

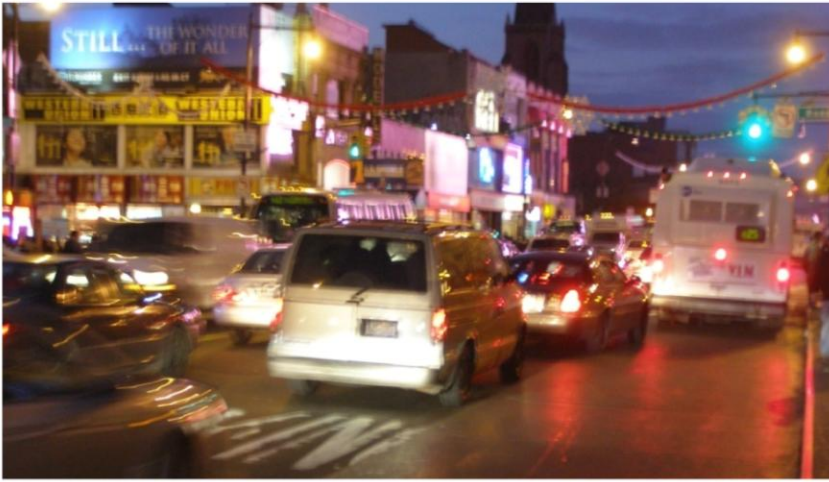
Downtown Flushing Traffic & Pedestrian Safety Improvements



Overcrowded Sidewalks

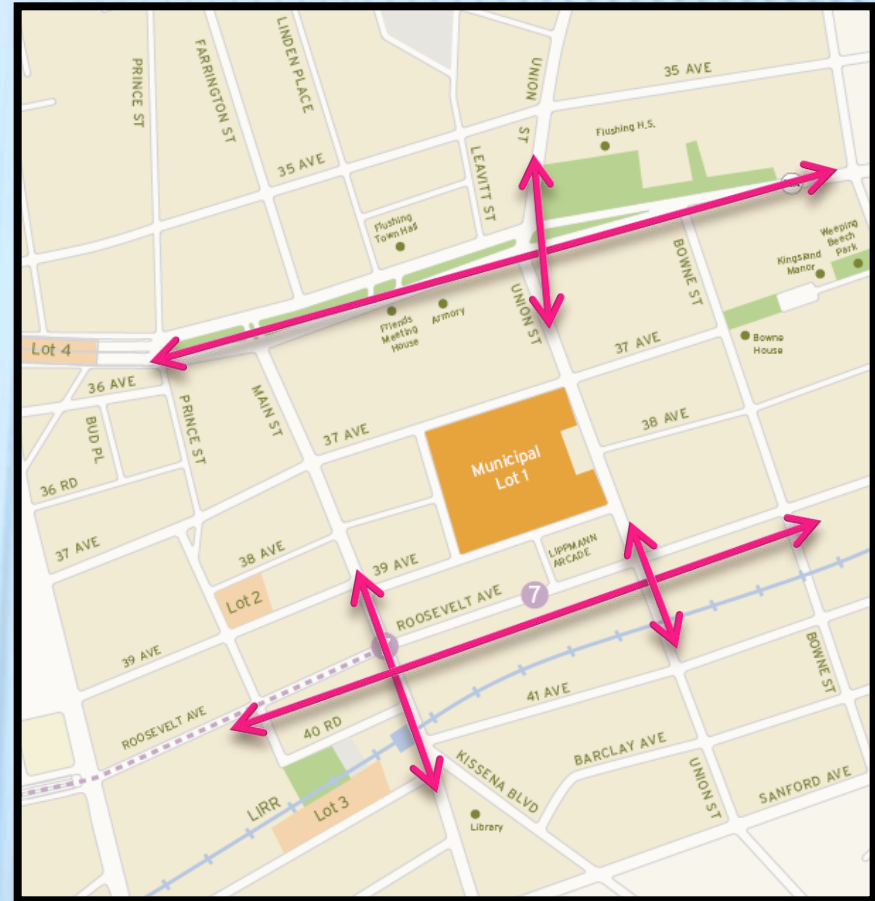


CONGESTED TRAFFIC FLOW



CONGESTED TRAFFIC FLOW

- Northern Boulevard between Prince Street and Parson Boulevard
- Roosevelt Avenue between Prince and Bowne Streets
- Main Street between 39th Avenue and Kissena Boulevard
- Union Street between 35th and 37th Avenues
- Union Street between 39th and 41st Avenues



OBJECTIVE:

To Improve Traffic and Pedestrian Safety

- Planned One-Way Plan Issues
 - Pilot Project
 - Safety/Operation
 - MTA/NYC Transit

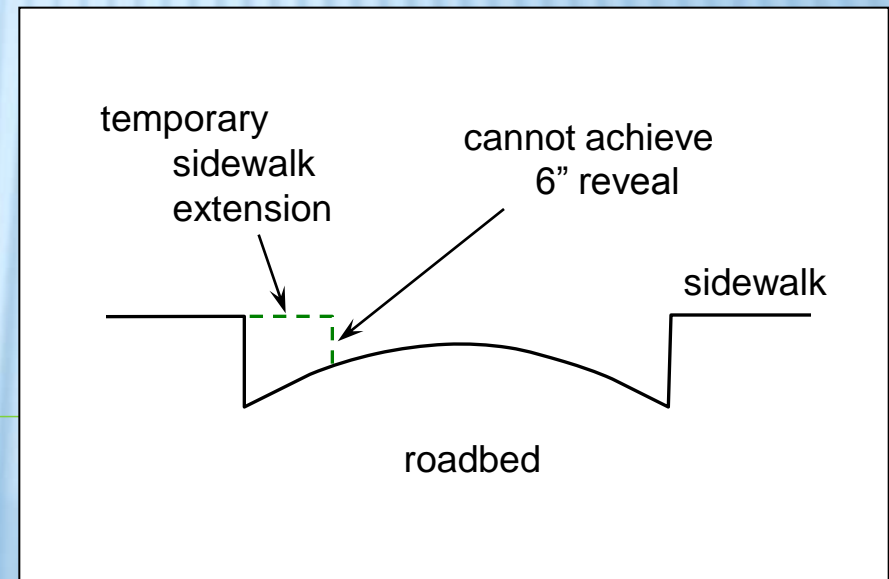
BUS OPERATIONS

- 20 Bus Lines rerouted by 2013 in response to proposed one-way operations

QBX1, Q12, Q13, Q14, Q15, Q16, Q17,
Q19, Q20A, Q20B, Q25, Q26, Q27, Q28,
Q34, Q44, Q48, Q58, Q65, Q66

➤ Pilot Project

- Temporary sidewalk widening is not feasible on Main Street (between 40th Road and 39th Ave) due to roadway crown
- Handicapped accessibility
- Drainage

