REIMAGINE JAY STREET!
COMMUNITY STREET SAFETY PLANNING WORKSHOP SUMMARY REPORT
OCTOBER 26, 2014
ACKNOWLEDGMENTS

Special thanks to the following individuals and organizations for their support for the Re-imagine Jay Street! Community Street Safety Planning Workshop:

Council Member Stephen Levin  Forest City Ratner Companies
Paule Heredote  Brooklyn Community Board 2
The Downtown Brooklyn Partnership  New York City Department of Transportation
The DUMBO BID  The New York Police Department, 84th Precinct

Thanks to the following businesses and civic and non-profit organizations for their ongoing partnership in Transportation Alternatives’ People First on Jay Street Campaign:

Two Trees Management  Zora Wireless
Etsy  The DUMBO BID
Toughmudder  Downtown Brooklyn Partnership
George Westinghouse High School  Gothic Cabinet Craft
Heights and Hills  Pumpkin Company
Brooklyn Roasting Company  ABC Bail Bonds
St. Joseph High School
TABLE OF CONTENTS

JAY STREET PLANS .................................................................................................. 02
EXISTING CONDITIONS AND CHALLENGES .................................................. 10
COMMUNITY PLANNING WORKSHOP ................................................................. 20
PRIORITY RECOMMENDATIONS ............................................................................ 26
FUTURE CONDITIONS .............................................................................................. 40
We all know it: Jay Street is a mess. Pedestrians, bicyclists, private vehicles, taxis and buses all compete for space on this chaotic, dangerous street. But we can work together to improve it! Alongside Council Member Stephen Levin and Brooklyn Community Board 2, Transportation Alternatives initiated a community planning process to imagine a better Jay Street. This report summarizes the results of the community planning effort, including what we heard at the community street safety planning workshop on March 10, 2014.
JAY STREET PLANS

Over the past decade, a number of planning efforts have advanced addressed topics that impact Jay Street. These include traffic calming, transit circulation, parking, economic growth, and street safety. The following chapter summarizes plans and projects that are relevant to the discussion of safety on Jay Street, whether they focus on Downtown Brooklyn or all five boroughs. The summaries provided here focus on plan elements that most directly pertain to Jay Street and provide a link for those who wish to read the full plan or project documents.

In general, the plans summarized here reflect that the areas surrounding our Jay Street study area are growing. These recent planning efforts attempt to work through the challenge of balancing high volumes of traffic across all transportation modes, and illustrate a growing commitment to safe streets. In the context of these recent efforts, it is timely and appropriate to be “zooming in” to focus on improving safety and mobility on Jay Street.

Many planning efforts over the past decade have explored topics relevant to safety on Jay Street. Pictured above are covers for the Downtown Brooklyn Surface Transit Circulation Study (2010), the Brooklyn Tech Triangle Strategic Plan (2013), and the Vision Zero Action Plan (2014).
DOWNTOWN BROOKLYN
TRAFFIC CALMING REPORT

Publication Date: 2004
Sponsoring Agency: New York City Department of Transportation

KEY FINDINGS

This report outlines an area-wide strategy of physical and operational traffic calming measures in Downtown Brooklyn on a corridor-by-corridor basis. A major goal of the project is to minimize the impact of traffic on the communities of Downtown Brooklyn. The report identifies Jay Street as one of many key “Community Streets” - one that includes a Central Business District with shopping, services, and entertainment options. The report’s overall traffic management suggestions for Downtown Brooklyn include:

• Improving pedestrian circulation and connectivity by shortening crossing distances on high-traffic streets, creating signalized mid-block crossings, and using signal timing to improve pedestrian safety at key intersections (signal timing options include lead pedestrian intervals, all-pedestrian signal phases, and turn restrictions).

• Improving transit operations with strategies such as bus bulbs, and improved connections between the subway and bus routes

• Developing the bike network with new or enhanced bike lanes, and neckdowns/gateways to slow traffic at intersections

• Creating a clear and logical network for trucks to mitigate truck impacts while maintaining necessary access

• Managing through traffic by directing this traffic to the appropriate streets

• Preserving local street and emergency vehicle access


DOWNTOWN BROOKLYN
SURFACE TRANSIT CIRCULATION STUDY

Publication Date: 2010
Sponsoring Organizations: New York City Department of Transportation (NYCDOT), MTA, New York City Transit (NYCT), Downtown Brooklyn Partnership

KEY FINDINGS

This report represents the first phase of a study of surface transit needs in Downtown Brooklyn. The study explores existing surface transit conditions and proposes a number of alternatives to solve the surface transit circulation issues identified in the planning process. Key priorities noted in the study include improving bus reliability, enhancing the riding experience, and expanding service coverage. Several of the alternatives noted in the study relate to Jay Street. These alternatives include:

• Creating a “Downtown Brooklyn Bus Priority Loop” including a bus only lane on Jay Street between Tillary and Schermerhorn. This project would require signal re-timing at several intersections, and the identification of alternate curbside access solutions for businesses on the southbound side of Jay Street.

• Extending the B67 bus along Jay Street further north through DUMBO to Brooklyn Bridge Park.

• Adding bus shelters wherever possible. Priority locations along Jay Street include the intersections of Fulton and Willoughby Streets.

