

Allen, Pike, and Madison Streets Bus Improvement Project

Community Board 3 Transportation Committee | June 11, 2024



Agenda




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

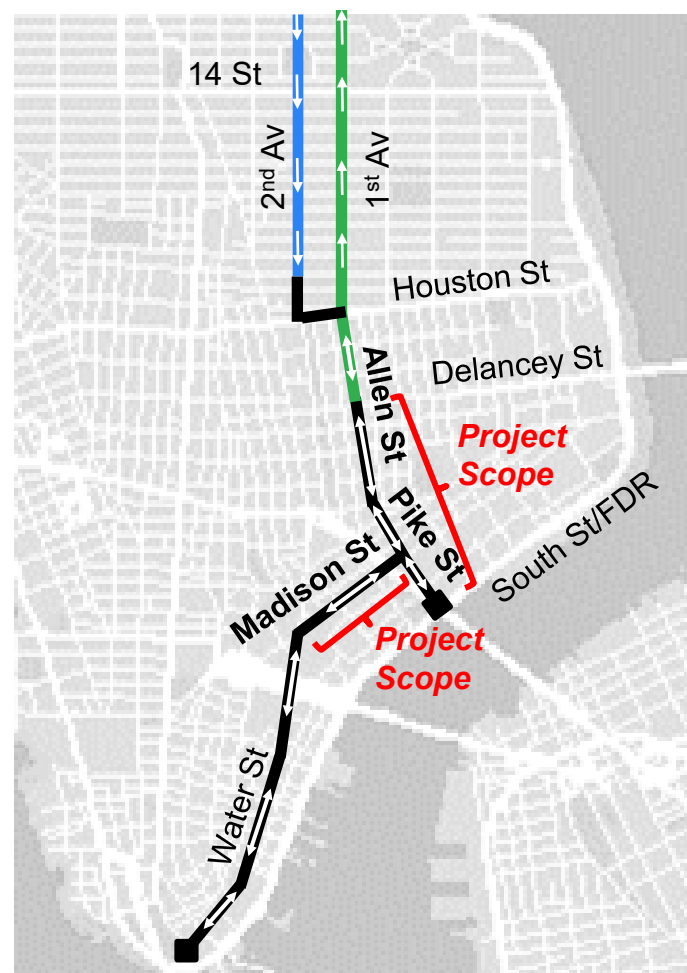
Background

1

Existing Bus Priority Overview

- M15 total daily ridership of 57,000 - busiest bus route in NYC
- Frequent Select Bus Service (SBS) and local service
- October 2010: M15 SBS launched alongside existing M15 local service
- 2019: offset bus lanes added to Allen St between Houston St and Delancey St

-  Existing Offset Bus Lane
-  Existing Curbside Bus Lane (converting to offset in 2024)
-  No Existing Bus Lane

