

Jay Street Busway Pilot

Community Advisory Board Meeting #2

July 23, 2020



BETTERBUSES



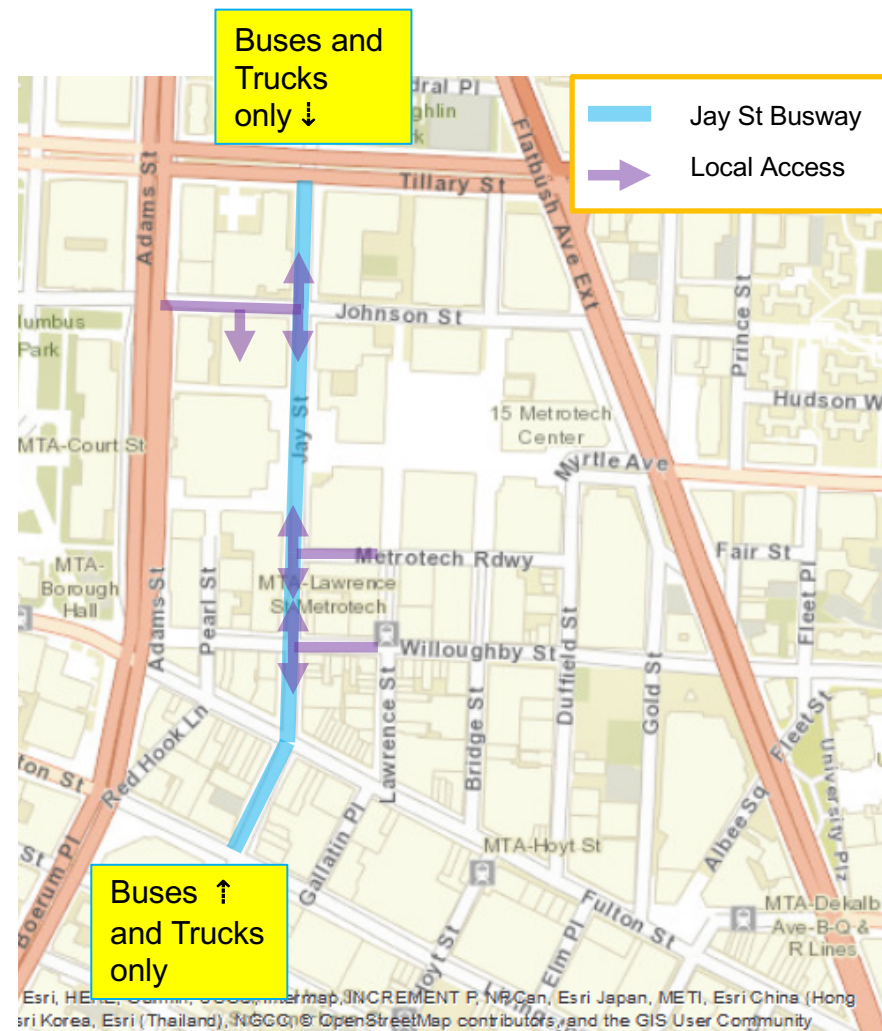
Outline

- Busway Pilot Review
- Busway Hours
- Traffic Diversions
- Monitoring and Evaluation
- Johnson Street
- Public Engagement
- Future Enhancements

Busway Pilot Review

Busway Pilot Review

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**



Busway Hours

Busway Hours

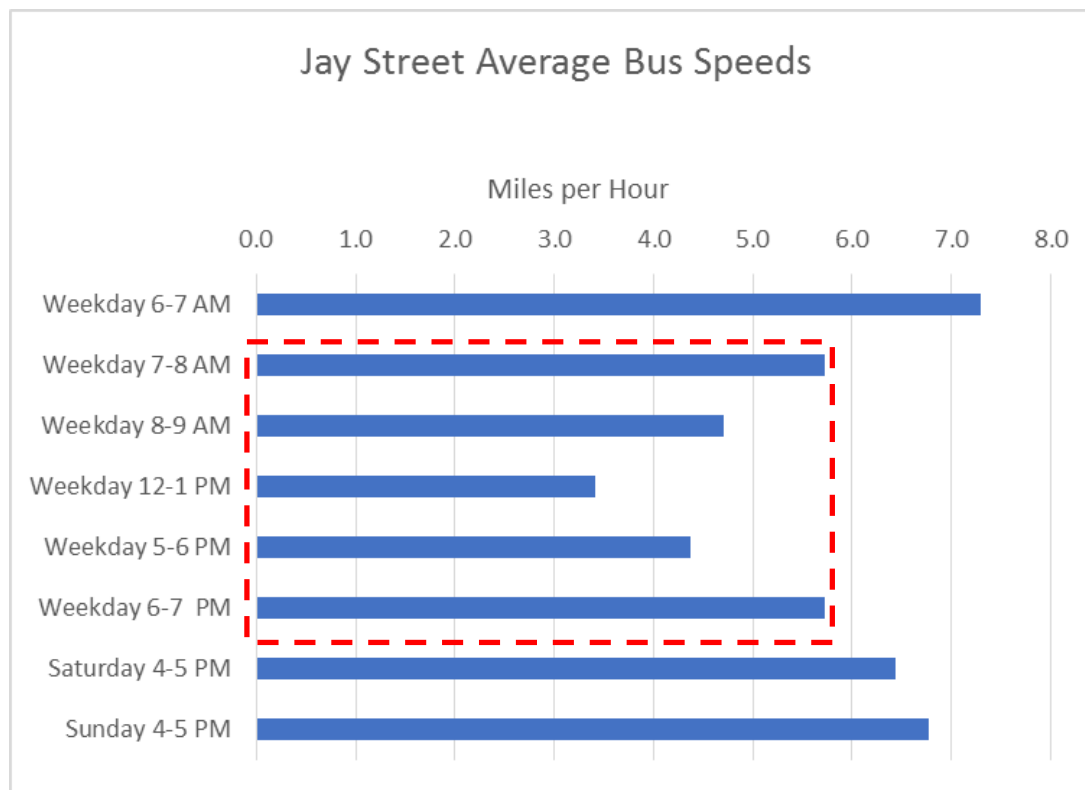
Bus Frequencies

Jay Street Busway corridor buses per hour - both directions

Weekday						Sat	Sun
6-7 AM	7-8 AM	8-9 AM	12-1 PM	5-6 PM	6-7 PM	4-5 PM	4-5 PM
36	46	57	36	53	46	45	37

