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
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.
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)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
<tr>
<td>Pedestrian</td>
<td>58</td>
<td>6</td>
<td>0</td>
<td>6</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>45</td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>161</td>
<td>8</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Other Motorized</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total</td>
<td>264</td>
<td>16</td>
<td>1</td>
<td>17</td>
</tr>
</tbody>
</table>

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.
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
Community Outreach Overview
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:

<table>
<thead>
<tr>
<th>Relationship</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>I live around here</td>
<td>92.33%</td>
</tr>
<tr>
<td>Visit local business</td>
<td>51.88%</td>
</tr>
<tr>
<td>Leisure</td>
<td>45.31%</td>
</tr>
<tr>
<td>I work here</td>
<td>26.94%</td>
</tr>
<tr>
<td>Health care</td>
<td>19.21%</td>
</tr>
<tr>
<td>Family activity</td>
<td>19.03%</td>
</tr>
<tr>
<td>Just passing through</td>
<td>5.09%</td>
</tr>
<tr>
<td>Other</td>
<td>4.83%</td>
</tr>
<tr>
<td>I go to school here</td>
<td>3.04%</td>
</tr>
</tbody>
</table>

2,252 RESPONSES
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

- More Pedestrian Space: 74.1%
- More Greenery: 70.9%
- Streets Seats: 66.2%
- Public Art: 62.0%
- Shared Streets: 60.4%
- Community Programming: 57.1%
- I don’t want to see Public Realm Improvements: 9.4%

Bike Network Improvements

- Protected Bike Lane: 11.3%
- Conventional Bike Lane: 9.1%
- Shared Lane: 3.8%
- None of the Above: 75.8%
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
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

- Bike Lanes
- Public Space
- 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

- 31 AV at 31 ST
- 31 AV at Newtown Rd
- 31 AV at 21 ST
- 31 AV at Steinway St
- 31 AV at 51 ST
DOT Toolkit

Public Realm and Bike Facilities

- Bike Boulevards
- Protected Bike Lane
- Conventional Bike Lane
- Curb Management
- Traffic Diveters
- 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
### 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

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**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 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
Focus Area 2

30th St to Steinway St
Focus Area 3

Steinway St to 51st St
Summary & Next Steps
Summary & Next Steps

Project Timeline

SPRING/SUMMER 2023
- SURVEY: Open to the public, received 2,000+ responses
- POP-UP WORKSHOPS: Four locations along the corridor to collect community feedback
- MERCHANT SURVEY: DOT'S Street Ambassadors to survey businesses along the 31st Ave corridor

SUMMER/FALL 2023
- WORKSHOP: Summary of feedback from first round of outreach, presentation of scope, and design elements

SPRING/SUMMER 2024
- COMMUNITY BOARD: Presentation of refined scope and design

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?