

# Jay Street Busway Pilot

Community Advisory Board Meeting #5

May 4, 2021



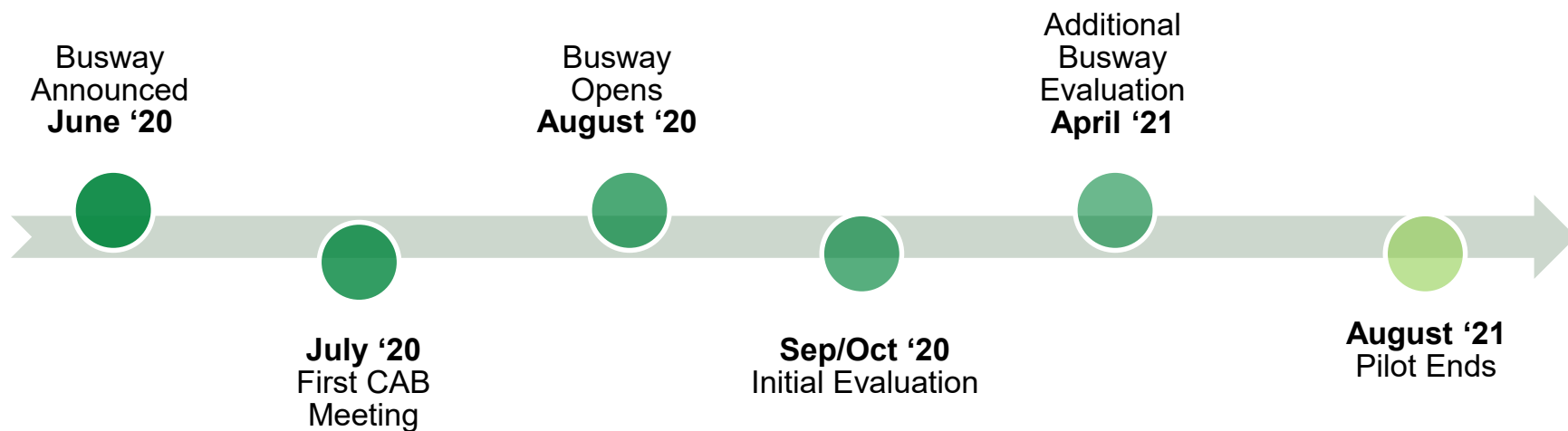
# Outline

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- Timeline
- Recent and Upcoming Installations
- Monitoring and Observations
- Preliminary Conclusions
- Discussion

# Timeline

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# Installations

## Enforcement Cameras

### Locations

- **Southern Gateway**
  - Smith St NB between Livingston St and Fulton St
- **Northern Gateway**
  - Jay St SB between Tillary St and Johnson St



# Installations

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## Enforcement Cameras

### **December 29, 2020**

- DOT initiated Jay Street Busway Camera Warnings

### **March 8, 2021**

- DOT Initiated Jay Street Busway Camera Notices of Violation

### **As of April 21, 2021**

- 474 violations issued at Smith St between Livingston St and Fulton St
- 1,119 violations issued at Jay St between Tillary St and Johnson St.



