

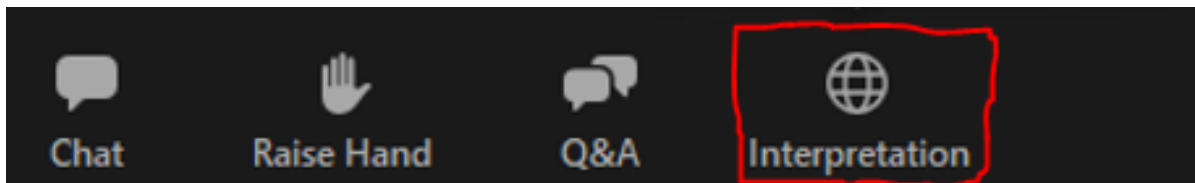
Better Buses Restart: Downtown Flushing Main St. Busway

Information Session | September 14, 2020



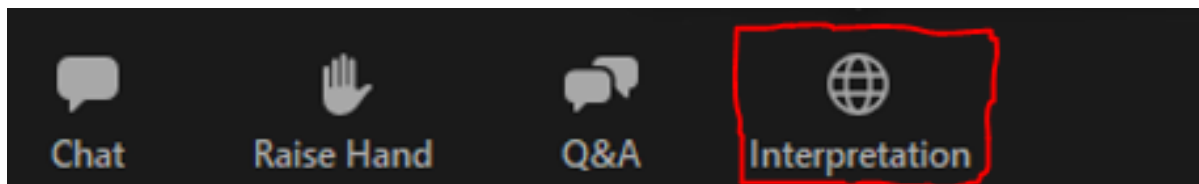
Using Interpretation Feature for Audio in Spanish

- The main audio will be in English with a consecutive Korean interpretation
- For Spanish, please use the “Interpretation” feature in the Zoom application
- You may toggle between the Spanish audio and the English/Korean (Original Audio) as you wish



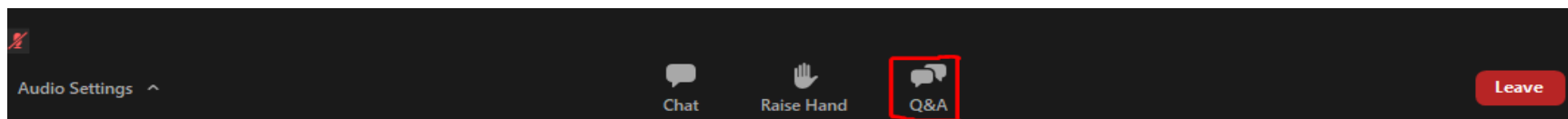
Participation and Q+A

- 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

Question and Answer

— □ ×

Welcome
Feel free to ask the host and panelists questions

A AA2 11:50 AM

What are the hours of the busway?

🗣️ This question has been answered live

Type your question here...

