

5th Avenue Busway and Complete Street

Update to Community Board 5, June 21, 2021



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BETTERBUSES



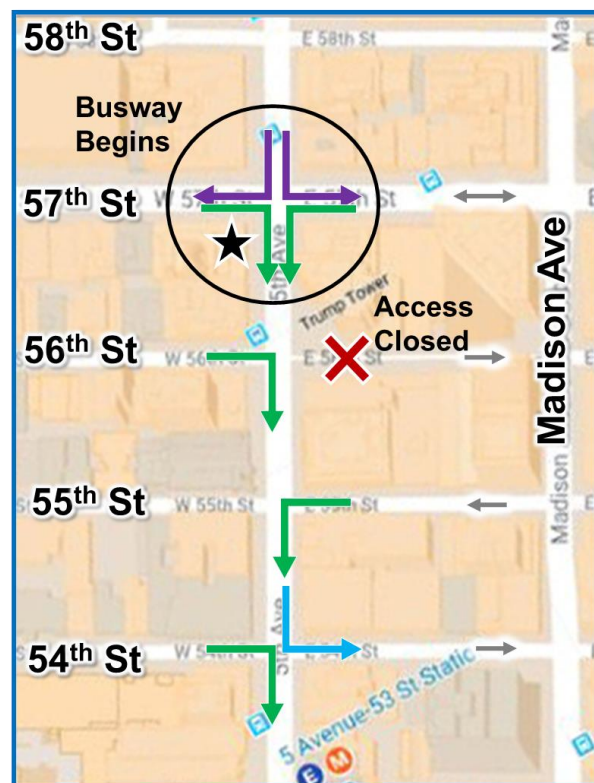
Project Review

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:

- Allow only buses, bikes, and emergency vehicles to travel through on 5th Ave between 57th St and 34th St
- Allow all other vehicles to access individual blocks from side streets, making next available turn off the Busway
- Install painted sidewalk extension, protected bike lane, and pickup/drop-off space on east side of street



