



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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JEAN-DANIEL NOLAND
Chair

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District Manager

February 25, 2009

Howard H. Roberts, Jr.
President
MTA NYC Transit
2 Broadway
New York, NY 10004

Borough Commissioner Margaret Forgione
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Re: Parking and Obstructions in 34th Street Bus lane

Dear Ms. Forgione and Mr. Roberts:

Manhattan Community Board 4 (CB4) recommends that the parking regulations on the north side of 34th Street from Tenth Avenue to 500 feet to the west be changed from “No Standing” to “Commercial – Loading and Unloading” 24 hours a day and the “No Standing Anytime - Emergency Construction” sign be removed. We also recommend that all jitney and long distance bus stops and NYPD parking be relocated to other streets.

Parking Regulations: There are a number of businesses from 509 to 525 West 34th Street, including Transel, a provider of emergency services and maintenance for elevators all over the city, and Perception, an audiovisual company servicing the event industry. Both operations are dependant on loading and unloading large equipment from the curbside, 24 hours a day. When the bus lane was installed, no parking provisions were made to accommodate their operations.

Construction barricades obstruct the bus lane on the balance of that block to the west. With no traffic congestion at this location, there is little value to an exclusive bus lane for the first half of the block. The emergency nature of Transel’s operation justifies letting deliveries take place as needed over the course of 24 hours.

Giving priorities to deliveries over the bus lane is reasonable at that specific location since it will not adversely affect the bus speed. We therefore recommend that “Commercial loading and unloading” parking regulation be installed at that location. At the same time, the “No Standing Anytime - Emergency Construction” sign should also be removed and the construction company should make different arrangements to stage their vehicles.

Bus stop relocations: On the other hand, a multiplicity of legal bus stops for non-MTA buses obstructs the bus lane further east where the traffic is more intense. The north bus lane between Eighth and Ninth Avenues is obstructed most of the no standing period (during peak hours) and the south bus lane is obstructed is as well during the no standing time (7 a.m. to 7 p.m.).

On the northwest corner of 34th Street at Eighth Avenue between the Tick Tock Diner and Manhattan Center, Boltbus and Washington Deluxe operate services to Boston, Philadelphia and

Washington. There are 23 buses a day (30 on Friday) with 15 minutes each to load passengers and luggage.

Boltbus' twenty returning buses stop on the south side of 34th Street between Eighth and Ninth Avenues. Emptying a bus full of passengers and giving them their luggage takes quite a while though less than departure.

Washington Deluxe returns to the bus stop on the southeast corner of 34th Street and Eighth Avenue. They run two to three a day except on Sunday and Friday when there are about ten a day.

DC2NY leaves from the north side of 34th Street between Seventh and Eighth Avenues in front of the Regency Inn at 215 West 34th Street. According to their website, return trips stop in front of K-Mart on the south side between Seventh and Eight Avenues; however, the pole west of Eight Avenue also bears their sign. The number of trips ranges from two to seven depending on days.

As The MTA intends to change the M34 route on its western leg to improve the service reliability, we urge the MTA to address first the obvious: these obstructions as well as the illegal parking of NYPD vehicles in the bus lanes between Eighth and Ninth Avenues.

We encourage the Department of Transportation to look into this situation to improve the performance of the bus rapid transit, and the MTA to accelerate the installation of bus shelters and off board payment systems along the route.

Sincerely,



Jean-Daniel Noland
Chair
Manhattan
Community Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Jay Marcus
Co-Chair
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c.c.

Robert De Siena, Transel
Dirk L. Hettrich, Perception
Bruce Schaller, Department of Transportation

Speaker Christine Quinn
Senator Thomas Duane
Manhattan Borough President Scott Stringer
Assembly member Richard Gottfried