

Astoria Park Access and Safety Improvements

Shore Blvd, 20th Ave, Hoyt Ave North



Astoria Park Access and Safety Improvements

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AGENDA

- Background/Neighborhood Outreach
- Study Area
- Proposed Projects
 - Shore Blvd
 - 20th Ave
 - Hoyt Ave North
- Summary
- Questions



Astoria Park Access and Safety Improvements

Background

Community Street Safety Workshop

October 28, 2015

Co-Hosted with Councilman Constantinides and Assemblywoman Simotas

Workshop Goal

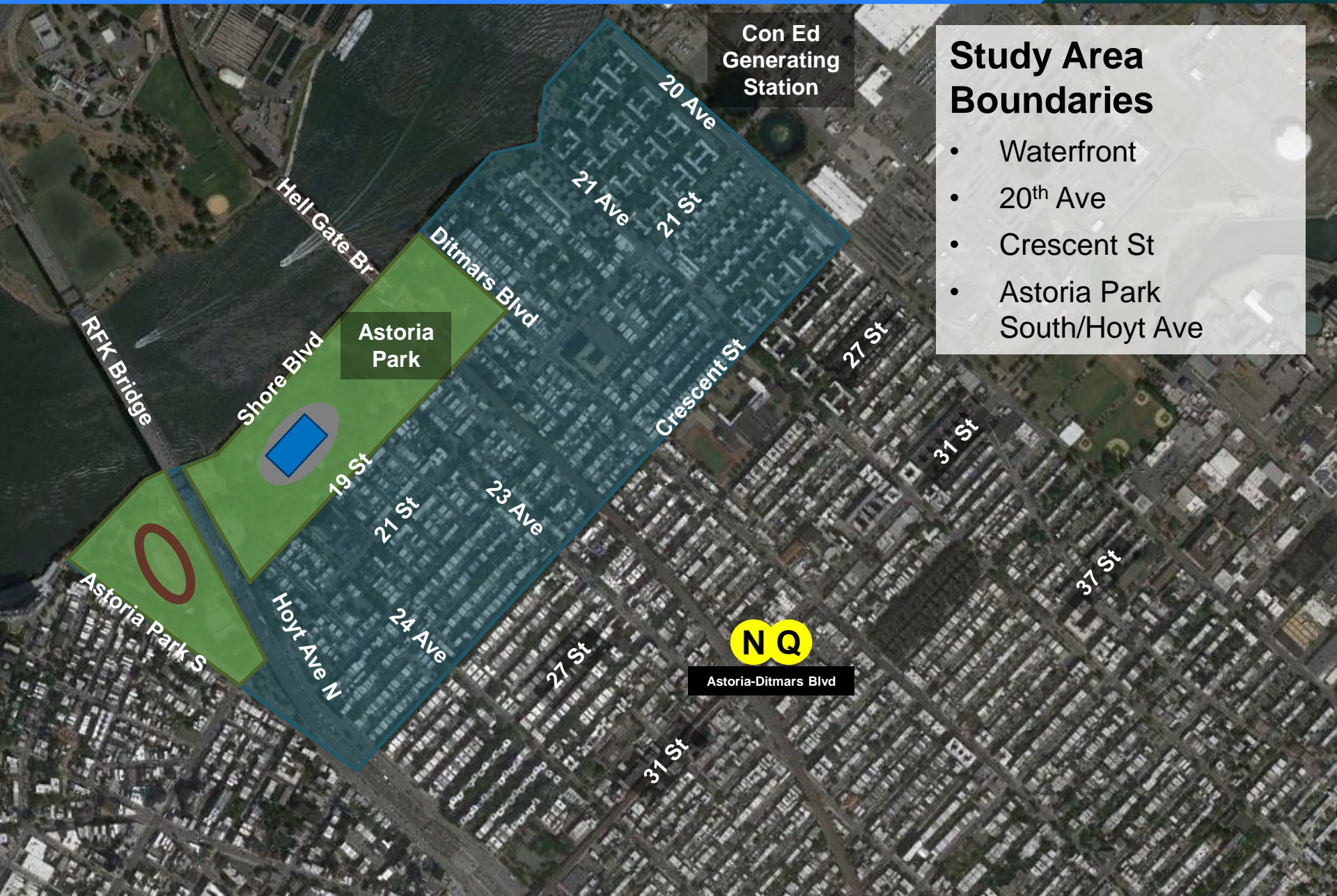
Gather feedback on priority locations and preferred treatments to:

- **Improve safety** for all roadway users
- **Establish efficient network** around Astoria Park for pedestrians, vehicles and bikes
- **Enhance access** to recreation and commuter options



Astoria Park Access and Safety Improvements

Background



Con Ed
Generating
Station

Study Area Boundaries

- Waterfront
- 20th Ave
- Crescent St
- Astoria Park
South/Hoyt Ave

Background

Community Priorities

Shore Blvd

- Reduce speeding, improve safety
- Enhance connection to waterfront
- Remove bikes from park path

20th Ave

- Reduce speeding, improve safety
- Improve connection from Astoria Park to ball fields near 35th St

Hoyt Ave N

- Create gateway to park
- Improve connection from RFK bridge path

19th St/Astoria Park South

- Improve pedestrian connection to park



Astoria Park Access and Safety Improvements

Open DOT Studies

Daylighting for visibility at intersections

- 19th St between Ditmars Blvd and Hoyt Ave

Speed humps to slow vehicles

- Ditmars Blvd between 19th St and 21st St
- 12th St between 27th Ave and Shore Blvd

Improved crossings into Astoria Park

- 19th St between Hoyt Ave and Ditmars Blvd
- Astoria Park South between Shore Blvd and 21st St

Street Lights

- Upgrading existing street lights to brighter LEDs
- Reviewing surrounding streets for additional illumination



Astoria Park Access and Safety Improvements

Overview

Proposed Projects:

(1) Shore Blvd

(2) 20th Ave

(3) Hoyt Ave N

Address safety concerns identified by community

Strengthen bike network connections



(1) Shore Blvd

Existing Conditions

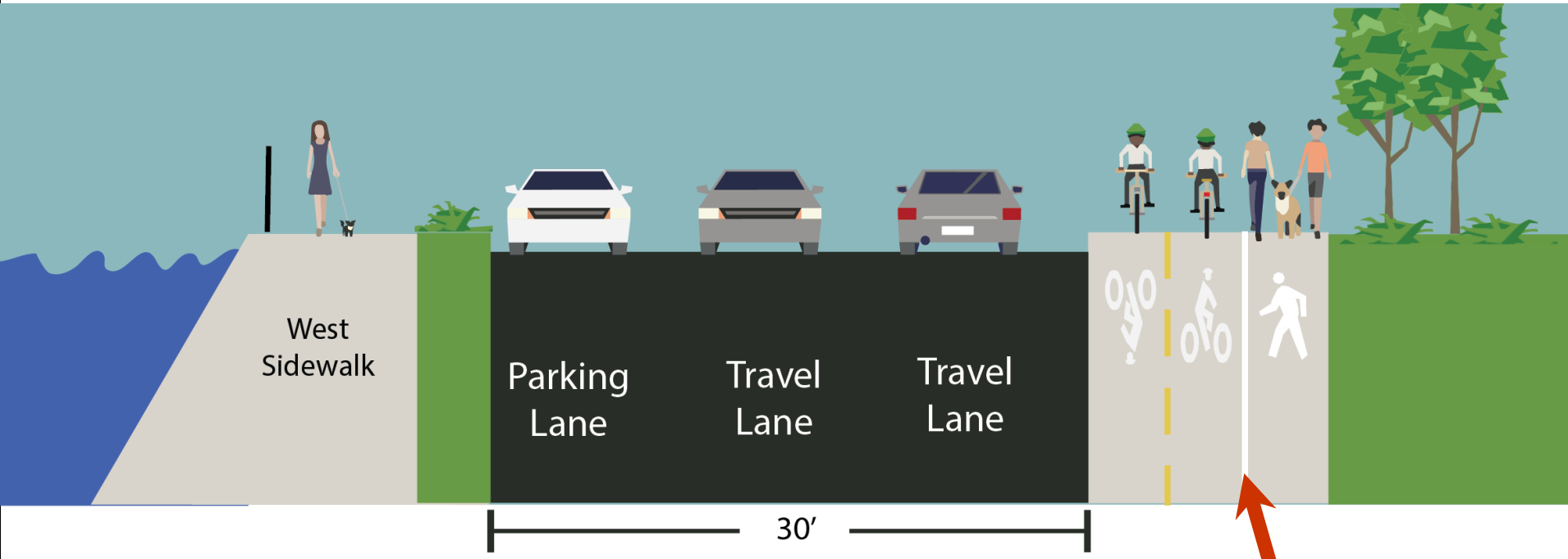
- **Divides Astoria Park and the waterfront**
- **30' Wide**
 - 2-way street
 - Parking on west side
- **Low Vehicular Volume:**
 - NB 142 vph
 - SB 145 vph
- **Adjacent 2-way bike & pedestrian path in park**