Project Update

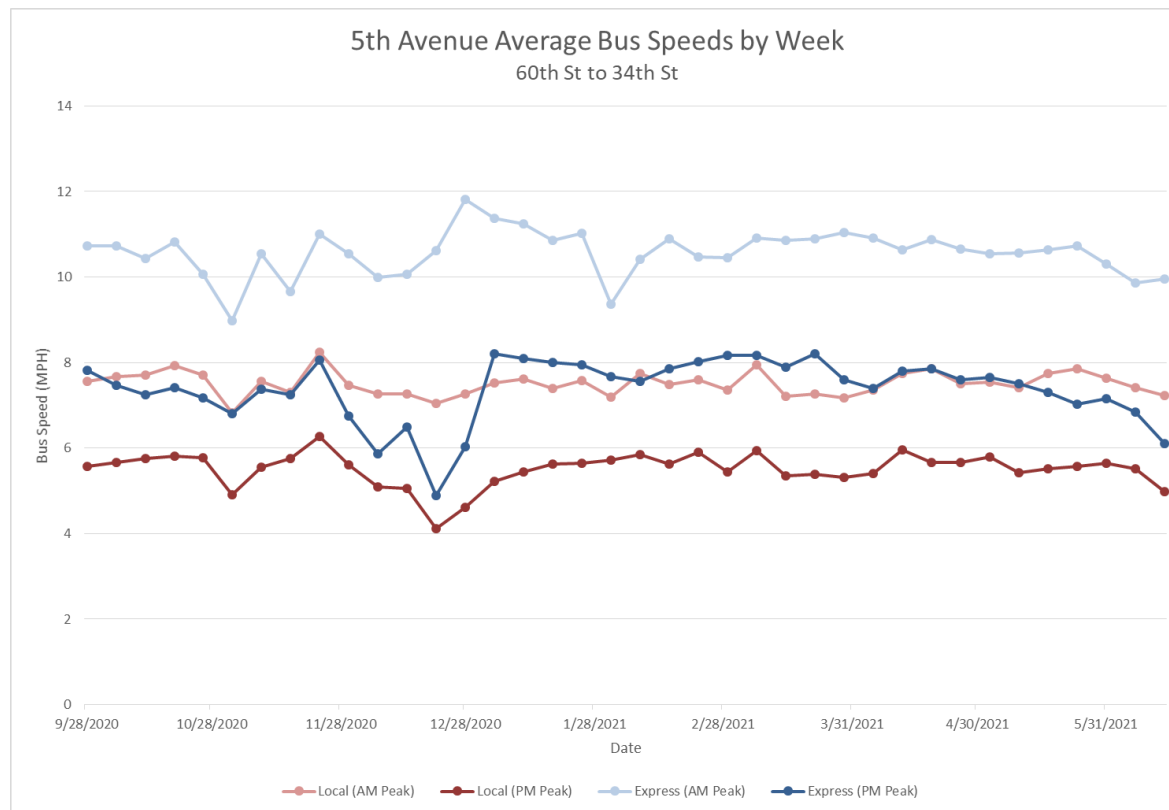
Busway Restrictions

- DOT has monitored traffic volumes and bus speeds during pandemic
- 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
- 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

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



Project Update

Complete Street Design

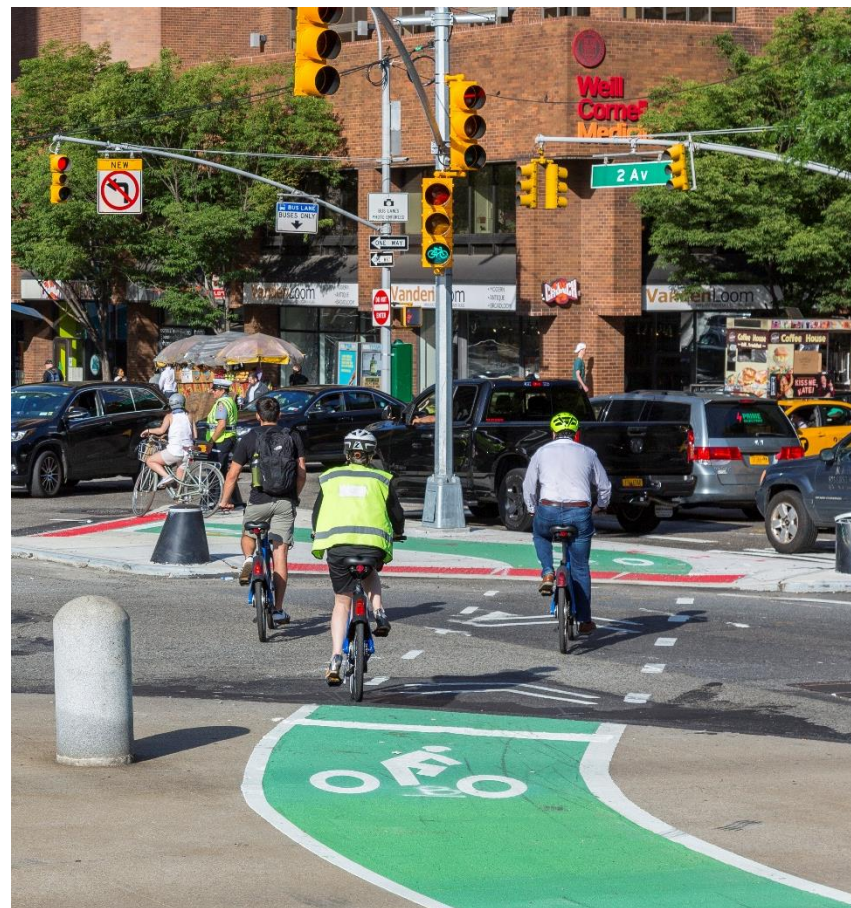
- DOT has refined design for pedestrian and bike improvements from 59th St to 34th St
- DOT plans to move forward with installation of protected bike lane and expanded pedestrian space this summer
 - Long-term community support for protected bike lane and expanded sidewalks on 5th Ave
 - Biking increased during the pandemic and remains high
 - Anticipated return of high pedestrian volumes by fall
- Implementation will take 1-2 months
- Bike connections to the north and south in development, update in the fall



