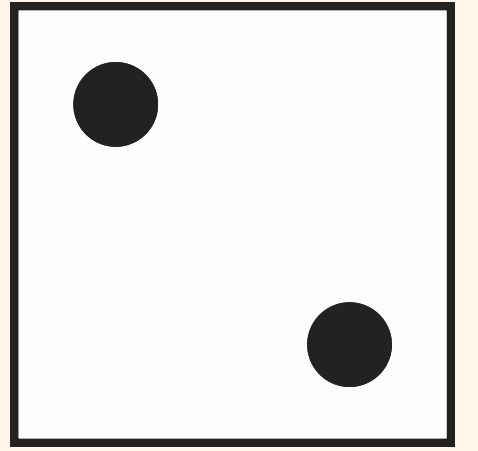


BUS RIDER TOWN HALL

August 6 2026 | 6pm - 7:30PM
Central Brooklyn



Dicebreakers

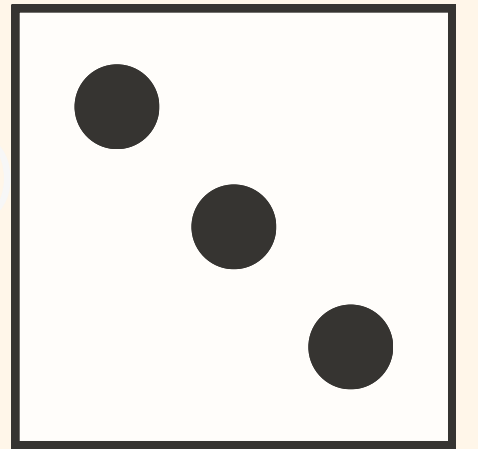


Get to know your fellow bus riders!

➡ Speak with your neighbors (5 mins)

➡ Share with your table (5 mins)

Share your name, pronouns, neighborhood or bus line.



Then, roll the dice on your table and ask each other questions!



Welcome!



Our Agenda (6PM - 7:30PM)

- **Welcome**
- **Demystifying Buses**
- **Bus Rider Organizing & Accessibility**
- **NYC DOT & MTA Present the Central Brooklyn Bus Plan**
- **You Ride, You Decide: Small Group Feedback Discussions**
- **Hearing from Bus Riders**
- **Closing**



Collective Agreements

- **Respect the opinions and stories of others**
- **Assume good faith**
- **Accept non-closure**
- **Make space, take space**



People-Powered Change

We are here today because we know that **our government works best when New Yorkers are meaningfully involved.**



Who Makes Decisions About Buses?



CITY GOVERNMENT

The Mayor (Executive): Zohran Mamdani

The City Council (Legislative)

- A 51-member body
- Speaker: Council Member Julie Menin

City Budget

STATE GOVERNMENT

NY Governor (Executive): Kathy Hochul

NY State Senate & Assembly

- Speaker: State Assemblymember Carl Heastie
- Senate Majority Leader: State Senator Andrea Stewart-Cousins

The State Budget

FEDERAL GOVERNMENT

U.S. President: Donald Trump

US Congress

- NY U.S. Senators: Senator Chuck Schumer and Senator Kristen Gillibrand
- NYC Congressional Delegation

The Federal Budget



The Role of the City (NYC DOT) and the State (MTA)

	The City & NYC DOT (lead)	The State & MTA (lead)
Fares		X
Streets	X	
Buses		X
Funding	X (FOR STREETS)	X (FOR BUSES)
Routes		X
Physical Landscape	X	



People-Powered Change



Montgomery Bus Boycott
(1955)



Freedom Rides
(1961)



ADAPT and the ADA Movement
(1970s)



LA Bus Riders Union
(1990s - Present)



**Bus riders are also organizing
right now in New York City!**



RIDERS ALLIANCE



**RIDERS ALLIANCE WAS FORMED
WITH THE BELIEF THAT BUS AND
SUBWAY RIDERS DESERVE A SAY IN
THE POLITICAL DECISIONS
IMPACTING US.**



FOR DECADES, NEW YORKERS HAVE BEEN LEFT BEHIND RIDING THE SLOWEST BUSES IN THE NATION



COUNTLESS HOURS STUCK IN TRAFFIC



LACK OF SHELTERED STOPS



CRAMPED BUSES WITH LONG LINES

BUSES MOVE THE MOST PEOPLE ON OUR STREETS — WHY ARE WE PUT LAST?

