

21st Street Transit Priority & Safety Study

Community Advisory Board Meeting #3

June 10, 2021



Outline

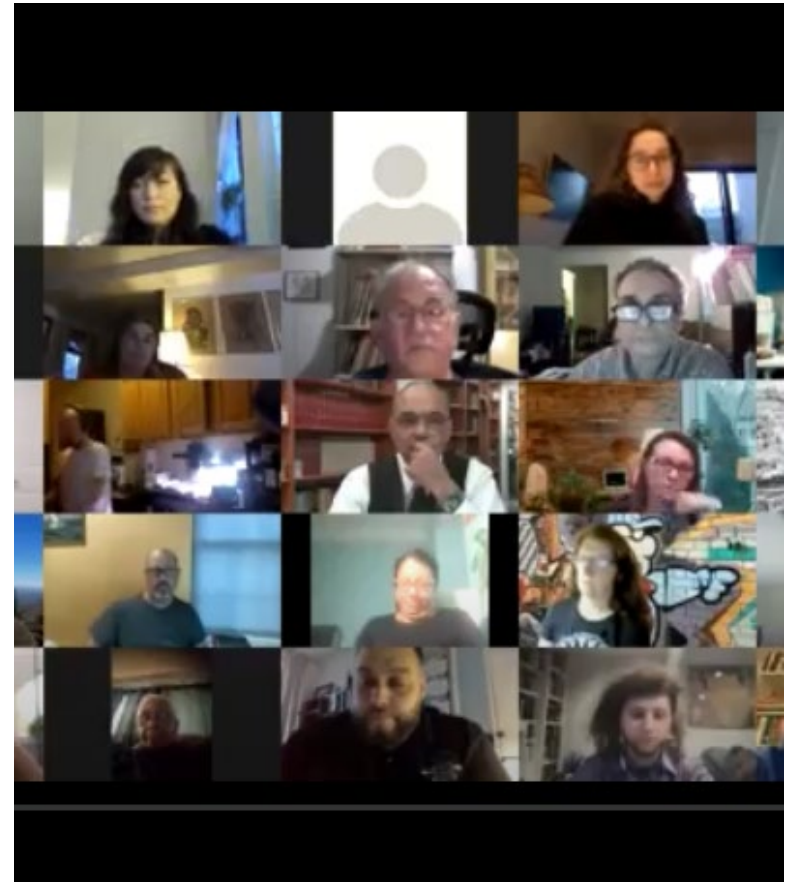
- CAB Meeting #2 Breakout Room Feedback
- Conceptual Design Options for 21st Street Bus Priority
- Public Engagement

CAB Mtg #2 Feedback

CAB Mtg #2 Feedback

Format

- **Three breakout rooms**
- **All rooms discussed 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 reported back discussion highlights**



CAB Mtg #2 Feedback

CAB-identified Issues

- **Need for bus-related improvements**
 - Buses slowed by double parking
 - Desire for improved conditions at bus stops
- **Sidewalk Parking**
 - Auto-oriented businesses
 - City agencies
 - Enforcement not effective
 - Blocks pedestrian access/unsafe
- **Double Parking**
 - Creates congestion
 - Impacts buses
 - Leads to unsafe, reckless driving
 - Lack of curb regulations to accommodate loading



