

Madison Avenue Bus Improvement Project

Manhattan Community Board 6 Transportation and Environment Committee | June 2nd, 2025



Agenda

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

Background

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Why Bus Priority on Madison Avenue?

- Study area: East 23rd to East 42nd Street
 - Bus lanes have existed on Madison Avenue from East 42nd to East 60th 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



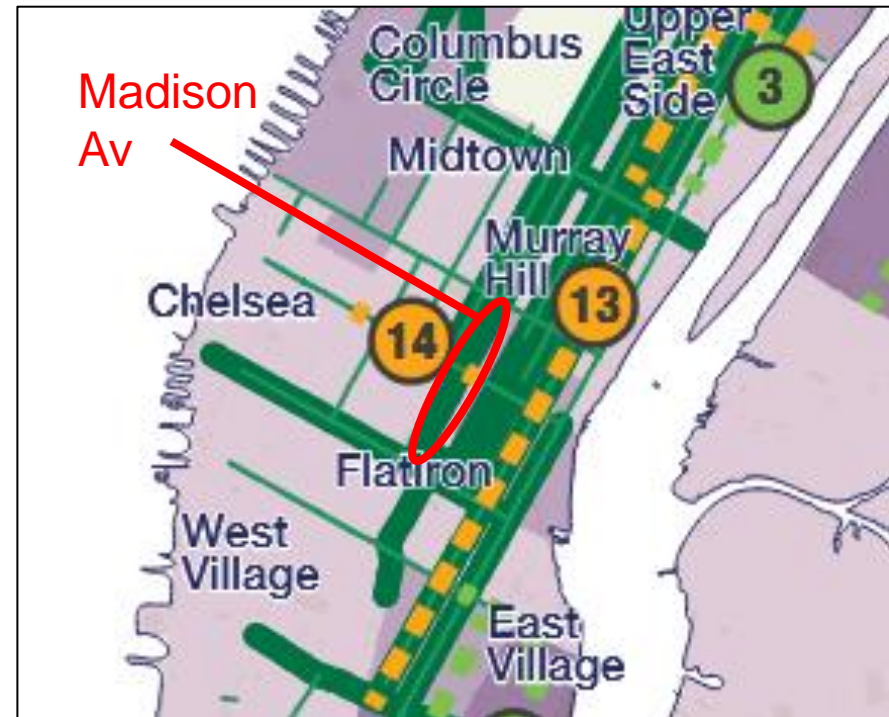
FIGURE 3-11. MADISON AVENUE DURING P.M. PEAK WITH PRIORITY LANE

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





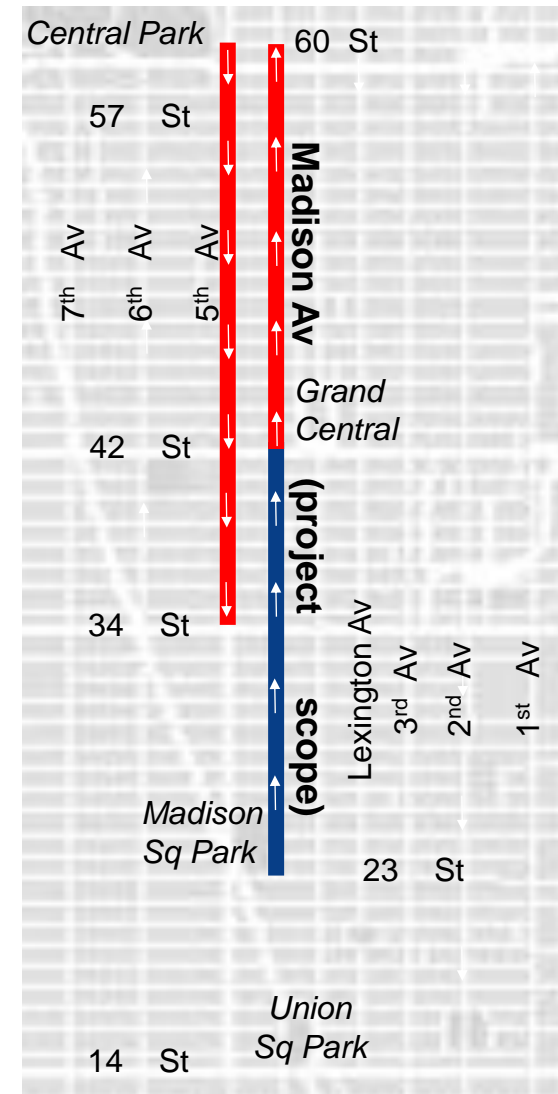
TRANSIT PRIORITIZATION AND FUTURE INVESTMENT

