

34th Street Select Bus Service



Summary of Public Comments on the Proposed Design for 34th Street Select Bus Service (SBS)

July 2011

New York City Department of Transportation



I. Introduction

The New York City Department of Transportation (DOT) and MTA New York City Transit (NYCT) conducted a Community Advisory Committee meeting and two public meetings in March 2011 to obtain feedback on the proposed design for Select Bus Service (SBS) on 34th Street. In addition to these meetings, DOT and NYCT met with a number of project stakeholders, including local elected officials, building owners and community groups, to solicit further feedback. The proposed design was published on DOT's website, www.nyc.gov/brt, and members of the public were also able to email and mail comments to the project team. This report summarizes the comments, questions and suggestions that we received from community residents, business and building owners, local organizations, elected officials and others.

II. Public Meetings Held in Spring 2011

Community Advisory Committee Meeting

- Monday, March 14, 2011
New Yorker Hotel, Gramercy Park Suite
481 8th Avenue, New York, NY
6:00 – 8:00 PM

Public Meetings

- Wednesday, March 30, 2011
Norman Thomas High School, Cafeteria
111 East 33rd Street, New York, NY
6:00 – 8:00 PM
- Thursday, March 31, 2011
New Yorker Hotel, Gramercy Park Suite
481 8th Avenue, New York, NY
6:30 – 8:30 PM

Public Meeting Outreach: In advance of the public meetings, DOT sent out a meeting flier to Manhattan Community Boards 4, 5, and 6, elected officials, Community Advisory Committee (CAC) members and public stakeholders. All recipients were asked to distribute the flier to their constituents or group members. In addition, DOT distributed fliers door-to-door to every storefront business and accessible building along 34th Street between the FDR Drive and Twelfth Avenue. Meeting notices were also posted on the project website and advertised using DOT's Facebook and Twitter pages.



III. Summary of Comments

General Comments

The following is a summary of overall comments and questions that DOT and NYCT heard from residents, businesses, and other 34th Street stakeholders at the CAC, the public meetings, through written comments, and by direct outreach. The comments are divided into categories, and where applicable DOT and/or NYCT have provided a response. In many cases, similar comments were made by multiple attendees; where appropriate, similar comments have been grouped for clarity.

Overall Project Comments

- Comment: Participants offered differing opinions about the proposed plan. Some were strong proponents, while others did not perceive a need for the project and requested that the DOT maintain the current configuration of 34th Street.
- Question: Will the 34th Street design be compliant with the Americans with Disabilities Act (ADA)? A large population of disabled individuals resides on 34th Street.

Response: the project will be fully compliant with the Americans with Disabilities Act (ADA).

- Comment: Consider similar SBS treatments for 23rd, 42nd, and 57th Streets, as well as other bus routes in all five boroughs.

Response: DOT and NYCT are considering additional SBS corridors in Manhattan and across the five boroughs. For more information, visit the BRT Phase II website at: http://www.nyc.gov/html/brt/html/future/brt_phase2.shtml

Access/Loading Comments

- Question: What will the loading zone regulations be? Loading zones should prioritize loading over parking.

Response: DOT agrees. The curb regulations, which will be determined in consultation with the 34th Street Community Advisory Committee, residents and other project stakeholders, will prioritize loading over parking. For example, loading zones on residential streets could be signed No Parking, which allows for pick-up and drop-off of passengers and the loading and unloading of goods by both private and commercial vehicles.

- Question: Can DOT implement interim loading windows on 34th Street prior to the implementation of the project?

Response: DOT is committed to improving loading access on 34th Street. The proposed 34th Street Select Bus Service project would increase the amount of legal midday loading on the corridor from about 50 spaces to about 350 spaces. If the 34th Street SBS project is



found to be feasible and completes environmental review by early 2012, NYCT and DOT plan to begin construction on the project in the summer of 2012, less than 12 months from the release of this report.

The current curbside bus lane configuration on 34th Street provides significant benefits to bus riders, including decreased travel times, and has led to growth in bus ridership on 34th Street. Similar no standing regulations are common in many areas of Manhattan. Given the time frame for implementation of the project and the negative impact a loading window would have on bus riders and general traffic, DOT will not implement an interim loading window of 34th Street in advance of the project.

- **Comment:** The NYPD is ticketing Access-A-Ride vehicles and taxis for picking up/dropping off passengers on 34th Street. As a result, taxis are refusing to drop off in front of residential buildings.

