

Flatbush Avenue Bus Priority

Brooklyn Community Board 14 Transportation Committee – January 5, 2023



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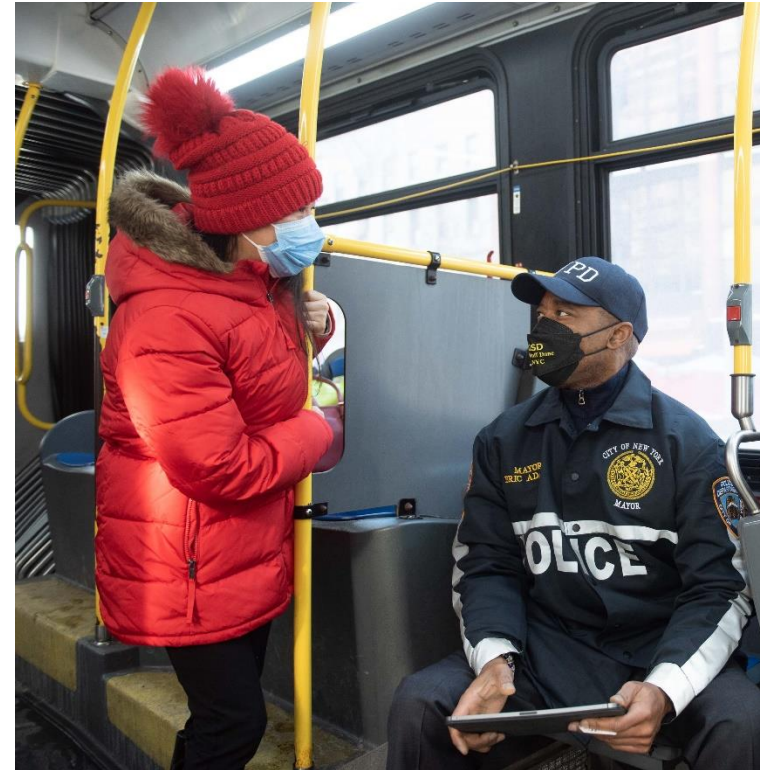
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Background

Transit Improvement Summit

On June 16th, Mayor Eric Adams and MTA Chair and CEO Janno Lieber announced a new collaborative effort to improve transit service for New Yorkers, which will:

