



Service Changes: B63 Travel Path Revision in Prospect Heights, Brooklyn

Sarah Wyss, Acting Chief, Operations Planning

Background

The B63 provides local bus service between Bay Ridge and Cobble Hill in Brooklyn via the neighborhoods of Sunset Park, Park Slope and Prospect Heights. The NYC Department of Transportation in partnership with NYC Transit will be implementing bus lanes in 2026 on the northern section of Flatbush Avenue between Grand Army Plaza and State Street. The Cobble Hill-bound B63 turns left from northbound Flatbush Avenue to westbound Atlantic Avenue, and the Bay Ridge-bound B63 turns right from eastbound Atlantic Avenue to southbound Flatbush Avenue. The new street geometry at the intersection of Flatbush Avenue and Atlantic Avenue would result in the Cobble Hill-bound B63 waiting to turn left blocking the more frequent bus routes traveling straight (B41 and B67). The Bay Ridge-bound B63 would not be able to enter the bus lanes and instead would have to travel in the slower single general traffic lane for two blocks on Flatbush Avenue.

Recommended Solution

Revise the travel path of the B63 in each direction to avoid the turns at the intersection of Flatbush Avenue and Atlantic Avenue. The Cobble Hill-bound B63 would travel from 5th Avenue via Bergen Street and 4th Avenue to Atlantic Avenue, and the Bay Ridge-bound B63 would travel from Atlantic Avenue via 4th Avenue and Dean Street to 5th Avenue. There would be no impacts to bus stops except for the slight revision of the Cobble Hill-bound bus stop on 5th Avenue at Bergen Street across the street within the same intersection.

Impact on Funding


The net result of this revision would be no change in annual operating costs, as the travel time would remain the same and the travel distance would remain nearly the same.

Implementation Date

Summer 2026

Staff Summary



Subject	B63 Travel Path Revision in Prospect Heights, Brooklyn
Department	Operations Planning
Department Head Name	Sarah Wyss
Department Head Signature	
Project Manager Name	Robert Lai

Date	March 30, 2026
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		x		
2	NYCT/MTA Bus Committee			x	
3	Board			x	

Internal Approvals			
Order	Approval	Order	Approval
		4	Chief Customer Officer
7	President	3	General Counsel
6	CFO	2	Sr. Dir., External Relations
5	EVP Buses	1	Acting Chief OP

Purpose

The purpose of this staff summary is to obtain Presidential approval for, and to inform the New York City Transit and MTA Bus Committee of a recommendation to revise the travel path of the B63 local bus route in Prospect Heights, Brooklyn.

Discussion

The B63 operates local bus service on weekdays, Saturdays and Sundays connecting Bay Ridge and Cobble Hill, primarily traveling along 5th Avenue and Atlantic Avenue in Brooklyn via the neighborhoods of Sunset Park, Park Slope, and Prospect Heights. The B63 travels a one-way distance of approximately 7.5 miles, transporting an average of approximately 11,800 passengers per weekday, approximately 9,150 passengers per Saturday, and approximately 6,970 passengers per Sunday.

As part of the broader effort to improve bus travel times and reliability, the New York City Department of Transportation (NYC DOT), in partnership with NYC Transit, will be implementing bus priority treatments along the northern section of Flatbush Avenue between Grand Army Plaza and State Street in 2026, continuing with the work started in late 2025 between State Street and Livingston Street. The project will convert one of the two general traffic lanes in each direction into a bus lane. This bus lane will utilize the left lane to create center-running bus lanes. The road geometry will generally leave one general traffic lane in each direction. Curbside parking will be maintained in some areas but be removed in others to accommodate traffic movements and/or space for bus boarding islands along the new left-lane bus lanes.

Currently, Cobble Hill-bound B63 buses turn left from Flatbush Avenue onto Atlantic Avenue. Heavy traffic conditions require buses to wait within the intersection—often after the signal has turned red—before completing the turn. The Flatbush Avenue bus lane project will separate bus traffic from regular

Staff Summary



traffic to improve bus speed and prioritize bus operations. However, under the new street geometry, buses waiting to turn left onto Atlantic Avenue would obstruct the more frequent through-service bus routes that are utilizing the bus lanes and traveling straight such as the B41 and B67. Additionally, the Bay Ridge-bound B63 turns right from Atlantic Avenue to Flatbush Avenue followed by another right turn onto 5th Avenue. The Bay Ridge-bound B63 buses would not be able to utilize the left side bus lanes on Flatbush Avenue, but they would instead need to use the one general traffic lane for two blocks, mixing with slower general traffic, and preventing them from benefiting from the new bus priority treatments. These operational conflicts would diminish expected improvements in bus speed, reliability, and service performance overall.

To accommodate the planned revision to travel lanes and street geometry as part of the northern Flatbush Avenue bus lanes project, the travel path of the Cobble Hill-bound B63 would be revised to turn left onto Bergen Street, right onto 4th Avenue, and left onto Atlantic Avenue where it would continue its regular route. This revision would replace the current travel path on 5th Avenue to Flatbush Avenue to Atlantic Avenue. As part of this revision, the existing bus stop on 5th Avenue at the far side of Bergen Street would be relocated within the same intersection to Bergen Street at the far side of 5th Avenue.

The travel path of the Bay Ridge-bound B63 would also be revised to turn right onto 4th Avenue, turn left onto Dean Street, turn right onto 5th Avenue and resume its regular route instead making the right turn onto Flatbush Avenue general traffic lanes, and then a right turn onto 5th Avenue. No revisions to Bay-Ridge-bound bus stops.

See the attached map.

Recommendation

Revise the travel path of the B63 in each direction to avoid the turns at the intersection of Flatbush Avenue and Atlantic Avenue. The Cobble Hill-bound B63 would travel from 5th Avenue via Bergen Street and 4th Avenue to Atlantic Avenue, and the Bay Ridge-bound B63 would travel from Atlantic Avenue via 4th Avenue and Dean Street to 5th Avenue. There would be no impacts to bus stops except for the slight revision of the Cobble Hill-bound bus stop on 5th Avenue at Bergen Street across the street within the same intersection.

Alternatives

Do nothing: Foregoing this travel path revision would lead to service delays and reduce the anticipated improvements in bus speed, reliability, and service performance overall.

Impact on Funding

The net result of this revision would be no change in annual operating costs, as the travel time would remain the same and the travel distance would remain nearly the same.

Implementation Date

Summer 2026.

Staff Summary

Map