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Better Buses Restart

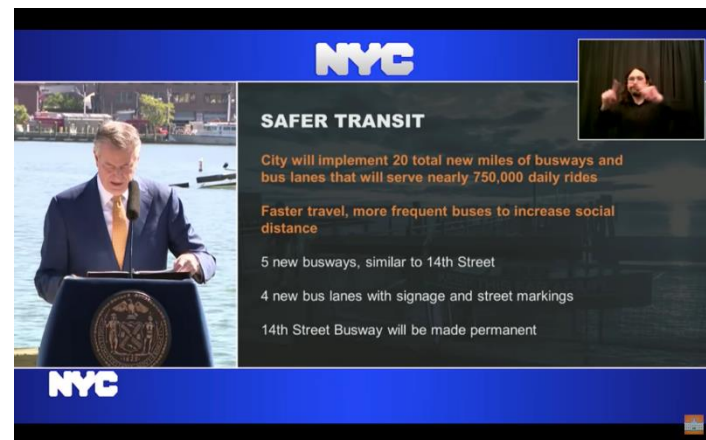
Project Selection Considerations

- 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



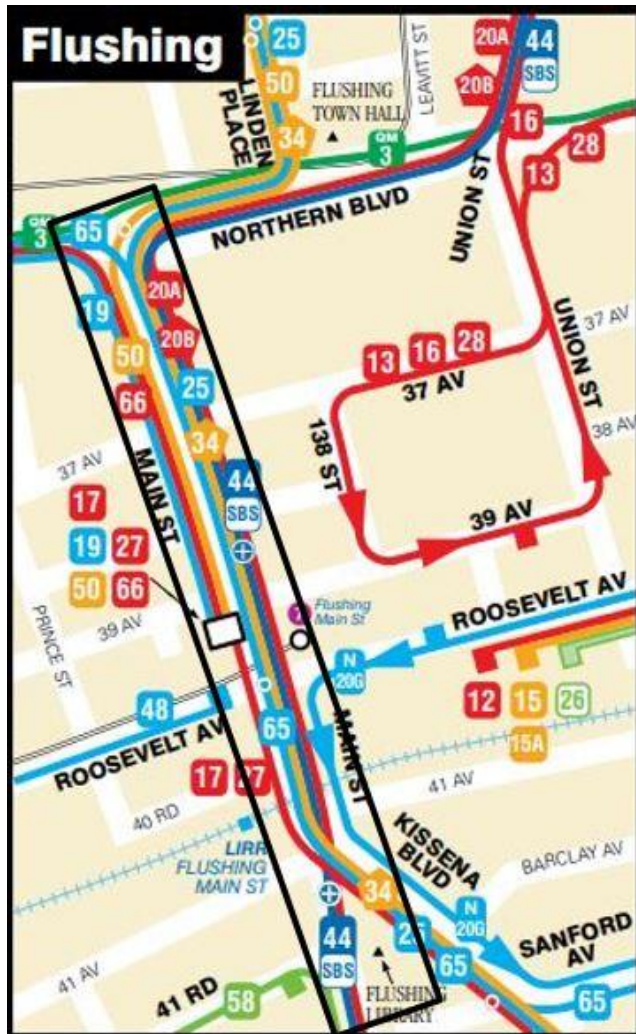
Main St. between 39th Ave. and Roosevelt Ave.



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

Project Goals



- Improve overall transportation network
- Increase bus speeds and bus reliability along the corridor
- Improve truck loading and unloading
- Make regulations clearer for local vehicles
- Allow for emergency vehicles access with less congestion

