



# 3<sup>rd</sup> Avenue Safety Enhancements Wakeman Place to 86<sup>th</sup> Street

Project Overview

CB 10 Presentation

May 6, 2026



# 3<sup>rd</sup> Avenue Safety Enhancements

## Presentation Overview

- Project Background
- Existing Conditions
- Select Proposed Safety Enhancements
- Next Steps



Photo: Truck double parking to unload along 3<sup>rd</sup> Ave at 77<sup>th</sup> St



Photo: Tractor trailer parked to unload along 3<sup>rd</sup> Ave at 79<sup>th</sup> St

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# Project Background

# 1

# Planning Framework

## The Freight Mobility Unit

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

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

The Freight unit aims to address:

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



[Delivering New York Plan](#)

# Truck Route Network

## Redesigning the Network

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

### Changes in Brooklyn Community Board 10 include:

- Designating 3<sup>rd</sup> Ave from 65<sup>th</sup> St to 86<sup>th</sup> St as a new local truck route
- Designating 86<sup>th</sup> St from 3<sup>rd</sup> Ave to Ft Hamilton Pkwy as a new local truck route

### Rationale for designation:

- ~90% of the buildings along the corridor have mixed residential/commercial or commercial uses
- Many businesses along the corridor receive multiple daily deliveries
- The lack of a dedicated truck route in Bay Ridge results in trucks using streets unsuitable for commercial vehicle traffic
- A local truck route will assist with enforcement efforts to keep trucks off residential streets



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# Existing Conditions Analysis

# 2

# Crash History

## Injuries Resulting from Crashes: 2021 to 2025



- 111 injuries resulting from crashes along the corridor.
- 13 KSI (killed or severely injured):
  - 2 pedestrians; 3 cyclists; 6 motorized two-wheelers; 2 motor vehicle occupants
- Over 46% of pedestrian injuries occurred while pedestrians were crossing with the signal.
- Over 30% of motor vehicle injuries occurred due to sideswipes.

**Injury Summary: 2021-2025 (5 Years)**

Mode	All Injuries	Severe Injuries	Fatalities	KSI
Pedestrians	31	2	0	2
Cyclists	15	3	0	3
Motorized Two-Wheelers	22	5	1	6
Motor Vehicle Occupants	43	2	0	2
<b>Totals</b>	<b>111</b>	<b>12</b>	<b>1</b>	<b>13</b>

# Corridor Conditions

## Field Observations



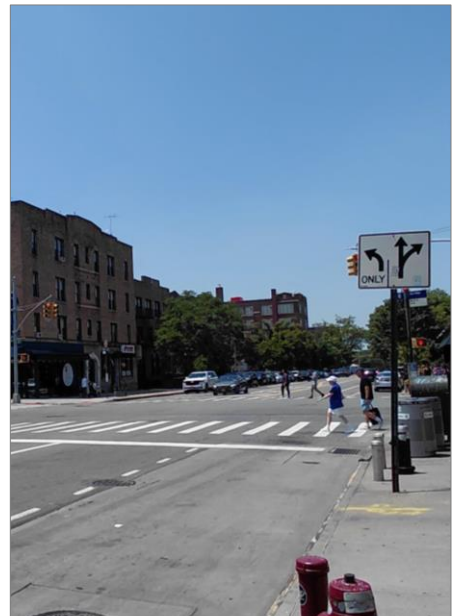
**Photo:** Frequent truck turning movements at the intersection of 3<sup>rd</sup> Ave and Bay Ridge Ave



**Photo:** Vehicle overtaking another vehicle at intersection of 3<sup>rd</sup> Ave and Bay Ridge Pkwy



**Photo:** Tractor trailer double-parked to unload along 3<sup>rd</sup> Ave between 79<sup>th</sup> St and 80<sup>th</sup> St



**Photo:** Long pedestrian crossing distances at the intersection of 3<sup>rd</sup> Ave and 86<sup>th</sup> St

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## Select Proposed Safety Enhancements