BUS RIDERS FACE REAL CONSEQUENCES FROM SLOW + DELAYED SERVICE

- 75% of bus riders are people of color
- 55% are immigrants
- 50%+ earn less than \$51,000
- 49% work in healthcare, hospitality, retail, food service, or culture industries

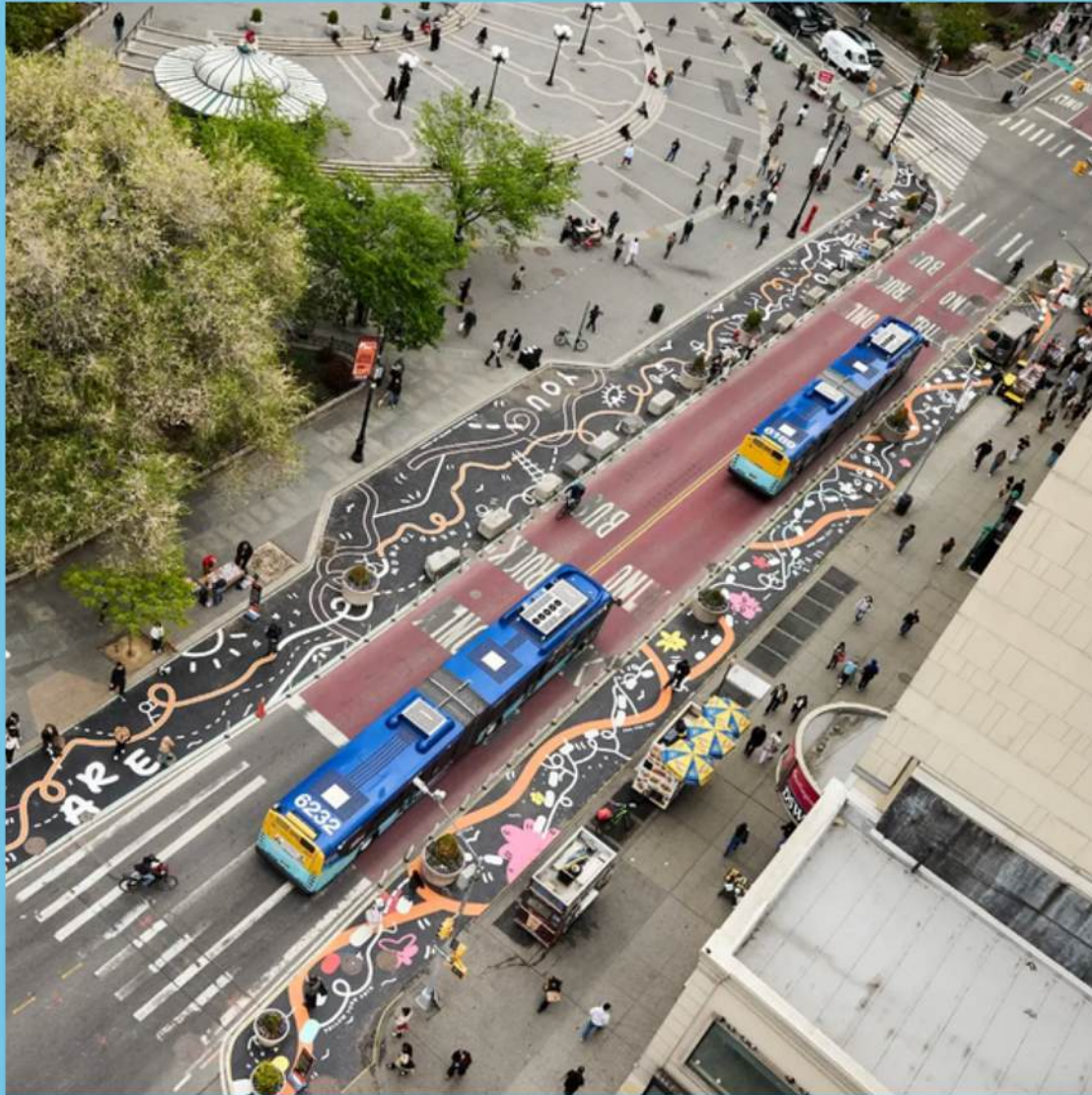
- 2 out of 3 bus riders report had long waits in extreme weather
- Half have paid for a car service or taxi
- 1 in 3 has been fired, reprimanded, or lost pay at work



WE CAN DO BETTER
WE DESERVE BETTER



WE BUILD RIDER POWER TO WIN MEANGINFUL CHANGES FOR BUS AND SUBWAY RIDERS



Fast!
(Better Buses)



Affordable!
(Fair Fares)



Reliable + Accessible!
(Congestion Pricing)

ONE RIDER SPEAKING OUT **ALONE** IS A COMPLAINT.
THOUSANDS OF RIDERS SPEAKING OUT **TOGETHER** IS A MOVEMENT!



**IN FLATBUSH, WE'VE ORGANIZED THOUSANDS OF RIDERS TO
DEMAND BETTER BUSES AND TO HOLD OUR ELECTED LEADERS
ACCOUNTABLE TO THE SERVICE WE DESERVE!**



Join us!

