



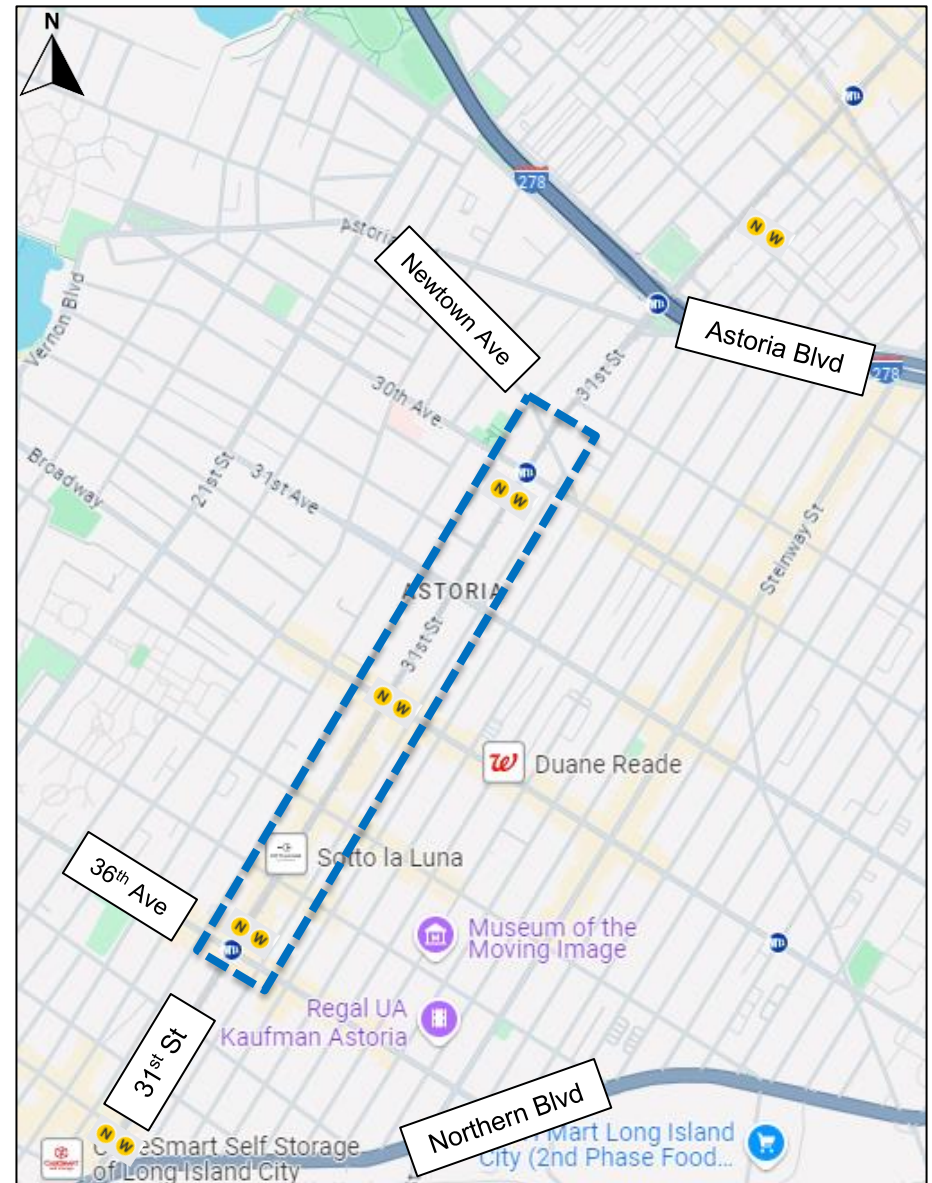
31st St: 36th Ave to Newtown Ave

Corridor Safety Improvements
Queens Community Board 1



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 & Future 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:** Daylighting treatments installed on Broadway (21st St to Steinway St)

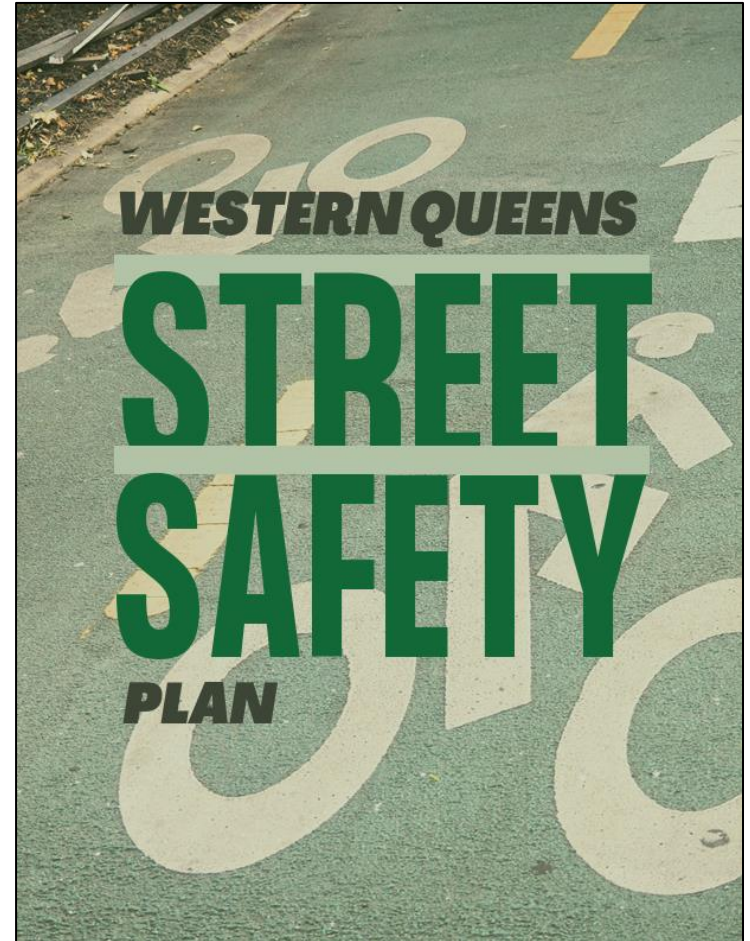
Future Work

- Ongoing bike and public realm project on 31st Ave
 - Completed 2024: Vernon Blvd to 31st St
 - Upcoming: 31st St to 51st St



