

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

Brooklyn Community Board 11

June 10th, 2026



Table of Contents

1. Overview and Work to Date
2. Detailed Final Proposal
3. Summary and Next Steps

Overview and Work to Date

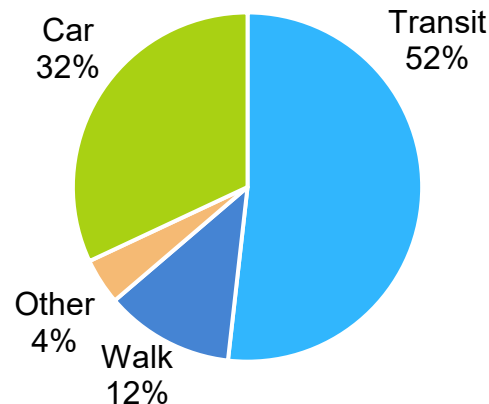
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Why Bay Parkway and Cropsey Avenue?

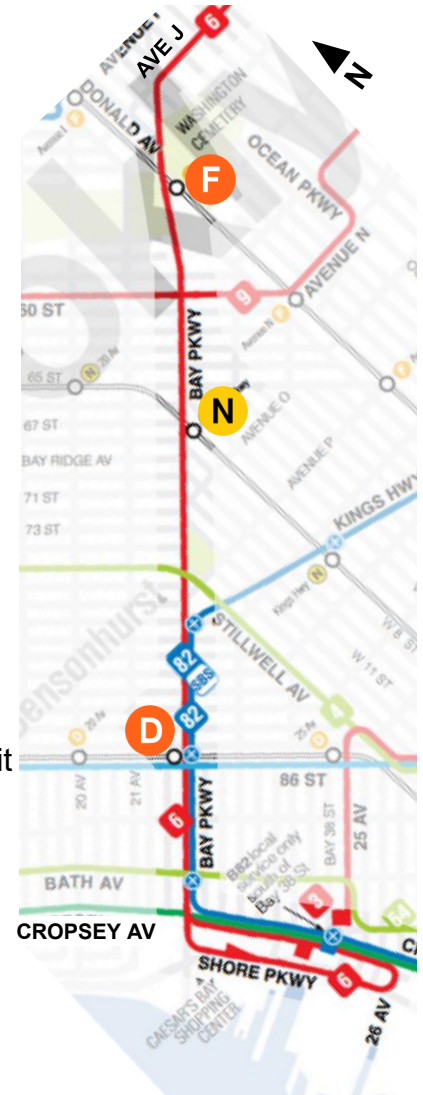
- Project areas:
 - Bay Parkway from Avenue J to Shore Parkway (2.4 miles)
 - Cropsey Avenue from Bay Parkway to 26th Avenue (0.6 miles)
- **35,000 daily bus riders** (within the project area)
 - **B6 & B82 (1st & 4th busiest routes in Brooklyn)**, and **X28/X38**
 - Bus speeds as low as **3 miles per hour** on Bay Parkway
 - **140,000 daily riders** on routes dispatched from Ulmer Park Bus Depot
- Vision Zero Priority Corridor:
 - **30 people** killed or seriously injured (2021-2025), including **2 deaths in 2025**
 - Left-turn crashes are the leading cause of pedestrian injuries in the study area (40%)
- Outdated curb regulations lead to double-parking
 - Slows traffic, forces weaving

Commute to Work

US Census ACS data, 2023



Brooklyn Bus Map around Study Area



Public Outreach to Date

- November 2024: Existing Conditions
 - Elected Officials, CBs 11 and 12
- June-August 2025: Draft Proposal
 - Elected Officials, CBs 11 and 12
 - NYPD Briefing
 - Walkthrough with CB 12
- February-May 2026: Stakeholders
 - Faith-Based Organizations
 - Door-to-Door Flyering to Merchants
- June 2026: Final Proposal
 - Elected Officials, CBs 11 and 12



**Bay Pkwy (from Ave J to Shore Pkwy)
Crospey Ave (from Bay Pkwy to 26th Ave)**
Bus Priority Improvements

Subject: NYC Department of Transportation is co-ordinating crosswalks, and updated curb regulator

Date / Time: Monday, May 18th from 2:00 PM - 3:00 PM

Location: Virtual Presentation: tinyurl.com/baypkwy

Contact: Diana Soriano at 646-892-1365 or dsoriano@dot.nyc.gov for accommodations, please contact Diana

Project Goals:

Improve Bus Speeds and Reliability



**Bay Pkwy (de Ave J a Shore Pkwy)
Crospey Ave (de Bay Pkwy a 26th Ave)**
Mejoras de Prioridad para Autobuses

Asunto: El Departamento de Transporte de Nueva York está coordinando los pasos de peatones, los pasos de autobuses y la actualización de los reguladores de aceras a lo largo de Bay Pkwy y Crospey Ave.

Fecha / Hora: Lunes, 18 de mayo de 2:00 p.m. - 3:00 p.m.

Ubicación: Presentación virtual: tinyurl.com/baypkwy

Contacto: Diana Soriano al 646-892-1365 o dsoriano@dot.nyc.gov para acomodaciones, comuníquese con Diana.

Objetivos del Proyecto:

Mejorar la velocidad y confiabilidad de los autobuses



**Bay Pkwy (從 Ave J 至 Shore Pkwy)
Crospey Ave (從 Bay Pkwy 至 26th Ave)**
公車優先通行改善方案

主題: 紐約市交通局正在考慮在 Bay Pkwy 和 Crospey Ave 沿線增設公車專用道、改善行人穿越道，並更新路邊停車規範。

日期/時間: 5月18日星期一，下午2:00至3:00

地點: 線上簡報 tinyurl.com/baypkwymerchants

聯絡人: Diana Soriano, 電話: 646-892-1365, 電子郵件: dsoriano@dot.nyc.gov。如需無障礙協助，請於5月13日星期三前聯絡 Diana。

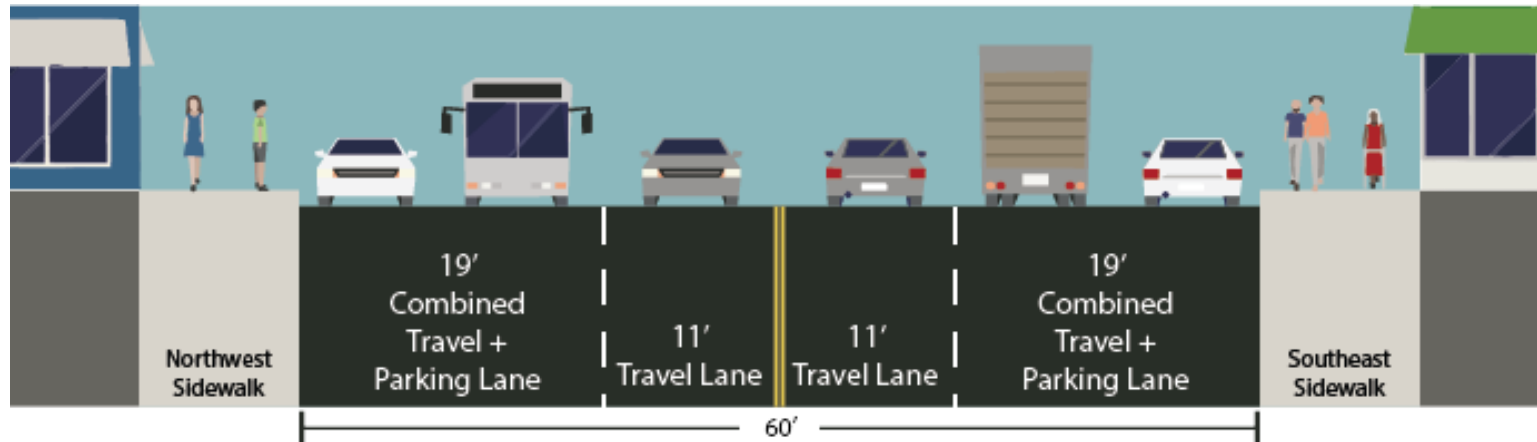
專案目標:

提升公車行駛速度與可靠性

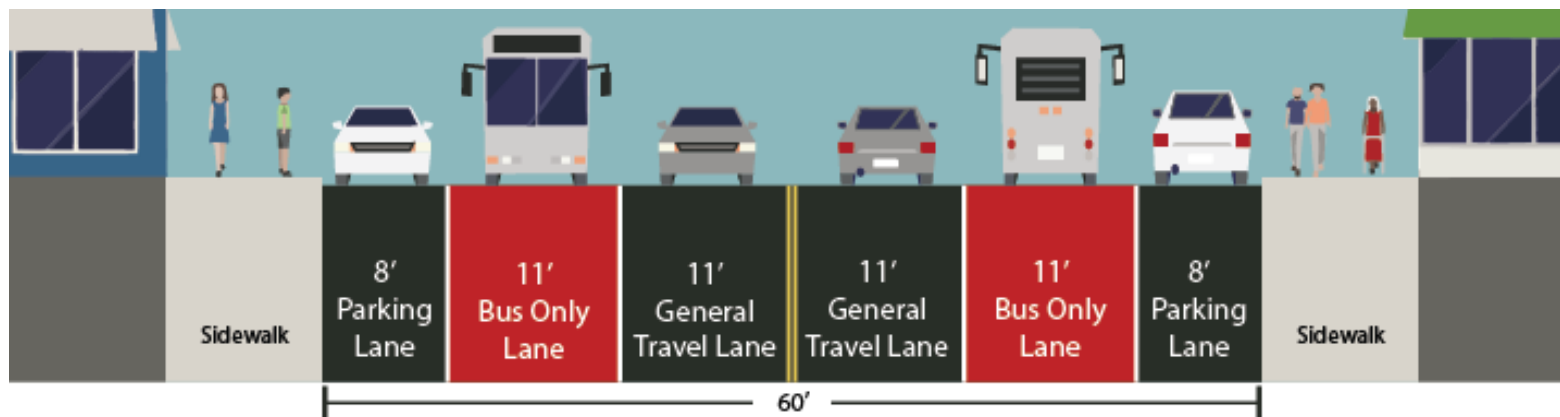
改善交通流動與秩序

Bay Parkway Proposed Design – Offset Bus Lanes

Existing Cross Section

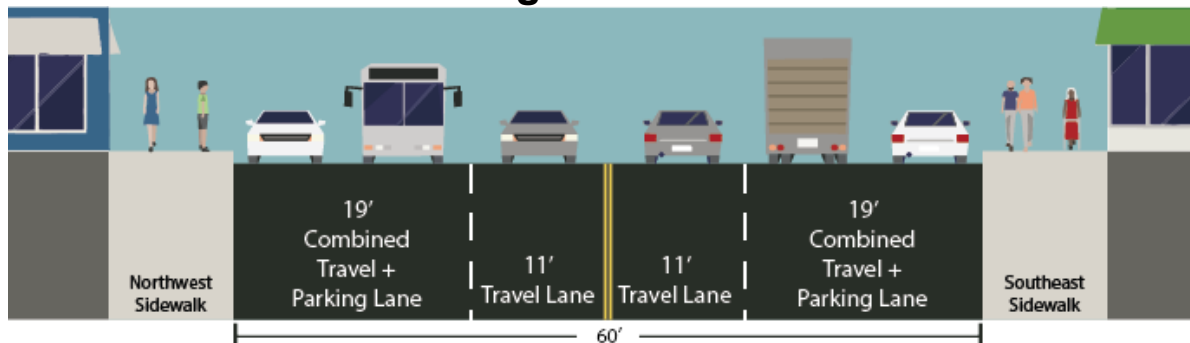


Proposed Offset Bus Lanes

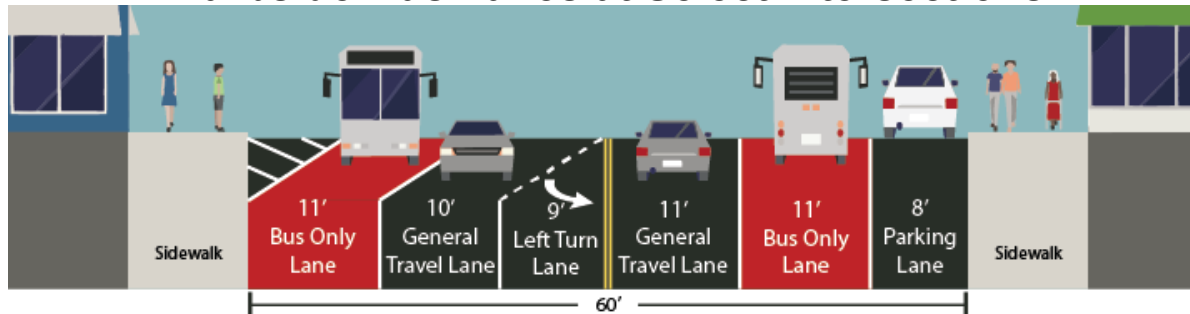


Bay Parkway Proposed Design – Curbside Bus Lanes

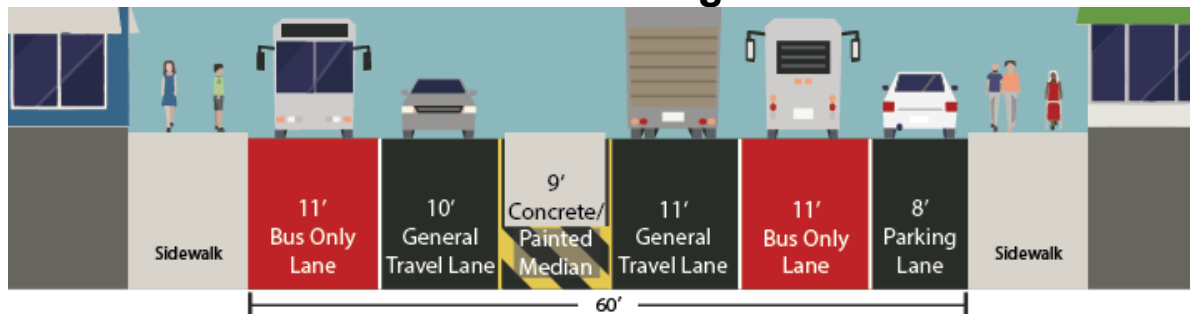
Existing Cross Section



Curbside Bus Lanes at Select Intersections

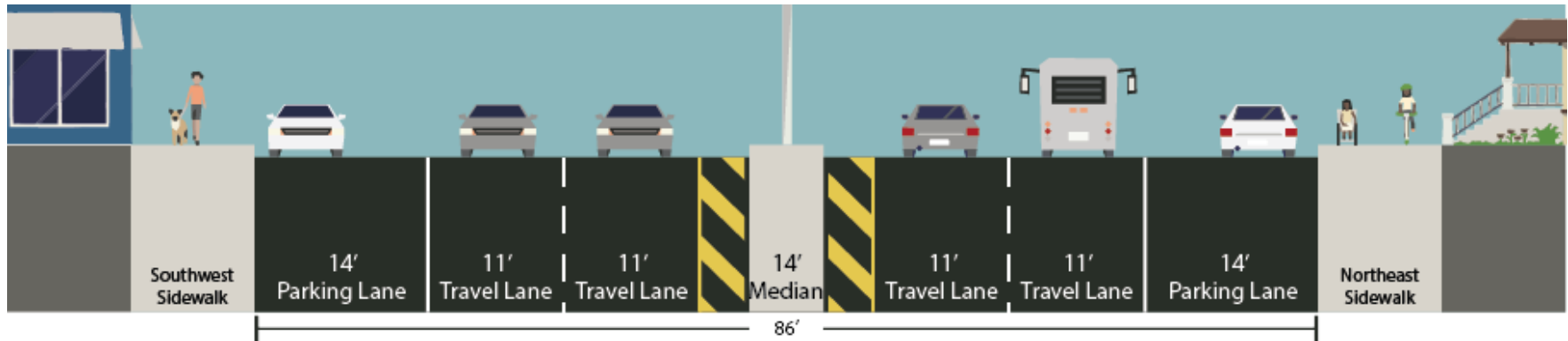


Curbside Bus Lane Through Select Blocks

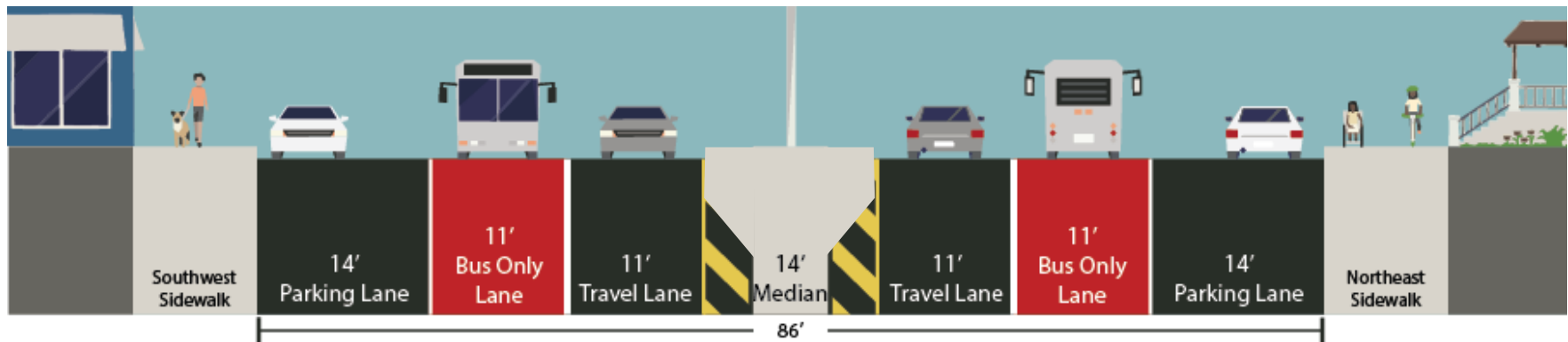


Cropsey Avenue Proposed Design – Offset Bus Lanes

Existing Cross Section



Proposed Offset Bus Lanes and Concrete Medians



What We Have Heard From You (CB 11)

Feedback We Received

What We're Doing

Pedestrian Safety

- Add median islands and curb extensions, retime traffic signals

Left Turn Traffic and Safety

- Add left turn lanes at 14 intersections
- Restrict left turns at other intersections

Through Traffic

- Add queueing space on Bay Parkway approaching Ave J northbound, Cropsey Ave southbound

Business Loading & Parking

- Add Neighborhood Loading Zones & Truck Loading Zones
- Adding new meters in front of more businesses
- Retime existing meters to improve parking availability

Cropsey Avenue

- Add concrete pedestrian islands
- Coordinate with capital projects

Traffic Analysis

- Thorough traffic analysis includes:
 - Count traffic volumes and movements at 59 intersections
 - Model existing traffic conditions during the busiest hours
 - Analyze how bus lanes, left turn lanes, traffic light timing & other changes would affect traffic flow
- Traffic Results and Changes:
 - Congestion on blocks approaching Belt Pkwy and Ave J
 - Reduced bus lane lengths at preceding blocks
 - Several intersections have heavy turning traffic with few alternative streets, causing backups
 - Added more left turn lanes to separate queues
 - Restricted left turns at other intersections to keep through traffic moving



Screenshot of Traffic Analysis Software

Making it Work: Curb Regulations

- **Retime existing meters** to help ensure parking is available
- **New metered parking** around the corner from busy blocks
- **Neighborhood Loading Zones** and **Truck Loading Zones** for drop-offs, pick-ups, deliveries, and loading
 - Daytime only; preserves parking overnight
- **Most bus lanes are offset** to preserve parking
 - **Curbside bus lanes where necessary** to fit left turn lanes
 - 24/7 for shorter segments
 - McDonald Avenue to East 3rd Street northbound
 - 7am-7pm (parking permitted overnight)
 - 78th Street to 70th Street northbound
 - Most existing parking on Bay Parkway is preserved
 - All existing parking on Cropsey Avenue is preserved



Making It Work: Left Turns

- **New left turn lanes** at 14 intersections
 - Major intersections
 - Streets with high left turn demand
 - Streets with few alternate routes
 - Left turn lanes correlated with a **15% decrease in left turn pedestrian and bicyclist injuries***
- **Left turn restrictions** at other intersections
 - Keeps through traffic moving
 - Decision for each intersection balances traffic & safety benefits, convenient access to homes & businesses
 - All restricted left turns have alternate routes
 - Left turn restrictions correlated with a **41% decrease in left turn pedestrian and bicyclist injuries***



Offset Bus Lanes with left turn lane, Webster Av, Bronx

**Don't Cut Corners: Left Turn Ped & Bicyclist Crash Study (NYC DOT August 2016)*

Making it Work: New Pedestrian Improvements

- **Up to 18 new pedestrian median islands and median extensions** on Bay Parkway and Cropsey Avenue
 - Includes accessibility upgrades to pedestrian ramps and signals
 - Tentative, pending construction capacity
- **Painted curb extensions** at select intersections
- Coordinating with overlapping capital projects
 - Safe Routes to Transit on 86th St (HWSRT200E)
 - South Brooklyn Pedestrian Improvements (HWK1673)



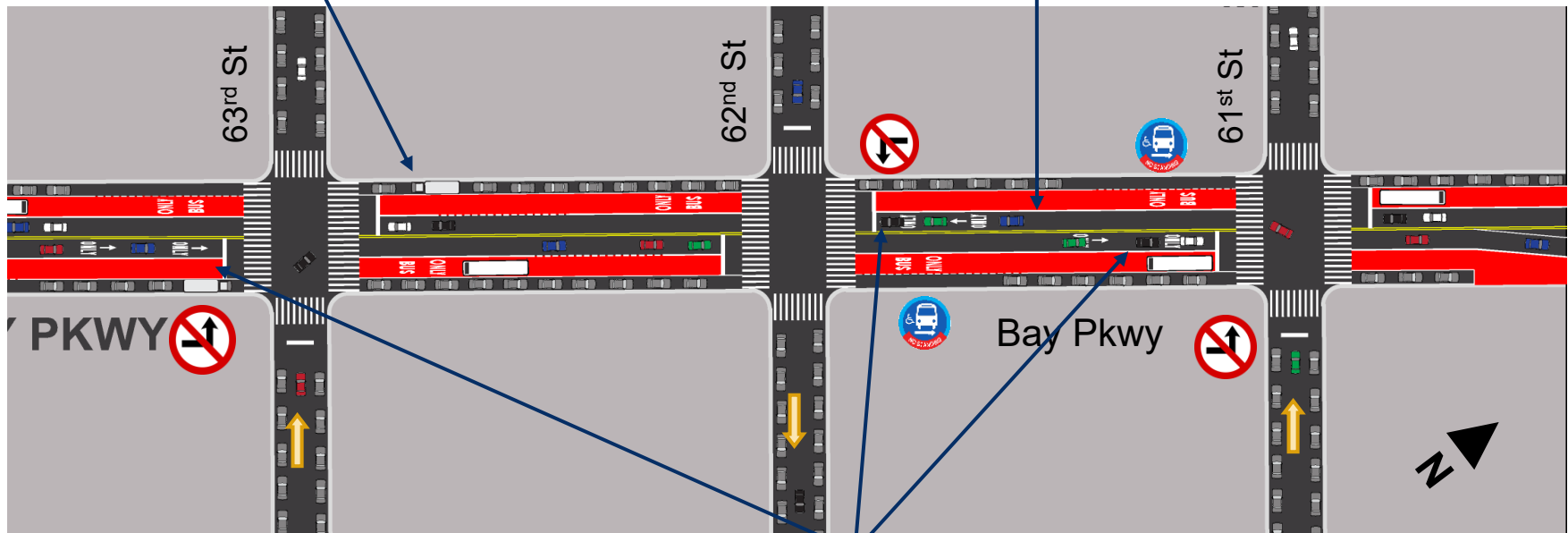
Detailed Final Proposal

2

Bay Parkway Offset Bus Lanes: 61st Street to 63rd Street

Truck Loading Zone added to busiest commercial blocks

Offset Bus Lanes maintain curb in both directions



Left turn restrictions allow through traffic to flow more smoothly



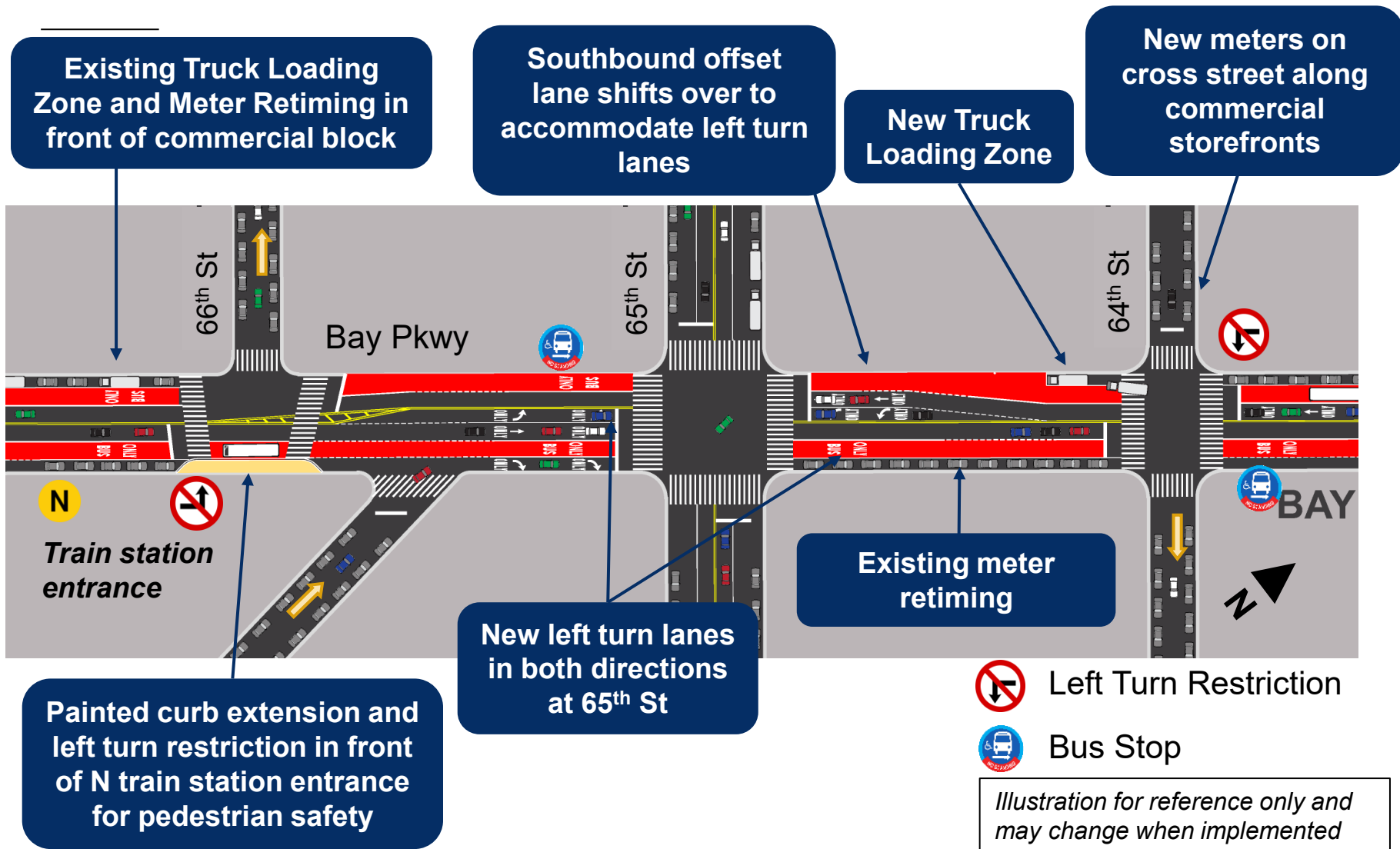
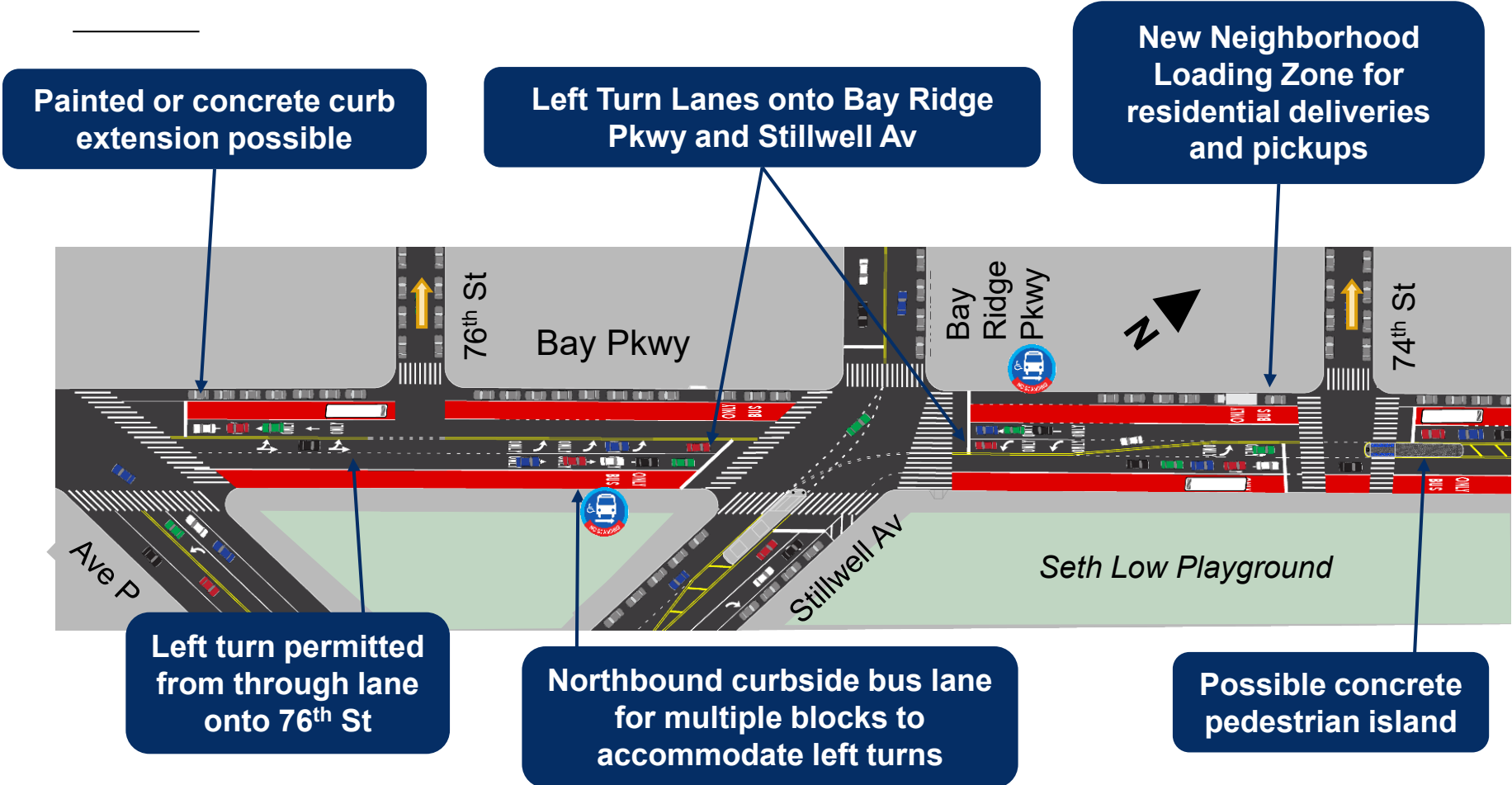
-  Left Turn Restriction
-  Bus Stop

Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: 64th Street to 67th Street



Bay Parkway Bus Lanes: 74th Street to 77th Street / Avenue P



 Left Turn Restriction

 Bus Stop

Illustration for reference only and may change when implemented

Cropsey Avenue Bus Lanes: Bay Parkway to Bay 32nd Street

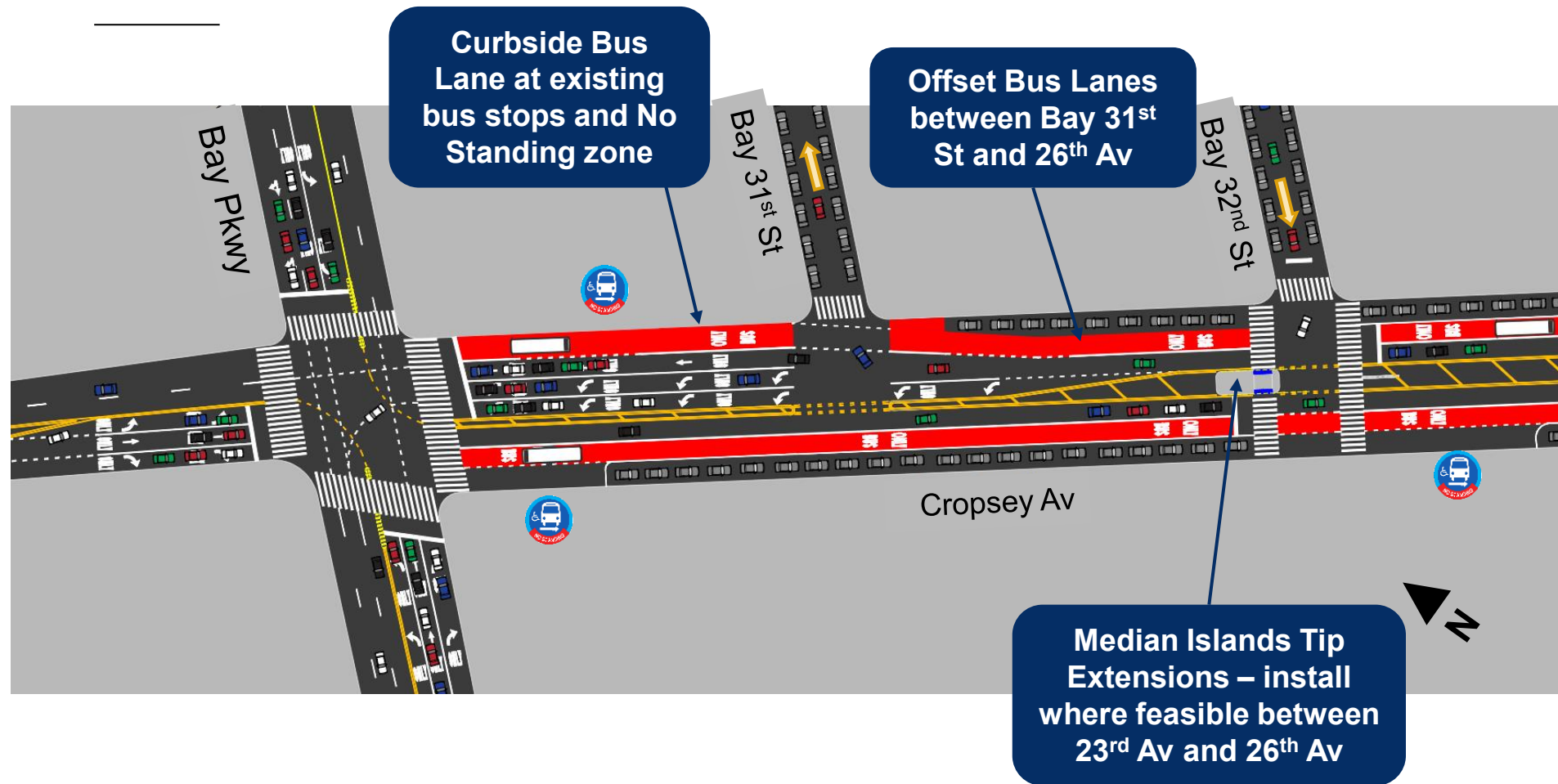
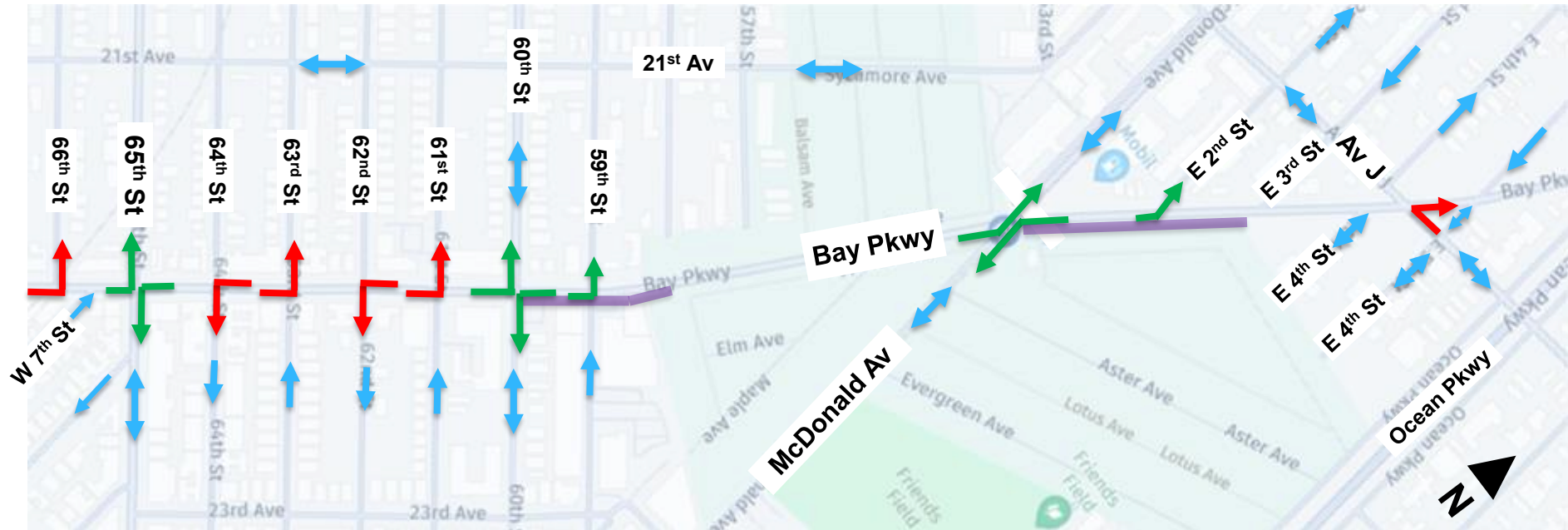


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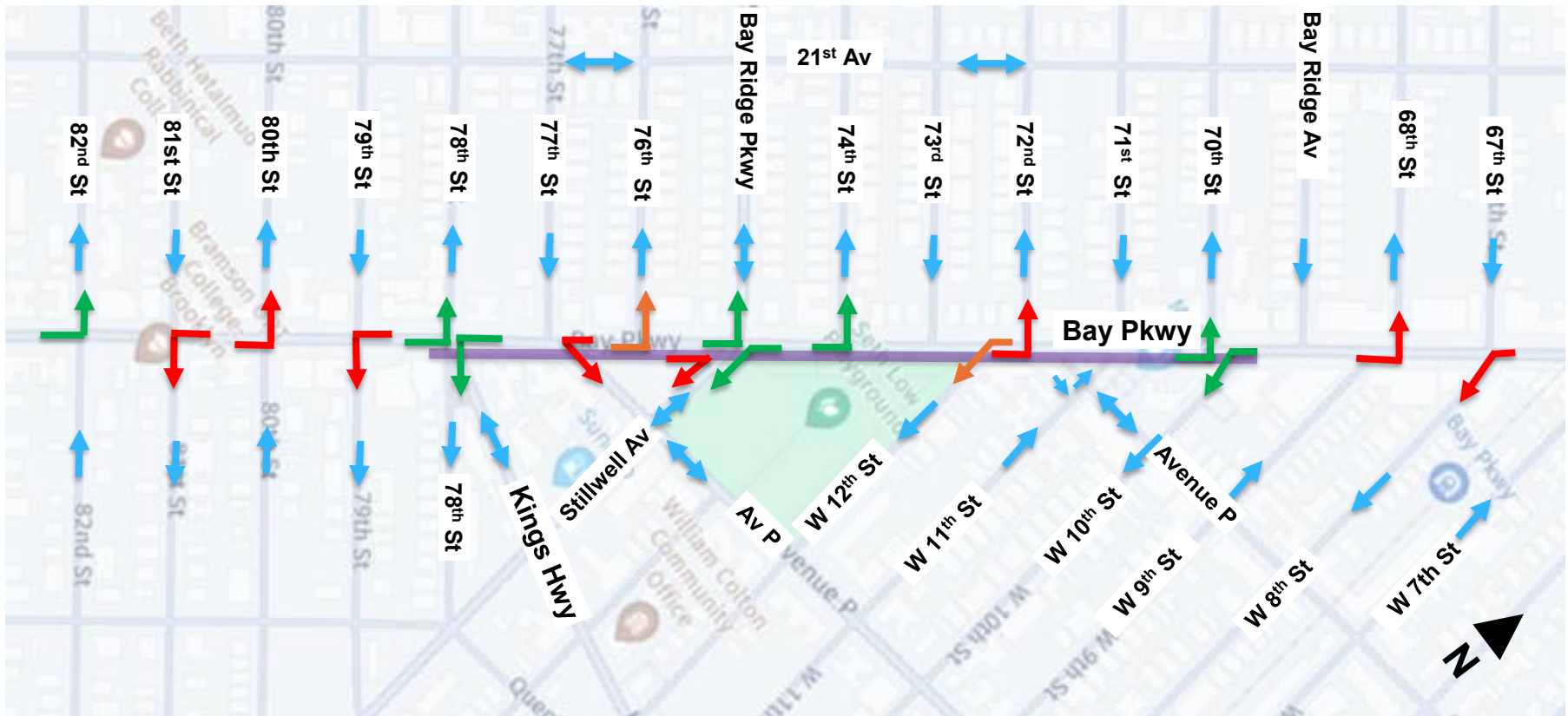
Bay Parkway Turn Changes: Avenue J to 66th Street




-  Proposed Left Turn Bay
-  Proposed Turn Restriction

 Curbside bus lane (24/7, northbound)

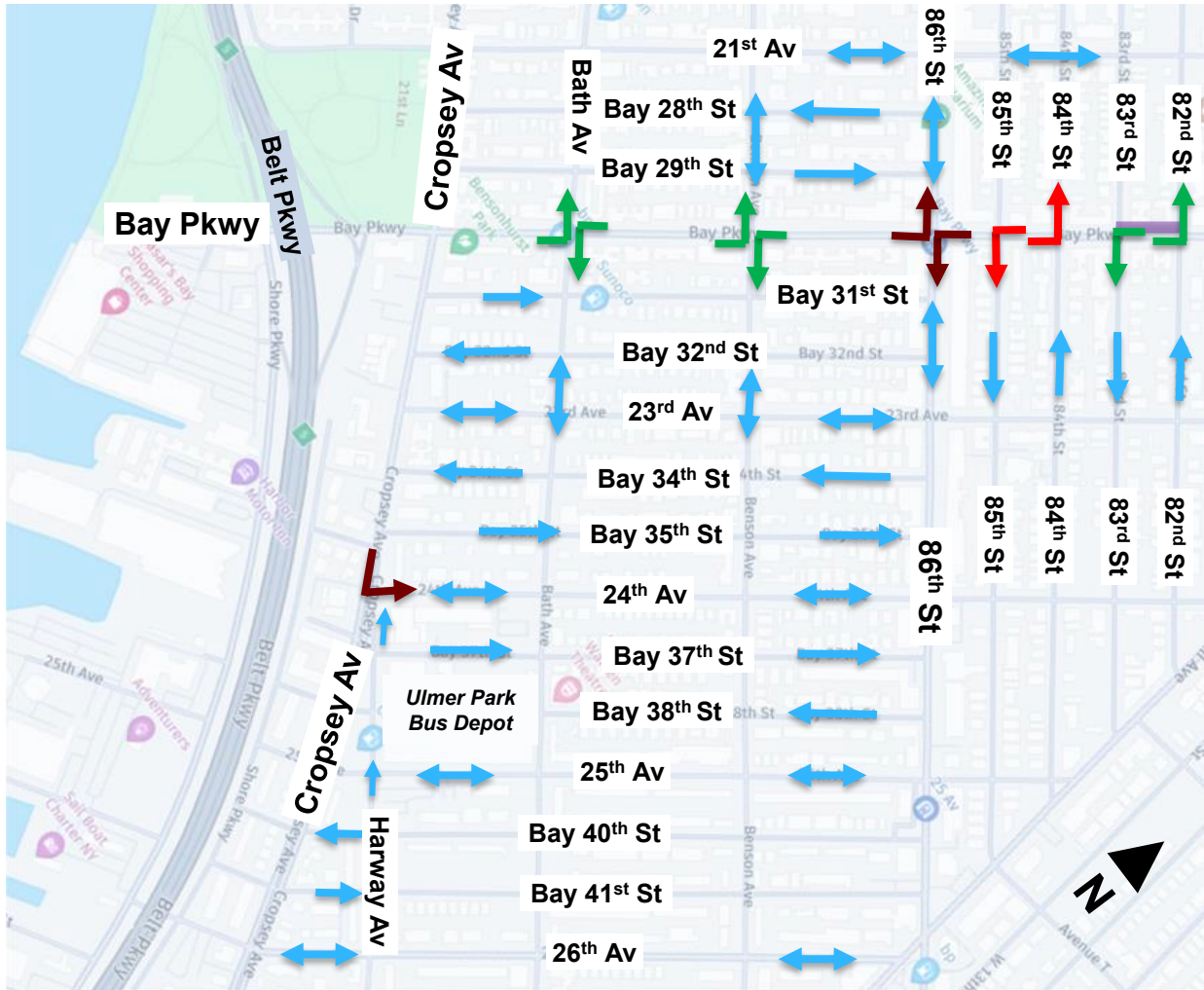
Bay Parkway Left Turn Changes: 67th Street to 82nd Street







