Port Morris Industrial Business Zone

Street Improvement Project

Community Board 1

June 11, 2026

NEW YORK CITY DOT

Port Morris

Presentation Overview

- Background
- Existing Conditions
- Project Proposal
- Next Steps

Photo: Long crossing distances at E 135th and Brook Ave

Photo: Narrow road conditions on Walnut Ave

Background

1

Background

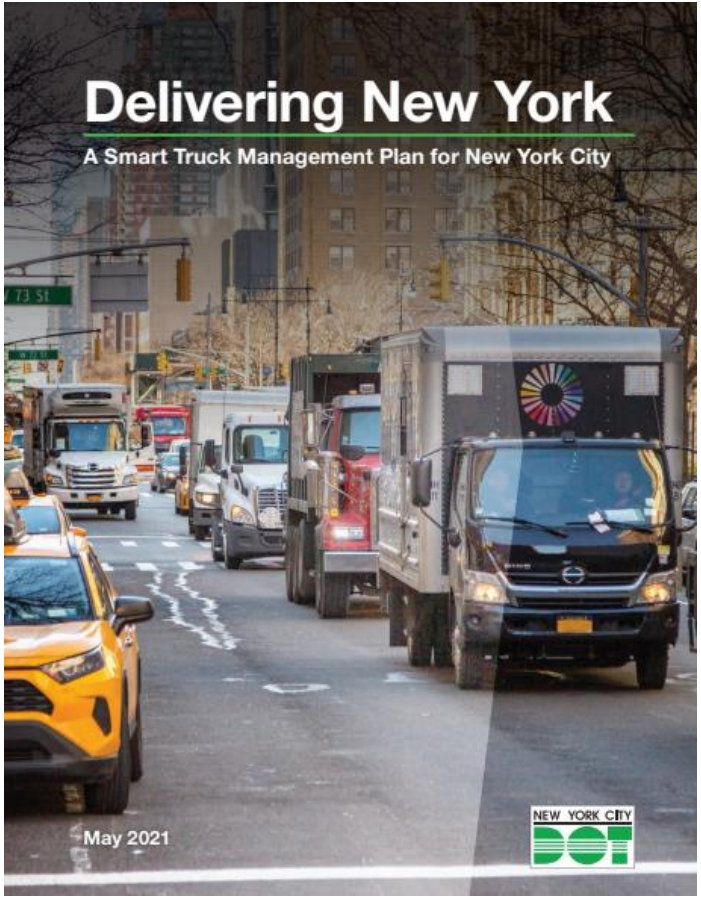
Planning Framework

Freight Mobility Unit is committed to strategies outlined in *Delivering New York: A Smart Truck Management Plan for NYC:*

- **Safety**: improve the safety of truck travel at intersections and along corridors
- **Sustainability**: foster the sustainable and environmentally responsible movement of goods
- **Freight Efficiency**: Improve the efficiency of freight movement to, from, and within NYC
- **Partnerships & Knowledge**: Grow public and private partnerships to increase knowledge about freight

The Freight unit aims to address:

1. **Truck Priority Safety Corridors** - streets where there is a concentration of truck involved crashes with vulnerable road users (pedestrians and cyclists)
2. **Improve safety on existing truck routes** for all road users
3. **Update the citywide truck route network** in response to Local Law 171



Delivering New York Plan

Truck Route Overview

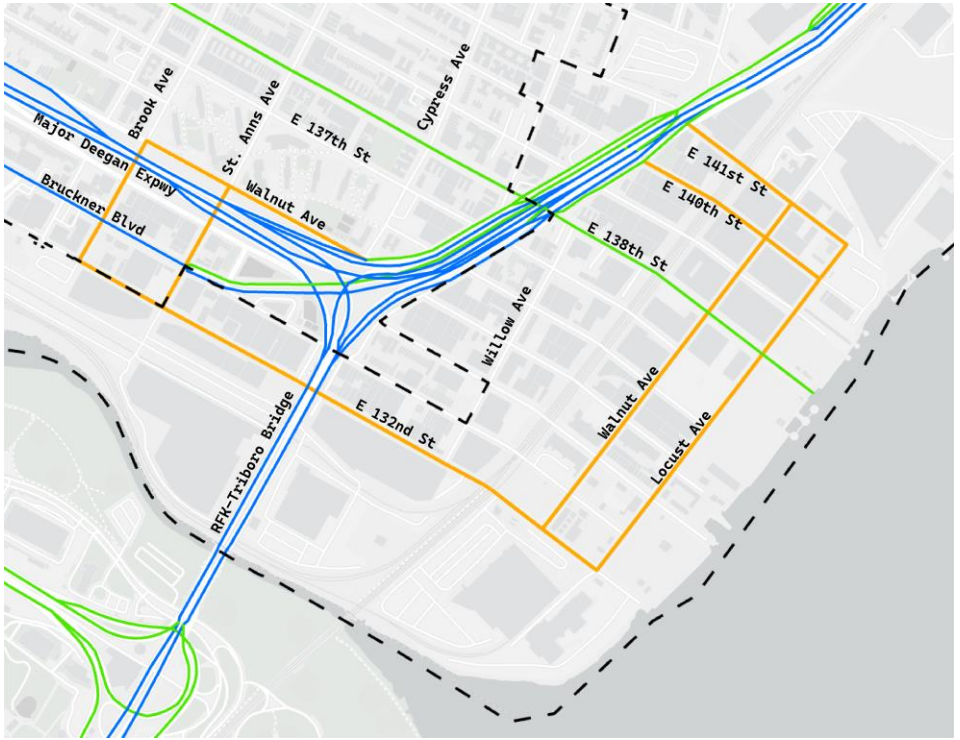
Truck Route Network Redesign

- **In response to Local Law 171 (2023)**, DOT is updating the truck route network to improve freight movement and promote safety, efficiency, and sustainability.

- Proposed changes in Bronx Community Board 1 include:
    - Adding new local truck routes to the network that include:
      E 141st, E 140th, E 135th St, Brook Ave, St. Anns Ave, Walnut Ave, and Locust Ave.

- Port Morris overlaps with an industrial business zone with few local truck route routes; adding new routes will better formalize truck activity in the area and assist with enforcement of truck routes.

- DOT is proposing safety enhancements to accompany truck route additions.



