

34th Street Enhanced Bus Priority

Community Board 4 Transportation Planning Committee, January 15, 2025



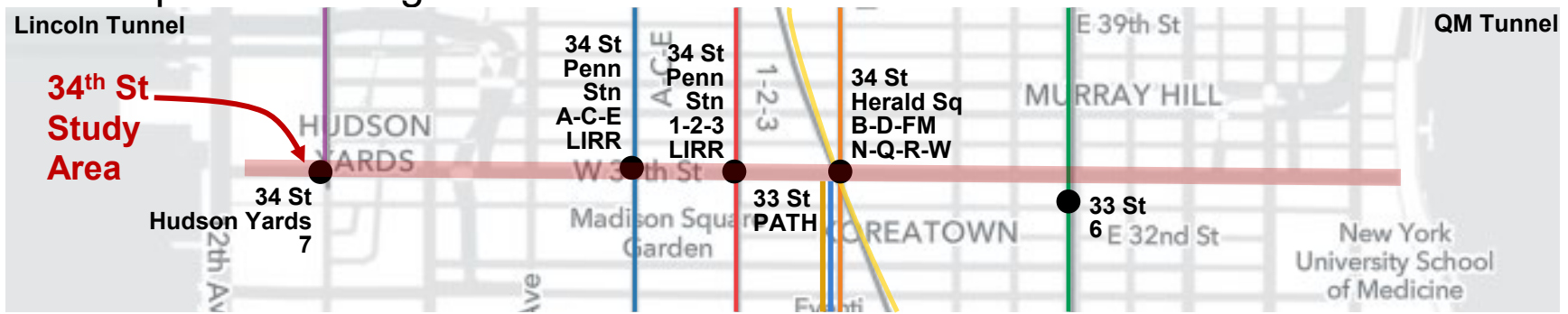
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Background

Why 34th Street?

- Study area: 12th Avenue to FDR Drive
- Central Business District Tolling Program launched January 2025
 - 34th Street is located within the Congestion Relief Zone
- 28,000 daily bus passengers on the M34/M34-A SBS and express buses
- Weekday bus speeds of 4.6 mph
- Critical crosstown service with connections to
 - 7, A/C/E, 1/2/3, B/D/F/M, N/Q/R/W, 6, Journal Square and Hoboken PATH, LIRR, NJ Transit, and Amtrak at Penn Station
 - Numerous local and Express Bus Routes
- Important through truck route



NYC Streets Plan and Transit Goals

Transit goals of the Streets Plan:

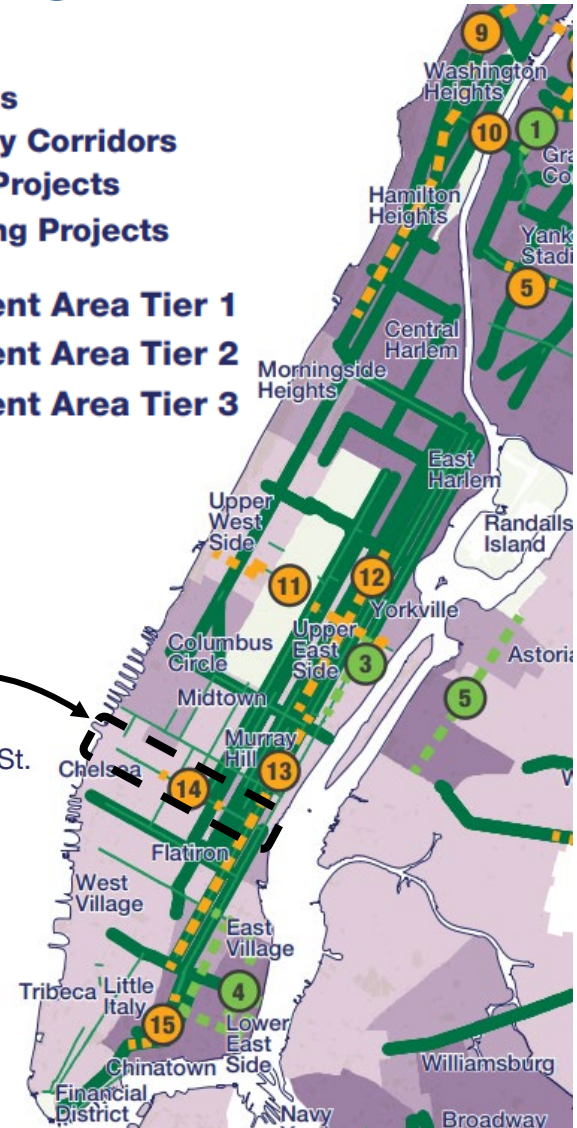
1. Increase sustainable travel modes by reconfiguring streets
2. Expand access to job opportunities through faster and more reliable transportation options
3. Allow all New Yorkers to get around the city in multiple ways without encountering barriers to travel

