

5th Avenue Busway and Complete Street

Update to Community Advisory Board, August 19, 2021



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BETTERBUSES



Project Review

Busway and Complete Street Proposal

- In June 2021, DOT presented to the CAB and CB5 a final plan to install a protected bike lane and expanded pedestrian space along 5th Avenue between 59th Street and 34th Street
- Implementation of bike and pedestrian improvements expected to begin in August
- In July 2021, DOT presented to the CAB a revised Busway proposal, with implementation planned for September

Key Concerns and Questions:

- Traffic impacts on surrounding streets
- Busway hours
- Signage – avoiding sign clutter and ensuring restrictions are clear

Busway Restrictions

Vehicles must turn off 5th Ave at:

- 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 5th Ave unchanged:

- From side streets
- South of 45th St



New forced turns:



Alternate routes:



New Restricted turns:



Existing restricted turns:



No Through Traffic



Busway Restrictions

55th St Required Turn:

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

45th St Required Turn:

- Allows through travel for ten blocks
- 46th 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



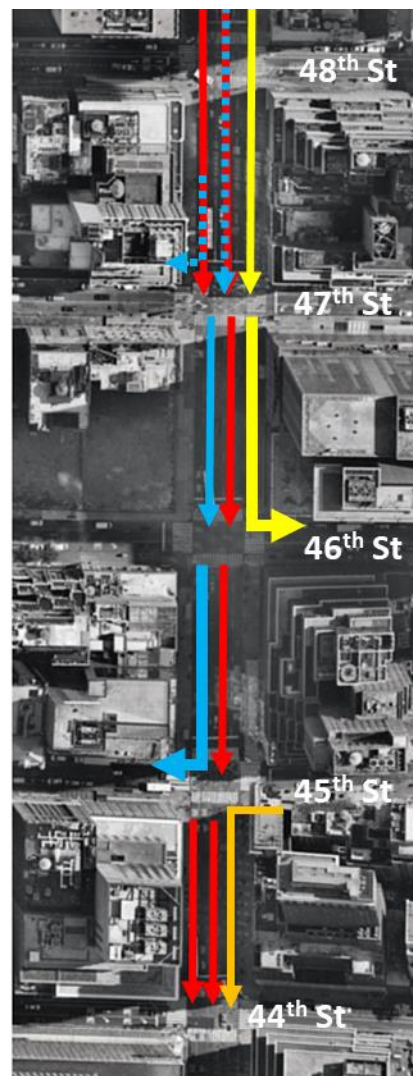
Key Benefits of Updated Busway Plan

- 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 5th Avenue than the initial proposal



Busway Hours and Gateway Design

- Planning for 24/7 Busway restrictions, still evaluating request to reduce the hours
- Gateway approach reduces number of signs needed overall
- Need clear design for required turn-offs
- Markings have to accommodate the traffic movements at all times of day
- Need to accommodate high volume turns separated from bus lanes



Potential lane shifts in advance of required turn-offs

Monitoring Traffic Impacts

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 5th Ave and adjacent corridors
- Traffic speed monitoring using Midtown-in-Motion and INRIX data
- Bus speed comparisons on 5th Ave and adjacent bus corridors



Next Steps

Project Timeline

- **August 23rd:** 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!

Questions & Discussion



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