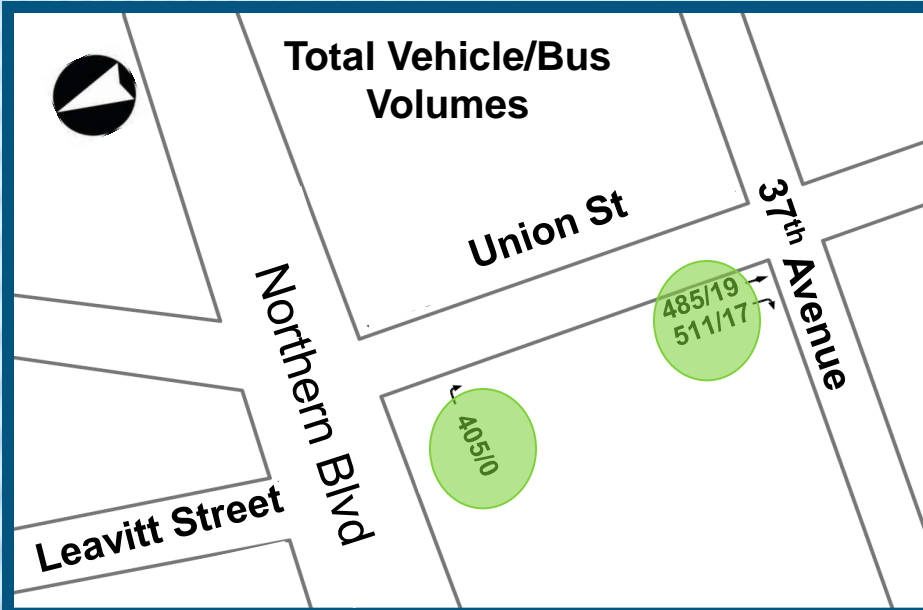


- Existing sidewalk would not be able to accommodate additional bus passengers due to increased bus activities

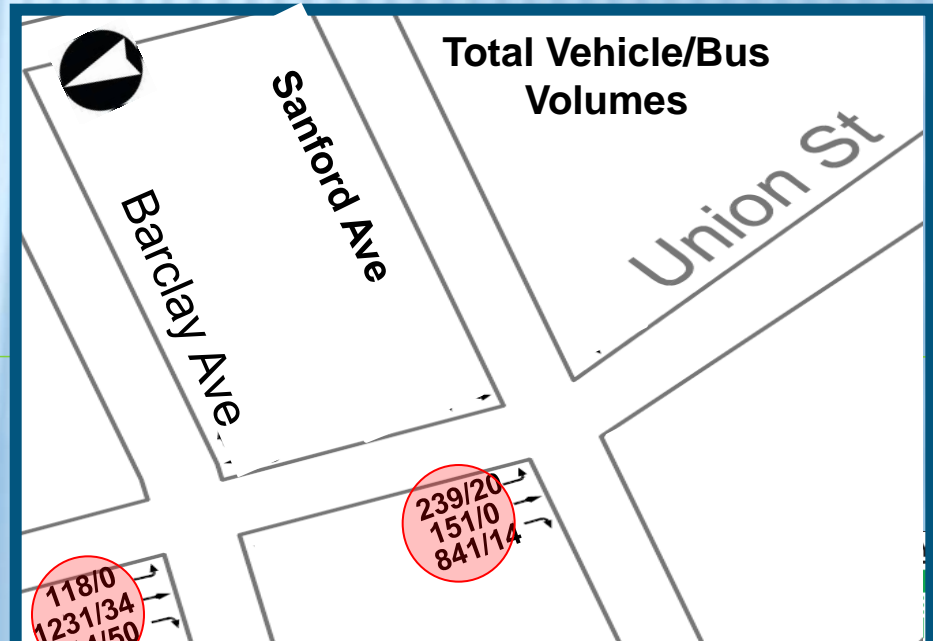
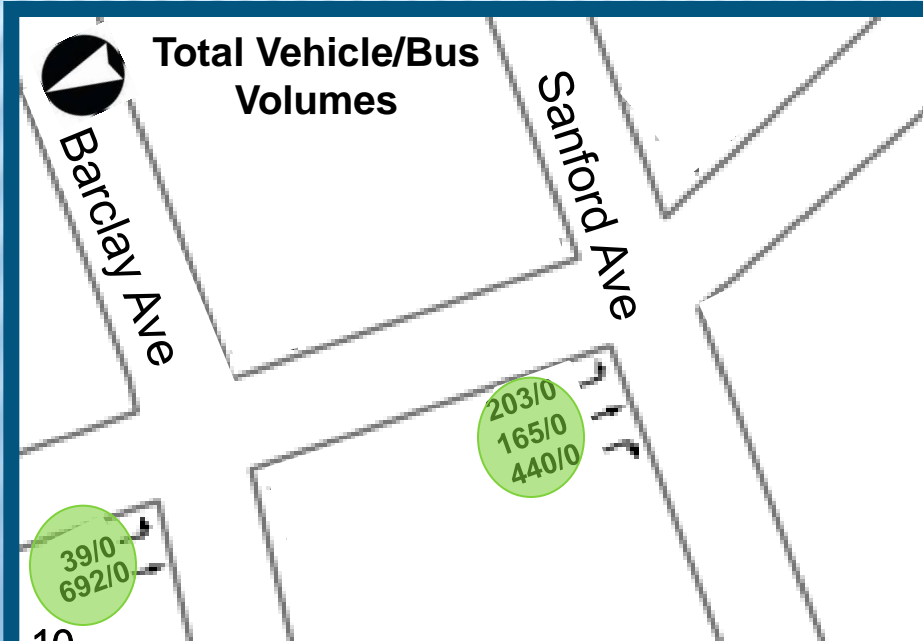
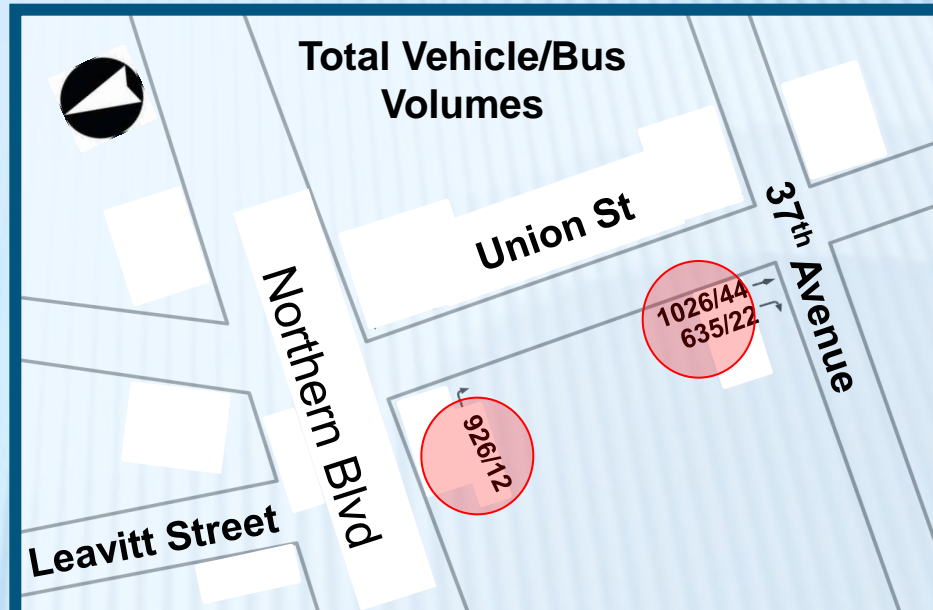


- Increased turning volumes (especially bus right turns) pose safety concerns
 - Significant increase in right-turn volumes at:
 - ✓ Union Street and Northern Boulevard
 - ✓ Union Street and 37th Avenue
 - ✓ Union Street and Roosevelt Avenue
 - ✓ Union Street and Sanford Avenue
 - ✓ Main Street and Roosevelt Avenue
-

