

Downtown Flushing

Downtown Flushing is a thriving community with a dense concentration of businesses and residents. The area serves as one of the largest intermodal transportation hubs in New York City with the 7 train, the Long Island Rail Road, 20 bus routes, and commuter vans all converging in the downtown. Sidewalks and roadways are congested. Pedestrian traffic regularly spills into the street in many

areas, disrupting traffic and posing safety risks. Of particular concern was the intersection of Union Street and Northern Boulevard, which had the greatest number of crashes with pedestrian injuries in the entire borough.

To ease congestion and improve safety in Downtown Flushing, DOT worked with Community Board 7, local

business owners and elected officials to analyze and discuss several options to improve pedestrian and traffic safety and reduce congestion. The MTA and NYCEDC were also important partners in the study.

Reorganizing traffic and buses in downtown Flushing improved safety and reduced congestion for all street users

Relocated bus stops and sidewalk expansions eased pedestrian overcrowding

Expanded sidewalks to relieve crowding

Turn prohibitions eliminated vehicle-pedestrian and vehicle-vehicle conflicts and improved traffic operations

Facing north on Main Street at Roosevelt Avenue

- Total crashes with injuries down **10%**
- Crashes with injuries to vehicle occupants down **26%**
- Crashes with injuries to bicyclists down **31%**
- Travel times along the eastbound and westbound Northern Boulevard decreased by **16%** and **15%** in the PM peak hour, respectively, and **34%** and **37%** in the Saturday Midday peak hour

Change in Travel Time
Northern Boulevard (Eastbound)

Time Period	Overall Travel Time Reduction
Weekday Morning Peak Hour	-7%
Weekday Midday Peak Hour	-5%
Weekday Evening Peak Hour	-16%
Saturday Midday Peak Hour	-34%

Crashes with Injuries

Northern Boulevard from Prince Street to Bowne Street, Main Street from Northern Boulevard to 41st Avenue, Union Street at 35th Avenue, Union Street at Roosevelt Avenue

	Before* (three previous years)			After
Total Crashes with Injuries	58	74	84	64.9
Number of Crashes with Injuries to:				
Motor Vehicle Occupants	20	25	31	18.7
Pedestrians	35	43	45	42.4
Bicyclists	3	6	8	3.9

*Before columns show the crash history for each of the three years immediately prior to project implementation. After column shows number of crashes since implementation (through May 2013) at annual rate. See page 46 for further information on crash data source and analysis methodology. The sum of the three specific categories may not equal "Total Crashes with Injuries" because some crashes involved injuries in multiple categories.