



# Hunts Point Ave, Randall Ave to Halleck St

## Truck Route Safety Enhancements

Community Board 2

# Hunts Point Ave, Randall Ave to Halleck St

## Presentation Overview

- Background
- Existing Conditions
- Project Proposal - Protected two-way bike path, pedestrian safety improvements, improved truck circulation, add angle parking
- Summary
- Next Steps



Truck route way-finding signages



# Project Location & Goals

## Background

- Simplify complex 5-legged intersection of Hunts Point Ave / Halleck St / Food Center Dr / East Bay Ave
- Improve signal timing at Food Center Dr, Halleck St, and E Bay Ave
- Add additional time for pedestrians to cross (LPIs) in addition to creating new crosswalks
- Provide pedestrian safety improvements including neckdowns to shorten crossing distances
- Complete the bike network by closing existing gap between Randall Ave and Food Center Dr with a 2-way protected bike connection



---

## Background



# Background

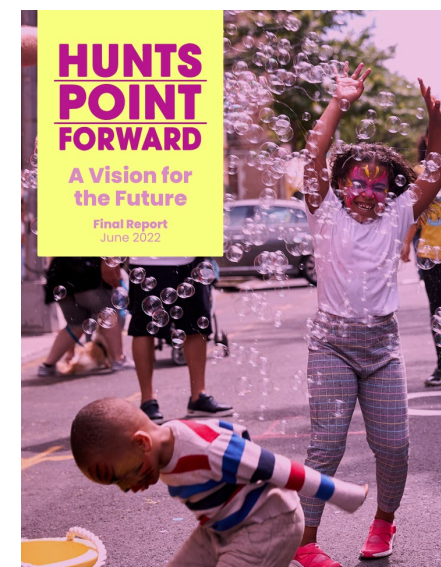
---

## Planning Framework

- **Delivering New York: A Smart Truck Management Plan for NYC**
  - **Safety:** improve the safety of truck travel at intersections and along corridors
  - **Sustainability:** foster the sustainable and environmentally responsible movement of goods
  - **Freight Efficiency:** Improve the efficiency of freight movement to, from, and within NYC
  - **Partnerships & Knowledge:** Grow public and private partnerships to increase knowledge about freight
- **NYCEDC's Hunts Point Forward Plan: A Vision for the Future**
  - Comprehensive plan to create economic opportunities and improve quality of life in the Hunts Point neighborhood
- DOT's focus on daylighting 1,000 intersections each year to expand sightlines and improve safety for all road users



[Delivering New York Plan](#)



[Hunts Point Forward](#)



# Freight Mobility Unit Overview

## Freight Toolkit

**What We Do:** Reduce the impacts of trucks on communities and infrastructure while improving the efficiency of truck deliveries