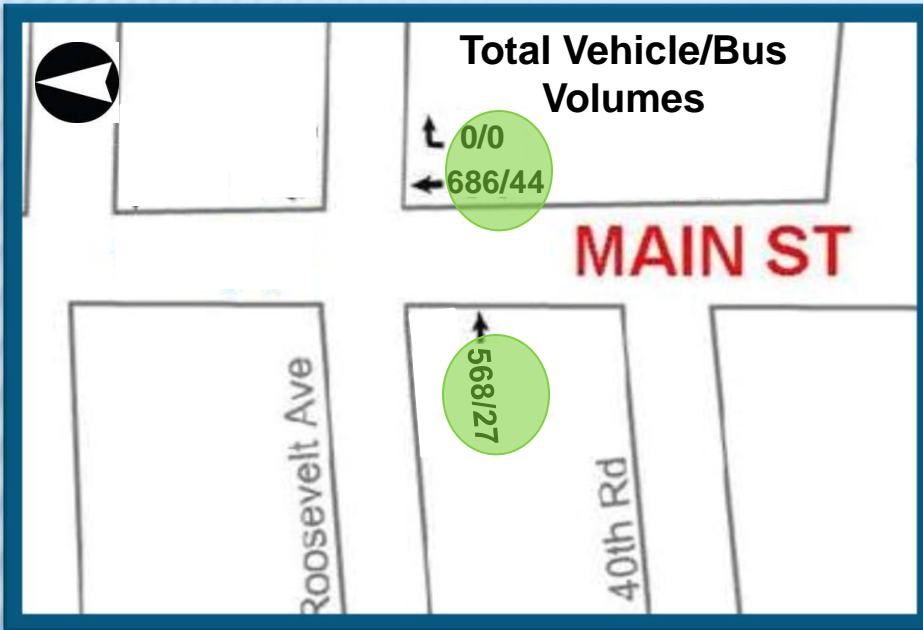
Modified Two-Way



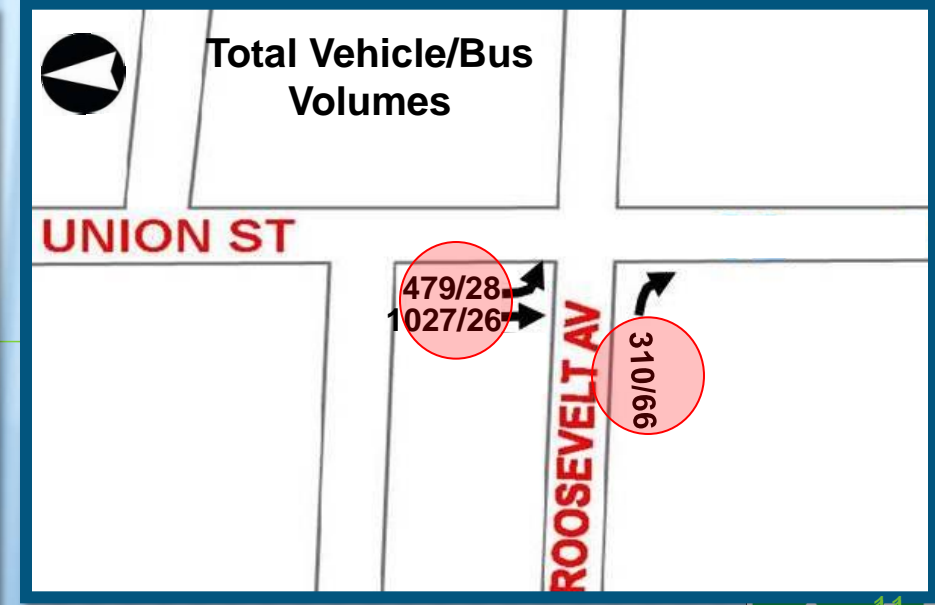
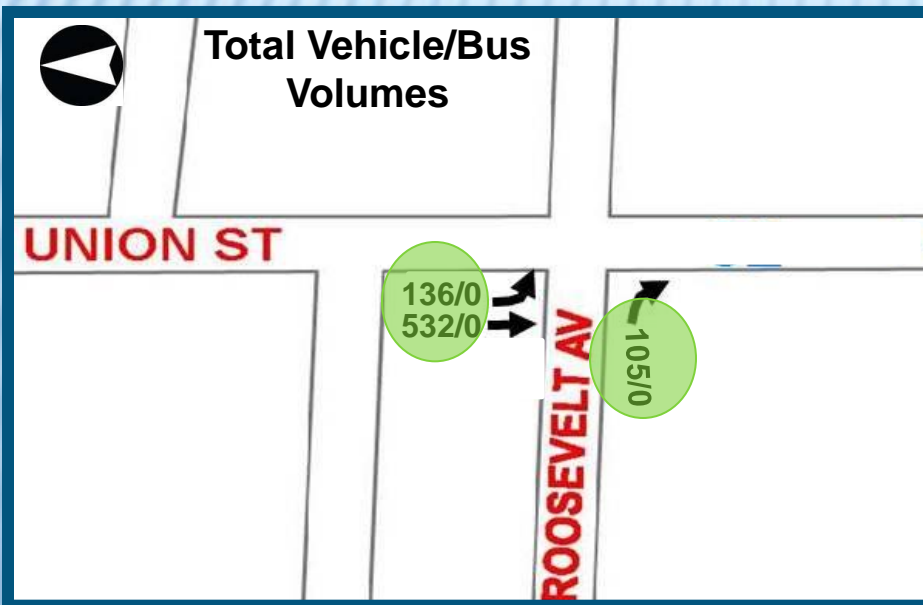
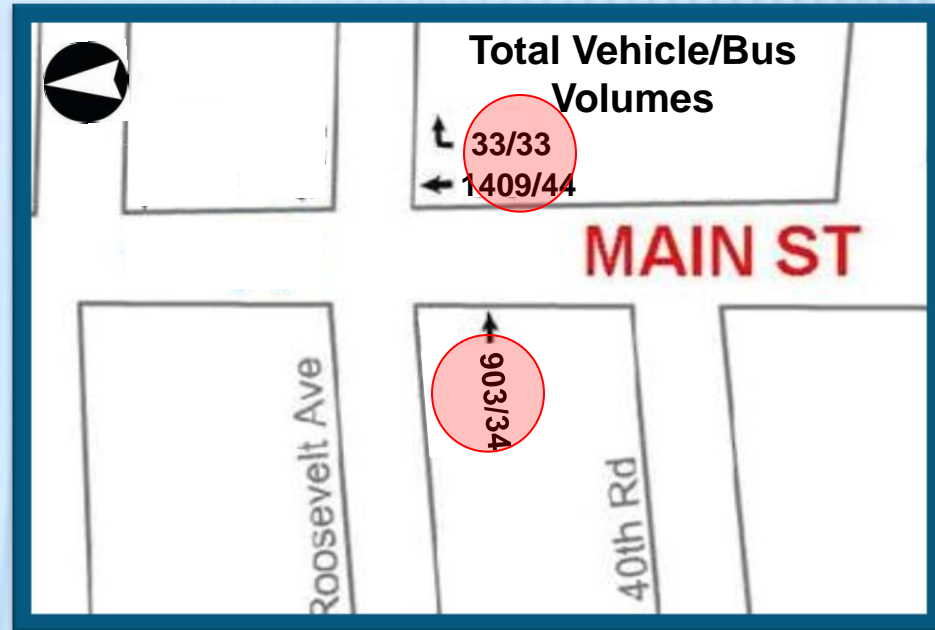
One-Way Operation



