

g. Stakeholder Issues

The following is an analysis of the public comments regarding truck activity in Queens.

Geometric Constraint

Nine comments referenced geometric constraints in the Borough of Queens. All of these comments stated that trucks tend to operate on narrow streets that cannot accommodate turning movements and as a result trucks drive not only on the adjacent sidewalks and curbs, but also on the front yards of private properties. Additionally, the comments suggested eliminating parking on some streets to increase the available width for truck traffic.

Location of comments:

- 147th Avenue
- 180th Street
- 184th Street
- 31st Avenue
- 32nd Avenue
- 39th Avenue between 58th Street and 43rd Street
- 43rd Avenue between 42nd Street and 52nd Street
- 58th Street from 31st Avenue to Maurice Avenue
- 69th Street between Queens Boulevard and Grand Avenue
- Douglaston Parkway between Northern Boulevard and Long Island Expressway
- Newtown Creek Avenue
- Skillman Avenue between Roosevelt Avenue and 43rd Avenue

Land Use

A total of twenty comments citing issues pertaining to land use were collected from the Borough of Queens. These comments urged for the repeal of some truck route designations because the land uses along these routes have shifted from industrial to residential. Furthermore, the comments claim that the amount of truck traffic traveling on residential streets is detrimental to Queens residents' quality of life.

Location of comments:

- 104th Avenue
- 10th Avenue and 151st Street
- 11th Avenue
- 138th Street
- 147th Avenue between 226th and 227th Streets
- 170th Street and Douglas Avenue
- 189th Street and Ludlum Avenue
- 31st Road
- 32nd Avenue
- Farmers Boulevard
- Farrington Street
- Grand Avenue

- Liberty Avenue
- Liberty Avenue between 170th Street and 173rd Street
- Linden Place
- Merrick Boulevard
- Merrick Boulevard and 109th Street
- Montauk Street
- Northern Boulevard

Off-Truck Route

Of all comments received from the Borough of Queens, twenty-three mentioned concerns related to trucks traveling off NYCDOT's designated truck routes. Generally, the comments discussed trucks traveling on streets that are not truck routes to avoid traffic or construction on the designated truck routes. Additionally, the comments insinuated that truck operators purposely overlook NYCDOT's regulations and utilize Local Truck Routes as Through Truck Routes.

Location of comments:

- 111th Avenue between Farmers Boulevard and Francis Lewis Boulevard
- 165th Street between 115th Avenue and 116th Avenue
- 166th Street between 115th Avenue and 116th Avenue
- 205th Place
- 71st Avenue
- 72nd Avenue between Park Drive East and Main Street
- Bell Boulevard between 48th Avenue and Horace Harding Boulevard
- Little Neck Parkway
- Marathon Parkway
- Trotting Course Lane

Oversized Trucks

Five comments referring to problems caused by oversized trucks were received from the Borough of Queens. In most instances, these comments pertained to the substantial amount of air and noise pollution produced by trucks that surpass NYCDOT's height and weight regulations. A few comments cited the health hazards that result from extra large sanitation trucks that travel to and from waste transfer stations.

Location of comments:

- 32nd Avenue
- 39th Avenue between 58th Street and 43rd Street
- 58th Street from Maurice Avenue to 31st Avenue
- 72nd Avenue between Park Drive East and Main Street
- Bell Boulevard between 48th Avenue and Emily Road
- Maurice Avenue and Newtown Creek
- Merrick Boulevard
- Montauk Street
- Union Turnpike between 226th Street and Springfield Boulevard

Public Safety

Twenty comments referenced issues pertaining to public safety. The comments primarily focused on the dangerous pedestrian and vehicular conditions that exist as a consequence of trucks driving haphazardly. The comments stated that trucks tend to drive above the speed limit and do not make attempts to yield to pedestrians or other vehicles.

Location of comments:

- 10th Avenue and 151st Street
- 138th Street
- 165th Street between 115th Avenue and 116th Avenue
- 166th Street between 115th Avenue and 116th Avenue
- 19th Avenue between Hazen Street and 36th Street
- 20th Avenue
- 31st Street
- 41st between Broadway and Baxter Street
- 59th Drive from 59th Place to 60th Street
- 60th Street
- 61st Street and Grand Avenue
- 64th Avenue between Long Island Expressway and Utopia Parkway
- 78th Street
- 80th Street
- 81st Street between Ditmars Boulevard and 19th Avenue
- 82nd Street
- Ditmars Boulevard between 81st Street and Hazen Street
- Douglaston Parkway between Long Island Expressway and Northern Boulevard
- Dry Harbor Road between 63rd Street and Woodhaven Boulevard
- Dry Harbor Road between Woodhaven Boulevard and Furmanville Road
- Farrington Street
- Flushing Avenue
- Grand Avenue
- Grand Avenue and 71st Street
- Grand Avenue and Flushing Avenue
- Grand Avenue and Hamilton Place
- Grand Avenue between 61st Street and 74th Street
- Grand Avenue between Rust Street and Long Island Expressway
- Hillside Avenue and 235th Court
- Linden Place
- Long Island Expressway Service Road and Maspeth Avenue
- Queens Boulevard
- Roosevelt Avenue
- Union Turnpike between 226th Street and Springfield Boulevard

Structural/Infrastructure/Utility Damage

Of all comments received from the Borough of Queens, sixteen referred to the physical damage caused by truck traffic. The comments discussed service outages due to trucks striking the overhead electric and telephone wires. Additionally, these comments cited concerns about cracking buildings and the degradation of the roadbeds and sidewalks.

Location of comments:

- 212th Street between Jamaica Avenue and Hillside Avenue
- 21st Street between Vernon Avenue and Astoria Boulevard
- 37th Street between Greenpoint Avenue and Queens Boulevard
- 48th Street between Queens Boulevard and Northern Boulevard
- 58th Avenue between 59th Street and 61st Avenue
- 71st Street between Grand Avenue and 57th Road
- 72nd Avenue between Park Drive East and Main Street
- 74th Street and Grand Avenue
- 80th Street between 57th Street and Grand Avenue
- Borden Avenue
- Flushing Avenue between 64th Street and Kings County line
- Grand Avenue and 61st Street
- Grand Avenue and Hamilton Place
- Grand Avenue and Long Island Expressway Service Roads
- Jewel Avenue at Park Drive East
- Maurice Avenue between 65th Place and 69th Street
- Trotting Course Lane

Signage

A total of twenty-two comments referring to inadequate signage were received. Almost every comment requested the implementation of “negative signage” which is signage that states where trucks are prohibited. The comments urged the NYCDOT and the NYPD to consider adopting a policy permitting negative signage on streets where trucks frequently ignore current regulations.

Location of comments:

- 108th Street
- 10th Avenue and 151st Street
- 114th Street
- 14th Avenue between Clintonville Street and Cross Island Parkway Service Road
- 150th Avenue
- 17th Avenue between Willets Point Boulevard and Francis Lewis Boulevard
- 199th Street
- 201st Street
- 204th Street
- 205th Street and Hillside Avenue
- 32nd Avenue between Union Street and Francis Lewis Boulevard

- 37th Avenue between 69th Street and Junction Boulevard
- 38th Street
- 47th Street
- 48th Street
- 59th Drive between 59th Place and 60th Street
- 59th Drive between Fresh Pond Road and 60th Street
- 69th Street
- 71st Avenue
- Astoria Boulevard
- Austin Street
- Commonwealth Boulevard between Union Turnpike and Jamaica Avenue
- Continental Avenue
- Ditmars Boulevard at 111th Street
- Francis Lewis Boulevard
- Greenpoint Avenue
- Hillside Avenue
- Junction Boulevard
- Linden Boulevard
- North Conduit Avenue
- Northern Boulevard
- Queens Boulevard
- Rockaway Boulevard
- Roosevelt Avenue and Northern Boulevard

Enforcement

Of all comments received from the Borough of Queens, twelve pointed out the lack of enforcement of the NYCDOT truck regulations. These comments challenged the success of the enforcement mechanisms used by the NYPD. Consideration is requested for an increased police presence assigned to monitor truck traffic as well as greater coordination between the NYCDOT and the NYPD. Additionally, a few comments called into question a claim from the NYPD that unless there was negative signage, off-truck route violations could not be issued.

Location of comments:

- 72nd Avenue between Park Drive East and Main Street
- Bell Boulevard between 48th Avenue and Horace Harding Boulevard
- Merrick Boulevard
- Montauk Street
- Trotting Course Lane

Public Comment Analysis

There were several comments made regarding public safety, as well as other concerns, along Grand Avenue, which is a regional truck route between the Brooklyn/Queens border and the Long Island Expressway. A review of accident data over a two-month period (October to November, 2003) revealed several truck-related accidents along this stretch of Grand Avenue.

In fact, the intersection of Grand Avenue and 69th Street is one of the top-5 truck accident locations in Queens, based on a review of truck-related accidents over a three-year period (1999-2001) and was commented on at public meetings on several occasions for concern for public safety. Grand Avenue also received comments for concerns over heavy truck traffic within residential land uses and structural/infrastructure/utility damage along Grand Avenue as a result of truck traffic.

Dry Harbor Boulevard is a non-truck route that parallels Woodhaven Boulevard, which is a designated Local Truck Route. A review of the two-year accident data revealed several truck-related incidents on Ditmars Boulevard, which passes through the Astoria Neighborhood. Several comments regarding public safety referenced side roads within Astoria Neighborhood that intersects with Ditmars Boulevard. Ditmars Boulevard passes near the Marine Terminal at LaGuardia Airport.

There were several comments that pertained to truck traffic on Farmers Boulevard passing through residential areas. Farmers Boulevard is a designated Local Truck Route, between North Conduit Avenue and Liberty Avenue. After a review of the morning peak period truck trip ends, discussed in the previous section and shown in Figure 6-3, Farmers Boulevard passes through areas of minimal truck trip ends, or industrial land uses. Farmers Boulevard runs parallel to Springfield Boulevard, which is a designated regional truck route, so the de-designation of Farmers Boulevard as a Local Truck Route should be examined.

