



**34<sup>th</sup> Street Transitway  
Community Advisory Committee Meeting  
Tuesday, June 15, 2010**

 New York City Transit



# Agenda

Introductions

About the Community Advisory Committee and project outreach efforts

BRT/SBS in New York City

34<sup>th</sup> Street Transitway Project

Design and service issues

Next steps

# About the 34<sup>th</sup> Street CAC

## Composed of:

- Elected Officials
- Community Boards
- Major Institutions
- Business Representatives
- Residential/Civic Organizations

## Role:

Provide opportunities for design input

Keep stakeholders informed

Review project progress

Represent community needs

# Community Planning Process

8 meetings held about short term bus lanes - longer term project also discussed

7 meetings held since Fall 2009 about Transitway project specifically

CAC and public forums will enable future community engagement

# Ongoing Community Engagement

Community Advisory Committee will meet every 2-3 months over the next two years

Community forums will focus on loading needs and other block-specific design issues

Public Open Houses will take place at key points

Project newsletters (print and email), web site ([www.nyc.gov/brt](http://www.nyc.gov/brt)), and social media (Twitter, Facebook)

# What is BRT?

- High quality surface transit – faster and more reliable
- Physical and operational improvements to bus service:
  - Low floor buses
  - High quality bus lanes
  - Prepayment fare collection
  - Transit signal priority
  - Other service enhancements
- First implemented on Bx12 route
- To be implemented on M15 October 2010



