

21st Street Transit Priority & Safety Study

Community Advisory Board Meeting #1

March 18, 2021



Outline

- Introduction
- Better Buses Program
- 21st Street Existing Conditions
 - Buses
 - Traffic
 - Safety
- Next Steps

Introduction

Introduction

Study Corridor

- Queens Plaza North to Hoyt Ave North
- “Bridge to Bridge”
- 1.95 miles
- Consistent street width and geometry – 60’ wide
- Vision Zero Priority Corridor
- Identified as bus priority corridor in MTA’s Queens Bus Network Redesign Draft Plan



Introduction

Previous Studies and Improvements

Western Queens Transportation Study (Department of City Planning)

- Recommended corridor-wide traffic calming on 21st St
- Recommended pedestrian safety improvements at Astoria Blvd
- Identified bus stop crowding issues at 41st Avenue

NYC DOT Safety Improvements (2015)

- 10 Leading Pedestrian Intervals
- 12 painted curb extensions
- New signal at 29th Ave
- Parking lane stripe
- Additional Street Lights

BQX

- 21st St part of proposed alignment
- Project halted in March 2020 prior to EIS scoping



2015 Pedestrian Safety Improvements: 21st St and 31st Rd

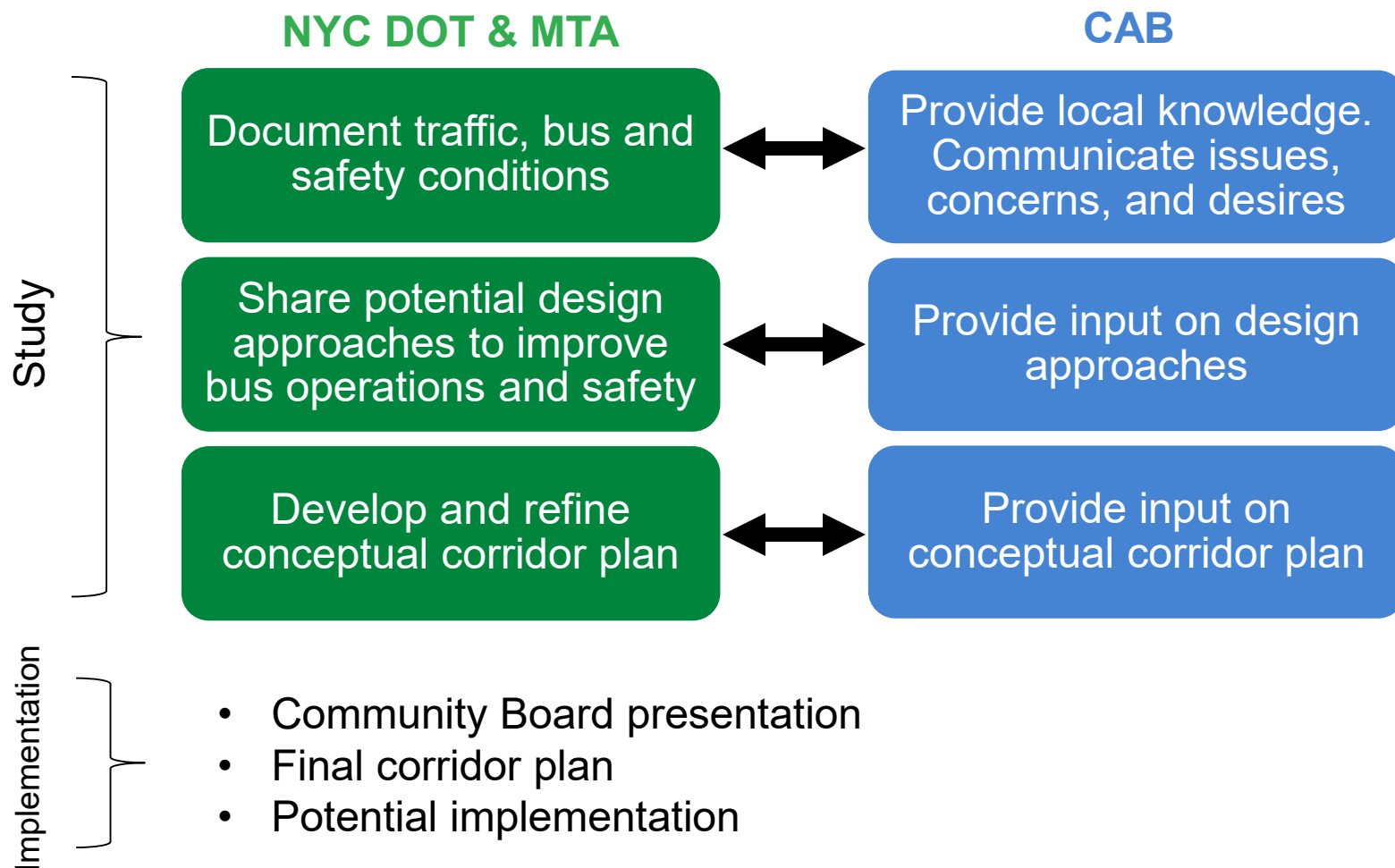
Introduction

Community Advisory Board (CAB)

- Used successfully by DOT for multiple projects
- Opportunity for DOT and community stakeholders to engage from inception of project planning process
- Does not replace Community Board consultation
- Potential for CAB to meet during and after project implementation
- CAB members suggested by local elected officials
- Not public meetings but intended to be broad and inclusive – additional members may be considered

Introduction

Proposed Study Process



Introduction

Potential Public Engagement



Note: Above photo is pre-Covid. Feasibility of pop-ups will depend on current COVID-19 safety guidelines as recommended by health professionals. All DOT personnel in the field will wear masks.



Note: virtual or in-person format will depend on current COVID-19 safety guidelines as recommended by health professionals

Better Buses

Better Buses Action Plan

- Mayor's 2019 State of the City: Improve bus speeds 25%
 - Increase Bus Lane Implementation and Enforcement
 - Expand Transit Signal Priority
 - Improve Bus Stops
 - Work with MTA on Service Efficiencies
- Better Buses Action Plan released April 2019
- 2019 - 22 projects implemented
- 2020 – 10 projects incl. 16.3 miles of new bus lanes
- 2021 – full slate of projects under development



