

Dekalb-Lafayette Aves Bus and Safety Improvements

CB 3 Existing Conditions Meeting

December 10, 2024



Dekalb Av and Bedford Av



Outline

1. Introduction and Background
2. Neighborhood Context
3. Bus Priority and Safety Toolkit
4. Discussion

Introduction and Background

Why Dekalb Av and Lafayette Av?

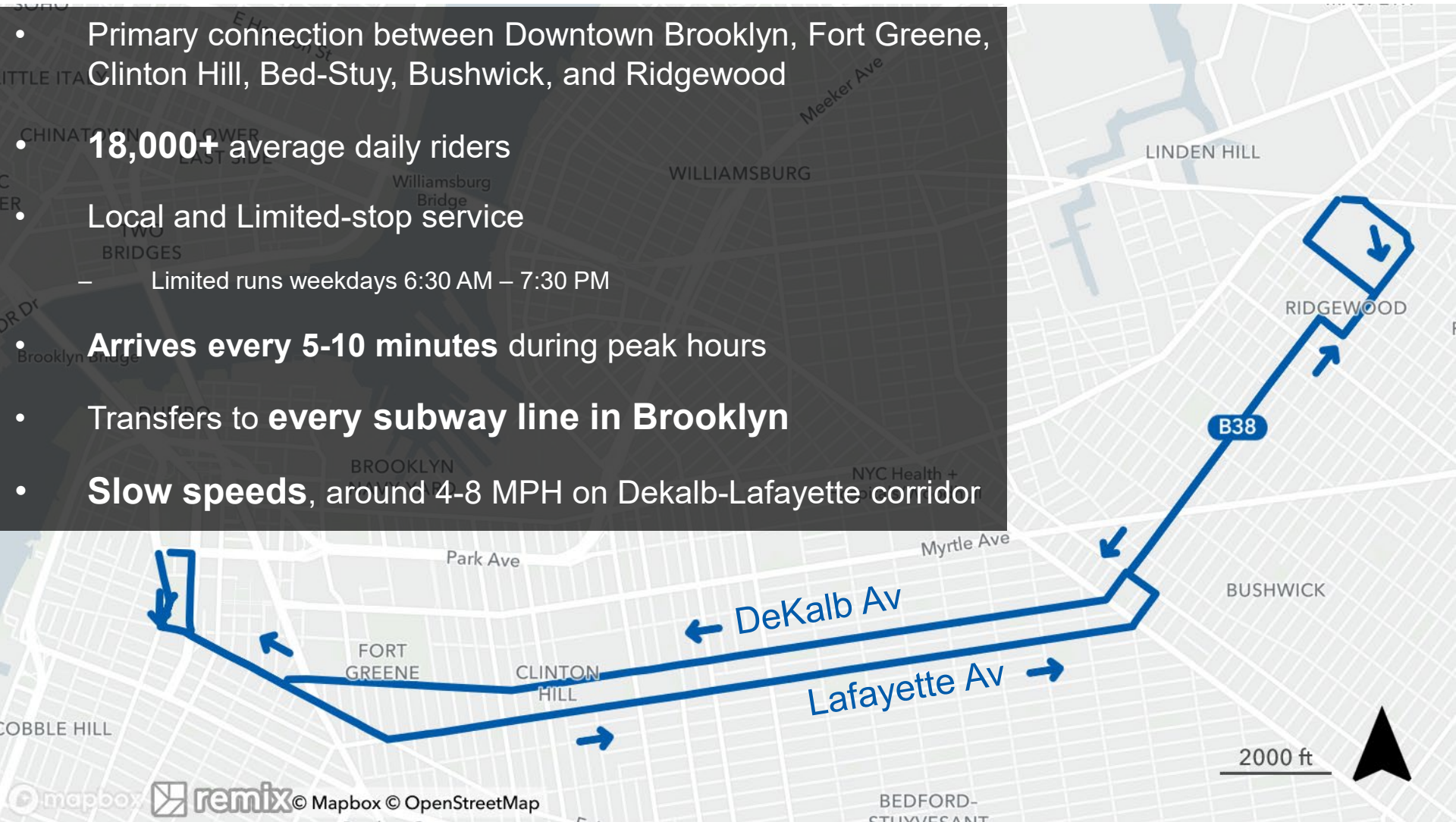
NYC DOT and MTA seeks to improve bus service along the B38 route because:

- The B38 route serves 18,000+ average daily riders
- Large sections of the route fall within Tier 1 Priority Investment Areas in the NYC Streets Plan
- Bus speeds are as low as 4 mph on this critical corridor connecting Brooklyn and Queens
- Temporary bus lane project for G Train shuttles during the Summer 2024 shutdown showed that bus priority treatments can improve B38 bus speeds and reliability
- There were 858 injuries on the corridor in the past 5 years, including 51 severe injuries or deaths

