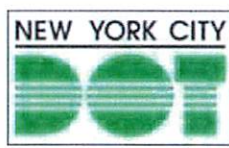


June 7, 2022
Transportation Committee Meeting
Attachment #1
Maspeth Industrial Business Zone (IBZ)
Safety Enhancements



Maspeth Industrial Business Zone (IBZ) Safety Enhancements

NYC DOT Presentation to Community Board 2 Transportation Committee
6/7/2022



Maspeth IBZ Safety Improvements

Presentation Overview

- Background
- Existing Conditions
- Project Proposal
- Next Steps



Narrow two-way traffic on 56th Dr (Rust St to 58th St)

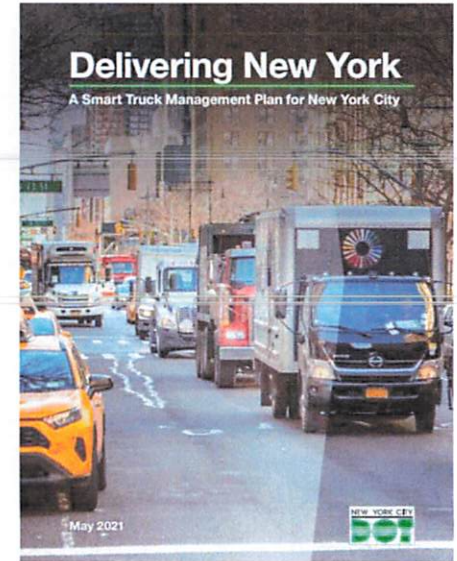
Background



Background

Planning Framework

- Freight Mobility Unit is committed to strategies outlined in *Delivering New York: A Smart Truck Management Plan for NYC*
 - **Safety**: improve the safety of truck travel at intersections and along corridors
 - **Sustainability**: foster the sustainable and environmentally responsible movement of goods
 - **Freight Efficiency**: Improve the efficiency of freight movement to, from, and within NYC
 - **Partnerships & Knowledge**: Grow public and private partnerships to increase knowledge about freight
- DOT is focusing on improving 1,000 intersections to make it safer for all road users, especially pedestrians and cyclists
- The Freight unit aims to address truck priority safety corridors; streets where there is a concentration of truck involved crashes with vulnerable road users (pedestrians and cyclists)



[Delivering New York Plan](#)

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

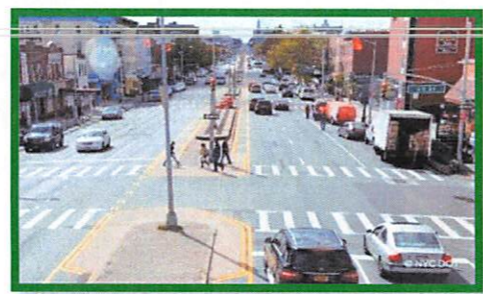
How We Do it: Wide range of strategies, policies and programs in our toolbox



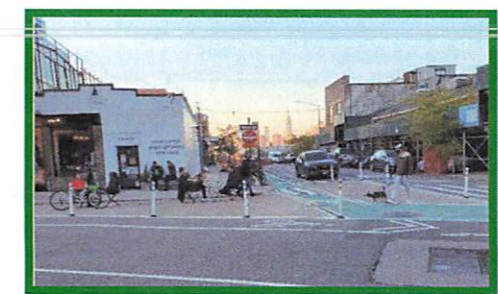
Off-Hour Deliveries



Expand Loading Zones



Truck Route Enhancements



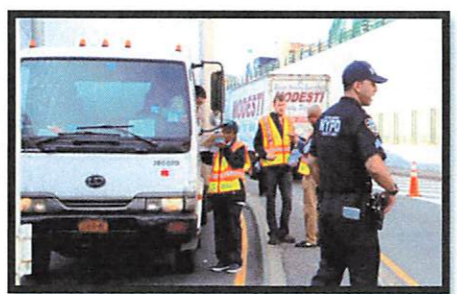
Street Improvement Projects



Truck Electrification & Decarbonization



Truck Safety Education, Outreach, & Partnerships



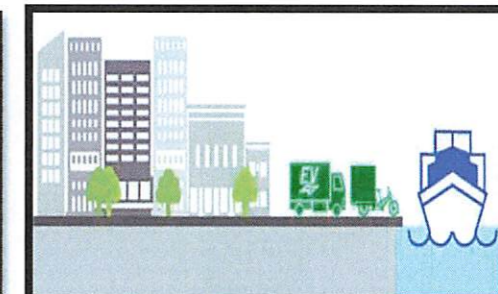
Truck Safety and Compliance Enforcement Coordination



Microdistribution Hubs



Commercial Cargo Bike Program



Blue Highways

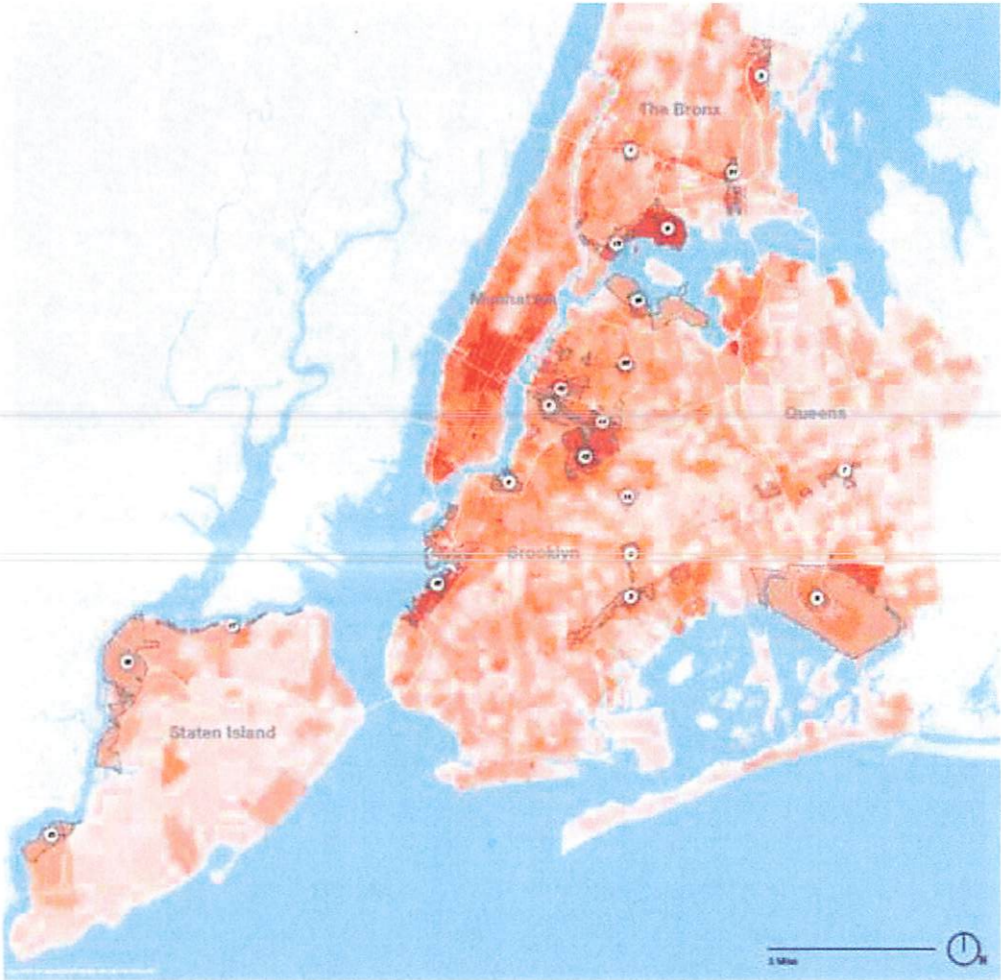
Truck Deliveries

Citywide Trips

- A significant share of the freight activity generated within the city is traditionally concentrated within:
 - 21 Industrial Business Zones (IBZ); Maspeth IBZ is within the top 5
 - Central Business Districts
- A greater proportion of deliveries are destined for residential areas since the COVID-19 pandemic began



