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
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 OPERATIONS

24% improvement in travel times
2.9 minutes faster

WEEKDAY AVERAGE TRAVEL TIME

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

<table>
<thead>
<tr>
<th>Community Board</th>
<th>Bus routes</th>
<th>% Non-white</th>
<th>%65+</th>
<th>% below poverty line</th>
</tr>
</thead>
<tbody>
<tr>
<td>BK1</td>
<td>B57,B62</td>
<td>37.4%</td>
<td>9.1%</td>
<td>15.50%</td>
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<td>9.60%</td>
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<td>BK7</td>
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<td>12.00%</td>
<td>18.80%</td>
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<td>QN5</td>
<td>B62</td>
<td>47.9%</td>
<td>12.60%</td>
<td>16.80%</td>
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</tbody>
</table>

(Note: The table shows the percentage of the population that is non-white, over 65, and below poverty line for different community boards and bus routes.)
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.**

Darker colors indicate tracts with greater social vulnerability.
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

Jay Street Average Bus Speeds

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Miles per Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weekday 8-9 AM</td>
<td>5.0</td>
</tr>
<tr>
<td>Weekday 12-1 PM</td>
<td>3.0</td>
</tr>
<tr>
<td>Weekday 5-6 PM</td>
<td>4.0</td>
</tr>
<tr>
<td>Saturday 4-5 PM</td>
<td>6.0</td>
</tr>
<tr>
<td>Sunday 4-5 PM</td>
<td>7.0</td>
</tr>
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</table>
Existing Conditions

Traffic Volumes

Jay Street Traffic Volumes - Both Directions
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
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
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 (Marriott) 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

<table>
<thead>
<tr>
<th>Buses</th>
<th>Trucks</th>
<th>Bicycles</th>
<th>Local autos</th>
<th>Through autos</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✘</td>
</tr>
</tbody>
</table>

- 7 routes, 50 peak hour buses
- Local truck route
- Existing protected curbside bike lane
- Parking garages require access
- Through traffic will be diverted to parallel arterials

- Reduced traffic volumes will speed up buses
- Through trucks and local deliveries
- Busway project will maintain and enhance bike lane
- Access from east and west only

- 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

- **June/July**: Outreach and Planning
- **July/August**: Implementation
- **Fall 2020 through Spring 2021**: Monitoring and Evaluation
- **Summer 2021**: Busway performance evaluation through pilot end date

Community Advisory Board to meet throughout
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
Thank You!

Questions?