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.
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.
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
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

CityBenches

Bus Boarders

Leaning Bars

Physical Accessibility

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Pedestrian Safety Toolkit

- Fordham Rd, BX
- Kings Hwy, BK
- 149th St, BX
- Southern Blvd, BX
Parking Toolkit
Existing Conditions
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

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

* 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

<table>
<thead>
<tr>
<th></th>
<th>6-10 AM</th>
<th>3-7 PM</th>
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<tbody>
<tr>
<td>B41</td>
<td>7.6</td>
<td>6.4</td>
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<tr>
<td>Limited Bus Speeds</td>
<td>5.7</td>
<td>6.3</td>
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</table>

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

Average Weekday Vehicles between Elm St and Bond St

0
100
200
300
400
500
600

12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM

EastBound
Westbound

Average Weekend Vehicles between Elm St and Bond St

0
100
200
300
400
500
600

12:00 AM
01:00 AM
02:00 AM
03:00 AM
04:00 AM
05:00 AM
06:00 AM
07:00 AM
08:00 AM
09:00 AM
10:00 AM
11:00 AM
12:00 PM
01:00 PM
02:00 PM
03:00 PM
04:00 PM
05:00 PM
06:00 PM
07:00 PM
08:00 PM
09:00 PM
10:00 PM
11:00 PM

EastBound
Westbound

ATR counts taken October 11 to 23, 2022

Eastbound peak:
400 vehicles Weekdays 3-4 PM
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.

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?