

# 34<sup>th</sup> Street Enhanced Bus Priority

Community Board 5 Transportation & Environment Committee, January 23, 2025



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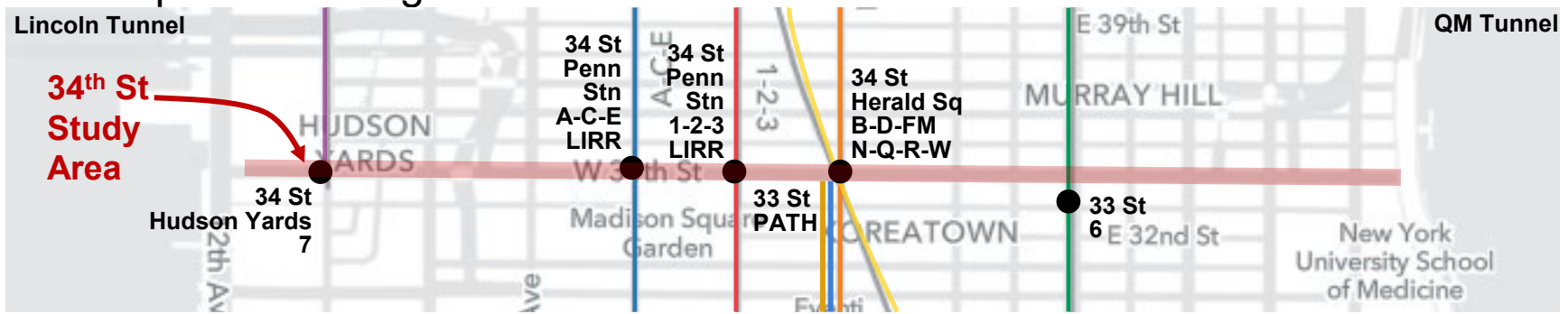
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# Background

# Why 34<sup>th</sup> Street?

- Study area: 12<sup>th</sup> Avenue to FDR Drive
- Central Business District Tolling Program launched January 2025
  - 34<sup>th</sup> 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:

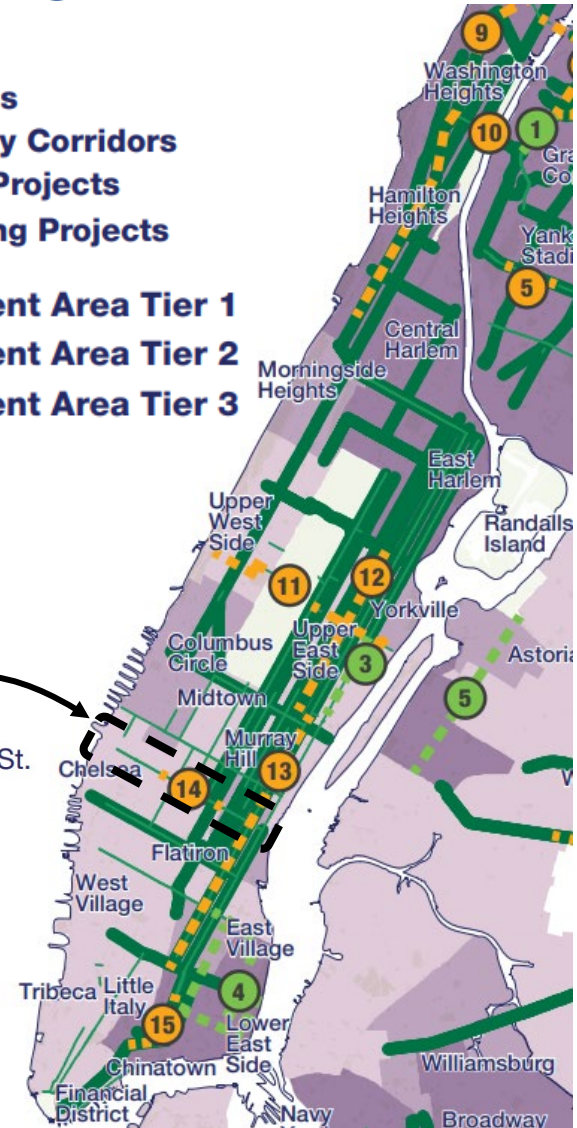
1. Increase sustainable travel modes by reconfiguring streets
2. Expand access to job opportunities through faster and more reliable transportation options
3. Allow all New Yorkers to get around the city in multiple ways without encountering barriers to travel

