



31st St: 36th Ave to Newtown Ave

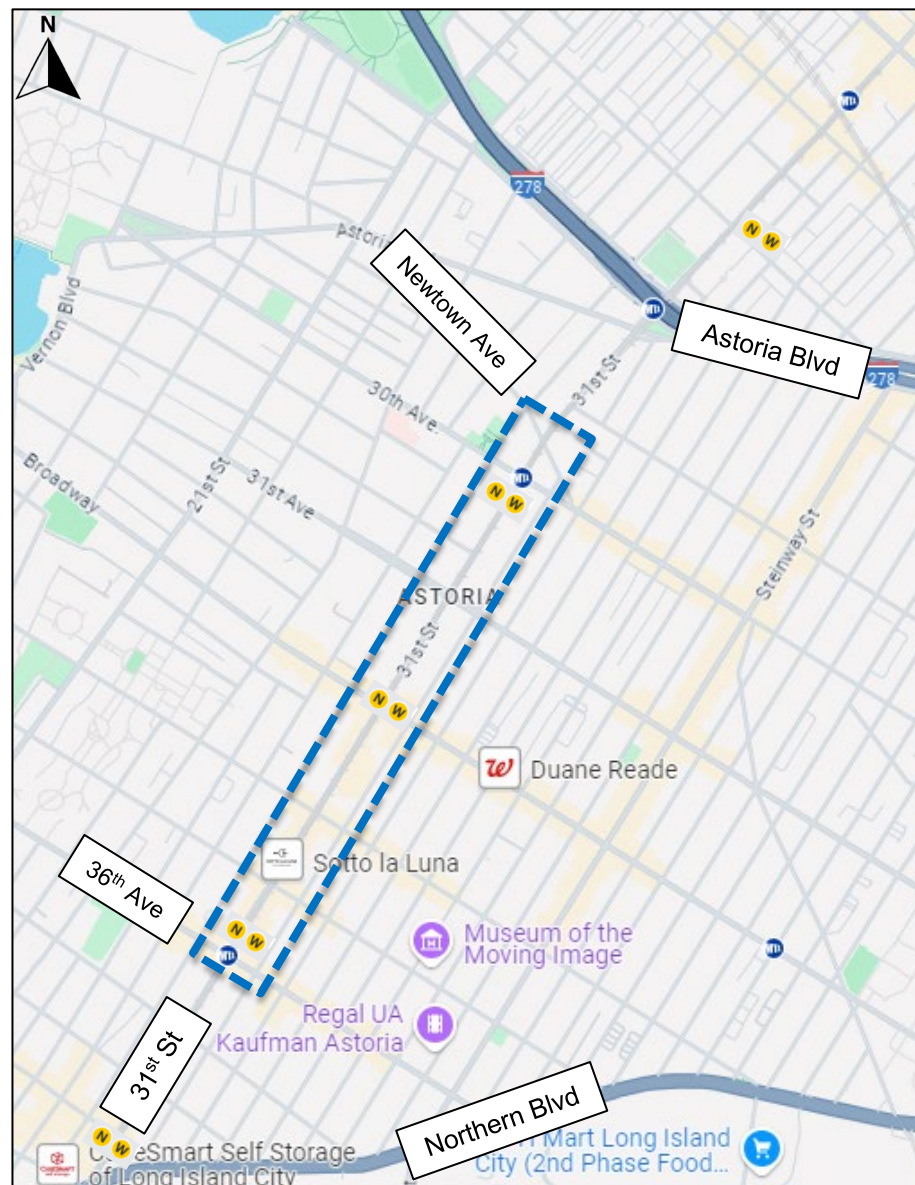
Corridor Safety Improvements


Queens Community Board 1 – Full Board Meeting June 2025



Project Location

- Project limits: 31st St, 36th Ave to Newtown Ave
- 31st St is a Vision Zero Priority Corridor and in a Vision Zero Priority Area
- Corridor is under an elevated structure (N/W subway trains) with columns in the roadbed
- More industrial land use closer to 36th Ave, getting more commercial and residential moving north
- Multiple nearby schools, senior centers, and community centers
- Parts of the corridor are both Tier 1 and Tier 2 Priority Investment Areas



 = project limits

Previous Safety Work in the Area

Previous Work

- **2017:** Concrete bus bulbs added on 31st St at 39th Ave, 36th Ave, & Broadway
- **2020:** Astoria Bike Network and Protected Bike Lanes public workshop
- **2023:** Bike Network & Public Realm Planning public workshop about 31st Ave
- **2024:** 31st Ave Vernon Blvd to 31 St; Daylighting treatments installed on Broadway (21st St to Steinway St)
- **2025:** 31st Ave—31st St to Steinway St (in construction)



Western Queens Street Safety Plan (2024)

- Western Queens Street Safety Plan published in 2024 by Tiffany Cabán, Zohran Mamdani, Jessica González-Rojas, and Kristen Gonzalez
- 31st St safety proposal (with NYC DOT's Vision Zero work), expansion of the bike network, and previous transit work on the corridor aligns with report goals:
 1. Improve bicycle infrastructure & design
 2. Improve pedestrian infrastructure & design
 3. Universal daylighting
 4. Reimagine traffic enforcement
 5. Slow cars & disincentivize heavy vehicles
 6. Make the MTA excellent, reliable, & accessible
 7. Safe & sustainable E-micromobility
- Report requests a North/South bike connection and identifies 31st St as a potential corridor through the neighborhood



Safety Data

Injury Summary, 2020-2024 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	33	4	0	4
Bicyclist	24	1	0	1
Motor Vehicle Occupant	126	7	2	9
Other Motorized	7	0	0	0
Total	190	12	2	14

Source: Fatalities: NYCDOT, Injuries: NYPD FORMS database KSI: Persons Killed or Severely Injured

All injuries:

- Nearly 30% caused by rear-end crashes
- More than 20% caused by right-angle crashes
- Sideswipe crashes due to ambiguous space between column and curb
- Nearly 25% of all crashes were hit-and-runs
- 15.6 KSI per mile (top 10% of all streets in Queens)
- Severe injuries spread out along corridor

Pedestrian & Cyclist injuries

- Nearly 30% caused by left turn crashes
- Drivers fail to yield
- Multiple instances of cyclists getting doored

