

New York City

Truck Route Network

Redesign



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Message from the Commissioner

Dear Fellow New Yorker:

Truck freight is central to New York City's economy. Trucks carry more than 89% of the goods and services we consume, a percentage that far surpasses most American cities. With demand for goods only increasing because of online delivery, the number of trucks on our roads and streets each day allow are important indicators that New York City is among the world capitals of industry and commerce.

However, that reliance on trucking – dependent on a network of highways mostly built in the middle of the last century -- has also come with significant downsides, including increased traffic, pollution and the division of certain communities, most of which are economically struggling neighborhoods outside Manhattan. As Vision Zero has become a major focus of New York City government, we also know that ever-larger trucks have also played too large a role in the nationwide epidemic of roadway fatalities and injuries.

The New York City Department of Transportation (NYC DOT) has been working hard to combat our overreliance on truck freight by enhancing success stories in truck freight, while at the same time, striving to minimize or eliminate those elements of trucking that have damaged our city. As a result, under the leadership of the Adams Administration, we have made the following significant advances:

- To accommodate the growth in home deliveries, NYC DOT has introduced new state-of-the-art programs, including LockerNYC, Microhubs, and new rules governing cargo bikes and other micromobility, together incentivizing the private sector to adjust their delivery practices to allow New Yorkers to get convenient and environmentally efficient deliveries right to their doorsteps.
- The Administration has also redesigned the City's own truck fleet to make it safer and travel at or below speed limits. Our City has made important strides in making private trash hauling trucks, which largely operate overnights, safer. And we have also encouraged overnight deliveries with the Off-Hour Deliveries program, as well as a pilot to expand overnight parking for trucks in certain communities.
- Partnering with sister agencies on a range of initiatives, NYC DOT is helping to minimize the negative effects of trucks – from adjustments to zoning to targeted and growing industrial development, while also working to actively reduce truck emissions to creating a network of “blue highways” that can steer traffic from roadways to a newly invigorated system of ports in every borough to serve as green delivery hubs.

But even with all this great work, there is more to do. In an ever-evolving city, we must make sure that the network of trucking routes, the circulatory system of our freight network, adjusts with the dynamic growth and changes in our city's population and residential patterns. And one way to do that is by adjusting the routes on which we allow trucks to travel.

This report, the Truck Route Network Redesign, required under Local Law 171 of 2023, proposes a new truck route action plan that balances sometimes-competing interests: the need to move freight with the quality-of-life of our communities -- recognizing that some streets and neighborhoods are simply less conducive to truck traffic, be it for reasons of safety, efficiency or practicality.

As the report makes clear, we have much work to do, but this report provides one piece of the blueprint that will allow us to reimagine freight distribution and movement across the City in the years to come. We are excited to share it with you -- and act upon it in the years ahead.

Ydanis Rodriguez

Commissioner

About the Report

This report presents the findings, analyses, and recommendations of the New York City Truck Route Network Redesign, a comprehensive effort led by the New York City Department of Transportation (DOT) to improve freight movement while simultaneously promoting safety, efficiency, and sustainability across the five boroughs.

The report was developed in response to **Local Law 171 of 2023**, which mandates that DOT redesign the City truck route network and make any changes to the network to enhance safety, increase visibility, reduce congestion, reduce vehicle miles traveled, or otherwise facilitate the conduct of vehicular traffic within the City Truck Route Network. DOT looks to assess and redesign the city's Truck Route Network to better align with Vision Zero goals, support industrial and commercial needs, and reduce the burden of truck traffic on residential neighborhoods where possible.

The Truck Route Network Redesign proposes a systematic truck route management action plan that balances freight movement with community well-being. This is a complementary plan and part of a multifaceted approach to reimagine freight distribution and movement across the City. Designated truck routes are established by considering factors like network connectivity between industrial and commercial areas, minimizing turns, land uses, roadway design, and existing and projected truck activity, while actively avoiding roads with low clearances, weight restrictions, primarily residential uses, narrow streets, and closures.

Executive Summary

Established in the 1970s, the New York City (NYC) Truck Route Network functions as a critical backbone for transporting goods and services in and out of NYC. Created to balance the transportation needs of commerce, it facilitates the movement of nearly 90% of goods around the city. Since its inception, the network has undergone only minimal alterations over the past decades despite dynamic shifts in the urban environment.

These evolving conditions were a key factor in the adoption of a network redesign through Local Law 171 of 2023, highlighting the need to re-evaluate and comprehensively update the current Truck Route Network to address economic needs, safety issues, changing land uses, and quality of life concerns for all New Yorkers. DOT is amending Section 4-13 of Chapter 4 of the Rules of the City of New York (“Traffic Rules”) based on this report’s findings and will incorporate the larger freight strategies identified in *Delivering New York*, *FreightNYC*, and *Delivering Green*.

This strategic redesign aims to improve freight connectivity, enhance safety, and minimize community impacts from freight delivery. It includes a net increase of approximately 3% in truck route mileage across the city, with roughly 45% of the new mileage (21 miles) on highways to shift heavy vehicle traffic away from local streets. The proposed network redesign reinforces access to key freight-generating areas, with approximately 43% of route additions overlapping with Industrial Business Zones (IBZs), thereby supporting job growth and goods movement in designated industrial areas while minimizing truck traffic on nearby residential streets. Detailed information on the proposed changes to the truck route network can be found in the section titled *Redesigning NYC’s Truck Route Network*, with a comprehensive list of proposed modifications separated by borough provided in Appendix C.

As part of this implementation, DOT will be reviewing and implementing safety and operational improvements on both existing and newly designated truck routes. These include engineering improvements such as implementing Street Improvement Projects (SIPs) and safety enhancements on new truck routes and priority corridors, regularly evaluating heavily used streets in industrial areas for maintenance, and prioritizing bridge strike mitigation at high-risk locations with various improvements. A critical component of this network update involves a comprehensive signage installation. Over 600 new truck route signs will need to be manufactured and installed. These changes aim to create a more intuitive, safer, and efficient truck route network aligned with the City’s land use and transportation goals.

One key goal is creating a culture of compliance for trucks operating in the city. The plan emphasizes signage improvements for truck route wayfinding and effective enforcement through collaboration with the NYPD, including exploring the designation of Target Enforcement Zones (coordinated enforcement of newly designated truck routes along a set corridor or areas where new truck routes are established), conducting joint inspections, and advocating for expanded automated enforcement capabilities like Weigh-in-Motion (WIM) sites. Outreach and education strategies are also critical to ensure the public is properly informed about the new routes as well as rules and regulations. Proposed outreach strategies include engaging with freight operators and industry stakeholders, training law enforcement on truck route regulations and usage, and promoting the overall benefits of efficient freight management to community stakeholders.

Looking ahead, DOT will conduct regular updates to ensure the network remains responsive to changing conditions and supports safer, more reliable, and sustainable freight movement across NYC.

Introduction

The New York City (NYC) Truck Route Network functions as a critical backbone for transporting goods and services in and out of NYC. Established in the 1970s, this network of designated local and through truck routes was created to balance the transportation needs of commerce, facilitating the movement of nearly 90% of goods around the City. Despite its crucial role, the network has undergone minimal alterations since its inception. The truck route network has been increasingly challenged by dynamic shifts in land use within the urban environment, including the diversification of land use in once primarily industrial areas and, notably, a dramatic surge in e-commerce, leading to a significant majority of deliveries now being directed to residential areas. These evolving conditions were a key factor in the adoption of a network redesign through Local Law 171 of 2023, highlighting the need to re-evaluate and comprehensively update the current Truck Route Network to address economic needs, safety issues, changing land uses, and the quality of life for all New Yorkers. This report details the comprehensive re-evaluation of the existing network and proposes updates to better align it with the current land use, freight activity, and needs of NYC residents.

Planning Context

Efficient and sustainable freight movement is fundamental to NYC's economic vitality and daily functioning. As the city continues to grow and e-commerce reshapes delivery patterns, the need for strategic planning around truck traffic becomes increasingly critical. Addressing challenges related to congestion, infrastructure wear, safety, and environmental impact through comprehensive freight planning is not just about optimizing logistics; it is a necessary component of achieving the city's broader planning goals, including Vision Zero, climate action targets, equitable economic development, and enhancing neighborhood livability.

The proposed Truck Route Network redesign is one critical component within a broader landscape of significant citywide initiatives to foster a more efficient, sustainable, and community-aware freight system for NYC. These multifaceted efforts involve various city agencies and focus on key areas, including infrastructure, environmental impact, and land use planning.

Citywide initiatives led by DOT include:

- **LockerNYC** – Launched in April 2024, LockerNYC allows New Yorkers to conveniently send and receive packages using lockers on public sidewalks that are secure, free, and accessible 24/7. To date, more than 12,000 reservations have been made through the program, which cuts truck traffic congestion and pollution by consolidating deliveries at central locations.
- **Microhubs** – Microhubs provide locations for large trucks to transfer packages to more sustainable modes of delivery, including smaller low-emission and electric vehicles, and human-powered modes such as cargo bikes and handcarts. NYC's first three microhubs were launched in April 2025, improving safety and incentivizing cleaner deliveries by reducing the number of trucks on local streets.
- **Off-Hour Deliveries** – DOT's Off-Hour Deliveries program incentivizes trucks to deliver goods to businesses during off-peak hours, reducing traffic and double-parking that occurs during the middle of day and cutting their related emissions. DOT works with businesses and delivery services to develop the most efficient delivery method for each business.

- Overnight Truck Parking – Launched in March 2025, the Overnight Truck Parking Pilot introduced metered parking options in select IBZs for trucks and commercial vehicles. The program supports NYC’s vital trucking industry while reducing overnight truck parking in residential areas by providing drivers with safe and convenient parking options during legally mandated rest periods.

Citywide initiatives led by sister agencies include:

- NYC Industrial Plan—The New York City Department of City Planning's (DCP) plan aims to bolster the City's industrial sector by creating a comprehensive framework for the development and support of industrial and manufacturing businesses and jobs.
- City of Yes – DCP's The City of Yes is a series of three zoning initiatives in New York City designed to modernize the city's zoning code and address housing shortages and economic challenges.
- Blue Highways - DOT and New York City Economic Development Corporation (NYCEDC) are dedicated to promoting the use of NYC's waterways for transporting goods in and around the city. NYC is in the process of exploring a pilot program to facilitate new transloading operations of waterborne freight to a sustainable last-mile delivery method at City-owned marine facilities.
- Last-Mile Facility Text Amendment—DCP's proposed zoning change would establish a City Planning Commission (CPC) Special Permit for new last-mile facilities to ensure they do not create significant conflicts with their surroundings.
- Indirect Source Rule—The New York City Department of Environmental Protection (DEP) is developing a proposal for an "indirect source rule" to reduce emissions from trucks going to and from warehouses.

Overview of Local Law 171

Pursuant to Local Law 171 of 2023 (LL 171), the New York City Department of Transportation (DOT) is undertaking a comprehensive redesign of its Truck Route Network. This initiative is driven by the need to enhance safety, increase visibility, and reduce traffic congestion while carefully considering existing freight travel patterns, major freight activity generators, and industry trends.

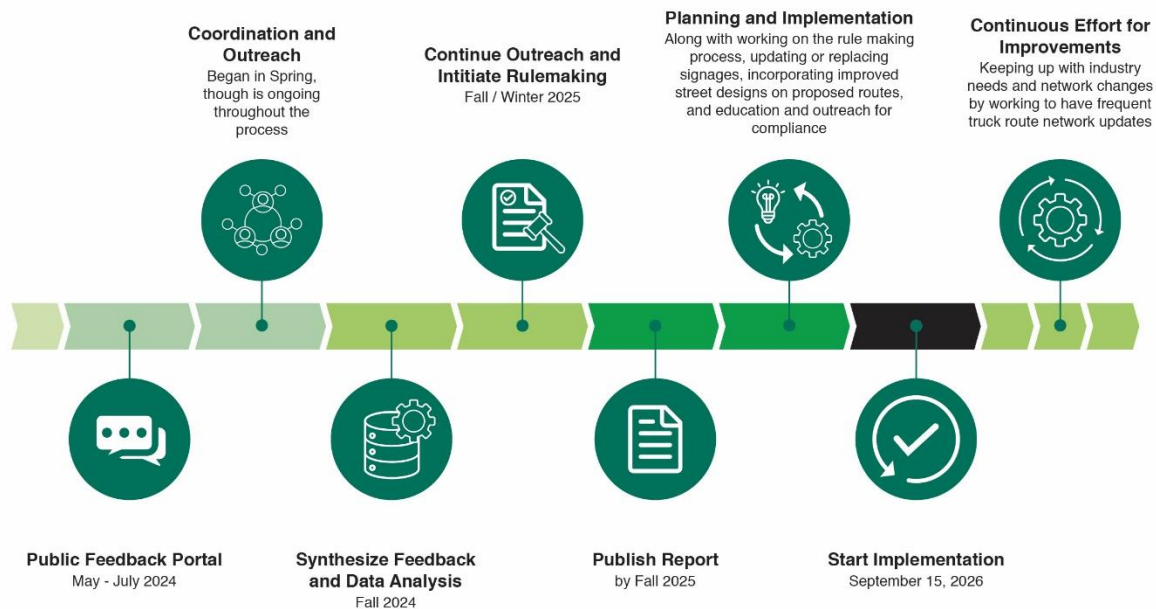
DOT adopted a comprehensive approach for this redesign, commencing with a detailed analysis of current truck routes and traffic patterns. A critical element has been extensive consultation with and the incorporation of feedback from a wide range of stakeholders, including relevant government agencies, freight and logistics companies, community representatives, and environmental justice groups. Through active engagement, including numerous briefings and public outreach, DOT reached more than 6,000 individuals through outreach efforts to gather crucial input.

Building on this analysis and feedback, planned improvements encompass proposing truck route adjustments, incorporating street safety enhancements, education and outreach for improved safety and compliance, and updating or replacing truck wayfinding signage. The implementation plan mandates that work begin by September 15, 2026, regarding proposed truck route network enhancements. *Figure 1* highlights the overall timelines for LL 171. Updating the Truck Route Network is critical as NYC works to improve curb management, street safety, and protect and enhance sidewalk space while accommodating all road users.

After the report is published, DOT will initiate rulemaking pursuant to the City Administrative Procedure Act (CAPA) outlined in Chapter 45 of the New York City Charter. CAPA describes the steps that a city agency must take when proposing a rule change and is meant to encourage engagement with the public

and transparency in the rulemaking process. During the rulemaking process, DOT will hold a public hearing to provide the public with an opportunity to review and comment before the proposed rules are finalized¹.

Figure 1: Timeline of Local Law 171



State of Freight

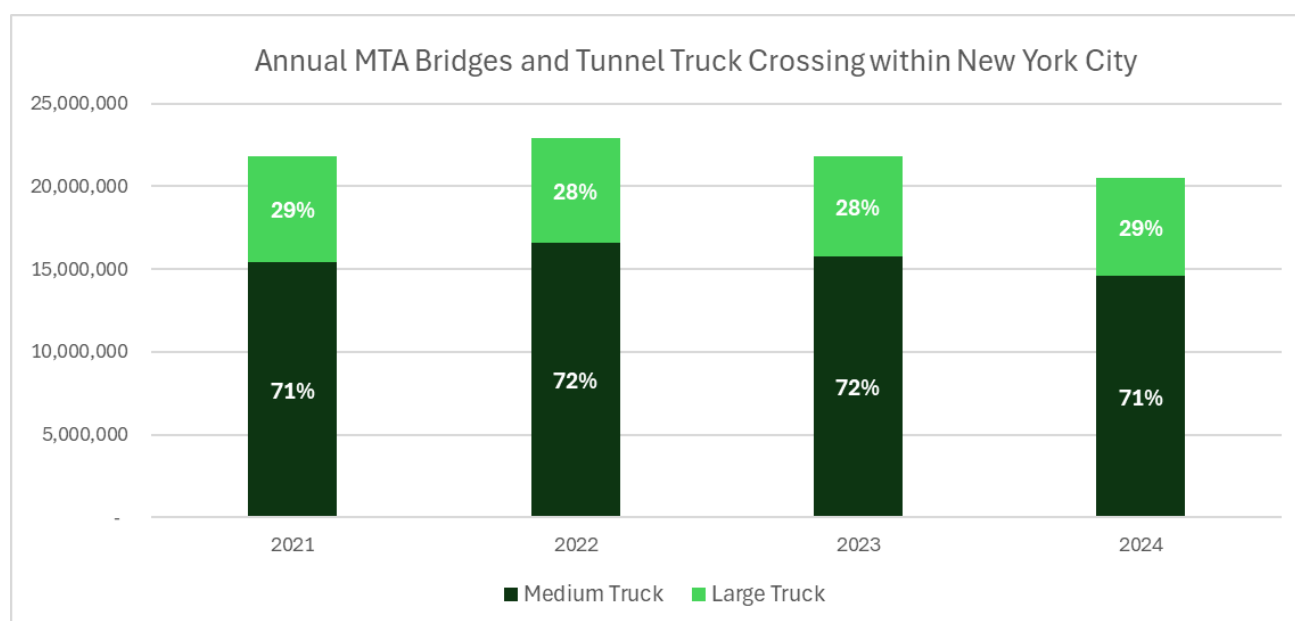
Freight Across the City and Boundaries

NYC faces logistical challenges in accommodating truck access, which is primarily constrained by a limited number of crossings. This issue is especially pronounced in Manhattan, where more trucks enter than in any other borough. On average, over 82,000 trucks cross between NYC and New Jersey daily, highlighting the City's dependence on regional freight connectivity. From 2021 to 2024, annual truck volumes of Port Authority bridges and tunnel crossings have steadily increased. These bridges and tunnel crossings connect New York with broader regional markets, including New England, Long Island, and the mid-Atlantic.

Trucks traveling on bridge and tunnel crossings managed by the Metropolitan Transportation Authority (MTA) connect vehicles between boroughs. Unlike crossings managed by the Port Authority of New York and New Jersey, MTA's crossings facilitate the circulation of trucks and other vehicles within the city limits. The annual truck crossings from 2021 to 2024 have shown a steady volume throughout the years, with medium-sized trucks (corresponding to FHWA classes 5 – 9) making up **71.37%** of the total truck crossings in 2024, an increase from **70.94%** in 2021 (See Figure 2).

¹ More information on the CAPA process can be found at:
<https://rules.cityofnewyork.us/about/#:~:text=To%20create%20or%20amend%20rules,how%20they%20are%20final%20drafted.>

Figure 2: Annual MTA Bridges and Tunnel Truck Crossing within NYC



Source: Metropolitan Transportation Authority

The rise in e-commerce since the COVID-19 pandemic has resulted in a surge in daily residential deliveries in NYC. Manhattan handles the highest concentration of packages per square mile of any city in the U.S.² According to Rensselaer Polytechnic Institute’s Center of Excellence for Sustainable Urban Freight Systems, the five boroughs receive an average of over 2.3 million packages per day, compared to 1.8 million daily deliveries before the pandemic. Including groceries and prepared food, total daily deliveries in NYC averaged 3.6 million as of March 2022, as residents have become increasingly accustomed to at-home delivery³. Post-pandemic NYC has yet to experience a decline in consumer deliveries. Approximately 80% of NYC households receive deliveries weekly, with 20% receiving four or more deliveries per week.

The upswing in e-commerce sales has also coincided with growing expectations of rapid delivery, both of which have profoundly impacted the local supply chain. Traditionally, big-box facilities in New Jersey and Pennsylvania’s less expensive industrial markets primarily served the NYC consumer market. While these locations still play an important role, there has also been a notable increase in new large distribution facilities within the New York metro area (see Figure 3). Of the below-listed last-mile delivery facilities, seven facilities are near proposed route additions, with two facilities – Fresh Direct Headquarters and Brooklyn Logistics Center – benefiting from new direct connections to existing truck routes, including East 132nd Street in the Bronx and 2nd Avenue in Brooklyn. Of the 10 facilities that are not near proposed route additions, eight facilities are already directly served by existing truck routes. The remaining two facilities – 2505 Bruckner Boulevard and Sunset Industrial Park—are adjacent to both existing and proposed new truck routes.

² <https://www.manhattanbp.nyc.gov/wp-content/uploads/2022/10/MBPO-Report-Tackling-the-E-Commerce-Delivery-Crisis-2.pdf>

³ <https://www.technologyreview.com/2022/07/12/1055161/new-york-city-packages/>

Figure 3: Major New Warehouse Properties in NYC

Building Park/Name	Location	Rentable SF	Year Built
FreshDirect Headquarters	Bronx	566,300	2018
Matrix Global Logistics Park	Staten Island	975,000	2018
Matrix Global Logistics Park	Staten Island	855,000	2018
Matrix Global Logistics Park	Staten Island	975,000	2020
Matrix Global Logistics Park	Staten Island	450,000	2020
Brooklyn Logistics Center	Brooklyn	193,800	2021
2505 Bruckner Blvd	Bronx	1,068,000	2022
Grand Logistics Center	Maspeth	770,000	2022
Red Hook Distribution Center	Brooklyn	397,020	2022
280 Richards St	Brooklyn	311,800	2022
JFK Logistics Center	Jamaica	422,400	2022
Terminal Logistics Center	Jamaica	300,000	2023
JFK Conduit Logistics Center	Jamaica	113,700	2023
Sunset Industrial Park	Brooklyn	182,000	2024
Bronx Logistics Center	Bronx	585,000	2024
The Borden Complex	LIC	680,000	2025
Red Hook Logistics Ctr	Brooklyn	385,500	2025
2807 Arthur Kill Rd	Staten Island	136,300	2025
One Nassau Place	Staten Island	331,700	2025
College Point Logistics Ctr	Whitestone	250,000	2025
Review Avenue Complex	LIC	736,400	2026

Source: CoStar Properties, Cheng Solutions

This escalating demand for both regional freight movement and last mile e-commerce deliveries highlights the critical need for a comprehensive freight network redesign to reduce congestion and delays. A strategic redesign of NYC's freight network must address the dual pressures of optimizing truck routes to handle growing volumes and creating more direct and efficient last mile connections to the growing number of distribution facilities in the city in a safe and efficient manner. By improving access to existing truck routes and integrating proposed route additions to new facilities, NYC truck route network can alleviate congestion and support the evolving demands of both traditional freight and the e-commerce economy.

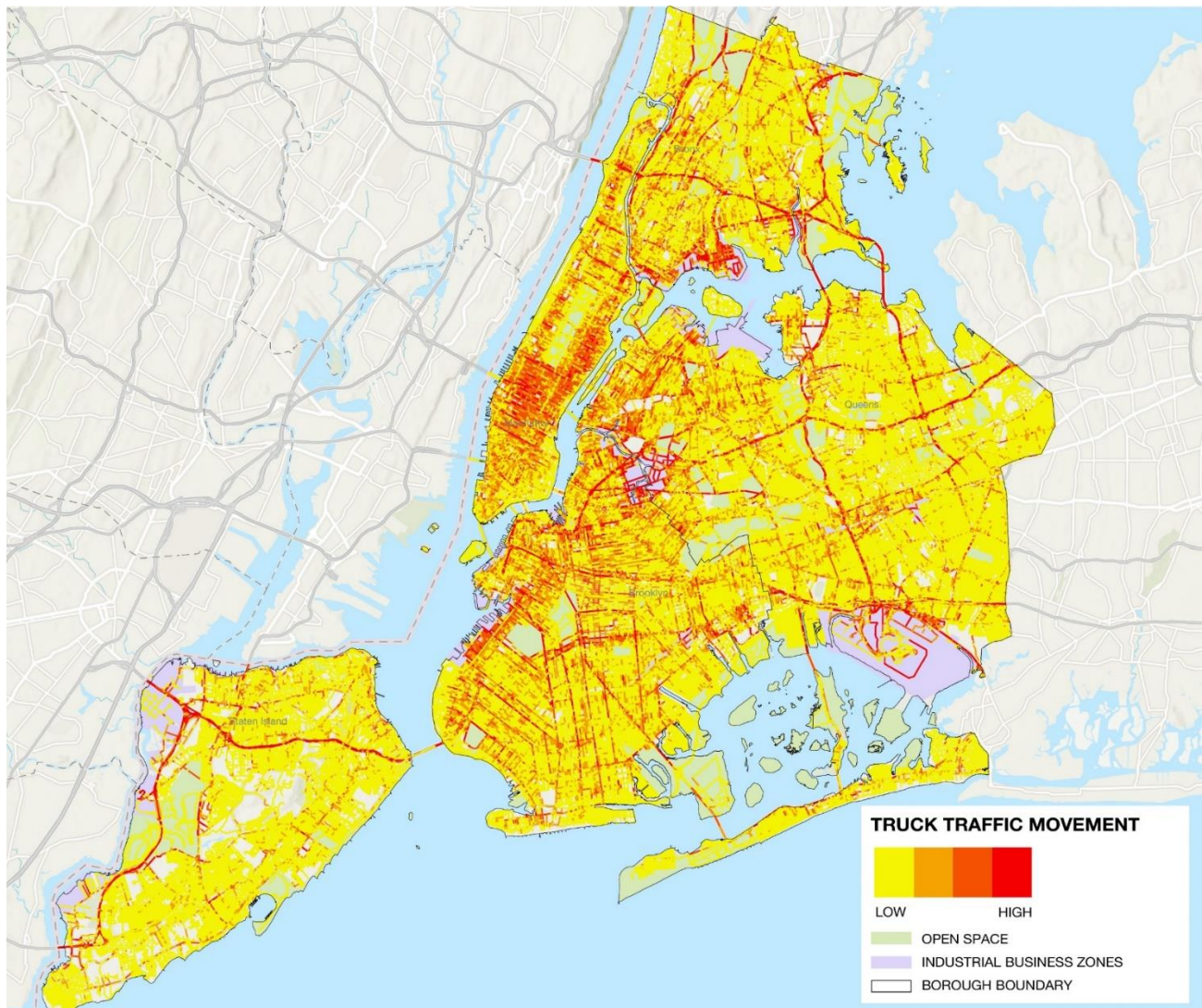
Freight Trip Generation

Freight trip generators, including warehouses, manufacturing facilities, wholesale distributors, and retail centers play a central role in NYC's goods movement ecosystem. These facilities are responsible for generating substantial volumes of truck trips that are essential for the timely distribution of goods throughout the five boroughs. The concentration of freight activity within these zones directly shapes traffic patterns, informs infrastructure investment, and influences the design and functionality of the Truck Route Network. Understanding where freight originates and terminates is critical to ensuring a safe, efficient, and resilient freight transportation system.

In a dense and logistically complex city like NYC, trucks serve as the backbone of local freight distribution, supporting the day-to-day functions of commercial, industrial, and institutional operations. Analyzing truck volumes helps improve street safety, identify distribution patterns, monitor compliance with designated truck routes, reduce off-route activity, and mitigate adverse environmental and congestion impacts. *Figure 4* shows the spatial distribution of truck traffic on the NYC street network and highlights the concentration of GPS pings from trucks aggregated to each street segment. The yellow and orange segments show low-to-moderate truck volumes, mostly on residential or non-truck routes. Darker orange

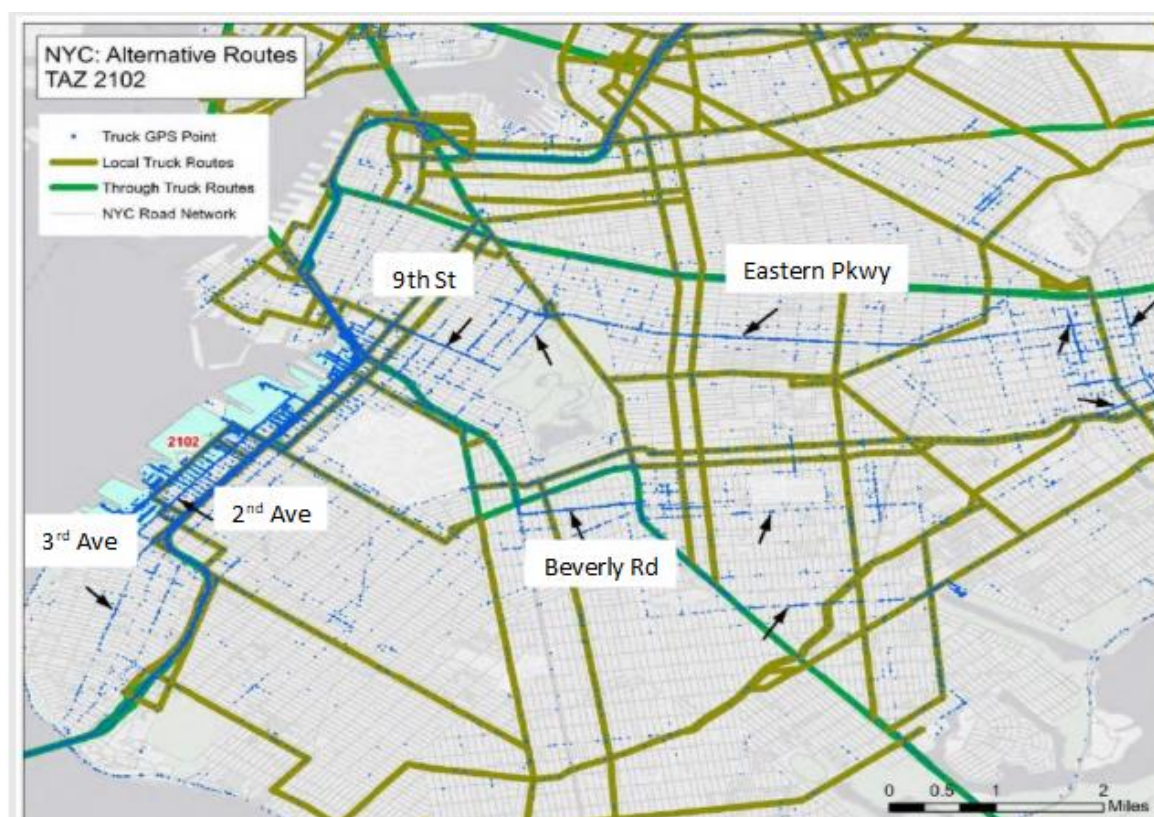
and red segments indicate moderate-to-high truck activity. These segments are mainly key commercial corridors, highways, primary arterials, industrial access roads, and/or near freight hubs. It shows high-density activity in and around key industrial and logistical hubs in Queens including JFK Airport, Maspeth, and Long Island City. These freight hotspots align with major NYC commercial, warehousing, and industrial hubs.