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



## Manhattan

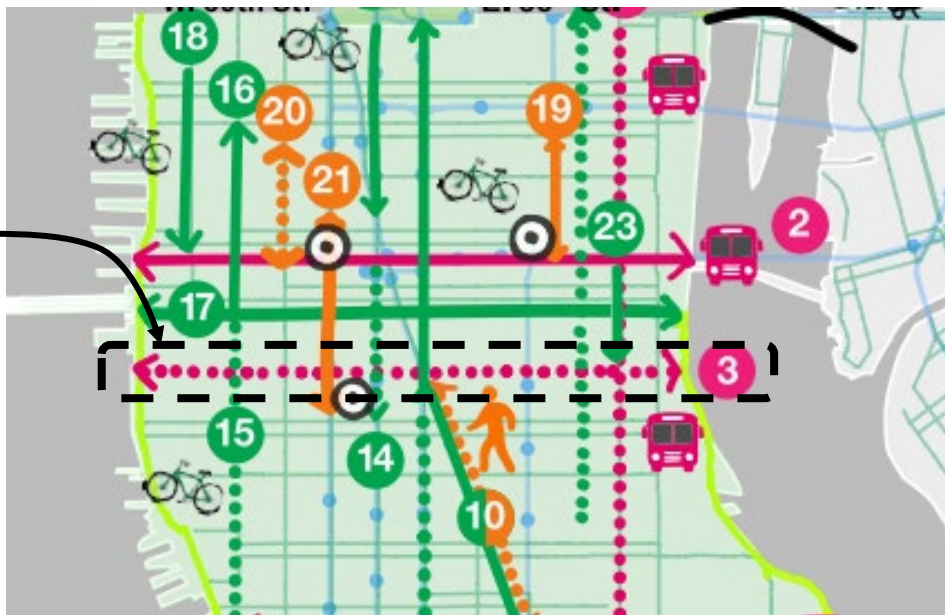
- 9 Upper Broadway
- 10 Washington Bridge
- 11 79th St. Crosstown
- 12 3rd Ave.
- 13 2nd Ave.
- 14 34th St.
- 15 Allen St./Pike St./Madison St.



# 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	
<b>Bike</b>	
	Completed Project
	Future Project
<b>Bus</b>	
	Completed Project
	Future Project
<b>Pedestrian</b>	
	Completed Project
	Future Project
<b>Existing Network</b>	
	Subway Lines & Stops
	Bike Lanes
	Greenway