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:

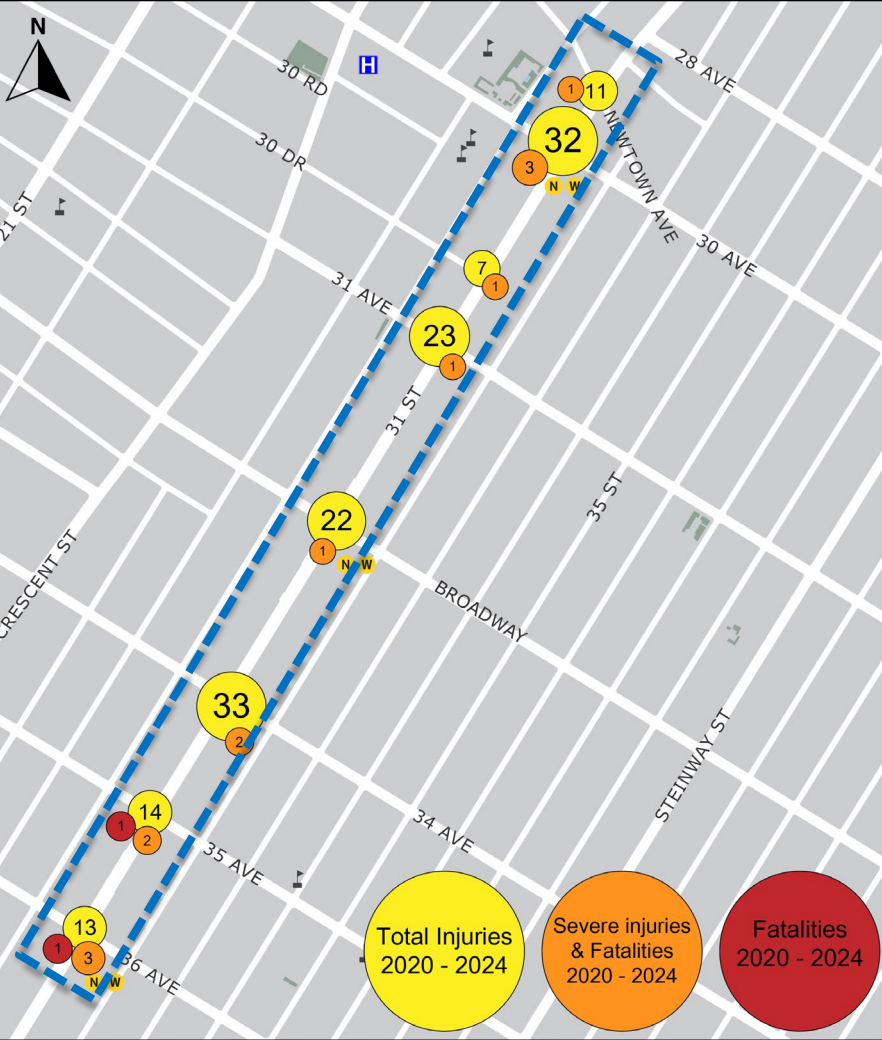
- Nearly 30% caused by rear-end crashes
- More than 20% caused by right-angle crashes
- Sideswipe crashes due to ambiguous space between column and curb
- 15.6 KSI per mile (top 10% of all streets in Queens)
- Severe injuries spread out along corridor

Pedestrian injuries

- Nearly 30% caused by left turn crashes
- Drivers fail to yield

Cyclist injuries

- Multiple instances of cyclists getting doored



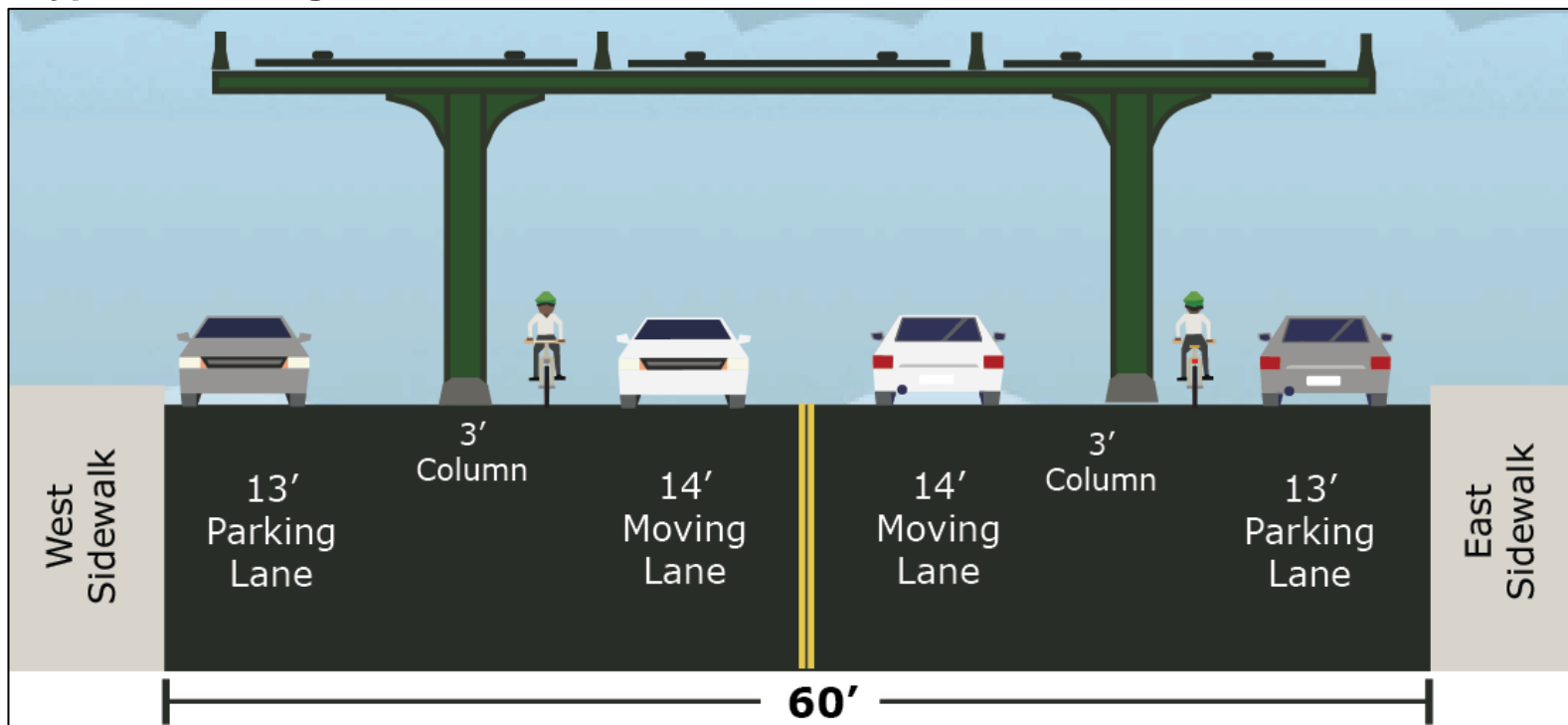
Map does not include total or severe injuries that occurred at midblock locations. Data is based off NYPD crash and injury data available as of April 2025.

