



# 31<sup>st</sup> Ave, Steinway St to 51 St

Complete Street Redesign

MAY 2026



# Overview

- Background
- Phase I Planned Updates
- Public Outreach
- Proposal
- Next Steps



Pop-up workshop



Merchant Survey



In person workshop

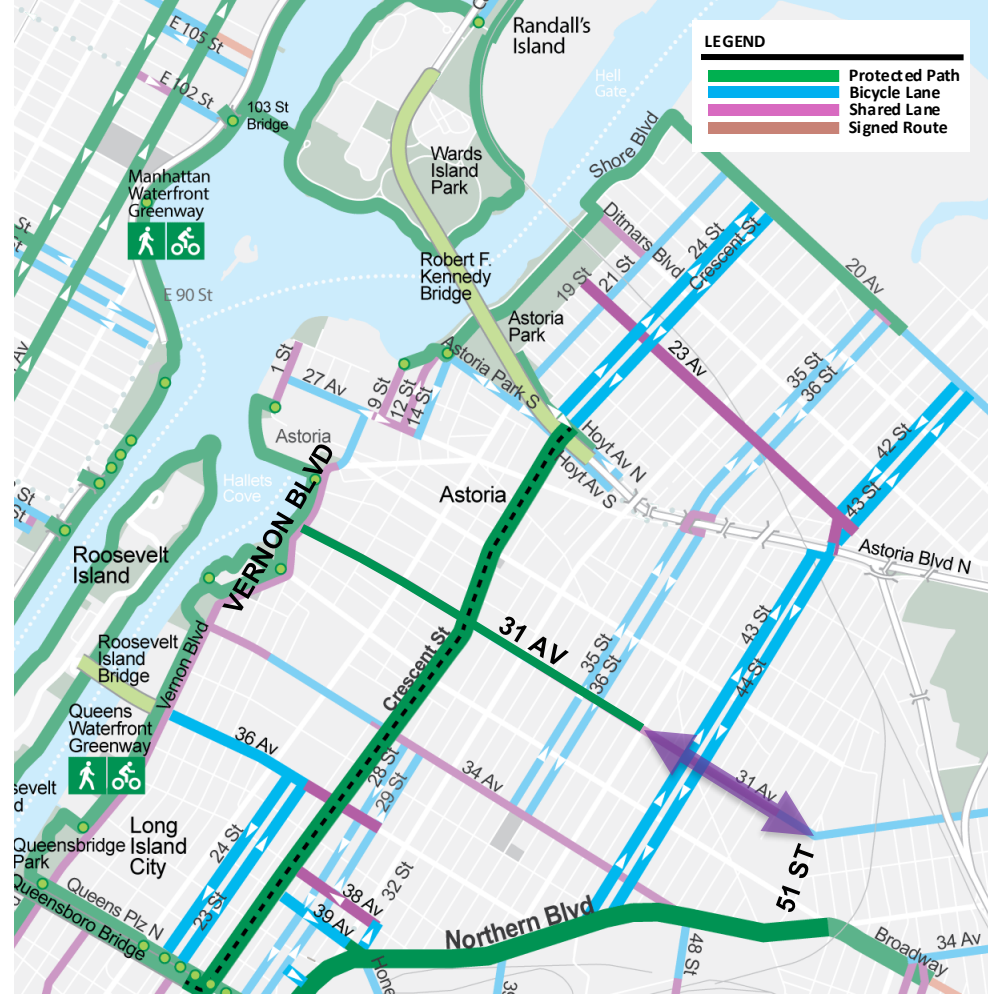
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# Background

# 1

# Project Area

- 31<sup>st</sup> 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 (31<sup>st</sup> Ave is not a Truck Route)
- Curb access issues for commercial deliveries, visitors, and residents
- Request for complete street redesigns from community, elected officials



# NYC Streets Plan, Vision Zero, Western Queens Street Safety Plan

**NYC Streets Plan:** Five-year transportation plan includes legal requirement for NYC DOT to implement bus lanes & bike lanes, to improve safety, accessibility, and quality of the City's streets for all New Yorkers

**Vision Zero:** NYC's initiative to eliminate fatalities and severe injuries through engineering, enforcement, and education. It has resulted in the safest years on record for NYC streets.

