

David Woloch (response):

- Truck route changes will take time.
- Truck route maps will have to be updated every year.
- Suggestion with DMV to include NYC truck rules and regulations with CDL license are being looked into by NYCDOT.

Public Comments:

- Along 147th Avenue, 146th Avenue, 145th Road, 226th Street, 228th Street the signs have been knocked down.
- On 228th Street, trucks back up onto yards to make turns.
- On 147th Avenue there are numerous potholes.

David Stein (response):

- NYCDOT is presently looking at the Springfield and Ozone Park neighborhoods.

Queens Borough Engineer (response):

- 147th roadway problems are being addressed; the entire roadway will be reconstructed over the next four years and immediate changes will also be made. NYCDOT is also looking at intersection improvements.

Public Comments:

- At Roosevelt Avenue and 111th Street near Walgreens, there are a lot of vans and moving trucks using the area as a place of business. The cell phone is their office and they have no need for a physical office. They are there 24 hours a day.
- Truck enforcement needs to be deployed similar to the TLC. 311 should be tied directly to enforcement.

e. Brooklyn Meeting

The Brooklyn Community Meeting was held on June 6, 2006 at the Brooklyn Borough Hall from 6:00 – 8:30 PM.

Public Comments:

- There are no entrances to the Gowanus Expressway. Therefore, trucks have the tendency to take local truck routes.
- There is a lack of truck access to Prospect Expressway; without highway truck access, trucks travel on local streets creating bottlenecks.
- The City Department of Sanitation is bringing the Hamilton facility on line.
- The area listed as being the eastern part of Prospect Park is not southwest.
- Proper access would help keep trucks on the truck routes.
- NYCDOT has reached out to NYSDOT about the Gowanus Expressway reconstruction project.

- Carlton Avenue is listed as an arterial.
- Map companies also list Van Dam Avenue and Vandervelt Avenue as principal arterials which truckers interpret to mean truck route streets. Greater enforcement is needed.
- Political pressure would help as well.
- How are private buses addressed with respect to truck routes?

David Woloch (response):

- Map companies are receptive to using the city's official truck route maps. In the past couple of years, NYCDOT has been working with the map companies.
- There are truckers who do not pay attention to truck prohibition signs.

David Stein (response):

- Buses are required to follow the truck routes when not running their fixed route service.
- Greater enforcement by NYPD is needed.

Public Comments:

Level of frustration of local residents is high. There needs to be:
- more of a focus on educating truck drivers;
- higher fines and points on the driver's license;
- a better mechanism to fine trucks that travel off the truck routes;
- more extensive education of the police regarding the ticketing of truck drivers; and
- a greater focus on quality of life issues.
- Also, 18 wheeler trucks travel on Bedford Avenue which is not a truck route.

David Stein (response):

- NYCDOT has supported increased penalties for truck offenses. Fines were increased to $250 for the first offense, $500 for the second offense on up to $1000 for subsequent offenses.
- An additional provision of recent legislation that is important allows the court judges to include points on the commercial driver's license of the offender.
- We also want to do a better job of tracking adjudication.
- NYPD is excited about the placards since the truck route regulations are complicated.
- On 20th Street the trucks do speed, but the police precincts do not have enough staff dedicated to stopping this infraction.

David Woloch (response):

- There are numerous competing demands on the NYPD. We are looking to help them by speeding up training and providing truck route information placards to the NYPD to aid in truck route enforcement. NYPD wants to help re-educate their officers.

Public Comments:

- NYCDOT made a great effort to help relieve us of the impacts that trucks place on our neighborhoods.
- The situation at 20th Street and Caton Avenue has not changed much over the past 30 years. The truck route maps have not changed a lot either during that time period.
- It is a fair argument to say that conditions have changed a lot with respect to certain neighborhoods now being more residential and mixed-use in nature and moving away from industrial and manufacturing uses.
- There are a lot of possibilities regarding enforcement, but there was no guarantee made by NYCDOT that we will see increased enforcement, especially if there are no changes made to the truck route map.
- I'm happy that new police are being hired and that crime is down.
- The main quality of life issue is the need for greater enforcement which needs to be stressed more by the NYCDOT.

David Woloch (response):

- Enhanced education programs aimed at the NYPD and administrative law judges about the truck rules and regulations will greatly help the situation.
- Precinct Commanders are going to be required to talk about trucks during Traffic Stat and explain how they are addressing the problems, which will lead to increased accountability.
- NYCDOT is committed to creating an Office of Freight Mobility to better focus our attention and resources on solving the truck issues that are getting scattered around to various City agencies.

Public Comments:

- Specific levels of enforcement by Precinct that help to meet operational goals should be mandated.
- Improvement of truck signage is not the magic bullet solution.
- Clearer signage and increased NYPD enforcement will help.
- I would like to know why we could not go the extra step with regards to enforcement?

David Stein (response):

- Dedicated wayfinding and directional truck routing signage at key areas will help.
- Corridor wide land use issues will be looked at from a global perspective to determine the most appropriate routing for trucks.

Public Comments:

- There is a problem with Bedford Avenue where there is a lack of truck route signs and an inordinate amount of trucks and buses in the area.
- Enforcement is a vital issue.
- Fines are not an issue for drivers, but truck drivers faced with points against their license might get them to change their habits.
- If the Police precincts do enforcement and the administrative judges just don't dismiss tickets, then things would improve.

- In Europe there are many places with small streets where they've gone to a small truck system with vehicles that are less than 14,000-pound in weight. Maybe there should be an exception for vans and trucks traveling in the City that are less than 16,000 pounds because you do not need a commercial license to drive such vehicles.
- Tractor-trailers are the big problem. What about the little guys?
- Maybe other companies would downsize to smaller trucks if the City favored them over the larger trucks.
- The Department of Motor Vehicles says there are more fatalities by SUV's than trucks of any size.

David Woloch (response):

- Trucks in NYC are defined as having six or more tires or three or more axles.
- There are corridors in the City such as the parkways where commercial vans are not allowed and this is something we should explore further.
- Stakeholders often misconstrue some aspects of rules, so education will be key.

David Stein (response):

- The Federal Government (Federal Highway Administration) mandates the types of signs to designate a truck.

Public Comments:

- 20th Street is becoming more and more residential.
- I expected more of a birds-eye view of the issues and solutions to come out of this study.
- We need ramps to help utilize existing highways like Gowanus Expressway.
- I live on 20th Street and can tell you that the street is very tight for trucks to travel on.
- The area neighborhoods are segregated by highways.
- As neighborhood conditions improve we need to have the trucks use the highways.
- Streets are not designed to handle large trucks which often need to be modernized.
- We need the standard for nighttime restriction to be placed on 20th Street and the definition of size of tank truck should be improved.
- Street reconstruction and repairs of Local Truck Route streets should be a high priority improvement as compared to non-truck route streets.

David Woloch (response):

- NYCDOT recognizes that 20th Street is largely residential, but unfortunately in this case the trucks need to use this street to reach their destinations.
- Enforcement is key especially because our constrained infrastructure often cannot safely handle the longer and wider trucks that are commonplace today.

David Stein (response):

- Local trucks traveling within a Borough are allowed to make deliveries off of the designated truck route; however if they are passing through the Borough, they need to remain on a Through Truck Route.

Dalila Hall (response):

- The Office of Freight Mobility will focus on those issues raised on a daily basis. We are looking at making improvements to 20th Street. We are also looking at improved signage.
- Citywide, NYC is an old city with a constrained infrastructure.
- If a community feels that an upgrade is needed then they need to speak to their Community Board.
- We agree that the Local Truck Routes should be a high priority for infrastructure improvements.

Public Comments:

- When will the Office of Freight Mobility be set up?
- And when will the police have the placards?

David Woloch (response):

- Efforts are starting now to establish the Office of Freight Mobility.

- The pilot program for three police Precincts is starting for the Placards.

David Stein (response):

- A lot of activities are going on at the NYCDOT.

Public Comments:

- Your answers seem weak in terms of making any recommendation to reduce the size of the trucks traveling in the City.

David Woloch (response):

- NYC already has the most restrictive length restriction in the U.S. The key question is whether the City is going to go along with the rest of the U.S. in terms of allowing larger trucks to travel on our streets. Certainly, we are not moving in that direction and we will maintain our more restrictive rules and regulations.

Public Comments:

- We see longer trucks greater than 55' on Atlantic Avenue.
- What are we doing about high accident locations?

David Stein (response):

- We are improving the high accident locations in NYC.

Public Comments:

- I want to thank NYCDOT for the study.
- The Bay Ridge Parkway has a lot of trucks.
- Small trucks with 2 axles and 4 wheels are a good part of the traffic.
- We are looking to improve the signage along Bay Ridge Parkway.

David Stein (response):

- Truck signage will be improved throughout the City.

Public Comments:

- I am against trucks on our parkways; mixing trucks with cars is not the right thing to do.
- Trucking issues have to become a higher priority with other agencies.
- There is a huge problem getting traffic to move through Brooklyn.
- The Cross Harbor project wants to use the Bay Ridge Line to transport freight via trains, not to be used by trucks as you are proposing.
- The Gowanus Expressway needs to be reconstructed.
- The one-way tolls into the City need to be fixed, so that you don't have vehicles avoiding the tolls.

- Will Caton Avenue remain a truck route?

David Woloch (response):

- This will not change because Caton Avenue is also State Route 27.

Public Comments:

- I am worried about what impact any proposed new east-west truck route will have in my neighborhood.

David Stein (response):

- The consultant's recommendations are currently being reviewed by the NYCDOT and other agencies and no decision on additional east-west truck routes in Brooklyn have been made.

David Woloch (response):

- There are a few options for east-west truck routes, but there is no easy answer. However, there is a downside to leaving the situation the way it is.

Public Comments:

- Asthma, blood pressure, and heart disease aliments are not addressed.
- The Red Hook container port is closing.
- Two parallel / perpendicular truck routes are on Columbia Street. We need to downgrade the truck routes in this area because the Columbia Street port facility is closing.
- How long will post 9-11 restrictions be in place at the Brooklyn Battery Tunnel?
- We should put trucks back where they belong.

- There are a lot of problems with the DEP. When was the last time that the street was overhauled?
- NYCDOT should note that there are numerous potholes and street cave-ins in my Sunset Park neighborhood.
- If we are looking to make 44th Street to 3rd Avenue a truck route then the City should first improve the roadway infrastructure on which the trucks will be traveling. Improving the streets will help to reduce building vibrations and cracks.

- McDonald Avenue and Alvermyer Road are truck streets of concern.
- Brakes on many trucks are in need of repair.
- Trucks vibrate buildings.
- Trucks turning at the Caton Avenue/Church Street intersection onto a dangerous pedestrian crossing on Caton Avenue.

- I want to thank the NYCDOT for a long overdue study.
- The Office of Freight Mobility is a great idea.
- Greater enforcement is needed with an improved budget of set aside money for this purpose. Increased enforcement is needed for oversized trucks. We need special truck enforcement bureau to be established.
- The definition of trucks needs to be improved.
- This study also needs to focus on capital projects.
- Because of new cruise ship that came to Brooklyn the City was able to move one of the truck routes.

- Delighted to see a truck map. The Borough President tried unsuccessfully to do a truck route map 30 years ago. It would help to link the map to some type of navigation system.
- I keep hearing that the numerous truck issues at Flatbush Avenue and Tillary Street cannot be mitigated.
- The City has lacked a comprehensive good movement planning effort since the early 1970's.
- Nobody thought about how trucks would travel to and from the Pennsylvania Avenue shopping center.

David Stein (response):

- We are working with GPS companies and things we can put on our website like a MapQuest type of directional service.

Public Comments:

- 23rd Avenue from Cropsey Avenue to Stillwell Avenue is an area of concern with truck and bus traffic in the local neighborhood. We have been successful in obtaining traffic lights and stop signs, but this has not mitigated the movement of trucks and buses.
- Bay Parkway is a commercial street which people come to shop on.
- At Bay Parkway and 86th Street the trucks use 23rd Avenue from Cropsey Avenue and Stillwell Avenue. Sanitation trucks are also a problem on 23rd Avenue.

- Law enforcement is not responsive to the truck and bus problems we have raised.
- I have contacted NYCDOT about these problems and their answer is that this is a law enforcement issue. Law enforcement police officers have been removed from Precinct, but now they have been replaced with additional officers, who we would like to see used to address the neighborhood truck complaints.

- It's a great idea to have uniform truck signs throughout the City. NYCDOT should look into incorporating pavement markings as well.
- Daylighting of trucks is essential.
- Truck route maps are great and should be made available when people register their vehicles. Improving where trucks belong will help. Everything moves by truck.

- I am a resident of Clinton Hill. Washington Avenue from Atlantic Avenue to Navy Yard needs improved signage.
- Are copies of the map available?

David Stein (response):

- Copies of the map will be available to all stakeholders, once they are finalized.

Public Comments:

- Is NYCDOT in close contact with the Navy Yard?

David Stein (response):

- The Office of Industrial Development is working with the NYCDOT on truck issues to and from the Navy Yard.

Public Comments:

- Hope you are brainstorming new procedures for enforcement.
- Are there any plans to have a truck enforcement blitz at sporadic times throughout the month?

David Woloch (response):

- Some NYPD Precincts are more active than others in doing enforcement and some have implemented some very effective initiatives. We want to spread these best practices to all precincts throughout the City.

David Stein (response):

- Determining the most effective ways to deploy police will be key.

Public Comments:

- Allowing small vans to travel in the Parkways is not a good idea.

- I want to thank the NYCDOT for conducting this study.
- The Pilot effort in the 90th Precinct sounds great. However, not enough mitigation is recommended in the study.
- Some issues of concern include: 1) Queens to Brooklyn truck routes; 2) bottleneck from Grand Street to and from the bridge; 3) BQE exit is creating a problem at Metropolitan Avenue; 4) Morgan Avenue remaining a truck route; and 5) the new NYCDOS solid waste management plan is an area of concern especially the moving of a sanitation garage to the other side of the neighborhood.
- I do not see enough mitigation along Metropolitan Avenue and Meeker Avenue.

Public Comments:

- Thanks for the study.
- Brooklyn lacks state highway designations.
- State highway signage should be incorporated on Staten Island such as 278 and 440.
- Most other parts of the state roads go into cities, except in New York City; better state and city truck route signs are needed.

David Stein (response):

- There is an ownership and operation issue along state roads, which NYCDOT is not responsible.

Public Comments:

- Church Avenue is a local truck route at Caton Avenue. There is not enough room in the bike lane on Caton Avenue. Trucks should be rerouted onto Church Avenue.
- Kids are being hit all the time at the intersections of McDonald Avenue and Caton Avenue and McDonald Avenue and Church Avenue.

- Signage and education are very important to a lot of businesses.
- There are residence and truck land use conflicts throughout the City.
- Creation of more M-1 zones in NYC would reduce trucks where long tractor trailers come into the city.
- New York City is the center of the biggest consumer market in the world.
- Trucks are in our neighborhood in south Brooklyn in Sunset Parkway, Gowanus Expressway and Brooklyn Battery Tunnel.

