



19th Ave Safety Improvements

Protected Bike Lanes in Steinway and Astoria Heights

Presented to Queens Community Board 1 on June 10, 2025



Background

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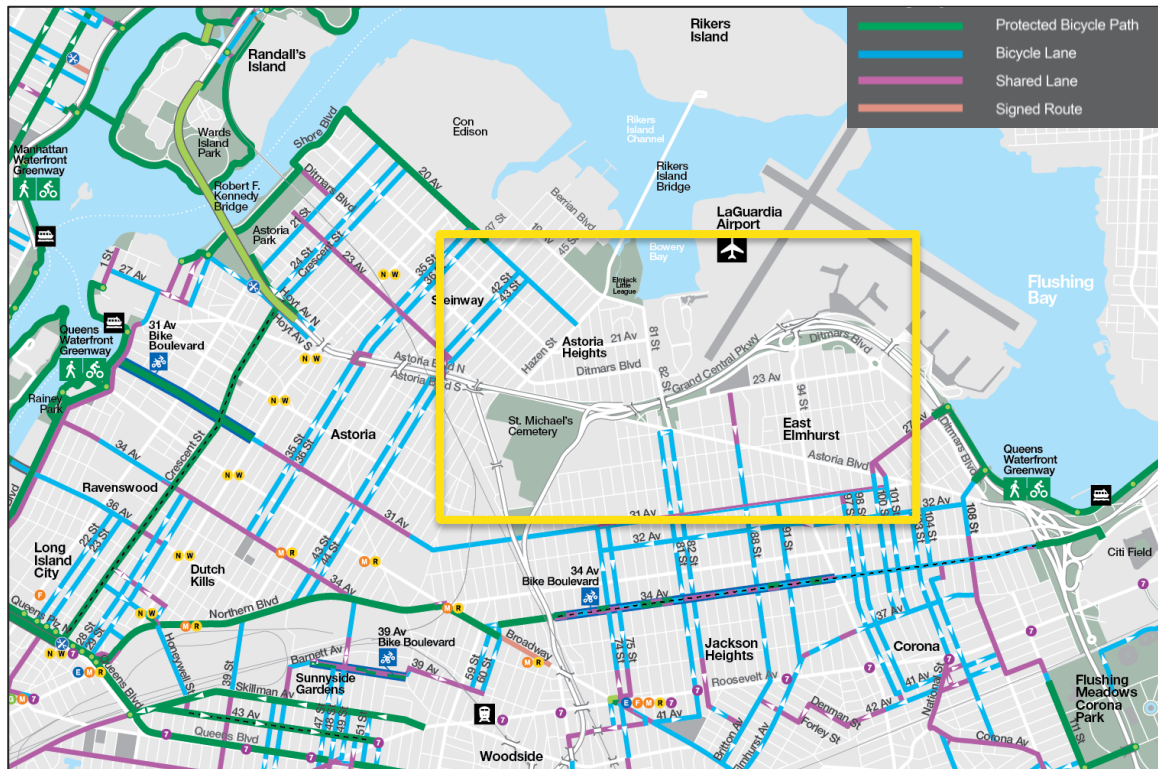
Bike Network Build Out

- Flushing Bay Promenade installed 2002
- 20th Ave PBL and standard lanes installed 2017
- Big Jump Network installed 2019-2020
- LGA capital improvements include bike parking + better bike connections

Gaps in Bike Network

- Gap in Queens Waterfront Greenway network
- Limited connections between Astoria and East Elmhurst
- Lack of bike connections to LaGuardia Airport

Northwest Queens Bike Network



Previous Street Improvement Projects

20 Ave, Shore Pkwy to 37 St

Conventional lanes on 20 Ave converted to two-way protected bike lane along edge conditions of Con Edison property.

