



31st Ave, Steinway St to 51 St

Complete Street Redesign

MAY 2026



Overview

Background

- Project Area
- Nearby Improvements
- Safety & Crash Statistics
- Cycling in Numbers

Community Vision & Goals

- Summary of Outreach
- What we heard
- Vision
- DOT's Toolbox
- Conceptual Proposal

Proposed

- Existing Conditions
- Central Issues
- Proposal

Next Steps



Pop-up workshop



Merchant Survey



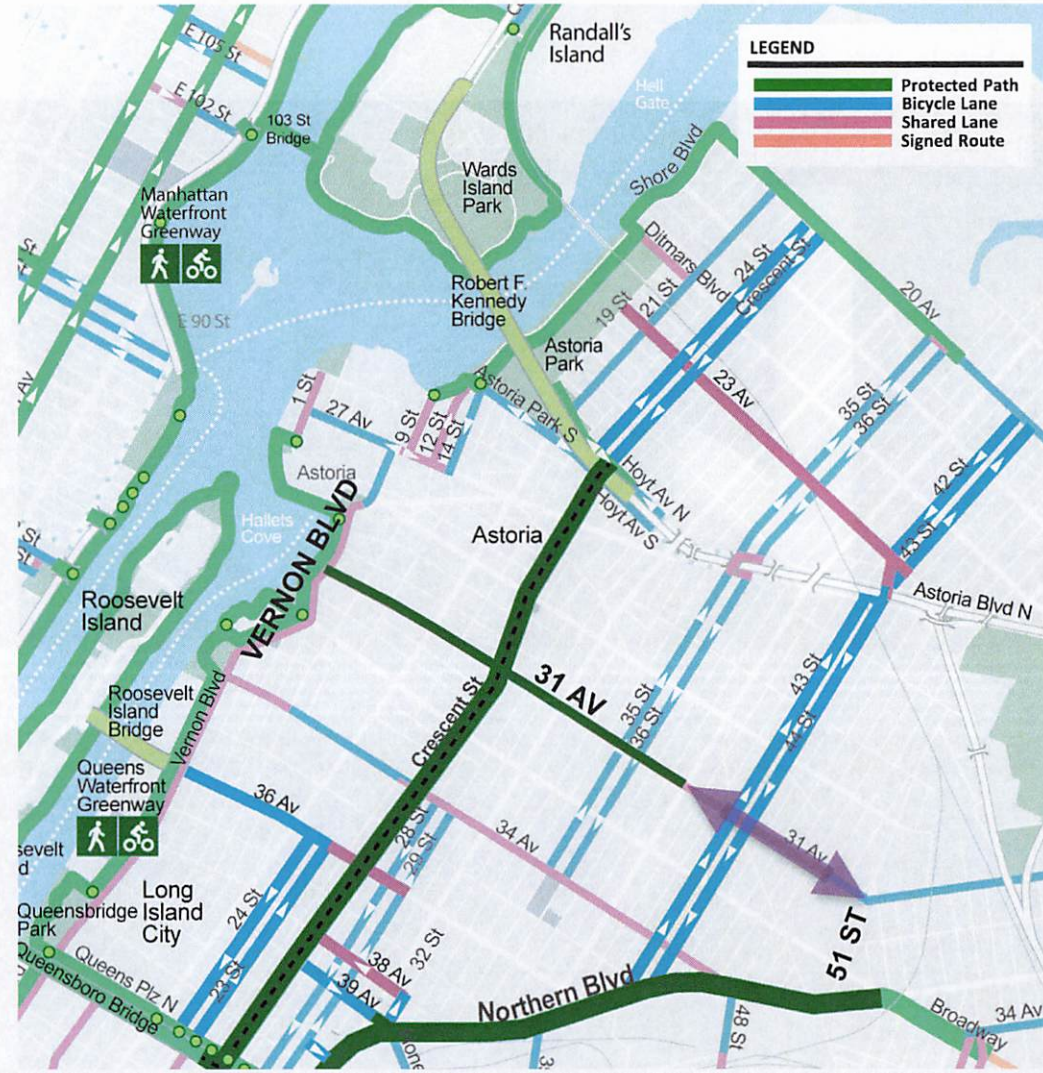
In person workshop

Background

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Project Area

- 31st Ave in Queens CB 1 is mostly residential with commercial uses
- **Vision Zero Priority Area**, High Youth Injuries, Sidewalk Width Deficiency
- Need for east-west protected bike lane facilities; blocked bike lanes
- Local truck and cut-through traffic (31st Ave is not a Truck Route)
- Curb access issues for commercial deliveries, visitors, and residents
- Request for complete street redesigns from community, elected officials