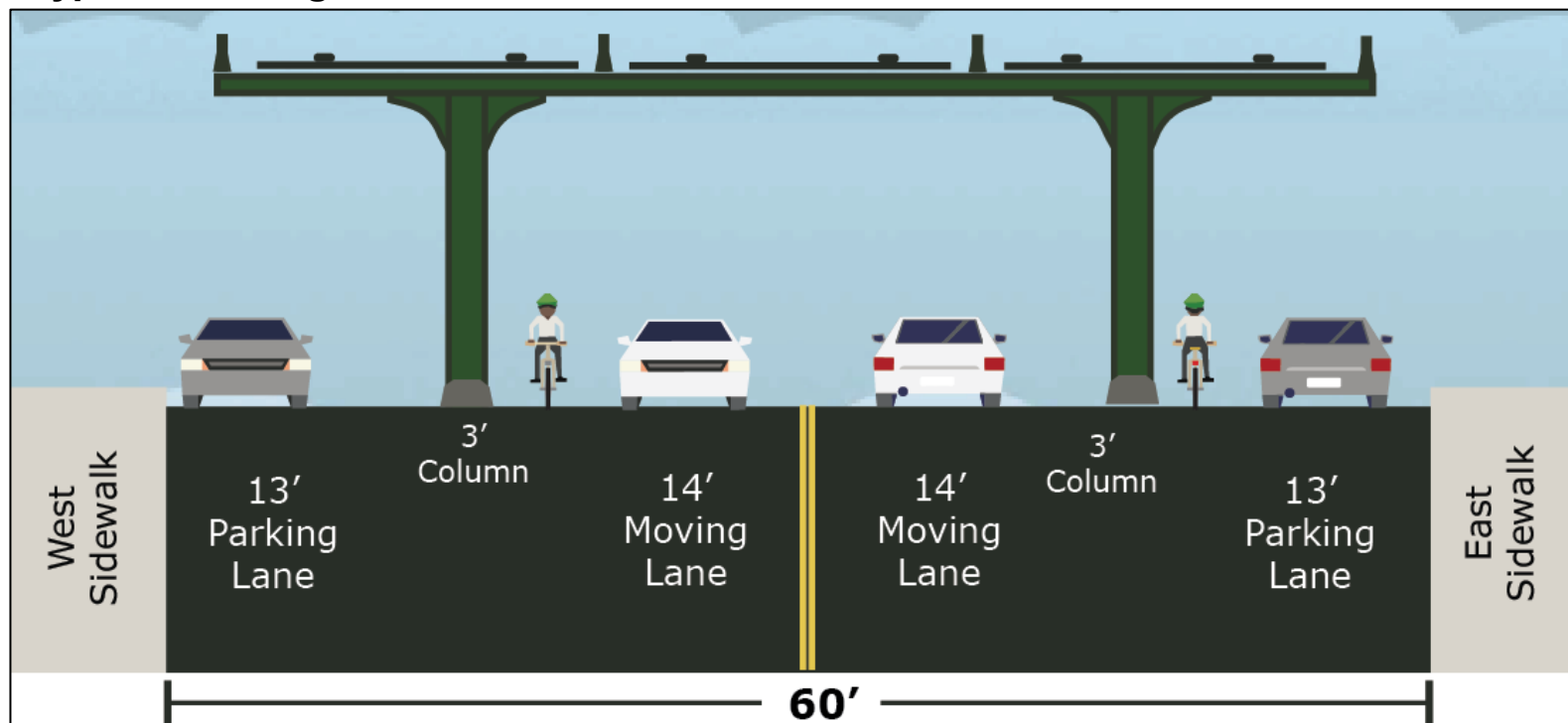
31st St: 36th Ave to Newtown Ave



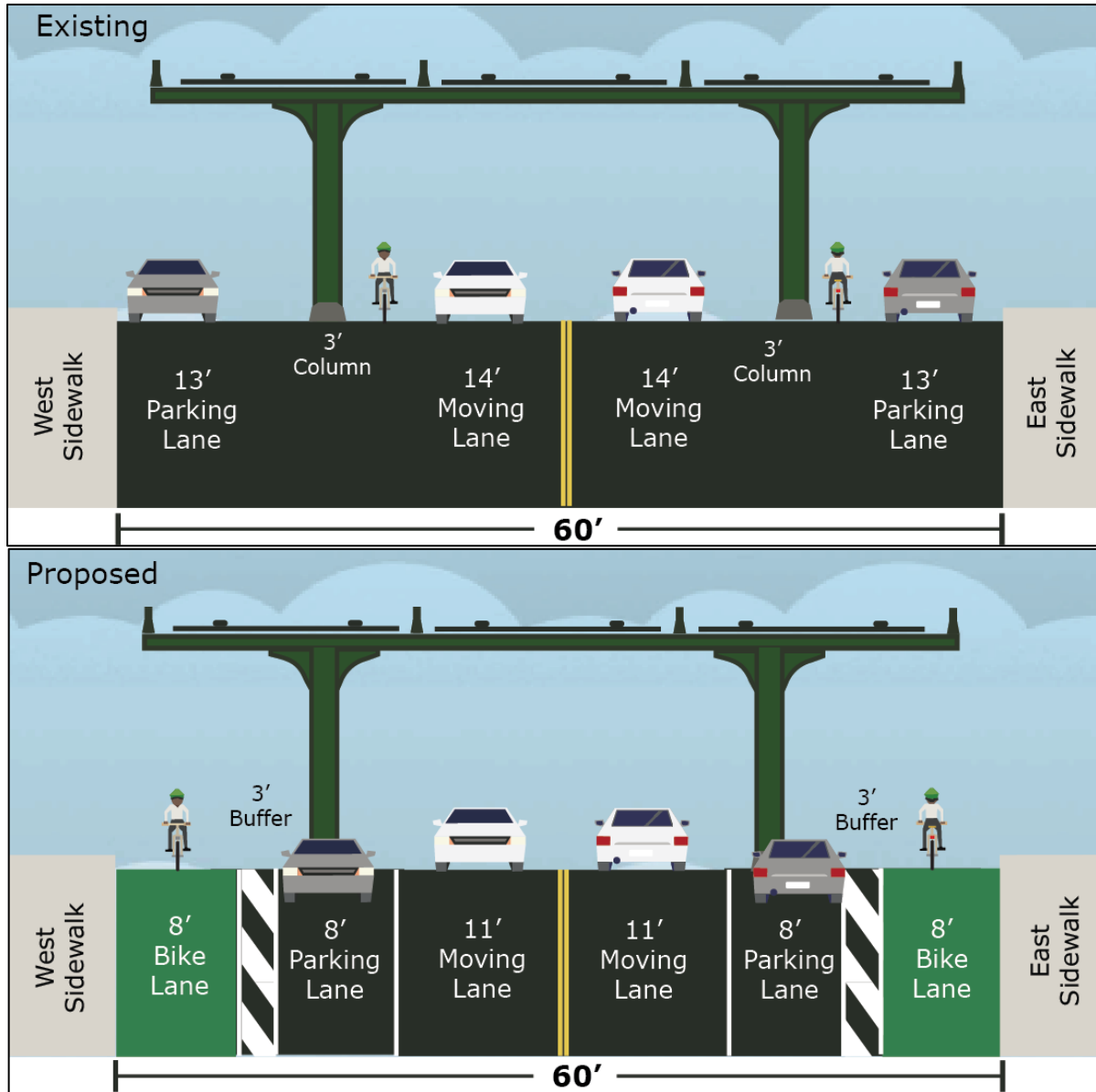
Existing Conditions

- 31st St is 60' wide
- One full-time travel lane available for vehicles
- Ambiguous space between column and curb with inconsistent curb regulations
- Capital bus bulbs installed at 36th Avenue and Broadway in 2017

