



# Astoria Boulevard Safety Enhancements 21<sup>st</sup> Street to 33<sup>rd</sup> Street

Project Overview

Community Board 1

March 11, 2026



# Astoria Boulevard Safety Enhancements

## Presentation Overview

1. Background
2. Existing Conditions
3. Proposed Safety Improvements
4. Next Steps



**Photo:** Pedestrian waits to cross 21<sup>st</sup> Street



**Photo:** Traffic backup from intersection of Astoria Blvd and 31<sup>st</sup> St

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# Background

# 1

# Planning Framework

## The Freight Mobility Unit

Freight Mobility Unit is committed to strategies outlined in *Delivering New York: A Smart Truck Management Plan for NYC*:

- **Safety:** improve the safety of truck travel at intersections and along corridors
- **Sustainability:** foster the sustainable and environmentally responsible movement of goods
- **Freight Efficiency:** Improve the efficiency of freight movement to, from, and within NYC
- **Partnerships & Knowledge:** Grow public and private partnerships to increase knowledge about freight

The Freight unit aims to address:

1. **Truck Priority Safety Corridors** - streets where there is a concentration of truck involved crashes with vulnerable road users (pedestrians and cyclists)
2. **Improve safety on existing truck routes** for all road users
3. **Update the citywide truck route network** in response to Local Law 171



[Delivering New York Plan](#)

# Freight Mobility Toolbox

## How We Do It

We have a wide range of strategies, policies, and programs in our toolbox to ensure safe, efficient and sustainable movements of goods and services.

### Freight Efficiency



Microhubs



Commercial Cargo Bikes



Shared Use Lockers (LockerNYC)



Off-Hour Deliveries



Truck Electrification



Blue Highways

### Curb Access, Truck Route Network, and Truck Safety



Loading Zones Expansion



Conflict-Reducing Designs



Truck Route Management



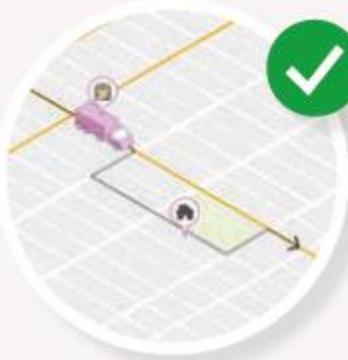
Truck Safety Education & Outreach

# Truck Route Designations

## Types of Routes and Usage

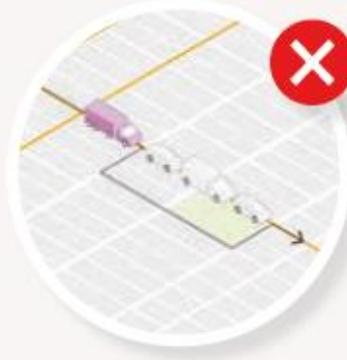
- Truck routes restrict commercial vehicle movements to specific corridors.
- The Truck Route Network consists of three distinct designations:
  - **Local Truck Routes** are designated for trucks with an origin and destination in the same borough.
  - **Through Truck Routes** are primarily composed of major urban arterials and highways that have neither an origin nor destination within the same borough.
  - **Limited Local Truck Routes** are only found on certain roadways in Staten Island and serve as local routes limited to trucks with two axles and six tires.
- Trucks **may leave the truck route network to make local deliveries.**
- Borough Commissioner's Office coordinate with NYPD precincts to conduct targeted traffic enforcement.

When can trucks go off route?