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



- | Industrial Business Zones (IBZs) | | |
|----------------------------------|----------------------|-------------------------------|
| 1. Bathgate | 8. JFK | 16. Southwest Brooklyn |
| 2. Brooklyn Navy Yard | 9. Hunts Point | 17. Staten Island North Shore |
| 3. Eastchester | 10. Long Island City | 18. Staten Island West Shore |
| 4. East New York | 11. Maspeth | 19. Steinway |
| 5. Flatlands/Fairfield | 12. North Brooklyn | 20. Woodside |
| 6. Greenpoint/Williamsburg | 13. Port Morris | 21. Zerega |
| 7. Jamaica | 14. Ridgewood / SoMA | |
| | 15. Rossville | |



Freight trip generation was calculated using a sample of monthly freight trips generated in each traffic analysis zone normalized by the area of the zone

Project Location

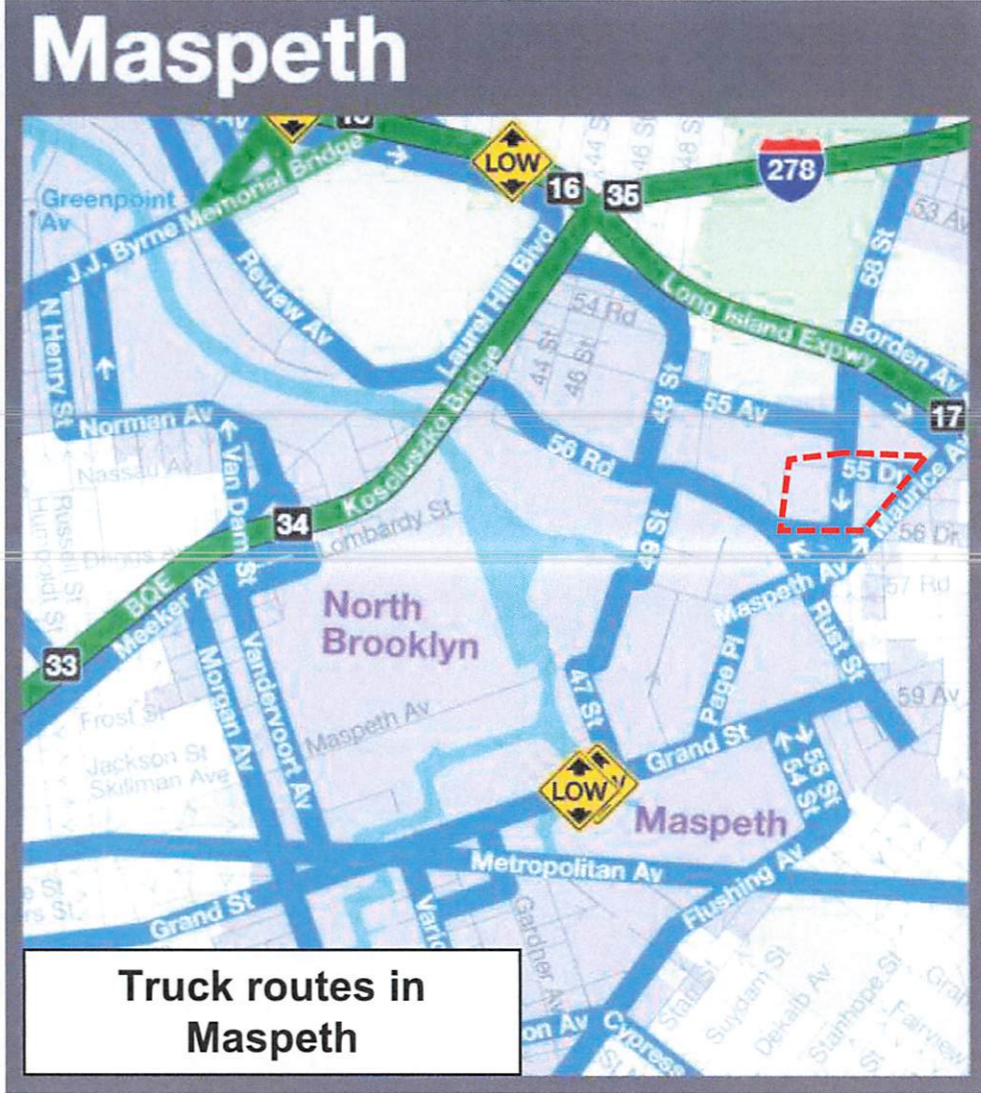
Background/History

Past Improvements

Several years ago, the Maspeth Bypass was implemented to improve goods movement and shift truck activity away from residential and commercial corridors (i.e., Grand Av)

In 2019, safety enhancements, in the form of new markings, were introduced at Maspeth Av and Rust St

In 2021 several truck loading zones were added in and around 58th St to facilitate curb access for commercial vehicles



Existing Conditions

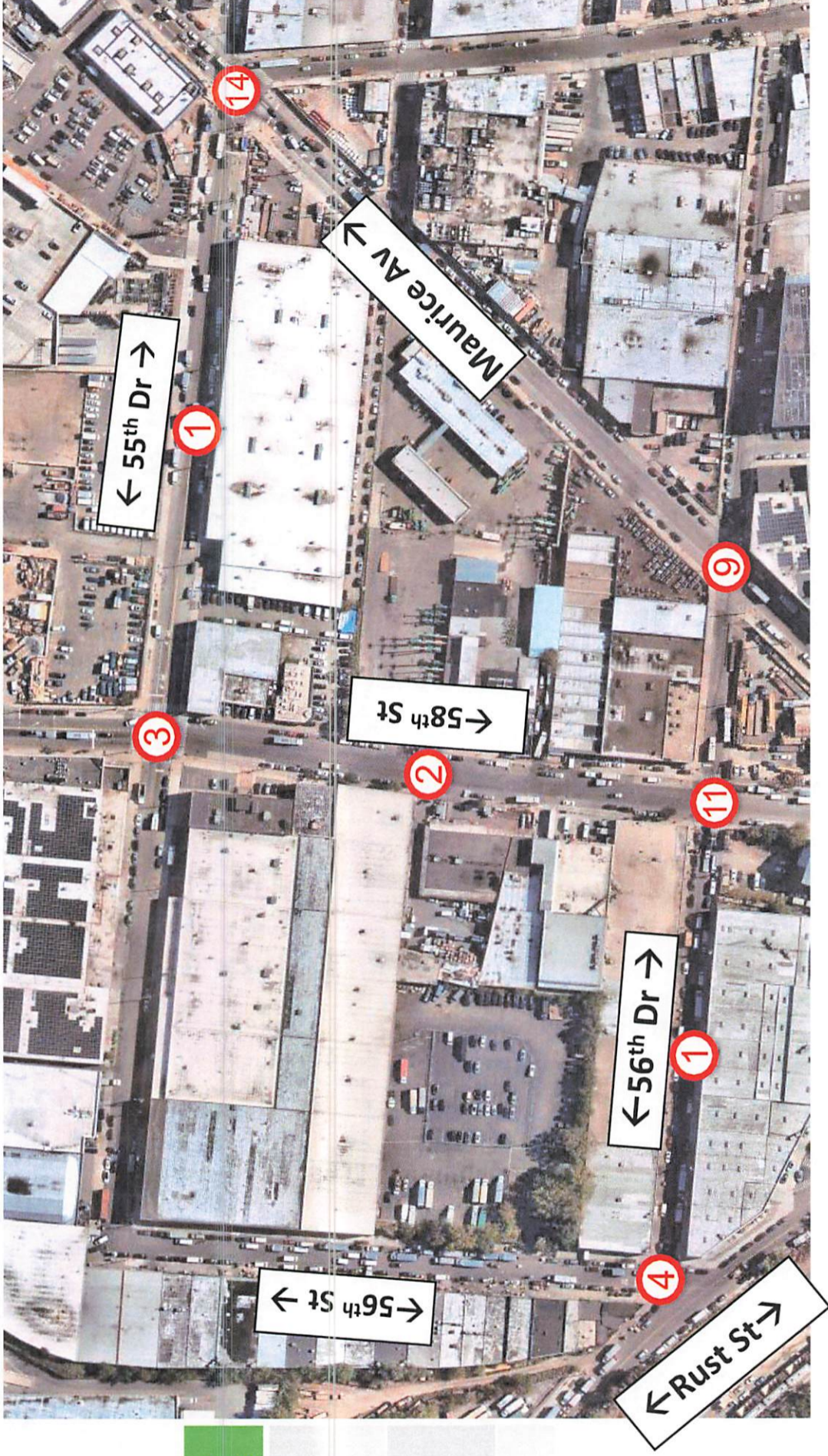
2

Crash History

2014-2019 (5 Year)

