

6. QUEENS TRUCK ROUTE NETWORK ANALYSIS

a. Land Use

As was described in Section 2, in most cases the Through Truck Route network in each of the five Boroughs was deemed far enough removed from many residential areas of the City and is deemed a vital component of the truck route network. Therefore, the through truck network was not analyzed with respect to the land use data.

As shown in Figure 6-1, there are numerous Local Truck Route segments that traverse areas that contain less than seventy-five percent manufacturing, commercial, transportation, utility and other types of land uses, and which necessitate the placement of a truck route to ensure safe and efficient access to these types of uses. The following segments of the Local Truck Route network in the Borough of Queens are located in areas that are predominately residential (>75%)

Glen Oaks, Floral Park, Bellaire, Oakland Gardens, Holliswood, Jamaica Estates, Hillcrest, Briarwood, Kew Gardens, and Kew Garden Hills, Forest Hills Gardens, and Glendale neighborhoods

- Union Turnpike almost in its entirety from the border with Nassau County to Myrtle Avenue, but excluding the segment between Main Street and Francis Lewis Boulevard.

St. Albans and South Jamaica neighborhoods

- Farmers Boulevard/Liberty Avenue from Dunkirk Street to Linden Boulevard

Kew Gardens neighborhood

- Metropolitan Avenue from Union Turnpike to Hillside Avenue
- Union Turnpike from Myrtle Avenue to Main Street

Kew Gardens and Briarwood neighborhoods

- Main Street from Union Turnpike to Queens Boulevard

Woodhaven, Ozone Park, Glendale and Forest Hills Gardens neighborhoods

- Woodhaven Boulevard from Conduit Avenue to Metropolitan Avenue

Ridgewood and Glendale neighborhoods

- Cooper Avenue from Cyprus Avenue to Central Avenue
- Central Avenue from Cooper Avenue to Fresh Pond Road
- Cyprus Avenue from Cooper Avenue to Myrtle Street

Maspeth neighborhood

- Fresh Pond Road from Myrtle Avenue to Flushing Avenue
- 69th Street from Metropolitan Avenue to Grand Avenue

Jackson Heights and Elmhurst neighborhoods

- Junction Boulevard from the Long Island Expressway to Roosevelt Avenue

East Elmhurst neighborhood

- Junction Boulevard/94th Street from Northern Boulevard to LaGuardia Airport

Steinway neighborhood

- Steinway Street from Astoria Boulevard to 20th Avenue

Astoria Heights neighborhood

- Hazen Street from Astoria Boulevard to 20th Avenue

Astoria neighborhood

- 21st Street from 20th Avenue to 24th Avenue

North Corona, South Corona and Forest Hills neighborhoods

- 108th Street from Queens Boulevard to Astoria Boulevard

College Point neighborhood

- 14th Avenue from 115th Street to College Point Boulevard

Malba and Whitestone neighborhoods

- 14th Avenue from the Whitestone Expressway to the Cross Island Parkway

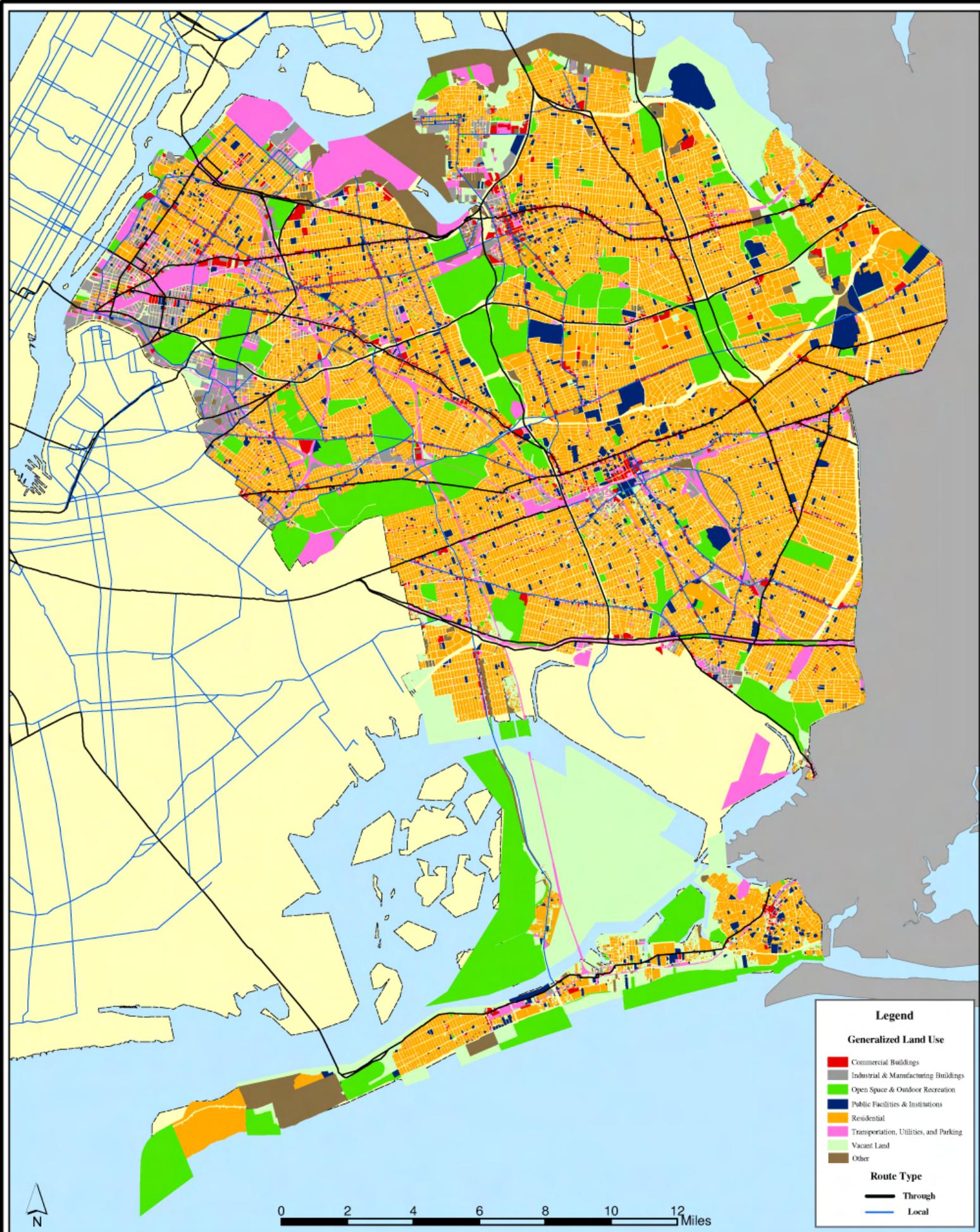


Figure 6-1: Queens Current Land Use

b. Mobility

Figure 6-2 shows the future forecasted volume to capacity (v/c) ratio, based on the New York Metropolitan Transportation Council's (NYMTC) Best Practices Model, for the year 2025 during the AM peak hour period and highlights those roadway segments which are forecast to experience severe traffic conditions (those areas with a v/c ratio greater than 1.0). Most of the roadways that are forecast to be severely congested by 2025 are already severely congested and will only continue to worsen over the next twenty years.

In Queens, as was the case with almost all of the Boroughs, many of the Through Truck Routes were severely congested along nearly their entire length (except in Manhattan where both local and Through Truck Routes are severely congested). From looking at both figure 6-2 and the listing below it's easy to see that the Borough of Queens is forecast to have one of the more congested truck route networks in New York City. This is largely a result of the share size of the network, but also because there is a tremendous amount of goods passing through Queens from Long Island, the Bronx (and points north), Brooklyn and Manhattan, as well as points further west, such as Staten Island and New Jersey.

The following is a list of those truck routes in Queens which are forecast to experience severe traffic conditions by 2025. Unless otherwise noted, the majority of the truck routes indicated are forecasted to be severely congested.

