



34th Street Transitway

Manhattan Community Board 6 – May 3, 2010



Outline

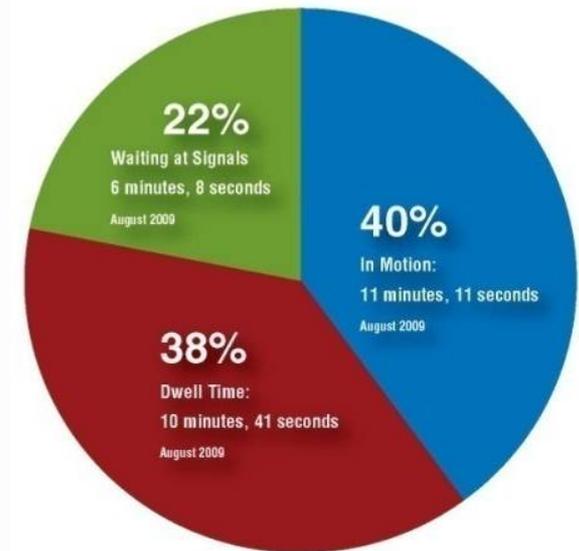
- **Project Need**
- **Alternatives Analysis**
- **Transitway Plan**
- **Next Steps**
- **Discussion**

Corridor Outreach

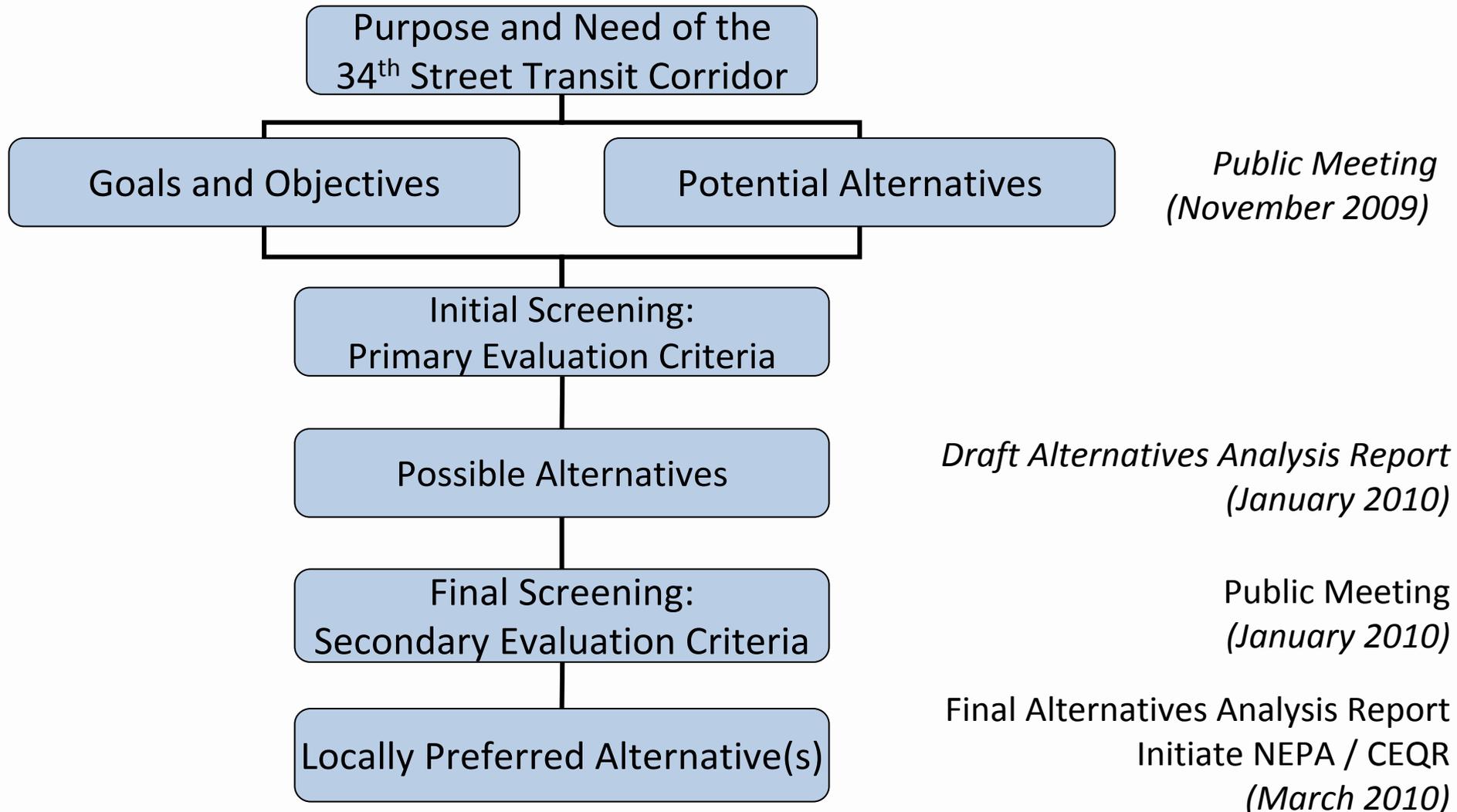
1/22/2008	Manhattan Borough President and Manhattan Community Boards
3/3/2008	Manhattan CB 6
3/27/2008	MTA Permanent Citizen's Advisory Committee
4/15/2008	Tri-State Transportation Campaign and other interested public
4/16/2008	Manhattan CB 4
4/21/2008	Manhattan CB 5
4/27/2008	34th Street Public Workshop
5/5/2008	Manhattan CB 6
1/23/2009	Manhattan Borough Board
6/18/2009	Manhattan Phase II Public Workshop
11/19/2009	34th Street AA First Public Meeting/Open House
12/9/2009	Murray Hill Neighborhood Association
12/17/2009	Manhattan CB4 Transportation Committee
1/15/2010	34th Street AA Second Public Meeting/Open House
3/31/2010	Manhattan CB5
4/22/2010	34th Street Open House