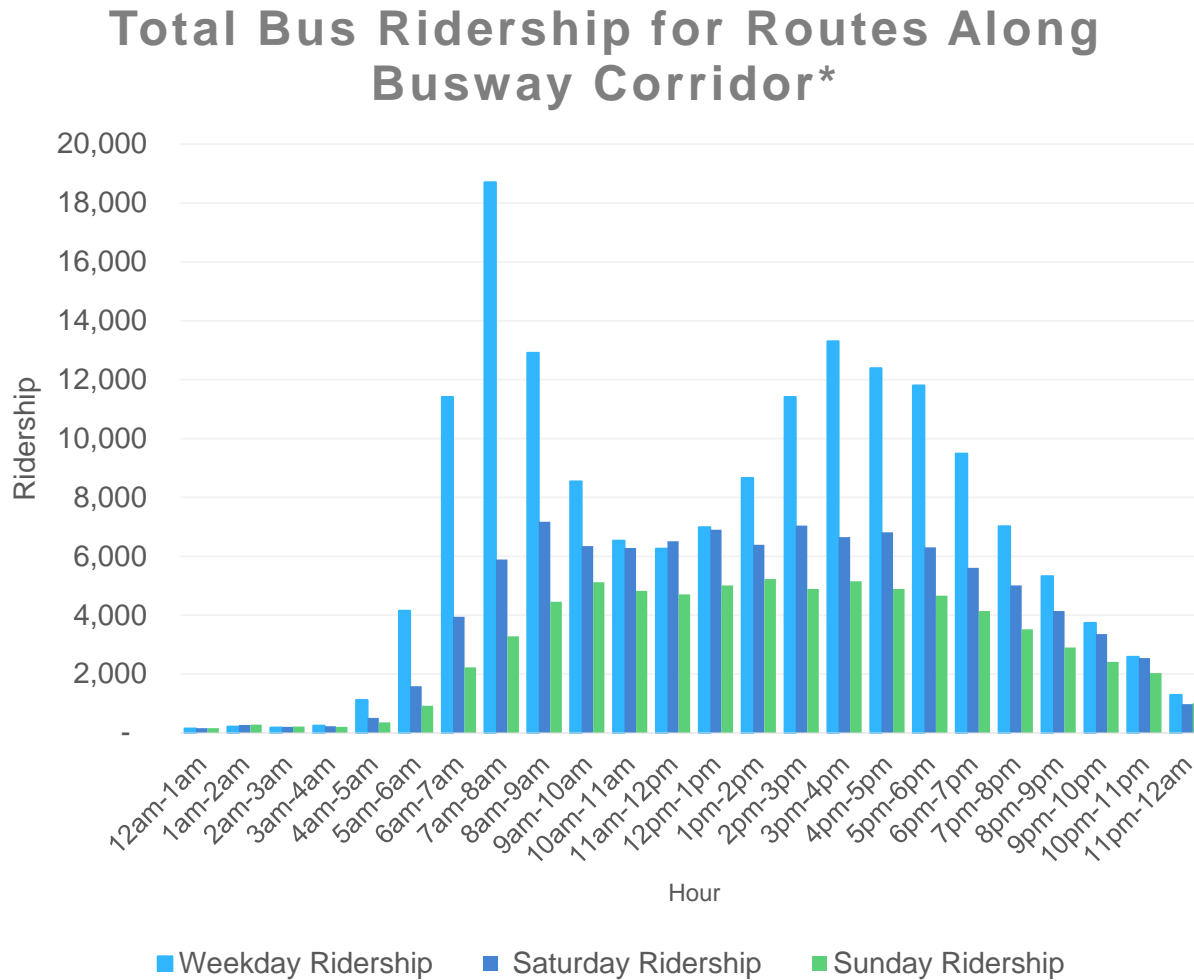


Main St Busway in Context



- 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

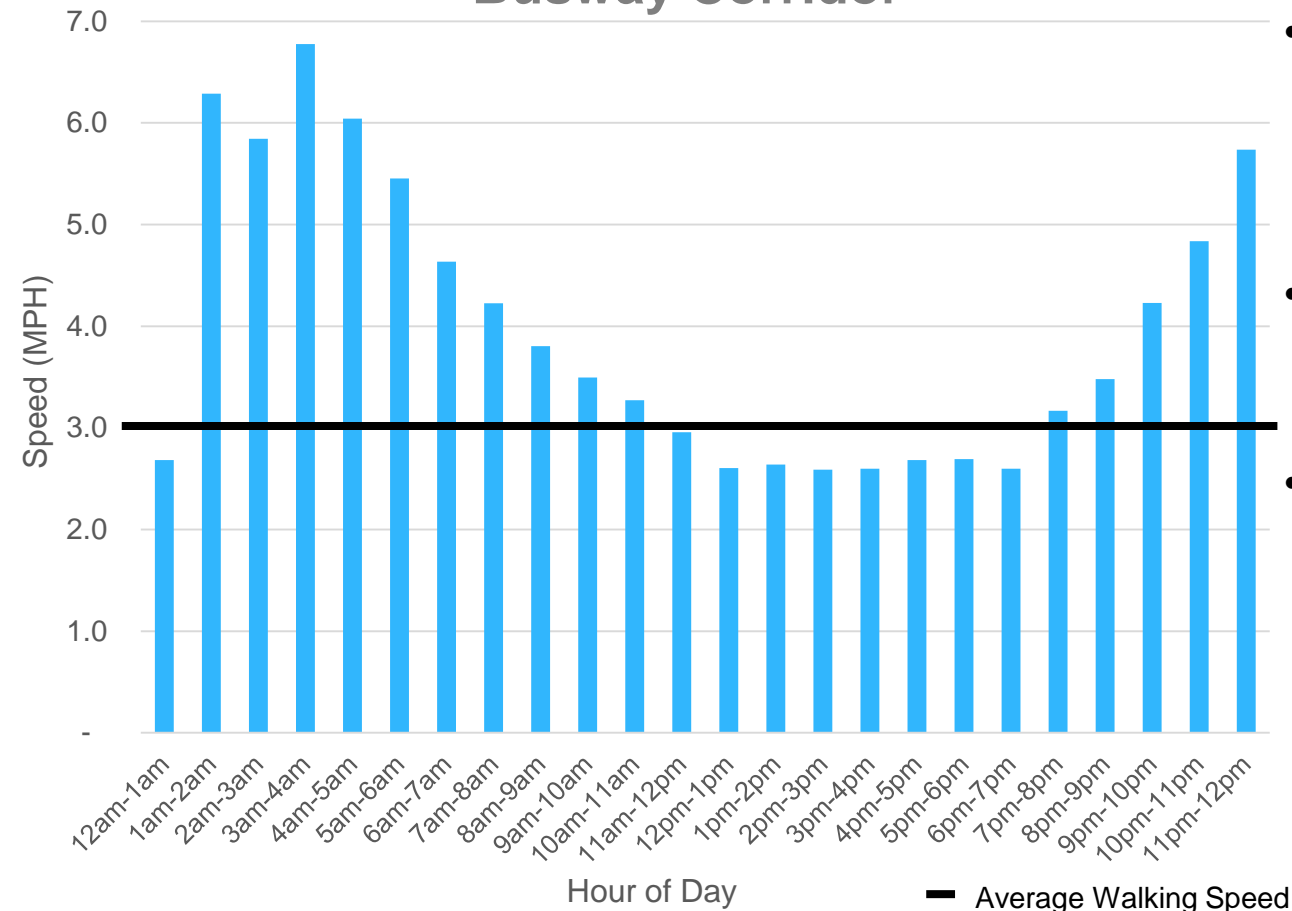


- Weekday Bus ridership is above:
 - 10,000 during peak periods
 - 5,000 between 6am- 8pm
 - 1,000 per hour between 4 am and midnight
- Weekend ridership averages above 1,000 per hour between 5 am and midnight

*October 2019 Data

