

Better Buses Restart: Downtown Flushing Main St. Busway

Information Session | September 10, 2020

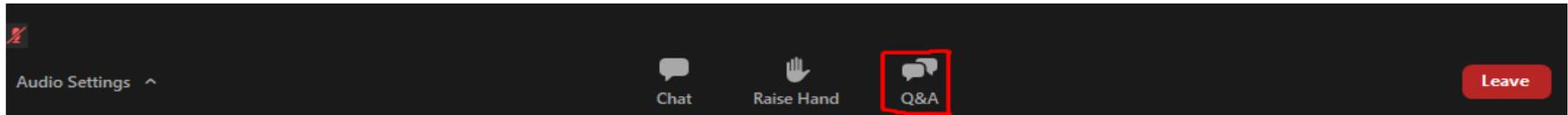


Participation and Q+A

- Chat feature is not available - All questions should be submitted with the in-app Q+A feature
- Audience does not have video or audio
- Those participating by dial-in phone will not be able to view the presentation or utilize the Q+A feature
- Questions that are off topic or contain derogatory language will not be addressed
- This presentation will be posted online at nyc.gov/busprojects. Feedback may be submitted at that website or by calling the DOT Queens Borough Commissioner's Office (212-839-2510)

How to Use the Q+A Feature

- Q+A feature located on bottom of screen



- Question and Answer box will appear, type your question below.
- Questions may be submitted anonymously
- Answered questions will be shown on screen

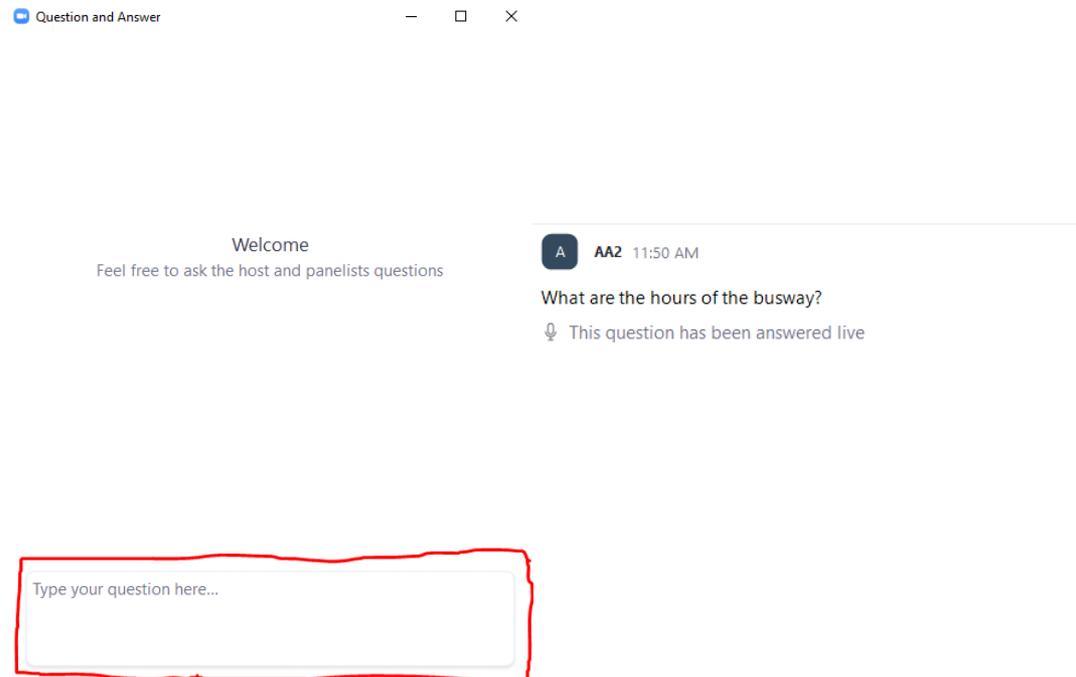


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Better Buses Restart

Project Selection Considerations

- Prioritize vulnerable populations, essential workers
- Number of bus passengers served
- Expedited implementation feasibility
- Geographical equity

Why Expedited?