Project Purpose and Need

- **Crosstown Transit Operations**
 - 17,000 passengers per day
 - Bus service improved with bus lanes (17%), but is still slow
- **Express Bus Operations**
 - 16,000 passengers per day
 - Trips from Queens, Brooklyn, SI, NJ
- **Pedestrian Congestion**
- **Future Development**



Alternatives Analysis Process



Primary Goals and Objectives

Improve Crosstown Mobility

Minimize Capital and Operating Concerns

Secondary Goals and Objectives

Enhance Community Character

Minimize Adverse Impacts on Built and Natural Environment

Alternatives Considered



No Build



Light Rail Transit



Transportation System Management



Automated Guideway Transit



Bus Rapid Transit



Heavy-rail



Streetcar

Alternatives Analysis Screening

- Primary and Secondary Screening
- Based on Performance Measures
 - Consistent with goals & objectives
 - Generally qualitative in nature
 - Allow for order-of-magnitude comparison



Primary Screening – Failed Alternatives

- **Streetcar:**
 - Acquisition of property required for maintenance/storage facility
 - Loading/parking along 34th Street completely restricted
- **LRT:**
 - Does not improve express bus operations
 - Acquisition of property required for maintenance/storage facility
 - Loading/parking along 34th Street completely restricted
- **AGT:**
 - Construction costs and timeline do not meet Goals and Objectives
 - Visual impacts to streetscape
 - Does not improve express bus operations
- **Heavy Rail Alternative:**
 - Construction costs and timeline do not meet Goals and Objectives
 - Does not improve express bus operations

Primary Screening – Passed Alternatives

- **No Build Alternative** – Alternatives Analysis Requirement
- **TSM Alternative** – Meets Primary Goals and Objectives
- **BRT Alternative** – Meets Primary Goals and Objectives

Secondary Screening Results

- **No Build Alternative – 475 Points**
- **TSM Alternative – 525 Points**
- **BRT Alternative – 610 Points**

**The BRT Alternative (“34th Street Transitway”)
is the Selected Alternative**

What is BRT?