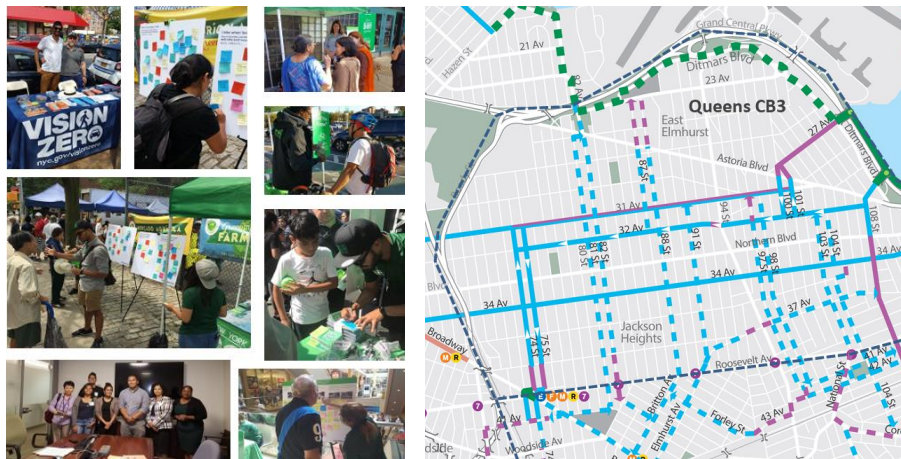
- Connects to Queens Waterfront Greenway
- Project reduced speeding along wide corridor



Big Jump Network

3-year community-driven planning process to expand bike network in Queens CB3 and CB4

- Standard and shared lane network implemented in 2019-2020.
- Plan proposed a protected bike lane connection along 19 Ave, 81 St, and 82 St in Astoria Heights to eventually connect to Flushing Promenade.



Short Term Network Expansion

Building Better Connections

Bridge gaps in the Queens Waterfront Greenway

- Create connection between 20 Ave/37 St to entrance of Flushing Bay Promenade
- Improve access to Astoria Park, Elmjack Fields, and Flushing Meadows Park

Provide new bike connections to neighborhoods and destinations isolated by highways

- LaGuardia Airport
- Astoria Heights
- East Elmhurst and Jackson Heights



Safety Benefits of Protected Bike Lanes

Protected bike lanes benefit all street users:

Crashes with
Injuries

Down 15%

Motor Vehicle
Occupant Injuries

Down 15%

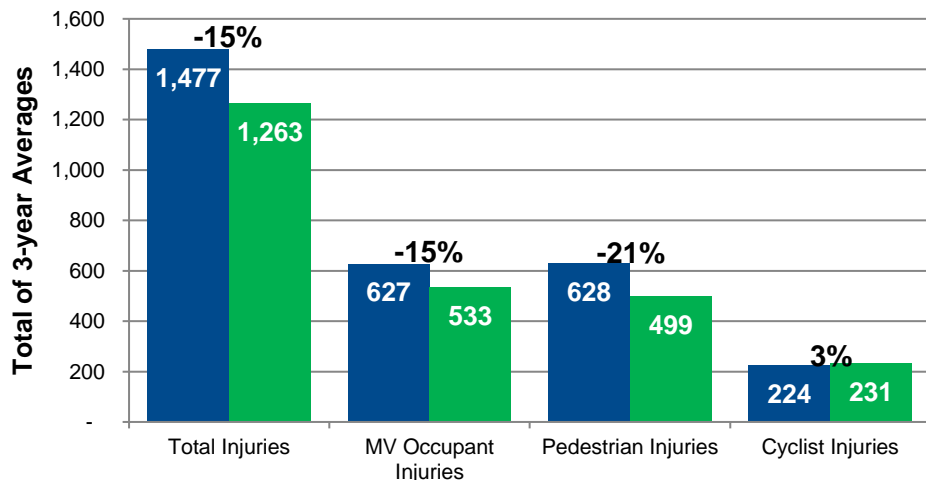
Pedestrian
Injuries

Down 21%

Injuries to cyclists increase only 3%, despite a **61% increase in bike volume** increase

