Astoria Park Access and Safety Improvements
Shore Blvd, 20th Ave, Hoyt Ave North
AGENDA
• Background/Neighborhood Outreach
• Study Area
• Proposed Projects
  • Shore Blvd
  • 20th Ave
  • Hoyt Ave North
• Summary
• Questions
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
- Improve pedestrian connection to park
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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
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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) Shore Blvd
Ditmars Blvd to Astoria Park S – Issues

EXISTING
(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
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 – Curb Extensions

Shore Blvd Buffered Path
Pedestrian Crossing Design
Illustrative Site Plan - 1/19/2016

East River

Shore Blvd

Astoria Park
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
• 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
 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
PROPOSED

We are narrowing the travel space not just the perception.

(2) 20th Ave
Proposed Design

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

(2) Create standard width travel lanes

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
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
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*
(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
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
(3) Hoyt Ave North
Existing Conditions: Issues – Crescent St

(1) Left turn lane, but not left turn signal phase
Free flow left turn conflicts with peds

(2) Wide street
Excess capacity
Long pedestrian crossings

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

(2) Wide street
Excess capacity
Long pedestrian crossings

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

Hoyt Ave North
21 St Intersection
Illustrative Site Plan - 1/13/2016
(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
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
Astoria Park Access and Safety Improvements
Summary of Benefits
Thank You

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