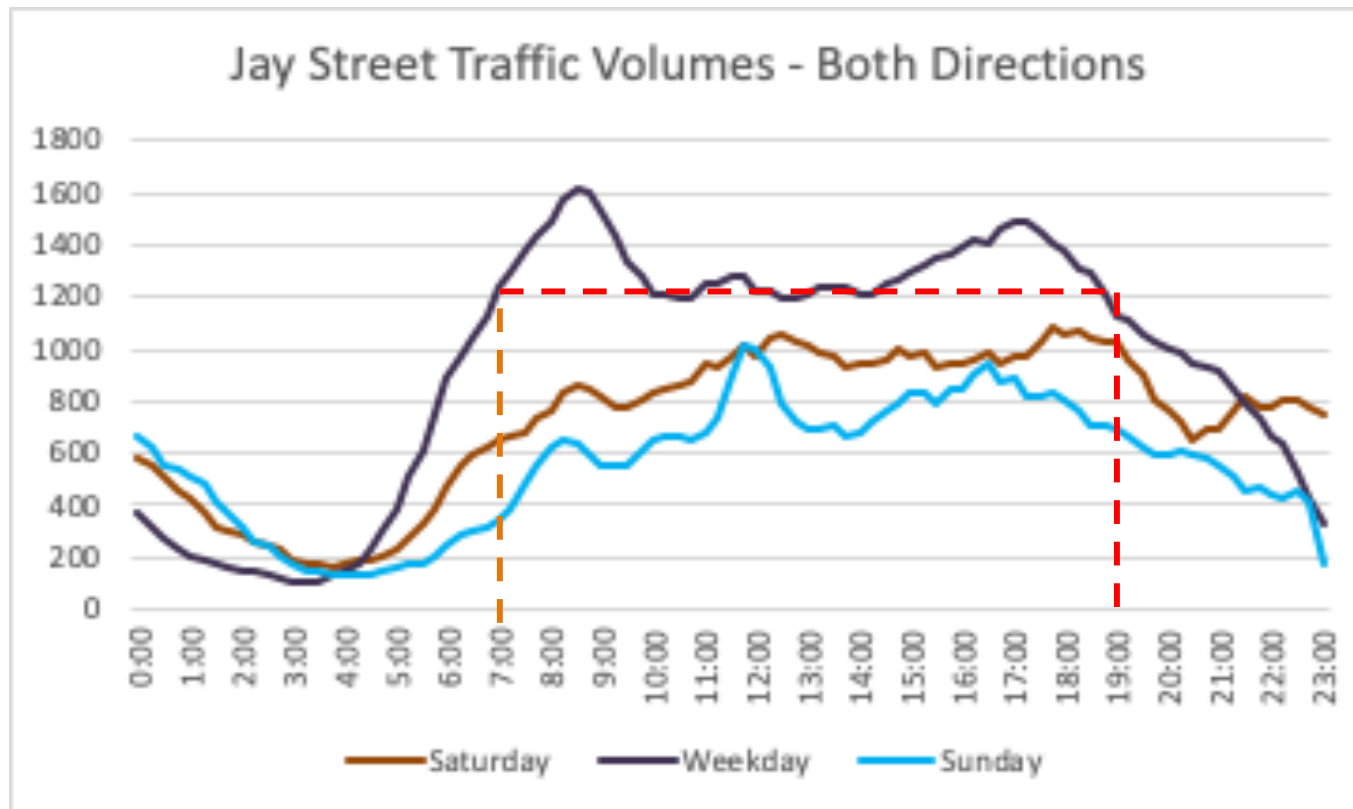
Busway Hours

Bus Speeds



Busway Hours

Traffic Volumes



Busway Hours

Recommendation

7AM to 7PM, Monday through Friday

- Coincides with greatest bus and traffic volumes, and lowest bus speeds
- Common bus lane hours in NYC and easy to remember: same as Livingston St bus lanes

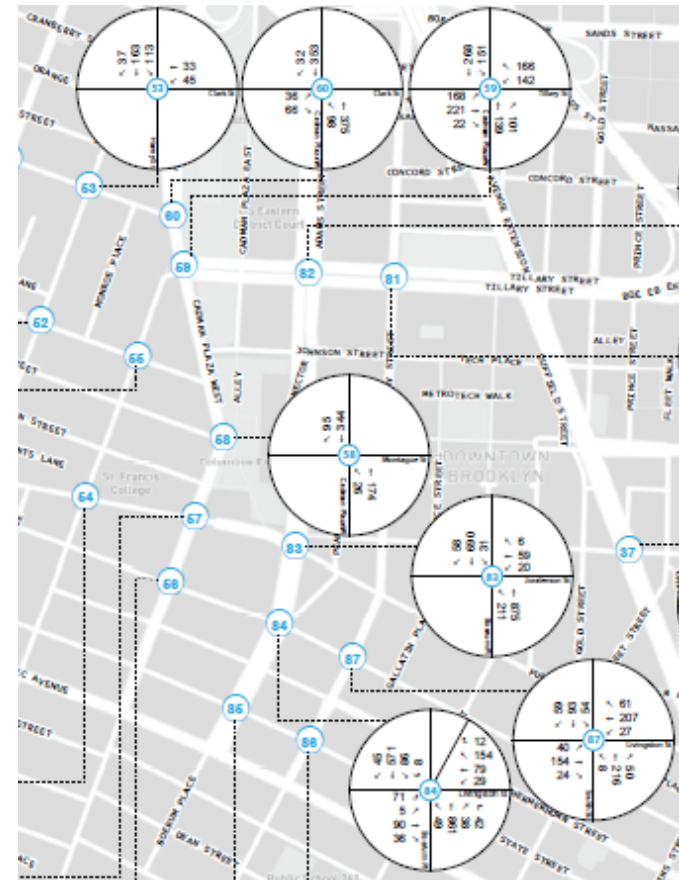
Traffic Diversions



Traffic Diversions

Approach

- Used available existing pre-COVID intersection traffic counts to establish baseline volumes
- Used smartphone data to estimate current travel patterns
- Manually assigned traffic to diversion routes for through and local traffic
 - Left turn ban at NB Smith/Livingston to encourage use of Atlantic Ave and Schermerhorn Street



