

34th Street Enhanced Bus Priority

Community Board 4 Transportation Planning Committee, May 21, 2025



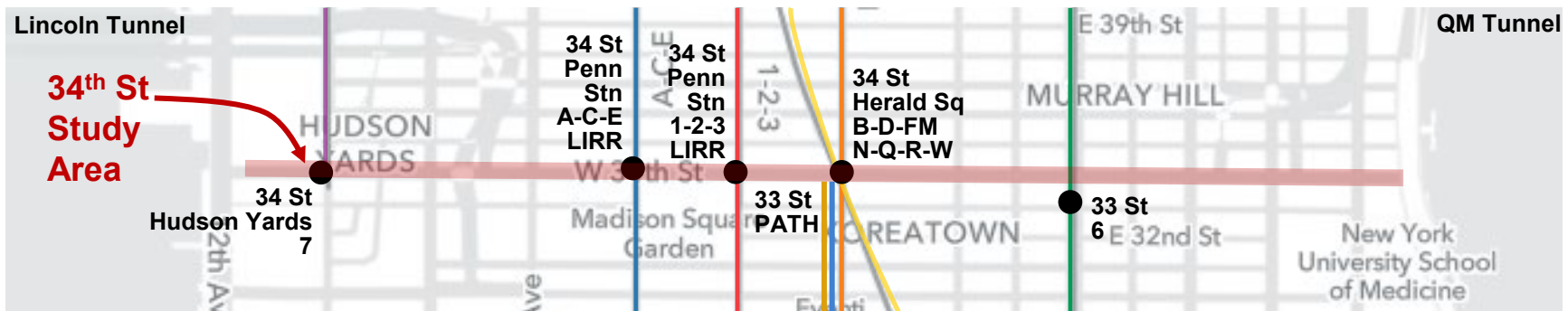
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Background and Work to Date

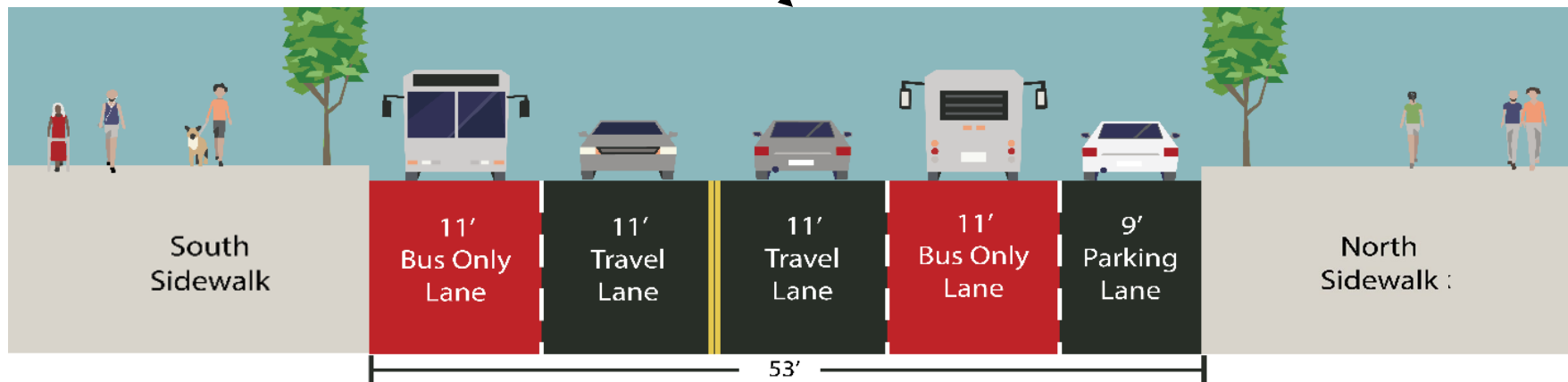
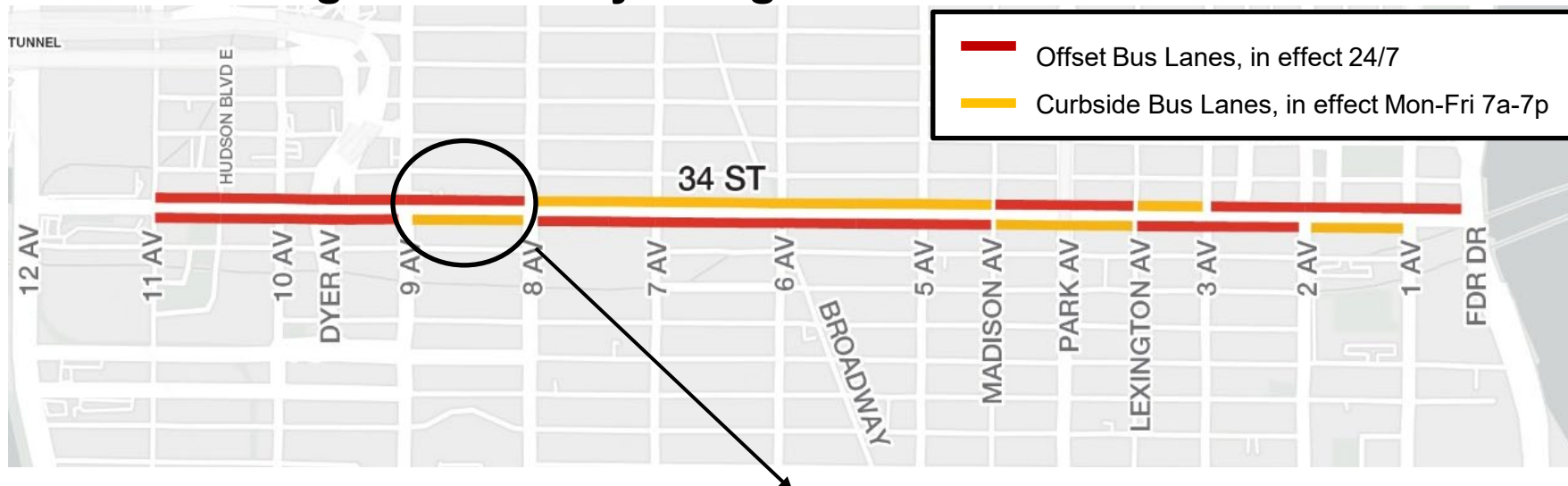
Why 34th Street?

- Study area: 12th Avenue to FDR Drive
- Central Business District Tolling Program began in January 2025
- 28,000 daily bus passengers on the M34/M34-A SBS and express buses
- Slow crosstown bus speeds
- Critical crosstown service with connections to
 - MTA Subway, PATH, LIRR, NJ Transit, and Amtrak
 - Numerous local and Express Bus Routes
- Complex street demands with heavy commercial and pedestrian activity
- Vision Zero Corridor

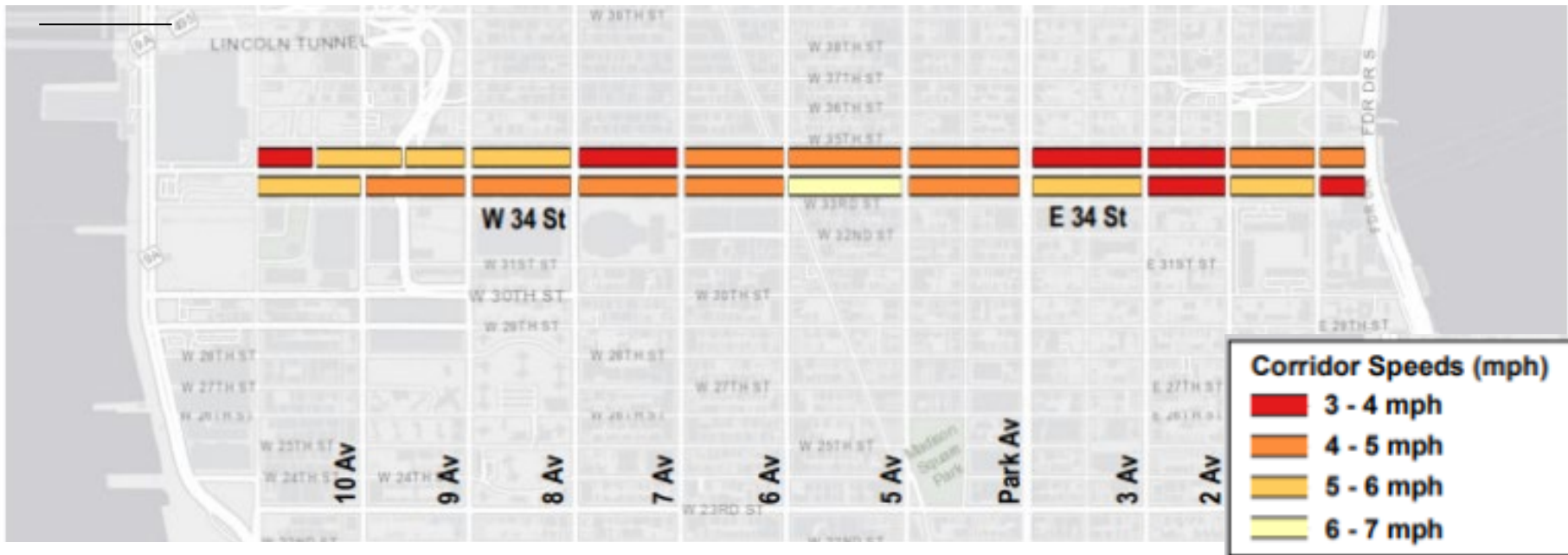


Existing Curbside and Offset Bus Lanes

Bus Lane Regulations vary along the corridor



Bus Speeds on 34th St



- Bus speeds improved after the launch of Select Bus Service, but the M34/M34A SBS is still one of the slowest buses. The current bus lane design is not working.
 - Average weekday peak hour bus speeds are only 5.0 mph, and as low as 3 mph
- On the average weekday, roadway congestion causes over 750 hours of passenger delay on the M34/M34A+.
- Weekday average bus peak speeds on the 14th St Busway are 15% faster than on 34 St

