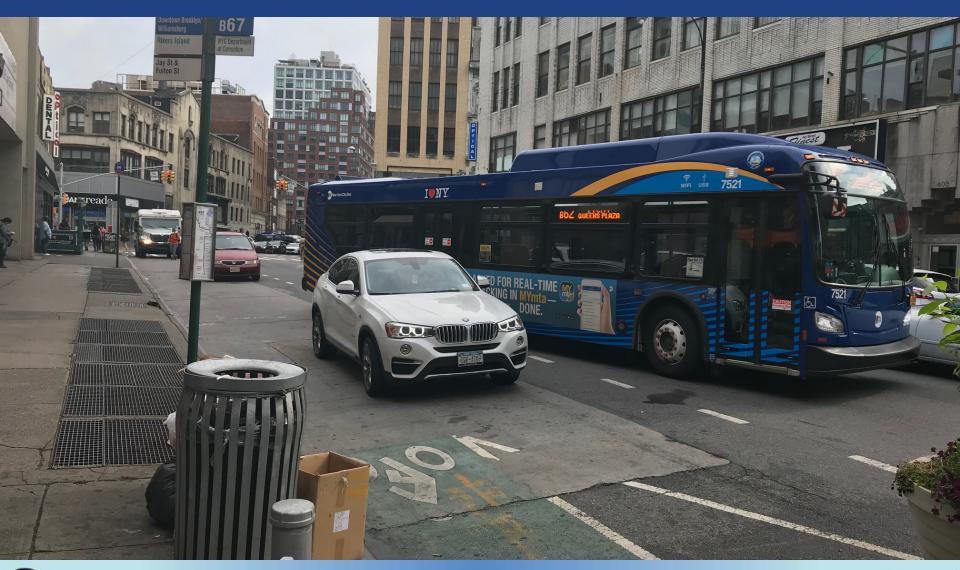
Jay Street Busway Pilot

Community Advisory Board Meeting #1

July 2, 2020







Stakeholder Engagement

Community Advisory Board (CAB)

- Created to gain perspectives from key stakeholders and guide the busway pilot
- CAB will meet regularly throughout the planning, implementation, and monitoring stages



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Outline

- Better Buses Restart
- Jay Street Context
- Existing Conditions
- Jay Street Busway Concept
- Process





Better Buses Restart







Better Buses Action Plan

- Mayor's 2019 State of the City: Improve bus speeds 25%
- Better Buses Action Plan released April 2019
- 22 projects implemented in 2019
- Planning coordination with MTA Bus Network Redesign
 - 24 projects were planned for 2020, including 11 in BX







Better Buses 2020

Impact of COVID-19

- COVID -19 highlighted areas of particular need:
 - Essential workers using transit
 - Underrepresented communities hardest hit by virus
- Good bus service needed for restart
 - Continued essential workers needs
 - As commuting rebounds, attract people back to transit

NYC Restart

Phase 1

- June 8
- Approx. 300k workers returned
- Construction, manufacturing, some retail

Phase 2

- June 22
- · More retail, some office
- Outdoor seating

Phase 3

- July 6
- Personal care

Phase 4

- Timing, TBD
- Schools, Entertainment





Better Buses Restart

14th Street Transit/Truck Priority Pilot made permanent

Five New Busway Pilots

Main Street (QN)*

Jamaica Avenue (QN)

5th Avenue (MN)

Jay Street (BK)

181st St (MN)

Four Bus Lane Projects

14th Street, 1 Av to Av C (MN)*

149th Street (BX)*

Merrick Boulevard (QN)

Hylan Boulevard (SI)

*Immediate Implementation



County





Hylan Blvd

Better Buses Restart

Project Selection Considerations

- Prioritize vulnerable populations, essential workers
- Number of bus passengers served
- Expedited implementation feasibility
- Geographical equity

Why Expedited?

