

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

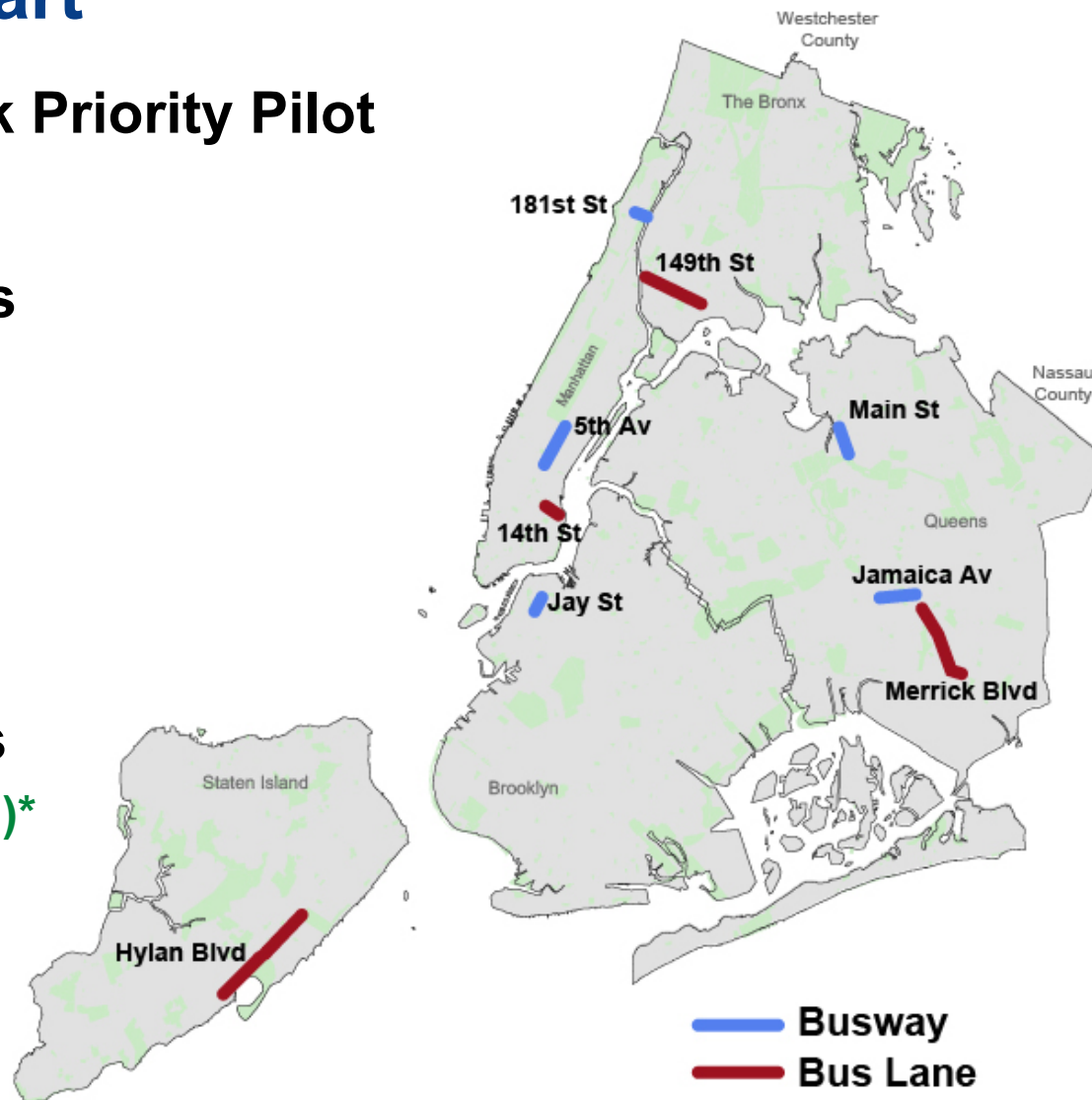
14th Street, 1 Av to Av C (MN)*

149th Street (BX)*

Merrick Boulevard (QN)

Hylan Boulevard (SI)

***Immediate Implementation**



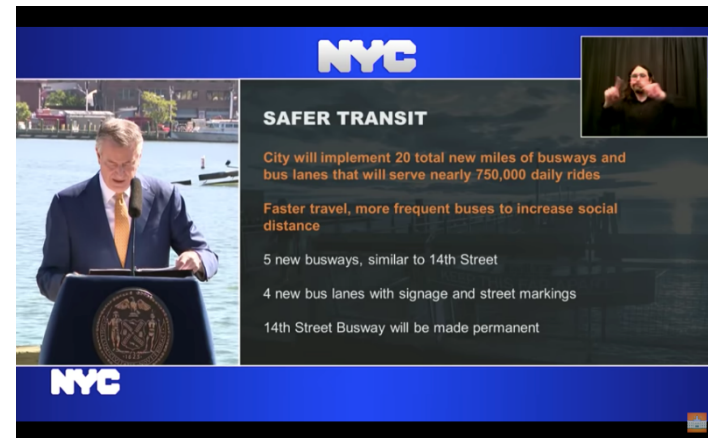
Better Buses Restart

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



BUS OPERATIONS¹

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



14%

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

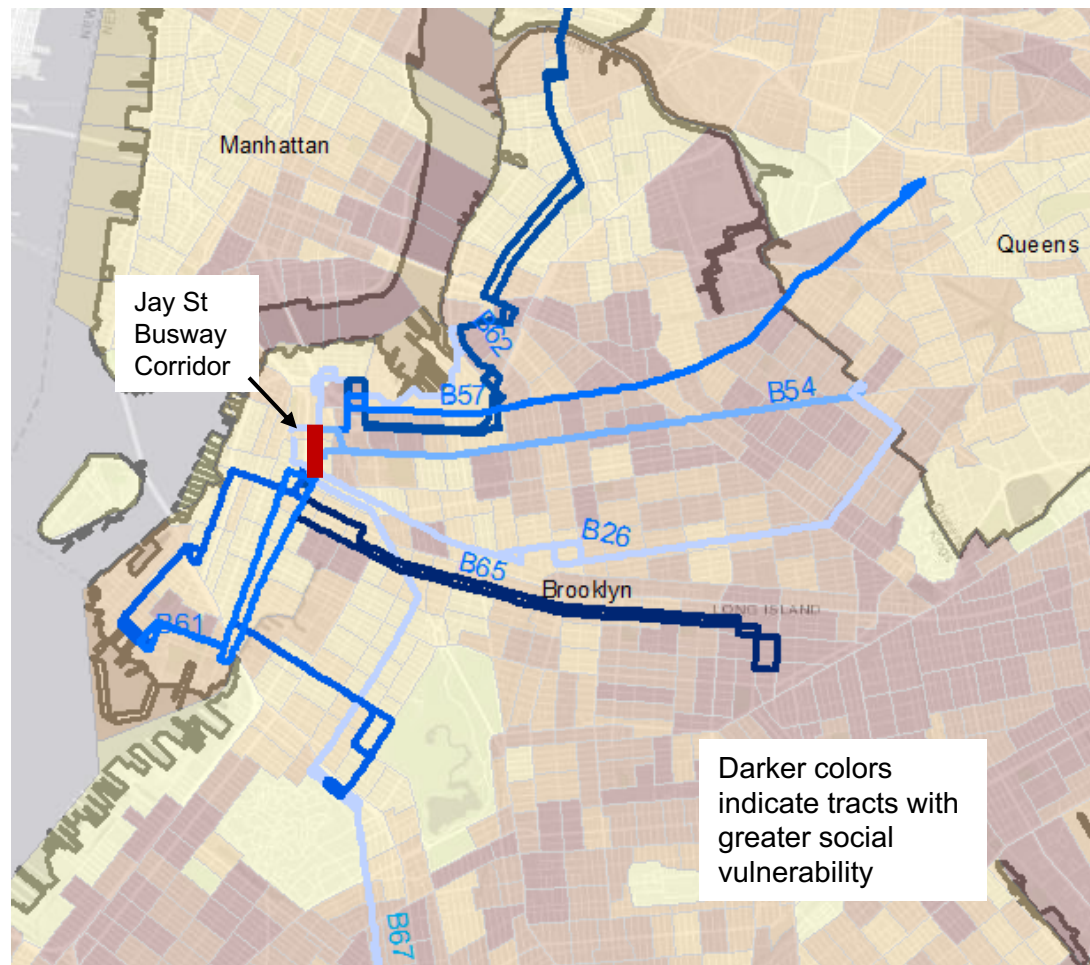
- **Jay St bus routes serve vulnerable communities**
 - NYCHA properties (Ingersoll, Farragut, Whitman)
 - Clinton Hill, Bed-Stuy, Bushwick
 - Many others
- **Faster, more reliable connections to:**
 - Subway
 - Jobs
 - Schools
 - Medical facilities

