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

NYC DOT & MTA

Document traffic, bus and safety conditions

Share potential design approaches to improve bus operations and safety

Develop and refine conceptual corridor plan

CAB

Provide local knowledge. Communicate issues, concerns, and desires

Provide input on design approaches

Provide input on conceptual corridor plan

Implementation

• Community Board presentation
• Final corridor plan
• Potential implementation
Introduction

Potential Public Engagement

Community Pop-ups

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.

Public Workshops

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

MTA
Better Buses
New York City DOT
Toolbox – Pedestrian Safety

Pedestrian Island

Hillside Ave, QN

Painted Curb Extension

21st St @ 31st Dr, QN
Toolbox – Parking

Truck Loading Zones

Parking Meters

Short Term 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
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

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

*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
Existing Conditions

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

- Pedestrian KSI location
- Pedestrian fatality

- Pedestrian KSI location
- Pedestrian fatality
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?