



# 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 56<sup>th</sup> Dr (Rust St to 58<sup>th</sup> St)

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# Background

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# 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

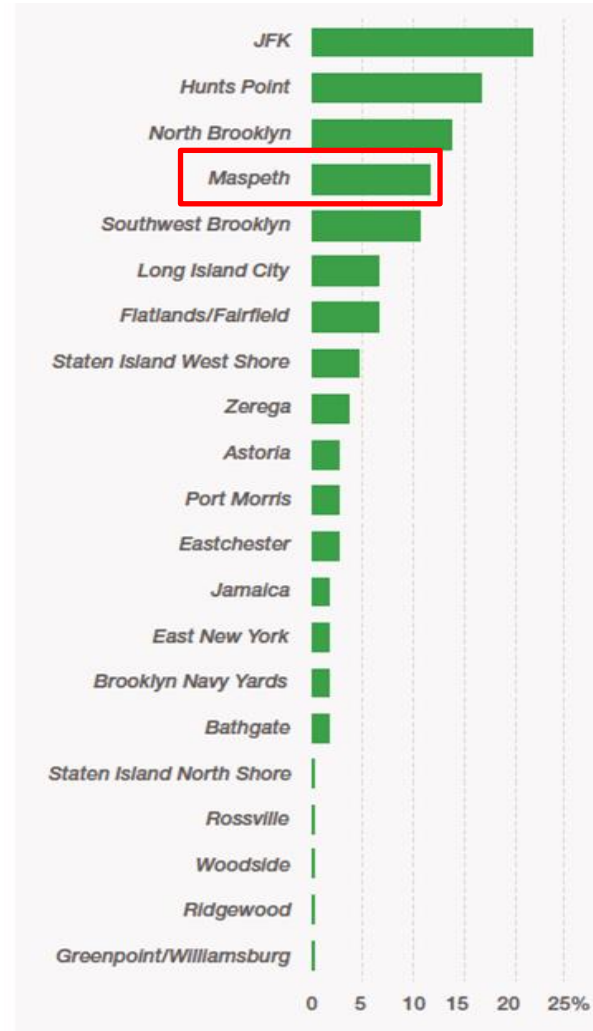


Blue Highways

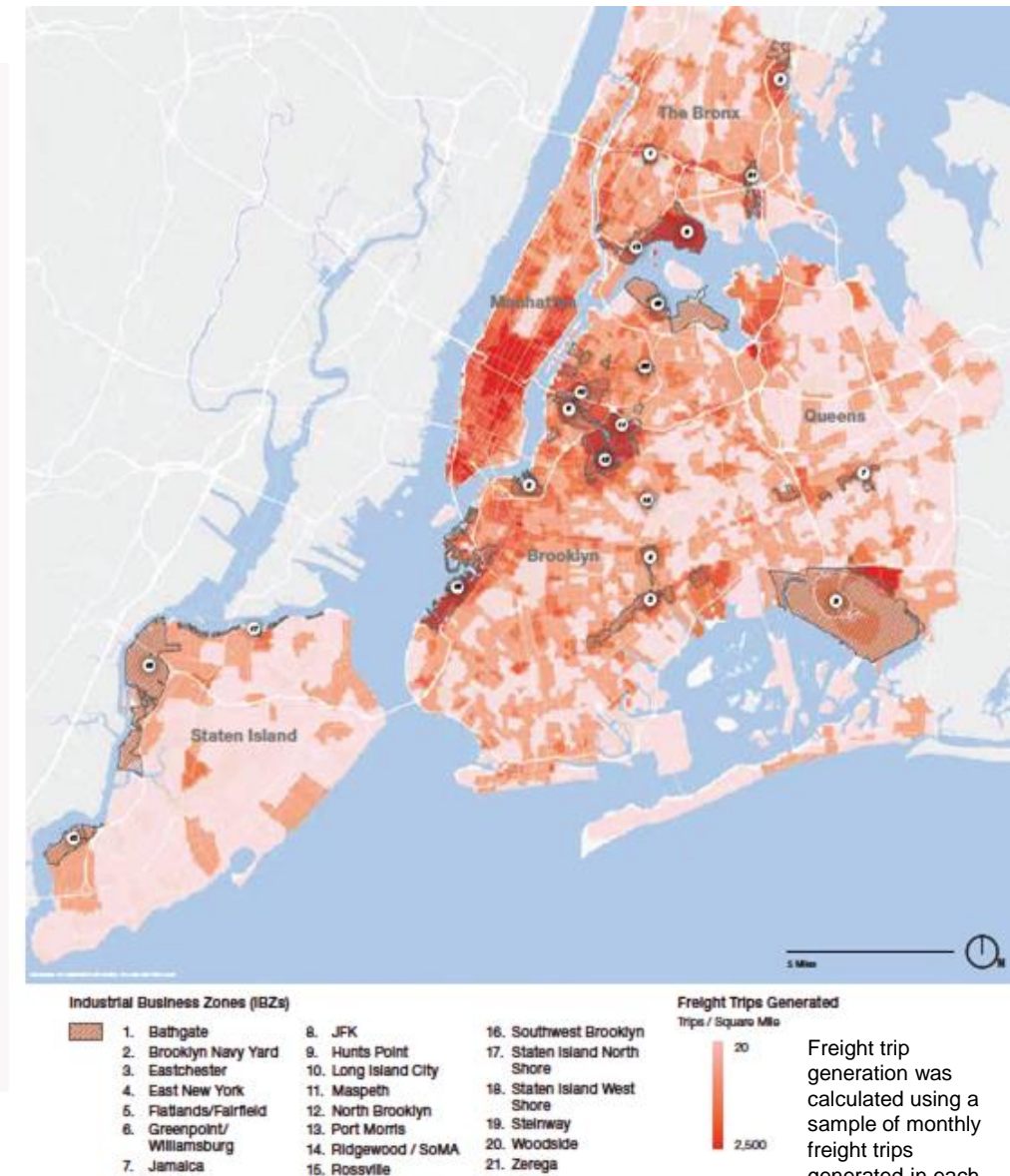
