

# Madison Avenue Bus Improvement Project

Manhattan Community Board 5 Transportation and Environment Committee | May 19, 2025



# Agenda

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1. Background
2. Proposal
3. Summary and Next Steps

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# Background

# 1

# Why Bus Priority on Madison Avenue?

- Study area: East 23<sup>rd</sup> to East 42<sup>nd</sup> Street
  - Bus lanes have existed on Madison Avenue from East 42<sup>nd</sup> to East 60<sup>th</sup> Street since 1981
- 92,000 daily bus riders on 34 bus routes
  - M1, M2, M3, M4, Q32 local buses
  - 29 express bus routes from other boroughs
- Buses move people more efficiently, with 55% of roadway users on buses in AM and PM rush hours with less than a quarter of road space
- Bus speeds are as low as 4.5 miles per hour, compared to Manhattan average of 6.2 mph and NYC average of 8.1 mph

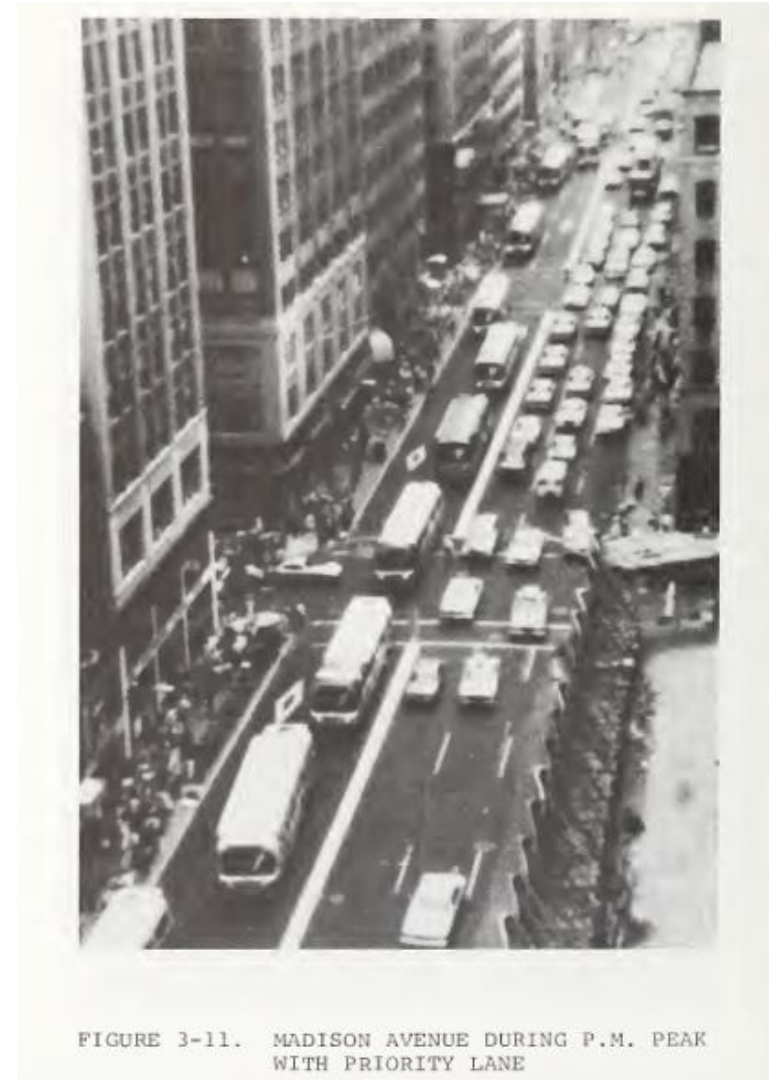


FIGURE 3-11. MADISON AVENUE DURING P.M. PEAK WITH PRIORITY LANE

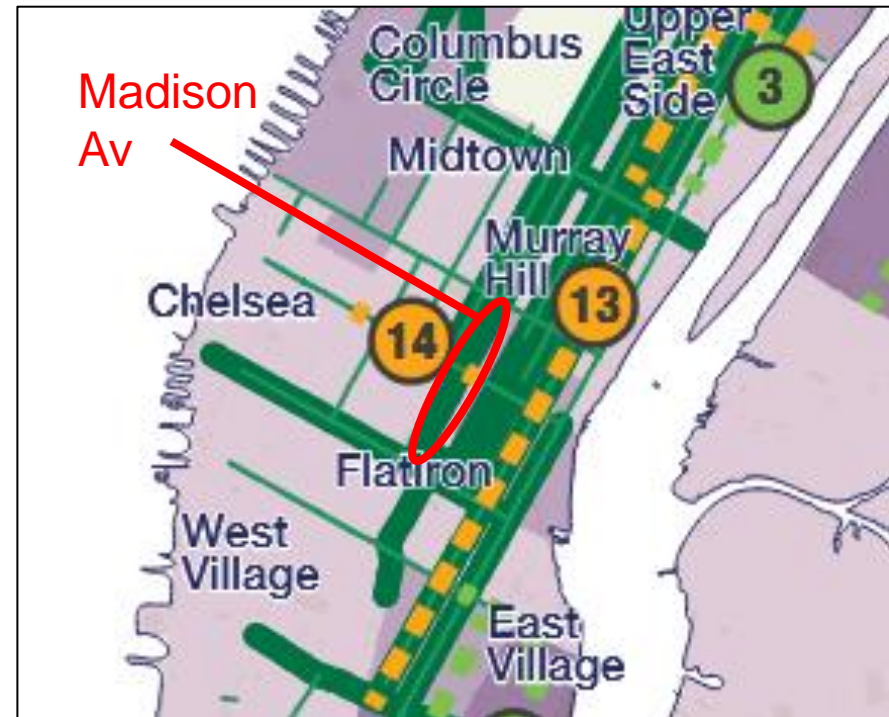


# NYC Streets Plan Update (2023)

Transit goals of the Streets Plan:

1. **Increase sustainable travel modes** by reconfiguring streets
2. **Expand access to job opportunities** through faster and more reliable transportation options
3. Allow all New Yorkers to get around in multiple ways **without encountering barriers to travel**

Madison Avenue was identified as a Bus Priority Corridor in the 2023 Streets Plan Update and touches Tier 2 Priority Investment Areas





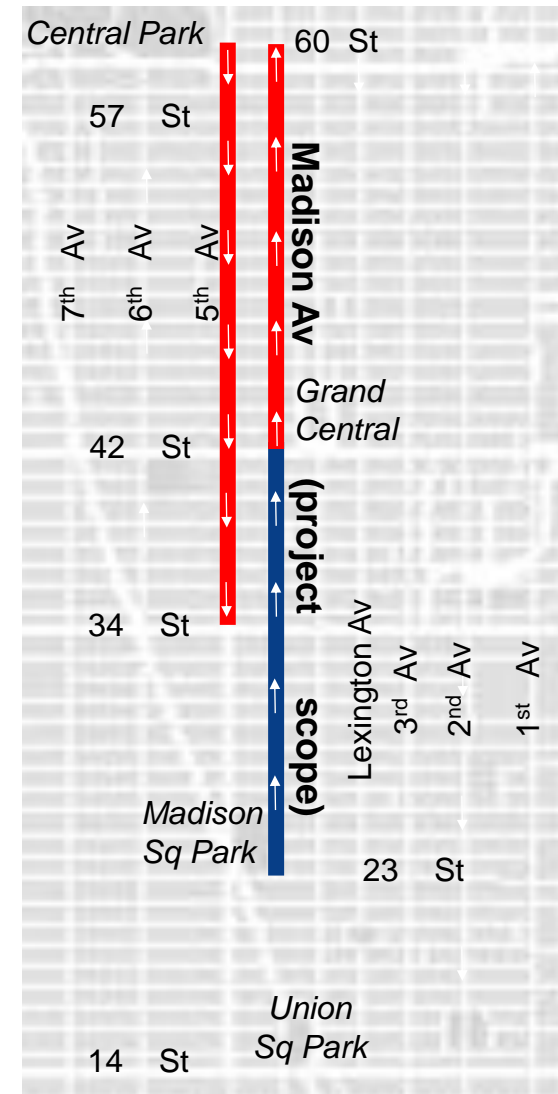
## TRANSIT PRIORITIZATION AND FUTURE INVESTMENT

- Existing Bus Lanes
- Future Bus Priority Corridors
- 2022 Completed Projects
- Potential Upcoming Projects
- Priority Investment Area Tier 1
- Priority Investment Area Tier 2
- Priority Investment Area Tier 3

# Existing Bus Lanes and Project Scope

- Proposal covers Madison Avenue from 23<sup>rd</sup> to 42<sup>nd</sup> Street
- Madison Avenue north of 42<sup>nd</sup> Street to 60<sup>th</sup> Street already has existing northbound double bus lanes
- Paired with existing southbound double bus lanes on 5<sup>th</sup> Avenue from 60<sup>th</sup> to 34<sup>th</sup> Street

-  Existing One-Way Double Bus Lanes
-  Project Scope: No Existing Bus Lane



# Existing Double Bus Lanes on 5<sup>th</sup> Avenue and Madison Avenue

## 5<sup>th</sup> Avenue: Southbound from 60<sup>th</sup> to 34<sup>th</sup> Street

- Connects with bus lane from Central Park North/E 110<sup>th</sup> Street down to E 60<sup>th</sup> Street



5<sup>th</sup> Avenue at 39<sup>th</sup> Street

## Madison Avenue: Northbound from 42<sup>nd</sup> to 60<sup>th</sup> Street

- Local and express bus routes continue from south of E 42<sup>nd</sup> Street onto existing bus lanes



Madison Avenue at 53<sup>rd</sup> Street



# Evaluation of Existing Double Bus Lanes

- 5<sup>th</sup> Avenue double bus lanes were implemented in 2018
- Data between 2017 to 2019 shows that:
  - Speeds on local routes increased 6-12%
  - Speeds on express routes increased 11-20%

