31st Ave
Bicycle Route and Pedestrian Safety Improvements

New York City Department of Transportation
Presented by the Bicycle and Greenway Program June 21, 2016 to Queens Community Board 1
AGENDA

- Project Overview
  - Context and Issues
  - Destinations
  - Bicycle Volumes
- Proposed Project
  - Project Area
  - Existing Conditions
  - Issues
  - Proposed Design
  - Focus Area
  - Summary of Proposal
- Questions
Context and Issues

Bike Connections in Northern Queens
- Limited east-west through streets
- BQE is a barrier between neighborhoods
- No direct bike connection between Astoria and Jackson Heights
- Limited bike access to Queens Waterfront Greenway, waterfront destinations
- Neighborhoods underserved by subway
Destinations

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 Area and Street Widths

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 (Vernon Blvd to Crescent St, 31st St to 49th St)

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

31st Ave (Vernon Blvd to Crescent St, 31st St to 49th St)
40’ Wide Sections - Issues
31st Ave (Vernon Blvd to Crescent St, 31st St to 49th St)

40’ Wide Sections - Proposed Design

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

7’ Parking Lane
13’ Shared Lane
13’ Shared Lane
7’ Parking Lane

40’
31st Ave (Vernon Blvd to Crescent St, 31st St to 49th St)
40’ Wide Sections - Example of Proposed Design
31st Ave (Crescent St to 31st St, 49th St to BQE)
50’ Wide Sections - Existing Conditions

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking
31st Ave (Crescent St to 31st St, 49th St to BQE)

50’ Wide Sections - 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 (Crescent St to 31st St, 49th St to BQE)
50’ Wide Sections - Proposed Design

Markings + Flush Median
- Organize and guide roadway users
- Standardize travel lane width

Bike Lanes
- Provide dedicated space for cyclists
- Alert drivers to the presence of cyclists
31st Ave (Crescent St to 31st St, 49th St to BQE)
50’ Wide Sections - Example of Proposed Design

Ocean Ave, BK
31st Ave
Pedestrian Enhancements

High Visibility Crosswalks
- Safer crossing
- Increase visibility

Markings
- Organize roadway users
- Increase predictability of cyclists’ location and movements
- Improve alignment, and visibility
Focus Area: Proposed Enhancements

- Upgrade to High Visibility Crosswalk all controlled intersections
- Conduct signal study on 31st Ave at 49th St, and 55th St
- Explore speed bump on 57th St (in front of playground)
- Explore changing parking regulations:
  - Existing 2-hr to 1hr on 31st Ave bet. 51st St and 54th St;
  - No Parking 8am-6pm (Except Sunday) to No Parking on 31st Ave between 57th St and 58th St)
Proposed: 31st Ave at Hobart St/51st St

- **Curb Extension**
  - Safer/shorter crossing
  - Improves alignment

- **Markings**
  - Improves visibility
  - Improves alignment
  - Organizes roadway

**Existing Alignment**
- Reduced visibility due to alignment

**Wide Travel Lanes**
- Encourages speeding
Proposed: 31st Ave (57th St to 58th St)

Remove parking under train tracks
Where roadway narrows, provide space so dealership customers do not block lane
31st Ave

Safety Statistics: Nearby Similar Projects

DOT analyzed crash statistics for similar projects installed in CB 1 after 2007

Bike lane and shared lane projects in Community District 1:
- Vernon Blvd – 2008
- 35th St – 2008
- 28th/29th St – 2009
- 34th Ave – 2009
- Hoyt Ave – 2010

7.4% Decline in Total Injuries

Source: NYPD AIS/TAMS Crash Database
Community Board 3 voted in support of the Bicycle Route and Pedestrian Safety Improvements Project on 06/16/2016
Summary of Benefits

- Major east-west bicycle connection
- Connection to existing network, and Queens waterfronts
- Organizes roadway users, improves circulation
- Calms traffic, improves safety
- No lane, or parking loss due to bike lane (parking will be lost adjacent to car dealership, east of 57th Street)
- Provides transportation alternative in area underserved by subway system