

Flatbush Ave Bus Priority

Community Board 2 Presentation

September 2025



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Background

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Why Flatbush Avenue?

Safety, Transit, Commerce

- Vision Zero Priority Corridor with 140 people killed or severely injured within the past 5 years
- 132,000 daily riders use 12 bus routes, bus speeds crawl as slow as 4 mph
- Pedestrians and transit power local economy
 - DOT's pedestrian intercept survey found that 92% of people get to Flatbush Avenue by walking or public transit
- Current parking regulations do not support freight and bike delivery needs



Concept Proposal – Reimagined Flatbush Avenue

New pedestrian spaces and shorter crossing distances to improve safety, comfort, and neighborhood connectivity

Less space for traffic, more space for people and transit

High-performing transit priority street connecting Brooklyn neighborhoods

Center-Running Bus Lanes Deliver

- Existing left-turn bans make center-running a **uniquely feasible opportunity** on Flatbush Av.
- Bus boarding islands **increase safety** by shortening crossing distances and providing pedestrian refuge
- **Same traffic capacity reduction** as offset bus lanes but includes greater public realm and safety benefits
- Provides **physically-separated space for buses** in the middle of the roadway
- Center-running lanes **dramatically increase bus speeds** with similar traffic effects as offset lanes
- **Minimizes bus-vehicle conflicts** as well as bus lane blockages
- **Near level boarding platforms** create high quality transit experience for riders that resembles train service.
- **Enhances the public realm:** adds more pedestrian space, calms traffic, and makes Flatbush Ave a more inviting destination and major hub



Public Outreach to Date

Kick-Off Meetings

- Public Town Hall (June 2022)
- Mayoral Bus Ride with Rider's Alliance (August 2022)
- Presentations to elected officials, CBs, stakeholders (2022 – 2023)
- Merchant Surveys on Flatbush, between Parkside Ave and Avenue D (November 2022)
- Community Advisory Board Meeting 1 (November 2022)

Present Design Options for Northern Section

- Community Advisory Board Meeting 2 (June 2024)
- CBs 2, 6, 8 (June 2024)
- Meetings with North Flatbush BID, Downtown Brooklyn Partnership (2024 – 2025)
- Merchant Surveys, Pedestrian Intercept Surveys (July 2024)
- Brooklyn Open Streets Surveys (August 2024)
- Citywide Bus Boarding Island Survey (2024-2025)

Present Center-Running Bus Lane Proposal for Northern Section

- Meetings with local elected officials (2025)
- Meetings with North Flatbush BID, Downtown Brooklyn Partnership (2025)
- CBs 2, 6, 8 (June 2025)



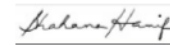
Community Support

Support for bus priority improvements on Flatbush Ave, including center-running bus lanes

- Councilmembers Hanif, Hudson, Restler, and Joseph request center-running design
- 1199 SEIU; Brooklyn Botanic Garden; Flatbush Streets for People; Flatbush Development Corporation; Haitian American Caucus; TWU Local 100; LIUNA Local 1010; New York Communities for Change; Pratt Center; Prospect Park Alliance; NYPIRG, Transportation Alternatives, Riders Alliance request bus priority improvements on Flatbush Ave

Fast, reliable bus service must be the linchpin of a city that works better for everyone, every worker, every family, and every neighborhood. Accordingly, we respectfully request that you create center-running bus lanes on Flatbush Avenue this year. Flatbush has been fully vetted by stakeholders. There is broad agreement that buses should move faster. New Yorkers across our economy will benefit once they do.

Sincerely,



Councilmember Shahana Hanif



Councilmember Crystal Hudson



Councilmember Lincoln Restler



Councilmember Rita Joseph

BETTER BUSES FOR FLATBUSH AVENUE: PARTICIPATORY ACTION RESEARCH REPORT

PRATT
CENTER
FOR
COMMUNITY
DEVELOPMENT

RIDERS
ALLIANCE



What We've Heard From You

Feedback we received

Next steps

Pedestrian Safety

- Add safety treatments: curb ext. & bus islands
- Harden curb extensions to prevent truck incursions

Traffic Congestion

- Adjust our design to add traffic capacity where necessary (potentially northbound Flatbush Avenue between Atlantic and 4th Avenues)

Parking & Local Business Access

- Provide solutions to turnover curb
- Add roadway bike parking to support small business and reduce bike racks on sidewalk

Loading Needs

- Explore options for truck/neighborhood loading zones and short-term parking on Flatbush Avenue & side streets

Island Amenities

- Incorporate toolkit items such as benches, leaning bars, shelters, bollards, and potentially greenspace

Making It Work: Future Travel Patterns

- A reimagined Flatbush Ave will not have room for as many private vehicles as use the roadway today
- DOT expects that with the new design:
 - **Some drivers** to/from Downtown Brooklyn **will shift to faster, more reliable bus service**
 - Some car **trips to/from Manhattan** will **switch to alternate routes or transit service**
 - **Some local car traffic** may shift to **regional and adjacent corridors**, which DOT will continue to monitor and manage



Making It Work: Vehicle Volume Reduction on Comparable Corridors



21st St, Queens

- 1,300 vehicles per hour with 2 general travel lanes per direction (pre-bus lane). Truck Route.
- Access to Queensboro Bridge, Queens Midtown Tunnel
- With bus lane, vehicle volumes **dropped by up to 40%**



Northern Blvd, Queens

- 1,200 vehicles per hour with 2 general travel lanes per direction (pre-bus lane). Truck Route.
- Access to BQE, Grand Central Parkway, Whitestone Expressway, LaGuardia Airport
- With bus lane, vehicle volumes **dropped by up to 49%**



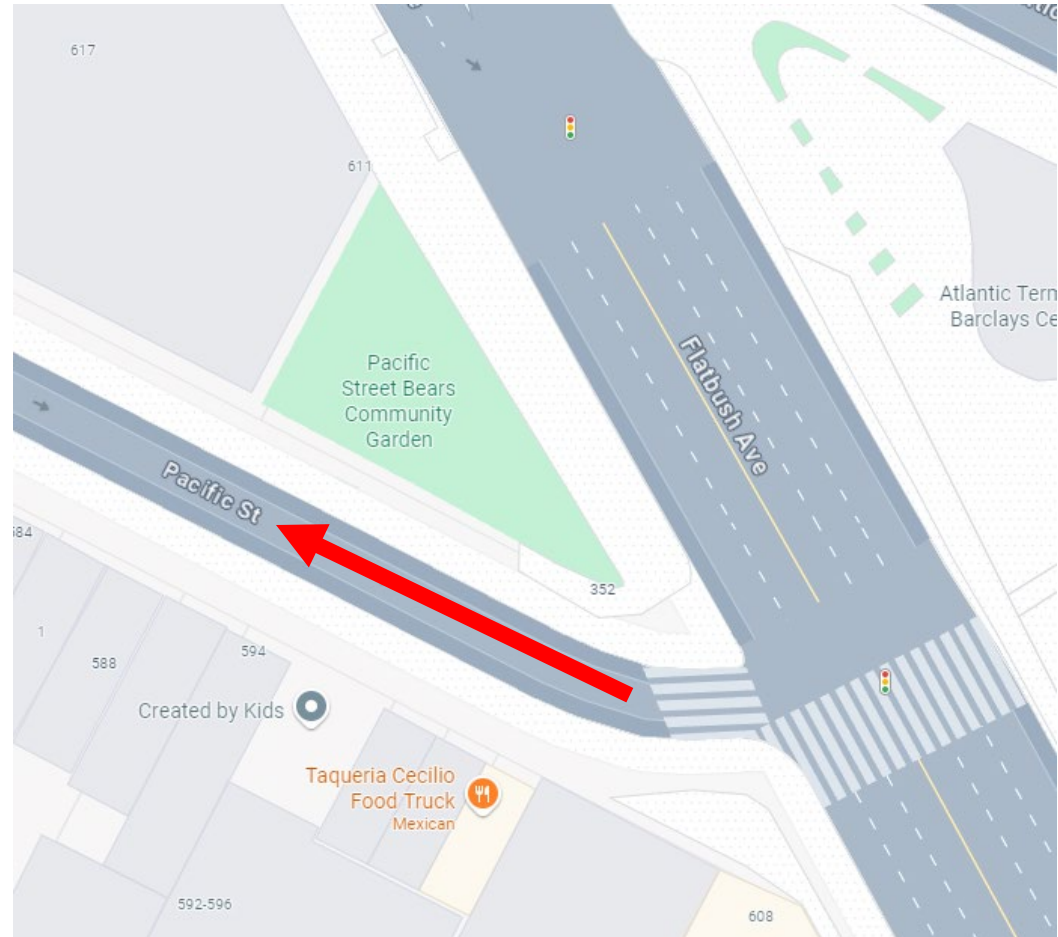
Flatbush Ave, Brooklyn

- 1,200 vehicles per hour with 2 general travel lanes per direction (south of Atlantic Ave). Truck Route.
- Access to Manhattan and Brooklyn Bridges, BQE
- With proposed bus lanes, vehicle volumes expected to decline as well