Toolbox - Transit



Offset Bus Lane

Woodhaven Blvd, QN



Curb Bus Lane

Fresh Pond Rd, QN



Bus Boarding Island

Kings Hwy, BK



Bus Queue Jump Signal

Broadway, QN

Toolbox – Pedestrian Safety

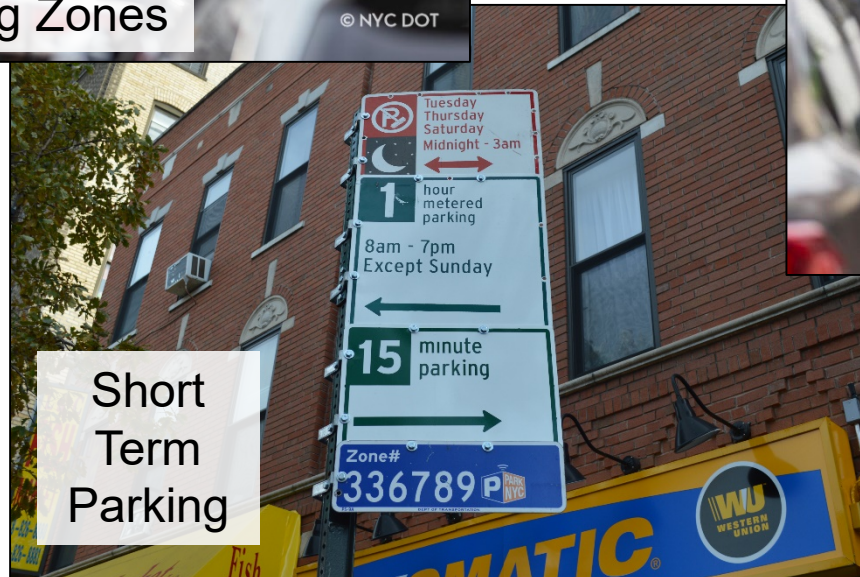


Hillside Ave, QN



21st St @ 31st Dr, QN

Toolbox – Parking



Existing Conditions

Existing Conditions

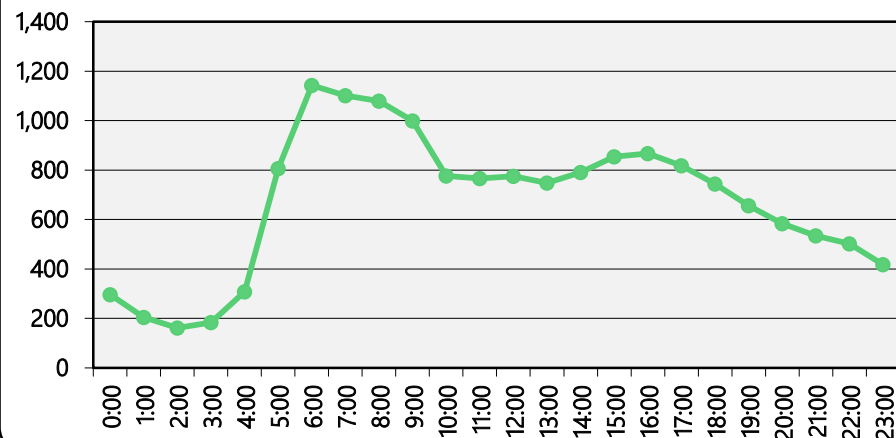
Traffic - 21st St @ Broadway

Southbound peak – 1,143 vehicles 6-7 AM

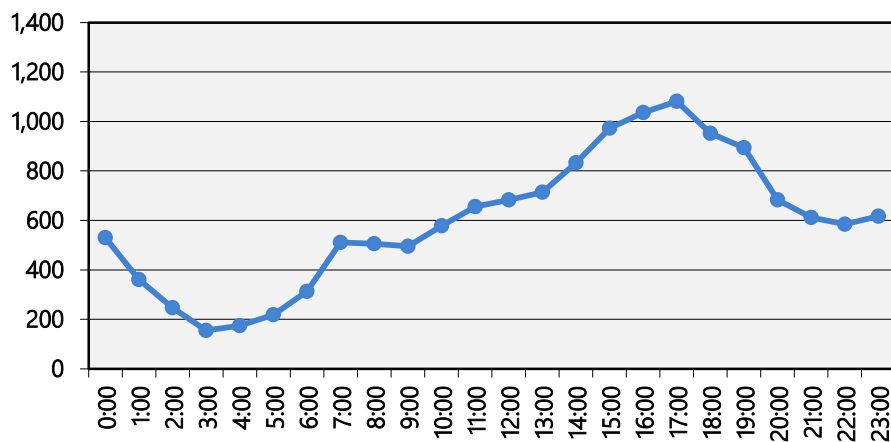


Northbound peak – 1,081 vehicles 5-6 PM

Average Weekday Vehicles **Southbound** @ Broadway



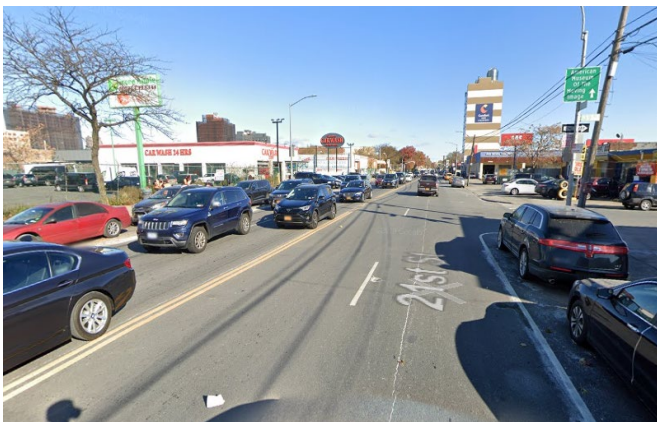
Average Weekday Vehicles **Northbound** @ Broadway