Northbound Bus Speeds on Main St.

Average Weekday Bus Speeds on
Busway Corridor*

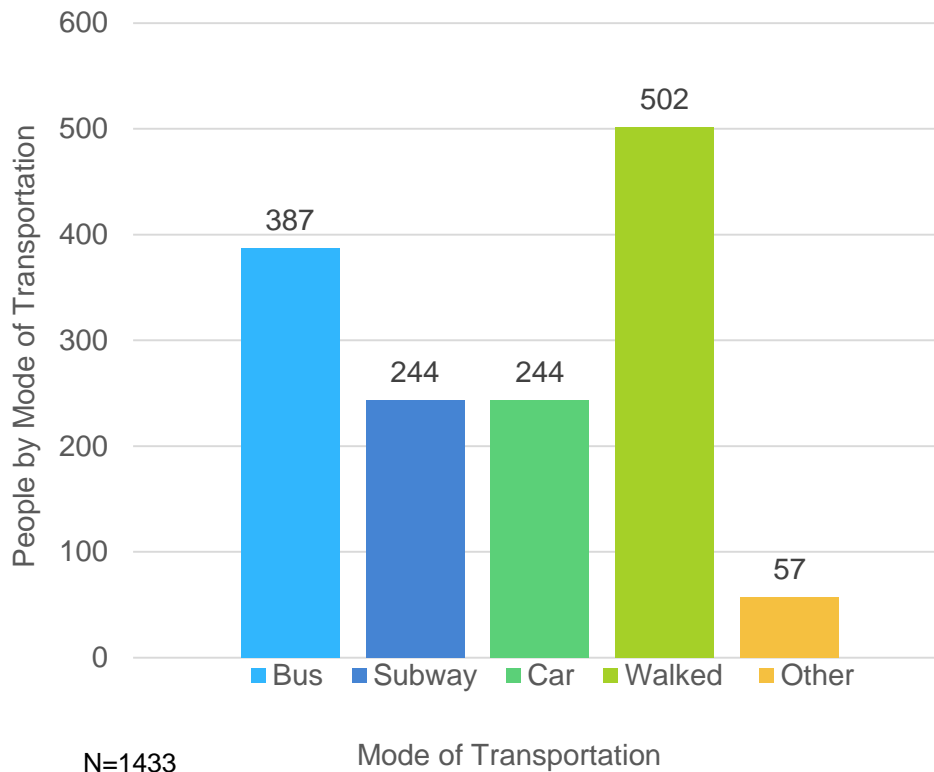


- Weekday Bus Speeds:
 - Under 5 MPH from 6am-11pm, 12am-1am
- Slower than leisurely walking pace between 11am-7pm
- Bus speeds never even reach 7 MPH: Over 1 MPH slower than the overall average Queens bus speeds

* 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. 및 Kissena Blvd의 Northbound Busway.

