31st St: Northern Blvd to 20th Ave

Corridor Safety Improvements

Queens Community Board 1 – April 2026

VISION ZERO
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NEW YORK CITY DOT

Project Location

- Project limits: 31 St, between Northern Blvd and 20 Ave
- 2.5 miles from end to end, North/South route through all of Astoria
- 31 St is a Vision Zero Priority Corridor and in a Vision Zero Priority Area
- Corridor is under elevated structure (N/W subway trains) with columns in the roadbed south of Ditmars Blvd
- More industrial land use at Northern Blvd, becoming more commercial and residential moving north to 20 Ave
- Schools: St. Demetrios Preparatory and P.S. 85

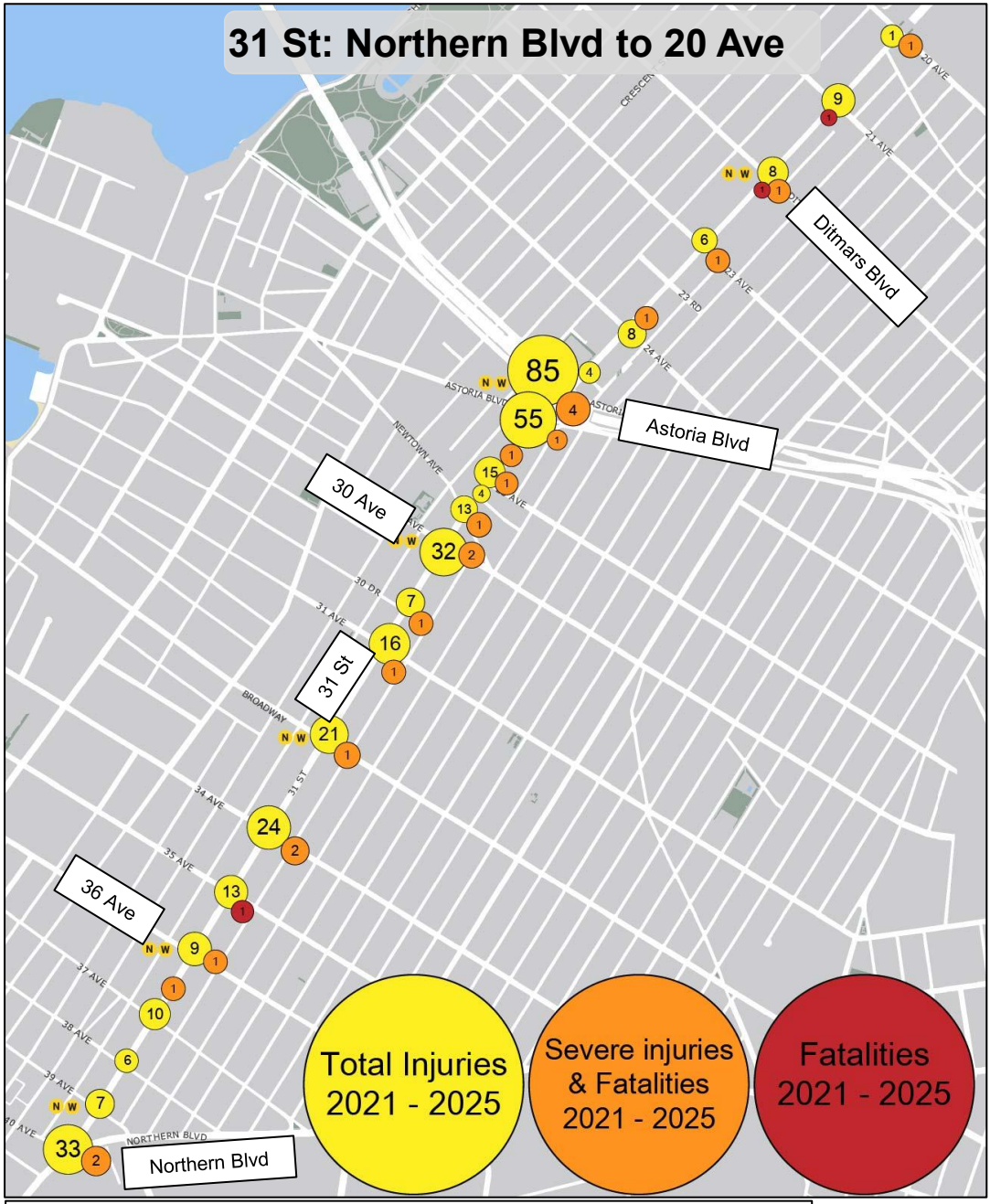
Safety Data

Injury Summary, 2021-2025 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	65	8	2	10
Bicyclist	40	3	0	3
Motor Vehicle Occupant	294	6	0	6
Motorized Two-Wheelers	103	6	1	7
Total	502	23	3	26

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

- 31 St is in the top 10% of high-injury corridors in Queens
  - Nearly 11 people Killed or Severely Injured (KSI) per mile
- 20 out of 26 KSI, including all 3 fatalities, were pedestrians, cyclists, or motorized two-wheelers
- KSI at nearly every intersection on the corridor



Data is based off NYPD crash and injury data available as of April 2026.

Crash Trends

Pedestrian injuries:

- Large, wide intersections allow drivers to take fast turns onto 31 St
- Most common pedestrian injuries (47%) are caused by **turning drivers failing to yield** to pedestrians crossing with the light, especially left turns
    - Queens-wide: 36% of pedestrian injuries
- Columns in the roadway reduce visibility of crossing pedestrians

Vehicles turning left onto 31 St

Cyclist & Motorized Two-Wheeler (M2W) injuries:

- Multiple instances of cyclists getting doored
- 20% of all injuries involved M2Ws
- 30% of all M2W injuries caused by left turn crashes, often due to wide intersections and limited visibility
    - Queens-wide: 19%

Crash Trends

Motor Vehicle Occupant (MVO) injuries:

- Most common MVO injuries (51%) are caused by rear-end and right-angle crashes, indicating **high rates of speeding and aggressive driving**
    - Queens-wide: 45% of MVO injuries

- 16% of MVO injuries are caused by sideswipe crashes due to **high rate of double parking**, and vehicles merging to/from **ambiguous space between column and curb**
    - Queens-wide: 13% of MVO injuries

- Many injuries clustered around Astoria Blvd

Double parking along 31 St

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.

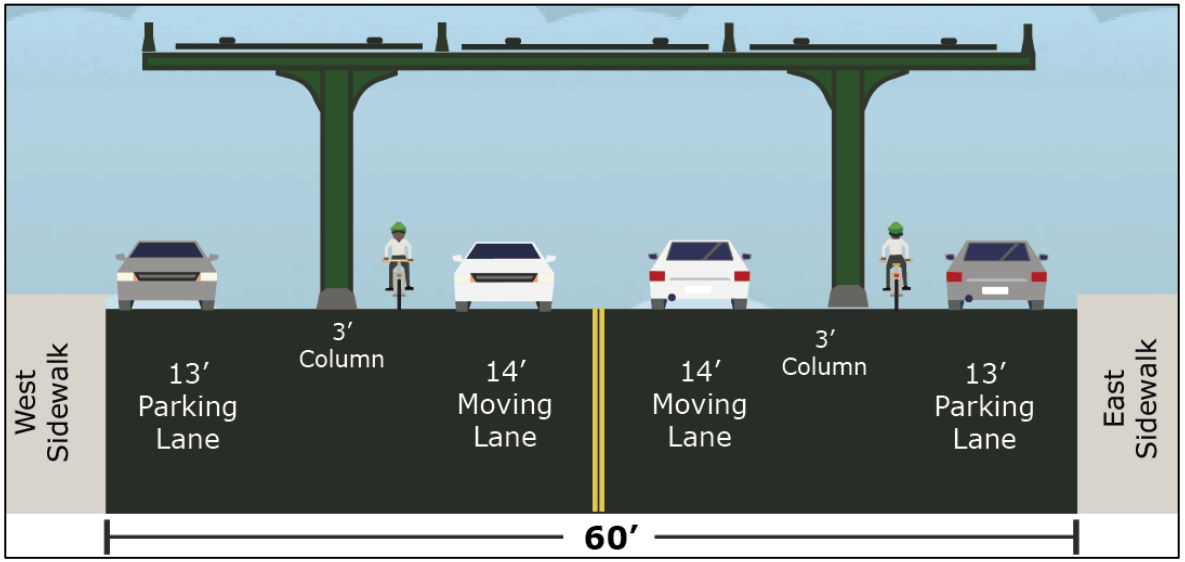
VISION ZERO
Building a Safer City

- **Western Queens Street Safety Plan (2024)**, published by Tiffany Cabán, Zohran Mamdani, Jessica González-Rojas, and Kristen Gonzalez:
  - Requested North/South bike connections and identified 31 St as a potential corridor through the neighborhood.