Bicycle Ridership

Growth During the Pandemic

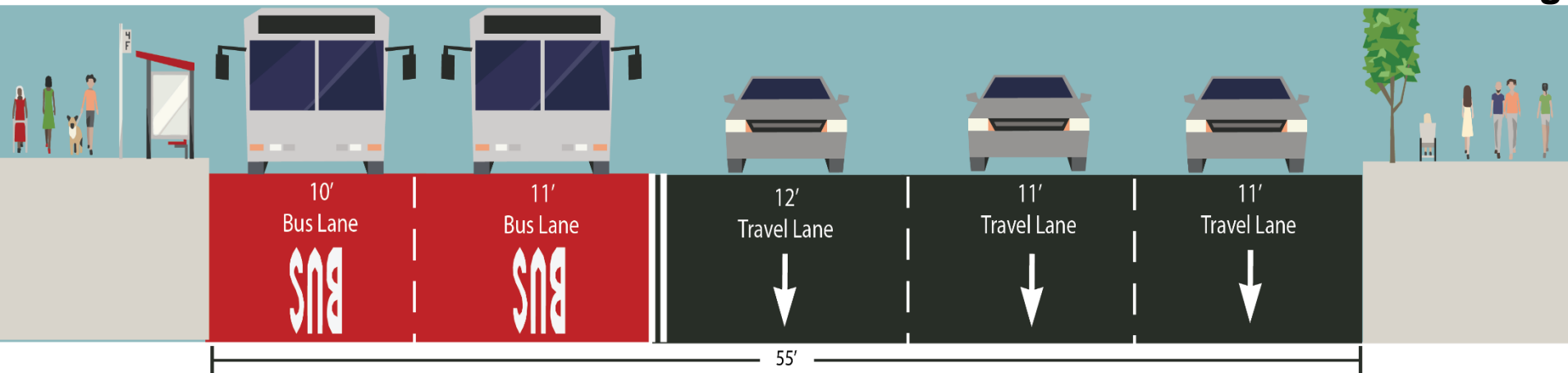
- Prior to the pandemic, 5th Ave had the highest ridership on a Manhattan corridor without a bike lane
- During the pandemic, biking has grown in NYC
 - 30% increase in weekday East River bike crossings from 2019 to 2020 (May through December)
 - Weekend bike crossings are up 66% for same period