- The Mayor announced these projects on June 8th as part of the city's reopening plan
- These projects will help people get around more easily, with better service, and less crowding
- Buses have played a vital role in moving people on public transit during shutdown and continue to as re-opening begins
- Ridership on buses is at 46% of pre-Covid levels, while subways ridership is only at 27% *

*as of 9/2/2020



Better Buses Restart

DOT will take an expedited implementation approach

- DOT is committed to the public engagement process throughout this 1 year pilot
- Formation of Community Advisory Boards to guide project during and after implementation
- Work with community to have a robust feedback loop to make timely adjustments as needed

2020 Restart Projects: Expedited Implementation

- Partial use of toolbox (e.g., lane markings, signs) at outset, no red paint
- Significant need for TEAs to ensure compliance
- Focus on available data prior to implementation; data collection and monitoring after

Project Background



Corridor Background



Main St. between 39th Ave. and Roosevelt Ave.



Main St. and 39th Ave.

- Very dense commercial and residential area with strong transit connections
- 11 MTA bus routes along this corridor in the northbound direction
- Ridership on these routes is 155,000 (pre-pandemic)
- 28,000 daily bus passengers make a bus to 7 train subway transfer at Main St. (pre-pandemic)
- Buses in northbound direction move at a slower speed than walking
- 3rd busiest pedestrian intersection in the city located at Main St. & Roosevelt Ave.
- Safe Streets for Seniors program area
- Main Street is a Vision Zero Priority Corridor within a Vision Zero Priority Area

Main St Busway in Context



- Several Studies and projects in the past to address congestion
 - “one-way pair” Study for Main St. and Union St.
 - Q44 SBS Service
 - Sidewalk widening project and Southbound bus and truck only on Main St from 37th Ave. to 40th Rd.
- Development and growth continue in downtown Flushing
- Important to provide robust, reliable transportation to keep Flushing vital
 - Limited space available, more cars in the area is not feasible
 - Busway will help meet these growing transportation needs

