

Jay Street-Borough Hall (A- C- F)

The Jay Street-Borough Hall station is a major transit hub in Downtown Brooklyn serving an expanding retail and office location. NYCDCP has two concurrent projects involving Downtown Brooklyn, the rezoning of the study area and a pedestrian improvement project. Additional changes to the existing roadways may result from NYCDOT's Downtown Brooklyn Traffic Calming project. Intermodal transfers between buses and the subway are frequent. The following recommendations are consistent with, and would augment the actions of, these pending projects:



Jay Street bus stops are adjacent to subway grates and scaffolding on the sidewalk causing pedestrians to wait for the bus in the middle of the street.

System-wide:

- Highlight concrete risers at subway stairwells
- Consolidate newspaper boxes
- Install subway signs surrounding station entrances

Station-Type:

- Install bus signage within the stations to direct subway passengers to the correct exits and the appropriate street level bus stops
- Display subway, neighborhood and bicycle maps on bus shelters
- Install concrete bus pads to delineate bus stops

Site-specific:

Metro Tech Plaza is both visually and physically disconnected from Renaissance Plaza. A solution would be to continue the sidewalk treatment and coordinated street furniture from Renaissance Plaza to Metro Tech Plaza and along Jay Street. This distinctive treatment would create a visual connection between the open spaces. Physically connecting the Renaissance Plaza to Metro Tech with an uninterrupted path would improve intermodal transfers. This could be accomplished by installing a Barnes dance crosswalk and all-pedestrian phase at the intersection of Jay Street and Renaissance Plaza. The intersection is 58 feet wide at its longest diagonal crossing point and pedestrian green time is sufficient at 34 seconds. At the estimated pedestrian crossing time of 4 feet per second it would take the average pedestrian just 14.5 seconds to completely cross the diagonal. A delivery driveway may create a conflict with pedestrians using the Barnes dance crosswalk. A driveway activated-signal may offer a solution; its feasibility would need to be examined.

NYCDCP's Downtown Brooklyn rezoning calls for the creation of a new transit gateway at the southwest corner of Jay and Willoughby streets, with this in mind the arcade-covered transit entrance at 370 Jay Street will need improved lighting.

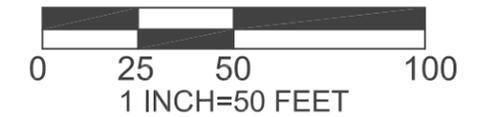
Due to the rezoning and the changes it could bring to 370 Jay Street, this report makes interim recommendations for the plazas, including the installation of signage indicating the location of bike racks inside the subway station; and the removal of the scaffolding and Jersey barriers surrounding the plazas.

When Jay Street is considered for future street reconstruction, we recommend that two neckdowns be installed adjacent to the subway entrances at the north and south eastern corners of Jay Street and Willoughby Street in order to alleviate the constricted sidewalk width during peak hours. Two additional neckdowns should be built on both sides of Jay Street and Fulton Street.