CAB Mtg #2 Feedback

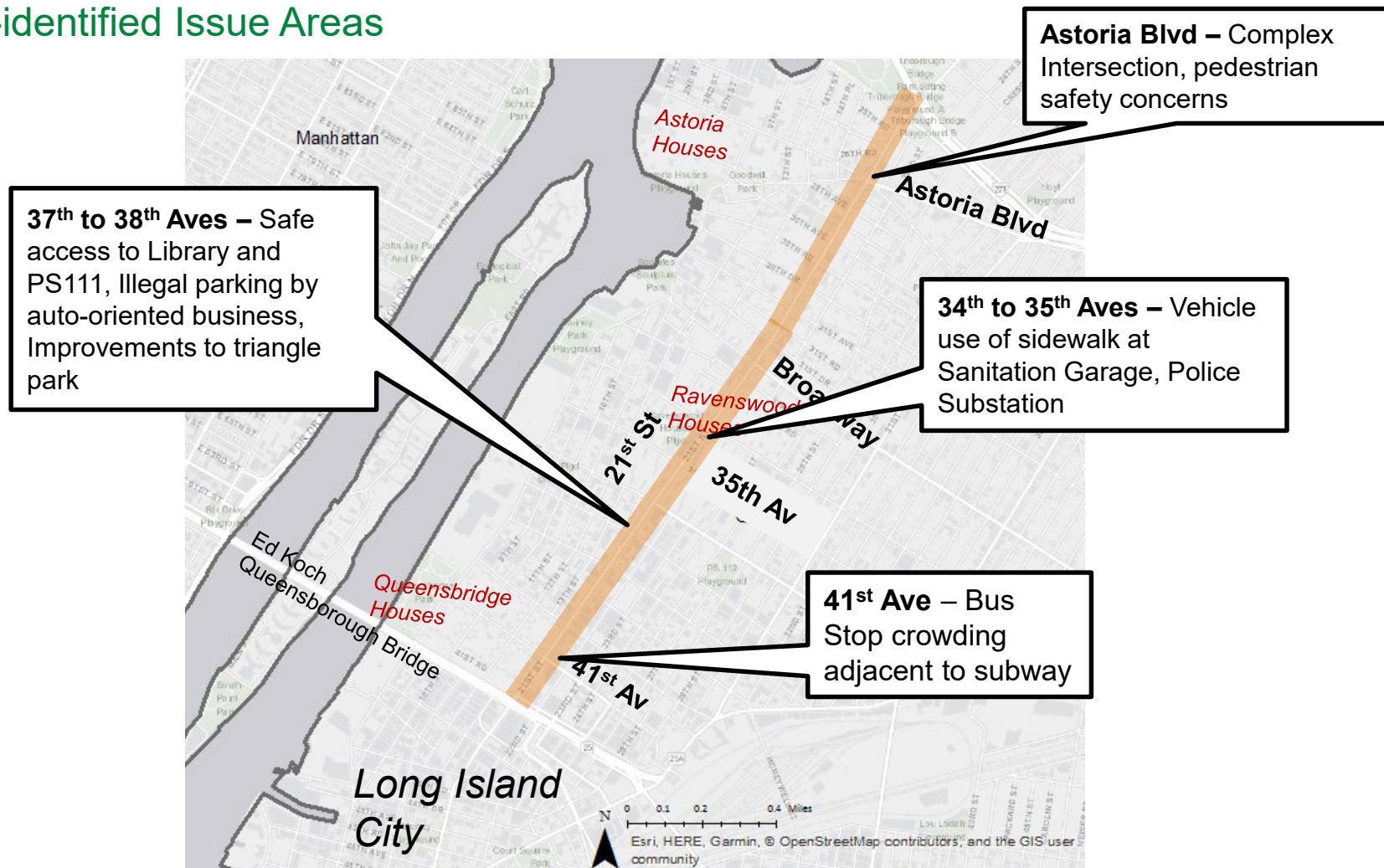
CAB-identified Issues

- **Lack of pedestrian crossings**
 - Long blocks
 - Unsignalized intersections
- **Pedestrian safety concerns at signalized intersections**
 - Turning conflicts
 - Limited pedestrian signal walk time
 - Desire for more crossing guards
 - Painted neckdowns should be built out
 - Interest in medians
- **Desire for corridor amenities and beautification**
 - Street Trees
 - Seating
 - Landscaping



CAB Mtg #2 Feedback

CAB-identified Issue Areas



CAB Mtg #2 Feedback

Follow up Items

- Engage with Auto Oriented Businesses on sidewalk parking and consider design solutions
- Observe double parking to determine potential areas for loading regulations
- Explore street trees with DPR
- Follow up on outstanding and new requests for traffic signals
- Engage with PS111 regarding safety enhancements around the school
- Investigate pedestrian improvements in vicinity of Astoria Blvd

