

# DSNY Feasibility Study of Routing Alternatives For Commercial Waste Trucks

**DRAFT**

Implementation of Potential  
Improvement Measures

**September 24, 2008**



# Agenda

- **Welcome and Introductions**
  - *Study Team*
    - *NYC Department of Sanitation (DSNY)*
    - *NYC Department of Transportation (DOT)*
    - *Urbitran Associates, Inc.*
- **Progress to Date**
- **Objectives of the Study and Meeting**
- **Implementation of Potential Improvement Measures**



## Progress To Date

- **DSNY Comprehensive Solid Waste Management Plan (SWMP) – Barging and Railing of Waste**
- **New DSNY Transfer Station Operating Rules**
- **New DSNY Transfer Station Siting Rules**
- **NYC DOT Truck Route Management & Community Impact Reduction Study**
- **Federal regulations for ultra-low sulfur diesel fuel and clean diesel technologies**
- **LL 39/2005 Best Available Retrofit Technology mandate for DSNY trucks - comparable to natural gas**
- **Vendor for Manhattan W. 59<sup>th</sup> Street C&D transfer station**
- **Approval for Recyclables Marine Transfer Station on Gansevoort Peninsula**
- **Long-Term Contract for Rail Transport of DSNY MSW from WM Varick Ave TS - March 1, 2009**
- **DSNY Feasibility Study of Routing Alternatives for Commercial Waste Trucks**