Modified Two-Way



One-Way Operation



➤ MTA/NYC Transit Issues

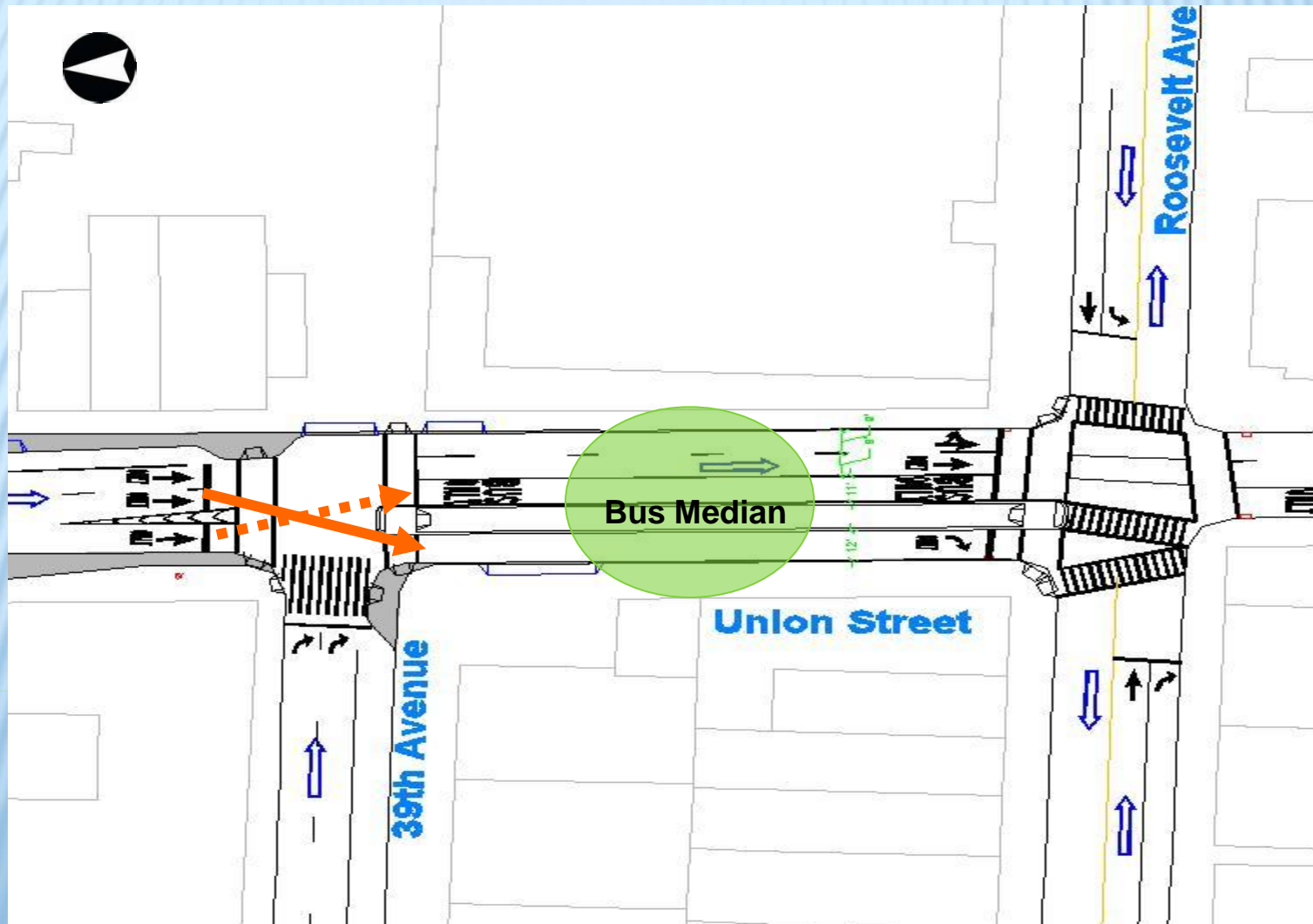
- Request for 2nd bus lane on Main Street between Kissena Boulevard and 39th Avenue to allow for through buses to overtake stopped buses
- Create more congestion and unacceptable LOS for general traffic



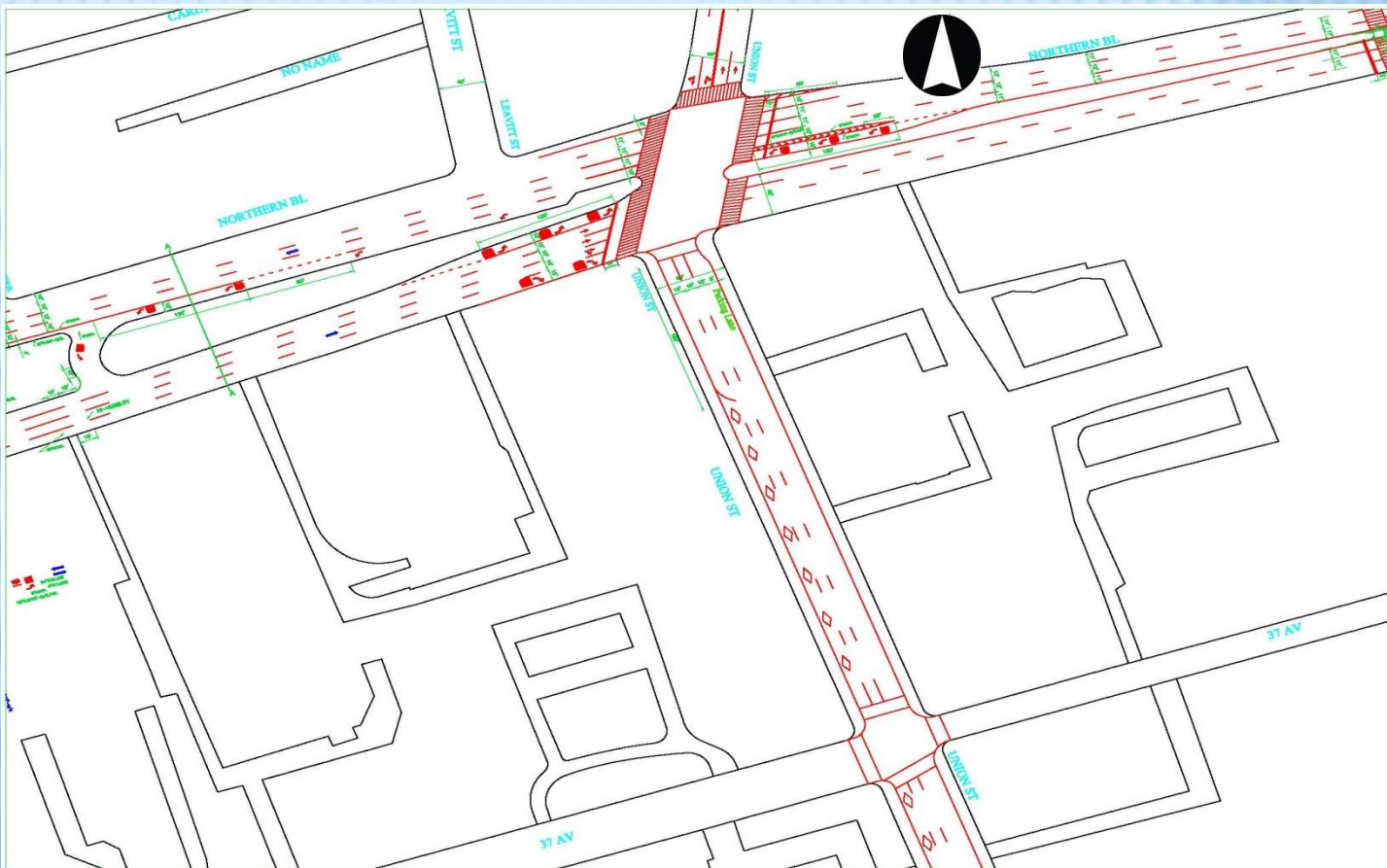
- Request for right turn from Northern Boulevard mainline onto Prince Street
- Poor compliance with bus lane, conflicts with pedestrians in south crosswalk, and capacity reduction due to narrower lane width and less green time