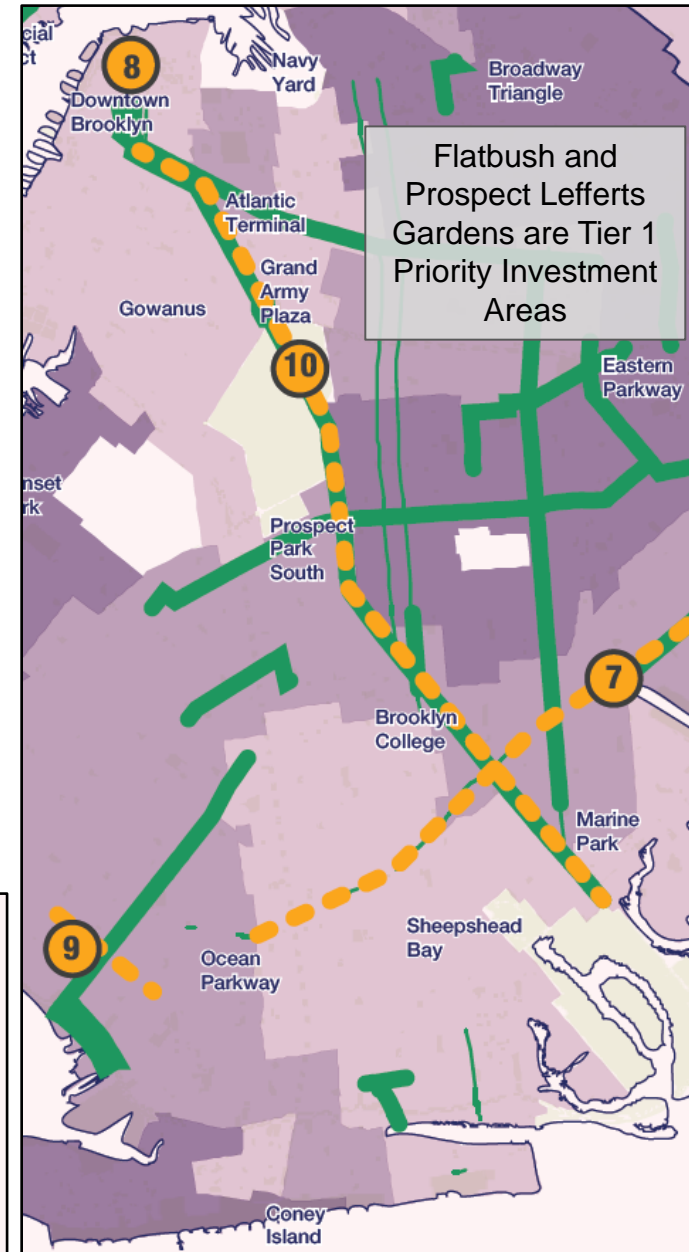
1. Complete **150 miles** of new and enhanced bus lanes and busways over the next 4 years
2. Launch planning and community outreach for the next round of bus priority projects, **including Flatbush Avenue**
3. Expand **automated enforcement and transit signal priority** at traffic signals and expand the Automated Bus Lane Enforcement (ABLE) program on MTA buses
4. Prioritize **bicycle, micromobility, and pedestrian access** to transit
5. Address **quality-of-life issues** in the subway system and expand public information systems



NYC Streets Plan (2021)

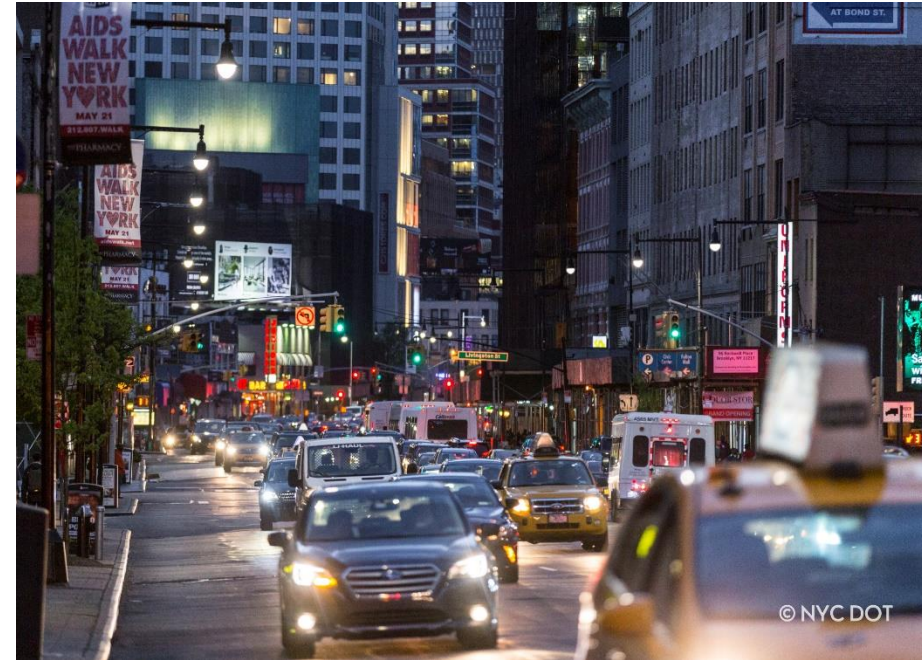
Transit goals of the Streets Plan:

1. **Increase sustainable travel modes** by reconfiguring streets and making more attractive choices available for New Yorkers to support the continued growth of NYC while **reducing congestion and emissions**
2. **Expand access to job opportunities** and encourage job creation through **faster and more reliable transportation options**
3. Allow all New Yorkers, regardless of ability, to get around the city in multiple ways **without encountering barriers to travel**