Existing Conditions

Corridor

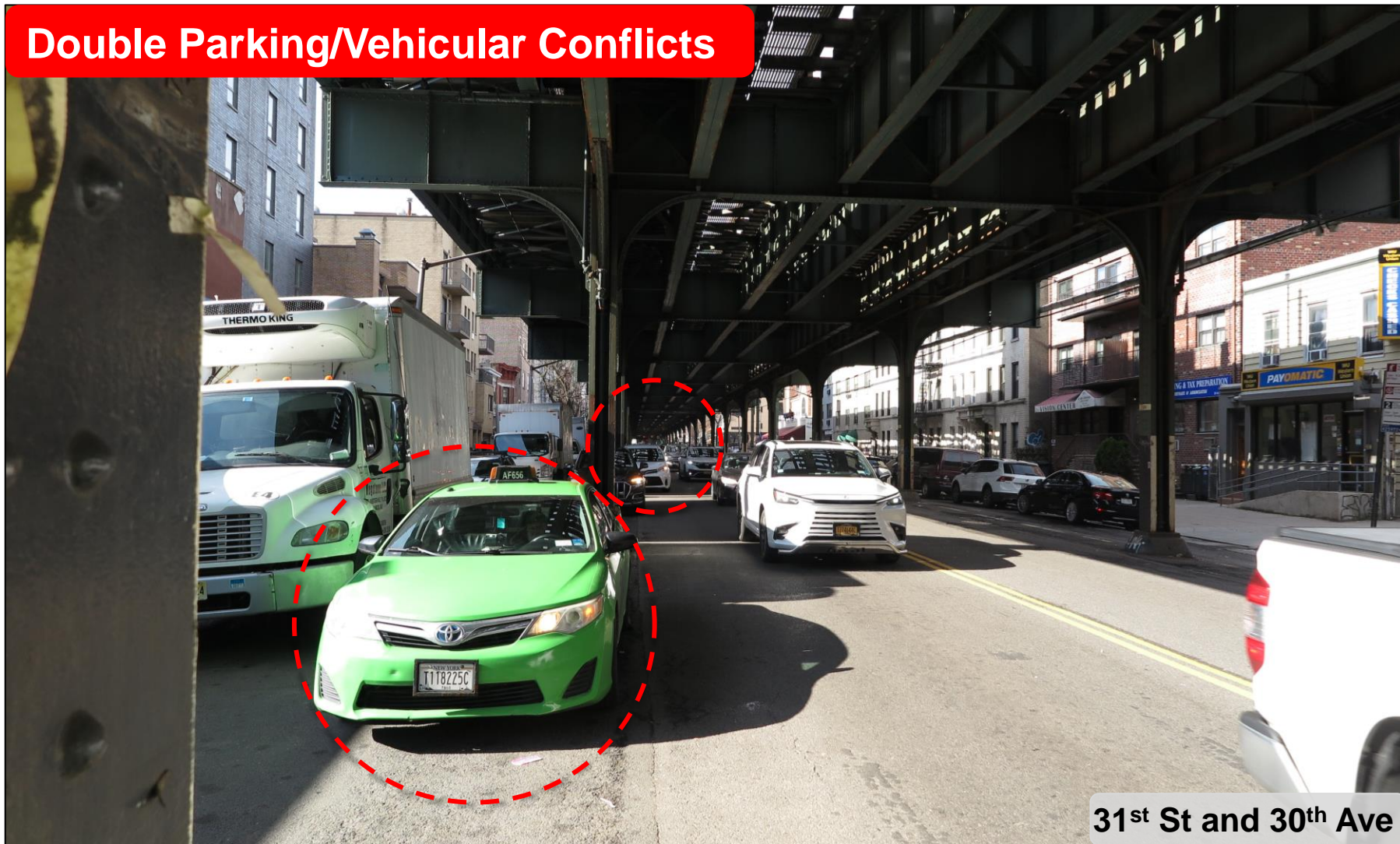
- 31st St is 60' wide
- One full-time travel lane available for vehicles
- Ambiguous space between column and curb
- Capital bus bulbs installed at 36th Avenue and Broadway in 2017