# Speed



# Reliability

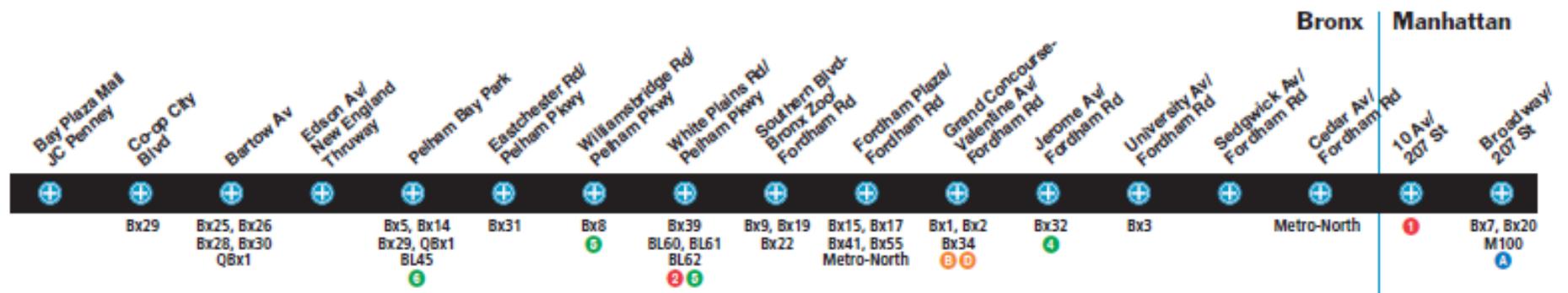


# Comfort

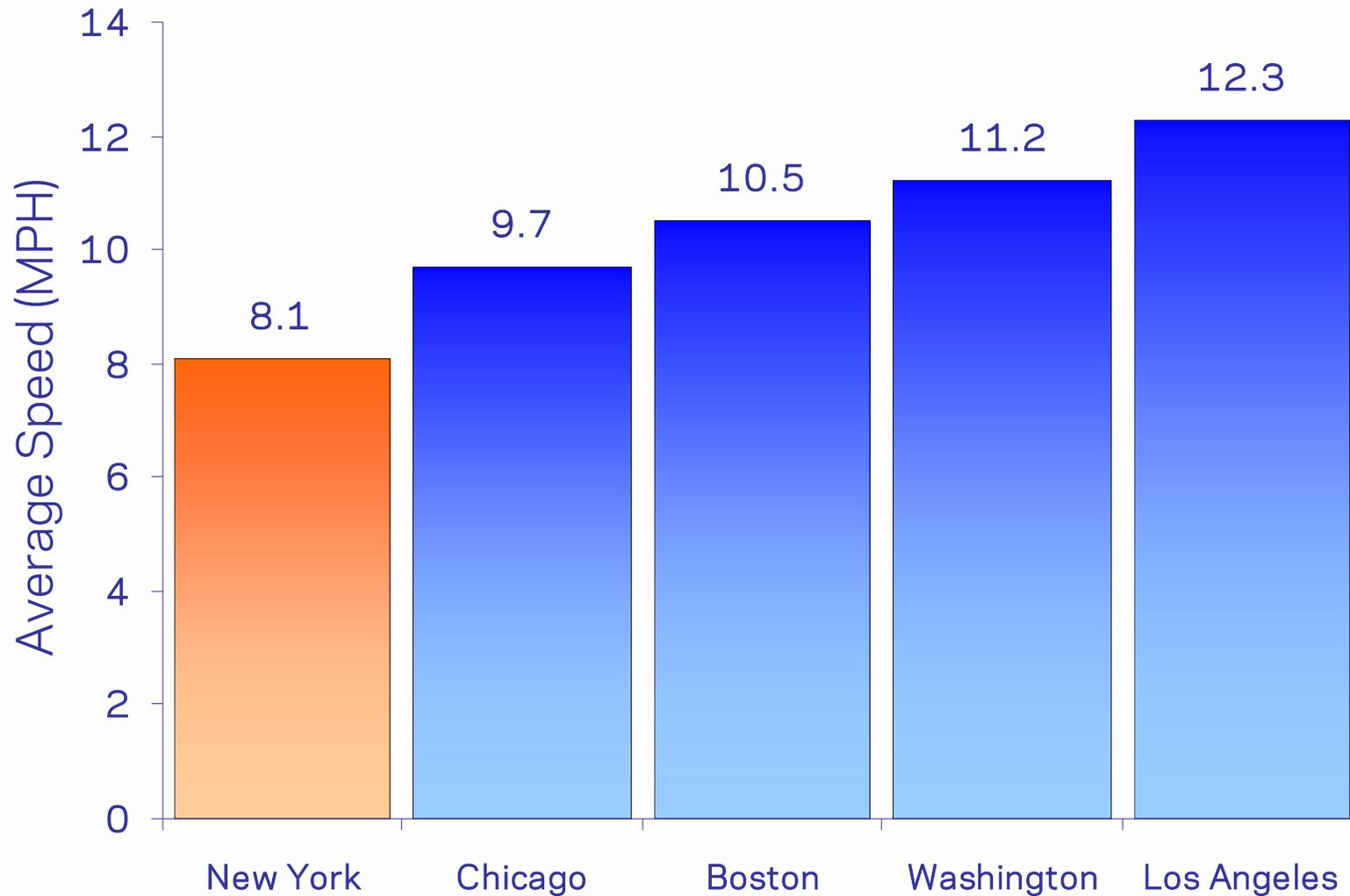


# Ease of Use

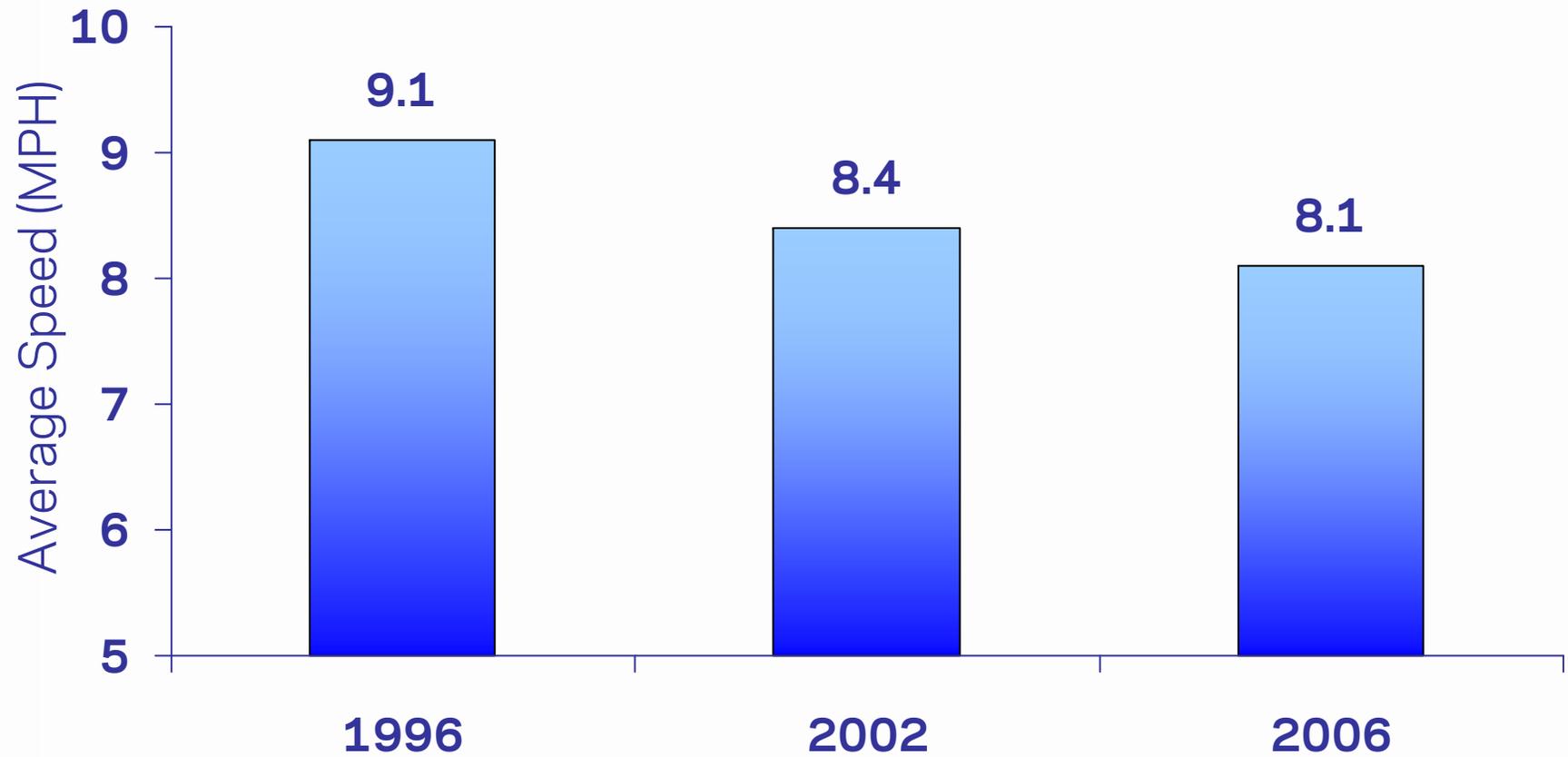
