

31st Ave / 32nd Ave

Bicycle Route and Pedestrian Safety Improvements

2016

31st Ave / 32nd Ave

Project Overview

AGENDA

- **Project Overview**
- **Background**
- **Proposed Project**
- **Summary of Proposal**
- **Questions**



Cross Queens Bike Route

Project Goals

- Create strong bike corridor across Queens, with connection to Astoria
- Build neighborhood network that connects to existing routes
- Improve access to Greenway and waterfront destinations

Planned 31st Ave Bike Route in Astoria will:

- Create direct east-west bike route with connection across BQE
- Improve access to Western Queens, and East River Bridges

LEGEND

Proposed Bicycle Facilities

Proposed Bicycle Facilities

Existing Bicycle Facilities

- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Lane

Potential Routes

Considerations



Connectivity

- Destinations
- To existing network
- In/outside neighborhood
- Routes wanted
- Routes used



Safety

- Vision Zero (injuries and fatalities)
- Traffic volumes
- Conflicting movements



Geometry

- Design limitations and opportunities
- Street width
- Grid change
- Facility type

Safety is both an issue and an opportunity

Destinations and Connectivity



**Project is located within a
Vision Zero Priority Area**

**Total Pedestrian and
Cyclists Injuries
(2010-2014):**

- **96 Pedestrians**
- **47 Cyclists**

31st Ave (BQE - 101st St), 32nd Ave (74th St - 108th St), 27th Ave (100th St - Ditmars Blvd), (74th / 75th St (31st Ave - 34th Ave)

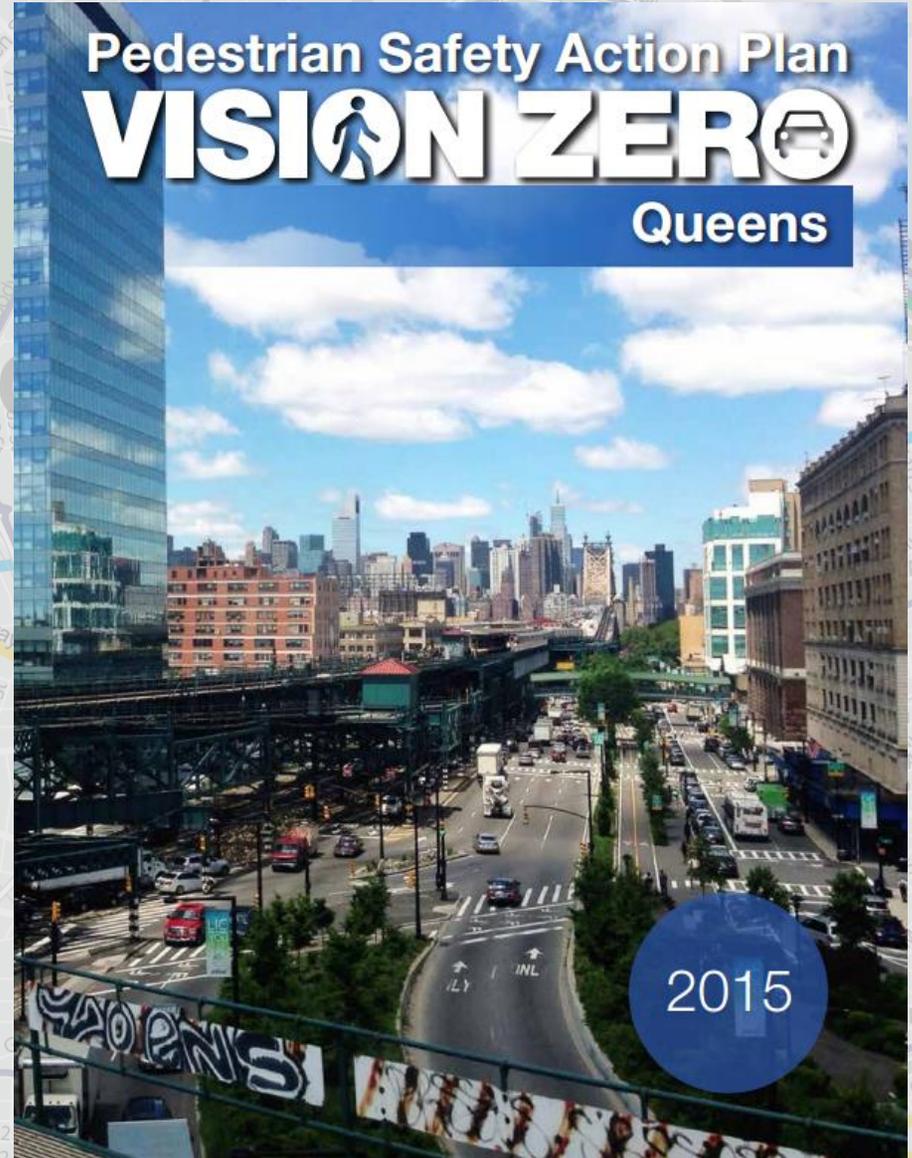
Injury Summary 2010-2014 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	98	10	1	11
Bicyclist	47	4	0	4
Motor Vehicle Occupant	537	18	2	20
Total	682	32	3	35

Fatalities, 01/01/2010-3/28/2016 : 3

Source: Fatalities: NYCDOT
Injuries: NYS DOT
KSI: Persons Killed or Severely Injured

**Pedestrian Safety Action Plan
VISION ZERO
Queens**



2015

Safety Impacts of Roadway Markings



Markings organize the roadway, establish standard lane widths that discourage speeding



Bike lanes provide dedicated space for cyclists and increase predictability of cyclist location



Bike lanes and shared lanes alert drivers to the presence of cyclists and provide wayfinding for cyclists



High visibility crosswalks increase visibility of pedestrians crossing and discourage drivers from encroaching into crosswalk

