5ᵗʰ Avenue Busway and Complete Street

Update to Community Advisory Board, June 18, 2021

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Project Review

Busway and Complete Street Proposal

- In 2020, DOT presented a proposal to install a Busway and Complete Street on 5th Ave in Midtown

Initial Proposal:

- Only buses, bikes, and emergency vehicles would be able to travel through on 5th Ave between 57th St and 34th St

- All other vehicles could access individual blocks from side streets, but would have to make next available turn off the Busway

- New painted sidewalk extension, protected bike lane, and pickup/drop-off space would be added on east side of street
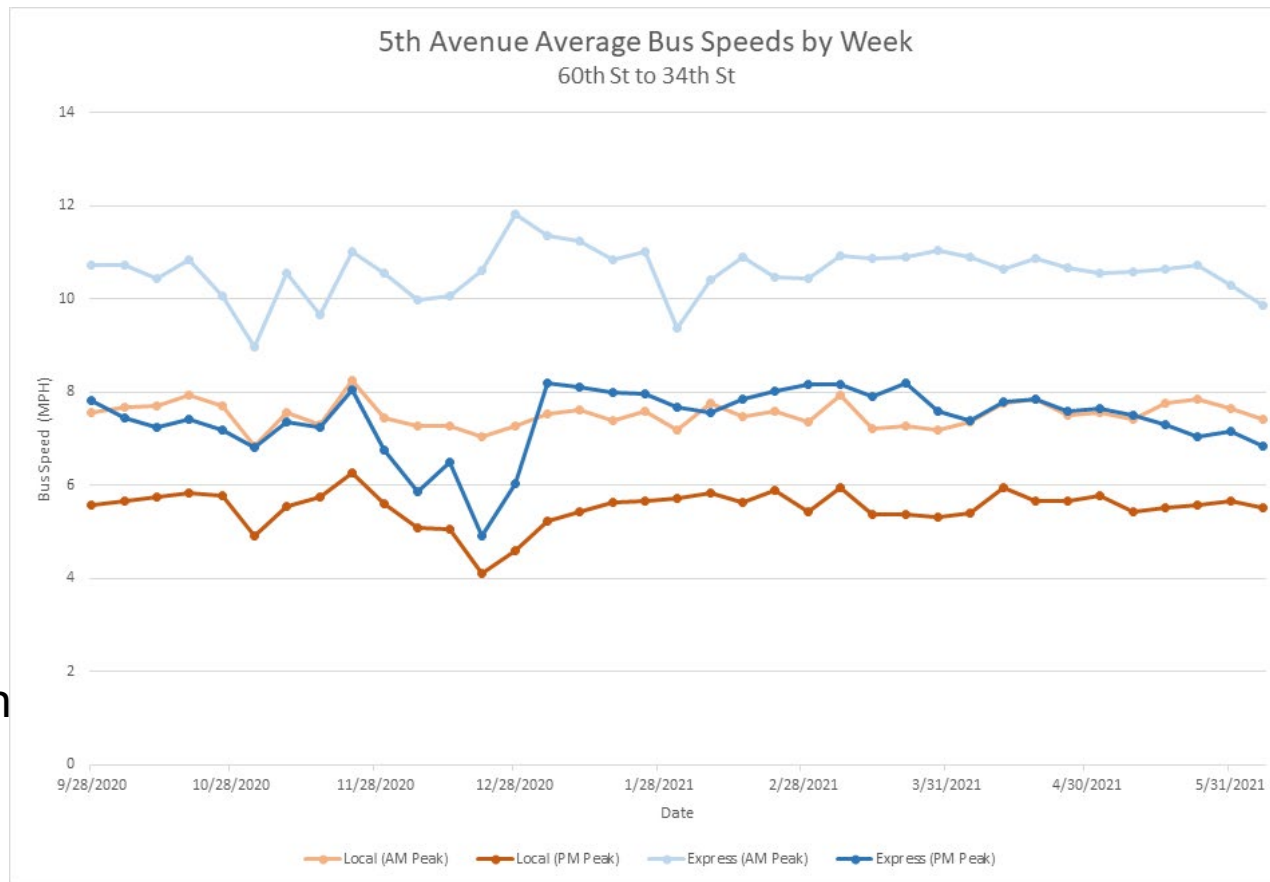
Project Update

