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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

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
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

Source: MTA
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

Source: MTA
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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Bus Priority and Safety Toolkit
Bus Priority Toolkit

Offset Bus Lane
Woodhaven Blvd, QN

Center Bus Lane/Physical Protection
161st St, BX

Busway/Transit & Truck Priority
14th St, MN

Curbside Bus Lane
Hylan Blvd, SI

Queue Jump Signal
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

- Painted Curb Extension
  - Southern Blvd, BX

- Median Extension
  - 149th St, BX

- Pedestrian Island
  - Fordham Rd, BX

- Bus Boarding Island
  - Kings Hwy, BK
Parking Toolkit

Parking Meters

Truck Loading Zones

Short-Term Parking

No Parking/No Standing

Parking Meters

Short-Term Parking

No Parking/No Standing
Next Steps
Project Process

Background and Overview → Feedback Gathering and Analysis → Design Development

Additional Feedback Gathering and Analysis → Plan Revision → Project Implementation

Monitoring and Adjustments → Progress Reports
Project Timeline

June 2022
• Hold Kickoff Meeting

Summer/Fall 2022
• Initiate Data Collection
• Begin Outreach to Community Advisory Board/Community Boards
• Develop Conceptual Plans

2023
• Continue Outreach and Plan Development
• Estimated Implementation
Discussion
Open Discussion

• 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?
Thank you!