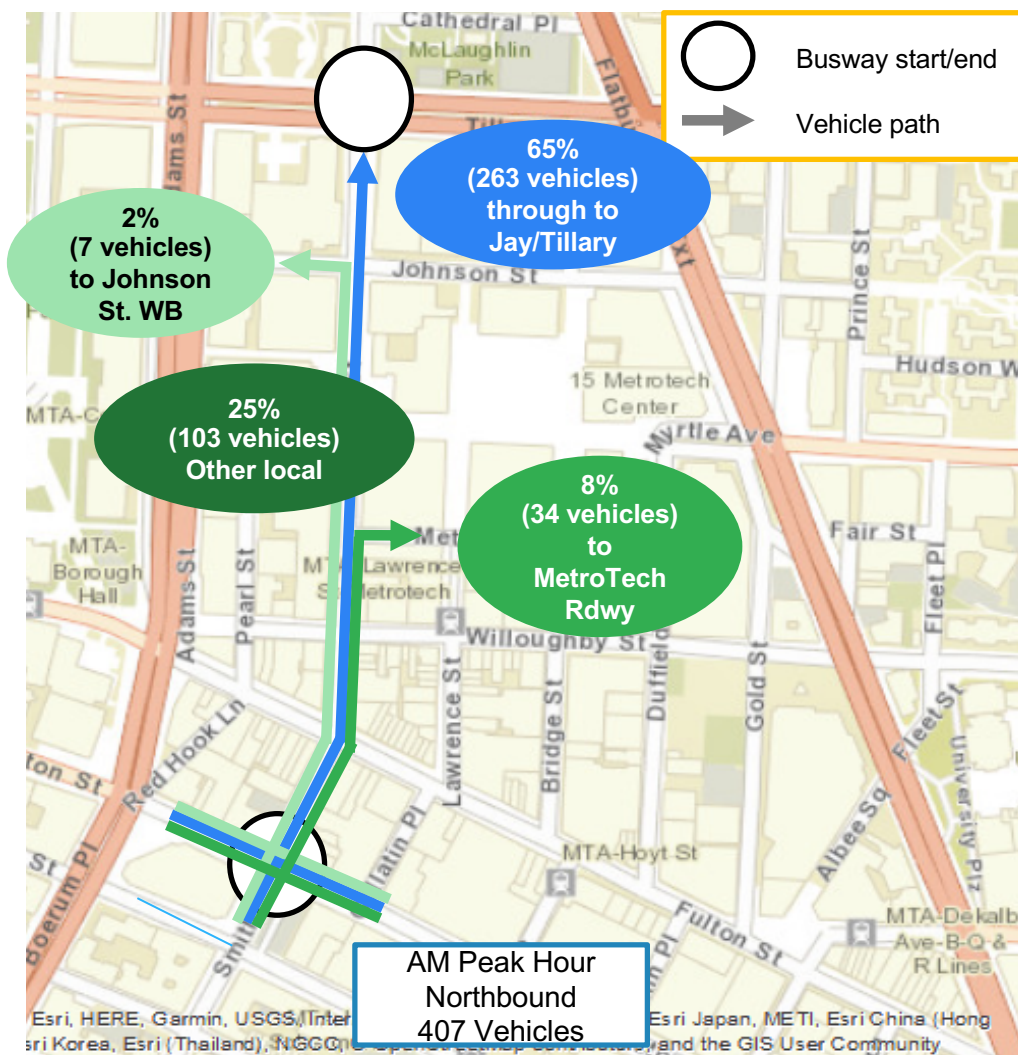
Origins and Destinations

Northbound Destinations

AM peak hour

- Smartphone data used to estimate destinations of traffic entering project corridor
- 65% of traffic headed northbound travels through corridor
- 2% to Johnson St.
- 8% to MetroTech Roadway
- 25% have other local destinations