The following is an analysis of nine problem areas, along with some suggested recommendations. Figures 6-10 through 6-19 shows a graphical depiction of the stakeholder issue areas.

1. Cooper Avenue

Cooper Avenue is a Local Truck Route between the Kings County line (Irving Avenue) and Woodhaven Boulevard in the Glendale section of Queens. It runs on a northeast to southwest diagonal almost parallel to the Jackie Robinson Parkway. There are three distinct sections of Cooper Avenue: County line to 73rd Place; 73rd Place to Woodhaven Boulevard; and 73rd Place. The southern section is a narrow four lane roadway with residential uses lining the street; the northern section is generally six lanes median-divided with commercial/retail uses fronting on the arterial. The 73rd Place section is a short one block section running in a north-south direction that necks down to one lane in each direction with parking on one side of the street.

Trucks tend to use Cooper Avenue when encountering traffic congestion westbound on Metropolitan Avenue seeking to divert to Myrtle Avenue, or traveling eastbound seeking to divert to Metropolitan Avenue to avoid traffic on Jamaica Avenue or Myrtle Avenue. In either case, these trucks are traveling between Boroughs on Local Truck Route streets. There is no evidence to suggest that through trucks use this route. Based on field observations it is more likely that the trucks are making local deliveries in both Boroughs. Observations at the intersection of Cooper Avenue, Central Avenue and 73rd Place, identify that westbound trucks on Cooper Avenue tend to continue straight on Central Avenue rather than turning left at 73rd Place then right on Cooper Avenue. The latter intersection has a restrictive turning radius on the northwest corner.

The following measures are proposed for this corridor:

- Post “LOCAL TRUCK ROUTE” signs at the following intersection locations
 - Cooper Avenue and Myrtle Avenue
 - LTR with through arrow - eastbound approach
 - LTR with through and left arrows – westbound approach
 - LTR with left and right arrows –northbound approach
 - Cooper Avenue, Central Avenue and 73rd Place
 - LTR with through arrow – eastbound and westbound approaches
 - LTR with left and right arrows – northbound and southbound approaches
 - Cooper Avenue and Cypress Avenue
 - LTR with through arrow – eastbound and westbound approaches
 - LTR with left and right arrows – northbound approach
 - Cooper Avenue and 69th Street
 - LTR with through arrow – eastbound and westbound approaches
- Post new “Local Truck Route” signs at key intersections along Cooper Avenue.
- Analyze and revise traffic signal timing and phasing at the following intersections:
 - Cooper Avenue and Central Avenue
 - Central Avenue and Myrtle Avenue
 - Central Avenue and Cypress Hills Street

2. Bell Boulevard

The Bay Terrace Shopping Center and the retail corridor between Northern Boulevard and 35th Avenue are truck generators. The two designated truck routes in the Bayside section of Queens are Clearview Expressway and Northern Boulevard. Neither Bell Boulevard nor 35th Avenue are designated Local Truck Routes. Trucks can exit the Clearview Expressway southbound at 35th Avenue and at Northern Boulevard. For trucks making deliveries on Bell Boulevard especially the section between Northern Boulevard and 35th Avenue, there are limited opportunities for vehicles to load/unload, or park, as well as opportunities to turn around and return to the truck route (Northern Boulevard). Weight restrictions on bridge crossings over the Port Washington Branch of the LIRR provide difficulties in crossing this threshold as well as problems for larger vehicles. In addition, all surrounding streets are residential in nature. For the Bay Terrace Shopping Center, large big box retailers and supermarkets are difficult to access from the surrounding streets. This frequently has caused tractor trailers to use Bell Boulevard to access these streets. Finally, there are weight restrictions on the bridge over the LIRR which is not signed until immediately encountering these restrictions on the block before the bridge.

The following measures are proposed for this truck issue area:

- Post signs on Clearview Expressway directing trucks to use Northern Boulevard to access the Business District.
- Post “NO TURNS FOR TRUCKS EXCEPT LOCAL DELIVERY” signs with on the southbound and northbound approaches to the intersection of the Clearview Expressway Service Road and 35th Avenue, and at 26th Avenue and the Clearview Expressway Service Ramps with Wayfinding signage for the Bay Terrace Shopping Center.

- Install proper Interstate Truck Route designation signage along the Clearview Expressway for Northern Boulevard.
- Post the THRU TRUCK ROUTE” signs at the following intersection locations:
 - Northern Boulevard and Clearview Expressway Northbound Service Road
 - TTR with through arrow - eastbound approach
 - TTR with through arrow – westbound approach
 - TTR with left and right arrows –northbound approach
 - Northern Boulevard and Clearview Expressway Southbound Service Road
 - TTR with through arrow - eastbound approach
 - TTR with through arrow – westbound approach
 - TTR with left and right arrows – southbound approach
 - Northern Boulevard and Bell Boulevard
 - TTR with through arrow – eastbound and westbound approaches
- Analyze and revise traffic signal timing and phasing at the following intersections:
 - Northern Boulevard and Clearview Expressway service roads
 - 35th Avenue and Clearview Expressway service roads
- Meet with businesses to request their cooperation in having truckers use the City’s designated truck routes in making deliveries to their establishments.
- Provide businesses and truckers with truck route information packets described in *Technical Memorandum 4, Education Program*.
- Conduct random enforcement initiatives to ensure trucker compliance with truck route regulations.

3. 56th Street, 57th Street and 58th Street

56th and 57th Streets are two north-south streets are narrow one-way streets used by trucks to travel between Queens Boulevard and Broadway, which are major commercial retail corridors in Woodside. Neither 56th nor 57th streets are part of the Local Truck Route system. In addition, 58th Street, which is wider and two-lanes is frequently cited for truck traffic. This street is highlighted in commercial atlases as being a primary roadway. It should be noted that 58th Street is designated as a truck route south of Queens Boulevard which may encourage trucks to continue traveling north along this corridor.

It should be noted that there are no designated north-south truck routes in the general vicinity of this area. The closest routes include 29th Street to the west, the Brooklyn Queens Expressway to the east, and Broadway, which is the first arterial street that provides similar connectivity.

These streets are used by trucks traveling between the two retail corridors, as well as servicing Roosevelt Avenue

There are also limited opportunities for trucks to cross the Long Island Rail Road tracks in the Woodside Community. Only 57th and 58th Streets provide connectivity under the LIRR tracks between 38th and 39th Avenue. While there is some commercial and industrial uses, there were a significant number of observed through trips, as well as congestion due to trucks loading and unloading, sometimes from double parked vehicles.

The following measures are proposed for this truck issue area:

- Post “THRU AND LOCAL TRUCK ROUTE” signs at the following intersection locations:
 - All approaches at Queens Boulevard and 58th Street delineating proper Local and Through Routes
- Post the “NO TRUCKS EXCEPT LOCAL DELIVERY” signs at the following intersection locations:
 - All approaches at Queens Boulevard and 58th Street for northbound 58th Street
 - Queens Boulevard and 57th Street – westbound approach
 - Roosevelt Avenue and 56th Street – all approaches
 - Roosevelt Avenue and 57th Street – all approaches
 - Roosevelt Avenue and 58th Street – all approaches
 - Broadway and 58th Street
 - Northern Boulevard and 58th Street
- Meet with businesses to request their cooperation in having truckers use the City’s designated truck routes in making deliveries to their establishments.
- Provide businesses and truckers with truck route information packets described in *Technical Memorandum 4, Education Program*.
- Conduct random enforcement initiatives to ensure trucker compliance with truck route regulations.

4. Ditmars Boulevard/81st Street/Hazen Street

Trucks are using Ditmars Boulevard beyond the designated truck routes and traveling on residential streets in the Ditmars and Steinway neighborhoods. There are a number of airport related businesses located on Ditmars Boulevard as well as to the north and west of the Airport. 94th Street is the designated Local Truck Route to LaGuardia Airport; however, there are no signs to prohibit trucks from turning off 94th Street to Ditmars Boulevard. Astoria Boulevard is a Through Truck Route between 29th Street and Northern Boulevard. Ditmars Boulevard is a Local Truck Route between 81st Street and 23rd Avenue. There is insufficient signing to advise truckers of the Local Truck Route streets.

In addition, 81st Street, although not designated as a Truck Route is frequently cited for high amounts of truck traffic. Existing signage is posted indicating “NO THRU TRUCK TRAFFIC.” However, there is an existing truck route along 19th Avenue that is used to facilitate truck movements to the Rikers Island Bridge and commercial development along 19th Avenue. This truck route ends abruptly at 81st Street. It should be noted that the Hazen Truck Route only goes as far north as 20th Avenue. Therefore, trucks traveling along 19th Avenue are confronted with a gap along 81st Street whereby there is no truck route and negative signage is posted.

As indicated previously, 94th Street is the north-south truck route into LaGuardia Airport. At the intersection of Astoria Boulevard and 94th Street, signage only exists on some of the approaches. It should be noted that there are no specific signs indicating that trucks should be using 94th Street specifically to access the Airport.

Finally, there have been many complaints along Ditmars Boulevard from the 23rd Avenue intersection to where Ditmars Boulevard meets Astoria Boulevard again in the vicinity of the Grand Central Parkway. Existing signage is posted for “No Trucks Except Local Deliveries” however; eastbound trucks destined to the Airport do enter this roadway to travel to the Airport. Similarly, trucks leaving the airport may use Ditmars Boulevard to travel to either end of Astoria Boulevard, typically to avoid traffic and signals on Astoria Boulevard. A truck route sign with a straight arrow is posted at the eastern end of Astoria Boulevard in the vicinity of the negative Truck Route sign.