Making It Work: Traffic Network Adjustments

To improve traffic flow both on Flatbush Avenue and in the Downtown Brooklyn area, DOT is proposing to reverse the direction of Pacific St between Flatbush Ave and 4th Ave to westbound.

- Allows for improved bus lane physical protection on Flatbush Avenue
- Provides alternate route for deliveries from restaurant hub



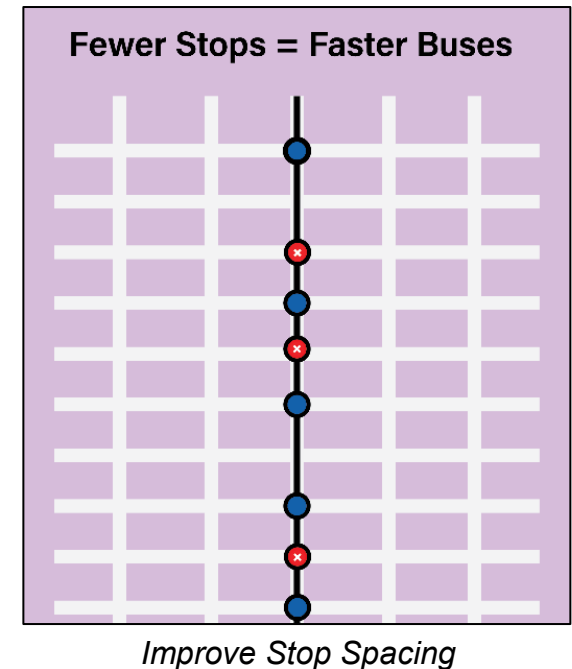
Making It Work: Proposed Curb Management Plan

- While each block will vary based on local context, DOT is proposing the following curb regulations on Flatbush Avenue between Dean Street and Grand Army Plaza:
 - Weekdays
 - 7am-8am, No Standing
 - 8am-4pm (or later if needed) Truck Loading
 - 4pm (or later if needed) -10pm 2-Hour Metered Parking
 - Saturdays
 - 7am-8am, No Standing
 - 8am-10pm 2-Hour Metered Parking
- New metered parking and loading would be proposed for the side streets on Pacific St, Dean St, Bergen St, St Marks Av, Prospect Pl, and Park Pl
- Although 41 net parking spaces would be removed as part of this project, this comprehensive parking management change to the corridor will improve access to support Flatbush businesses.



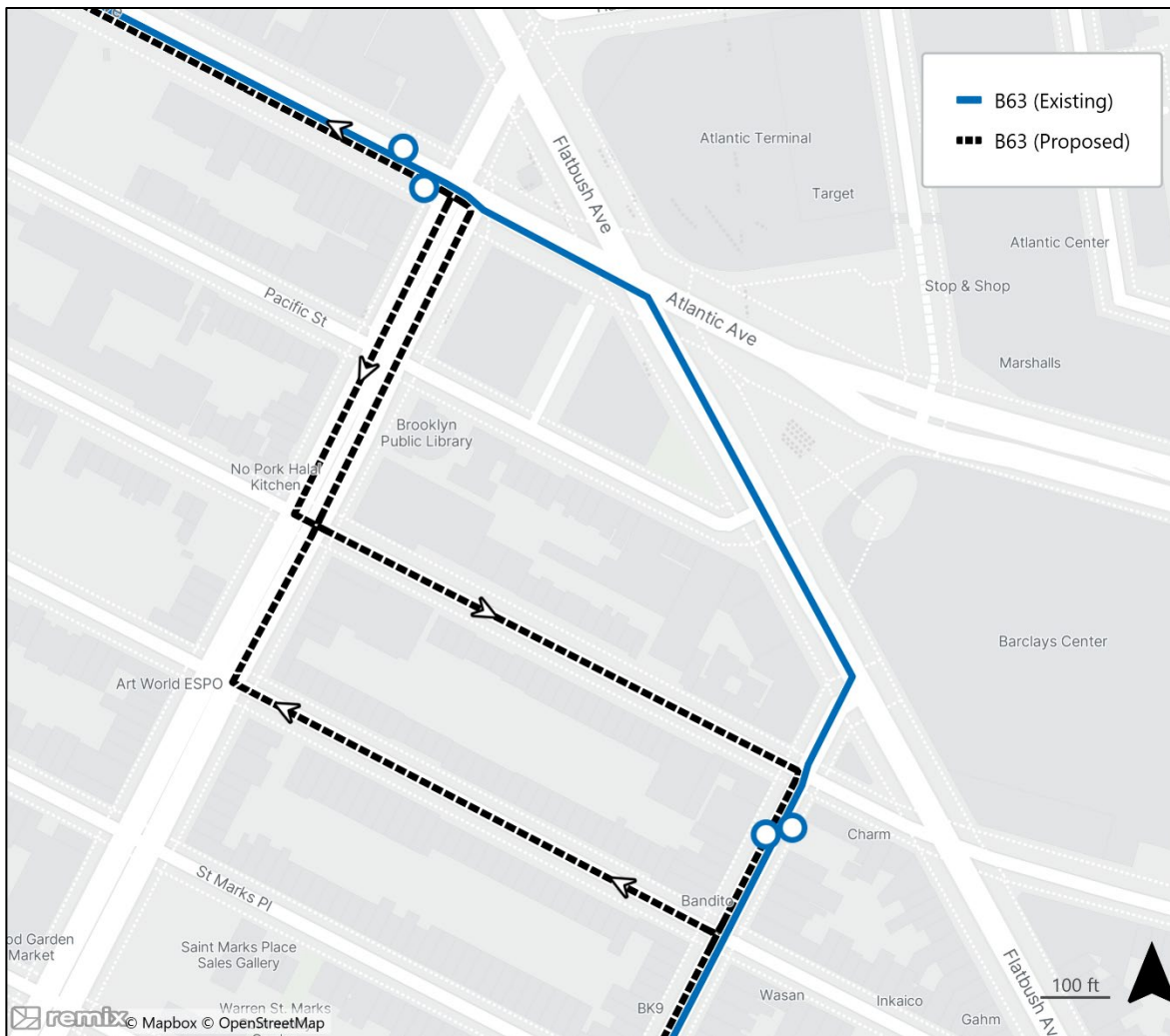
Bus Routing and Stop Consolidation

- DOT/MTA are evaluating bus routing, in conjunction with the Brooklyn Bus Network Redesign on Flatbush Ave to improve travel times for riders as well as minimize traffic congestion and bus delays.
- DOT/MTA propose removing 6 of 12 existing curbside bus stops, consolidating them onto 6 boarding islands.
 - Bus boarding islands would be **concentrated at subway stations**: Atlantic Av/Barclays Center, Bergen St, and 7th Av.
 - Consolidating bus stops **increases speed and reliability** for bus riders.
- A 20% speed improvement from center-running bus lanes would mean ~2 minutes saved per passenger-trip, or **11,675 minutes saved** of passenger time saved per day on the B41 (Local & Limited).



