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

- 1,467
- 887
- 904
- 357
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 – 10,231 veh
2021 – 8,643 veh
## Existing Conditions

Comparison of Traffic Volumes (2021)

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

Percentage Heavy Vehicles (Trucks and Buses)

Source: May/June 2019 Intersection Counts, though movements

Heavy Vehicle Percentage - 21st St

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)

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

Source MTA – October 2019
Existing Conditions

Bus Ridership

Least Utilized Bus Stops (all routes)

<table>
<thead>
<tr>
<th>Rank</th>
<th>Bus Stop</th>
<th>Weekday Ons/Offs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>30 Dr (NB)</td>
<td>29</td>
</tr>
<tr>
<td>2</td>
<td>Hoyt Av N (NB)</td>
<td>78</td>
</tr>
<tr>
<td>3</td>
<td>Hoyt Av N (SB)</td>
<td>82</td>
</tr>
<tr>
<td>4</td>
<td>36 Av (SB)</td>
<td>84</td>
</tr>
<tr>
<td>5</td>
<td>33 Av (SB)</td>
<td>95</td>
</tr>
</tbody>
</table>

Source MTA – October 2019
Feedback Map Portal
Feedback Map Portal

https://nycdotprojects.info/project-feedback-map/21st-street-bus-priority-and-safety-study
## Feedback Map Portal

### Initial Comments – Most common categories

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

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
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

![Map of 36th Ave to Broadway with Land Uses marked](image-url)
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/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?