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

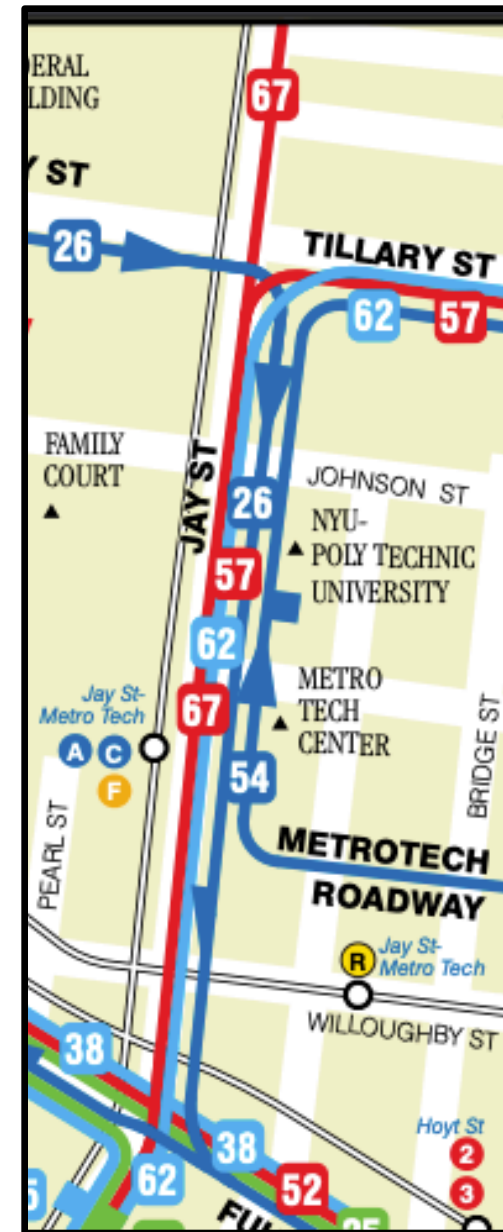
Social Vulnerability Index

- **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



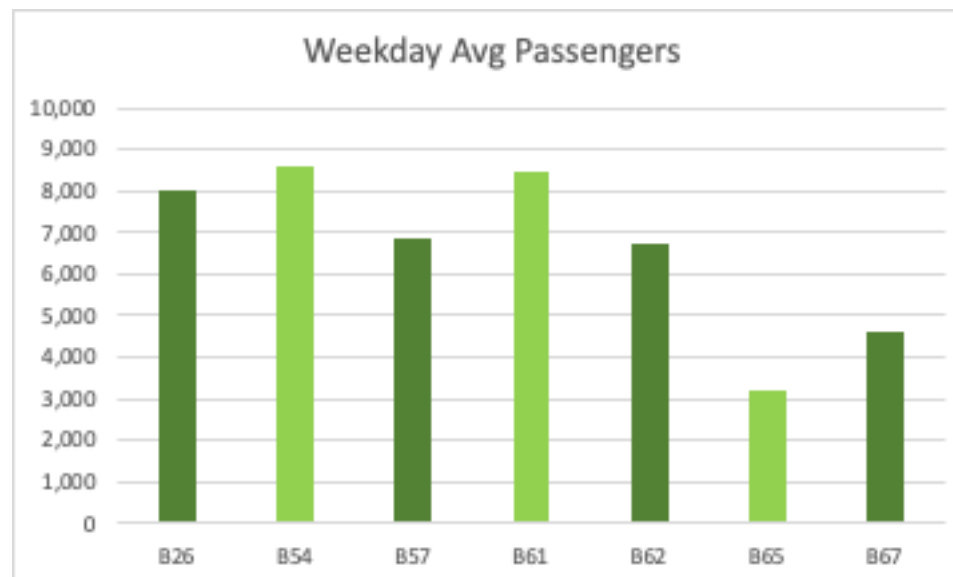
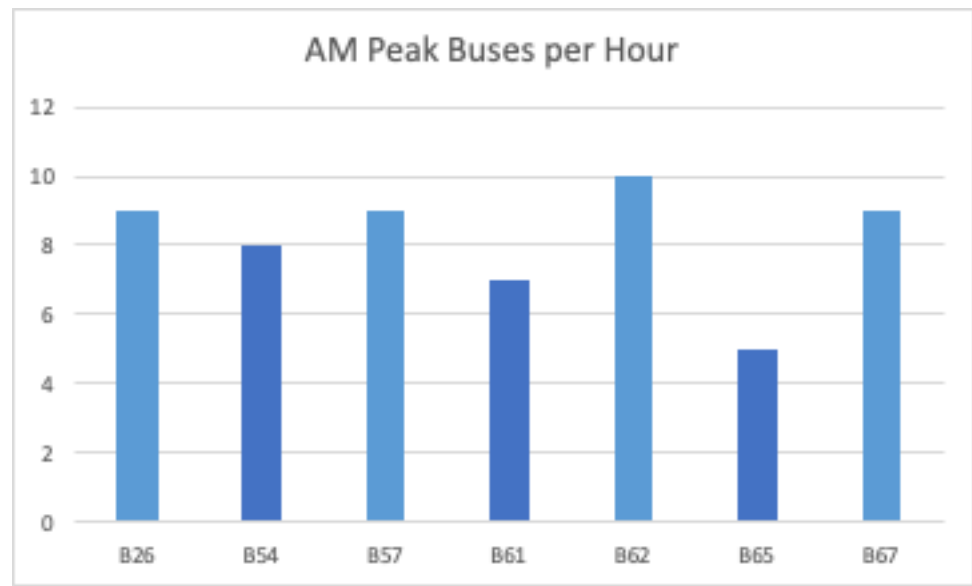
Existing Conditions