31st Ave Corridor – Street Geometry

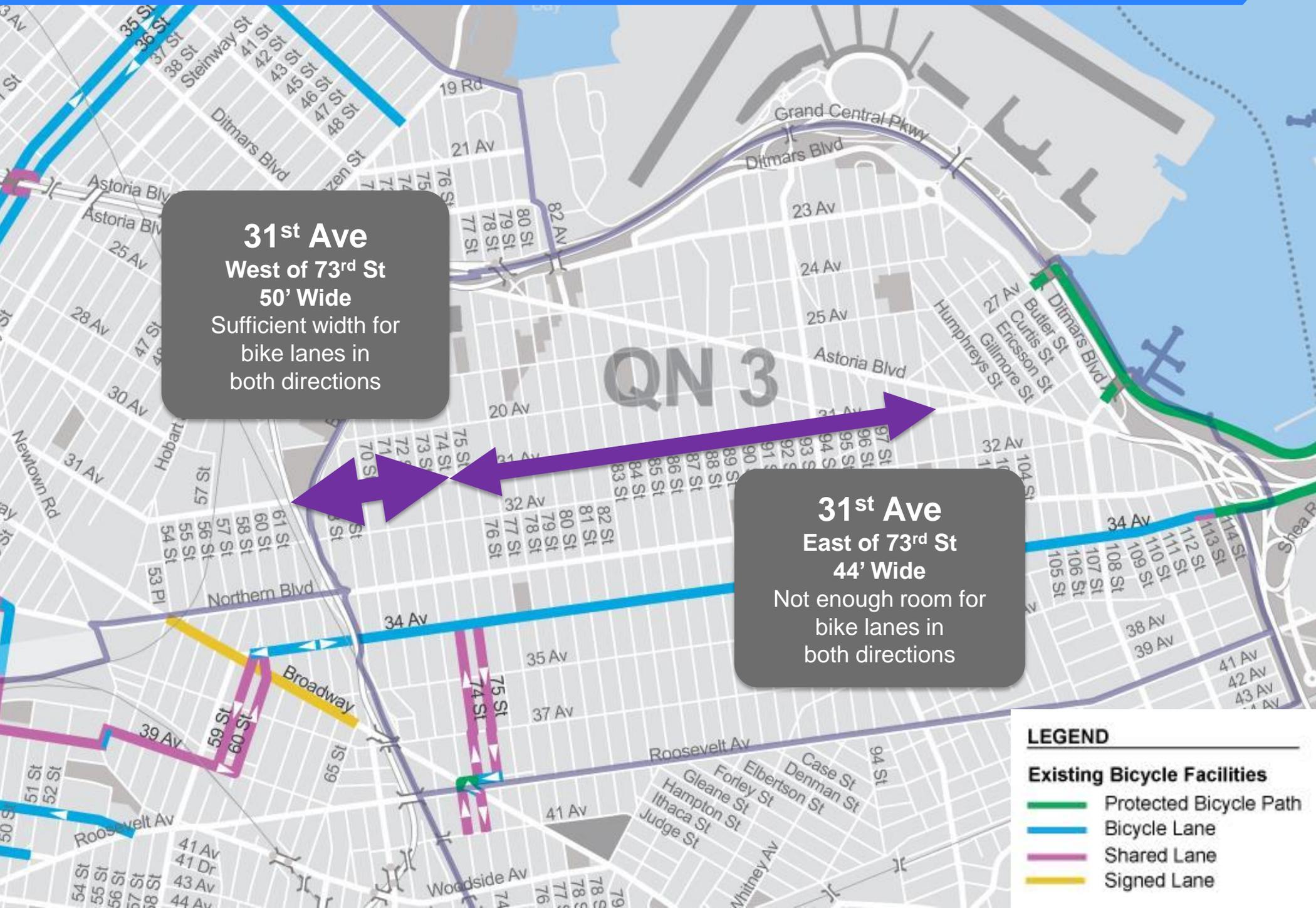
31st Ave
West of 73rd St
50' Wide
Sufficient width for
bike lanes in
both directions

31st Ave
East of 73rd St
44' Wide
Not enough room for
bike lanes in
both directions

LEGEND

Existing Bicycle Facilities

- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Lane



Proposed Bike Network

(1) Extend 31st Ave Bike Lanes
(BQE to 73rd St)
Connect to planned Astoria bike lanes

(2) Install Bike Lanes on 31st Ave (EB) and 32nd Ave (WB)
(73rd St to 101st St/Astoria Blvd)

- Create bike route across Queens with dedicated lanes in both directions
- Connection to 108th St bike route project approved in 2015

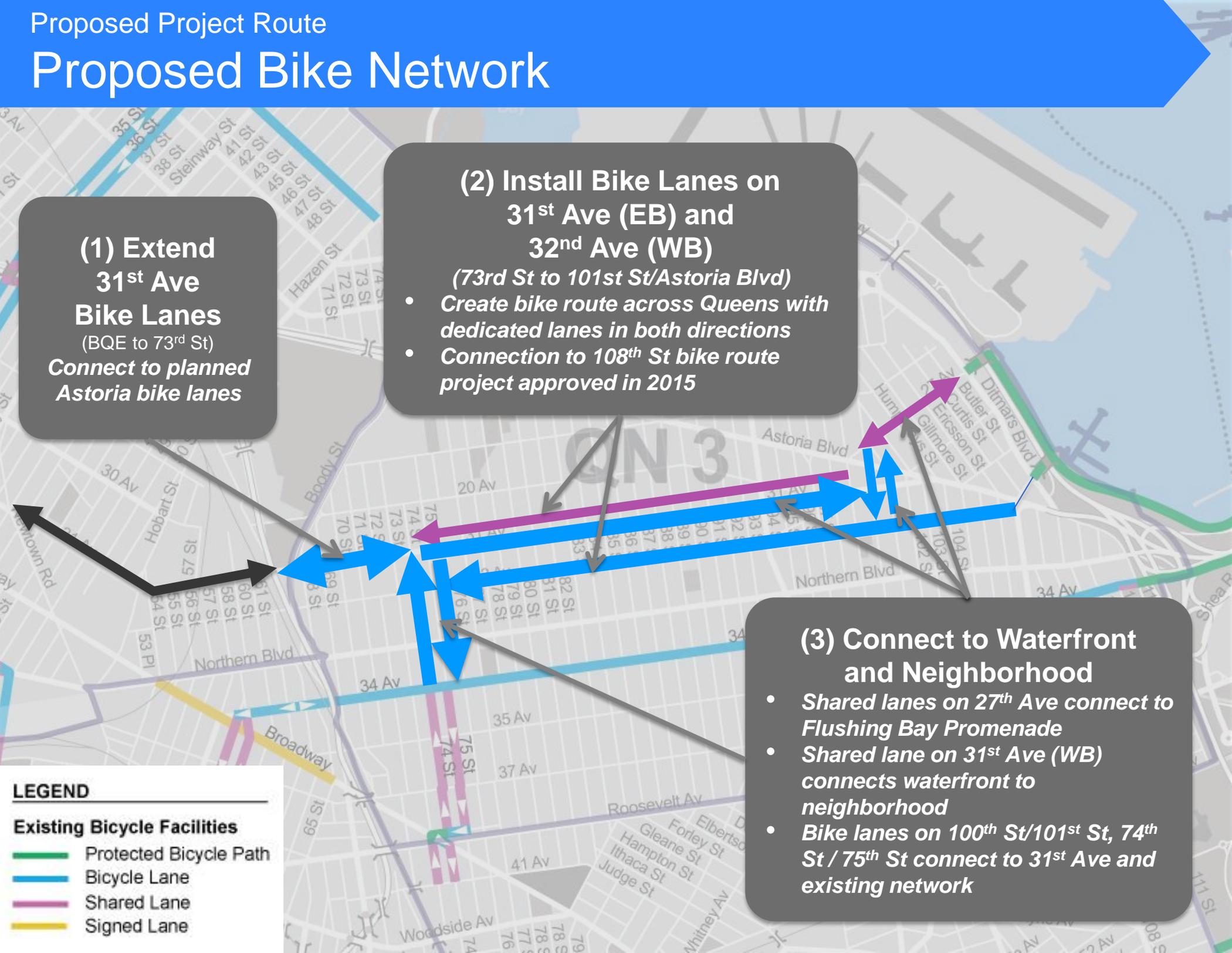
(3) Connect to Waterfront and Neighborhood

