

# 31<sup>st</sup> Ave / 32<sup>nd</sup> Ave

## Bicycle Route and Pedestrian Safety Improvements

2016





# 31<sup>st</sup> Ave / 32<sup>nd</sup> Ave

## Project Overview

### AGENDA

- Project Overview
- Background
- Proposed Project
- Summary of Proposal
- Questions





# Proposed Project Route

## Cross Queens Bike Route

### 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

### Planned 31<sup>st</sup> 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

#### 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

**Safety is both an issue and an opportunity**



### Geometry

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



# Destinations and Connectivity





# Background Safety

**Project is located within a  
Vision Zero Priority Area**

**Total Pedestrian and  
Cyclists Injuries  
(2010-2014):**

- 96 Pedestrians
- 47 Cyclists

**31<sup>st</sup> Ave (BQE - 101<sup>st</sup> St), 32<sup>nd</sup> Ave (74<sup>th</sup> St - 108<sup>th</sup> St), 27<sup>th</sup> Ave  
(100<sup>th</sup> St - Ditmars Blvd), ( 74<sup>th</sup> / 75<sup>th</sup> St (31<sup>st</sup> Ave - 34<sup>th</sup> Ave)**

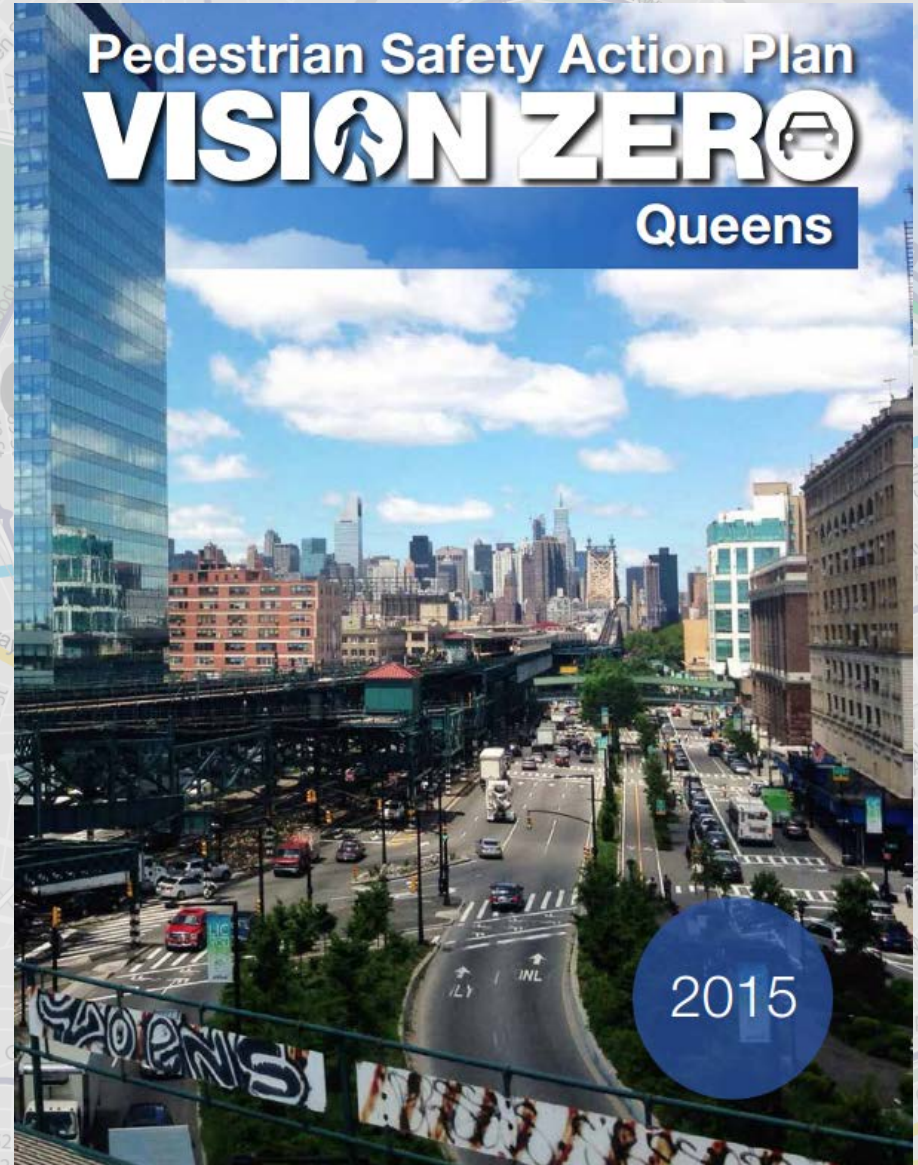
**Injury Summary 2010-2014 (5 Years)**

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	98	10	1	11
Bicyclist	47	4	0	4
Motor Vehicle Occupant	537	18	2	20
Total	682	32	3	35

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

Source: Fatalities: NYCDOT  
Injuries: NYSDOT  
KSI: Persons Killed or  
Severely Injured

**Pedestrian Safety Action Plan**  
**VISION ZERO**  
**Queens**





# 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



# 31<sup>st</sup> Ave Corridor – Street Geometry

**31<sup>st</sup> Ave**  
West of 73<sup>rd</sup> St  
50' Wide  
Sufficient width for  
bike lanes in  
both directions

**31<sup>st</sup> Ave**  
East of 73<sup>rd</sup> St  
44' Wide  
Not enough room for  
bike lanes in  
both directions

## LEGEND

### Existing Bicycle Facilities

- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Lane



# Proposed Project Route

## Proposed Bike Network

### (1) Extend 31<sup>st</sup> Ave Bike Lanes

(BQE to 73<sup>rd</sup> St)  
*Connect to planned  
Astoria bike lanes*

### (2) Install Bike Lanes on 31<sup>st</sup> Ave (EB) and 32<sup>nd</sup> Ave (WB)

- (73<sup>rd</sup> St to 101<sup>st</sup> St/Astoria Blvd)*
- *Create bike route across Queens with dedicated lanes in both directions*
  - *Connection to 108<sup>th</sup> St bike route project approved in 2015*

