

34th Street Transit Corridor Alternatives Analysis

SECOND OPEN HOUSE

PRESENTED BY:

New York City Department of Transportation
in cooperation with MTA New York City Transit and MTA Bus
Company

PREPARED BY:

URS Corporation
AKRF, Inc.
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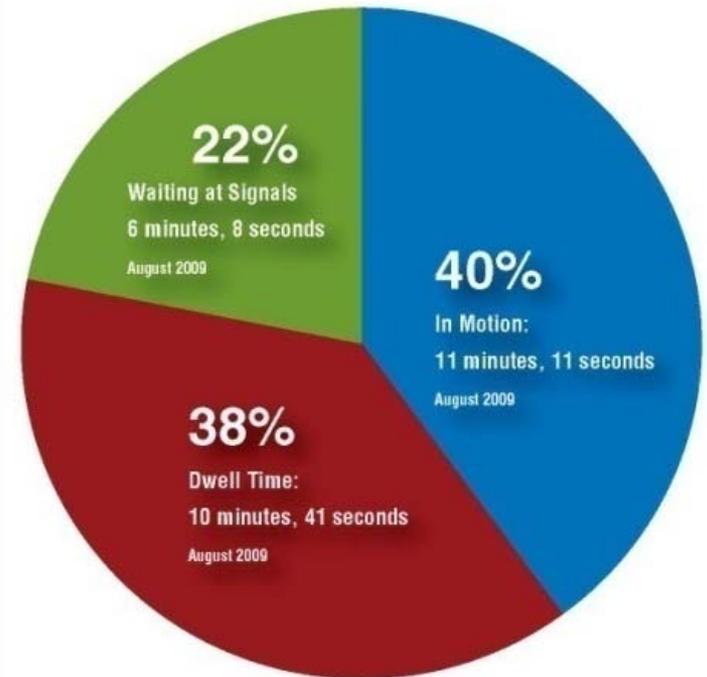
January 21, 2010

Outline

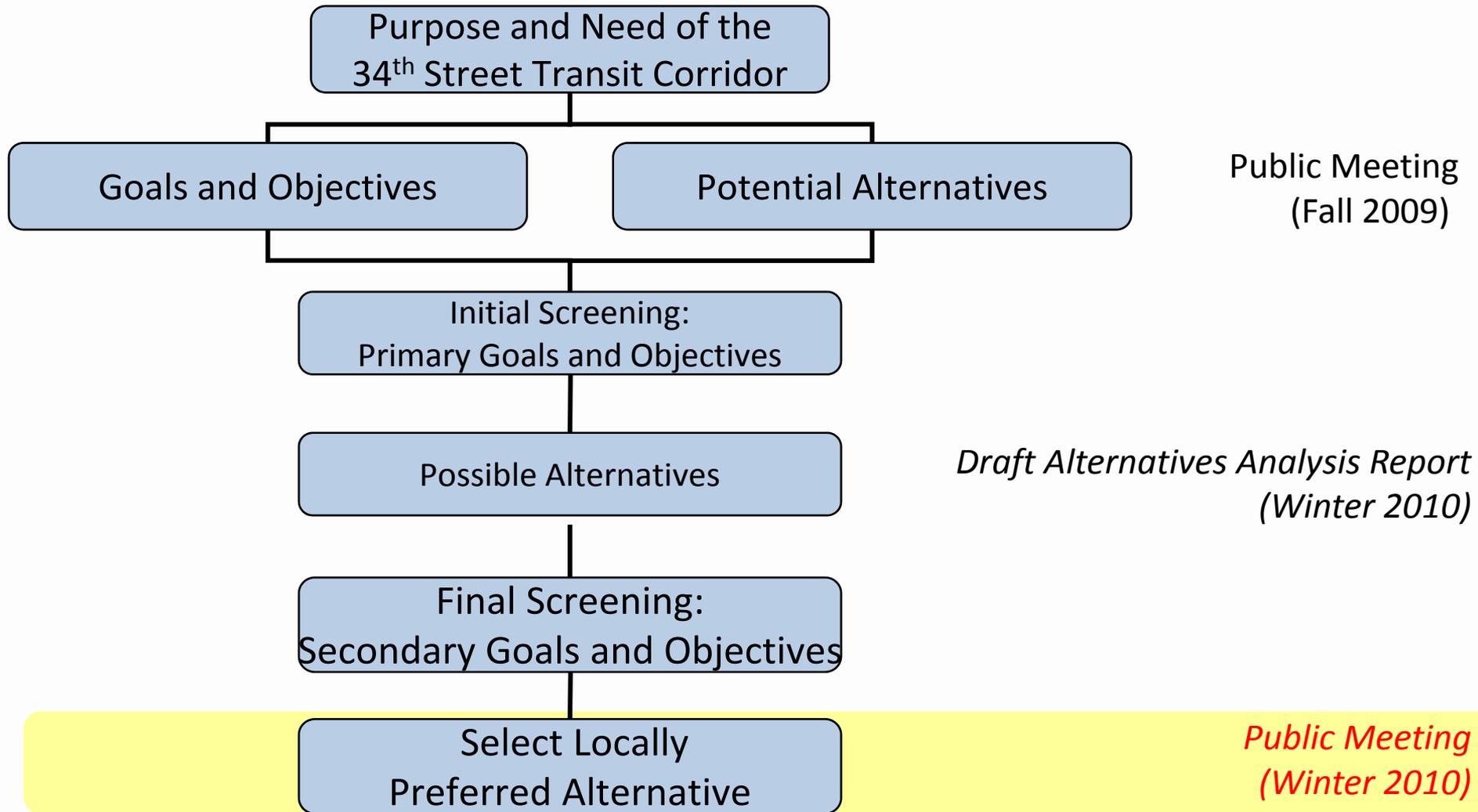
- **Project Information**
- **Alternatives Analysis Process**
- **Alternatives Considered**
- **Screening Results**
- **Next Steps**

