Better Buses Restart: Downtown Flushing Main St. Busway
Community Advisory Board | April 13, 2021

Main Street, Flushing
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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 37th Ave westbound

• Since October 2019, no corridor has slowed by more than 22 seconds
Updates Since January 19th Launch

• Bus Lane Cameras began operating on February 8th; after 60-day warning period, violations began being issued on April 9th

• 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
Observations Post-Launch

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

Kissena Blvd and Main St looking north
Northbound Bus Speeds on Busway Corridor

Main St Only: Q20A, Q20B, Q44SBS
Kissena Blvd & Main St: Q25, Q34, Q65

- AM 1.2% Faster
- Midday 13% Faster
- PM 12.2% Faster
- AM 6.6% Faster
- Midday 22.3% Faster
- PM 29.4% Faster
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, 37th 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

Source: Inrix Data
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
  - 37th 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

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<tbody>
<tr>
<td>College Point SB: Northern Blvd - Fowler Ave</td>
<td>47s faster</td>
<td>4s faster</td>
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<tr>
<td>College Point Blvd NB: Fowler Ave - Northern Blvd</td>
<td>8s faster</td>
<td>8s slower</td>
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<tr>
<td>37th Ave WB: Union St to College Point Blvd</td>
<td>2m 9s faster</td>
<td>5s slower</td>
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<tr>
<td>Sanford Ave WB: Union St - College Point Blvd</td>
<td>26s faster</td>
<td>12s slower</td>
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<tr>
<td>Union St. SB: Northern Blvd - Franklin Ave</td>
<td>42s faster</td>
<td>2s slower</td>
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<tr>
<td>Union St. NB: Franklin Ave - Northern Blvd</td>
<td>22s slower</td>
<td>12s slower</td>
</tr>
<tr>
<td>Prince St. SB: Northern-40th Rd</td>
<td>44s faster</td>
<td>2s faster</td>
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Ongoing Monitoring Plan

• 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

• 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?