

Livingston Street Transit Priority Study

Community Advisory Board Meeting #1

December 14, 2022



Outline

- Introduction
- Better Buses Program
- Livingston Street Existing Conditions
 - Buses
 - Traffic
 - Safety
- Discussion
- Next Steps

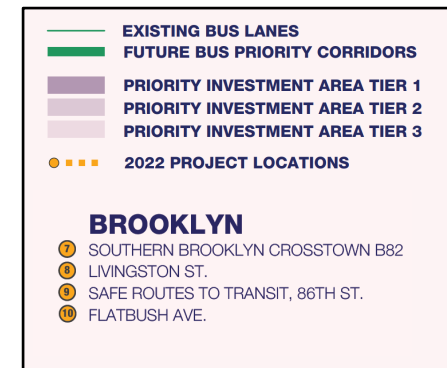
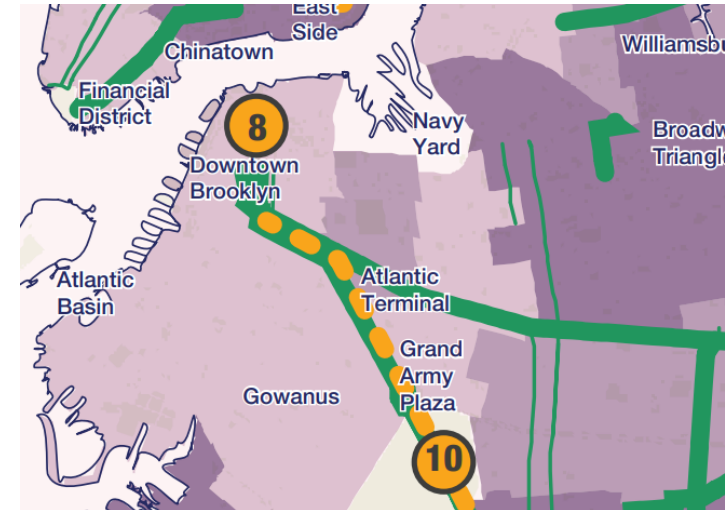
Introduction

NYC Streets Plan (2021)

Transit goals of the Streets Plan:

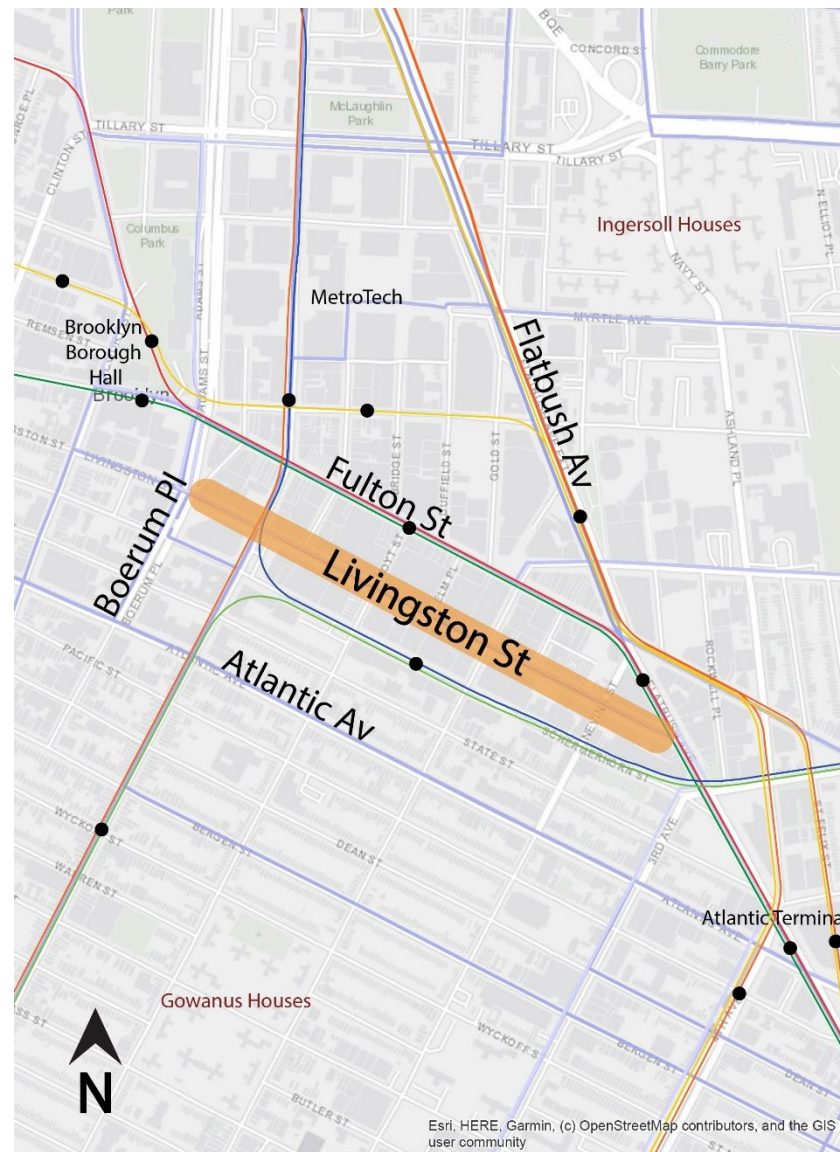
1. **Increase sustainable travel modes** by reconfiguring streets.
2. **Expand access to job opportunities** through faster and more reliable transportation options.
3. Allow all New Yorkers, to get around the city in multiple ways **without encountering barriers to travel**.