Safety and Crash Statistics



Corridor Traffic Safety Report

Vision Zero Priority Area

- 31st Ave at 21st St is a VZ Priority Intersection

7 people severely injured

2 cyclists severely injured

1 cyclist killed (2019-May 2024)

7 killed or severely injured (KSI) per mile (2020-2024); **ranks Top 33% in Queens**

31st Ave, Steinway St – 51st St

Injury Summary, 2021-2025 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	35	1	0	1
Bicyclist	18	2	0	2
Motorized Two-Wheelers	26	4	0	4
Motor Vehicle	40	0	0	0
Total	119	7	0	7

Source: Fatalities: NYCDOT, Injuries: NYSDOT KSI* Persons Killed or Severely Injured. Please Note: Starting in 2019, the National Highway Safety Administration (NHTSA) mandated that all jurisdictions follow the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition guidelines for collecting Serious Injury crashes. They did this to standardize what data is being collected across the country. Accordingly, the New York State Department of Motor Vehicles (DMV) changed their definition of severe, "A"-type injuries. As a result of this change, some injuries not previously attributed to the serious injury classification are now included. This change has made data from that year difficult to compare to previous years. Any increase in severe injuries may reflect the change in the formula and not an actual change in the trend of severe injuries

Safety and Crash Statistics

Pedestrian Injuries

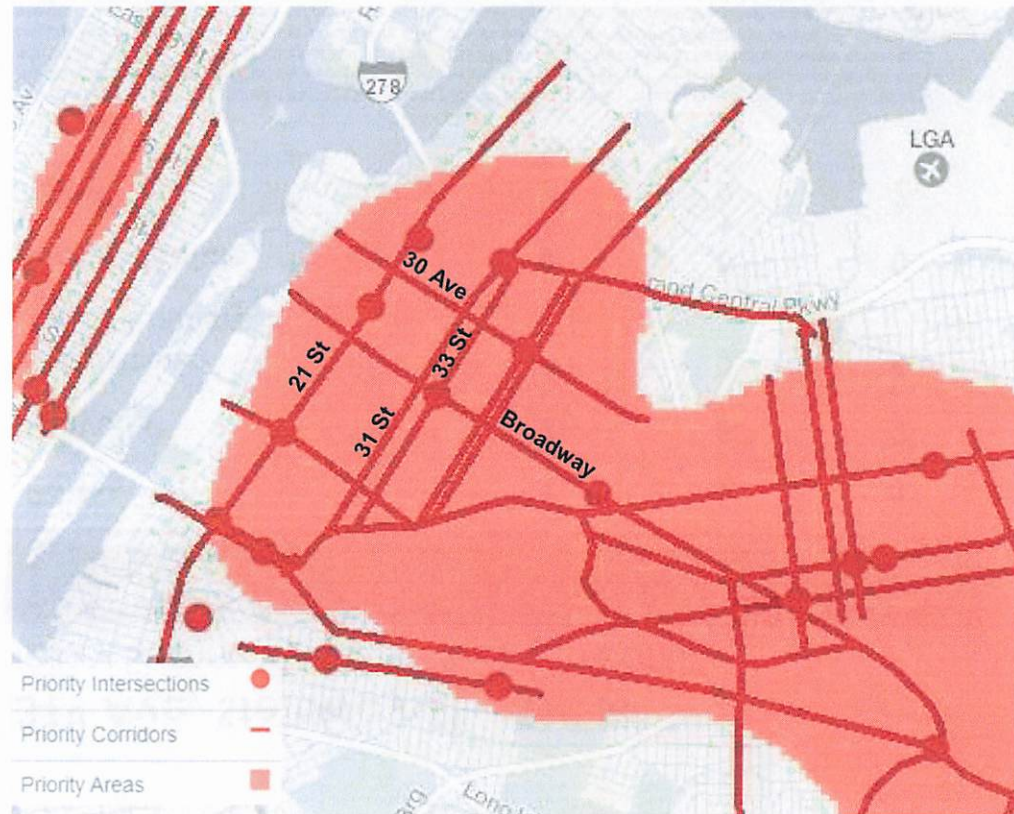
- 58 Injured, 7 Severely
- 26% Vulnerable Users (0-17, 64+ years old)
- 54% Crossing with Signal
- 24% Crossing Midblock

Cyclist Injuries

- 52 injured, 2 Severely, 1 Fatality
- 21% of injuries; ~3% of NYC mode share
- 28% of injures caused by opening of car doors

Motor Vehicle Occupants

- 120 injured, 5 Severely
- 30% of injuries are rear-end collisions
- 35% of injures occurred between 9PM and 6AM