Figure 4: Citywide Truck Traffic Movement in 2023



Source: American Transportation Research Institute (ATRI) 2023 Relative Truck GPS data volume data joined to the NYC LION Network

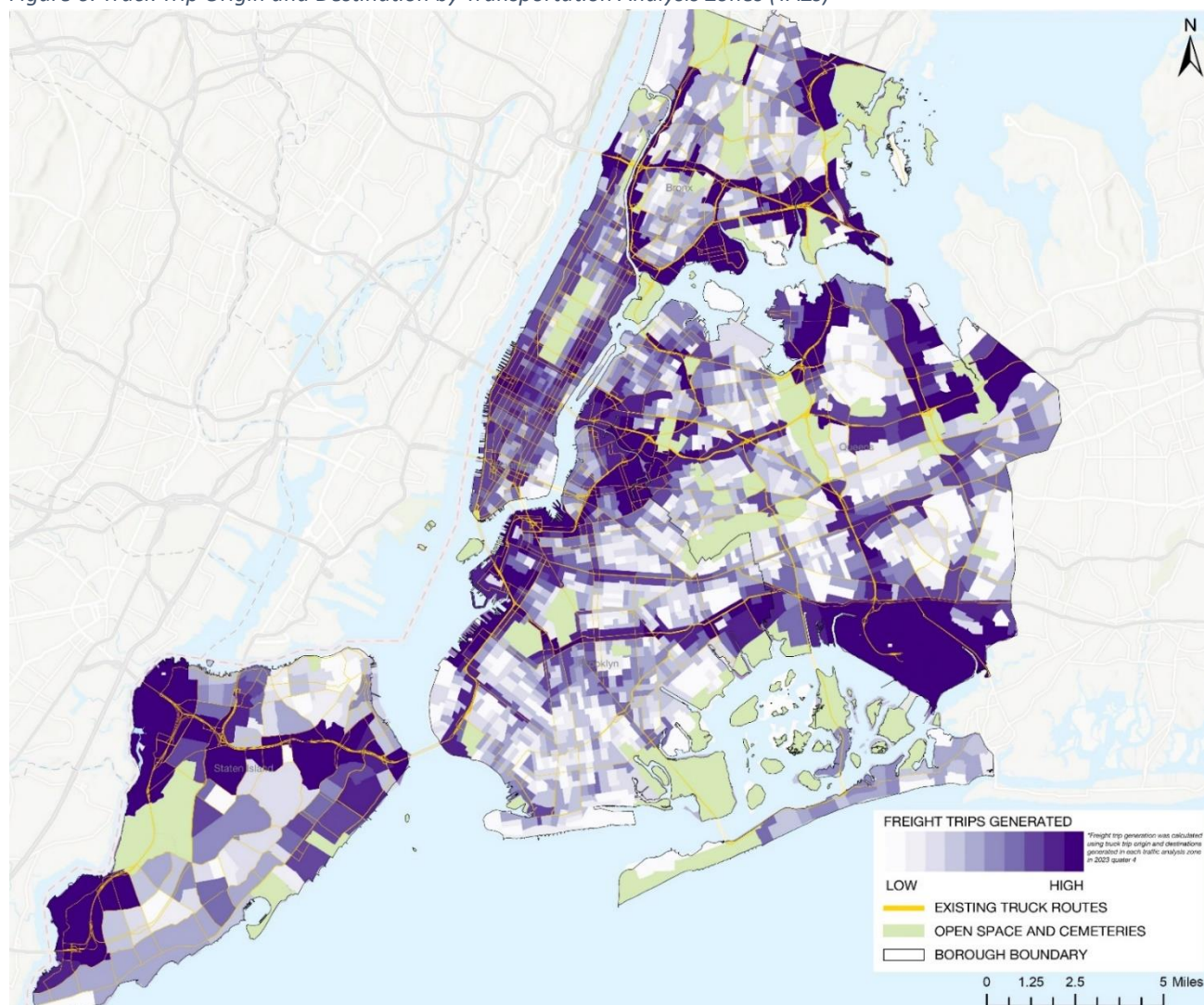
Figure 5: Truck Activity in Brooklyn



Source: American Transportation Research Institute (ATRI)

Freight trip origins and destinations are more heavily concentrated in certain areas. *Figure 6* shows truck trips generated at the Traffic Analysis Zone (TAZ) level, geographical zones representing areas with similar travel behavior and land use characteristics. Truck trips generated at the TAZ level were normalized by square feet. Truck trip generation zones align closely with existing truck routes (yellow lines), indicating that the infrastructure generally serves areas with high demand for goods movement. Areas such as South Brooklyn, Hunts Point in the Bronx, and Staten Island's western shore show high concentrations of freight trip generation (darkest purple areas). The addition of new truck routes is proposed for these areas to meet growing freight-related demands. Some of these proposed new route additions include Veterans Road West in Staten Island, 2nd Avenue in Sunset Park, Brooklyn, and various segments in Hunts Point, Bronx, Nassau, and JFK Expressways in Queens. These areas function as hubs for logistical operations and freight transfers and are also proximal to major highways/thruways that connect the City with the greater tri-State area. Plans exist to add new truck routes to these areas. Parts of Manhattan, especially around Midtown and the West Side, and sections of Downtown Brooklyn and Long Island City, generate substantial freight trips. This reflects the impact of commercial deliveries and retail logistics on dense mixed-use neighborhoods.

Figure 6: Truck Trip Origin and Destination by Transportation Analysis Zones (TAZs)

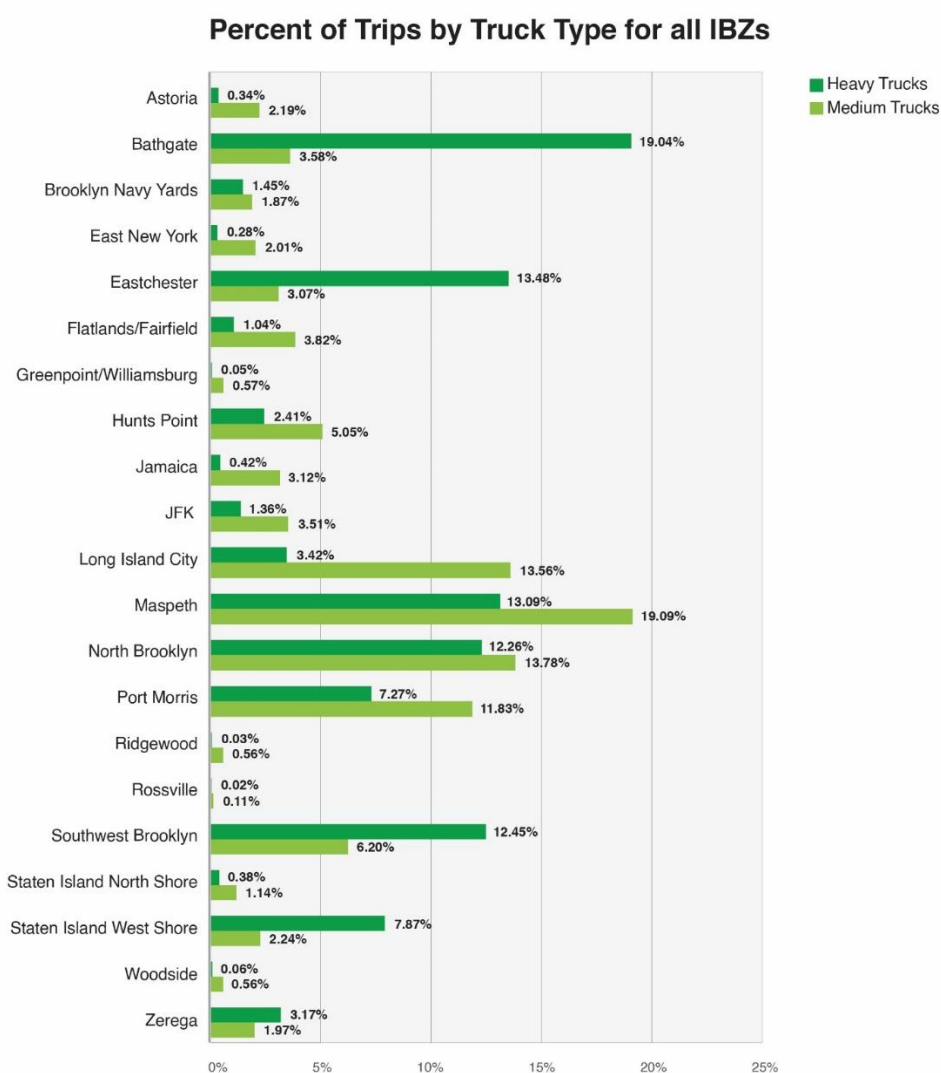


Source: American Transportation Research Institute (ATRI) 2023

Goods moved by medium-sized trucks contribute to over 90% of truck trips in NYC, engaging in deliveries and distribution across commercial hubs. Most deliveries are distributed across the most densely populated neighborhoods of the city, including the Upper East Side, Lower Manhattan, Downtown Brooklyn, Jamaica, and North Brooklyn. Medium-sized trucks are used for services such as retail deliveries and play a critical role in servicing most residential areas across the city.

NYC has 21 designated IBZs which are designed to protect and promote industrial and economic activity and are responsible for a significant share of truck-generated trips. However, the intensity of freight activity varies between IBZs. *Figure 7* shows that IBZs such as Maspeth, North Brooklyn, Long Island City, and Port Morris top the list of truck trip origin-destinations, particularly for medium trucks involved in local deliveries. Bathgate, Eastchester, and Southwest Brooklyn are also major freight trip generators, especially for heavier trucks; these areas host larger-scale warehousing and logistics operations, among other industrial uses that often involve non-divisible loads (i.e., construction materials). These patterns reflect the ongoing importance of these zones to the City's freight network and underscore the need for targeted infrastructure planning and regulatory attention in high-volume areas.

Figure 7: Percentage of Truck Trips by Vehicle Type for Industrial Business Zones (IBZs)

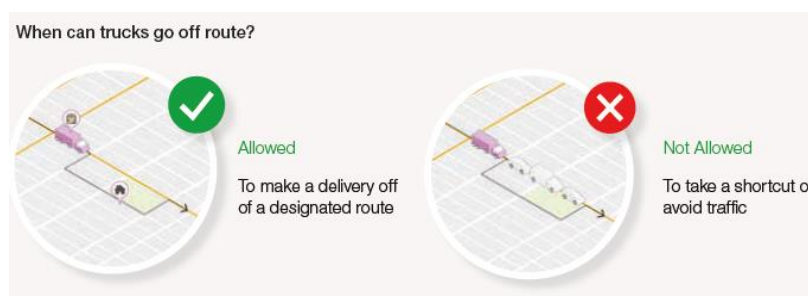


Source: NYC DOT Classification Video Counts (2022)

NYC Truck Route Network

Truck routes restrict commercial vehicle movements to specific corridors, protecting vulnerable road users such as pedestrians, cyclists, and micro-mobility users by providing safe and efficient routes for commercial vehicles. Truck routes limit truck operations to designated streets, avoiding geometric constraints such as narrow roadways, low-clearance bridges, and weight-restricted structures, as well as balancing the need for goods transport while minimizing negative effects on surrounding residential areas. Designated truck routes enable law enforcement to monitor and manage compliance, further ensuring community safety and reducing negative environmental impacts. Per existing traffic rules, trucks making deliveries, loading, or servicing must operate on designated truck routes for as much of their trip as possible. Trucks may leave the truck route network to make local deliveries but are not permitted to use local streets for shortcuts or as a means of bypassing congestion (see *Figure 8* below)

Figure 8: Allowable Truck Operations



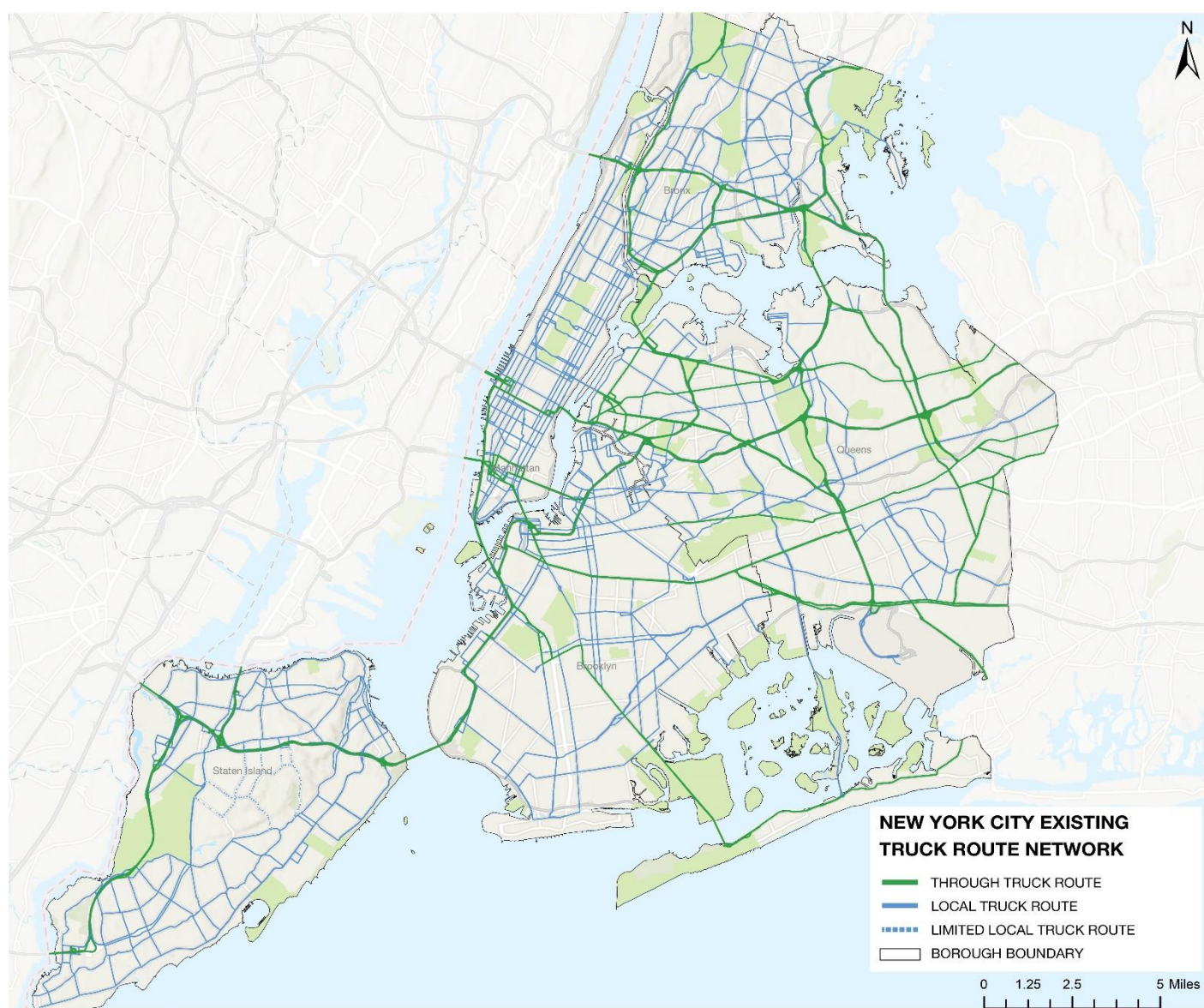
The Truck Route Network has three distinct designations: **local, through, and limited local truck routes**.

- **Local Truck Routes** are designated for trucks originating with destinations in the same borough. This includes trucks that are traveling to make a delivery, for loading, or servicing.
- **Through Truck Routes** are primarily composed of major urban arterials and highways that do not originate or end within the same borough.
- **Limited Truck Routes** are local routes but are limited to trucks with two axles and six tires. Certain roadways within Staten Island are designated Limited Local Truck Routes.

Figure 9 illustrates designated truck routes in NYC and specific exception routes on which 53-foot trailers are permitted. These routes are located on NYC interstates and on specific parkways to provide access to JFK Airport and the Robert F. Kennedy Bridge, facilitating essential goods movement within the city. In NYC, 53-foot trailers are prohibited from operating on city streets. Trucks with 53-foot trailers can only travel on the portions of I-95, I-695, I-295, and I-495 that cross the city between the Bronx-Westchester County line and Queens-Nassau County line. In order to carry non-divisible loads, 53-foot trailers must apply for an over-dimensional permit. Adhering to the designated truck routes within the NYC network is crucial for minimizing conflicts, ensuring timely deliveries, and reducing environmental effects.

Although essential for managing freight in NYC, a robust Truck Route Network and its related regulations can sometimes lead to unintended consequences. When trucks are required to travel on a limited network, congestion or crashes can result in a significant increase in miles traveled when vehicles are diverted to the nearest alternative route. An incomplete network increases fuel consumption, vehicle emissions, and collision exposure. Trucks sometimes travel on routes that are not designated or designed for larger vehicles, resulting in infrastructure damage such as bridge strikes, accelerated pavement deterioration, property damage, and vehicles getting stuck at geometrically constrained intersections. Issues involving off-route activity can be improved via various means, including adjusting the existing truck route network and providing enhancements to wayfinding signage for trucks. Filling gaps within the local truck route network and/or providing alternative routes, where geometric constraints are minimal and/or absent, can serve to reduce the negative effects of trucks on both public and privately owned assets.

Figure 9: Existing NYC Truck Route Network



Goals & Objectives

NYC's Truck Route Network is vital to the City's multimodal freight network. Established in the 1970s, truck route designations have not been substantially updated to reflect significant changes in residential and commercial land use patterns, the broader transportation network, and delivery patterns, particularly those shaped by e-commerce. The network's fundamental purpose is to minimize the negative impacts of truck traffic by designating specific corridors for freight movements, limiting the roads trucks can legally use to facilitate the movement of goods and services.

The Truck Route Network Redesign Plan envisions a safer, more efficient, and environmentally responsible truck management system that balances the needs of freight movement with the well-being of communities. Guided by a safe systems approach, our focus is on safer vehicles, streets, and drivers to

transform how goods flow throughout the city. This plan is a roadmap for improvements to the truck route network, providing clear standards and resources to:

- Enhance safety for all road users
- Improve the efficiency and reliability of freight movement
- Minimize the direct and indirect environmental impacts of trucking
- Address community concerns and reduce the negative impacts on residential areas
- Foster a culture of compliance through thoughtful design, education, and enforcement measures

Beyond connecting truck trip origins and destinations, numerous factors influence how truck routes are established⁴ including:

- Connectivity between industrial and commercial land uses
- Minimizing turning movements
- Operational, infrastructural, and design of roadways
- Existing truck data
- Observed and projected land use changes (i.e. rezonings)

Conversely, several road network characteristics are unfavorable when identifying truck routes. DOT's goal, in these instances is to avoid unfavorable infrastructure, including:

- Roads where low clearance structures are present
- Roads with dimensional and weight restrictions
- Streets with primarily residential and/or other sensitive land uses
- Narrow streets and/or streets with other geometric constraints
- Street closures, both temporary and permanent (including plazas)

Designating truck routes involves balancing these many considerations with the complex reality of NYC's land uses and structural constraints. DOT seeks, where possible, to provide straight line routes with short travel times on wide streets with generous turn geometries, where there is existing truck activity or projected demand⁵. Collectively, DOT will be working to regularly assess the truck route network and adjust as needed.

Freight Regulations

Freight movement is governed by federal, state, and local law and respective affiliated agencies. The federal government has the authority to regulate interstate and international freight movement as outlined in the Commerce Clause of the United States Constitution. Federal regulations set nationwide standards for commercial vehicle length and weight limitations, effectively setting a floor for maximum weight and length limitations for vehicles using national highway networks. The Federal Motor Carrier Safety Administration (FMCSA) sets operational requirements, such as hours-of-service rules.

State and local jurisdictions may introduce additional restrictions to respond to their unique urban transportation environment. At the state level, the New York State Vehicle and Traffic Law (VTL), Highway Law, and Transportation Law define rules of the road for vehicles operating in the state. The New York

⁴ NYC Truck Route Network 2021 Update. Slide Deck. DOT, Transportation Planning and Management, Freight Mobility Unit. June 2021.

⁵ Delivering New York, A Smart Truck Management Plan for NYC. NYC Department of Transportation. May 2021.

State Legislature has also authorized a first-in-the-nation Weigh-in-Motion (WIM) system to enforce truck weight limits on portions of the Brooklyn-Queens Expressway (BQE) owned by NYC. The BQE is a critical regional transportation and economic artery, and swift implementation of automated enforcement has helped to deter overweight trucks from putting additional wear and tear on this aging piece of infrastructure as NYC develops a long-term replacement plan. DOT and logistics providers recognize that this enforcement serves as an additional challenge when operating in NYC and desire to develop new methods to meet the growing demand for deliveries.

Truck Route Compliance

Truck route compliance is governed by a multilayered regulatory environment spanning federal, state, and local jurisdictions. This section outlines the framework and challenges related to truck route compliance in NYC, structured around two key areas:

- Regulatory Oversight and Enforcement
- Size Restrictions

These components shape how trucks operate within NYC's boundaries and highlight areas where compliance gaps, safety concerns, and operational inefficiencies persist.

Regulatory Oversight and Enforcement

Locally, NYC Traffic Rules regulate the types of commercial vehicles operating in NYC, the routes on which they can operate, where they can park, and measures to facilitate the loading and unloading of goods. These regulations are in place to ensure the safe and efficient operation of trucks in NYC, route trucks along designated truck routes, and protect NYC's infrastructure. Drivers must observe these rules and regulations for the transportation system to function efficiently and safely. While DOT promulgates the rules, the New York City Police Department (NYPD) enforces these rules, ensuring that trucks operate safely and responsibly and are following all applicable laws and regulations. Additionally, the New York State Police Commercial Vehicle Unit and the Motor Vehicle and Motor Carrier inspectors of the New York State Department of Transportation (NYS DOT) conduct roadside safety and compliance inspections across the state.

Bridge Strike and Vertical Clearance Risks

Bridge strikes create safety hazards, severe congestion, and high capital repair costs. They are often caused when truck drivers use non-commercial navigation systems, are uninformed about the height of their vehicle, lack awareness of NYC's unique conditions, and/or fail to adhere to posted warning signage. The frequency of these incidents is compounded by many of the bridges, viaducts, and overpasses in NYC being old and unable to accommodate the larger dimensions of modern-day commercial vehicles. For example, certain infrastructure in NYC have clearances as low as 6 feet 11 inches, less than half the national standard of 14 feet. As a result, many of these locations can be vulnerable to bridge and overhead strikes. There are 313 low bridges over roadways with less than 14 feet of vertical clearance in NYC (not including MTA and other rail structures). DOT recorded 593 bridge strikes between 2017 and 2023, 41 of which occurred on truck routes and 535 involving overpasses. 44% of the bridge strikes occurred along the same ten corridors.

To effectively address these vulnerabilities and the resulting strikes, historical bridge strike data analysis plays an important role in route establishment. DOT has identified areas of concern by identifying

patterns and trends and has developed targeted strategies to mitigate risks. These insights have directly informed route modifications and infrastructure improvements, ultimately enhancing overall safety and trucking compliance to reduce the likelihood of future incidents. For example, DOT is proposing to remove a portion of Jamaica Avenue between Pennsylvania Avenue and East New York Avenue from the truck route network proximal to the Jackie Robinson Parkway. By removing this segment from the truck route network and updating existing signage, trucks are less likely to end up on the parkway, thereby decreasing the chances of a bridge strike on the truck-restricted roadway.

DOT is continually implementing a range of new initiatives to further reduce bridge strikes. This includes the Truck Smart Campaign, which aims to educate truck drivers on safe driving practices specific to NYC, including understanding the City's unique road conditions, compliance with height restrictions, and proper navigation using commercial GPS systems. These efforts are linked to optimizing and adapting the truck route network, ensuring drivers are equipped to correctly navigate designated paths. The outreach campaign includes workshops, distribution of educational materials, and collaboration with industry stakeholders to enhance driver awareness. Additionally, DOT is exploring initiatives focused on infrastructure and technology, including additional overhead signs and pavement markings, to help prevent bridge strikes. These improvements serve to reinforce truck route network changes by providing clear, real-world guidance that complements digital navigation. It will also increase coordination with online mapping companies to improve the availability of truck-specific information. This coordination is vital for dynamic truck route network changes, ensuring that as routes evolve or are updated, mapping services accurately reflect these changes, thereby preventing misdirection and future potential bridge strikes. All proposed truck route additions factor in the locations of low clearance structures.

Top 10 Bridge Strike Locations from 2017-2024

- FDR Drive & East 90th Street
- Hutchinson River Parkway & Westchester Avenue
- Henry Hudson Parkway & West 239th Street
- Belt Parkway & 130th Street
- Belt Parkway & East 14th Street
- FDR Drive & East 62nd Street
- Jackie Robinson Parkway & Markwood Place
- Henry Hudson Parkway & West 252nd Street
- Belt Parkway & Shell Road
- Hutchinson River Parkway & East Tremont Avenue

Note: The overhead structure at Belt Parkway and 17th Avenue, a frequent site of bridge strikes, has been physically removed since 2022. This removal is a significant step in preventing future bridge strikes at this location.

Truck Route Signage

Street Signs and Truck Movement

Regulatory signage provides on-the-ground guidance to help drivers navigate to and from designated truck routes. Clear regulatory signage directs drivers on how to remain on route or safely return to it, ensuring they travel on roadways and infrastructure better suited to accommodate trucks. The official markers of truck routes on city streets are black and white regulatory signs installed at intersecting truck routes. Truck drivers use these signs as the primary tool to understand the continuity and designation of the Truck Route Network. They are also integral in advising drivers of changes in the route designation (where a truck route ends or begins) and guide where trucks can legally make turns at intersecting truck routes or decision-making points⁶.

In some major industrial areas, like Hunts Point and Maspeth, regulatory signs are supplemented by green wayfinding signs that provide additional directional guidance to truck drivers. Truck guide signs often contain the message “Truck Route” on a green or white background with a directional arrow. *Figure 10* shows that truck route signage may be placed at key intersections to guide truck operators to key destinations, including major arterials (i.e., I-495) or different boroughs (i.e., best route option). Guide signs in NYC provide information about intersecting truck routes and direct road users to specific boroughs, major arterials, or key IBZs. As part of the truck route redesign, DOT will be adding additional regulatory and wayfinding signage at appropriate locations.

Figure 10: Truck Route Signage at Maspeth Avenue and Page Place in the Maspeth Industrial Business Zone



DOT installs restrictive signage at various locations throughout the City, specifically indicating turning prohibitions for trucks or those exceeding certain dimensions. These signs are typically posted along designated truck routes, at intersections with non-truck routes, where off-route activity is frequent. Examples of such locations include intersections with frequently observed/reported cut through activity (often via residential streets), or at intersections with geometric constraints that hinder safe turning movements for larger vehicles. In areas where the Truck Route Network is constrained and offers limited route options (such as routes into/out of Coney Island), strategically leveraging signage is crucial. As part

⁶ Delivering New York, A Smart Truck Management Plan for NYC. NYC Department of Transportation. May 2021.

of the truck route network redesign, West 8th Street, West 17th Street, and Surf Avenue are being added as new truck routes; however, due to existing roadway constraints along some portions of these roadways (For example, West 8th Street is a one-way street), these new routes will be signed as truck routes in one direction to facilitate truck movements into and out of Coney Island’s core commercial area. Examples of regulatory, wayfinding, and restrictive signs, including the types discussed here, are shown in *Figure 11*.

Figure 11: Example of Truck-Related Street Signs



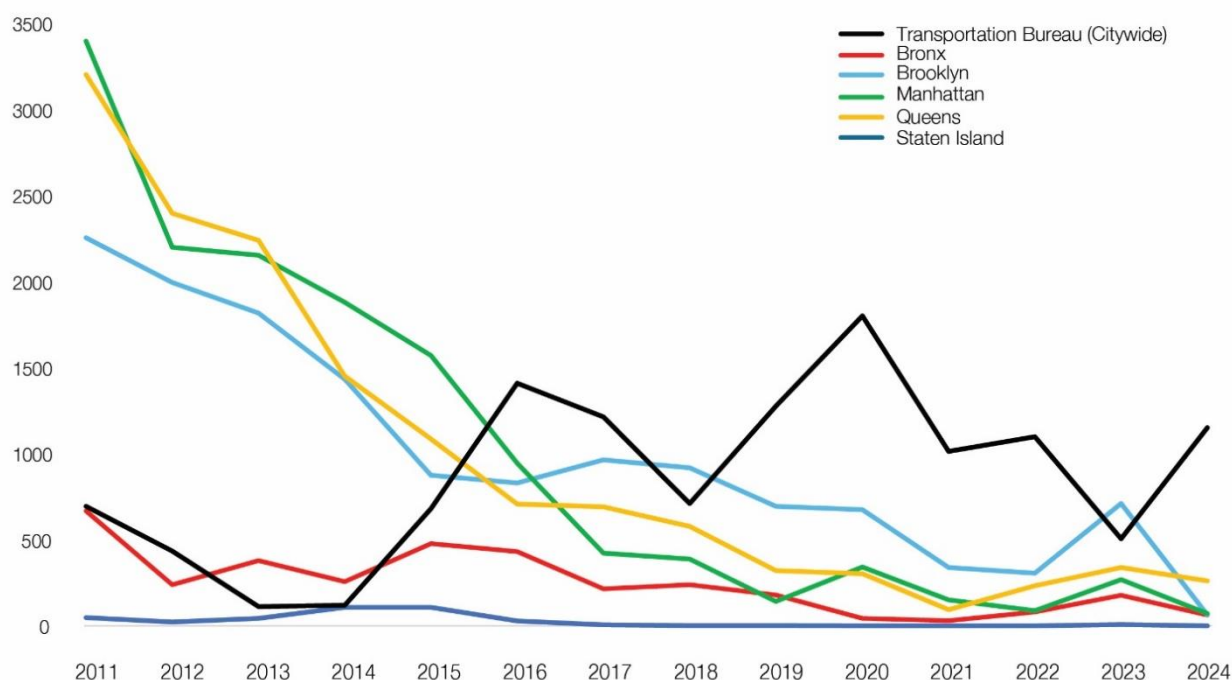
A sample of signs from the truck signage toolbox

Rate of Non-Compliance

Figure 12 shows the total number of truck route violations issued by the NYPD Patrol Bureau and the NYPD Transportation Bureau between 2019 and 2024. Although Transportation Bureau-issued truck route violations increased significantly between 2019 and 2020, Transportation Bureau-issued violations show a slight decrease in violations issued in 2021, 2023, and 2024. Violations by borough show some variability but have generally been consistent. For example, Brooklyn is marked by a large increase in violations issued in 2023, followed by a decline in 2024, while the Bronx saw a drop in violations after 2019, with the number of violations issued remaining relatively low thereafter. There are likely various reasons for the overall variability in violations issued with respect to truck routes including resource availability, education and outreach related to rules that govern usage of the truck route network, and other confounding factors (i.e., timing, establishment of focused spot checks, etc.). Updates to the truck route network can support enforcement efforts by providing dedicated truck routes for neighborhoods where there are currently limited or no existing truck routes, making it easier for law enforcement to know when trucks are legally using dedicated corridors or misusing the roadway network.