- **January 2026:** NYC DOT commits to restart 31 St safety redesign effort

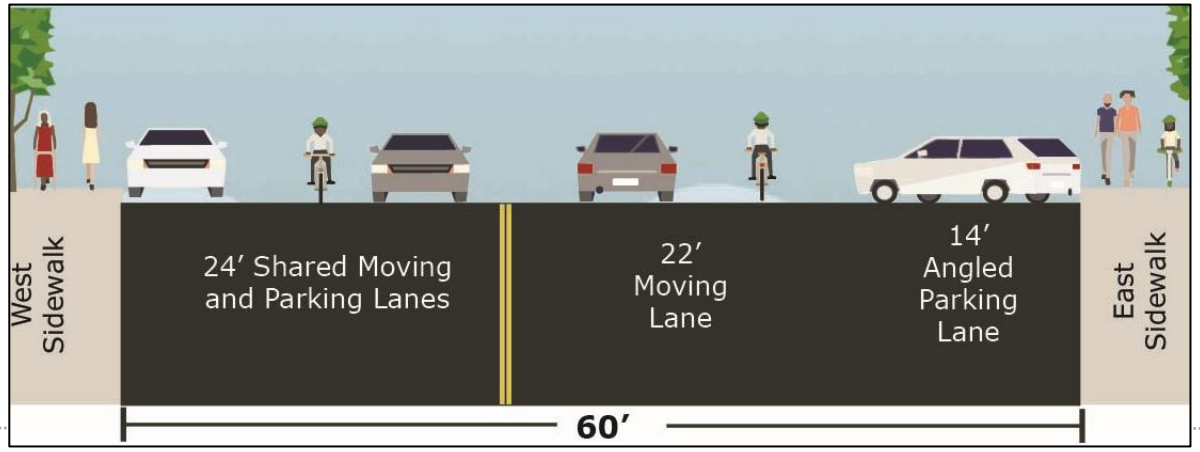
Existing Conditions

Typical Existing: 31 St, 39 Ave to Astoria Blvd S, Astoria Blvd N to Ditmars Blvd



- 31 St is 60’ wide
- One travel lane in each direction
- Ambiguous space between column and curb with inconsistent curb regulations
- Capital bus bulbs installed at 39 Ave, 36 Avenue, and Broadway in 2017

Typical Existing: 31 St, Ditmars Blvd to 20 Ave



- 31 St is 60’ wide
- One extra wide travel lane in each direction
- Angled parking on one curb, parallel parking lane on other

