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

37th to 38th Aves – Safe access to Library and PS111, Illegal parking by auto-oriented business, Improvements to triangle park

34th to 35th Aves – Vehicle use of sidewalk at Sanitation Garage, Police Substation

41st Ave – Bus Stop crowding adjacent to subway

Astoria Blvd – Complex Intersection, pedestrian safety concerns
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?