Figure 12: Truck Route Violations Issues by Borough

Truck Route Violations Issued by Borough

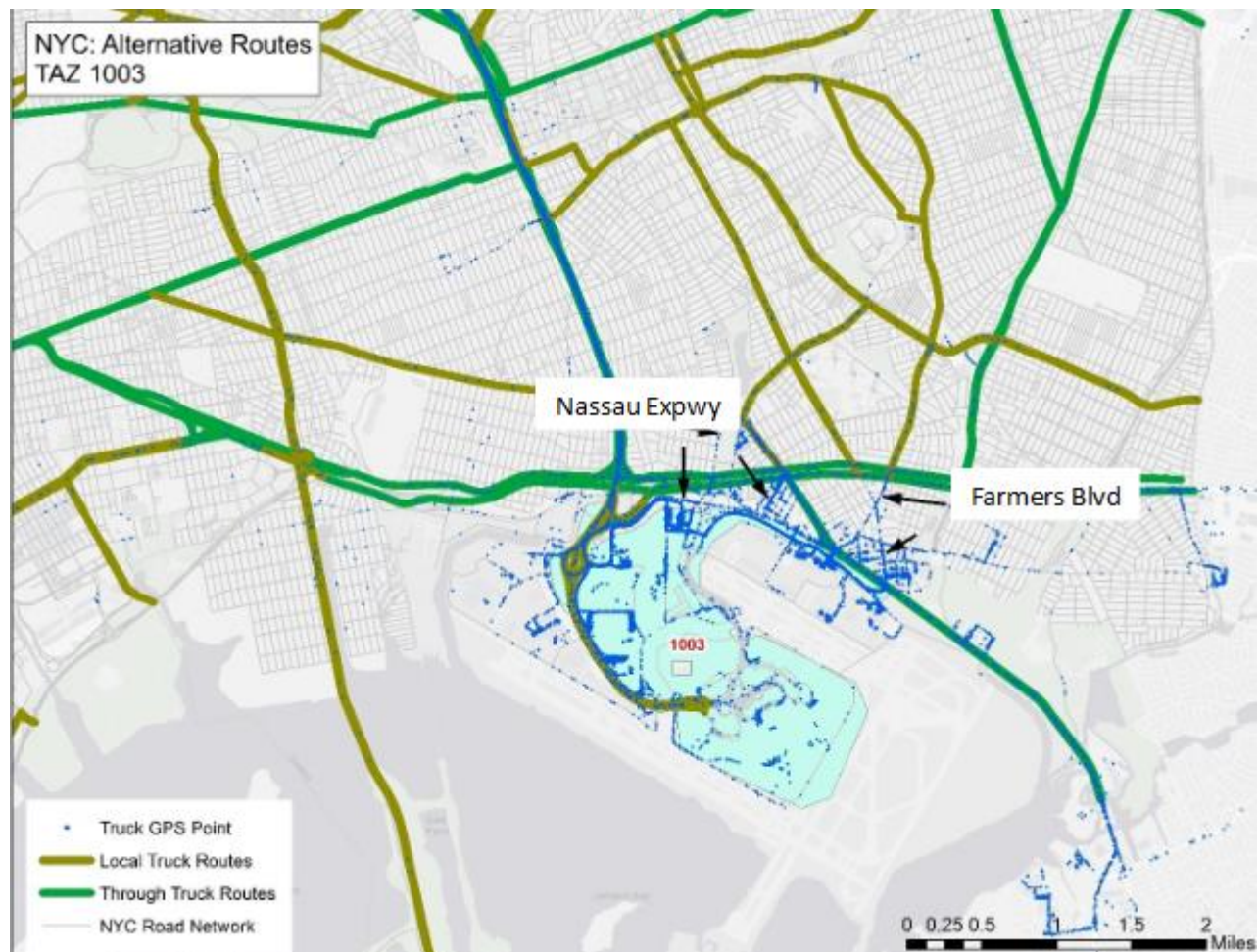


Source: NYPD

Analyzing truck activity through GPS data—including oversized vehicles and on routes not designated for trucks—reveals critical gaps in the official Truck Route Network, as highlighted in *Figure 13* in which uses Southeast Queens as a case study. This often indicates "last mile" points or other key origins and destinations which are not directly accessible from designated routes, compelling truck operators to frequently use certain non-truck routes to complete their trips. As an example, both Farmers Boulevard (south of North Conduit Avenue) and the Nassau Expressway experience sizable truck activity but are not currently designated truck routes. These two routes are proposed additions to the network to better connect existing truck routes and key origin-destinations within and around the JFK IBZ.

Figure 13: Example of designated truck routes alongside actual truck movements in parts of Southeast

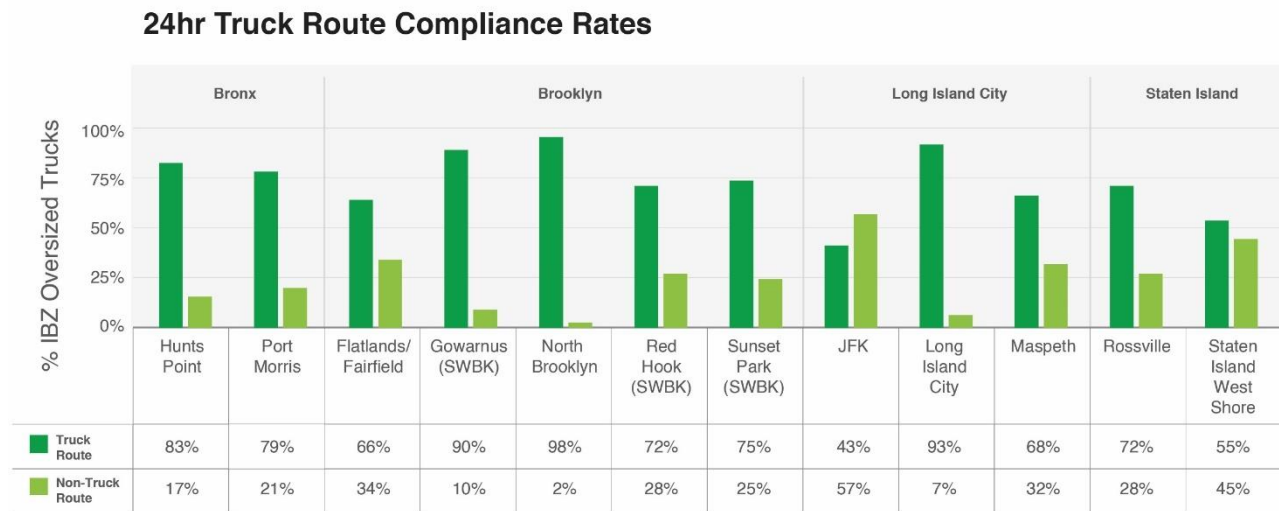
Queens



Source: American Transportation Research Institute (ATRI)

Truck route compliance varies significantly between Industrial Business Zones (IBZs). While no IBZ has 100% truck route compliance, some IBZs have considerably higher compliance rates than others, especially for oversized vehicles (FHWA vehicle Class 8 or above). *Figure 14* shows that for a full 24-hour day, only five IBZs had compliance rates for oversized vehicles greater than 75%, while one IBZ (JFK) had a rate below 50%. The IBZs in Queens and Staten Island had lower compliance rates than those in Brooklyn or the Bronx. However, the second-highest compliance rate was observed in the Long Island City IBZ in Queens, illustrating considerable intra-borough variation among IBZs. The three IBZs with compliance rates over 90% (Gowanus, North Brooklyn, Long Island City) all exist in areas with existing freight (land and marine) infrastructure, including wider roadways, existing or previously occupied warehouses and factories, and existing or previous railroad facilities. The high compliance rate in these IBZs is likely a function of adequate or appropriate infrastructure for trucks, making it easier for drivers to follow regulations.

Figure 14: 24-hour Truck Route Compliance Rates



Source: DOT Classification Count Data, 2022

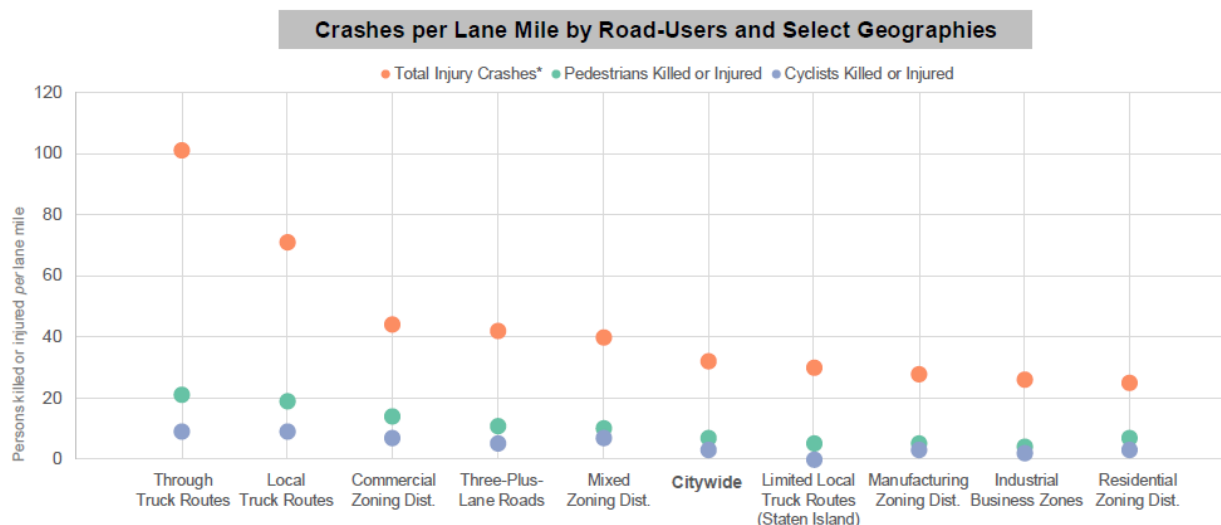
The JFK IBZ in Queens has a consistently low truck route compliance rate, providing a prime example of the challenges associated with insufficient infrastructure. A DOT analysis reveals a common trend of trucks using non-truck routes immediately before or after accessing designated routes around JFK. For example, Rockaway Turnpike, officially a non-truck route, merges into the truck-designated Rockaway Boulevard near several "big box" stores. This geographic transition necessitates the use of non-truck routes to access or depart nearby destinations which do not directly front the truck route. Many of the smaller road segments within the JFK IBZ itself fall outside NYC's jurisdiction, adding to the jurisdictional complexities and creating significant compliance challenges for truck drivers. DOT takes these factors into consideration when examining new route additions in IBZs. Key routes studied by DOT include the Nassau and JFK Expressways and corridors within the Maspeth and Flatlands/Fairfield IBZs that fill network gaps.

Safety Analysis

Traffic Incidents on Truck Routes: Trend Analysis

An analysis of crash data from 2017 to 2024 shows that traffic crashes are most frequent along designated truck routes, particularly through truck routes. *Figure 15* illustrates that total injury crashes and incidents involving vulnerable road users, pedestrians, and cyclists are significantly higher on these routes compared to other street types, including residential, manufacturing zones, and IBZs. This analysis shows both the benefit of concentrating truck traffic away from residential roadways and the heightened exposure risk that can result from concentrating truck traffic on specified corridors. This calls for a need to provide deeper attention to how these corridors can safely serve all road users, especially the vulnerable road users who use these high-traffic corridors. This underscores why our approach to truck route management incorporates recommendations for roadway safety improvements as well as managing which roadways are designated as truck routes. In order to accommodate freight vehicles, commercial and mixed-use districts that attract both delivery and customer traffic require specific policy and design considerations.

Figure 15: Crashes per Lane Mile by Road Users



Source: NYC DOT, Injury-Crashes, 2017-2024, LION street roadbeds.

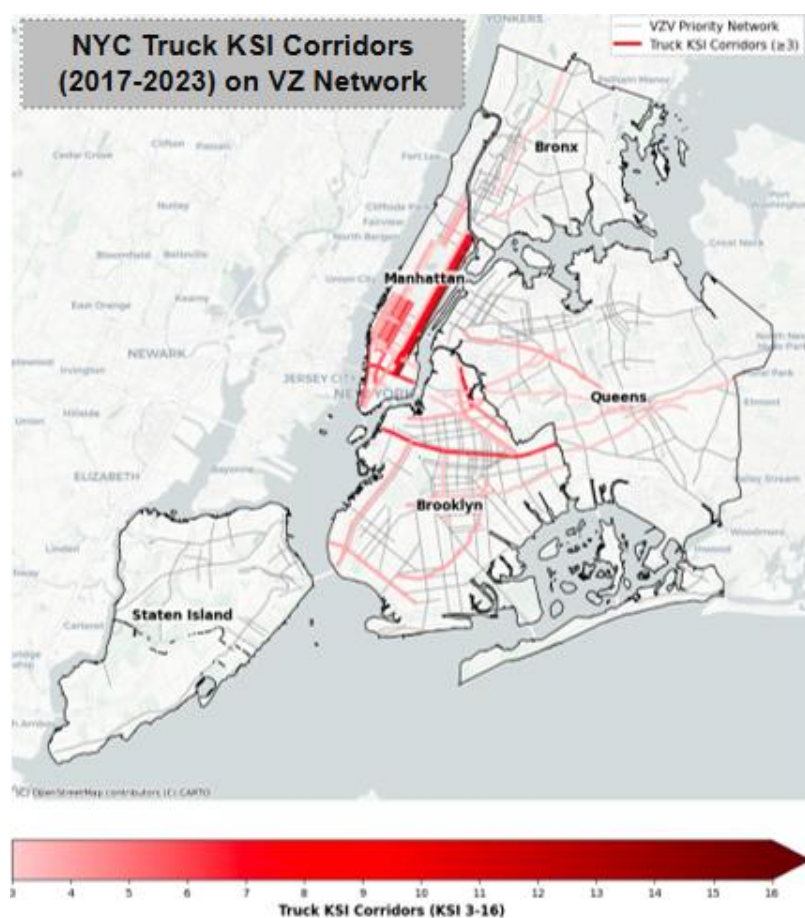
*Note: includes all crashes with injuries, including crashes that did not involve pedestrians or cyclists.

Source: NYC DOT, Injury-Crashes, 2017-2024, LION street roadbeds

Truck Priority Safety Corridors

The size and operational needs of trucks create unique safety challenges for other road users. From 2017 to 2023, DOT analyzed truck-involved crashes resulting in serious injuries or fatalities to inform targeted safety interventions. Since truck-involved crashes often result in severe injuries for vulnerable road users, corridor-level safety assessment and improvements are key to improving safety where truck-involved crashes are concentrated. Corridors with three or more truck-related KSI (Killed or Seriously Injured) incidents during the seven years between 2017 and 2023 have been designated as Truck Priority Safety Corridors (TPSCs).

Figure 16: NYC Truck KSI Corridors (2017-2023) on Vision Zero Network



Source: DOT

The TPSCs with the highest KSI incidents are all located within the existing truck route network. A significant number of the identified TPSCs overlap with Vision Zero Priority Areas, underscoring the need for coordinated safety improvements that address both pedestrian vulnerability and freight activity. The map provided in *Figure 16* illustrates the alignment between truck KSI corridors and the Vision Zero priority network, emphasizing areas where safety interventions will have the greatest impact.

The spatial distribution of TPSCs reveals that Manhattan has the highest concentration of high-KSI corridors, particularly in Midtown. These findings are consistent with the borough's dense pedestrian environment, high truck volumes, and concentration of commercial destinations. Additionally, the analysis identified several of the most crash-prone corridors for truck-involved incidents across the city. These include:

- 1st Avenue, Manhattan (local truck route)
- 2nd Avenue, Manhattan (local truck route)
- 3rd Avenue, Manhattan (local truck route)
- Morgan Avenue, Brooklyn (local truck route)
- 125th Street, Manhattan (local truck route)
- 7th Avenue, Manhattan (local truck route)
- Houston Street, Manhattan (through truck route)
- Broadway, Manhattan (local truck route)
- Atlantic Avenue, Brooklyn (through truck route)

With respect to proposed truck route network changes, 0.85% of TPSCs overlap with the new proposed network additions. In some cases, such as on Broadway in Manhattan, portions of the existing truck route are being proposed to be removed due to the increasing use of this corridor for pedestrian and bike traffic, including redesigning segments as car-free plazas. Corridors that will continue to function as truck routes will be prioritized for ongoing safety planning and design interventions to reduce the frequency and severity of truck-related collisions, improve the function of our truck route network, and ensure safer streets for all users. DOT is also planning to conduct ‘deep dive’ type studies on more complex corridors (existing TPSCs), including Caton Avenue, Grand Street, and Metropolitan Avenue. Existing conditions along these corridors pose complexities that require more in-depth analyses, outreach, and coordination to further improve the truck route network and safety for all road users. The list of Truck Priority Safety Corridors and the concentration of KSI per mile for each borough can be found in *Appendix B*.

Redesigning NYC’s Truck Route Network

As part of Local Law 171 of 2023, DOT is required to propose changes to the Truck Route Network, focusing on enhancing safety, increasing visibility, and reducing traffic congestion while fostering a culture of compliance with the rules. The designation of truck routes is guided by a set of key principles designed to ensure that the network supports the efficient movement of goods while minimizing impacts on surrounding communities.

- Truck routes should prioritize connections between major industrial zones, commercial hubs, and the regional highway system to support the City's economic needs.
- Local streets should only be designated truck routes if they provide essential connections.
- Existing freight traffic patterns are carefully evaluated to align the network with actual usage and demand when determining route designations.
- The planning process seeks to avoid assigning truck routes through areas with physical or environmental constraints, such as narrow roadways, low bridge clearances, high residential densities, or proximity to sensitive land uses (e.g., schools, parks, or hospitals), unless no viable alternative exists.
- Where new truck routes are added, accompanying safety enhancements are considered and implemented where it is feasible to improve roadway safety for all users and to mitigate potential community impacts. Ongoing research to accommodate freight into complete street design will help to ensure that future streets are safer for everyone.

Feedback and Coordination

DOT recognizes that incorporating feedback from multiple stakeholders is essential for success. This redesign effort relies heavily on collaboration with a diverse group of key stakeholders. It involves coordinating with city, state, and regional agencies and includes engaging groups like community boards, civic associations, and elected officials to gain vital local insights to inform the redesign process. DOT has also collaborated with freight-related stakeholders that operate in NYC for their operational perspectives on needs, challenges, and safety. In addition, environmental and advocacy groups have also been asked to provide input on the environmental and community impact of the Truck Route Network redesign. A detailed breakdown of the key stakeholders and their roles is presented in *Figure 17*.

Figure 17: Key Stakeholders and their Roles

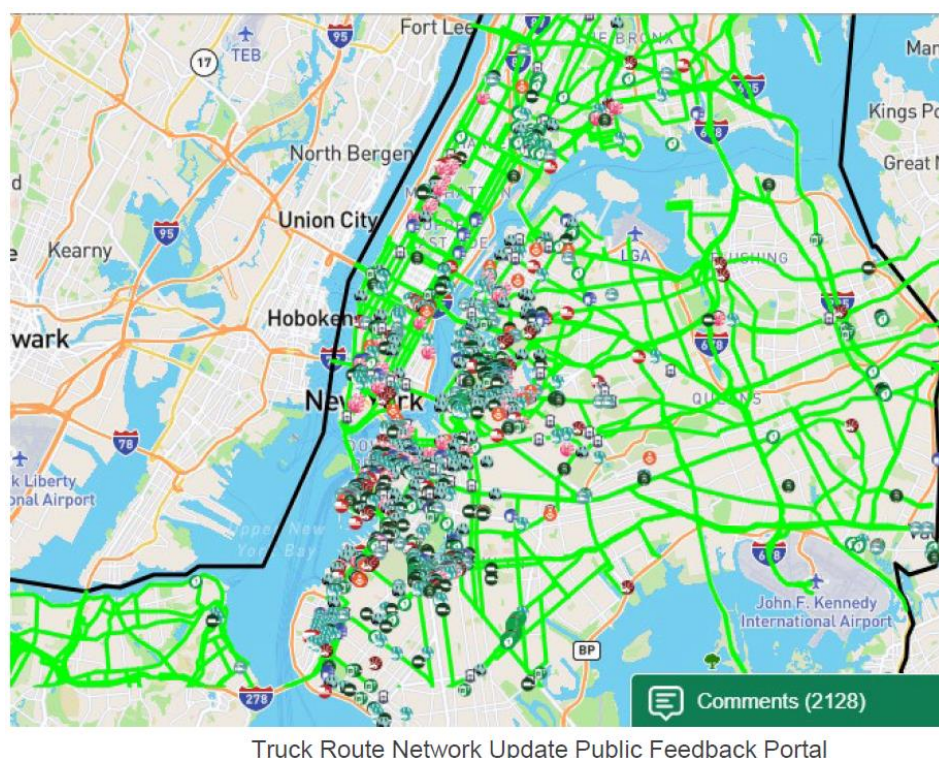
Transportation Industry			Environmental Justice			City, State, and Local Stakeholders		
UPS, DHL, Amazon, DHL, FedEx, Reef Technology	Metro NY Sysco	TANY, New York Truck Stop, Specialized Carriers and Rigging Association	Uprose	El Puente	YMPJ	FHWA	NYS DMV	NJTPA
FMCSA	U-Haul	Evergreen Exchange	Brotherhood Sister Sol	Green Workers Cooperative	Community Voices Heard	BIDs	Community Boards	Council members
Consume Brand Association	Sprague Energy	Teamsters	Chhaya	Good Old Lower East Side	Brooklyn Movement Center	MOCEJ	DCP	EDC
SBIDC	StreetsPAC	RPA	Staten Island Urban Center	Evergreen	WE ACT	NYSDOT	PANYNJ	
Open Plans, Transportation Alternative	Bike NY		NYC EJA	South Bronx Unite				

Demonstrating this extensive engagement, DOT received over 2,100 public comments through an interactive feedback portal. DOT also notified more than 300 organizations and over 4000 individuals through various means of outreach (social media postings, newsletters, etc.). In addition, DOT held numerous briefings with key stakeholders, ranging from community members and businesses to transportation experts, trucking associations, and elected officials, to gather crucial input and feedback. Community partnerships were also leveraged; For example, DOT collaborated with local organizations and Business Improvement Districts (BIDs) such as the SoHo Broadway Initiative and Brooklyn Community Board 14 to disseminate information on the feedback portal. DOT extended the timeframe for community outreach and engagement to ensure that as much feedback as possible could be collected from the summer of 2024 through spring of 2025.

Public Feedback Portal

DOT launched a public feedback portal from April 2024 to July 2024 to broaden engagement and facilitate transparent communication. The portal acted as a central hub for sharing information on project goals and updates, educating the public on freight-related initiatives, and collecting public comments on safety, efficiency, signage, and routing issues. Aside from the DOT feedback portal, additional feedback was taken into consideration through Spring of 2025. During the feedback period, over 2,100 comments were submitted through the portal. Additionally, outreach efforts via social media, newsletters, and Borough Commissioner offices reached more than 4,000 individuals citywide. Once DOT initiates the rulemaking process, there will be an additional opportunity for the public to provide comments and feedback on the proposed route changes during a 30-day window.

Figure 18: Snapshot of DOT's Public Feedback Portal



Truck Route Network Update Public Feedback Portal

Figure 18 shows a snapshot of the portal's public feedback map. There were 13 unique feedback options, including missing truck route signage, poor network connection, weight and height restrictions, and observed bike-pedestrian conflict with trucks. The detailed list of feedback options and summary of comments by borough can be found in *Appendix A*. Public feedback received via the portal is classified into four primary categories: Route Connection Needs, Existing Roadway Concerns, Truck Parking Needs, and Health Impacts & Safety Concerns.

- **Health Effects & Safety Concerns** are the most reported issues, particularly in Brooklyn, with 1,057 comments, followed by Queens and Manhattan. This indicates a high level of sensitivity to truck-related safety and health issues in these densely populated areas.
- **Truck Route Connection Needs** include poor network connections, confusing truck route signage, and missing route signage. Comments in these categories highlight areas where the existing Truck Route Network may not provide adequate connectivity or areas with limited guidance for truck drivers.
- **Existing Roadway Concerns** include comments related to maintenance needs, weight and height restrictions, narrow roads, and difficult truck turns. These comments indicate infrastructure-related challenges that may reduce the efficiency of truck movement.
- **Truck Parking Needs** includes comments on Limited Truck Parking and Limited Curb Access, emphasizing the need for curb access and truck parking facilities.

These insights are instrumental in guiding DOT's efforts to redesign the Truck Route Network to enhance safety, reduce environmental impacts, and improve the overall efficiency of freight movement throughout the City. The public feedback, extensive truck trip data, and freight network analysis directly inform the recommendations and priorities laid out in the Truck Route Network redesign.

Citywide Overview

The proposed updates to the Truck Route Network reflect a strategic approach to improving freight connectivity while enhancing safety and minimizing community impacts. Overall, the redesign includes a net increase of approximately 3% in truck route mileage across the City. Roughly 21 miles or 45% of the new mileage consists of routes located on or leading to limited-access facilities, such as highways, helping to shift freight traffic away from local streets towards infrastructure better suited for heavy vehicles.

Citywide, the proposed truck route network redesign reinforces access to key freight-generating areas. Approximately 43% of route additions overlap with IBZs, supporting job growth and goods movement in designated industrial areas. In Staten Island, approximately 74% of the proposed route additions are attributed to the inclusion of the Korean War Veterans Parkway as a new proposed truck route. This key corridor offers a direct, limited-access connection to retail and commercial destinations while reducing circuitous routing through local streets. In Queens, 68% of new route mileage stems from the proposed designation of the Nassau Expressway and JFK Expressway as truck routes. These expressway segments play a crucial role in supporting freight movement to and from John F. Kennedy International Airport, a major regional logistics hub. *Figure 19* shows the citywide proposed segments for the truck route network. A detailed snapshot of borough-specific updates can be found in the following section.

These targeted expansions will help streamline truck circulation, reduce off-route activity, and better align the network with existing and emerging freight demand. A critical component of this network update involves a comprehensive signage update initiative. Over 600 new truck route signs will need to be manufactured and installed, while just over 100 signs will be removed to reflect eliminated or modified segments, with an estimated cost of \$190,000. Refreshing truck route signage is key to fostering a culture of compliance. New signs will be manufactured and installed to clearly guide truck operators and support safer, more consistent routing.

