

Flatbush Avenue Bus Priority

Community Advisory Board Meeting #1 – November 30, 2022

Mayor Eric Adams
Commissioner Ydanis Rodriguez



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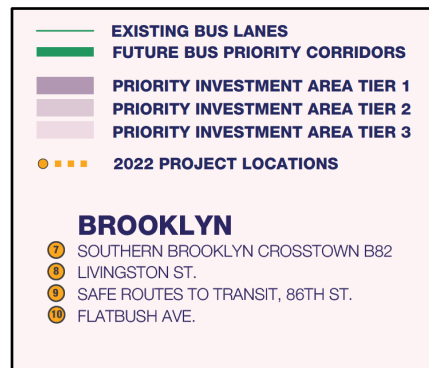
Background

NYC Streets Plan (2021) and Transit Goals

Transit goals of the Streets Plan:

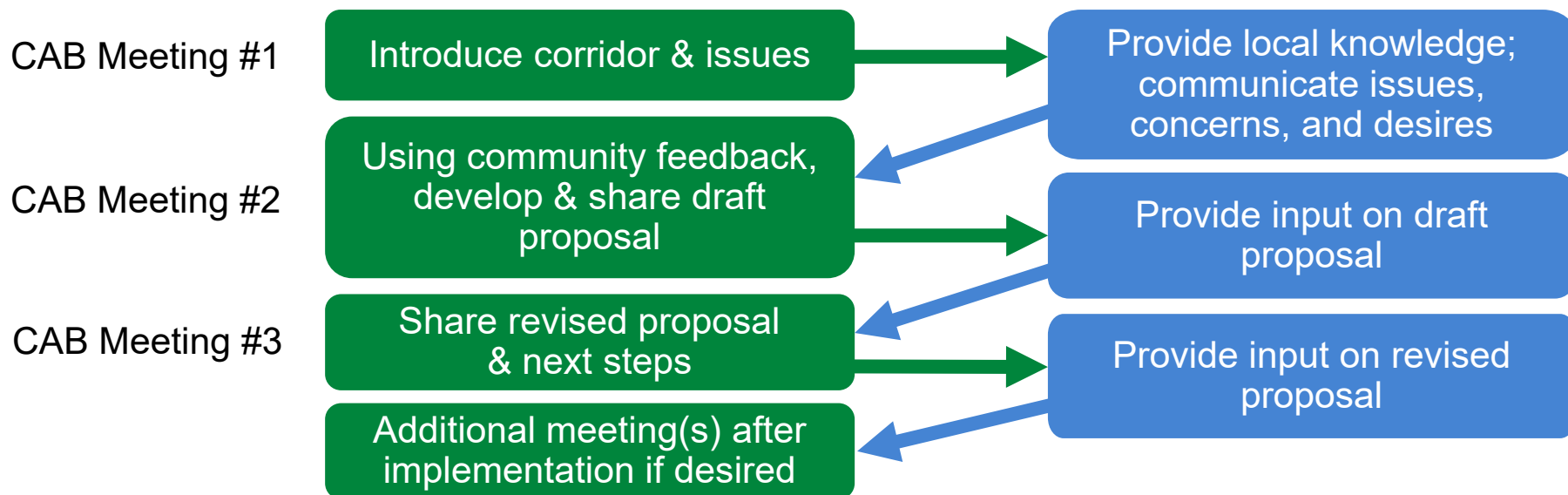
1. **Increase sustainable travel modes** by reconfiguring streets
2. **Expand access to job opportunities** through faster and more reliable transportation options
3. Allow all New Yorkers, to get around the city in multiple ways **without encountering barriers to travel**

In addition to the Streets Plan, NYCDOT and MTA are working together on **automated enforcement and transit signal priority**, in addition to bus priority corridors



Community Advisory Board (CAB)

- Complements standard outreach with Community Boards, elected officials, stakeholders
- Extra opportunity to meet together, share ideas and inform each other
- CAB meets before project implementation; can continue to meet during and after implementation if desired
- Not public meetings, but intended to be broad and inclusive
- The CAB allows for an iterative feedback process with the same participants at each meeting, allowing for constructive dialogue



NYCDOT Outreach

Outreach So Far:

- Kick-Off Meeting on June 30th, 2022, with ~100 attendees
- Attended September CB9 Transportation Committee Meeting
- Began Street Ambassador Merchant Surveys
- CAB Meeting #1 (Today)

Future Outreach:

- CAB Meetings #2 and #3
- Launch Outreach Website and Survey
- Street Ambassador Pedestrian Surveys
- Finish Street Ambassador Merchant Surveys
- Community Board Presentations



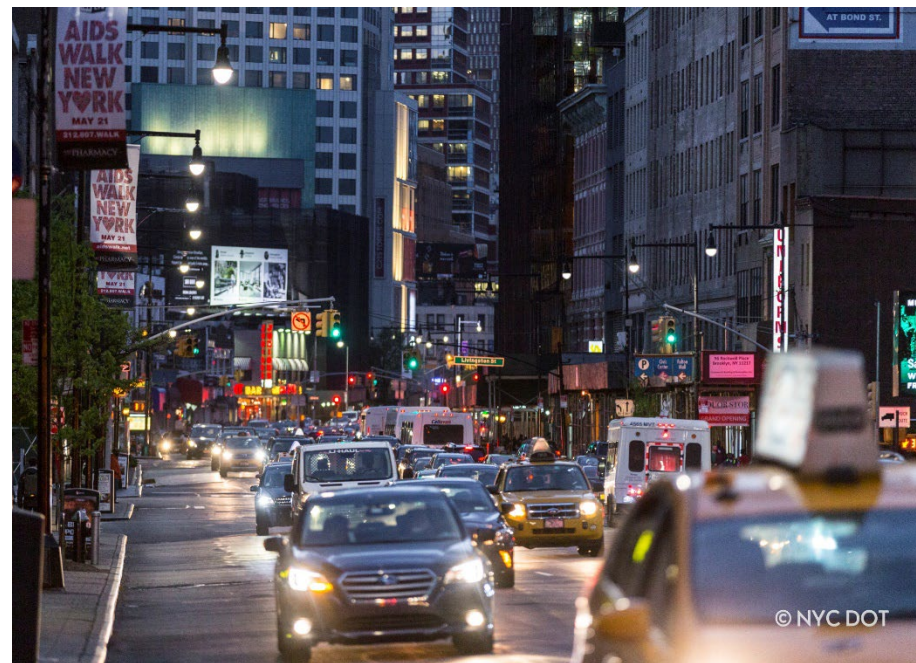
What We've Heard So Far

From attendees of the Kick-Off meeting and CB9 meeting:

- Buses are slow and unreliable on Flatbush Avenue
- Streets and sidewalks are crowded, many pedestrians feel unsafe on Flatbush Avenue
- Curb space is vital to small businesses for deliveries/pick-ups/drop-offs
- Outreach should not just be virtual, but should also happen on the street
- Equity is important in thinking about who uses Flatbush Ave, and how people navigate Brooklyn
- Attendees at the Kick-Off meeting expressed support for a variety of potential options, including bus lanes and busways, though potential downsides of each option were also mentioned

Why Flatbush Avenue?

- Critical **cross-borough transportation corridor**
- **118,000 average daily bus riders** on 12 routes, serving neighborhoods that are Priority Investment Areas
 - B41 has 22,500 average daily riders
- **Slow bus speeds**
- **164** people have been killed or seriously injured on Flatbush Ave in the last 5 years. Flatbush Ave is a Vision Zero priority corridor for safety improvements



Sources: Ridership: MTA ridership estimates (2019)
Crash data: NYCDOT/NYS DOT

Recent Operational Projects on Flatbush Avenue

NYCDOT has implemented or is planning numerous safety and operational projects on Flatbush recently, including, but not limited to:

