5th Avenue Busway and Complete Street
Update to Community Board 5, June 21, 2021
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

10' Bus Lane

11' Bus Lane

12' Travel Lane

11' Travel Lane

11' Travel Lane

55'

10' Bus Lane

11' Bus Lane

10' Travel Lane

8' Pickup & Drop-off Lane

6' Bike Lane

7' Painted Pedestrian Space

3' Buffer

MTA

BETTERBUSES

NEW YORK CITY DOT
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

<table>
<thead>
<tr>
<th>Date</th>
<th>Bike and Pedestrian Improvements (New Markings)</th>
<th>Busway Restrictions (New Regulatory Signs)</th>
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</table>
| 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