	Total Injuries	Severe Injuries
Pedestrians	5	1
Cyclists	2	1
Motor Vehicle Occupant	38	3
Total	45	5

Injuries within core project area
Injury Summary, 2014-2019 (5 years)
Severe ped/cyclist injuries documented at 55th Dr and 58th St, 55th Dr and Maurice Av)



Existing Issues

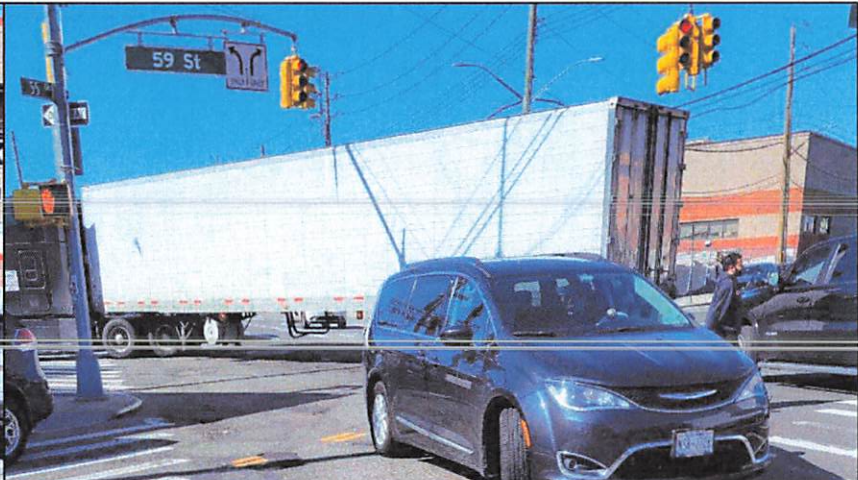
Observed Safety Related Issues



Faded lane markings



Narrow two-way streets



Complex intersections



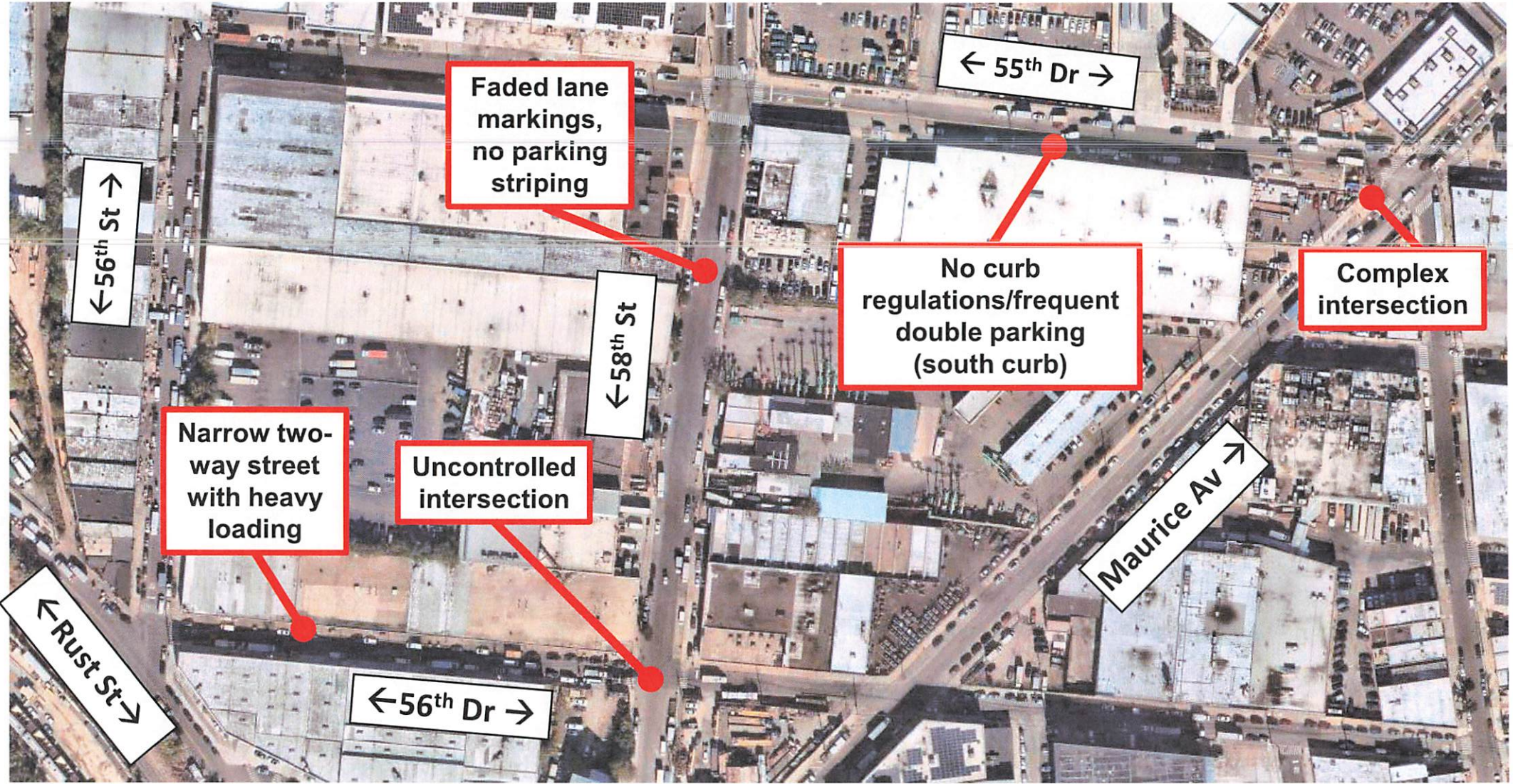
Increasing freight activity



Truck blindspots

Existing Conditions

Overview of Issues



Existing Conditions

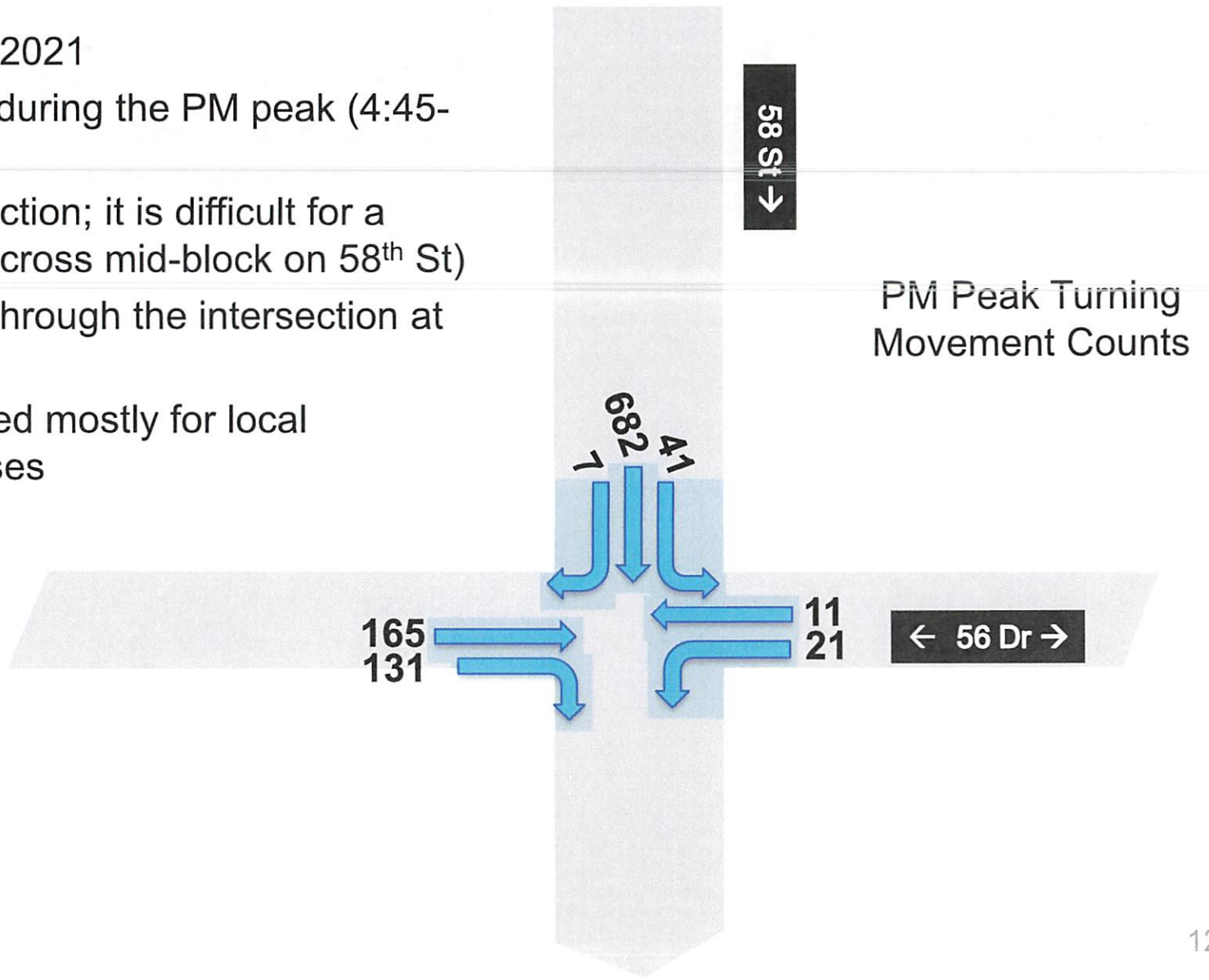
Peak Hour Traffic Count (PM Peak)