Green – Existing Local Truck Route
Blue – Existing Through Truck Route
Orange – New Local Truck Routes
- Industrial Business Zone Boundary

Truck Route Overview

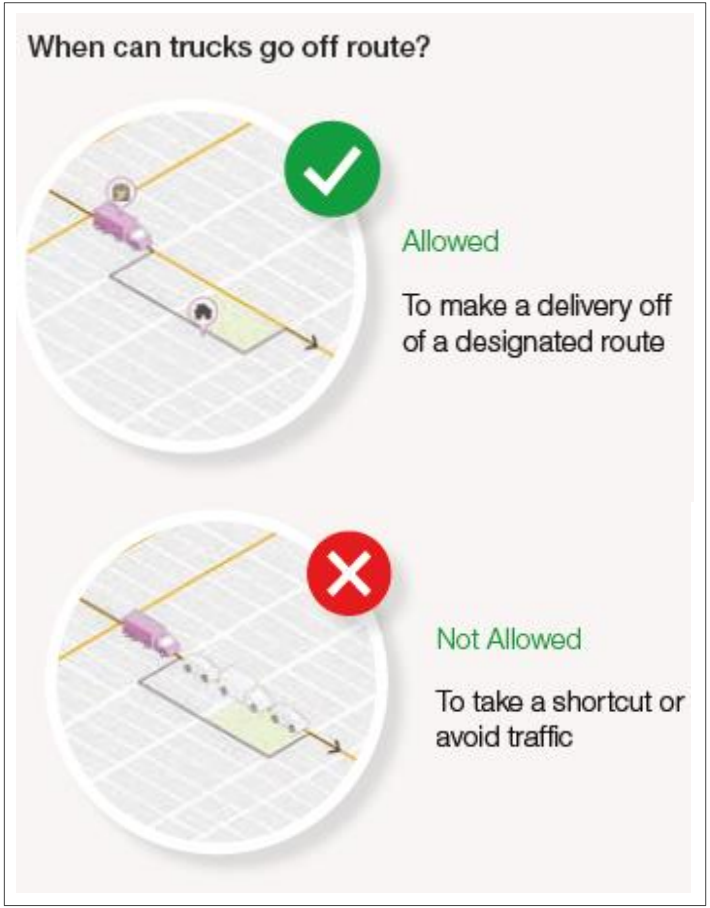
Types of Routes and Usage

- Truck routes restrict commercial vehicle movements to specific corridors.

- The Truck Route Network consists of three distinct designations:
  - **Local Truck Routes** are designated for trucks with an origin and destination in the same borough.
  - **Through Truck Routes** are primarily composed of major urban arterials and highways that have neither an origin nor destination within the same borough.
  - **Limited Local Truck Routes** are only found on certain roadways in Staten Island and serve as local routes limited to trucks with two axles and six tires.

- Trucks **may leave the truck route network to make local deliveries.**

- Borough Commissioner's Office coordinate with NYPD precincts to conduct targeted traffic enforcement.



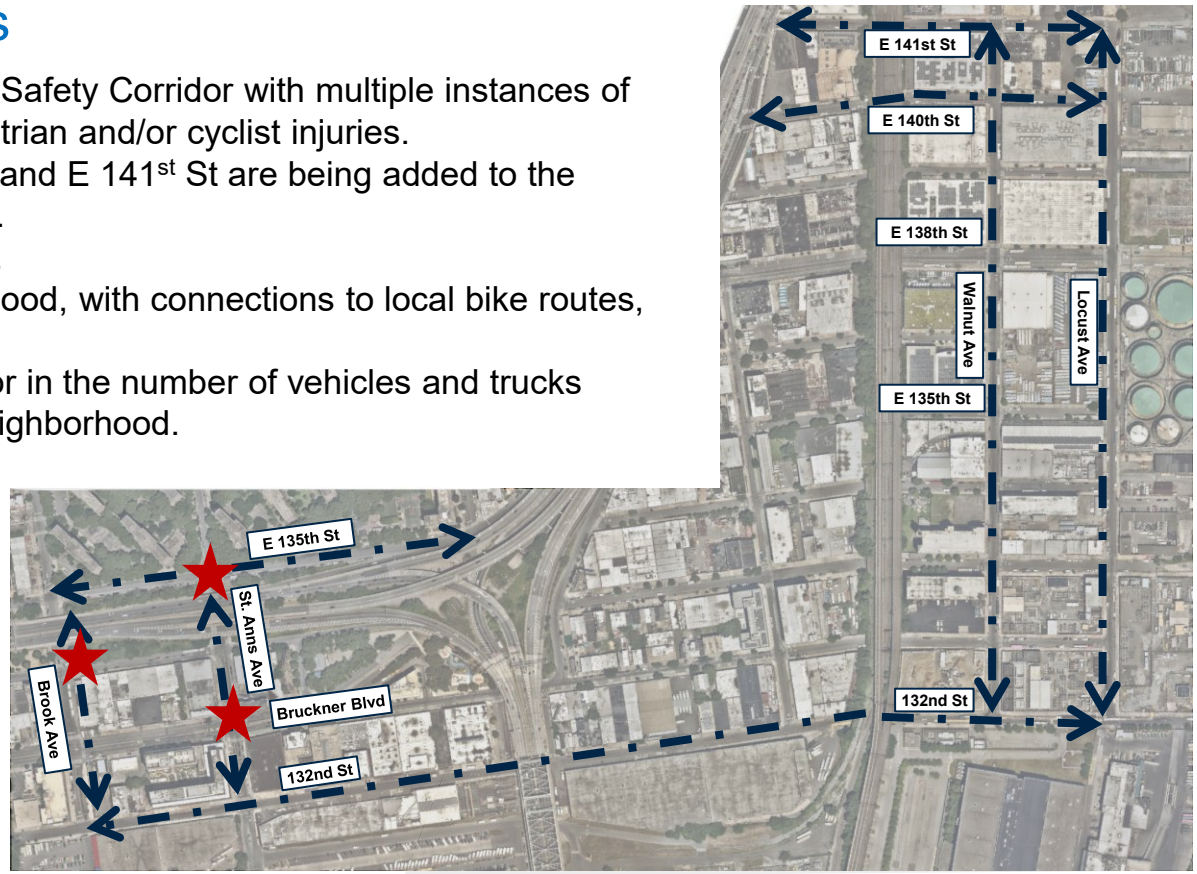
Project Motivation

Corridor Limits and Overviews

- E 138th is Vision Zero and Truck Priority Safety Corridor with multiple instances of truck involved crashes linked with pedestrian and/or cyclist injuries.
- Walnut Ave, Locust Ave, E 132nd, E 140 and E 141st St are being added to the truck route network as local truck routes.
- Project area overlaps with a senior area.
- Many bikes travel through the neighborhood, with connections to local bike routes, and the Randall's Island bike connector.
- Proximity to the local highways is a factor in the number of vehicles and trucks that utilize local roads throughout the neighborhood.

Injury Summary, 2021-2025 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	20	4	0	4
Bicyclist	4	0	0	0
Motor Vehicle Occupant	135	15	0	15
Motorized Two-Wheelers	17	4	0	4
Total	176	23	0	23



Project Area Crash History Overview

2021 to 2025 Crash Data

- 176 injuries from crashes throughout the project area
- 23 KSI (severely injured):
  - 4 pedestrians, 15 motor vehicle occupants, 4 motorized two-wheelers
- Over 17% of motor vehicle crashes occurred due to sideswipes.
- Over 46% of pedestrian injuries resulted from crossing midblock.

