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

Brooklyn Community Board 12 Transportation Committee June 18th, 2025

BETTERBUSES

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Background and Existing Conditions

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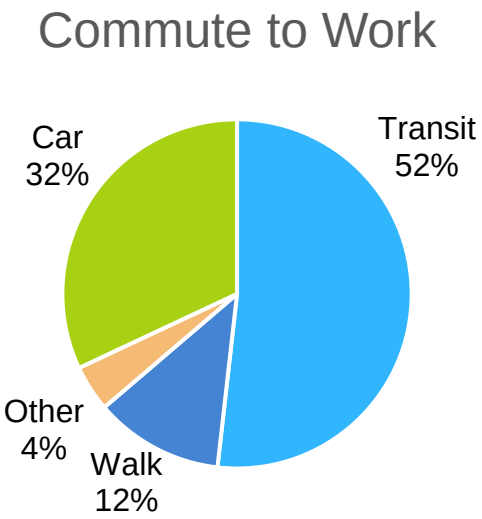
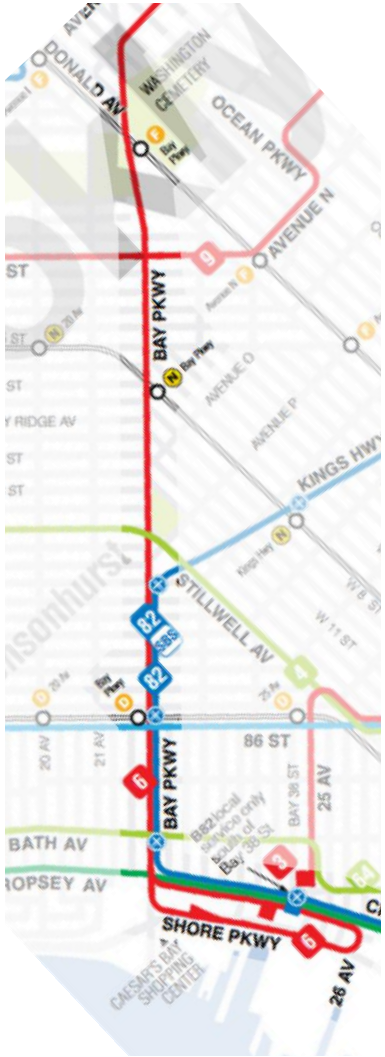
Why Bay Parkway and Cropsey Avenue?

- 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



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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

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Draft Proposal – Offset Bus Lanes

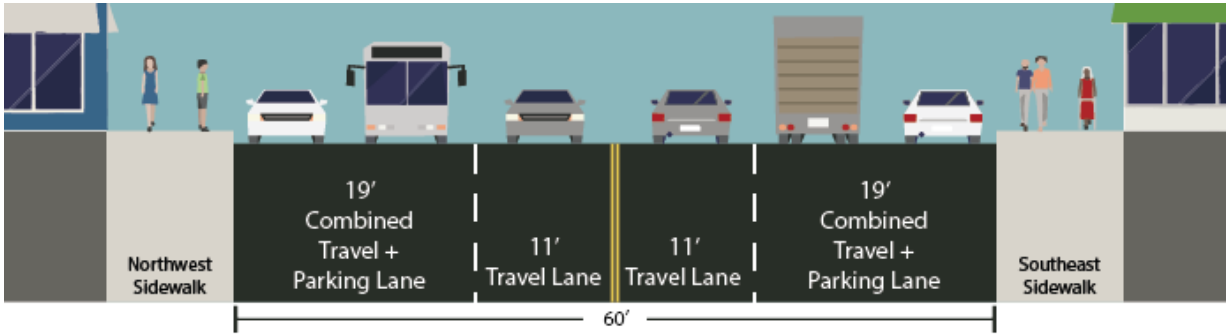
- **Bay Parkway:** Offset bus lanes between Avenue J and Cropsey Avenue
  - Bus lanes shift to curbside at some intersections
  - Accommodate left turn lanes for improved traffic flow and safety
  - Considering other safety improvements at the most dangerous intersections
- **Cropsey Avenue:** Offset 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)