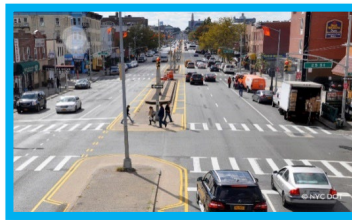
### Manage Demand



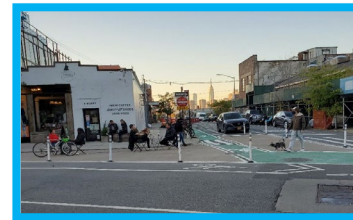
Off-Hour Deliveries



Expand Loading Zones



Truck Route Enhancements



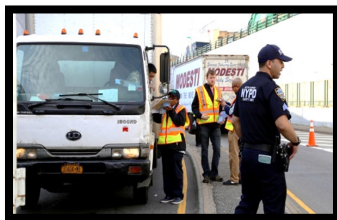
Street Improvement Projects



Truck Electrification & Decarbonization



Truck Safety Education, Outreach, & Partnerships



Truck Safety and Compliance Enforcement Coordination



Microdistribution Hubs



Commercial Cargo Bike Program



Blue Highways

---

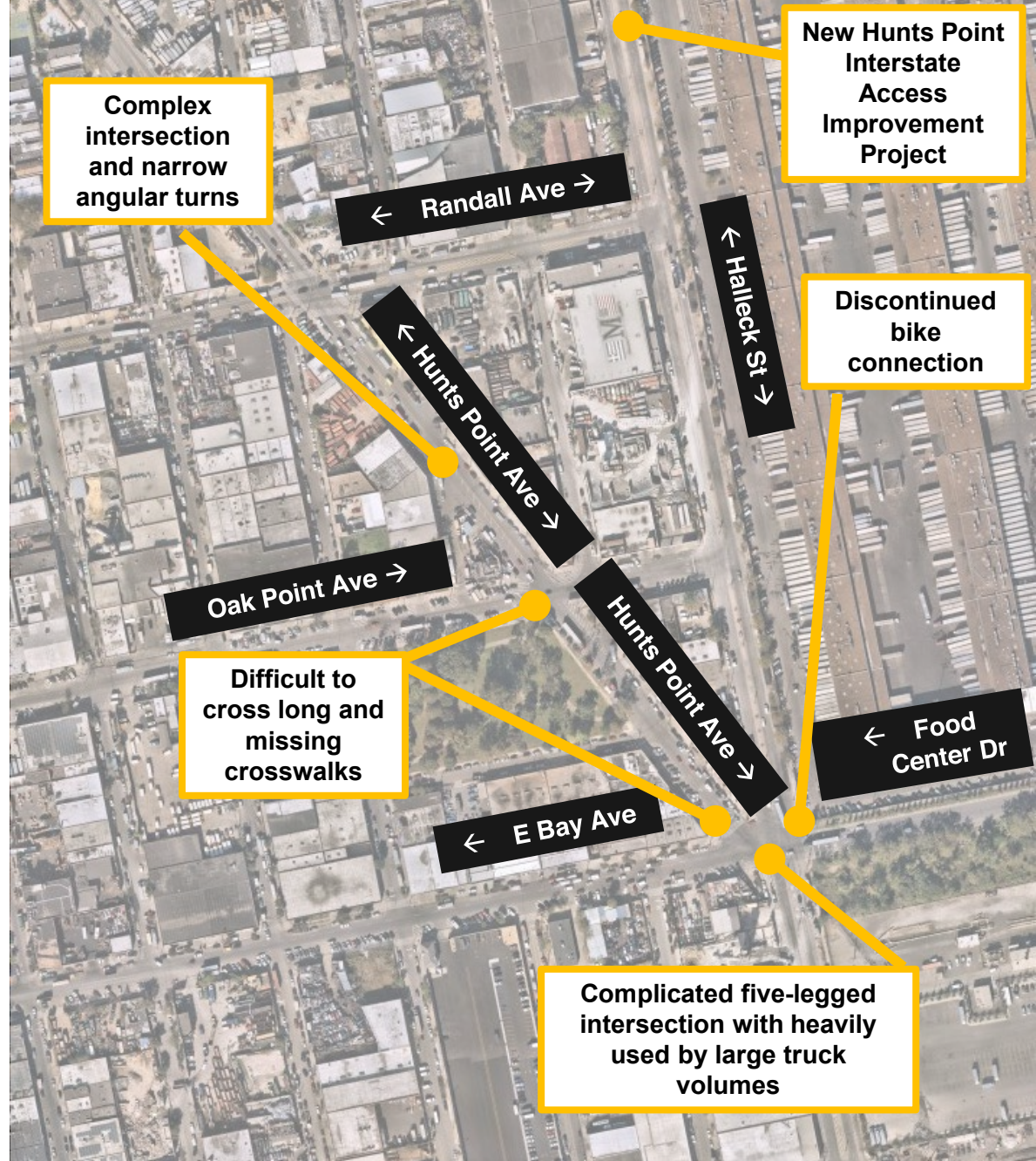
## Existing Conditions

# 2

# Existing Conditions

## Overview

- Home to residents, warehouses, businesses, and the Hunts Point Industrial Business Zone (IBZ) including:
  - Hunts Point Food Distribution Center
  - Hunts Point Terminal Produce Market
  - New Fulton Fish Market
- The new construction of the Hunts Point Interstate Access Improvement Project now allows direct access to Hunts Point Terminal Market via Edgewater Rd
- Area receives high volumes of truck traffic with a need for safety improvements for pedestrians and cyclists





# Truck Priority Safety Corridors

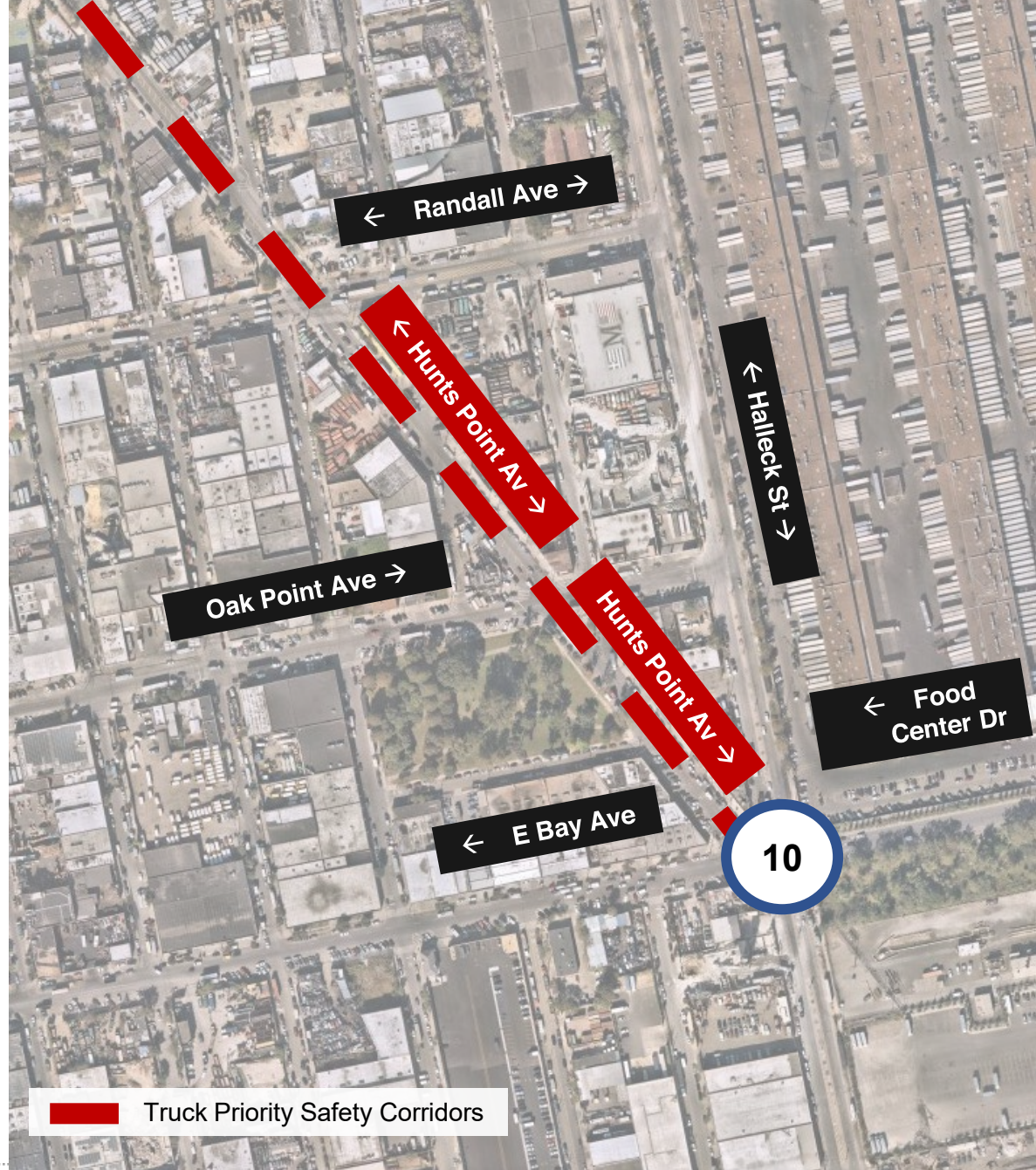
## Crash Data

A Truck Priority Safety Corridor (TPSC) is a corridor associated with high instances of truck-involved crashes (severe and/or fatal injuries/mile). TPSCs in the project area include:

- Hunts Point Ave (Vision Zero Corridor)

