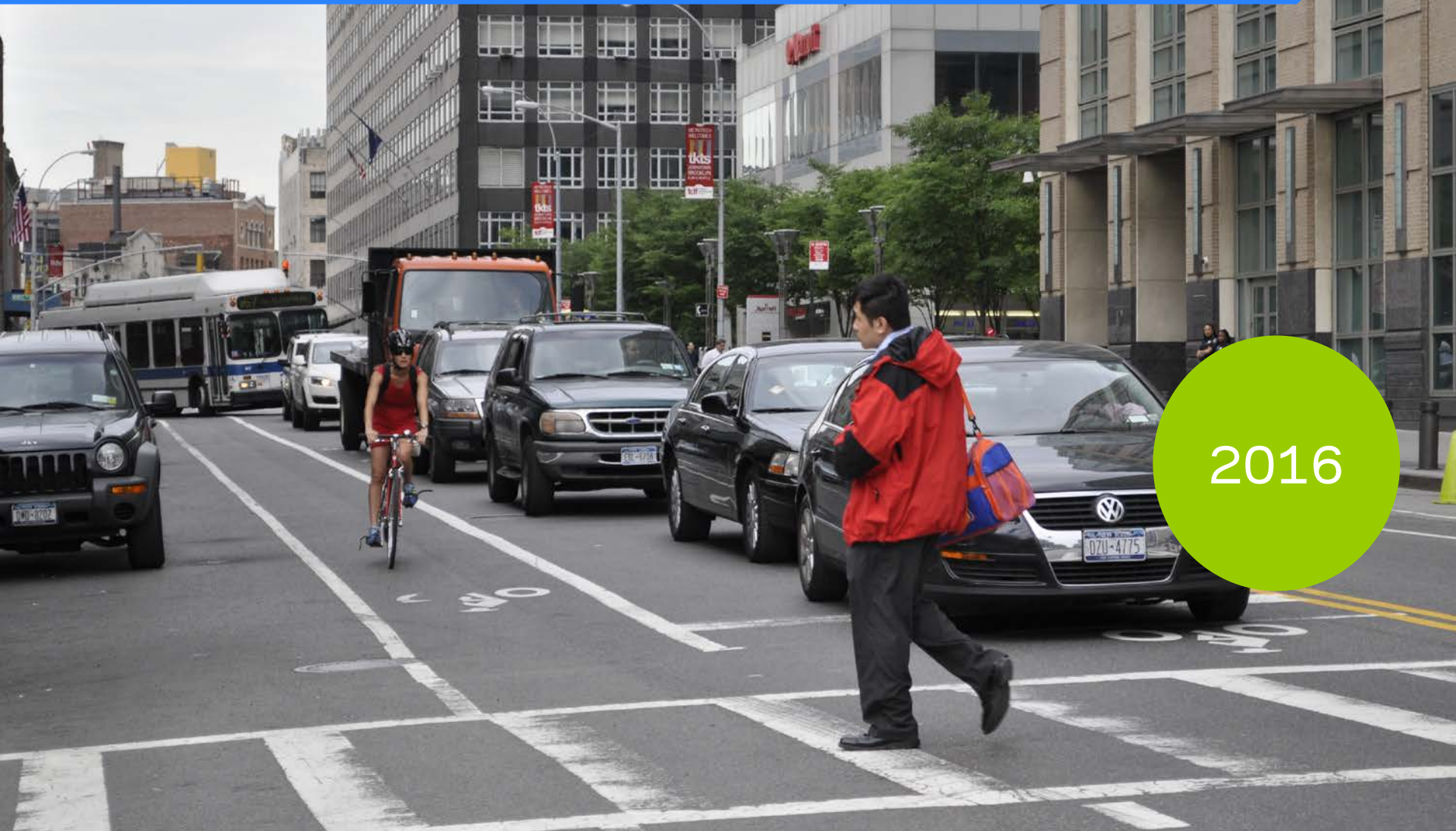


Jay Street: Schermerhorn St – Sands St

Parking Protected Bicycle Lanes



2016

Jay St

Presentation Overview

AGENDA

- Background
 - Safety
 - High Bike Volumes
 - Manhattan Bridge Access
- Project Proposal
 - Bike Lanes
 - Bus Stops
 - Pedestrian Safety
- Summary



