

Downtown Brooklyn Surface Transit Circulation Study (DBSTCS)

Second Stakeholder Committee Meeting
Wednesday June 17, 2009



URS

Presentation Outline

- Introductions
- Project Goal and Objectives
- Current Status
- Existing Conditions Maps
- Results of Surveys and Focus Group Meetings
- Next Steps
- Questions and Discussion
- Interactive Mapping Exercise



Project Context

- Current and Future Development: Downtown Brooklyn's Roadways are Congested and Will Get More Congested
- Getting Around Downtown Brooklyn by Transit is Increasingly Difficult



Study Purpose

- Review Existing Transit Travel Patterns in the Study Area
- Identify Who is and Who is Not Using Transit and Why
- Forecast Future Trip Demand
- Develop Short and Long Term Implementable Solutions



Project Goals and Objectives

Goal #1

- Enhance Effectiveness of the Study Area's Surface Transit Network to Provide Improved Access and Mobility

Objective

- Increase Quality of Transit Service Options



Project Goals and Objectives

Goal #2

- Provide Transit Connectivity Throughout the Study Area

Objective

- Increase Transit Connectivity to All Significant Trip Generators Throughout the Study Area



Project Goals and Objectives

Goal #3

- Support the Economic Health of The Study Area

Objective

- Increase Economic Attractiveness of Commercial- and Tourism-Based Land Uses



Key Tasks

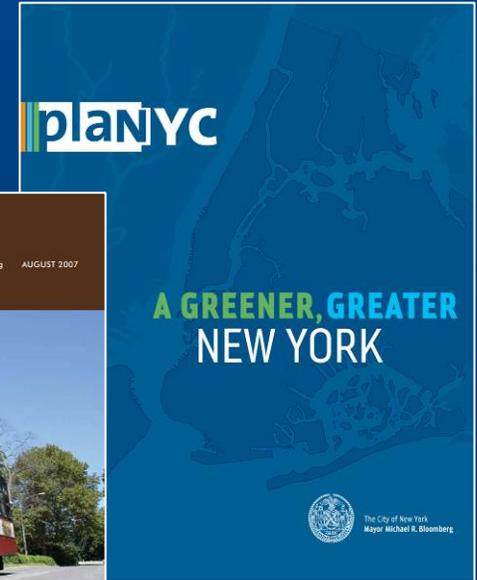
- Review Previous Studies - ✓
- Develop Maps for Analysis - ✓
- Conduct Focus Group and Traveler Surveys - ✓
- Document Existing Conditions –
(expected to complete mid-summer 2009)
- Project Future Land Use and Travel Demands - *(expected to complete mid-summer 2009)*
- Develop and Evaluate Alternatives -
(expected to complete end of summer 2009)
- Recommend Short and Long Term Solutions *(expected to complete early fall 2009)*

✓ = completed

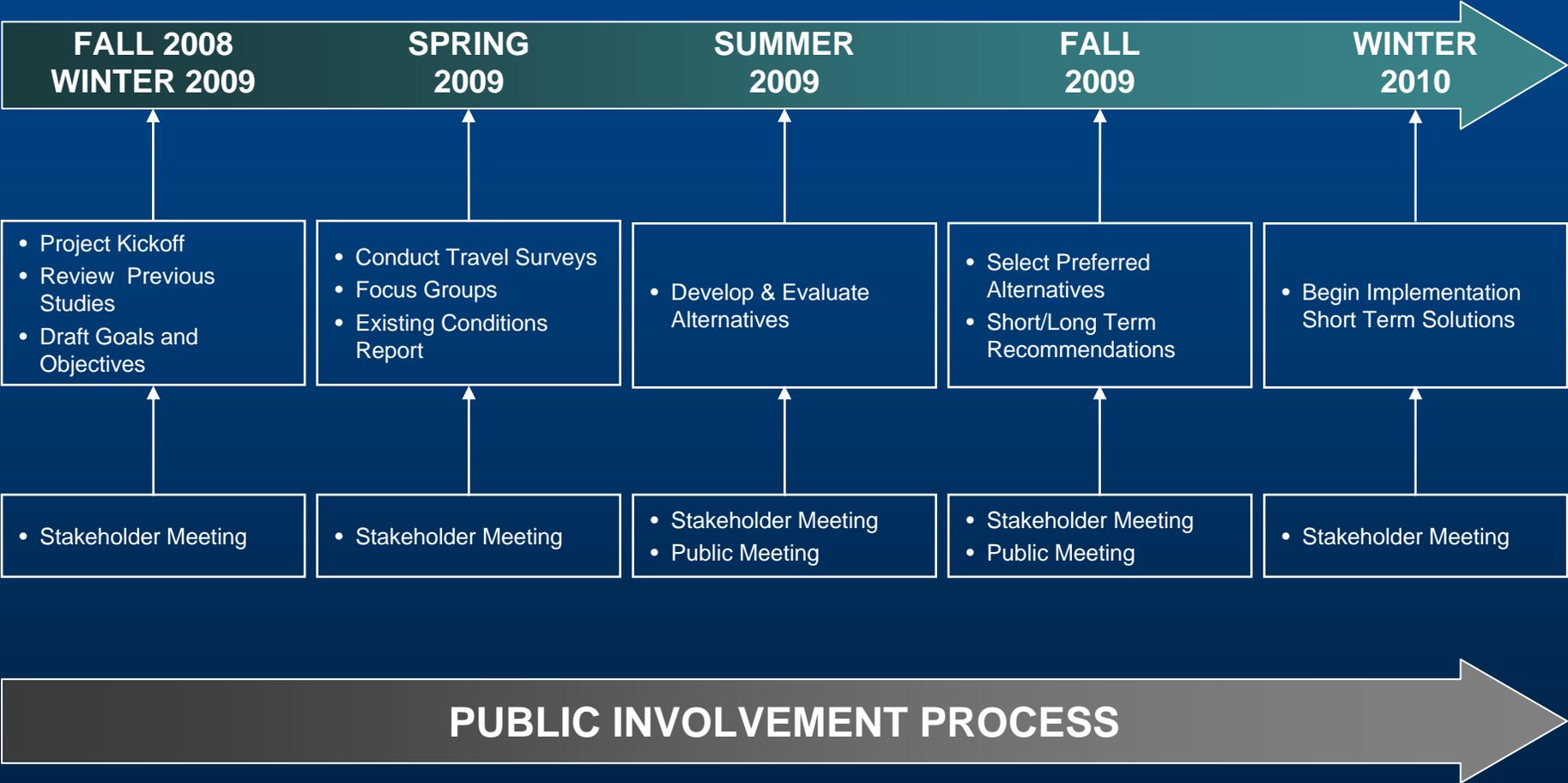


Key Points of Previous Studies

- Continuous Development
- Enhance Existing Transit Service
- Manage Congestion
- Promote Multi-Modal Travel