	Total Injuries
Pedestrians	2
Bicyclists	1
Motor Vehicle Occupant	7
Total	10

**Injuries at Food Center Dr, Halleck St**  
*Injury Summary, 2019-2023 (5 years)*





# Network Connections

## Truck Route Network

- Hunts Point Ave is a local truck route from Randall Ave to Halleck St only
- Trucks are observed traveling on Hunts Point Ave north of Randall Ave, which is not a truck route
- Trucks may use the following routes to enter the Hunts Point peninsula:
  - Edgewater Rd / Halleck St
  - Leggett Ave
  - Tiffany St



# Bike Route Connections

## Existing Bike Network

- Existing bike connections have gaps within the network
- In addition to the Greenway Expansion initiative, this project creates a well-connected bike network to provide access to the markets and waterfront
- Links Hunts Point Landing and Food Center Drive protected path with the rest of the bike network

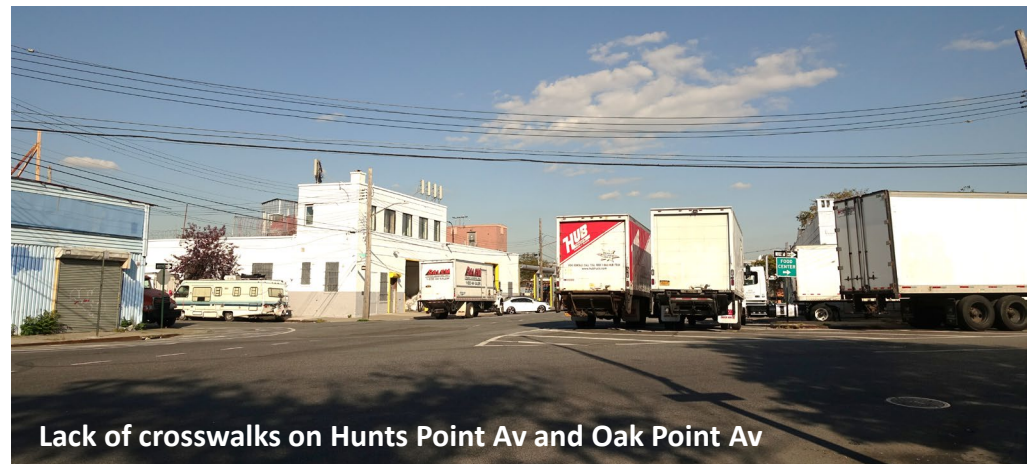
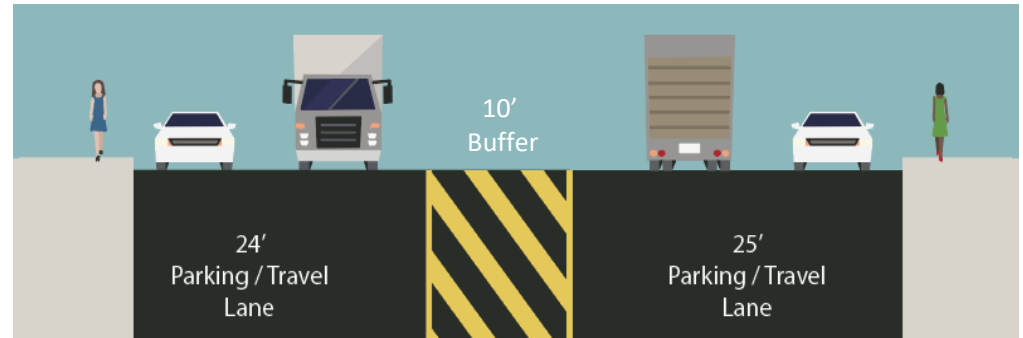




# Existing Conditions on Hunts Point Ave (Randall Ave to Oak Point Ave)

Industrial corridor actively used by trucks, cars, pedestrians, and cyclists

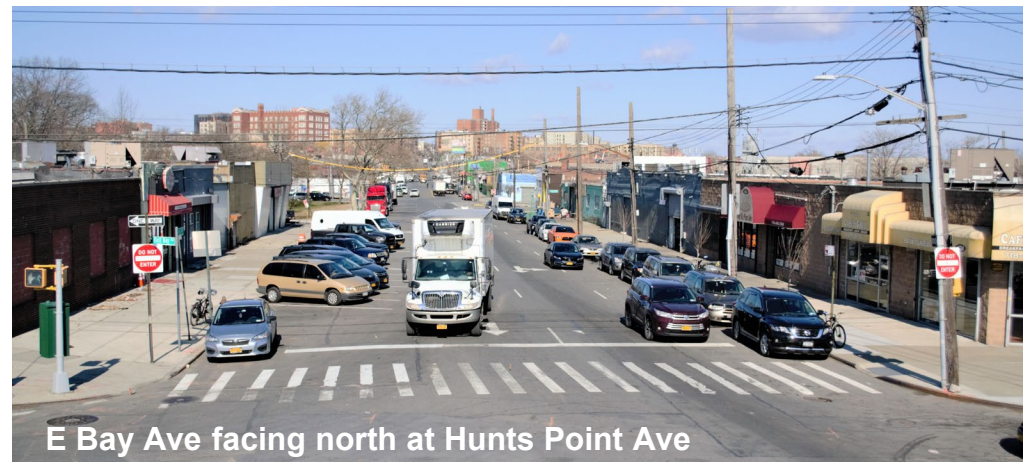
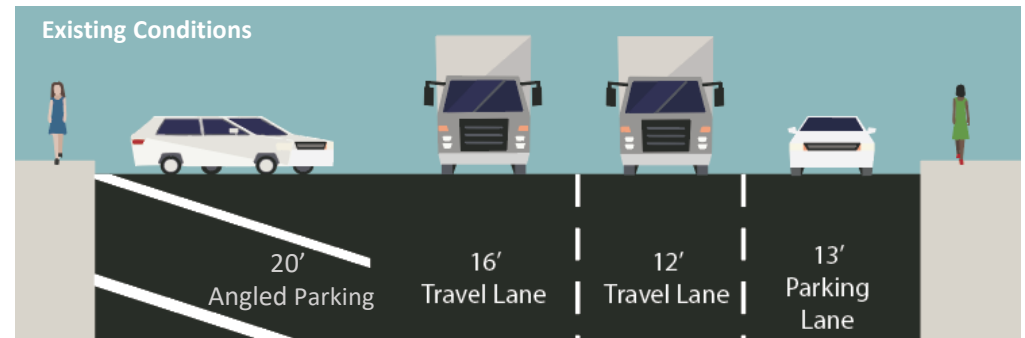
- Wide two-way truck route, worn out street markings
- Illegal parking on sidewalks, in channelization, double parked trucks
- No dedicated space for cyclists
- Lack of crosswalks for pedestrians