- Shared lanes on 27th Ave connect to Flushing Bay Promenade
- Shared lane on 31st Ave (WB) connects waterfront to neighborhood
- Bike lanes on 100th St/101st St, 74th St / 75th St connect to 31st Ave and existing network

LEGEND

Existing Bicycle Facilities

- Protected Bicycle Path
- Bicycle Lane
- Shared Lane
- Signed Lane



Existing Conditions

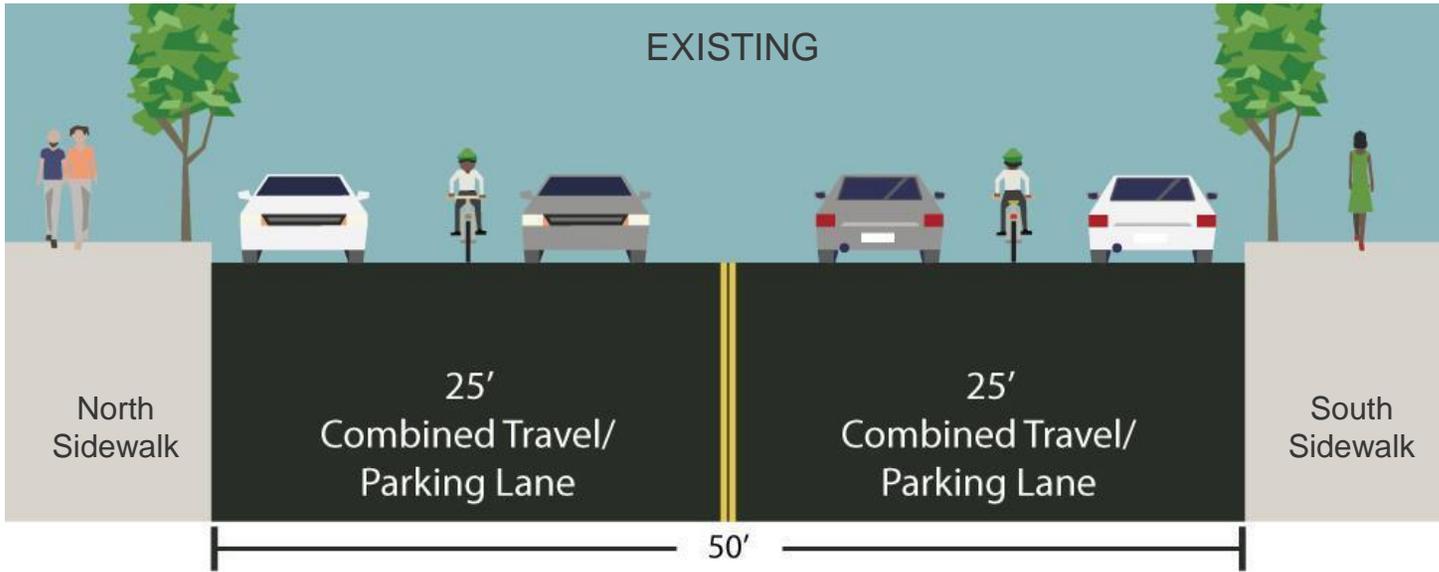
(1) 31st Ave (BQE to 73rd St)

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking



Proposed Design

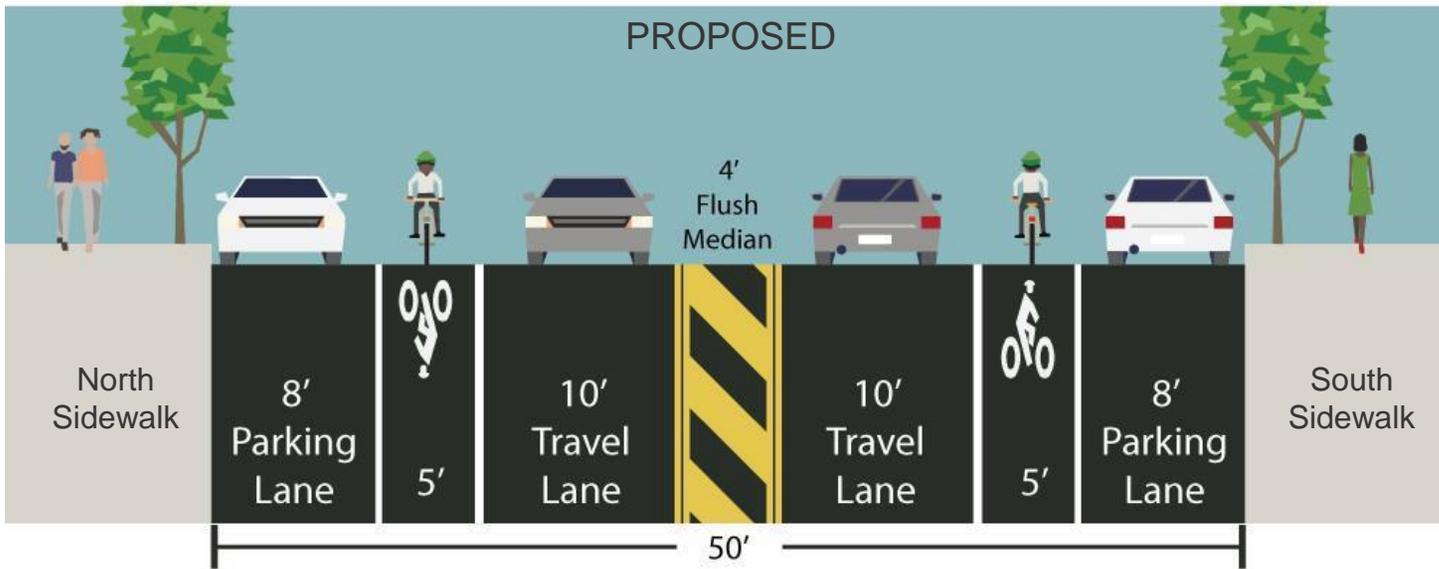
(1) 31st Ave (BQE to 73rd St)