Existing Conditions

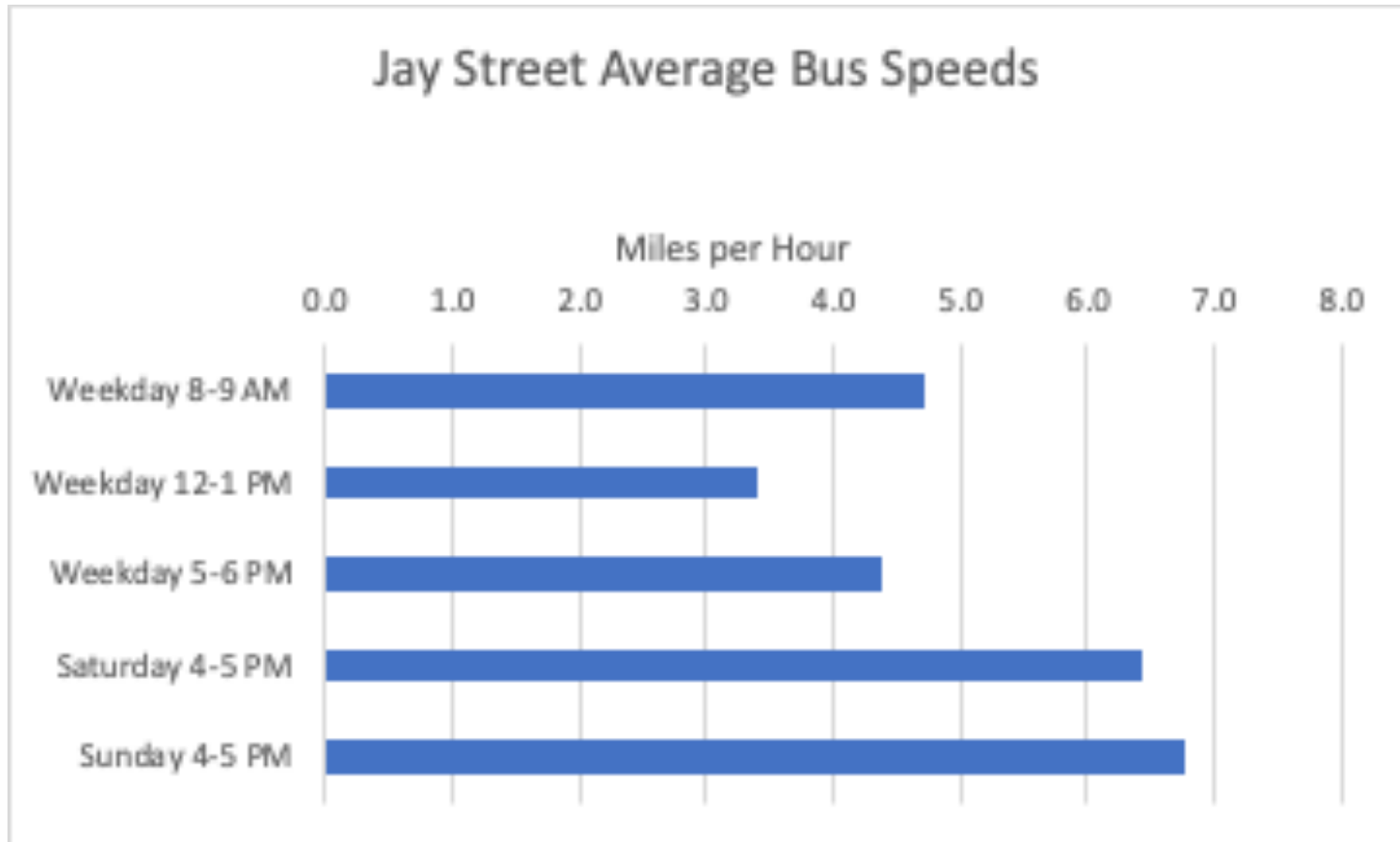
Bus Frequency and Ridership

- 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)



