

# Jay Street Busway Pilot

Community Advisory Board Meeting #3

August 17, 2020



# Outline

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- Busway Pilot Review
- Curb Regulations
- Busway Signage
- Implementation Schedule
- Outreach
- Feedback Portal

# Busway Pilot Review

## 1. Limit north-south through travel to buses and trucks

- Clear cut rules enforced at Tillary/Jay and Smith/ Livingston throughs signs and TEAs

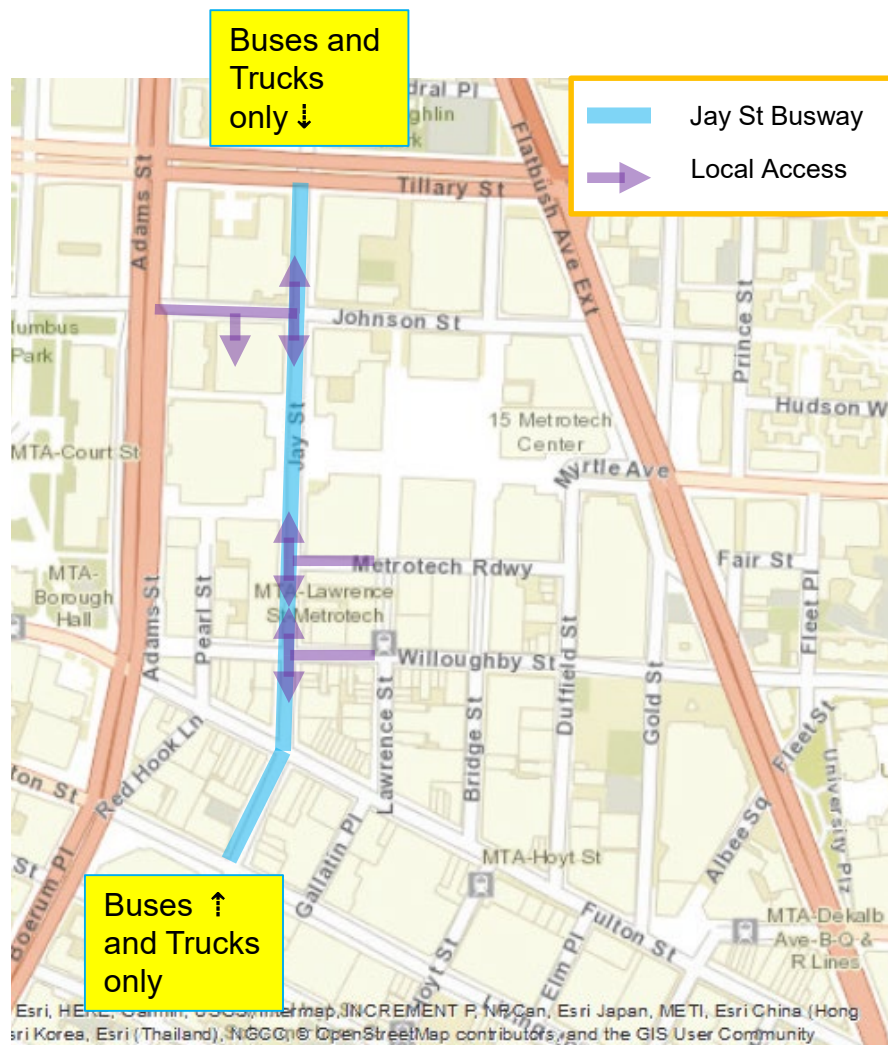
## 2. Allow local access from east and west

- East = Willoughby St & Metrotech Rdwy
- West = Johnson St (Requires one-way reversal)
- Local vehicles can leave corridor in multiple ways