• Piloting a program for automated schedule system at key locations

The graphic above, from the Downtown Brooklyn Surface Transit Circulation Study, proposes new configurations for Jay Street from Johnson to Tillary (left) and from Johnson to Livingston (right). The report states that the proposed configuration would lead to high frequency south and east-bound bus service on Jay, eliminate conflicting vehicle volumes and double-parked automobiles, and improve bicycle priority. It would allow for several bus routes currently traveling on Adams Street to shift to Jay, improving safety at the Jay Street intersections at Fulton and Schermerhorn Streets. Please visit the link listed on the previous page for more information about the recommendations in the study.
DOWNTOWN BROOKLYN PARTNERSHIP PARKING INVENTORY UTILIZATION STUDY

Publication Date: 2011
Sponsoring Organizations: Downtown Brooklyn Partnership

KEY FINDINGS

This parking study was performed by Philip Habib and Associates (PHA) for the Downtown Brooklyn Partnership in 2011. The study provided a number of relevant insights related to parking in Downtown Brooklyn:

• The greatest demand for parking is during the business day, when parking occupancy is approximately 80%
• Downtown Brooklyn’s parking is least used at times when residents’ parking demand is greatest:
  ° 40% of spaces are used in the evenings
  ° 50% of spaces are used on weekend
  ° 80% of parking spaces are used during the day
• Downtown Brooklyn residents have low rates of car ownership: only 22% of Downtown Brooklyn households own cars compared to 32% of households in the larger area of Community District 2 and 45% of households citywide

Based on this information and other data, the New York City Department of Planning recommended in a 2012 presentation that residential parking regulations in Downtown Brooklyn be amended to:

• Reduce accessory residential parking requirements to match the requirements to residents’ use
• Eliminate parking requirements for affordable housing units
• Provide additional opportunities for public parking through a variety of channels.

For more information, visit:

BROOKLYN TECH TRIANGLE STRATEGIC PLAN

Publication Date: Spring 2013
Sponsoring Organizations: Brooklyn Navy Yard Development Corporation; Downtown Brooklyn Partnership; The DUMBO Business Improvement District

KEY FINDINGS

This strategic plan focuses on the future of the Brooklyn Tech Triangle (comprised of DUMBO, Downtown Brooklyn, and the Brooklyn Navy Yard). The plan states that the Brooklyn Tech Triangle is a burgeoning hub for entrepreneurs and tech companies and is expected to grow quickly over the next two years. The goal of the plan is to provide a blueprint to guide investment in the Brooklyn Tech Triangle, to ensure that New York capitalizes on this expected growth in a way that benefits tech companies and residents alike.

Several of the findings and recommendations in the plan pertain to Jay Street. The plan notes that the Brooklyn Tech Triangle benefits from great transit connectivity to other parts of the city and Brooklyn, but that getting around the Tech Triangle itself is challenging; there are too few logical walking and biking corridors to get people between the three nodes of the triangle. The plan identifies Jay Street as a primary corridor that could connect DUMBO to Downtown Brooklyn, but cites several challenges that prevent it from being a great active and walkable route:

• Major crossing at Tillary Street with high traffic volumes
• Poor pedestrian and cycling access on the east side of Jay Street near the Manhattan Bridge
• A circuitous and confusing route below the Manhattan Bridge

The plan proposes the following improvements to enhance safety and mobility on Jay Street:

• Two-way bike lane on Jay Street between York and Sands Streets to allow cyclists to make a safe and direct connection to the bridge and
the rest of the Jay Street bike corridor.

• Improved pedestrian connections below the Manhattan Bridge, with better signage, lighting and pavement markings
• A two-way cycling route on the West Side of Jay Street to avoid conflicts between cyclists and vehicles merging onto Jay from the Manhattan Bridge off-ramp
• A southern entrance for the York Street station F train on the western side of Jay Street near the new City Tech building at 300 Jay Street

The plan also suggests a number of improvements to enhance the appeal of public spaces on Jay Street:
• Enhance the Jay Street Plaza at MetroTech. Ideas include moving the TKTS booth to this space, adding lighting and digital installations.
• Transform the area beneath the Manhattan bridge into a large urban plaza for flexible and pop-up uses.
• Improve lighting around the area below the Manhattan bridge.
• Remove the staging area at the north side of Sands Street to create a new archway through the wall of the BQE archway. With steps, this archway could be part of a pedestrian connection down to Pearl Street.

The full plan is available for download at:
http://brooklyntechtriangle.com/
BROOKLYN BRIDGE GATEWAY:
TILLARY/ADAMS STREET AREA RECONSTRUCTION

Publication Date: Project update presented December 2013
Sponsoring Organizations: New York City Department of Transportation and Department of Design and Construction

KEY PROJECT IMPACTS

The New York City Department of Transportation (NYC DOT) and Department of Design and Construction (DDC) are currently working on a project to redesign the Brooklyn Bridge gateway. This project encompasses parts of Adams Street and portions of Tillary Street, including the intersection of Tillary and Jay streets.

