

1. JAY STREET STATION

1.1 LOCATION

The Jay Street-Borough Hall subway station provides access to the A and C trains on the Fulton Street line and the F train on the Culver line in the Downtown Brooklyn Central Business District. With eight entrances currently in operation on Jay Street at the intersections of Fulton Street, Willoughby Street and Myrtle Promenade, the station serves Metrotech Center, Fulton Mall, and Borough Hall. The streets and sidewalks surrounding the station are heavily used by pedestrians, and by the buses that run along Jay Street and Fulton Mall.



1.2 AREA TRANSPORTATION FACILITIES

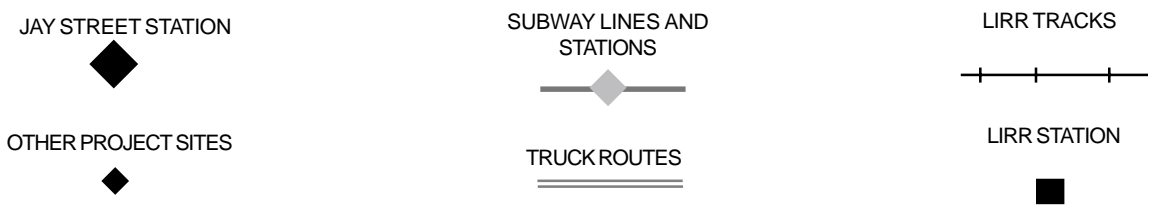
Downtown Brooklyn is served by a number of major arterials. Adams Street, located west of the station, provides direct access to the Brooklyn Bridge, while Tillary Street, located to the north of the station, connects to the Brooklyn Queens Expressway. To the east, Flatbush Avenue Extension links with the Manhattan Bridge and continues further south through other areas in Brooklyn. All three of these streets are designated truck routes, as well as Atlantic Avenue, Dekalb Avenue, and Lafayette Avenue, which are also located in the vicinity of the station.

There is an extensive network of buses that serve the area surrounding the station, including several that terminate in the Downtown Brooklyn Central Business District. The B25, B26, B38, and B52 buses run east-west along Fulton Mall. Along Jay Street, the B57, B67, B61, B75, and B54 buses run north-south, while the B26 travels just southbound. The B54 travels around Metrotech and runs east-west along Myrtle Avenue.

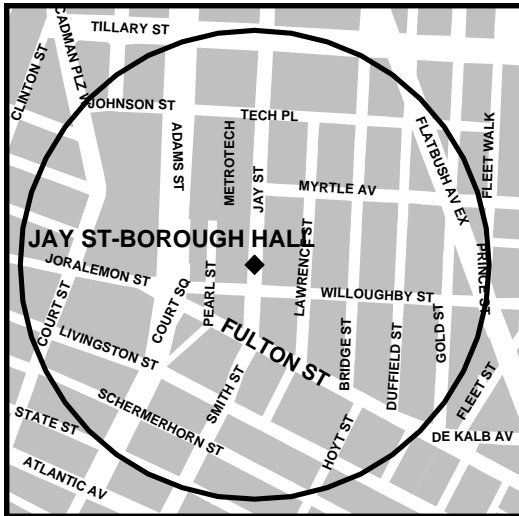
There are four subway stations providing service on ten train lines in the vicinity of the Jay Street-Borough Hall station. From the Jay Street-Borough Hall station, the A and C lines offer east-west service to points as far east as the Rockaways and JFK Airport, while the F train runs north-south and terminates in Coney Island. Located west of the Jay Street-Borough Hall station, the Borough Hall subway station provides access to the 2, 3, 4 and 5 trains, and is connected to Court Street station, with N, R, and M service. The Lawrence Street Station is located one block east of the Jay Street-Borough Hall Station and is served by the N, R, and M lines.

There are several streets and plazas in the area that are designated for pedestrians, including Myrtle Promenade, and segments of Lawrence Street and Bridge Street. Fulton Mall is a dedicated pedestrian mall where vehicular traffic is limited to permitted buses and trucks. Jay Street and Adams Street are both recommended bicycle routes.

This map illustrates the various types and locations of the surrounding transportation facilities



2. SECONDARY STUDY AREA



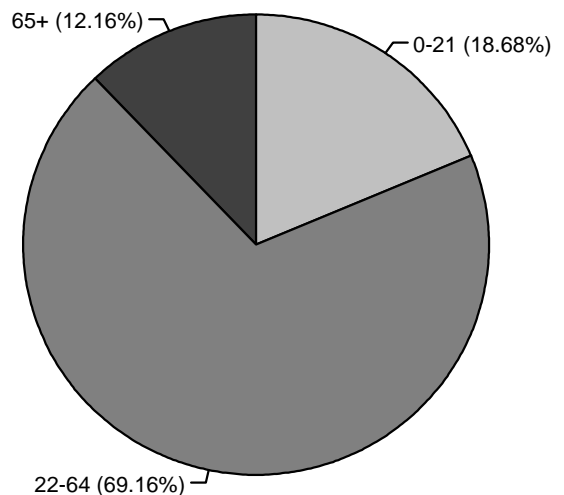
The secondary study area includes the quarter-mile radius (or approximately, a five-minute walk) surrounding the Jay Street subway station. This area is bounded by Tillary Street to the north, State Street to the south, Flatbush Avenue Extension to the east, and Court Street to the west.

2.1 POPULATION DATA

The population pie chart shows the age distribution of residents in census tracts that intersect the secondary study area as reported by the 1990 US Census. Although the census does not account for the number of people who work and go to school in the area, it indicates the total population of this area was 18,162. 19%, the portion of area residents under the age of 21 was significantly lower than the 29% average for New York City as a whole. Twelve percent (12%) of area residents were over the age of 65, which is only slightly lower than the citywide average of 13%. The remaining 69% of area residents were between the ages of 22 and 64.

AGE DISTRIBUTION: 1990

Age/Years	% of Population
0-5	5.5%
6-11	4.3%
12-16	3.5%
17-21	5.3%
22-64	69.2%
65-69	3.3%
70-74	2.9%
75-79	2.1%
80-84	2.4%
85 +	1.5%



2.2 JOURNEY TO WORK

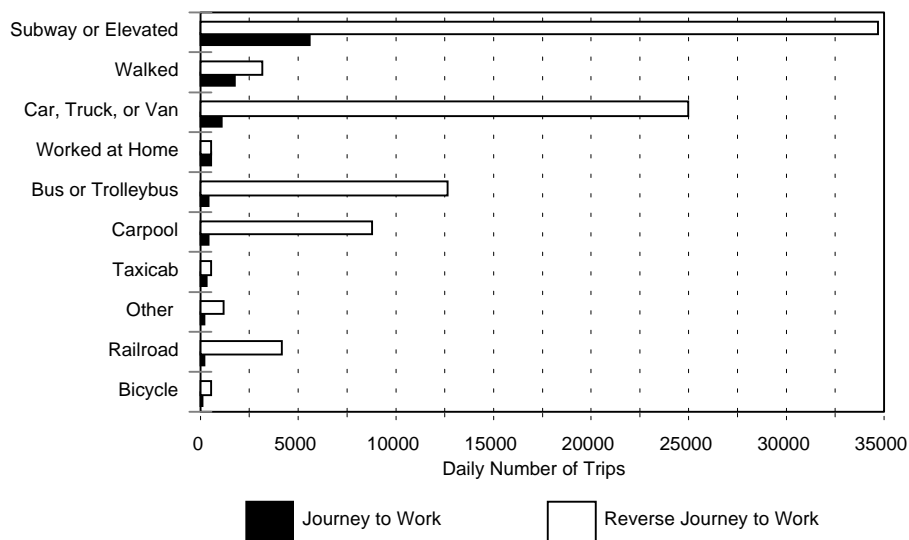
The *Journey to Work* chart presents the distribution of various means of transportation among commuters living in census tracts that intersect a quarter-mile radius of the Jay Street-Borough Hall subway station. These data were taken from the 1990 US Census. It should be noted that this data was collected before Metrotech was built, hence recent numbers could be significantly now.