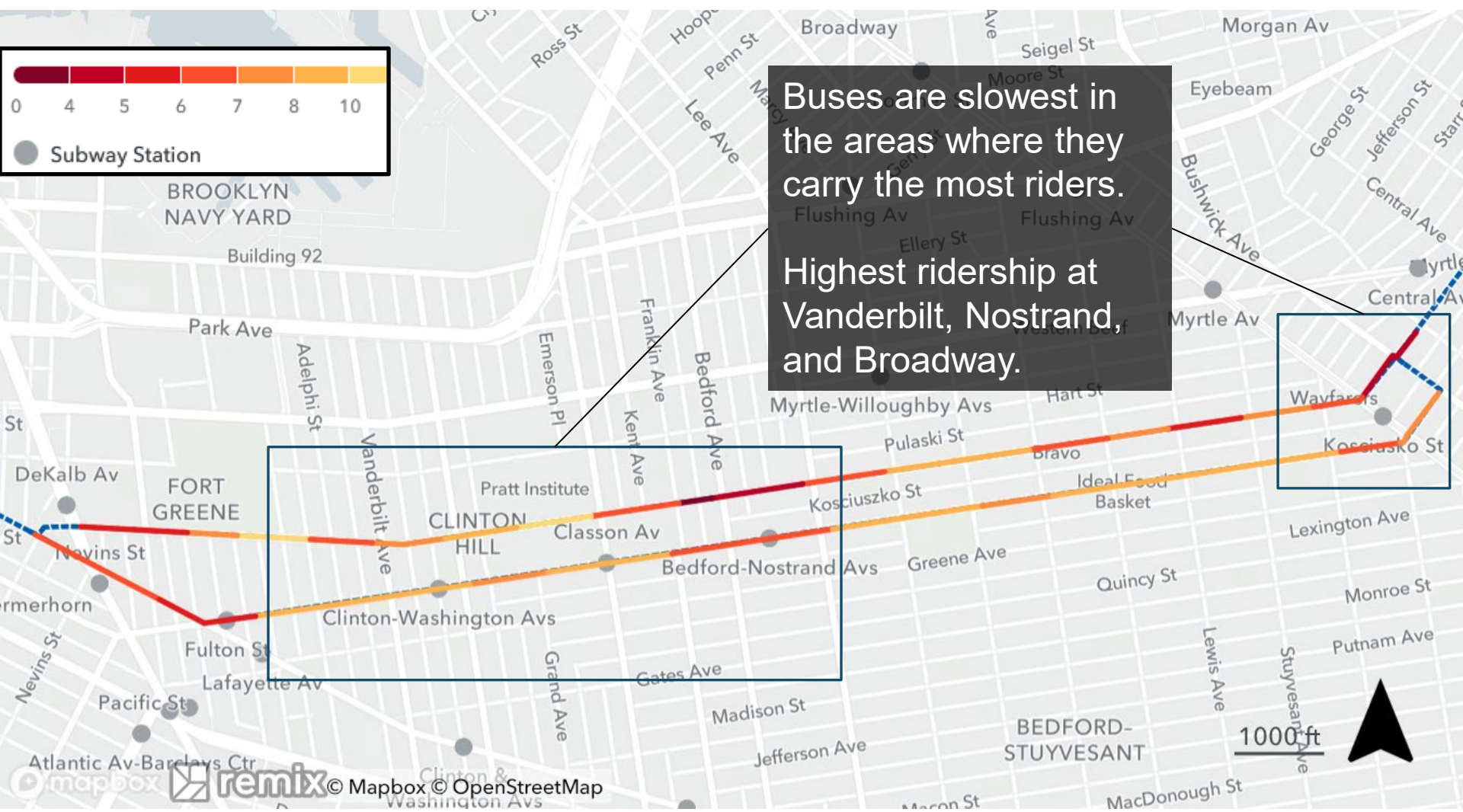


B38 Route Profile

- Primary connection between Downtown Brooklyn, Fort Greene, Clinton Hill, Bed-Stuy, Bushwick, and Ridgewood
- **18,000+** average daily riders
- Local and Limited-stop service
 - Limited runs weekdays 6:30 AM – 7:30 PM
- **Arrives every 5-10 minutes** during peak hours
- Transfers to **every subway line in Brooklyn**
- **Slow speeds**, around 4-8 MPH on Dekalb-Lafayette corridor