- The Mayor announced these projects on June 8th as part of the city's reopening plan
- These projects will help people get around more easily, with better service, and less crowding
- Buses have played a vital role in moving people on public transit during shutdown and continue to as re-opening begins
- Ridership on buses is already at 50% of pre-Covid levels, while subways ridership is only at 20%





14th Street Busway

- Implemented in Oct 2019
- Made permanent in June 2020
- Significant gains for bus riders
- Very small impact on vehicle travel times (<1 minute)
- 4% decrease in crashes with injuries





WEEKDAY AVERAGE TRAVEL TIME



24% improvement in travel times

2.9 minutes faster

Combined for both directions: 3rd Avenue to 8th Avenue from January 2018 to January 2020

WEEKDAY RIDERSHIP



increase in bus ridership from January 2018 to January 2020, up to 29,568.

3,526 riders





Jay Street Context







Jay Street Background

- 2014 Reimagining Jay St Workshop
- 2016 Protected Bicycle Lanes installed on Jay Street
 - Floating parking lane with more restrictive regulations (No Standing Anytime Mon-Fri 7-7)
 - Painted pedestrian islands
 - Red bus lanes at crossover to Myrtle Promenade layover
- March 2020 Smith Street temporary protected bike lane
 - Will become permanent later this summer

Improvements

- Significant increase in cycling volumes (20% jump from 2017 to 2018)
- Decrease in total injury crashes from 2016 (31) to 2017 (26)

Remaining challenges

- Slow bus speeds
- Persistent illegal parking







Equity Considerations

Communities Served

- Jay St bus routes serve vulnerable communities
 - NYCHA properties (Ingersoll, Farragut, Whitman)
 - Clinton Hill, Bed-Stuy, Bushwick
 - Many others
- Faster, more reliable connections to:
 - Subway
 - Jobs
 - Schools
 - Medical facilities

Community Board	Bus routes	% Non- white	%65 +	% below poverty line
BK1	B57,B62	37.4%	9.1%	15.50%
BK2	B26,B54,B57, B61,B62, B67	55.1%	10.90%	11.00%
BK3	B26,B54,B57	75.7%	10.00%	21.20%
BK4	B26,B54,B57	82.9%	8.70%	24.80%
BK6	B61,B67	35.4%	9.80%	9.60%
BK7	B61,B68	77.4%	9.60%	27.90%
QN2	B57	71.8%	12.00%	18.80%
QN5	B62	47.9%	12.60%	16.80%

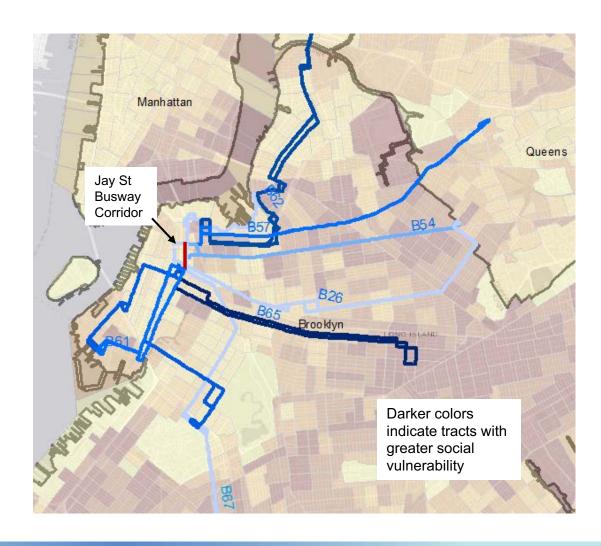




Equity Considerations

Social Vulnerability Index

- CDC index measures how vulnerable communities are to natural disasters such as epidemics
 - Scale of 0-1.0 (1.0 is greatest vulnerability)
 - Variables include poverty, lack of vehicle access, and crowded housing
- Jay Street routes serve census tracts with high vulnerability ratings.