Typical Existing: 36th Ave to Newtown Ave



Existing Conditions

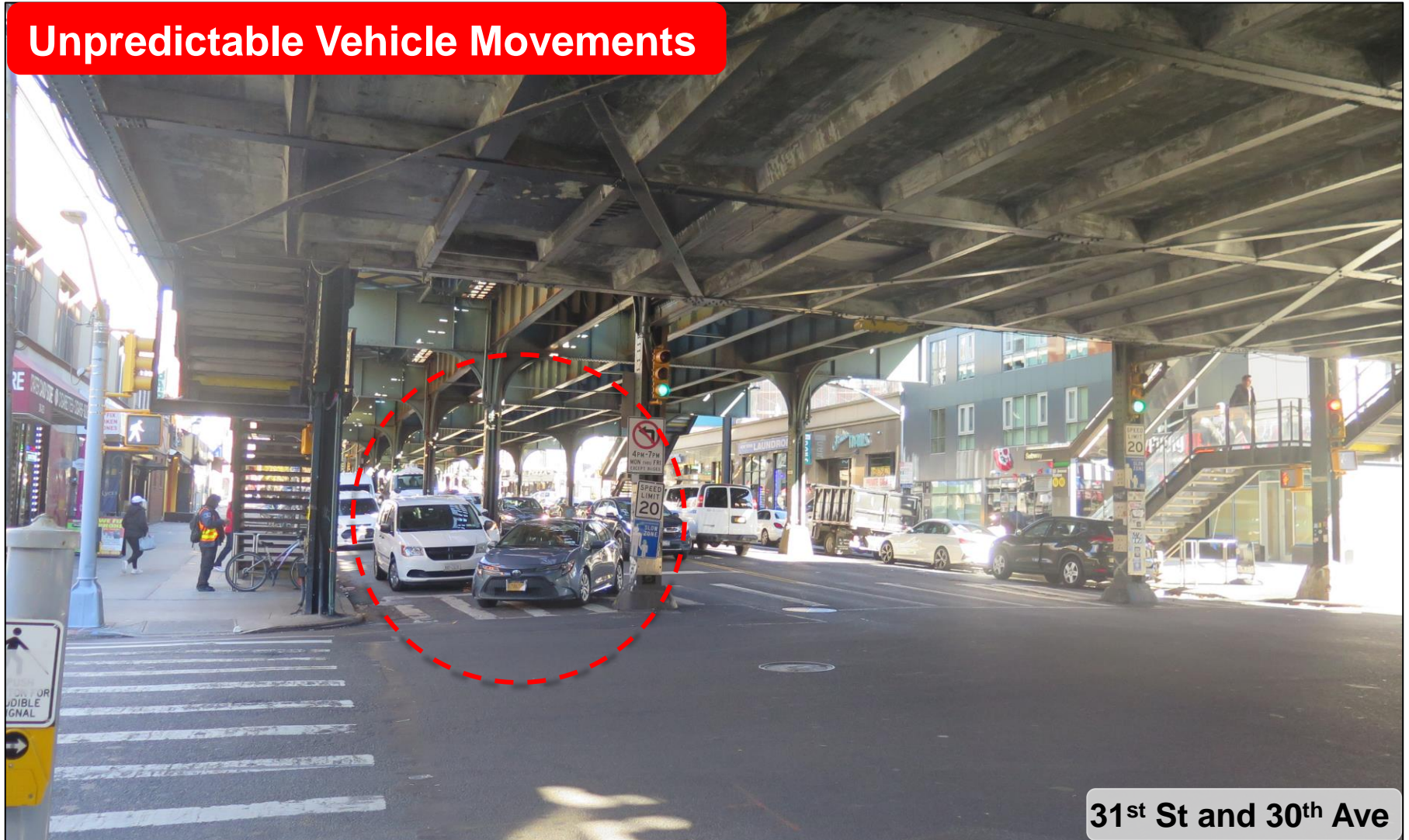
Double Parking/Vehicular Conflicts



31st St and 30th Ave

Existing Conditions

Unpredictable Vehicle Movements



31st St and 30th Ave

Existing Conditions

Visibility Issues Due to Columns



31st St and Newtown Ave

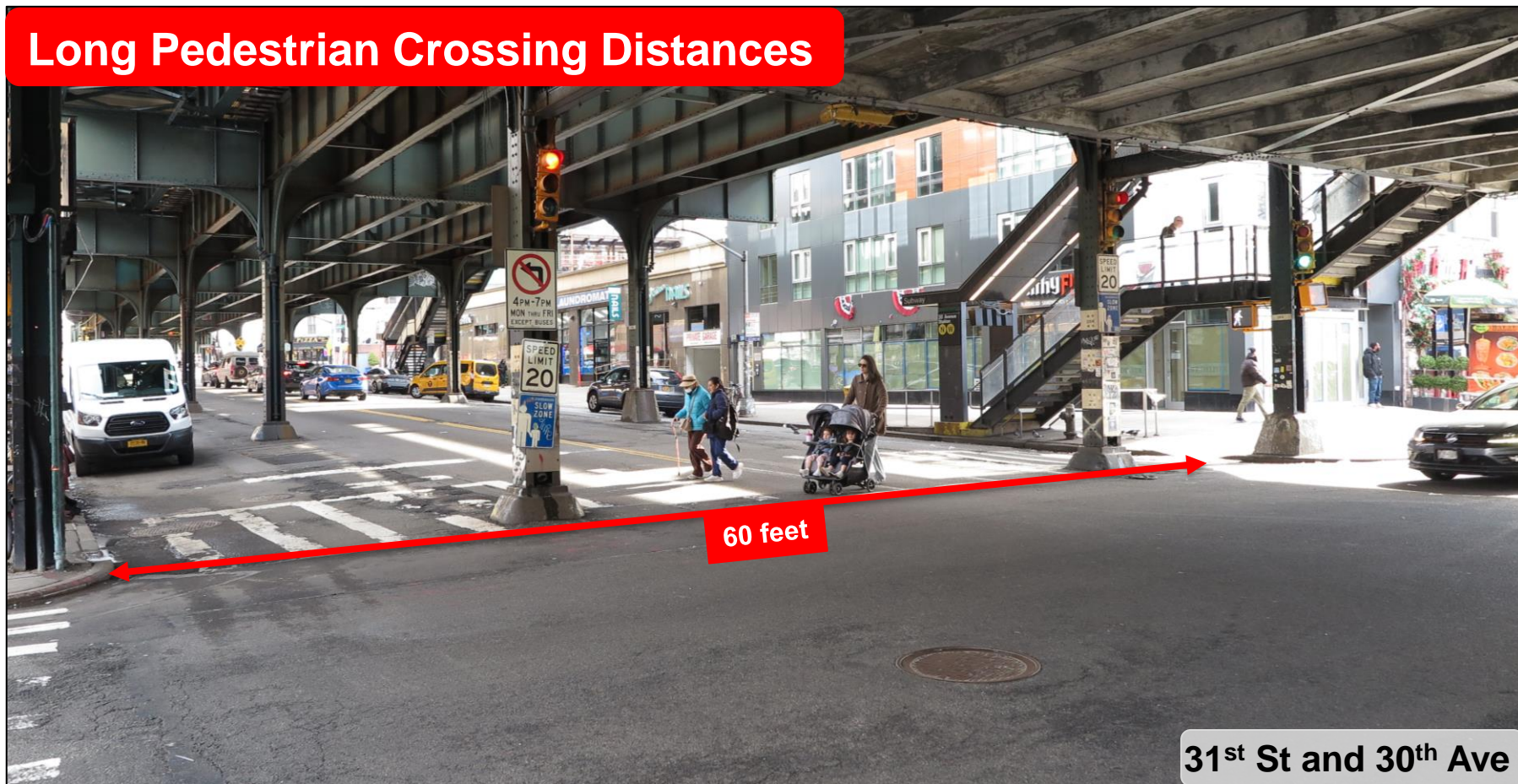
Existing Conditions

Lack of Bicycle Facilities

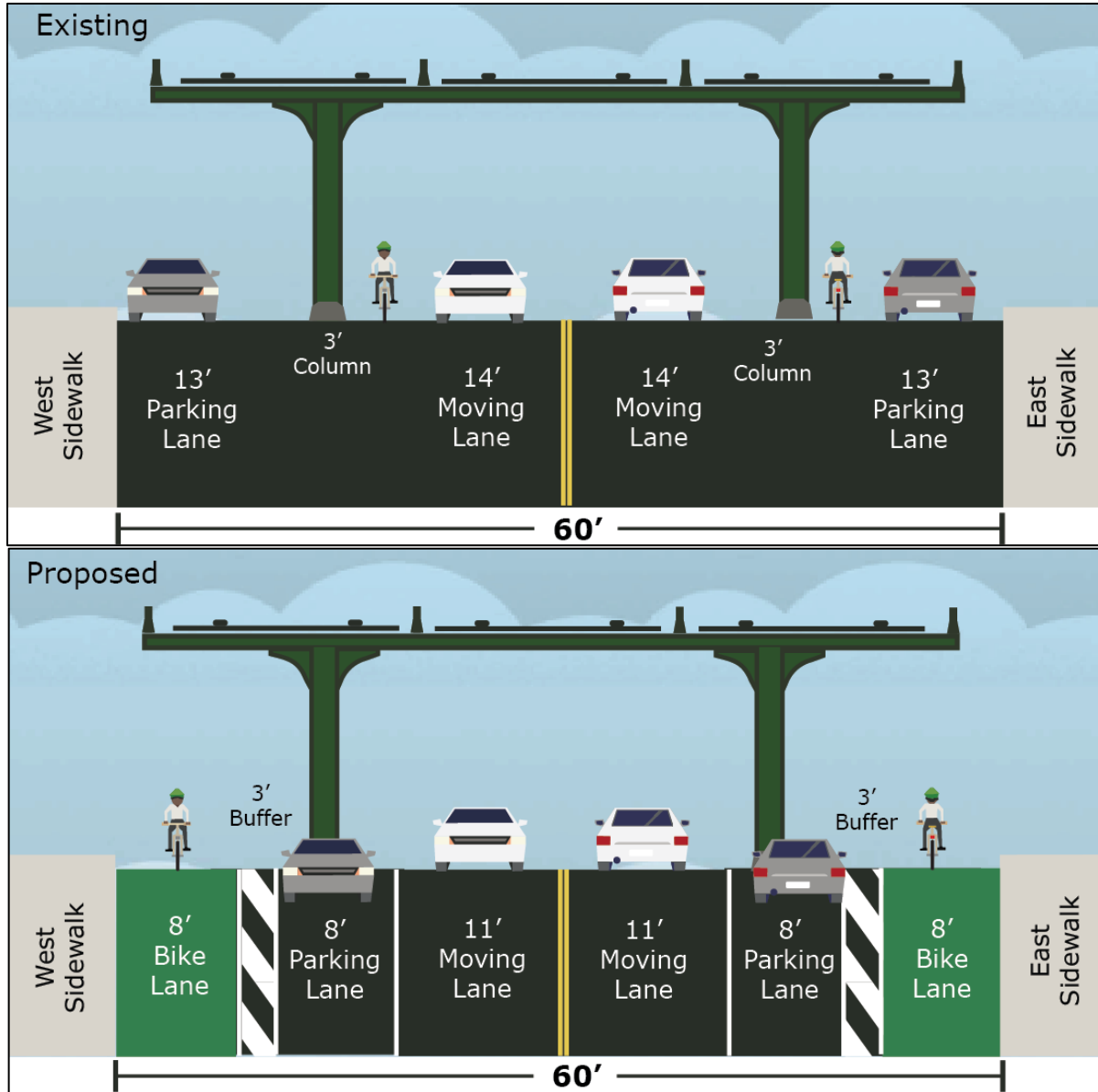