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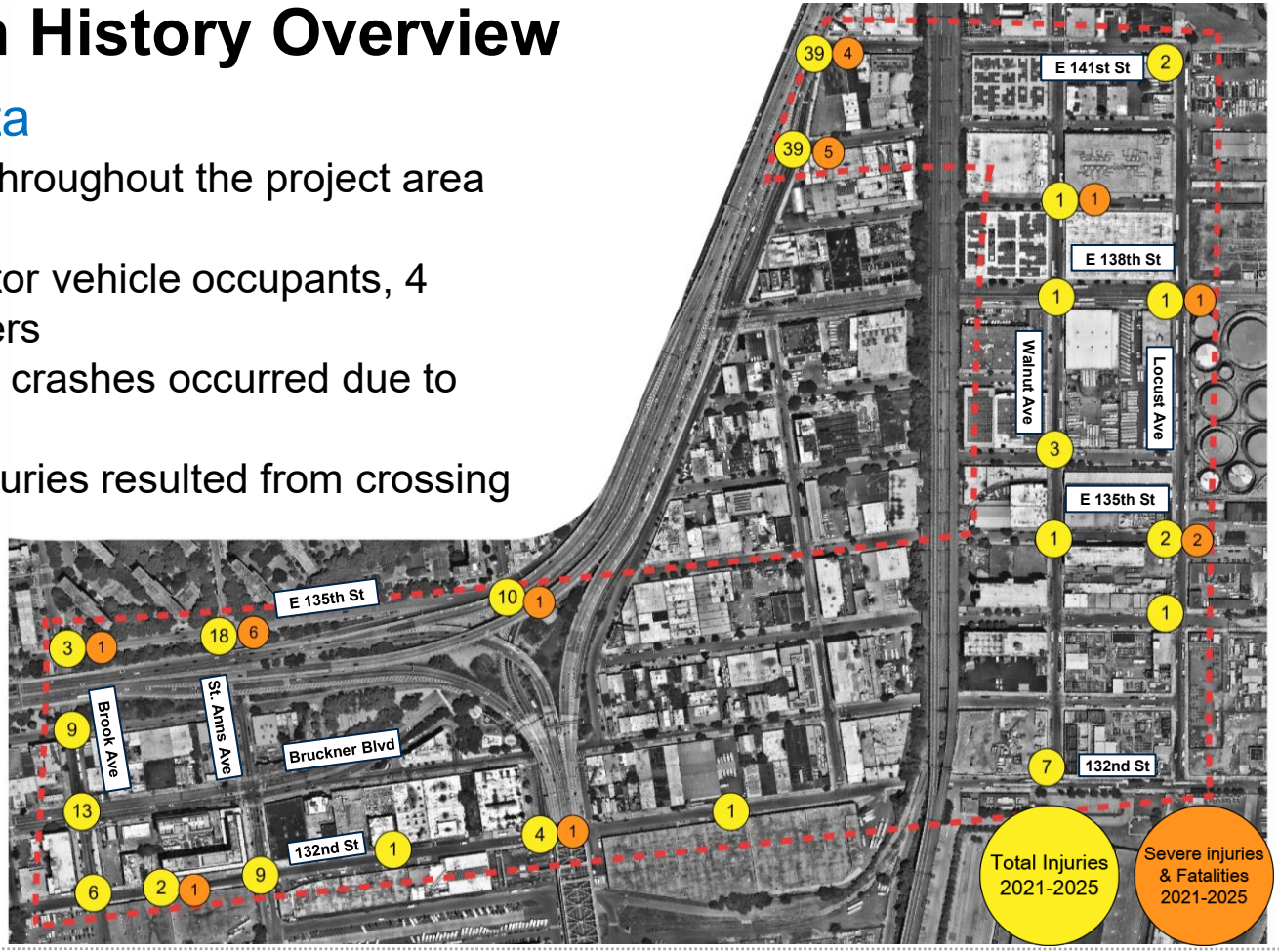

Existing Conditions

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Overview of Existing Conditions

Identified points of conflicts

Frequent right-turn related crashes

Narrow roadways create routing issues with large vehicles and buses passing simultaneously

