



31 Ave, Astoria

Bike Network and Public Realm Planning

Public Workshop
September 14, 2023



Workshop Overview

Introductions (20 min)

- Elected Officials Welcome
- DOT's Commissioner

Presentation (20 min)

- Background
- Community Outreach
- Vision & Goals
- Toolkit

Breakout Stations (40 min)

- Community Feedback
- Group Share Back

Conclusion (10 min)

- Summary & Next Steps



Ydanis Rodriguez
Commissioner



**Kristen
Gonzalez**
QUEENS • BROOKLYN • MANHATTAN



TIFFANY CABÁN
City Council Member, District 22



Assembly Member
JESSICA GONZÁLEZ-ROJAS

Workshop Goals

Focus Area

The purpose of this workshop is to **gather feedback and ideas** that will help NYC DOT:

- Improve safety and circulation for all road users
- Create an east-west protected bike lane route
- Understand community preferences for street improvement designs to promote cycling and walking in the neighborhood

Feedback gathered from the workshop will be used to inform future DOT's future street improvement projects in the area



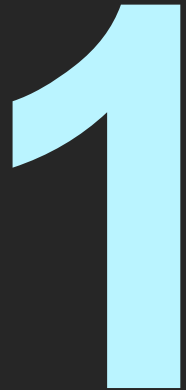
Workshop Area

Focus Area

- Vision Zero Priority Area, High Youth Injuries, Sidewalk Width Deficiency
- No east-west protected bike lane facilities; blocked bike lanes
- Need for greater public realm amenities to add more open space
- Local truck and cut-through traffic (31st Ave is not a Truck Route)
- Curb access issues for commercial deliveries, visitors, and residents



Background



NYC Streets Plan (LL185)

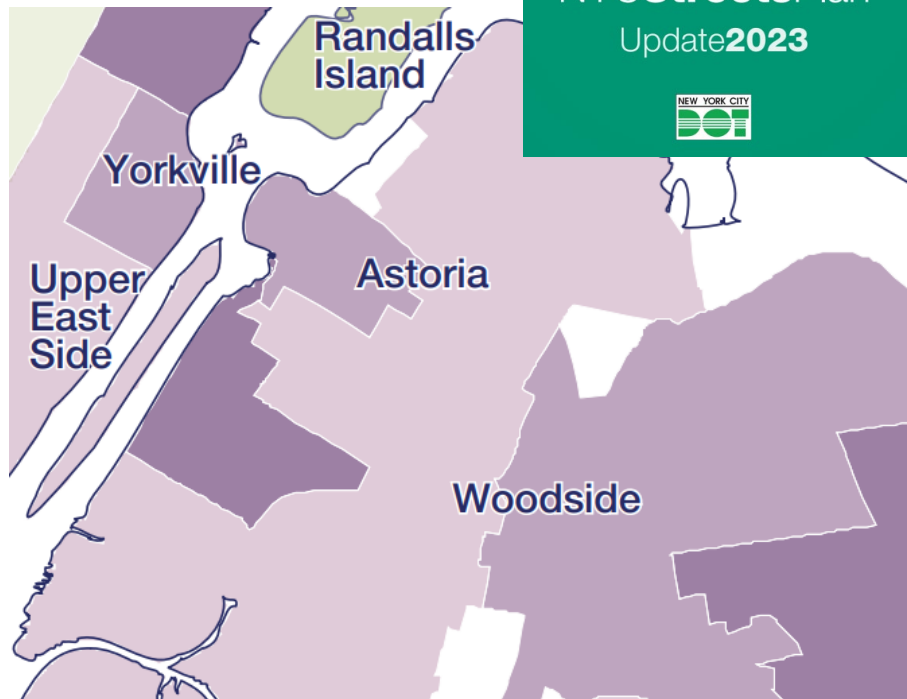
Vision:

NYC will be a place where everyone has access to reliable and environmentally friendly transportation options and to safe and welcoming streets and public spaces. Cars and trucks will be substantially fewer and cleaner

Goals:

- To enhance street safety for all street users **incorporating equity** into DOT's programs and projects
- **Build out the protected bike lane network.** Increase sustainable travel modes by reconfiguring streets and making more attractive choices available
- Allow all New Yorkers to have access to **safe, welcoming and attractive public spaces** close to where they live

Priority Investment Area Tier 1
Priority Investment Area Tier 2
Priority Investment Area Tier 3



