

Better Buses Restart: Downtown Flushing Main St. Busway

Community Advisory Board | September 1, 2020

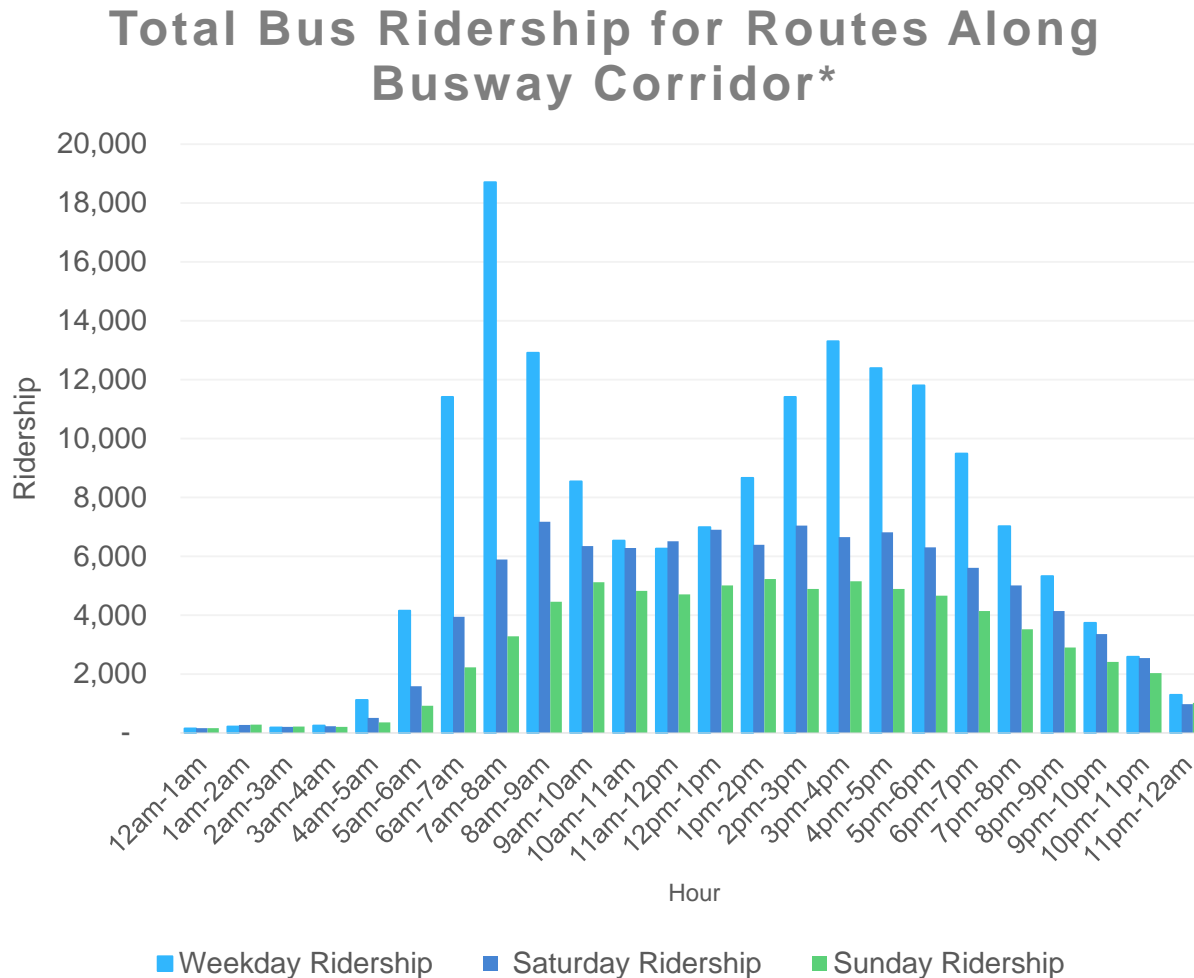


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- A wide-angle photograph of a busy street in Hong Kong. In the foreground, a large group of pedestrians is crossing the street, some in motion and slightly blurred. A white bus is stopped at a red traffic light, with its destination sign displaying '065 VIA 164 ST'. The background is filled with tall buildings and a dense array of colorful commercial signs and billboards in Chinese characters. The scene captures the high density and vibrant commercial atmosphere of the city.