Through Truck Routes

- Throgs Neck Bridge Approach
- Bronx-Whitestone Bridge Approach
- Cross Island Parkway from Whitestone Expressway to Francis Lewis Boulevard
- Whitestone Expressway at Northern Boulevard
- Astoria Boulevard from 94th Street to 108th Street, Brooklyn-Queens Expressway, Steinway Street and 29th Street
- Northern Boulevard from Astoria Boulevard to 108th Street, from 86th Street to Broadway
- Queensboro Bridge Approach
- Long Island Expressway
- Queens Boulevard from Northern Boulevard to Junction Boulevard
- Brooklyn-Queens Expressway
- Grand Avenue at 47th Avenue
- Myrtle Avenue from Brooklyn border to Woodhaven Boulevard
- North and South Conduit Avenue
- Atlantic Avenue at Van Wyck Expressway
- Van Wyck Expressway at Atlantic Avenue and JFK Airport
- Jamaica Avenue at Nassau County Border

Local Truck Routes

- College Point Boulevard between 20th Avenue and 14th Avenue
- Cross Island Parkway from Parsons Boulevard to Grand Central Parkway
- Roosevelt Avenue from Willets Point to College Point Boulevard, Broadway to 108th Street
- Junction Boulevard from Queens Boulevard to Astoria Boulevard

- 108th Street and Long Island Expressway
- Greenpoint Avenue Bridge
- Metropolitan Avenue from Brooklyn border to Union Turnpike
- Fresh Pond Road
- Cooper Avenue at Cyprus Avenue
- Union Turnpike at Van Wyck Expressway
- Woodhaven Boulevard from Union Turnpike to Myrtle Avenue
- Cross Bay Boulevard at North and South Conduit Avenue
- Merrick Boulevard at Springfield Avenue and Liberty Avenue
- Liberty Avenue at Merrick Boulevard
- Hillside Avenue at Merrick Boulevard, Clearview Expressway and towards Nassau County border



**Figure 6-2: Queens Truck Routes
Traffic Congestion 2025 AM**

c. Origin and Destination Forecast

Figure 6-3 presents the truck trip ends by Traffic Analysis Zone for Queens in relation to the Borough-wide truck route network. The major truck Origin and Destination zones in Queens are located at JFK International Airport; Jamaica; Springfield Gardens; LaGuardia Airport; Long Island City; Corona; the Van Wyck/Whitestone Expressway corridor; Beechhurst; Bay Terrace; Atlantic Avenue corridor; Rockaways (Seaside and Hammels); Woodhaven Boulevard corridor; Maspeth; and the northwest corner of the Borough near the East River. The zone with the highest number of daily truck trips ends is the JFK International Airport and support areas in Springfield Gardens and South Ozone Park.

There are 244 total truck route miles in the Borough of Queens, including 132 Through Truck Route miles. Thus, 54% of the network consists of Through Truck Routes, which is the highest of all Boroughs. The east-west Through Truck Routes include Northern Boulevard, Long Island Expressway, Hillside Avenue, Atlantic Avenue to the Van Wyck Expressway and North & South Conduit Avenues. With the exception of LaGuardia Airport, all zones that are projected to generate 150-300 truck trips a day are located proximate to a Through Truck Route. The north-south routes include the Whitestone Expressway/Van Wyck Expressway, Francis Lewis Boulevard, and Clearview Expressway.

Commercial air cargo at JFK International Airport generated nearly 13,500 one-way vehicle trips in the spring of 2002. Sixty-five percent were vans (8,770 vehicles) and 10% were tractor-trailers (1,350 vehicles) including 810 five and six-axle tractor-trailers. Two-thirds of this cargo was destined for locations to the south and west of the airport. As a result of the City's truck dimension regulations, most of these truck trips must use the Van Wyck Expressway, and head north to the LIE/BQE and Gowanus Expressway to reach the Verrazano-Narrows Bridge to access Staten Island⁸.

Truck access to Maspeth is restricted to the north and east because there are no Through Truck Route streets that serve the area from Brooklyn. Streets in Queens such as Flushing Avenue, Grand Avenue and Greenpoint Avenue change from Through Truck Routes to Local Truck Routes as they cross into Brooklyn.

⁸ John F. Kennedy International Airport Air Cargo Truck Movement Study. May 2002, Port Authority of NY & NJ, by URS Corporation.

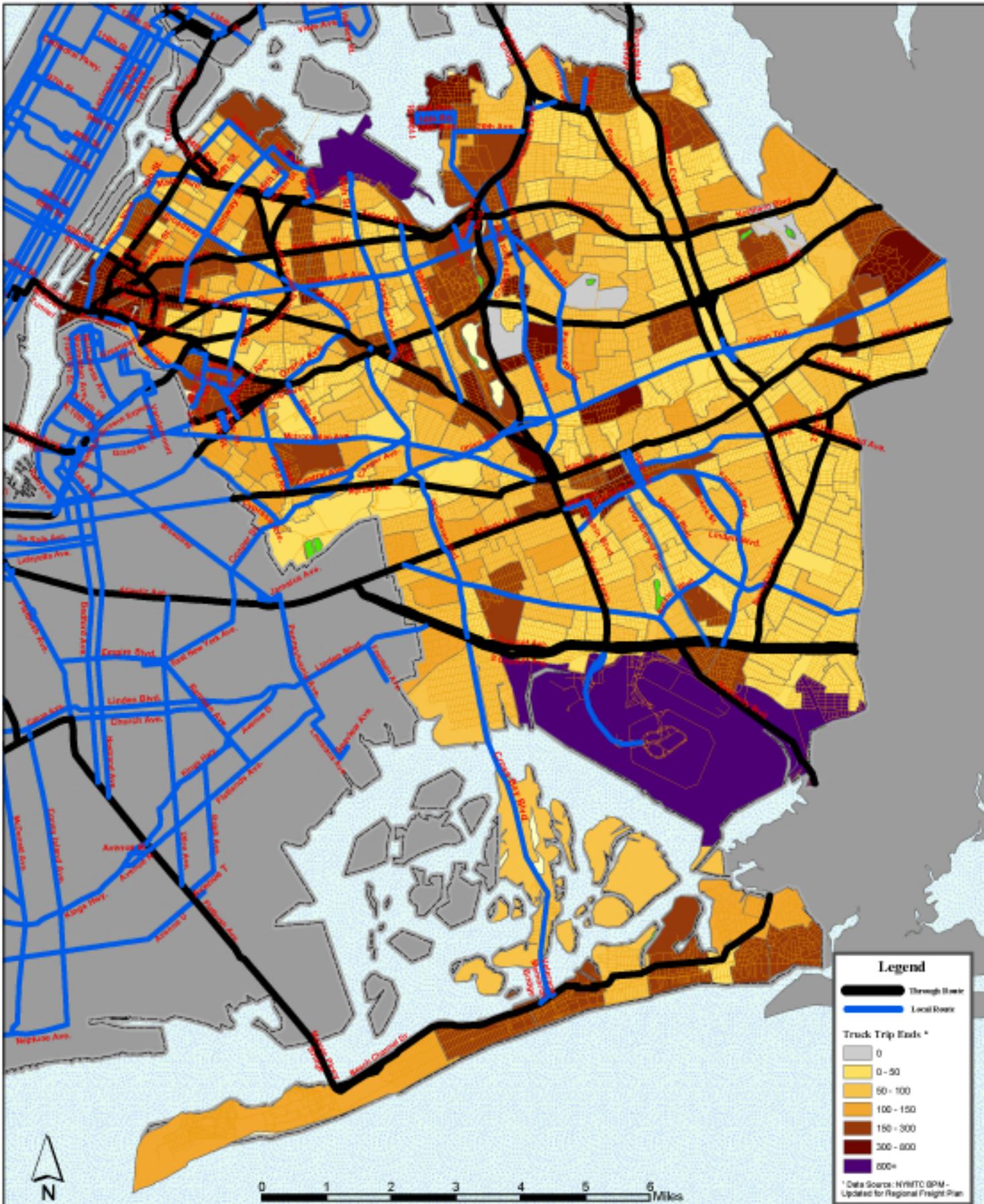


Figure 6-3
Queens Truck Trip Ends
2025 AM Peak Period

d. Accidents

The following is an analysis of the accident statistics information that was collected for two time periods, long term data from 1999 – 2001 and short term two month data from 2003.