Project Area

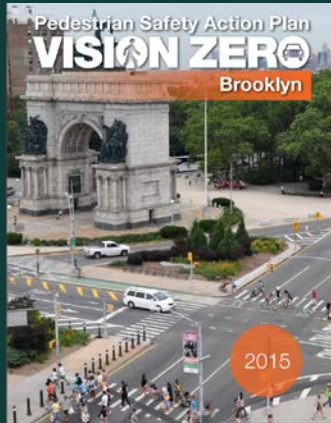
Background



Safety – Vision Zero

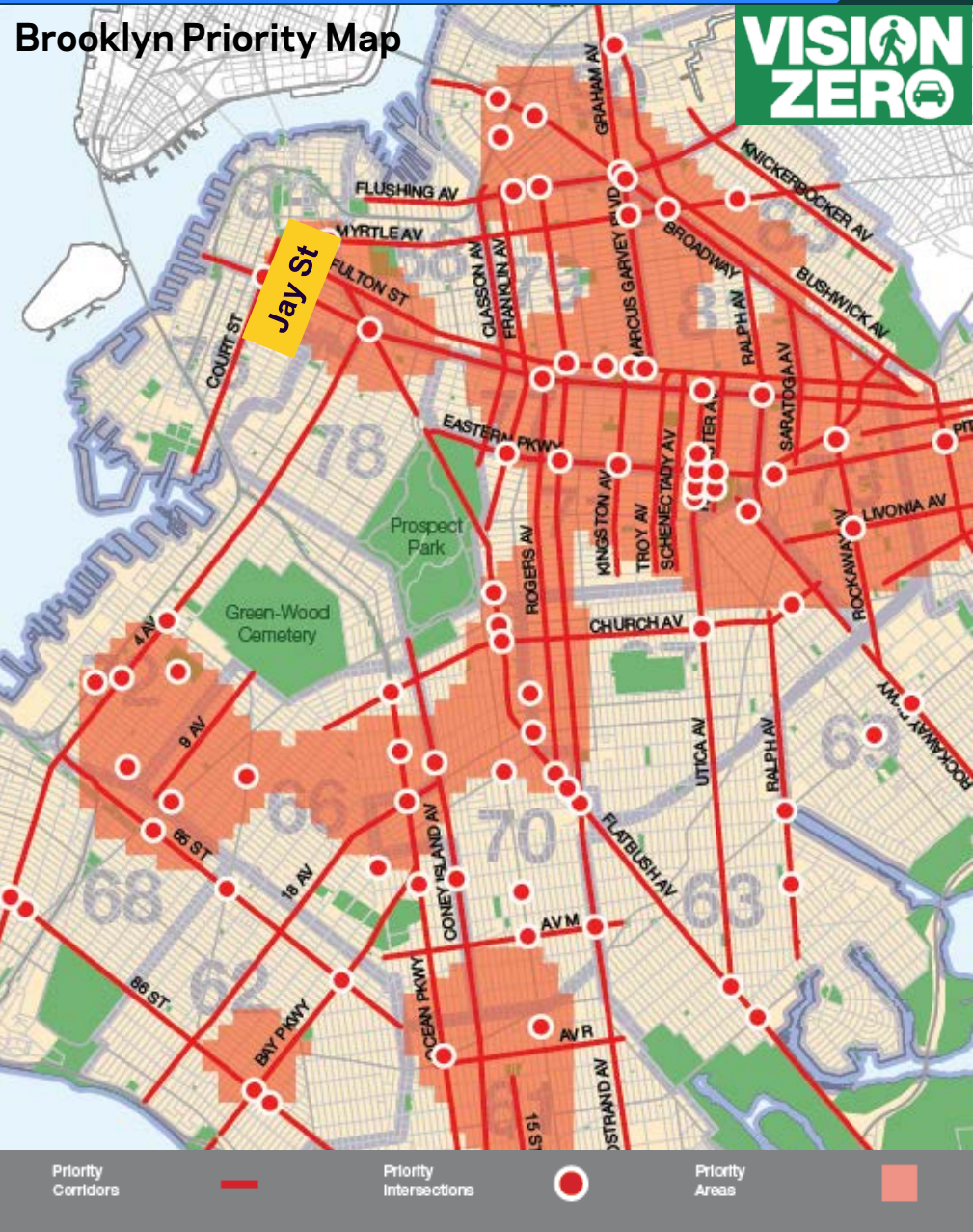
Background

VISION ZERO



- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
- Priority Intersections, corridors, and Areas identified for each borough
 - Jay St from Schermerhorn St to Sands St is within a Vision Zero Priority Area
 - Cyclist fatality on Jay St at Schermerhorn St in 2013











For the complete plan:
<http://www.nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-brooklyn.pdf>





Safety – Vision Zero Public Input


Background

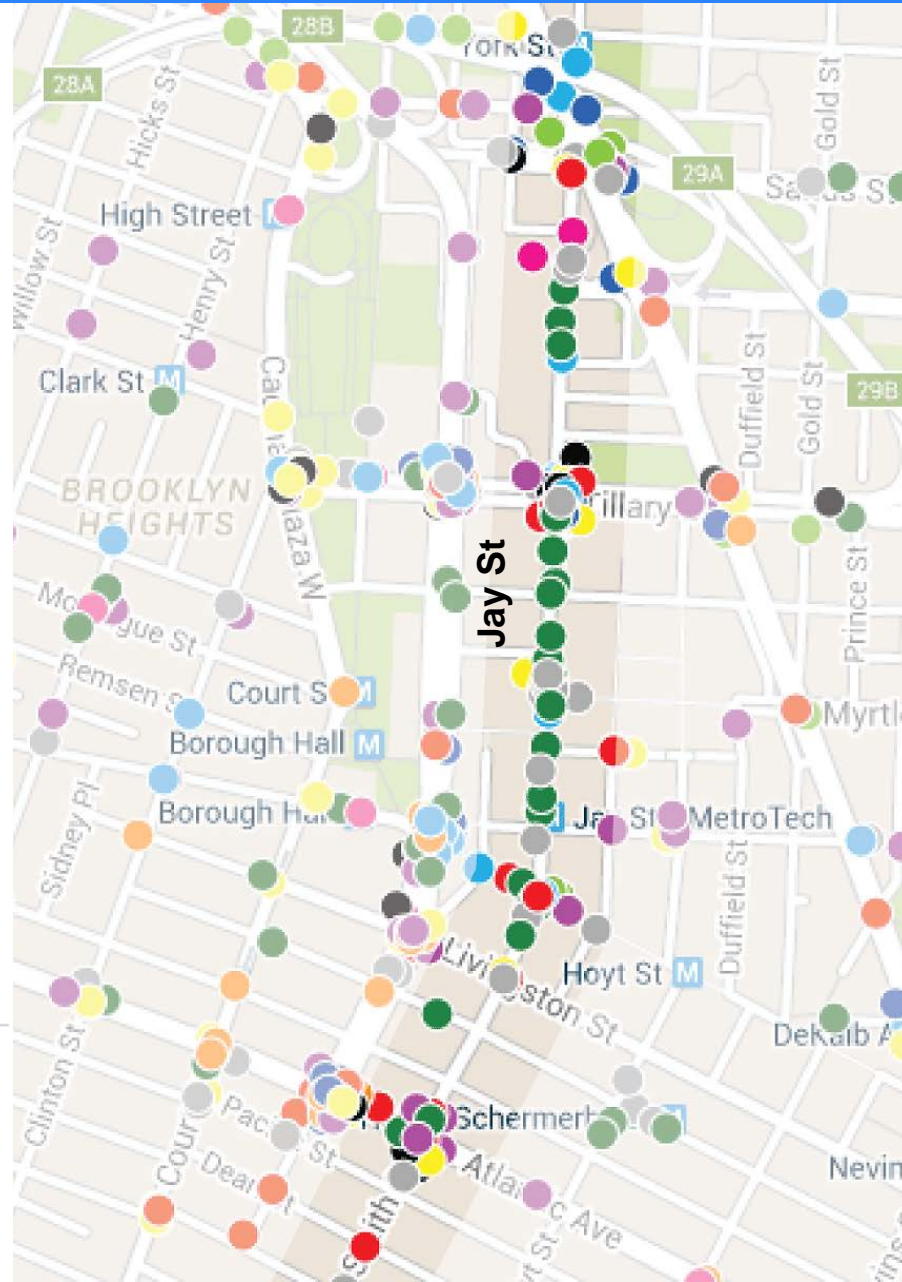
The Vision Zero map public input period concluded on July 31, 2014. NYCDOT is now analyzing the over 10,000 comments submitted and shown here for inclusion in the City's Vision Zero borough safety action plans which will be released later this year.

-  Not enough time to cross
-  Double parking
-  Long wait to cross
-  Red light running
-  Jaywalking
-  Poor visibility
-  Speeding
-  Long distance to cross
-  Failure to yield to pedestrians
-  Cyclist behavior

 Pedestrian crash corridors (top 10% of streets in each borough)

 Pedestrian fatality (2008-12)