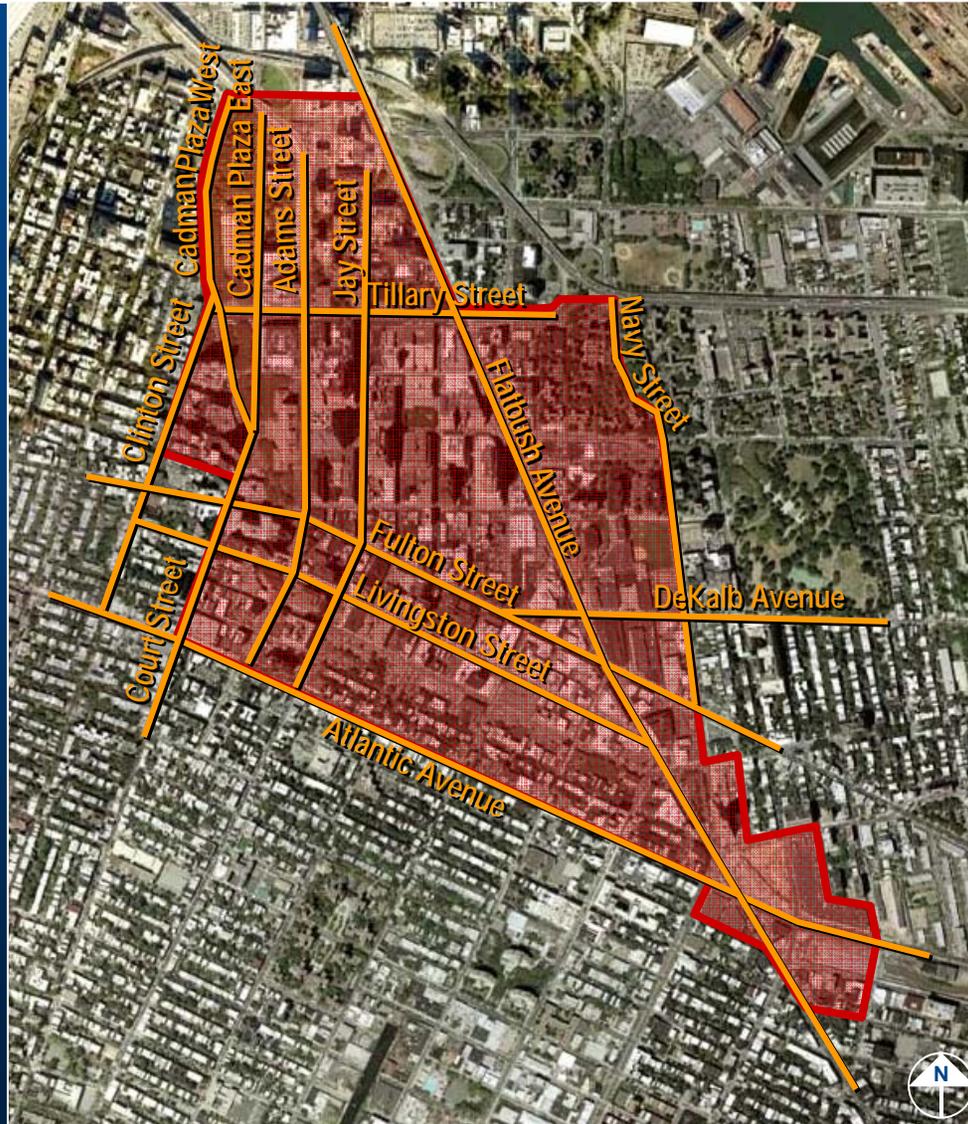
Schedule



Study Area



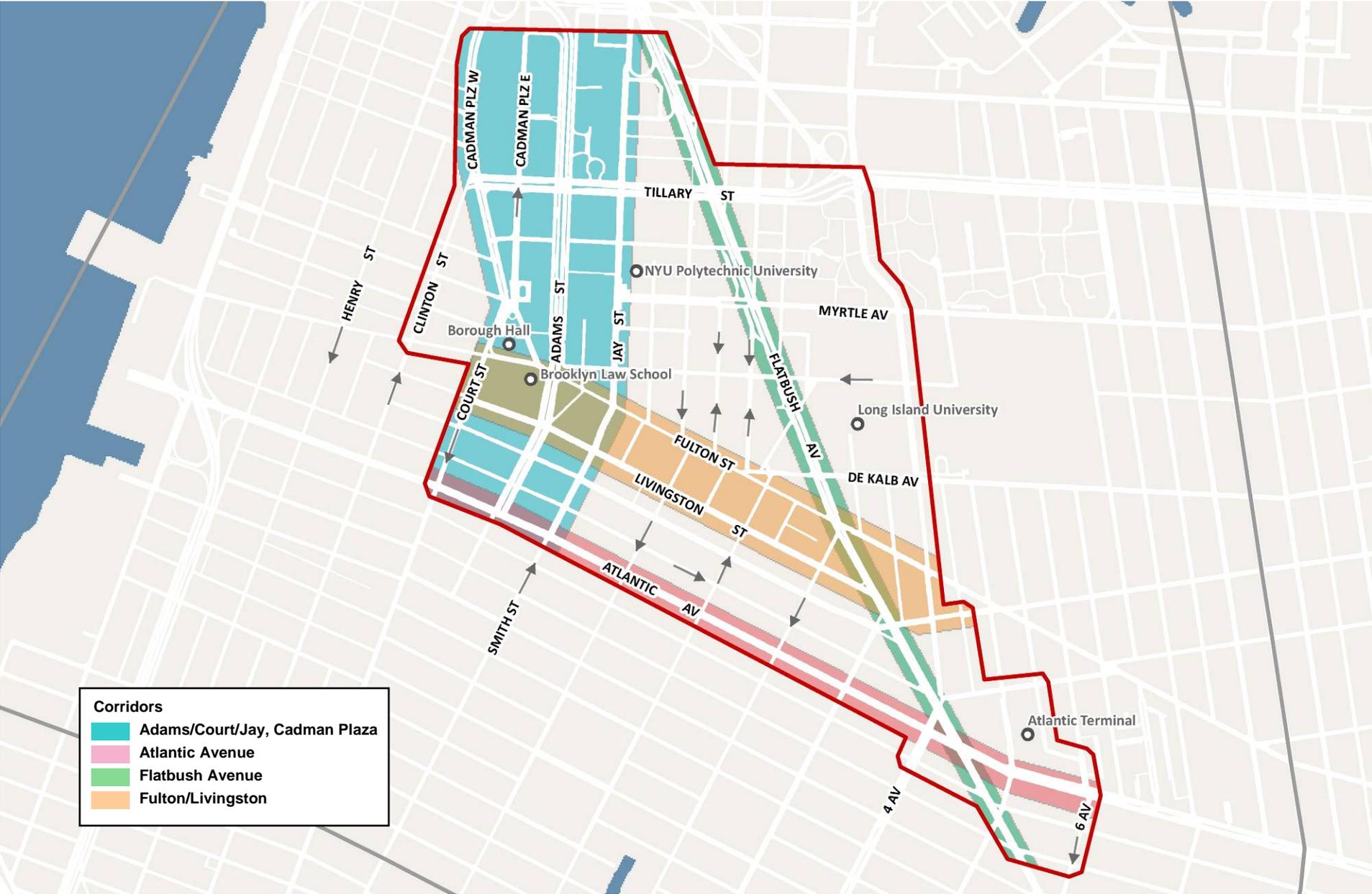
Core Study Area



Downtown Brooklyn Bus Map



Study Corridors – Core Area





Population Density and Bus Routes

Legend

Study Area

- Core Study Area
- Overall Study Area

Residents Per Square Mile

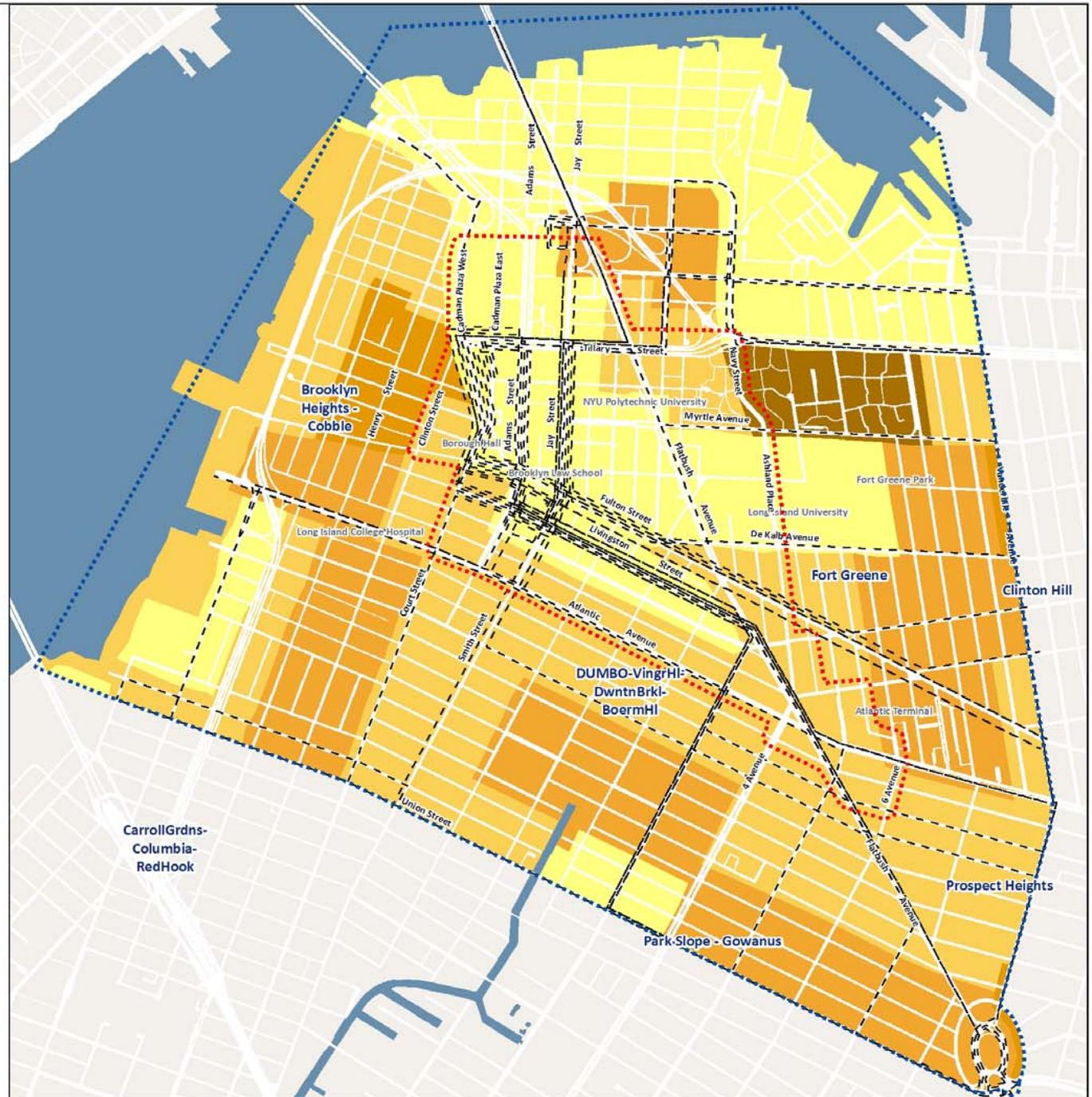
- 0 - 25,000
- 25,000 - 50,000
- 50,000 - 75,000
- 75,000 - 100,000