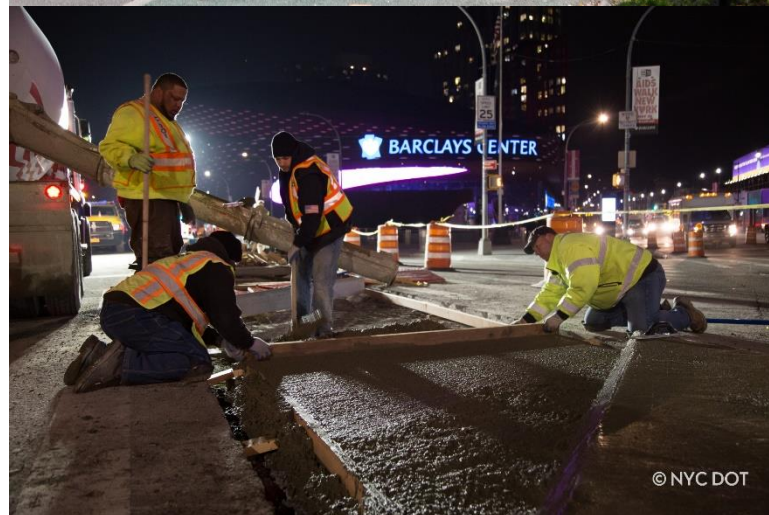
Why Flatbush Avenue?

- **Critical cross-borough transportation corridor**
- **118,000 average daily bus riders (2019)** 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



Recent Projects on Flatbush Avenue

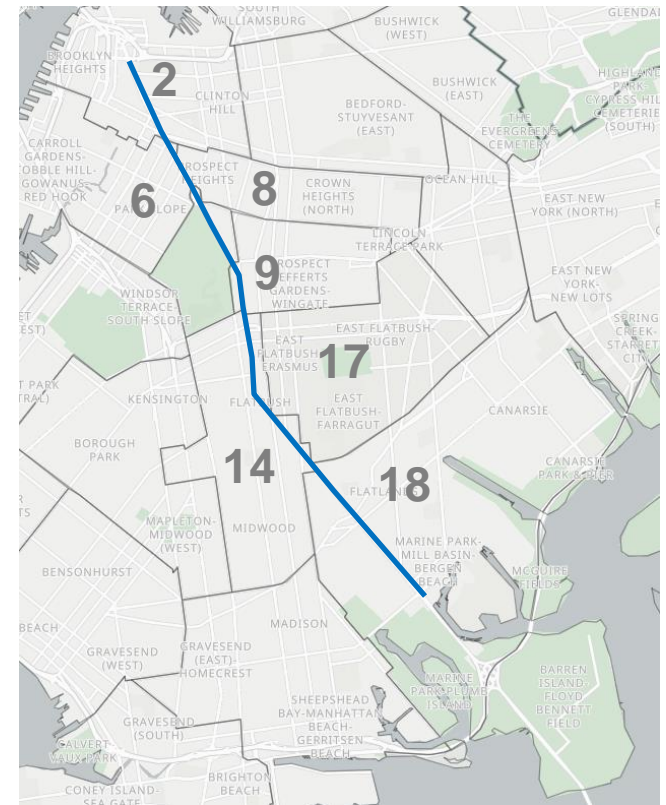
- NYCDOT has implemented or is planning numerous safety and operational projects on Flatbush recently, including, but not limited to:
 - Congested Corridor Project (2015)
 - Flatbush Avenue and Atlantic Avenue Pedestrian Improvements (2018)
 - Hillel Place Plaza (2018 in temporary materials, capital buildout in 2026)
 - Protected Bike Lane along Prospect Park (2020)
 - Flatbush Ave/Utica Ave/Ave S Pedestrian Improvements (2024)
 - Flatbush Avenue Safety Improvements – Livingston St to Pacific St Capital Project (2026)