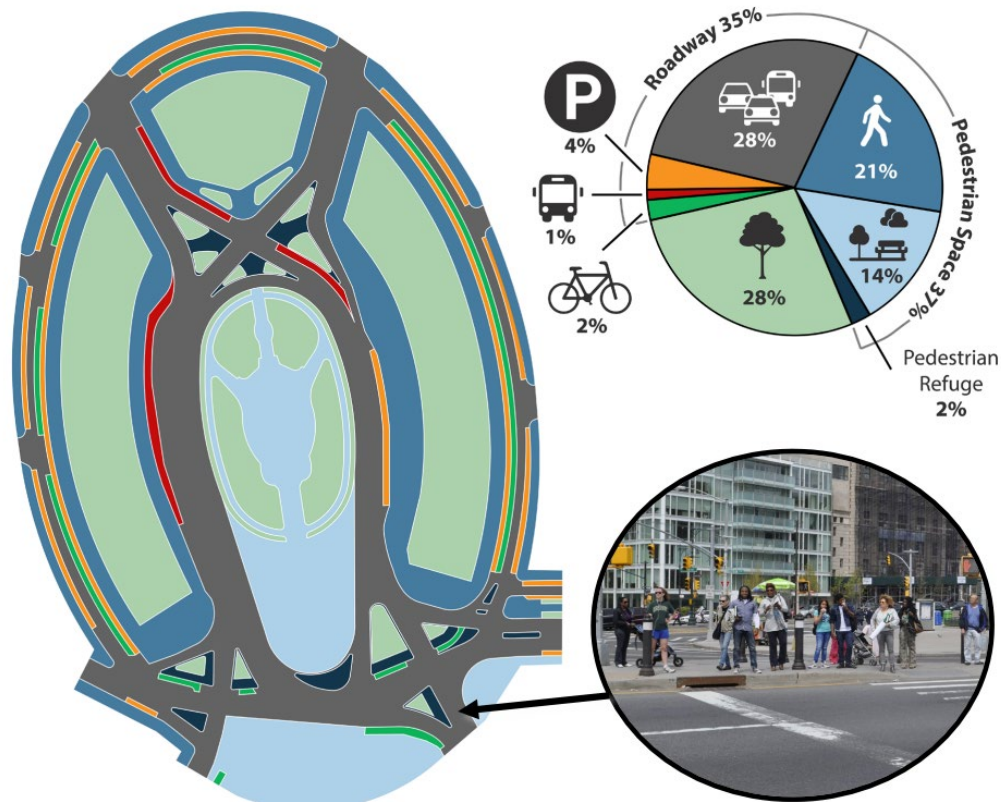
- Congested Corridor Project (2015)
- Flatbush Avenue and Atlantic Avenue Pedestrian Improvements (2018)
- Hillel Place Plaza (2018 in temporary materials, capital buildout in 2026)
- Protected Bike Lane along Prospect Park (2020)



Future Capital Projects on Flatbush Avenue

NYCDOT is currently planning for two major projects on and near Flatbush Ave:

- Grand Army Plaza Capital Project Scope Development (CPSD)
- BQE Corridor Vision Process

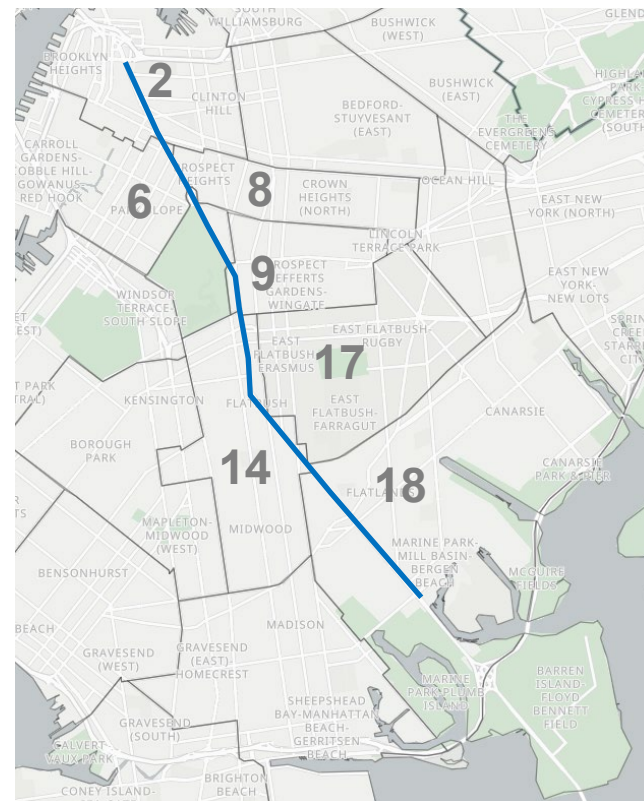


Grand Army Plaza Land Use

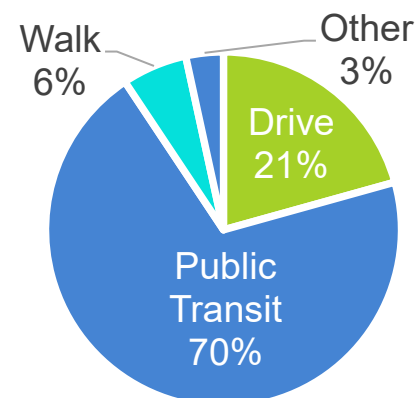
Demographics

Brooklyn CBs 2, 6, 8, 9, 14, 17, and 18

- 985,000 residents
- 59% of households have no access to a private vehicle
- 76% commute to work via public transit, walking, or biking
- 69% of residents are non-White
 - 44% Black, 12% Hispanic, 7% Asian, 7% Other



Travel to Work



Source: Demographics – 2020 US Census, Commute to work/vehicles available – 2015-2019 American Community Survey

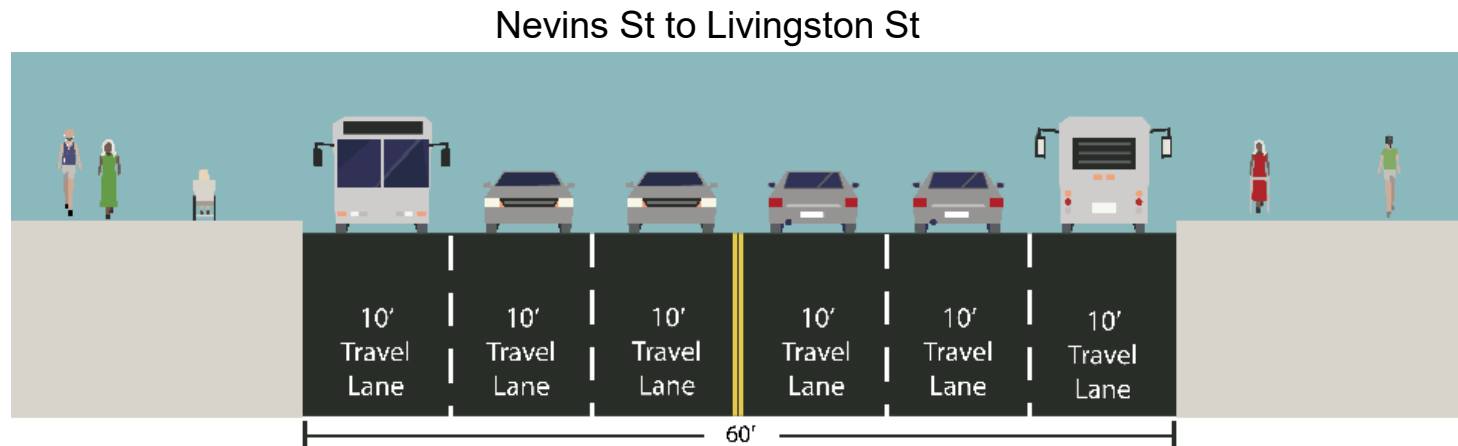
Flatbush Avenue Overview

- Connects downtown Brooklyn to commercial hubs, cultural and educational institutions and medical care
- There are three major sections, with multiple roadway cross-sections within each:
 - Tillary St to Empire Blvd
 - Empire Blvd to Nostrand Ave
 - Nostrand Ave to Kings Plaza



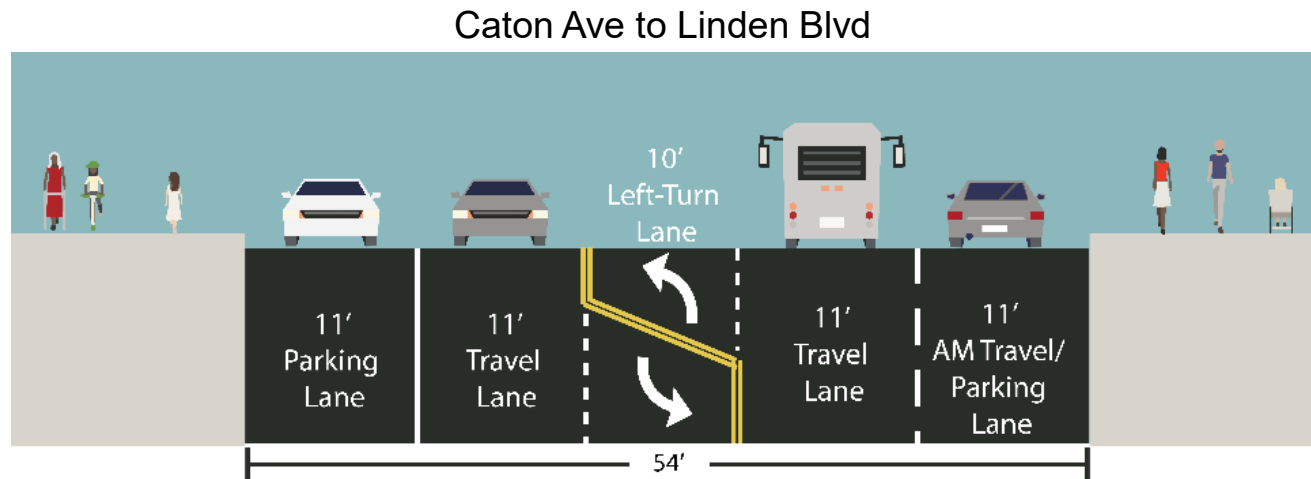
Flatbush Avenue: Tillary St to Empire Blvd