NYC DOT and MTA are also working together on **automated enforcement and transit signal priority**, in addition to bus priority corridors.



Study Corridor

- Boerum Pl To Flatbush Ave
- 0.55 miles
- Consistent street width and geometry – 50' wide
- Vision Zero Priority Zone
- Identified as bus priority corridor in NYC DOT's Streets Plan and MTA's Brooklyn Bus Network Redesign



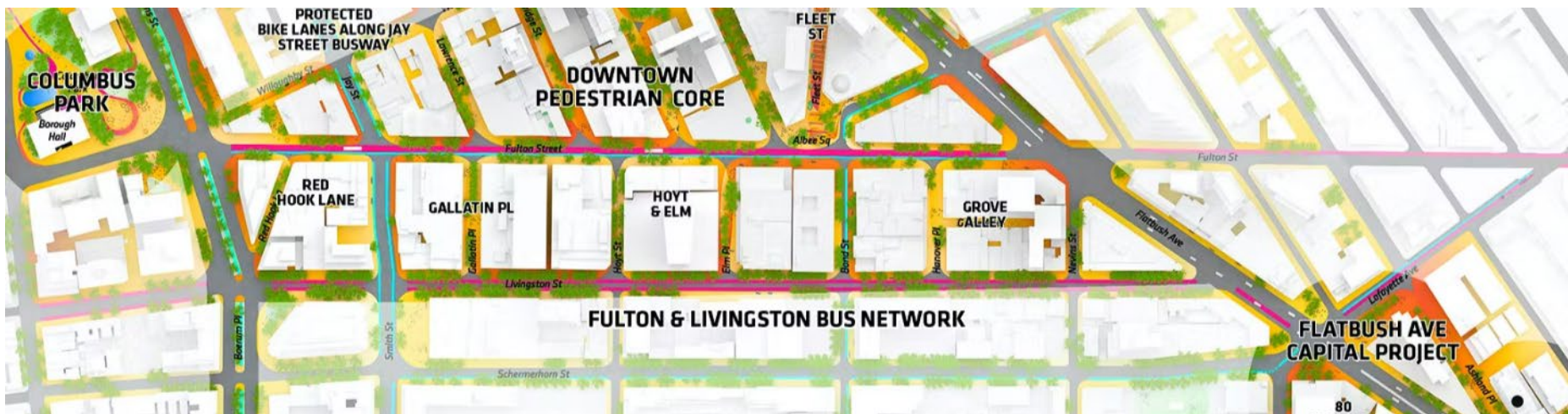
Existing & Previous Studies

Brooklyn Bus Network Redesign

- Draft released on December 2nd, 2022, with circulation improvements in Downtown Brooklyn which will inform the design of NYC DOT's project.