Existing Conditions

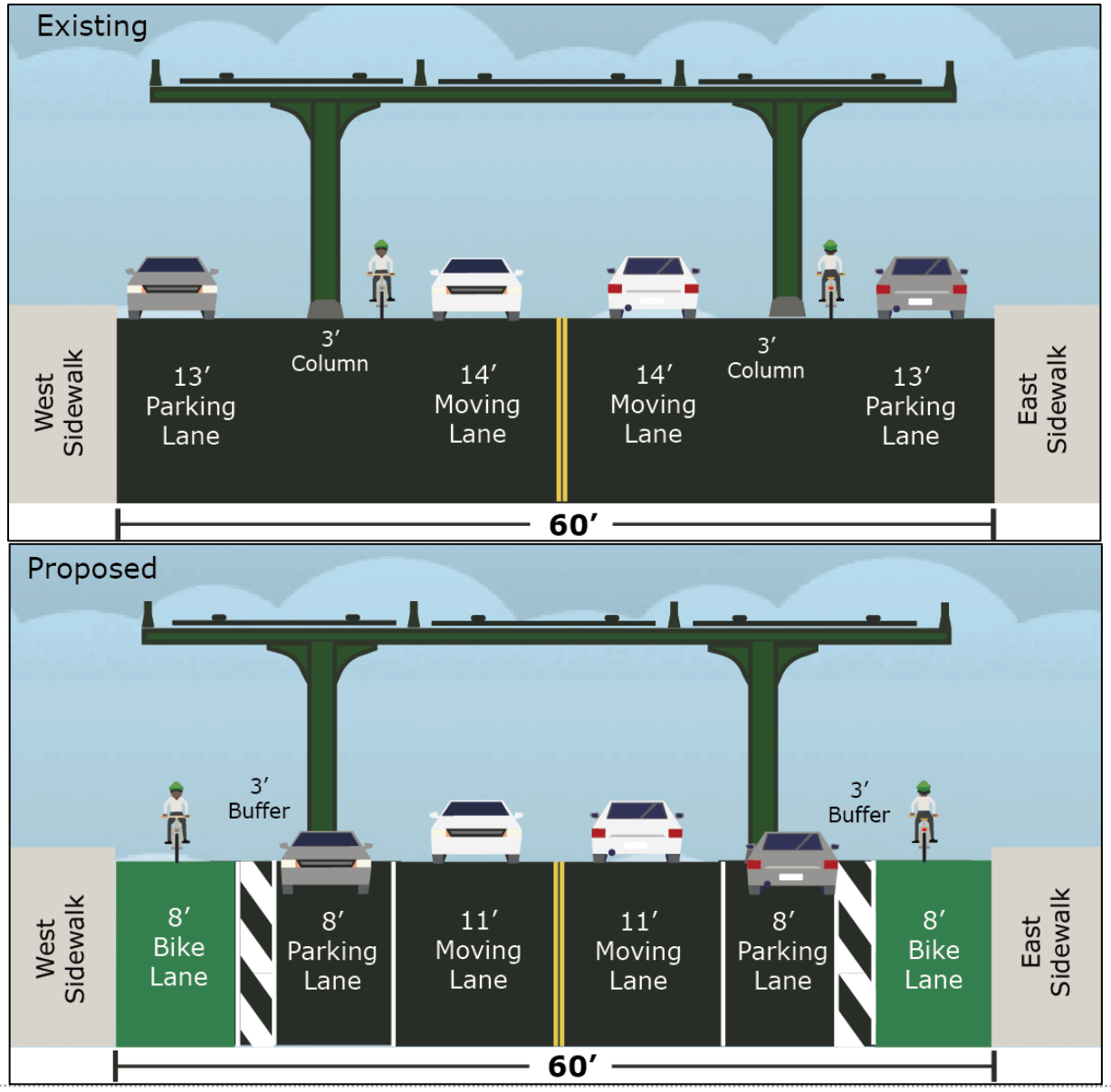
Double Parking/Vehicular Conflicts

Limited Visibility Due to Overhead Structure

Lack of Bicycle Facilities

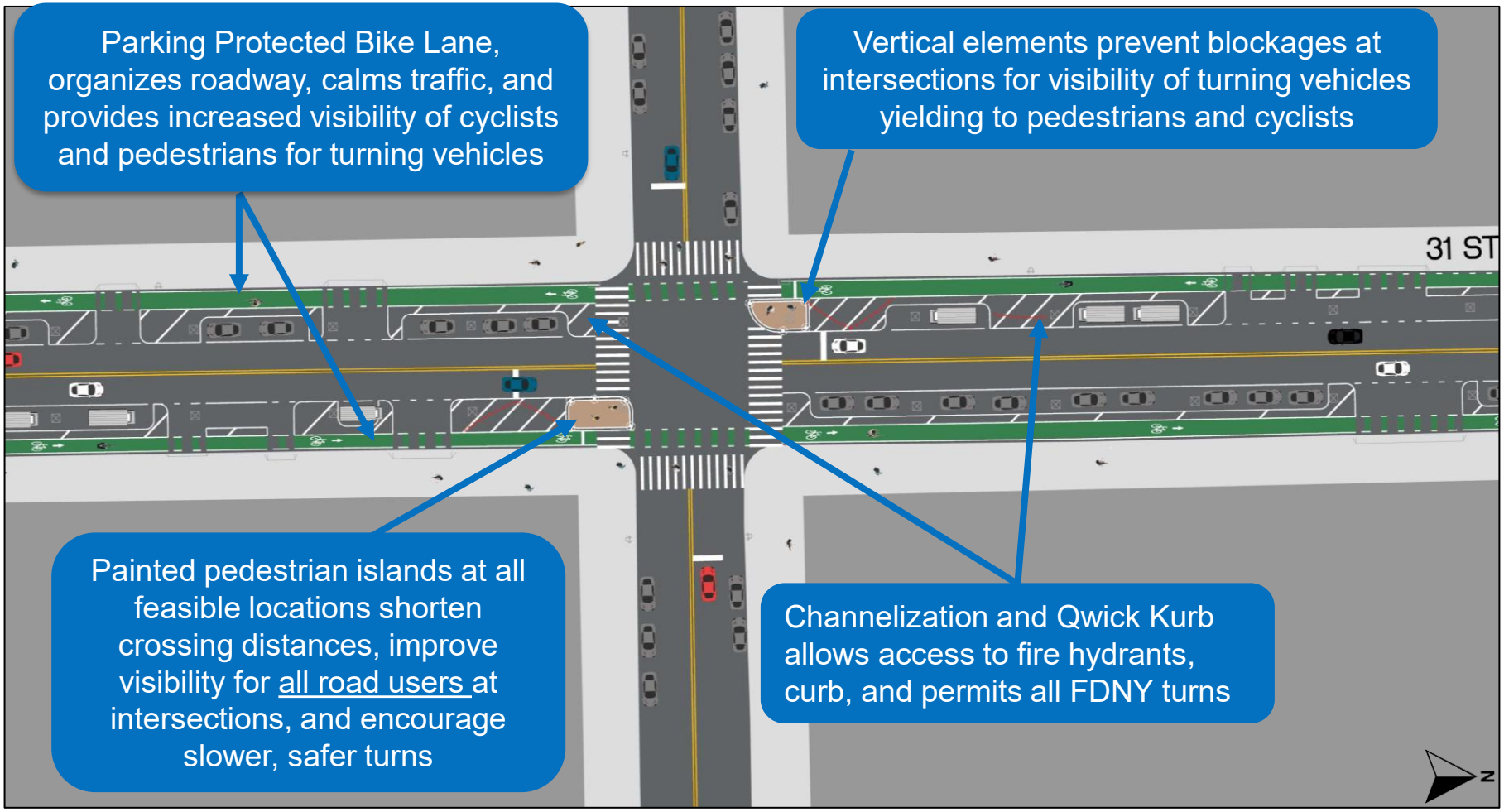
Long Pedestrian Crossing Distances

Proposed Conditions: Typical Block

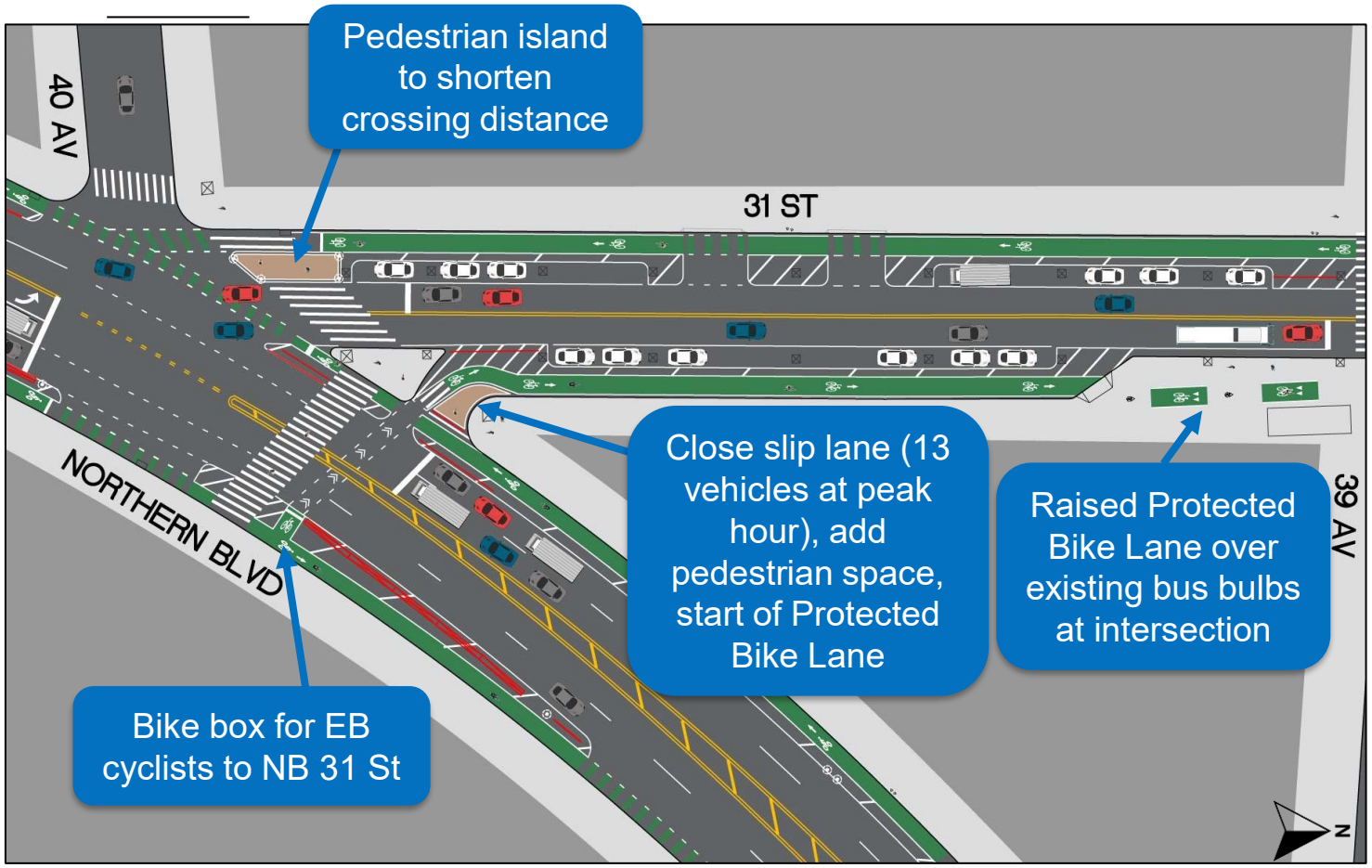


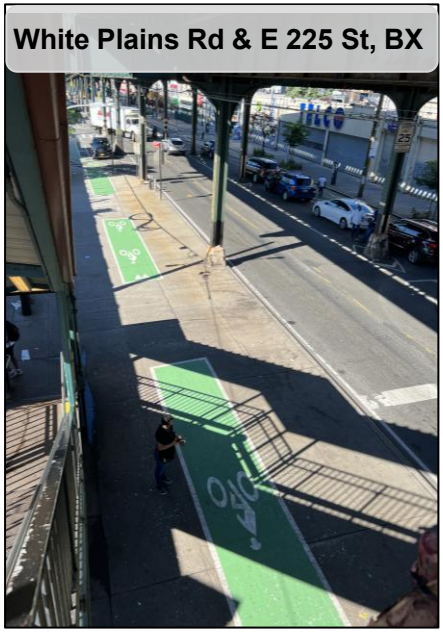
- Install Protected Bike Lanes on the curb in northbound/southbound directions
- Move curbside parking adjacent to columns to organize and tighten the roadway, and match existing loading operations between columns in roadway
- Update parking and loading regulations to match land use and need by adding metered parking, loading zones, and taxi pick-up/drop-off locations
- Install painted pedestrian refuge islands at intersections 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

