



FLUSHING TRAFFIC MANAGEMENT

Maintaining needed street uses during construction

10/18/2016

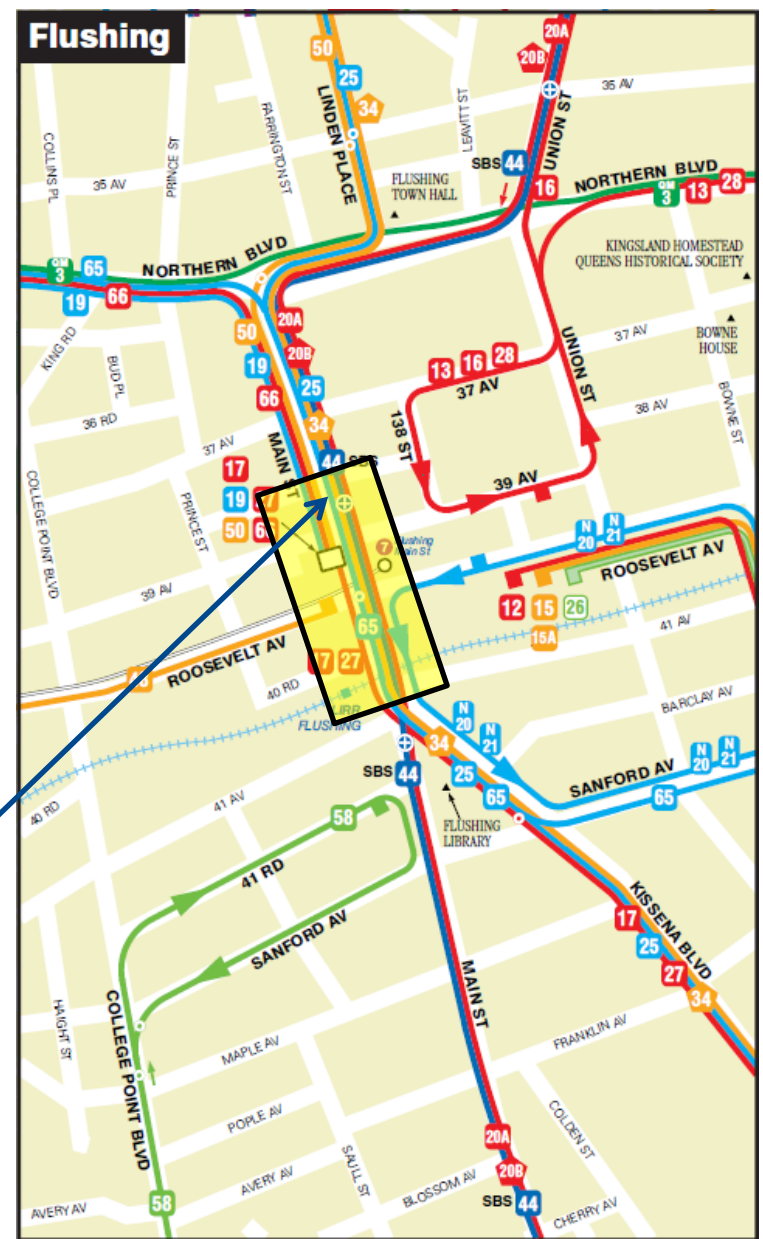


OUTLINE

1. Importance of Buses on Main Street
2. Construction Impacts
3. Mitigation Plan
4. Plan Implementation & Operations
5. Related Traffic Mitigations

