



**JESSICA CHAIT**  
Chair

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CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**

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June 11, 2025

Jennifer Sta Ines  
Manhattan Deputy Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Floor  
New York, NY 10038

Demetrius Crichlow  
President  
New York City Transit  
2 Broadway  
New York, NY 10004

**Re: Proposed 34<sup>th</sup> Street Busway**

Dear Deputy Commissioner Ines and President Crichlow,

At its June 4, 2025 meeting by a vote of 43 in favor, 1 opposed, 0 abstaining, and 0 present but not eligible to vote, Manhattan Community Board 4 (“MCB4”) voted in favor of the DOT’s plan to implement a busway on 34th Street (the “Busway”), with the following reservations and concerns as documented in this letter.

In its February 12, 2025 letter, MCB4 previously wrote to you to ask for improved bus service on 34th Street, specifically noting that a dedicated busway on 34th Street would “provide a faster, more efficient mode of transportation for tens of thousands of daily commuters who are



still hampered by private cars and trucks' interference on the very slow M34 SBS and M34A SBS routes.”<sup>1</sup>

We are very pleased to see that the DOT has adopted our recommendation. However, as presented at the May 21, 2025 meeting of the Transportation Planning Committee, the current Busway proposal has much room for improvement. For example, as presented, the Busway would allow for private motorists to enter 34th Street from 9th Avenue and drive all the way to 5th Avenue without being ticketed, thereby undermining the very purpose of the Busway.

We ask that the DOT take the following recommendations and concerns into consideration as it continues to fine tune and implement the Busway plan:

- The Busway should begin on 12th Avenue, and not on 9th Avenue as contemplated by the current proposal;
- The Busway should be 24 hours a day;
- The use of red paint should be more intuitive: red paint should be continuous end to end to avoid confusion, such that segments with red paint should never allow cars (for example, on the east side of 9th Avenue, there should be no red paint for cars turning from 9th);
- There should be no left turns permitted on the corridor: cars must leave the busway by turning right at the next intersection;
- Consider removing prohibited no right turns since the volume of cars on each block will be significantly reduced;
- At intersections where there is a heavy volume of pedestrians, exclusive split phase signals should be installed for right turns;
- There should be bus shelters and benches (with backs) at each stop; and
- The traffic agent post on 34th and 9th should be eliminated.

Likewise, we urge the DOT to consider the following recommendations to steer cars coming out of the Lincoln Tunnel:

- There should be signs on Dyer Avenue at 37th Street directing 9th Avenue traffic to the West Side Highway; and
- There should be signs on Dyer Avenue directing all traffic to the west at 34th Street;
- In addition, the amount of green signal on Dyer Avenue at 34th Street must be sufficiently reduced to avoid a car back up in the busway, and there needs to be two turning lanes from West 34th to 9th Avenue equipped with exclusive split phase signals

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<sup>1</sup> <https://cbmanhattan.cityofnewyork.us/cb4/wp-content/uploads/sites/10/2025/02/22-TPC-Letter-to-DOT-MTA-re-34th-Street-Enhanced-Bus-Priority-Service.pdf>



to allow cars to turn unimpeded by pedestrians who will then have their own cycle to safely cross at the south crossing.

Sincerely,



Jessica Chait  
Chair  
Manhattan Community Board 4



Christine Berthet  
Co-Chair  
Transportation Planning Committee



Jesse Greenwald  
Co-Chair  
Transportation Planning Committee