# 3

# 3<sup>rd</sup> Ave from 68<sup>th</sup> St to Bay Ridge Ave

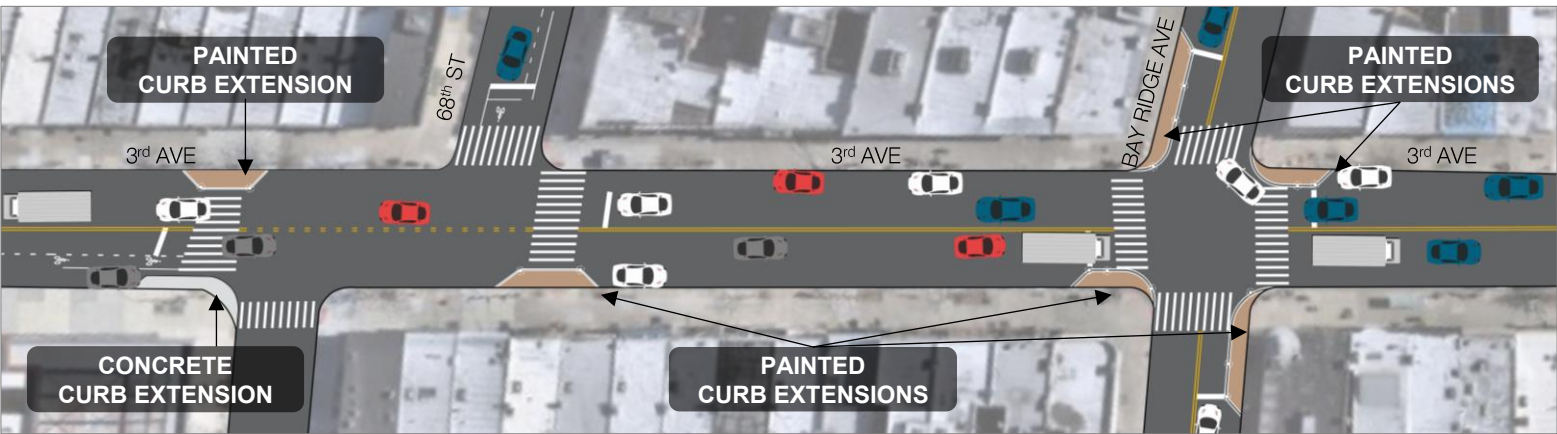
## Proposed Safety Enhancements

### Concrete and painted curb extensions:

- Shorten crossings
- Improve visibility for pedestrians crossing midblock at 68<sup>th</sup> St
- Provide queuing space for pedestrians at Bay Ridge Ave
- Slow vehicle turning movements and emphasize pedestrian right-of-way

### Signal timing changes:

- Reduce traffic congestion and improve travel times



# 3<sup>rd</sup> Ave from 71<sup>st</sup> St to 73<sup>rd</sup> St

## Proposed Safety Enhancements

### Concrete and painted curb extensions:

- Shorten crossings
- Improve visibility for crossing pedestrians
- Slow vehicle turning movements and emphasize pedestrian right-of-way

### Signal timing changes:

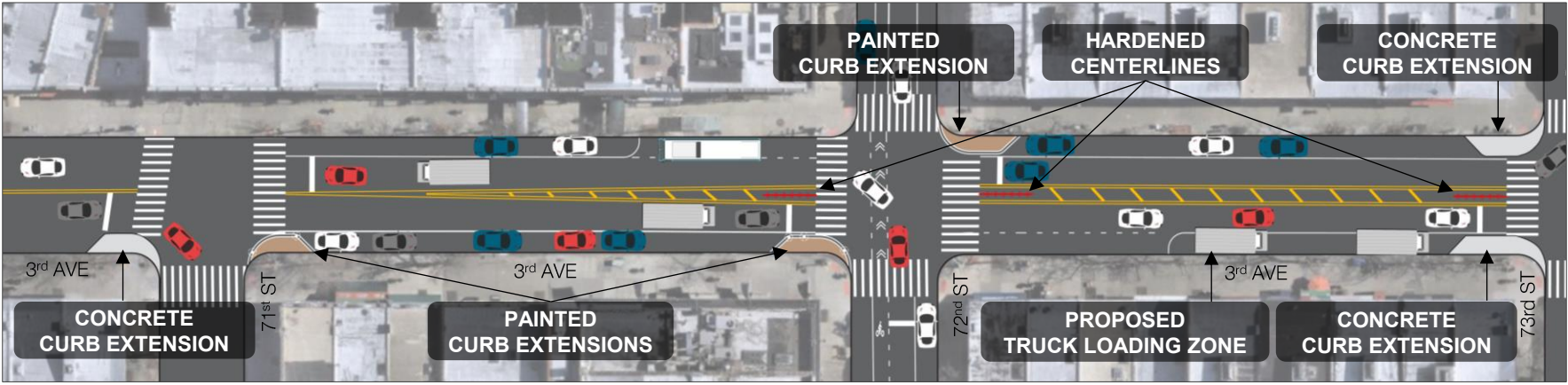
- Reduce traffic congestion and improve travel times