Safety and Crash Statistics



Summary of Total Injuries:

Vision Zero Priority Area

31st Ave from Vernon Blvd to 51st St

- 1 cyclist killed, 264 total injuries (2016-2020)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	58	6	0	6
Bicyclist	45	2	1	3
Motor Vehicle Occupant	161	8	0	8
Other Motorized	0	0	0	0
Total	264	16	1	17



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

Cycling in Numbers

NETWORK EXPANSION

1,500+
miles of bicycle facilities

644
of protected bike lanes

28.5 miles of protected bike lanes installed in 2022

DAILY CYCLING

880,000
ride a bike regularly

550,000
of daily commuter trips

104%
increase in daily cycling (2011-2021)

EAST RIVER BRIDGES

24,000+
cyclists cross the ERB daily

18.5%
growth in cycling on all ERB (2019-2022)

35%
Increase on the QBB Br (2019-2022)

BIKE SHARE

29.5 million
of Citi Bike trips in 2020

890,000+
of trips in CB 8 (Q3, 2022)

15%
of NYers use bike share (2018)



Past Work

Public Realm Improvements:

Painted Bike Corral:

- In coordination with the DOT Art Program, DOT installed a curb extension on 31st Ave and 34th St. featuring a new public art installation, and bike parking

Open Streets

- Ongoing Open Streets on 31st Ave since 2020

Bike Network Expansion:

Bike Lane Projects:

- 2021: Astoria Bike Network, Northern Blvd
- 2020: Crescent St.
- 2017: Hoyt Ave N
- 2016: Shore Blvd, 20th Ave Upgrade, 31st Ave
- 2015: Vernon Blvd.

Since 2015, DOT has installed over **16.5 lane miles of protected bike lanes**, and **21 lane miles of standard bike lanes and shared lanes** in the area.



"Kaleidoscope" by Queens artist Talisa Almonte

Open Streets

Open Streets:

- Transforms streets into public spaces open to all
- Permanent program per 2021 legislation
- DOT required to evolve successful sites as shared streets, plazas, bike boulevards, etc.

31st Ave (33rd St – 35th St) Open Street

- Active on Saturday & Sundays, from 12 PM – 8 PM
- Programming, markets, and new public space in the Astoria neighborhood

Community Partner:

31st Ave Open Streets Collective, a community-based organization manages the Open Street providing safe space for outdoor dining, community events, markets, and other activities

- Learn more at the Collective official website:
 - www.31staveopenstreet.org



@31staveopenstreet



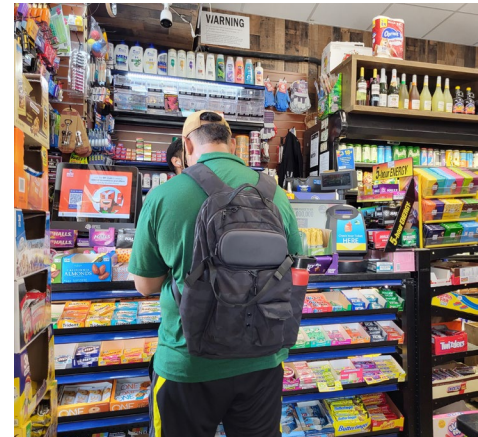
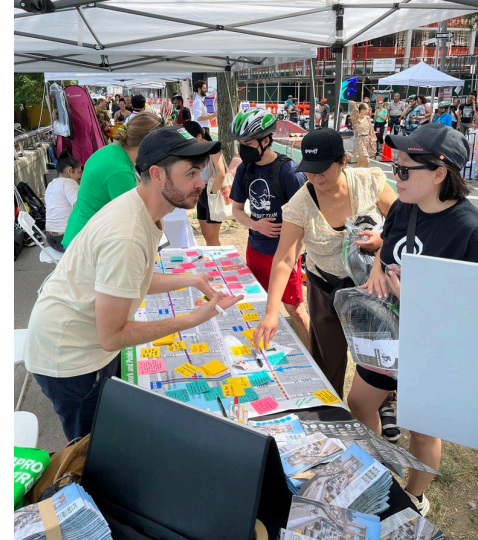
Community Outreach Overview

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Outreach Efforts to Date

Spring/Summer 2023:

- **Community Feedback Survey:** 2,000+ responses received
- **Pop-up Workshops:** four events along 31st Ave for one-on-one conversations to gather community feedback
- **Merchant Survey:** DOT's Street Ambassadors surveyed local businesses along the corridor

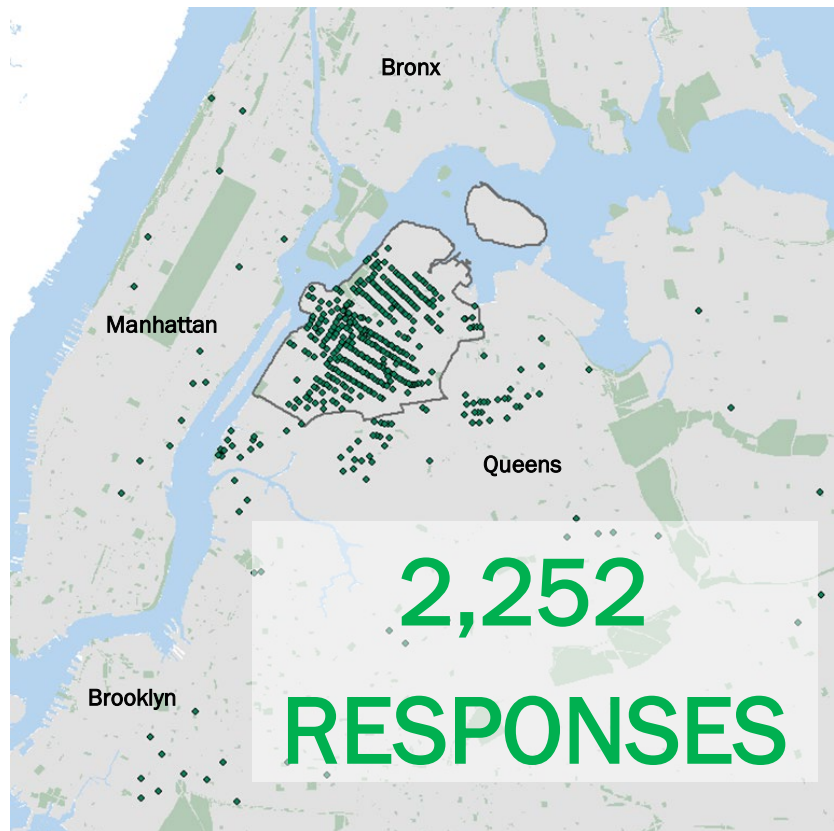
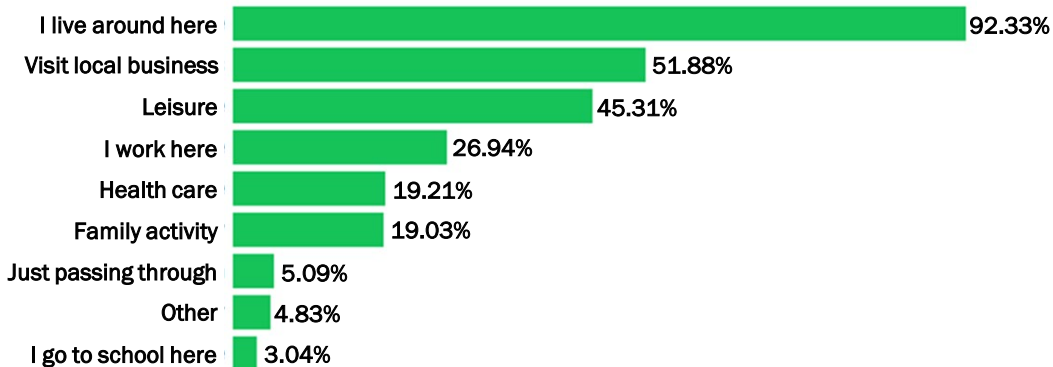


Community Feedback Survey

Survey Overview

- Community feedback survey launched in Spring 2023 to collect community feedback and ideas to improve 31st Ave and identify new north/south bike lane opportunities

Relationship to the Neighborhood:



Community Survey

Safety Concerns: *Most Frequently Mentioned Issues*



400+ vehicles disregard traffic signals



300+ lack of protected bike lanes



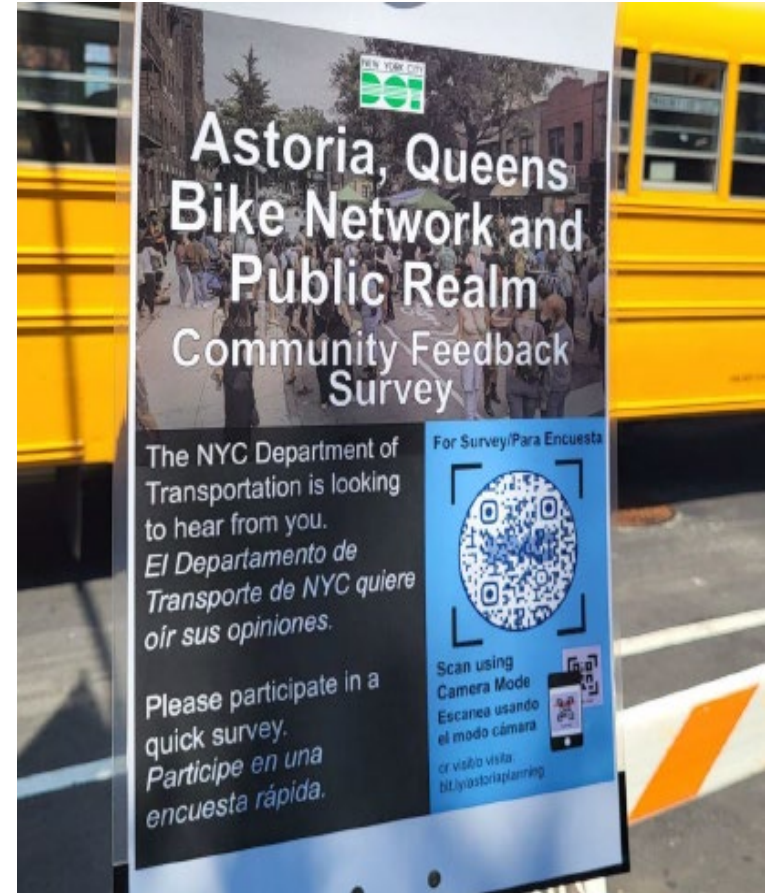
250+ double parking for extended periods



180+ excessive vehicular speeding



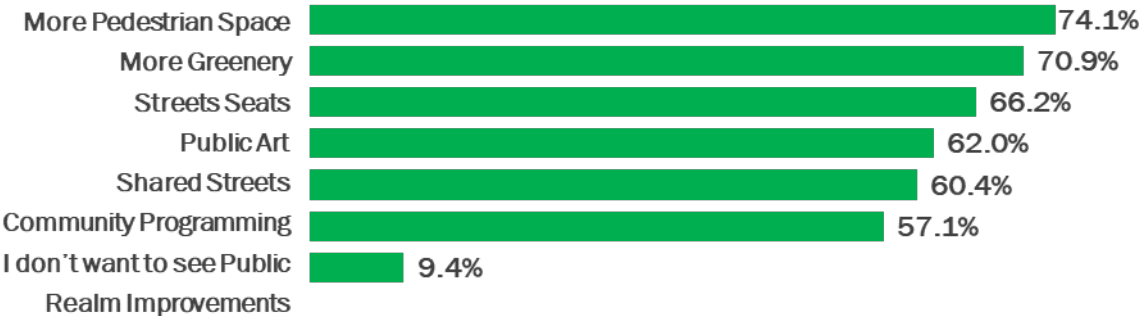
150+ unsafe intersection crossings



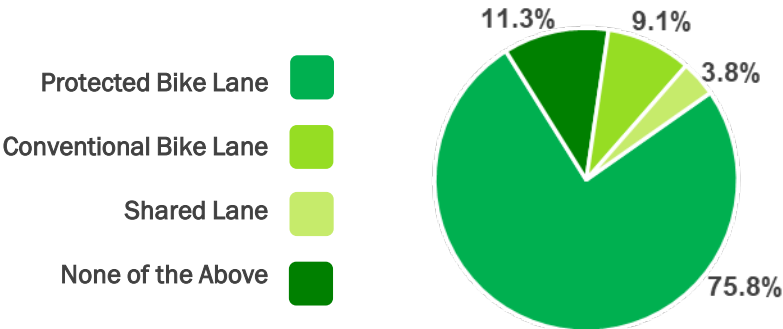
Community Survey

Opportunities: *Most Frequently Mentioned Improvements*

Public Realm Improvements



Bike Network Improvements



Pop-up Workshops

Community Feedback

Post-it Quotes:

- “I love Crescent St – We need a similar bike lane going east-west”
- “Include dedicated loading zones, especially between 31 St and Steinway St”
- “Kids should feel safe walking to school! Please pedestrianize areas by schools”.