# Truck Deliveries

## 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



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

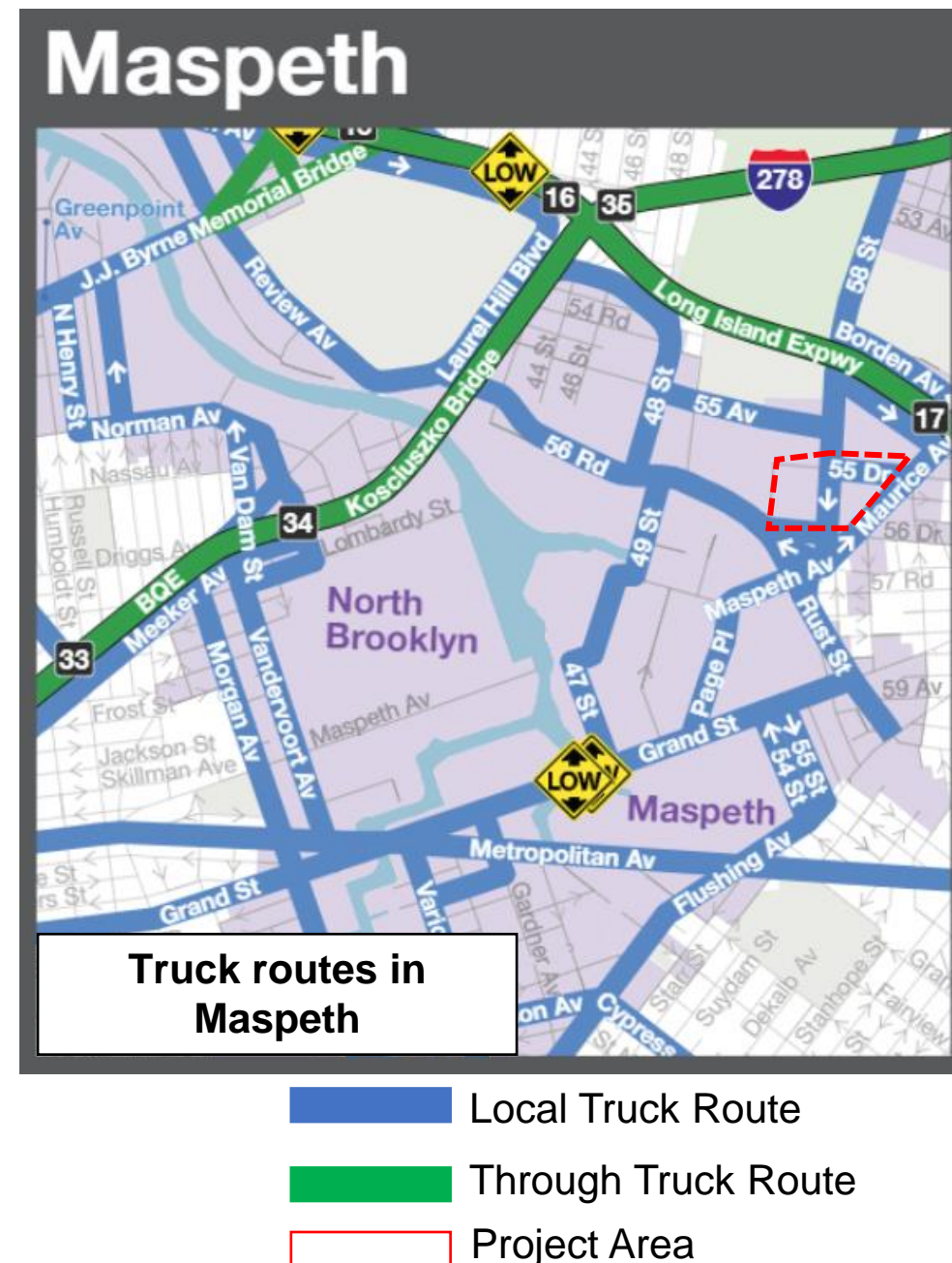


# Project Location

## 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 58<sup>th</sup> St to facilitate curb access for commercial vehicles



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## Existing Conditions

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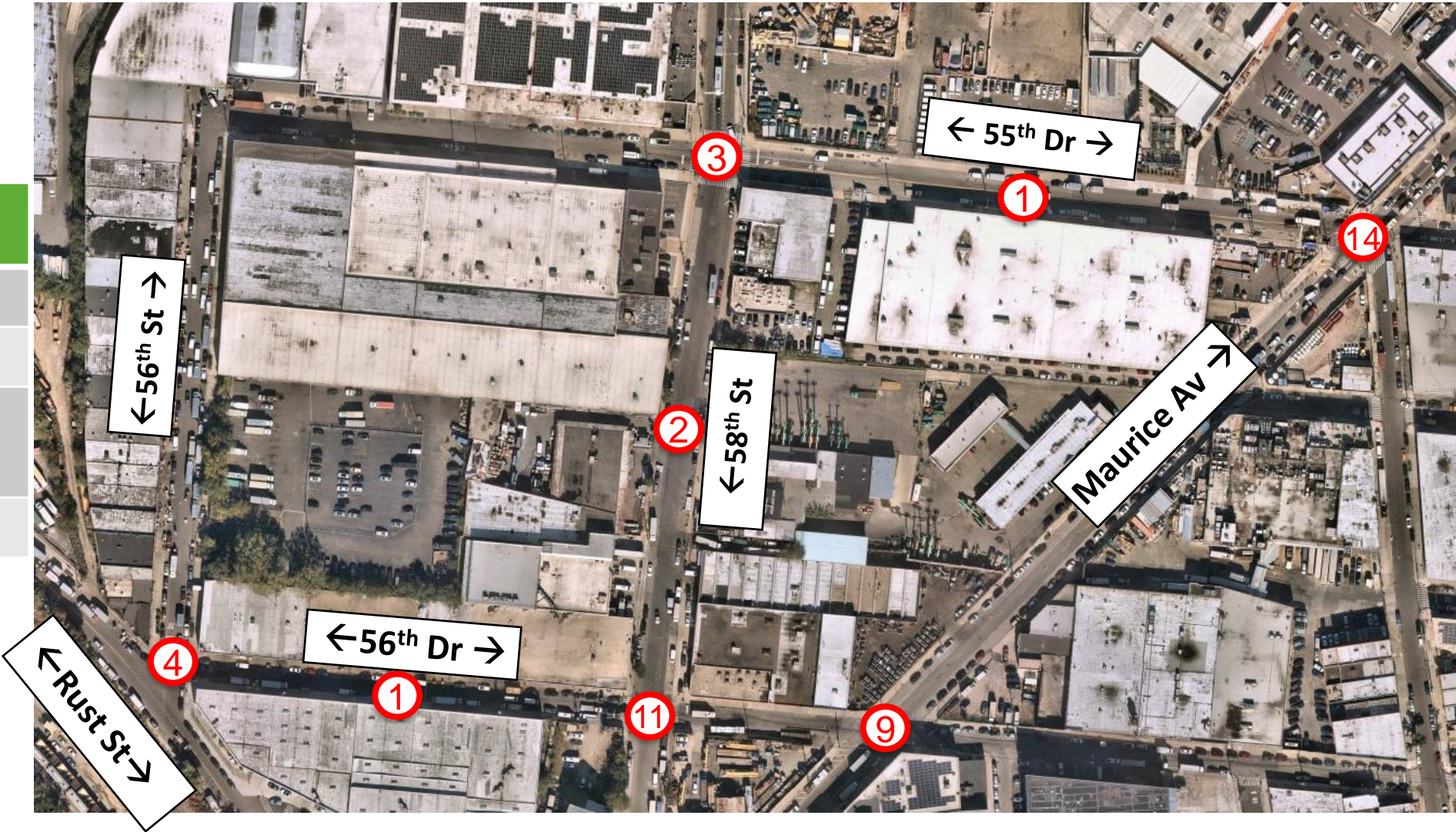