The latest update for this project was presented to Community Board 2 in December 2013. This update reveals that plans to upgrade Tillary at the Jay intersection would be part of Phase 2 of the project, with an unknown start date (Phase 1 is expected to begin in late 2014/early 2015, and will focus mostly on Adams Street). While the Phase 2 timeline will depend on available funding, current plans call for several key enhancements at the intersection of Tillary and Jay Streets:

• Significant enhancements to the median along Tillary Street, including new landscaping
• Bumpouts on Tillary Street at Jay Street, to shorten crossing distances
• Two-way cycle track on the north side of Tillary between Jay and Adams Streets, which is a key connection to any future bike lane enhancements on Jay Street and the Brooklyn Bridge bike and pedestrian enhancements

The section on the following page shows existing plans for Tillary Street, as presented in the December 2013 project update. To learn more about this project, visit: http://www.nyc.gov/html/dot/html/motorist/brooklynbr_gateway.shtml

VISION ZERO ACTION PLAN

Publication Date: 2014
Sponsoring Organizations: Office of New York City Mayor Bill de Blasio, in partnership with the NYCPD, the Department of Transportation, Taxi and Limousine Commission, Office for People with Disabilities, and Departments of Health, Education, and Aging.

KEY FINDINGS

This action plan is intended to serve as a foundation for ending traffic deaths and serious injuries on the streets of New York City. It is based on the “Vision Zero” concept, which asserts that no traffic fatality is inevitable. Communities across the world have adopted Vision Zero-style programs and have experienced drops in traffic fatalities. New York’s Vision Zero Action Plan proposes steps that departments across the city can take to reduce traffic fatalities. Many of these actions are relevant to safety issues on Jay Street, such as:

• Increased enforcement against unsafe driving behaviors
• Better collection of and response to crash data
• Increased City control over factors that impact street safety (such as speed limits), and greater transparency and accountability around response to street safety issues
• Intensive street-level outreach and enforcement on safety issues and traffic laws in hot spot areas
• Education campaigns for drivers, cyclists and pedestrians of all ages
• Safety and engineering improvements at intersections and on corridors with known crash histories
• Creation of neighborhood and arterial slow zones
• The use of policies and programs for Taxi and Limousine Commission drivers to reward safe behavior and follow up with unsafe behavior through education and enforcement

Importantly, the Action Plan ignites a new public dialogue around street safety and makes concrete recommendations for drastically reducing traffic deaths in New York City. To read the full Vision Zero Action Plan, visit: http://www.nyc.gov/html/visionzero
The graphic above shows plans for improvements along Tillary Street as part of Phase 2 of the Brooklyn Bridge Gateway Reconstruction Project. These plans were part of the latest update for this project, presented to Community Board 2 in December 2013.
EXISTING CONDITIONS + CHALLENGES

ABOUT THE STUDY AREA

This planning process focuses on Jay Street from the DUMBO waterfront to Fulton Street in Downtown Brooklyn. Of course, Jay Street does not look or feel the same in all parts of this corridor. Examining the character of the street throughout the study area, three sections emerge:

1. North of the Manhattan bridge, Jay Street is a central corridor in the DUMBO neighborhood. For one block immediately north of the bridge, Jay Street is a one-way northbound street. Then from York Street to the waterfront, it is a two-way street. In DUMBO, Jay Street is narrow, with lower (and slower) volumes of vehicle traffic, and high volumes of bike and pedestrian traffic.

2. Between the Manhattan Bridge and Tillary Street, Jay Street widens to a two-way street with bicycle lane markings on each side of the street. This area is characterized by high volumes of vehicle traffic, principally exiting the Manhattan Bridge, including many trucks and buses. There is a large residential housing development in this section of the corridor (Concord Village), and moderate street-level retail activity. The New York City College of Technology Voorhees Hall building generates high volumes of pedestrian traffic.

3. From Tillary Street to Fulton Street, Jay Street remains a two-way street, serving as a central corridor through Downtown Brooklyn. Here, Jay Street becomes more congested. This section of Jay Street includes many major generators of pedestrian and vehicle traffic, including buildings for the New York City College of Technology, the NYU Polytechnic School campus, the Kings County Family Court, and a busy Marriott Hotel with an underground parking garage. This area is characterized by high volumes of traffic across all modes, and drivers frequently obstruct bus stops, double park in bike lanes, and make illegal U-turns.
Jay Street is a busy transit corridor, particularly in the area south of the Manhattan Bridge. In Downtown Brooklyn, the 26, 57, 62 and 67 bus routes all share the lane with other vehicles as they travel down the roadway. The map to the right shows bus stops currently marked along Jay Street. The graphic below, from the Downtown Brooklyn Surface Transit Circulation Study, zooms out a bit to show approximately 20 bus routes converging in Downtown Brooklyn, several of which run on Jay Street.

As shown in the map to the right, Jay Street is also well-served by the subway - the A, C, F and R trains all have station entrances on the corridor. Busy stations at York Street in DUMBO and at Jay Street-Metrotech in Downtown Brooklyn generate high volumes of pedestrian traffic.

Above: “Bus Boardings, AM Peak Period” image from the Downtown Brooklyn Surface Transit Circulation Study.
The F train subway stop at York Street generates high volumes of foot traffic on Jay Street in the DUMBO neighborhood.