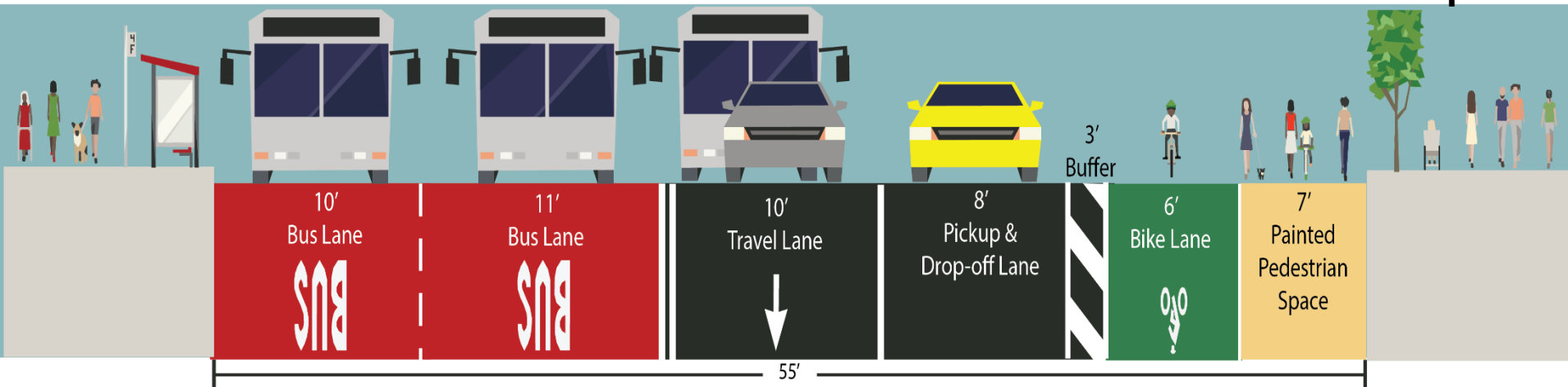
Complete Street Design

Typical Midblock Cross-section

Existing



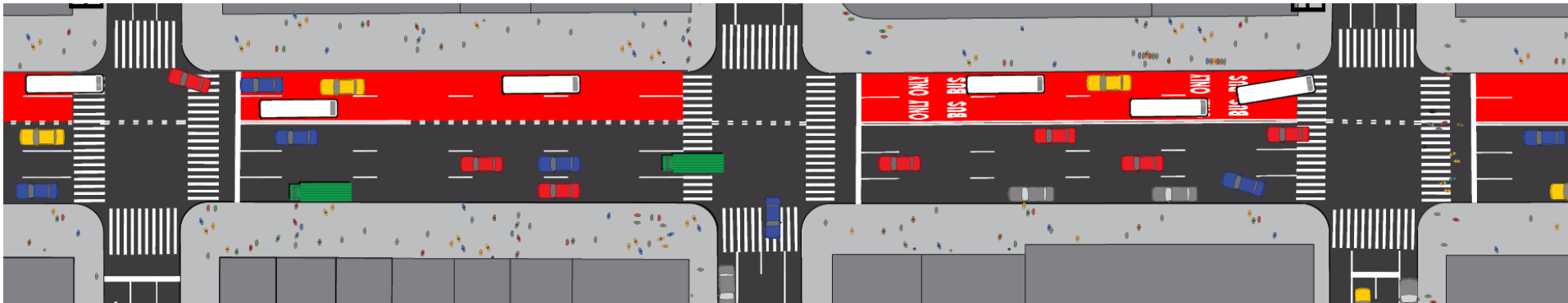
Proposed



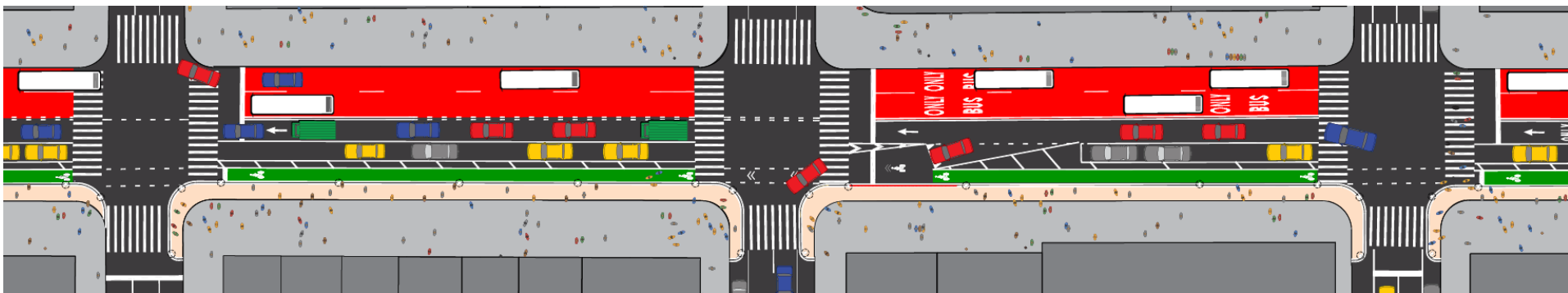
Complete Street Design

Typical Plan View

Existing



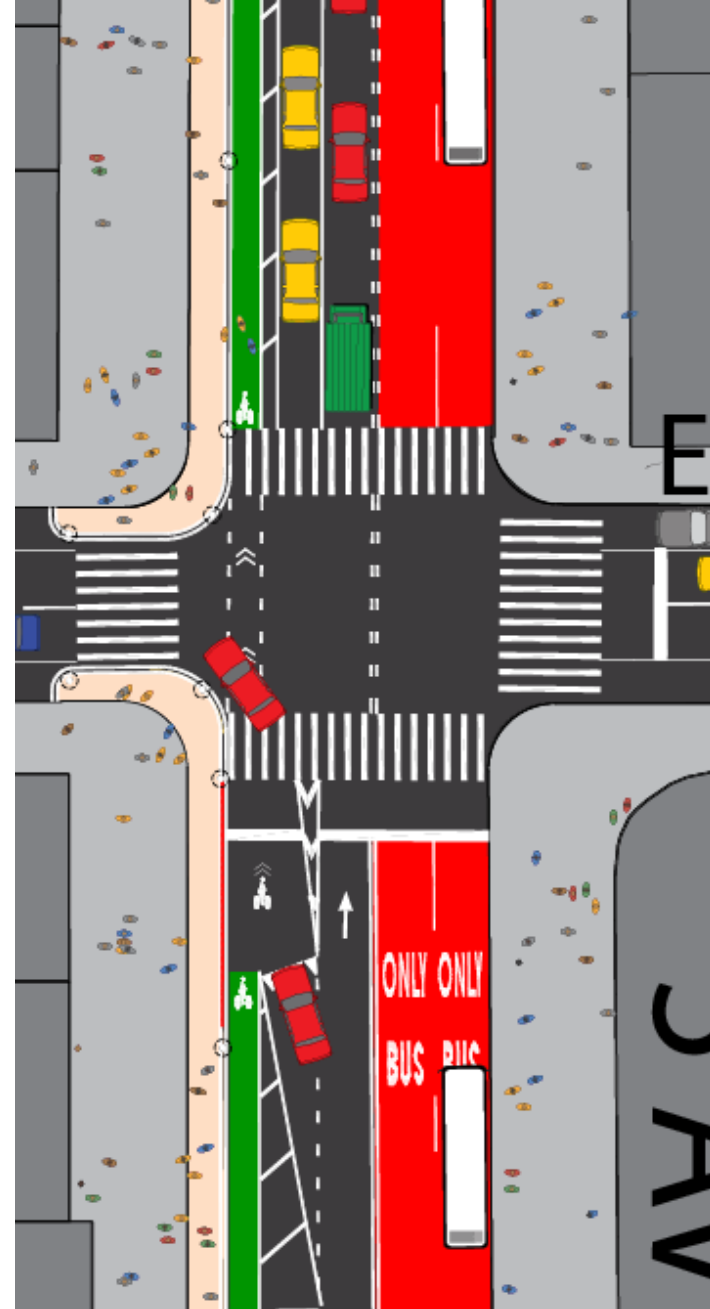
Proposed