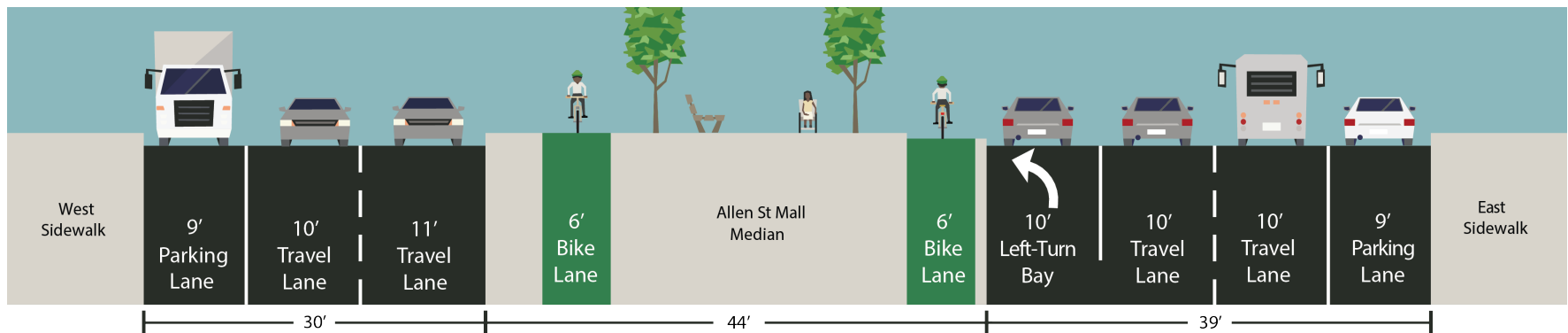


Existing M15 Local and M15 SBS Route*

**M15 Local has two branches: down to Pike St/South St, or down Madison St and Water St to South Ferry*

Existing Typical Cross Section: Allen St & Pike St

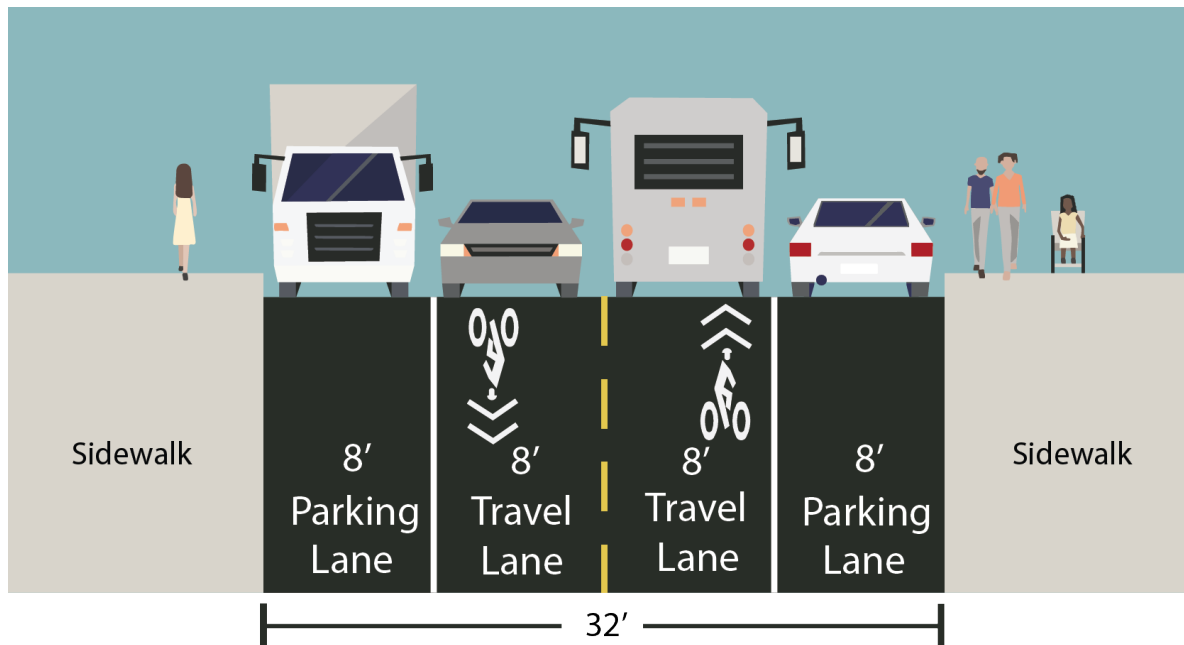
- Two travel lanes and one parking lane in each direction
- Left-turn bays at key intersections
- Center-running bike lane along the Allen St Mall



*Allen St looking north at Grand St:
Existing Conditions*

Existing Typical Cross Section: Madison St

- Narrow right-of-way – one travel lane in each direction
- Bike sharrows in travel lane

