Jay Street: Update
Parking Protected Bicycle Lanes

New York City Department of Transportation
Presented by the Bicycle and Greenway Program on June 21, 2016
to Brooklyn Community Board 2
1) Smith St - Schermerhorn St – Fulton St Proposal

2) Manhattan Bridge Off-ramp Pedestrian Improvements
• DOT is not proposing changes to Smith St between Fulton St and Schermerhorn St. Existing bicycle facilities will remain.
(2) Manhattan Bridge Off-Ramp

Pedestrian Improvements
(2) Manhattan Bridge Off-Ramp

Existing Conditions

Pedestrian access prohibited

Uncontrolled Off-ramp

Manhattan Bridge Pedestrian Path

BUS STOP
Manhattan Bridge Off-Ramp

New Signal + New Crossing

*Provides safe pedestrian and bicycle crossing*

- Removal of Pedestrian Fencing
- Installation of Pedestrian Ramps
(2) Manhattan Bridge Off-Ramp

Proposed Pedestrian Improvements

- Pedestrian Curb Ramps
- Remove Fencing
Proposed Pedestrian Improvements

Extend Concrete Island to channelize traffic

Remove jersey barriers to improve pedestrian circulation
Bike Volumes

(2) Manhattan Bridge Off-Ramp

34% mode split during peak hour

Jay St
12 hour bike counts

Weekday: 2400
AM Peak: 528 bph
PM Peak: 460 bph
Manhattan Bridge
South Path
September, 2015

**Weekday**
(7-9AM, 4-7PM)
AM : 176
PM : 381

**Saturday**
(12-2PM)
MD: 184
(2) Manhattan Bridge Off-Ramp

Example of Existing Off – Ramp with Signal
Summary

- Parking protected bicycle lanes along heavily used corridor
- Signal at Manhattan off ramp creates safe pedestrian crossing
- Design accommodates existing bus routes
- Reduced pedestrian crossing distances at target intersections
Questions?
nyc.gov/dot

Thank You