In the secondary study area's census tracts, the subway was the most popular means of transportation to work outside of the neighborhood, serving 58% of commuters (compared to 37% citywide). Over 17% of commuters traveled to work by walking, as compared to 11% of commuters citywide. A much lower percentage of commuters traveled to work alone by car, truck or van than the entire city (11% vs. 24%). Only four percent of commuters traveled to work by bus compared to 13% citywide, and three percent car pooled compared to nine percent citywide. An additional four percent worked at home, compared to two percent citywide, while two percent traveled by taxi, which is the same as the citywide percentage. The remaining one percent of commuters traveled to work by other means of transportation.

Reverse *Journey to Work* data indicate that 38% of commuters who worked in the area surrounding the Jay Street-Borough Hall station used the subway for transportation to work. Almost 28% of reverse commuters drove to work alone by car, truck or van, 14% traveled by bus and ten percent car pooled. Additionally, five percent traveled to work by railroad, three percent walked and the remaining two percent traveled by other means of transportation.

JOURNEY TO WORK: 1990

Jay Street Secondary Study Area

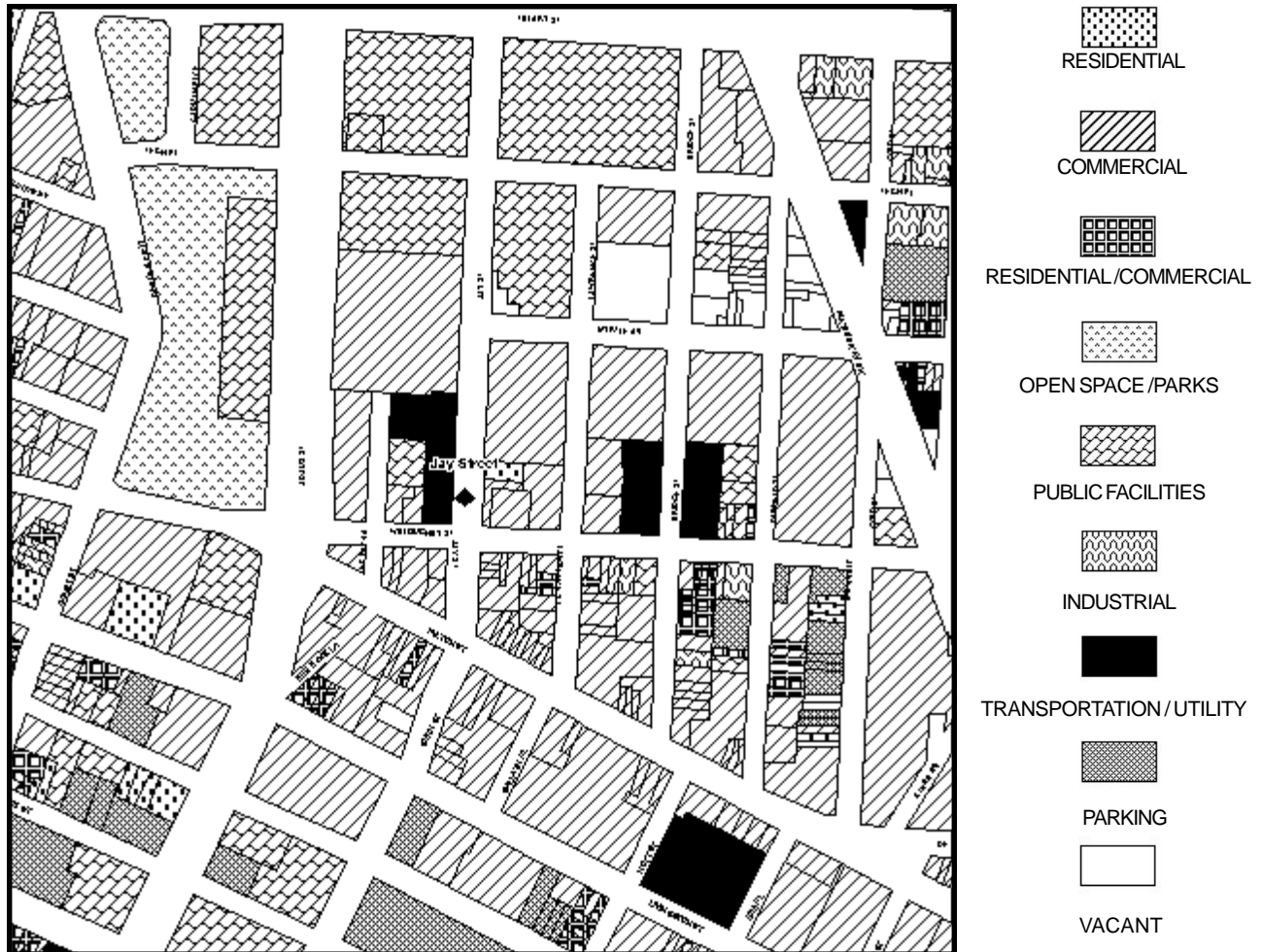


2.3 MODE OF ACCESS TO SUBWAY STATION

According to the MTA's 1990 survey of subway riders, 84% of riders walked to the Jay Street-Borough Hall station. This percentage is relatively low when compared to the other Brooklyn stations surveyed for this report. On the other hand, approximately eight percent of those who accessed this station traveled by bus, which is a relatively high percentage in comparison to the other Brooklyn stations surveyed for this report. Over three percent of subway riders surveyed drove to this station, which is a median number when compared to the other Brooklyn stations surveyed.

2.4 LAND USE

Land use within the secondary study area consists of a number of commercial, professional and government offices that exist within Downtown Brooklyn's Central Business District. Metrotech Center, a complex of public and commercial offices surrounds the Commons, a courtyard leading to a network of pedestrian streets. A number of government offices and educational facilities are located at Metrotech Center, including the central office of the New York City Fire Department, Brooklyn Polytechnic University and NYC Technical College. Other public facilities in the vicinity include Borough Hall, the Borough Courthouse, and the Municipal Building. The largest hotel in Brooklyn, the Brooklyn Marriot, is located to the west of Metrotech Center.



This map shows the existing land use conditions for the secondary study area

Willoughby Street and Fulton Street primarily contain ground floor commercial space with offices above. The commercial density along these streets is higher than the density within Metrotech Center, even though the buildings are smaller. Several jewelers, record stores, shoe stores, fast food restaurants, and department stores are located along Fulton Mall, which is the primary shopping district in Downtown Brooklyn. Many of the offices within buildings along Fulton Street and Willoughby Street are dental, law and health offices.