 Major arterial roads



Main Concerns

Double parking

Failure to yield to pedestrians

Red light running

Safety – Key Community Concerns

Background



**Double Parking
creates confusion
among road users**

Safety – Key Community Concerns

Background



**Failure to
yield to
pedestrians**

Safety – Key Community Concerns

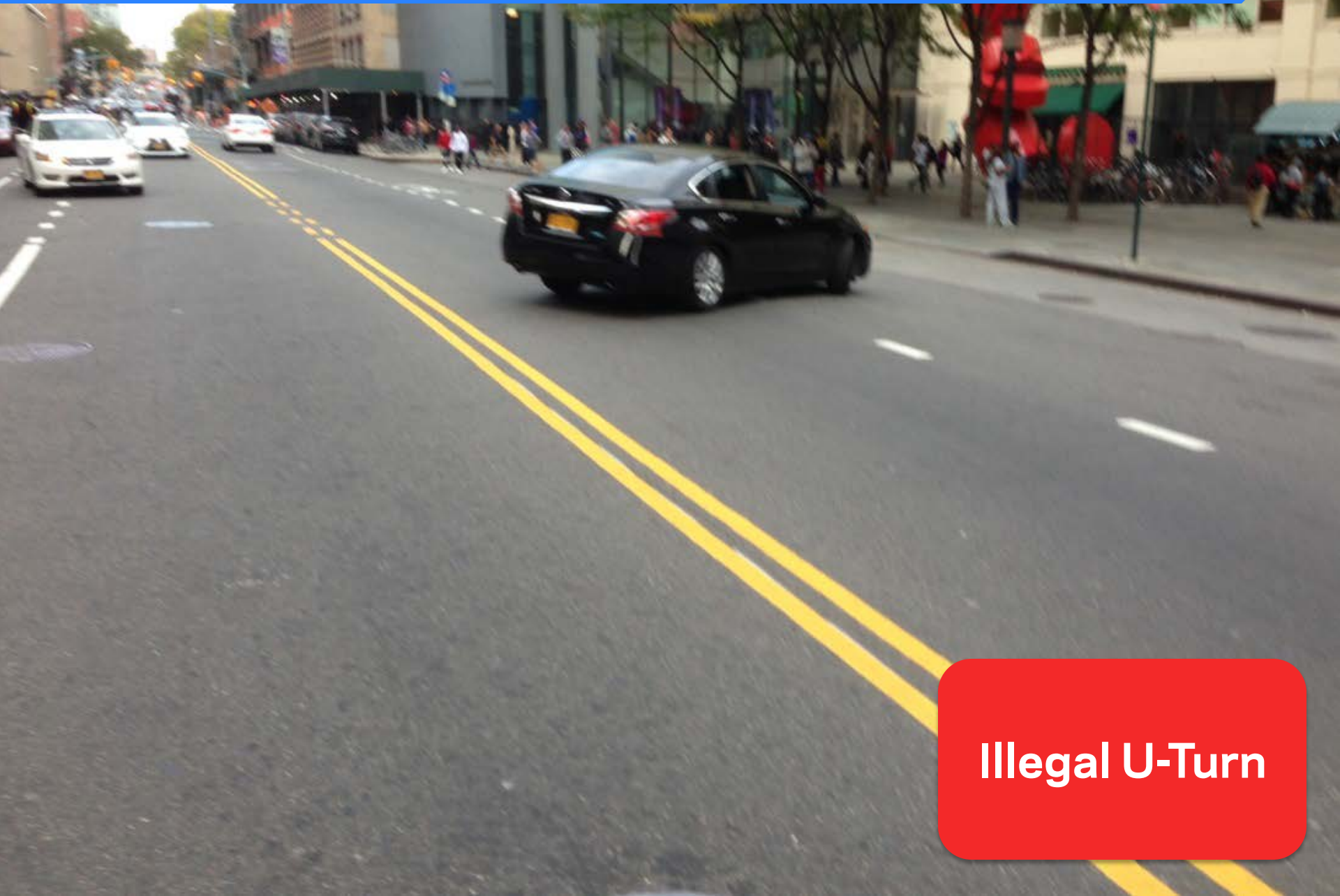
Background



**Illegal
Parking**

Safety – Key Community Concerns

Background



Illegal U-Turn

Safety - Crash History (2010-2014)

Background

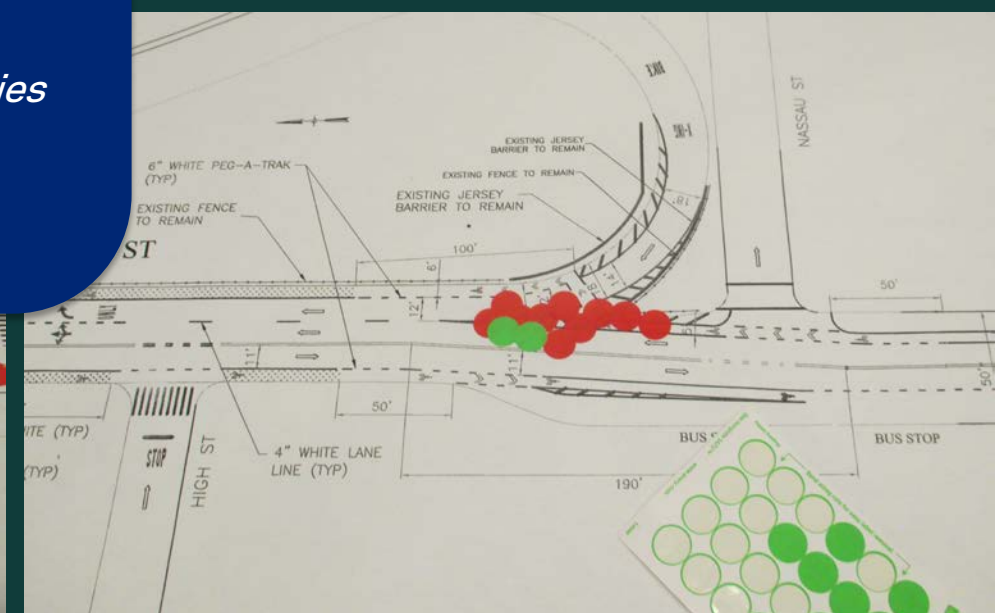
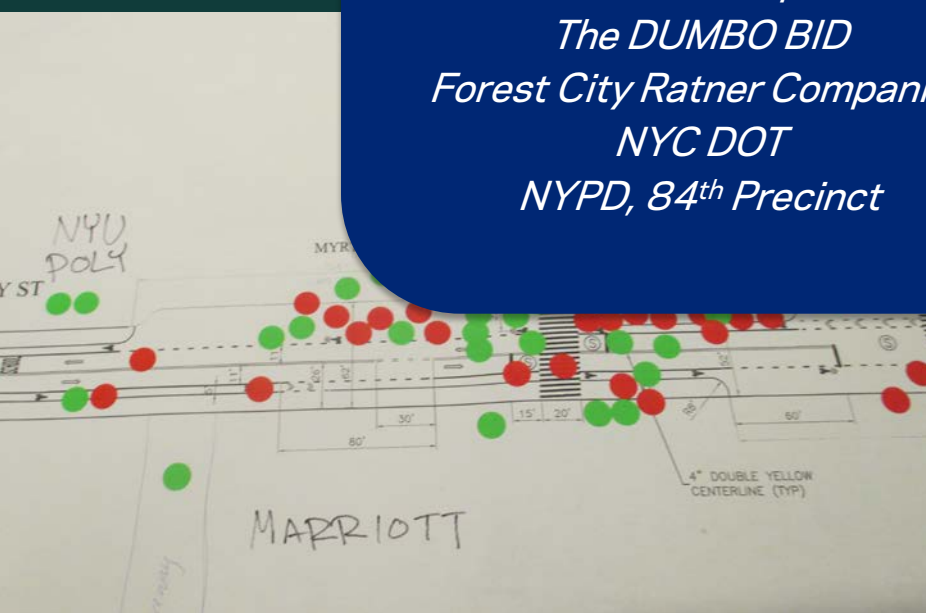


Safety – Community Workshops

Background

Re-imagining Jay Street Workshop March 2014

*Transportation Alternative
Brooklyn Community Board 2
CM Stephen Levin
Paule Heredote
The Downtown Brooklyn
Partnership
The DUMBO BID
Forest City Ratner Companies
NYC DOT
NYPD, 84th Precinct*