- 60' to 80' cross-section with 2-3 travel lanes in each direction with or without parking
 - No parking/off-peak parking in the section approaching the Manhattan Bridge
- Protected bike lane along Prospect Park
- Slowest bus speeds on Flatbush Ave are in Downtown Brooklyn
- 6 of 10 Vision Zero Priority Intersections on Flatbush Ave
- Access to the Manhattan Bridge, neighborhood retail and residential uses, Atlantic Terminal/Barclays Center, and Brooklyn Hospital Center



Flatbush Avenue: Empire Blvd to Nostrand Ave

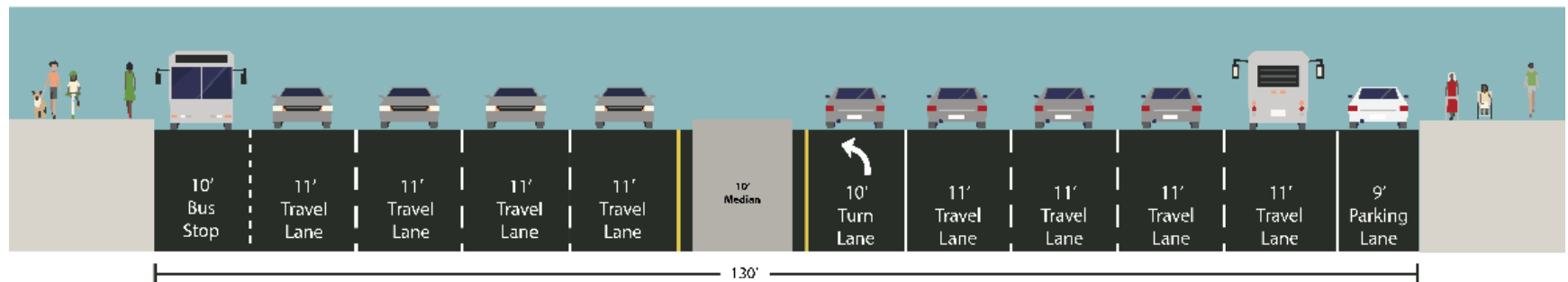
- 54' to 60' cross-section with 1-2 travel lanes in each direction and parking
- Slow bus speeds due to congestion and double-parking
- High curb demand with many small businesses
- Significant commuter van use
- Church Ave and Linden Blvd are Vision Zero Priority Intersections
- Neighborhood retail and residential uses, Brooklyn College, Erasmus Hall HS, and Kings County Hospital



Flatbush Avenue: Nostrand Ave to Kings Plaza

- 64' cross-section north of Avenue S with 2 travel lanes and parking in each direction
- 130' cross-section south of Avenue S with at least 3 travel lanes in each direction, parking, and medians
- Faster bus speeds south of Avenue S
- Nostrand Ave and Avenue U are Vision Zero Priority Intersections
- Access to the Rockaways/Floyd Bennett Field/Belt Parkway, neighborhood retail and residential land uses, Kings Plaza Mall, and Mount Sinai Brooklyn Hospital

South Approach at Avenue T



Transit

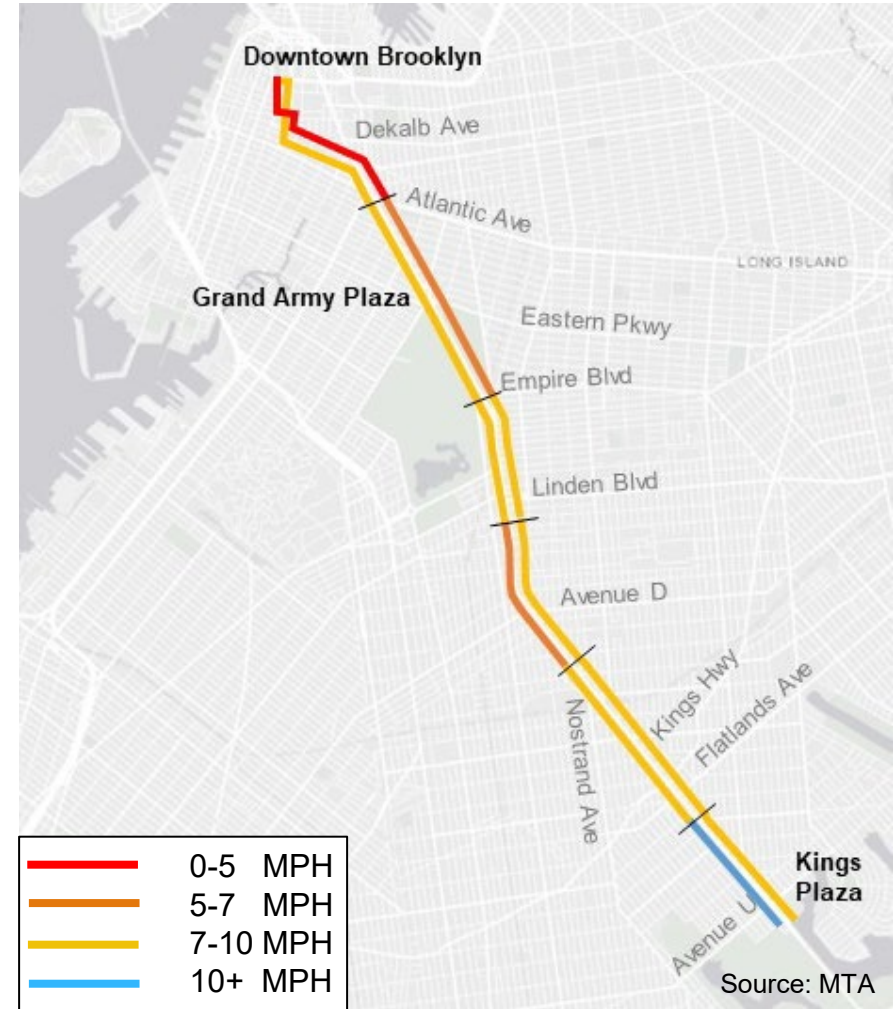
- B41 is the primary route on Flatbush Ave operating local and limited service from Kings Plaza/Bergen Beach to downtown Brooklyn
- Secondary routes include B9, B67, B103, Q35, and BM2
- Several other routes also operate on Flatbush Ave for short parts of their routes
- Buses on Flatbush Ave provide critical connections to numerous destinations within Brooklyn, as well as to the Rockaways and midtown Manhattan
- Connections to B/D, N/Q/R, 2/3, 4/5, S subways; Long Island Railroad

