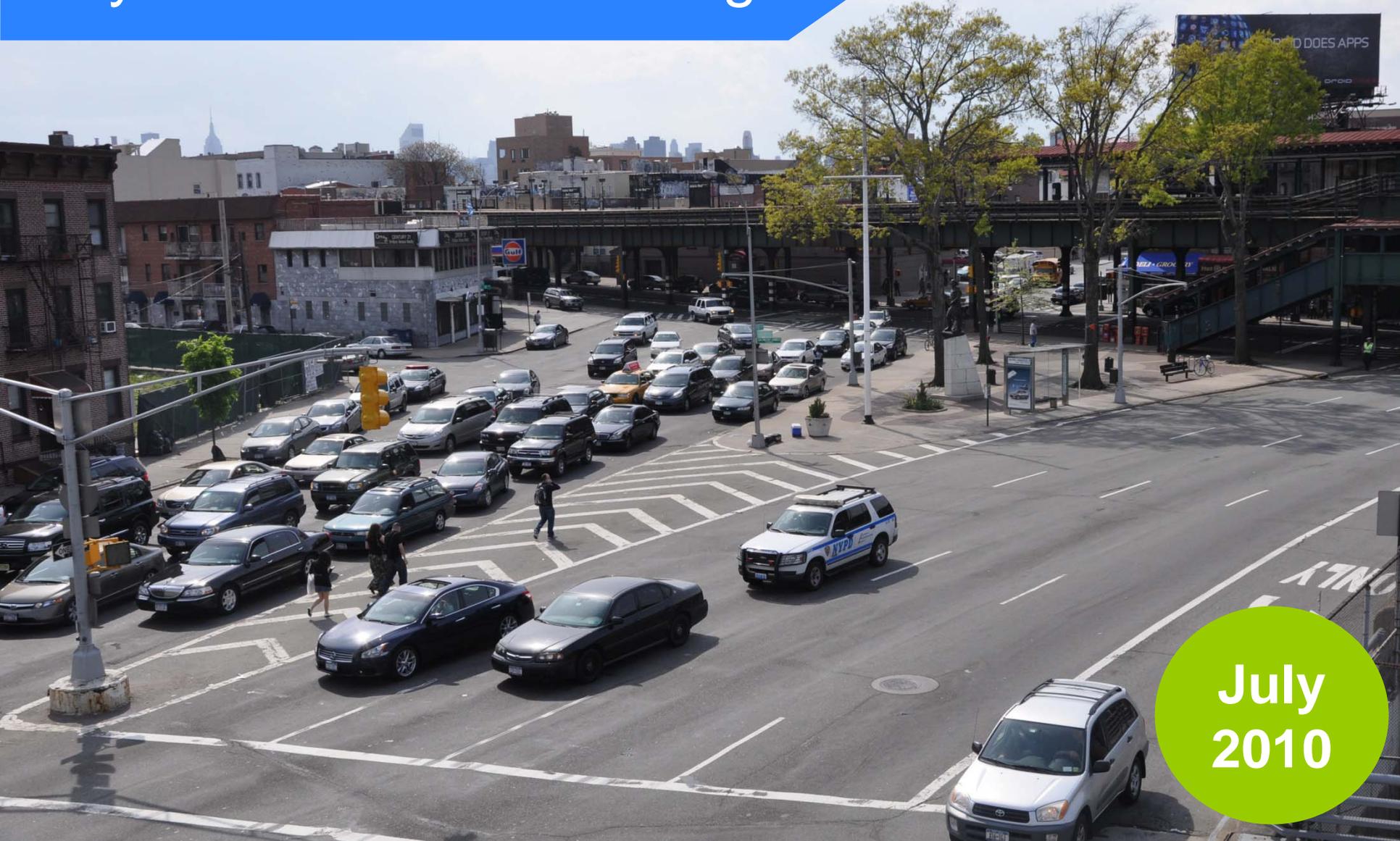


Hoyt Avenue at RFK Bridge



July
2010

Area Map





Hoyt Playground

RFK Bridge

New Senior Center

Astoria Blvd.
Subway Station

Columbus Triangle



Hoyt Avenue North

Hoyt Avenue South

RFK Bridge

29th Street

Astoria Blvd.