Typical Existing: 36th Ave to Newtown Ave



Proposed Conditions

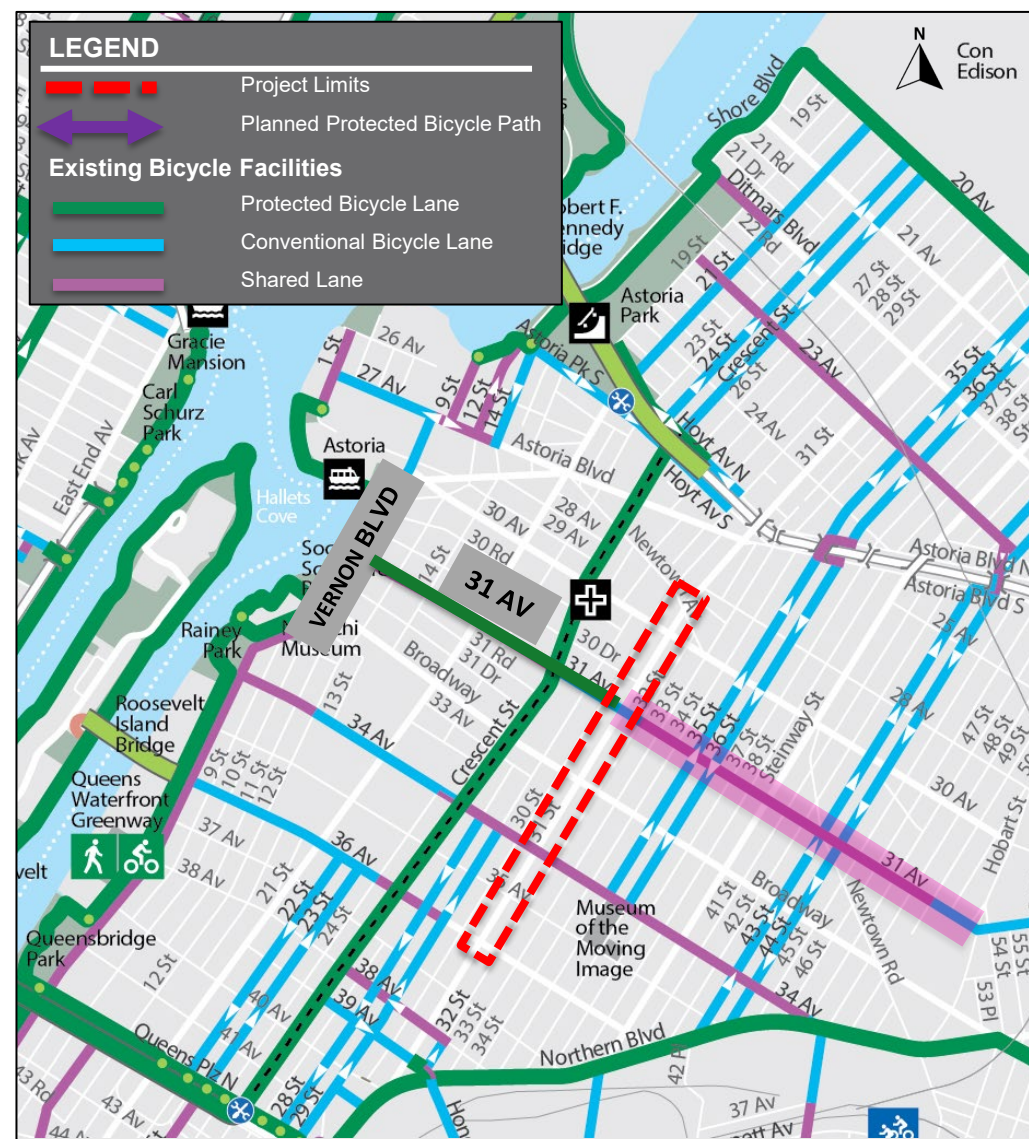




- Resurface corridor in summer 2025
- Move curbside parking adjacent to columns to facilitate existing loading operations with columns in roadway
- Update parking and loading regulations to match land use and need by adding metered parking, loading zones, and taxi pick-up/drop-off locations
- Install Protected Bike Lanes on the curb in northbound/ southbound directions, with rumble strips and other calming treatments to slow cyclists at select locations
- Install painted pedestrian refuge islands at intersections where feasible to shorten crossing distances and improve pedestrian visibility
- Install vertical elements to encourage vehicles to make slower, safer turns and to yield to pedestrians and cyclists

Bike Network

- Proposal will provide an important north/south bike connection to existing bike infrastructure in Astoria (Connections to 36th Ave, 34th Ave, 31st Ave bike lanes)
- Ongoing bike and public realm project: Bike Boulevard and public realm improvements on 31st Ave
 - Extensive outreach/planning in CB1 including workshops, online survey, merchant survey
 - Completed in 2024: Vernon Blvd to 31st St
 - In construction: 31st St to Steinway St
- *Existing bike volumes on 31st St from 30th Ave to Broadway: 104

*Note: Average of two 12-hour bike counts conducted across two weekdays and two weekends in April 2024



 = 31st Ave project remaining limits
 = 31st St safety project limits

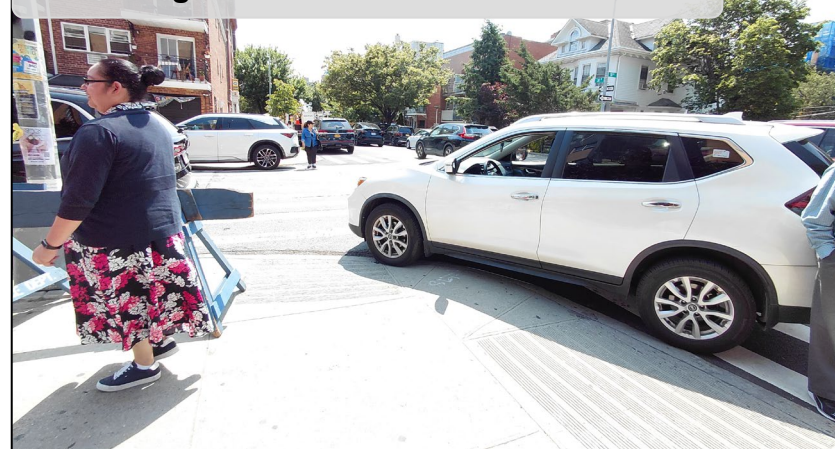
Engagement Since TC Presentation

- 4/1: Briefing to elected officials
- 4/2: Presentation to CB1 Transportation Committee
- 4/11: Briefing with NYC Small Business Services
- 4/15: Corridor walkthrough with businesses
- 4/18 & 4/21: Meeting with elected officials
- 4/22: Call with 31st St Business Association
- 5/1: Meeting with 31st St Business Association
- 5/8: Meeting with Dutch Kills Civic Association
- 5/12-16: Street Ambassadors administered merchant surveys to businesses along corridor to better understand loading needs
- 5/13: Meeting with St. Demetrios Preparatory School
- 5/19: Call with 31st St Business Association
- 6/3: Meeting with St. Demetrios Preparatory School
- 6/12: Call with 31st St Business Association
- 6/17: Briefing with elected officials

Walkthrough with business owners



Walkthrough with St. Demetrios School staff



Engagement: Street Ambassador Outreach

May 2025: NYC DOT Street Ambassadors administered merchant (curb usage) surveys to businesses in the 31st St study area to better understand delivery/loading needs

Ambassadors visited 52 total businesses within project limits (88% survey completion rate); all businesses had at least one touchpoint

Delivery statistics on 31st St fall within typical range of other corridors studied by NYC DOT, with weekly incoming deliveries lower than average

- Uniquely on 31st St, many delivery locations are in front of the businesses



Street Ambassadors conducting merchant survey with businesses along 31st St study area.

Engagement: Street Ambassador Outreach cont.

Data

- Peak incoming deliveries were 9-11AM on Monday mornings
- 90% of businesses surveyed reported delivery vehicles park **in front of storefront**, with 43% of those businesses reporting that delivery vehicles **double park** in front of their business
 - Double-parking observations: the densest clusters appeared between 31st Ave & Broadway, and at 35th Ave and 30th Ave intersections
- 43% of businesses reported making outgoing deliveries
- Vehicle delivery types used:
 - 50% e-bikes (39% businesses reported e-bikes are parked on sidewalk)
 - 44% personal cars or motorcycles/mopeds
 - 33% cargo vans
 - 28% box trucks



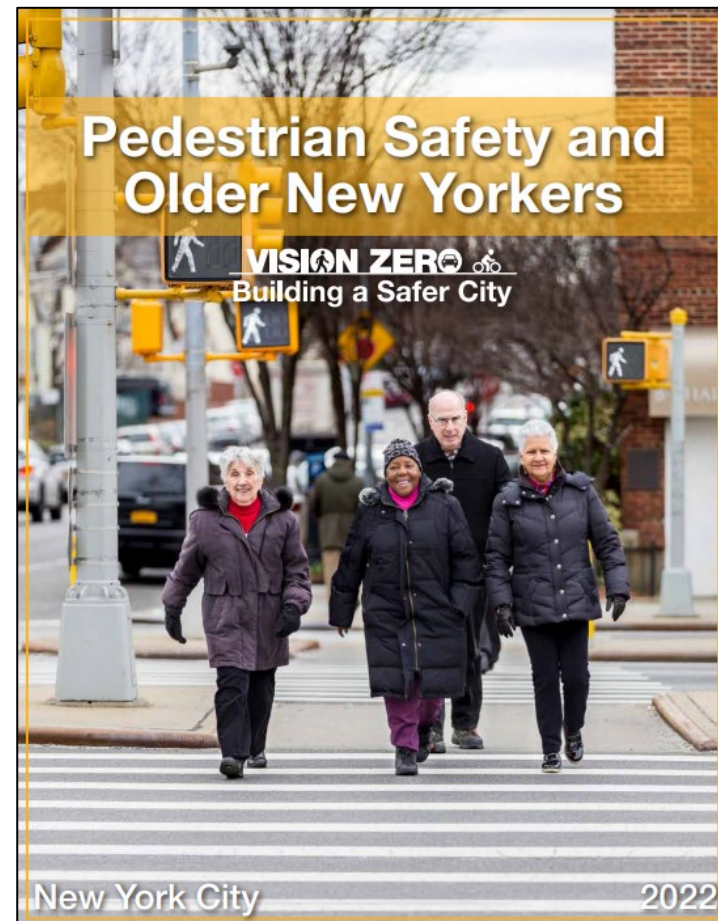
Street Ambassadors conducting merchant survey with businesses along 31st St study area.