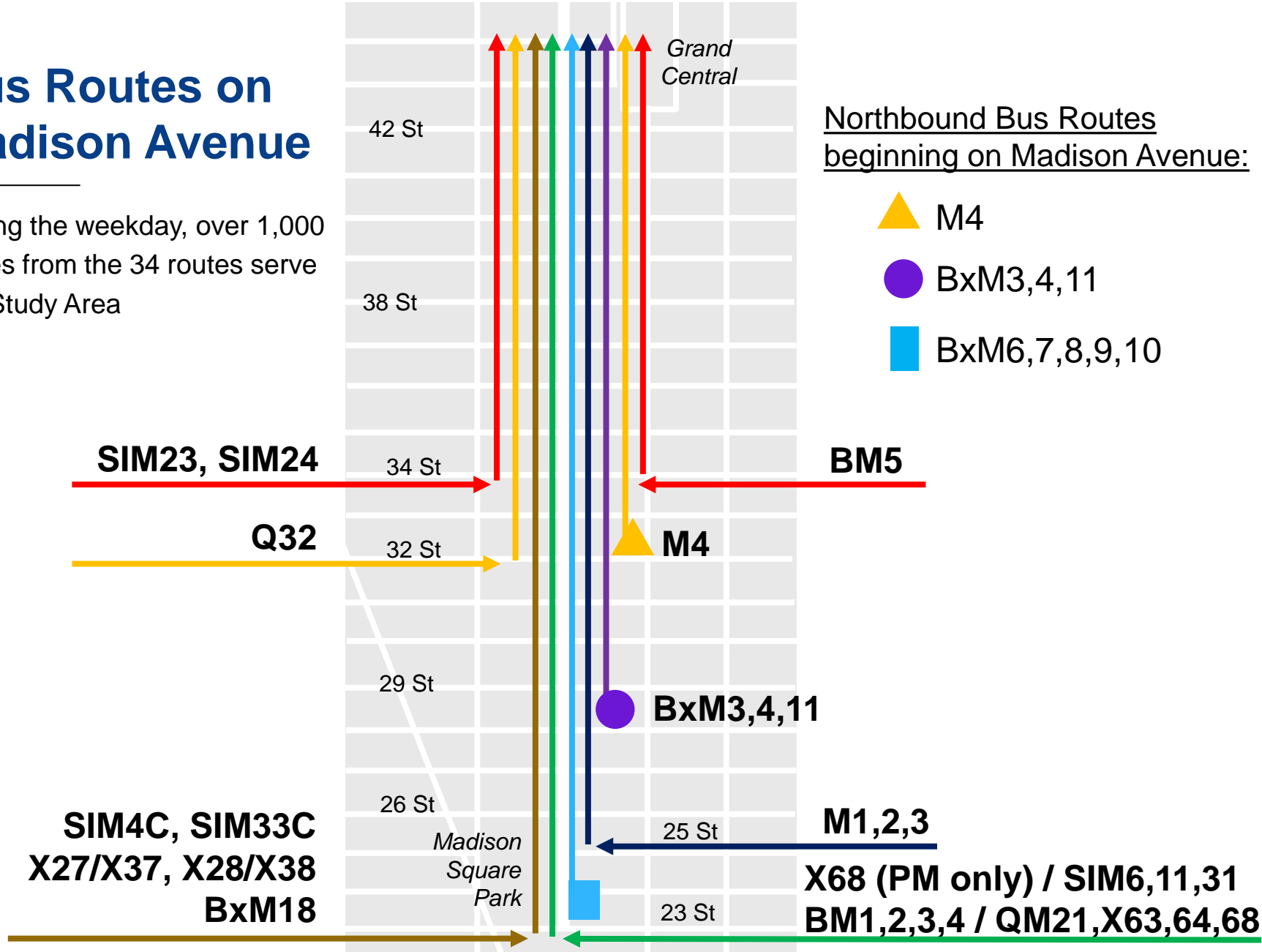


5<sup>th</sup> Avenue at 46<sup>th</sup> Street

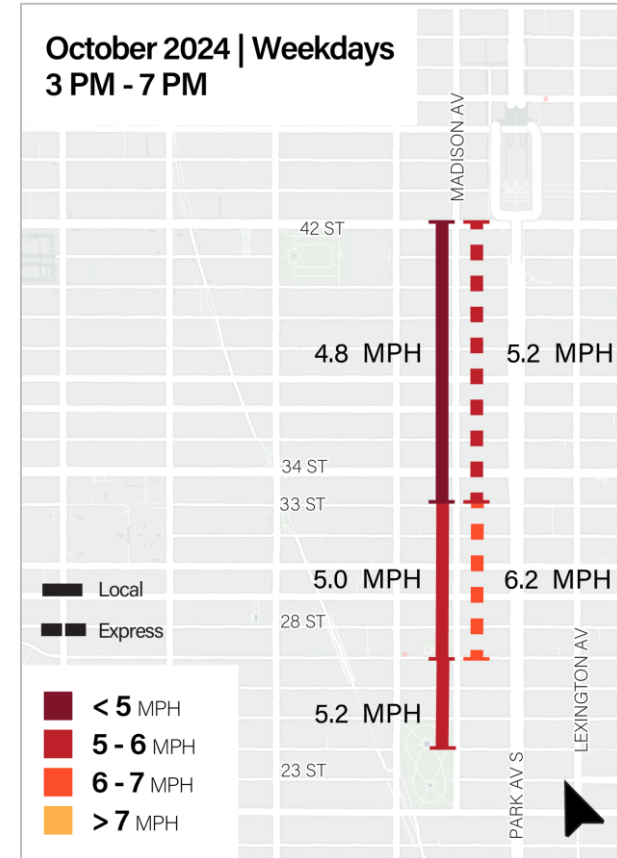
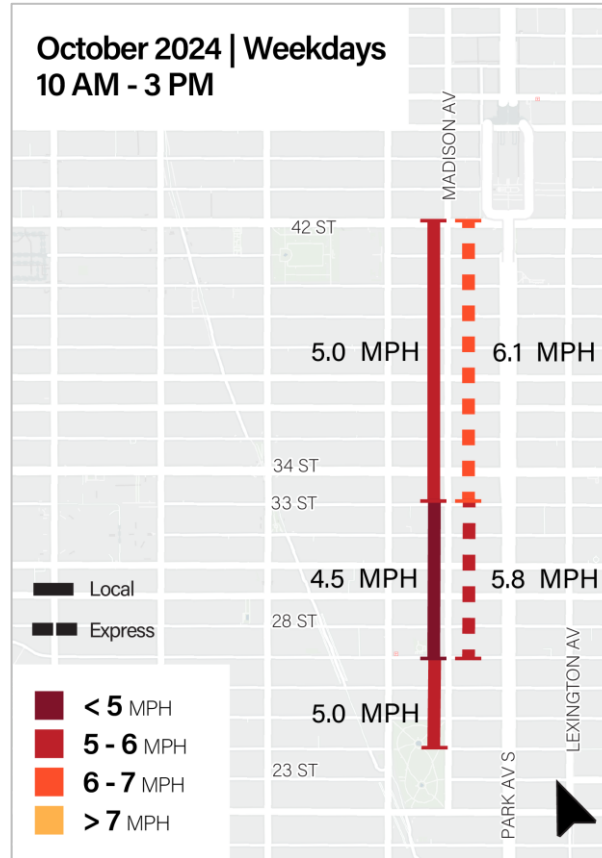
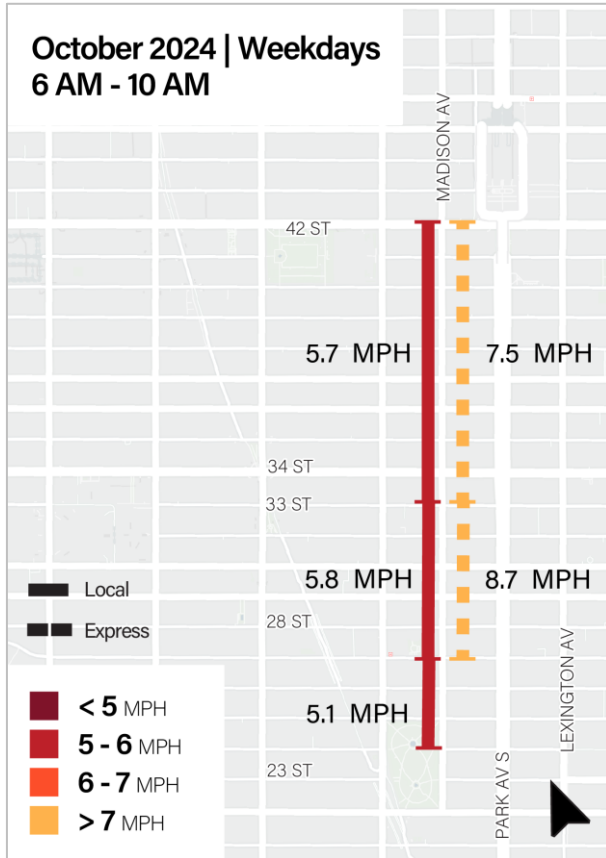