(1) Shore Blvd

Ditmars Blvd to Astoria Park S – Issues

EXISTING



**(1) Low volume
2-way street**
*Invites speeding
Disconnects park
from waterfront*

**(2) Bikes on
park path**
*Creates conflicts
with pedestrians*

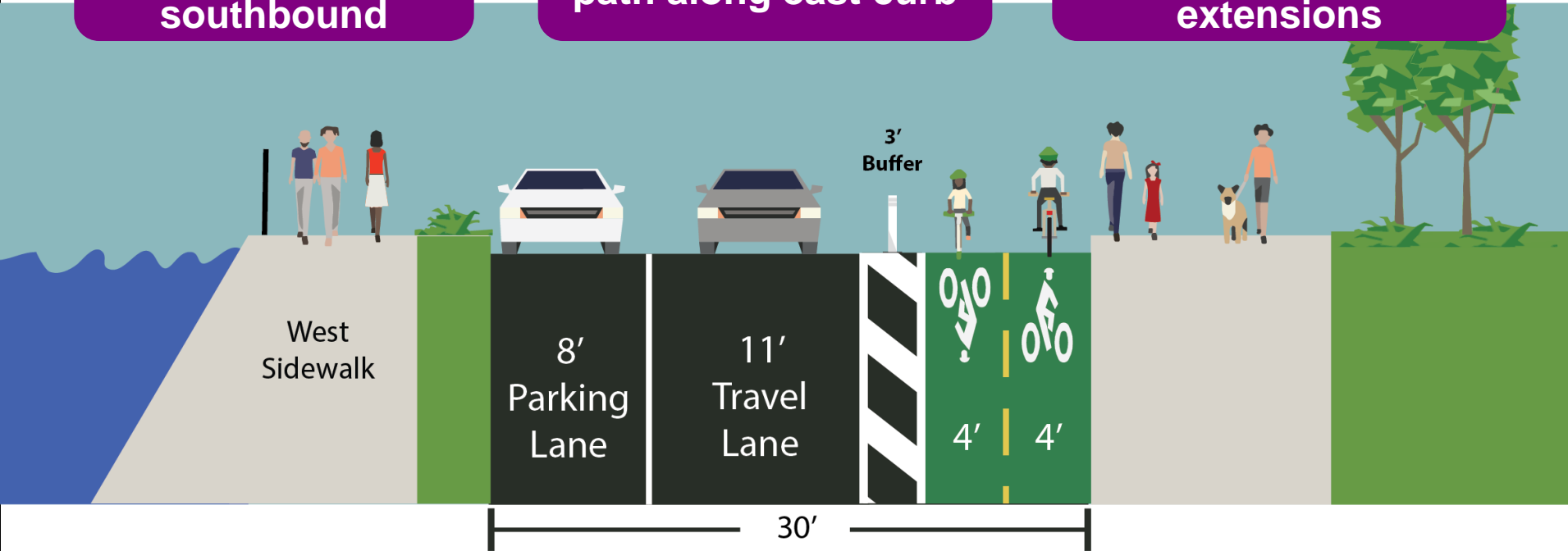
(1) Shore Blvd

Ditmars Blvd to Astoria Park S – Proposed Design

(1) Convert Shore Blvd to one-way southbound

(2) Install 2-way bike path along east curb

(3) Install ADA accessible curb extensions



Narrows roadway

*Calms traffic
Improves connection
to waterfront*

**Improves
pedestrian safety**

*Increases visibility
Shortens crossing*

**Separates
cyclists and
pedestrians**

Reduces conflicts

(1) Shore Blvd

Example of Proposed Design – Curb Extensions



Improves pedestrian safety
Increases visibility
Shortens crossing

Improves access
Adds ADA accessible ramps

Organizes parking
Prevents parking in crosswalks

(1) Shore Blvd

Example of Proposed Design



Precedent photo: Clinton St, Manhattan

Astoria Park Access and Safety Improvements

Proposed Projects:

(1) Shore Blvd

(2) 20th Ave - 37th St to Shore Blvd

(3) Hoyt Ave N



(2) 20th Ave

Existing Conditions

- **50' Wide street**
- **Few traffic controls**
- **Low Vehicular Volumes**
 - EB 134 vph
 - WB 107 vph
- **Speeding:**
 - 88% of WB motorists exceed speed limit
 - 76% of EB motorists exceed speed limit
- **Edge condition**
- **Connects Parkland**
 - Youth ball fields (35th St)