50' Wide Two-Way

Use excess roadway space to create dedicated lanes for cyclists

Install flush median to discourage speeding



No parking loss

Example of Proposed Design

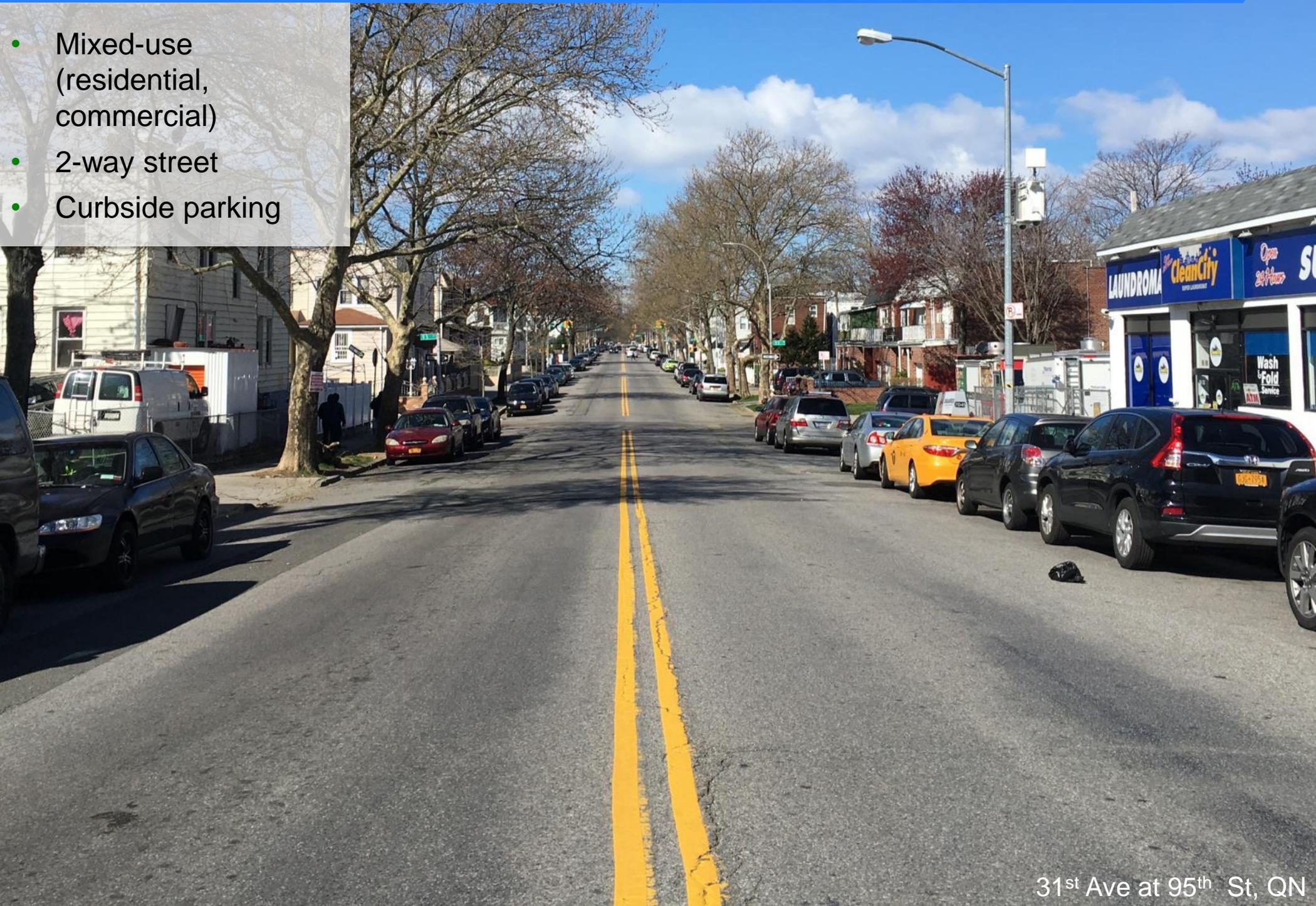
(1) 31st Ave (BQE to 73rd St)



Existing Conditions

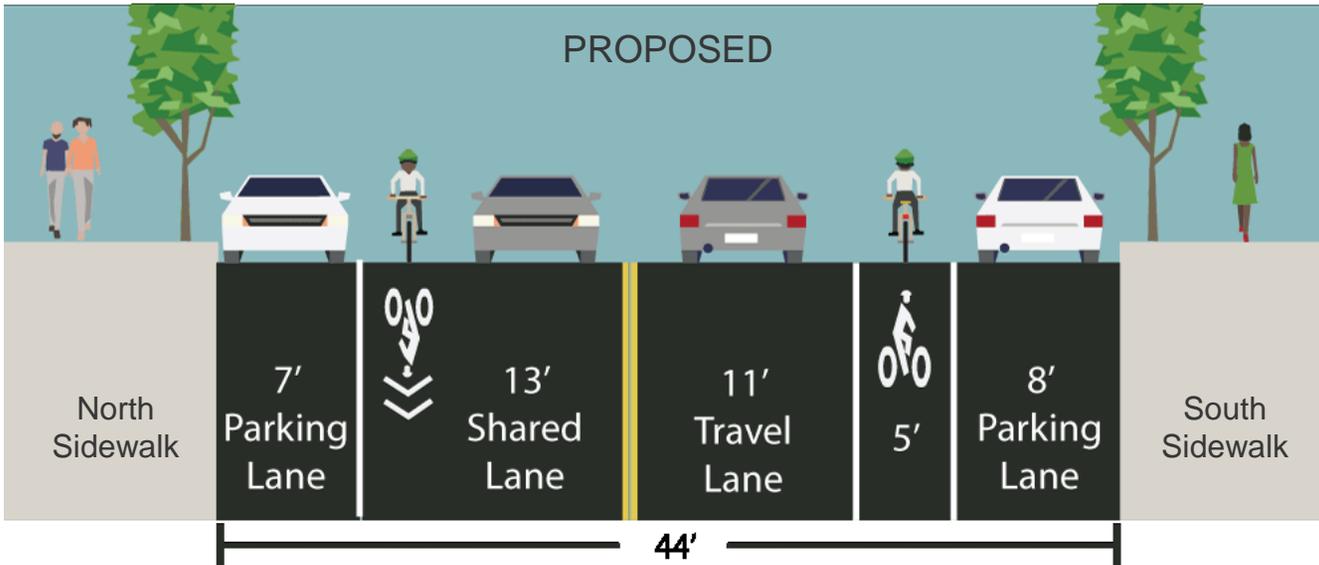
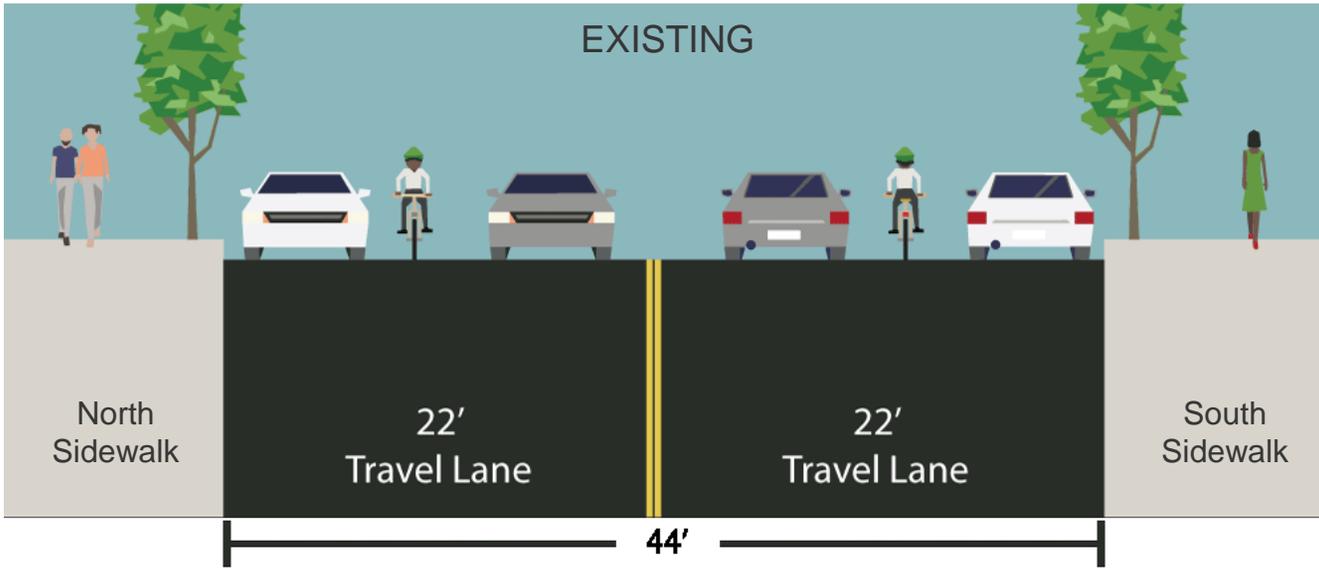
(2) 31st Ave (73rd St to 101st St)