Response: A typical bus lane, including those on 34th Street, has a “No Standing” curbside regulation. It is legal for vehicles, including taxis, Access-A-Ride vans, and private cars, to expeditiously drop-off or pick-up passengers from these bus lanes, including the bus lanes on 34th Street. In bus stops, expeditious pickups and dropoffs of passengers are allowed as long as they are not interfering with the operation of a bus. DOT continues to work with the NYPD and the Taxi and Limousine Commission, which regulates the taxi industry, to ensure that police officers and taxi drivers are aware of bus lane rules and enforce those rules appropriately.

Traffic Comments

- **Question:** Will the proposed design for 34th Street be able to accommodate the existing levels of traffic on 34th Street? Adjacent side street are already very congested.

Response: As promised throughout the community outreach for the 34th Street SBS project, DOT is conducting a comprehensive traffic analysis of the proposed design. This analysis will take into account the traffic effects of the project on 34th Street, as well as the cross streets to the north and south and intersecting avenues. The results of this analysis will be completed in early fall of 2011 and then presented to the Community Advisory Committee and the community for review and comment. DOT is confident that the proposed plan, which maintains traffic in both directions from river to river, will accommodate traffic demand on 34th Street without spillover effects onto parallel side streets.

- **Question:** Can DOT reopen 33rd Street as a through street westbound at Broadway/Sixth Avenue?

Response: At the request of the community and key stakeholders, DOT is analyzing the feasibility of reopening 33rd Street westbound at Broadway/Sixth Avenue. The results of



this analysis will be completed and presented to the CAC and the community at the same time the results of the overall traffic analysis are complete.

- Question: Would vehicles be allowed to continue to use 34th Street as a through route river to river?

Response: Under the proposed plan, vehicles could continue to use 34th Street as a through route. However, most traffic on 34th Street is for local access.

- Comment: Truck traffic and tour buses traveling on the side streets in Murray Hill are an issue. These trucks and buses should be restricted from driving on side streets.

Response: Buses and trucks should travel on designated truck routes unless making a local delivery or a stop. DOT continues to work with the trucking industry and with the NYPD, which enforces truck route rules, to improve truck route compliance.

- Comment: Bicycles need to be more integrated into the plan for 34th Street. Consider installing bike lanes.
- Comment: Consider making the bus lane a dual purpose lane, allowing trucks to use the bus lane at all times.
- Comment: Reduce the area in which the traffic analysis would focus to streets within close proximity of 34th Street.
- Comment: Divert truck traffic to alternate roadways instead of using 34th Street as a connection for the Queens Midtown Tunnel (QMT) and Lincoln Tunnel.

Bus Service Comments

- Question: Can the SBS stops at Lexington Avenue and Madison Avenue be added back to the project plan?

Response: As part of this project, DOT and NYCT are looking to improve the local service by aligning 34th Street bus stop spacing with citywide local bus stop spacing guidelines. On the East Side, NYCT and DOT are proposing that the Lexington Avenue and Third Avenue stops be combined, and that the Madison Avenue and Fifth Avenue stops also be combined. These consolidations are recommended for two reasons. First, these consolidations would help speed bus service by creating equal distances between bus stops, in line with NYCT citywide local stop spacing guidelines, which call for 750-1,000 feet between stops. All other proposed M34 and M16 stops on 34th Street are spaced within that range, as most blocks on the corridor are about 875 feet long.



Including stops at Madison Avenue and Lexington Avenue would result in stop spacing of less than 250 feet in some cases.

Secondly, the stop consolidations will accommodate the requests of many residents and businesses for more loading space in this segment of 34th Street. For example residents between Park Avenue and Lexington Avenue have requested more loading space, but adding back a westbound stop at Lexington Avenue would require eliminating the entire proposed loading zone on the north curb of 34th Street between Park Avenue and Lexington Avenue. Overall, adding back the Lexington Avenue and Madison Avenue stops would result in a loss of about 15-20 parking or loading spaces between Fifth Avenue and Third Avenue.

- Questions: Can the express bus stops on the East Side be consolidated? The number of express buses operating on 34th Street should be limited in order to improve the quality of life for residents.

Response: As part of the 34th Street SBS plan, DOT and NYCT are proposing reducing the number of express bus stops on 34th Street. The number of express buses operating on the street is based on the demand for that service for people traveling into Manhattan by bus.

- Comment: Describe the type of buses that would now operate on the SBS route. Consider using hybrid buses.