- Request for bus median on Union Street
- Safety/Operational concerns

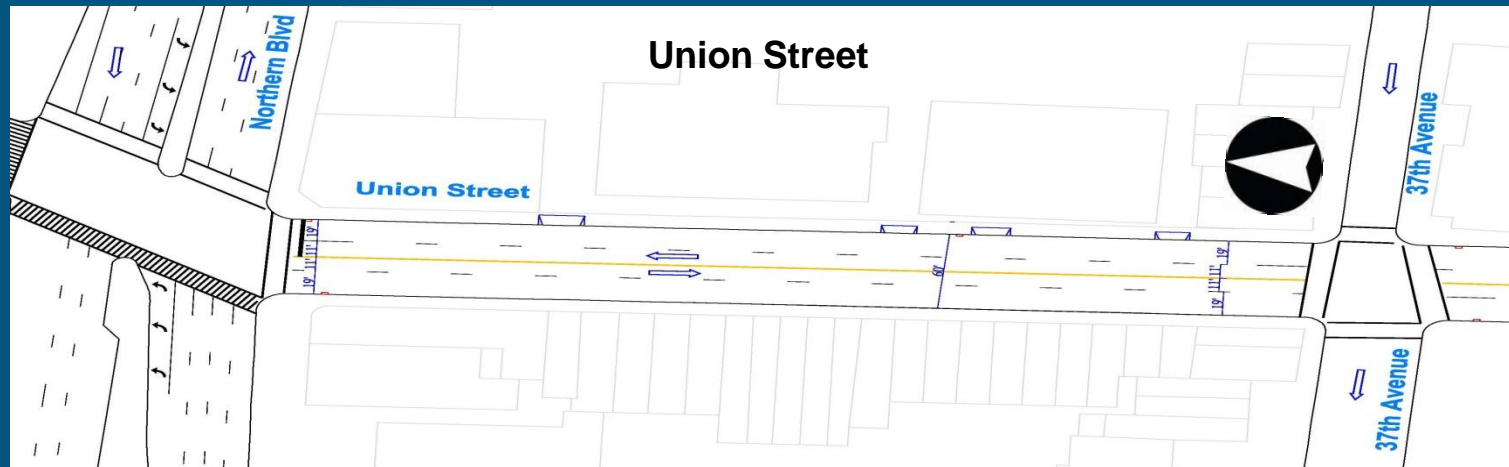
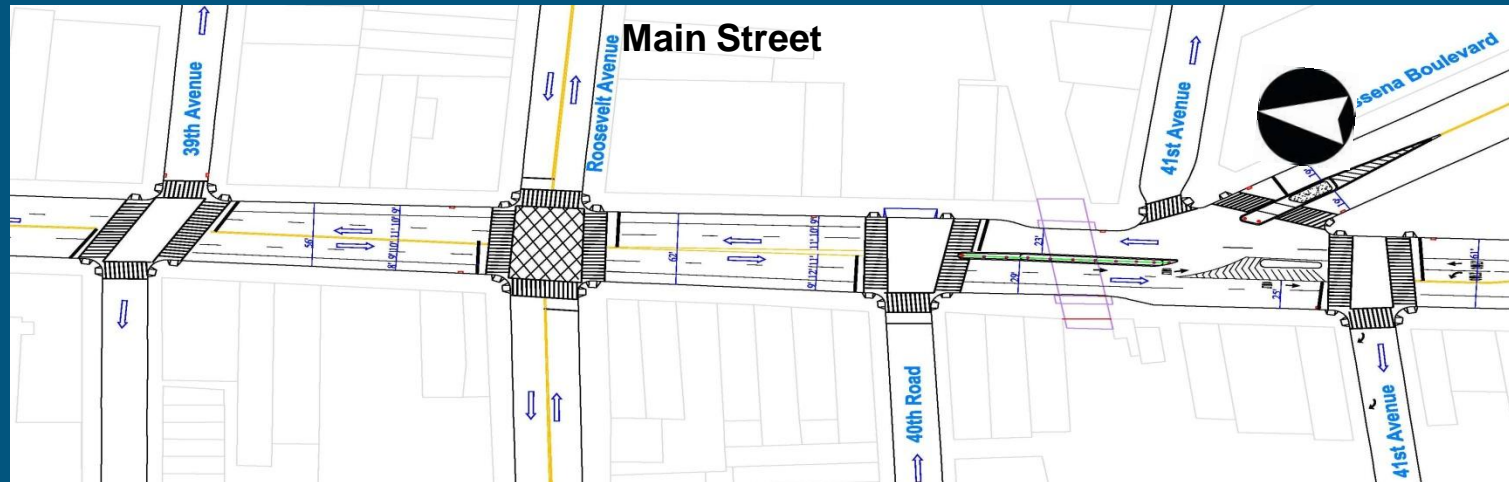


- Inefficient bus lane operations on Union Street between Northern Boulevard and 37th Avenue due to heavy right-turn volumes

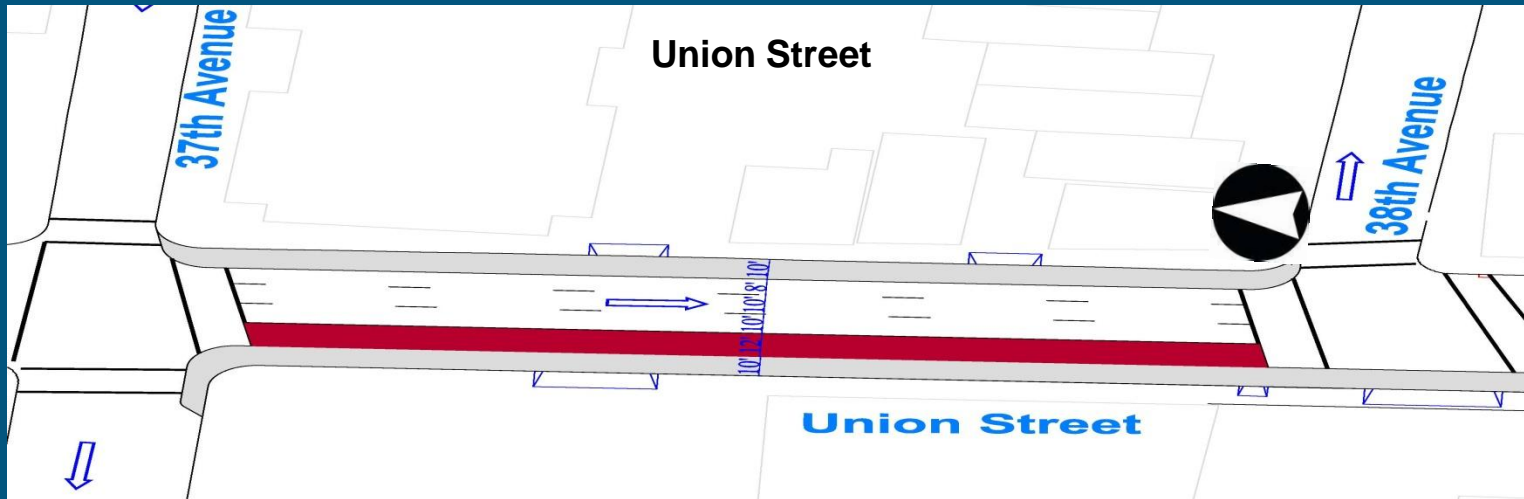
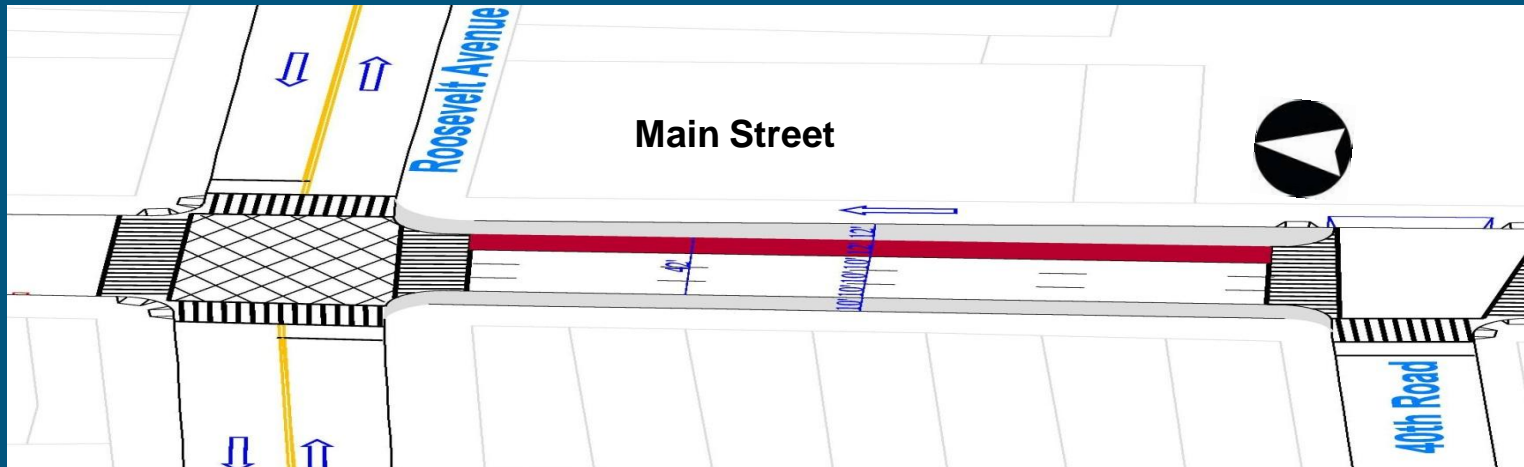