### (3) Connect to Waterfront and Neighborhood

- *Shared lanes on 27<sup>th</sup> Ave connect to Flushing Bay Promenade*
- *Shared lane on 31<sup>st</sup> Ave (WB) connects waterfront to neighborhood*
- *Bike lanes on 100<sup>th</sup> St/101<sup>st</sup> St, 74<sup>th</sup> St / 75<sup>th</sup> St connect to 31<sup>st</sup> 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)

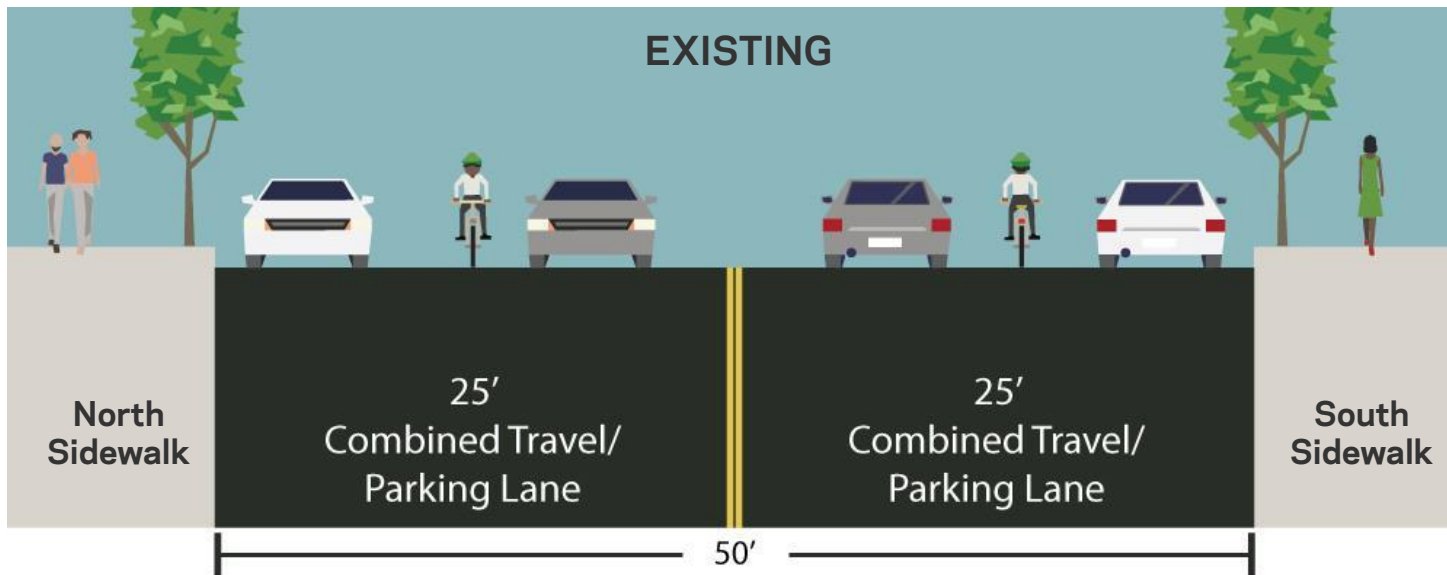
- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking





## Proposed Design

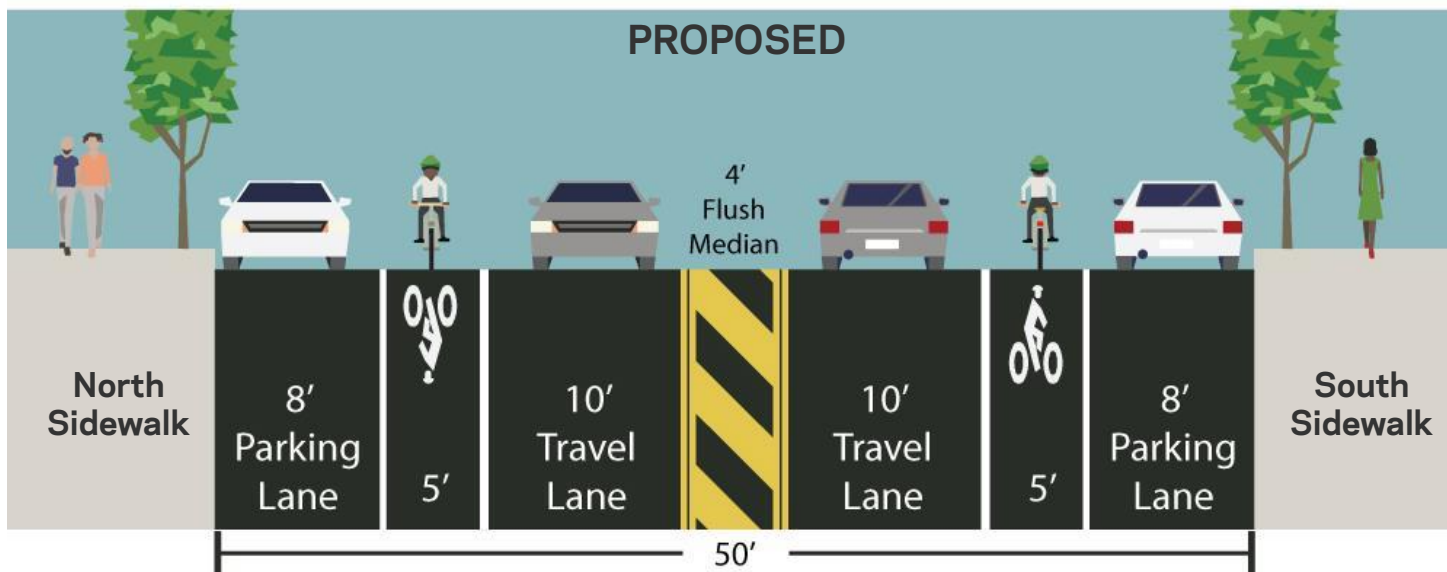
# (1) 31<sup>st</sup> Ave (BQE to 73<sup>rd</sup> St)