Existing Conditions

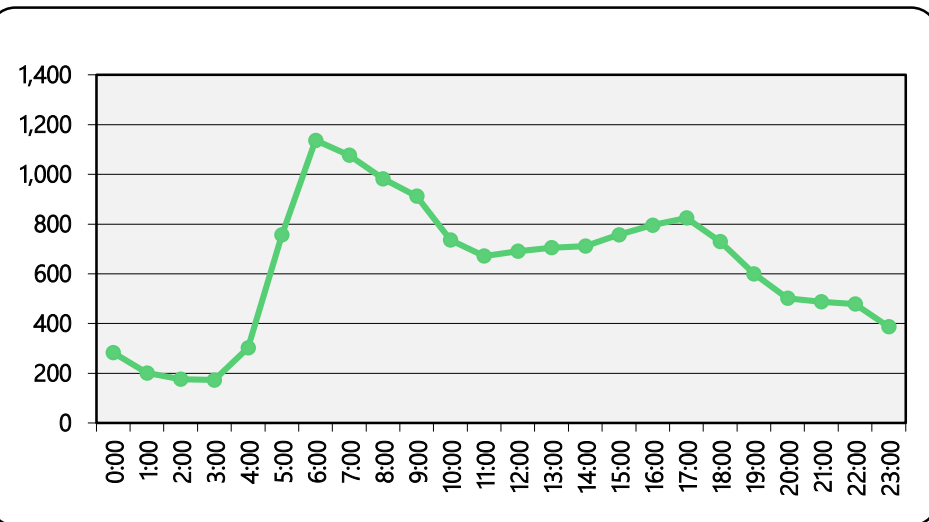
Traffic - 21st St @ 39 Ave

Southbound peak – 1,137
vehicles 6-7 AM

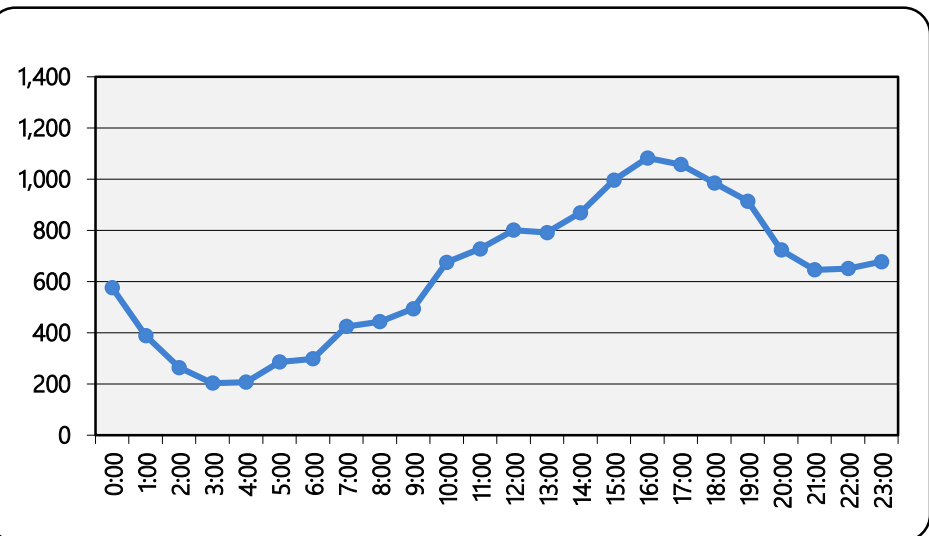


Northbound peak – 1,083
vehicles 4-5 PM

Average Weekday Vehicles **Southbound** @ 39 Ave



Average Weekday Vehicles **Northbound** @ 39 Ave



Existing Conditions

21st Street Bus Routes

Q66

- Queens Plaza to Flushing
- Leaves 21st St at 35th Ave
- Local Service

Q69

- Queens Plaza to Jackson Heights
- Leaves 21st St at Ditmars Blvd
- Local Service