Three Year Data (1999 - 2001)

- Of the three intersections listed in the top 20 each was located on a different truck route street: Hoyt Avenue and 31st Street, Queens Boulevard and Thomson Avenue, and Grand Avenue and 69th Street.
- Almost half (45.1%) of the 293 truck accidents reported at the Van Wyck Expressway 21 top intersections Borough-wide occurred along three roadways: Interstate 678 (17.4%), Rockaway Boulevard (16.4%), and Queens Boulevard (11.3%).
- Citywide these three intersections accounted for 62 accidents, and represented almost 4% of the total truck accidents identified within the top 115 intersections throughout the city.
- The intersection of Hoyt Avenue North and 31st Street had 28 reported truck accidents and was ranked 5th on a citywide basis.

Figures 6-4 and 6-5 respectively present those locations where there were 10 or more accidents and the top 5 accident locations in Queens.

Two Month (October – November 2003) NYPD Accident Data

Most of the truck accidents in Queens occurred on the designated routes. There were a few hot spots, mostly located in the northern and western part of Queens near and on the through routes between Manhattan, the Bronx, and Brooklyn. These include:

- Northern Boulevard near the Brooklyn Queens Expressway
- Main Avenue near the Triborough Bridge
- Northern Boulevard near the Queensboro Bridge
- Long Island Expressway near the Queens Midtown Tunnel and Van Dam Street

The following paragraphs provide more detail about truck accidents and accident locations in Queens.

Characteristics of All Accidents and Accident Locations

During the two-month period covered by the NYPD data, there were 422 truck accidents in Queens. These accidents occurred at 379 locations. At each location, there were between one and nine truck accidents. As with the other Boroughs, there was greater variation in the number of accidents per location for on-route truck accident locations than for off-route truck accident locations. The text below reveals the characteristics of truck accidents and accident locations in Queens.

- 42% of Queens truck accidents occurred off the truck route
- 58% of Queens truck accidents occurred on truck route designated streets
- 19.4% of New York City truck accident locations were in Queens
- 17.6% of City truck accidents were in Queens

Characteristics of On-Route Accidents and Accident Locations

During the two-month period covered by the data, 252 on-route truck accidents occurred at 218 different locations in Queens. Between one and nine accidents occurred at the accident locations. The following numbers describe Queens' on-route truck accidents and their locations.

- 199 on-route accident locations experienced one truck accident
- 19 on-route accident locations experienced two or more truck accidents
- One on-route accident location experienced six accidents and another had nine accidents
- Queens' 252 on-route accidents represented 16.3% of New York City's on-route accidents
- 18.4% of New York City's on-route truck accident locations were in Queens

Table 6-1 identifies the on-route truck accident corridors in Queens.

Characteristics of Off-Route Accidents and Accident Locations

During the two-month period covered by the NYPD data, 170 off-route truck accidents occurred in Queens. These accidents occurred at 161 off-route locations. These locations experienced between one and four accidents during the two-months covered by the data. The following numbers highlight the characteristics of off-route accidents and their locations in Queens.

- 154 off-route locations experienced one truck accident
- 5 off-route locations experienced two truck accidents
- 2 off-route locations experienced three truck accidents
- 170 off-route accidents in Queens accounted for 20.1% of New York City off-route accidents
- 21.0% of New York City off-route truck accident locations were in Queens

Table 6-2 identifies the off-route truck accident corridors in Queens.