Downtown Brooklyn Public Realm Action Plan

- Downtown Brooklyn Partnership created a vision for mobility within Downtown Brooklyn.
- Recommended moving eastbound buses from Fulton St to Livingston St.



2021 Downtown Brooklyn Public Realm Action Plan

Previous Improvements

NYC DOT Street Improvements

- Livingston Street (2010)
 - Offset eastbound bus lane from curb allowing additional parking and curbside activity.
 - Expanded hours of bus lanes to weekdays, from 7 a.m. to 7 p.m.
- Jay Street Busway (2020)
 - Limit north-south travel to buses and trucks on weekdays from 7AM to 7PM.
 - Allow local access from east and west.
 - Added protection to bike lanes and installed pedestrian islands to improve safety.



**2010 Livingston Street Improvements:
Looking west towards Livingston St @ Bond St**

Previous Improvements (continued)

NYC DOT Street Improvements

- Schermerhorn Street (2022)
 - Converted Schermerhorn St to one-way eastbound from Smith St to 3rd Ave.
 - Add two-way parking protected bicycle lane to south curb between Boerum Pl and 3rd Ave.



2022 Schermerhorn Street Improvements:
Looking west towards Schermerhorn St @ Nevins St

Project Development

- NYC DOT's Street Ambassadors Surveys
 - Surveyed merchants on existing delivery operations and curbside loading on Livingston Street.
- CAB #1
 - NYC DOT to provide existing conditions.
 - CAB to provide local knowledge. Communicate issues, concerns, and desires.
- CAB #2
 - NYC DOT to present proposed corridor plan, based on analysis and feedback from first meeting.
 - CAB to provide feedback on plan.
- Community Board presentation
 - NYC DOT to present proposed corridor plan.
- Finalize corridor plan & implement



Street Ambassador Surveying
Livingston Street Merchant

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



Hyman Blvd, SI



86th St, MN



Utica Av, BK

Pedestrian Safety Toolkit



Fordham Rd, BX



Kings Hwy, BK



149th St, BX



Southern Blvd, BX

Parking Toolkit



Existing Conditions

Livingston Street Bus Routes

Livingston Street Bus Routes

B41

- Kings Plaza to Downtown Brooklyn
- Local & Limited Service

B45

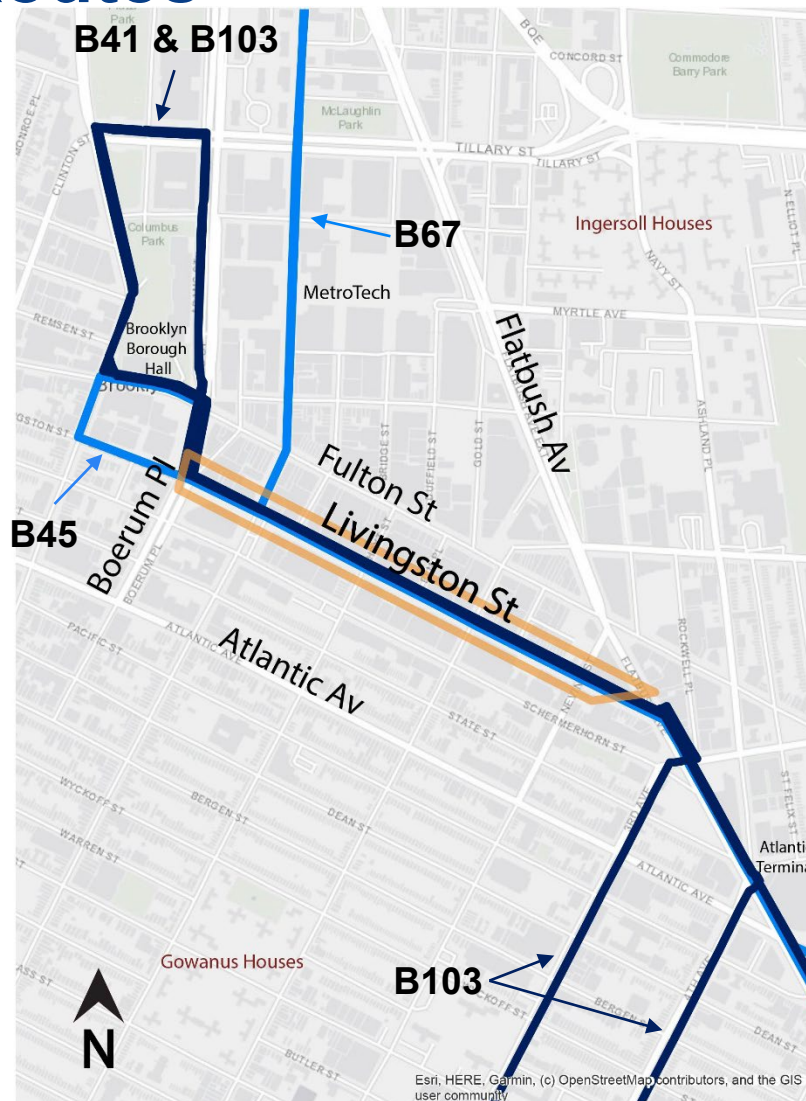
- Crown Heights to Downtown Brooklyn
- Local Service