The Jay St-MetroTech subway entrance in Downtown Brooklyn provides access to A, C and F trains.

Bus stop on Jay Street in Downtown Brooklyn.

Alternate subway entrance in Downtown Brooklyn for access to A, C and F trains.
BICYCLE INFRASTRUCTURE

Jay Street is an important corridor for those traveling across Brooklyn on bike. Transportation Alternatives measured 173 cyclists per hour on Jay Street during peak periods in 2011, and this volume is likely higher today. Jay Street currently features a one-way northbound shared lane north of the Manhattan bridge. South of the Manhattan bridge, Jay Street features north and southbound bike lanes on the east and west side of the street respectively (aligning with vehicular traffic). The bike facilities on Jay are indicated with shared lane markings or paint, and none are physically protected from traffic. The map to the right illustrates how bike lanes on Jay Street connect with bicycle infrastructure on nearby streets. It also shows CitiBike stations: there are three CitiBike stations on Jay Street, and several more within a few blocks of the study area. In addition to the lanes pictured, Forest City Ratner Companies recently marked a new shared bike lane through the private roads within the MetroTech campus.

As the map on the facing page shows, bike parking on Jay Street varies, with high volumes of bike parking in most areas of DUMBO and Downtown Brooklyn but fewer spots available around the Manhattan Bridge. Even in areas with a higher number of bike parking spots available, the quality of bike parking can be an issue. Many areas of Jay Street feature high quality bike parking, such as NYC DOT CityRacks. In other areas, outdated “comb” racks are the only bike parking available. Comb racks are considered less desirable bike parking options because they do not facilitate easy locking for the full bike frame.

173
CYCLISTS
PER HOUR

213 ▲ NORTHBOUND
MORNING PEAK

203 ▼ SOUTHBOUND
AFTERNOON PEAK

Volumes data collected in October 2011 by Transportation Alternatives for Jay Street during peak AM and PM periods (7:30–9:30AM and 4:30–6:30PM).
Forest City Ratner Companies marked a new bike route and added covered, video-monitored bicycle parking along the MetroTech Roadway.

Comb-style racks provide bike parking outside a New York City College of Technology building on Jay Street.
OPEN SPACE

Jay Street has a number of public open spaces, including several small plazas, playgrounds and parks. Traveling north to south, key open spaces along the corridor include:

- **A New Jay Street Entrance Plaza** in the works. In January 2014, representatives from Brooklyn Bridge Park presented a proposal for a new pedestrian plaza at the previously vacant stretch of Jay Street between John Street and the water. This small park is expected to be completed by the end of 2014, and will connect Jay Street to the larger network of waterfront parks along the East River.

- **Bridge Park** at the corner of Jay and York Streets provides some shade trees and seating, with a blacktop area for athletic activities. The park is accessible from sidewalks on Jay and York, but it is hard to access directly from the area below the Manhattan bridge due to the current crosswalk configuration at the intersection.

- **Trinity Park** consists of a sloped grassy area around the on-ramp for cyclists using the Manhattan Bridge. On the west side of the bridge, the park includes a pedestrian plaza with trees and benches. This plaza is hard to access from Jay - the current pathway requires pedestrians to travel on the sidewalk on the west side of Jay all the way to the northern tip of the plaza for a safe signalized crossing point.

- **McLaughlin Park** at the corner of Tillary and Jay features benches, a playground, and a blacktop area for athletic activities.

- **MetroTech Walk** features an open plaza area with public art, as well as a pedestrian boulevard with street trees and benches.
CHALLENGES

Jay Street is a highly used north-south corridor in Brooklyn. Trucks, buses, automobiles, cyclists, and pedestrians all compete for space on the roadway, from DUMBO to Downtown Brooklyn. With high volumes of traffic across all modes, Jay Street experiences a number of challenges which make it chaotic and unsafe for all users. These challenges include:

- A confusing and hazardous pedestrian and cyclist crossing at the Manhattan Bridge
- An intimidating northern approach to the Manhattan bridge, with safety issues around the bridge exit ramp
- Congestion and pedestrian/vehicle/cyclist conflicts at the Tillary Street intersection
- Cars parked in the bike lanes, including police vehicles
- Cars parked at bus stops
- Misuse of placards to obtain parking
- Illegal U-Turns
- High volumes of pedestrian traffic along and across Jay Street
- Poor pedestrian environment in the covered MetroTech Roadway, which tunnels below several buildings
- Failure of cyclists to obey traffic signals, especially at congested locations such as the intersection of Jay Street and MetroTech walk.

The crash data map on the following page highlights intersections where safety issues have led to collisions between vehicles and pedestrians or cyclists. The map illustrates that while there have been no recent fatalities recorded on Jay Street, there are safety issues throughout the corridor that must be addressed.
The area under the Manhattan Bridge is one hot spot for crashes between automobiles and cyclists or pedestrians. Above, a pedestrian attempts to cross where there is no crosswalk, coming into conflict with a passing car.

The intersection at Tillary Street has the most crashes between automobiles and pedestrians or cyclists of any intersection on the corridor. Above, cyclists and pedestrians compete with turning cars.

Illegal U-Turns are a problem on Jay Street according to data collected in October 2011 by Transportation Alternatives.