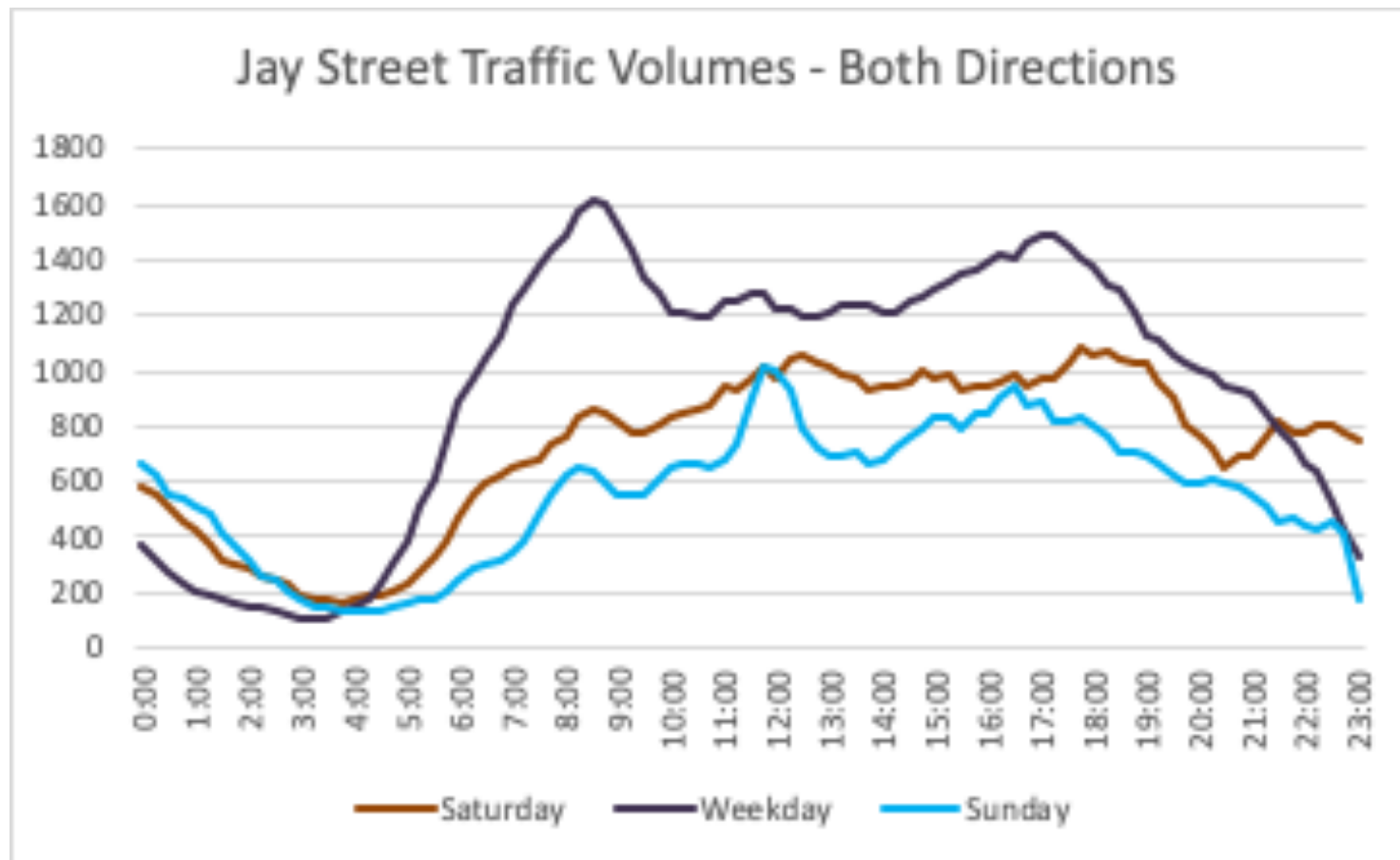
Existing Conditions

Bus Speeds



Existing Conditions

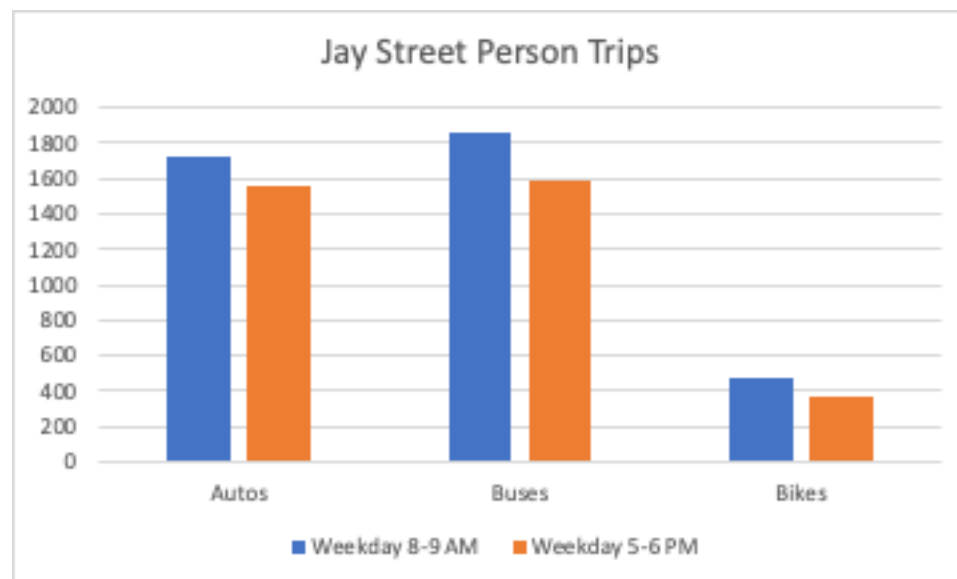
Traffic Volumes



Existing Conditions

Person Trips

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

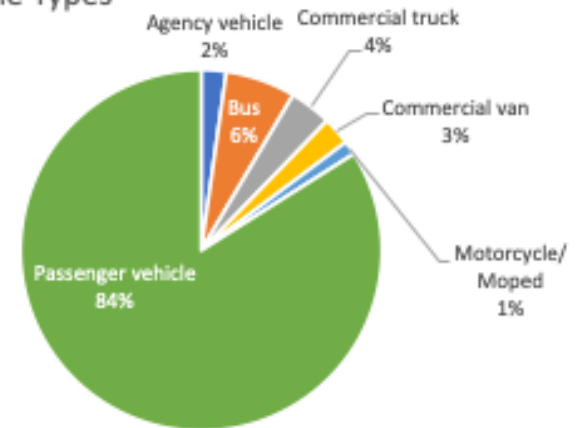


Existing Conditions

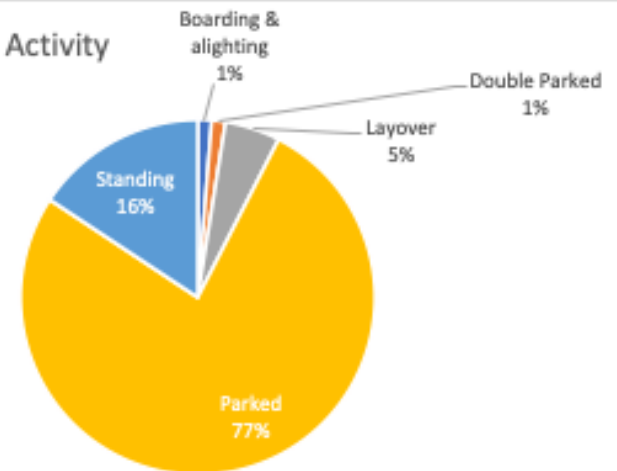
Curb Use

- **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

Jay Street Vehicle Types



Jay Street Curb Activity

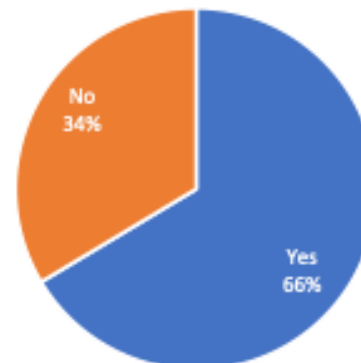


Existing Conditions

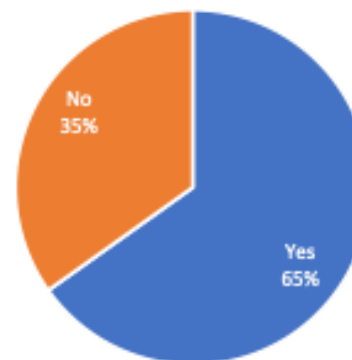
Curb Use - Parking Permits

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

Jay Street Use of Placards



Official Parking Permit?