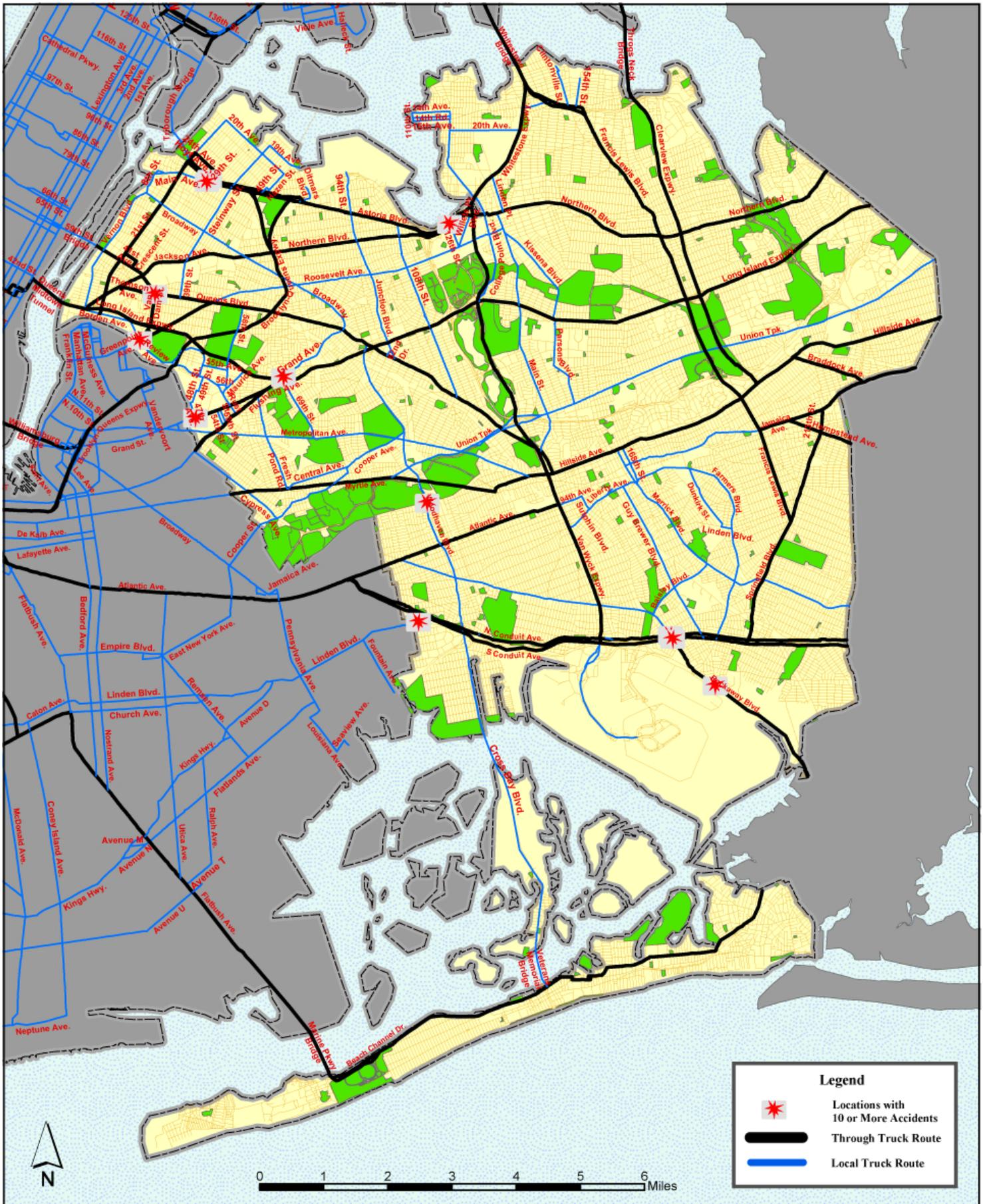


Figure 6-4
Queens 10 or More Truck Accident Locations Map

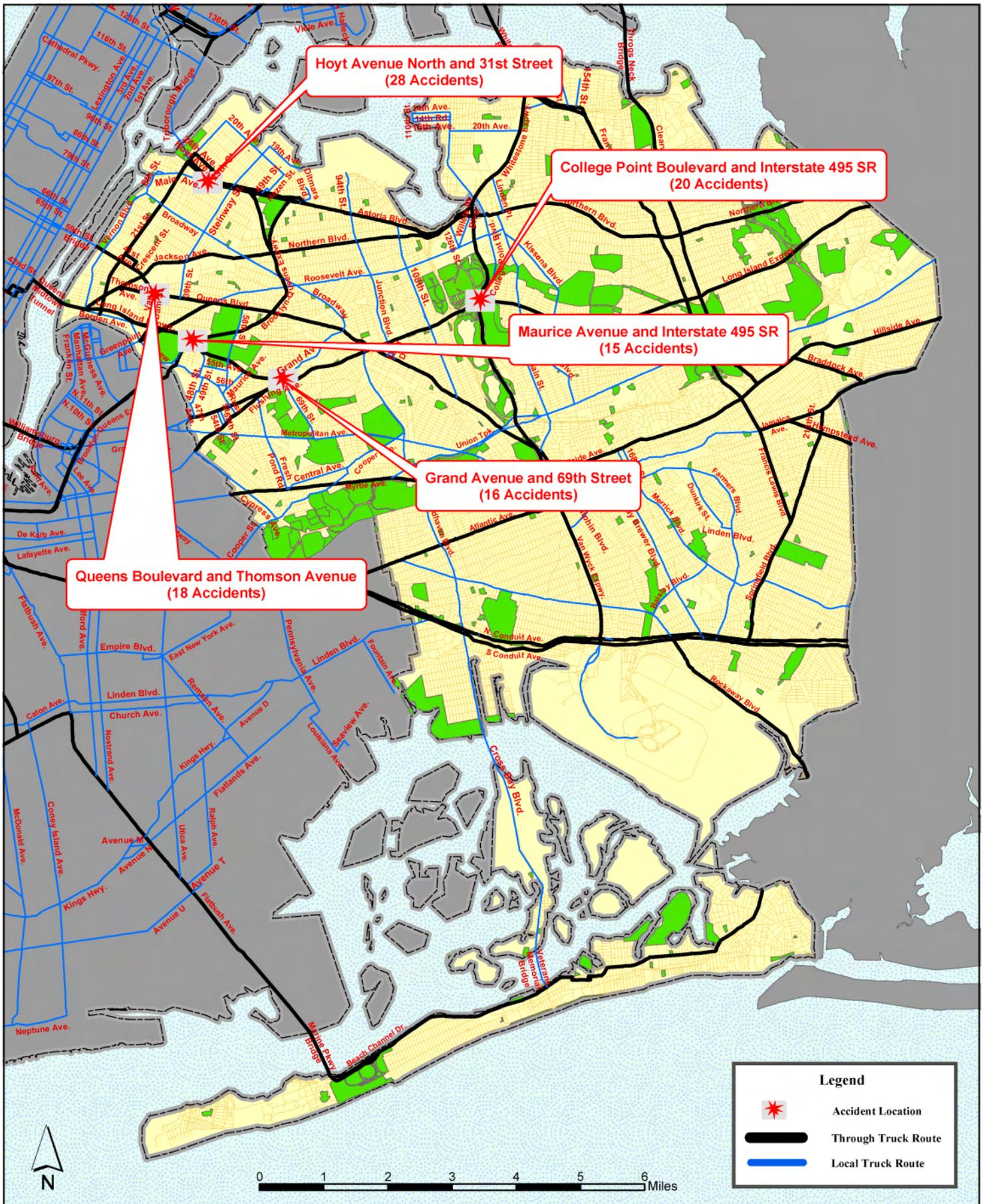


Figure 6-5
Queens Top 5 Truck Accident Locations

Table 6-1: Queens On-Route Truck Accident Corridors

Corridor	Location (Between)	Corridor Length (Miles)	Number of On-Route Accidents	Accidents Per Mile	% of On-Route Accidents Borough-wide	% of All Accidents Borough-wide	% of On-Route Accidents Citywide	% of All Accidents Citywide
Astoria Boulevard Corridor	Triborough Bridge and Whitestone Expressway	5.0	33	6.6	13.1%	7.8%	2.1%	1.4%
Northern Boulevard Corridor	Vernon Boulevard and Glenwood Street	12.4	26	2.1	10.3%	6.2%	1.7%	1.1%
Queens Boulevard Corridor	59th Street Bridge and Hillside Avenue	8.3	21	2.5	8.3%	5.0%	1.4%	0.9%
Woodhaven Avenue/ Cross Bay Boulevard Corridor	LIE and Veterans Memorial Bridge	10.0	15	1.5	6.0%	3.6%	1.0%	0.6%
Van Dam Street Corridor	Skillman Avenue and Review Avenue	0.8	13	16.3	5.2%	3.1%	0.8%	0.5%
Conduit Avenue Corridor	Ruby Street and Hook Creek Boulevard	7.2	11	1.5	4.4%	2.6%	0.7%	0.5%
Roosevelt Avenue Corridor	Queens Boulevard and Main Street	4.3	10	2.3	4.0%	2.4%	0.6%	0.4%
Main Street Corridor	Northern Boulevard and Union Turnpike	3.3	9	2.7	3.6%	2.1%	0.6%	0.4%
Metropolitan Avenue Corridor	Onderdonk Avenue and Hillside Avenue	5.4	9	1.7	3.6%	2.1%	0.6%	0.4%
Union Turnpike Corridor	Myrtle Avenue and Langdale Street	7.3	9	1.2	3.6%	2.1%	0.6%	0.4%
College Point Boulevard Corridor	Whitestone Expressway and Van Wyck Expressway	0.9	7	7.8	2.8%	1.7%	0.5%	0.3%
Junction Boulevard Corridor	Astoria Boulevard and Queens Boulevard	2.1	6	2.9	2.4%	1.4%	0.4%	0.3%
Grand Avenue Corridor	47th Street and Queens Boulevard	2.8	6	2.1	2.4%	1.4%	0.4%	0.3%
Myrtle Avenue Corridor	Wyckoff Avenue and Hillside Avenue	4.1	6	1.5	2.4%	1.4%	0.4%	0.3%
Hillside Avenue Corridor	Myrtle Avenue and Langdale Street	6.7	6	0.9	2.4%	1.4%	0.4%	0.3%
Liberty Avenue/ Farmers Boulevard Corridor	Van Wyck Expressway and Conduit Avenue	4.0	6	1.5	2.4%	1.4%	0.4%	0.3%
Broadway	Queens Boulevard and 21st Street	3.6	6	1.7	2.4%	1.4%	0.4%	0.3%
Francis Lewis Boulevard Corridor	Springfield Boulevard and Cross Island Parkway	5.1	5	1.0	2.0%	1.2%	0.3%	0.2%
Merrick Avenue Corridor	Hook Creek Boulevard and Liberty Avenue	4.1	4	1.0	1.6%	0.9%	0.3%	0.2%