- The City should talk about maritime delivery of goods. The CPIP (Comprehensive Port Improvement Plan) predicts that the number of containers to the region will quadruple at Port Newark. Blue collar jobs in maritime businesses would help in Sunset Park where people could walk to work.

- Trucks are a problem in NYC; Greenpoint, Sunset Park and Bensonhurst all experience truck issues.
- NYCDOT should develop a toolbox to help improve the safety of areas, such as wider sidewalks.

David Woloch (response):

- The engineering component is localized in nature; Technical Memo 2 includes some "tool box" solutions to truck issues on local streets.
- City Departments of Sanitation and NYFD have trucks which need to maneuver in the City. Therefore, the narrowing of the streets to keep out large trucks is difficult.

Public Comments:

- How will the success of the study be evaluated?
- How will you track summonses, air pollution and truck crashes?
- Are there any performance targets to reduce congestions?

David Woloch (response):

- We will do a better job at tracking where complaints are coming from and how the complaints are handled.

Public Comments:

- What are NYCDOT's mid- to long-term plans to move goods?

David Woloch (response):

- The study is focused on truck components of goods movement. We hope that moving forward that the Office of Freight Mobility will work on other modal issues as well.

Public Comments:

- Caton Avenue is primarily in a residential neighborhood. The size and number of trucks has increased. Caton Avenue is being used as a through truck route.
- Nobody wants other roads to be a truck route. There is already a major truck road from Fort Hamilton Parkway to Bay Ridge. There are no easy alternatives for trucks to travel to the area. I don't see anything changing.

- Soccer games are held at Parade grounds with thousands of small kids in the area. Adjacent to the park is a narrow tree-lined street with 18-wheelers. What does that say about our society that that we have truck routes right next to fields with all these small children?

- NYCDOT held a meeting for Downtown Transportation Brooklyn Blueprint in December. A newspaper article reported 80% of the study being complete. Can you tell us what the proposed schedule is?

David Stein (response):

- We will get back to you about the time frame of the Downtown Brooklyn Transportation Blueprint study.

Public Comments:

- Trucks are traveling along Henry Street. Hagstrom type maps tell the trucks to travel on Henry Street from 9th Street. An escort comes from NYPD.
- Out of town truck drivers are not familiar with truck routes.

NYPD Comments:

Every seven weeks we are called down to Manhattan to report on truck issues.
Truck summonses will be addressed in the future. A few years ago drunk driving was a problem and we helped to tackle it. Now we hope to do the same with regards to truck issues.

Public Comments:

- This meeting is a great chance for people to hear about similar problems in Brooklyn.
- Enforcement is key. We need to: 1) discourage oversized trucks from entering the city; and 2) encourage manufacturing.
- The heck with the large trucks in other parts of the US what we really need is leadership from NYCDOT/NYSDOT. Perhaps we can create a market for smaller trucks and provide a disincentive for the larger trucks coming into the city.
- 50% of trucks in Downtown Brooklyn go to bridges with no tolls.
- Encourage more collaboration between the transportation agencies.

- Use local roads or truck routes.
- Discourage use of negative signage.

David Stein (response):

- One of the recommendations is to change a local route to through truck route.
- No way for trucks to travel across Brooklyn.

- NYCDOT cannot post negative truck signs on every street; we will develop criteria for negative signs.

David Woloch (response):

- The City is pushing to have crossover mirrors placed on trucks.

Public Comments:

- It is ludicrous that the Borough of Brooklyn has less than 12 officers assigned to traffic control.
- We need to see some follow up with who is going to sponsor truck legislation of mirrors.

David Woloch (response):

- We will provide you the information of who is looking to sponsor legislation to require crossover mirrors on trucks.

VIII. VIII. Summary of Public Comments on Draft Reports Via Written Letter, Email or Written Testimony

The conclusion of the final round of community outreach meetings (discussed in the previous section) was accompanied by a three month feedback period where members of the public were encouraged to submit comments on the draft report's findings and recommendations either electronically or through the mail. This period began at the end of May, shortly after the release of the draft study, and was scheduled to end on August 29, 2006. However, in order further provide Community Boards with an additional opportunity to provide feedback following the end of their traditional summer interlude, this period was extended for an extra 30 days. During this four month period, the DOT received feedback from various sources including elected officials, advocacy groups, community boards and residents. The following is a summary of these comments. Complete copies of the correspondence are available in the appendix.

- Construct a waterborne cross-harbor system to provide rail freight access west of the Hudson River to help alleviate an increasing volume of truck traffic. Capitalize on the many local engineering and technology schools to help develop this system
- Develop strong regulatory policies and initiate zero-tolerance enforcement policies
- Increase positive truck route signage
- Conduct an engineering study to ensure that local truck routes and local streets are signalized appropriately
- Employ portable weighing systems for enforcement
- Develop trucker-friendly inner city rest areas
- Investigate the feasibility of nighttime deliveries
- Strong enforcement is key to the effectiveness of a new signage program
- De-designate part of Zerega Avenue as a truck route
- Place negative truck signage at the Parker Street entrance located at Westchester Avenue
- Consider the potential residential noise impacts resulting from an off-peak delivery program
- Eliminate the Limited Local truck Routes in Staten Island
- Increase the accountability of the NYPD and provide better training and staffing as it relates to truck enforcement
- Modify street furniture and the streetscape to enhance truck ingress and egress
- Ensure that the structural integrity of streets is adequate for truck traffic
- Incorporate issues involving the Gowanus and Prospect Expressways and their potential impact on the Sunset Park/Greenwood/Windsor Terrace communities into the study
- The noise impact caused by high volumes of truck traffic on West End Avenue disturbs residents. Larger truck route signs designating official truck routes could help alleviate this problem
- Permitting truck and/or commercial vehicle traffic on the Henry Hudson Parkway would have a negative effect on air quality, noise and the aesthetics of the Riverdale neighborhood in the Bronx
- There are high volumes of truck traffic on 16th Street in Brooklyn. These trucks are loud and their travel is often impeded by double parked vehicles
- Post "No Trucks Except Local Deliveries" signs where appropriate throughout Community Board 11 in Queens.
- Trucks may be using Caton Avenue (a local truck route) in Brooklyn as a Through Truck Route

- Conduct a comprehensive study to see if West 15th Street in Manhattan can safely accommodate truck traffic
- Strong engineering measures such as neckdowns, speed humps, bollards and other traffic calming devices should be used for short term truck management
- The City should look at other long-term plans to reduce reliance on trucks and move freight more efficiently
- The City should set performance targets for truck management, including benchmarks for reductions in complaints to 311, truck crashes, pedestrian and cyclist injuries and fatalities, truck traffic and asthma rates
- Begin to map truck accidents and associated health impacts on communities, analyze data and use information to develop recommendations
- Expand parking policies to increase turnover and increase curbside access for trucks
- Expand the commercial vehicle muni-meter parking program outside of Midtown Manhattan
- Increase parking fees in high volume areas
- Require sideguards on all trucks to deflect pedestrians and cyclists from beneath trucks
- In general, the recommendations rely too heavily on signage and enforcement and not enough on traffic calming techniques
- The proposed signage program is an important first step in reducing neighborhood impacts, but negative signage should also be incorporated as positive signage alone will likely not influence illegal driver behavior enough
- The proposed process for the posting of negative signage as outlined in the study is too lengthy and should be simplified
- While the creation of the Office of Freight Mobility is a good step forward, it could just create another layer of bureaucracy with too little power to have a significant influence
- Restricting larger vehicles to highways and parkways is a necessary measure to keep them out of neighborhoods as truck volumes within the City continue to grow. The DOT should open more parkways up to these vehicles
- To deal with an increase in the number of trucks brought about by increased global trade and growing markets, the City needs to develop an overarching freight management plan to address broader issues like how to shift freight to more sustainable modes of transportation
- The study failed to include the Lincoln Tunnel and its access points as a “Truck Generator site” or a “Hot Spot”
- Reducing the number of private automobiles on the road network is critical to any improvement in the delivery if goods in the City
- The definition of a “truck” in New York City should be the same what is used in New York State and the rest of the country
- A policy of incentives designed to reduce pollution by diesel trucks must be implemented to bring the City in compliance with basic public health standards
- There should be no Through Truck Routes in Manhattan
- Enforcement should be given the mission to enforce traffic rules rather than expedite traffic flow
- DOT should design distinctive signs that more distinguishable from the current truck route signs

Appendix A

SURVEY QUESTIONNAIRE FORMS

NYC TRUCK ROUTE MANAGEMENT & COMMUNITY IMPACT REDUCTION STUDY
COMMUNITY SURVEY

Please provide your Zip Code: _____

1. What streets are most frequently used by trucks in your community?

_____
_____
_____

2. What type(s) of trucks are on these streets,(e.g., delivery vehicles, tractor trailers, sanitation trucks)?

_____

_____

3. What time(s) of day is truck traffic the heaviest ?

_____
_____

4. Are there truck route signs located along these streets? ☐ Yes ☐ No

5. Do you believe that truck traffic contributes to the following:
   a. Dangerous pedestrian conditions? ☐ Yes ☐ No
   b. Dangerous conditions for other vehicles? ☐ Yes ☐ No
   c. Air pollution? ☐ Yes ☐ No
   d. Noise pollution? ☐ Yes ☐ No

If you answered yes to any of the above, please list specific locations on the lines below:

_____
_____
_____

6. Do you believe that truckers adhere to truck routes in your community? ☐ Yes ☐ No
   If not, please identify locations where truckers are off-route.

   _____
   _____

7. Is truck double-parking a problem along the streets in your community? ☐ Yes ☐ No

If Yes, Where?

_____

_____

8. Is truck idling a problem along the streets in your community? ☐ Yes ☐ No

If Yes, Where ?

_____

_____

_____

9. Are any major distribution facilities or industrial areas in your community sources of truck traffic? ☐ Yes ☐ No

Please list specific locations:

_____

_____

_____

10. Do you believe that there are streets in your community with heavy truck traffic that are are physically unable to accommodate that traffic? ☐ Yes ☐ No

Please list specific locations and problems:

_____

_____

_____

11. What do you feel is the most important concern regarding truck traffic in your community?
Please rank the following in order of importance (1=high 6=low)

traffic congestion	___	Vehicular safety	___	air/noise pollution	___
pedestrian safety	___	enforcement	___	Other (provide below)	___

_____

_____

_____

12. Are you familiar with NYC's traffic laws regarding truck route policies (check one)?

☐ Very familiar ☐ Some knowledge ☐ No idea

13. Which form of public involvement would you most prefer?

☐ Borough-wide meetings ☐ Neighborhood meetings ☐ mail updates

☐ Postal mail updates ☐ Other form of public involvement (please list):

_____

_____

If you know of anyone else you would be interested in participating in this study, please provide his/her name and contact information:

_____

_____

_____

_____

Additional comments:

_____

_____

_____

OPTIONAL:

1. Name : _____
2. Organization : _____
3. Address : _____
4. Phone : _____ 5. Fax : _____
6. Email : _____
7. How would you characterize your affiliation?

- ☐ Elected official
- ☐ Community Board representative
- ☐ Representative of another community organization
- ☐ Concerned Citizen
- ☐ Other (please specify)

THANK YOU FOR YOUR COOPERATION!
Please return by <u>SEPTEMBER 20</u> to:
Cheryl D'Alessio
Edwards and Kelcey
1501 Broadway, Suite 609
New York, NY 10036
Phone: 212-944-2000 ext. 6168
Fax: 212-302-4645

NYC TRUCK ROUTE MANAGEMENT & COMMUNITY IMPACT REDUCTION STUDY
TRUCKER SURVEY

Company: _____
Address: _____
Zip: _____
Size of Truck Fleet: _____

1. Which boroughs of New York City do you provide service to customers?
   ☐ Bronx ☐ Brooklyn ☐ Manhattan ☐ Queens ☐ Staten Island
   ☐ All Boroughs ☐ No Service

2. Does your company route trucks through New York City to other destinations?
   ☐ Yes ☐ No

3. Please indicate which of the following means are used to route trucks to destinations in NYC.

   ☐ Hagstrom/Road maps ☐ Dispatcher knowledge ☐ MapQuest ☐ Other Software _____
   ☐ In-vehicle Navigation ☐ Driver knowledge ☐ Other (specify) _____

4. What size vehicles are used to make deliveries and pick-ups in the boroughs of New York City? Please estimate percentage of each category.

   Panel vans _____ Single Unit (35') _____ Tractor Trailers _____
   Refrigerated Trucks _____ Other (specify) _____

5. Are you familiar with the designated truck routes in the boroughs of New York City?
   ☐ Yes ☐ No ☐ Somewhat familiar

6. How are trucks routed (truck load shipments) to customer locations in NYC?

   ☐ By Dispatchers ☐ Directions from Consignee
   ☐ Driver Option ☐ Other (specify) _____

7. How are trucks routed (less than load shipments or multiple stops) to customer locations in NYC?

   ☐ By Dispatchers ☐ Directions from Consignee
   ☐ Driver Discretion ☐ Other (specify) _____

8. Does your company have a designated dispatcher for New York city customers?
   ☐ Yes ☐ No ☐ Don't know

9. On a typical weekday, how many trucks from your company are making deliveries in NYC?
   ☐ 1 ☐ 2-5 ☐ Other (specify) _____

10. What are your normal days and hours of operation?
    Weekdays_____ Saturdays _____

11. If customers would accept deliveries at other times, would your company make deliveries in NYC? ☐ Yes ☐ No ☐ Don't know

12. Please indicate which issues adversely affect your company serving customers in NYC

	Agree	***Disagree***	***Don't know***
Traffic congestion on the streets	_____	_____	_____
Pavement conditions of roads	_____	_____	_____
Height, and weight restrictions	_____	_____	_____
Insufficient curb space to load	_____	_____	_____
Police summons for trucks (weight + dimensions)	_____	_____	_____
Regulations for curb loading areas	_____	_____	_____
Regulations for restricting trucks on certain streets	_____	_____	_____

12. Please indicate the degree to which you agree or disagree to the following statements. Please provide your comments to explain your opinion.

		Strongly Agree	**Agree**	**Disagree**	**Strongly Disagree**	**No Opinion**
a.	Signs identifying truck routes are properly located	_____	_____	_____	_____	_____
b.	Truck route signs are confusing	_____	_____	_____	_____	_____
c.	Truck route signs should be larger	_____	_____	_____	_____	_____
d.	Truck route signs should be a different color	_____	_____	_____	_____	_____
.e.	Truck routes are not clearly designated by signs	_____	_____	_____	_____	_____

Comments:

_____
_____
_____
_____
_____
_____

Thanks for your cooperation in this survey.

