

MADISON SQUARE PEDESTRIAN PROJECT



Presented to
Community Board 5
March 3, 2008



Willoughby Street Pedestrian Plaza

Brooklyn, 2006

Before



After



Before



After



Pearl Street Plaza

Brooklyn, 2007

Before



After



Ninth Avenue at 14th Street
Safety Improvement & Plazas
Manhattan, 2007

Broadway

Fifth Avenue



Madison Square

Illogical Traffic Patterns

Daunting pedestrian
Environment

Unrealized potential

Fifth Avenue narrows to one through lane



Looking south on Fifth Avenue

Broadway bike lane stops west of Fifth Avenue



Fifth Avenue bus forced to turn right onto 25th, then Broadway to proceed south

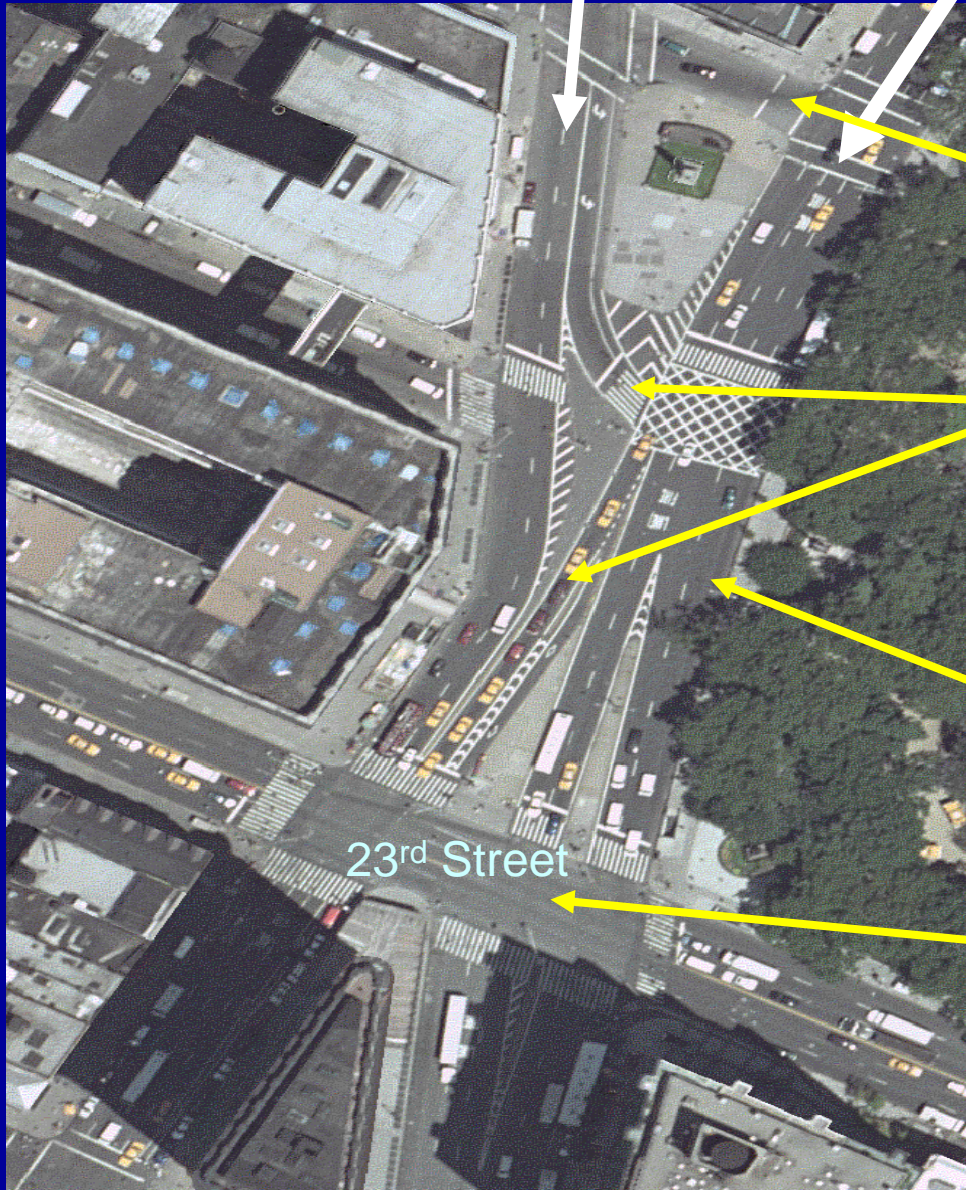


Traffic splits pose safety concerns



Broadway

Fifth Avenue



Illogical Traffic Patterns

Fifth Ave. bus must divert west

Both 5th & Broadway narrow to one through lane, effectively forcing traffic to turn off trajectory

Broadway bike lane stops west of Fifth Avenue

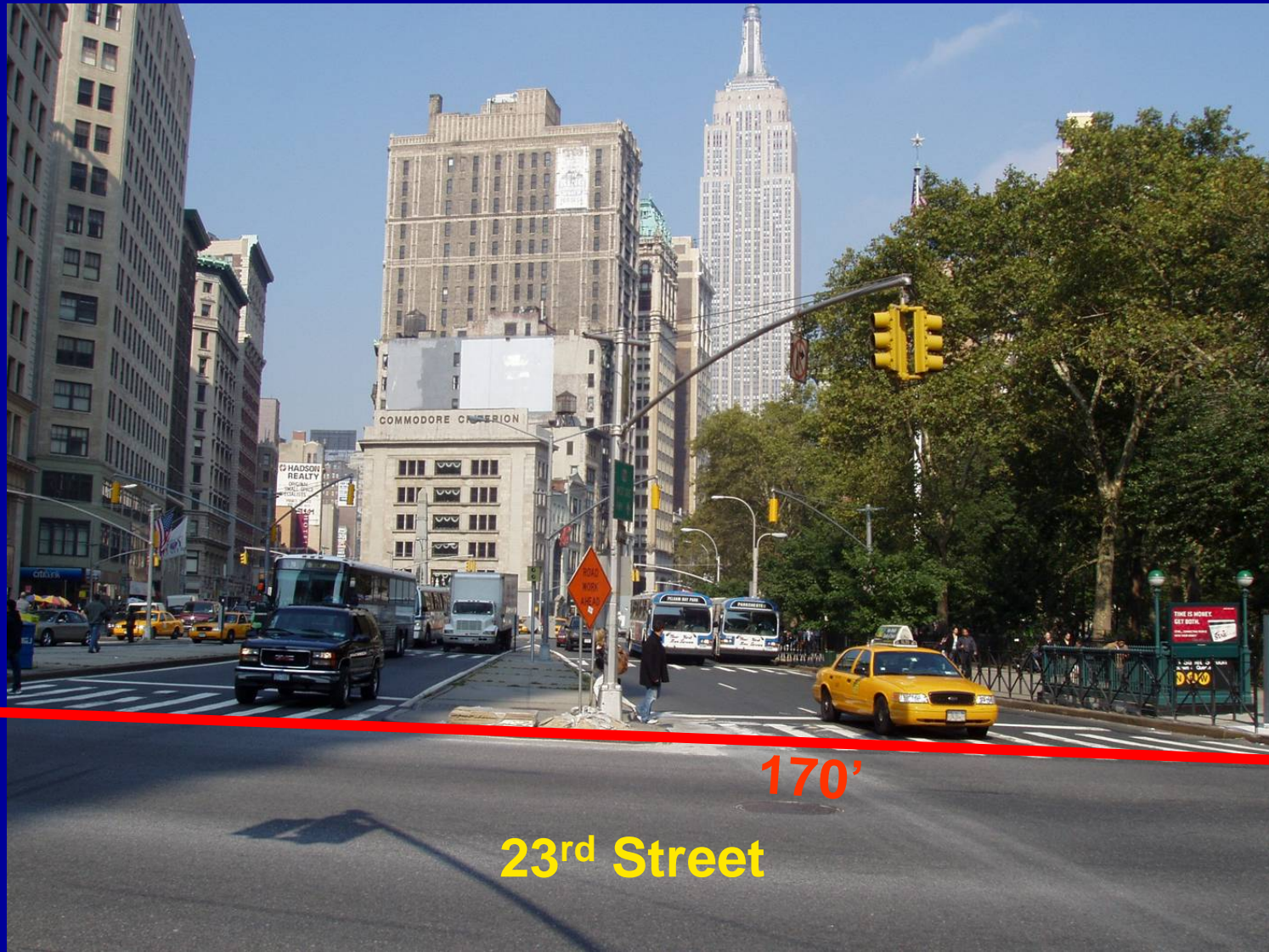
Excessive width encourages speeding down Broadway