**Western Queens Street Safety Plan (2024)**, published by Tiffany Cabán, Zohran Mamdani, Jessica González Rojas, and Kristen Gonzalez:

- Request to complete the 31<sup>st</sup> Ave Bike Blvd by 2024



**VISION ZERO**   
Building a Safer City



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31<sup>st</sup> Ave Phase I  
Vernon Blvd – Steinway St

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# 31<sup>st</sup> Ave Phase I

## Vernon Blvd to Steinway St

### Complete Street Redesign

- **One-way conversion:** reduces cut-through traffic, while maintaining neighborhood access
- **Intersection re-designs:** calm vehicular turns, improve visibility, and shorten pedestrian crossings
- **Open Street:** increase access to public open space
- **Two-way path:** connects the Queens Waterfront Greenway to the heart of Astoria

31 Ave at Crescent St  
Facing east BEFORE



31 Ave at Crescent St  
Facing west AFTER



# Safety Benefits of Protected Bike Lanes

Protected Bike Lanes expand mobility options and have important safety benefits for **all road users** which are proven to reduce injuries and those killed or severely injured (KSI)

## Protected Bike Lanes

- **All users:**
  - -14.8% total injuries
  - -18.1% KSI
- **Pedestrians:**
  - -17.8% total injuries
  - -29.2% KSI
- **Motor Vehicle Occupants:**
  - -19.0% total injuries
  - -13.1% KSI

Source: NYC DOT Safety Treatment Evaluation (2005-2018)  
<https://www.nyc.gov/html/dot/downloads/pdf/safety-treatmentevaluation-2005-2018.pdf>



# 31<sup>st</sup> Ave Phase 1 Community Feedback

## What We Heard:

- 31st Ave at Vernon Blvd **Request for Safety Improvements**

## Planned Updates:

- NEW traffic signal, ADA-compliant ramps, curb extensions



Existing: 31<sup>st</sup> Ave at Vernon Blvd  
Enhanced Crossing

# 31<sup>st</sup> Ave Phase 1 Community Feedback

## What We Heard:

- Curb Access Needs: **deliveries from happening in bike lane, and pedestrian spaces**

## Planned Updates:

- **NEW** recently installed metered parking on the northwest corner of 31<sup>st</sup> Ave and 31<sup>st</sup> St
- Working with DOT's Curb Management team to assess post-project implementation needs, **add new** neighborhood loading zones



**Post-project implementation assessment of curb access needs**

# 31<sup>st</sup> Ave Phase 1 Community Feedback

## What We Heard:

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

## Planned Updates:

- EXPLORING lifting turn bans at 21<sup>st</sup> St and 31<sup>st</sup> St
- 35<sup>th</sup> St:
  - ADDING daylighting and updated curb regulation with additional truck loading on 31 Ave btw 33 St – 35 St
  - Update signal timing with flashing amber for east and westbound



## 31<sup>st</sup> Ave at 35<sup>th</sup> St

**Planned post-project implementation adjustments**

**Further reduction in traffic volumes from Phase II expected to ease back-ups along 35<sup>th</sup> St**

# Safety and Crash Statistics Phase 1

## 31<sup>st</sup> Ave, Vernon Blvd to 31<sup>st</sup> St

Injury Summary, Before (2021-2024 average – 2025/2026)

### PRELIMINARY DATA

	Before				After		Change	
	'21/ '22	'22/ '23	'23/ '24	Average	'25/ '26	Average	Actual	Percent
<b>Crashes w/ Injuries</b>	6	7	3	5.3	4	4	-1.3	<b>-25%</b>
Pedestrian	0	3	1	1.3	1	1	-0.3	<b>-25%</b>
Traditional Cyclist	0	1	1	0.7	0	0	-0.7	<b>-100%</b>
Motorized Two-Wheelers	3	1	0	1.3	2	2	0.7	50%
Motor Vehicle Occupant	3	2	1	2.0	2	2	0.0	0%
<b>Total Injuries</b>	6	7	3	5.3	5	5	-0.3	<b>-6%</b>
<b>Boro Total Injuries</b>	4,576	5,479	5,901	5,318	6,063	6,063	744.3	14%