The following measures are proposed for this truck issue area:

- Designate 81st Street between 19th Avenue and Ditmars Boulevard as a Local Truck Route. This will connect the discontinuous routes and provide access for LaGuardia Airport trucks to access locations without traveling through residential neighborhoods. In addition, all negative signage along this route should be removed
- Post “NO TRUCKS EXCEPT LOCAL DELIVERIES” signs at the following intersection approaches:
 - 94th Street and Ditmars Boulevard
NTELD on west leg on northeast and southeast corners (visible to 94th Street)
 - 23rd Avenue and Ditmars Boulevard
NTELD on north leg on northwest and northeast corners
- Post the applicable TRUCK ROUTE” signs at the following intersection locations:
 - 94th Street and Astoria Boulevard
LTR with through arrow - northbound and southbound approaches
 - 94th Street and Ditmars Boulevard
LTR with through arrow - northbound and southbound approaches
 - 23rd Avenue and Ditmars Boulevard
LTR with through arrow – eastbound and westbound approaches
 - 23rd Avenue and 82nd Street
LTR with through arrow – eastbound and westbound approaches
- Post “TRUCKS TO LGA” signage at key intersections surrounding the Airport. This includes the following intersections.
 - 94th Street and Astoria Boulevard – East, West and South Approaches
 - 23rd Avenue and Ditmars Boulevard
 - 19th Avenue and 81st Street
- Analyze and revise traffic signal timing and phasing at the following intersections:
 - 82nd Street and 23rd Avenue
 - 94th Street and Astoria Boulevard
 - 94th Street and Ditmars Boulevard
 - Astoria Boulevard and 82nd Street
- Meet with businesses to request their cooperation in having truckers use the City’s designated truck routes in making deliveries to their establishments.
- Provide businesses and truckers with truck route information packets described in *Technical Memorandum 4, Education Program*.

- Conduct random enforcement initiatives to ensure trucker compliance with truck route regulations.

5. Farmers Boulevard (North of Liberty Avenue)

Local residents have complained of trucks using Farmers Boulevard north of Liberty Avenue to Hollis Avenue. This section is not part of the Local Truck Route network. While the area is well served by the truck route network, there are no connections north of Liberty Avenue in the general vicinity. Trucks must travel westbound toward Merrick Boulevard to get to the first designated truck route. In addition, Francis Lewis Boulevard is located approximately ½ mile east of Farmers Boulevard and provides north-south connectivity; however there are no connections between these two streets.

Liberty Avenue is one-way in a southeasterly direction between 109th Avenue and Farmers Boulevard. Trucks traveling north on Farmers Boulevard come to a decision point at 109th Avenue to continue north on Farmers Boulevard or turn left onto 109th Avenue then right onto Liberty Avenue. There is one truck route sign on the east side of Farmers Boulevard near the intersection with 109th Avenue. This sign is not easily readable because it is faded and partially blocked by branches. In the absence of advisory signage, the continuation on Farmers Boulevard is a reasonable choice for truckers traveling north to access Jamaica Avenue, which is a Local Truck Route. The six blocks to the north between 109th Avenue and the LIRR tracks is residential.

The following measures are proposed for this truck issue area:

- Reconstruct the southwest corner to improve the turning radius at the intersection of Farmers Boulevard and 109th Avenue and re-stripe centerline and stop bar on the west leg of the intersection.
- Post “No Trucks Except Local Deliveries” signs at the following intersection approaches:
 - Farmers Boulevard and 109th Avenue
NTELD on northbound and eastbound approaches.
 - Jamaica Avenue, Farmers Boulevard and Hollis Avenue
NTELD on south leg on southwest and southeast corners
NTELD on east leg on northeast and southeast corners
- Post the “Local Truck Route” signs at the following intersection locations:
 - Farmers Boulevard and Liberty Avenue
LTR with “diagonal right” arrow on northbound approach
 - Farmers Boulevard and 109th Avenue
LTR with left arrow on northbound approach (place on northeast and northwest corners)
 - Liberty Avenue and 109th Avenue/Brinkerhoff Avenue
LTR with right arrow on westbound approach
LTR with through arrow on southbound approach
 - Farmers Boulevard, Hollis and Jamaica Avenue
LTR with left arrow – northbound approach
- Analyze and revise traffic signal timing and phasing at the following intersections:
 - Farmers Boulevard and 109th Avenue

- Farmers Boulevard, Jamaica Avenue and Hollis Avenue
- Post notices on NYCDOT web page about the truck route information
- Conduct random enforcement initiatives to ensure trucker compliance with truck route regulations.

6. 195th Street between Jamaica and Hollis Avenues and Hollis Avenue

195th Street is a north-south local street that runs between Hillside Avenue, Jamaica Avenue and Hollis Avenue; only Jamaica and Hillside Avenues are part of the Local Truck Route network. 195th Street is used by trucks for several reasons:

- The nearest north-south Local Truck Routes in the area are Farmers Boulevard and Francis Lewis Boulevard, a distance of nearly 15 city blocks; both Local Truck Routes experience traffic congestion during the peak hours.
- 195th Street is the only street between Francis Lewis Boulevard and Farmers Boulevard that provides through access under the LIRR tracks.
- There is a vertical clearance of 12'-10" at the LIRR Trestle; however most tractor trailers and other large vehicles can pass under the overpass.

Trucks may also use Hollis Avenue as a bypass as this roadway also provides connectivity across the LIRR, and is one of the only two-way roadways in the area. There is limited North-South connectivity and the entire surrounding community is residential in nature.

The following measures are proposed for this location:

- Post "NO TRUCKS EXCEPT LOCAL DELIVERIES" signs at the following intersection approaches:
 - Jamaica Avenue and 195th Street
NTELD on southwest and southeast corners
 - Hollis Avenue and 195th Street
NTELD on northwest and northeast corners
- Post the new "LOCAL TRUCK ROUTE" signs at the following intersection locations:
 - Jamaica Avenue and 195th Street
LTR with through arrow – eastbound and westbound approaches
 - Hillside Avenue and 195th Street
LTR with through arrow – eastbound and westbound approaches
 - Hollis Avenue and 195th Street
LTR with through arrow – eastbound and westbound approaches
- Conduct random enforcement initiatives to ensure trucker compliance with truck route regulations.

7. Jewel Avenue/72nd Avenue/69th Road

The Kew Gardens Hills community has complained that trucks leave the Van Wyck Expressway at Exit 11 and use Jewel Avenue and 69th Road. Jewel Avenue runs between 69th Road and 164th Street. 69th Road links Queens Boulevard (a designated Through Truck Route) to Jewel Avenue. Jewel Avenue and 69th Road are not Local Truck Route streets. Main Street and Kissena Boulevard, located approximately ½ mile and 1 mile, respectively, to the east of the Van Wyck Expressway are the designated north-south Local Truck Routes in the area. In addition, as the Van Wyck Expressway is one of the few north-south limited access roadways in the Borough, it generates a large amount of truck traffic. It should also be noted, unlike most of the other exits along the interstate, the land uses surrounding the ramps are entirely residential in nature.

Based on field reconnaissance Queens Boulevard may be just as great a source of truck traffic as Exit 11 on the 69th Road/Jewel Avenue corridor. Trucks from Queens Boulevard use Jewel Avenue to access the Main Street or Kissena Boulevard/Parsons Boulevard truck routes, thus avoiding the traffic congestion at the intersection of Queens Boulevard and Union Turnpike.

The following measures are proposed to address the truck issue:

- Post “NO TRUCKS EXCEPT LOCAL DELIVERIES” signs at the following intersection approaches:
 - Jewel Avenue and Van Wyck Expressway exit ramps
NTELD on northbound and southbound approaches
 - Jewel Avenue and Main Street
NTELD on east leg facing west and west leg facing east
 - Jewel Avenue and Kissena Boulevard
NTELD on east leg facing west and west leg facing east
 - Jewel Avenue and 69th Road
NTELD on west leg of intersection facing east
 - Jewel Avenue and 108th Street
NTELD on east leg facing west and west leg facing east
 - Queens Boulevard and Jewel Avenue
NTELD for all turning movements onto Jewel Avenue
- Enhance visibility of existing positive truck route signs along Queens Boulevard, Main Street and Kissena Boulevard
- Conduct random enforcement initiatives to ensure trucker compliance with truck route regulations.
- Provide Wayfinding signage to Truck Routes at the Van Wyck Expressway/LIE Interchange and along Jewel Avenue for local truck deliveries.

8. 32nd Avenue and 35th Avenue

The local complaint is that trucks are using 32nd Avenue and 35th Avenue as an alternate to the parallel truck route, Northern Boulevard. Both Avenues are entirely residential areas. There is no apparent reason for trucks to use this street except for local deliveries.

- Post “LOCAL TRUCK ROUTE” signs with through arrow at the Local Truck Route streets that cross Northern Boulevard.
- Install Wayfinding signage along roadway where there may be high incidence of illegal traffic.
- Conduct random enforcement initiatives to ensure trucker compliance with truck route regulations.

9. 20th Avenue/14th Avenue/Parsons Boulevard

The local community has complained that trucks exit the Whitestone Expressway and use local streets to access other Local Truck Routes in the area. The streets in the area in question are designated located truck routes (this issue has been partially addressed in the discussion of College Point).