23rd Street

Pedestrian often ignore detour and find themselves without sidewalk



North combined crossing 170 feet
South combined crossing 210 feet
Both require 2 signal cycles



No north-south 23rd Street crosswalk between Fifth Avenue & Broadway



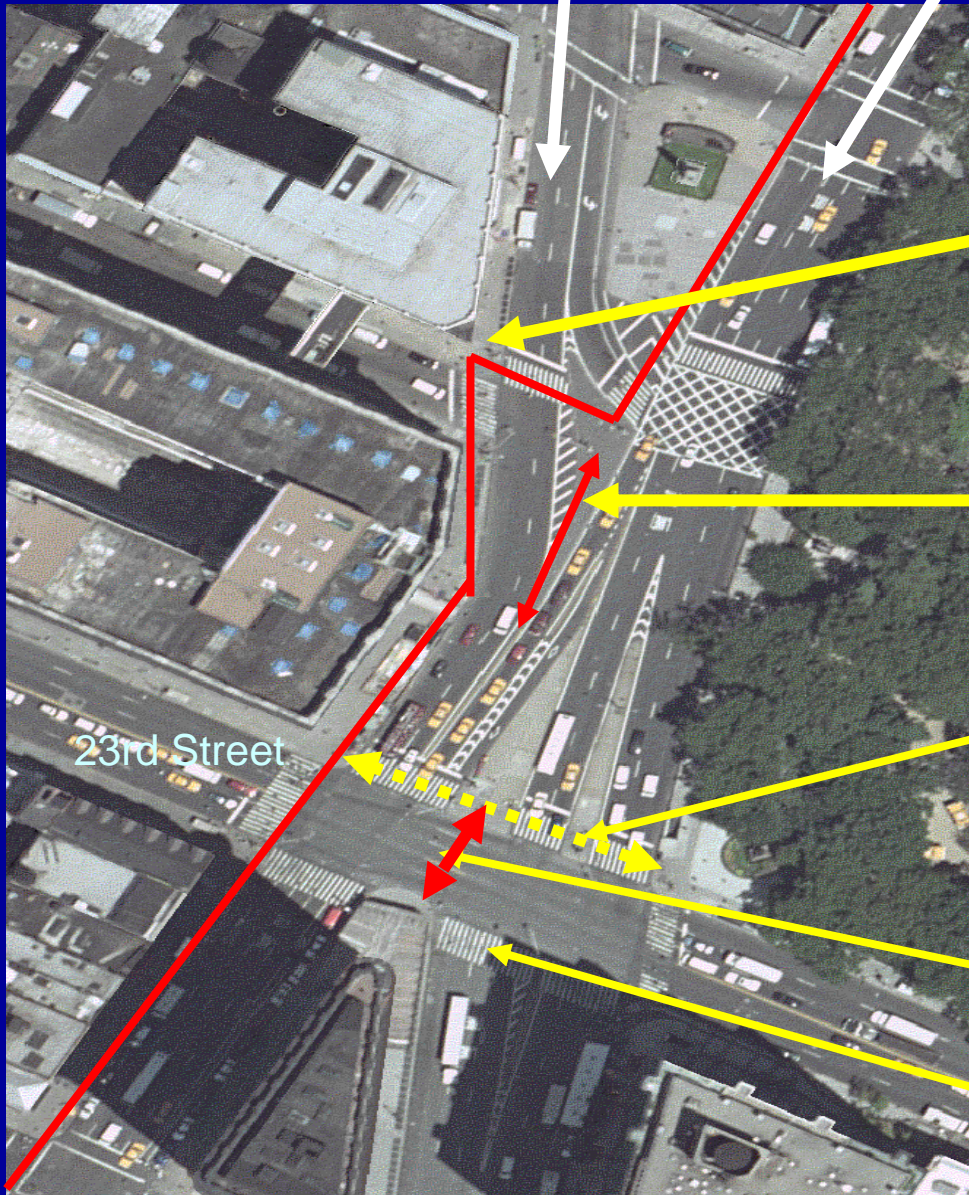
View North



Broadway

Fifth Avenue

Pedestrian Problems



West side of Fifth Avenue,
pedestrians must divert

Pedestrians often continue
straight south with
no sidewalk

East-west combined crossings
170' north & 210' south
crossing time requires 2 cycles