Intersections with most comments:

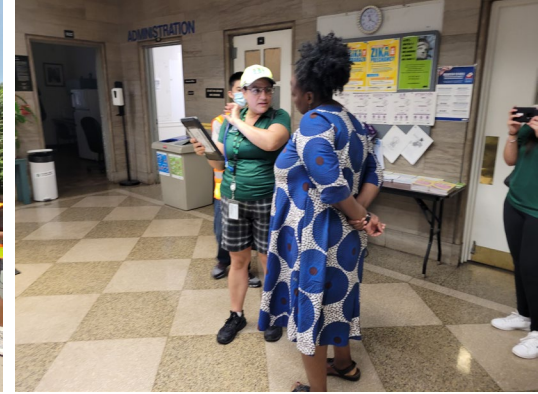
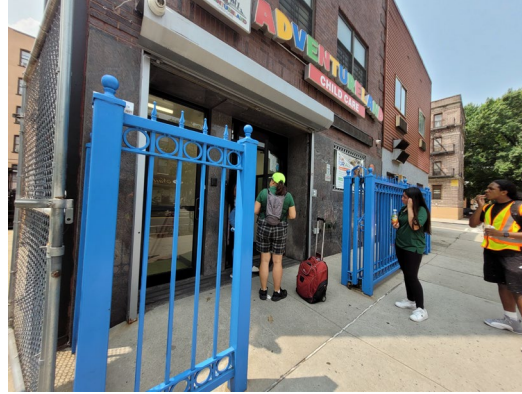
1. Newtown Rd, 31 Ave and 43 St
2. Vernon Blvd and 31 Ave
3. 31 St and 31 Ave
4. Crescent St and 31 Ave
5. 33 St and 31 Ave



Merchant Survey

Merchant Feedback

- 99 businesses along the 31st Ave corridor were visited by DOT's Street Ambassador Team
- Asked questions related to loading, deliveries, parking, and other business-related uses
- DOT will use this merchant feedback and data to inform project development



Vision & Goals

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Process

Project Basis and Process

Data and Analysis:

- Vision Zero
- NYC Streets Plan
- Bicycle Network Connectivity & Ridership
- Public Realm Needs



Community Outreach, Feedback Gathering:

- Online Survey
- Pop-up Workshops
- Merchant Survey



Public Workshop:

- Present Conceptual Idea
- Gather Additional Community Feedback



Next Steps:

- Project Development
- Presentation to Queens CB 1
- Project Implementation

Community Requests:

- Elected Officials, Members of the Public

Vision

Prioritize People on Foot and on Bikes



Street furniture
(planters, bike parking, etc)

Curb Access Management

Traffic Diversions



Goals

Traffic Calming:

- **Speed and Volume Management:** slow vehicle speeds; low or reduced vehicle volumes, divert cut-through traffic
- **Street Crossings:** safe and convenient pedestrian and cyclist crossings; reduce cyclist delay

Bike Network:

- **Route Selection:** direct, calm route; access to neighborhood destinations
- **Facility Type:** comfortable for all ages and ability levels
- **Signs, Wayfinding, and Pavement Markings:** easy to find and follow

Public Realm:

- **Open Space:** add programmable public space that supports the community in diverse ways
- **Street Furniture:** opportunities for bike parking, movable furniture, greenery, and more

Vehicular Access:

- **Route Selection:** reduce cut-through traffic while maintaining neighborhood access
- **Curb Access:** encourage turn-over, reduce double parking, improve overall curb access

Considerations: *Geometric Constraints*

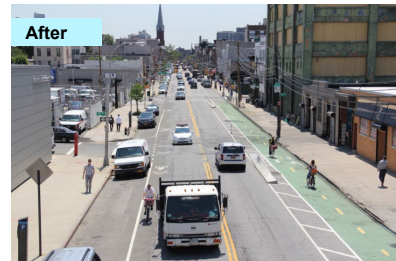
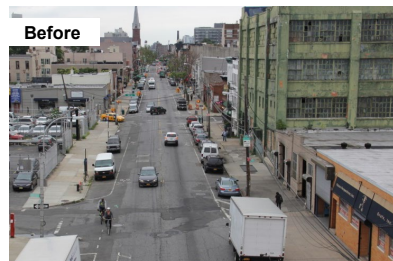
Street Space Reallocation and Tradeoffs