31st Street

Grand Central Pkwy

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



Background

- **Chaotic Traffic Patterns**
 - RFK Bridge and Grand Central Parkway access
- **Community Destinations**
 - Parks
 - Schools
 - Restaurants
 - Retail Corridors

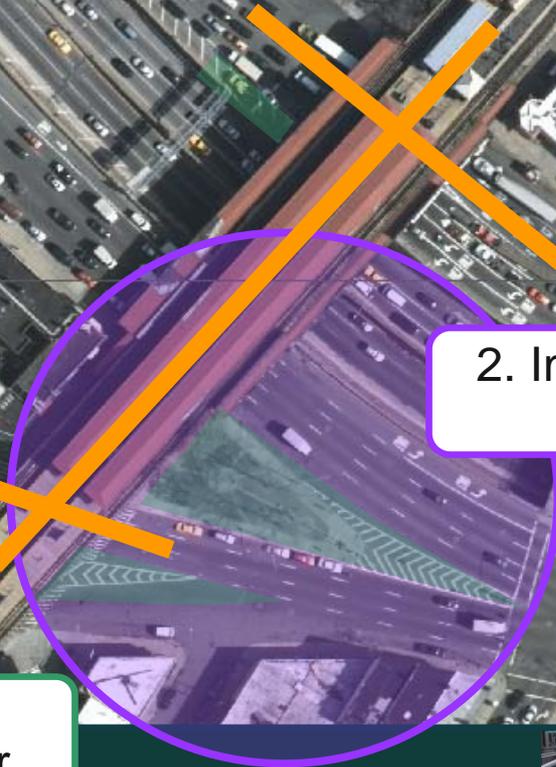


Focus Areas

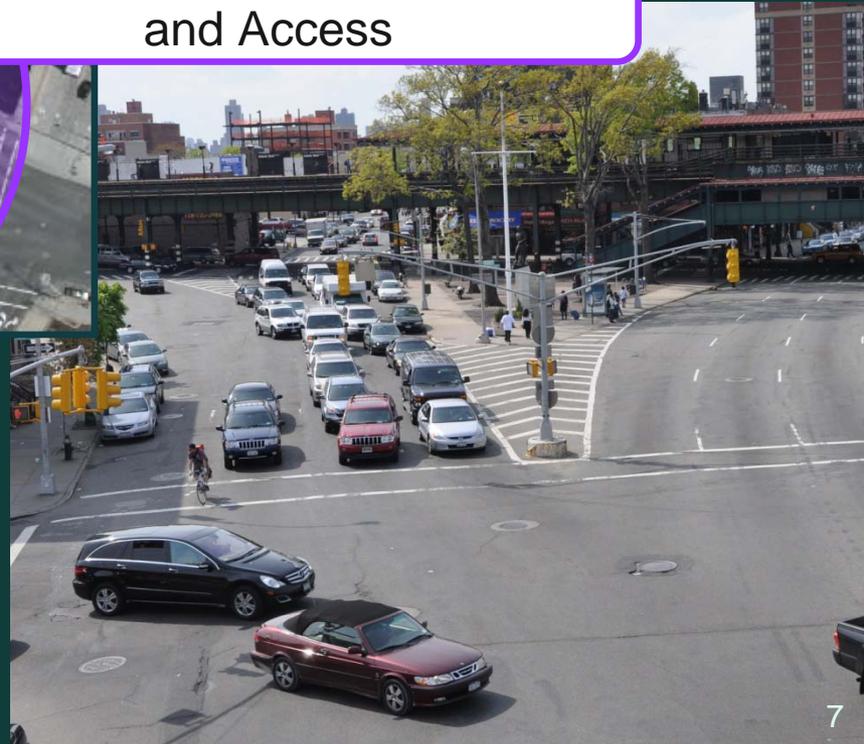
1. Add Traffic Signal



4. Reduce Congestion & Improve Transit Mobility



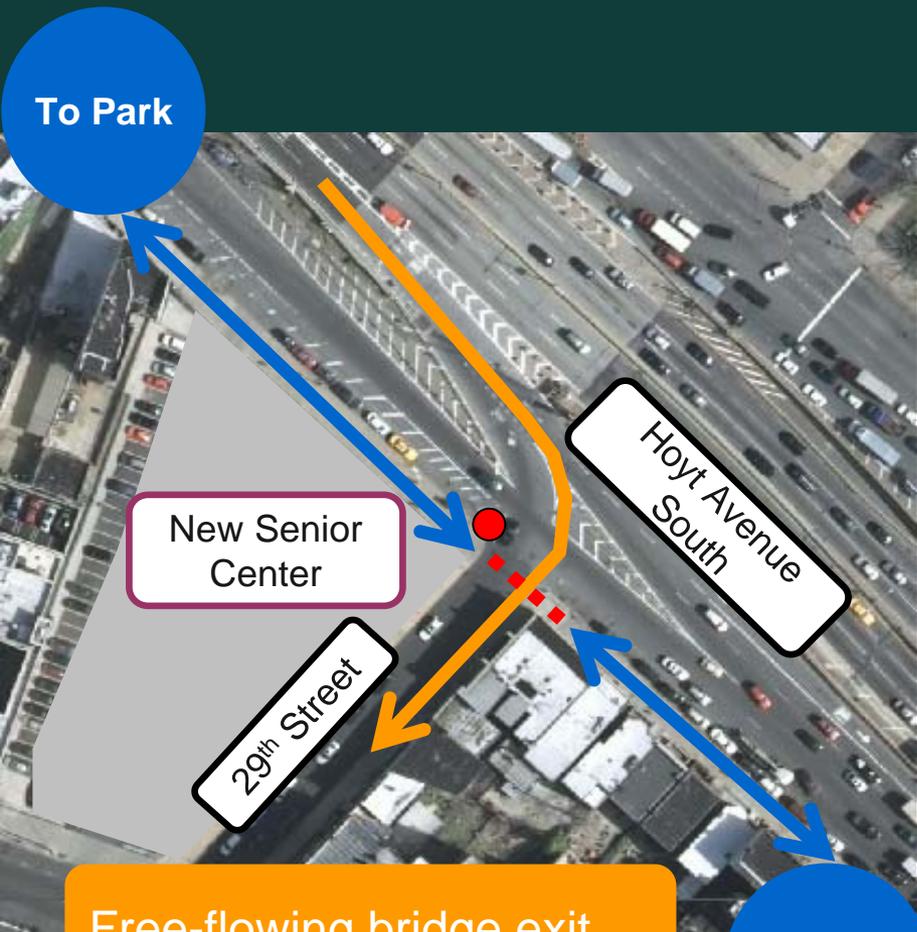
2. Improve Safety, Circulation, and Access