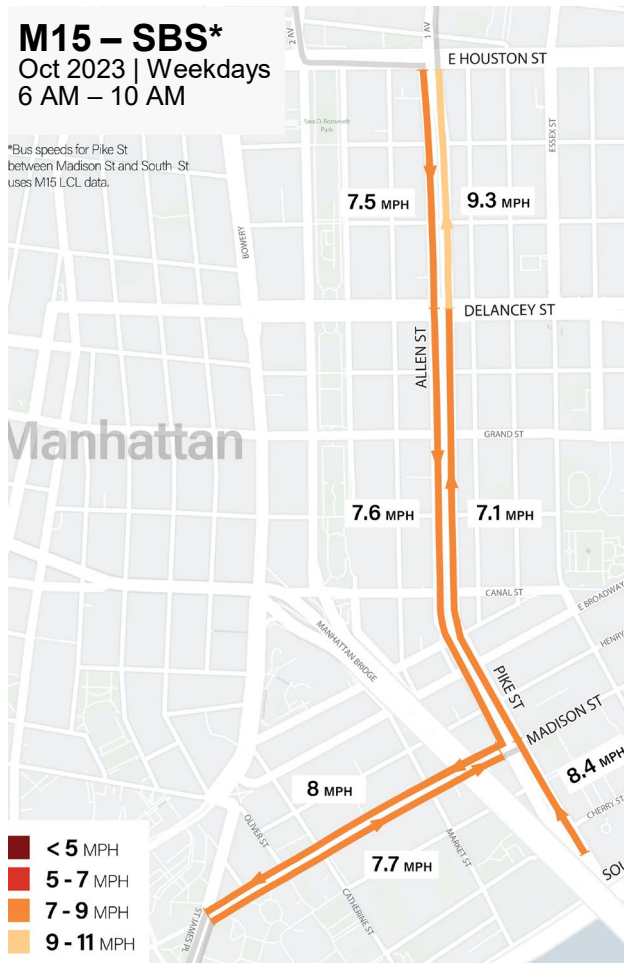


*Madison St at Market St:
Existing Conditions*

Bus Speeds

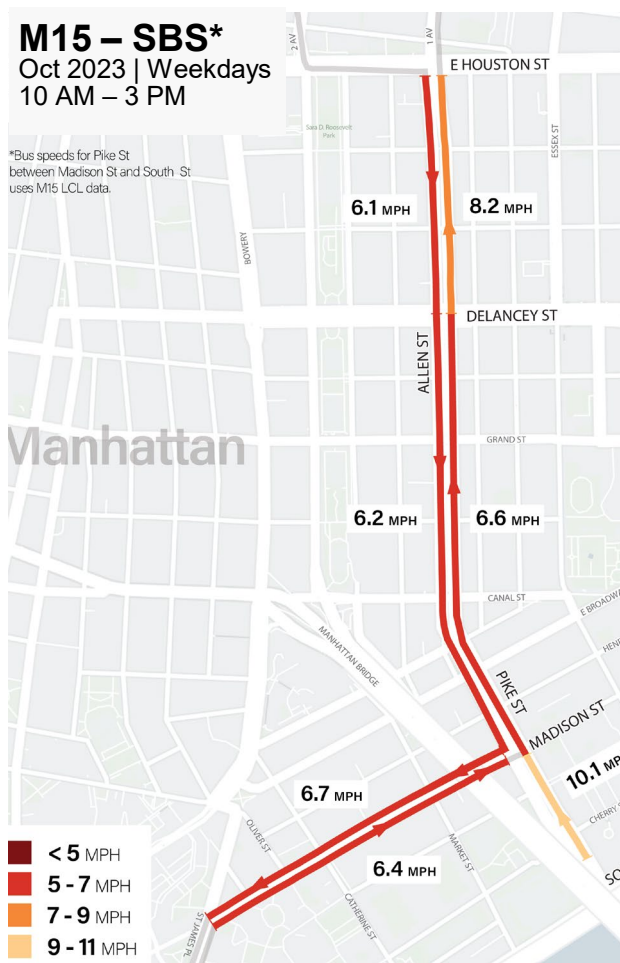
M15 – SBS* Oct 2023 | Weekdays 6 AM – 10 AM

*Bus speeds for Pike St between Madison St and South St uses M15 LCL data.