### Before & After Project Implementation

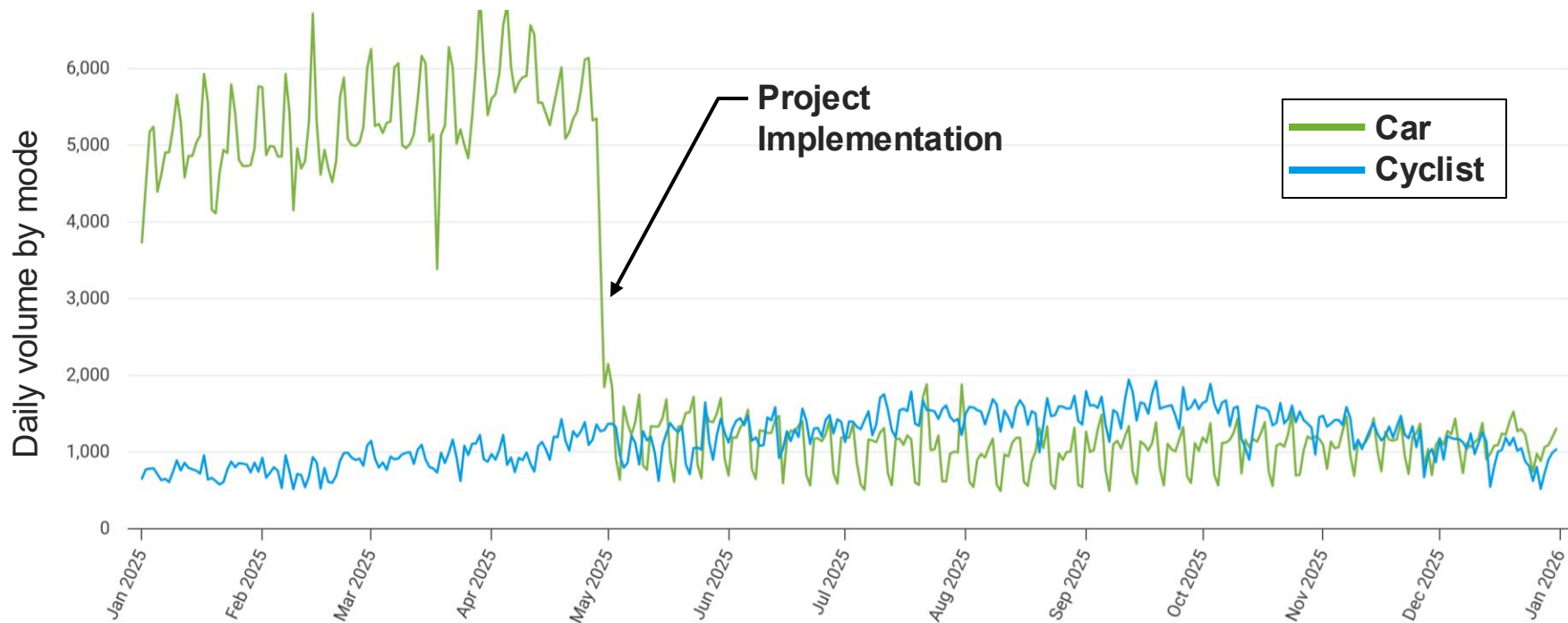
- **25%** reduction in all crashes with injuries