In the case of trucks traveling east of the Whitestone Expressway on 20th Avenue and west on 14th Avenue, the proposed measure is strict enforcement of the truck route regulations to produce trucker compliance. In addition, signage recommendations have been included in the College Point analysis

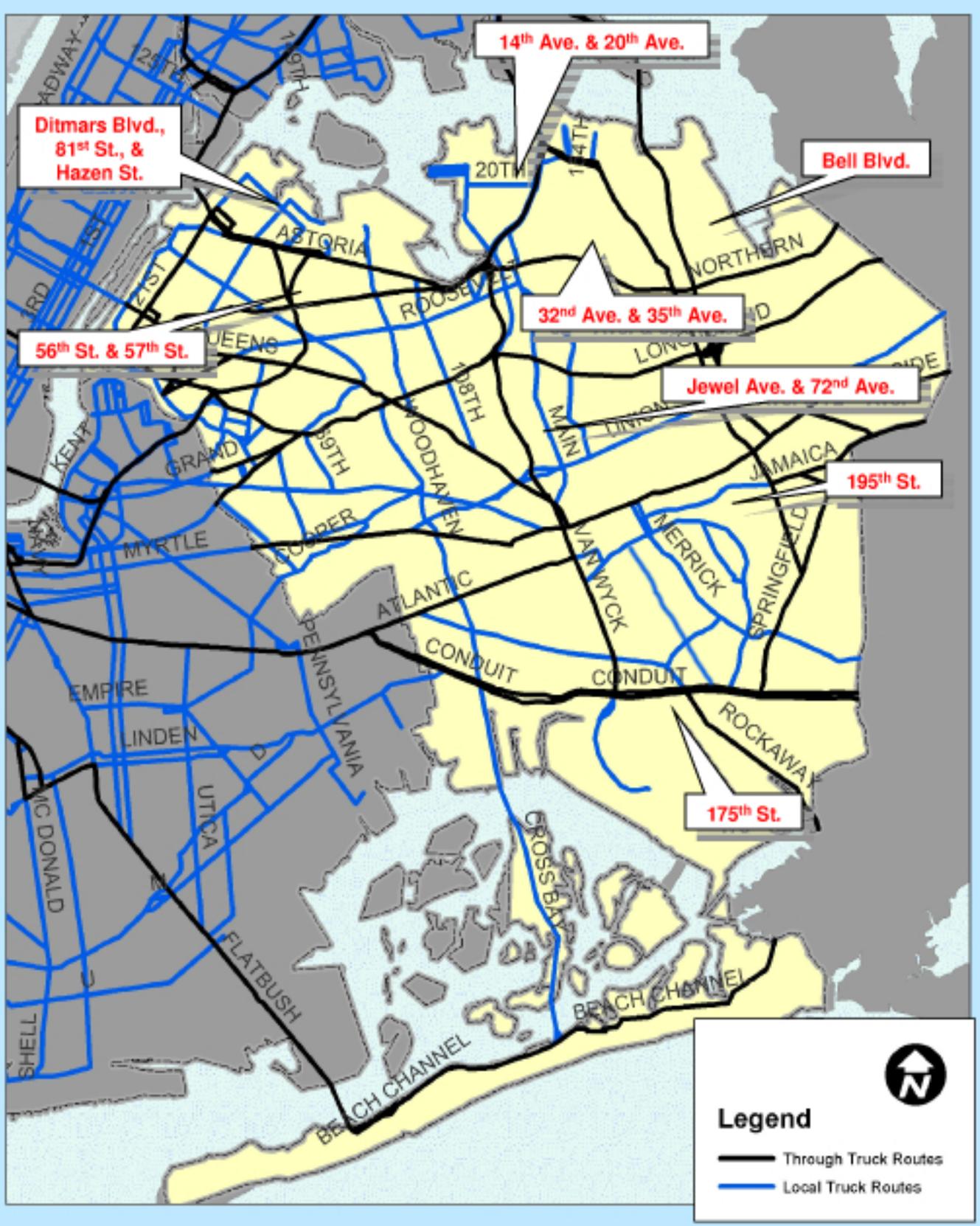


Figure 6-10: Queens Stakeholder Areas



Legend

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Area



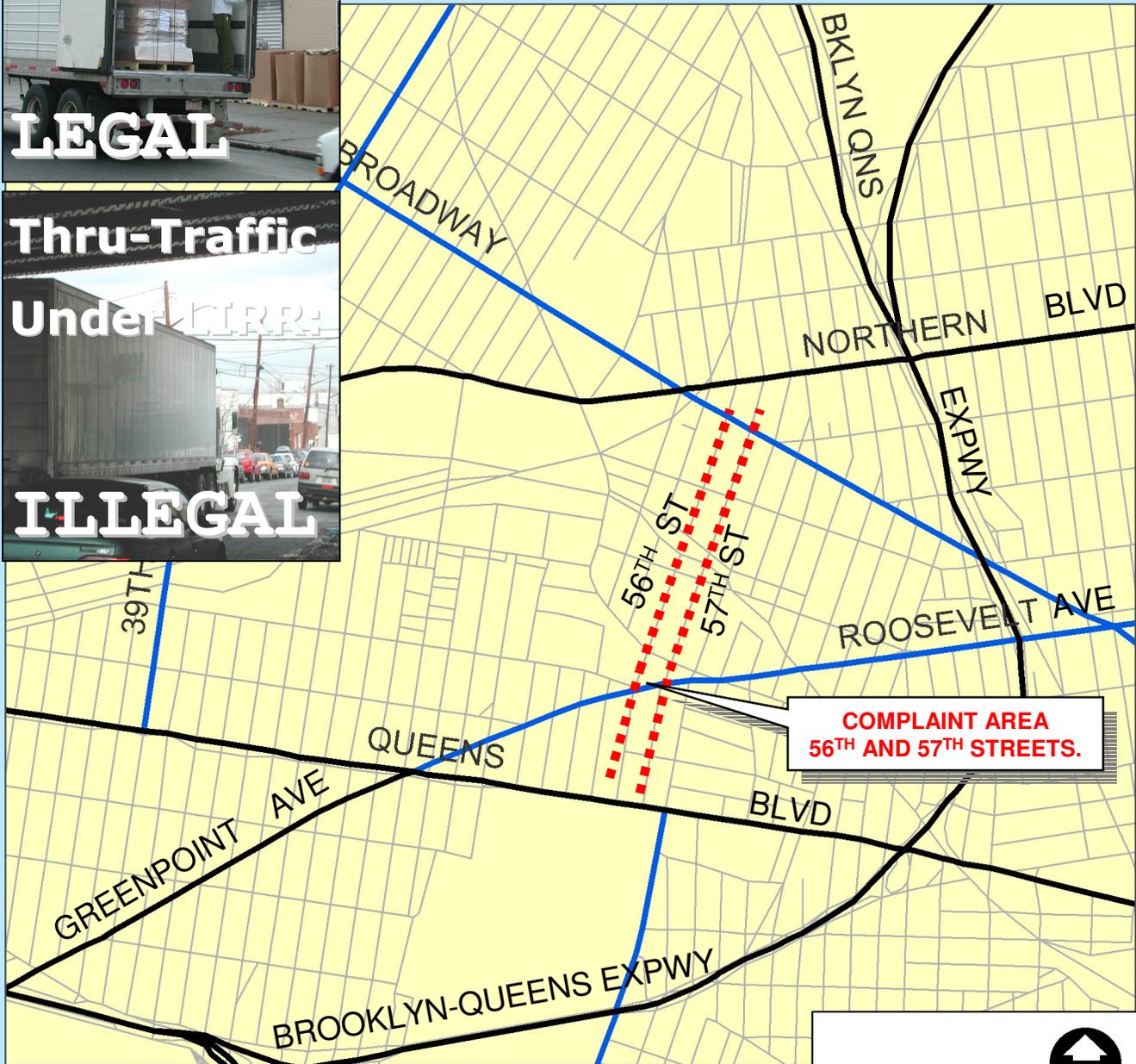
Figure 6-11: Cooper Avenue



Legend 

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Area

Figure 6-12: Bell Boulevard



Legend



- Through Truck Routes
- Local Truck Routes
- Complaint Areas

Figure 6-13: 56th Street & 57th Street

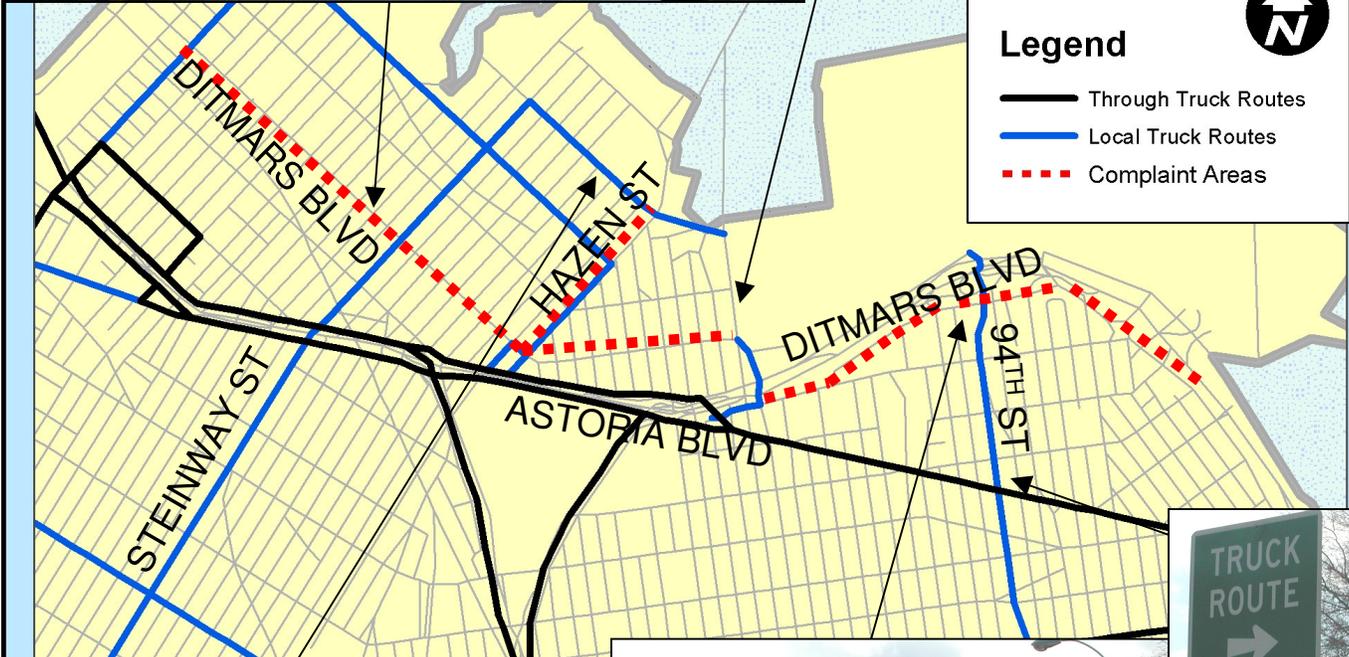
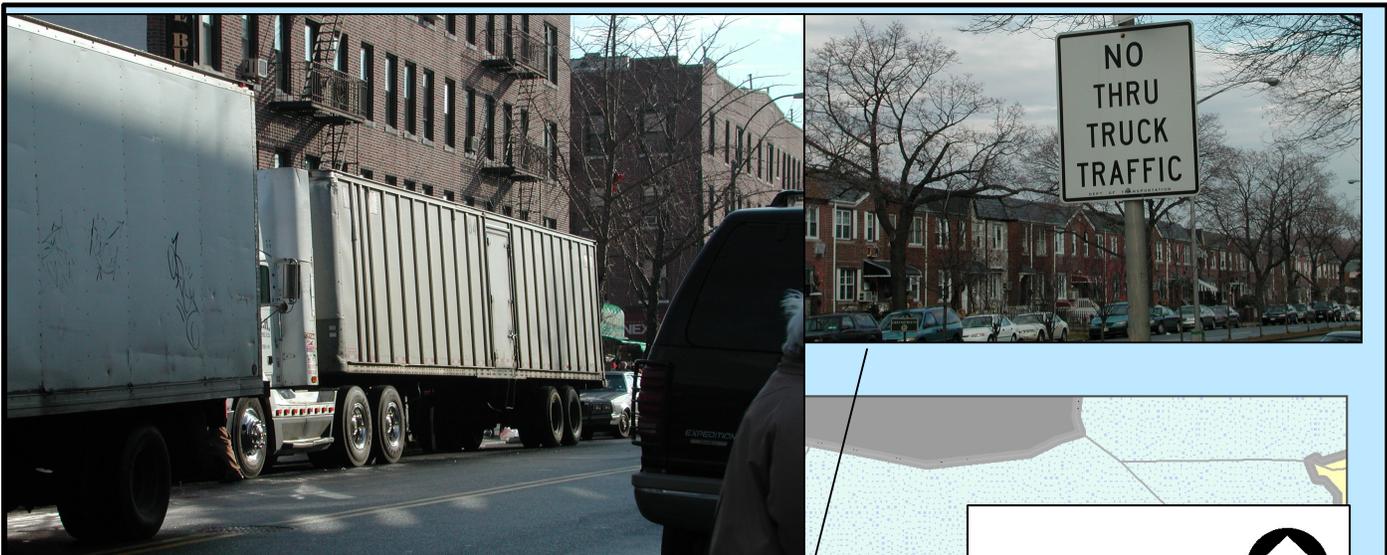