- Data collected at seven intersections in Fall 2021
- Volumes are highest within the project area during the PM peak (4:45-5:45 PM)
- 58th St and 56th Dr is an uncontrolled intersection; it is difficult for a pedestrian to cross here (many pedestrians cross mid-block on 58th St)
- Approximately 15% of all vehicles traveling through the intersection at 58th St and 56th Dr are trucks
- 55th Dr and 56th St (west of 58th St) are used mostly for local access/egress to and from existing businesses



58th St and 56th Dr - a near miss incident

nyc.gov/dot



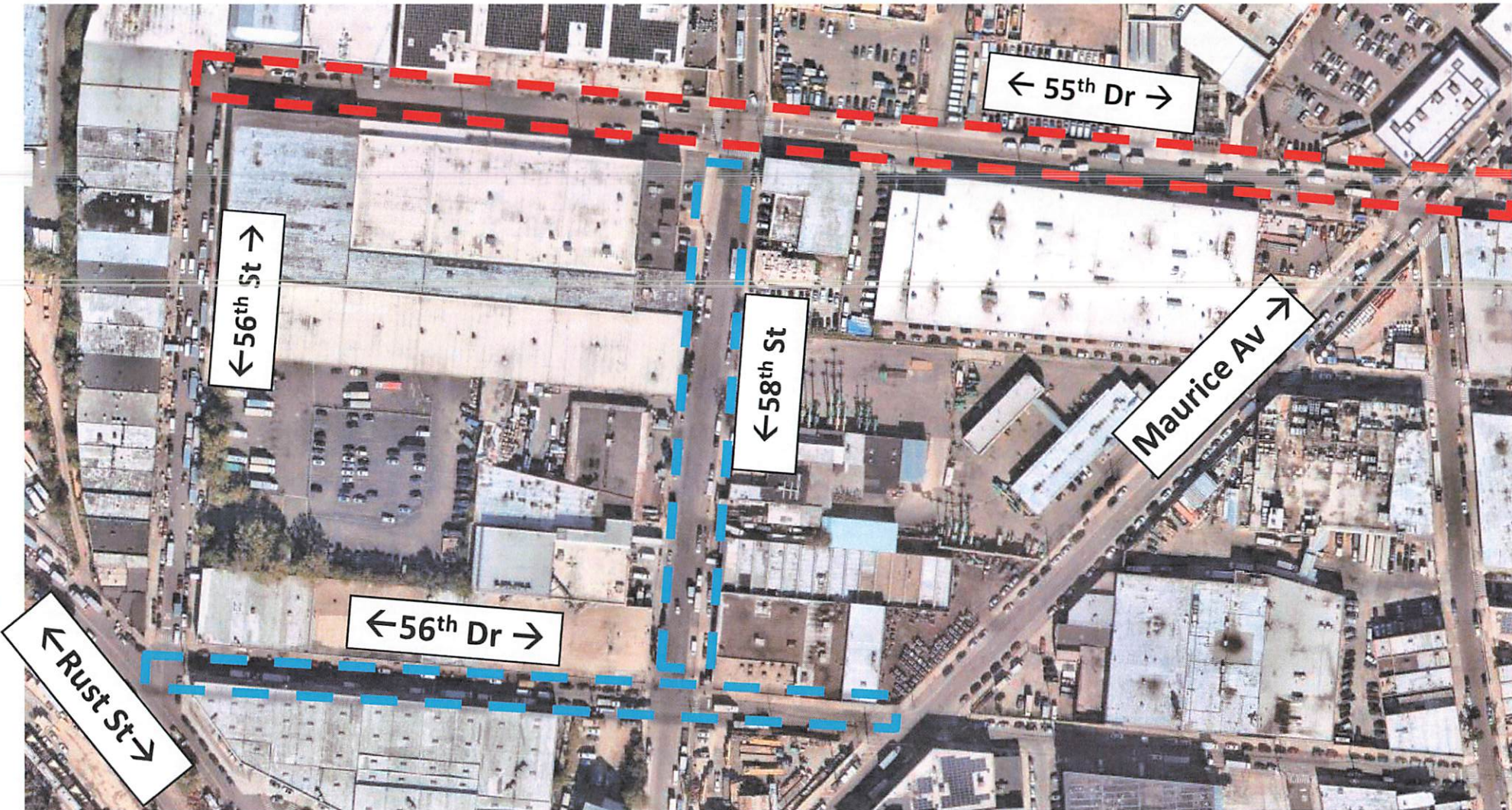
Proposed Improvements



3

Project Location and Goals

Improving Safety in an IBZ

- Improve safety for all road users, with a focus on truck routes and truck priority safety corridors*
- Improve curb management within the Maspeth IBZ
- Shorten and enhance pedestrian crossings