2.5 ZONING AND DEVELOPMENT

A portion of the Secondary Study Area is contained within the Special Fulton Mall District, which promotes commercial development through regulations regarding usage, circulation and signage. The proposed Unified Bulk Regulations also include a section that would promote development in this area.

The secondary study area is surrounded by zoning that provides for primarily commercial and office development. Fulton Mall, as well as the west side of Jay Street are zoned C5-4 commercial, which promotes downtown retail uses including department stores, with offices above the ground floor. Taller commercial buildings are permitted in the C6-1A commercial zone which exists on the east side of Jay Street. North of Metrotech Center, lower density commercial buildings are permitted within the C6-1 zone.

2.6 ORGANIZATIONS AND ON-GOING PROJECTS

A number of organizations are active within the secondary study area, including the Metrotech Business Improvement District, the Fulton Mall Business Improvement District, and the Fulton Mall Improvement Association. New signage has recently been added to the western end of Fulton Street Mall. In addition, a coalition of local organizations are working to develop the new Downtown Brooklyn Signage System. New decorative lampposts and new pedestrian lights are currently being installed within the retail corridor of the Metrotech BID.

The New York City Department of Transportation (DOT) is also conducting several projects in the area. One of these projects is the Downtown Brooklyn Traffic Calming Project, which will be promoting traffic mitigation and pedestrian safety. New York City Economic Development Corporation (NYC EDC) has sponsored the Boerum Place Street Scape Project, with funding from the Brooklyn Borough President's Office. The project aims to install street scape improvements on Boerum Place just north of Joralemon to Atlantic Avenue.

There are several renovations and new buildings being developed within the secondary study area. 330 Jay Street is scheduled to be redeveloped as a 32 story courthouse and office complex with parking. The project would include several changes to the existing roadways, including the directional reversal of a segment of Johnson Street. There are also plans to build a gymnasium and dormitory for Brooklyn Polytechnic. A new federal court house is also planned for the area

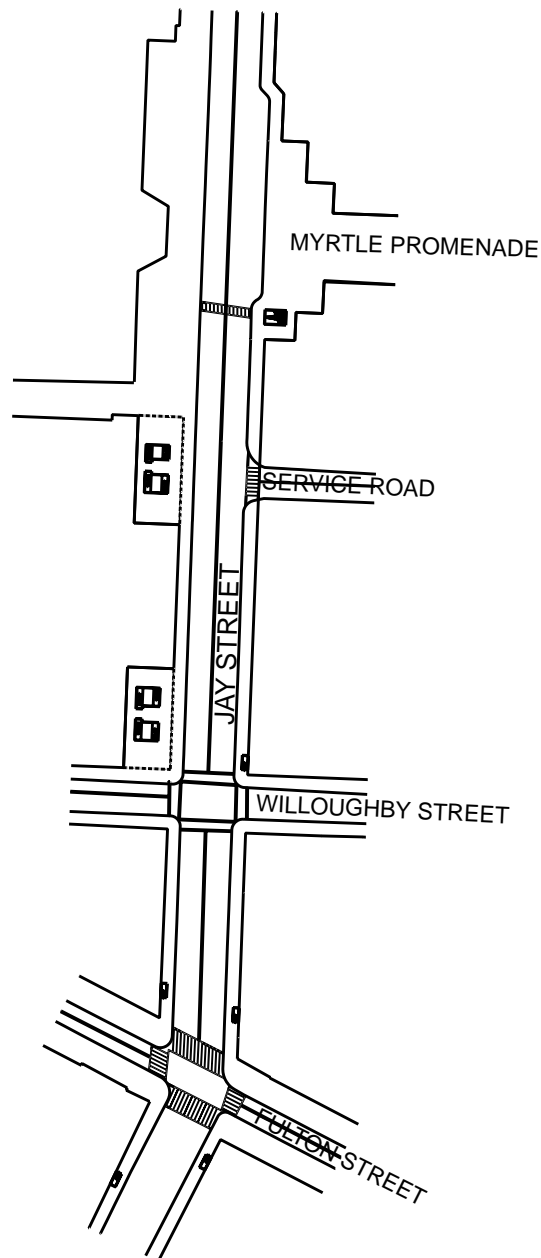
Additional pedestrian traffic is expected to be generated by the Brooklyn Tabernacle Church, which plans to reoccupy an abandoned theater on Fulton Street. Additional space will become available for redevelopment when The Metropolitan Transit Authority vacates its current location at 370 Jay Street.

The Metropolitan Transportation Authority has allocated funding for upgrading the station to comply with ADA standards between the years of 2005 and 2019.

3. PRIMARY STUDY AREA

The primary study area focuses on the three intersections where Jay Street meets Willoughby Street, Myrtle Avenue, and Fulton Street. The following section describes existing conditions at the subway station as well as the physical conditions of its roadways, crosswalks, and sidewalks. Descriptions of physical conditions are followed by descriptions of traffic conditions.

In 1998, the Jay Street-Borough Hall subway station had 6,646,332 turnstile registrations, making it the third most utilized station in Brooklyn (out of 160), and 35th citywide. The 1998 figure represents a 16% increase from the previous year.



3.1 STATION ENTRANCES

There are a total of ten entrances to the Jay Street-Borough Hall station, eight of which are currently in use. All of the active entrances are located along Jay Street. There are two entrances south of Fulton Street on Smith Street, which are currently closed.

Four of the entrances are located within the semi-enclosed plaza of 370 Jay Street, at the northeast and southeast corners of the building. Each entrance consists of two stairwells and two escalators that are partially enclosed by the 110' x 45' structure, which is supported by columns and complemented by a series of planters. The escalators are each five feet wide, within a seven foot wide stairwell.



Entrance within plaza of 370 Jay Street

The most northerly entrance is 15 feet wide and opens onto Myrtle Promenade, a pedestrian street that leads to the Commons. There is a news stand located immediately to the north of this entrance.

The other three entrances are of a standard configuration and are approximately six feet wide. One is located on the northeast corner of Jay Street and Willoughby Street, opening toward the south. The remaining two functional entrances, located approximately 30 feet north of Fulton Street on Jay Street open toward the south and are used heavily by shoppers from Fulton Mall. Another two entrances, on Smith (Jay) Street south of Fulton, are closed: the entrance on the south side of the street is sealed at street level, the other is gated at the foot of the stairs.



Entrance opening onto Myrtle Promenade



Entrance located directly off of Fulton Mall

3.2.1 Roadways

Jay Street is a two way thoroughfare running north-south from the East River to Fulton Street. South of Fulton Street, Jay Street becomes Smith Street. Within the study area, the roadbed is approximately 52 feet wide, with one travel lane and one parking lane in each direction. Metered parking exists on both sides of Jay Street between Willoughby Street and Myrtle Avenue. Parking is not permitted on Jay Street between Fulton Street and Willoughby Street, where the curb lane is dedicated to buses picking up and discharging passengers. A curb indentation, also designated for buses exists on the east side of Jay Street, directly in front of Metrotech Center. A service road, beginning on the east side of Jay Street between Willoughby Street and Myrtle Avenue runs underneath Metrotech Center and continues for several blocks east. The New York City Bicycle Master Plan recommends the use of Jay Street as a bicycle route.