High Bike Volumes

Background

**34% mode split during
peak hour**

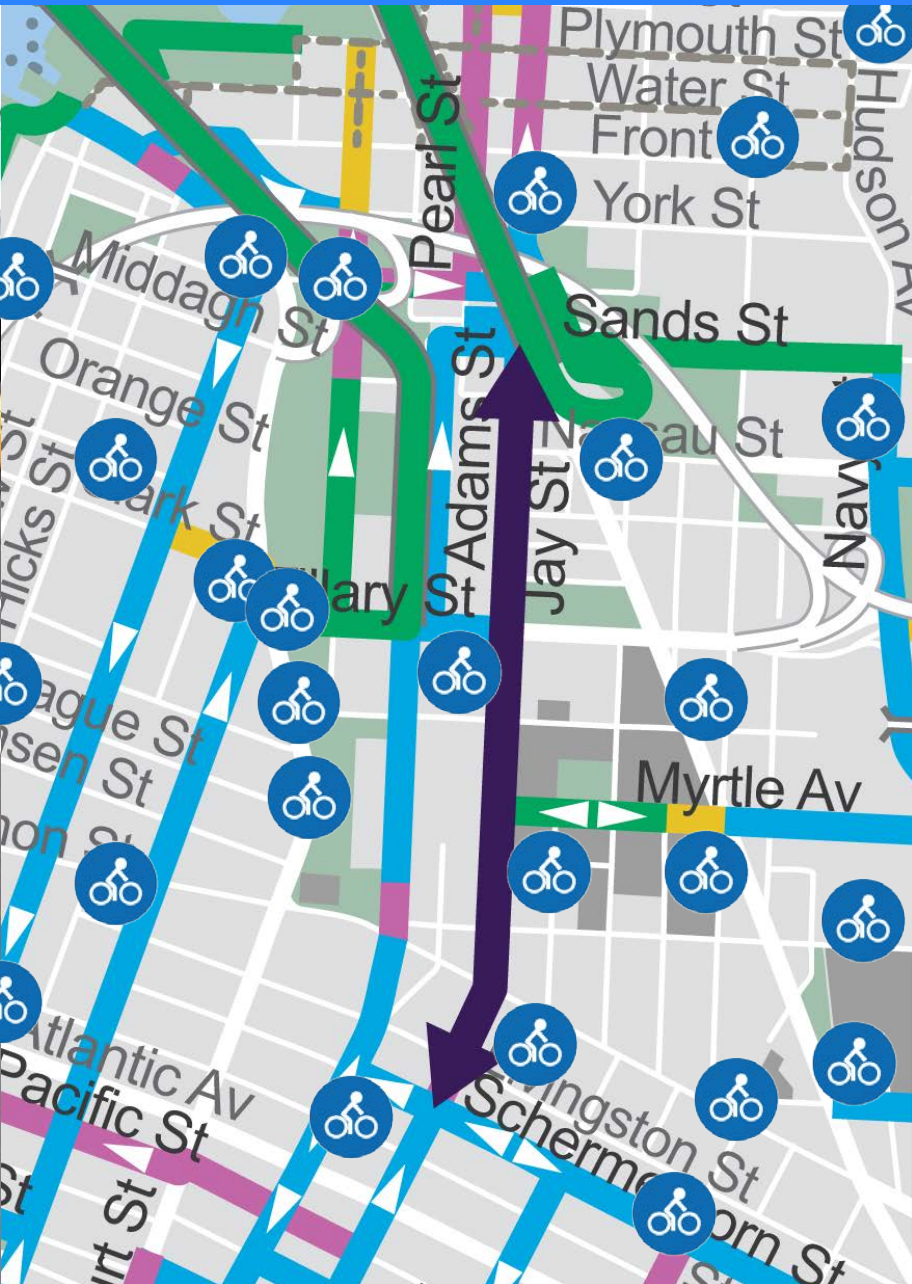
Jay St
12 hour bike counts

*Weekday: 2400
AM Peak: 528 bph
PM Peak: 460 bph*



High Bike Volumes Citi Bike

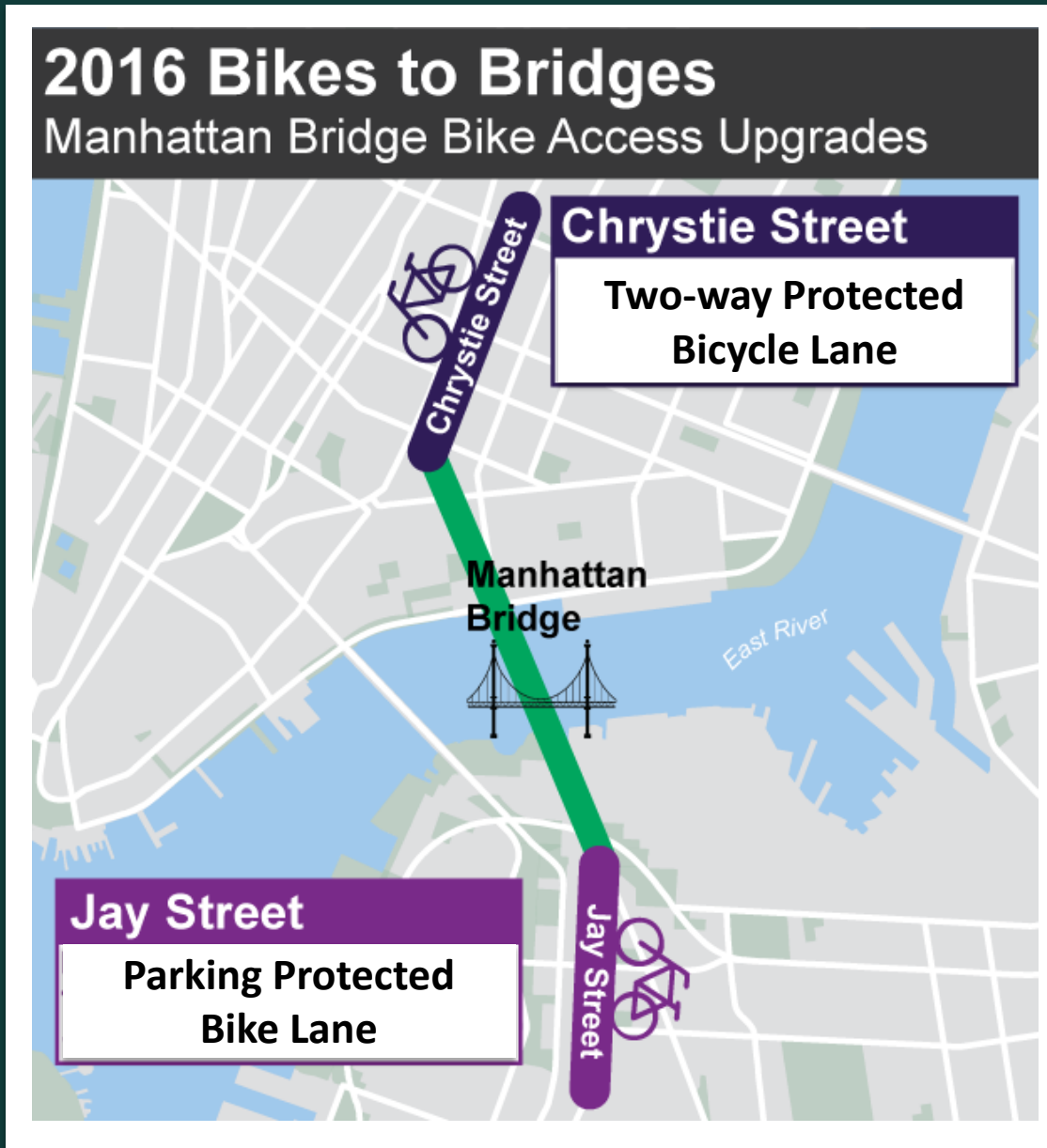
Background



- Heart of the Citi Bike service area
- 7 stations located near corridor
- Commuter cycling increased 20% in NYC Citi Bike area
- Additional safety measures warranted