Q100

- Long Island City to Rikers Island
- Leaves 21st St at 20th Ave
- Limited Stop Service



Note: Q102 & Q103 travel on short segments of 21st St;
multiple bus lines cross over 21st St

Existing Conditions

Bus Frequencies and Ridership

Bus Route	Buses per hour* South of 35 th Ave	Buses per hour* North of 35 th Ave	Avg. Daily Weekday Passengers (full route)**
Q66	12	0	14,461
Q69	20	20	10,209
Q100	10	10	4,476
Total	42	30	29,146

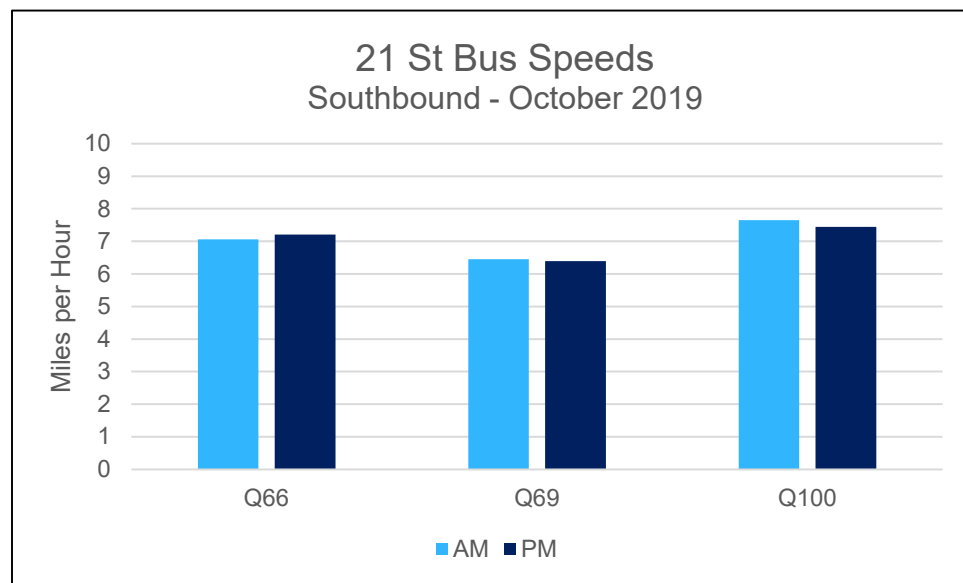
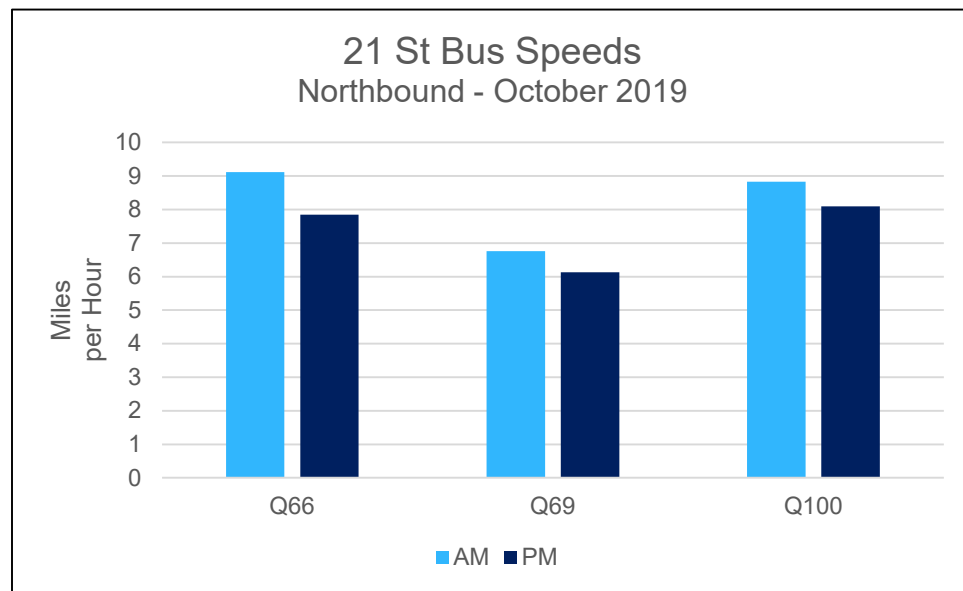
*AM Peak