Pedestrian Improvements

Painted Sidewalk Extensions

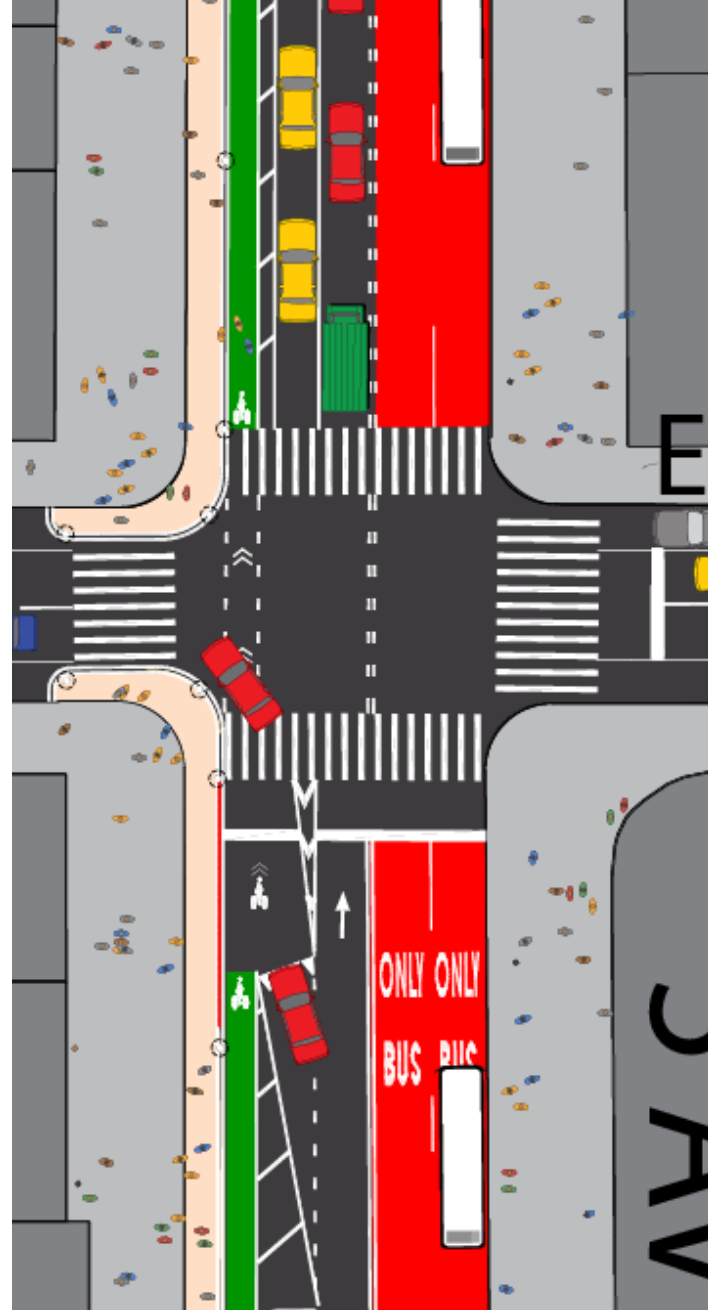
- Create more space for return of crowds and social distancing
- Shorten pedestrian crossings on 5th Ave and side streets
- Potential separation between bikes and pedestrians, would require maintenance