Sources: Streetlight Data, Inc, NYCDOT turning movement counts

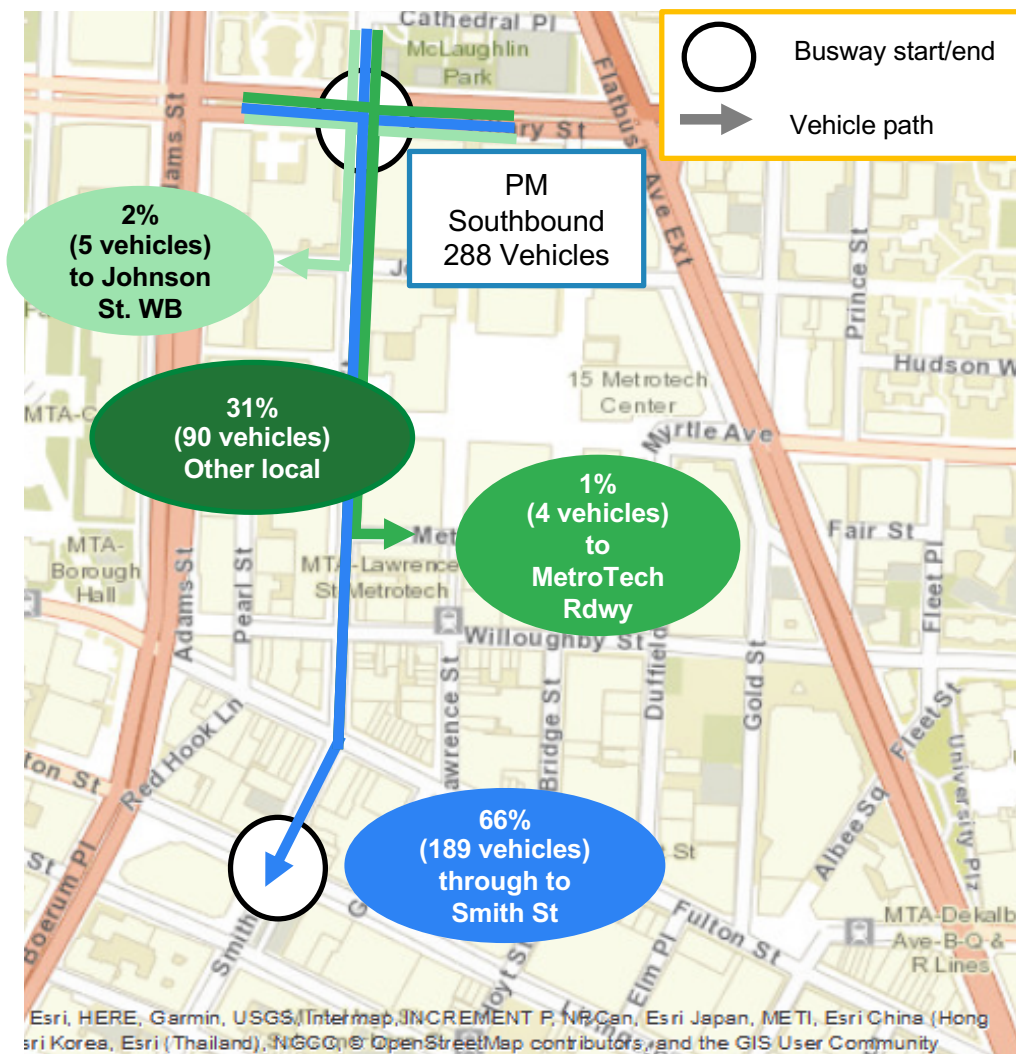


Origins and Destinations

Southbound Destinations PM Peak Hour

- Smartphone data used to estimate destinations of traffic entering project corridor
- 66% of traffic headed southbound travels through corridor
- 2% to Johnson St.
- 1% to MetroTech Roadway
- 31% have other local destinations

Sources: Streetlight Data, Inc, NYCDOT turning movement counts



Traffic Diversions

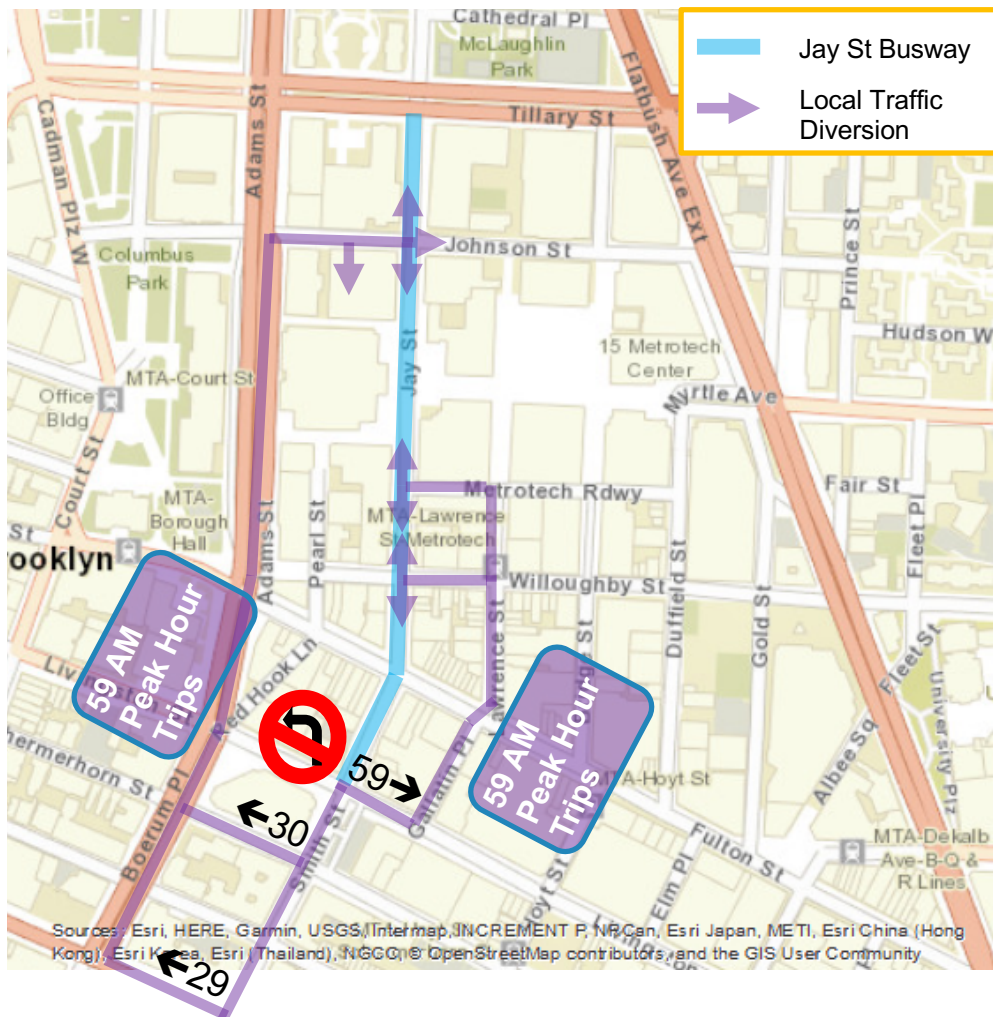
Local Traffic Diversions – Northbound AM Peak Hour

1 - Boerum Pl/ Adams St to Johnson St

- Left turn ban at Smith/Livingston Street during busway hours
- Atlantic to Boerum – **29 vehicles**
- Schermerhorn to Boerum – **30 vehicles**
- Adams Street Total – **59 vehicles**