## 3. Reduce illegal permit parking

- Update curb regulations where appropriate
- Enhanced enforcement

## 4. Maintain and improve protected bicycle lane





# Curb Regulations

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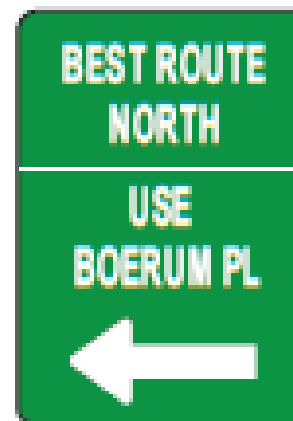
<b>Jay St</b>	<ul style="list-style-type: none"><li>• Maintain existing Authorized Parking</li><li>• Maintain some regulations for essential uses<ul style="list-style-type: none"><li>• For Hire Vehicles</li><li>• Truck Loading</li><li>• No Standing 7-7</li></ul></li><li>• Additional No Stopping zones to discourage illegal parking (infill with bike corrals, planters)</li></ul>
<b>Johnson St</b>	<ul style="list-style-type: none"><li>• North side = No Stopping</li><li>• South side - Authorized Parking for District Attorney and School Zone</li></ul>
<b>Smith St</b>	<ul style="list-style-type: none"><li>• Temporary No Stopping revert to previous uses where feasible<ul style="list-style-type: none"><li>• For Hire Vehicles</li><li>• Metered parking</li><li>• Authorized Parking</li></ul></li><li>• No Standing 7-10 AM on west curb/approach to Atlantic Ave (effectively extends left turn bay)</li></ul>