**50' Wide  
Two-Way**

**Use excess  
roadway space  
to create  
dedicated  
lanes for  
cyclists**

**Install flush  
median to  
discourage  
speeding**



**No parking loss**



Example of Proposed Design

# (1) 31<sup>st</sup> Ave (BQE to 73<sup>rd</sup> St)



Ocean Ave, BK



## Existing Conditions

# (2) 31<sup>st</sup> Ave (73<sup>rd</sup> St to 101<sup>st</sup> St)

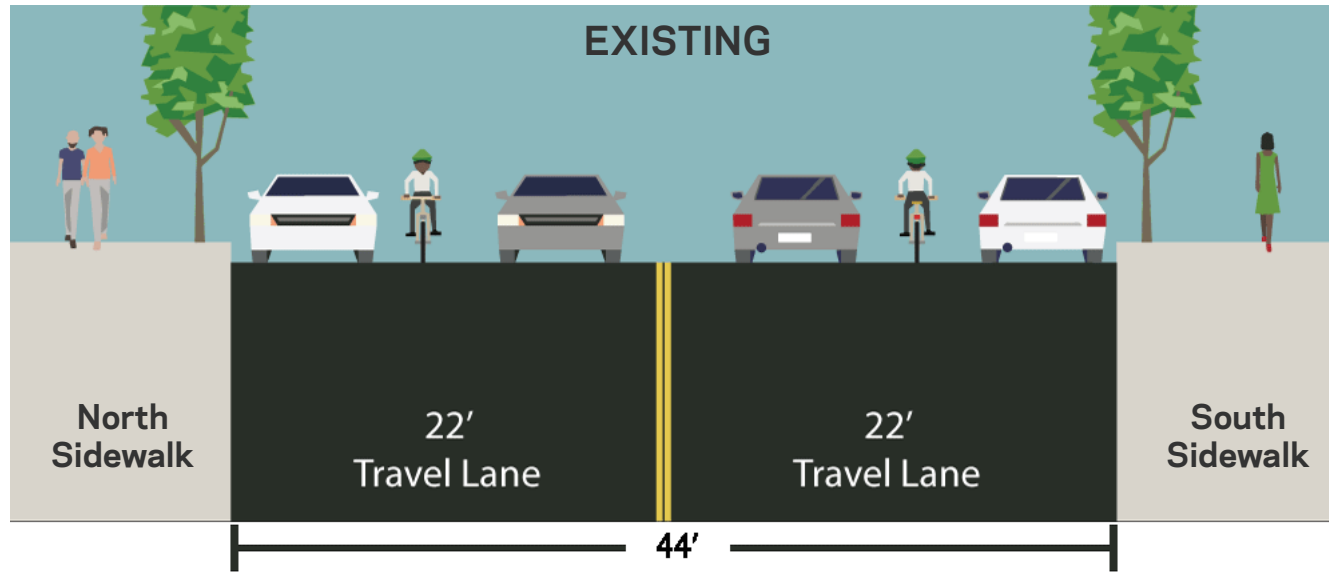
- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking





## Proposed Design

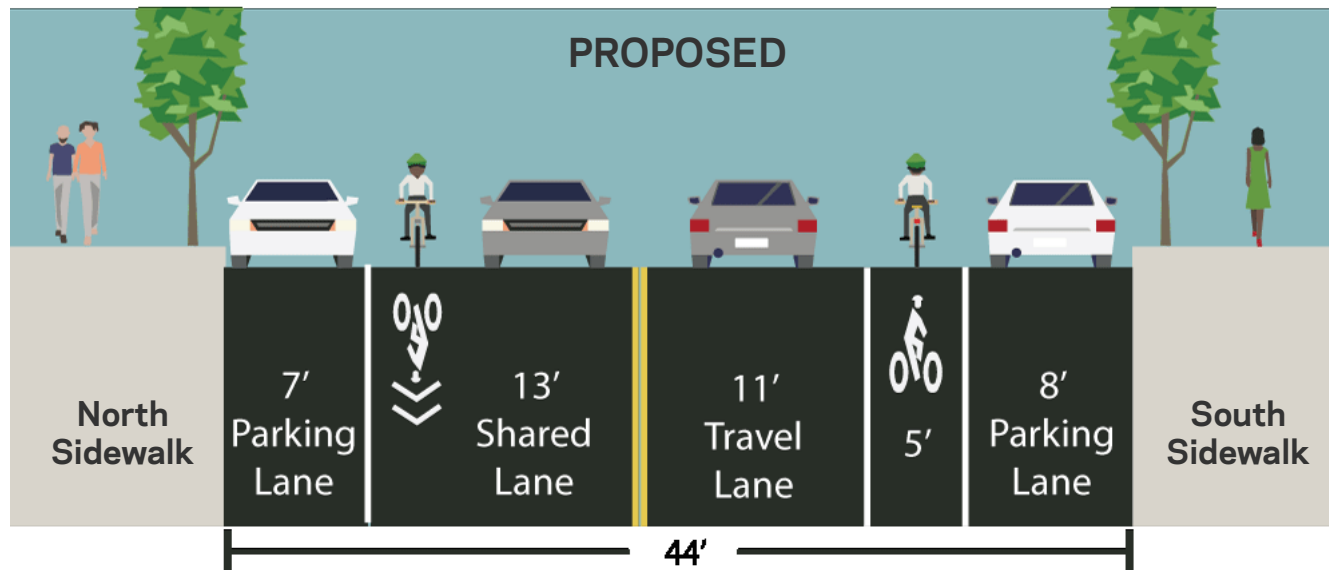
# (2) 31<sup>st</sup> Ave (73<sup>rd</sup> St to 101<sup>st</sup> St)



44' Wide  
Two-Way

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) 31<sup>st</sup> Ave (73<sup>rd</sup> St to 101<sup>st</sup> St)