Busway Restrictions

- DOT has monitored traffic volumes and bus speeds during pandemic
  - Buses have been moving faster than pre-COVID
- DOT plans to implement the Busway in September
  - Anticipate increased congestion and slower speeds due to return to work, full in-person learning, and holiday season
- Due to changing traffic patterns and community feedback, DOT is evaluating potential modifications to the initial proposal, including:
  - Turn restrictions
  - Modified turn-off locations
  - Time of day or seasonal restrictions
  - Changes to curb access
- DOT will conduct additional outreach over the summer

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Bus Speeds

Fall 2020 – Spring 2021

- Bus speeds along 5th Ave have been higher than pre-Covid

- Last fall, PM bus speeds dropped significantly during holiday period

- Bus speeds may be starting to decrease, expected to decline with continued recovery and return to work/school

5th Avenue Average Bus Speeds by Week
60th St to 34th St

Legend: Local (AM Peak), Local (PM Peak), Express (AM Peak), Express (PM Peak)

Y-axis: Bus Speed (MPH)
X-axis: Date — 9/28/2020, 10/28/2020, 11/28/2020, 12/28/2020, 1/28/2021, 2/28/2021, 3/31/2021, 4/30/2021, 5/31/2021
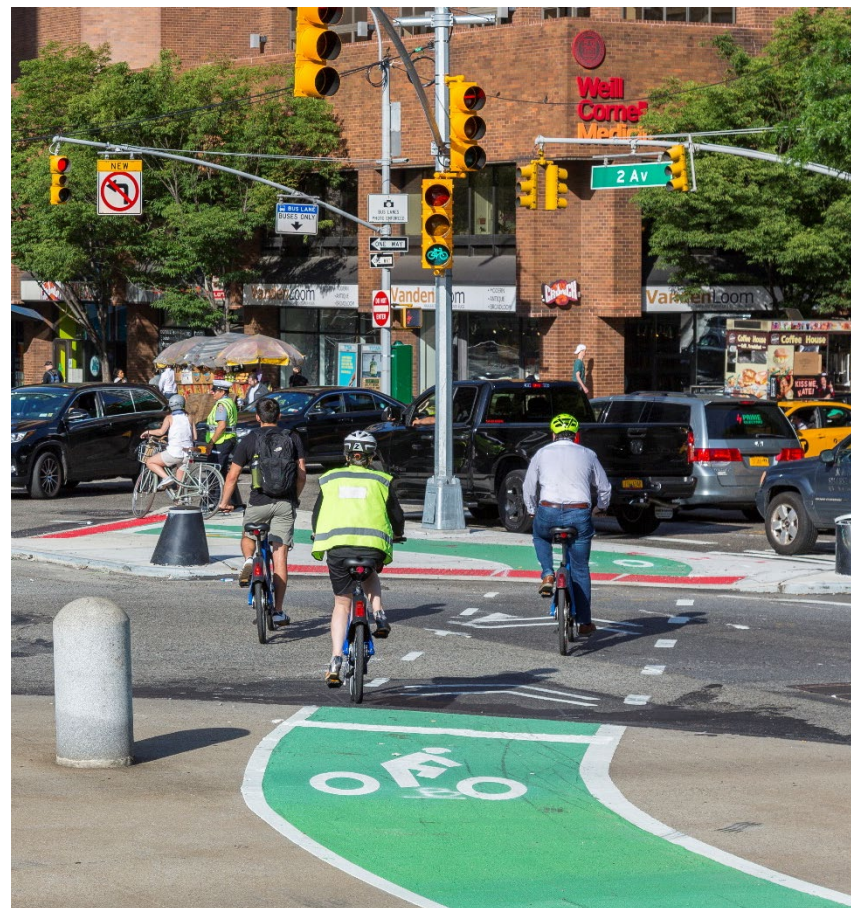
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Project Update