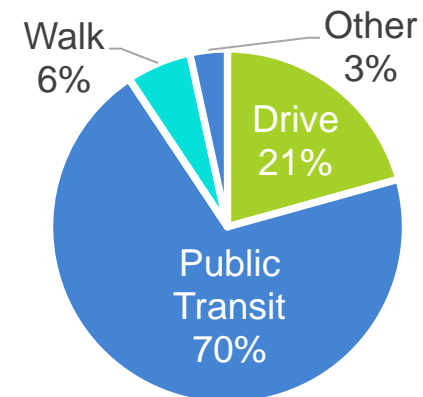
Demographics

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

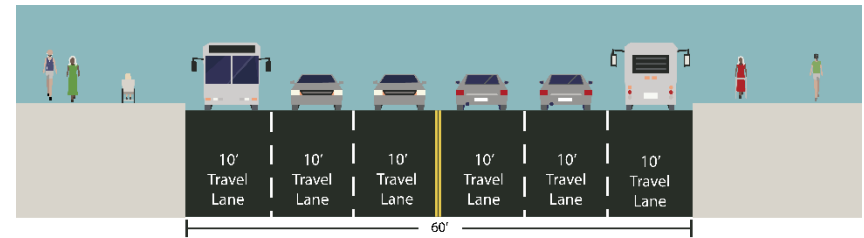
Flatbush Avenue Overview

- Connects downtown Brooklyn to commercial hubs, cultural and educational institutions and medical care in three major sections:
 - Tillary St to Empire Blvd
 - Access to the Manhattan Bridge, neighborhood retail and residential uses, Atlantic Terminal/Barclays Center, Brooklyn Hospital Center
 - Empire Blvd to Nostrand Ave
 - Neighborhood retail and residential uses, Brooklyn College, Erasmus Hall HS, Kings County Hospital
 - Nostrand Ave to Kings Plaza
 - Access to the Rockaways/Floyd Bennett Field, neighborhood retail and residential land uses, Kings Plaza Mall, Mount Sinai Brooklyn Hospital

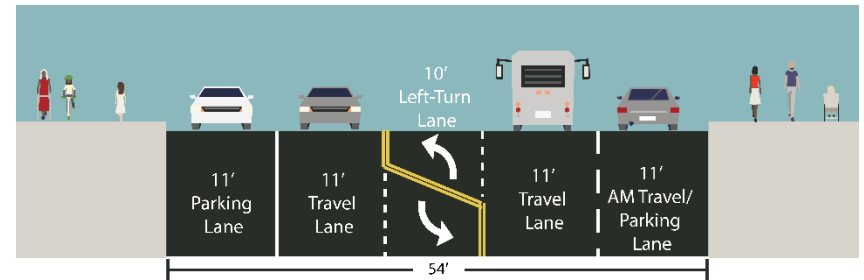


Flatbush Avenue: Multiple Roadway Cross-Sections

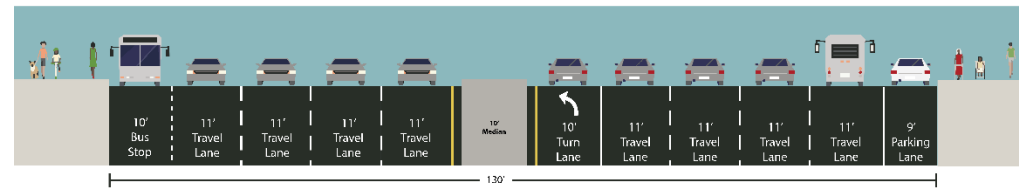
- Tillary St to Empire Blvd
 - 60' to 80' cross-section with 2-3 travel lanes in each direction with or without parking
 - Protected bike lane along Prospect Park
- Empire Blvd to Nostrand Ave
 - 54' to 60' cross-section with 1-2 travel lanes in each direction and parking
- Nostrand Ave to Kings Plaza
 - 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