Table 6-2: Queens Off-Route Truck Accident Corridors

Corridor	Location (Between)	Corridor Length (Miles)	Number of Off - Route Accidents	Accidents Per Mile	% of Off-Route Accidents Borough-wide	% of All Accidents Borough-wide	% of Off-Route Accidents Citywide	% of All Accidents Citywide
31st Avenue Corridor	Steinway Street and 94th Street	2.4	5	2.1	2.9%	1.2%	0.6%	0.2%
35th Avenue/37th Avenue Corridor	Junction Boulevard and BQE	1.4	6	4.3	3.5%	1.4%	0.7%	0.3%
69th Street Corridor	L.I.E. and Queens Boulevard	1.0	4	4.0	2.4%	0.9%	0.5%	0.2%
47th Avenue Corridor	Skillman Avenue and Queens Boulevard	0.4	4	10.0	2.4%	0.9%	0.5%	0.2%
5th Street	Borden Avenue and 46th Avenue	0.4	4	10.0	2.4%	0.9%	0.5%	0.2%
94th Street	Roosevelt Avenue and L.I.E.	1.1	3	2.7	1.8%	0.9%	0.4%	0.1%
Jamaica Avenue/Archer Avenue Corridor	Van Wyck Expressway and Merrick Boulevard	1.2	8	6.7	4.7%	0.7%	0.9%	0.3%
147th Street Corridor	Rockaway Boulevard and Brookville Boulevard	1.6	6	3.8	3.5%	1.4%	0.7%	0.3%

e. NYPD Truck Summonses

Queens had the most violations with a total of 1,056 violations. Unlike Brooklyn, the Bronx and Manhattan, the top violation category for Queens was not the equipment category. Rather, Queens had the most violations in the off-truck route category with 405. This is approximately 38.4% of violations. Three hundred ninety four violations were issued for equipment infractions (37.3% of the all violations). Another 236 violations, or 22.3%, occurred in the overweight category. The remaining 2% of violations were in the over-dimension category. There were no violations in the posted limit category.

In Queens, truckers incurred over-height and off truck-route infractions in various locations throughout the Borough. Almost all of the citations occurred at locations within one half-mile of the truck route. Furthermore, most of the violations occurred on or near non-designated parkways. For example, trucks were cited at 12 locations along the approximately 5-mile section of the Belt Parkway that serves southern Queens. This non-designated roadway runs parallel to Conduit Avenue, which is included in the truck route. These violations occurred both where the Belt Parkway intersects the truck route and where the Belt Parkway intersects non-designated streets.

Over-height and off-route trucking violations also occurred along the Jackie Robinson, Cross Island, and Grand Central Parkways. The five clusters of violation locations along the Jackie Robinson Parkway occurred where local streets cross above or below the parkway. For the Cross Island Parkway, the citations occurred where the Cross Island intersects with the truck route at Northern Boulevard and the Long Island Expressway.

Along the Grand Central Parkway, officers noted off-route or over-height trucks at major intersections including Union Turnpike, 69th Street/Jewel Avenue, the Long Island Expressway, Roosevelt Avenue, Northern Boulevard and 94th Street. The final cluster of violation sites is located on local streets near the Whitestone Bridge.

f. NYCDOT “Hot Spot” Priority Areas

Figures 6-6 through 6-9, located at the end of this subsection, show a graphical depiction of the problem areas that were analyzed.

1. Grand Avenue through Maspeth

Community Board (CB) 5 has requested that the existing truck route on Grand Avenue as well as a “by-pass” alternative that the CB has developed be analyzed for the Maspeth area. CB 5 has complained that heavy trucks (primarily municipal solid waste haulers from Long Island) are exiting the Long Island Expressway and using Grand Avenue to go into Brooklyn, ultimately accessing the Brooklyn-Queens Expressway. The CB believes this is done to avoid traffic congestion on the Long Island Expressway. Grand Avenue between the LIE and the Kings County line is designated as a Through Truck Route, and as such, heavy trucks are legally permitted to use Grand Avenue to access destinations beyond the Queens boundaries.

In the summer of 2001, CB 5 approached the NYCDOT with a proposal for removing trucks from Grand Avenue between the Long Island Expressway and Rust Street. The “Maspeth Bypass” proposal utilized a route consisting of existing truck routes north and west of Grand Avenue to bypass a predominantly residential and commercial portions of Grand Avenue.

Investigations identified several measures that should be addressed prior to the full implementation of the bypass. The following is a summary of the issues associated with the “Bypass” proposal and a list of anticipated mitigation measures and roadway improvements. However, it should be noted that a more detailed engineering assessment is required.

Policy Considerations

- The proposed bypass provides an alternative route using existing truck route segments to facilitate removing trucks from an important residential and retail corridor.
- Grand Avenue is a major east-west truck route serving the Maspeth Industrial Park in Queens. It also serves as one of the primary gateways into the industrial areas of Northern Brooklyn (Greenpoint, East Williamsburg) as it provides accessibility from the Long Island Expressway into the Maspeth Industrial area, as well as direct connections to the industrial areas listed above in Brooklyn. Typical truck traffic includes waste trucks, long haul trailers and other larger vehicles servicing the industrial and waste facilities in the area. It should also be noted that Grand Avenue also provides a direct route to the Long Island Expressway for eastbound trucks originating in the Williamsburg section of Brooklyn and wishing to travel out of the borough.
- There are routing implications on Flushing Avenue as this corridor merges with Grand Avenue in the vicinity of 64th and 65th Streets. Removal of Grand Avenue east of this intersection could be problematic for Flushing Avenue traffic, as there are limited connections between Grand Avenue and Flushing Avenue east of this location, including at the intersection of Rust Street and Flushing Avenue.
- The proposed bypass route is approximately ½ to ¾ mile longer and more circuitous than the existing route. Enforcement may become problematic for drivers following maps or making local deliveries.
- Considerations should be made in regard to planned improvements with the Kosciusko Bridge.

Anticipated Geometric and Engineering Concerns and Proposed Mitigation Measures/Improvements

- Intersection of Maurice Avenue, 58th Street, 56th Terrace & Maspeth Avenue. Existing geometries and roadway design throughout the intersection are problematic and unsafe, especially for larger vehicles. The existing concrete islands act as more of an obstacle than a control for traffic and make it difficult for larger vehicles to travel through. To accommodate increased truck traffic especially larger vehicles, this intersection should be examined for reconfiguration and/or reconstruction.
- Stop controls at several intersections in the study area. Several locations may warrant signal studies or installation of stop controls. There are numerous uncontrolled intersections with heavy truck traffic and unusual turning movements. The intersections include: Maurice Avenue/58th Street/56th Terrace, 57th Place/Rust Street and Maspeth Avenue/Rust Street. The Maspeth Avenue/Rust Street location is critical because it is adjacent to an active rail crossing with substantial traffic, as well as numerous illegal turning movements by trucks through the intersection. As part of the investigation and

anticipated increase in truck traffic, it may be necessary to modify/install stop controls along the “Bypass” route.

- Geometric improvements at the intersection of Rust Street and Grand Avenue. This intersection is plagued by poor sight lines, street geometry and offset roadways that make turns difficult for southbound commercial vehicles. There is a railroad trestle directly parallel to Rust Street that limits sight distances. In addition, tight geometry forces vehicles to swing into other travel lanes. At the very least, stop bars would be relocated to eliminate the intrusion of turning vehicles into opposing lanes.
- Signal timing modifications at various intersections throughout the area. With increased truck traffic, signal timings may require adjustments to allow for truck turning movements at numerous intersections, most notably at the Rust Street/Grand Avenue Intersection. In 2003, the Department adjusted the signal timing at Grand Avenue/Long Island Expressway, and 69th Street to improve traffic flow through the intersection and improved vehicular and pedestrian safety.
- Geometric and intersection improvements at the intersection of Grand Avenue, Flushing Avenue, and Maspeth Avenue. At the convergence of the two truck routes, there is heavy truck traffic and limited storage space for larger vehicles. Possible improvements include modification to existing traffic islands, striping, and other geometries. Eastbound truck traffic is most affected as it must merge onto Flushing Avenue and back onto Grand Avenue. It should be noted that the Department’s Safe Route’s to Schools study released in 2006 included improvements at this intersection in regard to overall improvements proposed for the Saint Stanislaus Kostka School.
- Improved signage and truck route information. With a truck restriction on Grand Street, additional signage would be necessary along several corridors and approaches to the street. Existing signage “NO TRUCKS EXCEPT LOCAL DELIVERIES” may not be adequate to deter truck traffic. Additional measures such as delineators and signage on islands would need to be improved on various portions of the bypass route.