# Busway Signage

## Northbound Approach



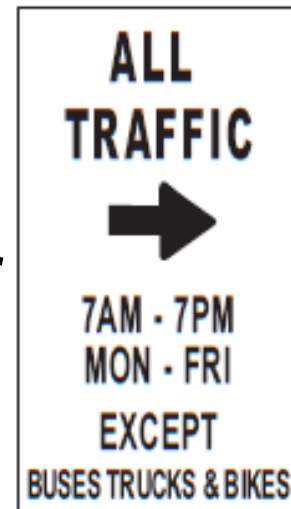
## Advance Signage



# Busway Signage

## Northbound Approach

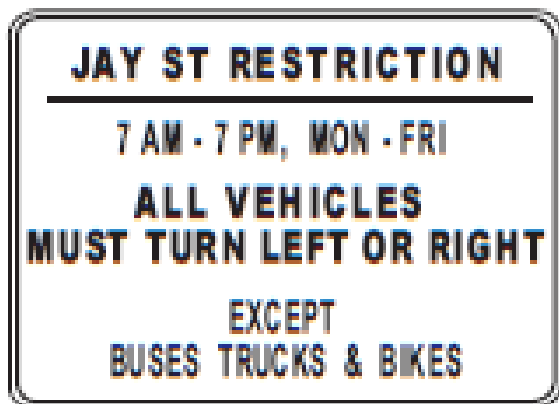
## Gateway Signage



# Busway Signage

## Southbound Approach

