Mobility and Equity for New York’s Transit-Starved Neighborhoods: Evolving Bus Rapid Transit
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.
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.
Race and income disparities in New York City commute times

Residents with Commutes Over an Hour by Annual Income

- Under $35K: 64%
- $35K-$50K: 13%
- $50K-$75K: 13%
- Over $75K: 6%

Commute Time of New York City Residents

- Hispanic (all races): 41 minutes
- White (non-Hispanic): 36 minutes
- Black (non-Hispanic): 47 minutes
- Asian (non-Hispanic): 42 minutes
- Other (non-Hispanic): 43 minutes

Source: US Census CTTP 2000
Population Change 1990 to 2010

Population growth by census tract
- more than -100
- 99 to 100
- 101 to 300
- 301 to 500
- more than 501

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

Data at census tract level, Census 2010
Source: US Census 1990, 2010
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.
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.
December 2013: eight corridors where more advanced BRT is possible and needed.
The proposed BRT corridors connect populous, underserved communities and important job and non-work destinations. They would also transform arterial streets that are now dangerous to pedestrians and drivers and support housing and economic development efforts.

### Priority Corridors for a Full-Featured BRT Network – Summary

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

Source: American Community Survey 2007-2011