



**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 34<sup>th</sup> 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

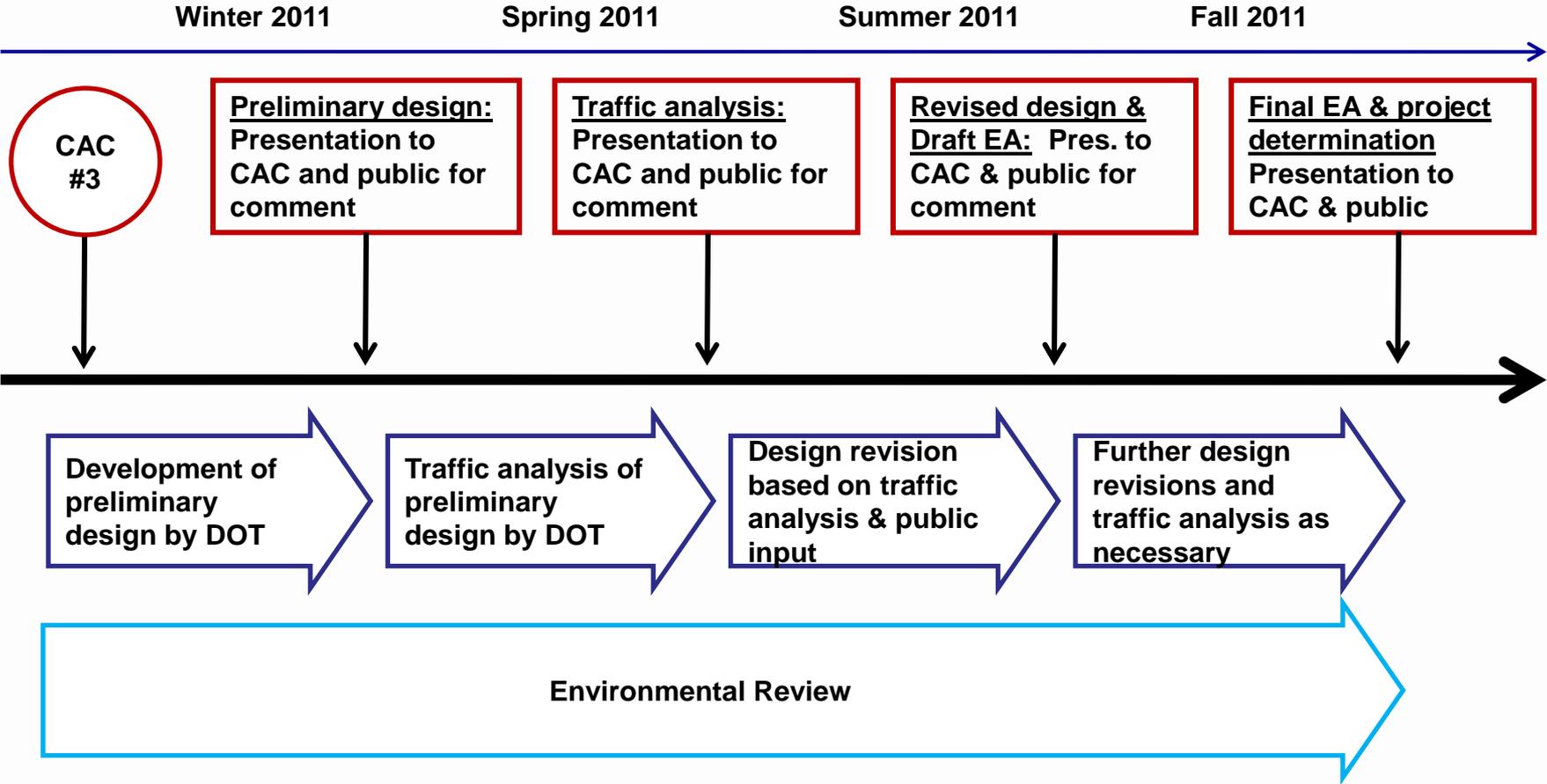
# Recap: 34<sup>th</sup> Street Transitway