# Crash History

## 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 55<sup>th</sup> Dr and 58<sup>th</sup> St, 55<sup>th</sup> Dr and Maurice Av)*





# Existing Issues

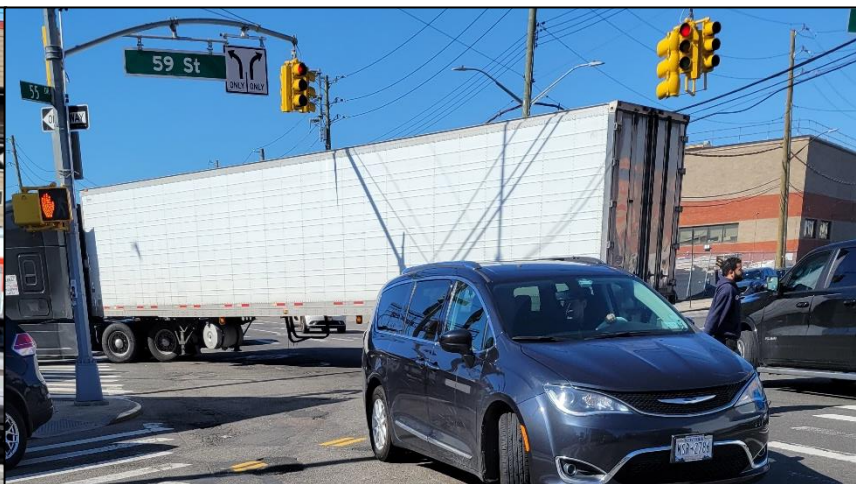
## Observed Safety Related Issues



**Faded lane markings**



**Narrow two-way streets**



**Complex intersections**



**Increasing freight activity**

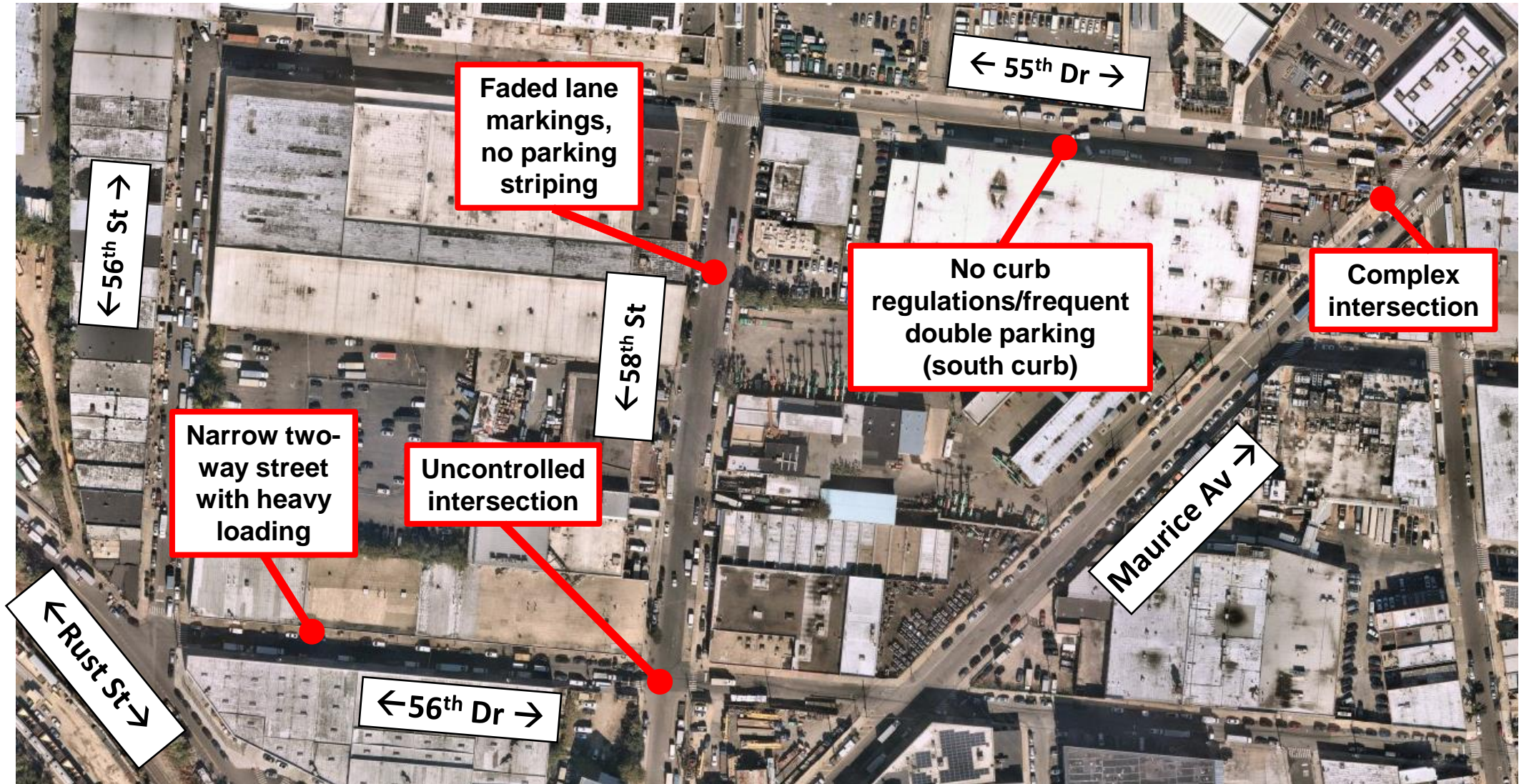


**Truck blindspots**



# Existing Conditions

## Overview of Issues





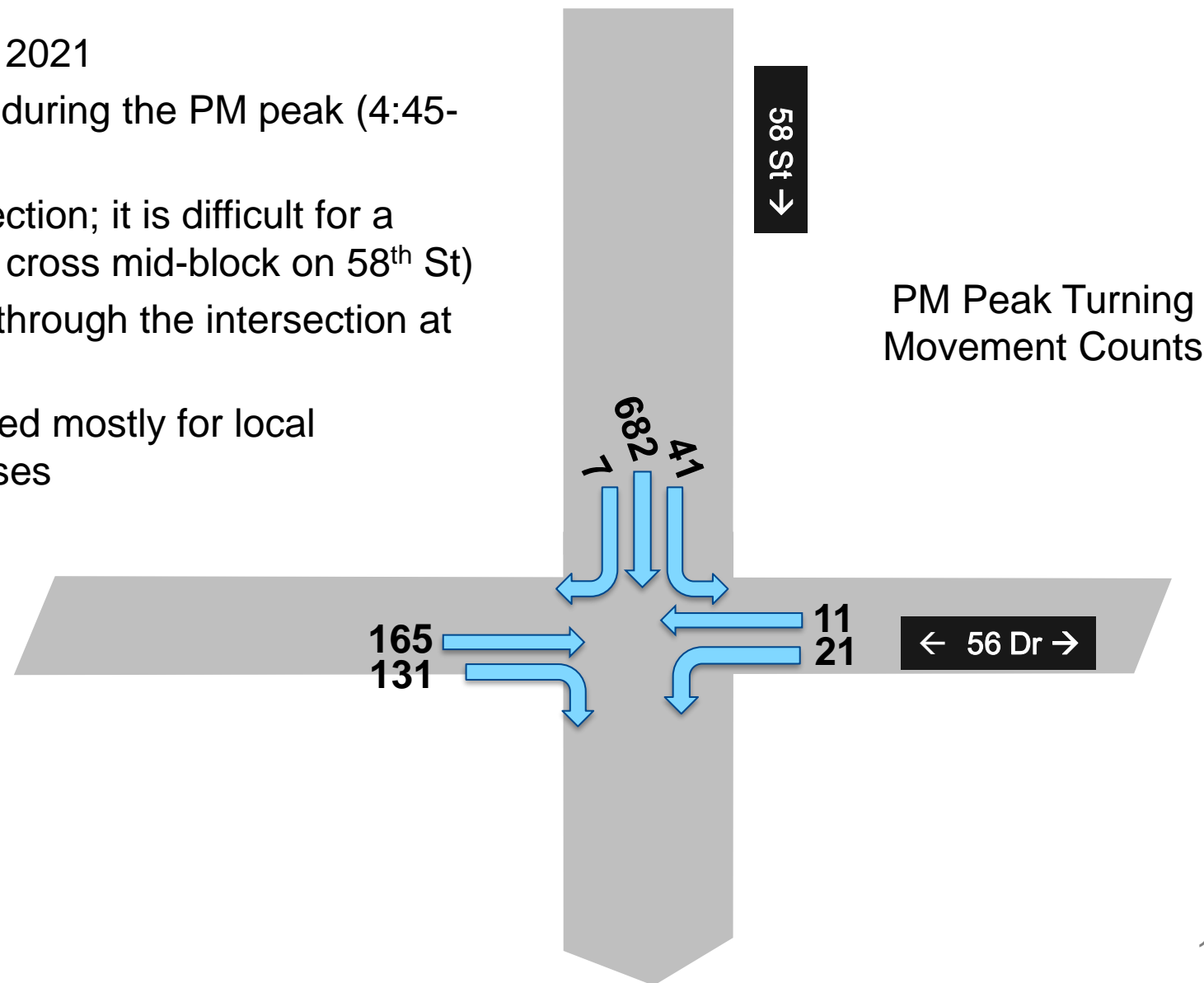