Complete Street Design

- DOT has also refined design for pedestrian and bike improvements from 59th St to 34th St

- DOT plans to move forward with installation of protected bike lane and expanded pedestrian space this summer
  - Community has called for protected bike lane on 5th Ave
  - Biking increased during the pandemic and remains high
  - Anticipated return of high pedestrian volumes by fall

- Implementation will take 1-2 months

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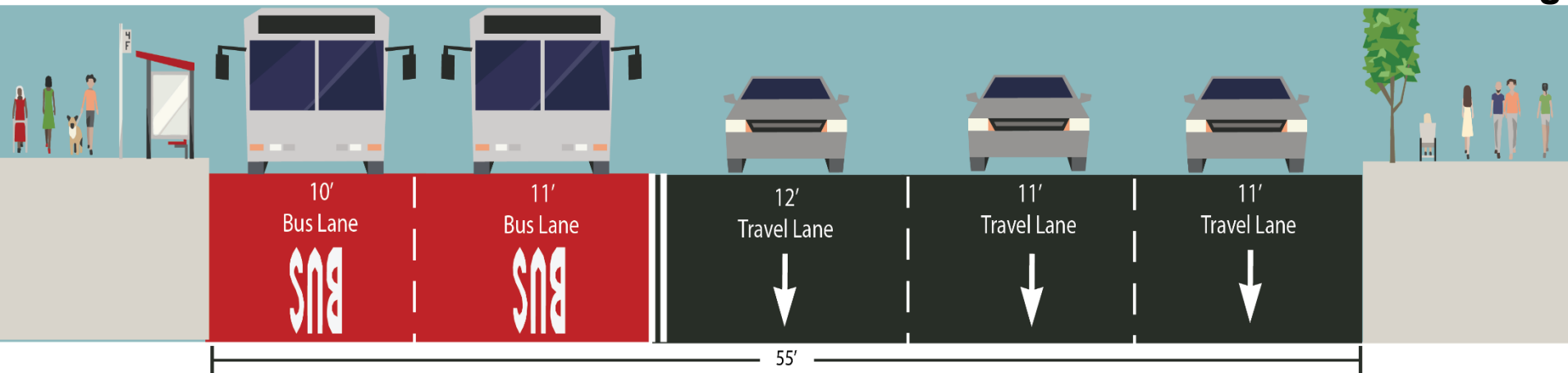
Bicycle Ridership

Growth During the Pandemic

- Prior to the pandemic, 5th Ave had the highest ridership on a Manhattan corridor without a bike lane

- During the pandemic, biking has grown in NYC

  - 30% increase in weekday East River bike crossings from 2019 to 2020 (May through December)