## 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  $\frac{1}{4}$  mile
- Over 80% of these residents do not own a car
- Over 80% of these workers commute by transit or walking

# Project Schedule Update



# I. Curb Side Activities

# Determining Curb Side Activities on 34<sup>th</sup> Street

- Goal: identify curb side activities along 34<sup>th</sup> 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<sup>th</sup> St., 33<sup>rd</sup> St. and 35<sup>th</sup> 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 34<sup>th</sup> St
- **160 curb access needs surveys filled out**
  - Survey letter sent to every 34<sup>th</sup> 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 curbside 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 ambulance, 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

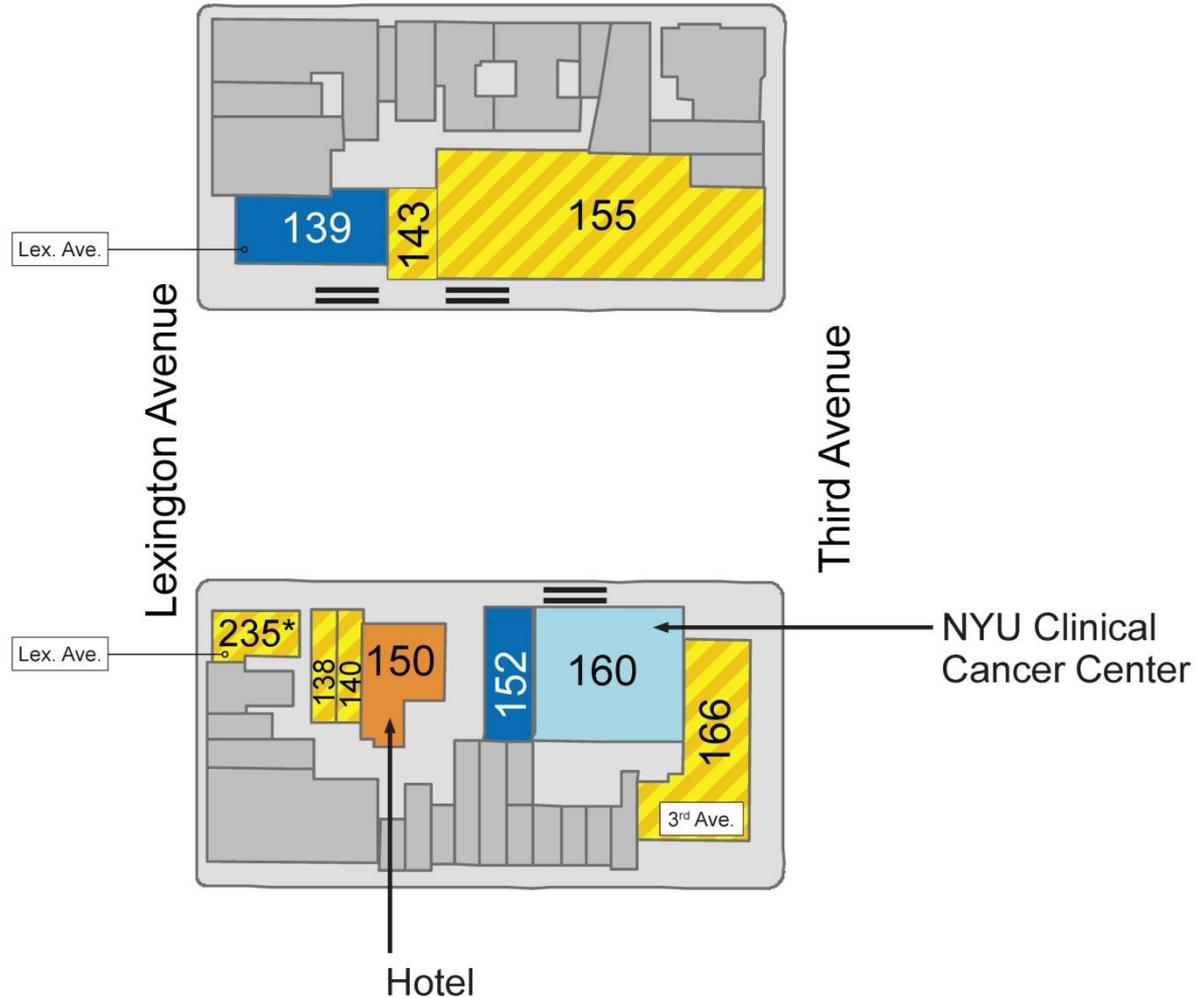
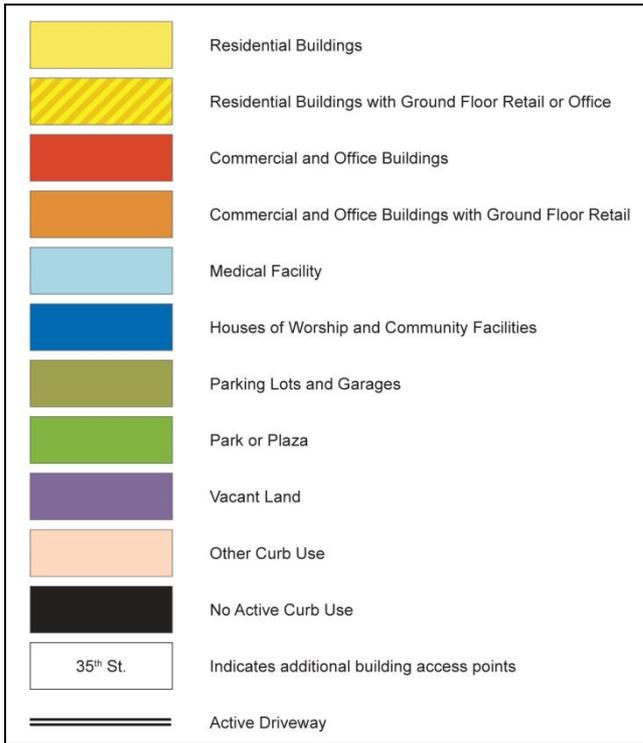
### Regular Activities