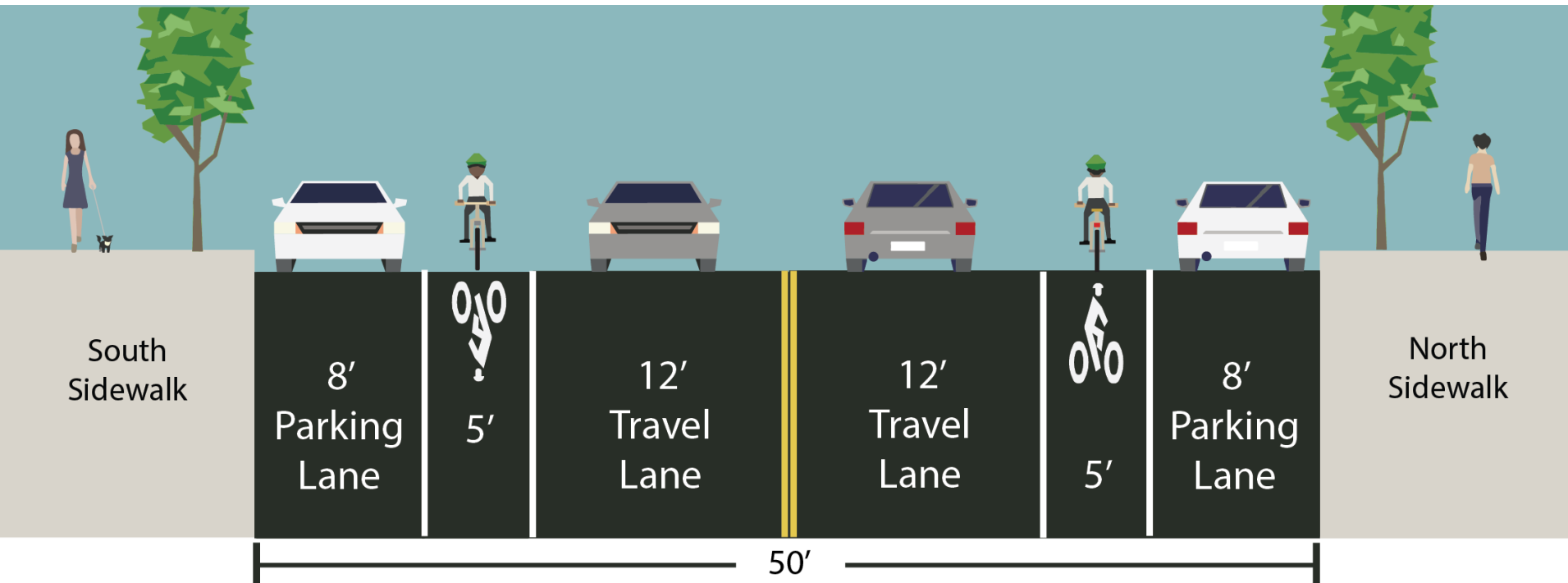
* ATR taken bet 20th St and 21st St

* Speed Survey conducted 1/7/16, collected at Crescent St

(2) 20th Ave

Issues

EXISTING



(1) Wide roadway

Creates long crossings

(2) Low volumes and few traffic controls

Invites speeding

(3) Opportunity for improved bike connection

Between waterfront, Astoria Park, and ball fields

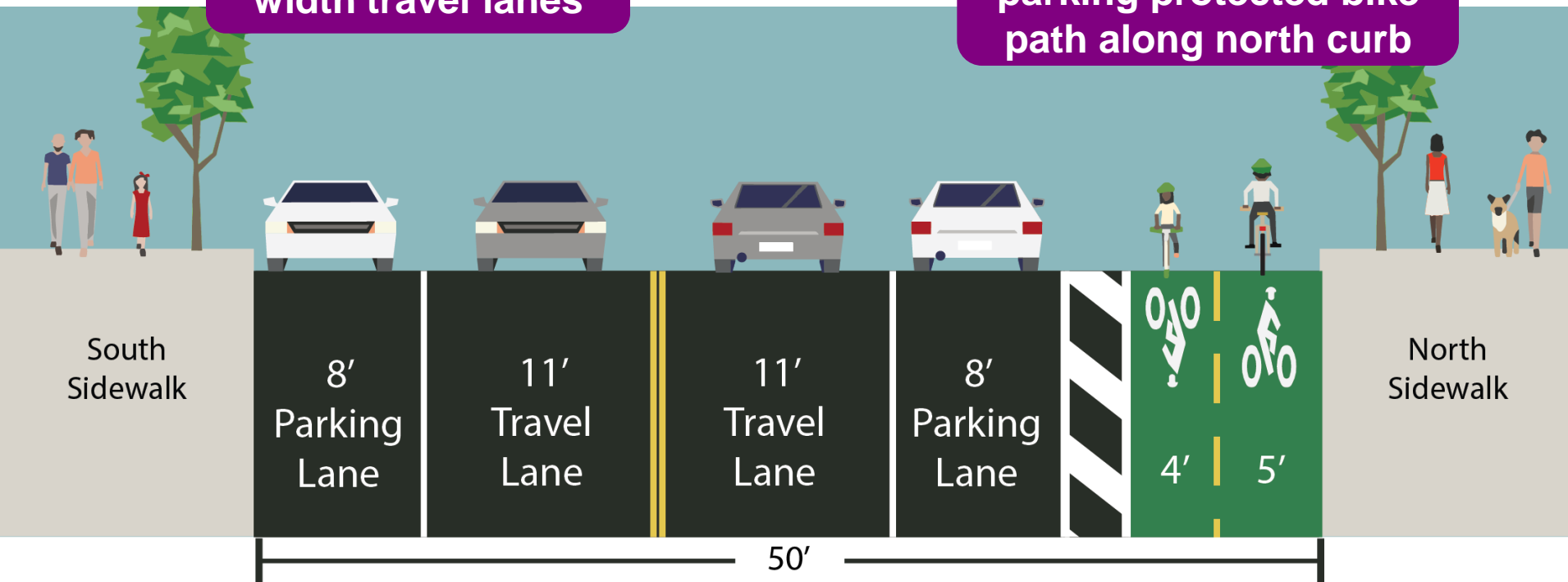
(2) 20th Ave

Proposed Design

(2) Create standard width travel lanes

PROPOSED

(1) Install 2-way parking protected bike path along north curb



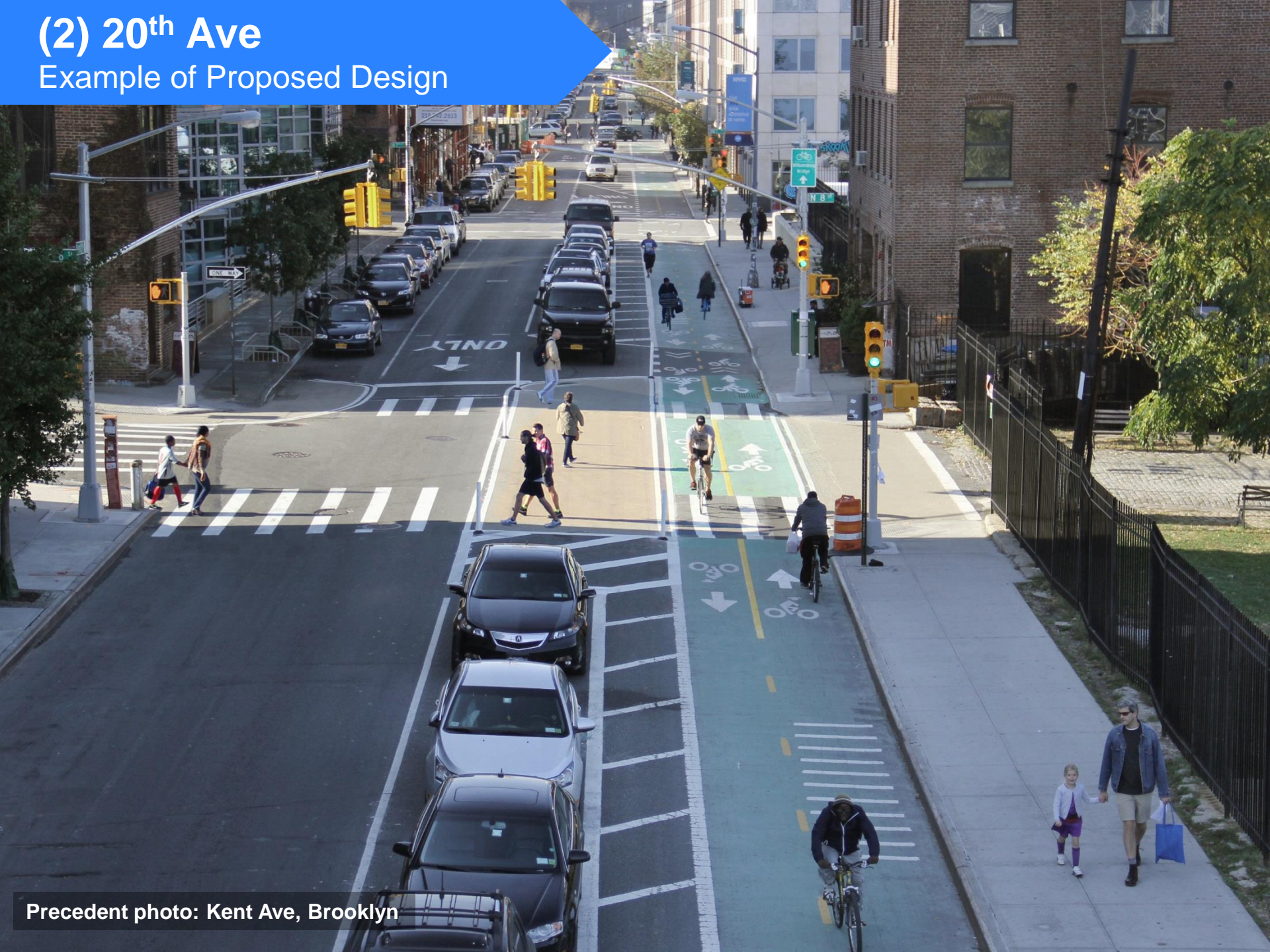
Narrows roadway
Calms traffic
Improves connection to waterfront

Improves pedestrian safety
Increases visibility
Shortens crossing

Capitalizes on edge condition
Extends greenway experience
Connects waterfront, park and ball fields

