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DOT ANNOUNCES COMPLETION OF COMPREHENSIVE TRUCK ROUTE STUDY

Work is Underway on Many of the Study's Short Term Recommendations

The New York City Department of Transportation (DOT) today announced it has finalized the *Truck Route Management and Community Impact Reduction Study* and begun to implement many of the truck route improvements recommended in the study. The study is the first comprehensive examination of the City's truck route system in more than 25 years and the planned improvements will enhance the overall management of the Truck Route Network, reduce unnecessary and illegal truck traffic in communities and provide a comprehensive update to the policies and regulations that govern truck movement in New York City.

Since the release of the Draft Report in May, 2006 DOT has implemented several of the study's primary recommendations, including: the creation of a new Office of Freight Mobility, the development and deployment of educational materials and improved public outreach, the improvement of truck signs, enhanced enforcement of truck routes and the review and update of city truck regulations and policies.

Office of Freight Mobility

Last Fall, DOT established the Office of Freight Mobility. The new unit reports to the Assistant Commissioner of Strategic Planning and is charged with carrying out the recommendations outlined in the Truck Study as well as serving as a single point of contact for communities, businesses and truck operators with issues relating to goods movement and freight mobility. The new unit will also consolidate and improve DOT's management of truck traffic and commercial vehicles and coordinate with other city agencies such as the New York City Police Department, the Department of City Planning and the New York City Economic Development Corporation on freight issues.

Educational Materials and Improved Public Outreach

In February 2007, DOT launched the www.nyc.gov/trucks website. This one-stop information portal provides comprehensive information and resources for trucks and commercial vehicles and DOT will continue to expand the content available on this website. The new website includes an electronic version of the City's first comprehensive citywide truck route map. This resource provides detailed routing information for all five



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boroughs, pertinent regulatory information and contact information for useful truck and commercial vehicle resources. Free printed versions will be available through 311 in mid March.



Portion of the 2007 New York City Truck Route Map

In addition to the new website, DOT worked with the Department of Information Technology and Telecommunications (DOITT) to improve truck related information available to callers to the 311 system. The improvements include revised scripts for 311 operators and a Frequently Asked Questions sheet to improve operator knowledge. DOT plans to expand the available content and work with the New York City Police Department to better coordinate truck route complaint tracking. DOT has also forged new relationships with community groups, industry associations and elected officials to address truck related issues and concerns and has been working with map companies such as Hagstrom to include truck route information in their publications.

Truck Signage Improvements



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One of the study's most significant recommendations was for DOT to update of the City's Truck Route sign program and to include new truck route identification signs, systematically placed truck-related signs on truck routes, a new system for negative sign placement, and improved height clearance, way finding, and directional signs to assist truck drivers. Since 2005, DOT has considerably increased the installation and replacement of truck route signs citywide.

Truck Signs Installed, Repaired or Replaced - Citywide

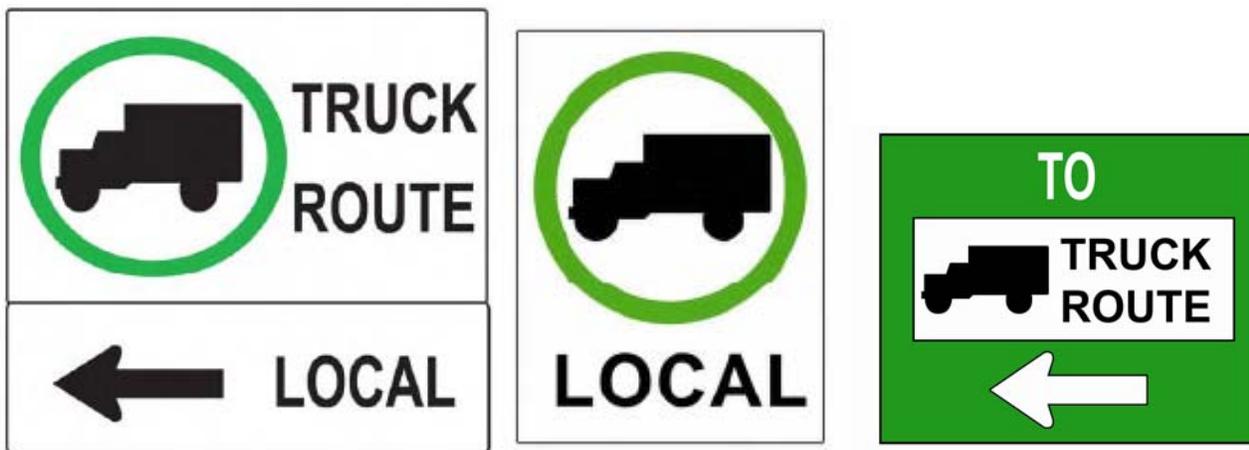
	Positive	Negative	Total
2005	319	227	546
2006	240	177	417
2007 (First Six Weeks)	149	74	223
Total	708	478	1186