# Existing Conditions on Hunts Point Ave (Oak Point Ave to Halleck St)

## Industrial corridor actively used by trucks, cars, pedestrians, and cyclists

- Very wide one-way truck route southbound, worn-out street markings
- Illegal parking on sidewalks, in channelization, double parked trucks
- No dedicated space for cyclists
- Lack of crosswalks for pedestrians, complex intersection



---

Proposal

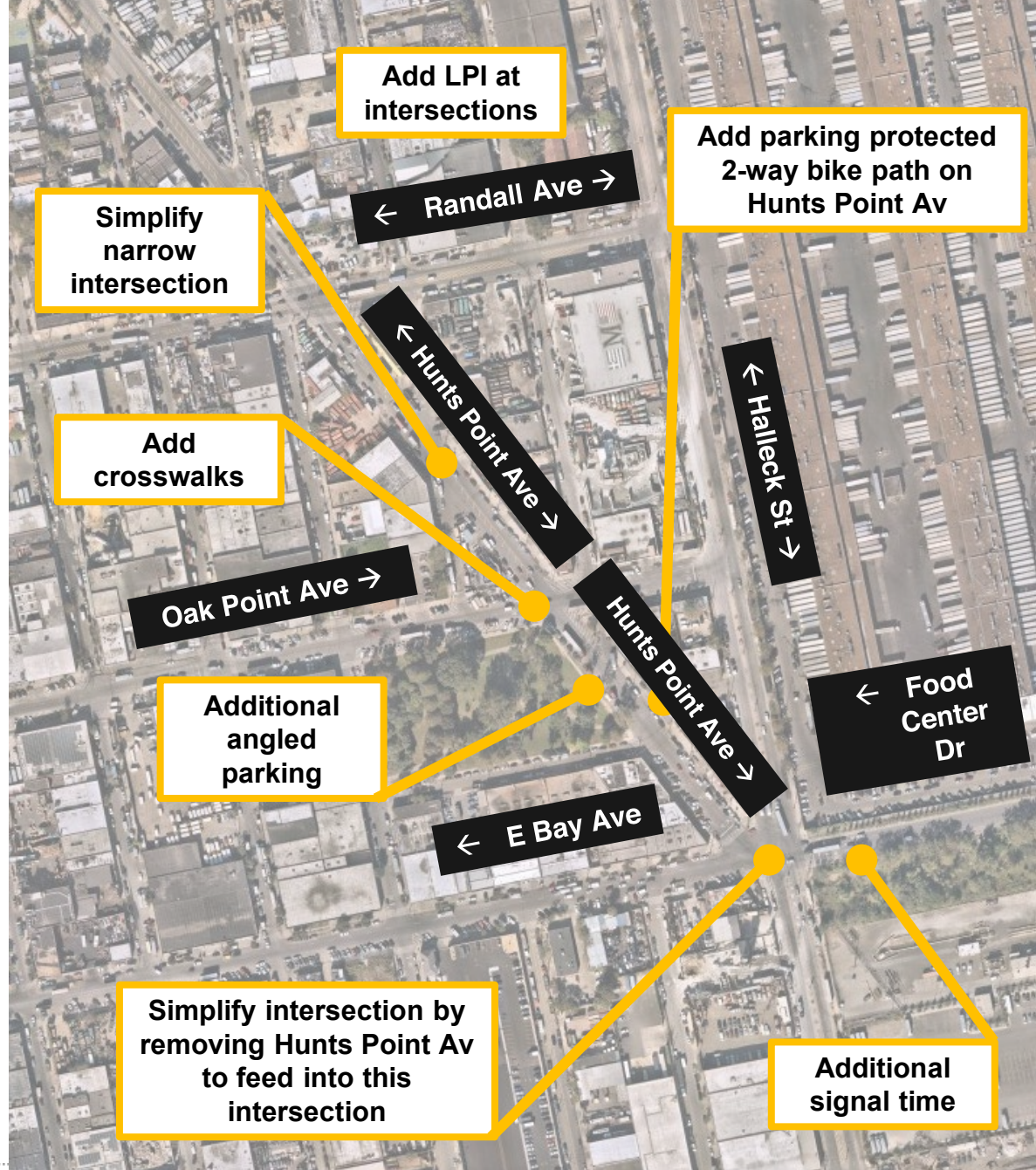
3



# Planned Improvements

## Plan Overview

- Reduce vehicle conflict points
- Add pedestrian and cyclist safety improvements with shortened crossings and new pedestrian signals
- Create a bike connection from Food Center Dr to Randall Ave
- Signal retiming to allow intersection to process more vehicles from Food Center Dr
- Addition of LPIs at multiple intersections to allow pedestrians more time to cross
- Net gain of +11 parking spots