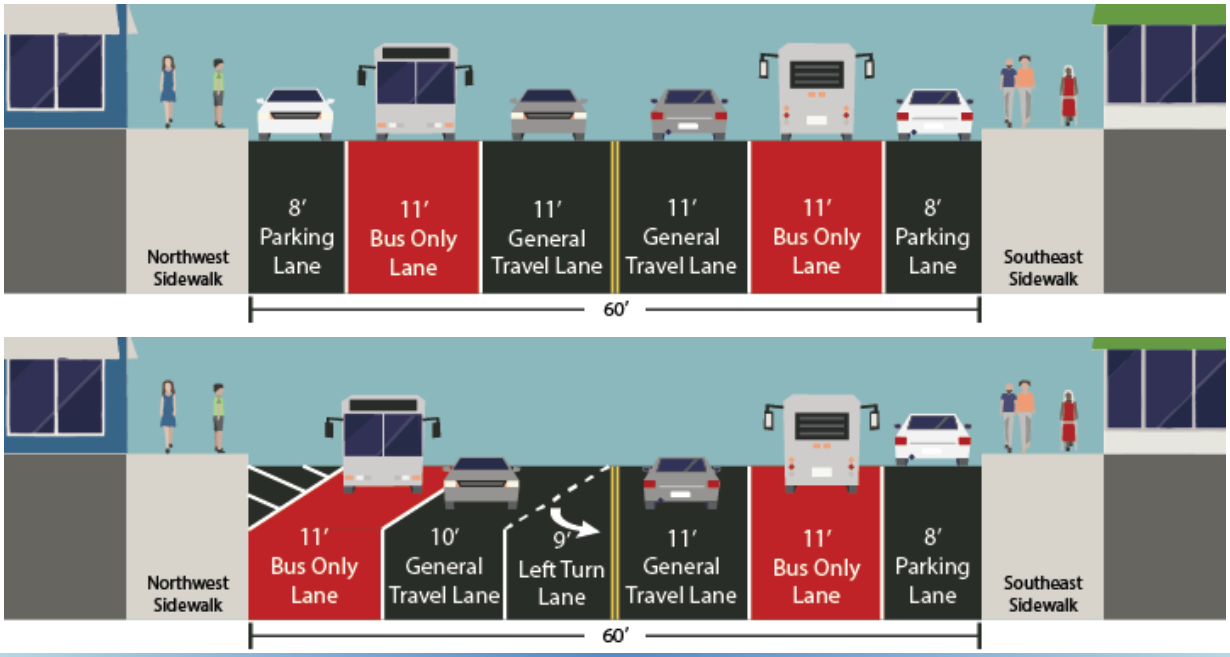
**Note: Design and project scope details subject to change in final proposal*

