Outline

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

Busway Announced
June ‘20

July ‘20
First CAB
Meeting

Busway Opens
August ‘20

Sep/Oct ‘20
Initial Evaluation

Additional
Busway Evaluation
April ‘21

August ‘21
Pilot Ends
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

Enforcement Cameras

December 29, 2020
  o DOT initiated Jay Street Busway Camera Warnings

March 8, 2021
  o DOT Initiated Jay Street Busway Camera Notices of Violation

As of April 21, 2021
  o 474 violations issued at Smith St between Livingston St and Fulton St
  o 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

Potential Location – Jay St south of Tillary St (faces north) **Requires removal of City Tech construction staging**

Proposed Location #1 - Smith St south of Livingston St (faces south)

Proposed Location #2 - Smith St north of Livingston St (faces south)
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

*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 Pl

- **Results:**
  - Atlantic Ave = Slight increase in average queue between September 2029 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

![Jay Street Busway Pilot AM Peak Queue Lengths](chart.png)

- 8/20/2020
- 9/16/2020 (Schermerhorn St) & 9/17/2020 (Atlantic Av)
- 4/6/2021 (Schermerhorn St) & 4/7/2021 (Atlantic Av)
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

• **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

What have you observed?

What have you heard from others?

What else should we be focusing on?
Thank You!

Questions?