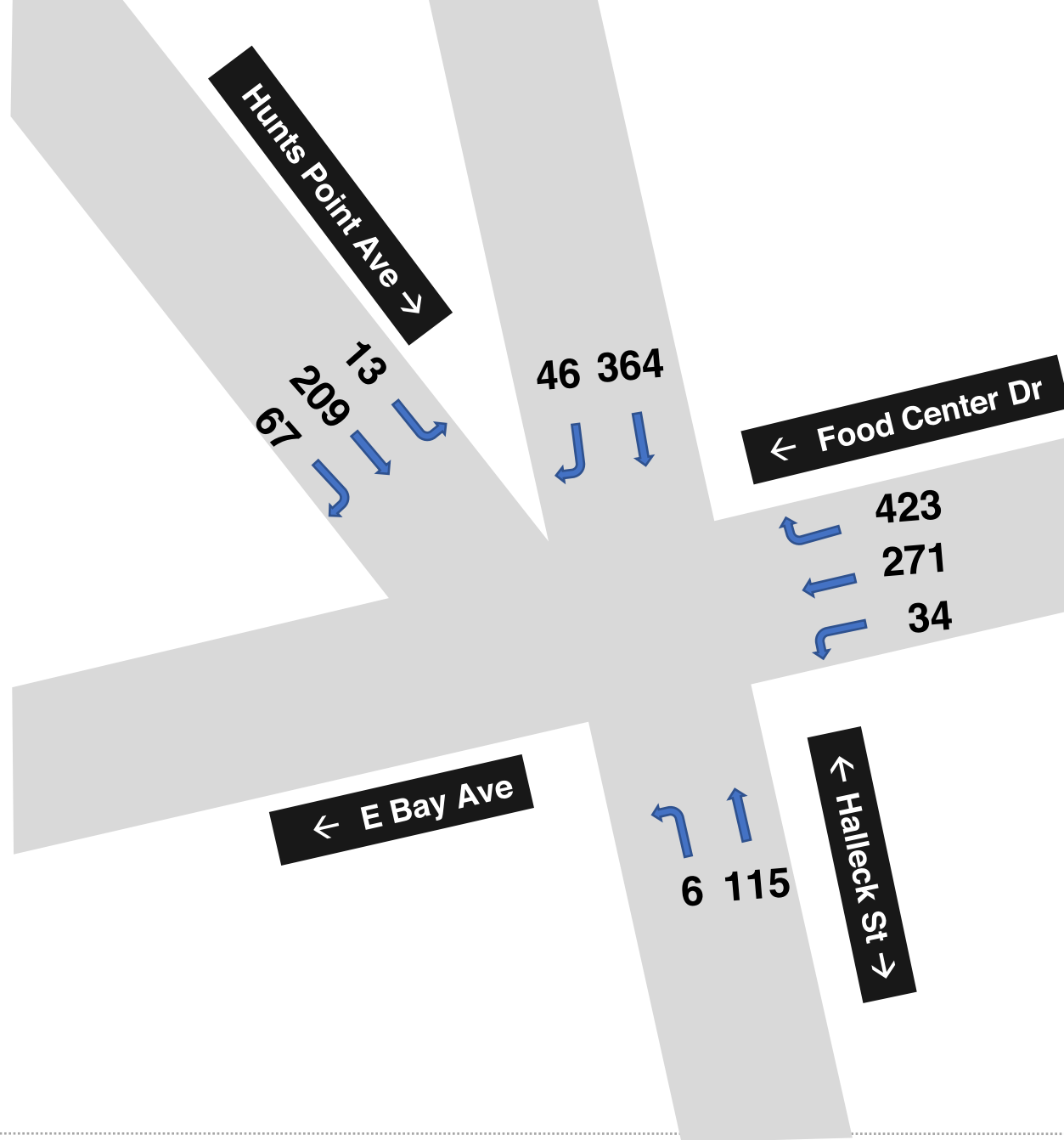
# Existing Peak Conditions

## Peak Hour Traffic Counts

- AM peak - 5:30 - 6:30 AM  
PM peak - 1:30 - 2:30 PM
- During the AM peak, over 1500 vehicles are processed by the 5-legged intersection
- Approximately 40% of vehicles pass through the intersection during the AM peak are trucks (35% in the PM peak)



