Outline

• Implementation
• Monitoring and Observations
• Public Feedback
• Ongoing Areas of Focus
• Discussion
Implementation

Signs

- Smith St and Atlantic Ave
- Adams St and Johnson St
Implementation

Pavement Markings

Tillary St and Jay St

Smith St and Livingston St
Implementation

Opening – August 31

Smith St and Livingston St
Implementation

Opening – August 31

Tillary St and Jay St
Implementation

Opening – August 31

Jay Street
Implementation

Red Bus Paint

MetroTech Lay-by

Tillary St Turn Bay
Implementation

Remaining Items

• Complete painting
  – green bike lanes
  – tan pedestrian islands
• Install plastic bollards
Monitoring and Observations

General Observations

• Reduced traffic volumes on Jay Street
• Increases in bus speeds
• Limited observed congestion
• Learning curve for drivers to avoid Jay Street
• Illegal parking reduced but still an issue
Monitoring and Observations

Bus Speeds

- **Post-implementation speeds much faster than 2019**
  - Southbound 27% to 79% increase
  - Northbound 45% to 81% increase

- **Changes in speeds from mid-August to mid-September varies across time periods**
  - Fare collection resumed August 31st – impacted bus travel times.

- **The challenge** – maintain speeds as background traffic continues to rebound.
Monitoring and Observations

Bus Speeds – Smith Street

- June - Temporary protected bike lane reduces Smith Street NB approach from two lanes to one
- Permanent bike lane design maintains one approach lane. Busway pilot intended to reduce Smith Street NB volumes.
- Bus speeds fell from October 2019 to August 2020 and rebounded in September 2020
- Will continue to monitor bus speeds on Smith Street NB

[Chart showing Smith Street Weekday Bus Speeds (NB) from 8:00-9:00, 12:00-13:00, and 17:00-18:00 with data for weeks 10/7/19, 8/17/20, and 9/14/20]
Traffic Volumes

- Reduction in overall traffic and car volumes across all Busway time periods
- Greatest reduction in AM and PM peak hours
- 28 to 45% reduction in all traffic on Jay Street
- 33 to 54% 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 Pl

• Results:
  – Schermerhorn St = slight increase to queue but volumes remained low.
  – Atlantic Ave = Decrease to average queue from 30 to 25 vehicles

• Other Observations
  – Livingston St east of Smith St has periodic congestion
  – Tillary St has periodic congestion eastbound and westbound

![](chart.png)

**Jay Street Busway Pilot**
AM Peak Queue Lengths

- Schermerhorn St/Boerum Pl WB approach
- Atlantic Ave/Boerum Pl WB approach (right turn only)

- 8/20/2020
- 9/16/2020 (Schermerhorn St) & 9/17/2020 (Atlantic Av)
Monitoring and Observations

Illegal Parking and Standing

- Illegal parking and standing observed between MetroTech Rdwy and Johnson St in AM, midday, and PM
  - Included double parking and parking in bus stop
  - Did not count placard parking at curb
- Results
  - AM: 35% reduction
  - MD: 5% reduction
  - PM: 47% reduction
- Other observations
  - Double parking in front of 330 Jay St (MCU ATM) still prevalent
  - Parking in MetroTech bus layby impedes buses and bikes
Monitoring and Observations

Next Steps

• Continue ongoing informal observations, especially after markings and vertical elements are completed
• Conduct another formal round of observations before Thanksgiving
• Let us know what you are seeing
Public Feedback

Feedback Portal

Jay Street Busway

We want to hear from you! Provide comments by choosing a focus area below and following the instructions that pop up. Please be as specific as you can.
# Public Feedback

## Feedback Portal

<table>
<thead>
<tr>
<th>Category</th>
<th>Number of Comments</th>
<th>Specific Concerns</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signage Problems</td>
<td>5</td>
<td>Not enough signs, signs too small on Fulton Mall, Jay Street</td>
</tr>
<tr>
<td>Inaccessible Destination</td>
<td>5</td>
<td>Concerns about access for business deliveries. Concerns about placard parking.</td>
</tr>
<tr>
<td>Parking In Bike Lane</td>
<td>4</td>
<td>Locations identified include Schermerhorn St, new Johnson St bike lane, Jay Street</td>
</tr>
<tr>
<td>Bus Stuck in Traffic</td>
<td>4</td>
<td>Locations identified include Smith St, Adams St, and Fulton Mall,</td>
</tr>
<tr>
<td>Difficult Turn/Crossing</td>
<td>4</td>
<td>Locations identified include Tillary/Jay intersection, Adams Street</td>
</tr>
</tbody>
</table>

*Comments received as of 10/1/2020*
Ongoing Areas of Focus

- Signage
- Enforcement
- Congestion
Ongoing Areas of Focus

Signage

• Additional signage at both gateways
• Additional advance signage on Tillary Street
Ongoing Areas of Focus

Enforcement

• Traffic Enforcement Agents
  – No longer posted at gateways
• Bus Lane Cameras
  – To be installed at gateways
  – Installation in November
Ongoing Areas of Focus

Congestion

• Will continue to monitor:
  – Diversion routes
  – Smith St approach
Discussion

What have you observed?

What have you heard from others?

What else should we be focusing on?
Thank You!

Questions?