### Truck Loading Zone

- Facilitate curb access for deliveries to local businesses
- Reduce instances of double parking

### Hardened centerlines:

- Discourage passing vehicles in intersections and illegal U-turns



# 3<sup>rd</sup> Ave from 74<sup>th</sup> St to 76<sup>th</sup> St

## Proposed Safety Enhancements

### Concrete and painted curb extensions:

- Shorten crossings
- Improve visibility for crossing pedestrians
- Slow vehicle turning movements and emphasize pedestrian right-of-way

### Signal timing changes:

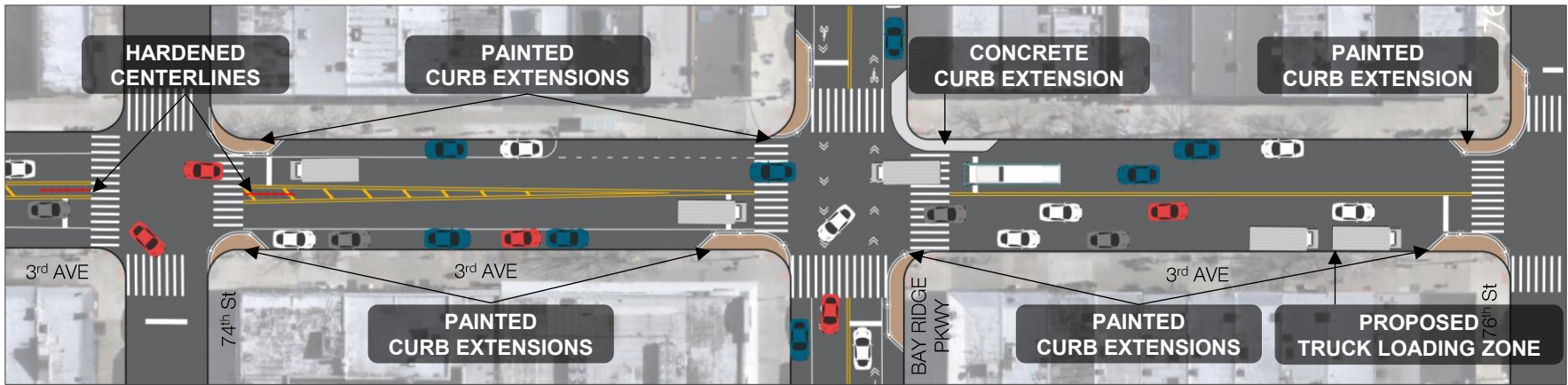
- Reduce traffic congestion and improve travel times

### Truck Loading Zone

- Facilitate curb access for deliveries to local businesses
- Reduce instances of double parking

### Hardened Centerlines

- Discourage passing vehicles in intersections and illegal U-turns



# Project Benefits Summary

## Improving Corridor Safety

- Shorten crossing distances for pedestrians
- Increase pedestrian visibility and improve accessibility
- Provide pedestrians additional crossing time where feasible
- Calm traffic and slow turning movements
- Reduce conflict points between motorists and vulnerable road users
- Improve curb management and access
- Continue working with the 68<sup>th</sup> Precinct on coordinated truck enforcement



**Proposed condition** (hardened centerline) for multiple intersections along 3<sup>rd</sup> Ave (Photo: Hempstead Ave)



**Proposed condition** (concrete curb extension) for multiple intersections along 3<sup>rd</sup> Ave (Photo: Willoughby Ave)

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## Next Steps

# 4

# Project Timeline

## Estimated Implementation Dates

**Spring 2026:** Presentation to CB 10 TC

**Late Summer 2026:** Project implementation / kick-off

**Late Fall 2026:** Project completion

**Winter/Spring 2027:** Post-implementation monitoring and data collection



**Proposed regulation (Truck Loading Zone)** for stretches of curb along 3<sup>rd</sup> Ave (Photo: 108<sup>th</sup> St)

# Thank You!

Questions?