NYC TRUCK ROUTE MANAGEMENT & COMMUNITY IMPACT REDUCTION STUDY
BUSINESS SURVEY

Business Name: _____
Address: _____
Borough: _____ Zip Code: _____
E-mail: _____

Type of Business:
☐ Restaurant/Eatery ☐ Clothing Retailer ☐ Wholesaler ☐ Customer Service
☐ Medical Services ☐ Education ☐ Other _____

1. On a typical day, how often do you receive/ship goods at your establishment?
☐ Daily ☐ 2-3 times each day ☐ 4+ times a day ☐ Once a week ☐ Other

2. On which days of the week do you receive deliveries at your place of business?
M T W Th F Sat Sun

3. On which day do you receive the most deliveries?
M T W Th F Sat Sun

4. Please break down the different types of freight carriers that deliver to your establishment?

Overnight Courier (FedEx, UPS)_____ Company Vehicles_____
General Freight Carrier_____ Other_____

5. Where are the deliveries handled?

☐ At curb/sidewalk ☐ Loading dock ☐ Trucks double-park ☐Other_____

6. What types of trucks typically deliver or pick up goods at your business?

☐ Panel ☐ Single Unit ☐ Semi-trailers ☐ Other _____

7. **Does your business have an established schedule for deliveries?** ☐ Yes ☐ No

8. What times of the day does your business typically receive goods?

☐ Midnight-7 AM ☐ 7-11 AM ☐ 11AM –2 PM ☐ 2PM-6PM ☐ All day
☐ Other _____

9. **Do the deliveries arrive at the scheduled times?** ☐ Yes ☐ No

10. **Does your business rely upon a "just in time" delivery system?** ☐ Yes ☐ No

11. **When ordering goods do you specify the trucking firm/transport company that delivers to your store?** ☐ Yes ☐ No

    If yes, please specify.

    _____

12. How much time does it typically take to load or unload a shipment?

☐ 10 minutes or less ☐ 10-15 minutes ☐ 15-30 minutes ☐ More than 30 minutes

13. a. Are you familiar with the New York City Truck route regulations?
☐ Yes ☐ No ☐ Somewhat

b. Do you know the truck route streets in your business area?
☐ Yes ☐ No ☐ Somewhat

c. Do you know truck regulations that apply to curbside deliveries?
☐ Yes ☐ No ☐ Somewhat

14. Is there truck route or commercial vehicle signage posted on the streets in your neighborhood?
☐ Yes ☐ No ☐ Don't know

15. Are your deliveries time sensitive, or would you accept deliveries:
a. Before 7AM ☐Yes ☐ No If yes, at what time?_____
b. After 7PM ☐Yes ☐ No If yes, at what time?_____

16. Rank the following issues in the order of importance relative to your store receiving delivery of goods:
(with 1 being most important)

___ Traffic congestion on city streets
___ Insufficient curbside/On-street parking
___ Enforcement of truck regulations
___ Absence of enforcement of truck regulations
___ Other (please specify) _____
___ Not sure

17. **Would you be willing to provide additional information to our project team regarding truck deliveries and goods movement needs?** ☐ Yes ☐No

If yes,
NAME OF CONTACT _____
TELEPHONE NUMBER _____
BEST TIME TO CALL: ☐ 8-11AM ☐ 12-5PM ☐ Other_____

18. Other comments or suggestions, including ideas for outreach to other businesses:

_____
_____
_____
_____
_____

THANK YOU FOR YOUR COOPERATION!
Please return by SEPTEMBER 20 to:
Cheryl D'Alessio
Edwards and Kelcey
1501 Broadway, Suite 609
New York, NY 10036
Phone: 212-944-2000 ext. 6168
Fax: 212-302-4645

Appendix B

WRITTEN RESPONSES TO DRAFT REPORT

e

ENVIRONMENTAL DEFENSE

finding the ways that work

Testimony of Environmental Defense to the New York City Department of Transportation

Presented at a public meeting on NYC DOT's Truck Route Management and Community Impact Reduction Study May 24, 2006

Good evening and thank you for the opportunity to comment today. My name is Stephanie Tatham, I am a Program Associate in the Living Cities Program at Environmental Defense. Environmental Defense is a national non-profit environmental organization, headquartered in New York City, with 400,000 members around the country and over 50,000 members and activists in New York. The LIVING CITIES program at Environmental Defense is focused specifically on actions that will help to improve urban water and air quality, clean up contaminated lands, support sound transportation investments, and reduce greenhouse gas emissions.

I am here today to offer Environmental Defense's comments on the Truck Route Management and Community Impact Reduction Study. This type of study is of great importance, and is long overdue; the last comparable study was conducted in 1982. Truck route management is a critical issue in New York City, and will become increasingly important in the coming years as the volume of goods moving into the region grows dramatically. NYC DOT, through an Office of Freight Mobility, should conduct studies like this with greater regularity in the future.

Environmental Defense appreciates NYC DOT's undertaking of this study and recognizes the hard work that went into producing the 1,000 plus page draft study with NYC DOT's findings. However, NYC DOT needs to address truck traffic and related-traffic congestion more broadly. First, I would like to speak to the recommendation for creating an Office of Freight Mobility within NYC DOT, and the role that this office could play in developing a comprehensive freight mobility plan for the City of New York. Next, I will address Environmental Defense's concerns with the truck route management study, including the limited opportunity for public dialogue on the draft study and the report's failure to fully address the community impacts of truck routes and truck traffic.

Office of Freight Mobility and comprehensive freight mobility planning

Environmental Defense commends NYC DOT for suggesting the creation of an Office of Freight Mobility to deal with issues related to goods movement, including truck routing, in the future. While the Truck Route Management and Community Impacts Reduction Draft Study analyzes existing truck routes and explores options for improving their efficiency, NYC DOT must examine more than the routes along which goods travel. A comprehensive freight mobility strategy is already needed and will become

increasingly important as traffic and related congestion on New York's roadways increase dramatically in the coming years. NYC DOT, through an Office of Freight Mobility, must extend its examination of goods movement to include the entire freight network, rather than just truck routing. To this end, NYC DOT should ensure that the Office of Freight Mobility employs at least one individual specializing in intermodal goods movement.

The Office of Freight Mobility should, among other things, set performance targets for goods movement in New York City. These performance targets should seek, among other things, to reduce congestion on City streets and truck routes during peak periods as well as to increase the volume of goods moved by modes of transport other than trucks. Targets should be set in a public and open analytic process that considers public health and safety, the environment, transportation finances, city and state agencies, community equity and fairness, and economic health. Establishing targets would establish a framework from within which the City and NYC DOT could approach the growing problem of excessive truck traffic in New York City.

After performance targets have been established, NYC DOT, through an Office of Freight Mobility, should study different means and incentives to keep trucks off New York City's roads and out of New York City's neighborhoods, particularly during peak periods of congestion. History has shown that building more highway lanes and adding more roads can actually lead to more car and truck trips, more vehicle miles traveled, and more congestion. Paradoxically, more asphalt can result in less free space on our roads. Thus, incentives for using truck alternatives are essential to the success of any goods movement management program in New York City.

Numerous incentives should be explored including congestion pricing, which has enormous potential to reduce goods movement-related traffic or shift it to less congested periods during the day. Charging drivers a fee for using congested roads will encourage shippers to use rail and marine vessels. It will make users of the region's roadways pay for their maintenance, ease the congestion already afflicting them, and slow the rate at which new vehicles exhaust the roadway capacity. Time-of-day tolls also will shift some traffic, including truck movement, to off-peak hours, reducing congestion even further. The Port Authority has already instituted a form of congestion pricing on their facilities, resulting in a seven percent decrease in morning peak period traffic. In London, congestion pricing reduced congestion by nearly 30%. Congestion pricing is just one of many possible incentives for truck traffic reduction, and New York must thoroughly examine the numerous available options in a manner that allows for public participation.

There has been only limited opportunity for public dialogue on the draft study
Environmental Defense sincerely appreciates the opportunity for public comment on the Truck Route Management and Community Impact Reduction Study. Generally, NYC DOT and the consulting team have done an excellent job with regards to public outreach, and they made numerous efforts to solicit community participation earlier in the study

process. Certainly, the draft study reflects this. Our concern is that the public has not yet had the opportunity to review the detailed analysis of how NYC DOT has used earlier public comments in the development of specific recommendations.

While the preliminary recommendations for the study have been available since February 2006, the justifications for those recommendations, found in the full draft report, have only very recently been made publicly accessible. Environmental Defense and other stakeholders have had less than one week to review the full, 1,000+ page draft study prior to this public meeting. This is an inadequate period for review of the full draft study, and has limited the community's opportunity for meaningful participation in tonight's meeting. The importance of public comments cannot be underestimated, and Environmental Defense commends NYC DOT for recognizing the inadequacy of this short period for comments in allowing the public until August 2006 to submit written comments.

However, allowing stakeholders to comment in a public forum, in the presence of other affected parties, is essential to promoting community dialogue, learning, and consensus building regarding how New York's truck routes ought to be managed. NYCDOT must remedy this situation. At a minimum, the agency ought to schedule another round of public meetings after the close of the written comment period. Additionally, NYC DOT should make submitted written comments publicly available on the NYC DOT website.

The study of community impacts from truck route management is inadequate

The study's goals and objectives include reduction of traffic congestion, improving the qualify of life for residents and workers in New York City, establishing recommendations to mitigate the negative impacts of truck traffic and improve the overall operation of the truck route network (DES, page 2). While NYC DOT and the consulting team have done a good job of examining the existing and future transportation networks to determine where congestion will occur, the extent to which the recommendations in the draft study will reduce congestion, if at all, is unclear and not directly addressed in the report. Additionally, the examination of the community impacts created by this congestion is underwhelming.

It is clear from NYC DOT's truck-related accident analysis that NYC DOT is concerned with the impact of truck traffic on public health. Why then has NYC DOT failed to consider the effects of truck-related air pollution on public health? New York City's air quality is among the worst in the nation.[i] Presently, all five New York boroughs fail to meet basic public health standards for ozone and fine particulate matter; both are a product of emissions from diesel vehicles, such as the large trucks currently clogging New York roadways. In New York City, diesel exhaust emissions are the hazardous air pollution with the highest contribution (more than 85%) to air cancer risk.[ii] Diesel engines emit nearly 40 toxic substances, smog-forming oxides of nitrogen, and fine particulate matter that can penetrate deep into the lungs and enter the blood stream. Particulate matter exposure is associated with heart attacks, reduced lung function,

bronchitis, and asthma attacks. New York City residents suffer from alarmingly high asthma rates - one out of every eight adults (700,000 New Yorkers) has been diagnosed with asthma at some point in their lives. [iii] In 2000, children living in the City's five boroughs were almost twice as likely to be hospitalized because of asthma attacks as the average U.S. child.[iv] Asthma was the leading cause of hospitalization in New York's children, 300,000 of whom have been diagnosed with this disease.[v] In the coming decades, the crisis of congestion in New York City will continue to exacerbate public health problems such as the extraordinarily high prevalence of asthma among New Yorkers, particularly New York children.

Many community members raised these and similar issues early in the public participation process. Of 196 study survey respondents in Manhattan, 97%, or 190, think truck traffic contributes to air pollution (Public Involvement Program, page 17). The draft executive summary repeatedly mentions the importance of these issues to the public. For example:

> --"Many of the comments received from the public during the first two rounds of public meetings were related to the following issues... environmental hazards of pollution... health issues in the community related to truck traffic..." (DES, page 10)
>
> --"the issue of trucks is very often a quality of life concern for residents, with many comments addressing off-route trucks, air quality hazards, and noise." (DES, page 11)

Unfortunately, the study does not contain analysis or recommendations regarding the impact of truck traffic and truck routing on public health and air quality.

This is particularly concerning given increasing evidence that living near high-traffic areas could add to exposed individuals' risk of adverse health effects. Increased health risks include heart disease, lung disease, respiratory ailments, and cancer.[vi] A study of Erie County, New York found that children younger than 14 living in neighborhoods with heavy truck traffic within 200 meters of their homes had increased risks of asthma hospitalization.[vii] In one study, children who lived within 250 feet of major roads had a 50 percent higher risk of having had asthma symptoms in the past year than children living further from major roads.[viii] These risks cannot be ignored by the agency responsible for managing New York City's truck traffic and routing.

In order to meet the goals and objectives NYC DOT promulgated for its Truck Route Management and Community Impact Reductions Survey, the agency should:

- Document emissions from truck traffic on NYC DOT truck routes;
- Provide information regarding sensitive populations near all truck routes;
- Identify the health impacts of truck emissions on sensitive populations;
- Identify methods of reducing truck emissions and related adverse health effects near areas with sensitive populations.

Furthermore, NYC DOT should include information on idling regulations in its public education program. Both New York State and New York City have anti-idling regulations. In New York City, idling is limited to less than 3 minutes with limited exemptions. Although NYC DOT extensively covered many truck-related regulations in its Technical Memorandum 1: Traffic Policies and Regulations, and mentions idling as a community concern in the draft study (DES, page 11) it omits idling regulations from this discussion. The City currently accepts engine idling complaints through its 311 hotline. This information should be included as an element of the public education program, especially given NYC DOT's apparent reliance on self-enforcement within the truck route program. Additionally, the New York Police Department is authorized to write tickets for violations of both City and State anti-idling regulations. NYC DOT should include anti-idling education in its Truck Route enforcement education program for police officers.

Thank you for the opportunity to share our thoughts and opinions on the draft Truck Route Management and Community Impact Reduction Study with NYC DOT and interested members of the public. If you have any questions or comments, please do not hesitate to contact me.

Stephanie J. Tatham, Program Associate
LIVING CITIES, Environmental Defense
E-mail: statham@environmentaldefense.org
Phone: 212.616.1233 * Fax: 212.533.6748
257 Park Avenue S. * New York, NY 10010

References:

[i] Environmental Defense, *Air in Your City*. Retrieved on 8/22/05 at: www.environmentaldefense.org/cleanairforlife.cfm?subnav=aiyc_50cities.
[ii] Available at: www.scorecard.org
[iii] NY State Department of Health and Mental Hygiene, "Asthma Facts." Second Edition, May 2003. Page 7. Online resource, available at: http://www.nyc.gov/html/doh/downloads/pdf/asthma/facts.pdf Last accessed 05/16/06.
[iv] *Ibid.*
[v] *Ibid.*
[vi] Studies related to health risks in close proximity to major roads:
--Pearson et al. (2000). "Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers." Journal of Air and Waste Management Association 50:175-180.
-- Hoek, Brunekreef, Goldbohn, Fischer, van den Brandt. (2002). "Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study." Lancet, 360 (9341): 1203-9.
--Knox and Gilman (1997). "Hazard proximities of childhood cancers in Great Britain from 1953-1980." Journal of Epidemiology and Community Health. 51: 151-159.