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking



Proposed Design

(2) 31st Ave (73rd St to 101st St)



44' Wide
Two-Way

Use excess roadway space to create dedicated lane for eastbound cyclists

Provide continuous route for westbound cyclists

No parking loss

Example of Proposed Design

(2) 31st Ave (73rd St to 101st St)



Existing Conditions

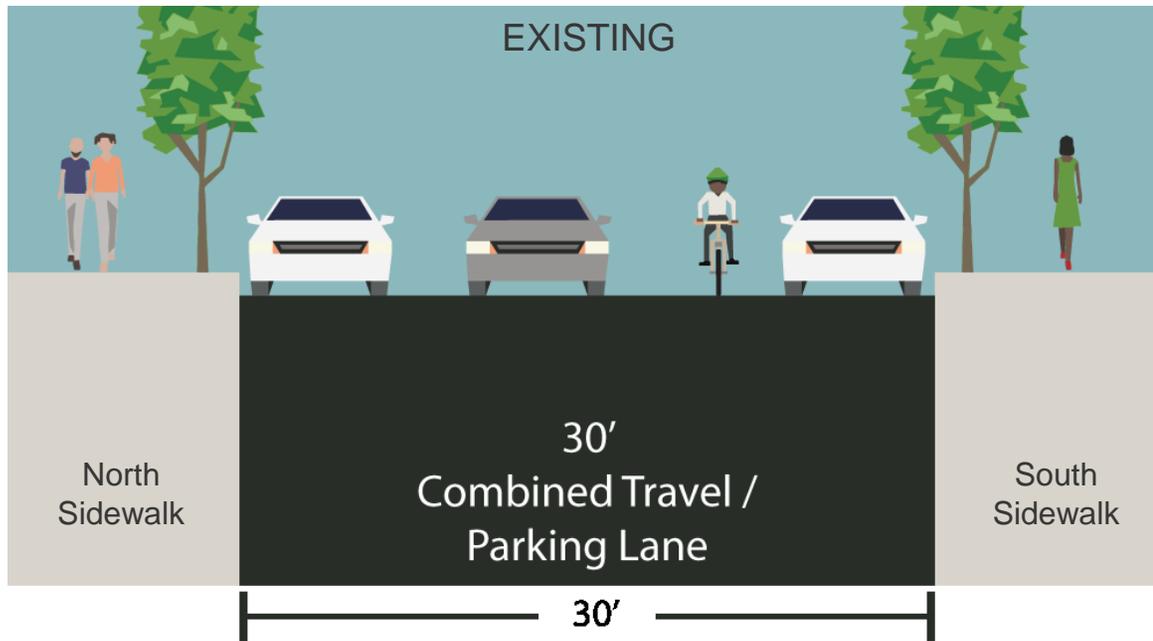
(2) 32nd Ave (94th St - 108th St)

- Mixed-use (mostly residential, some commercial)
- 1-way street
- Curbside parking



Proposed Design

(2) 32nd Ave (94th St - 108th St)