Engagement: What We Heard

Issues Heard	NYC DOT Solutions
<i>The Protected Bike Lane (PBL) will reduce pedestrian and cyclist safety, and 31st St will be more dangerous</i>	<ul style="list-style-type: none"> NYC DOT PBL designs are proven to increase the safety of <u>all road users</u>, especially the most vulnerable roadway users (senior pedestrians). It includes numerous safety treatments that help reorganize the street, increase visibility of all users, and improve predictability of all movements. The street will be safer for <u>all road users</u> with this comprehensive design.
<i>The design will negatively impact Astoria businesses due to frequent deliveries, reducing parking spots, and forcing customers to walk through active bike lanes</i>	<ul style="list-style-type: none"> NYC DOT will add truck and neighborhood loading zones to provide loading and delivery space for businesses based on feedback heard throughout the outreach process, including from the Street Ambassadors' merchant surveys. NYC DOT will update curb regulations to add more metered parking to encourage customer turnover as the existing Alternate Side Parking (ASP) is inconsistent and outdated for current uses. Repurposed parking = added visibility and safety by reducing conflicts & increasing predictability. Parking protected bike lanes include a 3' buffer to reduce conflicts with cyclists as motorists are getting in and out of their vehicles.
<i>The design will negatively impact emergency service response times</i>	<ul style="list-style-type: none"> NYC DOT simulates turning movements of emergency vehicles in the design to ensure they can make every turn and access the curb. The bike lane and buffer are also currently designed at 11' which is traversable for large vehicles (DSNY street sweeper compliant).
<i>Constituents want safety improvements on the corridor</i>	<ul style="list-style-type: none"> Astoria businesses and community members requested safety improvements including daylighting, extending crosswalks, turn calming, and lane striping to better define the roadway & discourage double parking on the corridor. The PBL design already includes all these elements, which increase visibility and safety for <u>all road users</u>.
<i>DOT should relocate the PBL to another Astoria corridor</i>	<ul style="list-style-type: none"> This project was initiated because of safety issues on 31st St. 31st St is a Vision Zero Priority Corridor with 15.6 KSI per mile (top 10% of all streets in Queens). The PBL design is an important safety tool that includes numerous safety treatments and expands mobility options. 31st St is one of the most important commercial and social corridors in Astoria.
<i>St. Demetrios School staff concerned about children's safety on curb outside cathedral</i>	<ul style="list-style-type: none"> NYC DOT considering school loading zone with pickup and drop-off on 31st St. Design may include rumble strips and markings to slow cyclists, and a crosswalk for students to the parking lane.
<i>E-bikes and mopeds use the bike lanes without consistent enforcement to keep them out</i>	<ul style="list-style-type: none"> E-bikes are permitted in bike lanes. Additionally, a <u>policy</u> was just announced that set a speed limit for e-bikes and e-scooters to 15 miles per hour. NYC DOT working with NYPD 114th Precinct on enforcement for mopeds and other motorized two-wheelers to keep them out of the PBL.

Protected Bike Lane Safety

- As part of DOT's Pedestrian Safety and Older New Yorkers study (2022), DOT analyzed the impact of Protected Bike Lanes on safety for roadway users
- Protected Bike Lane designs are **proven to calm traffic and improve safety for all roadway users**
- Safety improvements associated with Protected Bike Lanes are most impactful for the most vulnerable roadway users
 - All users:
 - 14.8% injury reduction
 - 16.1% KSI reduction
 - Pedestrians:
 - 17.8% injury reduction
 - 29.2% KSI reduction
 - **Senior Pedestrians:**
 - **22% injury reduction**
 - **39% KSI reduction**



Cover of NYC DOT's Pedestrian Safety and Older New Yorkers Report

Parking, Turn Calming, & Daylighting

- On the 1-mile corridor, each block was evaluated to determine parking feasibility
 - Net repurposing approximately 85 spots (may change based on final design)
- Reasons for repurposed parking:
 - Protected Bike Lanes repurpose parking at some locations, and introduce daylighting measures **to improve visibility and safety for all road users**
 - Create shorter and safer crossing distances for pedestrians
 - Encourage slower, safer vehicle turns and yielding to cyclists and pedestrians
 - Allow for improved visibility in loading zones and at driveway locations



Crescent St, QN



White Plains Rd & E 229th St, BX



Cross Bay Blvd, QN

Parking & Loading Plan

Existing

- Alternate Side Parking (ASP) currently blocks access to curb for deliveries and loading for businesses
- Encourages long-term vehicle storage
- Complex loading happens at many locations, including in travel lane