BUSES IN DOWNTOWN FLUSHING

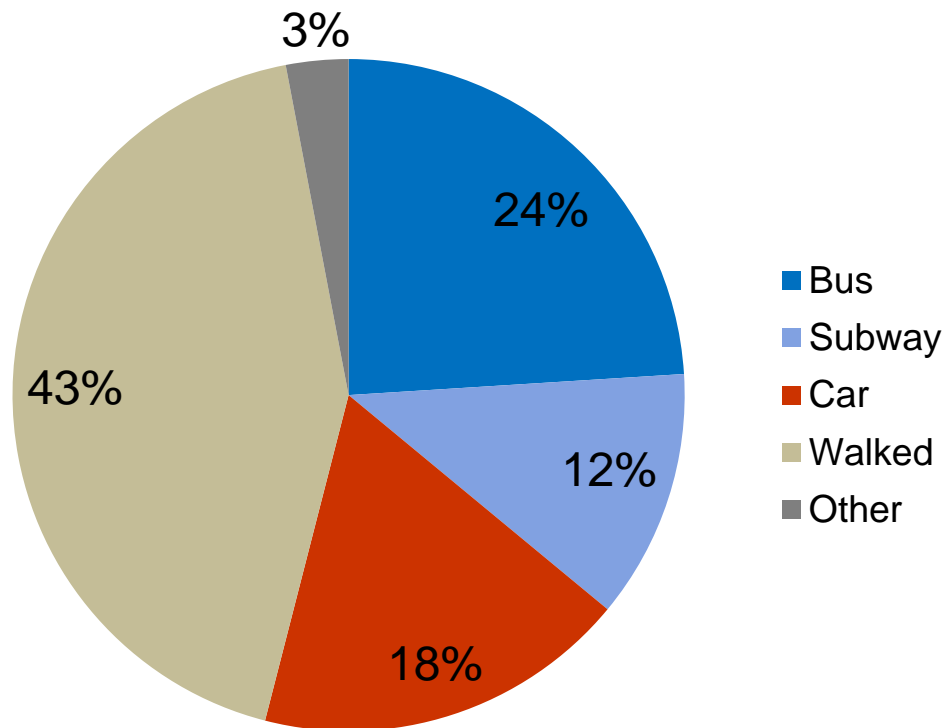
- 13 MTA bus routes use Main Street near Roosevelt Avenue
- More than 35,000 bus to subway transfers from these buses to 7 train – largest volume of bus to subway transfers of any station in the city



Map of MTA Bus Routes

FLUSHING SHOPPERS SURVEY

How did you get to Downtown Flushing?



- 79% of shoppers use transit or walk
- Less than 1 in 5 drive
- Most drivers do not park on Main Street

MAIN ST SIDEWALK WIDENING PROJECT

- Sidewalks will be widened on Main Street between 38th Av and 40th Rd up to 8' to create more uniform sidewalk and roadway width
- Will reduce crowding, improve safety
- Construction is currently underway, and is scheduled to increase extents in 2017



CONSTRUCTION IMPACTS

- MPT allows 2 lanes to be occupied overnight (active work), 1 lane other times (no work)
- DDC and utility work may provide obstructions even outside overnight hours
- Bus stops will be relocated; stop areas will be very crowded
- **Potential for substantial traffic and transit delays during construction period**



MAIN STREET MITIGATION PROPOSAL

Restrict Southbound traffic on Main Street to buses and local deliveries only from Northern Boulevard to 40th Road

- All general traffic must exit main street at 37th Avenue
- Trucks with deliveries on Main Street can continue through