No north-south crosswalk

Long south crosswalk

Wide road severs the neighborhood discouraging circulation & the economy

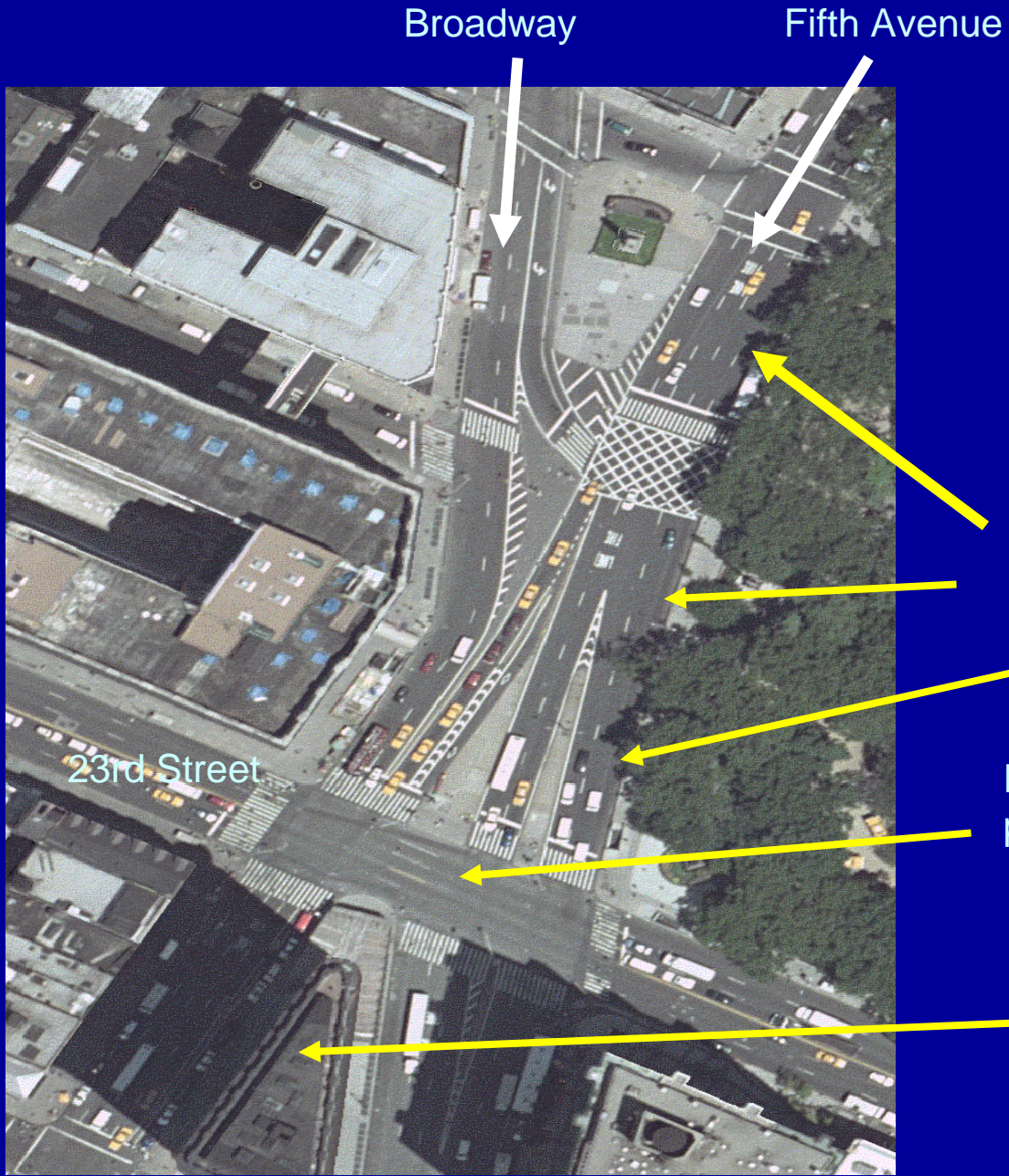


View south

Flatiron Building tourist attraction

View east, south of 23rd Street





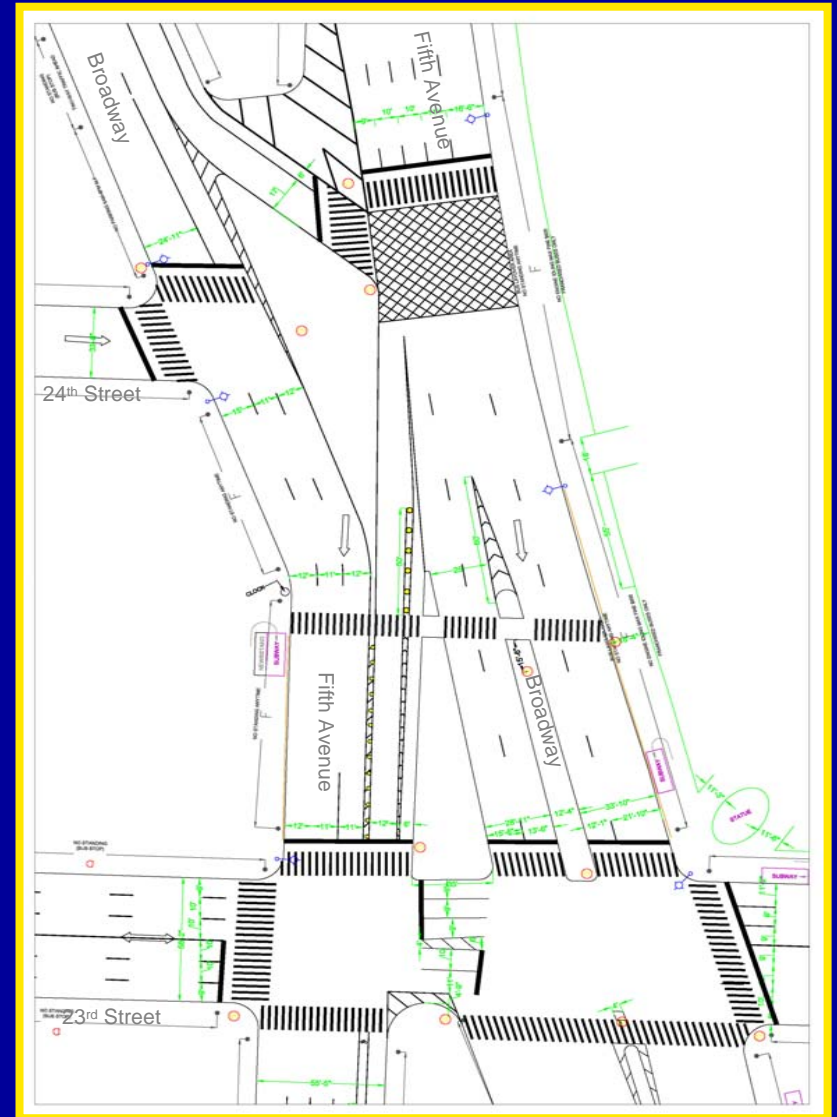
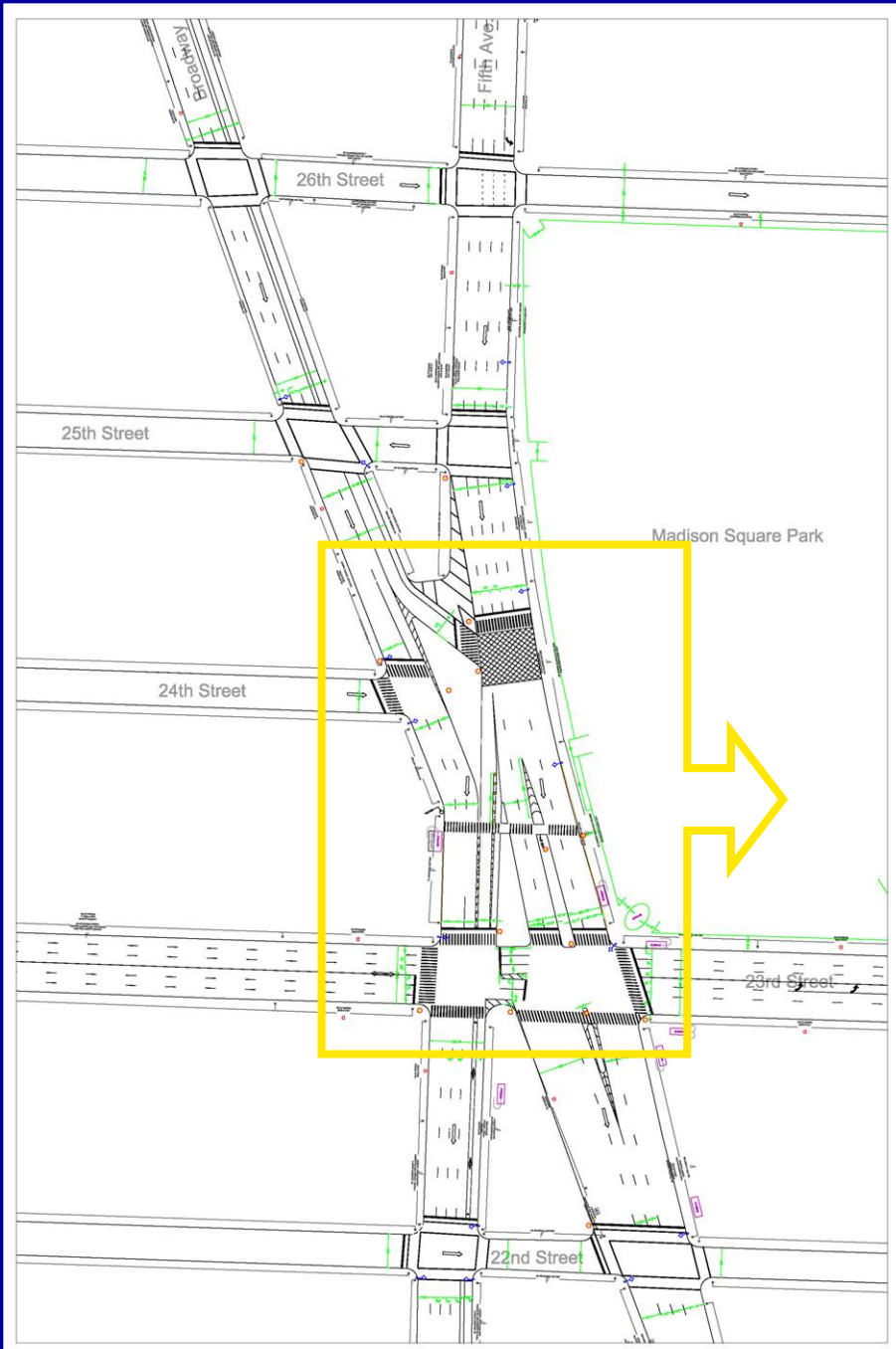
Community & Economic Concerns

Excessive Bus Layovers for world-class park and place

Discourages circulation by potential customers

Flatiron Building top tourist site – most vantage points & photo shooting positions in roadbed

Existing Conditions



Madison Square Now

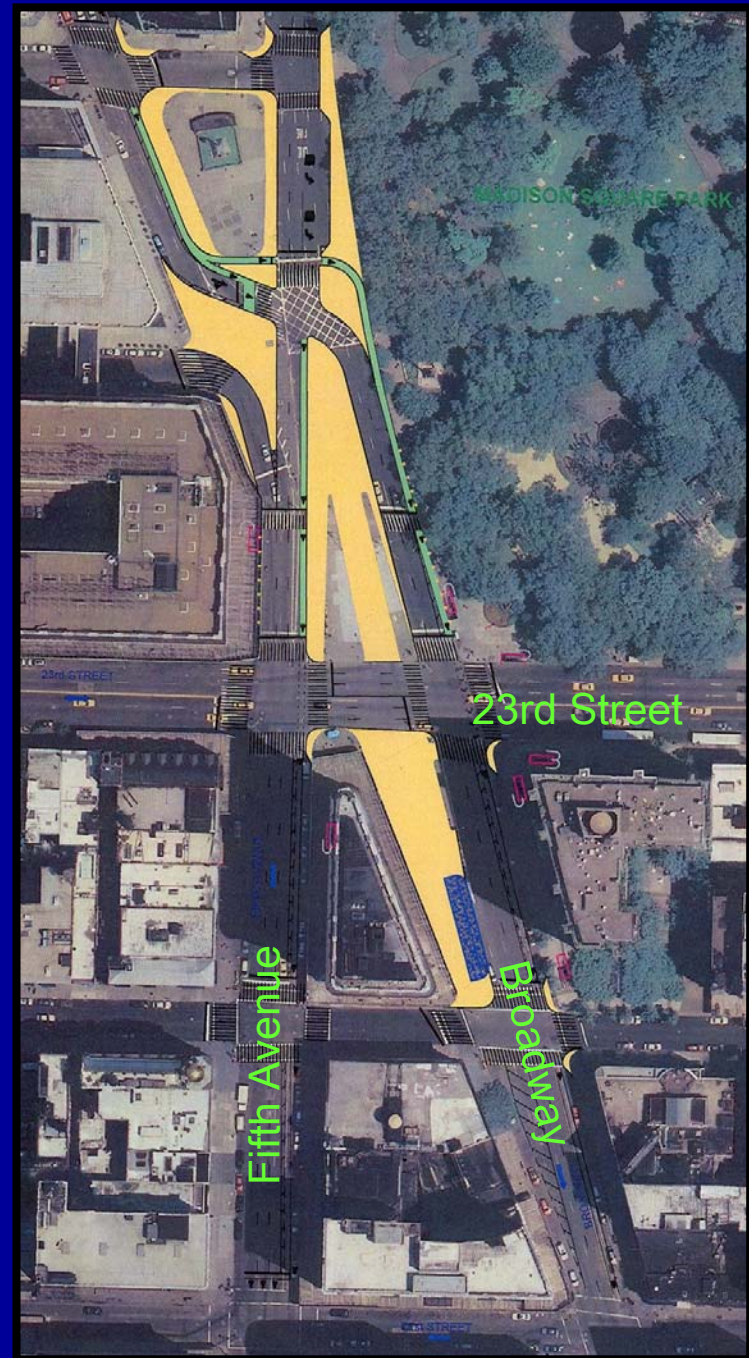


Broadway Boulevard at Madison Square June 2008 Implementation

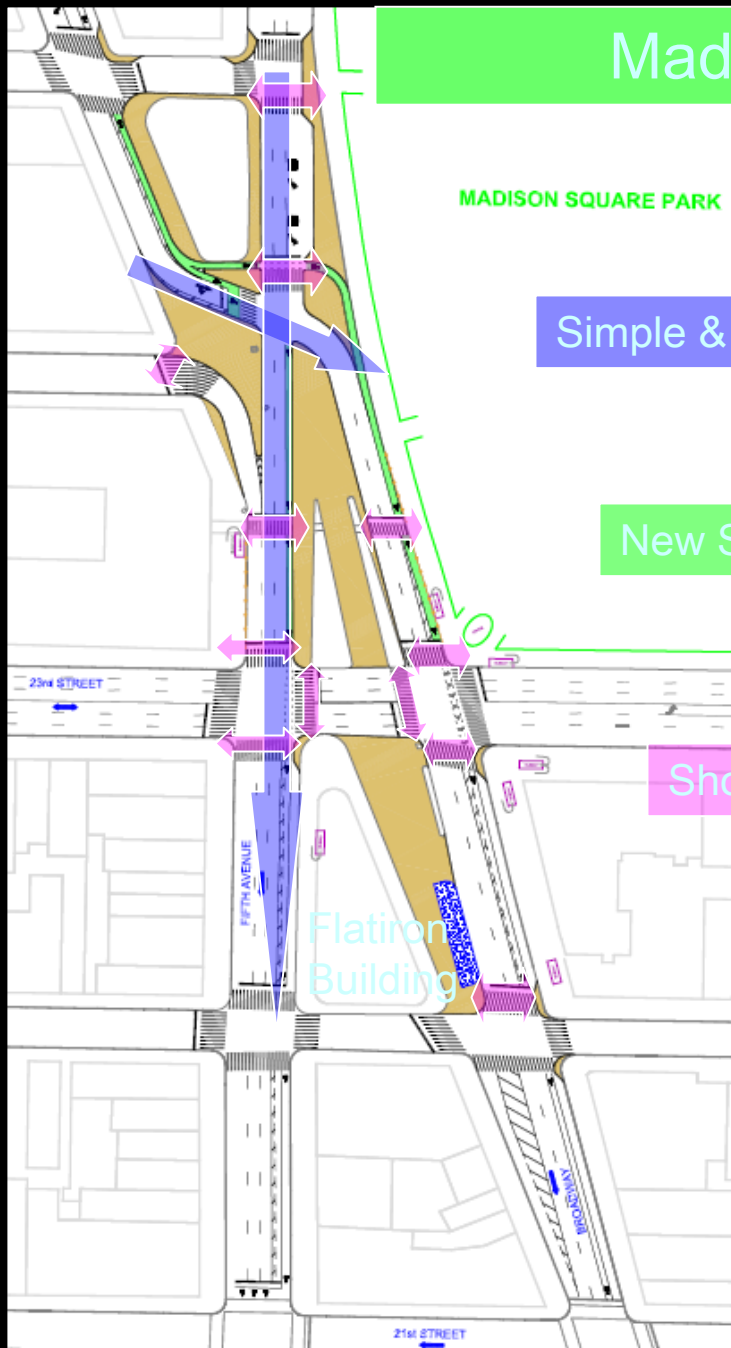
Roadbed becomes temporary public space, protected by planters with landscaping and furnishings.

Maintenance partners: Flatiron-23rd Street BID & Madison Park Conservancy

Lessons learned will influence a permanent change.



Madison Square Plan Creates:



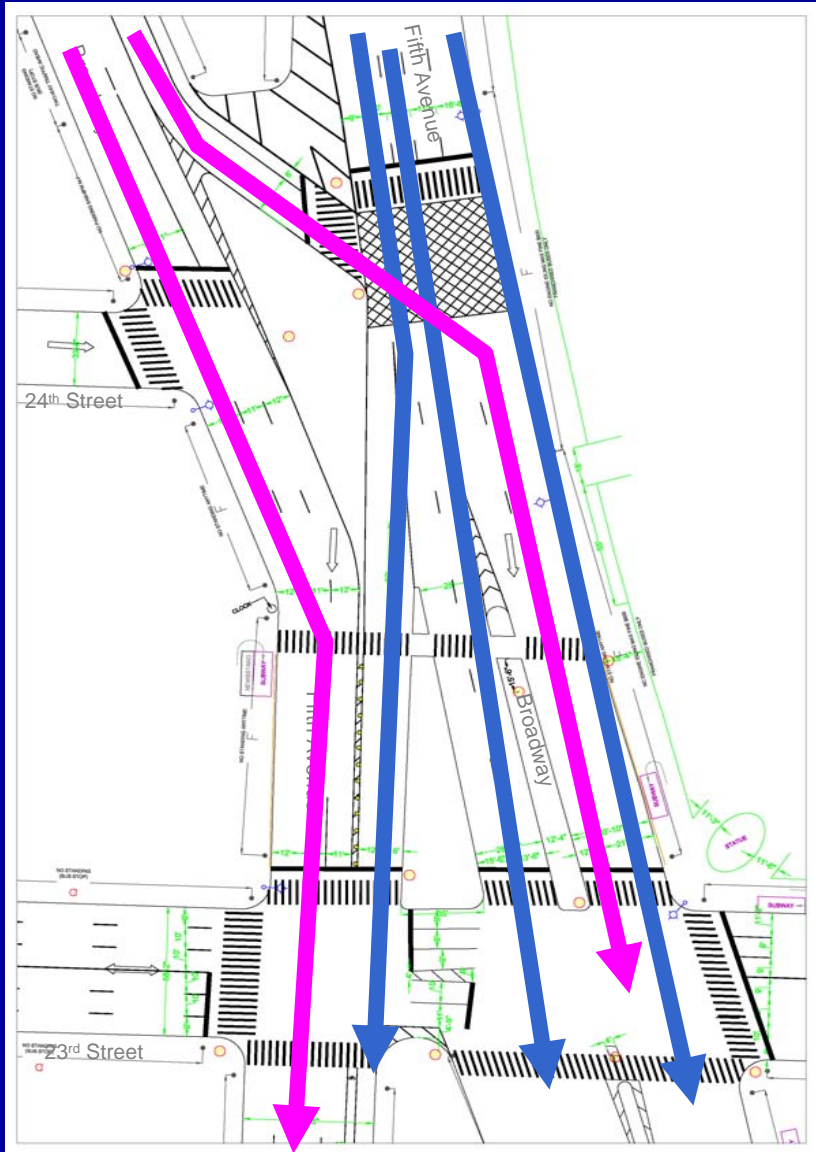
Simple & Normal Traffic Patterns

New Safe Bike Lane Connections

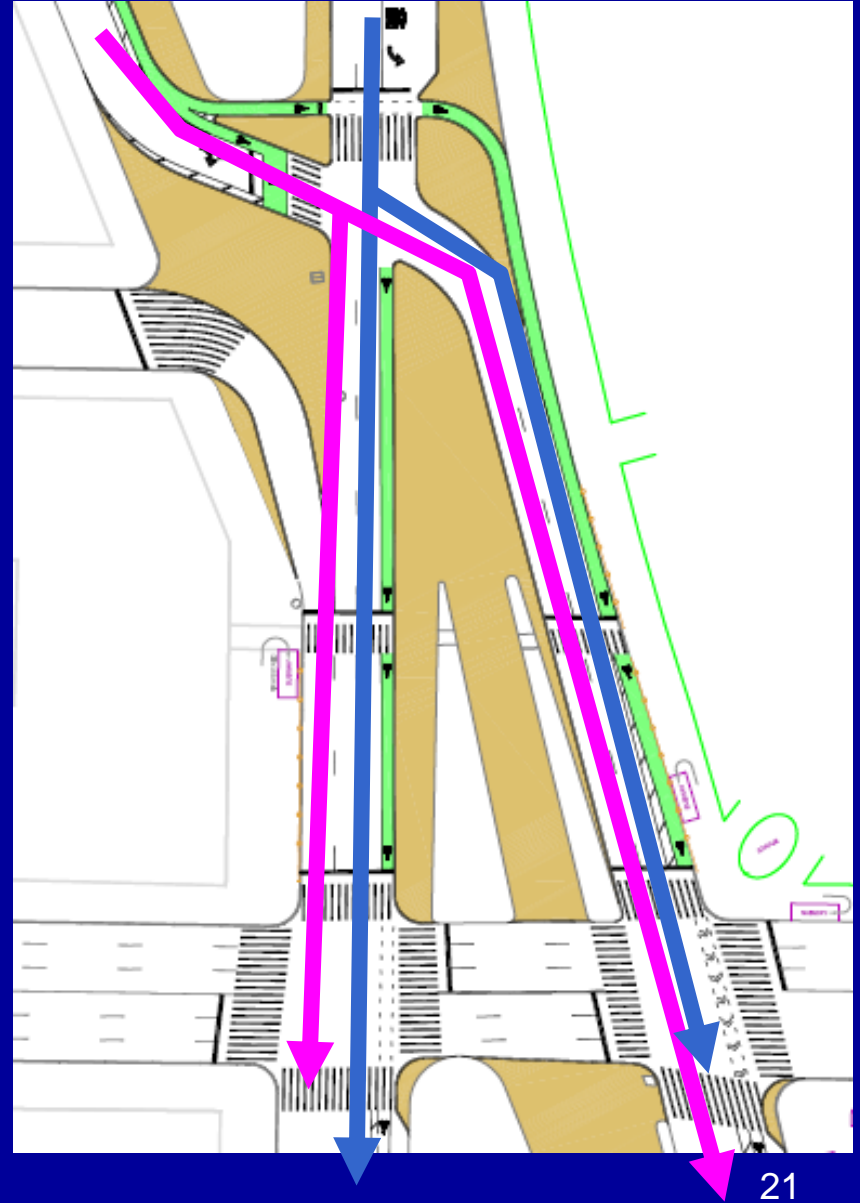
Short Direct Crosswalks

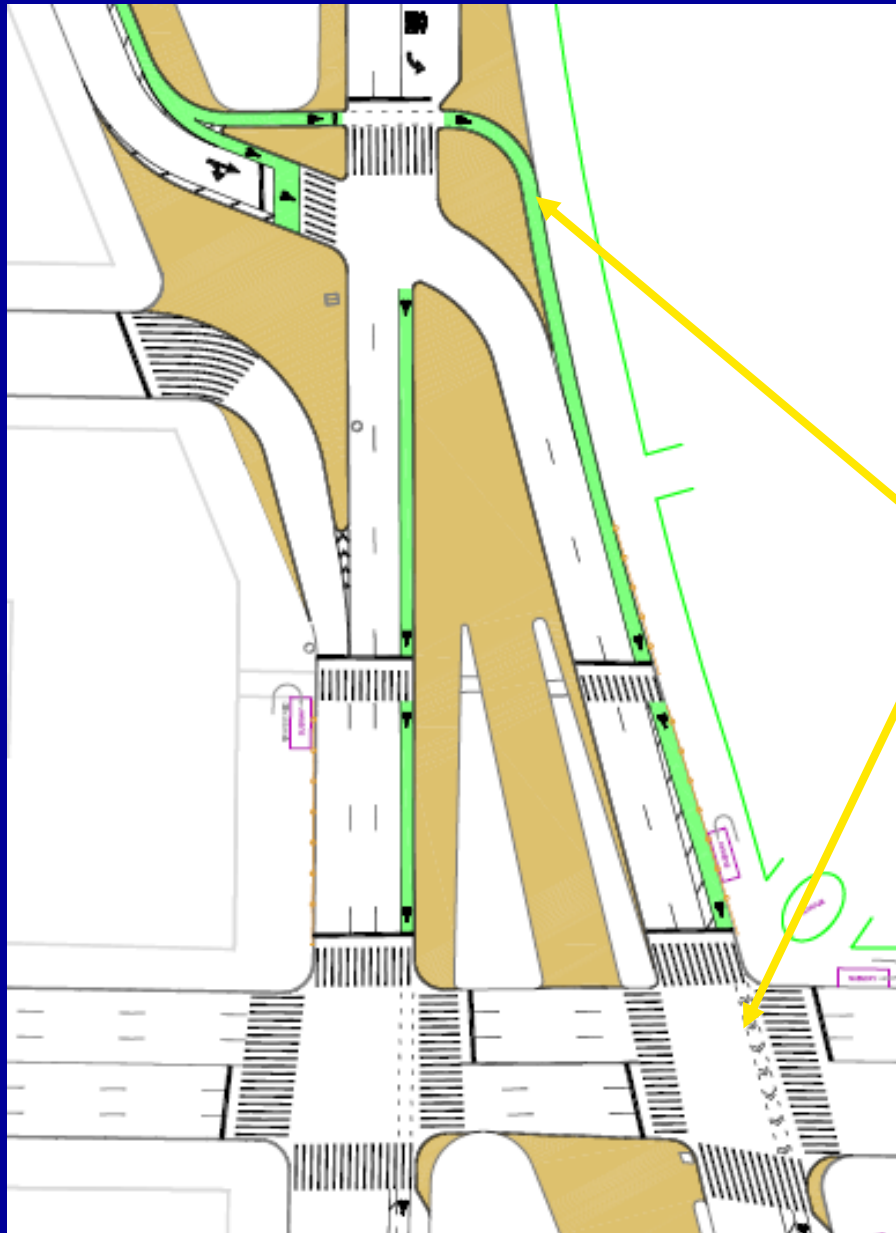
37,000+ sq. ft.
of New Public Space

Existing



Proposed



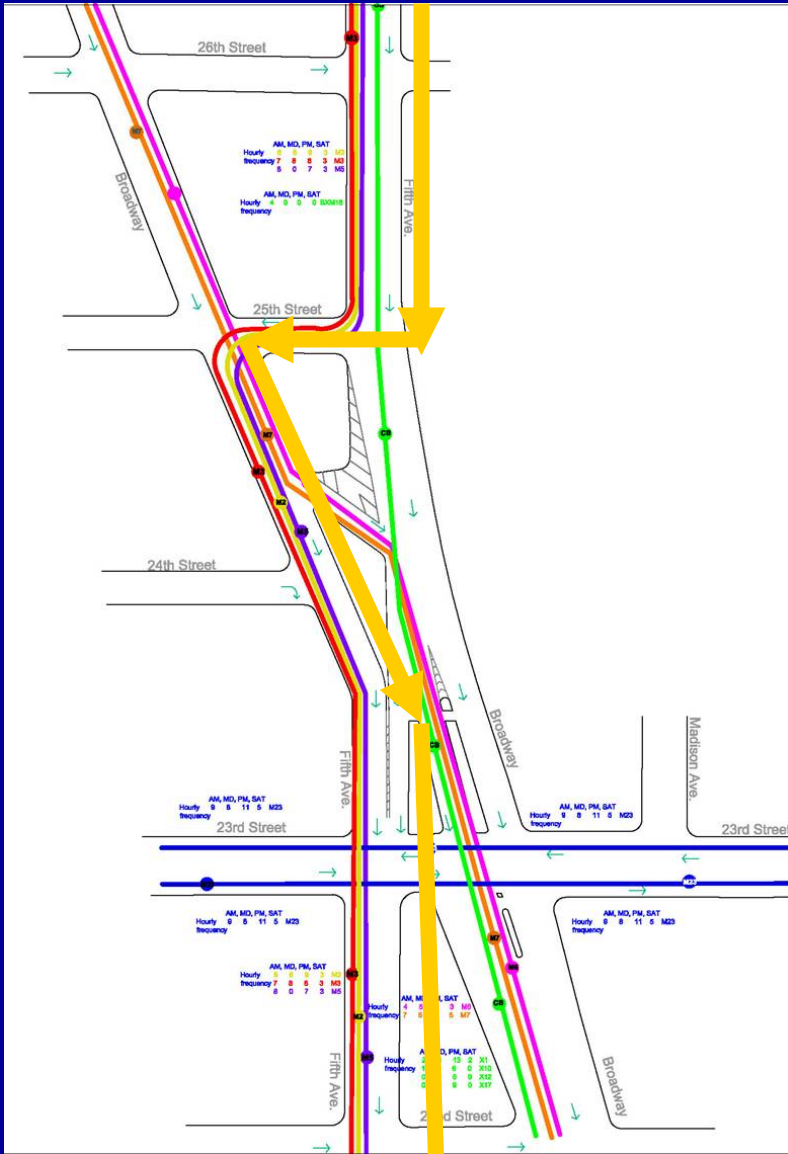


Improved Bicycle Access

New bicycle lane connection
on Broadway bridging gap

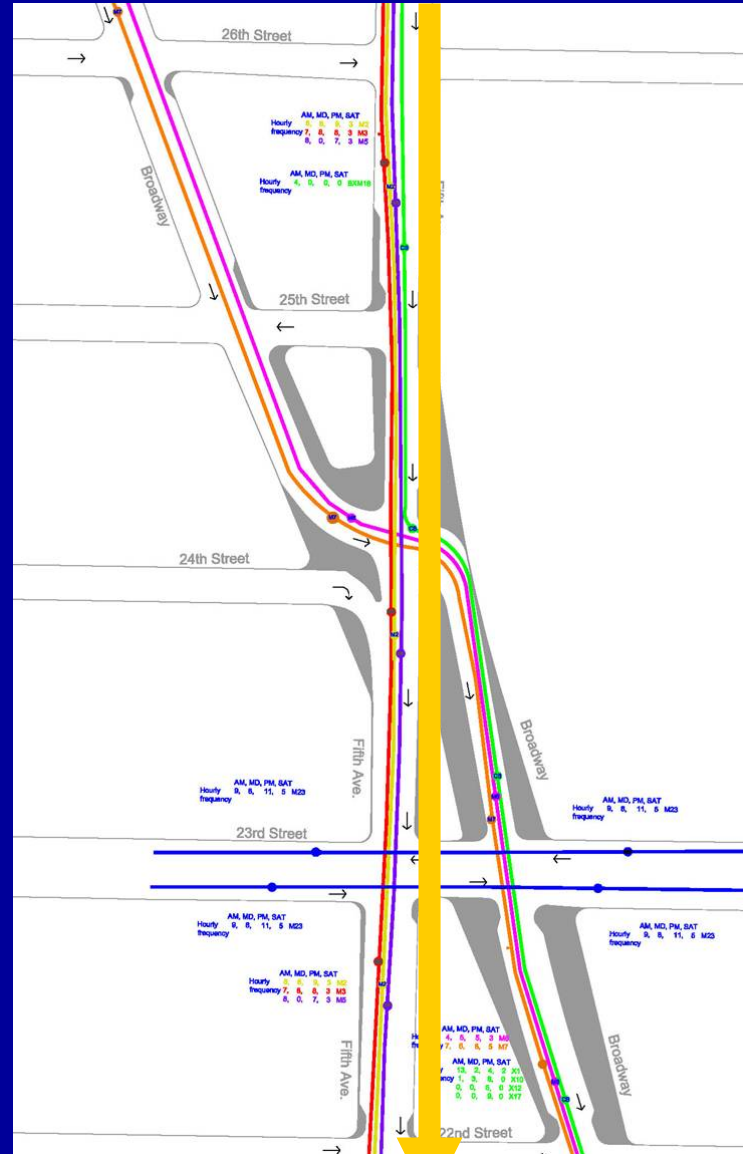
Existing

Fifth Avenue bus diversion



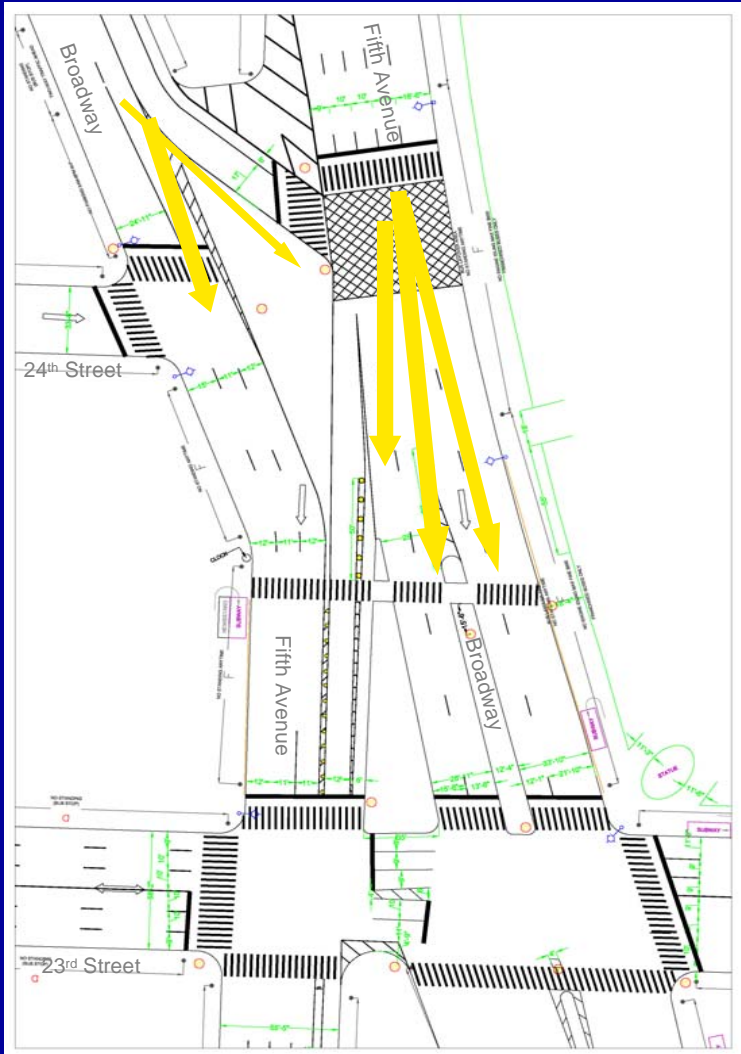
Proposed

Fifth Avenue route shortened by 111 feet, 2 turns eliminated.



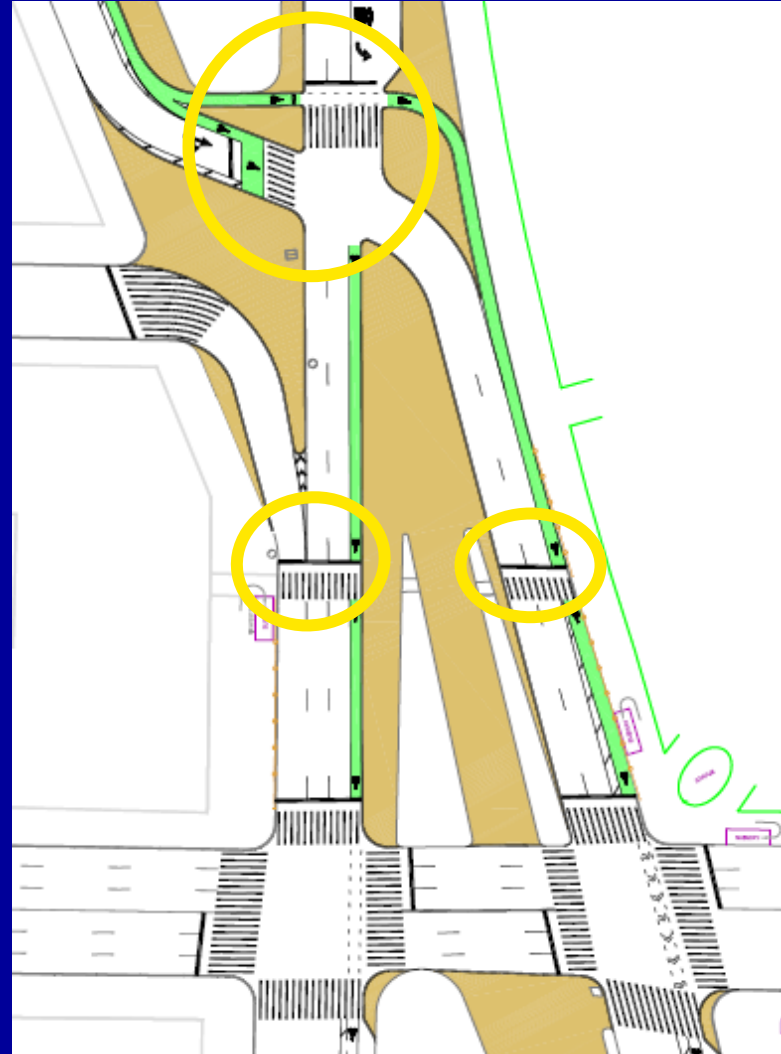
Existing

Traffic splits confuse pedestrians and force drivers to make abrupt decisions.



Proposed

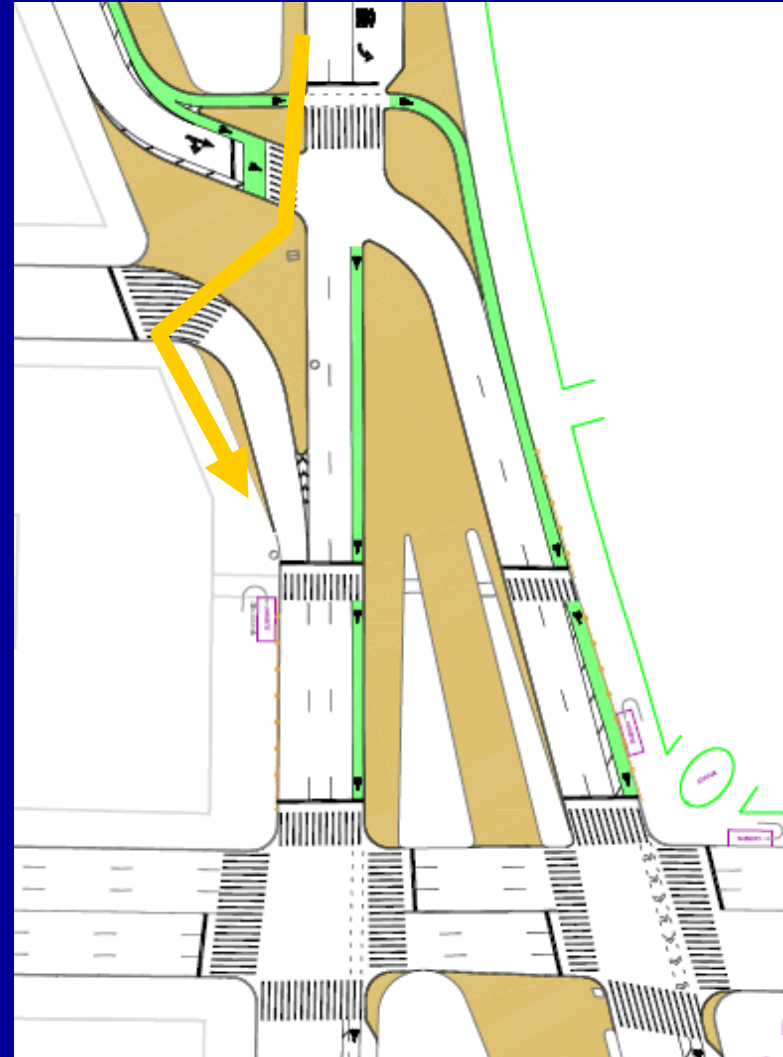
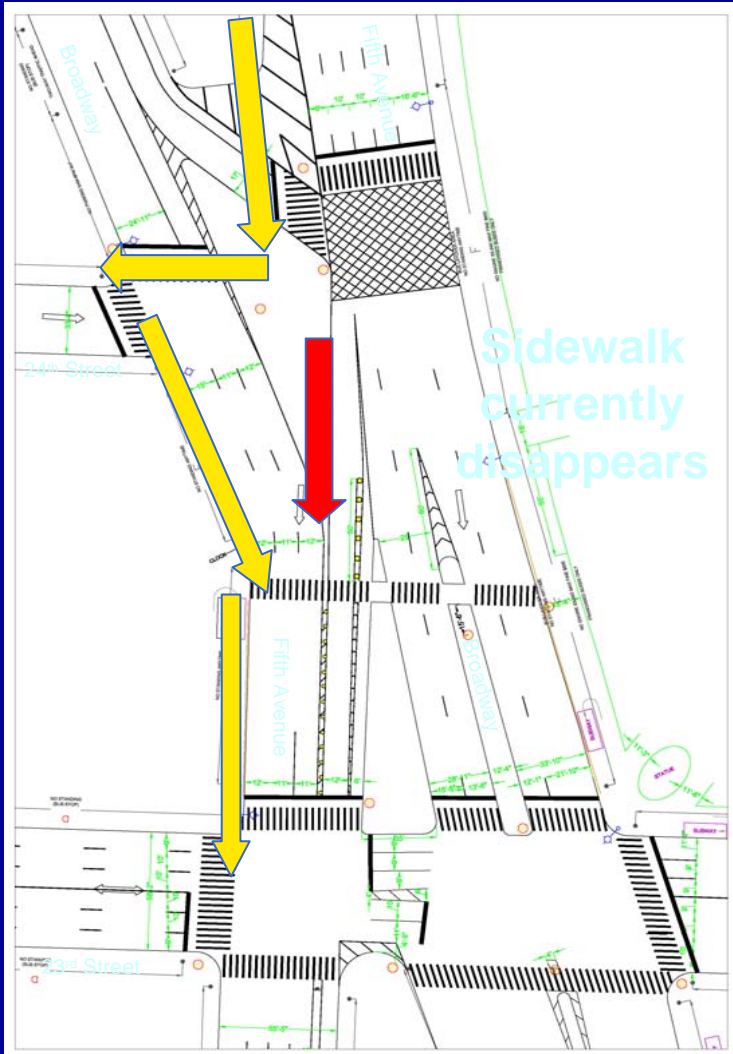
Clarified traffic patterns safer for pedestrians and vehicle occupants.

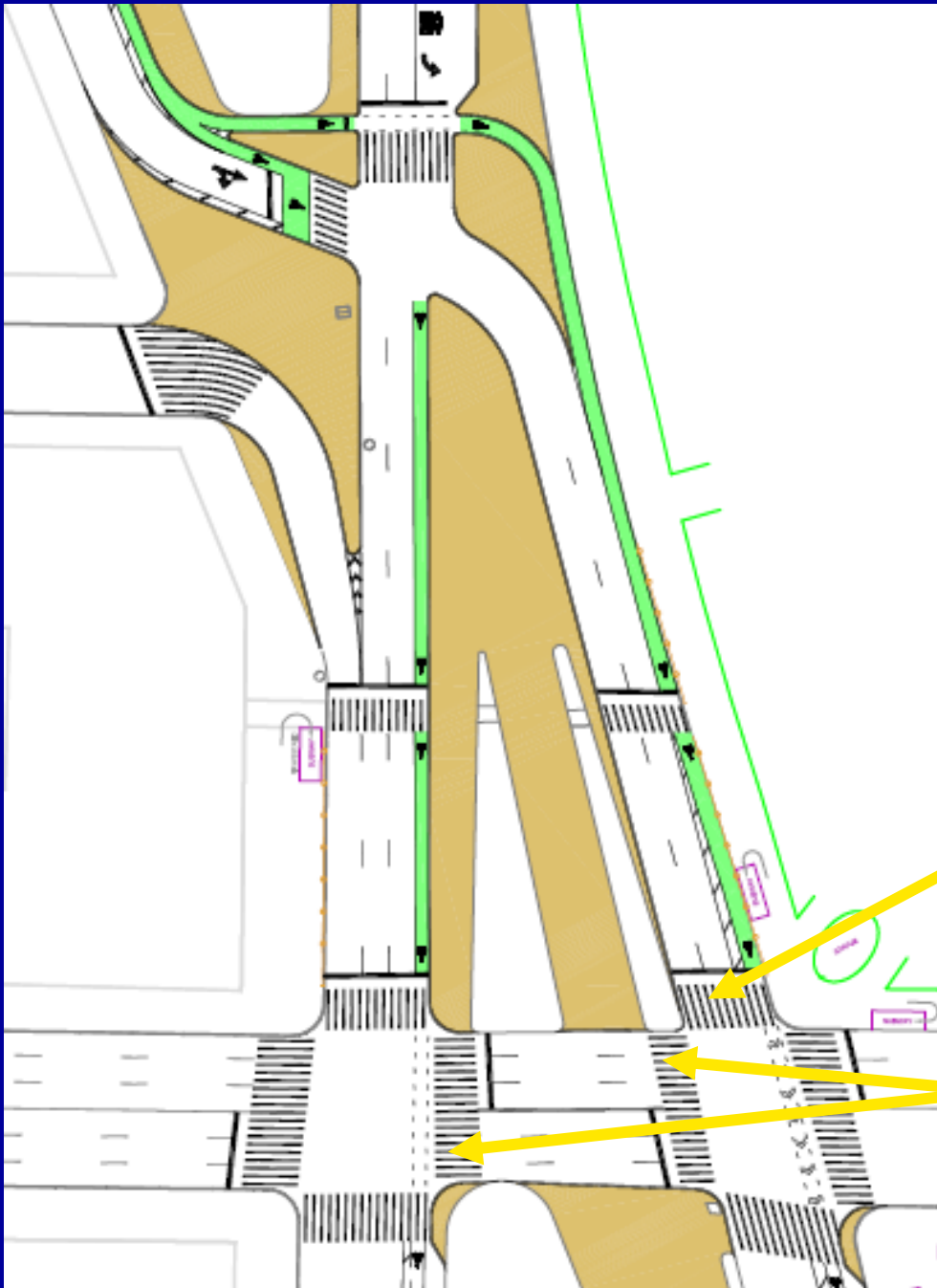


Pedestrian Benefits

Existing

Proposed





Pedestrian Benefits

Plazas an incentive to wait for second E-W Walk cycle

New north-south crosswalks On 23rd Street

Community & Economic Benefits



New plazas with
Flatiron Building views

Knits neighborhood together

On the verge of transformation...

