34th Street Transitway
Outline

• Project Need
• Alternatives Analysis
• Transitway Plan
• Next Steps
• Discussion
## Corridor Outreach

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/22/2008</td>
<td>Manhattan Borough President and Manhattan Community Boards</td>
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<tr>
<td>3/3/2008</td>
<td>Manhattan CB 6</td>
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<tr>
<td>3/27/2008</td>
<td>MTA Permanent Citizen's Advisory Committee</td>
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<tr>
<td>4/15/2008</td>
<td>Tri-State Transportation Campaign and other interested public</td>
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<tr>
<td>4/16/2008</td>
<td>Manhattan CB 4</td>
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<tr>
<td>4/21/2008</td>
<td>Manhattan CB 5</td>
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<tr>
<td>4/27/2008</td>
<td>34th Street Public Workshop</td>
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<tr>
<td>5/5/2008</td>
<td>Manhattan CB 6</td>
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<tr>
<td>1/23/2009</td>
<td>Manhattan Borough Board</td>
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<tr>
<td>6/18/2009</td>
<td>Manhattan Phase II Public Workshop</td>
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<tr>
<td>11/19/2009</td>
<td>34th Street AA First Public Meeting/Open House</td>
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<tr>
<td>12/9/2009</td>
<td>Murray Hill Neighborhood Association</td>
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<tr>
<td>12/17/2009</td>
<td>Manhattan CB4 Transportation Committee</td>
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<tr>
<td>1/15/2010</td>
<td>34th Street AA Second Public Meeting/Open House</td>
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<tr>
<td>3/31/2010</td>
<td>Manhattan CB5</td>
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<tr>
<td>4/22/2010</td>
<td>34th Street Open House</td>
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</tbody>
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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>Alternative</th>
<th>Image</th>
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<tbody>
<tr>
<td>No Build</td>
<td><img src="image1.png" alt="No Build Image" /></td>
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<tr>
<td>Light Rail Transit</td>
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<tr>
<td>Transportation System Management</td>
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<td>Automated Guideway Transit</td>
<td><img src="image4.png" alt="Automated Guideway Transit Image" /></td>
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<td>Bus Rapid Transit</td>
<td><img src="image5.png" alt="Bus Rapid Transit Image" /></td>
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<td>Heavy-rail</td>
<td><img src="image6.png" alt="Heavy-rail Image" /></td>
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<tr>
<td>Streetcar</td>
<td><img src="image7.png" alt="Streetcar Image" /></td>
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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

Low-Performing  0
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 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 west 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 Station
- Bus Lane: 11'-0"}
- Bus Lane: 11'-0"
- Transitway Station: 10'-0"
- Travel Lane: 10'-0"
- Travel Lane: 10'-0"
- Sidewalk

52'-0" Width of Roadway
Transitway Rendering - Station
Transitway Rendering – Between Stations
Transitway Rendering - Plaza
Project Schedule

2010
- Winter
- Spring
- Summer
- Fall

Traffic Analysis/Environmental Review

2011
- Winter
- Spring
- Summer
- Fall

Preliminary Design
- Truck Route Issues
- Station Locations
- Loading Needs
- Curb Regulations
- Other Design Details

Final Design

2012
- Winter
- Spring
- Summer
- Fall

Construction

Begin Service

Outreach

Federal Funding/Grants Administration Process

Coordination with Other Projects

New York City Transit
Issues to Address

• Loading issues
  – Loading on Transitway side of street
  – Curb use on opposite side of street
• Traffic changes
• Through and local truck routing
• Exact station locations
• Block by block design
• Coordination with other major projects
Next Steps

- Form Community Advisory Committee
- Input from Community
- Traffic Analysis
- More Detailed Project Design
- Complete Application for Federal Funds
Discussion