

21st Street Transit Priority & Safety Study

Community Advisory Board Meeting #2

April 29, 2021



21st Street @ 34th Ave

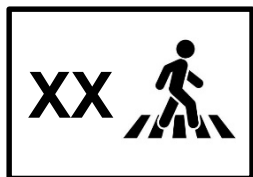
Outline

- Additional Existing Conditions Data (15 minutes)
- Feedback Map Portal (5 minutes)
- Corridor Feedback (60 minutes)
- Next Steps (10 minutes)

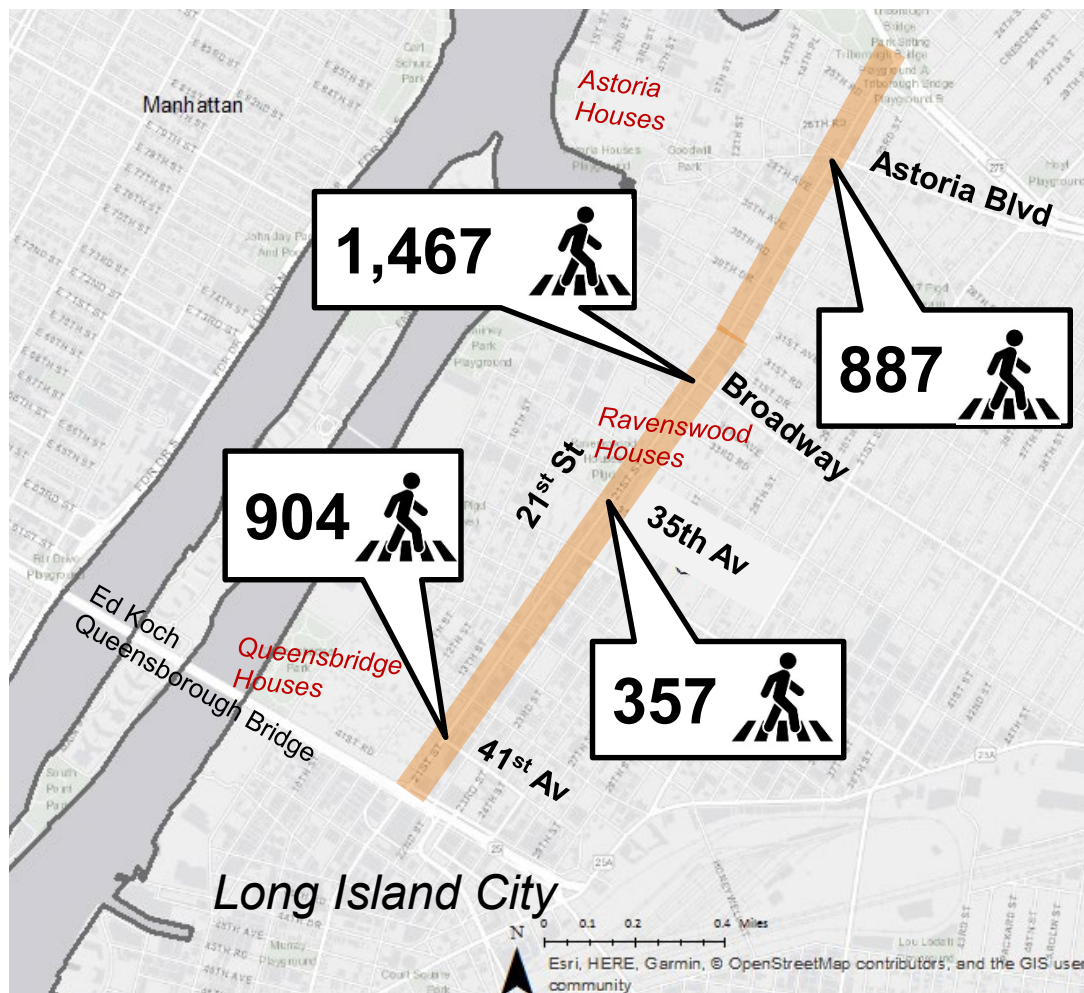
Additional Existing Conditions Data

Existing Conditions

Pedestrian Volumes



Weekday AM peak hour
intersection pedestrian
volumes
May/June 2019



Existing Conditions

Traffic Volumes – 2019 vs 2021

Southbound

Peak Hour:

2019 – 871 veh 5:45-6:45 AM

2021 – 1,080 veh 6:15- 7:15 AM

24-Hour Total:

2019 – 12,261 veh

2021 – 11,762 veh

Northbound

Peak Hour:

2019 – 725 veh 4:15-5:15 PM

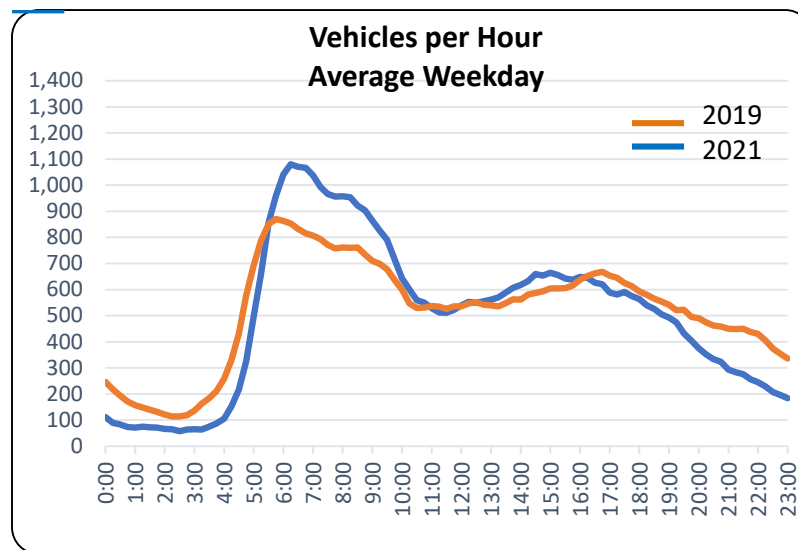
2021 – 829 veh 5:00- 6:00 PM

24-Hour Total:

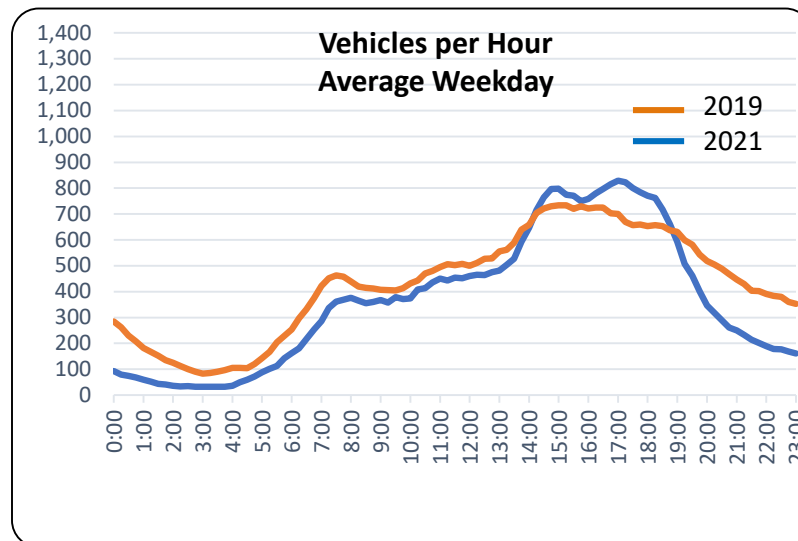
2019 – 10,231veh

2021 – 8,643 veh

Average Weekday Vehicles Southbound @ 26th Rd



Average Weekday Vehicles Northbound @ 26th Rd



Existing Conditions

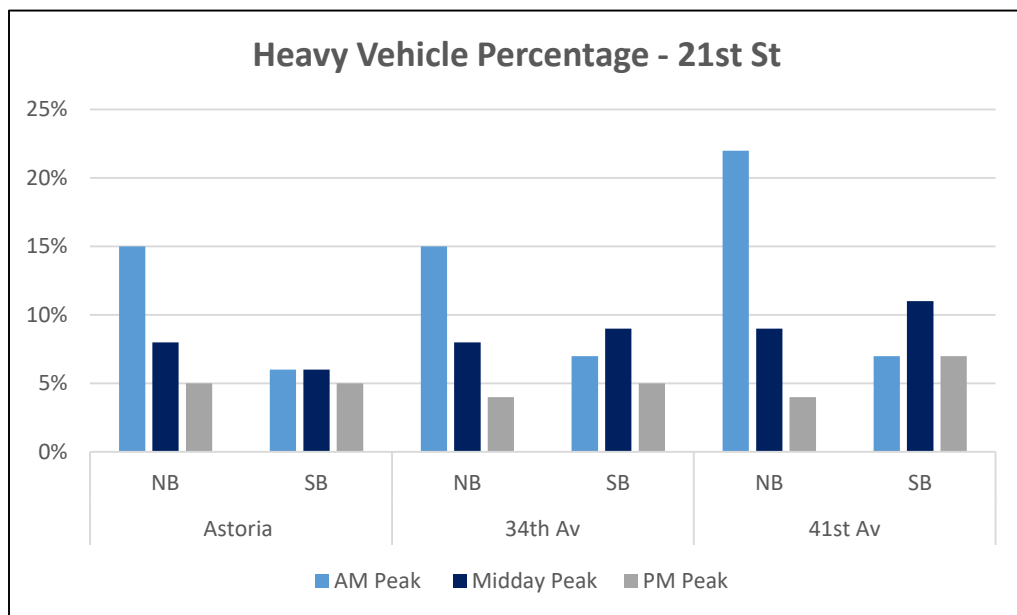
Comparison of Traffic Volumes (2021)

Corridor	Location	Vehicles per hour (AM Peak hour/Peak dir)	Vehicles per hour (PM Peak hr/peak dir)	24-hour Vehicles (both directions)
21 st Street	@26 th Rd	1080	829	20,305
Northern Blvd	@90 th St	866	1087	22,880
Merrick Blvd	@Belknap St	1533	903	27,381



Existing Conditions

Percentage Heavy Vehicles (Trucks and Buses)