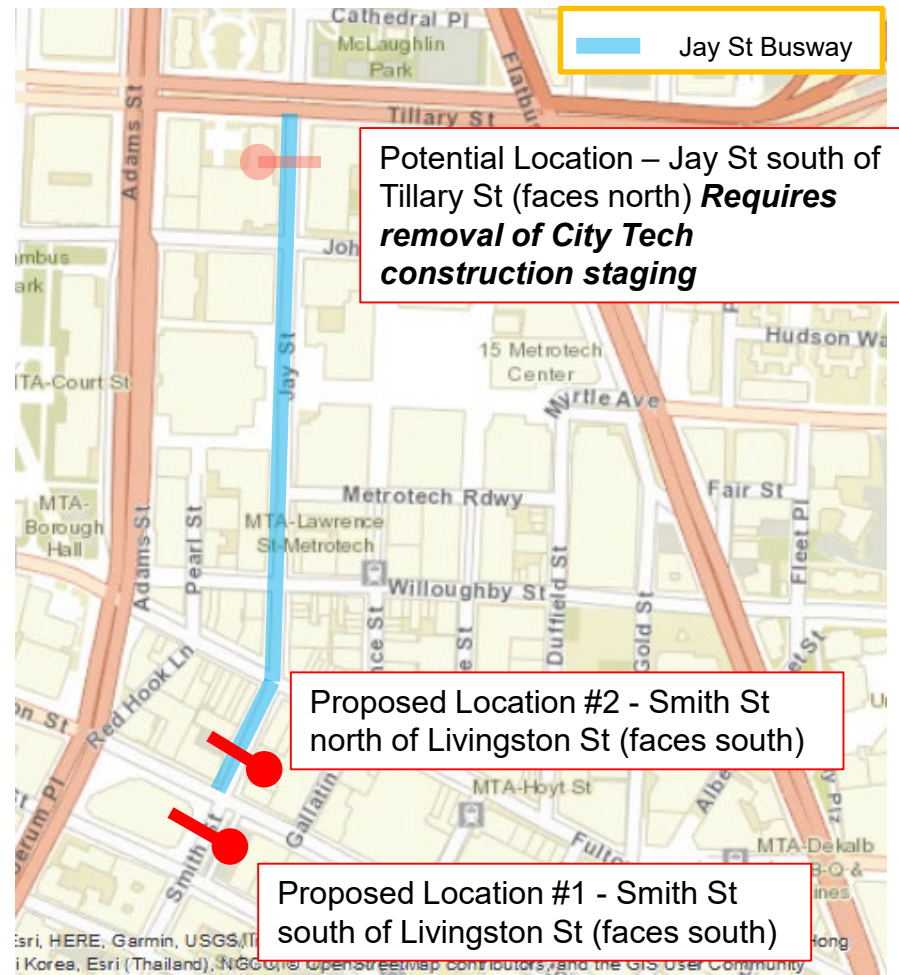
# Installations

## Overhead Gantry Signage

- Large overhead signage provides additional visibility of restrictions for motorists
- Requires installation of vertical poles and gantries
- Contract recently renewed, with installation starting later this year



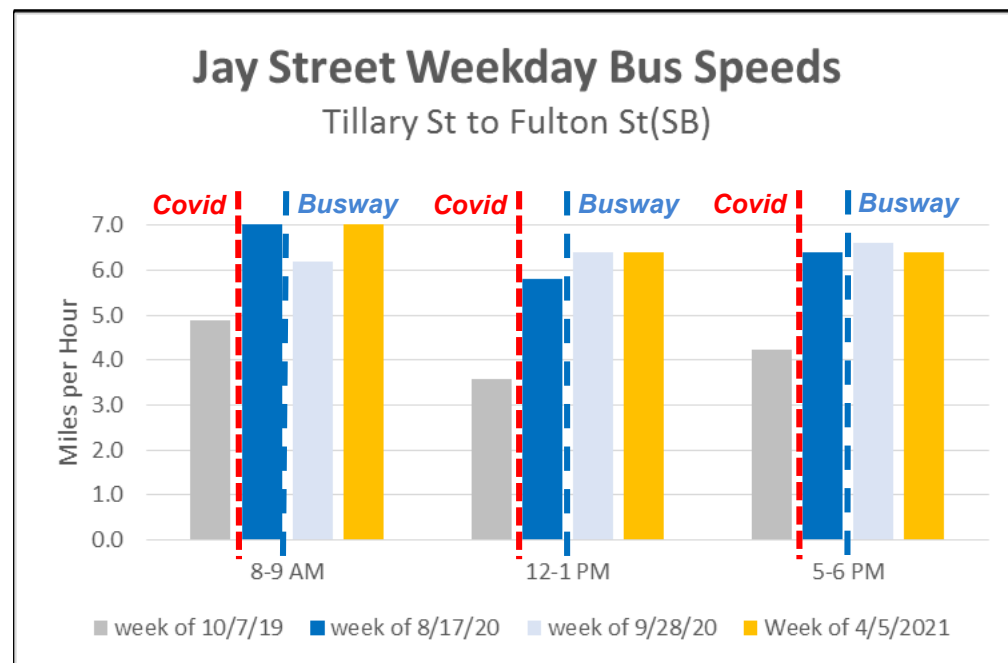
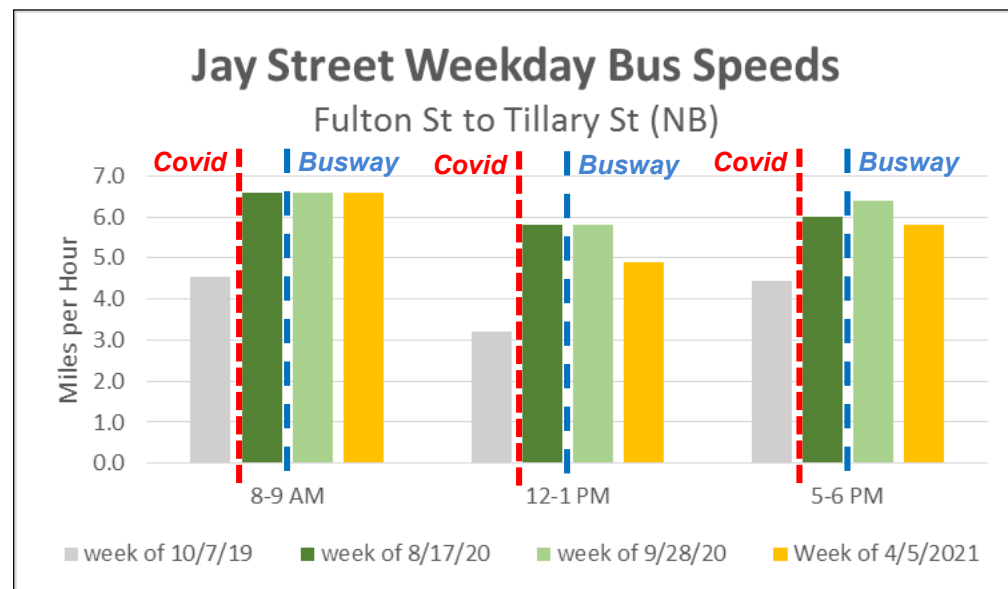
Example of Gantry Signage