In addition to the Streets Plan and bus priority corridors, NYC DOT and MTA are working together on automated enforcement & transit signal priority



Manhattan

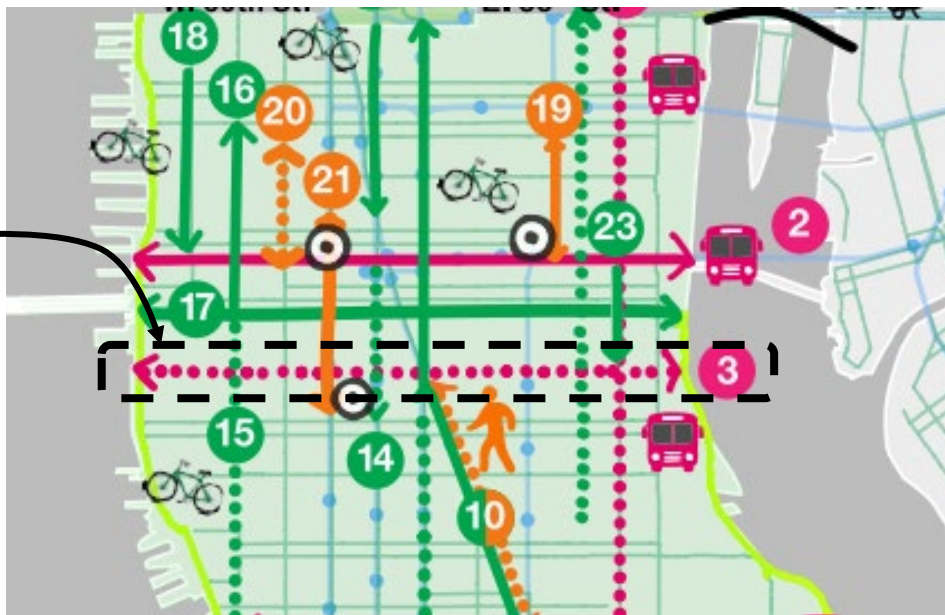
- 9 Upper Broadway
- 10 Washington Bridge
- 11 79th St. Crosstown
- 12 3rd Ave.
- 13 2nd Ave.
- 14 34th St.
- 15 Allen St./Pike St./Madison St.



Connecting to the Core

Project Key

1. Second Ave. Dedicated Bus Lane Improvements,
2. 42nd St. Bus Priority,
3. 34th St. Enhanced Bus Priority,
4. 14th St. Busway and Avenue A/D Bus Priority,
5. Allen St./Pike St./Madison St. Bus Priority,
6. Houston St. Protected Bike Lane,
7. Broadway Protected Bike Lane,



| Key | |
|-------------------------|----------------------|
| Bike | |
| | Completed Project |
| | Future Project |
| Bus | |
| | Completed Project |
| | Future Project |
| Pedestrian | |
| | Completed Project |
| | Future Project |
| Existing Network | |
| | Subway Lines & Stops |
| | Bike Lanes |
| | Greenway |
| | Major Transit Hub |

- 34th Street was identified in NYC DOT's Connecting to the Core Report
- Projects identified within the Central Business District make taking the bus, biking, and walking safer and easier
- These project make this area a more enjoyable place to live, work and explore