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

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



Existing Double Bus Lanes on 5th Avenue and Madison Avenue

5th Avenue: Southbound from 60th to 34th Street

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



5th Avenue at 39th Street

Madison Avenue: Northbound from 42nd to 60th Street

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



Madison Avenue at 53rd Street

Evaluation of Existing Double Bus Lanes

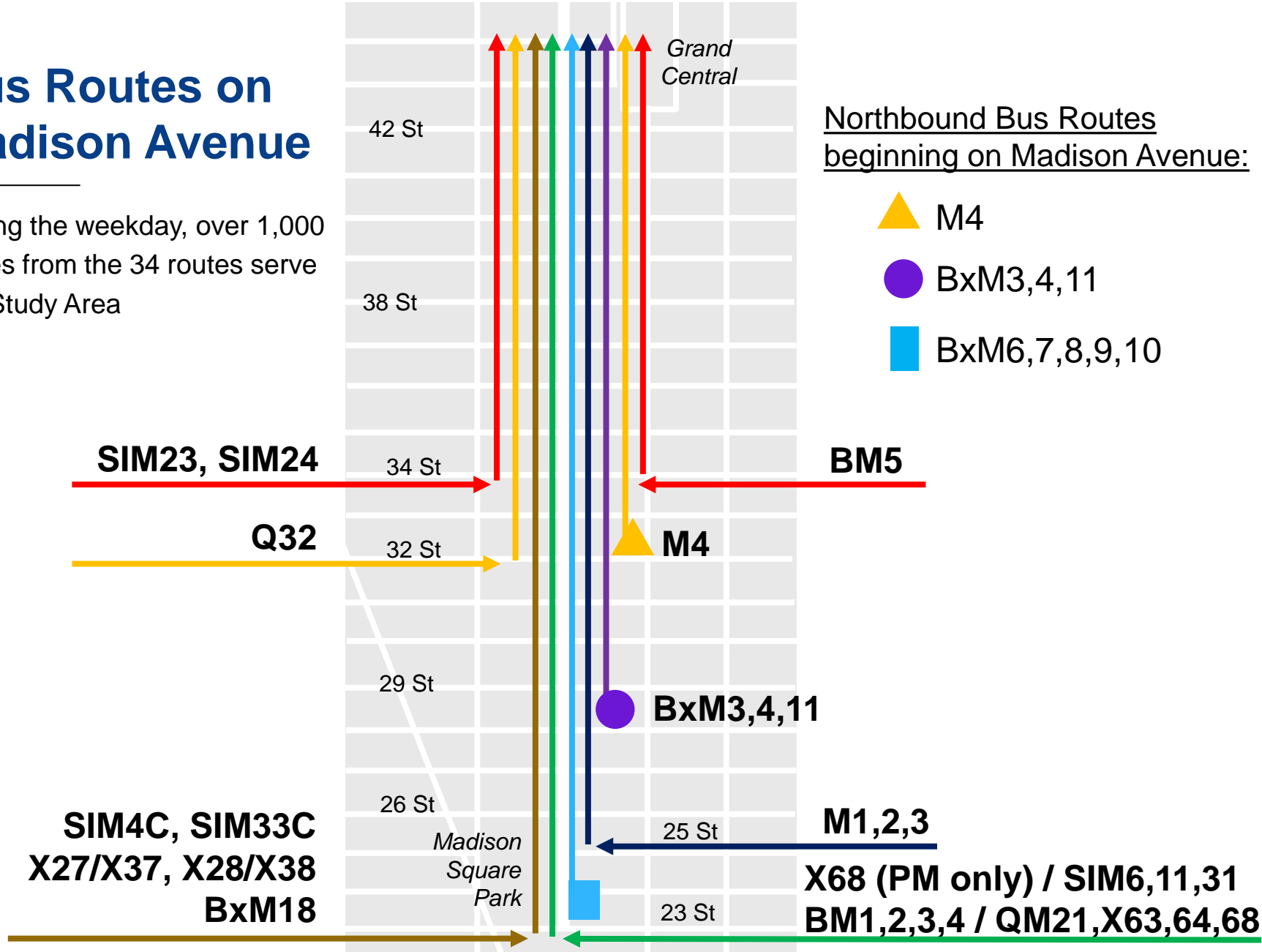
- 5th Avenue double bus lanes were implemented in 2018
- Data between 2017 to 2019 shows that:
 - Speeds on local routes increased 6-12%
 - Speeds on express routes increased 11-20%