Buses and Accessibility

NYC Mayor's Office for
People with Disabilities



What is MOPD?

- For half a century, the Mayor's Office for People with Disabilities (MOPD) has been the liaison between New York City government and the disability community.
- MOPD ensures City initiatives, programs and policies address the needs and interests of people with disabilities.
- The office regularly engages in advocacy and policy-making at the local, state, national, and international levels to make certain that accessibility and full inclusion are key priorities.



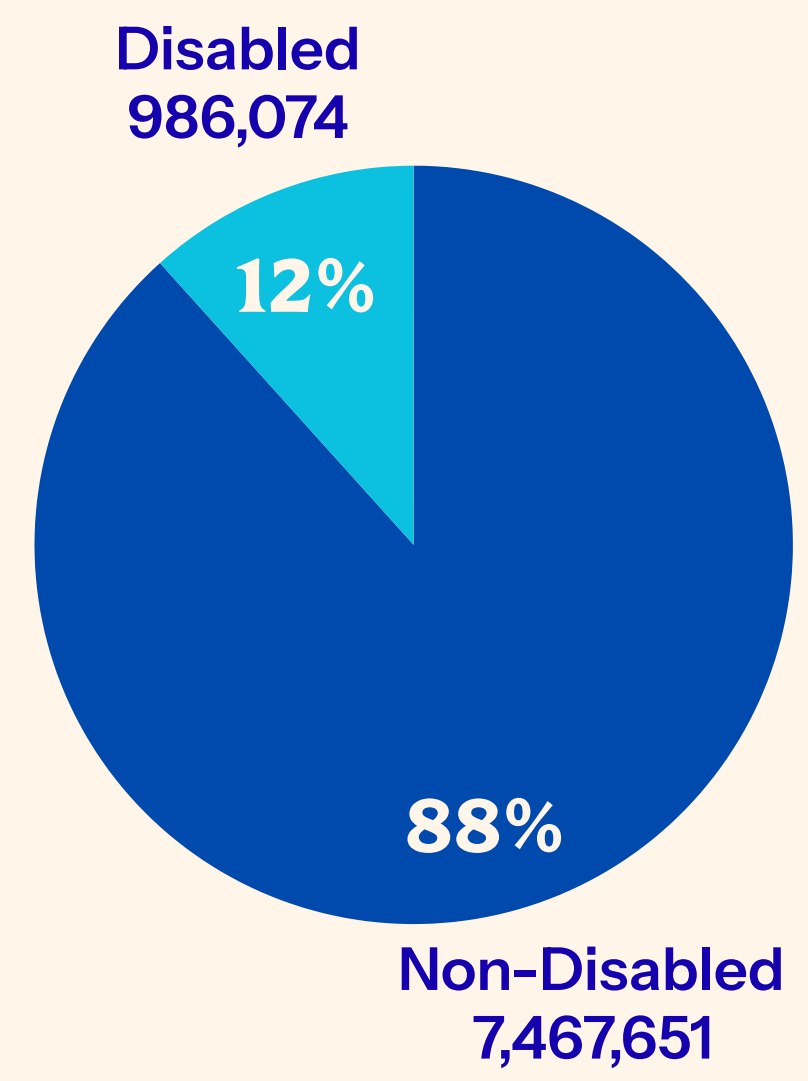
What is accessibility?

- **Accessibility means that all people can board and ride the bus safely, reliably, and conveniently as they are going to work, play or any other reason**
- **Accessibility allows people with disabilities to actively participate in their community and benefits everyone in New York City**





How many New Yorkers have disabilities?



People with Disabilities in NYC	986,074
With a hearing difficulty	181,959
With a vision difficulty	202,802
With a cognitive difficulty	377,299
With an ambulatory difficulty	582,712
With a self-care difficulty	249,719
With an independent difficulty	424,733

*Data from the 2019-2023 American Community Survey





Accessibility: Why Buses?

- For people with disabilities, buses are one of the most accessible parts of the transit system
- All 5,800 buses are wheelchair-accessible
- Newer buses include ramps, automated audio announcements, digital displays, flexible seating, and designated wheelchair securement areas.
- An accessible trip also depends on accessible bus stops, sidewalks, and crosswalks





What is an inaccessible bus stop?

An inaccessible bus stop is one that lacks continuous surfaces for wheelchair lifts or ramps or does not have unobstructed access to board the bus

What is an accessible bus stop?