# Monitoring and Observations

## Jay Street Bus Speeds

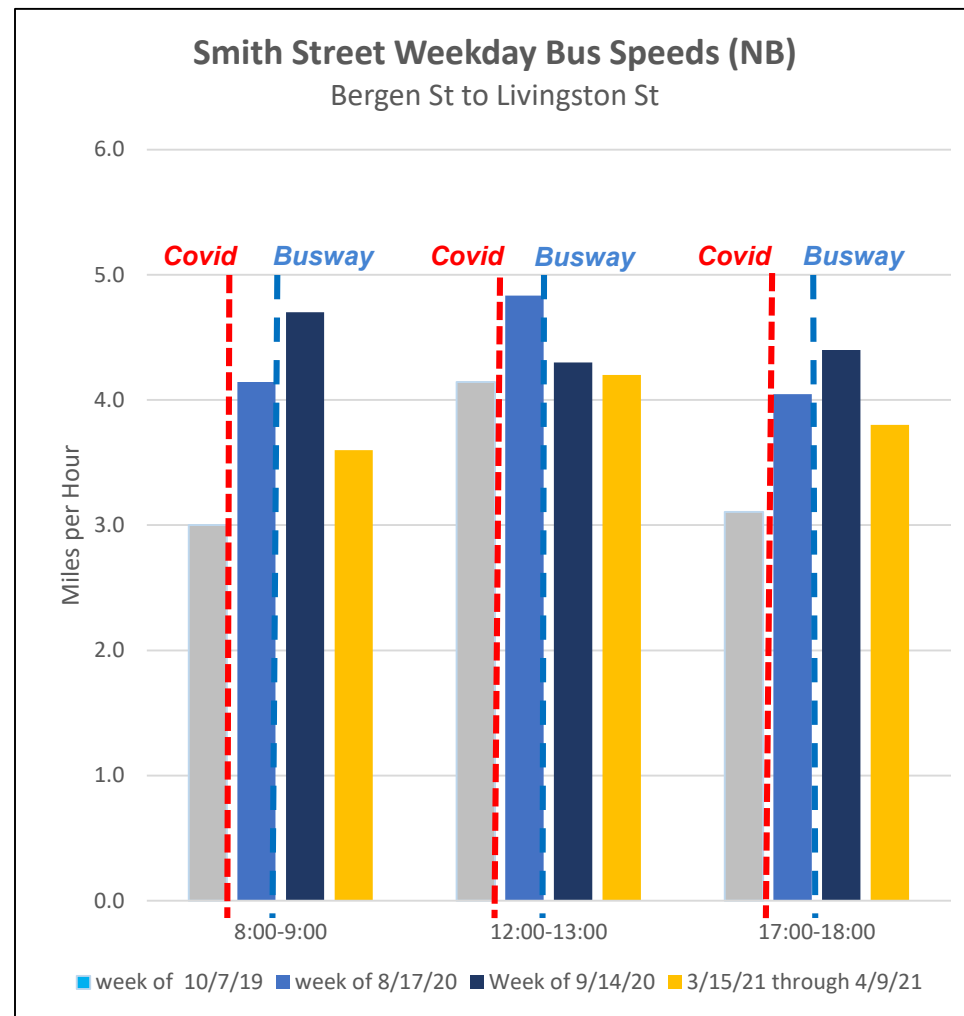
- **Current speeds much faster than 2019**
  - Southbound 47% to 79% increase
  - Northbound 31% to 53% increase
- **Changes in speeds since September vary across time periods**
- **Bottom Line** – Busway has effectively maintained speeds much higher than 2019