Figure 19: Map of Overall Proposed Changes to Truck Route Network

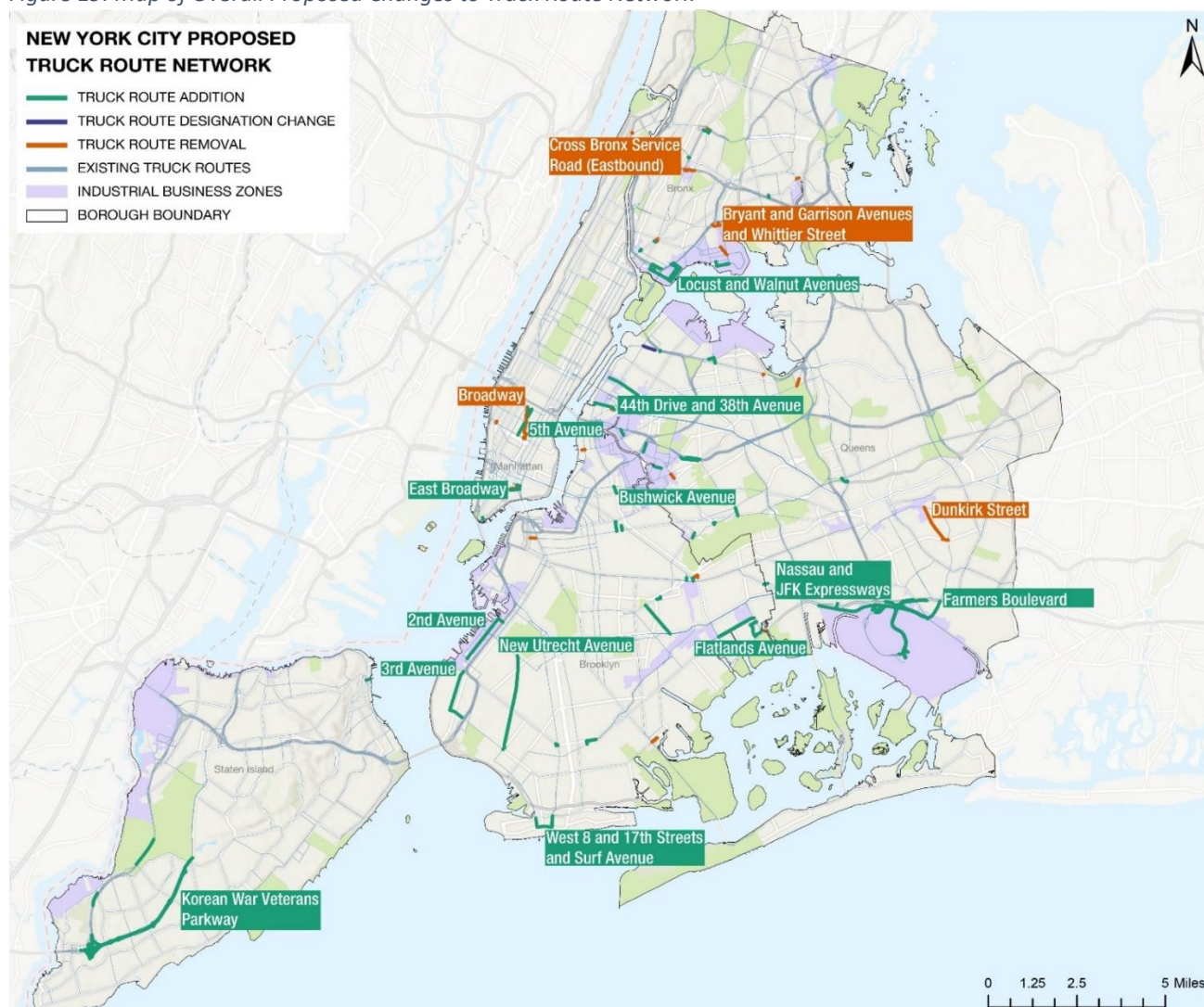


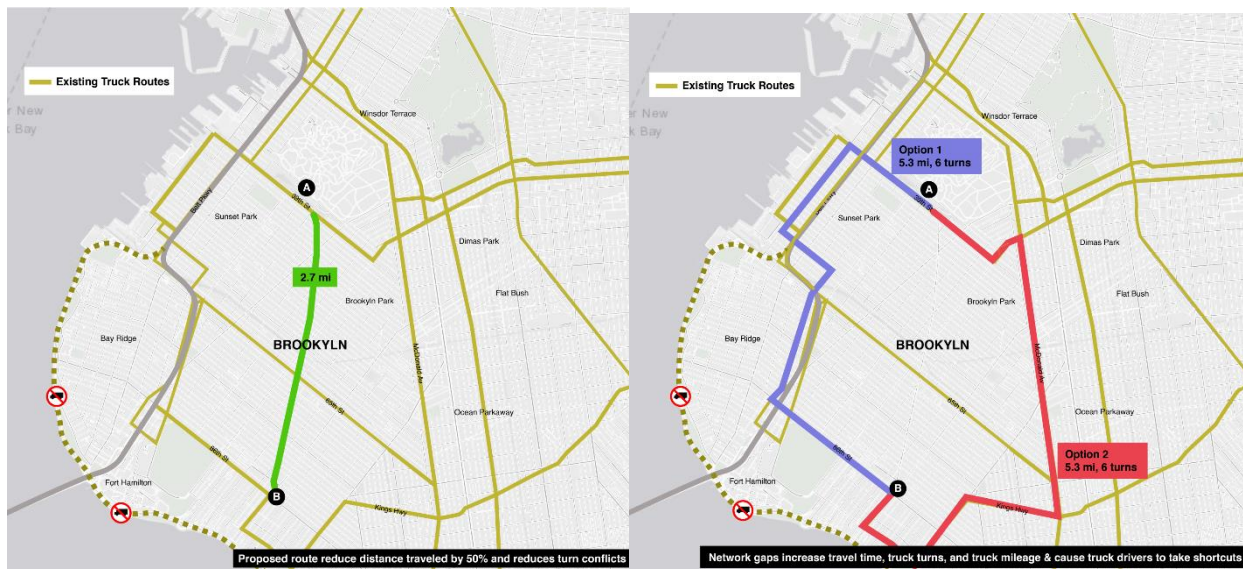
Table 1: Overall Proposed Changes

Borough	Additions (miles)	Removals (miles)	Estimated Total Number of Signs Needed	Estimated Total Number of Sign Removals
Brooklyn	13.26	0.90	207	28
Bronx	3.80	1.23	155	21
Manhattan	1.38	1.65	41	5
Queens	16.28	1.78	183	29
Staten Island	14.3	0	39	28
Total	49.02	5.56	625	111

Where feasible, the truck route network reduces truck travel time, mileage, emissions, and the number of truck turns. An example of this can be seen in Figure 20 with the network addition of New Utrecht Avenue. Designating New Utrecht Avenue as a truck route provides drivers making local deliveries with a direct connection to existing routes on 18th Avenue and 65th and 86th Streets. This connection will reduce

travel times and truck turning movements and lead to lower emissions and fewer conflicts between trucks and vulnerable road users, minimizing negative environmental impacts and improving street safety. In addition, this designation will allow law enforcement to better monitor truck drivers' compliance with existing regulations. As DOT continues to encourage a modal shift in goods movement to handcarts, e-cargo bikes, and other micromobility devices, Truck Route Network updates may provide more direct connections to last-mile logistics centers or other off-street consolidation centers where goods can be transloaded from trucks to micromobility devices.

Figure 20: Example Truck Route Update to Reduce Turning Movements



Land Use Analysis

Land use analysis is a critical component of the Truck Route Network redesign. It ensures that freight mobility improvements are balanced with local communities' health, safety, and quality of life. Truck routes often run through densely populated urban areas. Without careful planning, they can increase exposure to noise, emissions, and traffic safety risks, especially near sensitive land uses such as schools, hospitals, parks, and communities that fall within disadvantaged communities. DOT's comprehensive land use analysis helped identify where proposed truck route changes may overlap with sensitive land uses and/or land uses that attract high volumes of vulnerable road users, allowing planners to develop strategies that can mitigate negative impacts.

Manhattan

Commercial and office buildings make up the highest percentage of land uses adjacent to proposed truck route additions in Manhattan at 58.2%, followed by mixed-use buildings at 26.5%. Both uses are characterized by continuous retail frontage along commercial corridors and can feature department stores, large office buildings, and mixed buildings with residential space above office or commercial floors. The two longest proposed route additions – 5th Avenue and East Broadway are streets that already generate significant amounts of truck traffic serving businesses along the two corridors. Only 3.2% of land adjacent to proposed truck route additions in Manhattan is entirely residential, with multi-family elevator buildings accounting for all residential uses; these buildings are primarily found along 5th Avenue and East 30th Street.

Bronx

Industrial and manufacturing uses account for 45.6% of land adjacent to proposed truck route additions in the Bronx, followed by land classified as transportation and utility uses at 17.7%. These uses are concentrated along the proposed additions within the Port Morris IBZ, specifically 132nd Street, Rose Feiss Boulevard, and Locust Avenue, but can also be found along proposed corridors in the Hunts Point IBZ, namely Ryawa Avenue and Manida Street. Only 4.7% of land adjacent to proposed route additions in the Bronx is entirely residential, with multi-family elevator buildings accounting for 80% of all residential uses. Many parcels with multi-family elevator buildings are concentrated along the East 135th Street corridor between Brook and Cypress avenues, which provides trucks traveling south on Bruckner Boulevard, a designated route to enter the Port Morris IBZ.

Brooklyn

Mixed commercial and residential buildings account for 25% of the land adjacent to proposed truck route additions in Brooklyn. These buildings are primarily found along the proposed 3rd Avenue and 86th Street corridors, which are proposed as new routes to support the entry and egress of trucks into and out of Bay Ridge, reducing the likelihood of off-route behavior within the neighborhood. The next highest percentage of adjacent land uses are commercial and office buildings at 11.3%, which are concentrated along the proposed route addition of New Utrecht Avenue, an existing commercial corridor. Another significant amount of land use in Brooklyn – 10.7%— adjacent to proposed truck routes are classified as industrial and manufacturing uses. Most of this land use is located along the proposed 2nd Avenue corridor within the Sunset Park IBZ, with additional land industrial/manufacturing parcels located along the proposed Flatlands Avenue extension connecting to the Flatlands IBZ. Brooklyn has the highest percentage of residential uses adjacent to proposed truck route additions at 16.6%, with a relatively even split between one- and two-family buildings, multi-family walk-up buildings, and multi-family elevator buildings. Several proposed truck route additions with high percentages of adjacent residential land, such as the Rockaway Parkway corridor, experience a significant amount of truck traffic. Rockaway Parkway links the IBZ areas of East New York and Flatlands/Fairfield and will be provided with appropriate safety interventions to accompany designation as a truck route.

Queens

Most land adjacent to proposed truck route additions in Queens, 65.7%, is classified as transportation and utility uses. This percentage is largely linked with the proposed additions of the Nassau and JFK Expressways, which will accommodate JFK Airport's redevelopment plans and provide natural connections to trucks traveling to the JFK IBZ. Industrial and manufacturing uses comprise 7.4% of the land adjacent to potential truck route additions in Queens. These uses are primarily found along the proposed additions of 38th Avenue, 44th Drive, and Starr Avenue within the Long Island City IBZ, and along 43rd Street and Maspeth Avenue within the Maspeth IBZ. Only 8.1% of land adjacent to proposed additions in Queens is entirely residential. 73rd Place, a proposed corridor addition with significant overlap with one- and two-family buildings, is already depicted on the truck route map, but is missing from the relevant traffic rules. Another proposed addition with similar levels of residential overlap – Borden Avenue- is necessary to provide access onto and off the Long Island Expressway and completes the Maspeth Bypass Route.

Staten Island

Transportation and utility uses apply to 47.1% of land adjacent to proposed truck route additions in Staten Island, primarily due to the proposed addition of the Korean War Veteran Parkway between I-440 and Drumgoole Road West, which spans over nine miles. Only 8.6% of the land overlapping with proposed truck routes in Staten Island is classified as entirely residential, almost all of which are one- and two-family buildings that are also located along the edges of the Korean War Veteran Parkway, adjacent to Drumgoole Road.

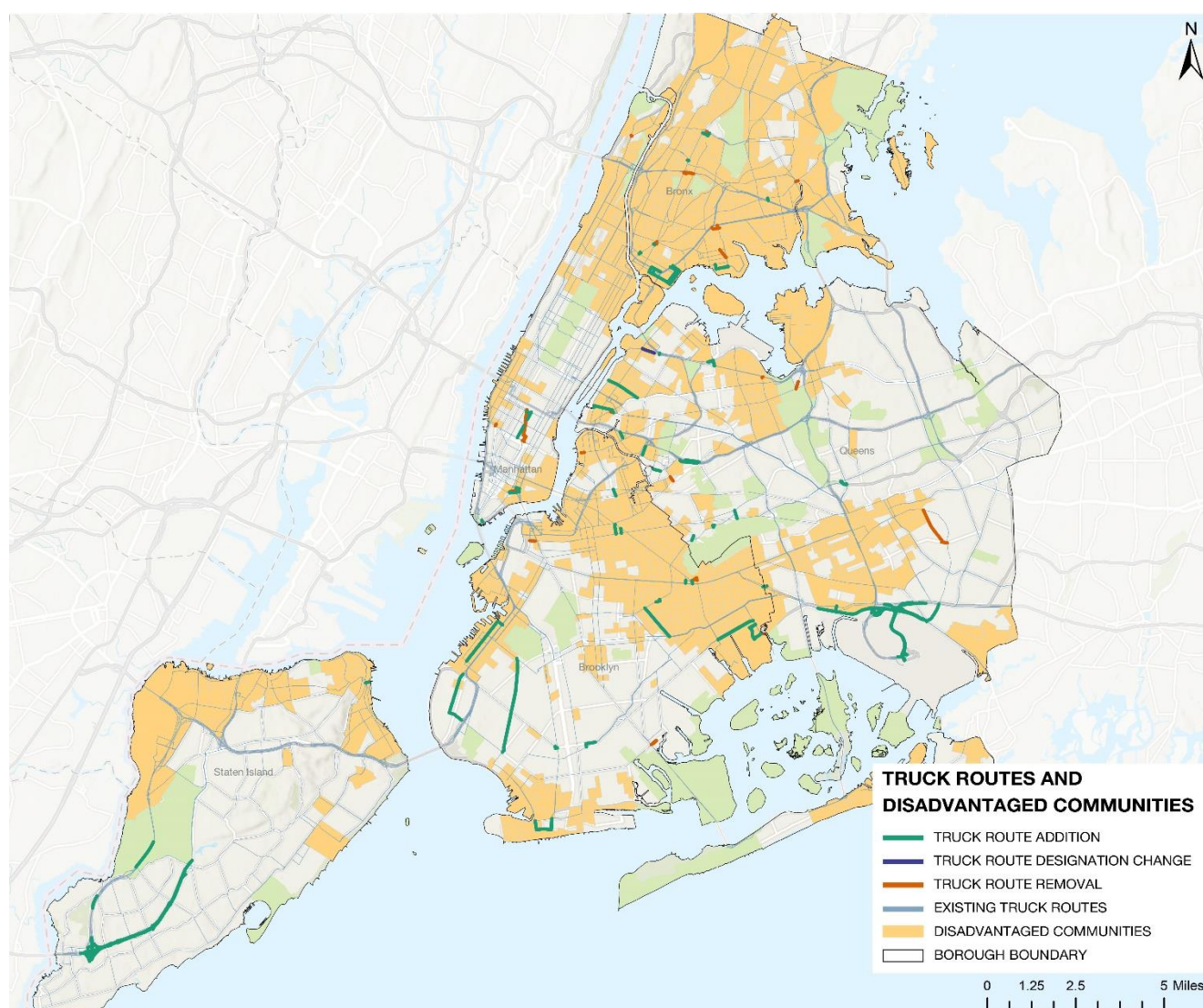
Disadvantaged Communities Overlap with Truck Routes

As part of the Truck Route Network update, DOT evaluated how proposed changes may impact Disadvantaged Communities (DAC), defined by New York State as “communities that bear burdens of negative public health effects, environmental pollution, impacts of climate change, and possess certain socioeconomic criteria, or comprise high concentrations of low- and moderate- income households.”⁷ A total of 45 indicators were used to determine DACs, including those related to potential pollution exposure (e.g., traffic density and particulate matter), adjacent land uses (e.g., proximity to active landfills), climate change risks (e.g., flooding and extreme heat projections), income (e.g., poverty and unemployment rates), race and ethnicity (e.g., percent Black or African American), health sensitivities (e.g., percent adults over the age of 65), and housing characteristics (e.g., percent renter-occupied homes). Individual census tracts were assigned scores reflecting their relative risk based on these indicators, with the highest-scoring census tracts identified as DACs.

Figure 21 highlights existing truck routes, disadvantaged communities, and proposed route additions and removals. Approximately 12.6% of DAC in NYC overlap with the existing truck route network. Under the proposed network changes, there will be a 3.6% increase in overlap of truck routes within DACs. By contrast, the increase in truck route mileage in non-DAC areas will increase by 4%.

⁷ <https://climate.ny.gov/-/media/Project/Climate/Files/Disadvantaged-Communities-Criteria/Technical-Documentation-on-the-Disadvantaged-Communities-Criteria---Final-Version.pdf>

Figure 21: Truck Routes and Disadvantaged Communities



Most of the new routes intersecting with these communities are located along critical freight corridors, such as the Nassau Expressway near JFK Airport, and within key industrial business zones in Flatlands/Fairfield and Port Morris. These areas have been identified as important nodes for goods movement within the City's logistics network. It is worth noting that many of these areas do not have dedicated residential land uses that would directly increase exposure of vulnerable populations to new route additions. However, for new route additions where there is overlap with DACs (Rockaway Parkway and portions of New Utrecht Avenue in Brooklyn), DOT will work to implement and prioritize appropriate safety enhancements and related improvements.

Truck Routes and Sensitive Land Uses

In addition to the impact on disadvantaged communities, DOT assessed the proximity of the proposed Truck Route Network and sensitive land uses, including schools, hospitals, and recreational facilities. These types of land uses are particularly vulnerable to the negative effects of truck traffic, such as noise, air pollution, and traffic safety risks. This analysis shows that proposed truck route additions would result in a modest increase in exposure to sensitive uses, estimated at roughly 1.0% to 1.5%. By contrast, route

removals would result in smaller reductions in exposure, approximately 0.2% to 0.3%, due to the limited mileage proposed for removal. Specifically, recreational spaces and open areas would see a net increase of 0.8% in exposure; schools would also see a 0.8% increase, and hospitals would experience the highest relative increase at 1.3%.

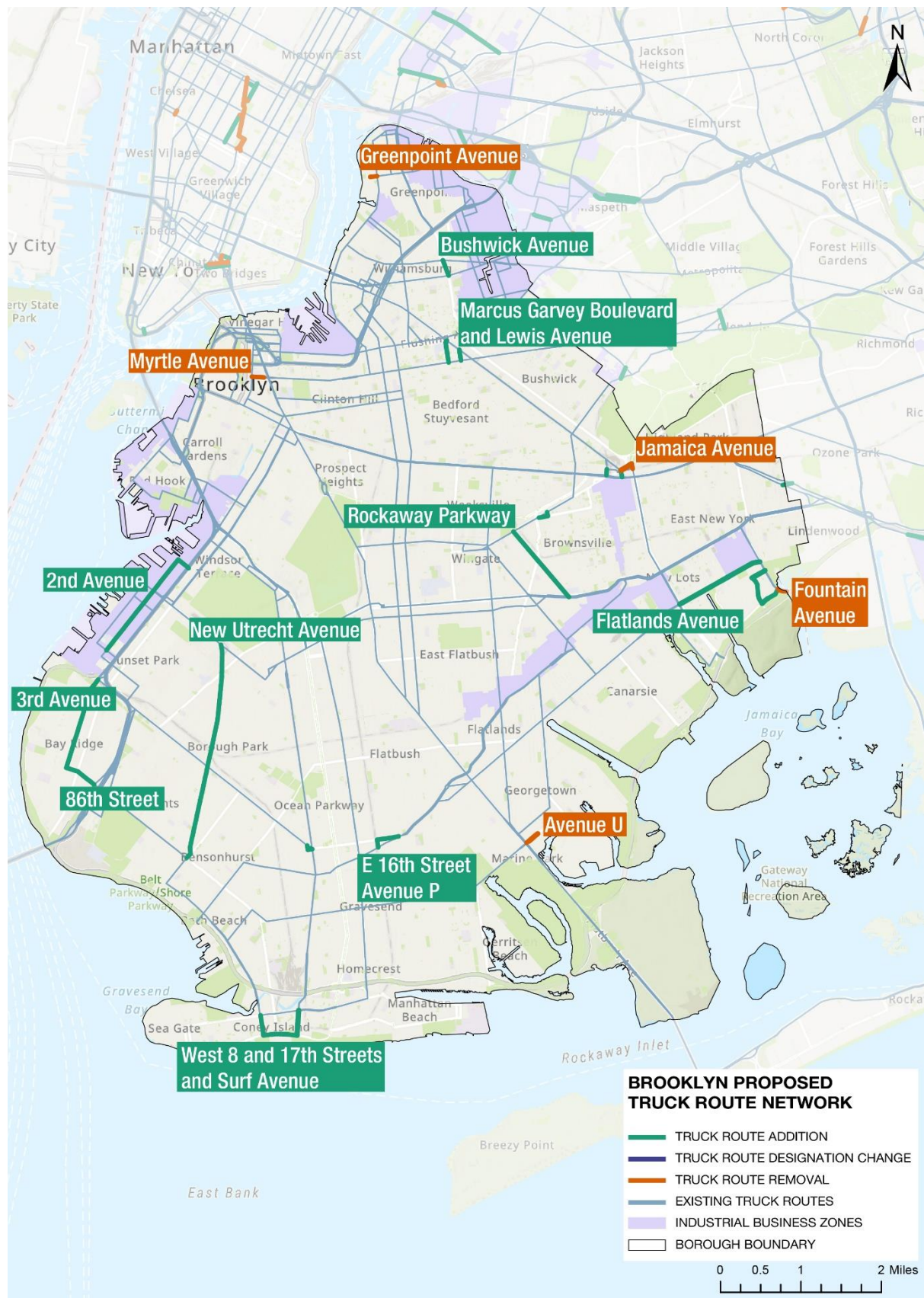
DOT is committed to addressing potential conflicts between truck mobility and community safety. In all instances where new routes intersect with sensitive land uses, appropriate safety enhancements, such as pedestrian safety improvements, curb management strategies, and traffic calming measures, will be explored and incorporated where feasible to mitigate any potential negative impacts.

Proposed Changes to Truck Route Network by Borough

Brooklyn

Brooklyn remains the most populous borough in NYC and has experienced continuous growth since 2010, increasing the demand for goods movement and delivery services. A thriving, expanding population fuels local commerce and innovation, positioning Brooklyn as a resilient economic hub that attracts many commercial vehicle trips. Rapid growth underscores the need for strategic investments in transportation infrastructure to accommodate rising demands. Several areas in Brooklyn have been prioritized for network updates due to existing freight activity, network gaps, changing land uses, and alignment with planned or ongoing transportation studies. The proposed changes include the addition of approximately 13 miles of new truck routes and the removal of approximately 1 mile of existing routes.

Figure 22: Brooklyn Proposed Truck Route Network



New routes are being introduced in areas where existing gaps in the network and a lack of existing truck routes create ambiguity for drivers. Notable examples of new additions that aim to address these issues include the extension of 3rd Avenue south of 65th Street to 86th Street, portions of West 8th and West 17th Streets (Neptune Avenue to Surf Avenue), Surf Avenue (West 8th Street to West 17th Street) and the designation of New Utrecht Avenue. To accommodate existing constraints in the Coney Island neighborhood, new designated truck routes will be signed in one direction, as to create a loop for commercial vehicle access and egress. These corridors experience significant truck activity without formal designation largely due to the presence of many mixed and commercial land uses alongside local delivery demands. Providing these official routes can also support enforcement efforts; without existing truck routes in place (i.e., portions of South Brooklyn), enforcement of off-route activity is extremely constrained.

In other locations, extensions of existing routes or new connections to the existing network are being pursued to enhance network continuity, particularly near areas with freight or commercial-intensive activities. These include the eastern extension of Flatlands Avenue east of Pennsylvania Avenue and a portion of Bushwick Avenue (Metropolitan Avenue to Grand Street). The Flatlands Avenue addition provides improved access through and area with many industrial uses and connects with the existing truck route network at Fountain Avenue. The small Bushwick Avenue addition provides an alternative North-south route access point between two heavily traveled truck routes, Grand Street and Metropolitan Avenue, and serves to help remove off-route trucks from residential streets (i.e., Humboldt Street) and may alleviate congestion on other local North-South truck routes (i.e., Union Avenue, Morgan Avenue). New truck route additions in the Broadway Triangle area, including Van Sinderen Avenue (Herkimer Street to Atlantic Avenue) and Alabama Avenue (Broadway to Atlantic Avenue) are proposed to improve access into/out of the Broadway Triangle area for trucks. Other streets within the area, including Fulton Street, are geometrically constrained and do not provide direct access to the existing truck route network. These changes also take into consideration proposed development in the area in the future.

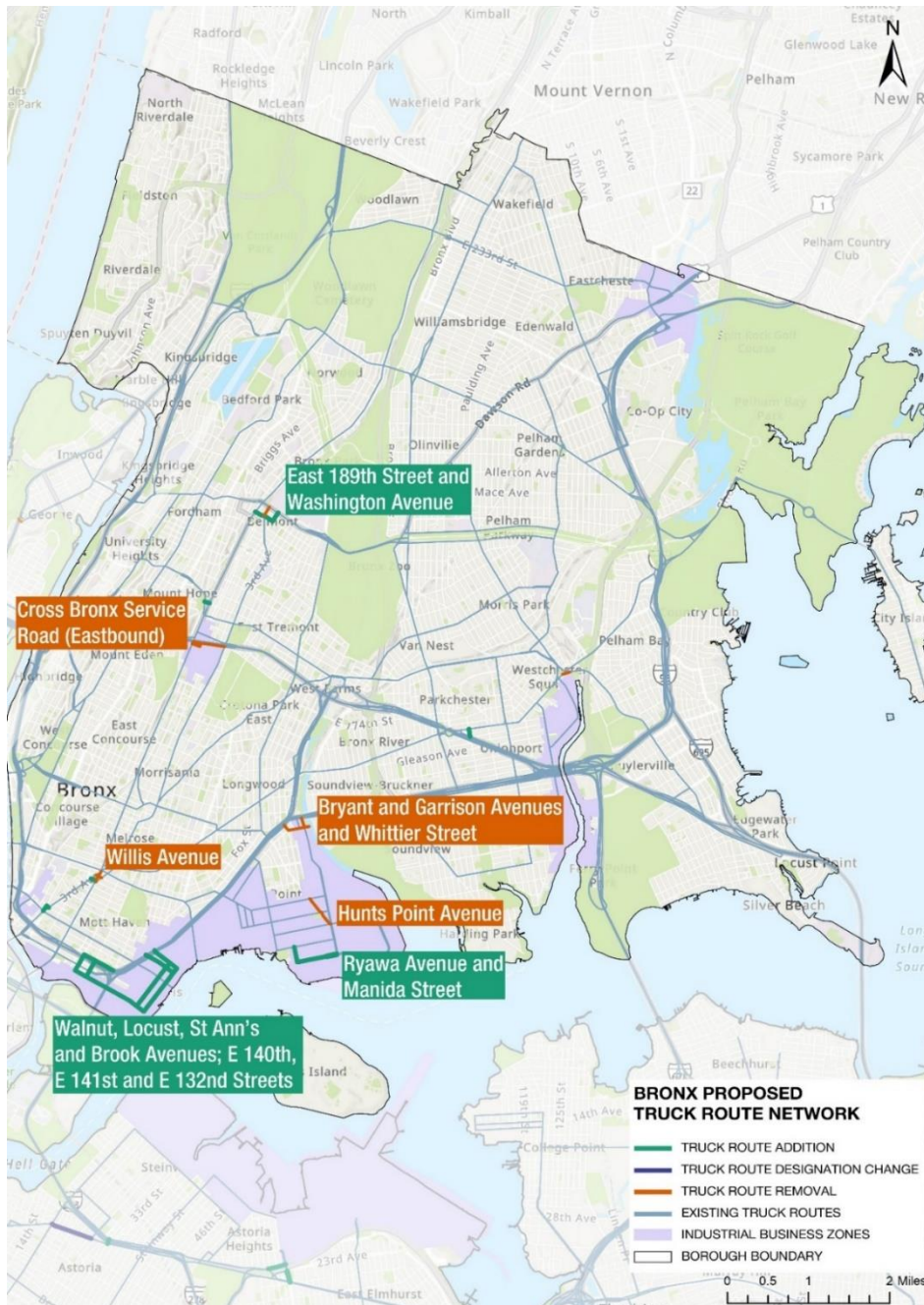
Other changes, including the addition of portions of Marcus Garvey Boulevard, Lewis Avenue, Avenue P, and East 16th Street, address recent safety improvements along existing truck routes (specifically turn restrictions to/from a truck route) that provide alternative routes for trucks to travel to/from the network to local destinations. In other cases, some restrictions render portions of existing truck routes no longer viable. The removal of Jamaica Avenue as a truck route west of Pennsylvania Avenue addresses the installation of a northbound left turn restriction (making the route no longer necessary for trucks); this change also brings about the potential to reduce off-route activity that may encroach on the Jackie Robinson Parkway, where trucks are prohibited.

Some additions respond directly to changing land use patterns and increased freight demand, such as those near the Gateway Mall area, where big-box retail and regional commercial developments are generating increased delivery traffic (Vandalia Avenue, Erskine Street, and Seaview Avenue loop). Similarly, the additions of 29th Street east of 3rd Avenue and 2nd Avenue (29th Street to 39th Street) as new truck routes provide official routes in the heart of an IBZ with high truck activity levels that have increased because of new developments (commercial, industrial, and mixed-use) within the Sunset Park neighborhood. In many instances, the addition of truck routes can support increased economic growth, especially in IBZ areas where land uses are continuing to diversify, and new businesses are generating greater demands for deliveries and related services.

Bronx

The Bronx is expected to see approximately 4 miles of new truck route designations and the removal of nearly 1 mile of existing routes. These changes are strategically focused on improving connectivity within freight-intensive areas, particularly IBZs, and supporting major commercial and distribution hubs. Over 70% of the new proposed truck route additions in the Bronx overlap with IBZs. Collectively, these proposed changes in the Bronx are focused on improving freight movement within core industrial zones, aligning with land use and infrastructure investments, and supporting safer, more efficient goods movement throughout the borough.

Figure 23: Bronx Proposed Truck Route Network



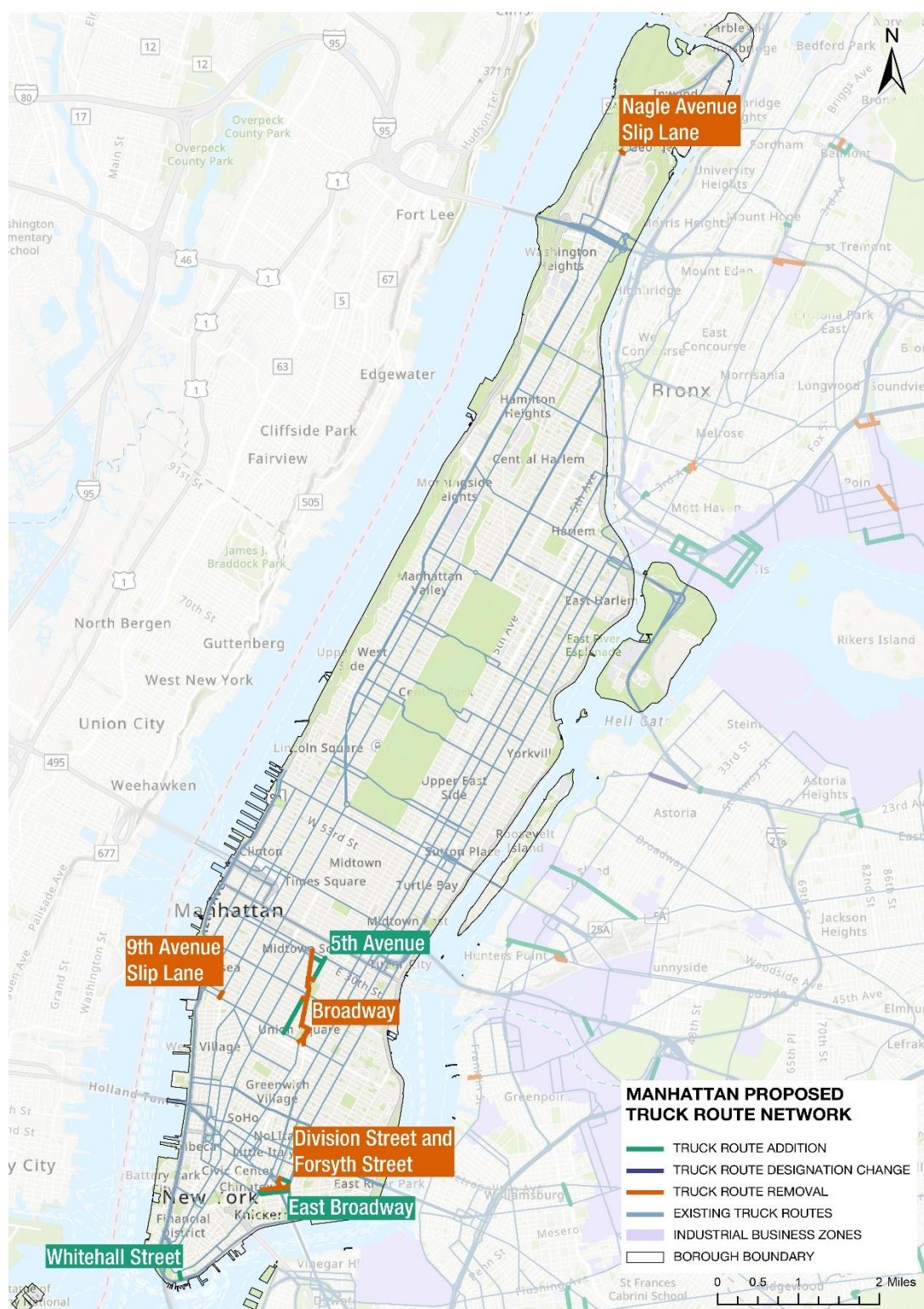
Several new routes are being added to the Bronx to support improving connectivity within IBZs and to/from the adjacent highway network. A key focus of the proposed additions is the Port Morris IBZ, where new designations on Brook Avenue, East 132nd Street, Walnut Avenue, Locust Avenue, East 140th Street, and East 141st Street are intended to strengthen connections to, from, and within the IBZ. These corridors, all under 0.7 miles in length, collectively total over 2 miles of new truck routes and fall almost entirely within IBZ boundaries. The additions are designed to organize existing truck activity better and reduce off-route behavior in surrounding neighborhoods. The additions of Manida Street and Ryawa Avenue in the Hunts Point IBZ aim to support a similar purpose and provide connections to the Hunts Point Market area.