Manhattan Bridge Access Improvements

Background



Project Proposal

- **(1) Protected Bike Lanes**
- **(2) Bus Stops**
- **(3) Pedestrian Safety**



(1) Bike Lanes

Existing Conditions

- 52' Wide
 - 2-way street
 - Curbside parking



(1) Bike Lanes

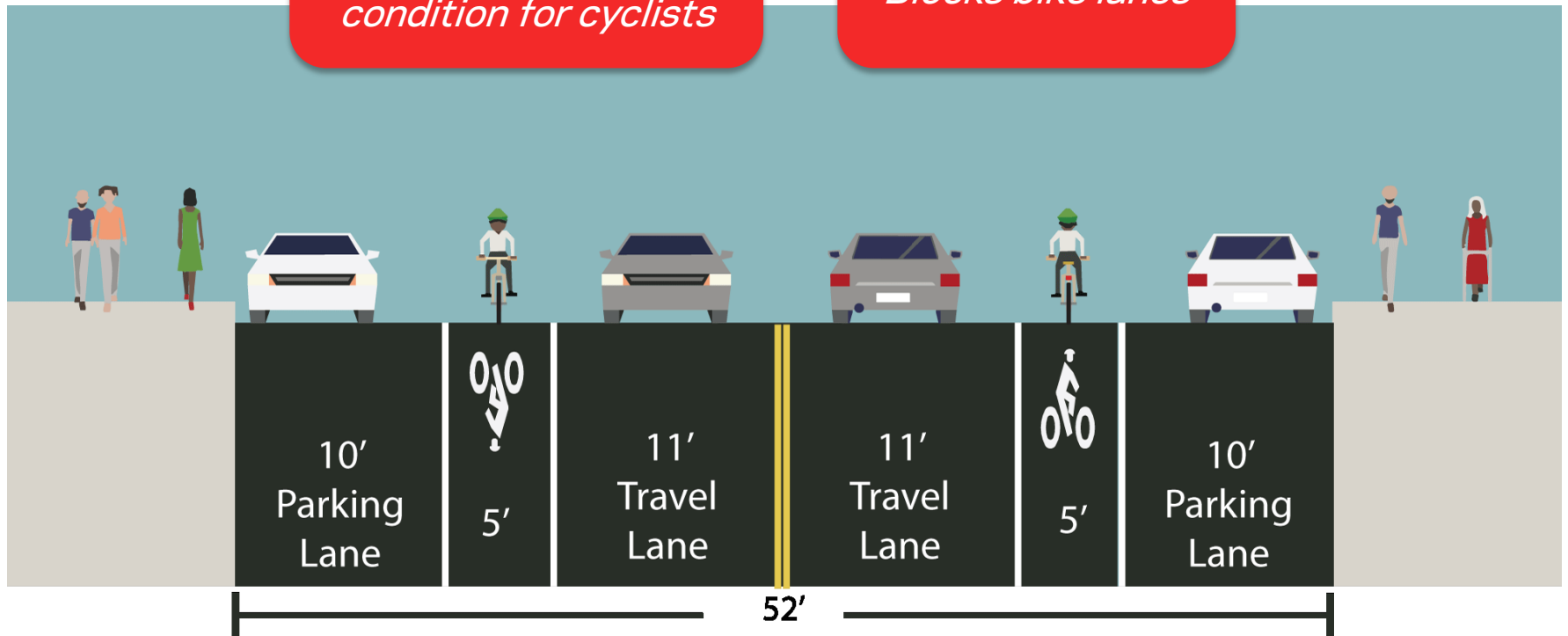
Existing Issues

Illegal U-Turns

Create unsafe condition for cyclists

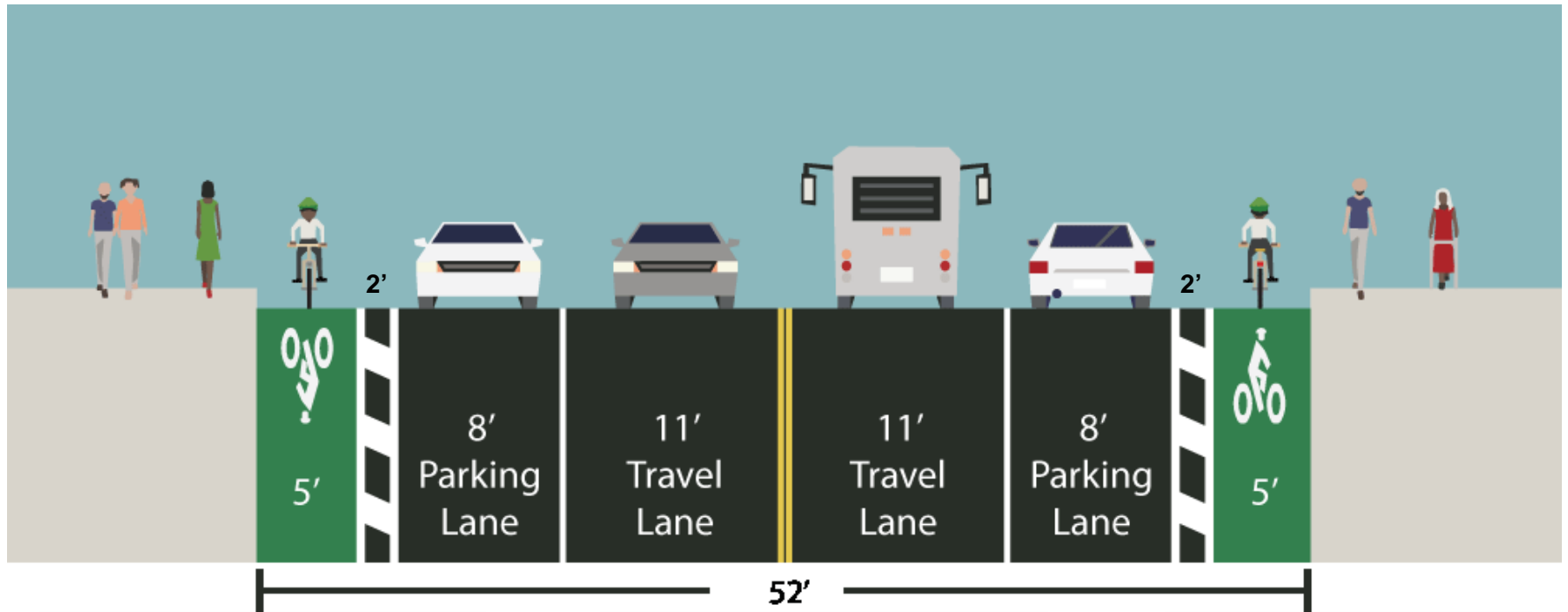
Double Parking

Blocks bike lanes



(1) Bike Lanes

Proposed Improvements



Parking Protected Bike Lanes

Provide dedicated space for cyclists

Proposed Markings

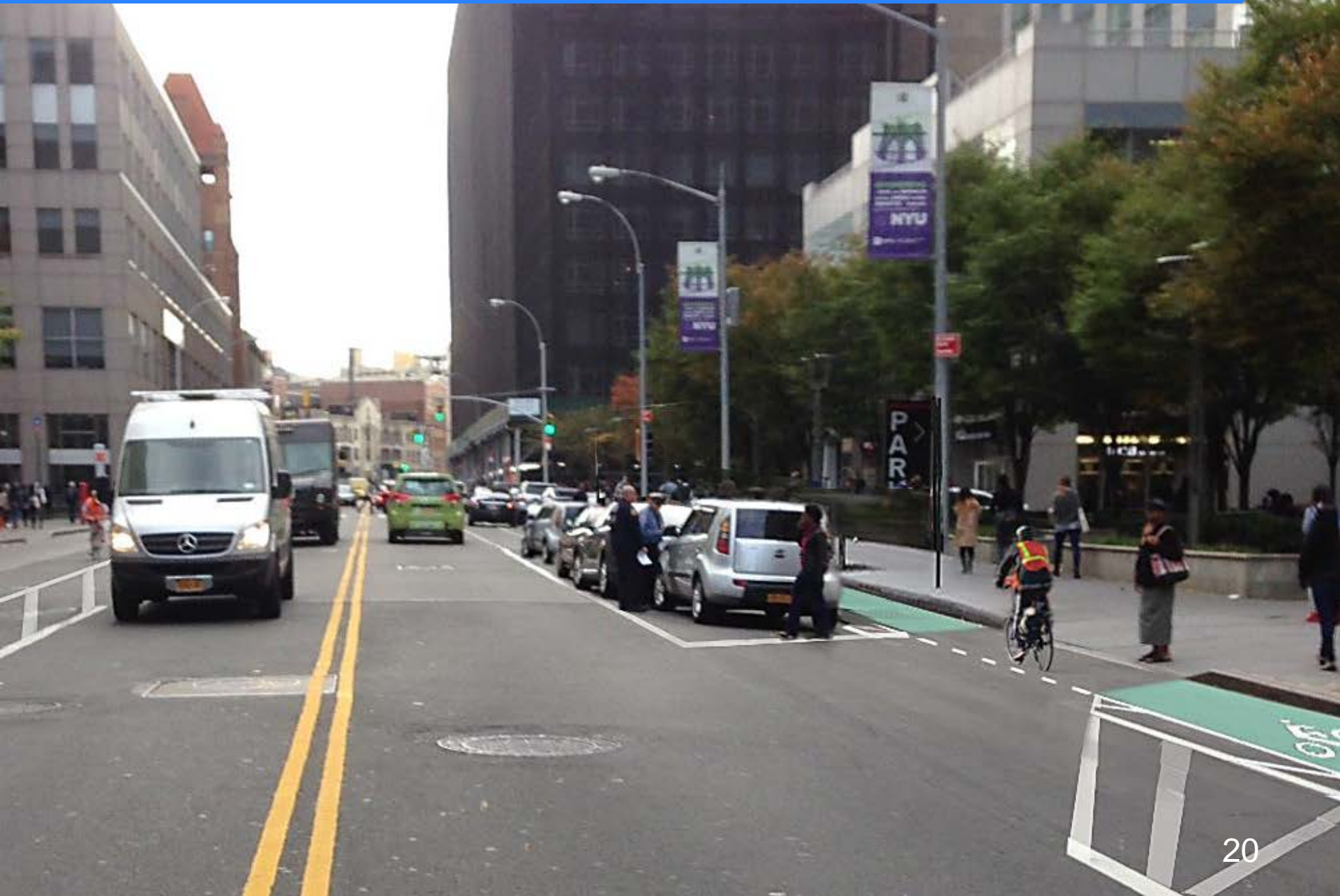
Curb dangerous behavior such as illegal u-turns

