



**34th Street Transitway
Community Advisory Committee Meeting #2
Tuesday, September 21, 2010**

Agenda

Introductions

Project Recap

Transitway Alternatives - Breakout Sessions

Environmental Review Update

Information About Community Forums

About the 34th Street CAC

Composed of:

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

Role:

Provide opportunities for design input

Keep stakeholders informed

Review project progress

Represent community needs

CAC and Community Feedback

- **Loading Needs**
 - Community forums in October to discuss block-by-block loading issues
 - Transitway design process will take loading needs into account
- **Potential Traffic Issues**
 - Detailed traffic analysis to be conducted
- **Community Consultation**
 - CAC, Community Forums, Open Houses throughout project
 - Materials will be posted on website, and summaries will be reported back to CAC

Project Need

- **Slow Crosstown Bus Service**
 - 4.5 mph - 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)

What is BRT?



- First implemented on Bx12 route - 20% travel time savings
- To be implemented on M15 October 10, 2010

34th Street Transitway

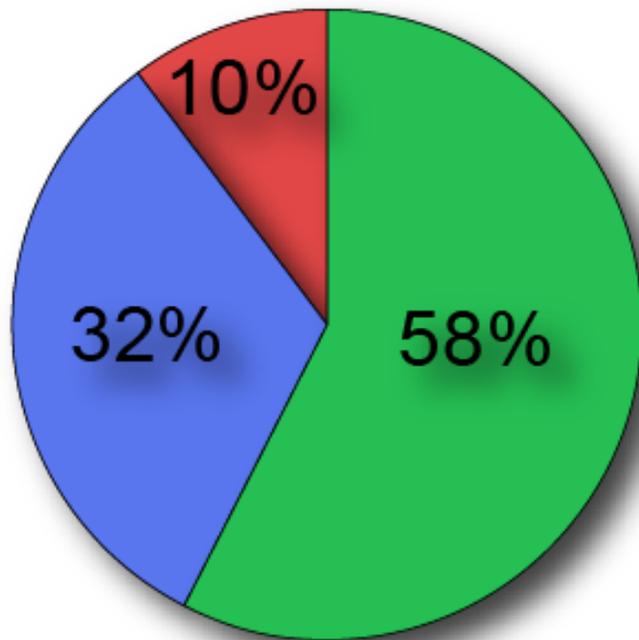


Within a ¼ mile:

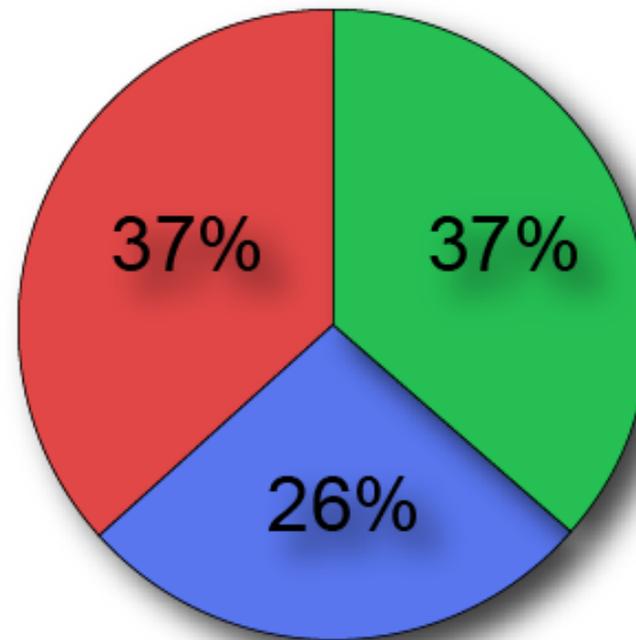
- 47,900 residents
- 296,500 workers
- 82% of households do not own a car
- 86% of residents commute by transit or walking
- 82% of workers commute by transit or walking