## Westbound to Inwood



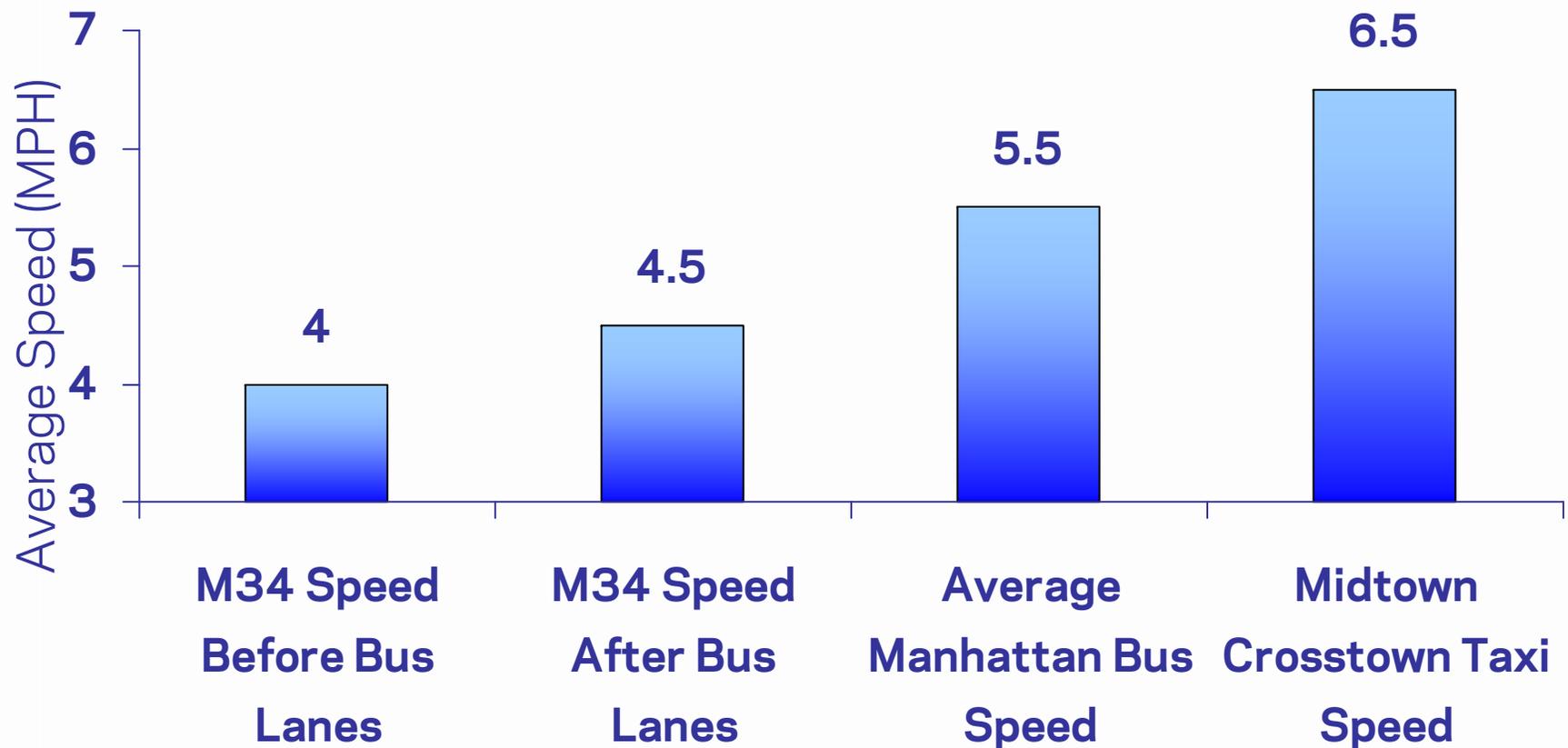
# Bus Speeds in NYC vs. Other Cities

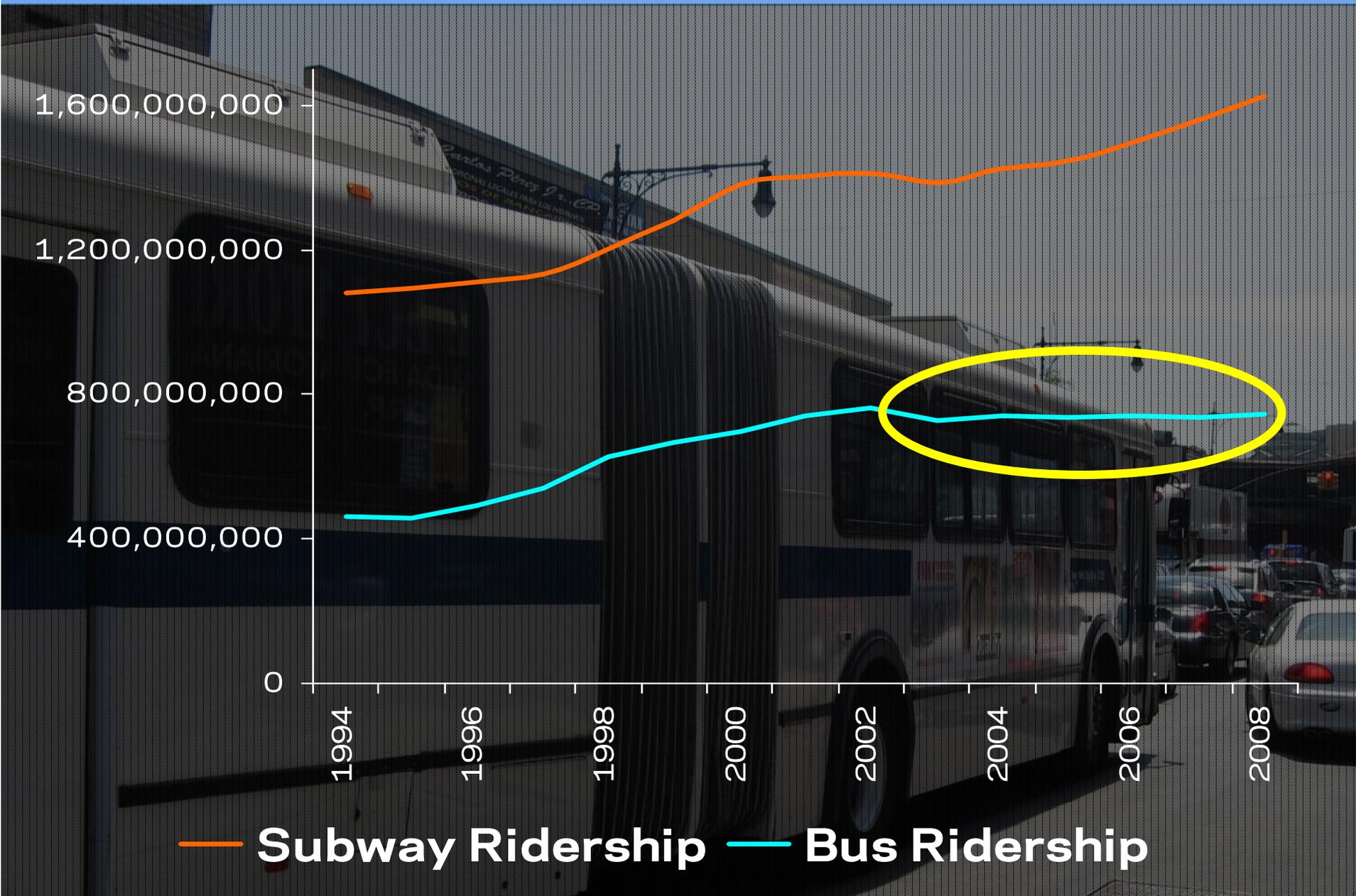