Source: Jay Street Corridor Crashes 2002-2011, Transportation Alternatives
Approximately 100 people attended the Re-Imagine Jay Street community street safety planning workshop on March 10, 2014. Thank you to Rabi Abonour for taking the above photos to document the event.
COMMUNITY PLANNING WORKSHOP

REIMAGINING JAY STREET

Together with Council Member Stephen Levin and Brooklyn Community Board 2, Transportation Alternatives hosted a Jay Street community street safety planning workshop on March 10, 2014. The Workshop was held at the National Grid Auditorium in Downtown Brooklyn. Approximately 100 people attended.

The workshop began with a mapping exercise: each attendee was provided with two colored dots when they entered the workshop. They were asked to place these dots on a large blank map of the corridor, with the **GREEN** dot representing one of their key destinations on Jay Street, and the **RED** dot representing a spot where they have experienced a major safety or mobility issue. The map on the following page illustrates the results of this exercise.

Next, Mike Lydon of Street Plans gave a presentation to attendees. The presentation explored challenges on Jay Street and summarized planning efforts to date. This presentation is available online at: transalt.org/jaystreetcharette

Following the presentation, attendees participated in breakout group sessions. In these sessions, attendees provided more information about their use of Jay Street and their safety and mobility concerns on the corridor. The breakout group facilitators then led a brainstorming session to generate lists of possible short- and long-term solutions to the challenges on Jay Street. Finally, attendees had the opportunity to draw their vision for the future on a blank section representing typical conditions on Jay Street.
WHAT WE HEARD

KEY DESTINATIONS + CONCERNS

Attendees were given two colored dots when they arrived at the workshop. They were asked to place the **GREEN** dot on one of their key destinations on Jay Street - this could be their office, a place they eat lunch, or attend class, etc. They placed the **RED** dot on a spot where they have experienced a major safety or mobility concern. The maps below and on the following page illustrate the results of this exercise.

During the Breakout group session, attendees shared additional information about their use of Jay Street. Their responses underscore the fact that Jay Street is a dynamic, multi-use corridor that plays a critical role in allowing people to live, work, play and travel in DUMBO and Downtown Brooklyn. Attendees included people who:

- Live on Jay Street itself or surrounding neighborhood streets
- Work at an office on or near Jay Street
- Use Jay Street as part of their commute by car, bus or bicycle
- Frequently visit the courthouse or academic buildings on Jay Street
- Visit the playground at Jay and Tillary streets
- Shop on Jay Street or use it to arrive at the shops on Fulton Mall
- Frequently use the Jay Street-MetroTech subway stations

When asked to share more detail about the safety and mobility concerns on Jay Street, attendees raised a variety of issues consistent with observations that have come up in previous studies of the area and in our recent observations of the corridor.

In DUMBO and around the Manhattan Bridge, attendees’ concerns about Jay Street included:

- The lack of ADA accessibility at the York Street F stop
- The need for a direct, two-way cycling route on Jay Street between the waterfront and the approach to the Manhattan Bridge - attendees noted that currently, many cyclists illegally ride south in the one-way northbound bike lane approaching the bridge
- A confusing and hazardous pedestrian and cyclist environment on the roadways and sidewalks below the bridge
• A dangerous conflict point between cars exiting the Manhattan bridge onto Jay and cyclists traveling north on Jay, using the existing bike lane on the east side of the street

South of the Manhattan Bridge, up to and including Tillary Street, attendees’ concerns about Jay Street included:
• Narrow sidewalks with high volumes of pedestrian traffic
• A dangerous and intimidating crossing at Tillary Street, with conflicts between pedestrians and cyclists continuing on Jay across Tillary and vehicles attempting to make turns at the intersection
• Cars double parked in bike lanes and bus stops
• Lack of a safe path for cyclists to turn off Jay onto Tillary
• Buses competing with high volumes of car and truck traffic

From Tillary to Fulton Street, attendees’ concerns included:
• Cars double parking at bus stops and in bike lanes and crosswalks
• Traffic congestion
• Frequent occurrence of illegal U-turns
• Misuse of, or use of counterfeit, parking placards
• Lack of adherence to traffic laws across all modes - including pedestrians crossing Jay without a crosswalk or signal, and cyclists not obeying traffic signals or yielding to pedestrians
• High volumes of pedestrians, leading to congestion on narrow and often obstructed sidewalks
• Poor environment for pedestrians around construction sites
• The need for an enhanced crosswalk at MetroTech walk
SHORT-TERM SOLUTIONS

After discussing their concerns about the corridor, attendees were asked to think about solutions. As a first step, attendees suggested a number of short-term ideas for fast results on Jay Street. Some of the key ideas generated during this exercise are listed below, categorized by mode type.