Floating Parking

Discourages cars from parking in bike lanes

(1) Bike Lanes

Proposed Improvements



(1) Bike Lanes

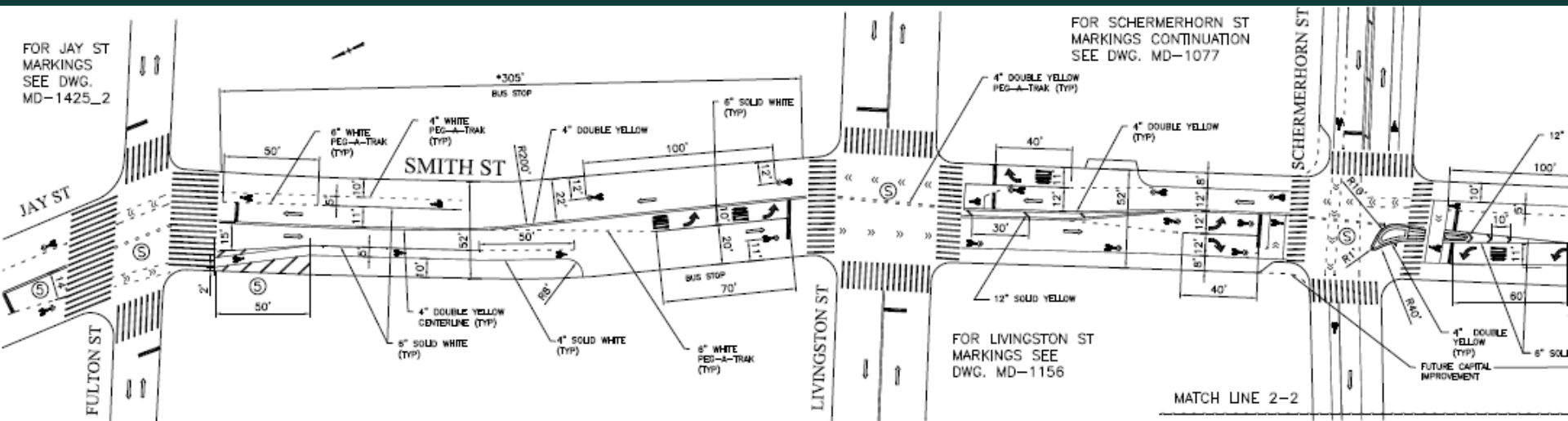
Parking Spaces Repurposed

Jay St (Sands St to Schermerhorn St)	Total Number of Parking Spaces(approx.)
Bike Lane	8
Total Spaces Repurposed	8

(1) Bike Lanes

Fulton St to Schermerhorn St

- DOT will Continue to work MTA on bus stop locations
- Final bus stop configuration will determine length of protections
- Coordinate construction activity
- Existing directional change on Smith St south of Schermerhorn St
- Existing curb extension on northwest corner