Potential Reroutes – B63

- Alternate routing prevents left turning B63 from blocking B41 at Atlantic Ave.
- NB B63 would turn left onto Bergen St, right onto 4th Ave, then left onto Atlantic Ave.
- SB B63 would turn right onto 4th Ave, left onto Dean St, then right onto 5th Ave.
- NB B63 stop at 5th Ave and Bergen St would be the only missed stop.



Potential Terminal Swap – B45 & B63

- Swapping the B45 and B63 terminals prevents left turning B63 from blocking B41 on Flatbush Ave.
- NB B63 would turn left onto Flatbush Ave from 5th Ave and continue along Flatbush Ave and Livingston St and terminate in Downtown Brooklyn.
- WB B45 would cross Flatbush Ave and continue along Atlantic Ave and terminate at Brooklyn Bridge Park.
- All existing stops would continue to be served.



Potential Reroutes – B69

- Alternate routing prevents turning B69 from blocking B41 on Flatbush Ave.
- NB B69 would turn right onto Park Pl, then left onto Vanderbilt Ave.
- SB B69 would turn right onto Sterling Pl, then left onto 7th Ave.
- The B69 would no longer serve the Grand Army Plaza 2/3 station. SB customers would have a longer walk to 7th Ave B/Q station.

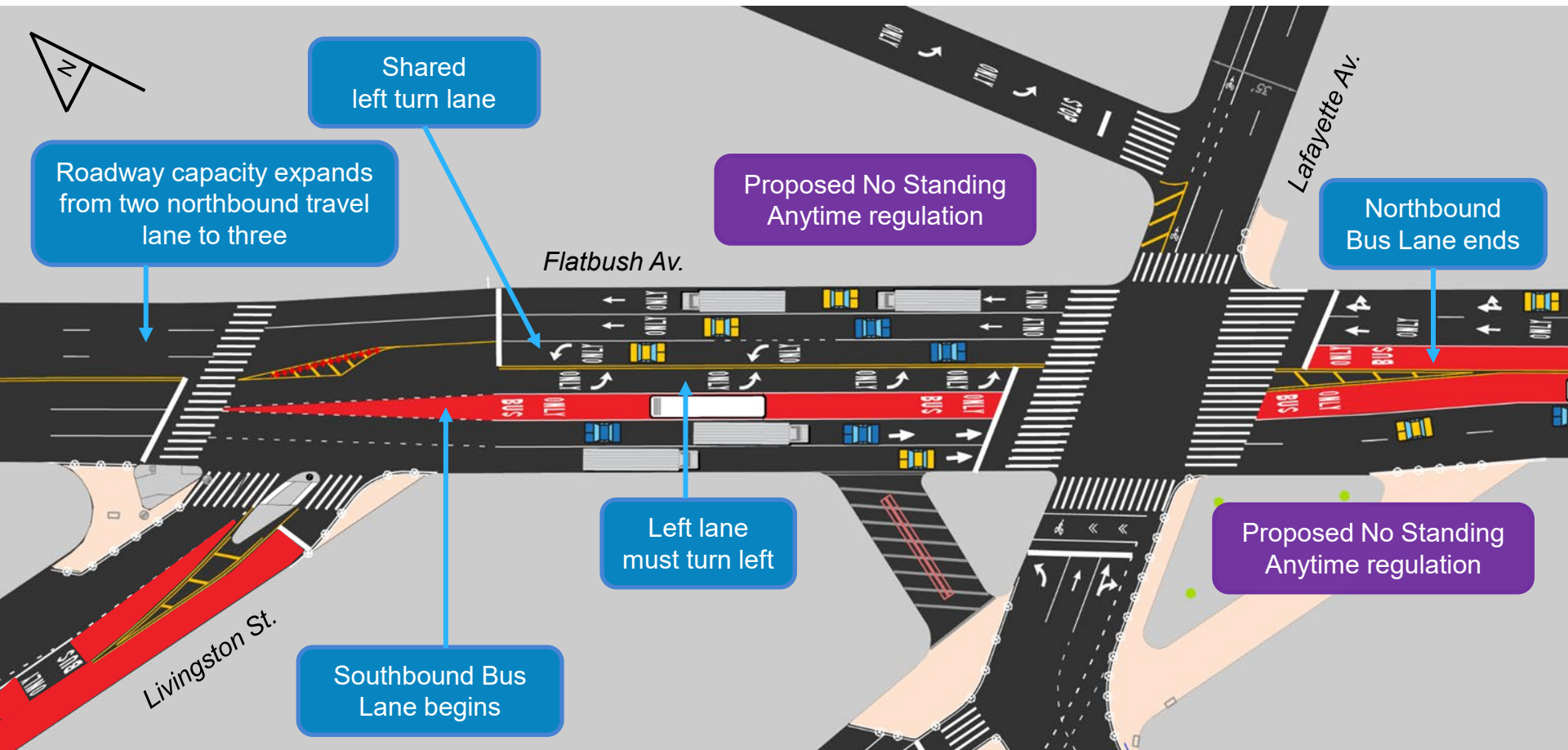


Detailed Proposal

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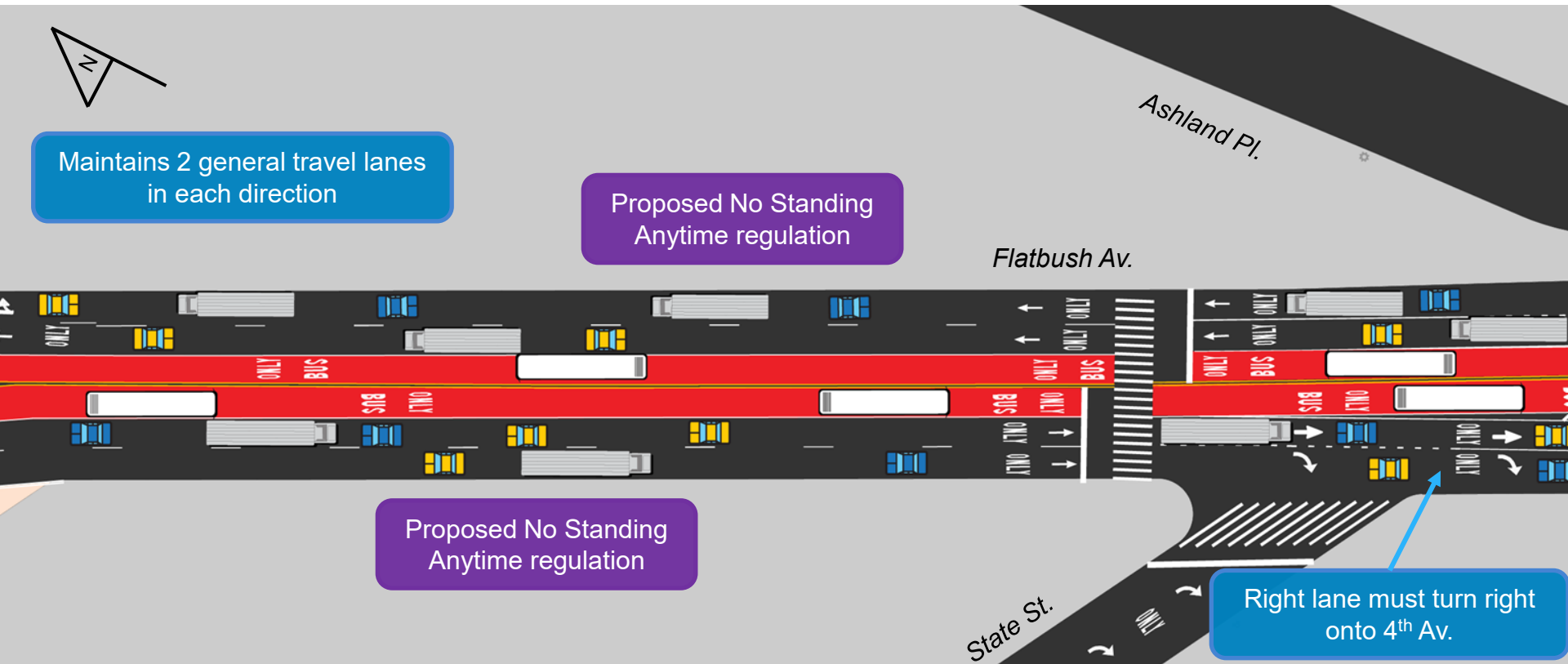
Proposed Design

Flatbush Av. from Livingston St. to Lafayette Av.



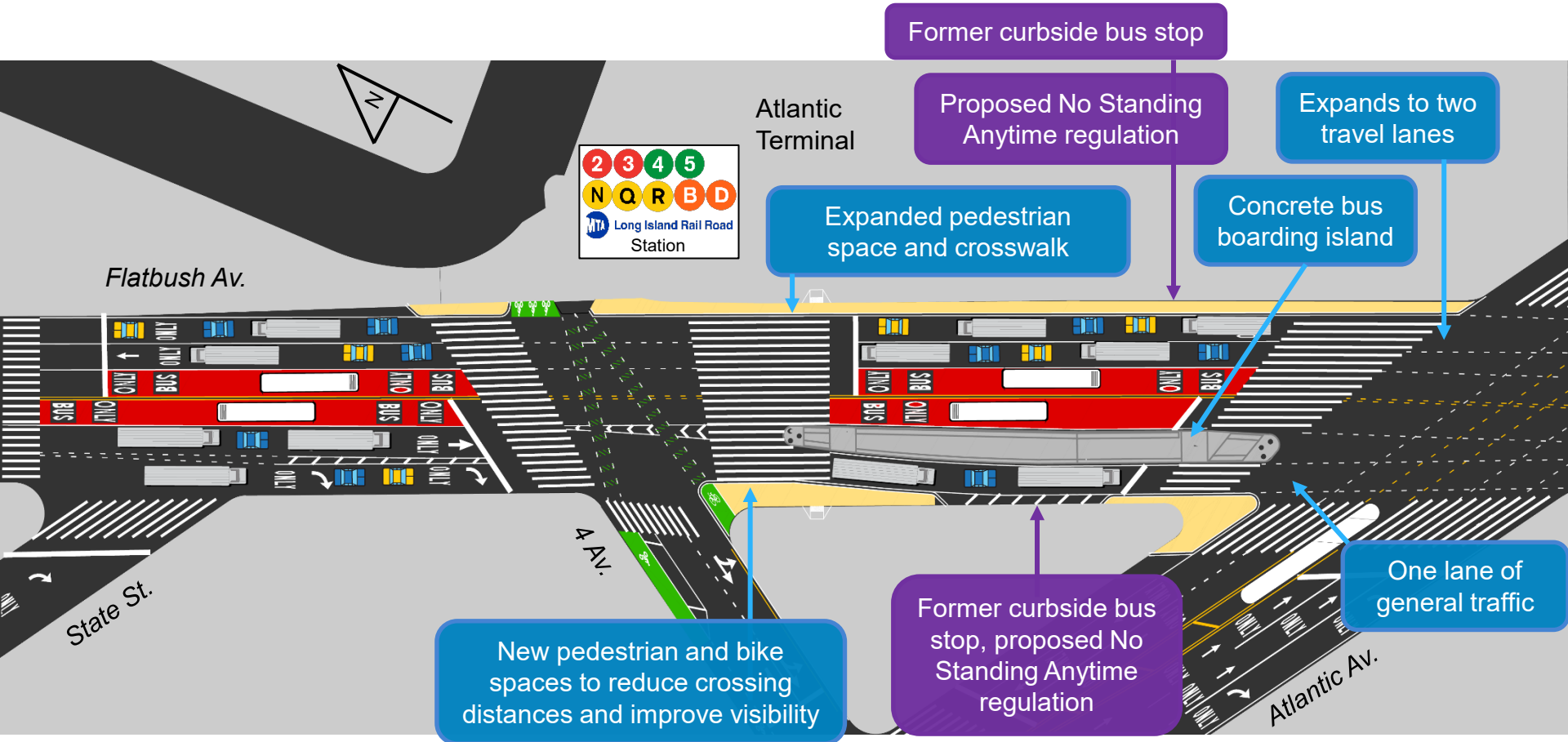
Proposed Design (continued)

Flatbush Av. from Lafayette Av. to State St.



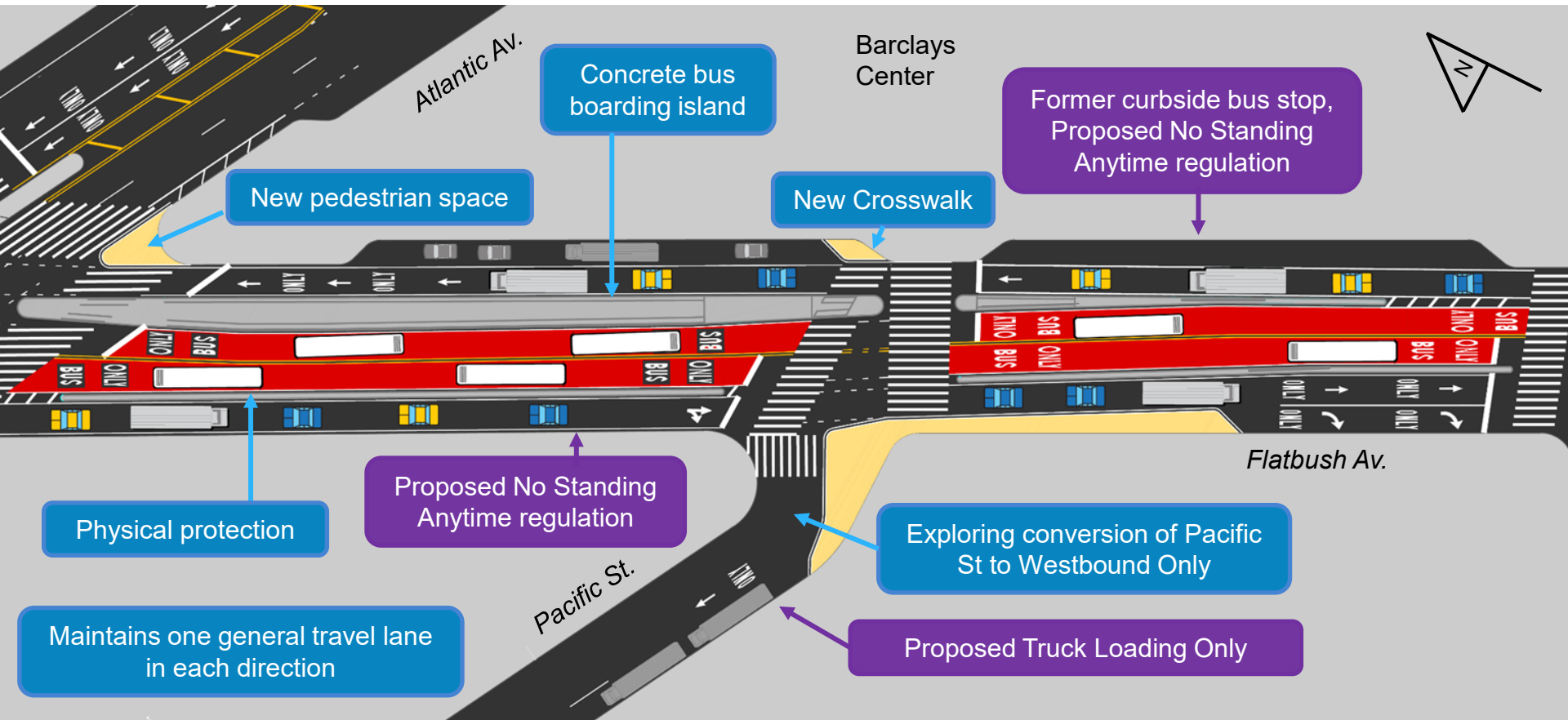
Proposed Design (continued)

Flatbush Av. from State St. to Atlantic Av.



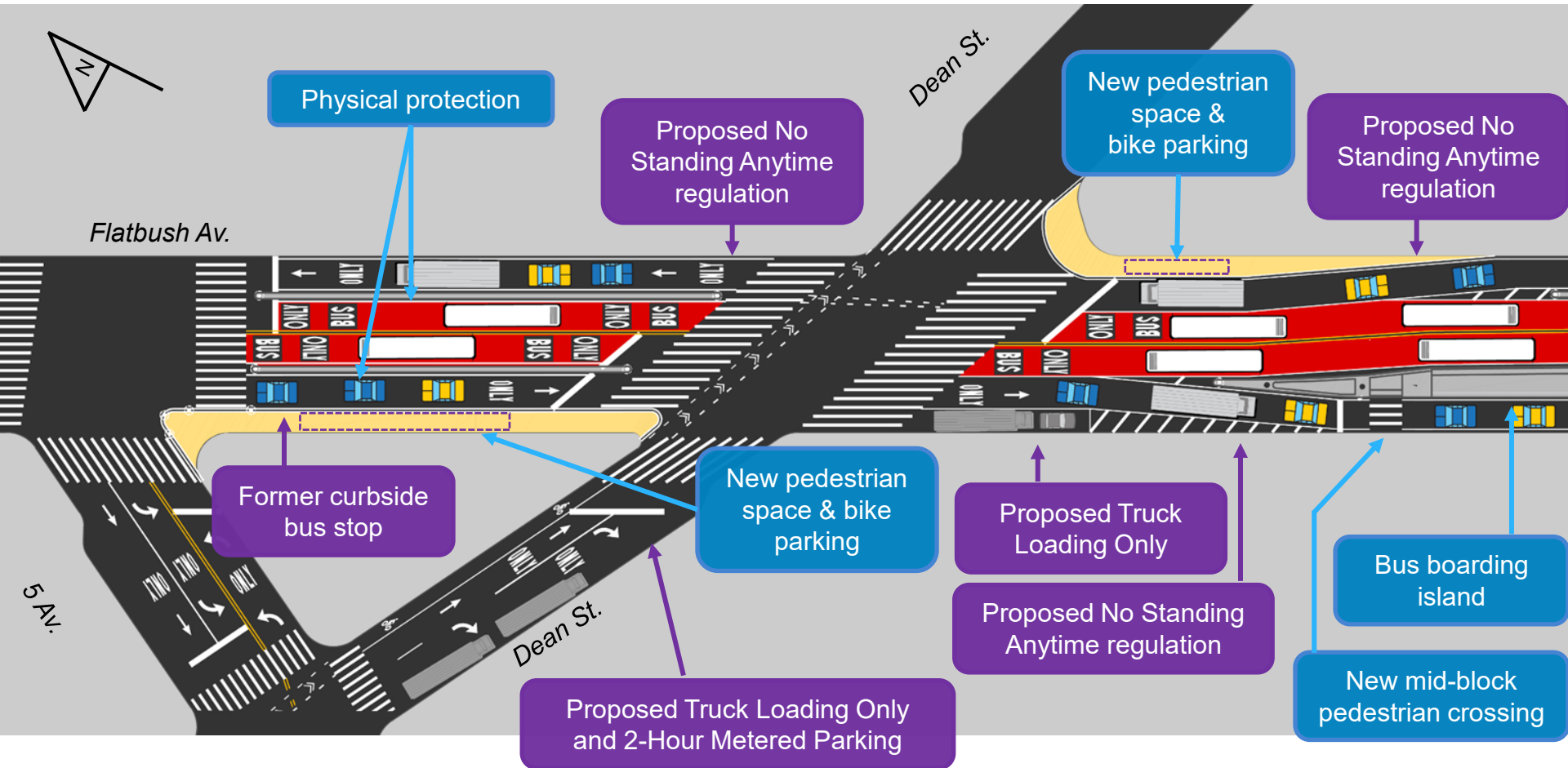
Proposed Design (continued)

Flatbush Av. from Atlantic Av. to 5th Av.



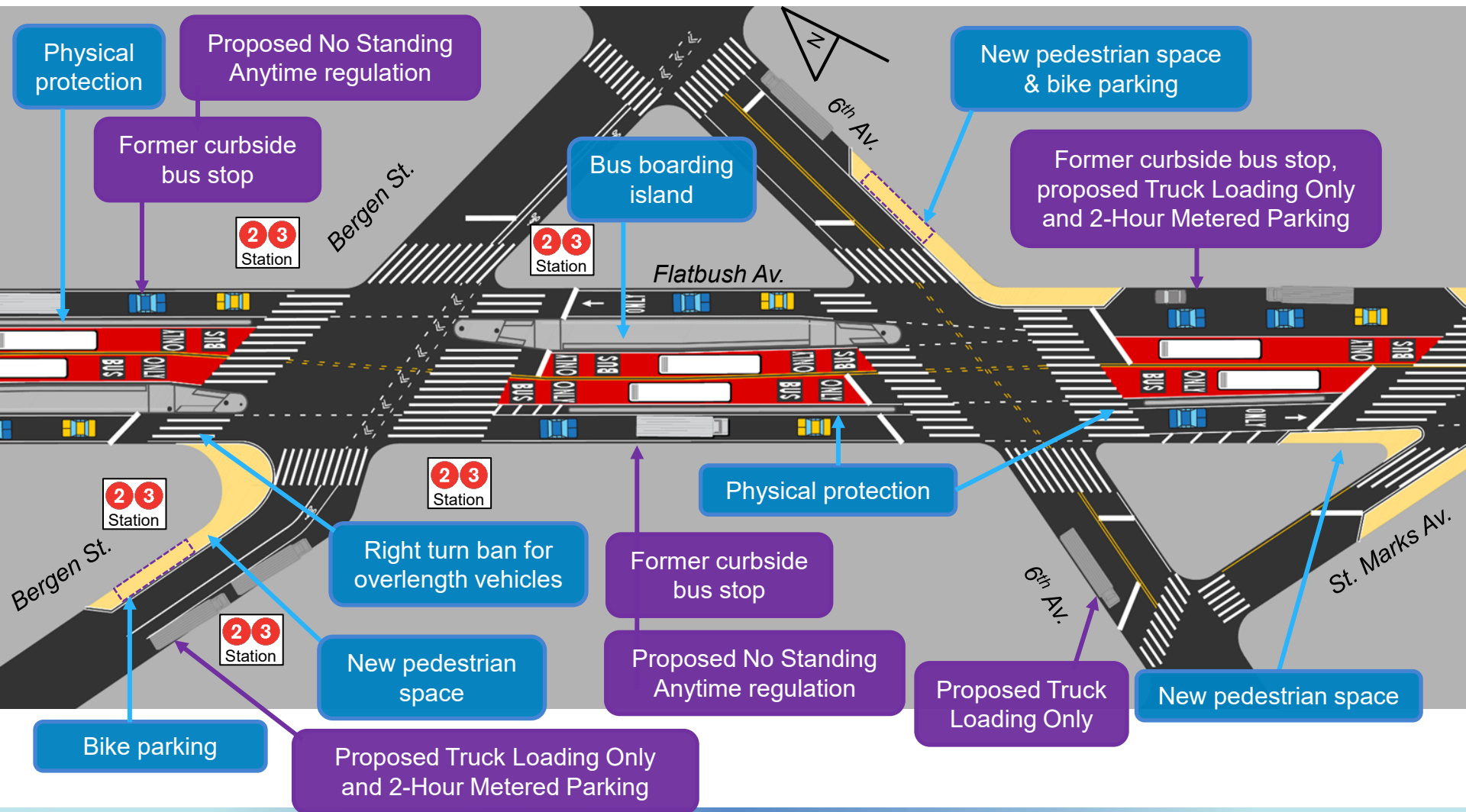
Proposed Design (continued)

Flatbush Av. from 5th Av. to Bergen St.



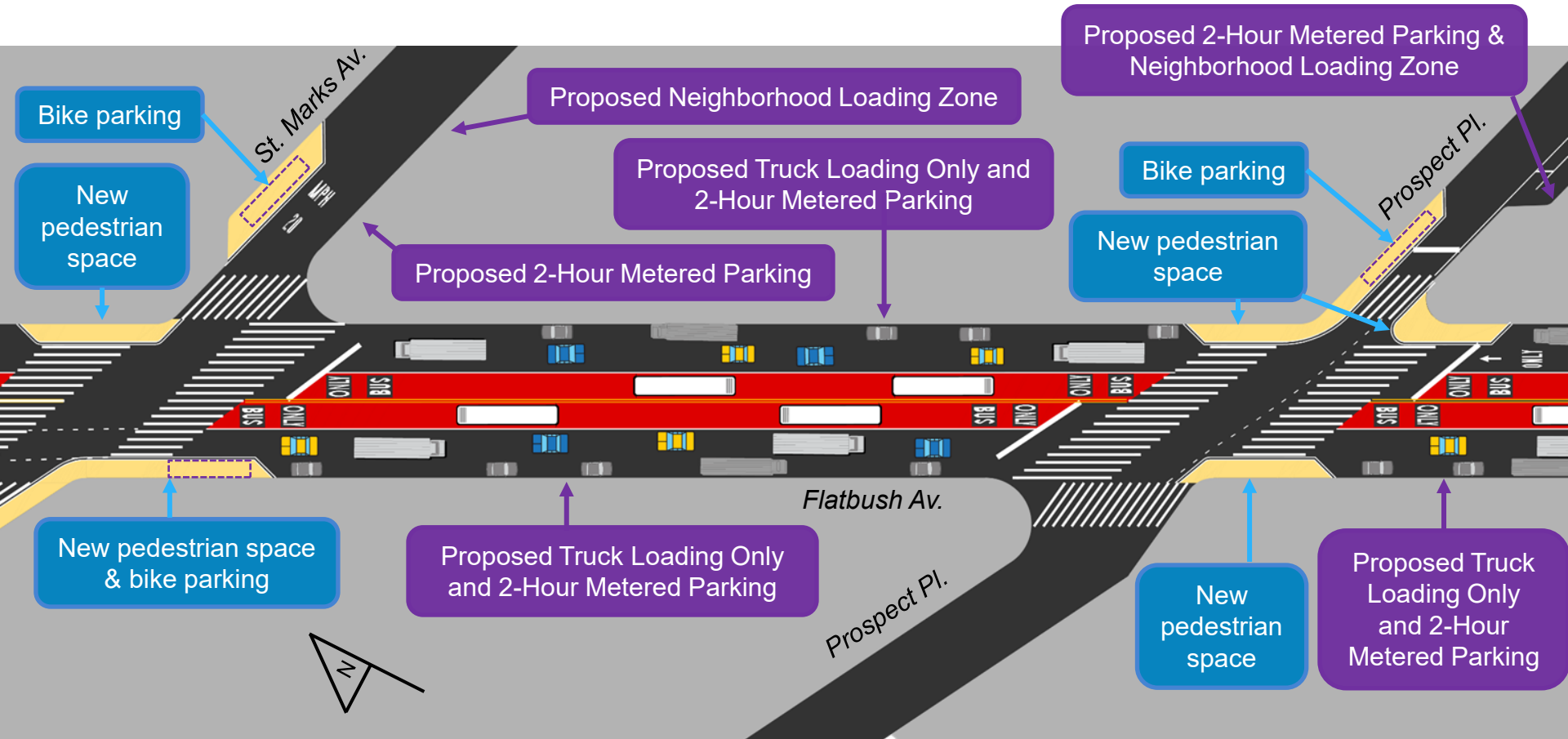
Proposed Design (continued)

Flatbush Av. from Bergen St. to St. Marks Av.



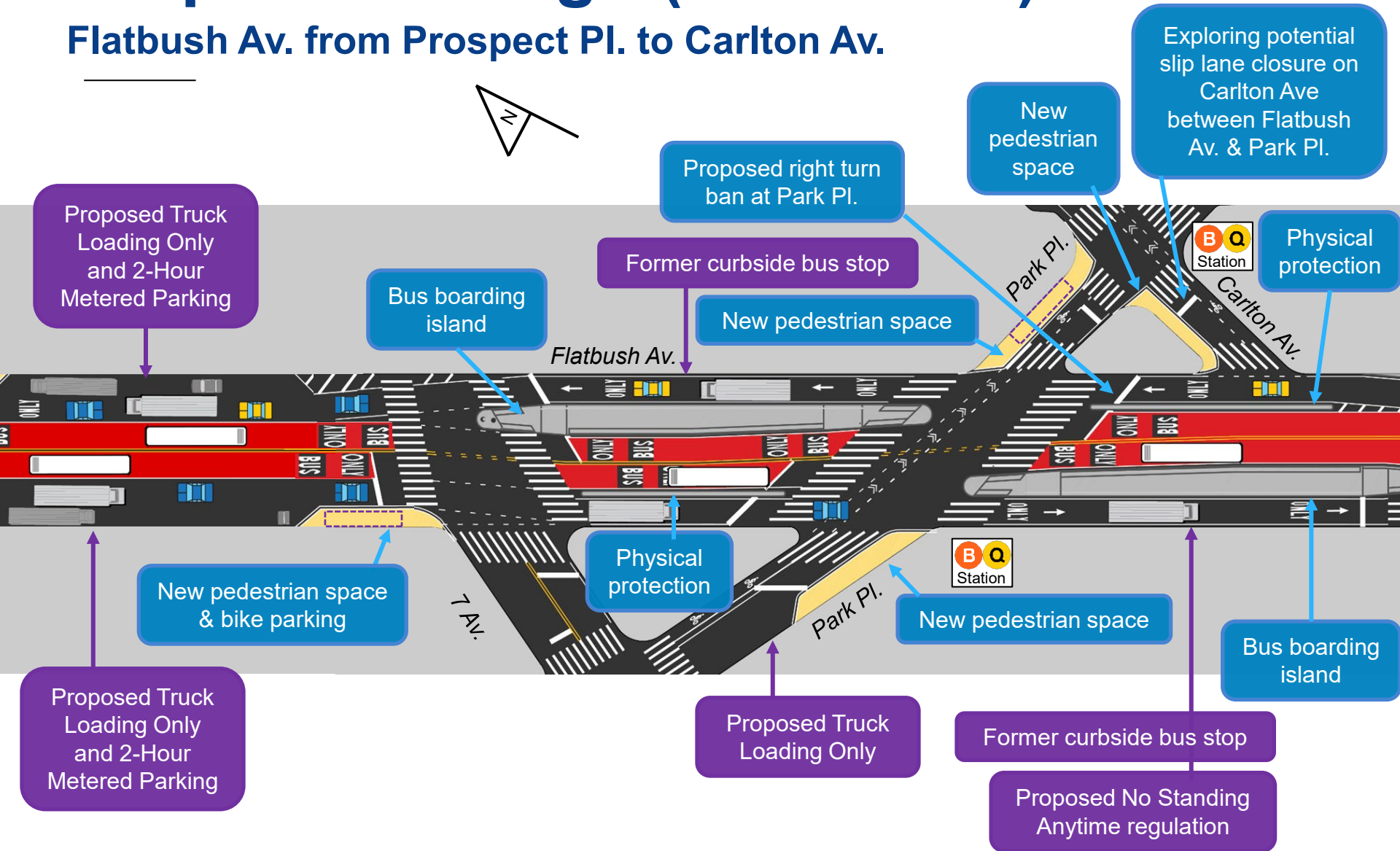
Proposed Design (continued)

Flatbush Av. from St. Marks Av. to Prospect Pl.



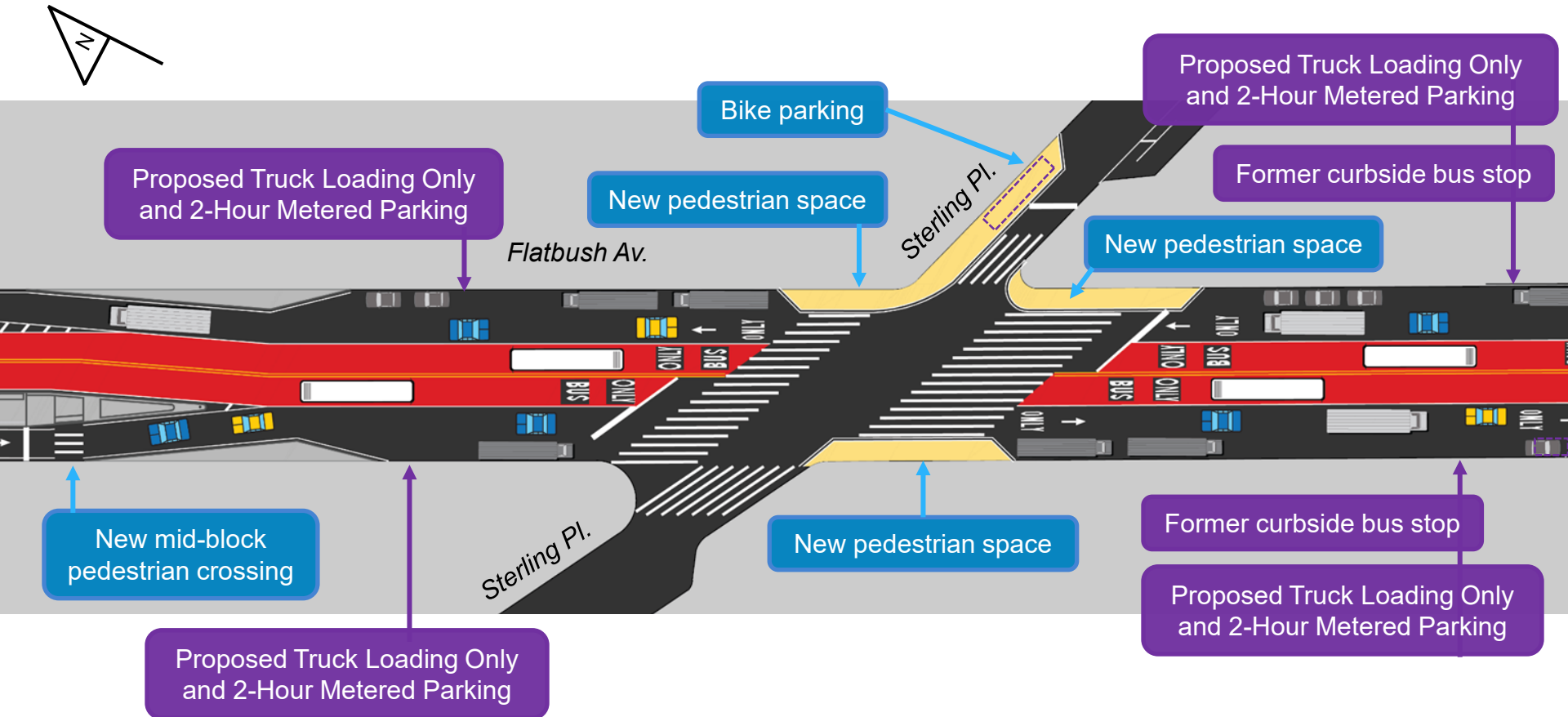
Proposed Design (continued)

Flatbush Av. from Prospect Pl. to Carlton Av.



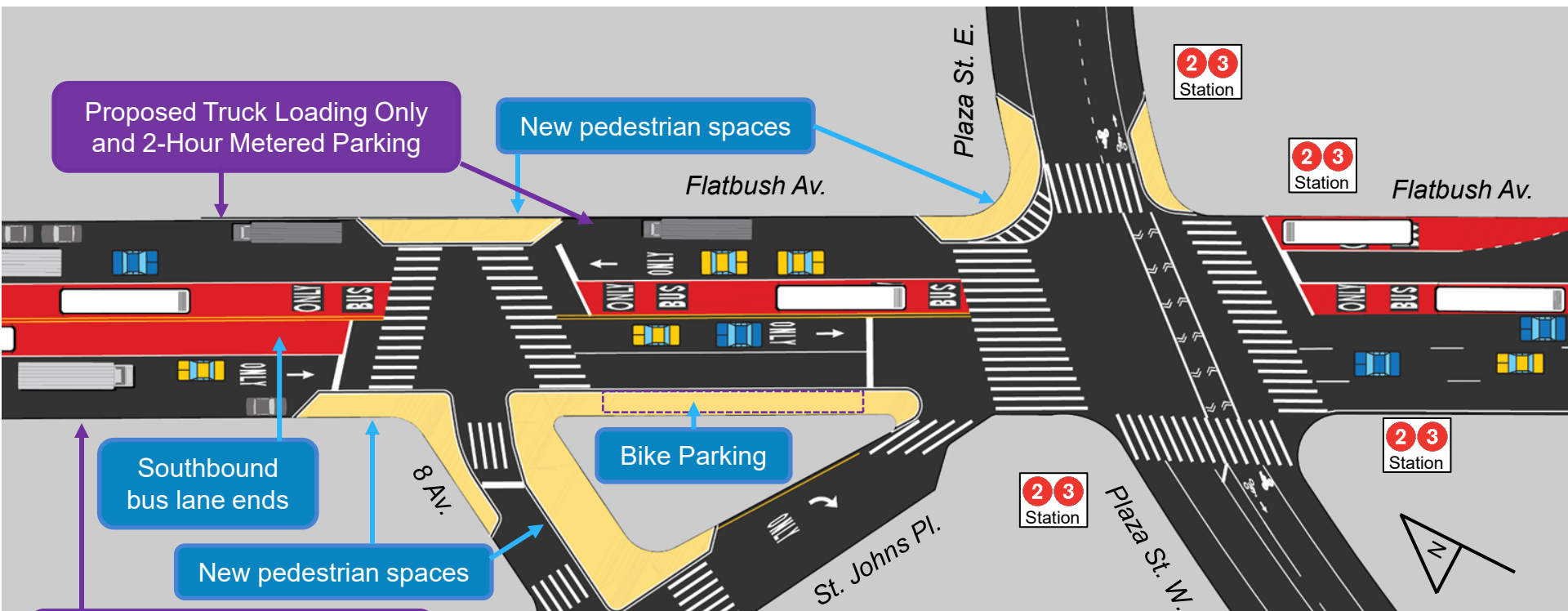
Proposed Design (continued)

Flatbush Av. from Carlton Av. to 8th Av.



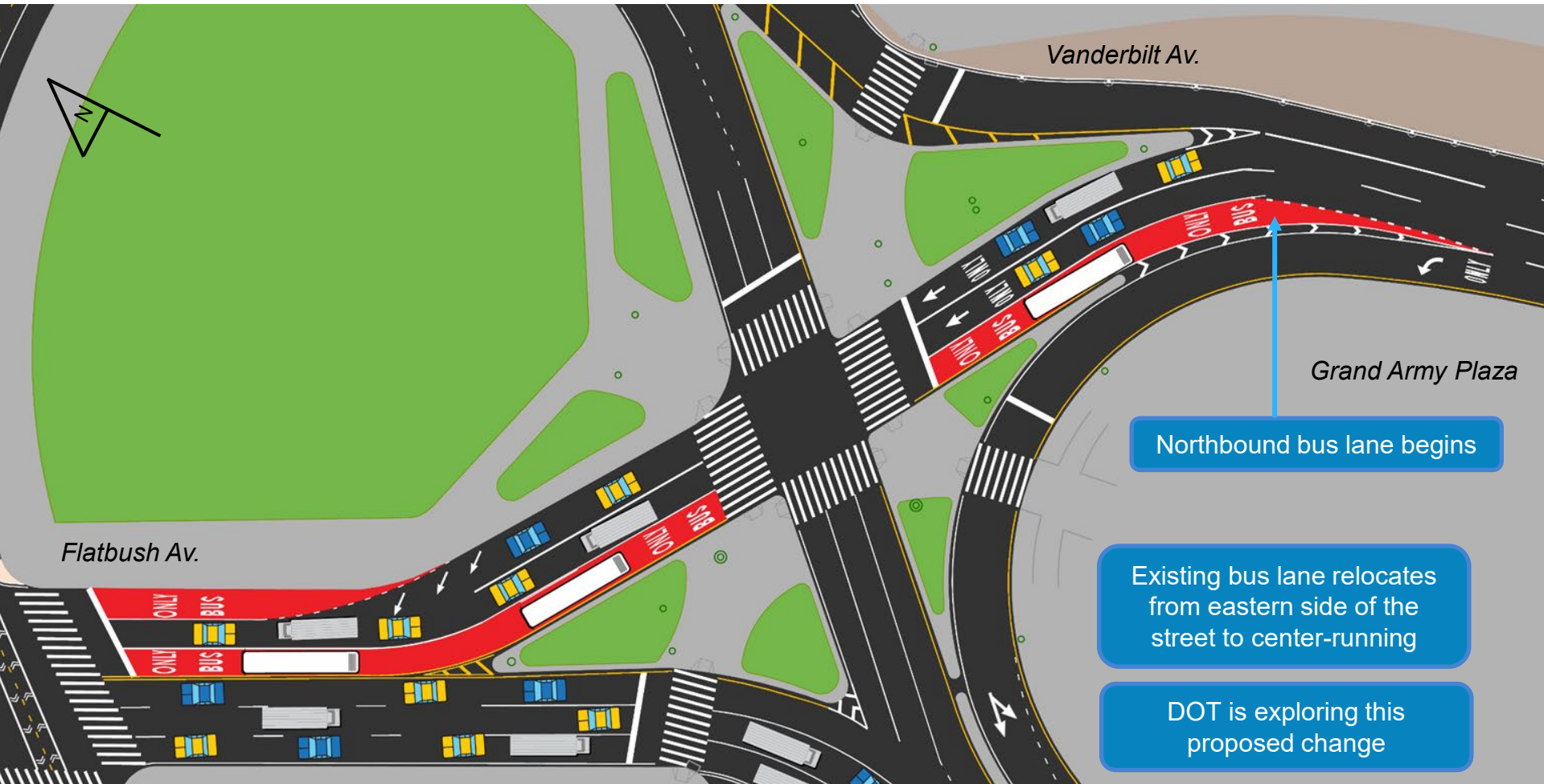
Proposed Design (continued)

Flatbush Av. from 8th Av. to Plaza St.

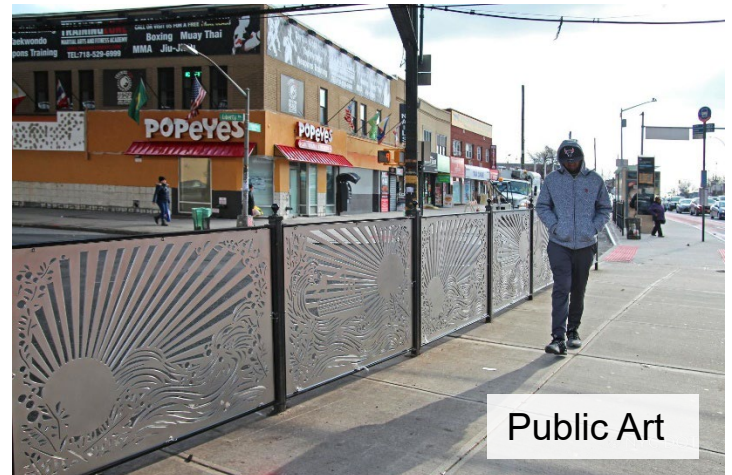
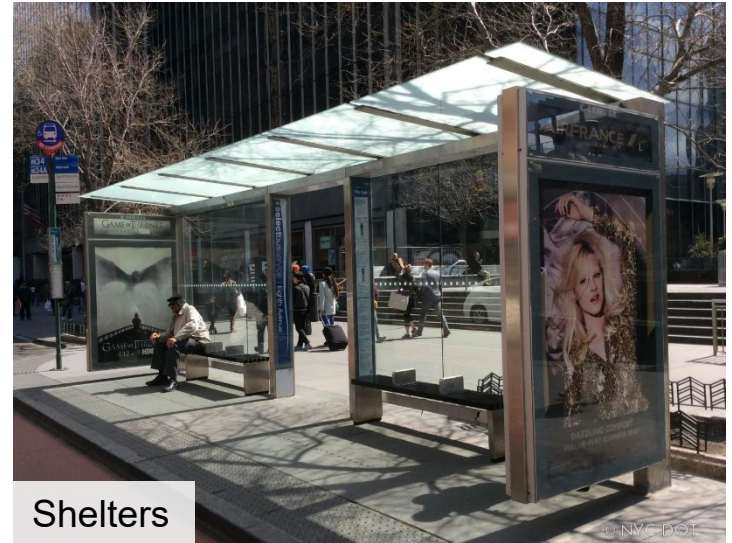


Proposed Design (continued)

Flatbush Av. from Plaza St. to Grand Army Plaza



Potential Bus Boarding Island Amenities



Bus Boarding Island Amenities: Flatbush Av and Park Pl



Summary and Next Steps

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Goals for Flatbush Ave:

- **Reimagine Flatbush Ave as a transit and pedestrian-centric** corridor that contributes to the **long term-vision of improving the public realm** of Downtown Brooklyn and Grand Army Plaza
- **Deliver high-quality transit infrastructure** that improves bus speeds and reliability along this critical transportation corridor
- **Maintain Flatbush Ave's role as a key connector for goods movement**, ensuring commercial access and deliveries are supported through improved curb management and freight access strategies.
- **Create a vibrant, accessible street** that connects people to jobs, businesses, and destinations across Brooklyn.



Project Summary*

- Center-Running Bus Lanes and high-quality bus stops
- Adds 15,800 ft² of painted pedestrian space
 - Daylights and shortens the crossing distances at 13 intersections on a Vision Zero Priority Corridor
 - Potential to increase public realm greenery with maintenance partners
 - Potential for art through DOT's Art Partners program
- Adds 13,000+ft² of concrete pedestrian space via 6 new bus boarding islands
- Adds up to 10 new roadway bike parking areas which can fit 150+ bikes
- 17 new dedicated loading zones, which can fit over 70 trucks or 112 passenger vehicles

**all calculations are estimates, subject to change
based on engineering judgement and traffic analysis*



Photo Credit: Philip Greenberg

Project Timeline

Analysis and Outreach:

Spring 2024:

- Community Advisory Board meeting #2
- Community Boards 2, 6, 8

Summer 2024:

- On-street surveys for merchants and bus riders
- Continue traffic analysis and project design

Fall/Winter 2024-2025:

- Complete traffic analysis and project design

Spring 2025:

- Present proposal to CBs 2, 6, 8, and elected officials
- Collect feedback and continue refining proposal

Summer 2025:

- Present updated proposal to Community Advisory Board

Fall 2025:

- Present Updated Design and Implementation Timeline

Projected Implementation Phasing:

Fall 2025:

- Install bus lane markings north of 4th Av
- Install painted curb extensions where feasible

Spring 2026:

- Begin concrete and signal construction
- Construction phasing would be completed by direction of travel
- Temporary markings would be installed to minimize disruptions to travel

Summer/Fall 2026:

- Complete concrete and signal construction
- Install final roadway markings
- Re-route buses as necessary

Late Fall 2026:

- Bus lanes open for operation

Thank You!

Questions?



NYC DOT



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