Pedestrian Infrastructure Solutions
- Improved pedestrian crossings, including the use of:
  - Barnes Dance or Diagonal, 4-way pedestrian crossing signal timing at Tillary Street
  - Enhancements to the crosswalk at MetroTech walk using paint or other low-cost measures
  - Improving pedestrian refuge islands at Tillary
- Enhancements below the Manhattan Bridge including better lighting and pedestrian wayfinding signage
- Enhanced pathways for pedestrian passage around construction sites
- Reduction of sidewalk obstruction in areas with high pedestrian volumes
- Pedestrian education and warning campaigns, such as painting the “LOOK” lettering message on the sidewalk at busy crossing areas

Bicycle Infrastructure Solutions
- Better and more bike racks
- Enhancements to existing bike lanes, such as:
  - Bollards to temporarily create a protected lane
  - New and/or more visible paint and pavement markings
- Lead signal timing for cyclists at Tillary Street
- Better wayfinding for cyclists below the Manhattan bridge

Vehicle Infrastructure Solutions
- Enforcement of existing parking regulations, and/or restructuring of regulations to improve congestion and safety issues if needed
- Crack down on misuse of, or use of false, parking placards
- Driver education campaign, urging drivers to share the road, watch for cyclists and pedestrians, etc.
- Speed limit reduction
- Pothole repair

LONG-TERM SOLUTIONS

Attendees brainstormed many long-term solutions as well. Some of the key ideas generated during this exercise are listed below, again categorized by mode type.

Pedestrian Infrastructure Solutions
- Create a stronger connection between Jay Street and the High Street subway station
- Widen sidewalks in areas with high volumes of pedestrian traffic
- Consider closing high-volume areas of Jay to vehicles entirely to create a boulevard for pedestrians, cyclists and transit vehicles only
- Upgrade the York Street subway station to make it ADA accessible
- Enhance the pedestrian environment with trees and plants

Bicycle Infrastructure Solutions
- Create a two-way cycle track on the west side of Jay Street north of Tillary Street
- Create a two-way cycle track down the center of Jay Street in Downtown Brooklyn
- Move the Citibike rack off of Jay Street to reduce congestion, and move it to a nearby side street

Vehicle Infrastructure Solutions
- Create designated pick-up and drop-off locations
- Eliminate street parking altogether and push all parking to other nearby locations
- Reroute or tear down the Brooklyn Queens Expressway
• Add a stop sign or stop light to slow vehicles exiting the Manhattan Bridge before they merge onto Jay Street, or re-configure the bridge exit entirely so that it no longer funnels traffic onto Jay Street
• Create a curbside bus-only lane
• Route vehicles under Tillary Street with a tunnel
• Implement a road diet

VISIONS OF THE IDEAL JAY STREET
As a final exercise in the Breakout Group section of the workshop, attendees were asked to draw their vision for the future of Jay Street, factoring in realistic width requirements for various street treatments. Attendees could choose to draw their vision on one of two blank road-section worksheets - either on a 56-foot roadway section (representative of characteristics in DUMBO) or a wider 73-foot section (representative of characteristics around MetroTech). Either way, attendees were given sample widths for possible roadway treatments (example: 8 ft. for a two-way cycle track), and asked to fit their desired treatments into the road width provided. While individual visions varied, several themes emerged. For the section representative of DUMBO, nearly all attendees included a two-way curbside cycle track in their vision. Street trees and a bus lane were also popular elements. For the section representative of the MetroTech area, the majority of attendees incorporated the following into their vision drawing:
• A bus-only lane
• A two-way cycle track (either curbside or in the center of the roadway)
• Landscaping with street trees and planters
• A dedicated drop-off/pick-up lane for vehicles
• Wider sidewalks
A handful of attendees drew a vision that eliminated private vehicles from Jay Street entirely, creating a street dedicated to buses, bikes and pedestrians, similar to the nearby Fulton Street bus mall.
VISIONS OF THE IDEAL JAY STREET CONTINUED...
The drawings below are a sample of the visions attendees shared for the future of Jay Street.

This drawing shows a transit priority street with a curbside cycle track, landscaped median, sidewalk and bus lanes.

This drawing shows a two-way curbside bike lane in DUMBO.

This vision includes bike lanes and loading/drop-off lanes.

The vision above includes a protected two-way cycle track, a landscaped median, and a bus only lane with a bus shelter.
PRIORITY RECOMMENDATIONS
SHORT-TERM HIGHLIGHTS

1. WATERFRONT TO THE MANHATTAN BRIDGE
   • Re-strip the road between York and Prospect Streets to create a direct cycling route on Jay Street between DUMBO and the Manhattan Bridge.
   • Improve bicycle and pedestrian signage under the Manhattan Bridge.
   • Reclaim the striped, excess pavement area at Bridge Park to create a safe space for cyclists and pedestrians.

2. MANHATTAN BRIDGE TO TILLARY STREET
   • Create a two-way bikeway on the west side of Jay Street.
   • Give pedestrians a head start crossing the intersection at Jay and Tillary Streets with a lead pedestrian Interval signal.

3. TILLARY TO FULTON STREET
   • Enforce existing parking and placard regulations, and crack down on those using illegal placards.
   • Pilot test new pick-up and drop-off zones for vehicles.

4. JAY STREET AT “METROTECH PLAZA”
   • Start improving pedestrian safety quickly, using low-cost tactics, such as widening the crosswalk to better align with current crossing patterns and creating temporary curb extensions with paint and plastic bollards.
**LONG-TERM HIGHLIGHTS**

1. **WATERFRONT TO THE MANHATTAN BRIDGE**
   - Complete the bike lane re-design between DUMBO and the Manhattan Bridge.
   - Upgrade York St. station so that it is ADA accessible.