Work to Date

- Curbside bus lanes added to 34th Street (2008)
- M34/M34-A Select Bus Service launched (2011)
 - Upgraded many existing curbside bus lanes to offset bus lanes
 - Added eleven bus bulbs
- DOT on-street engagement (2024)
 - Pedestrian intercept survey – 200 surveyed
 - Merchant surveys –112 businesses visited from 2nd Ave to 9th Ave
- Existing conditions presentations to Community Boards 4, 5 & 6 (January – February 2025)
- In this meeting, we are presenting a **draft proposal**



34th Street Curbside and Offset Bus Lanes



2024 Pedestrian Intercept Surveys

Community Feedback

- DOT on-street engagement:
 - Overcrowding on sidewalks, long crossing distances, and vehicular congestion were primary concerns for pedestrians
 - Bus riders noted slow bus speeds and long wait times
 - Businesses noted a need for additional loading space on and around the corridor
- Community Board Feedback:
 - Request for a 24/7 14th Street style busway
 - Request for sidewalk widening, and other pedestrian safety elements
 - Request for design and regulations to facilitate deliveries



2024 Pedestrian Intercept Surveys

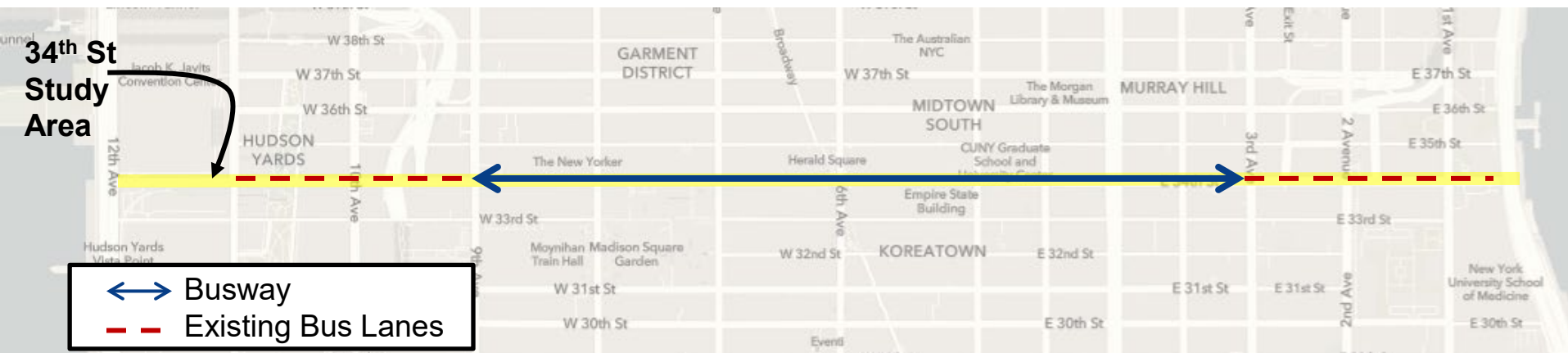


2024 Merchant Surveys

Proposal

Draft Proposal - Busway

- Busway between 3rd Av and 9th Av in both directions
- Maintain existing bus lanes on the rest of the corridor
- New pedestrian safety improvements
 - Painted pedestrian spaces
 - Hardened daylighting
 - Concrete median island
- Prioritize curb management for loading and delivery needs



What is a Busway



- Buses, trucks, emergency vehicles, and Access-a-Ride are allowed to travel along the entire corridor
- Local access is allowed for other vehicles, including cars, taxis, and for-hire vehicles
 - Vehicles access the corridor from side streets
 - Must leave the corridor at the next required turn, using posted signage
- Makes bus service faster and more dependable
- Allows loading and deliveries, customer access to businesses

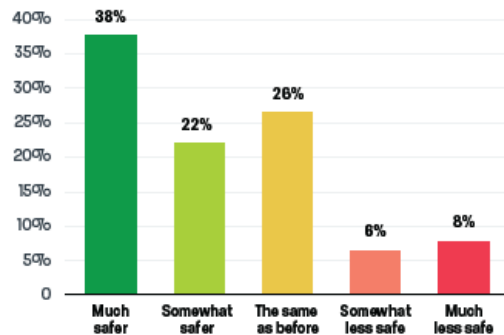
Why Busway?

SAFETY

Since the 14th Street Project changes, my experience as a pedestrian crossing 14th Street feels:



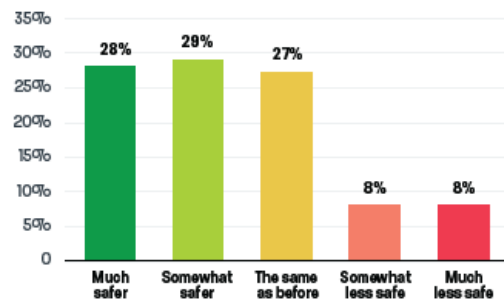
For those who walk...



Respondents: 735



For those 62 and over who walk...



Respondents: 268

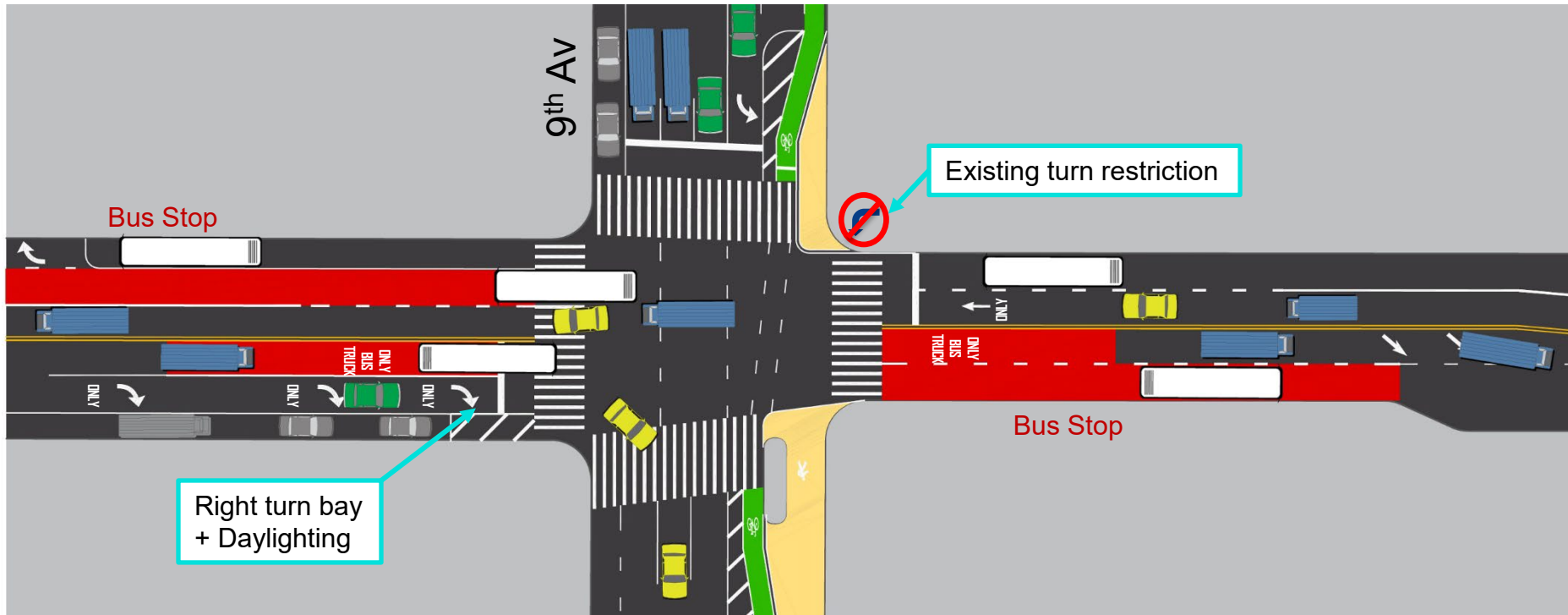
A Busway on 34th Street:

- Prioritizes truck and transit through traffic, improving bus speed and reliability
- Eliminates cut-through traffic
- Retains local access, parking, and loading
- Enhances the pedestrian experience

Case Study: 14th Street

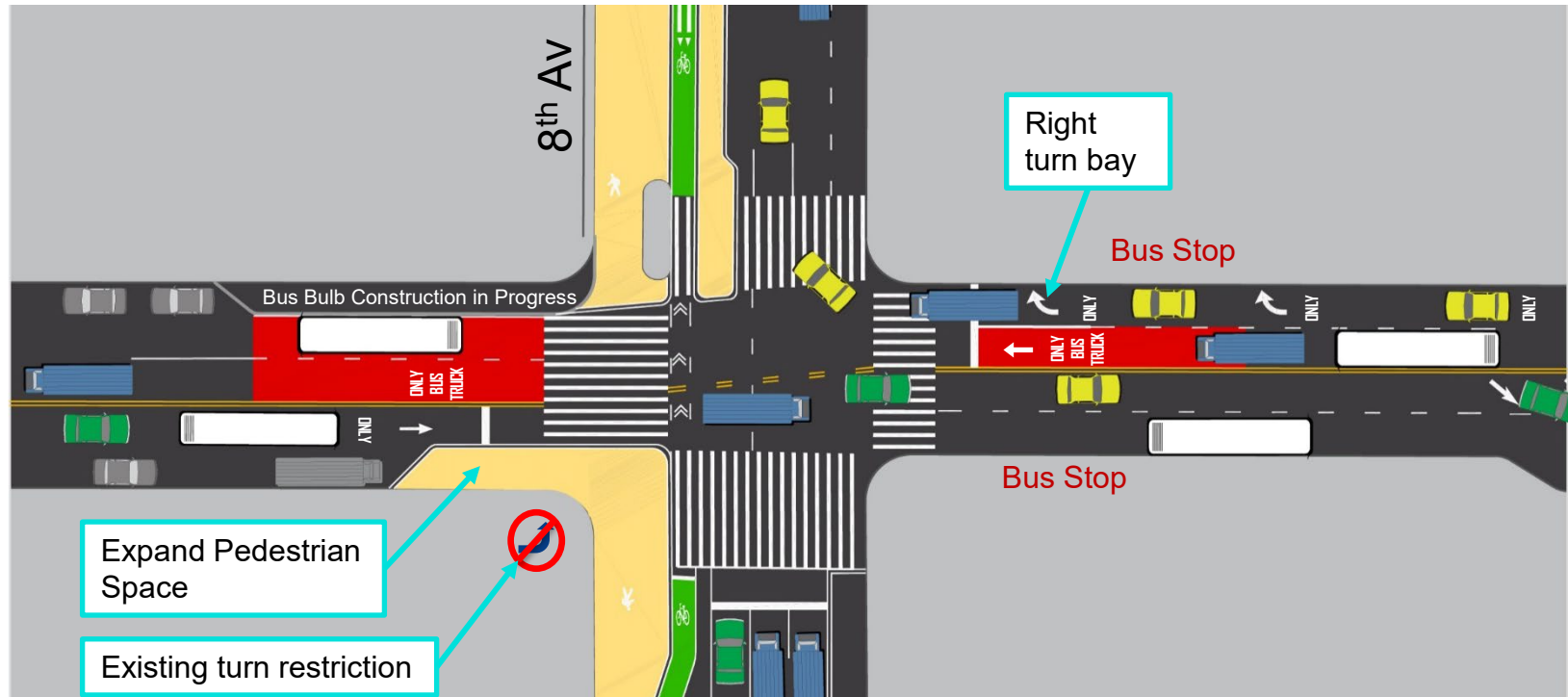
- Pilot launched in October 2019, in conjunction with M14A/D Select Bus Service
- Bus speeds increased up to 24%
- Crashes along the corridor decreased by 42%
- Travel speeds for streets around the busway had minimal changes
- In post-implementation surveys, participants mentioned:
 - Faster, more frequent bus service
 - People feel safer crossing the street

9th Avenue – Eastbound Gateway



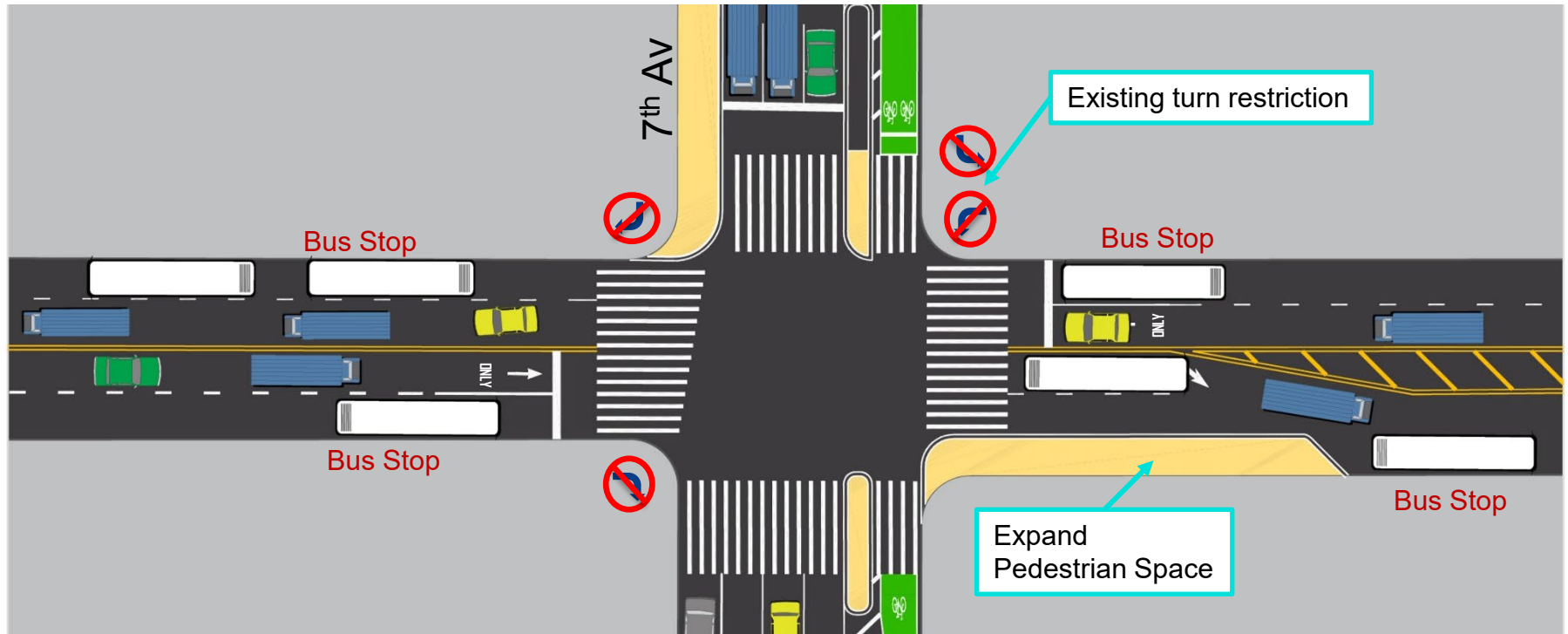
- Eastbound cars must turn right onto 9th Av
 - Buses and trucks may turn or continue straight
- All westbound traffic must continue straight
- Southbound traffic may access the busway via a left turn from 9th Av onto 34th St