--Speizer, F. E. and B. G. Ferris, Jr. (1973). "Exposure to automobile exhaust. I. Prevalence of respiratory symptoms and disease." Archives of Environmental Health. 26(6): 313-8. van Vliet, --P., M. Knape, et al. (1997). "Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways." Environmental Research. 74(2): 122-32.
--Brunekreef B; Janssen NA; de Hartog J; Harssema H; Knape M; van Vliet P. (1997). "Air pollution from truck traffic and lung function in children living near motor-ways." Epidemiology. 8(3):298-303.
--Duhme, H., S. K. Iiland, et al. (1996). "The association between self-reported symptoms of asthma and allergic rhinitis and self-reported traffic density on street of residence in adolescents." Epidemiology 7(6): 578-82.
--Edwards, J., S. Walters, et al. (1994). "Hospital admissions for asthma in preschool children: relationship to major roads in Birmingham, United Kingdom." Archives of Environmental Health. 49(4): 223-7.
--Jermann E, Hajimiragha H, Brockhaus A, Freier I, Elrs U, Roscovanu A: "Exposure of children to benzene and other motor vehicle emissions." Zentralblatt fur Hygiene und UmIltmedizin 189:50-61, 1989.
--W.J. Gauderman, E. Avol, F. Lurmann, N. Kuenzli, F. Gilliland, J. Peters and R. McConnell, "Childhood Asthma and Exposure to Traffic and Nitrogen Dioxide," Epidemiology. Vol. 16, No. 6, November 2005.
[vii] Lin, Munsie, Hwang, Fitzgerald, and Cayo. (2002). "Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic." Environmental Research, Section A, Vol. 88, pp. 73-81.
[viii] Rob McConnell, Kiros Berhane, Ling Yao, Michael Jerrett, Fred Lurmann, Frank Gilliland, Nino Kunzli, Jim Gauderman, Ed Avol, Duncan Thomas and John Peters, "Traffic, Susceptibility and Childhood Asthma," Environmental Health Perspectives, Volume 114, Number 5, May 2006.

[redacted]

From: Scott Slater[redacted]
Sent: Tuesday, June 06, 2006 5:15 PM
To: [redacted] TruckRoute
Subject: Truck Route Study - Regarding 16th Street Brooklyn (between 8th Ave & Prospect Park West)

[redacted]

I was hoping to attend tonight's Truck Route meeting in Brooklyn but unfortunately I will be detained here at work. This may be lucky for you, as I had planned on arriving with 24 photographs of delivery trucks using my street (16th Street in Brooklyn between 8th Avenue and Prospect Park West) within the space of one hour (I had some free time last week). Seriously, if these photographs would at all aide or shed any light on this process, please let me know and I would be glad to mail or email them to you.

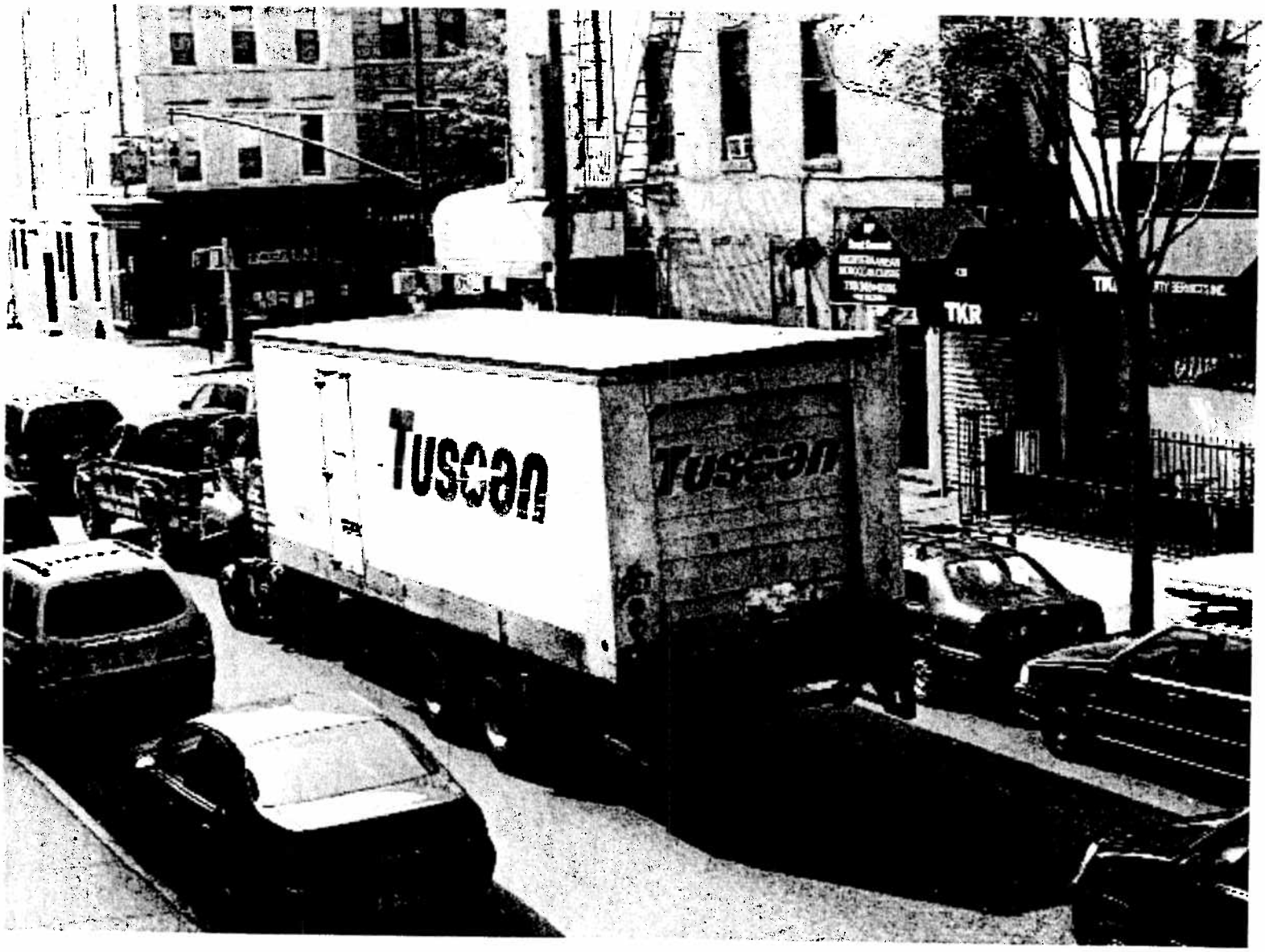
I have lived on this block for three years. I adore my street and my neighborhood, with one possible exception: The amount of truck traffic on my street. I have a feeling this is due to the fact that 16th Street provides a convenient link between the BQE and Coney Island Avenue via Prospect Park Southwest, although there could be many reasons of which I am unaware. There are, of course, many inherent problems with this, not the least of which is the noise factor. These trucks are far too loud for a small one-way residential street. In addition, many of these trucks can barely fit when cars are parked on both sides of the street, which is often the case. And if any car is parked too far from the curb, or if God forbid someone has double-parked, the trucks (and everyone behind them) become trapped. Their solution for this predicament? To lean on the horn until someone comes out to move their car. What makes this even more frustrating is that, 2 blocks to the south is Prospect Avenue, a much wider, two-way street with similarly easy access too Ocean Parkway and/or Coney Island Avenue. Trucks would easily be able to navigate this street even if someone had double-parked their car. Just beyond that of course is the Prospect Expressway which one would think would be a much more convenient thruway.

I feel that this problem has only gotten worse in recent months and years and I fear for the quality of my neighborhood should it be allowed to continue. I would like to know if there is a way to petition for 16th Street to become a "No Thru Traffic" street, so we don't have so many tractor trailers, Waste Management trucks, produce trucks (Fresh Direct deliveries excluded), and other such commercial delivery trucks disturbing the peacefulness of my little street.

I know that other people have brought this up in years past (see the "Truck Route Management and Community Impact Study Brooklyn Meeting" at http://www.nyc.gov/html/dot/pdf/truckmanbk.pdf) but I don't see any resolutions to the inherent issues and problems. Even if such a measure were passed, I don't foresee it being enforced with any degree of reliability or effectiveness. From the Truck Route map at http://www.nyc.gov/html/dot/pdf/bktruckroute.pdf, I can see that 16th Street is indeed not supposed to be any sort of truck route, so how can it be stopped? Aside from tonight's meeting, which I sadly cannot attend, do you have any other actions I can take?

Thank you very much for you time.
Sincerely,
Scott Slater

718-291-1489


Tuscan
Tuscan
TKR

Gillies Coffee
America's Oldest
Coffee Merchant
Street Clo
MILK & M
718-2

[redacted]

From: [redacted]
Sent: Friday, May 26, 2006 6:46 AM
To: [redacted]
Cc: [redacted]
Subject: NYC Dot: Truck Route Management and Community Impact Reduction Study: Bronxhearing May 30

Dear Councilman Vacca,

Several years ago I sent a letter to Edwards and Kelcey Engineers who were conducting a study for the NYC Department of Transportation regarding Truck Route Management and Community Impact Reduction Study. I also sent a copy to you when you were manager of Community Board 10, as well as a copy to Marlene Filewich of Region 2, NYC Department of Education.

I believe this study was done just before the new Zerega school was to open.

My request at the time and now was to declassify part of the Zerega Avenue truck route:

1. **No truck route on Zerega between Commerce Avenue and Westchester Avenue.** My reasons then and now: **the area has many facilities for children: from the Castle Hill Little League field to our new Zerega school. There is also the NYC Dept. of Education Region 2 office and two for the NYS Division of Education.**

2. **No trucks on Parker Street: It is a residential area BUT all sorts of trucks use Parker Street as a short-cut from Westchester Avenue to Castle Hill Avenue. A sign was requested just like the one on Zerega Avenue at Castle Hill Avenue.**

My reason: The large number of children using Zerega for recreation and school AND Parker Street because they live there!!!!!!!

I did not attend any of the early meetings because of my responsibilties to my Mom. However, I had hoped that Community Board 10 and the Department of Education had made comments at the time.

My request: please review the recommendations for the Zerega area and support this request. It is a detour to Commerce Avenue which brings trucks to Westchester Square - a commerical area and NOT to Parker Street- a residential area.

Meeting: Tuesdays: May 30, 6pm, at Bronx Overall Economic Deveopment Corp, 198 E. 161st St, Suite 201.

Website for the study: www.nyc.gov/dot

[redacted]

I know of your work and concern for our community and hope you will support and get these

changes for us.

Thank you,

Dorothy A. Krynicki
Vice-President
Westchester Square-Zerega Improvement

Organization

[redacted]

From: susan seinfeld [susancb11q@nyc.rr.com]
Sent: Wednesday, August 16, 2006 1:59 PM
To: TruckRoute
Subject: Comments on study

To Whom It May Concern:

I attended your study presentation on June 1st at Queen Borough Hall representing Community Board 11. The board's Transportation Committee met to discuss comments they would like to make in response to the study. They appreciated the attention given to the problem of truck traffic in neighborhoods.
The problem in our district is the need for more negative signage. Enforcement agents have told us that tickets they write to truck drivers are being dismissed in court, especially on Little Neck Pkwy because of the long stretch from truck route to truck route without signs. We also appreciate your recommendations to improve education of the police and the courts. However, the signs will help. With that in mind, we have listed intersections that we believe must have "No Trucks except local deliveries". The direction in ( ) is the direction where we have the most problem with trucks going off route. I spoke to NYPD Truck Enforcement to verify these locations.

1- Northern Blvd. (NB) and Utopia Pkwy. (north and southbound)
2- LIE and Utopia Pkwy (northbound)
3- Clearview Expy. At 35 Ave. (eastbound and westbound)
4- NB at Bell Blvd. (north and south)
5- NB at Springfield Blvd. (south)
6- LIE and Springfield Blvd (north and south)
7- LIE and Bell Blvd. (south)
8- 73 Ave. and Bell Blvd. (north)
9- Union Tpke and Bell Blvd. (south)
10- 73 Ave. and Springfield Blvd. (north)
11- NB at Douglaston Parkway (south)
12- LIE and Douglaston Pkwy (north)
13- NB and Marathon Pkwy (south)
14- LIE and Marathon Pkwy (north)
15- 61 Ave. and Marathon Pkwy. (north)
16- Commonwealth Blvd. and GCP Service Rd
17- NB and Little Neck Pkwy. (south)
18- LNP and Bates Road
19- LNP and Nassau Blvd./LIE

Thank you for your attention to our concerns. I would appreciate any feedback you can give us about these locations.

Susan Seinfeld
District Manager
Community Board 11 Queens
Tel: 718 -225-1054

[redacted]

From: Jeremy Hutchins[redacted]
Sent: Wednesday, June 07, 2006 11:46 AM
To: TruckRoute
Subject: Caton Avenue resident

I attended the June 7th truck route meeting at Brooklyn Borough Hall, and appreciate all of your efforts to ameliorate the current problems residents face in terms of truck congestion on our streets.

I live on Caton Avenue between Ocean Ave and St. Paul's, probably the most densely populated residential areas in Brooklyn, and also probably one of the worst bottlenecks of truck congestion in the city. Often there are major traffic jams in this intersection which results in an inordinate amount of honking horns, as well as pollution caused by idling trucks. I have looked at the maps, and have noted that Church Avenue is the through route to other boroughs, whereas Caton Avenue is for local truck traffic only. I'm wondering how this can be better enforced. Also, I'm wondering if any penalties are suggested for unnecessary truck horn noise.

The other residents in my building, which number 90, are in full agreement that this problem has to be resolved soon.

I appreciate your feedback,

Sincerely,

Jeremy Hutchins
[redacted]

Do You Yahoo!?
Tired of spam? Yahoo! Mail has the best spam protection around
http://mail.yahoo.com

TRI-STATE TRANSPORTATION CAMPAIGN

CCU Op-5221

06 SEP 15 12

August 31, 2006

Hon. Iris Weinshall
Commissioner, NYC Dept. of Transportation
New York City Department of Transportation
Room 1105 Attn: Truck Study
40 Worth Street
New York, NY 10013

Re: Truck Route Management and Community Impact Reduction Study Report

Dear Commissioner Weinshall:

Thank you for accepting responses to the NYC DOT Truck Route Management and Community Impact Reduction Study report.

Overall, we think the recommendations rely too heavily on truck signage and enforcement, and not enough on traffic calming techniques that encourage trucks to stay off of local, neighborhood streets. In the coming years, traffic calming must become one of the main tools that the NYC DOT uses to manage truck travel through the city.

The proposed signage program overhaul is an important first step in reducing trucks' impacts on communities, and we believe the positive signage program, at a modest cost of $4 million, should be implemented immediately. However, the signage program's focus on positive signage, rather than both positive and negative signage, is a major flaw of this study. The argument that the presence of negative signs encourages truckers to use streets not signed is a poor one. The data in this report clearly shows that certain street segments near truck routes are overburdened with trucks and truck accidents. Positive signage alone will likely not do enough to change the behavior of truck drivers using these illegal routes.

