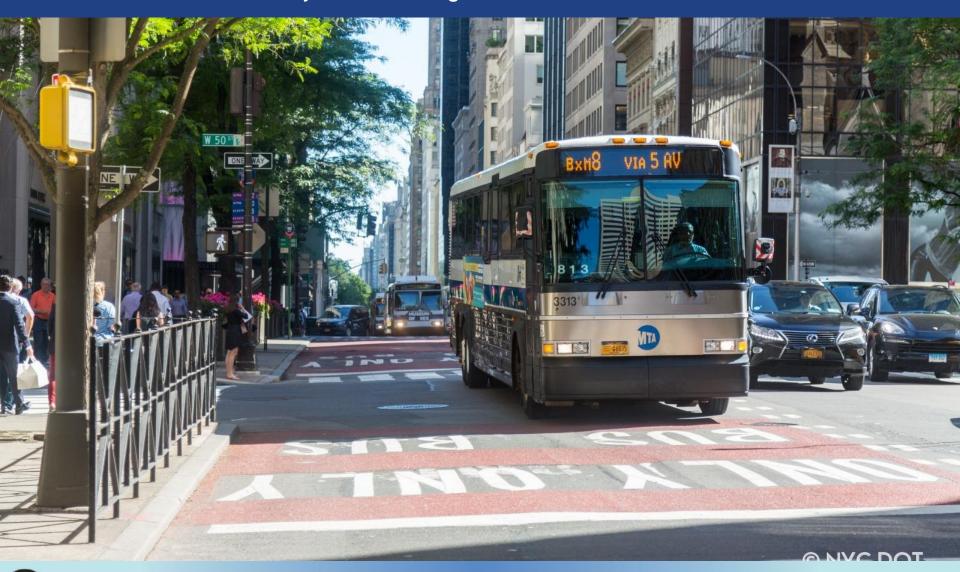
## 5<sup>th</sup> Avenue Complete Street

Presentation to Community Board 5, August 24, 2020







#### **Table of Contents**

- Background
- 5<sup>th</sup> Avenue Complete Street Proposal
- Next Steps







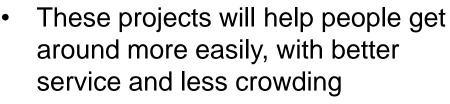
#### **Better Buses Restart**

#### Recovery Plan

- In June, Mayor de Blasio announced a plan for fast, reliable transit service during reopening
  - Buses have played a vital role during the shutdown and recovery
  - Bus ridership is already at 54% of pre-Covid levels, while subway ridership is only at 23%
- 5<sup>th</sup> Ave is one of nine new projects announced
- around more easily, with better service and less crowding



Brooklyn







Merrick Blvd

**Bus Lane** 

Hylan Blvd

5<sup>th</sup> Avenue – 57<sup>th</sup> Street to 34<sup>th</sup> Street

- Major commercial/retail corridor and tourist destination
- Critical bus corridor for commuters from across the city
- High pedestrian and cyclist volumes
- Safety concerns
- Community requests for improvements

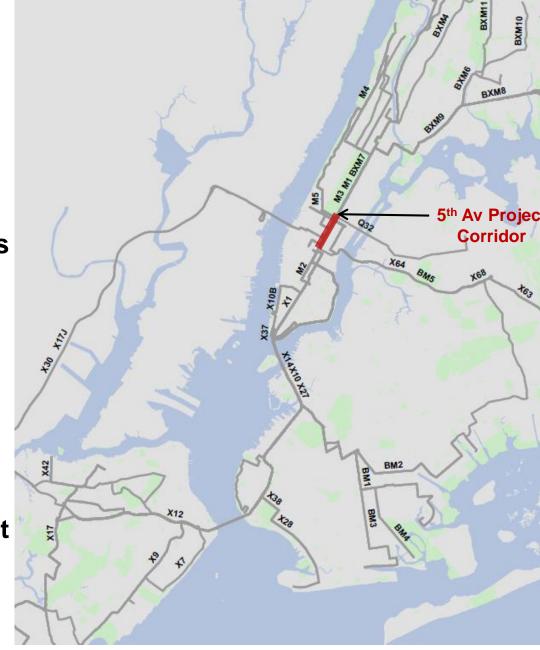






#### Citywide Bus Connections

- 41 different bus routes coming from all 5 boroughs
  - 9 from Brooklyn
  - 9 from the Bronx
  - 6 from Manhattan
  - 4 from Queens
  - 13 from Staten Island
- 60-160 buses per hour throughout the day
- Bus delays here can impact reliability citywide