B67

- Brooklyn Navy Yard to Kensington
- Local Stop Service

B103

- Canarsie to Downtown Brooklyn
- Limited Stop Service



Livingston Street Bus Lanes

- Bus lanes are consistently blocked:
 - placard parking
 - double parking of commercial vehicles
- Negatively affects bus speeds and reliability for passengers



Source: Twitter - @NYCBikeLanes

Bus Frequencies and Ridership

Bus Route	Buses per hour*	2019 Avg. Daily Weekday Passengers (full route)**	2022 Avg. Daily Weekday Passengers (full route)***
B41 Local & LTD	16	22,701	15,759
B45	6	5,055	3,195
B67	4	4,993	3,114
B103	7	13,768	8,282
Total	33	46,517	30,350

* AM Peak

** October 2019

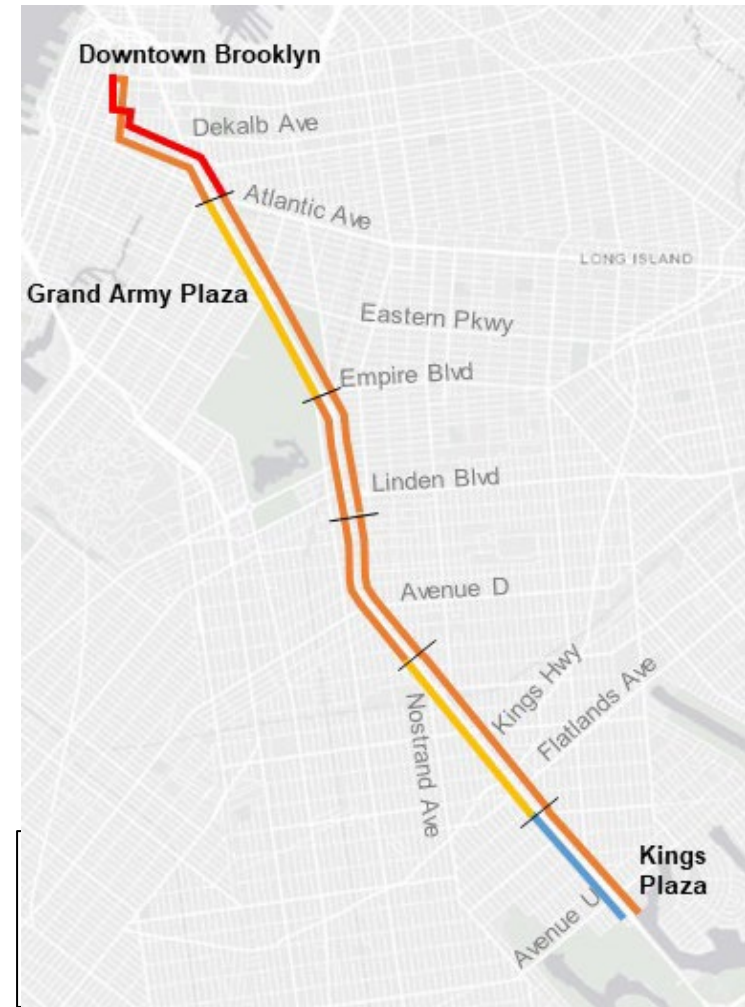
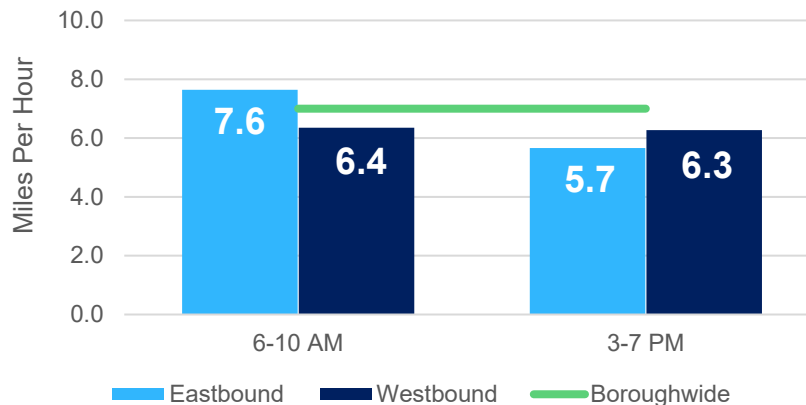
*** September 2022