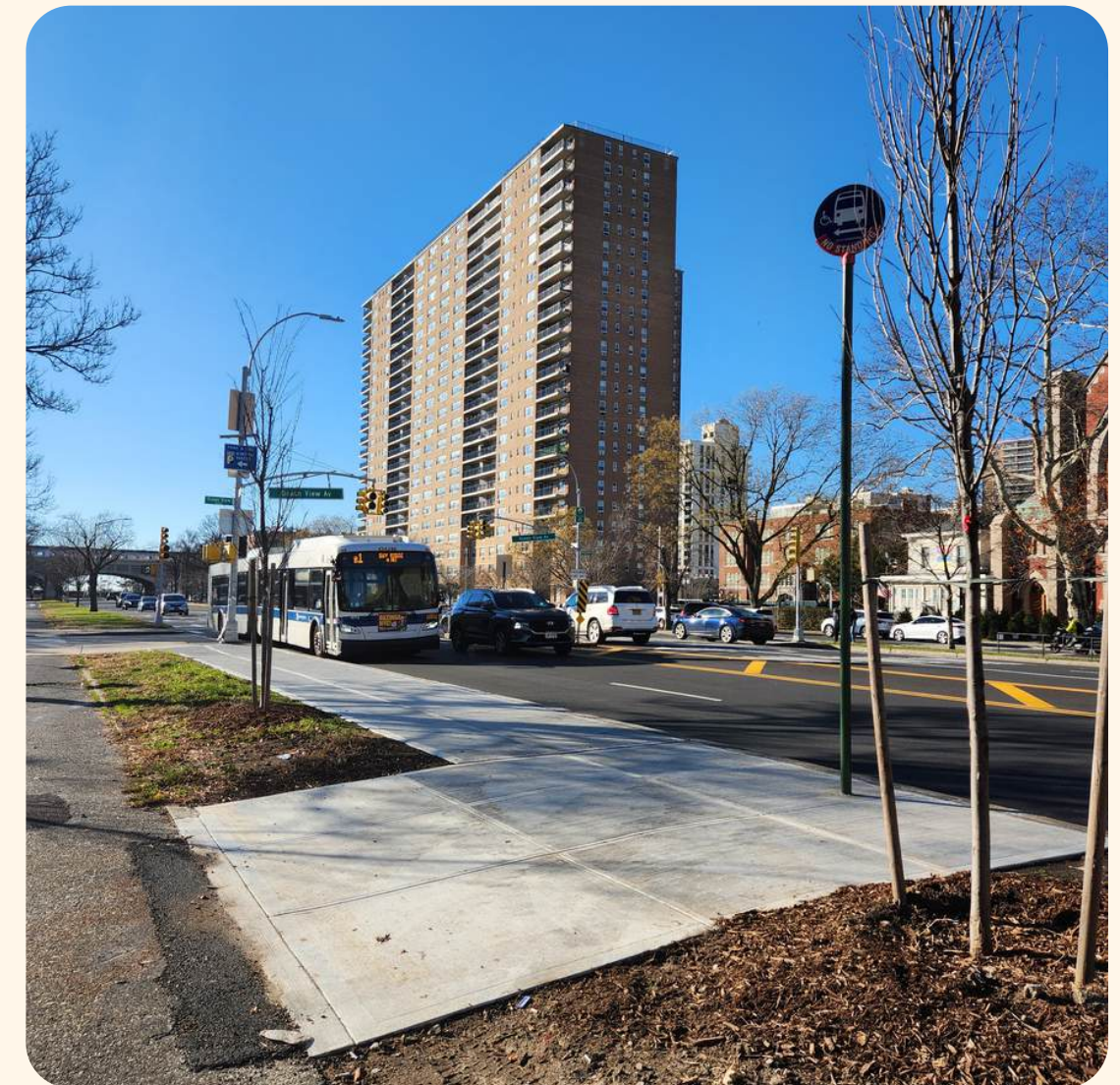
An accessible bus stop is one that has continuous surfaces for wheelchair lifts or ramps and unobstructed access to board the bus



Inaccessible bus stop



Accessible bus stop



What is our plan to upgrade bus stops?

- Approximately 10% of bus stops citywide are inaccessible
- Previous goal (pre-2027): upgrade 25 bus stops per year to make them physically accessible
- New goal (2027-2029): upgrade 50 bus stops per year to make them physically accessible
- Expanded goal (2030-onwards): upgrade 65 bus stops per year to make them physically accessible





More accessibility commitments

- Installing seats at 875 bus stops in 2026
- Engaging disability communities in bus stop plan co-design process
- Increase Automated Camera Enforcement for buses to access unblocked stops
- Including enhanced accessibility features in new buses





**MOPD wants to know: what does an
accessible bus ride mean to you?**

**Talk to us at our table outside, and share your
thoughts in small group discussion!**





Connect with MOPD

Voice Phone:

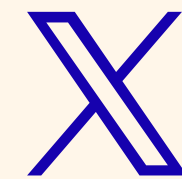
212-788-2830

Video Phone:

646-396-5830

Website:

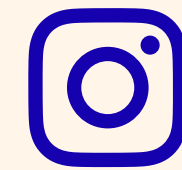
NYC.gov/Disabilities



@NYCDisabilities



/NYCdisabilities



@NYC_Disabilities



**Search: Mayor's Office for
People with Disabilities**





The Central Brooklyn Bus Plan



Fast Buses for Central Brooklyn

Thank you for joining us this evening to help shape the future of transportation in Central Brooklyn!