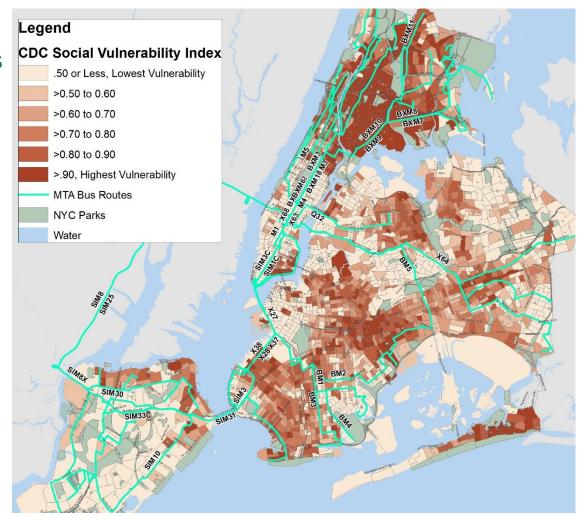




#### Citywide Bus Connections

# Routes connect to outer areas of the city ranking high on CDC's Social Vulnerability Index

- Includes:
  - high poverty
  - low vehicle access
  - aged 65 or older
  - civilians with a disability
- Vital transportation links for communities with limited options





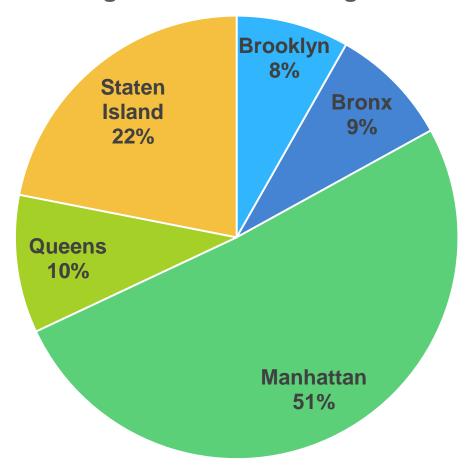


**Bus Ridership** 

# 110,000 daily bus riders on routes serving 5<sup>th</sup> Av (2019)

- 51% from Manhattan routes
- 49% from routes originating in other boroughs

Average Weekday Riders (2019) by Borough on Routes Serving 5<sup>th</sup> Av







#### **Previous Bus Priority Treatments**

## Double bus lane implemented in 2018

(61st Street to 34th Street)

- From 2017 to 2019:
  - Local routes have had a speed increase of 6-12%
  - Express routes
     have had a speed
     increase of 11-20%







### Potential to Further Improve Speeds

- Decreases in traffic during the pandemic also led to significant speed increases for buses
- AM Peak bus speeds increased 32%, PM speeds increased 48%
- Shows benefits that traffic restrictions could provide for buses

5 <sup>th</sup> Avenue from 60 St to 37 St					
Time	Avg. Bus Speed Spring 2019	Avg. Bus Speed Spring 2020	% Chg.		
7 – 9 AM	9.0	11.8	+32%		
4 – 7 PM	7.9	11.7	+48%		

Source: MTA Q32 Bus Speeds Data





#### Public Requests for Complete Street Improvements

- Broad support, including from CB5, for double bus lanes implemented in 2018
- Multiple longstanding requests for a Complete Street design, including protected bike lane
- Requests to accommodate high pedestrian volumes, especially during holidays



5th Av at 45 St





## What is a Complete Street?

#### Providing Safe & Accessible Options

- Provides safe and accessible options for all travel modes and people of all ages and abilities
- Opportunities on 5<sup>th</sup> Avenue:
  - Improved bus speeds and reliability
  - More pedestrian space & shorter crossings
  - Protected bike lane
  - Vehicle pick-up/drop-off space
  - Street furniture and beautification:
     Planters, seating
- Supports City's Vision Zero Initiative







#### Pedestrian Volumes

- On a typical weekday, pedestrian counts show high numbers all day:
  - 2,000-3,000 pedestrians per hour in the morning peak (7-9 AM)
  - 7,000-10,000 per hour in the evening peak (4-7 PM)
- Holiday counts reach 30,000+ pedestrians per hour
- Project allows more space for pedestrians during pandemic recovery



5th Av at 45 St





#### Bicycle Volumes

On average, 1,800 cyclists use 5<sup>th</sup> Av daily (at 51<sup>st</sup> Street)

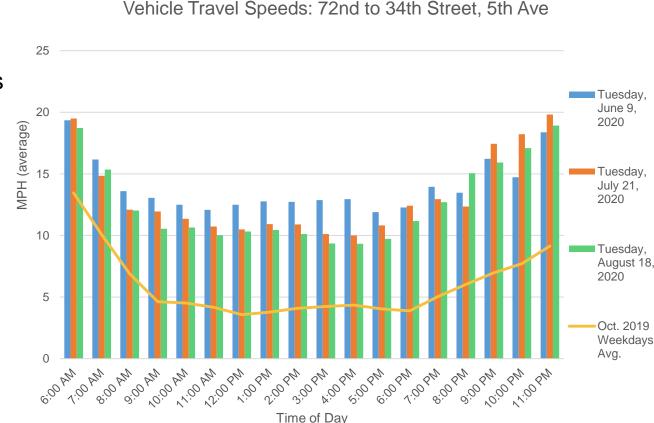
- Highest ridership on a Manhattan corridor without a bike lane
- There are 35 Citibike stations with ¼ mile of 5<sup>th</sup> Av and 34<sup>th</sup> St
- East River bike crossings are up 6% in Jan.-June 2020 vs. Jan.-June 2019