- 100,000 - 125,000

Bus Routes

-

0 750 1,500 3,000 Feet

Credits: Data provided by NYCT, NYMTC, DCP, DOT and DoITT.





Employment Density and Bus Routes

Legend

Study Area

- Core Study Area
- Overall Study Area

Employees Per Square Mile

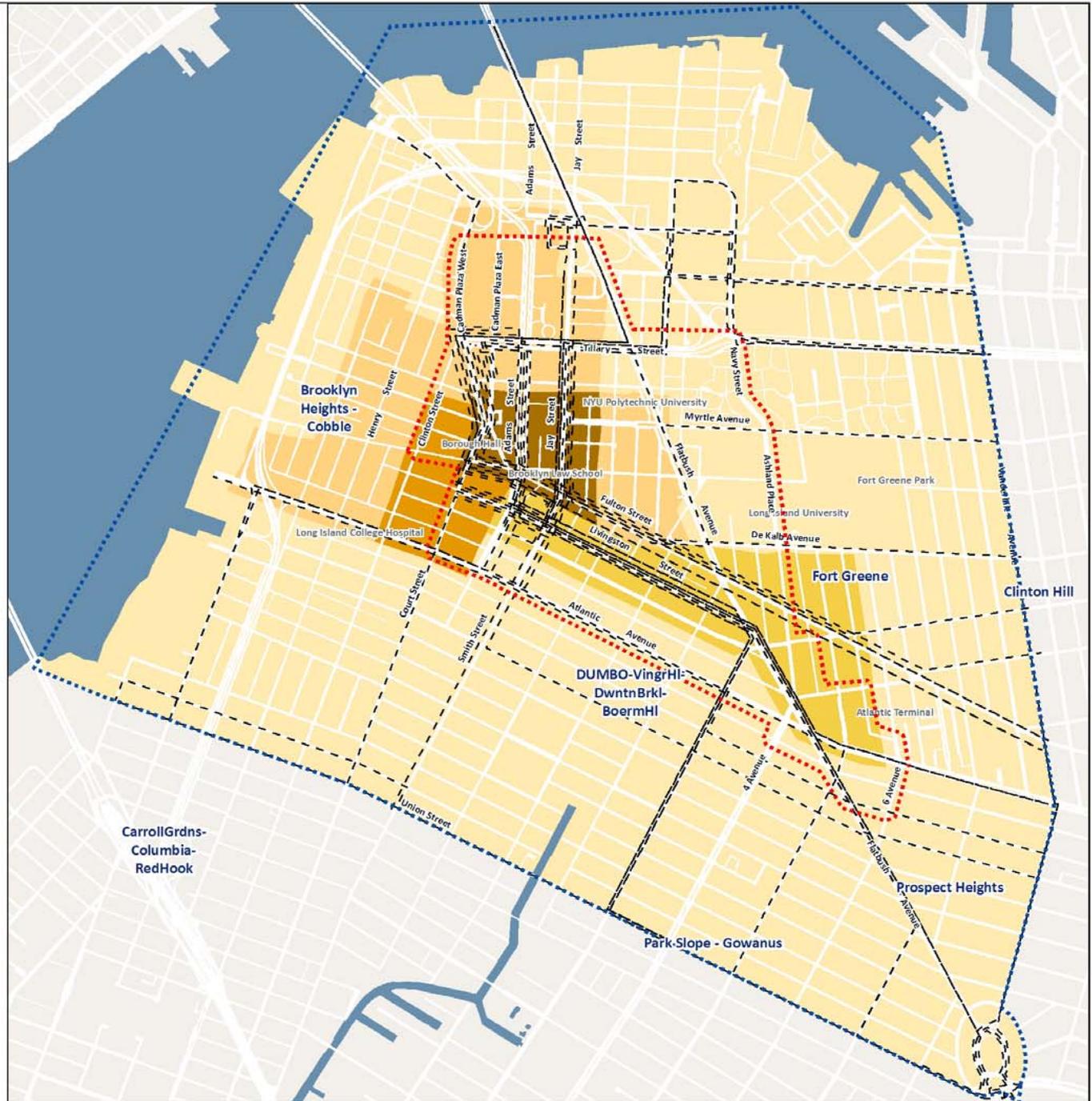
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- 100,000 - 200,000
- 200,000 - 400,000
- 400,000 - 1,000,000