Cycling in Numbers

Network Expansion

1,750+
miles of bicycle facilities

700+
of protected bike lanes

28+
of protected bike lanes installed in 2024

Daily Cycling

2 million
approximately **30%** of adult New Yorkers ride a bicycle

902,000
New Yorkers ride a bike regularly

660,000
Commuting trips made by bike in NYC in 2022

Bike Share

2.7 million
Citi Bike trips taken in Astoria in 2025

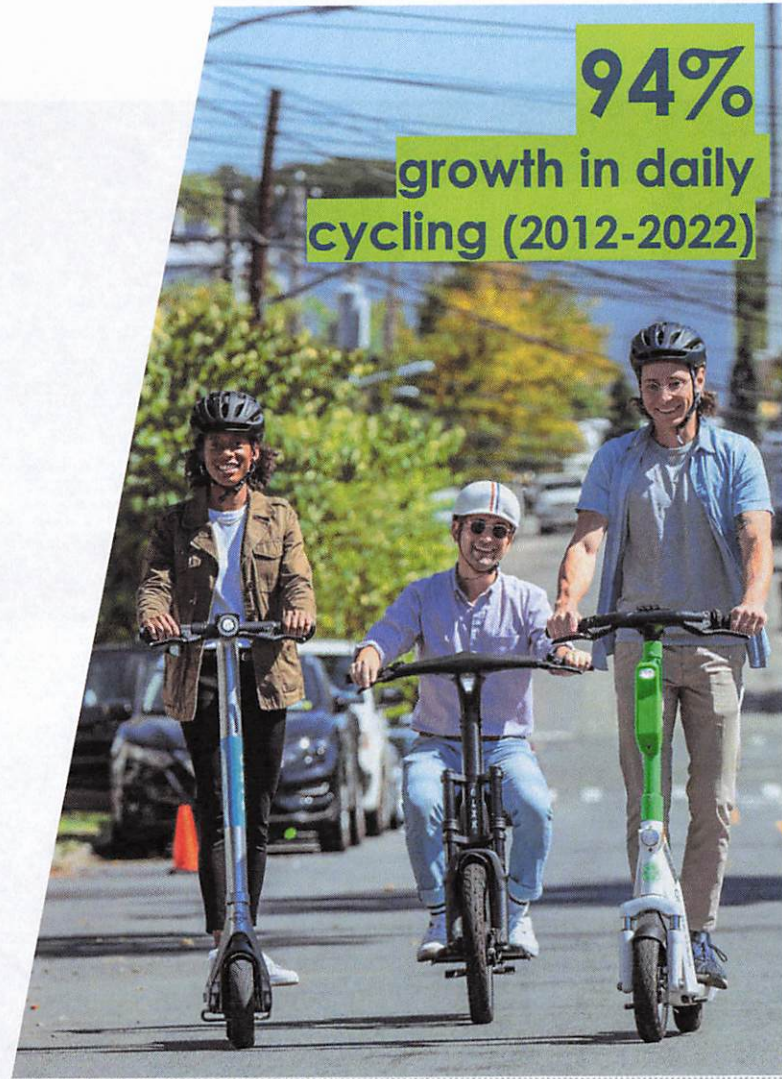
205,000+
daily trips on busiest days

15%
New Yorkers use Citi Bike (2018)

Delivery Workers

65,000
Estimated delivery workers in 2023

94%
growth in daily cycling (2012-2022)



31st Ave Phase I
Vernon Blvd – Steinway St

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31st Ave Phase I

Complete Street Redesign

- Two- to one-way vehicular traffic with modal filters to **reduce cut-through traffic**
- Re-designed intersections and added daylighting to **calm vehicular turns, improve visibility, and shorten pedestrian crossings**
- Accommodate Open Street between 31st St and 35th St by redesigning corridor and **increasing public open space**
- Installed the **first east-west two-way protected bike path** connecting the Queens Waterfront Greenway to the heart of Astoria



31 Ave at Crescent St Facing west AFTER



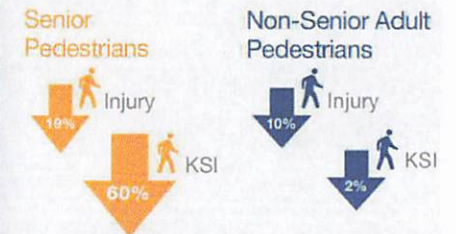
Key Design Elements

Key Finding: about 90% of both senior and non-senior adult injuries occur at intersections; 72% of injury crashes occur at signalized intersections

Protected Bike Lanes



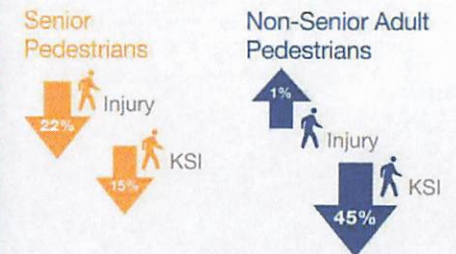
Turn Calming



Pedestrian Islands



Curb and Sidewalk Extensions



31st Ave Phase 1 Planned Updates

What We Heard:

Planned Updates:

31st Ave at Vernon Blvd
Safety Improvements

- NEW traffic signal, safety improvement

Curb Access Needs
Prevent deliveries from happening in bike lane, and pedestrian spaces

- Working with Curb Management to assess needs, add new neighborhood loading zones
- NEW metered parking approaching 31st St (community request)

Traffic Flow
Improve neighborhood circulation while maintaining reduction of cut-through traffic

- 21st St and 31st St: Exploring lifting turn bans
- 35th St:
 - ADDING daylighting and updated curb regulation with additional truck loading on 31 Ave between 33 St – 35 St
 - Update signal timing with flashing amber for east and westbound

Community Vision & Goals

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Summary of Outreach

- **Online Survey** (April – June 2023)
- **Five Pop-Up Workshops** (Summer, 2023)
- **Merchant Survey** (July 2023)
- **In-Person Workshop** (Sept. 2023)
- **In-Person Open House** (May 2024)
- **Community Board 1** (June 2024)
- **Schools along the corridor** (Spring 2025)
 - Met with IS 10, William Cullen Bryant HS, and PS 151
- **Woodside Houses** (February 2025 & April 2026)
 - On-Site visits with representatives from Woodside Houses
- **Return to Community Board 1** (Spring 2026)

Online Survey



Pop-Up Workshops



Merchant Survey



In-Person Workshop



Summary of Outreach Proposed Redesign

What We've Heard

- Requests for better organization of the roadway, safety improvements
- Continued desire for robust pedestrian and cyclist infrastructure, especially around schools
- **Community Requests:**
 - Daylighting of intersections
 - Traffic calming at 31 Ave at Newtown Rd and Hobart St
 - Extend the bike path
 - Greenery along the corridor

Site Visit with Woodside Houses

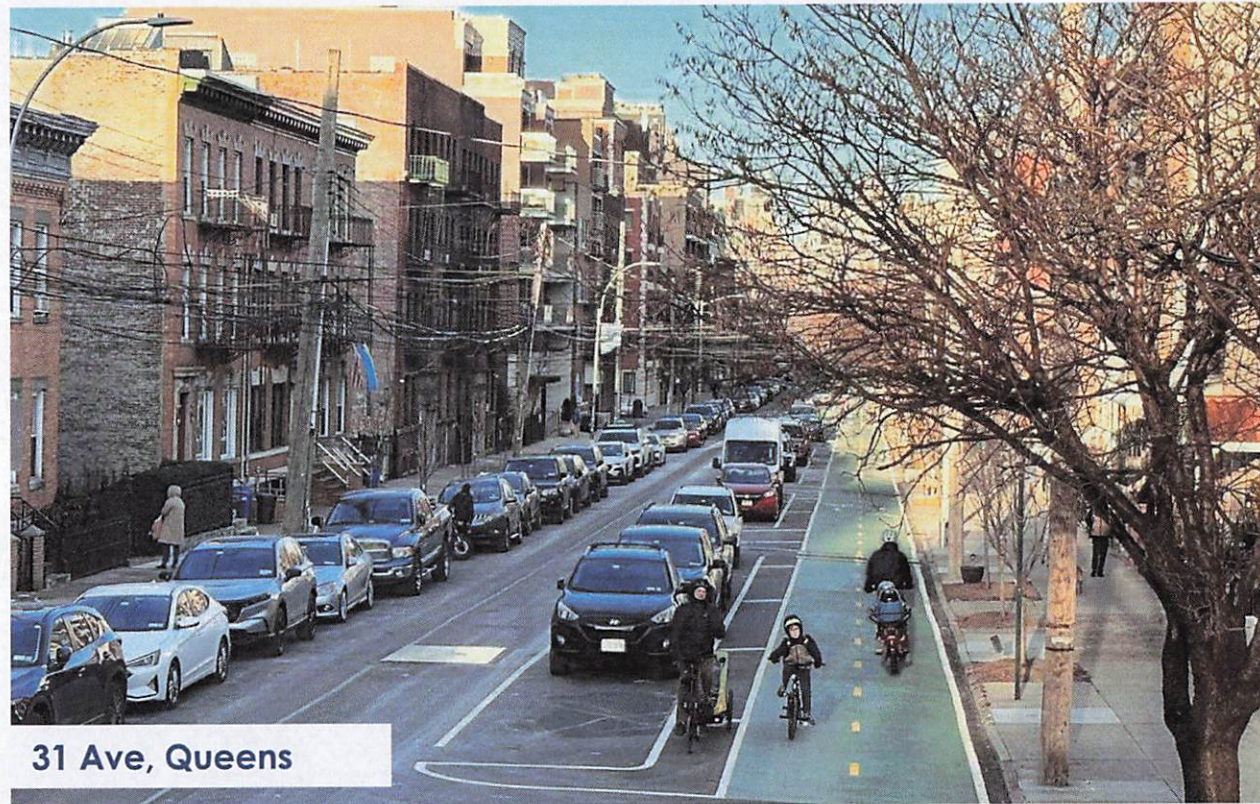
(February, 2025)



Representatives from Woodside Houses shared their concerns for the corridor and their thoughts on the proposal for neighborhood circulation.