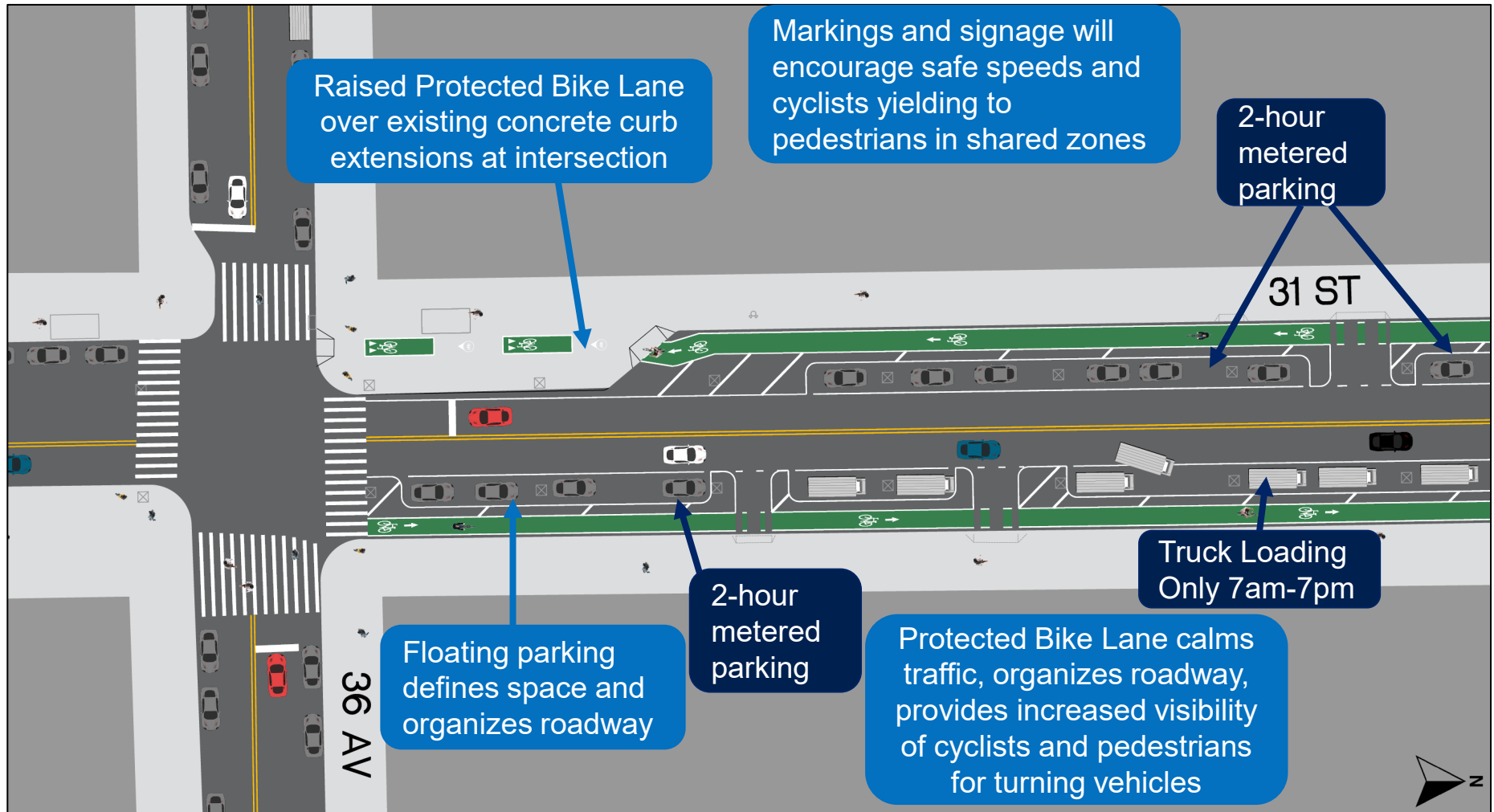
Proposed

NYC DOT will adjust curb regulations to reflect current demands by providing more loading and reducing ASP that blocks curb access for businesses, including:

- Expansion of **Metered Parking** to increase turnover for short parking periods and customer access
- Additional **Truck Loading Zones** to allow space for loading and deliveries
- Additional **Neighborhood Loading Zones** to allow space for package deliveries and loading/unloading of personal vehicles.
- Additional **Taxi/For-Hire Vehicle Pickup/Drop-off** locations to allow space for quick pickup/drop-off of passengers