## Existing Conditions

### (2) 32<sup>nd</sup> Ave (94<sup>th</sup> St - 108<sup>th</sup> St)

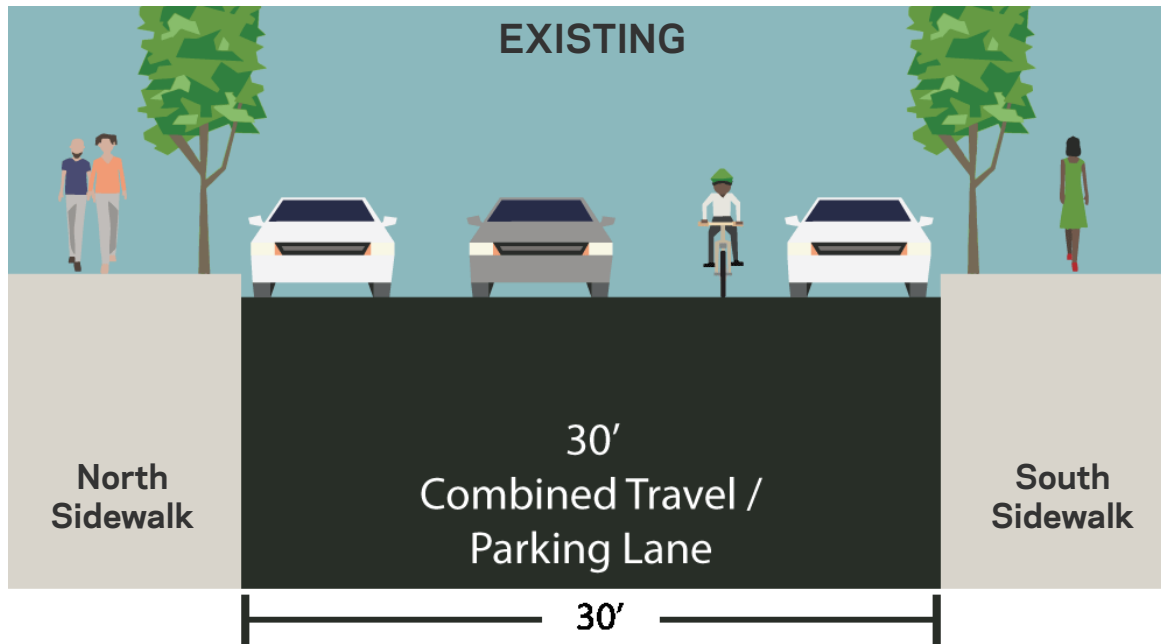
- Mixed-use (mostly residential, some commercial)
- 1-way street
- Curbside parking





## Proposed Design

### (2) 32<sup>nd</sup> Ave (94<sup>th</sup> St - 108<sup>th</sup> St)

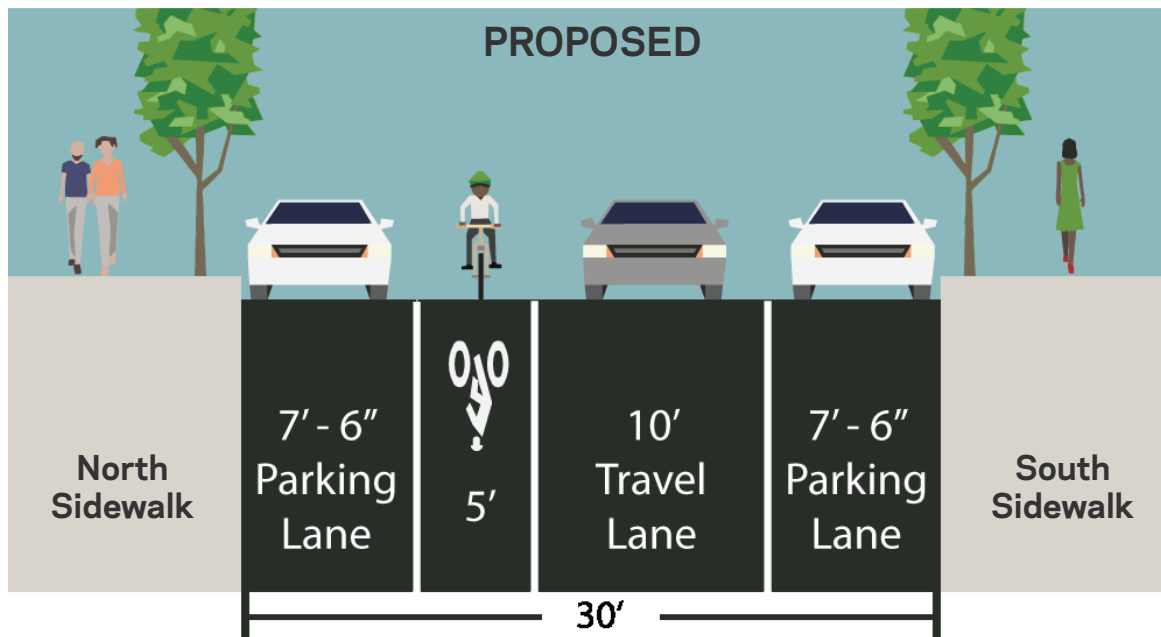


**30' - 35' Wide  
One-Way**

**Bike Lane  
on right side**

**Use excess  
roadway space to  
provide dedicated  
space for cyclists**

**No parking loss**





Example of Proposed Design  
(2) 100<sup>th</sup> /101<sup>st</sup> St, 74<sup>th</sup>/75<sup>th</sup> St