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

- **59 vehicles**



Traffic Diversions

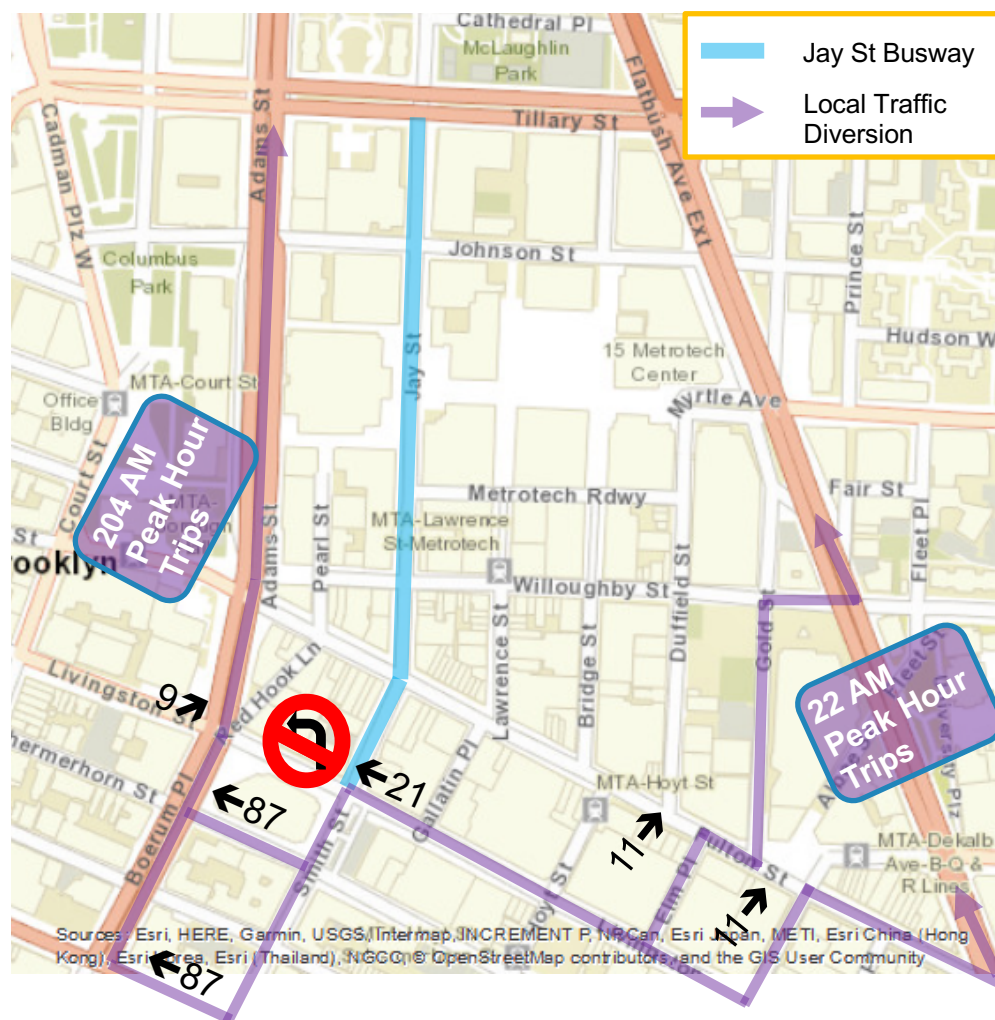
Through Traffic Diversions – Northbound AM peak hour

1 - Boerum Pl/Adams St

- Left turn ban at Smith/Livingston Street during busway hours
- Atlantic to Boerum – **87 vehicles**
- Schermerhorn to Boerum – **87 vehicles**
- Other diversions to Boerum – **30 vehicles**
- Boerum/Adams Total – **204 vehicles**

2 – Livingston St to Flatbush via Elm Pl/Gold St or Hanover Pl

- Elm St – **11 vehicles**
- Hanover Pl – **11 vehicles**
- Flatbush Total – **22 vehicles**



Traffic Diversions

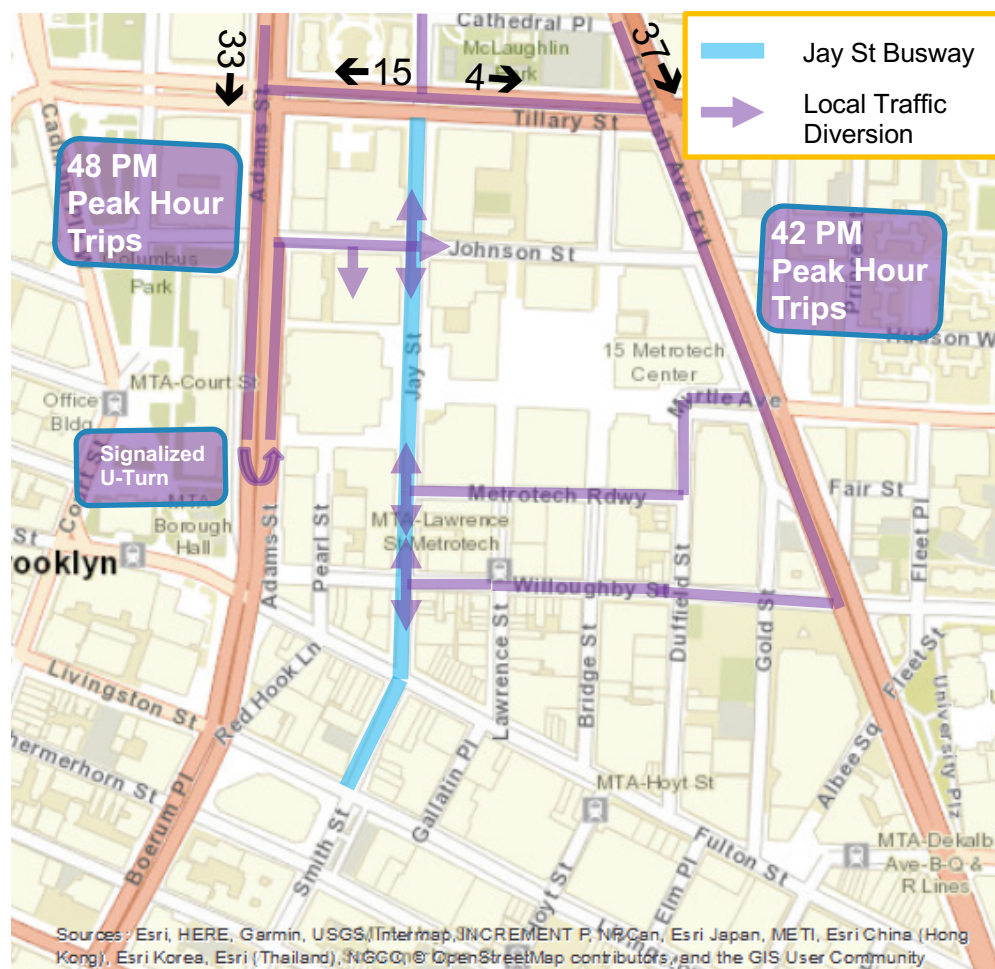
Local Traffic Diversions – Southbound PM peak hour

