Bay Parkway and Cropsey Avenue
Bus Priority and Safety Improvements Draft Proposal

Brooklyn Community Board 11 Transportation Committee June 16th, 2025

BETTERBUSES

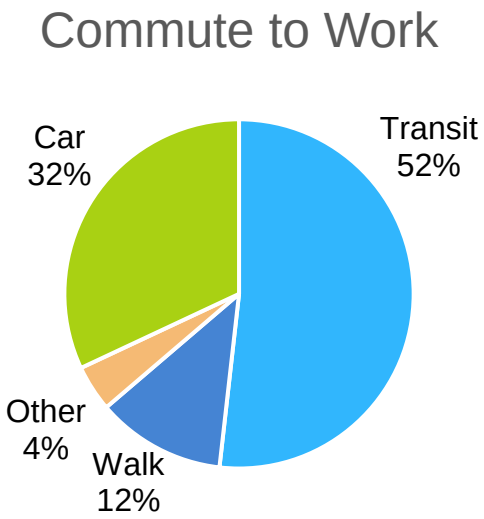
Table of Contents

Background and Existing Conditions

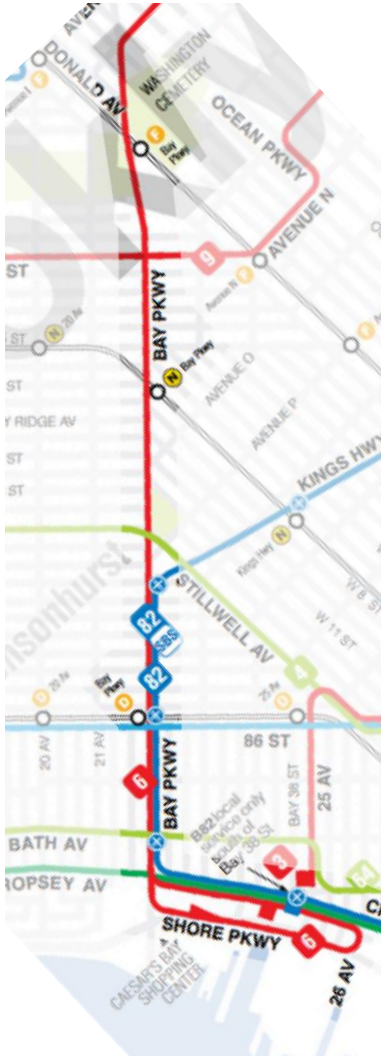
1

Why Bay Parkway and Cropsey Avenue?

- Study areas:
  - Bay Parkway from Avenue J to Shore Parkway (2.4 miles)
  - Cropsey Avenue from Bay Parkway to 26th Avenue (0.6 miles)
- **35,000 daily bus riders**
  - B6 Local and Limited
  - B82 Local and Select Bus Service
  - X28/X38 Express bus
- Connections to F, N, and D trains
- Bus speeds as low as **3 miles per hour** on Bay Parkway
- Vision Zero Priority Corridor: **22 people** killed or seriously injured (2020-2024), **2 more deaths in 2025**



Brooklyn Bus Map around Study Area



BETTERBUSES

Existing Conditions

- Bay Parkway: Two travel lanes and curbside parking lane in each direction
  - Frequent double-parking and left turns block travel lanes
  - Busy pedestrian activity at major destinations and subway transfers
- Cropsey Avenue: Two travel lanes and wide curbside parking lane in either direction, plus wide median
  - Traffic builds up at major intersections
  - Traffic congestion causes buses to bunch together

Bay Parkway at 84th Street:
Two B6 buses bunched in front of one another

Cropsey Avenue at 26th Avenue:
School bus in front of truck and X28 express bus

Draft Proposal

2

Draft Proposal – Offset Bus Lanes

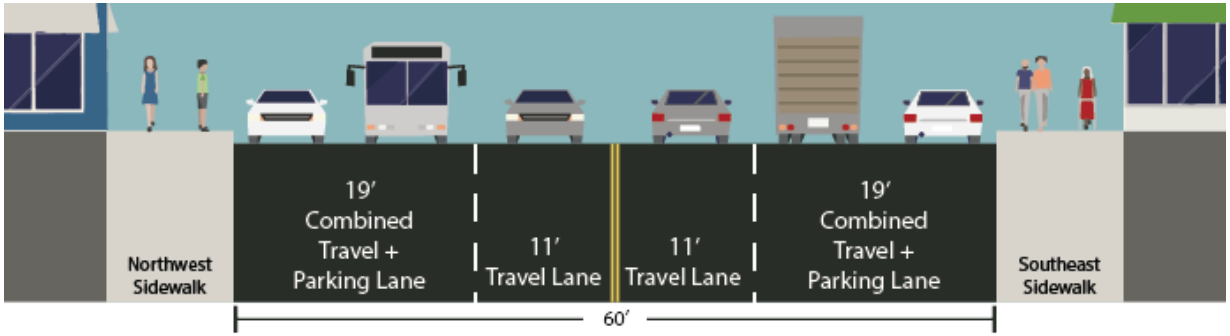
- **Bay Parkway:** Offset bus lanes between Avenue J and Cropsey Avenue
  - Bus lanes shift to curbside at some intersections
  - Accommodate left turn lanes for improved traffic flow and safety
  - Considering other safety improvements at the most dangerous intersections
- **Cropsey Avenue:** Offset bus lanes between Bay Parkway and 26th Avenue
- Customized design block-by-block to balance tradeoffs and meet local needs
- Optimized traffic light timing for traffic flow and safety