A curb indentation widens Jay Street at Myrtle Promenade.

Willoughby Street is an east-west corridor, which operates two-way between Pearl Street and Jay Street. This segment accommodates two through lanes and one parking lane along the south curb, which is reserved for authorized vehicles only. West of Pearl Street, Willoughby becomes one-way westbound, feeding traffic on to Adams Street. East of Jay Street, Willoughby Street is one-way westbound and accommodates one travel lane and parking lane along each curb. Parking along the south curb of this segment is metered. Peak hour regulations exist along the north curb to provide an additional travel lane between the hours of 7:00 AM and 10:00 AM and 4:00 PM and 7:00 PM. Truck loading and unloading also is accommodated along the north curb between 10:00 AM and 4:00 PM.



Willoughby Street is used by trucks for loading and unloading

Fulton Street is a two way street, running approximately east-west. Vehicular traffic, with the exception of buses and trucks with special permits, is not permitted between Flatbush Avenue Extension and Adams Street. With an unusually narrow roadway of only 24 feet in width, this segment of Fulton Street has no parking lanes. Several trucks were observed to be loading and unloading on the sidewalks adjacent to many of the retail establishments on Fulton Mall.

Myrtle Avenue is a major arterial that runs east-west across Brooklyn to Lefferts Boulevard in Queens. From Jay Street east to Duffield Street, Myrtle Avenue becomes Myrtle Promenade, which is dedicated exclusively for the use of pedestrians. Myrtle Promenade is complemented by benches, planted medians, and distinctive pavers and lighting. This pedestrian path offsets to the south and is continued one block to the west of Jay Street by the plaza located to the south of the Marriot Hotel. The New York City Bicycle Master Plan recommends the use of Myrtle Avenue as a bicycle route.



Myrtle Promenade is dedicated exclusively to pedestrians

3.2.2 Sidewalks

The distinctive masonry sidewalks along Fulton Mall are a full 25 feet wide, allowing ample room for the benches, planters, and other street furniture that line the mall. On Jay Street, however, the sidewalks become much narrower than those on Fulton Street.

The sidewalks along Jay Street are 13 feet wide, although the effective sidewalk widths are narrowed to six feet in some locations by subway entrances, vendors and street furniture. During peak hours, Willoughby Street's 14 foot wide sidewalks adjacent to its intersection with Jay Street become congested with a high volume of office workers and shoppers.

3.2.3. Crosswalks

All intersections in the primary study area have crosswalks. At the intersection of Fulton Street and Jay Street, there are ladder crosswalks varying in width from 18 to 24 feet, and curb cuts that span from one side of the curb to the other on each corner. The crosswalks on Willoughby Street are standard pedestrian crosswalks, which range in width from ten to 12 feet and have curb cuts at all corners. A 12 foot wide ladder crosswalk spans the service road that is located on the east side of Jay Street between Metrotech Plaza and Willoughby Street. A ten foot wide mid-block ladder crosswalk connects the subway entrance at Metrotech Center to the west side of Jay Street, just north of the pedestrian plaza adjacent to the Marriot hotel.



Distinctive lighting exists in Metrotech

3.2.4 Lighting

A variety of distinctive lampposts and luminaires exists in the primary study area, including bishop's crook and suburban lights along Fulton Street, as well as clustered flood lights mounted on very high posts in the mall. In the Metrotech area and in front of the Marriot there are several distinctive, custom lighting styles that are sleek and modernist. The rest of the area, including Jay Street between Fulton and Metrotech, has cobra head lighting.

3.3 TRAFFIC

3.3.1 Automobile

Jay Street is a major through street that runs through the Metrotech Center. Automobiles are not permitted to turn onto or off of Jay Street at Willoughby Street or Fulton Street, with the exception of permitted left turns from the northbound side of Jay Street on to Willoughby Street. Many double parked vehicles were observed to be causing traffic congestion along Jay Street. Many of the loading zones along Jay Street were observed to be used by cars displaying police permits, resulting in a number of commercial vehicles loading and unloading merchandise in bus stops. The west side of Jay Street from Willoughby to the Hotel is an NYPD "self enforcement" zone. Most of the parking spaces on the west side of Jay Street between Willoughby Street and Myrtle Avenue were also observed to be in use by vehicles displaying police permits.

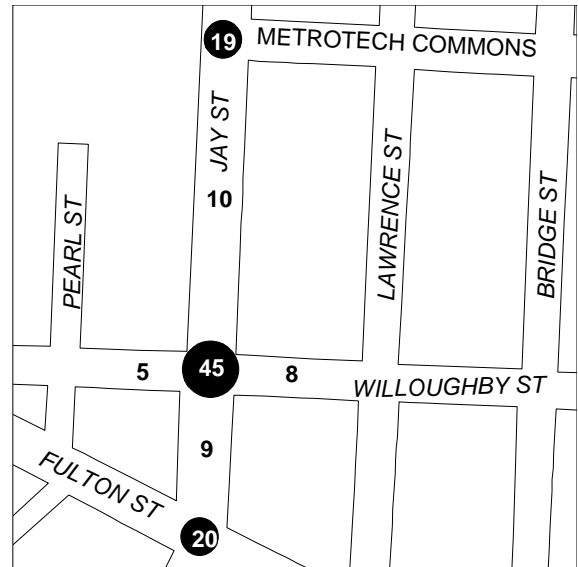
Traffic volumes on Willoughby Street were relatively low in comparison to Jay Street. However, due to commercial vehicles loading and unloading merchandise, the street often becomes congested. The 32 foot wide roadway leaves little room for a car to double park without blocking the flow of traffic. The north curb is regulated between the hours of 10:00 AM and 4:00 PM to accommodate truck loading and unloading. A “No Permit Zone” is now in effect on Willoughby Street from Duffield Street (the next street west of Bridge Street) to Jay Street.

Fulton Street is only used by buses and trucks with special permits. Although the traffic volumes are not particularly heavy, the high volume of pedestrians often impedes vehicular traffic. Commercial vehicles were observed parking on the sidewalks to load and unload merchandise.

A number of vehicular accidents occurred on Jay Street between the years 1996-1998 inclusive. The highest number of accidents, 48, occurred at the intersection of Jay Street and Willoughby Street. Another 20 accidents occurred at the intersection of Jay Street and Fulton Street, while 19 occurred at the intersection of Jay Street and Myrtle Avenue. A smaller number of accidents also occurred in the mid-block areas of Jay Street between Fulton Street and Myrtle Avenue, and on Willoughby Street between Pearl Street and Lawrence Street. Since the accident data has been compiled a traffic signal has been installed at the service road, along Jay Street.

3.3.2 Bus

There is an extensive network of buses that serves the primary study area. The B25, B26, B38 and B52 buses run east-west along Fulton Street. The B25 and B26 continue along Fulton Street while the B38 and B52 turn off Fulton Street and travel along Lafayette Avenue and Greene Avenue, respectively. Fulton Street has large distinctive bus shelters with benches and telephones. The lower volume of passengers that were observed boarding the westbound buses may be attributed to the fact that three of the bus lines that travel west along Fulton Street terminate at Cadman Plaza, and one at Fulton Landing.