- **25%** reduction in pedestrian crashes with injuries

- **100%** reduction in cyclist crashes with injuries

# Before and After Volumes

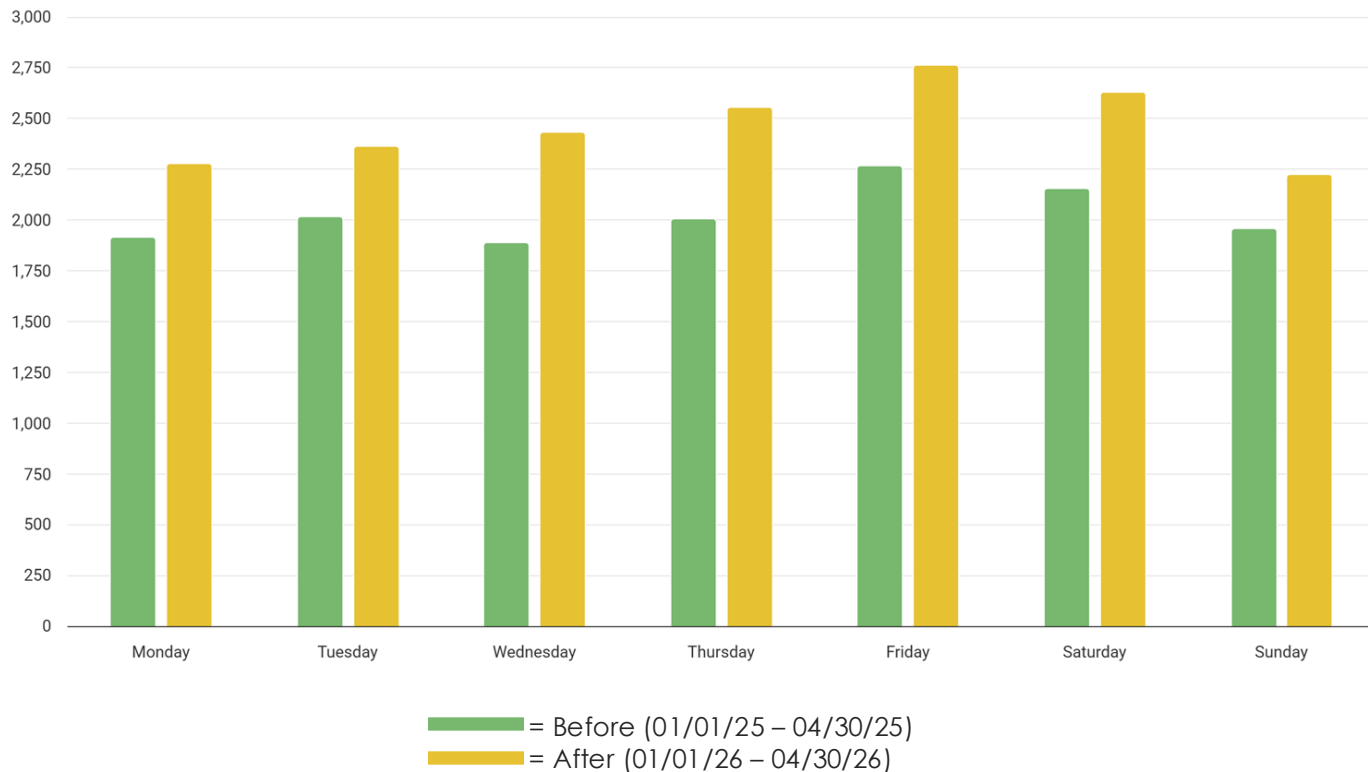
## 31<sup>st</sup> Ave at 33<sup>rd</sup> St Daily Car And Cyclist Counts Over 2025



Data Source: Viva Sensor

# Before and After Cycling Volumes

## 31<sup>st</sup> Ave at 33<sup>rd</sup> St Average Daily Cycling Volumes



**~30%  
Increase in  
Midweek\*  
Cycling  
Volumes**

**~50%  
Reduction in  
Mopeds, and  
Motorbikes**

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# Public Outreach

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# Summary of Outreach

## Three Years of Outreach

- **Online Survey** (April – June 2023)
  - 2,200+ responses; 92% of respondents lived in the area
  - **Five Pop-Up Workshops** (Summer, 2023)
- **Merchant Survey** (July 2023)
  - 99 businesses along 31st Ave surveyed
- **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



