



PRESS RELEASE

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STUDENTS DELIVER 2,700 PETITIONS TO MAYOR URGING FASTER BUS SERVICE ALONG FLATBUSH AVENUE

Advocates Call on City and State Leaders to Expand Bus Improvements Beyond the Northern End of Flatbush

(*Brooklyn, NY*) Students and transit advocates with NYPIRG's Straphangers Campaign rallied today outside the Brooklyn Public Library at Grand Army Plaza to demand faster, safer, and more reliable bus service for riders along the entire Flatbush Avenue corridor.

Along with the event, students delivered over 2,700 petition signatures to Mayor Eric Adams, urging City Hall to extend planned bus-lane improvements from Grand Army Plaza to Kings Plaza—not just the northern section currently slated for a center-running bus lane. Petitions were also delivered to Governor Kathy Hochul, NYC Department of Transportation, and the NYC mayoral candidates.

"We applaud progress at the top of the corridor," **said Natasha Elder, Regional Director of Equity & Resiliency Projects at NYPIRG's Straphangers Campaign**, "But, at the same time, tens of thousands of riders in East Flatbush, Midwood, and Marine Park still wait on buses that crawl through traffic every day. Flatbush Avenue doesn't end at Grand Army Plaza — and a commitment to better, faster buses and transit equity shouldn't either."

The petition highlights ongoing frustrations among Brooklyn bus riders facing long wait times and chronic delays that limit access to jobs, classes, and essential services. Signers are calling for continuous bus lanes, consistent enforcement to curb double-parking, better bus shelters and arrival information, and meaningful community involvement in planning improvements that reflect riders' needs.

"Students deserve to have reliable bus service that works for them. City buses run at an average speed of 8 MPH. Having reliable bus lanes with camera enforcement will not only help increase bus speeds, but make the flow of traffic much easier," **said Norman Miller, NYPIRG Board Member and Student at City Tech**.

Flatbush Avenue serves some of Brooklyn's busiest routes—including the B41, B49, and B103—carrying tens of thousands of riders daily, many of them students and essential workers. While the planned center-running lane north of Grand Army Plaza represents good progress, advocates insist the City must deliver corridor-wide upgrades so every neighborhood benefits from faster, more reliable service.

Assemblymember Brian Cunningham said, "Grand Army Plaza marks the top of Flatbush Avenue and the beginning of long overdue improvements to our bus routes. From Kings Plaza to Prospect Park, students and working families rely on buses that are still too slow and unreliable. I stand with the young people and

community advocates calling for faster, fairer transit in every neighborhood. We in the state will continue to do our part to ensure every community benefits from stronger, faster, and more reliable transit. When buses move better, people get to work on time, students get to class, and Brooklyn moves forward more easily. ”

“Transit equity is racial equity and economic equity,” said **Assemblymember Phara Souffrant Forrest**.

“Flatbush Avenue cuts through communities that have been underserved and overlooked for far too long.

These students are demanding what every New Yorker deserves — a system that respects their time, safety, and right to move freely.”

Assemblymember Emily Gallagher said, “Fast, reliable, equitable public transit is an essential part of a livable city, but New York City's bus riders are too often left behind. I have wasted many hours of my life waiting for a bus that is scheduled to come but never arrives. New Yorkers deserve public transportation that they can depend on and plan their lives around. I won't stop fighting until we address these shortcomings and all people can access the transit they need.”

“A faster trip for riders along this notoriously slow bus route on Flatbush Avenue is essential for riders in Brooklyn and beyond,” said **Lisa Daglian, Executive Director of the Permanent Citizens Advisory Committee to the MTA (PCAC)**. “The recently added center-running bus lanes near Atlantic Center are a great start, and we look forward to additional bus priority improvements along the full length of the Flatbush Avenue corridor. We hope and expect these upgrades will be replicated in other high-demand areas of the city, as we outlined in our report, Bus Rapid Transit for the Boroughs, earlier this year.”

“It's amazing to see the city moving forward with a project that will help speed up commutes for 132,000 daily bus riders. So often bus riders are left out of the conversation when it comes to how we design our public streets, and we're so excited to see ourselves prioritized here. There is still the rest of the corridor to improve, and we are continuing to organize for bus priority all the way to Kings Plaza. Working class New Yorkers riding the bus are the people keeping our city moving, and we won't settle for less than what we deserve,” said **Jolyse Race, Senior Organizer, Riders Alliance**.

“At Open Plans, we know every delay on the Flatbush Avenue bus lanes is a missed opportunity. Our goal is a future with reliable, fast, public transportation and less private cars on the road. Reducing vehicle miles traveled—meaning the total amount of driving in the city—starts with giving New Yorkers fast, dependable buses that make it easier to choose transit over traffic,” said **Jackson Chabot, Open Plans**. “DOT should move quickly to bring full bus priority to Flatbush Avenue and deliver the service New Yorkers deserve.”