



Mobility and Equity for New York's Transit-Starved Neighborhoods:
Evolving Bus Rapid Transit

New York relies on mass transit more than any other US city – but our transit system doesn't serve all New Yorkers equally

Low- and moderate-income New Yorkers have:

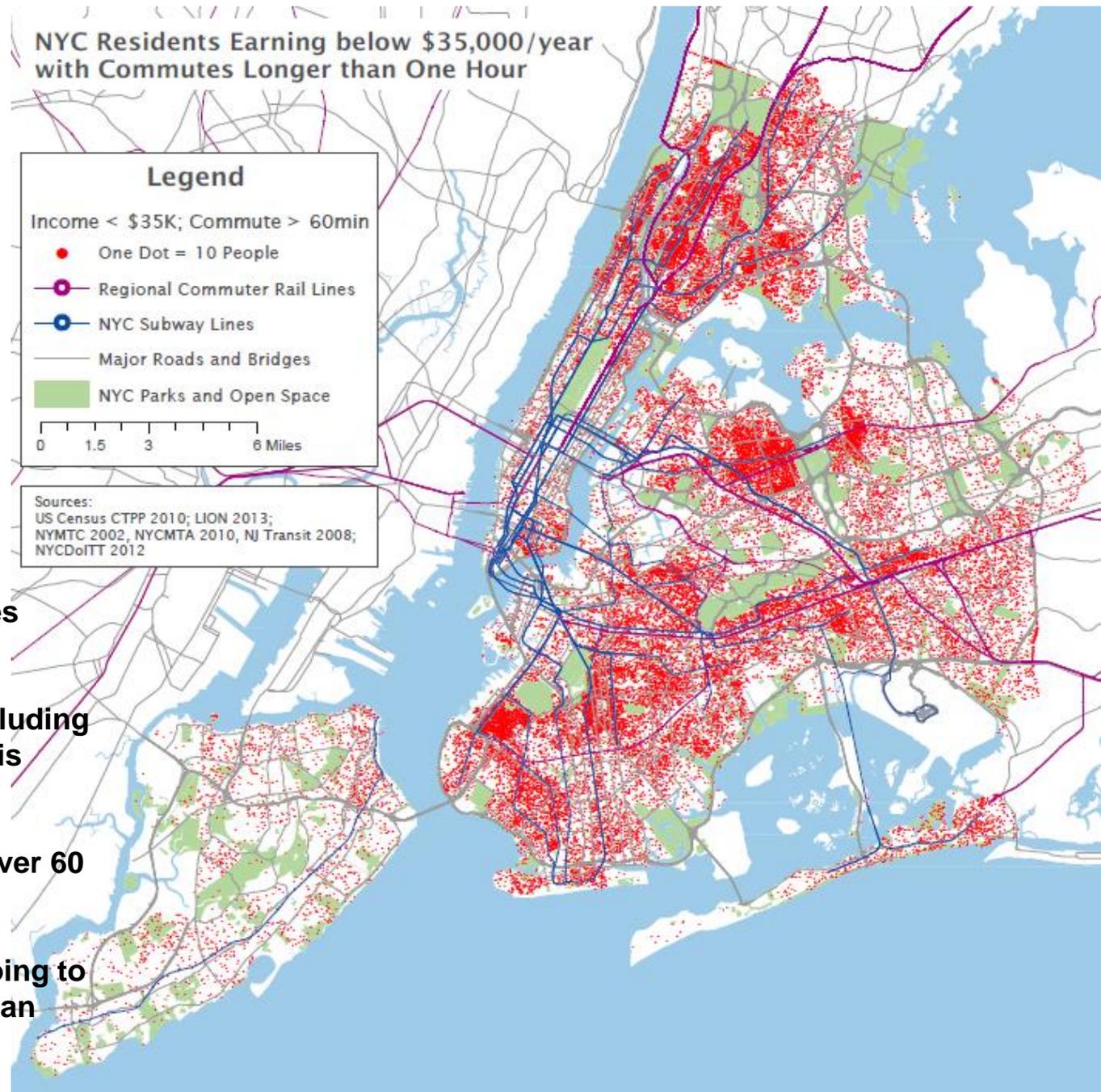
the longest commutes

the fewest transit options, as housing close to subway lines becomes less affordable

the least access to jobs – including the places where job growth is taking place

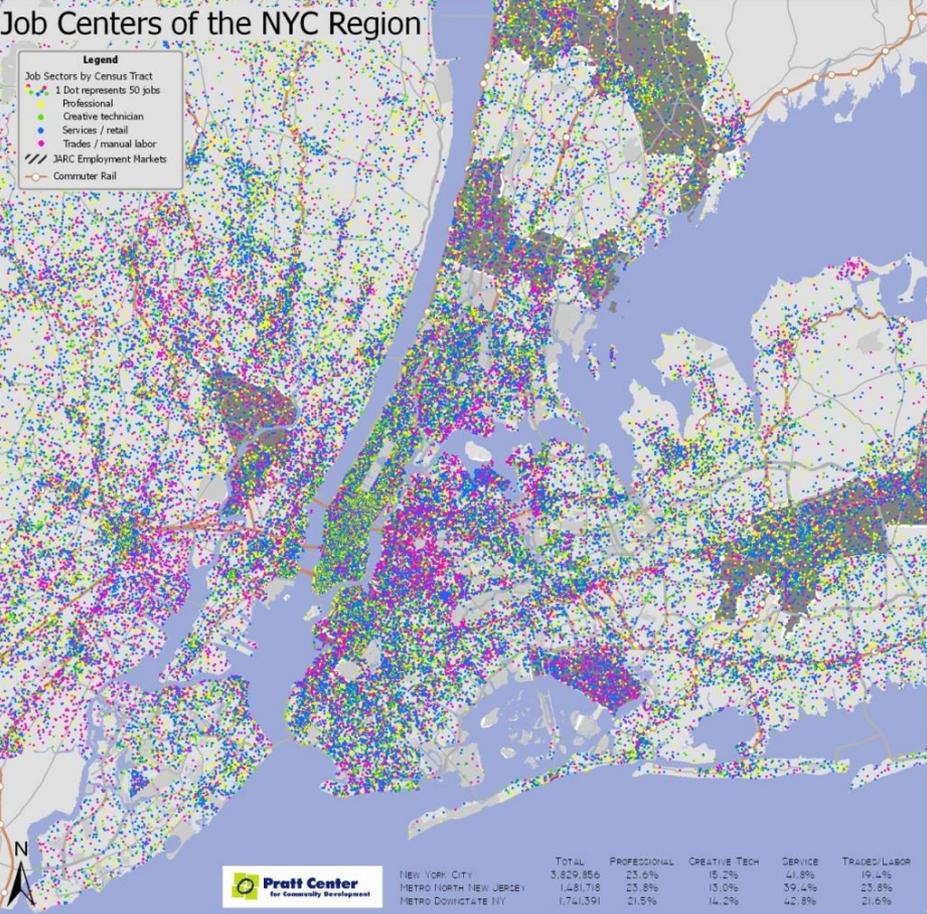
879,000 New Yorkers travel over 60 minutes to work – each way