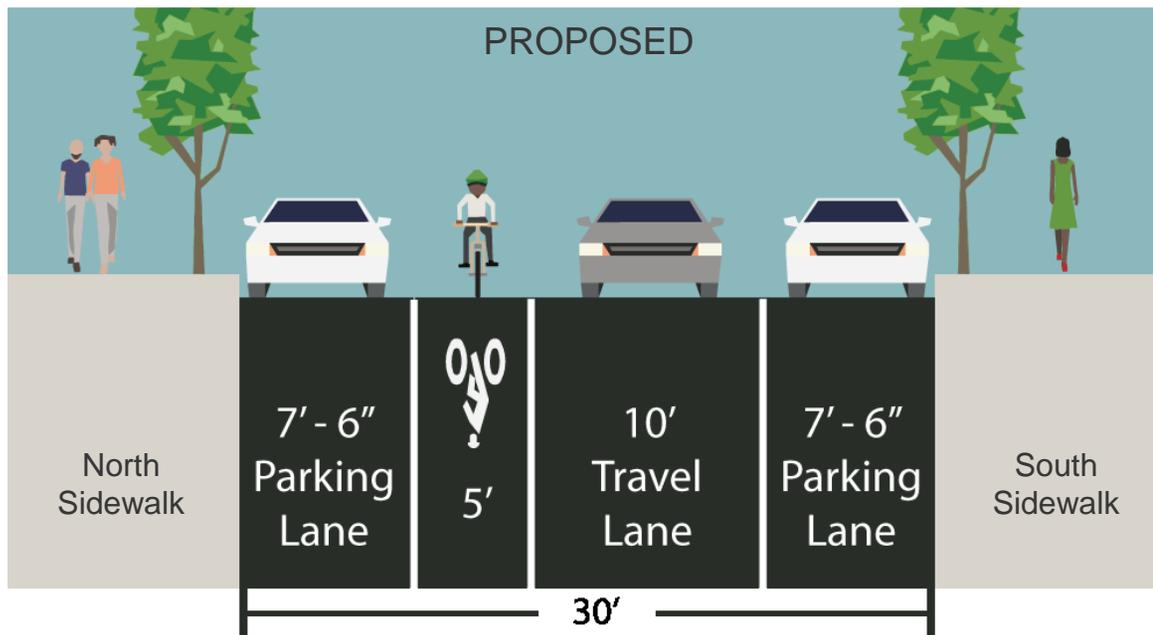


30' – 35' Wide
One-Way

Bike Lane
on right side

Use excess
roadway space to
provide dedicated
space for cyclists

No parking loss



Example of Proposed Design

(2) 100th /101st St, 74th/75th St



Onderdonk Ave, QN

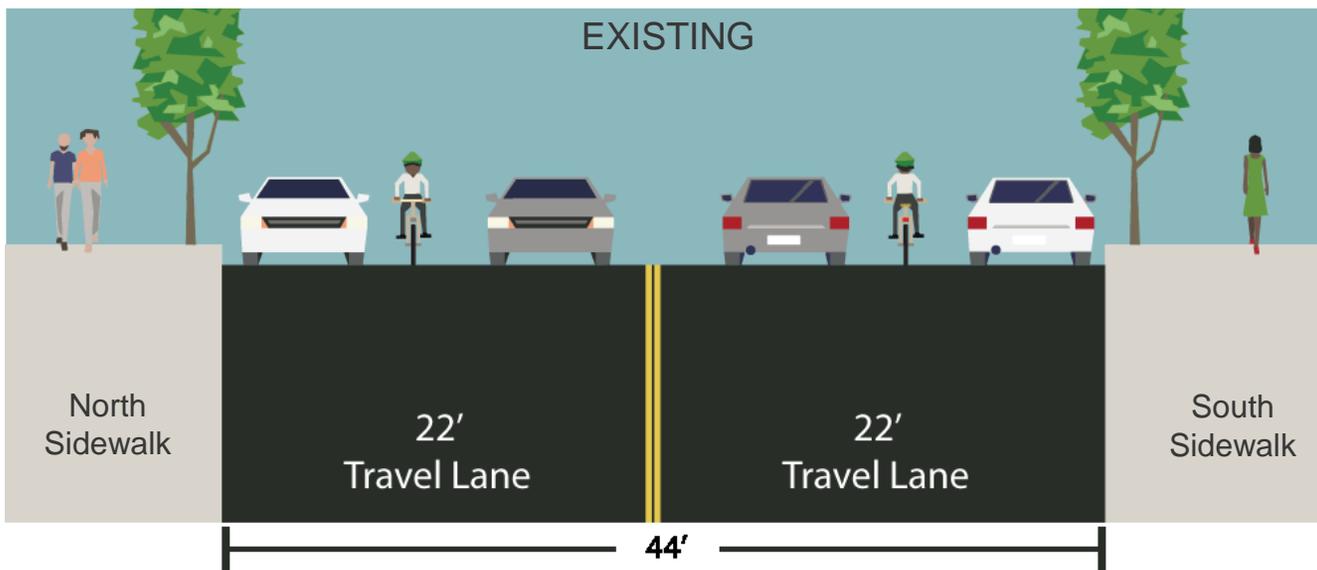
Existing Conditions

(2) 32nd Ave (74th St to 94th St)

- Mixed-use (residential, commercial)
- 2-way street
- Curbside parking

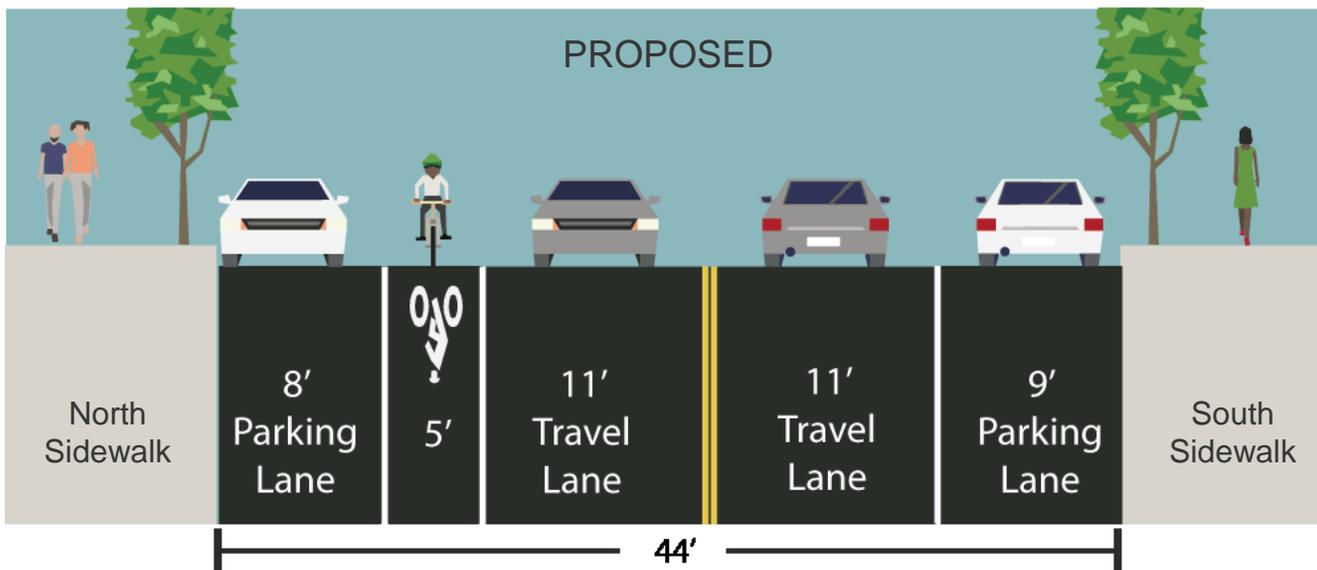


(2) 32nd Ave (74th St to 94th St)



44' Wide Two-Way

Use excess roadway space to create dedicated lane for westbound cyclists



No parking loss

Example of Proposed Design

(2) 32nd Ave (74th St to 94th St)



