Hoyt Avenue at RFK Bridge

Commissioner Janette Sadik-Khan  New York City Department of Transportation
Presented May 19, 2010 by the Pedestrian Projects Group to Queens Community Board 1
Background

- **Community Request**
  - NYMTC sponsored Walkable Communities Workshop: Spring 2009
- **Pedestrian Safety Issues**
  - Unprotected desire lines
- **Transit Hub**
  - N,W subway
  - M60 to Airport, Q19 local bus
• **Chaotic Traffic Patterns**
  – RFK Bridge and Grand Central Parkway access

• **Community Destinations**
  – Parks
  – Schools
  – Restaurants
  – Retail Corridors
1. Add Traffic Signal
2. Improve Safety, Circulation, and Access
3. Enhance Intermodal Center
4. Reduce Congestion & Improve Transit Mobility
1. Hoyt Ave. and 29th Street Signal

- Free-flowing bridge exit
- No crosswalk
- Popular pedestrian route
1. Hoyt Ave. and 29th Street Signal

- New right-turn only lane on bridge for storage
- New signalized crosswalk
- Signal and two-lane approach reduces queuing
- Better lane definition for storage
2. Multimodal Access

- Long skewed crosswalks
- Unprotected desire lines
- No safe route to crosswalk
- Pedestrians use channelization
2. Multimodal Access

- **Shortened crosswalks**
- **Bicycle connections**
- **Plaza connected to crosswalk**
- Connects the south sidewalk of Astoria Blvd.
3. Enhance Intermodal Center

Currently asphalt dominates

Green elements

Currently asphalt dominates

Proposed
3. Enhance Intermodal Center

- Stitches together neighborhood
- Improves community aesthetics

- Enhances gateway to NYC at the LaGuardia subway/bus connection
4. Reduce Congestion & Improve Transit Mobility

Highway/Bridge-neighborhood junction

Bus crosses four lanes to get to bridge

Bridge traffic

Highway traffic
4. Reduce Congestion & Improve Transit Mobility

- Bus signal phase for bus head-start
- New signal timing and phasing
- New rush hour turn bans
- One block one-way conversion adds storage
- Simplified traffic patterns
- Signalized right-turn
Additional Elements

+20 angled spots

-4 spots for turn lane
1. Shorter crosswalks
2. New signal phasing and timing throughout
3. Travel lane clarity
4. New green elements and plaza spaces
5. Easier transit connections
6. Bus travel time improvements
7. One-way conversion for one block of Astoria Blvd.
8. New signal, bridge markings and crosswalk at 29th Street
9. Rush-hour turn bans
10. Additional parking
11. Bicycle network connections