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

Purpose and Need of the 34th Street Transit Corridor

Goals and Objectives

Potential Alternatives

Initial Screening: Primary Evaluation Criteria

Possible Alternatives

Final Screening: Secondary Evaluation Criteria

Locally Preferred Alternative(s)

Public Meeting (November 2009)

Draft Alternatives Analysis Report (January 2010)

Public Meeting (January 2010)

Final Alternatives Analysis Report
Initiate NEPA / CEQR (March 2010)
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

<table>
<thead>
<tr>
<th>No Build</th>
<th>Light Rail Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation System Management</td>
<td>Automated Guideway Transit</td>
</tr>
<tr>
<td>Bus Rapid Transit</td>
<td>Heavy-rail</td>
</tr>
<tr>
<td>Streetcar</td>
<td></td>
</tr>
</tbody>
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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

High-Performing: 20  15  10  5  0  Low-Performing
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 Results

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

The BRT Alternative ("34th 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

Twelfth Avenue/Javits Center
Eleventh Avenue
Tenth Avenue
Ninth Avenue
Eighth Avenue
Seventh Avenue
Sixth Avenue/Broadway
Madison/Fifth Avenue
Park Avenue
Third/Lexington Avenue
Second Avenue
First Avenue
E 34th Street Ferry Terminal

BRT Station
Express Bus Station
Proposed Transitway

Miles

0 0.25
Transitway Overview

- Two-way Transitway for length of 34th 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 (between stations)

34th Street Cross Section: Between Stations

- BRT Station
- BRT Lane: 11'-0"
- BRT Lane: 11'-0"
- Travel Lane: 10'-0"
- Travel Lane: 10'-0"
- Parking Lane: 8'-0"
- Sidewalk

52'-0" Width of Roadway

New York City Transit
Transitway Rendering - Station
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