Bay Parkway Existing and Proposed Design

Existing Cross Section

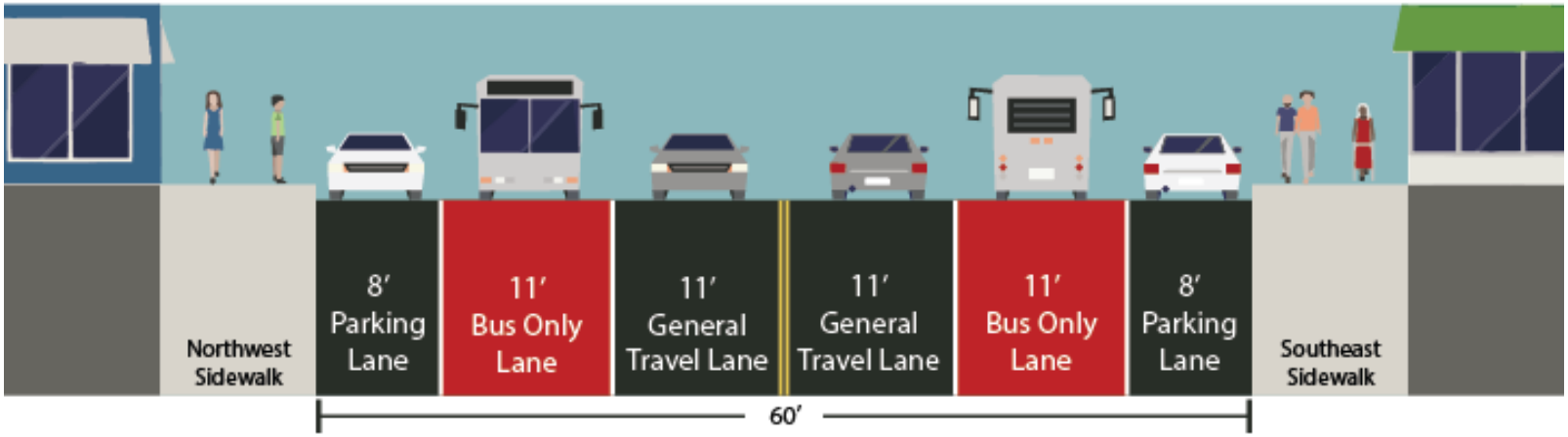


Proposed Offset and Curbside Bus Lanes



Bay Parkway Proposal: Offset Bus Lane

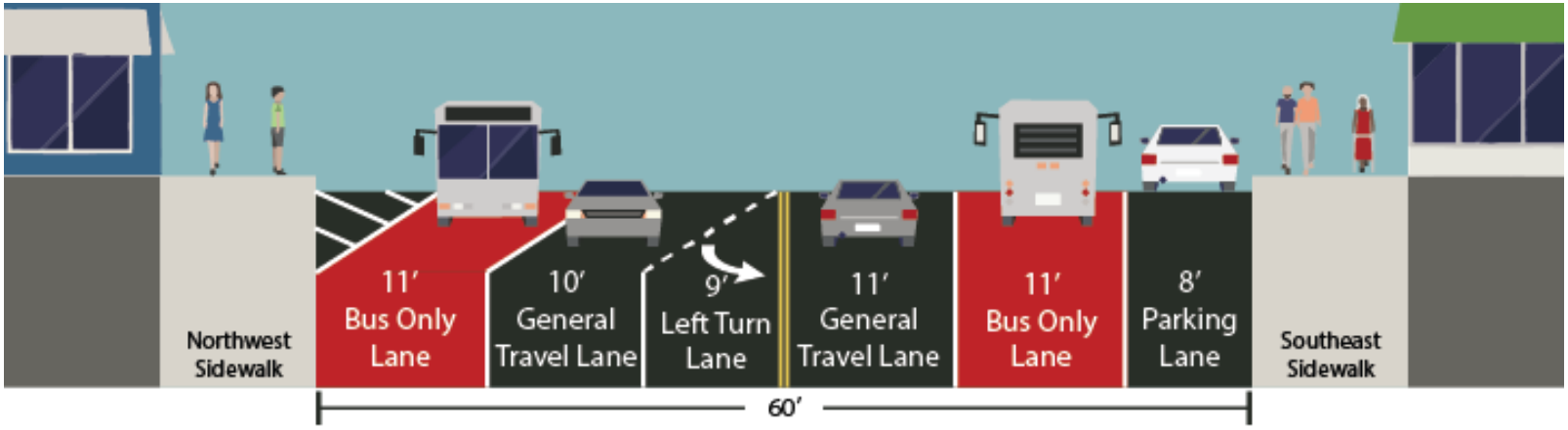
- Repurpose one of two general travel lanes for offset bus lane along Bay Parkway
- Left travel lane and curbside parking lane maintained
- Next available right turn allowed from bus lane



Proposed Cross-Section

Bay Parkway Proposal:
Curbside Bus Lane and Left Turn Bay

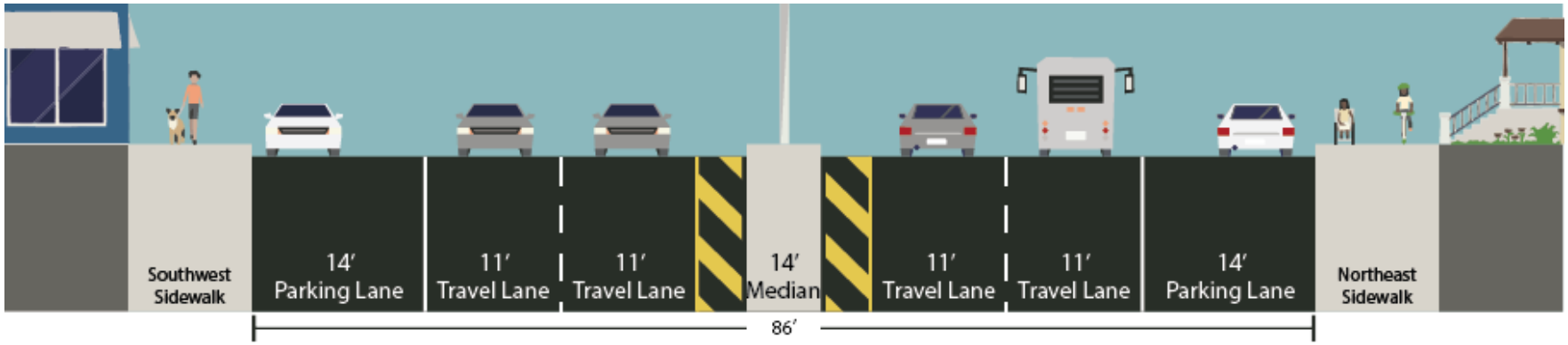
- Offset bus lanes shift to the curb on one side of street approaching select Bay Parkway intersections (about every 4 to 5 blocks)
- Shift accommodates left turn lanes at intersections with high volumes of left turns
- Separate left turn queue reduces weaving of through traffic behind stopped left turn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



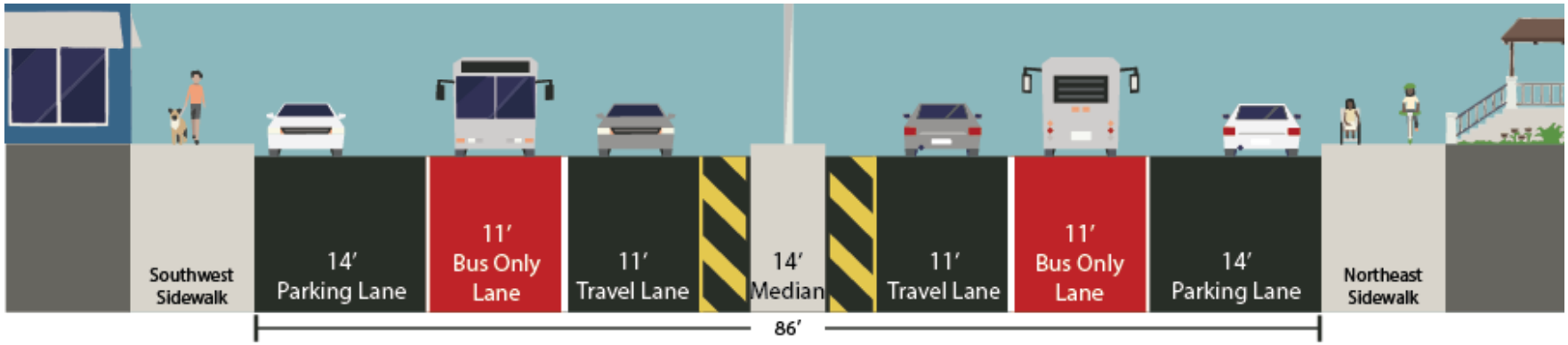
Proposed Cross-Section

Cropsey Avenue Existing and Proposed Design

Existing Cross Section



Proposed Cross Section



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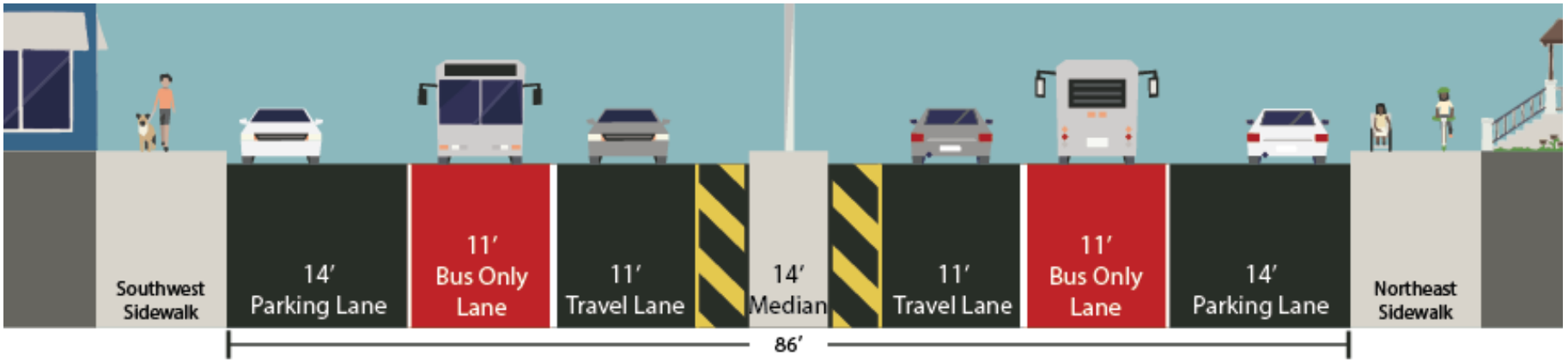
Cropsey Avenue Proposal: Offset Bus Lanes

- 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

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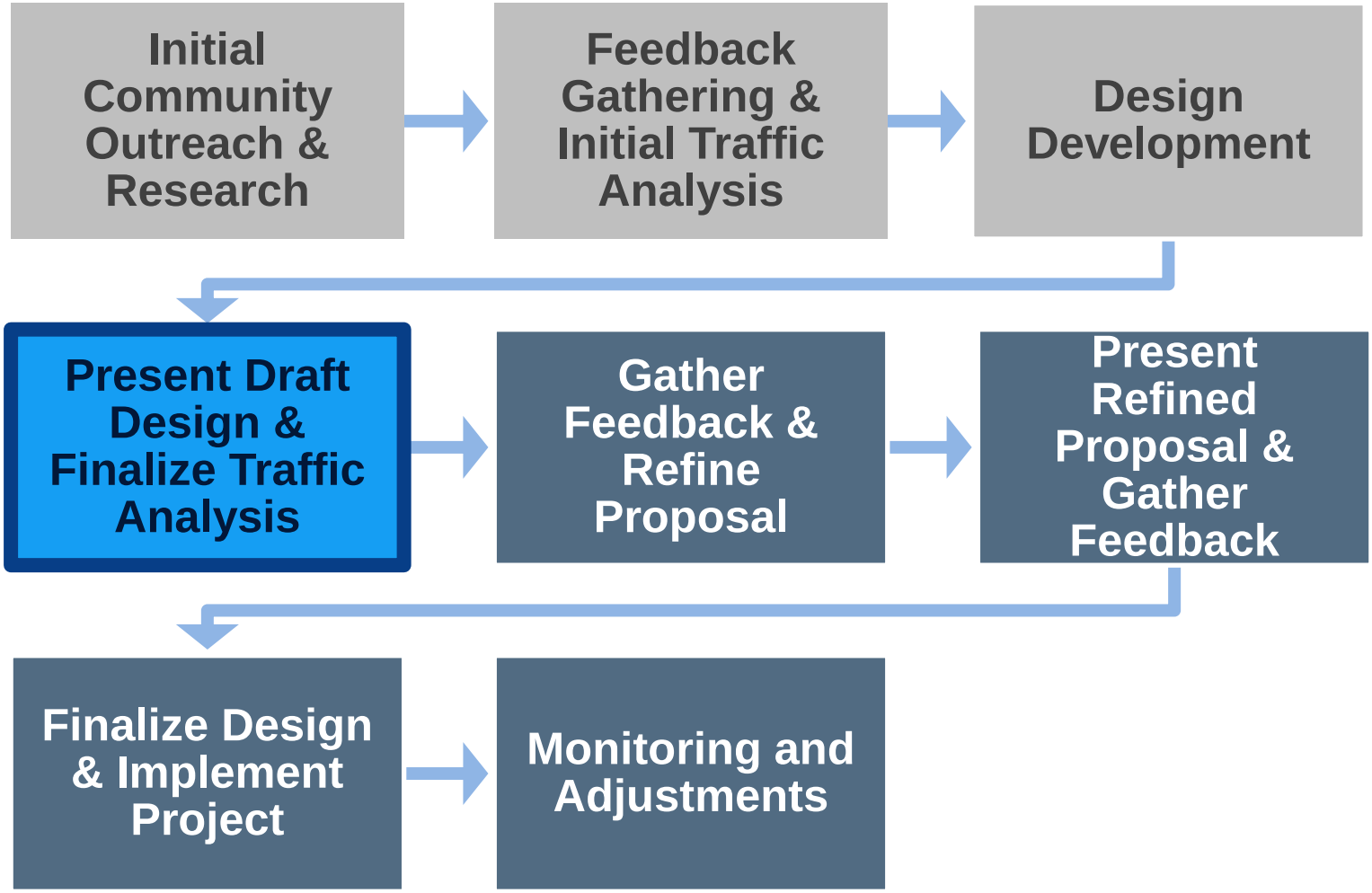
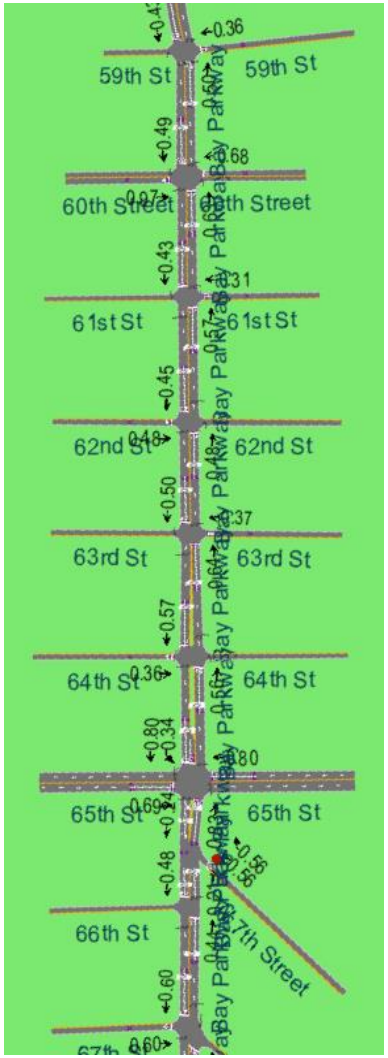
Project Timeline



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?

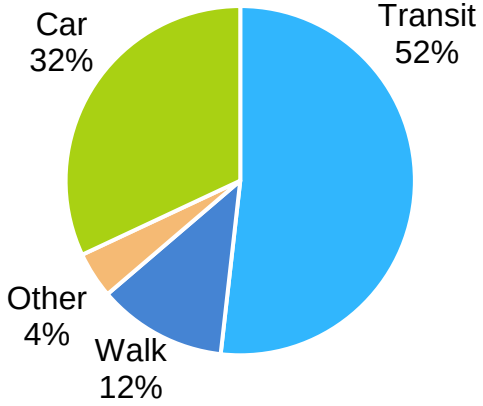
What role can DOT and MTA take to make these corridors work better?

Bay Parkway and McDonald Avenue

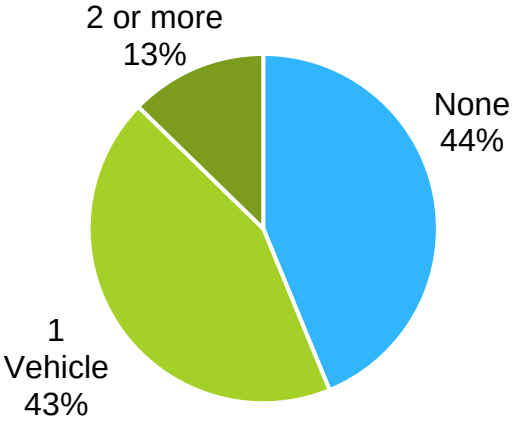
Demographics

- 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



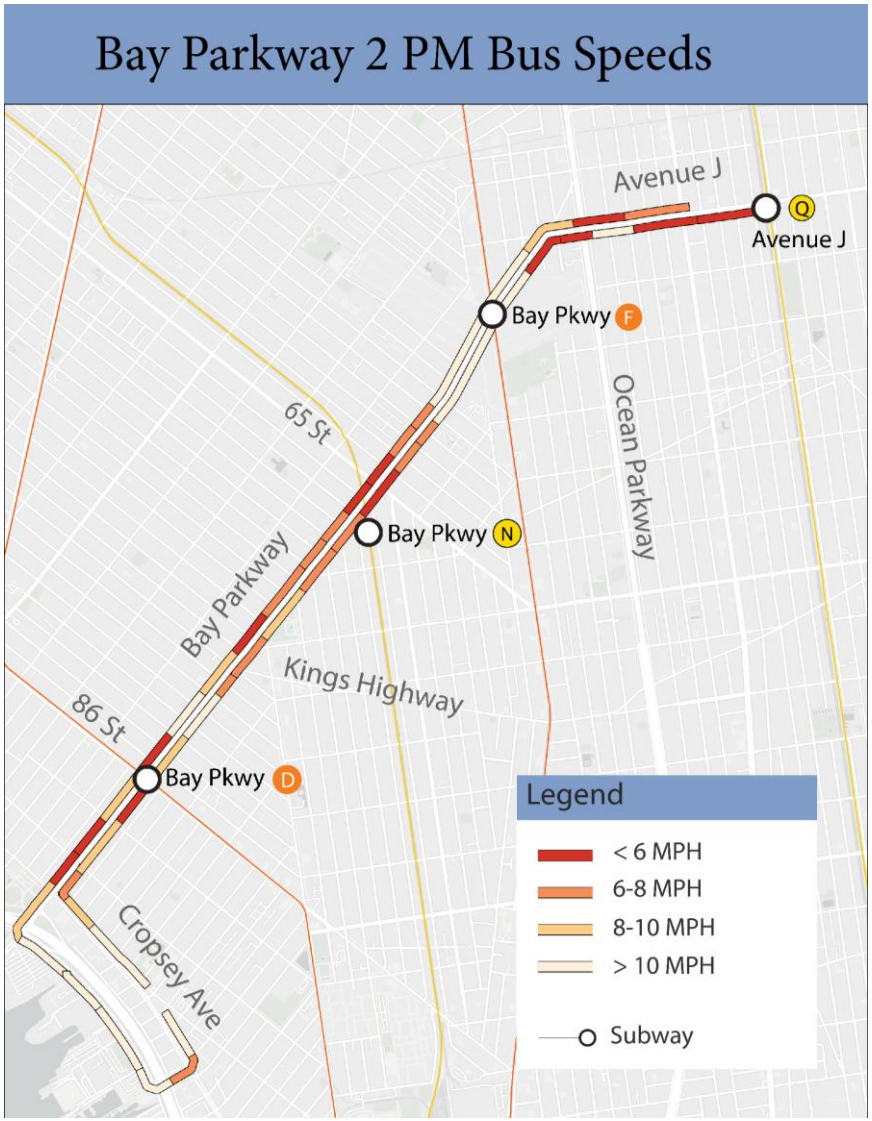
Vehicles in Household



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

Bay Parkway Bus Speeds

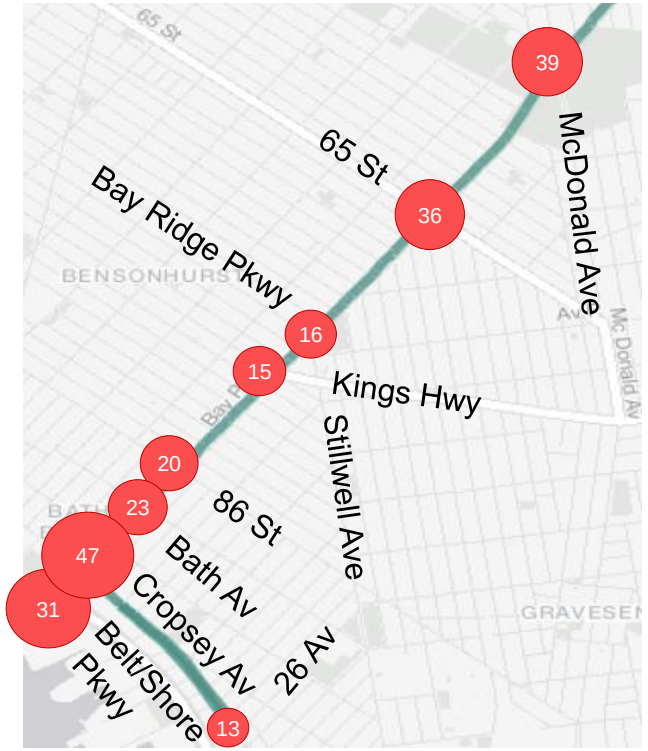
- Buses are **as slow as 5 mph** throughout the day, and **3 mph** during the busiest hours
- Bus speeds are slowest:
  - Approaching major intersections, such as Kings Highway and Ocean Parkway
  - Near subway stations at 86th Street and 65th Street
  - In the middle of the day
- Double parking is significant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

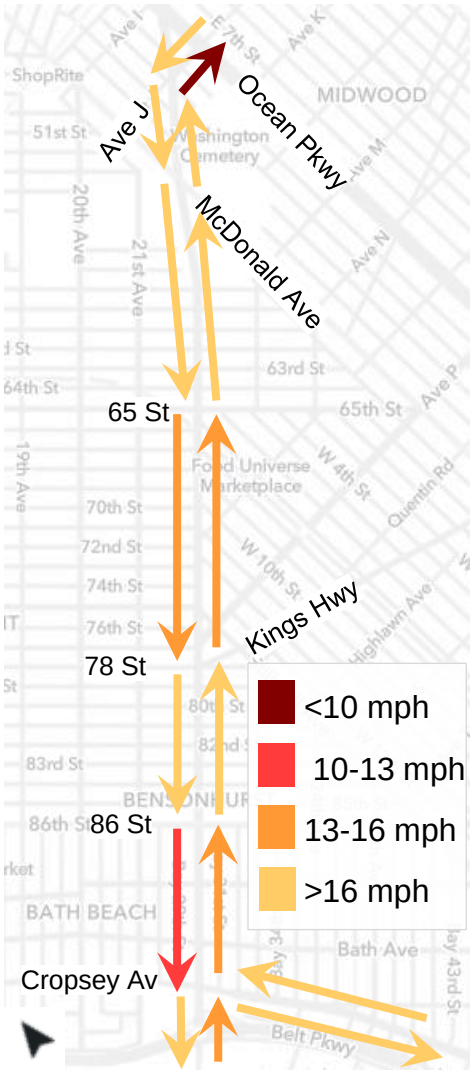
Note: KSI stands for Killed or Severely Injured.
Data Source: NYPD Crash Data.

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



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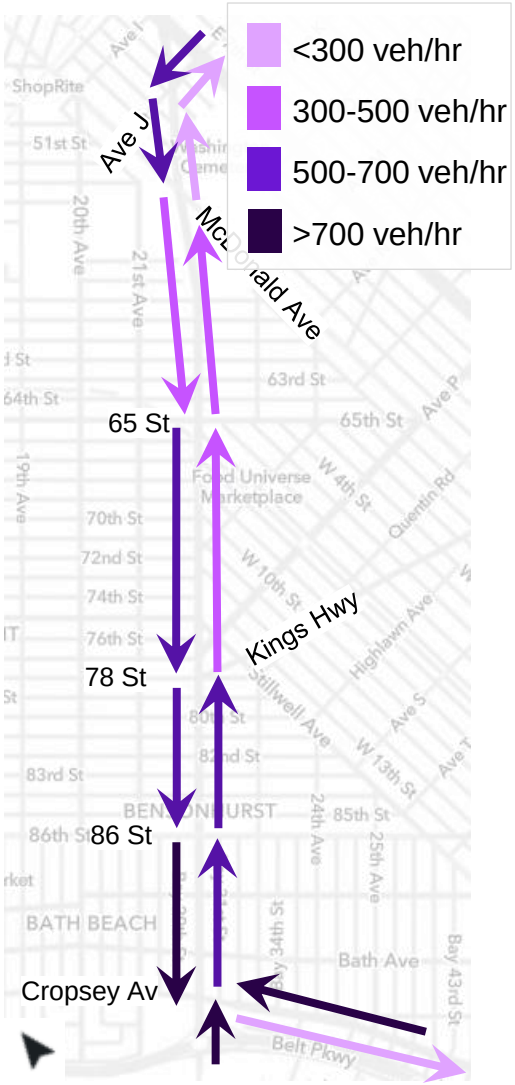

Bay Parkway Offset to Curbside Bus Lane

- 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