3. Enhance Intermodal Center



1. Hoyt Ave. and 29th Street Signal



Free-flowing bridge exit

No crosswalk

Popular pedestrian route

To Subway

To Park

New Senior Center

Hoyt Avenue South

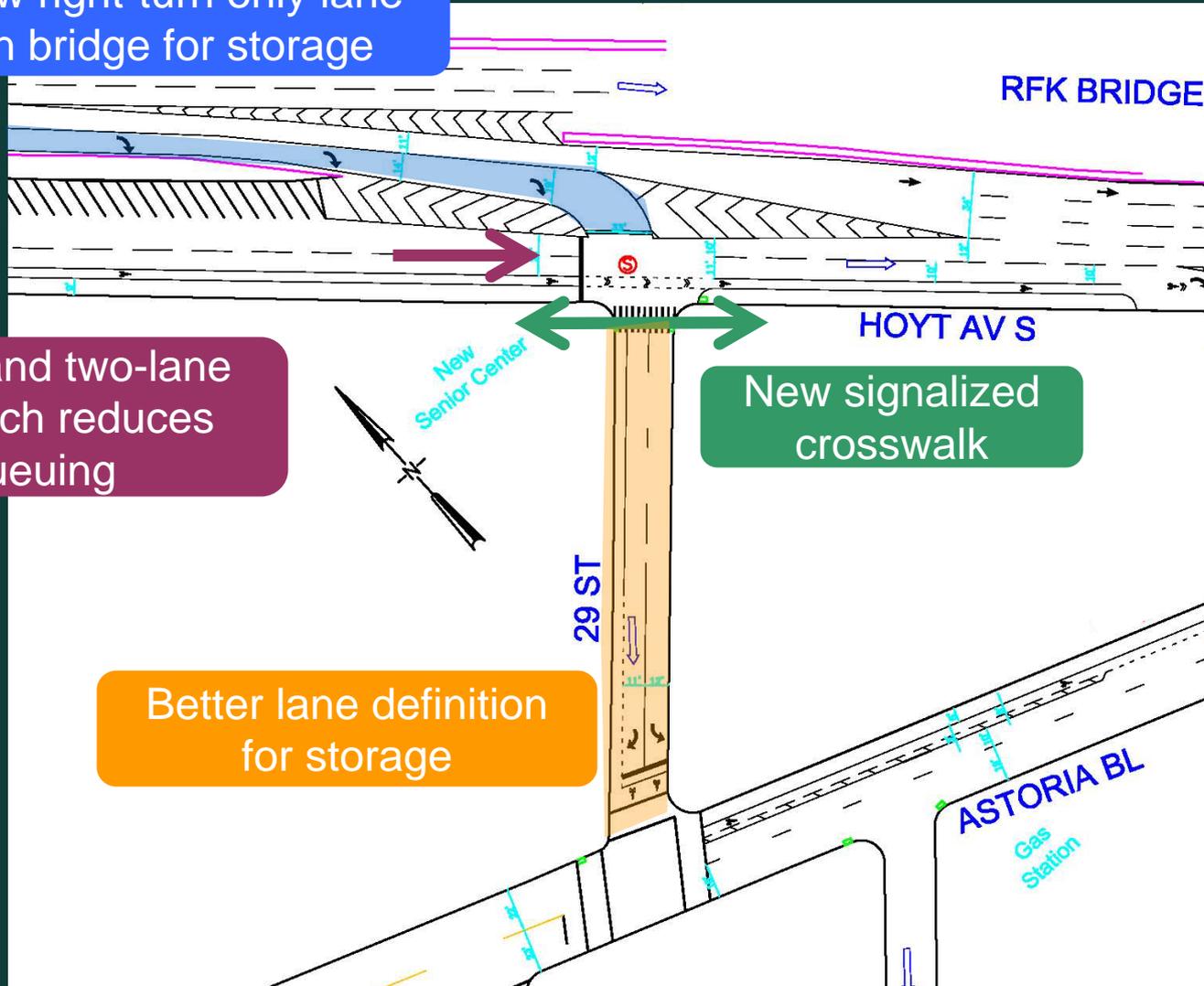
29th Street

1. Hoyt Ave. and 29th Street Signal

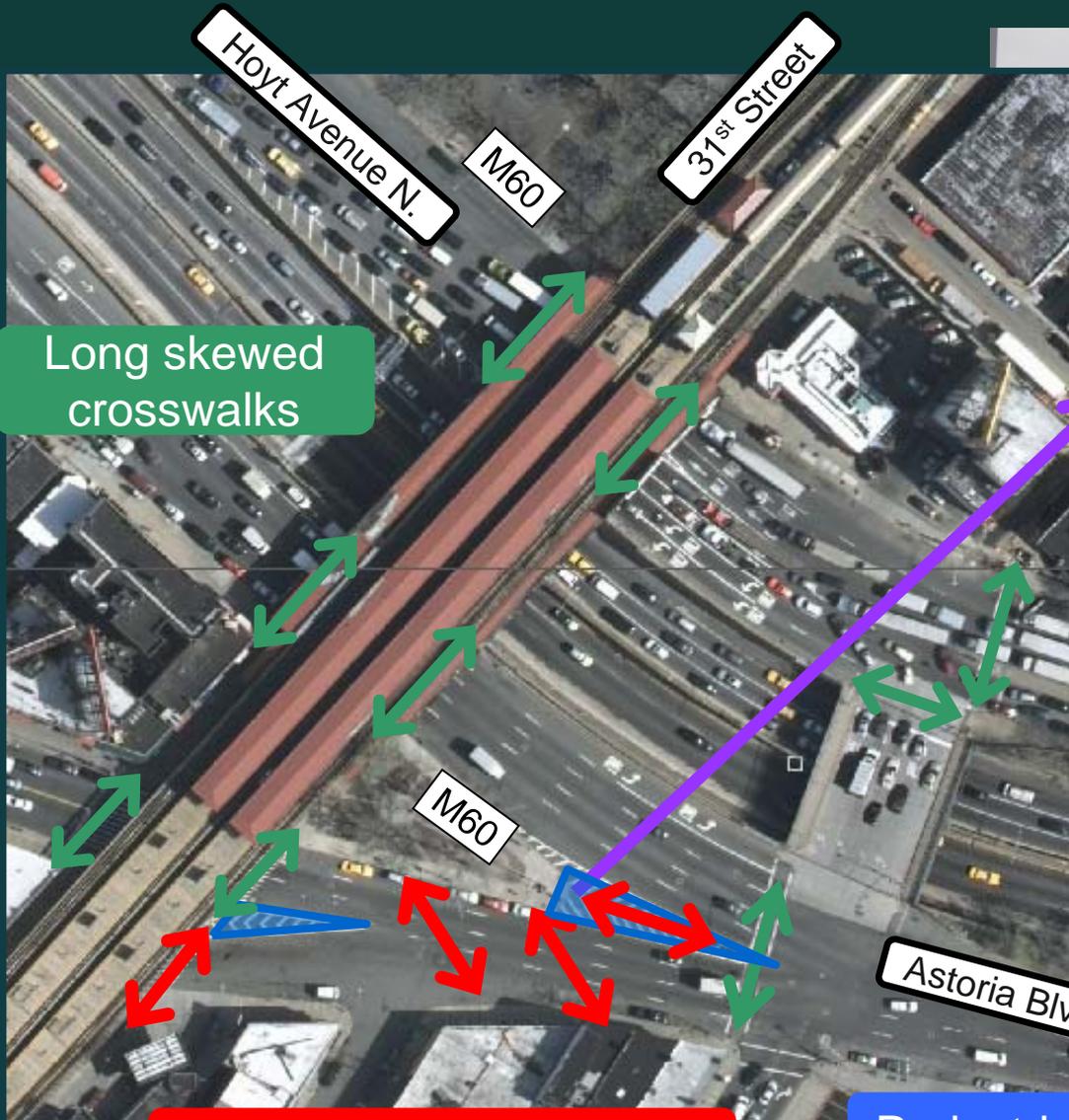
New right-turn only lane on bridge for storage