Ridership Volumes

Total Bus Ridership for Routes Along Busway Corridor*

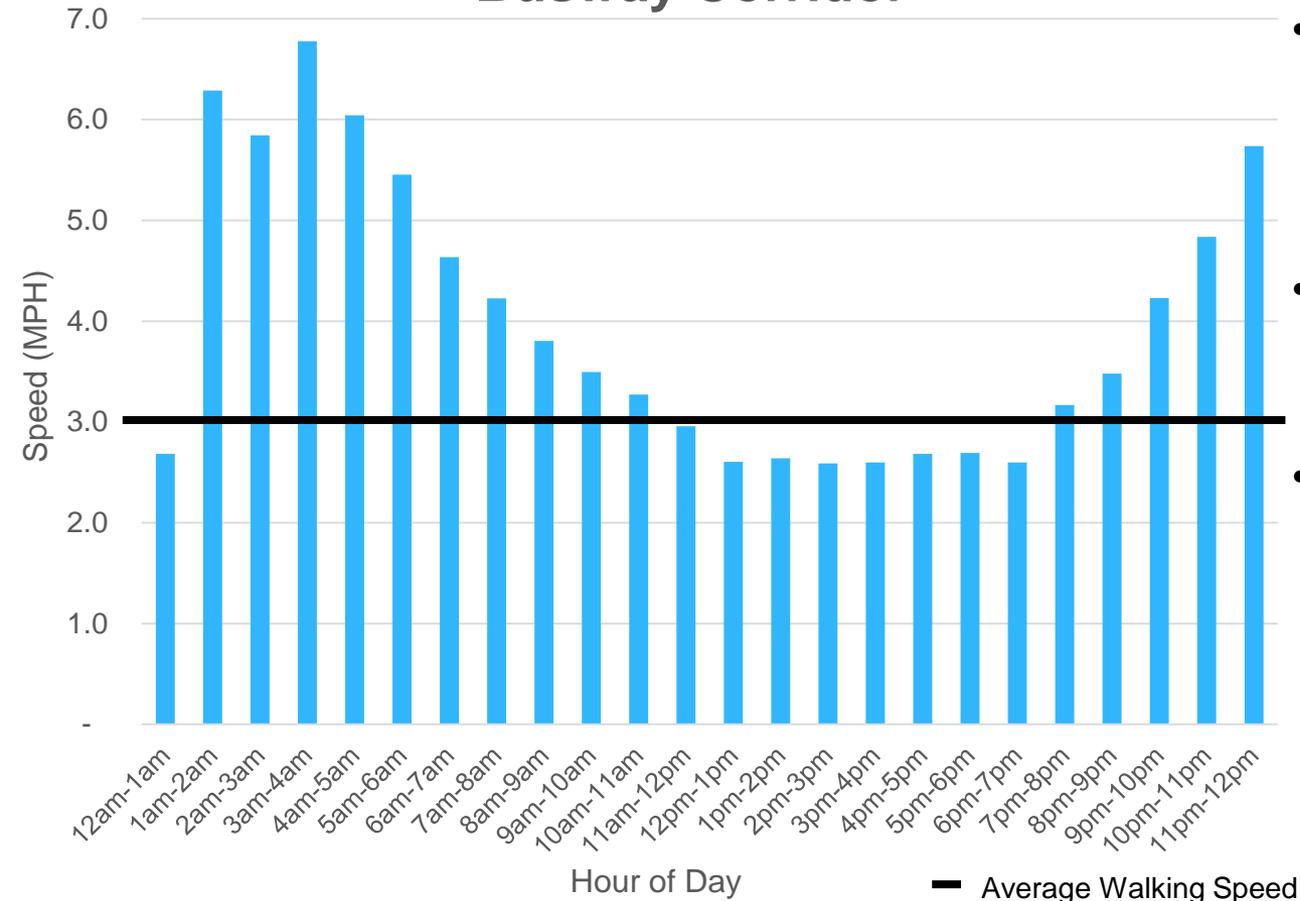


- Weekday Bus ridership is above:
 - 10,000 during peak periods
 - 5,000 between 6am- 8pm
 - 1,000 per hour between 4 am and midnight
- Weekend ridership averages above 1,000 per hour between 5 am and midnight

*October 2019 Data

Northbound Bus Speeds on Main St.

Average Weekday Bus Speeds on Busway Corridor*

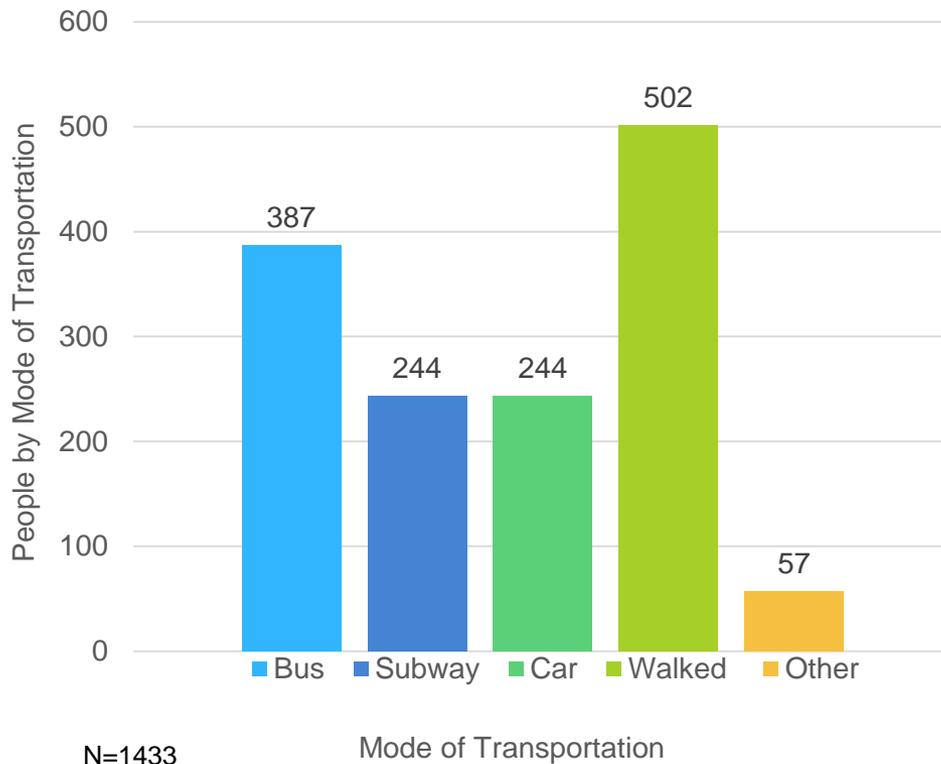


- Weekday Bus Speeds:
 - Under 5 MPH from 6am-11pm, 12am-1am
- Slower than leisurely walking pace between 11am-7pm
- Bus speeds never even reach 7 MPH: Over 1 MPH slower than the overall average Queens bus speeds

* October 2019 Data

2015 MTA Main St Shoppers Study

Survey of People on Main St.,
Franklin Ave. to Northern Blvd.