The Department of Transportation has been working to address these issues and concerns. Accordingly, it has developed a set of short-term recommendations to address truck issues in the area. In addition, it is recommended that the Department of Transportation undertake an engineering analysis to detail the specific issues for the bypass and develop a plan for mitigating these concerns. The recommended short term measures should include:

- Installation of wayfinding and directional signage at Rust Street and Grand Avenue advising trucks of the Rust Street/58th Street route to the Long Island Expressway as well as distinct advisory signs directing truck traffic away from the residential/community core of Maspeth along Grand Avenue. These signs would direct trucks to the less populated route to access the highways and points north. NYCDOT and NYCEDC are currently working on a similar program in Hunts Point.
- Partnership with NYCEDC and industrial parks on educating drivers on routing alternatives in the area. NYCEDC would assist NYCDOT in the implementation of the efforts described in *Technical Memorandum 4, Education Program*, as it relates to the City’s industrial parks.
- Improved striping and roadway marking along existing truck routes.

- NYPD enforcement of off-truck route complaints.

For additional details and recommendations please refer to the Maspeth Industrial Park investigation section of this document.

2. College Point

The College Point peninsula is a mixed-use industrial, commercial, and residential uses. Commercial users include multiple tenants at the College Point Industrial Park, New York Times Printing Plant, U.S. Postal Service Processing Center, Tallman Island Water Pollution Control Plant, College Point Shopping Center and Landmark Plaza. NYCDOT receives numerous complaints of off-route trucks on the residential streets (primarily those paralleling College Point Boulevard, 120th-130th Streets and along 14th Avenue between the Whitestone Expressway and College Point Boulevard).

The truck route network consists of the following streets: College Point Boulevard (Long Island Expressway to 14th Avenue), 20th Avenue (Whitestone Expressway to College Point Boulevard), 14th Avenue (College Point Boulevard and 110th Street), and 15th Avenue (College Point Boulevard and 110th Street). The following factors contribute to trucks traveling off-route:

- Absence of truck route signs and wayfinding signs. There is an absence of truck route signs at key intersections between the Whitestone Expressway exits and the industrial sites to provide truckers with the necessary guidance to keep them on the truck route streets. Thus, truck drivers rely on maps such as Hagstrom and Atlas, and select “principal arterials” which are not always Local Truck Route streets. This is a major factor in trucks using streets such as 14th Avenue, 127th Street and the other north-south streets in the area. Trucks exiting the Whitestone Expressway onto the southbound service road were also observed using 14th Avenue, despite the posting of a small “No Trucks Except Local Delivery” signage on the expressway, as well as at the intersection of 14th Avenue and the Service Road. This action occurs because of the generous street width on the west leg of 14th Avenue.
- Geometric deficiencies on 20th Avenue. The travel way width of 20th Avenue changes dramatically west of 130th Street. The commercial maps accurately depict this change and also show 14th Avenue as a principal arterial between the Whitestone Expressway and College Point Boulevard
- Linden Place access from the south to the Industrial Park. Trucks exiting the Whitestone Expressway onto the northbound service road use Linden Place to access the College Point Industrial Park because it is the first through street under the Whitestone Expressway. However, trucks with destinations further north in the College Point area also use Linden Place and continue their route along Ulmer Street to 25th Avenue to 127th Street to 20th Avenue or in most cases 14th Avenue. Ulmer Place is not a designated route and drivers should travel south to College Point Blvd to access the western area of College Point.

Based on observations a review of local complaints, the following measures are proposed:

- Posting of Local Truck Route (LTR) signs at the following intersections and approaches:

- 14th Avenue and Whitestone Expressway Southbound Service Road
LTR with through and left –southbound approach
 - 14th Avenue and Whitestone Expressway Northbound Service Road
LTR with through and right arrows – northbound approach
LTR with through, left and right arrows – westbound approach
 - 20th Avenue and Whitestone Expressway Southbound Service Road
LTR with through, left and right arrows – southbound and eastbound approaches
LTR with through and left arrow – westbound approach
 - 20th Avenue and 127th Street
LTR with through arrow – eastbound and westbound approaches
 - 20th Avenue and College Point Boulevard
LTR with left and right arrows on westbound approach
LTR with through and left arrows on southbound approach
LTR with through and right arrows on northbound approach
 - 20th Avenue and Whitestone Expressway Northbound Service Road
LTR with left and right arrows – eastbound approach
LTR with through and left arrows - northbound approach
 - College Point Boulevard and 15th Avenue
LTR with through arrow – northbound and southbound approaches
LTR with right arrow – eastbound approach
LTR with left and right arrows – westbound approach
 - College Point Boulevard and 14th Road
LTR with left arrow – northbound approach
 - Linden Place and Whitestone Expressway Southbound Service Road
LTR with left arrow – westbound approach
LTR with through and right arrows – eastbound approach
LTR with through arrow – southbound approach
 - Linden Place and Whitestone Expressway Northbound Service Road
LTR with left and through arrow – northbound approach
LTR with left and through arrows – eastbound approach
LTR with through and right arrow – westbound approach
- Post “No Trucks Except Local Deliveries” (NTELD) signs at the following intersections
 - 14th Avenue and Whitestone Expressway Southbound Service Road
NTELD (with through arrow) – westbound approach
 - 20th Avenue and Whitestone Expressway Northbound Service Road
Oversized NTELD with right arrow – northbound approach
 - 15th Avenue and College Point Boulevard
NTELD (with through arrow) – eastbound approach
 - College Point Boulevard and 14th Road
NTELD – north bound approach
 - Linden Place with 28th Avenue
NTELD – northbound approach
 - Geometric Improvements at the intersection of 20th Avenue and 127th Street
 - The west leg of the intersection should be widened to accommodate eastbound trucks and to create a more noticeable continuation of the Local Truck Route to the west of 127th Street.

- Geometric Improvements at the intersection of 20th Avenue and College Point Boulevard. The stop bars should be pulled back by 10-20 feet on the north, south and east approaches to allow tractor trailers to turn without encroaching into opposing lanes.
- Conduct public education program with local businesses and truck companies. Local businesses need to be aware of the Local Truck Route network, City traffic rules and the central source where information can be obtained and where to go to get questions answered.

3. Springfield Gardens

The area bounded roughly by Baisley, Merrick, Rockaway & Springfield Boulevards has long been a problem area for off-route trucking. The close proximity of JFK International Airport (and the air freight industries) creates a challenge in managing residential and freight needs. Field observations identified the following issues:

- The study area contains a broad mix of land uses that include commercial, industrial and residential. However, it is an established area and not an area in transition to residential. The absence of truck route signs on Conduit Avenue and the north-south Local Truck Routes results in trucks continuing south across Conduit Avenue along various routes.
- Many of the airport and industrial-related uses operate 24 hours a day.
- Rockaway Boulevard is the only Local Truck Route into the area. This is confusing as south of Conduit Avenue this corridor is considered to be a THRU Route. This designation was put in place to encourage truckers to utilize North and South Conduit Avenue to access the Van Wyck Expressway, as opposed to utilizing local arterials to travel to and from the Airport.
- The terminus of all north-south Local Truck Routes (Farmers Boulevard, Guy R. Brewer and Springfield Boulevard) is South Conduit Avenue. However, there are significant truck generators south of Conduit Avenue. The only designated route south of this is to utilize Rockaway Boulevard is six lanes wide with numerous commercial uses that generate truck traffic.
- The intensity of the commercial uses and the truck activity at the number of commercial driveways adversely impacts traffic operations along Rockaway Boulevard.
- Trucks use 175th Street to access destinations in the industrial park, situated between Rockaway Boulevard and 147th Street, and to access JFK International Airport. Most of the other parallel streets are dead ends with bollards blocking entry.
- Traffic from the west including trucks that use the Van Wyck Expressway access the area from the Nassau Expressway. Trucks travel through a jug handle at a signalized intersection with Rockaway Boulevard.
- Although part of the expressway network, the built portions of the Nassau Expressway are not designated as part of the Truck Route Network and there are limited signs directing trucks to designated routes.