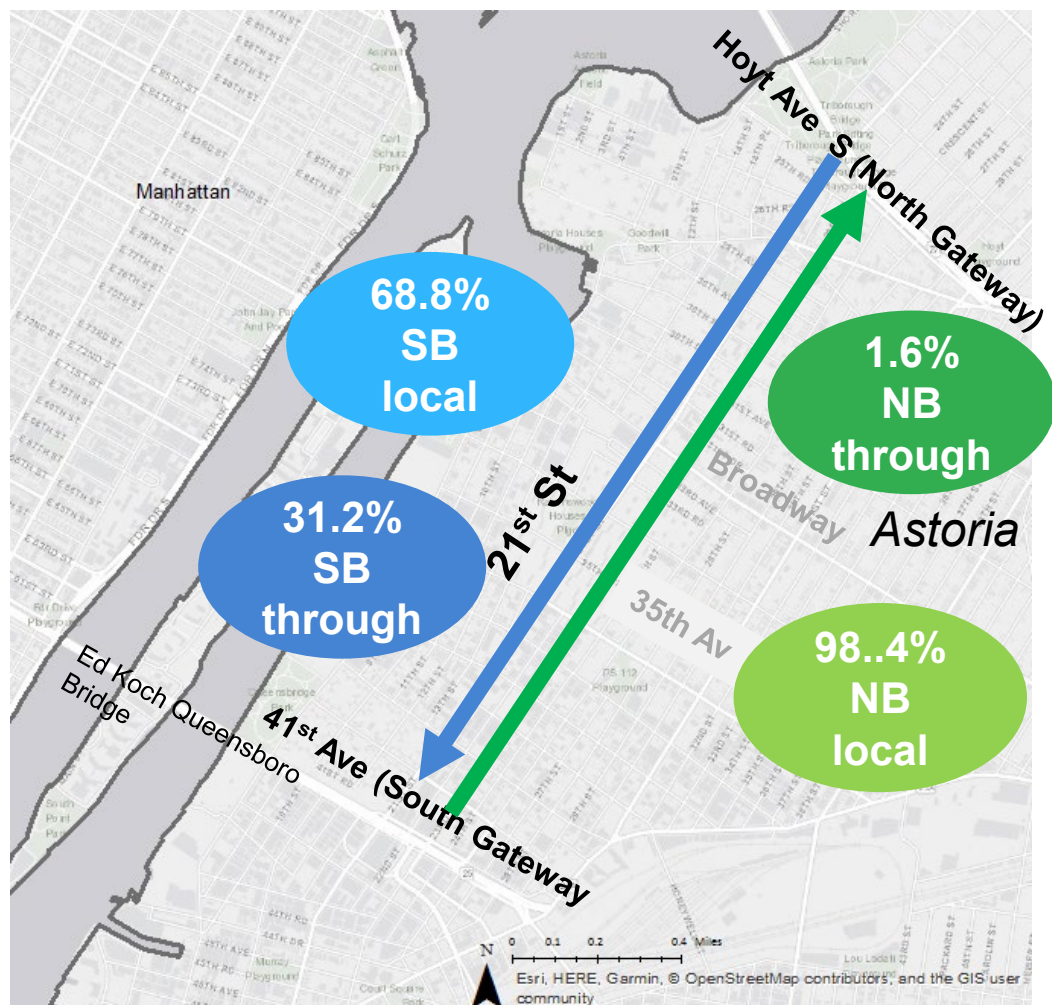
Source: May/June 2019 Intersection Counts, though movements



Existing Conditions

Through vs Local Traffic AM Peak Hour

- Almost 1/3 of AM peak hour southbound traffic travels through entire corridor
- 23% of southbound traffic passing across 21st Street at 34th Ave is accessing the Queensboro Bridge
- Less than 2% of northbound traffic travels through the entire corridor
- Only 2% of traffic traveling northbound at 21st St and 34th Ave came from the Queensboro Bridge