Several new route changes in the area address recent street improvement projects that have altered access to/from the truck route network. In the Fordham area, specific changes have been made to accommodate bus service improvements, with route removals and realignments ensuring compatibility between freight and transit operations. Third Avenue (East 189th Street to Fordham Road) is being removed as a truck route, as only buses are allowed to access this segment. Washington Avenue (Fordham Rd to East 189th Street) and East 189th Street (Washington Avenue to Webster Avenue) are being added as new routes to provide alternative access in the area. In the Hunts Point area, Hunts Point Avenue south of Randall Avenue is being removed as a truck route; most trucks in this area looking to access the Hunts Point Food Market largely use Edgewater Road as a more direct route. Hunts Point Avenue also is less ideal as a truck route, as land uses are more residential further north along the corridor. Similarly, sections of Bryant Avenue, Garrison Avenue, and Whittier Street are being removed as truck routes. Recent work completed by NYSDOT now allows vehicles to directly access Edgewater Road from Bruckner Boulevard, making it unnecessary for more geometrically constrained streets to be designated as truck routes. Removals involving a few sections of the Cross Bronx Service Road address existing segments that are circuitous and geometrically constrained.

Manhattan

In Manhattan, the proposed changes to the Truck Route Network reflect a balance between evolving land use, public realm projects, and observed freight movement patterns. The redesign includes removing approximately 2 miles of existing truck routes and adding a little over 1 mile of new truck route designation. Most proposed truck route additions for Manhattan aim to provide alternative routes for commercial vehicles in response to projects that will make some streets no longer appropriate for truck movements. Overall, the proposed truck route network updates for Manhattan seek to formalize observed truck behavior, support business delivery needs, and integrate freight planning with broader goals for transit, pedestrian safety, and public space enhancements.

Figure 24: Manhattan Proposed Truck Route Network



Some new proposed route additions and removals are intended to address network connectivity issues in Manhattan. In Chinatown, removing Forsyth Street and Division Street from the truck network corresponds with ongoing NYC Department of Parks and Recreation (DPR) capital improvements, which will alter traffic access in the area. Division Street no longer will be accessible as from Allen Street and Forsyth Street (under existing conditions) is a substandard truck route (extremely narrow). To maintain

necessary freight connectivity, the redesign includes the addition of Canal Street (east of Forsyth Street) and East Broadway (Pike Street to Chatham Square) as designated truck routes—both critical corridors for supporting a high volume of deliveries to small businesses and local institutions in the Chinatown area.

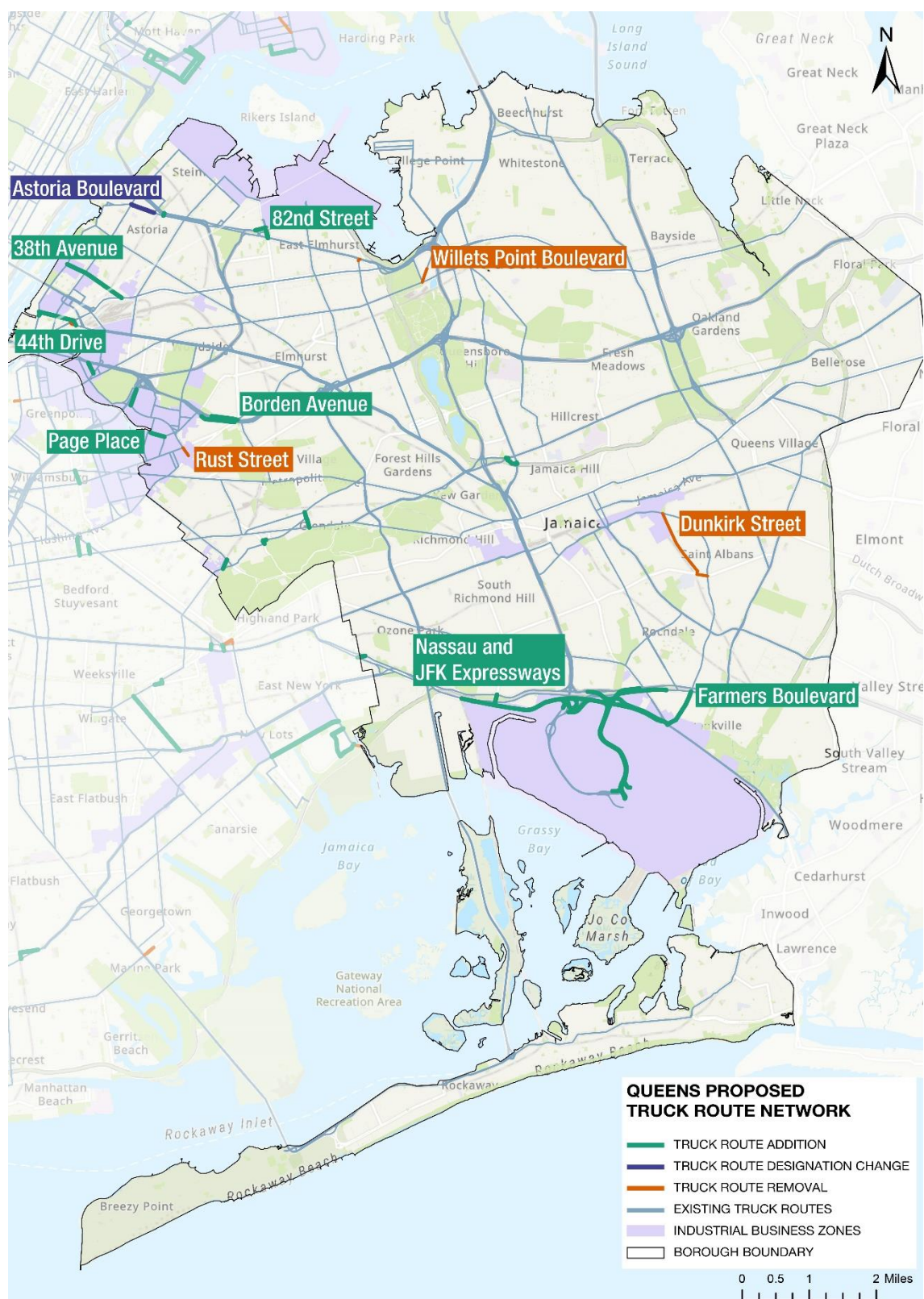
In addition, Broadway (30th Street to 14th Street) is proposed to be removed as a truck route, and 5th Avenue (West 31st Street to 14th Street) will be added as a new truck route. Broadway no longer serves as a functional truck route given widespread pedestrian and cyclist safety enhancements that have been implemented across the corridor. 5th Avenue, where a portion of the corridor (West 22nd Street to West 26th Street) already is a truck route, will serve as a more appropriate route for commercial vehicles, given the highly commercial nature of the corridor. 5th Avenue is also significantly less geometrically constrained in comparison to Broadway.

As part of updates to the truck route network, existing ‘Limited Truck Zones’ are also proposed to be removed. The purpose of these zones in Lower Manhattan and Midtown were to curtail trucks from making through trips through specific parts of Manhattan; this does not apply to trucks making local deliveries, loading or completing a local service. Specific zones outline certain time of day and/or size restrictions for truck access, which can inhibit local access for deliveries and related activities. Rules that apply to the usage of truck routes in certain instances conflict with those of the Limited Truck Zones. The removal of the Limited Truck Zones will provide clearer guidance on the usage of the truck route network in key commercial areas of Manhattan.

Queens

The Truck Route Network Redesign proposes substantial updates to the freight network in Queens, with approximately 16 miles of new truck routes added and nearly 2 miles of existing routes removed. These changes aim to improve access to key industrial areas, enhance connectivity to major highways and airports, and align freight infrastructure with current and future land use patterns. Nearly 80% of new truck route additions are in IBZs in Queens. The proposed changes in Queens represent a comprehensive strategy to modernize the borough’s truck infrastructure, improve operational efficiency, and respond to community needs and regional freight demand.

Figure 25: Queens Proposed Truck Route Network



A significant portion, 68% of the proposed truck route additions, are concentrated around the Nassau Expressway and JFK Expressway, which are being designated as truck routes to better accommodate increasing truck traffic associated with JFK International Airport. These major arterials serve as vital links

for regional freight movement. They are part of a broader coordination effort with the Port Authority of New York and New Jersey and the NYS DOT as part of the JFK Airport redevelopment.

Many new proposed truck routes aim to fill existing gaps within the truck route network in Queens. In Southeast Queens, the addition of Farmers Boulevard (south of Conduit Avenue to Rockaway Boulevard) as a designated truck route will establish a much-needed official north-south corridor in a community that has historically experienced high levels of off-route truck traffic. This change responds directly to community concerns regarding off-route activity and seeks to improve network clarity while minimizing freight-related impacts on residential streets. There are limited opportunities for adding new truck routes in the Springfield Gardens neighborhood, as many streets pose either geometric constraints and/or multiple land uses conflicts. Additional corridors in the area were investigated as potential truck route additions (including Guy R Brewer Boulevard) but have been deemed not ideal as new route additions due to greater geometric constraints and additional land use conflicts. The addition of Farmers Boulevard as a truck route is further supported as a recommendation from a past DOT neighborhood study of the Springfield Gardens neighborhood.

In Long Island City, new route additions are intended to align with forthcoming land uses changes. DOT is working closely with the Department of City Planning (DCP) to align rezoning efforts with truck route additions. The proposed 38th Avenue (Vernon Boulevard to Thomson Avenue) and 44th Drive (Vernon Boulevard to Northern Boulevard) additions are intended to provide east-west connections across the Long Island City IBZ, supporting current industrial uses while preparing the network for future mixed-use development. Functionally, these new route additions enhance connectivity by linking fragmented industrial areas and facilitating essential freight movement from the waterfront eastward towards central Queens. Surrounding land uses are predominantly characterized by a mixture of commercial, industrial, and auto-repair establishments, contributing to significant freight activity. Future development along 44th Drive is expected to increase local delivery/freight demand further.

Changes in the Astoria area with truck routes are proposed to improve key access/egress points for trucks, including the RFK Bridge. Changing the designation of Astoria Boulevard (29th Street to 21st Street) from a local to through route will legally enable truck trips between different boroughs and/or outside of the City to more directly access the RFK Bridge. This change also has implications for decreasing the potential for trucks, making through trips, using narrow side streets to access the RFK Bridge. Similarly, the addition of 33rd Street (Hoyt Avenue North to Hoyt Avenue South) as a local truck route will provide trucks with an alternative route to the RFK Bridge and potentially decrease instances of trucks using residential streets to access the RFK Bridge.

Several new truck route additions will further fill existing network gaps and provide more direct connections to/from major highways. Network enhancements that are proposed around IBZs, industrial corridors, and highway access points, include Maspeth Avenue (Page Place to 48th Street), Borden Avenue (60th Street to Grand Avenue), and the Grand Central Parkway service road (Astoria Boulevard to 82nd Street). These additions will strengthen the freight network in areas with high delivery activity and streamline truck access to major routes (including I-495), reducing the need for circuitous or off-route truck activity. Other small truck route additions including Street Felix Avenue (Cypress Avenue to Cooper Avenue), serve to provide trucks an official route that is more appropriate for trucks to use given existing land uses (i.e. mainly industrial). Additions of Sutter Avenue (Conduit Blvd to North Conduit Avenue) and Lefferts Boulevard (North Conduit Avenue to South Conduit Avenue) are intended to provide connections between existing truck routes.

Additional proposed route changes aim to remove truck routes that either 'dead end' or are redundant. Willets Point Boulevard near Roosevelt Avenue is being removed as a truck route as Willets Point Blvd

north of Roosevelt Avenue has been remapped as a city-owned street. Rust Street between Grand and Flushing Avenues is being removed as the truck route 'dead ends' at Flushing Avenue (Flushing Avenue was removed as a truck route at this location several years ago). Dunkirk Street (Liberty Avenue to Newburgh Street) is also being removed as a truck route as it is geometrically constrained (narrow street), with detached single-family homes on one side of the street. In the immediate area, Farmers and Merrick Boulevards serve as better alternative truck routes. In all cases, alternative truck routes are available near these proposed route removals.

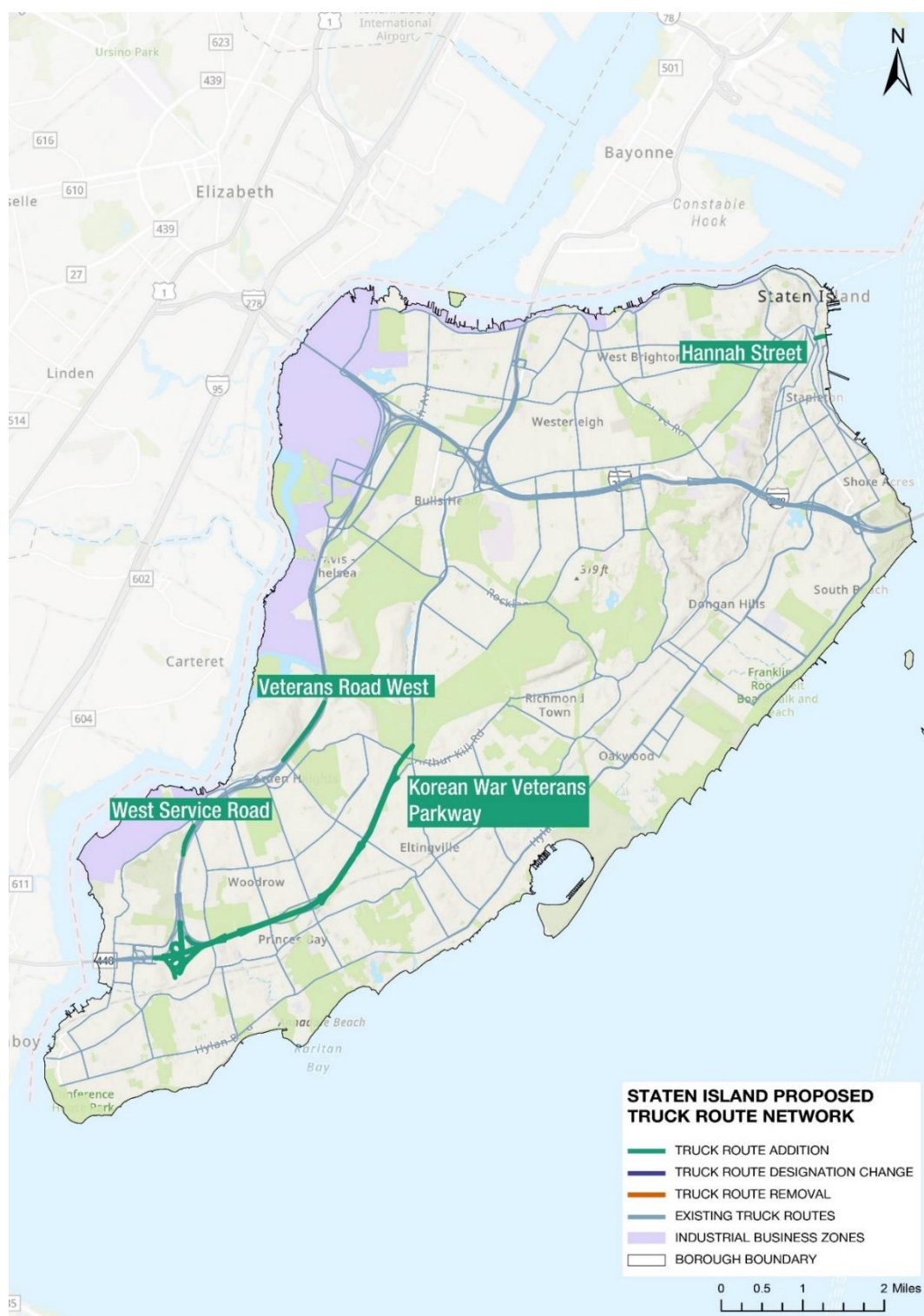
Staten Island

In Staten Island, the Truck Route Network Redesign includes approximately 14 miles of new truck route designations, with changes primarily focused on improving regional connectivity and reducing truck impacts on residential streets. Staten Island's West Shore is projected to increase by up to 50% with respect to freight activity, driven by ongoing industrial development and logistics expansion. Proposed network improvements anticipate this growth and aim to proactively manage the expected increase in truck traffic by providing clearer, more direct routes that support industrial land uses while minimizing residential disruptions.

A substantial portion, 74% of the proposed new truck route additions, is attributed to the inclusion of the Korean War Veterans Parkway (KWVP). This strategic addition establishes a direct and efficient connection between the Outerbridge Crossing and the Staten Island Mall area, allowing trucks to avoid using local residential streets. The designation of KWVP as a new truck route does require additional legislative action given its status as a 'parkway', which typically prohibits commercial vehicle access. NYC DOT is continuing to work with NYS DOT towards approving KWVP for commercial vehicle usage. In addition, it is anticipated that a rule change will need to be passed separately to designate KWVP as a truck route given its current designation as a parkway. Based on existing conditions, the full extent of the corridor poses no issues with respect to height or weight-related restrictions.

Other proposed truck route additions on Staten Island will serve to either connect existing truck routes and/or provide new connections to commercial and/or industrial land uses. The addition of Hannah Street (Bay Street to Front Street) will connect existing truck routes. Designation of Veterans Road West (Bloomingdale Road to West Shore Expressway) as a truck route will extend an existing truck route to an entrance ramp of the West Shore Expressway and also connect with an existing shopping center. Similarly, the addition of the West Service Road (Arden Avenue to West Shore Expressway) will connect an off-ramp from the West Shore Expressway to the existing truck route network.

Figure 26: Staten Island's Proposed Truck Route Network



Additional new proposed routes aim to fill network gaps between existing truck routes. Beyond the KWVP, smaller additions are proposed to enhance freight connectivity in key industrial and commercial areas, such as Veterans Road West and Hannah Street. These corridors play an important role in serving localized delivery needs and supporting Staten Island's growing industrial base. Both corridors are situated close to a combination of industrial and commercial land uses.

Future Focus Areas

Several corridors and specific areas have been identified for future evaluation as part of an ongoing effort to adapt the Truck Route Network to evolving freight needs and changes in land uses. Several corridors and areas that will involve future focus and analysis include Metropolitan Avenue and Grand Street (Williamsburg), Church Avenue and Caton Avenue (Prospect Park South and Prospect Leffert Gardens), Red Hook, and Greenpoint/North Brooklyn IBZ. These corridors/neighborhoods will require more in-depth analysis, outreach and coordination before any changes to the truck route network can be made as any adjustments in these areas may have broader impacts on network connectivity and routing. In addition, DOT will be monitoring the impacts of congestion pricing on commercial vehicle activity/route selection within the central business tolling district. In each of these areas, DOT will assess the potential for changes in truck route designation or classification, considering roadway function, land use, and traffic conditions.

Other key considerations for future network changes include implementing Street Improvement Projects (SIPs) and other safety enhancements, particularly in corridors with high volumes of pedestrian and truck interactions. In addition, DOT will explore signage and wayfinding improvements to clarify routing for truck drivers and reduce instances of trucks going off-route. These future efforts aim to ensure that the network remains responsive, safe, and efficient for freight operations while minimizing adverse impacts on local communities.

General Recommendations

In addition to specific route changes discussed previously, the following proposed recommendations for the Truck Route Network have been developed through detailed analyses, refining strategies outlined in *Delivering New York*, and from feedback garnered through community and stakeholder engagement. The recommendations align with a systems approach that prioritizes the safety of all road users and aim to modernize how the network functions, enhancing connectivity within NYC's freight system while reducing negative externalities associated with goods movement.

Regularly updating the Truck Route Network is essential for responding to the City's evolving needs and supporting a sustainable urban freight landscape. The following recommendations provide strategic guidance for using our truck route network to enhance connectivity, safety, compliance, and sustainability across NYC's freight corridors, paving the way for a resilient and adaptable Truck Route Network.

Engineering

Implement Street Improvement Projects and other safety enhancements along new truck routes and Truck Safety Priority Corridors

Addressing the inherent conflict between essential freight movement and the safety of pedestrians and cyclists, particularly in NYC's dense urban environment, requires strategic intervention. A key approach involves implementing street redesigns and targeted traffic calming measures. These interventions are specifically crafted to ensure necessary freight mobility for deliveries and industrial activity while enhancing safety for vulnerable road users, especially in areas with a high incidence of serious crashes (high-risk corridors). Such measures can include redesigning intersections to improve visibility and reduce turning conflicts, creating dedicated loading zones to minimize double-parking on active streets,

implementing protected bike lanes and pedestrian refuges to separate modes, and adjusting signal timing or geometric elements to manage truck speeds and interactions. *Figures 27 and 28* show examples of locations where DOT has recently implemented street improvement projects along a truck priority safety corridor (Hunts Point Avenue) and within a core IBZ area with high truck volumes (56th Drive – Maspeth). In both cases, selected improvements carefully balanced safety needs for all road users with freight-related demands.

Figure 27: Two-way protected bike lane on Hunts Point Avenue near Randall Avenue, BX



Figure 28: Post-implementation of one-way conversion of 56th Drive near 58th Street, QN



Evaluate heavily used streets in manufacturing and industrial areas, especially in Industrial Business Zones, for the state of good repair.

Heavily used corridors within manufacturing and industrial districts should be evaluated more frequently for state-of-good-repair needs. Upgrading infrastructure, such as improving pavement conditions, updating lane configurations, and rethinking curb management, would help improve freight efficiency and reduce wear and tear on aging assets. Where possible, improving routing to reduce stress on vulnerable infrastructure should be considered. To extend the lifetime of pavement markings in IBZs, DOT can explore using more wear-resistant materials, such as polyurea. Applying these materials on truck routes within IBZs could be cost-effective and help prolong the markings' lifespan. DOT will identify select heavy truck use street segments to test the pavement marking materials and evaluate their durability before evaluating a larger applicability.

Figure 29: Pavement markings refurbishment on an industrial street in Maspeth IBZ



Prioritize Bridge Strike Mitigation at High-Risk Locations

Locations with a history of bridge strikes should be prioritized for mitigation interventions. These may include the installation of enhanced low-clearance signage, advanced warning systems, pavement markings, and the deployment of technology solutions such as over-height vehicle detection systems. Strategic improvements will reduce incidents, protect infrastructure, and enhance route predictability for truck drivers. This includes targeting areas near access points to truck-restricted roadways, such as portions of the FDR Drive that contain clearances well below legal truck heights, and improvements to truck route corridors that contain overhead infrastructure that may pose a risk for over-height trucks.

Signage and Enforcement

To support the effectiveness of the redesigned Truck Route Network and ensure compliance with truck regulations, DOT recommends a combination of signage improvements and enforcement strategies, developed in coordination with the New York City Police Department (NYPD).

Signage Improvements

Enhancing visibility and clarity of truck route signage is critical to keeping truck drivers on designated routes and minimizing off-route travel. This involves making truck route signage visible and clear and strategically adding signs to reinforce routes where needed. This process will serve to better guide truck drivers through the network and limit off-route use to local deliveries. DOT will strive to conduct a bi-annual citywide truck route and signage audit and address missing or damaged signs promptly. Additionally, DOT will work to install improved wayfinding signage at key locations such as high-traffic intersections and highway access points to prevent confusion and improve compliance. DOT will also investigate adding restrictive signage at locations where off-route truck activity is frequently observed and/or reported. DOT will work to leverage a combination of field observations and off-route activity complaints from the public to determine where additional restrictive signage may be warranted.

Figure 30: Example of truck route and wayfinding signage in Brooklyn at 20th Street and 3rd Ave



Enforcement

Effective enforcement is crucial for ensuring compliance with the Truck Route Network and related regulations. DOT is committed to working collaboratively with NYPD and through the Agency's recently announced creation of the Department of Sustainable Delivery (DSD), to improve route compliance by focusing on several key initiatives. A core part of this strategy is enhancing data collection and data sharing on truck movements, crashes, and violations to better understand and more effectively target problem areas. To support enforcement efforts, DOT and NYPD plan to establish Target Enforcement Zones in corridors with chronic non-compliance or safety concerns to more efficiently focus enforcement efforts and deter off-route behavior. Joint spot inspections between DOT and NYPD will be conducted to ensure trucks comply with vehicle weight and size limits. DOT's forthcoming DSD Division will also be able to enforce, independently of NYPD, illegal parking behavior such as parking on sidewalks and in bike lanes, which create dangerous environments for vulnerable users. DOT will also advocate for expanded automated enforcement capabilities, including technologies that can detect and issue violations related to overweight vehicles. This includes expanding weigh-in-motion (WIM) sites across key corridors to reduce overweight trucks on city streets, protecting infrastructure, and enhancing road safety. Advanced WIM sensors on NYC-owned sections of the Brooklyn Queens Expressway (BQE) already monitor vehicle weights and automatically issue citations to trucks exceeding state and federal weight limits. This has achieved a 64% reduction in overweight vehicles along the BQE's triple cantilever section. DOT will also seek legislative authorization to use sensor and camera technology to better enforce rules and promote a culture of compliance.

Figure 31: Outreach in Maspeth bypass Collaboration



Outreach and Education Strategies

Engage Freight Operators and Industry Stakeholders

Engaging with freight operators and industry stakeholders is crucial for improving truck route compliance and safety. DOT will host workshops and webinars for freight operators, logistics companies, and organizations, and will also organize industry roundtables with trucking associations and retailers to provide a platform for information sharing and discussion. This will happen in conjunction with and as an expansion of existing communication forums such as DOT's Freight Advisory Committee. In addition, DOT will continue to develop and distribute physical and digital truck route maps, truck driver toolkits, and supporting educational resources to provide essential guidance and information. Finally, DOT will also promote and support the creation of new instructional content for truck drivers to have the knowledge needed to navigate routes safely and efficiently.

Figure 32: Freight Advisory Committee meeting from Spring 2025



Public Awareness Campaigns for Residents and Local Communities

To ensure that residents and local communities are well informed, DOT will actively engage the community and affected stakeholders to inform residents about truck route changes. This includes

conducting public awareness campaigns, leveraging DOT’s social media platforms and newsletters to share truck route information and highlighting the benefits of these changes to a broader audience.

Law Enforcement Training and Awareness

Training and awareness initiatives are critical for law enforcement personnel. This includes developing comprehensive training programs specifically designed to support the New York City Police Department’s truck enforcement efforts. Additionally, DOT will work with NYPD to regularly update the precinct-level truck route resources, ensuring NYPD staff have immediate access to necessary truck route details during their duties. DOT will also leverage the Agency’s recently announced creation of the Department of Sustainable Delivery.

Public Education on the Benefits of Freight Management

Public education plays a key role in highlighting the benefits of effective freight management. This includes emphasizing the environmental advantages of optimized truck routes, such as reduced emissions and fuel consumption. It is important to underscore how regulated routes contribute to improved safety and congestion relief for all road users. DOT will integrate public education elements of freight management through outreach efforts to inform residents and local communities about crucial truck route changes.

Leverage GPS Data and Other Sources to Assess Compliance and Feedback Mechanisms

DOT plans to partner with GPS providers (e.g., Google Maps, Waze) to leverage GPS data. By leveraging their data, DOT will be able to assess how well truck drivers are complying with designated routes. A key part of this proposed partnership is to incorporate vital truck routing information, such as specific clearance and turn restrictions directly into the navigation guidance provided to users.

Conclusion

New York City’s truck network is a dynamic one that adapts and responds to changes in local and regional economic development, consumer demand, and current vehicle stock in real time. With the rise of e-commerce in recent years, as well as an increased understanding of the impacts on safety, congestion, and sustainability, it is more important than ever to adapt NYC’s Truck Route Network to current and future conditions. By leveraging unprecedented historical as well as real-time data, community engagement, and industry coordination, DOT is uniquely positioned to meet these challenges.

Truck drivers face enormous challenges navigating NYC’s evolving and complex transportation network. The Truck Route Network was initially designed for a lower volume and much smaller trucks, making it less suited to today’s demands. Current challenges to truck route compliance are exacerbated by confusing, outdated signage, the pressures of “just-in-time” supply chain demands, and the emergence of key freight origin and destination points not supported by existing routes. Larger trucks struggle with the geometric constraints of city streets, weight limits, and limited loading, unloading, and parking options. All of this leads to transportation obstacles, safety risks, and congestion during deliveries. Expanding the network to improve connectivity, providing context-sensitive network enhancements, and offering clearer information on truck restrictions can support efficient truck movement through neighborhoods while respecting community quality of life, improving traffic flow, and safety.