Narrow streets with vehicle sideswipes

Vehicles parking on sidewalks

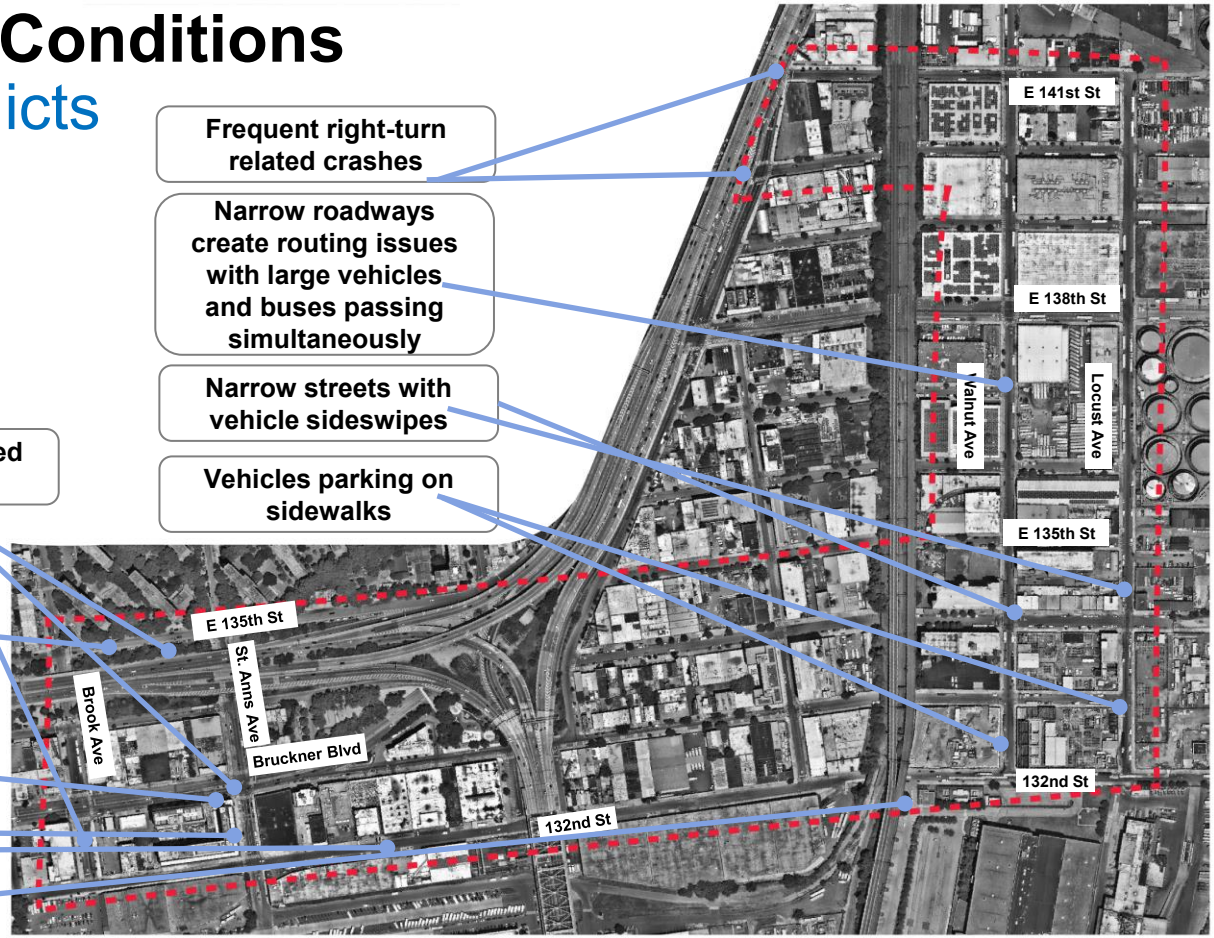
Frequent turn related crashes

Pavement markings missing and/or improvements needed

Conflicts between vehicles and cyclists/pedestrians

Frequent double parking

Frequent bike safety issues to Randall's Island



Existing Conditions

Field Observations

Locust Ave, between E 138th and E 136th St

Photo: Narrow corridors are impossible for two trucks or buses to pass by each other from opposing directions

St. Anns Ave and Bruckner Blvd

Photo: Trucks parking in/blocking a bike lane

Willow Ave and E 132nd St

Photo: Cyclists utilizing roadway to get to the Randall's Island Connector

Existing Conditions

Field Observations

Walnut Ave and E 133rd St

Photo: Large tractor trailer making a turn

St. Ann's Ave looking E towards Bruckner

Photo: Cyclist riding in crosswalk to avoid a blocked bike lane

Walnut Ave and E 133rd St

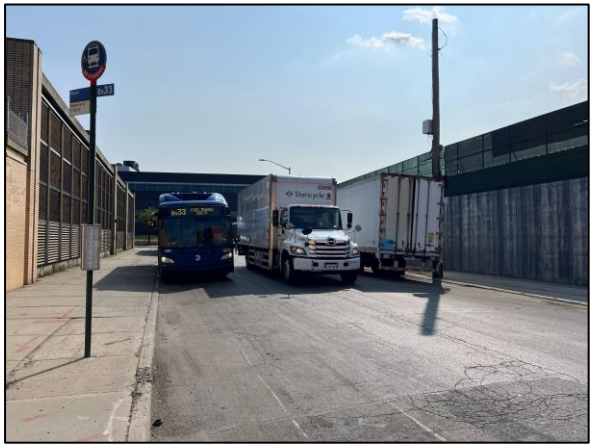


Photo: Truck movement reduced to one direction due to narrow geometry

Project Proposal

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Walnut Ave and Locust Ave

Proposed One-way Conversions

Improvements

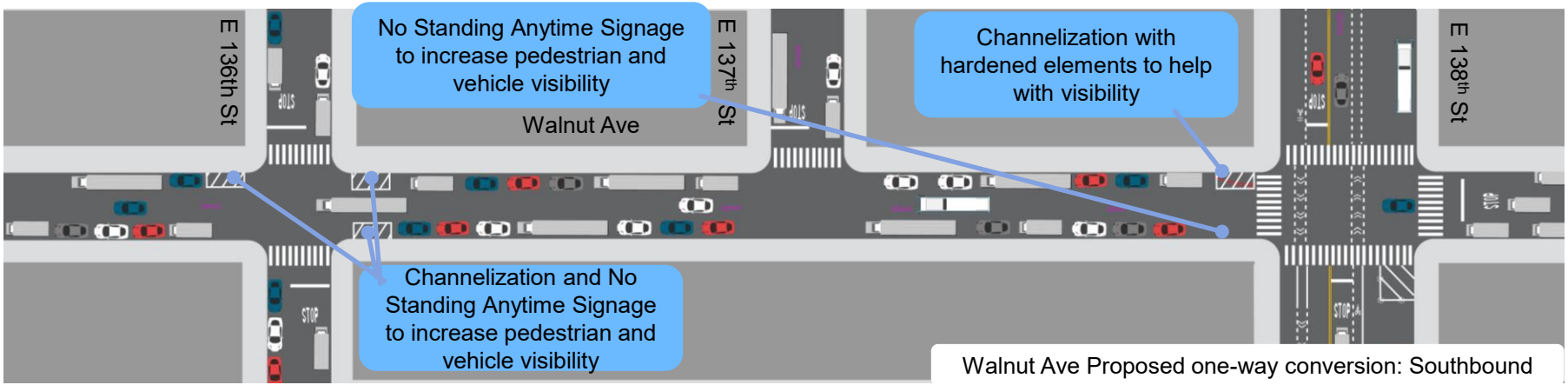
- One-way conversions of Walnut and Locust Avenues.
- Channelization, hardened vertical elements, and No Standing Regulations at select intersections to improve safety and/or vehicle maneuverability

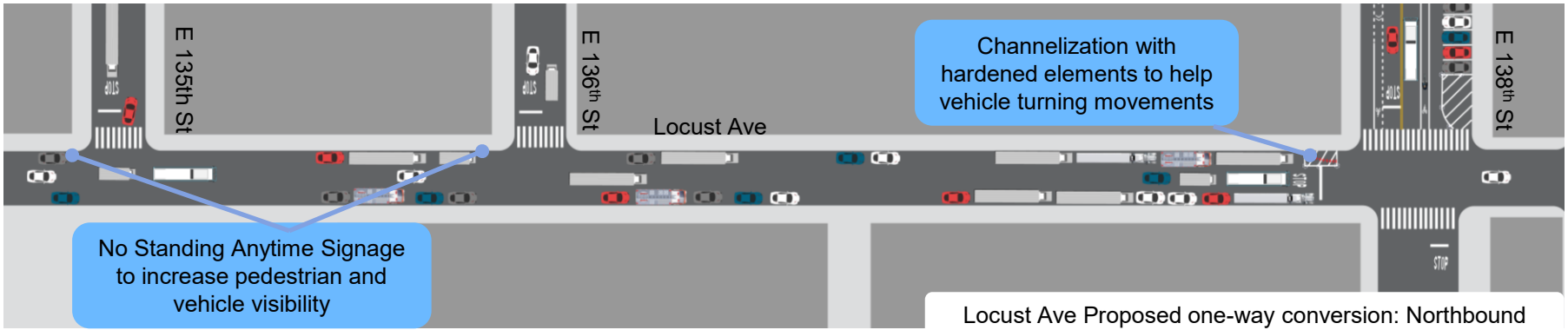
Benefits

- The design reduces conflicts between opposing turning movements.
- There is a decreased chance of vehicle sideswipes and/or other property damage.
- The number of vehicles that park on the sidewalk is reduced.
- Vehicle movement and circulation throughout the neighborhood is improved.

