31st Ave
Bicycle Route and Pedestrian Safety Improvements

New York City Department of Transportation
Presented to Queens CB 1, Transportation Committee. March 8th, 2016
AGENDA

- Project Overview
- Proposed Project
  - Existing Conditions
  - Issues
  - Proposed Design
- Summary of Proposal
- Questions
31st Ave
Project Overview: Context and Issues

Bike Connections in Northern Queens
- Limited east-west through streets
- BQE is a barrier between neighborhoods
- No bike connection between Astoria and Jackson Heights
- Limited bike access to Queens Waterfront Greenway, waterfront destinations
- Neighborhoods underserved by subway
Waterfront Destinations:
1. Astoria Park
2. Hallets Point
3. Socrates Sculpture Park
4. Flushing Bay Promenade

Other Destinations:
5. Elmjack Little League
6. St. Michael’s Playground
7. Icyp Youth Program
8. Hoyt Playground
9. Sean’s Place
**31st Ave**

**Project Overview: Location and Connections**

- **31st Ave Bike Route in Astoria**
  - Neighborhood Bike Route
  - Access to Greenway and waterfront destinations
  - Connection to existing routes on 35th St/36th St
  - Connection to Jackson Heights

**Proposed Bike Network Expansion in Jackson Heights would:**
- Complete connection across Queens
- Provide access to Flushing Bay Promenade

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**LEGEND**

- **Proposed Bicycle Facilities**
  - Proposed Bicycle Facilities

- **Existing Bicycle Facilities**
  - Protected Bicycle Path
  - Bicycle Lane
  - Shared Lane
  - Signed Lane
Project Overview: Street Widths Along Corridor

- 40’ Wide Vernon Blvd to Crescent St
- 50’ Wide Crescent St to 32nd St
- 40’ Wide 32nd St to 49th St
- 50’ Wide 49th St to BQE

Legend:
- Proposed Bicycle Facilities
  - 40’ Wide
  - 50’ Wide

Existing Bicycle Facilities:
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Lane
31st Ave
40’ Wide Sections - Existing Conditions

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking
Lack of Bike Markings
- No indication to drivers to look for cyclists
- No markings to guide cyclists
Shared Lane Markings

- Alerts drivers to the presence of cyclists
- Guides cyclists away from door zone
- Provides wayfinding for cyclists

31st Ave
40’ Wide Sections - Proposed Design
31st Ave
40’ Wide Sections - Example of Proposed Design

Vanderbilt Ave, BK
31st Ave
50’ Wide Sections - Existing Conditions

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking
31st Ave
Existing/Issues

Wide Travel Lanes
Encourage speeding

Lack of Bike Markings
No dedicated space for cyclists

25’ Combined Travel/ Parking Lane

25’ Combined Travel/ Parking Lane

50’
31st Ave
50’ Wide Sections - Proposed Design

Standard Width Travel Lanes
*Discourage speeding*

Flush Median
*Organizes roadway*

Bike Lanes
*Provide dedicated space for cyclists*
*Alert drivers to the presence of cyclists*
31st Ave
Example of Proposed Design

Ocean Ave, BK
31st Ave
Pedestrian Enhancements

High Visibility Crosswalk
- Provide safer crossing
- Improved visibility
**31st Ave**
Existing Conditions - 31st Ave at Hobart St/51st St

- **Existing Alignment**
  - Reduced visibility
  - Wide Travel Lanes
  - Encourages speeding
31st Ave
Safety Enhancements - 31st Ave at Hobart St/51st St

Curb Extension
- Safer/shorter crossing
- Improves alignment

Markings
- Improves visibility
- Improves alignment
- Organizes roadway
Summary of Benefits

- Major east-west bicycle connection across Queens
- Connection to existing network, and Queens waterfronts
- Organizes roadway users, improves circulation
- Calms traffic, improves safety
- No lane, or parking loss
- Provides transportation alternative in area underserved by subway system
Questions?

Thank You