**Allowed**

To make a delivery off of a designated route



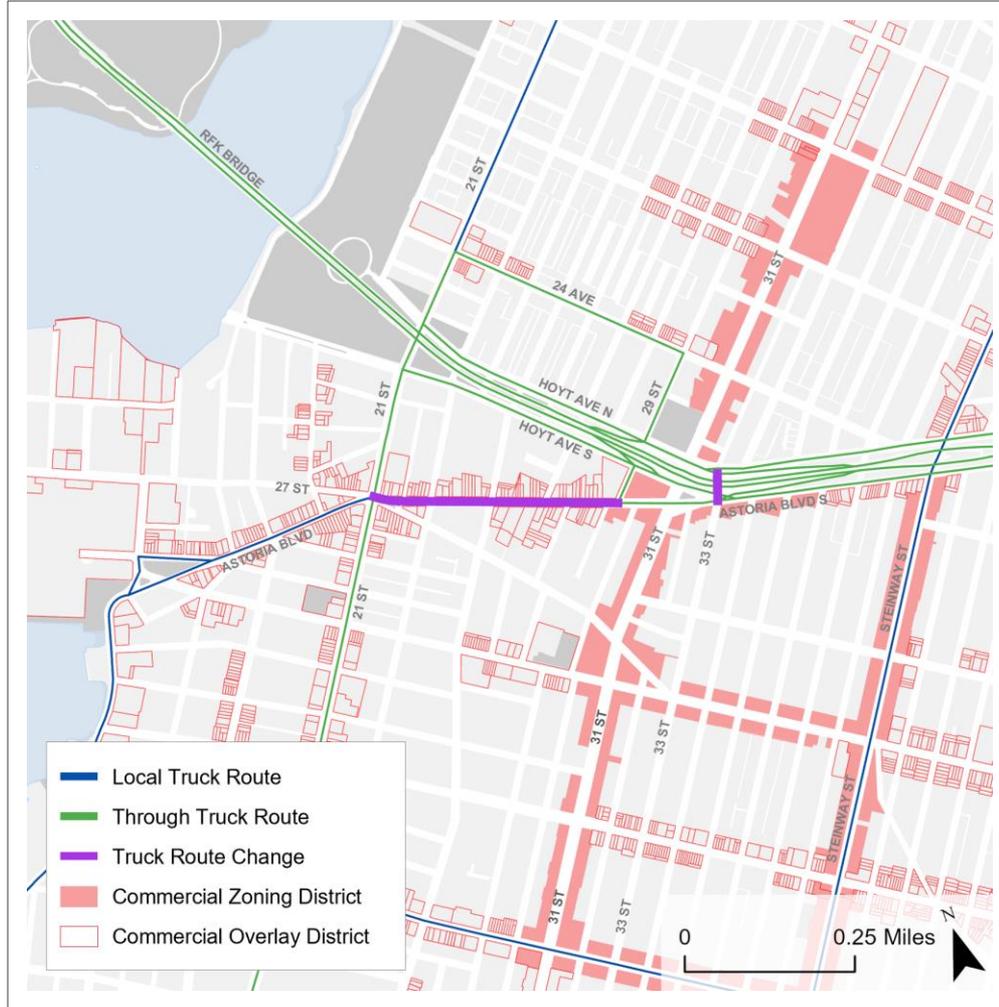
**Not Allowed**

To take a shortcut or avoid traffic

# Truck Route Overview

## Truck Route Network Redesign

- In response to **Local Law 171 (2023)**, DOT is updating the truck route network to improve freight movement and promote safety, efficiency, and sustainability.
- Changes in Queens Community Board 1 include:
  - Reclassifying Astoria Blvd between 21<sup>st</sup> St and 29<sup>th</sup> St as a through truck route
  - Designating 33<sup>rd</sup> St from Hoyt Ave S to Hoyt Ave N as a new local truck route
- Will aim to keep large trucks off narrow residential streets and facilitate commercial vehicle access to/from the RFK Bridge.
- DOT is proposing safety enhancements to accompany these respective changes.



# Project Boundaries

## 21<sup>st</sup> St to 33<sup>rd</sup> St

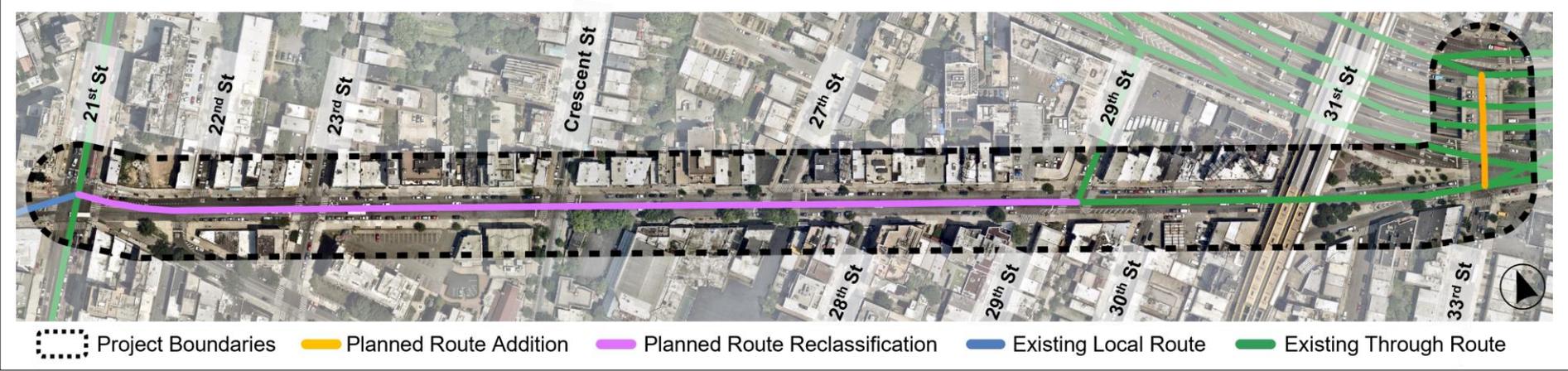


 Project Boundaries

- Project corridor is **~0.5 mile long**.
- Astoria Blvd features residential and commercial land uses between 21<sup>st</sup> St and 33<sup>rd</sup> St; nearest BID is the Steinway Astoria Partnership.
- Two schools are located between 23<sup>rd</sup> St and Crescent St.
- Three Q19 bus stops are located along the project corridor; corridor connects to the N and W subway lines at the Astoria Blvd station on 31<sup>st</sup> St.
- Astoria Blvd is currently designated as a local truck route between 21<sup>st</sup> St and 29<sup>th</sup> St.