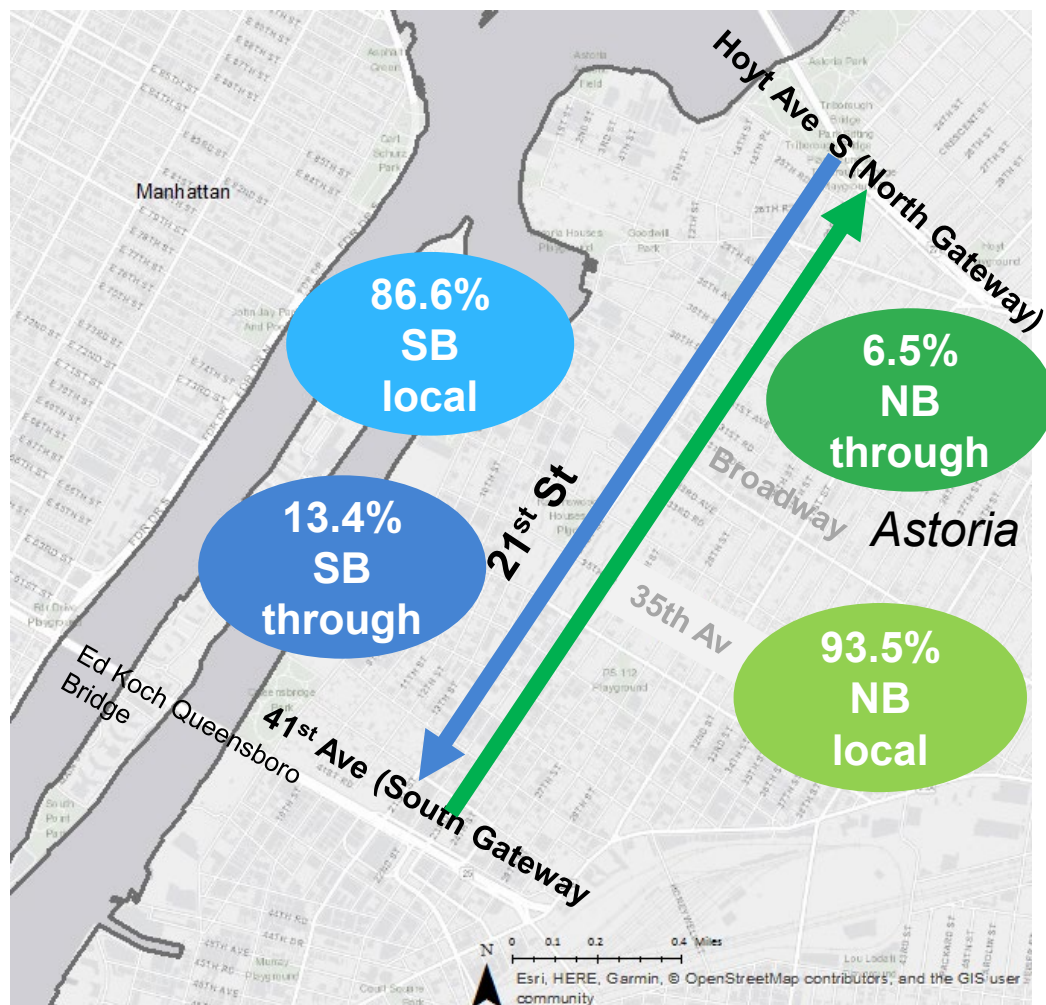


Source : StreetLight trip data May 2019 / June 2019

Existing Conditions

Through vs Local Traffic PM Peak Hour

- 13% of AM peak hour southbound traffic travels through entire corridor
- 8% of southbound traffic passing across 21st Street at 34th Ave is accessing the Queensboro Bridge
- 6.5% of northbound traffic travels through the entire corridor
- 20% of traffic traveling northbound at 21st St and 34th Ave came from the Queensboro Bridge