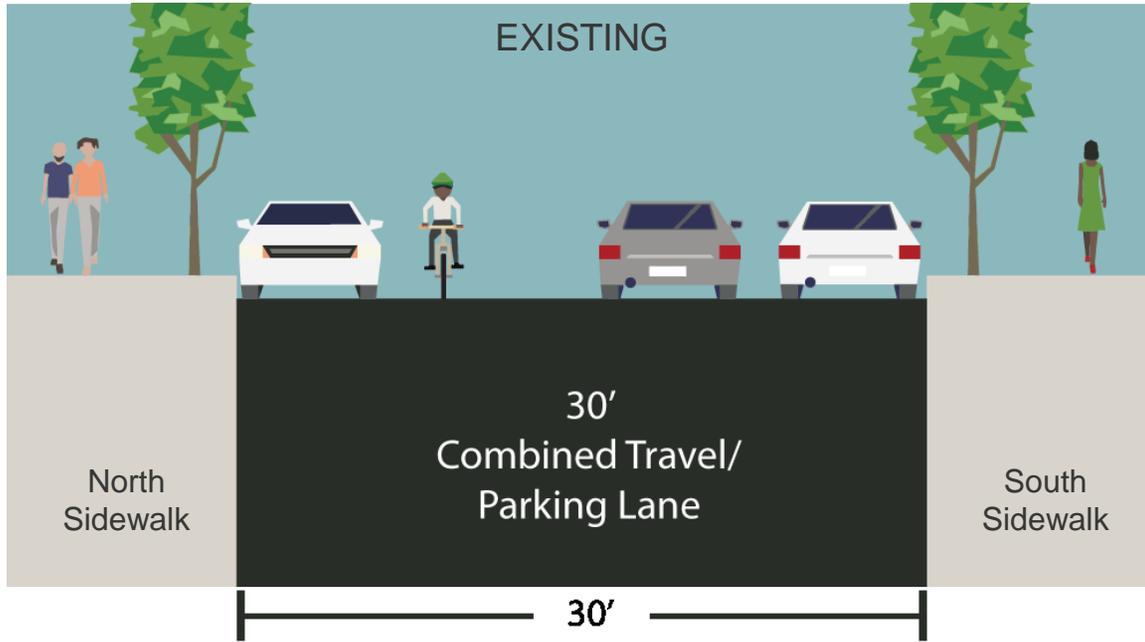
Liberty Ave, QN

Existing Conditions (3) 27th Ave

- Residential
- 2-way street
- Curbside parking

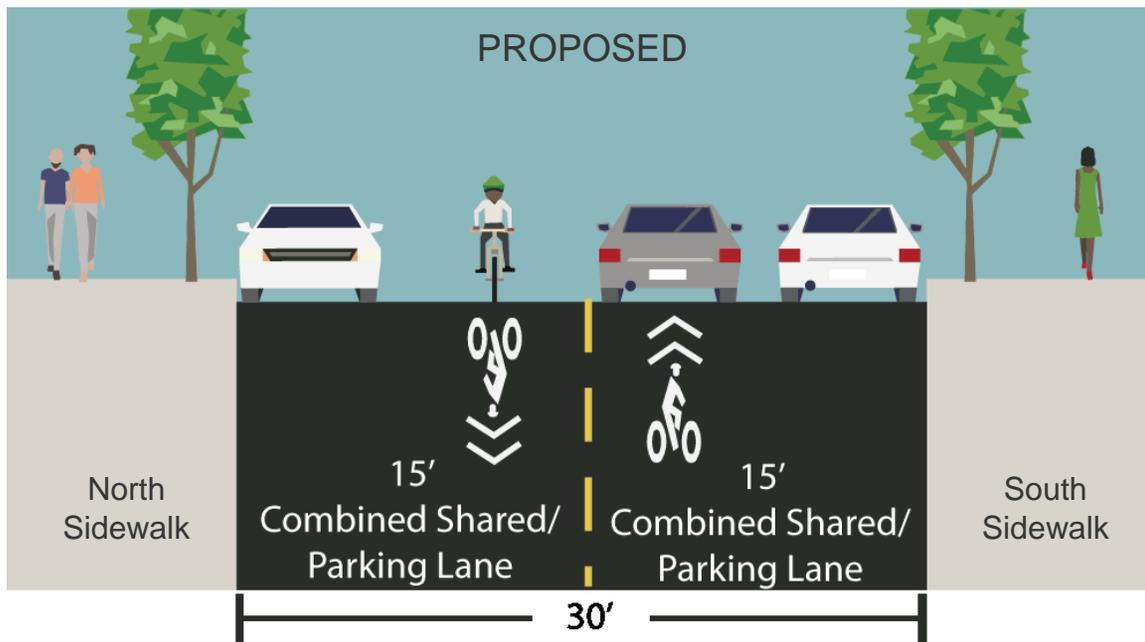


Proposed Design (3) 27th Ave



30' – 35' Wide
Two-Way

Provide
wayfinding to
connect cyclists
to Flushing Bay
Promenade



No parking loss

Example of Proposed Design
(3) 27th Ave



Existing

Astoria Blvd



Planned

Astoria Blvd



Existing Conditions

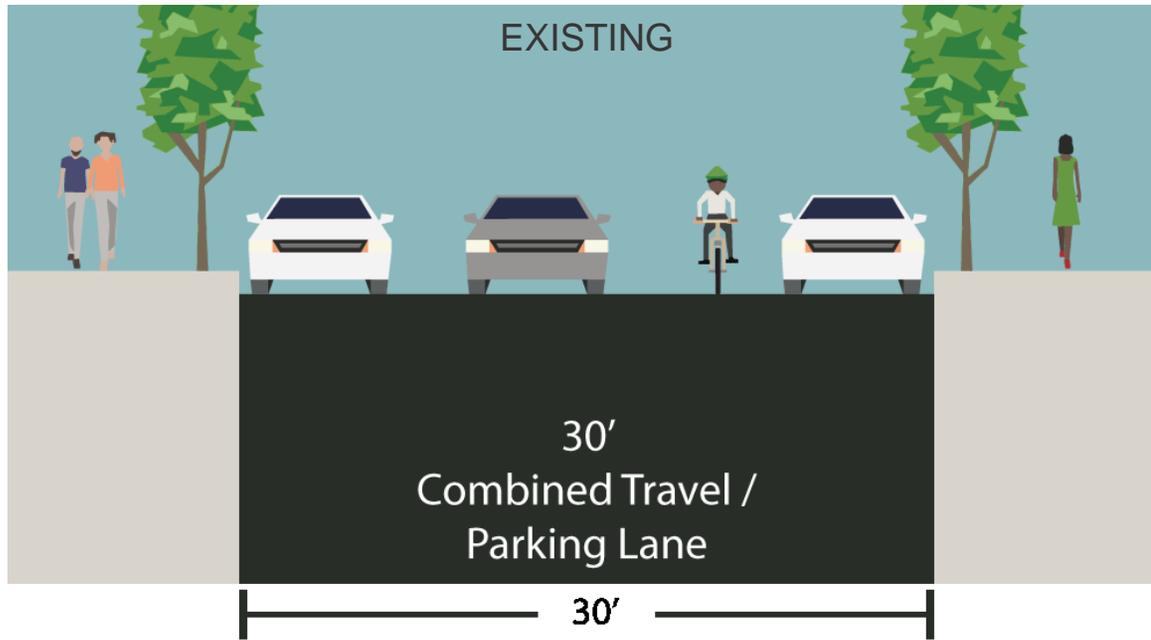
(3) 100th / 101st St, 74th / 75th St

- Residential
- 1-way street
- Curbside parking



Proposed Design

(3) 100th /101st St, 74th/75th St

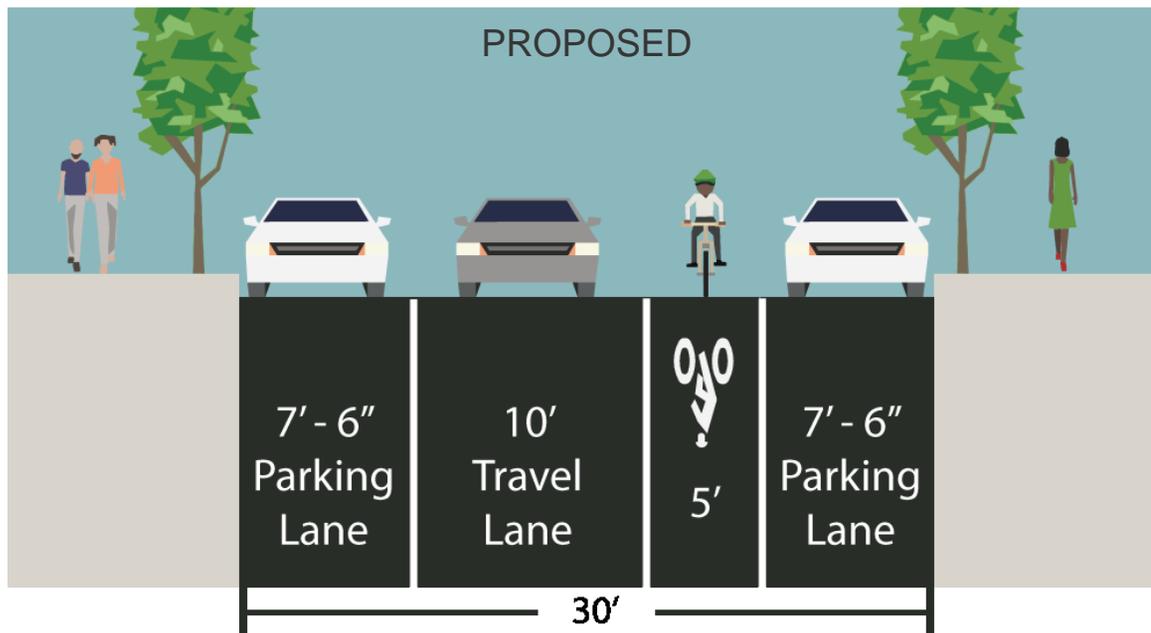


30' – 35' Wide
One-Way

Bike Lane
on left side

Use excess
roadway space to
make connections
to existing
network

No parking loss



Example of Proposed Design

(3) 100th / 101st St, 74th / 75th St



31st Ave / 32nd Ave

Pedestrian Safety Improvements



**Add HIGH VISIBILITY
CROSSWALKS and
upgrade STOP BARS
to bring intersections
to standards**

31st Ave / 32nd Ave

Proposed Bike Network

Queens
East River
Greenway

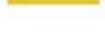
Flushing Bay
Promenade

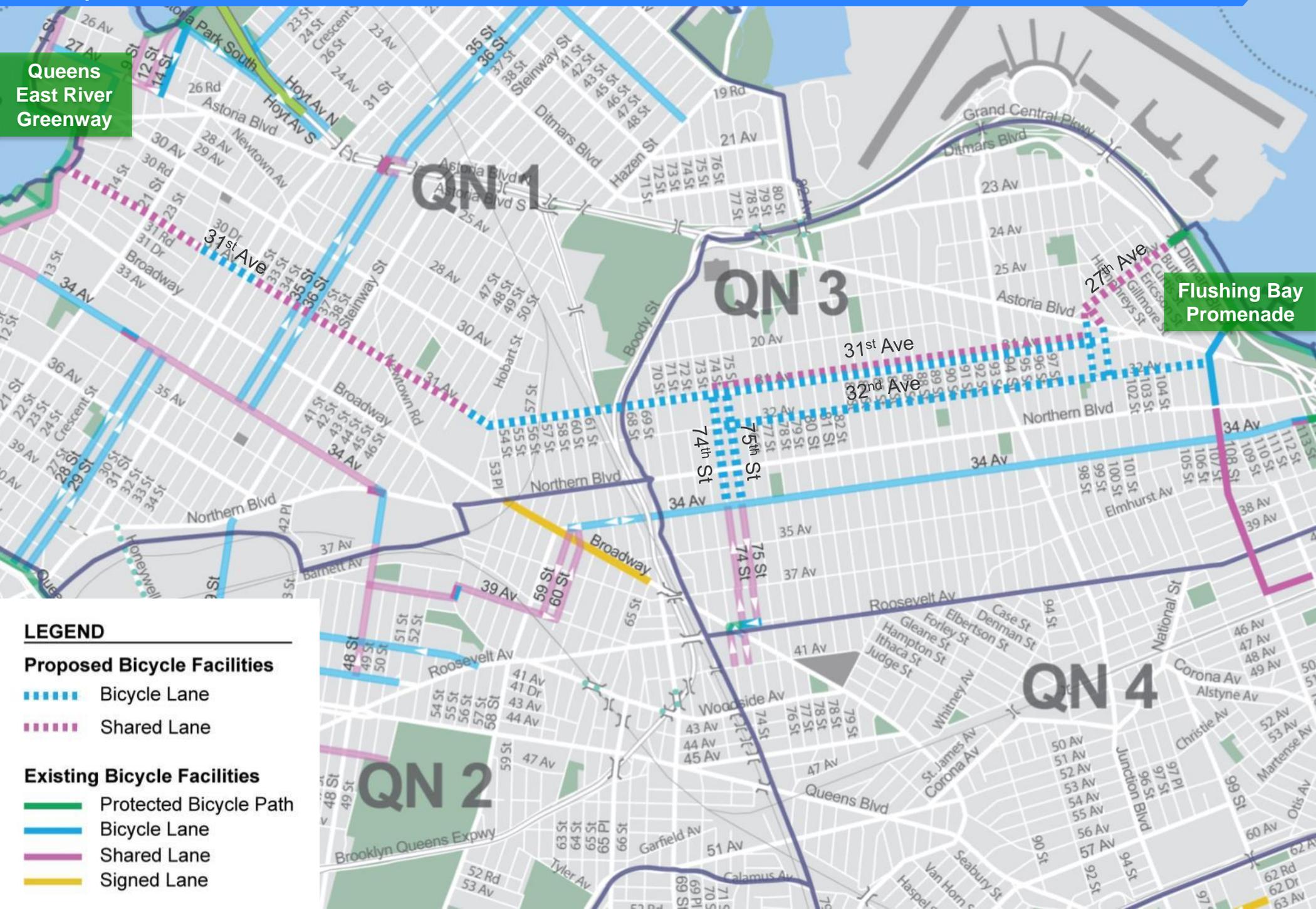
LEGEND

Proposed Bicycle Facilities

-  Bicycle Lane
-  Shared Lane