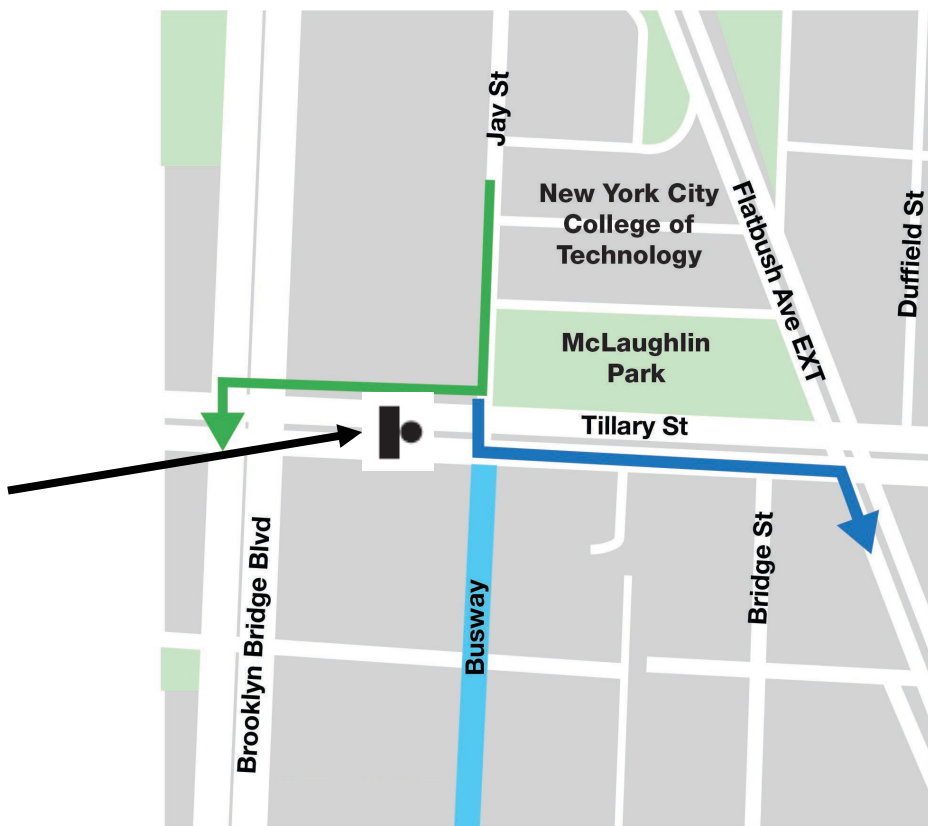
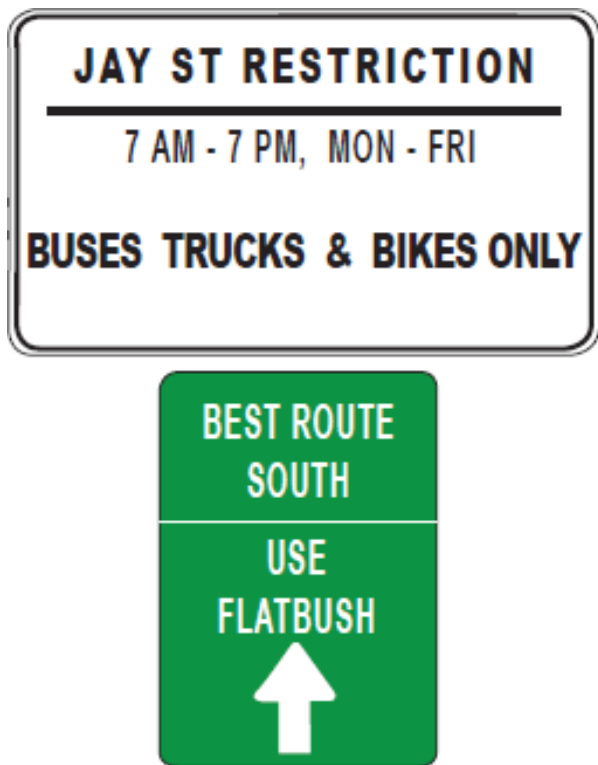
### Advance Signage



# Busway Signage

## Southbound Approach

### Advance Signage

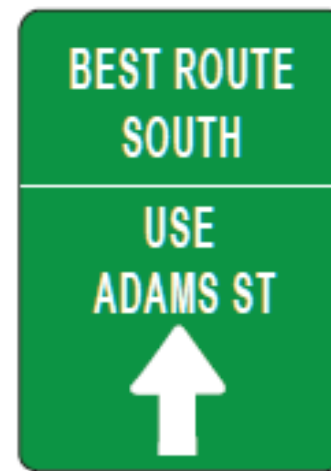
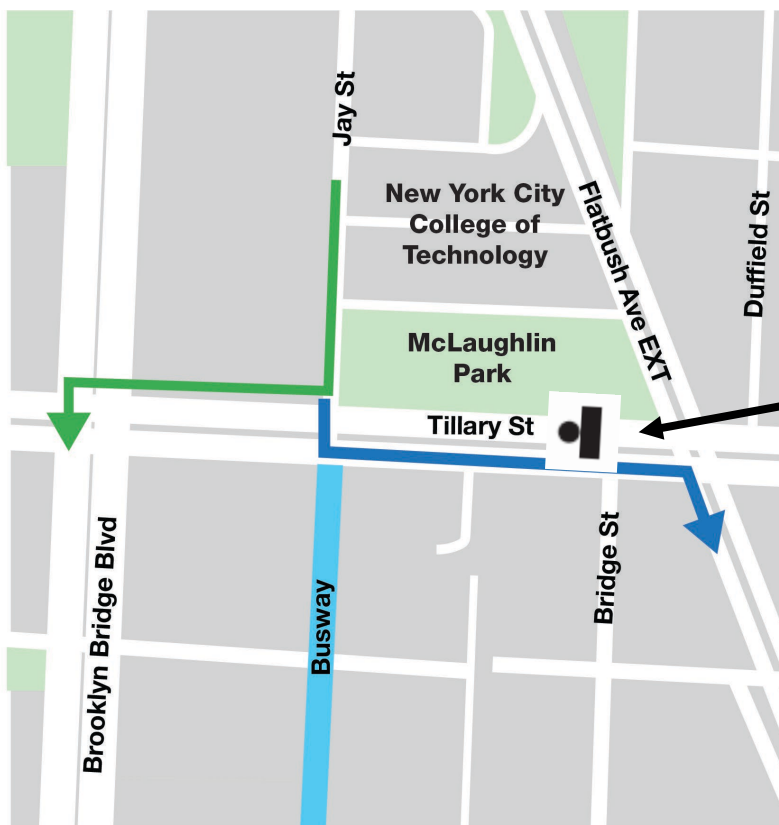