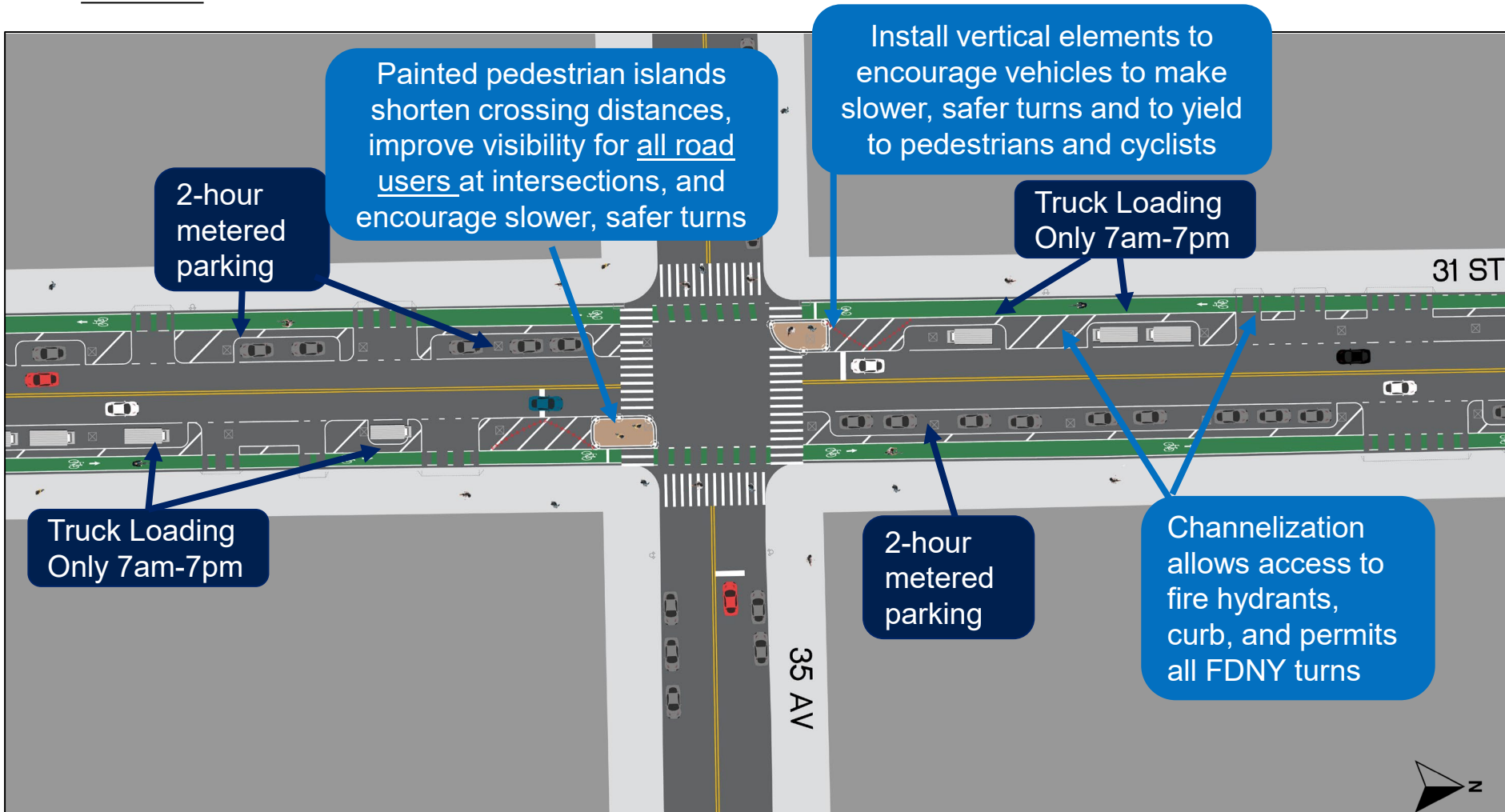


Safety Improvements w/ Parking & Loading Plan: 36th Ave



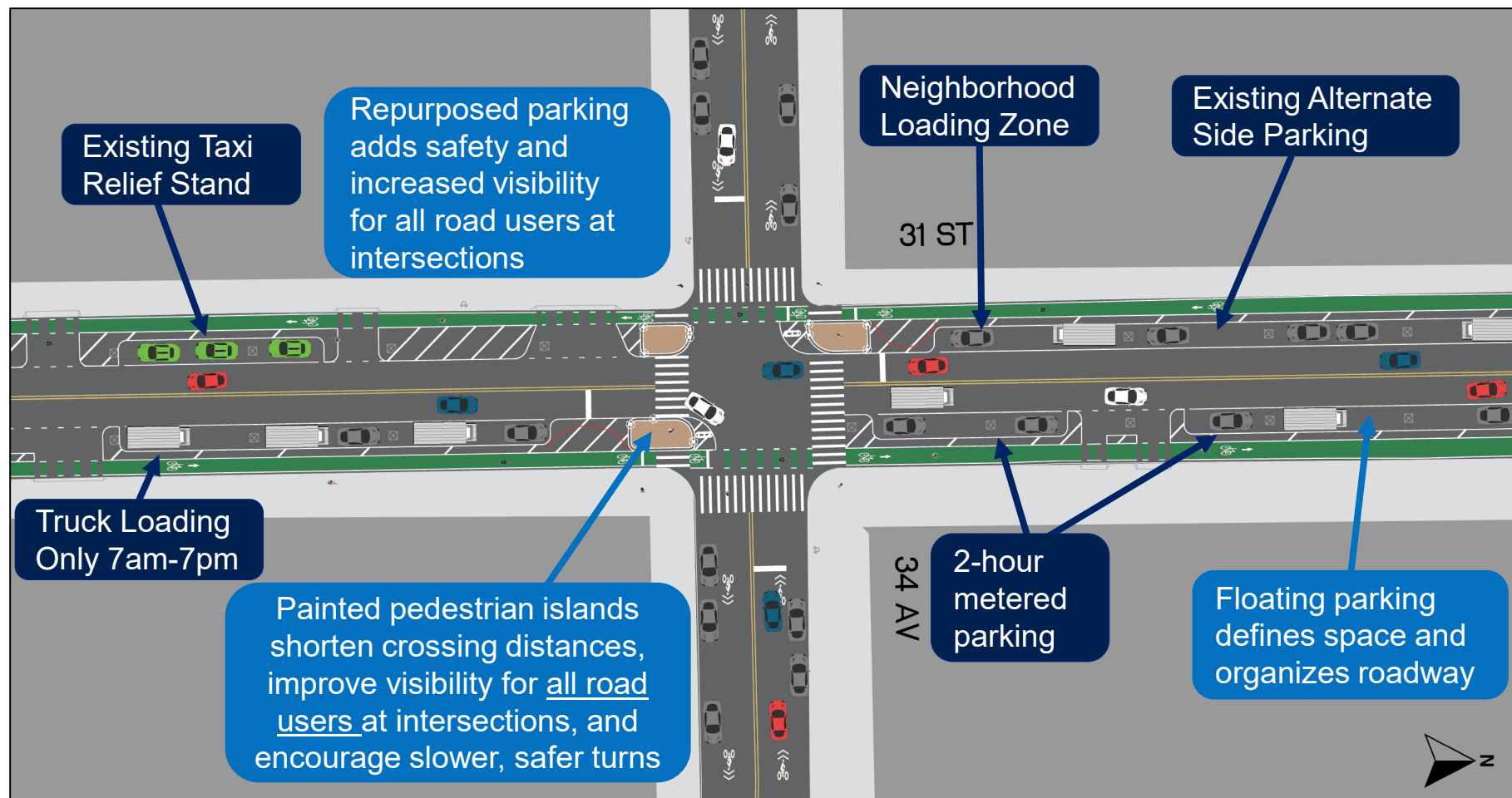
*Parking and loading plan is subject to change.

Safety Improvements w/ Parking & Loading Plan: 35th Ave



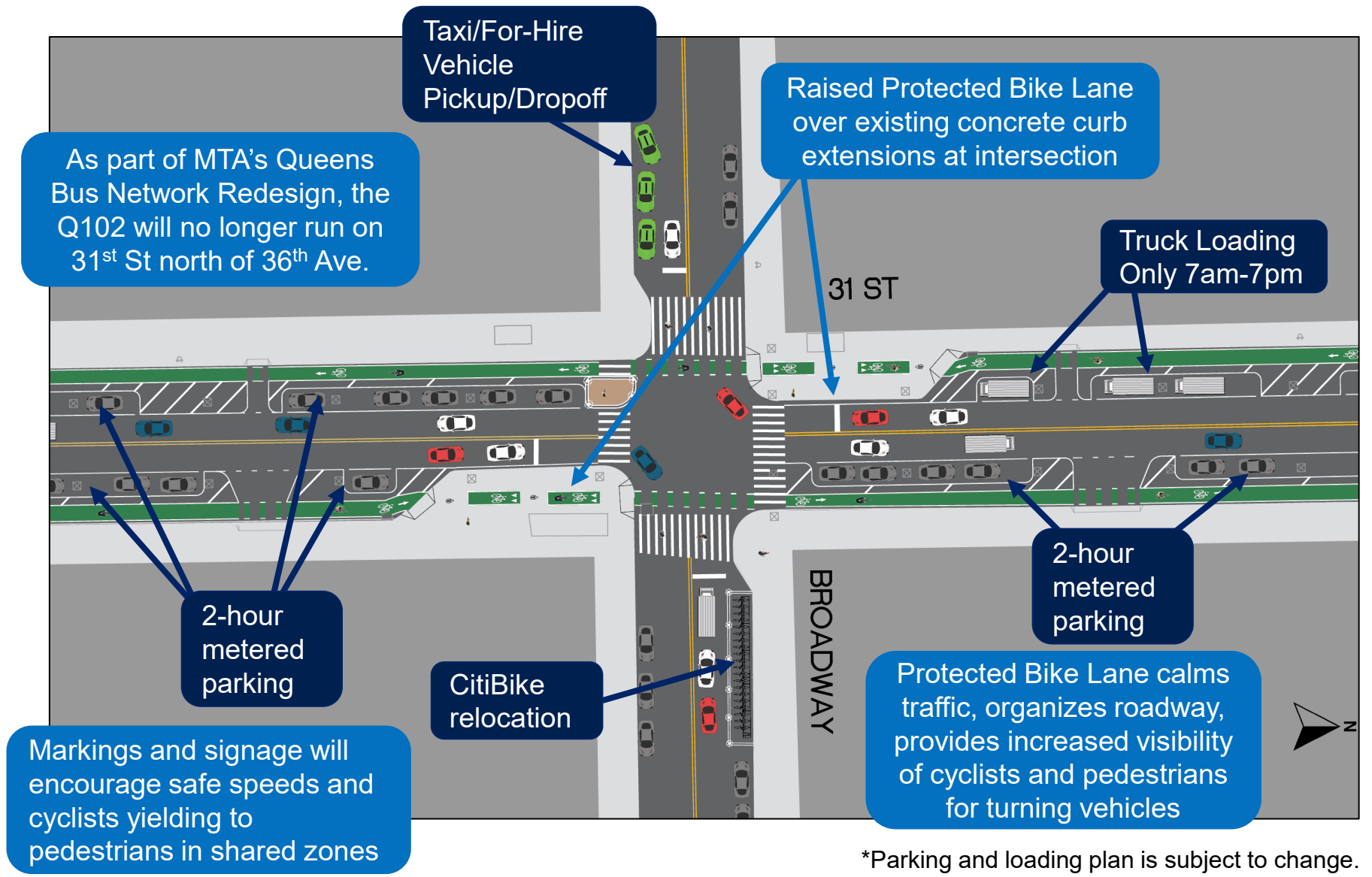
*Parking and loading plan is subject to change.