Onderdonk Ave, QN



## Existing Conditions

### (2) 32<sup>nd</sup> Ave (74<sup>th</sup> St to 94<sup>th</sup> St)

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

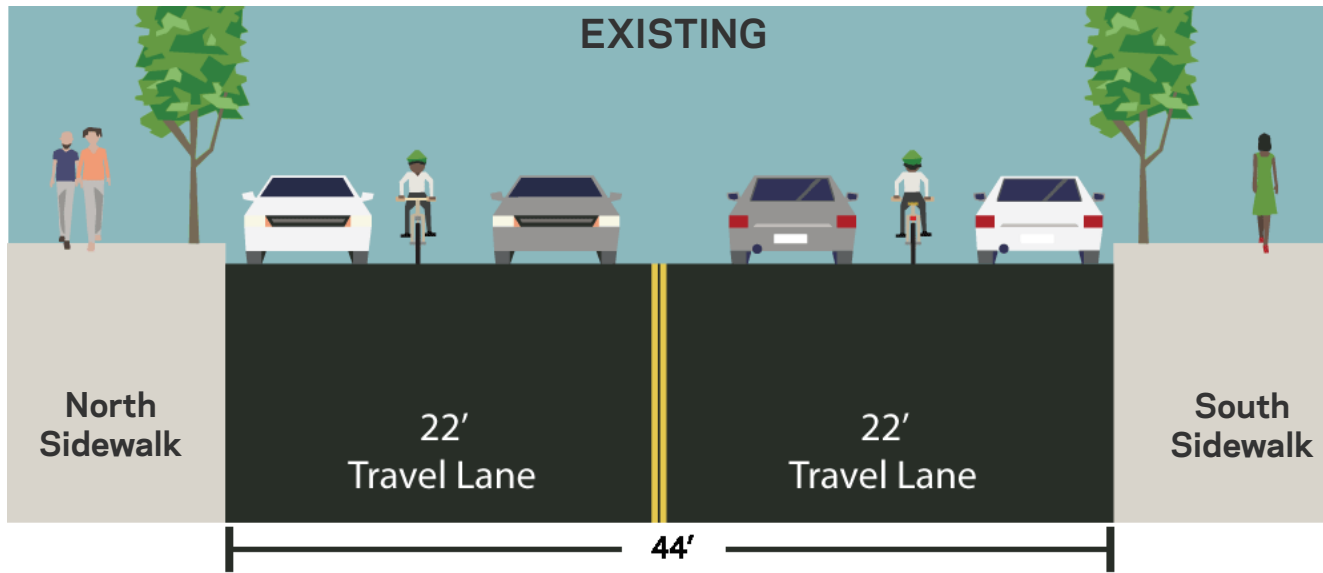


32<sup>nd</sup> Ave at 75<sup>th</sup> St, QN



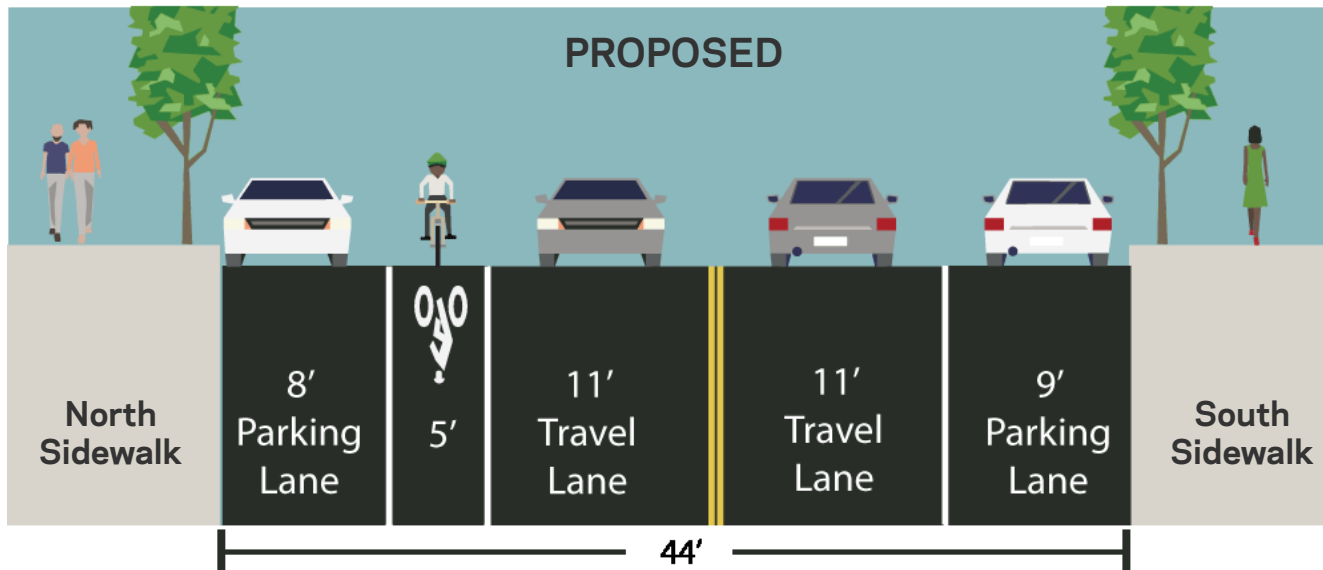
# Proposed Design

## (2) 32<sup>nd</sup> Ave (74<sup>th</sup> St to 94<sup>th</sup> St)



44' Wide  
Two-Way

Use excess  
roadway space to  
create dedicated  
lane for  
westbound  
cyclists



No parking loss



## Example of Proposed Design

# (2) 32<sup>nd</sup> Ave (74<sup>th</sup> St to 94<sup>th</sup> St)





# Existing Conditions

## (3) 27<sup>th</sup> Ave

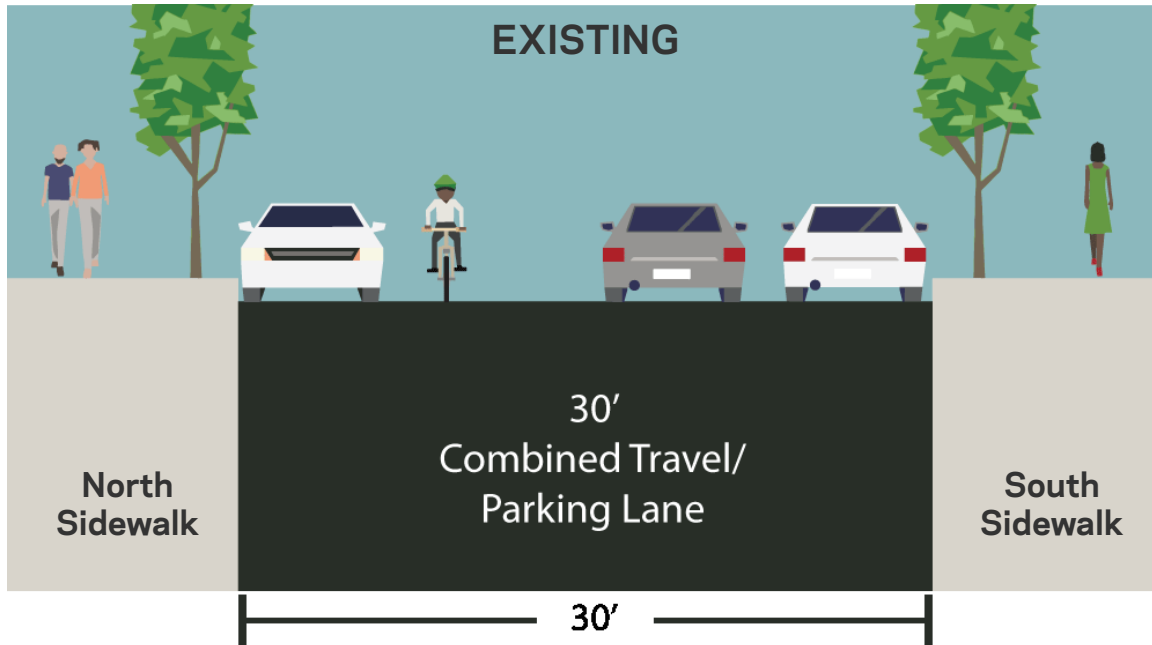
- Residential
- 2-way street
- Curbside parking