Ridership Volumes

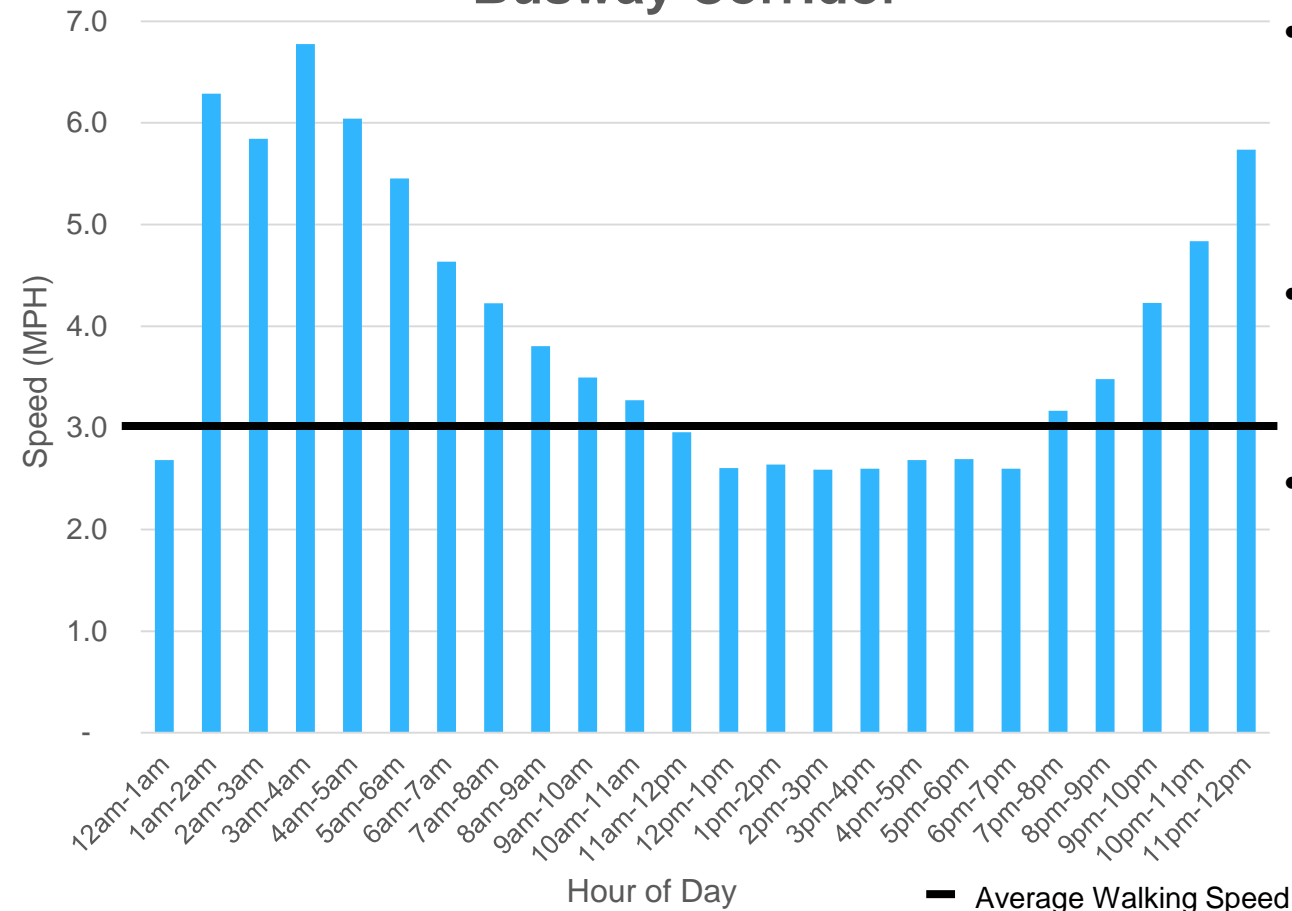


- Weekday Bus ridership is above:
 - 10,000 during peak periods
 - 5,000 between 6am- 8pm
 - 1,000 per hour between 4 am and midnight
- Weekend ridership averages above 1,000 per hour between 5 am and midnight

*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