# Project Motivation

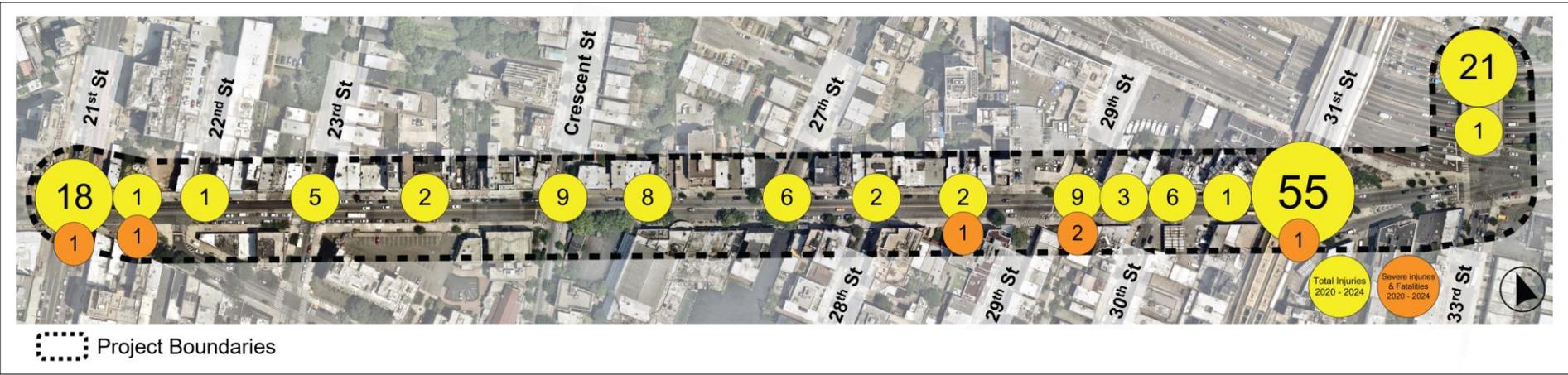
## Priorities and Past Projects



- Astoria Blvd from 21<sup>st</sup> St to 29<sup>th</sup> St to be reclassified as a through route to facilitate access to RFK Bridge.
- 33<sup>rd</sup> St from Astoria Blvd S to Astoria Blvd N to be added as a local route to provide new access to RFK Bridge.
- Majority of the project corridor is located within a **Tier 2 Priority Investment Area**.
- Project corridor is in a Vision Zero area; 21<sup>st</sup> St, 31<sup>st</sup> St, and 33<sup>rd</sup> St are Vision Zero Corridors.
- 23<sup>rd</sup> St is a Truck Priority Safety Corridor.
- Recent projects include new pedestrian space and slip lane closure at 21<sup>st</sup> St (2022), 21<sup>st</sup> St bus lanes (2022) and installation of protected bike lane and turn-calming at Crescent St (2020).

# Crash History Overview

## Injuries Resulting from Crashes: 2021 to 2025



- 150 injuries resulting from crashes along the corridor.
- 6 KSI (killed or severely injured):
  - 2 pedestrians; 3 motor vehicle occupants; 1 motorized two-wheeler
- Over 60% of pedestrian injuries occurred while pedestrians were crossing with the signal.
- Nearly 48% motor vehicle injuries resulted from rear-end collisions.

Injury Summary, 2021-2025 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	30	2	0	2
Bicyclist	10	0	0	0
Motor Vehicle Occupant	99	3	0	3
Motorized Two-Wheelers	11	1	0	1
<b>Total</b>	<b>150</b>	<b>6</b>	<b>0</b>	<b>6</b>

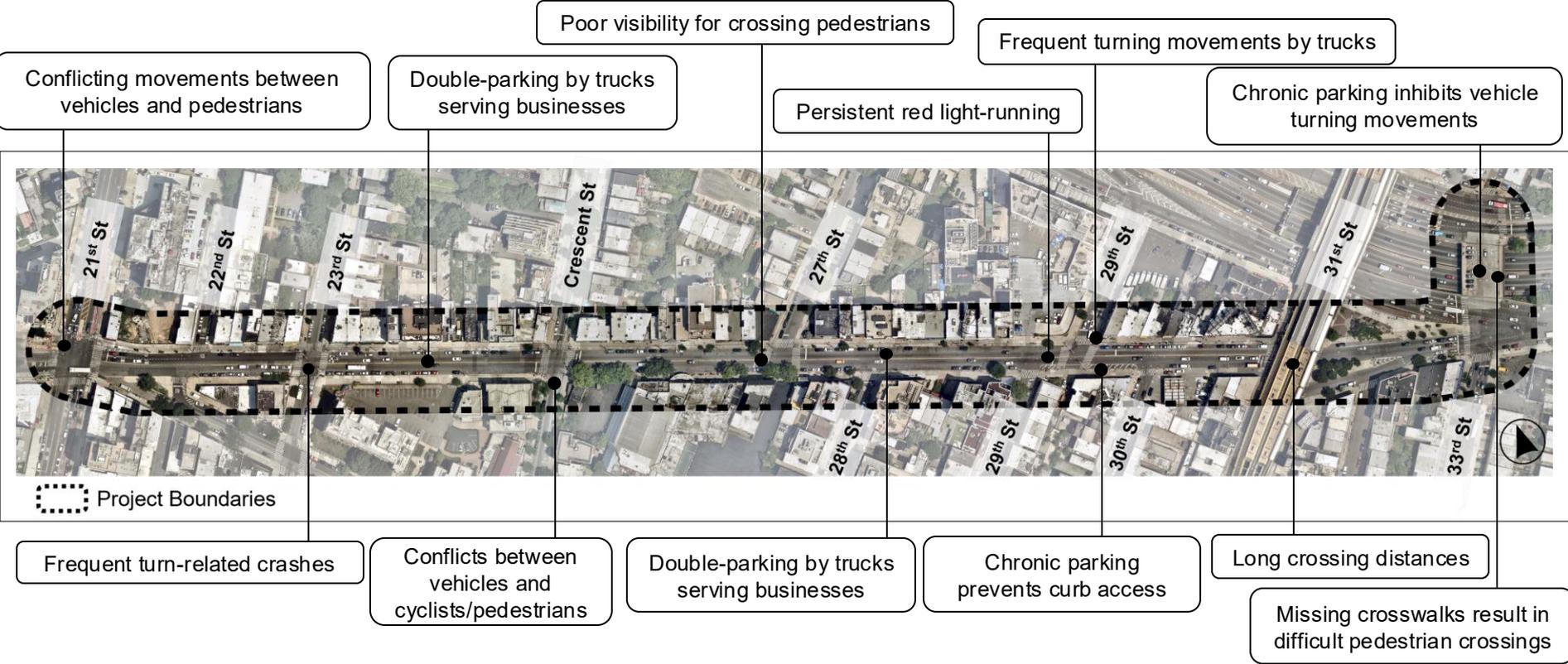
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# Existing Conditions