- 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

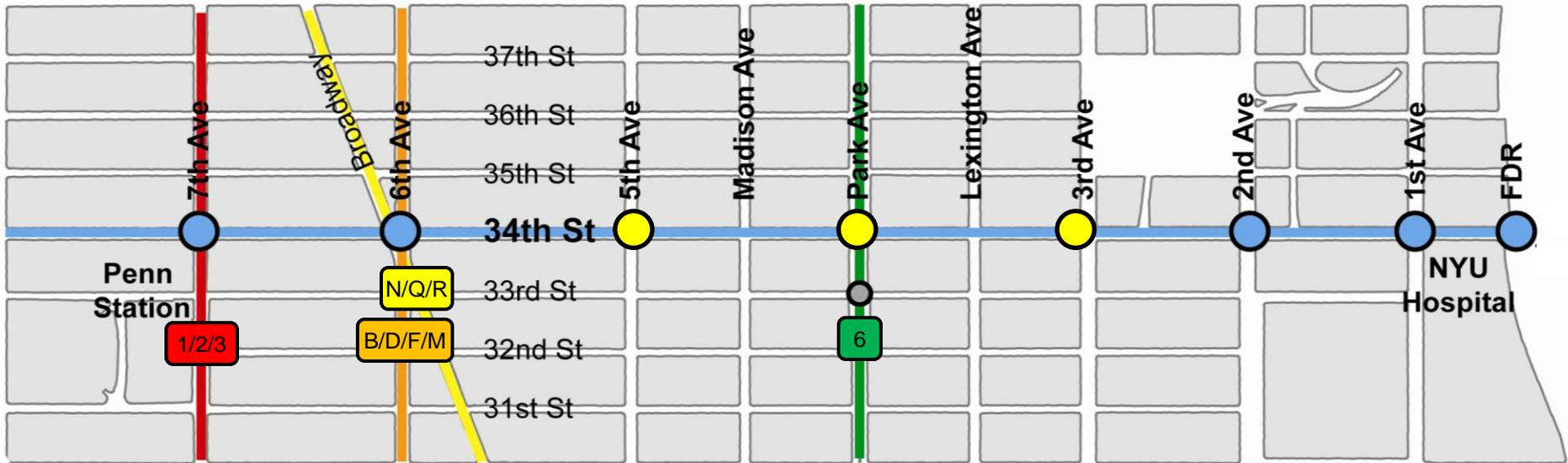


# II. Breakout Groups

# III. Station Locations

# M34 East Side Station Locations

## Option 1

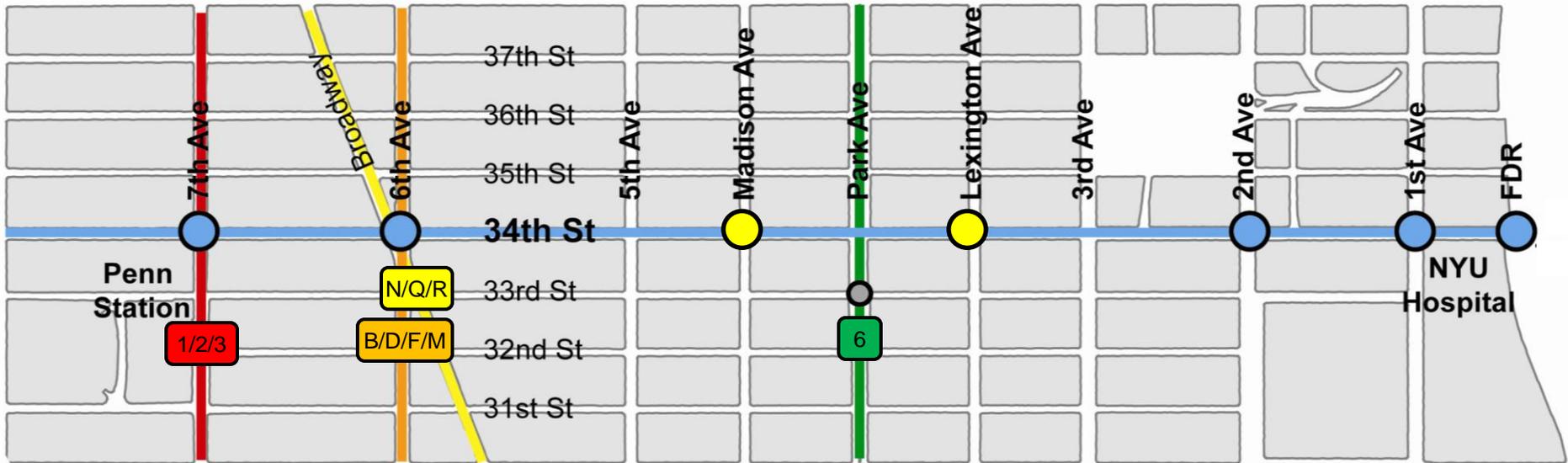


- Proposed Transitway
- Proposed Transitway Stop
- 5<sup>th</sup> Ave to 3<sup>rd</sup> Ave Stop Options

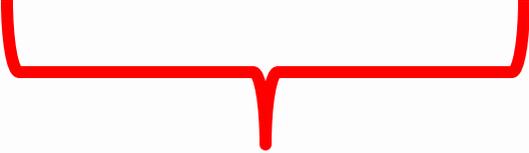
4 Short Blocks bet  
5<sup>th</sup> Ave & 3<sup>rd</sup> Ave