Walnut Ave and Locust Ave

Proposed One-way Conversions

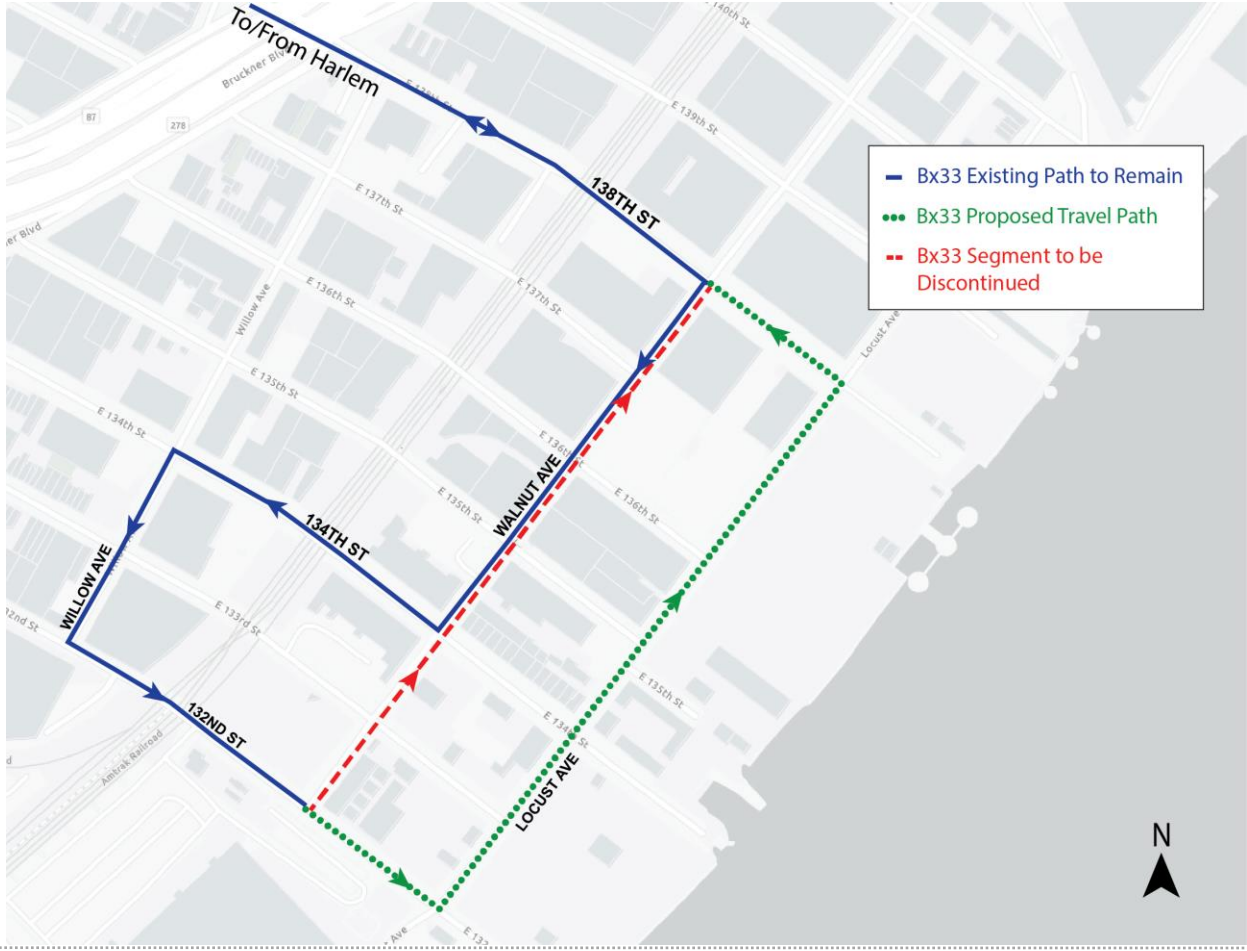




Bx33 Travel Path Revision

Due to One-Way Conversions

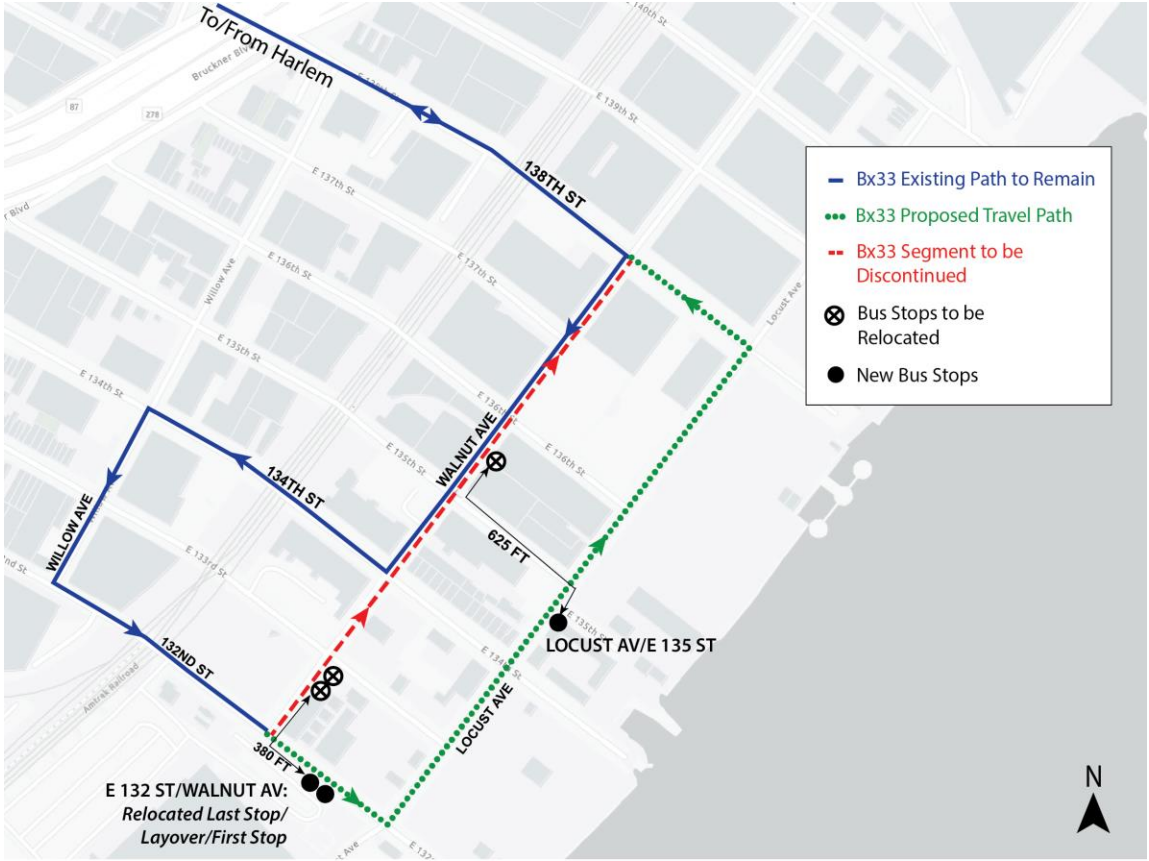
- Instead of Bx33 buses turning from E 132 left onto Walnut Ave, buses will now turn left onto northbound-only Locust Ave, continuing until E 138th St, where it will turn left and continue its existing route.



