

# Better Buses Restart: Downtown Flushing Main St. Busway

Community Advisory Board | April 13, 2021



Main Street, Flushing

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Main St and 39<sup>th</sup> Ave looking north



Main St and Roosevelt Ave looking north



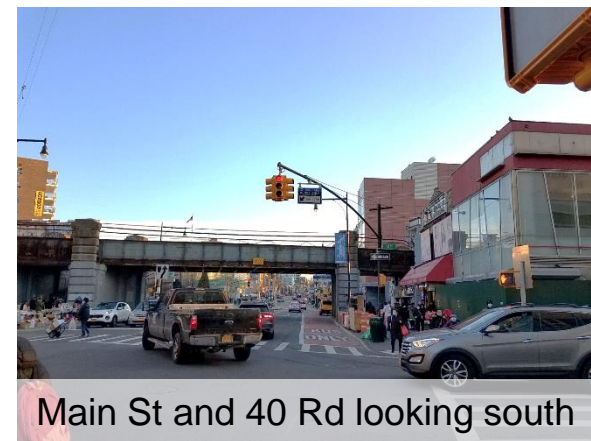
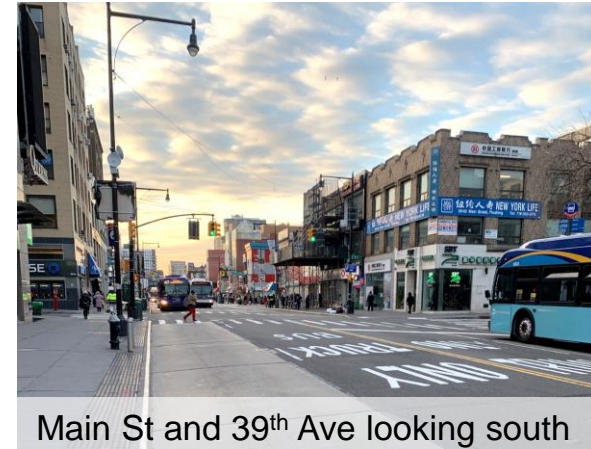
# Highlights

## Bus Speeds

- **Faster speeds** at all times of day in the northbound direction
- Greatest improvements from Kissena Blvd & Sanford Ave to Main St & Northern Blvd: 22% in mid-day and 29% in PM Peak
- Main St & Sanford Ave to Main St & Northern Blvd: faster by 13% mid-day and 12% in PM Peak

## Vehicular Travel Times throughout downtown Flushing

- Travel times almost unchanged between Oct. 2020 and Feb. 2021 - all corridors are within 12 seconds of Oct. 2020
- Since Oct. 2019, travel times are more than **30 seconds faster** on Union St southbound, Prince St southbound, College Point Blvd southbound, and 37<sup>th</sup> Ave westbound
- Since October 2019, no corridor has slowed by more than 22 seconds



# Updates Since January 19<sup>th</sup> Launch

- Bus Lane Cameras began operating on February 8<sup>th</sup>; after 60-day warning period, violations began being issued on April 9<sup>th</sup>
- Signal timing adjustments made at Frame Place and Sanford Avenue to improve traffic flow on Sanford Avenue
- Commercial metered parking along the corridor added before noon to help facilitate deliveries and to keep passenger parking when it is in greatest demand
- Continued driver education; especially with regard to parking garage access



Sanford Ave and Main St looking west



Sanford Ave and Frame Pl looking west

# Observations Post-Launch

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- Ongoing visual traffic observations
- Bus speed data along Busway corridor
- Vehicle travel times data throughout downtown Flushing



Main St and 41<sup>st</sup> Rd looking north



Main St and 39<sup>th</sup> Ave looking north



# Main St. Quality of Life Since Implementation

Initial reports and data show that fewer vehicles on Main St have led to:

- Recent crash data indicating safety improvements
- Pedestrians feeling safer and walking becoming more pleasant
- Crossing the street becoming easier
- Reduced Noise

Flushing Main Street Busway Retweeted



**JimRockaway** @JimRockaway · Apr 5

Loving the Main Street [#busway](#) - so grateful every time I go to Flushing. Thank you [@NYC\\_DOT](#) [@NYCTBus](#) & [@NYCMayor](#)! It's makes taking the bus so much better for thousands of us!



