



31st St: 36th Ave to Newtown Ave

Corridor Safety Improvements

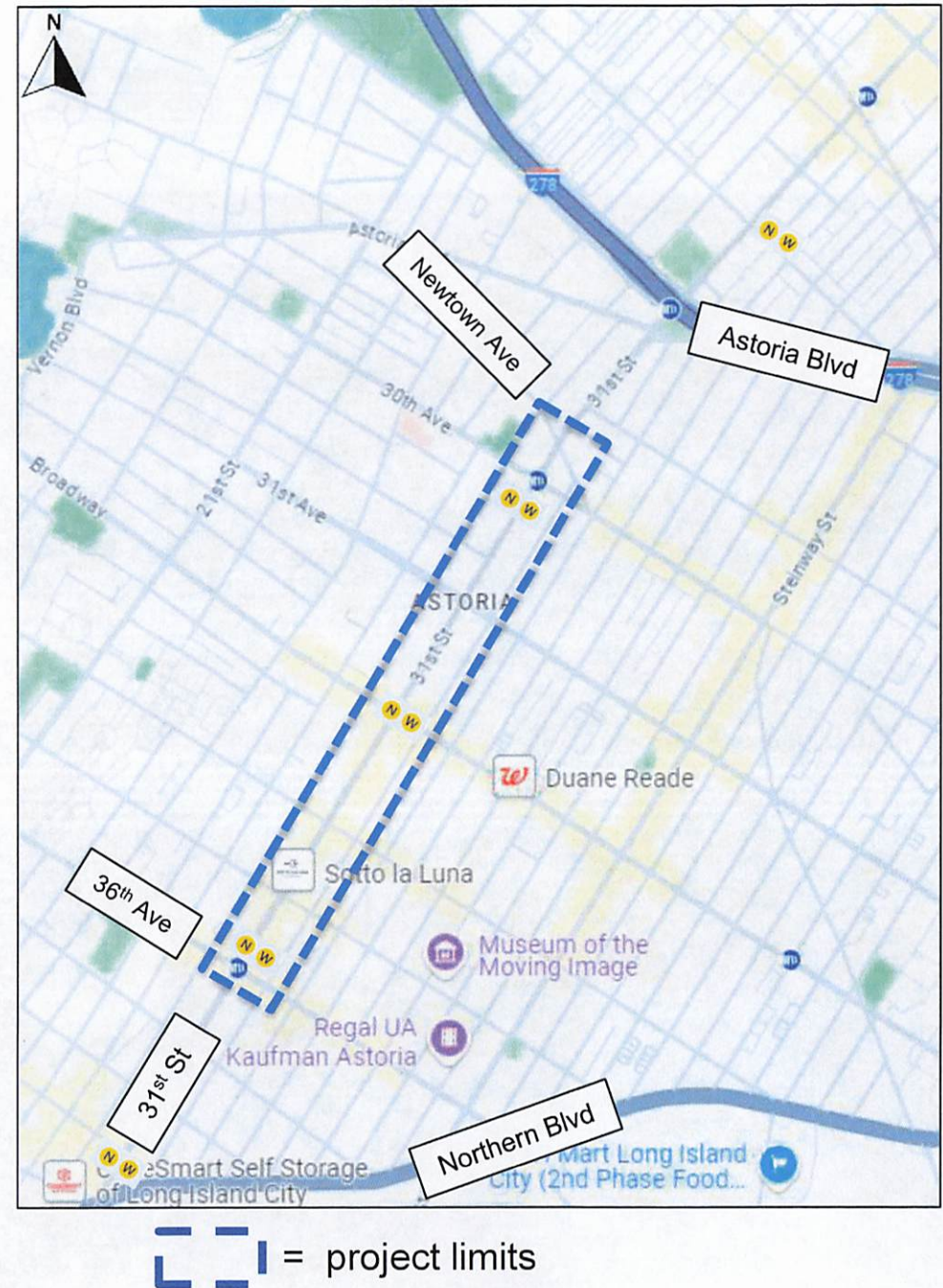
Queens Community Board 1



April 2025 Presentation
? presented or discussed
LWZ 6/4/2025
? Full Board 6/17/25

Project Location

- Project limits: 31st St, 36th Ave to Newtown Ave
- 31st St is a Vision Zero Priority Corridor and in a Vision Zero Priority Area
- Corridor is under an elevated structure (N/W subway trains) with columns in the roadbed
- More industrial land use closer to 36th Ave, getting more commercial and residential moving north
- Multiple nearby schools, senior centers, and community centers
- Parts of the corridor are both Tier 1 and Tier 2 Priority Investment Areas



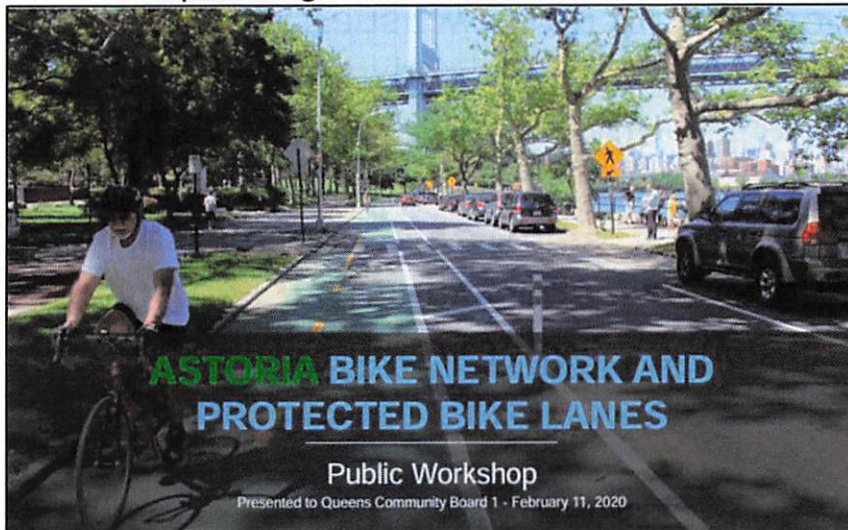
Previous & Future Work in the Area

Previous Work

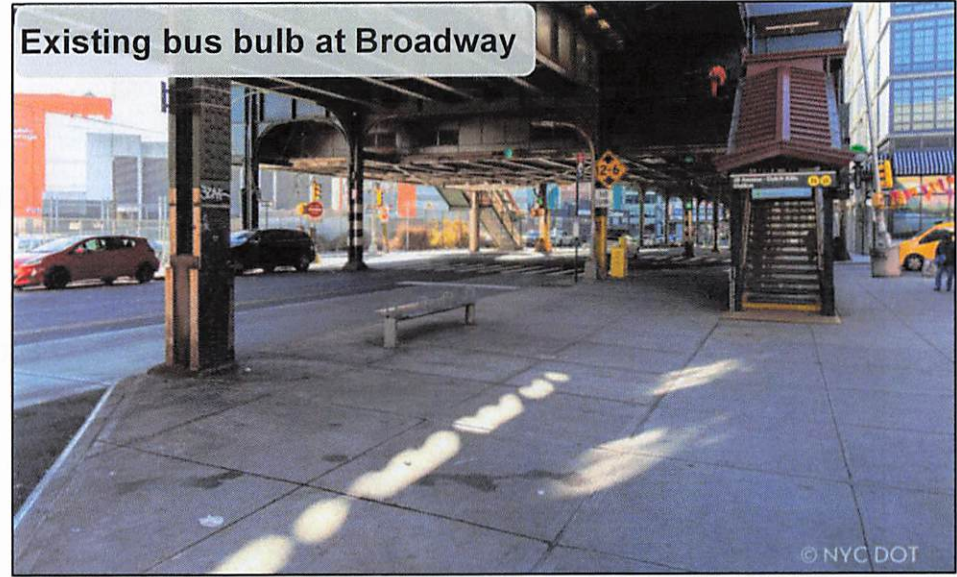
- **2017:** Concrete bus bulbs added on 31st St at 39th Ave, 36th Ave, & Broadway
- **2020:** Astoria Bike Network and Protected Bike Lanes public workshop
- **2023:** Bike Network & Public Realm Planning public workshop about 31st Ave
- **2024:** Daylighting treatments installed on Broadway (21st St to Steinway St)

Future Work

- Ongoing bike and public realm project on 31st Ave
 - Completed 2024: Vernon Blvd to 31st St
 - Upcoming: 31st St to 51st St



Existing bus bulb at Broadway

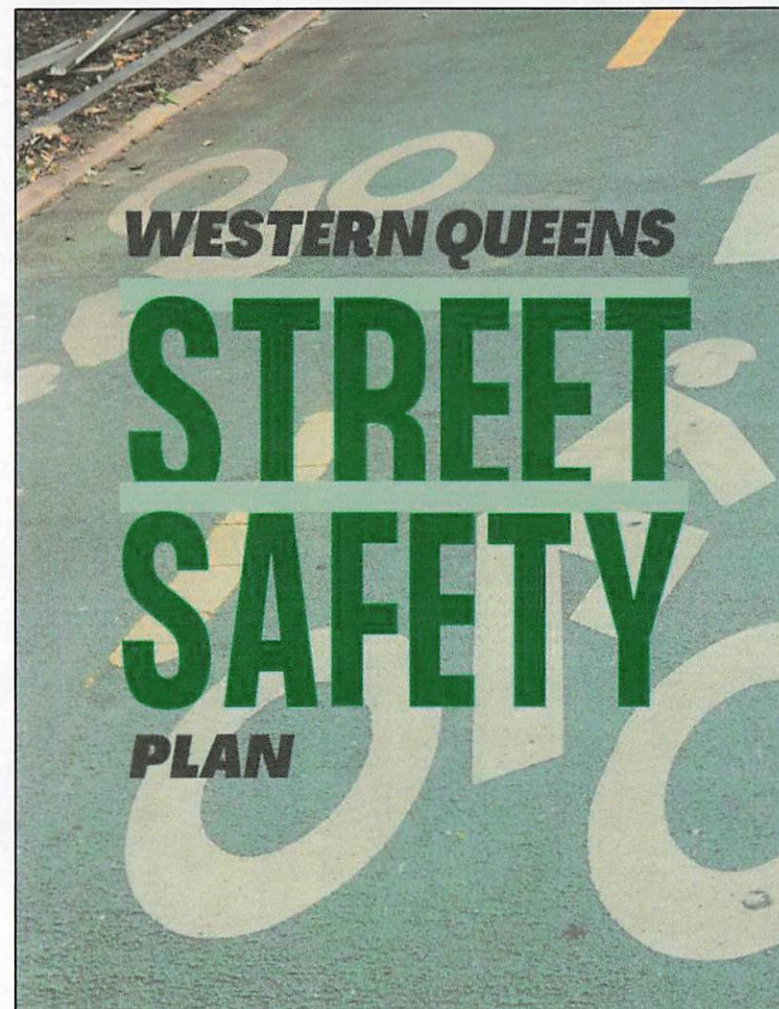


31st Ave Protected Bike Lanes



Western Queens Street Safety Plan (2024)