Figure 6-14: Ditmars Boulevard, 81st Street, & Hazen Street

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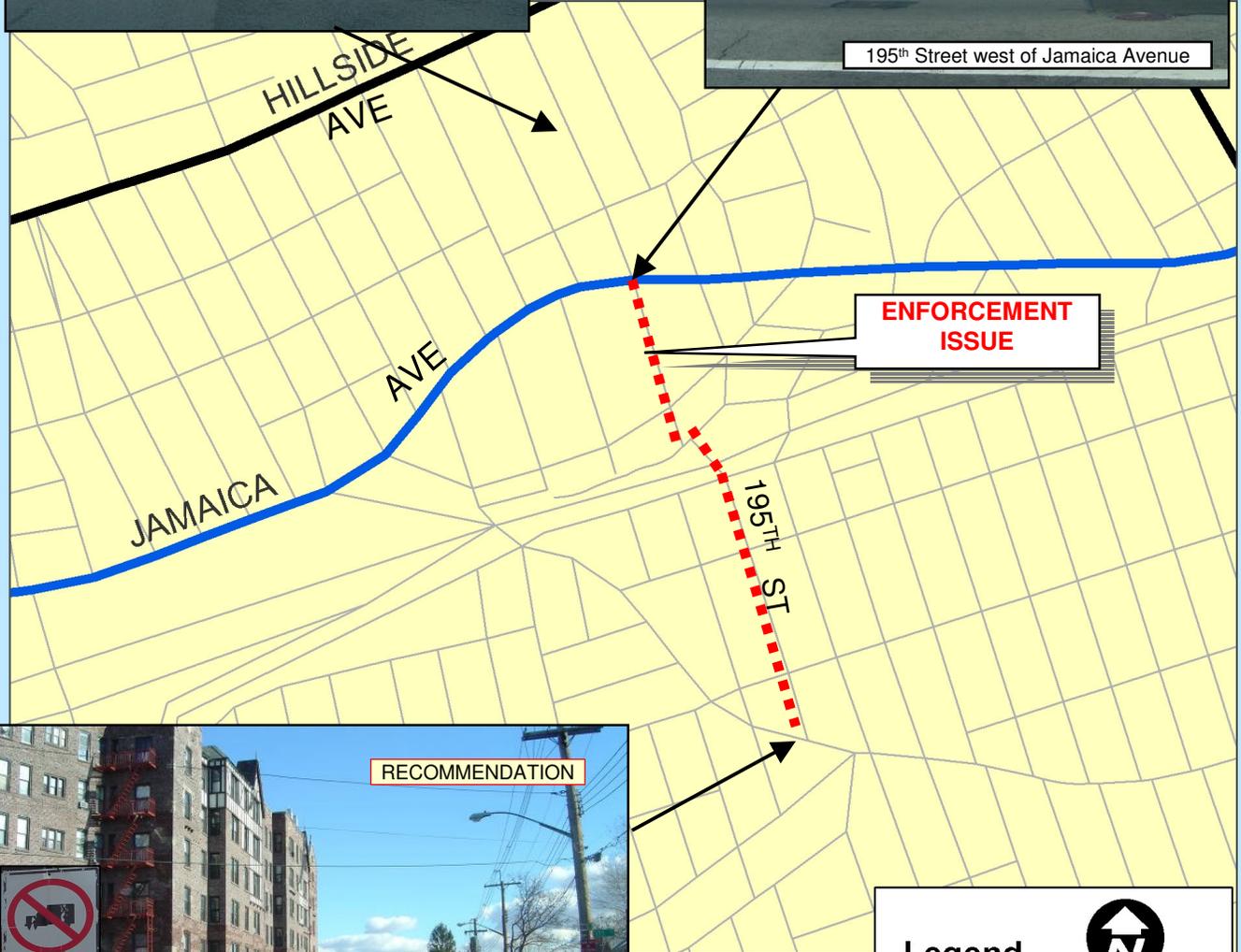




Legend

- Through Truck Routes
- Local Truck Routes
- Complaint Area
- Traffic Pattern

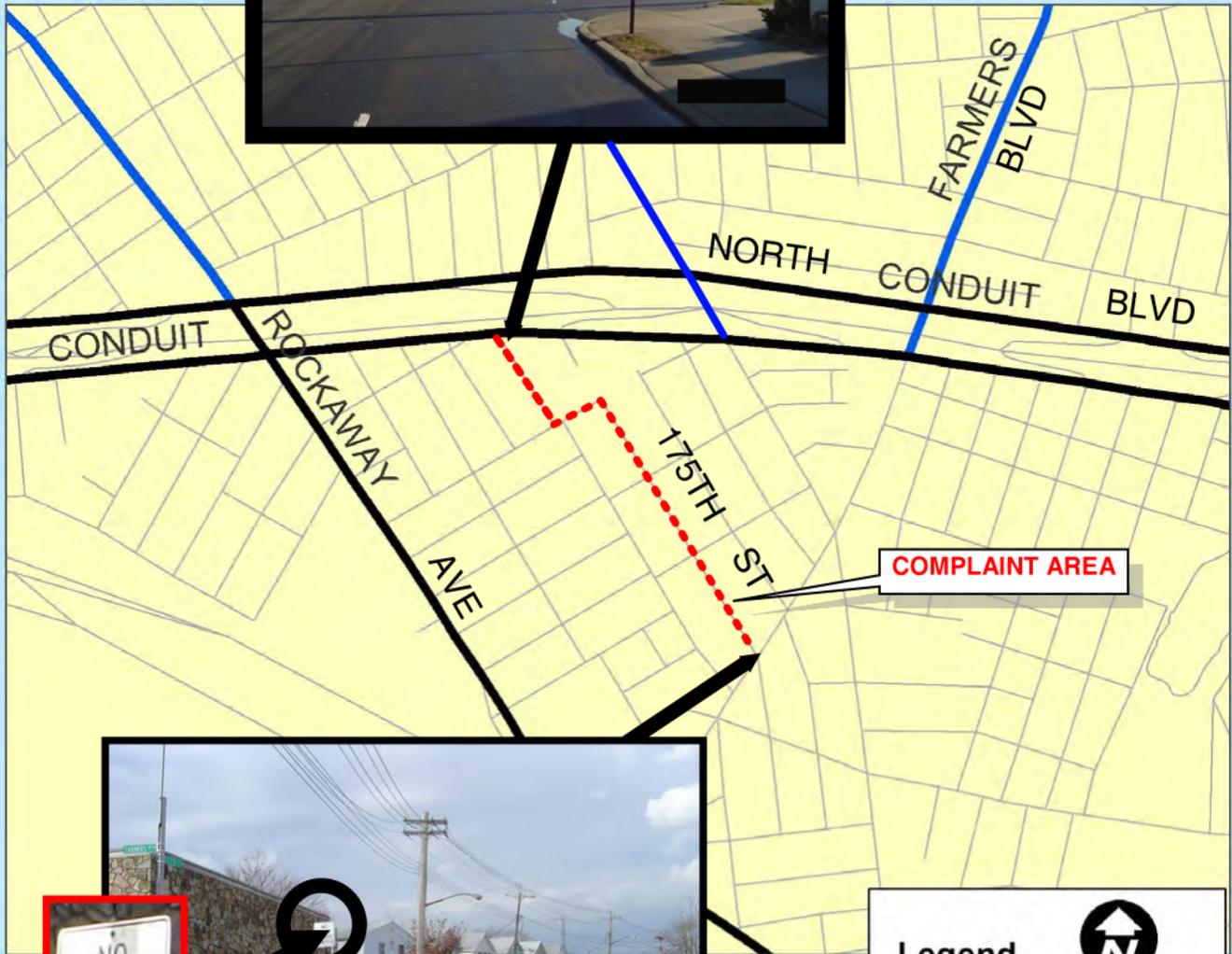
Figure 6-15: Farmers Boulevard - North of 109th Avenue



Legend

- Through Truck Routes
- Local Truck Routes
- Compliance Area

Figure 6-16: 195th Street



Legend

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Area.