** October 2019

Existing Conditions

Study Corridor Bus Speeds - 2019

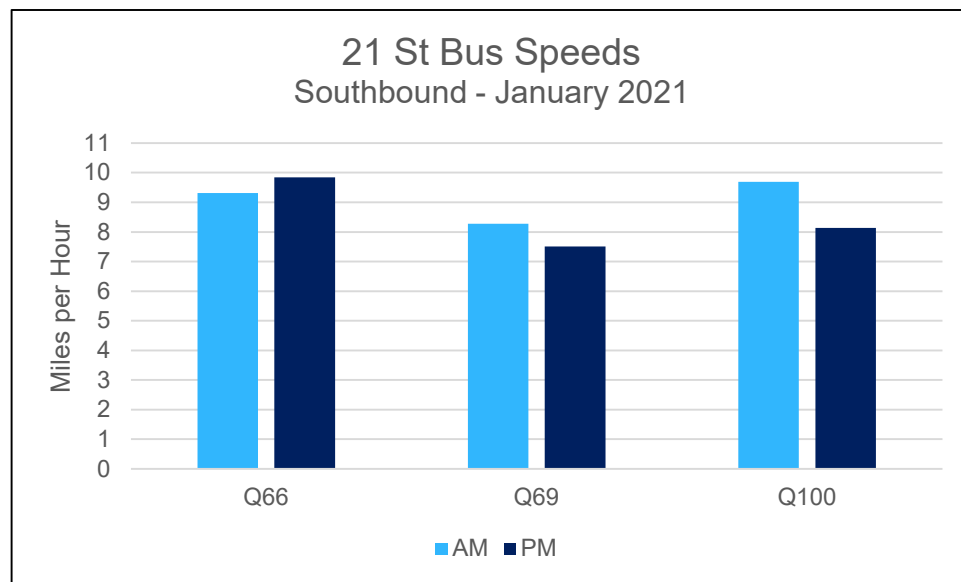
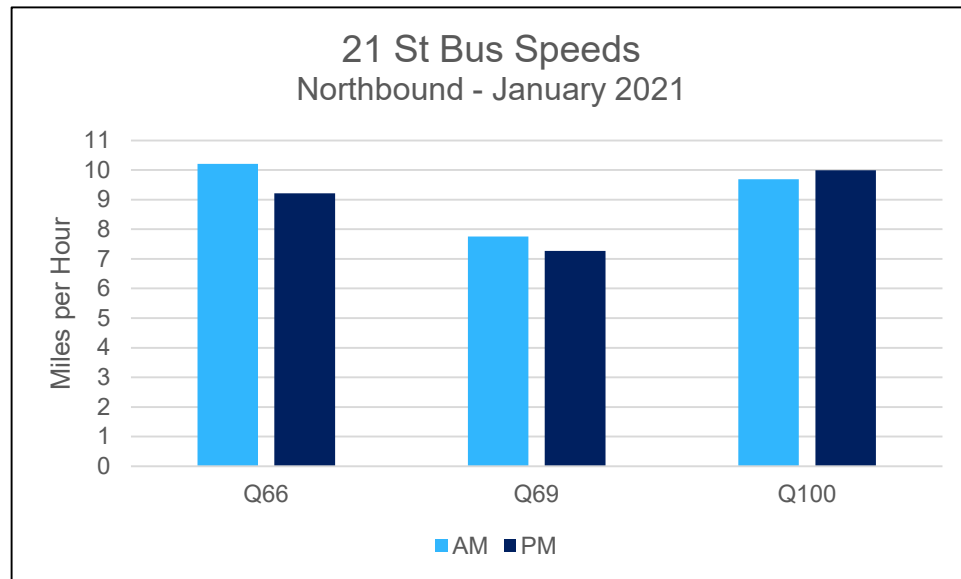
- Northbound buses generally faster than Southbound buses
- Northbound speeds decrease in PM
- Q69 is slower than other routes (runs as local through full corridor)
- Bus Speeds impacted by congestion and vehicles double parking