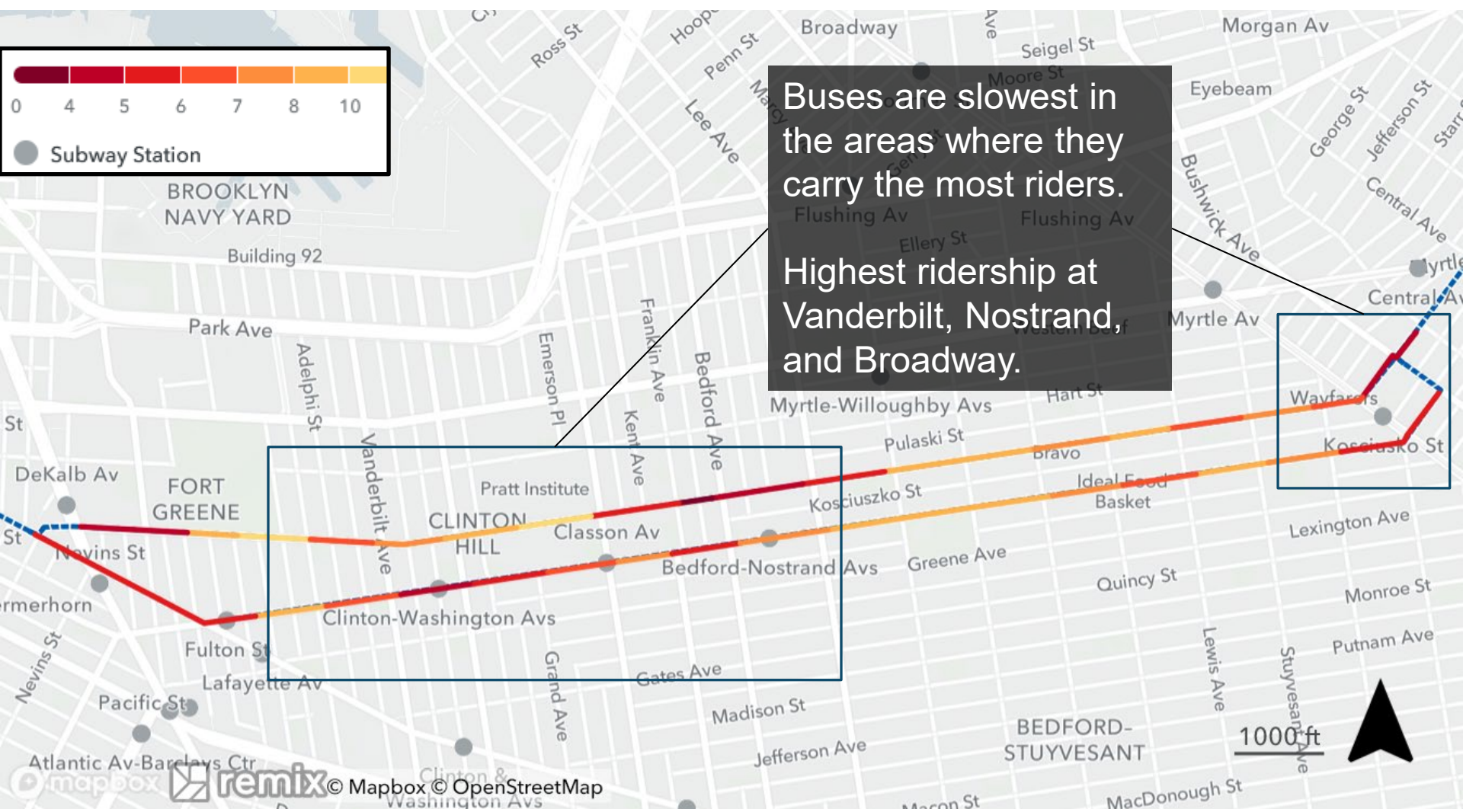


B38 Average Speed (MPH) – AM Peak Period



Buses are slowest in the areas where they carry the most riders. Highest ridership at Vanderbilt, Nostrand, and Broadway.

B38 Average Speed (MPH) – PM Peak Period



Neighborhood Context

Demographics

¼ mile from B38 Route

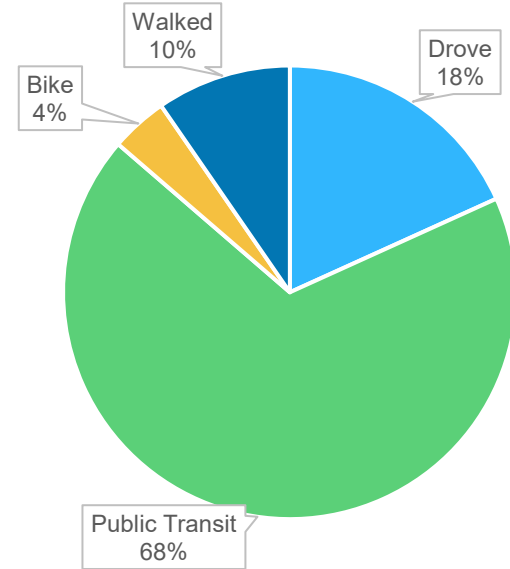
- 215,000 people live within the study area
 - 18% of people living below the poverty threshold
 - 63% are Hispanic, Latino or non-white
 - 9% have a disability
- Over 80% of households who live within the study area commute to work by public transit, walking, or biking
- Nearly 2/3 of households who live within the study area do not own a vehicle
- Citywide, bus rider median annual income is lower than drivers (\$30,000 vs. \$47,000)

Sources:

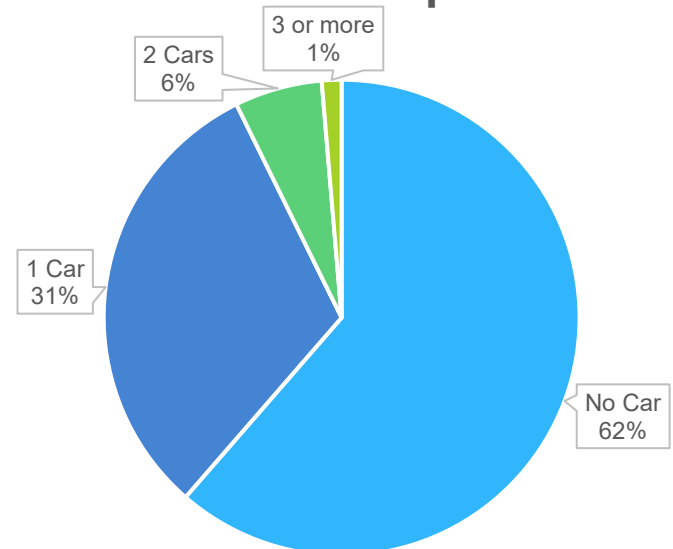
Remix: American Community Survey, 2018-2022

NYC Comptroller Report, “Beyond Rush Hour: COVID 19 and The Future of Public Transit” (2021)

Commute to Work

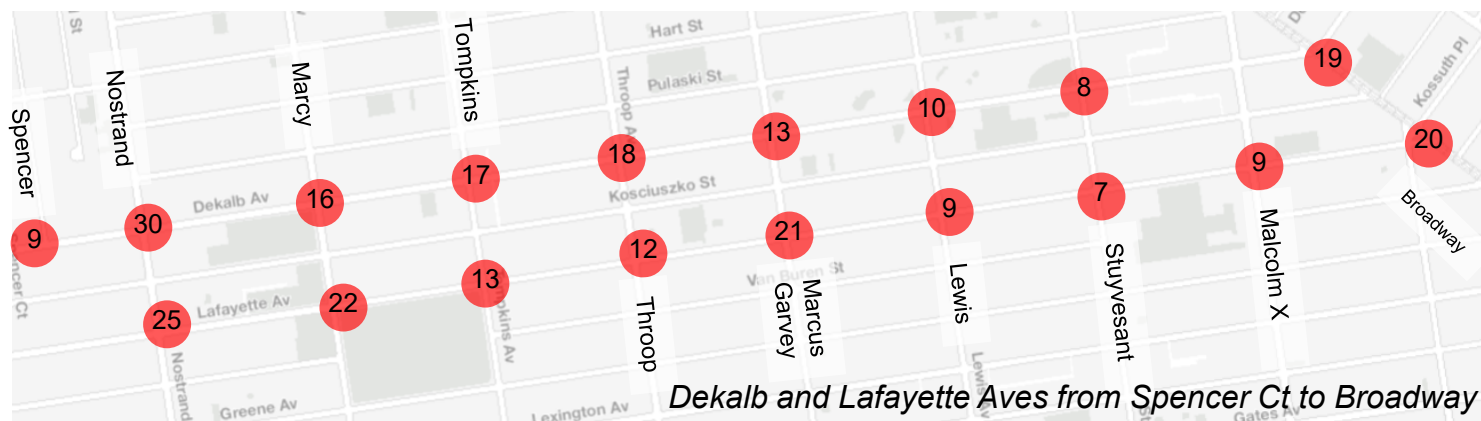
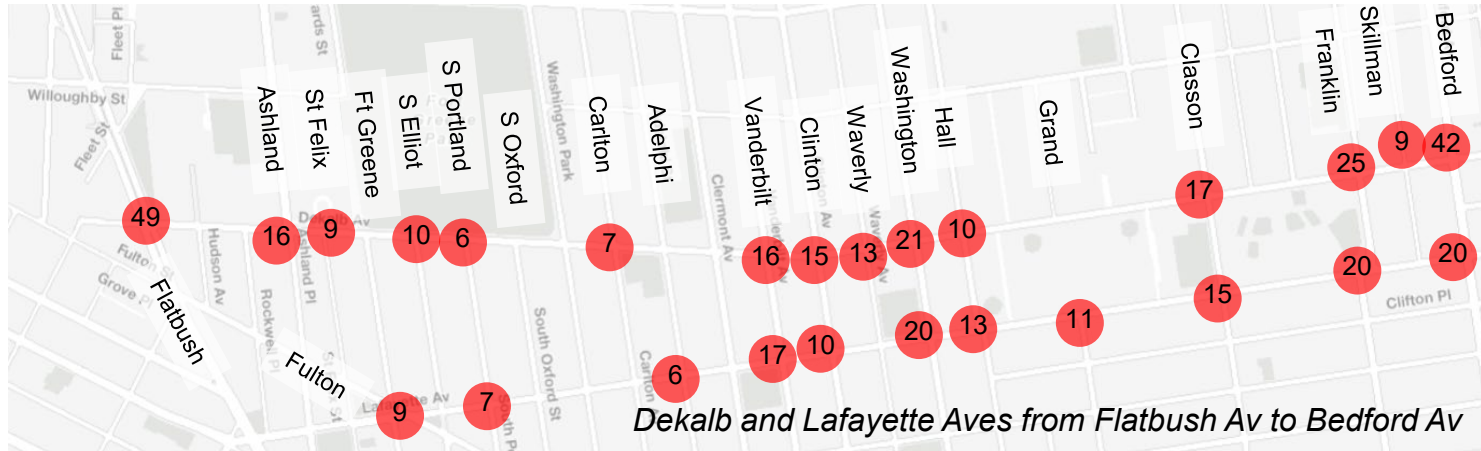


Car Ownership Rate



Crash History 2019 – 2023 (5 Years)

- Dekalb and Lafayette Aves are in a Vision Zero priority area, and Lafayette Av is a Vision Zero Priority Corridor, so NYC DOT is studying safety improvements that can be made along both corridors



Source: NYPD injury crash data 2019-2023, NYC Streets Plan 2024

Bike Network – Importance of Dekalb/Lafayette Aves

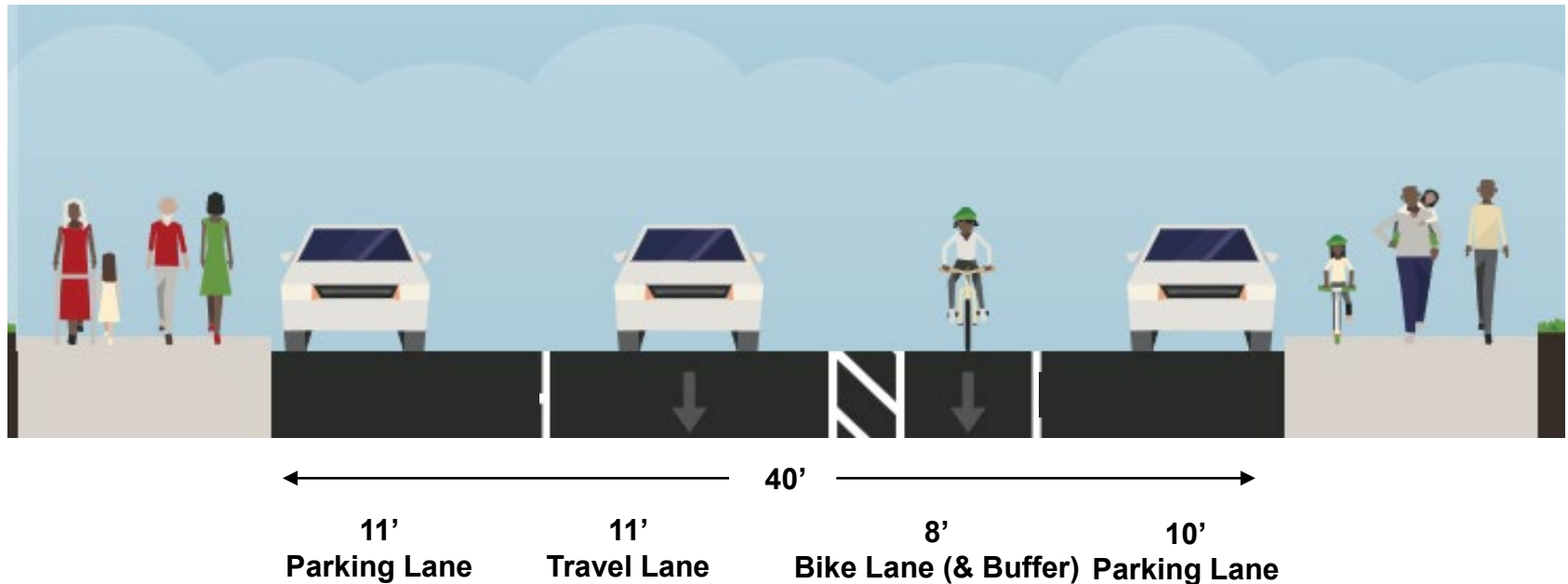
- Dekalb and Lafayette Aves serve as important bike connections from Downtown Brooklyn to Bushwick
- In 2021, signal timing was adjusted on Dekalb and Lafayette Aves to help provide a “Green Wave” for bikes, due to high cycling numbers
- Cycling is growing across Brooklyn, and throughout the city
- Demand for safety measures is increasing



Existing Street Design

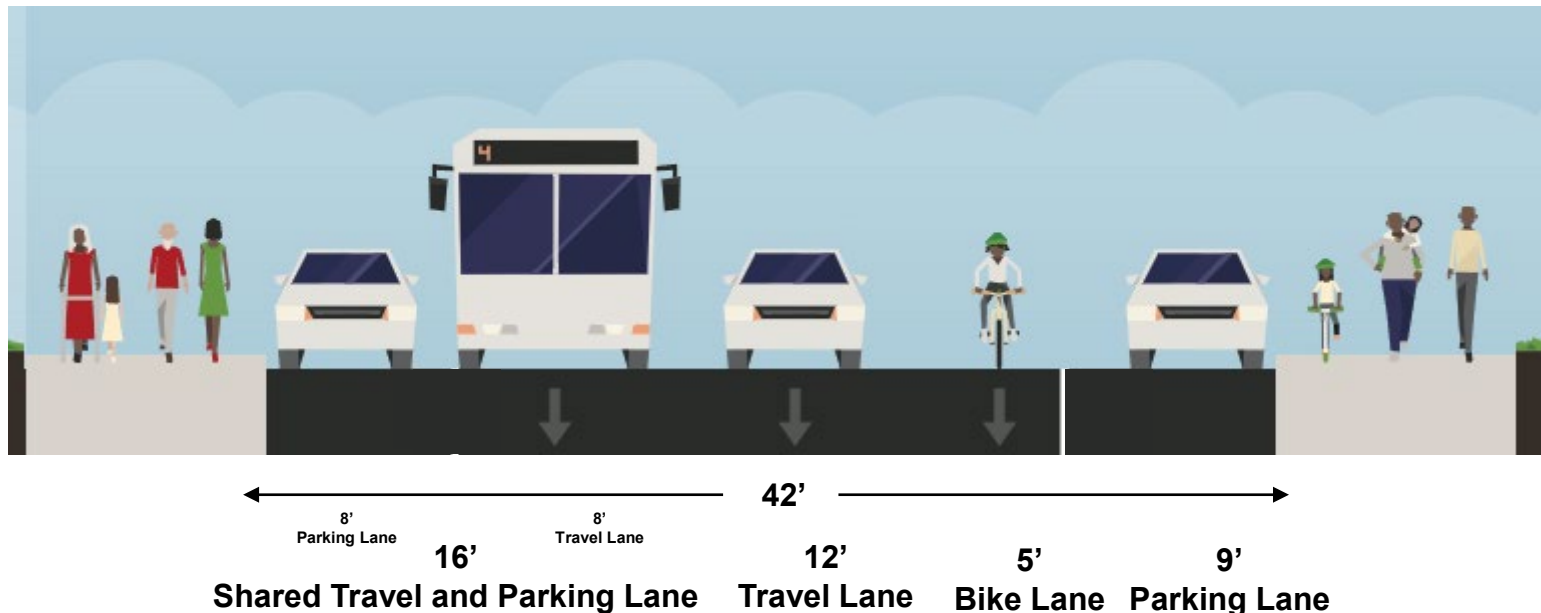
Dekalb Av: Malcolm X Blvd to Cumberland St

- **40' street width with one travel lane, two parking lanes, and a buffered bike lane**
 - Buffer often tapers off approaching intersections
 - Bike lane transitions to curbside with addition of turning lane approaching Nostrand Av
- 7-10 AM No Standing Anytime along portions of north curb
- Consistent double-parking issues in buffered bike lane



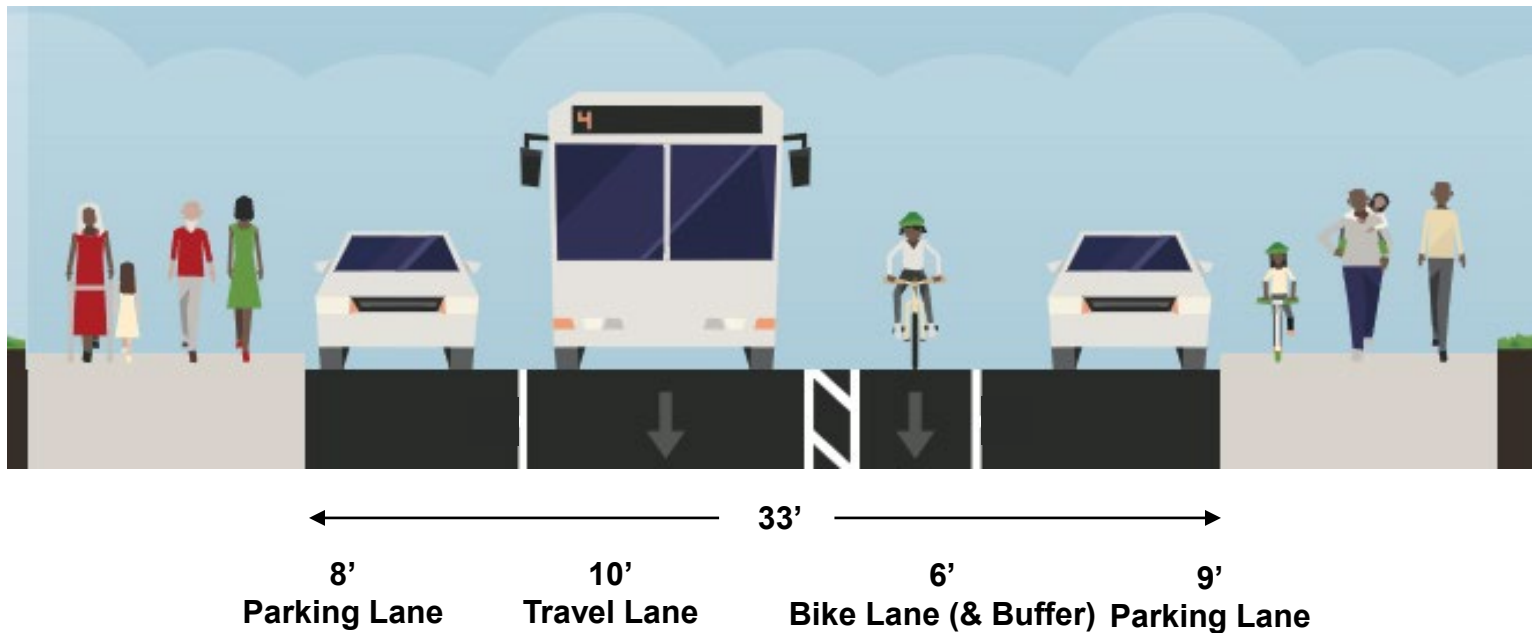
Dekalb Av: Cumberland St to Flatbush Av

- **Street width slightly expands to 42'**
 - **Shared parking and travel lane only allows for extremely narrow 8ft travel lane**
- Several curb extensions at corners and bus bulbs at bus stops along Fort Greene Park
- Existing bus queue jump signal at Flatbush Av due to high turning volumes onto NB Flatbush Av



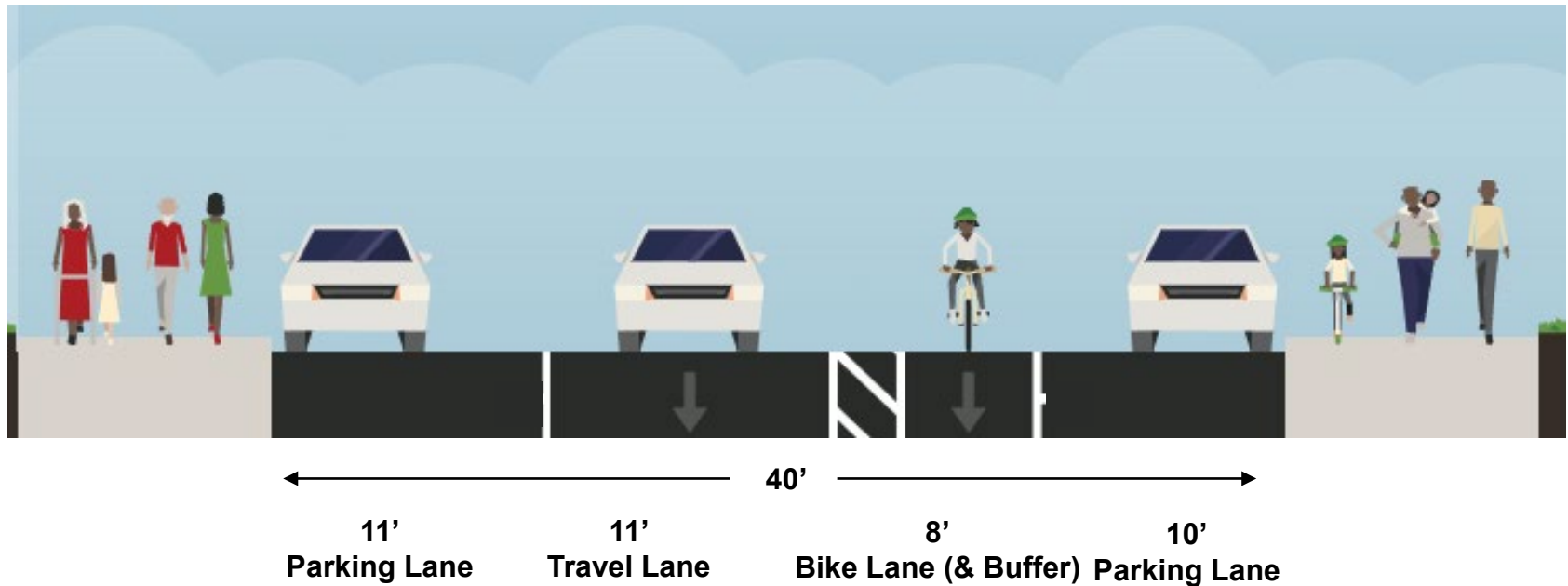
Lafayette Av: Fulton St to South Elliott Pl

- 33' street width with two parking lanes, a buffered bike lane, and 10' travel lane
- Heavy loading needs along north curb



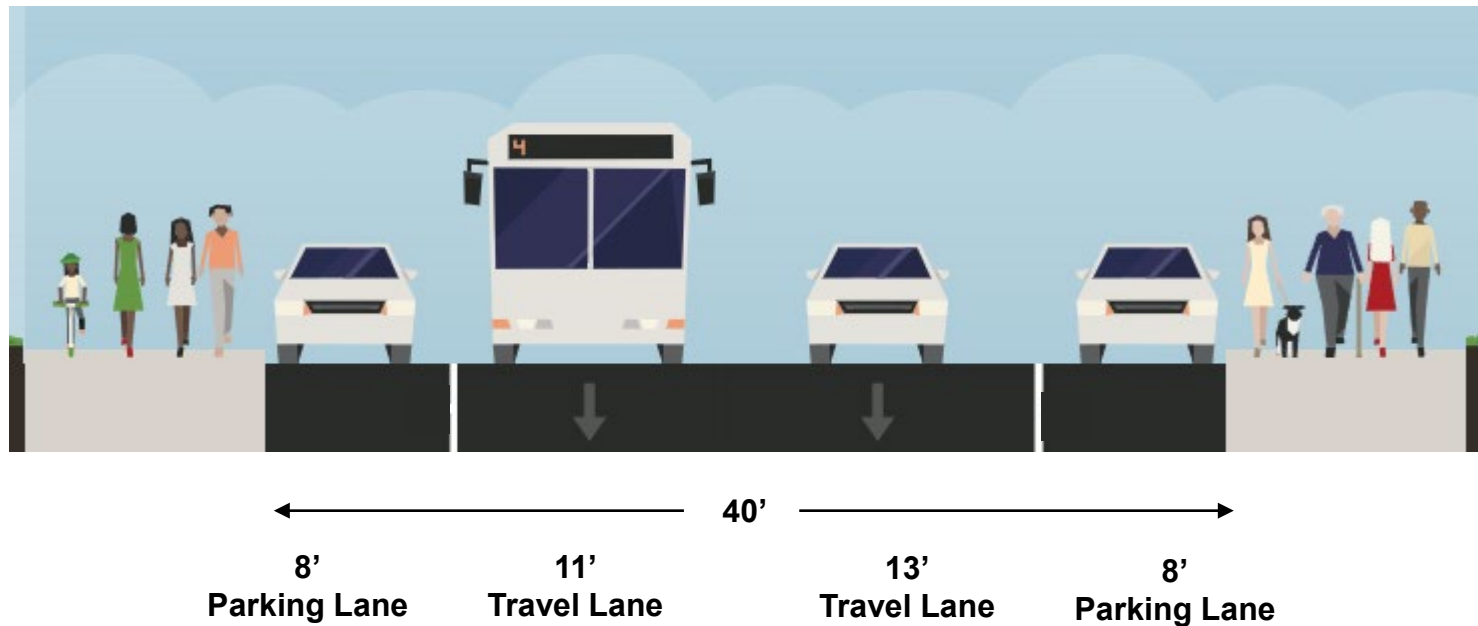
Lafayette Av: South Elliott Pl to Classon Av

- **Street width expands to 40'** and matches extensive portions of **Dekalb Av**
- Presence of bus bulb at South Portland Av and numerous curb extensions west of Clermont Av
- Presence of turning lane approaching Classon Av with bike lane transition to sharrows



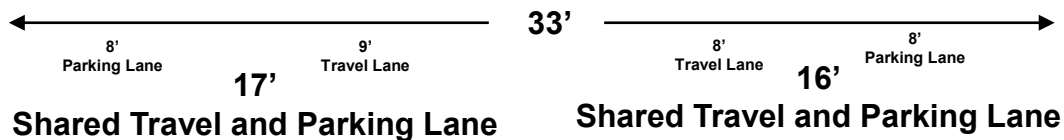
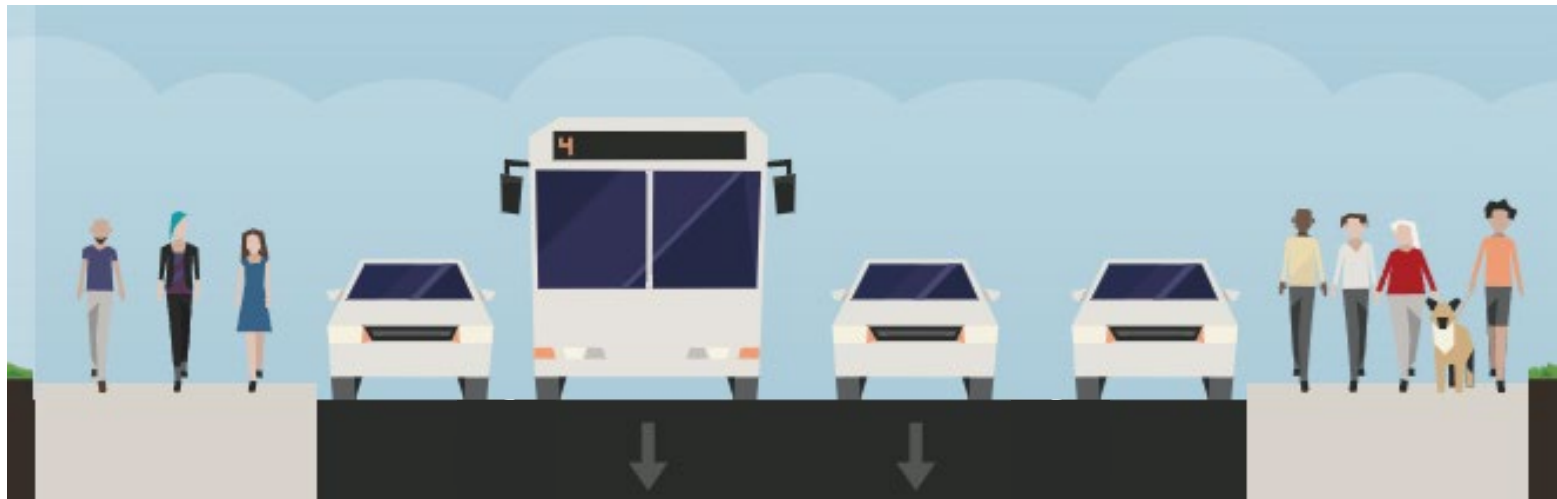
Lafayette Av: Classon Av to Marcy Av

- Continuation of 40' street width but removal of buffered bike lane for additional travel lane
- Bike safety issues with cyclists continuing along corridor without delineated space



Lafayette Av: Marcy Av to Patchen Av

- **Street width narrows to around 33', with extremely narrow travel lanes**
- No delineated space for bikes



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



Benches

86th St, MN



Physical Accessibility

Hylan Blvd, SI



Bus Boarders

Utica Av, BK

Pedestrian Safety Toolkit



Pedestrian Island

Fordham Rd, BX



Bus Boarding Island

Kings Hwy, BK



Median Extension

149th St, BX



Painted Curb Extension

Southern Blvd, BX

Parking Toolkit

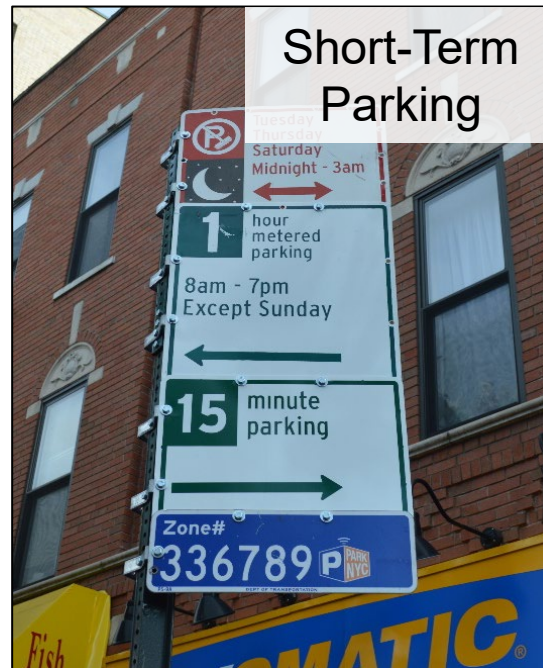
Parking Meters



Truck Loading Zones



Short-Term Parking



No Parking/No Standing



Bike Safety Toolkit



Protected Bike Lanes

- **34% reduction in risk of injury**
- On the highest-risk streets, cycling risk or injury is reduced by over 60%



Standard Bike Lanes

- **32% reduction in risk of injury**
- Improved safety on all study projects



Shared Lanes

- **18% reduction in risk of injury** across all projects
- Limited use (wayfinding, as part of bike blvds, or on very narrow/low volume streets)

Source: *Safe Streets for Cycling: How Street Design Affects Bicycle Safety and Ridership*. October 2021.

Bike Safety Strategies on Narrow Roadways

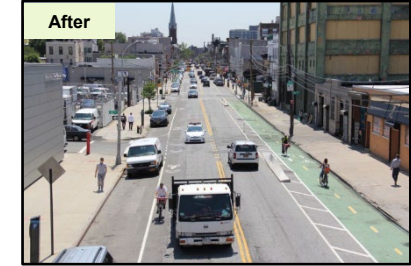
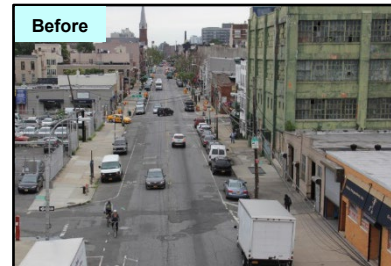
What's the best way to make more space for all road users?



A. One-way Conversion
Example: Loring Av, Brooklyn, 2017



B. Remove One Lane of Parking
Example: Vernon Blvd, Queens, 2013



C. Reduce Travel Lanes
Example: 111th St, Queens, 2017



Summer 2024 Temporary Bus Lanes

- Temporary bus lanes installed during the Summer 2024 G Train shutdown for shuttles along portions of DeKalb and Lafayette Aves
- Bus lanes on the corridor also improved B38 service
 - Speeds increased
 - Up to 21% on DeKalb Av
 - Up to 5% on Lafayette Av
- DOT is incorporating lessons learned from the temporary bus lanes into the study of this project
 - Improved design would add elements such as red paint, better signage, or other features from the Bus Priority toolkit
 - Enforcement would ensure the design functions properly



Project Timeline

- **December 2024:** Complete first round of Community Board outreach
- **Winter/Spring 2025:** Continue community engagement
- **Spring 2025:** Present proposal to Community Boards for feedback and refine proposal
- **Summer/Fall 2025:** Implement Project

Discussion

Goals and Vision

- What would a successful project look like?
- Potential Goals:
 - Speed up buses
 - Improve bus reliability
 - Increase pedestrian safety
 - Strengthen bicycle connections
 - Simplify traffic operations

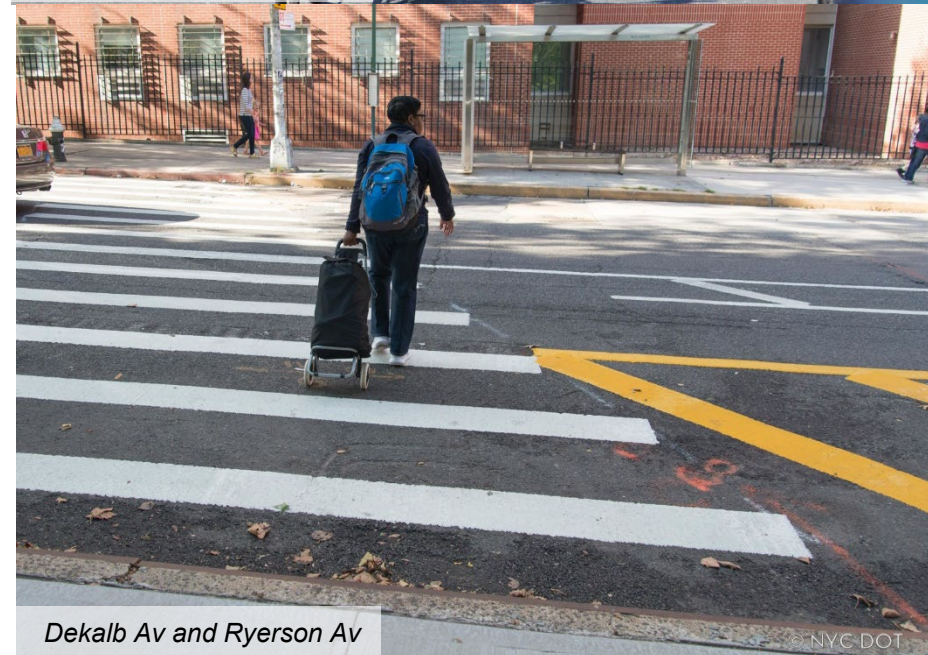


Existing Challenges and Opportunities

- How do Dekalb and Lafayette Aves operate right now? What works & doesn't work?
- What issues do you see on Dekalb and Lafayette Aves?
- Which DOT and MTA tools sound most useful?
- What tradeoffs are acceptable?
- What role can DOT and MTA take to make these streets work better?



Lafayette Av and Grand Av



Dekalb Av and Ryerson Av

Thank You!



NYC DOT



NYC DOT



nyc_dot



NYC DOT