Figure 6-17: 175th Street



Figure 6-18: Jewel Avenue, 72nd Avenue, & 69th Road



**ENFORCEMENT
ISSUE**

**NORTH-SOUTH STREETS:
NO TRUCKS EXCEPT
LOCAL DELIVERIES**

Legend 

-  Through Truck Routes
-  Local Truck Routes
-  Complaint Areas

Figure 6:19: 32nd Avenue & 35th Avenue

h. Case Studies

1. College Point - Queens

Land Use

The College Point study area includes the area between 14th Avenue and Linden Place west of Parsons Boulevard (see Figure 6-20). The study area is located within the College Point Industrial Park, which contains light and heavy manufacturing uses, warehouse and distribution facilities, utilities, auto-related uses, and mixed commercial and industrial operations. The truck generator sites are the United States Postal Service facility and the New York Times printing and distribution facility.

The United States Postal Service facility is located on the southwest corner of the Whitestone Expressway Service Road South and 20th Avenue. The New York Times printing and distribution facility is located directly south of the postal service facility and extends to the intersection of the Whitestone Expressway Service Road South and Linden Place. Both facilities have frontage on the Whitestone Expressway Service Road South, which, in addition, to the Whitestone Expressway Service Road North, are designated Local Truck Routes. The United States Postal service facility is also accessible via 20th Avenue, which is also a designated Local Truck Route.

Opposite the sites, lining the eastern edge of the Whitestone Expressway Service Road North is a mixture of single-family homes and low-rise apartment complexes. These uses are interspersed with a mixture of community facilities, which are located at the intersection of 20th Avenue and the Whitestone Expressway Service Road North. The community facilities include a nursing home, and a park with athletic and recreation facilities. Continuing further east, the land uses are predominately residential. The area contains a mix of housing styles, including detached homes, row houses, apartment complexes and townhouses. Situated within the residential uses are a community center and a temporary housing facility for adult religious study.

North of the truck generator sites, along the northern edge of 20th Avenue, is a large commercial plaza, which contains a variety of strip and big-box retail. The stores are set back from the street behind large parking areas. East of the commercial center, at the intersection of 20th Avenue and the Whitestone Expressway Service Road South, there is a corporate plaza made up of several office buildings.

Stretching from the rear of the truck generator sites to Linden Place is the site of the now-closed Flushing Airport. The airport site is ecologically sensitive and consists of substantial open water and wetland areas. Linden Place, north of the Whitestone Expressway, provided access to the airport site, however, only limited vehicular access is currently permitted on this section of Linden Place. South of the Whitestone Expressway, Linden Place is a designated Local Truck Route.

A map of the land uses within and surrounding the College Point study area can be found in Figure 6-21.



Figure 6-20
Site Map
College Point - Queens

NYC Truck Route Management and Community Impact Reduction Study



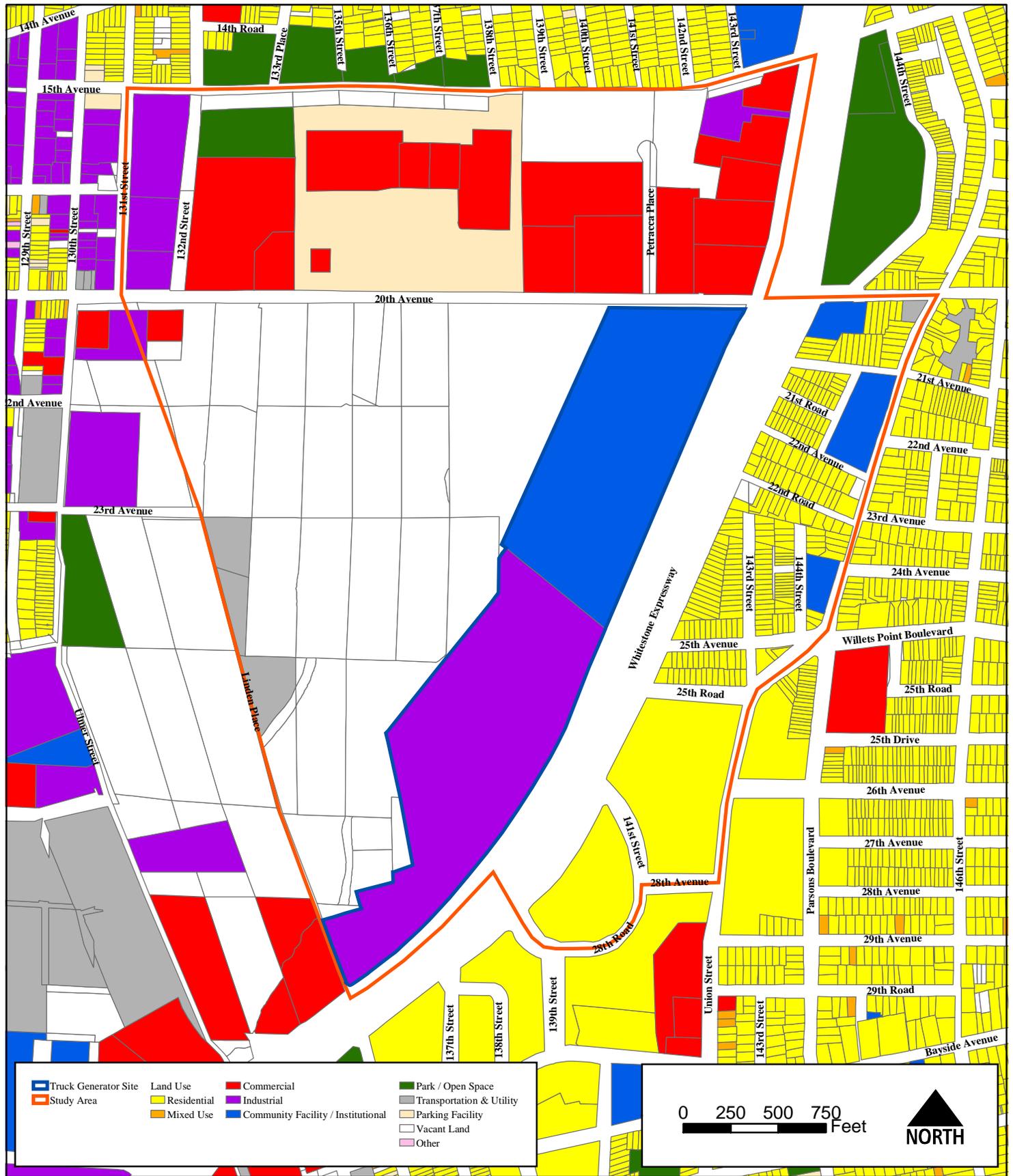


Figure 6-21
Land Use
College Point - Queens

Zoning

As seen in Figure 6-22, the College Point study area contains residential and manufacturing zoning districts. The truck generator site studied in College Point is comprised of the United State Postal Service (USPS) processing facility and New York Times printing plant located south of 20th Avenue and west of the Whitestone Expressway and Whitestone Expressway service roadways. These roadways represent the designated truck routes within the study area and provide access to the truck generator site. The truck generator site is contained in the M1-1 zoning district, which encompasses a majority of the study area, including all parcels west of the Whitestone Expressway and Whitestone Expressway service roadways. The M1-1 zoning district is a light-manufacturing district that requires adherence to a series of strict performance standards put forth in the *New York City Zoning Ordinance*. In addition to the light manufacturing uses permitted in the M1-1 zone including printing or publishing facilities, the zoning district permits certain community facilities and retail, commercial and recreational uses. The M1-1 zoning district is intended to serve as a buffer between more intense manufacturing zones and adjacent residential and commercial districts.

Residential zoning districts contain the parcels east of the Whitestone Expressway and Whitestone Expressway service roadways within the study area. This eastern portion of the study area is zoned R3-2 and R5. The R3-2, general residence zoning district permits all types of dwelling units, including detached and semi-detached, single- and two-family homes, garden apartments, row houses and various community facilities. A FAR of 0.5, plus a 0.1 attic allowance is the maximum permitted in the R3-2 zoning district. One off-street parking space is required for each dwelling unit. Similar to the R3-2 zoning district the R5 zone is a general residence district that permits a variety of housing types. With a maximum permitted FAR of 1.25 and lot coverage of 55%, the R5 zoning district provides a transition between lower and higher density neighborhoods. The R5 district requires one off-street parking space per dwelling unit or one space per 85% of the apartments if the structure contains multiple units.

Community Facilities

George U. Harvey Playground is a 9-acre New York City Department of Parks and Recreation facility, located at the northeast corner of the Whitestone Expressway Service Road and 20th Avenue. This park is located just north of the northbound Whitestone Expressway exit ramp (exit 15). The park contains a football/soccer field with overlapping softball fields and a hockey rink. The west and south end of the park front on NYC truck routes at the Whitestone Expressway Service Road and 20th Avenue.

The **Bridge View Nursing Home**, operated by NYS Department of Housing, is located on the southeast corner of the Whitestone Expressway Service Road and 20th Avenue. It is a 200-bed facility. The west and north end of the nursing home front on NYC truck routes at the Whitestone Expressway Service Road and 20th Avenue.

The **Mitchell Gardens Cooperatives**, located at the east end of the study area, has a playground at the intersection of the northbound Whitestone Expressway Service Road and 24th Road. This park is located east of the NYC truck route along the Whitestone Expressway Service Road.

The **Garden Jewish Center** is located on Parsons Boulevard between 25th Avenue and 22nd Road. This facility does not front on a NYC truck route.