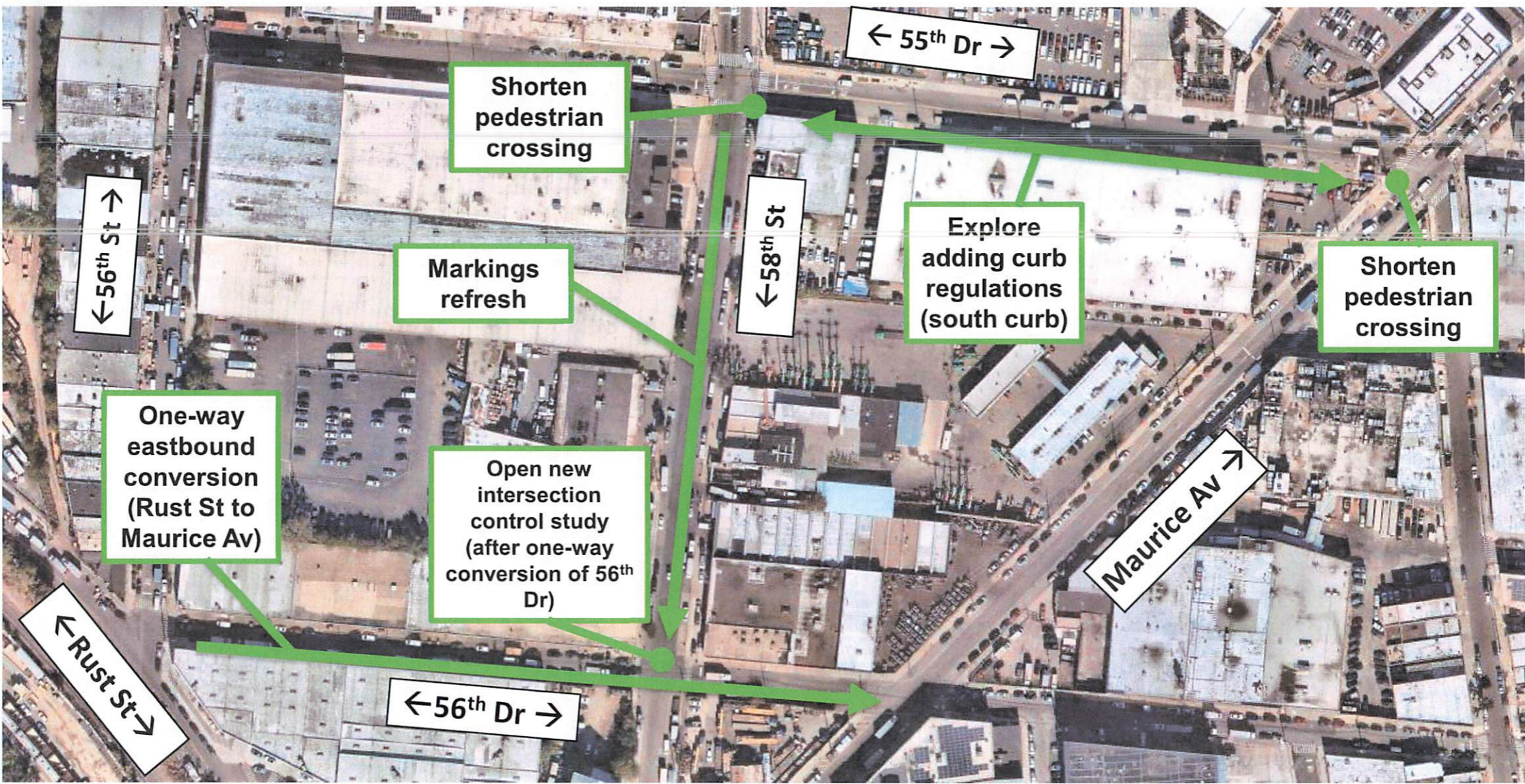


 Truck Priority Safety Corridor
 Truck Route in Project Scope

*55th Dr is identified as a corridor with multiple truck-involved crashes involving cyclists and/or pedestrians

Maspeth IBZ Proposed Safety Enhancements Overview

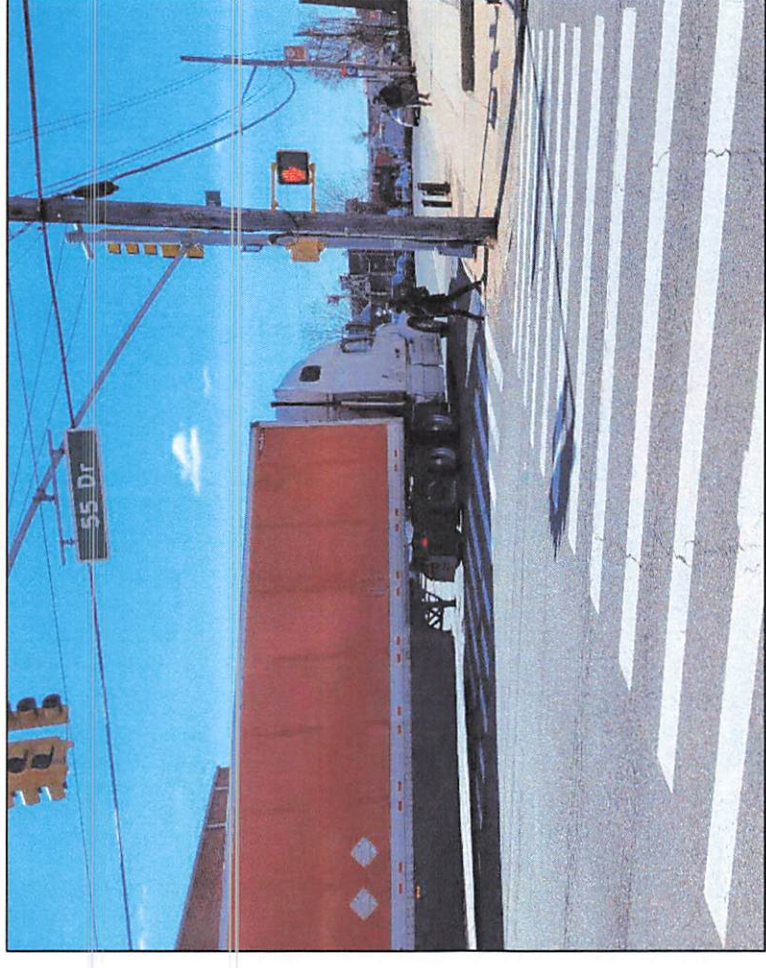
Proposed Improvements



55th Dr and 58th St, Maurice Av and 55th Dr/59th St

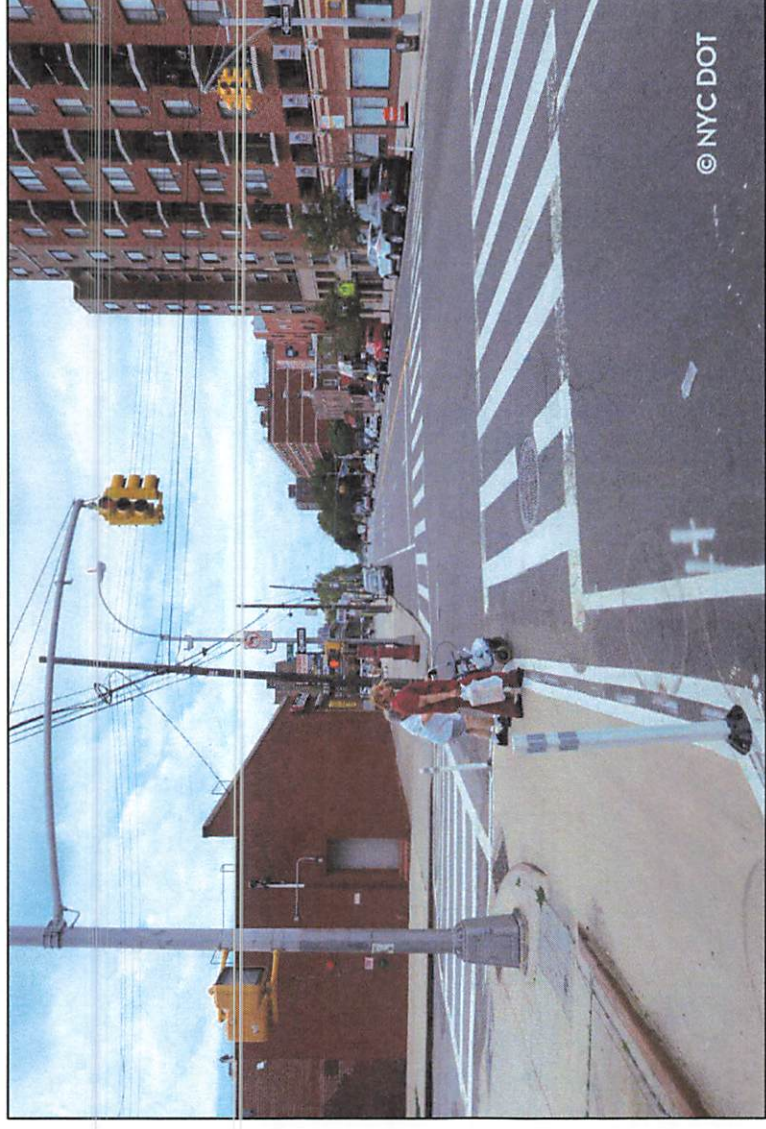
Proposal Implementation Vision – Curb Extensions

Before



55th Dr and 58th St (QN)

After



21st St and 31st Dr (QN)