# Trend: Bus Speeds Dropping



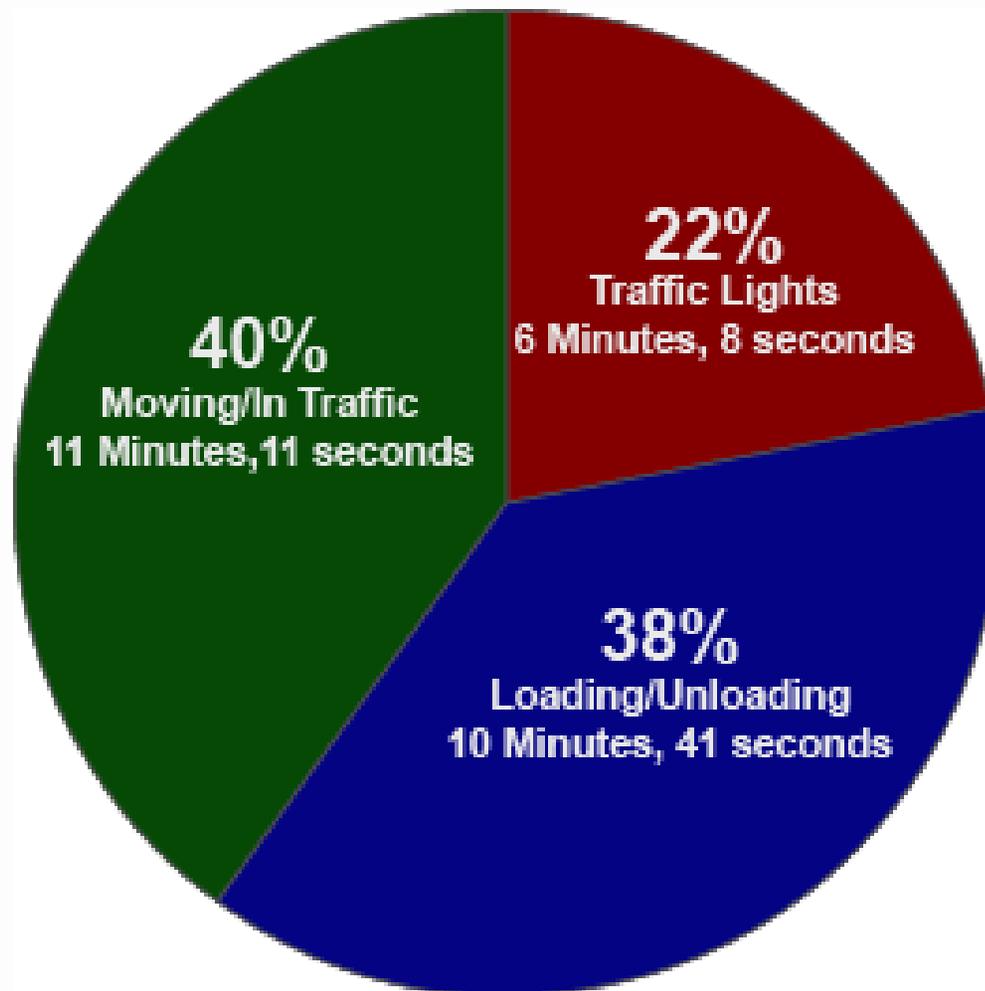
# Existing Slow Crosstown Service





— Subway Ridership — Bus Ridership

# Sources of Bus Delay - M34



# +selectbusservice

Voice of **Janette Sadik-Khan**  
Commissioner of New York City  
Department of Transportation