# 2

# Overview of Existing Conditions

## Identified Points of Conflict



# Existing Conditions (1/3)

## Field Observations

Astoria Blvd between 31<sup>st</sup> and 30<sup>th</sup> St



Photo: Double-parked truck

Intersection of Astoria Blvd and 29<sup>th</sup> St



Photo: Tractor trailer making southbound right turn

Astoria Blvd between 28<sup>th</sup> St and 29<sup>th</sup> St



Photo: Double-parked truck

# Existing Conditions (2/3)

## Field Observations

Intersection of Astoria Blvd and 23<sup>rd</sup> St



Photo: Vehicle conflicts at intersection

Intersection of Astoria Blvd and 30<sup>th</sup> St



Photo: Parking in painted channelization

Intersection of Astoria Blvd and 31<sup>st</sup> St

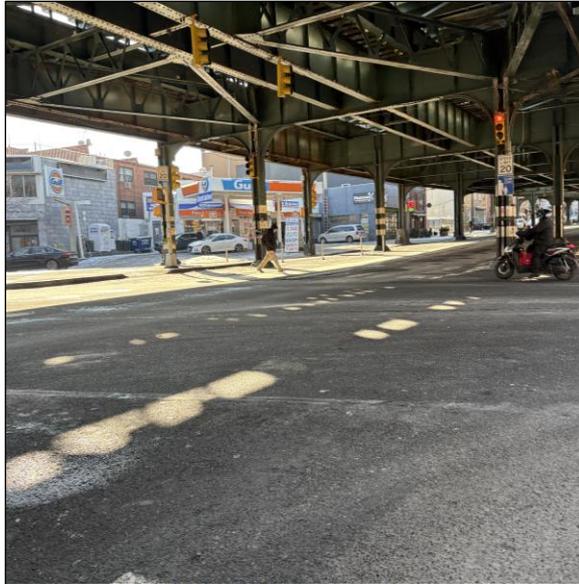


Photo: Long pedestrian crossing distances

# Existing Conditions (3/3)

## Field Observations

33<sup>rd</sup> St Overpass: Southern Leg



**Photo:** Missing crosswalk where pedestrian signals exist

33<sup>rd</sup> St Overpass



**Photo:** Parking in painted channelization

33<sup>rd</sup> St Overpass: Northern Leg



**Photo:** Faded crosswalk markings

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# Proposed Safety Improvements