- Western Queens Street Safety Plan published in 2024 by Tiffany Cabán, Zohran Mamdani, Jessica González-Rojas, and Kristen Gonzalez
- 31st St safety proposal with NYC DOT's Vision Zero work, expansion of the bike network, and previous transit work on the corridor aligns with report goals:
 1. Improve bicycle infrastructure & design
 2. Improve pedestrian infrastructure & design
 3. Universal daylighting
 4. Reimagine traffic enforcement
 5. Slow cars & disincentivize heavy vehicles
 6. Make the MTA excellent, reliable, & accessible
 7. Safe & sustainable E-micromobility
- Report requests a North/South bike connection and identifies 31st St as a potential corridor through the neighborhood



Safety Data

Injury Summary, 2020-2024 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	29	3	0	3
Bicyclist	23	1	0	1
Motor Vehicle Occupant	119	7	2	9
Other Motorized	7	0	0	0
Total	178	11	2	13

Source: Fatalities: NYCDOT, Injuries: NYPD FORMS database KSI: Persons Killed or Severely Injured

All injuries:

- Nearly 30% caused by rear-end crashes
- More than 20% caused by right-angle crashes
- Sideswipe crashes due to ambiguous space between column and curb
- 14.5 KSI per mile (top 10% of all streets in Queens)
- Severe injuries spread out along corridor

Pedestrian injuries

- More than 30% caused by left turn crashes
- Drivers fail to yield

Cyclist injuries

- Multiple instances of cyclists getting doored

31st St: 36th Ave to Newtown Ave

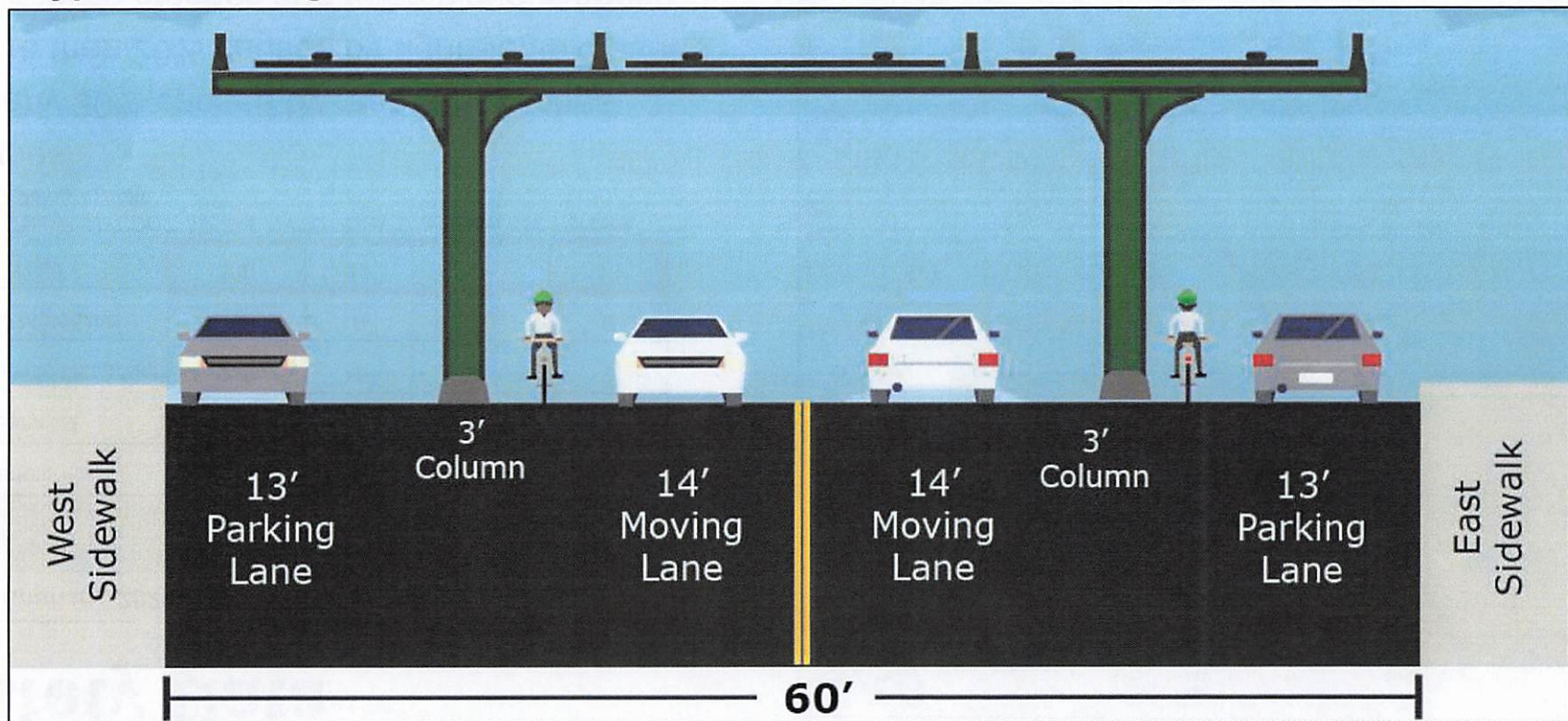
*Map does not include total or severe injuries that occurred at midblock locations. Data is based off NYPD crash and injury data available as of March 2025.

Existing Conditions

Corridor

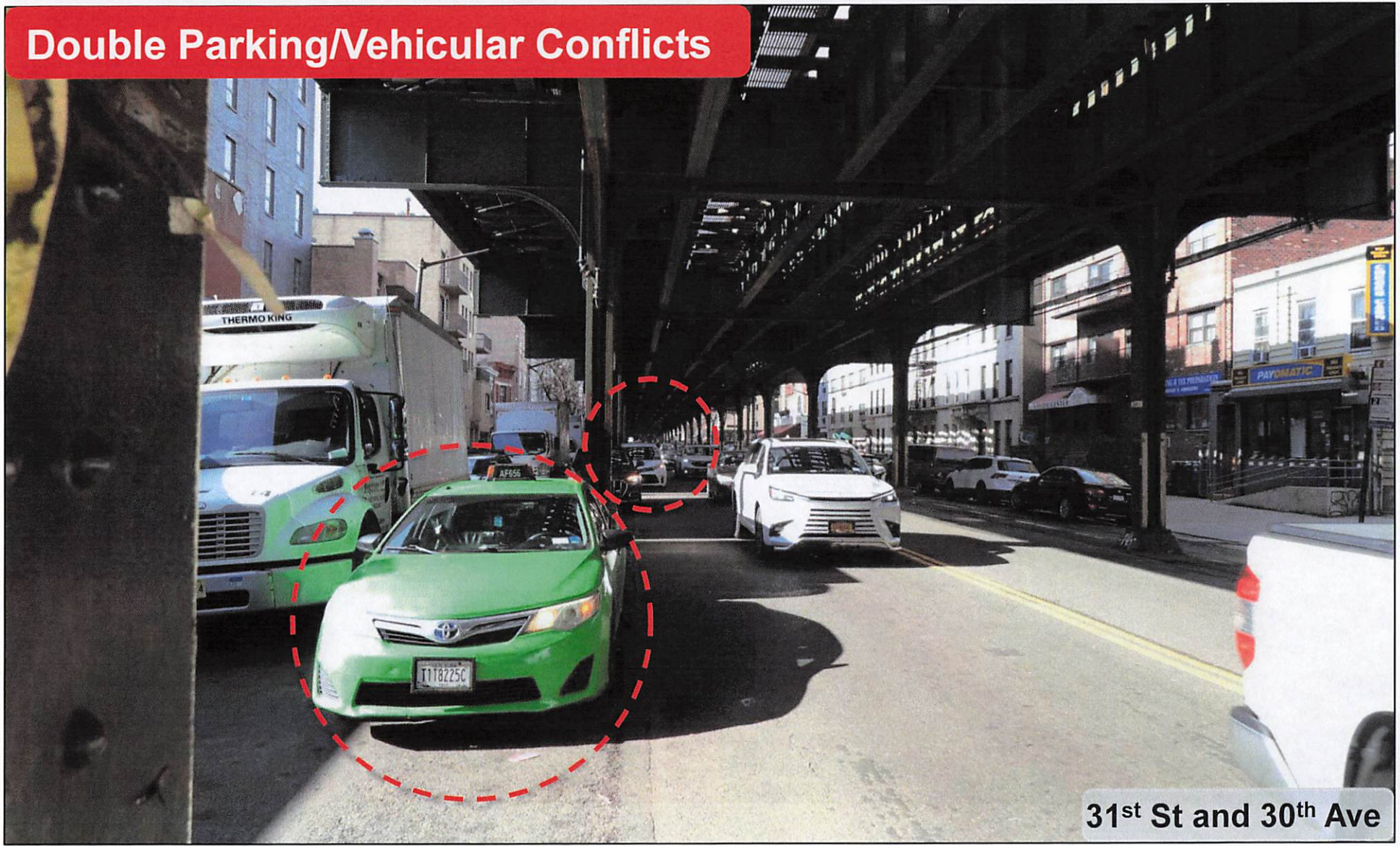
- 31st St is 60' wide
- One full-time travel lane available for vehicles
- Ambiguous space between column and curb
- Capital bus bulbs installed at 36th Avenue and Broadway in 2017