TRAFFIC EFFECTS OF MITIGATION PROPOSAL 1

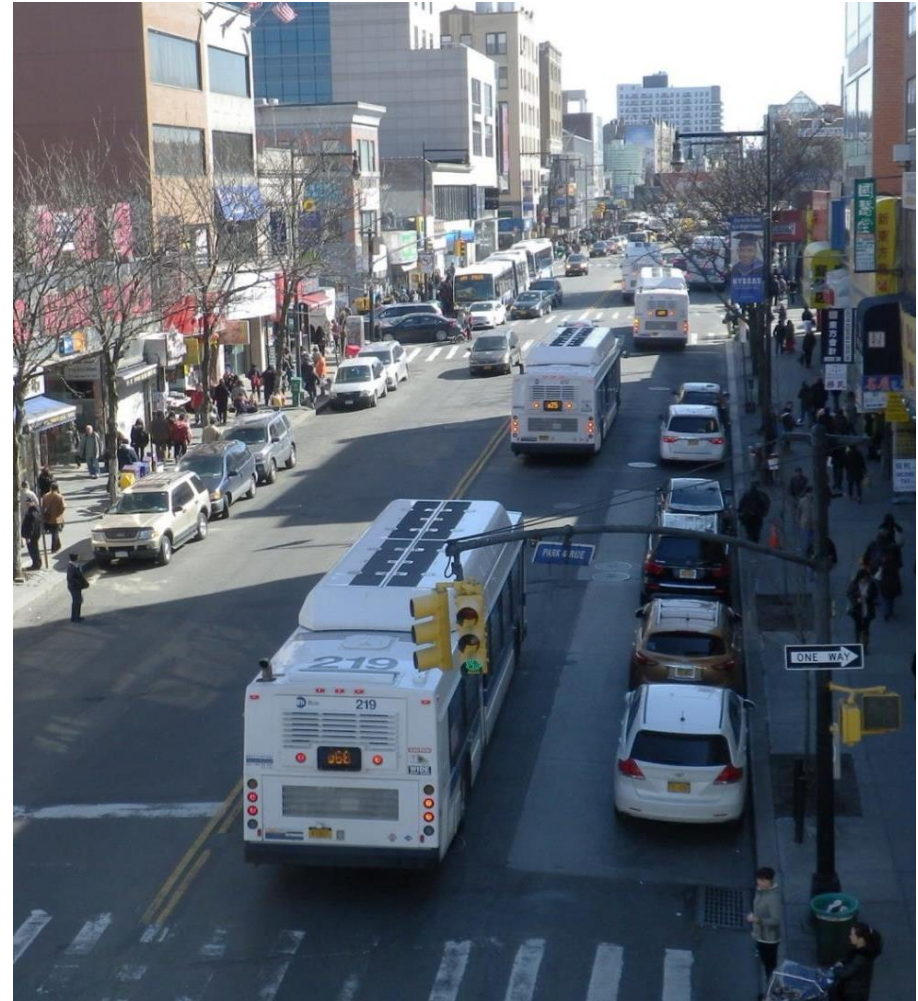
	AM	PM
SB Northern Blvd to 37 Av	376	418
NB 37 Av to Northern Blvd	458	510

- Main St traffic volumes are low near Northern Blvd, especially in southbound direction
- Most traffic is not making a through trip on Main Street based on aerial study; key is to provide alternate access to local destinations
- Diverted traffic can be absorbed by nearby southbound alternative streets such as College Point Boulevard and Union Street



PROPOSAL BENEFITS

- Major improvement in travel time and reliability for southbound buses
- Northbound buses and traffic will benefit from having fewer conflicting SB vehicles blocking turns
- Local and emergency access needs preserved



