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
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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

- 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

N=1433
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 Blvd의 Busway는 모두 Sanford Ave. 에서 시작하며 Northern Blvd. 까지 이어집니다.

• Busway 에는 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
- New: All Buses and Trucks and Local Access permitted
- 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?
Appendix
## Local Access Circulation on Busway

<table>
<thead>
<tr>
<th>If you enter Main St from:</th>
<th>You must turn to exit on:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sanford Ave.</td>
<td>41st Ave. (right or left turn)</td>
</tr>
<tr>
<td>41st Rd.</td>
<td>41st Ave. (right or left turn)</td>
</tr>
<tr>
<td>40th Rd.</td>
<td>39th Ave. (right turn)</td>
</tr>
<tr>
<td>39th Ave.</td>
<td>38th Ave. (right turn)</td>
</tr>
<tr>
<td>38th Ave.</td>
<td>Northern Blvd.</td>
</tr>
<tr>
<td>37th Ave.</td>
<td>Northern Blvd.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>If you enter Kissena Blvd. from:</th>
<th>Turn to exit on:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sanford Ave. (for access between Sanford Ave. and Barclay Ave.)</td>
<td>Turn right at Barclay Ave.</td>
</tr>
<tr>
<td>Sanford Ave. (for access between Barclay Ave. and 41st Ave.)</td>
<td>Must turn right at 39th Ave.</td>
</tr>
</tbody>
</table>
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
Access to New World Mall Garage on Busway - from Kissena Blvd

- 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