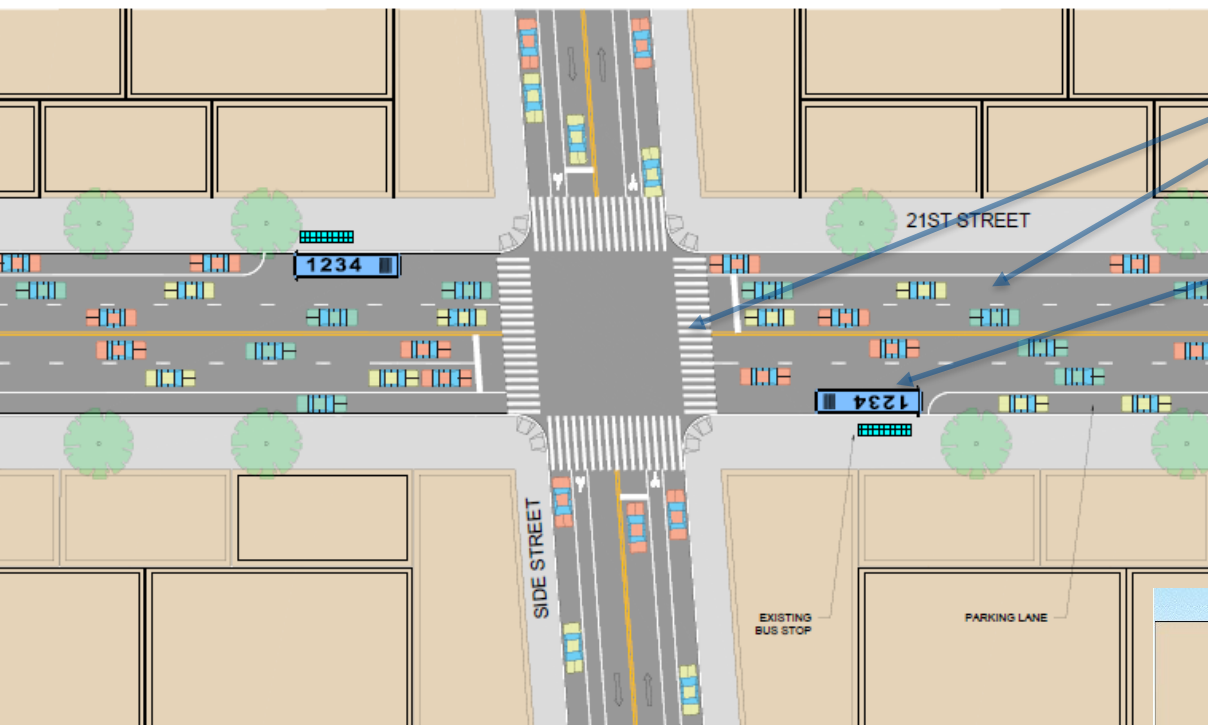
Conceptual Design Options

Conceptual Design Options

Overview

- Three potential bus priority and safety treatments for a typical block of 21st St
- Options subject to refinement based on CAB input and further geometric analysis
- Full corridor design could employ one or more design option
- Traffic analysis will be performed on full corridor design