Purpose and Need

- Crosstown Transit Operations
- Express Bus Operations
- Pedestrian Congestion
- Future Development



Alternatives Analysis Process



Primary Goals and Objectives

Improve Crosstown Mobility

Minimize Capital and Operating Concerns

Secondary Goals and Objectives

Enhance Community Character

Minimize Adverse Impacts on Built and Natural Environment

Public Feedback

- The impact of any proposal on adjacent streets needs to be considered
- Loading, deliveries, and drop-offs are important curb needs
- Pedestrian mobility and safety should be primary goals
- Circulation of both private and commercial vehicles needs to be considered
- Ensure that any changes result in faster transit service
- Keep the community involved in the project process

Alternatives Considered



No Build



Light Rail Transit



Transportation System Management



Automated Guideway Transit



Bus Rapid Transit



Heavy-rail



Streetcar

Alternatives Considered - Surface



No Build



Light Rail Transit



Transportation
System Management



Automated
Guideway
Transit



Bus Rapid Transit

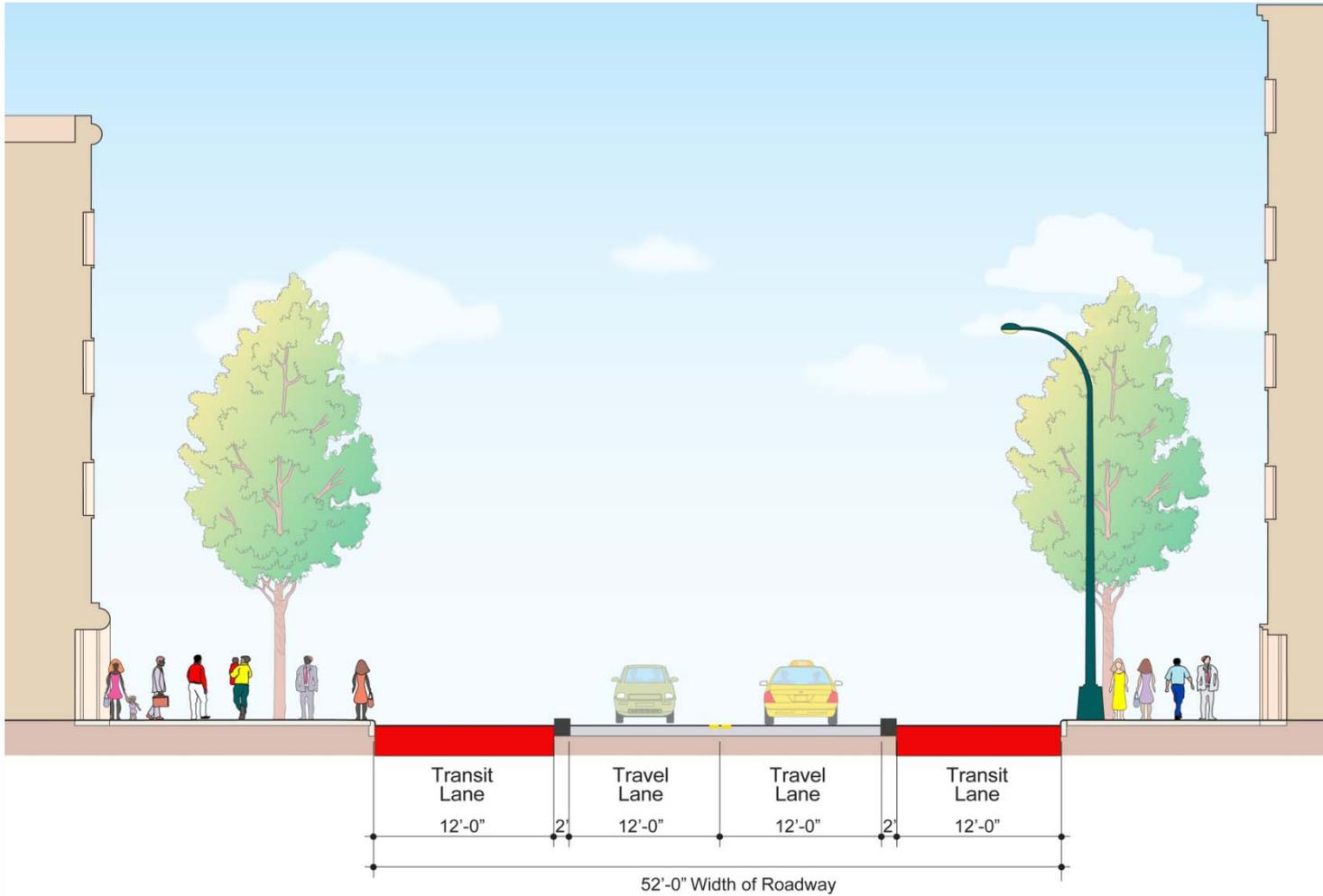


Heavy-rail

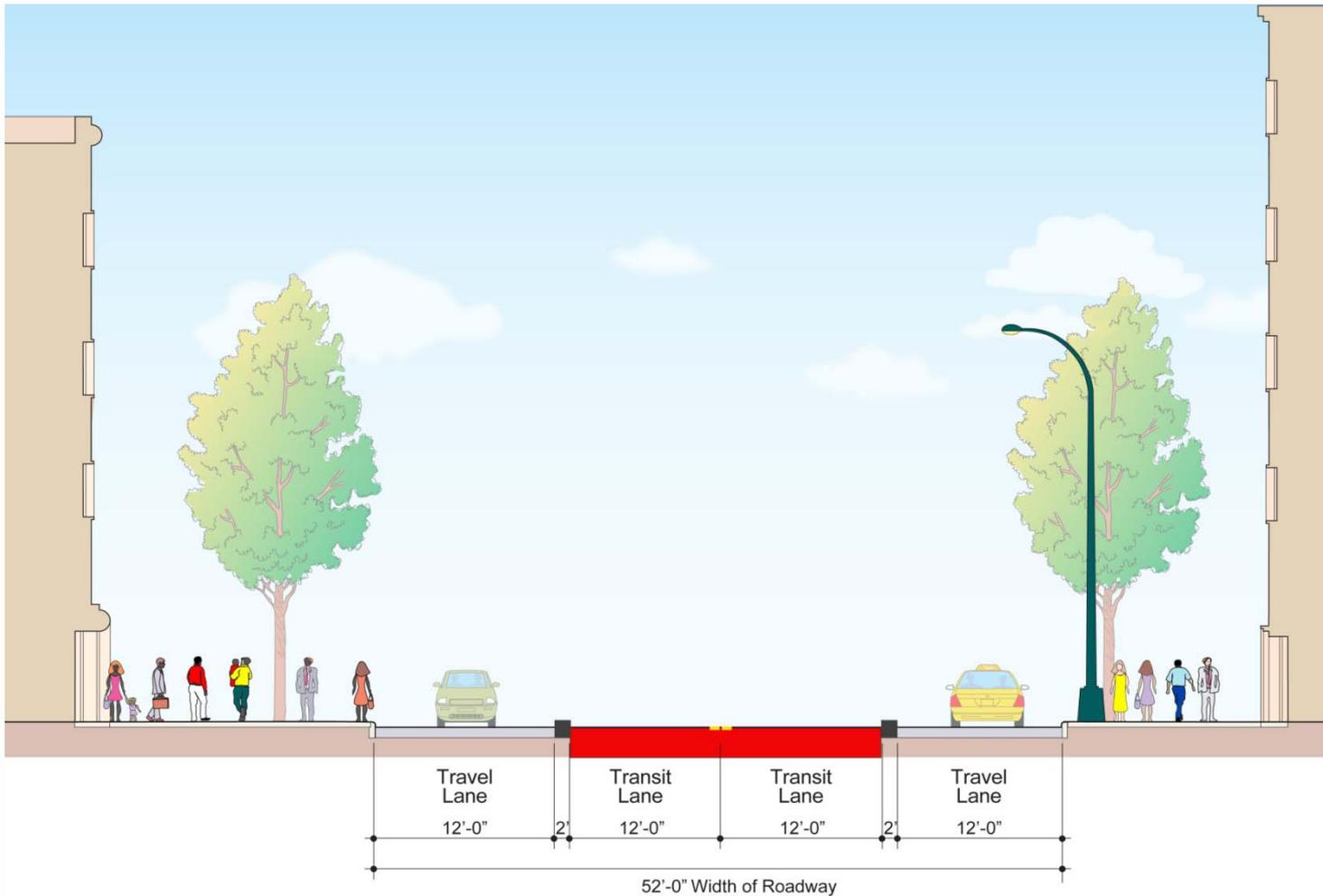


Streetcar

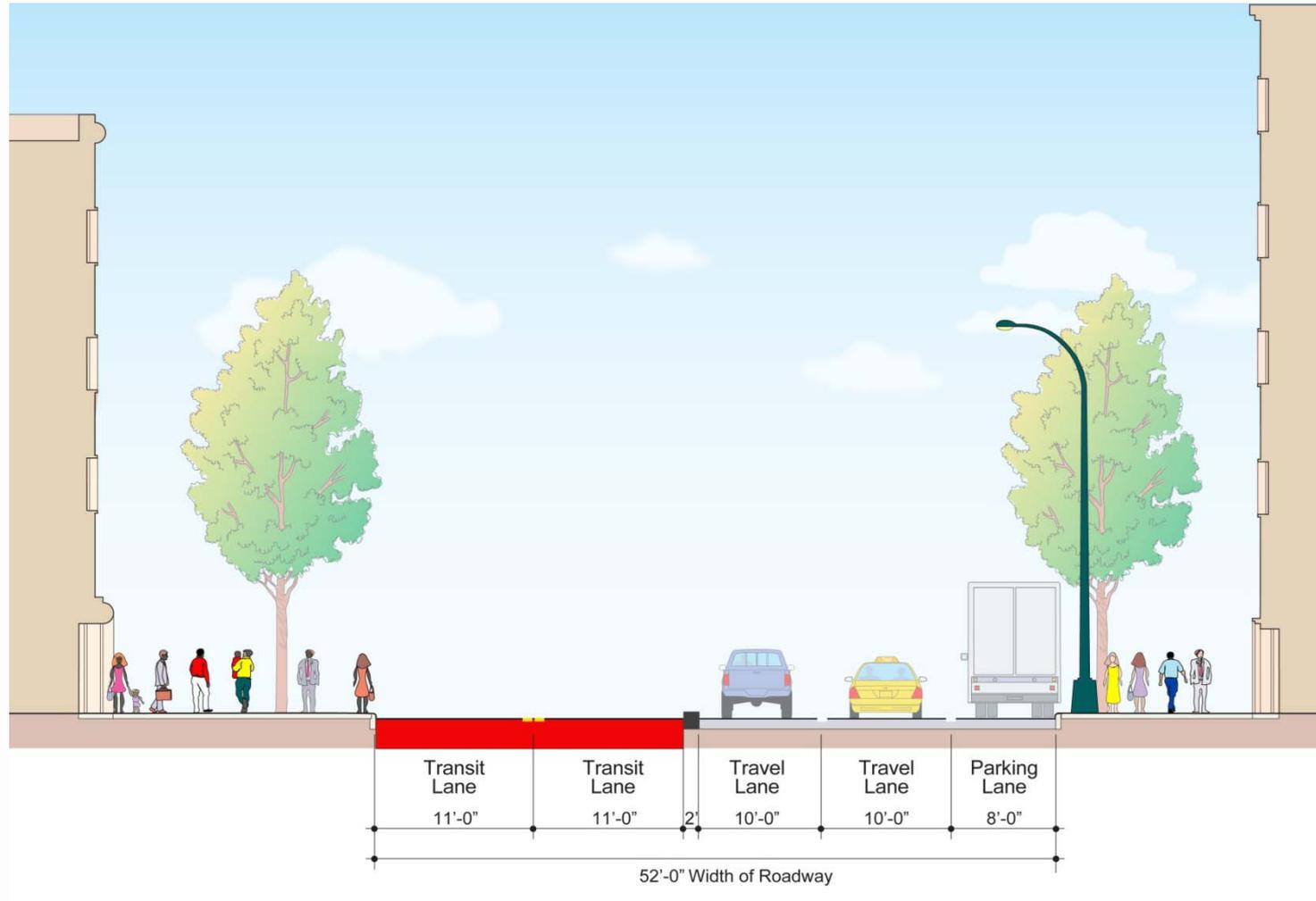
Curbside Alignment



Median Alignment



Single Side Alignment



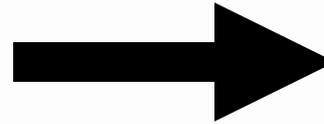
34th Street Alignment Issues

- **Curb Access:** Due to the width of 34th Street, curbside loading is not possible for median-aligned alternatives
- **Safety:** The safety of vehicles making turns onto streets or into garages is a key consideration for curb-aligned alternatives
- **Mode-Specific Considerations:** Modes have characteristics that may lend themselves to particular alignments