Existing Conditions

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



Jay Street Busway Concept

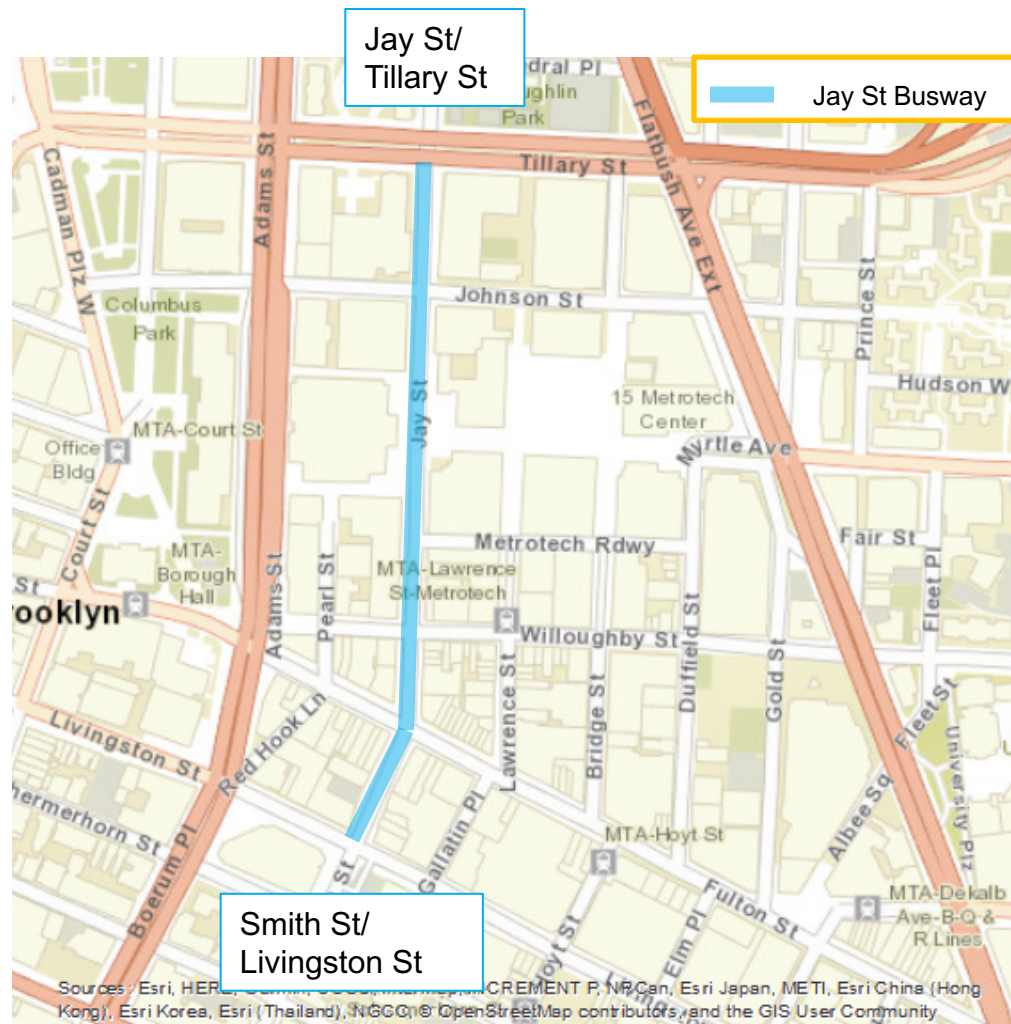


Jay Street Busway Concept

Busway Limits

Tillary Street to Livingston Street (Days/Hours TBD)

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



Jay Street Busway Concept

Permitted Modes

Buses	Trucks	Bicycles	Local autos	Through autos
✓	✓	✓	✓	✗
<ul style="list-style-type: none"> 7 routes, 50 peak hour buses 	<ul style="list-style-type: none"> Local truck route 	<ul style="list-style-type: none"> Existing protected curbside bike lane 	<ul style="list-style-type: none"> Parking garages require access 	<ul style="list-style-type: none"> Through traffic will be diverted to parallel arterials
<ul style="list-style-type: none"> Reduced traffic volumes will speed up buses 	<ul style="list-style-type: none"> Through trucks and local deliveries 	<ul style="list-style-type: none"> Busway project will maintain and enhance bike lane 	<ul style="list-style-type: none"> Access from east and west only 	
			<ul style="list-style-type: none"> No direct access via Smith St or Tillary St 	

