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Recap of 5th Ave CAB #1

Better Buses Restart 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%

- 5th Ave is one of five new busway pilots, with a 12-month pilot period

- These projects will help people get around more easily, with better service and less crowding
Recap of 5th Ave CAB #1

5th Avenue – 57th Street to 34th 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
Recap of 5th Ave CAB #1

Proposed Busway Treatments

- Dual Bus Lanes
- Sidewalk Extensions
- Local Traffic Access & Pickup/Drop-off Zones
- Through-traffic Restrictions – example from 14th St
- Protected Bike Lane
Issues Raised at CAB #1

- Accelerated timeline of project
- Enforcement
- Taxi/FHV pickup/drop-off
- Local access for vehicle traffic
- Busway and turn regulations
Travel Patterns Along 5th Avenue
Travel Patterns Along 5th Avenue

Vehicle Travel Speeds

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

Vehicle Travel Speeds: 72nd to 34th Street, 5th Ave

![Graph showing vehicle travel speeds from 6:00 AM to 11:00 PM with data points for Tuesday, June 9, 2020, Tuesday, July 21, 2020, and Oct. 2019 Weekdays Avg.](image)
Travel Patterns Along 5th Avenue

Busway Potential to 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 potential for improvement that busway can provide

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<tbody>
<tr>
<td>7 – 9 AM</td>
<td>9.0</td>
<td>11.8</td>
<td>+32%</td>
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<tr>
<td>4 – 7 PM</td>
<td>7.9</td>
<td>11.7</td>
<td>+48%</td>
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Source: MTA Q32 Bus Speeds Data
Travel Patterns Along 5th Avenue

Bus Ridership & Frequency

- 110,000 daily bus riders on routes serving 5th Ave (2019)
- 41 bus routes coming from all 5 boroughs
  - 51% of riders from Manhattan routes
  - 49% of riders from routes originating in other boroughs
- 60-160 buses per hour throughout the day
  - Includes MTA, school buses, tour buses, other private buses

Source: DOT bus counts, Sept 2019
Travel Patterns Along 5th Avenue

Bus Travel Time & Speeds

- Overnight, buses can travel from 57th to 34th in 6 minutes
- Same trip takes 2-3 times as long in the daytime

Source: MTA, October 2019 data
Travel Patterns Along 5th Avenue

Bus Reliability

- Traffic congestion also makes bus running time less reliable
- Can vary by 10-30 minutes even at same time of day
- Leads to long and unpredictable waits at bus stops, bus bunching, and crowding at bus stops and on the bus

Variation in Bus Running Time along 5th Ave

Source: MTA, October 2019 data. Each color represents a different route.
Travel Patterns Along 5th Avenue

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
• A busway allows more space for pedestrians during pandemic recovery
Travel Patterns Along 5th Avenue

Bicycle Volumes

- ~1,800 cyclists use 5th Ave daily. Can exceed 2,500 on a nice weather day
- Highest ridership on a Manhattan corridor without a bike lane
- East River bike crossings are up 6% in Jan.-June 2020 vs. Jan.-June 2019
- A busway on 5th Ave creates space for a dedicated bike lane during pandemic recovery

Source: DOT bicycle counts, Summer 2019. Note: Weekend count date was rainy, so reported volumes likely lower than average weekend.
Preliminary Design Proposal
5th Avenue Busway Plan & Design

Overview

Limit southbound through travel to buses, bikes and emergency vehicles

- All traffic must turn off 5th Avenue prior to 57th Street
- Proposed busway hours: 24 hours, seven days a week (to match existing 5th Ave bus lane hours)
- Alert signage will be provided north of 57th Street and on side streets

Allow local access onto 5th Avenue

- In general, all local traffic must exit 5th Avenue busway at next available turn
5th Avenue Busway Plan & Design

Overview

With traffic restrictions in place, space on 5th Ave becomes available for several other needs:

- Implement protected bicycle lane
- Add sidewalk space along east curb
- Provide pickup & drop-off space

DOT will coordinate with NYPD on traffic management and enforcement

- Use of enforcement cameras may become available
Cross Section

Typical Midblock

Existing

Proposed
Typical Intersection

Existing

Right turns can be made from bus lanes

Proposed

Left turns can be made for local access and exit off busway
Alternative Southbound Routes

North of East 57th Street

Example busway signage

5th Ave Busway Begins at 57th St
Use Alternate Route South
Local Access

57th Street to 54th Street

• All vehicles travelling south on 5th Ave must exit at 57th St
• All vehicles accessing 5th Ave from 56th and 55th Streets must exit by 54th St

★ Reviewing existing turn restrictions to allow access throughout the day
Local Access
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53rd Street to 49th Street

- Local access permitted
- All vehicles must exit, except buses
- Last available turn before busway begins

- All vehicles accessing 5th Ave must make the next available turn as shown
Local Access

49th Street to 46th Street

- Local access permitted
- All vehicles must exit, except buses
- Last available turn before busway begins

- All vehicles accessing 5th Ave must make the next available turn as shown
Local Access

45th Street to 42nd Street

- All vehicles accessing 5th Ave must make the next available turn as shown.
- All vehicles accessing 5th Ave from 43rd St must exit by 40th St.
Local Access

42nd Street to 38th Street

- All vehicles accessing 5th Ave from 43rd St must exit by 40th St
- All vehicles accessing 5th Ave must make the next available turn as shown
Local Access

38th Street to 34th Street

- Local access permitted
- All vehicles must exit, except buses
- Last available turn before busway begins

- All vehicles accessing 5th Ave must make the next available turn as shown
- Busway ends at 34th St
Next Steps
Next Steps

Stakeholder Engagement

• CAB to meet regularly throughout 12-month pilot period
  – Next CAB meeting to be held mid-August

• Project information is now live at
  www.nyc.gov/betterbuses
  – Click on “Better Buses Restart Projects” then scroll down to 5th Ave
  – Presentations & other materials
  – Comment submission form

• Launching project feedback portal this week
  – Will share with CAB once site is live
  – Will also post on social media, share with other stakeholders
Next Steps

Project Timeline

June 2020
• Begin outreach
• Begin project coordination

July-September 2020
• Community Advisory Board (CAB) Meetings
• Project design and coordination
• Ongoing stakeholder engagement and outreach
• Phased implementation begins

Fall 2020 – Spring 2021
• Ongoing CAB Meetings
• Ongoing stakeholder engagement and outreach
• Phased implementation continues, with adjustments as needed

Summer 2021
• Busway performance evaluation through pilot end date
• Ongoing stakeholder engagement and outreach
Thank You!

Questions & Discussion