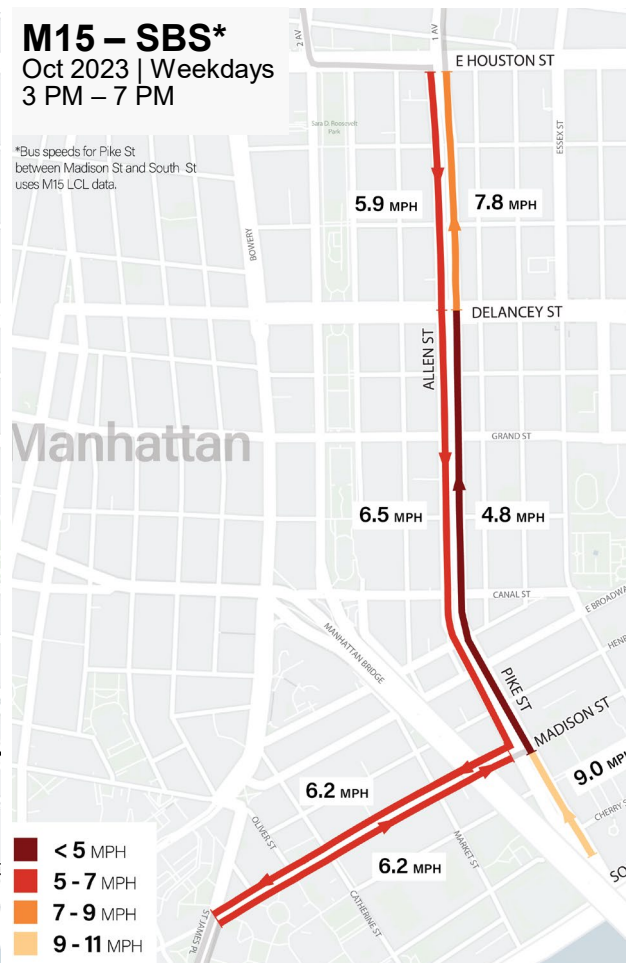
M15 – SBS* Oct 2023 | Weekdays 10 AM – 3 PM

*Bus speeds for Pike St between Madison St and South St uses M15 LCL data.



M15 – SBS* Oct 2023 | Weekdays 3 PM – 7 PM

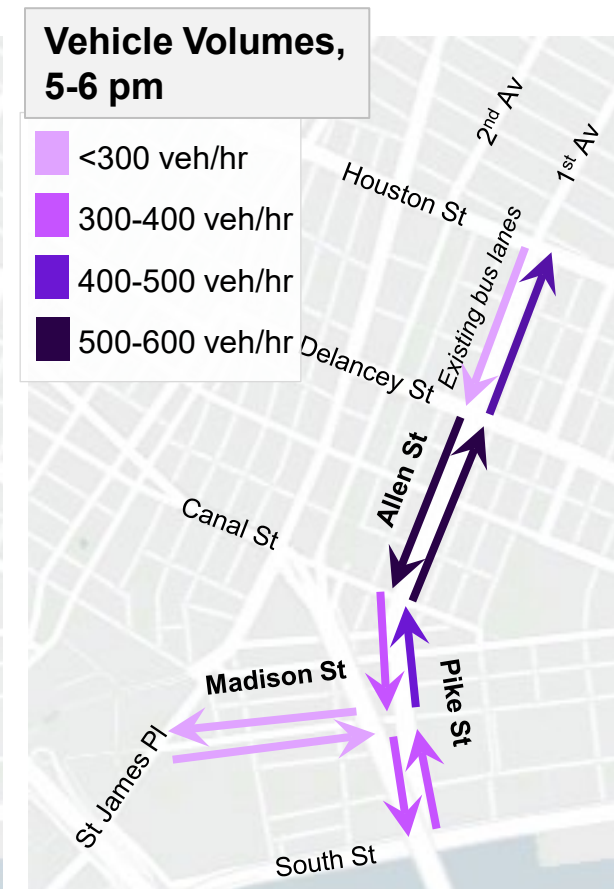
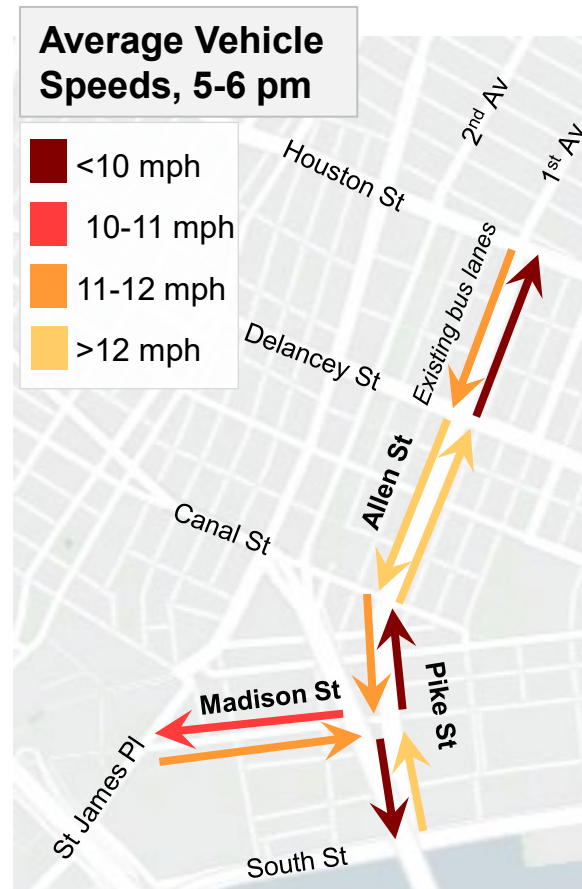
*Bus speeds for Pike St between Madison St and South St uses M15 LCL data.