Jay Street Busway Concept

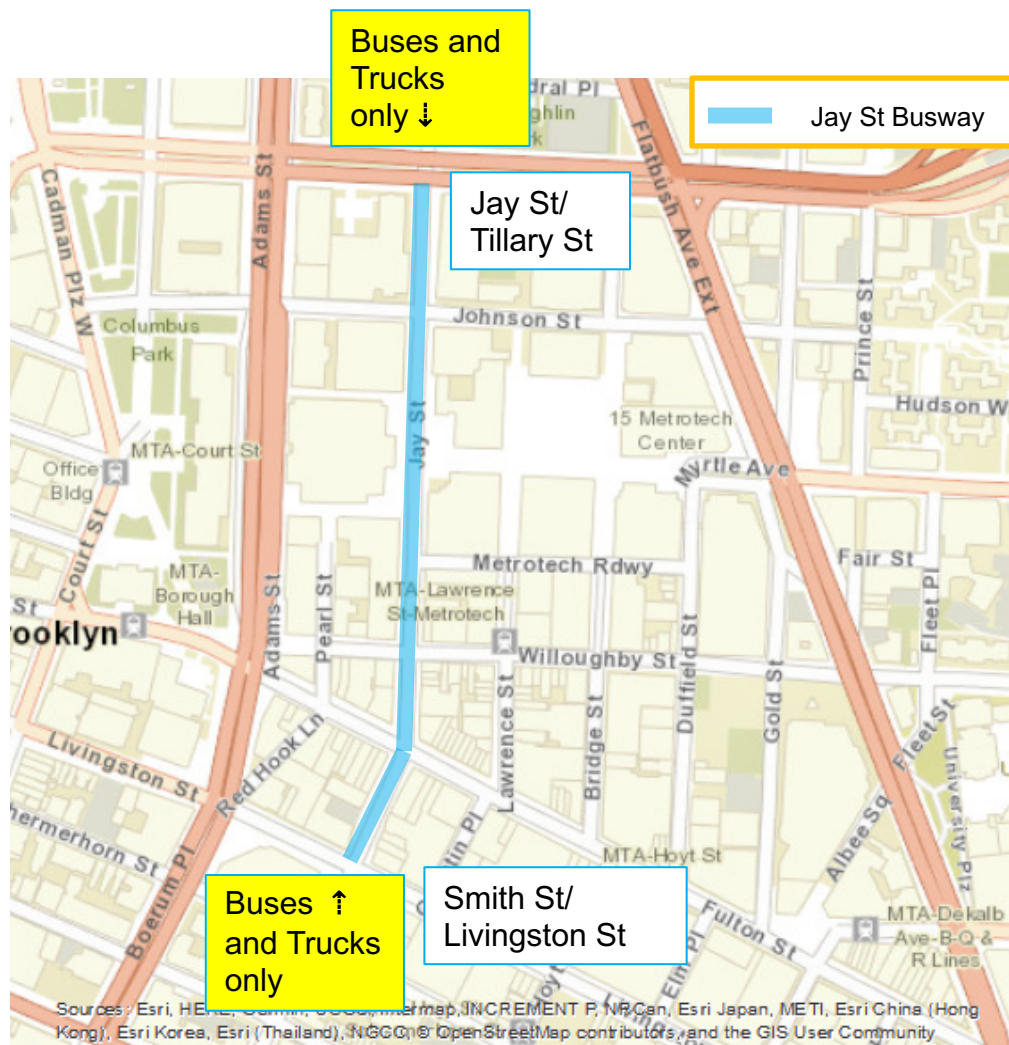
General Approach

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**

Jay Street Busway Concept

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**



Jay Street Busway Concept

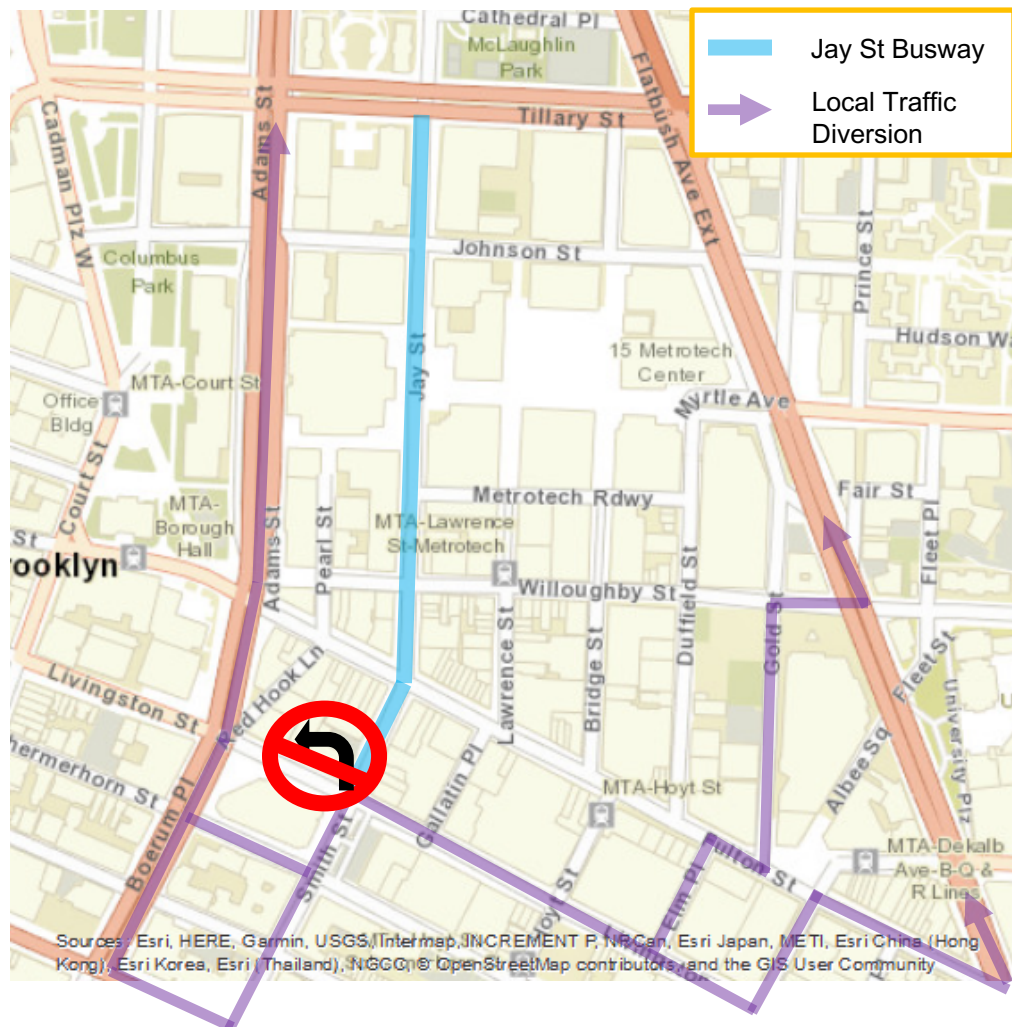
Through Traffic Diversions - Northbound

1 - Boerum Pl/Adams St

- Primary diversion
- 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 – Livingston St to Flatbush via Elm Pl/Gold St or Hanover Pl