Why We're Here:

- We want to learn about your experiences traveling in Central Brooklyn, especially along Church, Utica, Flatbush Avenues, and at bus hubs

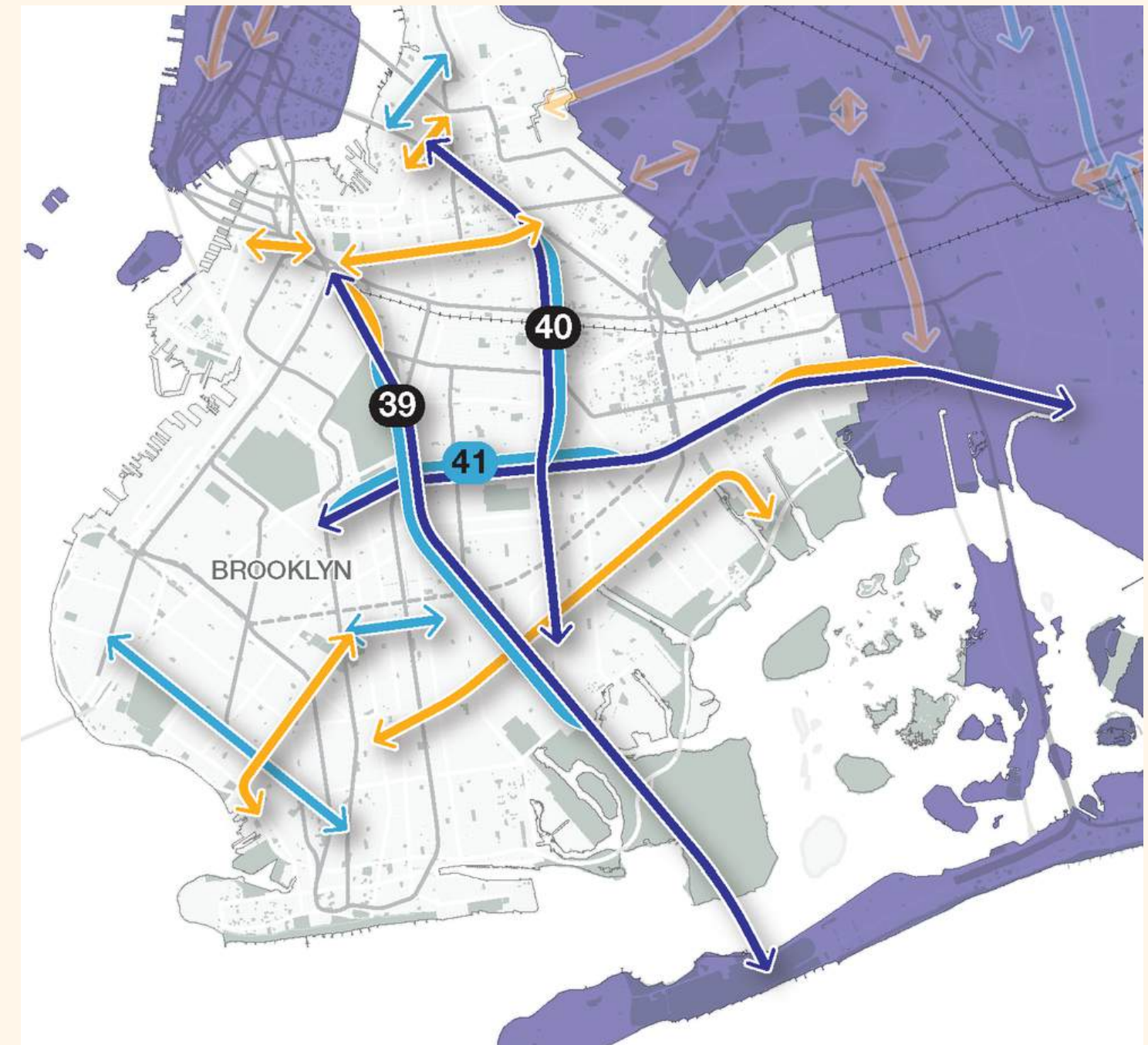
Tell us:

- Where your trips are delayed or difficult
- Where you feel unsafe or uncomfortable
- What improvements would make it easier to get around
- Whether you ride the bus, walk, bike, drive, live, work, or do business here, your feedback will help shape future street designs



Three Corridors, One Comprehensive Plan

- NYC DOT and MTA are studying near-term and long-term rapid bus investments on three critical corridors in Brooklyn:
 - **Flatbush Av Phase 2, Grand Army Plaza to Ave H**
 - **Flatbush Av Phase 3, Ave H to Kings Plaza**
 - **Utica Av, Fulton St to Kings Hwy**
 - **Church Av, Ocean Av to Kings Hwy**
- Improvements will be designed to prioritize bus riders and work together to create safer, faster, and more reliable travel throughout Central Brooklyn
- NYC DOT is also investigating circulation and safety improvements at bus hubs, including at the Junction



Why These Corridors?