Proposed Safety Improvements: Typical Block

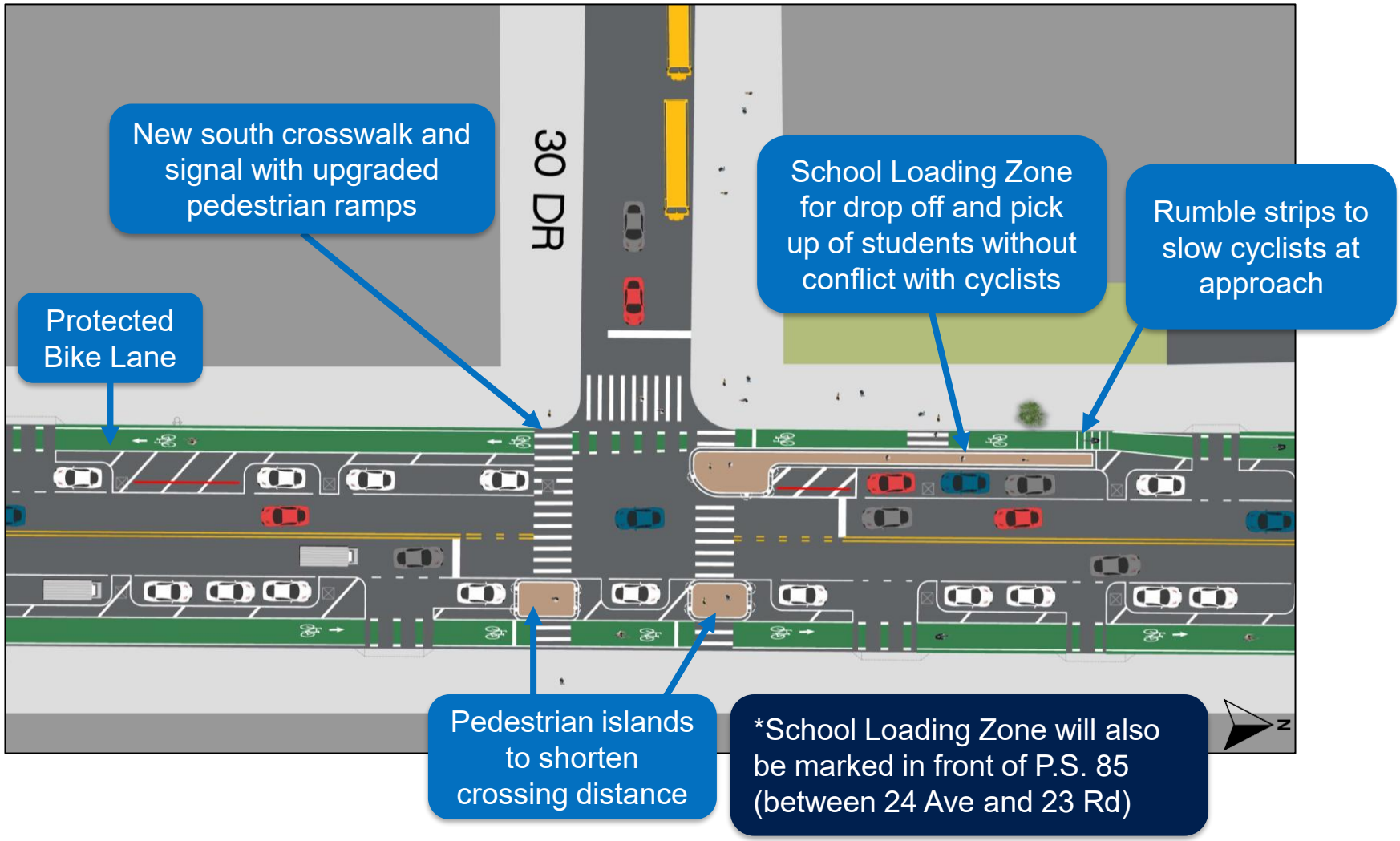


Proposed Safety Improvements: Northern Blvd

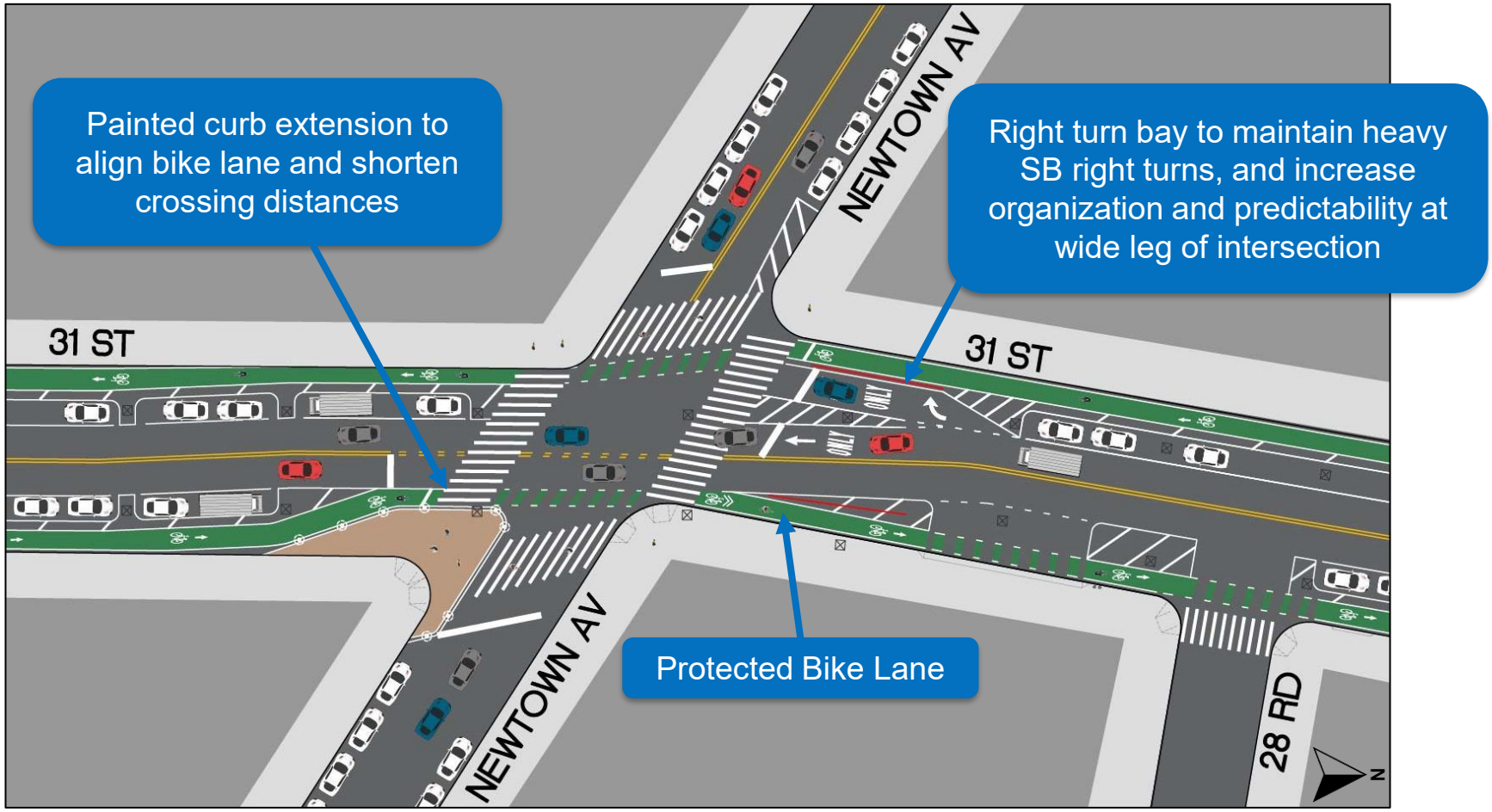




Proposed Safety Improvements: 30th Drive



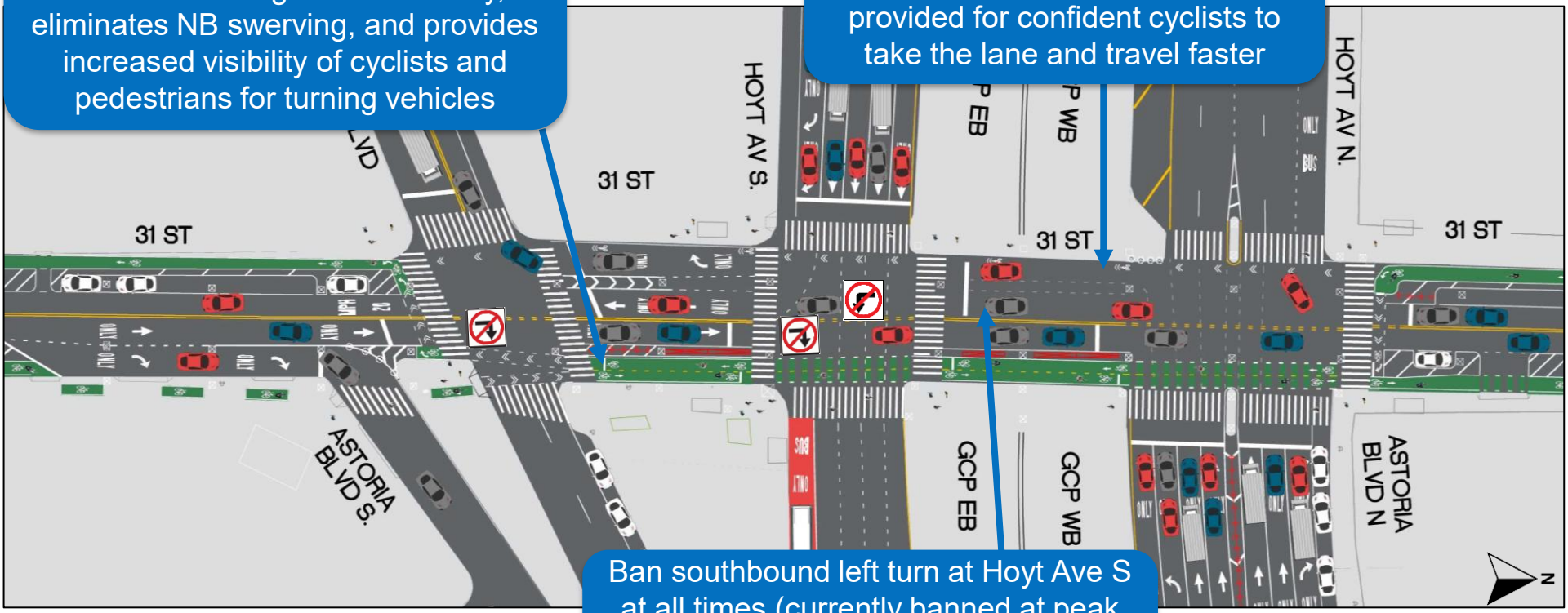
Proposed Safety Improvements: Newtown Ave



Proposed Safety Improvements: Astoria Blvd

Two-way Protected Bike Lane (PBL) on East curb organizes roadway, eliminates NB swerving, and provides increased visibility of cyclists and pedestrians for turning vehicles