Project Need

People Traveling

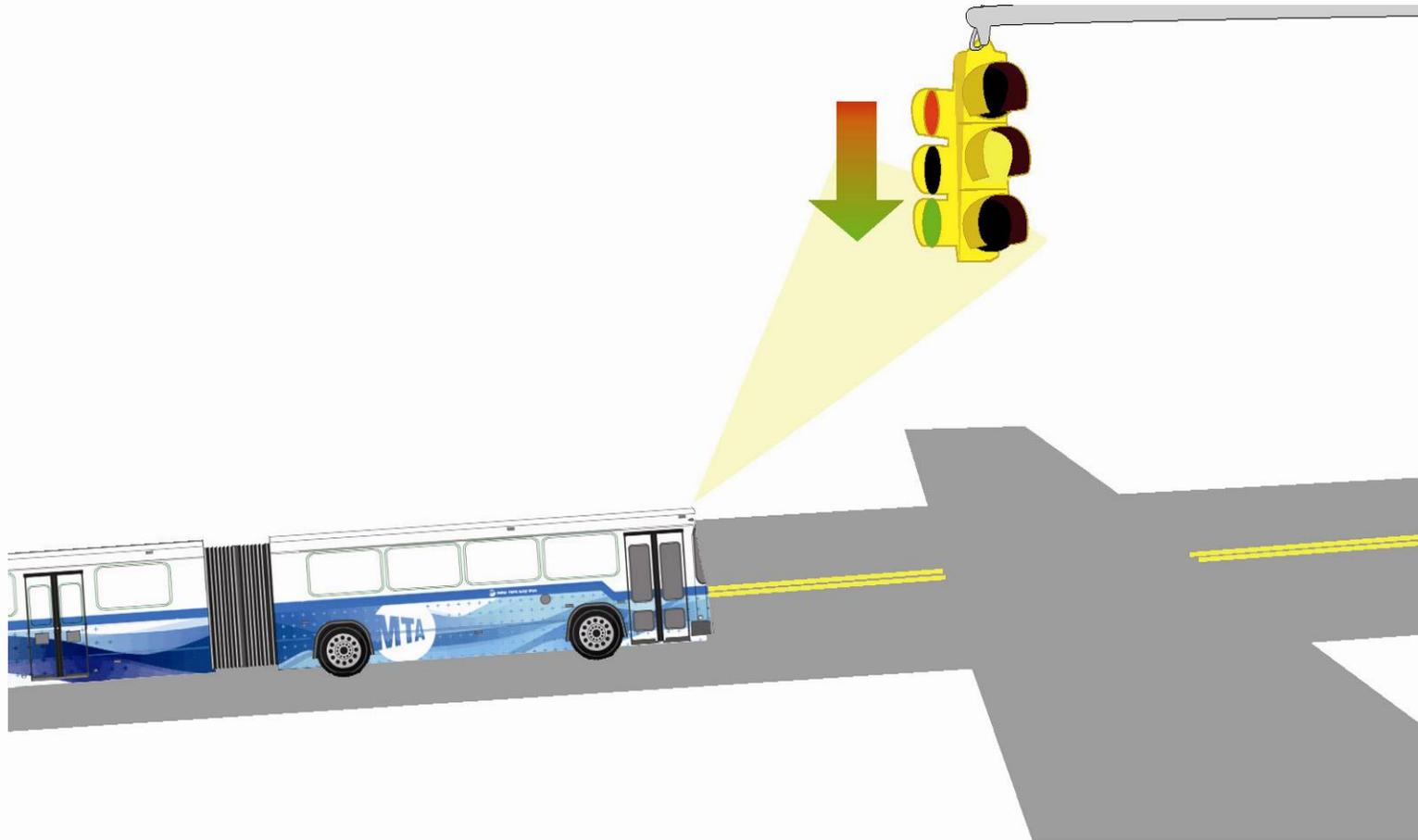


Right-of-Way Used



■ Pedestrian ■ Bus ■ Auto/Taxi

34th Street Transitway Features



Transit Signal Priority

Traffic lights can stay green or turn green to let buses through

34th Street Transitway Features



Fare Collection Improvements
Allows passengers to board through all doors

34th Street Transitway Features



Real Time Information

Know how long it will be before the bus will arrive

34th Street Transitway Features



Pedestrian Safety

Pedestrian refuges and sidewalk extensions improve corridor safety

34th Street Transitway Features



Loading Accommodations