Total accidents that occurred at an intersection (1996 - 1998)

Total accidents that occurred mid-block (1996 - 1998)



Looking north along Jay Street from Willoughby

The B26, B57, B67, B61, B75, and B54 buses run north-south along Jay Street. The B61 travels from Red Hook through Downtown Brooklyn, all the way north to Hunters Point, Queens. The B57 travels from Ridgewood, Queens and terminates just south of the primary study area, on Boreum Place and Schermerhorn Street. The B65 terminates on Smith Street between Livingston Street and Fulton Mall. From there it turns left on to Fulton Mall for one block, and then turns southbound on to Bergen Street where it continues on to Crown Heights. The B26 only travels along Jay Street in the southbound direction and turns onto Fulton Street. The B67 and B75 terminate a few blocks north of the primary study area and serve Windsor Terrace and Kensington. The B54 runs along Myrtle Avenue and turns onto Jay Street from the service road that is located just south of Metrotech.

On the east side of Jay Street there are numerous signs for bus stops, but with different busses stopping at different locations. Not all busses stop at all locations. South of Fulton Street, signage exists for the B65 and B51 buses, although the B61, B57 and B75 also pass through this section of Jay Street. Farther north on the east side of Jay Street, between Fulton Street and Willoughby Street, signage indicates that the B57 and B61 utilize the bus stop. The widened segment of Jay Street in front of Metrotech Plaza contains a bus stop and two signs. One of the signs indicates a list of the buses which stop there. On the west side of Jay Street, signage indicates the B26, B61, B67, and B75 buses. Although many more southbound buses pass the bus stop.

3.3.3 Pedestrian

A network of pedestrian streets and plazas exist within the primary study area, including Myrtle Promenade, segments of Lawrence and Bridge Streets, and the pedestrian path which runs between Jay and Adams Street, to the west of Metrotech Center. Quite a few pedestrians were observed to be jay walking across Jay Street between this path and Myrtle Promenade.

Fulton Street was observed to have the highest pedestrian volumes in the primary study area. In the immediate vicinity of the Jay Street-Borough Hall station, Fulton Street is primarily a pedestrian mall. Vehicular traffic, with the exception of buses and some trucks, is not permitted between Flatbush Avenue Extension and Adams Street. Wide sidewalks and numerous amenities such as distinctive bus shelters with benches and phone booths make this a pleasant area for pedestrians and shoppers.



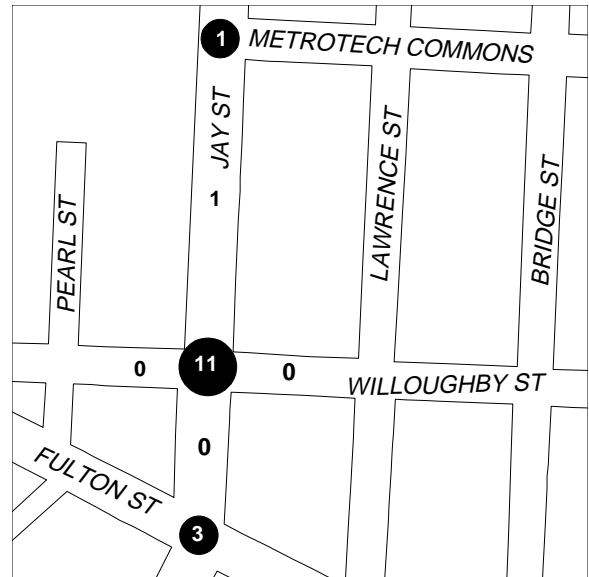
Scaffolding at 370 Jay Street.



Several buses stop along Jay Street.

The pedestrian amenities that are present on Fulton Street do not carry over onto the connecting side streets, where shoppers, office workers and people waiting for buses compete for passage space on the narrower sidewalks. The semi-enclosed plaza located at 370 Jay Street provides some open space for pedestrians, however, the scaffolding located outside of this plaza constricts the sidewalk and prevents natural light from illuminating the area. Pedestrian volumes were observed to be reduced between Willoughby Avenue and Metrotech Center, where the land usage is less commercial.

Between the years 1996 to 1998 inclusive, 11 pedestrian accidents occurred at the intersection of Jay Street and Willoughby Street. Another three accidents occurred at the intersection of Jay Street and Fulton Street. One accident occurred at the intersection of Myrtle Avenue and Jay Street, while another occurred in the mid-block area of Jay Street between Myrtle Avenue and Willoughby Street.



Pedestrian accidents that occurred at an intersection (1996 - 1998)

Pedestrian accidents that occurred mid-block (1996 - 1998)



Pedestrian Plaza located next to 370 Jay St.

JAY STREET APPENDICES

APPENDIX 1: 1990 CENSUS DATA

Population Data by Age and Census Tract

APPENDIX 2: 1990 CENSUS DATA

Journey to Work - Workers by place of residence

Reverse Journey to Work - Workers by place of employment

APPENDIX 3: 1996-1998 ACCIDENT DATA

Accidents by Node/s

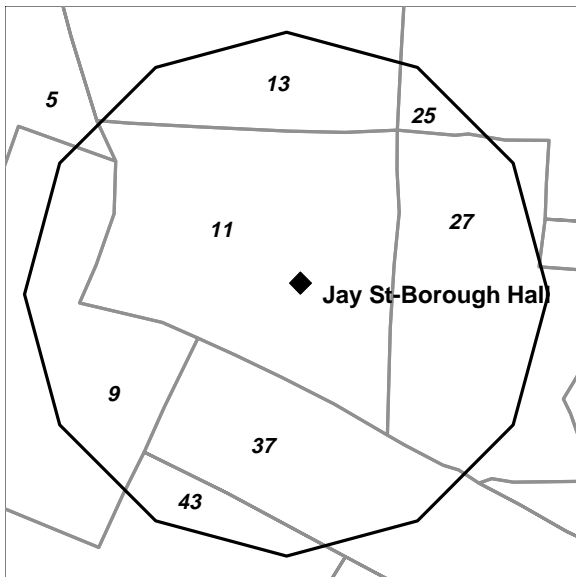
APPENDIX 4: SIGNAL TIMING DATA

APPENDIX 5: INVENTORY OF EXISTING CONDITIONS

APPENDIX 1: 1990 CENSUS DATA

Population data by age

Tract	Total	0-5 yrs	6-11 yrs	12-16 yrs	17-21 yrs	22-64 yrs	65-69 yrs	70-74 yrs	75-79 yrs	80-84 yrs	85+ yrs
5	5995	235	118	124	116	4526	174	201	132	212	157
9	1823	118	62	28	57	1376	39	78	35	23	7
11	73	0	0	0	0	51	13	0	0	0	9
13	1662	62	33	34	56	1285	87	35	35	23	12
25	1505	243	157	173	152	682	24	31	32	6	5
27	577	32	0	22	47	390	61	0	0	9	16
31	3297	190	318	168	226	1825	138	115	104	143	70
37	271	5	0	7	27	217	7	0	8	0	0
43	2959	120	102	73	287	2209	49	62	28	25	4
People	18162	1005	790	629	968	12561	592	522	374	441	280
Percent	100%	5.5%	4.3%	3.5%	5.3%	69.2%	3.3%	2.9%	2.1%	2.4%	1.5%