# Existing Conditions

## 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)
- 58<sup>th</sup> St and 56<sup>th</sup> Dr is an uncontrolled intersection; it is difficult for a pedestrian to cross here (many pedestrians cross mid-block on 58<sup>th</sup> St)
- Approximately 15% of all vehicles traveling through the intersection at 58<sup>th</sup> St and 56<sup>th</sup> Dr are trucks
- 55th Dr and 56th St (west of 58th St) are used mostly for local access/egress to and from existing businesses



58<sup>th</sup> St and 56<sup>th</sup> Dr - a near miss incident





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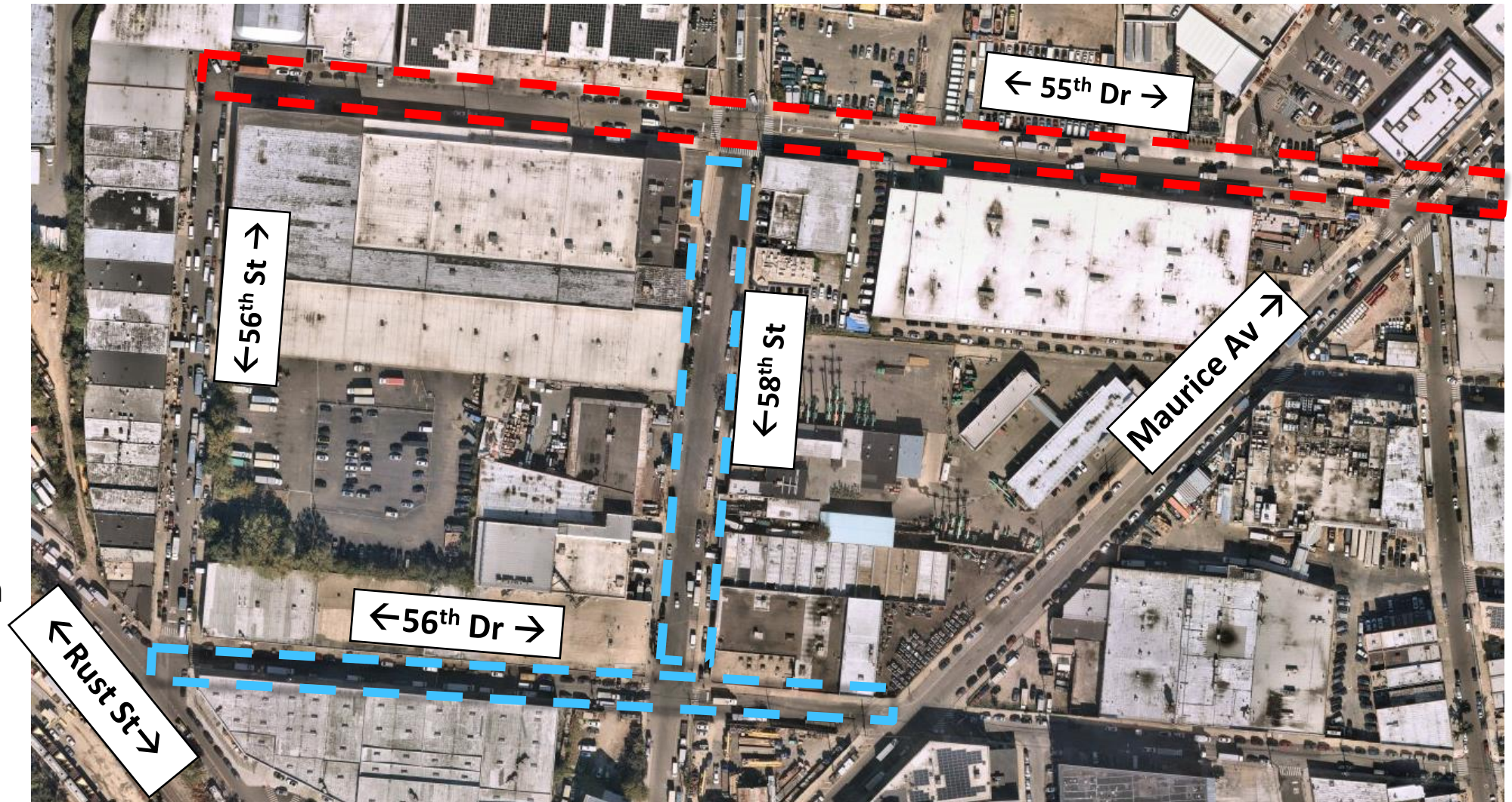
## Proposed Improvements

