

An aerial photograph of a city street, likely in Manhattan, showing a dedicated transitway. The transitway is marked with yellow lines and runs down the center of the street. Several yellow taxis are visible in the lanes on either side of the transitway. The background shows a dense urban environment with buildings and other streets.

34th Street Transitway

Manhattan Community Board 5 – September 16, 2010

Project Need

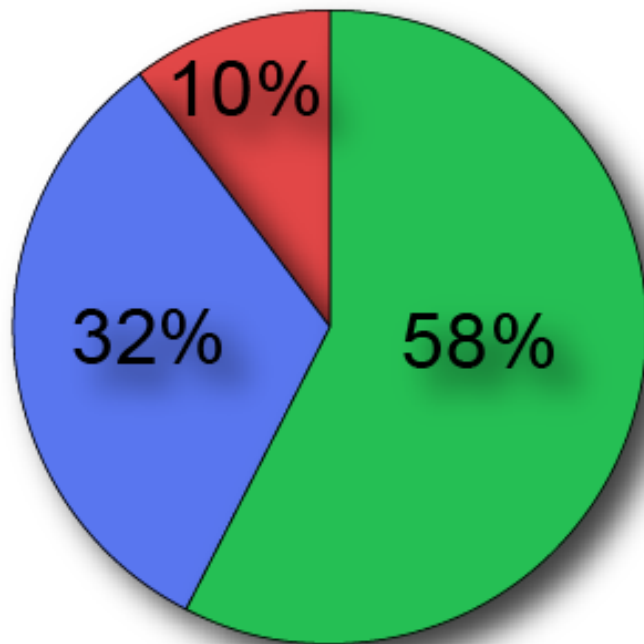
- **Slow Crosstown Bus Service**
 - 4.5 miles per hour – even with bus lanes
 - 17,000 passengers per day on local buses
 - 16,000 passengers per day on commuter buses
 - Over 500 tourist/charter buses per day (10,000 passengers)
- **Serious Pedestrian Congestion**
 - Over 5,000 per hour per block at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

Project Need

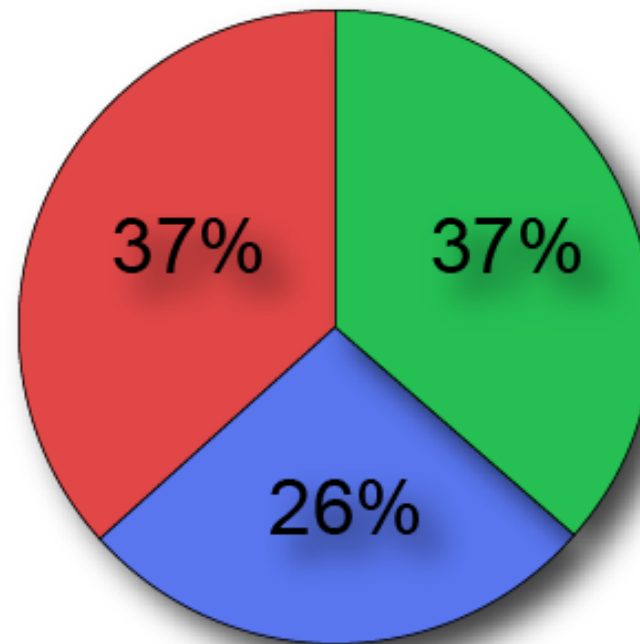
- **Safety Issues (2004-2008)**
 - 232 crashes involving pedestrians – 1 fatal
 - 709 vehicle-vehicle crashes – 1 fatal
 - 955 people injured
 - Worst intersection: 34th Street/Seventh Avenue – 116 crashes