Source: US Bureau of Census, 1990, STF 3

APPENDIX 2: 1990 CENSUS DATA

Journey to Work - Workers by place of residence

Census Tract	005	009	011	013	025	027	031	037	043	Total	Percent
Car, Truck, or Van	358	103	0	134	26	77	109	15	187	1009	10.5%
Carpool	115	40	0	53	7	0	14	0	58	287	3.0%
Bus or Trolley	19	27	0	73	58	61	57	0	53	348	3.6%
Streetcar, Trolley	0	27	0	0	0	0	5	0	0	32	0.3%
Subway or Elevated	2381	876	12	613	97	68	693	128	637	5505	57.5%
Railroad	30	0	0	6	0	8	10	0	0	54	0.6%
Ferry	10	0	0	0	0	0	0	0	0	10	0.1%
Taxi	118	0	0	12	0	0	37	0	0	167	1.7%
Motorcycle	0	0	0	0	8	0	0	0	0	8	0.1%
Bike	0	8	0	9	3	0	0	0	9	29	0.3%
Walk	573	146	0	209	71	69	392	0	200	1660	17.4%
Other	20	0	0	6	0	0	0	12	0	38	0.4%
Work at Home	205	70	0	42	6	0	29	0	67	419	4.4%

Reverse Journey to Work - Workers by place of employment

Census Tract	005	009	011	013	025	027	031	037	043	Total	Percent
Car, Truck, or Van	985	8086	6218	3172	436	1037	383	3719	813	24849	27.6%
Carpool	445	3258	1987	833	72	432	171	1254	264	8716	9.7%
Bus or Trolley	435	4258	3152	1645	143	608	143	1837	319	12540	13.9%
Streetcar, Trolley	0	76	39	32	0	23	18	70	6	264	0.3%
Subway or Elevated	1009	10663	10460	4090	277	1382	372	5588	697	34538	38.3%
Railroad	60	1167	1382	397	50	189	29	649	91	4014	4.5%
Ferry	0	80	106	0	0	0	6	27	0	219	0.2%
Taxi	17	185	135	53	0	5	0	60	9	464	0.5%
Motorcycle	10	19	20	17	0	0	0	32	0	98	0.1%
Bike	24	148	104	63	0	0	0	79	4	422	0.5%
Walk	462	1111	461	257	80	82	151	276	204	3084	3.4%
Other	9	228	93	65	21	28	0	97	0	541	0.6%
Work at Home	205	70	0	42	6	0	29	0	67	419	0.5%

Source: US Bureau of Census, 1990, STF 3

APPENDIX 3:**1996-1998****Accident Data****Accidents by node/s**

Node/s	Year	Accidents	Reportable	Fatalities	Injuries	Pedestrians
24454	1996	9	2	0	2	1
24454	1997	4	1	0	1	0
24454	1998	7	2	0	2	2
24454	3 yr total	20	5	0	5	3
24453	1996	9	5	0	5	4
24453	1997	23	7	0	6	5
24453	1998	13	5	0	4	2
24453	3 yr total	45	17	0	15	11
24449 24453	1996	3	0	0	0	0
24449 24453	1997	3	0	0	0	0
24449 24453	1998	2	0	0	0	0
24449 24453	3 yr total	8	0	0	0	0
24453 24455	1996	3	0	0	0	0
24453 24455	1997	2	0	0	0	0
24453 24455	1998	0	0	0	0	0
24453 24455	3 yr total	5	0	0	0	0
24452 24453	1996	5	1	0	1	0
24452 24453	1997	2	1	0	1	1
24452 24453	1998	3	2	0	2	0
24452 24453	3 yr total	10	4	0	4	1
24453 24454	1996	5	1	0	1	0
24453 24454	1997	4	2	0	2	0
24453 24454	1998	0	0	0	0	0
24453 24454	3 yr total	9	3	0	3	0
24452	1996	6	0	0	0	0
24452	1997	5	1	0	1	1
24452	1998	8	2	0	1	0
24452	3 yr total	19	3	0	2	1

Intersection
FULTON ST AND JAY ST AND SMITH ST
FULTON ST AND JAY ST AND SMITH ST
FULTON ST AND JAY ST AND SMITH ST
FULTON ST AND JAY ST AND SMITH ST
JAY ST AND WILLOUGHBY ST
JAY ST AND WILLOUGHBY ST
JAY ST AND WILLOUGHBY ST
JAY ST AND WILLOUGHBY ST
WILLOUGHBY ST BETWEEN JAY ST AND LAWRENCE ST
WILLOUGHBY ST BETWEEN JAY ST AND LAWRENCE ST
WILLOUGHBY ST BETWEEN JAY ST AND LAWRENCE ST
WILLOUGHBY ST BETWEEN JAY ST AND LAWRENCE ST
WILLOUGHBY ST BETWEEN JAY ST AND PEARL ST
WILLOUGHBY ST BETWEEN JAY ST AND PEARL ST
WILLOUGHBY ST BETWEEN JAY ST AND PEARL ST
WILLOUGHBY ST BETWEEN JAY ST AND PEARL ST
JAY ST BETWEEN WILLOUGHBY ST AND MYRTLE AVE
JAY ST BETWEEN WILLOUGHBY ST AND MYRTLE AVE
JAY ST BETWEEN WILLOUGHBY ST AND MYRTLE AVE
JAY ST BETWEEN WILLOUGHBY ST AND MYRTLE AVE
JAY ST BETWEEN WILLOUGHBY ST AND FULTON ST
JAY ST BETWEEN WILLOUGHBY ST AND FULTON ST
JAY ST BETWEEN WILLOUGHBY ST AND FULTON ST
JAY ST BETWEEN WILLOUGHBY ST AND FULTON ST
JAY ST AND MYRTLE AVE
JAY ST AND MYRTLE AVE
JAY ST AND MYRTLE AVE
JAY ST AND MYRTLE AVE

APPENDIX 4: SIGNAL TIMING DATA

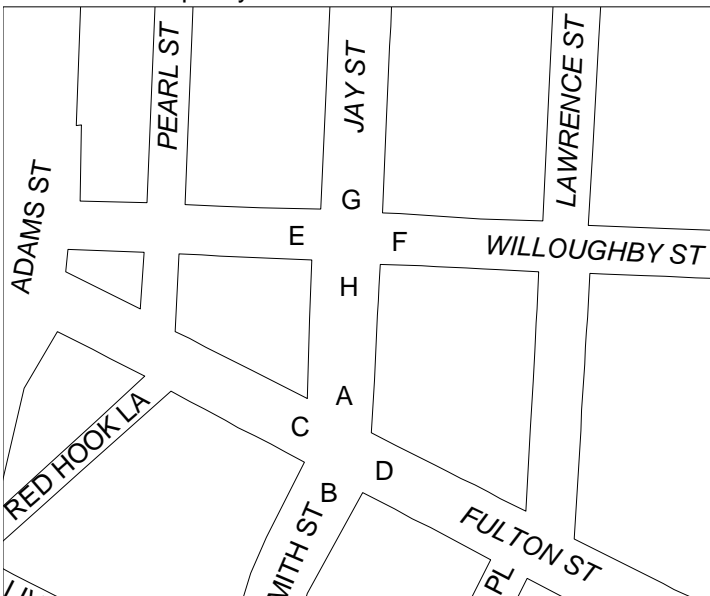
Fulton and Jay Street

INTERSECTION INDICATOR	CROSSWALK ORIENTATION	TRAFFIC FLOW	TIME
A	Crossing Jay St along north side of Fulton St	Fulton St.	All day
B	Crossing Smith St along south side of Fulton St	Fulton St.	All day
C	Crossing Fulton St along west side of Jay St	Jay St.	All day
D	Crossing Fulton St along east side of Jay St	Jay St.	All day