(2) 20th Ave

Example of Proposed Design



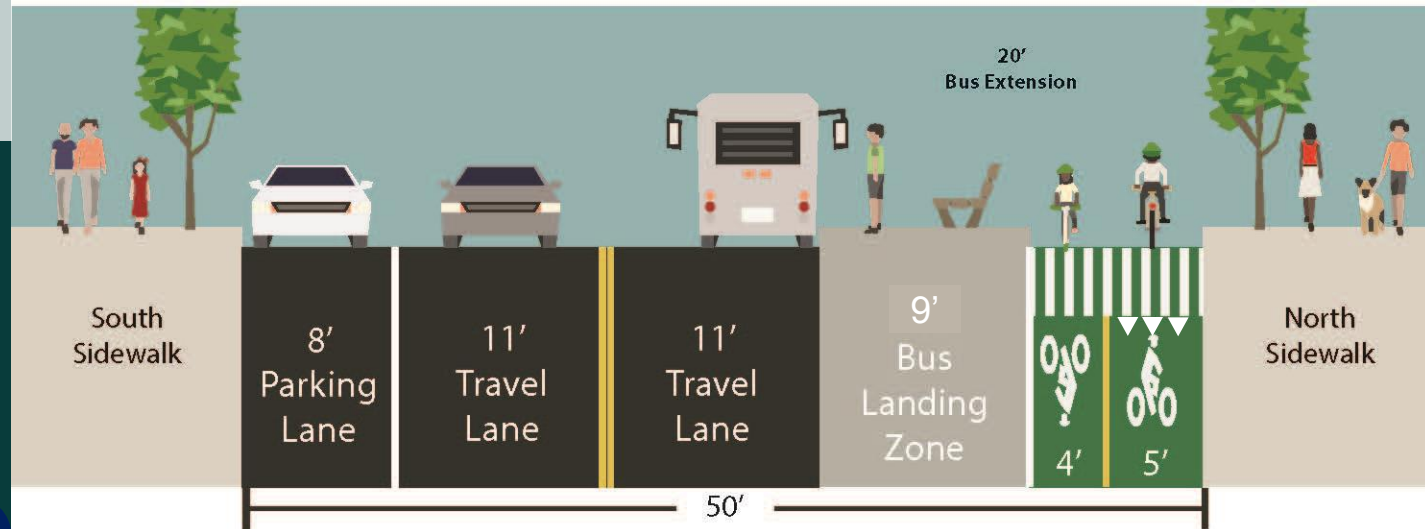
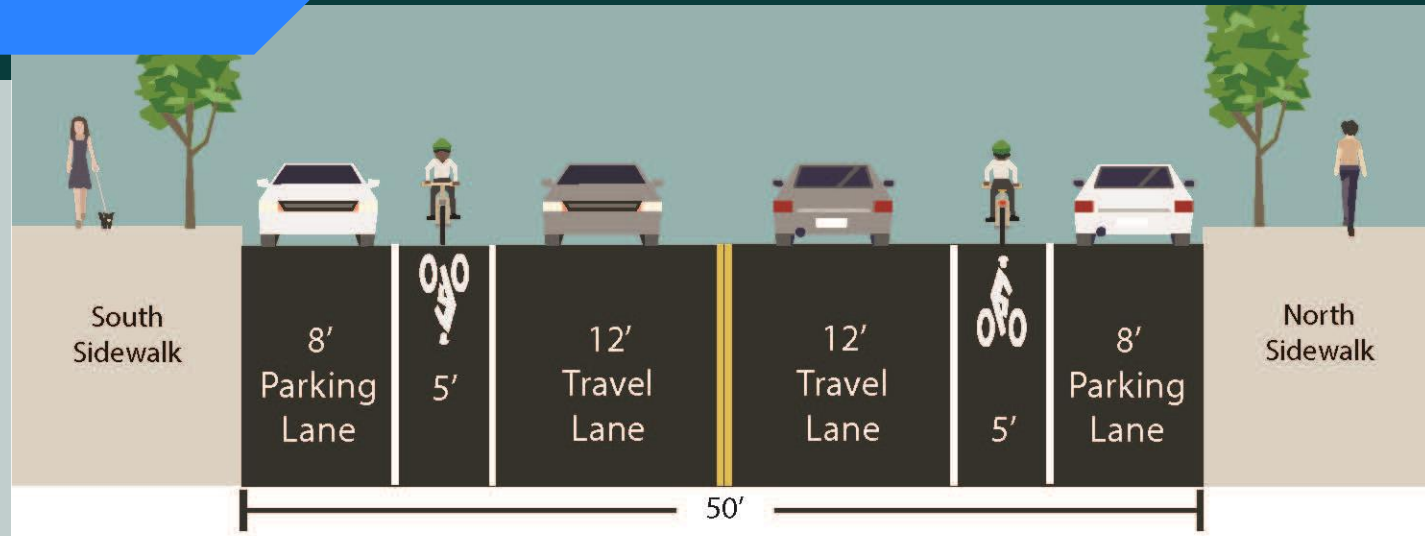
Precedent photo: Kent Ave, Brooklyn

(2) 20th Ave

Proposed Design

31st St and 20th Ave

- Provides at-grade bus loading and unloading
- Q100 will stop in travel lane
 - Low volumes
 - Low bus frequency



**Design reinforces
yield to
pedestrians**
signage, markings

**Pedestrians have
dedicated space**
*To wait, load and
unload*

Astoria Park Access and Safety Improvements

Proposed Projects:

(1) Shore Blvd

(2) 20th Ave

(3) Hoyt Ave N - 27th St to 19th St



(3) Hoyt Ave North

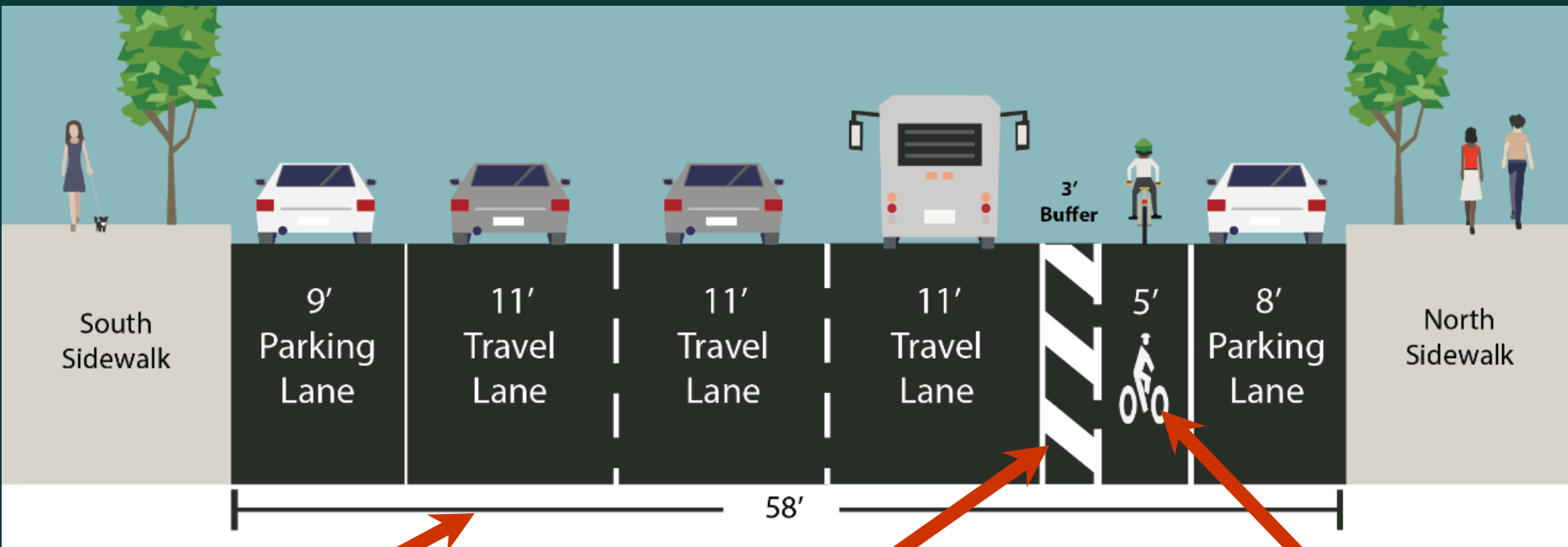
Existing Conditions

- **Wide thoroughfare**
 - 58'
- **Excess roadway capacity**
 - 1,340 vph
- **Inconsistent traffic controls**
 - 2 uncontrolled left turns
- **Pedestrian/vehicle turning conflicts**
- **Inadequate gateway to park**