Existing Conditions

Long Pedestrian Crossing Distances



Proposed Conditions

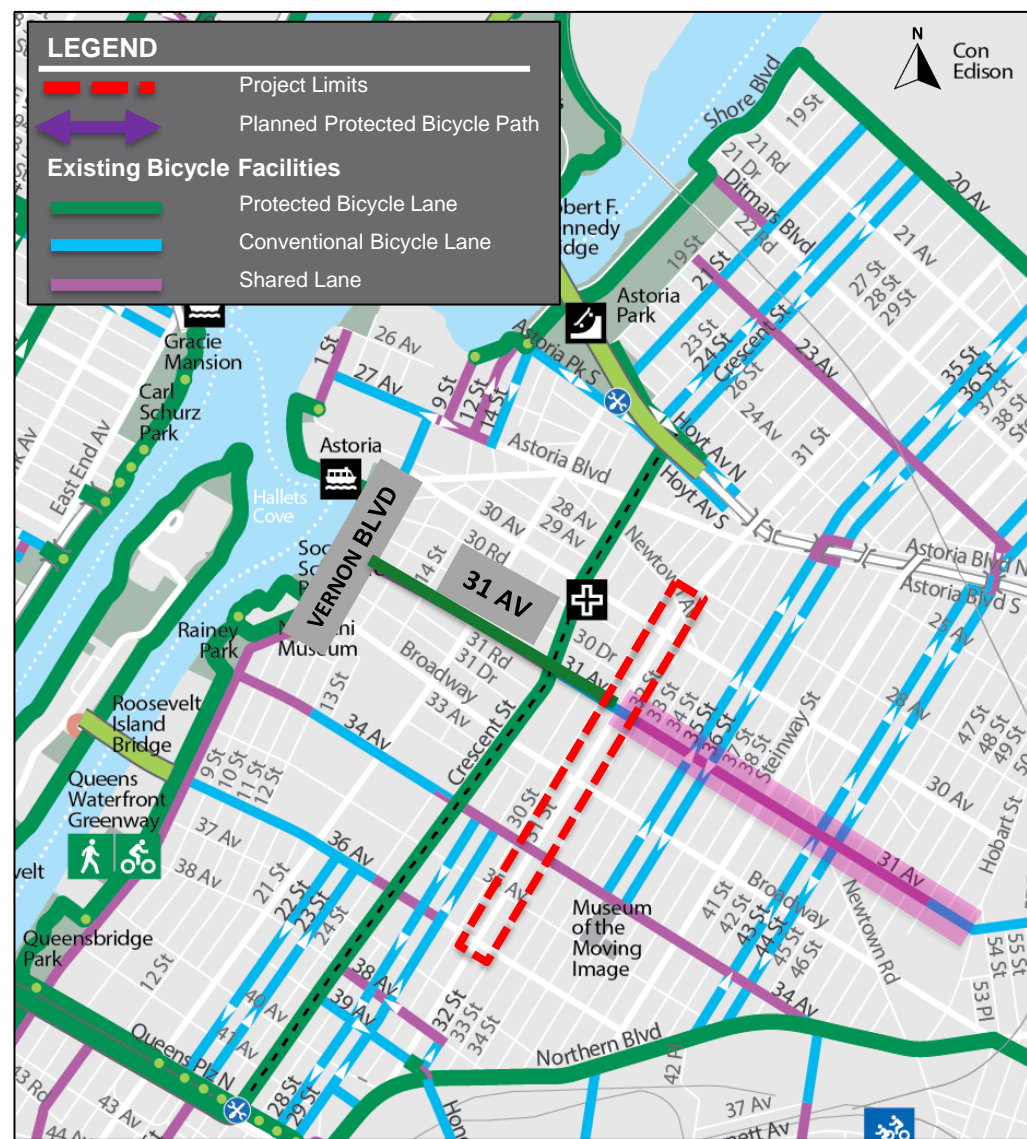




- Move curbside parking adjacent to columns to define space between columns and curbs
- Install Protected Bike Lanes on the curb in northbound/southbound directions
- Install painted pedestrian refuge islands at intersections where feasible to shorten crossing distances and improve pedestrian visibility