1 - Adams St to Johnson St

- Vehicles staying on Adams St– 33
- Vehicles turning left onto Adams St– 15

2 – Flatbush Ave Ext to MetroTech Roadway or Willoughby St

- Vehicles staying on Flatbush Ave Ext – 37
- Vehicles turning right onto Flatbush Ave Ext– 4



Traffic Diversions

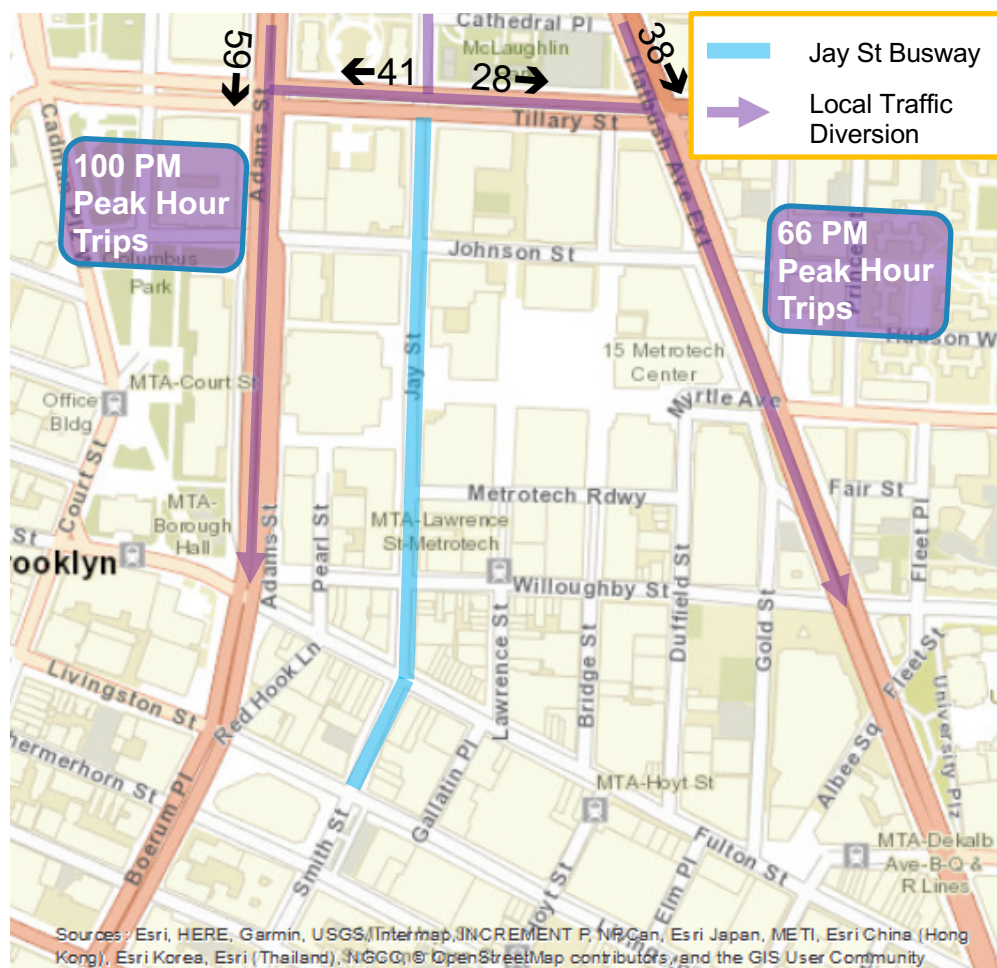
Through Traffic Diversions – Southbound PM peak hour

1 - Adams St to Johnson St

- Vehicles staying on Adams St– 59
- Vehicles turning left onto Adams St– 41

2 – Flatbush Ave to MetroTech Roadway or Willoughby St

- Vehicles staying on Flatbush Ave Ext – 38
- Vehicles turning right onto Flatbush Ave Ext– 28



Monitoring and Evaluation

Monitoring and Evaluation

Process

- **Traffic diversion estimates help determine key locations for observations**
 - Automated traffic counts on key segments
 - Use of smartphone data to estimate travel times on key diversion routes
 - Staff observations of key intersections
- **Continuous monitoring and adjustments as part of one-year pilot**
 - DOT
 - CAB
 - Public through Online Portal

Johnson Street

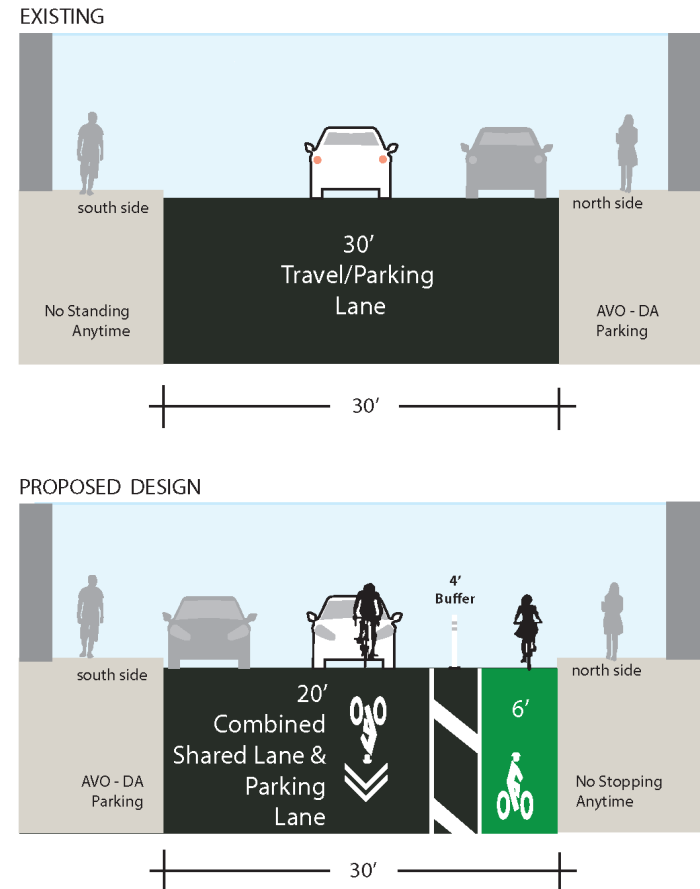


Johnson Street

One-way Reversal and Bicycle Facility

- One-way reversal important for local access associated with Busway pilot
- Important bicycle connection to Adams St median bicycle path/Brooklyn Bridge
- Bi-directional bike demand

