

Maspeth Bypass and Intersection Normalization, Queens



Problem Description

- Concern about cut-through truck traffic on Grand and Flushing Avenues
- To implement a bypass route, a 5-leg intersection in Maspeth had to be normalized and improved

Project Context

- CB, Civic Groups and Elected Officials asked for Maspeth Bypass
- Desire for a safe bypass route to industrial areas without impacting Maspeth community
- Post Truck Study, DOT committed to a study of capital improvements to implement the Maspeth Bypass
- Rep. Weiner earmarked \$579,000 for study

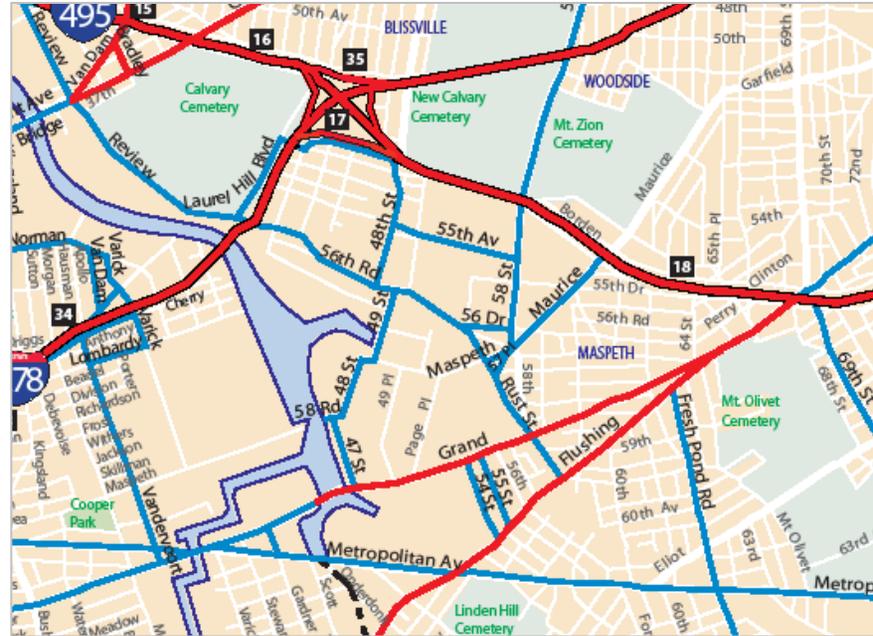
Study Objectives

- Evaluate the truck bypass route proposed by the community and the improvements needed to implement it
- Evaluate the feasibility of changing existing area truck routes including Grand Avenue
- Propose roadway realignment and safety enhancements to reduce conflicts at the 5-leg intersection at Maurice and Maspeth Avenues

Truck Routes in Maspeth

Existing Truck Routes

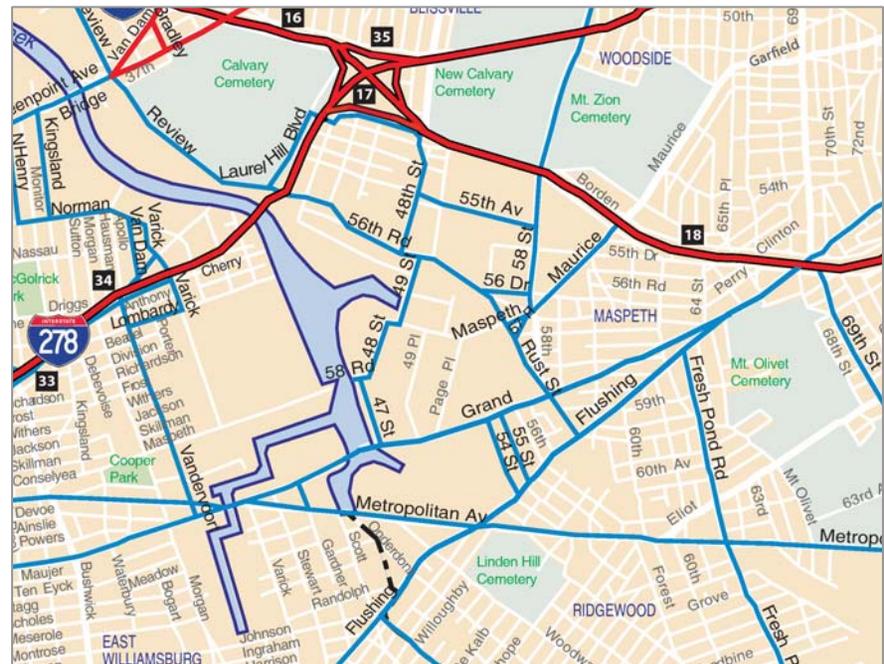
Grand Avenue and Flushing Avenue are through truck routes in Queens but local truck routes in Brooklyn