#### Vehicle Travel Speeds

- During pandemic, speeds greatly increased as volumes dropped
- As traffic begins to return, daytime speeds are dropping
- Important to make changes now before congestion fully returns







#### Safety and Crash History

- High crash rates among all road users pedestrians, bicyclists, and motor vehicles
- Underscores need for design improving safety for all modes
- Cyclist fatality in June of 2020 on 5<sup>th</sup> Av near 59th St in bus lane

5 <sup>th</sup> Av, 57 St to 34 St Injury Summary, 2013-2017 (5 years)						
	Total Injuries	Severe Injuries	Fatalities	KSI		
Pedestrian	162	16	1	17		
Bicyclists	95	10	0	10		
Motor Vehicle	050	4.4		4.4		

256

513

14

40

Source: Fatalities: NYCDOT

Injuries: NYSDOT

KSI: Persons Killed or Severely Injured



**Occupant** 

**Total** 



0

14

41

# 5<sup>th</sup> Avenue Complete Street Proposal





#### **Outreach**

#### Stakeholder Engagement

- Community Advisory Board (CAB)
  - Elected officials
  - Community Board members
  - Representatives of local institutions and organizations
  - Property owners
  - Transit advocates and bus riders
- Meeting regularly as project is developed, implemented and monitored
- Two meetings to date, next meeting early-September
- Presented initial proposal in July 2020
- Walkthrough on 5<sup>th</sup> Avenue with Commissioner Trottenberg in late-July



## 5th Avenue Complete Street Proposal

#### Overview

Initial proposal limited southbound through vehicles to buses, bike and emergency vehicles, requiring all others to turn off before 57<sup>th</sup> Street

- Local access would be allowed via side streets for pickup/drop-off, then requiring vehicles to making the next available turn off the busway
- Added new pedestrian space, protected bike lane and pickup/drop-off space



#### **Outreach**

#### Stakeholder Engagement

- Initial feedback on proposal
  - Business needs
  - Direct pickup & drop-off
  - Southbound through travel
  - Signage clutter
- DOT continues to evaluate feedback and suggestions and will reconvene CAB in early-September



## 5<sup>th</sup> Avenue Complete Street Plan & Design

#### Overview

DOT is analyzing stakeholder concerns about the effects of potential traffic restrictions

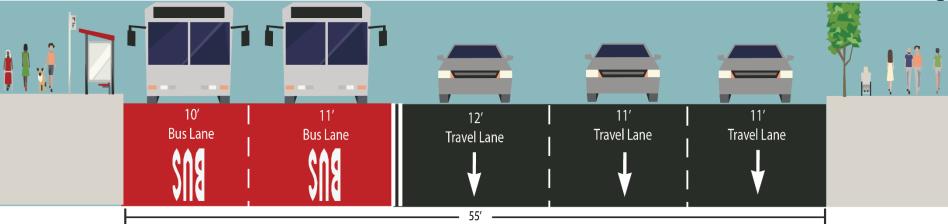
- Implement safety elements, including protected bike lane, expanded pedestrian space and pickup/drop-off zones
- DOT will return to CB5 in September with update on proposed turn restrictions and monitoring plan to make 5<sup>th</sup> Avenue work as well as possible for buses, bikes and pedestrians