- Main St. 및 Kissena Blvd.의 Busway는 모두 Sanford Ave.에서 시작하며 Northern Blvd.까지 이어집니다.
- Busway에는 버스, 상용 트럭과 자가용을 위한 모든 블록에 대한 지역 내 이용이 허가됩니다.
- 제안된 Busway는 남행 규정에 맞추어 24/7간 적용됩니다.
- Busway 통로에서의 주차 감소는 예상되지 않습니다.



Northbound Busway en Main St. & Kissena Blvd.

- La Busway empezará en Sanford Ave. por el lado de Main St. y de Kissena Blvd. y llegará hasta Northern Blvd.
- Permitirá la circulación de autobuses y camiones comerciales y el acceso de vehículos privados a todas las manzanas.
- El horario del recorrido propuesto entrará en vigor el 24/7, de acuerdo con las normas establecidas para el transporte hacia el sur.
- No se perderán aparcamientos a lo largo de la ruta de la Busway



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 실행 접근 방법

- 모든 차량에 모든 블록에 대한 지역 내 이용이 허가됩니다.
- 오직 버스(통근 및 카지노 버스 포함) 트럭 및 구급차만이 통과할 수 있습니다.
- 기타 차량은 지역 내 이용, 태우기/내려주기, 차고 이용 목적으로 Busway에서 달릴 수 있지만 용건을 마치면 우회전하여 Busway에서 나가야 합니다.
- 버스 및 41st Ave에서 좌회전하는 경우를 제외하고 모든 좌회전은 한정됩니다.
- MTA 버스뿐만 아니라 지역 내 이용, 모든 버스를 허용할 수 있도록 현재 남행 제한을 업데이트합니다.



Método de implementación de la Busway

- Todos los vehículos tendrán garantizado el acceso local a todas las manzanas
- Por los accesos podrán pasar solo autobuses (incluidos los buses suburbanos y los que van al casino) y vehículos de emergencias
- El resto de vehículos podrán circular por la busway para realizar desplazamientos locales, para cargar/descargar y para acceder a los garajes pero deberán salir enseguida del Busway por la siguiente salida a la derecha
- Las salidas a la izquierda están cerradas excepto para los autobuses y en 41st Ave
- Póngase al día con las restricciones a la circulación hacia el sur que permite el acceso a todos los autobuses, no solo a los autobuses MTA



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.:

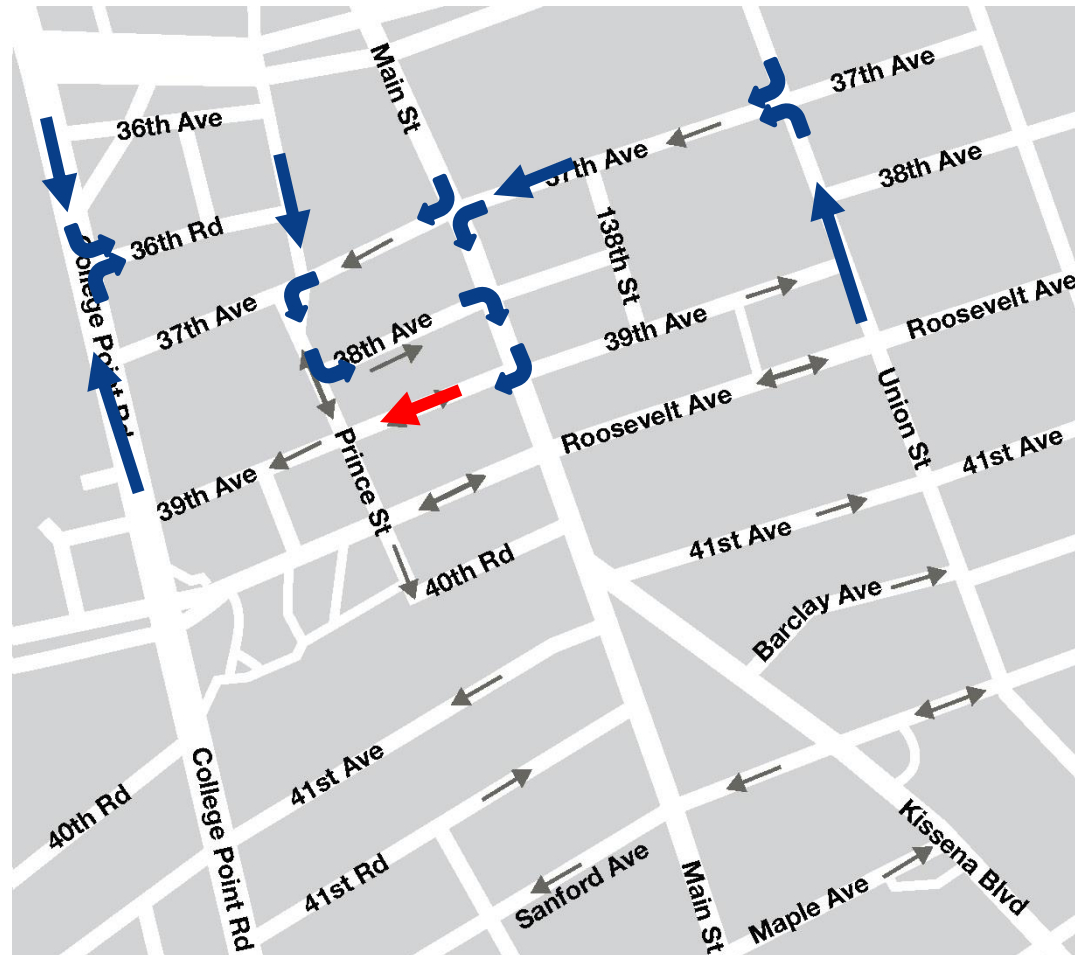
- Turn right on 37th Ave.
- Turn left on Prince St.