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Flushing Main Street Busway Retweeted



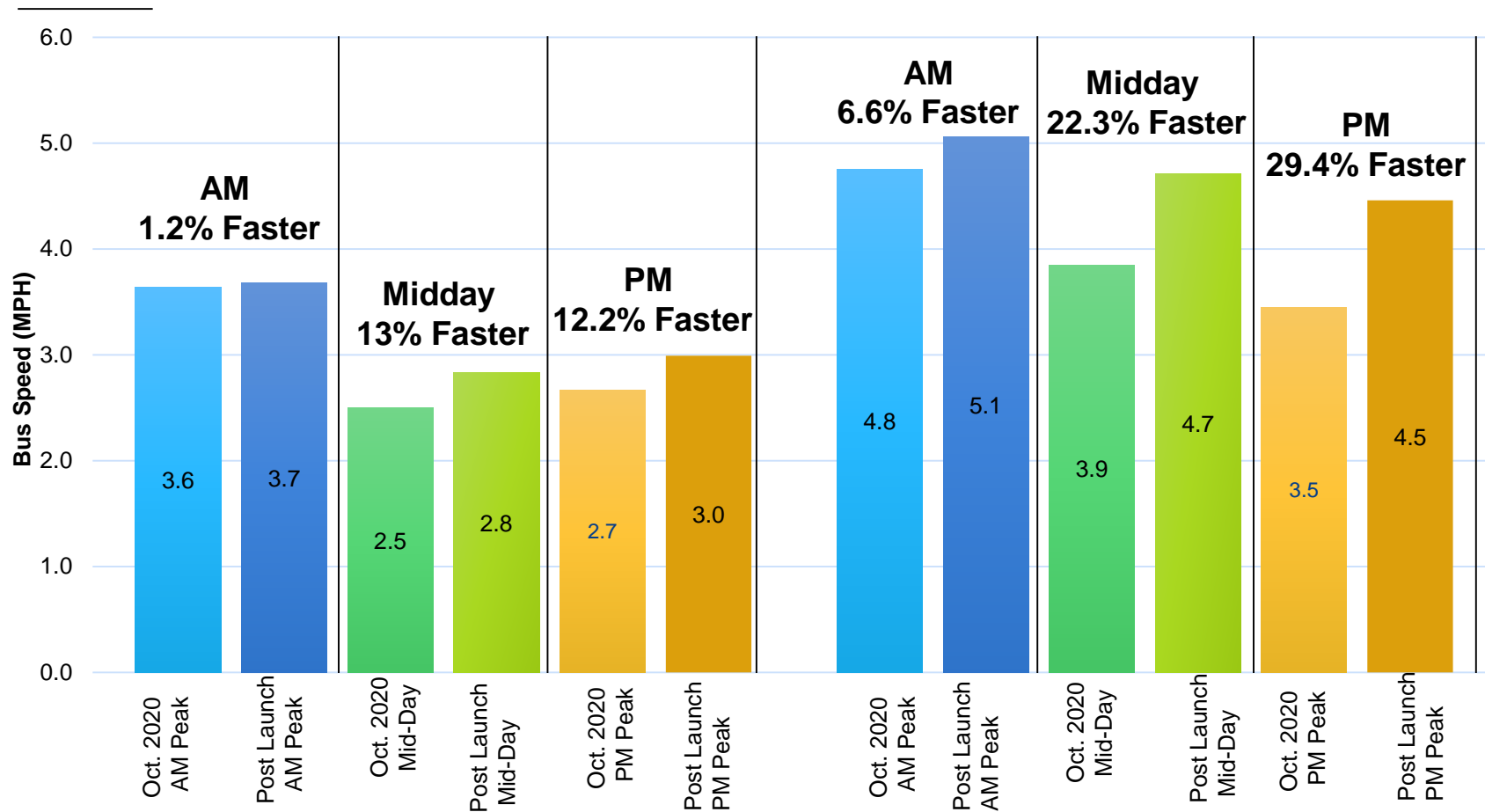
**ജോബി** @joby\_jacob · Jan 21

Have you ever seen a bus move this fast through Downtown [#Flushing](#)? The [@MainStBusway](#) is fantastic! [@NYC\\_DOT](#) [@NYCTBus](#) [@TWULocal100](#) [@RidersAlliance](#) [@TransAlt](#)