- The Nassau Expressway is not designated as part of the Truck Route network, although a significant number of trucks utilize it at all times for intra airport trips, as well as leaving the Airport.

The following measures are proposed to address truck issues in the area:

- Posting of new/appropriate LOCAL (LTR) and THRU (TTR) Truck Route signs at the following intersections and approaches:
 - South Conduit Avenue and Rockaway Boulevard
 - TTR with through and left arrows –southbound approach
 - TTR with through and right arrows - northbound approach
 - TTR with left, through and right arrows – eastbound approach
 - North Conduit Avenue and Rockaway Boulevard
 - TTR with through and right arrows –southbound approach
 - LTR with through arrow and TTR with left arrow - northbound approach
 - TTR with left and through arrow and LTR with right arrow – westbound approach
 - South Conduit Avenue and Farmers Boulevard
 - TTR with left arrow – southbound approach
 - LTR with through arrow and TTR with right arrow - northbound approach
 - TTR with through arrow and LTR with left arrow – eastbound approach
 - North Conduit Avenue and Farmers Boulevard
 - TTR with right and straight arrows – southbound approach
 - LTR with through arrow and TTR with left arrow - northbound approach
 - TTR with through arrow and LTR with right and left arrow – westbound approach
 - South Conduit Avenue and 175th Street
 - LTR with through arrow – eastbound approach
 - South Conduit Avenue and Guy R. Brewer Boulevard
 - LTR with left arrow and TTR with through arrow - eastbound approach
 - TTR with left arrow - southbound approach
 - LTR with through arrow and TTR with right arrow - northbound approach
 - North Conduit Avenue and Guy R. Brewer Boulevard
 - LTR with left arrow and TTR with through arrow - westbound approach
 - LTR with through arrow TTR with right arrow - southbound approach
 - TTR with left arrow and LTR with through arrow - northbound approach
 - Rockaway Boulevard and Guy R. Brewer Boulevard
 - TTR with through arrow – eastbound and westbound approaches
 - TTR with left and right arrows – northbound and southbound approaches
 - Farmers Boulevard/Nassau Expressway/Rockaway Boulevard
 - TTR for all approaches to intersection
- Post “No Trucks Except Local Deliveries” signs at the following intersections
 - South Conduit Avenue and 175th Street
 - Rockaway Boulevard and Farmers Boulevard
 - Rockaway Avenue and Farmers Boulevard
 - South Conduit Avenue and Farmers Boulevard
 - South Conduit Avenue and Guy Brewer Boulevard
- In addition, the Department of Transportation, through the Interagency Airport Access Working Group has made several improvements to truck signage and access in the Springfield Gardens Area. This includes the replacement and posting of truck signage in the greater Springfield Gardens and Ozone Park neighborhoods.

- It is recommended the Department evaluate opportunities for improved north/south connectivity to Kennedy Airport and Air Cargo facilities by investigating the extension of existing truck routes south of South Conduit Avenue to provide a single access route to the truck generators in this area. By designating a route, truckers will no longer be able to leave at the intersection closest to their destination, as they would be obligated to utilize the assigned route and leave at the intersection closest to their destination. Possible routes include portions of Guy R. Brewer Avenue and Farmers Boulevard.
- Investigate feasibility to add Nassau Expressway to the Truck Route Network.
- Conduct public education program with local businesses and truck companies. Local businesses need to be aware of the Local and Thru Truck Route network, City traffic rules and the central source where information can be obtained and where to go to get questions answered.
- Increased police enforcement of trucks using 175th Street and Farmers Boulevard south of Conduit Avenue.

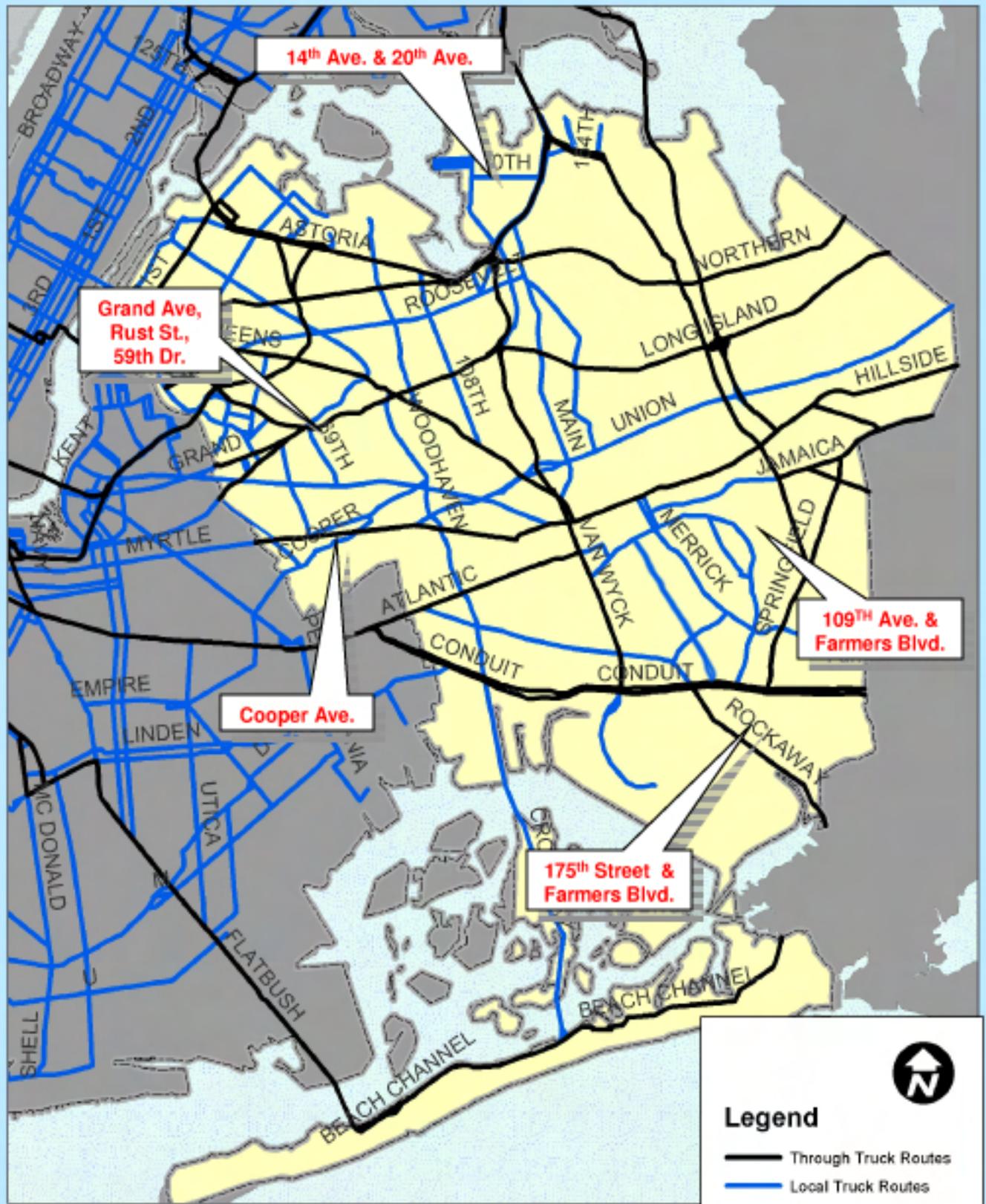
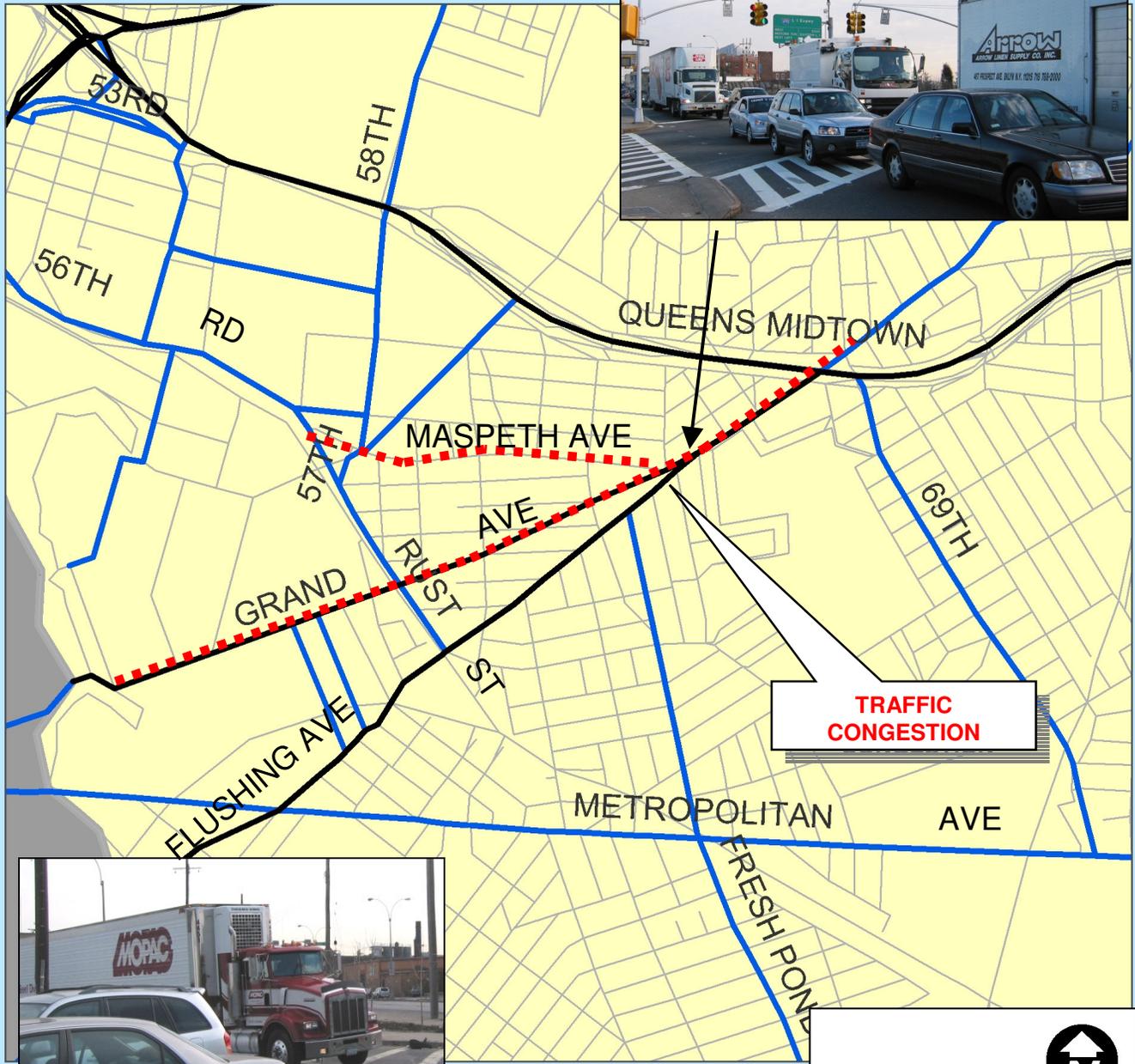