Existing Conditions

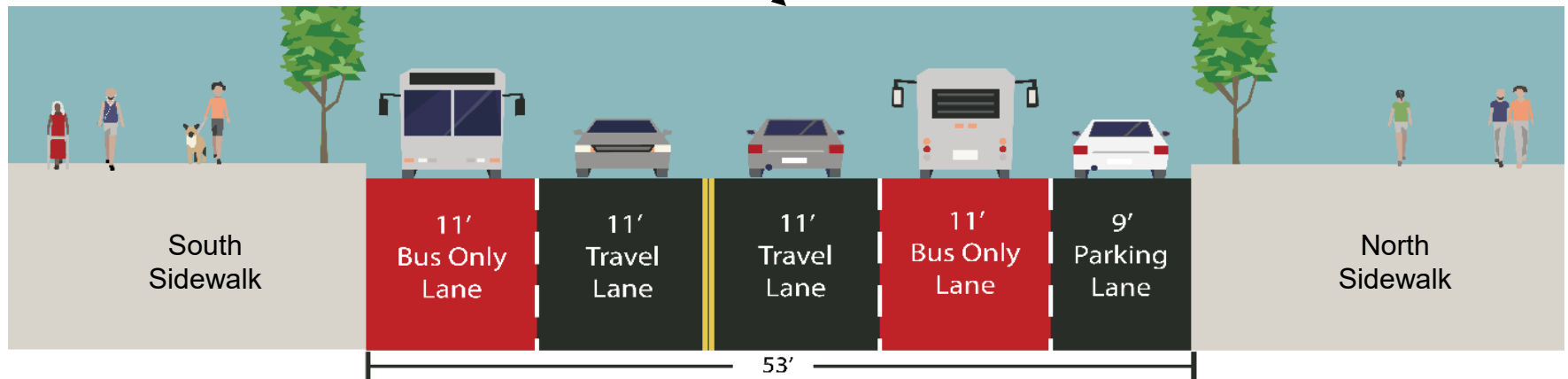
Existing Bus Priority

- Curbside bus lanes were first introduced on 34th Street in 2008
- M34/M34-A Select Bus Service (SBS) launched in November 2011
 - Upgraded many of the existing curbside bus lanes to offset bus lanes
 - Added eleven bus bulbs for faster boarding and an improved pedestrian experience
 - Additional work at 8th Avenue is still underway

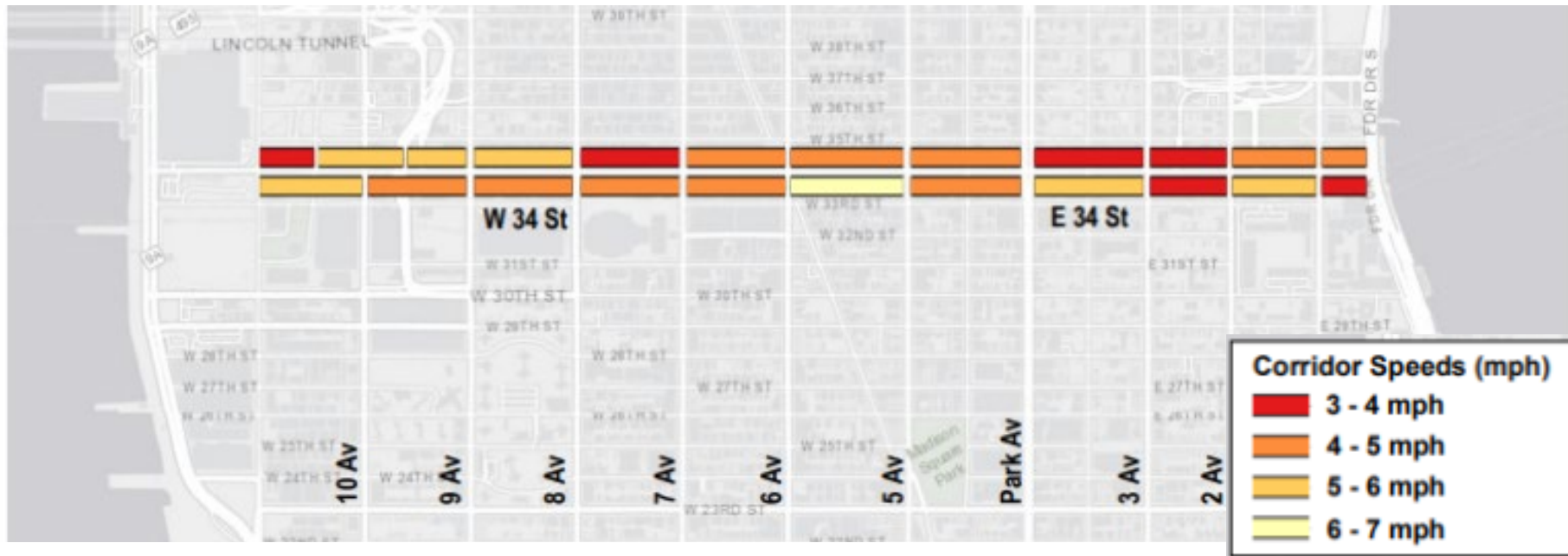


Curbside and Offset Bus Lanes

Bus Lane Regulations vary along the corridor



Bus Speeds on 34th St



- Bus speeds improved after the launch of SBS, the M34/M34A SBS is still one of the slowest buses in NYC at 5.0 mph during weekday peak.
- Current bus lane design is not working, particularly where the lanes are curbside. Bus speeds 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