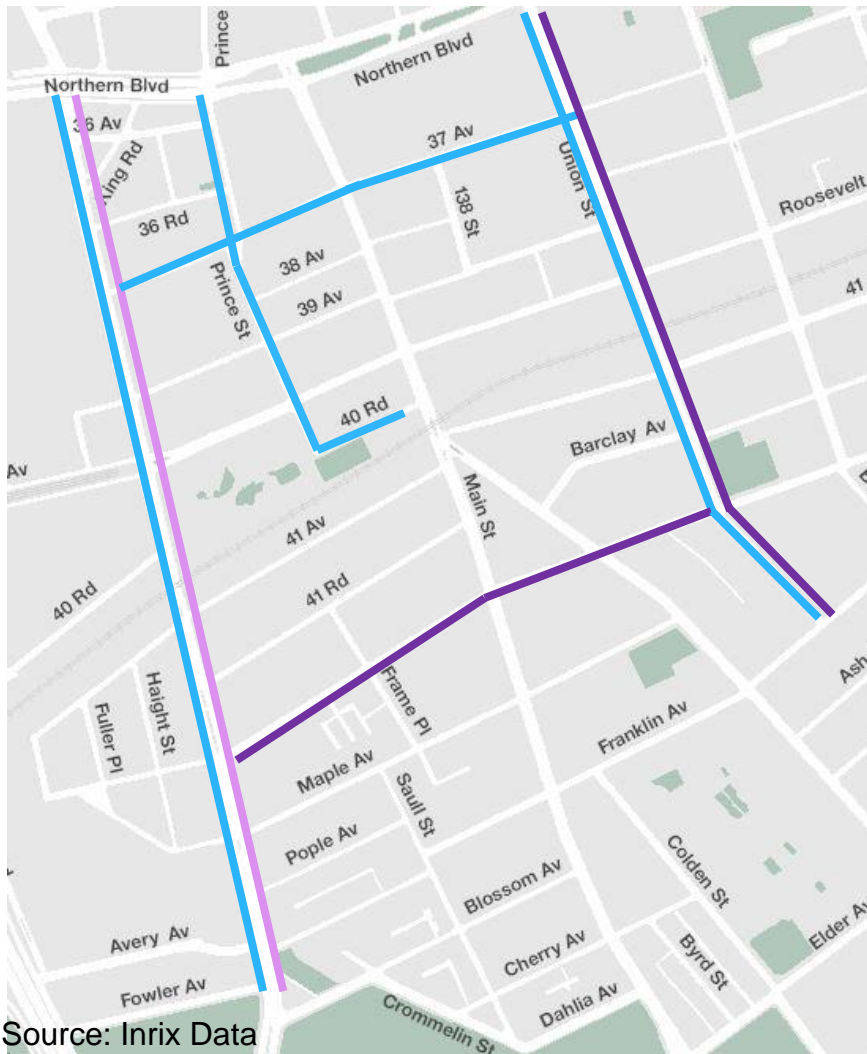


Kissena Blvd and Main St looking north

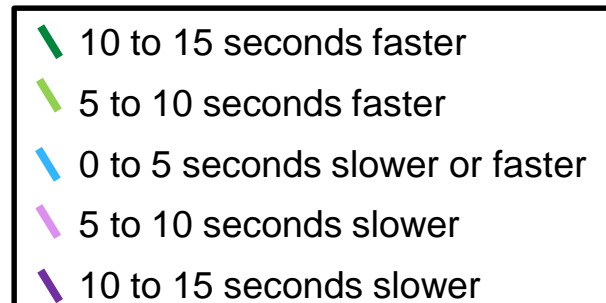
# Northbound Bus Speeds on Busway Corridor