Typical Existing: 36th Ave to Newtown Ave



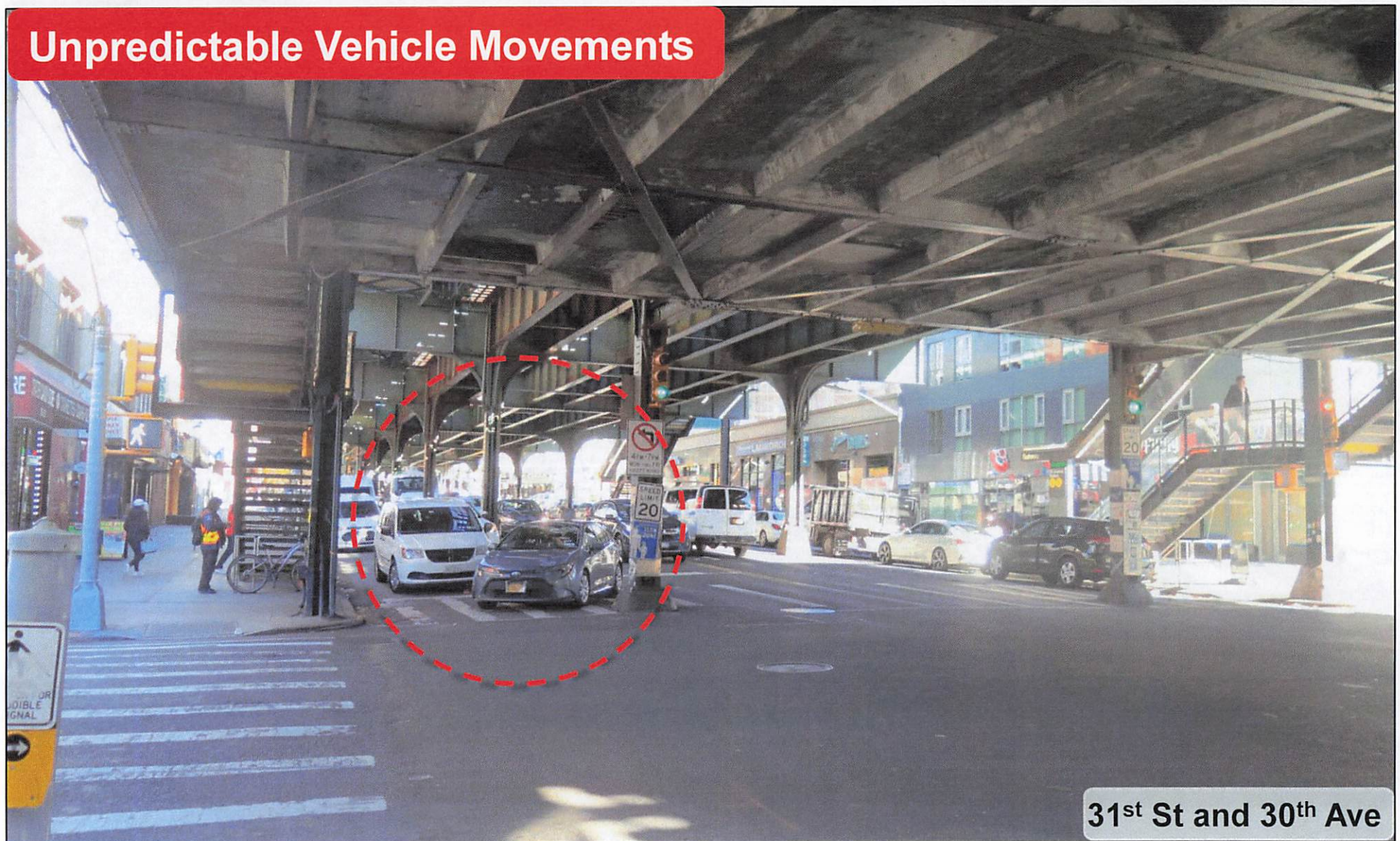
Existing Conditions

Double Parking/Vehicular Conflicts



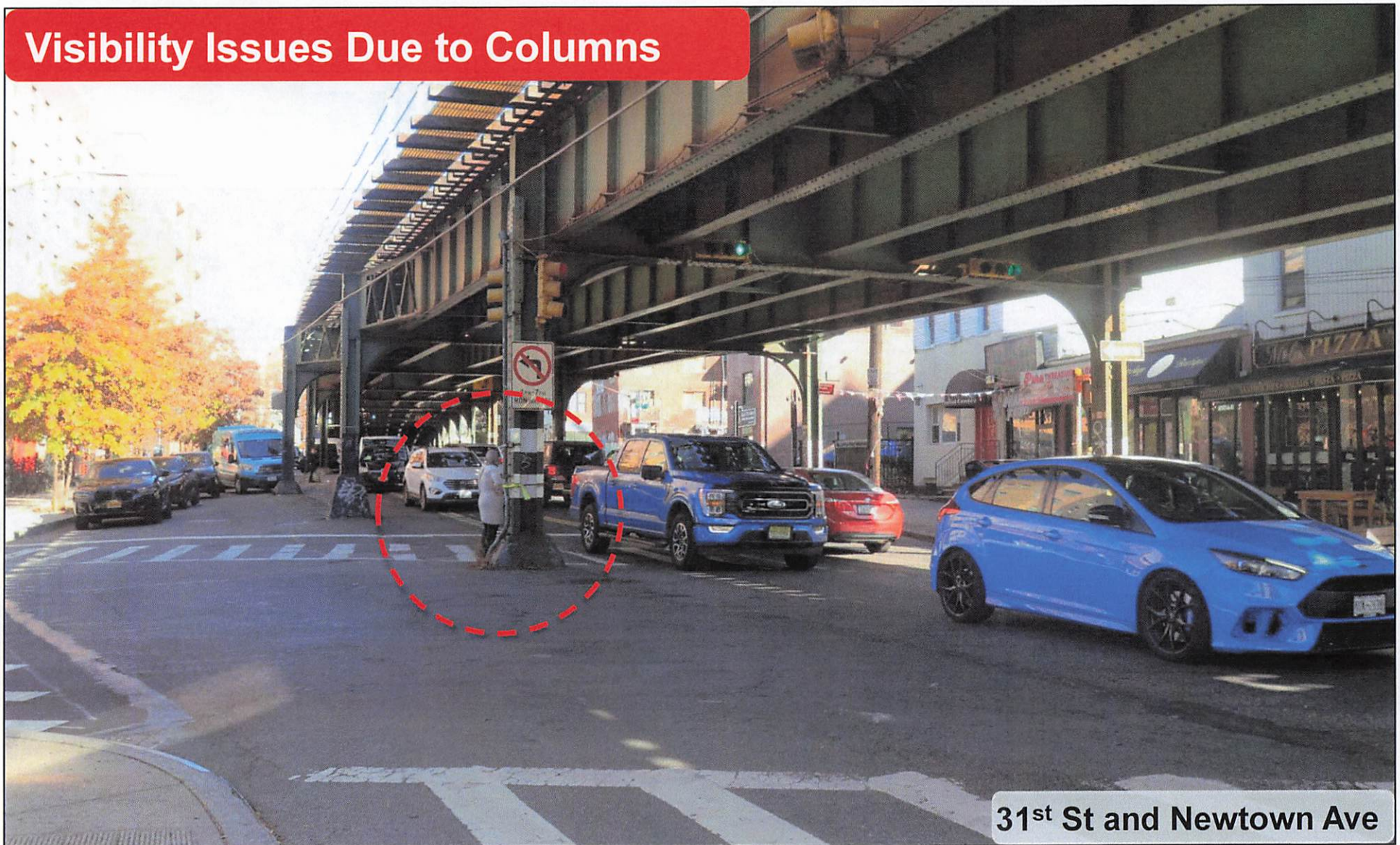
Existing Conditions

Unpredictable Vehicle Movements



Existing Conditions

Visibility Issues Due to Columns



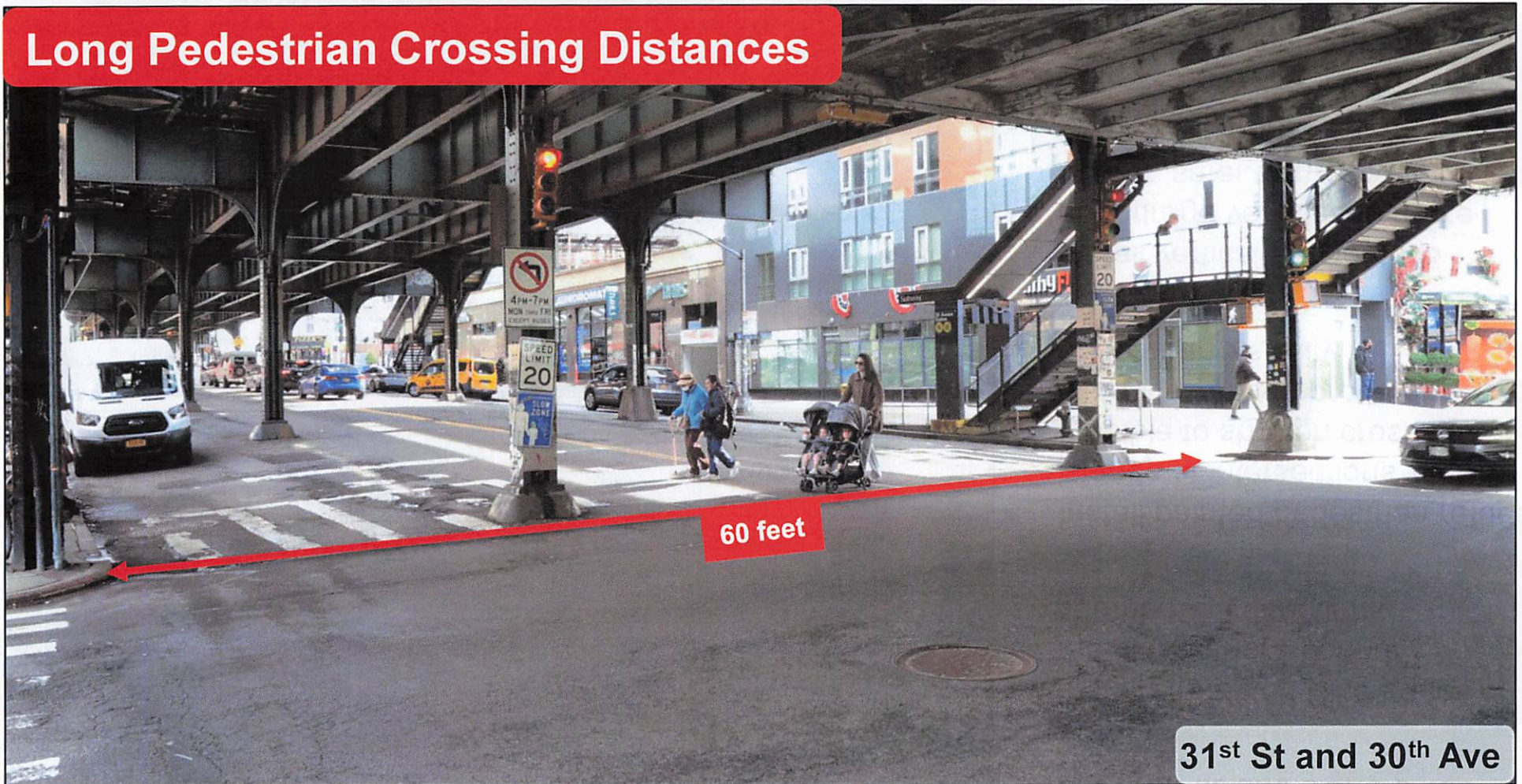
Existing Conditions

Lack of Bicycle Facilities

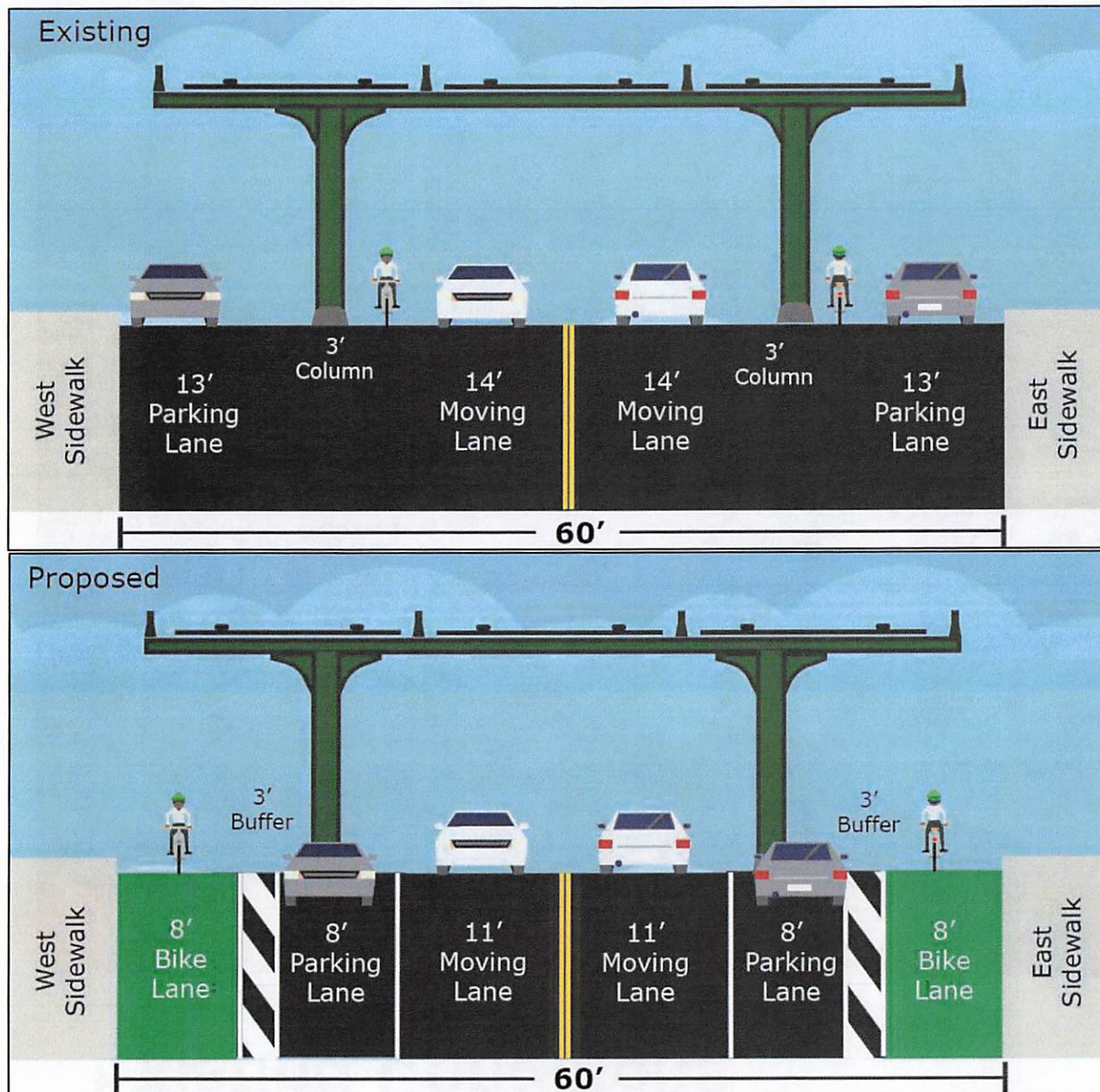


Existing Conditions

Long Pedestrian Crossing Distances



Proposed Conditions

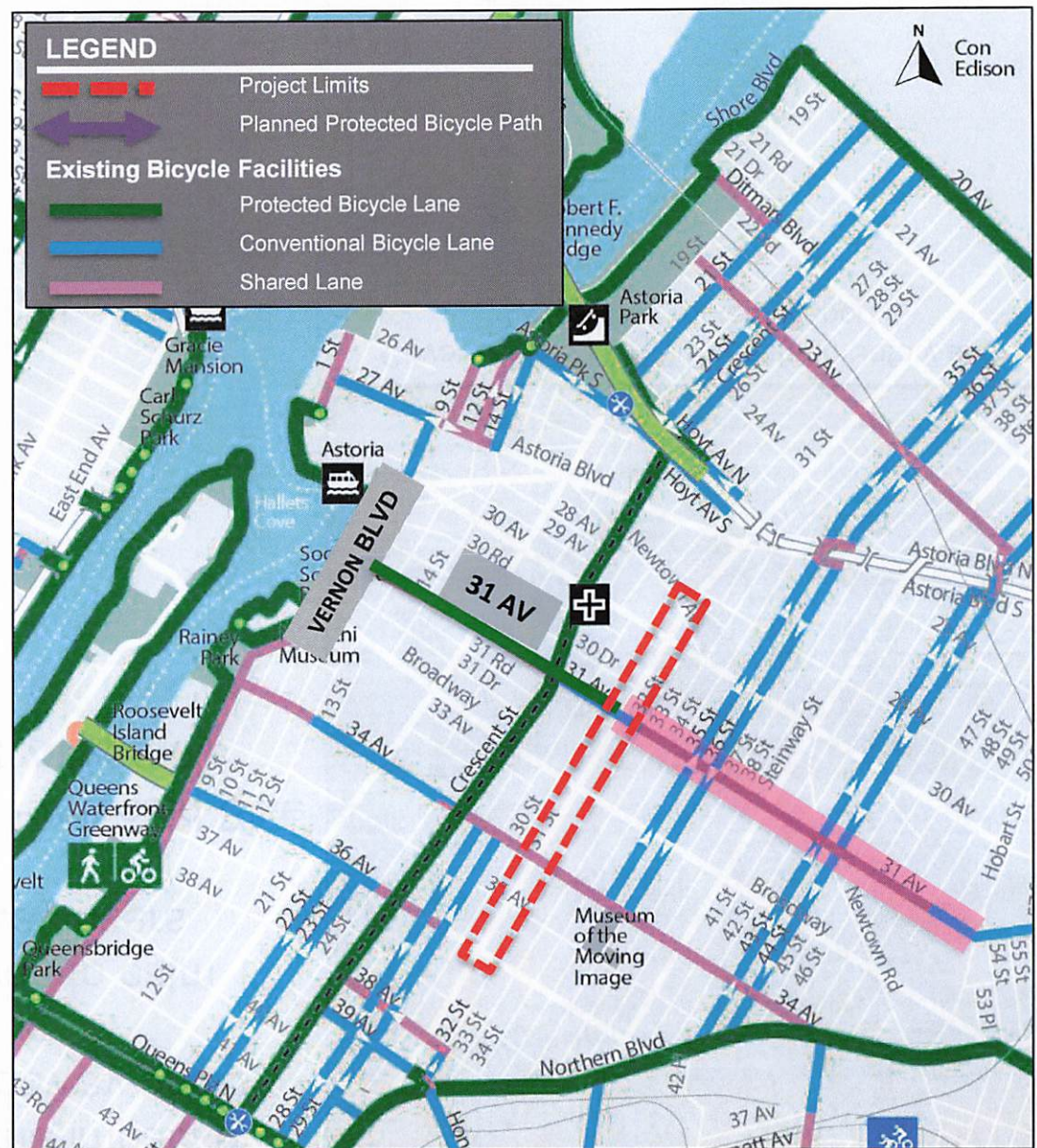


- Move curbside parking adjacent to columns to define space between columns and curbs
- Install Protected Bike Lanes on the curb in northbound/southbound directions
- Install painted pedestrian refuge islands at intersections where feasible to shorten crossing distances and improve pedestrian visibility