Truck Route Changes

Grand Avenue and Flushing Avenue will become local truck routes in Queens and Brooklyn

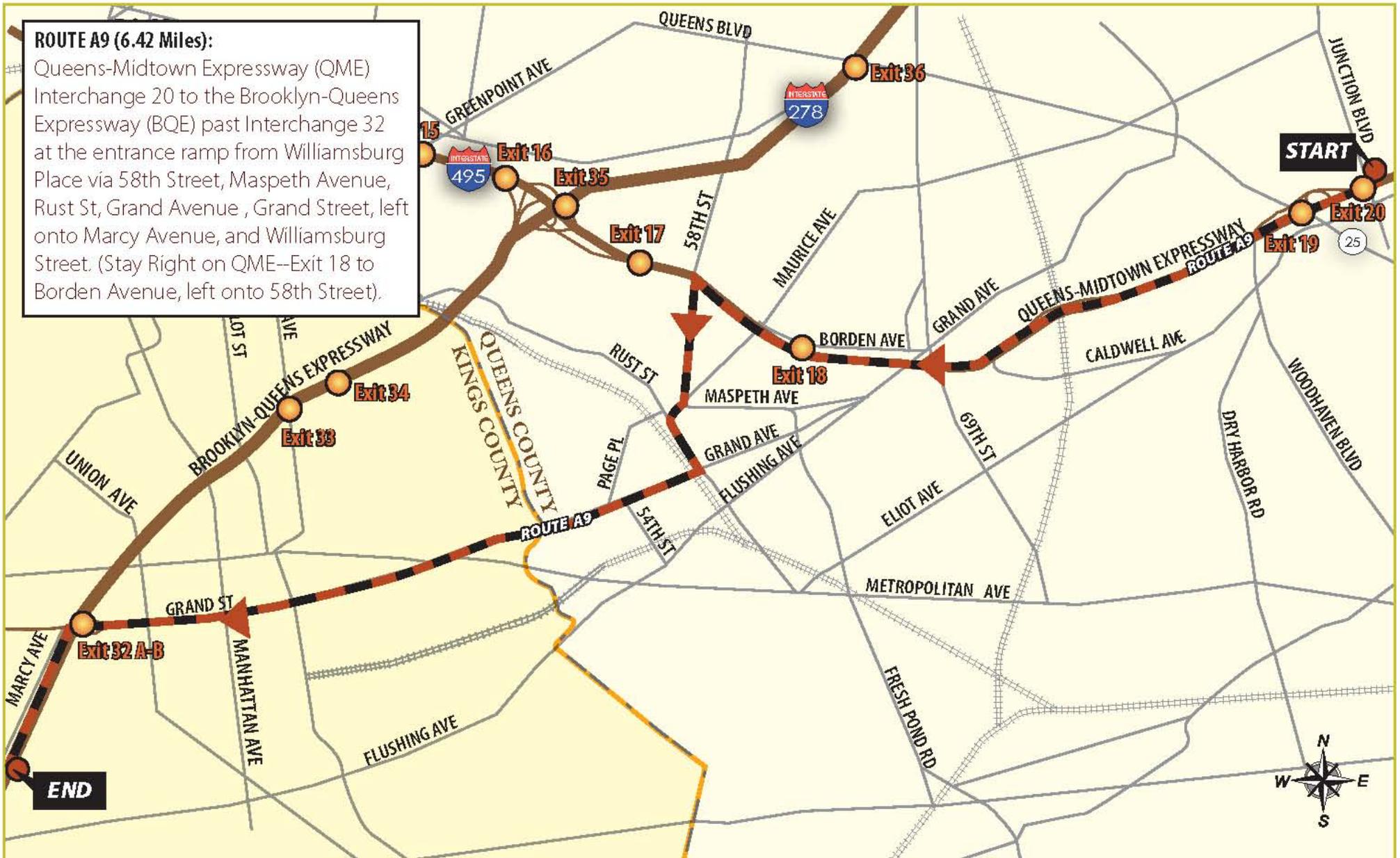
Rule change effective March 25, 2011



Proposed Maspeth Bypass

ROUTE A9 (6.42 Miles):

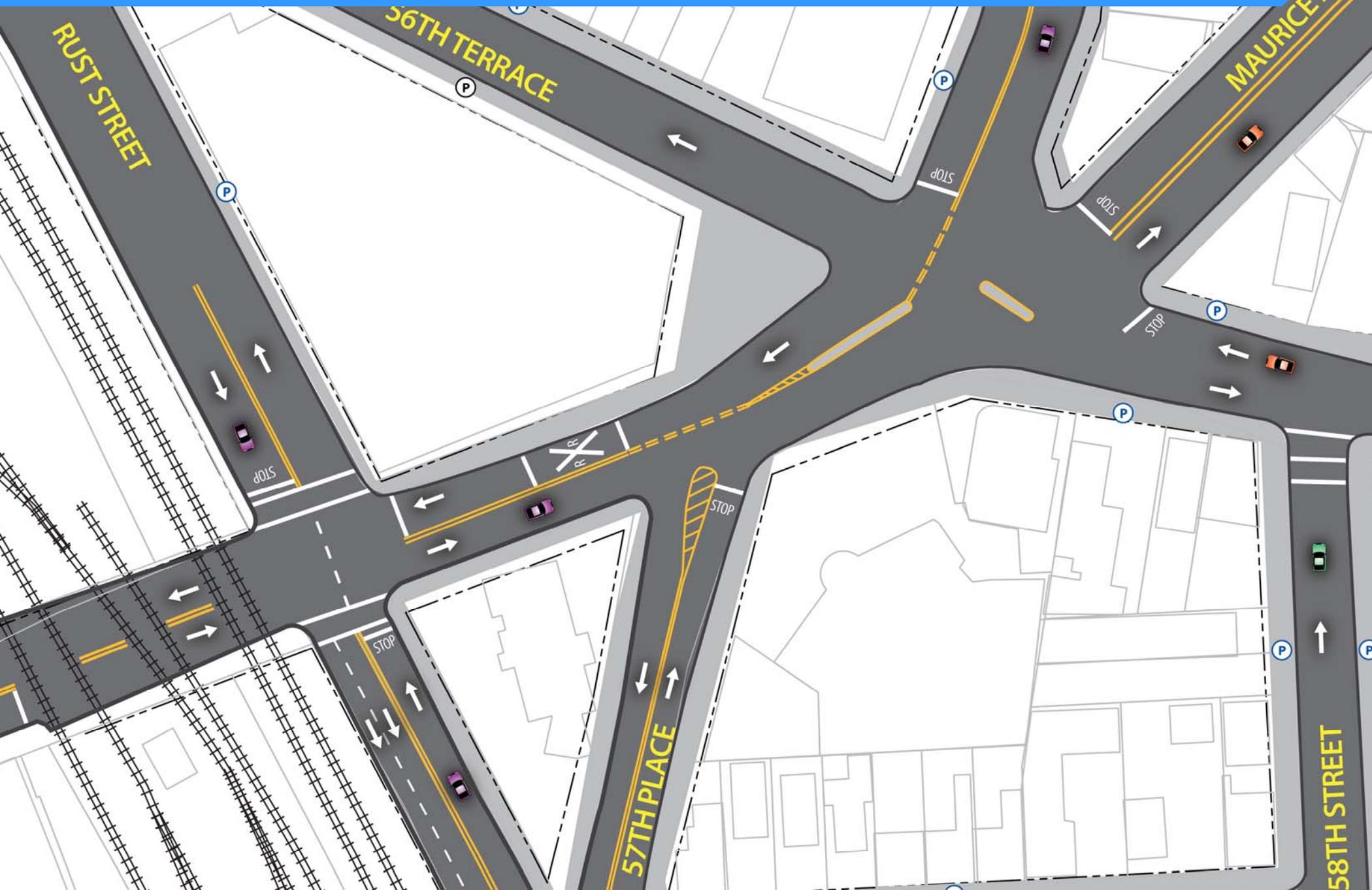
Queens-Midtown Expressway (QME) Interchange 20 to the Brooklyn-Queens Expressway (BQE) past Interchange 32 at the entrance ramp from Williamsburg Place via 58th Street, Maspeth Avenue, Rust St, Grand Avenue, Grand Street, left onto Marcy Avenue, and Williamsburg Street. (Stay Right on QME--Exit 18 to Borden Avenue, left onto 58th Street).