Example: Utica Avenue (2014 Project)

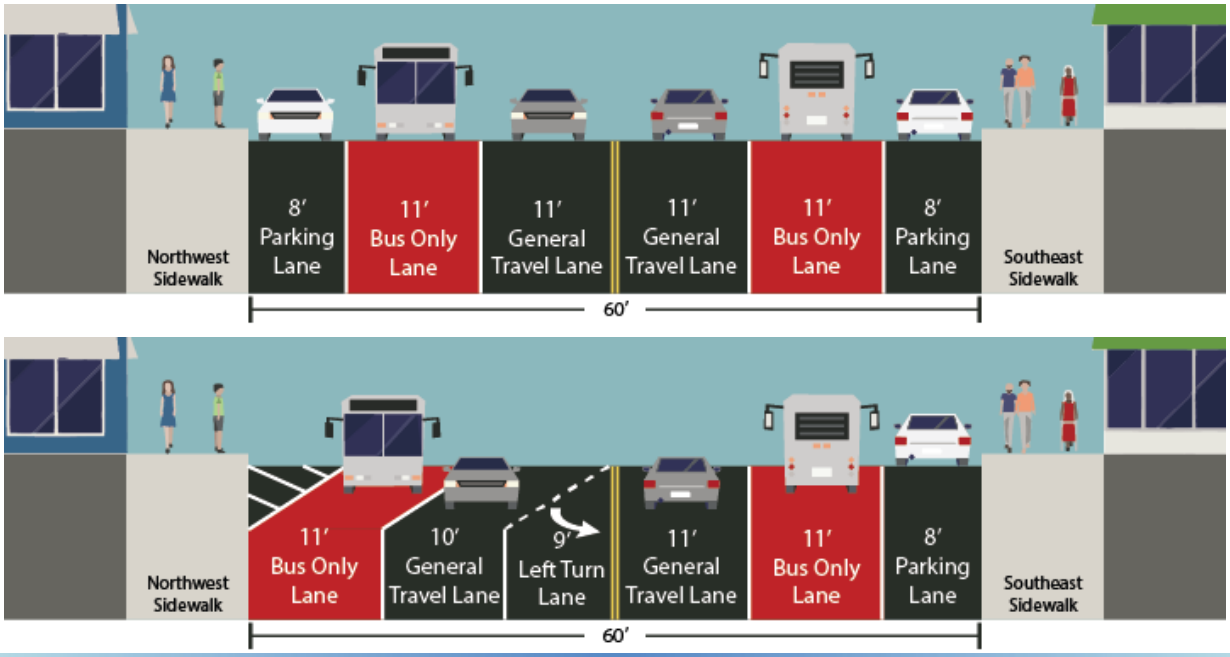
**Note: Design and project scope details subject to change in final proposal*