27<sup>th</sup> Ave at 101<sup>st</sup> St, QN

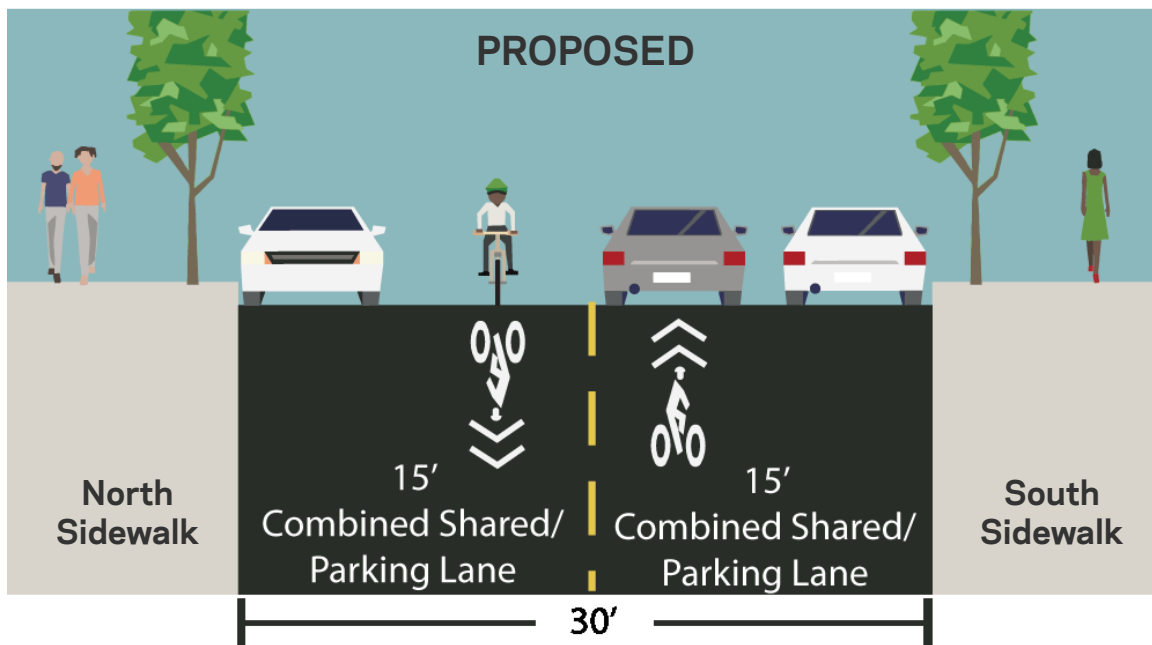


# Proposed Design (3) 27<sup>th</sup> Ave



30' – 35' Wide  
Two-Way

Provide  
wayfinding to  
connect cyclists  
to Flushing Bay  
Promenade



No parking loss



## Example of Proposed Design (3) 27<sup>th</sup> Ave





# Existing Astoria Blvd





# Planned Astoria Blvd

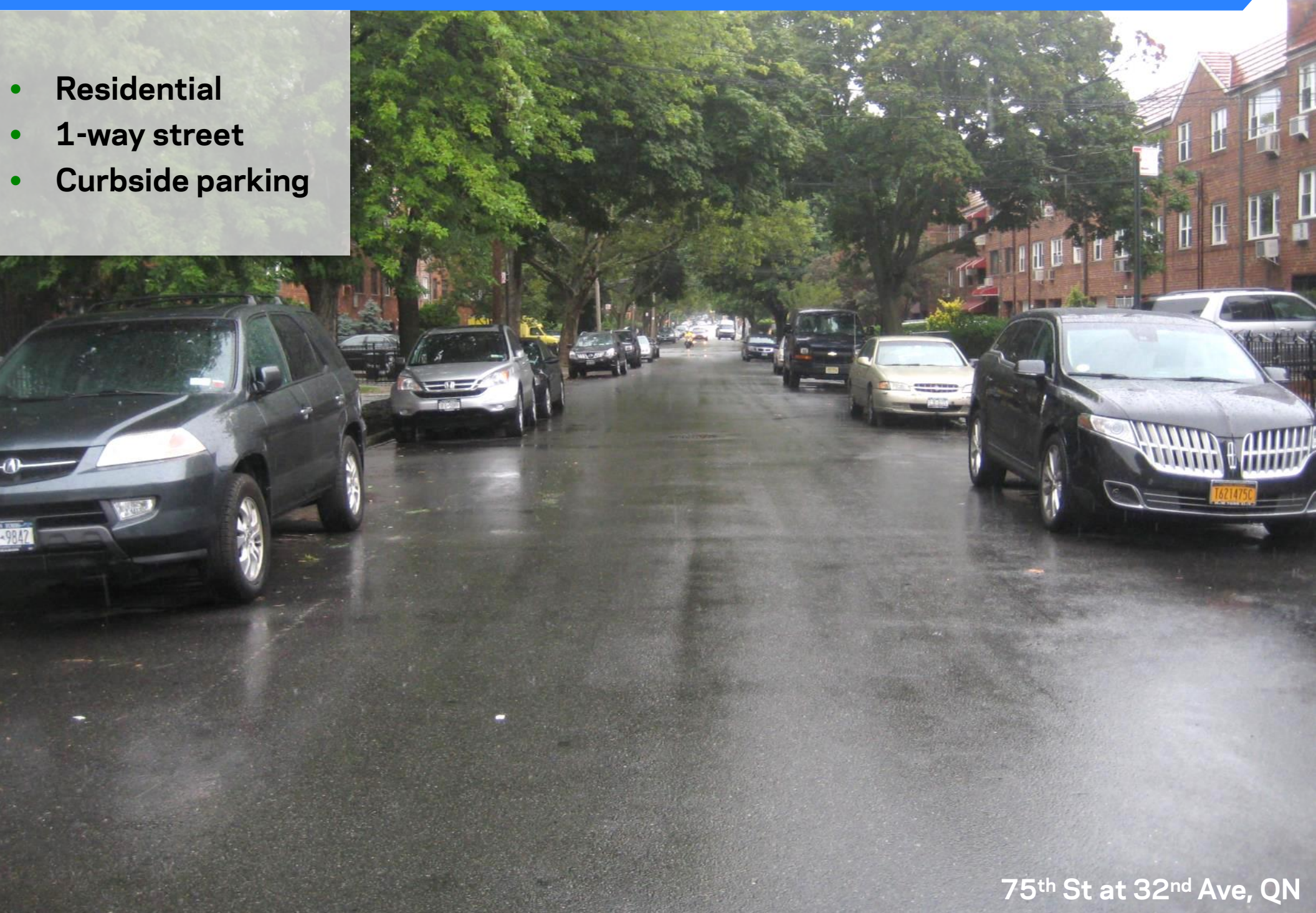