8th Avenue



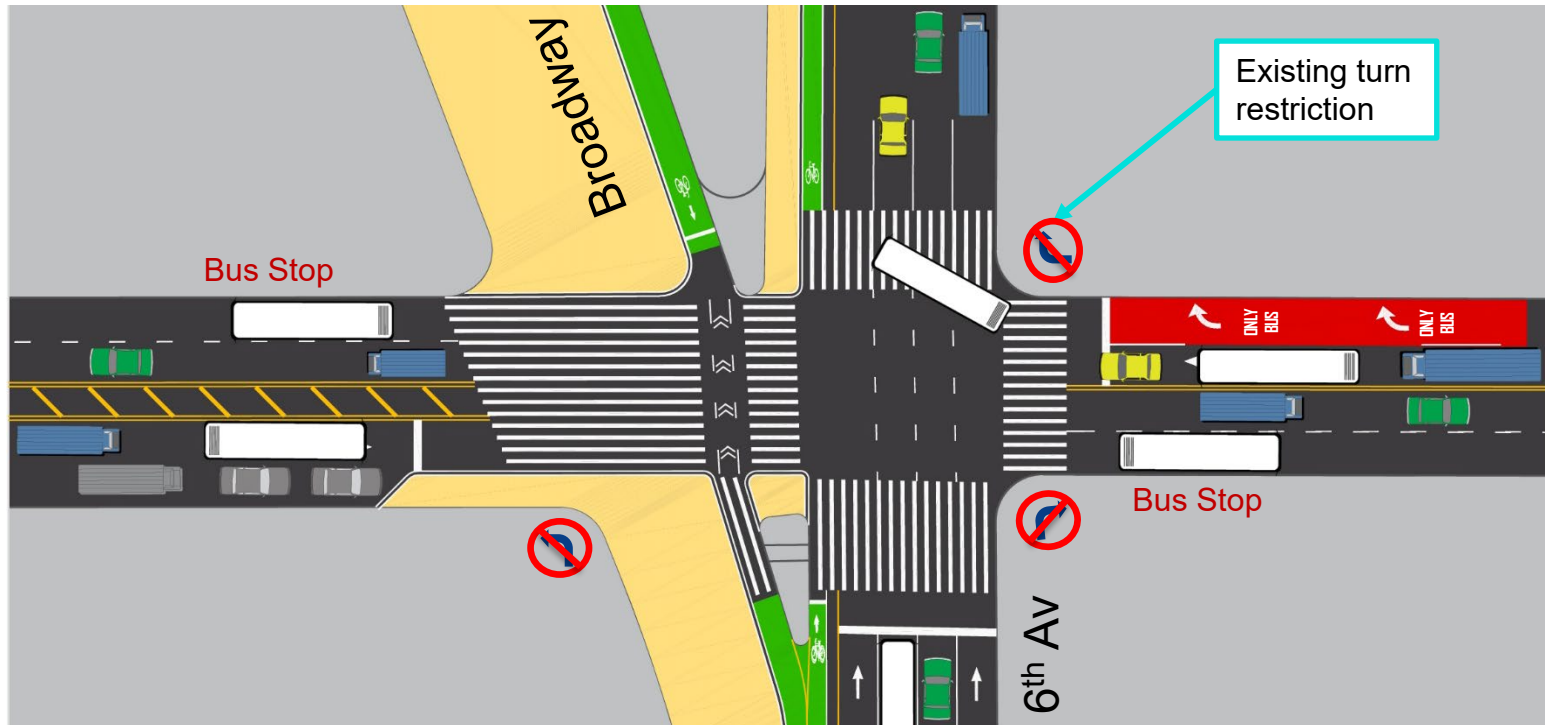
- All eastbound traffic must continue straight
- Westbound cars must turn right onto 8th Av
 - Buses and Trucks may turn or continue straight
- Northbound traffic may access the busway via a left or right turn from 8th Av onto 34th St

7th Avenue



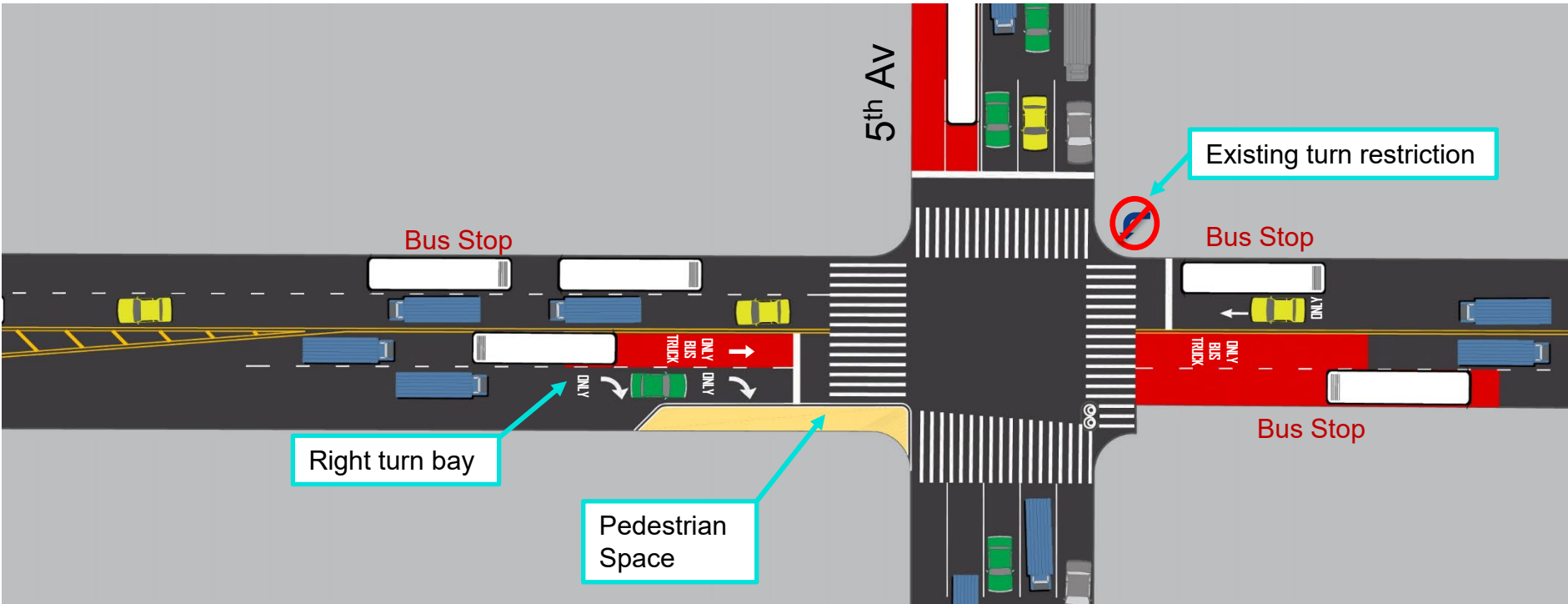
- All traffic in all directions must continue straight
 - Existing turn restrictions for all turns

6th Avenue/Broadway



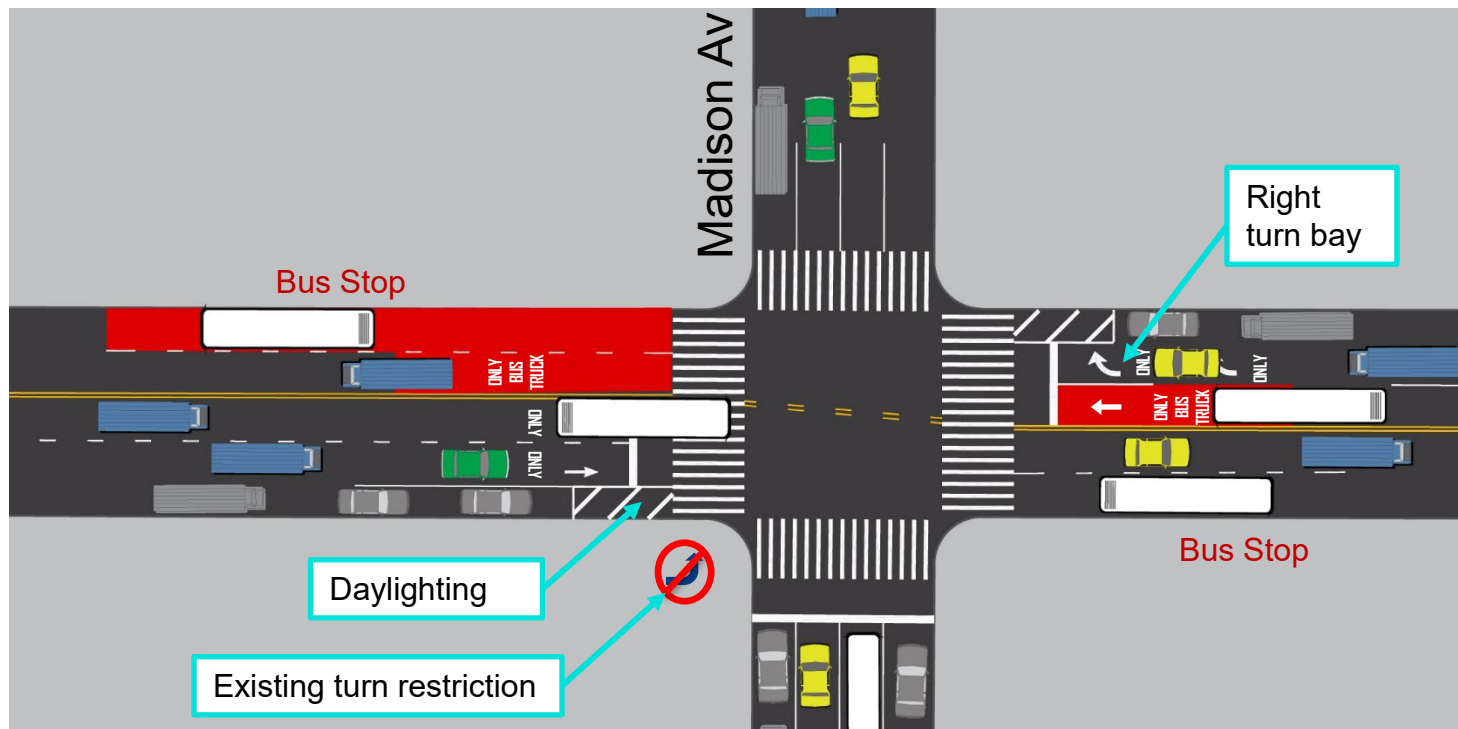
- All cars and trucks in all directions must continue straight
 - Existing turn restrictions
 - MTA buses traveling westbound may turn right