Bus Routes that Travel on Flatbush Ave



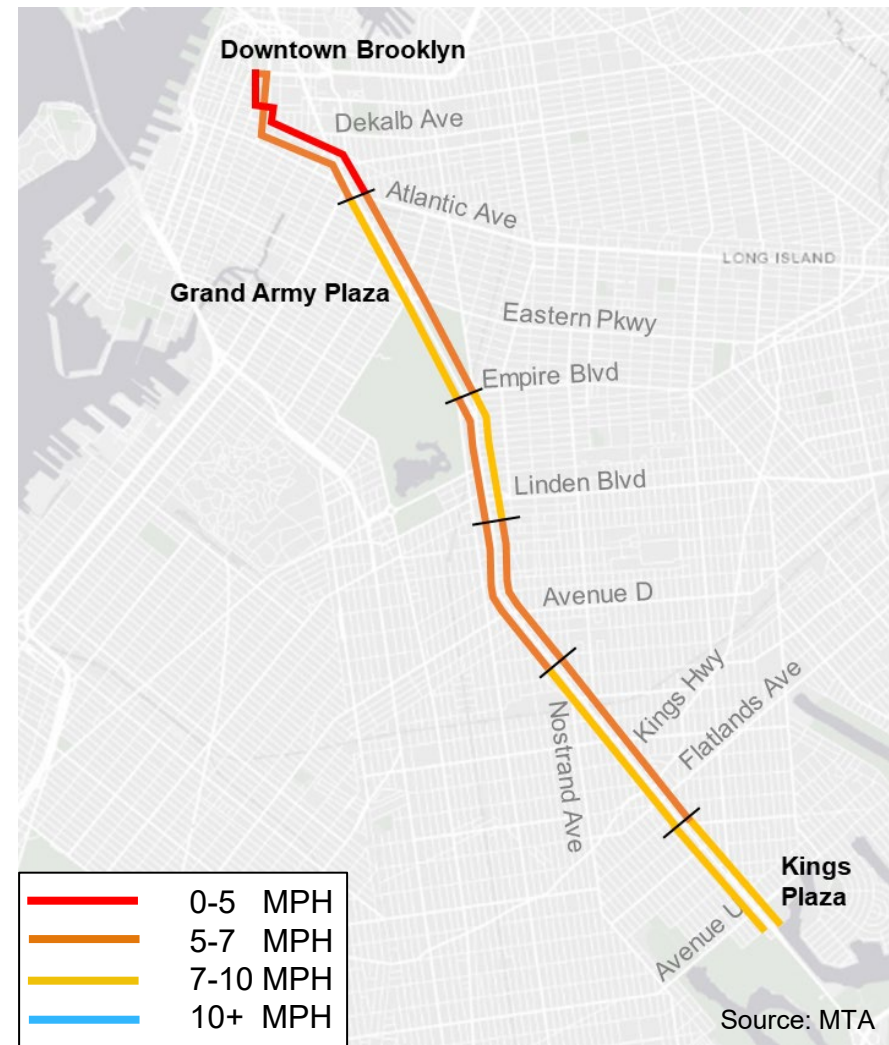
B41 Limited Bus Speeds – AM Peak Period (6-10 AM)

- Slow buses, slowest between Atlantic Ave and Cadman Plaza
- AM trips take 5 minutes longer than overnight
- Traffic congestion and double-parking cause slowdowns throughout the corridor and approaching the northbound terminal



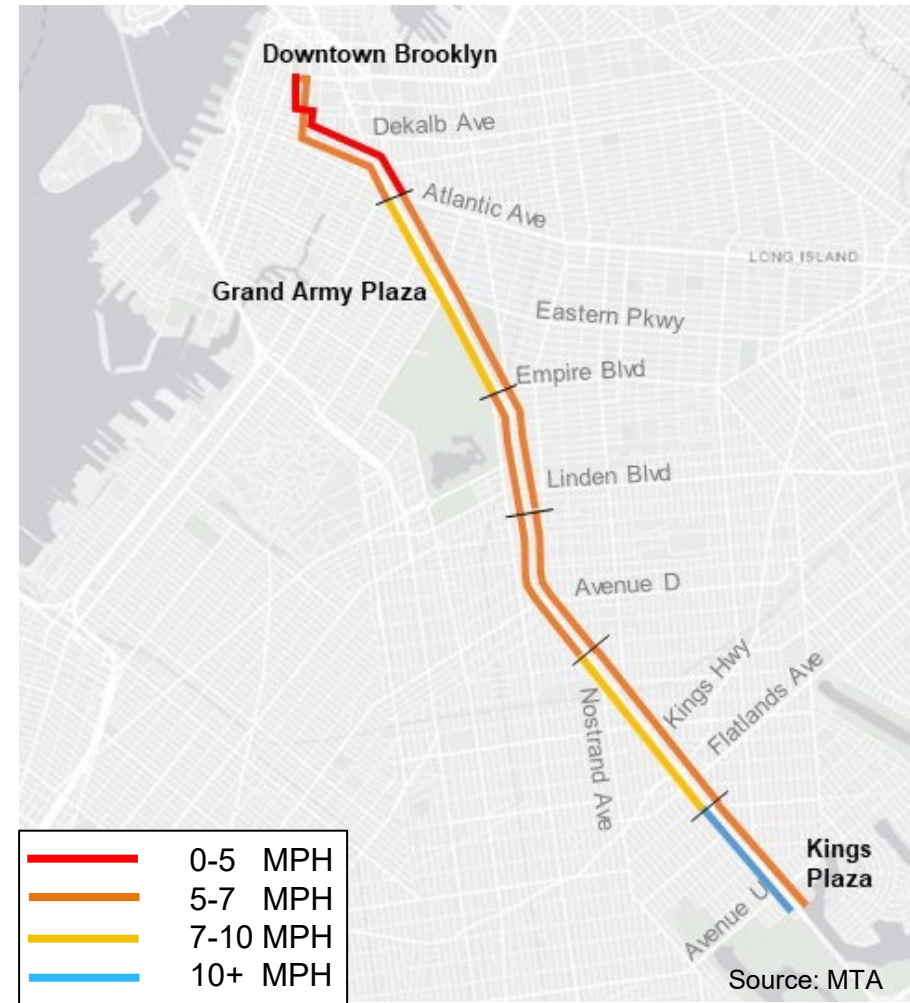
B41 Limited Bus Speeds – Midday Peak Period (10 AM – 3PM)

- Slow buses, slowest between Atlantic Ave and Cadman Plaza
- Traffic congestion and double-parking cause slowdowns throughout the corridor and approaching the northbound terminal
- Midday travel speeds south of Avenue P are slower than during AM and PM



B41 Limited Bus Speeds – PM Peak Period (3-7 PM)

- Slow buses, slowest from Empire Blvd to Nostrand Ave and in Downtown Brooklyn
- PM trips take 9-11 minutes longer than overnight
- Traffic congestion and double-parking cause slowdowns, especially in commercial areas



Safety

- Flatbush Ave is a Vision Zero priority corridor, with 10 Vision Zero priority intersections:
 - Tillary St
 - Myrtle Ave
 - Dekalb Ave
 - Fulton St
 - Lafayette Ave
 - Atlantic Ave
 - Linden Blvd
 - Church Ave
 - Nostrand Ave
 - Avenue U



Flatbush Ave, Tillary St to Avenue V
Injury Summary, 2016-2020 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	527	45	7	52
Bicyclists	206	14	0	14
Motor Vehicle Occupant	2,337	96	2	98
Total	3,070	155	9	164