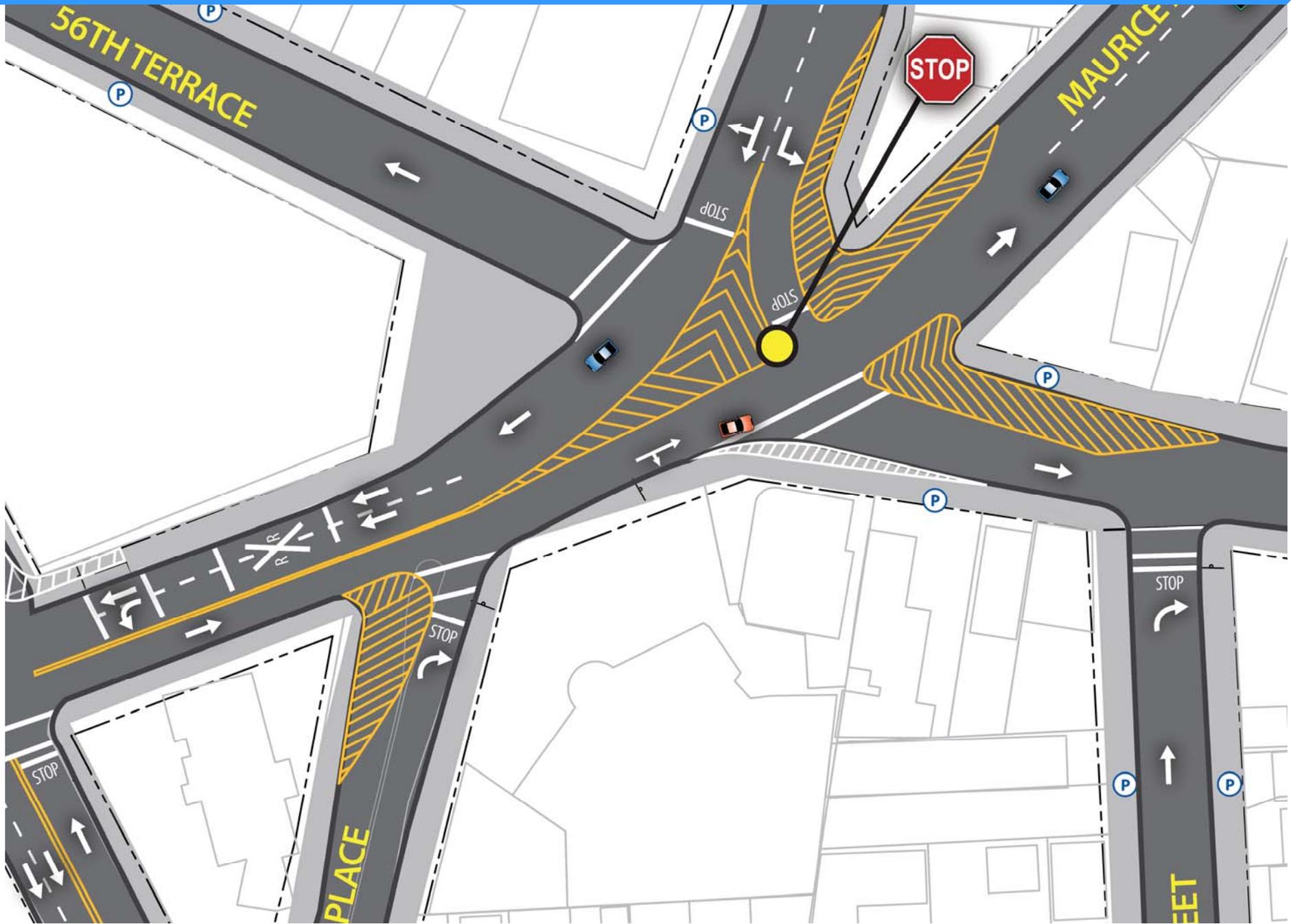
Five-Leg Intersection: Current condition