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**



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**



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 turn right 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 Union St.:

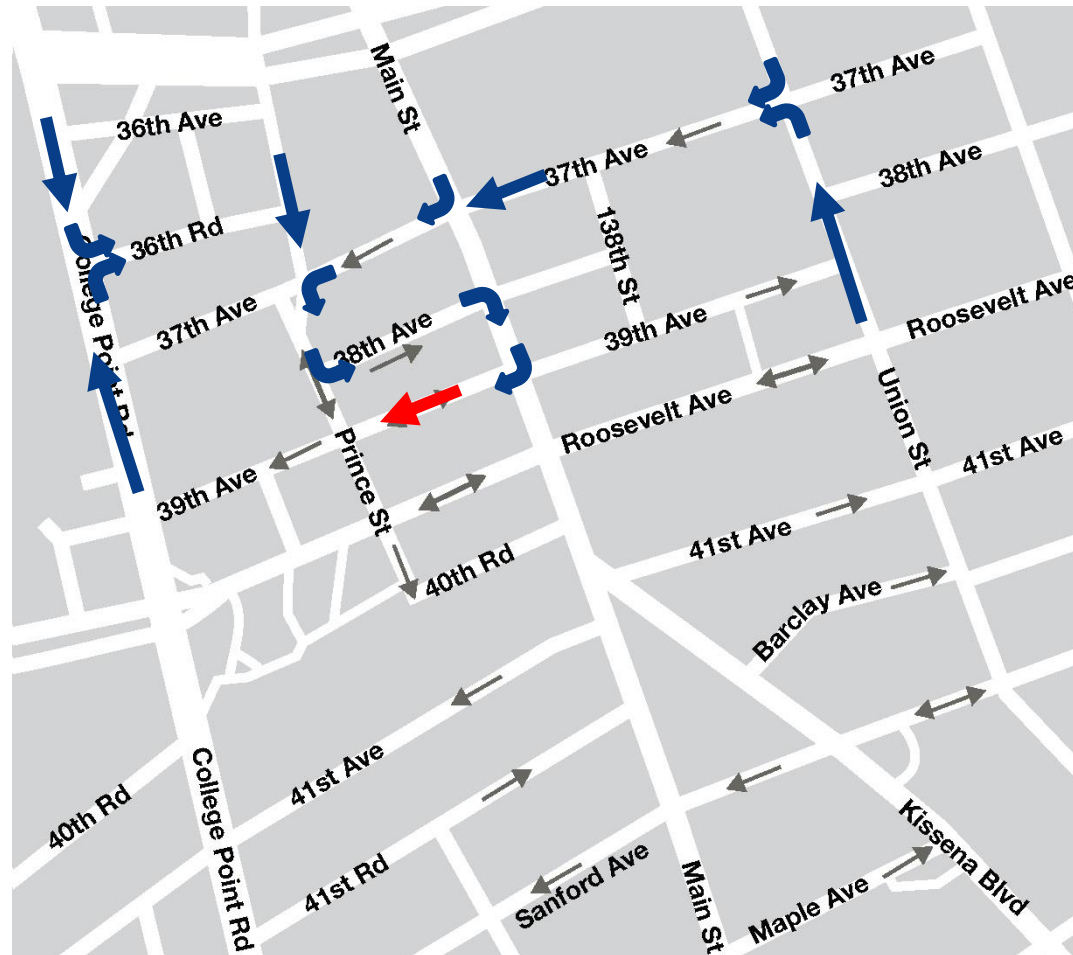
- Turn left or right on 37th Ave.
- Turn left on Prince St.