Bus Priority and Safety Toolkit

Bus Priority Toolkit



Woodhaven Blvd, QN



161st St, BX



14th St, MN



Hylan Blvd, SI



Broadway, QN

Bus Stops Toolkit



Leaning Bars

Nostrand Ave, BK



CityBenches

86th St, MN



Physical Accessibility

Hylan Blvd, SI



Bus Boarders

Utica Av, BK

Pedestrian Safety Toolkit



Fordham Rd, BX



Kings Hwy, BK



149th St, BX



Southern Blvd, BX

Parking Toolkit

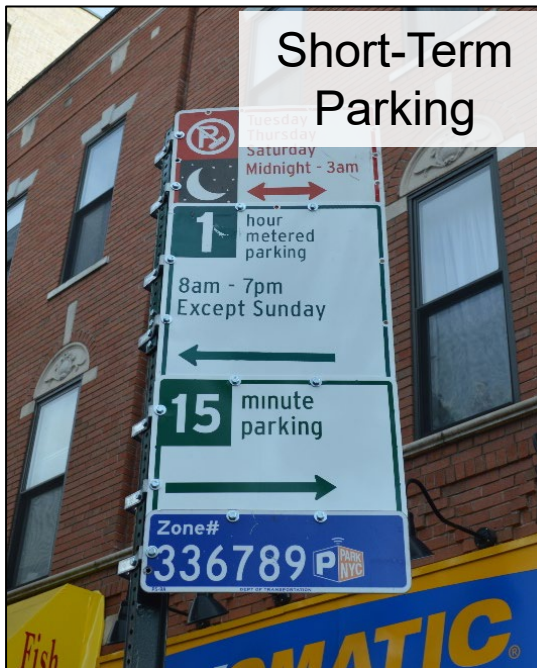
Parking Meters



Truck Loading Zones



Short-Term Parking

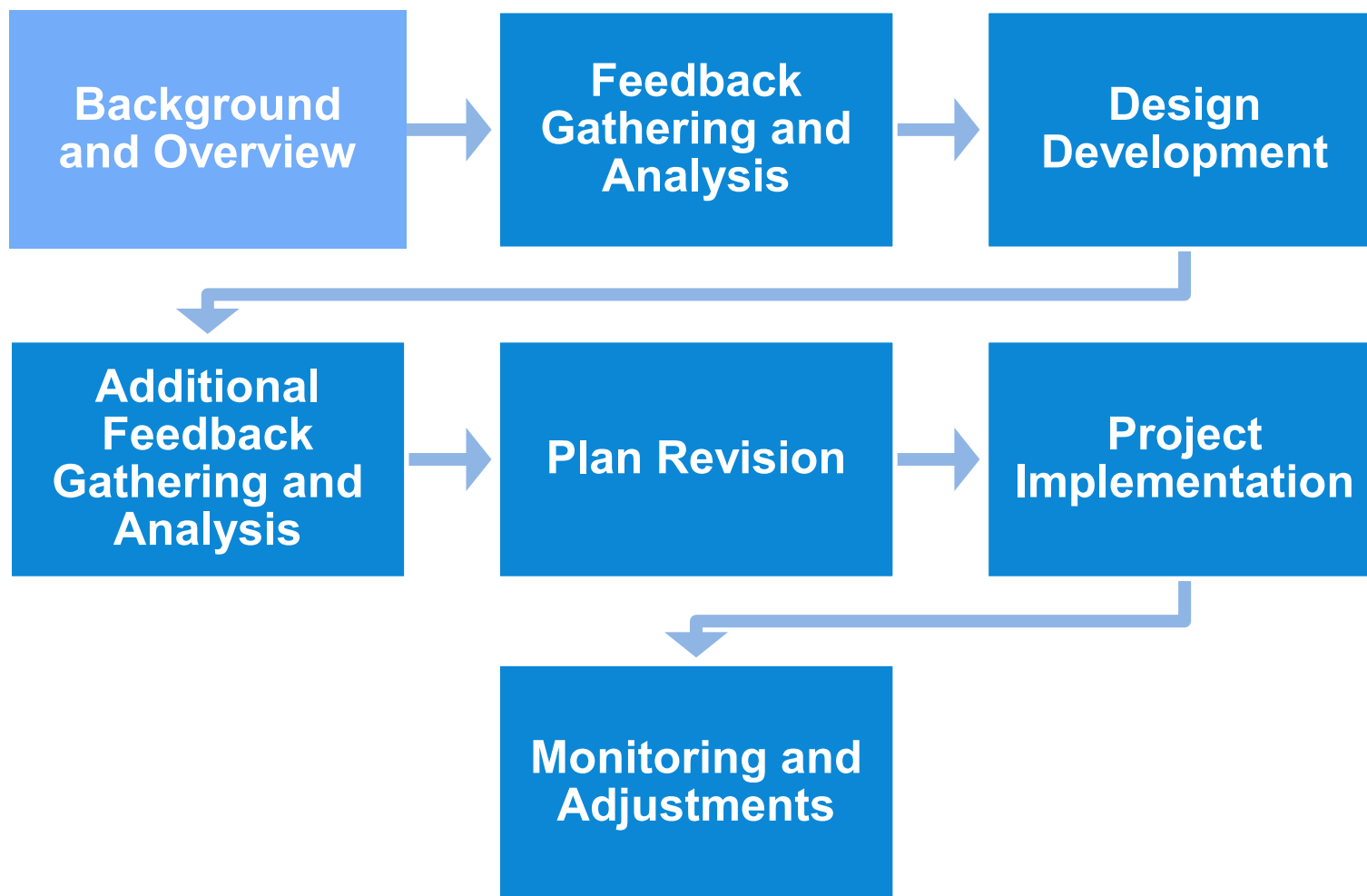


No Parking/ No Standing



Next Steps

Project Process



Project Timeline

June 2022

- Held Kickoff Meeting

Fall/Winter 2022

- Initiate Data Collection
- Begin Outreach to Community Advisory Board/Community Boards (invited by CB9 to September Transp. Cmte. Meeting)
- Launch Online Survey
- Develop Conceptual Plans

2023

- Continue Outreach and Plan Development
- Estimated Implementation

Discussion

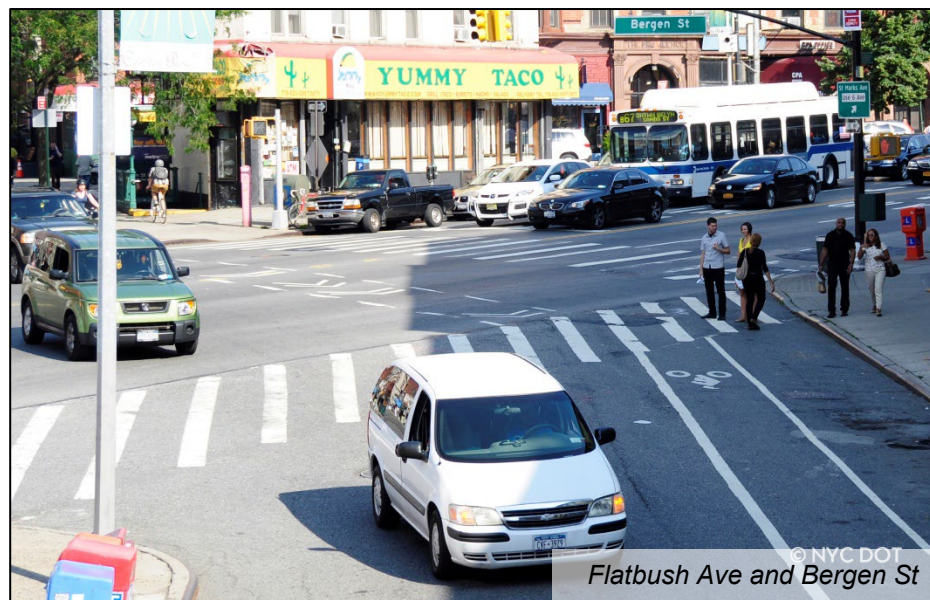
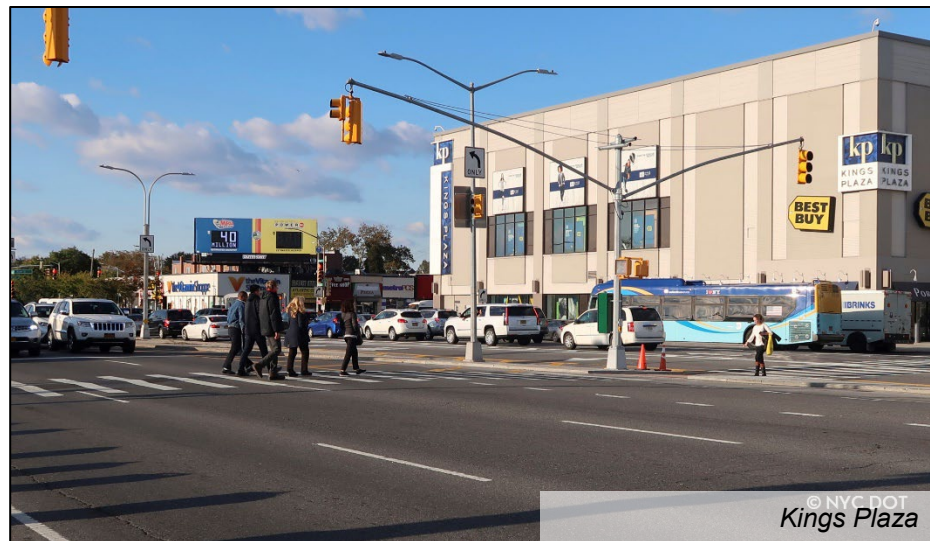
Goals and Vision

- What would a successful project look like?
- What tradeoffs are acceptable?
- Potential Goals:
 - Speed up buses
 - Improve bus reliability
 - Increase pedestrian safety
 - Improve and strengthen bicycle connections
 - Simplify traffic operations