New York City Transit



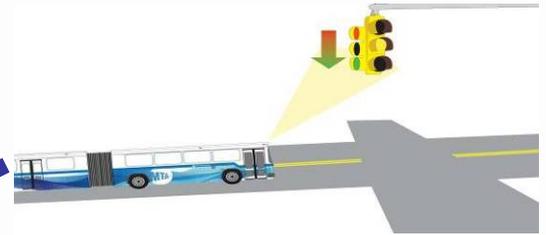
# SBS Features



**Bus Lanes**



**Pre-Payment**



**Bus Signal Priority**



**Passenger Info**



**Stations**



**Branding**

# Fordham Road SBS: Results

Travel Time: 20%  
reduction in running time

Ridership: 10% increase  
from October 2007 to  
October 2008

Customer Satisfaction:  
98% satisfied or very  
satisfied



# Phase I BRT Corridors



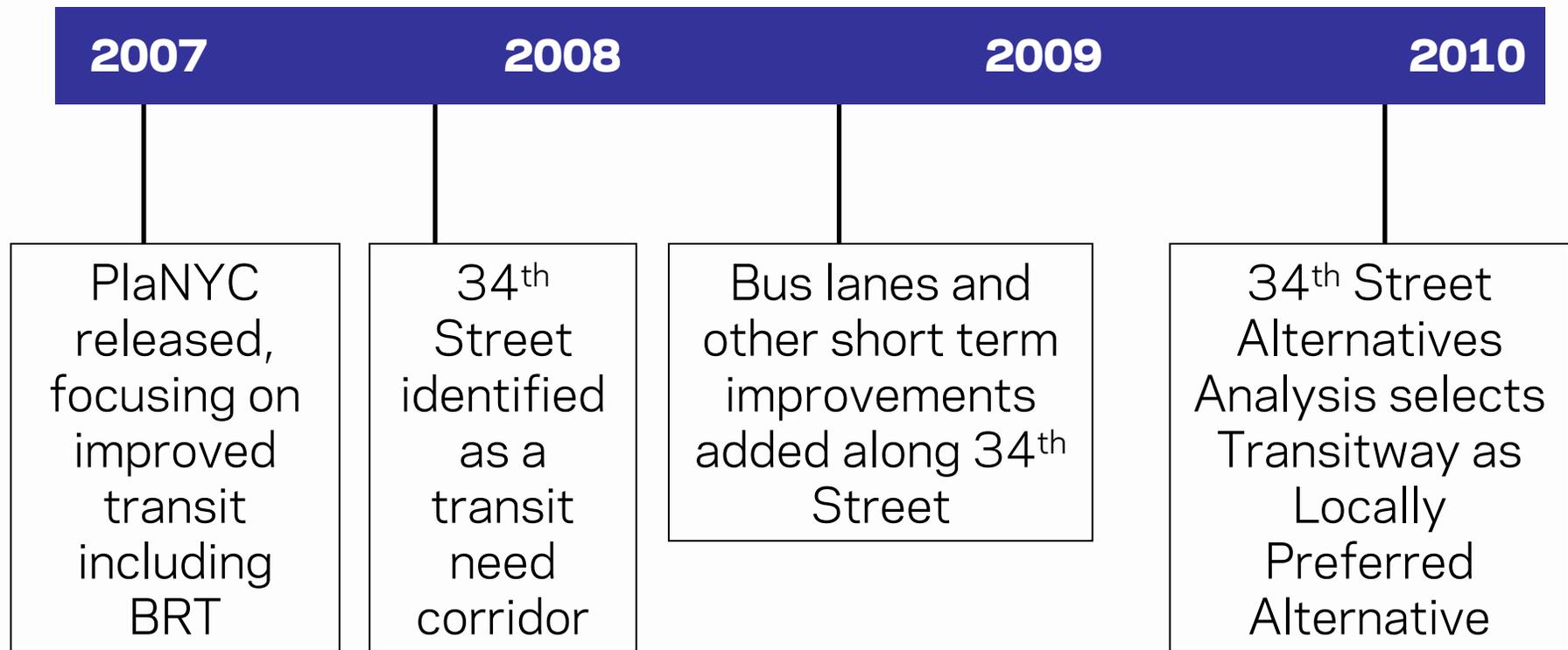
# 34<sup>th</sup> Street Transitway



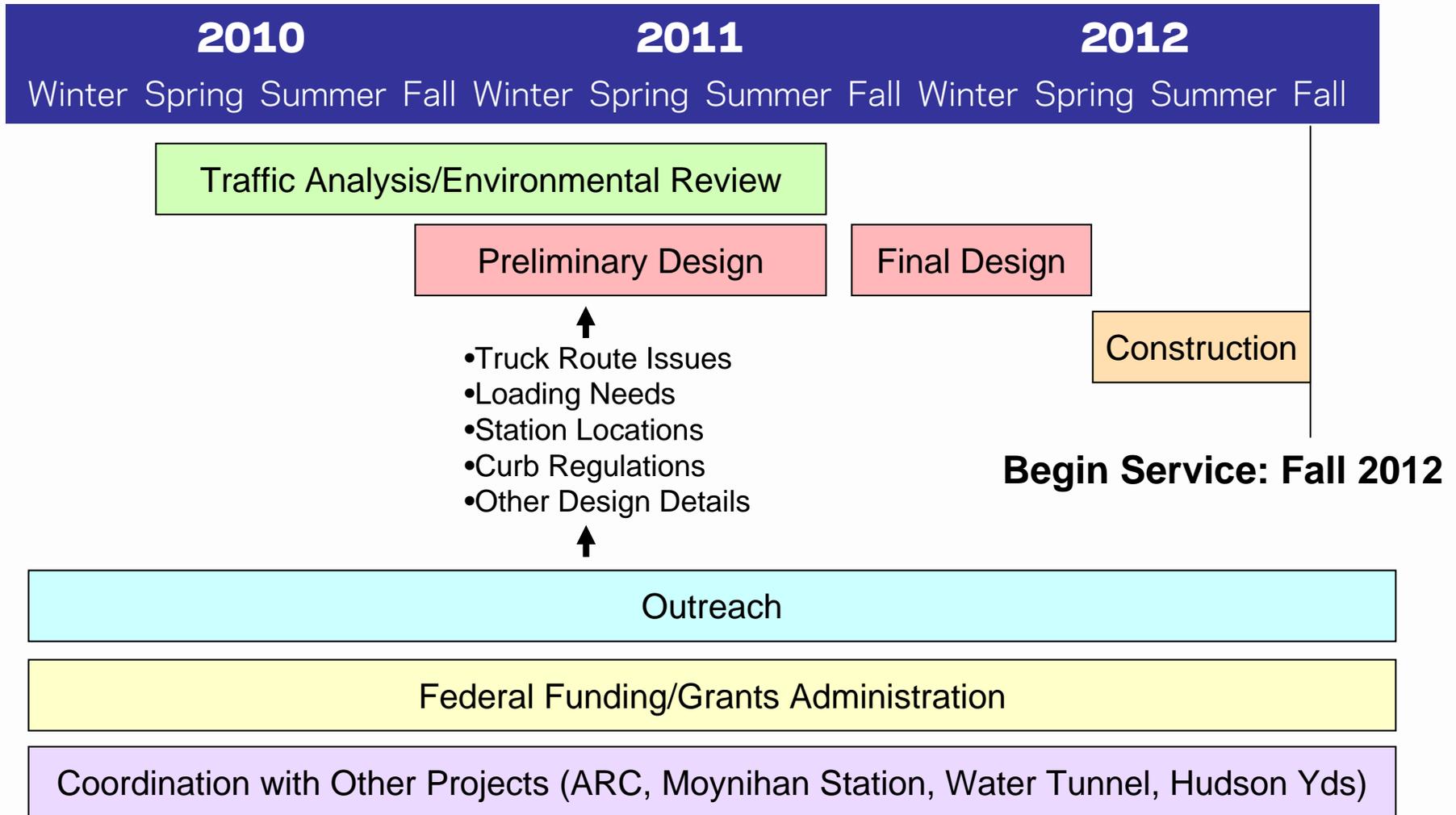
## Within a ¼ mile:

- 47,900 residents
- 296,500 workers
- 82% of households do not own a car
- 86% of residents commute by transit or walking
- 82% of workers commute by transit or walking