Response: Initially service will operate with the hybrid- electric, low floor buses currently used on M34 and M16 routes. Should there be significant increases in ridership, low floor articulated buses would be used.

- Comment: Reinstate M1 service on Park Avenue.

Response: At this time there are no plans to reinstate M1 service on Park Avenue.

- Comment: Express buses often idle on 37th Street between Second and Third Avenues.

Response: DOT has reported this condition to the NYPD.

- Comment: Buses are often delayed by cars accessing the parking garages.
- Comment: Consider an alternative to Transit Signal Priority (TSP) technology.



Bus Lane Comments

- Question: How will DOT and NYCT enforce the bus lane? What would be done to keep trucks, shuttle buses, and cabs out of the bus lane? How would camera enforcement of the bus lane work?

Response: In addition to regular enforcement of the bus lane by the NYPD, DOT uses bus cameras to enforce bus lane rules. NYCT is considering a proposal to mount cameras on buses as well. DOT/NYCT personnel can review the video footage from these cameras to determine whether to issue a summons by mail to the owner of the offending vehicle.

- Question: When will the bus lane be in effect?

Response: The offset bus lane will be in operations 24 hours, seven days a week and the curbside bus lane will operate 7 AM to 7 PM on weekdays.

- Question: Why is DOT proposing offset bus lanes?

Response: Offset bus lanes allow for loading/parking without obstructing bus operations.

- Question: When would private vehicles be allowed to use the bus lane?

Response: As with other bus lanes citywide, private vehicles will be permitted to use the bus lane when making the next available right turn and to access the curb.

- Question: Are buses restricted to the bus lane or are they are permitted to use the general traffic lane as well?

Response: Buses are not restricted to the bus lane, and may use the general traffic lane as appropriate, such as if the bus lane is obstructed.

Pedestrian Safety and Bus Bulb Comments

- Comment: Minimize the removal of any street trees.

Response: The City of New York and DOT share a desire to not only protect existing street trees, but to plant additional street trees where feasible. As part of the project, DOT will seek to protect existing street trees. If there is a conflict with a street tree in the design, that tree will be relocated within the immediate vicinity. In addition, DOT will be evaluating opportunities for additional street trees and green storm water management infrastructure at each bus bulb location.

- Comment: The proposed bus bulbs (sidewalk extensions) will make driving on the corridor difficult, especially when making turns.



Response: the bus bulbs will be designed so that all vehicles, including trucks, buses, and emergency vehicles, can safely make turns.

- Comment: Alleviating pedestrian congestion should be one of the key focuses of the project.
- Comment: The proposed bus bulbs will encourage pedestrians to walk in the street more than is the case today.

Off-Board Fare Collection Comments

- Comment: Visible signage should be provided at the bus stops notifying passengers that they need to pay their fares prior to entering the SBS bus. Also proper lighting needs to be provided at the fare machines.

Response: Visible signage will be provided at bus stops notifying passengers that they need to pay their fares prior to boarding a bus. Prior to and during the first weeks of off board fare collection, NYCT and DOT will conduct extensive outreach to M34 and M16 riders to inform them of the new system and to provide customer assistance.

- Question: How will the fare machines at Penn Station accommodate the high volume of riders at that stop?

Response: Additional fare machines will be located at Penn Station to accommodate the high number of riders at this stop.

- Question: Will M16/M34 SBS riders be able to transfer to the M15 SBS with the same receipt, without having to dip their MetroCard again at a fare collection machine?

Response: Riders making a transfer to the M15 SBS will have to obtain a separate receipt at a M15 SBS MetroCard fare collection machine or coin fare collection machine. Existing transfer policies, including free bus to bus transfer, will apply.

- Comment: Consider a better design for the fare collection machines. Those currently in use on the M15 SBS route are too bulky.



Block-by-Block Comments

The following is a summary of questions, comments, and answers that were raised and discussed at the block-by-block break-out sessions. Italicized text illustrates responses from project staff.

FDR Drive to First Avenue

- Comment: Identify any new developments for 34th Street at the FDR.

Response: NYU Langone Medical Center plans to build a new building on the southeast corner of First Avenue and 34th Street.

First to Second Avenue

- Question: Can DOT reinstate the left turn from eastbound 34th Street onto northbound First Avenue? The turn restrictions on 34th Street can force drivers out of their way to get to their final destination.