- Install vertical elements to encourage vehicles to make slower, safer turns and to yield to pedestrians and cyclists
- Resurface corridor in summer 2025

Bike Network

- Proposal will provide an important north/south bike connection to existing bike infrastructure in Astoria (Connections to 36th Ave, 34th Ave, 31st Ave bike lanes)
- Ongoing bike and public realm project: Bike Boulevard and public realm improvements on 31st Ave
 - Extensive outreach/planning in CB1 including workshops, online survey, merchant survey
 - Completed in 2024: Vernon Blvd to 31st St
 - Upcoming: 31st St to 51st St
- *Existing bike volumes on 31st St from 30th Ave to Broadway: 104

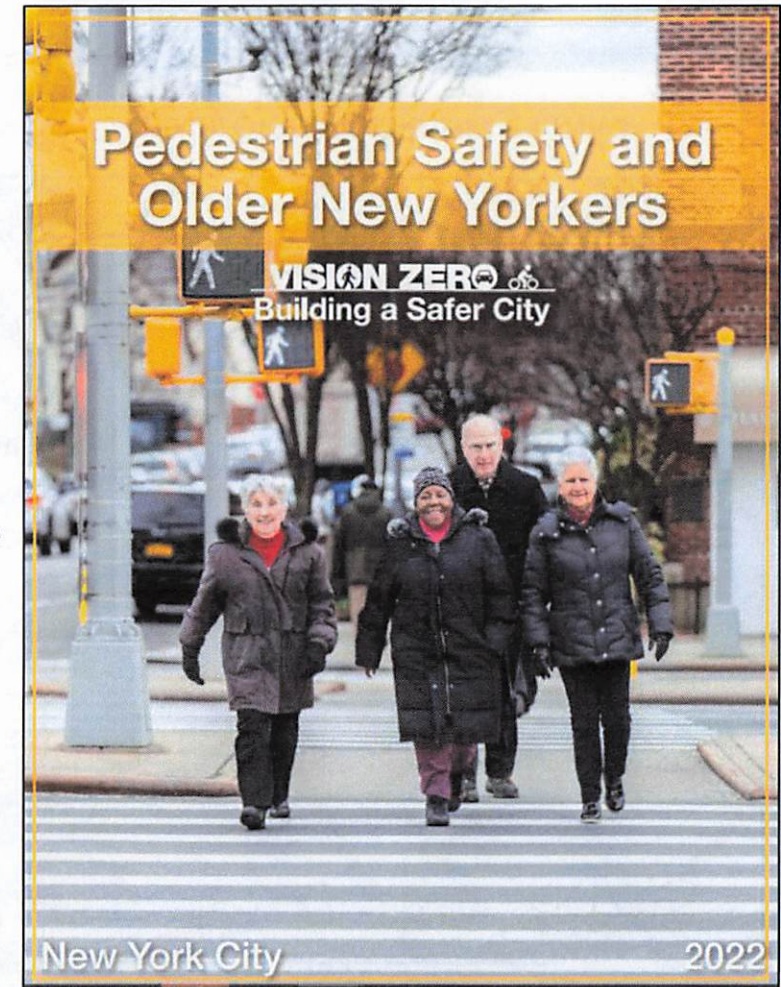
*Note: Average of two 12-hour bike counts conducted across two weekdays and two weekends in April 2024