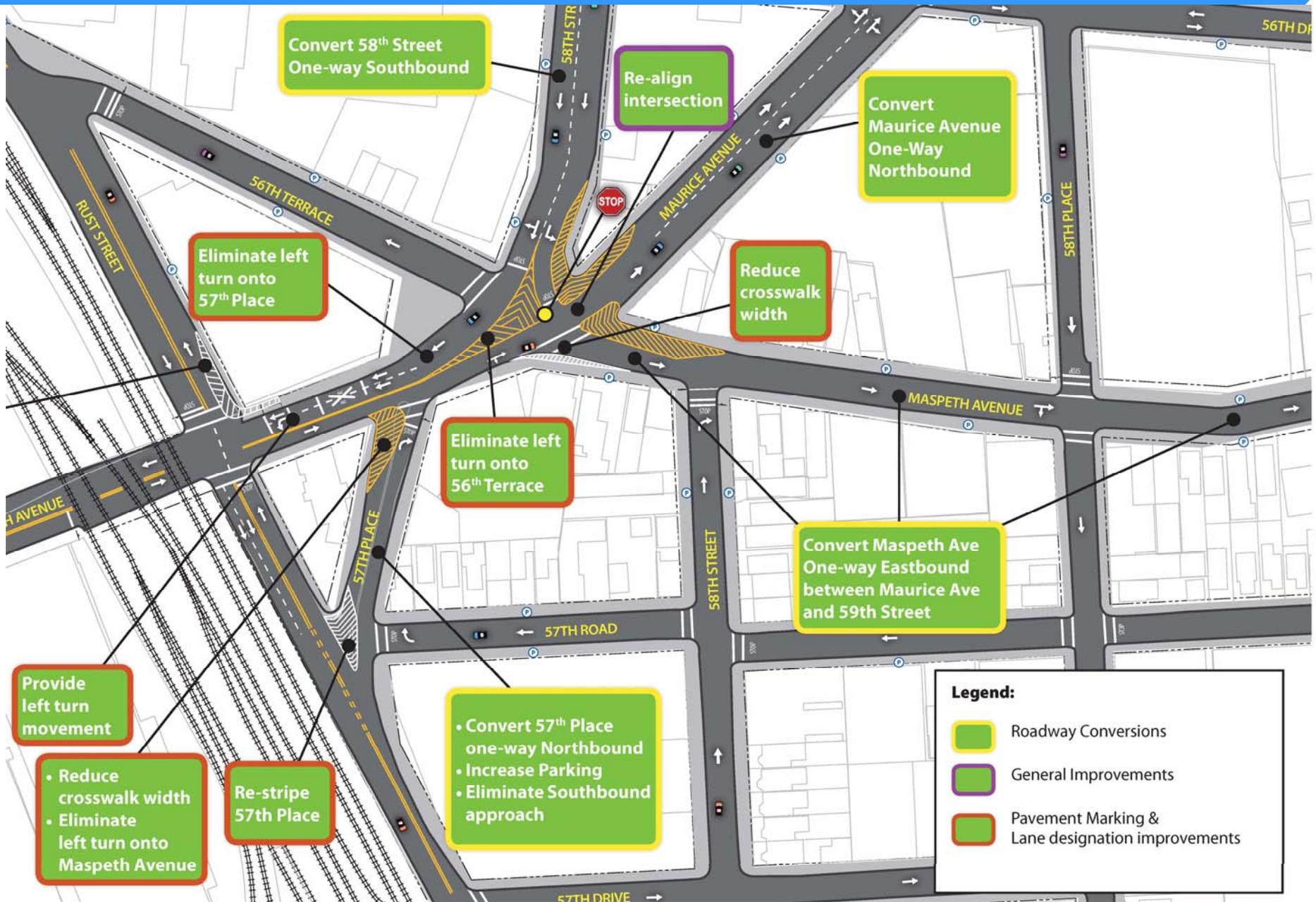
Five-Legged Intersection: Existing Conditions