Bay Parkway Existing and Proposed Design

Existing Cross Section

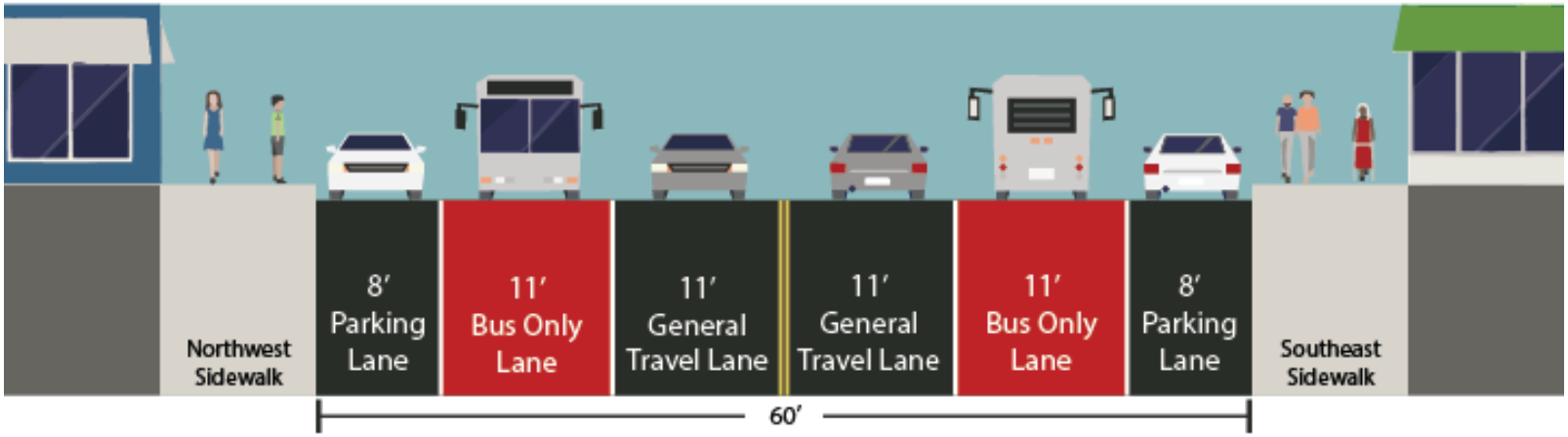


Proposed Offset and Curbside Bus Lanes



Bay Parkway Proposal: Offset Bus Lane

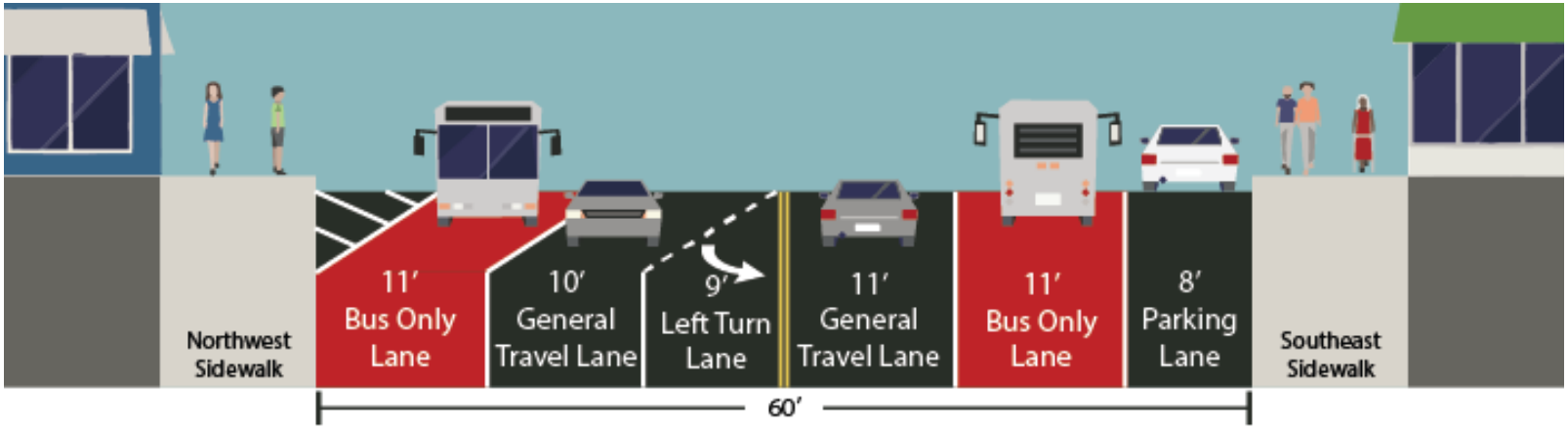
- Repurpose one of two general travel lanes for offset bus lane along Bay Parkway
- Left travel lane and curbside parking lane maintained
- Next available right turn allowed from bus lane



Proposed Cross-Section

Bay Parkway Proposal:
Curbside Bus Lane and Left Turn Bay

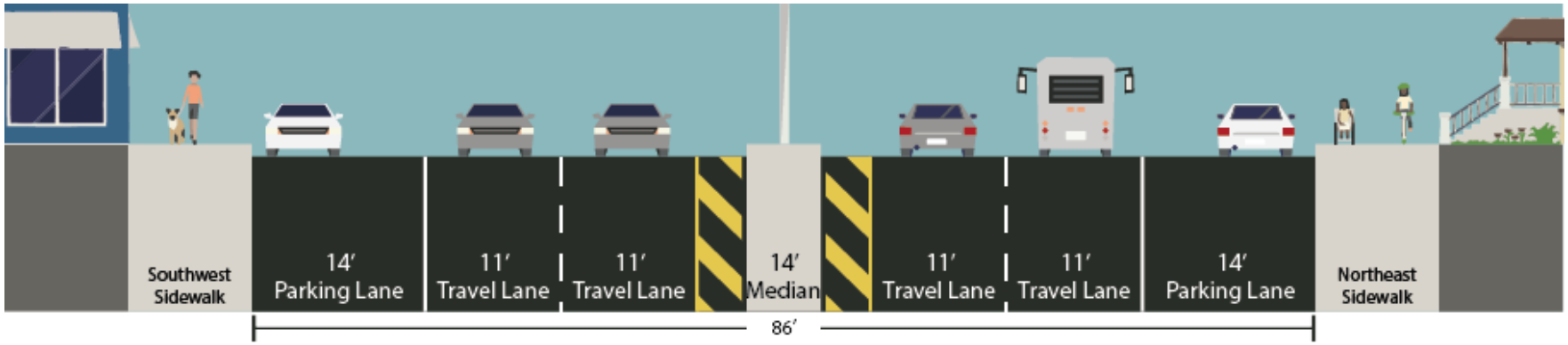
- Offset bus lanes shift to the curb on one side of street approaching select Bay Parkway intersections (about every 4 to 5 blocks)
- Shift accommodates left turn lanes at intersections with high volumes of left turns
- Separate left turn queue reduces weaving of through traffic behind stopped left turn vehicles that are yielding to oncoming traffic



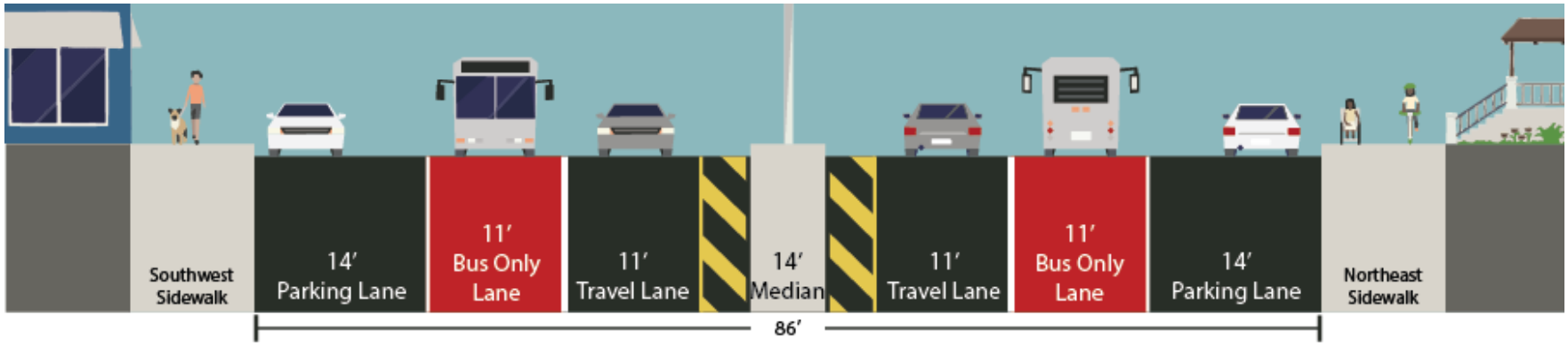
Proposed Cross-Section

Cropsey Avenue Existing and Proposed Design

Existing Cross Section



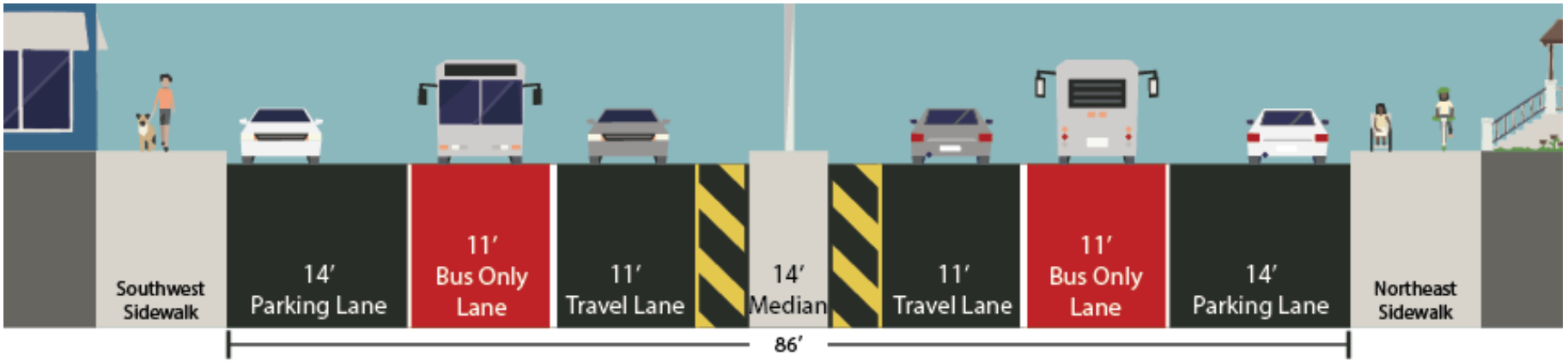
Proposed Cross Section



BETTERBUSES

Cropsey Avenue Proposal: Offset Bus Lanes

- Repurpose right travel lane (between left travel lane and curbside parking lane) along Bay Parkway and Cropsey Avenue corridors
- Left travel lane and curbside parking lane maintained
- Studying additional safety improvements at most dangerous intersections



Proposed Cross-Section

Recent Offset Bus Lane Examples

21st Street, Queens

- Weekday peak bus speeds increased up to 17%
- Injuries decreased by 22%

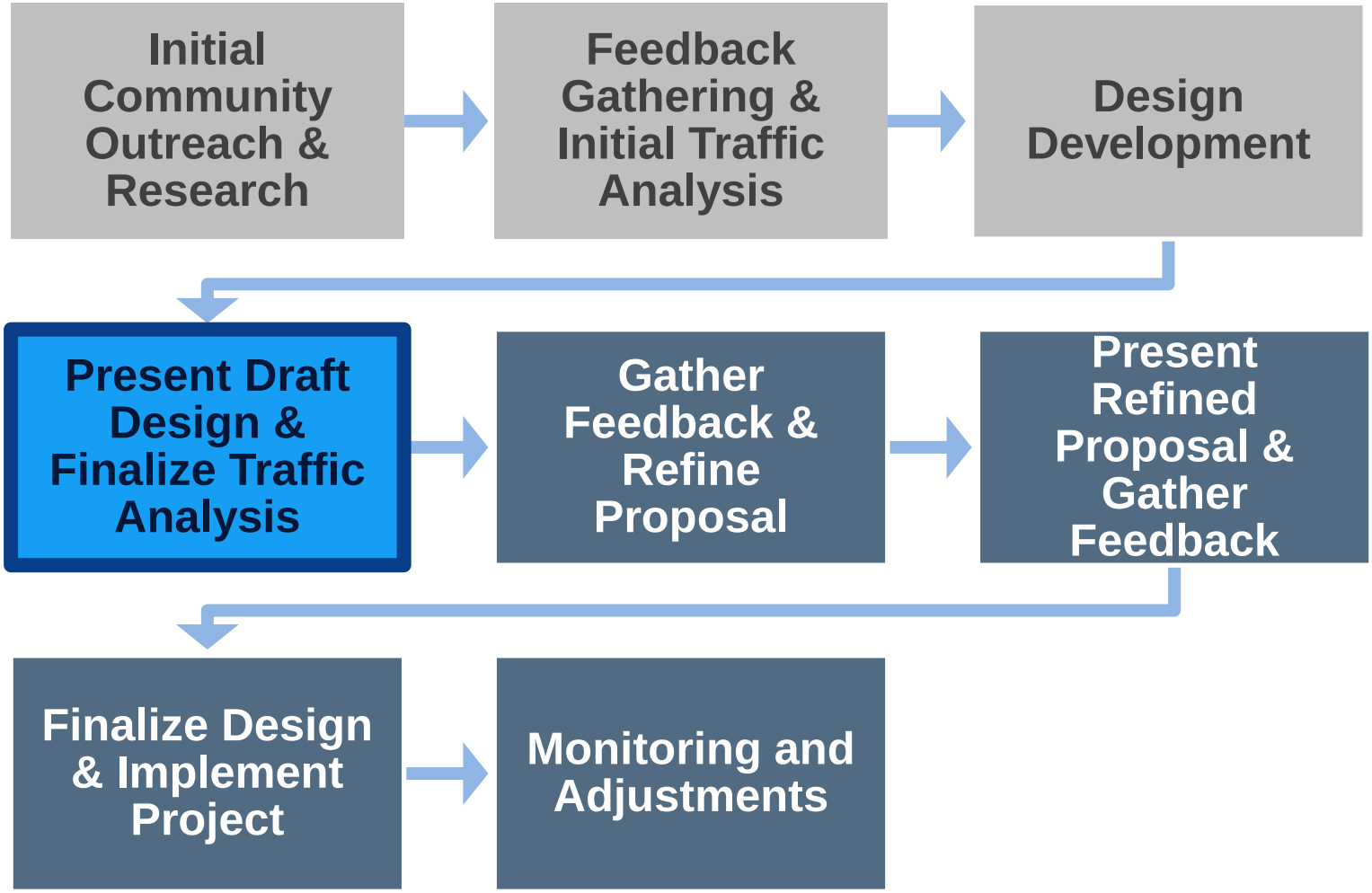
Utica Avenue, Brooklyn

- Weekday peak bus speeds increased up to 19%
- Injuries decreased by 7%

Summary and Next Steps

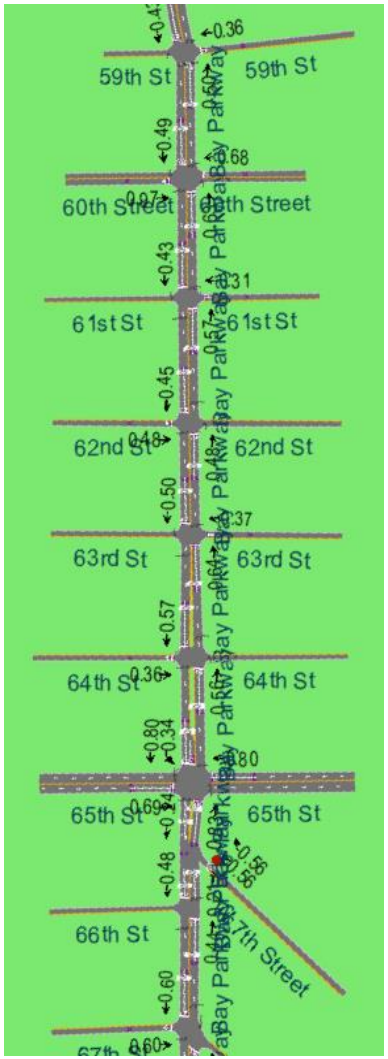
3

Project Timeline



Traffic Analysis

- Traffic analysis includes:
  - Data collection: existing traffic volumes at 59 intersections on Bay Parkway and Cropsey Avenue
  - Model of existing traffic conditions in the area
  - Analysis of how the proposal would affect traffic patterns
  - Origin-destination study to determine local versus regional traffic
  - Any potential changes to traffic light timing to improve traffic flow
- Traffic analysis results will explain how the proposed bus lanes would affect traffic patterns
- DOT will share analysis findings with the community as part of the final proposal



Screenshot of Traffic Analysis Software

Next Steps

Late Spring/Early Summer 2025:

- Present draft proposal to elected officials, CBs 11 & 12, and other stakeholders
- We want your input! Feedback will help shape refined proposal

Summer 2025:

- Continue outreach to community, stakeholders, and wider public
- Continue fieldwork and traffic analysis
- Refine proposal and determine best design

Late Summer/Fall 2025:

- Share and discuss refined proposal with CBs 11 and 12, elected officials, and other community stakeholders
  - Will include details on traffic analysis, curb regulations, and design

Late 2025 or 2026: Proposed Implementation

Thank You!

Open Discussion and Questions?

NYCDOT nyc_dot nyc_dot NYCDOT

Appendix

Open Discussion and Questions

How do Bay Parkway and Cropsey Avenue operate right now? What works & doesn't work?

Which DOT and MTA tools sound most useful? Less useful?

Who else should we reach out to? Any groups or specific individuals?

What would a successful project look like?

What tradeoffs are acceptable?

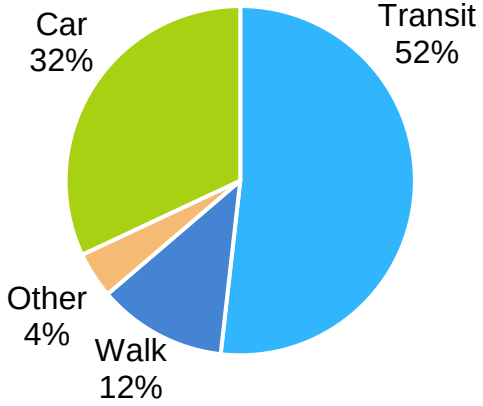
What role can DOT and MTA take to make these corridors work better?

Bay Parkway and McDonald Avenue

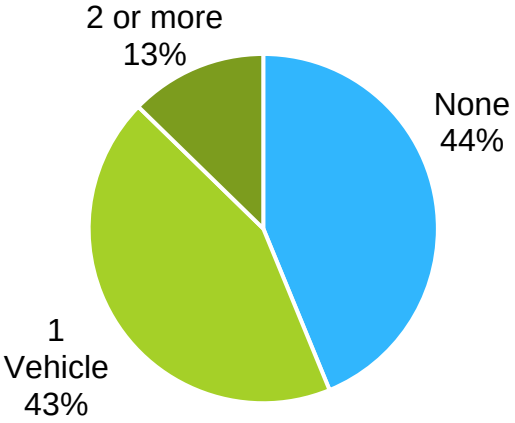
Demographics

- 110,000 residents in the census tracts around the two corridors
- Over one-half of workers use public transportation to get to work
- Nearly half of households do not have a private vehicle
- 44-minute average travel time to work, above NYC average

Commute to Work



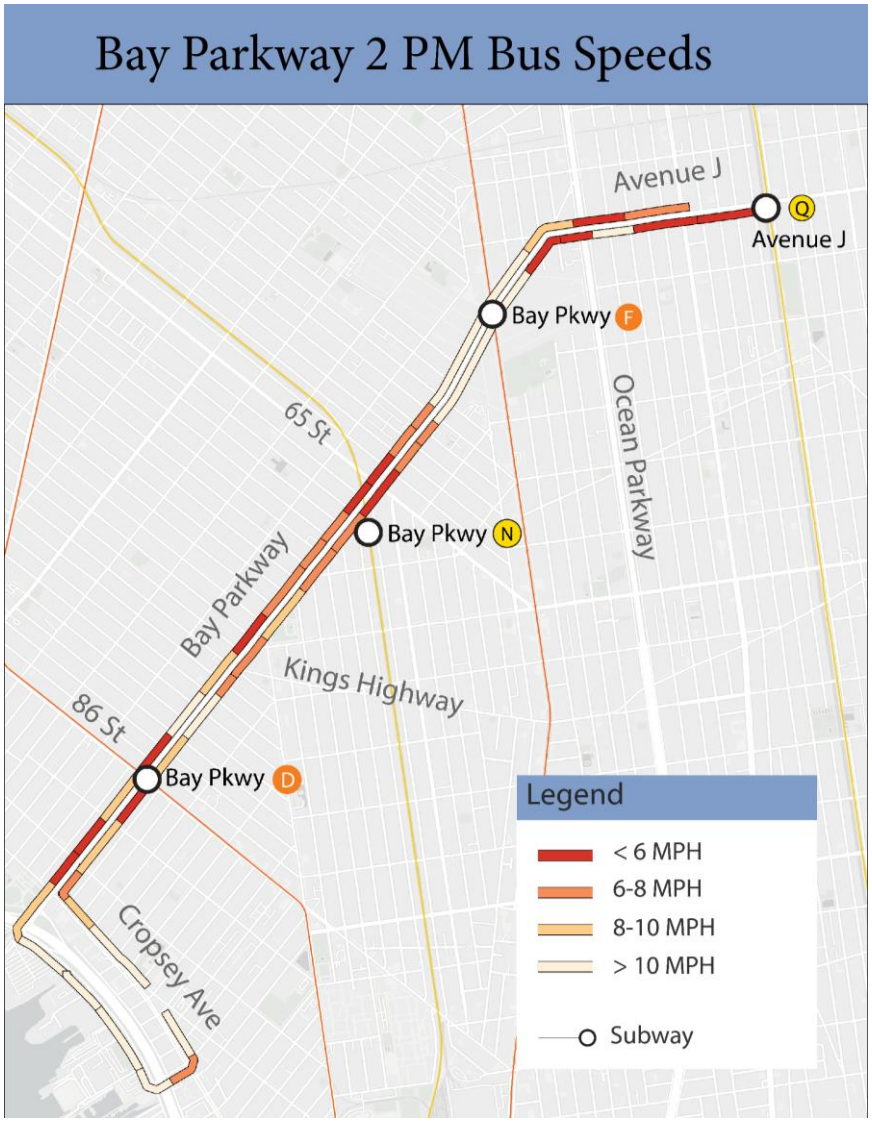
Vehicles in Household



Data Source: US Census 2019-2023 American Community Survey.

Bay Parkway Bus Speeds

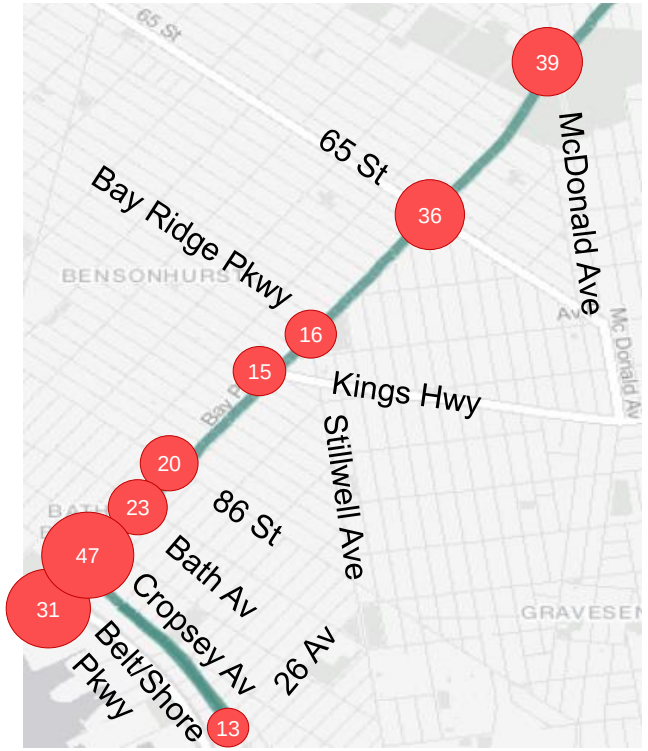
- Buses are **as slow as 5 mph** throughout the day, and **3 mph** during the busiest hours
- Bus speeds are slowest:
  - Approaching major intersections, such as Kings Highway and Ocean Parkway
  - Near subway stations at 86th Street and 65th Street
  - In the middle of the day
- Double parking is significant contributor to low speeds along the corridor.



Safety on Bay Parkway

- Between 2020-2024, **517 people were injured** in crashes on Bay Parkway
  - **20 people were severely injured, 2 were killed**
- **Since start of 2025, 2 more fatalities:** one on Cropsey Avenue and one on Bay Parkway
- Vision Zero priority corridor
- Vision Zero priority intersections
  - 86th Street
  - Belt/Shore Pkwy

Bay Parkway Injuries at Major Intersections (2020-2024)



	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	123	6	2	8
Bicyclists	65	7	0	7
Motor Vehicle Occupant	312	6	0	6
Other Motorized	17	1	0	1
Total	517	20	2	22

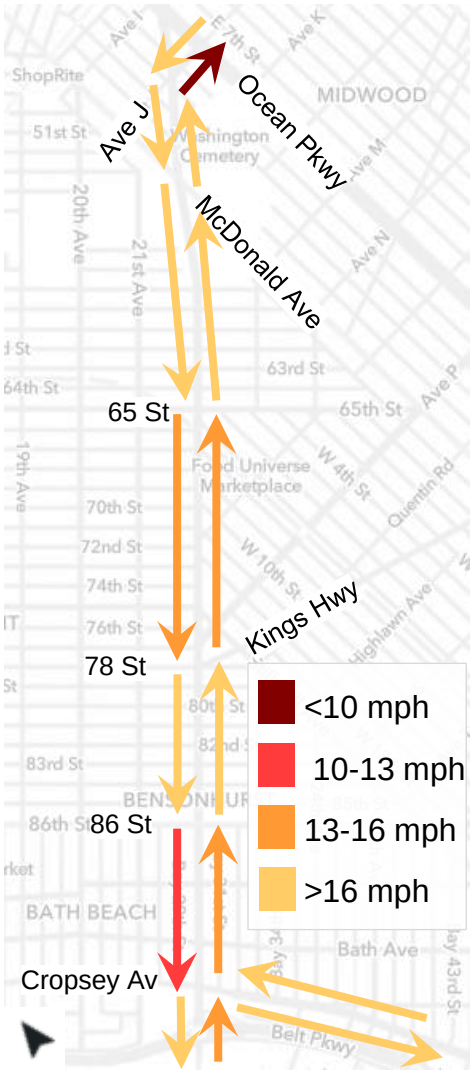
Note: KSI stands for Killed or Severely Injured.
Data Source: NYPD Crash Data.

Vehicle Speeds and Volumes

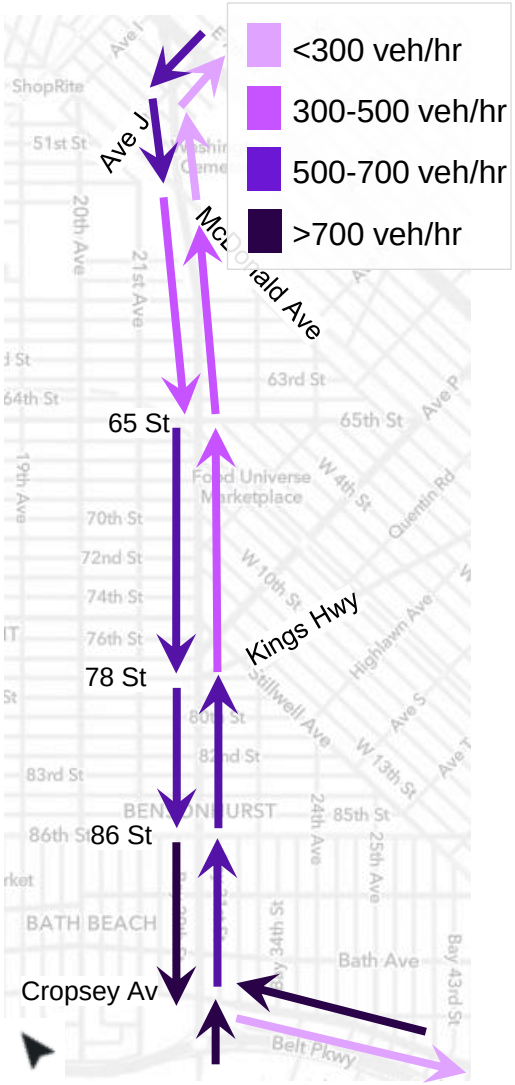
- Average traffic speed slows down to single digits approaching major intersections
- Faster speeds between major intersections
- Vehicle volumes highest south of 86th Street, but bus ridership highest north of 86th Street

Data Sources: Speeds from StreetLight anonymized GPS data from January to May 2023. Volumes from traffic counts conducted December 2023 and January 2024.

Average Vehicle Speeds, Weekdays 2pm to 3pm



Average Vehicle Volumes, Weekdays 2pm to 3pm



Bay Parkway Offset to Curbside Bus Lane

- Bus lane shifts to curbside about every 4 to 5 blocks, affecting only parking on one side leading up to intersection
- Shifting lanes accommodate left turn lane for improved traffic flow and safety