Nevins St to Livingston St



Caton Ave to Linden Blvd



South Approach at Avenue T

Transit

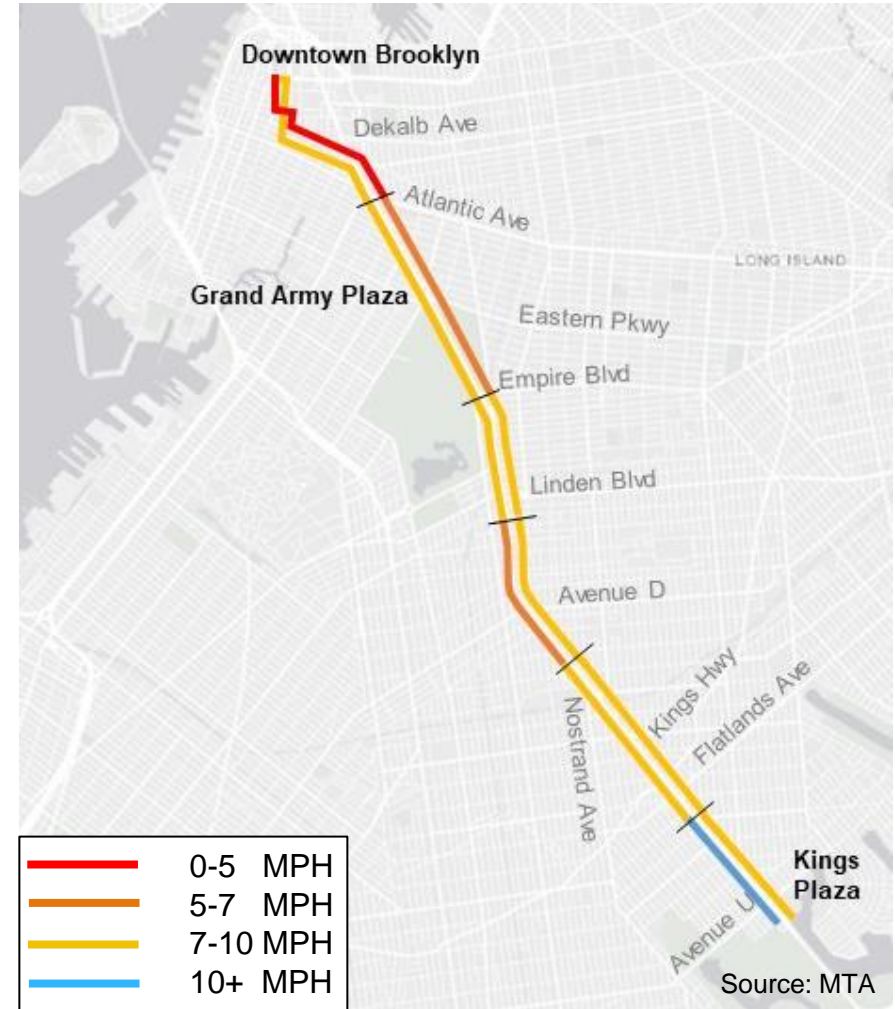
- B41 is the primary route on Flatbush Ave operating local and limited service from Kings Plaza/Bergen Beach to downtown Brooklyn
- Secondary routes include B9, B67, B103, Q35, and BM2
- Several other routes also operate on Flatbush Ave for short parts of their routes
- Buses on Flatbush Ave provide 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