Protected Bike Lanes

Before and After Crash Data, 2007 - 2017



■ Before ■ After



Data from 25 separate protected bicycle lane projects installed from 2007-2014 with 3 years of after data. Includes portions of 1 Ave, 2 Ave, 8 Ave, 9 Ave, Broadway, Columbus Ave, Hudson St, Lafayette St / 4 Ave, Sands St, Allen/Pike St, Kent Ave, Prospect Park West, Flushing Ave, Bruckner Blvd & Longfellow Ave, Imlay St / Conover St, Paerdegat Ave. Only sections of projects that included protected bike lanes were analyzed. Source: NYPD AIS/TAMS Crash Database

Project Proposal

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Bike Network Expansion

Project Proposal: Steinway & Astoria Heights ↔

- One-way protected bike lane loop utilizing 19 Ave & 20 Ave, and 37 St & 45 St
- One-block extension of 43 St bike routes to 19 Ave
- Two-way bike route from 19 Ave/45 St to 81 St/Ditmars Blvd

Future Work: East Elmhurst ↔

- Continue route to connect to Flushing Bay Promenade
- Provide connections to LGA, Jackson Heights and East Elmhurst Bike Networks



Proposal Overview

Working with geometric constraints to maximize user safety while preserving on-street parking

1. 19 Ave between 37 St and 45 St

Reorganize roadway to create one-way eastbound bike route

20 Ave between 37 St and 45 St

Reorganize roadway to create one-way westbound protected bike route

37 St and 45 St between 19 Ave and 20 Ave

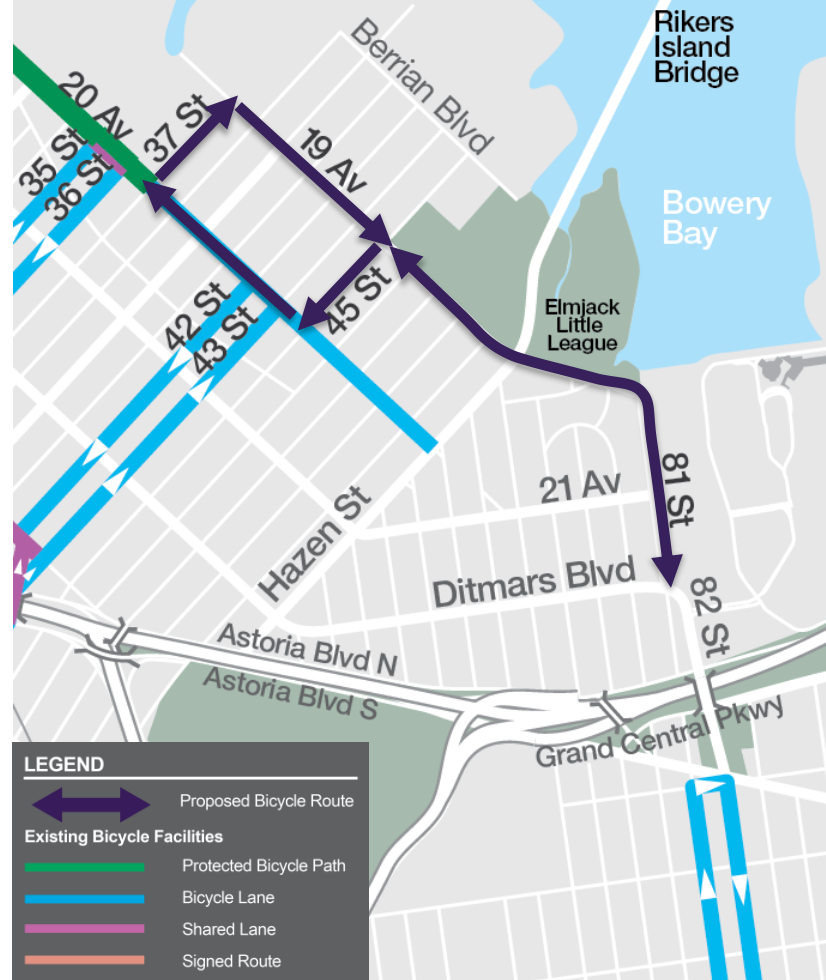
Proposed one-way conversions to create one-way protected bike lanes

19 Ave between 45 St and 81 St

Reorganize roadway to create 2-way bike lane along north curb

81 St between 19 Ave and Ditmars Blvd

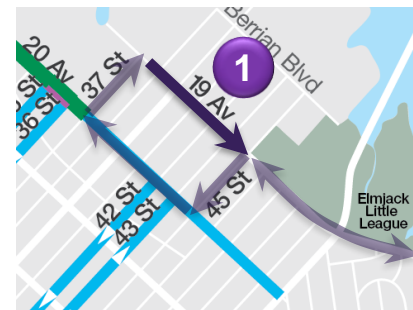
Reduce northbound travel lanes to create 2-way bike lane along east curb



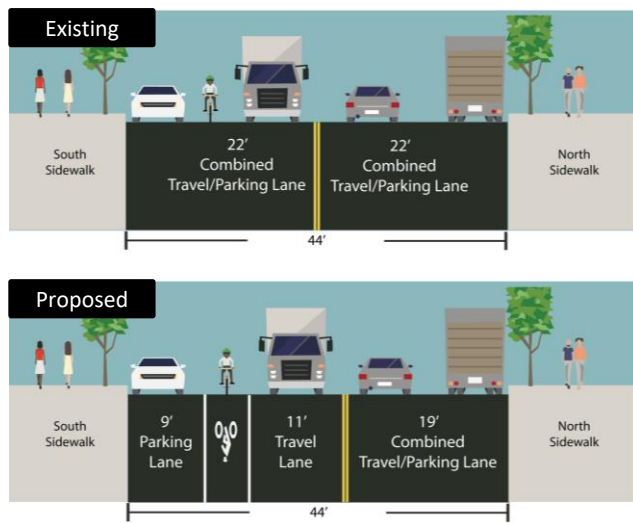
1 19 Ave, 37 St to 45 St

One-way Eastbound Bike Route

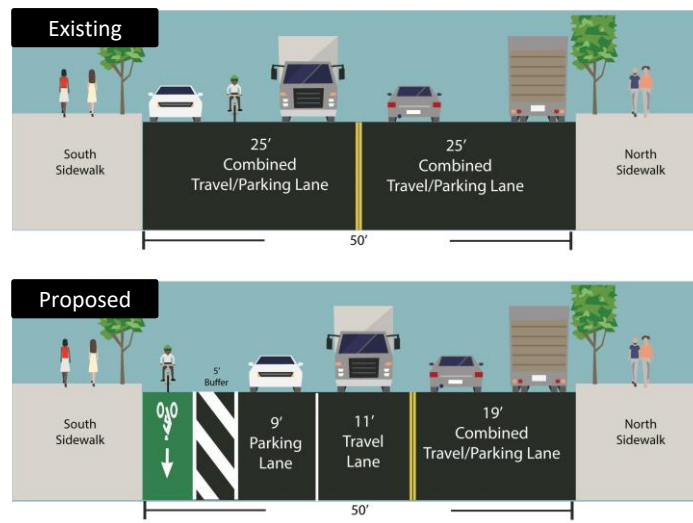
- Proposed design adapts to width of 19 Ave.
- Starts as a conventional lane for two blocks and then transitions to a parking protected bike lane east of Steinway St.