- Less direct route, fewer diversion trips anticipated



Jay Street Busway Concept

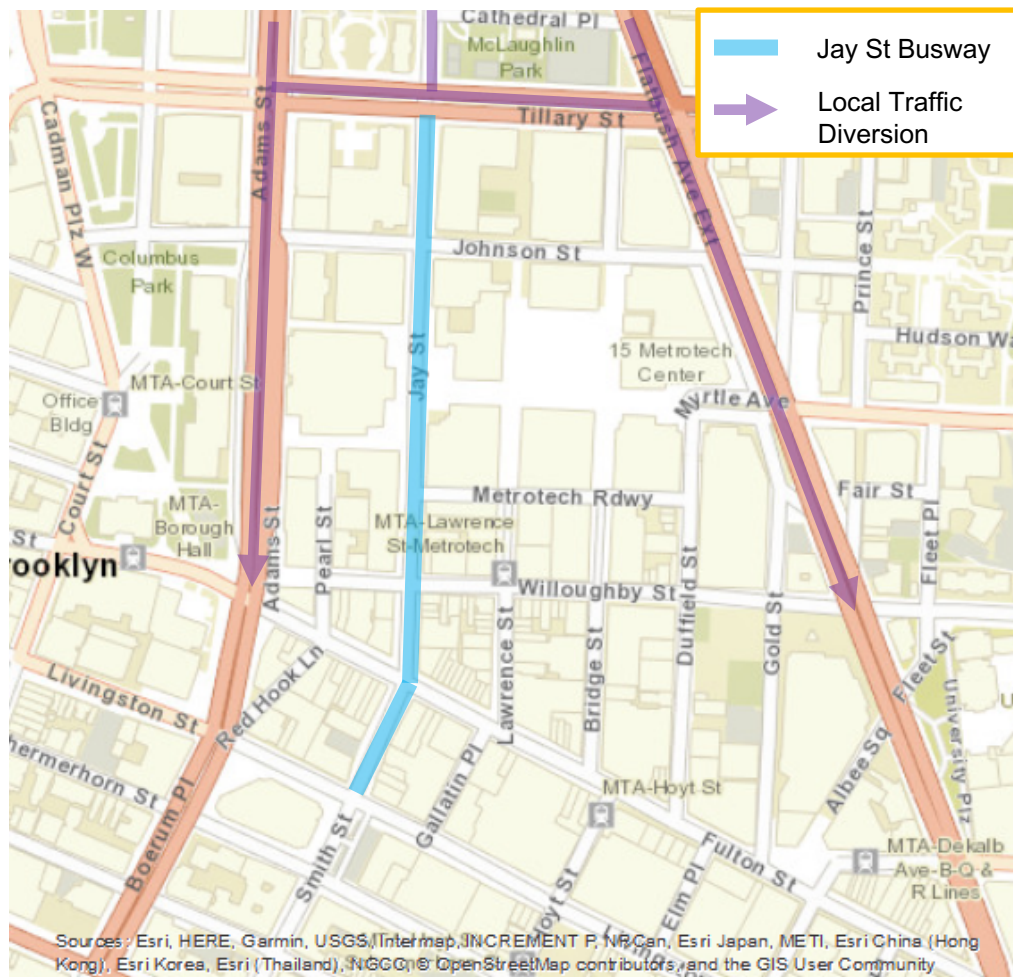
Through Traffic Diversions - Southbound

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



Jay Street Busway Concept

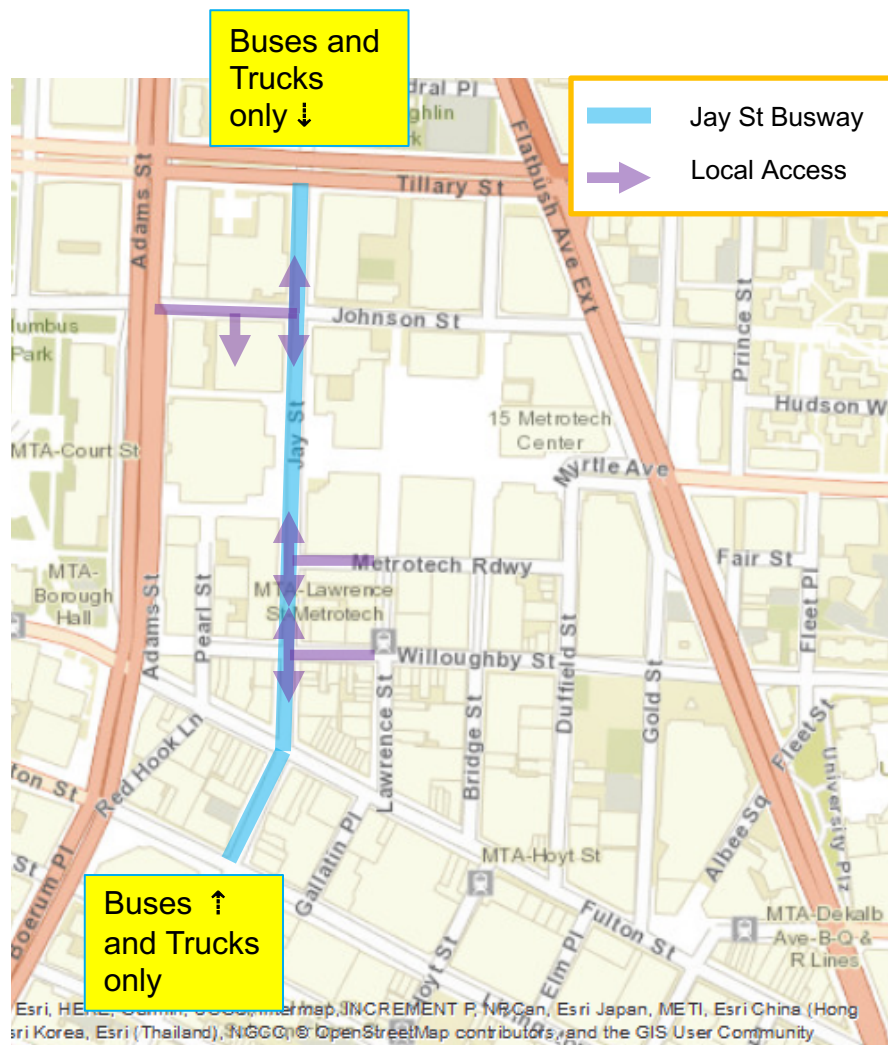
Local access from east and west

- **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



Jay Street Busway Concept

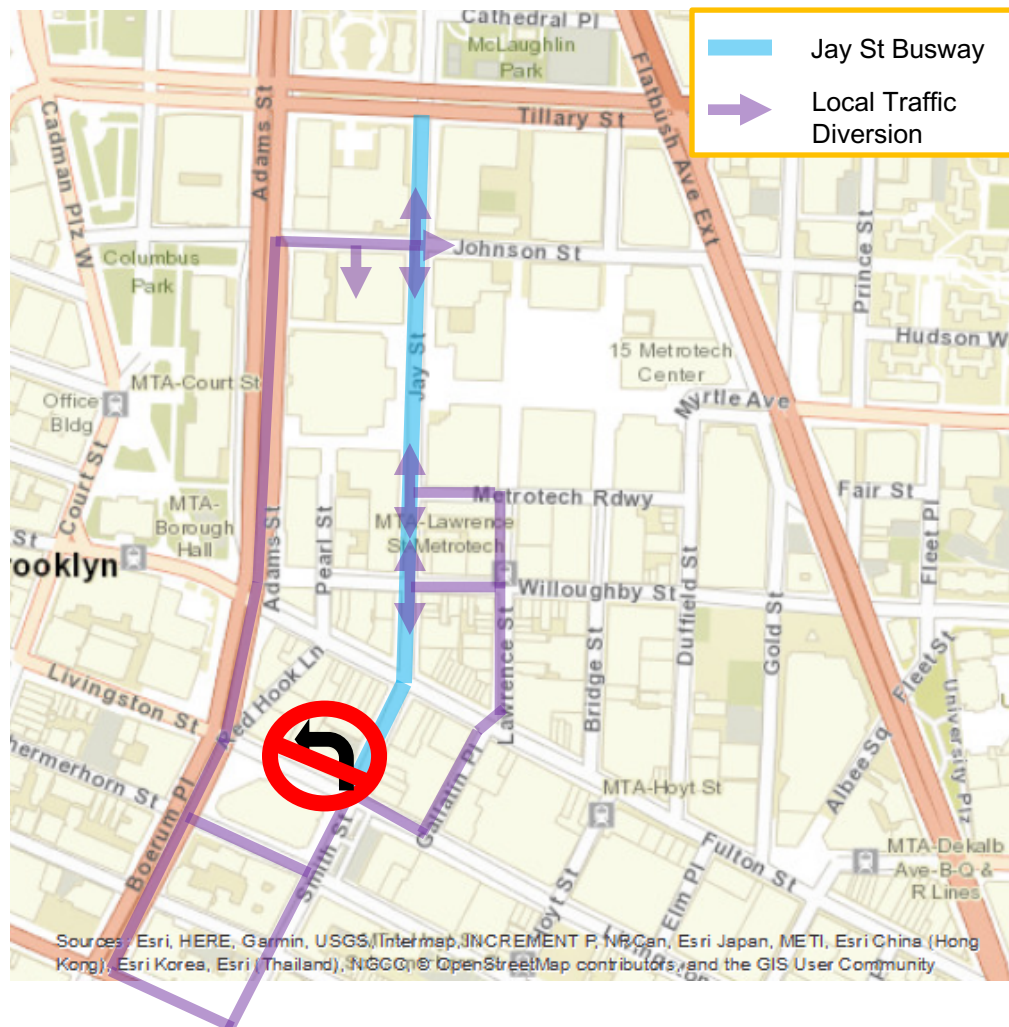
Local Traffic Diversions - Northbound

1 - Boerum Pl/ 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 Pl / Lawrence St to Willoughby St or Metrotech Rd