One-Way Option

Existing Condition

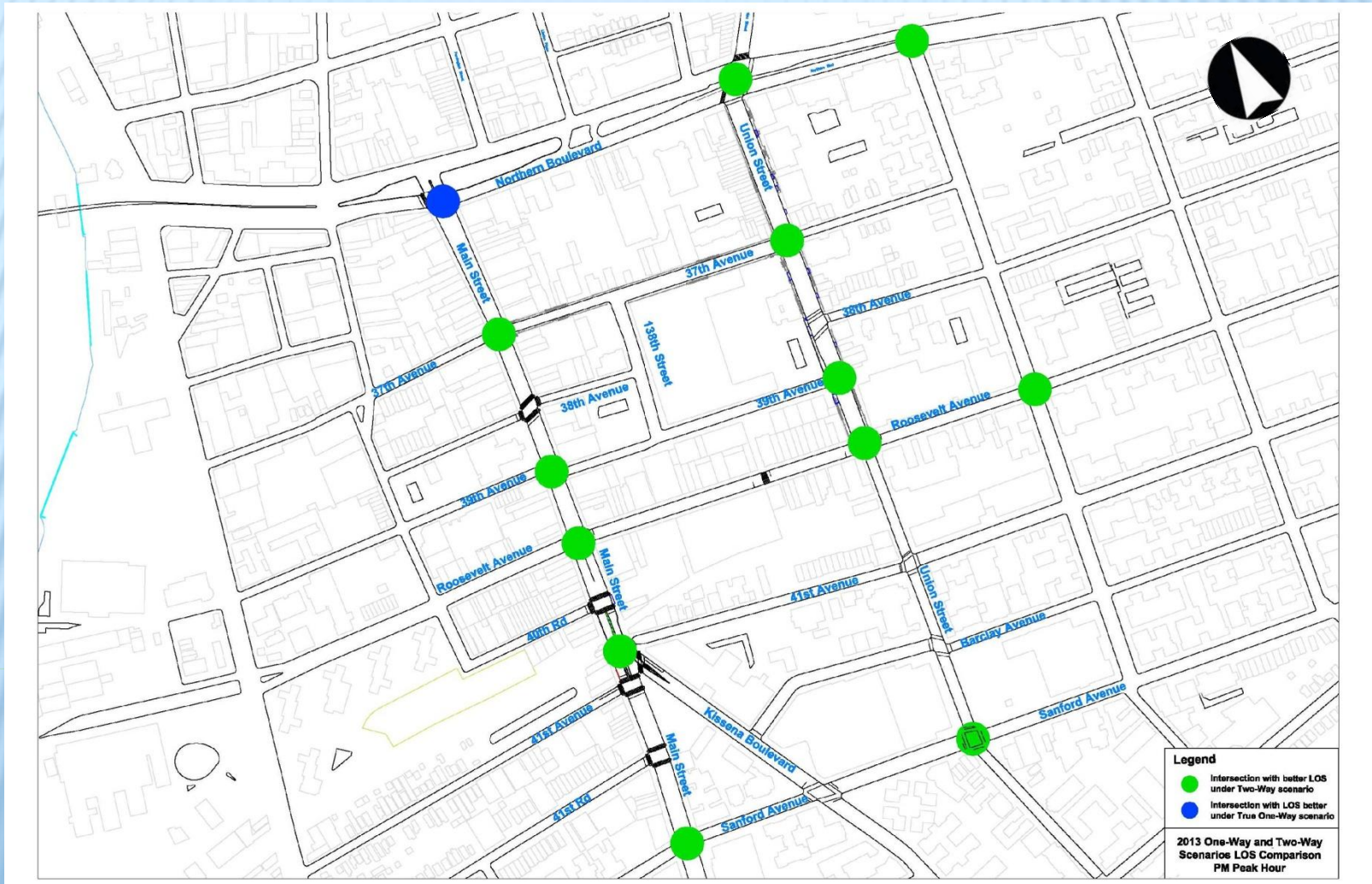


One-Way Plan



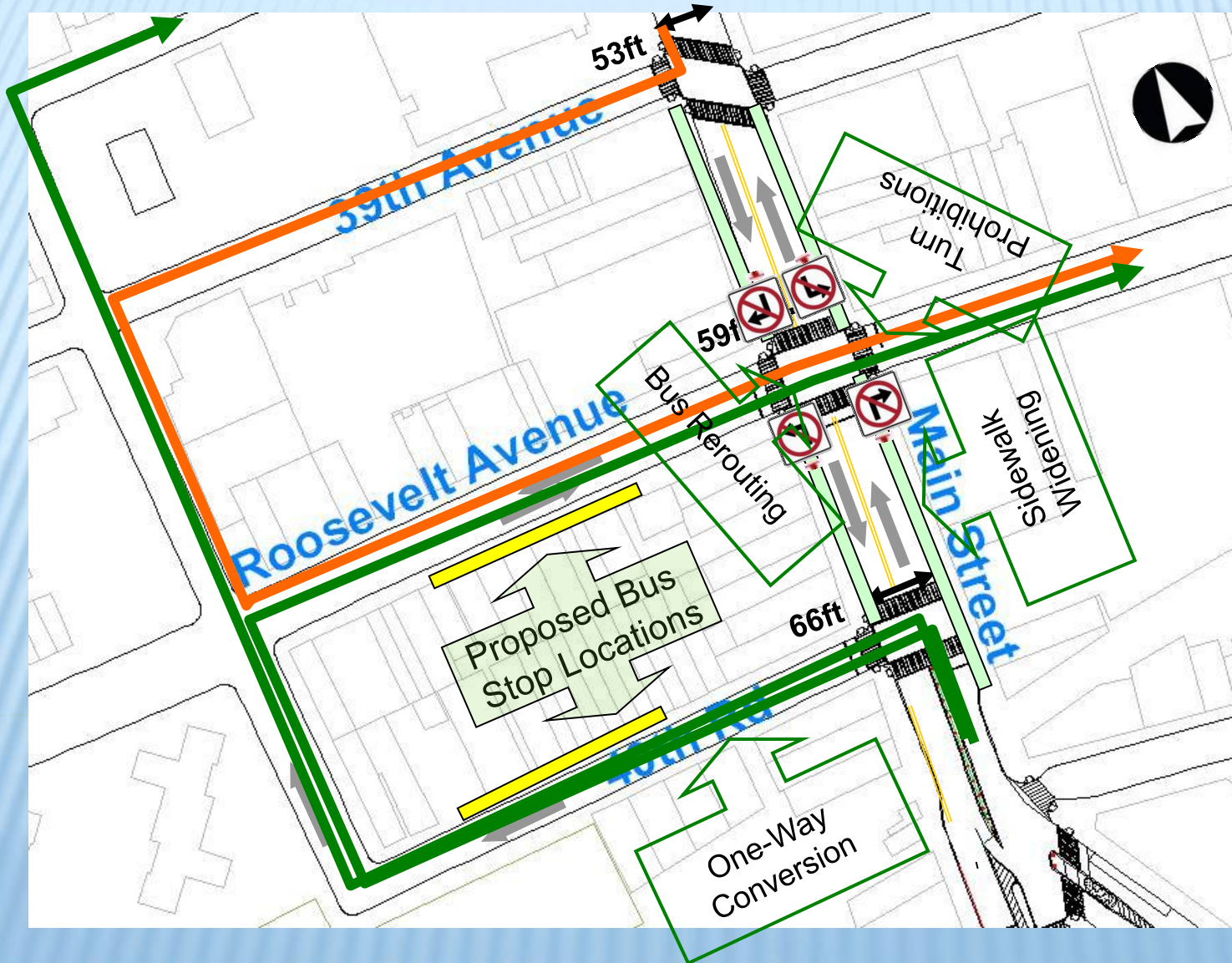
Safety and Operational Issues

- More Congestion under One-Way Operation
- Green: 2-way better, Blue: 1-way better



- Modified two-way alternative meets original objectives and avoids issues with one-way plan

Modified Two-Way Operation



➤ Maintain two-way operation on Main and Union Streets

■ Main Street and Roosevelt Avenue

