

Madison Avenue

Bus Lane Improvements

Fall
2012



Commissioner Janette Sadik-Khan New York City Department of Transportation
Presented on September 5, 2012 to Manhattan Community Board 5

Agenda

- Background / History
- Project goals
- Existing conditions
- Project plan
- Next steps

Project area



Madison Avenue
Dual Bus Lanes

5th Avenue

Madison Avenue

Park Avenue

42nd Street

59th Street

Project history

Original Madison Avenue Project

Bus Lanes Installed May 1981

After three months of operation:

- 45 % reduction in average PM peak bus travel time
- Local bus ridership increased 7%
- Average car traffic speeds remained constant, traffic volume increased 11%

Operation basically unchanged since 1981

- Markings updated in 2010 following resurfacing



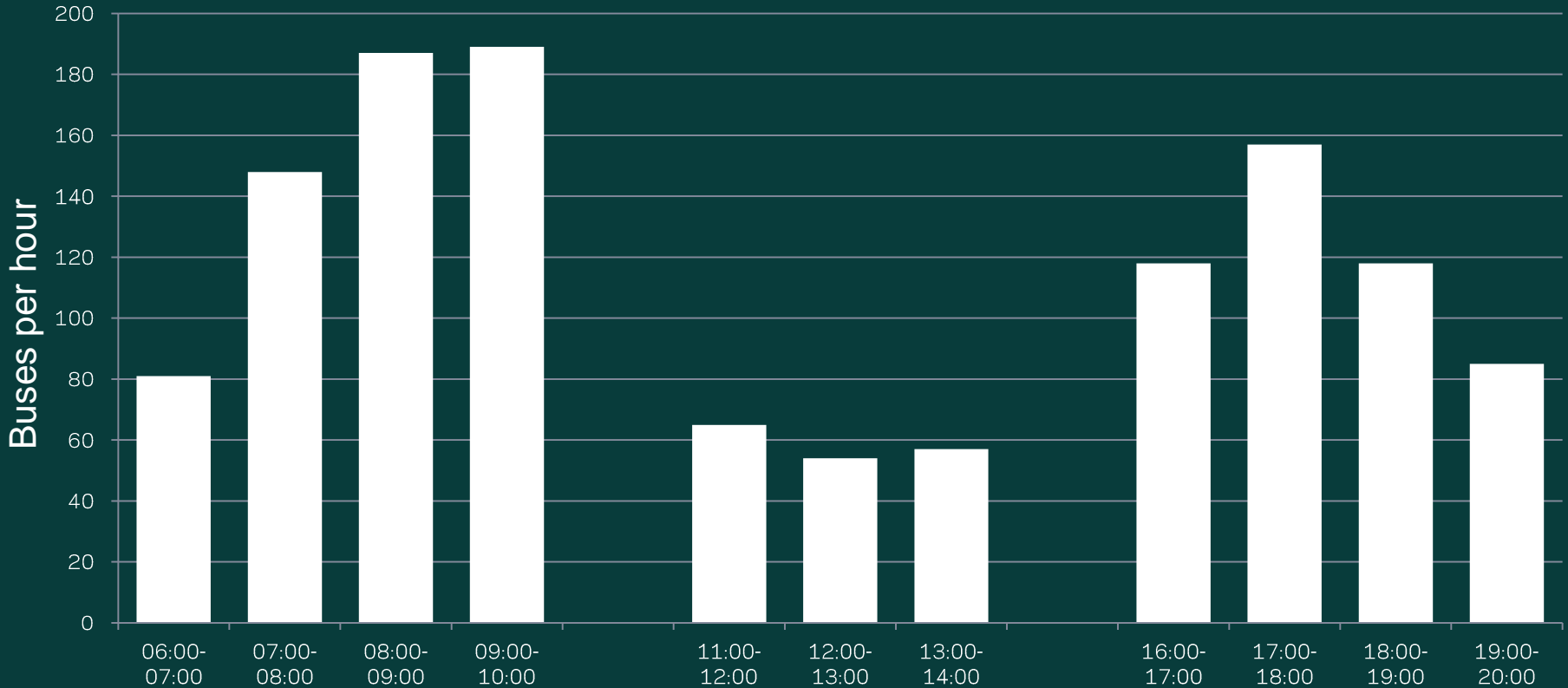
Project goals

Update street regulations in order to:

1. Improve speed and reliability for local and express bus service
2. Increase legal afternoon commercial vehicle loading for local businesses
3. Organize traffic patterns to improve flow
4. Make regulations clearer to understand