Bicycle Improvements

Protected Bike Lane

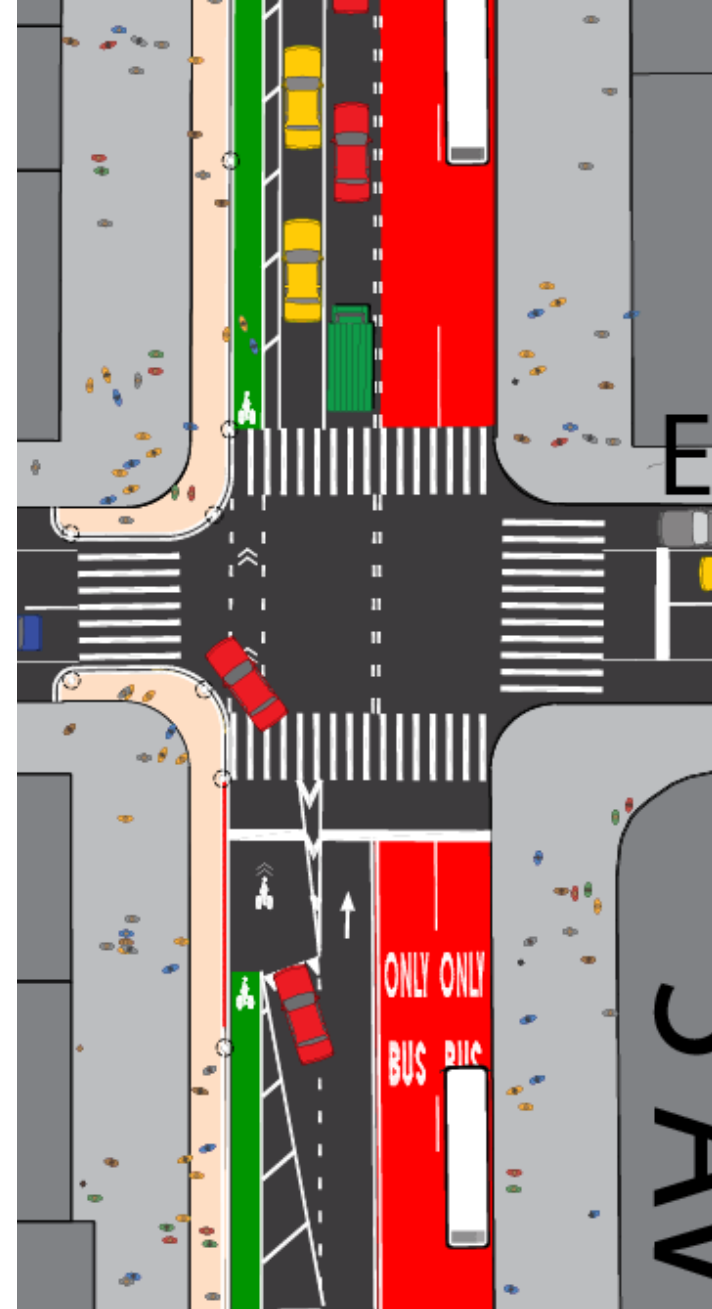
- Bike lane protected by parked or loading vehicles cars and other vertical elements
- Left turn treatments provide additional capacity at intersections to maintain flow



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



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	Outreach to individual stakeholders Finalize design Mobilize for implementation	Develop proposal Present updated 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 community through CAB and CB Outreach/implementation of additional protected bike lane connections	

Thank You!

Questions & Discussion



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