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# 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



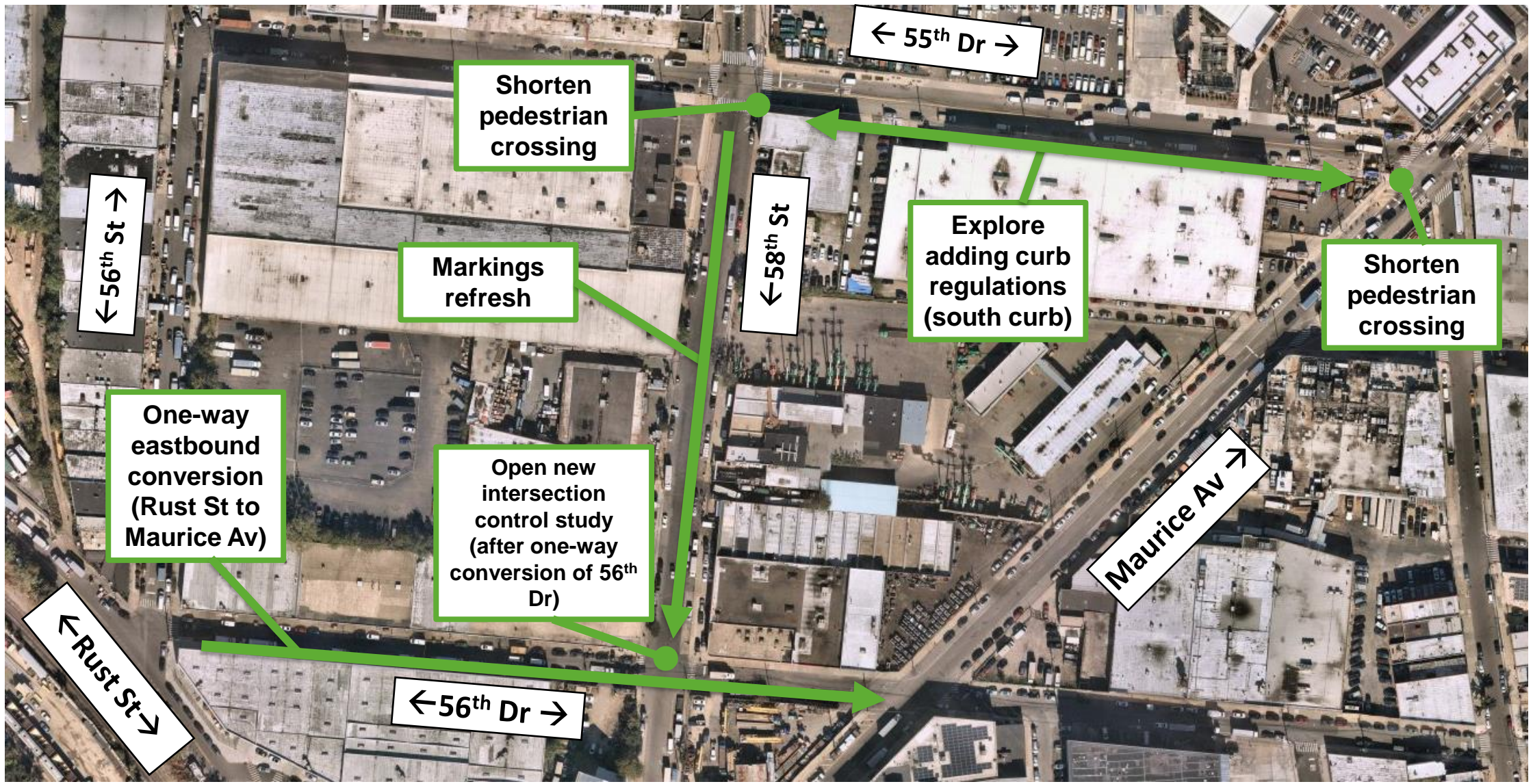
- Truck Priority Safety Corridor
- Truck Route in Project Scope

\*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





# 55<sup>th</sup> Dr and 58<sup>th</sup> St, Maurice Av and 55<sup>th</sup> Dr/59<sup>th</sup> St

## Proposal Implementation Vision – Curb Extensions

**Before**



**55<sup>th</sup> Dr and 58<sup>th</sup> St (QN)**

**After**



**21<sup>st</sup> St and 31<sup>st</sup> Dr (QN)**



# One-way Eastbound Conversion

## 56<sup>th</sup> 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

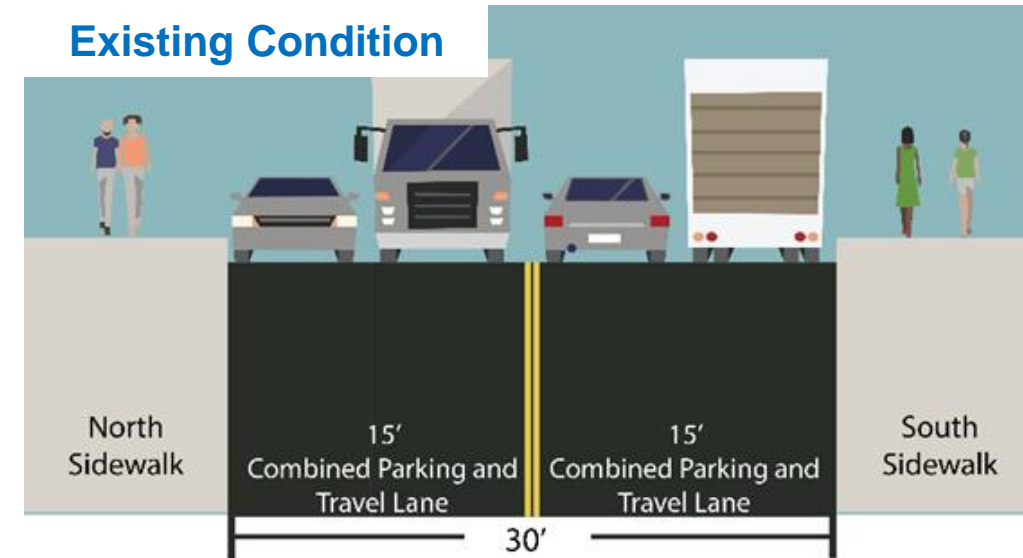


Before: 56<sup>th</sup> Dr, 58<sup>th</sup> St to Rust St St (QN)