- ✓ Prohibit turns and reroute them to 40th Road and 39th Avenue

■ Main Street and 40th Road

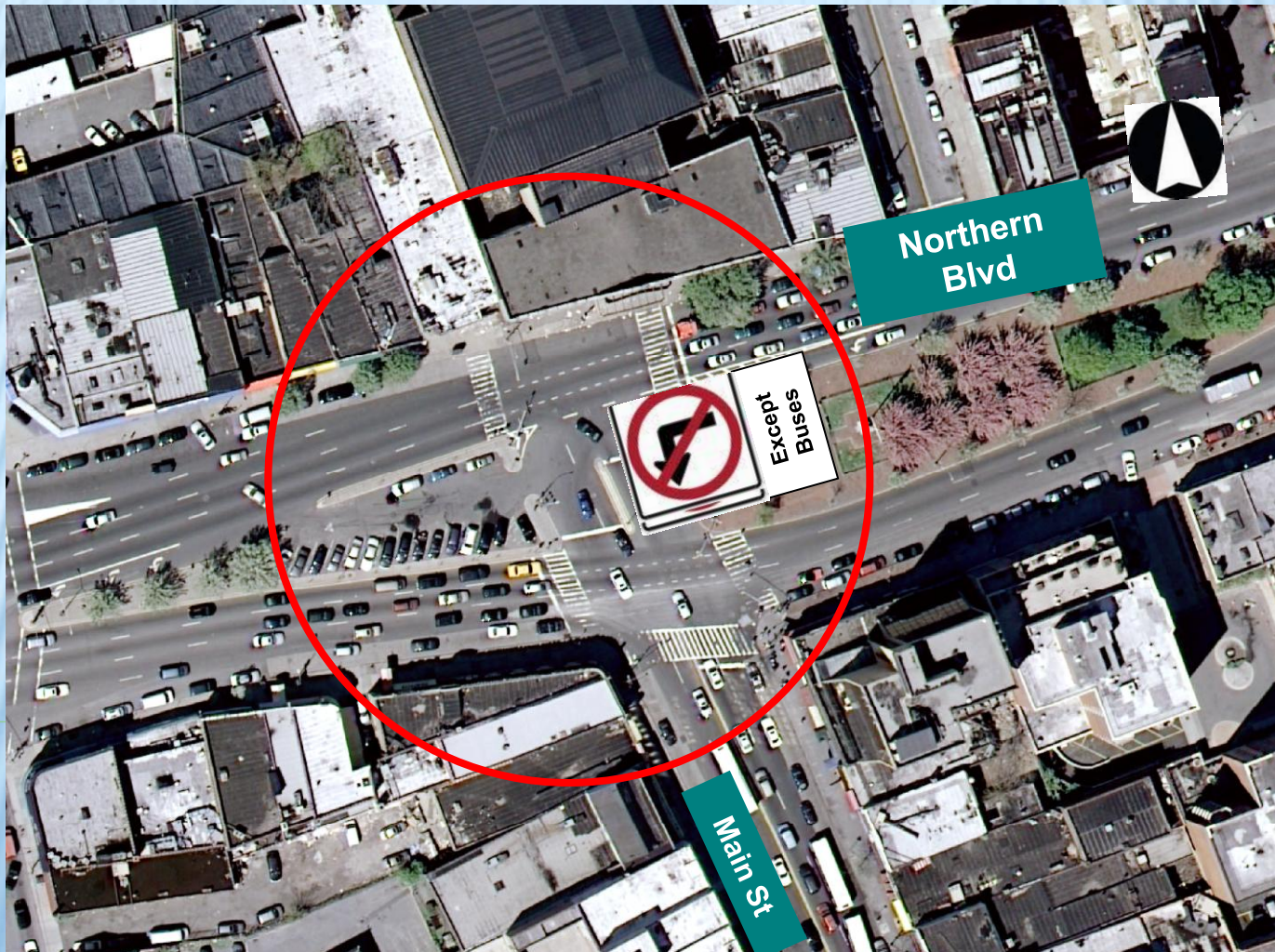
- ✓ Reverse direction of 40th Road to one-way westbound and Prince Street (one block) to one-way northbound
- ✓ Modify/coordinate signal timing/phasing with Kissena Boulevard and Roosevelt Avenue

- Widen sidewalks between Northern Boulevard and 40th Road, especially between 39th Avenue and 40th Road
- Upgrade bus stop signage

