31st Ave / 32nd Ave
Bicycle Route and Pedestrian Safety Improvements

New York City Department of Transportation
Presented to Queens CB 3, Transportation Committee. June 13th, 2016
AGENDA

• Project Overview
• Background
• Proposed Project
• Summary of Proposal
• Questions
Proposed Project Route

Cross Queens Bike Route

Planned 31st Ave Bike Route in Astoria will:
• Create direct east-west bike route with connection across BQE
• Improve access to Western Queens, and East River Bridges

Project Goals
• Create strong bike corridor across Queens, with connection to Astoria
• Build neighborhood network that connects to existing routes
• Improve access to Greenway and waterfront destinations

LEGEND
Proposed Bicycle Facilities
- Proposed Bicycle Facilities

Existing Bicycle Facilities
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Lane
Potential Routes
Considerations

Connectivity
- Destinations
- To existing network
- In/outside neighborhood
- Routes wanted
- Routes used

Safety
- Vision Zero (injuries and fatalities)
- Traffic volumes
- Conflicting movements

Geometry
- Design limitations and opportunities
- Street width
- Grid change
- Facility type

Safety is both an issue and an opportunity
Background

Destinations and Connectivity

Hallets Point
Socrates Sculpture Park
Astoria Park
St. Michael’s Playground
Jackson Heights Shopping Center
Gorman Playground
East Elmhurst Playground
Fisher Pool
Flushing Bay Promenade
Louis Armstrong House Museum

1 mile to Flushing Meadows Corona Park

ASTORIA

1 mile to Flushing Meadows Corona Park

LONG ISLAND CITY

SUNNYSIDE

WOODSIDE

JACKSON HEIGHTS

EAST ELMHURST

St. Michael’s Playground

Existing Bicycle Facilities

Protected Bicycle Path
Bicycle Lane
Shared Lane
Signed Lane

LEGEND
Project is located within a Vision Zero Priority Area

Total Pedestrian and Cyclists Injuries (2010-2014):
• 96 Pedestrians
• 47 Cyclists

Injury Summary 2010-2014 (5 Years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>98</td>
<td>10</td>
<td>1</td>
<td>11</td>
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<tr>
<td>Bicyclist</td>
<td>47</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>537</td>
<td>18</td>
<td>2</td>
<td>20</td>
</tr>
<tr>
<td>Total</td>
<td>682</td>
<td>32</td>
<td>3</td>
<td>35</td>
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</tbody>
</table>

Fatalities, 01/01/2010-3/28/2016: 3
Background

Safety Impacts of Roadway Markings

Markings organize the roadway, establish standard lane widths that discourage speeding.

Bike lanes provide dedicated space for cyclists and increase predictability of cyclist location.

Bike lanes and shared lanes alert drivers to the presence of cyclists and provide wayfinding for cyclists.

High visibility crosswalks increase visibility of pedestrians crossing and discourage drivers from encroaching into crosswalk.
**31st Ave Corridor - Street Geometry**

### 31st Ave

- **West of 73rd St**
  - 50’ Wide
  - Sufficient width for bike lanes in both directions

- **East of 73rd St**
  - 44’ Wide
  - Not enough room for bike lanes in both directions

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**Legend**

- **Existing Bicycle Facilities**
  - Protected Bicycle Path
  - Bicycle Lane
  - Shared Lane
  - Signed Lane
Proposed Project Route

Proposed Bike Network

(1) Extend 31st Ave Bike Lanes (BQE to 73rd St) Connect to planned Astoria bike lanes

(2) Install Bike Lanes on 31st Ave (EB) and 32nd Ave (WB) (73rd St to 101st St/Astoria Blvd)
  • Create bike route across Queens with dedicated lanes in both directions
  • Connection to 108th St bike route project approved in 2015

(3) Connect to Waterfront and Neighborhood
  • Shared lanes on 27th Ave connect to Flushing Bay Promenade
  • Shared lane on 31st Ave (WB) connects waterfront to neighborhood
  • Bike lanes on 100th St/101st St, 74th St / 75th St connect to 31st Ave and existing network

LEGEND

Existing Bicycle Facilities
- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Lane
Existing Conditions

(1) 31st Ave (BQE to 73rd St)

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking
Proposed Design

(1) 31st Ave (BQE to 73rd St)