Total Signs Installed, Repaired or Replaced By Borough

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

In February 2007, DOT submitted a request to the Federal Highway Administration for permission to deploy the recommended uniform truck route sign designs and upon approval DOT will begin installing the new signs and establish uniform truck sign standards for all five boroughs.

Examples of the new uniform truck route signs are pictured below:



Truck Route Enforcement

DOT has worked closely with NYPD to enhance truck route enforcement and as a result truck route summonses have been incorporated into TrafficStat resulting in a nearly 300% increase in citywide off-route violations from August 2006 to January 2007(from



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860 to 3,419.) In March, the NYPD and DOT will also launch the Truck Placard Pilot Program in four precincts: the 43rd in the Bronx, the 90th in Brooklyn, and the 110th and 113th in Queens. The new placards will provide officers with a handy resource to better enforce truck route regulations. DOT, in coordination with State Assembly-member Joseph Lentol, is also launching a pilot program for truck weight monitoring (weight-in-motion) and camera enforcement.

Truck Related Regulations and Violation Codes

Off Truck Route Violations

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

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

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

Truck Route Definitions

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

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

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

Safety and Operational Violations

New York State Vehicle and Traffic Laws	
Brake Lights	375(40)(c)
Excessive Smoke	375(28)
Glass (Broken)	375(22)
Headlights	375(2)(a)(1)
Heavy Vehicle Inspection	306(b)
Load Not Properly Secured	377(1)
Mirror (Left Side)	375(10-a)
Muffler	375(31)
No Tailgate/Carrying Load	380-a(1)
Plate Light	375(2)(a)(4)
Position of License Plates	402-1(a)
Red Flag for Load Extending 4'	375(27)
Suspended Registration	512
Suspended/Revoked License	511
Tail Light	375(2)(a)(3)
Uncovered Load	380-a(1)
Unregistered Vehicle	401(1)(a)
Windshield/Missing Glass	375(12-a)(a)

New York City Traffic Rules

Backing Into/From a Street	4-07(d)
Dangerous Driving	4-02(c)
Idling Engine over 3 Min.	4-08(p)
No Bill of Lading	4-13(a)(3)
Operating on Parkway	4-14(b)(1)
Vehicle over 55'	4-15(b)(4)
Vehicle over 8' wide	4-15(b)(1)

New York State Tax Law

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

No NYC MVT Tax Stamp	10-127
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Dimensional Restrictions

Max Width of Veh. Incl. load = 8' (86 in)	4-15(b)(1)
Max Height of Veh. Incl. load = 13'5"	4-15(b)(2)
Max Length Truck (Single Veh.) = 35'	4-15(b)(3)
Max Length of Semitrailer = 45'	NYS/VTL 389(3)
53' Trailers are prohibited on NYC Streets	4-15(b)(4)
Total Length (combination)* = 55'	4-15(b)(4)

* Except when operating in accordance with the STAA, Act of 1982

TYPICAL TRUCK ROUTE SIGNS

Signage does not need to be posted to enforce Truck Routes

Regulations effective February 12, 2007

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

A Police placard for the 43rd Precinct in the Bronx

Policy and Regulatory Changes

DOT recently submitted changes to Section 4-13 of the New York City Vehicle and Traffic Rules to update, revise and clarify truck related traffic rules and remove errant information. These changes are anticipated to become effective in Spring, 2007. DOT also continues to lobby for legislation that would require trucks over 26,000 pounds to be equipped with a convex or "cross-over" mirror when operated on city streets (the same mirrors used on school buses.) This bill, which has passed the Assembly the past three



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years, significantly reduces blind spots in front of their vehicles, effectively reducing the risk of pedestrian injury and death.

The *Truck Route Management and Community Impact Reduction Study* was led, by the engineering firm Edwards and Kelcey Engineers, Inc., and seeks to coordinate engineering, education, information and enforcement efforts to mitigate the negative impacts of truck traffic, as well as improve the overall truck management framework that exists in the City of New York. The complete study is available online at: www.nyc.gov/trucks.