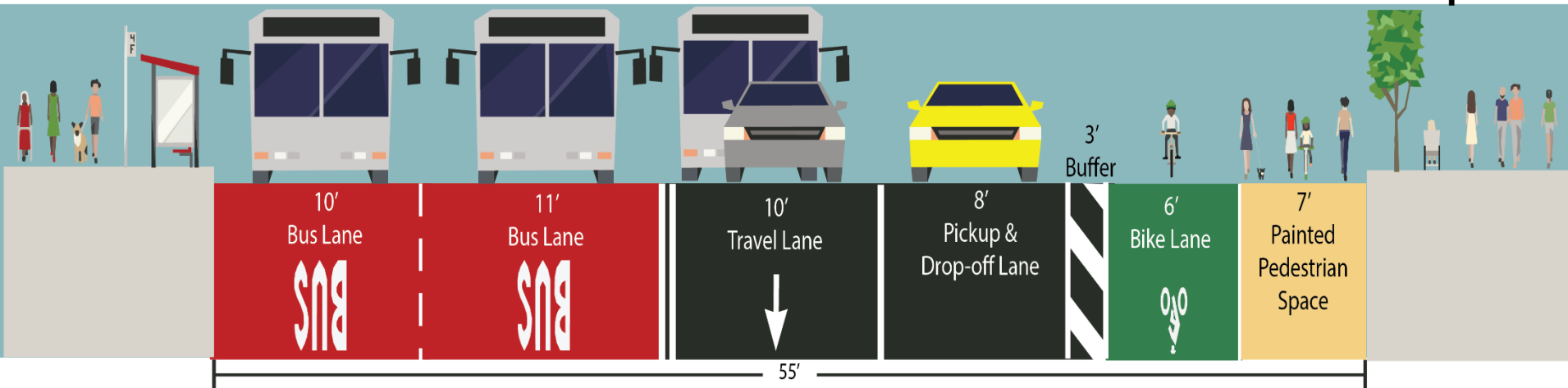 - Weekend bike crossings are up 66% for same period

Complete Street Design

Typical Midblock Cross-section

10' Bus Lane	11' Bus Lane	12' Travel Lane	11' Travel Lane	11' Travel Lane

55'

Proposed

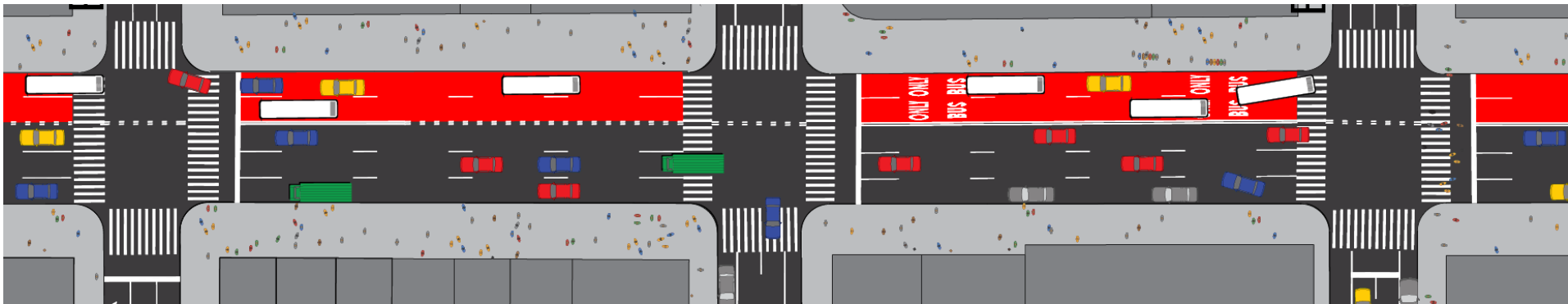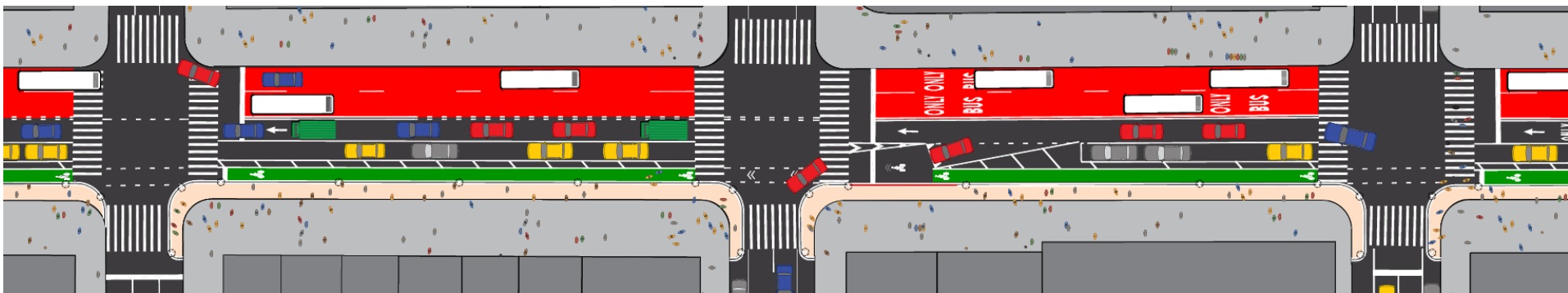| 10' Bus Lane	11' Bus Lane	10' Travel Lane	8' Pickup & Drop-off Lane	3' Buffer	6' Bike Lane	7' Painted Pedestrian Space