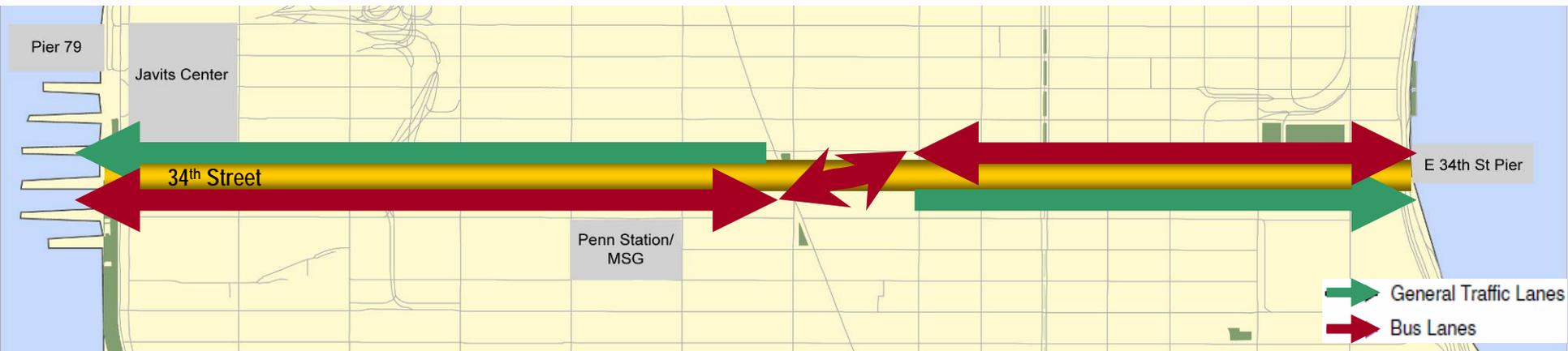
- **High quality surface transit – faster and more reliable**
- **Physical and operational improvements to bus service:**
 - High quality bus lanes
 - Prepayment fare collection
 - Transit signal priority
 - Other service enhancements
- **First implemented on Bx12 route – 20% travel time savings**