Source : StreetLight trip data May 2019 / June 2019

Existing Conditions

21st Street Bus Routes

Q66

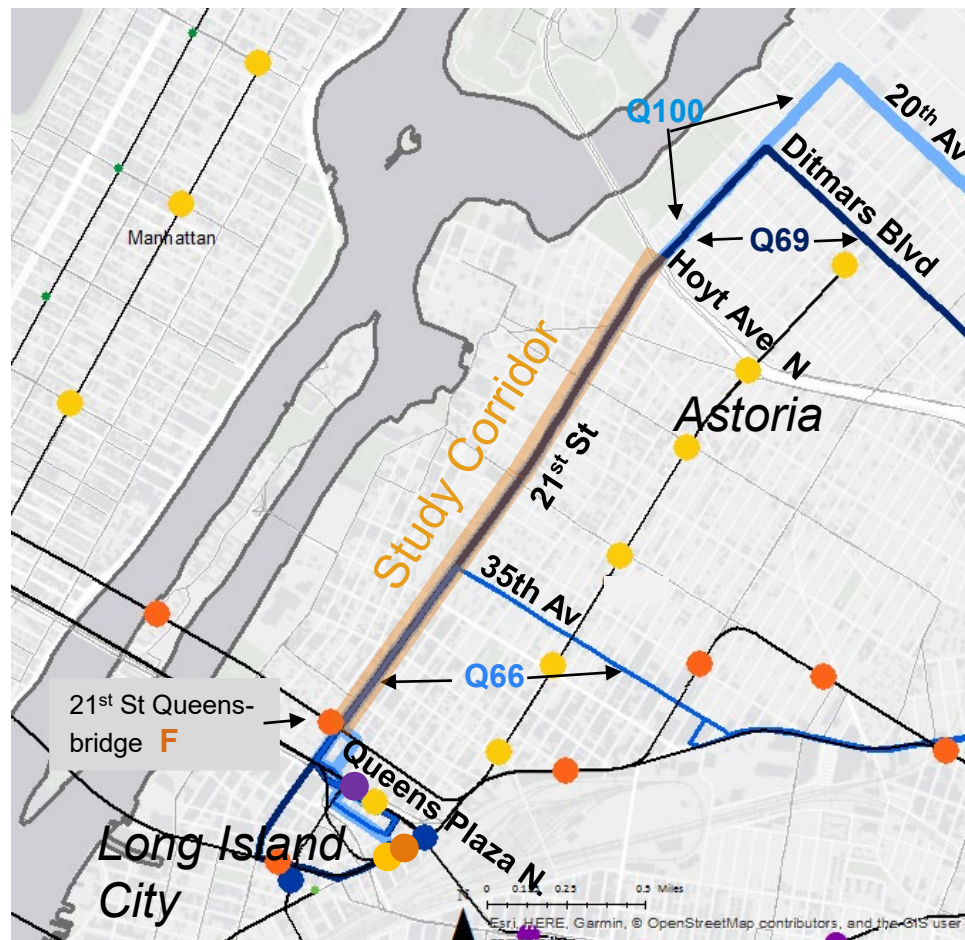
- Queens Plaza to Flushing
- Leaves 21st St at 35th Ave
- Local Service

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 Ridership

Most Utilized Bus Stops (all routes)

Rank	Bus Stop	Weekday Ons/Offs
1	41 st Av (SB)	5,219
2	41 st Av (NB)	3,805
3	30 th Av (SB)	1,767
4	Broadway (NB)	1,508
5	Broadway (SB)	1,403

Source MTA – October 2019



Existing Conditions

Bus Ridership

Least Utilized Bus Stops (all routes)

Rank	Bus Stop	Weekday Ons/Offs
1	30 Dr (NB)	29
2	Hoyt Av N (NB)	78
3	Hoyt Av N (SB)	82
4	36 Av (SB)	84
5	33 Av (SB)	95

Source MTA – October 2019



Feedback Map Portal

Feedback Map Portal



To add your comments:

Select Comment Type...

How do you want to submit your comment:

- Choose one

<https://nycdotprojects.info/project-feedback-map/21st-street-bus-priority-and-safety-study>

Feedback Map Portal

Initial Comments – Most common categories

Category	Number of Comments	Specific Concerns
No Crosswalk	18	Astoria Blvd complex Intersection, 25 th Rd, 33 rd Rd, 33 rd Ave, 39 th Ave
Areas of Opportunity	7	Citi Bike station at F Subway Station, bike lanes, trees/planters/benches
Aggressive Drivers	6	Unsafe for bikes and peds, double parking and wide roadway encourages aggression, Astoria Blvd complex intersection cited
Bus Stuck in Traffic	5	Double parking, difficult for buses to merge into traffic after stops, bus bunching, signal delays

82 Comments received as of 4/26/2021

Corridor Feedback

Corridor Feedback

Guidance

- **Join one of three breakout rooms**
- **All rooms will discuss all three corridor sections**
 - Queens Plaza North to 36th Ave
 - 36th Ave to Broadway
 - Broadway to Hoyt Ave North
- **DOT facilitator and note taker plus MTA staff in each room**
- **Volunteer from each breakout room to report discussion highlights**