Bx33 Bus Stop Movements

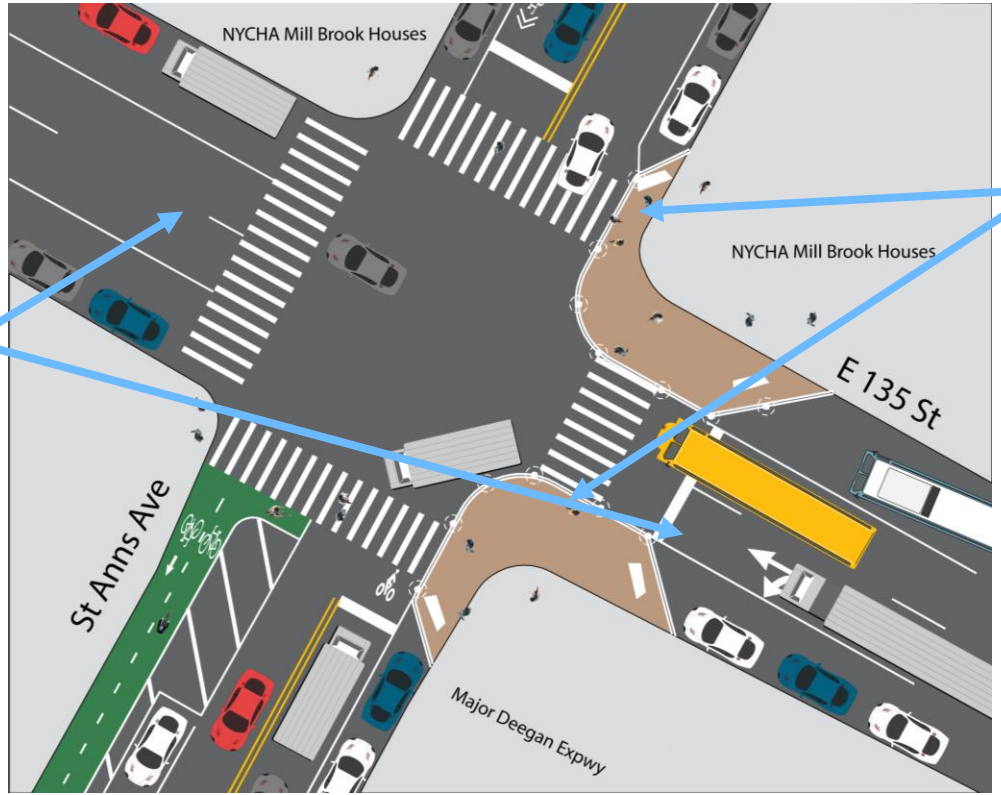
Due to One-Way Conversions

- The last stop of Port Morris-bound and the first stop of Harlem-bound Bx33 buses will need to move to E 132nd St at Walnut Ave.
- The second stop of Harlem-bound Bx33 buses will also need to be relocated to Locust Ave at E 135th St.