- Corridors serve some of the busiest bus routes in the city, providing critical access to jobs, education, services, and recreation
 - 150,000 riders on 13 MTA bus routes with average speeds as slow as 2-5mph on narrow, congested streets
- Majority of households do not own a vehicle and rely on public transit
- Buses on Flatbush Ave primarily serve Black New Yorkers, women, and New Yorkers living on low-incomes (Pratt Center, Riders Alliance, 2024)
- Slow buses have direct economic effects on Flatbush residents and businesses



Making the Bus Faster and More Reliable!

- On July 8, 2026, Mayor Mamdani and Governor Hochul announced **Next Stop: Fast Buses, Better Service**
- Commitment to delivering faster, more reliable buses for working New Yorkers
 - Slowest buses and longest commutes in the nation
 - Improved service makes the city more affordable, with better access to jobs, education and services
- Implement high-quality designs that improve bus speeds by **20% on 50 priority corridors**
- Enhance the bus stop experience with accessibility improvements, seating, shade, real time arrival information, and public realm improvements



Poll #1

Think about a typical trip you take in Central Brooklyn. What is the most frustrating part of getting where you need to go? (Check all that apply)

- Getting stuck in traffic
- Waiting for the bus
- Unreliable arrival times
- Crossing busy streets
- Finding parking
- Making transfers
- Traveling with children or groceries
- Navigating with a mobility device
- Unpredictable travel times
- Crowded sidewalks or bus stops
- Unpredictable construction
- Something else



Near-Term Investments

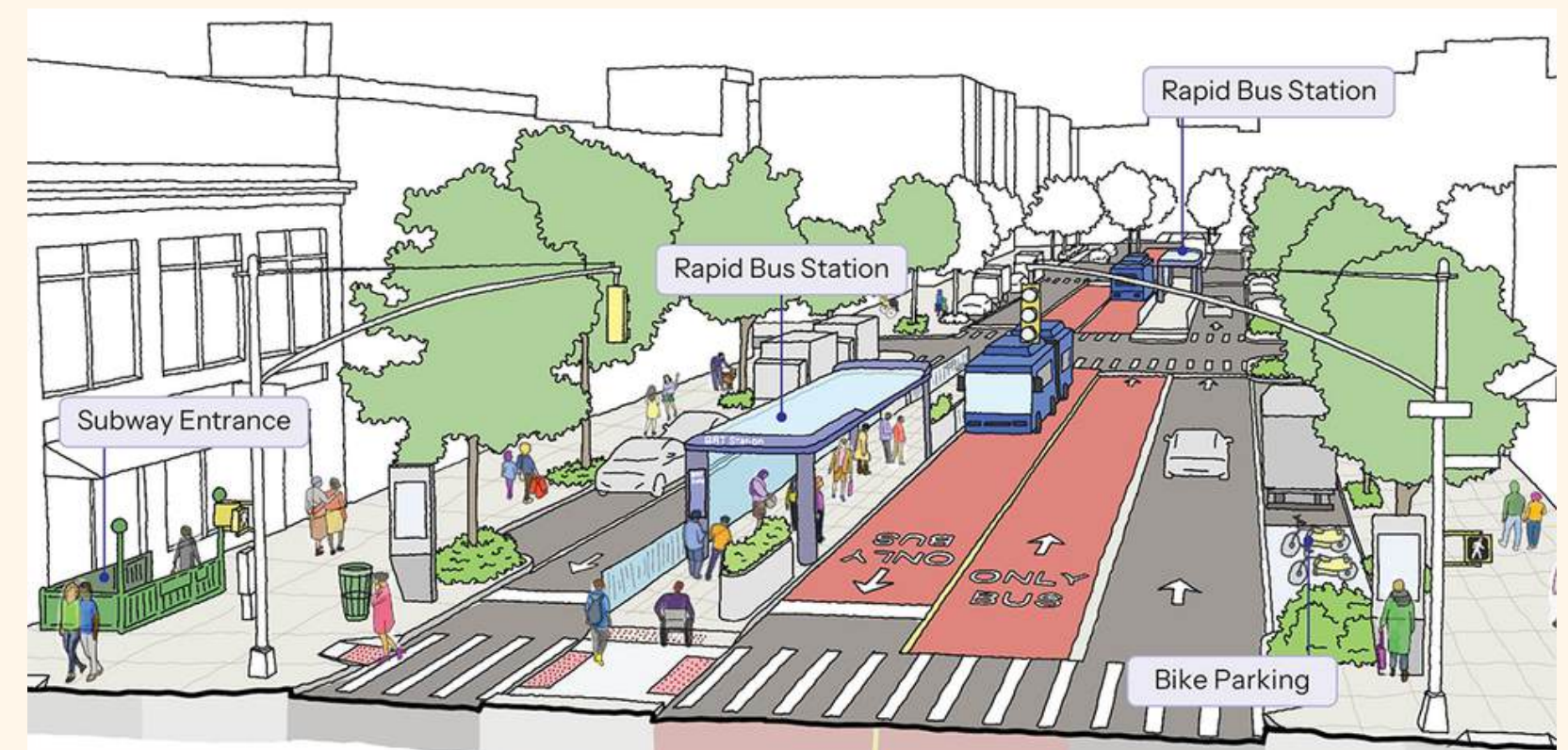
- Exploring busways to make bus service faster and more reliable
 - All buses, trucks, emergency vehicles, and Access-a-Ride allowed to travel along the entire corridor
 - Allows local access for loading, deliveries, and customer parking
- Improve pedestrian safety and enhance the public realm with new pedestrian spaces, greenery, art, and street furniture