-  Proposed Left Turn Bay
-  Proposed Turn Ban
-  Permitted Left Turn from Through Lane

 Curbside bus lane (7am – 7pm)
(northbound from 78th St to Bay Ridge Av)

Bay Parkway Left Turn Changes: 82nd Street to Cropsey Avenue



-  Existing Left Turn Restriction
-  Proposed Left Turn Lane
-  Proposed Left Turn Restriction
-  Curbside bus lane (24/7) (southbound 82nd to 83rd St)

Summary and Next Steps

3

Project Summary and Benefits

Summary of Changes

- **Offset Bus Lanes**
- **Curbside Bus Lanes**
 - 24/7 short sections before and after left turn lanes, and northbound McDonald Avenue to East 3rd Street
 - 7am-7pm northbound 78th Street to 70th Street
- **Left Turns on Bay Parkway**
 - Left Turn Lanes at 14 intersections
 - Left Turn Restrictions at select intersections to improve traffic flow
- **Pedestrian Improvements**
 - Concrete median islands and painted curb extensions where possible
- **Curb Regulations and Meters**
 - Existing meters retimed + new meters
 - Neighborhood & Truck Loading Zones

Benefits

- **Increase bus speed and reliability** for 35,000 daily riders within project area, and many other riders on **two of Brooklyn's busiest bus routes (B6 and B82)**
- Improve driver experience by **separating left turns from through traffic**
- **Improve pedestrian safety** on a corridor with high number of crashes
- Encourage parking turnover at the curb and more opportunities for loading

Next Steps

Winter 2024-2025:

- Presented existing conditions
- Initial data collection, research, site visits

Summer-Fall 2025:

- Presented draft proposal to elected officials, CBs 11 & 12, and other stakeholders
- Continued outreach to community, stakeholders, and wider public
- Refining proposal

Winter 2025-Spring 2026:

- Continued outreach to merchants and religious organizations
- Finalizing traffic analysis and determining final design

June 2026: Final Proposal Outreach

Summer/Fall 2026: Implementation

Late 2026 and beyond: Concrete Implementation, Project Monitoring

Thank You!

Open Discussion and Questions



NYCDOT



nyc_dot



nyc_dot



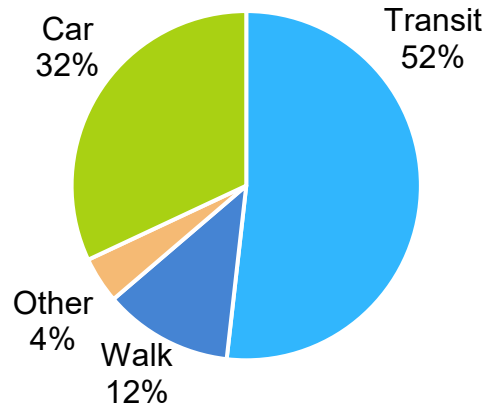
NYCDOT

Appendix: Background Information

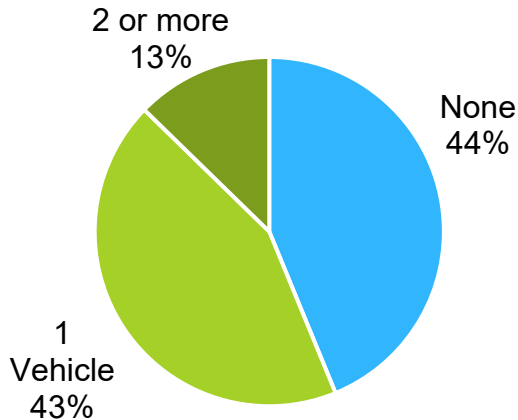
Demographics

- 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



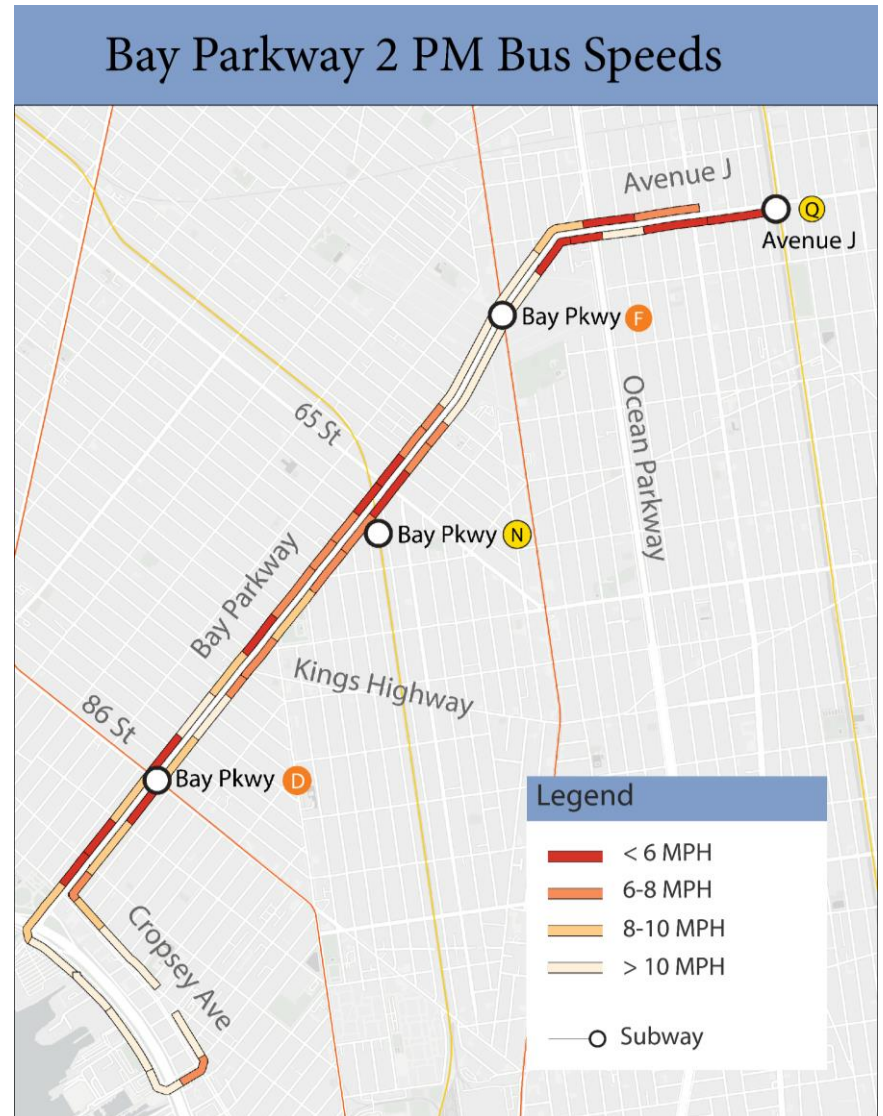
Vehicles in Household



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.



Express buses to/from
Manhattan

B82

Av J

Bay Pkwy

Kings Hwy

Cropsey Av

26 Av

Ulmer Park Bus Depot

Ulmer Park Bus Depot

- 9 local/limited routes
- 4 express routes
- 140,000 passengers every weekday

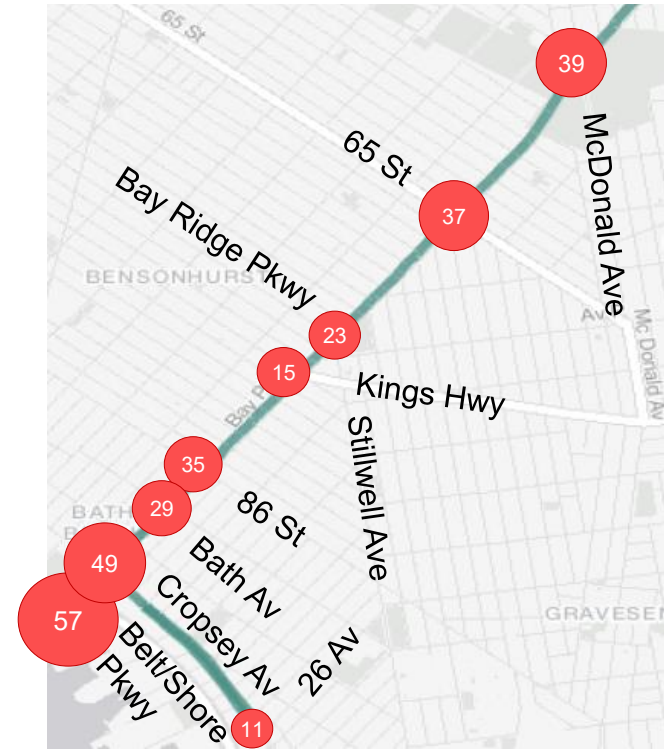
3000 ft



Bay Parkway Injuries at Major Intersections (2020-2024)

Safety on Bay Parkway

- Between 2021-2025, **607 people were injured** in crashes on Bay Parkway
 - 26 people were severely injured, 4 were killed**
- In 2025 alone, 2 fatalities:** one on Cropsey Avenue and one on Bay Parkway
- Vision Zero priority corridor
- Vision Zero priority intersections
 - 86th Street
 - Belt/Shore Pkwy



	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	146	8	4	12
Bicyclists	60	6	0	6
Motor Vehicle Occupant	346	7	0	7
Other Motorized	55	5	0	5
Total	607	26	4	30

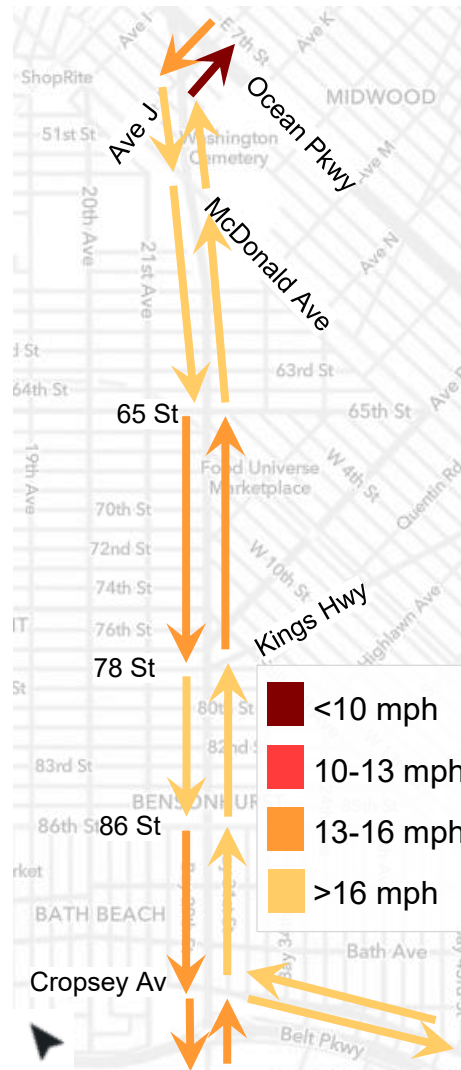
Note: KSI stands for Killed or Severely Injured.
Data Source: NYPD Crash Data.

Vehicle Speeds and Volumes

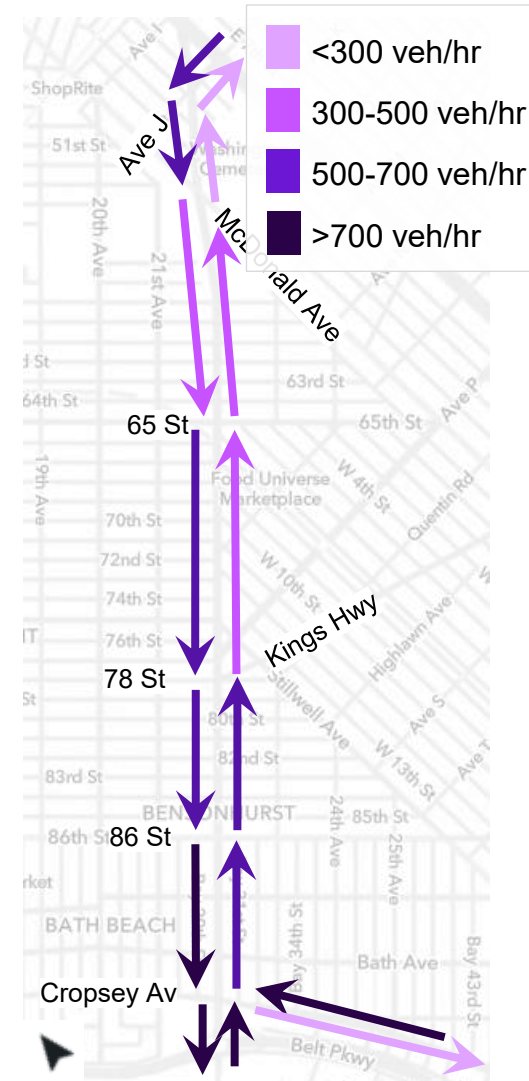
- Average traffic speed slows down to single digits approaching major intersections
- Faster speeds between major intersections
- Vehicle volumes highest south of 86th Street, but bus ridership highest north of 86th Street

Data Sources: Speeds from StreetLight anonymized GPS data from December 2024 to November 2025. Volumes from traffic counts conducted December 2023 and January 2024.