Residential and commercial loading allowances increased

34th Street Transitway Features



Protected Bus Lanes
Enhanced bus lanes for full length of 34th Street

34th Street Transitway Features



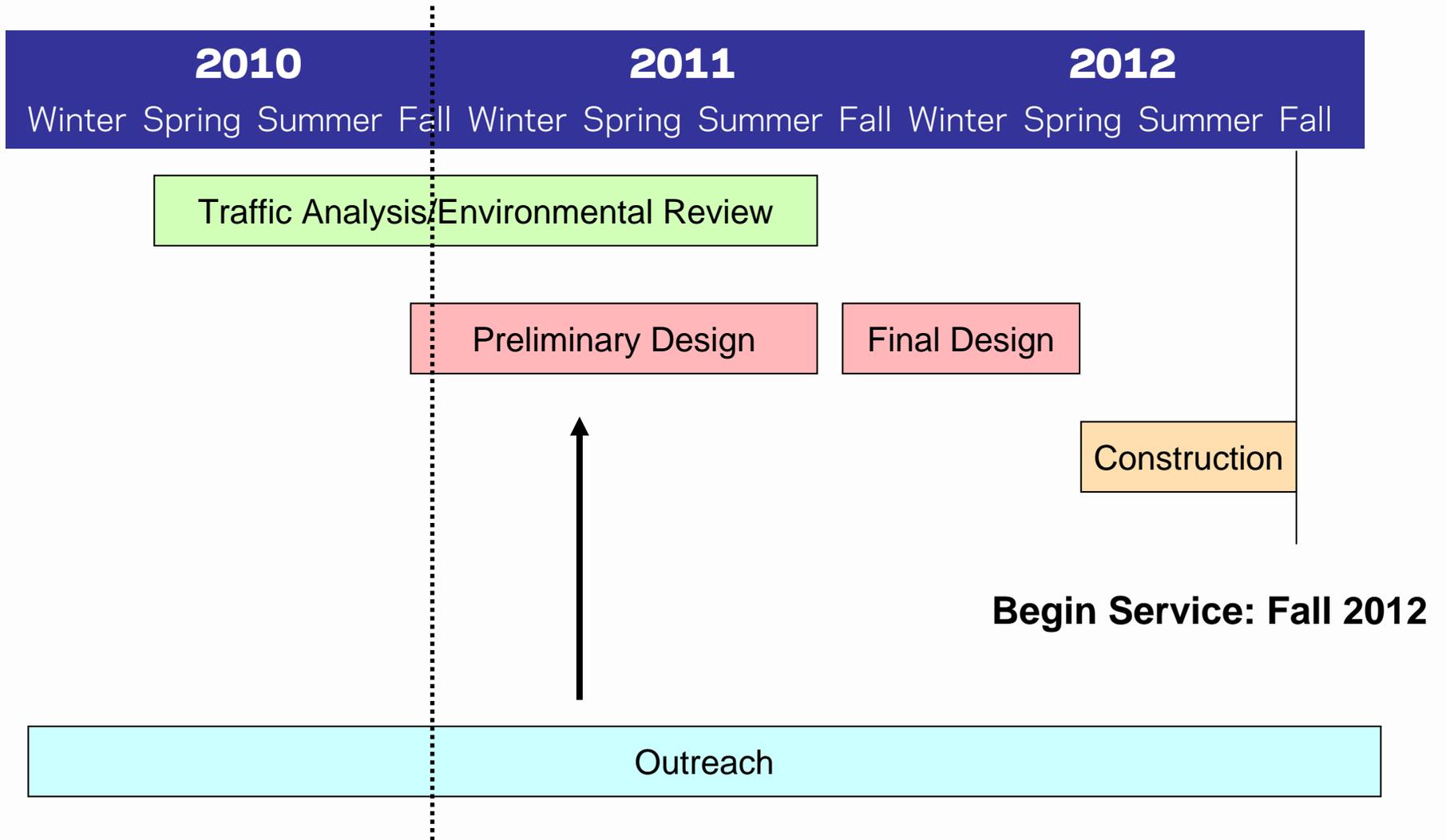
Boarding Islands

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

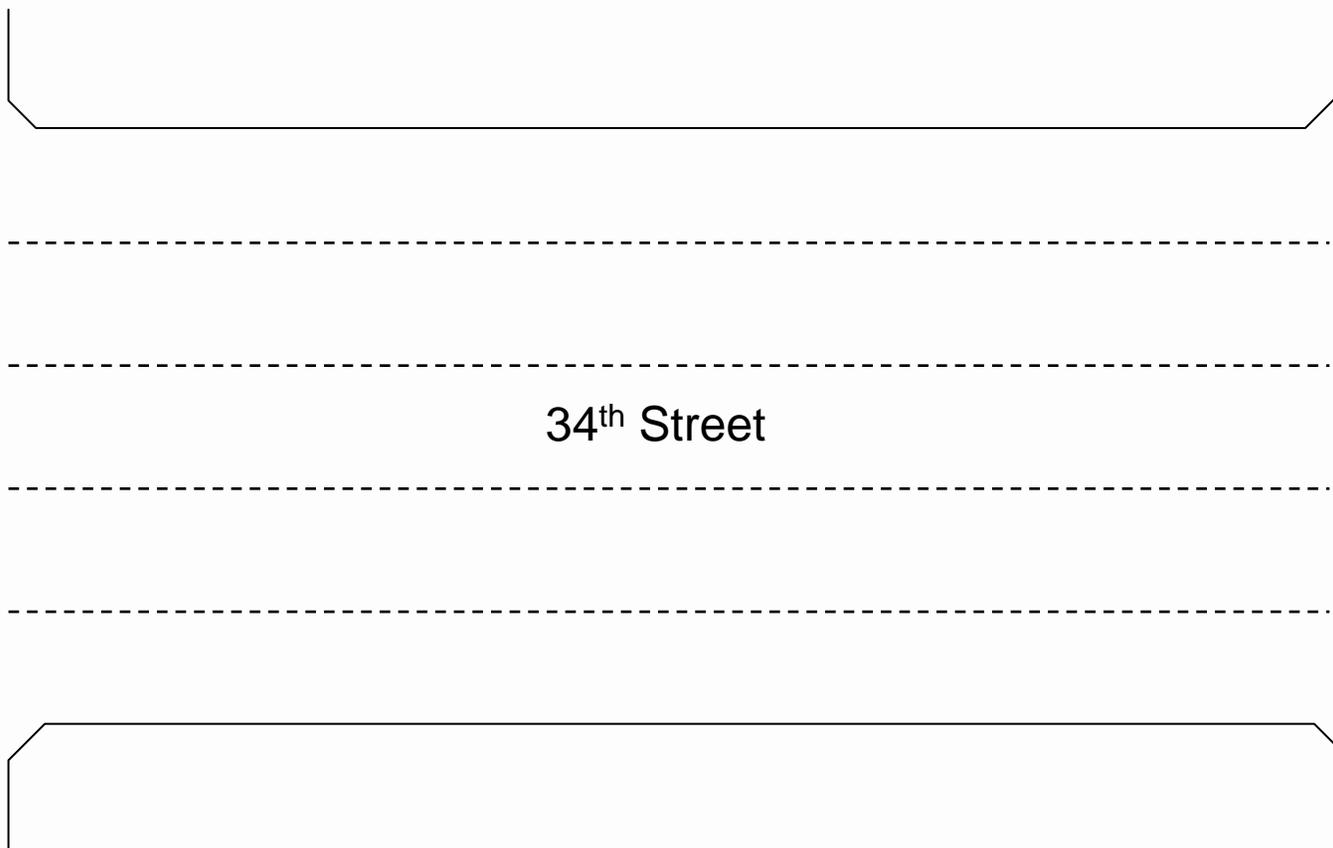
34th Street Transitway Benefits

- Faster Crosstown Transit
 - 20-35% reduction in travel time
 - More 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
- Improved Traffic on 34th Street
- Loading/Deliveries accommodated on at least one side of street (currently prohibited 7am-7pm)

