34th Street Transitway Community Advisory Committee Meeting #3
January 18, 2011
Agenda

I. Presentation on results of curb side activities outreach (20 mins)

II. Breakout group discussion of block-by-block curb side activities (30 mins)

III. Presentation and Q&A on East Side station location options (15 mins)

IV. Presentation on Environmental Assessment (EA) work plan (15 mins)

V. EA Q&A and comments (30 mins)
Recap: The 34th 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
Recap: 34th Street Transitway

Key Facts:

- 33,000+ daily bus riders
- 4.5 mph average bus speed
- 90% of travelers on the corridor are walking or taking the bus
- About 50,000 residents and 300,000 workers within ¼ mile
- Over 80% of these residents do not own a car
- Over 80% of these workers commute by transit or walking
Project Schedule Update

Winter 2011

CAC #3

Preliminary design: Presentation to CAC and public for comment

Spring 2011

Traffic analysis: Presentation to CAC and public for comment

Summer 2011

Revised design & Draft EA: Presentation to CAC & public for comment

Fall 2011

Final EA & project determination

Presentation to CAC & public

Environmental Review

Development of preliminary design by DOT

Traffic analysis of preliminary design by DOT

Design revision based on traffic analysis & public input

Further design revisions and traffic analysis as necessary
I. Curb Side Activities
Determining Curb Side Activities on 34\textsuperscript{th} Street

- Goal: identify curb side activities along 34\textsuperscript{th} Street to inform design
  - Input from residents, businesses, and building managers at Community Forums
  - Analysis of Curb Use Activities Survey
  - Discussions with building managers of typical needs of different building types
  - Follow-up outreach to specific buildings
  - Field observations of curb activities on 34\textsuperscript{th} St., 33\textsuperscript{rd} St. and 35\textsuperscript{th} St.
Community Forums and Survey

- **Four Community Forums in Oct & Nov 2010:**
  - 240+ attendees
  - 30+ bldg managers and business reps
  - Fliers delivered in advance to every bldg and business on 34th St

- **160 curb access needs surveys filled out**
  - Survey letter sent to every 34th St. building owner
  - Survey available at Community Forums, by mail, and online

- **Targeted outreach to additional building managers**
  - Focus on buildings with side street/avenue access

- **Information being used to inform Transitway design**
  - Location of loading zones
  - Transitway access rules
Curb Activities Survey: Key Findings

• Curb access is key to businesses and the quality of life of residents
• A wide variety of curb side activities occur throughout the day
• Highest frequency of curb side activities is during daytime hours
• Curb side needs vary by building type and by side street access
Curb Activities Survey: Key Findings

- Certain curb activities must occur right in front of buildings, e.g. Access-A-Ride, oil deliveries
- Specific populations (esp. elderly, disabled persons) require special attention in the design
- *Design of the Transitway must accommodate curb access needs to work for residents and businesses*
Curb Side Activities: Building Types

- Residential buildings
- Residential buildings with retail stores or offices
- Commercial buildings
- Commercial buildings with retail stores
- Medical facilities
- Houses of worship and community facilities
- Parking lots and garages
- Other buildings
- No active curb activities
Example: Residential Building
Curb Side Activities

Frequent Activities
• Passenger drop-off and pick-up by taxi or private vehicle
• Access-A-Ride drop-off and pick-up
• Taxi or private vehicle loading and unloading (luggage, etc.)
• Commercial vehicle loading and unloading
• Express delivery (e.g. Fedex, UPS, etc.)
• Garbage pick-up by DSNY

Regular Activities
• Oil delivery (if applicable)
• Boiler cleaning (if applicable)
• Moving vans and trucks
• Small renovation or construction deliveries

Infrequent
• Major construction or renovation deliveries
• Construction staging (e.g. cranes, etc.)
• Temporary boiler (if applicable)
Example: Medical Facility
Curb Side Activities

