Agenda

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

- 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**
- 893 Other Vehicles (83%)
- 187 Buses (17%)

**1pm-2pm**
- 1,114 Other Vehicles (95%)
- 57 Buses (5%)

**6pm-7pm**
- 1,124 Other Vehicles (90%)
- 118 Buses (10%)

#### Passenger Volumes*

**8am-9am**
- 1,072 people in other vehicles (36%)
- 1,870 Bus Passengers (64%)

**1pm-2pm**
- 1,671 people in other vehicles (65%)
- 912 Bus Passengers (35%)

**6pm-7pm**
- 1,798 people in other vehicles (36%)
- 3,186 Bus Passengers (64%)

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

Vehicle Volumes

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- 187 Buses (17%)

**1pm-2pm**
- 1,114 Other Vehicles (95%)
- 57 Buses (5%)

**6pm-7pm**
- 1,124 Other Vehicles (90%)
- 118 Buses (10%)

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

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

Peak hour volumes at 49th St (2009)

<table>
<thead>
<tr>
<th></th>
<th>AM Peak (8:00-9:00)</th>
<th>MD Peak (13:00-14:00)</th>
<th>PM Peak (18:00-19:00)</th>
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<tbody>
<tr>
<td>Vehicles</td>
<td>80 / 813</td>
<td>63 / 1,051</td>
<td>64 / 1,060</td>
</tr>
<tr>
<td>Left / Thru</td>
<td>187</td>
<td>57</td>
<td>118</td>
</tr>
<tr>
<td>Buses Thru</td>
<td></td>
<td></td>
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</tbody>
</table>

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