5th Avenue



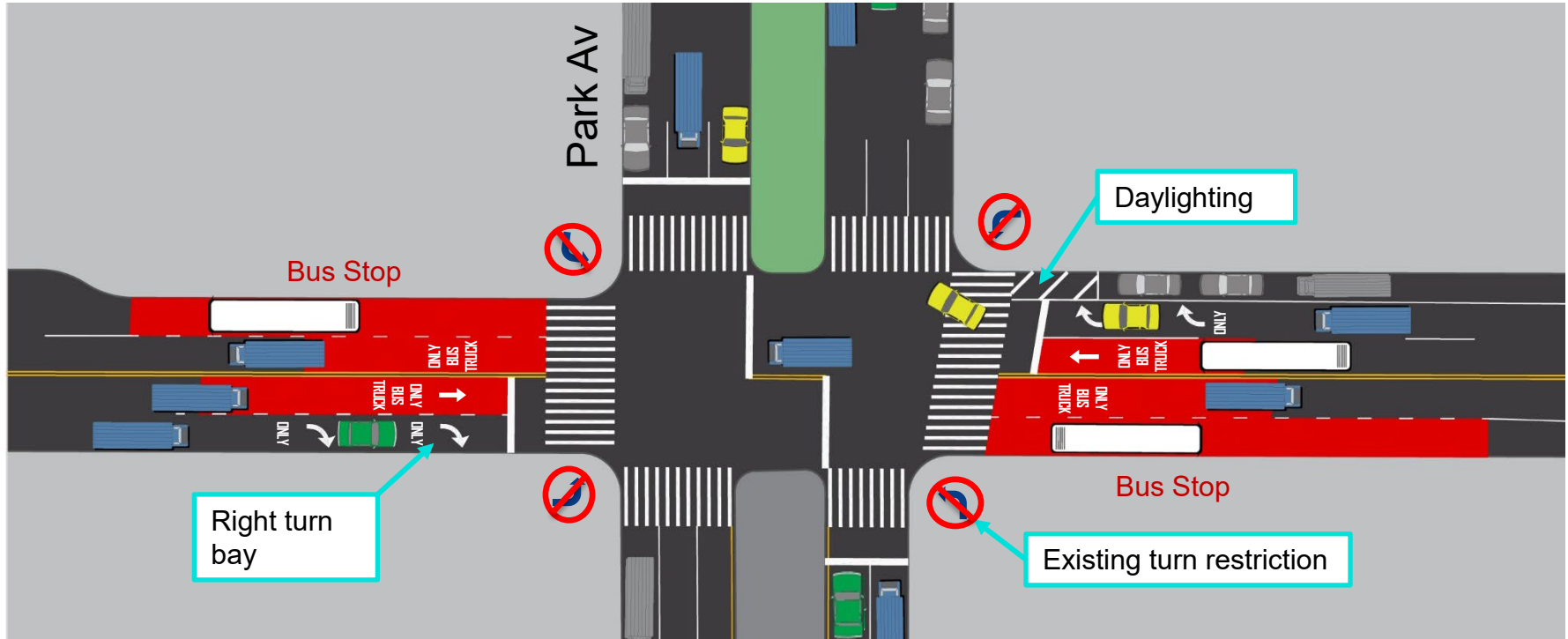
- Eastbound cars must turn right onto 5th Av
 - Buses and trucks may turn or continue straight
- All westbound traffic must continue straight
- Southbound traffic may access the busway via a left or right turn from 5th Av onto 34th St

Madison Avenue



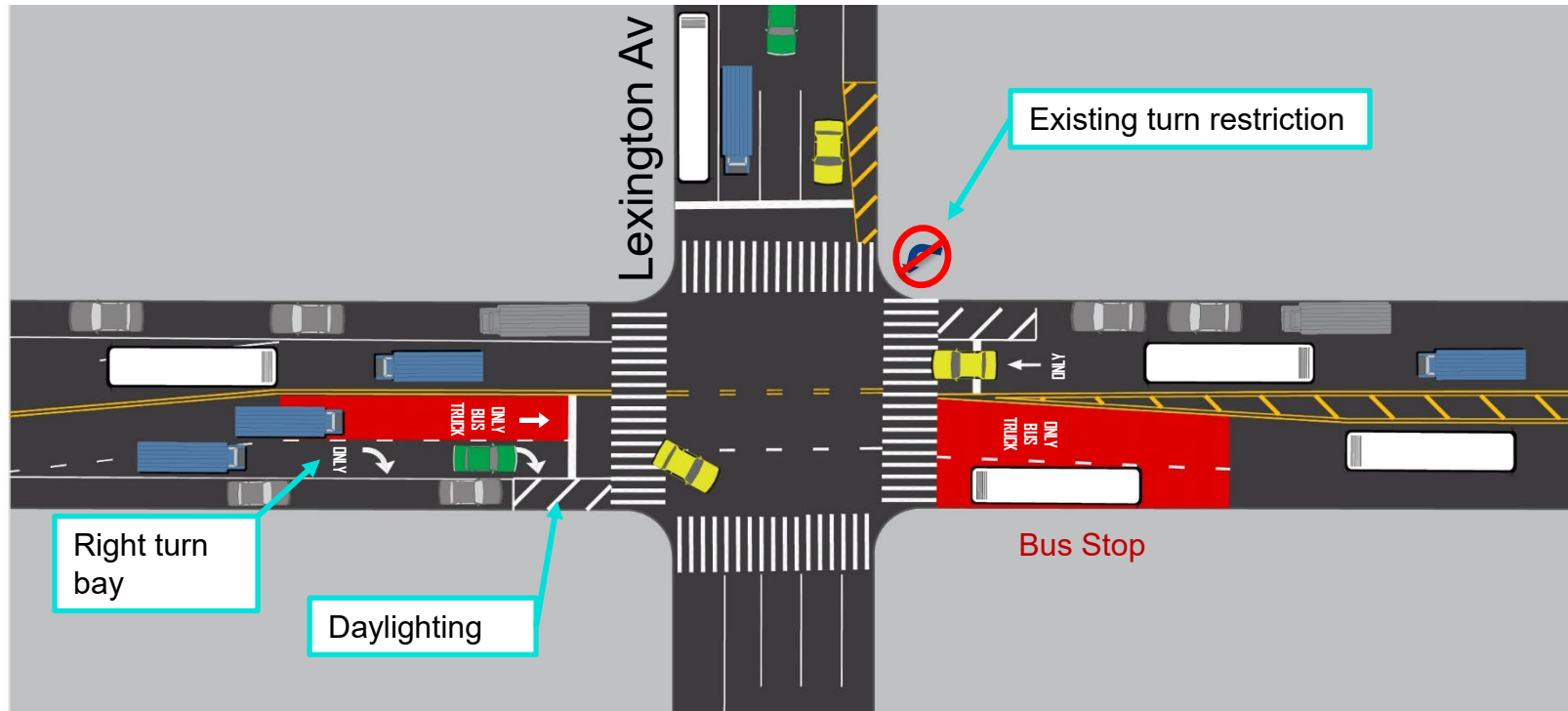
- All eastbound traffic, except authorized buses must continue straight
- Westbound cars must turn right onto Madison Av
 - Buses and Trucks may turn or continue straight
- Northbound traffic may access the busway via a left or right turn from Madison Av onto 34th St