55'

7

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Complete Street Design

Typical Plan View
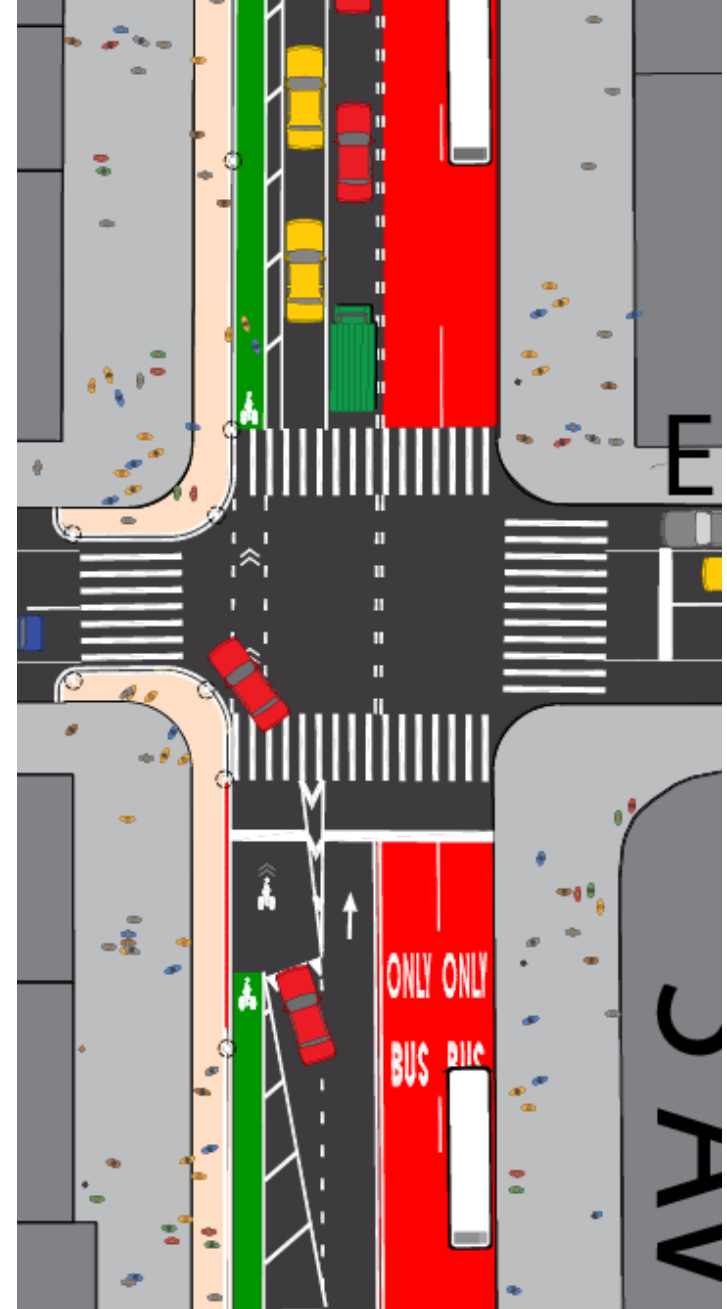
Existing

Proposed

Pedestrian Improvements

Painted Sidewalk Extensions