One-way Eastbound Conversion

56th Dr, Rust St to Maurice Av

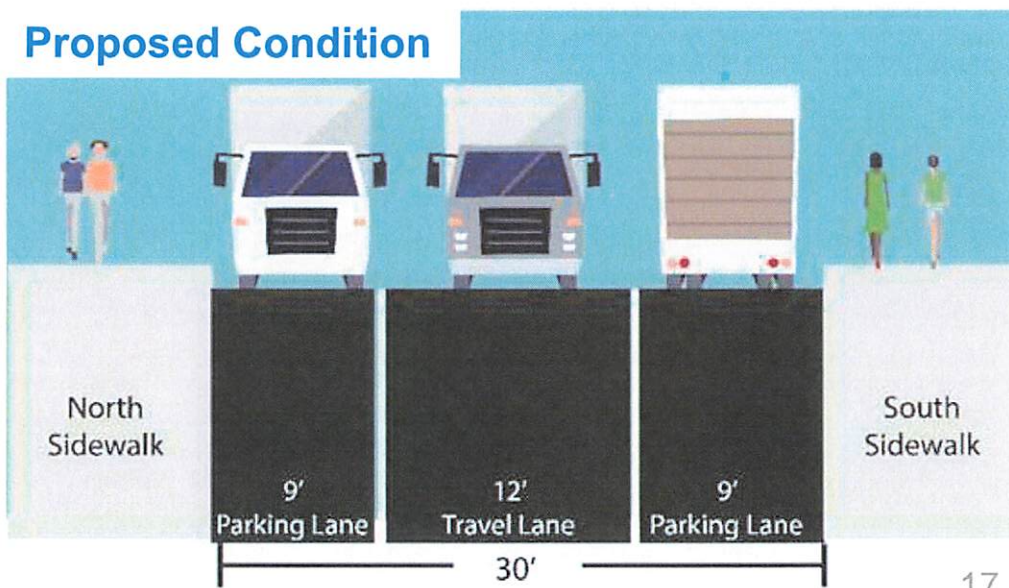
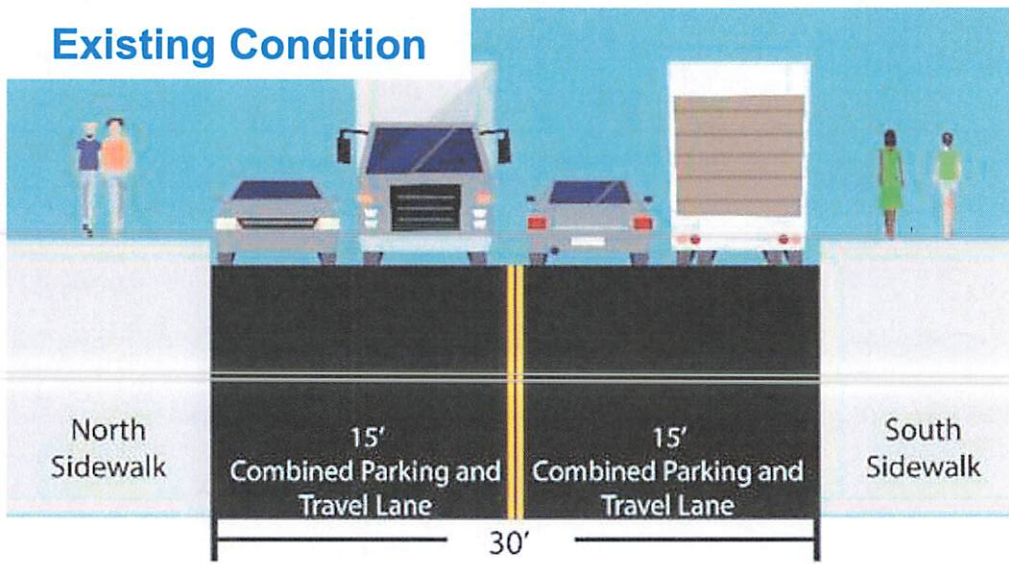
- Reduce conflict points for road users
- Improve turning radii for trucks on narrow IBZ streets
- Decrease instances of vehicle sideswipes
- Improve safety for loading/unloading operations
- Reduce congestions



Before: 56th Dr, 58th St to Rust St St (QN)



Proposed: 2nd Ave and 8th St (BK)



Project Benefits Summary

Improving Safety

- Shorten crossing distances for pedestrians
- Reduce congestion and improve traffic flow
- Enhance markings (visibility and clarity)
- Improve visibility of pedestrians, cyclists and motorists
- Curb management



55th Dr and 59th St/Maurice Av will receive safety enhancements

Next Steps

4

Next Steps

Timeline

Summer 2022: Planned implementation

Late 2022 – Early 2023: Post-implementation monitoring

Safety

- Promote safety for all road users via design, update curb regulations as needed, and re-open intersection control study at 58th St and 56th Dr

Curb Access

- Maintain parking and loading access

Partnerships & Continued Outreach

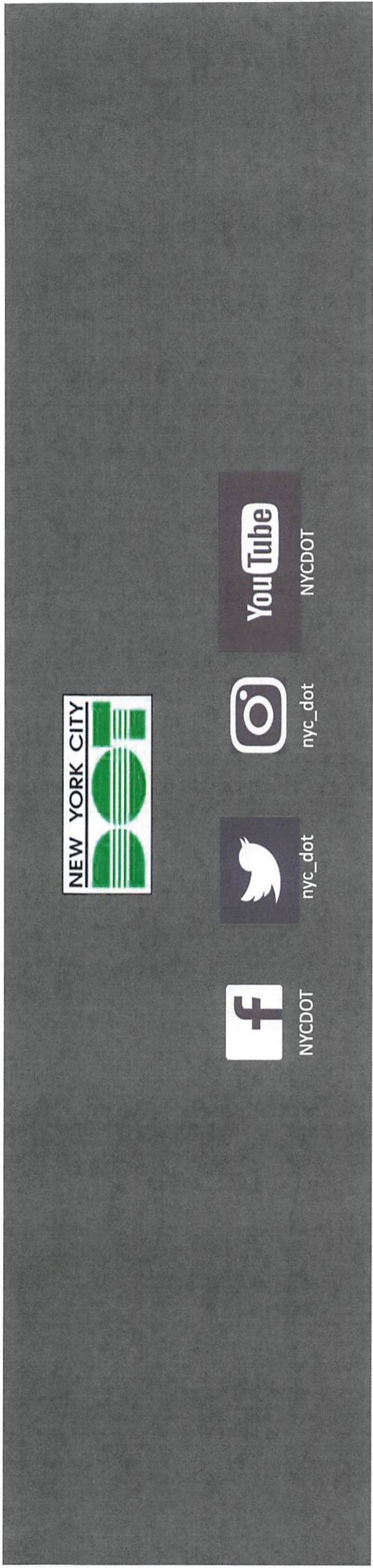
- Continued outreach through MIBA and Queens Borough Office



Intersecting truck routes at Rust St, 56th Dr, and 56th St

Thank You!

[Questions?](#)



The dark grey area contains the New York City DOT logo at the top center. Below the logo are four social media icons arranged in a row: Facebook (labeled NYCDOT), Twitter (labeled nyc_dot), Instagram (labeled nyc_dot), and YouTube (labeled NYCDOT).