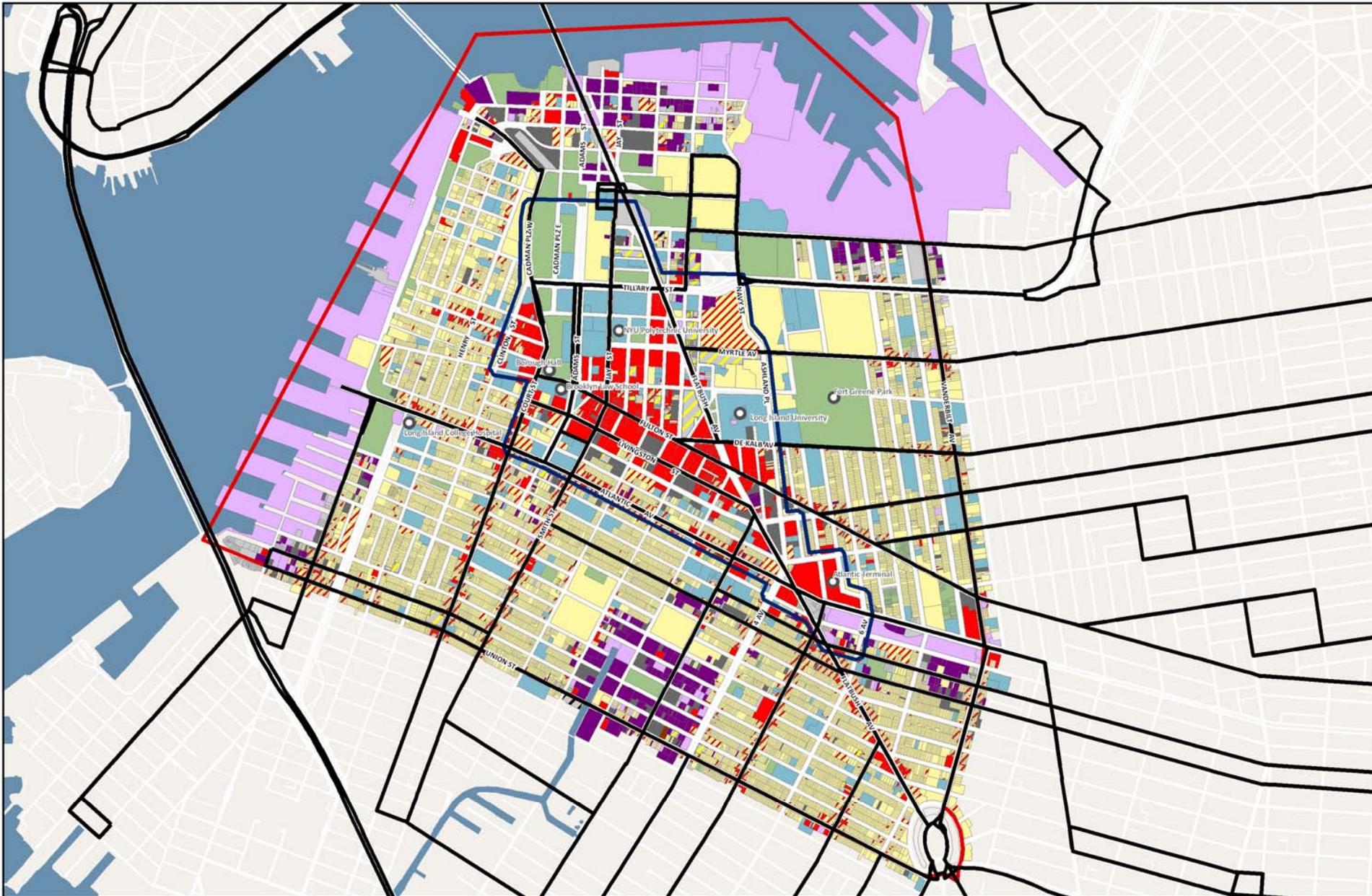
Bus Routes

-

0 750 1,500 3,000 Feet

Credits: Data provided by NYCT, NYMTC, DCP, DOT and DoITT.





Land Use Categories

No Data	Public Facilities and Institutions
Residential	Open Space and Outdoor Recreation
Residential with Commercial Below	Parking Facilities
Hotels	Vacant Land
Commercial and Office Buildings	Vacant Building
Industrial and Manufacturing	Under Construction
Transportation and Utility	Bus Routes



**Downtown Brooklyn Surface Transit
Circulation Study**
Study Area Bus Routes



Date: May 14, 2009
Credits: Data provided by AKRF, DCP, DOT and DoITT.
Notes:

Traveler Intercept and Bus Rider Surveys

- Survey Purpose: To better understand travel patterns, transit needs, and transportation issues in Downtown Brooklyn