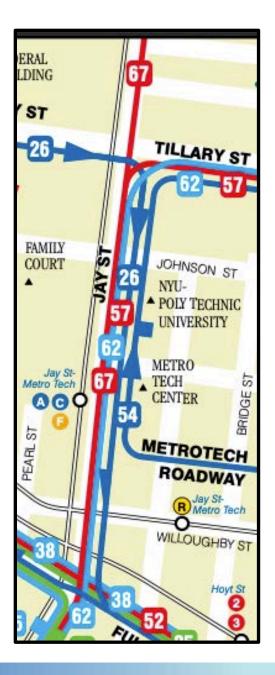






Project Goals

- Increase bus speeds and bus reliability along the corridor
 - Over 45,000 daily bus passengers on 7 routes
 - Avg midday bus speed = 3.4 m.p.h.
- Help improve travel times for vulnerable communities and essential workers
- Create a complete street that improves bicycle and pedestrian safety
- Ease congestion on designated truck route
- Reduce impact of illegal parking





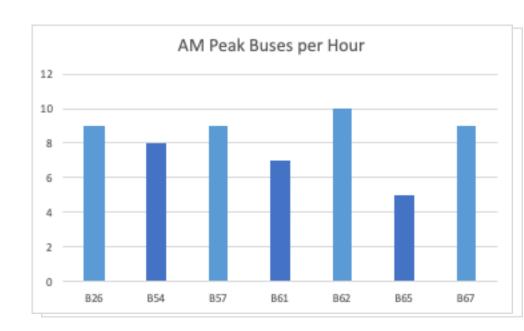






Bus Frequency and Ridership

- Seven routes of various frequencies and ridership levels
- B62 has greatest AM peak hour frequency
- B54 and B61 carry most passengers
- Total AM peak hour buses per hour = 57 (both directions)
- Total weekday ridership = 46,000 (2019)

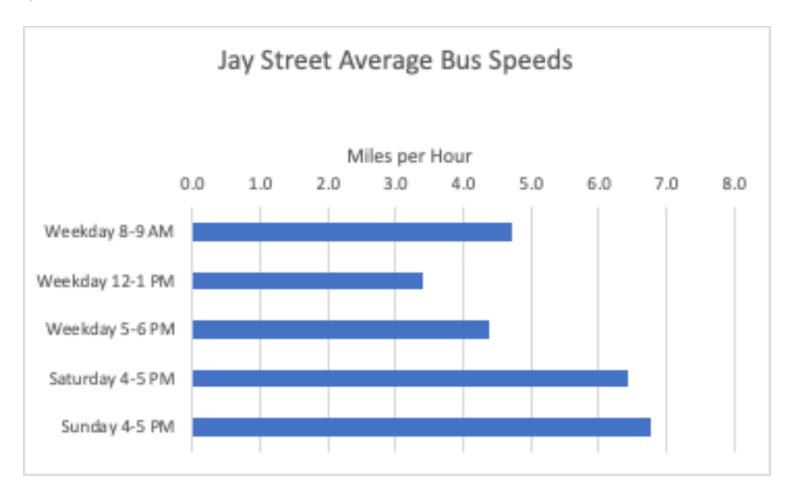








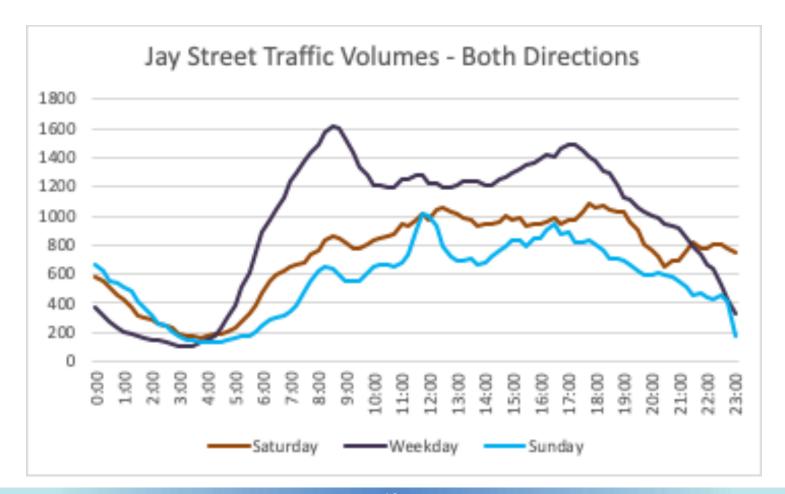
Bus Speeds







Traffic Volumes

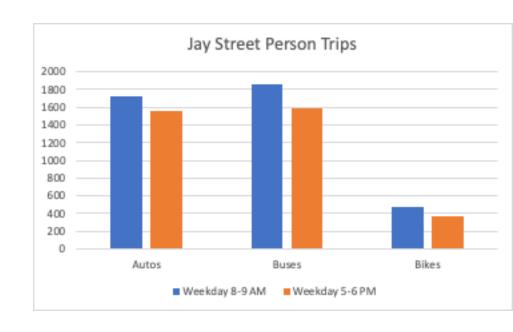






Person Trips

- Buses carry slightly more people than cars in both the AM and PM peak hours
- Bicycles are a significant mode