From Main St.:

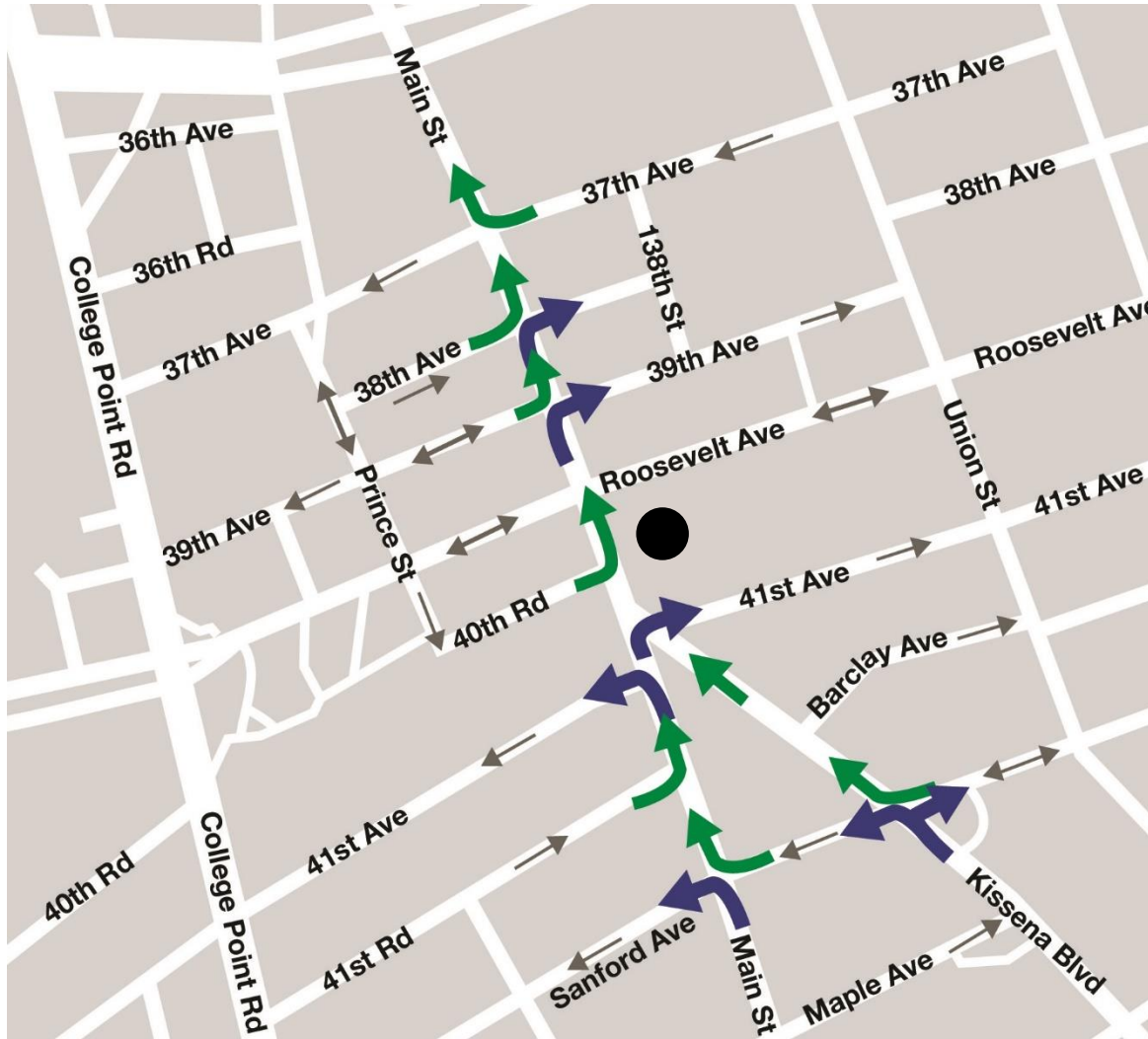
- Turn right on 37th Ave.
- Turn left on Prince St.

