

Dekalb and Lafayette Aves Bus and Safety Project

MTP Proposal Presentation to Community Board 3

September 8, 2026



Outline

1. Background
2. Proposal Overview
3. Summary and Next Steps



Bus Riders Deserve Better

The City and MTA are committed to delivering faster buses for working New Yorkers.

- In the 2026 *Next Stop* report, the City and MTA laid out a plan to deliver results for bus riders on 50 priority corridors
 - 20% bus speed improvements
 - Less than 2 minute average wait beyond schedule at bus stops
- Improved service makes the city more affordable, with better access to jobs, education and services.

Next Stop

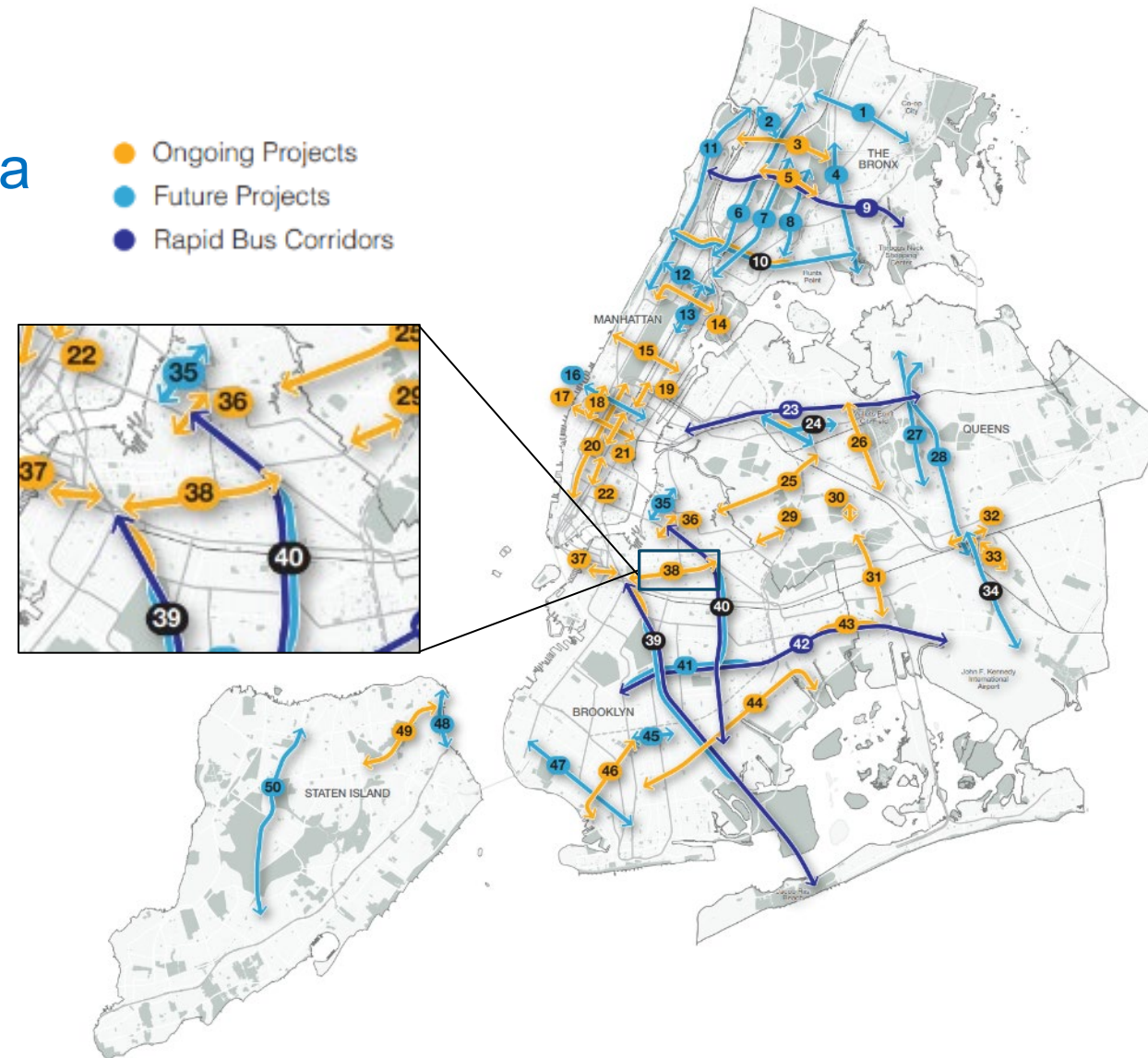
Fast Buses, Better Service



Next Stop Priority Corridors

Dekalb and Lafayette Aves identified as a priority corridor due to:

- Slow bus speeds & unreliable bus travel times
- High ridership & high volume of buses



Bike Network

Important Bike Connections

- Dekalb and Lafayette Aves serve as important bike connections from Downtown Brooklyn to Bed-Stuy and Bushwick
- In 2021, signal timing was adjusted on Dekalb and Lafayette Aves to help provide a “Green Wave” for bikes
- Cycling is growing across Brooklyn, and throughout the city
- Need for safety measures is increasing



Background

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Project Area

Transit Hubs & Transfers

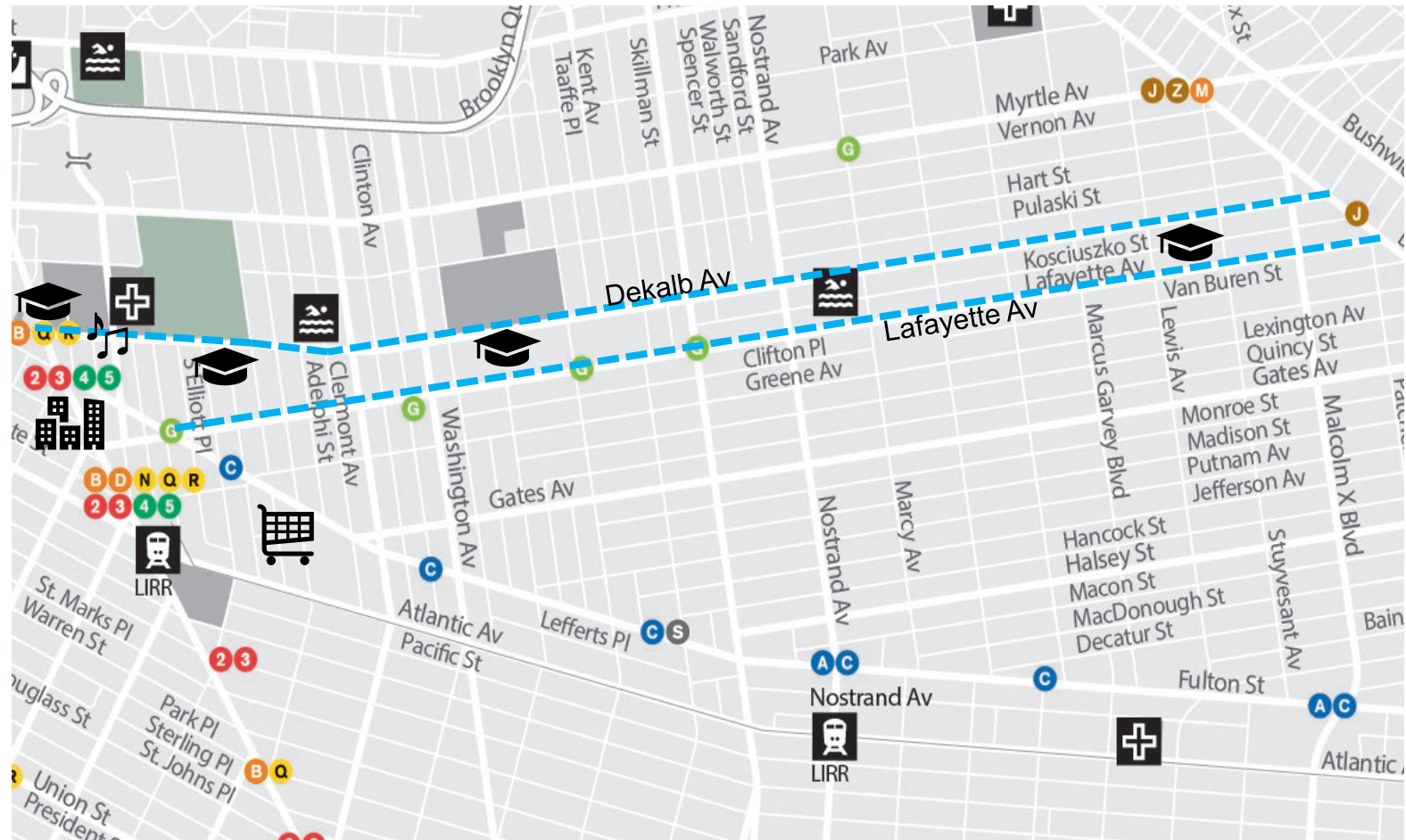
Subway: Multiple transfer points along corridor, including:

- DeKalb Av / Fulton St
- Lafayette Av / Fulton St
- Marcy Av / Lafayette Av
- Atlantic Av Barclays Center

Bike Connections: cyclists use corridors to cross Brooklyn and connect to other parts of the network

Bus Routes: B38 route has 18,000 average daily riders

Key Destinations: Schools, Shopping, Office/Employment, Cultural Centers



Community Context and Travel Patterns

Study area - ¼ mile from B38 Route



218,500 people live in the study area



80% of people commute to work via public transit, biking, walking

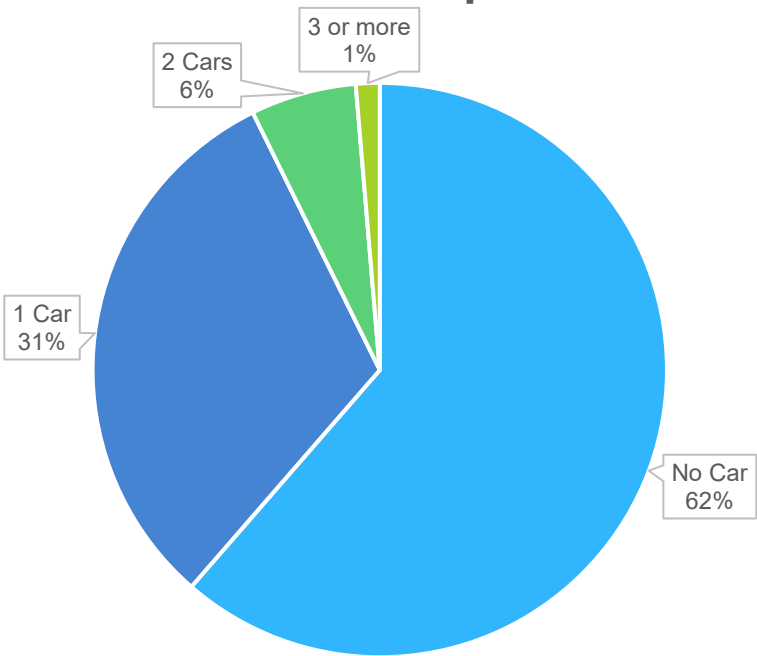


62% of households on the corridor do not own a car and rely on transit to get around



Citywide, bus rider median annual income is lower than drivers (\$30,000 vs. \$47,000)

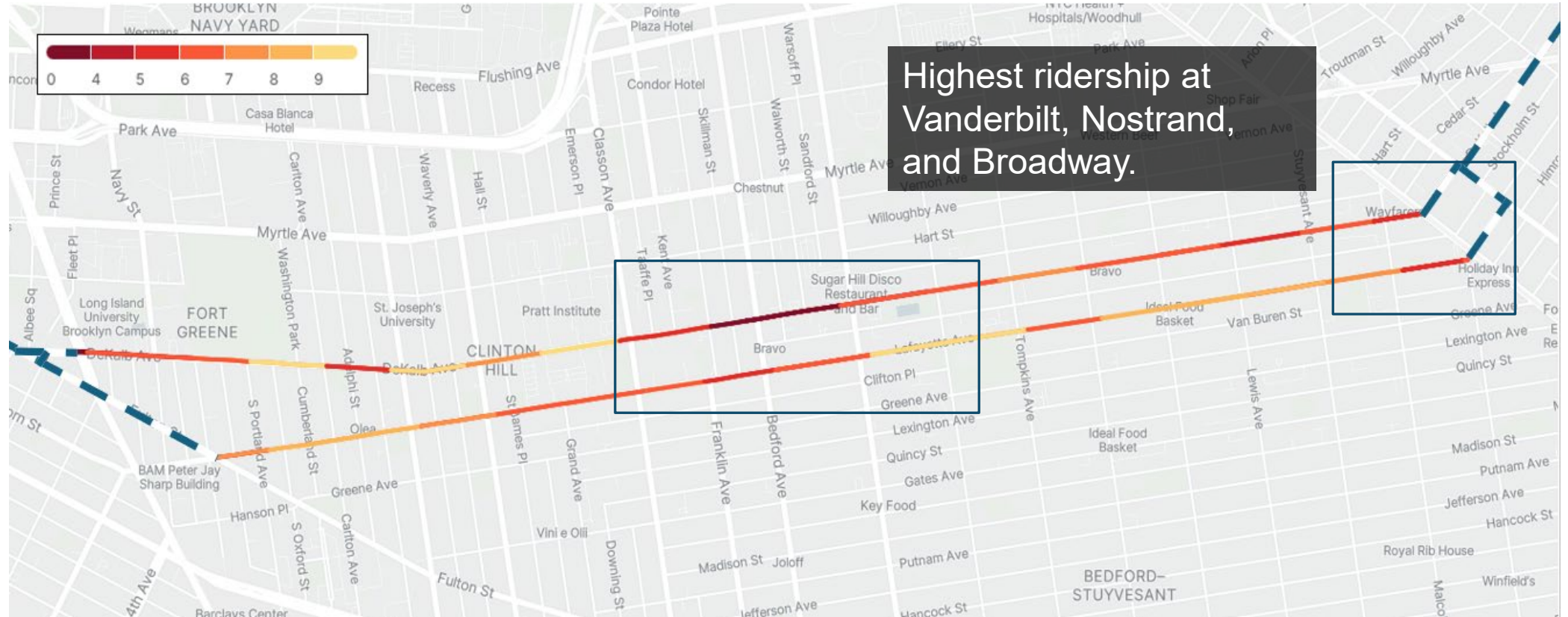
Car Ownership Rate



Sources:
Remix: American Community Survey, 2020-2024
NYC Comptroller Report, “Beyond Rush Hour: COVID 19 and The Future of Public Transit” (2021)

B38 Average Speed (MPH) – AM Peak Period

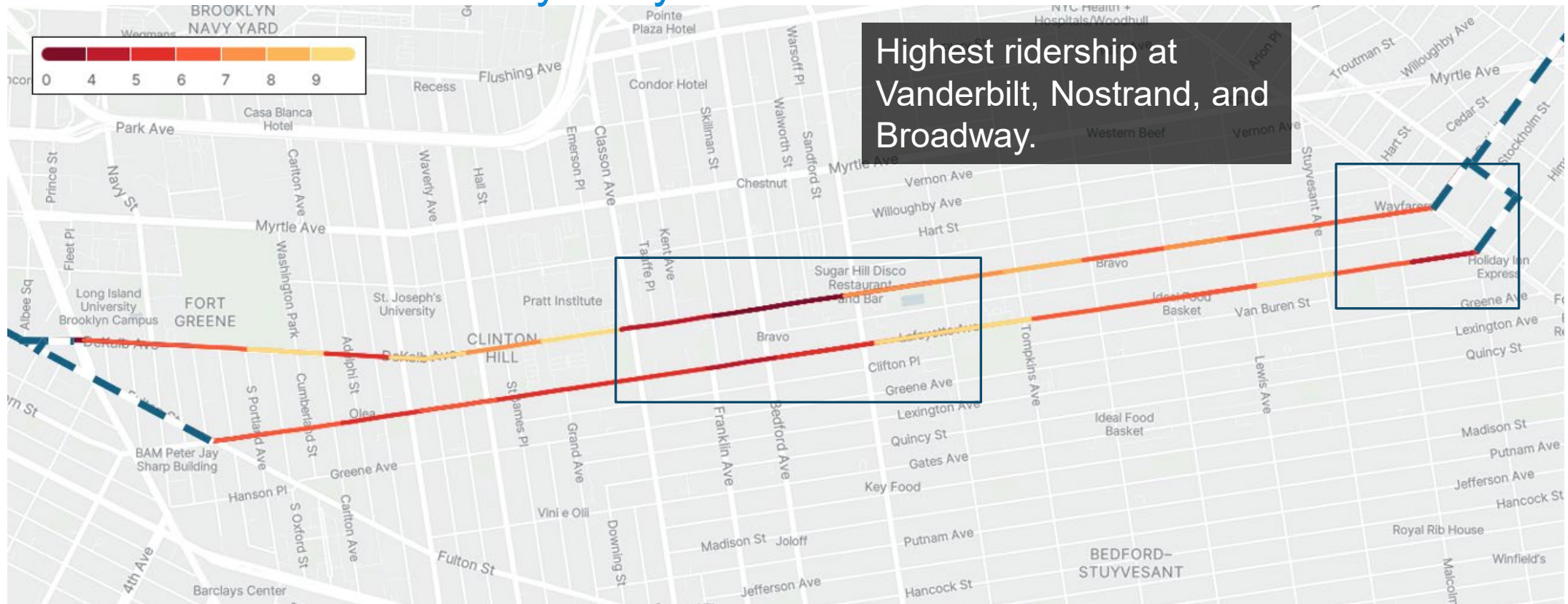
Buses are slowest where they carry the most riders.



Source: MTA Speed Data October 2025 AM Peak (6AM-10AM)

B38 Average Speed (MPH) – PM Peak Period

Buses are slowest where they carry the most riders.



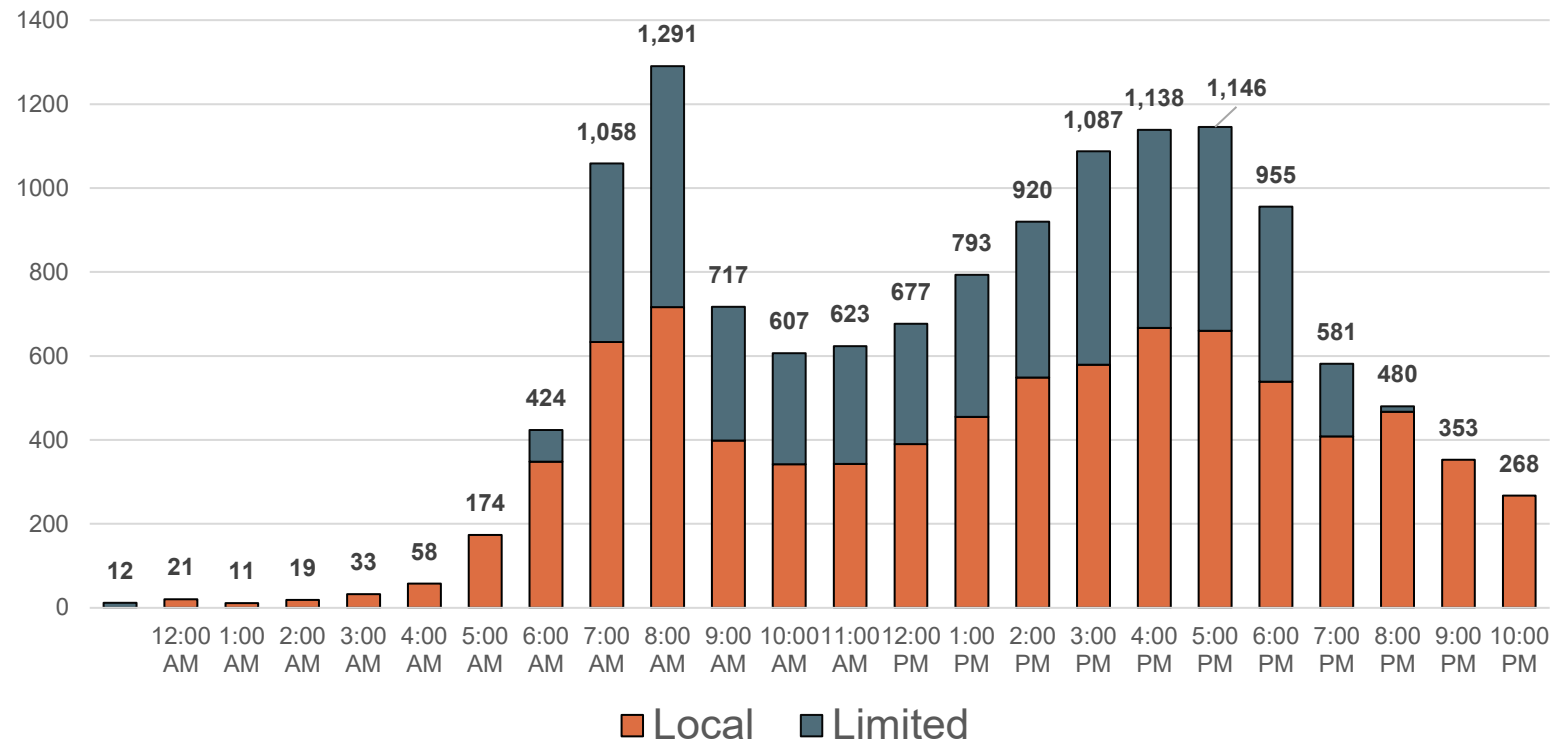
Source: MTA Speed Data October 2025 PM Peak (3PM-7PM)

B38 Daily Ridership

B38 has high ridership throughout daytime hours

- AM Bidirectional Ridership peaks at 8 AM
- PM peak covers more hours, around 3 pm – 7 pm, but has a lower single hour
- Midday ridership remains high, approximately 50% of peak hour ridership

Dekalb / Lafayette Ridership by Hour



Source: MTA Ridership Data October



Safety Data

Since 2021...

- 841 people were injured in crashes on Dekalb and Lafayette Aves
- 47 severe injuries; one fatality
- Major intersections are crash hotspots:
 - Bedford Av, Washington Av, Nostrand Av, Fulton St, Broadway

Type	Total Injuries	Severe Injuries	Fatalities
Pedestrian	140	12	1
Bicyclist	170	10	0
Motorized Two-Wheelers	166	12	0
Motor Vehicle	365	13	0
Total	841	47	1



Source: Fatalities: NYCDOT, Injuries: NYPD FORMS database

Outreach and Data Collection to Date

Past outreach on the corridor has informed the 2026 proposal

- G Train Shutdown August 2024
 - Temporary bus lanes showed up to 21% speed increase
- Existing Conditions Presentations December 2024
 - DOT heard from members of CB 2, CB 3, and elected officials about how current design functions
- Street Ambassador Surveyed 160 pedestrians in April 2025
- Traffic Analysis Conducted in 2025
- Design Process in 2026 informed by outreach and analysis



Project Goals

- Advance 2026 *Next Stop* goal of improving bus speeds and reliability
- Improve cyclist and pedestrian safety
- Maintain vehicle traffic flow
- Reduce double-parking and curbside conflicts



On recently installed bus lanes on Hillside Ave in Queens, bus speeds increased up to 28%

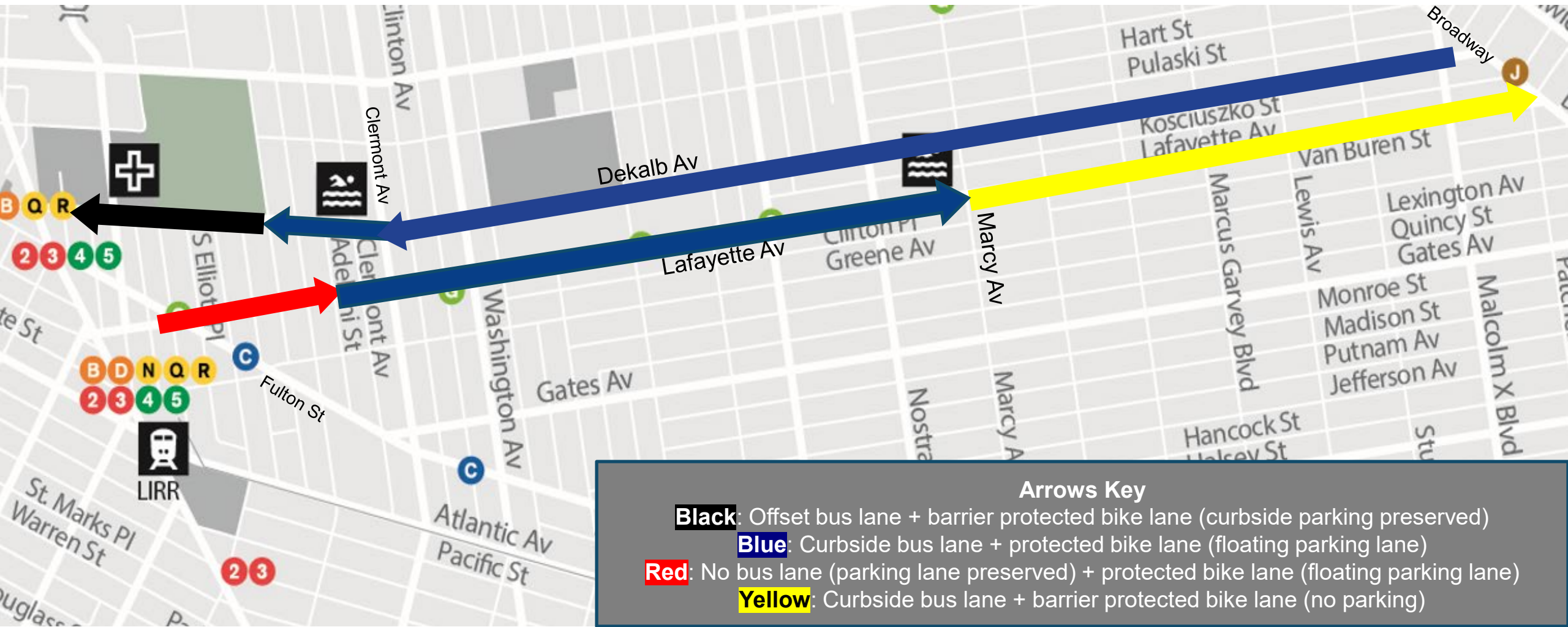
Proposal Overview

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Project Extents

Dekalb from Flatbush to Broadway and Lafayette between Fulton to Broadway

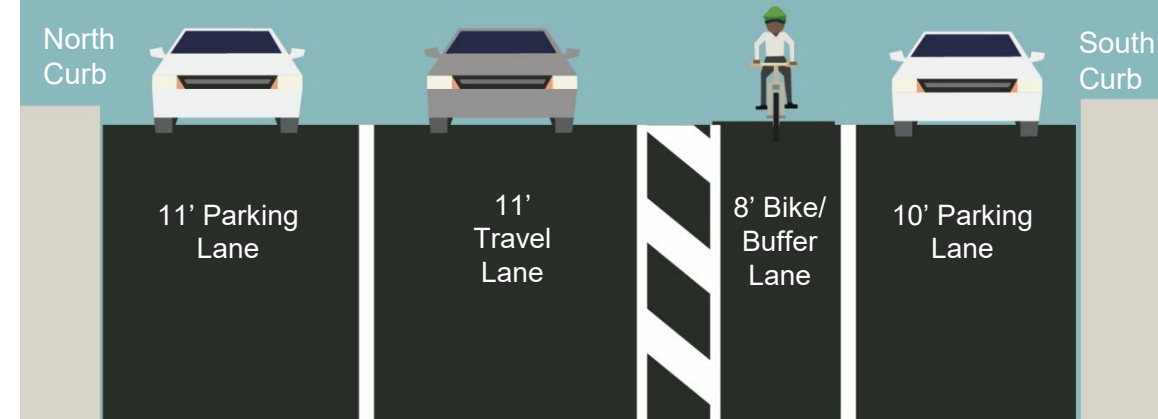


Dekalb Av: Malcolm X Blvd to Cumberland St

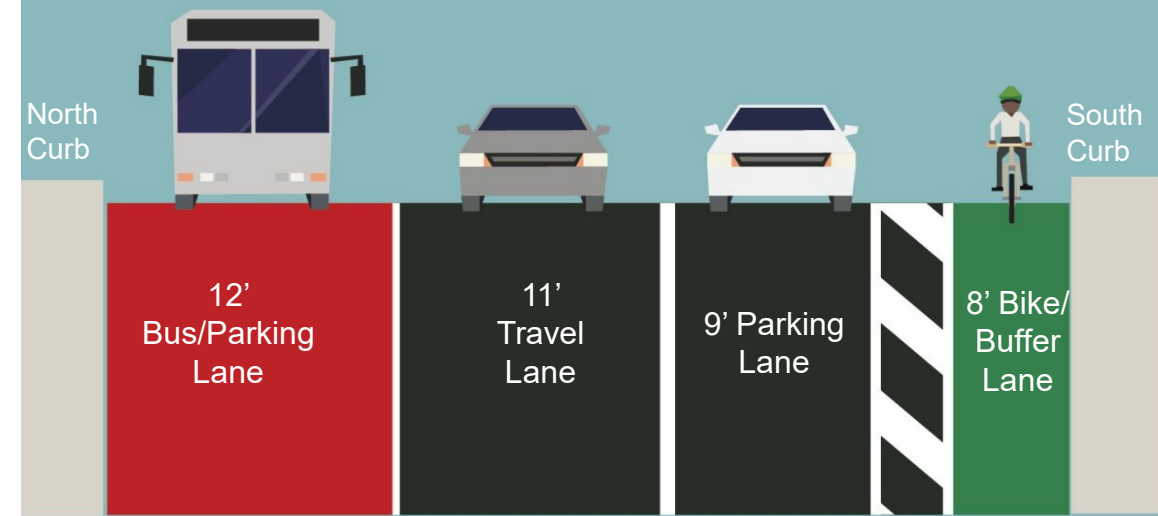
Proposal includes:

- Part-time curbside bus lane
- General travel lane
- Parking protected bike lane

Existing



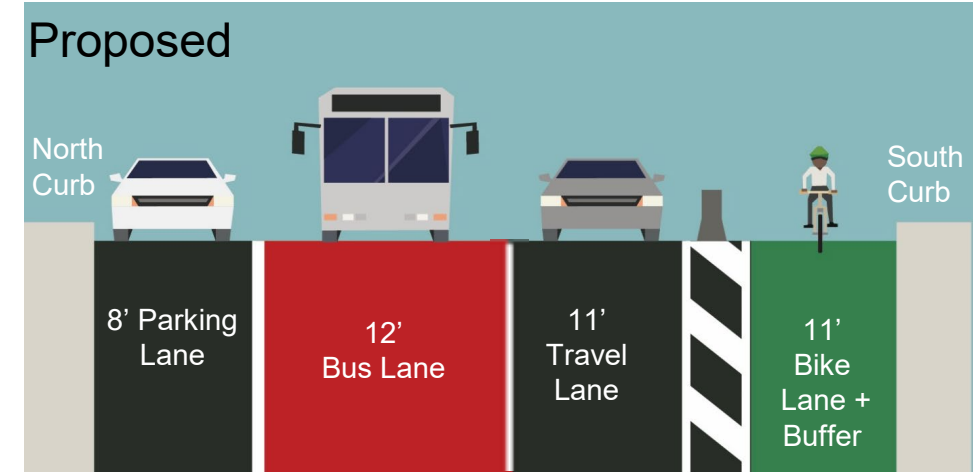
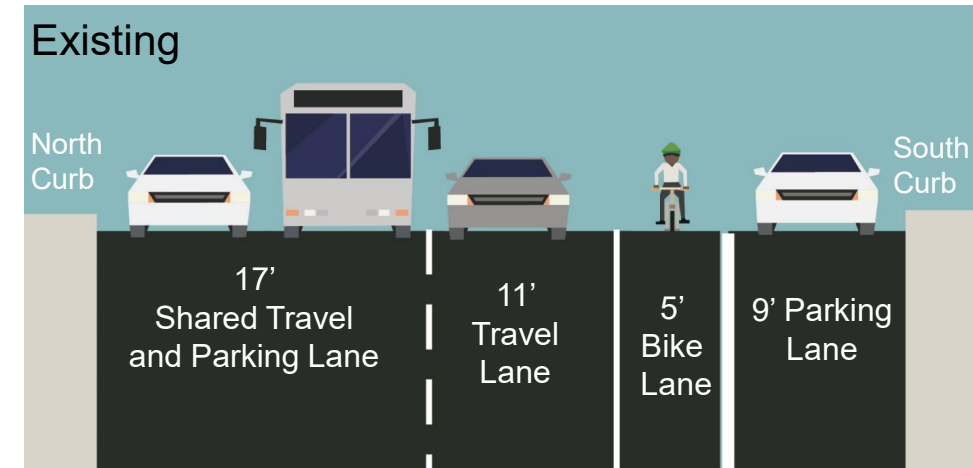
Proposed



Dekalb Av: Cumberland St to Flatbush Av

Proposal includes:

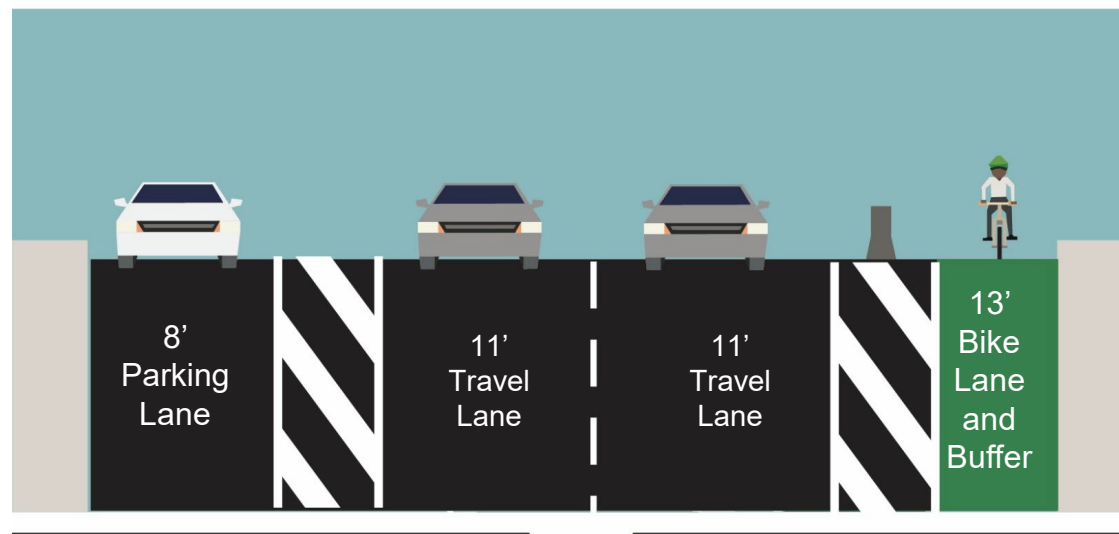
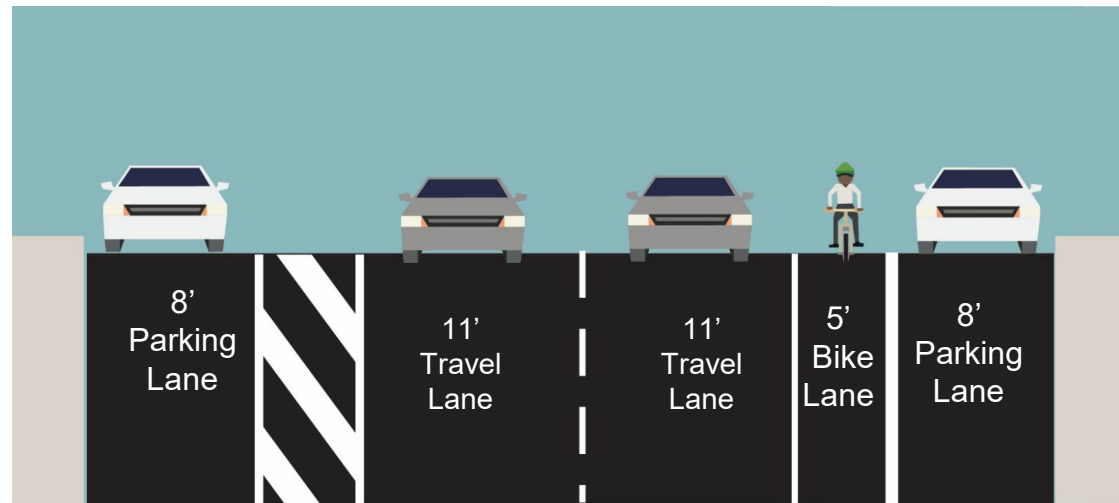
- Parking lane
- 24/7 offset bus lane
- General travel lane
- Barrier protected bike lane where possible
 - Some blocks have obstacles including curb extensions that the bike lane will navigate around



Lafayette Av: Ashland Pl – Fulton St

Proposal includes:

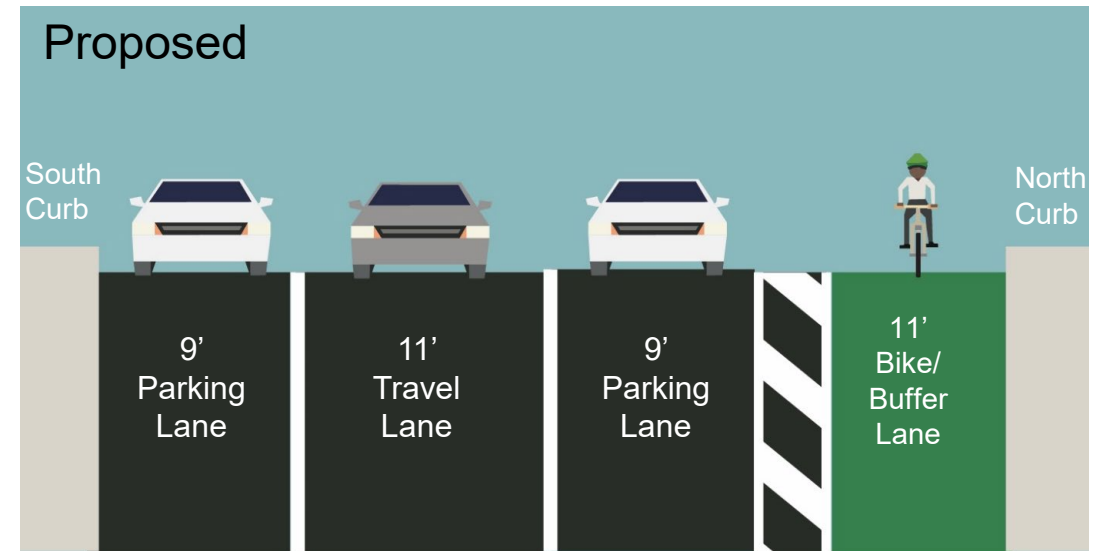
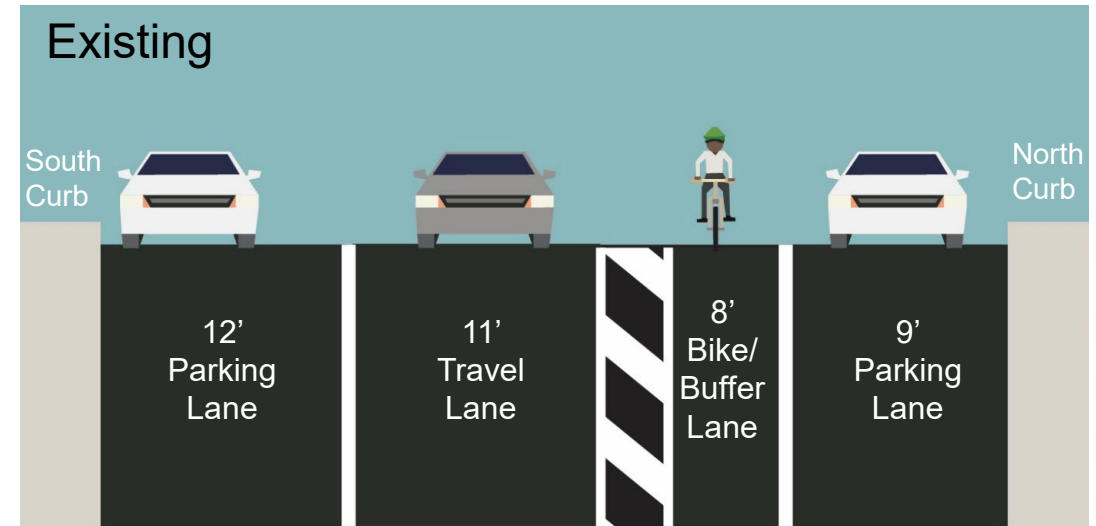
- Two general travel lanes
- Barrier protected bike lane



Lafayette Av: Fulton St to Adelphi St

Proposal includes:

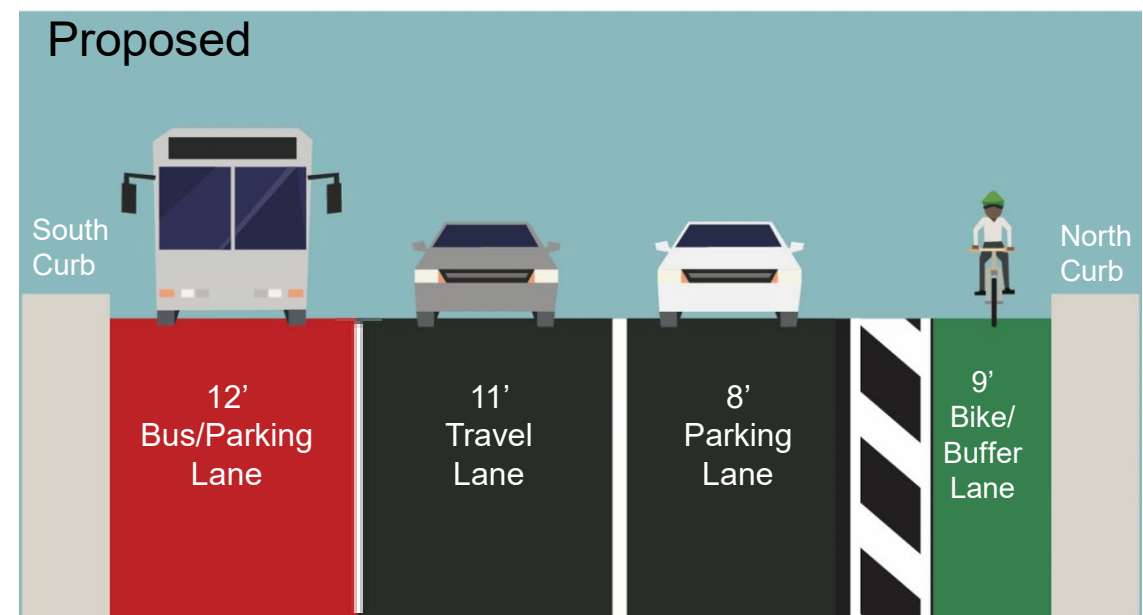
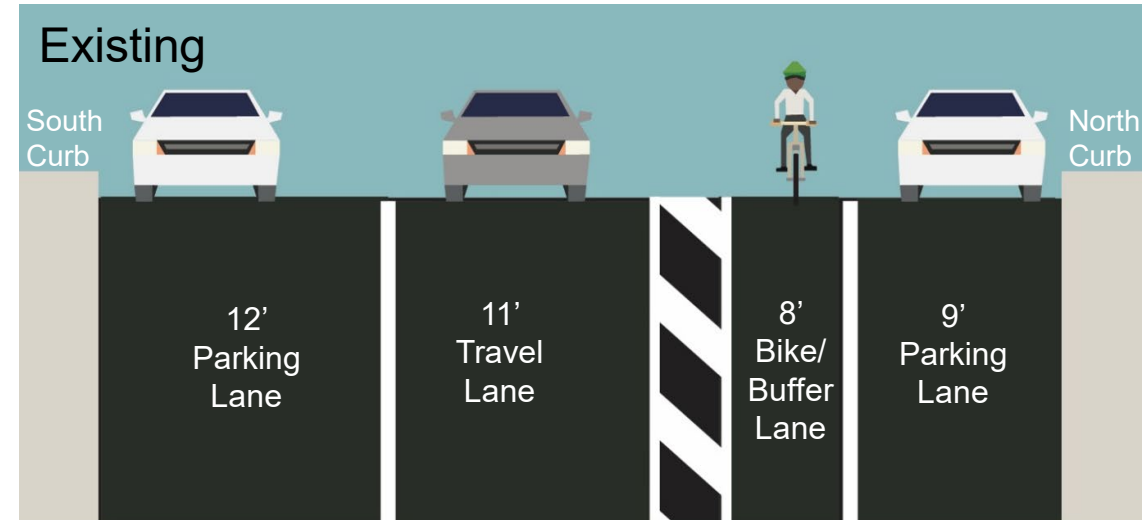
- Parking lane
- General travel lane
- Parking protected bike lane



Lafayette Av: Adelphi St to Classon Av

Proposal includes:

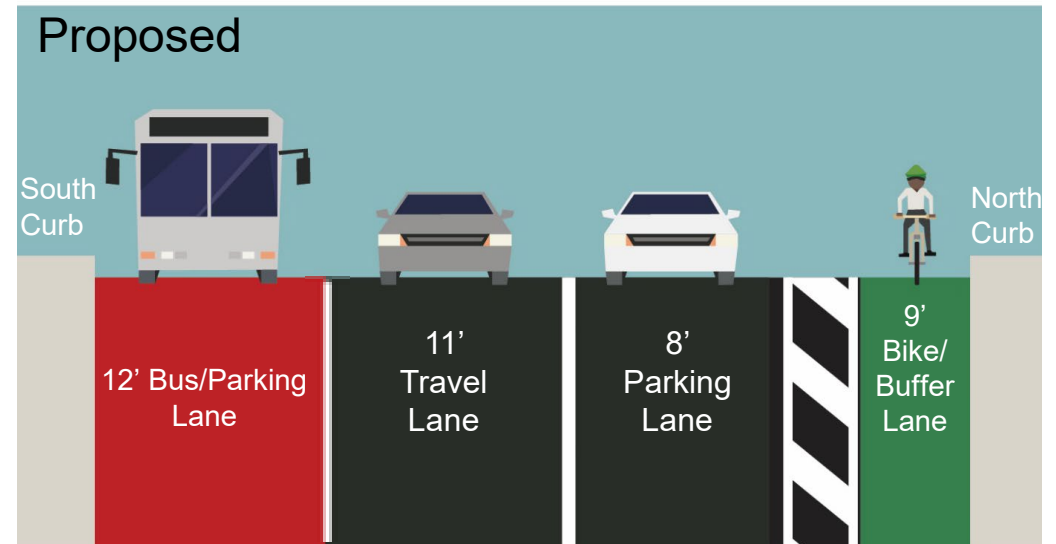
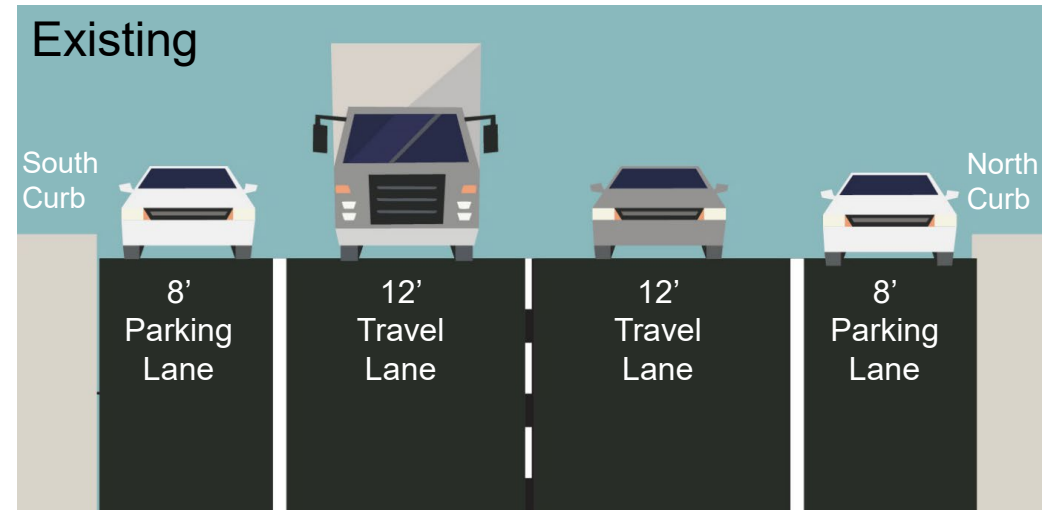
- Part-time curbside bus lane
- General travel lane
- Parking protected bike lane



Lafayette Av: Classon Av to Marcy Av

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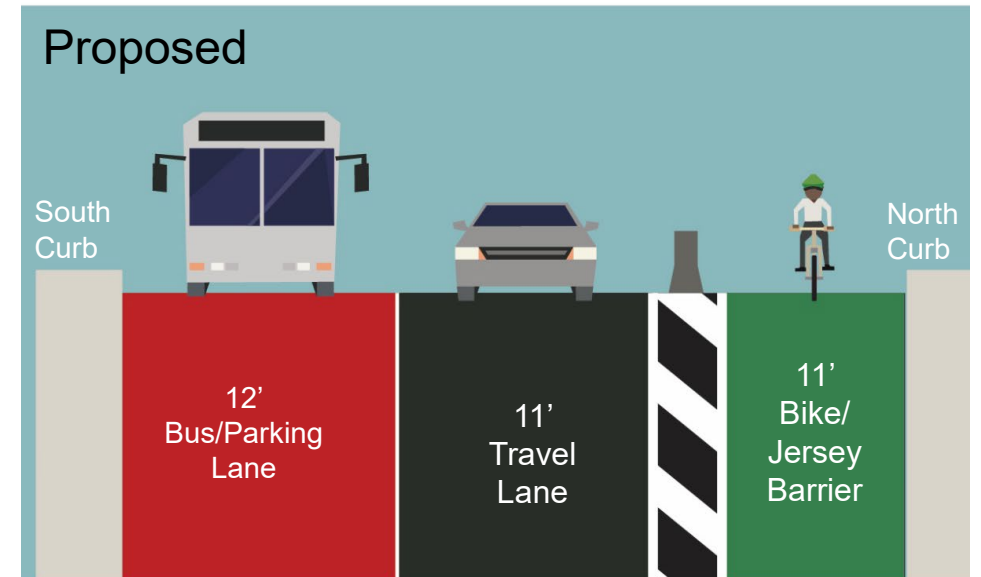
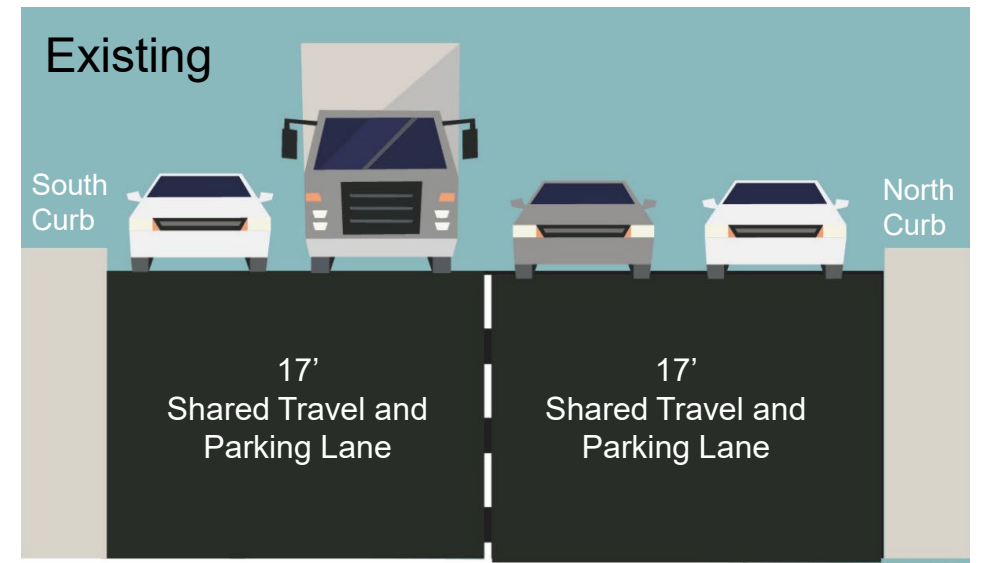
- Part-time curbside bus lane
- General travel lane
- Parking protected bike lane



Lafayette Av: Marcy Av to Patchen Av

Proposal includes:

- Part-time curbside bus lane
- General travel lane
- Barrier protected bike lane



Proposed Bus Lane Hours

Curbside Bus Lanes

In Effect 7 AM – 7PM, M-F

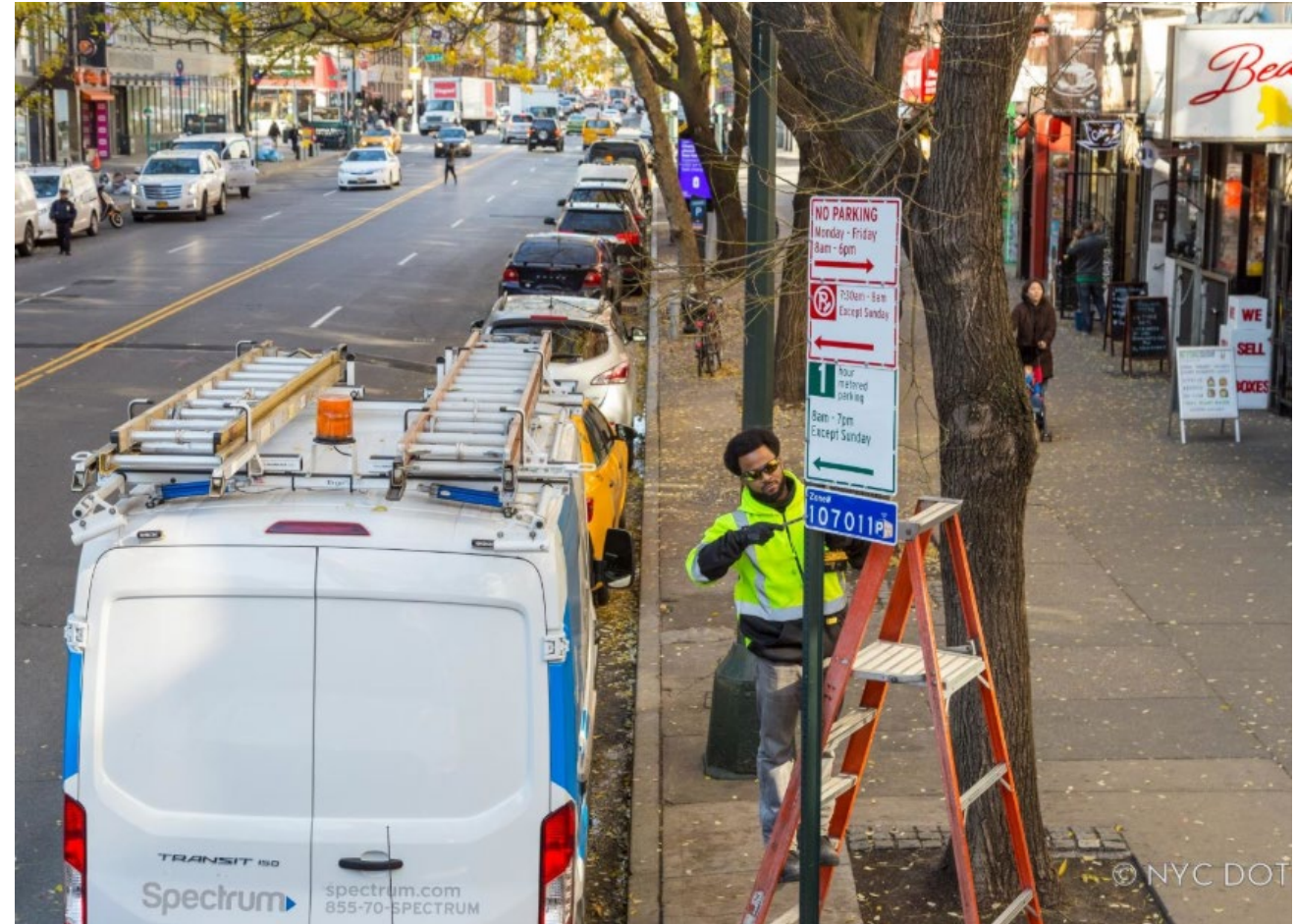
- MTA data shows that both DeKalb and Lafayette Aves have consistent high ridership and slow bus speeds throughout daytime hours
- All buses, emergency vehicles, Access-A-Ride vans, and vehicles making the next right turn may utilize the bus lanes
- Outside of the 7 AM – 7 PM hours of operation, other vehicles may park along the curb
- During bus lane hours, vehicles are permitted to stop expeditiously for pick up and drop off activity.
- Offset bus lanes would be in effect 24/7



Curb Management

NYC DOT is studying the area for improvements to increase parking turnover and availability

- Parking meters and curb regulations to be adjusted on side streets to maintain access for
 - Religious institutions
 - Schools
 - Stores
 - Other land uses



Enforcement

DOT and MTA work together with NYPD to enforce bus lanes through:

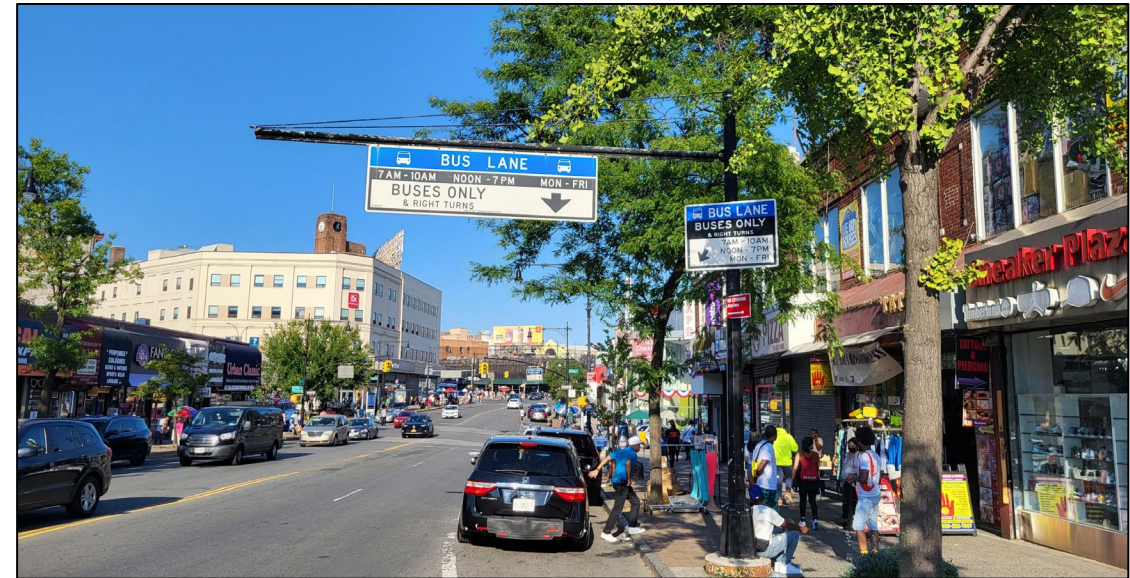
Stationary Cameras

- Issue violations for driving in the bus lane

Automated Camera Enforcement (on bus)

- Issues violations to vehicles occupying bus lanes, to double parked vehicles along bus routes, and to vehicles blocking bus stops

Ongoing coordination with NYPD



Summary and Next Steps

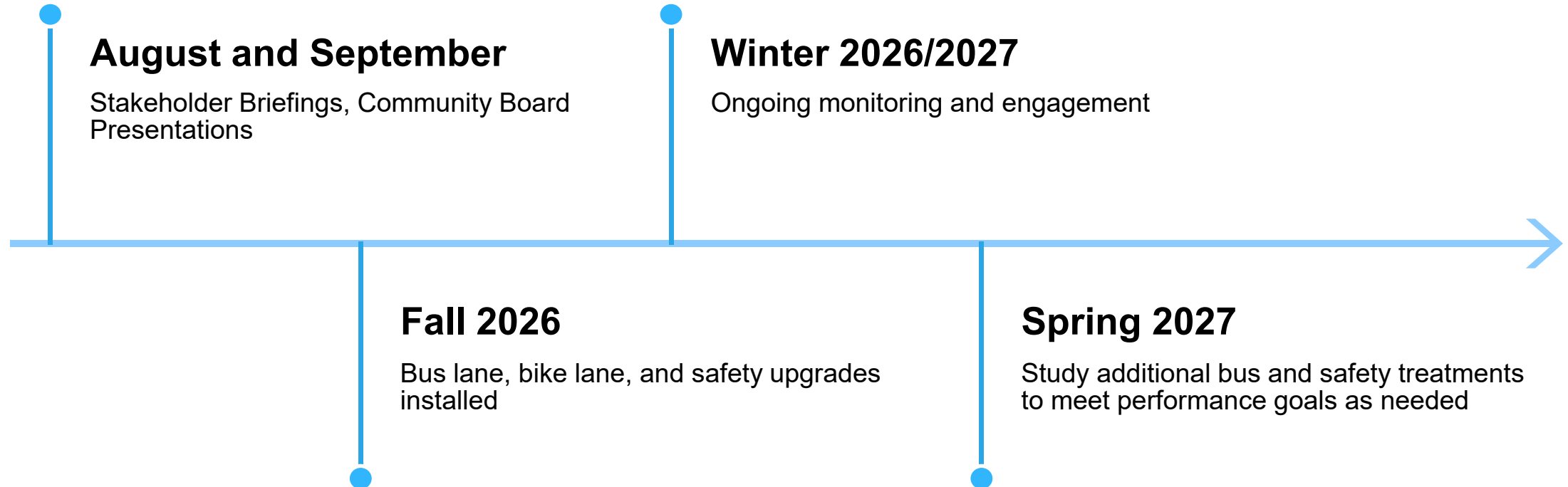
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Summary

Key Takeaways:

- High-priority bus corridors — High ridership + need for improved speed and reliability
- Multimodal corridors — Support transit, walking, biking, driving, and access to businesses/destinations
- Safety concerns — Significant injuries concentrated at key intersections
- Builds on existing work — Previous experience, data, and community input
- Overall Goal: Improve **bus speed & reliability**, **walking & biking safety**, and **street management for all users**

Next Steps



Thank you!

Questions?



nyc.gov/fastbuses

Appendix



List of Streets Affected by MTP

The following streets are affected as part of the broader project:

- **Lafayette Av**

- Marcy Av – Tompkins Av
- Tompkins Av – Throop Av
- Throop Av – Marcus Garvey Blvd
- Marcus Garvey Blvd – Lewis Av
- Lewis Av – Stuyvesant Av
- Stuyvesant Av – Malcolm X Blvd
- Malcolm X Blvd – Patchen Av

- **Dekalb Av**

- Cumberland St – S Oxford St
- S Oxford St – S Portland Av
- S Portland Av – S Elliot Pl
- S Elliot Pl – Fort Greene Pl
- Fort Greene Pl – St Felix St
- St Felix St – Ashland Pl
- Ashland Pl – Rockwell Pl
- Rockwell Pl – Hudson Av
- Hudson Av – Flatbush Av