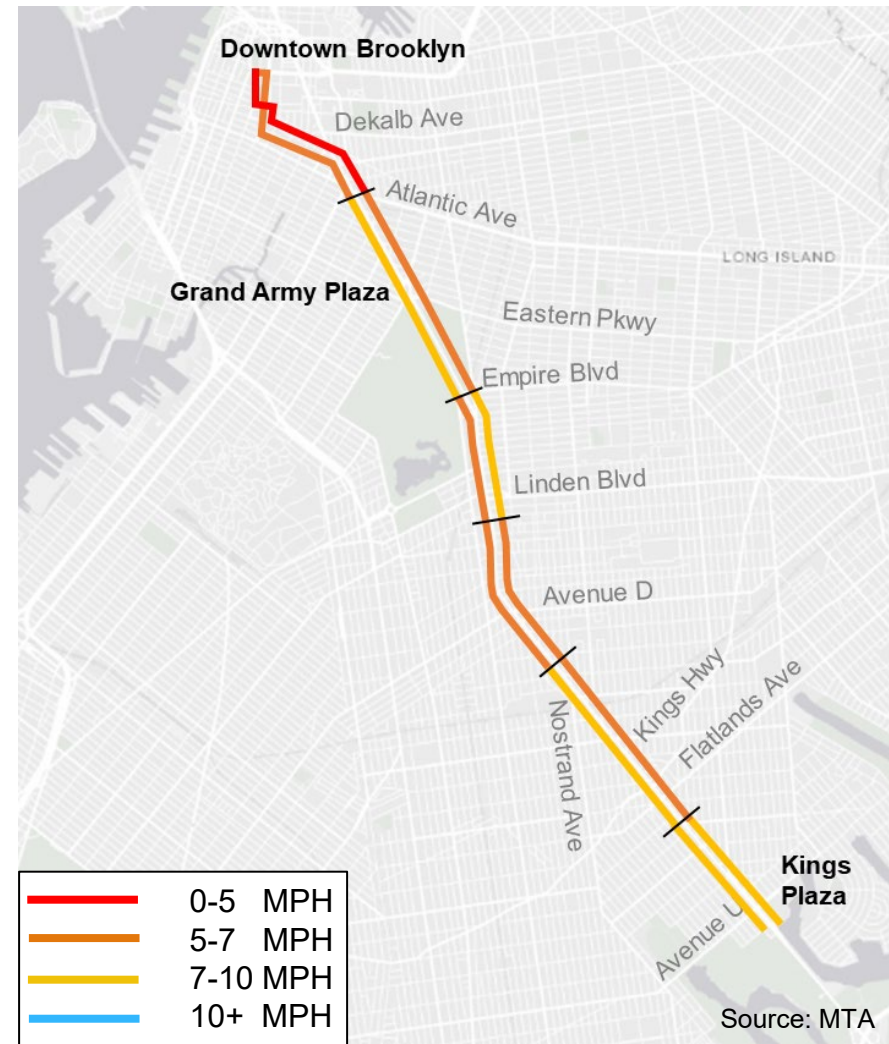
B41 Limited Bus Speeds – AM Peak Period (6-10 AM)

- Buses move slowly throughout the corridor, especially northbound between Atlantic Ave and Cadman Plaza
- AM peak period trips take 5 minutes longer than overnight trips
- 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)

- Buses move slowly throughout the corridor, especially in the southbound direction from Empire Blvd to Nostrand Ave and northbound in Downtown Brooklyn
- PM peak period trips take 9-11 minutes longer than overnight trips
- 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
- In addition to transit improvements, DOT will study safety enhancements for all roadway users



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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