- Only 17% (244) of people on Main St. arrived by cars vs. 27% (387) arriving by bus
- Only 4% (61) of total people park on Main St., with the majority of drivers instead parking in a garage or lot and the remaining parking on other streets
- Of those whose primary purpose is shopping (459) on Main St. only 19% (87) arrived by car

Proposal



Northbound Busway on Main St. & Kissena Blvd.

- Busway will begin at Sanford Ave. on both Main St. and Kissena Blvd. and extend to Northern Blvd.
- Will allow buses, commercial trucks, **and local access for private vehicles**
- Busway hours will be in effect 24/7, matching the southbound regulations
- **No parking loss on Busway corridor**



Main St. 和 Kissena Blvd. 上的 Northbound Busway

- Busway 將從 Main St. 和 Kissena Blvd. 上的 Sanford Ave. 開始，並延伸到 Northern Blvd.
- 可讓公車、商用卡車及目的地在附近的私人車輛進出每個街區
- 提議的公車專用道將 24/7 開放，符合南向法規
- Busway 預期不會導致停車位減少



Approach to Implementing Busway

- **All vehicles are allowed local access**
- Only buses (including commuter and casino buses), trucks, and emergency vehicles will be allowed through access
- Other vehicles are allowed to drive on busway for local trips, pick-up/drop-off, and garage access but must make the next available right turn off Busway
- All left turns are restricted, except for buses and at 41st Ave.
- **Update current southbound restrictions to allow for local access and all buses, not just MTA buses**



Busway 實施方法

- 所有目的地在附近的車輛進出每個街區
- 只有公車（包含通勤及賭場專車）、卡車及緊急服務車輛才能從此處抄近路
- 允許其他車輛駛入公車專用道，但僅限於本地行程、上下車和進出車庫，且必須在下個可以右轉的地方轉彎離開 Busway
- 除了公車及在 41st Ave. 以外，禁止所有左轉行為。
- 更新目前的南向限制，以讓目的地在附近的車輛和所有公車進出，而非僅允許 MTA 公車



Improving Overall Transportation Network in Downtown Flushing

DOT is actively working to address the following community concerns:

- Feasibility of adjusting traffic signal at 40th Rd. and Main St. for safer pedestrian crossing and easier right turn for vehicles
- Possibility of allowing right turn off of Northern Blvd. onto Prince St.
- New signage on Northern Blvd. Bridge:
 - Alert motorists of southbound traffic restrictions on Main St. and to use Prince St., Union St., or Bowne St.
 - Encourage use of a U-turn off of the Northern Blvd. Bridge to access College Point Blvd. as alternative to Main St.
- Possibility of 39th Ave. conversion from two-way to one-way in the westbound direction
 - Benefits: more loading space and curb access
 - Challenges: circulation and access to the block is an indirect route

39th Ave. Conversion to One-Way Westbound

Description: Restore 39th Ave. between Main St. and Prince St. back to a one-way in WB direction operation. Currently, it is a two-way operation.

Access to Block if conversion takes place, in conjunction with NB Busway Between Sanford Ave. and Northern Blvd. and SB Busway 37th Ave. and 40th Rd.:

From College Point Blvd:

- Turn left or right onto 36th Rd.
- Turn right on Prince St.