2. **MANHATTAN BRIDGE TO TILLARY STREET**
   - Create a two-way cycle track on the west side of Jay Street.
   - Implement traffic calming measures at Tillary Street intersection, and enhance the medians and signal timing to improve pedestrian safety.

3. **TILLARY TO FULTON STREET**
   - At Tillary Street, transition the curbside bike lane to a two-way, raised cycle track down the center of Jay Street, running from Tillary to Fulton Street.
   - Explore creating a bus-only lane on Jay Street.

4. **JAY STREET AT “METROTECH PLAZA”**
   - Design/implement a raised “shared space” plaza to prioritize pedestrian access across Jay Street.
OVERVIEW
Based on what we heard from the public, we’ve outlined a series of priority responses to improve the Jay Street corridor in the short and long terms. The renderings on the following pages provide visualizations for a number of the priority recommendations. The renderings illustrate possibilities at three specific locations that represent the main sections of the corridor, identified on page 10. We’ve also added recommendations for a special focus area in Downtown Brooklyn:

• **Location 1:** At the intersection of Jay and Prospect Streets, representative of conditions in DUMBO, from the Manhattan Bridge to the waterfront.

• **Location 2:** At the intersection of Jay and Tillary Streets, representative of the section of Jay Street between the Manhattan Bridge and Tillary Street.

• **Location 3:** At the intersection of Jay and Johnson Streets, representative of the Downtown Brooklyn area, from Tillary to Fulton Street.

• **Location 4:** At the intersection of Jay Street and the MetroTech crosswalk. Location 4 is a special focus area, characterized by very high volumes of pedestrian traffic, and frequent conflicts between pedestrians, vehicles (including buses), and cyclists. As the public input summary map on pages 21-22 illustrates, this area is both highly used and highly problematic in terms of safety and mobility.

The locations are noted with orange numbers in the map to the right.

SHORT-TERM RESPONSES

LOCATION 1: WATERFRONT TO THE MANHATTAN BRIDGE

**Jump start the Bike Lane Re-Design:**

• From York to Prospect Street, re-stripe the roadway to create a two-way protected bike lane on the east side of Jay Street.

• This lane will then transition back into the two-way street grid at York Street, with sharrows for cyclists on both sides of the road. This improvement provides a direct route for cyclists traveling between DUMBO and the Manhattan Bridge, and provides an alternative to the poor cycling conditions on Pearl St.
**Improve conditions around the Manhattan Bridge**
- Pilot test improved bicycle and pedestrian signage under the Manhattan Bridge using low-cost and temporary signs, such as those provided by Walk [Your City].
- Improve lighting beneath the bridge. Consider collaborating with local artists to create light-based installations.
- Work with artists and community groups on public art and placemaking initiatives around the bridge.
- Reclaim the striped road area at Bridge Park between the BQE and Manhattan Bridge overpasses to create a safe space for cyclists and pedestrians. Use low-cost materials and interventions, such as bollards or a pedestrian plaza.

**LOCATION 2: MANHATTAN BRIDGE TO TILLARY STREET**

**Address the “hot spot” at the Manhattan Bridge off-ramp**
- Take steps to reduce dangerous conflict between vehicles exiting the Manhattan Bridge and cyclists traveling north-bound on the bike lane on Jay Street. Consider adding a stop sign or “Watch for bikes!” sign for drivers. (Note that this is a short-term solution until the “Bike Lane Re-Design” recommendations listed under Long-Term Solutions can be completed.)

**Improve safety at the intersection of Jay and Tillary Streets**
- Use Lead Pedestrian Interval signal timing to allow pedestrians to get a head start crossing the intersection.

**LOCATION 3: TILLARY TO FULTON STREET**

**Improve conditions in Downtown Brooklyn.**
- Enforce existing parking and placard regulations, and crack down on illegal placards.
- Pilot test new pick-up and drop-off zones for vehicles.
- Enhance bicycle parking with high-quality racks; add bus shelter at Metrotech walk.

**LOCATION 4: JAY STREET AT METROTECH CROSSWALK**

**Improve safety at the MetroTech crosswalk**
- Start improving pedestrian safety quickly, using low-cost tactics, such as widening the crosswalk to better align with current crossing patterns and creating temporary curb extensions with paint and plastic bollards.
LONG-TERM RESPONSES

LOCATION 1: WATERFRONT TO THE MANHATTAN BRIDGE

Complete the Bike Lane Re-Design
• Complete the two-way direct route for cyclists all along Jay Street, from the waterfront to the Manhattan Bridge.

Upgrade Transit Infrastructure
• Upgrade the York Street subway station to make it ADA accessible

LOCATION 2: MANHATTAN BRIDGE TO TILLARY STREET

Complete the Bike Lane Re-Design
• Create a two-way cycle track on the west side of Jay Street from the Manhattan Bridge to Tillary Street, and remove the bike lane on the east side of Jay Street in this area.