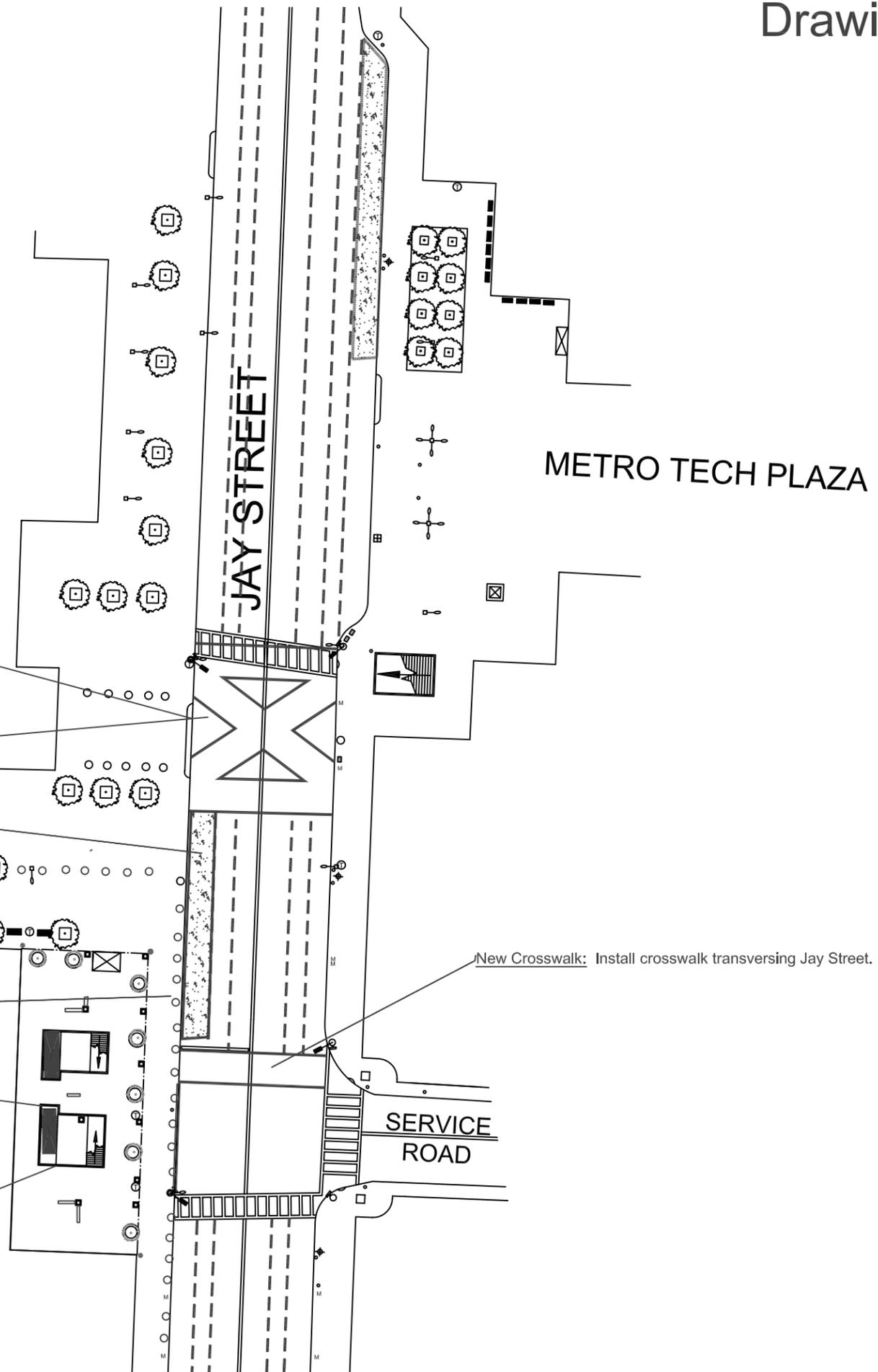
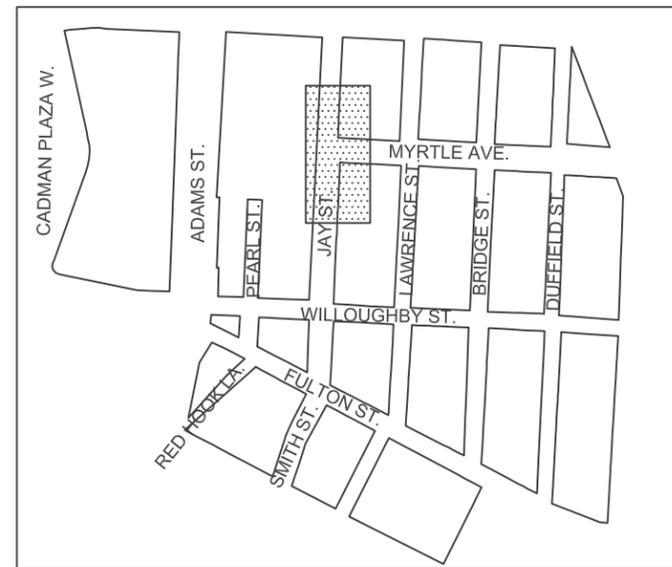
DOT recently installed a new traffic signal at Jay Street north of the service road. A crosswalk should be installed in order to facilitate intermodal transfers from subway to bus.