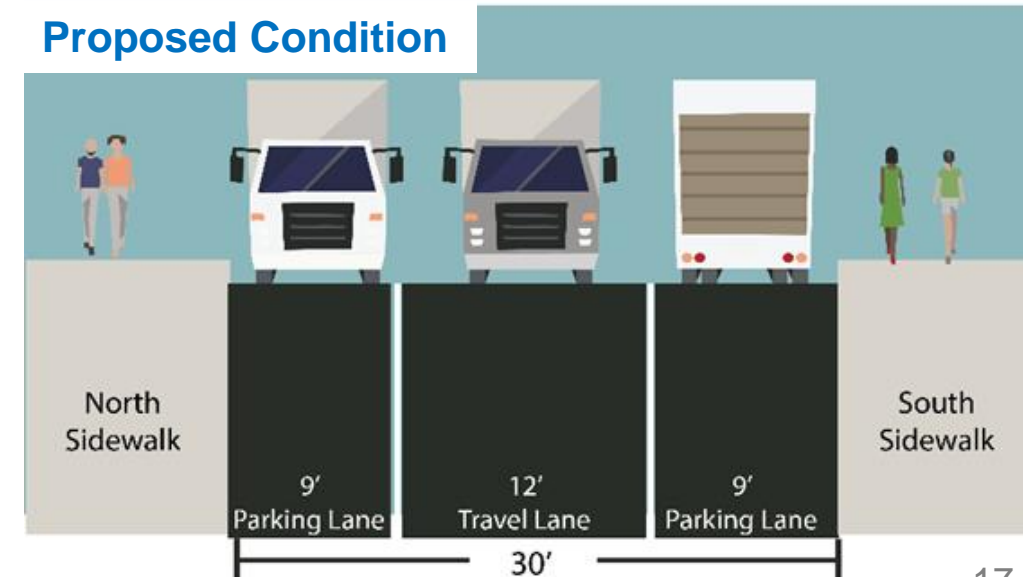


Proposed: 2<sup>nd</sup> Ave and 8<sup>th</sup> St (BK)

### Existing Condition



### Proposed Condition



# Project Benefits Summary

## Improving Safety

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- 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



**55<sup>th</sup> Dr and 59<sup>th</sup> St/Maurice Av will receive safety enhancements**



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## Next Steps

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# 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 58<sup>th</sup> St and 56<sup>th</sup> 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, 56<sup>th</sup> Dr, and 56<sup>th</sup> St



# Thank You!

Questions?



NYCDOT



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## Appendix

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# Freight and Your Community