34th Street Alignments Chosen



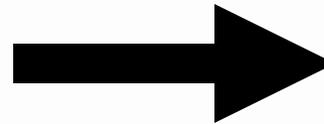
Streetcar



Curbside Alignment



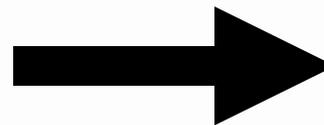
Light Rail Transit



Median Alignment



Bus Rapid Transit



Single Side Alignment

Screening Methodology

- Two Phased Screening
- Based on Performance Measures
 - Consistent with goals & objectives
 - Generally qualitative in nature
 - Allow for order-of-magnitude comparison

Primary Screening Methodology

- Primary Screening

- Ratings are assigned for each performance measure

High-Performing



Low-Performing / Fails

- Alternative that receives an empty circle as a rating for a performance measure fails and will not continue to the Secondary Screening.

Primary Screening – Failed Alternatives

- **Streetcar:**
 - Acquisition of property required for maintenance/storage facility
 - Loading/parking along 34th Street completely restricted
- **LRT:**
 - Does not improve express bus operations
 - Acquisition of property required for maintenance/storage facility
 - Loading/parking along 34th Street completely restricted
- **AGT:**
 - Construction costs and timeline do not meet Goals and Objectives
 - Visual impacts to streetscape
 - Does not improve express bus operations
- **Heavy Rail Alternative:**
 - Construction costs and timeline do not meet Goals and Objectives
 - Does not improve express bus operations

Primary Screening – Passed Alternatives

- **No Build Alternative** – Alternatives Analysis Requirement
- **TSM Alternative** – Meets Primary Goals and Objectives
- **BRT Alternative** – Meets Primary Goals and Objectives

Secondary Screening Methodology

- Secondary Screening
 - Ratings are assigned for each Primary and Secondary performance measures.