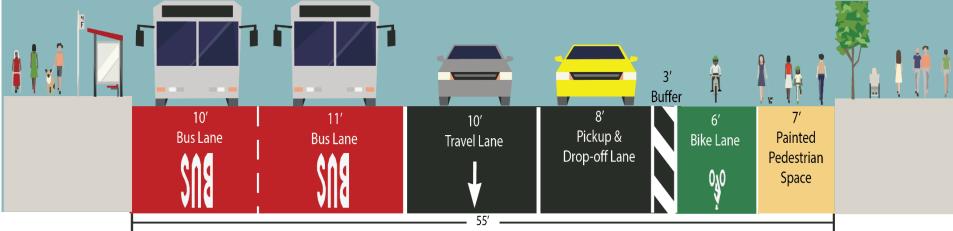
## **Proposed Cross Section**

Typical Midblock - Draft

#### **Existing**



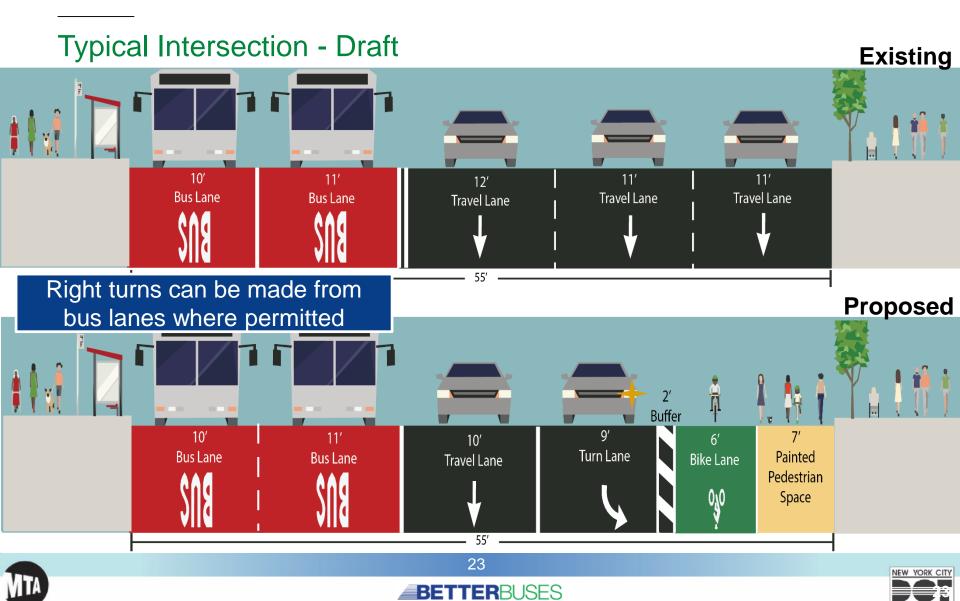
#### **Proposed**







## **Proposed Cross Section**



## **Proposed Treatments: Pedestrians**

#### Sidewalk Extensions

## Painted curb extensions would create more space for pedestrians where volumes are high

- Allow for better social distancing
- Bollards, planters, or other elements would provide separation

Can shorten crossings, increasing pedestrian safety









## **Proposed Treatments: Bikes**

#### Protected Bike Lane

# Curbside bike lane would be protected by parked cars or vertical elements

- Accommodate increases in cycling associated with Citi Bike expansion and COVID-19 pandemic
- Designs would accommodate adjacent loading of people and goods



1st Av Protected Bike Lanes (60-72 St)





## **Proposed Treatments: Bikes**

#### Interim Designs

- In early phases of project rollout, temporary materials could be used to provide physical separation from vehicles for cyclists and pedestrians
- Due to COVID-19 and Local Law mandating a 45-day waiting period, Complete Street elements may not be fully implemented this year in permanent materials



Temporary Protected Bike Lane, Smith St, BK





## **Proposed Treatments: Curb Regulations**

Local Traffic Access and Pickup/Drop-off Zones

## New pickup/drop-off zones each block

 Provides space for taxis & FHVs to pull over out of travel lane



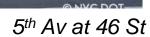


## **Proposed Treatments: Bus Lanes**

Strategies to Improve Bus Speeds and Reliability

## Make existing bus lanes work as well as possible

- Cyclists currently using bus lane will be relocated to new bike lane
- Install bus lane cameras for enforcement
- Monitor use of new pickup & drop-off zones
- Seasonal traffic restrictions on 5<sup>th</sup> Ave



Traffic restrictions are being evaluated





## **Project Monitoring for Potential Adjustments**

Tracking Project Effects Over Time

## NYC DOT will track bus speeds, traffic flow, and travel time

- Midtown in Motion, a monitoring system for Midtown Manhattan, captures traffic, congestion and travel times
- Bus speed and reliability data provided by MTA
- DOT will provide more detail on monitoring thresholds in September presentation







# Next Steps





## **Next Steps**

#### Stakeholder Engagement

- DOT to discuss details of updated design with CAB in early-September
- DOT will return to CB5 in late-September
- Project information is now available at:
  - nyc.gov/busprojects
- Project feedback portal live:
  - https://nycdotprojects.info/5thav





## **Next Steps**

#### **Project Timeline**

June 2020

July-September 2020

Fall-Winter 2020

Spring-Summer 2021

- Begin outreach
- Begin project coordination

- Community
   Advisory Board
   (CAB) & CB 5
   Meetings
- Project design and coordination
- Ongoing stakeholder engagement and outreach
- Begin installing new street design

- Ongoing CAB & CB 5 Meetings
- Finalize & implement initial traffic restrictions
- Ongoing stakeholder engagement and outreach

- 5<sup>th</sup> Ave performance evaluation through pilot end date
- Ongoing stakeholder engagement and outreach



#### **Thank You!**

### **Questions & Discussion**











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**NYC DOT** 



