

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

Presentation to Community Board 5, August 23, 2021



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**BETTER**BUSES



# Project Review

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## Busway and Complete Street Proposals

- In June 2021, DOT presented to the CAB and CB5 a final plan to install a protected bike lane and expanded pedestrian space along 5<sup>th</sup> Avenue between 59<sup>th</sup> Street and 34<sup>th</sup> Street
  - *Implementation expected to begin late August, will last 1-2 months*
- DOT developed revised Busway proposal over the summer
- DOT met with Community Advisory Board in July and August

### **Initial Busway Proposal:**

- Only buses, bikes, and emergency vehicles would be able to travel through on 5<sup>th</sup> Avenue between 57<sup>th</sup> Street and 34<sup>th</sup> Street
- All other vehicles could access individual blocks from side streets, but would have to make next available turn off the Busway

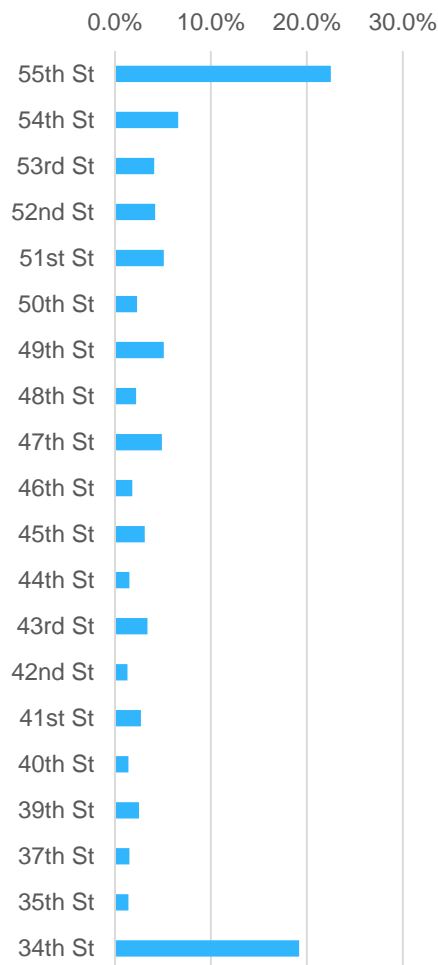
# Updated Busway Proposal

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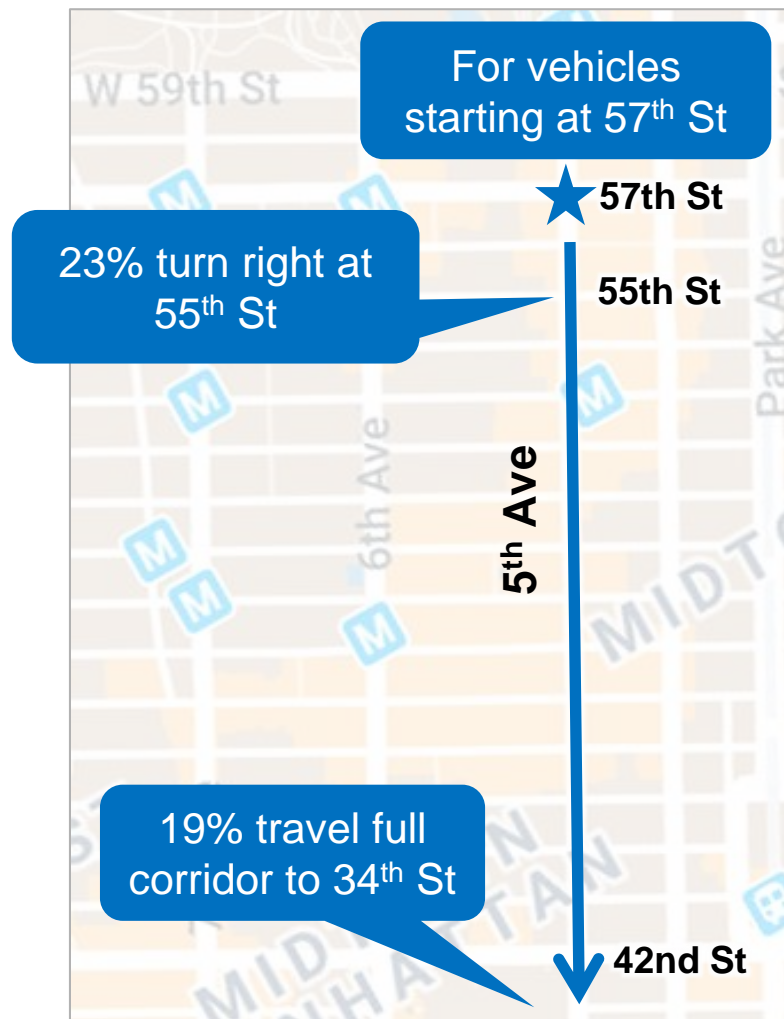
- Traffic restrictions at a limited number of locations
- Reduces vehicle traffic along the corridor to:
  - Ensure bus speeds are maintained
  - Reduce conflicts between buses and right turning vehicles
  - Allow for added bike lane and pedestrian space
- Allows vehicles to travel through the corridor in two segments
- Maintains vehicle access to all blocks
- Busway implementation planned for September
  - Anticipated increased traffic congestion and slower speeds due to return to office, full in-person learning and the holiday season