- Create more space for social distancing and return of crowds

- Shorten pedestrian crossings on 5th Ave and side streets

- Separated from bike lane by planters and other vertical elements
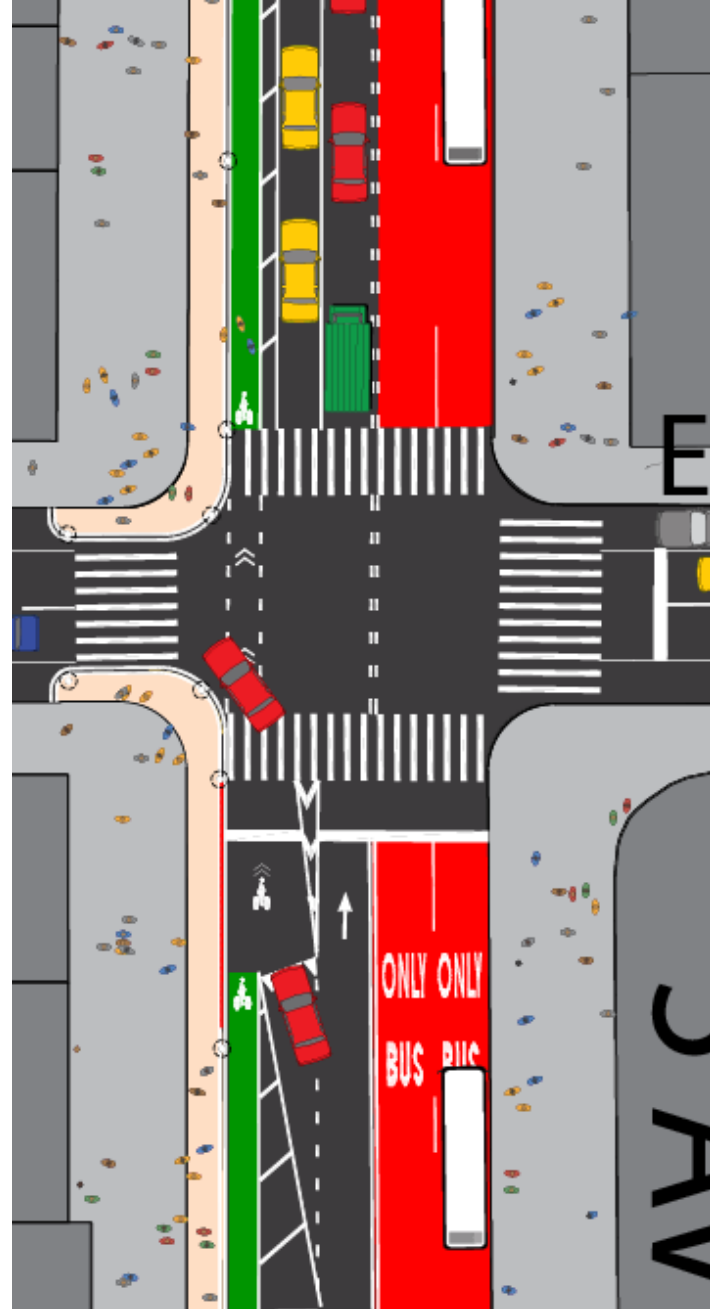