Signal and two-lane approach reduces queuing

Better lane definition for storage



2. Multimodal Access



Long skewed crosswalks

Unprotected desire lines

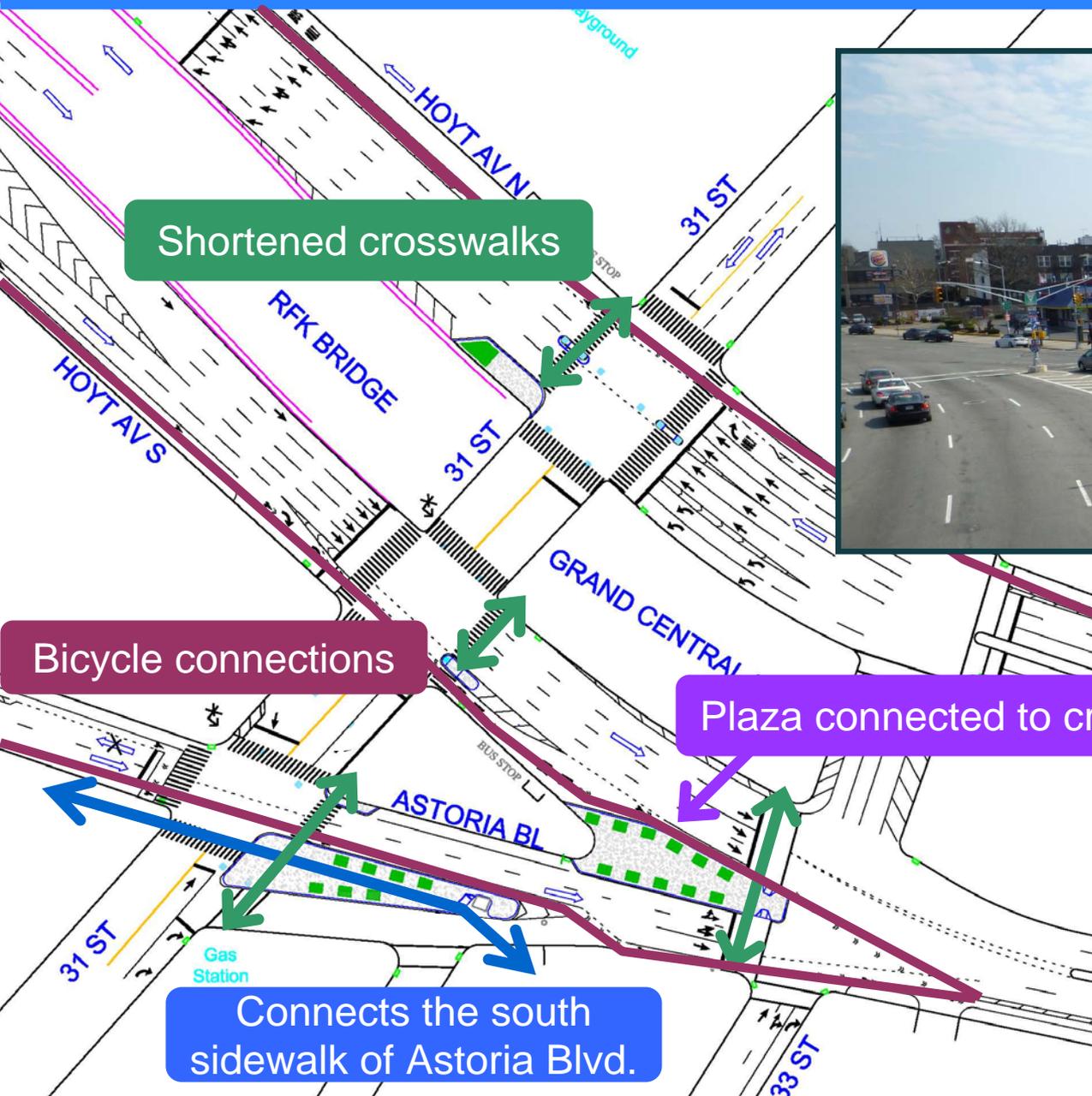