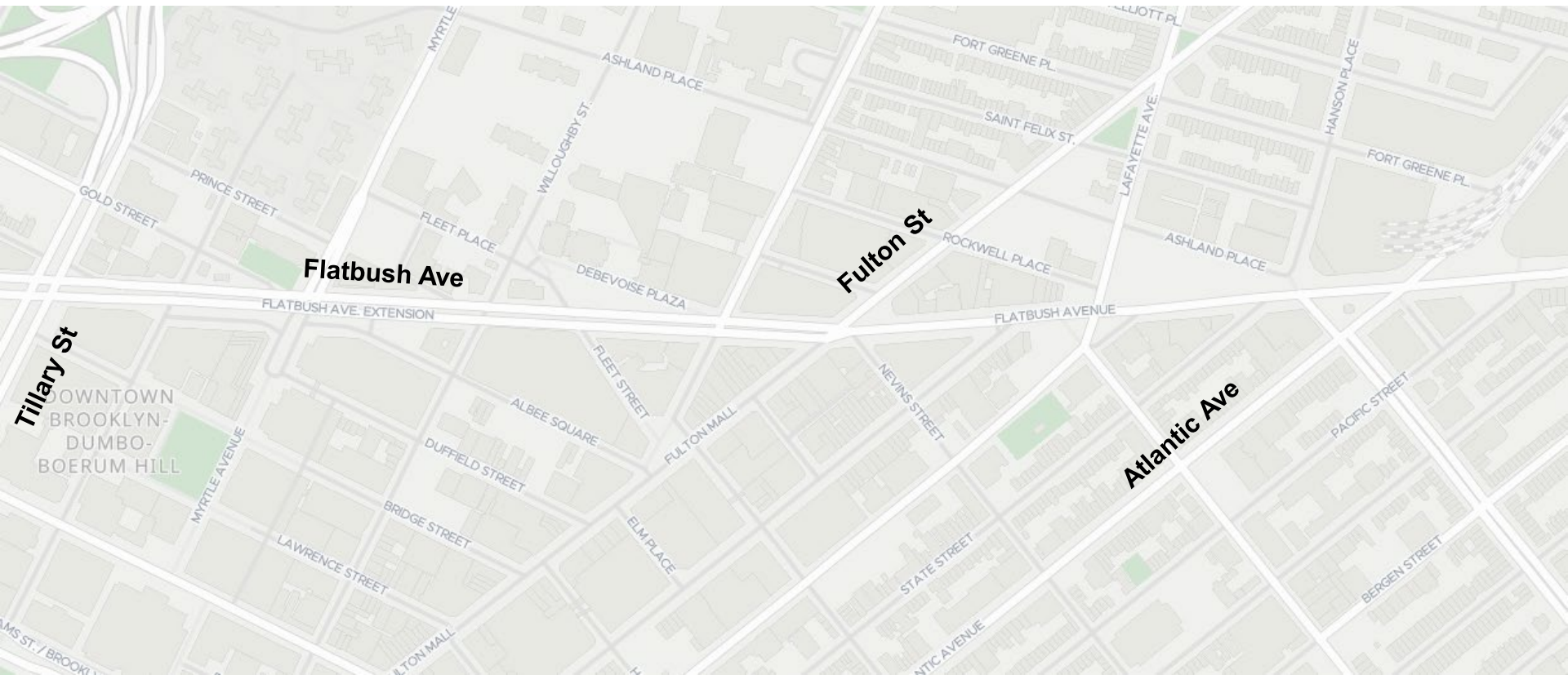


Existing Conditions

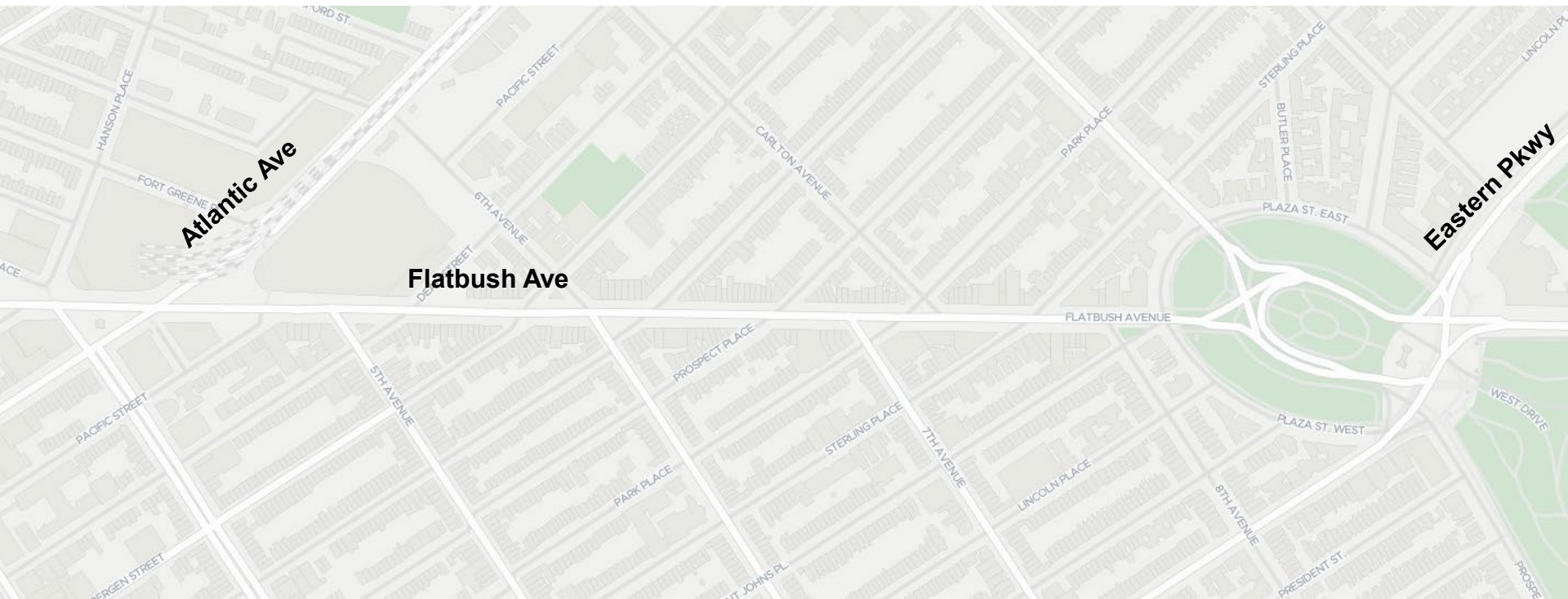
- How does Flatbush Ave operate right now? What works & doesn't work?
- What issues do you see on Flatbush Ave?
 - Affecting you or your organization & its members, clients or customers
 - Affecting the people who travel on Flatbush Ave and the neighborhood as a whole
- Which DOT and MTA tools sound most useful?
- What role can DOT and MTA take to make Flatbush Ave work better?



Section 1: Tillary St to Atlantic Ave



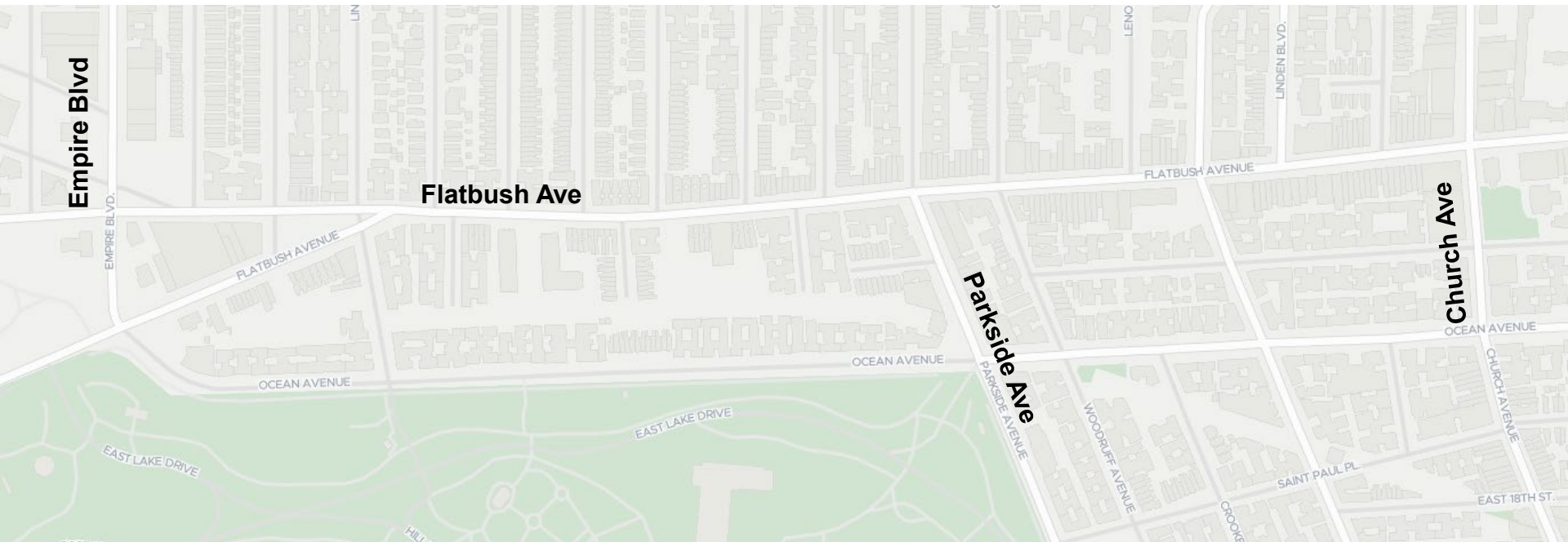
Section 2: Atlantic Ave to Grand Army Plaza



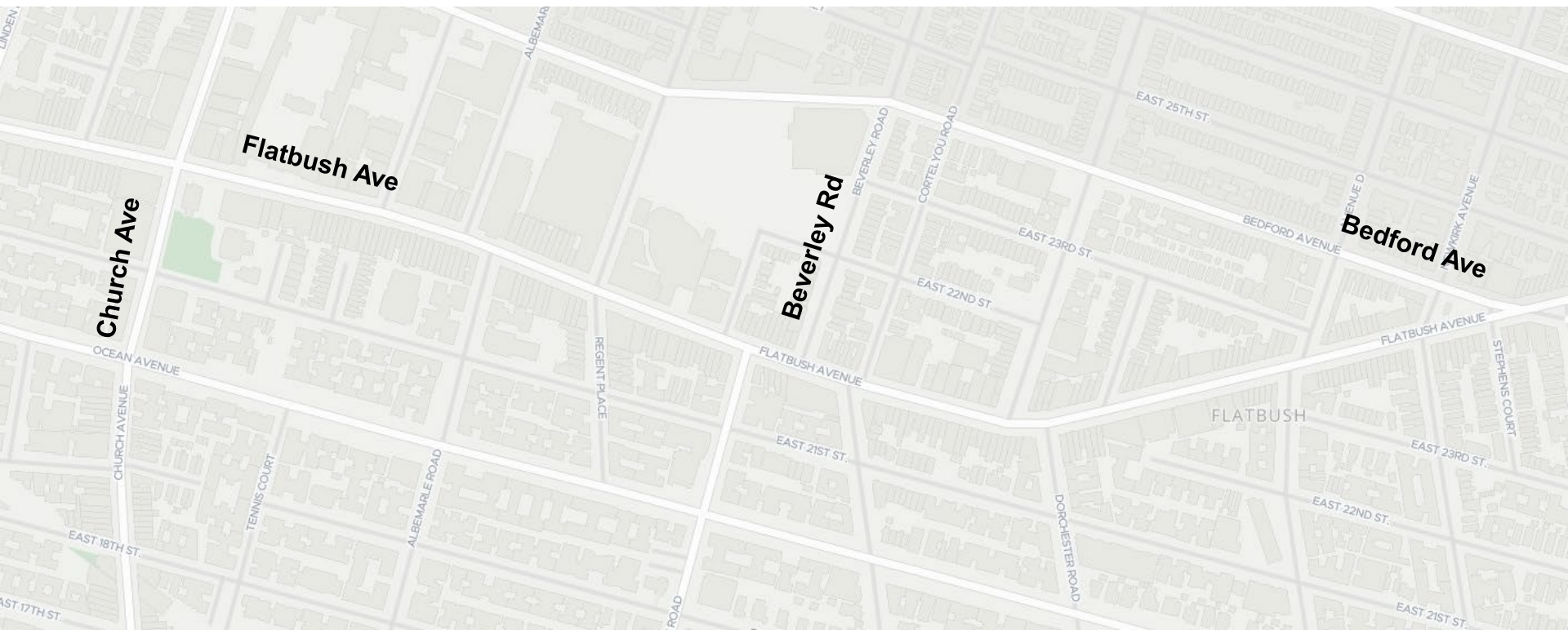
Section 3: Grand Army Plaza to Empire Blvd