Bus Volumes

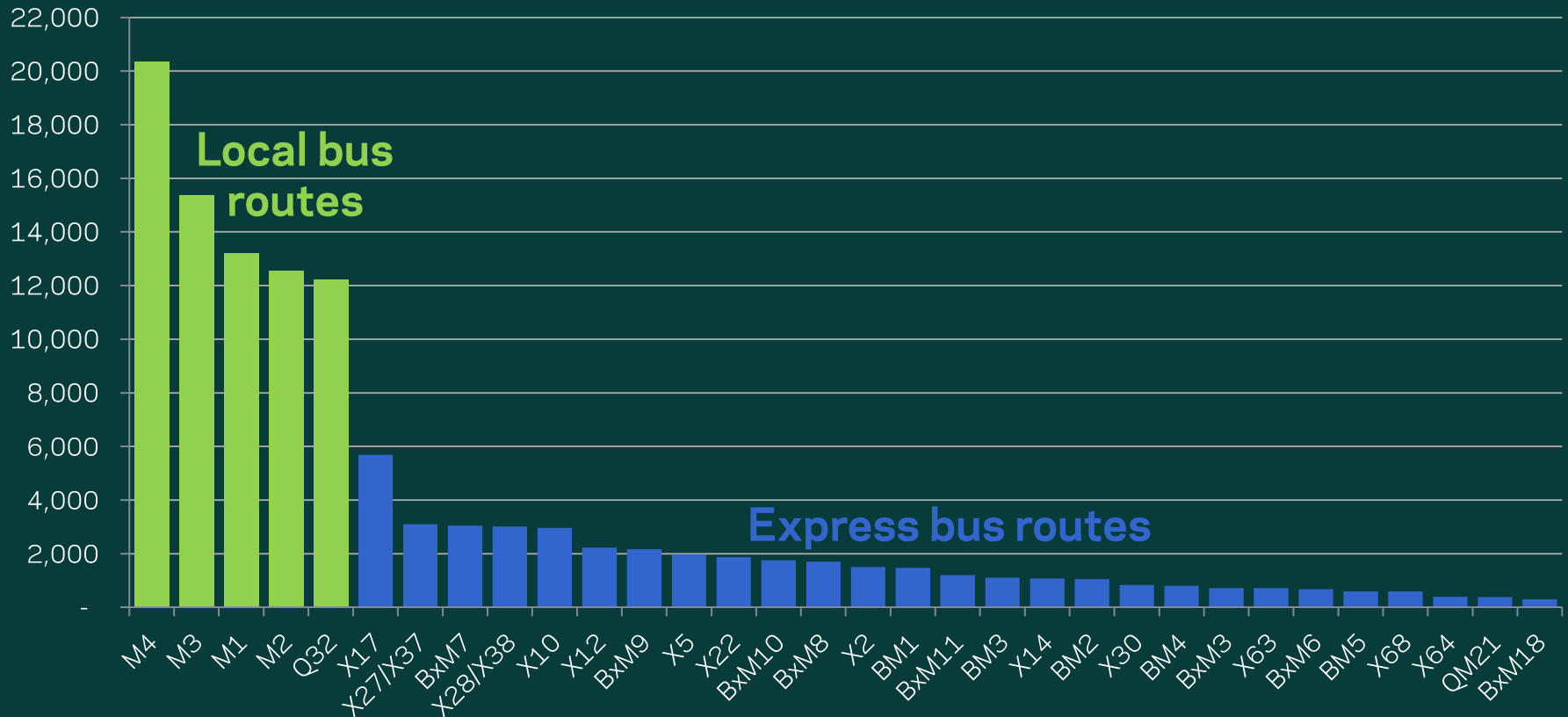
Madison Avenue & 49nd Street



- Madison/Fifth Avenues is the busiest corridor of bus traffic in New York City
- AM Peak bus volumes are higher than PM Peak volumes (when the dual bus lane is in effect)

Bus ridership

2011 Average Weekday Ridership
for bus routes serving the Madison Avenue bus lanes



- 32 different NYC bus routes use the Madison Avenue bus lanes
- Local buses on Madison Avenue carry significant numbers of passengers all day