# Busway Signage

## Southbound Approach

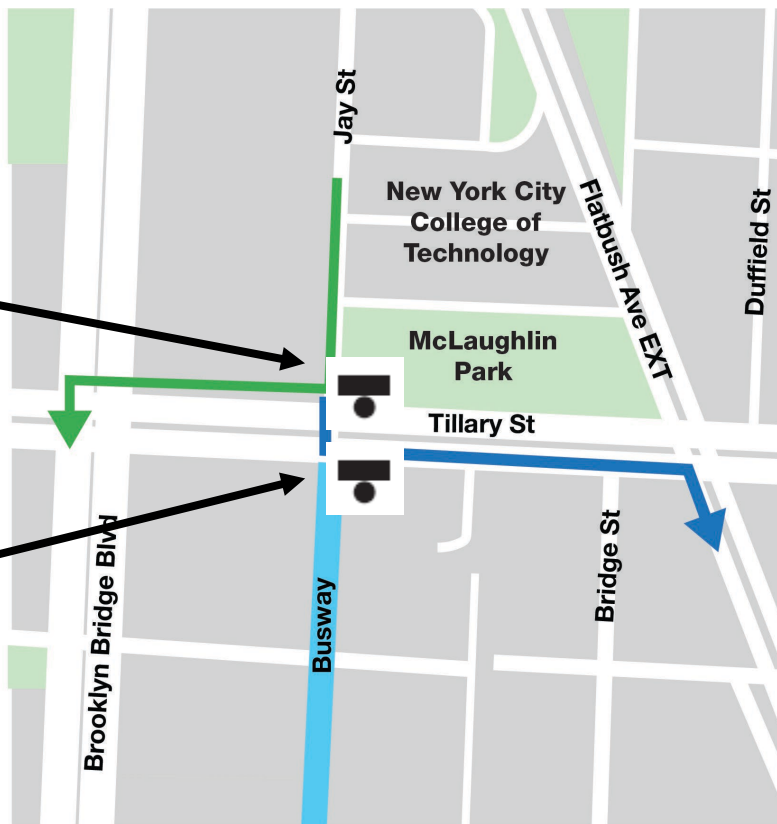
### Advance Signage



# Busway Signage

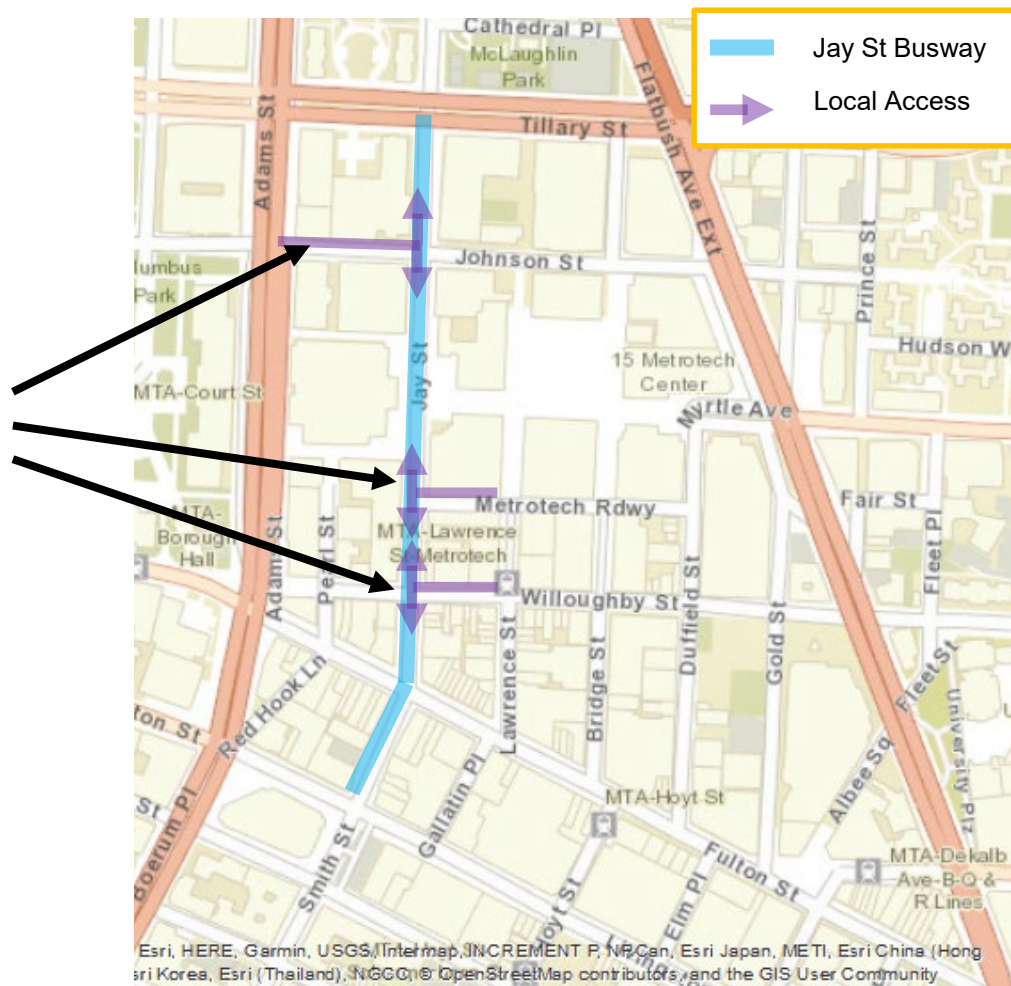
## Southbound Approach

### Gateway Signage



# Busway Signage

## Local Access Signage



# Implementation Timeline



## Week of August 17

- Pre-implementation monitoring
- Outreach

## Week of August 24

- Install signs
- Install markings, paint, and vertical elements
- Outreach

## Week of August 31

- Complete work
- Busway in effect



# Outreach

## What's Happening Here?

- Social Media
- Share with CAB
- Post in pilot area

## What's Happening Here?

Increase Bus Speeds  
and Reliability

Add Protected Bike Lanes



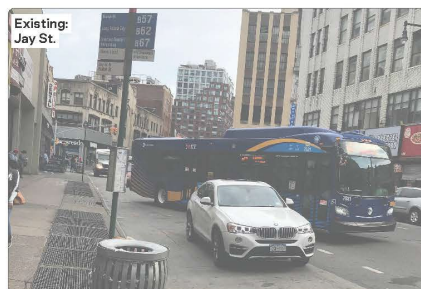
Improve Pedestrian Safety

Calm Traffic

NYC DOT will implement safety and transit improvements on Jay and Smith Streets between Tillary Street and State Street:

- Restrict traffic on Jay Street between Tillary Street and Livingston Street to buses, trucks, and local access only (no thru traffic), Monday through Friday, 7 AM - 7 PM
- Install new protected bike lanes on Smith Street between State Street and Fulton Street
- Add protected bike lane on Jay Street between Johnson Street and Tillary Street
- Reverse direction of traffic on Johnson Street between Adams Street and Jay Street and install a protected bike lane
- Install painted pedestrian refuge islands at Livingston Street, Metrotech Roadway, Myrtle Plaza, and Johnson Street

Implementation starts in Late August



Contact NYC DOT Brooklyn Borough Commissioner's Office at 646.892.1350 or visit [nyc.gov/dot](http://nyc.gov/dot). Sign up for NYC DOT updates at [nyc.gov/dotnews](http://nyc.gov/dotnews).