Two-way PBL allows for protected SB bike travel, and sharrows are provided for confident cyclists to take the lane and travel faster

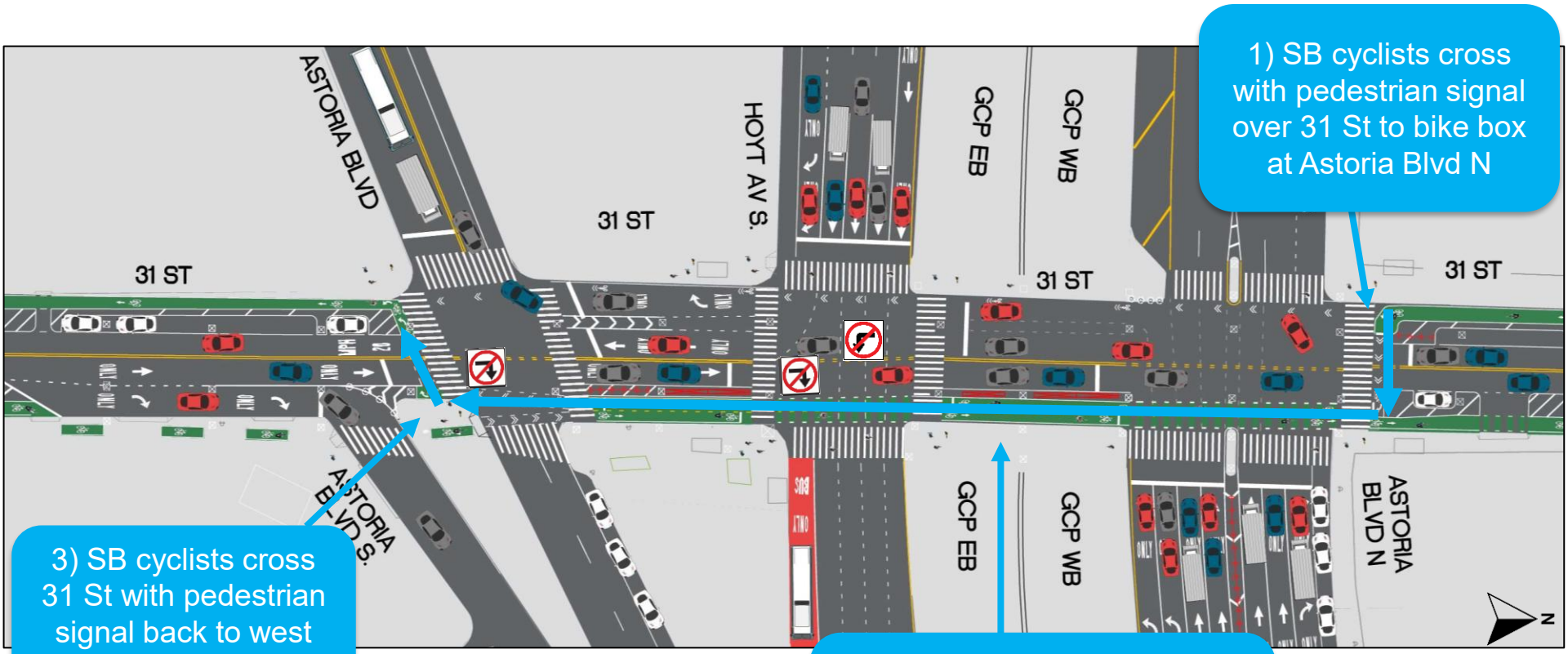


Ban southbound left turn at Hoyt Ave S at all times (currently banned at peak hours only) to eliminate conflict with Protected Bike Lane

*DOT Bridges project planning to add pedestrian ramps on the bridge

*Two-way PBL is on East curb to maintain heavy SB right turns at Astoria Blvd S, and reduce unpredictable NB movements at Astoria Blvd N from outside lane on 31 St