(3) Hoyt Ave North

Existing Conditions – Issues



(1) Wide street

*Excess capacity
Long pedestrian
crossings*

(2) Bus stop in bike lane

*Some cyclists feel
uncomfortable*

(3) Bike lane on multi-lane street

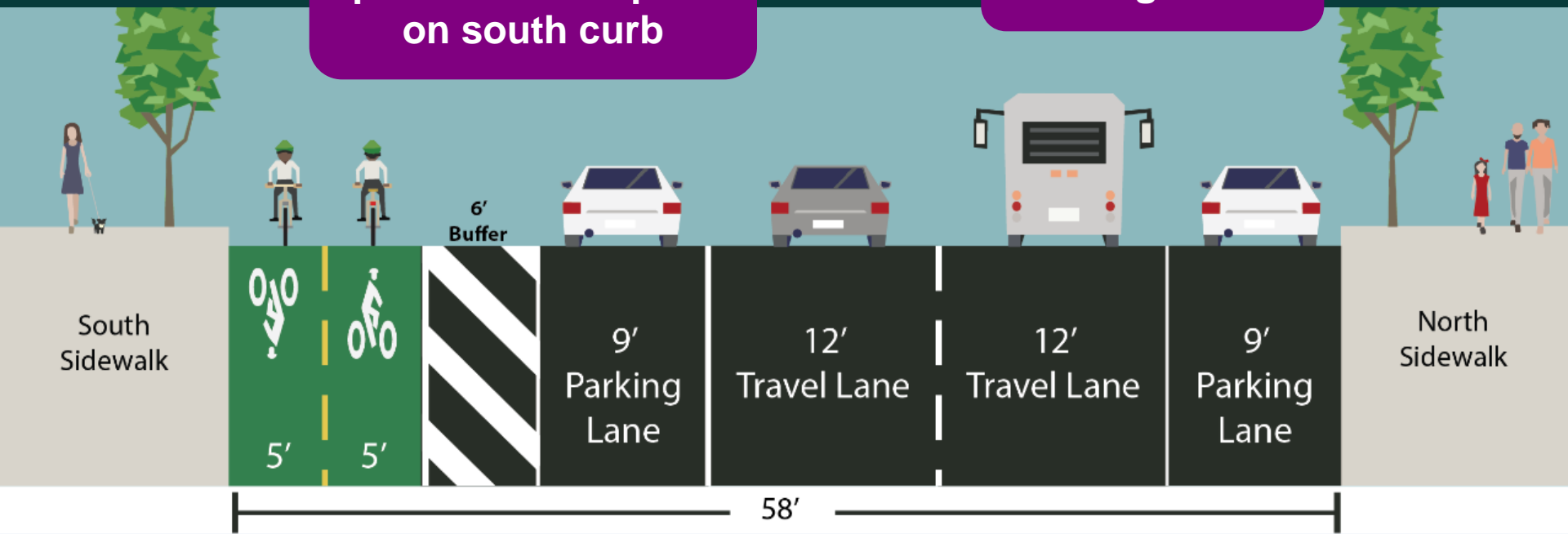
*Some cyclists feel
uncomfortable*

(3) Hoyt Ave North

Solution – Proposed Design

(1) Install parking protected bike path on south curb

(2) Remove one through lane



Pedestrians buffered from moving vehicles
More comfortable experience

Strong, safe bike connection
From RFK Bridge to park/waterfront

Roadway narrowed
*Calms traffic
Shortens crossings*

Bikes separated from bus movements
Reduces conflicts

(3) Hoyt Ave North

Existing Conditions

Inconsistent
traffic controls
along corridor

(3) 21st St

Double left turn bay
Left turn phase

(2) 23rd St

No left turn bay
No left turn phase

(1) Crescent St

Left turn bay
No left turn phase



(3) Hoyt Ave North

Existing Conditions: Issues – Crescent St

Hoyt Ave North Protected Path
Crescent St Intersection Design
Illustrative Site Plan - 1/13/2016