34th Street Transitway: Timeline



Transitway Design Process



Transitway Design Process



Bus Lanes



Travel Lanes



Parking/Loading



Boarding Island

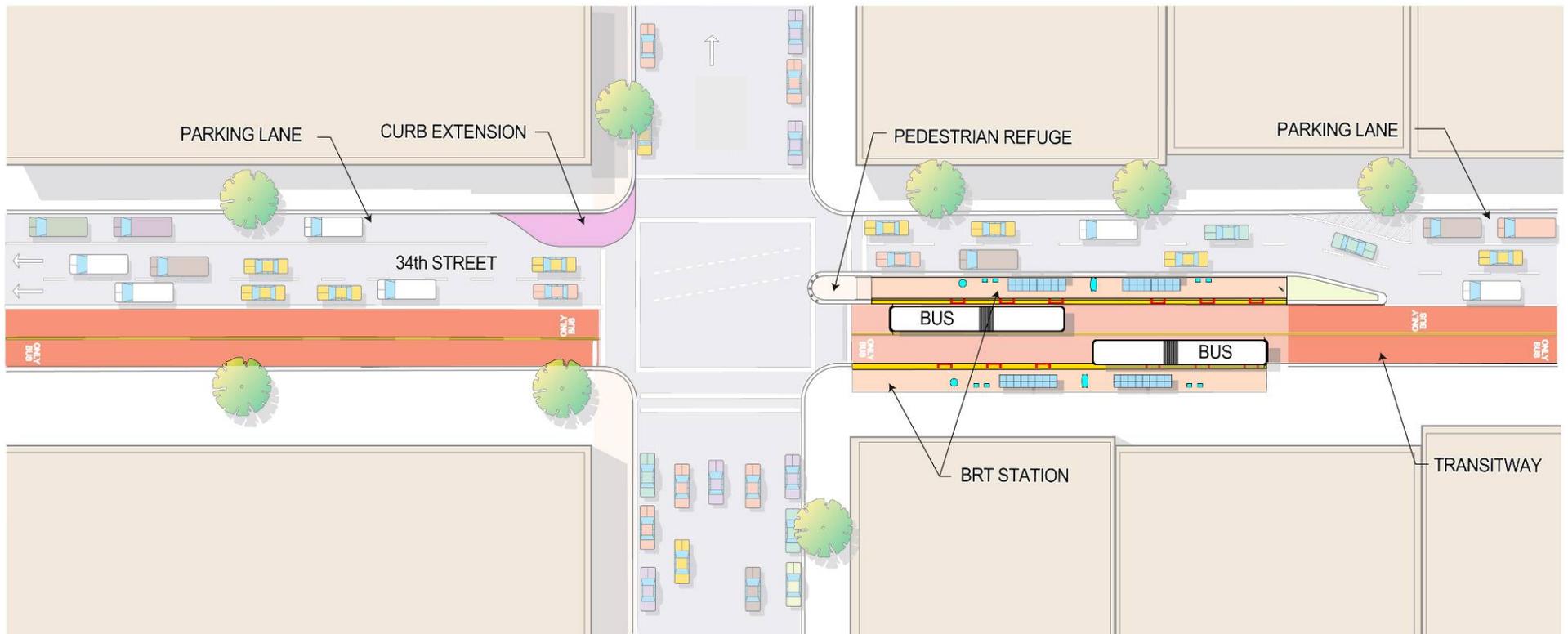


Curb Extension



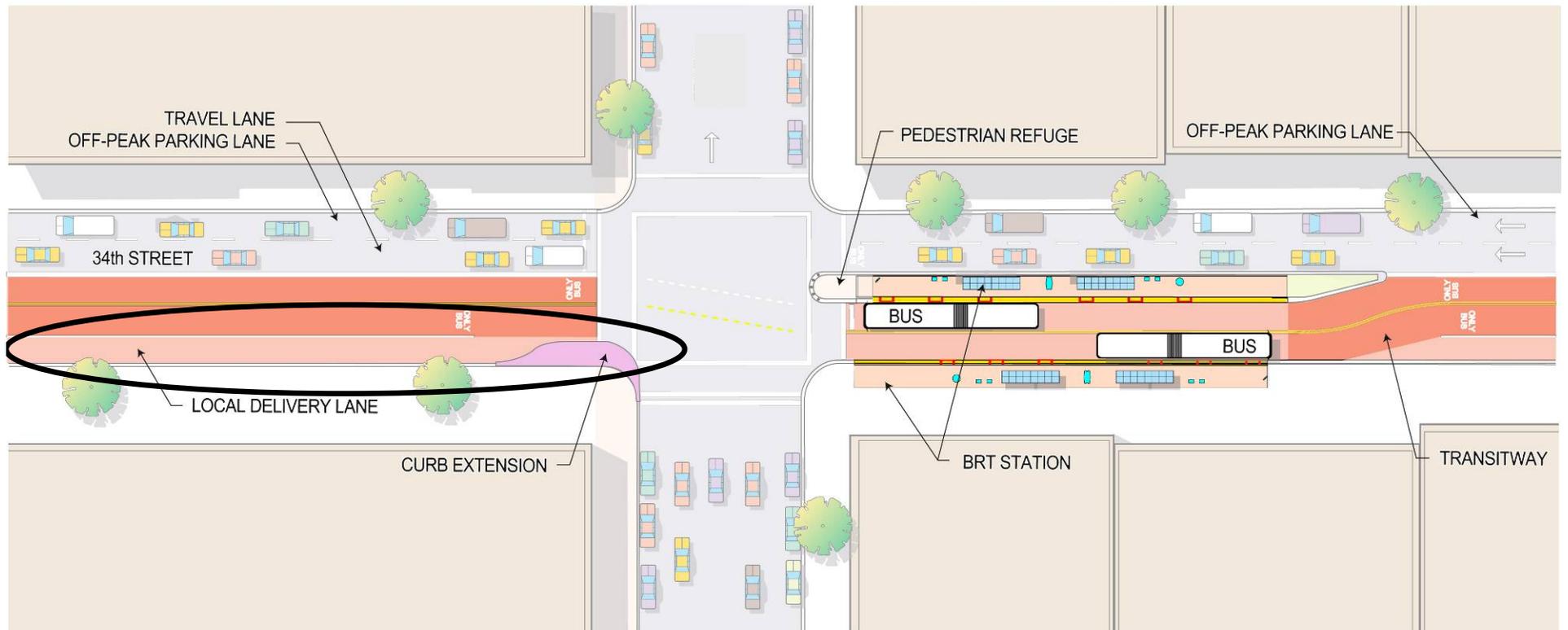
Bus Passing Lane

Transitway Design Process



Example of potential Transitway layout

Transitway Design Process



Example of potential Transitway layout

Transitway Design Process