NYCDOT



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# Appendix

# 5

# Freight Mobility Toolbox

## Projects, Pilots and Initiatives

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

### Freight Efficiency



Microhubs



Commercial Cargo Bikes



Shared Use Lockers (LockerNYC)



Off-Hour Deliveries



Truck Electrification



Blue Highways

### Curb Access, Truck Route Network, and Truck Safety



Loading Zones Expansion



Conflict-Reducing Designs



Truck Route Management



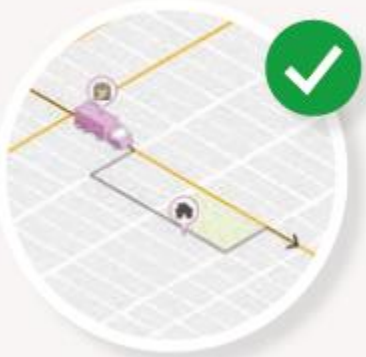
Truck Safety Education & Outreach

# Truck Route Designations

## Types of Routes and Usage


- Truck routes restrict commercial vehicle movements to specific corridors.
- The Truck Route Network consists of three distinct designations:
  - **Local Truck Routes** are designated for trucks with an origin and destination in the same borough.
  - **Through Truck Routes** are primarily composed of major urban arterials and highways that have neither an origin nor destination within the same borough.
  - **Limited Local Truck Routes** are only found on certain roadways in Staten Island and serve as local routes limited to trucks with two axles and six tires.
- Trucks **may leave the truck route network to make local deliveries.**
- Borough Commissioner's Office coordinates with NYPD precincts to conduct targeted traffic enforcement.

When can trucks go off route?



Allowed

To make a delivery off of a designated route



Not Allowed

To take a shortcut or avoid traffic

# Bay Ridge Truck Activity

## Summary of Truck Trip Changes

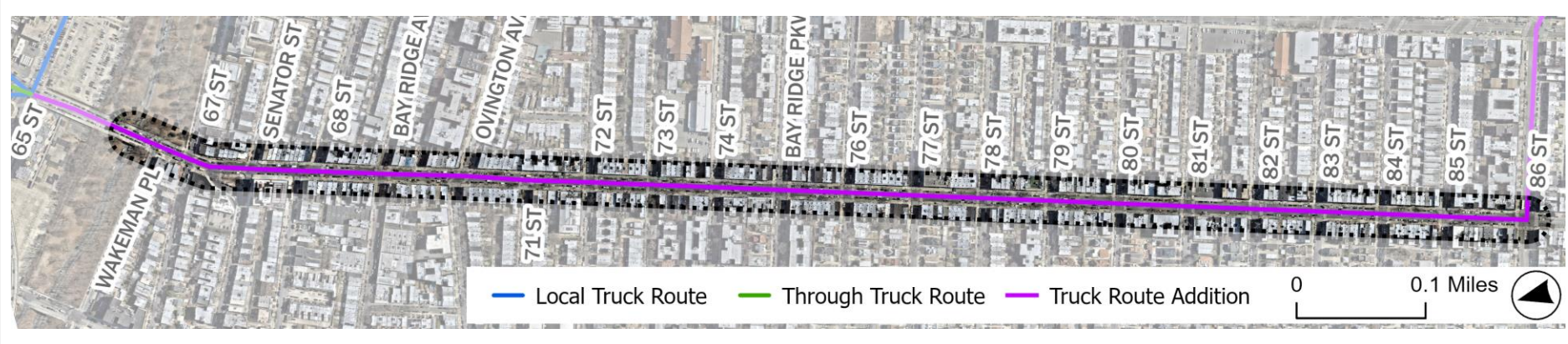
The number of average weekday truck trips in Bay Ridge has increased since 2019:

- Tuesday-Thursday truck trips on all streets (both truck routes and non-truck routes) were collected for 2019 – 2023.
- 3<sup>rd</sup> Ave saw 373 more average weekday truck trips in 2023 than in 2019 (**76% increase**).
- 86<sup>th</sup> St saw 297 more average weekday truck trips in 2023 than in 2019 (**50% increase**).