# M34 East Side Station Locations

## Option 2



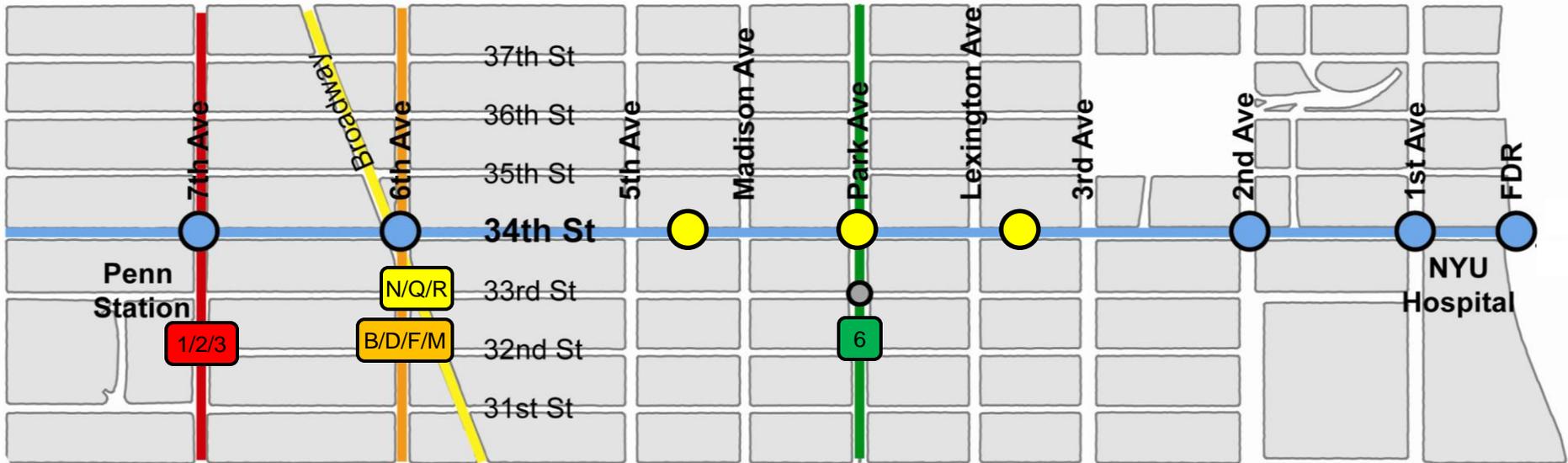
- Proposed Transitway
- Proposed Transitway Stop
- 5<sup>th</sup>Ave to 3<sup>rd</sup> Ave Stop Options



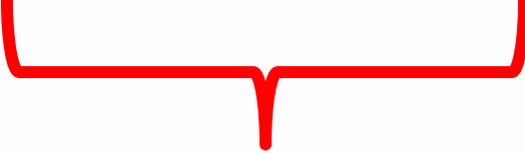
4 Short Blocks bet  
5<sup>th</sup> Ave & 3<sup>rd</sup> Ave

# M34 East Side Station Locations

## Option 3



- Proposed Transitway
- Proposed Transitway Stop
- 5<sup>th</sup>Ave to 3<sup>rd</sup> Ave Stop Options



