Astoria Park Access and Safety Improvements
Shore Blvd, 20th Ave, Hoyt Ave North
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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

Study Area Boundaries

- Waterfront
- 20th Ave
- Crescent St
- Astoria Park South/Hoyt Ave
Astoria Park Access and Safety Improvements

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
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

*ATR data collected bet Hells Gate and RFK
(1) Low volume 2-way street
Invites speeding
Disconnects park from waterfront

(2) Bikes on park path
Creates conflicts with pedestrians
(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
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
(1) Wide roadway
Create long crossings

(2) Low volumes and few traffic controls
Invites speeding

(3) Opportunity for improved bike connection
Between waterfront, Astoria Park, and ball fields
**Proposed Design**

(2) 20th Ave

1. Install 2-way parking protected bike path along north curb
2. Create standard width travel lanes

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**PROPOSED**

- Narrows roadway
  - Calms traffic
- Improves pedestrian safety
  - Increases visibility
  - Shortens crossing
- Capitalizes on edge condition
  - Extends greenway experience
  - Connects waterfront, park and ball fields
Example of Proposed Design

Precedent photo: Kent Ave, Brooklyn
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
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

* ATR collected bet 28th St and 27th St
(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
Inconsistent traffic controls along corridor

(1) Crescent St
Left turn bay
No left turn phase

(2) 23rd St
No left turn bay
No left turn phase

(3) 21st St
Double left turn bay
Left turn phase

(3) Hoyt Ave North
Existing Conditions
**Intersection drawing**

###存在的条件：问题 – Crescent St

1. **左转车道，但无左转信号阶段**
   - 自由流动左转可能与行人冲突

2. **宽阔的街道**
   - 超额容量
   - 长行人过街

3. **公交车在自行车道上的停靠站**
   - 一些骑自行车的人感到不舒服

**Hoyt Ave North Protected Path**

**Crescent St Intersection Design**

**Illustrative Site Plan - 1/13/2016**
(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

(1) No left turn lane or left turn phase
Free flow left turn conflicts with peds, back pressure

(2) Wide street
Excess capacity
Long pedestrian crossings

(3) Bus stop in bike lane
Some cyclists feel uncomfortable
(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

(1) Excess roadway space
Large channelized section

(2) Underutilized space
Unnecessary parking loss
(3) Hoyt Ave North
Proposed Design – 21st St

(1) Install bike path on south curb

Opportunity to add parking

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