Illegal parking at 5-legged intersection



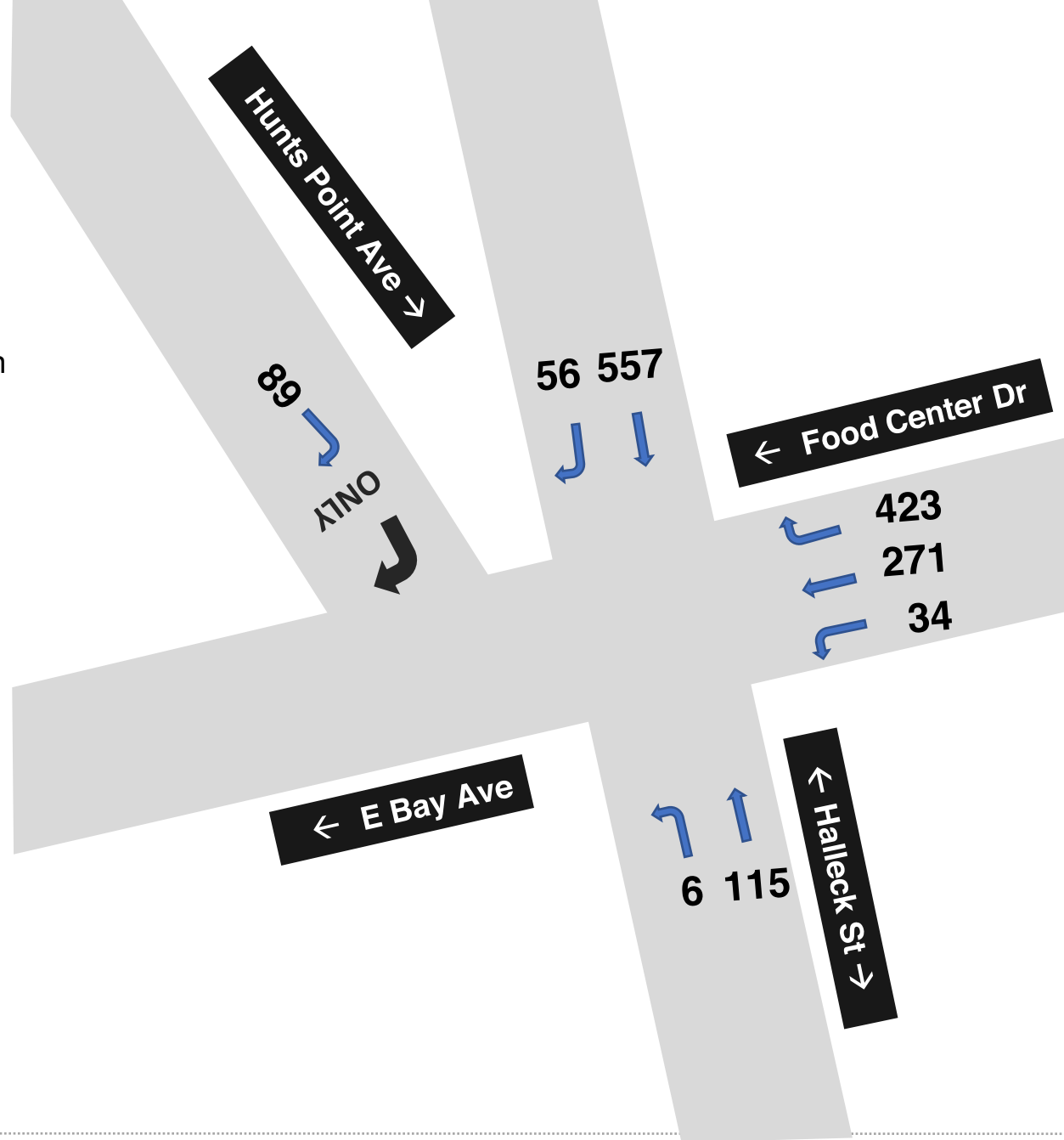
# Proposed Peak Conditions

## AM Peak Hour

- Streamline traffic traveling to Food Center Dr to use Halleck St through updated truck wayfinding signs
- Traffic on Hunts Point Ave to turn right onto E Bay Ave
- Adding additional green time for vehicles traveling out of Food Center Dr to accommodate the heavy vehicle flow
- LPI for pedestrians crossing Halleck St at Food Center Dr



Reroutes alternatives to Halleck St



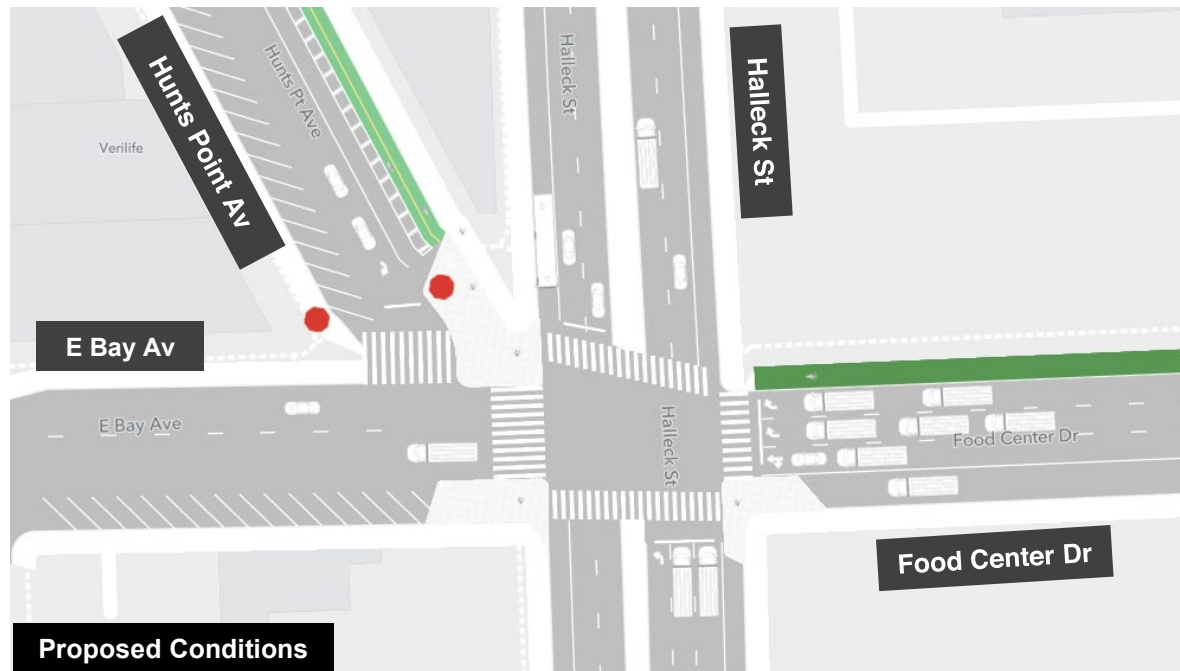


# Proposal

## Hunts Point Ave at Halleck St, East Bay Ave, and Food Center Dr

### Safer Intersection

- New right-turn only from Hunts Point Ave to East Bay Ave
- New painted neckdowns at SE corner on Halleck St, SW corner on East Bay Ave
- New large painted pedestrian space at Hunts Point Ave and Halleck St
- Shorten crossing from Hunts Point Ave to East Bay Ave
- Signal retiming to allow intersection to process more vehicles

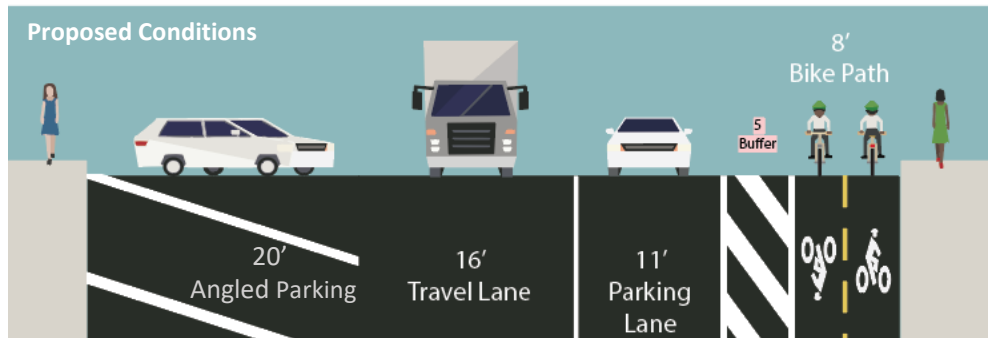
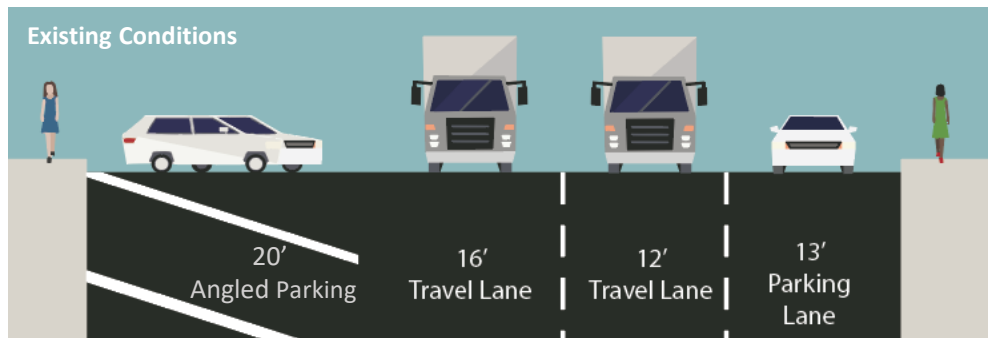


