Madison Avenue at E 96 Street
Traffic, Bus, and Safety Improvements

Spring 2016

New York City Department of Transportation
Presented to Manhattan Community Board 8, Transportation Committee – April 6, 2016
Project Area

Central Park

5th Avenue

E 97 Street

E 96 Street

Madison Avenue

Project Area
Background

- Long queues for general traffic and buses during rush hour – coming to and from the park
- Long pedestrian crossings with heavy turn traffic
- Blocked intersections
- Poor visibility at corners for pedestrians and drivers
Background

Central Park

Project Area

5th Avenue

E 97 Street

E 96 Street

Madison Avenue

Up to 3 min

Up to 4.5 min (1 block)
Background

Project Area

Central Park

5th Avenue

E 97 Street

E 96 Street

Madison Avenue

1

2

3

4
Issues

• Eastbound traffic backs up into park
• Long pedestrian crossings
• Heavy right turns onto 5th Ave leaves one through lane out of the park
E 96 Street at 5th Avenue

Existing Conditions

Proposed Design

Reduce left turn lanes from 2 to 1 (low volume turn)

Concrete neckdown to shorten crossing

Increase to 2 through lanes, plus right turn bay

Painted neckdown to shorten crossing
E 96 Street at Madison Avenue

Issues

• Heavy right turns from E 96 St to Madison Ave
• Long and difficult pedestrian crossings with heavy turning traffic
• Illegal right turns from E 96 St onto Madison Ave using through lane
  • Pedestrian safety and traffic safety issue

E 96 St at Madison Ave, looking east
Concrete neckdowns to shorten crossings

2 right turn lanes, 1 through lane

1 left-turn lane, 1 through lane

Pedestrian island – refuge for crossing

Plus signal timing changes to improve traffic flow, pedestrian crossings
E 96 Street at Madison Avenue

Pedestrian island, Caton Ave, Brooklyn

Concrete neckdown, George St at Myrtle Ave, Queens

Painted neckdown, 21st St at 31st Rd, Queens
E 97 Street at Madison Avenue

Issues

• Heavy left turns onto E 97 St from Madison Ave, difficult turn for buses
• Short, congested block on Madison Ave to make left onto E 97 St
• E 97 St traffic backs up, blocks intersection
• Long and difficult pedestrian crossings
E 97 Street at Madison Avenue

Concrete neckdowns to shorten crossings

Short “No Standing” zone for intersection clearance

Painted neckdown to shorten crossing

Left turn bay (partial block)

Rest of block (100’) remains peak hour travel lane, mid-day metered parking

Plus signal timing changes to improve pedestrian safety and vehicle turns:

- Fully separated pedestrian crossing time for west crosswalk
- Dedicated green arrow for left turns from Madison Ave to E 97 St
Issues

• M96 bus has trouble maneuvering to reach bus stop

• Timing mismatch for the rush hour lane from Madison Ave to E 97 St

• Lanes not clearly marked – leads to inefficient use of road space
E 97 Street at 5th Avenue

Existing Conditions

- Keep existing “No Parking Anytime” and add:
  - AM & PM peak hour bus lane
  - “No Standing” segment for bus & truck turns

Proposed Conditions

- Change south curb to match Madison Ave:
  - No Standing 7-10 AM, 3-7 PM
  - Parking other times
Benefits

• Helps bus pull into bus stop
• Improves bus speeds and reliability
• Keeps curb clear during rush hours (benefits adjacent traffic)
Next Steps

• Ongoing: Design proposal presentations and review
• Target implementation: Spring 2016
Questions or comments?
Contact the DOT Manhattan Borough Office at 212-839-6210 or mforgione@dot.nyc.gov