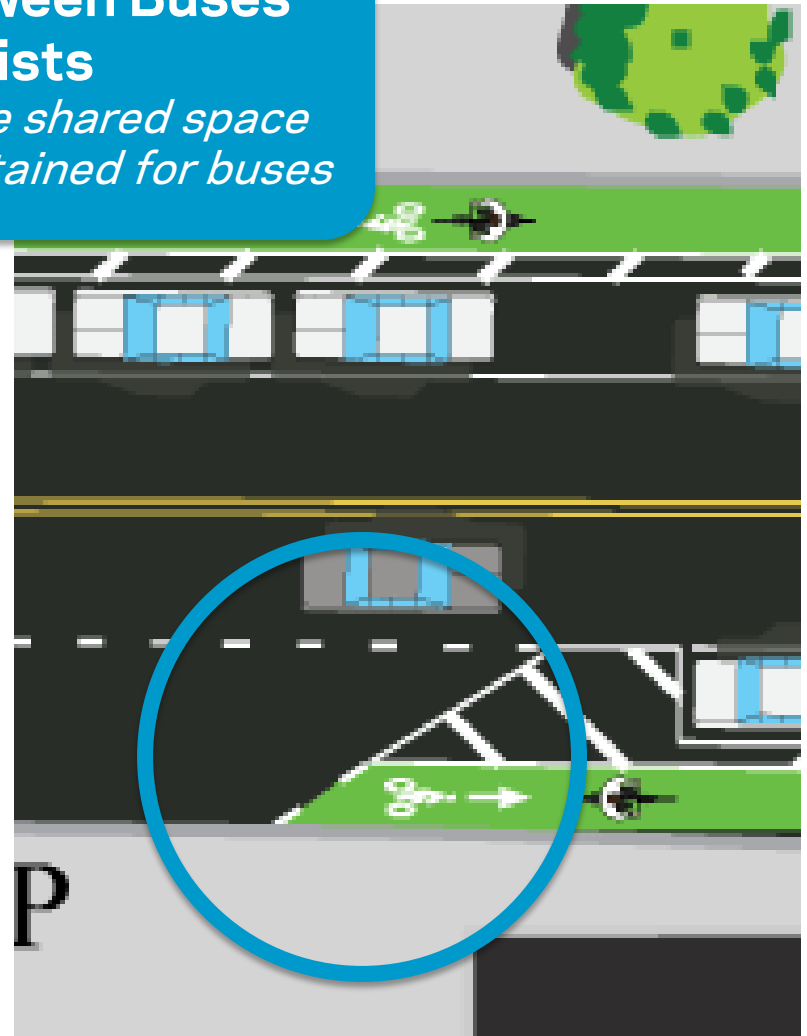
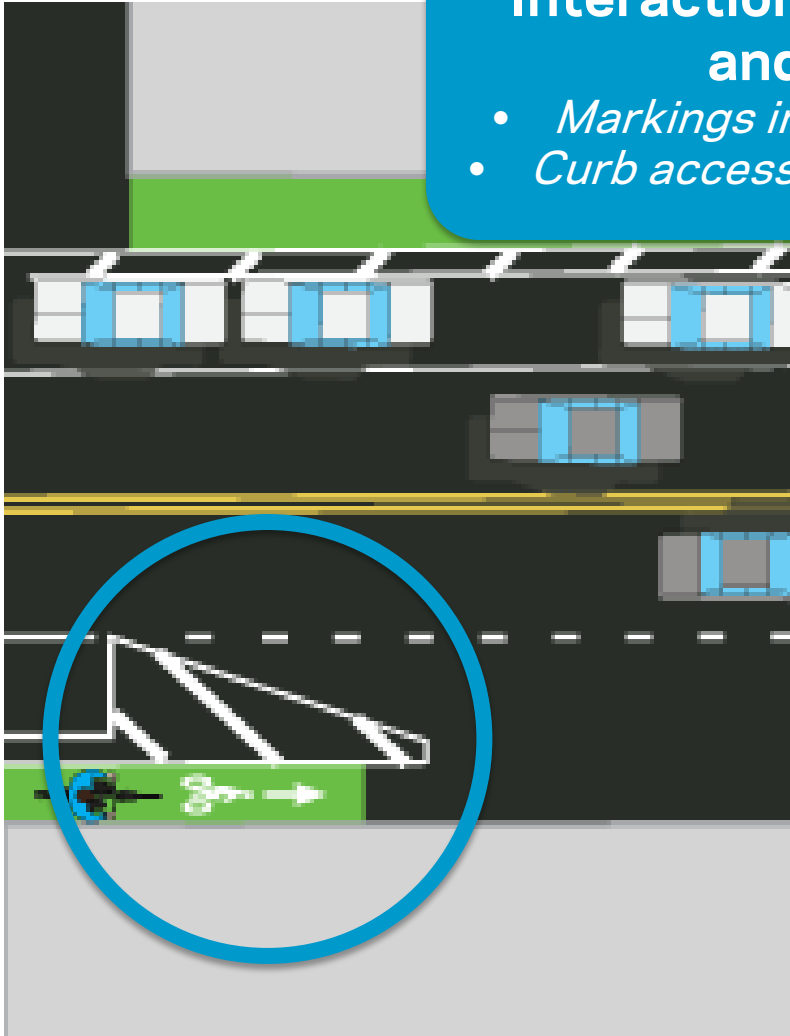