Project Need

People Traveling



Right-of-Way Used



■ Pedestrian

■ Bus

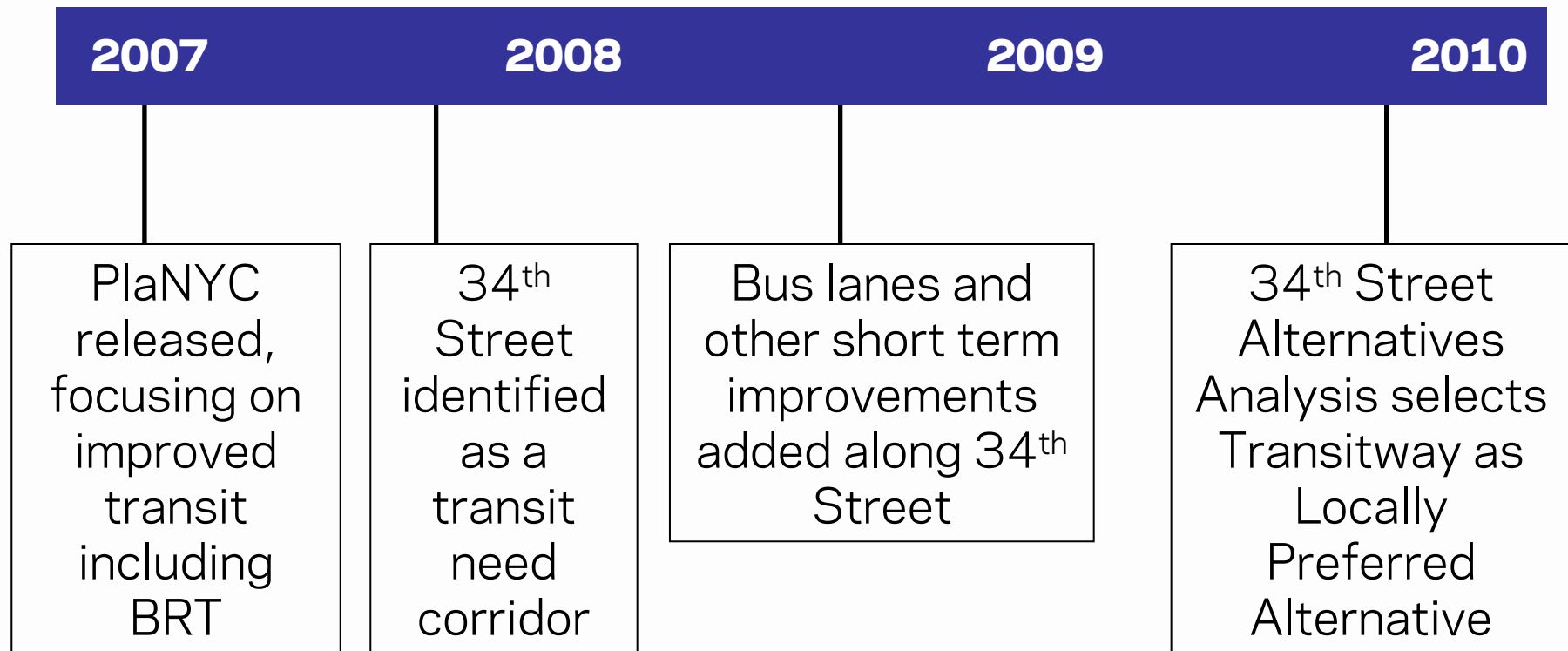
■ Auto/Taxi

What is Bus Rapid Transit?

