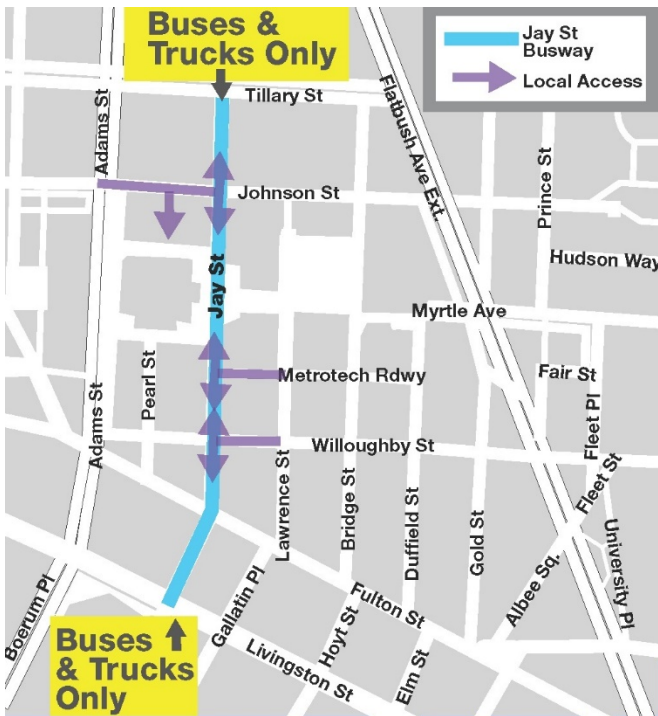


# BETTERBUSES

## Jay Street Busway Pilot Smith St./Livingston St. to Jay St./Tillary St.

### The project will:

- Increase bus speeds and bus reliability along the corridor
- Serve seven routes that carry 46,000 passengers per weekday
- Help improve travel times for vulnerable communities and essential workers
- Create a complete street that improves bicycle and pedestrian safety
- Ease congestion on designated truck route
- Reduce the impact of illegal parking



### How it works:

- Buses, trucks, and bicycles only permitted to enter Jay Street from north and south
- Local access from east and west
- Johnson Street converted to one-way eastbound to provide local access
- Smith Street/Jay Street protected bicycle lane maintained and enhanced
- Increase parking enforcement and update curb regulations

The Jay Street Busway Pilot is part of **Better Buses Restart**. NYC is speeding up implementation on bus projects citywide to provide faster and more reliable bus service for essential workers and communities impacted by COVID-19.

## Jay Street Busway Pilot Smith St./Livingston St. to Jay St./Tillary St.

### FAQs

#### **Q. Why is the City installing a busway on Jay Street?**

A. Jay Street between Livingston Street and Tillary Street hosts seven bus routes carrying 46,000 passengers. Jay Street is often congested and creates a bottleneck for buses. Midday speeds averaged 3.4 MPH. In Fall 2019, limiting traffic will improve bus travel times, making for faster and more reliable travel for bus passengers.

#### **Q. Will this cause congestion on other streets?**

A. The majority of diverting cars will use major parallel north-south corridors of Boerum Place/Adams Street and Flatbush Avenue, which can handle much more traffic than Jay Street. We will be monitoring traffic changes to nearby streets after implementation to identify potential issues.

#### **Q. How will illegal placard parking be addressed?**

A. This pilot provides an opportunity for a coordinated effort to enforce illegal placard parking, which takes up valuable curb space and results in double parking. In addition, DOT will evaluate curb regulations and adjust where appropriate.

#### **Q. Will Willoughby Street and Lawrence Street Shared Streets/Open Streets be impacted by the busway project.**

A. Portions of Lawrence and Willoughby Streets will serve as an access route to Jay Street for a small number of vehicles. This is compatible with the Willoughby Shared Street. We will be evaluating whether it is feasible to maintain those street segments as Open Streets.

#### **Q. Will there be restrictions on how local traffic can leave Jay Street?**

A. No. Cars can exit the corridor in the most direct way possible, which may include to the south via Smith Street/Livingston Street, or to the north via Jay Street/Livingston Street.

#### **Q. What if I want to catch a ride with a for hire vehicle on Jay Street?**

A. Taxis, Ubers, etc, will be subject to the same regulations as other automobiles and will need to approach from the east or west to pick up passengers.

### Community Outreach

- DOT is committed to public engagement throughout this one year pilot
- A Community Advisory Board will guide the pilot during and after implementation

**After Implementation:** DOT will monitor traffic and make adjustments to the Busway as needed

### For more information and to provide feedback:

- [nyc.gov/busprojects](https://nyc.gov/busprojects)