- Alternative with highest point total is selected as the Draft Preferred Alternative.

Secondary Screening Results

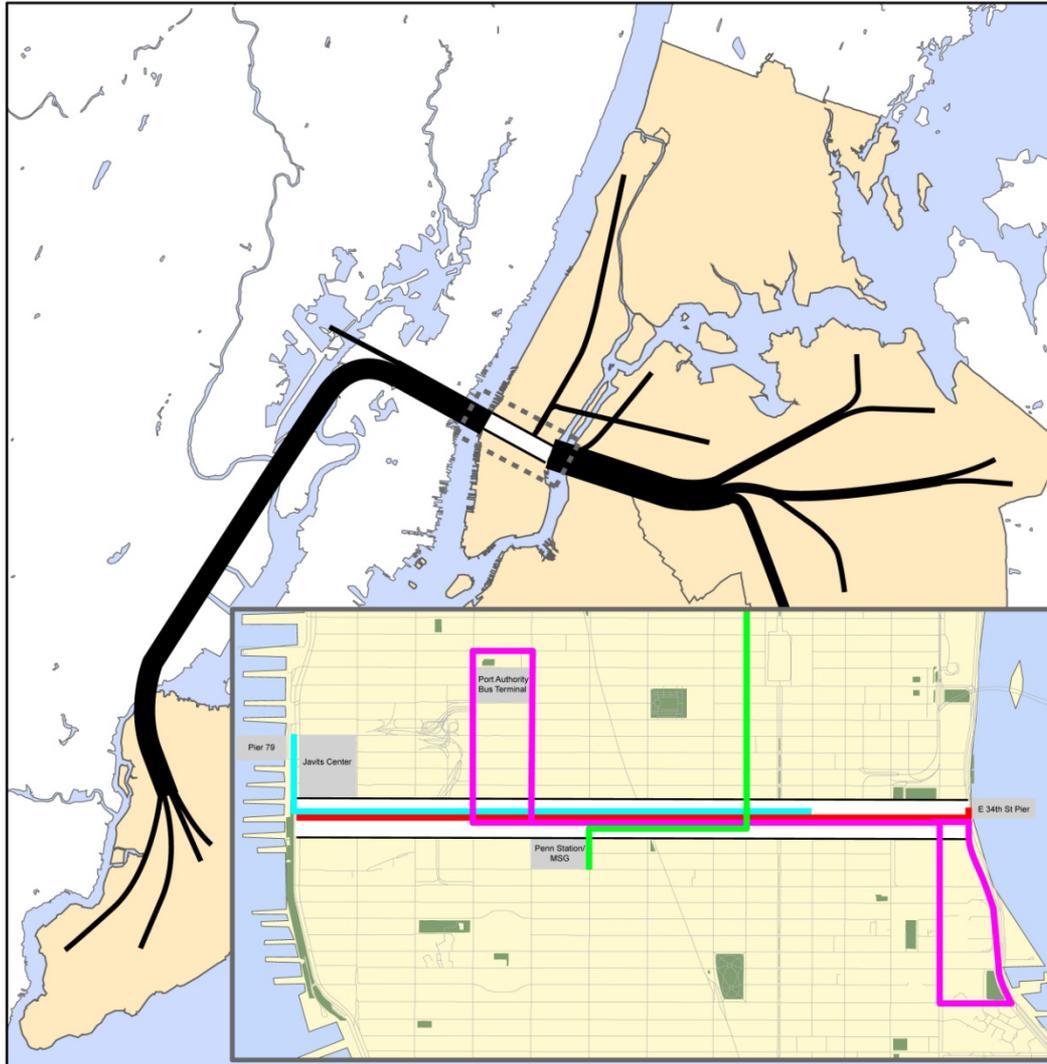
- **No Build Alternative – 475 Points**
- **TSM Alternative – 525 Points**
- **BRT Alternative – 610 Points**