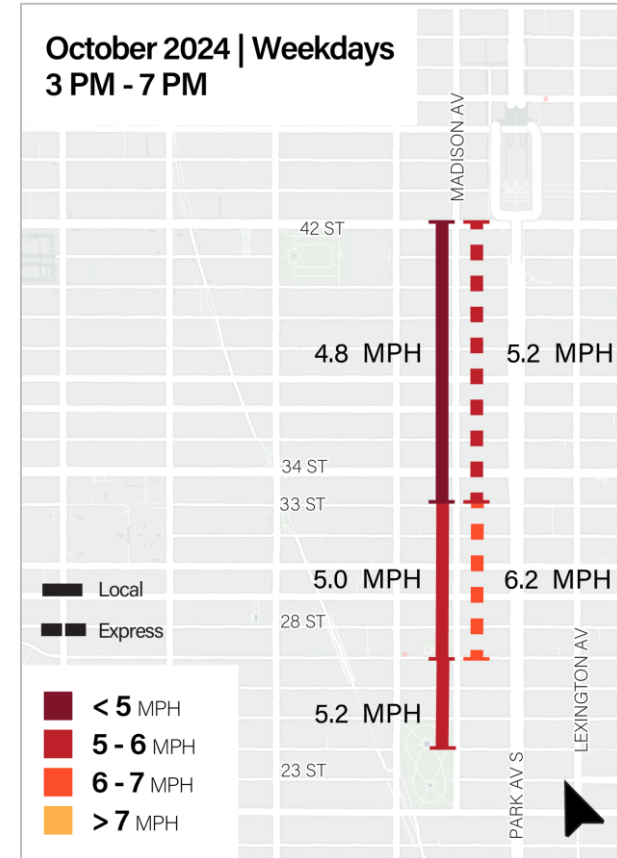
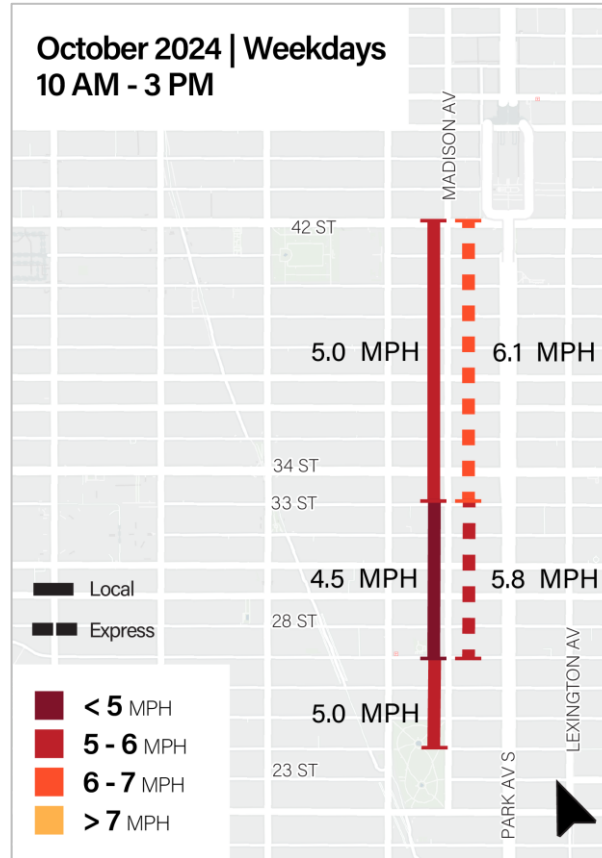
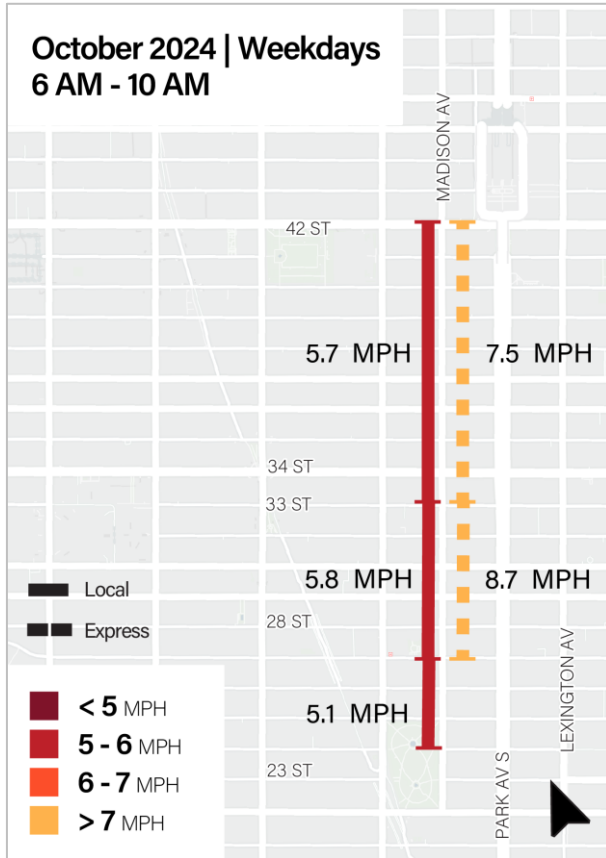
5th Avenue at 46th Street

Bus Routes on Madison Avenue

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



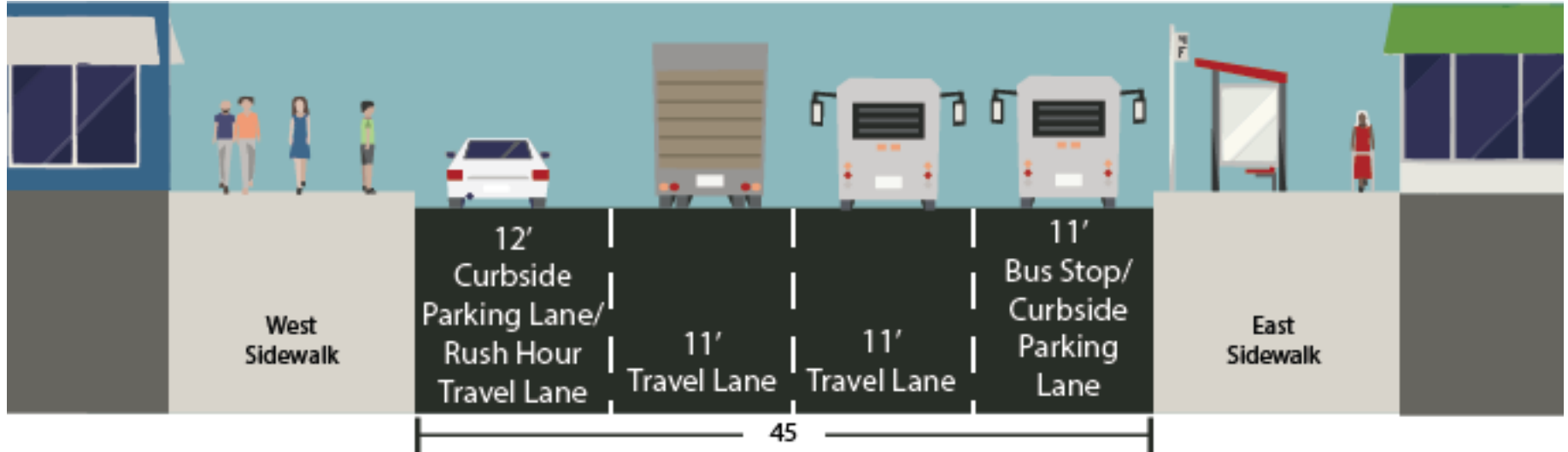
Bus Speeds* in the Madison Avenue Study Area



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

Existing: Madison Avenue South of 42nd Street

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

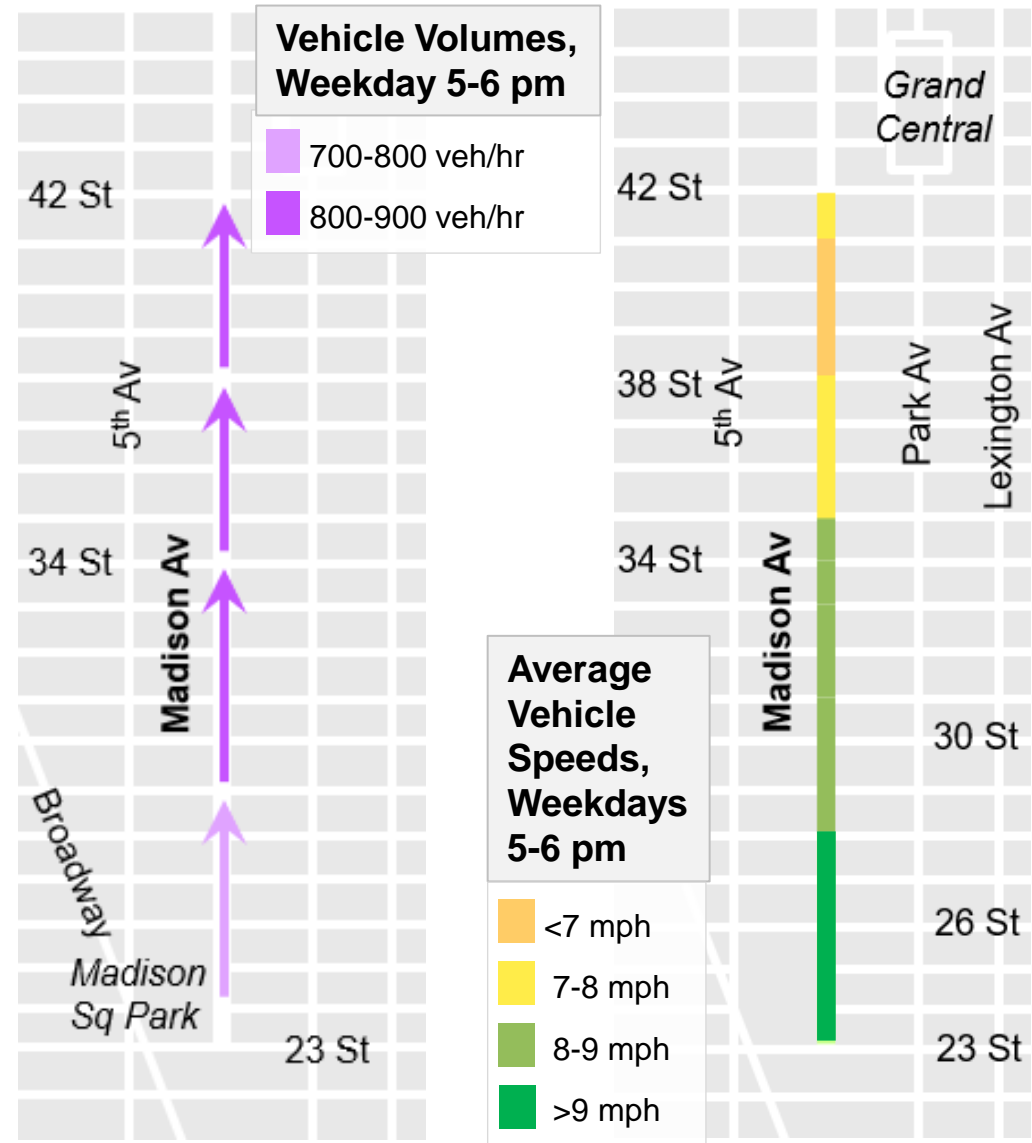


Cross-Section of Existing Madison Avenue from East 23rd to 42nd Street

Madison Avenue General Traffic Volumes and Speeds

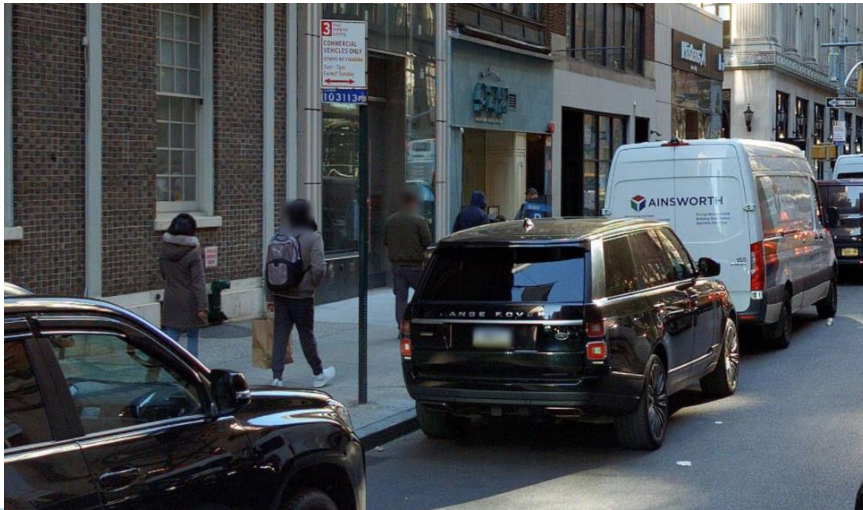
- Traffic volumes lower on southern end of Madison Avenue
- Highest amount of traffic north of 42nd Street around Grand Central Terminal
 - Madison Avenue from 42nd to 60th Street maintain higher traffic volumes despite containing double bus lanes
- Traffic analysis suggests current volumes on Madison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



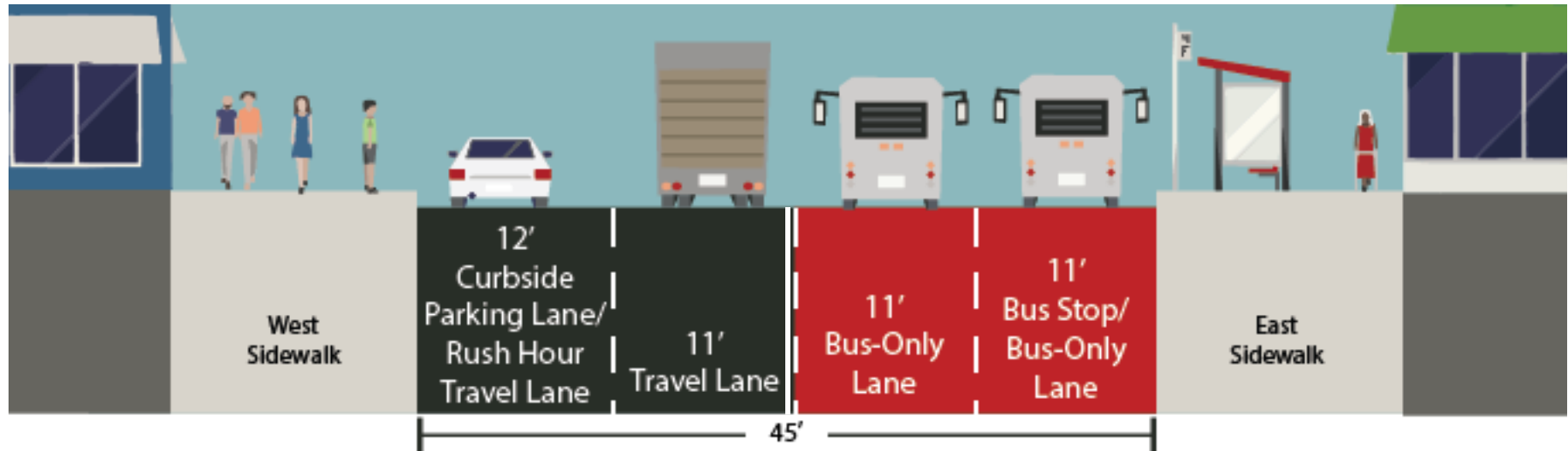
Mix of pedestrians, buses, moving traffic, and a parked truck on a weekday evening

Proposal

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Proposal: Double Bus Lanes South of 42nd Street

- Extend existing 24/7 bus lanes from East 42nd Street to East 23rd 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 23rd to 42nd 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 49th 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 27th, 29th, 31st, 33rd Street (Repurpose 20 spaces)
- Add rush hour No Standing on west curb between 36th-37th 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 27th St

Automated Camera Enforcement (ACE)

- 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 35th Street

Summary and Next Steps

3

Summary

- 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 27th Street

Next Steps

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



Thank You!

Open Discussion & Questions



NYC DOT



NYC DOT



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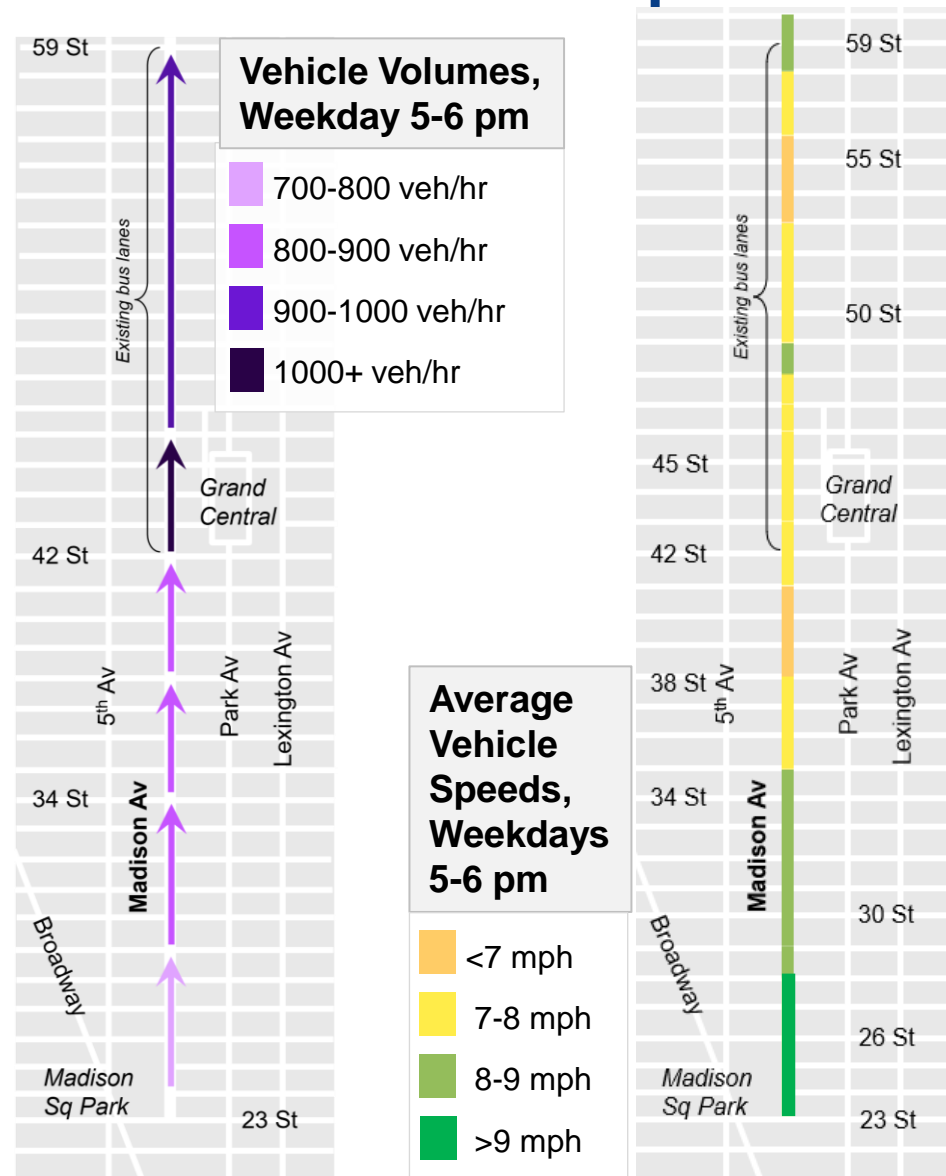
NYC DOT

Appendix

Madison Avenue General Traffic Volumes and Speeds

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

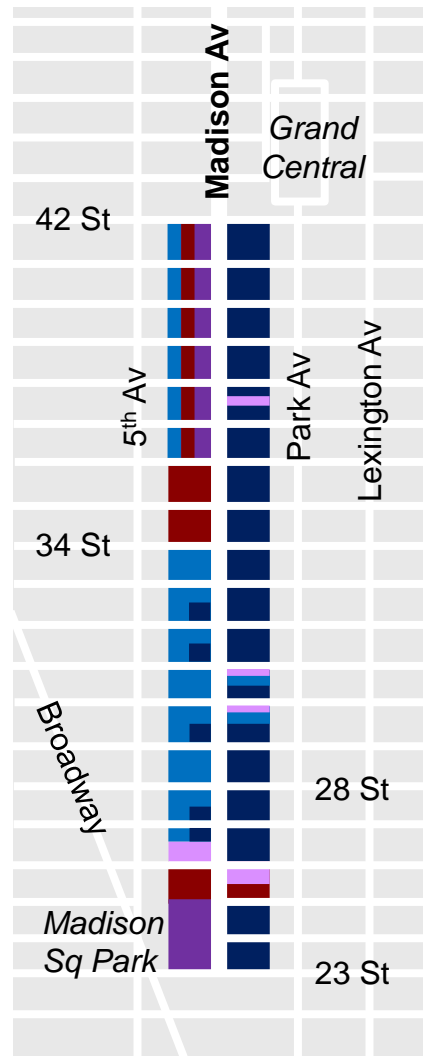
Sources: Volumes from ATR traffic counts from October 2024 and December 2017. Speeds from INRIX data from October 2024.



Existing Curb Regulations on Madison Avenue South of 42nd Street

- **West Curb – Mostly 3-hour commercial meters, except:**

- 36th to 42nd St: No Standing, 1-7pm
- 34th to 36th St: No Standing Anytime
- Miscellaneous hotel loading, taxi stands, MTA bus layover parking
- 23rd to 25th St: 2-hour general metered parking



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

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

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

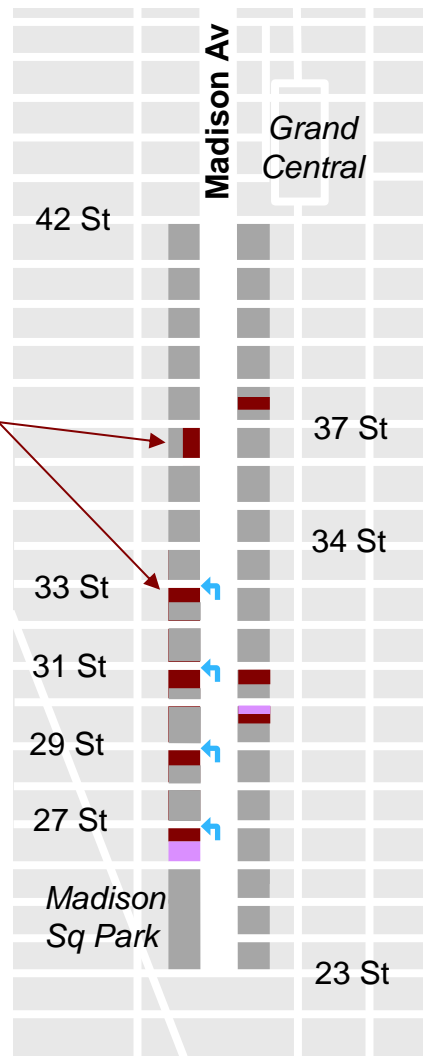
Proposed Curb Regulations* on Madison Avenue South of 42nd Street

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