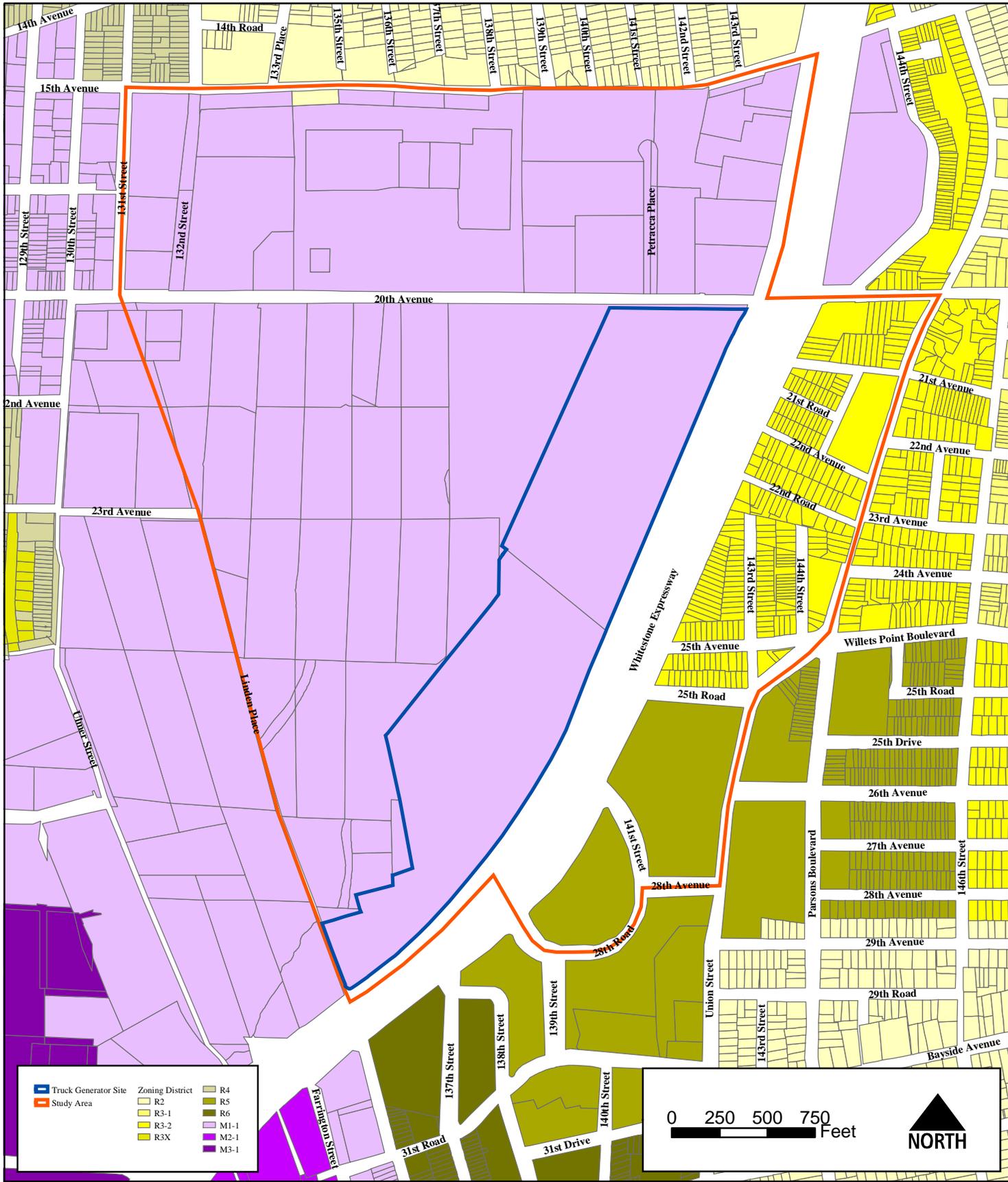


Figure 6-22
Zoning
College Point - Queens

The ***St. Alphonsus Redemptorist Residence***, located at 22-04 Parsons Boulevard (between 21st and 22nd Avenues) is a residence for priests and studying priests. This facility does not front on a NYC truck route.

Access to Truck Routes from Site/Study Area

The College Point study area has access to one regional truck route, the Whitestone Expressway (I-678), which could be used to access other regional truck routes, including the Van Wyck Expressway, the Bronx-Queens Expressway, and the Cross Bronx Expressway. The entrance to the New York Times Printing Plant is located off of Linden Avenue, which intersects the Whitestone Expressway service roads to the south of the gate. 20th Avenue, a designated Local Truck Route, traverses through the study area so there is direct access to one Local Truck Route. The U.S. Postal Service Processing Center is located on 20th Avenue. 137th Street intersects with Linden Place and the Whitestone Expressway service roads at the southern point of the College Point study area. 137th Street is a designated Local Truck Route south of this intersection.

The current ban on trucks over 40 tons from the Bronx-Whitestone Expressway is a major impediment to truck movement between the study area and points to the north. These trucks must use local streets to access the Triborough Bridge or between 11:00 PM and 5:00 AM use the Throgs Neck Bridge.

Critical Intersections

There are four intersections within the study area that are listed as critical intersections. These intersections include:

- Linden Place at Whitestone Expressway Service Road West
- Linden Place at New York Times Printing Plant Gate (28th Avenue)
- 20th Avenue at US Postal Service Processing Center Gate
- College Point Boulevard at College Point Avenue (28th Avenue)

Two of the intersections were chosen because they have direct access to Through or Local Truck Routes from the identified truck generator site. The intersection of 20th Avenue and US Postal Service Processing Center Gate directly links the truck generator site to a Local Truck Route (20th Avenue), which intersects with the Whitestone Expressway service roads to the east. The intersection of Linden Place at the Whitestone Expressway Service Road West directly links the truck generator site to the Whitestone Expressway, as well as 137th Street. The other two critical intersections chosen are both located on College Point Avenue. College Point Avenue links the truck generator site to College Point Boulevard, an identified Local Truck Route. Trucks accessing the College Point truck generator site via College Point Avenue (28th Avenue) enter and exit the site at the intersection of Linden Place and New York Times Printing Plant Gate (28th Avenue) and travel along College Point Avenue (28th Avenue) to the intersection with College Point Boulevard to access the Local Truck Route. Therefore, the two intersections were chosen as critical intersections for this study.

Traffic Operations

Traffic counts were conducted at the selected four intersections to determine the level of service (LOS) at each intersection and to determine the amount of truck traffic and any constraints that may restrict or hinder the movement of truck traffic within the intersections. The morning peak

hours were determined to be the time of day where the most significant amount of truck traffic is likely to occur. Traffic counts were conducted at the six intersections on Tuesday, June 22, 2004 from 6:00 AM to 10:30 AM. A map of the AM peak hour truck traffic at the four critical intersections within the College Point study area can be found in Figure 6-23.

A review of the truck traffic counts, which were conducted during the AM peak period, indicate that truckers are using 28th Avenue, or College Point Avenue, to access the New York Times Printing Plant and other truck generator sites within the College Point study area. There are various other industrial land uses along 28th Avenue, which also attract and generate truck traffic.

The results of the LOS analyses for the four critical intersections within the College Point Study Area are shown in Table 6-3. A description of the LOS analyses and the movement of truck traffic within each intersection are discussed below:

Table 6-3: Intersection Operational Levels of Service 2004 Existing Conditions College Point - Queens

Intersection	Approach	Lane Group	AM Peak Hour	
			Delay	LOS
Linden Place at Whitestone Exp. Service Road	WB	L	36.2	D
	WB	TR	53.8	D
	WB	R	28.8	C
	NB	L	29.4	C
	NB	T	8.6	A
	SB	TR	29.9	C
	Intersection		30.8	C
Linden Place at NY Times Gate	EB	TR	9.7	A
	WB	LT	60.2	F
	NB	LTR	8.6	A
	Intersection		-	-
20 TH Avenue at US Postal Service Gate	EB	TR	19.4	B
	WB	L	8.0	A
	WB	T	27.1	C
	NB	LR	46.6	D
	Intersection		24.1	C
College Point Blvd. At 28 th Ave (College Point Avenue)	EB	LTR	17.9	B
	WB	LTR	19.2	B
	NB	L	9.9	A
	NB	T	10.1	B
	SB	L	14.3	B
	SB	TR	14.1	B
	SB	R	8.6	A
	Intersection		13.6	B

Linden Place at Whitestone Expressway Service Road West

The intersection of Linden Place and Whitestone Expressway Service Road West is a signalized intersection with no eastbound approach. Whitestone Expressway Service Road West is a one-way facility with a three-lane approach (Left, Thru, Thru-Right) at the intersection. Linden Place is a two-way facility with a two-lane approach (Left, Thru) northbound and a one-lane (Thru-Right) approach southbound.

An analysis of the traffic counts conducted at the intersection indicates the morning peak hour is between 8:00 AM and 9:00 AM. The heaviest truck movement occurs at the southbound approach. The traffic counts indicate that 33% of the right-turn movements from Linden Place



Truck traffic at Whitestone Expressway Service Road West approach

southbound to Whitestone Expressway Service Road West are trucks. Seven percent of the left-turn movements from Linden Place northbound to Whitestone Expressway Service Road West are trucks. The heavy percentage of trucks indicates truckers are turning onto the service road at Linden Place to access the Whitestone Expressway.

The overall level of service (LOS) at the intersection of Linden Place and Whitestone Expressway Service Road West is LOS C. The southbound approach, which includes the 33% heavy vehicle right-turn movements, operates at LOS C. This indicates that the queuing of trucks at this approach is minimal. The westbound approach operates at LOS D as a result of a high

volume of traffic making the left turn from Whitestone Expressway Service Road West to Linden Place southbound.

Linden Place at New York Times Printing Plant Gate

The intersection of Linden Place at New York Times Printing Plant Gate is unsignalized, which includes the New York Times Printing Plant exit. There is no access to the printing plant at this intersection. The majority of the traffic at the intersection is making the left-turn from Linden Place northbound to 28th Avenue, or College Point Avenue, or is making the right-turn from 28th Avenue (College Point Avenue) to Linden Place southbound. 28th Avenue (College Point Avenue) is stop-controlled.



Traffic passing through intersection from Linden Place to 28th

The morning peak hour at the intersection is 8:00 AM to 9:00 AM. There was a minimal amount of heavy vehicles counted at the intersection with the exception of vehicles exiting the New York Times Printing Plant Gate, where almost fifty percent of the vehicles exiting the plant were trucks. The LOS analysis at the intersection indicates the westbound approach (New York Times Printing Plant Gate Exit) operates at LOS F. There is a significant backup of traffic exiting the printing plant because of the stop-controlled approach and the large amount of traffic on Linden Place. Therefore, trucks have a lengthy delay as they are exiting the New York Times Printing Plant Gate. The other two intersection approaches operate at LOS A, even though 28th Avenue is stop-controlled.