Once on Prince St.:

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



Local Access Circulation on Busway

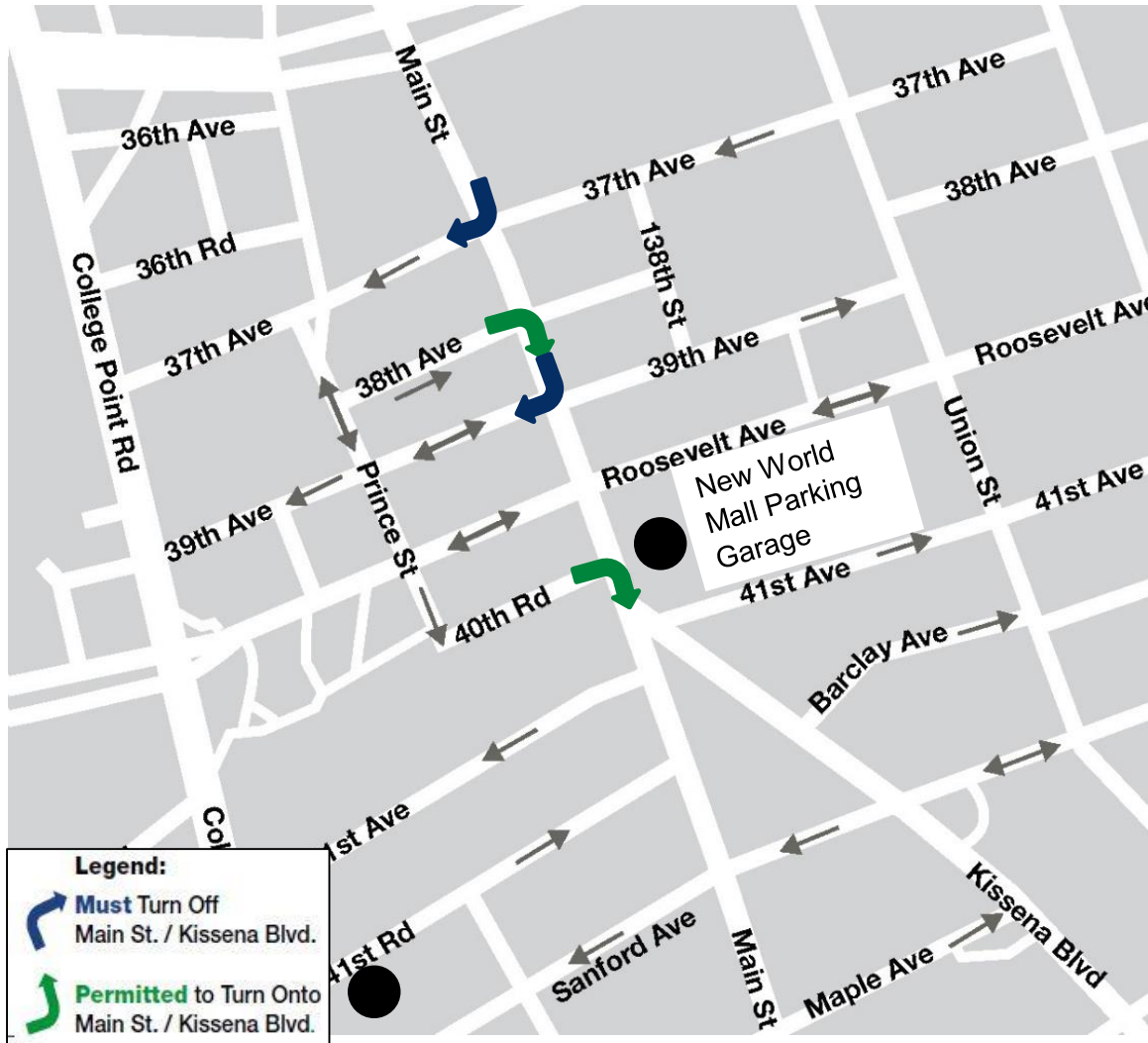


- Shows existing street conditions of 39th Ave as two-operation

- New World Mall Parking Garage



New 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 two live information sessions open to the public via Zoom