Response: DOT is currently evaluating a proposal to restore the left from eastbound 34th Street onto northbound First Avenue, subject to further traffic and safety analysis. As discussed at the CAC meetings and recent round of open houses, reinstating the left turn at First Avenue requires that the eastbound bus lane between Second and First Avenue be located at the curb. As a result, loading at this curb would be limited to 7pm to 7 am on weekdays and all day on the weekends.

- Question: Will vehicles be permitted to make a left turn onto Second Avenue? Consider lifting this restriction and install a turning arrow.

Response: This left turn is prohibited because doing so improves pedestrian safety and traffic flow on 34th Street and Second Avenue.

- Question: There are often moving trucks that need to access 300 East 34th Street, but the plan proposes a bus stop in front of the building entrance. Where will moving trucks and other deliveries be able to access 300 East 34th Street?

Response: To better accommodate loading at 300 East 34th Street, DOT is proposing adding a commercial loading zone on the east side of Second Avenue just south of 34th Street.

- The curb cut in front of 325 and 327 E. 3^{4th} Street is not needed and should be removed.

Response: DOT does not have the authority to remove curb cuts without an agreement with the property owner.



- Comment: Restricting access to the QMT via 34th Street would result in increase traffic on surrounding streets.

Response: It is expected that access to the QMT will remain similar to existing conditions. For more information, see the Traffic Comments section on page 6.

- Comment: Consider moving the westbound bus stop to the near side of the intersection, as the currently proposed far side location tends to become congested resulting in buses spilling onto First Avenue.
- Comment: There are conflicts between delivery trucks and bicyclists on Second Avenue/ The the Second Avenue bike lane should begin at 33rd Street.
- Comment: Better signage is needed to indicate the location of bike lanes, particularly for cyclists traveling westbound on 34th Street wanting to connect to the bike lanes on Second Avenue.
- Comment: The occasional closing of the entrance to the QMT (as currently done) would affect the traffic flow on 34th Street.
- Comment: The three lanes feeding into one lane from the QMT causes traffic congestion. The traffic signal seems to have timing problems.
- Comment: The curb in front of the Armenian Church (north side of 34th Street between Second Avenue and entrance to the QMT) is not heavily utilized; consider using the curb lane for non-loading parking use.

Second to Third Avenue

- Comment: Traffic officers should be placed at the intersections of Third Avenue and 36th and 37th Streets to reduce vehicular-pedestrian conflicts at these locations. Speed limits should be posted in the Murray Hill area.

Response: DOT will consult with the NYPD to address these issues.

- Comment: Clarify if loading/parking lane in front of the 225 E. 34th Street building will be available to everyone or just 34th Street residents. Permitting others to use the lanes could create problems for the residents, impeding access to the curb space in front of the building.

Response: There is no regulation which allows DOT to limit who can legally stop or park in a given location, so the curb space would be available for parking or loading to anyone.



- Question: Will a right turn will be permitted from Second Avenue onto 34th Street?

Response: Yes, a right turn will be permitted at this location.

- Comment: Buses approaching the QMT entrance (between Second and Third Avenues) are often stuck in mixed traffic.
- Comment: Consider rerouting some of the traffic (particularly buses) generated by the QMT elsewhere to relieve some of congestion on 34th Street.
- Comment: Midday traffic conditions differ from that of traditional peak periods. Car traffic volumes exiting the QMT are higher than buses during this period, often resulting in congestion between Second and Third Avenues.
- Comment: Consider instituting no parking or no standing regulations on a 24-hour, seven days a week on the north side of the block. Currently people are allowed to park here over the entire weekend which limits curb access.
- Comment: Express buses and police vehicles often sit and idle in the bus lane on the north side of 34th Street in this block. This defeats the purpose of the bus lane.
- Comment: Consider shifting the westbound bus stop to the middle of the block to better accommodate the buses. Bus bunching at the currently proposed location would block traffic on Second Avenue.
- Comment: Consider eliminating the right turn out of the Queens Midtown Tunnel onto 35th Street. Traffic congestion in the area is an issue.

Third to Lexington Avenues

- For a response to comments regarding a bus stop at Lexington Avenue, please refer to Bus Service Comments on page 8.
- Comment: Consolidate the Park Avenue and Third Avenue express bus stops in front of 132 E 34th Street at the corner of Lexington. Residents need better access to 155 East 34th and are also concerned about idling express buses.