# 3

# Astoria Blvd & 21<sup>st</sup> St

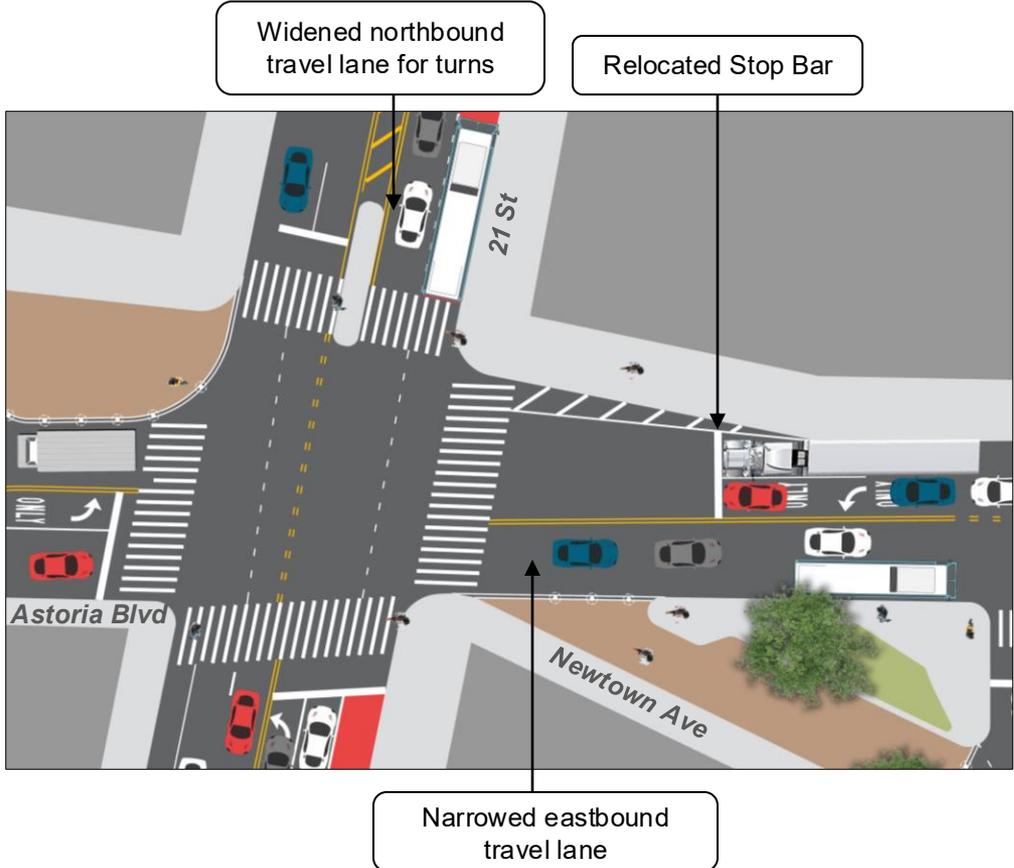
## Proposed Improvements

**Improvements:**

- Relocated stop bar
- Widened northbound travel lane
- Eastbound travel lane narrowing

**Benefits:**

- Reduced conflicts between pedestrians and vehicles
- Safer turning movements for trucks



# Astoria Blvd & 23<sup>rd</sup> St

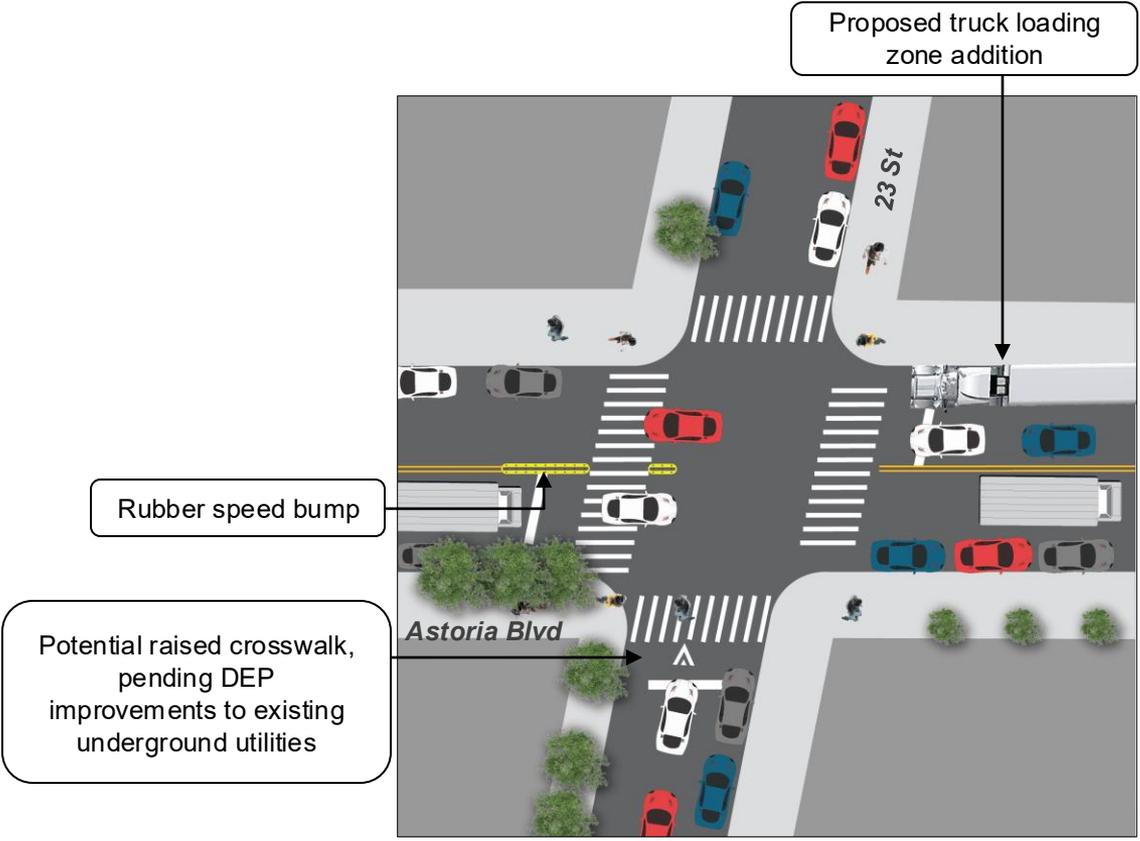
## Proposed Improvements

### Improvements:

- Rubber speed bump at western leg of intersection
- Raised crosswalk at southern leg of intersection
- Truck Loading Zone along northwest curb