- Install vertical elements to encourage vehicles to make slower, safer turns and to yield to pedestrians and cyclists
- Resurface corridor in summer 2025

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
 - Upcoming: 31st St to 51st St
- *Existing bike volumes on 31st St from 30th Ave to Broadway: 104

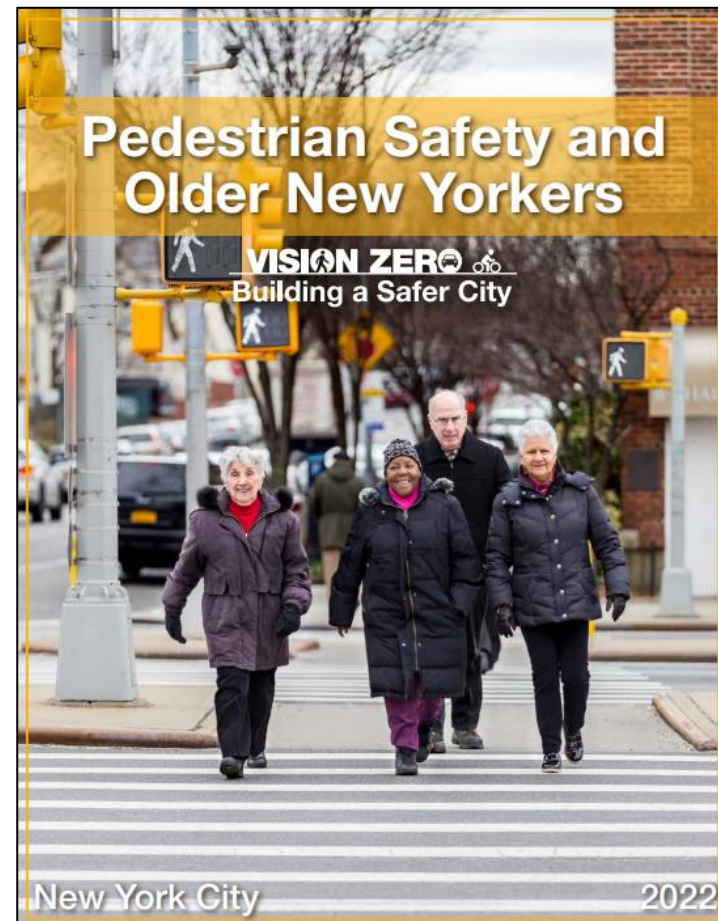
*Note: Average of two 12-hour bike counts conducted across two weekdays and two weekends in April 2024