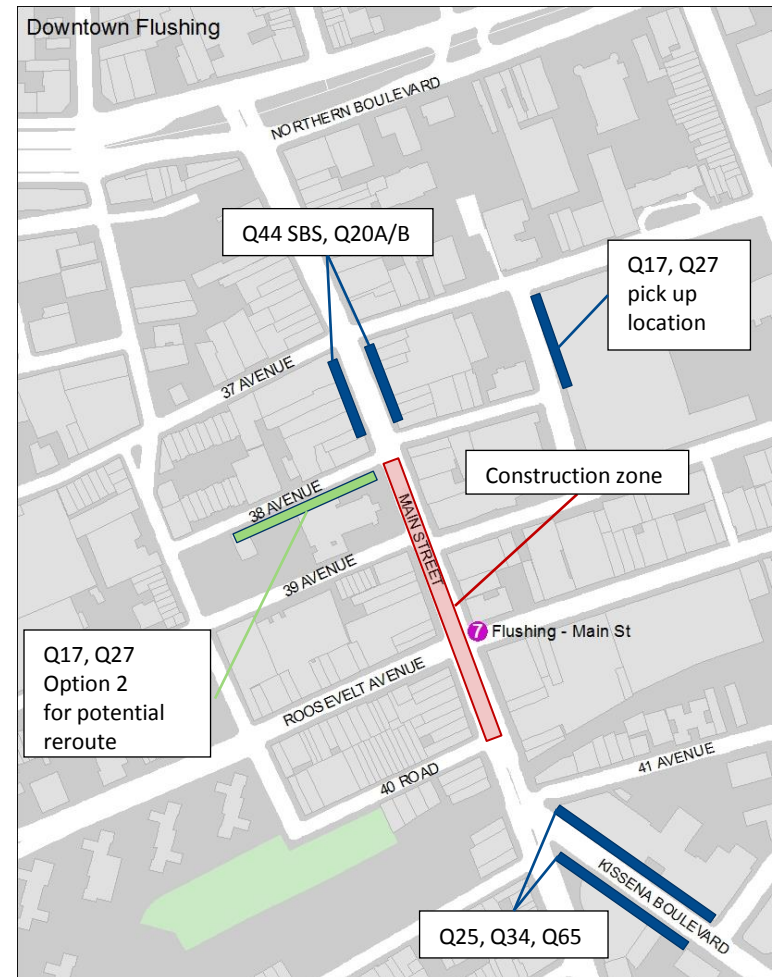
IMPLEMENTATION OF SOUTHBOUND BUS ONLY

- Active presence of traffic enforcement agents during early weeks of construction
- Dynamic signage (VMS) on Northern and at Main/Horace Harding to encourage traffic to use other routes
- Static signage on SB Main St approaching 37 Av to divert general traffic away (DO NOT ENTER Except Buses)



TEMPORARY BUS STOP MOVES

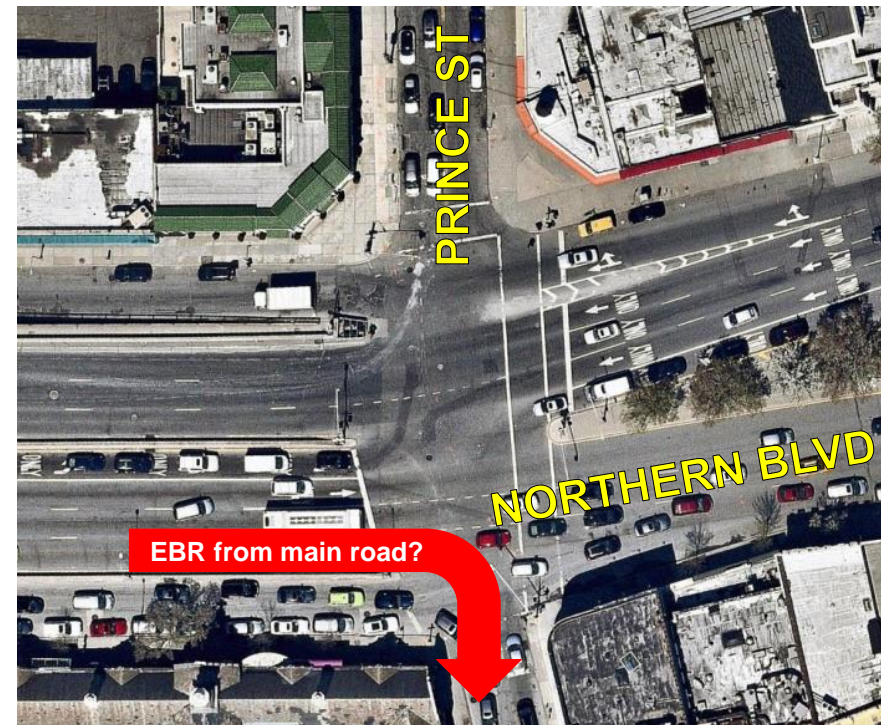
- Bus routes will not be detoured
- Relocate Main St stops outside of construction zone for duration of project
- Q44 SBS fare machines relocated between 37th -38th Avenues during construction
- As currently configured, bus stop moves would result in temporary reduction in on-street parking of 40-45 spaces.



RELATED TRAFFIC MITIGATIONS

Northern Blvd at Prince St

- DOT is currently studying traffic & safety at this intersection
- Community requests to allow eastbound right turn from Northern Blvd main roadway coming off bridge.



RELATED TRAFFIC MITIGATIONS

39 Av b/w Prince St & Main St

- CB7 & Sheraton request for 2-way conversion of 39 Av between Prince St & Main St
- Increases access opportunities to Sheraton & parking from Prince St



THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT