

Flatbush Ave Bus Priority

Community Advisory Board Presentation

Summer 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



Center-Running Bus Lanes Deliver

DOT analyzed multiple design concepts for the northern segment of Flatbush Ave.

- **Offset Bus Lanes:**

- Bus lanes may still be blocked from double parking
- Public realm improvements not as tangible as center-running concept

- **Center-Running Bus Lanes:**

- 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



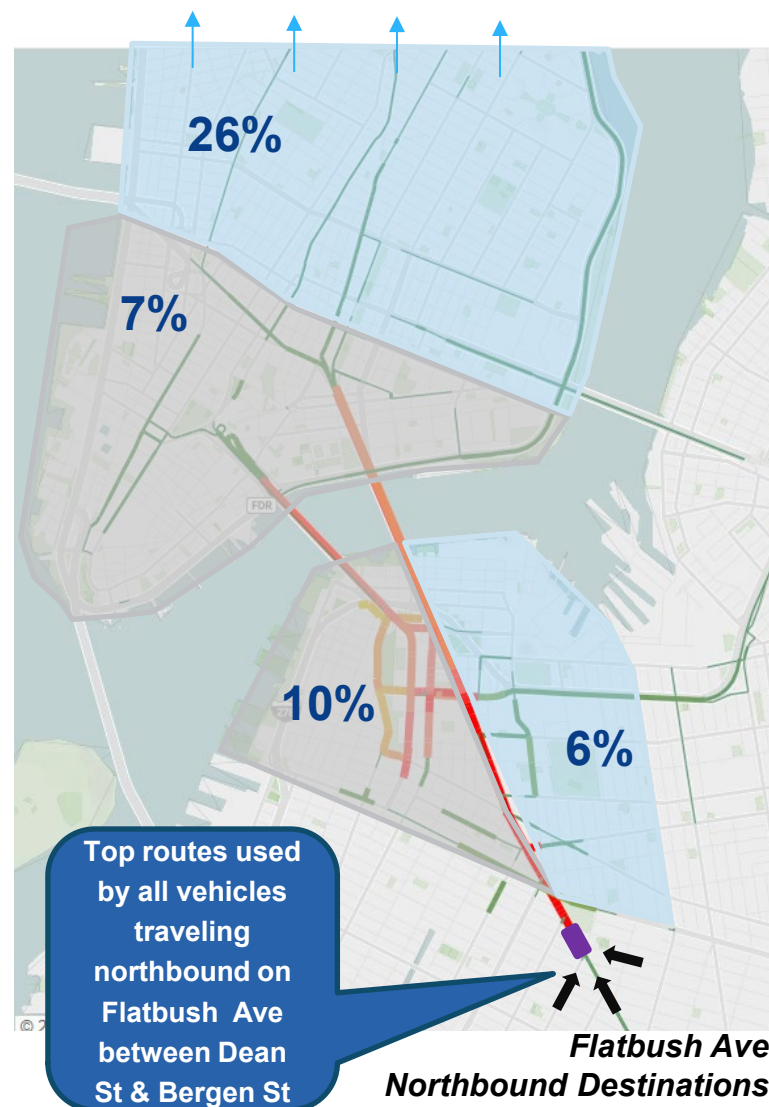
Offset Bus Lanes: 21st St, Queens



Center-Running Bus Lane: E. Gun Hill Rd, Bronx

Understanding Current Traffic Patterns

- Flatbush Avenue remains a critical corridor connecting people to Downtown Brooklyn and Manhattan, though **since CBD Tolling Program (CBDTP) was implemented, fewer car trips are headed to Manhattan.**
 - **~33% of northbound traffic** continues to Manhattan (down from 44% pre-CBDTP), just 7% is headed to Lower Manhattan
 - **~30% of northbound traffic** is headed to other **boroughs outside of Manhattan or out of the city entirely**
 - Southbound travel patterns are similar emphasizing two-way demand
- ~24% of Flatbush Ave roadway users are already on the bus (in 3-10% of total vehicles)



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)



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

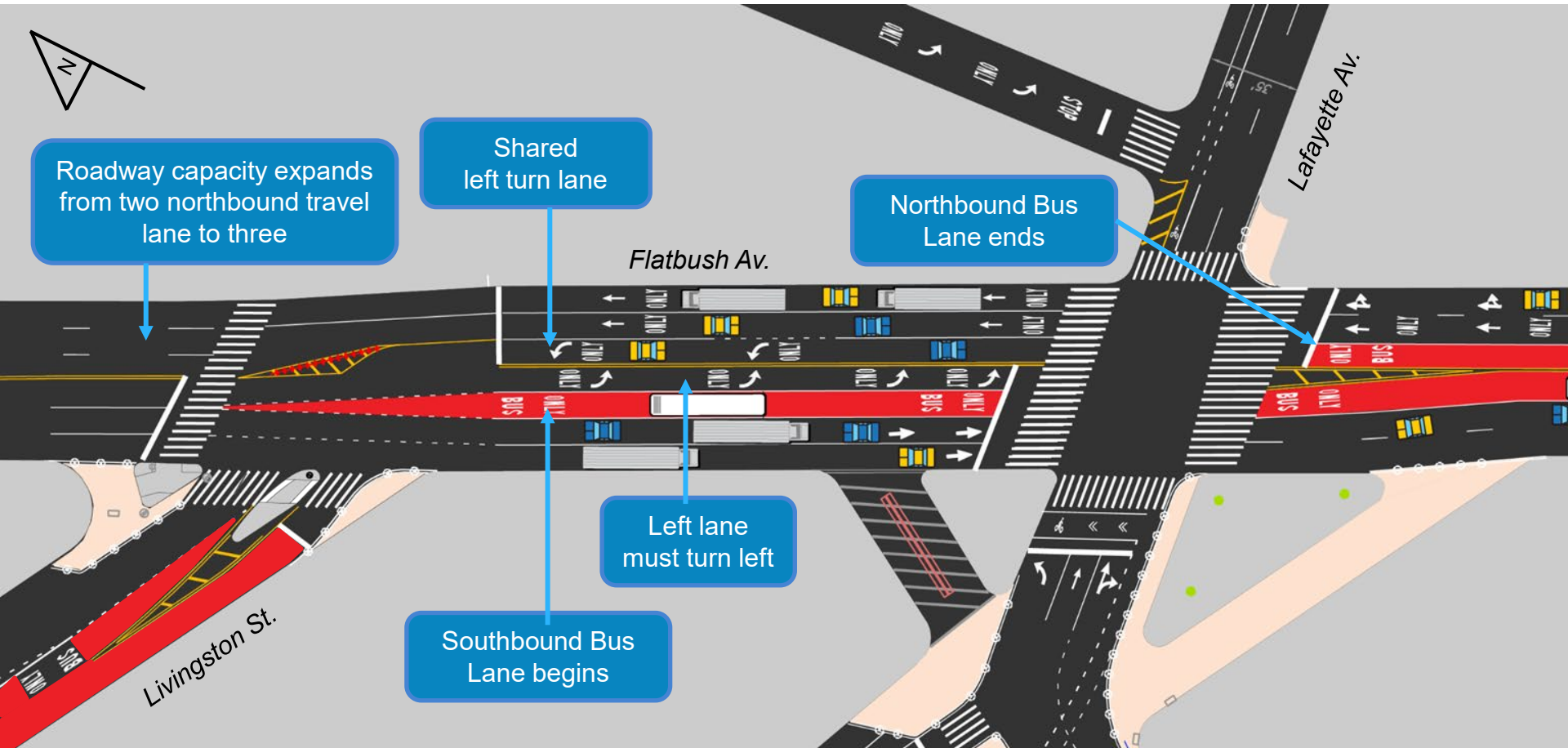
High-performing transit priority street connecting Brooklyn neighborhoods

Draft Proposal

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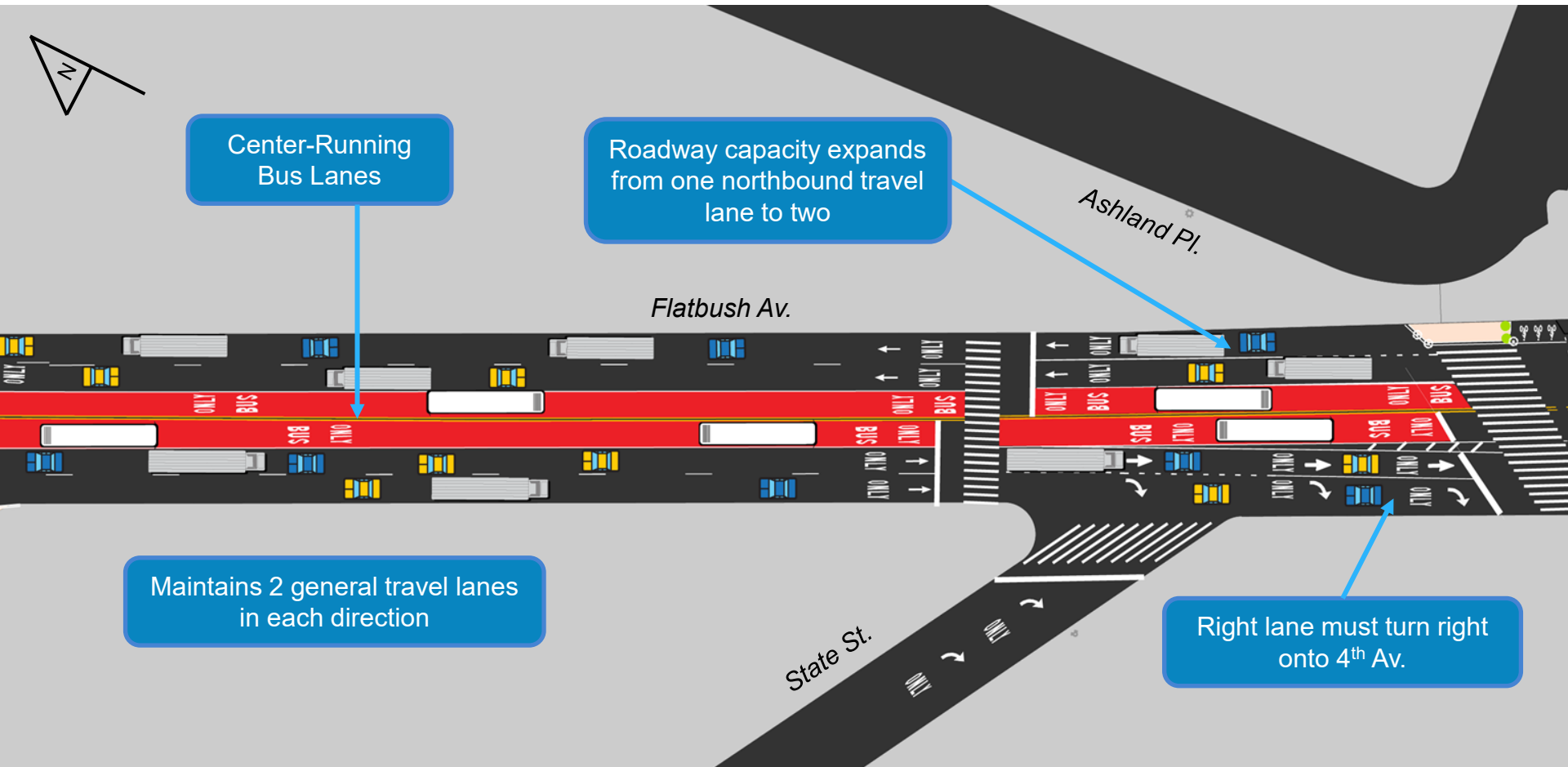
Draft Proposed Design

Flatbush Av. from Livingston St. to Lafayette Av.



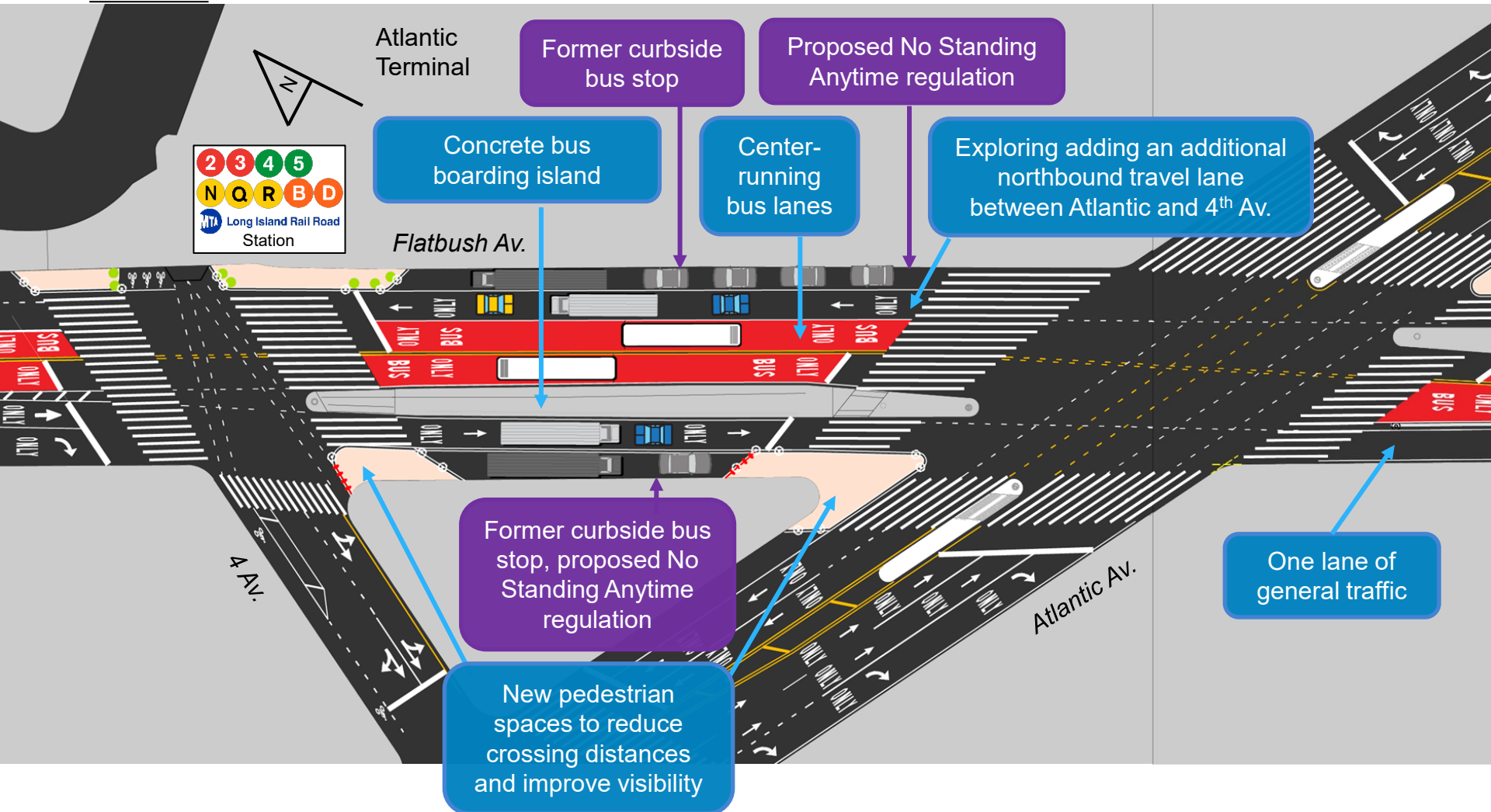
Draft Proposed Design (continued)

Flatbush Av. from Lafayette Av. to 4th Av.



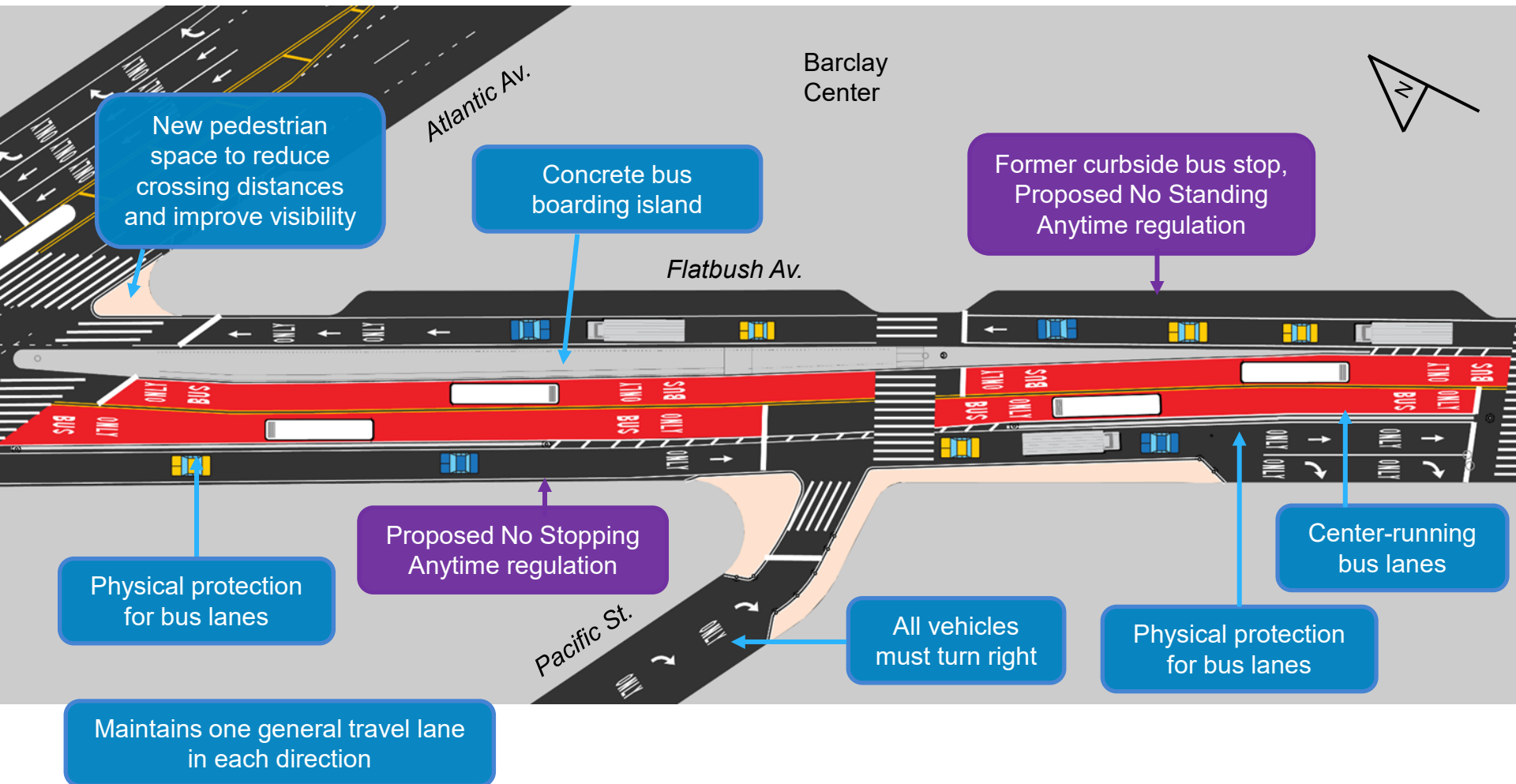
Draft Proposed Design (continued)

Flatbush Av. from 4th Av. to Atlantic Av.



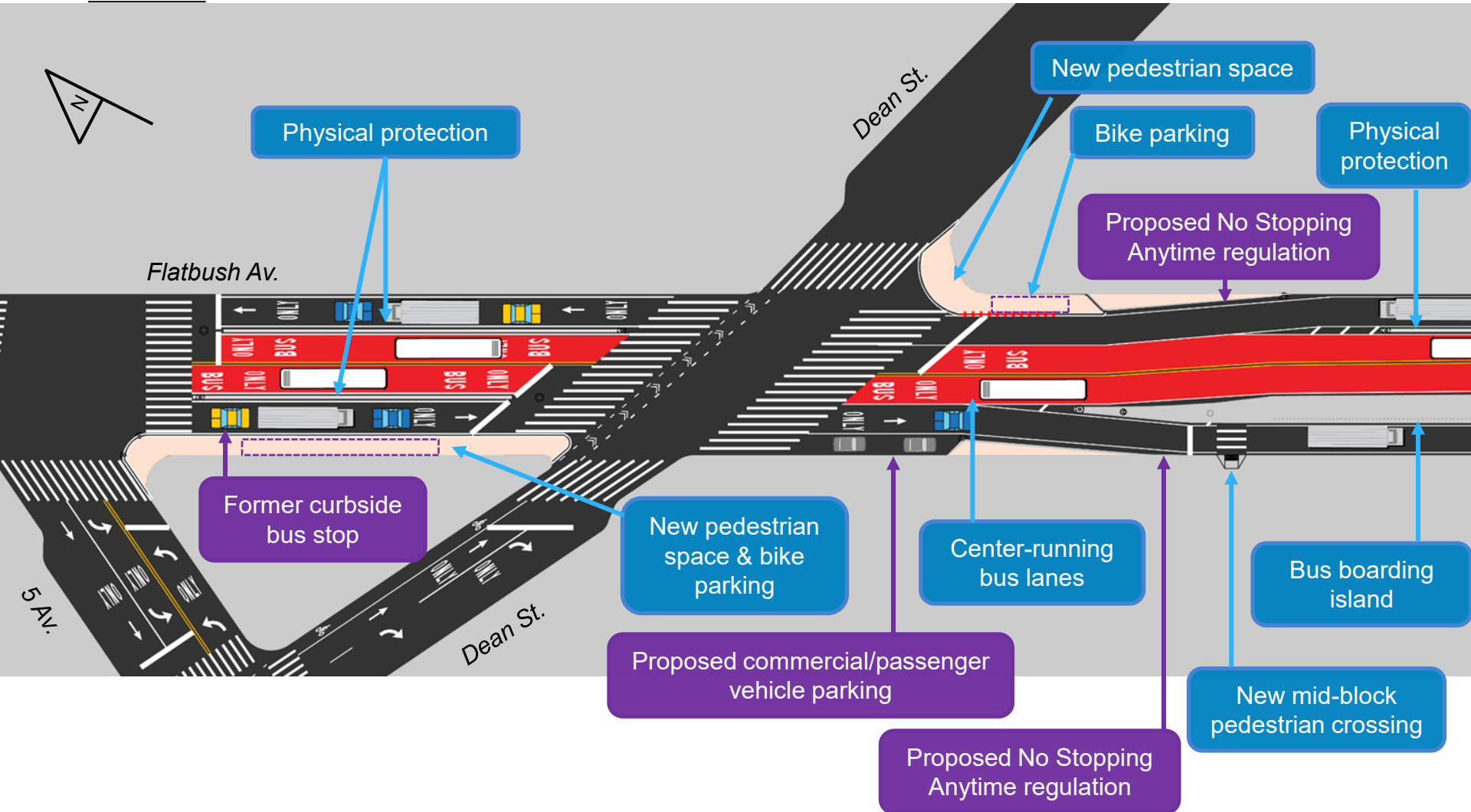
Draft Proposed Design (continued)

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



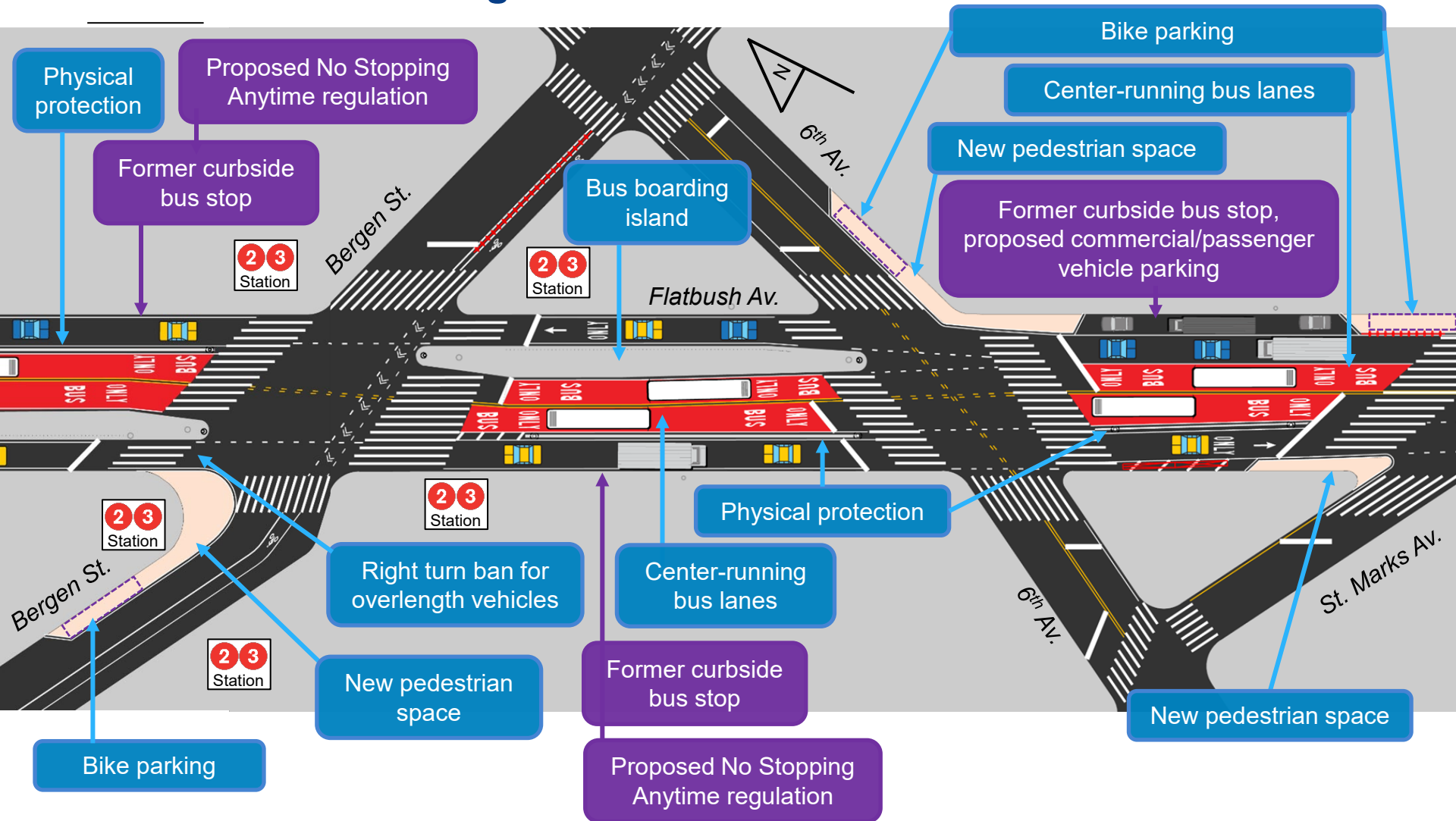
Draft Proposed Design (continued)

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



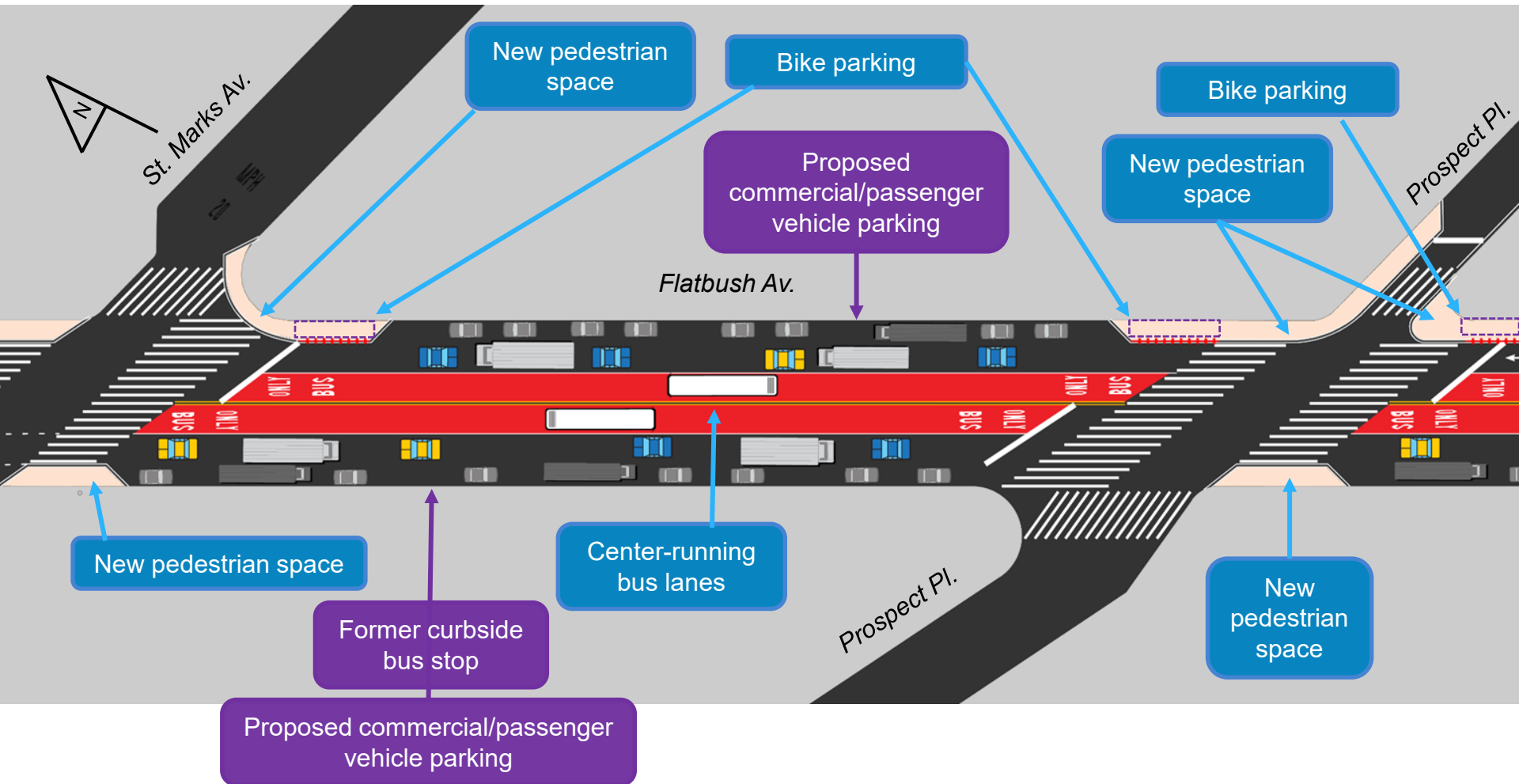
Draft Proposed Design (continued)

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



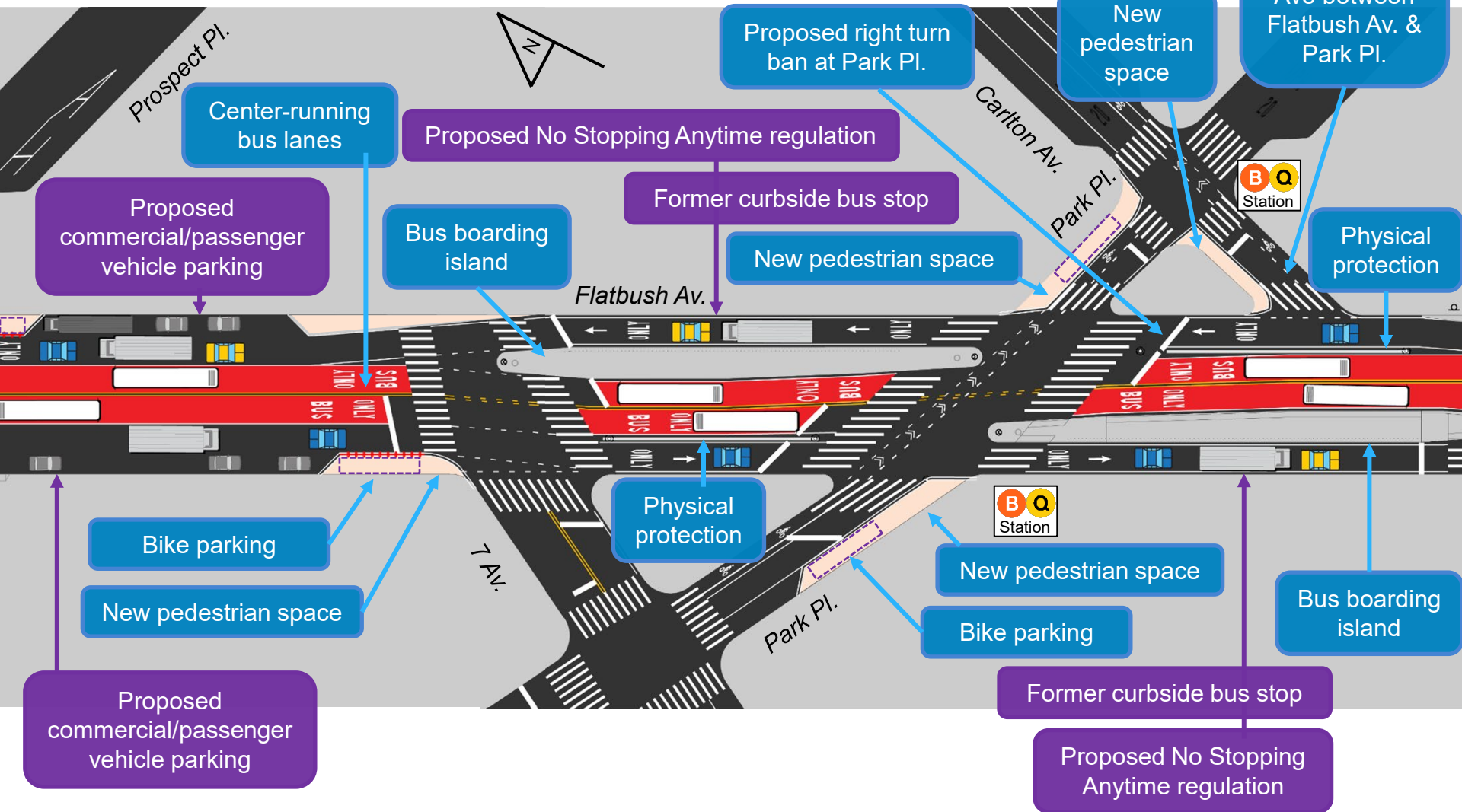
Draft Proposed Design (continued)

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



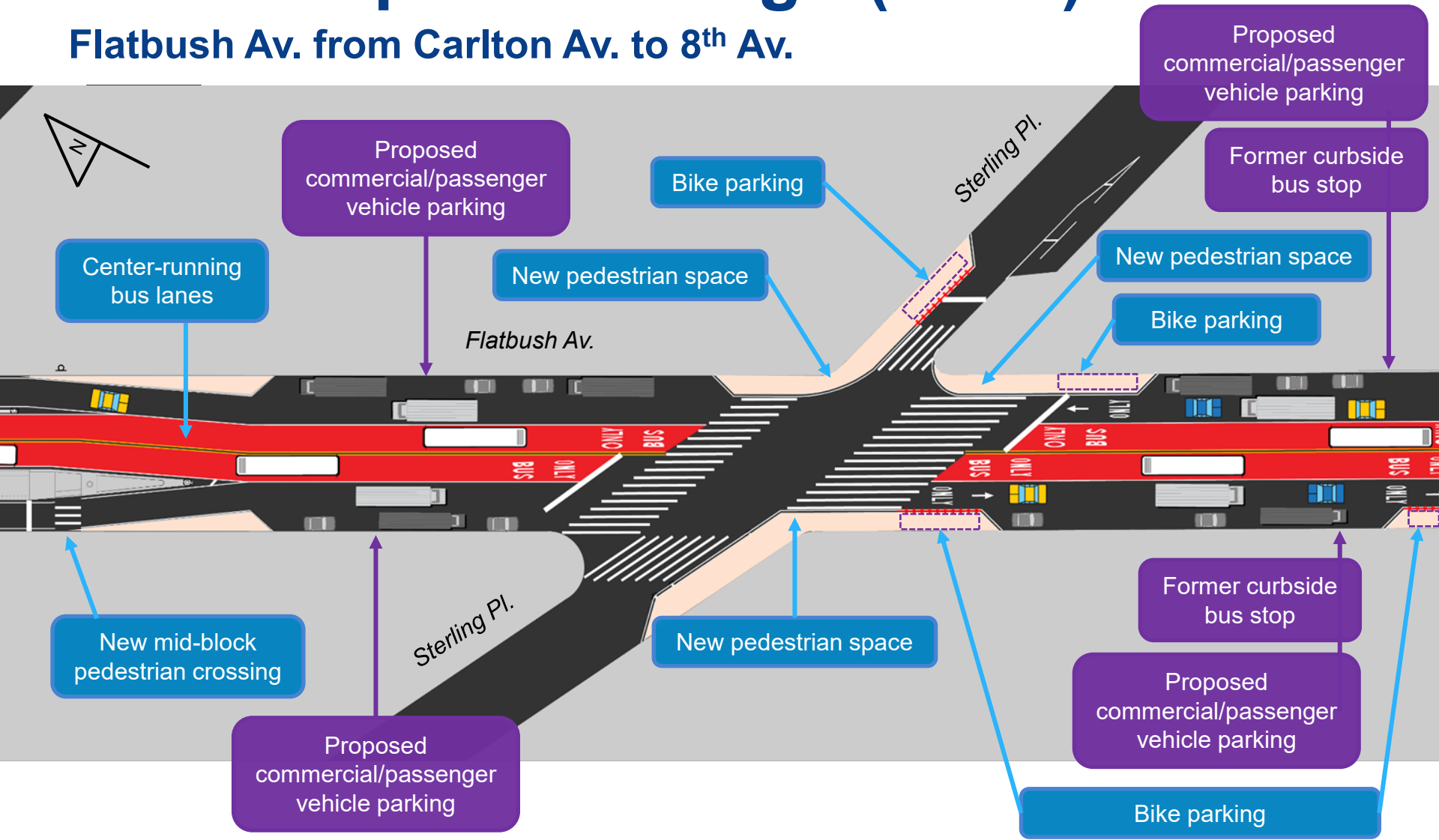
Draft Proposed Design (cont.)

Flatbush Av. from Prospect Pl. to Carlton Av.



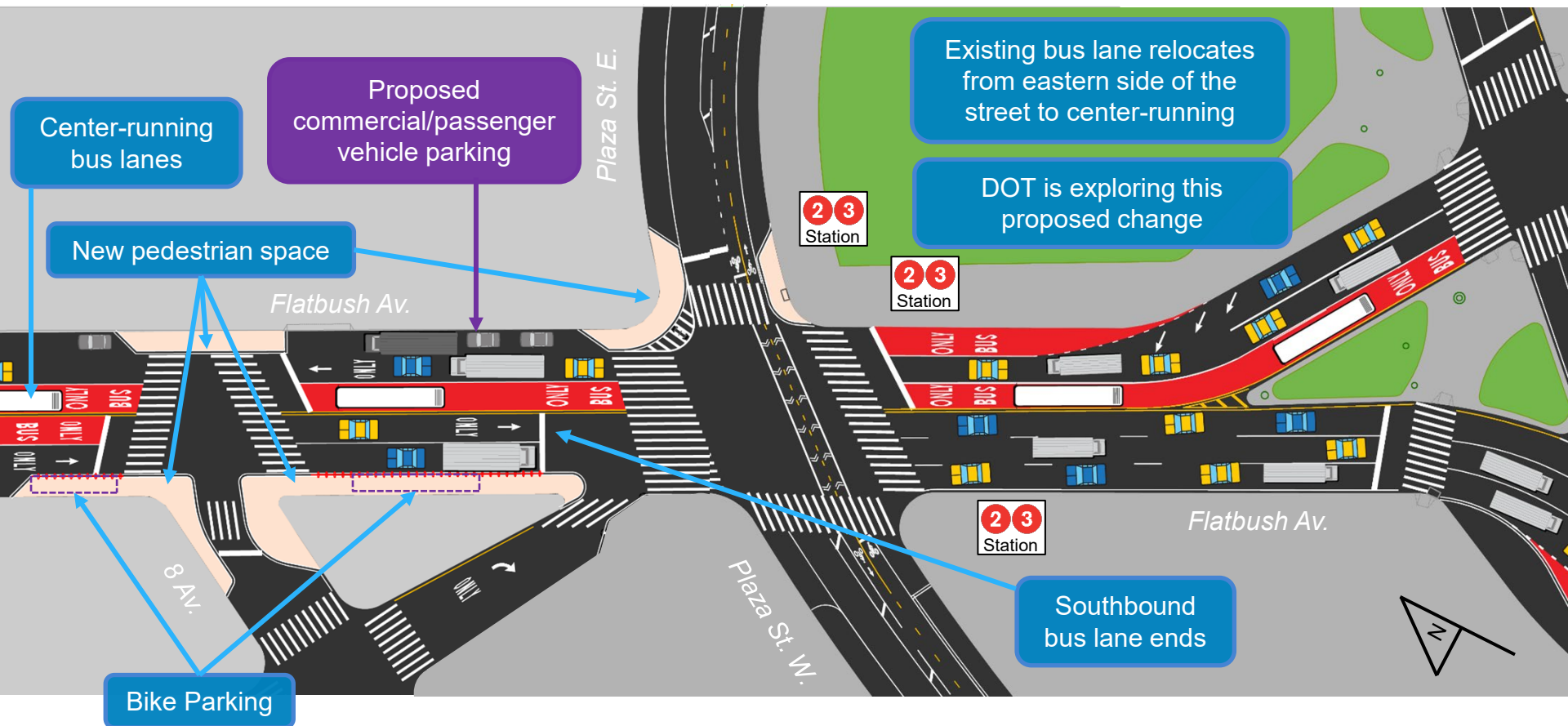
Draft Proposed Design (cont.)

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



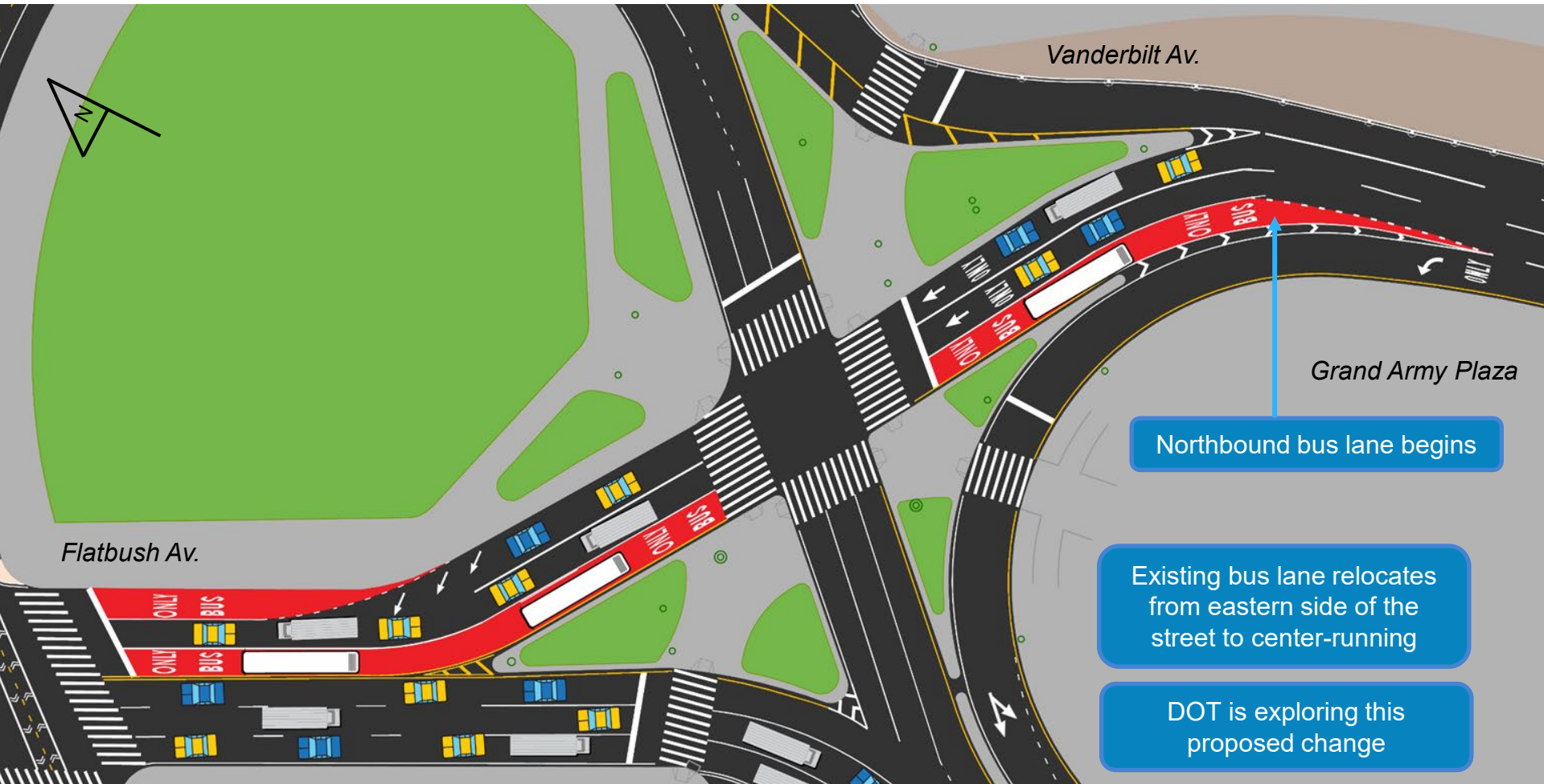
Draft Proposed Design (continued)

Flatbush Av. from 8th Av. to Vanderbilt Av.



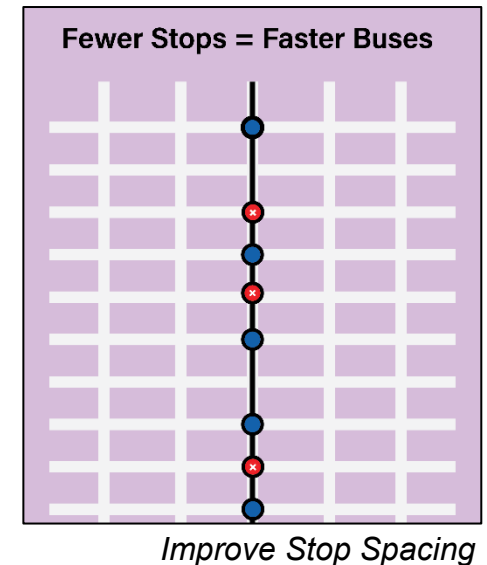
Proposed Design (continued)

Flatbush Av. from Vanderbilt Av. to Grand Army Plaza



Bus Routing and Stop Consolidation

- MTA and DOT 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 six of 12 existing curbside bus stops in order to consolidate them onto six bus boarding islands
 - Bus boarding islands would be **concentrated at subway stations**: Atlantic/Barclays, Bergen St. 7th Av.
 - Consolidating bus stops **increase speed and reliability** for bus riders
- A 20% speed improvement from center-running bus lanes would mean 1.7 minutes saved per passenger-trip, or 11,675 **minutes saved** of passenger time per day on the B41 (Local & Limited)



Summary and Next Steps

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Project Summary*

- Center-Running Bus Lanes and high-quality bus stops
- Adds 14,300 ft² of painted pedestrian space
 - Daylights and shortens the crossing distances at 13 intersections on a Vision Zero Priority Corridor
 - 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 14 new roadway bike parking areas which can fit 170+ bikes
- 11 new dedicated loading zones, which can fit over 50 trucks or 83 passenger vehicles

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



Photo Credit: Philip Greenberg

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 Timeline

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



Thank You!

Questions?



NYC DOT



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