



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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DELORES RUBIN
Chair

JESSE R. BODINE
District Manager

June 16, 2017

Polly Trottenberg
Commissioner
Department of Transportation
55 Water St.
New York NY, 10041

Re: Smart Truck Management Plan

Commissioner Trottenberg,

Manhattan community Board 4 (CB4) applauds your initiative to improve freight movement in New York City. For our neighborhood, which is not only a destination but also a through route for trucks coming from and going to the Lincoln tunnel, the situation is particularly dire.

We understand you are inviting the public to provide input in this process. Here are some suggestions:

1. Reduce unnecessary trips into Manhattan:
 - a. Implement the Move NY plan (a version of congestion pricing) or High Occupancy Vehicles (HOV) policies so that fewer private cars impede the delivery of goods in Manhattan.
 - b. Rationalize the toll system on the Verrazano Bridge to rebalance the volume of trucks that cross Manhattan unnecessarily.
 - c. Reduce the number of commercial garbage pickups by giving contract to a single company by block, subject to regulated pricing.
 - d. Strictly enforce the limitation on truck length. Today Budweiser and Coca Cola trucks are really warehouses on wheels. It would be more efficient to create a few redistribution centers to regroup the loads by destination
 - e. Strictly enforce truck routes with monitoring through a GPS system.

2. Free up curbside space in Manhattan
 - a. Drastically cut the number of placards granted to civil servants and elected officials in order to free up curbside space occupied today by legal and illegal placards
 - b. Implement a system to charge black cars and Uber type transportation for their parking and idling in illegal spots
 - c. Terminate the practice of negotiating bulk summons for bulk offenders (FedEx, Newspapers, UPS etc.)
 - d. Change the Parking stipulations of the zoning for commercial properties to ensure that every building includes sufficient loading space inside proportionally to the size of the building to accommodate all the needs of the future tenants (Retail like Whole Foods, maintenance and improvement contractors etc.). The balance between more curb cuts and safe pedestrian movements would have to be carefully calibrated.

- e. Reduce the length of the loading regulation: currently at 3 hours, it should be reduced to 15 to 30 minutes at most.

3. Nighttime deliveries:

- a. Off -hours deliveries may be acceptable if they are restricted to 8:00 p.m. to 11:00 p. m., a period that would lessen the negative impact on neighbors.

Our experience with nighttime delivery has not been good. We already have in our district businesses (Mercedes Benz, Metropolitan Events, construction companies) that perform deliveries at night and we have received numerous complaints from residents, who find the related noise unbearable.

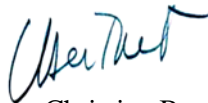
Further, this method is not equitable: it puts an additional burden on small businesses, who can ill afford it and it worsens the quality of life especially for persons who live in housing where the windows are old and inefficient. These units tend to be occupied by low-income residents who cannot afford the installation of expensive windows to attenuate the noise.

We look forward to attending the workshops you will be holding and we are interested in providing you with further input.


Sincerely,



Delores Rubin
Chair
Community Board 4



Christine Berthet
Co-Chair, Transportation
Planning Committee



Yoni Bokser
Co-Chair, Transportation
Planning Committee

cc: Luis Sanchez, Manhattan Borough Commissioner, NYC DOT
Michael Replogle, Deputy Commissioner, NYC DOT
Colleen Chattergoon, NYC DOT
Hon. Corey Johnson, City Council
Hon. Helen Rosenthal, City Council



Department of Transportation

POLLY TROTTEMBERG, Commissioner

August 8, 2017

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Ms. Delores Rubin, Chair
Ms. Christine Berthet, Co-Chair Transportation Planning Committee
Mr. Yoni Bokser, Co-Chair Transportation Planning Committee
Manhattan Community Board Four
330 West 42nd Street, 26th Floor
New York, NY 10036

Dear Chair Rubin, Co-Chair Berthet and Co-Chair Bokser:

Thank you for your July 16, 2017 letter in which you provided recommendations to improve freight movement in New York City.

The Department of Transportation's (DOT) Office of Freight Mobility has advised me that Community Board Four was in attendance at their May 17, 2017 workshop to present DOT's Smart Truck Management Plan. We greatly appreciate your suggestions on strategies to reduce unnecessary trips into Manhattan, free up curbside space in Manhattan, and recommendations regarding off-hour deliveries. We will be convening follow-up meetings this winter with the Community Board and local stakeholders to discuss our recommendations.

As you know, the Smart Truck Management Plan is designed to better manage freight in New York City with a focus on safety, congestion reduction, environmental sustainability, infrastructure, freight efficiency and compliance monitoring. We look forward to working with you and all stakeholders throughout the city and the region to identify and meet the growing demands of residents and commuters.

Thank you for your commitment to improving travel conditions throughout your community.

Sincerely,

Polly Trottenberg
Commissioner

*look forward to exploring your
very bold suggestions!*