Vision & Goals **Prioritize people on foot and on bikes**

- **Calm traffic** by reducing cut-through traffic while maintaining **neighborhood access**
- Expand the network by adding **bike facility that is comfortable for all ages and ability levels**
- **Increase pedestrian space** with additional greenery that **beautifies neighborhood**

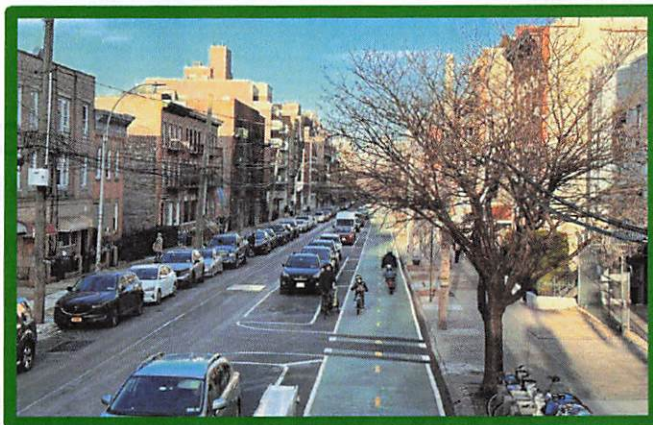
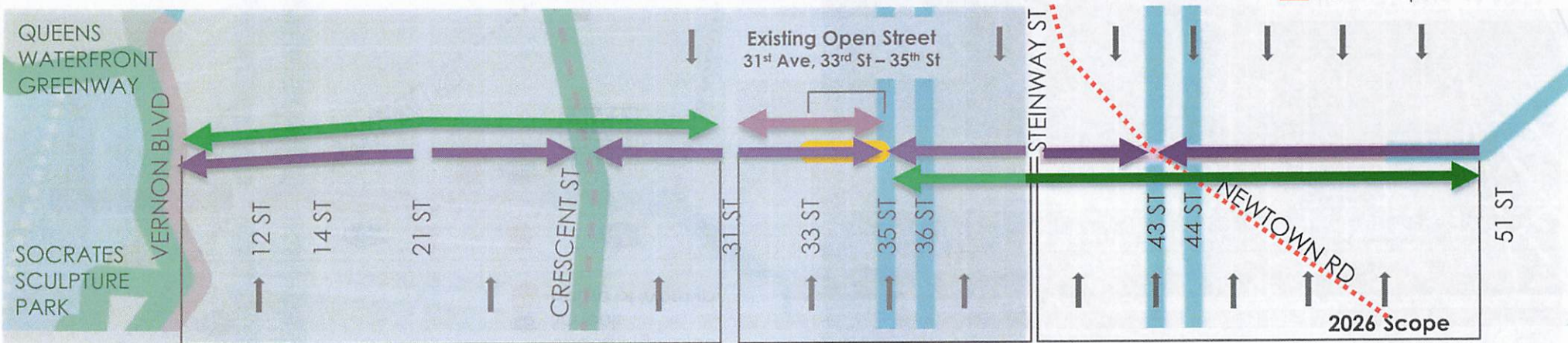


Proposal

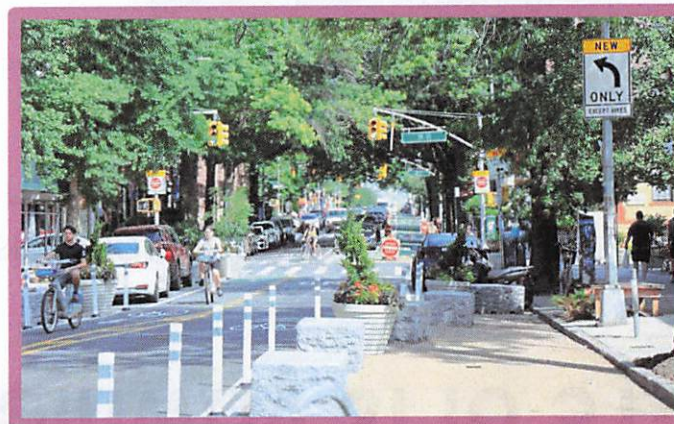
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31st Ave Complete Street Redesign