**BETTER BUSES**  
Restart

**VISION ZERO**

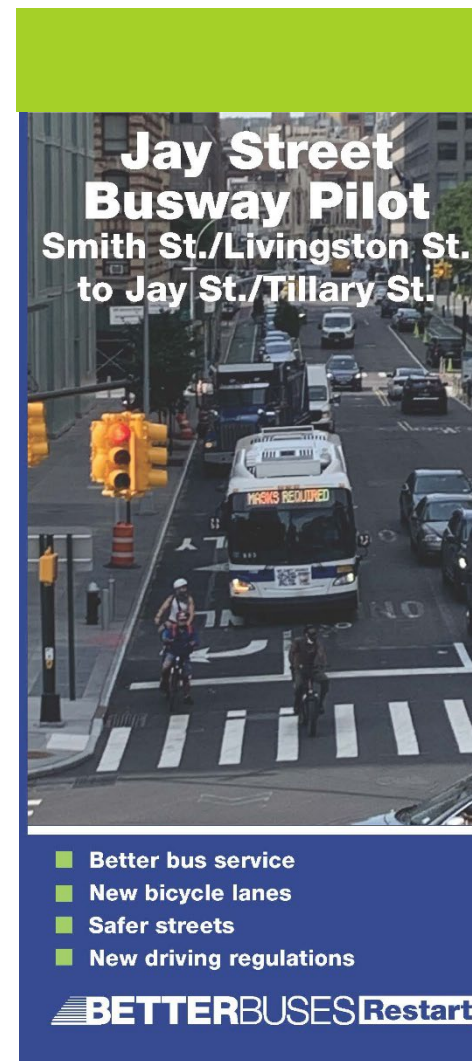
**NEW YORK CITY DOT**  
NYC 311



# Outreach

## Tri-fold

- Distribute in pilot area
- Share with CAB



## New Jay Street Regulations

### 7 am – 7 pm Monday through Friday

- Only buses, trucks, and bikes may enter Busway at Jay St./Tillary St. (southbound) and Smith St./Livingston St. (northbound) — no exceptions.
- All other vehicles may make local trips to access the curb and garages\* via Johnson St. (to be reversed), Willoughby St., or MetroTech Roadway.
- No restrictions on how local access vehicles exit the busway.
- All northbound vehicles approaching Smith St./Livingston St. must turn right. Motorists wishing to access Boerum Pl. are encouraged to turn left at Atlantic Av. or Schermerhorn St.

\*Includes One MetroTech garage on Lawrence Street

### All Other Times

- Busway restrictions above not in effect.

**Johnson St. between Adams St. and Jay St. reversed from one-way westbound (towards Adams St.) to one-way eastbound (towards Jay St.) AT ALL TIMES.**

**Learn more at:**  
[nyc.gov/busprojects](http://nyc.gov/busprojects)

**Contact:**  
NYC DOT Brooklyn Borough  
Commissioner's Office  
646.892.1350

## Frequently Asked Questions

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

Jay Street between Livingston Street and Tillary Street hosts seven bus routes carrying 46,000 passengers. Jay Street is often a congested bottleneck. Limiting traffic will improve bus travel times, making for faster and more reliable travel.

### Why are trucks allowed?

Jay Street is a designated truck route. Allowing trucks helps to limit truck traffic on side streets.

### Which vehicles are considered trucks?

Any vehicle that has more than two axles OR six or more wheels is considered a truck.

### Where can I be dropped off or picked up?

Pickups and drop-offs are allowed; drivers will need to approach from the east or west. For some, it may be faster to arrange for pickup or drop-off outside of the busway.

### Will this cause congestion on other streets?

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. DOT will be monitoring traffic changes to nearby streets after implementation to identify potential issues.

### How will illegal parking be addressed?

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.

### How is the busway enforced?

Vehicles illegally entering the busway are subject to NYPD and automated enforcement. Traffic agents will also enforce illegal parking.

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



- Better bus service
- New bicycle lanes
- Safer streets
- New driving regulations



**BETTER BUSES Restart**

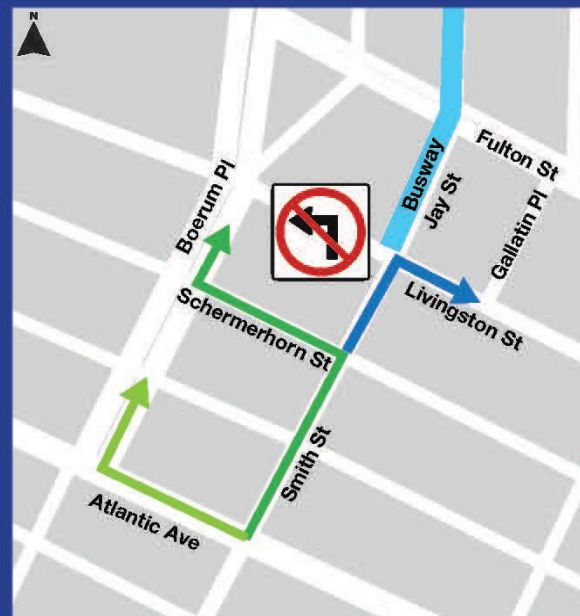


# Jay Street Busway Pilot – Local Access & Diversion Routes

**Local Access to  
Jay Street Busway**  
7 AM to 7 PM,  
Monday through Friday






**Diversion Routes  
NORTHBOUND**  
7 AM to 7 PM,  
Monday through Friday



**Diversion Routes  
SOUTHBOUND**  
7 AM to 7 PM,  
Monday through Friday



-  Local access via Johnson St  
(converted to one-way eastbound)
-  Local access via Metrotech Rdwy
-  Local access via Willoughby St

