



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD No. 4**

330 West 42<sup>nd</sup> Street, 26<sup>th</sup> floor New York, NY 10036  
tel: 212-736-4536 fax: 212-947-9512  
www.ManhattanCB4.org

**J. LEE COMPTON**  
Chair

**ROBERT J. BENFATTO, JR., ESQ.**  
District Manager

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Borough Commissioner Margaret Forgione  
Department of Transportation  
59 Maiden Lane, 35th Floor  
New York, NY 10038

**Re: Truck Study follow up: Truck Right turns from 9th Avenue onto West 41st Street**

Manhattan Community Board No. 4 feels that the current Lincoln Tunnel access routes have diminished the quality of life for many of our residential streets and severely affected Ninth Avenue, Hell's Kitchen's major retail corridor, with truck traffic being a major cause. In fact, the recently released Truck Study report notes that 9th Avenue is the second most dangerous corridor for truck accidents (33 accidents per mile) between 46th and 34th street.

Both the Port Authority of New York and New Jersey and the NYPD have told us that the Eleventh Avenue plaza is the designated Lincoln Tunnel entry point route for trucks, because personnel is deployed there for security inspections. However, a large number of outbound trucks from all over the City use Ninth Avenue to reach the Lincoln Tunnel entrance – then making a right turn from Ninth Avenue onto 41<sup>st</sup> Street and proceeding to the Lincoln Tunnel entrance located between Tenth and Eleventh Avenues. The preferred alternative is to force Tunnel-bound trucks coming from the east or the north to access the Tunnel by the secured truck entrance using either 34<sup>th</sup> Street which is a through truck route, or Eleventh Avenue.

The Jersey bound truck traffic overloads Ninth Avenue is burdened by delivery vehicles serving local businesses, postal vehicles serving Times Square Station from 41st street, commuter and charter buses, and commuter car traffic. Trucks add considerably to the congestion.

Furthermore, this corner is particularly dangerous for pedestrians. On the west side of Ninth Avenue between 41<sup>st</sup> and 40<sup>th</sup> Streets, there are a Senior Citizens center and a homeless shelter. Two large food retail stores are located between 41<sup>st</sup> and 42<sup>nd</sup> Streets. Together they generate a large number of pedestrian crossings, including many senior citizens, and people with disabilities. The trucks that frequently and unload in front of the supermarkets reduce the visibility of the 41<sup>st</sup> Street pedestrian crossing for the turning vehicles. In addition, there is no lead pedestrian interval built into the signal timing to allow a safe crossing of 41<sup>st</sup> Street.

There is currently a sign at 41st and 9th avenue prohibiting the right turn for trucks from 4 PM to 7 PM Monday to Friday. This very small sign - barely legible even for a pedestrian – replaced a much larger sign, and it is still located after the intersection. Most of the time there is no agent there to enforce it.

Manhattan Community Board No. 4 requests that (1) the existing right turn prohibition be extended to 24 hours a day, 7 days a week; (2) a very large new sign barring right turns for trucks be installed on Ninth Avenue before 41<sup>st</sup> Street; and (3) large new signs be installed at 42<sup>nd</sup> Street and Ninth Avenue (on both the streets and the Avenue), to direct all outbound trucks to use the Eleventh Avenue entrance. We also request that after the signage installation, NYPD undertake a two-month enforcement operation at this intersection.

We believe this simple measure will go a long way toward alleviating the truck overload on Ninth Avenue and returning it to a more balanced retail corridor used as a local truck route. We have enclosed some photographs illustrating the kind of Jersey bound trucks that use the avenue. The Community Board looks forward to working with DOT as it finalizes the Truck Study and implements its recommendations.

Sincerely,



J. Lee Compton  
Chair  
Manhattan Community Board No. 4



Jay Marcus  
Chair  
Transportation Planning Committee

cc: Electeds