## Existing Conditions

### (3) 100<sup>th</sup> / 101<sup>st</sup> St, 74<sup>th</sup> / 75<sup>th</sup> St

- Residential
- 1-way street
- Curbside parking

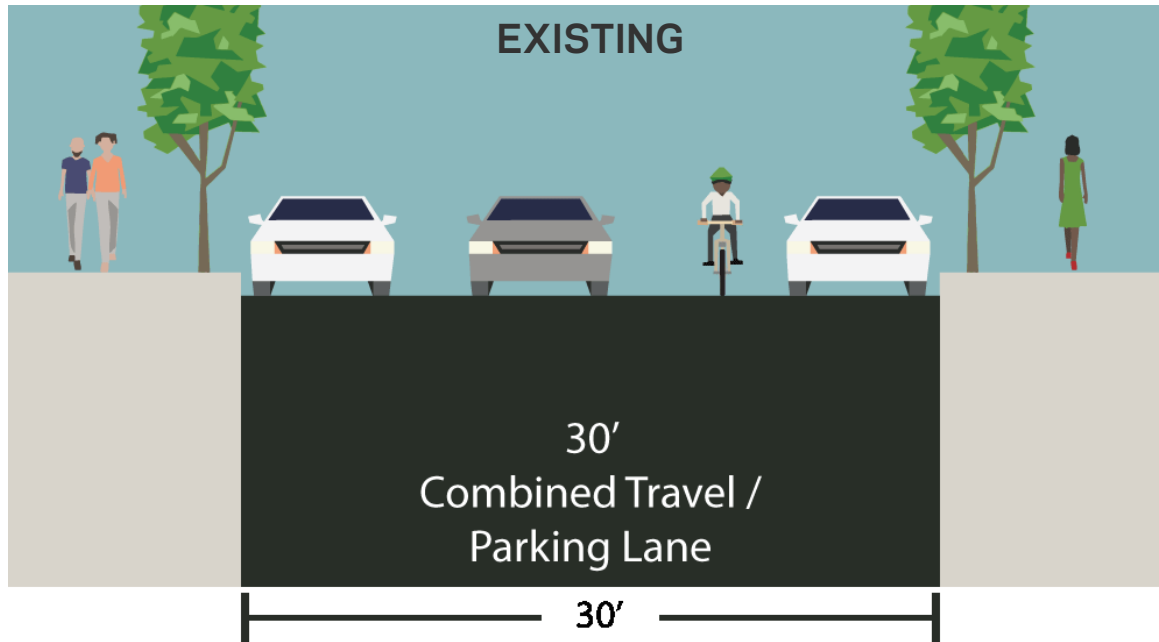


75<sup>th</sup> St at 32<sup>nd</sup> Ave, QN



## Proposed Design

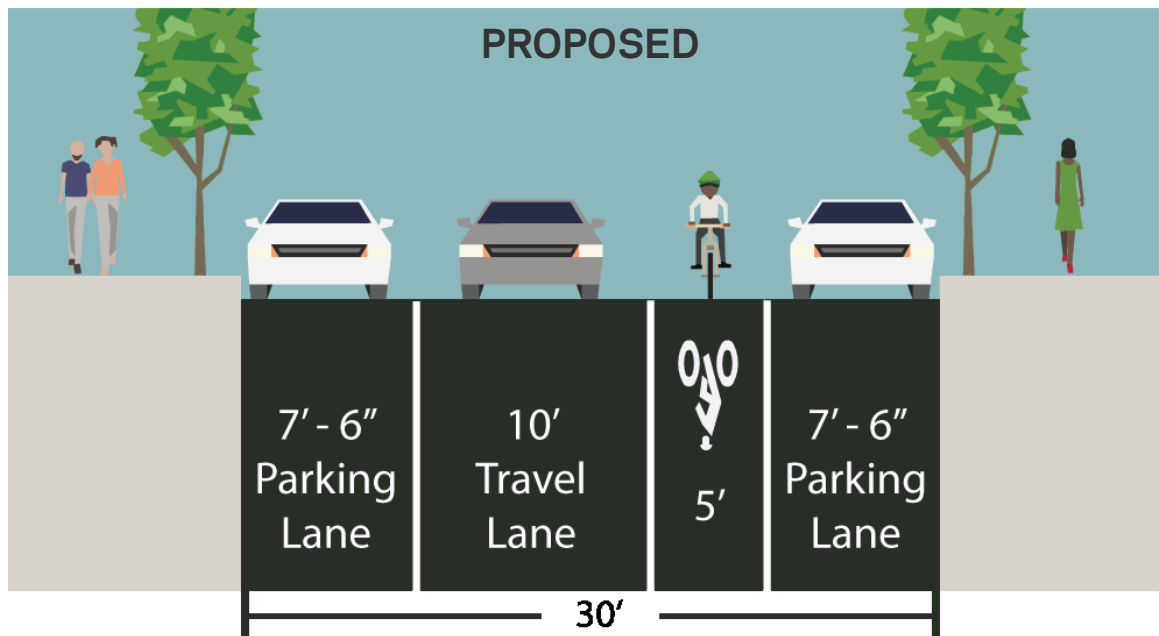
### (3) 100<sup>th</sup> /101<sup>st</sup> St, 74<sup>th</sup>/75<sup>th</sup> St