 = 31st Ave project remaining limits
 = 31st St safety project limits

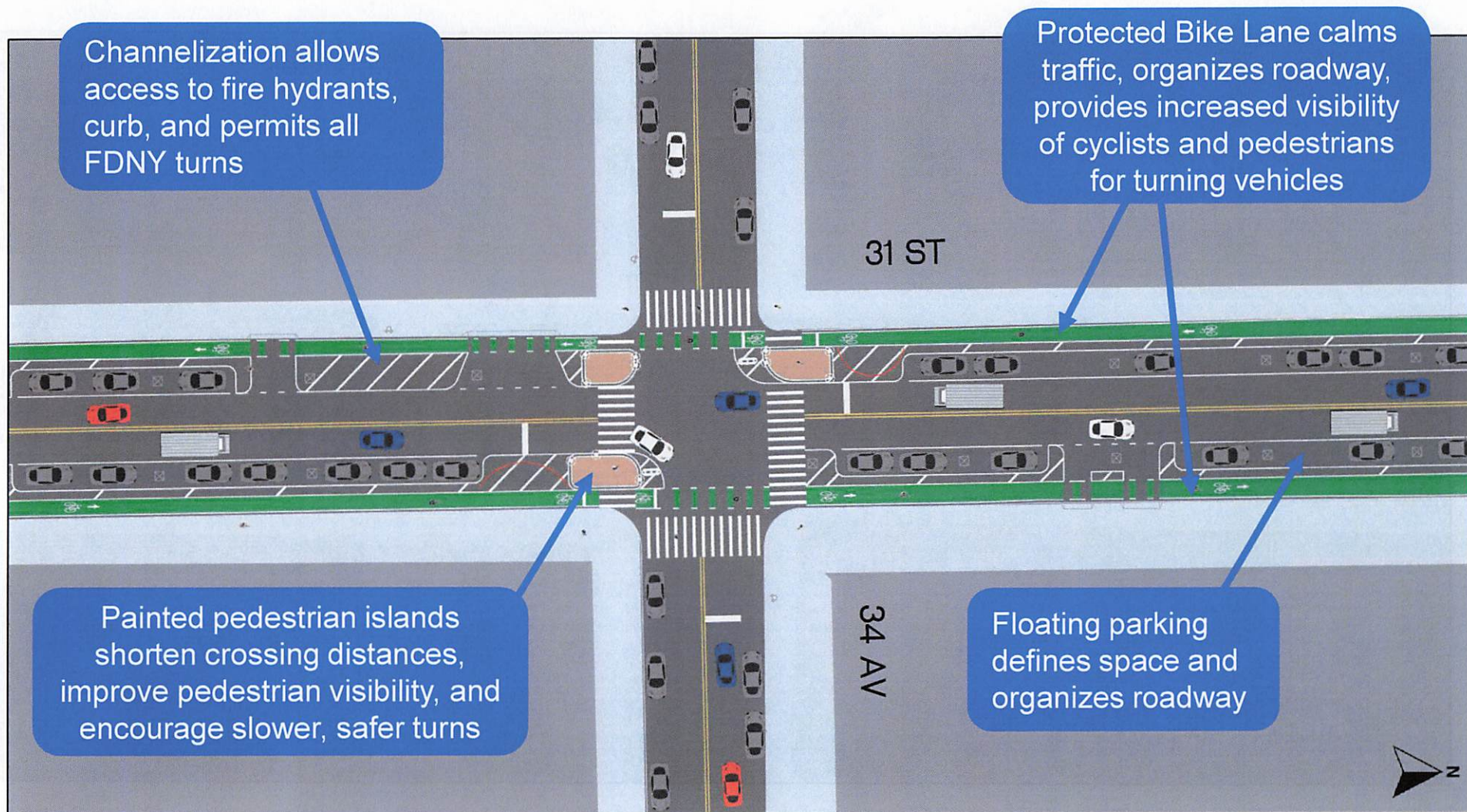
Protected Bike Lane Safety

- As part of DOT's Pedestrian Safety and Older New Yorkers study (2022), DOT analyzed the impact of Protected Bike Lanes on safety for roadway users
- Protected Bike Lane designs are proven to calm traffic and improve safety for all roadway users
- Safety improvements associated with Protected Bike Lanes are most impactful for the most vulnerable roadway users
 - All users:
 - 14.8% injury reduction
 - 16.1% KSI reduction
 - Pedestrians:
 - 17.8% injury reduction
 - 29.2% KSI reduction
 - Senior Pedestrians:
 - 22% injury reduction
 - 39% KSI reduction

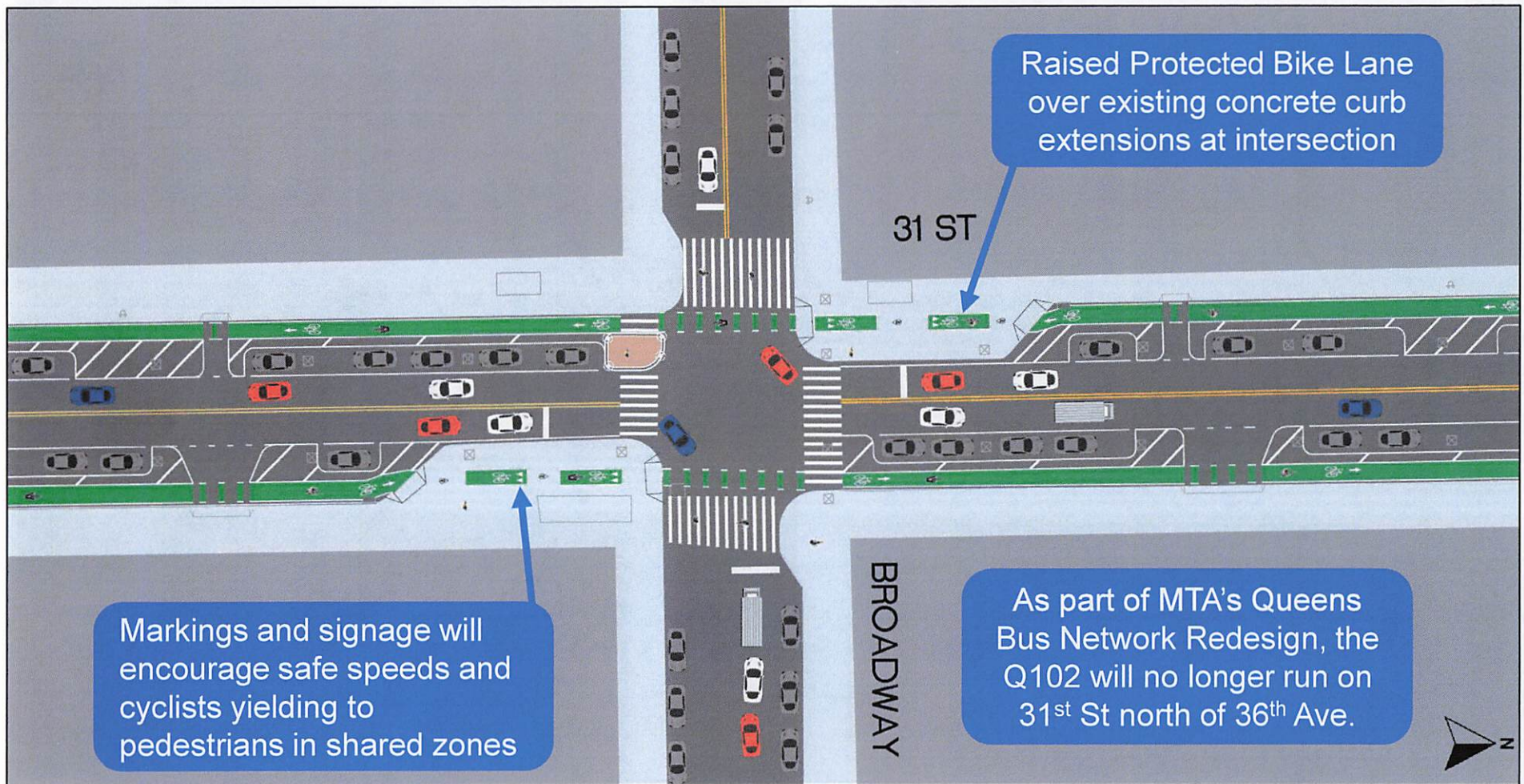


Cover of NYC DOT's Pedestrian Safety and Older New Yorkers Report

Proposed Safety Improvements: Typical Block

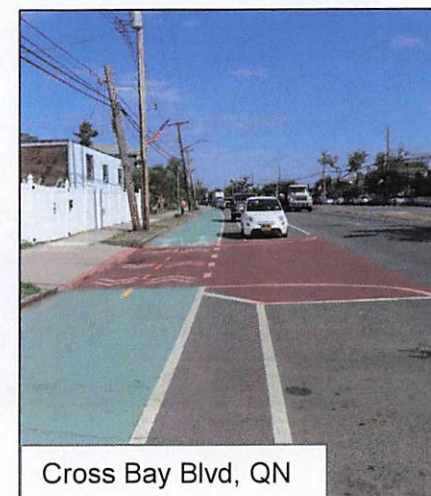


Proposed Safety Improvements: 36th Ave & Broadway



Parking, Turn Calming, & Daylighting

- On the 1-mile corridor, each block was evaluated to determine parking feasibility
 - Net repurposing approximately **85** spots (may change based on final design)
- Reasons for repurposed parking:
 - Protected Bike Lanes repurpose parking at some locations, and introduce daylighting measures to improve visibility and address left turn and right-angle crashes
 - Improve visibility for all users at intersections
 - Create shorter and safer crossing distances for pedestrians
 - Encourage slower, safer vehicle turns and yielding to cyclists and pedestrians
 - Allow for improved visibility at driveway locations
 - Columns in parking lanes



Example of Proposed Conditions

White Plains Rd & Burke Ave, BX

Floating parking defines space and organizes roadway

Protected Bike Lane calms traffic, organizes roadway, provides increased visibility of cyclists and pedestrians for turning vehicles

Painted pedestrian islands shorten crossing distances, improve pedestrian visibility, and encourage slower, safer turns

Project Benefits

- Organizes the roadway and clarifies movements underneath the elevated subway
- Provides slower & safer turns, reduces conflicts, and improves visibility among drivers, cyclists, and pedestrians
- Reduces speeding and vehicle conflicts on 31st St
- Increases pedestrian visibility and safety
- Protected Bike Lane calms traffic, shortens pedestrian crossing distances, and organizes the roadway, providing safety for all roadway users
- Provides safer and more convenient bicycle travel and expands the Protected Bike Lane network in Queens



Thank You!