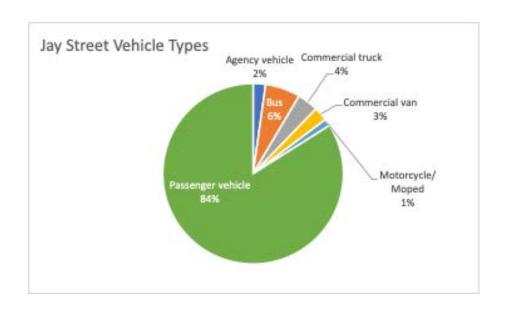
Curb Use

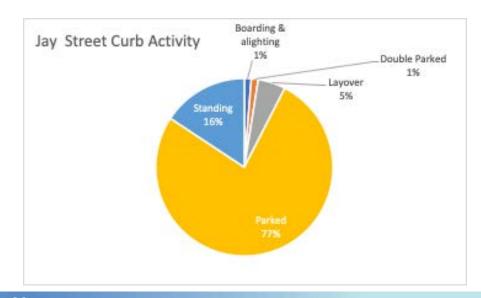
Vehicle Types:

- Variety of vehicle types
- Majority are passenger vehicles

Curb Activity:

- Most vehicles are parked
- Significant amount of drivers waiting in vehicles (standing)
- Some double parking observed
- Bus stops and layovers



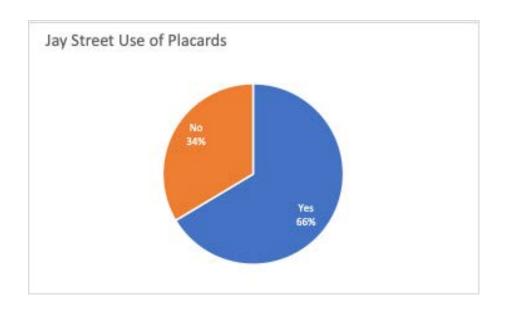






Curb Use - Parking Permits

- Two in three cars displayed "permits"
- 35% of "permits" not legitimate, including
 - Non-official permits
 - Letters
 - Safety vests
- Multiple agencies represented









Off-street parking

330 Jay Street

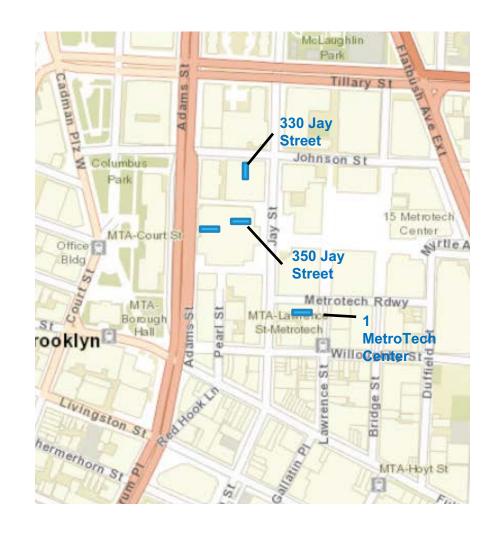
- 150 accessory spaces for courts
- Access on Johnson St