- █ Open Street
- █ Protected Bike Lane
- █ Conventional Bike Lane
- █ Shared Lane
- Direction of Vehicular Traffic
- ⋯ Future Scope



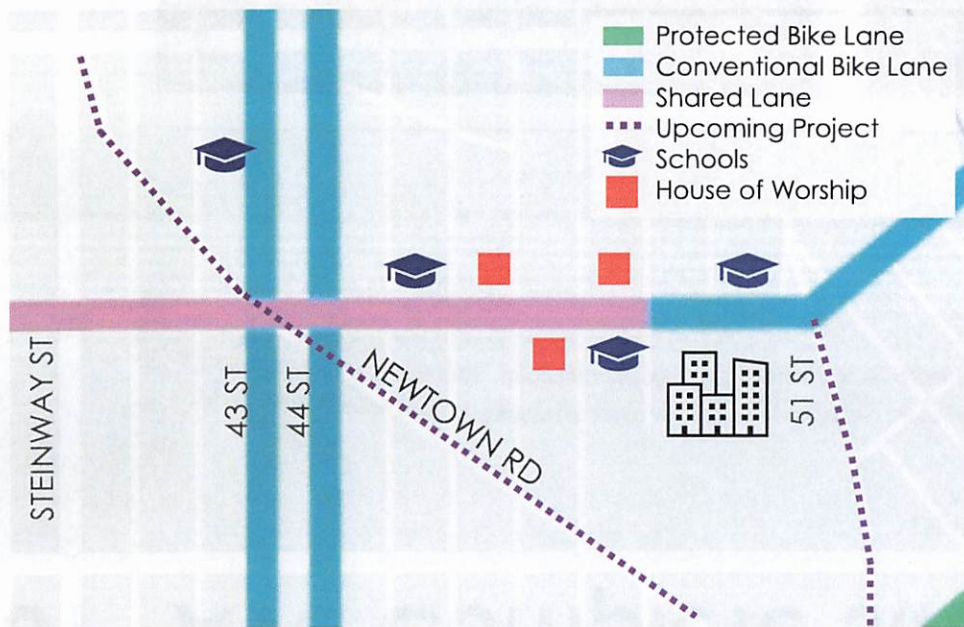
31st Ave at Crescent, facing west



31st Ave at 34th St, facing east

Existing: 31st Ave, Steinway St to 51st St

- **Vision Zero Priority Area**
- Residential; some auto-oriented businesses; schools and Houses of Worship
- **Schools:** I.S. 010, William Cullen Bryant HS, P.S. 151
- **NYCHA:** Woodside Houses



Central Issues

Overlapping demands reveal stress along the corridor



Vision Zero Priority Area with high number of pedestrian injuries, long distances between crossings



Existing shared and conventional lanes often blocked by double parked vehicles



Illegal U-turns, speeding, cut-through traffic. Not a truck route



Chronic double parking, lack of loading spaces for residential and commercial deliveries



Proposed Vehicular Circulation

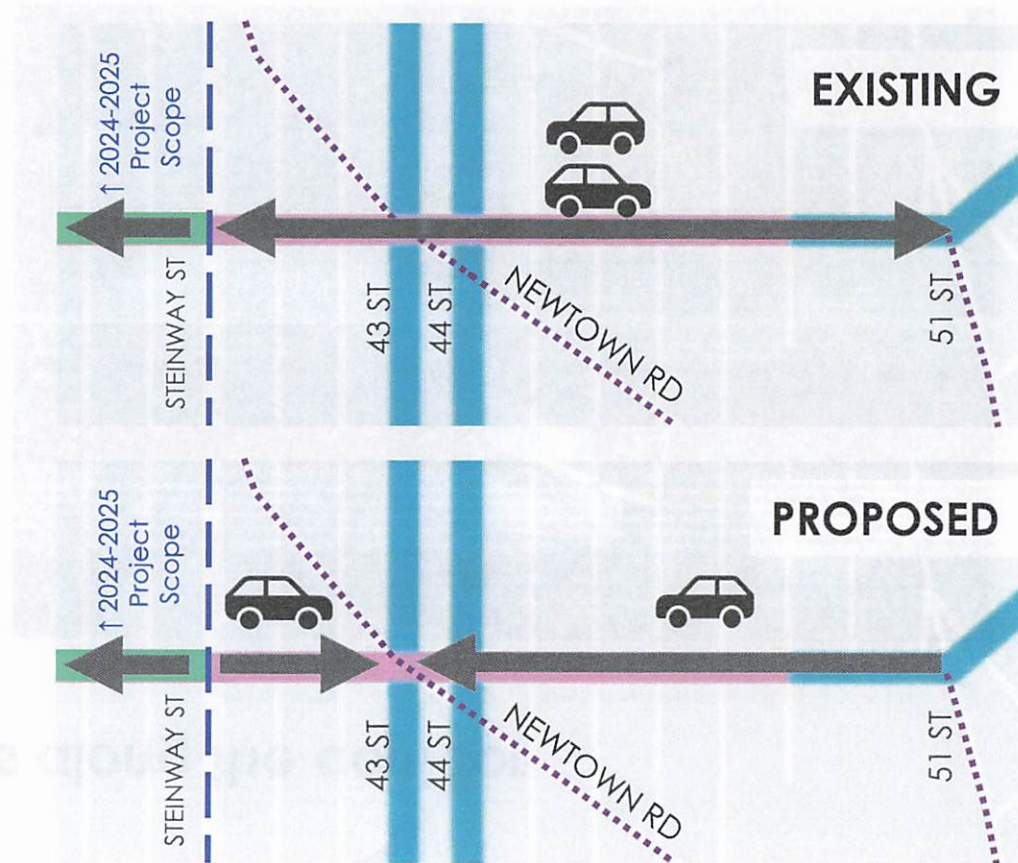
One-way Conversion:

- Simplifies traffic flow
- Reduces conflicts at intersections
- Allows for curb access on both sides

Modal Filter:

- Reduces cut through traffic while allowing neighborhood circulation
- Allows for the re-design on Newtown Rd intersection

- Protected Bike Lane
- Conventional Bike Lane
- Shared Lane
- Direction of Vehicular Traffic
- Upcoming Project



Proposed Typical Design Steinway St to 51 St

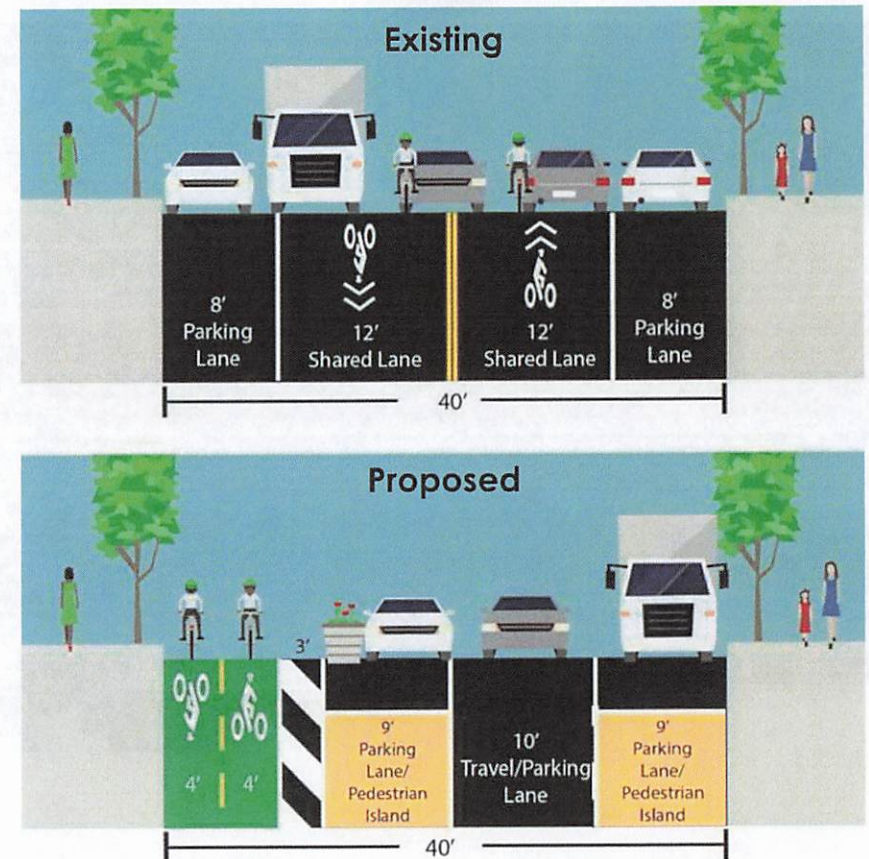
Improvements for people walking and biking:

Re-designed Intersections:

- Daylighting, off-set crossings require the removal of parking at corners

Parking Protected Two-Way Bike Path:

- Provides connection between neighborhood and waterfront, community destinations, local businesses and future lanes on 51st St