NYCDOT



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Northern Blvd

51 St to Broadway

School Safety Improvements

Presentation for Community Board 1 | April 2, 2025





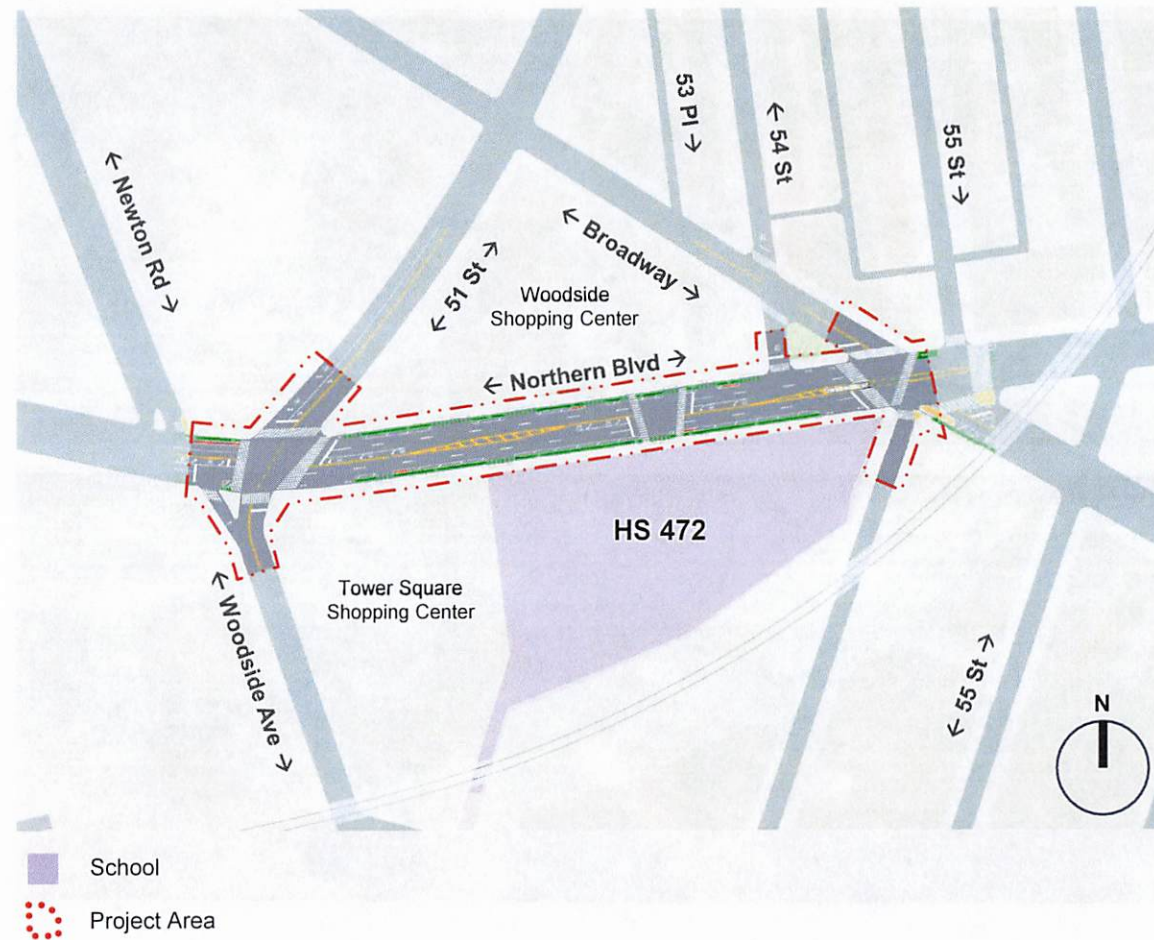
Background

1

Background

Project Area

- HS 472 (3,079 students) opening in 2025
- Designated Through Truck Route
- Five bus routes:
Q63, Q66, QM2, QM20, and QM32



Background

Past Outreach in the Area

- **2018** – DOT held three public workshops to hear community concerns around safety and mobility. Community priorities included:
 - Protected bike lanes
 - Improved bus service
 - **Pedestrian safety upgrades like islands, medians, and shorter crossings**
- **2020** – DOT and State Senator Ramos gathered feedback directly from businesses along Northern Blvd.
- **2022** – Elected officials called for additional transit improvements, including dedicated bus lanes and faster, more reliable bus service.



DOT holds community workshops, October 2018



Elected officials, community members campaign for transit improvements, May 2022

Background

Recent Work

Previous Northern Blvd Street Improvement Projects

- **Newtown Rd to Broadway (2019)**
 - Pedestrian island, curb extensions, and expanded triangle
- **41st Ave to Broadway (2021)**
 - Protected bike lanes
- **Broadway to 114 St (2023)**
 - Bus lanes

Adjacent Current Project

- **51 St, Northern Blvd to 31 Ave (2025)**
 - Protected bike lanes, bus boarding island, and pedestrian islands



Northern Blvd facing northeast

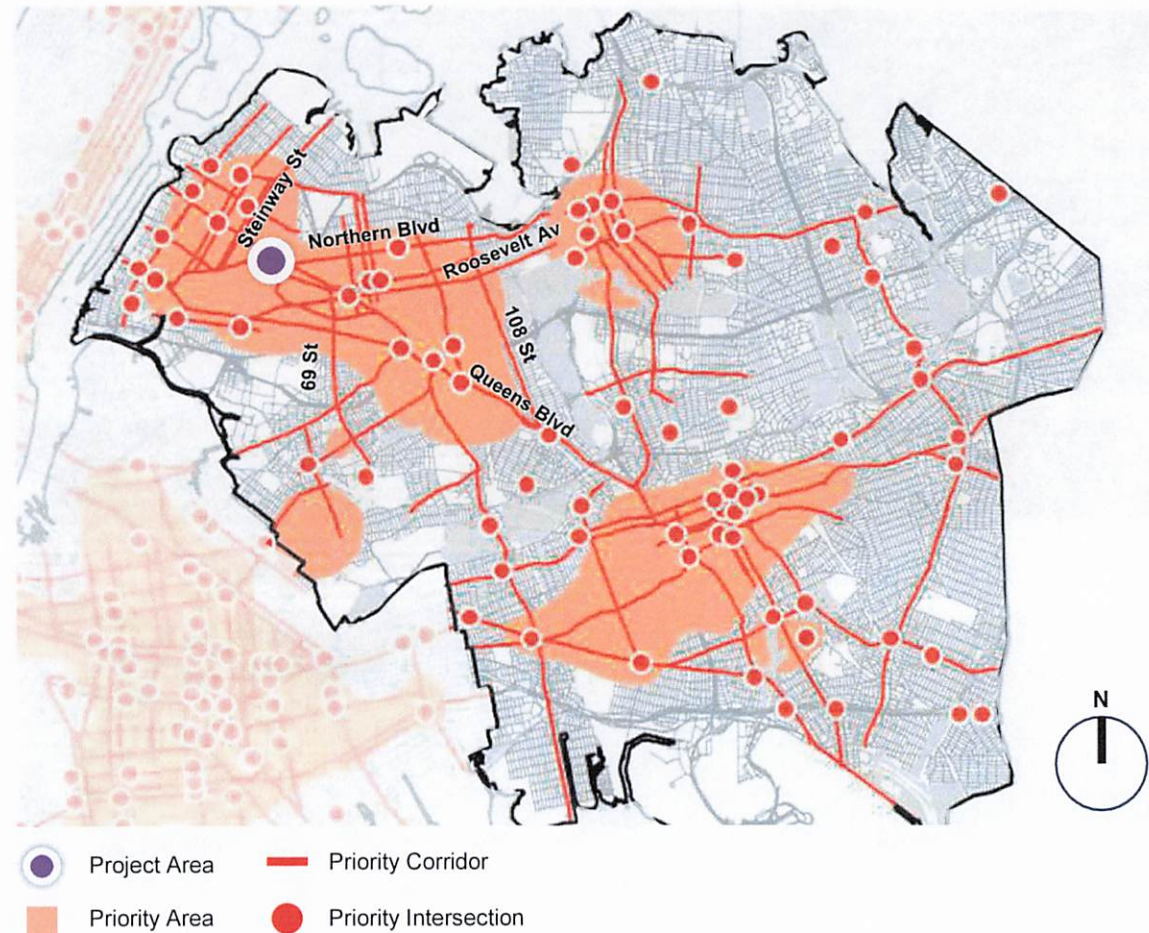
Background

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2023
- Priority Intersections, Corridors, and Areas identified for each borough

Northern Blvd, 51 St to Broadway

- Project area is in a Vision Zero Priority Area
- Northern Blvd is a Vision Zero Priority Corridor



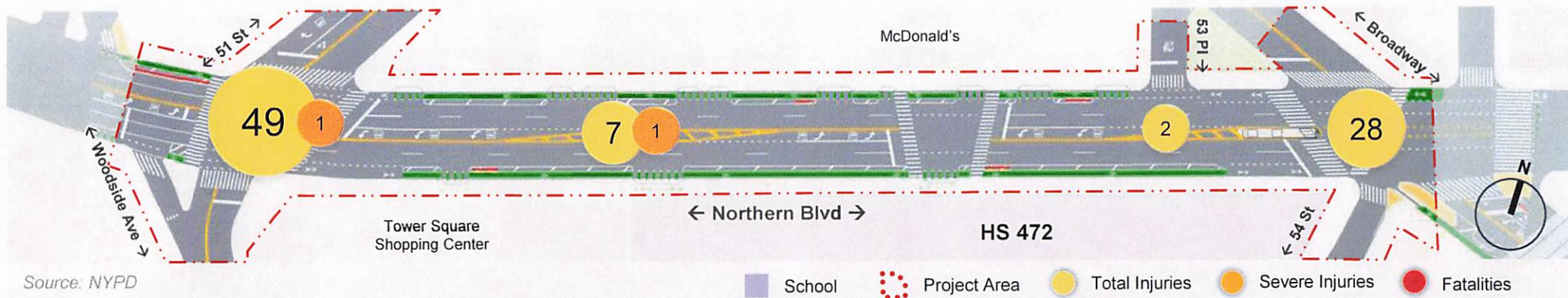
Background

Collision and Injury Data

- **86** total reported injuries
- **2** serious injuries
- **34%** of injuries involve pedestrians and bicyclists

Injury Summary — 2019-2023 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	11	1	0	1
Bicyclist	18	0	0	0
MVO	53	0	0	0
Other Motorized	4	1	0	1
Total	86	2	0	2