From Main St.:

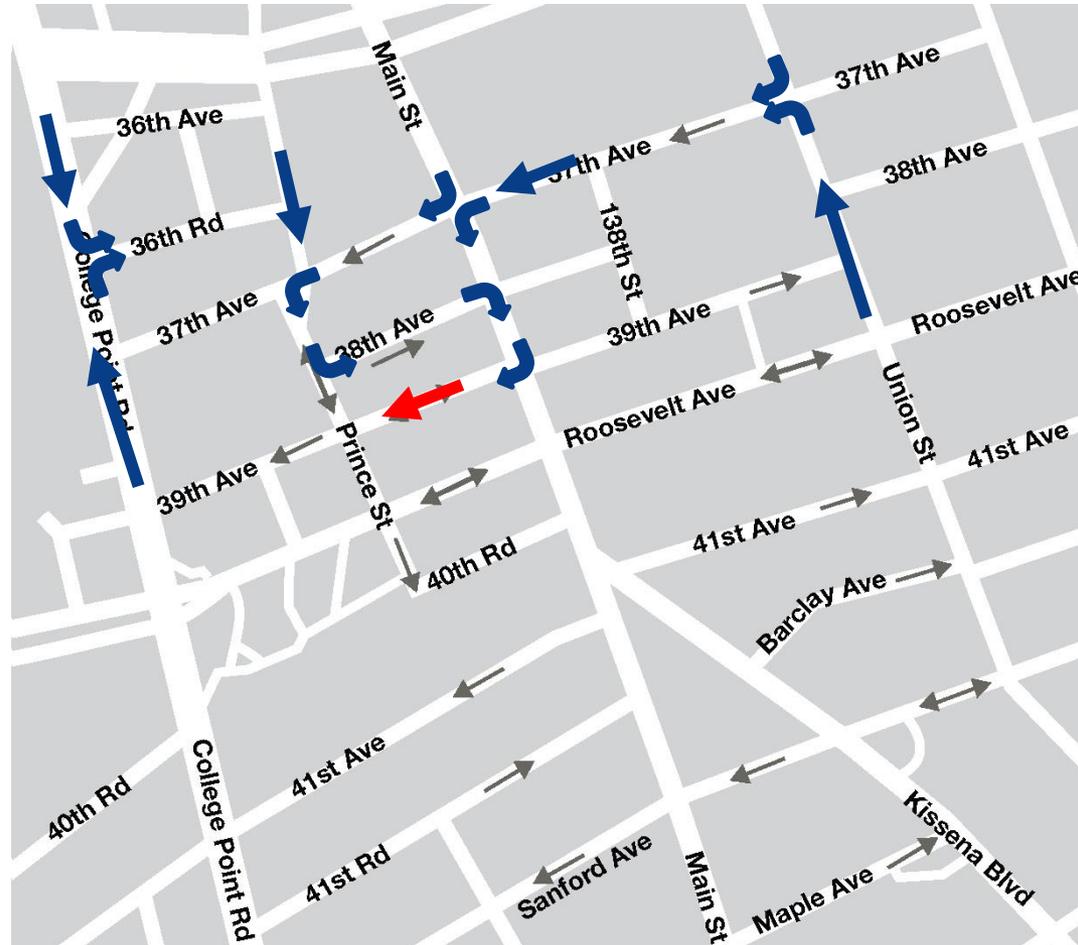
- Turn right on 37th Ave.
- Turn left on Prince St.

Once on Prince St.:

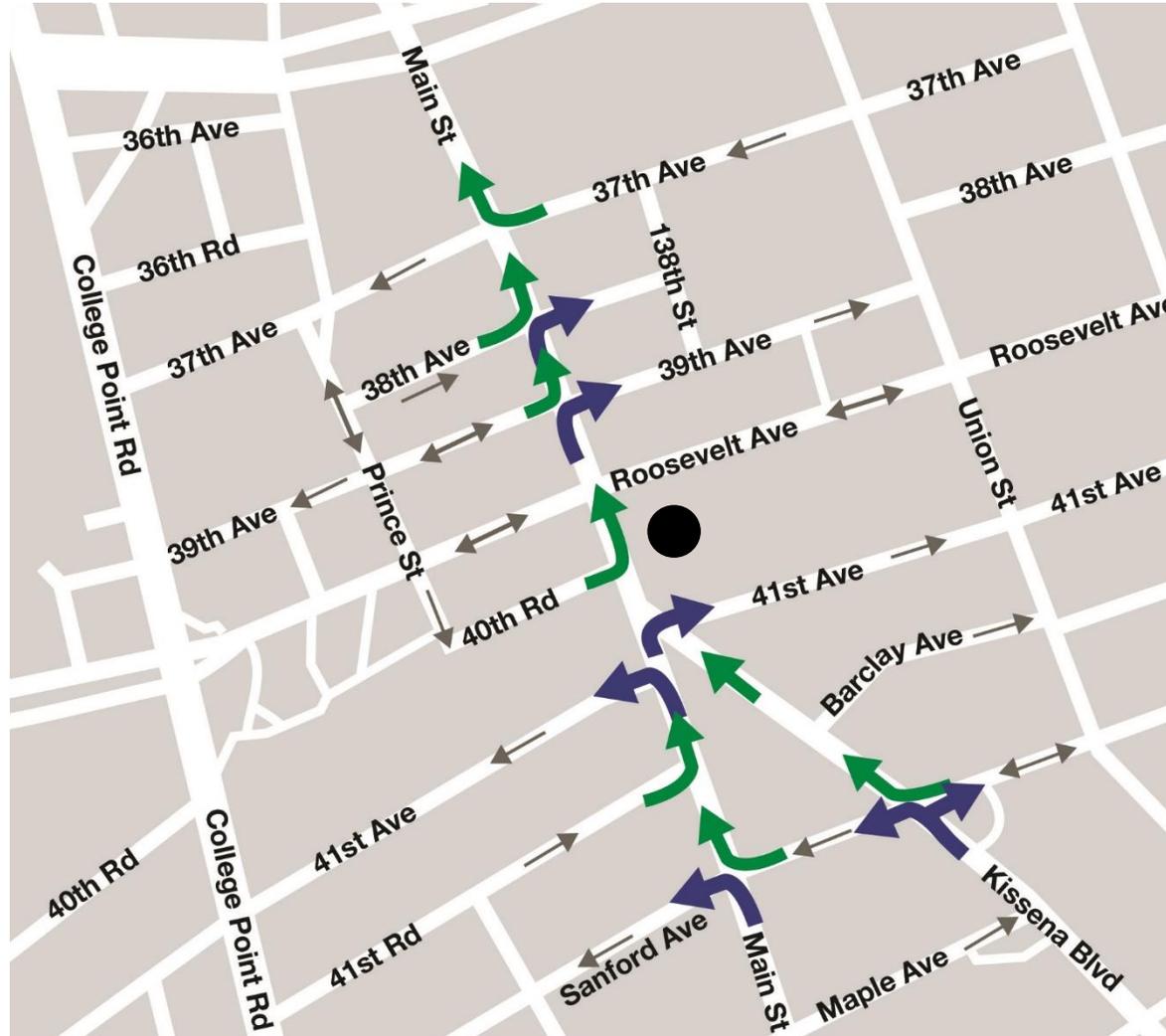
- Turn left on 38th Ave.
- Turn right on Main St.
- Turn right on 39th Ave.

From Union St.:

- Turn left or right on 37th Ave.
- Turn left on Main St.
- Turn right on 39th Ave.