Average Vehicle Speeds, Weekdays 2pm to 3pm



Average Vehicle Volumes, Weekdays 2pm to 3pm



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%



Appendix: Block-by-Block Illustrations

Bay Parkway Northern End: Avenue J to E 4th Street

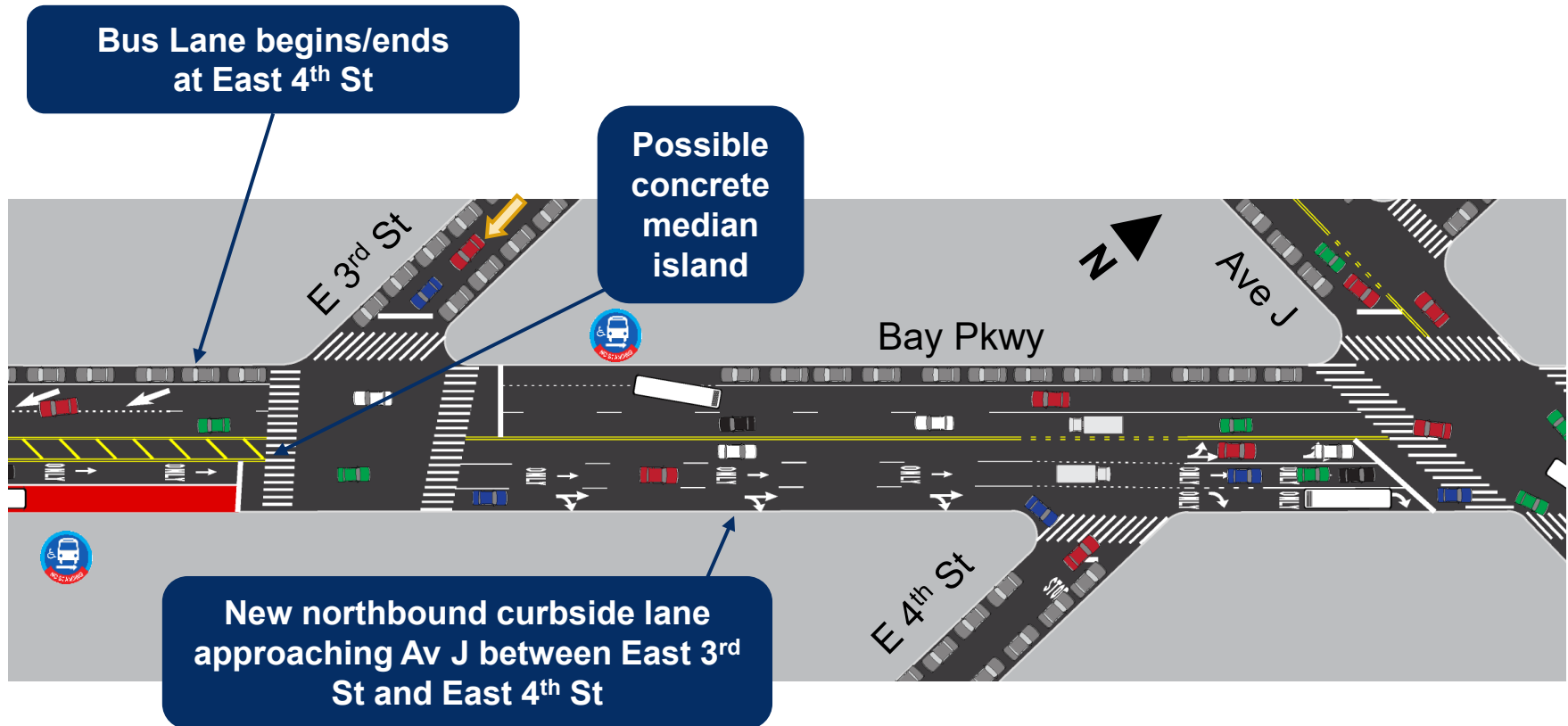
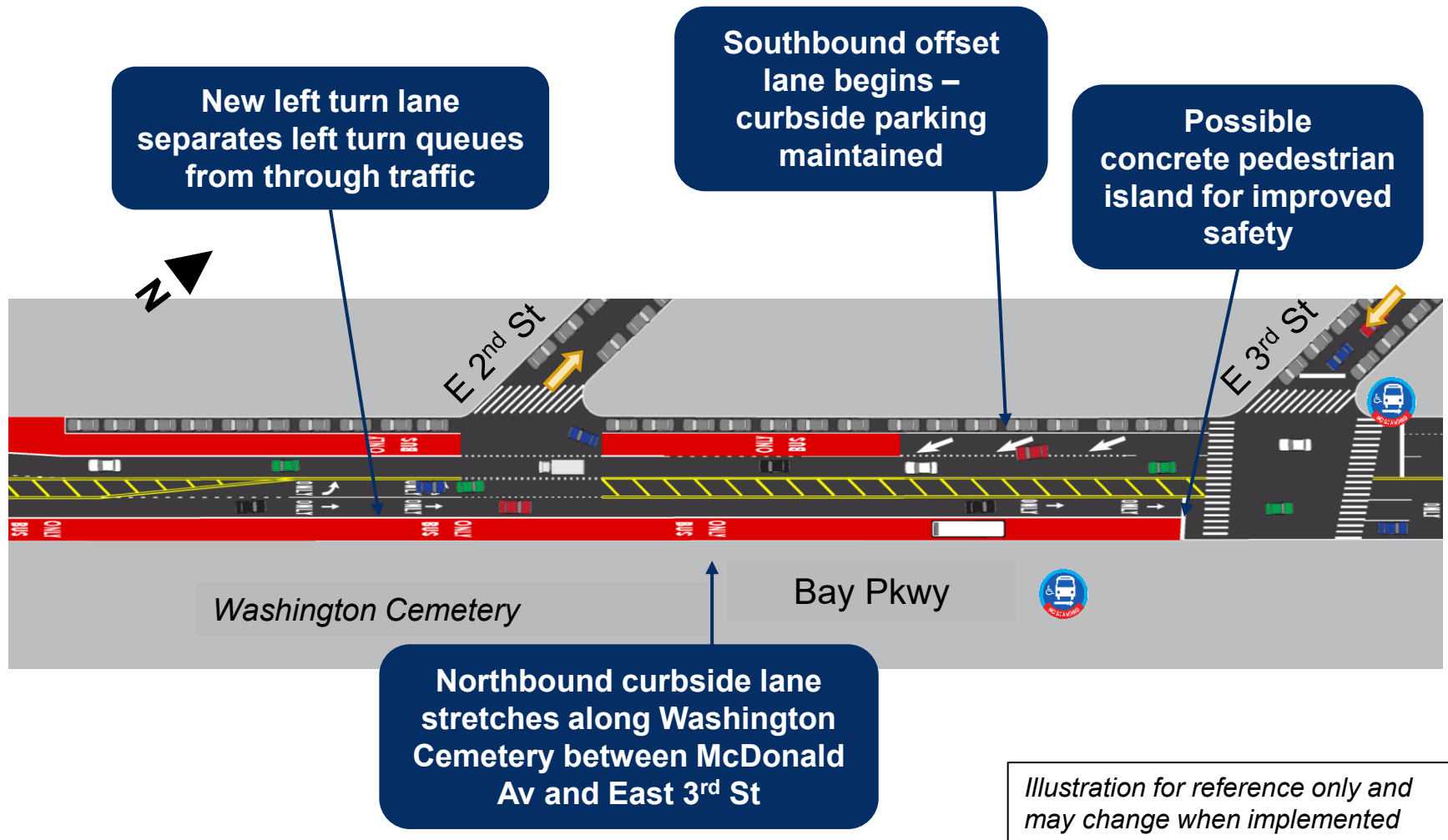
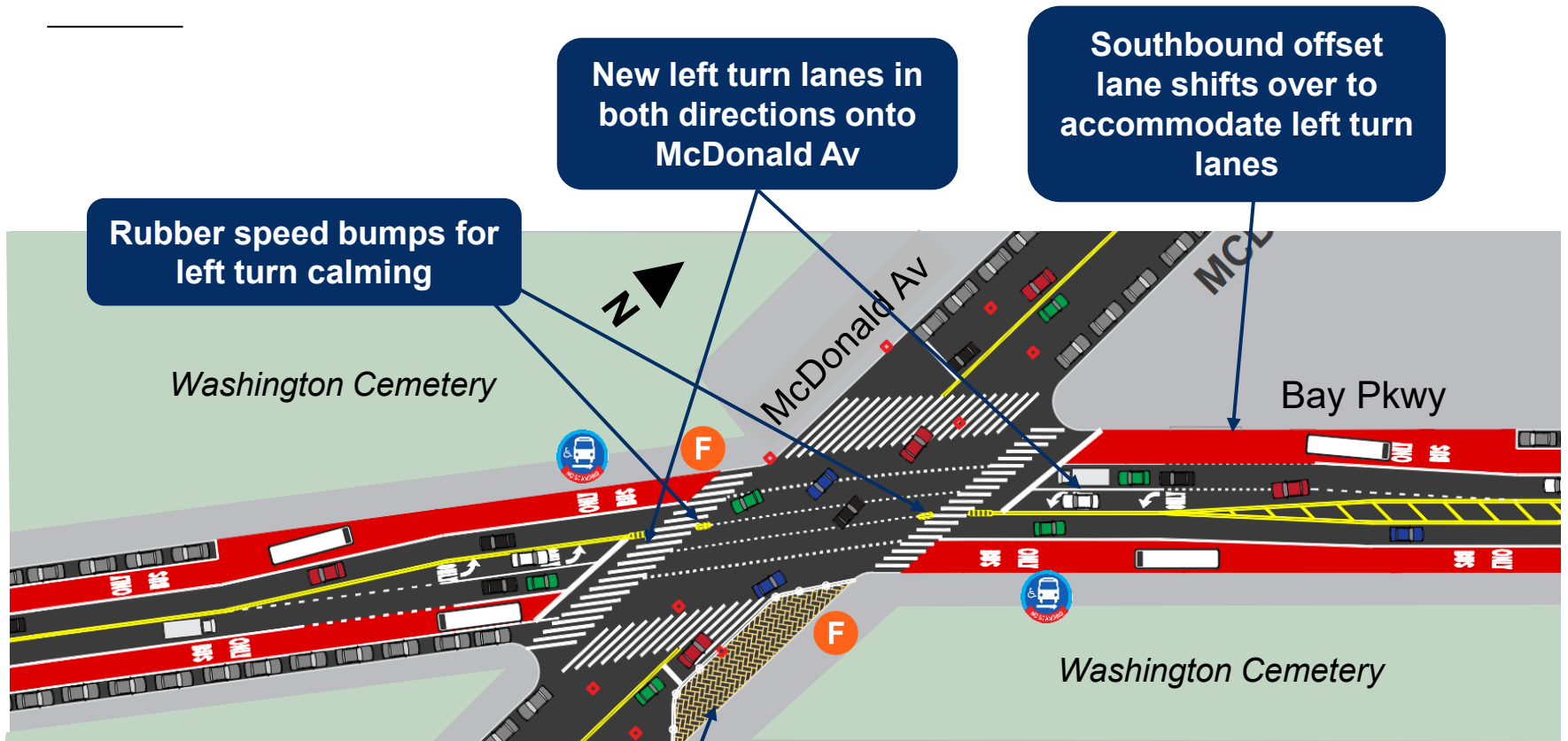


Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: East 3rd Street to McDonald Avenue



Bay Parkway Bus Lanes: Bay Parkway at McDonald Avenue



Rubber speed bumps for left turn calming

New left turn lanes in both directions onto McDonald Av

Southbound offset lane shifts over to accommodate left turn lanes

Possible painted curb extension for pedestrian safety underneath elevated train tracks

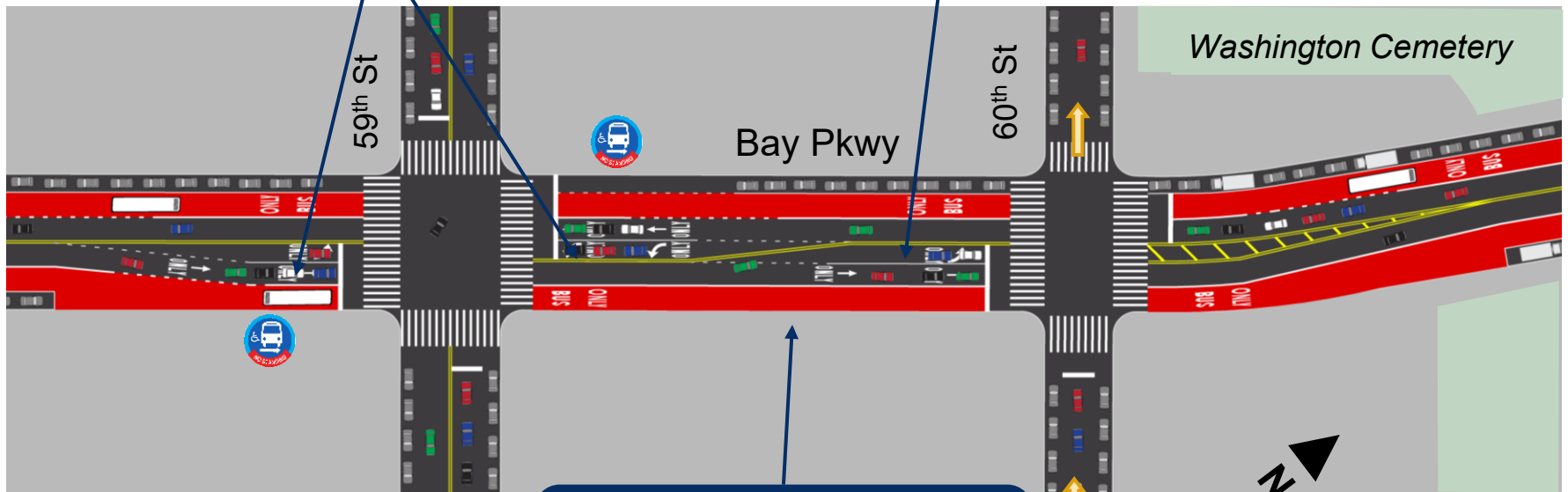
F Train station entrance

Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: 59th Street to 61st Street

New left turn lanes
in both directions at
59th St

New left turn lane at
60th St



Offset bus lanes brought
curbside to accommodate
left turn lanes



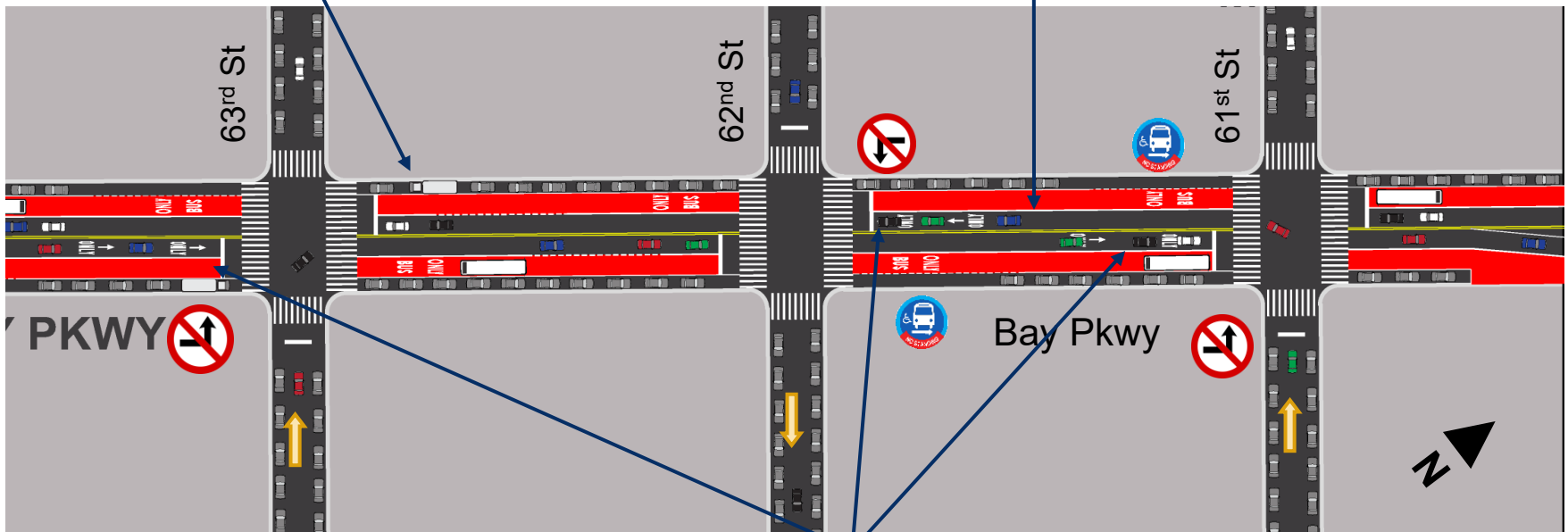
Bus Stop

*Illustration for reference only and
may change when implemented*



Bay Parkway Offset Bus Lanes: 61st Street to 63rd Street

Truck Loading Zone
added to busiest
commercial blocks

Offset Bus Lanes
maintain curb in
both directions

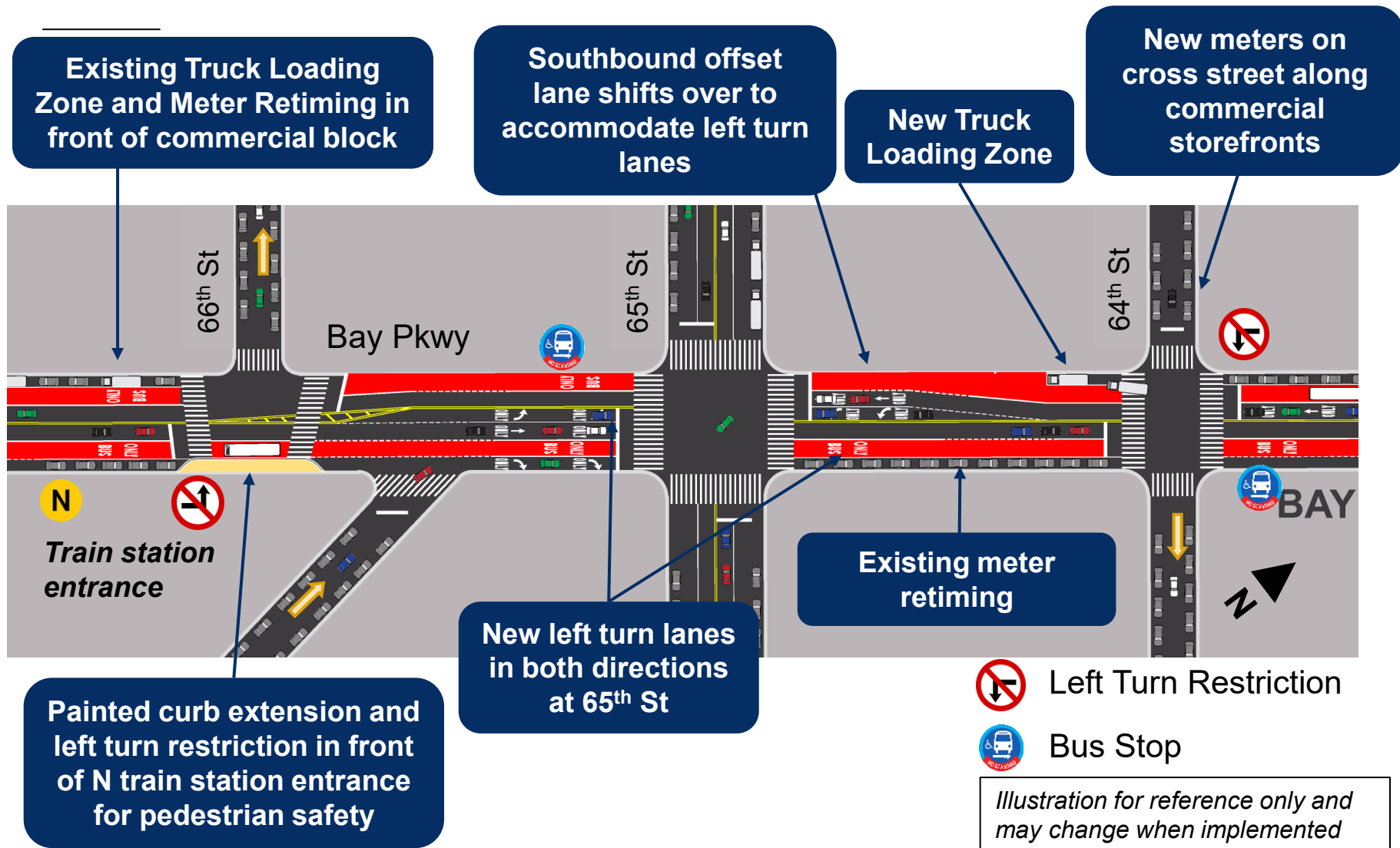


Left turn
restrictions allow
through traffic to
flow more smoothly

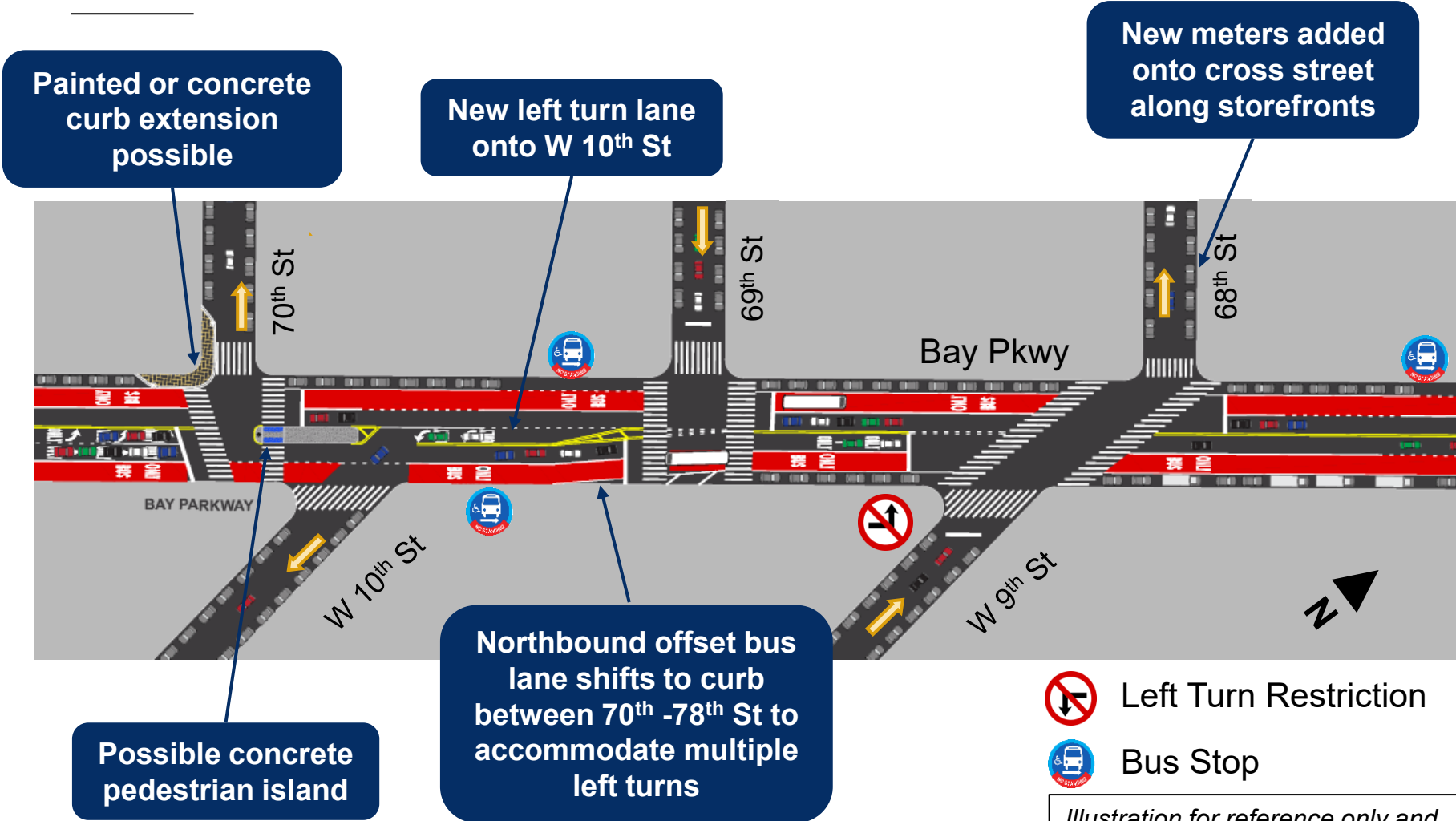
-  Left Turn Restriction
-  Bus Stop

*Illustration for reference only and
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Bay Parkway Bus Lanes: 64th Street to 67th Street



Bay Parkway Bus Lanes: 68th Street to 70th Street





-  Left Turn Restriction
-  Bus Stop

Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: 71st Street to 73rd Street

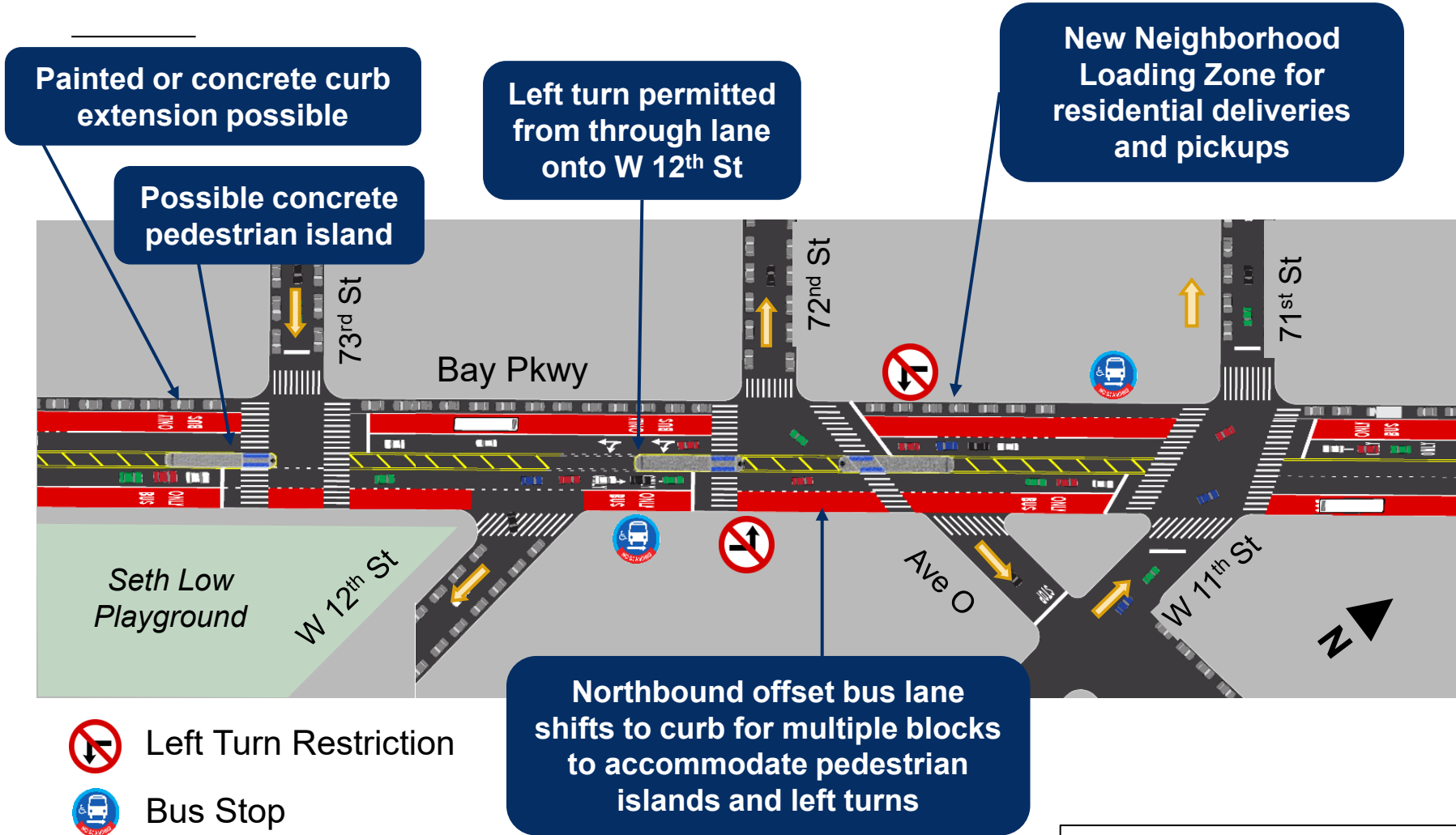
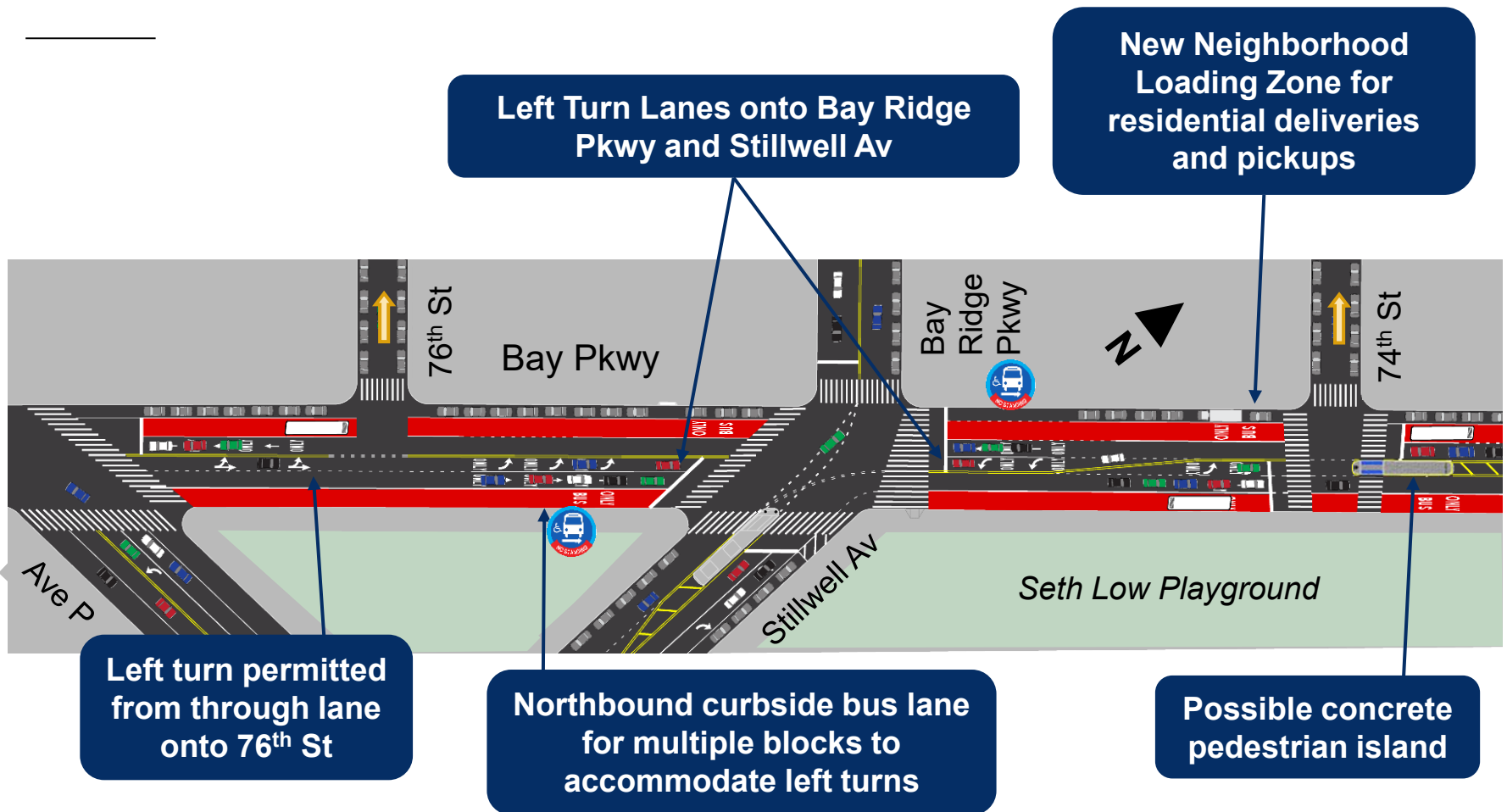


Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: 74th Street to 77th Street / Avenue P



Left Turn Lanes onto Bay Ridge Pkwy and Stillwell Av

New Neighborhood Loading Zone for residential deliveries and pickups

Left turn permitted from through lane onto 76th St

Northbound curbside bus lane for multiple blocks to accommodate left turns

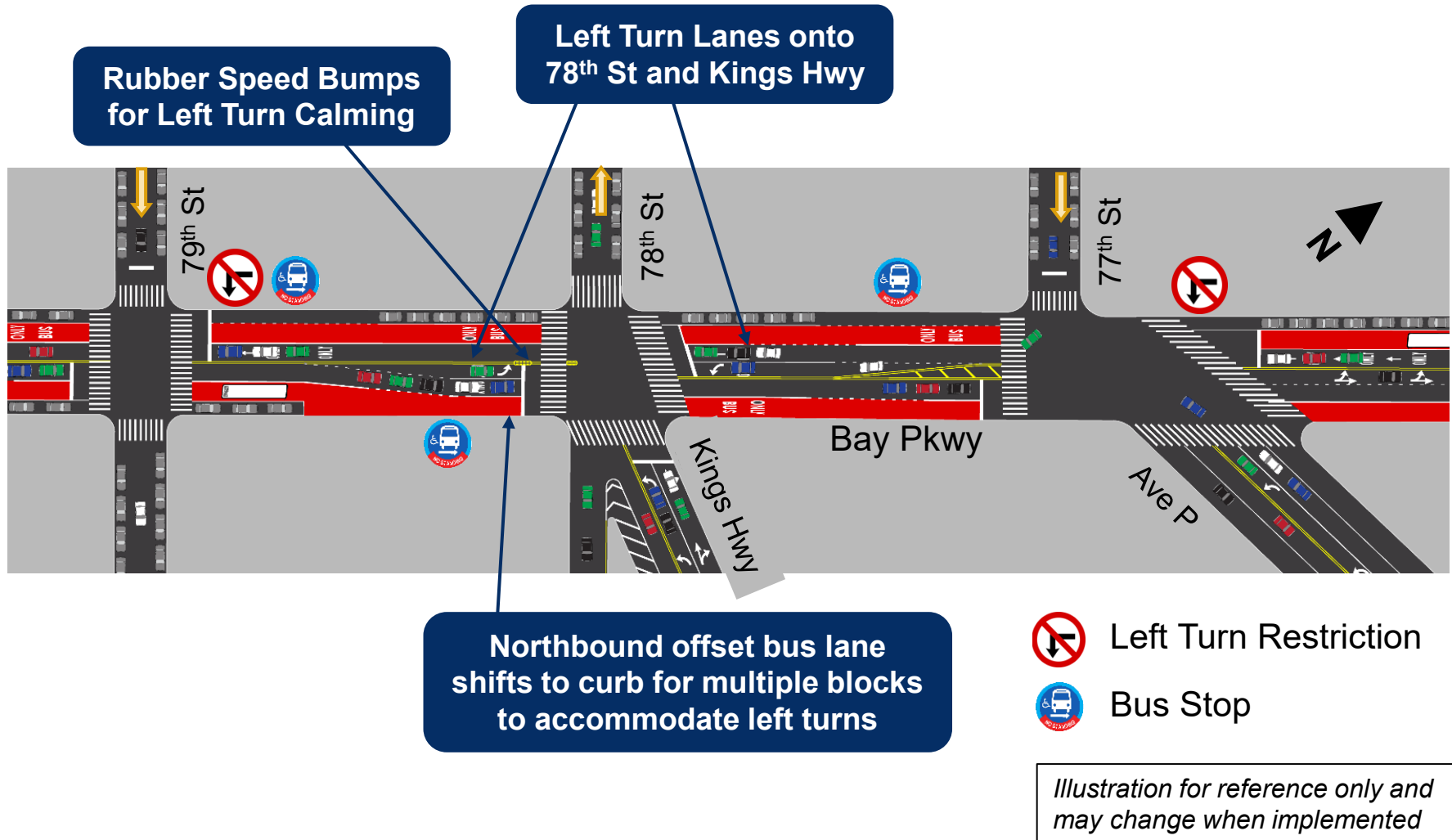
Possible concrete pedestrian island

 Left Turn Restriction

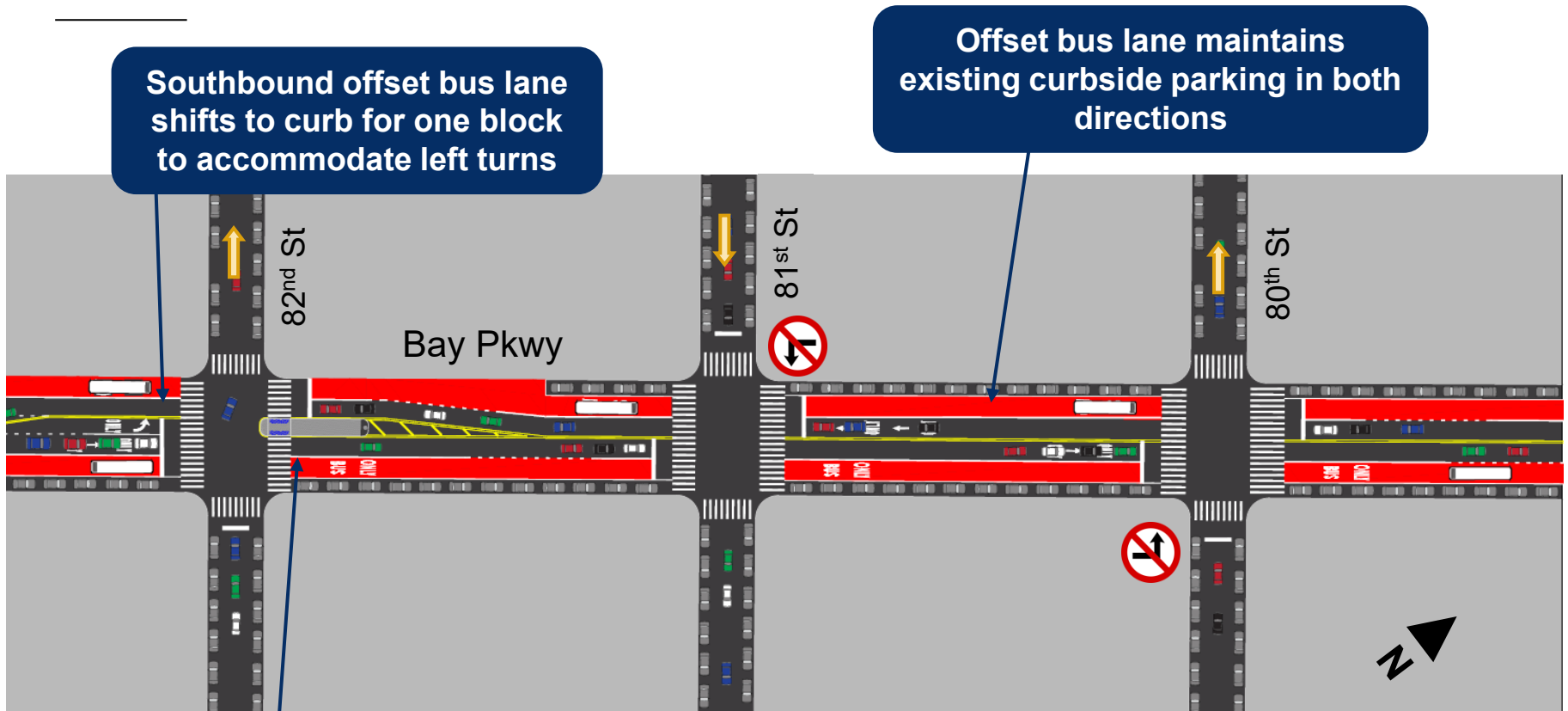
 Bus Stop

Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: 77th Street / Avenue P to 79th Street



Bay Parkway Bus Lanes: 79th Street to 82nd Street



Southbound offset bus lane shifts to curb for one block to accommodate left turns

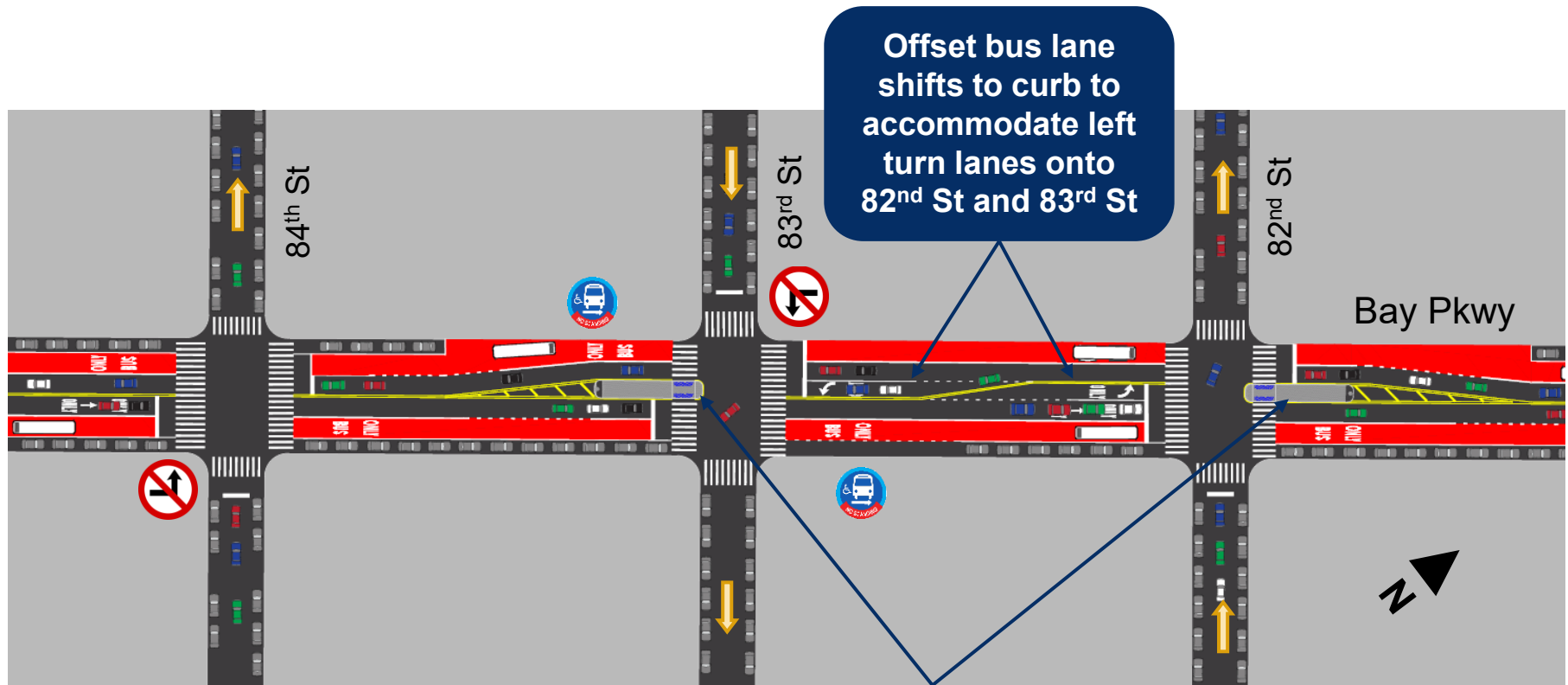
Offset bus lane maintains existing curbside parking in both directions

Possible concrete pedestrian island

 Left Turn Restriction

Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: 82nd Street to 84th Street



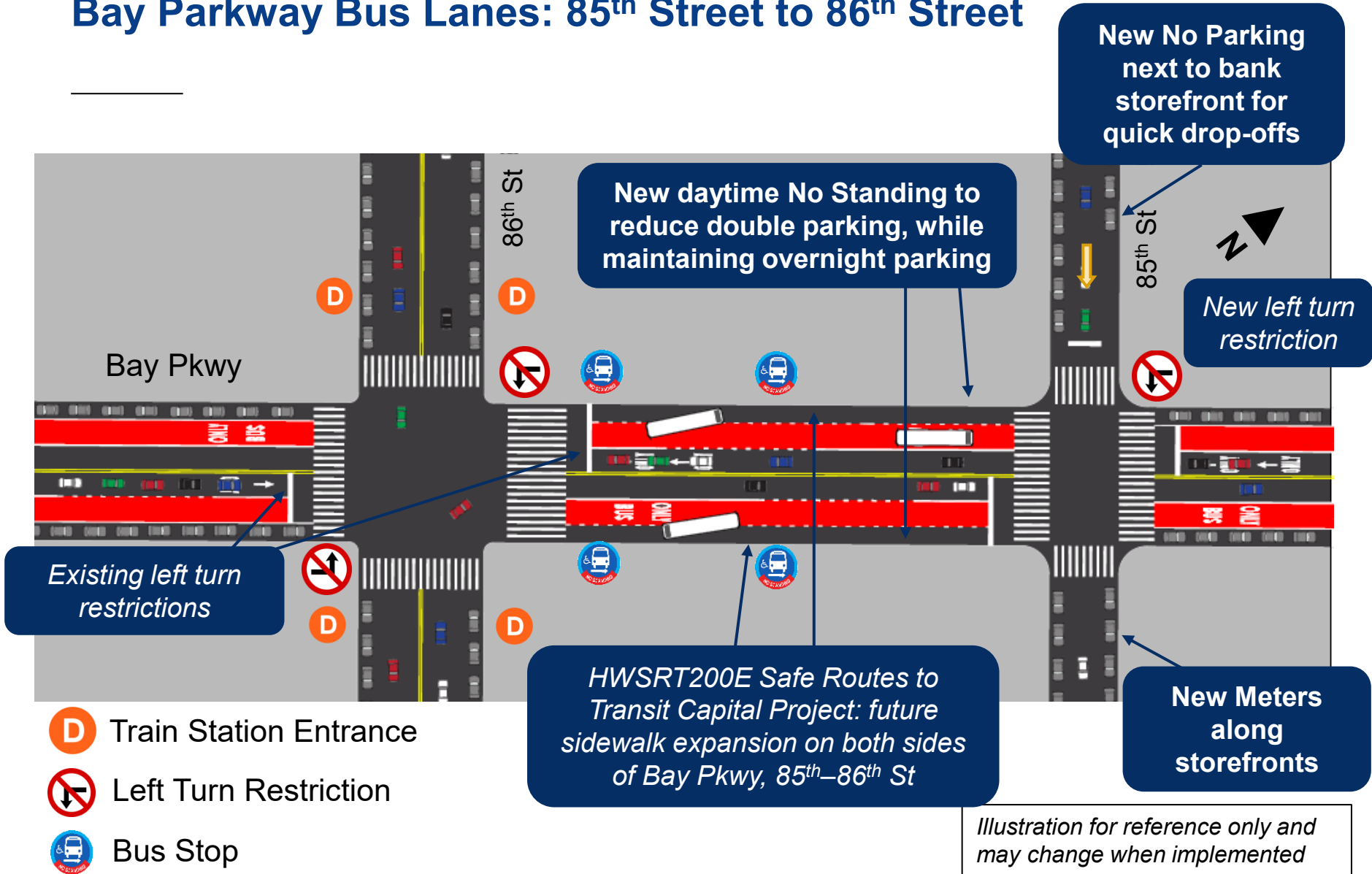
 Left Turn Restriction

 Bus Stop

Possible concrete pedestrian islands

Illustration for reference only and may change when implemented

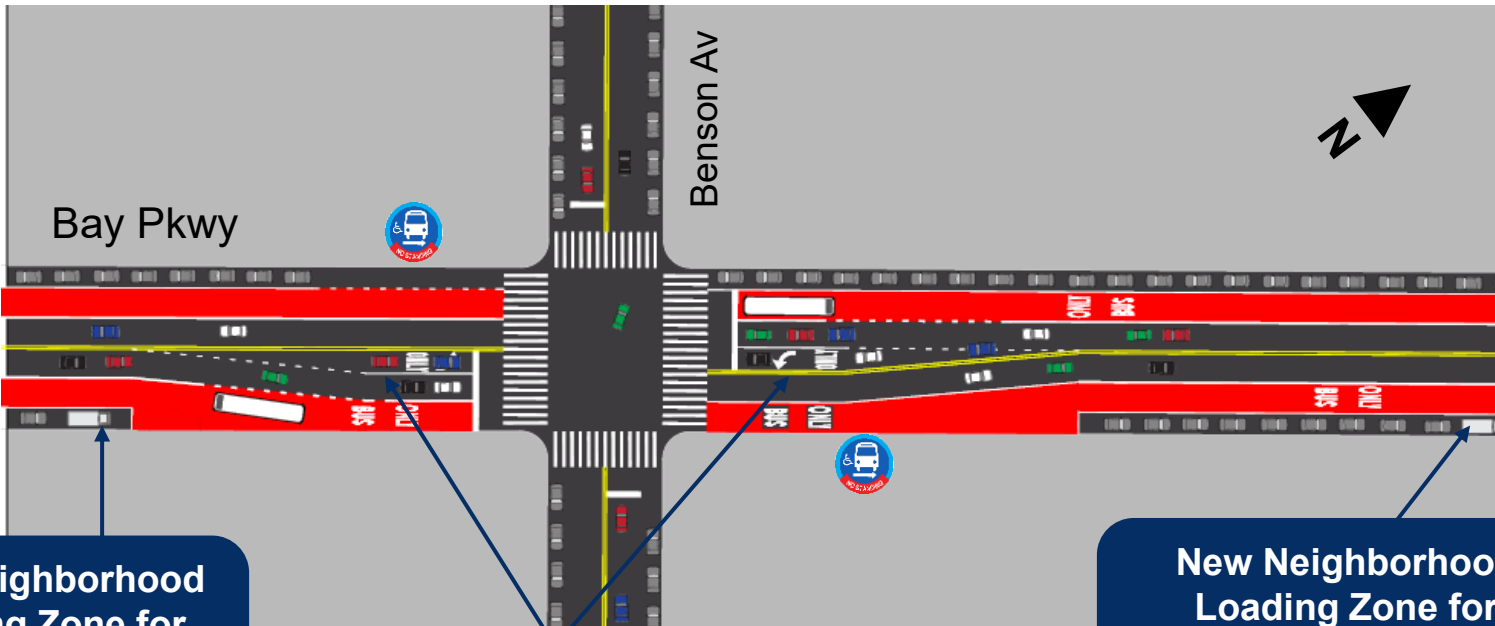
Bay Parkway Bus Lanes: 85th Street to 86th Street



Bay Parkway Bus Lanes: Benson Avenue



Bus Stop



New Neighborhood Loading Zone for residential deliveries and pickups

Northbound offset bus lanes shift to curb to accommodate new left turn lanes

New Neighborhood Loading Zone for residential deliveries and pickups

Illustration for reference only and may change when implemented

Bay Parkway Bus Lanes: Bath Avenue and Cropsey Avenue

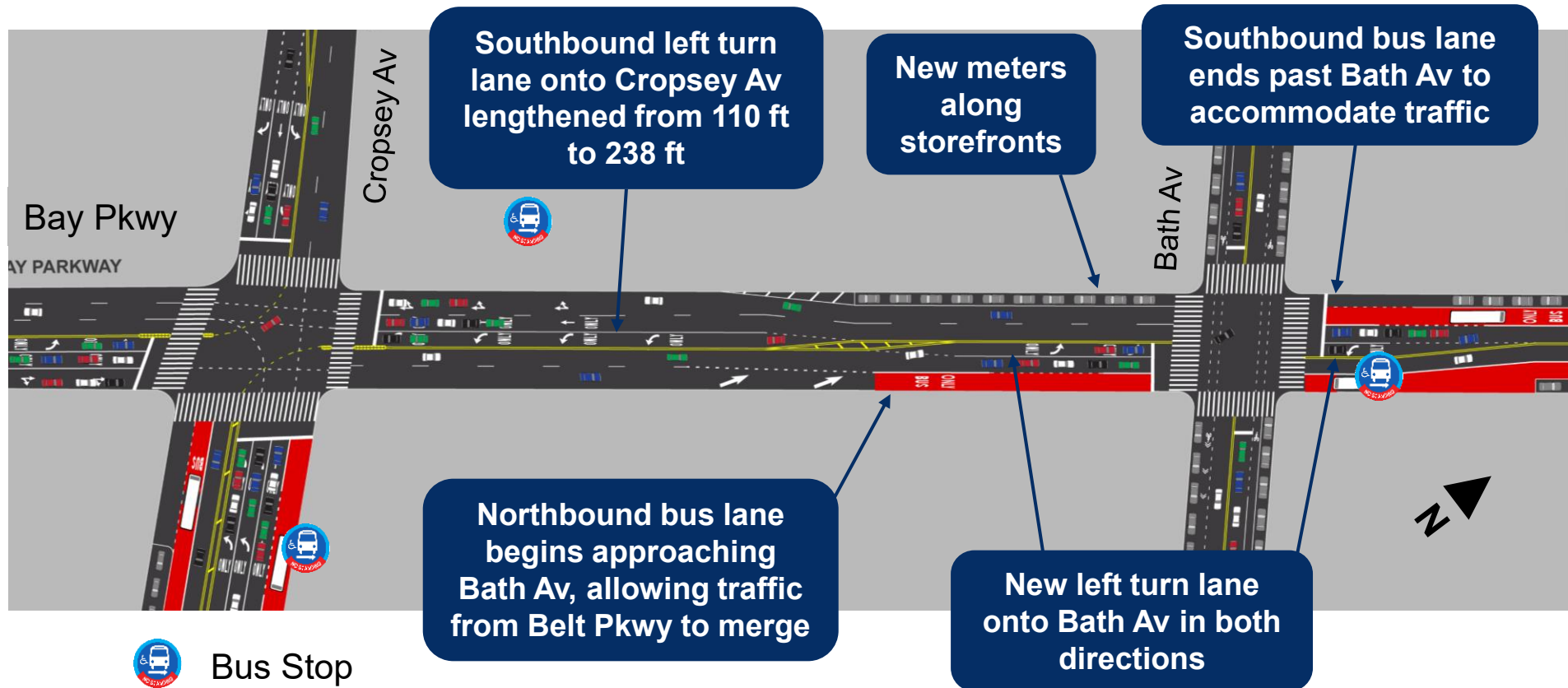
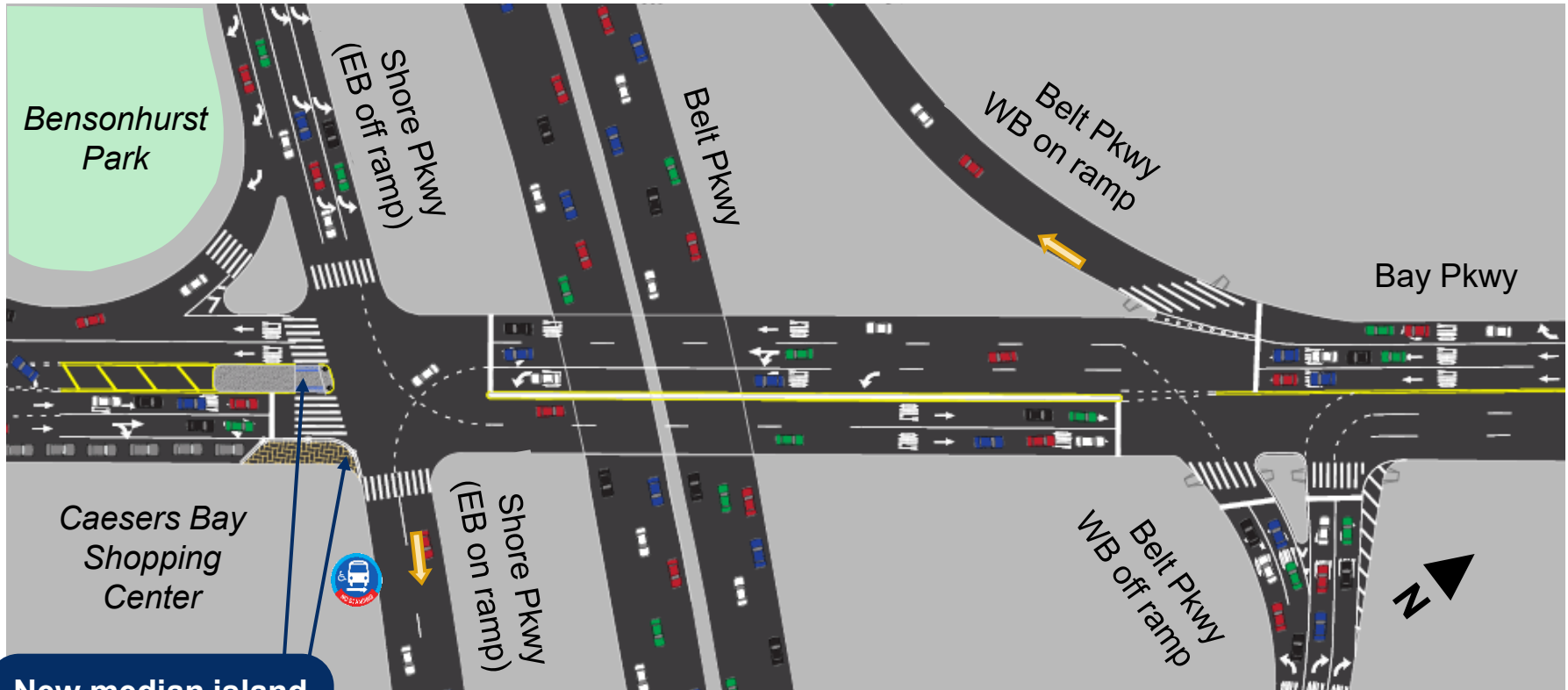


Illustration for reference only and may change when implemented

Bay Parkway South End: Belt Parkway and Shore Parkway



New median island and painted curb extension for pedestrian safety

Illustration for reference only and may change when implemented

Cropsey Avenue Bus Lanes: Bay Parkway to Bay 32nd Street

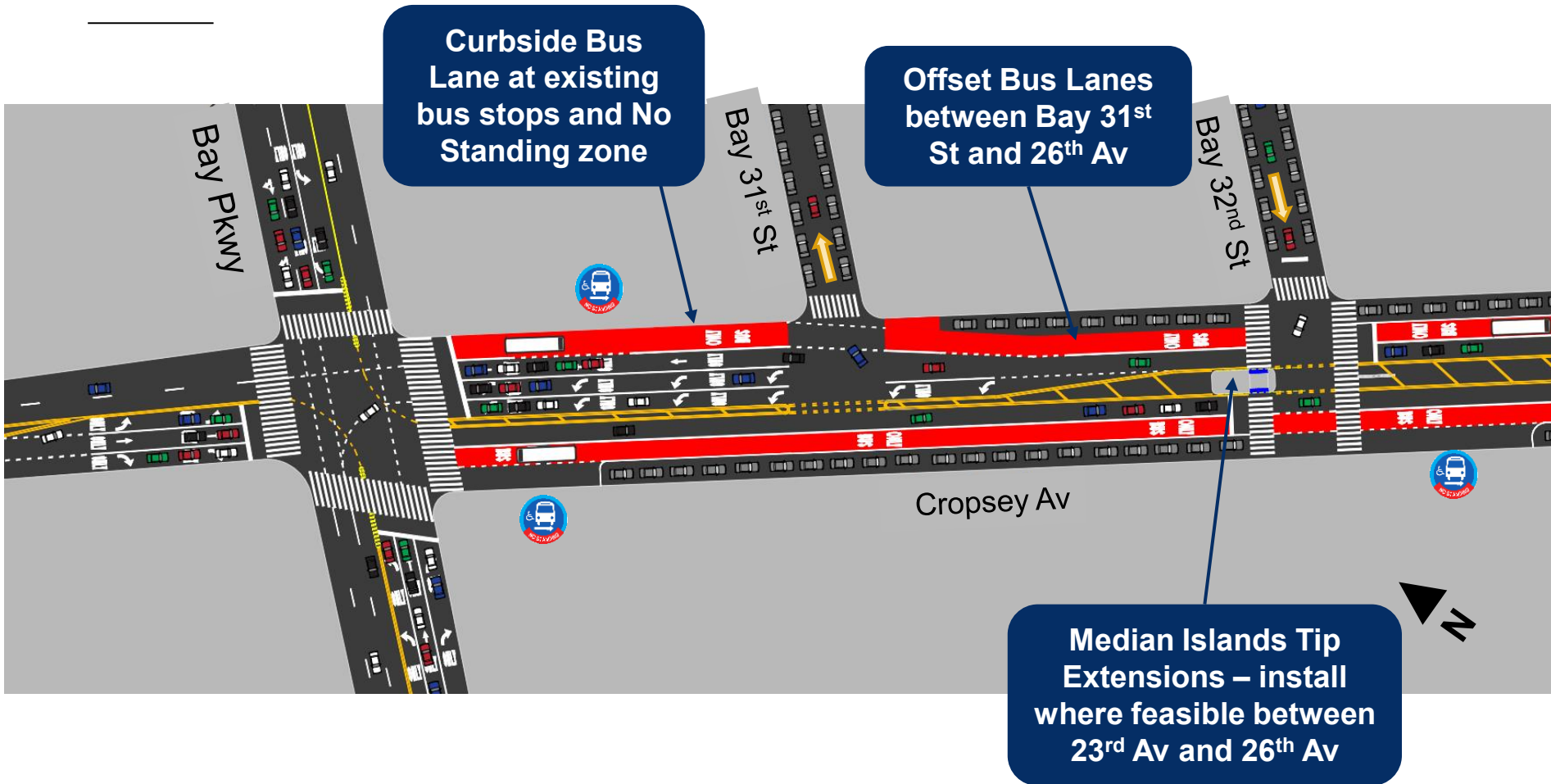


Illustration for reference only and may change when implemented

Cropsey Avenue Offset Bus Lane and Medians at 23rd Avenue