Source: MTA

Study Corridor Bus Speeds

- Average Brooklyn bus speeds are 7 mph.
- Buses move slower on Livingston St than on other streets in Brooklyn.
- Average study corridor bus speeds are generally around 6 mph.
- Bus speeds are consistently slow in the PM and westbound direction.

Livingston Bus Speeds
October 2022



B41 Limited Bus Speeds
PM Peak Period (3-7 PM)
April 2022

Source: MTA

Traffic Volume

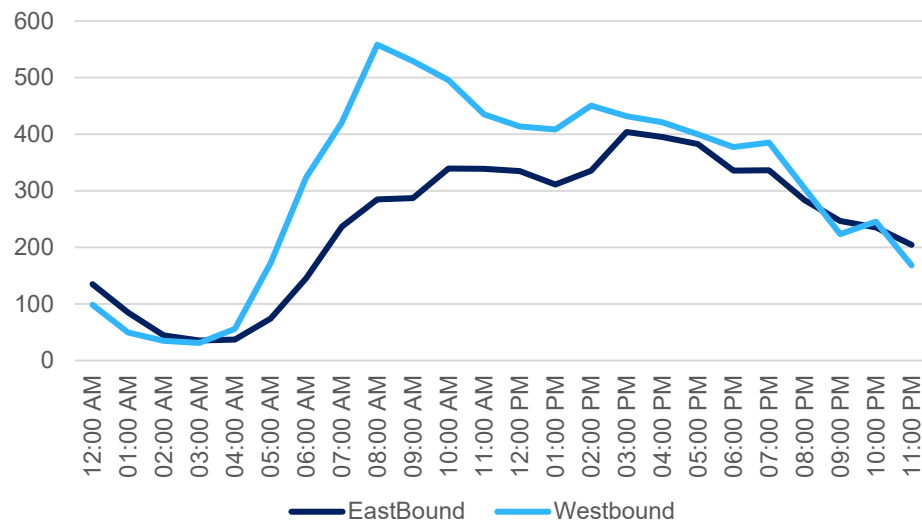
Livingston St between Elm St and Bond St