Longterm Investments

Bringing Bus Rapid Transit to New York City

- Expand access to rapid transit options for Central Brooklyn with world-class infrastructure and service, including:
 - Fully separated bus lanes
 - Intersection priority
 - World-class stations with greenery and public space
 - Fast, frequent service
- By 2030, implement Flatbush Avenue and advance designs on Church Ave and Utica Ave



Poll #2

If you could wave a magic wand and change something about riding the bus tomorrow, what would it be? (select top 2-3)

- Faster trips
- More reliable service
- Easier boarding
- Better bus stops and places to wait
- Less crowded buses
- Safer crossings and sidewalks
- More frequent service
- Something else



What can you provide input on?



Identifying neighborhood institutions, businesses, schools, houses of worship, and other critical neighborhood assets



Highlighting locations where buses get stuck in traffic, where neighbors drive to and park at local businesses, or bus stops that could use more seating or shade.



Identifying dangerous streets and intersections where you would like to see traffic safety improvements or additional public space



Identifying difficult trips and/or desirable connections for deeper study



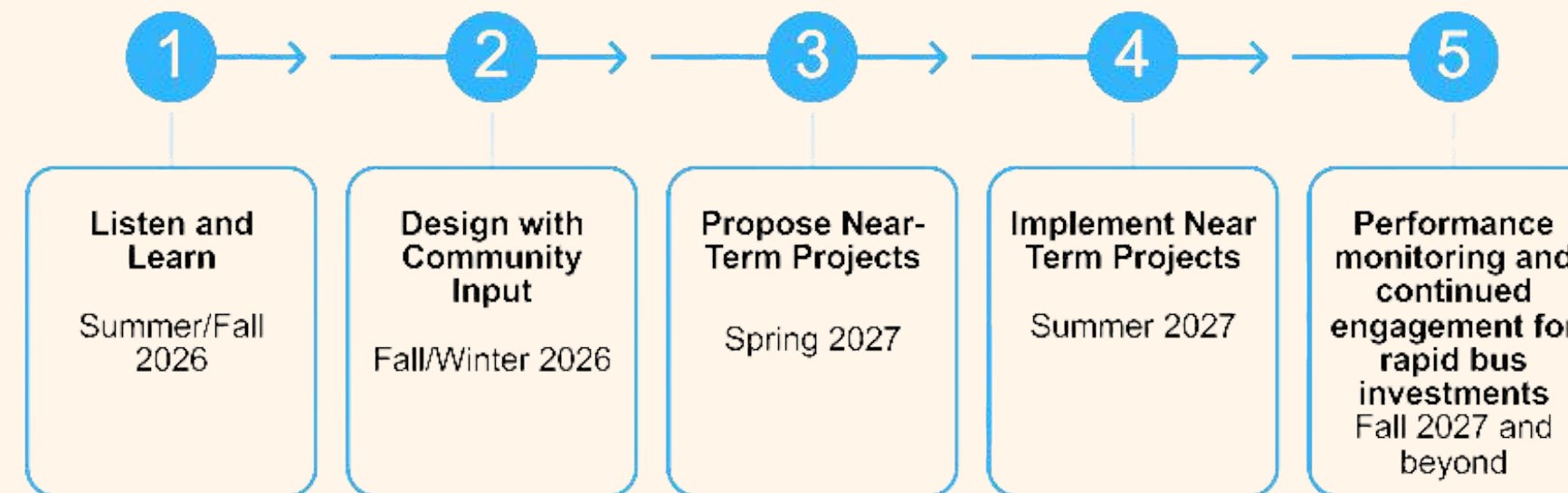
Suggesting parking and loading areas or regulations

This information will help orient us to your neighborhood to ensure we design a project that is inclusive of community needs!