Transitway Corridor

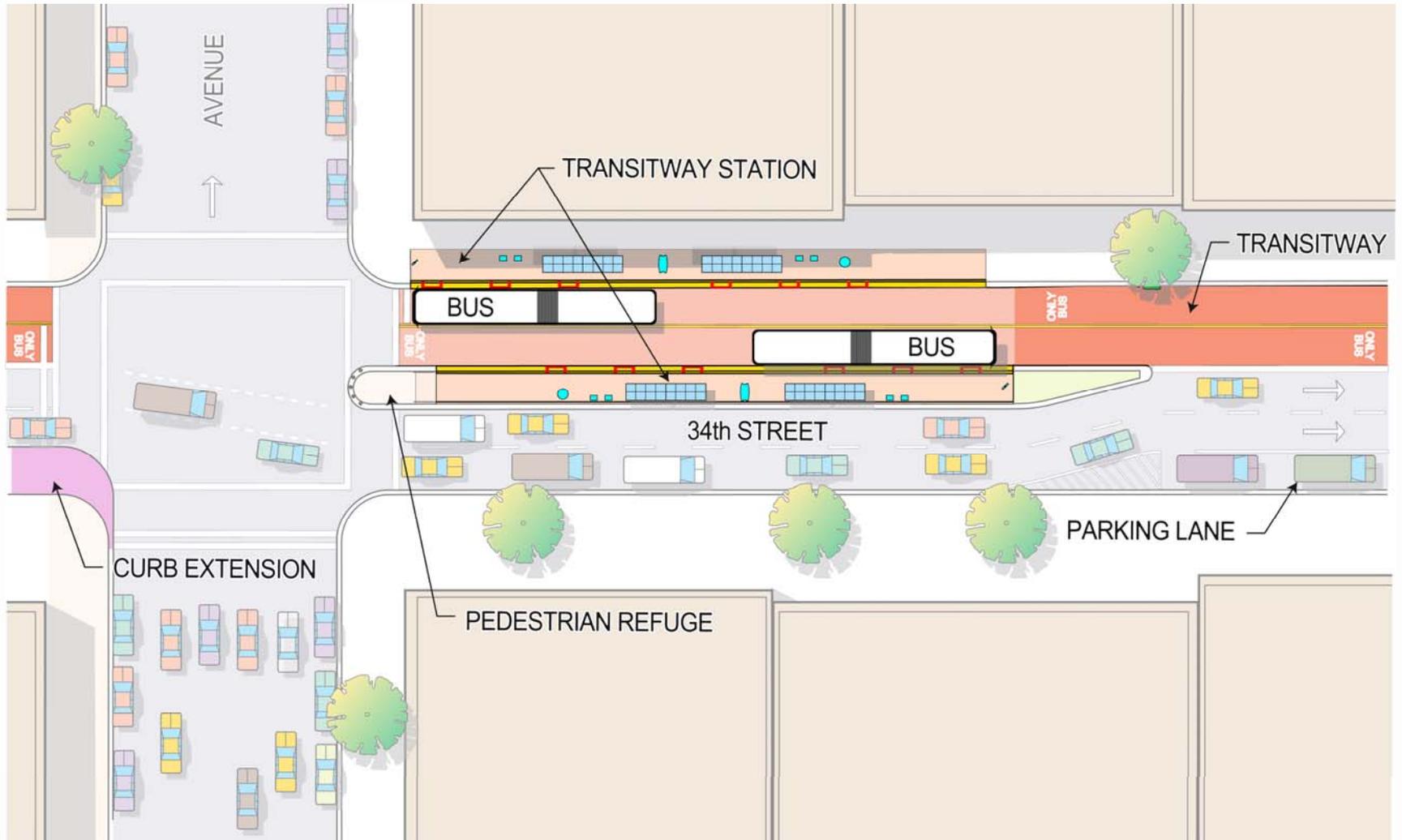


Transitway Overview

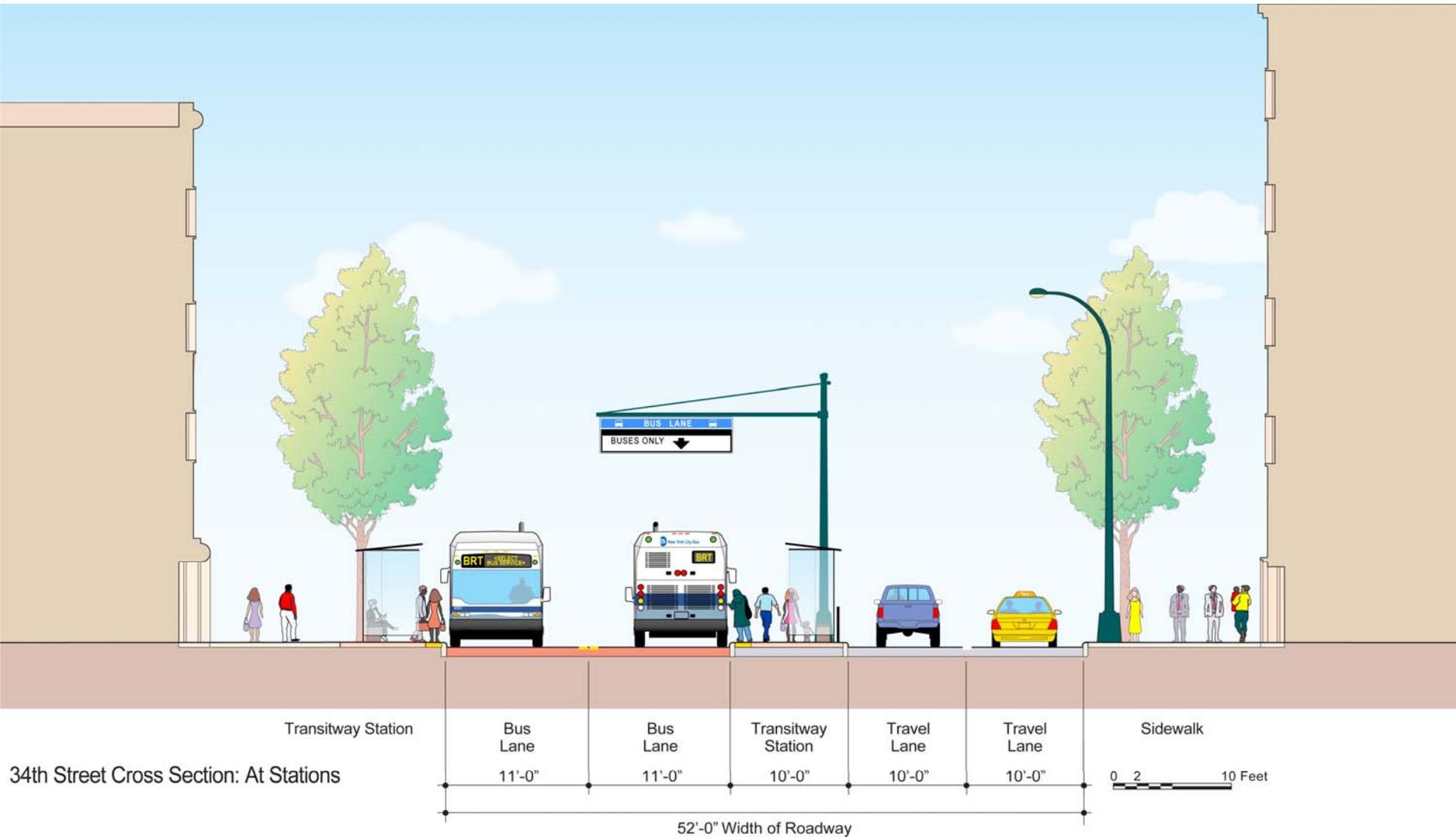


- Two-way Transitway for length of 34th Street aligned along curb
- Single side alignment selected based on street width and corridor needs – street is too narrow to place Transitway down center of street, and allow parking on either side of the street.
- Transitway occupies half of street, north half east of Fifth Avenue, south half west of Sixth Avenue, with a new plaza from Fifth to Sixth
- General Traffic:
 - One-Way Eastbound only east of Fifth Avenue
 - One-Way Westbound only west of Sixth Avenue