	Major Transit Hub

- 34<sup>th</sup> 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

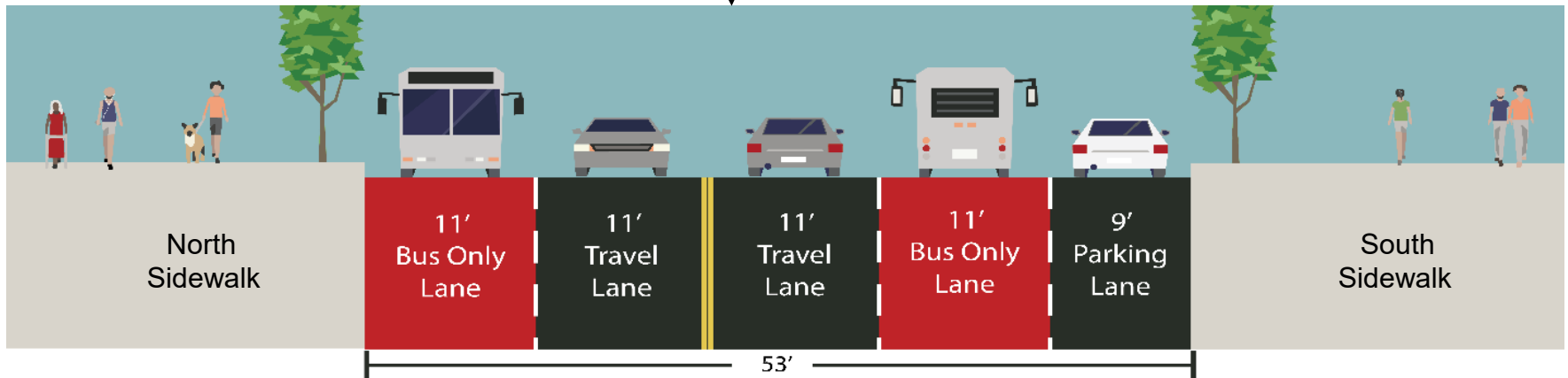
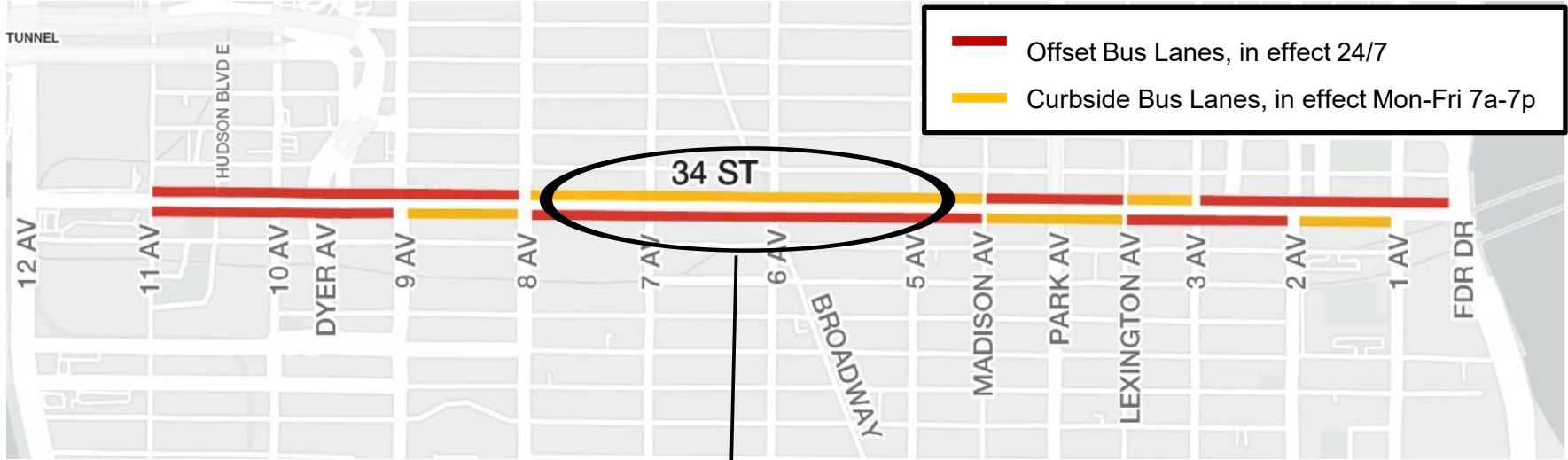
- Curbside bus lanes were first introduced on 34<sup>th</sup> Street in 2008
- M34/M34-A Select Bus Service (SBS) launched in November 2011
  - Upgraded many of the existing curbside bus lanes to offset bus lanes
  - Added eleven bus bulbs for faster boarding and an improved pedestrian experience
  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