350 Jay Street

- 880 public spaces
- Access on Adams St (Marriot) and Jay St

1 MetroTech Center

- 270 public spaces
- Access on Lawrence St









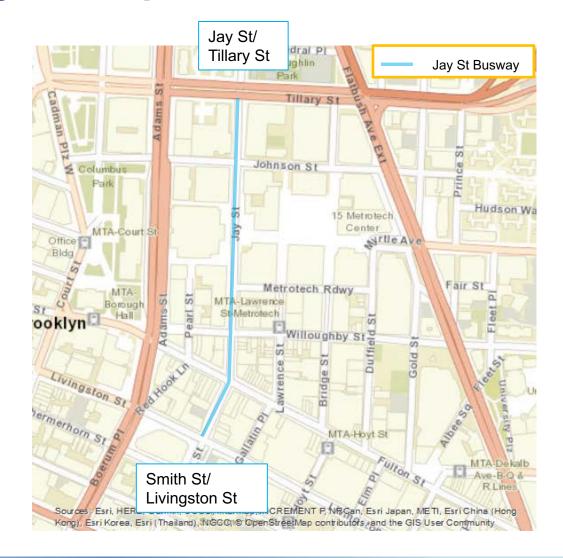




Busway Limits

Tillary Street to Livingston Street (Days/Hours TBD)

- Greatest combination of bus activity
- Major north-south traffic alternatives
 - Adams Street
 - Flatbush Avenue







Permitted Modes

Buses	Trucks	Bicycles	Local autos	Through autos
✓	✓	✓	✓	X
7 routes, 50 peak hour buses	Local truck route	Existing protected curbside bike lane	Parking garages require access	Through traffic will be diverted to parallel arterials
Reduced traffic volumes will speed up buses	Through trucks and local deliveries	Busway project will maintain and enhance bike lane	Access from east and west only	
			No direct access via Smith St or Tillary St	





General Approach

- 1. Limit north-south through travel to buses and trucks
 - Clear cut rules enforced at Tillary/Jay and Smith/ Livingston throughs signs and TEAs
- 2. Allow local access from east and west
 - East = Willoughby St & Metrotech Rdwy
 - West = Johnson St (Requires one-way reversal)
 - Local vehicles can leave corridor in multiple ways
- 3. Reduce illegal permit parking
 - Update curb regulations where appropriate
 - Enhanced enforcement
- 4. Maintain and improve protected bicycle lane



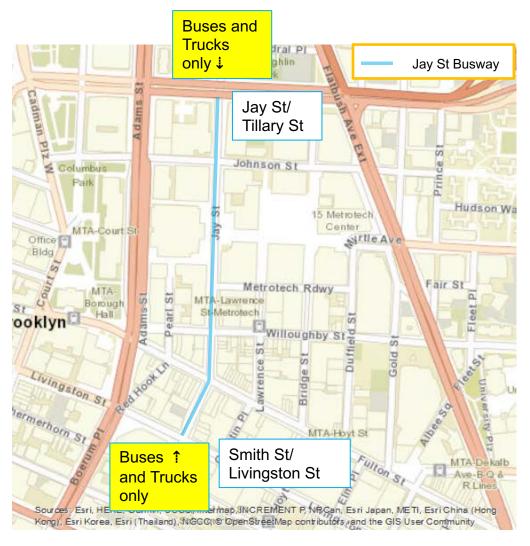


Limit North and South Access

- TEAS and signs to enforce restrictions for northbound and southbound vehicles
- Use of enforcement cameras may become available
- Both through and local traffic must use alternative routes







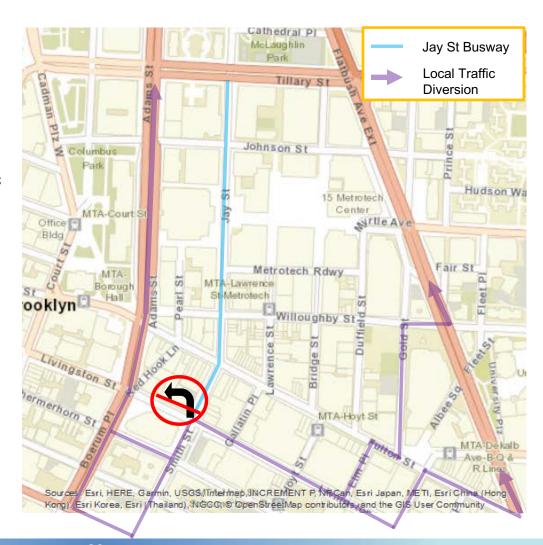




Through Traffic Diversions - Northbound

1 - Boerum PI/Adams St

- Primary diversion
- Boerum PI can be accessed from multiple roadways (Atlantic Av, Schermerhorn St)
- No left turn at NB Smith St/Livingston St to reduce intersection demand
- 2 Livingston St to Flatbush via Elm Pl/Gold St or Hanover Pl
- Less direct route, fewer diversion trips anticipated