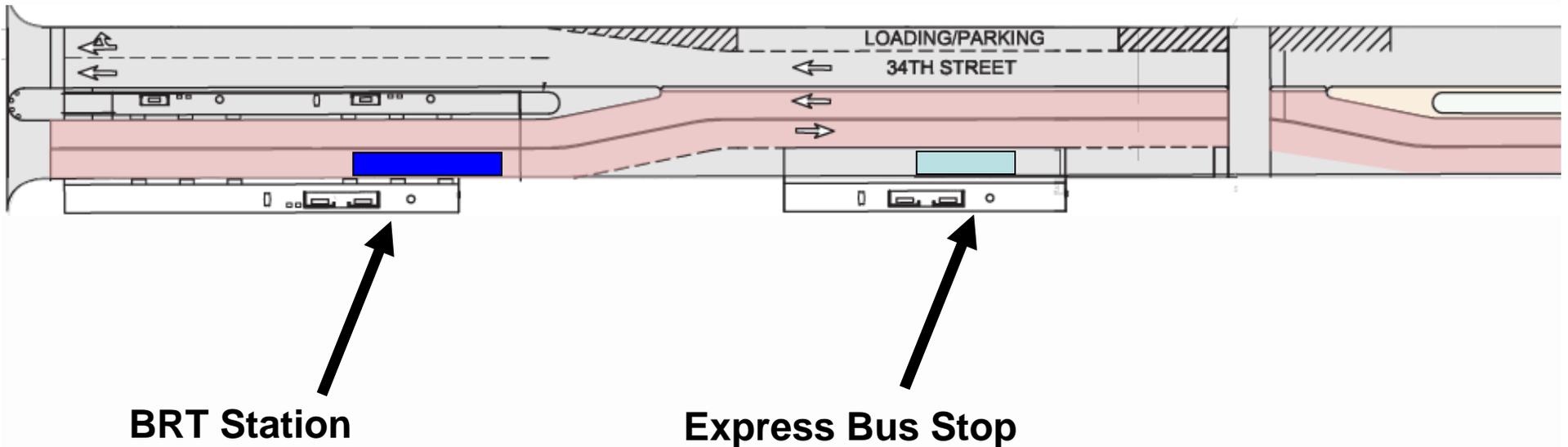
- Traffic concepts under discussion:
 - General Traffic one-way eastbound, river to river
 - General Traffic one-way westbound, river to river
 - General Traffic outbound from center (plaza optional)
- Buses would be able to travel in both directions
- Goal to find right design for each part of corridor

Transitway Design Process

- Factors to be considered:
 - Transit operations
 - Curb access needs
 - Potential traffic flow

