

Jay Street Busway Pilot

Community Advisory Board Meeting #6

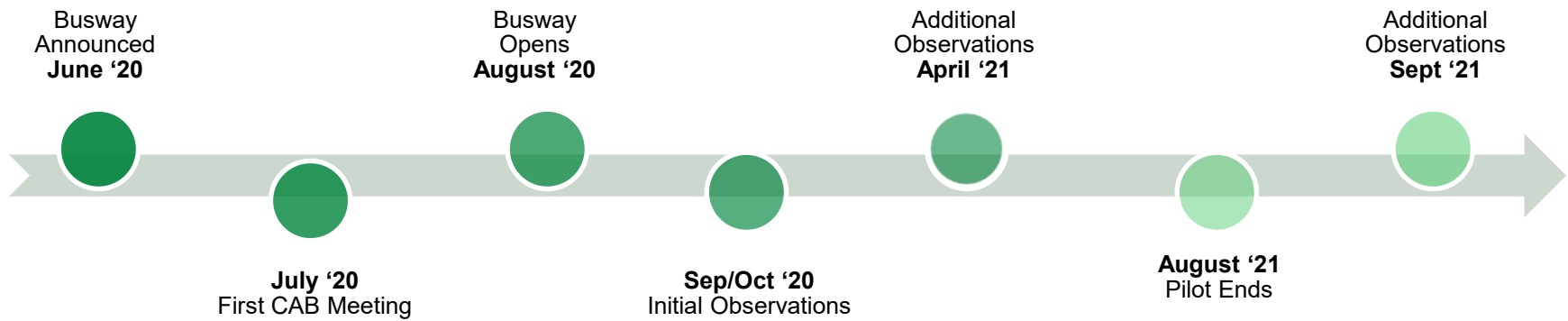
October 14, 2021



Outline

- Timeline
- Monitoring and Observations
- Camera Enforcement
- Busway Pilot Evaluation
- Next Steps
- Discussion

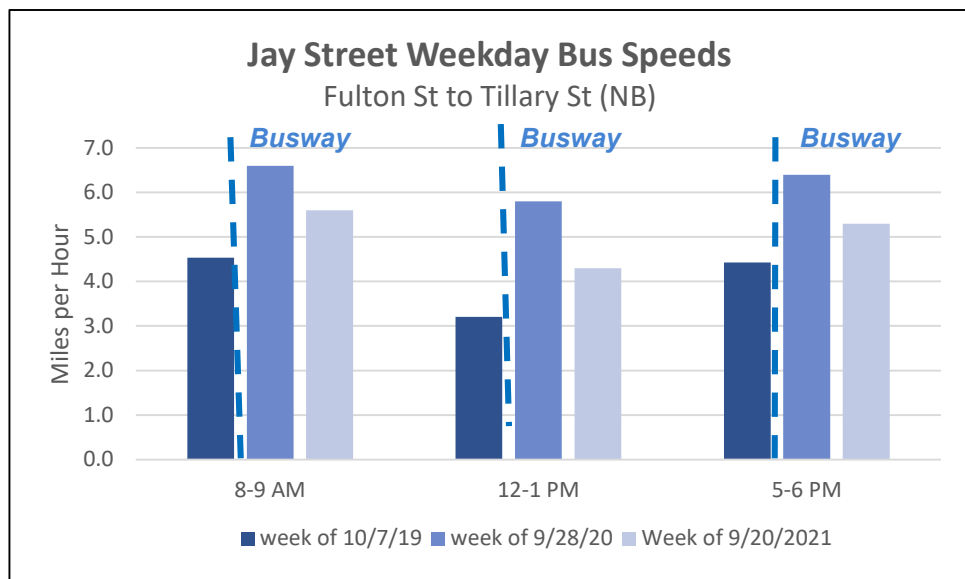
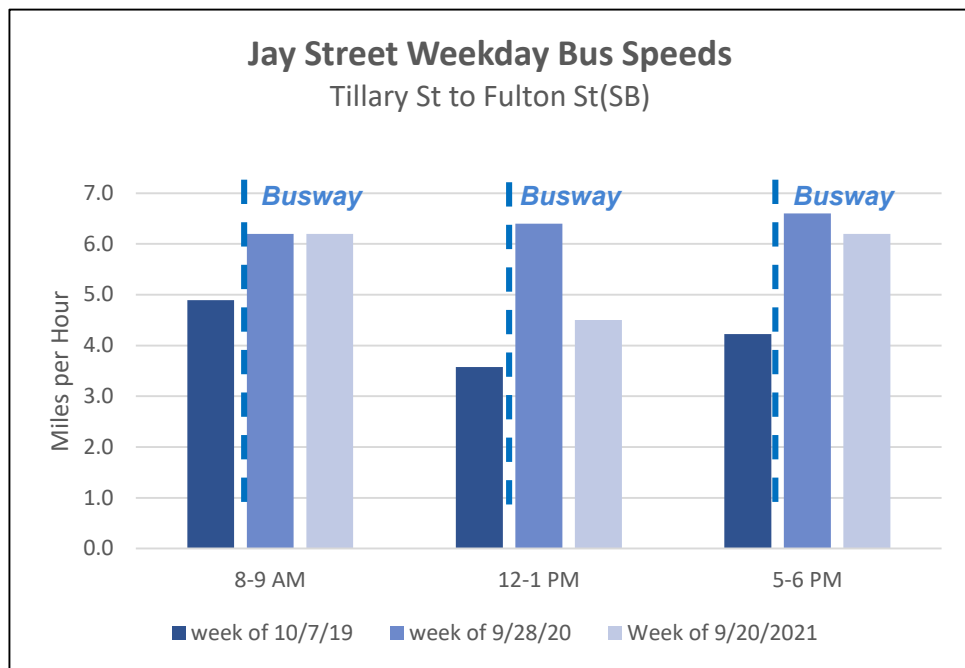
Timeline



Monitoring and Observations

Jay Street Bus Speeds

- Current speeds still faster than 2019
 - Southbound 27% to 47% increase
 - Northbound 20% to 34% increase
- Some speed decreases since September 2020, especially mid-day



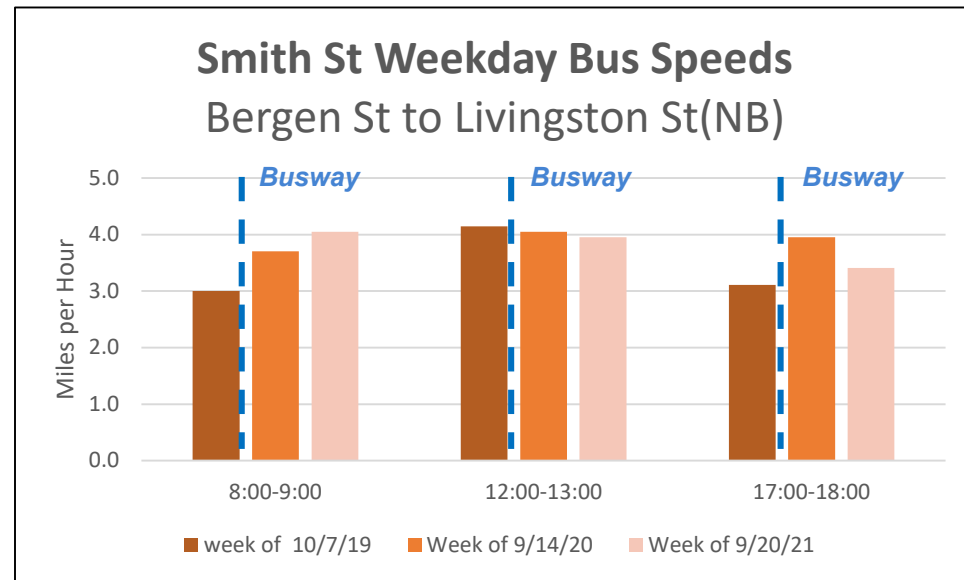
Source: MTA Bustime

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 Busway in AM and PM peak hours after Covid; remained flat during midday

*B61 only runs north of Atlantic Ave

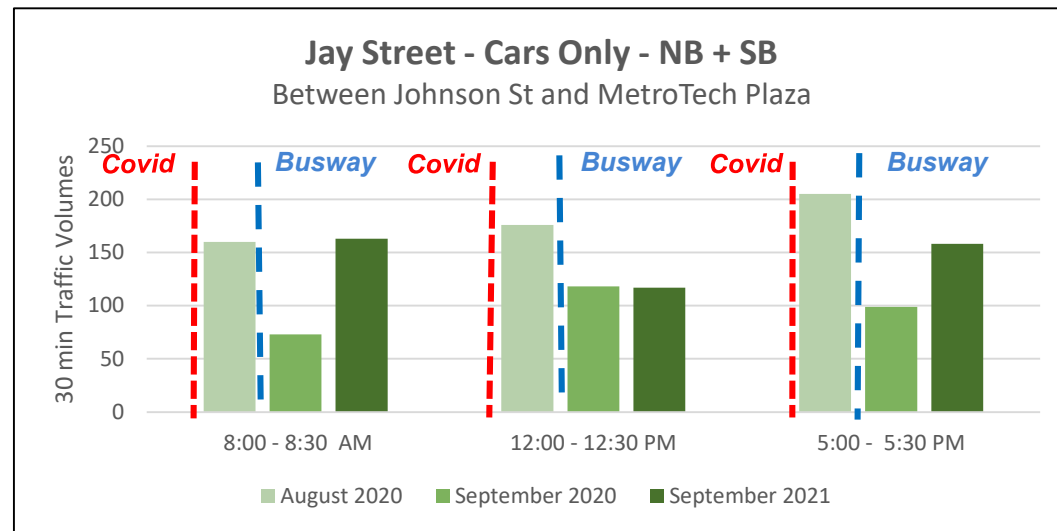
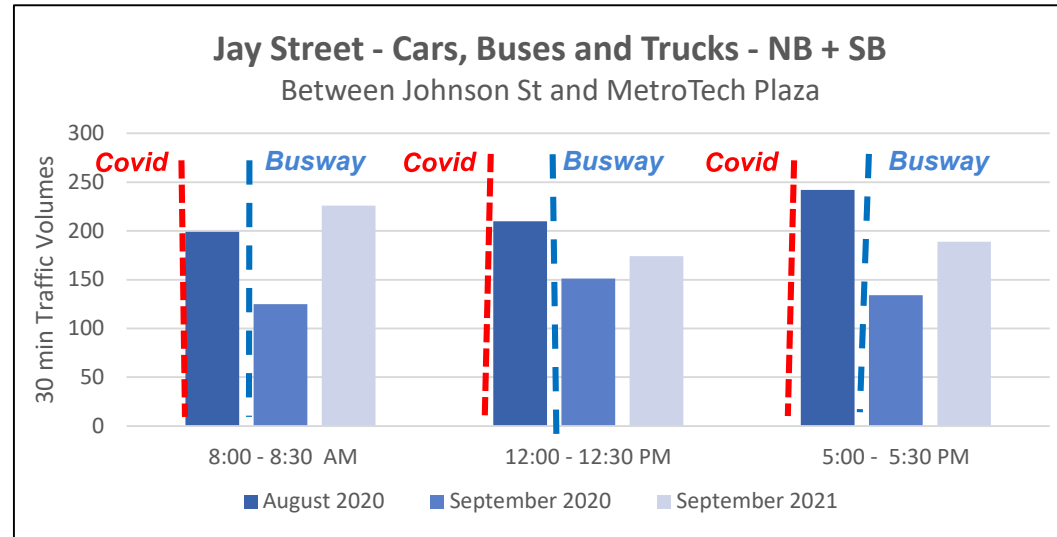


Source: MTA Bustime for B57 and B65

Monitoring and Observations

Traffic Volumes

- Reduction in traffic volumes immediately after Busway implementation
- Traffic volumes have increased from September '20 to September '21, especially in AM and PM peak
- Change in car volumes August '20 to September '21
 - AM +2%
 - MD -34%
 - PM -23%



Source: NYC DOT 30 minute midweek manual counts

Monitoring and Observations

Illegal Parking and Standing

- September 2021 midweek observations
- Jay St @ MetroTech Roadway in AM, midday, and PM
- Increase in parking violations since April 2021
 - Double parking
 - Parking in bus layby lane
- Legal and Illegal placard parking persists
- **With greater background volumes, these activities at times cause bus delay**



Monitoring and Observations

Traffic Diversions – Average change in minutes travelled

1 – Smith/Atlantic to Adams/
Tillary via Atlantic/
Boerum/Adams

AM Peak Hour (8-9 am)	-0.8
Midday Pk Hour (12-1 pm)	+0.1
PM Peak Hour (5-6 pm)	+1.2

Notes:

- Travel time estimates from StreetLight
- Before dates: Aug 18-20, 2020 (Tue-Thu)
- After dates: Sep 15-17, 2020 (Tue-Thu)



Monitoring and Observations

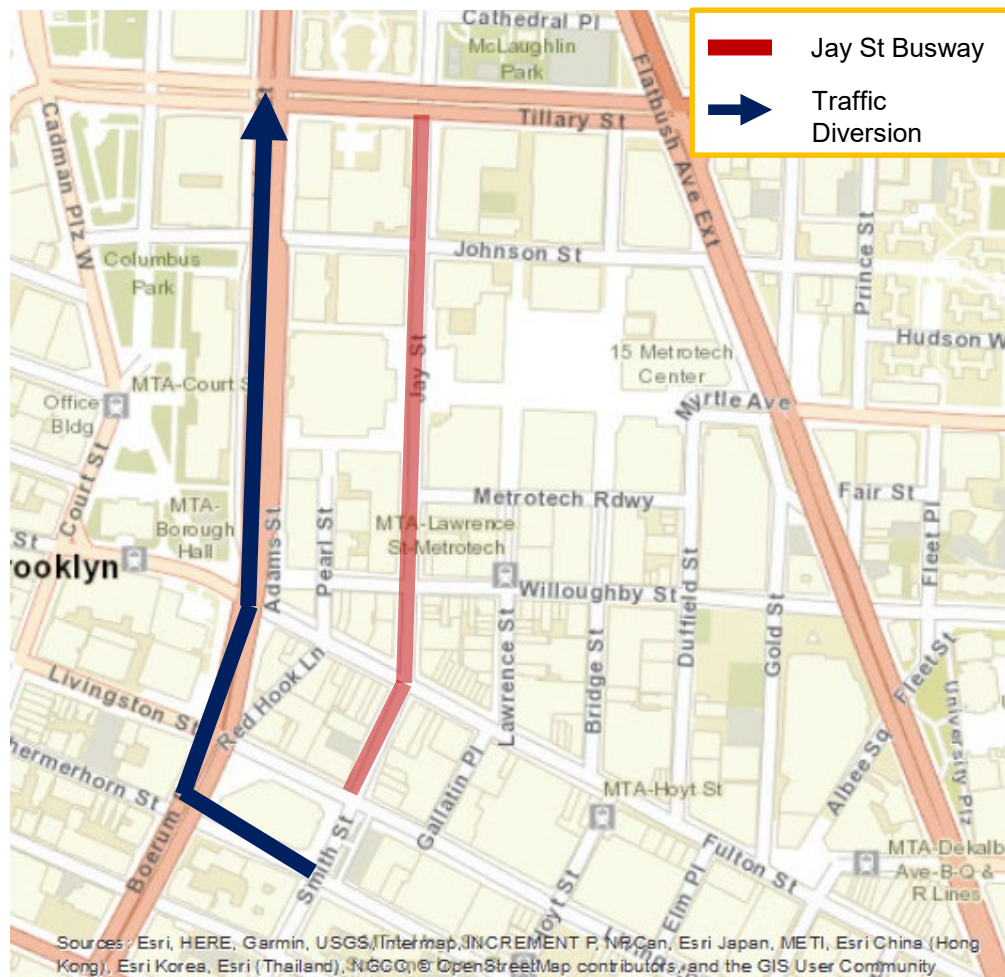
Traffic Diversions – Average change in minutes travelled

**2 – Smith/Atlantic to Adams/
Tillary via Schermerhorn/
Boerum/Adams**

AM Peak Hour (8-9 am)	0.0
Midday Pk Hour (12-1 pm)	-0.6
PM Peak Hour (5-6 pm)	+0.3

Notes:

- Travel time estimates from StreetLight
- Before dates: Aug 18-20, 2020 (Tue-Thu)
- After dates: Sep 15-17, 2020 (Tue-Thu)



Source: StreetLight Traffic Data

Monitoring and Observations

Traffic Diversions – Average change in minutes travelled

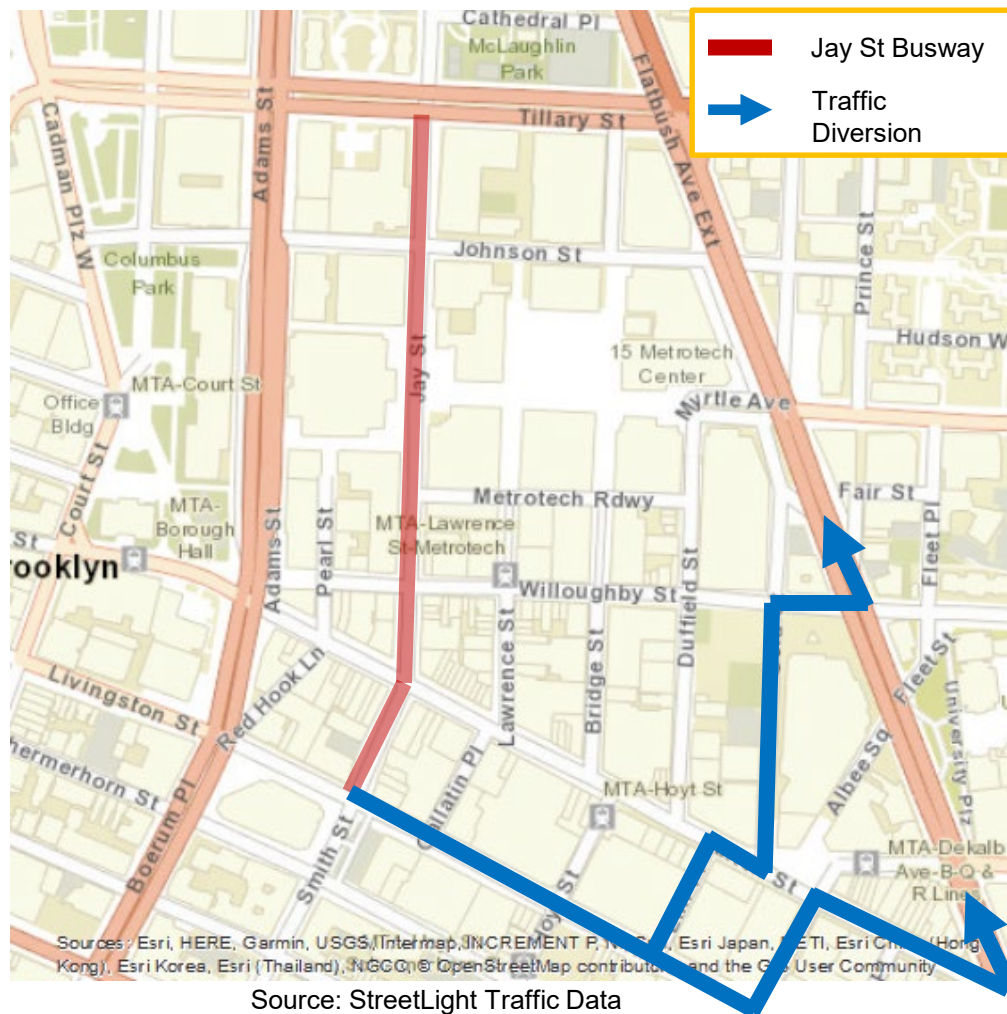
3 – Livingston St to Flatbush via Elm Pl/Gold St or Hanover Pl

AM Peak Hour (8-9 am)	+2.1*
Midday Pk Hour (12-1 pm)	No data
PM Peak Hour (5-6 pm)	+1.7*

*low sample size

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Monitoring and Observations

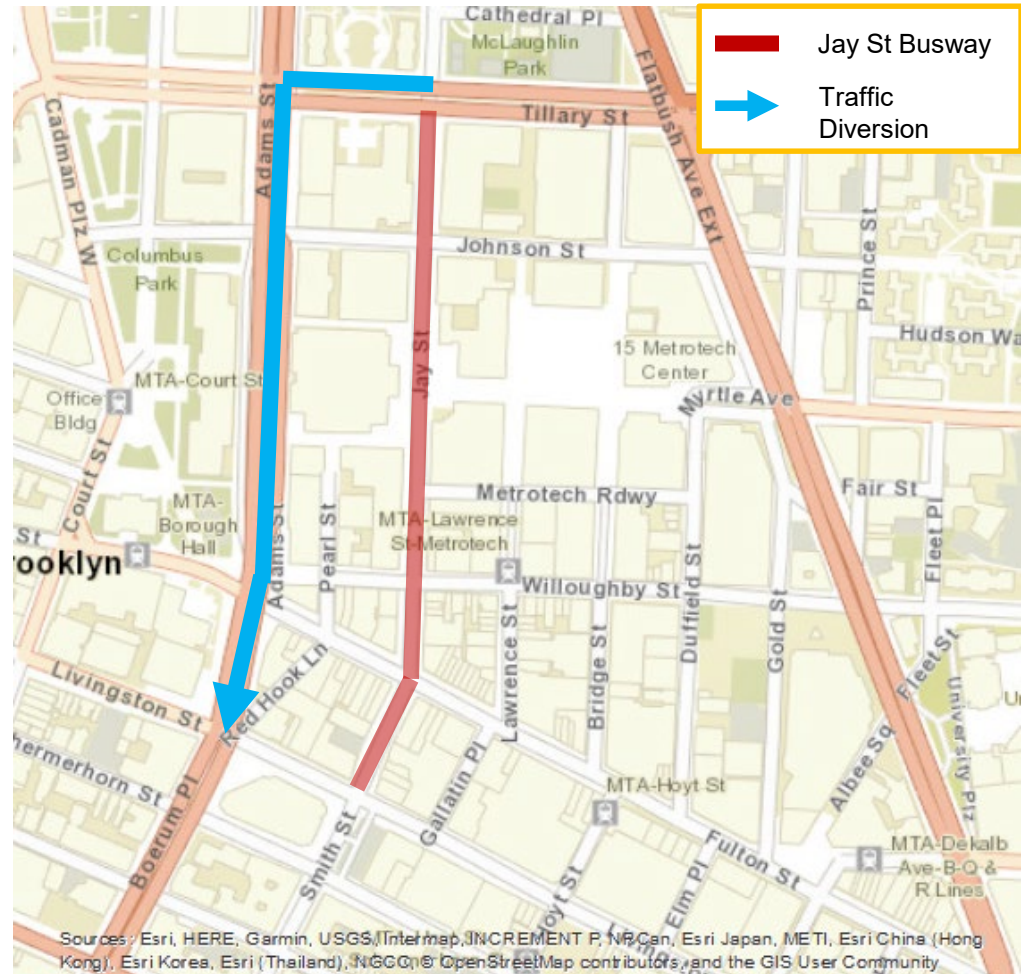
Traffic Diversions – Average change in minutes travelled

4 – Jay/Tillary to Boerum/Livingston via Tillary/Adams

AM Peak Hour (8-9 am)	+3.0
Midday Pk Hour (12-1 pm)	+1.1
PM Peak Hour (5-6 pm)	+1.9

Notes:

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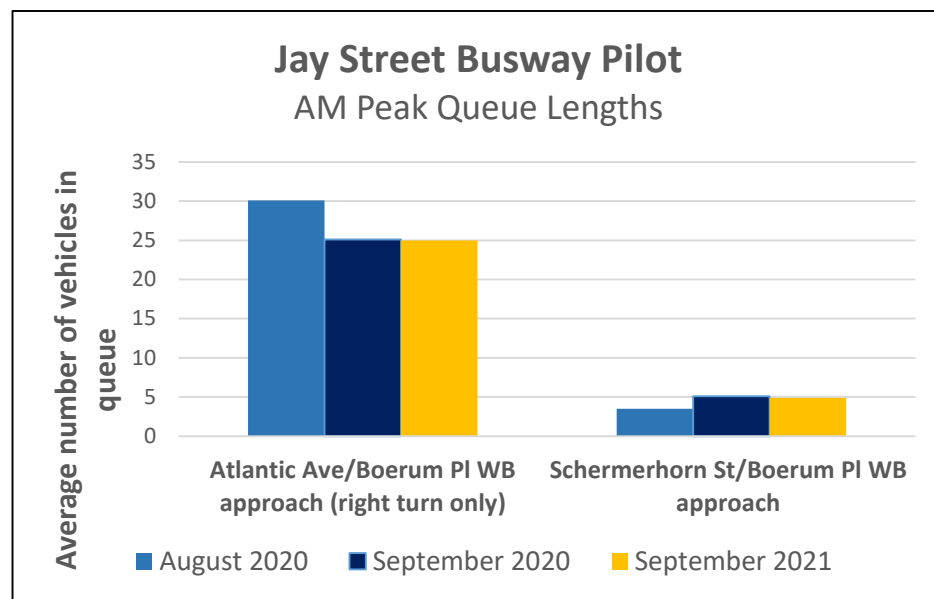


Source: StreetLight Traffic Data

Monitoring and Observations

Traffic Diversions – Staff Observations

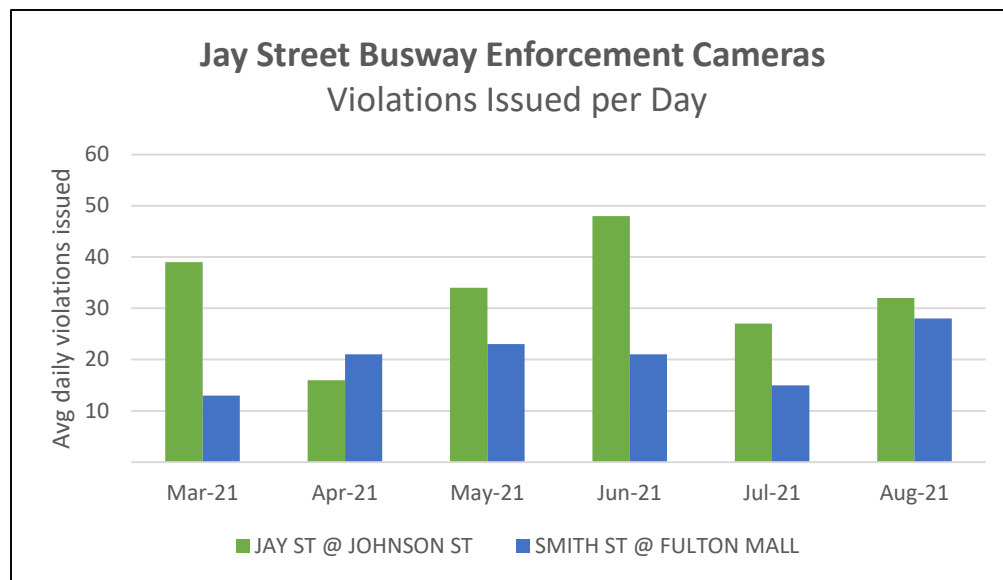
- **Average vehicles in queue manually counted in AM peak at identified diversion locations**
 - Schermerhorn St WB approach to Boerum Place
 - Atlantic Ave WB right turn on to Boerum PI
- **Other Observations**
 - Livingston St east of Smith St has periodic congestion
 - Tillary St has PM peak congestion WB towards Brooklyn Bridge
- **Results:**
 - Atlantic Ave = Slight queue decrease after Busway implemented maintained over time
 - Schermerhorn St = Slight queue increase after Busway, but still low (5.5 vehicles)



Source: NYC DOT staff manual counts

Camera Enforcement

- Cameras at north and south gateways
- Fines went into effect in March 2021
- August 2021* daily averages:
 - SB = 32
 - NB = 28
- Recently developed more explicit guidelines for Automated Enforcement staff assigned to Jay St. – should result in more violations



Source: NYCDOT Traffic Operations

*Most recent data available

Evaluation of Busway Pilot

Status

- 12-month pilot ended August 2021
- Need for a decision on whether to make it permanent
- CAB to provide input

Measures of Success

1. Sustained improvement in bus speeds over 2019
2. Sustained reduction in traffic volumes on the Busway when compared to pre-installation volumes
3. No major increases in travel times on major diversion routes attributable to the Busway project that cannot be addressed through additional improvements.

Evaluation Summary

- Faster bus speeds have been maintained through 12-month period
- Minimal diversionary effects on surrounding street network
- Enforcement challenges remain

Evaluation of Busway Pilot

Evaluation by Measures of Success

Measure	Bus Speeds	Traffic Volumes	Diversion Travel Times
Comparison	Oct 2019 vs. Sept 2021	Aug 2020 vs. Sept 2021	Aug 2020 vs. Sept 2020
Success?	Yes	Partial	Yes
Description	<ul style="list-style-type: none"> • 20-37% faster than 2019 • Faster in all time periods 	<ul style="list-style-type: none"> • Volumes down in MD and PM ((23- 34% reduction) • Volumes about the same in AM (2% increase) 	<ul style="list-style-type: none"> • No major effect on queue lengths at intersections evaluated • No large increases in travel times for major diversions
Follow-up	Continue to monitor bus speeds. Increased enforcement of double parking to minimize bus delays.	Continue to monitor traffic volumes. Add vehicle camera enforcement to existing street side cameras. Improved signage.	None

Next Steps

Coming soon...

- New overhead signage at Smith St between Schermerhorn and Livingston
- On-board bus enforcement cameras (dates TBD)



Additional DOT Actions

- Continue and enhance enforcement efforts
 - Automated enforcement
 - Coordination with NYPD on double parking and placard parking
- Continue periodic monitoring of bus speeds, traffic volumes, and illegal parking and standing.

Discussion

What have **you** observed?

Are **you** supportive of making the bus pilot permanent?

Do **you** have any remaining concerns?

Thank You!

Questions?



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