St. Ann's Ave and E 135th St

Proposed safety improvements

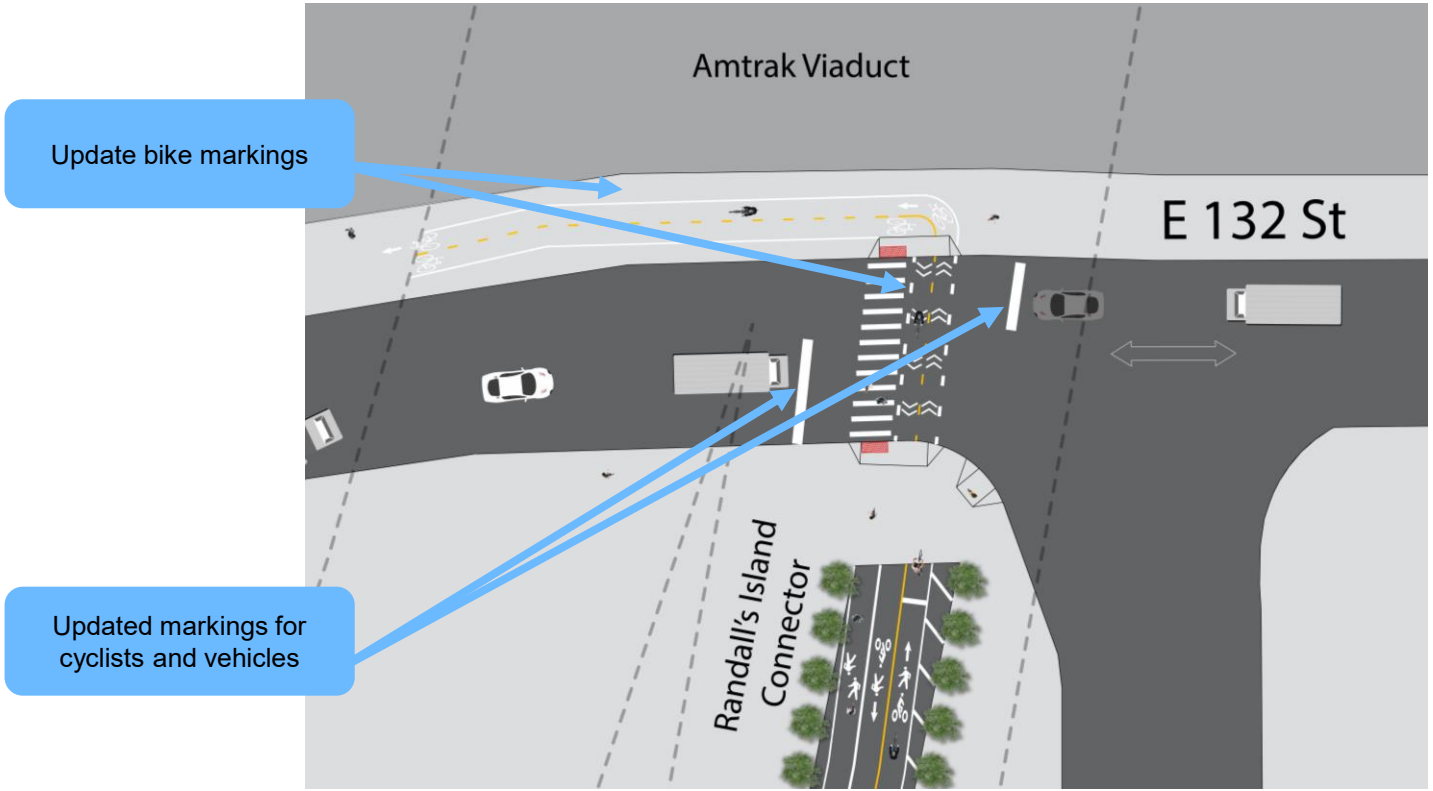


Update lane markings to clarify lane assignments for vehicles

Shorter crossing for pedestrians

Randall's Island Connector and E 132nd St

Proposed safety improvements



Other safety enhancements

Right turn calming to slow vehicle movements

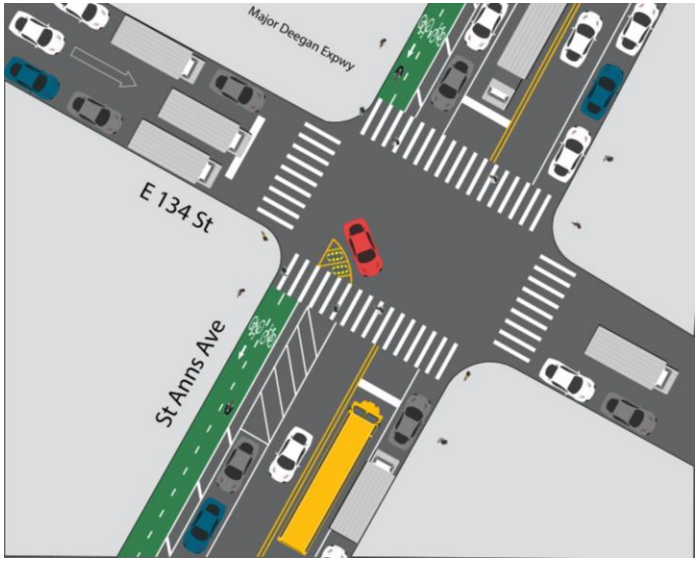


Photo: E 134th St and St. Anns Ave

New concrete ped island for shorter crossings and improving visibility of vulnerable road users

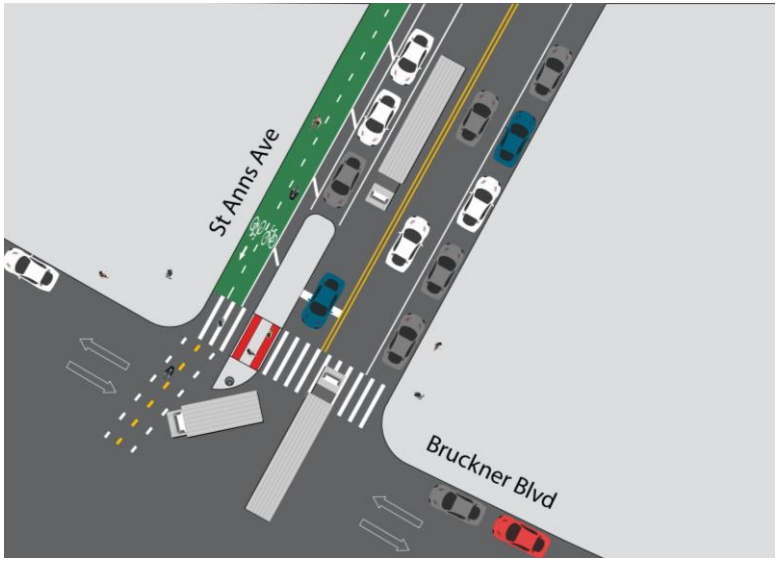


Photo: St. Anns Ave and Bruckner Blvd

Project Benefits Summary

Improving Corridor Safety

- Improved circulation for access and egress throughout the industrial business zone.
- Provide updated crossings for cyclists
- Shorten crossing distances for pedestrians and cyclists.
- Calm traffic and slow turning movements.
- Reduce conflict points between motorists and vulnerable road users.
- Improve accessibility.

Photo: Proposed condition of right turn traffic calming at Union St and 8th Ave

Photo: Proposed condition of a concrete island at 1st Ave and 60th St

Next Steps

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Project Timeline

Estimated Implementation Dates

Summer 2026: Present to CB1, briefing to elected officials, outreach to local businesses

Late Summer/Early Fall 2026: Project Implementation/Kick-off

Fall 2026: BX33 Reroute implementation, project completion

Winter/Spring 2027: Post Implementation monitoring and data collection

Photo: Vehicles parked in the bike lane on St. Anns Ave.

Thank You!

Questions?

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curb enthusiasm
An NYC DOT Podcast

Appendix

5

Freight Mobility Toolbox

How We Do It

We have a wide range of strategies, policies, and programs in our toolbox to ensure safe, efficient and sustainable movements of goods and services.

Freight Efficiency

Microhubs

Off-Hour Deliveries

Sustainable Last-Mile Deliveries

Commercial Cargo Bikes

Shared Use Lockers (LockerNYC)