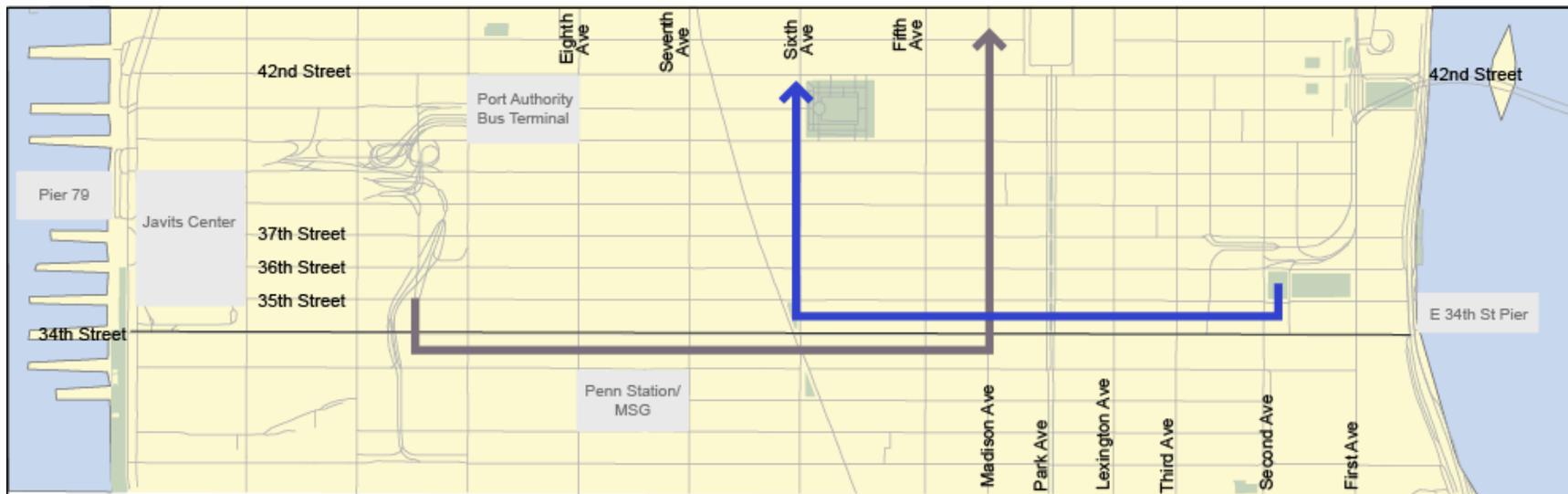
Transitway Design Process

- Transit operations



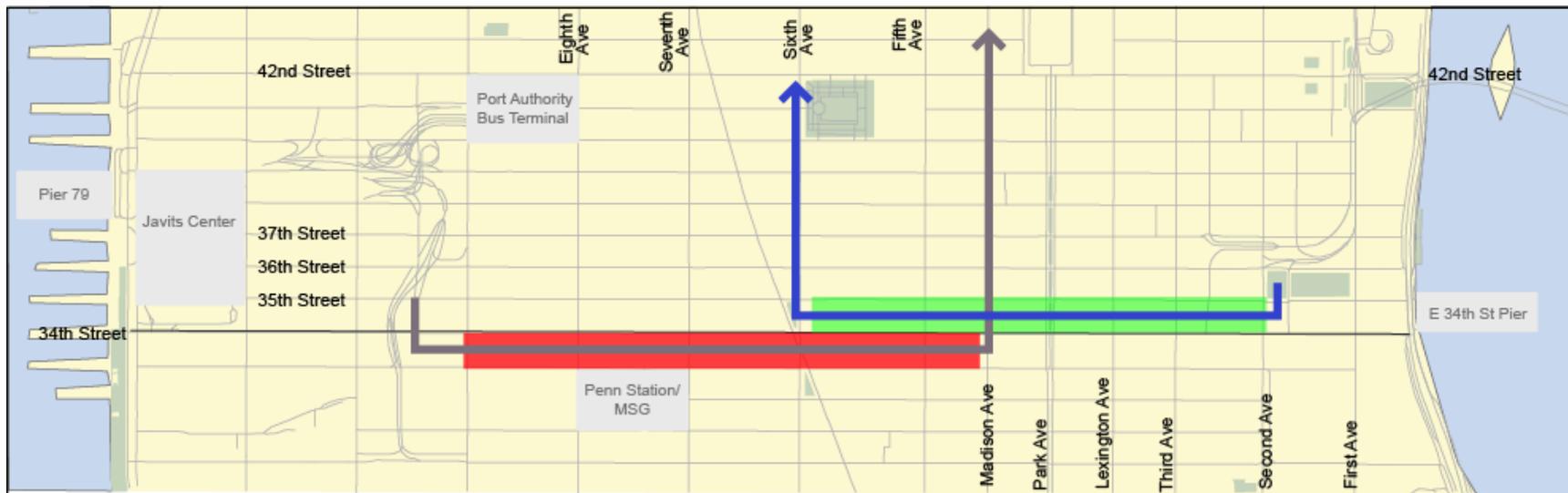
Transitway Design Process

- Transit operations



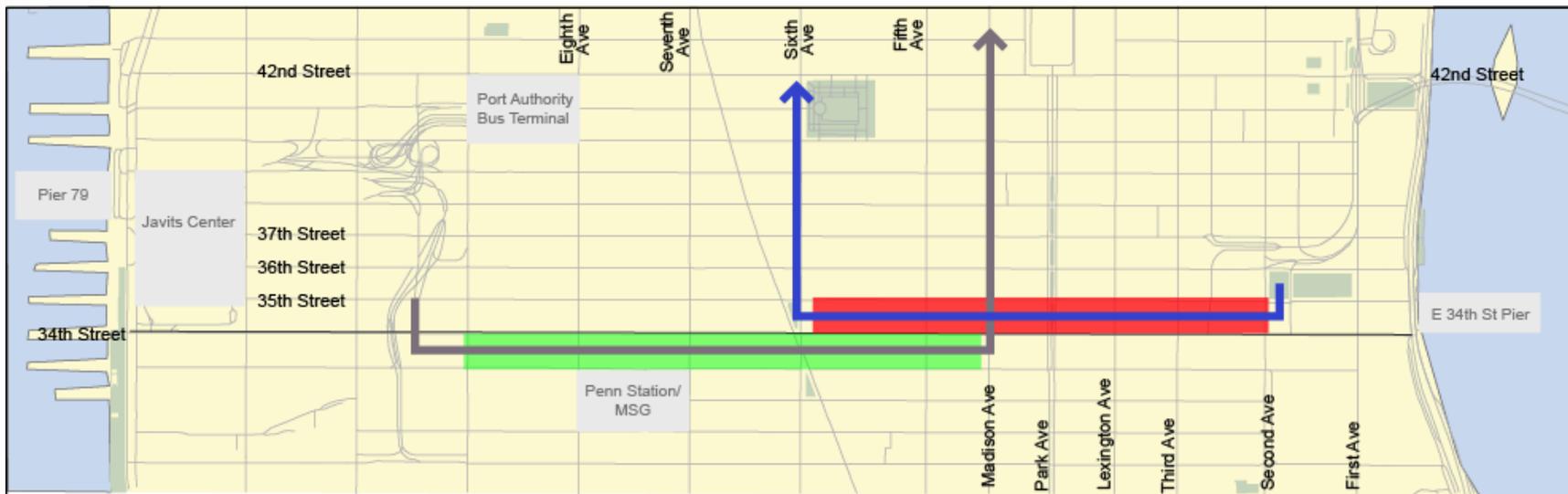
Transitway Design Process

- Transit operations - Eastbound General Traffic



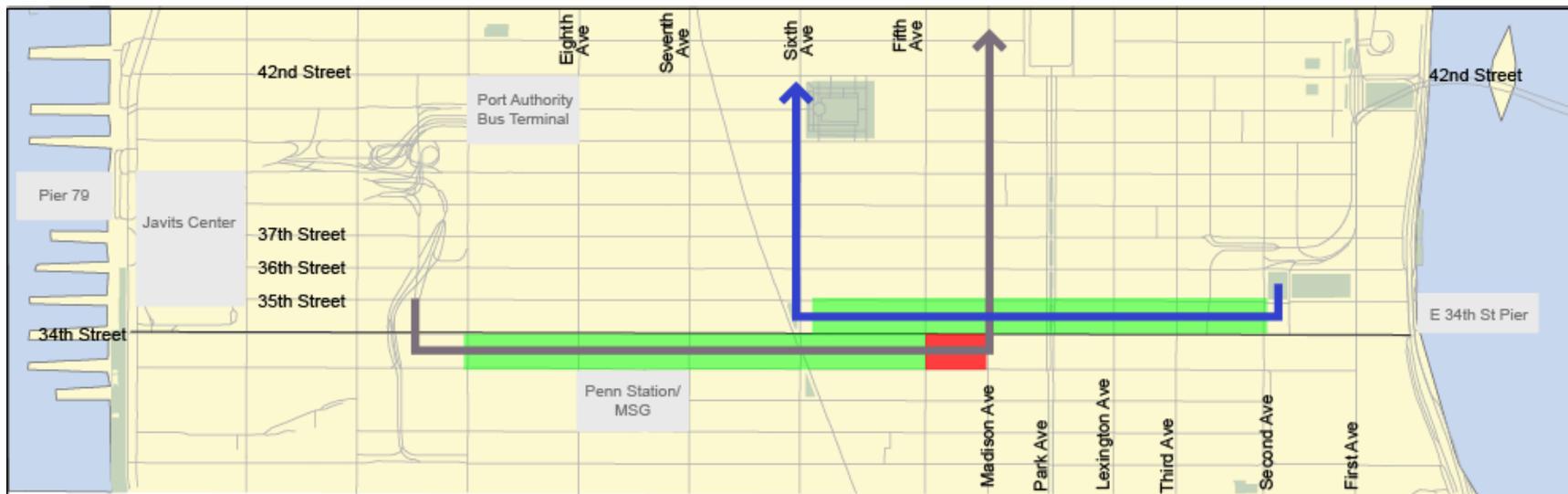
Transitway Design Process

- Transit operations - Westbound General Traffic



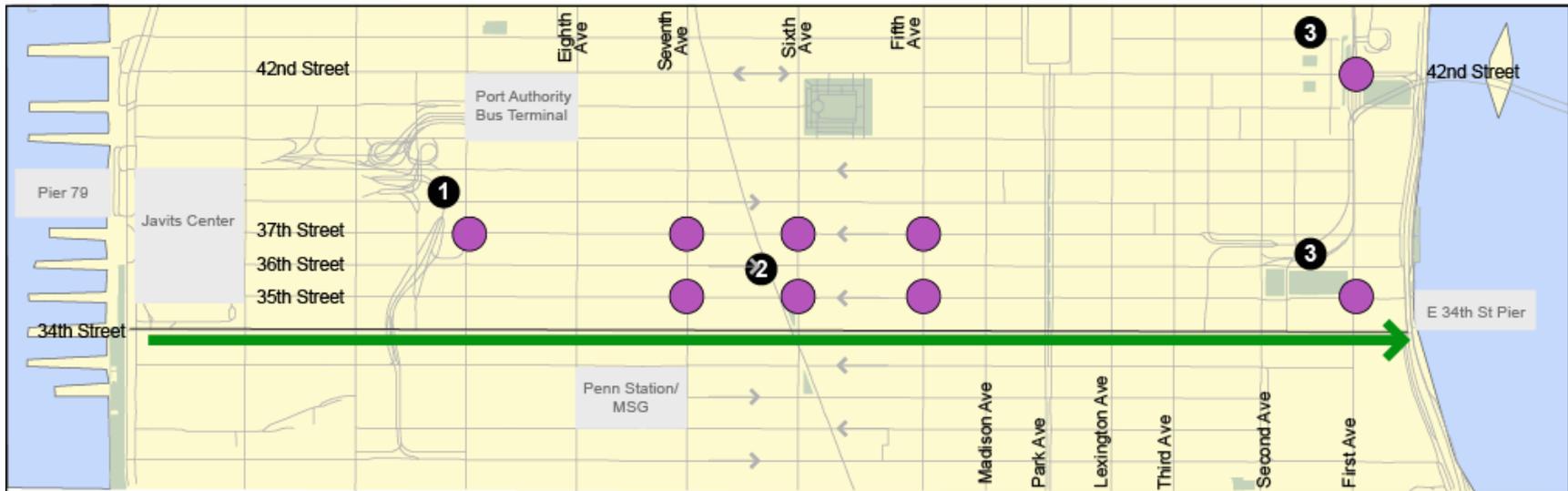
Transitway Design Process

- Transit operations - Outbound General Traffic



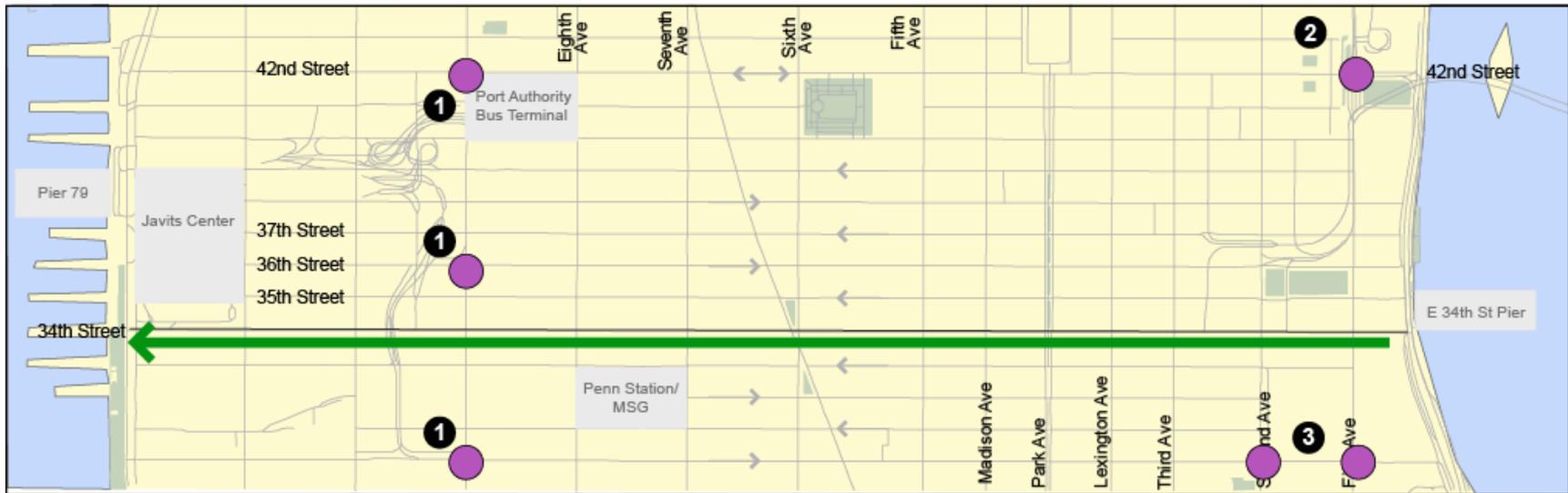
Transitway Design Process

- Focus Intersections - Eastbound



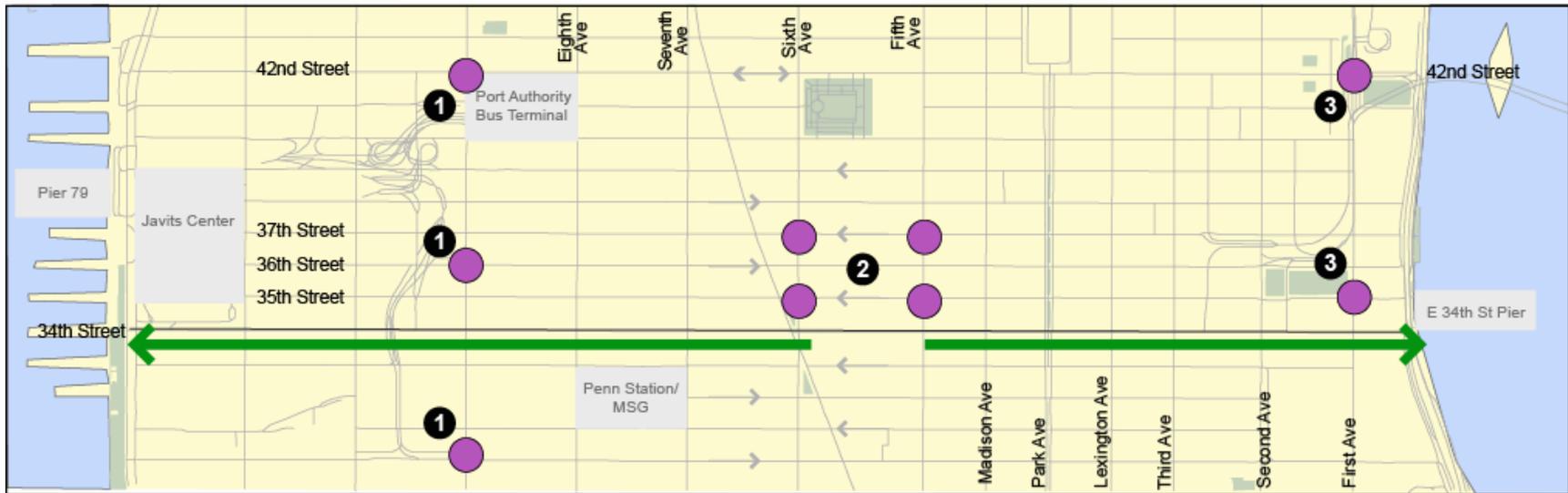
Transitway Design Process

- Focus Intersections - Westbound



Transitway Design Process

- Focus Intersections - Outbound



Breakout Session



Traffic Analysis