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



Jay Street Busway Concept

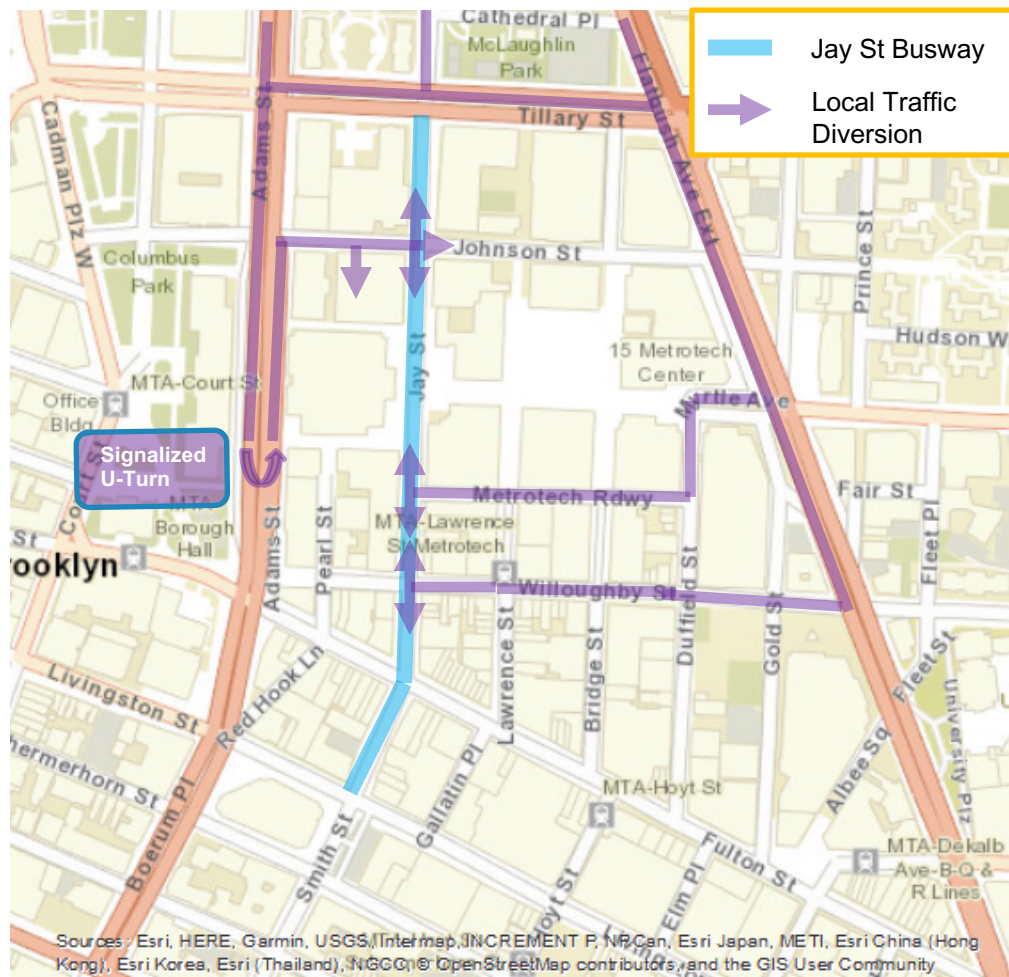
Local Traffic Diversions - Southbound

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



Jay Street Busway Concept

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



Jay Street Busway Concept

Improve protected bike lane

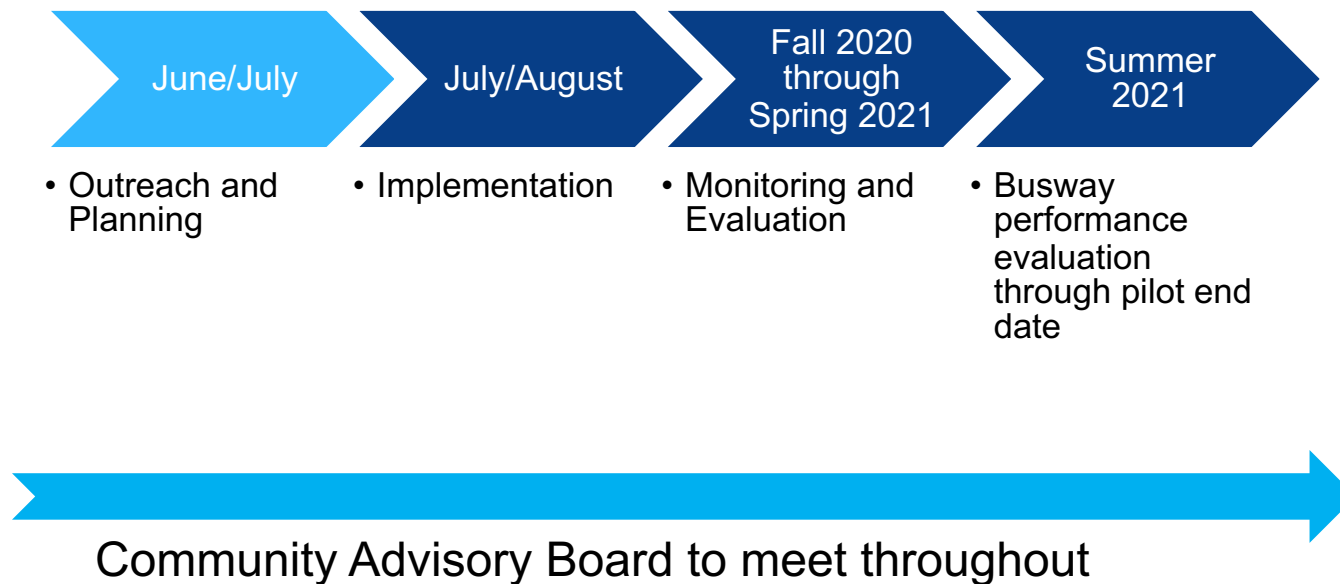
- **Presentation to CB2 June 18th**
 - Build-out of Smith St Protected Bike Lane (PBL)
 - Completion of Jay Street PBL including NB bike lane in front of City Tech
 - Bike corrals, pedestrian crossing enhancements
- **Areas of internal DOT coordination**
 - Busway will not significantly impact street geometry
 - Design and implementation of bike improvements will be fully integrated
 - Reversed Johnson St – opportunity for bicycle facility



Process

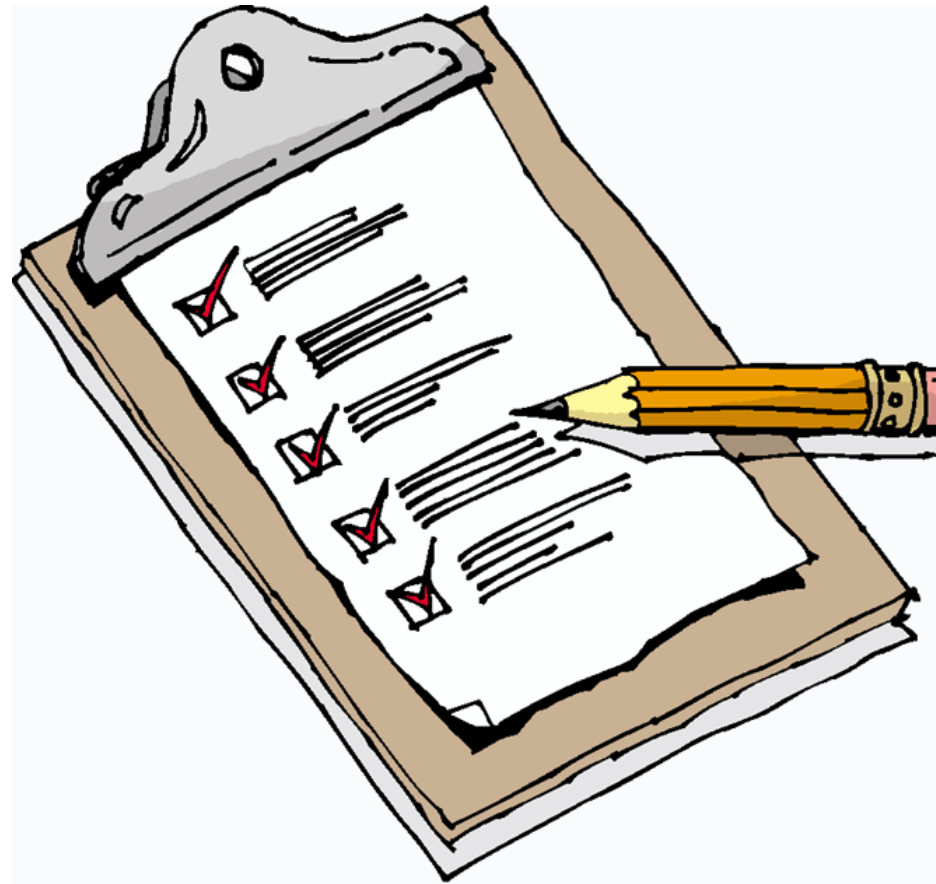


Project Schedule



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?



NYC DOT



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