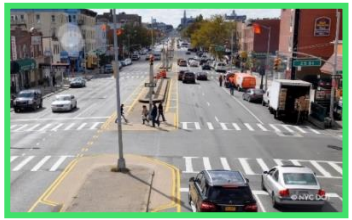
Truck Electrification

Blue Highways

Curb Access, Truck Route Network, and Truck Safety

Loading Zones Expansion

Conflict-Reducing Designs



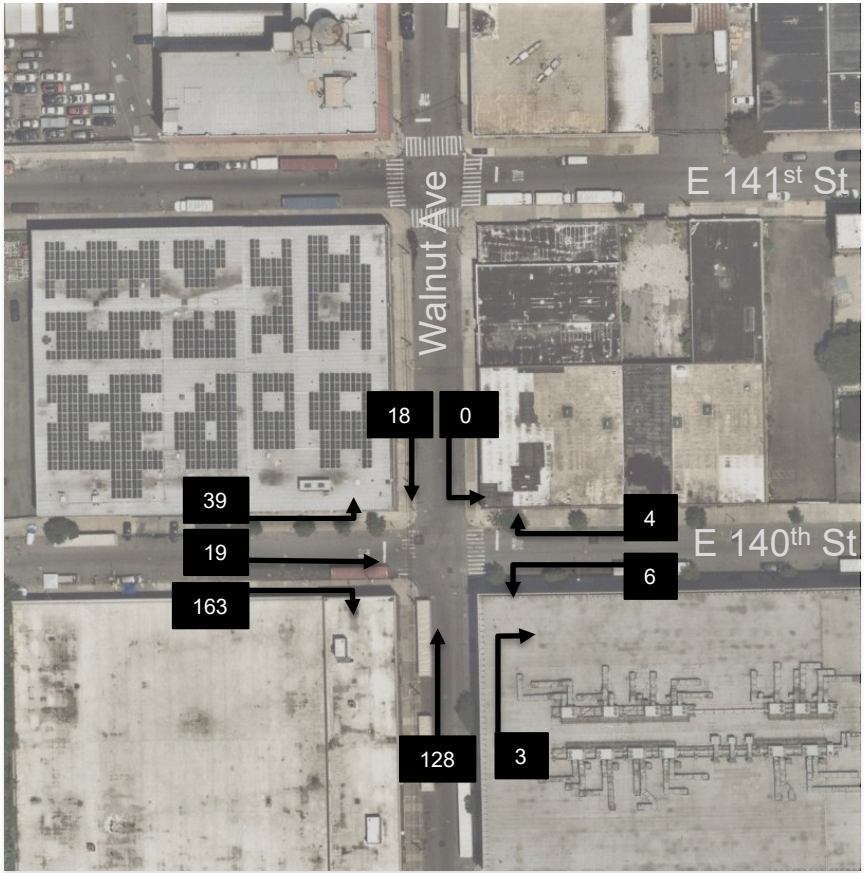
Truck Route Management

Truck Safety Education & Outreach

Sample Intersection Counts

Walnut Ave & E 140th St

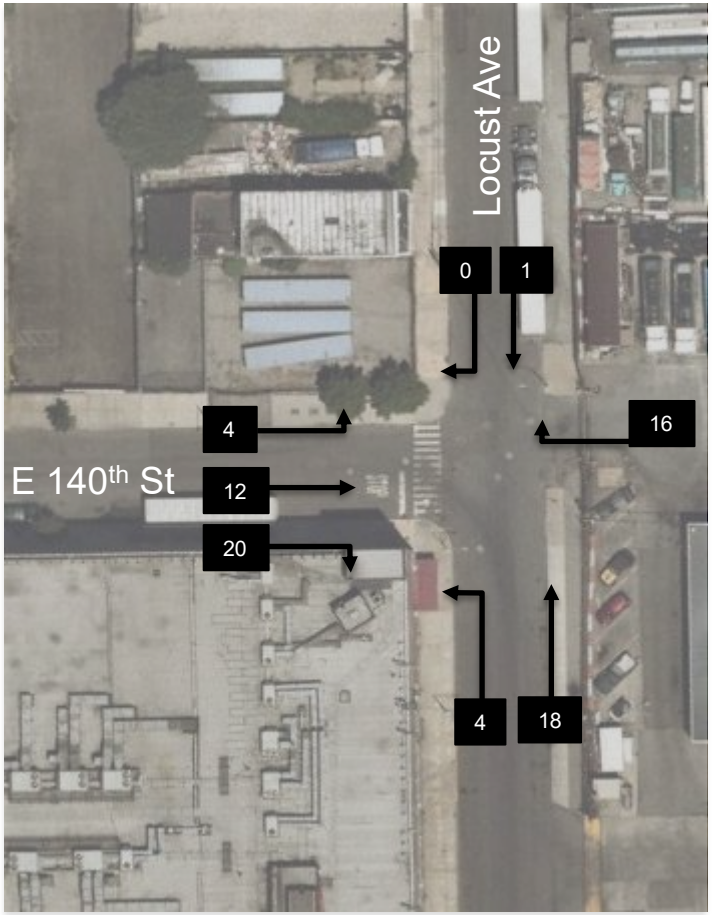
- Traffic volumes within the project area are highest during the **PM peak hour (4:30pm -5:30 pm).**
- An **average of 380 vehicles** pass through the intersection of Walnut Ave and E 140th St during the PM peak hour.
- About 8.9% of all vehicles passing through the intersection during the PM peak hour are trucks.



Sample Intersection Counts

Locust Ave & E 140th St

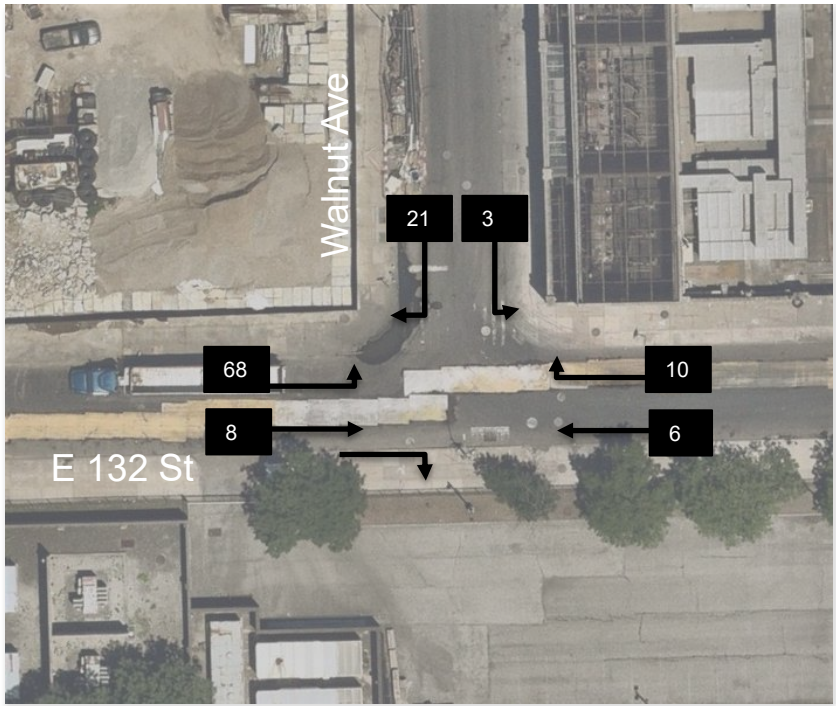
- Traffic volumes within the project area are highest during the **PM peak hour (4:30pm -5:30 pm).**
- An **average of 75 vehicles** pass through the intersection of Locust Ave and E 140th St during the PM peak hour.
- About 32% of all vehicles passing through the intersection during the PM peak hour are trucks.



Sample Intersection Counts

Walnut Ave & E 132nd St

- Traffic volumes within the project area are highest during the **PM peak hour (4:30pm -5:30 pm).**
- An **average of 126 vehicles** pass through the intersection of Walnut Ave and E 132nd St during the PM peak hour.
- About 24% of all vehicles passing through the intersection during the PM peak hour are trucks.



Sample Intersection Counts

Locust Ave & E 132nd St

- Traffic volumes within the project area are highest during the **PM peak hour (4:30pm -5:30 pm).**
- An **average of 64 vehicles** pass through the intersection of Locust Ave and E 132nd St during the PM peak hour.
- About 8.9% of all vehicles passing through the intersection during the PM peak hour are trucks.