# 34<sup>th</sup> Street Transitway: Timeline



# 34<sup>th</sup> Street Transitway: Timeline

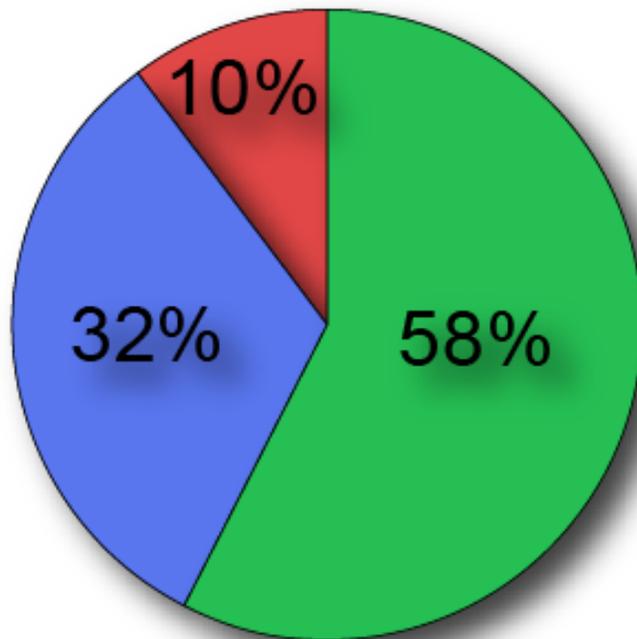


# Project Need

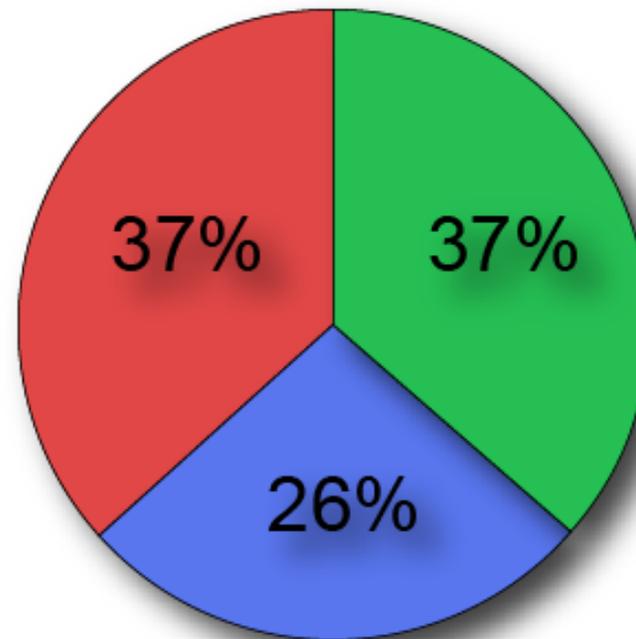
- Slow Crosstown Bus Service
  - 4.5 miles per hour - even with bus lanes
  - 17,000 passengers per day on local buses
  - 16,000 passengers per day on commuter buses
  - Over 500 tourist/charter buses per day (10,000 passengers)
- Serious Pedestrian Congestion
  - Over 5,000 per hour per block at Herald Square
  - Pedestrians walk in the street
- Future Development
  - Moynihan Station, West Side Rail Yards, First Avenue Properties (Con Ed site)

# Project Need

People Traveling



Right-of-Way Used



■ Pedestrian      ■ Bus      ■ Auto/Taxi

# 34<sup>th</sup> Street Transitway Features

## Signal Priority

Transit signal priority at many intersections

## Fare Collection

Proof-of-payment fare system with fare pre-payment

## Real Time Information

## Pedestrian Safety

Curb extensions and crosswalk median refuges



# 34<sup>th</sup> Street Transitway Features



Protected Bus Lanes  
Enhanced bus lanes for full length of 34<sup>th</sup> Street

# 34<sup>th</sup> Street Transitway Features



## Boarding Islands

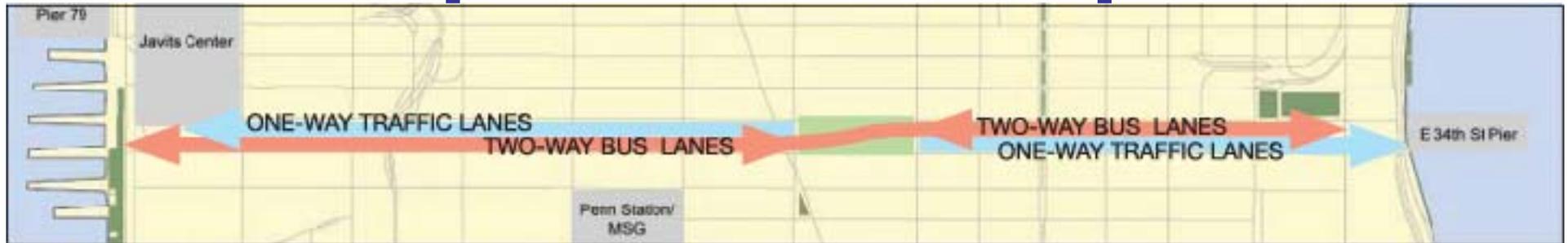
Raised for near-level boarding, also serve as pedestrian refuges

# Traffic Operations Concepts

- DOT is evaluating multiple options for general traffic
- Will consider:
  - Local circulation needs
  - Loading access
  - Regional travel patterns
  - Safety
  - Pedestrian improvements
- Project will also include improvements to other nearby streets