A. One-way Conversion
Example: Loring Ave, Brooklyn, 2017



B. Remove One Lane of Parking
Example: Vernon Blvd, Queens, 2013

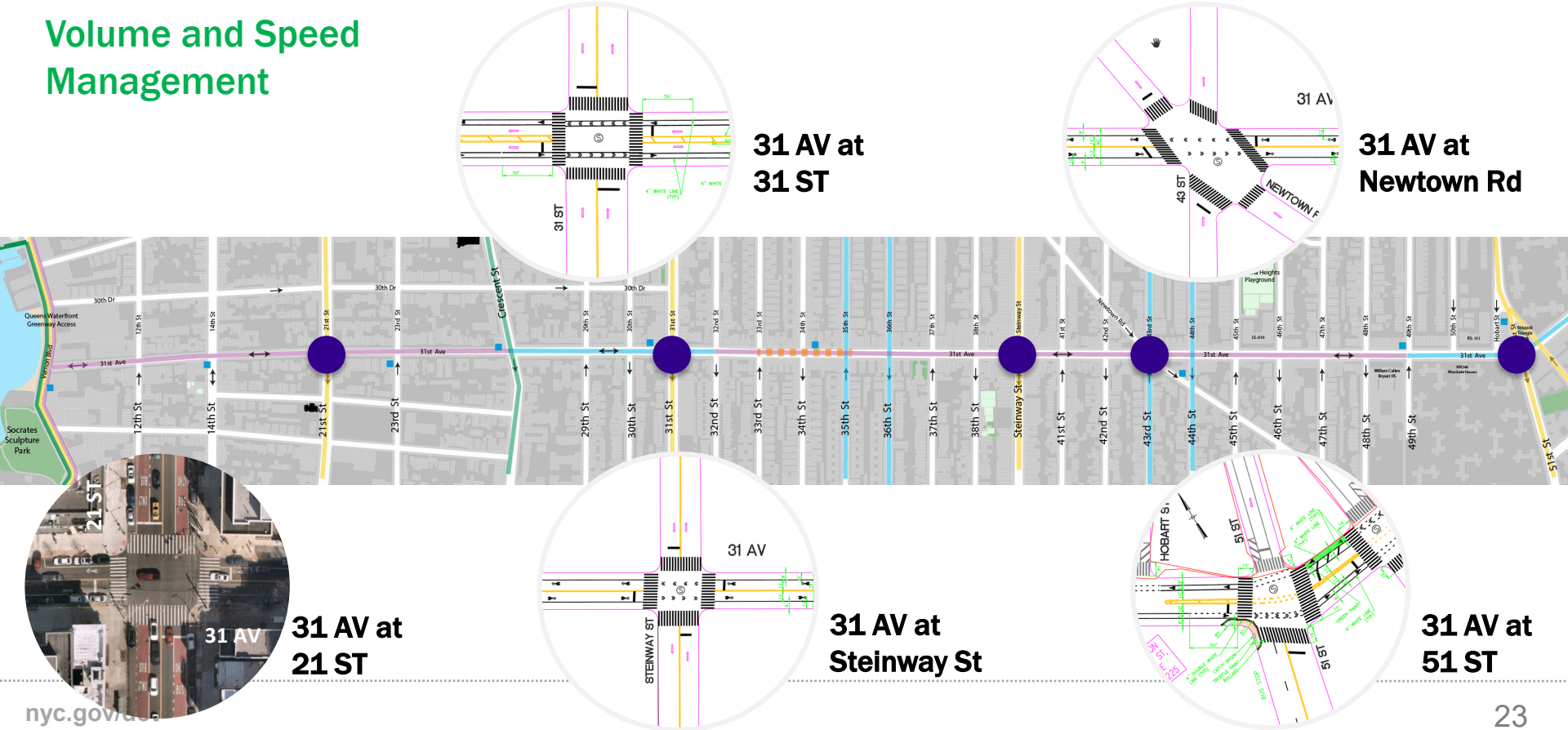


C. Reduce Travel Lanes
Example: 111th St, Queens, 2017



Considerations: *Geometric Constraints*

Volume and Speed Management



DOT Toolkit

Public Realm and Bike Facilities



Bike Boulevards



Protected Bike Lane



Conventional Bike Lane



Curb Management



Traffic Diverters



Pedestrian Space



Shared Street



Street Furniture & Greenery



Public Art



Community Programming

Examples of Street Redesign

Design Elements: Improvements for People Walking and Biking



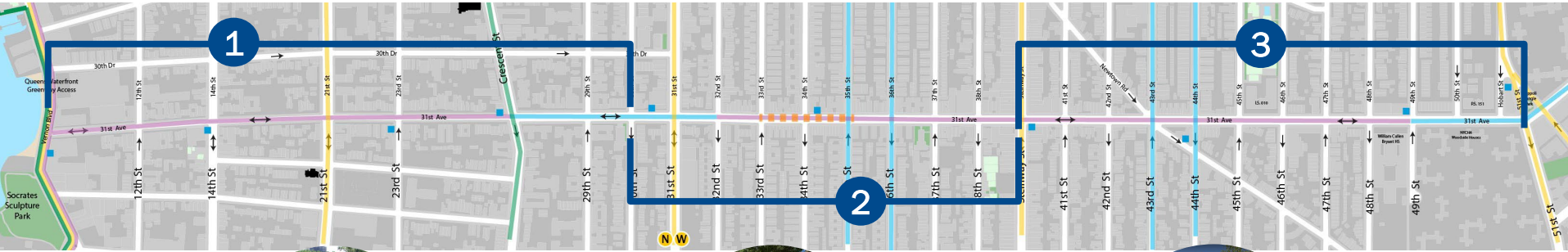
Existing Conditions

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Existing Conditions

- 1** Vernon Blvd to 30th St
