



# 34th Street Transitway

Manhattan Community Board 5 - March 31, 2010

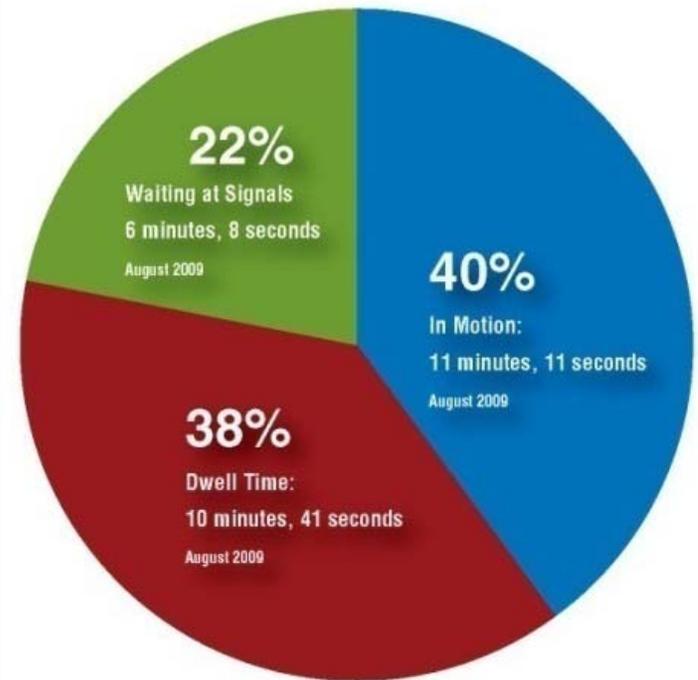