Appendix



Freight and Your Community

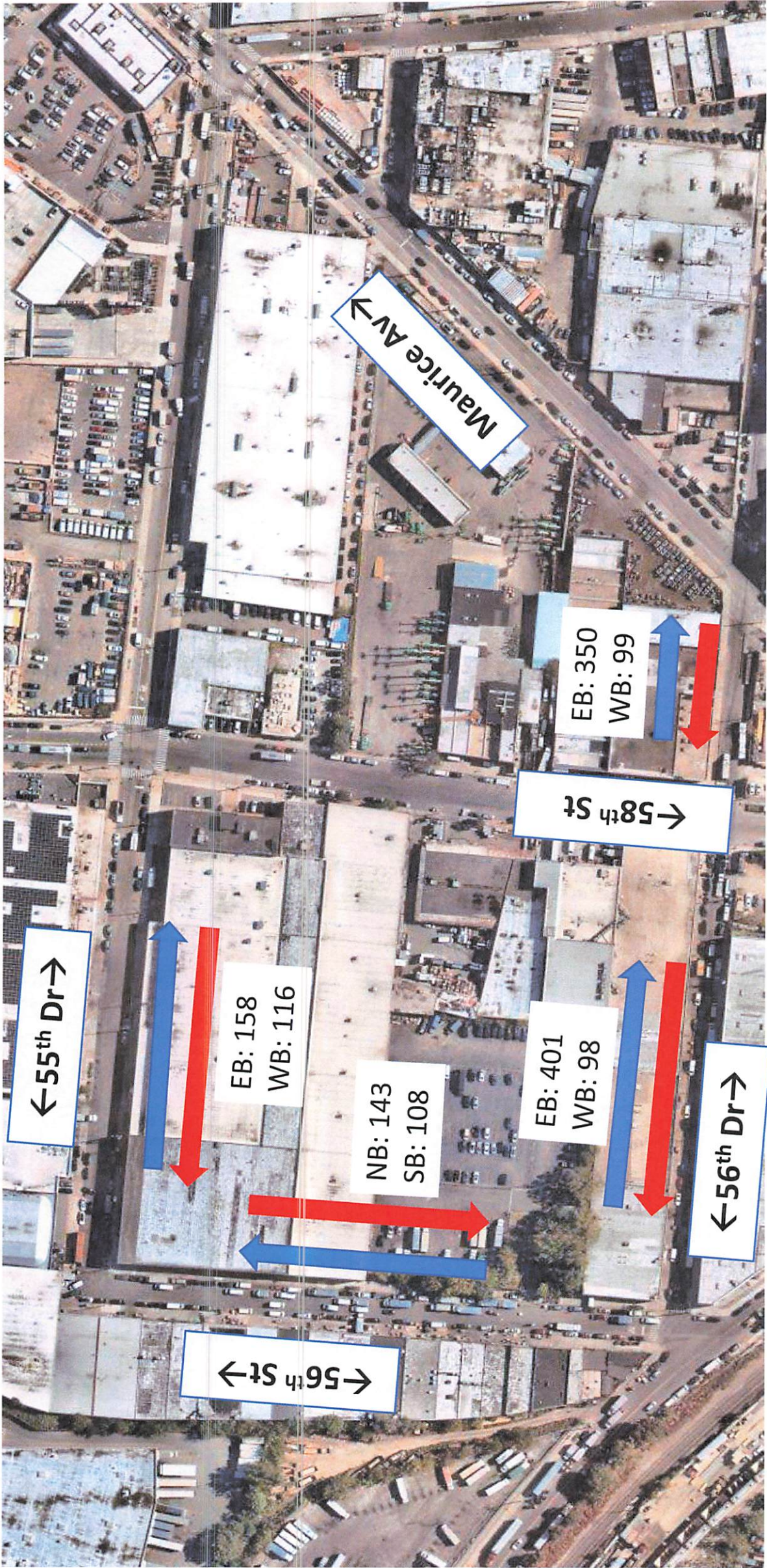
Freight and the Maspeth Area



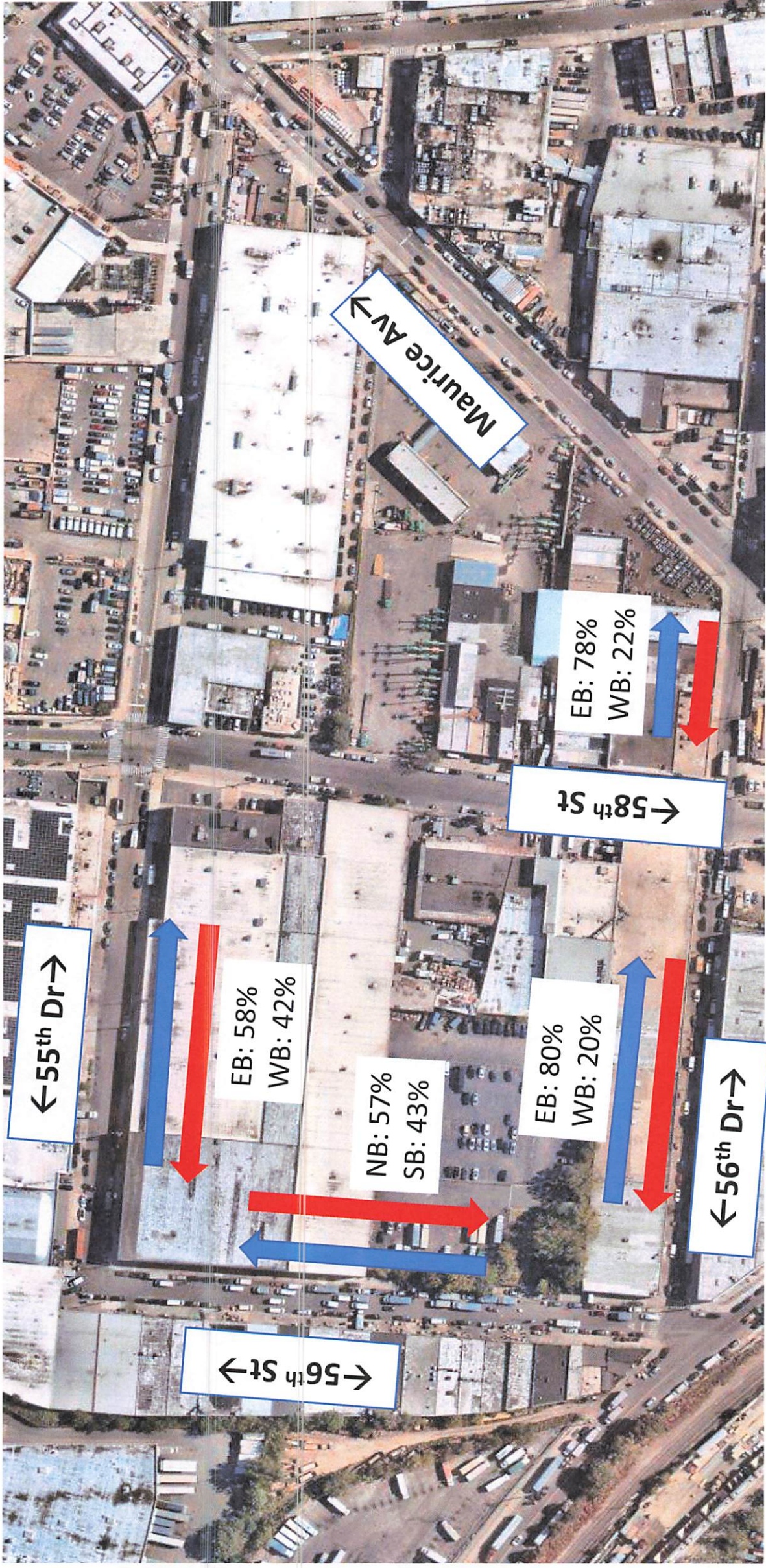
Widespread loading takes place on the sidewalk within the Maspeth IBZ

- Nearly 1 in 5 truck trips made to Maspeth begin within the greater Maspeth area (Maspeth, Long Island City, E Williamsburg, Sunnyside) during AM and PM peak periods
- Approximately 21% of square footage within the Maspeth neighborhood tabulation area (NTA) has industrial or manufacturing land uses – this value is dynamic
- Neighborhoods that generate both significant car and truck trips include Elmhurst, Hunter Point/Sunnyside, Rego Park, Corona and Woodside
- Loading/unloading activity takes place throughout the week for many businesses; hours of deliveries vary, but are most concentrated in the morning and early afternoon