Proposed Safety Improvements: Astoria Blvd

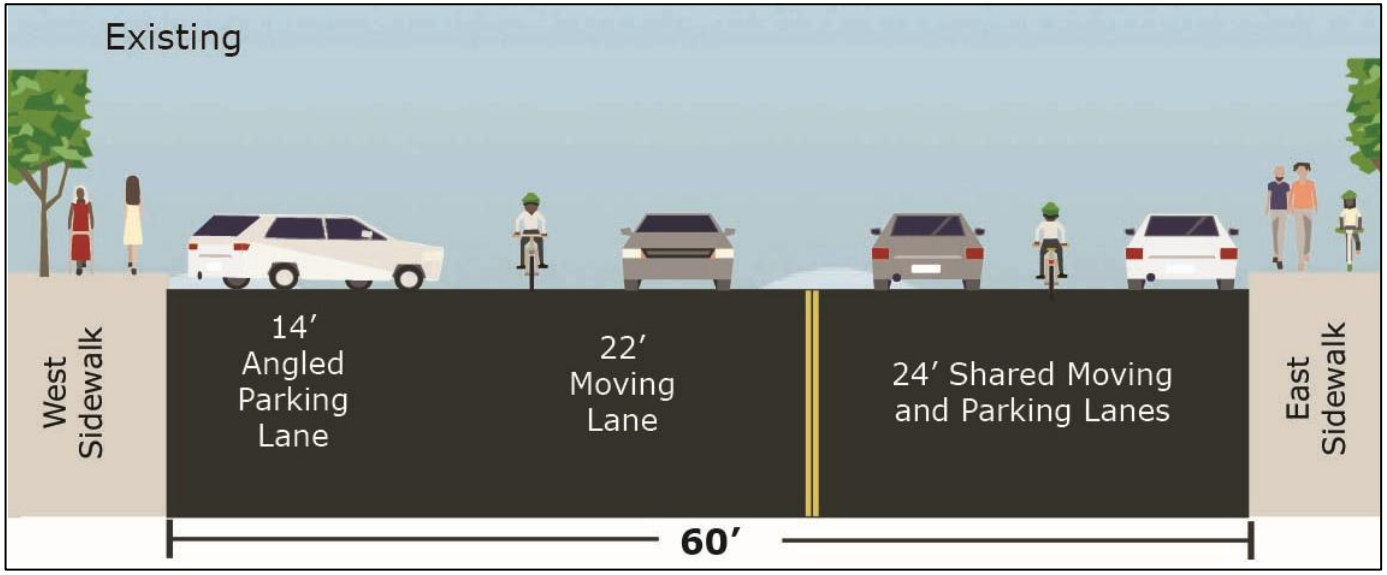


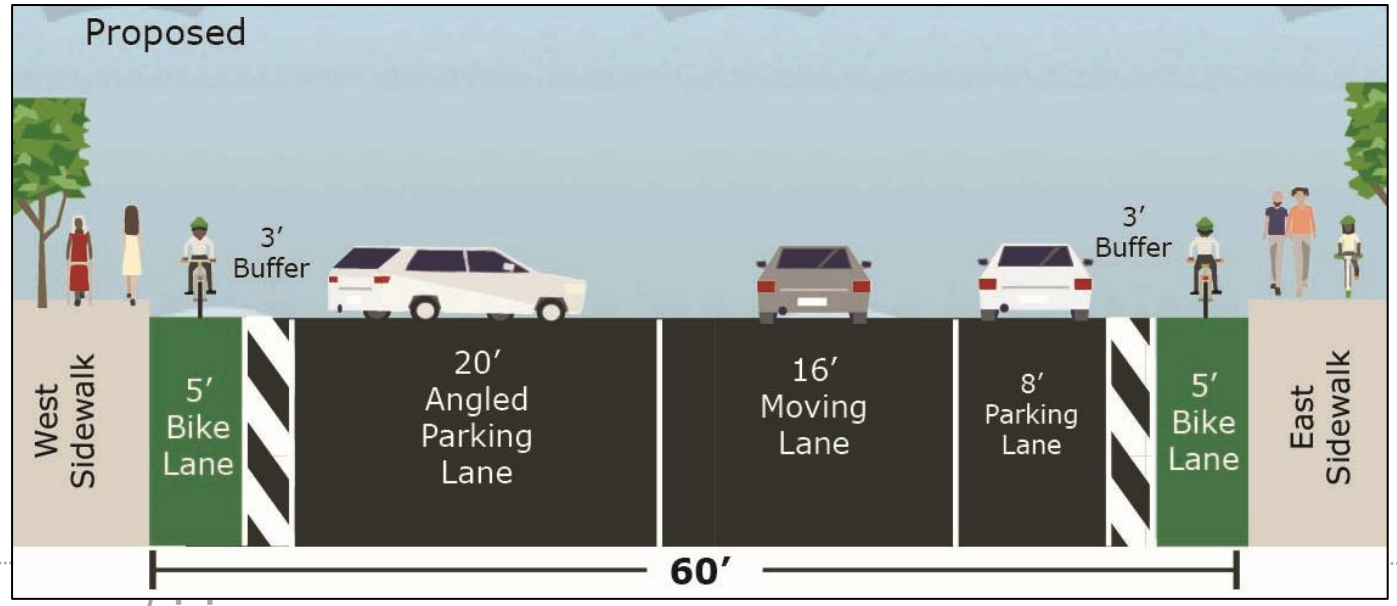
1) SB cyclists cross with pedestrian signal over 31 St to bike box at Astoria Blvd N

2) SB cyclists ride south on 31 St in two-way PBL with bicyclist signal, fully protected with no turns across PBL

3) SB cyclists cross 31 St with pedestrian signal back to west curb at Astoria Blvd S

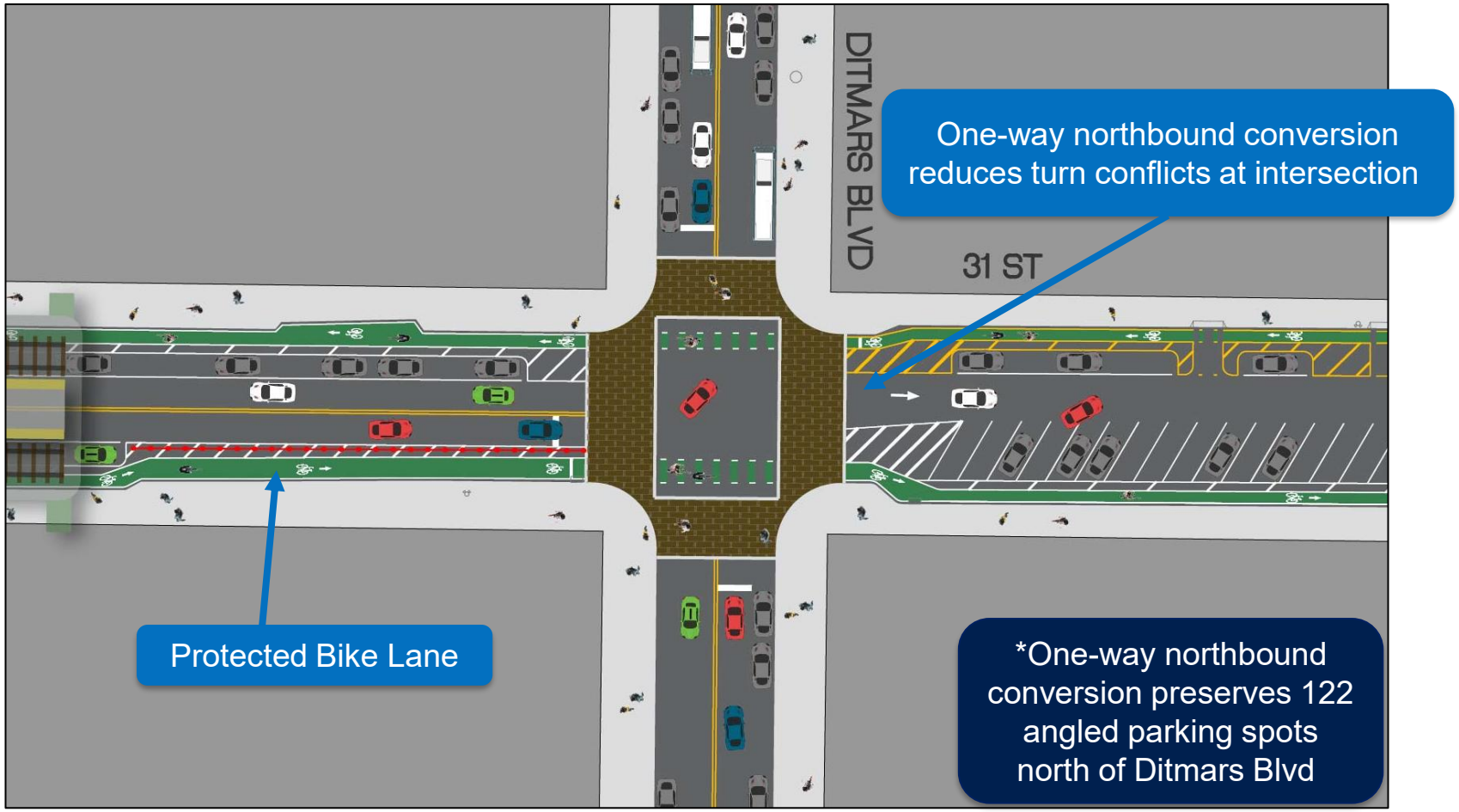
Proposed Conditions: Ditmars Blvd to 20th Ave





