

**CHAPTER 25**  
**ARTICLE IV**  
**OPERATION OF VEHICLES GENERALLY**

***Sec. 25-66. City Truck Route System.***

(a) Streets Constituting the City Truck Route System. Pursuant to section 1640(a)(10) of the Vehicle and Traffic Law of the State of New York, as amended, the following streets or portions thereof are hereby designated, and they shall constitute the City Truck Route System.

- (1) Route 17 Bypass, within the City limits.
- (2) Grand Central Avenue, from the City's north line to the Clemens Center Parkway.
- (3) Clemens Center Parkway, entire length within the city limits.
- (4) Clemens Center Parkway Extension, entire length.
- (5) Madison Avenue, between Water Street and East Fifth Street.
- (6) East Fifth Street, between Clemens Center Parkway and Judson Street Extension.
- (7) Judson Street Extension, between East Fifth Street and East Church Street.
- (8) Church Street, in an easterly and westerly direction on that portion of Church Street between the City's easterly boundary line and Clemens Center Parkway; only in a westerly direction on that portion of Church Street between Clemens Center Parkway and the City's westerly boundary line.
- (9) Water Street, in an easterly and westerly direction on that portion of Water Street between the City's easterly boundary line and Clemens Center Parkway; only in an easterly direction on that portion of Water Street between Clemens Center Parkway and the City's westerly boundary line.
- (10) Judson Street, between East Church Street and East Water Street.
- (11) Walnut Street, between Water Street and Church Streets.
- (12) College Avenue, from Woodlawn Avenue north to the City's northerly boundary line.

- (13) Woodlawn Avenue, between College Avenue and Clemens Center Parkway.
- (14) Pennsylvania Avenue, from Clemens Center Parkway north to Sly Street.
- (15) Sly Street, entire length, including the Madison Avenue Bridge.

(b) Motor Vehicles in Excess of 10,000 Pounds Prohibited. No motor vehicle, including: vans, trucks, tractors, tractor-trailer combinations, tractor-semitrailer combinations or tractor-trailer-semitrailer combinations, having a total gross weight in excess of ten thousand (10,000) pounds shall travel and operate on any city street except as further provided for in this ordinance.

(1) Vehicles Specifically Exempted. The following vehicles shall be exempt from the mandates of this Ordinance specifically as follows:

(1a) Municipal Vehicles. Due to the nature of their work and the need to have unhindered access to all city streets, municipally-owned or leased vehicles which would otherwise be regulated by this ordinance are hereby specifically exempt therefrom. For the sake of clarification this shall include, but is not necessarily limited to the following municipal vehicles: Fire Department, Police Department, Public Works Department, and vehicles of any agent thereof, provided said agent's vehicles are then engaged in official municipal business;

(1b) Single Rear Axle Motor Vehicles. Those motor vehicles containing no more than one (1) rear axle located behind the driver's seat with a gross weight in excess of ten thousand (10,000) pounds, provided said single rear axle motor vehicle is proceeding to or from a point of destination within the boundaries of the City of Elmira. However, if said single rear axle motor vehicle has no point of destination within the boundaries of the City of Elmira (through traffic), said vehicle must proceed as provided herein;

(1c) Recreational Vehicles. Those motor vehicles commonly referred to as "Recreational vehicles" or "RV's" and which would otherwise be regulated by this ordinance. For the sake of clarification this shall include, but is not necessarily limited to the following vehicles: motor homes, campers, boat/trailer combinations.

(c) Definitions. When used herein, the following terms shall have the meaning indicated:

(1) Motor Vehicle. As used herein shall include any motorized vehicle lawfully permitted to operate on the highways of New York State; and shall include not only the motorized portion of such vehicle but also any and all trailers, cargo-holds, and/or other appurtenances thereto being pulled, carried or otherwise transported by said motorized portion of said vehicle.

(2) Point of Destination. The location on a given street where the driver is to load and/or unload any portion of his/her cargo.

(3) Truck Route Street. Any particular, individual street or portion thereof as designated in Section 25-66(a) above, which comprises any portion of the Truck Route System.

(4) Shortest Route. That particular street or combination of intersecting streets which, when compared to any other available route or routes traverses the least distance as measured from the Truck Route System to the Point of Destination (or between other points of measurement as may be specifically provided for hereunder).