Safety

- From 2019 – 2023, over 450 people were injured in crashes on 34th Street
 - Averaging more than 7 injuries a month
 - Represents a 16% decrease in KSI over the previous 4 year period
- Vision Zero Priority Corridor, with 4 Vision Zero Priority Intersections
 - 11th Avenue
 - 8th Avenue
 - 6th Avenue/Broadway
 - FDR Drive



**34th St, 12th Ave to FDR Drive
Injury Summary, 2019-2023 (5 years)**

| | Total Injuries | Severe Injuries | Fatalities | KSI |
|----------------------|----------------|-----------------|------------|-----------|
| Pedestrian | 123 | 15 | 0 | 15 |
| Bicyclist | 74 | 8 | 0 | 8 |
| Motor Vehicle | 253 | 9 | 1 | 10 |
| Other | 16 | 0 | 0 | 0 |
| Total | 466 | 32 | 1 | 33 |

KSI = Killed or Severely Injured. Source: NYC DOT

Vision & Challenges

Vision:

- Make bus service faster and more reliable
- Improve the pedestrian experience
- Increase safety on the corridor
- Ensure access to businesses

Challenges

- Vehicle access needs
- Lincoln and Queens Midtown Tunnel connections
- High demand from all travel modes

Work to Date

Pedestrian Intercept Surveys

- In September and October 2024, DOT administered pedestrian intercept surveys at select locations along 34th Street
- DOT had over 350 on-street conversations and administered 200 on-street surveys
- Participants commented on slow bus speeds, blocked bus lanes, long crossing distances, and construction in the area
- 39% of people surveyed took transit to 34th Street, and 71% of participants reported walking
 - Note, respondents were allowed to select multiple options



Merchant Surveys

- In November 2024, DOT visited every business on 34th St from 9th Avenue to 2nd Avenue
- Over 100 businesses participated in our survey asking questions about delivery schedules, business challenges & needs
- Some businesses reported access to building loading docks, while others rely on side street parking and hand carts for the final delivery
- Businesses noted a need for additional loading space on and around the corridor



Toolkit

Bus Priority Toolkit – in Use on 34th Street

Curbside and Offset Bus Lanes



Bus Bulbs



Bus Shelters



Benches and Leaning Bars



Parking Meters



Bus Priority Toolkit

Busway / Transit & Truck Priority



14th St, MN

Physical Protection



161st St, BX

Bus Queue Jump Signal



79th St, MN

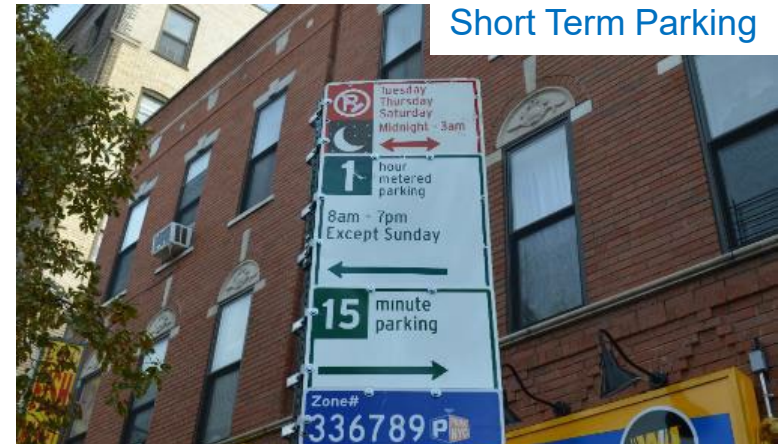
Center Running Bus Lanes



161st St, BX

Bus Priority Toolkit

Pedestrian Safety & Curb Management



Next Steps

Next Steps

- January 2025
 - Meet with Community Boards:
Discuss existing conditions
 - Feedback will help shape
DOT's draft proposal
 - Site visits & data collection
- Winter 2025
 - Continue public outreach
 - Conduct traffic analysis
 - Develop & share draft plan
- Spring 2025
 - Share refined plan
- Implementation in Summer 2025



Thank You!

Questions?



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