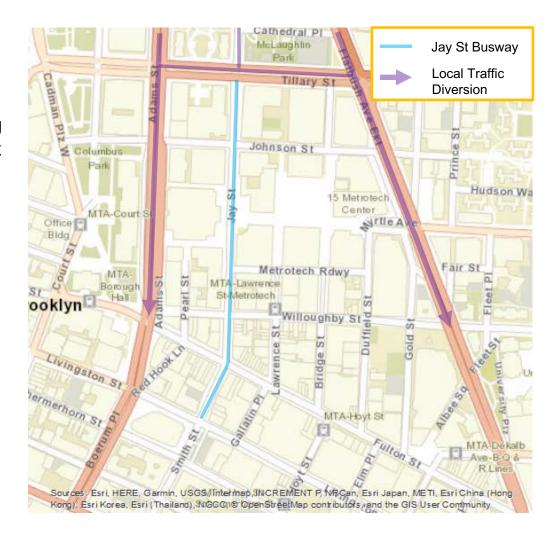
Through Traffic Diversions - Southbound

1 - Adams St to Johnson St

 Preferred detour for cars coming from Brooklyn Bridge and Jay St SB

2 – Flatbush Ave to Metrotech Roadway or Willoughby St

 Preferred detour for Manhattan Bridge and BQE







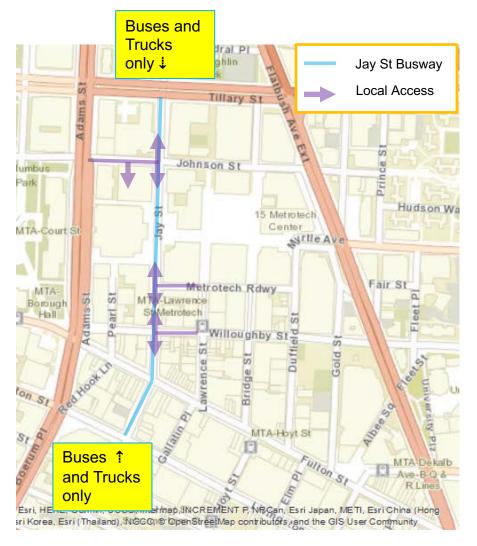
Local access from east and west

- From the east:
 - MetroTech Rdwy and Willoughby Street
- From the west:
 - Johnson Street one-way reversal will provide Jay Street and Courts access

JAY St RESTRICTION

7 AM – 7 PM, MON- FRI* LOCAL ACCESS ONLY EXCEPT BUSES AND TRUCKS

* Note: Exact hours TBD







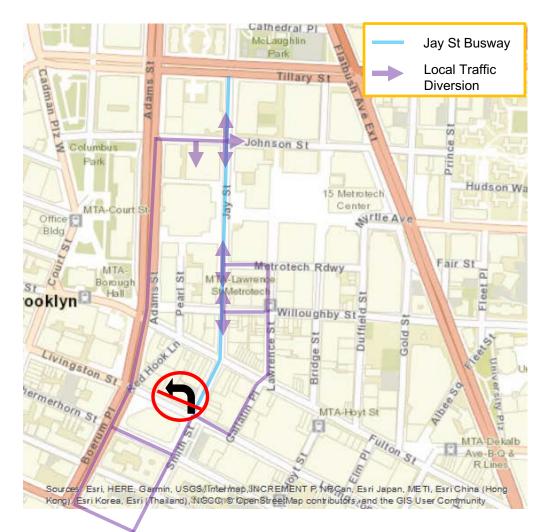
Local Traffic Diversions - Northbound

1 - Boerum PI/ Adams St to Johnson St

- Boerum Pl can be accessed from multiple roadways (Atlantic Av, Schermerhorn St)
- No left turn at NB Smith St/Livingston St to reduce intersection demand