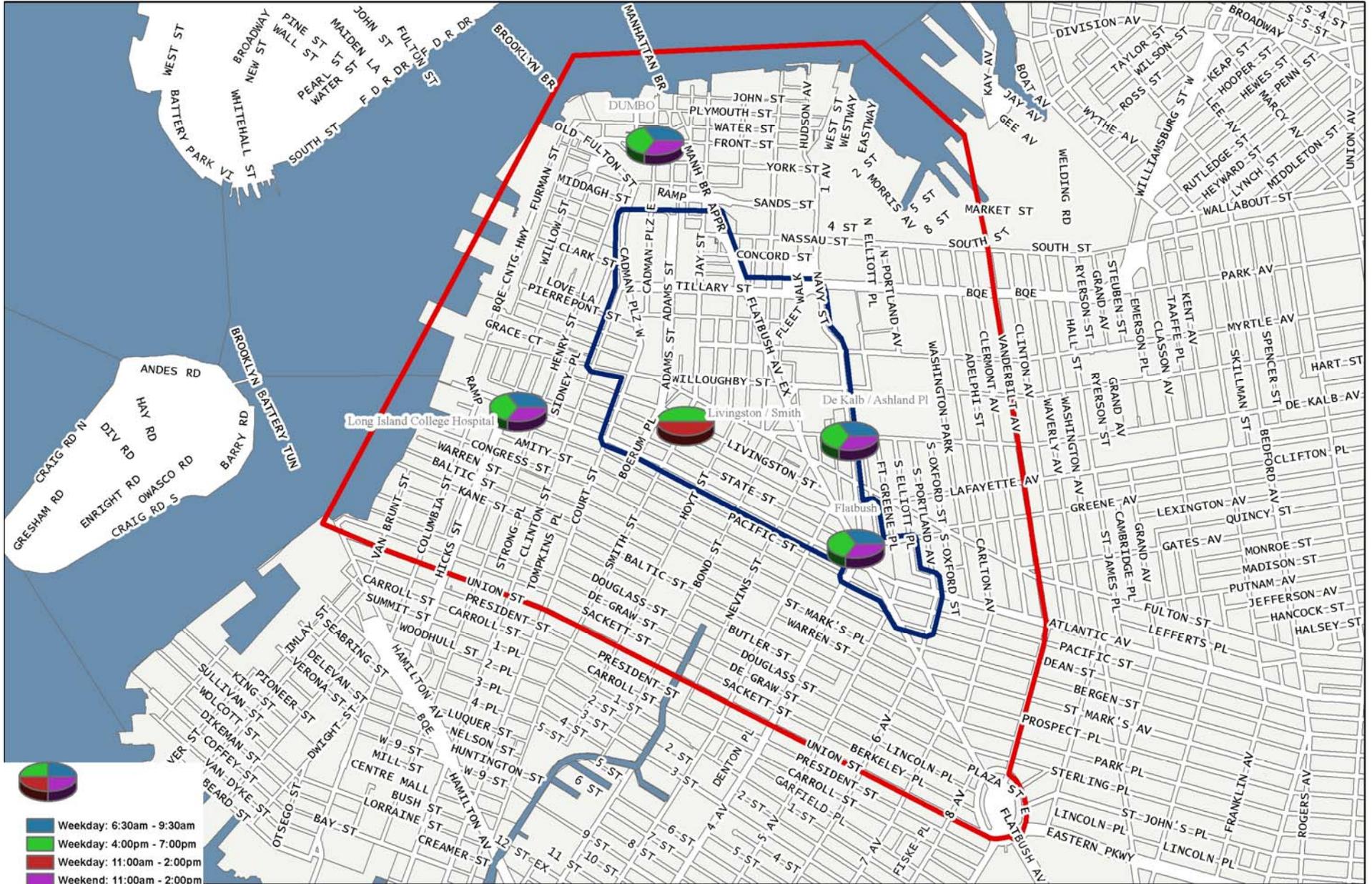


Results of Traveler Intercept and Bus Rider Surveys

- Survey Dates:
 - Weekday: April 30th, May 28th
 - Weekend: April 18th, May 31st
- Survey Times:
 - AM Peak: 6:30 am – 9:30 am
 - Mid-Day: 11:00 am – 2:00 pm
 - PM Peak: 4:00pm – 7:00 pm
- Total Surveys: 825
 - Bus Rider: 260
 - Sidewalk Intercept: 565

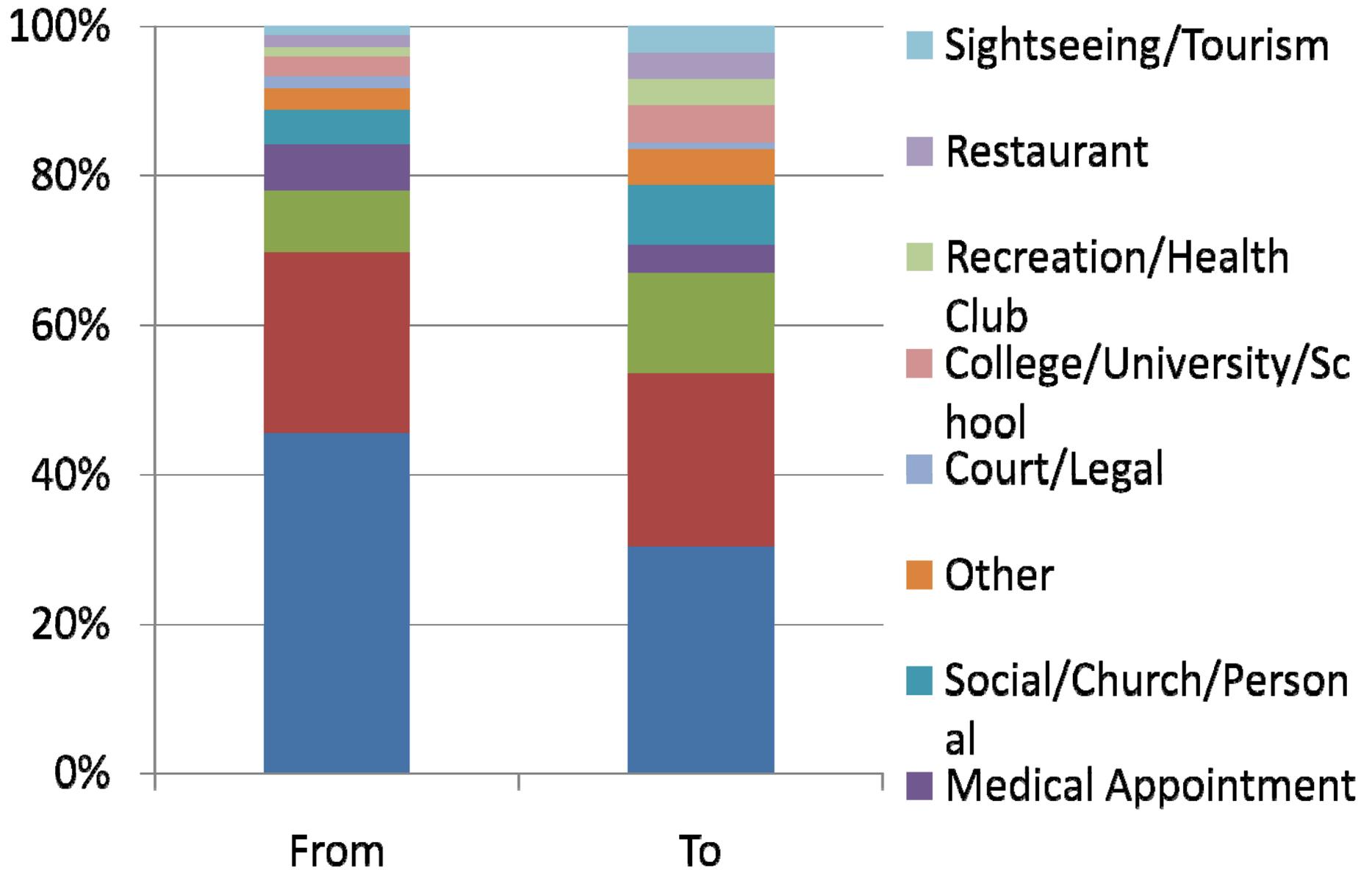


Survey Locations

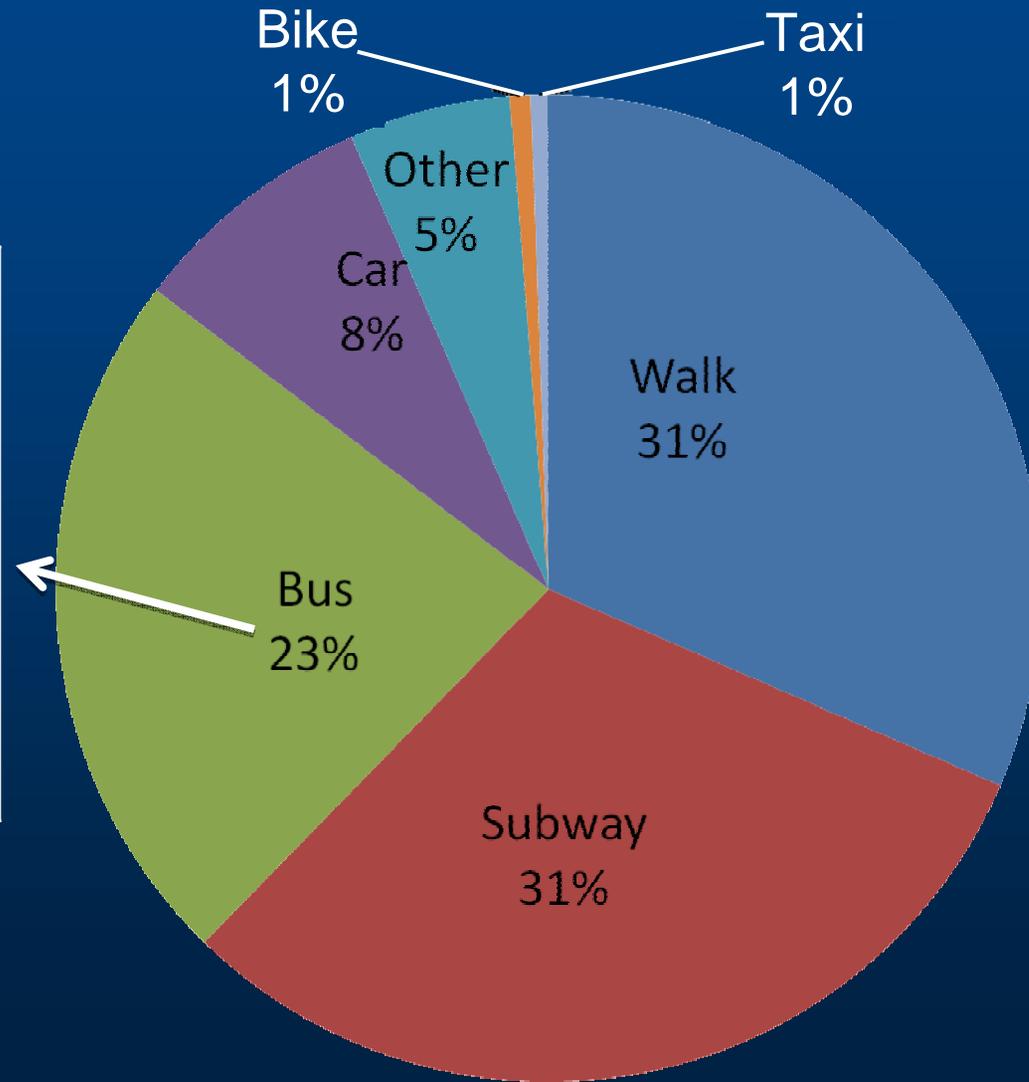


Survey Results

Origins/Destinations

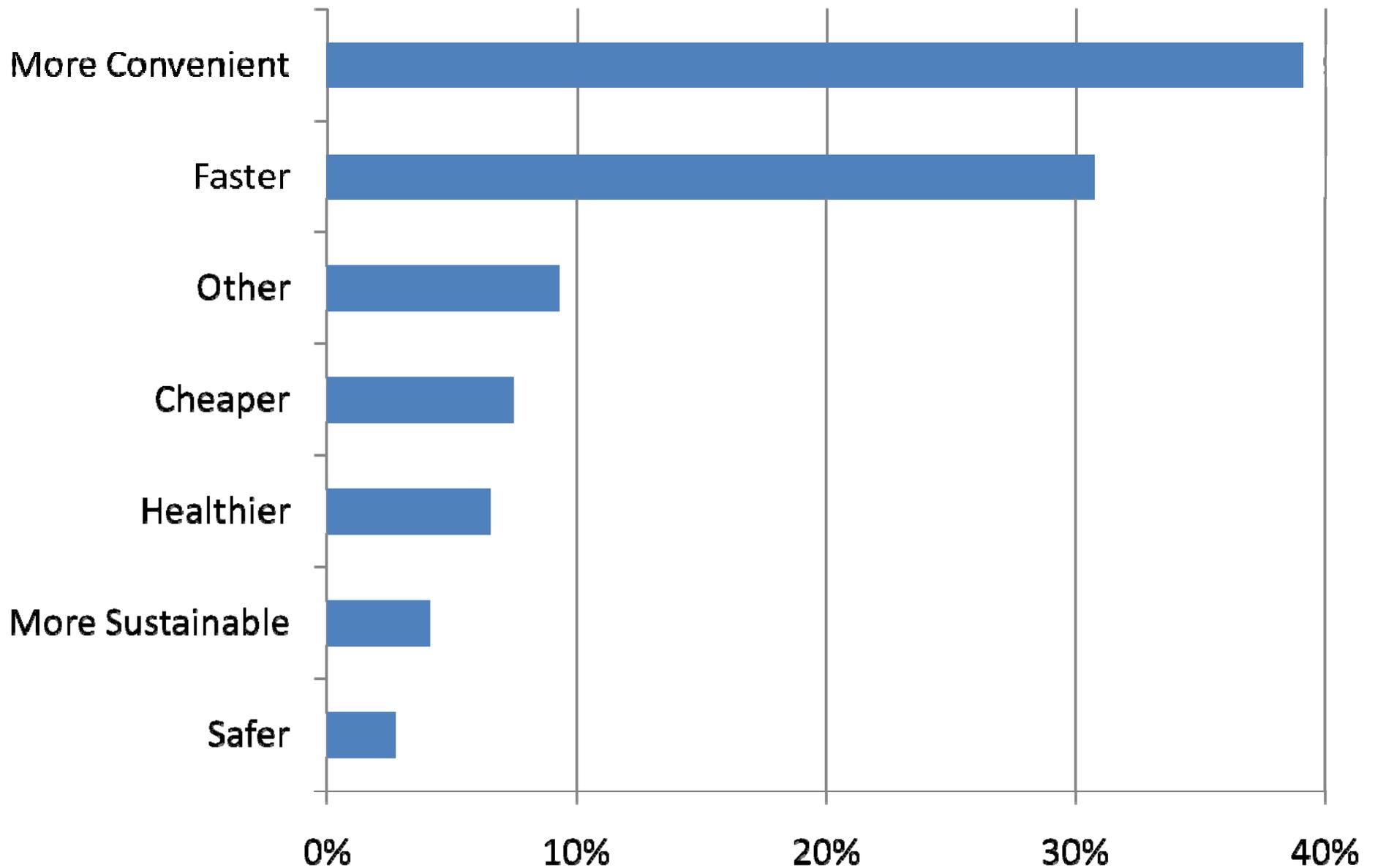


Primary Mode

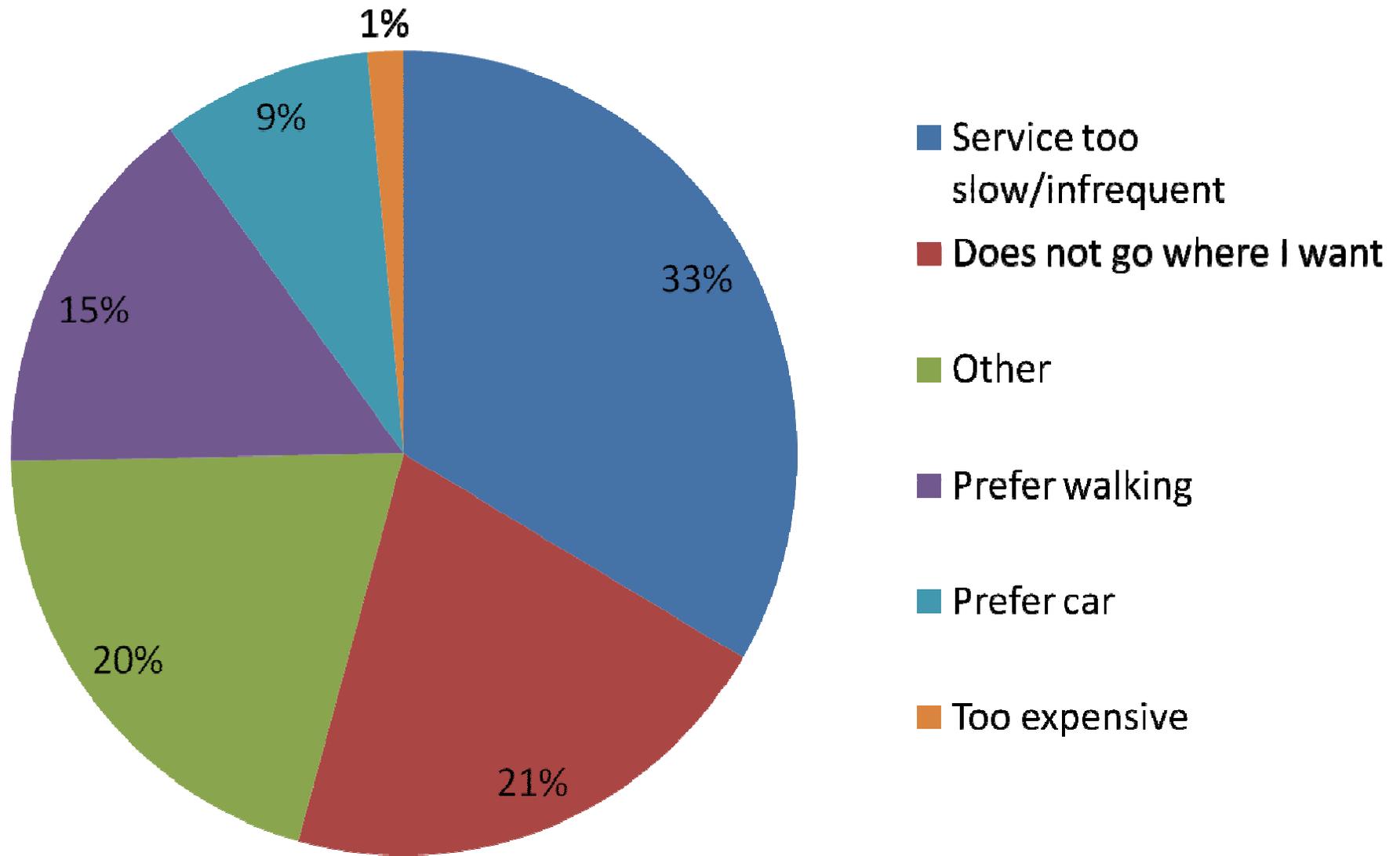


Most Common Bus Routes
B61
B41
B63
B45
B67
B38
B25
B75

Reason for Mode Choice



Reason Why People Don't Ride The Bus



Survey Findings: Requested Operational Improvements

- To increase bus ridership, service must be:
 - more reliable in terms of meeting scheduled times
 - more frequent, especially on the weekend.
 - The B41, B61 and B63 routes are priority candidates for reliability improvements.

Survey Findings: Requested Operational Improvements

- In terms of bus stops, waiting area comfort was the top request by passengers:
 - The need for seating while waiting for a bus was stated as the highest priority.
 - Providing shelters at all bus stops was also highly rated.
 - Placement of shelters farther back from the curb was also a preference.

Focus Group Results

Focus Group Meetings

- Purpose: To Identify and Profile:
 - Travel Experiences
 - Perceptions
 - Expectations
 - Preferences
- Meeting Date: May 21st
 - Employer / Employee: 9:00 am
 - Resident / Community Groups: 6:00 pm

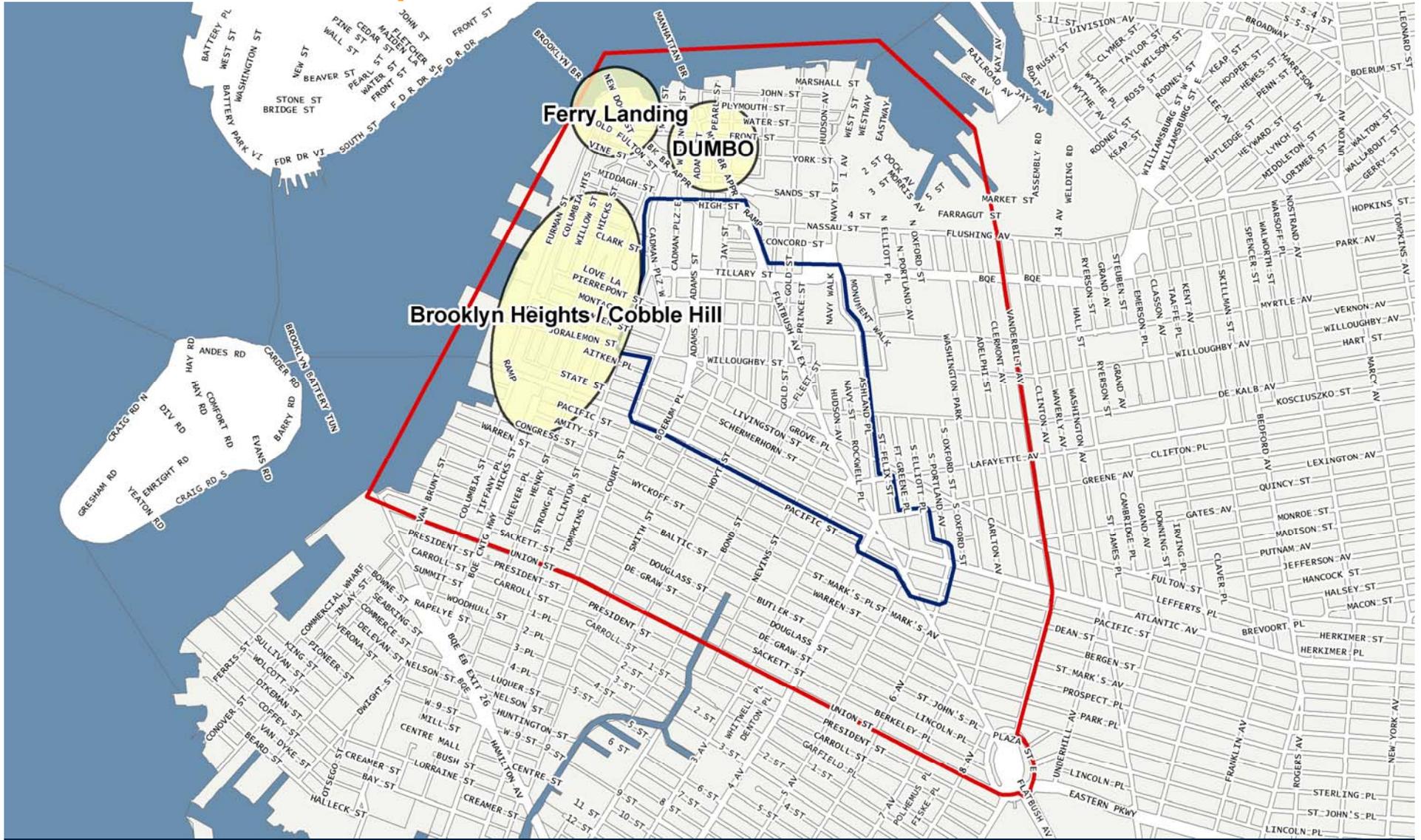


Focus Group Findings

- Bus Disadvantage: Lack of Reliability / Speed, Especially East/West and Along Flatbush Avenue
- Additional Connections:
 - DUMBO
 - Brooklyn Bridge Park (when open)
 - MetroTech and Smith Street
- Pedestrian Improvements:
 - Flatbush/Atlantic/Fourth Avenues
 - Flatbush Avenue / Livingston Street
 - Jay / Tillary Streets
 - Adams / Tillary Streets
- Information / Technology Improvements:
 - Next Bus (real time information)
 - Keep Route / Schedule Info Up to Date (hard copy)
 - MetroCard Purchase Locations



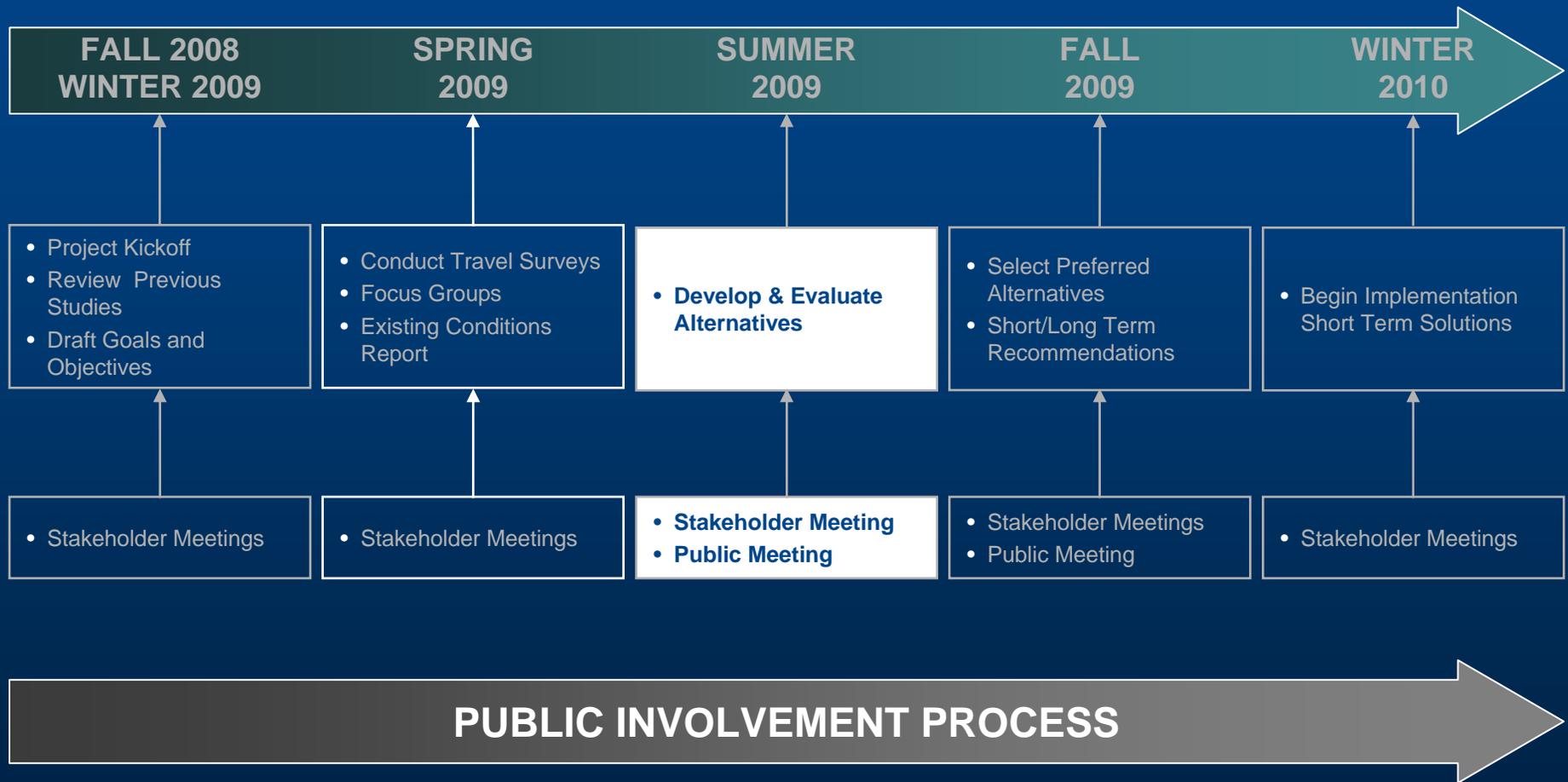
Survey and Focus Group Findings: Areas Requested For New/Additional Bus Service



Focus Group Map



Schedule – Next Steps



Questions and Discussion

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