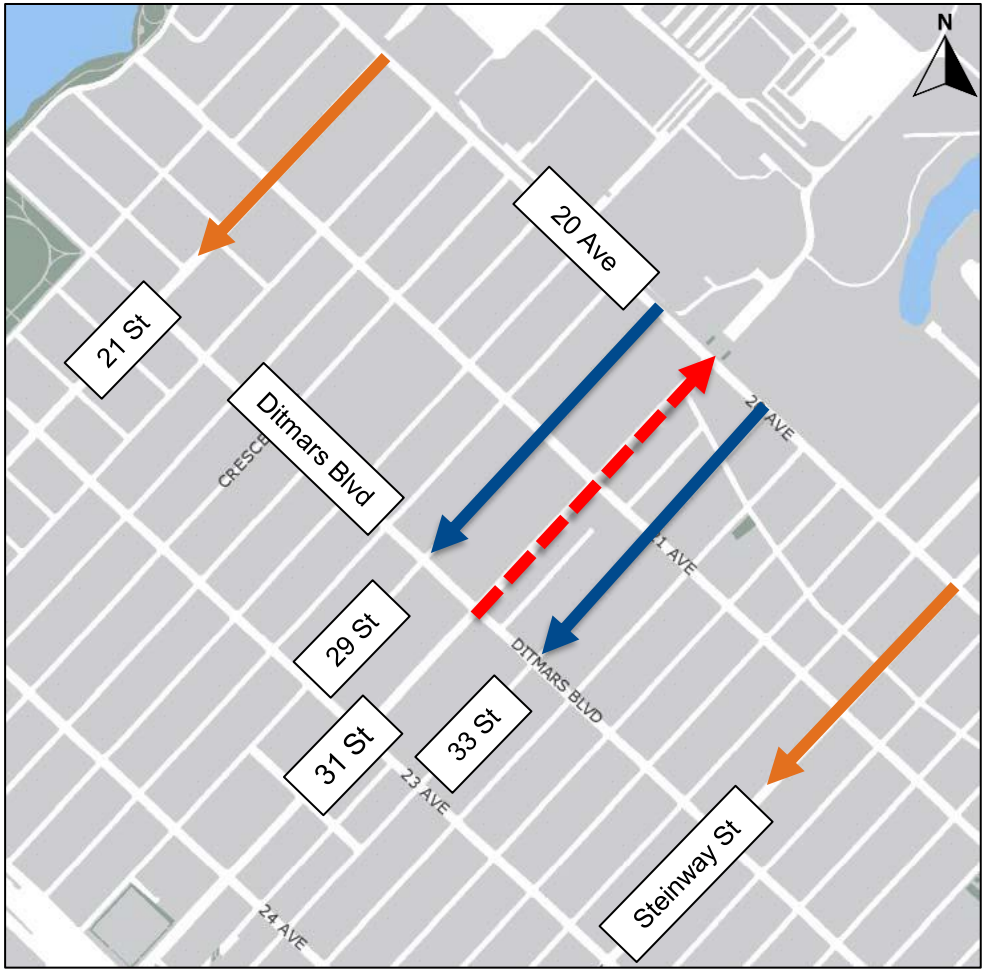
- **One-way northbound conversion** for vehicles to **maintain angled parking** and reduce trucks (particularly from Con Ed) driving on 31 St in the commercial and residential portion. 31 St is not a truck route.
- Install Protected Bike Lanes on the curb in northbound/ southbound directions

Proposed Safety Improvements: Ditmars Blvd



One-Way Conversion: Ditmars Blvd to 20th Ave

- DOT will convert two blocks of 31 St between Ditmars Blvd and 20 Ave to northbound one-way
- **Safety benefits:**
  - Reduces turning conflicts at three intersections for cyclists and pedestrians
  - Reduces truck traffic on 31 St, which is not a truck route
- Allows DOT to maintain 122 angled parking spots
- **Alternate routes:**
  - Southbound passenger cars can use 29 St or 33 St
  - Southbound trucks can use existing truck routes: 21 St and Steinway St



Southbound alternatives to 31 St

Proposed northbound conversion
Alternate routes: passenger cars
Truck routes

Bike Connection

- Important north/south bike connection between Northern Blvd and 20 Ave, Queensboro Bridge and RFK Bridge.
- 31 St is one of the few streets that runs north/south through all of Astoria connecting to existing east/west bike lanes
- Ongoing: Bike Boulevard and Public Realm improvements on 31 Ave:
  - -Completed: Vernon Blvd to Steinway St
  - -Planned 2026: Steinway St to 51 St
- NYC Streets Plan Benchmark Target: 50 miles of Protected Bike Lanes/year

Protected Bike Lane Safety

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 Lane on 11 St, QN

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

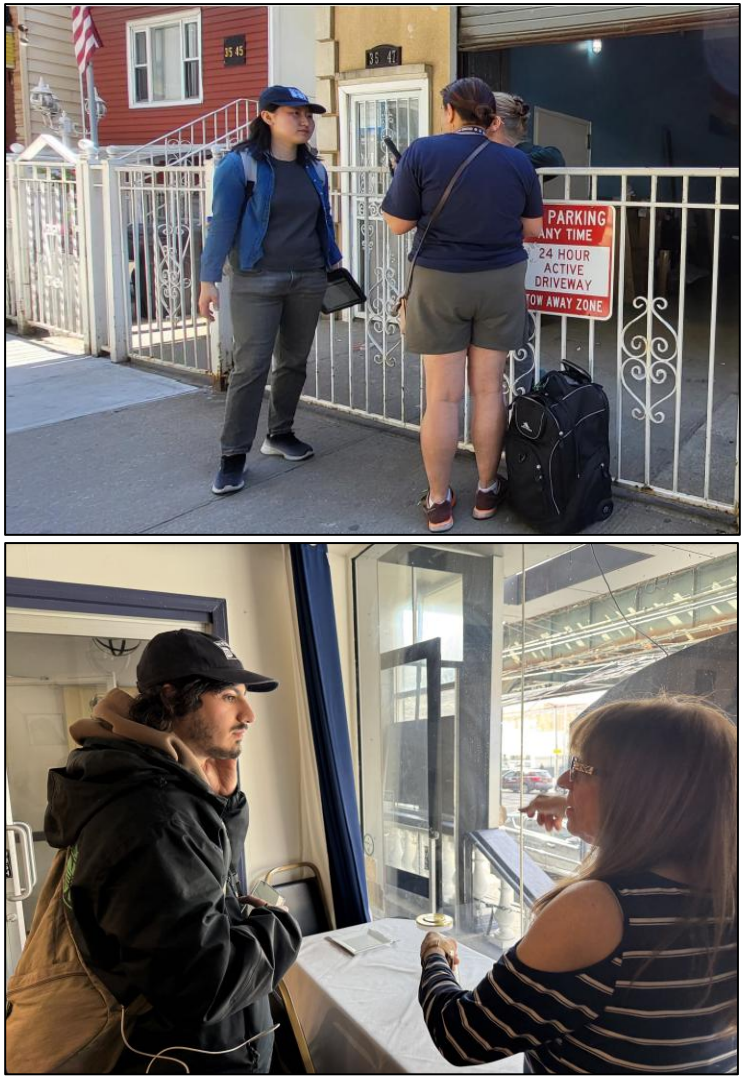
Source: NYC DOT Safety Treatment Evaluation (2005-2018) https://www.nyc.gov/html/dot/downloads/pdf/safety-treatment-evaluation-2005-2018.pdf