Proposed Design Elements



Crescent St, Queens

Painted Pedestrian Islands, Daylighting



31 Ave, Queens

Two-way Parking Protected Cycling

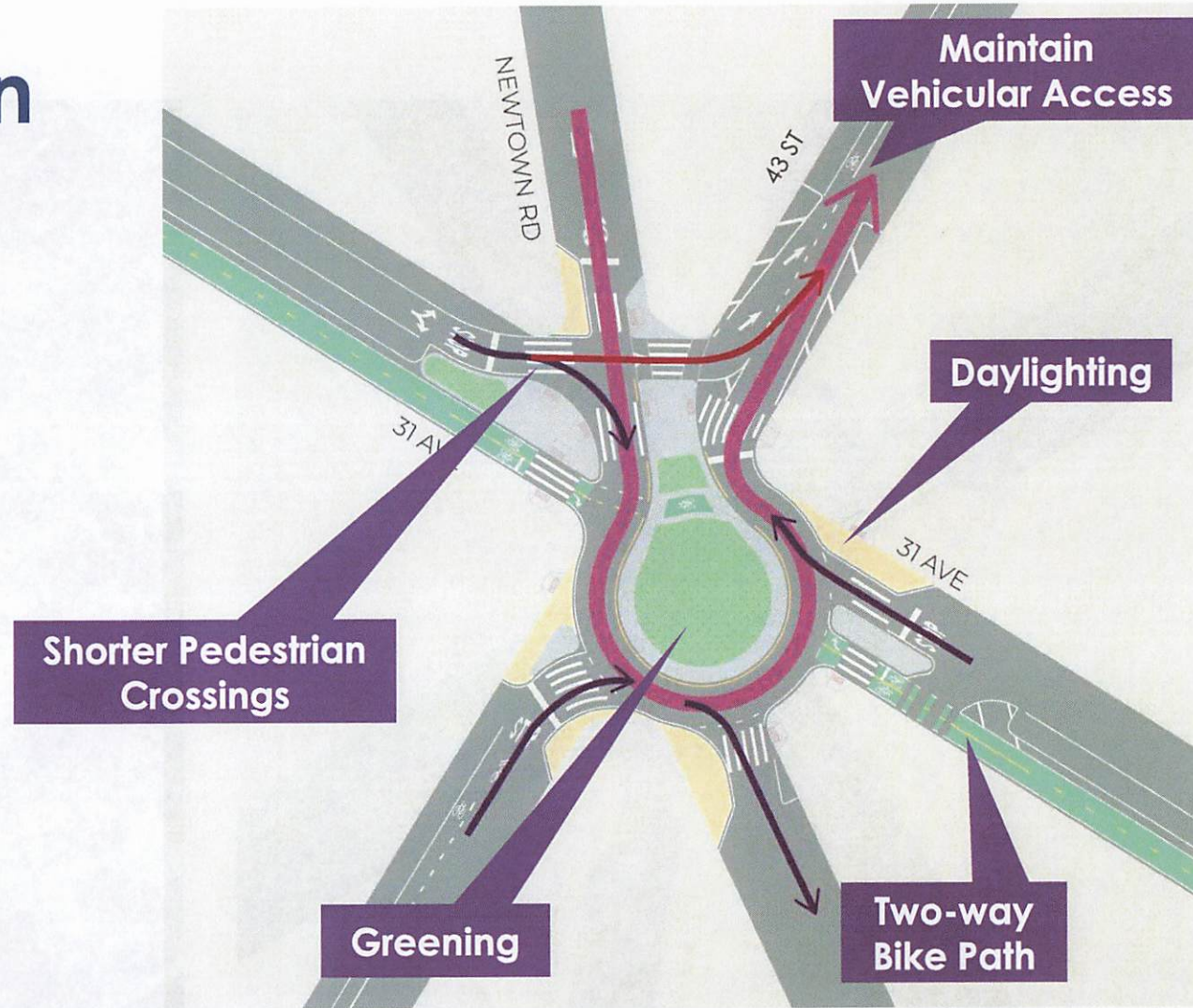
Proposed Design

31 Ave at 43 St and Newtown Rd

Vision Zero Priority Area

Complex multi-leg intersection

- Enhanced pedestrian visibility, shorter crossings
- Two-way cycling
- Greening in the ROW
- Maintained vehicular access, specifically accommodates emergency vehicles, school buses, and maintenance vehicles



EXISTING



PROPOSED



Proposed Additional Treatments

Additional design elements create a safe, comfortable experience for people on foot and bicycles, while maintaining local vehicular access

Exact locations for treatments pending engineering review



Daylighting



Signal Timing



Street Furniture



**Greening in the
Right of Way**



**Wayfinding
Signage**



Curb Regulations

Next Steps

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Next Steps

Spring 2026:

- ✓ QN Community Board 1
Transportation Committee
- 5/19: QN Community Board 1 Full
Board

Summer 2026:

- Planned resurfacing of corridor
(31 Ave from Steinway – 51 St)
- Project implementation to follow



Thank You!



NYCDOT



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