# PM Peak Vehicular Travel Times in Downtown Flushing Comparing October 2020 to February 2021

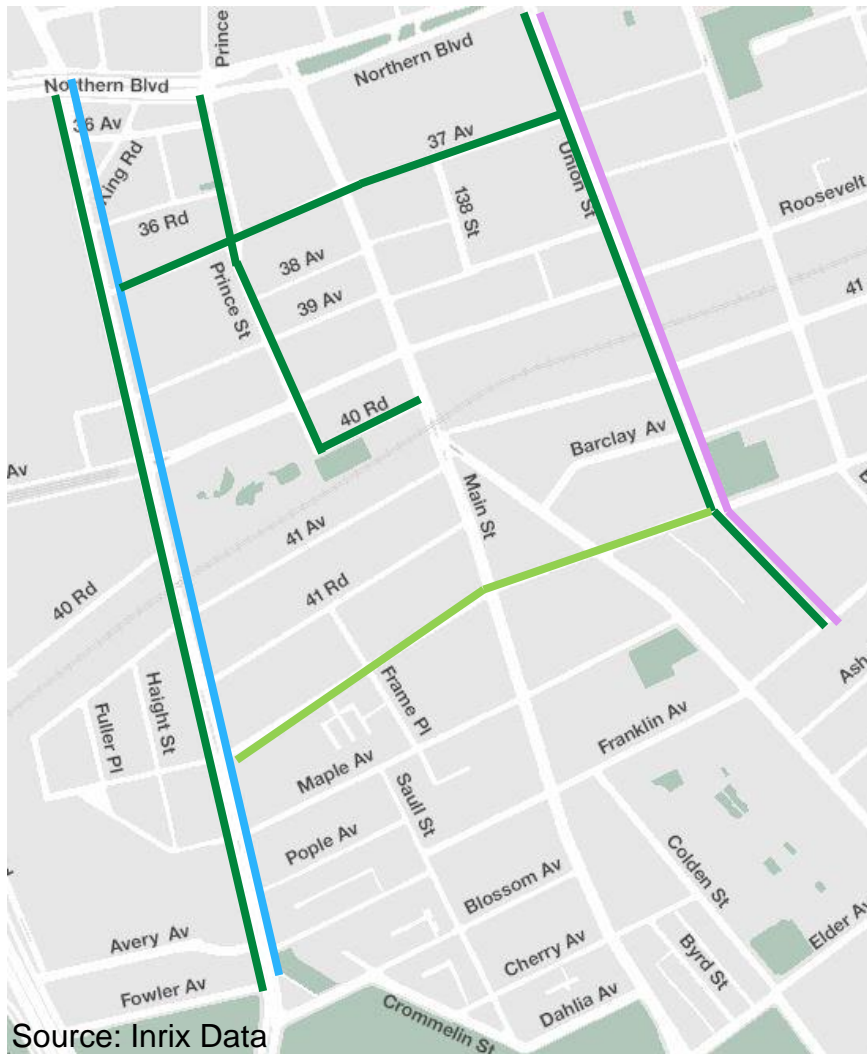


- Overall travel times have not drastically changed; Oct. 2020 to Feb. 2021 within 12s for all corridors
- College Point Blvd SB, 37<sup>th</sup> Ave WB, Union St SB, and Prince St SB were within 5 seconds of October 2020 travel times
- Union St NB, Sanford Ave WB, and College Point Blvd travel times increased slightly
- Union St. northbound: is the only corridor that slowed from October 2019 to October 2020; this trend continued from October 2020 to February 2021