## Freight and the Maspeth Area

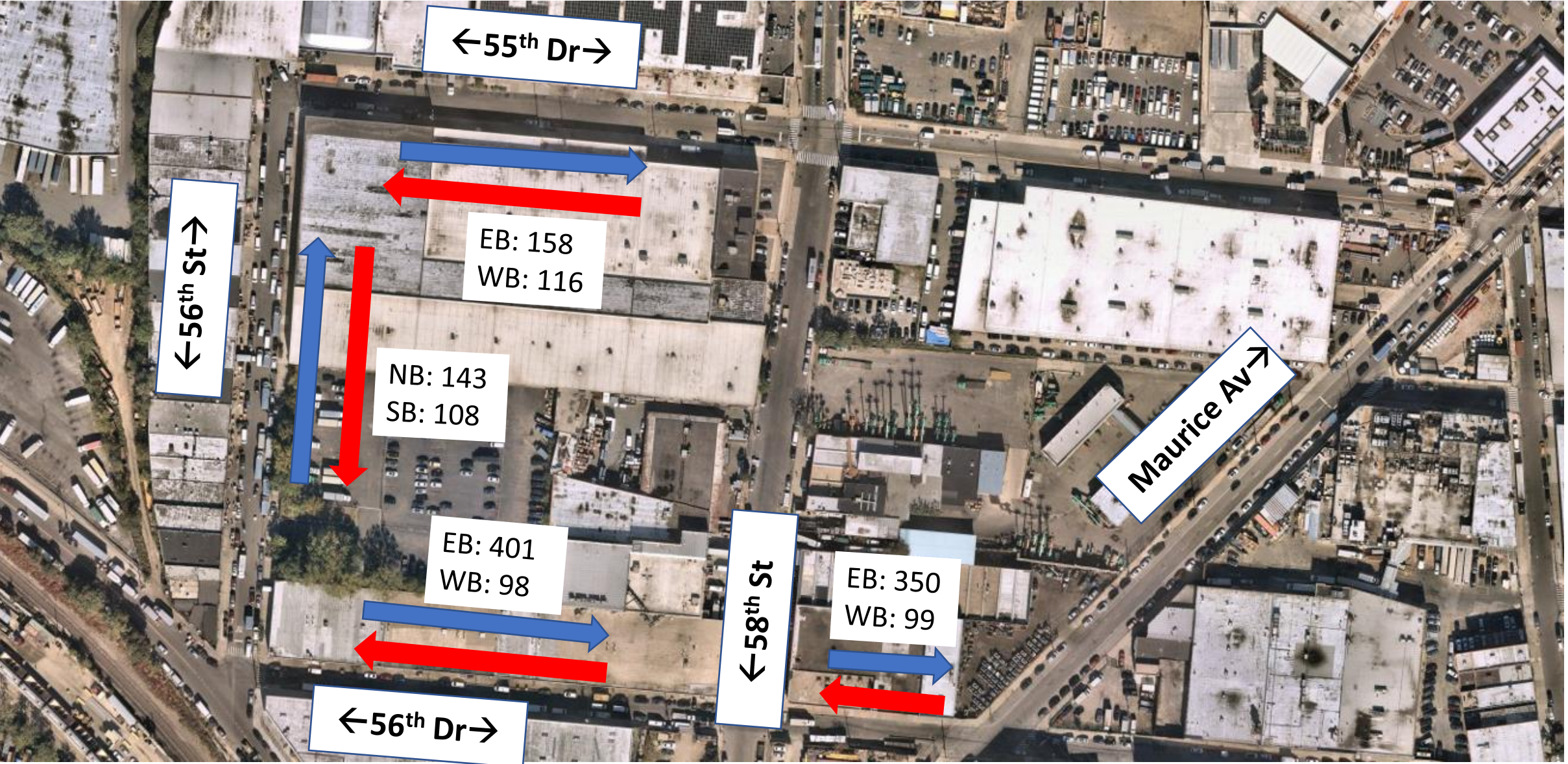


**Widespread loading takes place on the sidewalk within the Maspeth IBZ**

- 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

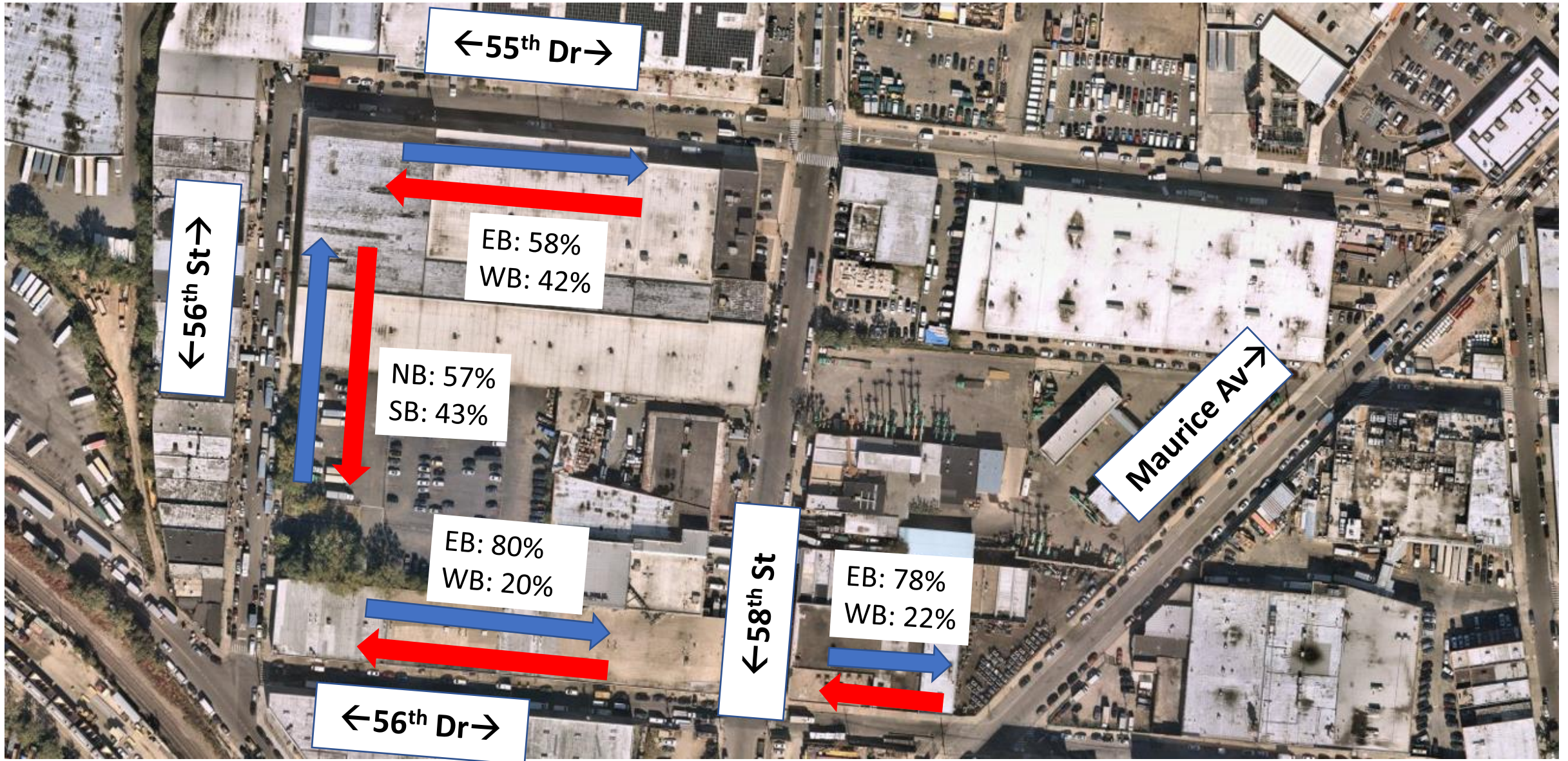


Traffic Flows by Direction – 56<sup>th</sup> St, 56<sup>th</sup> Dr 55<sup>th</sup> Dr – AM+PM Peak Totals