Jay Street and Willoughby Street

INTERSECTION INDICATOR	CROSSWALK ORIENTATION	TRAFFIC FLOW	TIME
E	Crossing Willoughby St along west side of Jay St	Jay St.	All day
F	Crossing Willoughby St along east side of Jay St	Jay St.	All day
G	Crossing Jay St along north side of Willoughby St	Willoughby St.	All day
H	Crossing Jay St along south side of Willoughby St	Willoughby St.	All day

Intersection Map: Jay Street



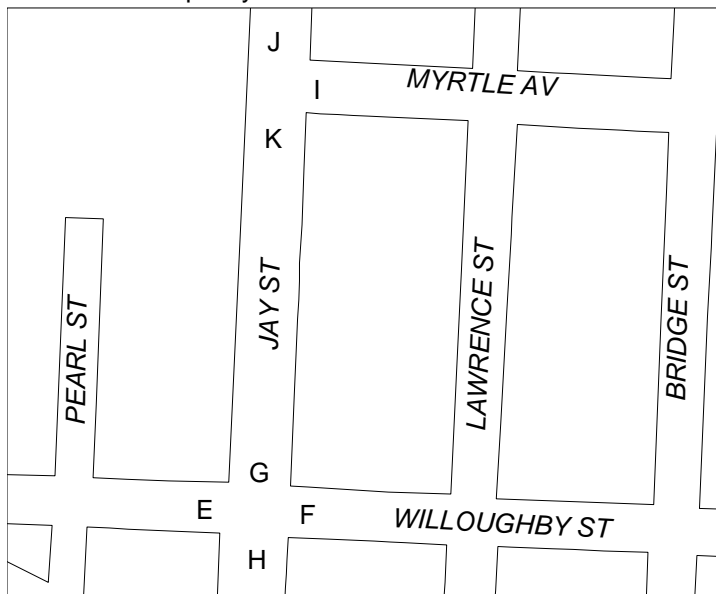
Fulton and Jay Street

GREEN	AMBER	RED	CYCLE TIME	Crosswalk Length	Crosswalk Width	Total Pedestrian Crossing Time (Green and Amber)	Adjusted Pedestrian Crossing Time (Green Only)	Estimated Time Required to Cross Street*	Preliminary Estimation of Sufficient Crossing Time
seconds	seconds	seconds	seconds	feet	feet	seconds	seconds	seconds	
30	3	2	90	52	25	33	30	13	Sufficient
30	3	2	90	52	25	33	30	13	Sufficient
50	3	2	90	23	20	53	50	5.75	Sufficient
50	3	2	90	23	18	53	50	5.75	Sufficient

Jay Street and Willoughby Street

GREEN	AMBER	RED	CYCLE TIME	Crosswalk Length	Crosswalk Width	Total Pedestrian Crossing Time (Green and Amber)	Adjusted Pedestrian Crossing Time (Green Only)	Estimated Time Required to Cross Street*	Preliminary Estimation of Sufficient Crossing Time
seconds	seconds	seconds	seconds	feet	feet	seconds	seconds	seconds	
49	3	2	90	32	12	52	49	8	Sufficient
49	3	2	90	32	12	52	49	8	Sufficient
31	3	2	90	53	11.5	34	31	13.25	Sufficient
31	3	2	90	53	11	34	31	13.25	Sufficient

Intersection Map: Jay Street



Jay Street and Myrtle Avenue*

INTERSECTION INDICATOR	CROSSWALK ORIENTATION	TRAFFIC FLOW	TIME
I	Crossing Myrtle St along east side of Jay St	Jay St.	All day
J	Crossing Jay St along north side of Willoughby St	Willoughby St.	All day
K	Crossing Jay St along south side of Willoughby St	Willoughby St.	All day

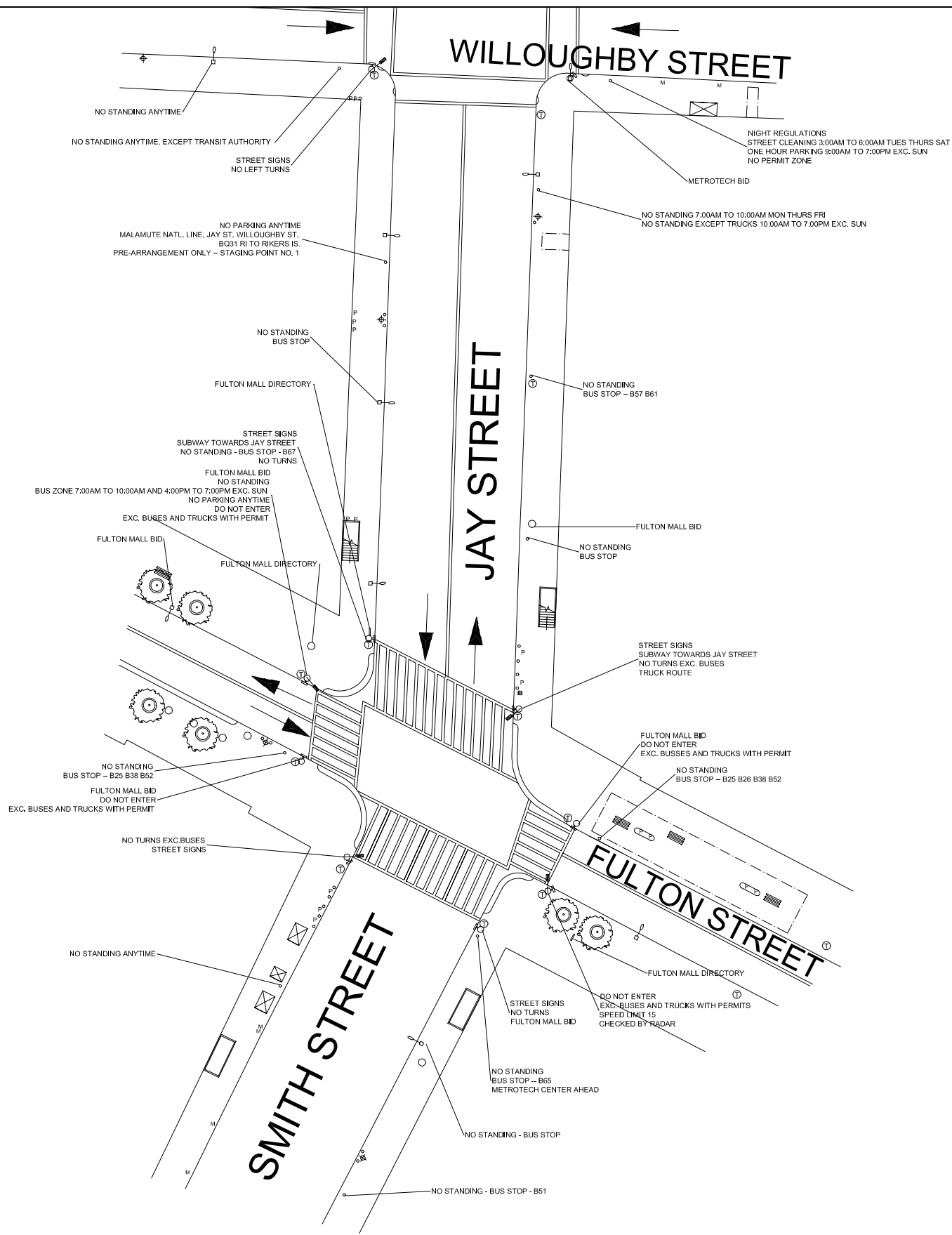
* Outside of study area, informational purposes only.