Nostrand Ave, BK



86th St, MN



Hylan Blvd, SI



Utica Av, BK

Pedestrian Safety Toolkit



Pedestrian Island

Fordham Rd, BX



Bus Boarding Island

Kings Hwy, BK



Median Extension

149th St, BX



Painted Curb Extension

Southern Blvd, BX

Parking Toolkit

Parking Meters



Truck Loading Zones



Short-Term Parking

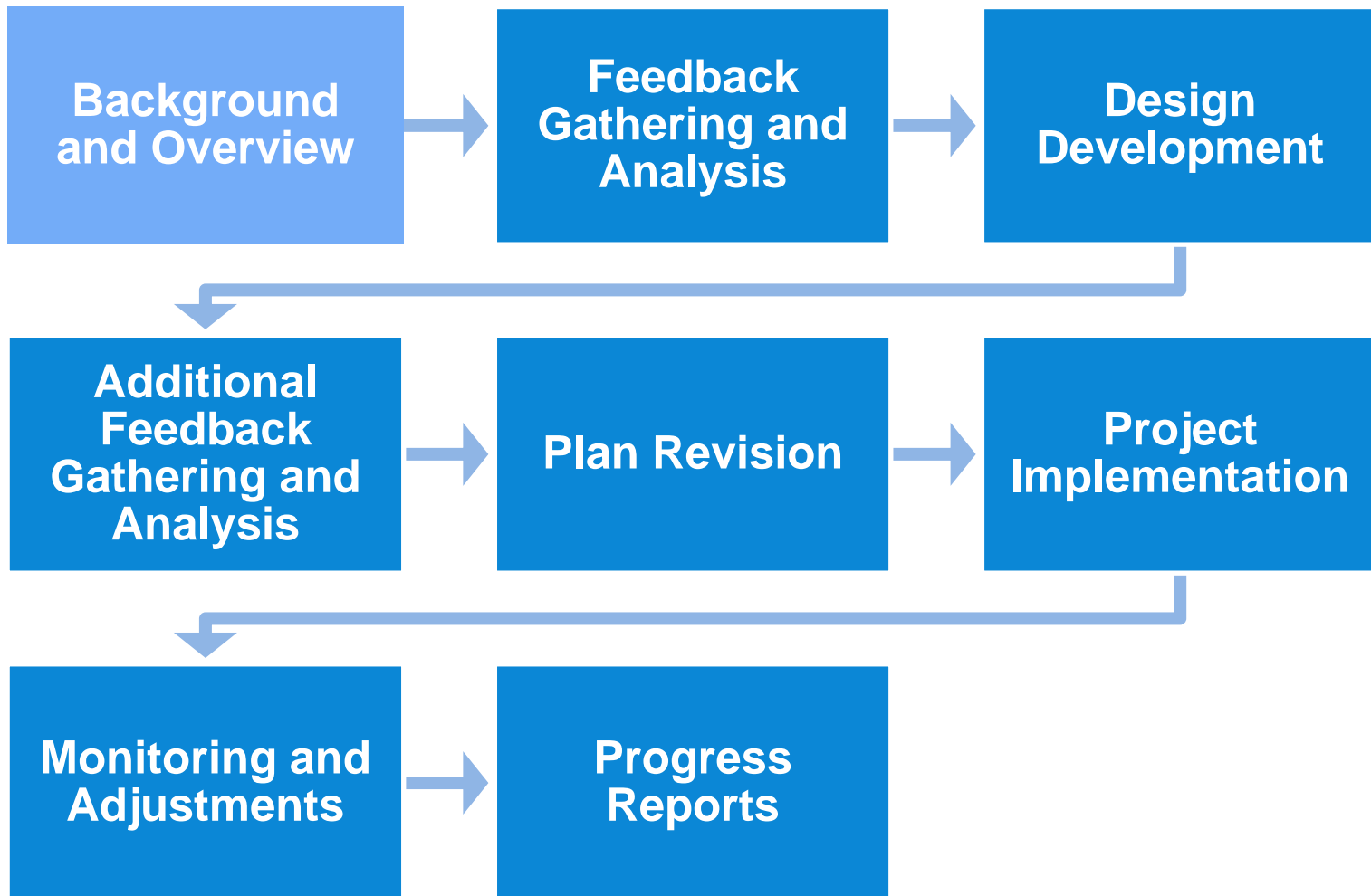


No Parking/No Standing



Next Steps

Project Process



Project Timeline

June 2022

- Held Kickoff Meeting

Fall/Winter 2022

- Initiated Data Collection
- Began Outreach to Community Advisory Board/Community Boards
- Launch Online Survey
- Develop Conceptual Plans

2023

- Continue Outreach and Plan Development
- Estimated Implementation Begins

Discussion

Thank you!



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