### Benefits:

- Calm westbound left turns from 23<sup>rd</sup> St
- Enhance visibility of crossing pedestrians to drivers
- Slow vehicles traveling northbound on 23<sup>rd</sup> St
- Improved curb access



# Astoria Blvd & 27<sup>th</sup> / 28<sup>th</sup> Sts

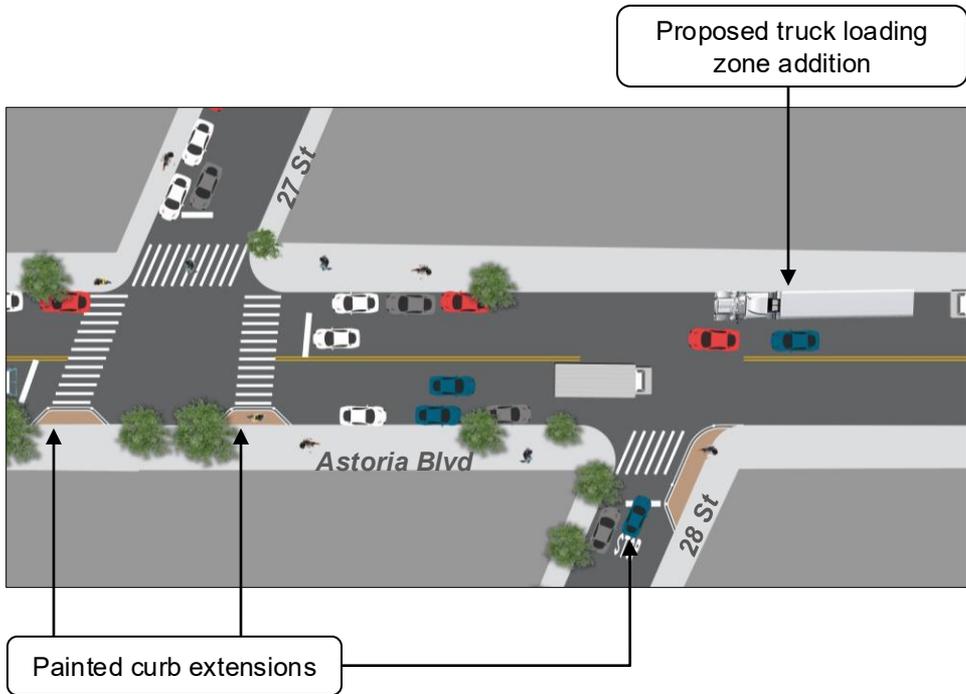
## Proposed Improvements

### Improvements:

- Painted curb extensions on the south curb of Astoria Blvd at 27<sup>th</sup> St and 28<sup>th</sup> Streets
- Truck loading zone along north curb of Astoria Blvd

### Benefits:

- Shorten pedestrian crossing distances
- Improve visibility of pedestrians to drivers
- Slow turning movements of vehicles and emphasize the right-of-way for pedestrians
- Improved curb access