Existing Conditions

Study Corridor Bus Speeds - 2021

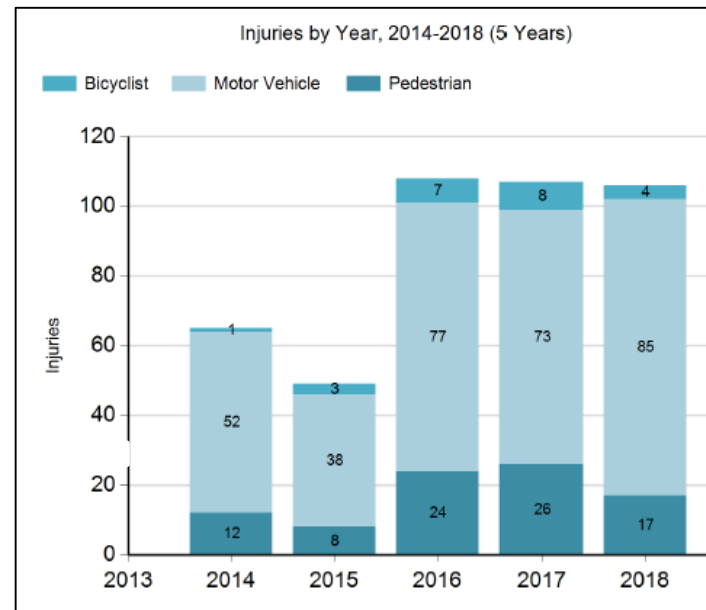
- Speeds faster across the board in comparison to 2019
- Q69 is slower than other routes (runs as local through full corridor)
- Desire to preserve the speed gains that we have seen with the pandemic, as traffic and ridership gradually return.



Existing Conditions

Injuries 2014-2018

- All of 21st Street designated as a Vision Zero corridor in 2019
- All study corridor injury types increased after 2015
- Most common pedestrian injury is left turn vehicles striking pedestrian crossing with the signal.
- Three fatalities – all were pedestrians