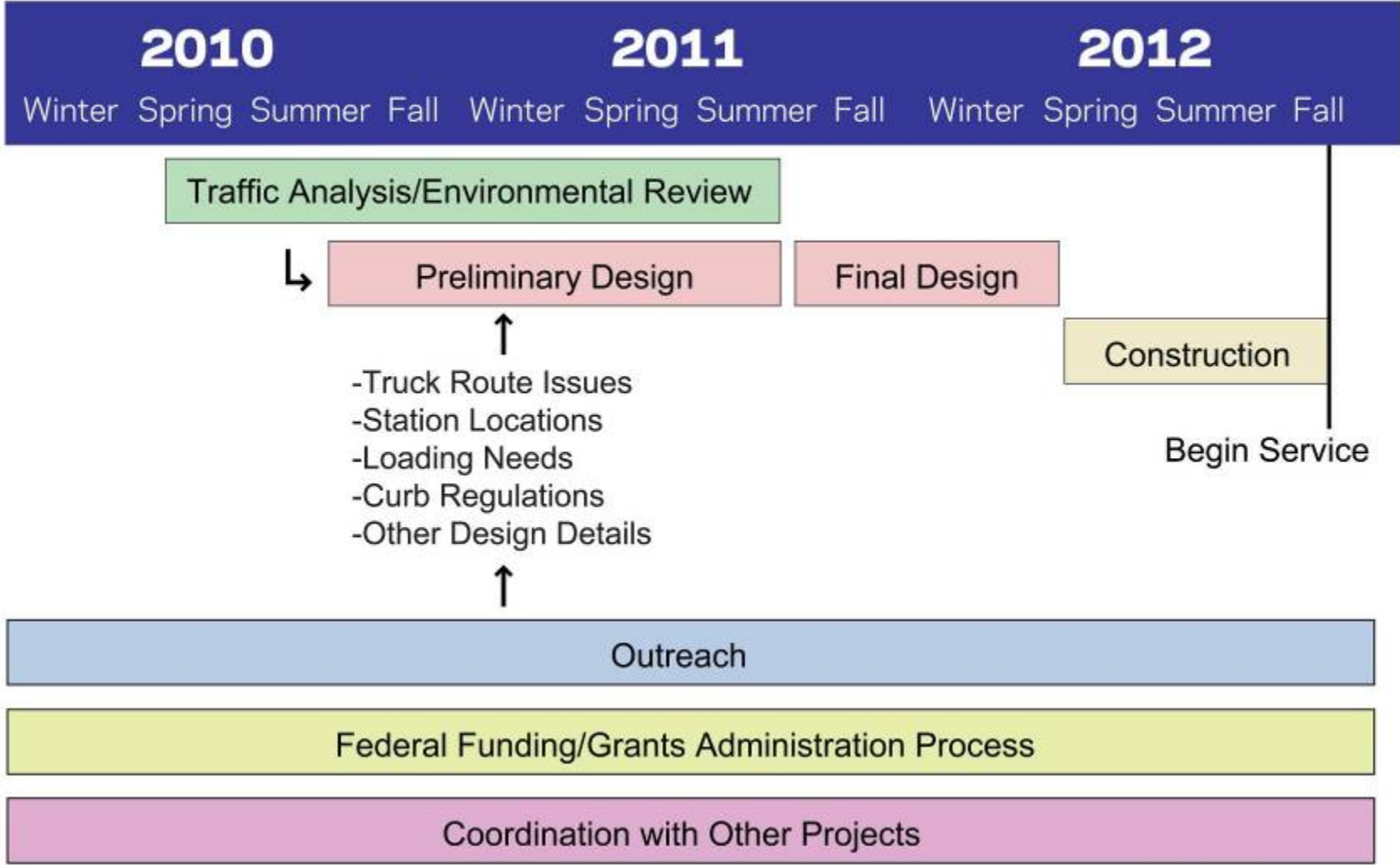
- High quality surface transit – faster and more reliable
- Physical and operational improvements to bus service:
 - Low floor buses
 - High quality bus lanes
 - Prepayment fare collection
 - Transit signal priority
 - Other service enhancements
- First implemented on Bx12 route – 20% travel time savings



34th Street Transitway: Timeline



Project Schedule



34th 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

34th 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



34th Street Transitway Features



Protected Bus Lanes

Enhanced bus lanes for full length of 34th Street

34th Street Transitway Features



Boarding Islands

Raised for near-level boarding, also serve as pedestrian 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 34th 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**

Transitway Preliminary 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

Transitway Preliminary 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

Transitway Preliminary Concepts



Single Direction Traffic (Eastbound):

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

Corridor Outreach

- **Community Advisory Committee**
 - Composed of elected officials, community boards, local civic/neighborhood groups and business organizations, and major area institutions
 - Provides input on design, and keep stakeholders up to date
 - First met on June 15th
 - Will meet regularly throughout project

Corridor Outreach

- **Targeted Stakeholder Outreach**
- **Curb Access/Deliveries**
 - Block by block community forums
 - First set of forums to take place early fall
- **Other Public Outreach**
 - Open houses
 - CB meetings
 - 19 public meetings held to date since January 2008 discussing Transitway

Design Issues

- Evaluate loading needs and design
- Determine exact station locations
- Detailed block by block design
- Coordination with other major projects (ARC, Hudson Yards, etc)

Project Funding

- Construction to be funded by \$18.4M Bus Livability grant
- Design and Environmental Review funded by federal Congestion Mitigation and Air Quality (CMAQ) grant - ~\$4.5M
- City and State provide matches for federal grants
- Some non-federally eligible elements to be funded by MTA

Project 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
 - Curb extensions for full length of corridor
 - Simpler traffic patterns
 - Sidewalk widenings to accommodate pedestrian flow
- **Loading/Deliveries on at least one side of street (currently prohibited 7am-7pm)**

Next Steps

- Community Advisory Committee – 9/21
- Community Forums
 - Tuesday 10/19, Norman Thomas HS Cafeteria (33rd Street and Park Avenue), 6pm
 - Thursday 10/21, New Yorker Hotel Herald Square Room/3rd Floor (34th Street and Eighth Avenue), 6pm
- Traffic Analysis/Environmental Review
- Detailed Project Design