No safe route to crosswalk



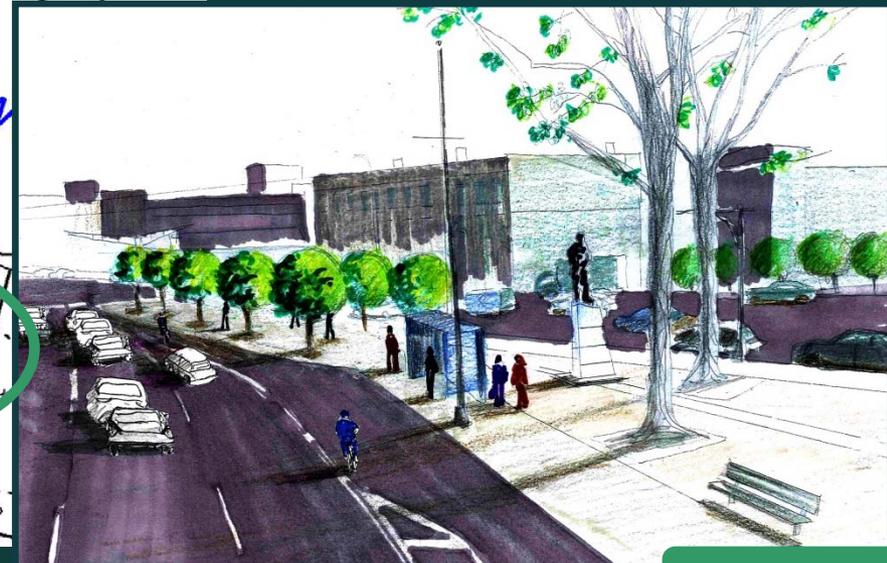
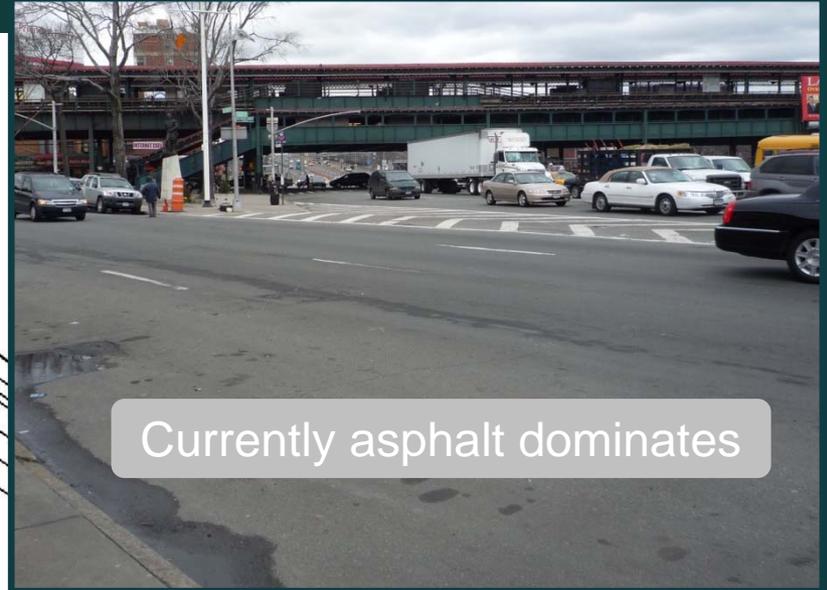
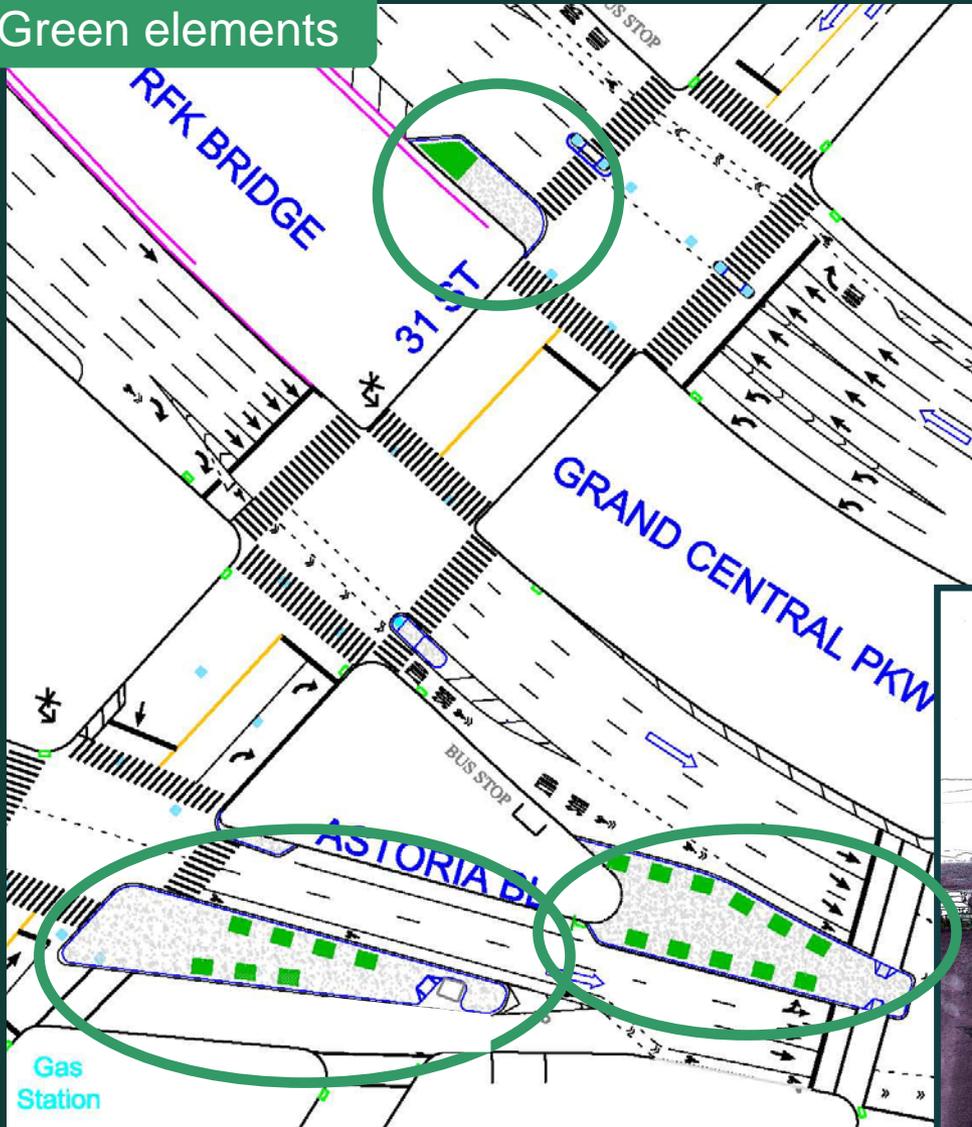
Pedestrians use channelization