# Where are vehicles traveling to on 5<sup>th</sup> Ave from 57<sup>th</sup> St?

- A high number of vehicles traveling down 5<sup>th</sup> Ave either turn right at 55<sup>th</sup> St or go through to 34<sup>th</sup> St
- Other destinations are well distributed along 5<sup>th</sup> Ave, minimizing effects on any one side street



Data source: Streetlight: Tues-Thurs during AM peak hours (6a-10a) during 1/1/2019 to 6/25/2019 and 9/7/2019 to 11/24/2019, excluding holidays (2/15-2/25, 4/19-4/29, 9/16-9/30)



# Busway Restrictions

**Vehicles must turn off 5th Ave by 55<sup>th</sup> St and by 45<sup>th</sup> St:**

- 56th St (to east) – last left turn
- 55th St (to west) – last right turn
- 46th St (to east) – last left turn
- 45th St (to west) – last right turn

**Southbound right turns restricted at:**

- 51st St
- 49th St
- 47th St

**Access to 5<sup>th</sup> Ave unchanged:**

- From side streets
- South of 45th St

**Initial proposal was for 24 hour restrictions, DOT is evaluating potential modifications to the hours**



- |                   |  |                            |  |
|-------------------|--|----------------------------|--|
| New forced turns: |  | New Restricted turns:      |  |
| Alternate routes: |  | Existing restricted turns: |  |
|                   |  | No Through Traffic         |  |

# Busway Restrictions

## 55<sup>th</sup> St Required Turn:

- Large percentage of vehicles already turn right at this location
- Modified from 57<sup>th</sup> St to allow better southbound access on 7<sup>th</sup> Ave

## 45<sup>th</sup> St Required Turn:

- Allows through travel for ten blocks
- 46<sup>th</sup> St is a through street for better eastbound circulation around Grand Central

## Right-turn Restrictions (51st, 49th, 47th):

- Consistent with holiday season restrictions
- Keeps bus lanes clear of vehicle conflicts
- Improves pedestrian safety at busiest intersections



New forced turns:



Alternate routes:



New Restricted turns:



Existing restricted turns:



No Through Traffic



# Key Benefits of Updated Busway Plan

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- Reduces through volumes to keep buses moving while creating space for bicycle and pedestrian facilities
- Keeps bus lanes clear and reduces pedestrian conflicts at critical intersections
- Maintains more vehicular access along 5<sup>th</sup> Avenue than the initial proposal



# Monitoring Traffic Impacts

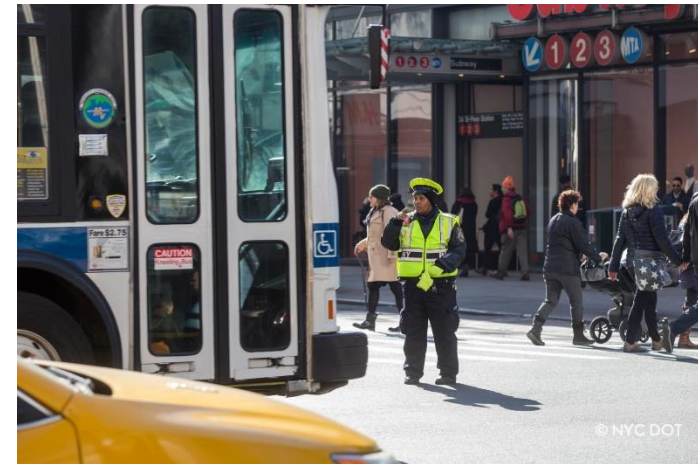
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## Initial Launch:

- TEAs to enforce busway restrictions and maintain traffic flow
- DOT in-person monitoring to make live signal timing adjustments

## Throughout One-Year Pilot

- Traffic data collection to compare volumes on 5<sup>th</sup> Ave and adjacent corridors
- Traffic speed monitoring using Midtown-in-Motion and INRIX data
- Bus speed comparisons on 5<sup>th</sup> Ave and adjacent bus corridors





# Next Steps

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## Project Timeline

- **August 23<sup>rd</sup>:** Present proposed Busway restrictions to CB 5
- **End of August:** Begin implementation of bike and pedestrian project
- **Early September:** Finalize design details, incorporate feedback from CB 5, update CAB members
- **By end of September:** Implement Busway restrictions
- **Fall 2021-Fall 2022:** On-going monitoring and community engagement

# Thank You!

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## Questions & Discussion



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