Westbound peak:
558 vehicles Weekdays 8-9 AM

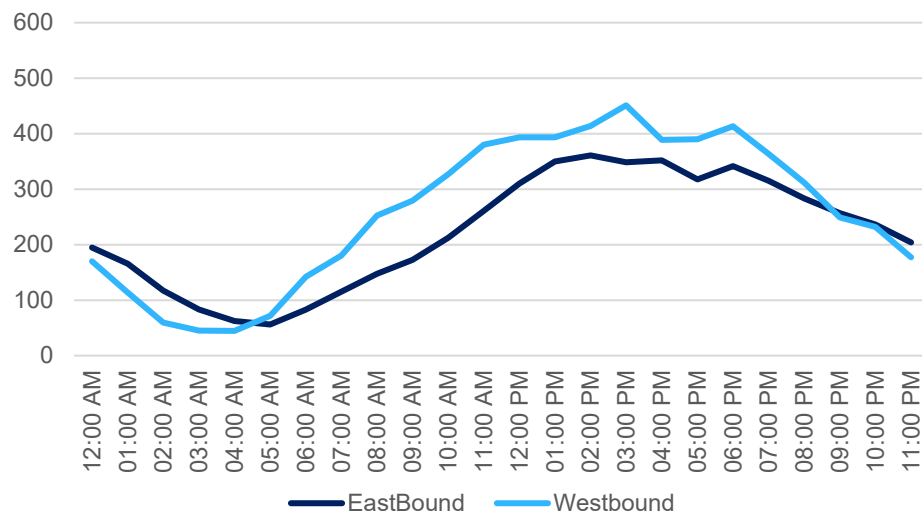


Eastbound peak:
400 vehicles Weekdays 3-4 PM

Average **Weekday** Vehicles between Elm St and Bond St



Average **Weekend** Vehicles between Elm St and Bond St

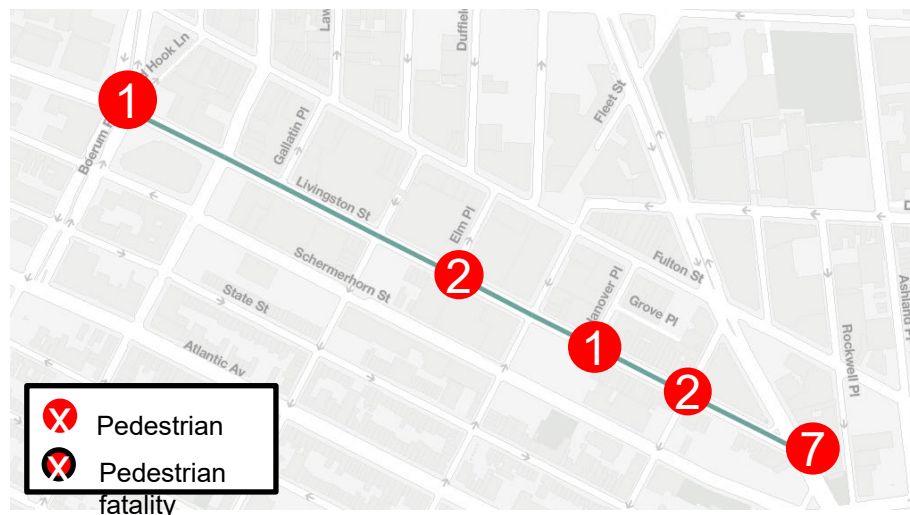


ATR counts taken October 11 to 23, 2022

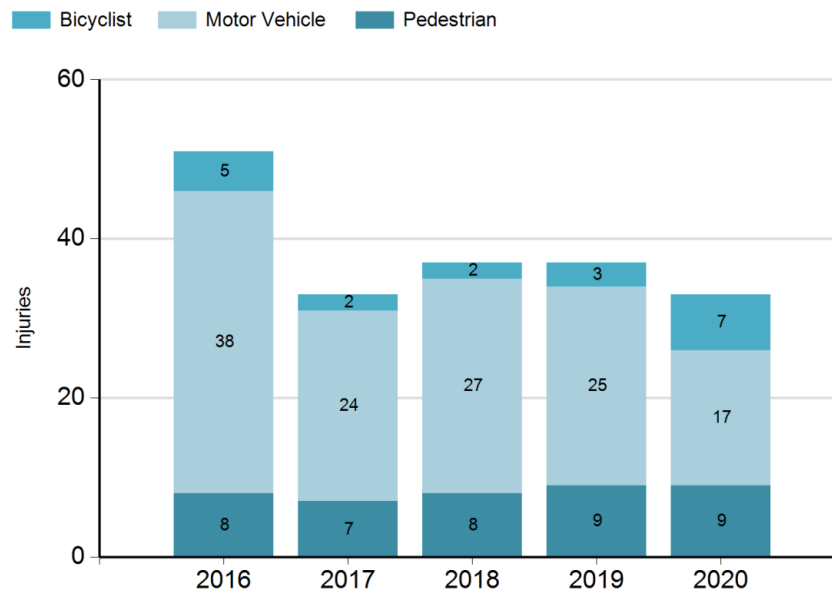
Safety

Pedestrian Killed and Seriously Injured (KSI) – 2016 to 2020

- Most common pedestrian injury is turning vehicles striking pedestrians crossing with the signal.
- Note no pedestrian fatalities occurred on the corridor from 2016-2020.