# Additional Outreach

## 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:**
  - Extend the Bike Blvd
  - Daylighting of intersections
  - Traffic calming at 31 Ave at Newtown Rd and Hobart St
  - Greenery along the corridor

Site Visit with Woodside Houses (Feb 2025)



Phase I Feedback (June 2025)



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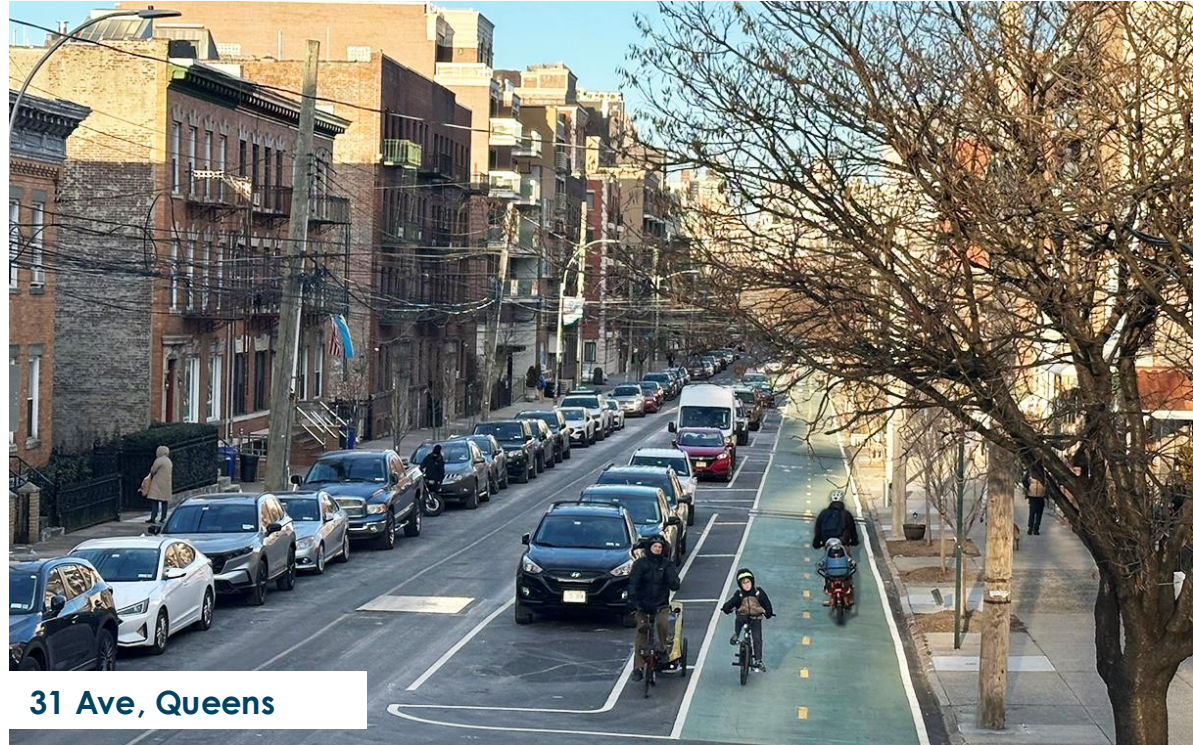
Proposal

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# Community's Vision & Goals

## Prioritize People on Foot and on Bicycles

- **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**



# Safety and Crash Statistics Phase 2

## Corridor Traffic Safety Report

### Vision Zero Priority Area

7 people severely injured  
2 cyclists severely injured  
1 cyclist killed (2020)

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



## 31<sup>st</sup> Ave, Steinway St – 51<sup>st</sup> 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

# Crash Trends

**31<sup>st</sup> Ave, Steinway St – 51<sup>st</sup> St**  
Injury Summary, 2021-2025 (5 Years)

## 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



# Existing Issues

- **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

## Double Parking in Bike Lane



## Long, Complex Pedestrian Crossing



## Vehicular Conflict



## Lack of Comfortable Bike Facilities



## Double Parking, Visibility Issues



# Proposed Vehicular Circulation

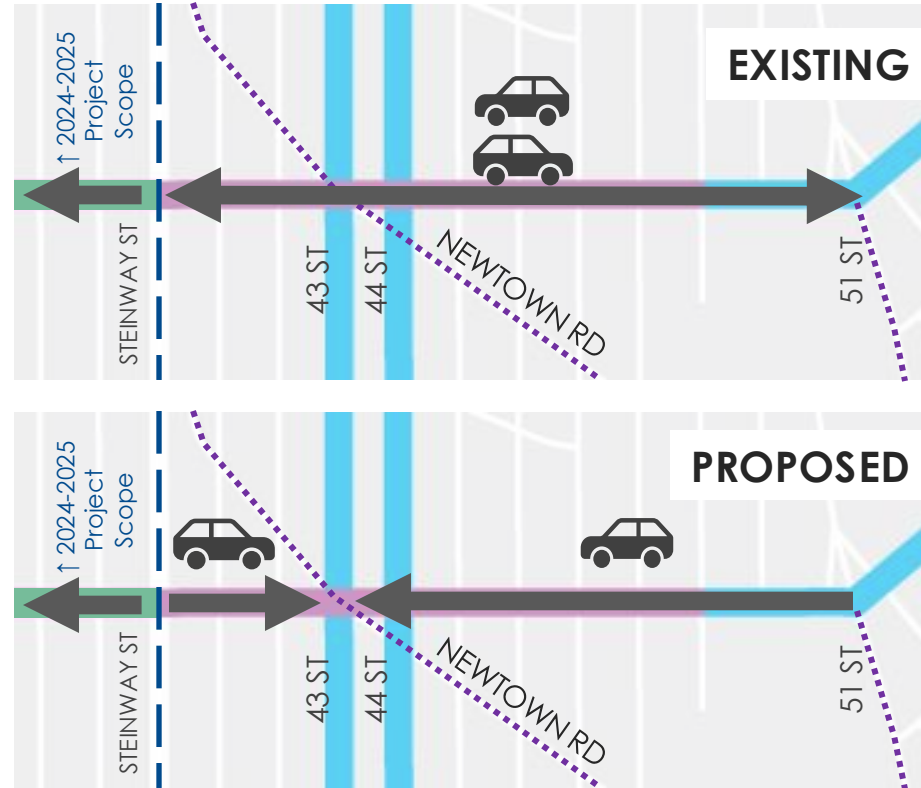
- Protected Bike Lane
- Conventional Bike Lane
- Shared Lane
- Direction of Vehicular Traffic
- Upcoming Project

## 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



# Proposed Typical Design Steinway St to 51 St

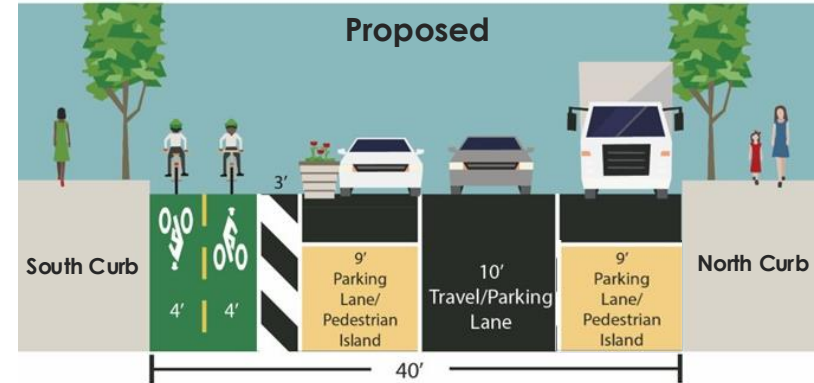
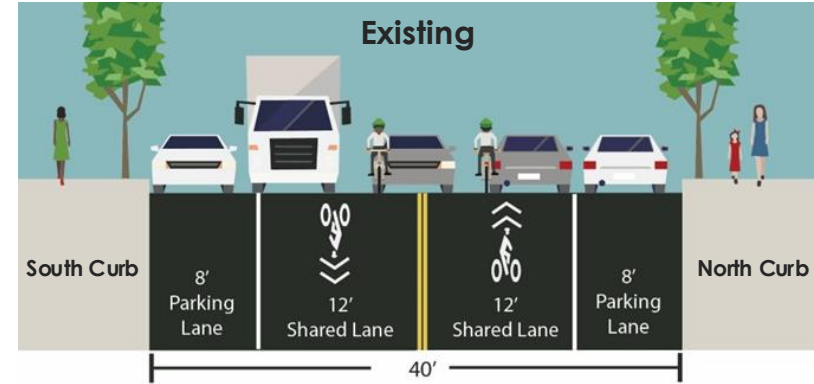
Improvements for people walking and biking:

## Re-designed Intersections:

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

## Parking Protected Two-Way Bike Path Along the South Curb:

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



# Proposed Design Elements



Traffic Turn Calming

Crescent St, Queens

Painted Pedestrian Islands, Daylighting



Two-way Parking Protected Cycling

31 Ave, Queens

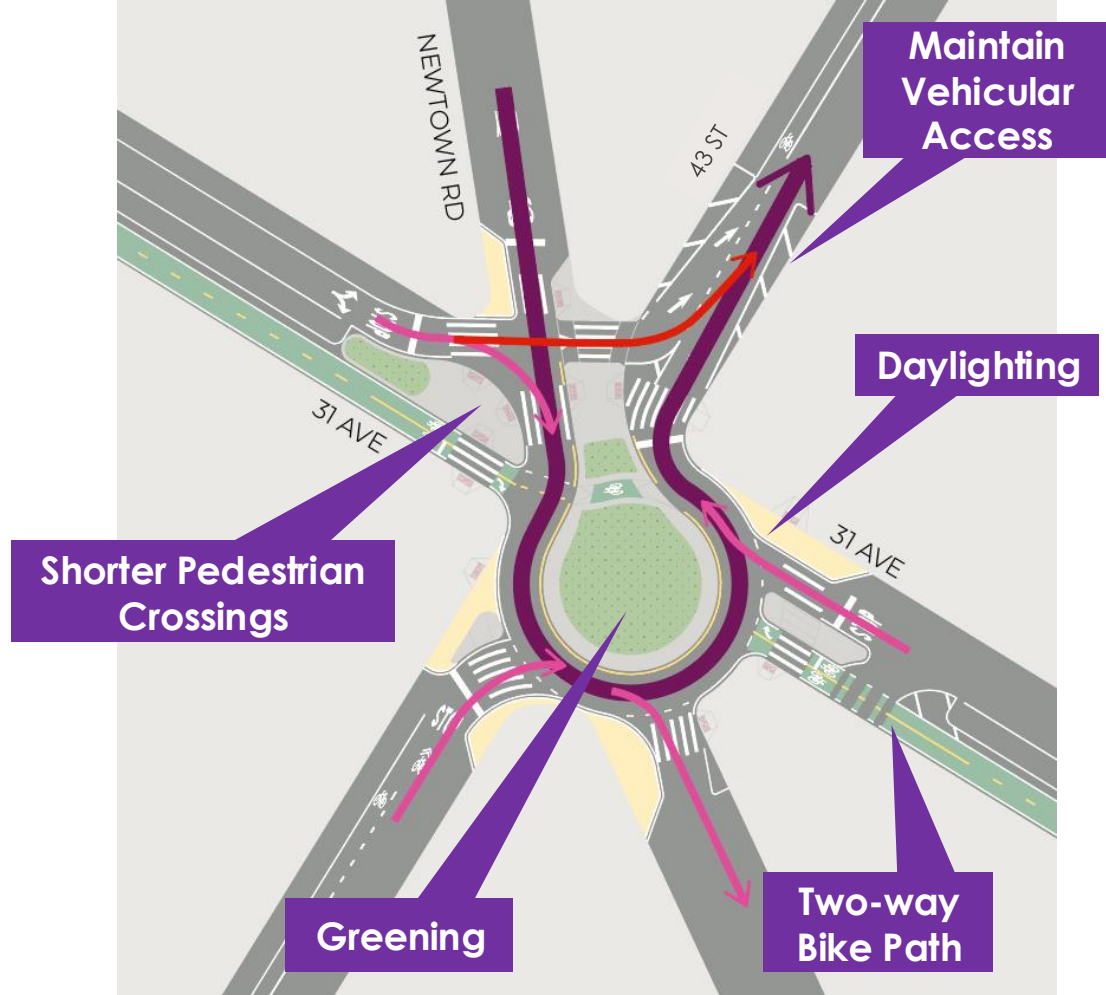