4 Short Blocks bet  
5<sup>th</sup> Ave & 3<sup>rd</sup> Ave

# M16 Station Locations



# IV. Environmental Review

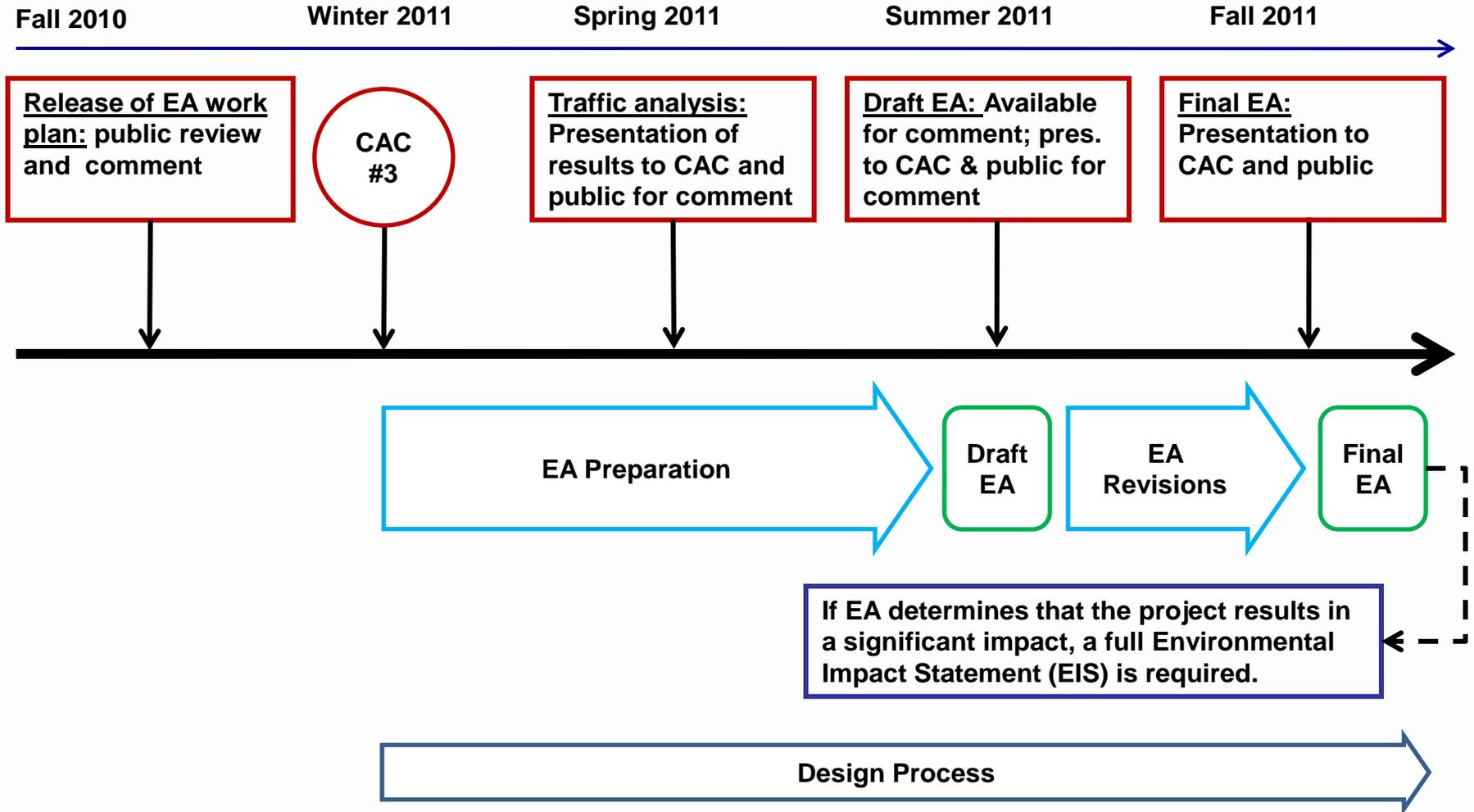
# Environmental Review Requirements

- 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<sup>th</sup> St., river to river
- Secondary study area: 14<sup>th</sup> St to 60<sup>th</sup> St, river to river & major arterials, bridges, and tunnels
- DOT required to analyze 15 categories of potential impacts
- Guidance for analysis methodology:
  - Federal guidance
  - *CEQR Technical Manual*
- DOT committed to minimizing traffic effects

# EA Timeline



# 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