We think the positive should be complemented by a negative signage program that protects dangerous and overburdened street segments near truck routes, many of which are detailed in a borough by borough basis in Technical Memorandum II – the study team suggests that the DOT consider more negative signage, but then sets up an overly bureaucratic process for the actual implementation of a negative sign. This process is unnecessary, and should be replaced by a process that makes it very simple and fast for communities to receive negative signs.

The establishment of an Office of Freight Mobility is a good step forward. However, we worry, given the vague responsibilities of the office outlined in Technical Memorandum IV (Page 24),

350 West 31st Street, Suite 802
New York, New York 10001

Phone (212) 268-7474
Fax (212) 268-7333

tstc@tstc.org
www.tstc.org

that this office will be yet another layer of bureaucracy, with little power to actually implement new plans, enforce new rules, and suggest legislation.

We also strongly agree with the study documents that moving larger vehicles onto highways and parkways is necessary as truck traffic continues to grow. We hope the DOT promptly begins opening certain interstates and parkways to truck traffic, and that it initiates a longer term engineering program that seeks to make other larger roadways safe for trucks.

The study says that truck activity in certain neighborhoods has decreased due to development and zoning changes that have made areas more residential, and less commercial and industrial. While this may be true, the city as whole is only anticipated to see more and more truck traffic in future years. Much of the truck traffic increase will be driven by larger global trade and economic forces, rather than localized changes in zoning codes. This will eventually put pressure on more streets in all five boroughs, and require stricter management of truck routes.

To deal with this projected increase, the city needs an overarching freight management plan that addresses broader issues like how to shift more freight onto more sustainable transport modes like rail and barge, how to complete engineering changes to certain parkways and other large roadways to accommodate truck traffic, and how to implement a broad-scale traffic calming program to protect local streets – all of which have been successful undertaken by other cities. New York City must start on these efforts immediately, and ensure that they move faster than the near decade long truck route management study. We recommend that the Office of Freight Mobility be established immediately to start work on these efforts.

We have responded in detail to the recommendations section of the Technical Memorandum I, II, III, and IV below.

Sincerely,

Teresa Toro

Teresa Toro
NYC Coordinator

Comments on Truck Route Management and Community Impact Reduction Study

Final Draft Technical Memorandum I - Traffic Policies and Regulations
Section 7, Recommendations

Routing

2. Establishment of an Office of Freight Mobility within the New York City Department of Transportation.
The creation of an Office of Freight Mobility is an excellent recommendation. However, the study team should offer more details about what level of responsibility this office will have. The city should grant this office broad authority, empowering it to develop recommendations for legislation and enforcement to city and state agencies. The most immediate priorities for the Office of Freight Mobility should be the development of a comprehensive citywide freight management policy, creation of a broad scale traffic calming plan to protect local streets, and a longer term study on how to move more trucks on parkways and other large roadways. Given the urgency of truck related issues citywide, we urge DOT to have this office up and running no later than January 2007.

3. Permit 53-foot long trailers with widths up to 102-inches on more Interstate highways in the City, with increased enforcement of 53-foot trailer travel on all other streets.
The Campaign applauds this recommendation; it makes sense to put large trucks on highways, thus reducing impacts on neighborhood streets. We urge DOT to modify highway exits and entrances where necessary to keep 53-foot trailers on designated routes and off of illegal, smaller roadways. We also note that this recommendation would particularly benefit the Air Cargo Industry, as truck access to John F. Kennedy Airport has been limited. DOT should implement this recommendation as soon as possible.

In the long term, we also hope the NYCDOT will consider reengineering other large roadways, like the Belt Parkway and the FDR, to make them able to accommodate large trucks.

4. Explore opportunities to permit courier vans and small delivery vehicles to use selected parkways.
The Campaign fully supports this recommendation, which benefits communities by relieving them of the burden of delivery vehicles, and benefits freight and courier industries by opening up more routes for travel. As New York's population grows, and the demand for goods and services increases, it is important that the impact from increased traffic volumes be minimized on residential communities. As we noted above, the NYCDOT should have a long term goal of moving even larger trucks onto certain parkways, and should commence a study of how to implement such a plan immediately.

6. Eliminate the Limited Restriction Zones in Manhattan.
The report cites the following reason for this recommendation: "Over the past twenty years, changing land uses, decline in businesses and industry and the expanded residential nature of many of these zones has distorted the boundaries for these limited restriction zones…" (Page 88)

Land uses have clearly changed in certain areas, but overall truck traffic in the city has increased, and will continue to increase. We ask that another look be taken at policies like this to protect residential neighborhoods from being overburdened with through-truck traffic.

7. Place time restrictions on the use of local truck route streets that traverse residential areas.
We support the implementation of off-peak travel restrictions on such streets, but the recommendation does not indicate how such closures will be achieved. We request more information regarding this recommendation.

8. Eliminate the discontinuities of designated truck routes as they cross between Boroughs.
We agree that routes should continue through boroughs.

Signage
9. Installation of truck route signing program.
These common-sense recommendations should be undertaken immediately by DOT. Still, the study relies too heavily on positive signage, and does not seem to include negative signage in the estimated sign program cost of $4.13 million (Page 90). See further comments on Technical Memorandum 3, below.

11. Display truck route advisory information on Variable Message Signs (VMS) on expressways, bridge and tunnel crossings and major arterials.
This is an excellent common-sense recommendation that should be expanded to include travel alternatives during planned road repair and construction projects (Page 90).

12. Provide advance warning on height restrictions along truck routes.
We agree that DOT should provide consistent advance warning regarding such restrictions, but also take this opportunity to catalog those locations where height and weight limitations interfere with the ideal routing of trucks, particularly through-truck traffic. The Office of Freight Mobility should review this catalog to start long-term planning for reconstructing such locations to accept today's truck sizes. This will facilitate truck movement, particularly for through-truck traffic. (Page 91)

Policies and Regulations

13. Revise the format and structure of information on the truck related regulations including truck routes, weight and dimension restrictions.

This is a critical step towards moving more through-truck traffic onto more appropriate roadways and out of neighborhood streets. Additionally, the following recommendation should be realized immediately: "... the NYCDOT website should be modified to ensure that it is user-friendly and includes the following information [with specific recommendations regarding truck route maps]..." This website should be exhaustively advertised to trucking companies and in industry publications. (Page 91)

15. Improve contractor accountability in the posting and maintenance of truck signage along detour routes that are established for roadway reconstruction projects, as well as insuring that the signs are covered during non-detour time periods and removed once the roadway reconstruction is completed. In addition, the Department should work with contractors to ensure that all proposed detour routes take into account the movement of truck traffic, while mitigation impacts in residential neighborhoods. In addition, the Department would work to ensure that the specified routes to construction sites are followed to the extent possible.

"It is recommended that for major reconstruction projects where trucks are detoured off a major truck route for prolonged periods of time, the applicant/sponsoring agency before applying for a permit should demonstrate that the detour route can accommodate tractor trailers, large trucks and buses and address adequacy of all allowable trucks to negotiate turns at intersections. The applicant should also provide capacity analysis along the major intersections of the detour route. It is also recommended that improved enforcement be undertaken when there are substantial diversions on routes with high truck volumes to ensure compliance with posted signage.

"In addition, agencies should enhance their work with contractor on major projects to appropriately route traffic to and from a construction site in a manner which would minimize the effects on truck traffic on surrounding communities." (Page 93)

DOT is responsible for all street traffic management, so should be in charge of truck detours and management during construction. Agencies such as DEP are not, nor should they be, asked to manage traffic while they undertake major projects which involve street closings. Asking various agencies and applicants to develop and implement traffic mitigation will result in mixed results, and create a vacuum in terms of responsibility for regulation and oversight, with communities paying the price in the form of increased health and safety risks. Where major truck routes are involved, DOT should work with the Office of Freight Mobility to determine suitable alternatives.

16. Expand off-peak deliveries in the Central Business District (CBD) through a combination of incentives and curbside regulations.

Encouraging off-peak deliveries should be a priority; however, this should be planned as an enhancement to the recommendation regarding street closures for those local routes that currently see little truck traffic. With the implementation of off-peak deliveries, this might

change truck volumes on local routes during off-peak hours, and impacts on residents should be taken into consideration. (Page 94)

Enforcement Strategies

1. Establish truck route violations as a quality of life initiative to be monitored as part of NYPD TrafficStat.

Currently, truck traffic enforcement reporting varies greatly from precinct to precinct; we urge NYPD to develop a discrete TruckStat to help track truck violations, and make that data available to other city agencies such as DOT and City Planning, along with community boards, to assist them in future transportation and freight planning. (Page 94)

4. Set up a procedure for deploying personnel at high-complaint locations.

It is disturbing that there is currently no procedure in place, given that the multiple truck traffic "hot spots" throughout the city, many of which are clearly detailed in this report. It is unclear why the NYPD cannot simply deploy personnel to these locations now. Traffic enforcement officers are already stationed at many busy intersections. Educating traffic officers on truck rules and enabling them to give summonses for truck violations is a more efficient way to improve enforcement.

"It is recommended that efforts be made to track enforcement efforts and the number and type of summonses issued" sounds like some form of a TruckStat project, which we encourage. However, it is entirely unclear as to who would undertake "tracking" those enforcement efforts – will it be the Office of Freight Mobility? The NYPD Traffic Squad? Clarification is needed. (Page 95)

Overall, this section fails to suggest the use of technology in truck route enforcement. Currently, DOT is conducting a Weigh-in-Motion (WIM) pilot project in Brooklyn, at the behest of Assemblyman Joe Lentol. The use of proven technology such as WIM should be applied throughout the city, reducing the strain on NYPD resources. The Office of Freight Mobility should devise a Weigh-in-Motion implementation strategy including cost and time estimates, by the end of 2007.

Final Draft Technical Memorandum 2 – Truck Routing Analysis

Table 2-4: Top 20 Truck Accident Locations Citywide from 1999-2001

The analysis should include more specific recommendations. For example, are there "lessons learned" from the data? Has DOT studied the nature of these accidents? Did any involve red light running, speeding, etc.? Were pedestrians, cyclists or motorists killed or injured? Was public or private property damaged? What physical changes to the layouts of the intersections would reduce the number of accidents? (Page 14)

Also, if 18 intersections have experienced three or more accidents, it seems that these intersections must see immediate changes. (Page 71)

Table 4-2 shows a number of accidents occurring at intersections that are off the truck route network. These routes should have negative signage to discourage truckers from using them.

Overall, Technical Memorandum 2 recommends truck route signs to solve truck routing and traffic problems in neighborhoods. There is no implementation of traffic calming to make it more difficult for trucks to travel down small, off truck route, neighborhood streets, and very little in rerouting trucks to new roadways. Traffic calming must be considered along many of these roadways to protect neighborhoods.

Final Draft Technical Memorandum 3- Truck Signage Program

Overall, the signage program relies too heavily on positive signage. We think the $4 million positive signage program is an important part of any truck route management plan and should be implemented immediately, but that is must be coupled with negative signage and other techniques like traffic calming to truly make a difference.

We agree with recommendations to upgrade signs and to new color and size, and create uniformity in the sign system. (Page 33)

"Buildings, utility poles, and tree placement may also impact spaces that occupy traffic signs and limit preferred sign placements. Therefore, at preferred truck route sign locations, it is recommended that signs be placed on the basis of engineering judgment and at standardized heights and configurations." Here, the study seems to be saying "We'll post signs uniformly and consistently except where we can't." This contradicts other statements in the document which bemoan the fact that truck route signage is currently too inconsistently and haphazardly installed, and undermines the stated goal of making signage standardized throughout the city. That said, we believe that signs placed in less desirable places are better than no signs at all, and suitability should not be the only factor. We do not believe that engineers are the best decision makers regarding the placement of signs that will be noticed and heeded by truck drivers; we believe that input from the trucking industry might be more useful regarding the placement of signage. (Page 33)

The report states that the DOT should consider negative signage but that "only major cross streets with high vehicle traffic" should have it. We believe that signs prohibiting trucks should be placed on more than major crossroads. The point of the study is to keep trucks off of local streets. This will require truck prohibition signs on more than major crossroads. Negative signage is absolutely required along certain routes (especially the many off routes street segments that experience truck accidents, listed in Tables 4-2, for example, in the Technical Memorandum 2.

The study recommends that DOT revisit its rules for applying negative, trucks-prohibited signs, but sets up an overly bureaucratic process for actually erecting a sign. It states, "central to this process are expanded investigation procedures for establishing the need and applicability of the requested signage, including consideration of positive, reinforcing signage opportunities to properly delineate the route system," and suggest the Office of Freight Mobility work with the

Borough Commissioner and engineers to figure out where to place signs. We believe that if community needs a negative sign on certain roads, they should receive one (Page 48-50).

Furthermore, the communities that have waited for years for this study to be finished are expecting relief from this truck program. Many have voiced support for negative signage on their local roadways. The study's assertion that negative signage on certain roadways encourages trucks to use any roadway that is not signed, is a poor one that DOT will have a hard time justifying to local residents dealing with noise and safety implications of truck traffic.

On Page 54 and in Appendix A, it is unclear whether the $4.13 million figure for the signage program includes any negative "trucks prohibited" signs.

Final Draft Technical Memorandum IV- Education

This section contains many common sense recommendations that should be implemented immediately.

The responsibilities of the Office of Freight Mobility are vague, and indicate that this Office may simply create another layer of bureaucracy. Terms like "foster partnerships," "increase dialogue between agencies," and "assist in creation" do not bode well for the effectiveness of this agency. We think this agency should have some real power, lead the development of a freight policy plan and coordinate the implementation broad traffic calming infrastructure.

We strongly support the creation of a new truck map and the update of the DOT's truck section of its website, and look forward to seeing these upgrades by Fall of 2006. (Page 25)

The creation of better tracking of truck complaints to 311 is excellent and we hope information obtained from 311 calls will be available to the public and community boards. (Page 32)

The placards (Figure 3-4) should be created and handed out to NYPD immediately.

Transportation ALTERNATIVES

[redacted]

115 West 30th Street Suite 1207 New York, New York 10001-4010
Ph 212-629-8080 Fax 212-629-8334 info@transalt.org transalt.org

NYC's Advocates for Bicycling, Walking and Sensible Transportation

06 OCT -5 PM 01
CONTROL UNIT

September 29, 2006

Commissioner Iris Weinshall
New York City Department of Transportation
Room 1105 Attn: Truck Study
40 Worth Street
New York, NY 10013

RE: Truck Route Management and Community Impact Reduction Study

Dear Commissioner Weinshall,

Thank you for undertaking the "Truck Route Management and Community Impact Reduction Study" and working towards reducing the negative impacts of truck traffic on New Yorkers. Our health, safety, economy and quality of life are all hurt by the over reliance on trucks to move freight and the overflow of trucks on to neighborhood streets and their exhaust into city air. Of course, goods need to move in, out and around New York City, and our economy and jobs depend on this movement, but goods movement is not dependent on trucks. In addition to reducing the negative impacts of truck traffic, **this study should begin the City of New York's concerted efforts to reduce truck traffic and create alternatives to move freight**. At the end here are many immediate study recommendations Transportation Alternatives supports.