1. Reverse Johnson St from one-way WB to one Way EB
2. Relocate authorized parking from north to south curb
3. Install WB contraflow bike lane
4. Install EB sharrows




Public Engagement



Public Engagement

Project Fact Sheets

- **Distribution**
 - Website
 - Social Media
 - CAB



Jay Street Busway Pilot

Smith St/Livingston St. to Jay St./Tillary St



How it works:

- Buses, trucks, and bicycles only permitted to enter Jay Street from north and south
- Local access from east and west
- Johnson Street converted to one-way eastbound to provide local access
- Smith Street/Jay Street protected bicycle lane maintained and enhanced
- Increase parking enforcement and update curb regulations




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Jay Street Busway Pilot
Smith St./Livingston St. to Jay St./Tillary St.

The project will:

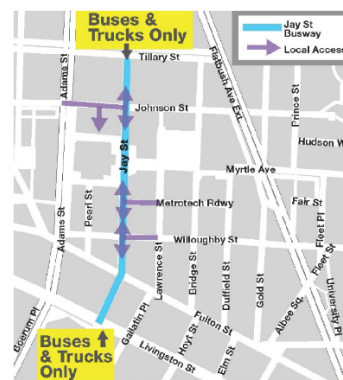
- Increase bus speeds and bus reliability along the corridor
- Serve seven routes that carry 46,000 passengers per weekday
- Help improve travel times for vulnerable communities and essential workers
- Create a complete street that improves bicycle and pedestrian safety
- Ease congestion on designated truck route
- Reduce the impact of illegal parking



How it works:

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The Jay Street Busway Pilot is part of **Better Buses Restart**. NYC is speeding up implementation on bus projects citywide to provide faster and more reliable bus service for essential workers and communities impacted by COVID-19.



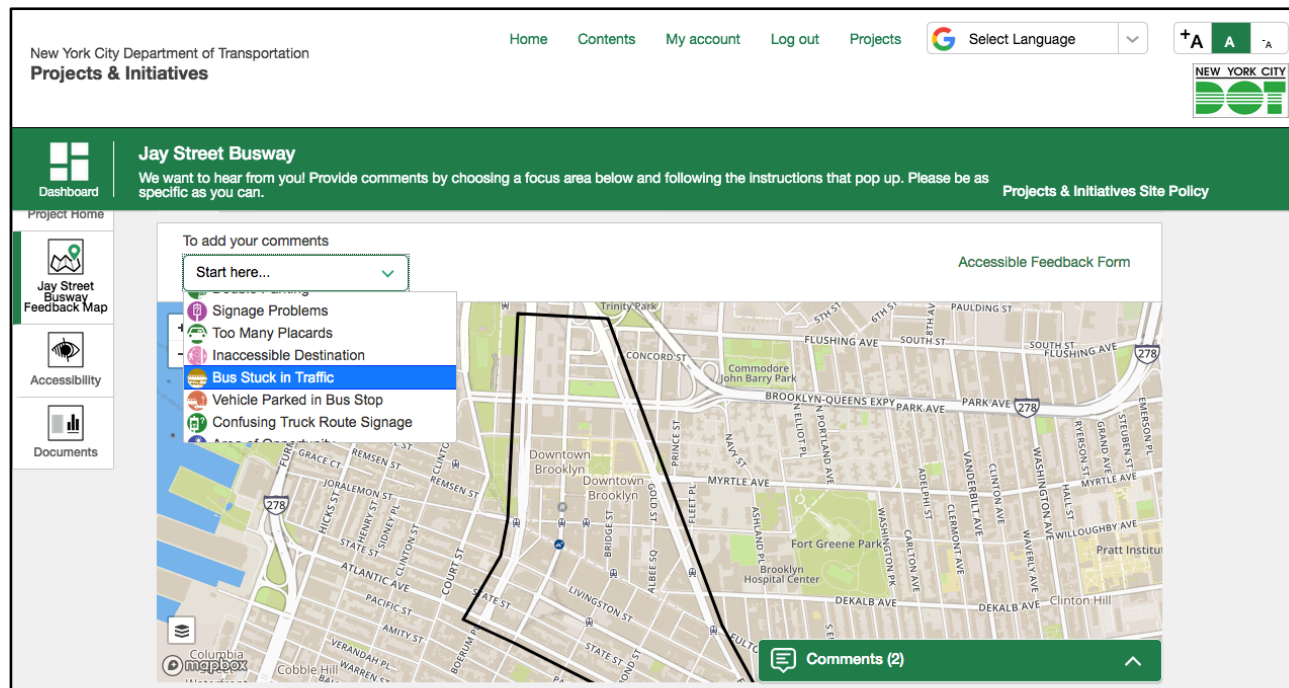
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Public Engagement

Online Portal

- Interactive tool under development that allows members of the public to provide input into pilot
- Will be ready to go live when pilot is implemented



Potential Future Enhancements

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Bus Islands

- Eliminates bus/bike conflicts at bus stops
- Dedicated waiting space for bus passengers
- Can be implemented with concrete or plastic