Park Avenue



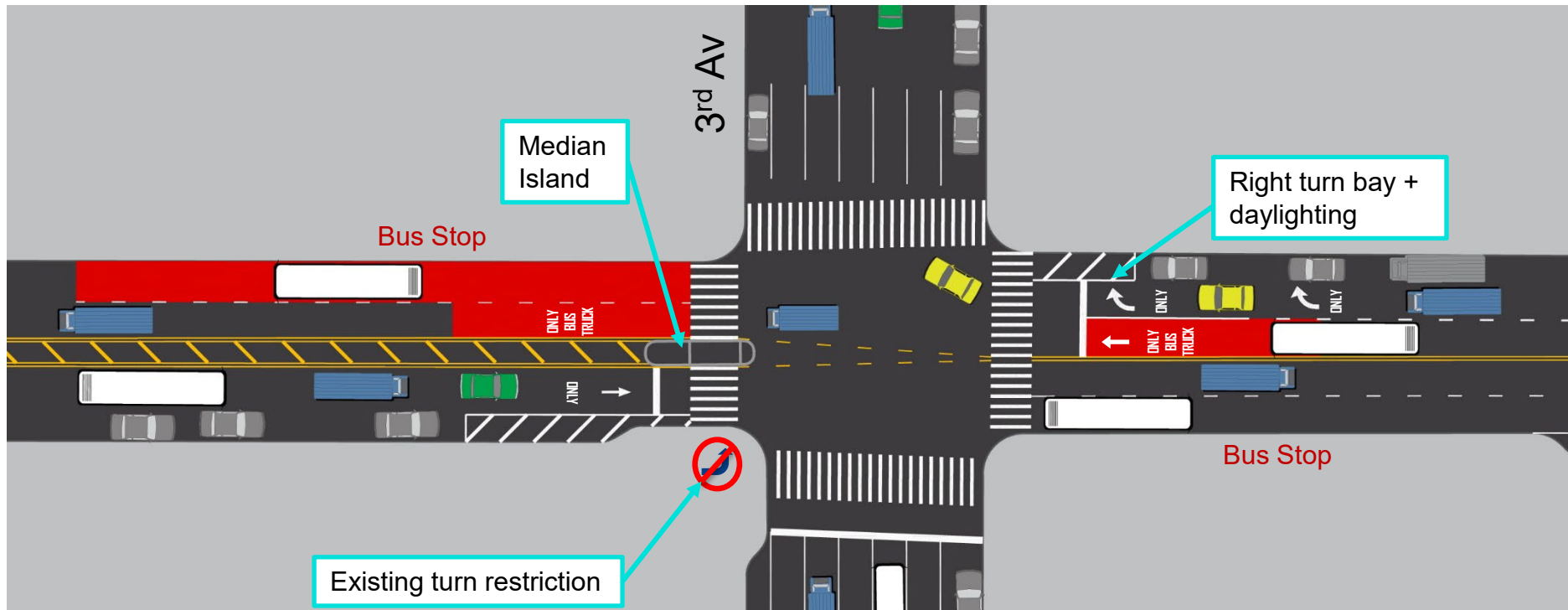
- East and westbound cars and trucks must turn right
 - Buses and trucks traveling east and westbound may continue straight
- Left turns are banned in all directions – existing turn restriction
- North and southbound vehicles may access the busway by turning right from Park Av onto 34th St

Lexington Avenue



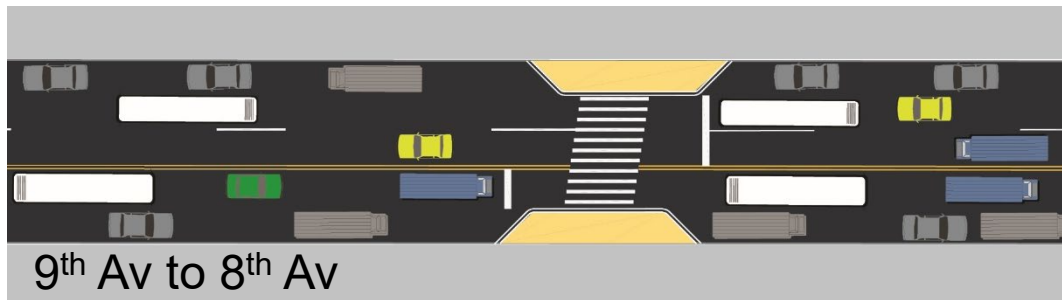
- Eastbound cars must turn right onto Lexington Av
 - Buses and Trucks may turn or continue straight
- All westbound traffic must continue straight – existing turn restriction
- Southbound traffic may access the busway via a left or right turn from Lexington Av onto 34th St

3rd Avenue – Westbound Gateway

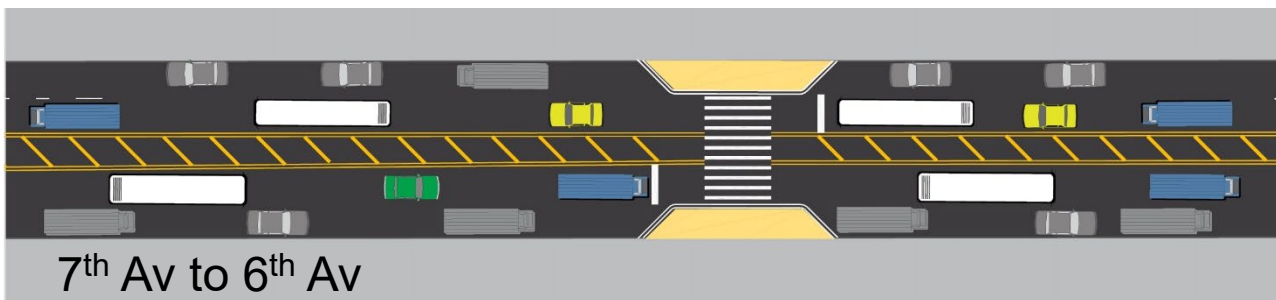
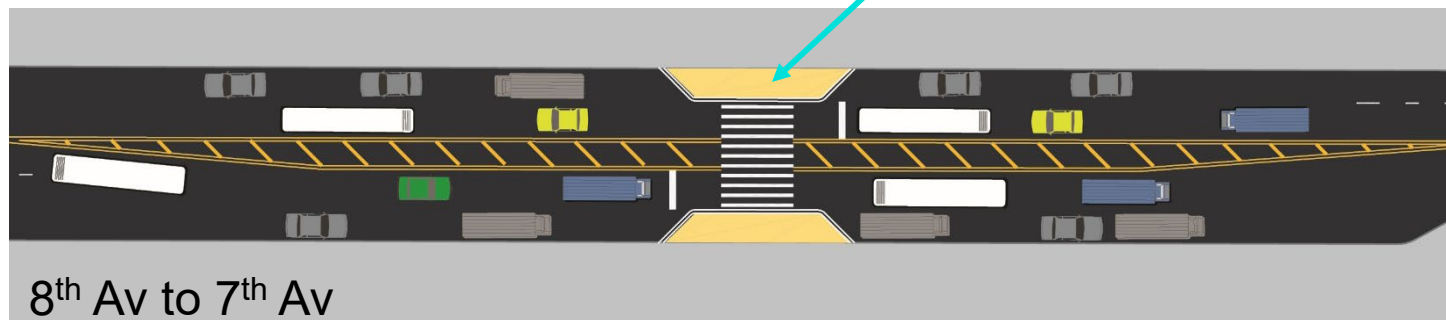


- All Eastbound traffic must continue straight – existing turn restriction
- Westbound cars must turn right onto 3rd Av
 - Buses and trucks may turn or continue straight
- Northbound traffic may access the busway via a left turn from 3rd Av onto 34th St

Upgrading Existing Mid-Block Crossings



Painted pedestrian space to shorten crossing



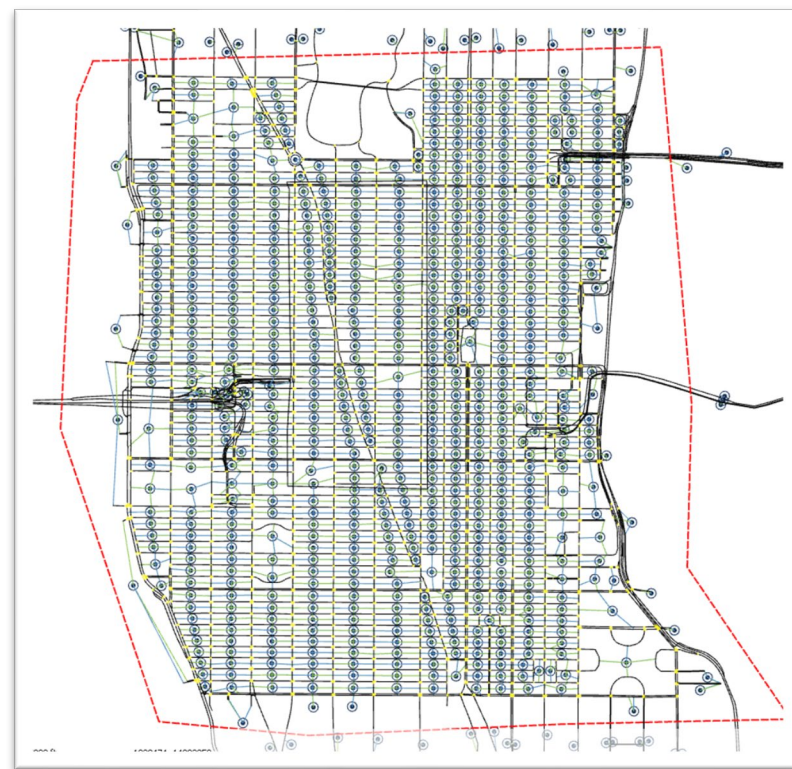
Busway Enforcement

- ACE on-bus and fixed-location cameras enforce illegal parking in bus stops, double parking, and violations of required turns on the busway
 - ACE cameras in effect on 34th Street (M34/M34A SBS route) since 8/10/20
- Data shows that camera enforcement is successful in changing driver behavior
 - The number of violations decreases over time as drivers adjust to busway violations
 - ~80% of violators don't get a second ticket
 - Human review by DOT process ensures violations are captured and issued according to program rules
- For new regulations, cameras issue **warnings only for the first 60 days**
 - Existing regulations will be enforced as usual
- Close coordination with NYPD for busway launch

