Commissioner Polly Trottenberg     New York City Department of Transportation
Presented by the Pedestrian Projects Group on May 7, 2014 to Community Board 1 Transportation Committee
**Introduction**

- **Area Improvements, 2010**
  - Pedestrian plazas with landscaping
  - Shortened crosswalks
  - Enhanced transit connections
  - Adjusted signal timing and phasing
  - Added signal and crosswalks at bridge exit/29th Street
  - Simplified traffic patterns
  - Rush-hour turn bans
  - Bicycle network connections

- **Safer Conditions**
  - Total crashes \(\downarrow 23\%\)
  - Crashes with injuries \(\downarrow 23\%\)

- **Phase II (Proposed)**
  - Divide Astoria Blvd North and Highway Exit Ramp
  - Simplified traffic patterns
  - Reduced sideswiping
Existing Condition

Issues
- Weaving
- Sideswiping/Collisions
- Little room to merge
- Signals cannot solve the problem as past attempts have caused additional issues
Proposal

Hoyt Ave N.

Neptune Diner

To RFK Bridge

Grand Central / I-278
Pedestrian Plazas
Hoyt Playground
Astoria Blvd Subway Station

Exit Ramp

Burger King

Astoria Blvd N.
Proposal Detail

- New lane markings
- Quick Curb (red dashed line)
- Channelization
- Median Extension
- Neptune Diner
- 31st St
- 32nd St
- Astoria Blvd N.
Proposal – Permitted Movements

Outcomes

- Weaving and crossing traffic eliminated
- Merging zone moves west of 31st Street, with reduced volume
- Turn restrictions