# Outline

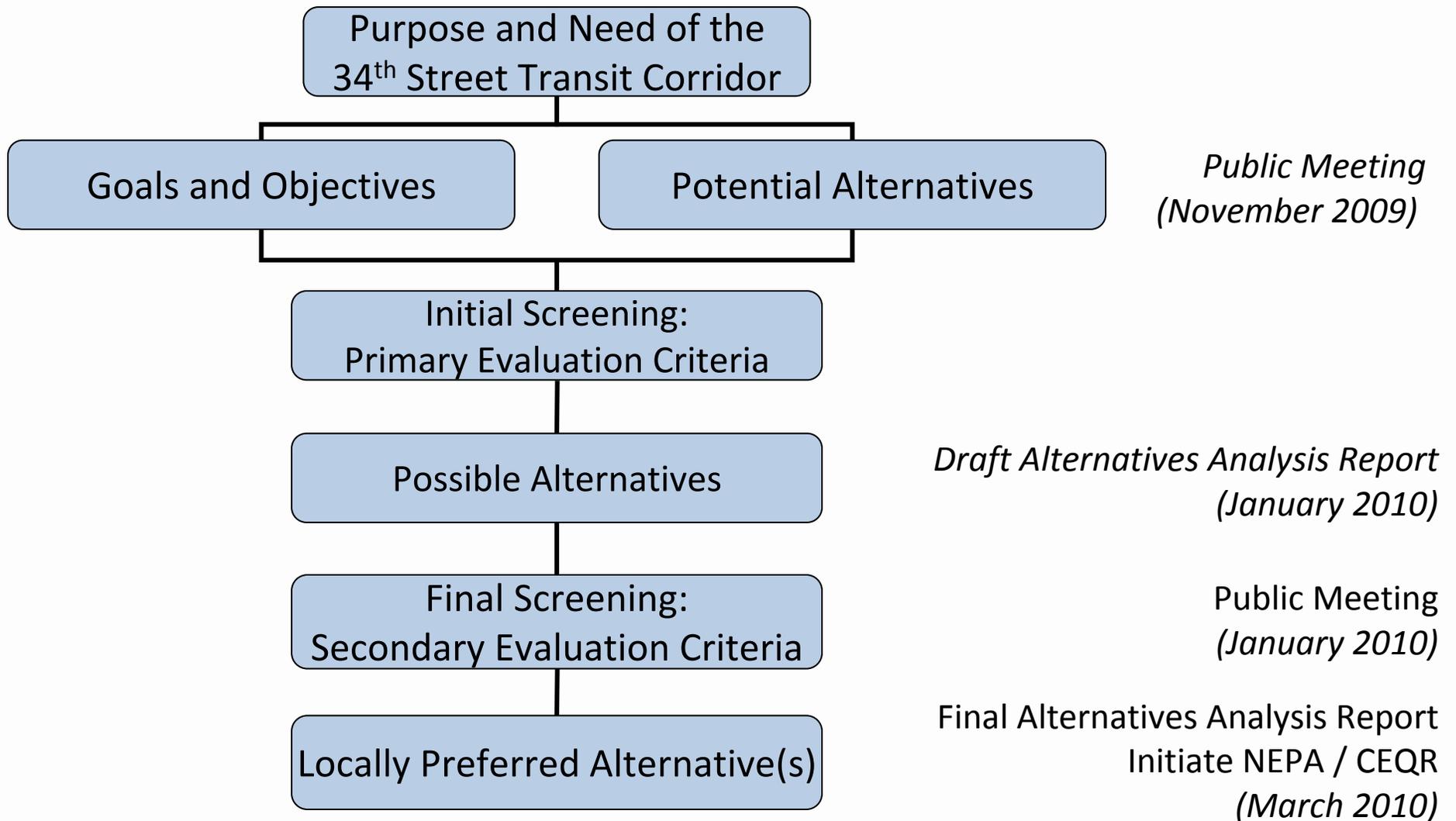
- **Project Need**
- **Alternatives Analysis**
- **Transitway Plan**
- **Next Steps**