most of those workers are going to jobs where they make less than \$35,000 per year

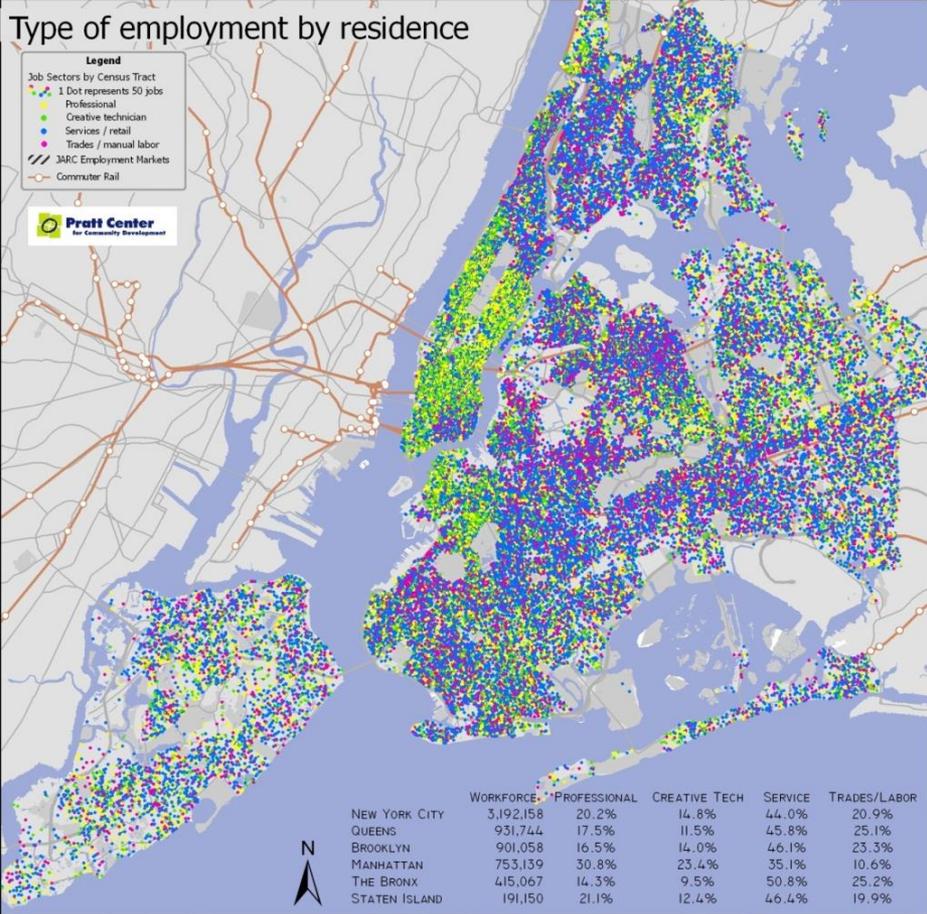


Workers in high-wage sectors (**yellow** and **green** dots) both live and work in the best-served areas of the city; workers in blue-collar and low-wage service sectors (**pink** and **blue** dots) not only live in poorly-connected areas, but work in jobs that are widely dispersed across the city

Job Centers of the NYC Region



Type of employment by residence



Job Centers of the NYC Region

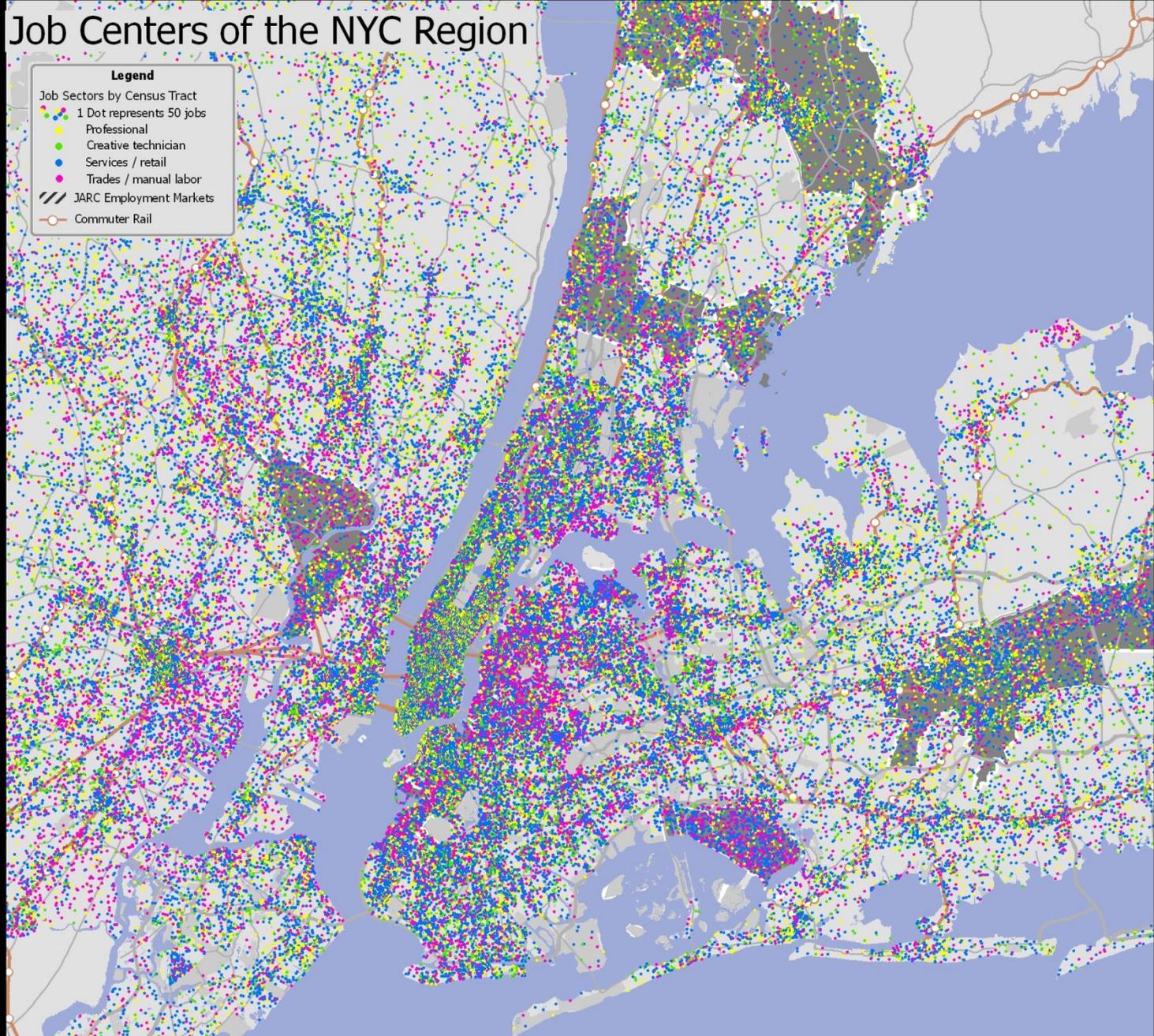
Legend

Job Sectors by Census Tract

- 1 Dot represents 50 jobs
- Professional
- Creative technician
- Services / retail
- Trades / manual labor

JARC Employment Markets

Commuter Rail



	TOTAL	PROFESSIONAL	CREATIVE TECH	SERVICE	TRADES/LABOR
NEW YORK CITY	3,829,856	23.6%	16.2%	41.8%	19.4%
METRO NORTH NEW JERSEY	1,481,718	23.8%	13.0%	39.4%	23.8%
METRO DOWNTOWN NY	1,741,391	21.5%	14.2%	42.8%	21.6%

Type of employment by residence

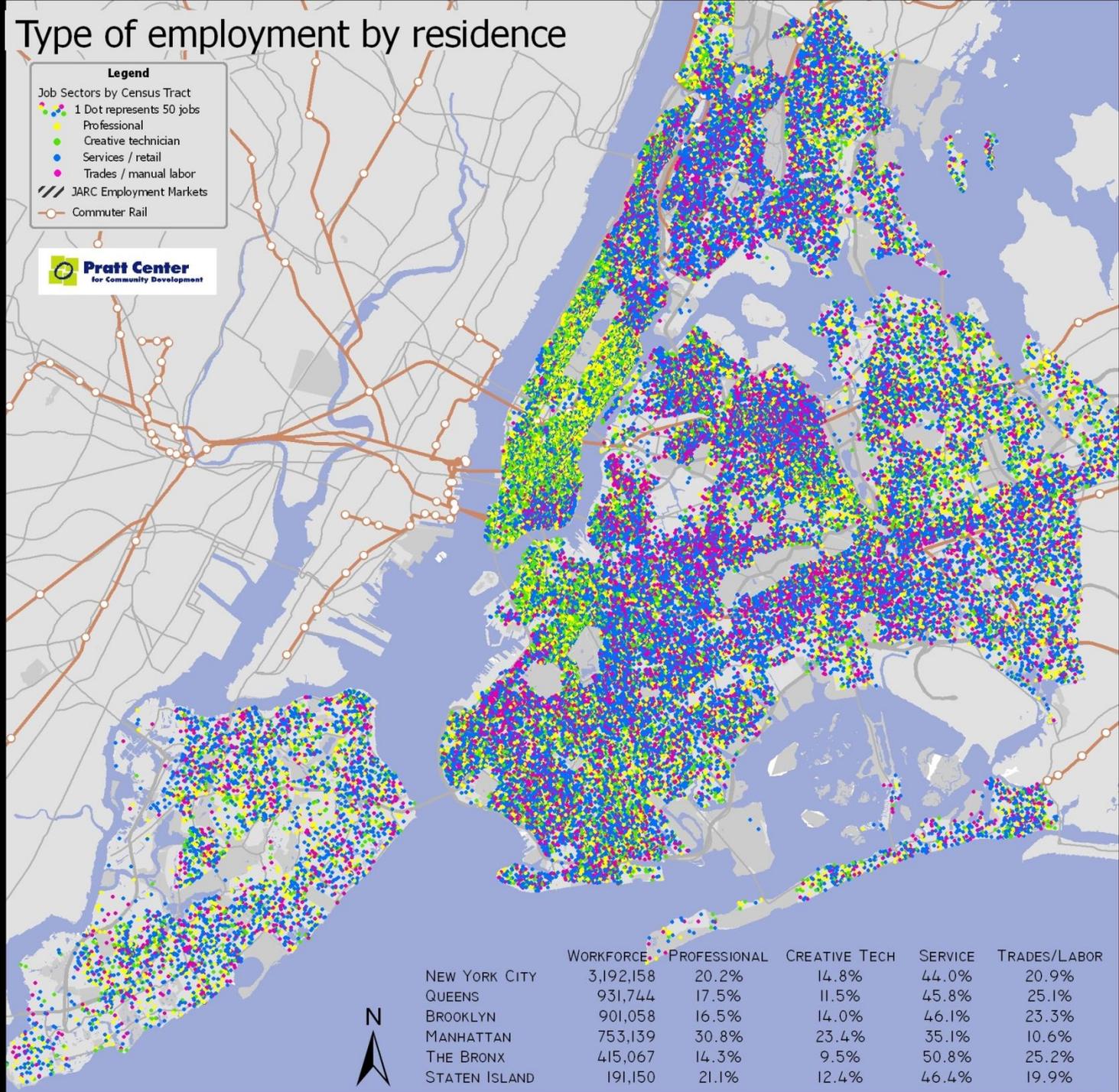
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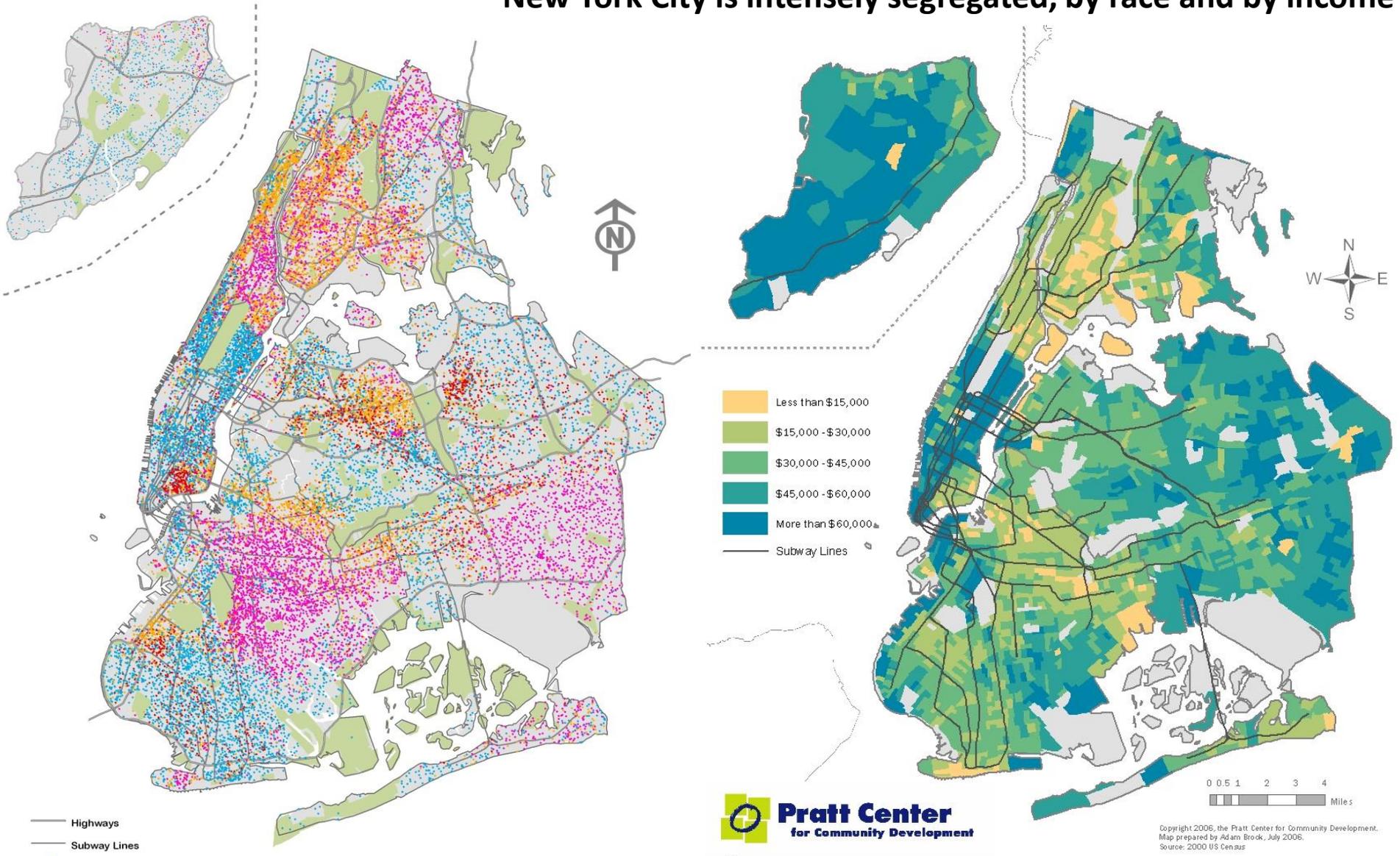
JARC Employment Markets

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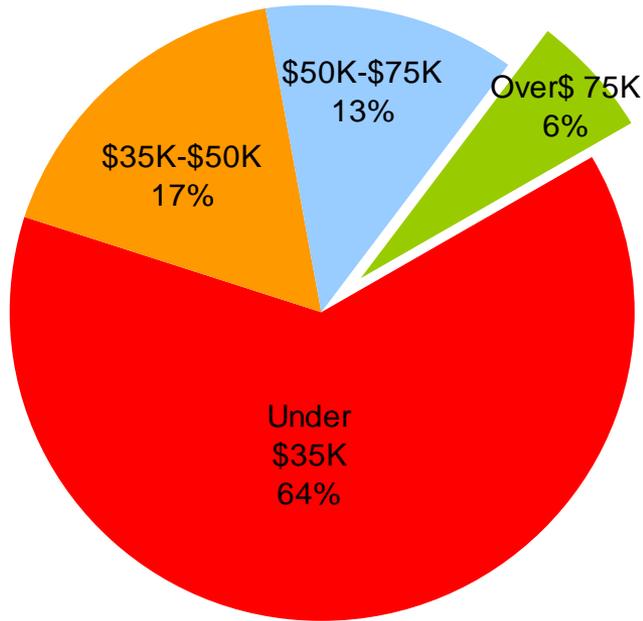
	WORKFORCE	PROFESSIONAL	CREATIVE TECH	SERVICE	TRADES/LABOR
NEW YORK CITY	3,192,158	20.2%	14.8%	44.0%	20.9%
QUEENS	931,744	17.5%	11.5%	45.8%	25.1%
BROOKLYN	901,058	16.5%	14.0%	46.1%	23.3%
MANHATTAN	753,139	30.8%	23.4%	35.1%	10.6%
THE BRONX	415,067	14.3%	9.5%	50.8%	25.2%
STATEN ISLAND	191,150	21.1%	12.4%	46.4%	19.9%

New York City is intensely segregated, by race and by income



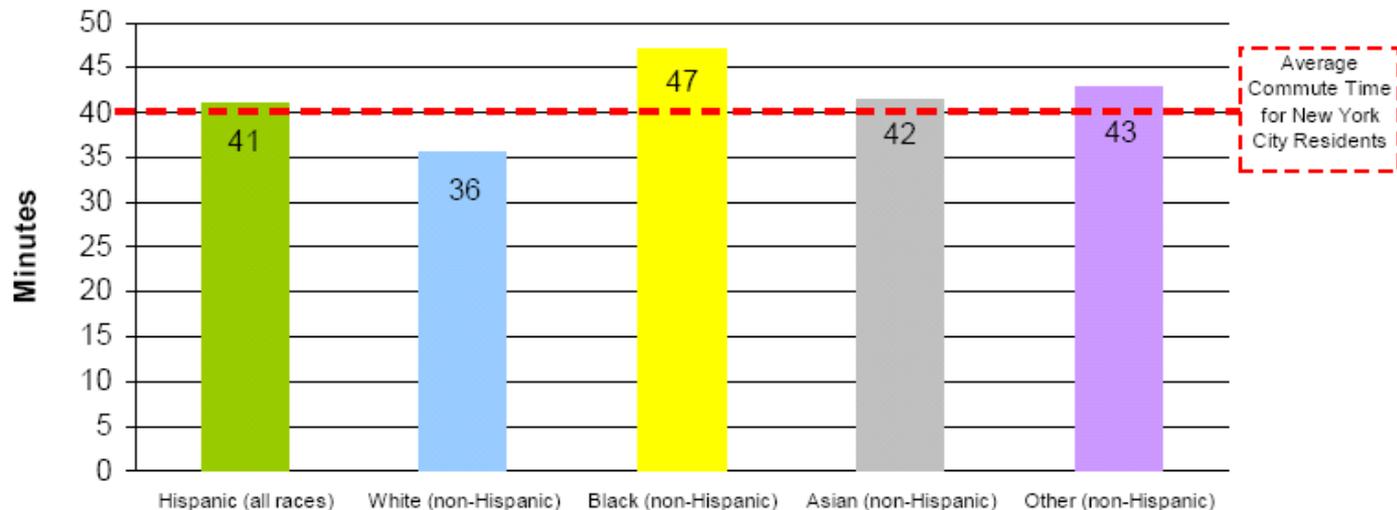
Disparities in quality of life – including access to transit – reflect those patterns and amplify inequality

Residents with Commutes Over an Hour
by Annual Income



Race and income disparities in New York City commute times

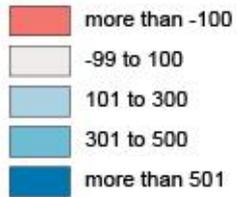
Commute Time of New York City Residents



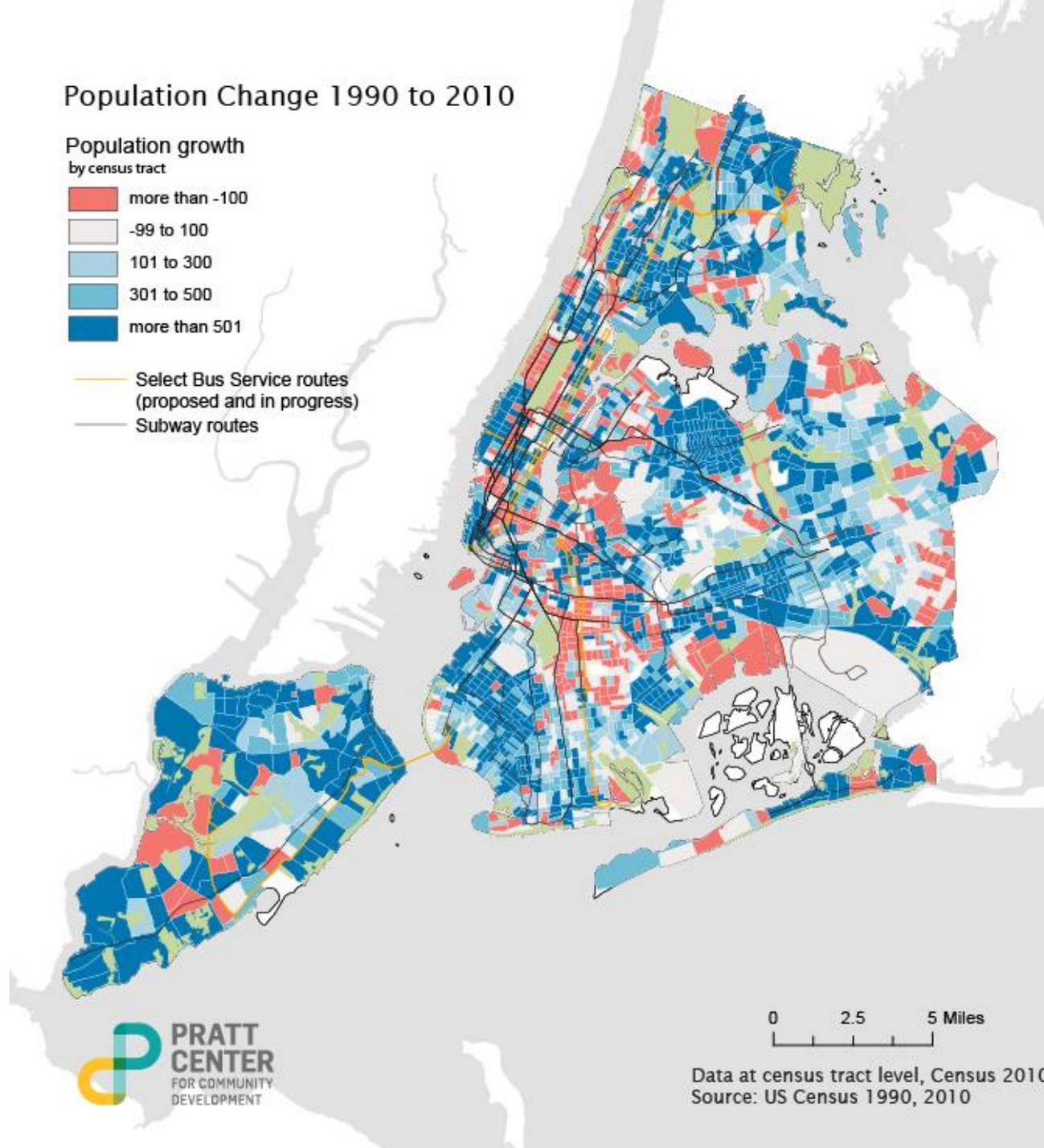
Source: US Census CTPP 2000

Population Change 1990 to 2010

Population growth
by census tract



Select Bus Service routes
(proposed and in progress)
Subway routes



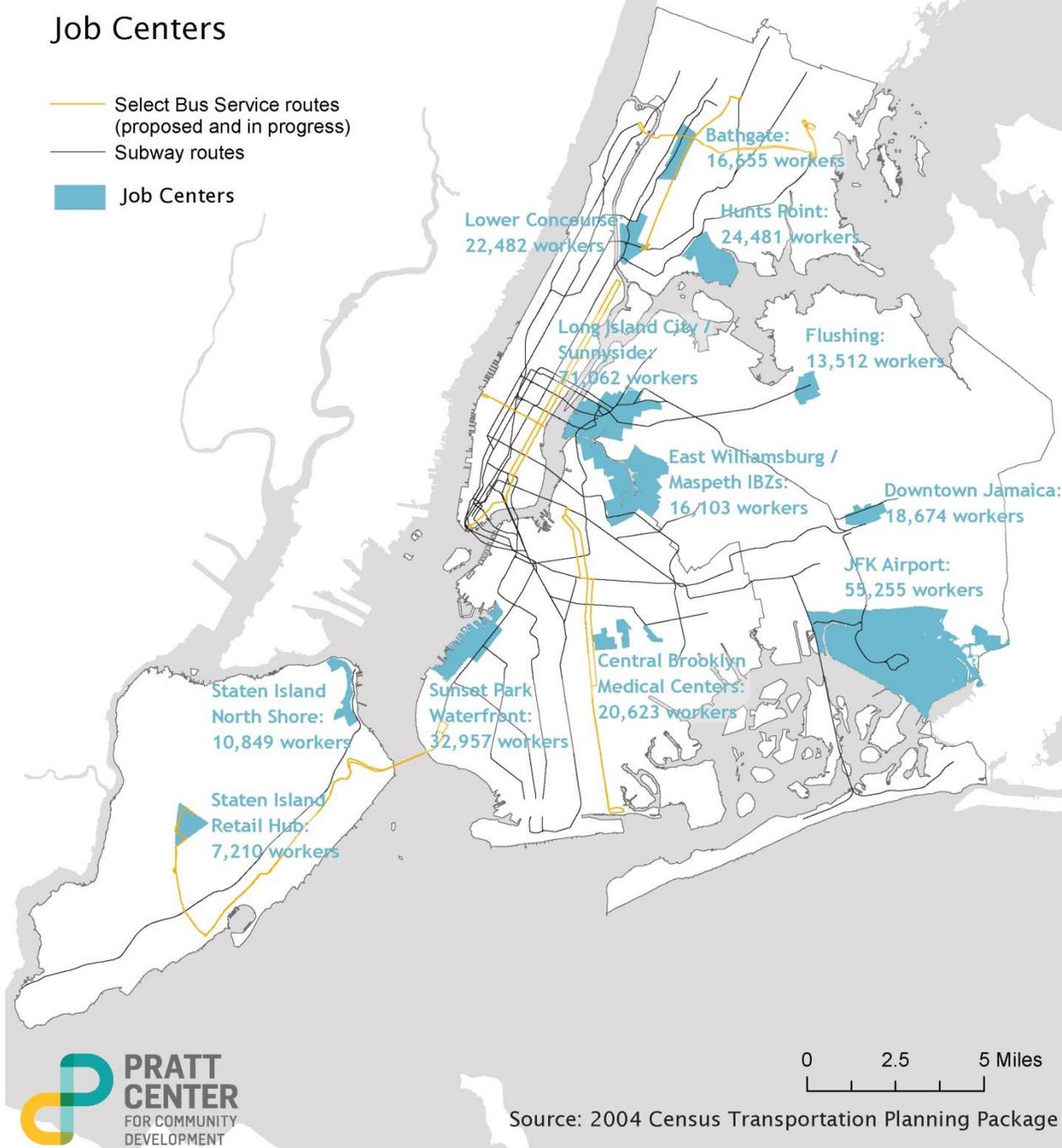
New York's radial subway system is built to funnel workers into the Manhattan Central Business District.

But job growth in the boroughs is also outpacing growth in Manhattan.

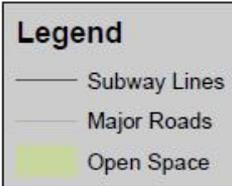
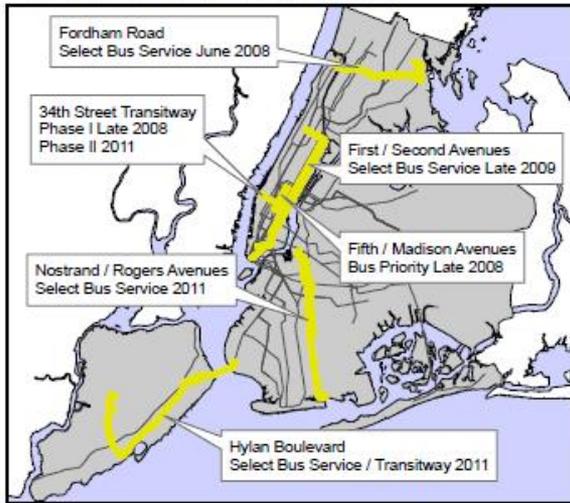
Most New Yorkers live and work in the same county (borough) – but most intra-borough trips cannot be made by subway.

Job Centers

- Select Bus Service routes (proposed and in progress)
- Subway routes
- Job Centers



NYCDOT Planned Routes



Pratt Center
 for Community Development

COMMUTE!
 Communities United for Transportation Equity

For more information visit <http://www.prattcenter.net/transportationequity.php>

Make BRT Better

COMMUTE is a coalition of New York City community groups that have come together to make mass transit work for working families. The organizations involved are committed to pushing for more equitable transportation funding and policies. The Pratt Center is coordinating COMMUTE and providing supporting research.

COMMUTE's Expanded BRT Program

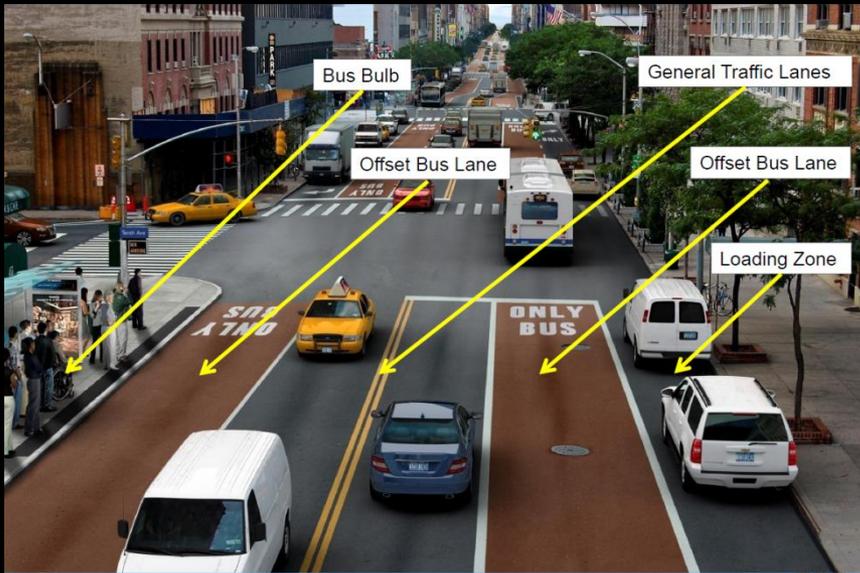
- WashingtonHeights_Soundview_JFK_via Whitestone
- Ex5, Bx5, Q44, Q6
- StatenIsland_RedHook_Midtown_via Verrazano, BQE, BBT *
- S79, B37, B77, X1
- EastElmhurst_Midtown_via Queensboro
- Q23, Q19, Q48, Q101, Q102, Q104, Q72
- EastElmhurst_Midtown_via Queensboro (LGA)
- Q23, Q19, Q48, Q101, Q102, Q104
- MarinePark_Downtown_via Manhattan
- B41, B51
- LGA_JacksonHeights_Midtown_via Queensboro
- Q72, Q66, Q104, Q32
- CoOpCity_Harlem_Downtown_via Fordham-Broadway *
- Bx12, M100, M104, M4, M6
- WestHarlem_125_LGA_via Triborough
- M60
- Brownville_UWS_Bayview_via Williamsburg
- B42, B82, B6, B20, Q24, B47, B46, B39, M15, M21, M11
- Brownville_UWS_StarrettCity_via Williamsburg
- B83, B20, Q24, B47, B46, B39, M15, M21, M11
- Nostrand_UES
- B44, B35, M15
- Flatlands-CityHall_via Williamsburg
- B46, B39, M15
- Moshulu_Downtown *
- Bx55, Bx15, M15
- Rosedale_Jamalca_Midtown_via LIE-GMT *
- Q5, Q30, Q4, Q88, X51, X53
- BayRidge_Flushing
- B15, B83, B4, B82, Q11, Q72, Q66
- SunsetPark_JFK
- B15, B35

* Indicates routes that are extensions or modifications of NYCDOT planned BRT routes. All of COMMUTE's proposed routes are combinations of existing MTA/NYCT local, limited or express bus routes.



Select Bus Service – BRT adapted to NYC's old, dense street fabric

Select Bus Service: Collaboration between NYC DOT and MTA delivers BRT on a budget



- Dedicated bus lanes, painted red – some camera enforcement
- Widely-spaced stops ~ ½ mile apart
- Traffic Signal Priority (some routes)
- Details are worked out route-by-route
- Sidewalk “bus bulbs” almost level with bus floor

- Real time bus countdown display



- Also SMS and smartphone-based bus info

- Proof-of-payment off-board fare collection (no turnstiles)





BRT / SBS planning requires intensive community engagement and fine-grained problem-solving. Nostrand Avenue merchants work out curb space for loading.



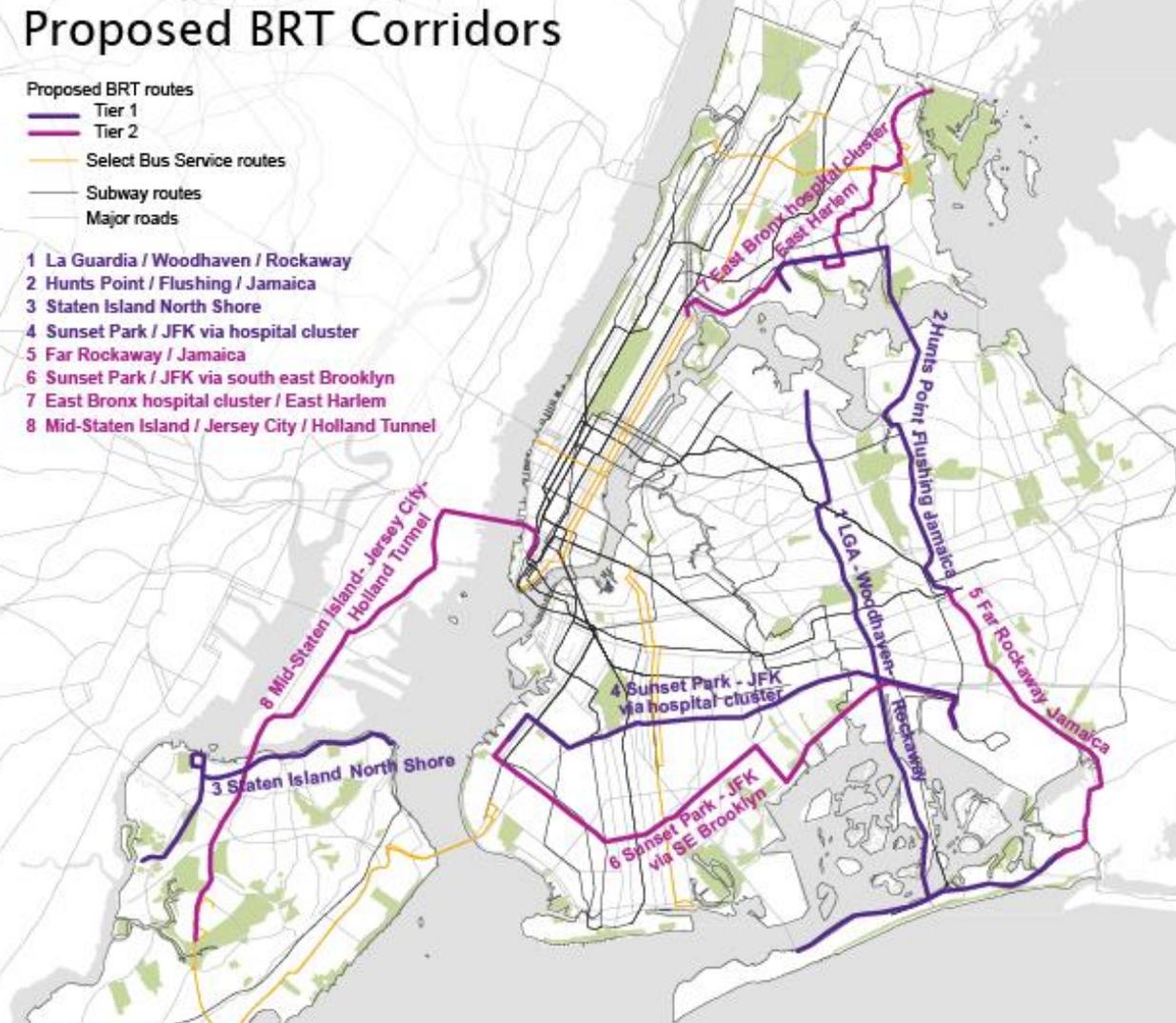
**Engaging potential opponents can create a sense of ownership.
Nostrand Avenue merchants and DOT officials at the B44 launch.**

Proposed BRT Corridors

Proposed BRT routes

- Tier 1
- Tier 2
- Select Bus Service routes
- Subway routes
- Major roads

- 1 La Guardia / Woodhaven / Rockaway
- 2 Hunts Point / Flushing / Jamaica
- 3 Staten Island North Shore
- 4 Sunset Park / JFK via hospital cluster
- 5 Far Rockaway / Jamaica
- 6 Sunset Park / JFK via south east Brooklyn
- 7 East Bronx hospital cluster / East Harlem
- 8 Mid-Staten Island / Jersey City / Holland Tunnel



December 2013:
eight corridors where
more advanced BRT is
possible and needed.

Priority Corridors for a Full-Featured BRT Network – Summary

#	Route Name	Communities Served	Boroughs Served	Full-Featured BRT Potential	Transformative Potential	Equity Impacts
1	LaGuardia / Woodhaven / Rockaway	Jackson Heights, Woodside, Elmhurst, Rego Park, Woodhaven, Ozone Park, Howard Beach, Broad Channel, Rockaway (west branch to Neponsit, east branch to Far Rockaway)	Queens	***	***	***
2	Hunts Point/ Flushing / Jamaica	Hunts Point, Soundview, Castle Hill, Zerega Industrial Park, Flushing, Queens College, Kew Gardens, Jamaica	Bronx / Queens	***	***	***
3	Staten Island North Shore	West Shore Plaza / Arlington, Mariners Harbor, Port Richmond, New Brighton, St. George	Staten Island	***	**	***
4	Bush Terminal to JFK via hospital cluster	Bush Terminal / Sunset Park / Flatbush / SUNY Downstate Medical Center / Brookdale Hospital / Brownsville / East New York / JFK	Brooklyn / Queens	**	***	***
5	Far Rockaway / Jamaica	Far Rockaway / Rosedale / Locust Manor, Jamaica	Queens	**	**	***
6	Sunset Park / JFK via south east Brooklyn	Sunset Park, Bay Ridge, Gravesend, Marine Park, Flatlands, Canarsie, Spring Creek, Lindenwood, South Ozone Park	Brooklyn / Queens	**	**	***
7	East Bronx / East Harlem	Bay Plaza / Co-Op City / Hutchinson Metro Office Park / Jacobi / Einstein / Calvary / Hospitals / Parkchester / Soundview / Hunts Point / Port Morris / East Harlem	Bronx / Manhattan	**	**	***
8	Mid-Staten Island / Manhattan via Holland Tunnel	Eltingville Transit Center, Staten Island Mall, College of Staten Island, Port Richmond, Bayonne Bridge, Hudson-Bergen Light Rail (Jersey City), Holland Tunnel to Lower Manhattan	Staten Island / Jersey City / Manhattan	**	*	**



Connecting workers to job clusters



**Enabling greater residential and retail density
and supporting walkable streetscapes**



**Supporting Vision Zero
— safety for all road users**

Who BRT Will Serve

2,287,864 people live within one half mile of the proposed corridors.

1 Dot = 150 people

Proposed BRT routes

Tier 1

Tier 2

Select Bus Service routes

Subway routes