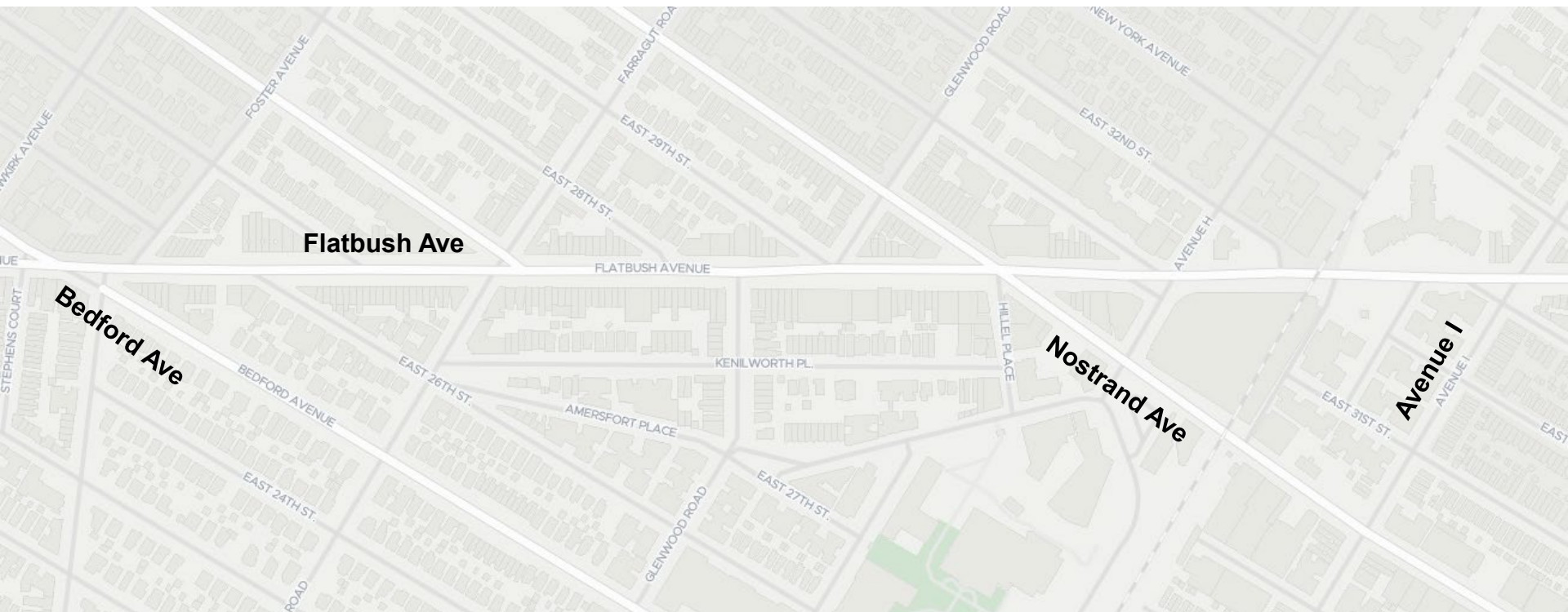
Section 4: Empire Blvd to Church Ave



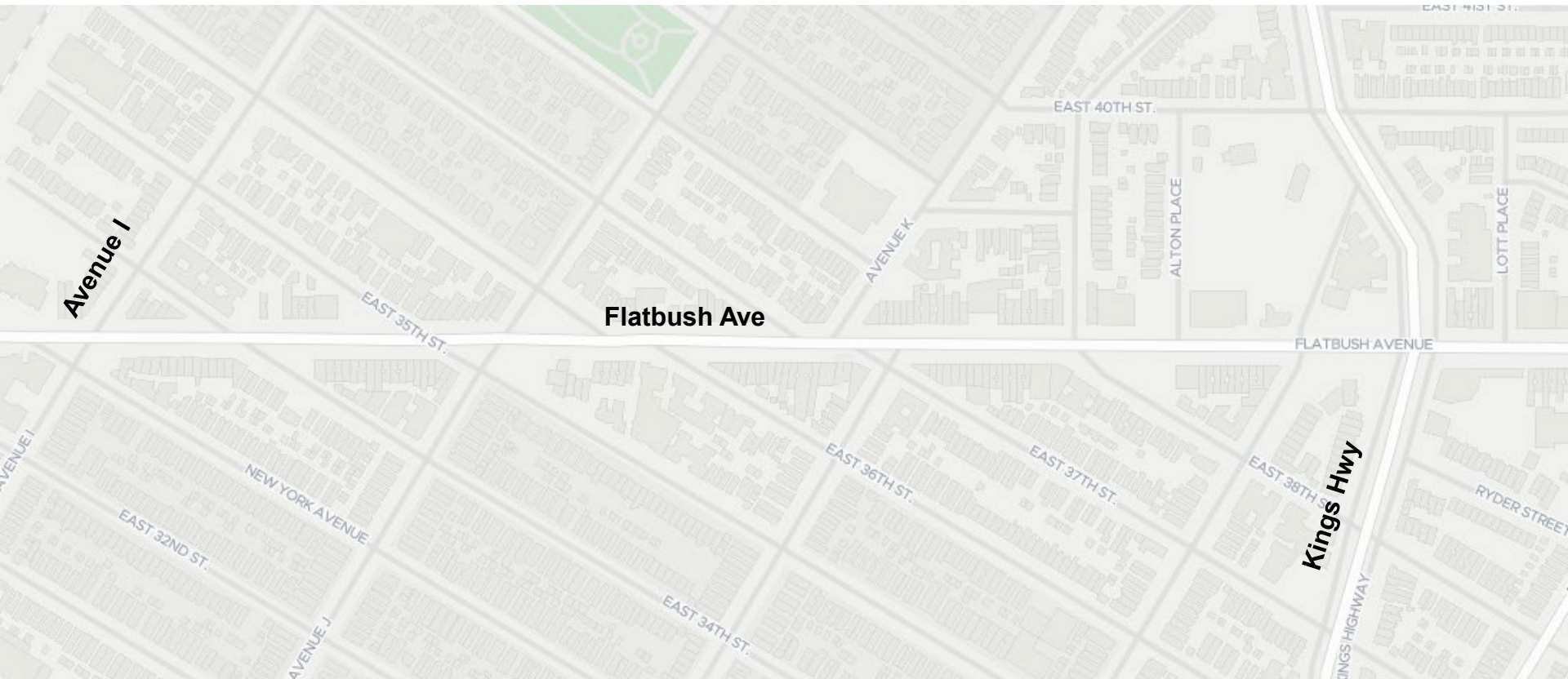
Section 5: Church Ave to Bedford Ave



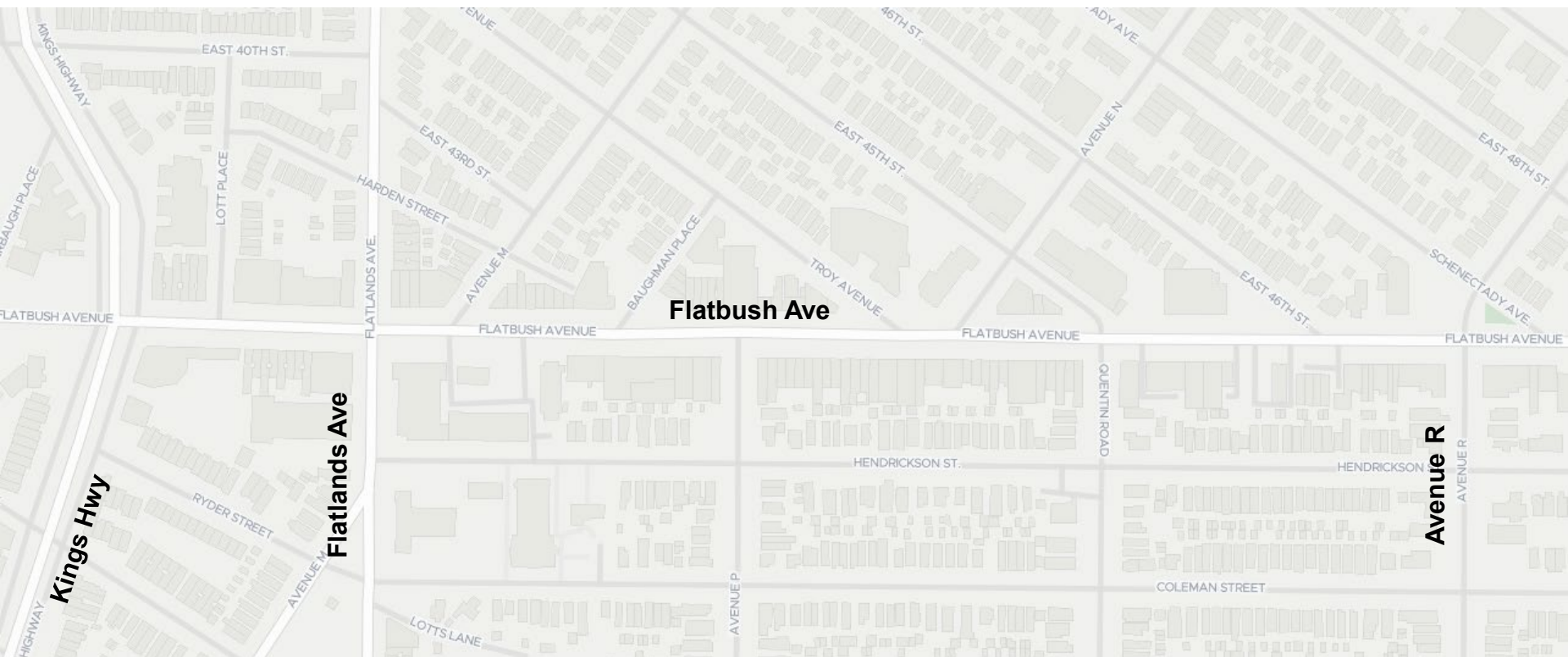
Section 6: Bedford Ave to Avenue I



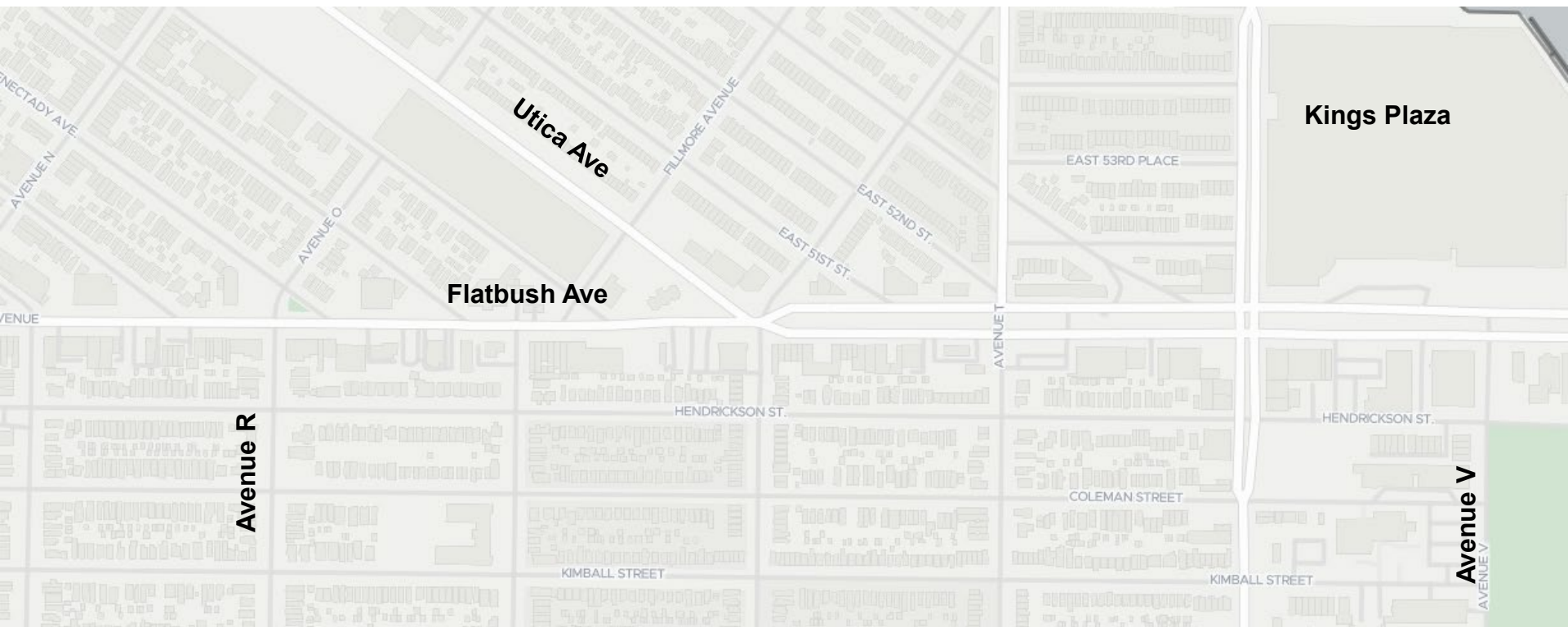
Section 7: Avenue I to Kings Hwy



Section 8: Kings Hwy to Avenue R



Section 9: Avenue R to Avenue V



Thank you!



NYC DOT



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