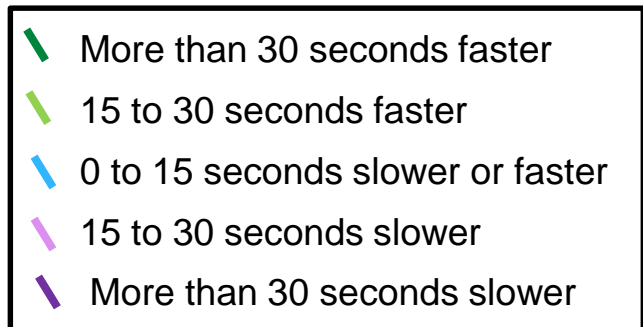




# PM Peak Vehicular Travel Times in Downtown Flushing October 2019 compared to February 2021



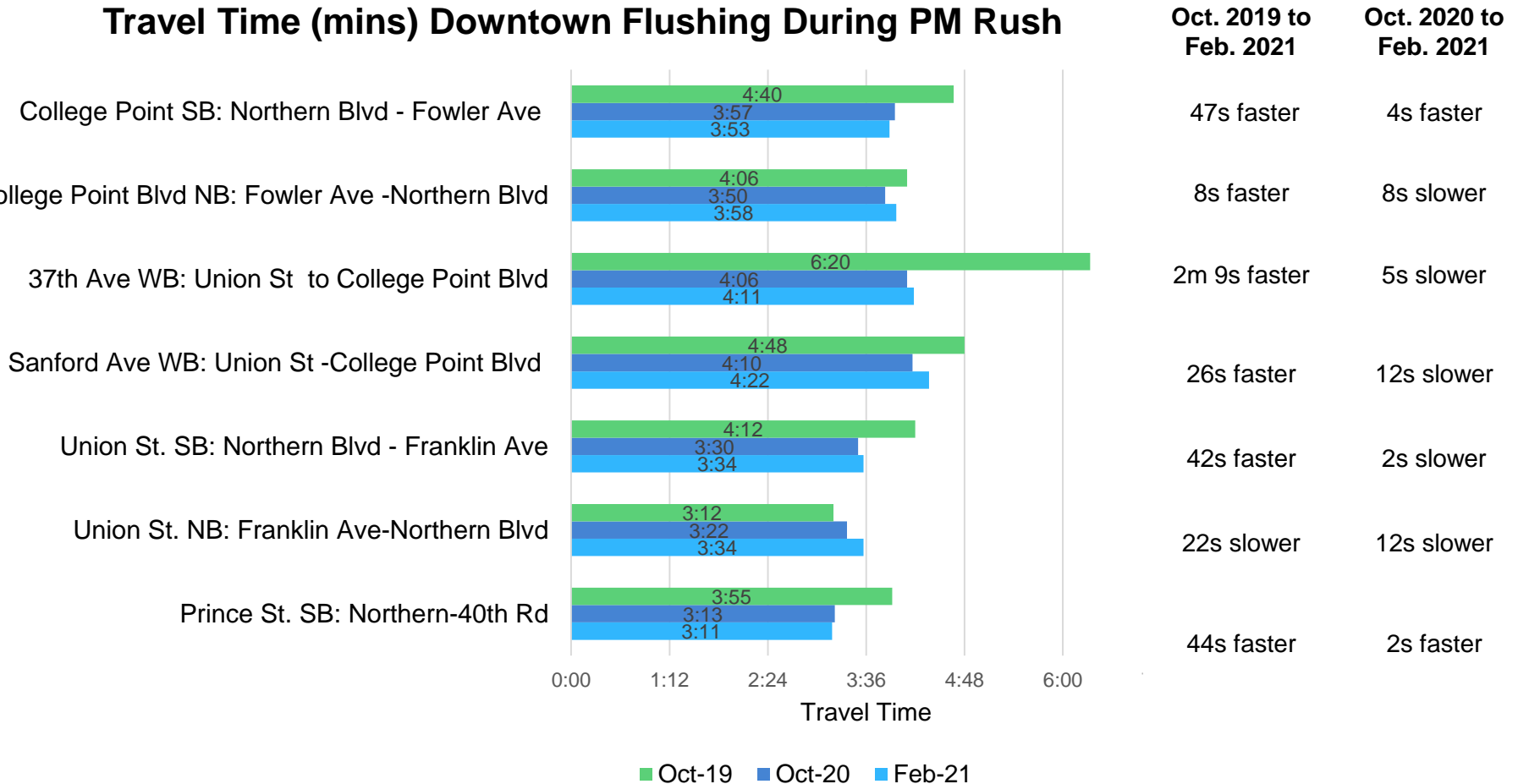
- Except for Union St NB, travel times are faster than in October 2019
- Significantly faster travel times on:
  - Union St SB
  - Prince St SB
  - College Point Blvd SB
  - 37<sup>th</sup> Ave WB
- Union St. northbound: is the only corridor that slowed from October 2019 to October 2020; this trend continued from October 2020 to February 2021



# Vehicular Travel Times in Downtown Flushing

## Comparing October 2019 and October 2020 to February 2021

### Travel Time (mins) Downtown Flushing During PM Rush



# Ongoing Monitoring Plan

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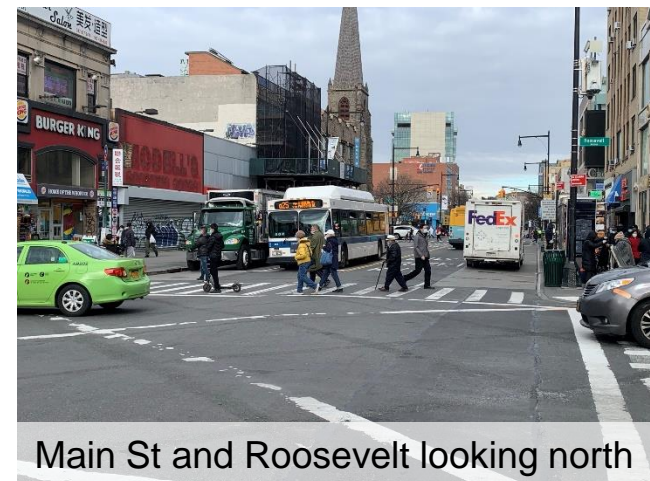
- Traffic and bus service will be monitored for the remainder of the 1-year pilot to allow for any modifications needed
- Traffic count data will be collected later this spring to compare to the baseline data
- Inrix and Transcom data will continue to be collected throughout the pilot
- Business and public survey to get input from large sample of people



# Next Steps

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- Business and General Public Survey later this spring
- Ongoing CAB meetings and community engagement
- Continued traffic monitoring and observations
- Post-Implementation traffic counts, and Inrix and Transcom data



# THANK YOU!

Questions?



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