Response: As with the M34 and M16 riders, bus riders on the express buses that use 34th Street want bus stops at convenient intervals. Consolidating the Third Avenue and Park Avenue express at Lexington Avenue bus stops would limit the choices of express bus riders and place the stop a block from the most significant transfer point—the 6 train at Park Avenue and 33rd Street. The suggested Lexington Avenue stop location is also not



feasible from a safety perspective, as the bus lanes shift at this location from a curbside design to an offset design.

That said, DOT understands the concerns raised by the residents of the Warren House at 155 East 34th Street regarding access to their building. Therefore, DOT proposes to consolidate the Third Avenue westbound express bus stop with the Third Avenue westbound M34 and M16 stop. With this consolidation, only half of the 34th Street frontage of the Warren House will be occupied by a bus stop. The other half will be available for expeditious drop-off and pick-up at all times. DOT will continue to work with the MTA to ensure no buses are idling or standing in front of the building.

In terms of deliveries, including residents who wish to load and unload private vehicles, DOT proposes changing the curb regulation on west side of Third Avenue north of 34th Street, around the corner from the Warren House. The current regulation is No Parking Except Commercial Vehicles, which can pay for up to 3 hours of parking. DOT proposes changing the first 100 feet of curb north of corner to No Parking, which allows both private vehicles and commercial vehicles to load and unload 24 hours a day and does not allow for long term parking.

- Comment: The left turn onto Third Avenue from 34th Street often interferes with pedestrian crossing activity. Consider installing countdown pedestrian signals at this intersection.
- Comment: Buses often bunch at this area blocking the crosswalks and traffic on Third Avenue.

Lexington to Park Avenues

- For a response to comments regarding a bus stop at Lexington Avenue, please refer to the Bus Service Comments section on page 8.
- Comment: The service entrance for 7 Park Avenue is located on 34th Street at the proposed site for the express bus stop, which will make building access difficult.

Response: DOT has reviewed the turning volumes from 34th Street westbound onto Park Avenue northbound and determined that a modest number of vehicles make this turn each hour. Therefore, DOT can shorten the right turn bay on the north curb of 34th Street between Park Avenue and Lexington Avenue, providing an additional 30 feet of loading space on this block.



- Comment: It is good that a loading lane is being proposed in front of the US Post Office (115 E. 34th Street), as the postal trucks often impede the buses operating in the current curbside bus lane.

Park to Madison Avenues

- For a response to comments regarding a bus stop at Lexington Avenue, please refer to Bus Service Comments on page 8.
- Comment: Residents of 10 Park Avenue expressed concerns regarding the placement of the bus bulb on the northwest corner of Park Avenue and 34th Street and its effect of delivery access and trash collection at 10 Park. A recommendation was made to move the bus stop and bulb closer to Madison Avenue.
- *Response: the northwest corner of 34th Street at Park Avenue is currently a bus stop, and as such the addition of a bus bulb would not change access to 10 Park Avenue. In addition, the biggest transfer point on the M34 and M16 on the East Side is to the 6 train at Park Avenue. Moving the bus stop towards Madison Avenue would drop off passengers farther from the 6 station.*

Madison to Fifth Avenues

No comments were offered for this segment.

Fifth to Sixth Avenues

- Question: When would deliveries be permitted in the bus lane on the north side of 34th Street?

Response: Properties on the north side of 34th Street between Fifth and Sixth Avenue that do not have loading access on 34th Street could receive deliveries from the loading lane on the south curb of 34th St at all times or from the bus lane on the north curb between 7 PM and 7 AM.

- Comment: 7 W. 34th Street, a building with multiple stores requires a loading area. Consider narrowing the sidewalk and provide loading zones on both sides of the street.

Response: The block between Fifth and Sixth Avenues carries a very high volume of pedestrians. Removing pedestrian space to create a loading zone would increase crowding and create a potential pedestrian safety issue.



- Comment: Consider moving the eastbound bus stop from the far side of Fifth Avenue to the nearside of the intersection.
- Comment: Concern about the tour buses standing/idling in the turning lane on the south side of the street.

Sixth to Seventh Avenues

- Comment: People could walk in the parking/loading lane to access the express bus stop on the south side of the street.
- Comment: Consider adding a curb extension on the south side of 34th Street at Broadway to accommodate the heavy pedestrian traffic and subway entrance.
- Comment: Consider creating a “newsstand and vendor free zone” at the Seventh Avenue intersection (at all four corners) as they impede the flow of pedestrian traffic.
- Comment: Consider reopening the underground pedestrian tunnel between Sixth and Seventh Avenues along 33rd Street.