37 St to Steinway St (44' wide)



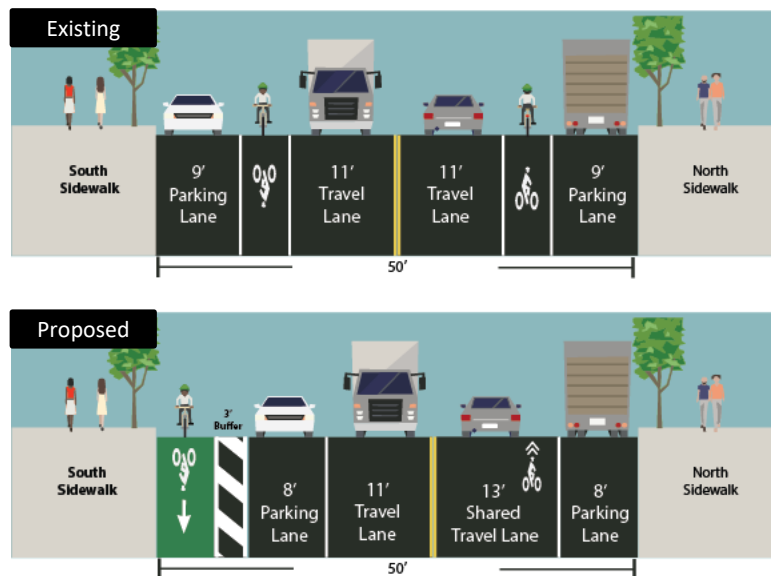
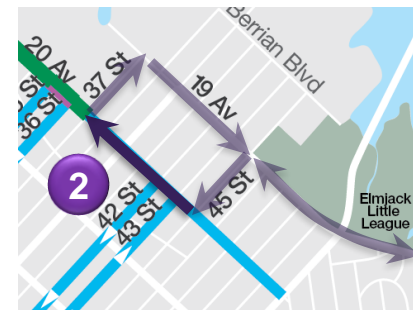
Steinway St to 45 St (50' wide)



2 20 Ave, 37 St to 45 St

One-way Westbound Protected Bike Route

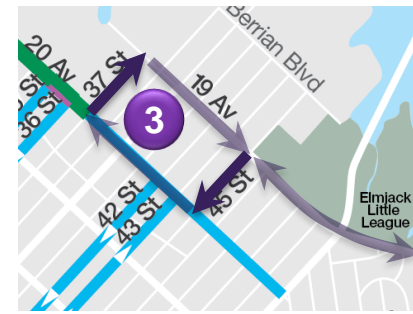
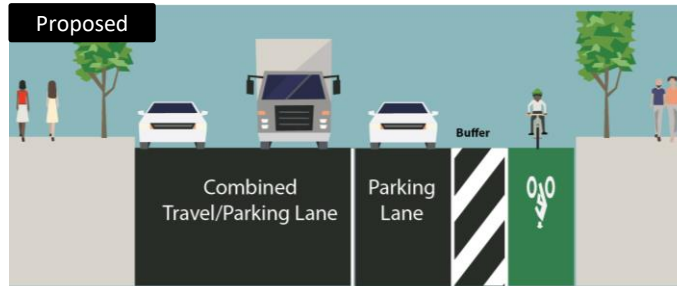
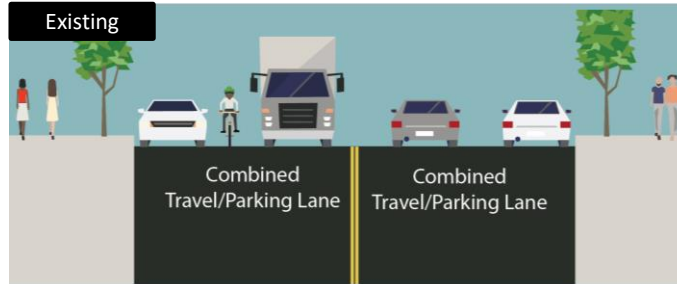
- Proposed design upgrades existing westbound bike lane to a parking protected bike lane
- Eastbound bike route maintained as shared route