Improve safety at the Intersection of Jay and Tillary Streets
• Implement traffic calming measures at Tillary Street. Examples include neckdowns and enhanced medians, which are already included in the Brooklyn Bridge Gateway project’s Tillary/Adams Street Area Reconstruction plans (see page 08 for section details).
• Add a bicycle box on the north side of the Jay and Tillary Street intersection to facilitate the transition for cyclists traveling into the center-running cycle track on the southern edge of the intersection.
• Create a two-stage left turn on the southern side of the Jay and Tillary intersection, allowing less confident cyclists a less stressful way to enter the center-running cycle track.
• Upgrade the signal infrastructure at the intersection to provide a signal for cyclists, with lead interval timing.

LOCATION 3: TILLARY TO FULTON STREET

Complete the bike lane re-design, improve pedestrian safety and accessibility.
• At Tillary Street, transition the curbside bike lane to a two-way, raised cycle track down the center of Jay Street, running from Tillary to the Fulton Street Bus Mall. Consider a raised crosswalk across Jay Street at Johnson Street.

Improve transit conditions in Downtown Brooklyn
• Explore creating a bus-only lane on Jay Street. The Downtown Brooklyn Surface Transit Circulation Study presents a possible design in the section pictured on page 04. Rendering of what this could look like is included on pages 33-38.

LOCATION 4: JAY STREET AT METROTECH CROSSWALK

Improve safety at the MetroTech crosswalk
• Prioritize pedestrian access at Jay Street and MetroTech Walk by raising the street to sidewalk level and detailing the area as a plaza; add needed transportation amenities, such as new bus shelters.
LOCATION 1

BEFORE
One-way bike lane does not provide for a direct cycling route to the Manhattan Bridge or to Jay Street bike lanes. Excess pavement space is confusing for pedestrians and vehicles.

AFTER
Two-way bike lane provides a direct and convenient cycling route to key destinations. Plaza provides a clearly defined and protected area for pedestrians.
Priority Recommendations Illustrated:
1. Two-way protected bike lane on the east side of Jay Street.
2. Protected pedestrian plaza creates a safe space for pedestrians.
3. Jersey barrier decorated with art. Consider collaborating with local DUMBO artists through the DOT Art Barrier Beautification program.
Cyclists come into conflict with vehicles at a busy intersection. Lack of lead-interval signal timing for cyclists and pedestrians leads to additional conflicts.

Buffered two-way cycle track provides enhanced visibility and protection for cyclists. Lead interval signal timing creates safer, more efficient crossings for users across all modes.
Priority Recommendations Illustrated:
1. Two-way protected cycle track on the west side of Jay Street from the Manhattan Bridge to Tillary Street (replaces the bike lane on the east side of Jay Street in this area).
2. Enhanced pedestrian refuge islands, with new landscaping.
3. Coordinated lead-interval and bicycle signals to allow pedestrians and cyclists to cross before vehicles get the green light.
4. Bike box to facilitate transition into the center-running cycle track.
5. New, two-way path along Tillary connects to the Brooklyn Bridge.
Vehicles obstruct the bike lane, and cyclists come into conflict with vehicles on a stretch of Jay Street that has high levels of traffic congestion. Pedestrians come into conflict with cyclists as they step off of the curb.

**LOCATION 3**

**BEFORE**

**AFTER**

Raised two-way cycle track provides enhanced visibility and protection for cyclists, and removes conflict with vehicles and pedestrians.
LOCATION 3: INTERSECTION OF JAY AND JOHNSON STREETS
REPRESENTATIVE OF CONDITIONS IN THE DOWNTOWN BROOKLYN AREA, FROM TILLARY TO FULTON STREET

Priority Recommendations Illustrated:

1. Raised crosswalk improves pedestrian visibility, accessibility.
2. Cycle track is elevated from roadway with a mountable curb.
3. New signal for cyclists. This additional signal will ensure that vehicles, cyclists, and pedestrians all have adequate time to cross.
4. New bus lane replaces parking lane, improves bus service and accessibility.
A raised plaza gives priority to people walking across Jay Street. All other modes must slow and yield to pedestrian travel. New bicycle parking and bus shelters add needed transportation amenities.
LOCATION 4: “METROTECH PLAZA”
FOCUS AREA IN DOWNTOWN BROOKLYN

Priority Recommendations Illustrated:
1. New bicycle racks
2. New bus shelter
3. “Shared use plaza” in the heart of Metrotech, designed to prioritize pedestrian accessibility by slowing motor vehicles and bicyclists.
As we look towards the future, the need for transforming Jay Street seems ever more critical. A number of projects and factors will continue to affect Jay Street, including:

- NYU’s Center for Urban Science + Progress at 1 MetroTech Center
- Restoration of 370 Jay Street for NYU classrooms
- Expected development at the Brooklyn Navy Yard
- Conversion of the Watchtower complex into primarily office and retail uses
- Residential growth in Downtown Brooklyn
- Infill development projects between Tillary and Sands Street
- Long-term trend toward more bike commuting

This is an exciting time for Jay Street – the corridor has tremendous potential to provide connections to key destinations in Brooklyn across all transportation modes. Through thoughtful development and attention to public space, Jay Street can also contribute to the sense of place throughout DUMBO and Downtown Brooklyn. This is the right time to focus on making Jay Street a better, safer corridor for everyone.