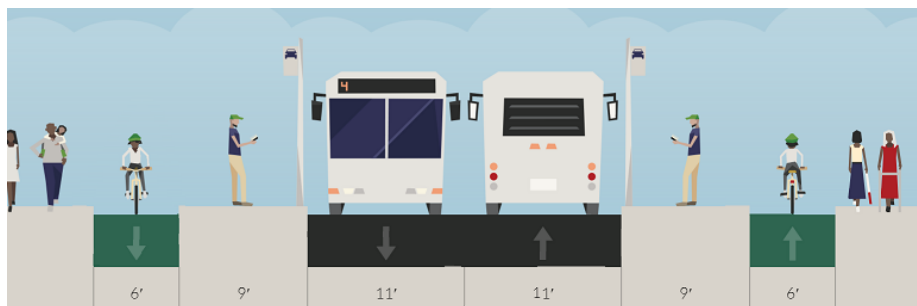
Bus Island Gerritson Ave & Cyrus Ave (BK)



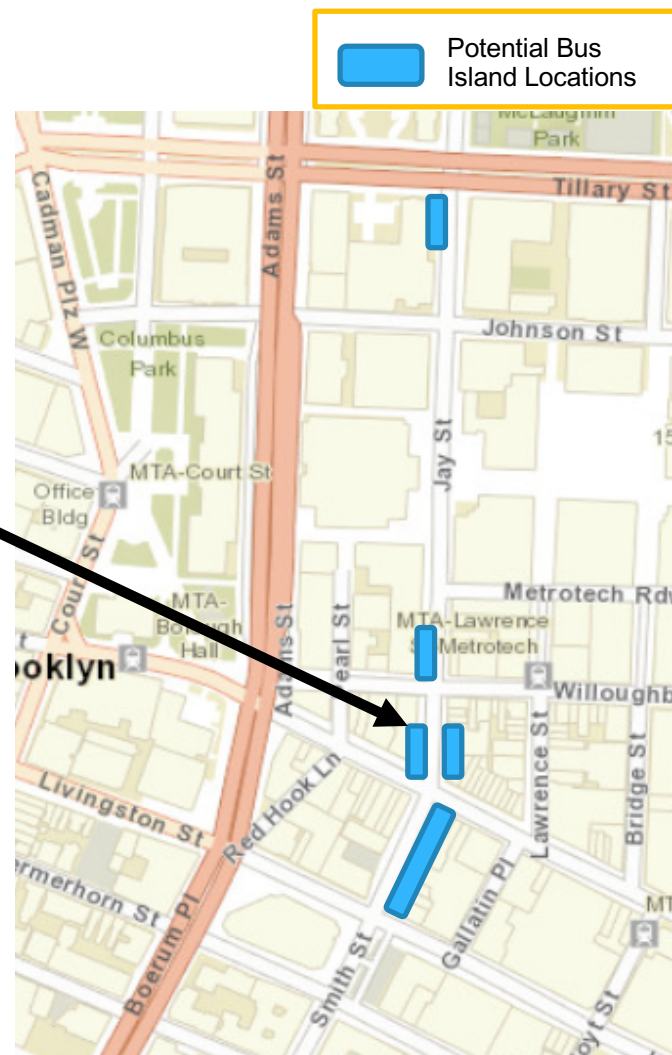
Bus Boarder 7th Ave & 37th St (MN)

Potential Future Enhancements

Bus Islands – Potential Locations



Potential Bus Island Application
Jay Street north of Fulton Street



Potential Future Enhancements

Median Bike Lane and Bus Bulbs

- Eliminates bus/bike conflicts at bus stops
- Bus passengers do not cross bike lane
- Potential for capital or non-capital project



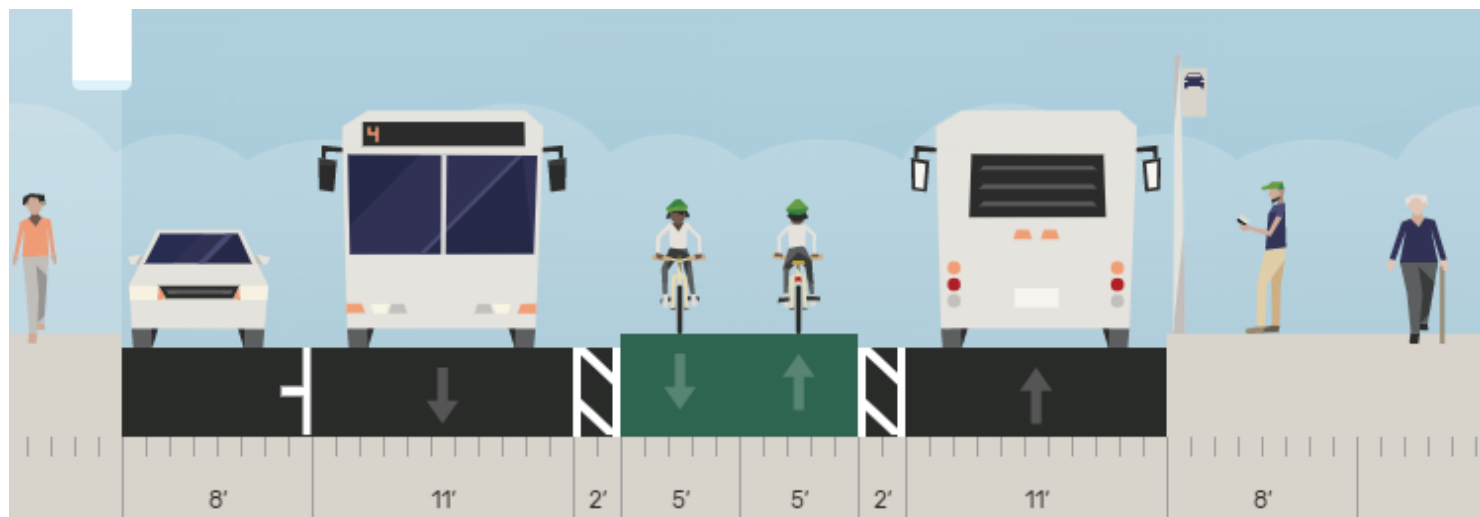
Sands St Median Bike Lane (BK)



Bus Bulb 1 Ave and 1 St (MN)

Potential Future Enhancements

Median Bike Lane and Bus Bulbs



Conceptual median bike lane with bus bulbs

Thank You!

Questions?



NYC DOT



NYC DOT



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NYC DOT