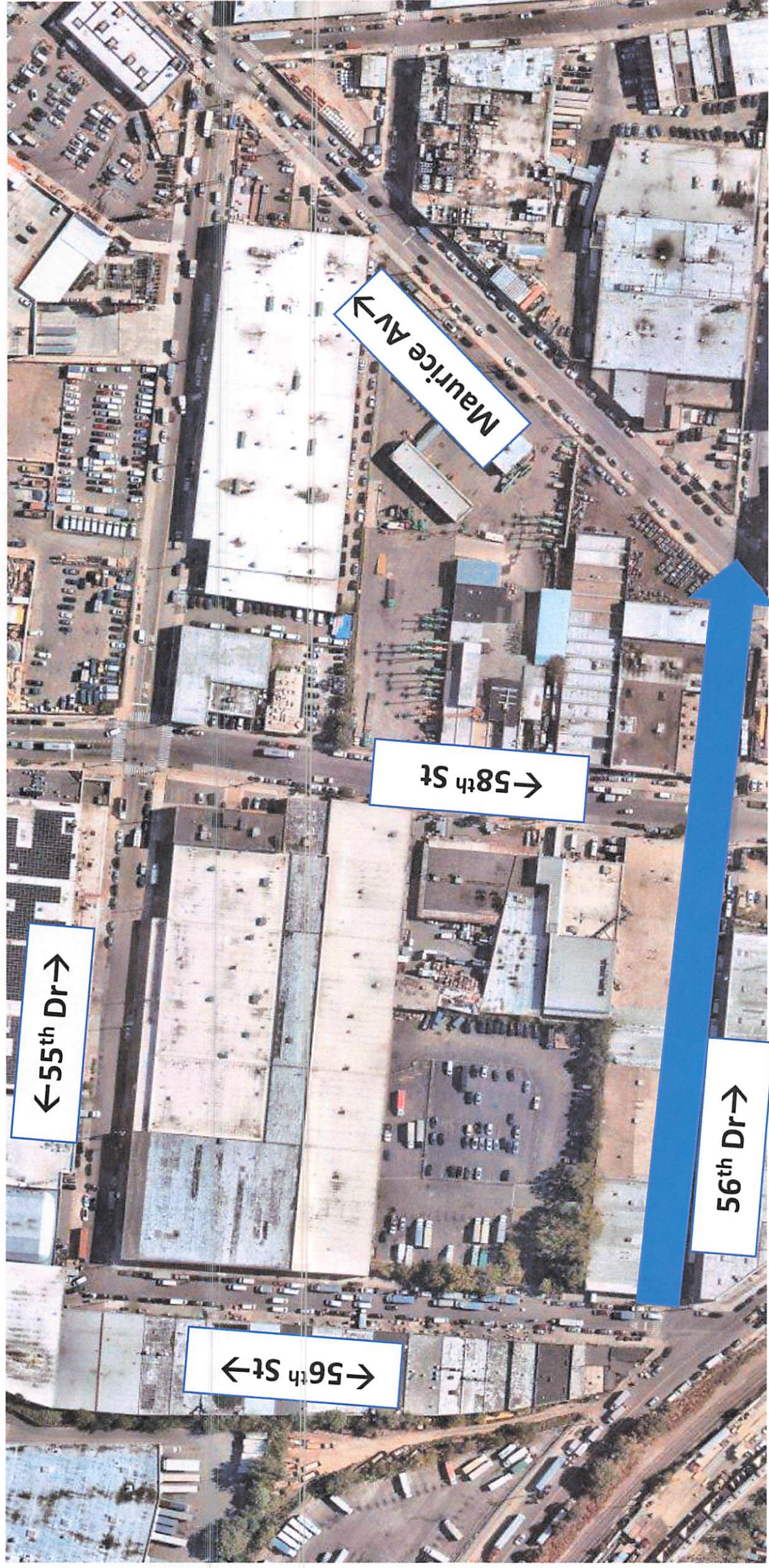
Traffic Flows by Direction – 56th St, 56th Dr 55th Dr – AM+PM Peak Totals



Traffic Flows by Direction – 56th St, 56th Dr 55th Dr – Peak Totals (%)



Traffic Flows by Direction – 56th Dr One-way Eastbound Conversion



One-way Conversion

Truck Routing for Local Access to 56th Dr

From North of 55th Dr:

- Southbound right to 55th Dr, westbound left to 56th St, southbound left to 56th Dr
- Southbound via Rust St, then southbound left to 56th Dr

From South of Grand Av:

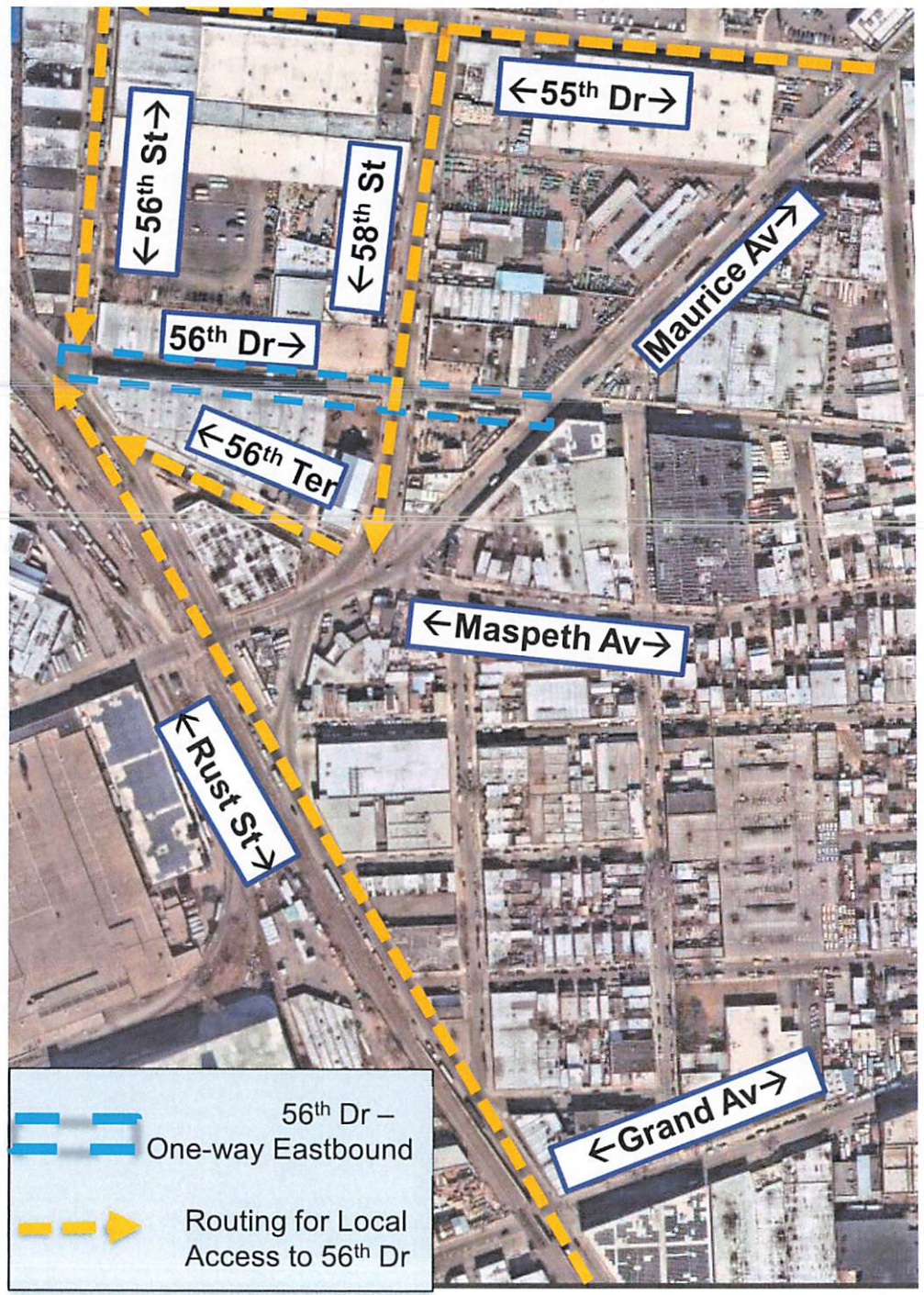
- Northbound via Rust St, then northbound right to 56th Dr

From West of Rust St:

- Eastbound via Grand Av, eastbound left to Rust St, northbound right to 56th Dr
- Eastbound via Maspeth Av, northbound left at 55th Dr, westbound left at 56th Dr, then southbound left at 56th Dr

From East of Maurice Av:

- Westbound via 55th Dr, westbound left at 56th St, then southbound left at 56th Dr
- Westbound via 56th Dr or 56th Av, westbound right to Maurice Av, northbound left to 55th Dr, westbound left to 56th St, then southbound left to 56th Dr



Alternative Routes

56 Terr or 55th Dr – can absorb southbound right movements from 58th St at 56th Dr

Rust St at Grand Av - can absorb northbound left movements from Maurice Av at 56th Dr

Maurice Av to 55th Dr to 56th St – can absorb northbound left movements from Maurice Av at 56th Dr

All above streets are accessible by trucks based on the existing truck route network and field observations

58th St and 56th Dr

- SBR: 22 (AM), 7 (PM)

Maurice Av and 56th Dr

- NBL: 55 (AM), 23 (PM)
- WBT: 14 (AM), 5 (PM)

SBR reroute: make a right turn on to 55th Dr, then continue on 55th Dr to 56th St, and then make a left on to 56th Dr or make a right on to 56 Terr and then loop back to 56th Dr via Rust St

NBL/WBT reroute: make a left turn at 55th Dr then continue on 55th Dr to 56th St, and then make a left on to 56th Dr or use Rust St as an alternative