21st Street Today

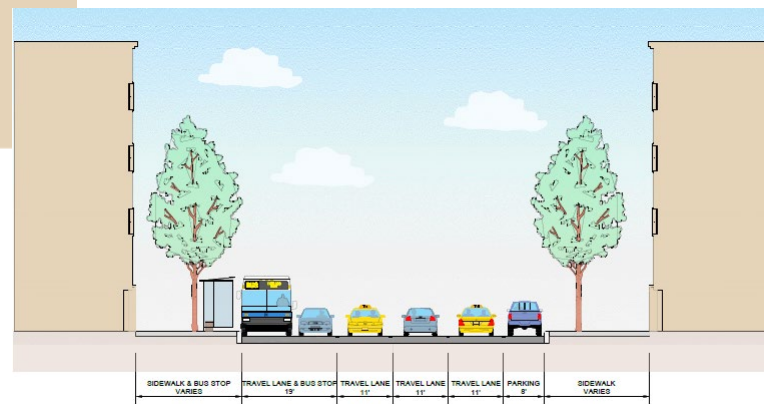


Existing Conditions

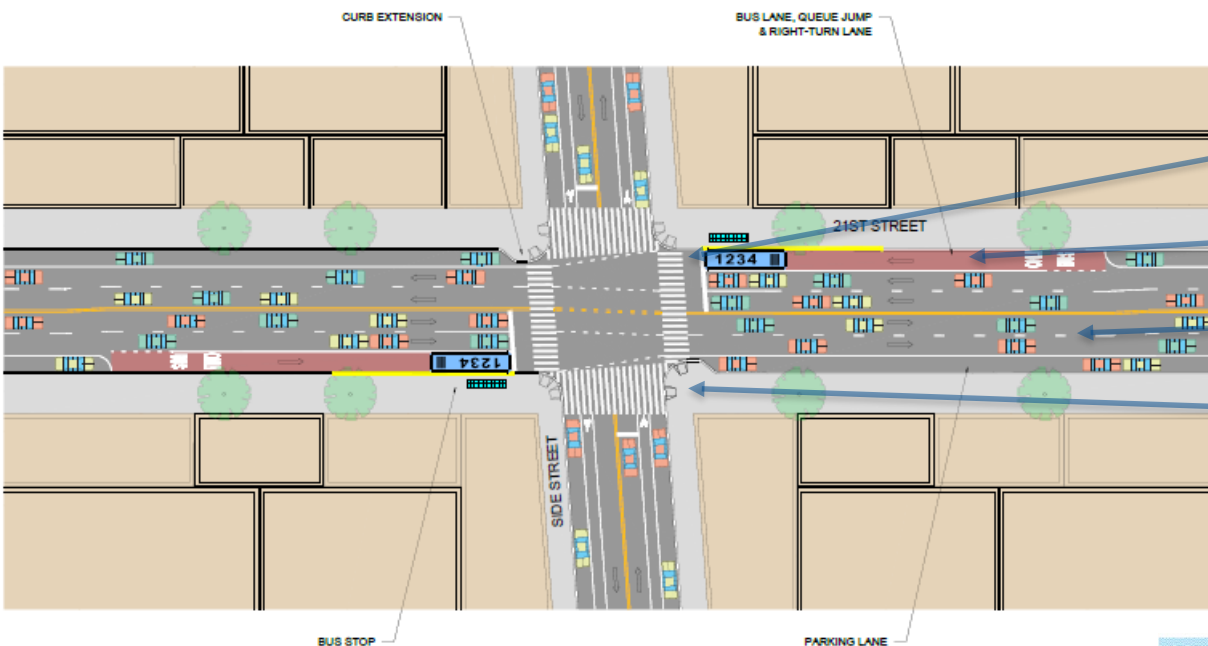
Pedestrians have a long crossing of 21st Street

Buses use same lane as other traffic and can get caught in congestion or behind double parked cars

Buses must pull in and out of bus stops which slows them down



Option #1 – Queue Jump Lanes and Signals

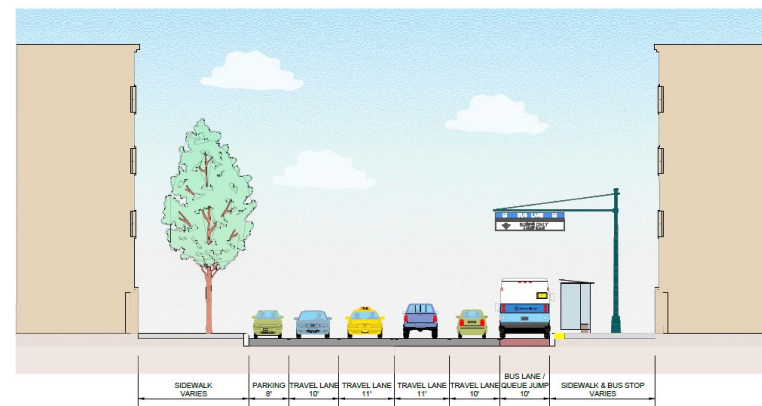


Benefits

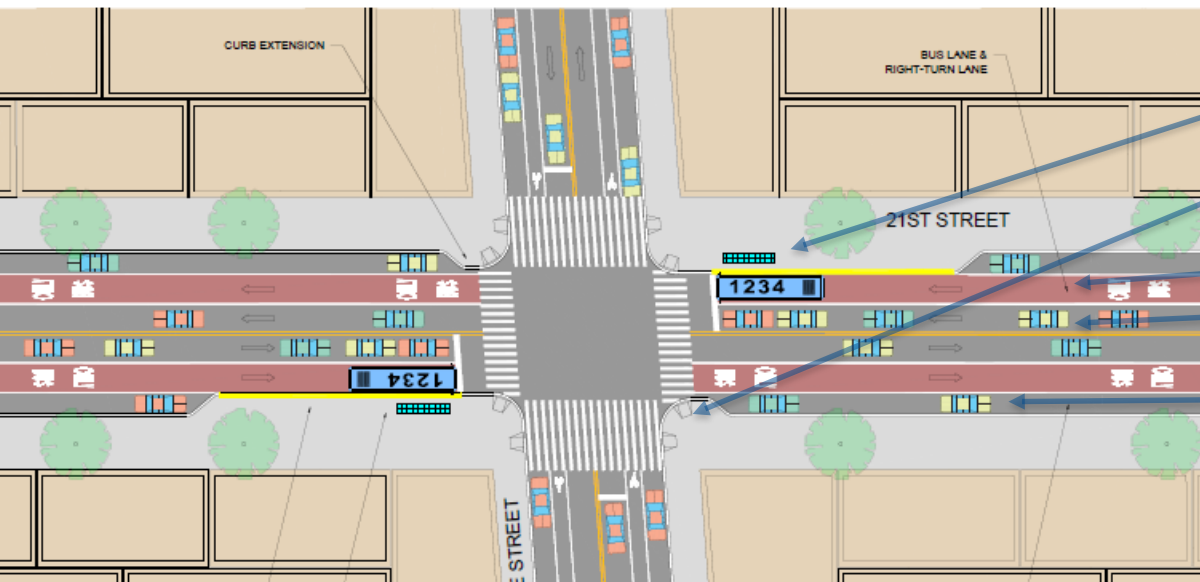
- After picking up passengers, buses can get a “green light” before other traffic
- Buses have their own short lane to pass traffic and reach bus stops
- Same number of travel lanes for cars and trucks as today
- Curb extensions shorten distance for pedestrians to cross 21st Street