Once on Prince St.:

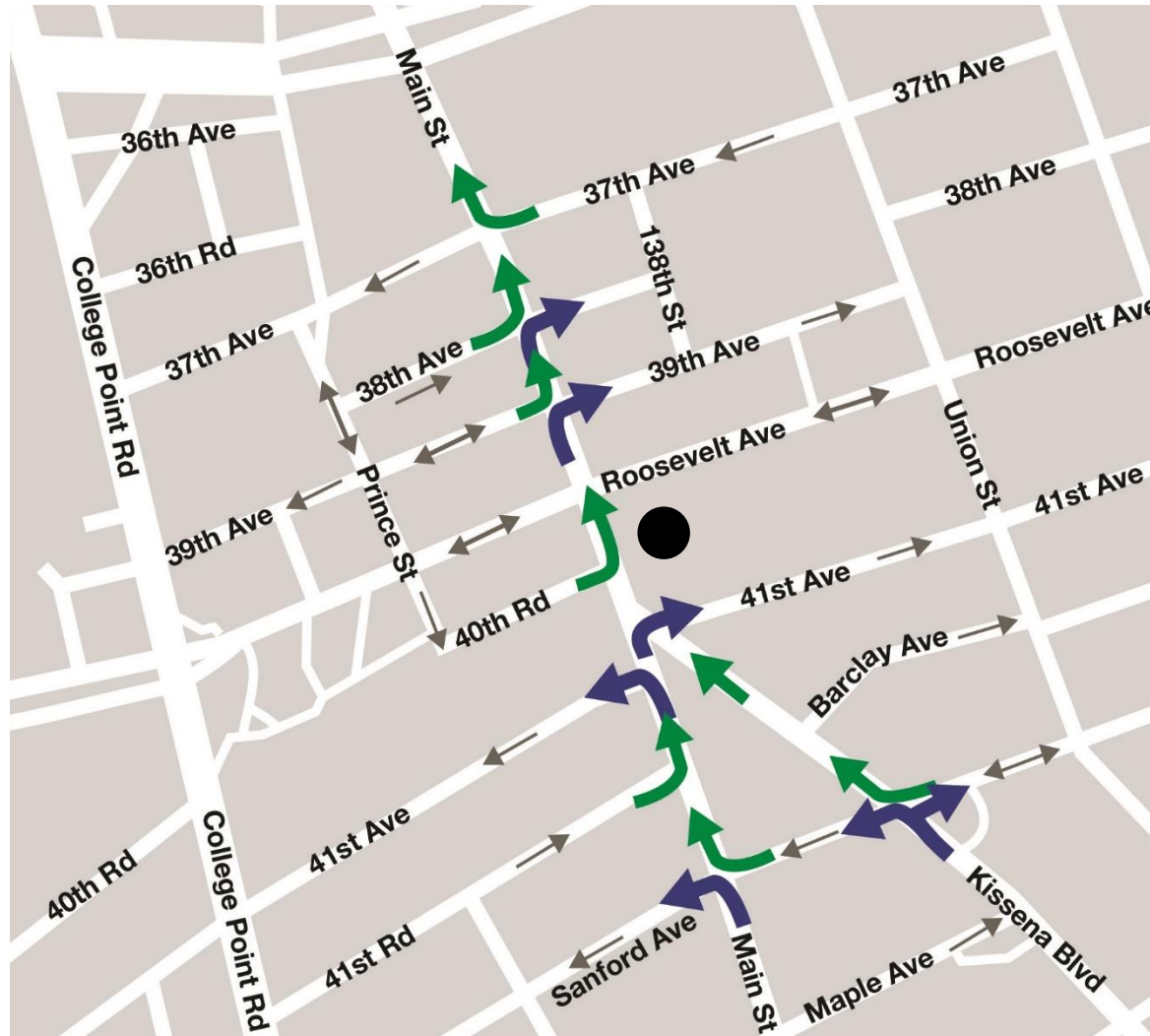
- Turn left on 38th Ave.
- Turn right on Main St.
- Turn right on 39th Ave.