In both the short and long-term, **strong engineering measures**, like corner sidewalk extensions, mid-block speed humps, bollards and other traffic calming devices, **must be included in the City's toolbox to manage truck traffic, stop trucks from driving off route through neighborhoods and negatively impacting communities. When implemented, these measures effectively prevent trucks from turning off route**. Right now they are completely missing from the study's recommendations. Because police officers do not conduct truck enforcement 24 hours a day and because signage is far less than 100% effective in keeping trucks on route, physical changes to the street are absolutely necessary to keep trucks on legal and appropriate routes and off of neighborhood roads.

In September 2005, the *Daily News* reported that a truck driver "...told cops his big rig often hops curbs on tight turns so he never thought he hit anyone." He did. He killed eleven year-old Keontry Rosario, who was kneeling on the sidewalk, tying his shoe on the corner of Ocean Avenue and Kings Highway in Brooklyn. This huge intersection is surrounded by two libraries with two public schools and a third library within walking distance. In the last ten years, two other pedestrians have been killed by drivers at this intersection and fifty walkers and bikers have been injured there. Kings Highway is a truck route, but this intersection is not designed to prevent trucks from crashing into pedestrians on the sidewalk.

In moving forward with the "Truck Route Management and Community Impact Reduction Study," what physical engineering measures will the City of New York include for routine use in its toolbox to prevent trucks from illegally driving off route? Streets and intersections that are not on the truck route system, but where crashes have occurred, should be the City's top priority for implementing physical measures and negative signage to keep trucks on route.

Are the DOT and the new Office of Freight Mobility working with the new Mayor's Office of Long-Term Planning and Sustainability on the "Truck Route Management and Community Impact Reduction Study," **and is the City working towards a long-term plan to reduce the city's reliance on trucks and move more freight by more sustainable modes such as rail and barge?** Currently, the New York City region is dependent on trucks for 80% of its goods movement, and even the most conservative projections estimate that truck traffic in New York City will increase 50% over the next fifteen years. The City of New York needs a citywide freight management master plan that will move goods by rail and water whenever possible and reduce truck traffic in and through the five boroughs.

Has the City established targets for truck route management and community impact reduction? Establishing targets would establish a framework within which the City could implement dramatic measures to reduce truck impacts on New Yorkers. For example, these targets could be as simple as:

- 15% annual reduction in off-route truck complaints to 311
- 20% annual reduction in truck crashes
- 10% annual reductions in pedestrians and cyclists injured and killed in truck crashes
- 10% annual reductions in drivers and passengers injured and killed in truck crashes
- 10% annual reduction in asthma hospital admissions

And, as ambitious as:

- 5% annual reduction in truck traffic, and
- 5% increase in goods moved over rail and water

Without targets there is only minimal political capital to advance policies and little incentive for anything to change.

Truck traffic needs to be reduced in order to reduce air pollution and its impact on communities. Air pollution contributes to asthma, cancer, lung and heart disease and stroke. Given the good collaboration between the Departments of Transportation, Police and Health on the "Bicyclist Fatalities and Serious Injuries in New York City: 1996-2005" study, Transportation Alternatives encourages continued partnership to:

1) Map and track crash and health-related truck impacts on communities, such as asthma and truck-related pedestrian, bicyclist, driver and passenger injuries and fatalities, lung cancer, along with truck routes and truck complaints, and
2) Analyze the data, identify contributing factors and establish a crash typology into which to sort crashes, and
3) Draft recommendations and action steps to reduce crashes and the public health impact of truck traffic

New York City has the third dirtiest air in the United States. Transportation-related diesel exhaust emissions contribute more than 85% to the cancer risk of breathing New York City air, and according to the American Lung Association, more than one million New Yorkers, 300,000 of whom are children, have asthma, and diesel pollution is a well know trigger. A comprehensive plan to reduce truck traffic and create alternatives to move freight is a key part of improving public health.

The City needs to **expand parking policies to create adequate turn-over of on-street parking, prevent double parking and to ensure truck access to the curb along legal truck routes.** Curbside parking is under-priced, so turnover is low. This exacerbates truck problems and

impacts because drivers parked at the curb have little reason to move their vehicles, and, thus, truck drivers must double park to pick up and drop off deliveries. Double parking and congestion problems along truck routes encourage truckers to divert to illegal routes.

While the NYPD has made double parking a priority, and these traffic enforcement efforts are important to maintain public safety, enforcement is a band aide to address the problem of chronic double parking in many New York City commercial districts.

Truckers stand to gain immensely from improved parking policies. Elements to be examined should include **expansion of the commercial vehicle parking congestion pricing** program beyond Midtown, **increasing on-street parking fees in high volume areas** like Midtown Manhattan and downtown Brooklyn and **identification of areas where city-issued parking permits cause parking scarcity and promote double parking**. A **more progressively-priced curbside parking program** will increase parking turnover at the curb, free up curb space and reduce double parking.

Transportation Alternatives commends the DOT, Department of Health and the Police and Parks Departments on "Bicyclist Fatalities and Serious Injuries in New York City: 1996-2005." Pertinent to the "Truck Route Management and Community Impact Reduction Study," the bicycle study identified **large vehicles (including trucks) to be <u>twice</u> as deadly for cyclists as small vehicles** (including cars, taxis, and sport utility vehicles). To deflect cyclists, and pedestrians, from beneath trucks and prevent injuries and fatalities, Transportation Alternatives urges the City to **require sideguards on all commercial trucks** in New York City. **The near simultaneous release of both the truck and bicycle studies is a rare opportunity for the City to implement strong measures to make trucks and truck drivers safe for cyclists.**

Transportation Alternatives <u>supports</u> the following study recommendations and urges the City to implement them without delay:

- The proposed overhaul to the truck route signage system, including eliminating discontinuous truck routes between boroughs, is good – This overhaul is the first step in keeping trucks on route, and **negative signage should be added to this system** to further prevent truck drivers from cutting down neighborhood streets and to improve the adjudication rate of summonses
- The DOT's establishment of an Office of Freight Mobility – **Will this office have power to implement freight mobility plans, enforce regulations, work with the NYPD to make enforcement recommendations and advance legislation?**
- Routing commercial traffic, whenever possible, on limited access highways and not onto neighborhood streets – Allowing trucks on highways and parkways from which they are now prohibited should be done along with imposition of greater truck restrictions on parallel avenues and streets
- Improving the DOT's website to make it a user-friendly resource for all the information one needs to drive a truck on New York City streets – DOT should consider hiring a marketing firm to **develop an ad campaign to advertise the new website to the trucking industry**
- Monitor truck route violations in the NYPD's TrafficStat program – TrafficStat should also monitor truck crashes and related injuries and fatalities
- Increasing truck enforcement education at the Police Academy and creating precinct-specific placards with truck route enforcement information will improve precinct-level truck enforcement – Particularly, **cracking down on oversize trucks must be incorporated into routine enforcement**

Nearly every neighborhood and Community Board in New York City is crying out for relief from illegal and dangerous truck traffic. Public expectations will be high with the release of this study, and Transportation Alternatives urges the DOT take a leadership role and work with other agencies, trucking companies, community leaders and advocates to quickly implement these measures and announce medium and long-term goals to reduce the impact of trucks on New Yorkers and reduce truck traffic in New York City.

Sincerely,

Noah Budnick
Deputy Director, Advocacy

CC: Mayor Michael Bloomberg

WEST FIFTEENTH STREET
200 BLOCK ASSOCIATION

New York, NY 10011

Established in 1982

for Residents, Business, Police Tenants, Landlords, and Government to Work Together

[redacted] Project Manager
Truck Route Management and Community Impact Reduction Study
NYCDOT
40 Worth Street
New York, New York 10013

COPY

Re: Further Comment on May 24, 2006 Manhattan Community Meeting

[redacted]

Our block association represents the residential block of West 15th Street between 7th and 8th Avenues. We work very closely with our neighboring West 15th Street block associations to the east and west to address traffic issues between 6th and 9th Avenues. Our block association appreciates the opportunity to participate once again in your ongoing trucking project.

In general, our block association is greatly concerned about the problem of out-of-control truck traffic throughout New York City including the environmental and medical epidemiological impacts. Therefore we were greatly impressed with the May 24, 2006 Testimony of Environmental Defense to the New York City Department of Transportation and urge the DOT to follow its recommendations regarding education of shippers, drivers, police and public, as well as its recommendations regarding regulation and enforcement.

Specifically regarding the blocks of West 15th Street, our community has long had a serious problem of virtually unregulated truck overuse.

For decades West 15th Street has been used as a west bound detour by truckers in a general attempt to avoid West 14th Street. We believe that it is self-evident that trucks should not be freely permitted by City Hall to detour onto narrow residential West 15th Street:

1) There is no concrete layer under the street surface. The utilities underneath the street include large high pressure pipes, as well as ancient, decrepit smaller ones. The are all explosive and deadly. In 2001 a 20" High Pressure Gas Main was unwisely placed under this heavily populated street. Despite official assurances that the Gas Main was indestructible, it has already been broken once. That 20" High Pressure Gas Main was recklessly laid parallel to an old High Pressure Asbestos Covered Steam Pipe that ruptured about a dozen years ago emitting steam and insulation debris for three days into the neighborhood's atmosphere. We constantly have gas leaks on our street from mains fractured by bouncing heavy vehicles.

2) West 15th Street is build upon glacial moraine and there is no concrete layer to the street surface. The trucks cause unusually violent tremors that are damaging our century and a half old buildings. When heavy weight vehicles are permitted to race down the street over street surface patches, manhole covers, etc., they bounce, causing tremors to travel through the spongy soil, and causing pieces from the buildings' faces to fall off and interior walls to crack. It even causes water in aquariums in our apartments to slosh about.

3) West 14th Street, just one block away, was newly rebuilt in 1990-91 with a thick concrete layer specifically to accommodate heavy weight traffic. That is where the cross town heavy weight vehicles should be required to travel.

4) West 15th Street is a residential street where people expect to cross the street midblock to reach neighbors, neighborhood stores, their parked cars, curb their dogs, etc. It's where kids play on the sidewalks and sometimes carelessly spill out into the street. Racing heavy weight vehicles cannot stop quickly. City Hall should not be permitting trucks the unregulated right to take over this residential street as a speed ramp and a detour. Trucks are simply incompatible with the way neighborhood people need to use their residential streets.

For over two decades our Block Association has striven to work with the Department of Transportation to address these types of dangers and problems from unregulated truck traffic on our residential street. We have long been advised that West 15th Street is part of the "Chelsea No-Trucking Zone" albeit without any existing enforcement.

In 1985 in response to our concerns, DOT did a traffic study, and then installed signs at 7th Avenue and West 15th Street instructing no trucking except for local deliveries. (Please see attached letter of August 28, 1985 from Philip Levine, Manhattan Borough Engineer-Manhattan.) At some point after that, similar signs were also installed at 6th Avenue and West 15th Street.

Unfortunately, the signs are largely ignored by truckers. During the entire ensuing two decades, the police have only enforced the designations four or five times, usually after we have protested loudly after experiencing some kind of accident (see attached news report on fatality, *Daily News*, July 27, 1994). We believe that this dangerous situation merits more than a couple hours of enforcement every half decade or so. This problem of virtually no enforcement of dangerous truck traffic is particularly alarming in light of the dozens of uniformed officers on our residential street ticketing parked cars on an almost daily basis at almost every shift. The difference in these two traffic enforcement policies is utterly breathtaking.

Regarding designing traffic flow, as bad as traffic currently is, our street is now threatened with significantly increased trucking traffic. First, the development of Pier 57 into a complex having

many stores and extensive restaurant service will demand many "local deliveries" down West 15th Street. Second, the development of the Gansevoort Peninsula into a Recycling Center will result in West 15th Street being used as a westbound route for heavy garbage trucks, just as happened before when the peninsula was used for regular garbage transshipping. Third, the expansive high rise development along the Chelsea waterfront will also result in "local deliveries" from the East Side and Midtown selecting West 15th Street as a side road to the West Side.

Clearly when City Hall encourages this kind of major development, it is incumbent upon City Hall to provide some kind of effective traffic planning, policy development, and enforcement to avoid the obvious increased dangers and problems.

We urge the Trucking Project and the Department of Transportation to analyze our historic problem of virtually no enforcement of existing traffic regulations and of woefully poor traffic design and planning for future development. Trucks should not be encouraged to use our densely populated, fragile residential streets as highways for transshipments that should be easily directed just a very short distance to the south.

On behalf of the West 15th Street 200 Block Association, sincerely,

[redacted]

cc: [redacted]
Manhattan Borough President Scott Stringer
Council Member Christine Quinn
Environmental Defense
Chelsea Village Partnership, Inc.
Bill Borock, Chair, Council of Chelsea Block Associations
[redacted]
Community Board No. 4

CITY OF NEW YORK
DEPARTMENT OF TRANSPORTATION

BUREAU OF TRAFFIC OPERATIONS
28-11 QUEENS PLAZA NORTH • LONG ISLAND CITY, N Y. 11101
(718)830-7500

ANTHONY R. AMERUSO, P.E.
COMMISSIONER

SAMUEL I. SCHWARTZ, P E
DEPUTY COMMISSIONER

ELIZABETH H. THEOFAN, P.E.
ASSISTANT COMMISSIONER

August 28, 1985

Refer To: #35-0529
#35-0544

Location: West 15th Street between
7th Avenue & 8th Avenue
C-795157

[redacted]
West 15th Street Block Association
[redacted]

Dear Ms. Lopez :

Since receiving your letter of May 31, 1985 a traffic survey has been completed of the above location.

As a result of this survey, No Truck Symbol, Except Local Deliveries signs will be installed at this location. This installation should take place during the week of September 16, 1985.

We appreciate your interest in the improvement of traffic regulations on our streets. If this Department can be of further assistance, please feel free to contact us.

Very truly yours,

Philip Levine, P.E.
Borough Engineer-Manhattan

MT/ds

Unlicensed trucker kills woman in wheelchair

A woman crossing a lower West Side street in a motorized wheelchair was crushed to death by a truck with an unlicensed driver yesterday.

Susan Simon, 50, of W. 20th St., was pronounced dead at St. Vincent's Medical Center after the 10 a.m. accident.

"She had a medical condition that made her tired," said Julius Merl, her landlord. "She could walk around her apartment, but she drove that three-wheeler when she went shopping."

"It's a sad thing," said Jewell Vanord, a worker in Simon's four-floor pre-war walkup. "She suffered from chronic fatigue syndrome. She would get tired really easily and couldn't work. She only stayed home and read books." When Simon "went on errands, she'd hop on that little wheelchair and go," Vanord said.

Police said Simon was crossing 15th St. at Seventh Ave. when the 18-wheel truck turned right onto 15th and hooked the wheelchair beneath it, dragging her for about 10 feet.

Truck driver Thomas Hernandez, 25, of Union City, N.J., was not charged pending the result of further investigation. He was issued a summons for driving without a license.