### Frequent Activities
- Passenger and patient drop-off and pick-up by ambulette, taxi, or private vehicle
- Access-A-Ride drop-off and pick-up
- Commercial vehicle loading and unloading (e.g. medical supply delivery)
- Express delivery (e.g. Fedex, UPS, etc.)
- Medical waste pick-up
- Garbage pick-up by DSNY or private carting

### Regular Activities
- Oil delivery (if applicable)
- Boiler cleaning truck parking (if applicable)
- Small renovation or construction deliveries

### Infrequent
- Major construction or renovation deliveries
- Construction staging (e.g. cranes, etc.)
- Temporary boiler (if applicable)
- Moving vans and trucks
Sample Block-by-Block Map of Curb Use Activities

- Residential Buildings
- Residential Buildings with Ground Floor Retail or Office
- Commercial and Office Buildings
- Commercial and Office Buildings with Ground Floor Retail
- Medical Facility
- Houses of Worship and Community Facilities
- Parking Lots and Garages
- Park or Plaza
- Vacant Land
- Other Curb Use
- No Active Curb Use
- Indicates additional building access points
- Active Driveway

Lexington Avenue

Third Avenue

NYU Clinical Cancer Center

Hotel
II. Breakout Groups
III. Station Locations
M34 East Side Station Locations

Option 1

4 Short Blocks bet 5th Ave & 3rd Ave
M34 East Side Station Locations

Option 2

- Proposed Transitway
- Proposed Transitway Stop
- 5th Ave to 3rd Ave Stop Options

4 Short Blocks bet 5th Ave & 3rd Ave
M34 East Side Station Locations

Option 3

Proposed Transitway
- Proposed Transitway Stop
- 5th Ave to 3rd Ave Stop Options

4 Short Blocks bet 5th Ave & 3rd Ave
IV. Environmental Review
Environmental Review Requirements

- DOT applied for funding from the Federal Transit Administration (FTA)
- DOT must comply with National Environmental Policy Act (NEPA) and other federal requirements
- Federal law requires DOT to prepare an Environmental Assessment (EA)
- DOT must also meet requirements of State (SEQRA) and City (CEQR) environmental review laws
EA Methodology

• EA purpose: disclose if the project has any significant environmental impacts
• Build year: 2012
• Primary study area: ¼ mile north and south of 34\textsuperscript{th} St., river to river
• Secondary study area: 14\textsuperscript{th} St to 60\textsuperscript{th} St, river to river & major arterials, bridges, and tunnels
• DOT required to analyze 15 categories of potential impacts
• Guidance for analysis methodology:
  – Federal guidance
  – \textit{CEQR Technical Manual}
• DOT committed to minimizing traffic effects
If EA determines that the project results in a significant impact, a full Environmental Impact Statement (EIS) is required.
EA Scope: Areas to Be Analyzed

- Social conditions
- Cultural resources
- Parklands
- Visual and aesthetic resources
- Transportation
- Air quality
- Energy and greenhouse gases
- Noise and vibration
- Natural resources
- Hazardous materials
- Safety and security
- Construction impacts
- Indirect and cumulative impacts
- Environmental justice
- Section 4(f)
EA Transportation Analysis

• Traffic model
  – Analysis of traffic in build year without project
  – Analysis of design in build year with improvements to other neighborhood streets

• Parking and curb access
  – Analysis of change in supply of curbside parking
  – Analysis of change in curb side access space

• Transit analysis
  – Impact on bus travel times and reliability
  – Changes to bus routes as result of Transitway
  – Ridership and mode choice changes

• Pedestrian analysis
EA Additional Areas of Analysis

• **Social conditions**
  – Resident and business displacement
  – Consistency with planned development
  – Social impacts due to traffic changes
  – Real estate values

• **Air Quality**
  – Analysis of regional and local effects
  – Analysis of carbon monoxide (CO) and particulate matter (PM)

• **Noise**
  – Focus on sensitive land uses, i.e. schools, hospitals, etc.

• **Construction Impacts**
V. Environmental Review
Q&A and Comments