JAY STREET-
BOROUGH HALL
FULTON LINE

DEPARTMENT OF CITY PLANNING
TRANSPORTATION DIVISION
2 LAFAYETTE, RM 1200
NEW YORK, NY 10007



SURVEYED: JULY 17, 2000
MAPPED: OCTOBER 16, 2000
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- Driveway-Activated Signal: Install a driveway-activated signal to avoid potential conflicts between pedestrians crossing during the Barnes dance and cars exiting the driveway.
- Crosswalk design: Install Barnes dance crosswalk.
- Concrete Bus Pad: Install concrete bus pads to delineate bus stops.
- Street Furniture: Remove Jersey barriers and install permanent bollards for security.
- Bus Signage in Station: Install bus signage by station exits indicating the locations of bus stops.
- Bike Parking: Install signage that indicates location of bike parking within subway station.

New Crosswalk: Install crosswalk transversing Jay Street.

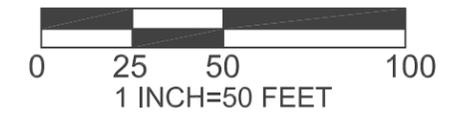
- SUBWAY ENTRANCE
- STREET TREE
- MARQUEES / AWNINGS
- DRIVEWAY / CURB CUTS
- STREET VENDOR
- BENCH
- PEDESTRIAN SIGNAL
- TRAFFIC SIGNAL
- STREET LIGHT
- TRASH CAN
- DUMPSTER
- SIGNAGE
- PARKING METER
- FIRE HYDRANT
- PHONE
- MAIL BOX
- BOLLARD



Drawing 2 of 3

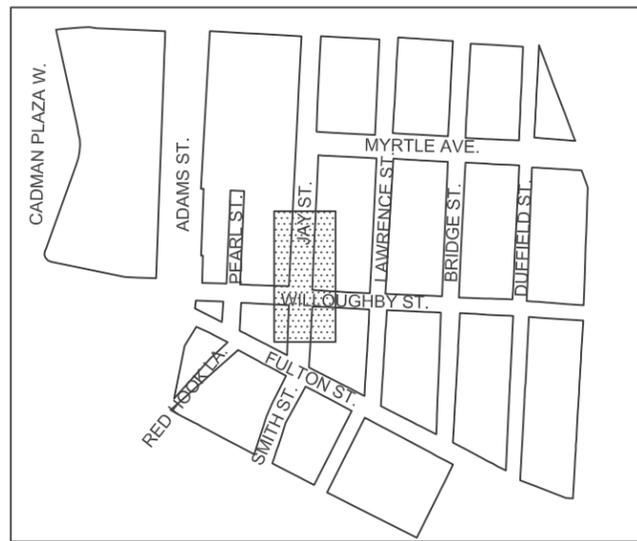
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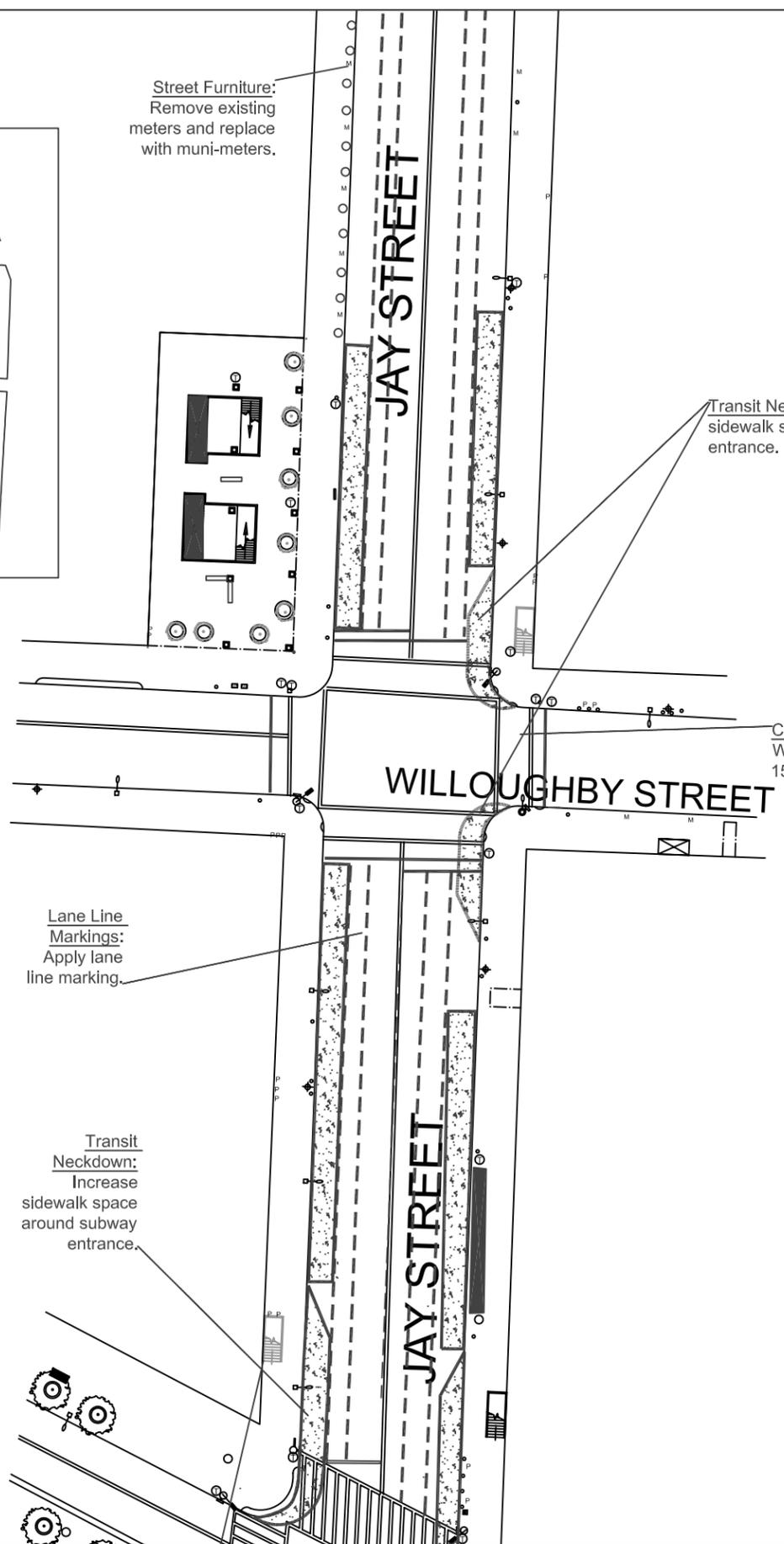
Street Furniture:
Remove existing
meters and replace
with uni-meters.