# Corridor Overview

## Project Boundaries and Recent Improvements



- Project corridor is **~1 mile long**.
- 3rd Ave features commercial and residential land uses between Wakeman Pl and 86<sup>th</sup> St; Merchants of Third Ave manages events and programming along the corridor.
- The local truck route along 3<sup>rd</sup> Ave **will be extended from 65<sup>th</sup> St down to 86<sup>th</sup> St**.
- **86<sup>th</sup> St from 3<sup>rd</sup> Ave to Ft Hamilton Pkwy** will be added as a local truck route.
- Most recent improvements include the installation of curb extensions at 65<sup>th</sup> St and 3<sup>rd</sup> Ave (2025).

# Merchant Surveys

## Feedback from Local Businesses

### Key takeaways:

- Most delivery vehicles are forced to double park to complete deliveries
- Some delivery vehicles are forced to unload on adjacent side streets
- Passenger vehicles frequently obstruct designated Truck Loading Zones
- Delivery times can be difficult to predict; many trucks come from New Jersey
- Traffic calming measures are needed to deter speeding vehicles
- Traffic congestion has recently become notably worse



**Photo:** DOT Street Ambassador surveying a local business

# 3<sup>rd</sup> Ave from 80<sup>th</sup> St to 82<sup>nd</sup> St

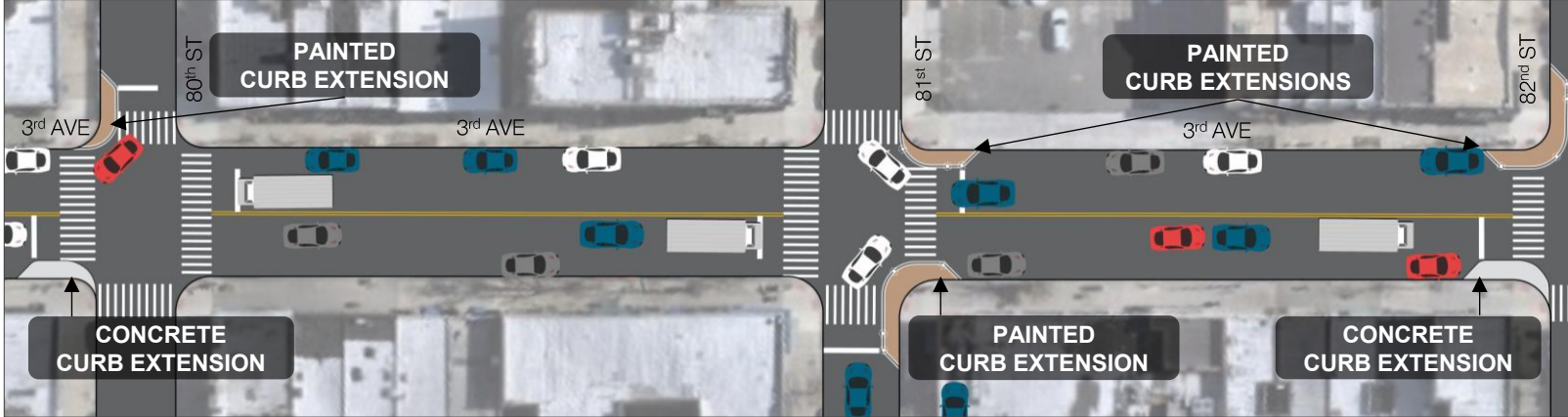
## Proposed Safety Enhancements

### Concrete and painted curb extensions:

- Shorten crossings
- Improve visibility for crossing pedestrians
- Slow vehicle turning movements and emphasize pedestrian right-of-way

### Signal timing changes:

- Reduce traffic congestion and improve travel times



# 3<sup>rd</sup> Ave and 86<sup>th</sup> St

## Proposed Safety Enhancements

### Painted curb extensions:

- Shorten crossings
- Improve visibility for crossing pedestrians
- Provide queuing space for pedestrians
- Slow vehicle turning movements and emphasize pedestrian right-of-way

### Signal timing changes:

- Reduce traffic congestion and improve travel times