3 37 St and 45 St

Protected Bike Lane Connections betw. 20 Ave and 19 Ave

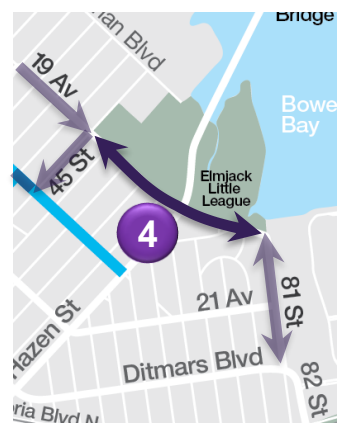
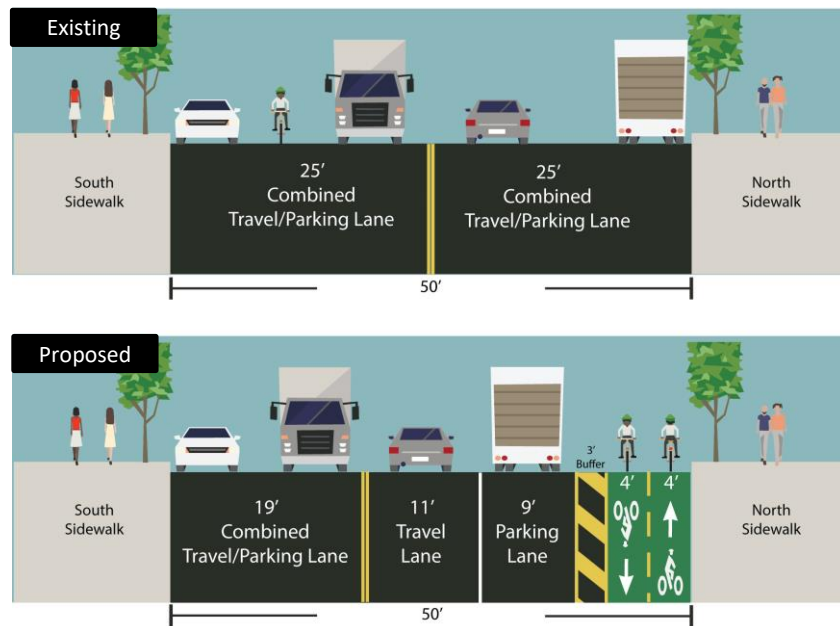
- Proposed design converts 37 St and 45 St to one-way streets.
 - Convert 37 St to one-way northbound
 - Convert 45 St to one-way southbound
- Allows for bike lane and maintain parking on both sides of the street
- Add parking protected bike lane left side of street



4 19 Ave, 45 St to 81 St

Two-way parking protected bike lane along north curb

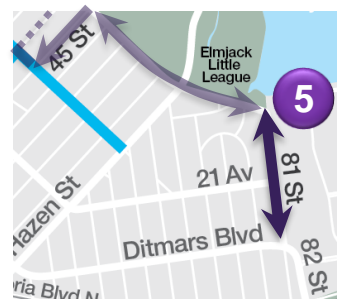
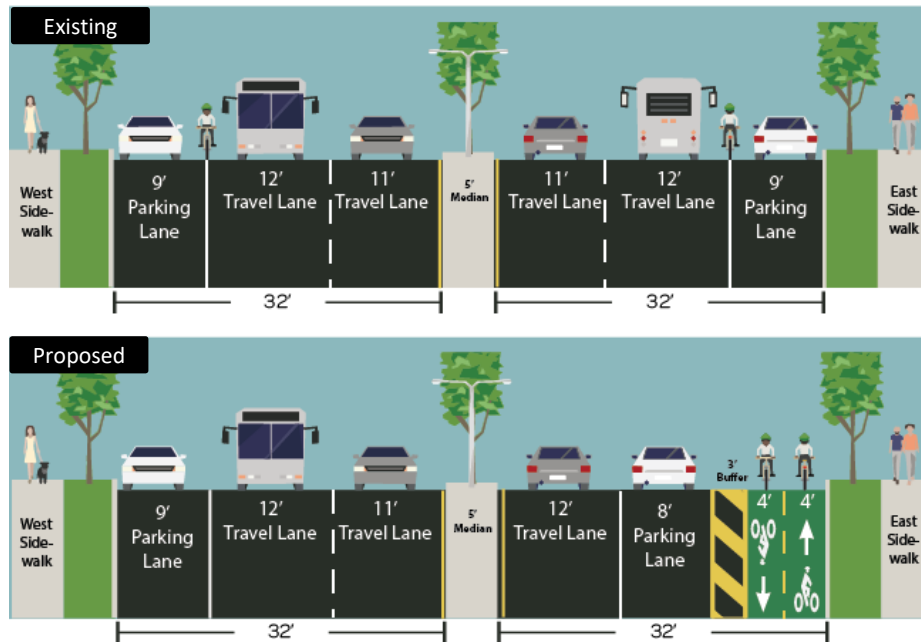
- Continuous north curb makes this section of 19 Ave ideal for a two-way path. Only one intersection at Hazen St.
- Proposed design reduces travel lane width, creating space for a parking protected bike lane
- Signal timing changes and eastbound left-turn ban at Hazen St to increase safety for bikes and pedestrians