Limitations/Challenges

- Buses subject to congestion delay excepting intersection approaches
- Curbside queue jump lanes could experience illegal standing/parking
- Pedestrian curb extensions would be paint prior to a capital buildout
- Parking removal to allow for curbside queue jump lanes.



Option #2 – Offset Bus Lanes with Bus Bulbs

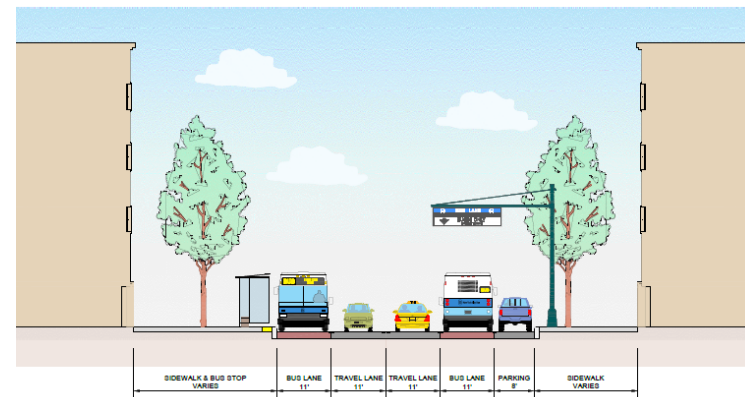


Benefits

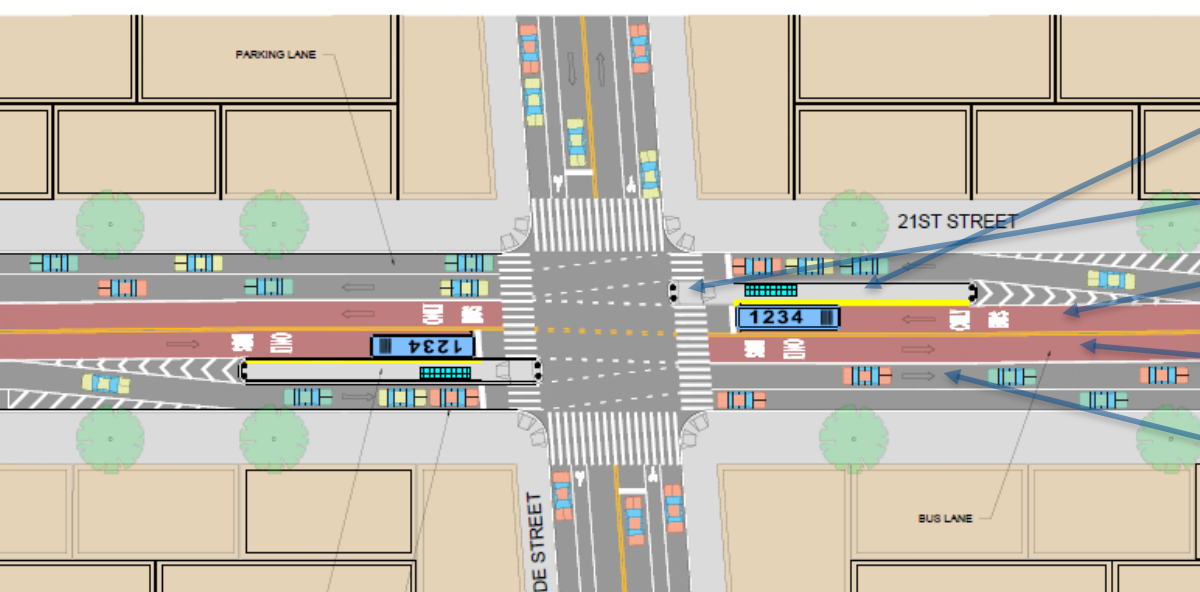
- Bus bulbs provide extra space for people waiting for bus
- Bus bulbs and curb extensions shorten distance for pedestrians to cross 21st Street
- Buses have their own lane so can move faster
- Less speeding with a single lane for cars and trucks
- Amount of car parking about the same as today