8th Av & 42 St

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Bicycle Improvements

Protected Bike Lane

- Bike lane protected by parked cars and other vertical elements

- Left turn treatments provide additional capacity at intersections to maintain flow
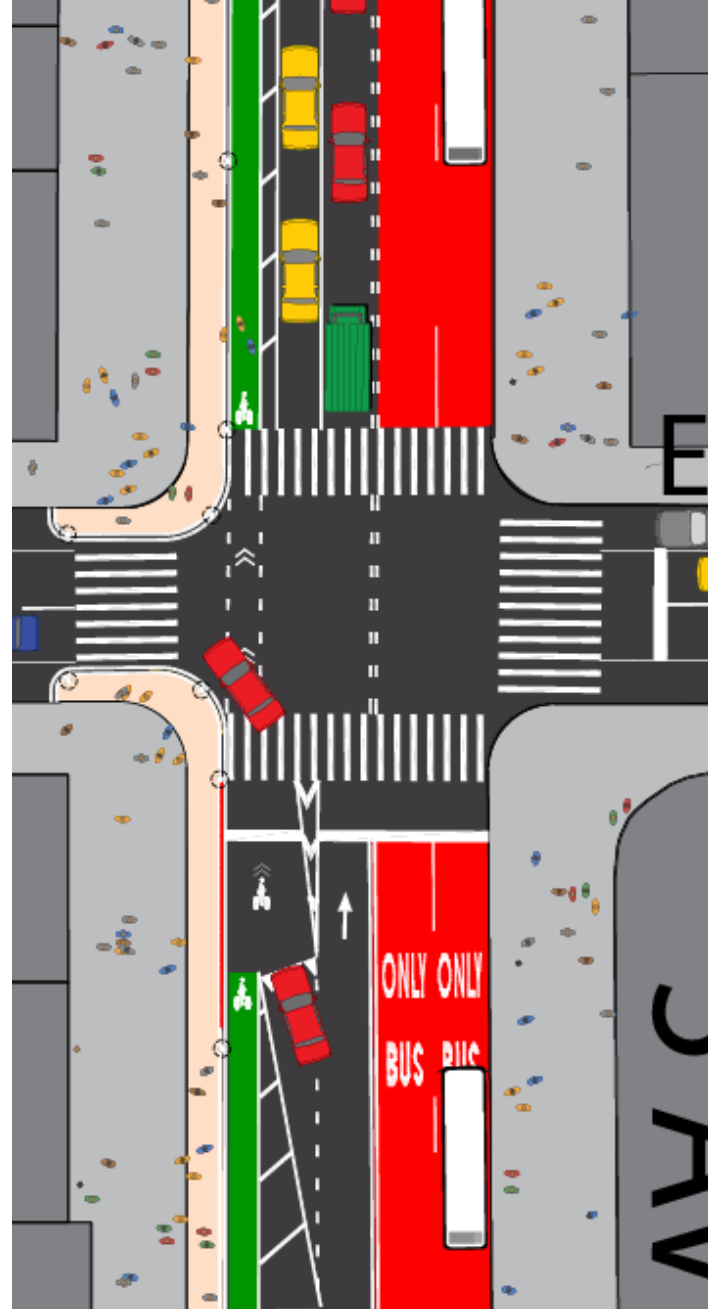

1st Av Protected Bike Lanes (60-72 St)

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Curb Access Improvements

Pickup/Drop-off Lane

- Maintain No Standing Anytime regulation adjacent to bike lane

- Formalizes space for passenger pickup and drop-offs that otherwise block moving lane

- Provides space to pull over without pulling into bike lane

- Reduces friction along corridor

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Next Steps

Project Timeline

	Bike and Pedestrian Improvements (New Markings)	Busway Restrictions (New Regulatory Signs)
June 2021	**Present final proposal to CAB** **Present final proposal to CB 5**	Continue evaluating potential changes to initial proposal
July 2021	Finalize design Mobilize for implementation	Develop proposal **Present draft proposal to CAB**
August 2021	Begin Implementation	Incorporate feedback Finalize proposal **Present final proposal to CAB** **Present final proposal to CB 5**
September 2021	Complete implementation	Implement restrictions
Fall 2021 To Fall 2022	Monitor (Traffic, Bus Speeds, Access) **Continue to Engage CAB**	

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Thank You!

Questions & Discussion

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