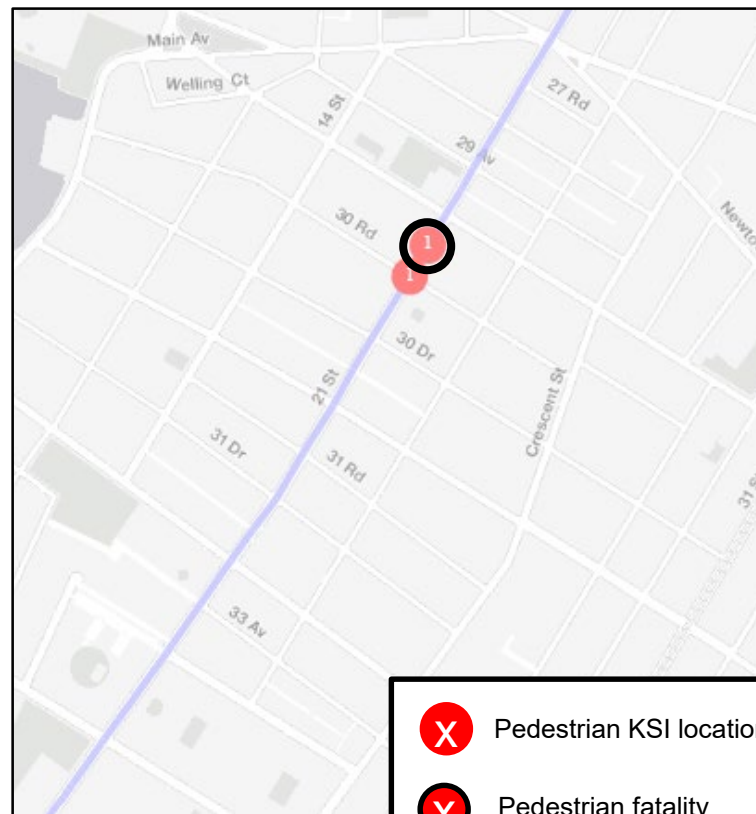
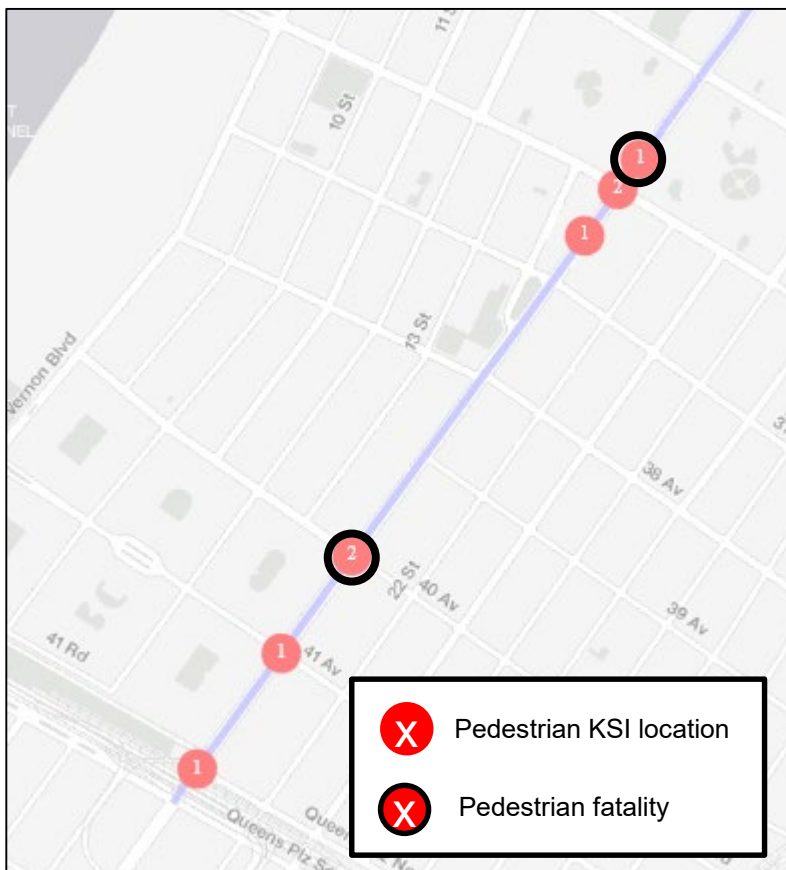


Vehicle Action Versus Ped Action, 2014-2018 (5 Years)

	Crossing with Signal	Crossing against Signal	Crossing No Signal, Marked Crosswalk	Crossing No Signal or Crosswalk	Others	Unknown	Total
Left Turn	24	1	1	3	2	2	33
Right Turn	9	0	0	0	0	0	9
Going straight	10	10	0	7	8	1	36
Making U Turn	0	0	0	0	0	0	0
Backing	0	1	0	0	2	0	3
Other	0	0	0	0	1	0	1
Unknown	3	0	0	0	1	1	5
Total	46	12	1	10	14	4	87

Existing Conditions

Pedestrians Killed and Seriously Injured (KSI) – 2014-18



Next Steps

Next Steps

- DOT to begin work on potential design approaches
- Schedule Next CAB Meeting – opportunity for more detailed input and discussion on existing conditions.



Thank You!

Questions?



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