# Monitoring and Observations

## Smith Street Bus Speeds

- Smith Street south of Jay Street Busway used by three routes (B57, B61\*, B65)
- Pre-Covid bus speeds very low in 2019 due to congestion north and south of Atlantic Ave
- Bus speeds increased after Covid (3.0 to 3.6 m.p.h in AM peak) and have remained higher
- Will continue to explore opportunities to improve bus speeds further on Smith Street



Source: MTA Bustime for B57 and B65

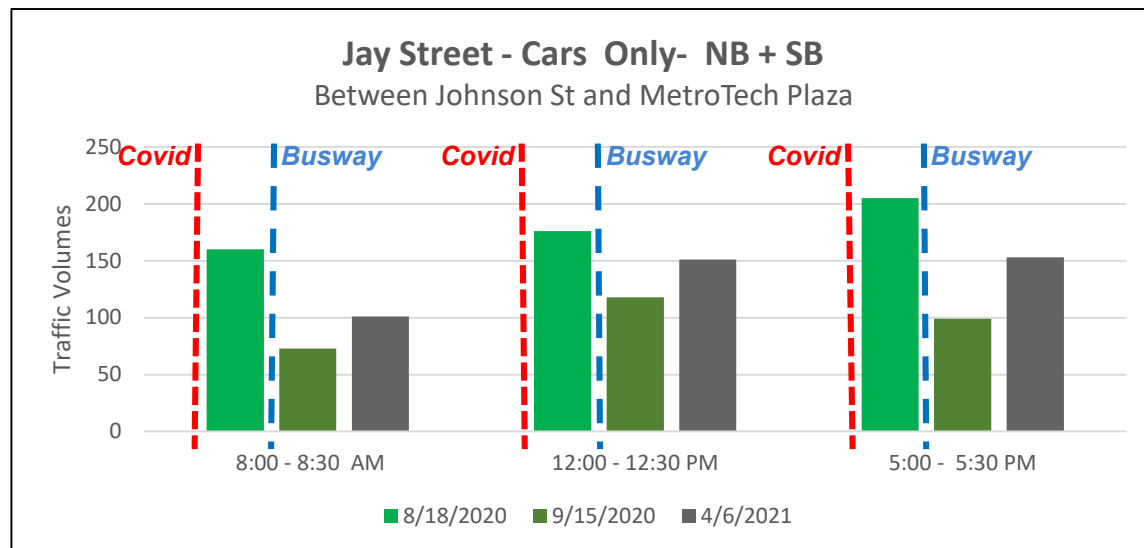
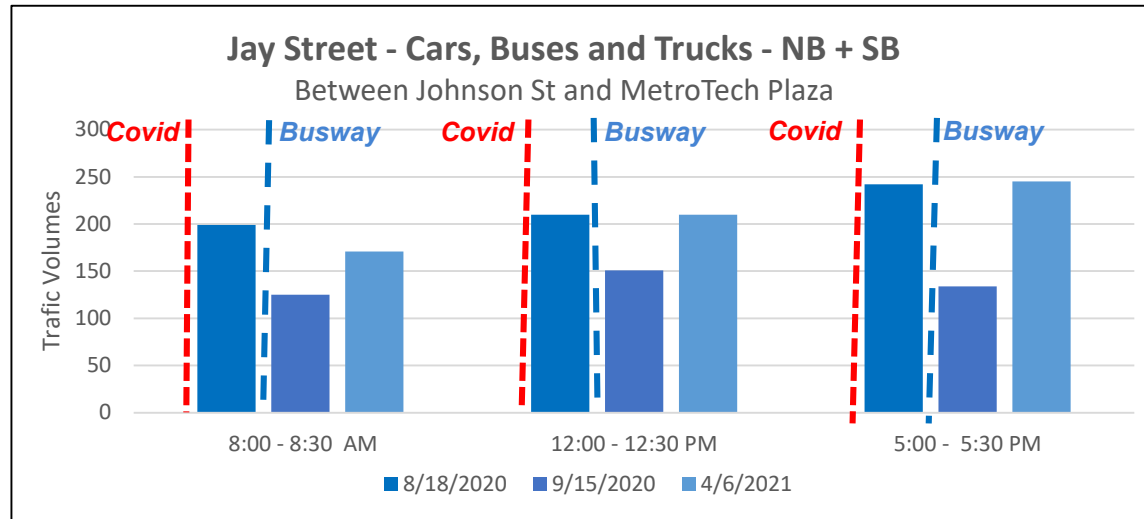
\*B61 only runs north of Atlantic Ave