How to Stay Involved

- Visit DOT's website, leave comments on the map, and complete the survey: nyc.gov/fastbuses
 - Survey and feedback map will be open until October 31, 2026
- August: See us in the community on the street and at neighborhood events
- October/November: Attend community meetings to discuss design details





You Ride, You Decide:

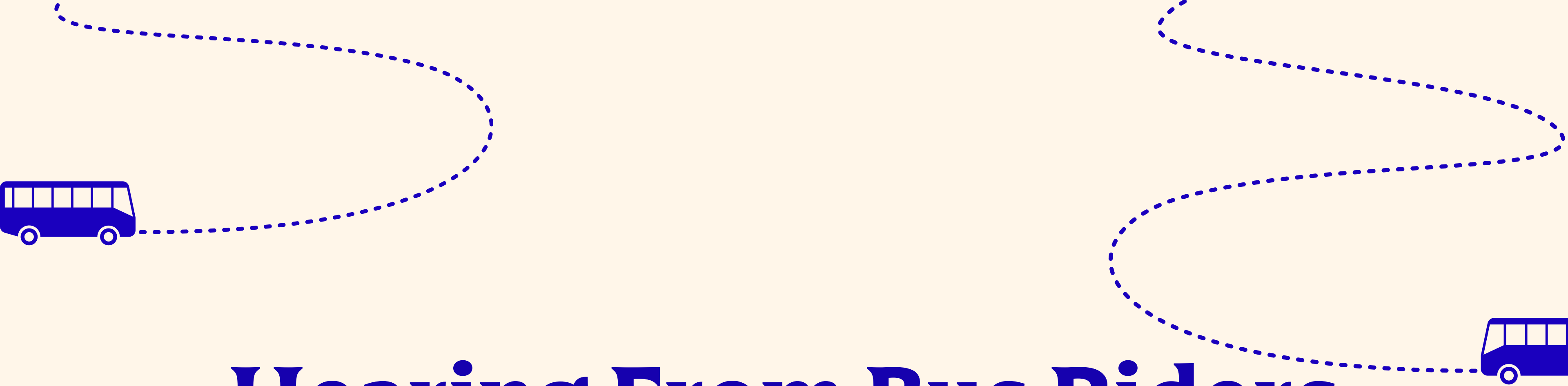
Small Group Discussion



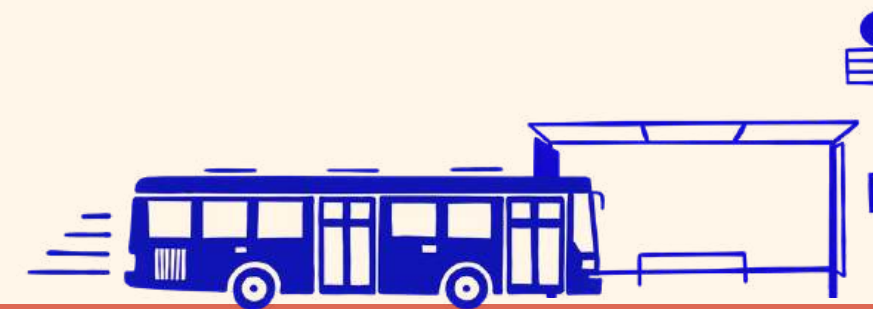
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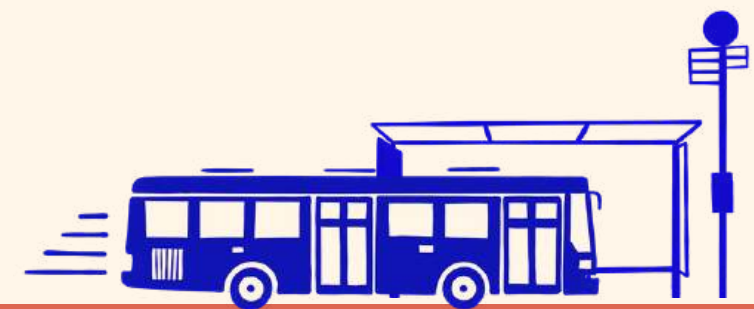
Hearing From Bus Riders





What's Next: We Need You!

organize.nyc.gov/fastbuses





Thank You!

Visit our tabling, government, and community partners