 - Mostly residential area
 - Gateway to the waterfront and parks
- 2** 30th St to Steinway St
 - Commercial land uses
 - 31 Ave Open Street in effect Saturdays and Sundays from 12-8 PM

- 3** Steinway St to 51st St
 - Residential and auto-oriented businesses
 - Elementary and high schools



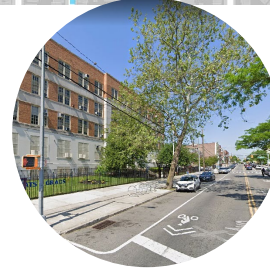
Major
Destinations:



Vernon Blvd
Waterfront
Access



31st Ave
Open Street



P.S. 151,
William Cullen
Bryant HS

Existing Conditions

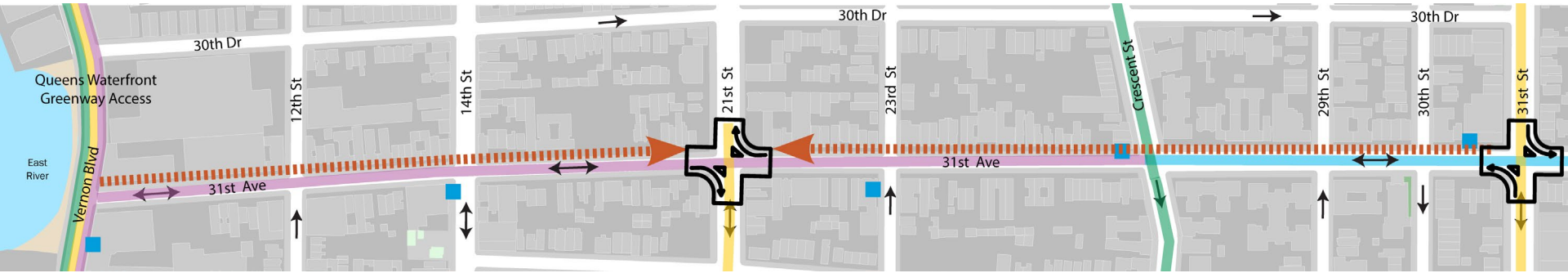
Existing Conditions & Issues:

- Vision Zero Priority Area, High Youth Injuries, Sidewalk Width Deficiency
- No east-west protected bike lane facilities; bike lanes often blocked
- Local truck and cut-through traffic (31st Ave is not a Truck Route)
- Curb access issues for commercial deliveries, visitors, and residents