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) 100<sup>th</sup> / 101<sup>st</sup> St, 74<sup>th</sup> / 75<sup>th</sup> St





# 31<sup>st</sup> Ave / 32<sup>nd</sup> Ave

## Pedestrian Safety Improvements



**Add HIGH VISIBILITY  
CROSSWALKS and  
upgrade STOP BARS  
to bring intersections  
to standards**



# 31<sup>st</sup> Ave / 32<sup>nd</sup> Ave

## Proposed Bike Network

Queens  
East River  
Greenway

Flushing  
Bay  
Promenade

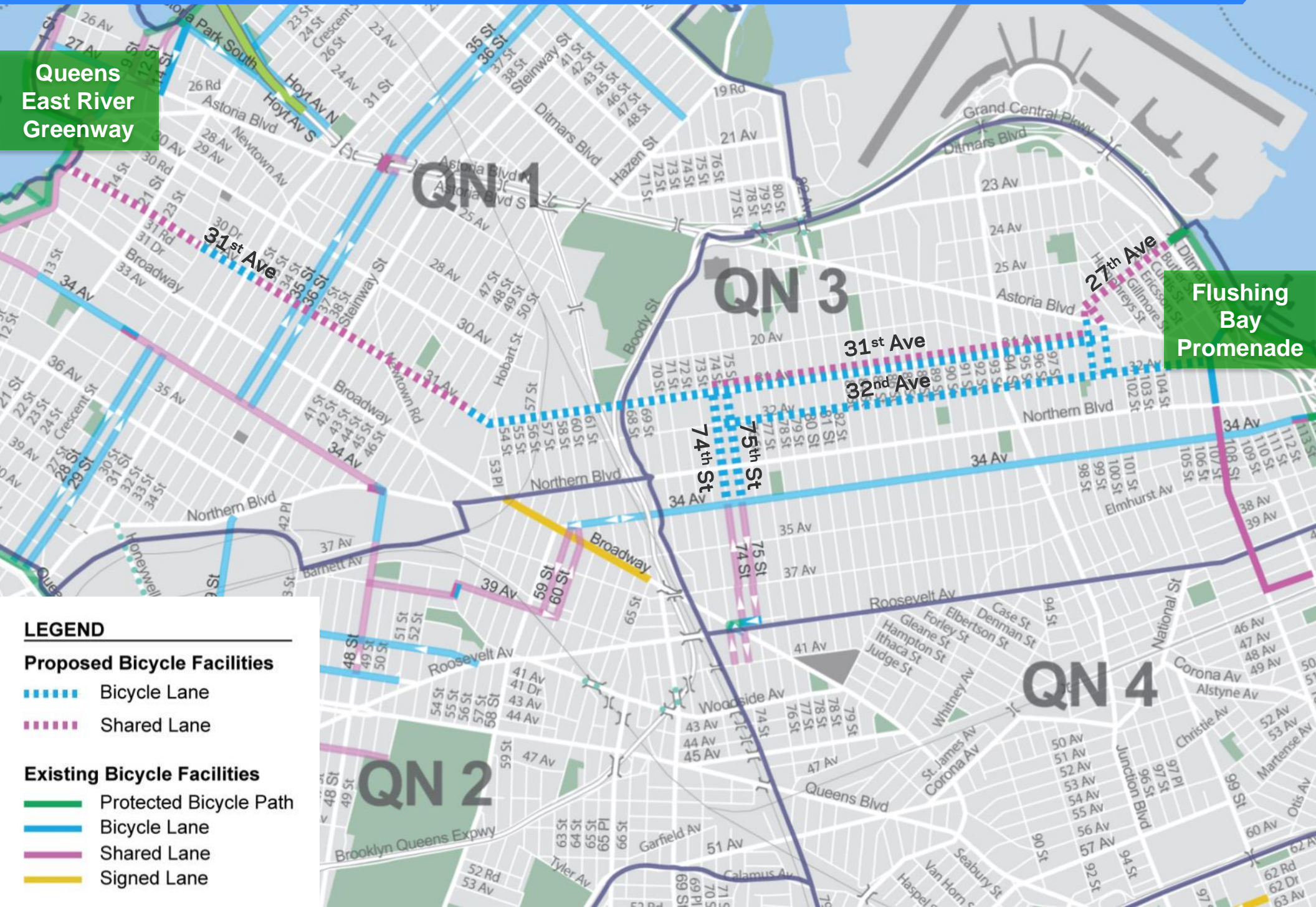
### LEGEND

#### Proposed Bicycle Facilities

-  Bicycle Lane
-  Shared Lane

#### Existing Bicycle Facilities

-  Protected Bicycle Path
-  Bicycle Lane
-  Shared Lane
-  Signed Lane





# 31<sup>st</sup> Ave / 32<sup>nd</sup> Ave

## Summary of Benefits

- Major east-west bicycle connection across Queens
- Connections to existing network, and Queens waterfronts
- 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





# 31<sup>st</sup> Ave / 32<sup>nd</sup> Ave

## Project Summary

### **(1) 31<sup>st</sup> Ave**

- Install Eastbound Bike Lane Markings from BQE to 101<sup>st</sup> St
- Install Westbound Bike Lane Markings from 73<sup>rd</sup> St to BQE
- Install Westbound Shared Lane Markings from 101<sup>st</sup> St to 73<sup>rd</sup> St

### **(2) 32<sup>nd</sup> Ave**

- Install Westbound Bike Lane Markings from 108<sup>th</sup> St to 74<sup>th</sup> St

### **(3) 74<sup>th</sup> St / 75<sup>th</sup> St**

- Install Northbound Bike Lane Markings from 31<sup>st</sup> Ave to 34<sup>th</sup> Ave
- Install Southbound Bike Lane Markings 31<sup>st</sup> Ave to 34<sup>th</sup> Ave

### **(4) 27<sup>th</sup> Ave**

- Install Eastbound Share Lane Markings from 100<sup>th</sup> St to Ditmars Blvd
- Install Westbound Shared Lane Markings from 100<sup>th</sup> St to Ditmars Blvd

### **(5) Pedestrian Safety Enhancements**

- Upgrade to High Visibility Crosswalk all signalized intersections



Questions?

Thank  
You

**Contact: Queens Borough  
Commissioner's  
office [212-839-2510](tel:212-839-2510)**