**EXISTING**

50’ Wide
Two-Way

**PROPOSED**

Use excess roadway space to create dedicated lanes for cyclists

Install flush median to discourage speeding

No parking loss
Example of Proposed Design

(1) 31st Ave (BQE to 73rd St)
Existing Conditions

(2) 31st Ave (73rd St to 101st St)

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking
**Proposed Design**

(2) 31st Ave (73rd St to 101st St)

**EXISTING**
- 44’ Wide
- Two-Way

**PROPOSED**
- Use excess roadway space to create dedicated lane for eastbound cyclists
- Provide continuous route for westbound cyclists
- No parking loss
Example of Proposed Design

(2) 31st Ave (73rd St to 101st St)
Existing Conditions

(2) **32nd Ave** (94th St - 108th St)

- Mixed-use (mostly residential, some commercial)
- 1-way street
- Curbside parking
Proposed Design

(2) 32nd Ave (94th St - 108th St)

**EXISTING**

- 30’ - 35’ Wide
- One-Way

**PROPOSED**

- Use excess roadway space to provide dedicated space for cyclists
- No parking loss

**Layout**

- North Sidewalk
  - 7’ - 6” Parking Lane
  - 5’ 10’ Travel Lane
  - 7’ - 6” Parking Lane
- South Sidewalk
  - Bike Lane on right side
Example of Proposed Design

(2) 100th /101st St, 74th/75th St

Onderdonk Ave, QN
Existing Conditions

(2) 32\textsuperscript{nd} Ave (74\textsuperscript{th} St to 94\textsuperscript{th} St)

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking
Proposed Design
(2) 32nd Ave (74th St to 94th St)

**EXISTING**
- North Side Walk
- 22' Travel Lane
- South Sidewalk

**PROPOSED**
- North Sidewalk
  - 8' Parking Lane
  - 11' Travel Lane
  - 11' Travel Lane
  - 9' Parking Lane
- South Sidewalk

- 44' Wide
- Two-Way

Use excess roadway space to create dedicated lane for westbound cyclists

No parking loss
Example of Proposed Design

(2) 32nd Ave (74th St to 94th St)
Existing Conditions

(3) 27th Ave

- Residential
- 2-way street
- Curbside parking
Proposed Design
(3) 27th Ave

EXISTING

30’ Combined Travel/Parking Lane

PROPOSED

30’ - 35’ Wide Two-Way

Provide wayfinding to connect cyclists to Flushing Bay Promenade

No parking loss
Example of Proposed Design

(3) 27th Ave

Clove Rd, SI
Existing Astoria Blvd
Planned

Astoria Blvd
Existing Conditions

(3) 100th / 101st St, 74th / 75th St

- Residential
- 1-way street
- Curbside parking
Proposed Design
(3) 100th / 101st St, 74th / 75th St

**EXISTING**

- 30’ Combined Travel / Parking Lane

**PROPOSED**

- 7’ - 6” Parking Lane
- 10’ Travel Lane
- 5’
- 7’ - 6” Parking Lane

- 30’ – 35’ Wide
- One-Way

- Bike Lane on left side

- Use excess roadway space to make connections to existing network

- No parking loss
Example of Proposed Design

(3) 100th / 101st St, 74th / 75th St
31st Ave / 32nd Ave
Pedestrian Safety Improvements

Add HIGH VISIBILITY CROSSWALKS and upgrade STOP BARS to bring intersections to standards
31st Ave / 32nd Ave
Summary of Benefits

• Major east-west bicycle connection across Queens
• Connections to existing network, and Queens water fronts
• Creates safer conditions for cyclists
• Organizes roadway users, maintains roadway capacity
• No parking or travel lane loss
• Provides transportation alternative in area underserved by subway system
(1) 31st Ave
- Install Eastbound Bike Lane Markings from BQE to 101st St
- Install Westbound Bike Lane Markings from 73rd St to BQE
- Install Westbound Shared Lane Markings from 101st St to 73rd St

(2) 32nd Ave
- Install Westbound Bike Lane Markings from 108th St to 74th St

(3) 74th St / 75th St
- Install Northbound Bike Lane Markings from 31st Ave to 34th Ave
- Install Southbound Bike Lane Markings 31st Ave to 34th Ave

(4) 27th Ave
- Install Eastbound Share Lane Markings from 100th St to Ditmars Blvd
- Install Westbound Shared Lane Markings from 100th St to Ditmars Blvd

(5) Pedestrian Safety Enhancements
- Upgrade to High Visibility Crosswalk all signalized intersections
Questions?

Contact: Queens Borough Commissioner’s office 212-839-2510