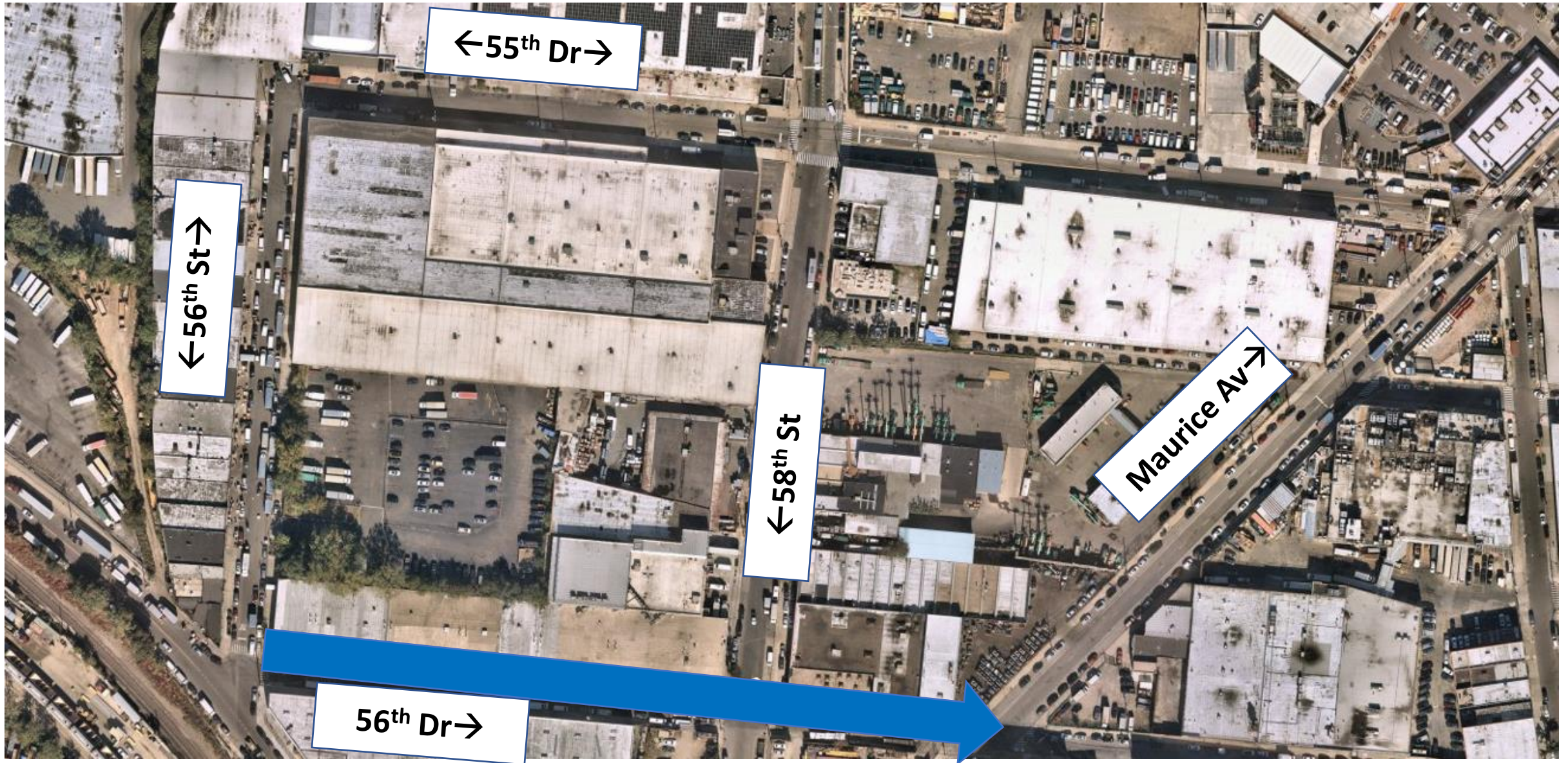


## Traffic Flows by Direction – 56<sup>th</sup> St, 56<sup>th</sup> Dr 55<sup>th</sup> Dr – Peak Totals (%)





## Traffic Flows by Direction – 56<sup>th</sup> Dr One-way Eastbound Conversion





# One-way Conversion

## Truck Routing for Local Access to 56<sup>th</sup> Dr

### From North of 55<sup>th</sup> Dr:

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

### From South of Grand Av:

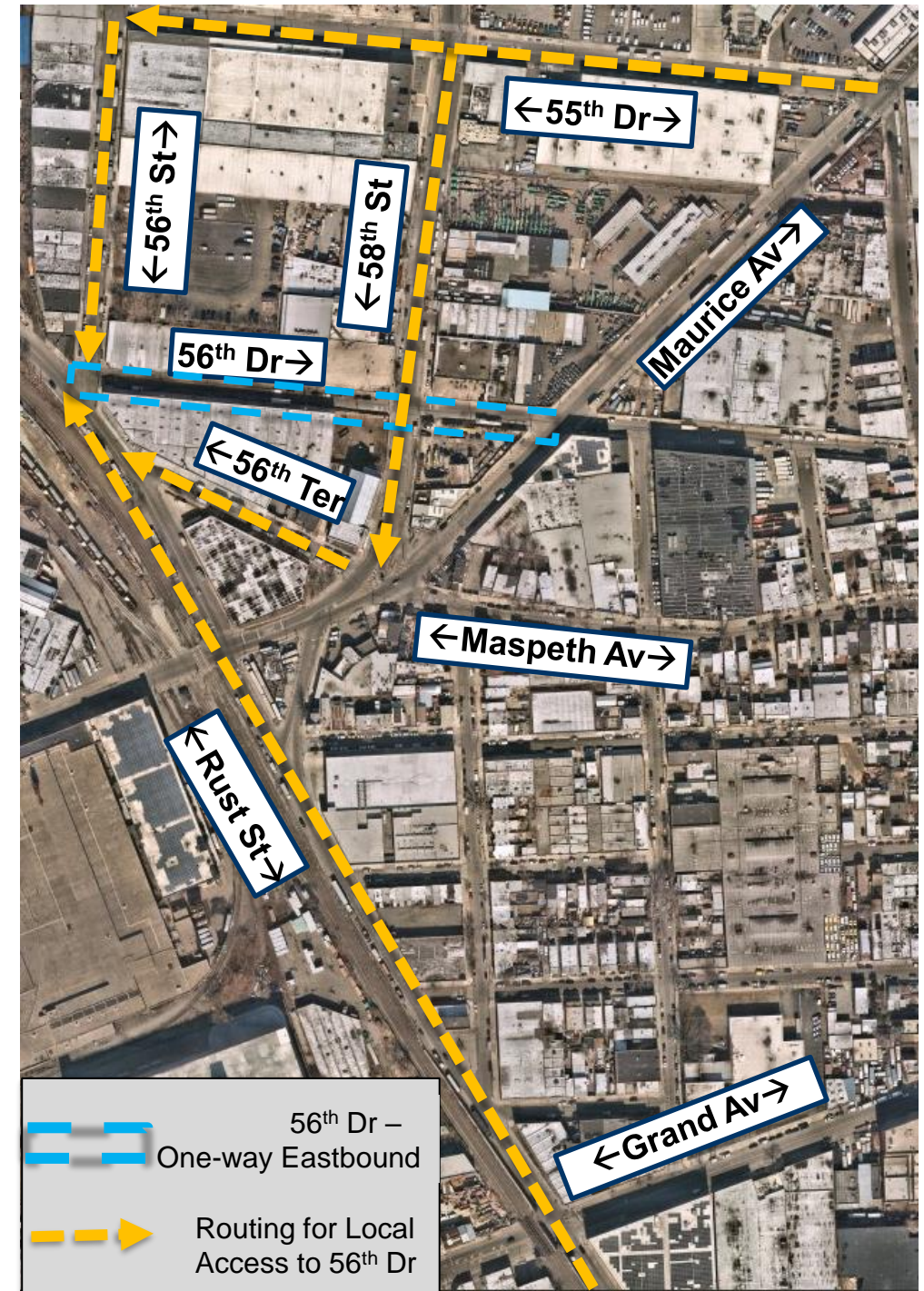
- Northbound via Rust St, then northbound right to 56<sup>th</sup> Dr

### From West of Rust St:

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

### From East of Maurice Av:

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



# Alternative Routes

**56 Terr or 55<sup>th</sup> Dr** – can absorb southbound right movements from 58<sup>th</sup> St at 56<sup>th</sup> Dr

**Rust St at Grand Av** - can absorb northbound left movements from Maurice Av at 56<sup>th</sup> Dr

**Maurice Av to 55<sup>th</sup> Dr to 56<sup>th</sup> St** – can absorb northbound left movements from Maurice Av at 56<sup>th</sup> Dr

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

58<sup>th</sup> St and 56<sup>th</sup> Dr

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

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

Maurice Av and 56<sup>th</sup> Dr

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

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