Crescent St

Hoyt Ave N

RFK Bridge



(3) Bus stop in bike lane

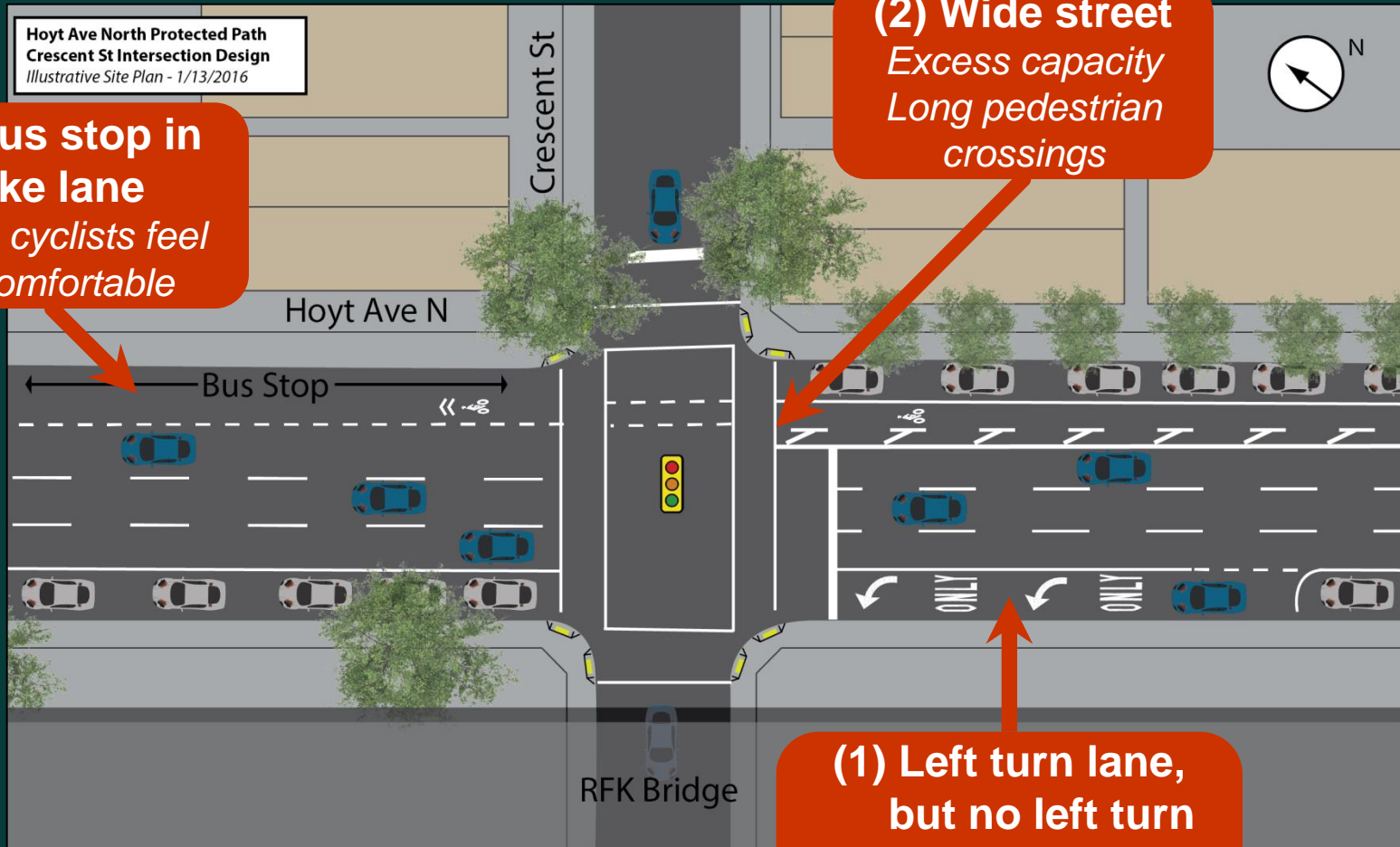
Some cyclists feel uncomfortable

(2) Wide street

*Excess capacity
Long pedestrian crossings*

(1) Left turn lane, but no left turn signal phase

Free flow left turn conflicts with peds

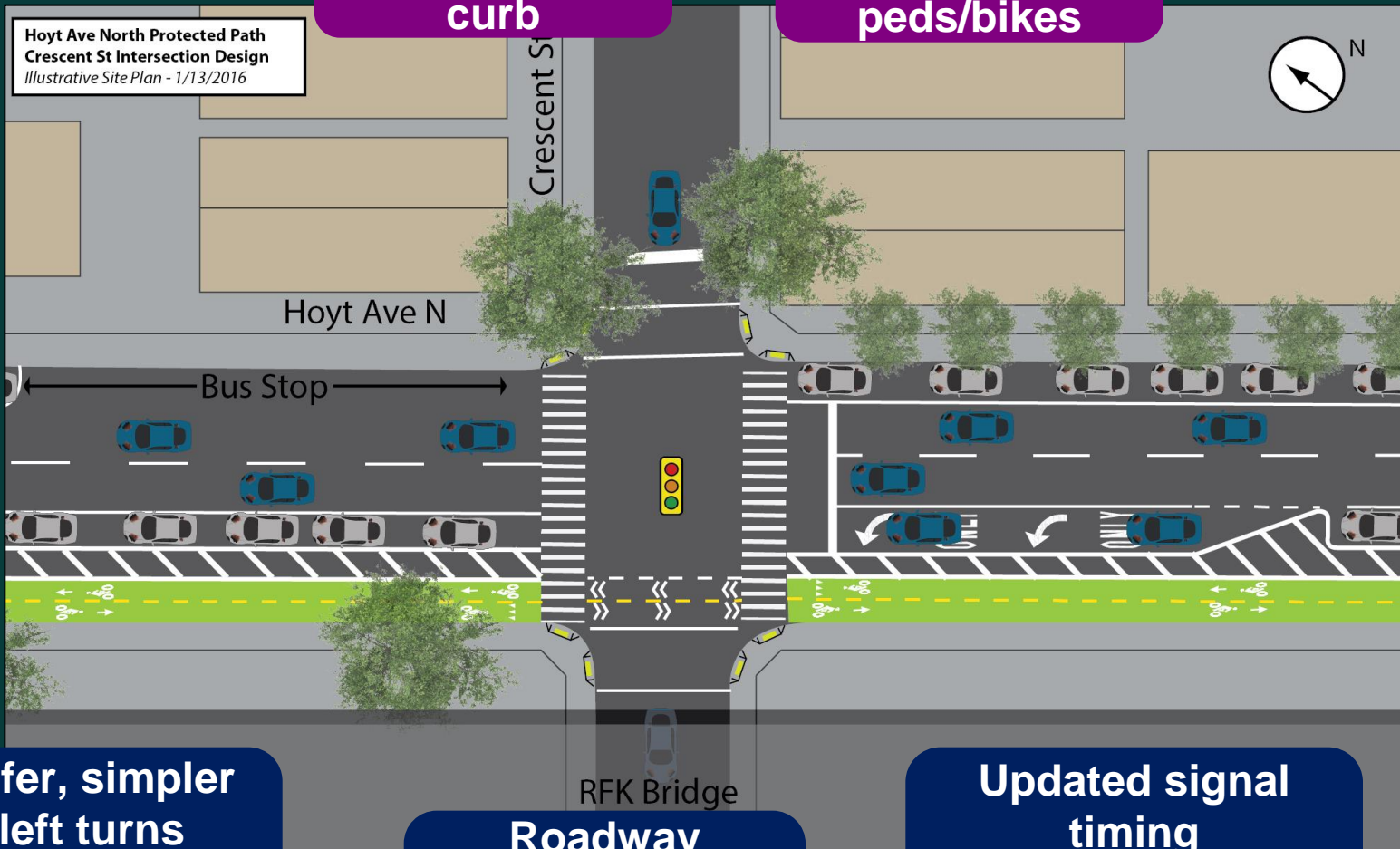


(3) Hoyt Ave North

Proposed Design – Crescent St

(1) Install bike path on south curb

(2) Install split signal phase for peds/bikes



Safer, simpler left turns

Removes conflict with peds/bikes