Traffic Analysis

Traffic Analysis

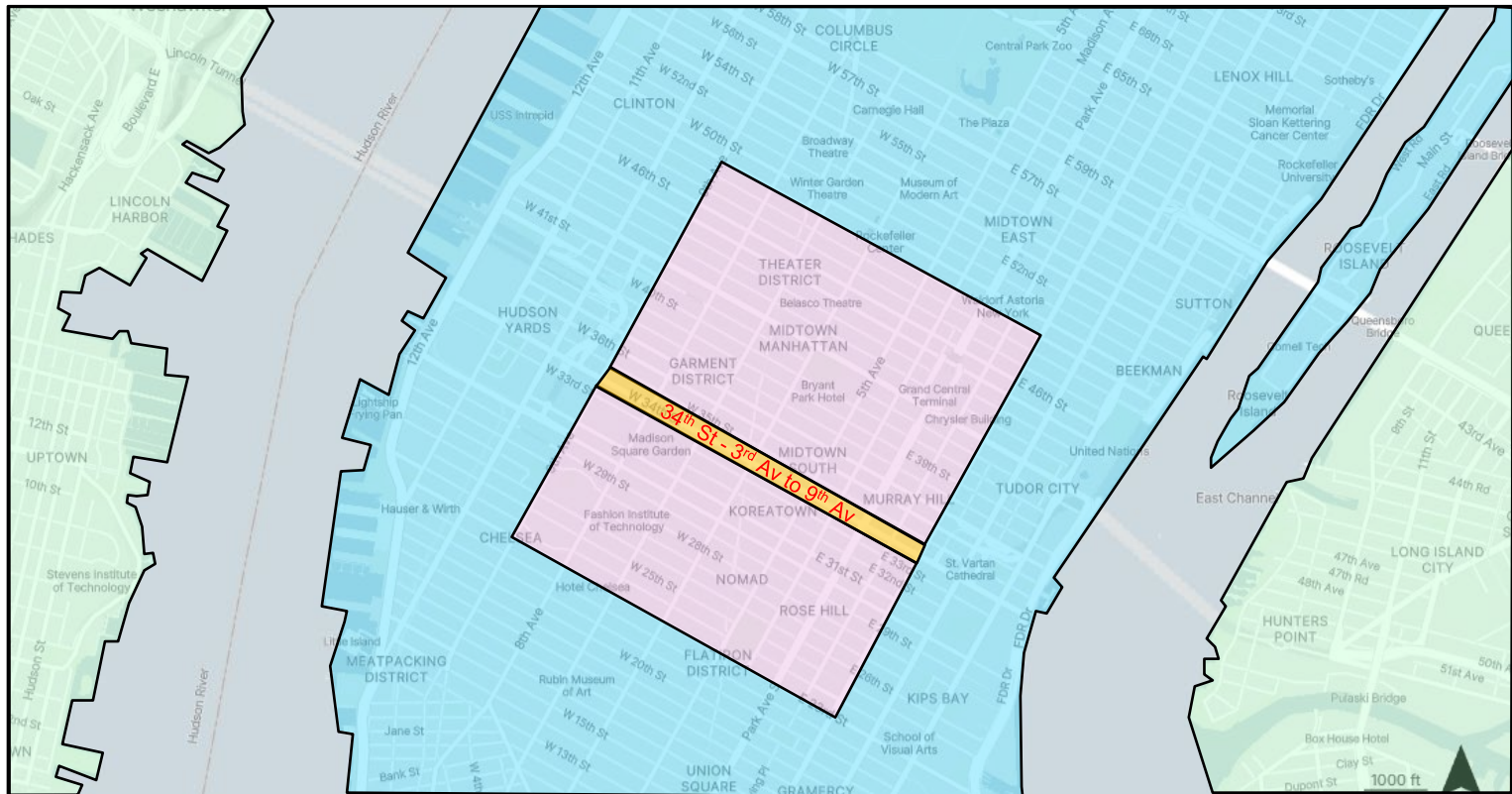
- Traffic analysis work to date:
 - Data collection: Existing traffic and pedestrian volumes along 34th St
 - Development of existing conditions model
- Ongoing work:
 - Development of proposed condition models
 - Analysis of how the proposal would affect traffic patterns
 - Exploration of changes to signal timing to improve traffic flow
- Traffic analysis report will use dynamic traffic modeling to explore how a proposal would affect traffic patterns on Manhattan avenues and other crosstown streets between 66th St and 14th St
- DOT will provide results of the traffic analysis after completion



Example of Aimsun Traffic Model Network

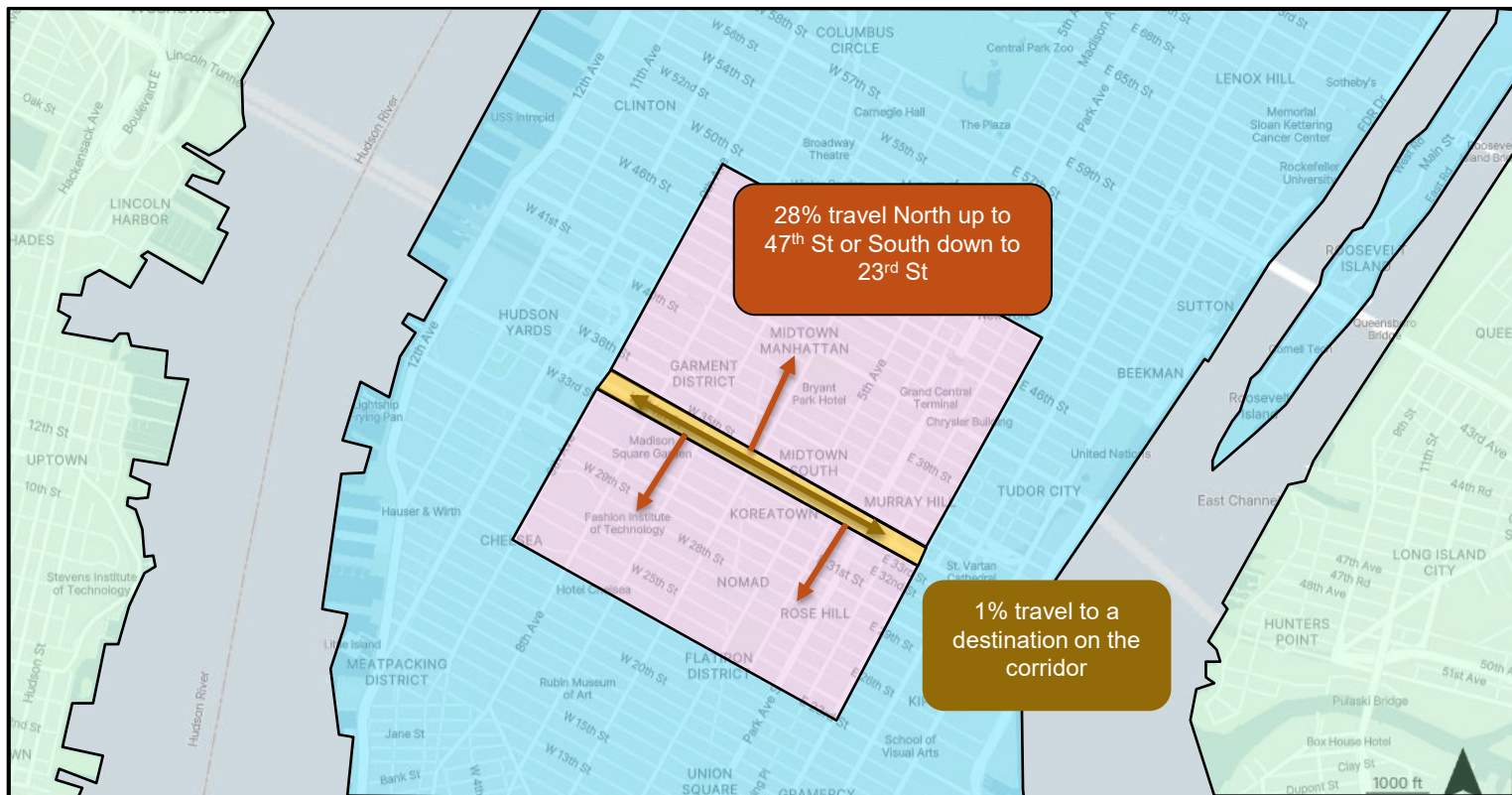
Where are drivers who use 34th St going?