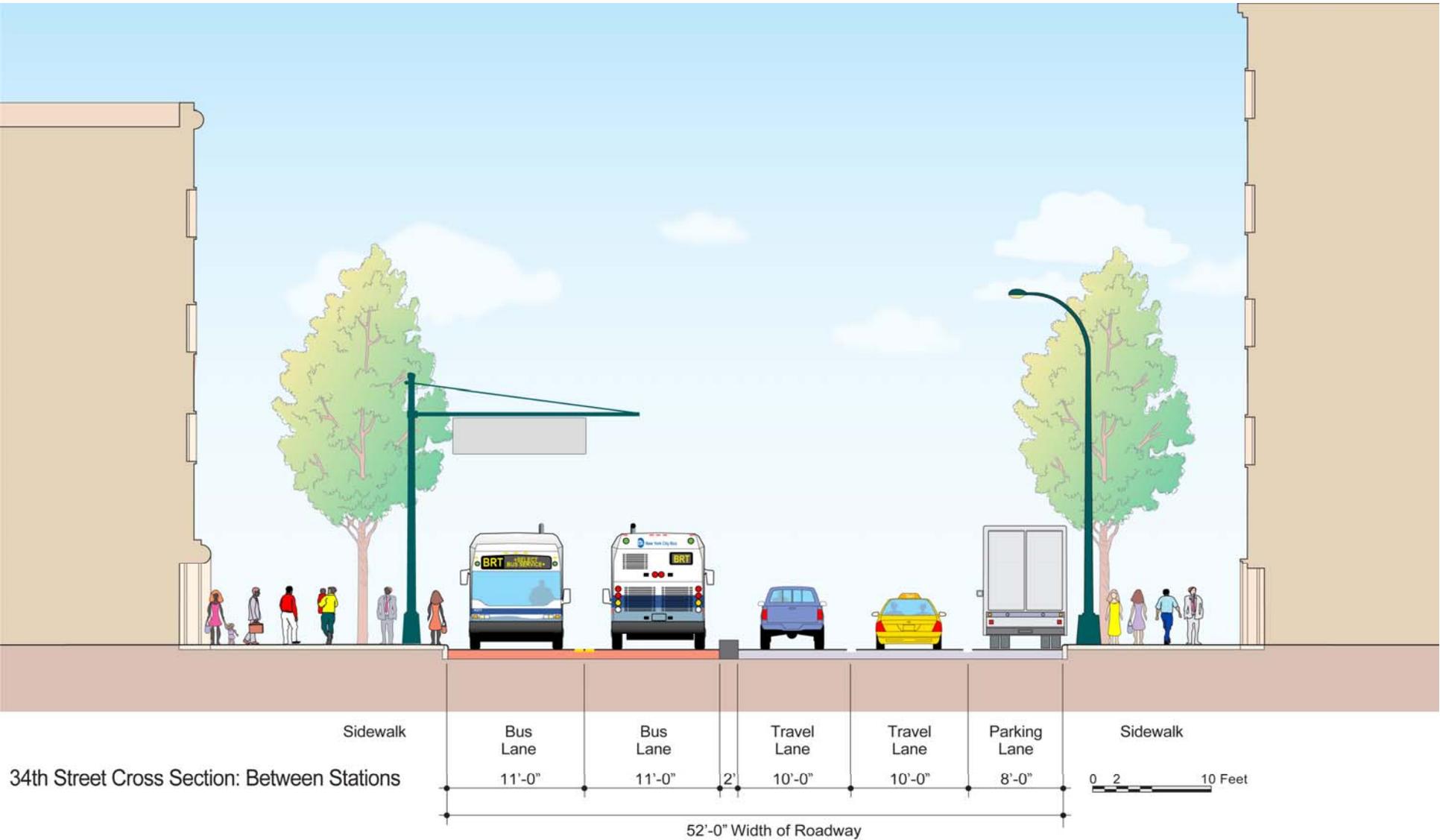
Transitway Plan (Typical)