# Objectives

## DSNY Truck Study Objective

**Investigate alternative routing of commercial waste transfer stations trucks to reduce impacts.**

## Meeting Objective

**Inform community members of potential improvement measures to be implemented.**

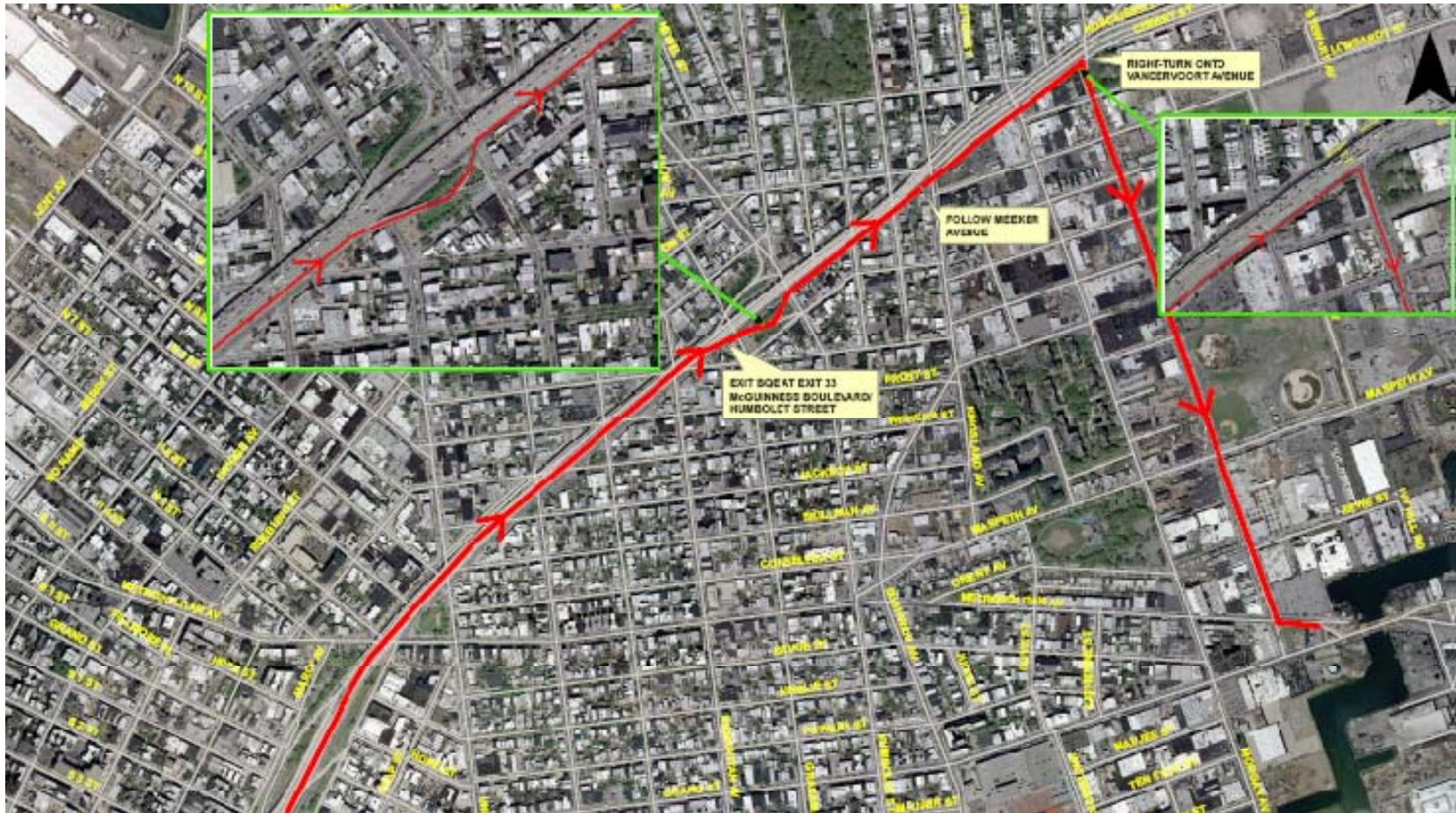


## Improvement Measures – Potential Routes for Waste Trucks

- **Alleviate burdening of key corridors**
- **Direct long-haul waste trucks away from sensitive receptors along Metropolitan Avenue and Grand Street**
- **Redirect long-haul waste truck travel to/from the BQE and the Williamsburg Bridge via Meeker and Vandervoort Avenues**



## Potential Long-Haul Waste Truck Routes– Inbound from BQE



*DSNY Feasibility Study of Routing Alternatives  
For Commercial Waste Trucks*



# Potential Long-Haul Waste Truck Routes— Inbound from Williamsburg Bridge



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## Potential Long-Haul Waste Truck Routes— Outbound to BQE



## Potential Long-Haul Waste Truck Routes— Outbound to Williamsburg Bridge



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## Implementation of Potential Improvement Measures

- **DSNY can require owners or operators of waste transfer stations to establish a system to require long-haul commercial waste trucks exiting transfer stations to use specific transport routes**
  - Title 16 §4-34(b) of the City's Rules for Transfer Stations



## Implementation of Potential Improvement Measures

### Outbound

- **Waste transfer stations would be required to restrict outbound long-haul waste trucks to the recommended routes**

### Inbound

- **Ask that private waste transfer stations request inbound trucks delivering solid waste follow recommended routes**
- **Request that waste transfer stations post routing signs at facility exits, encouraging carters delivering solid waste to take recommended routes**



## Implementation of Potential Improvement Measures

# Traffic Intersection Geometries

**Circulation routes require waste trucks to make three critical turning movements:**

- 1. Left-turn from eastbound South 5<sup>th</sup> Street onto northbound Rodney Street
- 2. Right-turn from eastbound Meeker Avenue onto southbound Vandervoort Avenue
- 3. Left-turn from northbound Vandervoort Avenue onto westbound Meeker Avenue



## Truck Turning Path – South 5<sup>th</sup> and Rodney Streets



- Large waste trucks (55-feet long) making an EB left-turn from South 5<sup>th</sup> Street onto NB Rodney Avenue clear the northwest corner of the intersection

## Truck Turning Path – Meeker and Vandervoort Avenues (Right-Hand Turn)



- EB right-turns from Meeker Avenue onto SB Vandervoort Avenue clear the southwest corner of this intersection
- Feasibility of movement was verified in the field
- Turn requires slow speed maneuvering

- Turn does not interfere with vehicles queued on the NB approach
- Right-turn movement initiated after curb on the south side of this roadway due to lane alignment on Meeker Avenue

## Truck Turning Path – Meeker and Vandervoort Avenues (Left-Hand Turn)



- Most tractor-trailer trucks making a NB left-turn from Vandervoort Avenue onto WB Meeker Avenue (traveling underneath the elevated BQE) clears the southwest corner of this intersection.
- Some of the largest tractor-trailers may over-track the curb on the southwest corner
- Turn requires slow speed maneuvering
- Interference sometimes occurs between vehicles queued on the SB approach to the Vandervoort Avenue/Meeker Avenue (EB service road) intersection with large trucks

## Implementation of Potential Improvement Measures

### Meeker and Vandervoort Avenues Improvements:

- **Maintain existing parking prohibitions along the north side of Meeker Avenue (west of Vandervoort Avenue) to eliminate potential conflicts between parked vehicles and truck turns**
- **Consider enlarging the curb return radius on the southwest corner of the intersection (westbound), to eliminate the potential for truck over-tracking**
- **Consider installing “Keep Intersection Clear” signs at the intersection**
- **Review signal timings for vehicles traveling SB along Vandervoort Avenue (a.k.a. Apollo Street) through the intersection with westbound Meeker Avenue**
  - **Allow enough time for vehicles to clear the space underneath the elevated expressway, to prevent queuing of vehicles underneath expressway**

**Improvements require coordination with NYC DOT**



# Discussion