# Project Purpose and Need

- **Crosstown Transit Operations**
  - 17,000 passengers per day
  - Bus service improved with bus lanes (17%), but is still slow
- **Express Bus Operations**
  - 16,000 passengers per day
  - Trips from Queens, Brooklyn, SI, NJ
- **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**

# Alternatives Considered



No Build



Light Rail Transit



Transportation System Management



Automated Guideway Transit



Bus Rapid Transit



Heavy-rail



Streetcar

# Alternatives Analysis Screening

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



# Primary Screening – Failed Alternatives

- **Streetcar:**
  - Acquisition of property required for maintenance/storage facility
  - Loading/parking along 34<sup>th</sup> Street completely restricted
- **LRT:**
  - Does not improve express bus operations
  - Acquisition of property required for maintenance/storage facility
  - Loading/parking along 34<sup>th</sup> 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 Results

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

**The BRT Alternative (“34<sup>th</sup> Street Transitway”)  
is the Selected Alternative**

# What is BRT?

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



# Transitway Corridor

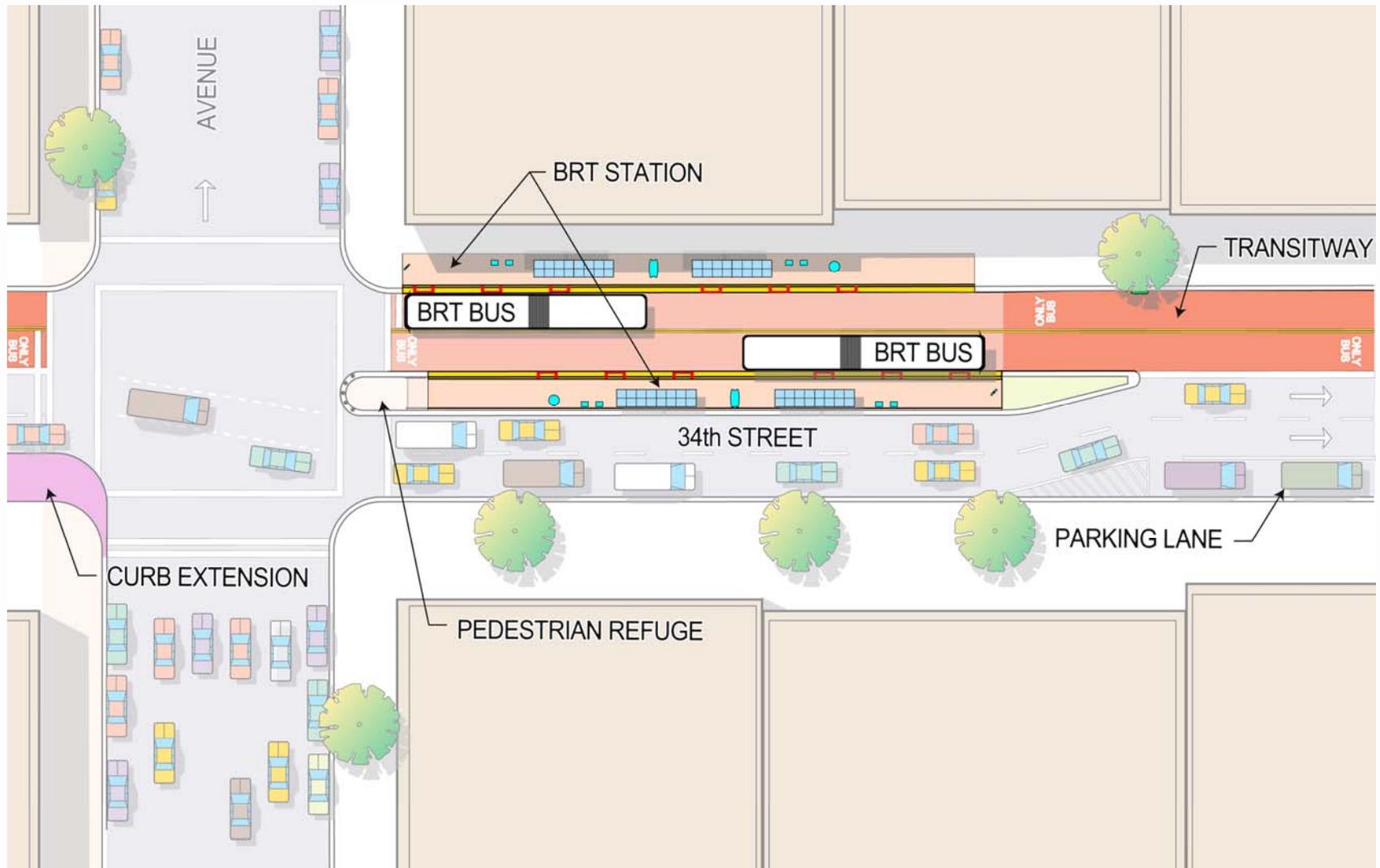


# Transitway Overview

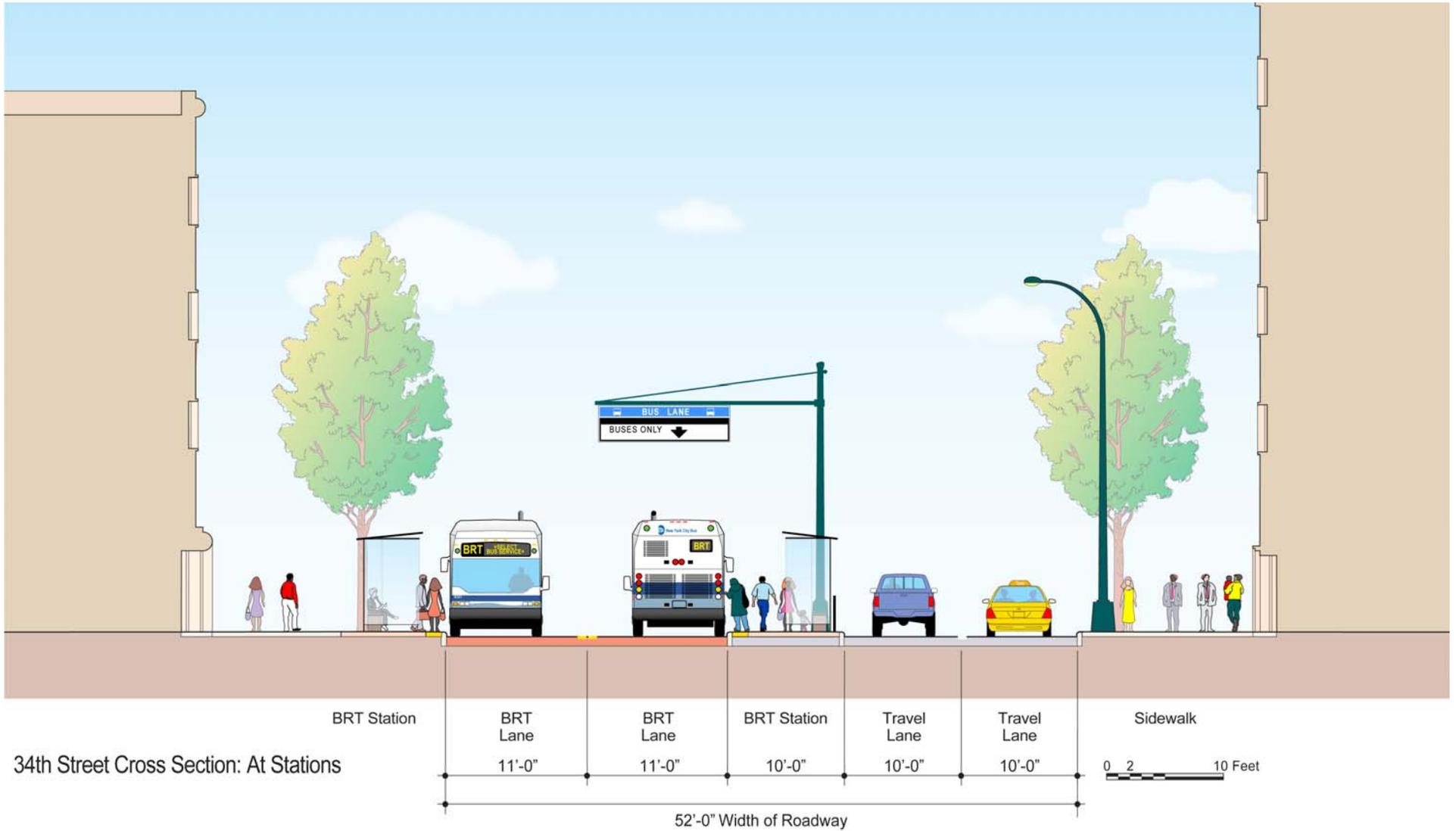


- Two-way Transitway for length of 34<sup>th</sup> Street aligned along curb
- Single side alignment selected based on street width and corridor needs – street is too narrow to place Transitway down center of street, and allow parking on either side of the street.
- Transitway occupies half of street, north half east of Fifth Avenue, south half east of Sixth Avenue, with a new plaza from Fifth to Sixth
- General Traffic:
  - One-Way Eastbound only east of Fifth Avenue
  - One-Way Westbound only west of Sixth Avenue