# Proposal

## Hunts Point Ave (Oak Point Ave to Halleck St)

### Parking-Protected Two-Way Bike Lane

- Two-way parking protected bike lane on the east side of Hunts Point Ave
- New crosswalks at intersections make it safer for pedestrians to cross
- Add +11 angled parking from Drake Park S to Oak Point Ave



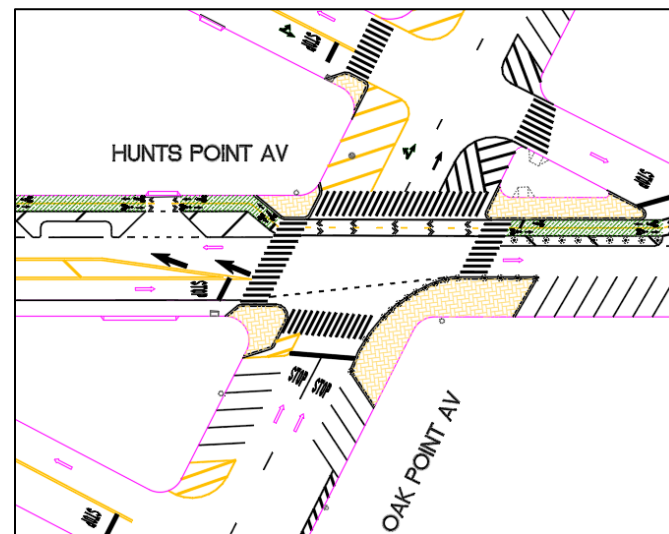
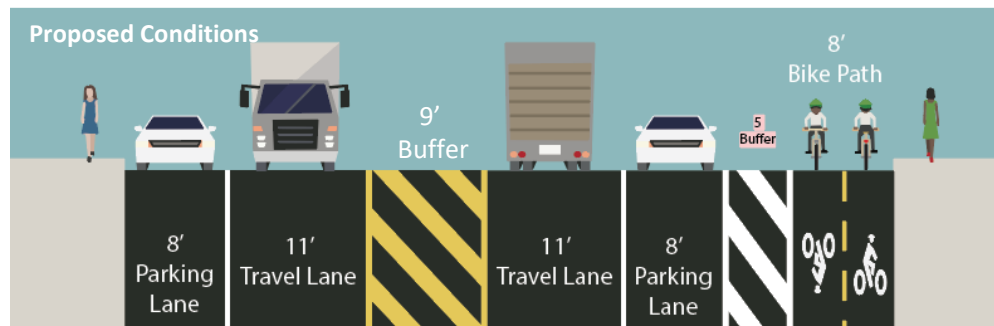
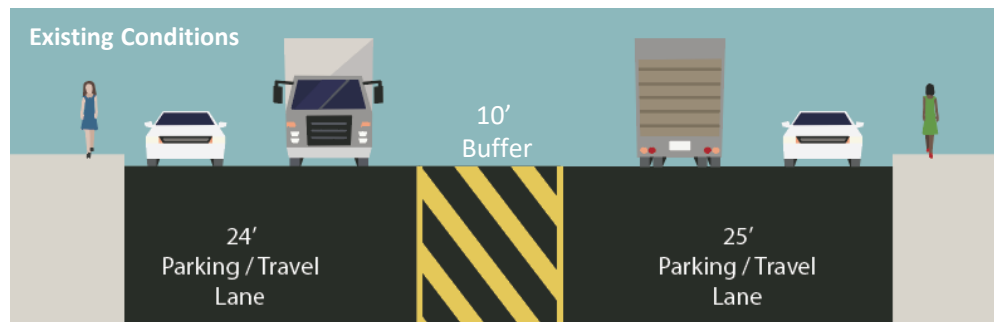
Facing north at Hunts Point Ave and Halleck St

# Proposal

## Hunts Point Ave (Randall Ave to Oak Point Ave)

### Parking-Protected Two-Way Bike Lane

- Two-way parking protected bike lane on the east side of Hunts Point Ave
- Safer design for the intersection of Whittier St and Hunts Point Av
- New crosswalks and curb extensions at intersections make it safer for pedestrians to cross