- Three levels:
 - Regional analysis (including mode shifts)
 - Citywide analysis - major crossings and roads, and full Midtown street network
 - Local detailed simulation of 34th Street and nearby street network
- Initial design based on feedback from CAC and community forums
- Design will evolve based on traffic analysis results, public input
- Initial traffic results expected in early 2011

Project Funding

- Total estimated project cost: \$36.5M
- Design and Traffic Analysis funded by federal Congestion Mitigation and Air Quality grant (\$4.5M)
- Project received “Bus Livability” federal grant of \$18.4M, expected to fully fund project construction
- Construction funding could only be used following completion of environmental review, project design

Environmental Review

- FTA decision: Environmental Assessment (EA) to satisfy NEPA
- EA will include the full detailed traffic analysis, as well as other environmental review categories
- Public Scoping not required as part of EA – but DOT will post scope of analysis on website, and distribute to CAC for comments

Community Forums

- Community Forums will provide opportunities for block-by-block discussion of curb access needs
 - Tuesday Oct 19th, 6pm, Norman Thomas HS Cafeteria (33rd Street at Park Avenue)
 - Thursday Oct 21st, 6pm, New Yorker Hotel, Herald Square Room (34th Street at Eighth Avenue)
- Flyers will be distributed to all businesses and accessible residential buildings along 34th St
- Comment form will also be available on DOT website

Next Steps

Questions/Comments

Community Forums

Next Meetings

- Review of Community Forum Feedback
- Environmental Review Scope Comments
- Station Locations
- Likely in Early December