# Transitway Plan (Typical)

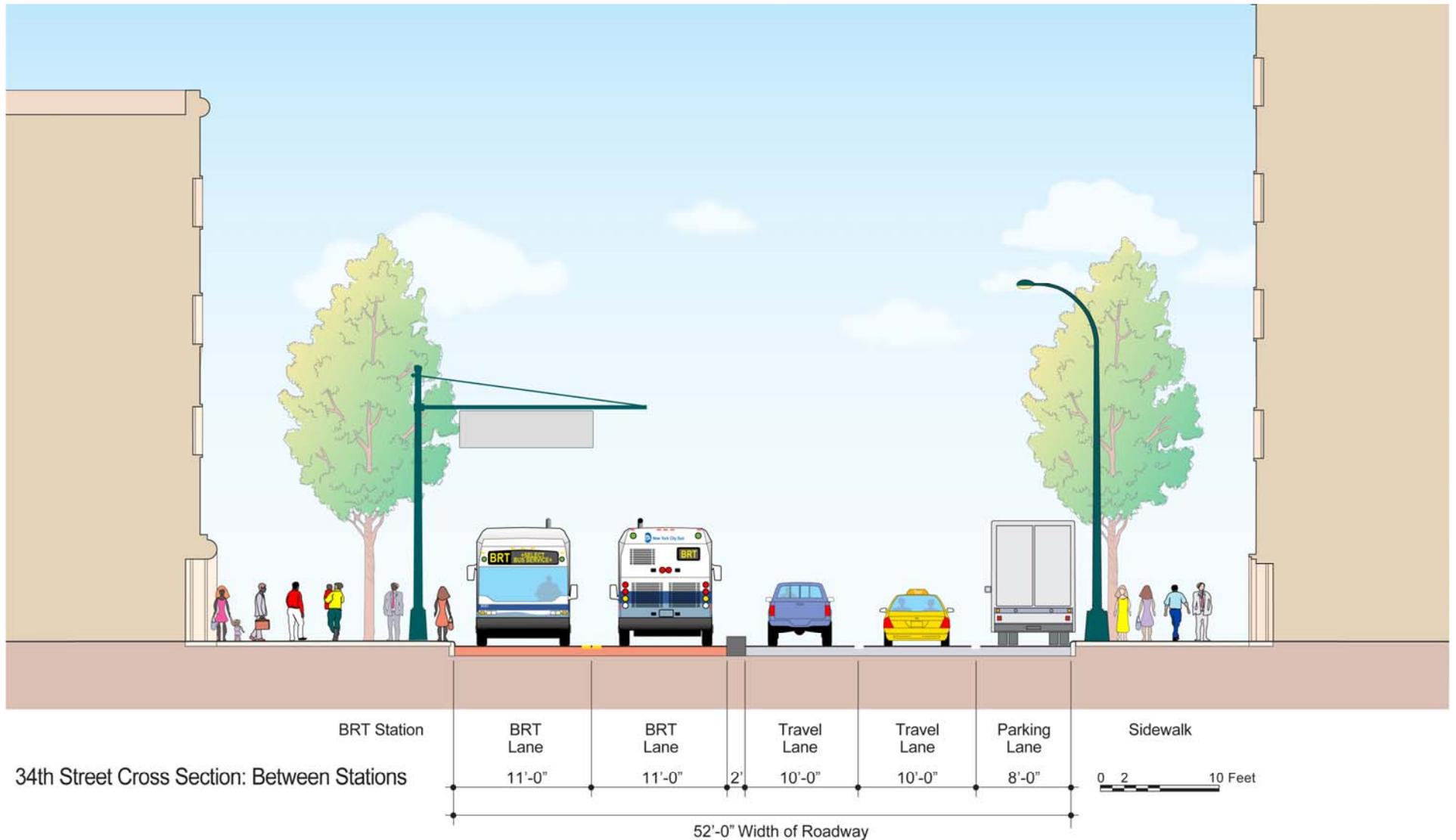


# Transitway Section (at station)



34th Street Cross Section: At Stations

# Transitway Section (between stations)



# Transitway Rendering - Station



# Transitway Rendering – Between Stations



# Transitway Rendering - Plaza



# Issues to Address

- Traffic changes
- 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

- Open House – 4/21, 5:30-7:30pm, SIBL
- Form Community Advisory Committee
- Begin Environmental Review
- More Detailed Project Design
- Complete Application for Federal Funds

# Questions & Comments