Updating the Truck Route Network is a key step in DOT’s effort to transform freight movement in NYC. Regular assessment and updates enhance network connectivity and function. They offer opportunities to

address emerging system limitations and to improve the reliability, safety, and efficiency of goods movement across the city. These improvements support NYC's growing economy, ensure essential deliveries for residents and businesses, protect neighborhood quality of life, and ensure that goods movement in the City adapts and responds to changes in local and regional economic development.

For more on NYC's freight vision and strategies to promote efficient, sustainable goods movement, see *DOT's Delivering New York: A Smart Truck Management Plan*, *FreightNYC*, and *Delivering Green: A Vision for a Sustainable Freight Network Serving New York City*.

Appendix A

Public Feedback Portal

The feedback portal included 13 options to help identify how and where we can improve truck movement on our city streets.

Options for feedback:

- Confusing Truck Route Signage: Unclear or inaccurate posted truck route signage
- Missing Truck Route Signage: A lack of adequate signage to help guide trucks to and along designated truck routes.
- Poor network connection: Areas with inadequate truck route network connectivity often leading truck drivers to deviate from designated truck routes.
- Weight & Height Restrictions: Overweight and/ or over-dimensional trucks are often observed.
- Limited Curb Access: Trucks observed blocking movement, bike, or bus lanes, or have limited access to curbs for loading and unloading purposes.
- Narrow Roadway: Limitations by the physical characteristics of the street, such as a narrow roadway
- Difficult Truck Turn: Limitations by the physical characteristics of the street, such as sharp turns
- Maintenance Needed: Substandard road conditions, such as potholes, uneven surfaces, or lack of maintenance.
- Limited Truck Parking: Shortage of designated parking spaces for trucks.
- Observed Bicyclist and Truck Conflict: Observed locations where multiple incidents of bicycle and truck conflicts occurred
- Observed Pedestrian and Truck Conflict: Observed locations where multiple incidents of pedestrian and truck conflicts occurred
- Speeding Truck: Locations where trucks are observed speeding along the street or intersection
- Health and Environmental Impact: Locations with air quality, general health, and environmental concerns

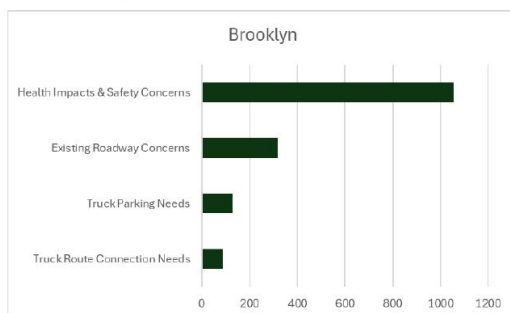
Brooklyn

Public feedback regarding the proposed redesign of the Truck Route Network reveals several key concerns. Below are some of the key findings:

- **Truck Route Connection Needs:** Poor network connections lead to inefficiencies and increased travel times. Confusing truck route signage and missing truck route signage further exacerbate navigation difficulties.
- **Existing Roadway Concerns:** Maintenance needs, weight, and height restrictions. Narrow roadways create safety hazards and impede traffic flow, and difficult truck turns pose challenges for drivers and potentially cause delays.
- **Truck Parking Needs:** Limited truck parking forces drivers to seek parking in undesignated areas, and limited curb access hinders loading and unloading operations.
- **Health Impacts & Safety Concerns:** Observed conflicts between bicyclists, trucks, pedestrians, and trucks. Speeding trucks contribute to safety hazards and noise pollution. Lastly, health and environmental impacts indicate concerns about air quality and other negative effects of truck traffic.

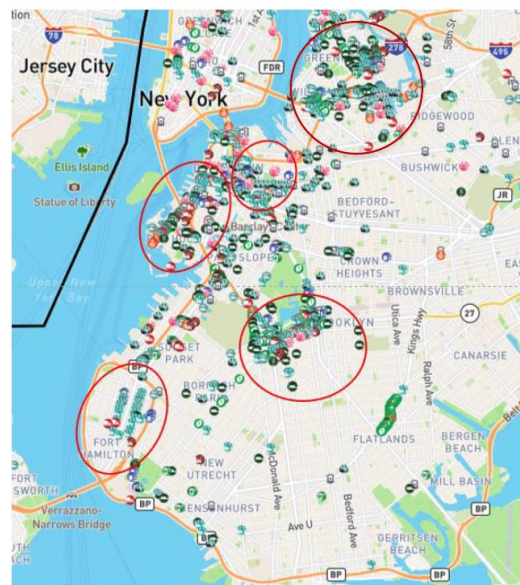
Figure 33: Comments on Public Feedback Portal- Brooklyn

Truck Route Network Redesign Public Feedback Portal



Subcategory:

- **Truck Route Connection Needs:** Poor Network Connections, Confusing Truck Route Signage, Missing Truck Route Signage
- **Existing Roadway Concerns:** Maintenance Needed, Weight & Height Restriction, Narrow Roadway, Difficult Truck Turn,
- **Truck Parking Needs:** Limited Truck Parking, Limited Curb Access,
- **Health Impacts & Safety Concerns:** Observed Bicyclist and Truck Conflict, Observed Pedestrian and Truck Conflict, Speeding Trucks, Health & Environmental Impact



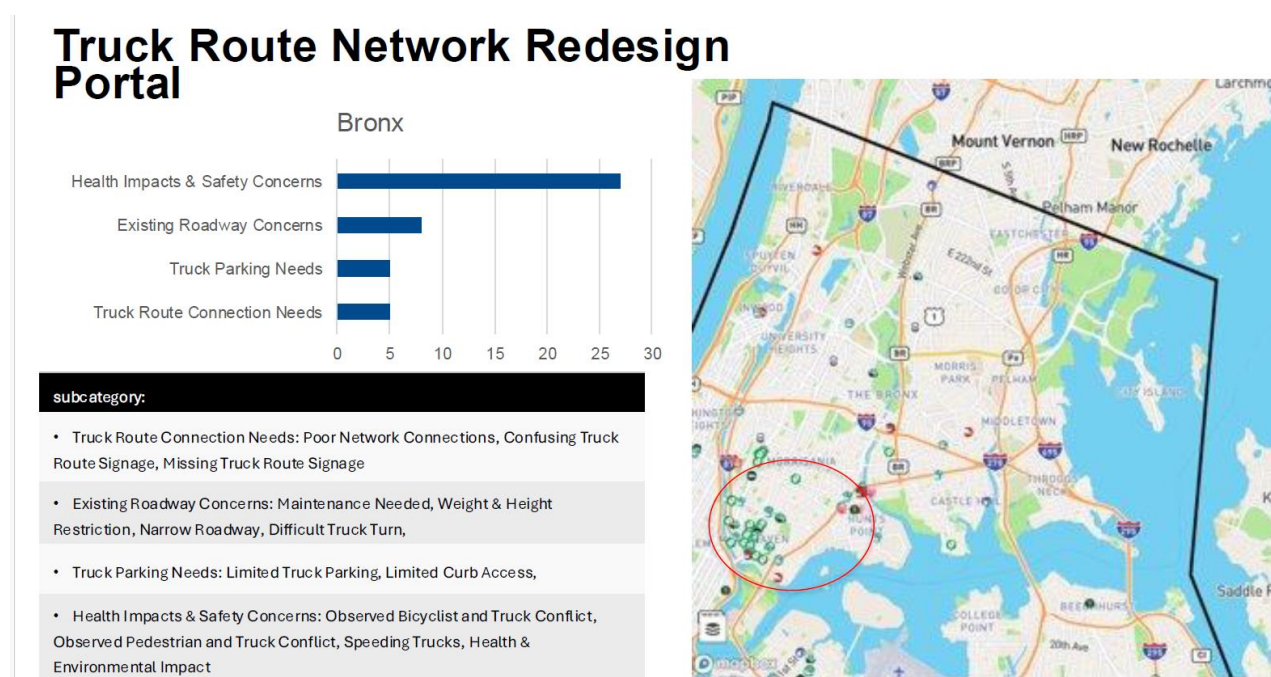
The map illustrates the geographic distribution of these concerns, concentrated in specific Brooklyn areas, while the graph represents the relative frequency of each concern. In conclusion, the public feedback indicates a range of issues with the current Truck Route Network, encompassing concerns about network connectivity, roadway conditions, parking availability, and health and safety impacts. All of these should be carefully considered in the redesign process to improve truck transportation efficiency, safety, and sustainability.

Bronx

Public feedback regarding the proposed redesign of the Truck Route Network reveals several key concerns. Below are some of the key findings:

- **Truck Route Connection Needs:** Issues include poor network connections, confusing truck route signage, and missing truck route signage.
- **Existing Roadway Concerns:** Problems with existing roadways include maintenance needs, weight and height restrictions, narrow roadways, and difficult truck turns.
- **Truck Parking Needs:** There are concerns about limited truck parking and limited curb access.
- **Health Impacts & Safety Concerns:** Feedback indicates concerns about observed conflicts between bicyclists and trucks, observed conflicts between pedestrians and trucks, speeding trucks, and the overall health and environmental impact of truck traffic.

Figure 34: Comments on Public Feedback Portal- Bronx



The map illustrates the geographic distribution of these concerns, concentrated in specific Bronx areas, while the graph represents the relative frequency of each concern. In conclusion, the public feedback indicates a range of issues with the current Truck Route Network, encompassing concerns about network connectivity, roadway conditions, and health and safety impacts. All of these should be carefully considered in the redesign process to improve truck transportation efficiency, safety, and sustainability.

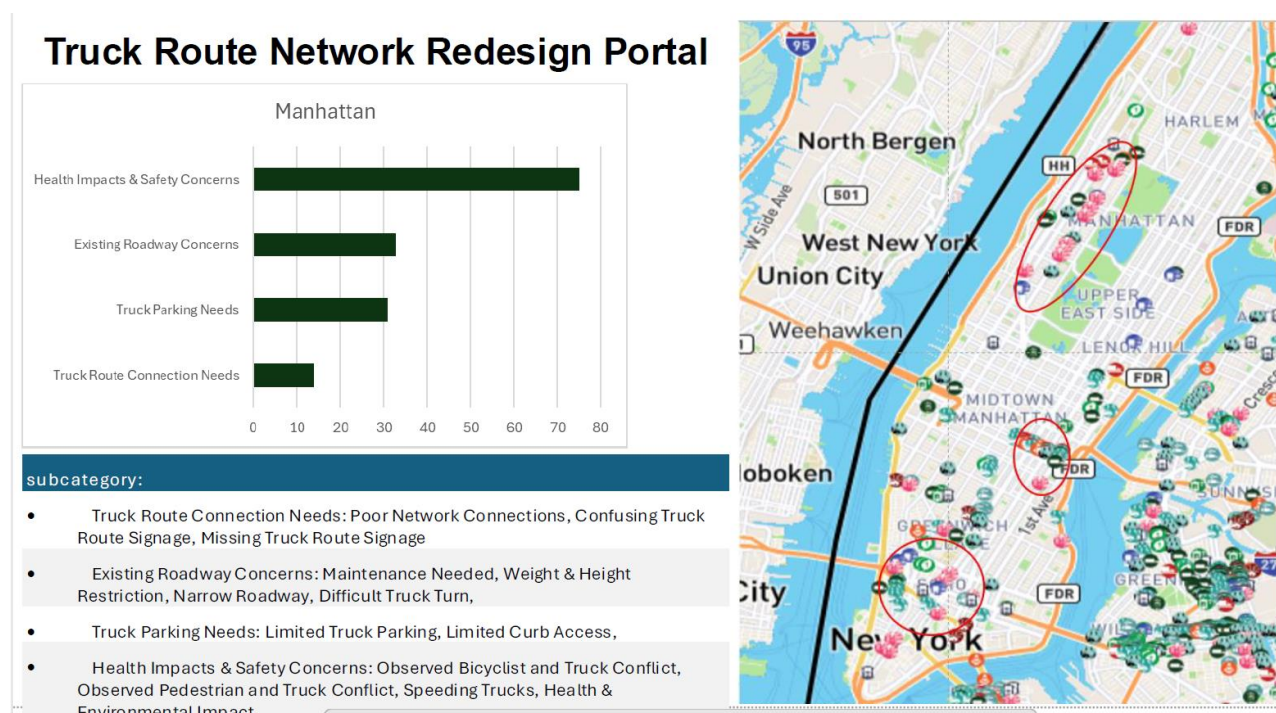
Manhattan

Public feedback regarding the proposed redesign of the Truck Route Network reveals several key concerns. Below are some of the key findings:

- **Truck Route Connection Needs**, particularly issues with poor network connectivity and confusing or missing truck route signage.
- **Existing roadway conditions include** inadequate roadway maintenance, weight and height restrictions, narrow lanes, and difficult truck turns.
- **Truck Parking Needs** were also a recurring theme, with respondents identifying a lack of legal truck parking and limited curb access as barriers to safe and efficient deliveries. A smaller but still notable number of responses identified
- **Health Impacts and Safety Concerns**, with over 70 responses highlighting observed conflicts between trucks and pedestrians or cyclists, environmental impacts, and concerns about truck speeding.

The accompanying map illustrates clusters of concerns concentrated in Midtown Manhattan, the Lower East Side, and the area around the Holland Tunnel and West Side Highway approaches. These findings underscore the importance of integrating community-identified safety and access challenges into the truck route redesign, focusing on improving signage, reducing conflicts, and addressing infrastructure gaps in high-demand areas.

Figure 35: Comments on Public Feedback Portal- Manhattan

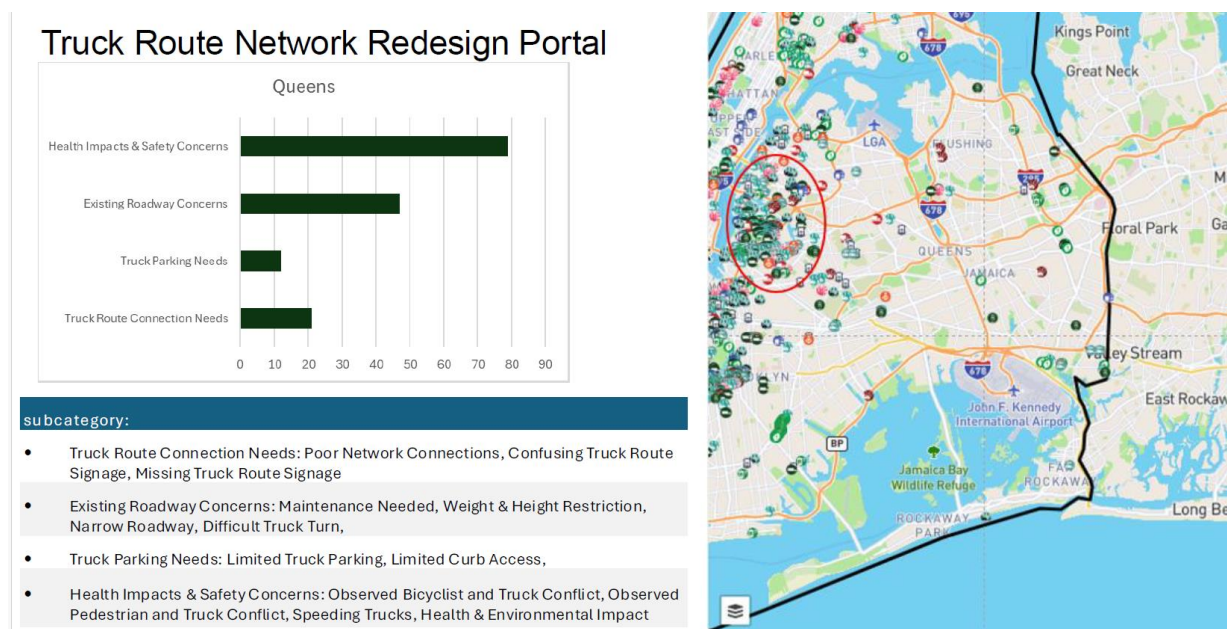


Queens

Public feedback was gathered through a portal regarding the proposed redesign of the Truck Route Network, specifically focusing on the borough of Queens. The feedback highlights several key concerns about Queens' current truck route infrastructure.

- **Truck Route Connection Needs:** Issues include poor network connections, confusing truck route signage, and missing truck route signage.
- **Existing Roadway Concerns:** Problems with existing roadways include maintenance needs, weight and height restrictions, narrow roadways, and difficult truck turns.
- **Truck Parking Needs:** There are concerns about limited truck parking and limited curb access.
- **Health Impacts & Safety Concerns:** Feedback indicates concerns about observed conflicts between bicyclists and trucks, observed conflicts between pedestrians and trucks, speeding trucks, and the overall health and environmental impact of truck traffic

Figure 36: Comments on Public Feedback Portal- Queens



The map illustrates the geographic distribution of these concerns, concentrated in specific Queens areas, while the graph represents the relative frequency of each concern. In conclusion, the public feedback indicates a range of issues with the current Truck Route Network, encompassing concerns about network connectivity, roadway conditions, parking availability, and health and safety impacts. These concerns should be carefully considered in the redesign process to improve truck transportation efficiency, safety, and sustainability.

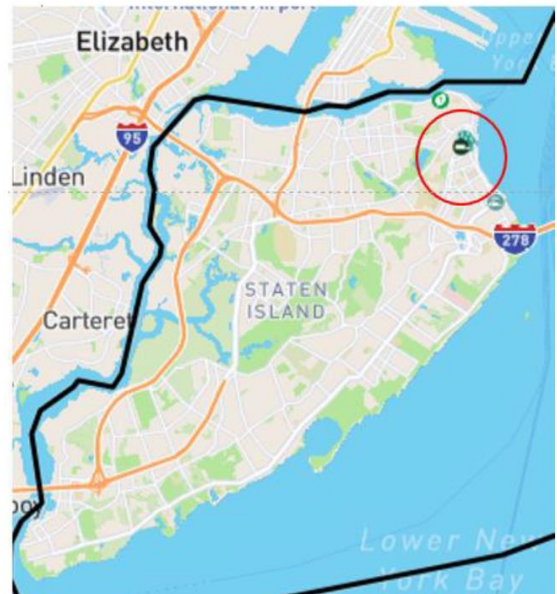
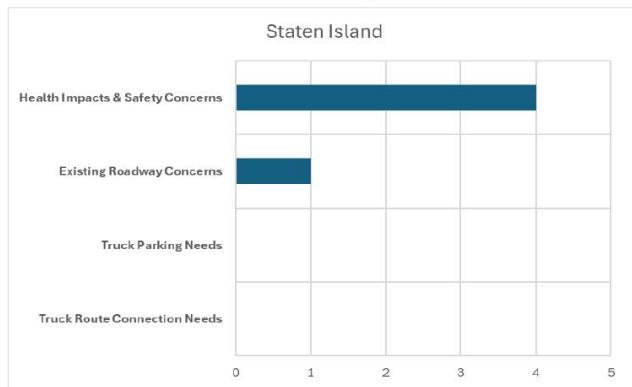
Staten Island

The truck route redesign portal has not garnered sufficient public feedback. The strategy to address this involves direct engagement with Staten Island Community Boards 1-3, leveraging the Borough Commissioner's Office. Initial feedback for Staten Island indicates that health and safety are the primary concerns regarding truck routes. A bar chart highlights the frequency of different concerns raised specifically for Staten Island. Health Impacts & Safety Concerns are the most prevalent, followed by

Figure 37: Comments on Public Feedback Portal- Staten Island

Truck Route Network Redesign Portal

- **General:** Lack of Public Portal Feedback
- Staten Island Borough Commissioner's Office can help bridge the gap by gathering localized insights from the CBs 1-3.
- Engage with CBs 1-3 to identify key concerns related to truck routes and freight movement.



Appendix B

Truck Safety Priority Corridors

DOT has identified Truck Priority Safety Corridors (TPSCs)—routes with the highest concentration of truck-involved crashes causing pedestrian and cyclist fatalities or severe injuries. These corridors will be the focus of targeted engineering, education, and enforcement efforts. The tables below show the top five TPSC by borough.

Brooklyn

Table 2: Brooklyn Truck Priority Safety Corridors

Street	From Street	To Street	Corridor Length (miles)	Total KSI	KSI per Mile	Truck Route Type
Morgan Avenue	Flushing Avenue	Norman Avenue	1.78	8	4.50	Local
Flushing Avenue	Norman Avenue	Morgan Avenue	1.78	8	4.50	Local
Caton Avenue	Fort Hamilton Parkway	Bedford Avenue	1.52	4	2.63	Local
Fort Hamilton Parkway	Bedford Avenue	Caton Avenue	1.52	4	2.63	Local
Knickerbocker Avenue	Morgan Avenue	Moffat Street	1.93	5	2.60	Local

Bronx

Table 3: Bronx Truck Priority Safety Corridors

Street	From Street	To Street	Corridor Length (miles)	Total KSI	KSI per Mile	Truck Route Type
138 Street	Exterior Street	Major Deegan Off-ramp	1.57	6	3.83	Local
Exterior Street	Major Deegan Expwy Sb Et 6	East 135 Street	1.13	2	1.77	Through
Bronx River Avenue	Story Avenue	Cross Bronx Expressway Eastbound Exit 4 B	1.19	2	1.67	Local
Westchester Avenue	East 150 Street	Sheridan Boulevard	2.02	3	1.49	Local
Tiffany Street	Intervale Avenue	Viele Avenue	1.64	2	1.22	Local

Manhattan

Table 4: Manhattan Truck Priority Safety Corridors

Street	From Street	To Street	Corridor Length (miles)	Total KSI	KSI per Mile	Truck Route Type
Houston Street	West Street	Fdr Drive Exit 5 Northbound	2.05	7	3.41	Through
West Street	Fdr Drive Exit 5 Northbound	Houston Street	2.05	7	3.41	Through
125 Street	Henry Hudson Parkway	1 Avenue	2.06	7	3.4	Local
Henry Hudson Parkway	1 Avenue	125 Street	2.06	7	3.4	Local
57 Street	12 Avenue		2.04	6	2.94	Local

Queens

Table 5: Queens Truck Priority Safety Corridors

Street	From Street	To Street	Corridor Length(miles)	Total KSI	KSI per Mile	Truck Route Type
Maurice Avenue	58 Street	69 Street	1.26	2	1.59	Local
58 Street	69 Street	Maurice Avenue	1.26	2	1.59	Local
57 Avenue	Grand Avenue	Martense Avenue	1.93	3	1.55	Through
Grand Avenue	Martense Avenue	57 Avenue	1.93	3	1.55	Through
Grand Avenue	Grand Street Bridge	Queens Boulevard	2.81	3	1.07	Local

Staten Island

Table 6: Staten Island Truck Priority Safety Corridors

Street	From Street	To Street	Corridor Length (miles)	Total KSI	KSI per Mile	Truck Route Type
Willow Road East	Victory Boulevard	Forest Avenue	1.2	1	0.83	Local
Castleton Avenue	Nicholas Avenue	Brook Street	3.15	2	0.63	Local
Narrows Road South	Clove Road	Lily Pond Avenue	1.58	1	0.63	Local
Goethals Road North	Western Avenue	Richmond Avenue	1.86	1	0.54	Local
Forest Avenue	Gulf Avenue	Victory Boulevard	5.17	1	0.19	Local

Appendix C

Changes in Truck Route Network by Land Use Type

Table 7: Change in Truck Routes by Land Use Type

<i>Land Use</i>	<i>Mileage of Overlap with Existing Truck Routes (%)</i>	<i>Mileage of Truck Route Additions (%)</i>	<i>Mileage of Truck Route Removals (%)</i>	<i>Percentage Change in Overlap with Truck Routes (Percentage Points)</i>
Recreational Facilities and Open Spaces	1,248 (28%)	47 (1.1%)	13 (0.3%)	+ 0.8pp
Schools	1,054 (29%)	37 (1%)	6 (0.2%)	+ 0.8pp
Hospitals	364 (30.2%)	18 (1.5%)	2 (0.2%)	+ 1.3pp

Proposed Borough-Specific Updates

This section provides a detailed list of the proposed changes to the truck route network by borough.

Brooklyn

Table 8: Addition to Truck Route Network in Brooklyn

Corridor	From	To	Length (miles)	Route Justification
18 th Avenue	New Utrecht Avenue	86 th Street	0.07	Completes the New Utrecht Avenue truck route addition via a connection to 86th Street
29 th Street	2 nd Avenue	3 rd Avenue	0.14	Pairs with the addition of 2nd Avenue to the truck route network, providing a means of entry/egress into the Southwest Brooklyn IBZ
2 nd Avenue	29 th Street	58 th Street	1.43	Serves as a major north-south route within the Southwest Brooklyn IBZ; connections to the existing network at 39 th Street, 43 rd Street, and 58 th Street provided
3 rd Avenue	65 th Street	86 th Street	1.17	Currently the 3 rd Avenue truck route dead-ends at 65 th Street. This extension connects the existing truck route down to 86 th Street, where currently no truck routes exist in the core area of Bay Ridge, along a highly commercial corridor
86 th Street	3 rd Avenue	Fort Hamilton Parkway	0.26	Extension of existing 86 th Street truck route west to connect with 3 rd Av; supports egress/entry of trucks into and out of Bay Ridge and serves a high-density commercial corridor
Alabama Avenue	Broadway	Atlantic Avenue	0.07	Provides connection to Atlantic Avenue into/out of the Broadway Triangle area
Avenue P	Kings Highway	East 16 th Street	0.27	Provides route for westbound trucks to get back on Kings Highway west of Ocean Avenue (turn ban exists)
Avenue P	Dahill Road	65 th Street	0.05	Provides a more direct connection to McDonald Avenue from 65 th Street
Bushwick Avenue	Metropolitan Avenue	Grand Street	0.20	Provides a better, less constrained route between Grand Street and Metropolitan Avenue and a potential alternative to Morgan Avenue and Vandevoot Avenue
Dahill Road	65 th Street	Avenue P	0.05	Provides a more direct connection to McDonald Avenue from 65 th Street
East 16 th Street	Avenue P	Kings Highway	0.10	Provides route for westbound trucks to get back on Kings Highway west of Ocean Avenue (turn ban exists)
Erskine Street	Vandalia Street	Seaview Avenue	0.40	Provides access route for trucks serving the Gateway Mall and Flatlands/Fairfield IBZ
Flatlands Avenue	Pennsylvania Avenue	Fountain Avenue	2.27	Extends the Flatlands Avenue truck route east to Fountain Avenue and connects portions of the Flatlands/Fairfield IBZ

Lewis Avenue	Broadway	Myrtle Avenue	0.14	Provides southbound truck route around the Myrtle Avenue & Broadway intersection, where an eastbound right turn ban exists
Marcus Garvey Boulevard	Broadway	Myrtle Avenue	0.28	Provides southbound truck route around the Myrtle Avenue & Broadway intersection, where a southbound right turn ban exists
New Utrecht Avenue	39 th Street	18 th Avenue	2.64	Provides a north-south connection between Kensington and Bensonhurst on a commercial corridor with significant truck activity. No clearance issues with overhead structure
Pitkin Avenue	Saratoga Avenue	East New York Avenue	0.11	Provides trucks with eastbound access to continue via East New York Avenue
Rockaway Parkway	Linden Boulevard	East New York Avenue	1.07	Provides a north-south connection between East New York Avenue and Linden Boulevard on a corridor heavily used by trucks to enter and exit the Flatlands/Fairfield IBZ
Saratoga Avenue	East New York Avenue	Pitkin Avenue	0.05	Provides trucks with eastbound access to continue via East New York Avenue
Seaview Avenue	Fountain Avenue	Erskine Street	0.38	Provides access route for trucks serving the Gateway Mall and Flatlands/Fairfield IBZ
Surf Avenue	West 17 th Street	West 8 th Street	0.28	Provides connection to the commercial strip of Coney Island (one-way truck route)
Sutter Avenue	Conduit Boulevard	North Conduit Avenue	0.04	Provides connection for trucks to access between North and South Conduit Avenues
Van Sinderen Avenue	Herkimer Street	Atlantic Avenue	0.07	Provides connection to Atlantic Avenue to/from the Broadway Triangle area
Vandalia Avenue	Fountain Avenue	Erskine Street	0.38	Provides access route for trucks serving the Gateway Mall and Flatlands/Fairfield IBZ
West 17 th Street	Neptune Avenue	Surf Avenue	0.25	Provides a connection to the commercial strip of Coney Island (one-way truck route)
West 8 th Street	Surf Avenue	Neptune Avenue	0.30	Provides a connection to the commercial strip of Coney Island (one-way truck route)

Table 9: Truck Route Network Removal in Brooklyn

Corridor	From	To	Length (miles)	Removal Justification
Myrtle Avenue	Jay Street	Duffield Street	0.15	As part of DOT's plaza program, this segment has been removed
Avenue U	Flatbush Avenue	East 55th Street	0.33	Truck route dead ends
Greenpoint Avenue	West Street	Franklin Street	0.09	Truck route dead ends
Fountain Avenue	Seaview Avenue	Spring Creek Landfill	0.12	Segment dead ends into the waste facility, and only needs to be used by trucks directly accessing the facility
Pennsylvania Avenue	Fulton Street	Jamaica Avenue	0.06	Segment not needed due to existing northbound left turn ban at Jamaica Avenue and Pennsylvania Avenue

Jamaica Avenue	East New York Avenue	Pennsylvania Avenue	0.15	Segment not needed due to existing northbound left turn ban at Jamaica Avenue and Pennsylvania Avenue
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Bronx

Table 10: Addition to Truck Route Network in Bronx

Corridor	From	To	Length (miles)	Route Justification
Brook Avenue	East 132 nd Street	East 135 th Street	0.16	Connects the southern portion of the Port Morris IBZ to Bruckner Boulevard
East 132 nd Street	Locust Avenue	Brook Avenue	0.69	Provides an east-west connection within the Port Morris IBZ
East 135 th Street	Brook Avenue	Cypress Avenue	0.28	Provides connections for trucks traveling southbound on Bruckner Boulevard to enter the Port Morris IBZ
East 139 th Street	Morris Avenue	3 rd Avenue	0.02	Provide a connection for trucks traveling southbound to continue on 3 rd Avenue
East 140 th Street	Locust Avenue	Bruckner Boulevard	0.33	Provides east-west truck connection within the Port Morris IBZ
East 141 st Street	Locust Avenue	Bruckner Boulevard	0.30	Provides east-west truck connection within the Port Morris IBZ
East 147 th Street	3 rd Avenue	Willis Avenue	0.04	Provides trucks with east-west access to continue between Third Avenue/Bergen Avenue/Willis Avenue
East 178 th Street	Valentine Avenue	Webster Avenue	0.04	Alternative route due to southbound left turn ban on Webster Avenue at Tremont Avenue
East 189 th Street	Washington Avenue	Webster Avenue	0.17	Provides truck route access around the East Fordham Plaza closure
Locust Avenue	East 141 st Street	East 132 nd Street	0.47	Provide north-south connection within the Port Morris IBZ
Manida Street	Ryawa Avenue	Viele Avenue	0.13	Provides additional access to Food Center Drive within the Hunts Point IBZ
Morris Avenue	East 138 th Street	East 139 th Street	0.05	Fills in a truck route network gap for access/egress
Pugsley Avenue	Cross Bronx Expressway Service Road	Westchester Avenue	0.07	Allows trucks over permitted length to continue on Pugsley Avenue as an alternate route
Ryawa Avenue	Halleck Street	Manida Street	0.45	Provides additional access to Food Center Drive within the Hunts Point IBZ
St Anns Avenue	East 132 nd Street	East 135 th Street	0.16	Provides north-south truck connection within Port Morris IBZ
Walnut Avenue	East 141 st Street	East 132 nd Street	0.37	Provide north-south connection within the Port Morris IBZ

