



LAST MILE TRANSIT IN  
SOUTHEAST BROOKLYN  
RAYMOND CHO

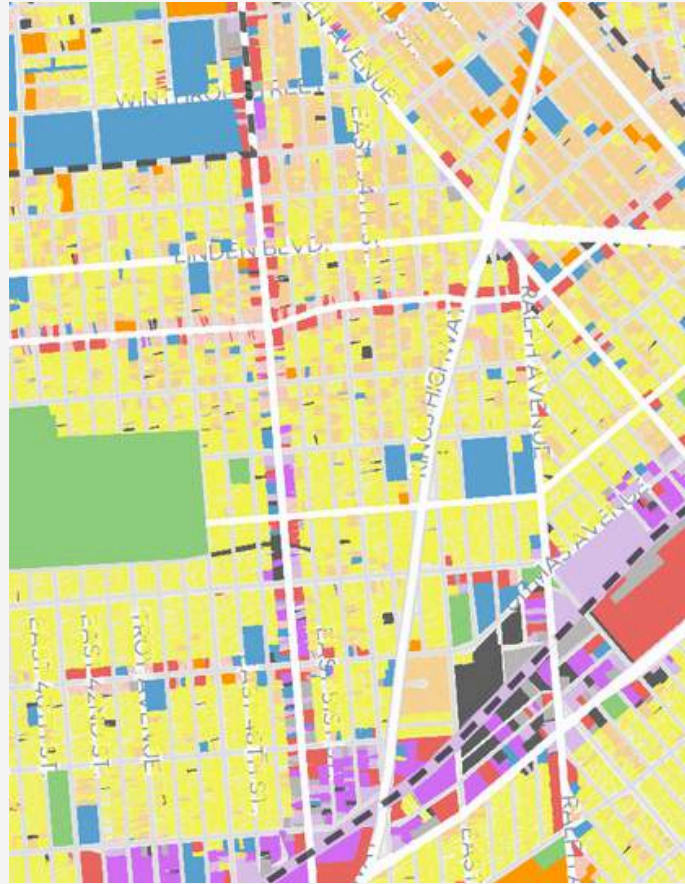
# FOCUS AREA



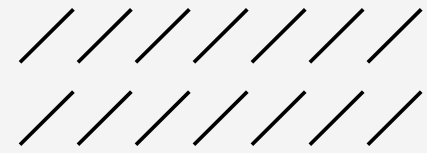
SOUTHEAST BROOKLYN

- **Community District 17**
  - East Flatbush (ZCTA5 11203)
- **Community District 18**
  - Mill Basin (ZCTA5 11234)
  - Marine Park (ZCTA5 11234)
  - Flatlands (ZCTA5 11234)
  - Canarsie (ZCTA5 11236)

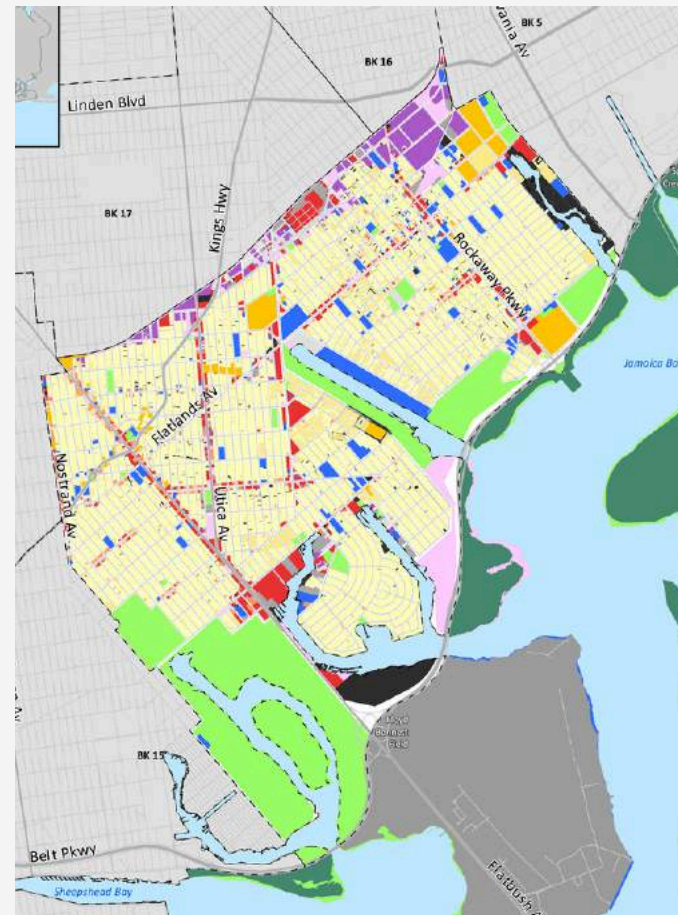
# PUMA 2022 STATISTICS IN SOUTHEAST BROOKLYN



Land Use Maps



NYC Dept City Planning



- **Community Board 17**
  - 78,869 Employed Residents
  - 43,711 People Using Public Transport including Taxicab as a Means of Transit to Work
- **Community Board 18**
  - 89,961 Employed Residents
  - 39,586 People Using Public Transport including Taxicab as a Means of Transit to Work

**CB 17 & CB 18**



Metrocard on a Beach (Photo: New York Times)

- Transit Desert (Jiao & Dillivan, 2013)
  - Population dependent on public transit
  - Low car-ownership rates
- Inadequate access to the main network
  - Non-streamlined commute



Date : Recent

Place: Southeast Brooklyn

DEFINING A “SUBWAY DESERT”

# LAST MILE APPROACHES



B7 Bus (Photo: Raymond Cho)

📍 Place: Brooklyn, NY

## FEEDER BUS ROUTES (KUAH & PERL, 1987)

- Feeds commuters to & from the subway network
- Provides continued access to neighborhoods

# LAST MILE APPROACHES



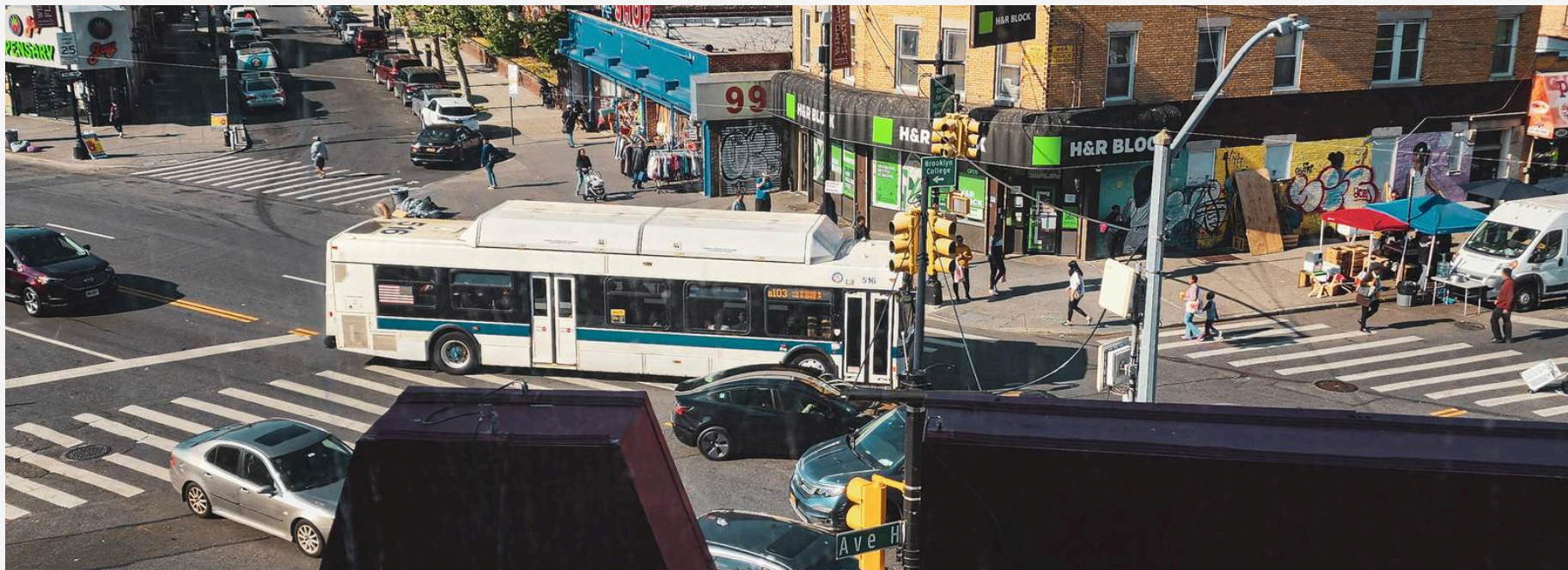
Dollar Van & B103 Bus (Photo: Raymond Cho)

📍 Place: Brooklyn, NY

## DOLLAR VANS OR “SHADOW TRANSIT”

- Closely mimic operating MTA transit routes
- Serve mostly low-income neighborhoods
- Operations surged after 1980s Transit Strike

# IS LAST-MILE TRANSIT ENOUGH?



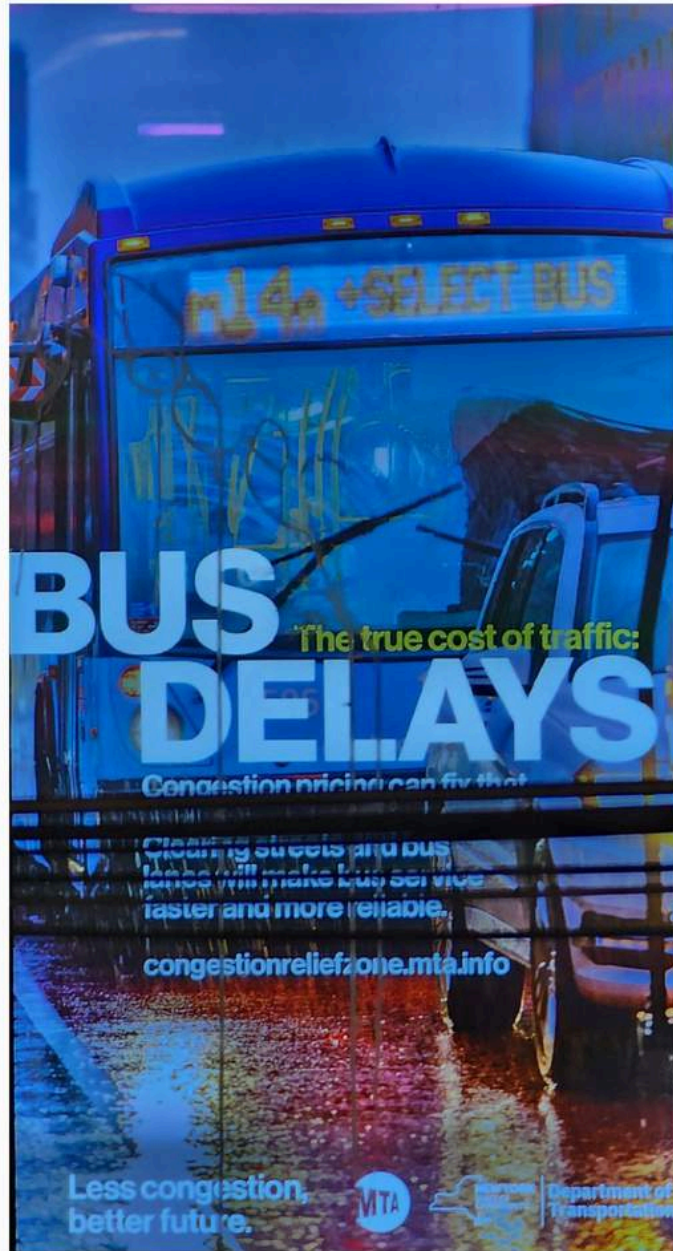
## • Challenges

- Intersection Bottlenecks
- Bus Lane Impediments
- Double Parked Vehicles
- Lack of Operating Crews
- Cuts in Service Frequency
- Accessibility is Difficult
- Increased Commute Time
- Gap in Technology From Subway vs. Bus/Vehicle

All Photos: Own Work

📍 Place: Brooklyn, NY

# DOCUMENTATION METHODS



Photos: Raymond Cho

📍 Place: Brooklyn, NY

- Act as an observing commuter (Ethnography)
  - Ride crosstown buses & feeder routes
  - Note various changes across weekday/weekend
- Interviews
  - Few interviews with people situated around last-mile transit
  - Key Informant: MTA Bus Redesign & Transportation Planner



# OBSERVATIONS: CAR-ORIENTED INFRASTRUCTURE



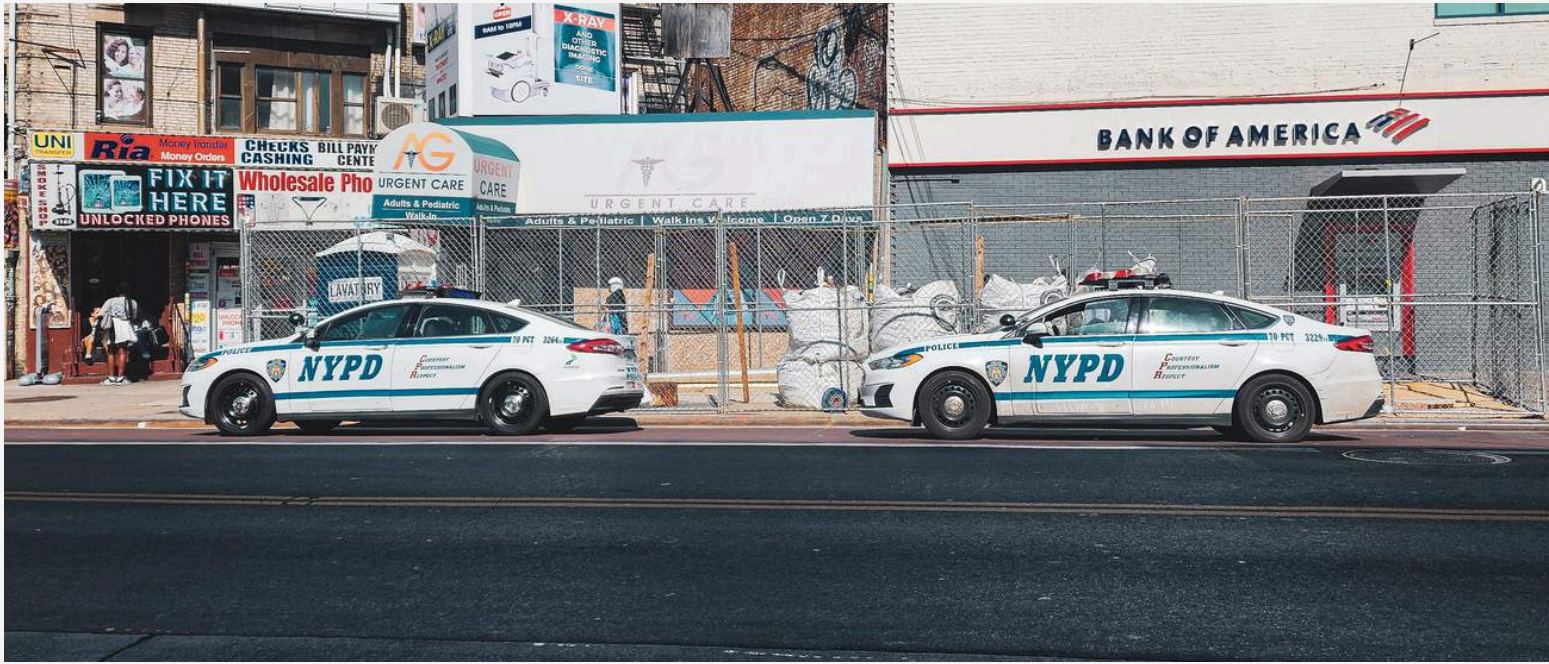
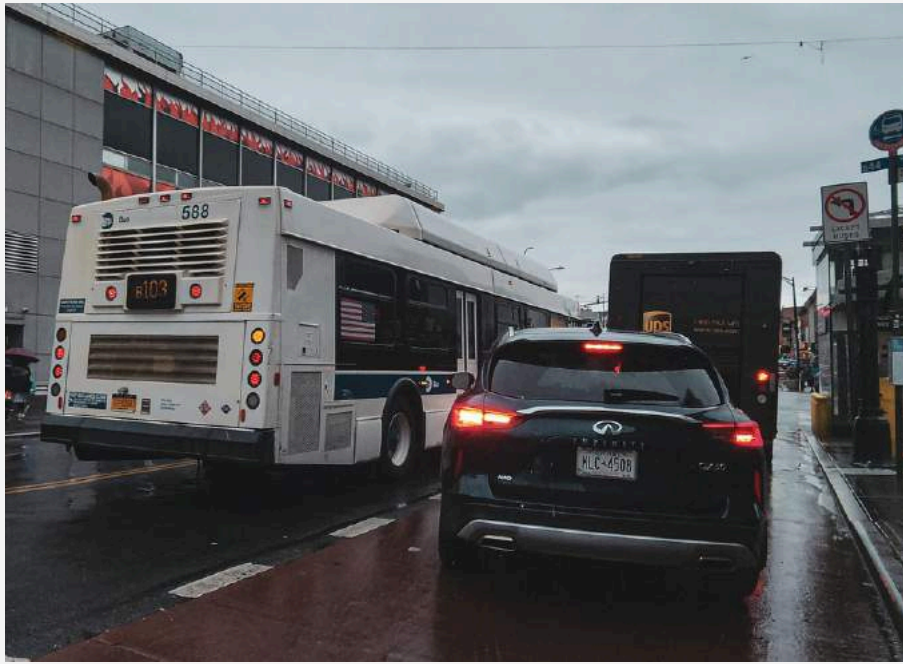
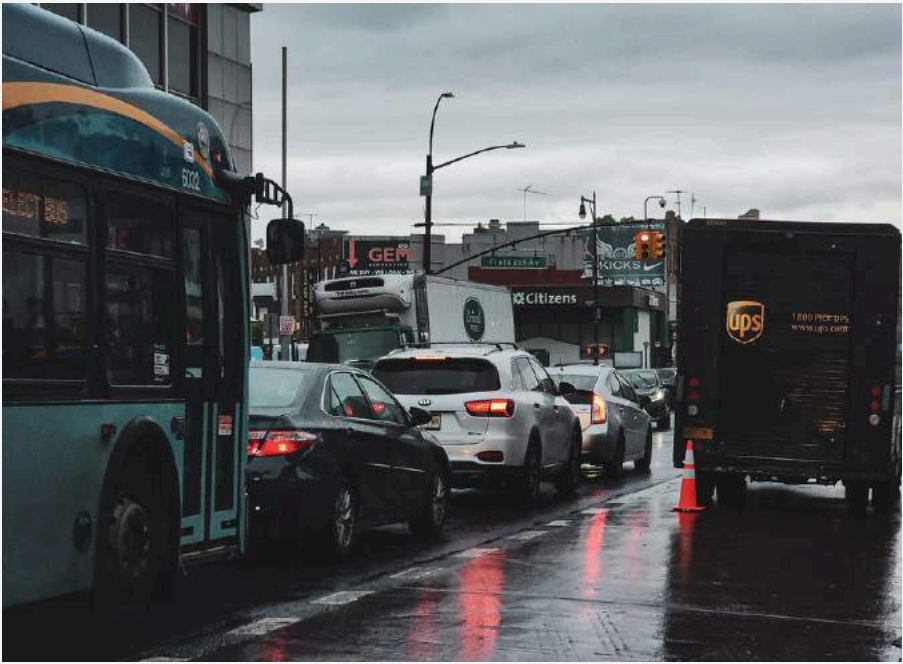
- Implications
  - Designed Around Cars
  - Wide “Stroads”
  - Heavy Congestion At Times
  - Navigational Difficulty
  - Less Transit Priority
  - Delays in Commuting
  - Trucks Often Use Corridors As Designated Routes

All Photos: Own Work

📍 Place: Brooklyn, NY

# OBSERVATIONS: BUS LANE TROUBLES

- Common Occurrences
  - Double Parked Vehicles
  - Bus Lane Impediments
  - Misuse of Lanes
  - Lack of Enforcement



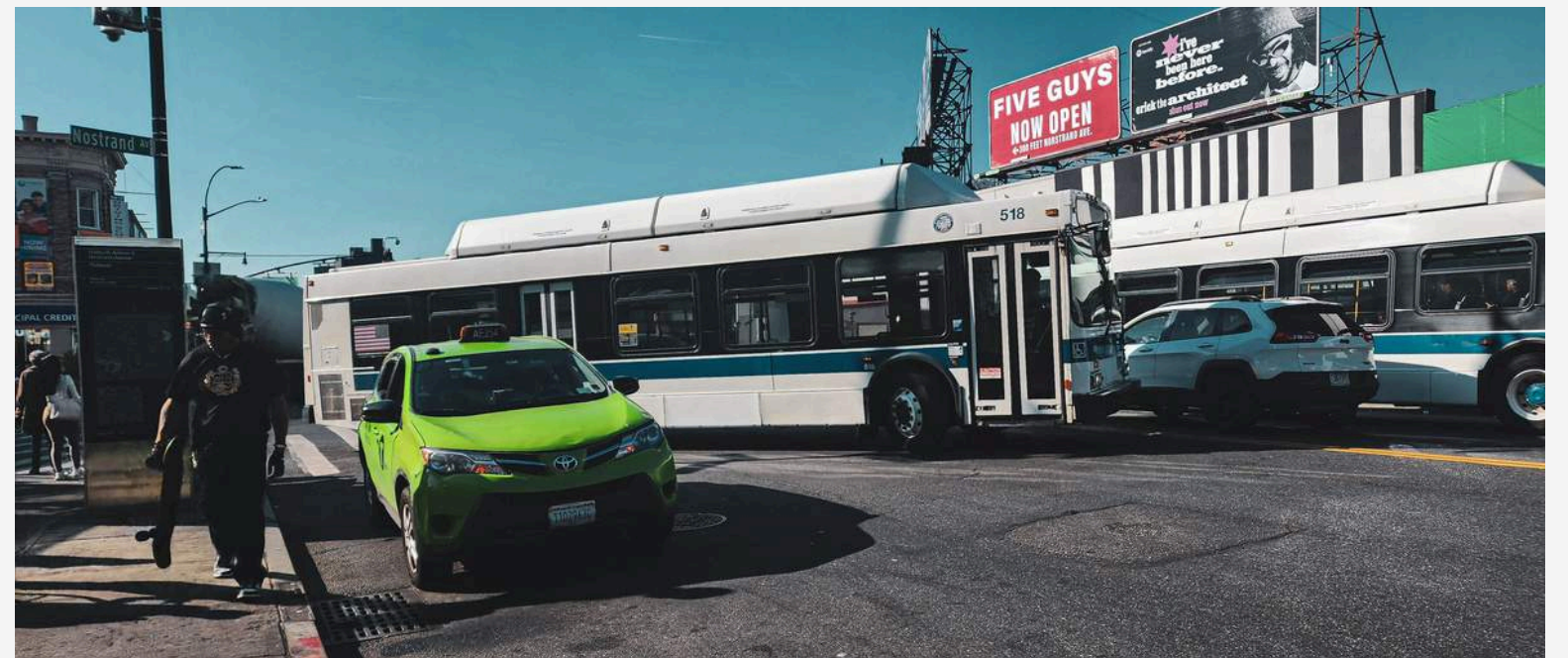
All Photos: Own Work

📍 Place: Brooklyn, NY

# OBSERVATIONS: BUS STOP IMPEDIMENTS



- Widespread Issues
  - Parking in Bus Stop
  - Delivery Vehicles
  - Bottleneck in Traffic
  - Poses Accessibility Concern



All Photos: Own Work

📍 Place: Brooklyn, NY

# OBSERVATIONS: INFREQUENT SERVICE

- Challenges
  - Gaps in Service
  - Bunching of Buses
  - Service May Not Fulfill Commuter Needs Entirely



All Photos: Own Work

📍 Place: Brooklyn, NY

# OBSERVATIONS: CROWDED BUSES



All Photos: Own Work

📍 Place: Brooklyn, NY

# INSIGHTS FROM AN MTA BUS TRANSPORTATION PLANNER



- Existing Factors
  - Data Approach to Planning
  - “Rush” Routes
  - Stop Balancing
  - Commuter–Based Feedback
  - Community Engagement
  - Transit Signal Priorities
  - Bus Lane Enforcement
  - DOT Collaboration
  - Funding & Support

All Photos: Own Work

📍 Place: Brooklyn, NY

# SAMPLE TESTIMONIES

“Commuting is like playing bus roulette... Will I be late today? Is the next one gonna be in service or not? Or will it be a can of sardines? Ya just can’t be too sure; it can be anything. And that’s why I prefer walking when I can’t swim.” –  
Commuter on the B44 SBS (3/21/2024)

“And the trains are not working, so I gotta take the B82 home. That is another forty-five-minute ride that I have to deal with.” – Commuter on the B82 bus (4/28/2024)

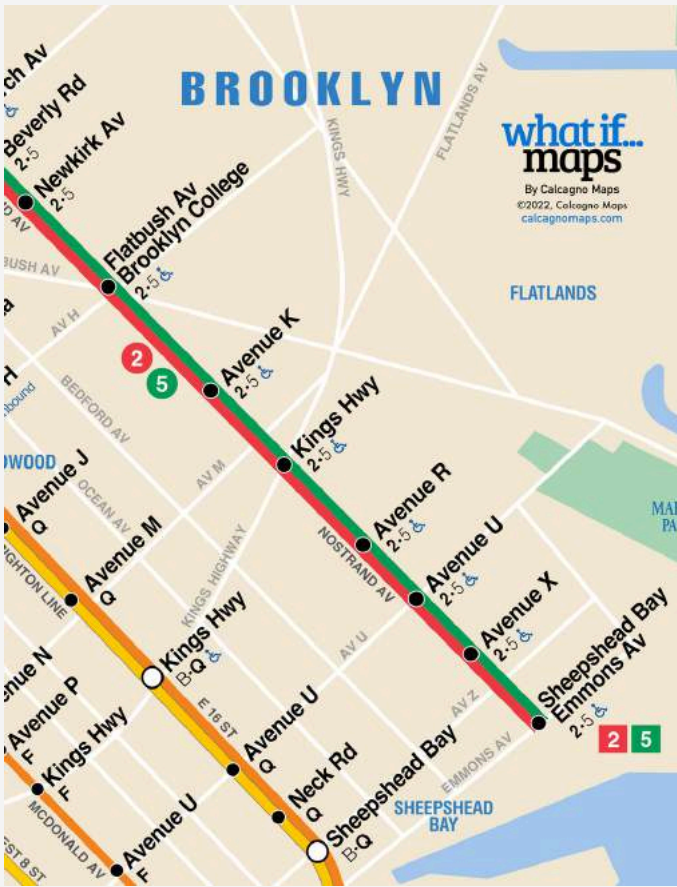
“I think that in certain destinations, you often have no other alternatives, which forces you to walk and hope the bus comes. I think that the MTA could definitely increase Select Bus Service and maybe consider subways in the future.” –  
Commuter using the B44 and B49 buses (5/1/2024)

“Honestly, I’m not satisfied at all. The B3 is always congested, especially during peak times, and it takes around an hour for my commute on most days. Most of the time, walking is faster than the bus, and missing one could mean waiting a long time for the next, cause they all bunch up. The B44 is even worse, always packed and never on time. This area is hard to travel around in general because the nearest subway routes are far away.” – Commuter from Marine Park area (5/2/2024)

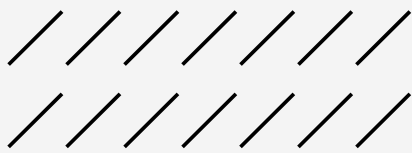
“Ideally, having a train station closer to our area or more routes like the B44 would be better. Adding stuff like Citi Bikes would be a lifesaver because everything’s just too far. I think it’s important to invest in better transit infrastructure to enhance connectivity and attract more businesses.” – Resident in Marine Park area (5/2/2024)

“Yeah, naw... F\*ck this, I’m getting on the next one. This is too much for me.” – Commuter leaving a crowded B103 through the rear door after boarding (5/10/2024)

# FORMER SUBWAY PLANS & CURRENT STUDIES



Provisions & Plans



MTA IRT Lines



- Nostrand Avenue (IRT)
  - 2.7 Mile Extension South
  - Service to Flatlands, Midwood, Marine Park & Sheepshead Bay
- Utica Avenue (IRT)
  - 4 Mile Extension South
  - Service to Crown Heights, East Flatbush, Flatlands, Marine Park & Mill Basin

NOSTRAND & UTICA

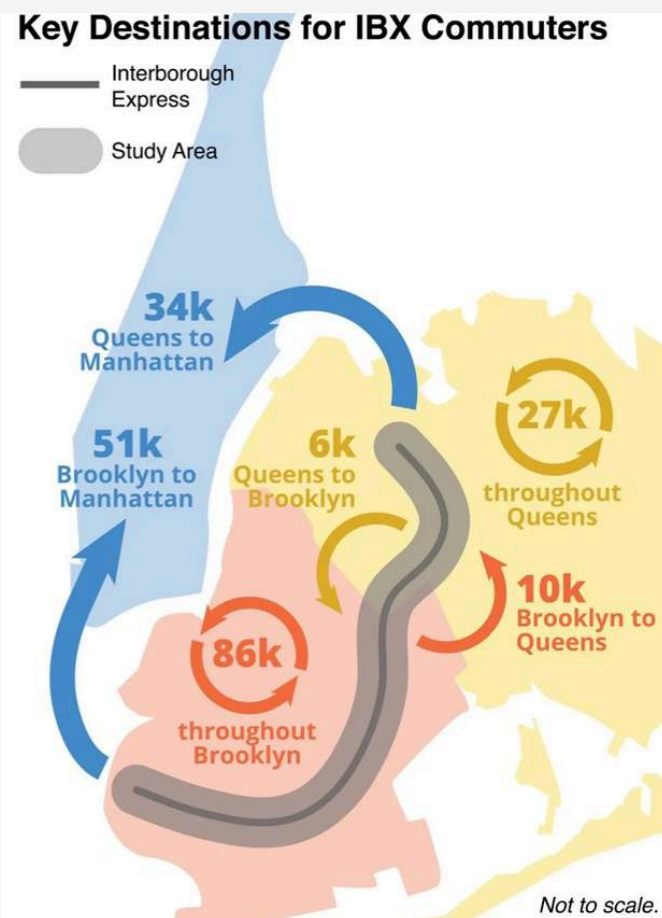


# THE INTERBOROUGH EXPRESS (IBX)



Map of IBX

MTA Feasibility Study

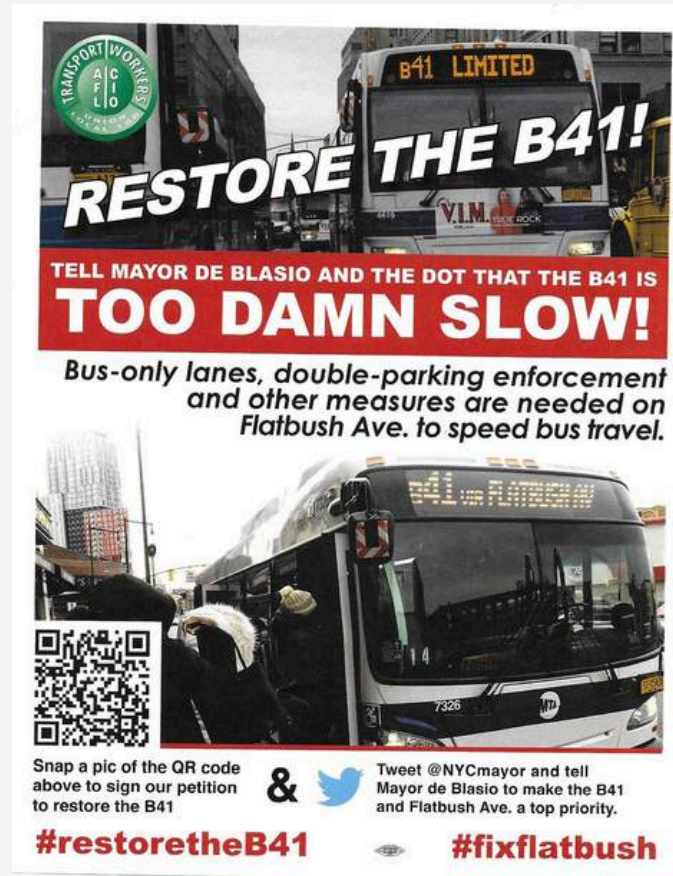


- Existing ROW (Right of Way)
  - 14 miles in Length
  - Bay Ridge Branch & New York Connecting Railroad
- IBX Corridor
  - Current Light-Rail Proposal
  - Connect 17 Subway Lines
  - Target Around 86K Commuters
  - Reduce Commute Times

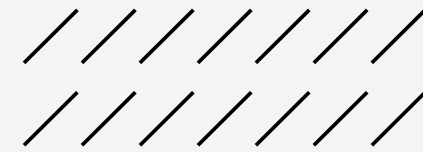
INTERBORO RX

# BUS PRIORITY CORRIDORS & ABLE

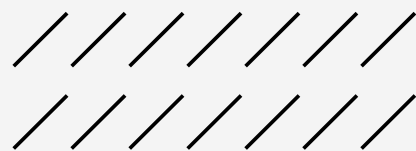
- Flatbush Avenue (B41)
  - 7-mile Bus Priority Project
  - Improve Bus Travel Speeds
  - Bus Rapid Transit Measures
- ABLE Bus Cameras
  - Automated Bus Lane Enforcement
  - Installed Onboard Buses
  - Collect Information
  - Data Sent to NYC DOT



TWU 100 Petition



ABLE Bus Cameras



BUS PRIORITIES



SECURING PUBLIC  
TRANSIT EQUITY  
FOR ALL IS THE  
ULTIMATE GOAL!

Own Work: 5/24/2015 (14 Street)



**THAT'S ALL FOLKS!**

Own Work: (7/29/2021)

KAISER ALUMINUM 6061-T6511

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