# Bus Routes on Madison Avenue

During the weekday, over 1,000 buses from the 34 routes serve the Study Area



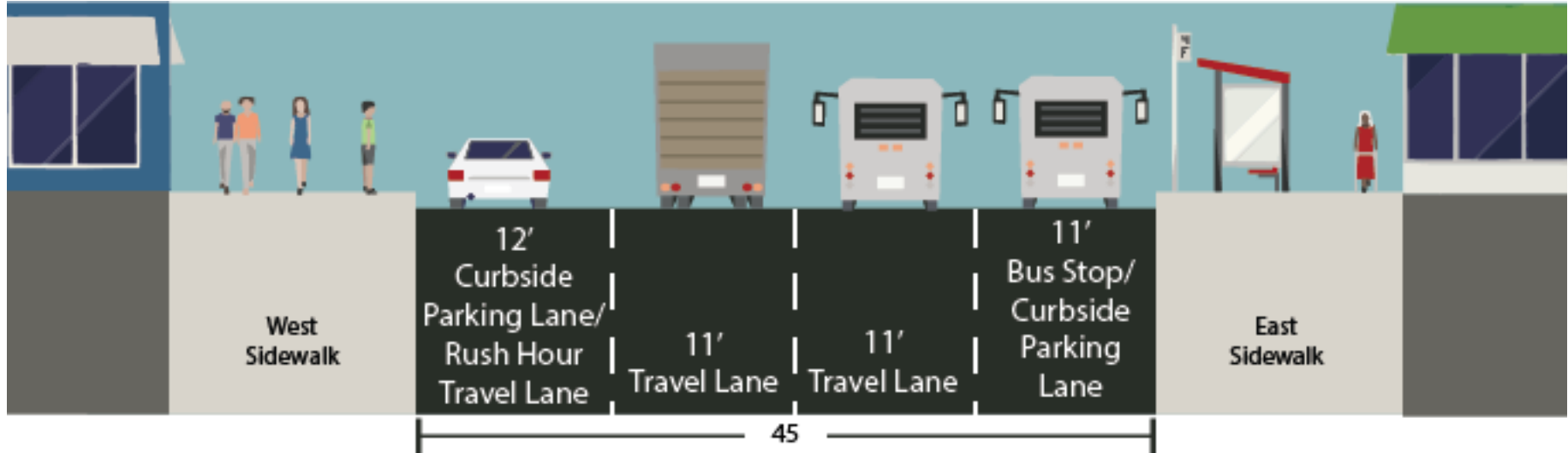
# Bus Speeds\* in the Madison Avenue Study Area



\*Note: Uses M1, M2, M3, BxM6, BxM7, BxM8, BxM9, and BxM10 data.

# Existing: Madison Avenue South of 42<sup>nd</sup> Street

- Parking and rush hour travel lane on west curb
  - Commercial and general metered parking, truck loading
  - No Standing Anytime 34<sup>th</sup> to 36<sup>th</sup> Street, No Standing 1-7pm 37<sup>th</sup> to 42<sup>nd</sup> Street
- Two travel lanes in center
- Continuous bus stops and layovers along east curb



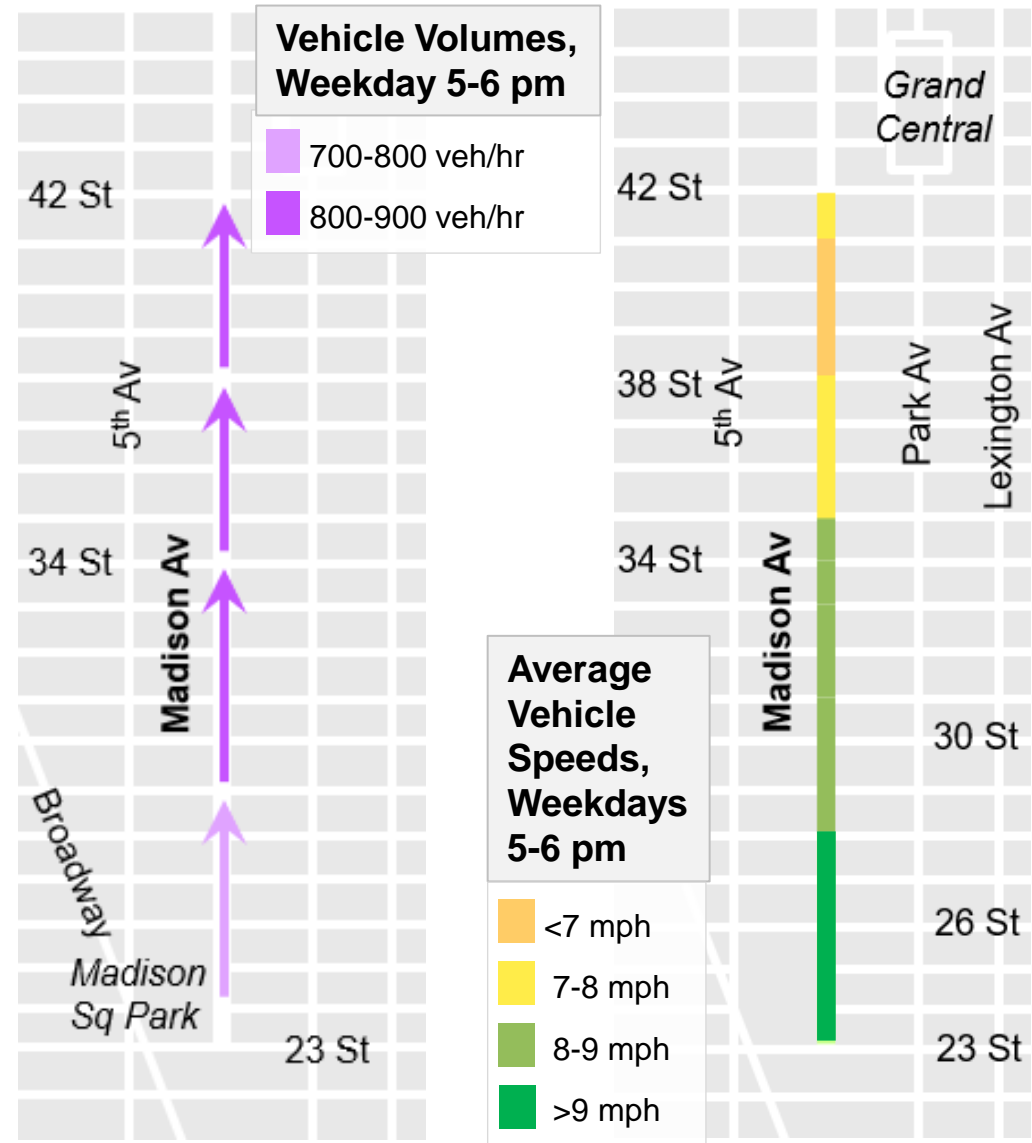
*Cross-Section of Existing Madison Avenue from East 23<sup>rd</sup> to 42<sup>nd</sup> Street*



# Madison Avenue General Traffic Volumes and Speeds

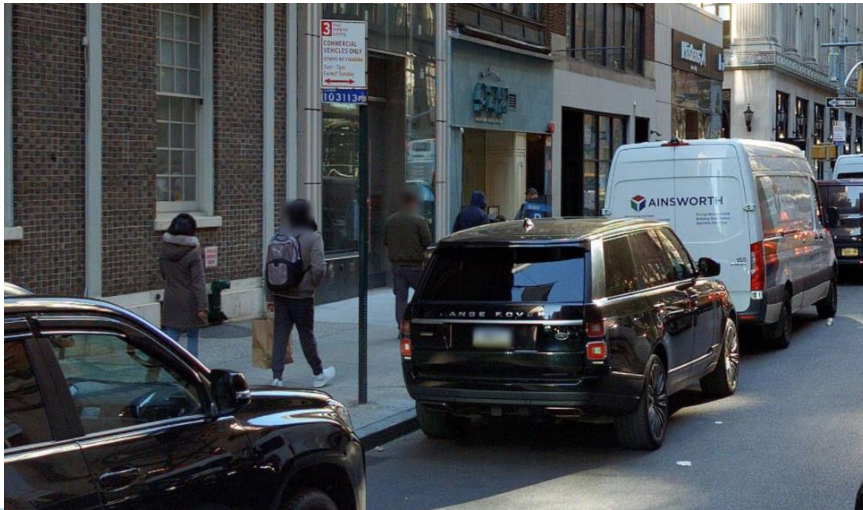
- Traffic volumes lower on southern end of Madison Avenue
- Highest amount of traffic north of 42<sup>nd</sup> Street around Grand Central Terminal
  - Madison Avenue from 42<sup>nd</sup> to 60<sup>th</sup> Street maintain higher traffic volumes despite containing double bus lanes
- Traffic analysis suggests current volumes on Madison Avenue south of 42<sup>nd</sup> Street viable with bus lanes

Sources: Volumes from ATR traffic counts and speeds from INRIX data collected October 2024.



# Existing Curb Regulations on Madison Avenue South of 42<sup>nd</sup> Street

- West Curb: Variety of Curb Regs
  - Parking Meters
    - Mostly Commercial Metered Parking
    - General Metered Parking bordering Madison Square Park
  - Hotel and Truck Loading
  - MTA Bus Layover Parking
- East Curb: Mostly Bus Stops
  - Local and Express Bus Stops
  - MTA Bus Layover Parking
  - Two half-blocks of hotel loading, taxi stands, and No Parking
- Side streets: mixture of daytime commercial metered parking, hotel loading zones, and taxi stands



# Existing Conditions Summary

- Bus stops on almost every block on east curb, variety of curb regulations on west curb
- Mix of commercial storefronts, offices, and high-rise residences
- Slow bus speeds and high ridership
- Frequent double parking by delivery vehicles, cars, and for-hire vehicles
- Current street design can be improved to better serve bus riders, drivers, and vehicles accessing the curb



*Mix of pedestrians, buses, moving traffic, and a parked truck on a weekday evening*

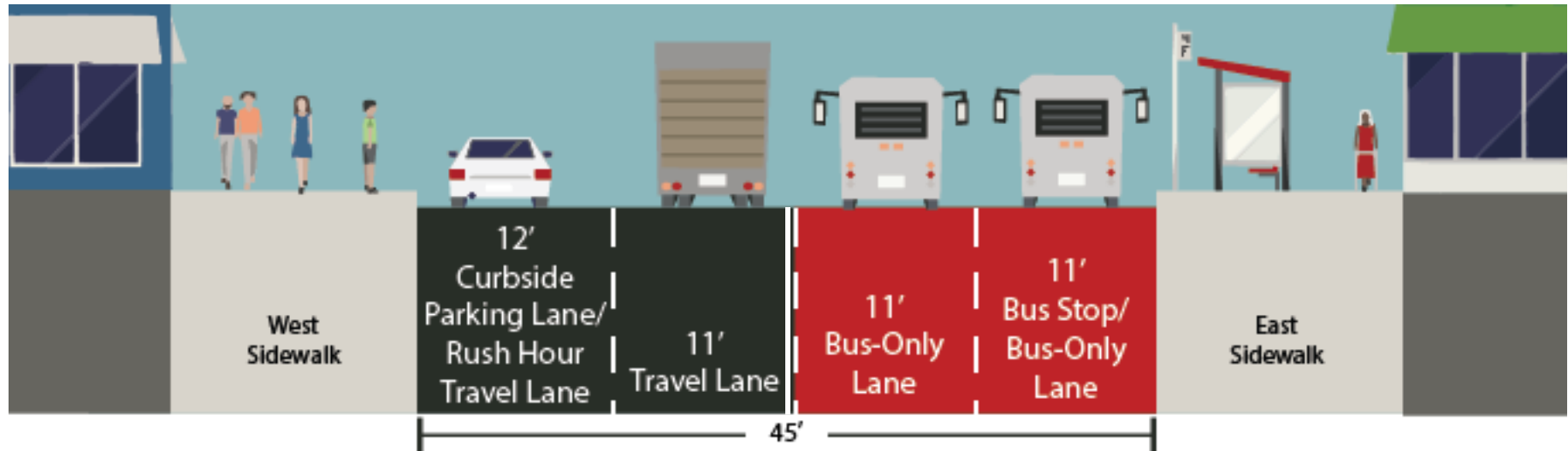


# Proposal

# 2

# Proposal: Double Bus Lanes South of 42<sup>nd</sup> Street

- Extend existing 24/7 bus lanes from East 42<sup>nd</sup> Street to East 23<sup>rd</sup> Street
- Maintain west curb parking & loading as well as one general travel lane on most blocks, and two general travel lanes at select blocks and hours
- Maintain existing right turns



*Cross-Section of Proposed Madison Avenue from East 23<sup>rd</sup> to 42<sup>nd</sup> Street*

# Benefits of a Double Bus Lane

- Better organizes traffic flow:  
buses on east two lanes and  
general traffic on west two lanes
  - West curb maintains  
parking, commercial  
loading, and passenger  
drop offs & pickups
  - General traffic and buses  
can each use their  
respective travel lanes
  - East curb lane used for bus  
stops and parked buses  
laying over



*Existing double bus lanes on Madison Avenue at  
East 49<sup>th</sup> Street*



# Proposal: Updated Curb Management

- Maintain No Standing across east curb to allow for double bus lanes (Repurpose 4 parking spaces and other conflicting regulations)
- Add half-block left turn bays on west curb at 27<sup>th</sup>, 29<sup>th</sup>, 31<sup>st</sup>, 33<sup>rd</sup> Street (Repurpose 20 spaces)
- Add rush hour No Standing on west curb between 36<sup>th</sup>-37<sup>th</sup> Street (Repurpose 10 spaces in peak hours)
- Update meter timing and other curb regulations on Madison Avenue, side streets
- Plan retains ~78% of existing parking spaces



*Commercial truck pulling out of the west curb, local bus driving in a travel lane, and express bus laying over on the east curb at Madison Avenue and E 27<sup>th</sup> St*

# Automated Camera Enforcement (ACE)

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- Automated Camera Enforcement (ACE) improves bus speeds and reliability by enforcing for vehicles:
  - Driving in a bus lane
  - Double parking on the street
  - Standing at a bus stop
- M2 and M4 Local buses undergoing ACE expansion
  - Further update will include future Madison Avenue bus lanes
- Vehicles can continue to make expeditious pickups and drop-offs



*Buses queued up at Madison Avenue and East 35<sup>th</sup> Street*

# Summary and Next Steps

3



# Summary

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- Buses, commercial loading, and other vehicles compete for space on Madison Avenue
- This proposal will:
  - Improve bus speeds and reliability for thousands of daily bus riders
  - Maintain curb access for local businesses and residents
  - Better allocate roadway space between transit riders, commercial drivers, and other road users



*Variety of road users at Madison Avenue and E 27<sup>th</sup> Street*

# Next Steps

- **Spring 2025:** Refine design and traffic analysis
- **Summer 2025:** Planned implementation
- **Fall-Winter 2025:** Monitor ongoing performance



# Thank You!

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## Open Discussion & Questions



NYC DOT



NYC DOT



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NYC DOT

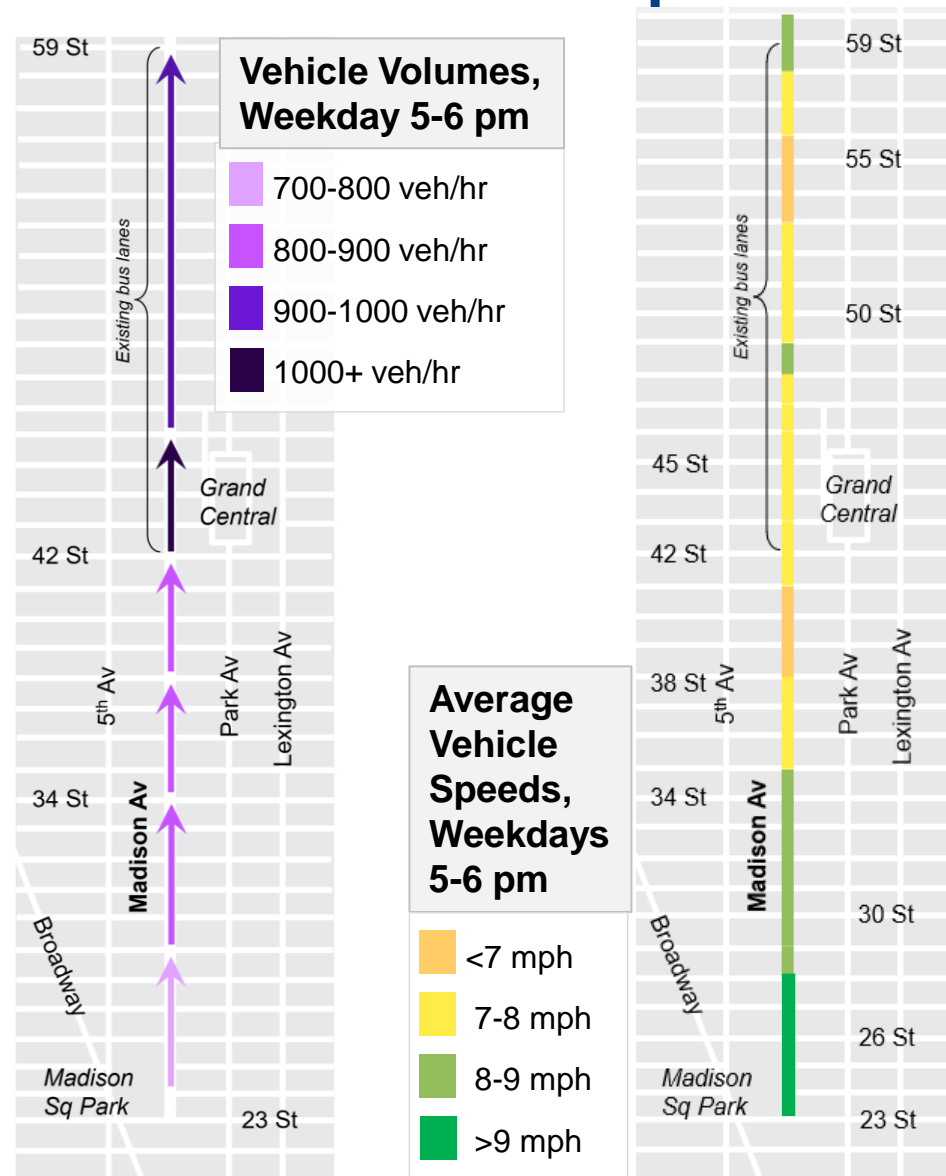
# Appendix



# Madison Avenue General Traffic Volumes and Speeds

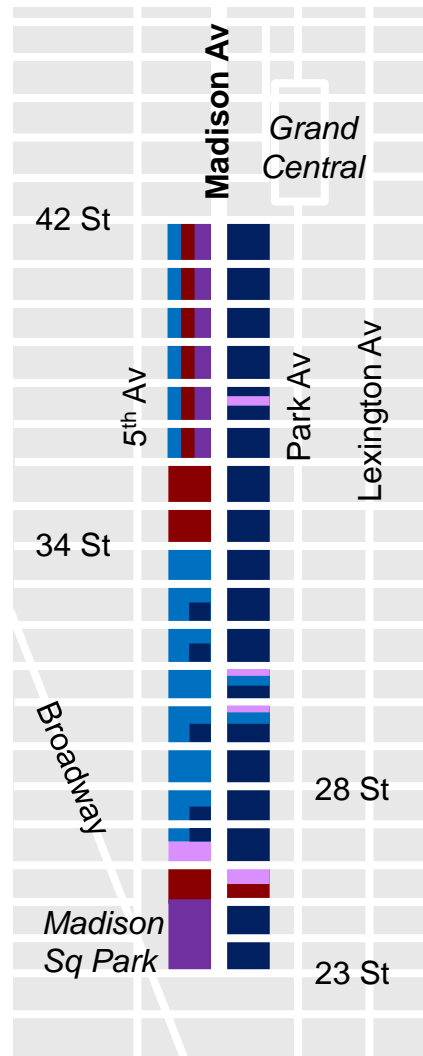
- Traffic volumes lower on southern end of Madison Avenue
- Highest amount of traffic north of 42<sup>nd</sup> Street around Grand Central Terminal
  - Madison Avenue from 42<sup>nd</sup> to 60<sup>th</sup> Street maintain higher traffic volumes despite containing double bus lanes
- Current volumes and speeds suggest Madison Avenue south of 42<sup>nd</sup> Street can operate with single general travel lane, based on preliminary traffic analysis

Sources: Volumes from ATR traffic counts from October 2024 and December 2017. Speeds from INRIX data from October 2024.



# Existing Curb Regulations on Madison Avenue South of 42<sup>nd</sup> Street

- **West Curb – Mostly 3-hour commercial meters, except:**
  - 36<sup>th</sup> to 42<sup>nd</sup> St: No Standing, 1-7pm
  - 34<sup>th</sup> to 36<sup>th</sup> St: No Standing Anytime
  - Miscellaneous hotel loading, taxi stands, MTA bus layover parking
  - 23<sup>rd</sup> to 25<sup>th</sup> St: 2-hour general metered parking



## East curb – almost all bus stops and layovers, except:

- 37<sup>th</sup> to 38<sup>th</sup> St: Hotel Loading
- 31<sup>st</sup> to 32<sup>nd</sup> St: 1 commercial metered parking spot, No Parking Anytime, Hotel Loading
- 30<sup>th</sup> to 31<sup>st</sup> St: 4 commercial metered parking spots
- 30<sup>th</sup> St corner taxi stand

- MTA Bus Stops and Layover Space
- No Standing
- Taxi Stand, Loading, or Authorized Vehicles
- General Metered Parking
- Commercial Metered Parking

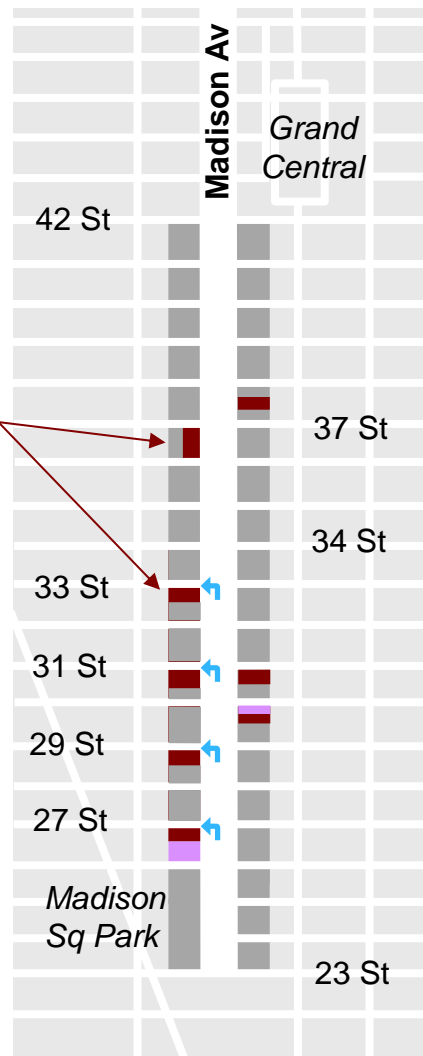
# Proposed Curb Regulations\* on Madison Avenue South of 42<sup>nd</sup> Street

West curb: Introduce left-turn bays approaching 27<sup>th</sup>, 29<sup>th</sup>, 31<sup>st</sup>, 33<sup>rd</sup> Streets, and PM curbside travel lane between 36<sup>th</sup> to 37<sup>th</sup> Street

- Commercial Metered Parking reallocated (up to 34 spots)
- Accommodates left turn bays and through traffic
- Commercial Metered Parking in off-peak hours and parking overnight is kept

Reallocating taxi stands and cross-street curb regulations for better loading and parking

*\*Note: Final curb regulations subject to change*



East curb – exclusively bus stops, bus lane, and special regulations

- Converting two half-blocks of Commercial Metered Parking to curbside bus lane
- Evaluating reallocation of other special regulations (Authorized Vehicle Only, Taxi Stands, Hotel Loading)

- Unchanged Curb Regulations
- New PM Peak-Hour No Standing (Existing Off-Peak Parking kept)
- New No Standing Anytime
- ↩ New Curbside Left-Turn Bays
- Former Taxi Stand - New Curb Regulations to be finalized