(d) Regulation of Vehicles in Excess of 10,000 Pounds.

(1) Point of Destination on Truck Route Street. If the Point of Destination is on a Truck Route Street, then the driver shall proceed within the Truck Route System to the Point of Destination, and upon leaving said Point of destination, the driver shall proceed within the Truck Route System until such time as he/she may deviate from said Truck Route System as provided for herein.

(2) Point of Destination on Non-Truck Route Street. If the Point of Destination is located on a street which does not compose part of the Truck Route System, then the driver shall proceed within the Truck Route System until it intersects with the Shortest Route, and then shall proceed on said Shortest Route to the Point of Destination; and upon leaving said Point of Destination the driver shall proceed on the Shortest Route to the Truck Route System, and then shall proceed within the Truck Route System until such time as he/she may deviate from said Truck Route System as provided for herein.

(2a) In the event that there are two or more possible Shortest Routes, then the driver shall proceed on one of said Most Shortest Routes.

(3) Sullivan Street/Industrial Park Boulevard Exception. If the Point of Destination is located on Sullivan Street or Industrial Park Boulevard, then the driver shall proceed within the Truck Route System until it intersects with either the northerly terminus or southerly terminus of Sullivan Street and then shall traverse Sullivan Street to the Point of Destination (whether said Point of Destination is on Sullivan Street or Industrial Park Boulevard), without further regard for the Shortest Route and upon leaving said Point of Destination, the driver shall proceed to either the northerly terminus or southerly terminus of Sullivan Street without further regard for the Shortest Route until the driver has so exited Sullivan Street at either the northerly terminus or southerly terminus.

(4) Multiple Points of Destination. If the driver has more than one Point of Destination within the City of Elmira, then the driver shall proceed within the Truck Route System to the Shortest Route for any one of the Points of Destination, which shall then be known as the current Point of Destination, and then shall proceed on the Shortest Route to said current Point of Destination, and upon leaving said current Point of Destination the driver shall proceed on the Shortest Route as compared between the current Point of Destination to the next Point of Destination and the current Point of Destination to the Truck Route System.

(4a) Each successive Point of Destination shall then be known as the current Point of Destination for the purpose of determining the Shortest Route.

(4b) In the event that there are two or more possible Shortest Routes, then the driver must proceed on one of said Shortest Routes.

(5) No Point of Destination Within City (Through Traffic). All motor vehicles having a total gross weight in excess of ten thousand (10,000) pounds, and having no Point of Destination within the City, but rather intending to drive through the City of Elmira to access points outside the City's boundaries shall proceed as follows:

(5a) Said motor vehicles entering the City from its southerly boundary and intending to access New York State Route 17, once entering the City of Elmira shall proceed on the Most Effective Route to Pennsylvania Avenue, and thence shall proceed on Pennsylvania Avenue to its intersection with Clemens Center Parkway, and thence shall proceed on Clemens Center Parkway to its intersection with East Water Street, and thence shall proceed on East Water Street to its intersection with Judson Street, and thence shall proceed on Judson Street to its intersection with East Church Street, and thence shall proceed on East Church Street to its intersection with State Route 17.

(5b) Said Motor Vehicles entering the City from New York State Route 17 and intending to access any route lying south of the City's southerly boundary, shall proceed on East Church Street to Clemens Center Parkway, and thence shall proceed on Clemens Center Parkway to Pennsylvania Avenue, and thence shall proceed on Pennsylvania Avenue to the City's southerly boundary.

(5c) Said motor vehicles entering the City from any other point not heretofore mentioned, once entering the City of Elmira shall proceed on the Shortest Route to the Truck Route System and then shall proceed within the Truck Route System until it exits the City's boundary.

(e) Penalty Provision. Any person convicted of violating any provisions of this section shall be guilty of a violation within the meaning of Section 55.10-3 of the Penal Law of the State of New York as from time to time amended, and shall be fined not less than fifty dollars (\$50.00) nor more than one hundred dollars (\$100.00) for the first such conviction, and not less than three hundred dollars (\$300.00) nor more than five hundred dollars (\$500.00) for the second such conviction, and not less than one thousand dollars (\$1000.00) for each subsequent conviction, or upon the first or subsequent convictions, imprisonment for up to fifteen (15) days.

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