Source: NYPD



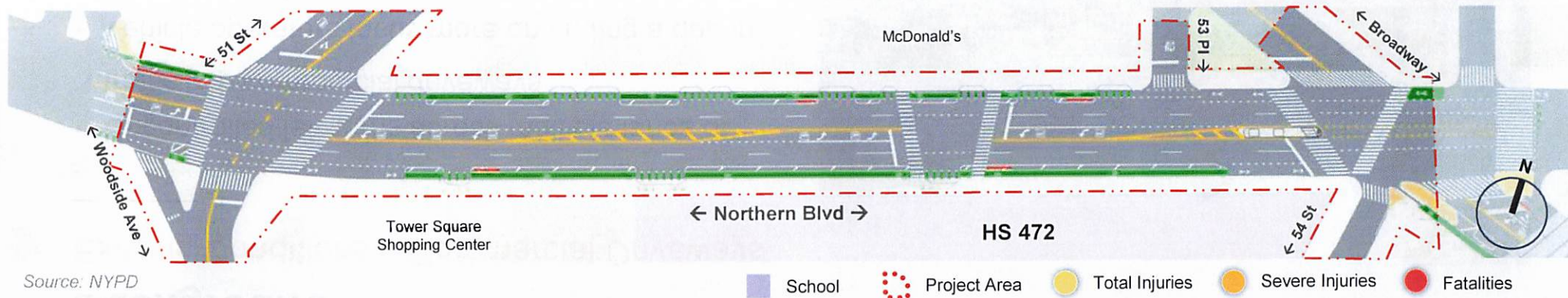
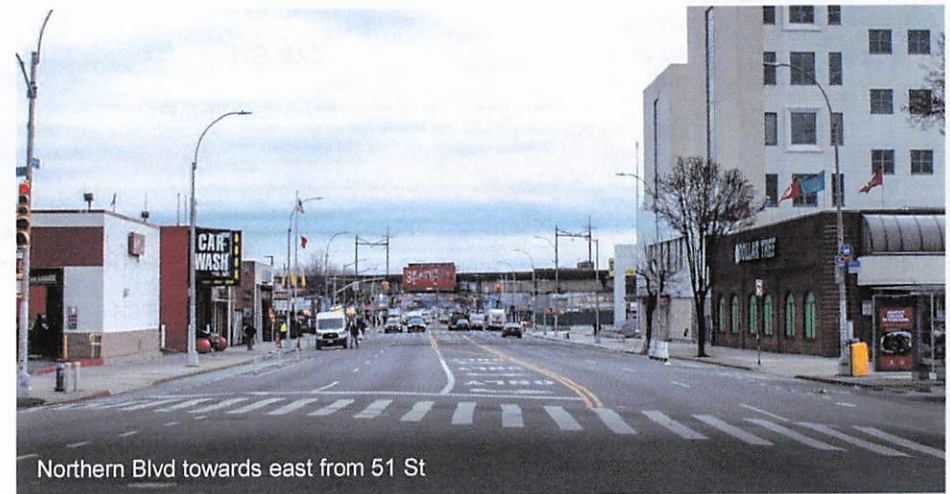
Existing Conditions

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Background

Existing Conditions

- Two-way, 70-foot-wide street with two travel lanes and bike lanes in both directions
- Numerous driveways create potential conflict points
- Painted flush median—designed for left-turn bays—encourages **higher speeds**

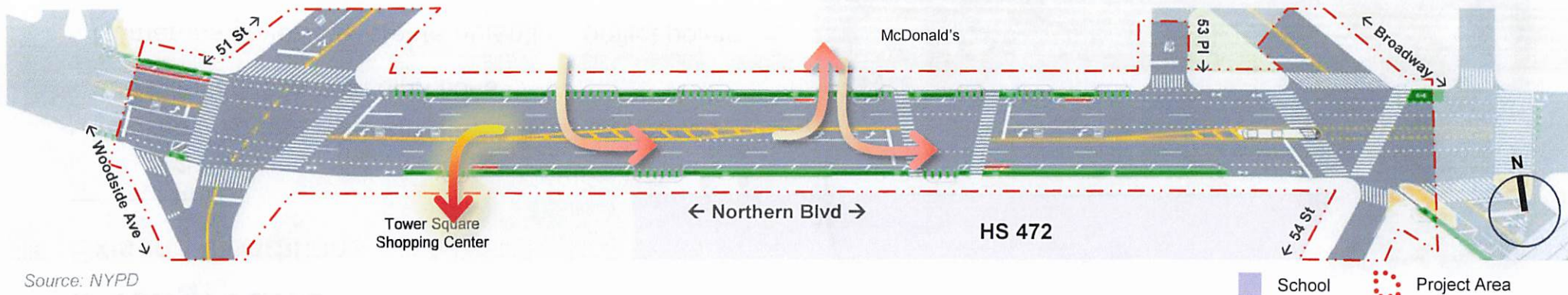


Source: NYPD

Background

Existing Conditions – Commercial Driveways

- Uncontrolled left-turns across multiple lanes of traffic into commercial driveways
- Vehicle operators focus more on finding a gap in oncoming traffic than pedestrians on the sidewalk

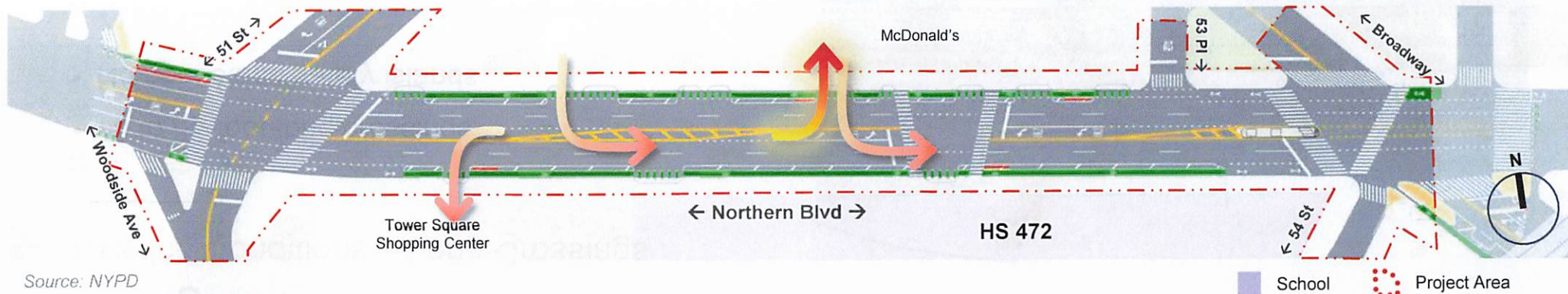


Source: NYPD

Background

Existing Conditions – Commercial Driveways

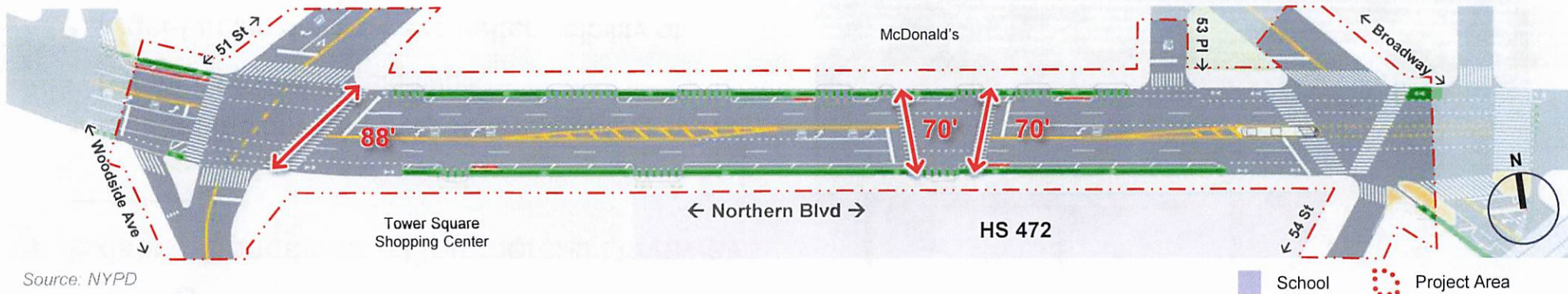
- Left-turning drivers travel 30 feet, gaining speed, before crossing the sidewalk
- Right-turning drivers have better visibility of pedestrians and cyclists and are forced to turn slower



Background

Existing Conditions – Long Crossings

- 70 to 88-foot-long crossings
- No pedestrian safety islands



Source: NYPD

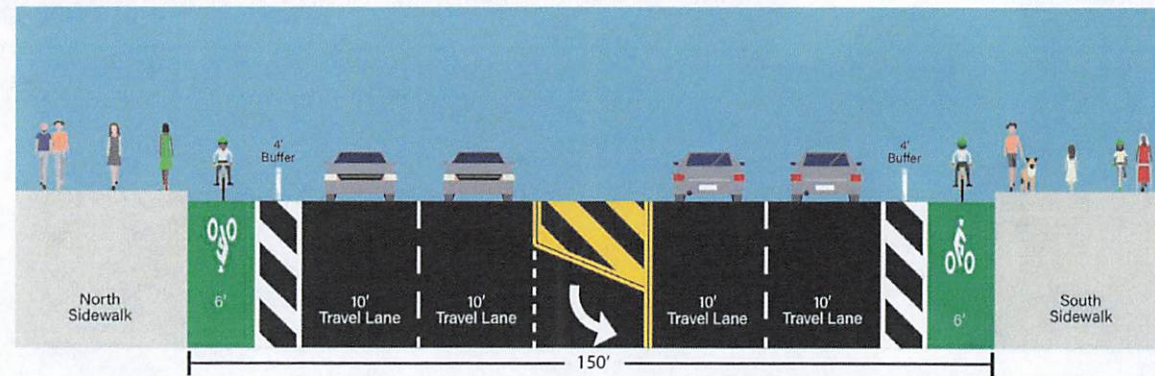
Planned Improvements

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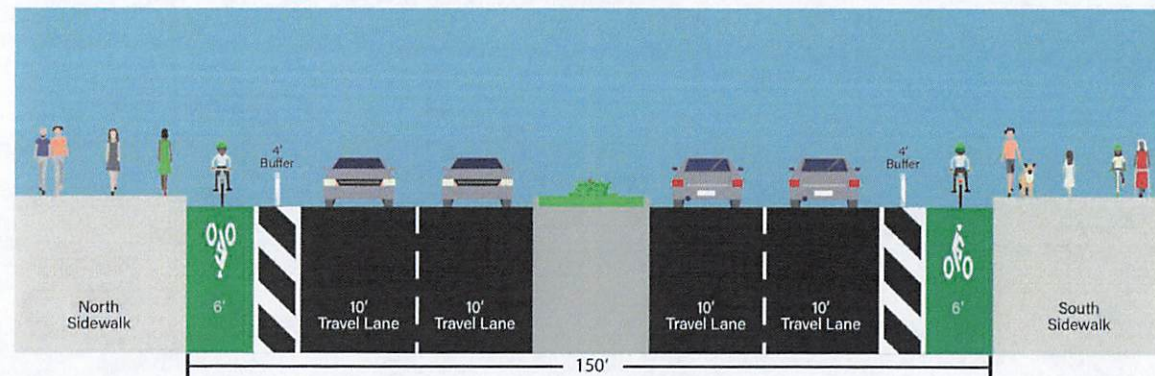
Northern Blvd, 51 St to Broadway