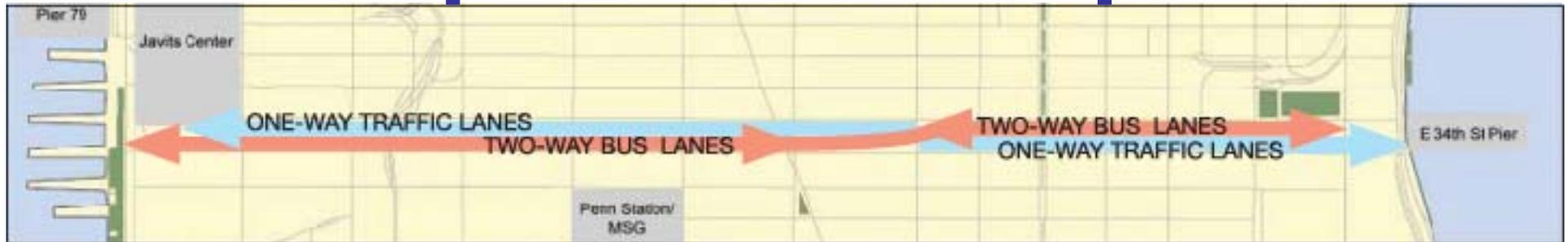
# Traffic Operations Concepts



## Outbound Traffic with Plaza:

- General Traffic:
  - One-Way Eastbound only east of Fifth Avenue
  - One-Way Westbound only west of Sixth Avenue
- Transit:
  - Two-Way Bus Lanes
- Pedestrians:
  - New Plaza
  - Curb Extensions, Median Refuges

# Traffic Operations Concepts



## Outbound Traffic without Plaza:

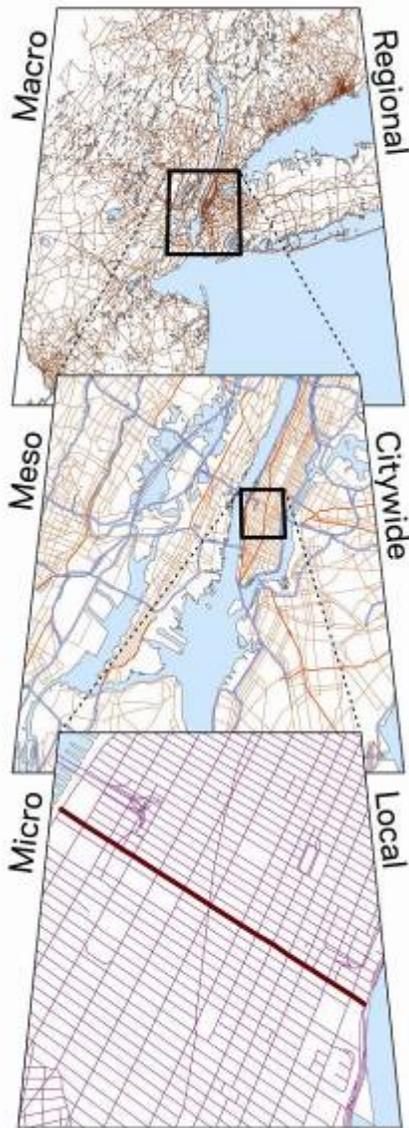
- General Traffic:
  - One-Way Eastbound only east of Fifth Avenue
  - One-Way Westbound only west of Fifth Avenue
- Transit:
  - Two-Way Bus Lanes
- Pedestrians:
  - Curb Extensions, Median Refuges

# Traffic Operations Concepts



## Single Direction Traffic (Eastbound):

- General Traffic:
  - One-Way Eastbound only for full corridor
- Transit:
  - Two-Way Bus Lanes
- Pedestrians:
  - Curb Extensions, Median Refuges



# Traffic Analysis

- Three level traffic analysis:
  - Regional analysis (including mode shifts)
  - Citywide analysis - looking at diversions from George Washington Bridge to Verrazano Narrows Bridge
  - Local detailed simulation of 34<sup>th</sup> Street and nearby street network
- Extensive new traffic data collected for project area
- Truck study for through/local truck routing
- Full traffic analysis expected by late 2010/early 2011

# Curb Access

- 24/7 access on non-Transitway side of street (currently No Standing 7am-7pm)
- Curb access on the Transitway side is a critical issue. Options include:
  - Deliveries allowed specific times of day
  - “Delivery Lane” added to Transitway
  - Additional loading zones around corners
- Block by block residential forums to be held in fall



# Interaction with ARC



During Construction  
NYCT and DOT are working in close coordination with the ARC team; some BRT stations may be temporary facilities until construction is finished

In Operation  
Transitway and related pedestrian improvements will help accommodate increased pedestrian traffic predicted from project

# Design and Service Issues

Traffic Changes

Curb Access

Bus Stop Locations

Pedestrian  
Improvements

Construction  
Management

Curbside Regulations

Improvements to Other  
streets

Truck Route Issues



# Project Funding

- Total estimated project cost: \$36.5M
- Design and Traffic Analysis funded by federal Congestion Mitigation and Air Quality grant (\$4.5M)
- NYCT improvements funded in capital program
- Project has applied for Livability Bus federal program for construction funds, and will apply for Small Starts federal funds if that application is not successful

# 34<sup>th</sup> Street Transitway Benefits

- **Faster Crosstown Transit**
  - 20-35% reduction in travel time
  - Very reliable travel times
- **Improved Pedestrian Safety and Mobility**
  - Crosswalk refuge islands at every station
  - Pedestrian neckdowns for full length of corridor
  - Simpler traffic patterns
  - Sidewalk widenings to accommodate pedestrian flow
- **Organized Traffic**
- **Loading/Deliveries will be accommodated on at least one side of street (currently prohibited 7am-7pm)**



# Next Steps

Questions/Comments

Next Meetings

- Curb Access
- Truck Route Issues
- Station Locations