 - **Thursday, September 10th at 5 PM** – English with consecutive Chinese interpretation: <https://zoom.us/j/96806710522>
 - **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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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



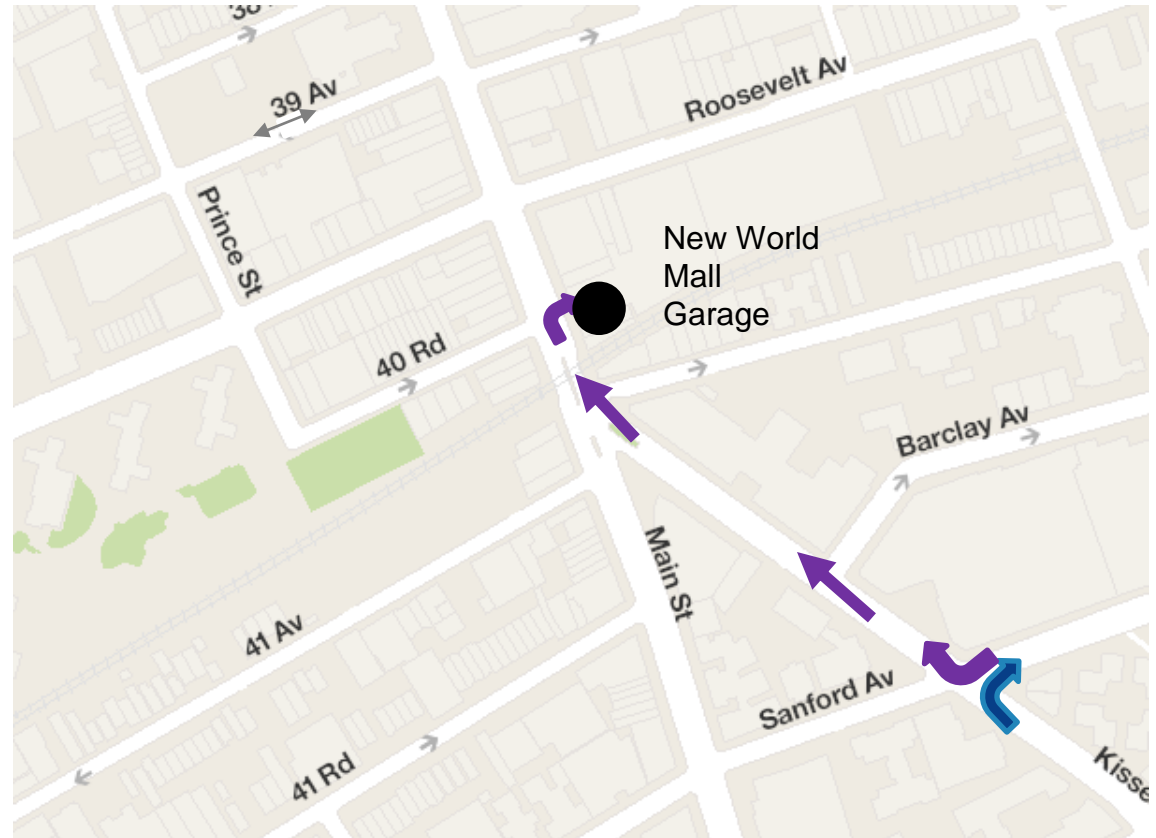
All vehicles must exit, except for buses, trucks before busway begins




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