- Based on vehicle/app GPS data:
 - 29% of trips that use 34th St have destinations on or directly North and South of the project corridor
 - 24% of trips that use 34th St have destinations in other parts of Manhattan
 - 47% of trips that use 34th St have destinations in other boroughs or beyond the city limits



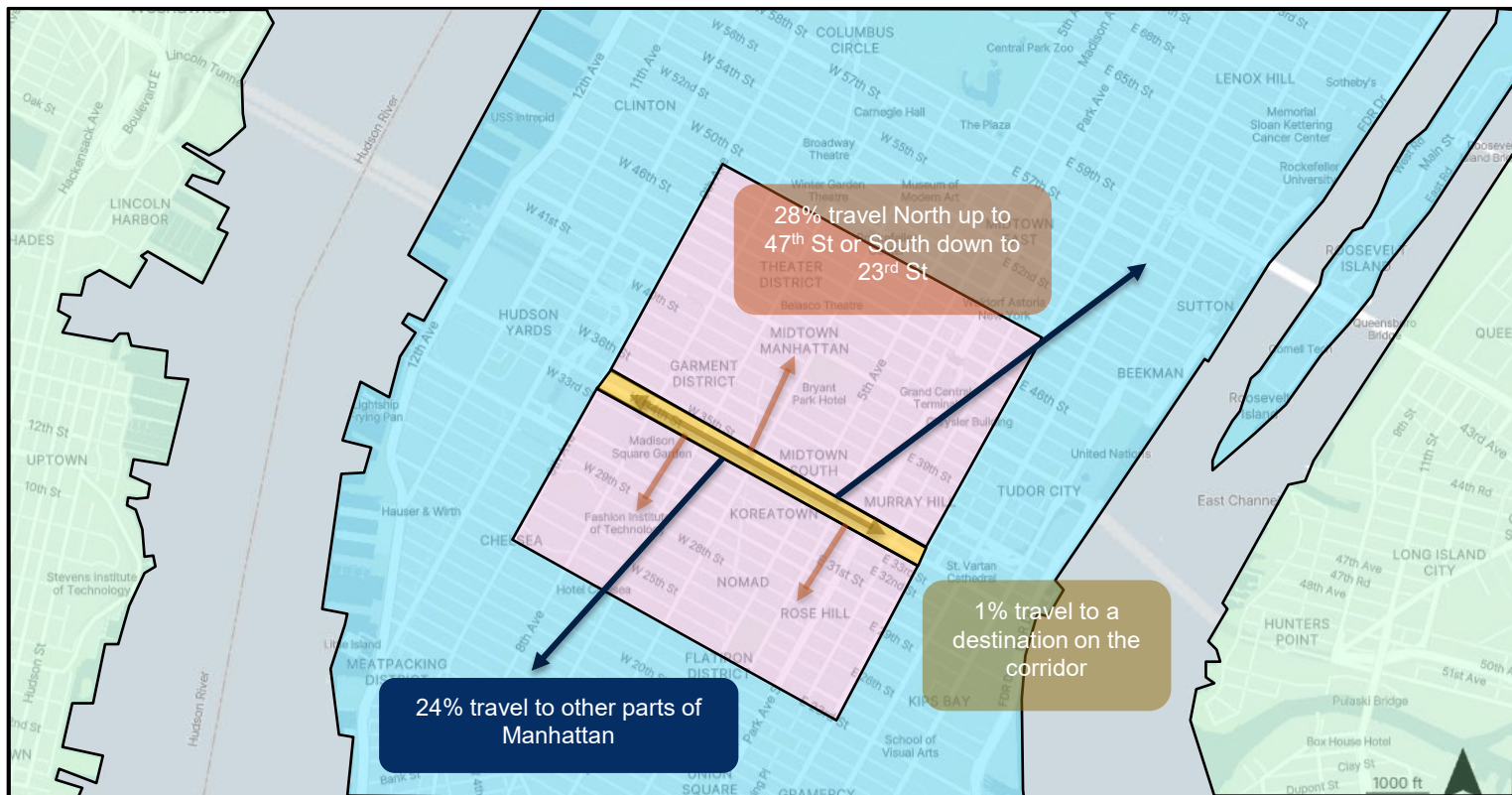
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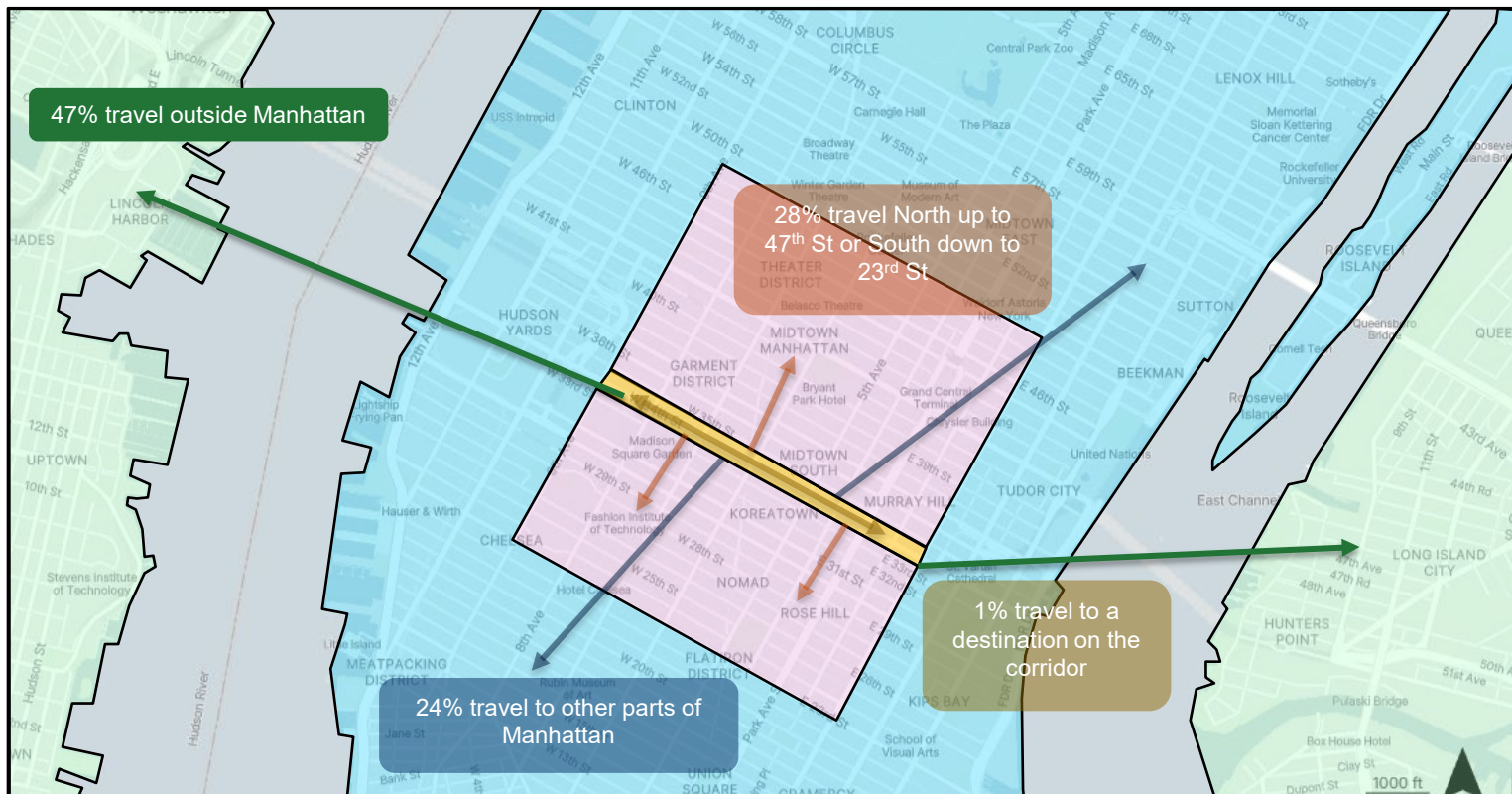
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Summary and Next Steps

Summary

- Goals for 34th St:
 - Make bus service faster and more reliable
 - Increase safety on the corridor
 - Ensure access to businesses
- Proposal:
 - 14th St style busway between 3rd Av and 9th Av
- Ongoing work:
 - Finalize traffic analysis
 - Further develop design
 - Synthesize community feedback



Next Steps

Spring 2025

- Meet with Community Board to discuss draft proposal
- Feedback will help shape DOT's final proposal
- Site visits

Spring/Summer 2025

- Continue traffic analysis
- Refine proposal based on traffic analysis and community feedback

Summer 2025

- Share refined plan

Implementation in Summer/Fall 2025



Thank You!

Questions?



NYC DOT



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