2. Multimodal Access



3. Enhance Intermodal Center

Green elements



Proposed

3. Enhance Intermodal Center

Existing

- Stitches together neighborhood
- Improves community aesthetics



Proposed

- Enhances gateway to NYC at the LaGuardia subway/bus connection

4. Reduce Congestion & Improve Transit Mobility

Highway traffic



Bridge traffic



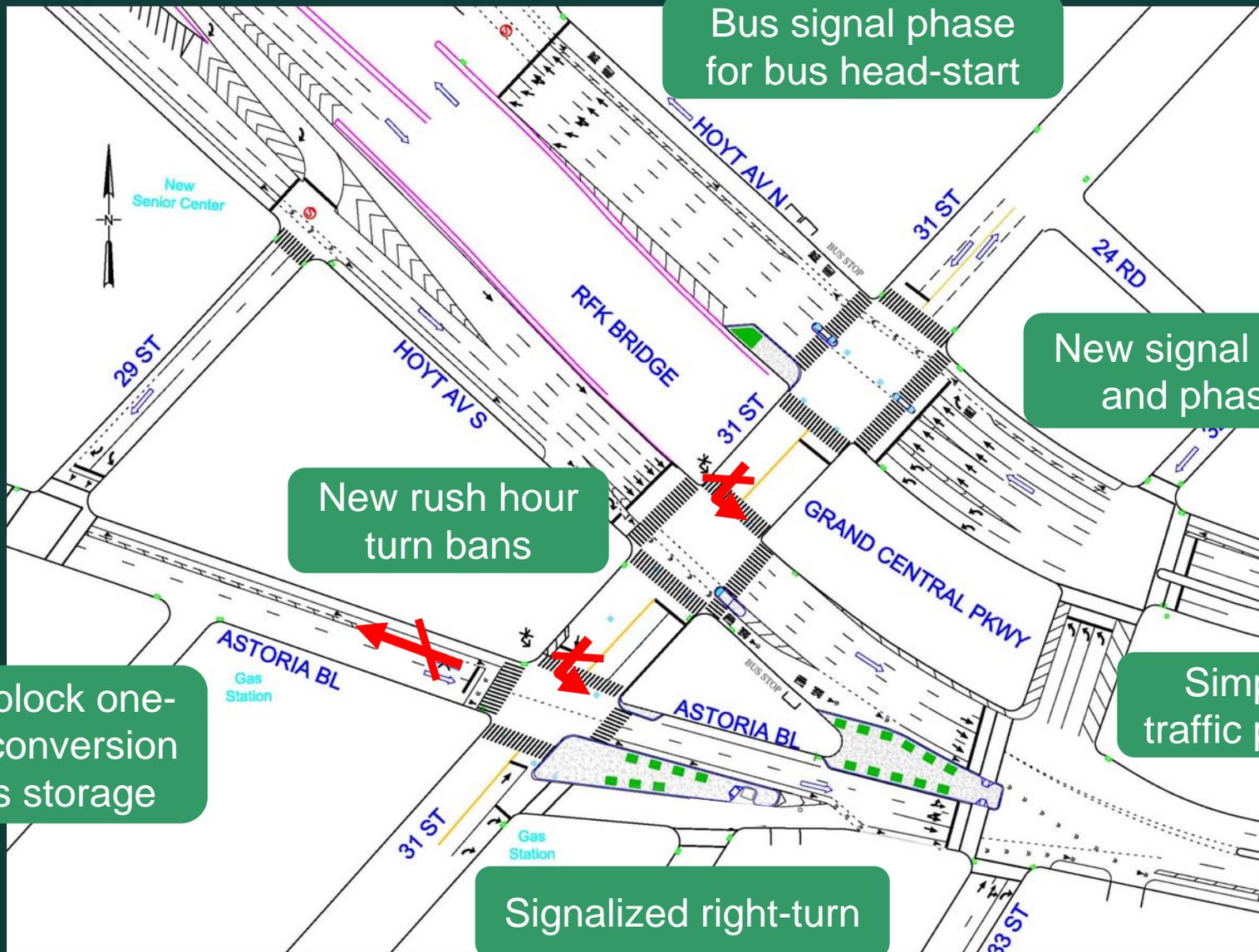
Bus crosses four lanes to get to bridge



