

Maspeth Bypass

Trucks are critical to the economic life of the city, especially in industrial areas like the Maspeth Industrial Business Zone (IBZ) in Queens. However, the IBZ is adjacent to residential neighborhoods where heavy truck traffic impairs quality of life.

Prior to 2011, Grand and Flushing Avenues were designated as through truck routes between the Queens-Midtown Expressway/Long Island Expressway (LIE) and the Brooklyn line. While this routing provided a connection from LIE to the IBZ along Newtown Creek, it channeled regional truck traffic through the heart of residential

Maspeth. In response to requests from the community and elected officials, DOT assessed alternative routes that could be less disruptive to residents while serving the needs of truckers and local businesses, and led an in-depth outreach program with all stakeholder groups.

The resulting plan shifts truck traffic from Grand and Flushing Avenues to a preferred bypass route that connects to the LIE without passing through residential Maspeth. DOT also made changes to the street network to ensure that the Maspeth Bypass was as direct and convenient as possible so that truckers would make the

switch. DOT reconfigured the multi-legged intersection of Maspeth Avenue and Maurice Avenue to safely accommodate truck through movements and turns, and converted several streets to one-way operation.

In addition to helping traffic flow at a key point in the Bypass, the improvements have led to a 59% decrease in reported vehicle crashes.

- **20%** decrease in peak-hour truck traffic on residential Grand Avenue
- Ongoing DOT monitoring and NYPD enforcement
- **32%** increase in peak-hour truck traffic using Maspeth Bypass route

DOT redesigned streets and legal truck routes in Maspeth to direct trucks away from residential streets while maintaining truck access to important industries.



Redesigned multi-legged intersection

Aerial view of improvements at intersection of Maspeth Avenue / Maurice Avenue / 58th Street / 56th Terrace

Imagery © 2013 Google

Truck Volumes on Maspeth Bypass Before and After Improvements

	Before	After	Change
AM Peak	350	487	39%
Midday Peak	315	409	30%
PM Peak	172	213	24%
All Peak Periods	837	1109	32%

Truck Volumes on Grand Avenue Before and After Implementation

	Before	After	Change
AM Peak	463	346	-25%
Midday Peak	387	304	-21%
PM Peak	170	164	-4%
All Peak Periods	1020	814	-20%

Crashes with Injuries

Maspeth Avenue / Maurice Avenue / 58th Street / 56th Terrace, 57th Place / Maspeth Avenue, 56th Terrace / Rust Street

	Before* (three previous years)			After
Total Crashes with Injuries	5	4	3	6
Number of Crashes with Injuries to:				
Motor Vehicle Occupants	3	2	3	4
Pedestrians	1	2	0	2
Bicyclists	1	0	0	0

*Before columns show the crash history for each of the three years immediately prior to project implementation. After column shows number of crashes since implementation (through May 2013) at annual rate. See page 46 for further information on crash data source and analysis methodology. The sum of the three specific categories may not equal "Total Crashes with Injuries" because some crashes involved injuries in multiple categories.