Limitations/Challenges

- Offset bus lanes may experience double parking without other measures in place
- Build out of bus bulbs requires capital project. Plastic “bus boarders” may be implemented sooner in some locations
- Reduction of traffic capacity – further traffic analysis required
- Left turn restrictions required unless bus lane is shifted to curb at intersections



Option #3 – Center Running Bus Lane w/ Bus Stop Islands

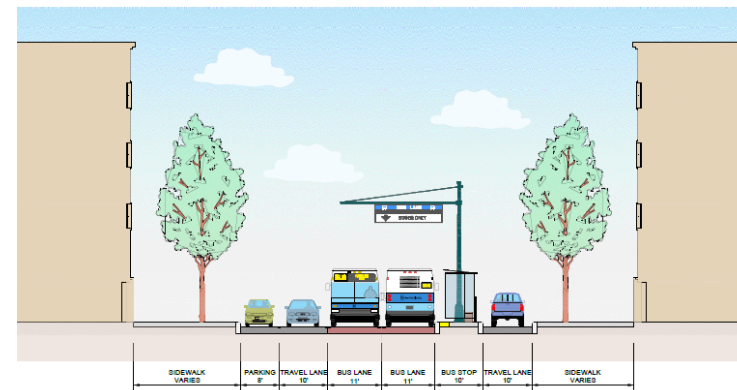


Benefits

- Bus stop islands provide extra space for people waiting for bus
- Islands extend into crosswalk – makes it safer for pedestrians to cross 21st Street
- Buses have their own lane so can move faster
- Center running bus lane avoids double parked vehicles
- Less speeding with a single lane for cars and trucks

Limitations/Challenges

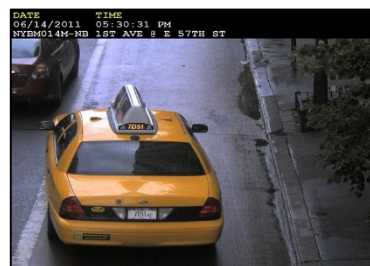
- Reduction of traffic capacity – further traffic analysis required
- Left turn restrictions required
- Buses will need to transition to/from center-running lanes on either side of treatment
- Parking removal to allow for curbside travel lanes.



Other Potential Improvements

Compatible with all Options

- Vehicle loading zones to reduce double parking
- Additional left turn restrictions to improve traffic flow on 21st Street
- Additional traffic signals/pedestrian crossings (subject to engineering study)
- Bus lane camera enforcement



Conceptual Design Options

Questions for CAB

- In your opinion, how does each option address:
 - pedestrian safety?
 - slow and unreliable bus service?
 - bus stop conditions?
- Would some additional traffic congestion be an acceptable tradeoff for the pedestrian safety and bus improvements (options 2 and 3)?
- Would some on-street parking loss be an acceptable tradeoff for the pedestrian safety and bus improvements (options 1 and 3)?

Public Engagement

Public Engagement

Community Pop-ups



- DOT Street Ambassadors to share design options and get feedback from users of 21st St
- Scheduled for June 13th (Sun), 14th (Mon) & 16th (Wed)
- Locations will include 41st Ave and Broadway
- Street Ambassadors will be masked

Public Workshop



- Virtual Zoom Session
- Date TBD
- Goal is to receive additional general feedback on 21st St issues and design options

Next Steps

- Continue to gather community input on the design options
- Follow up on issues raised by CAB
- Develop a corridor design that utilizes one or more of the design options
- Conduct preliminary traffic analysis
- Share draft corridor proposal with CAB

Thank You!

Questions?



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