# Proposed Design

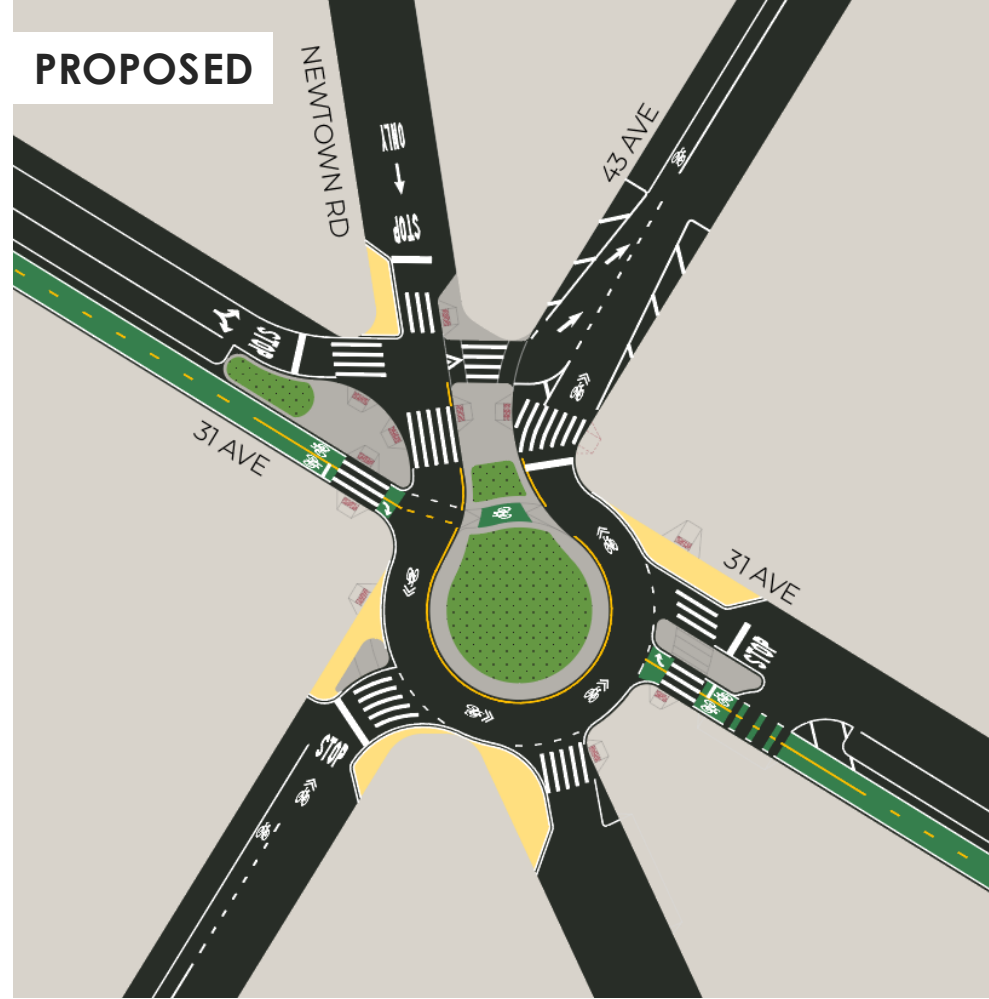
## 31 Ave at 43 St and Newtown Rd

### 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





# 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**

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## 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

DOT will continue to monitor, and  
make planned updates to Phase 1



# Thank You!



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