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



Local Access Circulation for Southbound Main St.



- Existing: Only MTA Buses and Deliveries



- 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

- 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



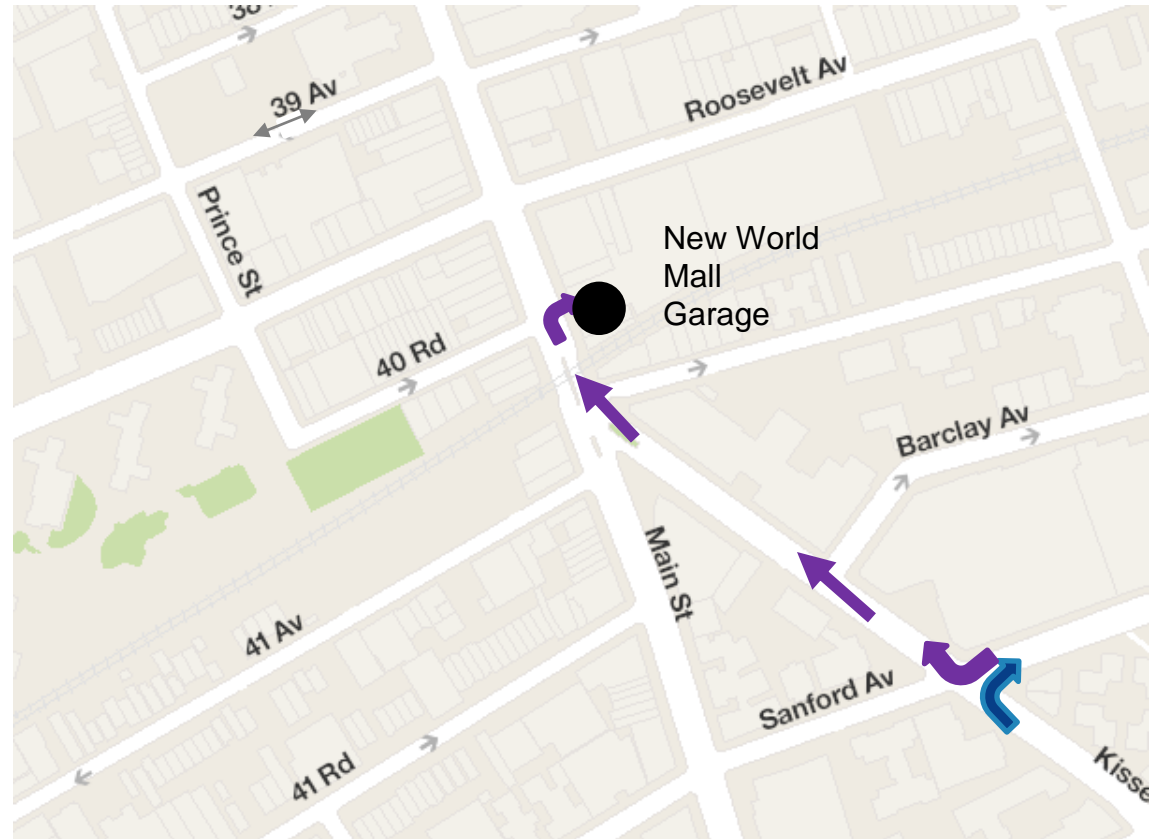
All vehicles must exit, except for buses, trucks before busway begins




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