Highway/Bridge-neighborhood junction



4. Reduce Congestion & Improve Transit Mobility



Bus signal phase for bus head-start

New signal timing and phasing

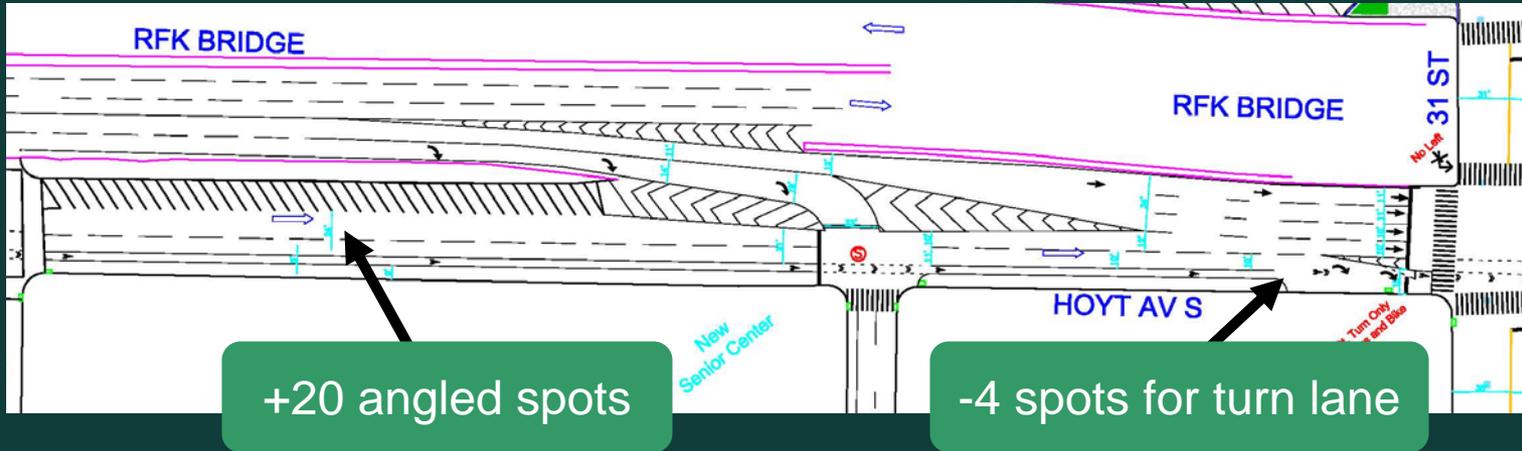
New rush hour turn bans

One block one-way conversion adds storage

Signalized right-turn

Simplified traffic patterns

Additional Elements



Proposal Summary



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

Questions and Comments

Thank
You

www.nyc.gov/dot