Safety Improvements w/ Parking & Loading Plan: 34th Ave



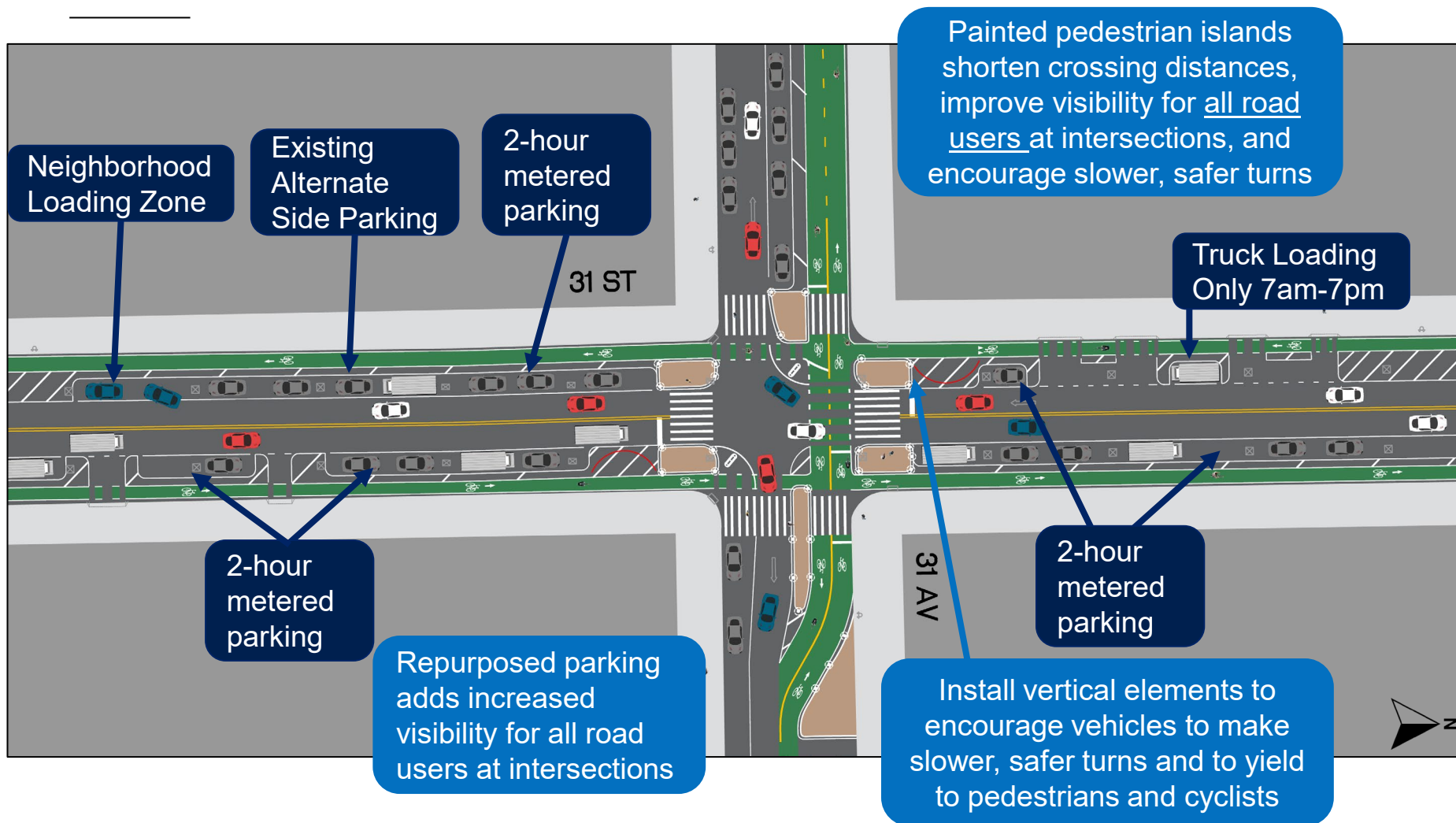
*Parking and loading plan is subject to change.

Safety Improvements w/ Parking & Loading Plan: Broadway



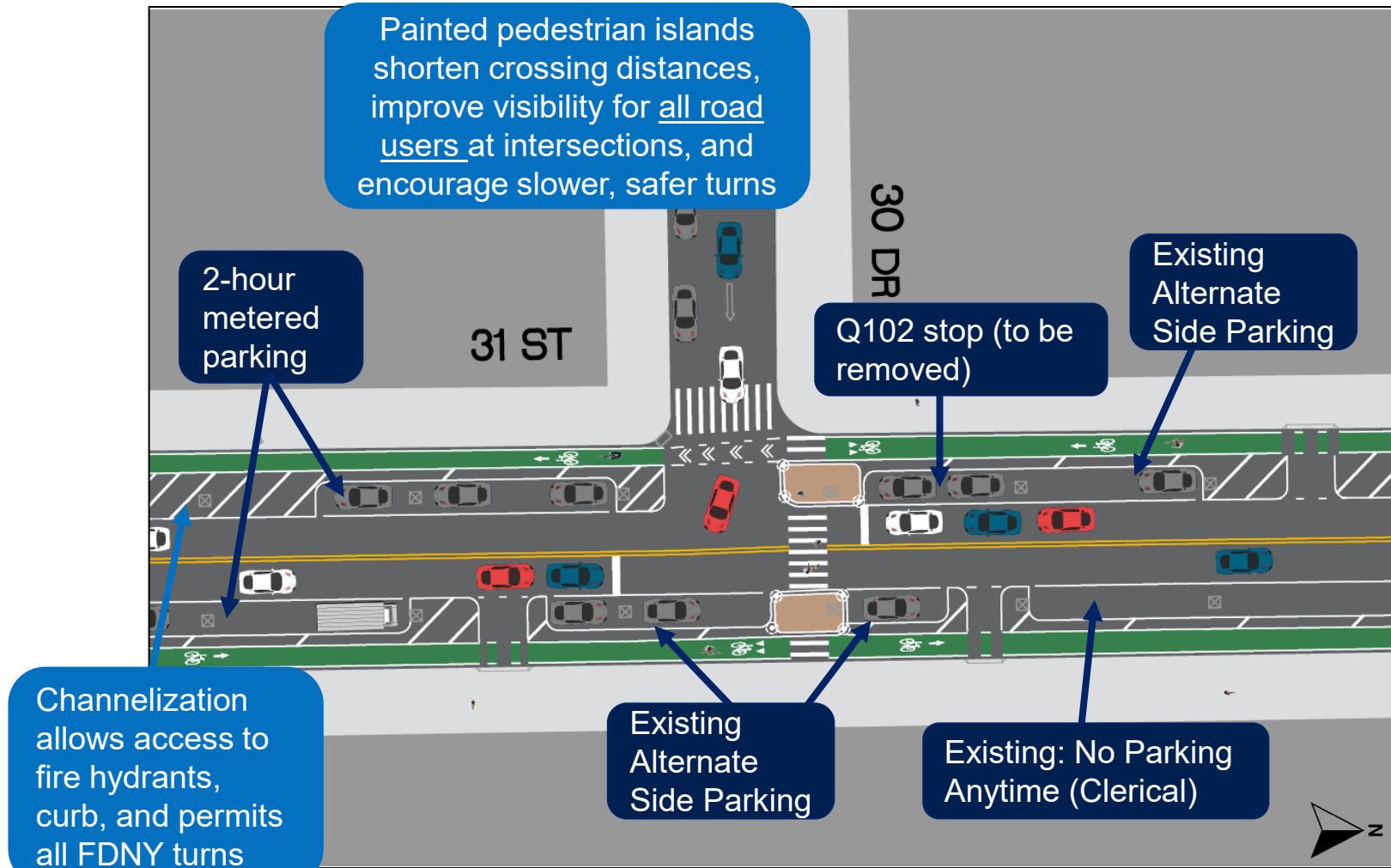
*Parking and loading plan is subject to change.