Local Access Circulation on Busway



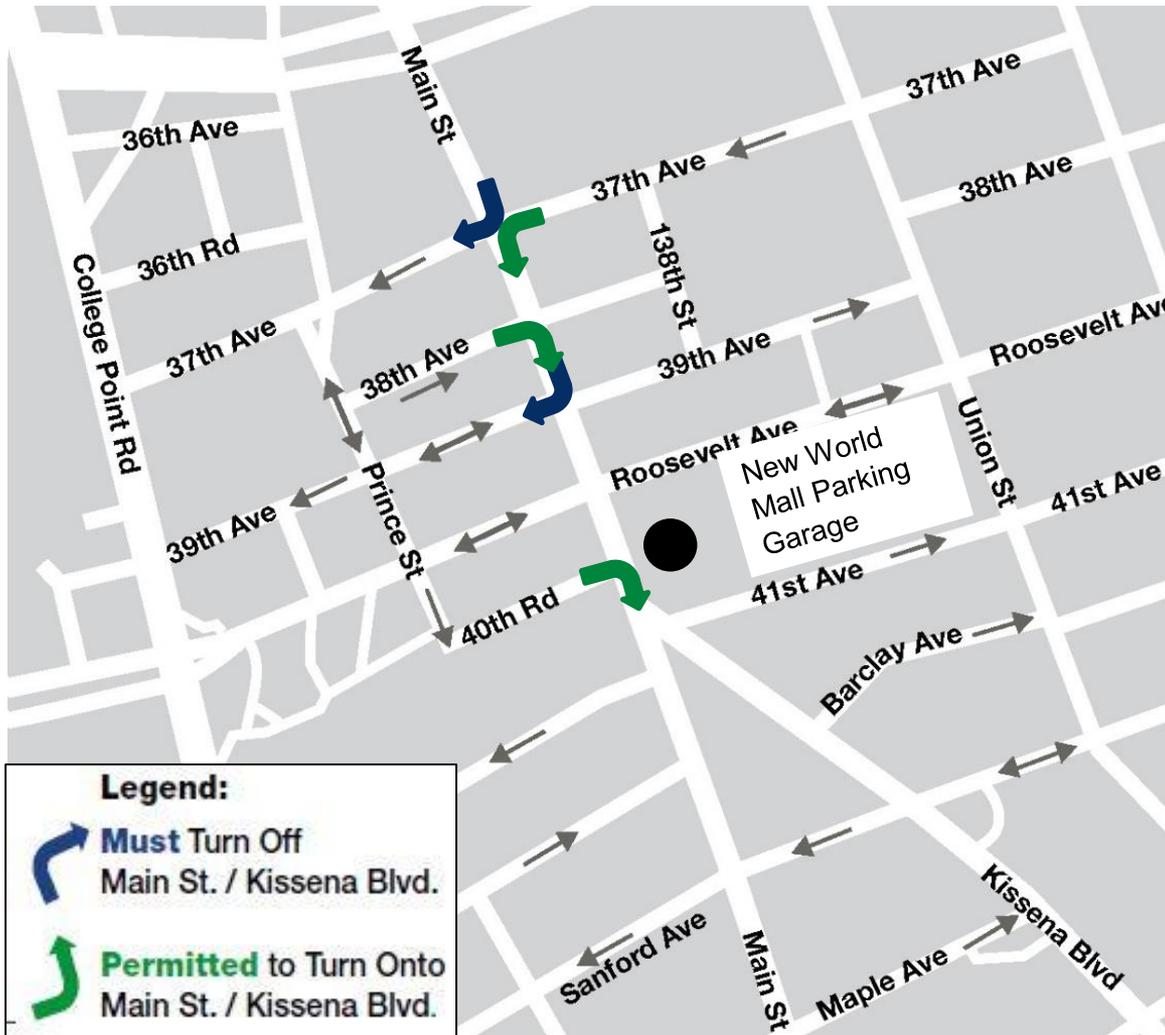
- Shows existing street conditions of 39th Ave as two-operation

● New World Mall Parking Garage

Legend:

-  **Must Turn Off**
Main St. / Kissena Blvd.
-  **Permitted to Turn Onto**
Main St. / Kissena Blvd.

Local Access Circulation for Southbound Main St.



- Existing: Only MTA Buses and Deliveries and shows existing street conditions of 39th Ave as two-operation



- New: All Buses and Trucks and Local Access permitted**

Monitoring Post-Implementation

- Traffic will be monitored throughout the 1-year pilot to allow for any modifications needed
- Traffic counts will be collected prior to implementation as a baseline
- After Busway implementation, traffic counts will be collected again to compare to the baseline counts
- Traffic observations will occur along the Busway corridor and adjacent streets to monitor traffic flow

Next Steps

- DOT will host second live information session open to the public via Zoom
 - **Monday, September 14th at 5 PM** - English with options for simultaneous translation in Korean or Spanish:
<https://zoom.us/j/92808395340>
 - Audience will have opportunity to submit written Q&A at both sessions
- Late September/Early October: Implementation begins
- Fall: First CAB meeting post-implementation

THANK YOU!

Questions?