Existing Conditions

No Standing -
Bus stops

Bus lanes in
effect 2p-7p

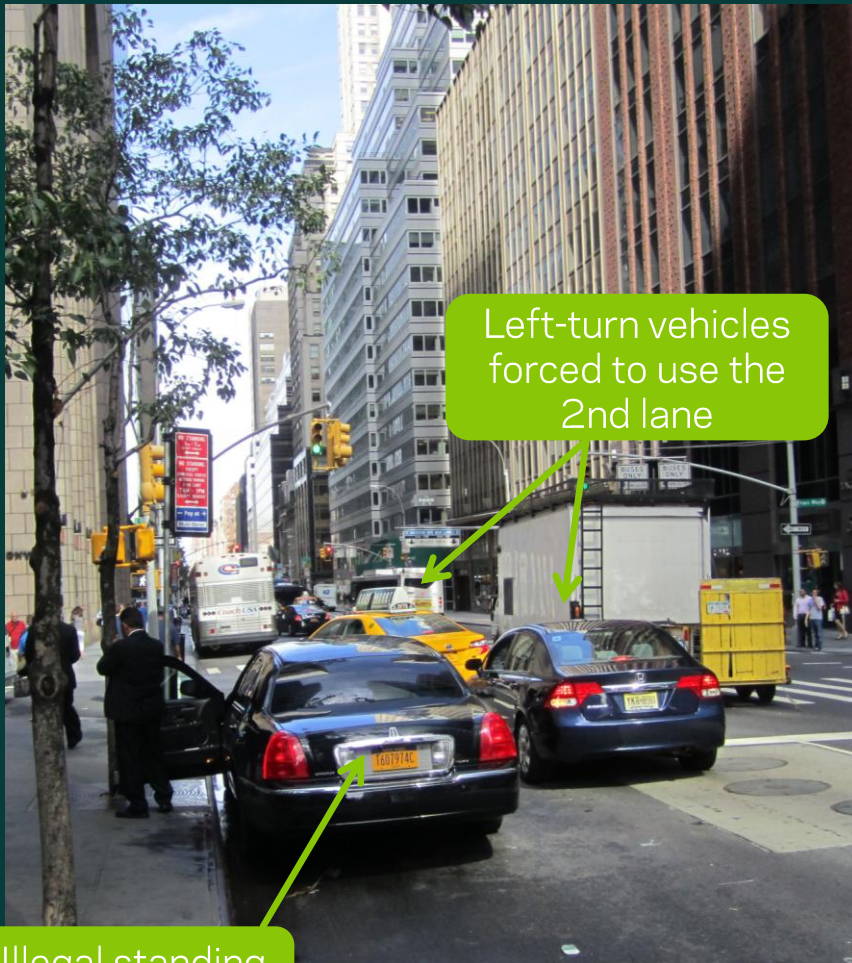
Commercial loading 7a-1p
No standing 1p-7p



Right turns prohibited
2p-7p except taxis at
43rd St and 45th St

- East curb lane only used for bus stops; through buses use second lane
- No Standing 1pm-7pm on west curb along corridor; commercial loading allowed in the morning
- Markings provide defined "entry" and "exit" points from bus lanes - in effect 24/7