Transit Neckdown:
Increase
sidewalk space around subway
entrance.

Crosswalk Widening:
Widen all crosswalks to
15 feet at intersection.

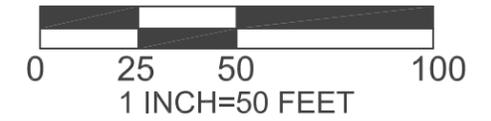
Lane Line
Markings:
Apply lane
line marking.

Transit
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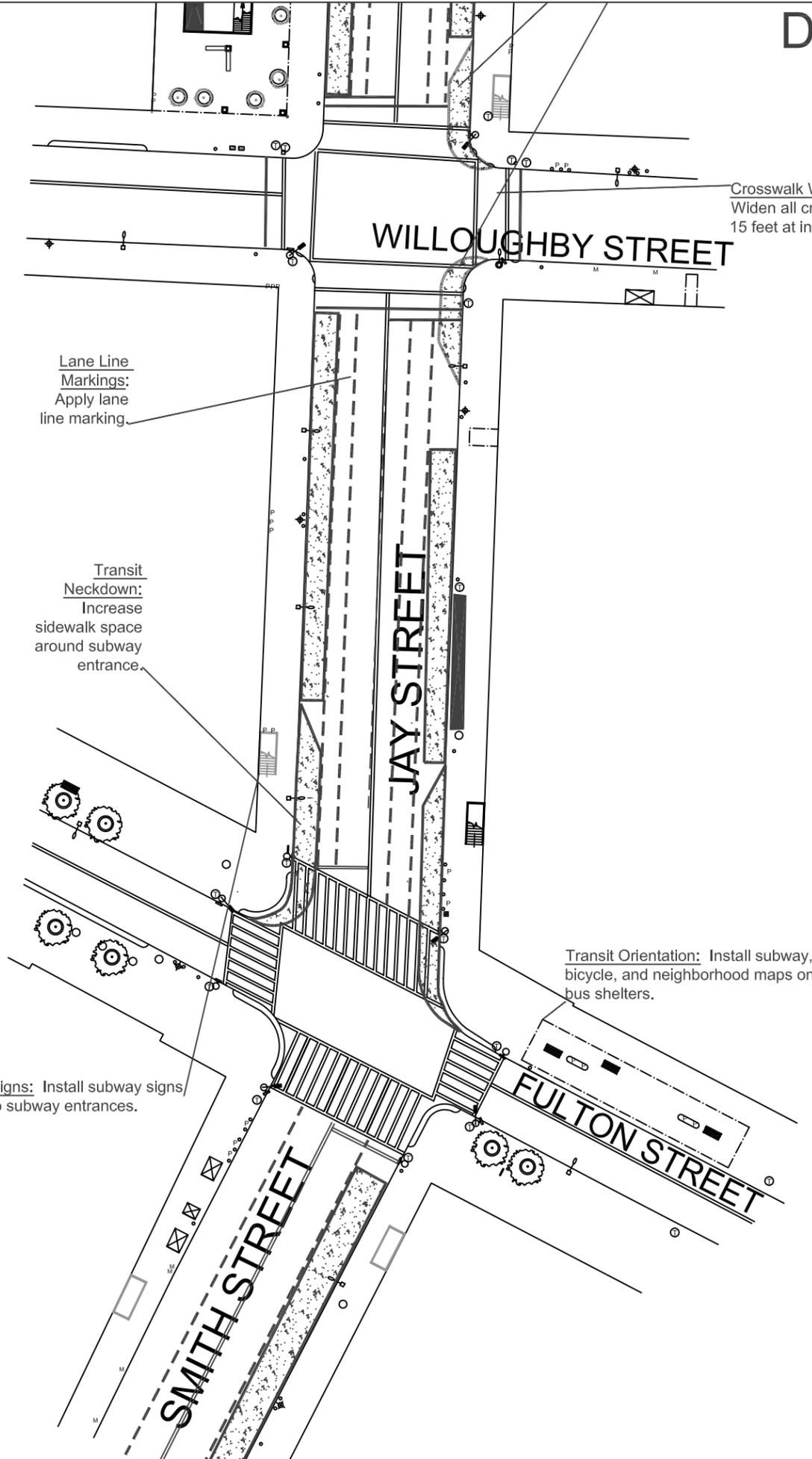
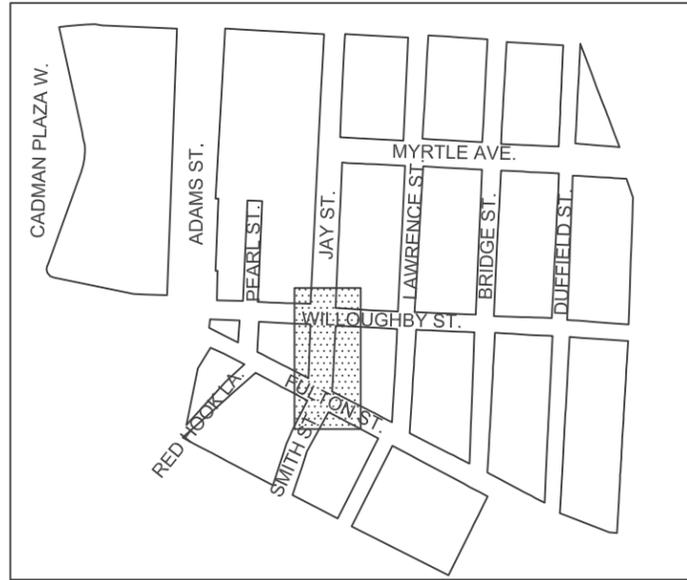


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Neckdown:
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entrance.

Transit Orientation: Install subway,
bicycle, and neighborhood maps on all
bus shelters.

Subway Signs: Install subway signs
adjaced to subway entrances.

-  SUBWAY ENTRANCE
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