Injuries by Year, 2016-2020 (5 Years)



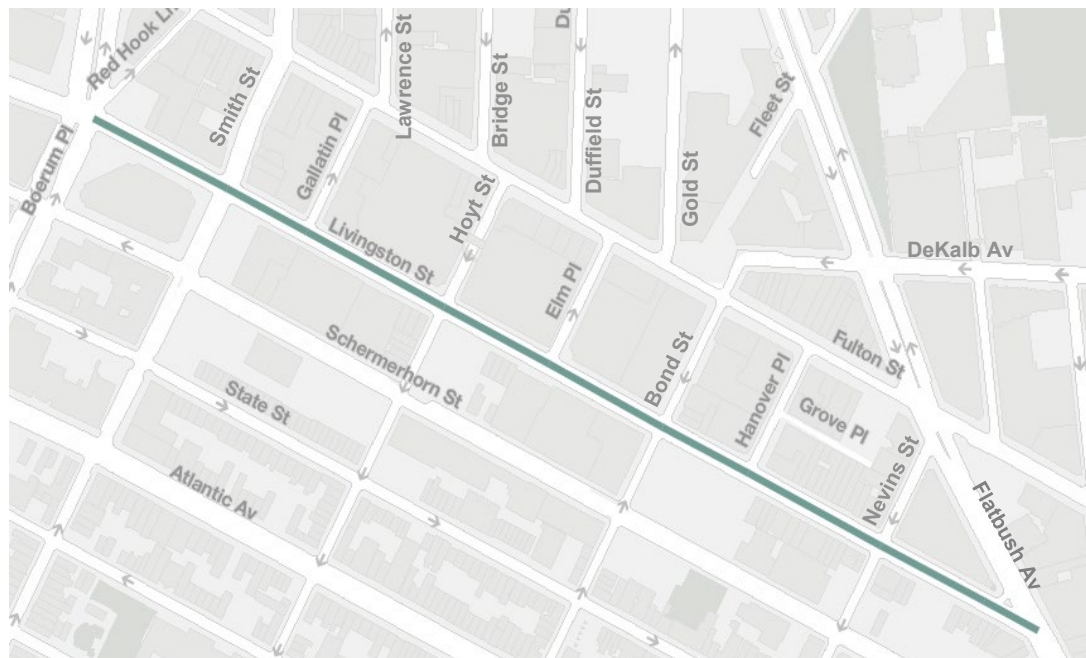
Vehicle Action Versus Ped Action, 2016-2020 (5 Years)

	Crossing with Signal	Crossing against Signal	Crossing No Signal, Marked Crosswalk	Crossing No Signal or Crosswalk	Others	Unknown	Total
Left Turn	15	0	1	0	2	0	18
Right Turn	6	0	0	0	0	0	6
Going straight	0	4	0	1	2	1	8
Making U Turn	0	0	0	0	0	0	0
Backing	0	0	0	1	1	1	3
Other	0	0	0	1	1	1	3
Unknown	1	0	0	0	2	0	3
Total	22	4	1	3	8	3	41

Source: NYC DOT Traffic Safety Data Viewer

Discussion

- What issues along the corridor have you had or seen?
- What would a successful project look like?
- What tradeoffs are acceptable?
- Potential Goals:
 - Speed up buses / Improve bus reliability
 - Increase pedestrian safety / Improve pedestrian environment
 - Improve bus stop environment
 - Discourage illegal parking



Next Steps

December 2022

- Held first CAB Meeting

Winter 2022/2023

- DOT to work on design approaches and traffic study

February/March 2023

- Schedule Next CAB Meeting
- Present to Community Board 2

Spring 2023

- Implementation



Thank You!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT