THE NEW YORK CITY TRANSPORTATION OF TOMORROW FORUM
12 / 17 / 2013

Hosted by: BNY MELLON
THE NEW YORK CITY
TRANSPORTATION OF TOMORROW FORUM

8:00am: Registration and Breakfast

8:45am: Andrew Holt, City & State Publisher, introduces Peter Madonia, COO at the Rockefeller Foundation

8:50am: Peter Madonia delivers introductory remarks

9:00am: Nick Powell, City & State City Hall Bureau Chief, moderates a discussion about the needs and solutions for transportation equity in New York City.

Honorable Jerrold Nadler, Congressman
Honorable Letitia James, Public Advocate-Elect
Professor Mitchell Moss, New York University
Austin Shafran, Working Families Party
Joan Byron, Pratt Center for Community Development

10:15am: Audience Q&A
Mobility and Equity for New York's Transit-Starved Neighborhoods:
The Case for Full-Featured Bus Rapid Transit

A Report Funded by the Rockefeller Foundation and Written by the Pratt Center for Community Development

December 2013

Executive Summary
In a year that marks the Rockefeller Foundation’s centennial and the Pratt Center for Community Development’s 50th anniversary, we turn our focus toward the future of New York City.

New York City’s public transportation system moves millions of people every day. But an increasing number who live in outer borough neighborhoods are stuck with unreliable transit options and long travel times tracked in hours, not minutes.

It does not have to be this way.

Developed by the Pratt Center for Community Development and funded by the Rockefeller Foundation, this report highlights the limitations of New York City’s current public transit system, the adverse effects those limitations have on our economy and quality of life, and the role Bus Rapid Transit (BRT) can play in remedying these transit inequities.

BRT has transformed cities across the world from Mexico City to Barcelona to Cleveland. At a fraction of the cost to build just a mile of subway rail, BRT gives riders a reliable way to get where they need to go.

**BRT is effective. It is innovative. And it could be the solution for New York’s transit-starved neighborhoods.**

Sincerely,

Michael Myers
Senior Policy Officer and Director of Centennial Programming
Rockefeller Foundation

Thomas F. Schutte
President
Pratt Institute

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Mobility and Equity for New York’s Transit-Starved Neighborhoods: The Case for Full-Featured Bus Rapid Transit
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This paper was written by

Joan Byron,
Director of Policy,
Pratt Center for Community Development,

with assistance from

Elena Conte,
Senior Organizer for Planning and Policy,

and with research by

Dylan Carey and Korin Tangtrakul

Pratt Center works for a more sustainable and equitable New York City by integrating research, advocacy, and technical assistance to community-based organizations. For more information, visit www.prattcenter.net

Additional Support

The Rockefeller Foundation is working with public affairs firm Global Strategy Group to support and promote bus rapid transit in New York City.
Executive Summary

New York City’s transit system is the largest and most heavily used in the United States, serving more riders each day than the twenty next largest systems combined. New York’s density and economic vitality would be impossible without its bus and subway system.

But the system doesn’t serve all New Yorkers equally. Over 758,000 New York City residents commute more than an hour each way. Two-thirds of those workers are traveling to jobs that earn their families less than $35,000 per year. And commutes are lengthening for more and more people. Skyrocketing housing costs push low- and moderate-income families farther from Manhattan and the well-connected communities that surround it, to the “two-fare zones” where the nearest subway station is a long, slow bus ride away. While free transfers now keep the cost of those trips to a single swipe, commuters on Staten Island and in outlying neighborhoods of the Bronx, Brooklyn, and Queens, pay an ongoing penalty in time spent away from their families.

Employers outside the Manhattan Central Business District pay a price for poor transit as well. The number of jobs in Manhattan below 60th Street declined by over 100,000 from 2000 to 2009 – during the same period, every other borough gained jobs. And while the recovery of the financial sector has brought some jobs back to Manhattan, growth in other industries – retail, education, health care, manufacturing, transportation, logistics, and more – has continued to add jobs in outer borough clusters that are poorly served by transit. Most New Yorkers work in the same borough where they live – but the subway system’s radial design makes cross-borough commutes difficult. A trip that would take twenty minutes by car can take forty-five minutes by bus. Bus trips are not only slow but also unpredictable, forcing some employers to send vans or livery cars to pick up workers from subway stops that may be several miles away. Employers have trouble finding and keeping workers, and workers find their access to jobs severely limited – especially to the mid-skilled work that offers a ladder out of poverty.

Difficult trips to destinations other than work also undermine the health and quality of life for those living in underserved neighborhoods. Hospitals and the clusters of health services that surround them are often difficult to reach, especially for seniors and people with disabilities. Students face long trips to the high schools and colleges that offer access to the skills needed to succeed. Local retail strips struggling to compete with big box chains suffer from lack of transit access, and from car-oriented street designs that discourage foot traffic.

There is no realistic prospect of expanding the subway system to serve outlying neighborhoods. The Metropolitan Transportation Authority’s capital budget is severely challenged to finish the expansion projects already underway, to maintain the system in good condition, and to repair the damage done by Hurricane Sandy. Cost aside, subway construction below New York City’s streets and buried infrastructure is difficult and disruptive, subject to unpredictable delays and cost escalation.
Bus Rapid Transit for New York City

Bus Rapid Transit offers a cost-effective and achievable solution to the mobility needs of New York’s transit-starved neighborhoods. The MTA and New York City’s Department of Transportation have taken important steps toward improving the speed and reliability of bus travel with Select Bus Service, now implemented or planned for a total of seven routes since its 2008 launch on the Bx12 in the Bronx. Even without some of the key features that characterize true BRT, SBS has delivered significant reductions in trip time, and won high ratings for customer satisfaction.

New York’s underserved communities need something more. They need Bus Rapid Transit – a full-featured system that performs as well or better than light rail, but can be implemented at a fraction of the time and cost.

The Institute for Transportation and Development Policy’s (ITDP) BRT Standard 2013 identifies five features as essential for a system to qualify as Bus Rapid Transit. These features are referred to by ITDP as the ‘BRT Basics’ and are the elements that define the concept of ‘full-featured’ BRT. To achieve the speed, flexibility, reliability, and comfort that the world’s most successful BRT systems have demonstrated, we need:

- Bus lanes located along center medians rather than next to the curb, where they can be physically protected and where conflict with traffic, parking, and loading is minimized;
- Traffic signal priority and turn restrictions to maximize both speed and safety;
- Visible and comfortable stations where
  - Riders pay fares before the bus arrives, eliminating delays in boarding;
  - Platforms allow level boarding through multiple bus doors, providing universal access and further minimizing delay;
  - Maps and real-time bus information are available and clear.

Fortunately, in many neighborhoods where the need for better transit is greatest, rapid implementation of full-featured BRT is physically feasible. Major streets in these areas are wide, often with six or more traffic lanes, and with center medians that could accommodate BRT stations. Long blockfronts minimize the number of intersections, and the long distances along these routes make the gains in speed from BRT truly significant in reducing travel time.

Full-featured BRT can offer riders in what are now transit-starved areas the speed, reliability, and comfort we normally associate with rail. It also provides a fully accessible ride for seniors, people with disabilities, and people traveling with children. And when BRT is implemented as a network, with well-planned connections between BRT corridors and existing subway and bus routes, it has the potential to greatly increase the mobility of a very large number of people who today are isolated from transit.

BRT improves travel time and safety for non-riders as well. On the M15 SBS corridor in Manhattan, taxi GPS data shows that overall congestion has decreased with the creation of separated bus and bike lanes. The changes have also led to fewer crashes and injuries. Local retail corridors benefit from increased foot traffic when BRT infrastructure is coordinated with pedestrian and bicycling improvements. Improved transit access may decrease demand for parking, and make it possible to redesign street fronts that are now made unwelcoming and chaotic by wide curb cuts and setbacks for parking.
Priority Corridors for BRT

This report includes a recommendation for eight new, full-featured BRT corridors to be prioritized for further evaluation, planning, and implementation. The corridors were selected based on their potential benefits, and on their physical feasibility for BRT. Using data from the US Census, the Department of Labor, and the New York City Department of City Planning, we identified:

• Areas where many people live more than ¼ mile from any subway station

• Corridors connecting major job centers, especially those lacking good subway access

• Corridors connecting major health care and educational hubs

We then prioritized corridors where BRT is physically feasible, selecting those where for most of their length, streets include:

• Six or more traffic lanes

• Center medians

• Long distances between intersections

A full-featured BRT network that would speed commutes and open up opportunity for millions of New Yorkers is achievable and affordable. It would build upon the framework of collaboration our agencies have established by implementing Select Bus Service; it would require the agencies to engage all stakeholders in identifying and overcoming obstacles to the more substantial interventions that BRT would entail. It would demand a modest commitment of capital dollars – backed by a real commitment of political capital by leaders at the City and State level.
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- Areas where many people live more than 1/4 mile from any subway station
- Corridors connecting major job centers, especially those lacking good subway access
- Corridors connecting major health care and educational hubs

We then prioritized corridors where BRT is physically feasible, selecting those where for most of their length, streets include:

- Six or more traffic lanes
- Center medians
- Long distances between intersections

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About CITY & STATE

City & State is the only publication in New York devoted solely to covering government and politics in New York.

City & State publishes an award-winning newspaper twice each month, mixing in-depth features and analysis of the biggest issues facing New York; industry spotlights that focus on the business of governing; interviews with leaders in government, politics and advocacy; and offbeat items that show the human side of a serious business.

www.CityandStateNY.com provides an easy-to-navigate digital home for all of our coverage in New York government and politics, with new stories, breaking news, including running commentary and analysis of New York’s political scene.

Our morning email, City & State First Read, is the dominant electronic political news update in New York. More than 22,000 recipients rely on it for top news headlines and editorials as well as the birthdays of key New York players, news nuggets from our own reporting and schedules for the day ahead - all delivered to inboxes before 7 am.

In addition to our First Read, City & State is pleased to have launched Last Read, featuring Top Tweets, reports and analysis, and late breaking news of the day. Also featured in Last Read is Last Look, City & State’s daily exclusive video interview of the day with top newsmakers, government officials and media personalities.

All of our media products offer an ideal advertising venue to reach the key influencers, thought leaders and decision-makers in New York government and politics. Our newspaper is mailed to the homes and offices of top elected and appointed officials; our website is a key resource for looking for background and understanding of New York issues and our morning and afternoon email are on the iPhones, mobile phones and tablets of the most influential figures in New York.
Diversity paints our world.

We value diversity in the workplace and in the marketplace. In building an increasingly diverse supplier pool, we are able to work toward our goal of offering priority suppliers real procurement opportunities as they arise.

BNY Mellon is pleased to announce on-line registration. To register, visit www.bnymellon.com/suppliers select the Supplier Profile Form and follow the directions.

2009 Regional Corporation of the Year
NY-NJ Minority Supplier Development Council

MODERATOR

Nick Powell
Powell, 26, has been a staff reporter with City & State since September 2012.

During his time at City & State, he has written in-depth probes of pay-for-play in Nassau County government, the legal saga of former state Senate majority leader Joe Bruno, and several 2013 mayoral candidates. Powell has also shown a keen analytical eye in covering the intersection of organized labor and politics, and played an integral role in the continued growth of City & State’s First Read email.


As City & State’s first ever City Hall bureau chief, Powell will lead the publication’s coverage of New York City politics.
Congressman Jerrold "Jerry" Nadler represents the Tenth Congressional District of New York, which includes much of the West Side of Manhattan, the Financial District and a number of diverse neighborhoods in southwestern Brooklyn. He began his political career in 1976 in the New York State Assembly, where he served for 16 years. In 1992, following the death of Congressman Ted Weiss, Nadler was elected to the U.S. House of Representatives in a special election and has served in Congress ever since. He was re-elected to his eleventh full term in 2012, receiving over 80 percent of the vote.

Throughout his career, Rep. Nadler has been a champion of civil liberties, civil rights (including women’s and LGBT rights), safe and efficient transportation, and a host of progressive issues such as access to health care, support for the arts and protection of the Social Security system. He is considered an unapologetic defender of those who might otherwise be forgotten by the legal system or the economy and is especially respected for his creative and pragmatic legislative approaches to problems. He also has particular expertise and policymaking prominence on issues facing Israel and the Middle East.

Rep. Nadler is a major advocate for increased funding of New York’s mass transit system, better subway service and a more intelligent regional goods movement policy. For many years, he stood virtually alone in decrying downstate New York’s isolation from the national rail freight system and its almost total reliance on truck-borne freight, a view now held by governmental leaders and advocates across the spectrum. He has long advocated the Cross Harbor Rail Freight Tunnel to address that problem.

Rep. Nadler’s district also includes Ground Zero, the site where the Twin Towers once stood. After the 9/11 attacks, he was instrumental in securing $20 billion in federal funds to rebuild Lower Manhattan. He has been a House leader working tirelessly to address the health and environmental impacts of the collapse of the World Trade Center on first responders and area residents, workers and students.

He has led the battle to win health care and compensation for 9/11 victims and continues to demand that the Environmental Protection Agency conduct proper testing and clean up of the affected areas.

Locally, the Congressman’s office has received numerous awards for its excellent constituent service work, particularly in the area of immigration. Rep. Nadler is a graduate of Crown Heights Yeshiva, Stuyvesant High School, Columbia University and Fordham Law School. He lives on the West Side of Manhattan with his wife, Joyce Miller. They have one son, Michael.
Joan Byron leads the Pratt Center's research and advocacy work on issues of social, economic, and environmental justice in New York City and beyond, with a focus on equity in transportation, public space, and infrastructure. Her current and recent projects include work with Sandy-impacted communities on equitable rebuilding and resilience, and with the Fairness Coalition of Queens’ campaign for Flushing Meadows Corona Park; support of the Bronx River Alliance’s work to restore the Bronx River and build an 8-mile greenway along its banks; and, with the Southern Bronx River Watershed Alliance, the campaign to replace the 1.25-mile Sheridan Expressway with waterfront housing and open space.

In 2007, Joan and her team developed the Pratt Center’s Transportation Equity atlas, using Geographic Information Systems mapping to illustrate racial and economic disparities in access to transit across New York City neighborhoods, and to support a campaign for a citywide Bus Rapid Transit network.

From 1989 through 2003, Joan directed the Pratt Center’s nonprofit architectural practice in the design and construction of over 2,000 units of affordable housing, as well as community health, child care, and cultural facilities. Joan is a registered architect, and teaches in Pratt Institute’s Program for Sustainable Planning and Development. She holds a Master in Public Administration from the Harvard Kennedy School of Government and in 2012 was awarded a fellowship from the Urban and Regional Policy Program of the German Marshall Fund, for research on equity and the public realm in global cities. In 2013, Joan received the Paul Davidoff Award for Leadership in Housing and Equal Opportunity from the New York Metro Chapter of the American Planning Association.
Austin Shafran currently serves as the New York State Legislative Director for the Working Families Party, where he helps manage the party's city, state, and federal legislative agenda, including leading key issues campaigns relating to campaign finance reform, wage increases for low-wage workers, tax reform, housing, transportation, environmental, and civil justice initiatives. Prior to joining the WFP, Austin ran a proudly progressive campaign for New York City Council, earning the endorsement of the WFP and most of the city's biggest labor unions and progressive organizations. Despite being outspent 5-1, Austin lost by just over 100 votes in his first race for public office.

In 2011, Austin was appointed by Governor Andrew Cuomo as Vice President of Public Affairs for the State's economic development agency. Responsible for managing the centerpiece of the state's job growth and business development programs, Austin has helped create and grow tens of thousands of new jobs and local businesses. Additionally, Austin played a key role in the State's efforts to reduce the tax burden on middle-class families to its lowest rate in almost 60 years through the passage of fair share tax reform legislation.

Before joining the Cuomo administration, Austin served as Press Secretary for the Senate Democrats, where he fought for economic equity by helping enact New York's first fair share millionaire's tax reform that saved schools, hospitals, and local municipalities from devastating budget cuts. As one of the Senate Democrats' leading policy, political and communications experts, Austin advocated for and helped pass nationally recognized legislation including Marriage Equality legislation, education reforms, an expansion of affordable housing and tenant protections, key women's rights legislation, some of the nation's toughest anti-gun violence initiatives, and enhanced worker and environmental protections, as well as civil and social justice reforms.

Austin began his career in public service in his home community of Northeast Queens, where he served first as Special Assistant to Congressman Gary Ackerman and then as Director of Communications for NYC Council Budget Chair, David Weprin.

Born and raised in Bayside, Queens, Austin graduated Magna Cum Laude from Queens College, with degree in political science and communications. Balancing academic success with athletic achievement, Austin was a varsity baseball player and was awarded the annual honor of Academic Athlete of the Year throughout his time at Queens College.
Tish James is the Public Advocate-Elect of New York City. Since 2003, she has served as a Council Member for Brooklyn’s 35th Council District.

A native Brooklynite, she previously served as a public defender for the Legal Aid society and established the Urban Network. James was a member of then-Governor Mario Cuomo’s Task Force on Diversity in the Judiciary, counsel for Albert Vann, Assembly Member Roger Green’s Chief of Staff, and first Assistant Attorney General.

In these positions, James worked on a law that gave grandparents rights in family court, and negotiated a bill that allocated money for reconstruction of the Franklin Avenue Shuttle and Atlantic Terminal Station. During her tenure as Chair of the Council’s Contracts Committee, James’s overall goal was to strengthen the power of small businesses to do business and contract with the City.

During this time, James served as co-chair of the Infrastructure Task Force, along with Council Member Garodnick. The task force aimed to address problems associated with the aging infrastructure in New York City.

Council Member James is well-known for her activity in development issues in Brooklyn. Foremost among these issues is the “Atlantic Yards” project. James has been a long-time and vocal opponent of the development, and participated in numerous organizing and community forums. She supports an alternate plan for development that is more inclusive to the true needs of the community—affordable housing, better food access, and recreational access. Furthermore, she opposed the use of eminent domain to evict residents, as well as the “closed-door” bureaucracy that included selling the property below market value.
Mitchell L. Moss, Henry Hart Rice Professor of Urban Policy and Planning, and Director of the Rudin Center for Transportation, has been described as the “New Yorkologist” by The New York Times.

Professor Moss has been on the faculty of New York University since 1973. He served as an adviser to Mayor Michael R. Bloomberg during his first campaign for Mayor in 2001. From 1988 to 2003 he was Director of NYU’s Taub Urban Research Center and from 1983 to 2004 he was deputy to the Chairman of the Governor’s Council on Fiscal and Economic Priorities.

Professor Moss has directed research projects for the National Science Foundation, National Oceanic and Atmospheric Administration, The Port Authority of New York and New Jersey, and has been a consultant to leading corporations and government agencies. He has testified before the United States House of Representatives’ Committee on Transportation and Infrastructure and has been an expert witness in litigation before the United States District Court, Southern District of New York. His essays have appeared in The New York Times, San Francisco Chronicle, The New York Post, The New York Observer and Politico.com, as well as in leading scholarly journals.
CITY & STATE
Special New York City Inauguration Issue

Publishing January 1st:

ISSUE BRIEF: City & State will publish a must-read primer for the New York City political and government classes including:

- Profiles of each of the 21 incoming City Councilmembers
- A reflection on the Bloomberg and Quinn years
- A historical perspective on New York City with a ranking of the greatest Mayors of New York City by our esteemed panel of judges from around New York.

Special Distribution:

- Expanded New York City distribution! Including delivery into our new street boxes; downtown Manhattan Starbucks locations; bulk deliveries to consultancies, labor unions and associations, as well as other retail locations.
- Street hawkers will be distributing the magazine outside the New York City Mayor's Inauguration, and other strategic areas around NYC on Inauguration day.
- 1st class mailing to all NYC government officials, including Council, Borough Presidents, Mayor’s Office, Congressional Offices and others.

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For more information on pricing and content please contact DRubino@cityandstateny.com
Special State of the State Issue

Publishing January 7th:

ISSUE BRIEF: As Governor Andrew Cuomo prepares to give his 4th State of the State address, City & State will feature:

- Legislative dossiers of each member of the New York State Legislature, including their 2014 priorities
- A historical perspective of standing New York Governors with incoming New York City Mayors
- And more!

Special Distribution:

- Expanded Capitol District distribution! Including delivery into the L.O.B., our new street boxes; downtown Albany hotels; bulk deliveries to consultancies, labor unions and associations, as well as 75 additional retail locations.
- Street hawkers will be distributing the magazine in downtown Albany the day of the State of the State address outside the LOB and the Capitol building.
- Extra distribution at City & State's 2nd annual State of the State Cocktail Reception at Taste Albany which hosts many State government officials.
- 1st class mailing to all NYS government officials, including State legislators, Congressional Offices, New York Municipalities, and more!

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State of the State Cocktail Reception

in Albany at the Penthouse at Taste Restaurant on January 7th
(the evening before the Governor's State of the State address)!

City & State is pleased to again host 'The State of the State Cocktail Reception' at Taste's Restaurant/Penthouse in downtown Albany. The evening will play host to lawmakers, leaders in public policy, business and the media for a night of networking and cocktails as City & State's award-winning team up to launch City & State TV. All during the night there will be live video interviews with leaders in New York government, policy and media giving their predictions on Governor Cuomo's State of the State address the following day, as well as what's on the agenda for the 2014 legislative session.

Where: Taste Penthouse in downtown Albany
When: January 7th, 2014 from 6:00 - 9:00 pm
What: An open-bar reception with crudité and light hors d'oeuvres

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To inquire about sponsorship opportunities or for further information on how to RSVP, please contact Dawn Rubino at drubino@cityandstateny.com or dial in to 646.517.2741.
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