Washington Avenue	East 189 th Street	Webster Avenue	0.08	Provides alternative route to eastbound and westbound left turn bans on Fordham Road at Webster Avenue
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Table 11: Truck Route Network Removal in Bronx

Corridor	From	To	Length	Removal Justification
East 148 th Street	Willis Avenue	Bergen Avenue	0.03	Segment removed as accessible to vehicles
East Tremont Avenue Slip Lane Closure at Westchester Avenue	-	-	0.06	Segment removed as accessible to vehicles
Hunts Point Avenue	Randall Avenue	Halleck Street	0.28	In response to Freight's 2024 SIP project, truck should use Halleck Street
Third Avenue	East 189 th Street	East Fordham Road	0.05	Segment has been repurposed, no longer a through traffic street
East 148 th Street	Third Avenue	Willis Avenue	0.02	As part of DOT's plaza program, this segment has been removed
Willis Avenue	East 147 th Street	East 149 th Street	0.10	As part of DOT's plaza program, this segment has been removed
Cross Bronx Expressway Service Road South	Webster Avenue	Third Avenue	0.25	Truck route is intersected by a railway, interrupting the continuity of the truck route
Park Avenue	Cross Bronx Expressway Service Road South	East 174 th Street	0.03	This small segment wraps around one city block and does not provide connectivity to the rest of the network
East 174 th Street	Webster Avenue	Park Avenue	0.07	This small segment wraps around one city block and does not provide connectivity to the rest of the network
Bryant Avenue	Bruckner Boulevard	Garrison Avenue	0.08	Result of NYSDOT work near Edgewater Road, makes this route unnecessary
Garrison Avenue	Bryant Avenue	Edgewater Road	0.14	Result of NYSDOT work near Edgewater Road, makes this route unnecessary
Whittier Street	Bruckner Boulevard	Garrison Avenue	0.08	Result of NYSDOT work near Edgewater Road, makes this route unnecessary

Manhattan

Table 12: Addition to Truck Route Network in Manhattan

Corridor	From	To	Length (miles)	Route Justification
Whitehall Street	South Street	State Street	0.06	Connects the southern terminus of South Street back to Water Street (both truck routes)
Canal Street	Forsyth Street	Allen Street	0.09	Improve overall truck circulation by directing trucks from Canal Street to Allen Street
East Broadway	Chatham Square	Pike Street	0.28	Dept of Parks' Capital Project will build out Allen Street median; vehicles will no longer be able to access Division Street from Allen Street; East Broadway is the alternative truck route to Division Street, providing access to many small commercial businesses
West 30 th Street	Broadway	5 th Avenue	0.12	Alternative truck route connection between Broadway and 5 th Avenue, given changes to Broadway involving wide scale bike and ped improvements
5 th Avenue	14 th Street	31 st Street	0.63	Alternative truck route given changes to Broadway involving wide scale bike and ped improvements; serves to support high commercial density and corridor delivery demands where a high concentration of truck trips are present

Table 13: Truck Route Network Removal in Manhattan

Corridor	From	To	Length	Removal Justification
9 th Avenue Slip Lane Closure	West 14 th Street	West 15 th Street	0.05	Pedestrian plaza implemented
Allen Street	Division Street	Allen Street	0.02	Department of Parks' Capital Project will build out Allen Street malls; vehicles no longer will be able to access Division Street from Allen Street
Division Street	Bowery	Allen Street	0.24	Dept of Parks' Capital Project will build out Allen Street median, vehicles no longer able to access Division Street from Allen Street
Forsyth Street	Canal Street	Division Street	0.10	Improve overall truck circulation by directing trucks from Canal Street to Allen Street; this corridor is geometrically constrained
Nagle Avenue Slip Lane Closure at Broadway	-	-	0.03	Street improvement project implemented, making vehicular access no longer possible
Union Square East (Northbound)	East 14 th Street	East 17 th Street	0.15	As part of DOT's plaza project, Broadway provides limited vehicle access
East 17 th Street	Broadway	Park Avenue	0.08	Trucks not able to continue East 17 th Street to as this segment is eastbound leading to Broadway which is southbound only
Broadway	West 31 st Street	East 14 th Street	0.72	No longer feasible as a truck route due to various public realm improvements

West 26 th Street	Broadway	5 th Avenue	0.05	Related to changes in Broadway making route not suitable as a truck route
East 22 nd Street	5 th Avenue	Broadway	0.04	Related to changes in Broadway making route not suitable as a truck route

Queens

Table 14: Addition to Truck Route Network in Queens

Corridor	From	To	Length (miles)	Route Justification
141 st Street	Union Turnpike	Main Street	0.26	Provides alternate route to Union Turnpike from Main Street due to turn ban restriction
33 rd Street	Hoyt Avenue North	Hoyt Avenue South	0.04	Provides alternate route to RFK Bridge, which allows regular-sized trucks to avoid residential streets
38 th Avenue	Northern Boulevard	Vernon Boulevard	0.95	Provides east-west connection between areas of the Long Island City IBZ and provides a route from Long Island City's waterfront to destinations in Central Queens
43 rd Street	56 th Road	54 th Avenue	0.25	Provides connection for trucks traveling southbound access east of Laurel Hill Boulevard
44 th Drive	Vernon Boulevard	Thomson Avenue	0.59	Provides connection between Long Island City IBZ, Jackson Avenue, and areas east
73 rd Place	Cooper Avenue	Cooper Avenue (Central Avenue)	0.09	Depicted on the truck route map, but is missing from the traffic rules
82 nd Street	23 rd Avenue	Astoria Boulevard	0.21	Short connection to allow entry onto and exit from truck-legal section of GCP. Depicted on the truck route map, but is missing from the traffic rules
Astoria Boulevard	29 th Street	21 st Street	0.36	Reclassification from local route to through route. Provides alternate route to RFK Bridge, which allows regular-sized trucks to avoid residential streets
Borden Avenue	60 th Street	Grand Avenue	0.89	Provides access onto and off of Interstate - 495, and completes the Maspeth Bypass route from Grand Avenue to Maurice Avenue and 58 th Street
Cooper Avenue	66 th Street	Cypress Hills Street	0.05	Short connection to allow westbound continuation of trucks onto Cooper Avenue
Cypress Hills Street	65 th Place	Cooper Avenue	0.05	Short connection to allow westbound continuation of trucks onto Cooper Avenue
Farmers Boulevard	South Conduit Avenue	Rockaway Boulevard	0.61	Provides a direct north-south connection between North Conduit Avenue and JFK; this recommendation is from DOT's Springfield Gardens neighborhood study

Grand Central Parkway (Service Road)	Astoria Boulevard North	82 nd Street	0.16	Short connection to allow entry onto and exit from truck-legal section of GCP. Depicted on the truck route map, but is missing from the traffic rules
JFK Expressway	North and South Conduit Avenue	JFK Airport	4.85	Segment will accommodate the JFK Airport redevelopment plans
Lefferts Boulevard	North Conduit Avenue	South Conduit Avenue	0.11	Provides connection for trucks to access between North and South Conduit Avenues
Maspeth Avenue	Page Place	48 th Street	0.22	Connects existing truck routes (Page Place, Maspeth Avenue, 48 th , and 49 th Streets) within the Maspeth IBZ area where a high volume of truck activity is present; supports use of the Maspeth Bypass
Nassau Expressway	Belt Parkway	Rockaway Boulevard	1.27	Natural connection for trucks traveling to JFK that is already used by a significant number of trucks
Nassau Expressway	Cross Bay Boulevard	Nassau Expressway	4.38	Natural connection for trucks traveling to JFK that is already used by a significant number of trucks
St Felix Avenue	Cypress Avenue	Cooper Avenue	0.15	Provides connection for trucks traveling southwest from Cypress Avenue to Cooper Avenue
Starr Avenue	Van Dam Street	Long Island Expressway	0.18	Within the Long Island City IBZ, this provides a southbound connection to the Greenpoint Avenue Bridge leading into the North Brooklyn IBZ
Sutter Avenue	Conduit Boulevard	North Conduit Avenue	0.07	Provides connection for trucks to access between North and South Conduit Avenues

Table 15: Truck Route Network Removal in Queens

Corridor	From	To	Length	Removal Justification
108 th Street Slip Lane Closure at Astoria Boulevard	-	-	0.03	Segment removed as accessible to vehicles
Thomson Avenue	Jackson Avenue	44 th Drive	0.14	Segment has been repurposed and is no longer suitable as a truck route
Rust Street	Grand Avenue	Flushing Avenue	0.14	This segment no longer connects to a truck route, as sections of Grand Avenue and Flushing Avenue have been de-designated as truck routes

Willets Point Boulevard	127 th Street	Roosevelt Avenue	0.21	Segment removed as accessible to vehicles
Dunkirk Street	Liberty Avenue	Linden Boulevard	1.10	Route is mostly through a residential area and is redundant
Linden Boulevard	Newburg Street	Farmers Boulevard	0.15	Connection is no longer needed with the removal of Dunkirk Street

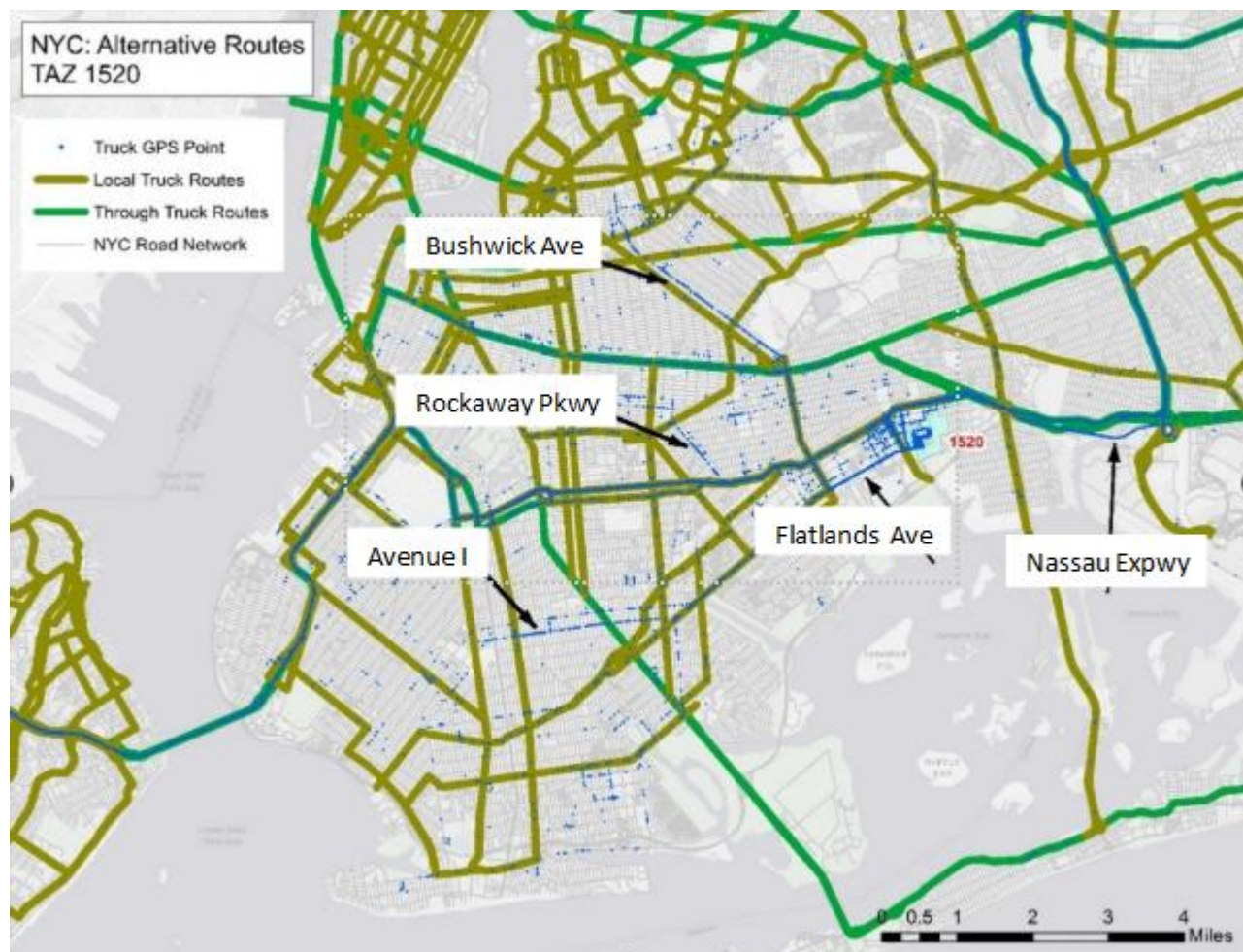
Staten Island

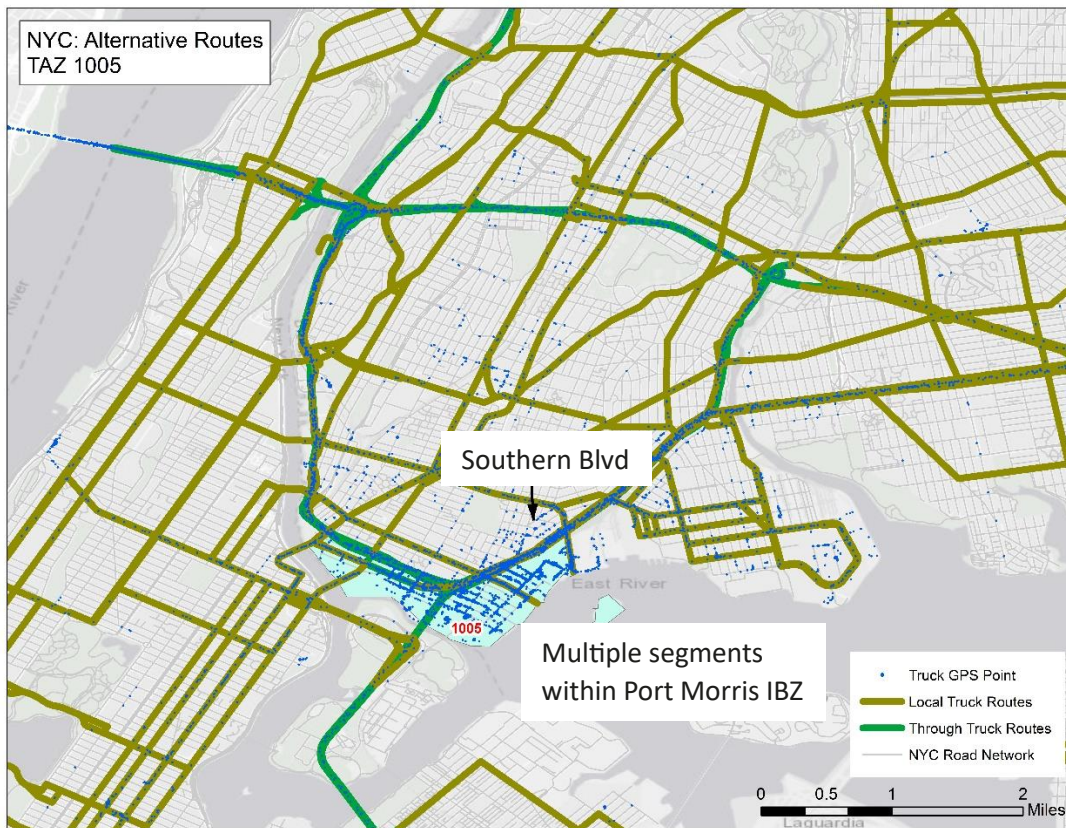
Table 16: Truck Route Network Addition in Staten Island

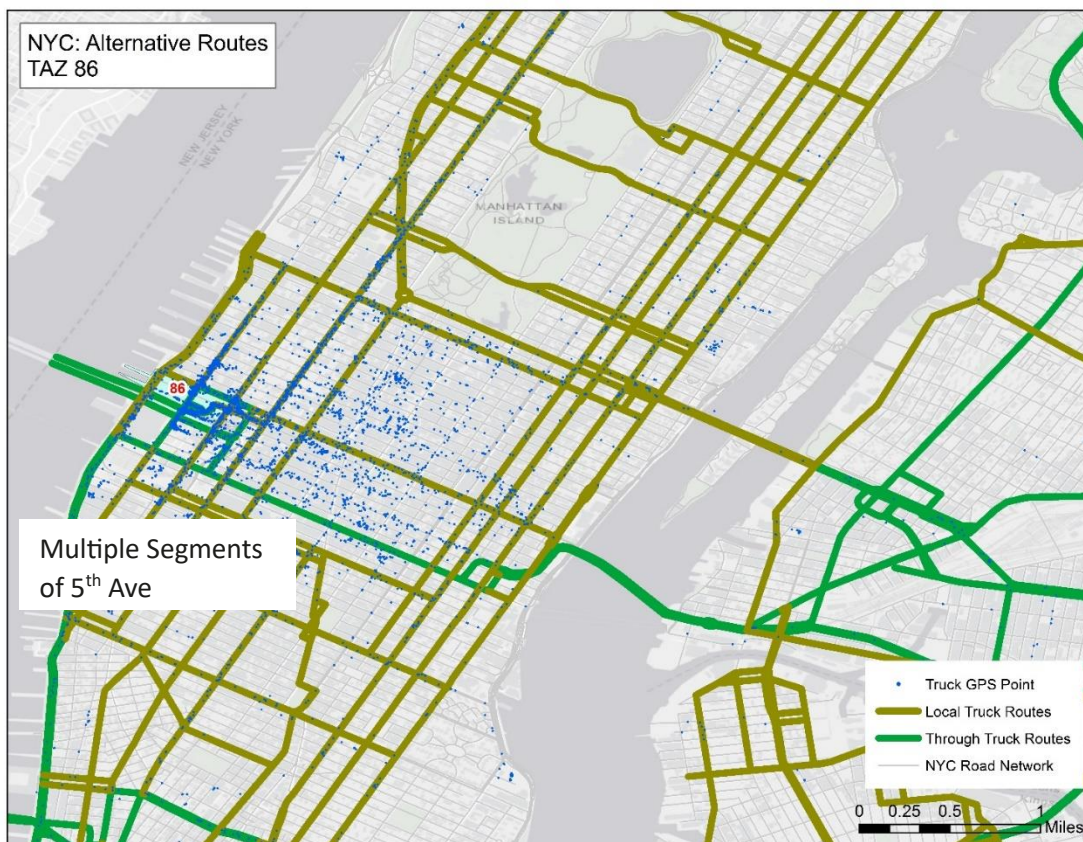
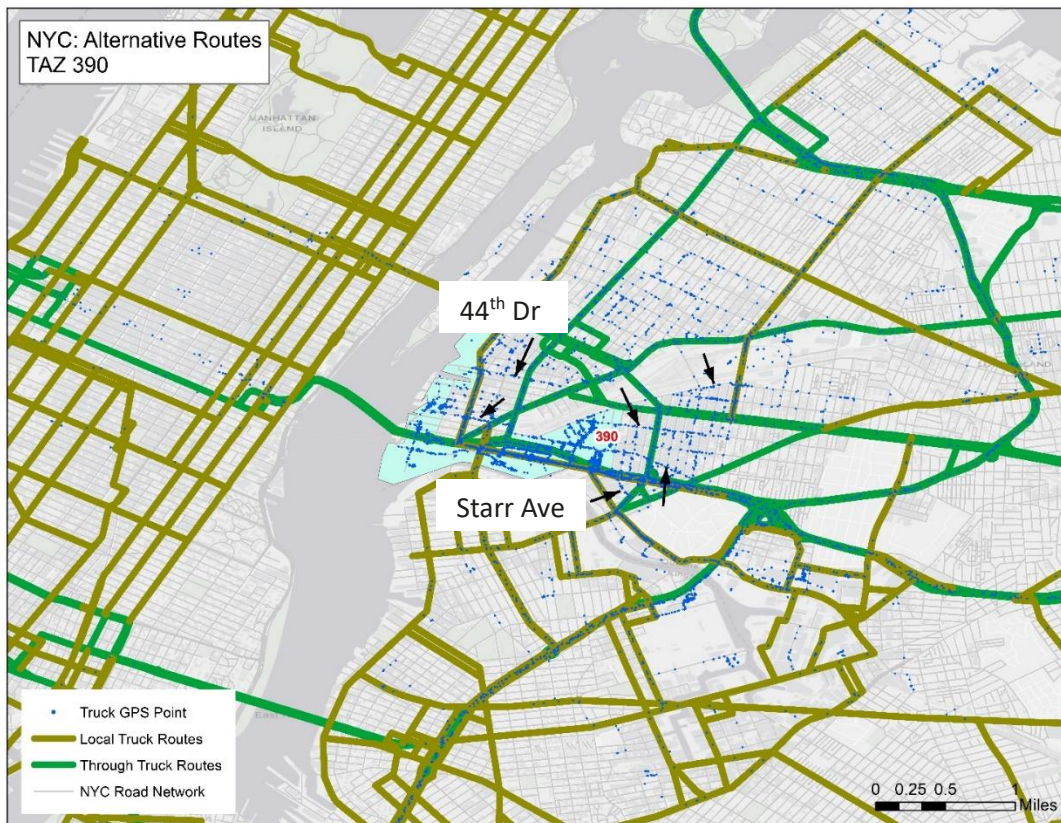
Corridor	From	To	Length (miles)	Route Justification
Drumgoole Road West	Korean War Veteran Parkway	Richmond Avenue	0.50	Continuation of the Korean War Veterans Parkway addition to the shopping plazas
Hannah Street	Bay Street	Front Street	0.11	Provides connection from Front Street to Bay Street (existing truck routes)
Korean War Veteran Parkway	Interstate-440 (Outerbridge Crossing)	Drumgoole Road	9.65	Provide a primary truck route from Interstate-440 to and from the commercial shopping plazas, reducing truck trips on local roads
Veterans Road West	Bloomingdale Road	West Shore Expressway	0.37	Extends existing Veterans Road West truck route to new entrance ramp onto the West Shore Expressway; adjacent to new shopping center
West Service Road	Arden Avenue	West Shore Expressway	0.87	Extends the existing West Shore Expressway exit ramp to the local truck route

Designated truck routes alongside actual truck movements

This section includes additional examples showing designated routes alongside actual truck movements. The arrows in the figures below show streets with concentrated truck activity that are not designated as truck routes. It also highlights some of the proposed truck routes that experience relatively high truck volumes. Some streets with a high concentration of truck activity were not included in the proposed changes. This is due to various factors, including but not limited to multiple land use conflicts, geometric constraints, and other factors that can inhibit truck movements and access/egress (i.e., low clearance structures).







Appendix D

Truck Sign Location Analysis

In preparation for making updates to the existing Truck Route Network, DOT also developed an inventory of all street signs across the five boroughs, including identifying which signs guide truck movements.

With this spatial analysis, DOT can better determine:

1. Where additional signs need to be installed.
2. Where signs need to be removed.
3. Where are signs concentrated, including which communities have a disproportionately high or low number of signs guiding truck movement.

As part of the Truck Route Network update, DOT also analyzed where truck-related street signs do not align with the existing network and is doing a detailed assessment of whether signs are necessary at these locations (*see Figures 42 and 43 below*).

As shown in Figure 42, the highest concentrations of truck-related street signs, shown in dark green, are in areas adjacent to major IBZs such as JFK, Hunts Point, North Brooklyn, Maspeth, and Staten Island West Shore as well as Northeastern Queens. With considerable volumes of freight originating from IBZs or destined for IBZs, it is reasonable for there to be considerable signage present. Coupling this data with demographic, land use, population density, as well as data on which truck routes see the highest volumes, DOT can identify which neighborhoods may need to be prioritized for additional signage.

Federal Vehicle Size and Weight Standards on the National Highway Network⁸

Federal regulations set baseline limits on truck dimensions and weights for vehicles operating on the National Highway System:

- Overall Vehicle Length: No state may impose a maximum length of combination trucks exceeding 65 or 75 feet, depending on the tractor-trailer configuration.
- Trailer Length: No state can impose a trailer length limit of less than 48 feet on a semitrailer or less than 28 feet for combination trailers.
- Width: No state may impose a vehicle width limit of more or less than 102 inches.
- Weight: Gross vehicle weight (GVW) cannot exceed 80,000 pounds (80 kips); single axle weight cannot exceed 20,000 pounds, and tandem axle weight cannot exceed 34,000 pounds.

There are no federal vehicle height limits, and state standards range from 13.6 feet to 14.6 feet. Trucks moving within or through NYC must comply with sometimes conflicting federal, state, and local height regulations. Furthermore, trucks of a certain size and dimension face additional restrictions and may require daily permits for each trip made through the City. These limitations are meant to preserve the lifespan of roads and bridges and protect communities.

⁸ "Commercial Vehicle Size and Weight Program." FHWA. FHWA-OP-03-099. May 2023. Accessed April 30, 2024. <https://ops.fhwa.dot.gov/freight/sw/overview/index.htm>

NYC Truck Size and Weight Standards

The Federal Highway Administration (FHWA) classifies trucks in various FHWA vehicle classes⁹. Classes 5, 6, and 9 represent the most prevalent type of truck on the roads¹⁰. While Classes 5 and 6 are within acceptable and legally permitted parameters for NYC streets, Class 9 vehicles are often outside what is allowable in the NYC traffic rules. As a result, these trucks are likely to impact roadway degradation and create safety and congestion issues on the streets they traverse.

While NYC traffic rules permit trucks with more than three axles, the dimensions of certain larger vehicles can conflict with city regulations. For instance, vehicles classified by the FHWA as Class 9 (specifically, certain tractor-trailer combinations) can potentially exceed the legal dimensions permitted in NYC. City regulations cap tractor-trailer combinations at 13 feet 6 inches in height, 8 feet in width, and 55 feet in length. Single-unit vehicles, such as box trucks, have a maximum allowed length of 35 feet.

The constrained geometry of many of NYC's roads means that national or regional height, width, length, and/or weight standards can be challenging for trucks to maneuver. Shown in *Table 17*, within NYC, there are multiple weight, height, length, and width restrictions specific to certain bridges, viaducts, or roadways, which may differ from prevailing restrictions or regulations outside of NYC, resulting in additional routing and compliance challenges. When local regulations are not followed and drivers deviate from designated truck routes, significant infrastructure damage can occur—particularly to overhead structures not designed for heavy vehicle use – leading to significant costs in terms of repairs, congestion, and safety. While an added challenge for the industry, NYC rules regarding truck dimensions, weight, and low clearance roadway restrictions are intended to optimize local truck traffic for the unique conditions of NYC infrastructure.

Vehicles exceeding NYC's size and weight limits must obtain over-dimensional permits to access city streets. They are given a specific route to accommodate their vehicle size to best maneuver through the City while minimizing the impacts on the general traffic. The City's permitting process helps ensure dimensional- and weight-restricted facilities are not structurally damaged by over-dimensional or overweight trucks, thereby maintaining a state of good repair.

Table 17: Examples of Differences in Truck Size Limitations

	Industry Standard	NYC Maximum Limits
Length (cab + bulk)	73.5 ft	55 ft
Width	8.5 ft	8.0 ft
Height	Up to 14'	13'6"
Weight	80,000 lbs 14 ft	80,000 lbs ¹¹ 13 ft 6 in

Both NYC and New York State (NYS) issue permits for oversized and overweight loads on roadways under their respective jurisdictions. In 2018, DOT issued over 43,253 daily over-dimensional vehicle permits, of

⁹ [Office of Highway Policy Information - Policy | Federal Highway Administration](#)

¹⁰ Further information of FHWA classes can be found at:

https://www.fhwa.dot.gov/policyinformation/tmguid/tmg_2013/vehicle-types.cfm

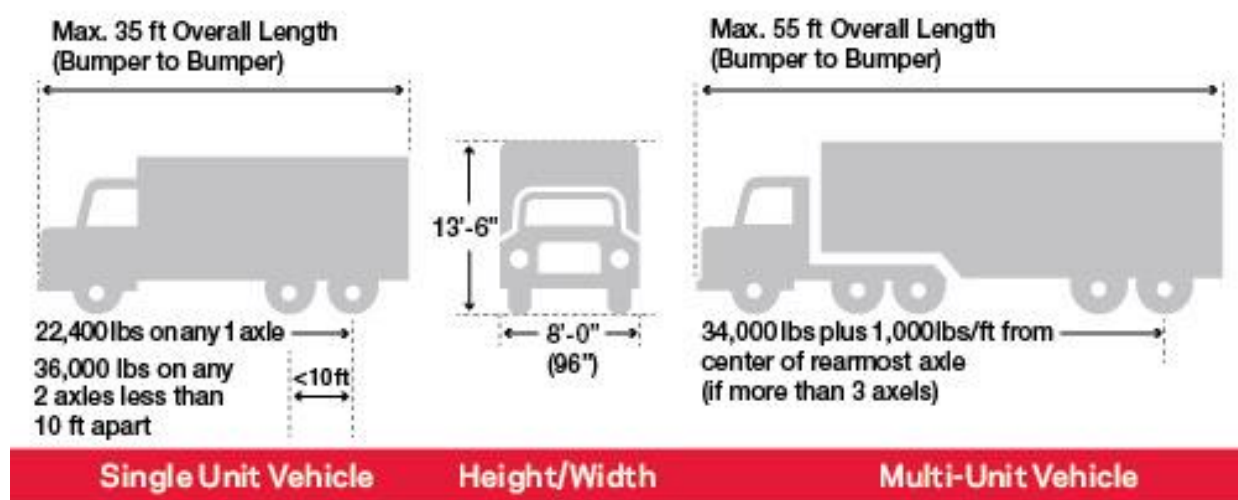
¹¹ Vehicles exceeding the 80,000 lb limit, or needing to exceed the bridge formula limits, may require special permits from the NYCDOT for over dimensional loads over dimensional loads.

which nearly 700 were single-unit vehicles. Differences in permitting regulations between New York State and NYC, such as NYS issuing divisible load permits while NYC only issues grandfathered divisible overweight permits, have created significant challenges for efficient freight movement across both jurisdictions.