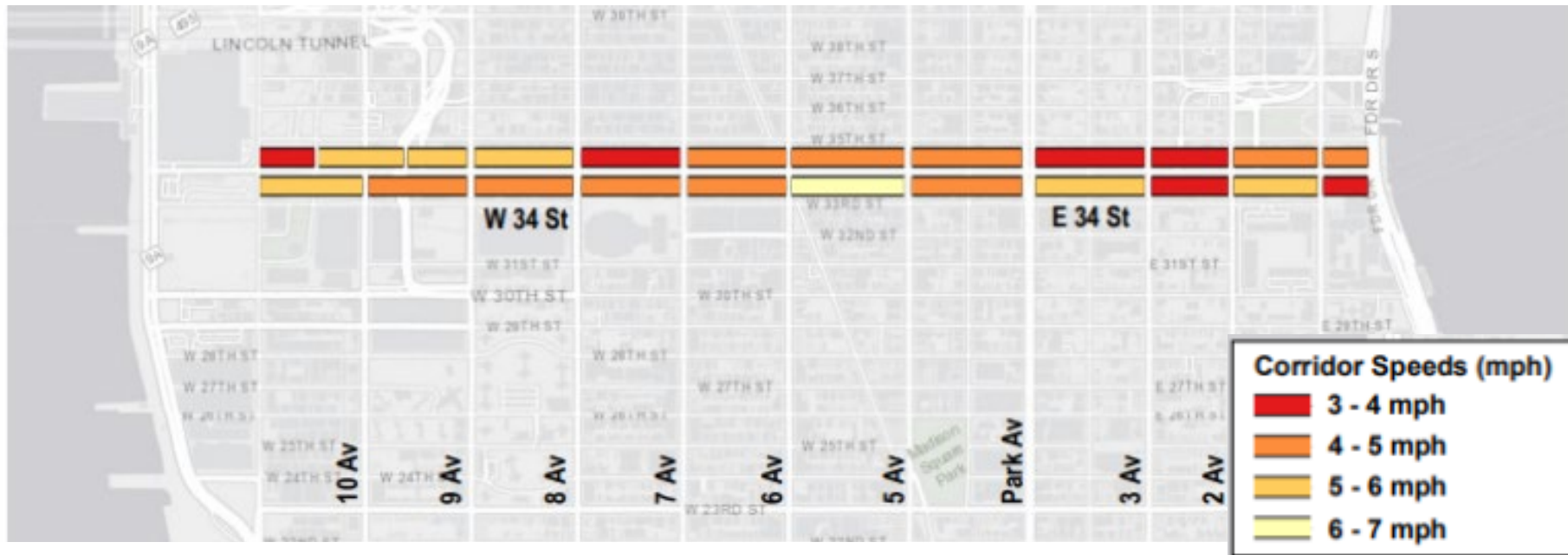


# Curbside and Offset Bus Lanes

Bus Lane Regulations vary along the corridor



# Bus Speeds on 34<sup>th</sup> 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 14<sup>th</sup> St Busway are 15% faster than on 34 St

# Safety

- From 2019 – 2023, over 450 people were injured in crashes on 34<sup>th</sup> 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
  - 11<sup>th</sup> Avenue
  - 8<sup>th</sup> Avenue
  - 6<sup>th</sup> Avenue/Broadway
  - FDR Drive



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

	Total Injuries	Severe Injuries	Fatalities	KSI
<b>Pedestrian</b>	<b>123</b>	<b>15</b>	<b>0</b>	<b>15</b>
<b>Bicyclist</b>	<b>74</b>	<b>8</b>	<b>0</b>	<b>8</b>
<b>Motor Vehicle</b>	<b>253</b>	<b>9</b>	<b>1</b>	<b>10</b>
<b>Other</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total</b>	<b>466</b>	<b>32</b>	<b>1</b>	<b>33</b>

*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 34<sup>th</sup> 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 34<sup>th</sup> 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 34<sup>th</sup> St from 9<sup>th</sup> Avenue to 2<sup>nd</sup> 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 34<sup>th</sup> Street

Curbside and Offset Bus Lanes



Bus Bulbs



Bus Shelters



Benches and Leaning Bars



Parking Meters





# Bus Priority Toolkit

Busway / Transit & Truck Priority



© NYC DOT  
14<sup>th</sup> St, MN

Physical Protection



161<sup>st</sup> St, BX

Bus Queue Jump Signal



79<sup>th</sup> St, MN

Center Running Bus Lanes



161<sup>st</sup> St, BX



# Bus Priority Toolkit

## Pedestrian Safety & Curb Management

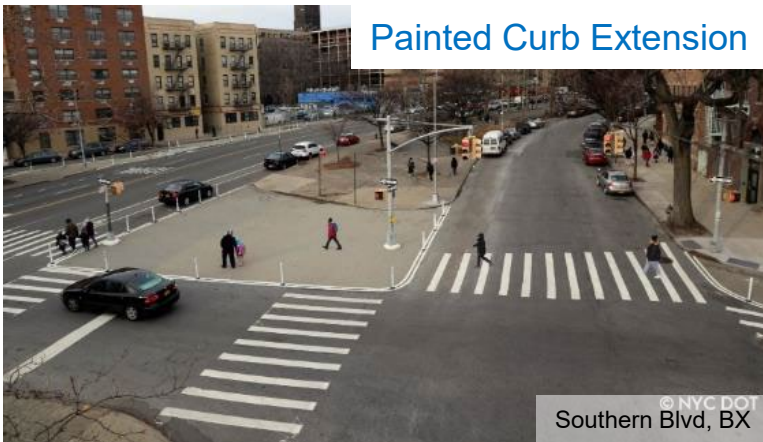
Pedestrian Island



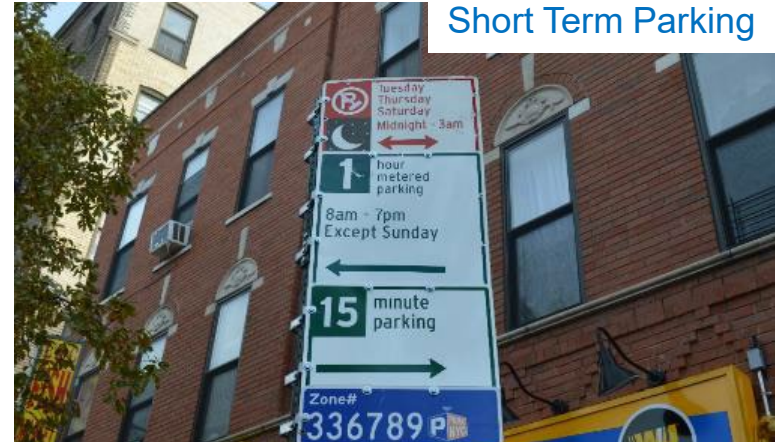
Truck Loading Zones



Painted Curb Extension



Short Term Parking



# 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!

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## Questions?



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