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

New York City Department of Transportation
Presented to Manhattan Community Board 11, Public Safety & Transportation Committee – March 1, 2016
Project Area

Central Park

5th Avenue

E 97 Street

E 96 Street

Madison Avenue

Project Area
Project Area

Central Park

5th Avenue

E 97 Street

E 96 Street

Madison Avenue

Project Area

Up to 3 min

Up to 4.5 min (1 block)
• 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

E 96 St at Madison Ave, looking east

E 97 St at Madison Ave, looking west
Project Area

Central Park

5th Avenue

E 97 Street

E 96 Street

Madison Avenue

Project Area
E 96 Street at 5th Avenue

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 St at 5th Ave, looking west
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
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
Proposed Design

Concrete neckdown to shorten crossing

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
Concrete neckdown to shorten crossing

Short “No Standing” zone for intersection clearance

Left turn bay (partial block)

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

Painted neckdown to shorten crossing

Plus signal timing changes to allow for:
- Better coordination for S-turn from E 96 St to E 97 St
- More time for turns, less for 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
Change north curb from “No Parking Anytime” to:
- AM & PM peak hour bus lane
- Restore overnight parking, weekend parking

Change south curb to match Madison Ave:
- No Standing 7-10 AM, 3-7 PM
- Parking other times
E 97 St from Madison to 5th Avenue: Example Curbside Bus Lane

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
- Presentation to CB 8: April 2016
- Target implementation: Spring 2016
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Questions or comments?
Contact the DOT Manhattan Borough Office at 212-839-6210 or mforgione@dot.nyc.gov