Safety Improvements w/ Parking & Loading Plan: 31st Ave



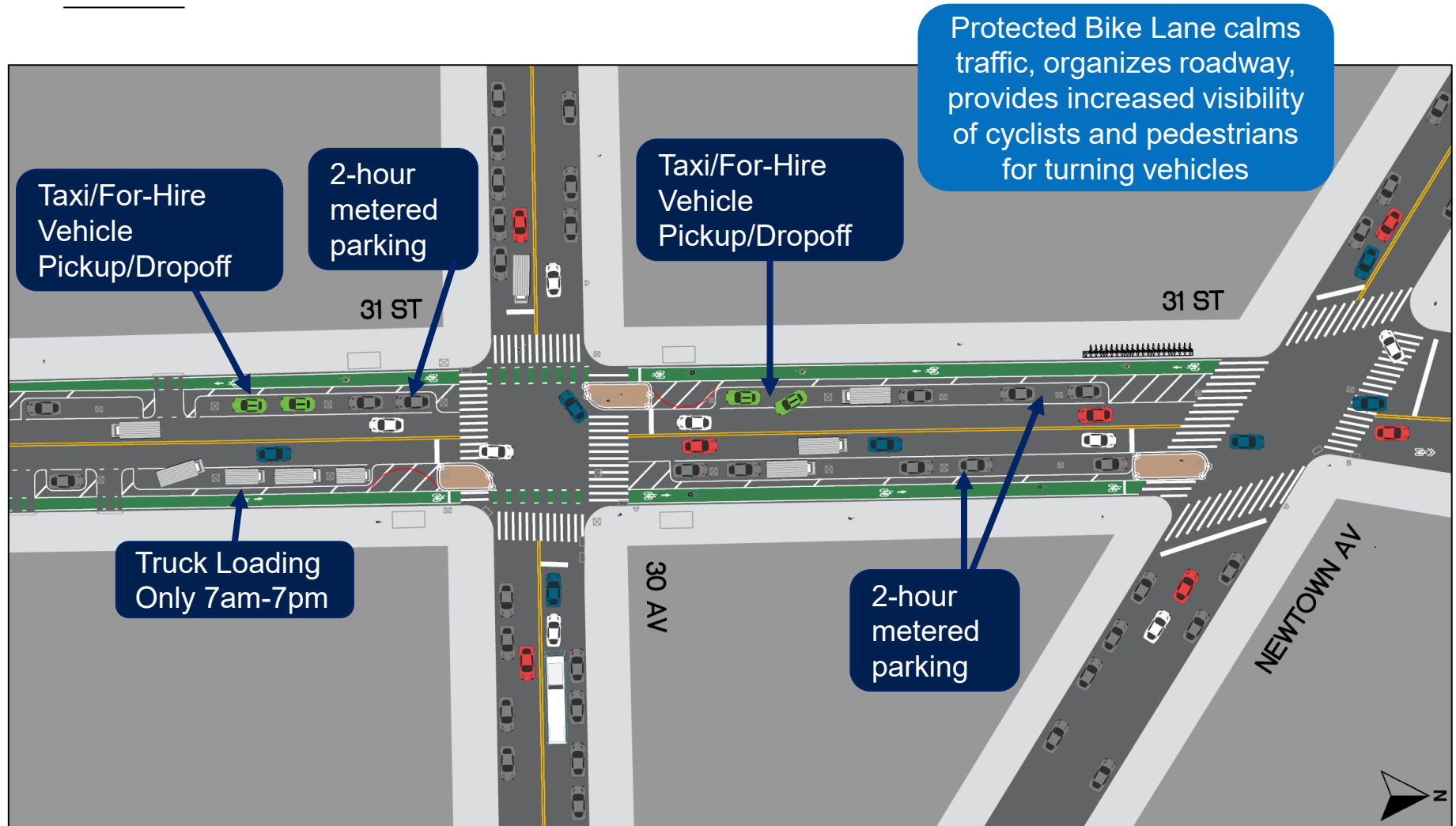
*Parking and loading plan is subject to change.

Safety Improvements w/ Parking & Loading Plan: 30th Dr



*Parking and loading plan is subject to change.

Safety Improvements w/ Parking & Loading Plan: 30th Ave and Newtown Ave



*Parking and loading plan is subject to change.

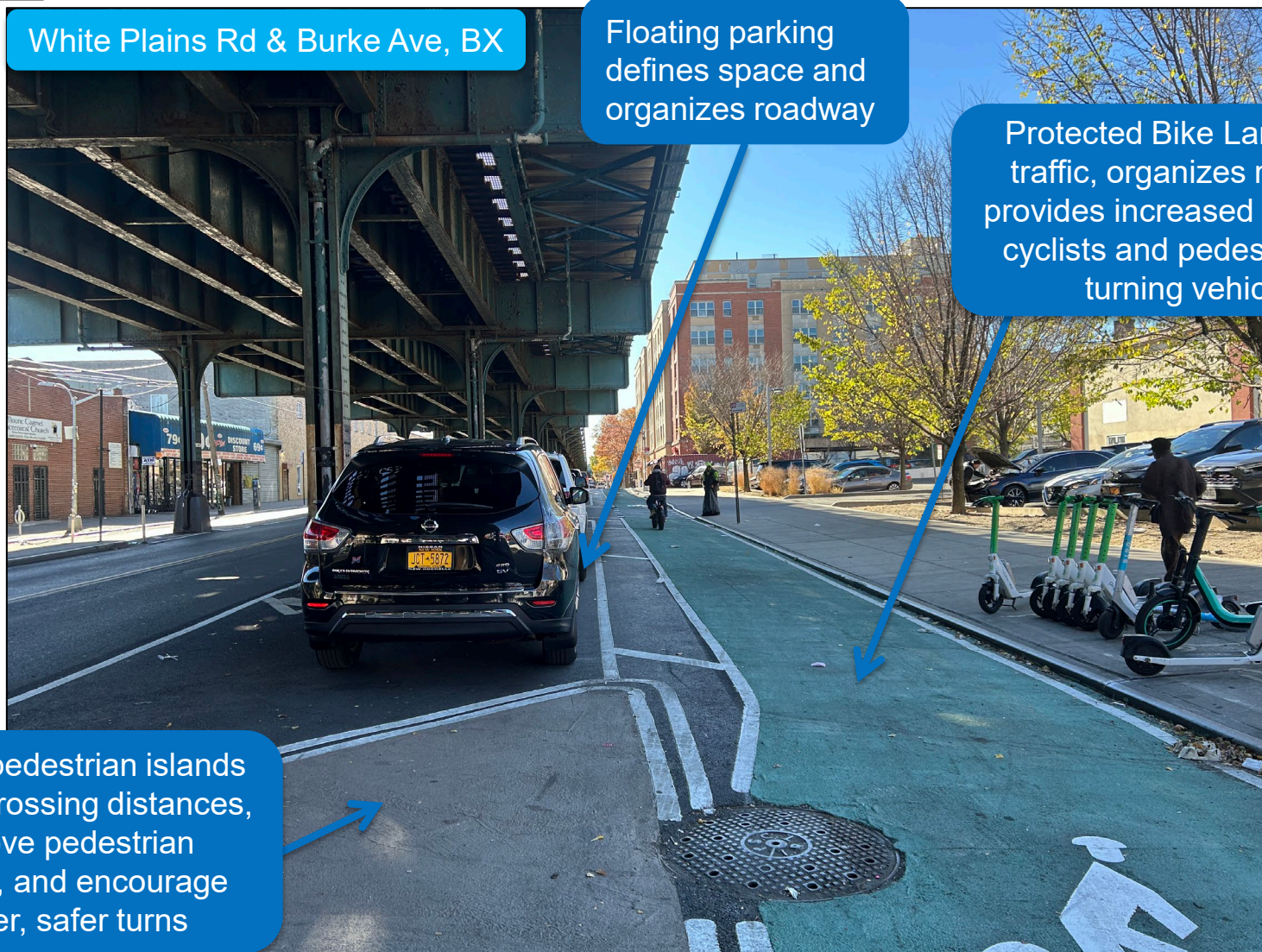
Example of Proposed Conditions

White Plains Rd & Burke Ave, BX

Floating parking defines space and organizes roadway

Protected Bike Lane calms traffic, organizes roadway, provides increased visibility of cyclists and pedestrians for turning vehicles

Painted pedestrian islands shorten crossing distances, improve pedestrian visibility, and encourage slower, safer turns



Project Benefits

- Organizes the roadway and clarifies movements underneath the elevated subway
- Updated Parking and Loading regulations to improve loading and access for businesses along corridor
- Provides slower & safer turns, reduces speeding and conflicts, and improves visibility among drivers, cyclists, and pedestrians
- Increases visibility and safety for all road users
- Protected Bike Lane calms traffic, shortens pedestrian crossing distances, and organizes the roadway, providing safety for all roadway users
- Provides safer and more convenient bicycle travel and expands the Protected Bike Lane network in Queens



Next Steps

Short-term

- Project timeline:
 - NYC DOT aims to repave corridor
 - Continue to look at feedback, including from tonight's Full Board meeting, and make adjustments where feasible
 - Aim to install Summer/early Fall 2025

Ongoing

- Red light camera & speed camera analysis
- Speed hump studies
- Additional lighting studies
- Signal hardware upgrades
- Work with NYPD 114th Precinct on enforcement

Thank You!



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