Roadway narrowed

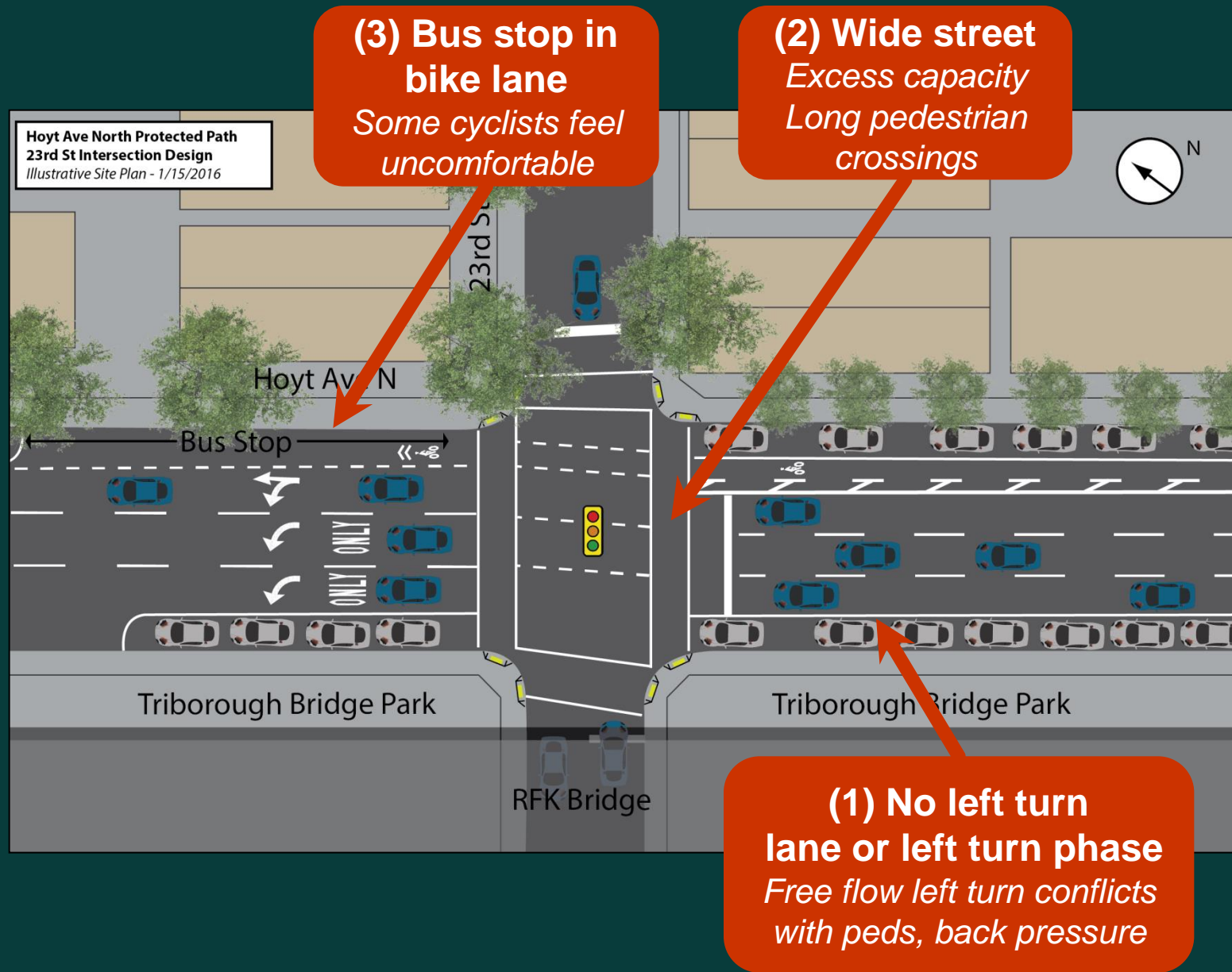
*Calms traffic
lessens exposure*

Updated signal timing

Additional north/south crossing time

(3) Hoyt Ave North

Existing Conditions – 23rd St



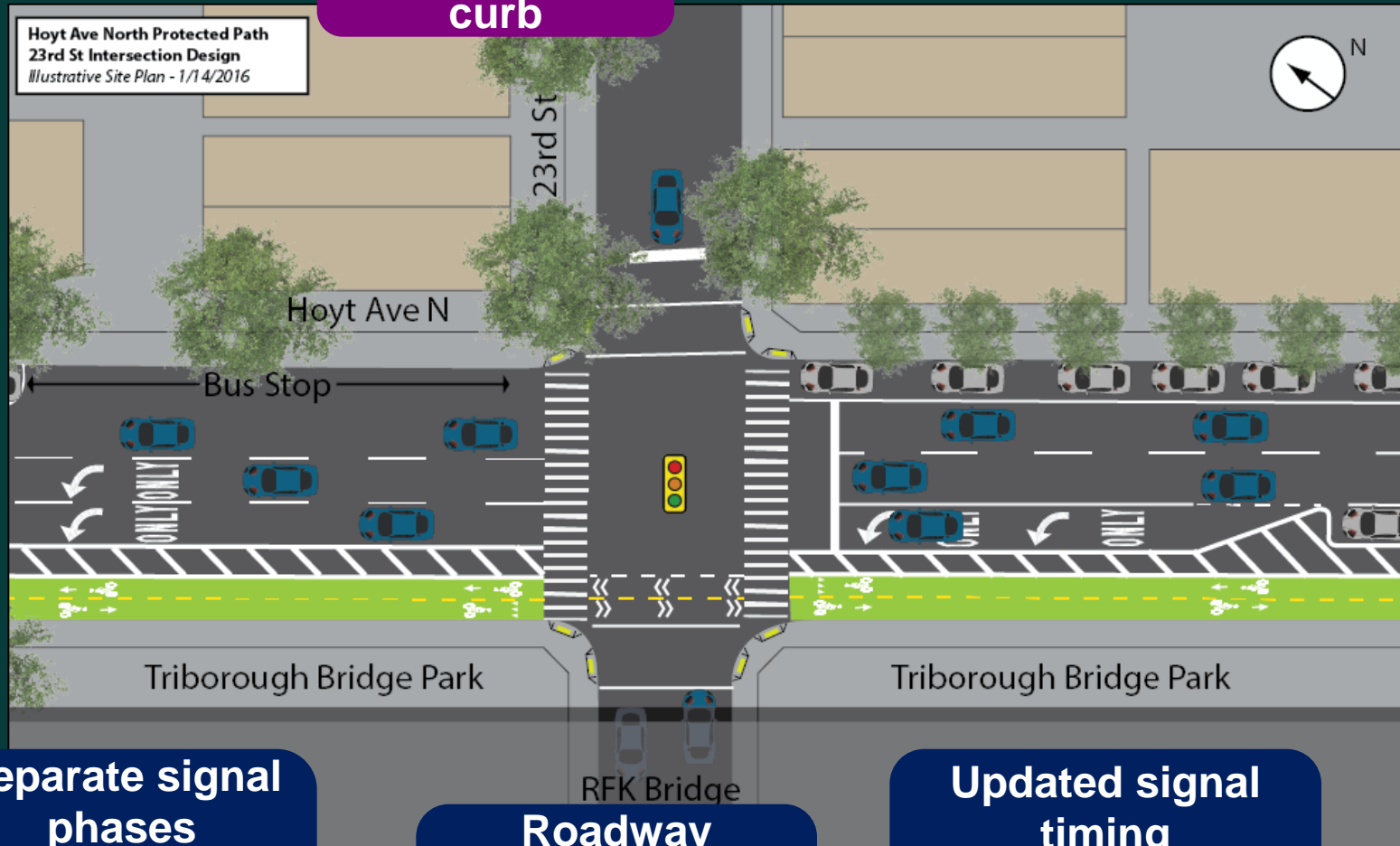
(3) Hoyt Ave North

Proposed Design – 23rd St

(1) Install bike path on south curb

(2) Install left turn lane

(3) Install split signal phase for peds/bikes



Separate signal phases

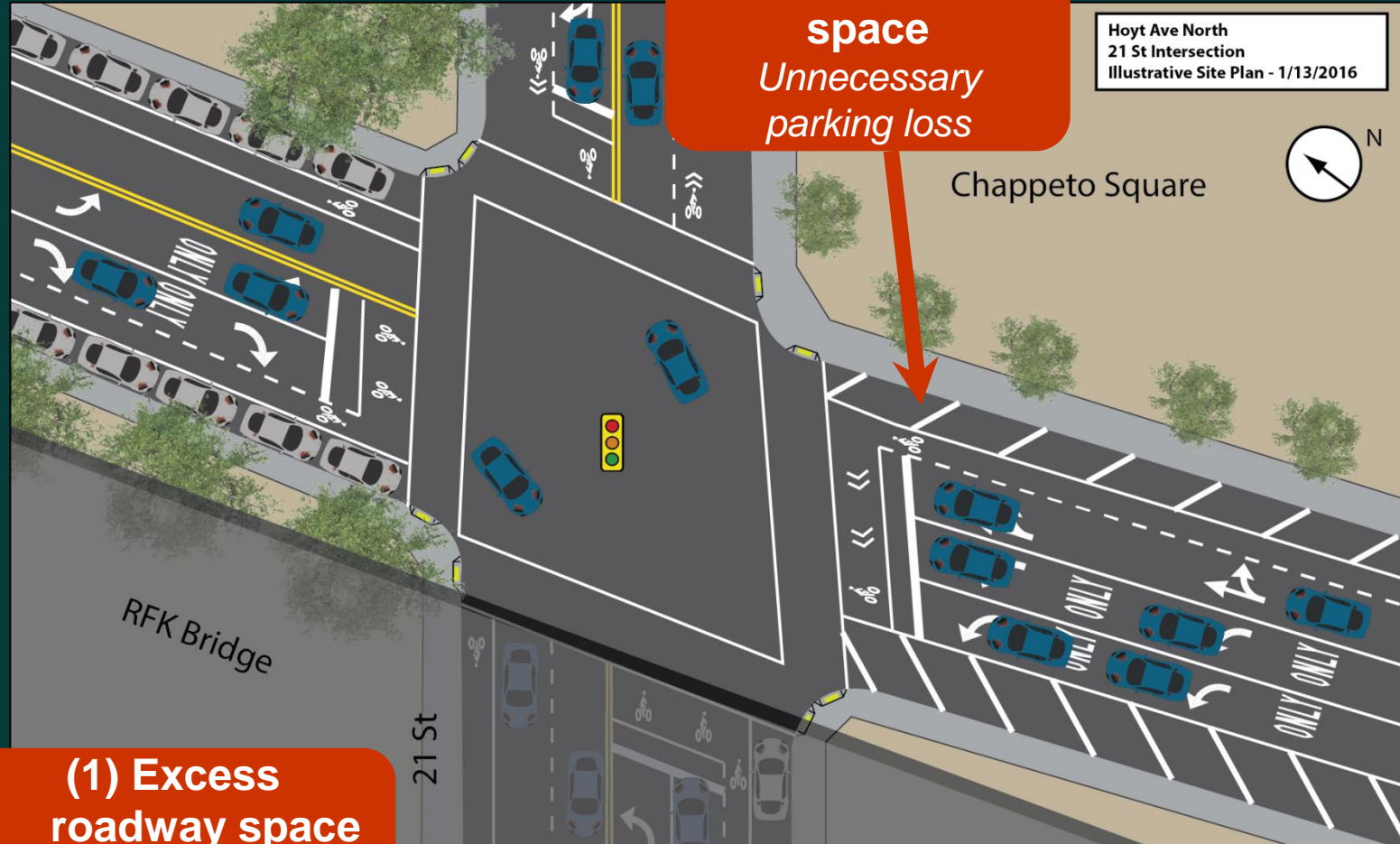
Removes ped conflict with turning vehicles