Figure 6-6: Queens Hot Spots



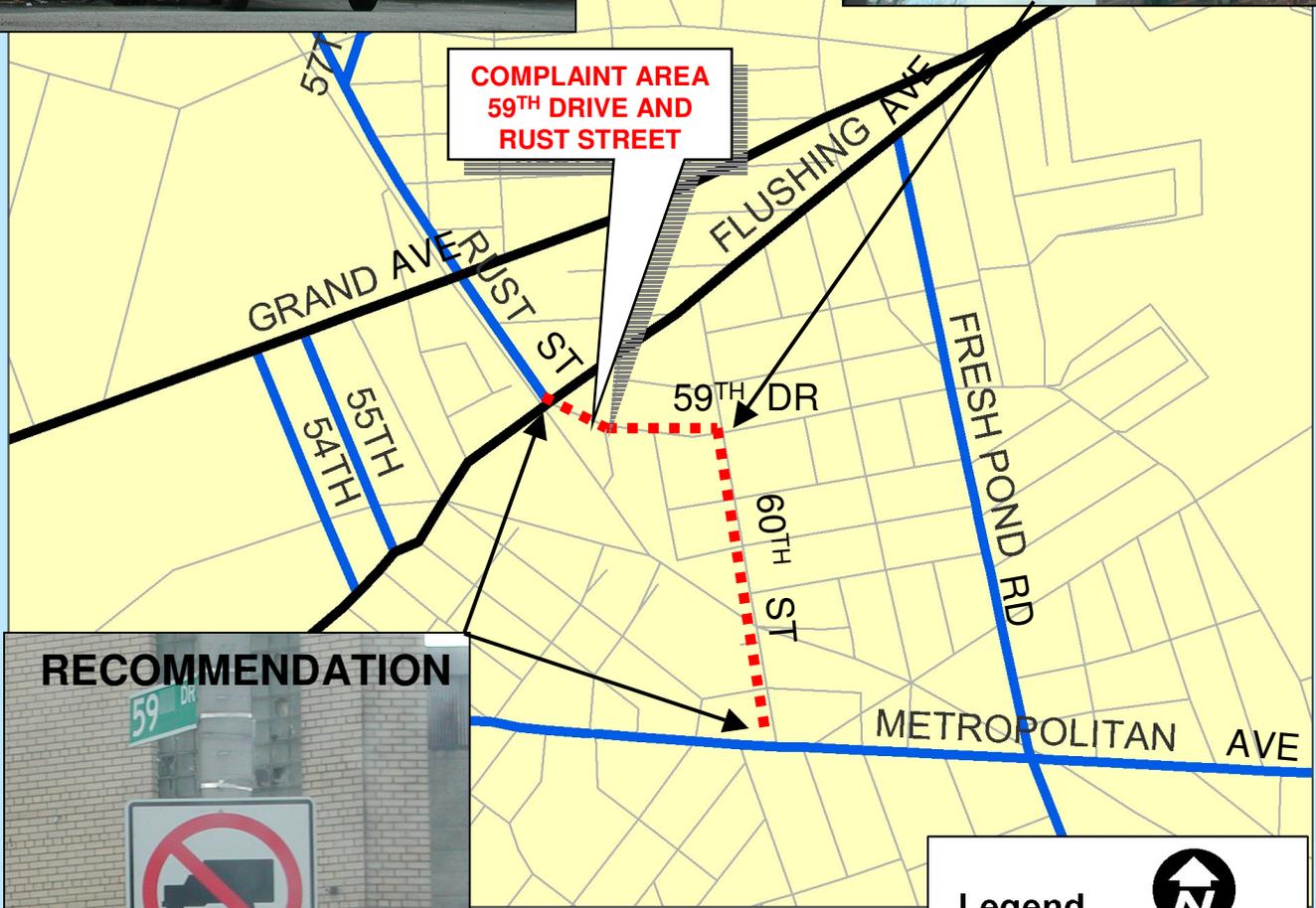
TRAFFIC CONGESTION

Legend

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Areas




Figure 6-7: Maspeth Avenue & Grand Avenue



Legend

- Through Truck Routes
- Local Truck Routes
- Complaint Areas

Figure 6-8: Rust Street, 59th Drive, & 60th Street



Legend

- Through Truck Routes
- Local Truck Routes
- Complaint Areas



Figure 6-9: Parsons Boulevard, 14th Avenue, & 20th Avenue