# Astoria Blvd & 29<sup>th</sup> St

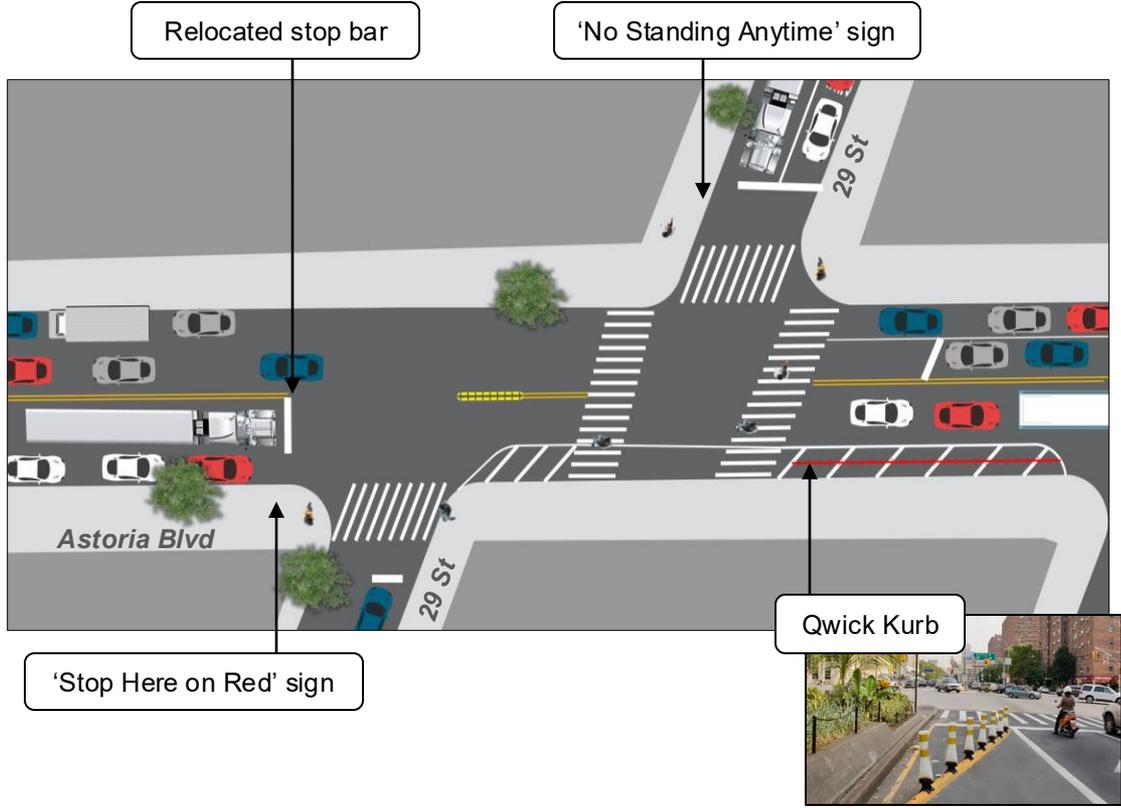
## Proposed Improvements

### Improvements:

- Relocated stop bar
- New stop here on red sign
- Qwick Kurb in painted channelization

### Benefits:

- Reduce conflict points associated with turning movements
- Potential reduction in vehicles running red-light
- Prevent illegal parking/standing in channelization



# Astoria Blvd & 31<sup>st</sup> St

## Proposed Improvements

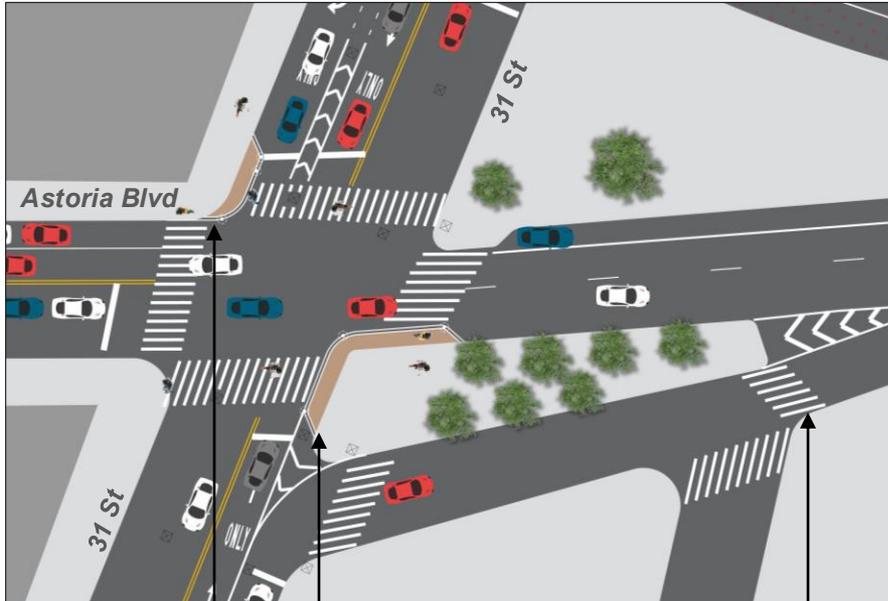
### Improvements:

- Painted curb extensions at NW and SE corners of Astoria Blvd and 31<sup>st</sup> St
- Potential enhanced crossing at east leg of Astoria Blvd and 31<sup>st</sup> St slip lane

### Benefits:

- Shorten pedestrian crossing distances
- Enhance visibility of pedestrians to drivers
- Slow turning vehicles and emphasize the right-of-way for pedestrians

*Freight Mobility is coordinating with Research, Implementation & Safety (RIS) regarding the planned SIP along 31<sup>st</sup> Street*