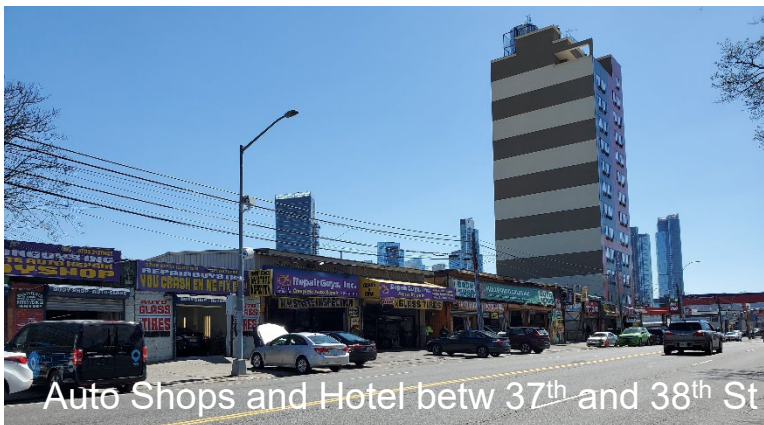
Corridor Feedback

Queens Plaza North to 36th Ave

Queens Plaza North to 36th Ave

Land Uses

- **High Density Residential**
 - Queensbridge Houses
- **Industrial**
- **Auto-oriented commercial**
- **Hotels**
- **Institutional**
 - Library
 - PS 111



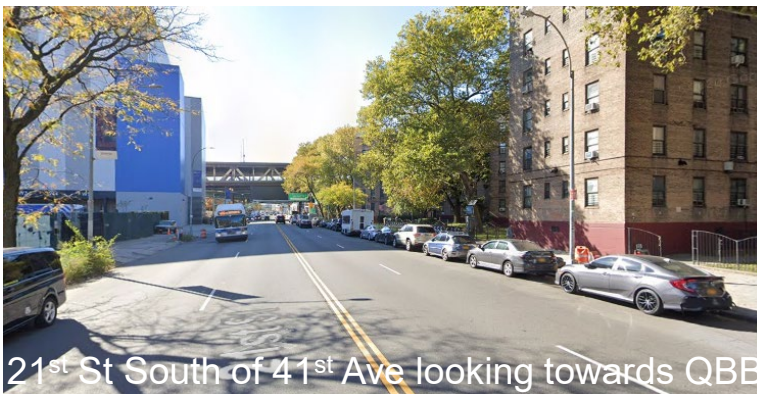
Auto Shops and Hotel betw 37th and 38th St



Queens Plaza North to 36th Ave

Roadway

- 60' wide street
- Two travel lanes in each direction
- Peak hour left turn bans at 36th, 37th, and 38th Aves
- Street cleaning curb regulations predominate
- Peak hour no standing curb regulations at southern end



21st St South of 41st Ave looking towards QBB



Queens Plaza North to 36th Ave

Transit

- Three main bus lines (Q66, Q69, Q100)
- One block sections used by Q102, Q103
- 41st Ave – Major subway-bus transfer



Queens Plaza North to 36th Ave

Discussion Items

- **Bus Stop Conditions**
- **Bus Congestion and Delay**
- **Pedestrian Safety**
- **Curb Use/Parking/ Double Parking**
- **Other Issues**



Corridor Feedback

36th Ave to Broadway

36th Ave to Broadway

Land Uses

- **High Density Residential**
 - Ravenswood Houses
 - Queensview / North Queensview Homes
 - Hanac Senior Residents
- **City Agencies**
 - DSNY Queens West 1 Garage (To move)
 - NYPD PSA 9 : Ravenswood
- **Auto-oriented commercial**
- **Institutional**
 - LIC High School



DSNY Garage



36th Ave to Broadway

Roadway

- 60' wide street
- Two travel lanes in each direction
- Peak hour left turn bans at Broadway, 34th, 35th, and 36th Aves
- Street cleaning curb regulations predominate



36th Ave to Broadway

Transit

- Three main bus lines (Q66, Q69, Q100)
- Q66 leaves enters/exits corridor at 35th Ave