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

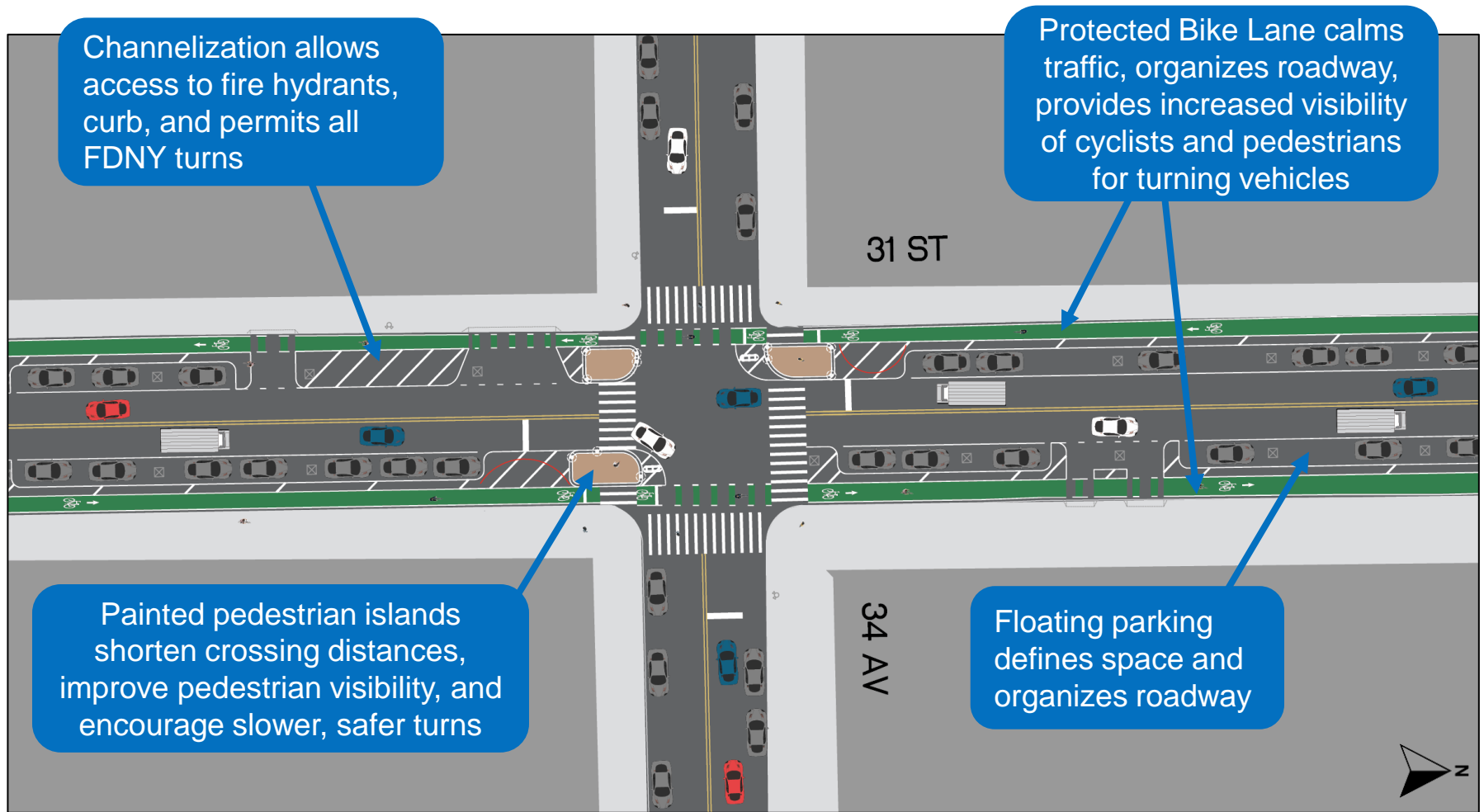
Protected Bike Lane Safety

- 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

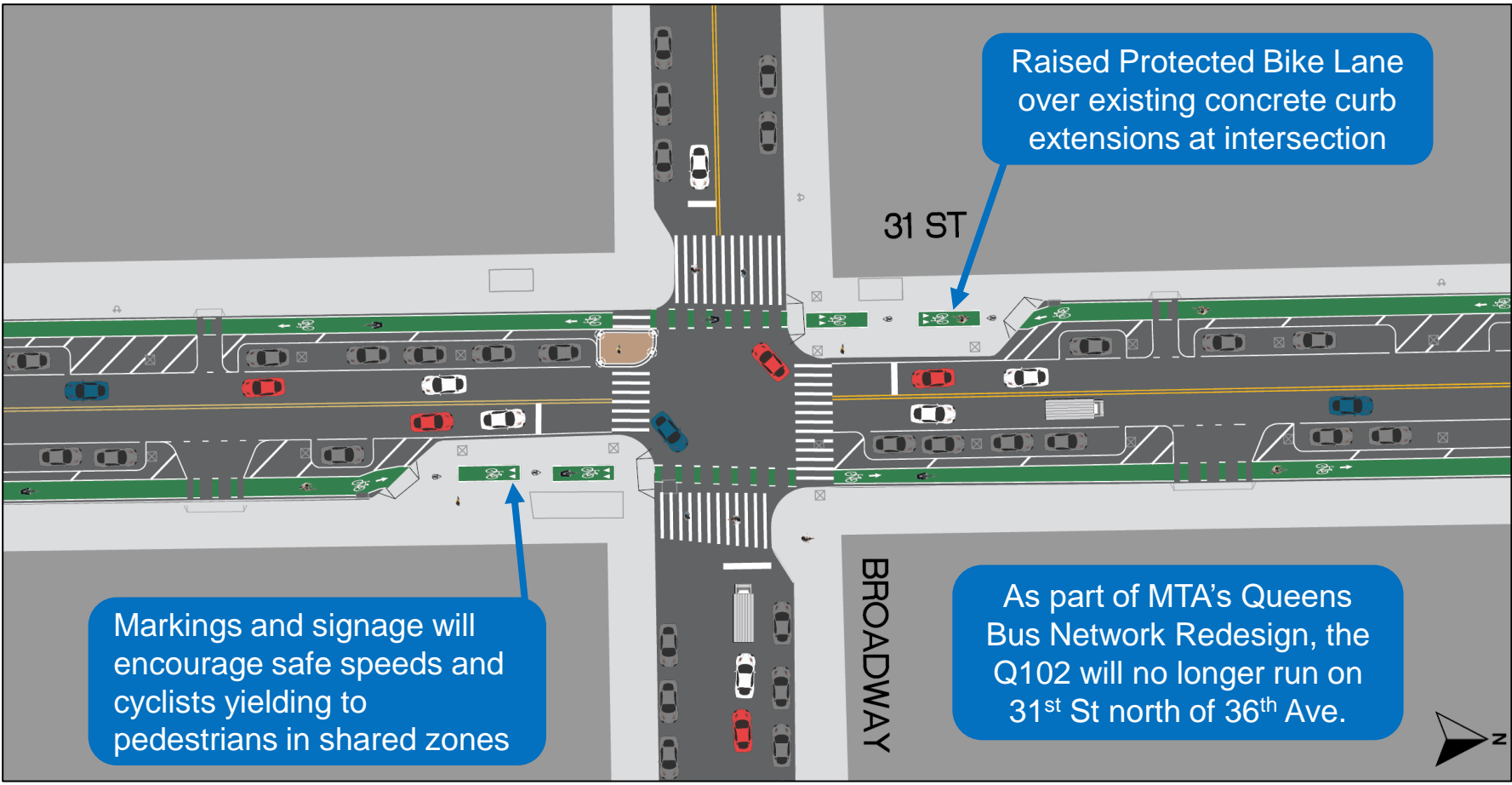


Cover of NYC DOT's Pedestrian Safety and Older New Yorkers Report

Proposed Safety Improvements: Typical Block



Proposed Safety Improvements: 36th Ave & Broadway

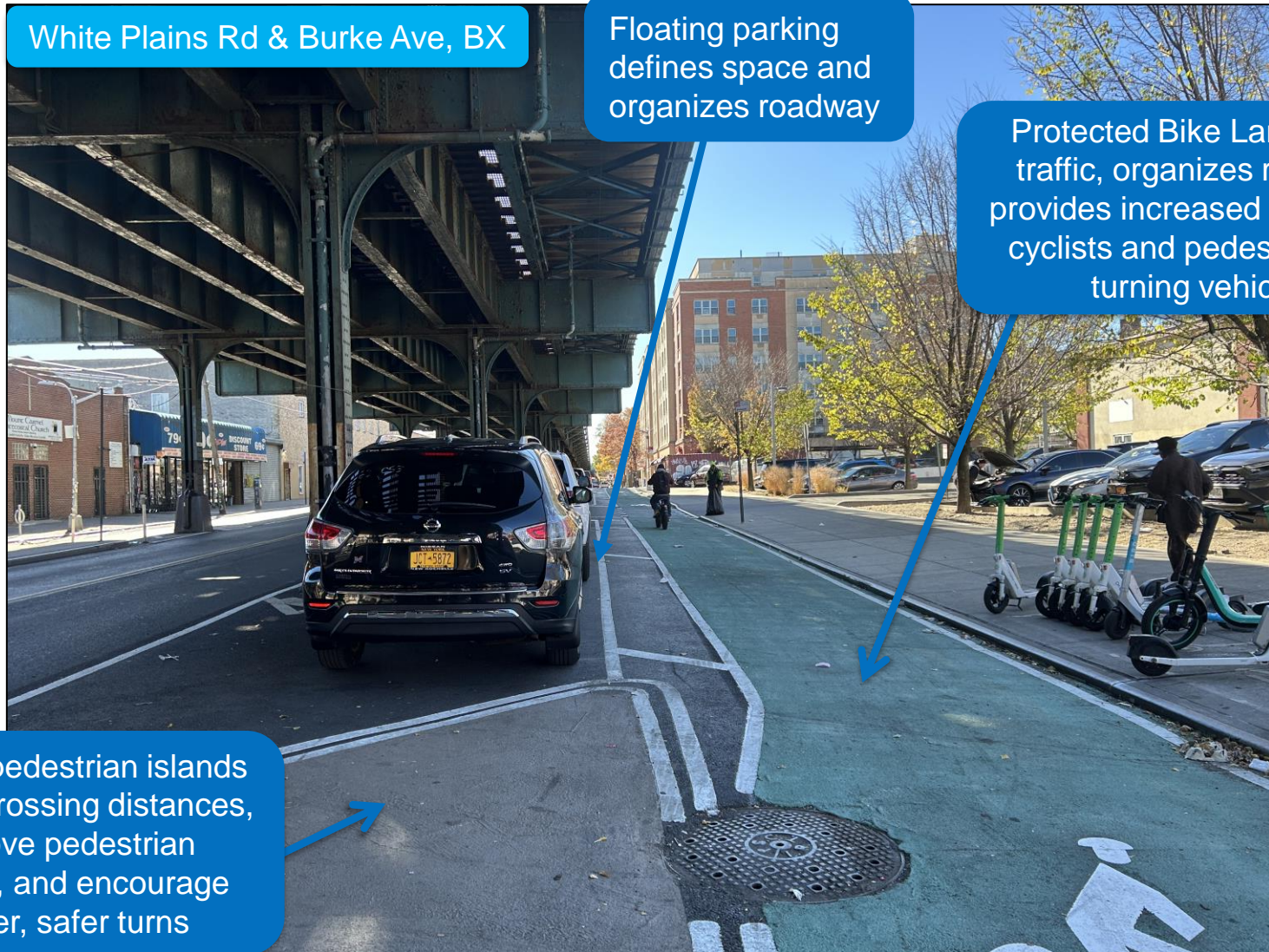


Parking, Turn Calming, & Daylighting

- 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 address left turn and right-angle crashes
 - Improve visibility for all users at intersections
 - Create shorter and safer crossing distances for pedestrians
 - Encourage slower, safer vehicle turns and yielding to cyclists and pedestrians
 - Allow for improved visibility at driveway locations
 - Columns in parking lanes



Example of Proposed Conditions



Project Benefits

- Organizes the roadway and clarifies movements underneath the elevated subway
- Provides slower & safer turns, reduces conflicts, and improves visibility among drivers, cyclists, and pedestrians
- Reduces speeding and vehicle conflicts on 31st St
- Increases pedestrian visibility and safety
- 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



Thank You!



NYCDOT



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