Painted curb extensions

Potential enhanced crossing, pending study

# 33<sup>rd</sup> St Overpass

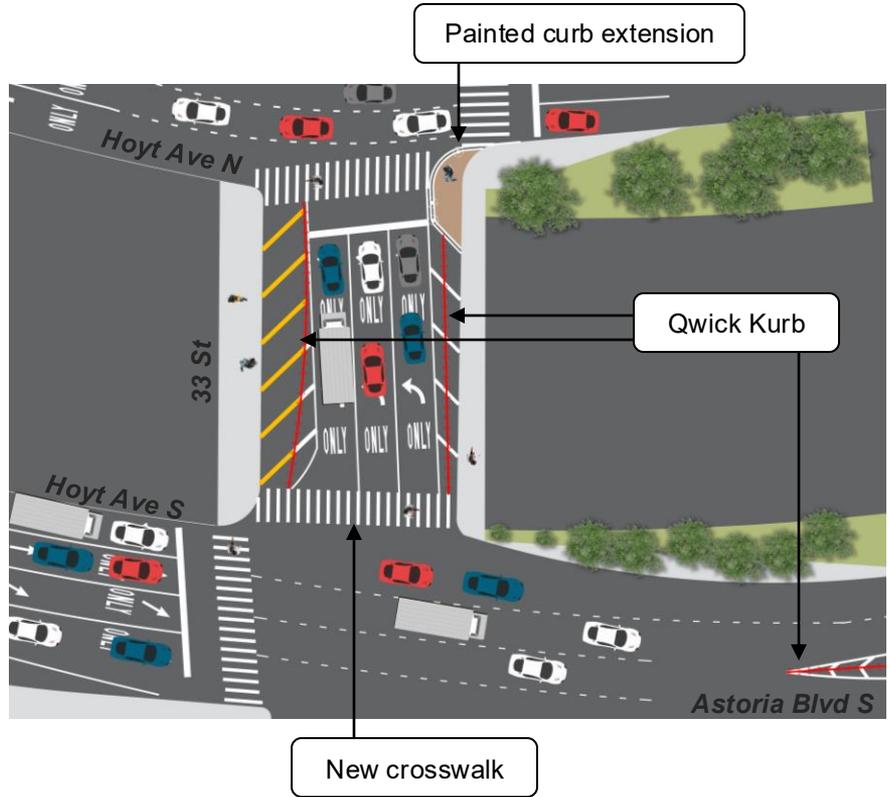
## Proposed Improvements

### Improvements:

- Painted curb extension at northeast corner of 33<sup>rd</sup> St overpass
- Qwick Kurb within channelization on overpass structure
- New crosswalk at southern leg of overpass

### Benefits:

- Shorten pedestrian crossing distances
- Enhance visibility of pedestrians to drivers
- Reduce instances of illegal parking on overpass structure



# Project Benefits Summary

## Improving Corridor Safety

1. Shorten crossing distances for pedestrians
2. Provide new crossings
3. Increase pedestrian visibility
4. Calm traffic and slow turning movements
5. Reduce conflict points between motorists and vulnerable road users
6. Improve accessibility
7. Improve curb management and access
8. Provide pedestrians additional crossing time where feasible
9. Continue working with the 114th Precinct on coordinated truck enforcement



**Proposed condition** (raised crosswalk) for Astoria Blvd and 23<sup>rd</sup> St (Photo: E 5<sup>th</sup> St and Ft Hamilton Pkwy)



**Proposed condition** (painted curb extension) for multiple intersections along Astoria Blvd (Photo: Myrtle Ave and Wyckoff Ave)

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## Next Steps

# 4

# Project Timeline

## Estimated Implementation Dates

**Spring 2026:** Presentation to CB 1 TC and briefing to elected officials

**Spring/Summer 2026:** Project implementation / kick-off

**Summer/Fall 2026:** Project completion

**Winter/Spring 2027:** Post-implementation monitoring and data collection



**Proposed regulation** (Truck Loading Zone) for stretches of curb along Astoria Blvd (Photo: 108<sup>th</sup> St)

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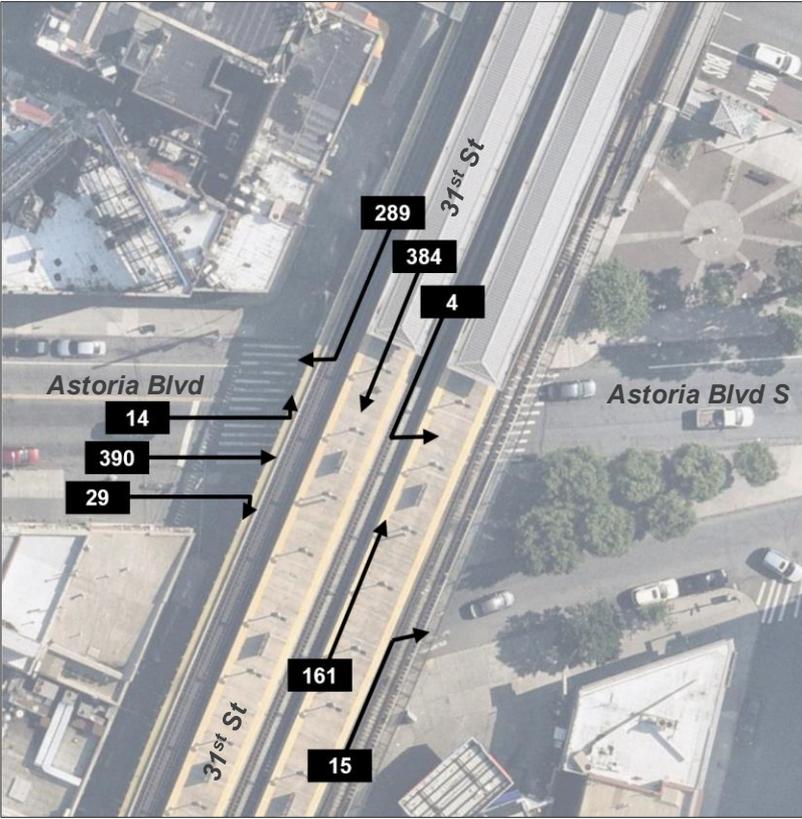
# Appendix

# 5

# Sample Intersection Counts (1/2)

## Astoria Blvd & 31<sup>st</sup> St

- Traffic volumes within the project area are highest during the **PM peak hour (4:30PM to 5:30PM)**
- An **average of 1,286 vehicles** pass through the intersection of Astoria Blvd and 31<sup>st</sup> St during the PM peak hour
- About 2% of all vehicles passing through the intersection during the PM peak hour are trucks



# Sample Intersection Counts (2/2)

## Astoria Blvd & 21<sup>st</sup> St

- Traffic volumes within the project area are highest during the **PM peak hour (4:30PM to 5:30PM)**
- An **average of 2,017 vehicles** pass through the intersection of Astoria Blvd and 21<sup>st</sup> St during the PM peak hour
- About 5% of all vehicles passing through the intersection during the PM peak hour are trucks