Engagement: Street Ambassador Outreach

NYC DOT Street Ambassadors administered merchant (curb usage) surveys to businesses in the study area to better understand delivery/loading needs

- Ambassadors visited 150 total businesses on corridor (83% survey completion rate); all businesses had at least one touchpoint

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



Street Ambassadors conducting merchant survey with businesses along 31 St.

Engagement: Street Ambassador Outreach cont.

- 82% of businesses surveyed reported delivery vehicles park **in front of storefront**, with 62% of those businesses reporting that delivery vehicles **illegally park** (typically by **double parking**)
  - Businesses reported that double parking affects deliveries, customer access, visibility, overall traffic flow, and safety

- 52% of businesses reported making outgoing deliveries
- Vehicle types used for outgoing deliveries:
  - 64% e-bikes
  - 54% personal cars or motorcycles/mopeds
  - 15% cargo vans
  - 13% box trucks

Street Ambassadors conducting merchant survey with businesses along 31 St.

Parking & Loading Plan

Existing

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

Proposed

NYC DOT will adjust curb regulations to reflect current land use and demand using Street Ambassador surveys, observations, and NYC DOT's Parking team's analysis

- Expansion of **Metered Parking** to increase turnover for short parking periods and provide 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.
- Marking of **School Loading Zones** to clear the curb to safely drop off and pick up students
- Additional **Taxi/For-Hire Vehicle Pickup/Drop-off** locations to allow space for quick pickup/drop-off of passengers

Existing: Double parking for loading

Existing: Truck loading between columns, same as proposed design

Parking, Turn Calming, & Daylighting

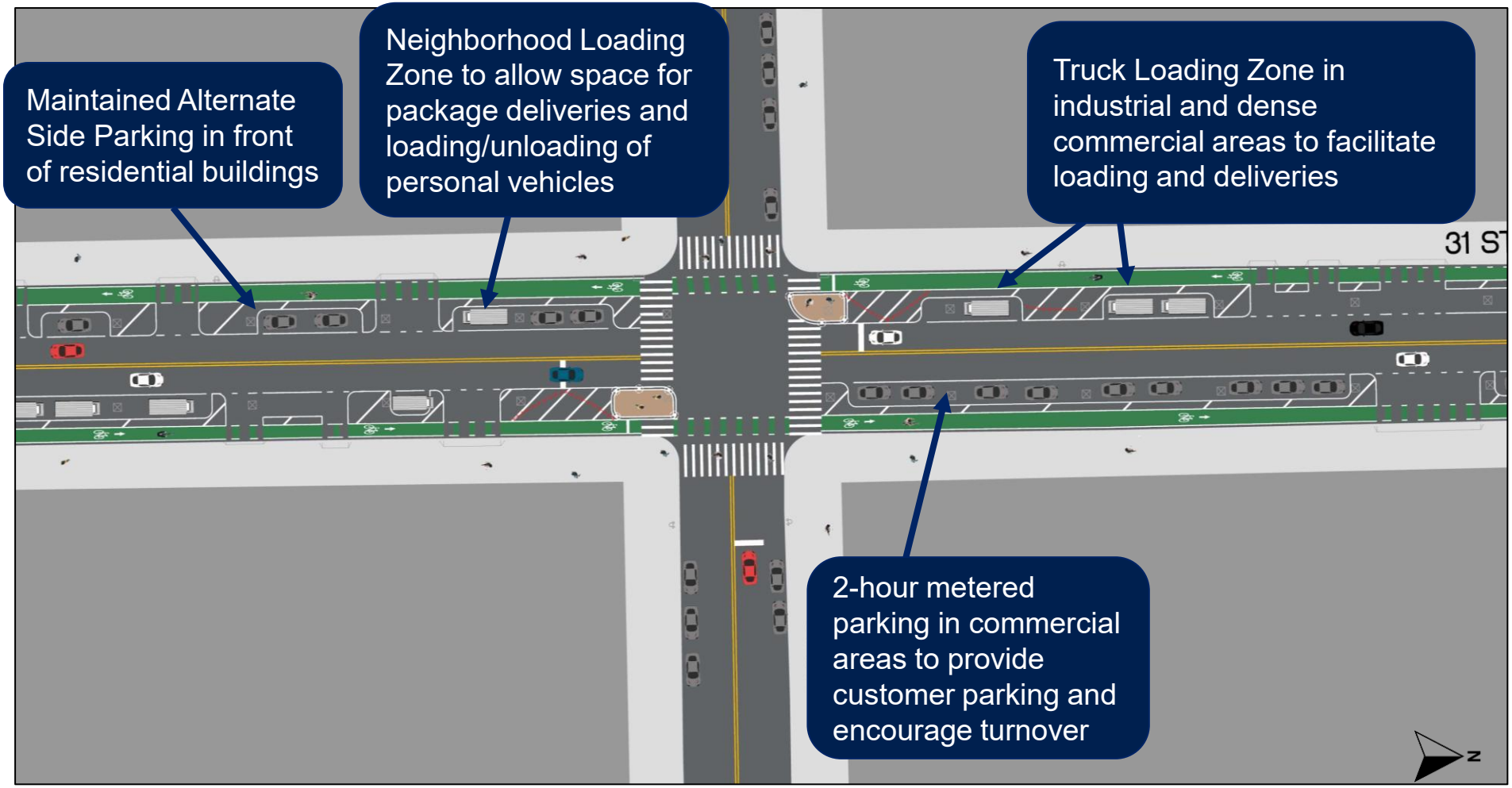
- On the 2.5-mile corridor, each block was evaluated to determine parking feasibility
  - Net repurposing approximately 169 spots, or ~20% of total available spots on the corridor (may change based on final design)
  - Protected Bike Lanes repurpose parking near driveways and introduce daylighting measures at all intersections **to improve visibility and safety <u>for all road users</u>:**
    - Channelization at driveways improves visibility for all road users to avoid conflict
    - Pedestrian islands create shorter and safer crossing distances
    - Channelization at intersections encourages safer, slower vehicle turns and yielding to cyclists and pedestrians
  - Expanded channelization at intersections and hydrants for improved access and maneuverability for FDNY on the corridor
  - Column spacing in parking lanes


Crescent St, QN


White Plains Rd & E 229 St, BX


Cross Bay Blvd, QN

Safety Improvements:
Example Curbside Loading Plan for Corridor



*Parking and loading plan is subject to change.

Project Benefits

- Protected Bike Lane design:
  - Organizes the roadway and clarifies movements underneath the elevated subway
  - Encourages slower & safer turns, reduces speeding and conflicts, and improves visibility among drivers, cyclists, and pedestrians
  - Provides safer and more convenient bicycle travel and connects all of Astoria, with an additional 5 lane miles of Protected Bike Lanes
  - Calms traffic, shortens pedestrian crossing distances, and organizes the roadway, providing safety for all road users
- Updated parking and loading regulations improve loading and access for businesses along corridor

Thank You!

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