Jay Street and Myrtle Avenue

GREEN	AMBER	RED	CYCLE TIME	Crosswalk Length	Crosswalk Width	Total Pedestrian Crossing Time (Green and Amber)	Adjusted Pedestrian Crossing Time (Green Only)	Estimated Time Required to Cross Street*	Preliminary Estimation of Sufficient Crossing Time
seconds	seconds	seconds	seconds	feet	feet	seconds	seconds	seconds	
49	3	2	90	*	*	52	49	*	*
31	3	2	90	*	*	34	31	*	*
31	3	2	90	*	*	34	31	*	*

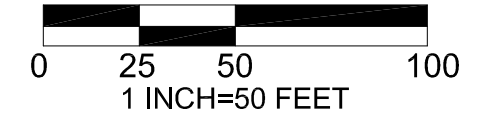
* Outside of study area, informational purposes only.

Source: NYC DOT



**JAY STREET-
BOROUGH HALL
FULTON LINE**

DEPARTMENT OF CITY PLANNING
TRANSPORTATION DIVISION
2 LAFAYETTE, RM 1200
NEW YORK, NY 10007



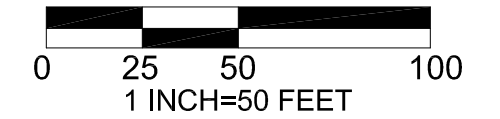
SURVEYED: JULY 17, 2000
MAPPED: OCTOBER 16, 2000
REVISIONS: NOVEMBER 7TH, 2000

-  SUBWAY ENTRANCE
-  STREET TREE
-  MARQUEES / AWNINGS
-  DRIVEWAY / CURB CUTS
-  STREET VENDOR
-  BENCH
-  PEDESTRIAN SIGNAL
-  TRAFFIC SIGNAL
-  STREET LIGHT
-  TRASH CAN
-  DUMPSTER
-  SIGNAGE
-  PARKING METER
-  FIRE HYDRANT
-  PHONE
-  MAIL BOX
-  BOLLARD



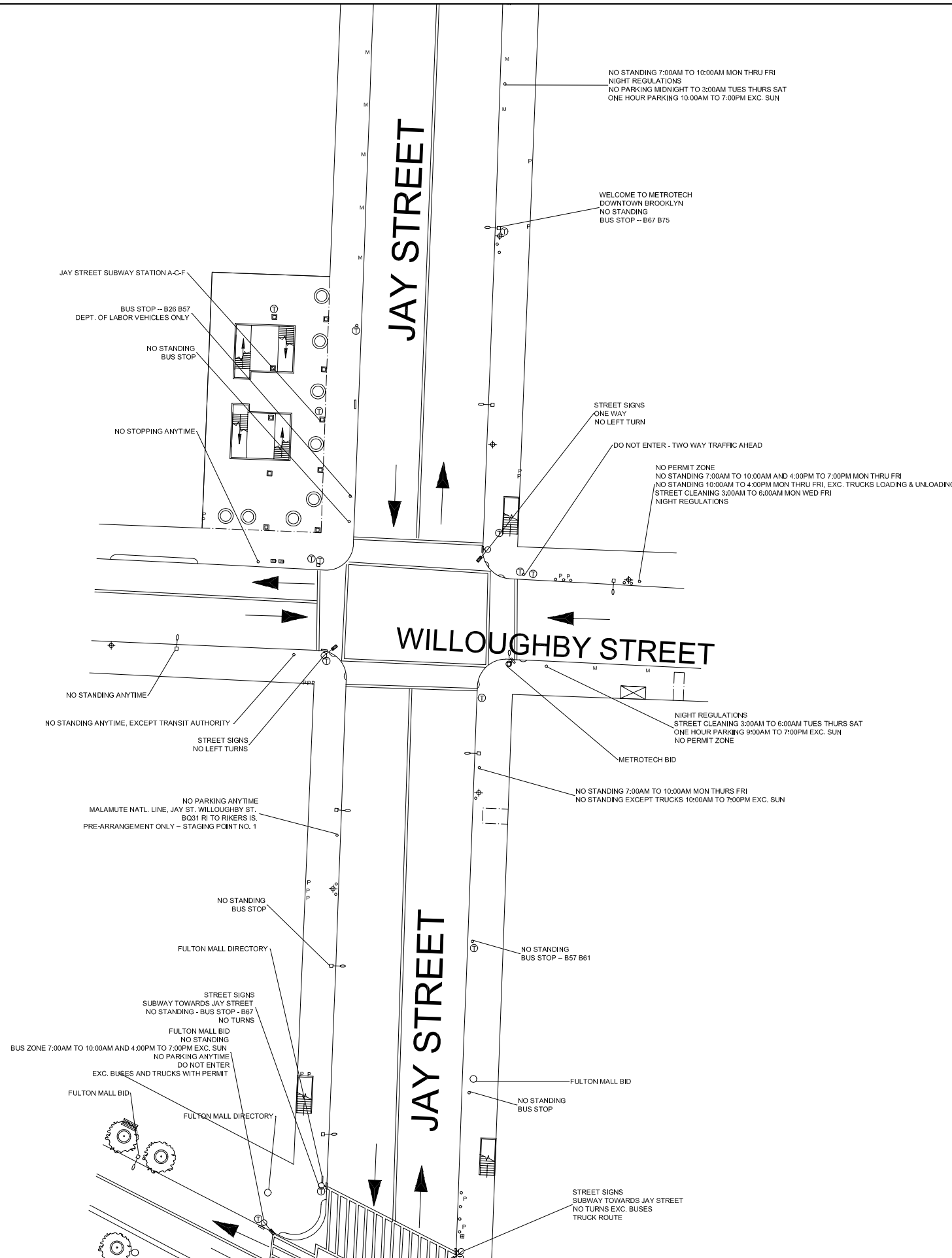
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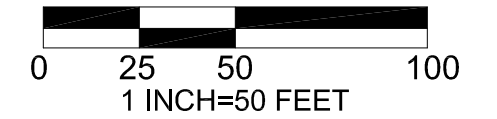
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REVISIONS: NOVEMBER 7TH, 2000

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