2 – Gallatin PI / Lawrence St to Willoughby St or Metrotech Rd

- Requires sunsetting of Lawrence
 & Willoughby Open Streets
- Compatible with Willoughby Shared Street







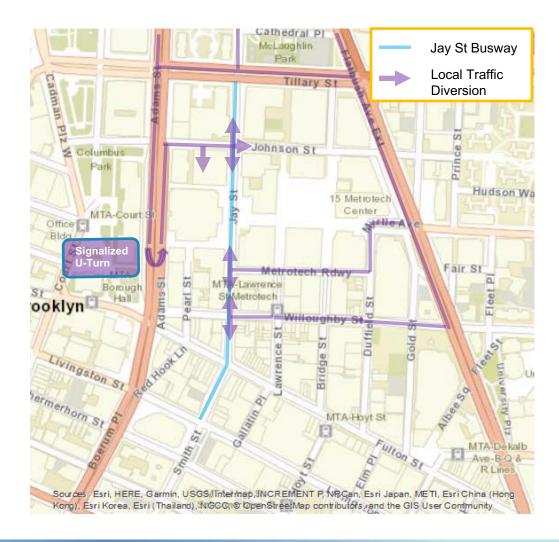
Local Traffic Diversions - Southbound

1 - Adams St to Johnson St

- Signalized U-Turn phase exists on Adams St
- Preferred detour for cars coming from Brooklyn Bridge and Jay St SB

2 – Flatbush Ave to Metrotech Roadway or Willoughby St

- Compatible with Willoughby Shared Street
- Preferred detour for Manhattan Bridge and BQE







Reduce illegal parking

Evaluate current regulations

- No Standing 7-7 Mon-Fri
- Authorized Agency parking
- Loading zones

Creative reuse of curb

- Additional bike corrals are planned
- Potential for other uses that physically prevent illegal placard parking

Manual enforcement

- Necessary part of the solution
- Double parking, parking in bus stops and non-compliance with parking regulations

Agency cooperation

Self-regulation





Improve protected bike lane

Presentation to CB2 June 18th

- Build-out of Smith St Protected Bike Lane (PBL)
- Completion of Jay Street PBL including NB bike lane in front of City Tech
- Bike corrals, pedestrian crossing enhancements

Areas of internal DOT coordination

- Busway will not significantly impact street geometry
- Design and implementation of bike improvements will be fully integrated
- Reversed Johnson St opportunity for bicycle facility







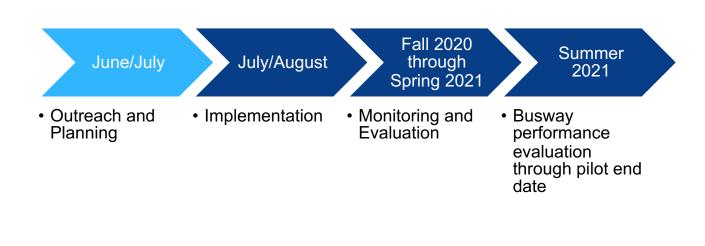
Process







Porject Schedule



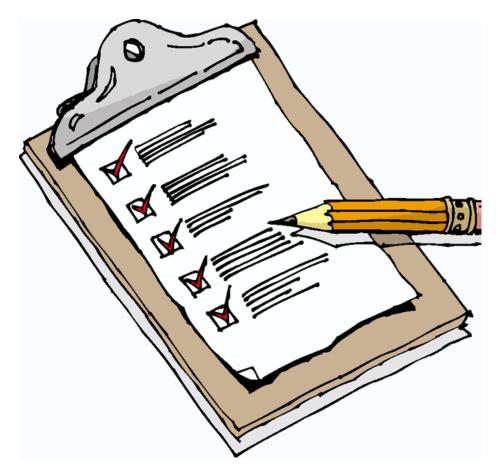
Community Advisory Board to meet throughout





Monitoring and Evaluation

- COVID-19 challenges
 - Lack of contractor resources
 - Unpredictable traffic patterns
- Focus = field observations and adjustments as needed
 - Identification of key locations
 - Observations and counts before and after implementation
 - Follow up observations as needed in Spring and Fall
 - Dialogue with CAB



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Thank You!

Questions?











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