Roadway narrowed
*Calms traffic
Shortens crossings*

Updated signal timing
additional north/south crossing time

(3) Hoyt Ave North

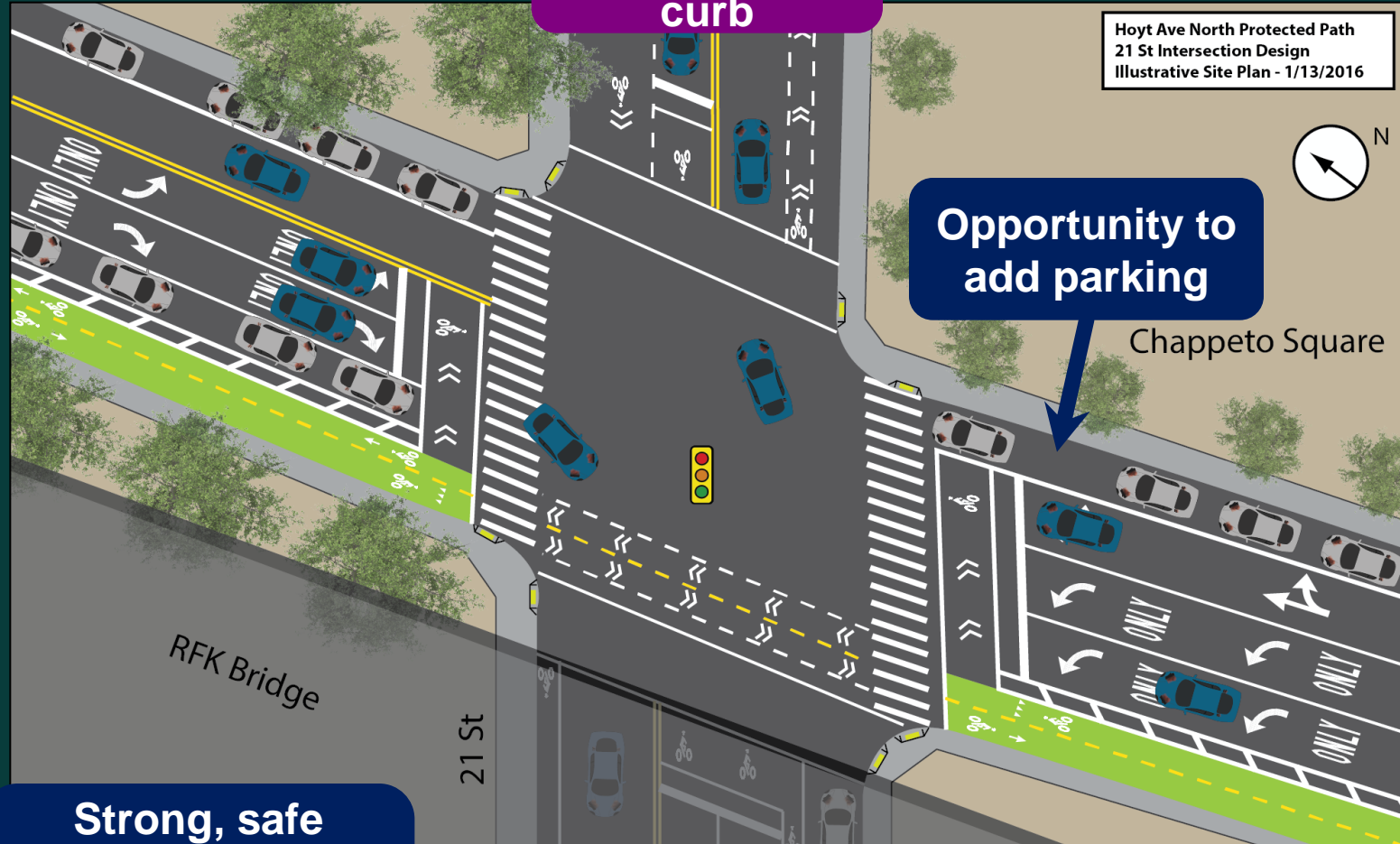
Existing Conditions – 21st St



(3) Hoyt Ave North

Proposed Design – 21st St

(1) Install bike path on south curb



**Strong, safe
bike connection**
*From RFK Bridge to
park/waterfront*

Astoria Park Access and Safety Improvements

Summary of Benefits

Benefits

- **Shore Blvd:**

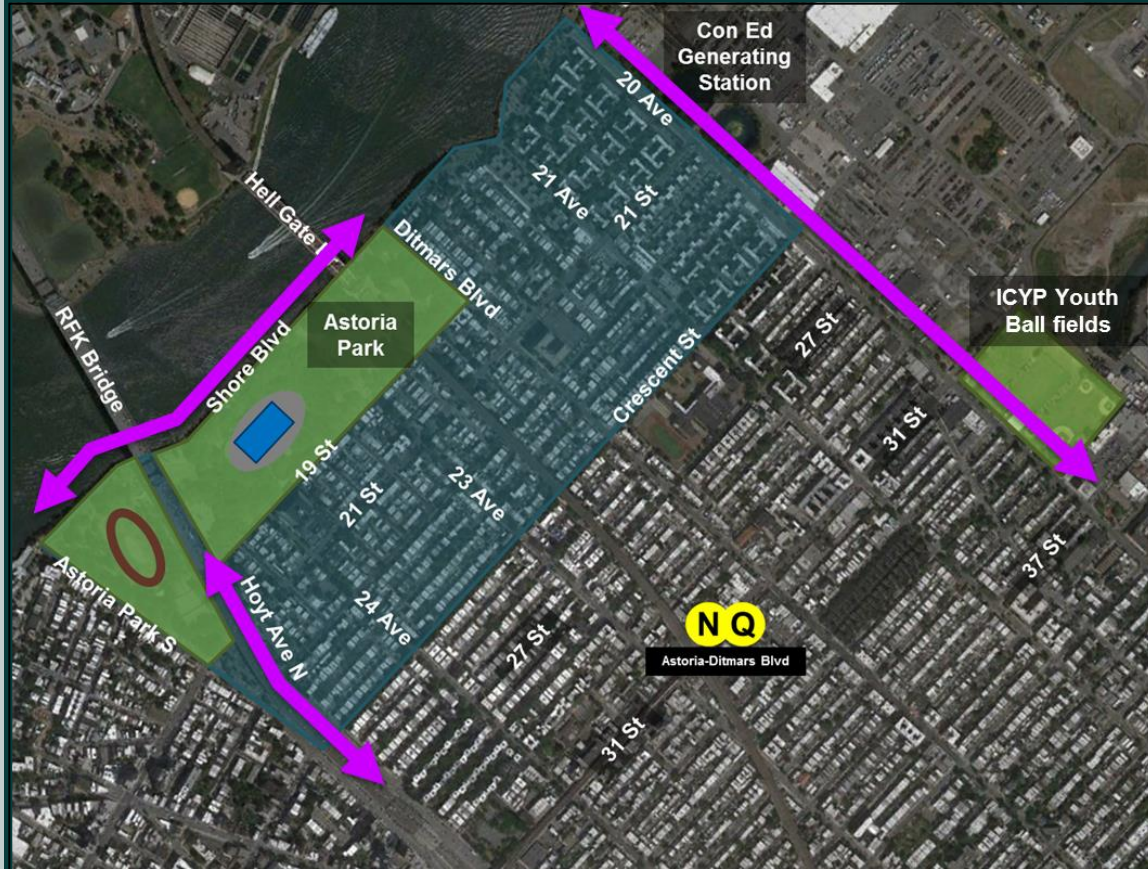
- Improve Safety
 - Traffic calming
 - Shorter/safer ped crossings
 - Improved visibility
- Improved park path experience for peds

- **20th Ave**

- Improve Safety
 - Traffic calming
 - Shorter/safer ped crossings
- Enhances access to recreation and commuter options
 - Ball fields/Astoria Park
 - Waterfront

- **Hoyt Ave:**

- Establish Gateway
- Improve Safety
 - Traffic calming
 - Shorter/safer ped crossings
- Creates stronger links:
 - Astoria Park/Waterfront/RFK



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Thank
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