Seventh to Eighth Avenues

- Comment: Relocate the loading/parking lane to the north side of the block as 34th Street, as many buildings on the north side only have access on 34th Street. The buildings on the south side are set back and have access to an underground parking garage.
- Comment: Consider building overhead pedestrian walkways at 34th Street and Seventh Avenue to alleviate the pedestrian congestion.
- Comment: Consider relocating street vendors currently operating in front of the LIRR entrance.
- Comment: Consider providing kiosks for vendors so that they could all have a uniformed appearance.

Eighth to Ninth Avenues

- Comment: Introduce a Barnes Dance (a pedestrian crossing system that stops all vehicular traffic and allows pedestrians to cross an intersection in every direction) at Eighth and Ninth Avenues.
- Comment: Concerns were expressed about Bolt buses and police cars impeding the flow of traffic, often blocking the bus lane.



Ninth to Tenth Avenues

- Comment: Consider reinstating a westbound bus stop at Dyer Avenue, as over 1,300 residents, including many elderly, live in this area.

Response: Given the number of residents on the block between Ninth Avenue and Tenth Avenue, and the strong request from CB4, DOT and NYCT agree that a stop at this location makes more sense than a stop on the west corner of 34th Street and Tenth Avenue. Therefore, DOT and NYCT propose to relocate the westbound Tenth Avenue stop to the west side of Dyer Avenue. With this move, the design will include both a westbound and eastbound bus stop within the block from Tenth Avenue to Eleventh Avenue.

- Comment: The right turn lane onto Dyer Avenue from 34th Street is not long enough to accommodate the high volume of vehicles making that turn. Traffic tends to build up there, especially during non-traditional peak hours (e.g., on Sunday evenings). Lengthening this lane however would conflict with the loading needs in front of 365 W. 34th Street. DOT should discuss closing this entrance to the Lincoln Tunnel with the Port Authority of NY & NJ.

Comment: Lincoln Tunnel traffic from Dyer Avenue feeds a high volume of truck traffic onto 34th Street turning left and then heading east. It was suggested to close the Dyer Avenue tunnel entrance and reroute the incoming traffic onto non-residential blocks.

Response: Dyer Avenue is owned and operated by the Port Authority of New York and New Jersey. DOT works closely with the Port Authority on access to the Lincoln Tunnel and continues to seek to identify ways to improve its operation. As part of this project, DOT is engaged with the Port Authority on a discussion of Dyer Avenue and ways to reduce traffic back-ups at that location.

- Comment: 408 and 423 W. 34th Street are fronted by a right turn lane. While it would appear that the parking/loading lane ends fairly close to these buildings, 414 and 424 constitutes St. Michael's Church which means that parking and/or standing in this lane effectively stops at Dyer Avenue. Sufficient space is needed to accommodate deliveries in front of these residential buildings.

Response: To clarify, the proposed loading area in front 424 and 414 West 34th Street would not be limited to use by St. Michael's Church. For example, this area could be signed No Parking (the typical regulation in front of a house of worship), which would allow residents of 408 West 34th Street to pick-up or drop-off passengers or to load or unload their private vehicle. This area could also be used by commercial vehicles and moving vans making deliveries or pick-ups.



- Comment: Residents expressed concern about the Bolt and Mega buses idling between Ninth and Tenth Avenues waiting for room to stage on Ninth Avenue. They need to be relocated elsewhere.
- Comment: A taxi loading zone should be incorporated in front and behind the bus stations.
- Comment: Pedestrian safety is a concern at the Dyer Avenue intersection. Consider installing a red light camera here.
- Comment: Bus stop should be at the far side of Ninth Avenue instead of the nearside.

Tenth to Eleventh Avenues

- Question: Why are there two westbound bus stops on this block? Why is there not a stop closer to the Javits Center?

Response: With the proposed move of the westbound Tenth Avenue stop to Dyer Avenue, there will be two stops in the vicinity of the Hudson Yards. The westbound stop is proposed for the Hudson Yards Boulevard and the eastbound stop is proposed for the east side of Eleventh Avenue. This placement will allow for regular intervals between stops. These two stops will be built by the Hudson Yards Development Corporation as part of Hudson Yards boulevard and park project, scheduled for completion in 2013.

Eleventh to Twelfth Avenues

- No comments were offered for this segment.