Existing Conditions



Left-turn vehicles forced to use the 2nd lane

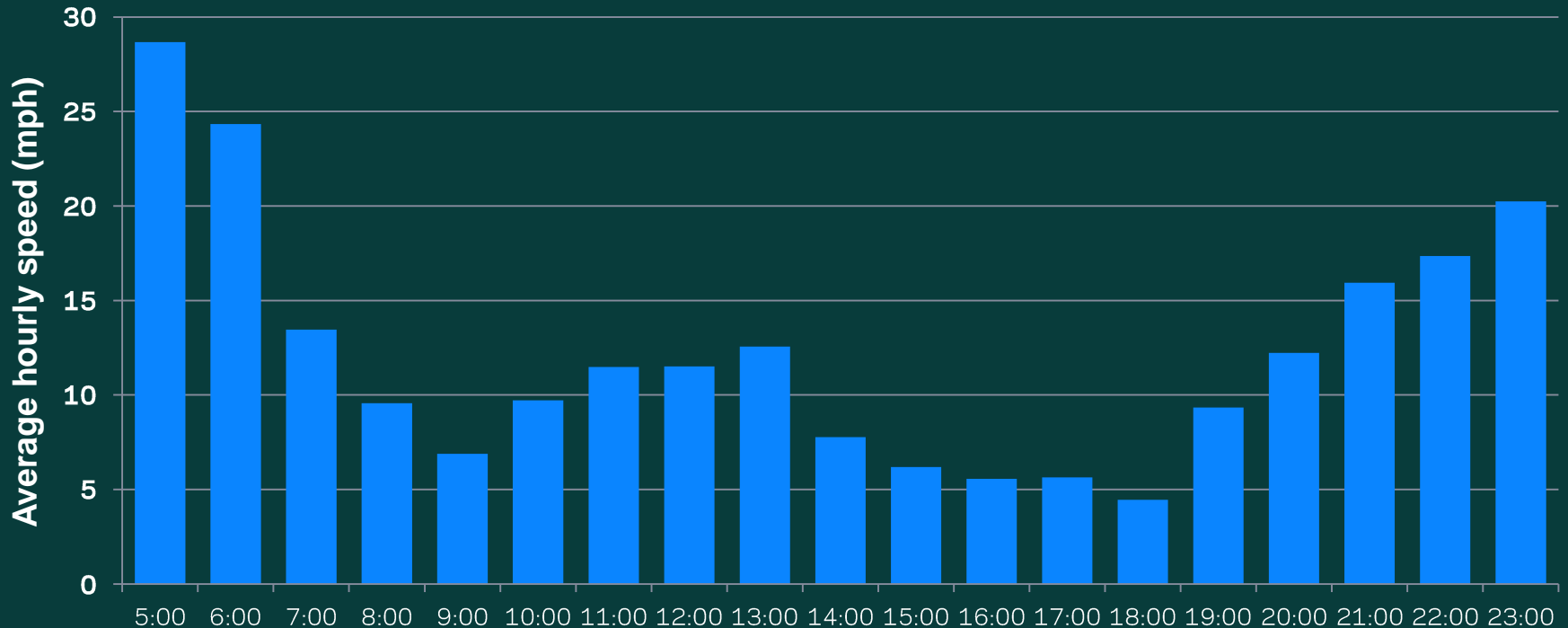
Illegal standing vehicle

- No Standing regulations on the west side of the street between 1pm and 7pm are frequently violated
- 85% of the time, west curb has at least one illegally standing vehicle
- Left turns from second lane delay through traffic

Vehicle travel speeds

Madison Avenue between 49th and 57th Street

Non-holiday weekdays - September 2011

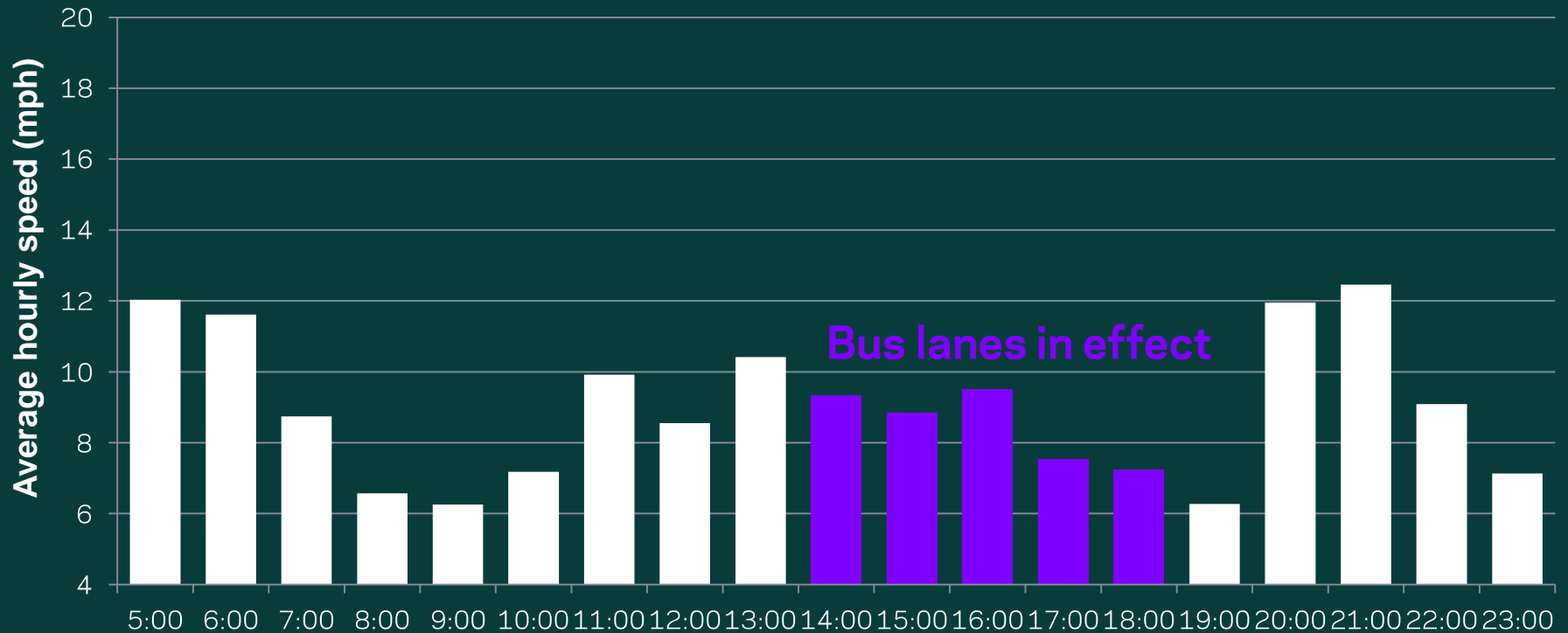


- Desire to improve through traffic flows at peak times
- Bus lanes already in effect at most congested travel times