BQE weigh-in-motion sensors have determined that some trucks along the roadway weigh up to 170,000 pounds, more than double the federal legal guidelines and posted signage.

Construction vehicles, which can be overloaded at construction sites, are notable contributors to the number of overweight vehicles on NYC's roadways, sometimes leading to high non-compliance rates. While local overweight permits are often for non-divisible loads, freight and truck companies may attempt to save labor and fuel costs by operating overweight trucks. *Figure 38* highlights information on NYC's truck size restrictions¹².

Figure 38: Truck Route Size Restrictions



¹² For specific language and more information surrounding over-dimensional vehicles, please refer to: <https://www.nyc.gov/html/dot/html/motorist/oversize.shtml>.

In recent years, exceptions have been made to these restrictions, allowing larger trucks to operate on specific routes that serve industrial areas where they can be safely accommodated. These exceptions, following robust investigations, include:

- Permitting larger trucks to operate on certain routes when servicing John F. Kennedy (JFK) Airport as of 2015,
- Permitting trucks to operate on the western portion of the Grand Central Parkway as of 2017,
- Permitting trucks to transport heavier sealed ocean containers to the Howl and Hook Marine Terminal as of 2018.

Moving goods via these larger trucks helps reduce the number of vehicles traveling to freight-intensive areas on the outskirts of NYC and overall transportation costs. These savings allow local industrial businesses to remain competitive with companies outside the five boroughs. However, larger trucks, such as those with 53-foot trailers, are still restricted from using local streets without a permit in NYC. These trucks are only permitted to operate on specified safe routes in NYC, traveling exclusively on designated expressways from the George Washington Bridge to JFK Airport.

Figure 39: Count of Truck Related Signs by Community District

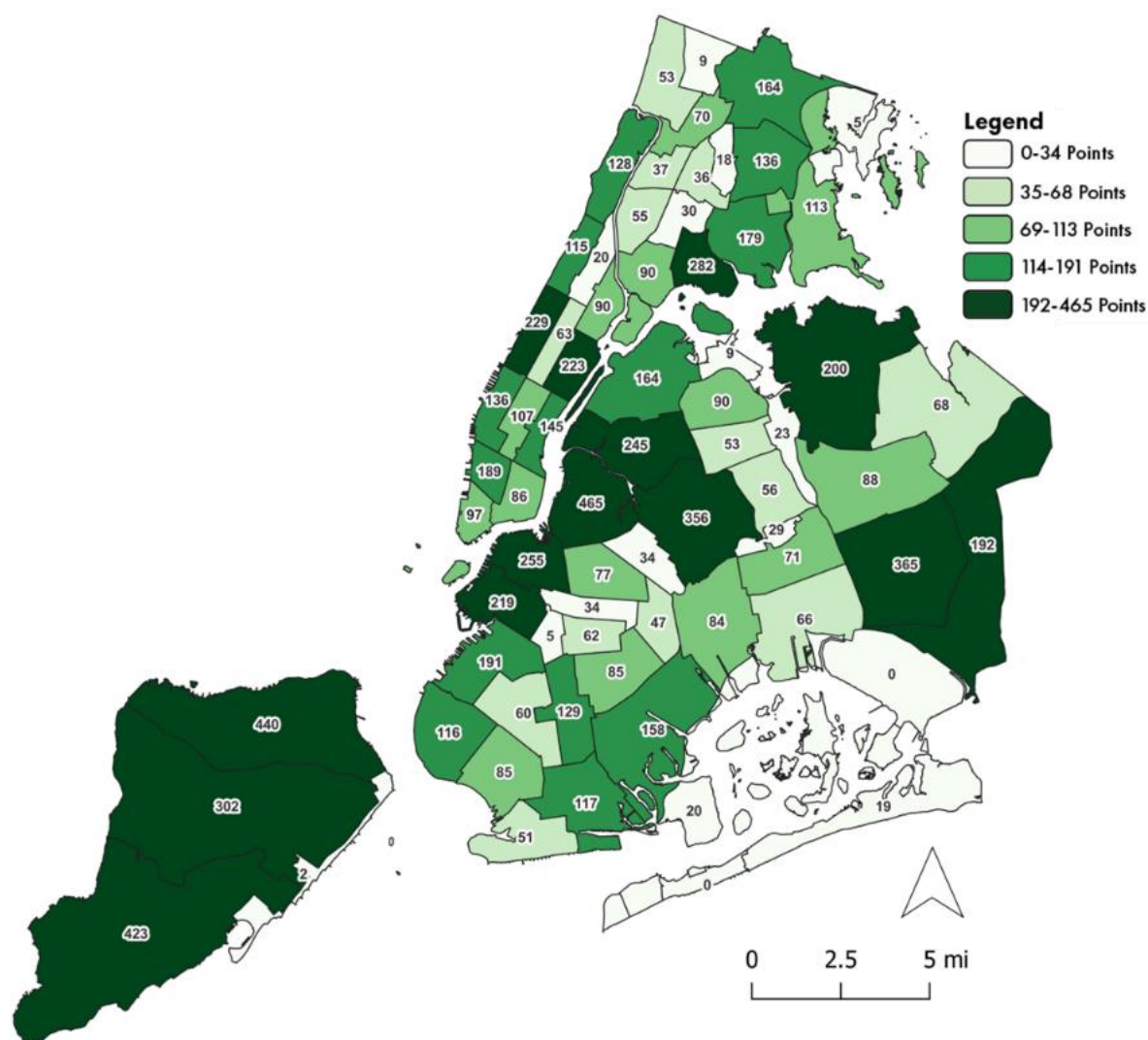


Figure 40: Truck-related signs outside of Truck Route Network



Appendix E

Borough Truck Route Change Highlights

Brooklyn



Route Addition Mileage: 13.26 miles
 Route Removal Mileage: 0.9 miles
 % Change in DAC Exposure: +2.0%

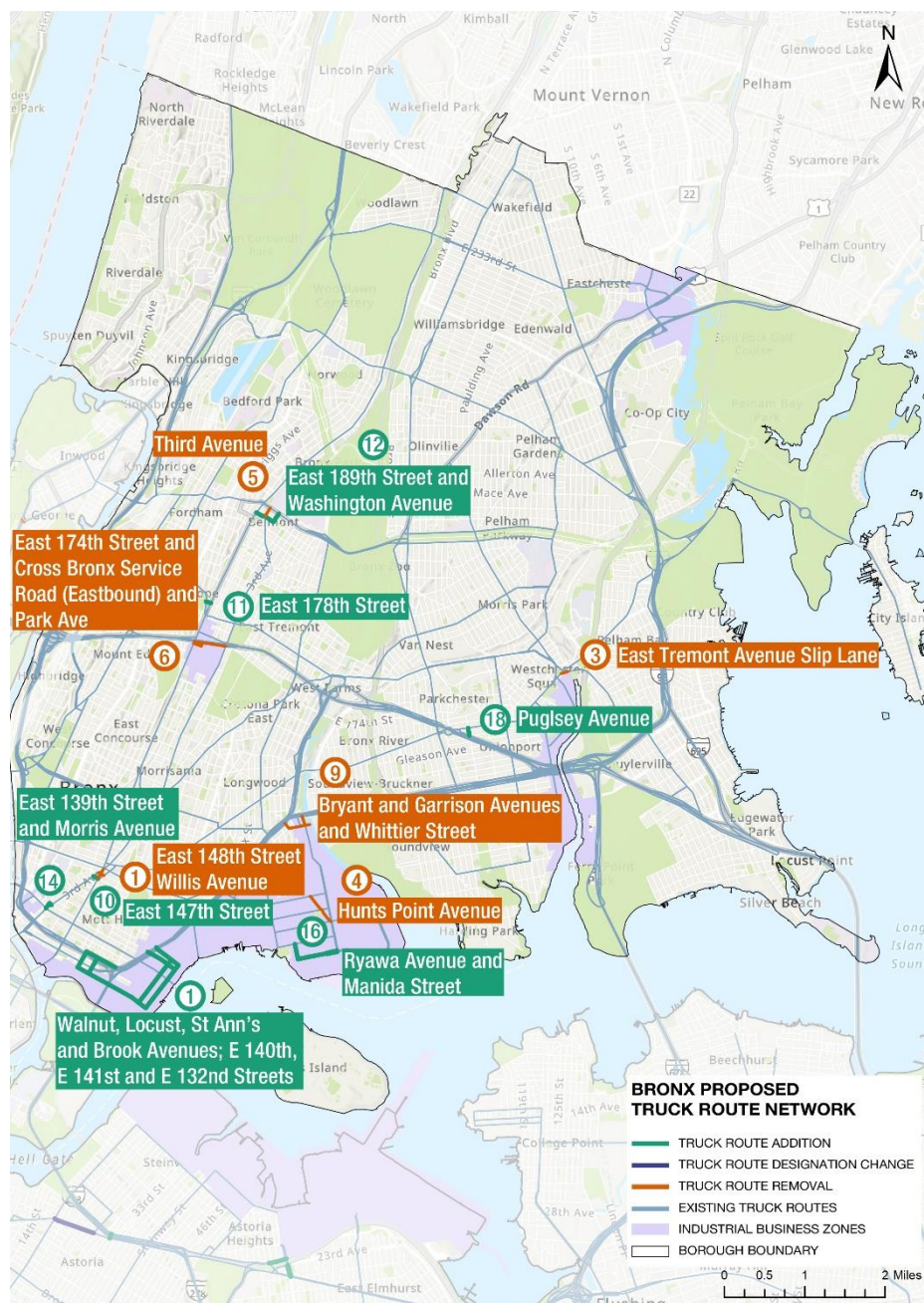
Truck Route Additions:

1. 18th Avenue between New Utrecht Avenue and 86th Street
2. 29th Street between 2nd Avenue and 3rd Avenue
3. 2nd Avenue between 29th Street and 58th Street
4. 3rd Avenue between 65th and 86th Street
5. 86th Street between 3rd Avenue and Fort Hamilton Parkway
6. Alabama Avenue between Broadway and Atlantic Avenue
Van Sinderen Avenue between Herkimer Street and Atlantic Avenue
8. Avenue P between Kings Highway and East 16th Street
East 16th Street between Avenue P and Kings Highway
10. Avenue P between Dahill Road and 65th Street
Dahill Road between 65th Street and Avenue P
12. Bushwick Avenue between Metropolitan Avenue and Grand Street
13. Erskine Street between Vandalia Street and Seaview Avenue
Vandalia Avenue between Fountain Avenue and Erskine Street
Seaview Avenue between Fountain Avenue and Erskine Street
Flatlands Avenue between Pennsylvania Avenue and Fountain Avenue
17. Lewis Avenue between Broadway and Myrtle Avenue
Marcus Garvey Boulevard between Broadway and Myrtle Avenue
18. New Utrecht Avenue between 39th Street and 18th Avenue
20. Pitkin Avenue between Saratoga Avenue and East New York Avenue
Saratoga Avenue between East New York Avenue and Pitkin Avenue
22. Rockaway Parkway between Linden Boulevard and East New York Avenue
23. Surf Avenue between West 17th Street and West 8th Street
West 17th Street between Neptune Avenue and Surf Avenue
West 8th Street between Surf Avenue and Neptune Avenue
27. Sutter Avenue between Conduit Boulevard and North Conduit Avenue

Truck Route Removals:

1. Myrtle Avenue between Jay Street and Duffield Street
2. Avenue U between Flatbush Avenue and East 55th Street
3. Greenpoint Avenue between West Street and Franklin Street
4. Fountain Avenue between Seaview Avenue and Spring Creek Landfill
5. Pennsylvania Avenue between Fulton Avenue and Jamaica Avenue
6. Jamaica Avenue and East New York Avenue and Pennsylvania Avenue

Bronx



Route Addition Mileage: 3.8 miles

Route Removal Mileage: 1.23 miles

% Change in DAC Exposure: +0.2%

Truck Route Additions:

1. Brook Avenue between East 132nd Street and East 135th Street
East 132nd Street between Locust Avenue and Brook Avenue
East 135th Street between Brook Avenue and Cypress Avenue
East 139th Street between Morris Avenue and 3rd Avenue
East 140th Street between Locust Avenue and Bruckner Boulevard
East 141st Street between Locust Avenue and Bruckner Boulevard
Locust Avenue between East 141st Street and East 132nd Street
St Anns Avenue between East 132nd Street and East 135th Street
Walnut Avenue between East 141st Street and East 132nd Street
10. East 147th Street between 3rd Avenue and Willis Avenue
11. East 178th Street between Valentine Avenue and Webster Avenue
12. East 189th Street between Washington Avenue and Webster Avenue
Washington Avenue between East 189th Street and Webster Avenue
14. East 139th Street between Morris Avenue and 3rd Avenue
Morris Avenue between East 138th Street and East 139th Street
16. Manida Street between Ryawa Avenue and Viele Avenue
Ryawa Avenue between Halleck Street and Manida Street
18. Pugsley Avenue between Cross Bronx Expressway Service Road and Westchester Avenue

Truck Route Removals:

1. East 148th Street between Third Avenue and Bergen Avenue
Willis Avenue between East 147th Street and East 149th Street
3. East Tremont Avenue Slip Lane Closure at Westchester Avenue
4. Hunts Point Avenue between Randall Avenue and Halleck Street
5. Third Avenue between East 189th Street and East Fordham Road
6. Cross Bronx Expressway Service Road South between Webster Avenue and Third Avenue
Park Avenue between Cross Bronx Expressway Service Road South and East 174th Street
East 174th Street between Webster Avenue and Park Avenue
9. Bryant Avenue between Bruckner Boulevard and Garrison Avenue
Garrison Avenue between Bryant Avenue and Edgewater Road
Whittier Street and Bruckner Boulevard and Garrison Avenue

Manhattan



Route Addition Mileage: 1.38 miles

Route Removal Mileage: 1.65 miles

% Change in DAC Exposure: 0%

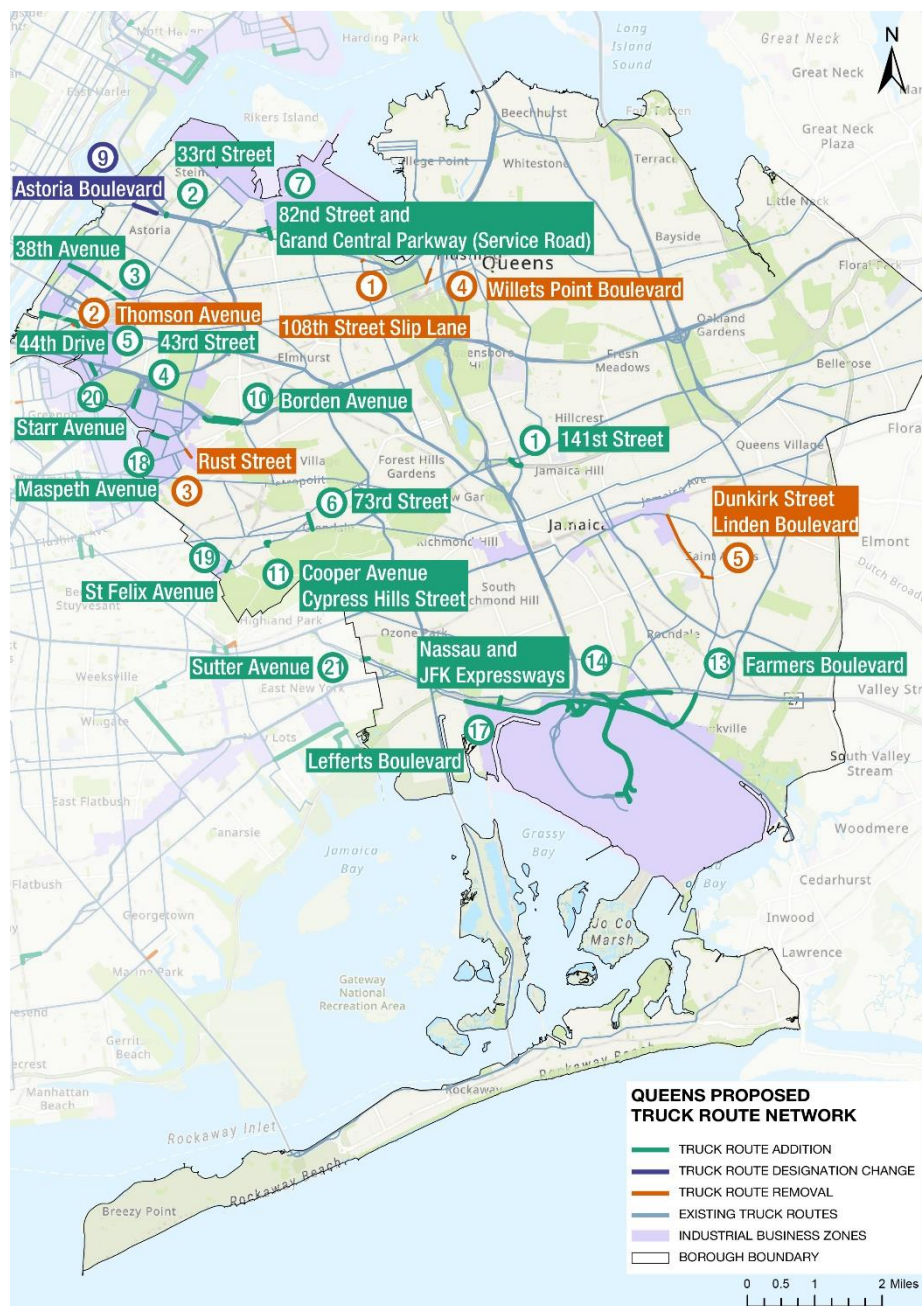
Truck Route Additions:

1. Whitehall Street between South Street and State Street
2. Canal Street between Forsyth Street and Allen Street
East Broadway between Chatham Square and Pike Street
3. West 30th Street between Broadway and 5th Avenue
5th Avenue between 14th Street and 31st Street

Truck Route Removals:

1. 9th Avenue Slip Lane Closure between West 14th Street and West 15th Street
2. Allen Street between Division Street and Allen Street
Division Street between Bowery and Allen Street
Forsyth Street between Canal Street and Division Street
5. Nagle Avenue Slip Lane Closure at Broadway
6. Union Square East (Northbound) between East 14th Street and East 17th Street
East 17th Street between Broadway and Park Avenue
Broadway between West 31st Street and East 14th Street
West 26th Street between Broadway and 5th Avenue
East 22nd Street between 5th Avenue and Broadway

Queens



Route Addition Mileage: 16.28 miles

Route Removal Mileage: 1.78 miles

% Change in DAC Exposure: +0.7%

Truck Route Additions:

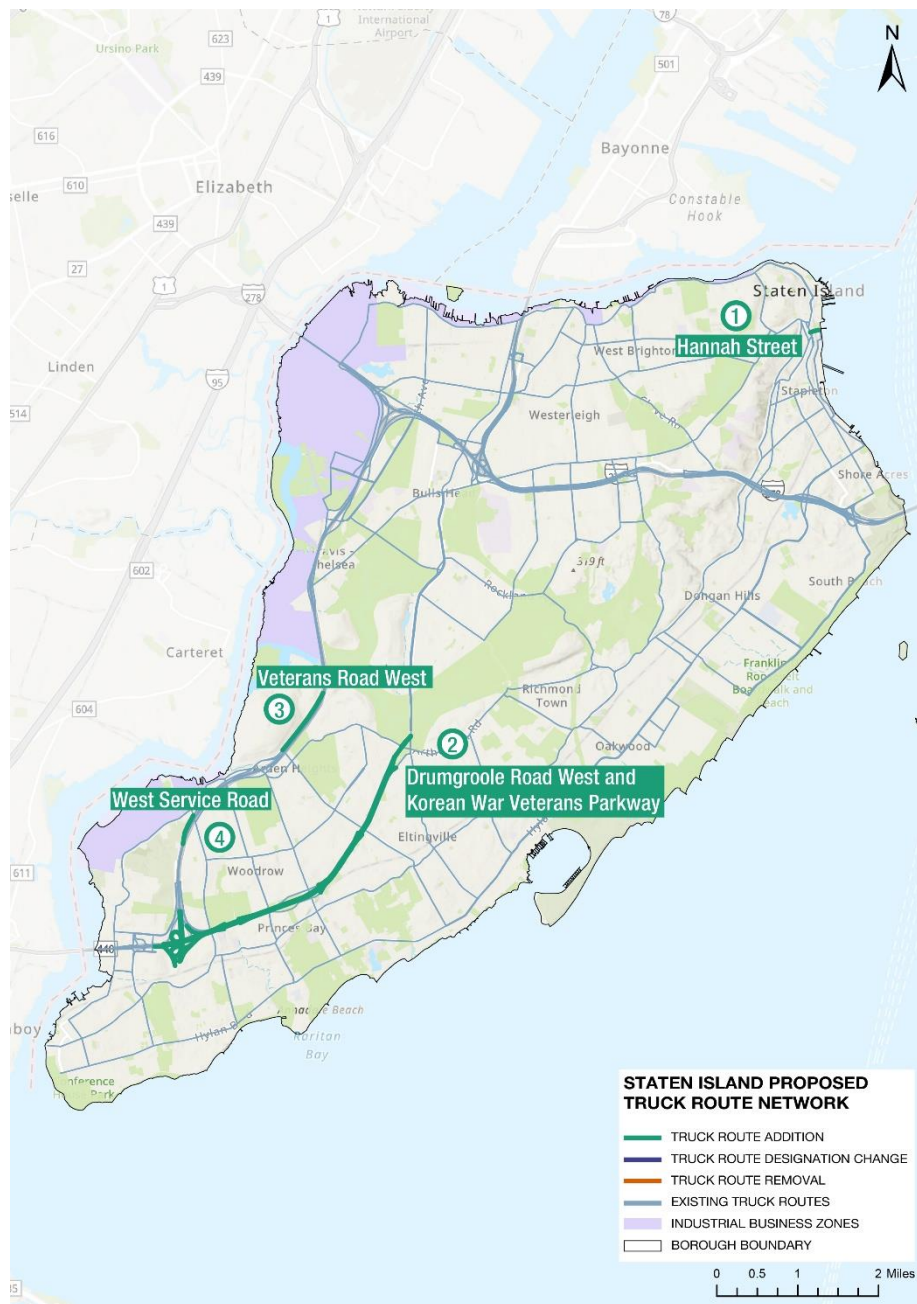
1. 141st Street between Union Turnpike and Main Street
2. 33rd Street between Hoyt Avenue North and Hoyt Avenue South
3. 38th Avenue between Northern Boulevard and Vernon Boulevard
4. 43rd Street between 56 Road and 54 Avenue
5. 44th Drive between Vernon Boulevard and Thomson Avenue
6. 73rd Place between Cooper Avenue and Cooper Avenue (Central Avenue)
7. 82nd Street between 23rd Avenue and Astoria Boulevard
Grand Central Parkway (Service Road) between Astoria Boulevard North and 82nd Street
9. Astoria Boulevard between 29th Street and 21st Street
10. Borden Avenue between 60th Street and Grand Avenue
11. Cooper Avenue between 66th Street and Cypress Hills Street
Cypress Hills Street between 65th Place and Cooper Avenue
13. Farmers Boulevard between South Conduit Avenue and Rockaway Boulevard
14. JFK Expressway between North and South Conduit Avenue and JFK Airport
Nassau Expressway between Belt Parkway and Rockaway Boulevard
Nassau Expressway between Cross Bay Boulevard and Nassau Expressway
17. Lefferts Boulevard between North Conduit Avenue and South Conduit Avenue
18. Maspeth Avenue between Page Place and 48th Street
19. St Felix Avenue between Cypress Avenue and Cooper Avenue
20. Starr Avenue between Van Dam Street and Long Island Expressway
21. Sutter Avenue between Conduit Boulevard and North Conduit Avenue

*Change in designation from local to through route

Truck Route Removals:

1. 108th Street Slip Lane Closure at Astoria Boulevard
2. Thomson Avenue between Jackson Avenue and 44th Drive
3. Rust Street between Grand Avenue and Flushing Avenue
4. Willets Point Boulevard between 127th Street and Roosevelt Avenue
5. Dunkirk Street between Liberty Avenue and Linden Boulevard
Linden Boulevard between Newburg Street and Farmers Boulevard

Staten Island



Route Addition Mileage: 14.3 miles
 Route Removal Mileage: 0 miles
 % Change in DAC Exposure: +0.7%

Truck Route Additions:

1. Hannah Street between Bay Street and Front Street
2. Drumgoole Road West between Korean War Veteran Parkway and Richmond Avenue
 Korean War Veteran Parkway between Interstate-440 (Outerbridge Crossing) and Drumgoole Road
3. Veterans Road West between Bloomingdale Road and West Shore Expressway
4. West Service Road between Arden Avenue and West Shore Expressway

Appendix F

Meeting	Date	Stakeholders
Hunts Point Avenue - Route Removal/ Street Improvement Project	4/6/2022	CM Salamanca
Hunts Point Avenue / Hunts Point Forward	4/20/2022	Economic Development Corporation (EDC)
Red Hook Traffic and Truck Study - Public Kickoff Meeting	3/14/2023	General Public
3rd Avenue Corridor (BK) Safety Study	4/18/2023	General Public, Brooklyn Community Board 7
Hillside Avenue Freight Street Improvement Project Presentation	11/14/2023	Rocky Hill Civic Association
Hillside Avenue Freight Street Improvement Project Presentation	12/7/2023	Bellerose-Commonwealth Civic Association
Red Hook Traffic and Truck Study - Public Meeting #2	12/7/2023	General Public
Hunts Point Avenue - Route Removal/ Street Improvement Project	2/26/2024	Hunts Point Produce Market
Hunts Point Avenue - Route Removal/ Street Improvement Project	2/28/2024	Bronx Borough President's Office
Freight Advisory Committee Meeting	5/14/2024	Deputy Mayor's Office of Operations, The Hub Cycles, UPS, NYC Bar Association, Cozen, Con Edison, Joco, Empire Clean Cities, Department of City Planning, Trucking Association of New York, EDC, Hudson Square BID, FHWA, Mayor's Office of Talent and Workforce Development, DutchX, IKEA, NYSDOT, Barretto Bay, Regional Planning Association, CMW
Truck Route Network Redesign Environmental Justice Group Meeting	6/14/2024	Environmental Justic Groups and Elected
Long Island City Borden Avenue Walkthrough	8/1/2024	Long Island City Partnership, General Public
Trucking Association of New York Truck Route Network Redesign Update	6/4/2024	Trucking Association of New York
Letter Regarding Truck Route Redesign Portal	6/7/2024	CM Aviles
Truck Route Network Redesign Update	8/9/2024	PANYNJ
Truck Route Network Redesign Update	8/29/2024	Economic Development Corporation
Truck Route Network Redesign Discussion	9/25/2024	NYPD/ CM Brooks-Powers
South Ozone Park Signage Improvements Request	9/15/2024	Speaker Adams, Queens Community Board 10, South Ozone Park Civic Association

Freight Advisory Committee Meeting	10/9/2024	Deputy Mayor's Office of Operations, The Hub Cycles, UPS, NYC Bar Association, CEVA Logistics, Con Edison, Joco, Stantec, Empire Clean Cities, Department of City Planning, Trucking Association of New York, EDC, Hudson Square BID, FHWA, Mayor's Office of Talent and Workforce Development, DutchX, Department of Health and Mental Hygiene, IKEA, NYSDOT, Greater Jamaica Development Corporation, Regional Planning Association
Southeast Queens Walkthrough	11/4/2024	CM Brooks-Powers and General Public
Vision for Brooklyn Marine Terminal Public Workshop	12/16/2024	General Public
Reimagining Cross Bronx Workshops	2023-2024	General Public
BQE Corridor Vision Workshops	2022-2024	General Public
Downtown Brooklyn Design Charette	1/6/2025	Downtown Brooklyn Partnership
Support of Designation of Korean War Veterans Parkway as a Truck Route	2/13/2025	AM Reilly
Truck Route Network Redesign and Industrial Plan Coordination	3/6/2025	Department of City Planning
Truck Routes, Data Collection and JFK Area	3/28/2025	PANYNJ
Industrial Plan Information Session	4/28/2025	General Public
Freight Advisory Committee Meeting	5/12/2025	NYSDOT, Empire Clean Cities, Regional Planning Association, Trucking Association of New York, NY Metro Trucking Association, DCAS, Long Island City Partnership, Hudson Square BID, NYMTC, AIANY, Con Edison, FedEx, GoLocker, Volo-X, Net Zero Logistics, NYC Office of Talent and Workforce Development
NYPD Briefing on Truck Route Network Update	4/1/2025	NYPD
Overnight Truck Parking and Routing	4/3/2025	CM Williams, CM Brooks-Powers
Brooklyn Community Board 15 Meeting	4/17/2025	Brooklyn Community Board 15
Brooklyn Marine Terminal Task Force	4/25/2025	General Public
Vision for Brooklyn Marine Terminal Public Workshop	5/8/2025	General Public
34th Street Enhanced Bus Priority Street Improvement Project	5/19/2025	Manhattan Community Board 5 Transportation & Environment Committee
Flatbush Avenue Bus Lanes - Community Presentation	5/29/2025	Brooklyn Community Board 2
Conduit Avenue Corridor Plan - Public Workshop	6/10/2025	General Public
Conduit Avenue Corridor Plan - Public Workshop	6/12/2025	General Public
Brooklyn Community Board 8 Transportation Committee Meeting	6/24/2025	Brooklyn Community Board 8
Briefing on NYPD on Proposed Truck Route Changes	7/15/2025	NYPD

Overnight Truck Parking Pilot SEQ Walkthrough	7/17/2025	CM Brooks-Powers, General Public
Truck Route Network Redesign Briefing	7/29/2025	Environmental Justice Groups and Business Improvements Districts

Acknowledgments

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