Transitway Section (at station)



Transitway Section (between stations)



Transitway Rendering - Station



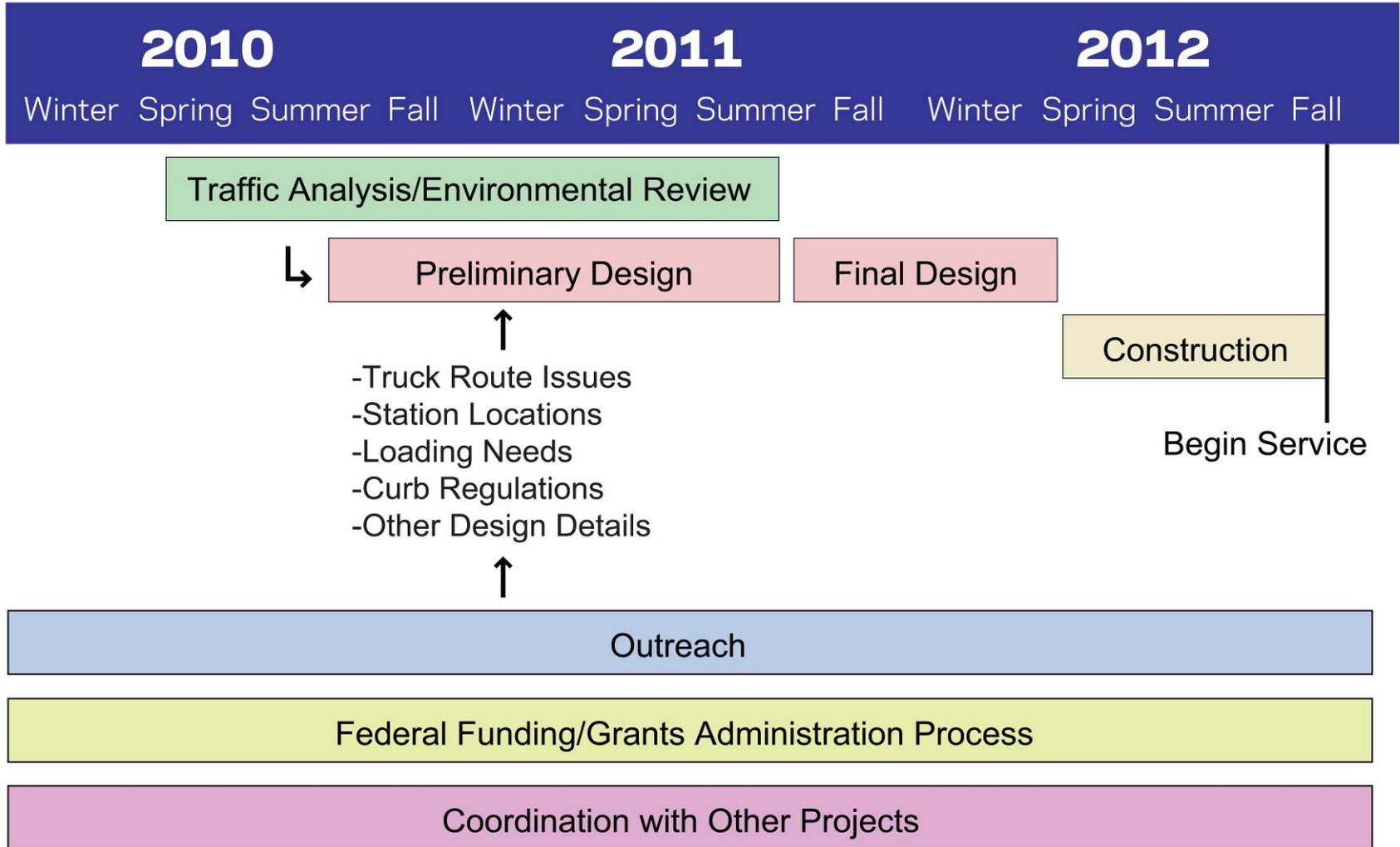
Transitway Rendering – Between Stations



Transitway Rendering - Plaza



Project Schedule



Issues to Address

- Loading issues
 - Loading on Transitway side of street
 - Curb use on opposite side of street
- Traffic changes
- Through and local truck routing
- Exact station locations
- Block by block design
- Coordination with other major projects

Next Steps

- Form Community Advisory Committee
- Input from Community
- Traffic Analysis
- More Detailed Project Design
- Complete Application for Federal Funds

Discussion