Bus travel speeds

Madison Avenue between 44th and 55th Streets

July 30 - August 3, 2012

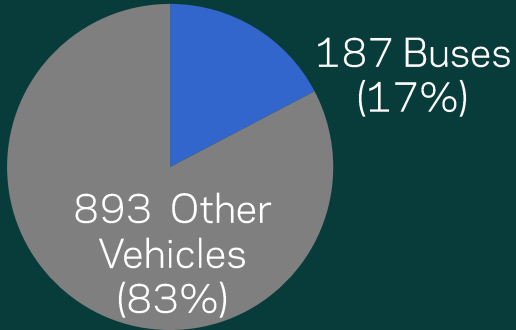


Bus lanes keep bus speeds faster,
compared to AM peak and 7pm hour

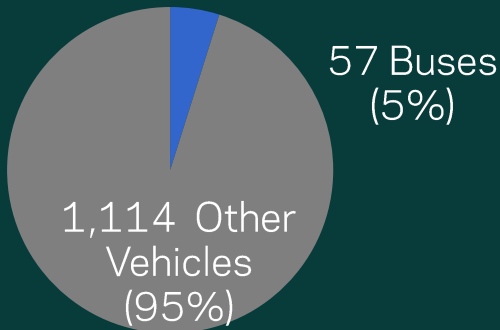
Passenger Volumes

Vehicle Volumes

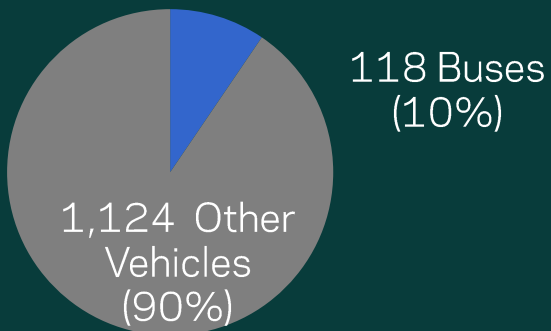
8am-9am



1pm-2pm

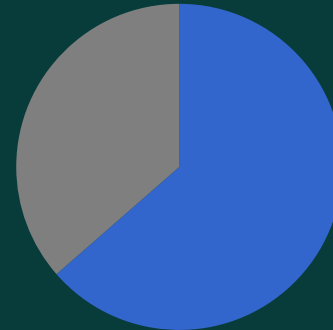


6pm-7pm

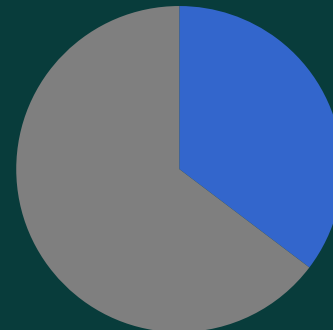


Passenger Volumes*

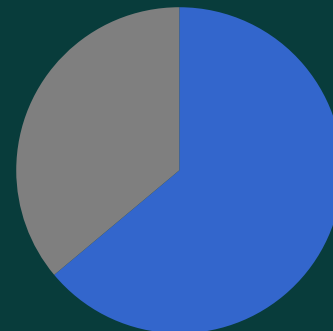
1,072
people in
other
vehicles
(36%)



1,671
people in
other
vehicles
(65%)



1,798
people in
other
vehicles
(36%)

