Project Introduction

Over the past four years, the New York City Department of Transportation (DOT) and MTA New York City Transit (NYCT) have had a series of discussions with the local community over the future of 34th Street. In March of 2011, DOT and NYCT presented the proposed design for the 34th Street Select Bus Service (SBS) project to the public. This newsletter provides an update on the project, including the changes DOT has made to the design in response to comments from residents and businesses. In the fall, DOT and NYCT will come back to the community to present the results of the project’s traffic analysis and environmental review.

Project Goals

- Improve bus speed and reliability on one of the City’s busiest bus corridors
- Expand sidewalk space to improve the pedestrian flow and safety
- Accommodate future growth along 34th Street
- Expand opportunities for daytime loading to residences and businesses

Proposed Improvements on 34th Street

- Off-board fare payment: customers pay their fare at the SBS stop before they board, reducing the time required to pick up and drop off passengers (2011)
- Sidewalk extensions: widened sidewalks at bus stops will provide more space for waiting bus riders and pedestrians (2012)
- Improved offset bus lanes: new bus lanes located next to the curb lane, which are more effective than the existing curb bus lanes (2012)
- Loading zones: new truck and private vehicle loading zones on each block of the corridor (2012)

Not Depicted in Image:
- Camera enforcement: video cameras issue tickets to drivers illegally parking or driving in the bus lanes (2011)
- Transit signal priority: buses will get an extended green light at certain intersections, reducing stop time at red lights (2012)
Based on community feedback, DOT is proposing additional improvements to the 34th Street SBS plan (see diagram below). Read the full summary of public comments received on the preliminary design and how DOT is incorporating feedback at www.nyc.gov/brt.

- **Twelfth Avenue**: Relocated eastbound stop to Eleventh Avenue providing better connection to the Jacobs Javits Convention Center
- **Eleventh Avenue**: Relocated westbound stop located at Tenth Avenue to Dyer Avenue better serving this dense residential block
- **Dyer Ave/Tenth Avenue**: Banned westbound left turn to reduce vehicle delays on 34th Street
- **Ninth Avenue**: Banned westbound right turn to improve pedestrian safety across Eight Avenue and reduce vehicle delays on 34th Street
- **Eighth Avenue**: Change to be Evaluated: Reopening 33rd Street at Broadway/Sixth Avenue to through traffic
- **Seventh Avenue/Penn Station**: Right-turn bay reduced to expand length of loading zone serving 7 Park Avenue
- **Sixth Avenue/Broadway/Herald Square**: Express bus stop combined with westbound Third Avenue SBS bus stop to provide improved curb access and reduce total length of bus stop in front of 155 E. 34th Street
- **Madison/Fifth Avenue**: Created commercial loading zone on Second Avenue to better improve access to 300 E. 34th Street
- **Park Avenue**: Created ambulette parking zone for Medical Arts Center
- **Third Avenue**: Change to be Evaluated: Restoring the eastbound left turn at First Avenue

**KEY**

- SBS Bus Stop
- Commuter/Express Bus Stop
- Proposed Bus Lane

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**34th Street Select Bus Service**
DOT and NYCT are working together to improve bus speed and reliability in key areas citywide. The proposal for 34th Street is a Select Bus Service (SBS) project, part of NYC’s first generation of Bus Rapid Transit (BRT). SBS has been implemented on the Bx12 route in the Bronx (2008) and the M15 route on First and Second Avenues in Manhattan (2010). Preliminary results for the M15 SBS show significant benefits to bus riders:

- 15% reduction in travel times
- Ridership increased by over 4,000 trips a day
- One-third reduction in bus dwell time at stops
- Buses 11% faster when in motion
- No discernible impact on non-bus traffic volumes or speeds

DOT hopes to achieve similar results on 34th Street.
Coming Soon: Off-board Fare Collection on 34th Street

In an effort to improve bus travel times this year, NYCT will be implementing off-board fare collection for the M34 and M16 on 34th Street in the fall of 2011. At each stop, NYCT will install fare machines that accept MetroCards and fare machines that accept coins. If you have questions about how to use the machines, please contact NYCT at 718-330-1234.

How do I pay my fare?

- Pay on the sidewalk at the MetroCard or coin machine (illustrated to the right) before boarding the bus
- Take the receipt issued by the machine
- Board the bus from the front or rear doors—no need to show your receipt to the bus driver
- Keep your receipt

Enforcement

A roving team (the “Eagle Team”) of fare inspectors will board buses to check for receipts. Passengers without a valid receipt are subject to a $100 fine.

Stay Informed!

- Contact Veronica Bailey-Simmons, the 34th Street SBS Outreach Representative, at 917-339-0488 or vbailey@hshassoc.com.
- Visit our website: www.nyc.gov/brt for updated project information.