Existing Bicycle Facilities

-  Protected Bicycle Path
-  Bicycle Lane
-  Shared Lane
-  Signed Lane



31st Ave / 32nd Ave

Summary of Benefits

- Major east-west bicycle connection across Queens
- Connections to existing network, and Queens waterfronts
- Creates safer conditions for cyclists
- Organizes roadway users, maintains roadway capacity
- No parking or travel lane loss
- Provides transportation alternative in area underserved by subway system



31st Ave / 32nd Ave

Project Summary

(1) 31st Ave

- Install Eastbound Bike Lane Markings from BQE to 101st St
- Install Westbound Bike Lane Markings from 73rd St to BQE
- Install Westbound Shared Lane Markings from 101st St to 73rd St

(2) 32nd Ave

- Install Westbound Bike Lane Markings from 108th St to 74th St

(3) 74th St / 75th St

- Install Northbound Bike Lane Markings from 31st Ave to 34th Ave
- Install Southbound Bike Lane Markings 31st Ave to 34th Ave

(4) 27th Ave

- Install Eastbound Share Lane Markings from 100th St to Ditmars Blvd
- Install Westbound Shared Lane Markings from 100th St to Ditmars Blvd

(5) Pedestrian Safety Enhancements

- Upgrade to High Visibility Crosswalk all signalized intersections

Questions?

Thank
You

Contact: Queens Borough
Commissioner's
office [212-839-2510](tel:212-839-2510)