5 81 St, 19 Ave to Ditmars Blvd

Two-way parking protected bike lane along east curb

- Proposed design removes one northbound travel lane to add a two-way parking protected bike lane on the east curb
- Northbound left-turn ban proposed during weekday AM peak period at 21 Ave/81 St to maintain parking near intersection



Summary

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Summary of Benefits

Protected bike lanes benefit all street users:

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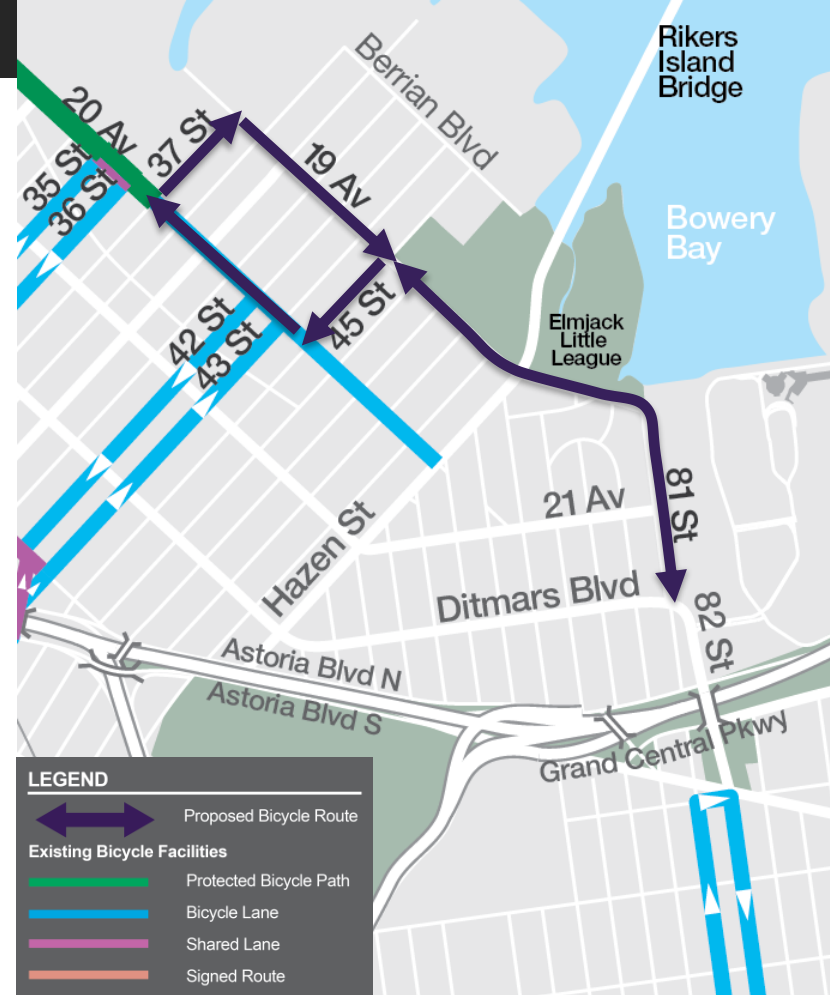
Motor Vehicle
Occupant Injuries

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Pedestrian
Injuries

Down 21%

- Extends connection to waterfront greenway with protected bike lanes that are comfortable for all ages and abilities
- Builds on previous **safety improvements**
- Improves **access to community amenities/ jobs**
- Creates connections to other **neighborhoods**



Thank You!



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