The BRT Alternative is the Draft Locally Preferred Alternative

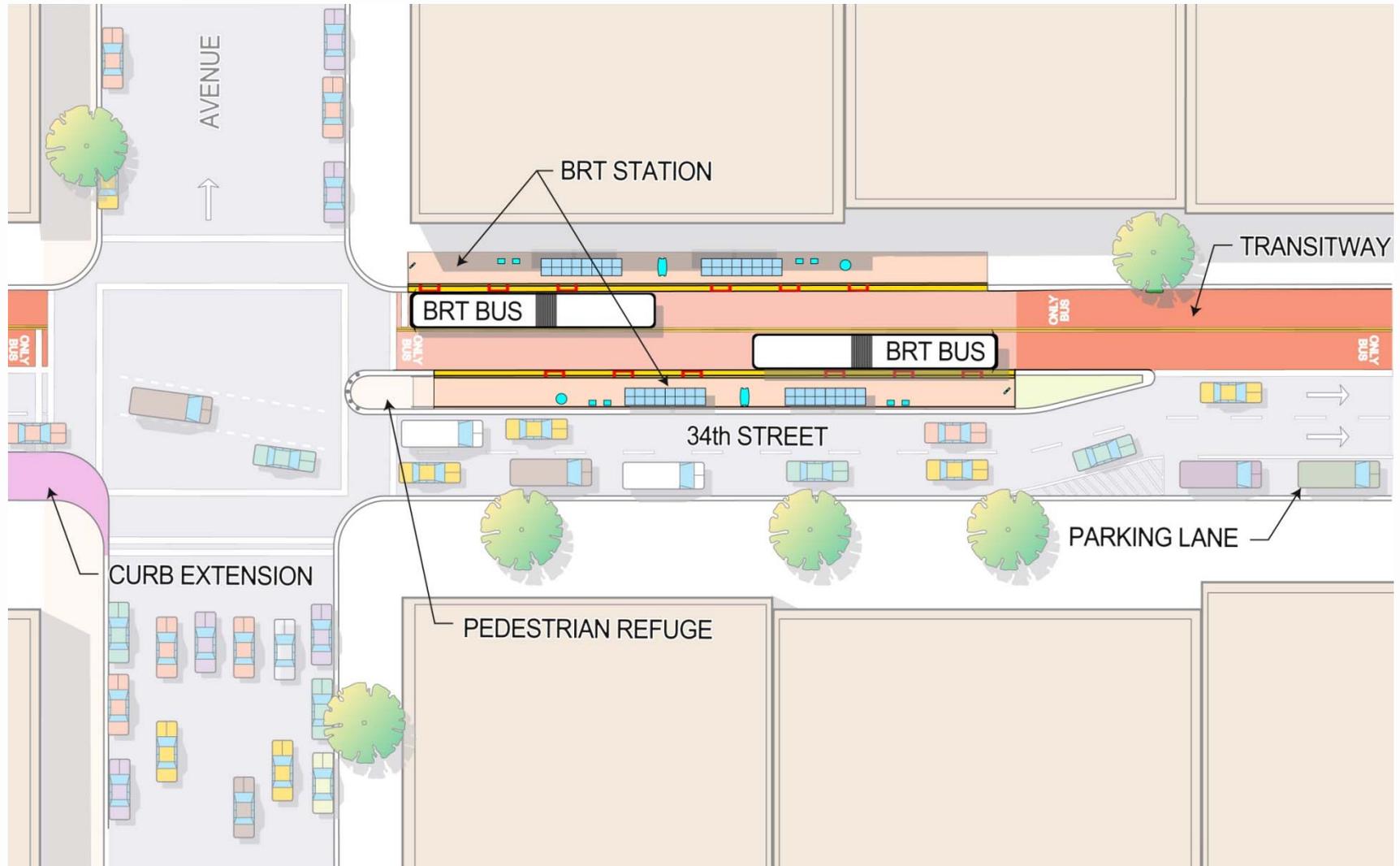
Draft Locally Preferred Alternative



Draft Locally Preferred Alternative



Draft Locally Preferred Alternative



Issues to Address

- Traffic impact
- Through and local truck routing
- Parking/loading on Transitway side of street
- Exact station locations
- Block by block design
- Coordination with other major projects

Next Steps

- Solicit Public Comments on the BRT Alternative & Draft Alternative Analysis Report
- Begin Preliminary Design and Environmental Review
- Continue Public Outreach
- Complete Application for Federal Funds

Questions & Comments