-  To Jay St via Johnson St (local access)  
To Tillary St via Boerum Pl (through traffic)
-  To Jay St via Johnson St (local access)  
To Tillary St via Boerum Pl (through traffic)
-  To Jay St via Willoughby St or Metro-  
tech Rdwy (local access)  
To Flatbush Ave via Livingston St  
(through traffic)

-  To Jay St via Johnson St (local access)  
To Boerum Pl via Tillary St (through traffic)
-  To Jay St via Willoughby St or  
Metrotech Rdwy (local access)  
To Flatbush Ave via Tillary St  
(through traffic)

# Feedback Portal

New York City Department of Transportation  
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## Jay Street Busway

We want to hear from you! Provide comments by choosing a focus area below and following the instructions that pop up. Please be as specific as you can.

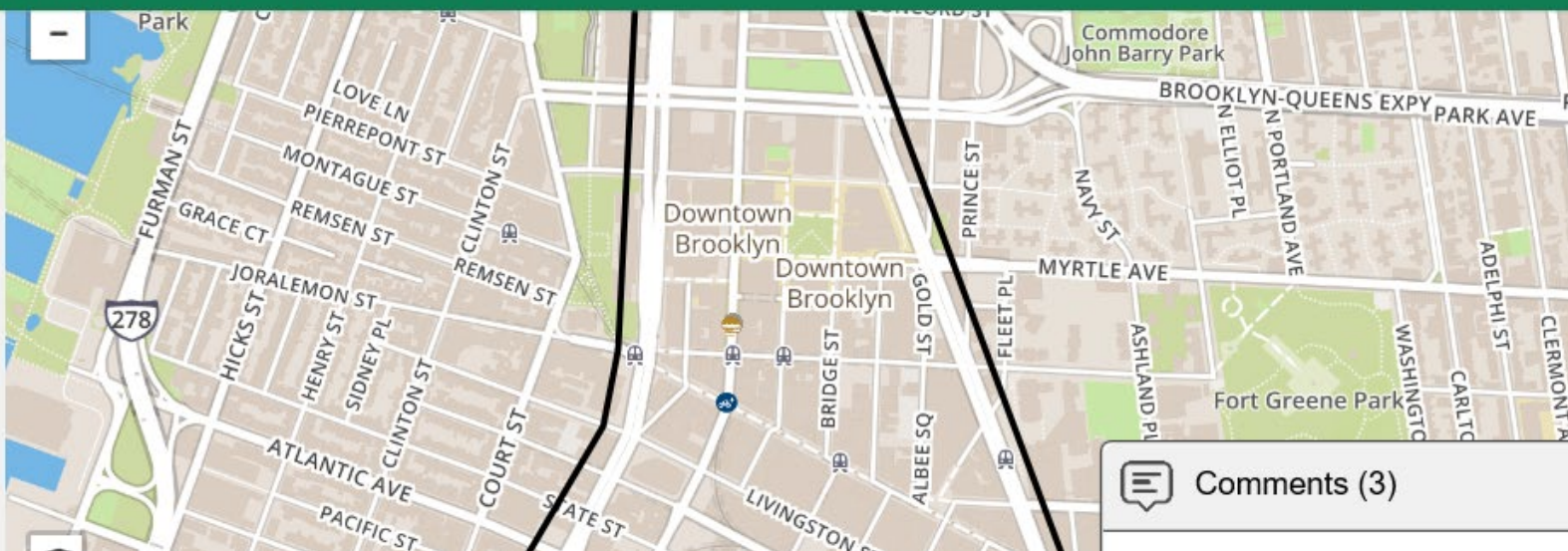
Project Home



Jay Street  
Busway  
Feedback  
Map



Documents



# Thank You!

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## Questions?



NYC DOT



NYC DOT



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NYC DOT