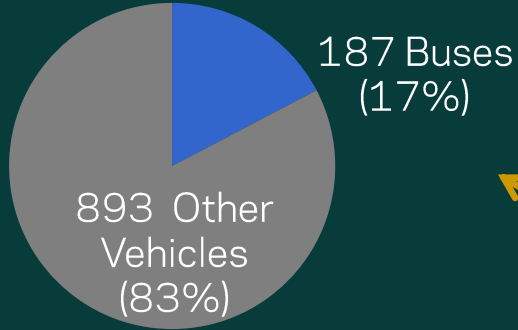


*Estimated using 2009 traffic volumes and the 2010 NYMTC Hub Bound report

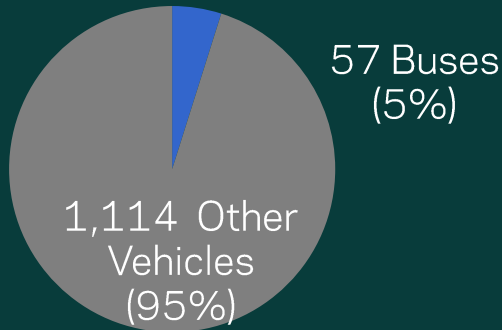
Passenger Volumes

Vehicle Volumes

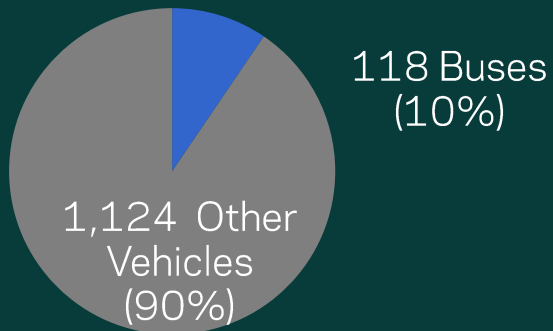
8am-9am



1pm-2pm



6pm-7pm

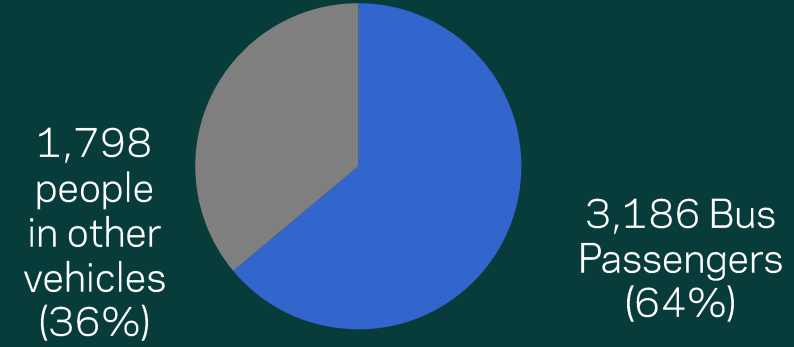
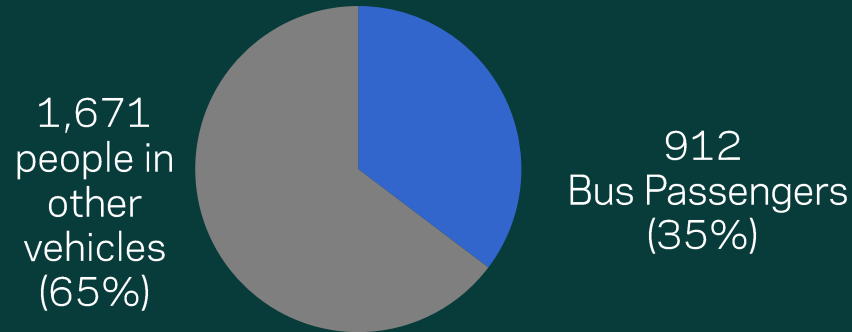
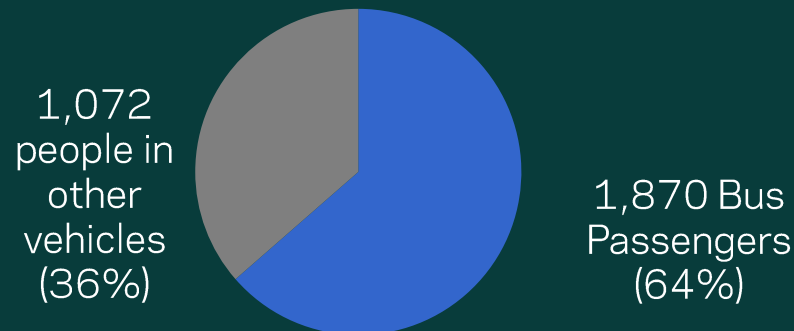


Vehicle volumes are higher in the PM peak than in the morning

Passenger Volumes

Passenger Volumes*

Even in "quieter" midday period, over 1/3 of people on the road are on buses



*Estimated using 2009 traffic volumes and the 2010 NYMTC Hub Bound report

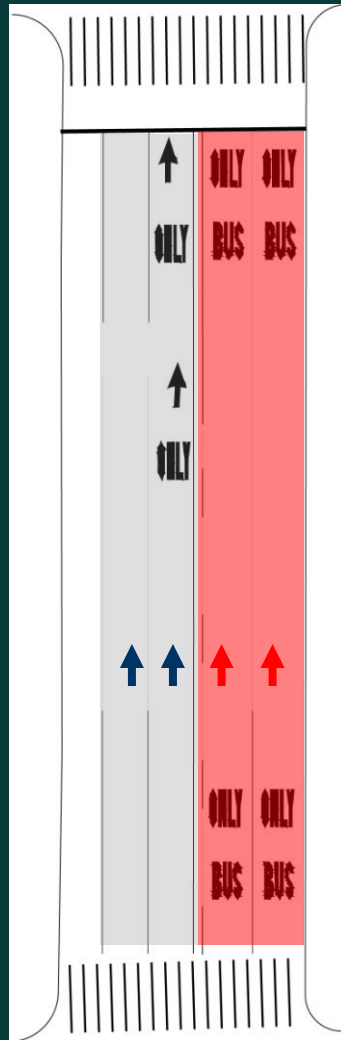
Proposal

- Extend bus lane hours to 24/7, extend length to 60th Street (one block)
- Create left-turn bays where left-turns are possible
- Allow afternoon loading on the west side of the street where there are not left-turn bays
- Simplify signage, and install 2 new bus lane gantry signs
- No changes to turn restrictions

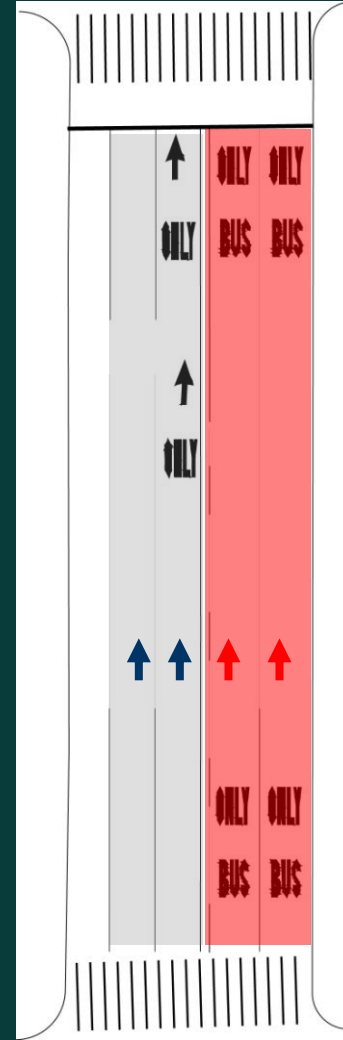
Bus lane proposal

- Proposed Bus Lane
- Existing Bus Lane
- General Travel Lane

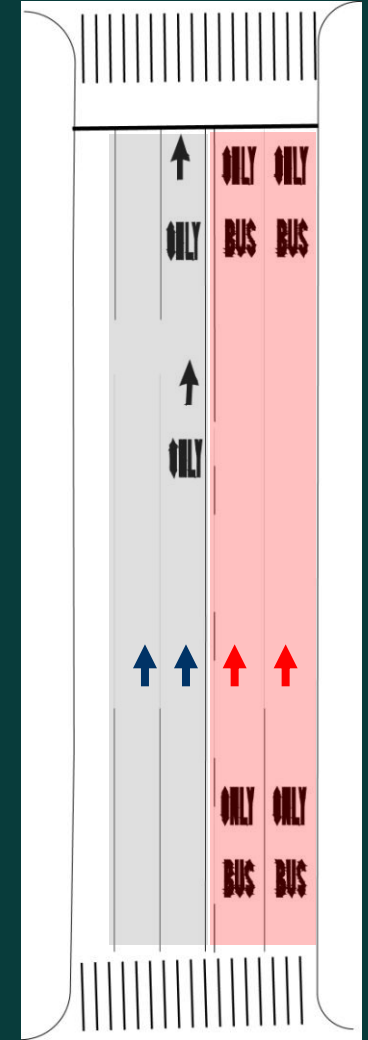
AM Peak (8:00-9:00)



MD Peak (13:00-14:00)



PM Peak (18:00-19:00)



Peak hour volumes
at 49th St (2009)

Vehicles Left / Thru
Buses Thru

80 / 813
187

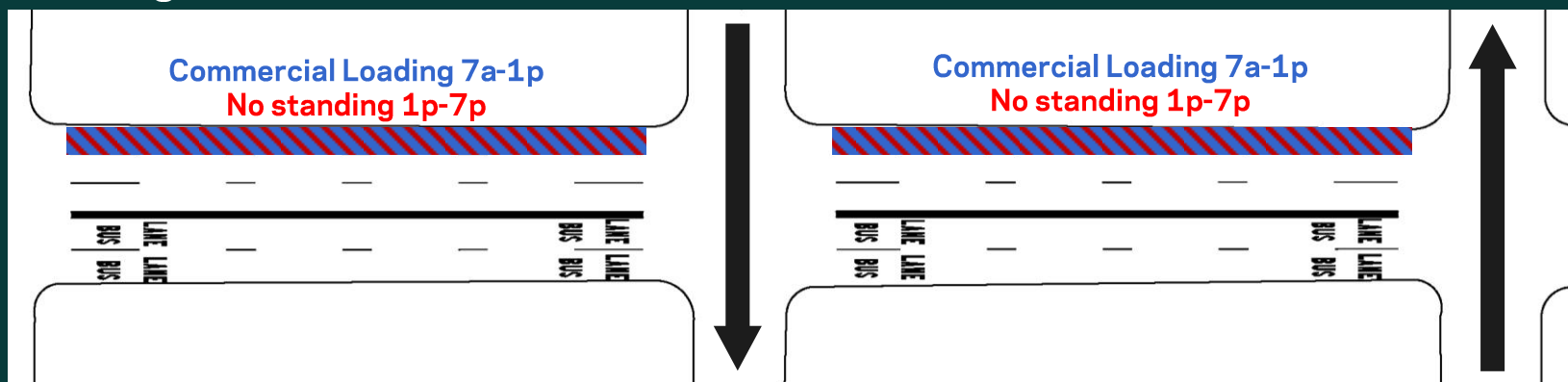
63 / 1,051
57

64 / 1,060
118

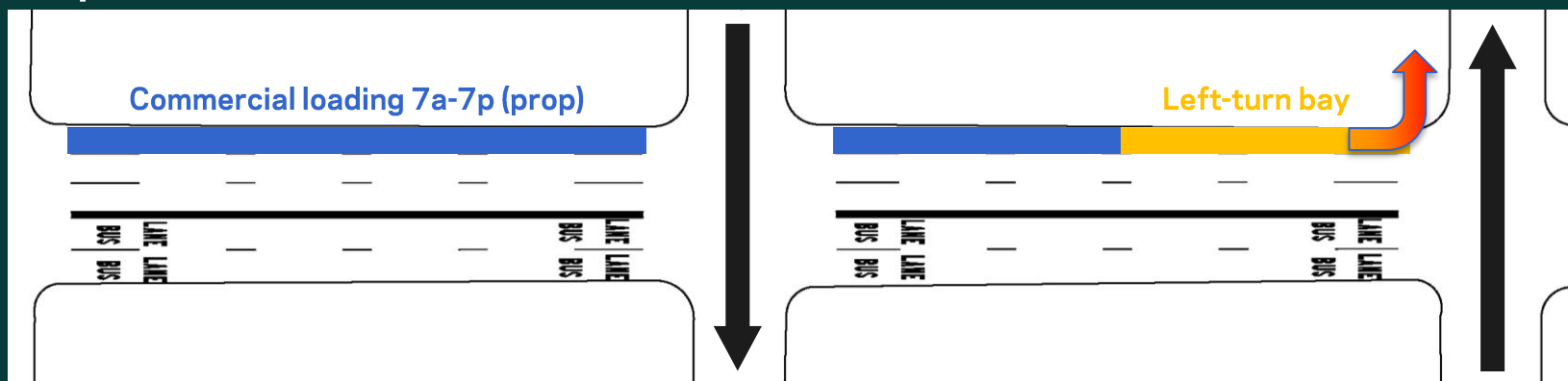
Updated curb regulations

- $\frac{3}{4}$ of the street gets 6 additional hours of commercial vehicle loading
- Regulations are consistent throughout the day

Existing



Proposed



Updated curb regulations



- Left-turn bays (No Standing) approximately every other block
- Left-turn bays will be primarily in front of large buildings where commercial loading is available around the corner
- Pickups/dropoffs are allowed in No Standing zones

Project benefits

- Improved speed and reliability for local and express bus service
- Substantially more legal afternoon commercial vehicle loading on west side of street
- Organized traffic for moderate flow improvement
- Regulations easier to follow: signs can be much simpler since regulations are in effect all day, and all-day hours match all-day markings

Proposed next steps

- Implement Madison Avenue changes in Fall 2012
 - Update regulatory signs
 - Install markings for left turn lanes
- Monitor effects of changes and update regulations as needed
- Study potential for similar changes on Fifth Avenue
 - Similar volume of bus riders, similar curb access and traffic flow issues
 - Design, traffic analysis, stakeholder outreach over Fall/Winter 2012-2013

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Thank
You