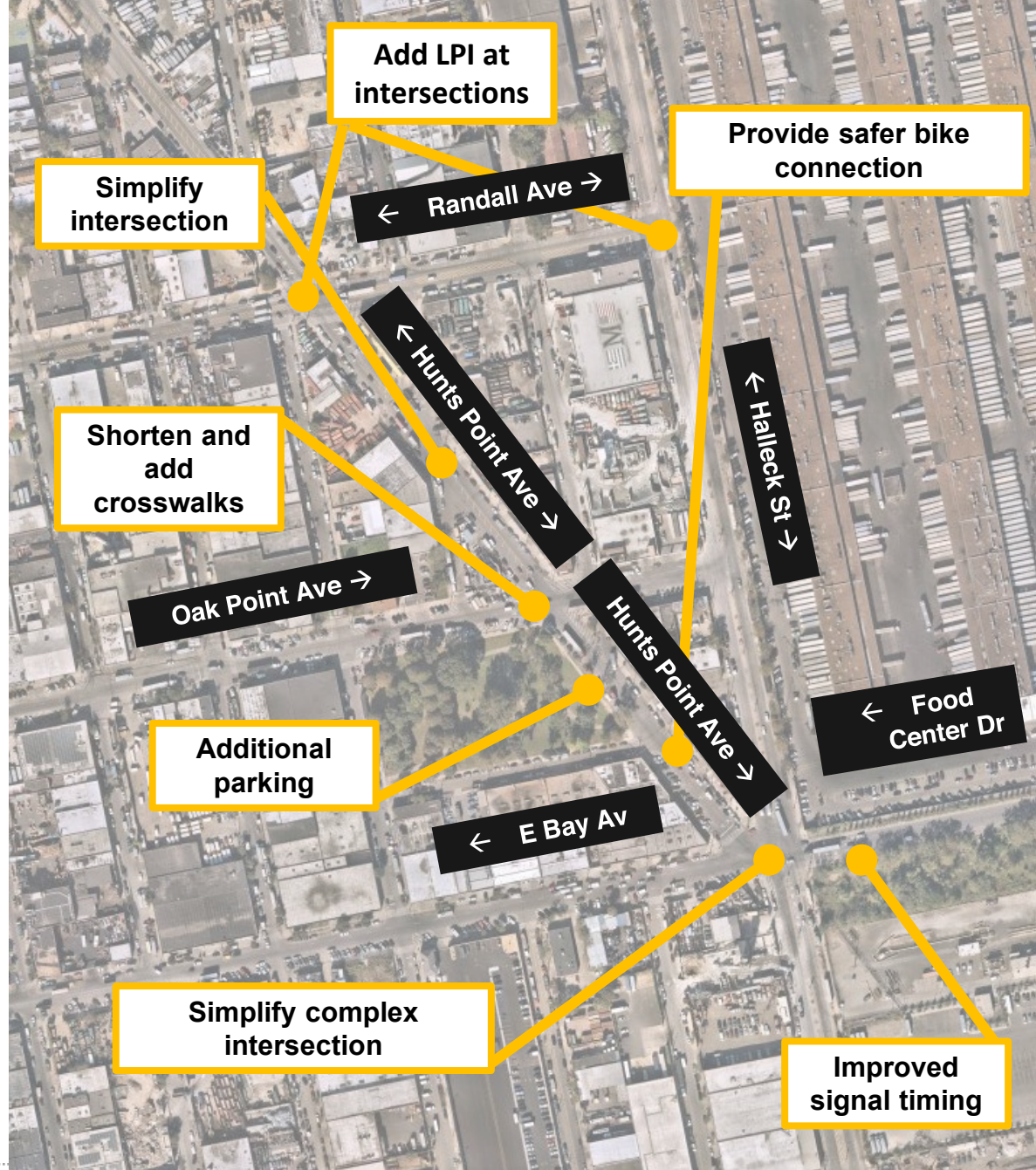
**Safety improvements at the intersection of  
Hunts Point Ave and Oak Point Ave**



# Summary of Improvements

## Plan Overview

- Reduce vehicle conflict points
- Improve traffic flow at key intersections
- Shorten crossing distances for pedestrian safety
- Provide protected bike lanes for cyclist safety
- Provide additional parking
- Develop and update truck wayfinding signage in the area to give trucks an advanced notice to use to Halleck St



---

## Next Steps

# 4

# Next Steps

## Timeline

**Early Spring 2024:** Planned implementation

**Summer - Fall 2024:** Continuation of implementation and post-implementation monitoring

### Safety

- Promote safety for all road users via street design through a phased approach

### Communication

- Follow-up and address issues and/or concerns identified by local stakeholders

### Continued Monitoring

- Continue to monitor conditions as implementation takes place



Traffic on Food Center Drive viewed from East Bay Ave



# Thank You!

Questions?



NYCDOT



nyc\_dot



nyc\_dot



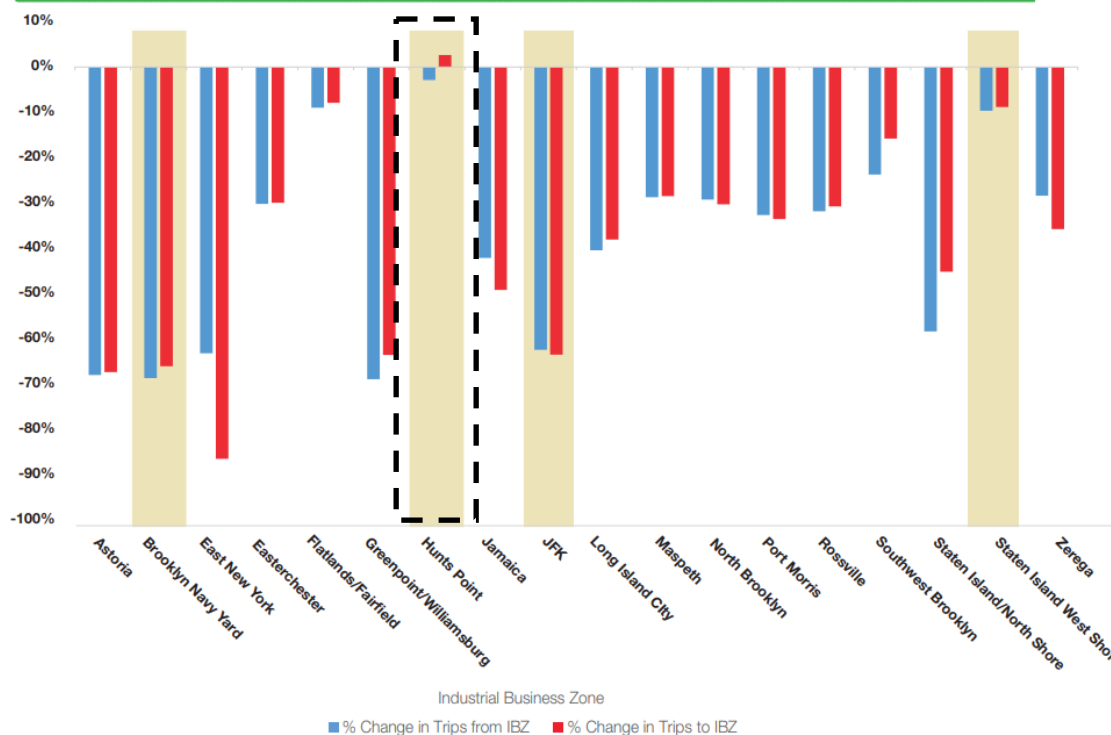
NYCDOT

# Importance of Hunts Point IBZ

## Stability in Demand

- The Hunts Point IBZ (Industrial Business Zone) moves the **second highest volume of goods** in NYC, after JFK
- While other IBZs saw large decreases in truck trips due to the global pandemic, those supplying food products (like Hunts Point) were relatively stable as it provides an essential service

Change in Truck Trips to IBZs Before and During COVID-19



Truck Activity by IBZ



NYC's Industrial Business Zones, ranked from the most to least volume of goods moved, shown as a percentage of total goods moved.