(2) Bus Stops

Proposed Typical Design

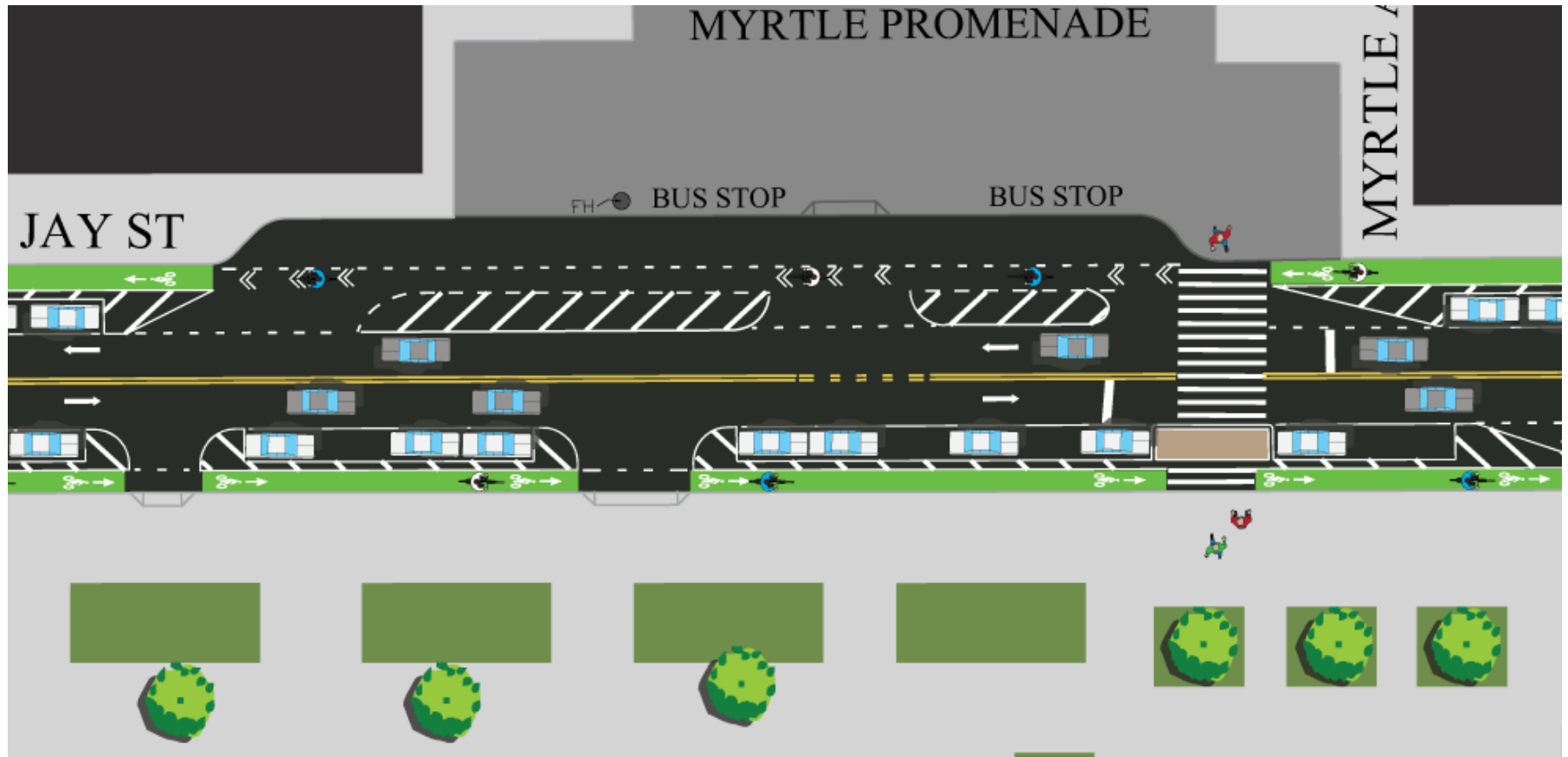
Interaction between Buses and cyclists

- *Markings indicate shared space*
- *Curb access maintained for buses*



(2) Bus Stops

Proposed Design at Myrtle Promenade



(3) Pedestrian Safety

Proposed Typical Design at Feasible Locations

Painted Pedestrian Safety Island

*Shorter, safer crossings
Improved visibility*



(3) Pedestrian Safety

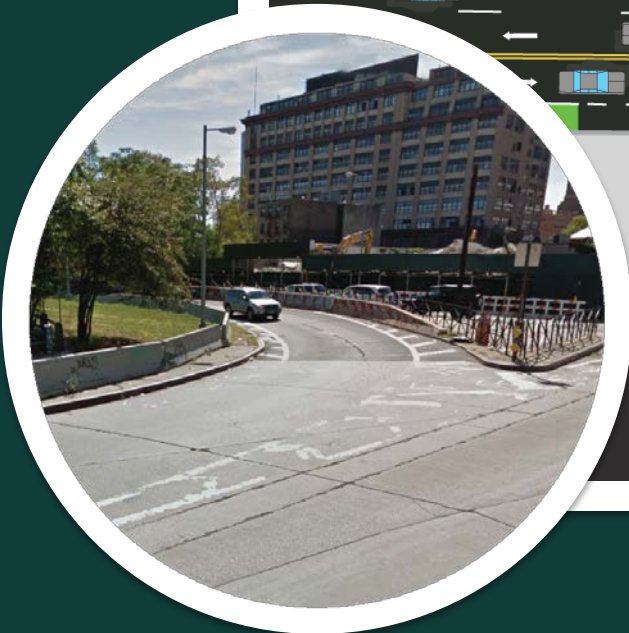
Example of Painted Pedestrian Safety Island



(3) Pedestrian Safety

Existing Conditions at Sands St

No convenient
access to
Manhattan
Bridge
Pedestrian Path

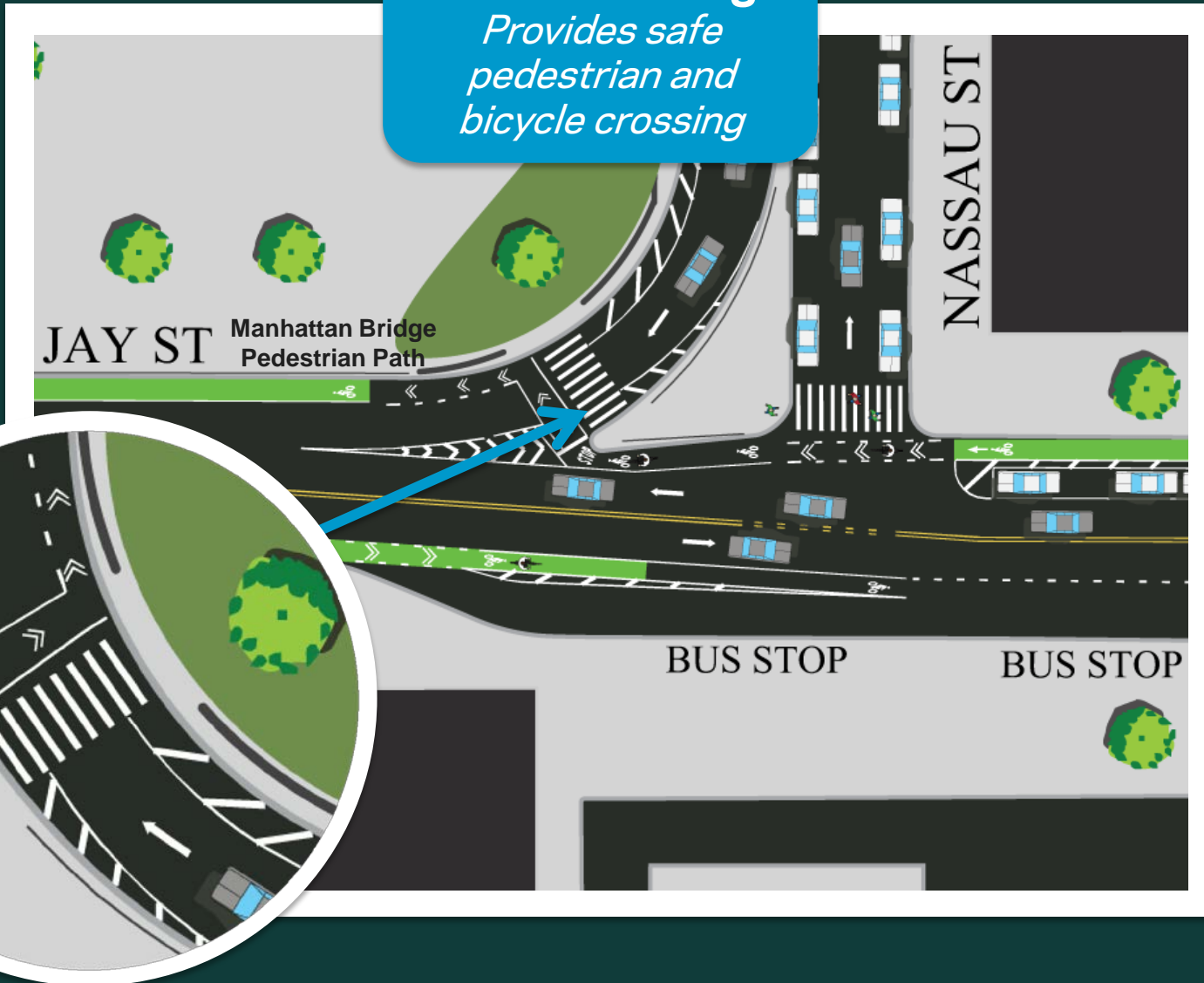


(3) Pedestrian Safety

Proposed Improvement at Sands St

New Crossing

*Provides safe
pedestrian and
bicycle crossing*



(3) Pedestrian Safety

Example of High Visibility Crosswalk



Summary of Benefits



- **Parking protected bicycle lanes along heavily used corridor**
- **Improved connection to Manhattan Bridge**
- **Design accommodates existing bus routes**
- **Reduced pedestrian crossing distances at target intersections**

Questions?

**Thank
You**

nyc.gov/dot