Five-Legged Intersection: Normalization



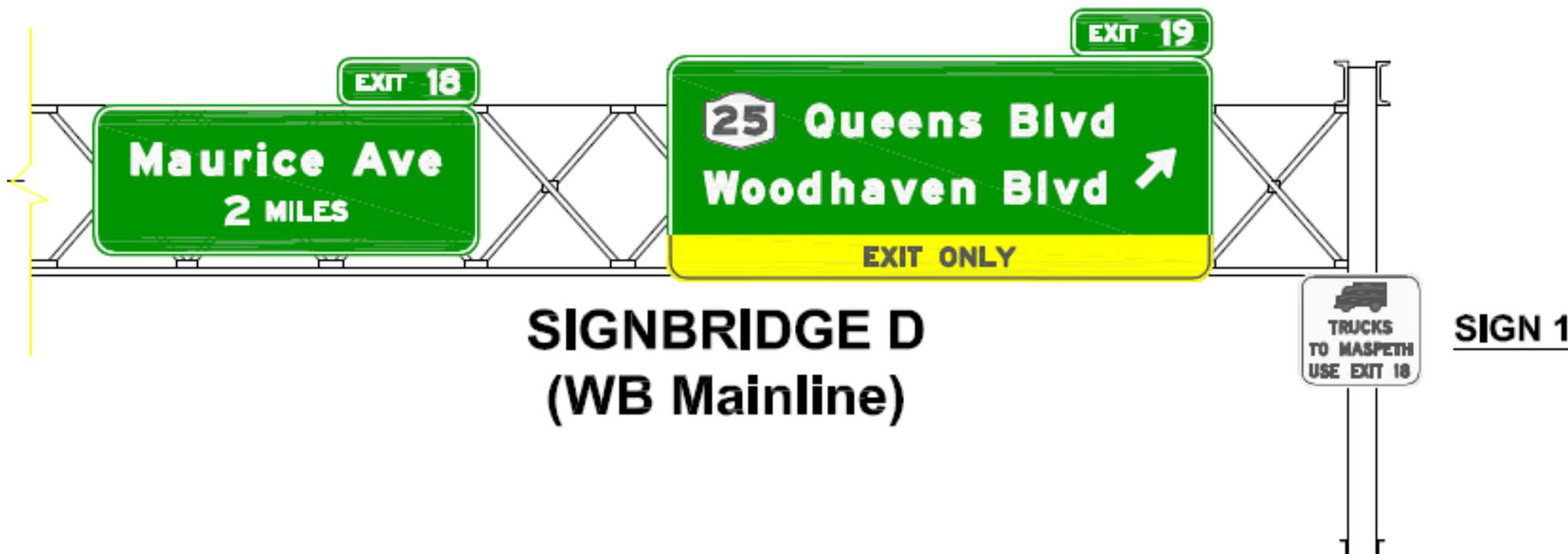
Five-Legged Intersection: Normalization



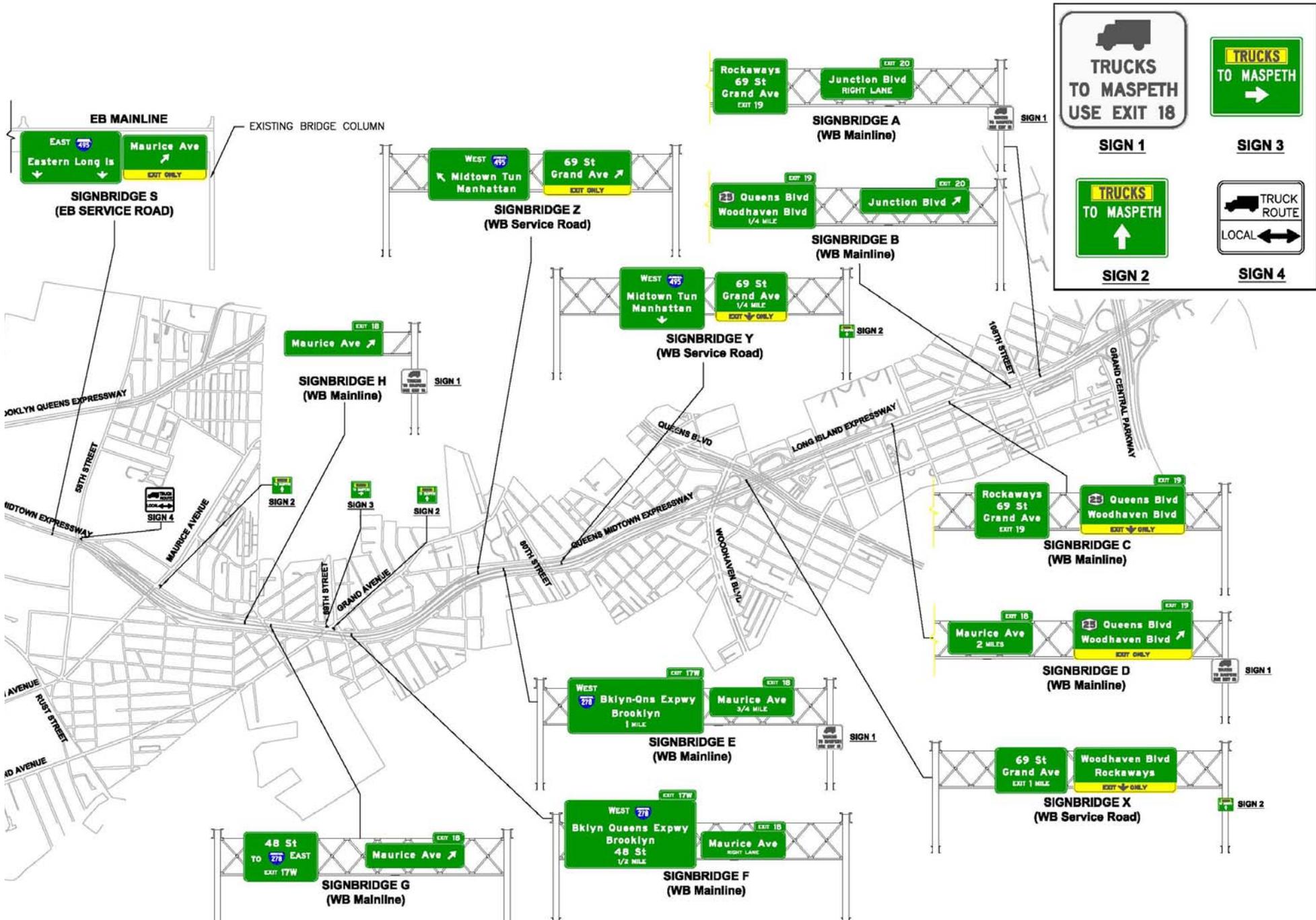
Proposed Area Improvements



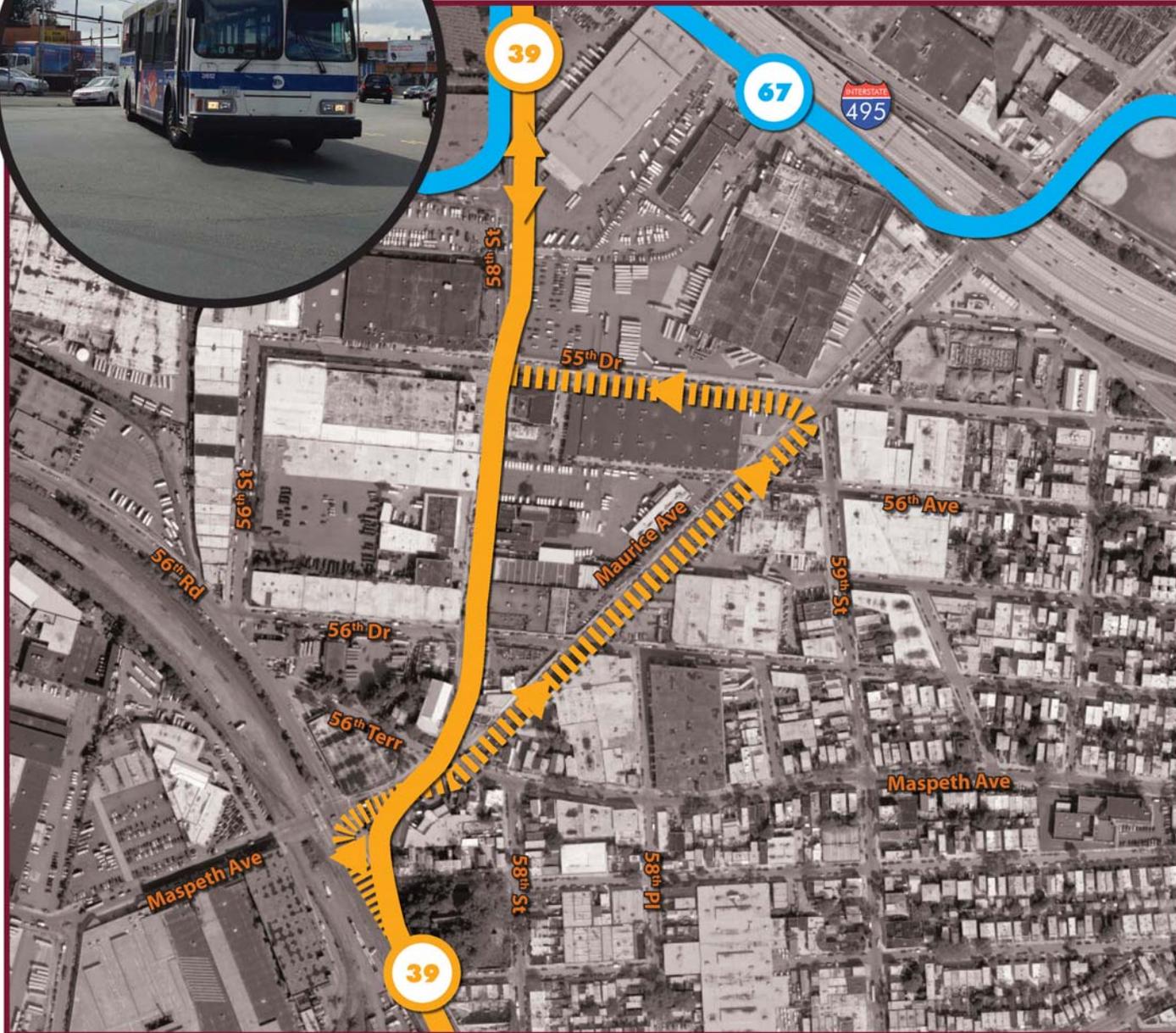
Example Truck Route Signage



Proposed Highway Truck Route Signage



Q39 Bus Re-Route



Project Status

- No significant capital improvements needed
- Truck Route Rule Change hearing on January 4, 2011
- Grand and Flushing Avenues to be re-designated as local truck routes March 25, 2011
- Intersection normalization can begin Summer 2011
- Interagency coordination:
 - MTA Bus: Q39 bus reroute
 - NYS DOT: LIE guide signage

Next Steps

- Further community discussion on implementation plan
- Truck Route changes for Grand Avenue and Flushing Avenue become effective March 25, 2011
- Implement one-way conversions and install truck route signage (highway and local)
- Monitor the impact of all improvements

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