20th Avenue at US Postal Service Processing Center Gate

The intersection of 20th Avenue at the US Postal Service Processing Center Gate is a three-way, signalized intersection. At the intersection, 20th Avenue is a two-lane approach (thru, thru-right) eastbound and a three-lane approach (left, thru, thru) westbound. The northbound approach which is traffic exiting the processing center is one lane. There is an eight-foot shoulder along both sides of 20th Avenue. The traffic signal at the intersection is a three-phase signal with extra green time for the westbound left-turn movement from 20th Avenue to the processing center.



Traffic at the 20th Avenue westbound approach

An analysis of the turning movements conducted at the intersection indicates the morning peak hour is between 7:45 AM and 8:45 AM. Seventeen percent of the turning movements from 20th Avenue westbound to the processing center were heavy vehicles. There were few right-turn movements from 20th Avenue eastbound to the processing center, although half of those movements were heavy vehicles. Of the traffic exiting the processing center, seventeen percent of the left-turn movements were heavy vehicles, while fourteen percent of the right-turn movements were heavy vehicles.

The intersection of 20th Avenue and the US Postal Service Processing Center Gate operates at LOS C. The northbound approach, or the US Postal Service Processing Center exit, operates at LOS D, which indicates the approach is approaching capacity. The 20th Avenue westbound approach operates efficiently so the heavy vehicles entering the processing center from 20th Avenue westbound have little delay. Heavy vehicles entering the processing center from 20th Avenue eastbound also have little delay.

College Point Boulevard at 28th Avenue

The intersection of College Point Boulevard at 28th Avenue is a signalized intersection that also includes access to 123rd Street. 28th Avenue is a one-lane approach in both eastbound and westbound directions, while College Point Boulevard is a three-lane (left, through, through) approach in the northbound direction and a three-lane (left, through, through-right) in the southbound direction. There is a channelized right-turn lane from College Point Boulevard northbound to 28th Avenue eastbound. It should be noted that 28th Avenue is not part of the truck route network.

The turning movements conducted at the intersection indicate the morning peak hour is from 8:00 AM to 9:00 AM. There was a significant amount of heavy vehicles counted at the intersection, particularly along 28th Avenue. Over 20% of the vehicles at the 28th Avenue



College Point Avenue at 28th Avenue looking east

approach making a left or a through movement were trucks. Eighteen percent of the left-turn movements from 28th Avenue to College Point Boulevard southbound were trucks. In the northbound direction, seventeen percent of the vehicles making the left-turn onto 28th Avenue westbound were trucks, while eleven percent of vehicles making the channelized right-turn onto 28th Avenue eastbound were trucks. College Point Boulevard is a designated Local Truck Route. Therefore, the high percentage of trucks at the intersection is expected.

The operations analysis indicates the intersection of College Point Boulevard and 28th Avenue operates at LOS B. There is no significant backup of traffic at any of the approaches. Therefore, truckers traversing through the intersection do not experience any delays during the morning peak hour.

Roadway Network Capacity/Geometrics

The designated truck route roads approaching the College Point truck generator site are sufficiently wide to accommodate truck traffic. Because the truck generator site is gated, the roadway network within the site could not be assessed. There were no obvious geometrics problems or vehicle height restrictions on any roads near the site.

Accidents

A map of the truck-related accident locations, within and around the College Point study area, is shown in Figure 6-24. At the College Point truck generator site, no truck accidents were reported at the four critical intersections during the two-month study period. In total, there were six accident locations near the site. Two of the locations were on 20th Avenue, which is Local Truck Route that accesses the College Point truck generator site. None of the truck accident location sites experienced a large number of truck accidents. Therefore, there are no accident locations that significantly impact the flow of truck traffic within and around the College Point study area.

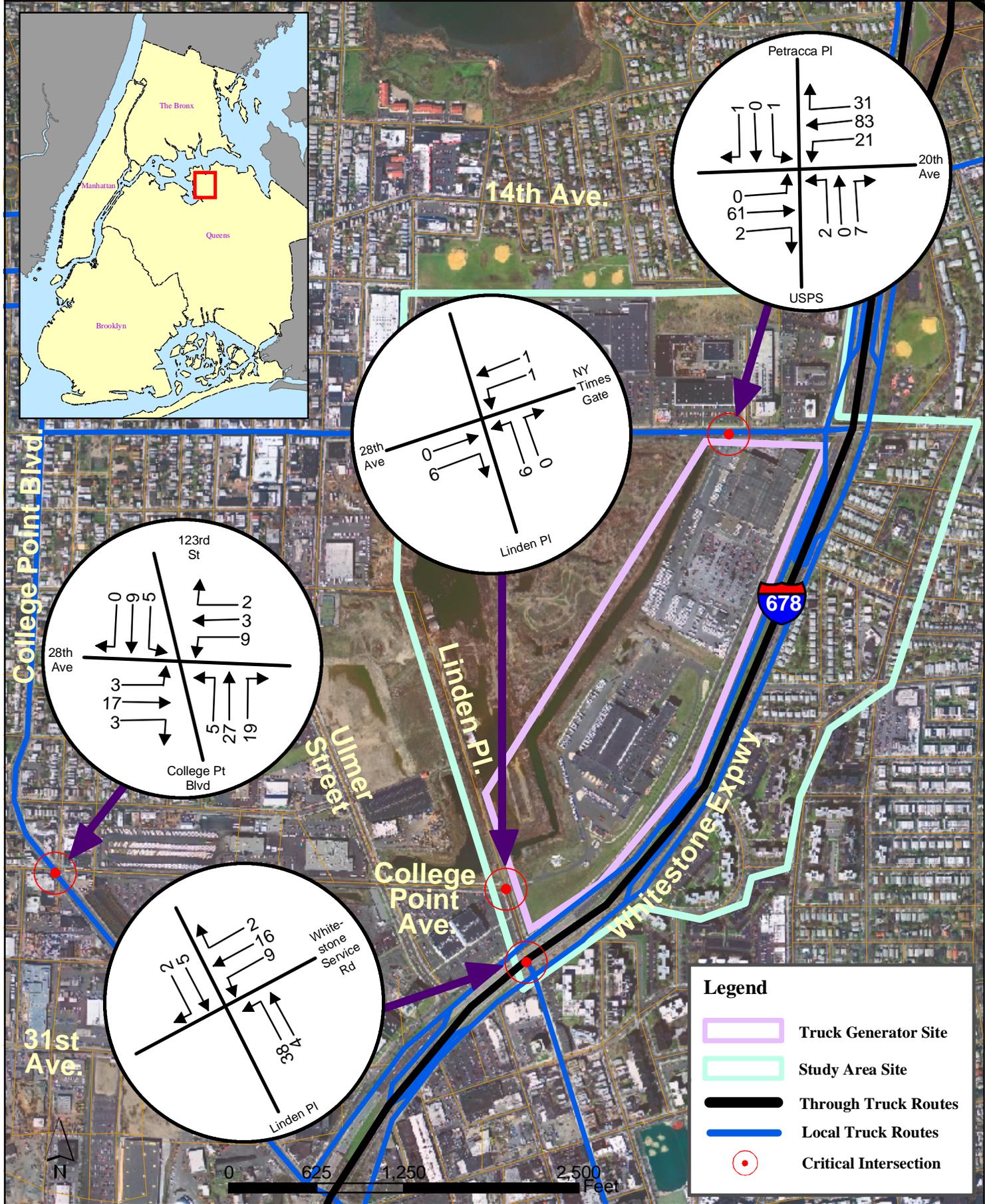


Figure 6-23
AM Peak Hour Truck Traffic Counts
College Point - Queens



Figure 6-24
Truck Accidents
College Point - Queens

Recommendations for College Point

The designation of 28th Avenue between College Point Boulevard and Linden Place as a Local Truck Route would help to relieve truck traffic on 20th Avenue. 28th Avenue passes through industrial and non-residential land-uses through this segment. Another possible Local Truck Route designation is 130th Street/Ulmer Street, between 20th Avenue and 28th Avenue. Designating 130th Street/Ulmer Street will help to relieve truck traffic on College Point Boulevard and also passes through industrial and non-residential land uses. Linden Place, between Whitestone Expressway Service Road West and 28th Avenue should also be designated as a Local Truck Route, to connect Linden Place and Whitestone Expressway Service Road West, which are Through Truck Routes, to the recommended Local Truck Routes.

Reconfigure the intersection of Linden Place and 28th Avenue/New York Times Printing Plant Gate to eliminate the stop-controlled approach at 28th Avenue eastbound. An actuated traffic signal, with increased green time for the New York Times Printing Plant Gate during the peak periods, may be required to relieve backup of truck traffic exiting the printing plant at this location.

A review of public comments from the College Point study area indicated concerns over truck traffic on 14th Avenue. 14th Avenue is not a designated truck route between College Point Boulevard and the Whitestone Expressway Service Road West. Improved signage directing truckers not to use 14th Avenue along this segment is recommended, particularly at the intersection of 14th Avenue and College Point Boulevard and 14th Avenue at Whitestone Expressway Service Road West. This issue was also addressed as a stakeholder concern.

Truck route designation signage should be placed at the following intersections:

- Linden Place at Whitestone Expressway Service Road (East and West)
- Linden Place at 28th Avenue (with designation of Local Truck Route)
- Linden Place at Ulmer Street (with designation of Local Truck Route)
- Linden Place at College Point Boulevard
- College Point Boulevard at 20th Avenue
- 20th Avenue at 130th Street (with designation of Local Truck Route)
- 20th Avenue at Whitestone Expressway Service Road (East and West)

Two truck route designation signs should be placed at each approach, one sign before the approach and one sign beyond the approach. There is currently minimal signage at several of these intersections. However, the current signage should be replaced with new signage for better visibility. The signs will indicate Local Truck Route or Through Truck Route.

It is also recommended that the NYCDOT and MTA Bridges and Tunnels study the impact of the truck restrictions imposed at the Bronx-Whitestone and Throgs Neck bridges on truck routing in northern Queens and the Bronx.

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
- LTR with through and right arrows – eastbound 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.