Police said his New Jersey license had been suspended twice because he failed to answer previous summonses in New York. — Jose Lambiet

Daily News 7/28/44

06-13604
D. Stein

G. OLIVER KOPPELL
COUNCIL MEMBER, 11TH DISTRICT
BRONX

o DISTRICT OFFICE
3636 WALDO AVENUE
BRONX, NY 10463
(718) 549-7300
FAX (718) 549-9945

o CITY HALL OFFICE
250 BROADWAY, ROOM 1877
NEW YORK, NY 10007
(212) 788-7080

koppell@council.nyc.ny.us

THE COUNCIL
OF
THE CITY OF NEW YORK

COMMITTEES
CONSUMER AFFAIRS
EDUCATION
ENVIRONMENTAL PROTECTION
LAND USE
TRANSPORTATION
WOMEN'S ISSUES

SUB COMMITTEE
LANDMARKS, PUBLIC SITING & MARITIME USES

February 24, 2006

Commissioner Iris Weinshall
New York City Department of Transportation
40 Worth Street,
New York, NY 10013

Dear Commissioner Weinshall:

It has come to my attention that in the recently released Preliminary Recommendations of the Truck Route Management and Community Impact Reduction Study, there is a proposal to consider opening the Henry Hudson Parkway to truck and/or commercial vehicle traffic. (See, Preliminary Recommendations, p. 10-11).

I am vehemently and unconditionally opposed to any weakening of the restrictions on access to Henry Hudson Parkway. The Parkway runs through the heart of the Riverdale neighborhood of my district. The buildings adjacent to the Parkway are entirely residential in character and the increased traffic as well as the diesel fumes from truck traffic will have a profoundly negative impact on air quality, noise and the beauty of the neighborhood. Clearly, therefore, the opening the Parkway to commercial traffic is completely inappropriate.

I demand that the Department of Transportation reject this proposal forthwith. Please do hesitate to contact me, should you wish to discuss this matter.

Very truly yours,

G. Koppell

G. Oliver Koppell
Council Member

06 MAR -2 01 31
CONTROL UNIT

GALE A. BREWER
COUNCIL MEMBER, DISTRICT 6
MANHATTAN

DISTRICT OFFICE
563 COLUMBUS AVENUE, AT 87TH STREET
NEW YORK, NY 10024
(212) 873-0282
FAX (212) 873-0279

CITY HALL OFFICE
250 BROADWAY, ROOM 1744
NEW YORK, NY 10007
(212) 788-6975
FAX (212) 513-7717

gale.brewer@council.nyc.ny.us
www.nyccouncil.info

THE COUNCIL
OF
THE CITY OF NEW YORK

CHAIR
TECHNOLOGY IN GOVERNMENT

COMMITTEES
AGING
FINANCE
GENERAL WELFARE
HIGHER EDUCATION
MENTAL HEALTH, MENTAL RETARDATION, ALCOHOLISM, DRUG ABUSE & DISABILITY SERVICES
OVERSIGHT & INVESTIGATIONS
WATERFRONTS

July 26, 2006

Ms. Iris Weinshall
Commissioner
NYC Department of Transportation
40 Worth Street
New York, NY 10013

Dear Commissioner Weinshall:

I am writing to comment on the draft of the New York City Truck Route Management and Community Impact Reduction Study conducted by Edwards and Kelcey. I am pleased that the Department of Transportation has focused on this issue, and I look forward to working with you to implement the recommendations.

The study appropriately addressed the on-going problem of truck traffic on the West Side of Manhattan, specifically on West End Avenue. As you know, while West End Avenue is not a legal truck route, study after study indicates that trucks use the street as a short cut to travel through Manhattan. In the 1980's, Council Member Ruth Messinger counted the trucks, and more recently former Assembly Member Scott Stringer did the same. After each report was issued, the Police Department issued summonses, but due to staffing shortages, police cannot consistently patrol the Avenue. Truck traffic on West End Avenue is a particular problem because the rattling of trucks produces a canyon effect, disturbing residents day and night.

There are other major avenues nearby that have been zoned for trucking use, including Broadway, Amsterdam Avenue, and Columbus Avenue. According to your recent study, the strongest explanations for the reported illegal truck traffic on West End Avenue are ineffective signage on West End Avenue and Broadway and the lack of sufficient enforcement of the traffic regulations. If truck traffic laws remain inadequately enforced, illegal truck traffic on West End Avenue will remain an inevitable reality as truckers try to navigate increasingly congested Manhattan streets.

The study offers several reasonable suggestions for how truck traffic can be directed to the appropriate routes, and to Broadway in particular:

- Provide commercial businesses and truckers with official truck route information. Truckers should be made aware that trucks must stay on designated truck routes until they reach the intersection that is closest to their address of delivery or pick-up.
- Post signs along West End Avenue that direct truck traffic toward Broadway and post signs on Broadway that identify it as a truck route.

- Replace the existing signs posted at the southbound approach of the intersection of Broadway, West 107th Street and West End Avenue with oversized signs that read "NO TRUCKS EXCEPT LOCAL DELIVERIES", and post these signs at the northbound and eastbound approaches at the intersection of West 59th Street and West End Avenue as well.
- Perform random enforcement of the traffic regulations.

Currently, the local precincts do monitor trucks on West End Avenue at least once a week. Under the law, officers must follow a truck that is traveling on West End Avenue for two blocks. If the commercial vehicle goes further than two blocks, the police officer pulls the driver over and requests to see a delivery notice. If one is provided, the driver is permitted to continue on; if not, the driver receives a summons. The local traffic officers agree that larger signs designating official routes are needed, both at the locations mentioned above, and also on highways leading onto the West Side of Manhattan.

If you have any questions, or require more information, please contact Peter Mellman or me at (212) 873-0282.

Sincerely,

Gale A. Brewer

Gale A. Brewer

CCU-06-3504

MICHAEL E. McMAHON
COUNCIL MEMBER, 49TH DISTRICT

o DISTRICT OFFICE
130 STUYVESANT PLACE, 6TH FLOOR
STATEN ISLAND, NY 10301
(718) 556-7370
FAX (718) 556-7389

o CITY HALL OFFICE
250 BROADWAY, ROOM 1807
NEW YORK, NY 10007
(212) 788-6972
FAX (212) 341-3045

THE COUNCIL
OF
THE CITY OF NEW YORK

CHAIRMAN
SANITATION & SOLID WASTE MANAGEMENT

COMMITTEE MEMBER
FINANCE
LAND USE
STATE & FEDERAL LEGISLATION
WATERFRONTS
SUB COMMITTEE
ZONING & FRANCHISES

June 6, 2006

Commissioner Iris Weinshall
NYC Department of Transportation
40 Worth Street,
New York, NY 10013

Dear Commissioner Weinshall:

Congratulations on the completion of the DOT's three-year study of *Truck Route Management and Community Impact Reduction.* I know this was a major undertaking by the Department and I appreciate your efforts to help reduce the effects of truck traffic on local communities.

After reviewing the draft Executive Summary for the study and having a representative attend DOT's public meeting on Staten Island, I would like to share with you a few concerns. First and foremost, I strongly believe that enforcement of existing laws and regulations has to be the primary strategy in working to reduce community impact of truck traffic. I am impressed with the agency's work in designing and planning new signage for truck routes but without strong enforcement I'm afraid the signage program may not be as effective as hoped. At the 120th precinct, we have the best police officers that New York has to offer, however, our precinct is short staffed and may not have additional officers to dedicate to better enforcement of truck routes. However, I am certain that DOT must place a greater focus on enforcement of truck route regulations in order to achieve any noticeable improvement for residents. I am also concerned that the Department has depended too much on communities to police their areas and call in complaints. Perhaps the NYPD traffic control and highway divisions can be better utilized to help local precincts enforce existing truck route laws and regulations. Or perhaps our local precincts need to be provided with more resources to combat these problems.

Secondly, I would like to get more specific information on how DOT is working with the court system to ensure that violators of truck route regulations are appropriately fined and receive points on their commercial licenses. The city needs to provide real deterrents to those who violate traffic laws. It seems like better coordination between DOT, the NYPD and the court system in regard to traffic violations would be beneficial. Truckers need to know that a violation

of then truck routes is not just part of the cost of doing business, particularly with regard to multiple offenders.

In addition, I would like to know when placard truck route maps are expected to be available for all patrol officers at the precinct level and would like to receive a sample placard for the 120th precinct as soon as it is available.

I look forward to your response to my questions and I look forward to working with you to reduce community impacts of truck traffic in the near future. Thank you for your commitment to this important issue.

Sincerely,

Michael McMahon

Michael E. McMahon

Cc: Commissioner Kelly, NYPD

NSWC

The North Shore Waterfront Conservancy of Staten Island, Inc.
P.O. Box 140502
Staten Island, New York 10314

June 2, 2006

To: [redacted]
NYCDOT, Project Manager

Reference: NYCDOT Staten Island Meeting for Truck Route Management and Community Impact Reduction Study

Dear Mr. Stein:
Thank you to you and the team of engineers that participated in doing the study and then presenting it to us. In this letter to you I would just like to reiterate the questions that I gave to the group that night and add a couple of more things, as I am told that the devil is in the details.

1. Off Peak Deliveries: how would that effect residents living on the streets or directly behind the streets where trucks are making their deliveries such as with noise, (air brakes, unloading of merchandise, starting of engines, idling) and truck vibrations?

2. The elimination of Limited Local Truck Routes on Staten Island, my initial question was where would this traffic go to if these routes were eliminated. However a more appropriate question would be the weight and size of the delivering trucks to areas like Port Richmond and Richmond Terrace. Because it is the trucks that are wide turning vehicles and that carrying heavy freight that are presenting the biggest problems to the residential communities.

These larger heavier trucks with 3 or more axles that require wide turns cannot make the turns onto our streets without going over our sidewalks and causing damage. Furthermore due to their weight (and none of our streets having substructures to support the weight) their movement shakes our homes. As I have stated many times in complaints to the DOT we know these trucks are coming down our streets long before we actually see them because of the vibrations and the noise from the air brakes.

These oversized vehicles also cause dips, cracks and potholes in our streets to which quite frankly DOT just can't keep up the pace with doing the repair work.
NSWC Continued

3. Increased accountability for NYPD, we are all in agreement that NYPD's precincts all need to have their policing staffing better trained to recognize truck route, traffic violations.

4. How long will it take to train each precincts police staff and when will this training actually begin?

5. Train the Trainer: as I mentioned we have grave concerns about the use of training the trainer as a means of making sure that this information is being filtered down. It is like playing the game of telephone where one person gives the person next to them the message. By the time it gets to the last person it has no resemblance to what it started out to be.

Each precinct should go through an initial training, and then each precinct should have at least 4 people completely trained in this and they should take turns not only training the police officers but doing refresher courses as well. As these people are transferred or promoted new trainers should be put in those spots so that there is always someone there that is trained and thoroughly understands the procedures and laws and can teach this information.

6. A Bill of Lading for local delivers: How are you going to guarantee that each driver will have a bill of lading? And how are you going to guarantee that if the driver does not produce a bill of lading that the police officer won't feel sorry for the driver and not give the driver a ticket?

7. NYCMTA: Will the NYPD be issuing tickets to the MTA as well as private bus companies for their buses being off route and using residential streets? Will points be deducted from their driver's licenses?

8. Can NYC DOT should request to have a 311 take complaints about off route buses and idling complaints instead of forwarding that information just to the MTA or the private bus company, and the case of idling to the EPA it is forwarded to DOT and NYPD? Where written complaint information based off of that 311 call can be discussed with the management of the MTA and the private bus company regarding their rouge drivers and records kept on those drivers of the number of complaints that have come in regarding them being off route followed by disciplinary actions.

The 311 calls should have the date, time, direction that the bus was going and if it is a city bus the number of the bus, and whether or not it had passengers on board.

NSWC Continued

If it is a private bus company the name of the bus and its bus number and/or a license plate number, also with the date, time, and direction that it was headed.

In the case of Idling Complaints a NYPD or Traffic Officer should be immediately dispatched to that location to issue a ticket.

In regard to 311 operators they need to be trained to be more familiar with street locations in Staten Island, so that they can quickly respond to the complainants call, it is also time that the 311 locating system is updated to the caliber or NYC 911 emergency system.

9. Emergency Routing Plans for Trucks & Buses being rerouted through Residential Streets: If for whatever reasons trucks and buses are rerouted down residential streets to avoid traffic issues due to emergency services being in action. There should always be by NYPD supervision points along the residential streets routes during this emergency rerouting process to make sure these vehicles are making the appropriate turns to safely guide them through the streets and to prevent them from causing property damages. If this an emergency then this should become a priority response for NYPD personnel.

10. The NYPD should also be able to write incident reports for any property damage claims regardless of whether or not there was an injury or loss of life with this situation. So that these claims are recorded and restitution can be made by the City of New or the insurance company for damages, repairs and/or replacement.

11. Certain businesses also need to be approached along Richmond Terrace and told to expand their entrances and exit areas so that these trucks can make wide turns into them. Any obstructions such as light poles or fire hydrants that are too close to these driveways will need to be removed and relocated to other near by places to allow for better access.

12. NYC Buildings Department will also need to be involved to make sure that any businesses that are operating illegally as warehouses/distribution centers are shut down. Especially when it has been reported that their operation is causing trucks with 3 or more axles to use resident streets, such as with the case of Central Auto Body at 21 Heberton Avenue. That uses half of its garage as warehouse and distribution center for Frito Lays Company products.

13. If businesses do want to establish warehousing and distribution centers then it should be in areas designated for those uses and not on residentially zoned streets.

14. Coming up with a better zoning plan to buffer residential areas from heavy commercial and/or manufacturing, industrial traffic uses.

15. Lastly getting NYCDOT to begin marking with yellow paint all NYC curbs the exact distance of being 15 feet from NYC fire hydrants. As DMV studies have recently shown that most New Yorkers do not know traffic laws as well as they should. And drivers cannot visually tell the difference between 15 feet or 10 feet from a hydrant.

Thank you for your time and we look forward to hearing from you.

Sincerely,
Beryl A. Thurman, Secretary
North Shore Waterfront Conservancy of Staten Island, Inc.

www.nswcsi.org

Cc: Mayor Michael Bloomberg, Councilman Michael McMahon, Borough President James Molinaro, Assemblyman John Lavelle, Senator Diane Savino, Senator James Marchi, NWSC, SITA, NRPA.

COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, N.Y. 11211-2429
PHONE: (718) 389-0009
FAX: (718) 389-0098
Email: bk01@cb.nyc.gov
Website: www.cb1brooklyn.org

HON. MARTY MARKOWITZ
BROOKLYN BOROUGH PRESIDENT

VINCENT V. ABATE
CHAIRMAN

GERALD A. ESPOSITO
DISTRICT MANAGER

HON. DAVID S. YASSKY
COUNCILMEMBER, 33rd CD

HON. DIANA REYNA
COUNCILMEMBER, 34th CD

RABBI JOSEPH WEBER
FIRST VICE-CHAIRMAN

MICHAEL KRIEGH
SECOND VICE-CHAIRMAN

DEL TEAGUE
THIRD VICE-CHAIRPERSON

EMMA TOWNSEND-WRIGHT
FINANCIAL SECRETARY

ISRAEL ROSARIO
RECORDING SECRETARY

CHRISTOPHER H. OLECHOWSKI
MEMBER-AT-LARGE

August 23, 2006

Commissioner Iris Weinshall
New York City Department of Transportation
40 Worth Street
New York, New York 10013

RE: Truck Route Management and Community Impact Reduction Study

Dear Commissioner Weinshall:

Community Board No. 1 has noted in the past our strong position regarding the problem of truck traffic and have stood shoulder to shoulder on the immense problem. We have proactively brought these concerns to the City and offered solutions from our community's perspective, seeking the Administration to think progressively and "outside the box."

The Truck Route Management and Community Impact Reduction study is an attempt to address these issues by implementing several important measures:

1. Signage Improvement (i.e. positive signage, negative signage, variable message signs)

2. Increased Enforcement (i.e. - training and resources for law enforcement personnel, improved tracking of summonses and court monitoring program)

3. Engineering and Routing Improvements (i.e. – route changes, wide turn area, assessment of high truck accident location for improved safety strategies)

4. Regulatory and Policy Issues (such as time restrictions, off peak deliveries, etc.)

5. Education and Outreach (i.e. - resources to be developed for the general public, businesses and industrial sectors, truck drivers, etc.)

The above highlighted points stated to generally improve truck traffic is laudable. However, we must outline our own specific needs and unique conditions.

Community Board No. 1 is in the most northern tip of Brooklyn and is comprised of the neighborhoods: Greenpoint & Williamsburg. The 2000 census has shown a growing diverse population of over 160,300 persons. We note that new residential development emanating from the recent rezoning of the waterfront (compounded by the booming "as of right" development in upland areas) have changed the land-use mosaic of the district dramatically.

Community Board No. 1 advocates for improved transportation for our area. Historically, we have called for better management of truck traffic in the district as well sought to have the City take on a more comprehensive approach when addressing truck traffic issues in Greenpoint and Williamsburg.

Greenpoint and Williamsburg is a key hub for traffic as its streets and thoroughfares provide connects and more direct access to Queens and Manhattan. It also is spider webbed with designated truck routes that traverse further south into Brooklyn. The following highlight these major connections:

- Pulaski Bridge, Kosciuszko Bridge, Metropolitan Bridge and Grand Street (aka Penny Bridge) – towards various points in Queens such as Long Island City, Midtown tunnel and Maspeth.

- Williamsburg Bridge – East River bridge to Manhattan

- Brooklyn Queens Expressway – routes towards Queens, Manhattan and Brooklyn/Staten Island

- Major roadways such as Flushing Avenue, Kent Avenue, McGuinness Blvd., Grand Street, Metropolitan Avenue, Meeker Avenue, Greenpoint Avenue

- Major commercial strips such as Manhattan Avenue, Havemeyer Street, Broadway, Graham Avenue, Lee Avenue

Each one of these presents a unique travel dilemma that must be addressed by the Department of Transportation.

Too often complaints are raised by our community that trucks are not obeying designated trucks routes and venture onto residential streets. The heavy volume of truck

traffic on our streets has resulted in vibration and excessive noise – all which destroy quality of life, property and wreak havoc on our already overburdened antiquated infrastructure.

Many persons are disturbed from their sleep by the nightly rumblings and banging of tractor-trailers; many building foundations have cracks due to the vibrations from these heavily laden oversized vehicles. Our streets fall quickly into disrepair because of the abuse that they take from the excessive traffic, thus calling for more resurfacing and reconstruction.

Community District No. 1 continues to be inundated with severe adverse environmental impact conditions stemming from extreme truck traffic. Our community suffers from one of the highest rates of asthma in the City of New York and can be directly tied to air pollution and diesel fuel emissions.

Other respiratory disease, such as lung cancer, is also correlated with such pollution. Additionally, a variety of sources (such as transfer stations, the sewage treatment plant expansion, toxic substance releases and hazardous material storage and three DOS garages) effect the air, water and general quality of life for our community (which all need to be addressed and remedied) have direct correlation with truck traffic.

This is an over-saturation of Department of Sanitation (DOS) trucks including BK1, BK3 Garage, BK 4 Garage as well as various other DOS garages trucks that traverse the district to utilize the recycling facilities under contract with the City of New York. To this mixture we can add the ingredient of marine transfer operations and rail transfer possibilities in the future. As it stands, for many years now we bear far more of the negative items of society. Future planning of the City must be geared to equalize the burden to insure Greenpoint and Williamsburg is a viable and healthy community. We remain concerned about the BQE which is problematic with continuous spillover from the viaduct onto local streets.

We have urged that the following occur:

- Strong regulatory policies to be developed and with enforcement be strict with zero tolerance.
- Positive truck route signage.
- Engineering study to ensure signalization on local truck routes and local streets.
- To aid with the enforcement of truck traffic and pertinent regulations, we urge the use of additional portable weighing station in the district.

- Environmental impact area reviews should be required and made especially sensitive to the cumulative impacts and needs of our district.

- Development of trucker friendly inner city rest areas to allow safe havens for truckers to rest/eat/fuel without impact to residential communities.

- Investigation into PM deliveries and/or limitation of truck weight entering the five boroughs arena.

We are pleased to see that several of these points were taken into consideration with the development of the study. However, we raise opposition to route changes being proposed that would create an additional truck route in the Williamsburg and Greenpoint communities.

Morgan Avenue has a very large residential population north of Metropolitan Avenue (i.e. Cooper Park NYCHA development; multiple dwellings, etc.) and routing trucks along that stretch would only exacerbate the traffic problem. Curtailing the subject route area to be specifically south of Grand Street would keep the truck traffic within the region of generation, barring it from violating residential streets.

In conclusion, Community Board No. 1 looks forward to reviewing strategies proposed for our area and providing our vital input prior to any implementation.

Working for a Better Greenpoint-Williamsburg.

Sincerely,

Vincent V. Abate
Chairman

Gerald A. Esposito
District Manager

VVA/mbw
cc: Brooklyn Borough President Marty Markowitz
Council Member Diana Reyna
Council Member David Yassky
Assemblyman Joseph Lentol
Assemblyman Vito Lopez
Mr. David Stein, Project Manager NYC DOT

CCU 06-1698

COMMUNITY BOARD NO. 9

Marty Markowitz
Borough President

Rabbi Jacob Goldstein
Chairman

Pearl R. Miles
District Manager

March 2, 2006

Hon. Michael Bloomberg
Mayor of the City of New York
City Hall
New York, NY 10007

Dear Mayor Bloomberg:

The issue of traffic congestion in our city has recently been considered by the Transportation Committee of the New York City Council. I submitted my comments by letter to that body. I also raised the matter in written comment to the Federal Transit Administration in connection with its recent hearing on the New York Metropolitan Transportation Council.

Unquestionably, the large and increasing volume of truck movements in and through the city is challenging its economic efficiency. Even more important is its serious degradation of air quality and it effect on public health. Clearly, the most effective measure to alleviate this intolerable situation would be to provide for the entry of rail freight transportation into New York City from west of the Hudson.

I served on the Advisory Committee to the NYC Economic Development Corp. when it considered the matter. The committee concluded that a cross-harbor rail freight tunnel connecting to the L.I.R.R. freight facility in Bay Ridge, Brooklyn would be the solution of choice to the truck traffic situation and its attendant air pollution problem.

A cross harbor rail freight tunnel was first proposed as early as 1920, but one has never been constructed. I pointed out that such a tunnel would not be economically viable. It could cost as much as five billion dollars. This cost could only be justified by highly intensive use, such as that of the passenger rail tunnel into Pennsylvania Station. A cross harbor rail freight tunnel could not possibly attain this standard, and therefore could not sustain the high cost of a huge civil work.

I proposed a more practical economic alternative: an automated system to cross the harbor by water with speed and efficiency. Since rail cars have standardized draft gear, and run on tracks. I proposed, in principle, a highly automated system

890 NOSTRAND AVENUE • BROOKLYN, NEW YORK 11225 • (718) 778-9279 • FAX: (718) 467-0994

consisting of automated landside terminals, and a specialized automated vessel, which operating as a system, might be projected to load seventy-five freight cars in twenty-five minutes or less.

In my view, such a system could be developed and specialized for no more than one third the perhaps five billion dollar cost of a cross harbor tunnel. There remains an impediment to progress along these lines: cities and states and their authorities, have never engaged in progressive, "speculative" engineering development. Only the Federal Government has traditionally done this.

I believe that the situation of New York is unique in this regard. It encompasses a huge population; it is the location of enormous commerce and wealth; and aggregated with affiliated authorities and states is unique in the world. New York is also endowed with at least five distinguished schools of engineering and technology. Additionally, there is one right across the river in New Jersey. Therefore I would suggest to you that an advisory panel of experts in the various specialties be formed to advise the city government and interested agencies on the mater. It will engage a very broad group of engineering specialties.

I am glad to have had an opportunity to raise this important matter, and I would appreciate an opportunity to discuss it at such time as may be appropriate.

Sincerely,

Stanley Harwich

Stanley Harwich
Transportation Committee

SH:bn

Cc: Hon. Marty Markowitz
Hon. Charles Schumer
Hon. Hillary Rodham Clinton

Westchester Square Zerega Improvement Organization

[redacted]

Ema[redacted]

May 30, 2006

[redacted]

Project Manager
New York City
Department of Transportation
truckroute@dot.nyc.gov

[redacted]

Re: Zerega Industrial Park, Bronx, NY

On behalf of the residents of the Westchester Square-Zerega community, I am requesting the following changes for the truck route in this industrial park and surrounding community street.

1. Decertify Zerega Avenue between Commerce Avenue and Westchester Avenue as a truck route. There is already a truck route from Zerega Avenue onto Commerce Avenue which leads the trucks into Westchester Square - a commercial area and the onto Tremont Avenue - a major road that goes across the Bronx.

2. Place a no truck sign – except for local deliveries - on Parker Street where it begins at Westchester Avenue. Trucks use Parker Street as a short-cut between Westchester Avenue and Castle Hill Avenue – in the heart of our residential area where there are so many children.

Reasons for this request: To ensure the satisfy of all the children in the community near their schools and in the neighborhood.

When you travel on Zerega Avenue from Commerce Street to Westchester Avenue, there is a little league ballfield, NYS educational offices for VESID, NYC Department of Education Region 2 office, and our new school on Zerega Avenue at Waterbury Avenue. There are many, many elementary-aged children who cross Westchester Avenue near Zerega Avenue and Parker Street. And as already mentioned,. trucks than go into our residential area as a short-cut. This is a rather minor change that we hope will be done.

Sincerely,

Dorothy A. Krynicki

Dorothy A. Krynicki
Vice-President, WSZIO

cc: Councilman James Vacca

CCU 06-3892

Randolph Peers
Chairperson

Jeremy Laufer
District Manager

THE CITY OF NEW YORK
BOROUGH OF BROOKLYN
COMMUNITY BOARD #7

MARTY MARKOWITZ
Borough President

June 21, 2006

Ms. Iris Weinshall
Commissioner
Department of Transportation
40 Worth Street
New York, New York 10013

Dear Commissioner Weinshall:

This letter serves as Community Board # 7/Brooklyn's official response to DOT's Preliminary Brooklyn Truck Route Study findings as well as DOT's presentation of those findings at Borough Hall on June 6. As we testified at that meeting, the consultant's lack of acknowledgement and/or study of the issues involving the Gowanus and Prospect Expressways ensures that the results of this study will have minimal to no positive impact on our community.

We believe that the lack of entrances to the Gowanus Expressway between Atlantic Avenue and 65th Street, with the exception of a southbound entrance at Hamilton Avenue, which is closed in the mornings) forces drivers of trucks generated in our community to pick their way through local streets to get to an appropriate highway entrance. With the continuing economic resurgence of our waterfront as well as the City's plans to locate and reopen numerous sanitation facilities in our community we envision a daily nightmare of a parade of hundreds of sanitation vehicles traveling through our community because of the lack of highway entrances. DOT does not address this issue in its report either.

Another item about which we testified was the integrity of the streets on which there are truck routes. For example, the narrow 20th Street truck route in our community is supported by a base of cobblestones beneath the pavement. This structure was not meant to handle the weight of modern trucks and the street often needs repairs. Our Community Board often receives calls about noise, building vibrations and property damage along this corridor. We believe a comprehensive study should have addressed the structural integrity issue.

4201 Fourth Avenue, Brooklyn, NY 11232 (718) 854-0003 FAX (718) 436-1142
E-mail: Communityboard7@yahoo.com
Serving Sunset Park, Greenwood and Windsor Terrace

A third area that we believe that must involve additional study involves the only recommendation for Sunset Park in the study, a new truck route on 44th Street. Assuming, that this is only for the area west of 3rd Avenue since 44th Street is entirely residential to the east, we do not believe this recommendation makes sense. Our entire waterfront area is within half a mile of 3rd Avenue, allowing for drivers to travel any of the streets in this mostly industrial area to get to the truck route. Designating a single street for this route will at best have no effect. At worst we believe that this will create a bottle-neck and delays on 44th Street. We believe that any of the mostly industrial streets would be appropriate to travel to Third Avenue. Drivers should be discouraged from certain streets, such as those with a higher percentage of residents, but a single route can only bring trouble. Of course, access to the Gowanus Expressway may alleviate some of these problems.

The future to address the Gowanus Expressway also fails to show expected benefits to our community, which we believe would be helpful to your study and can address some of our issues. SDOT's plans to improve the interchange between the Gowanus and Prospect Expressways will allow for direct travel in the mornings rather than forcing traffic onto local streets to reverse traffic flow. According to SDOT, this may remove 600-700 vehicles an hour from our local streets, possibly having a profound impact on 20th Street. We are uncertain why the study fails to address this.

Finally, while we agree that uniform signage and increased enforcement are laudable goals they don't complete address the needs of our community. For example, the purpose of uniform signage and enforcement is to keep trucks on designated routes. Unfortunately, this may result with additional trucks on legal routes, such as 20th Street. Additionally, the study must include an enforcement training component for local precincts. We were recently shocked to learn that there are no officers in the 72nd Precinct to enforce speed regulations.

Our Community Board would like to meet with DOT and your consultants to discuss these issues. Unfortunately, we were not invited to participate previously and many of these issues could already have been addressed. We firmly believe that a study that ignores our expressways is incomplete, inappropriate, and doomed to failure. We believe that we can help in resolving the problems with the study in our community. Therefore, we ask for a meeting with your consultants and DOT officials to discuss our concerns.

Thank you for your attention to this matter.

Sincerely,

Randolph Peers
Chairman

Jeremy Laufer
District Manager