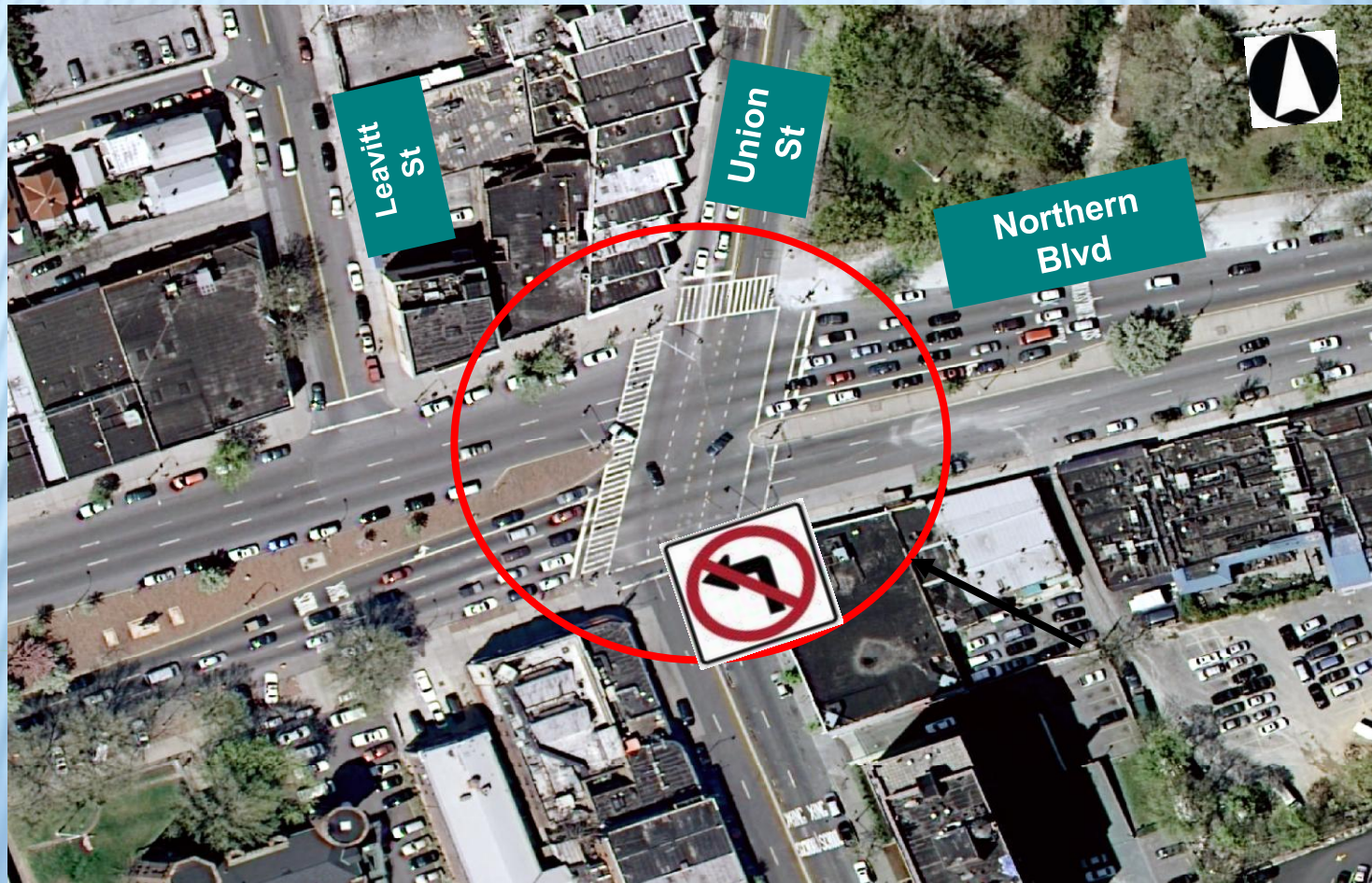
Existing 40th Road



- Prohibit the westbound left-turns at Main Street and Northern Boulevard except buses



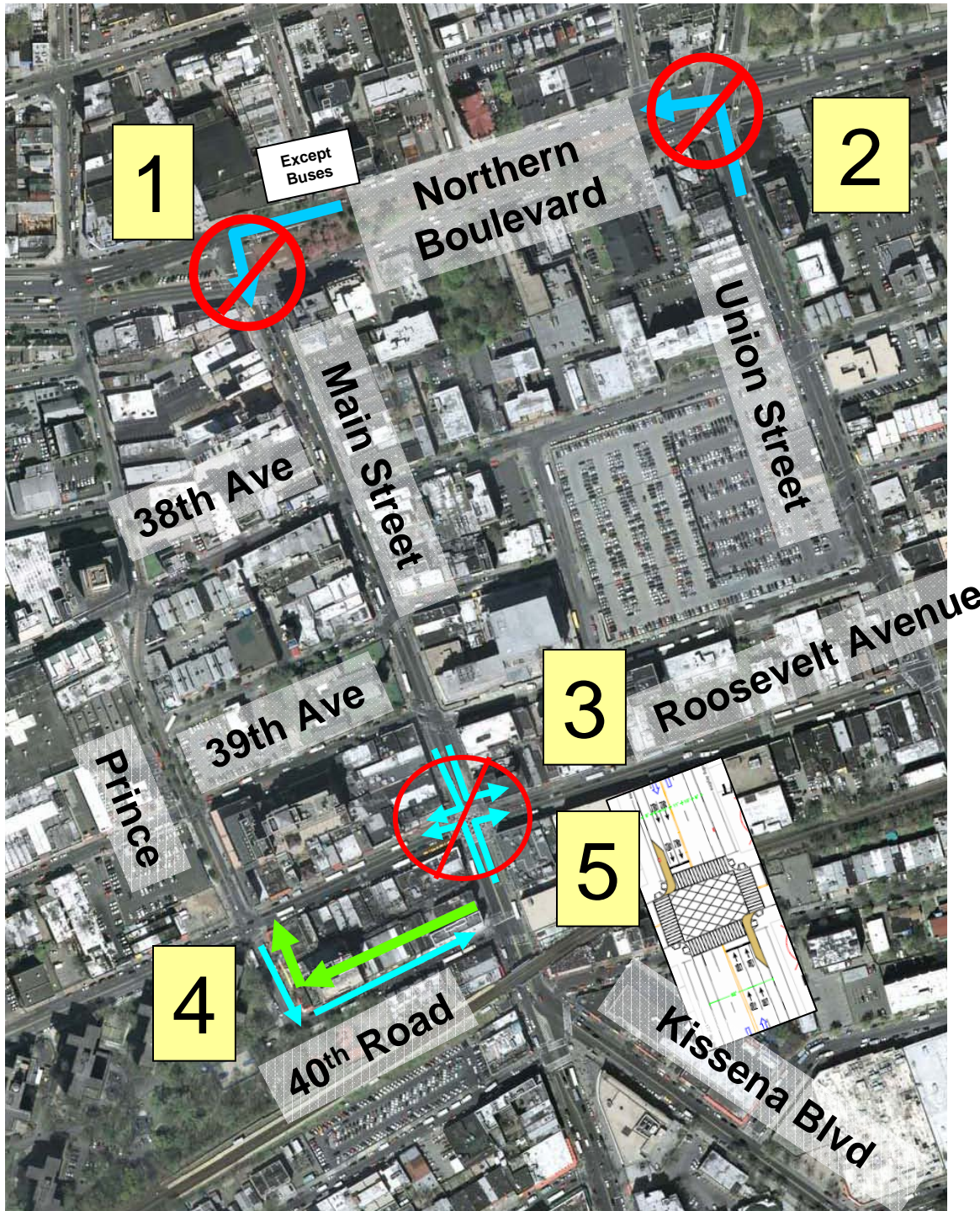
- Prohibit the northbound left-turn movement at Union Street and Northern Boulevard



Diverted Northbound Left-Turn Movements



2010 Proposed Operational Improvements



1. Restrict left-turns from Northern Boulevard to southbound Main Street (except buses)
2. Restrict left turns from northbound Union Street onto Northern Boulevard
3. Restrict all turns, including buses from Main Street onto Roosevelt Avenue
4. Reverse 40th Road/Prince Street dog-leg for bus circulation
5. Painted Sidewalk Extensions at Key Congested Corners