Planned Improvements

- Replace flush median and left-turn bays with an extended concrete median and pedestrian refuge island



Existing

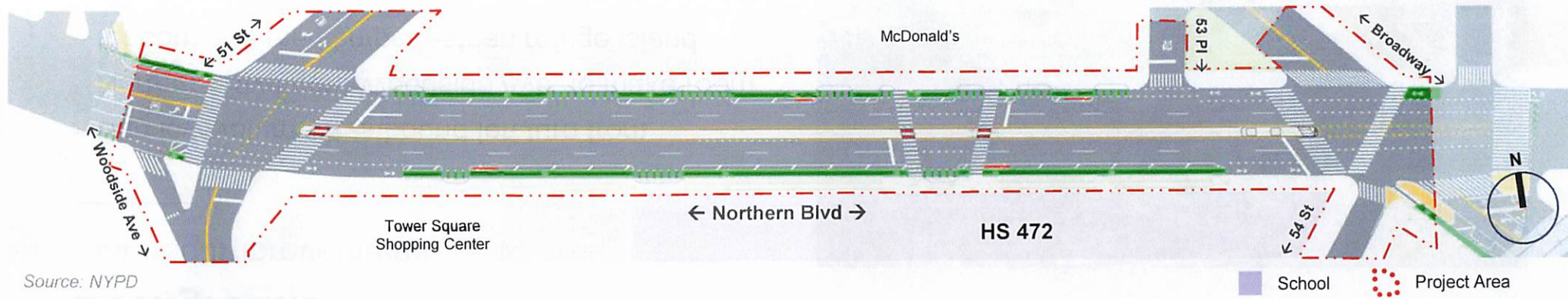


Proposed

Background

Planned Improvements

- Pedestrian refuge and shorten crossing
- Prevent mid-block left and U-turns
- Reduce pedestrian and bike conflicts with moving vehicles
- Calms traffic



Source: NYPD

Planned Improvements



Northern Blvd, 51 St to Broadway

Traffic Reroutes to Woodside Ave

Preferred Reroute

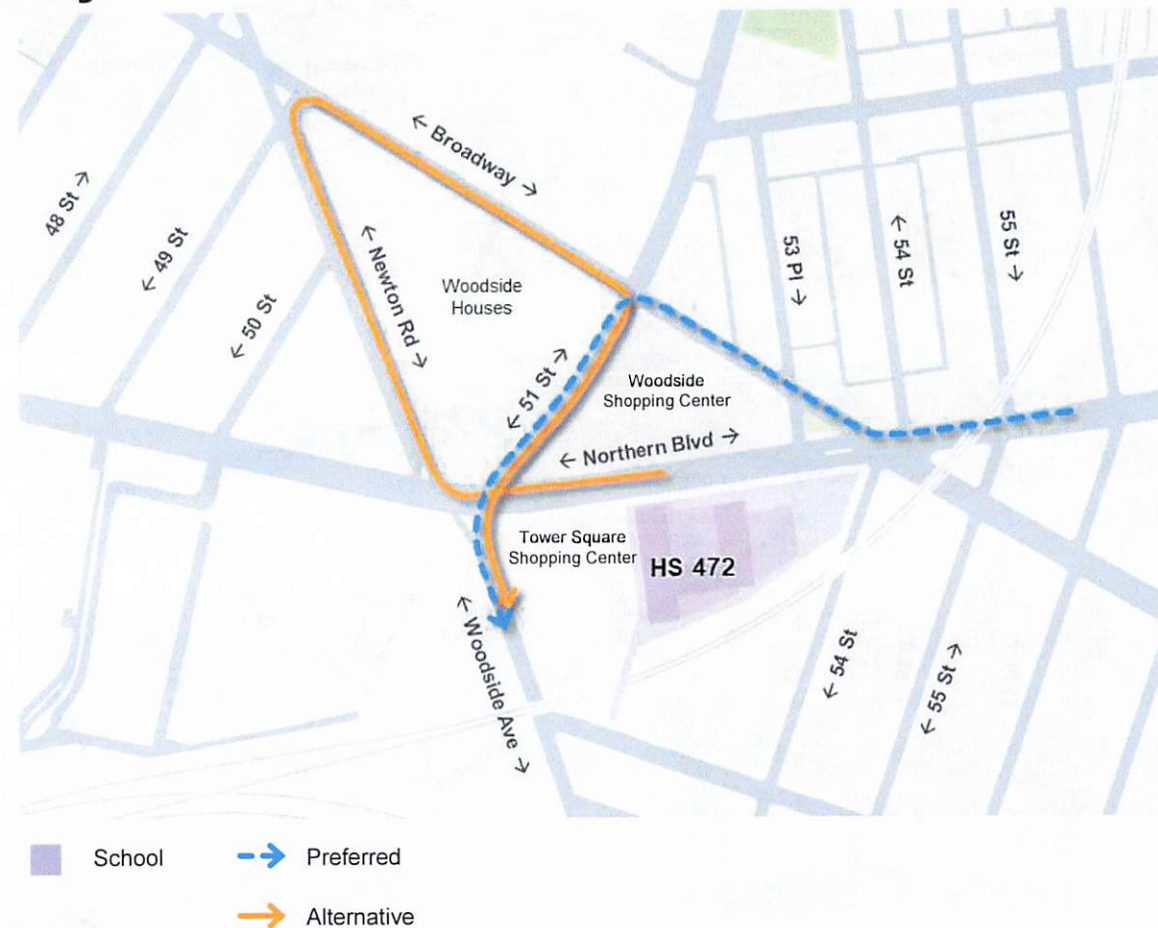
From Northern Blvd before Broadway

- Head west on Northern Blvd
- Turn right onto Broadway
- Turn left onto 51 St
- Head south onto Woodside Ave

Alternative Reroute

From Northern Blvd after Broadway

- Head west on Northern Blvd
- Turn right onto Newtown Rd
- Turn right onto 49 St; then Broadway
- Turn right onto 51 St
- Head south onto Woodside Ave



Northern Blvd, 51 St to Broadway

Traffic Reroutes to Driveways

Preferred Reroute

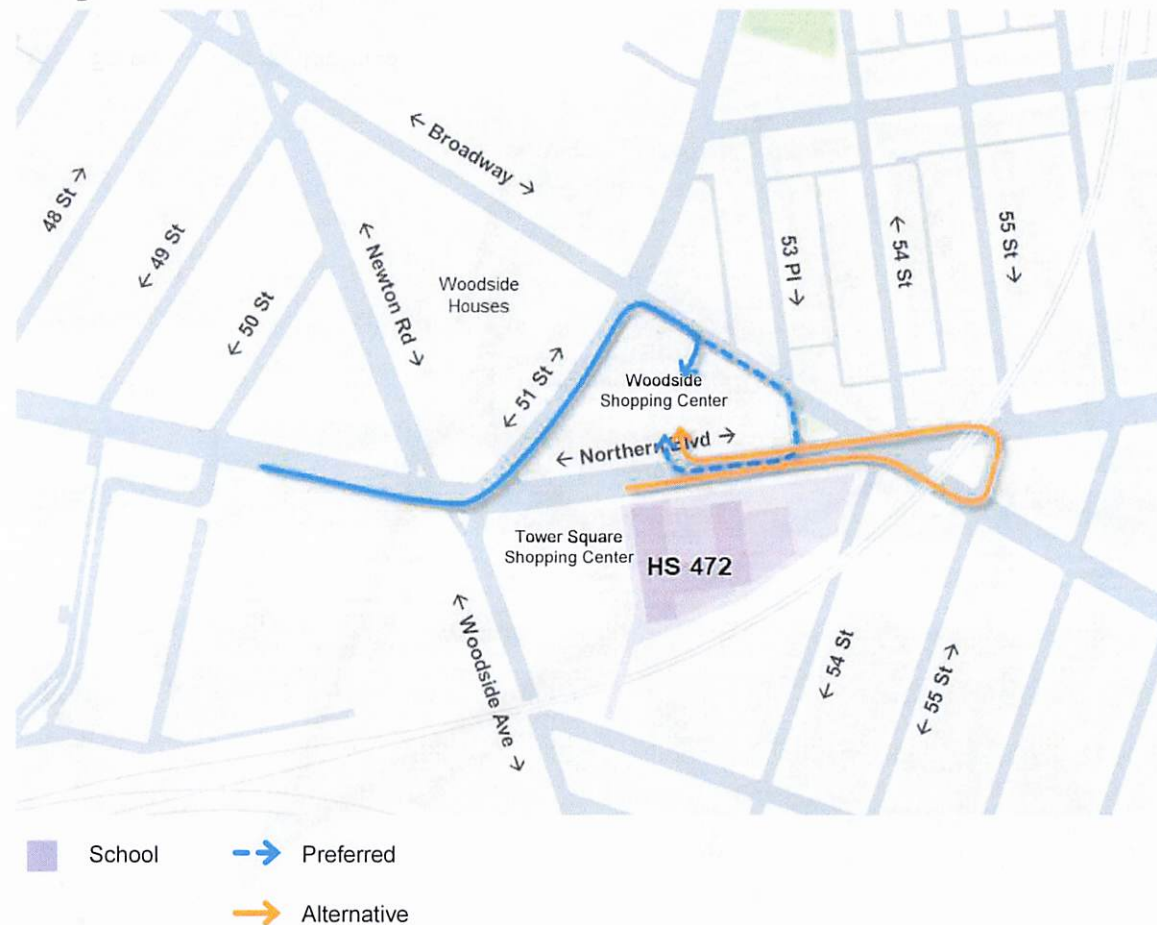
From Northern Blvd before 51 St

- Head east on Northern Blvd
- Turn left onto 51 St
- Turn right onto Broadway
- Turn right onto Woodside Shopping Center

Alternative Reroute

From Northern Blvd after 51 St

- Head east on Northern Blvd
- Turn right onto Broadway
- Turn left onto 55 St
- Turn left onto Northern Blvd



Northern Blvd, 51 St to Broadway

Next Steps

Spring 2025

- Community Outreach

Summer 2025

- Project Implementation



Northern Blvd facing northeast

Thank You!

Questions?

NYC DOT Queens
Borough Commissioner's Office
212.839.2510



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