*Note: Bus speeds for Pike St between Madison St and South St use M15 Local data, as M15 SBS buses turn onto Madison St.

General Traffic Speeds and Volumes

- Slower traffic on Pike St between Canal St and Madison St, as well as Madison St southbound approach to St James Pl
- Traffic volumes about 200 to 500 vehicles between 5 and 6 pm

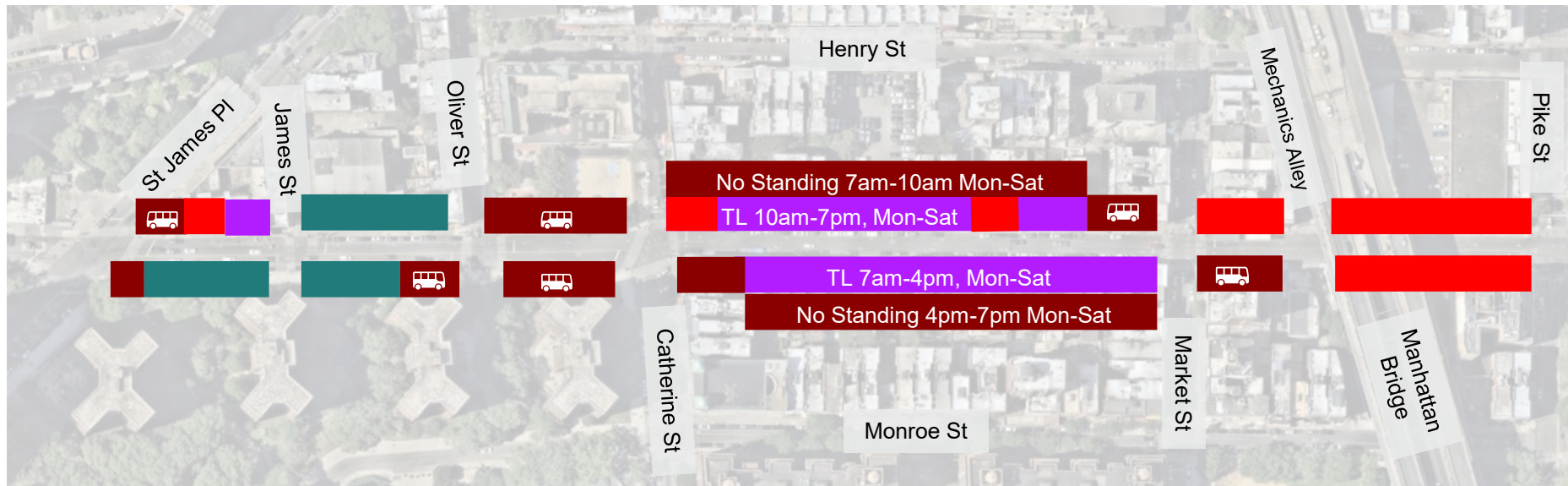


Sources: Speeds from INRIX May 2023, Volumes from traffic counts conducted December 2023.

Existing Curb Regulations on Madison St

- Narrowest block: Catherine St to Market St
 - No Standing during peak hour bus directions (southbound 7-10am, northbound 4-7pm), Mon-Sat
 - Truck Loading non-peak daytime hours, Mon-Sat
- No Parking Anytime approaching Pike St still parked up, blocking buses from turning onto or off Madison

- Alternate Side Parking
- Truck Loading in Daytime Mon-Sat
- No Parking Anytime
- No Standing
- Bus Stop (No Standing Anytime)



Existing Conditions

- Slow bus speeds south of Delancey St
- High commercial curb demand
- Mix of parking and MTA/intercity bus stops along the curb
- Frequent double parking by delivery vehicles, cars, and for-hire vehicles
- Current street design does not adequately support bus riders, drivers, or vehicles accessing the curb



Double-parked forklift on right travel lane of Allen St, with an approaching M15 moving around it



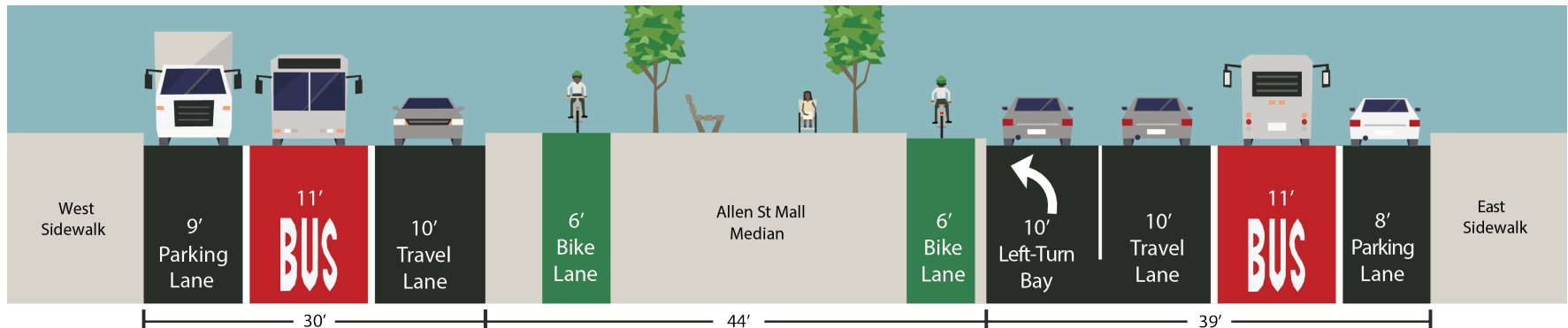
M15 and cyclist navigating around double-parked truck and illegally parked car on Madison St

Proposal

2

Proposal: Offset Bus Lanes on Allen St & Pike St

- Extend the existing offset bus lanes further south on Allen St, continuing down Pike St to South St
- Maintain parking, one travel lane, and bike lanes
- Traffic analysis indicates offset bus lane will minimally affect traffic



*Allen St looking north at Grand St:
Proposed Offset Bus Lane*

Benefits of an Offset Bus Lane

- Improves bus speeds
 - Buses move unimpeded by curbside parked or standing vehicles
 - SBS buses can continue to travel in the bus lane, passing local buses as they make their stops at the curb
- Maintains parking and loading for commercial uses as well as passenger drop offs/pickups
- Emergency vehicles are encouraged to use the bus lane



Existing offset bus lane with “buses only” signage on Allen St looking northbound at Delancey St

Recent Offset Bus Lane Examples

21st Street, Queens

- Weekday peak bus speeds increased up to 17%
- Injuries decreased by 22%



Lexington Avenue, Manhattan

- Weekday peak bus speeds increased up to 15%
- Injuries decreased by 30%



Proposal: Updated Curb Management

Loading needs are a significant challenge along this corridor





- Rolling out Automated Camera Enforcement (ACE) to enforce double-parking and bus stop standing violations
- Updating curb regulations on Madison St to improve traffic flow

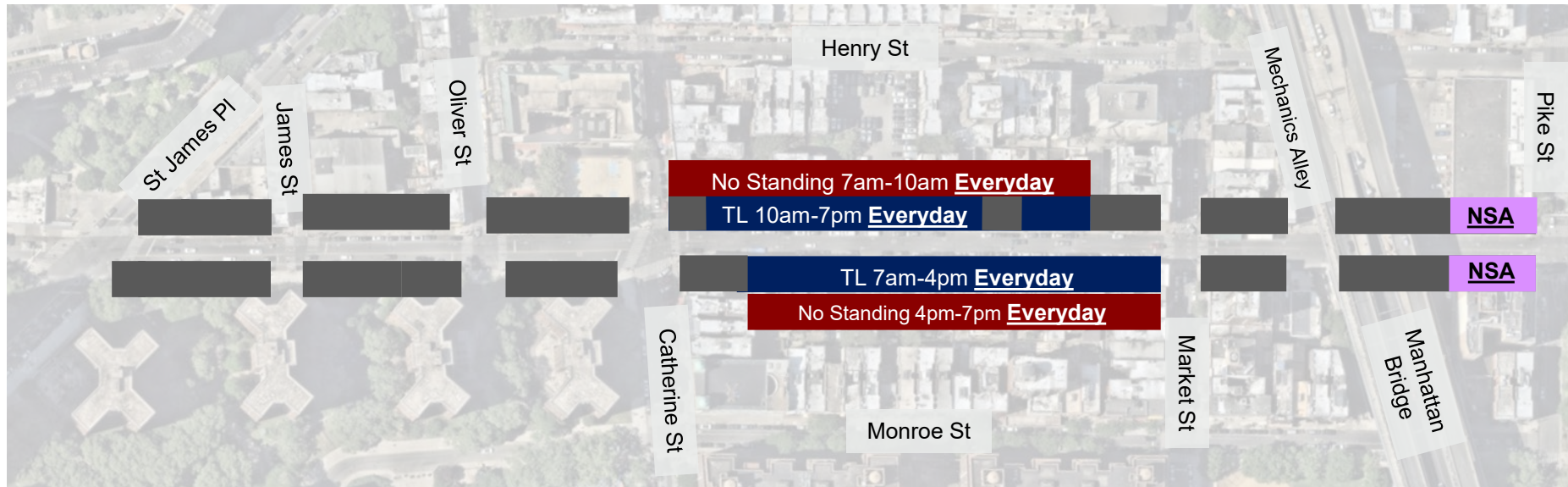


M15 SBS bus running on Madison St at Market St

Proposed Curb Regulations on Madison St

- Narrowest block from Catherine St to Market St
 - Extend existing Mon-Sat No Standing and Truck Loading times to Sunday
- Madison St approaching Pike St
 - New No Standing Anytime to further discourage curbside parking and loading

-  Existing Truck Loading Mon-Sat extended to Sunday
-  Existing No Standing Mon-Sat extended to Sunday
-  New No Standing Anytime
-  Existing Curb Regulations
-  Existing Bus Stop



Summary and Next Steps

3

Summary

- Buses, commercial loading, and other vehicles compete for space on Allen, Pike, and Madison Streets
- This proposal will:
 - Improve bus speeds and reliability for thousands of daily bus riders
 - Maintain curb access for local businesses
 - Have minimal effect on traffic flow



M15 Local bus passing the intersection of Madison St and Pike St, as viewed from Allen Street Mall

Next Steps

- **Spring/Summer 2024:** refine design and traffic analysis
- **Summer 2024:** implementation
- **Fall/Winter 2024:** monitor ongoing performance



Thank You!

Open Discussion & Questions



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