Focus Area 1

Vernon Blvd to 30th St

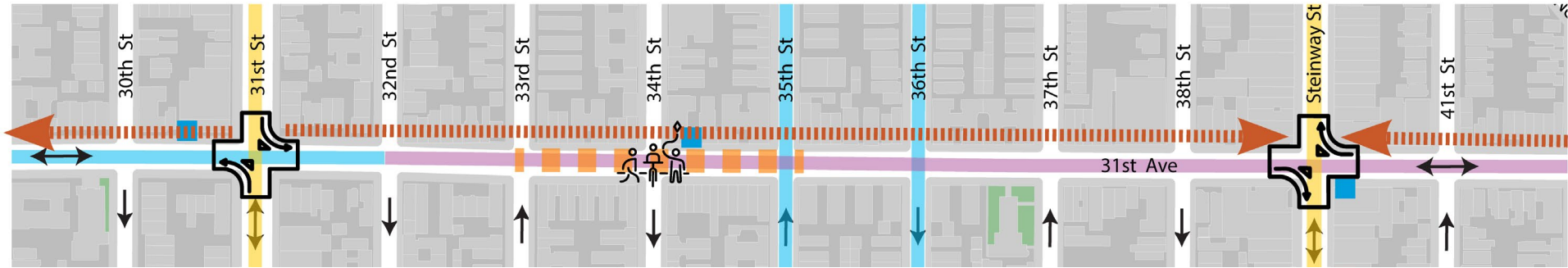


Legend

	Bus Routes		Existing Conventional Bike Lane		Suggested Vehicular Traffic Direction (Westbound)
	Existing Vehicular Traffic Direction Bike		Existing Shared Bike Lane		Suggested Vehicular Traffic Direction (Eastbound)
	CitiBike Station		Existing Protected Bike Lane		Suggested Traffic Diverter

Focus Area 2

30th St to Steinway St



Legend

Bus Routes

Existing Vehicular Traffic Direction Bike

CitiBike Station

Existing Conventional Bike Lane

Existing Shared Bike Lane

Existing Protected Bike Lane

Suggested Vehicular Traffic Direction (Westbound)

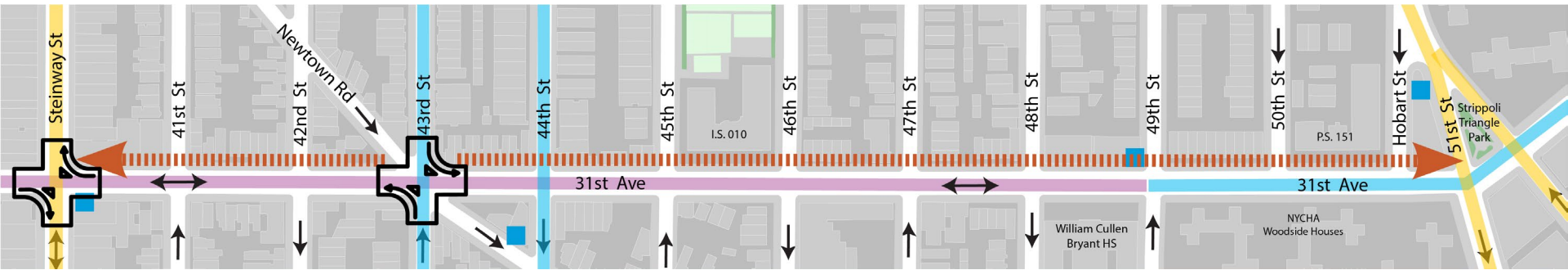
Suggested Vehicular Traffic Direction (Eastbound)

Suggested Traffic Diverter

31st Ave Open Street

Focus Area 3

Steinway St to 51st St



Legend

	Bus Routes		Existing Conventional Bike Lane		Suggested Vehicular Traffic Direction (Westbound)
	Existing Vehicular Traffic Direction Bike		Existing Shared Bike Lane		Suggested Vehicular Traffic Direction (Eastbound)
	CitiBike Station		Existing Protected Bike Lane		Suggested Traffic Diverter

Summary & Next Steps

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Summary & Next Steps

Project Timeline



Future Planning

- DOT will continue to collect feedback for future planning processes and projects in Astoria

Feedback Session

Breakout Groups to Discuss Issue Areas:

1. Vernon Blvd to 30th St
2. 30th St to Steinway St
3. Steinway St to 51st St

Reminders:

- Be sure everyone at your table has a chance to speak
- Keep discussion respectful, even if you disagree with a neighbor



Thank You!

Questions?



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