# Monitoring and Observations

## Traffic Volumes

- Uptick in overall traffic and car volumes from Sept 2020 to April 2021 across all Busway time periods
- Car traffic still lower than pre-Busway volumes.
- 1% increase to 14% reduction in all traffic on Jay Street
- 14 to 37% reduction in car traffic on Jay Street



# Monitoring and Observations

## Diversions

- **Average vehicles in queue manually counted in AM peak at identified diversion locations**

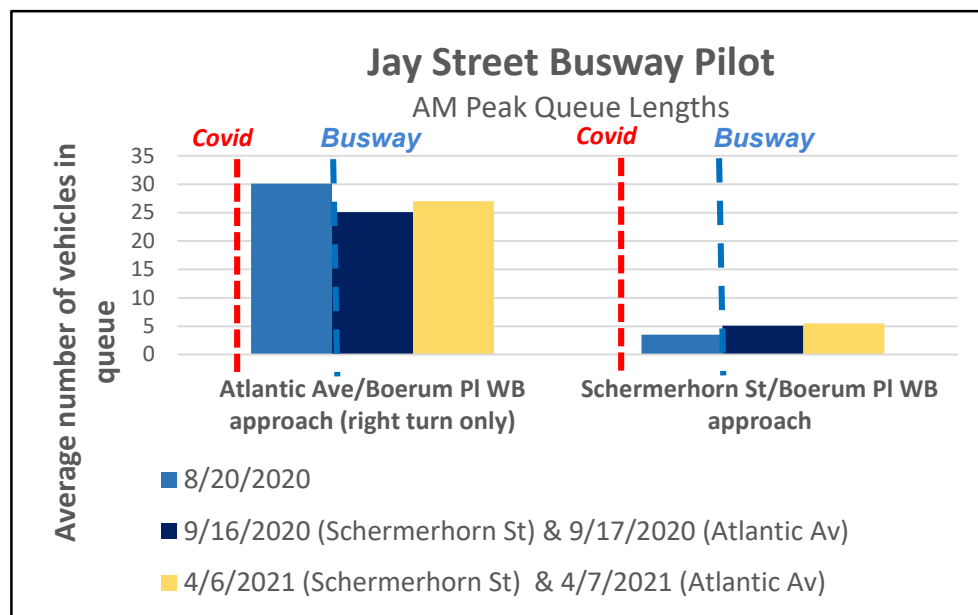
- Schermerhorn St WB approach to Boerum Place
- Atlantic Ave WB right turn on to Boerum PI

- **Results:**

- Atlantic Ave = Slight increase in average queue between September 2020 and April 2021 but still lower than pre-Busway
- Schermerhorn St = Slight queue increase after Busway, but still low (5.5 vehicles)

- **Other Observations**

- Livingston St east of Smith St has periodic congestion
- Tillary St has periodic congestion eastbound and westbound



# Monitoring and Observations

## Illegal Parking and Standing

- **Observations made between MetroTech Rdwy and Johnson St in AM, midday, and PM**
  - Double parking in front of 330 Jay St (MCU ATM) still prevalent
  - U-Turns are common
  - MetroTech bus layby does not always fully accommodate MTA and NYU buses
- **Both legal and illegal placard parking persist throughout corridor**



# Preliminary Conclusions

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- **Busway has continued to maintain bus speeds well above 2019 levels**
  - Despite increases since the fall, general traffic volumes on Jay Street are low and do not impede buses
  - Illegal placard and double parking persist but also rarely impact bus speeds
- **Diversions of vehicles to other streets have not adversely impacted traffic**
  - Queue lengths on major NB diversions remain below pre-Busway levels (Atlantic/Boerum) or low overall (Schermerhorn/Boerum)
  - Field observations have not shown major issues attributable to the Busway elsewhere
- **Further opportunities remain to improve bus operations**
  - Smith Street south of Livingston Street remains congested and a source of delay for buses
  - Functional issues of MetroTech bus layby

# Discussion

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What have **you** observed?

What have **you** heard from others?

What else should **we** be focusing on?



# Thank You!

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## Questions?



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