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Appendix

Local Access Circulation on Busway

If you enter Main St from:	You must turn to exit on:
Sanford Ave.	41st Ave. (right or left turn)
41st Rd.	41st Ave. (right or left turn)
40th Rd.	39th Ave. (right turn)
39th Ave.	38th Ave. (right turn)
38th Ave.	Northern Blvd.
37th Ave.	Northern Blvd.
If you enter Kissena Blvd. from:	Turn to exit on:
Sanford Ave. (for access between Sanford Ave. and Barclay Ave.)	Turn right at Barclay Ave.
Sanford Ave. (for access between Barclay Ave. and 41st Ave.)	Must turn right at 39th Ave.

Access to New World Mall Garage

- Exit Main St prior to start of Busway, by turning left on Sanford Av
- Turn right on College Point Bl
- Turn right on Roosevelt Av
- Turn right on 40th Rd
- Enter busway on 40th Rd, continue straight into garage

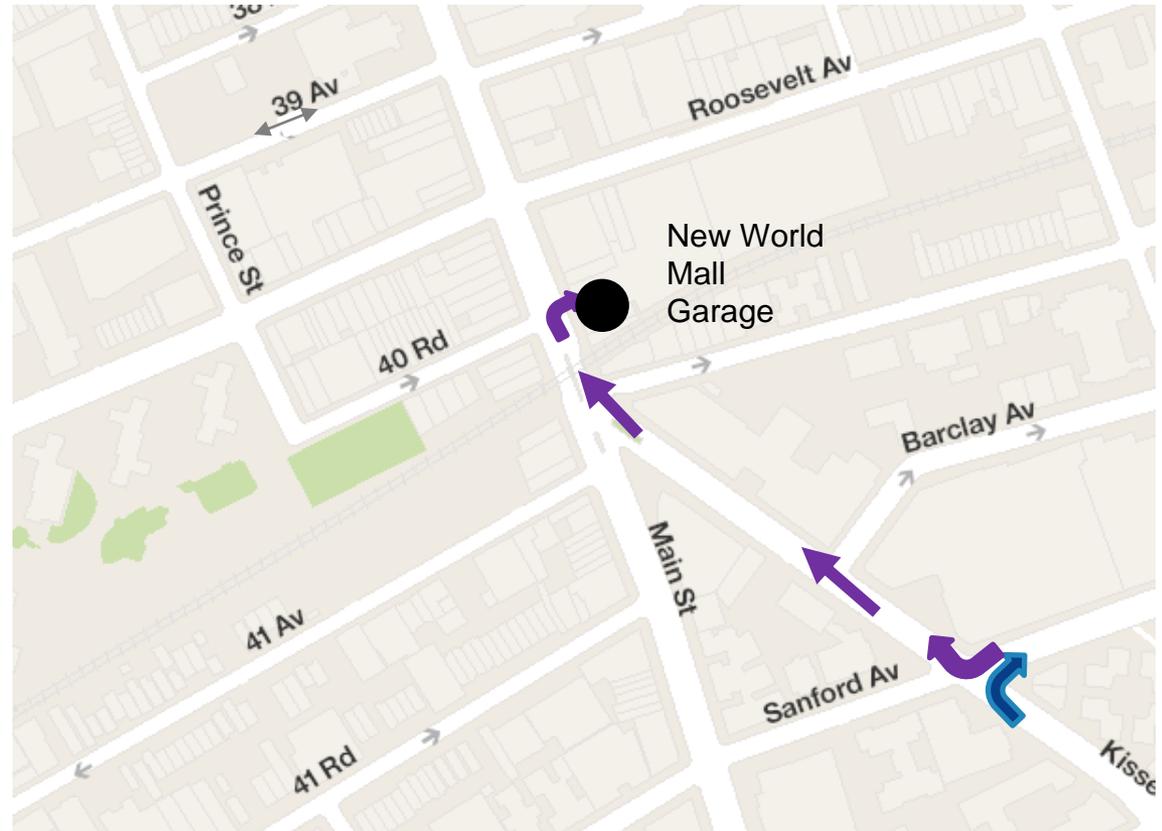


 All vehicles must exit, except for buses, trucks before busway begins

 Access to New World Mall Garage

Access to New World Mall Garage on Busway- from Kissena Bl

- Enter busway from Sanford Av and travel along busway
- Turn right to enter New World Garage



 Access to
New World
Mall Garage

 All vehicles must
exit, except for
buses, trucks