36th Ave to Broadway

Discussion Items

- **Bus Stop Conditions**
- **Bus Congestion and Delay**
- **Pedestrian Safety**
- **Curb Use/Parking/Double Parking**
- **Other Issues**



Corridor Feedback

Broadway to Hoyt Avenue North

Broadway to Hoyt Avenue North

Land Uses

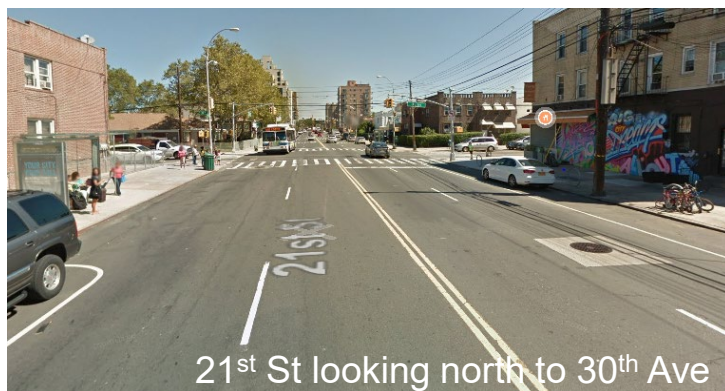
- **Older Low Density Residential**
- **New High Density Residential**
- **Small Scale Commercial**
 - E.g., restaurants
- **Institutional**
 - IS 126Q
- **Recreational**
 - Astoria Park



Broadway to Hoyt Avenue North

Roadway

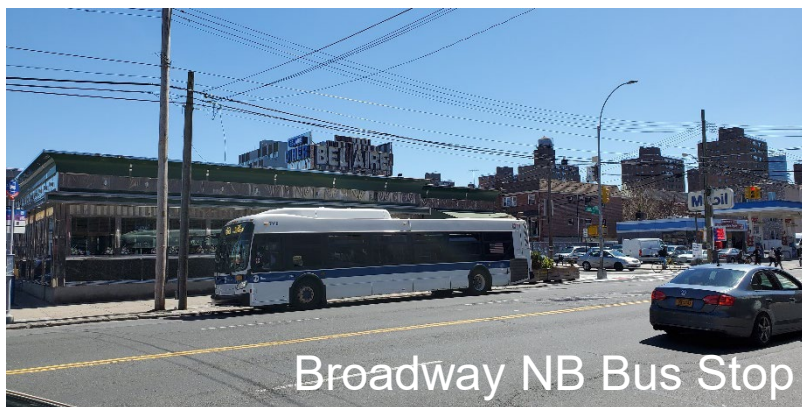
- **60' wide street**
- **Two travel lanes in each direction**
- **Peak hour left turn bans**
 - 28th Ave, 29th Ave, 30th Ave, 31st Ave, 31st Rd, 31st Dr, Broadway
- **Street cleaning curb regulations predominate**



Broadway to Hoyt Avenue North

Transit

- Q69 and Q100 travel on corridor
- Bus Transfers:
 - Broadway (Q104)
 - 30th Av (Q18, Q102)
 - Astoria Blvd (Q19)



Broadway to Hoyt Avenue North

Discussion Items

- **Bus Stop Conditions**
- **Bus Congestion and Delay**
- **Pedestrian Safety**
- **Curb Use/Parking/Double Parking**
- **Other Issues**



Corridor Feedback

Report Back and Discussion

- **Breakout Room 1 Report**
- **Breakout Room 2 Report**
- **Breakout Room 3 Report**
- **Questions and Discussion**

Next Steps

- DOT continuing work on traffic analysis and conceptual design options
- Summarize feedback received from CAB and Feedback Map and integrate into conceptual approaches
- Schedule next CAB Meeting – will share and discuss preliminary conceptual design approaches
- Plan for additional public engagement to get input on conceptual design approaches



Thank You!

Questions?



NYC DOT



NYC DOT



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