



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**New York Division**

September 8, 2025

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In Reply Refer To:  
HDA-NY

Ms. Marie Therese Dominguez  
Commissioner  
New York State Department of Transportation  
50 Wolf Road  
Albany, NY 12232

Mr. Ydanis Rodriguez  
Commissioner  
New York City Department of Transportation  
55 Water Street, 9<sup>th</sup> Floor  
New York, NY 10041

Subject: NYCDOT Proposed Busway for 34<sup>th</sup> Street in Manhattan

Dear Commissioner Dominguez and Commissioner Rodriguez:

This letter is to communicate concerns related to the proposed busway for the 34<sup>th</sup> Street corridor across Manhattan. This corridor is part of the National Highway System (NHS) that consists of interconnected urban and rural principal arterials and highways which serve major population centers (23 CFR 470.107(b)(1)). The corridor is also within a 1-mile buffer around the National Network, highways that can safely and efficiently accommodate commercial motor vehicles (23 CFR part 658).

The Federal Highway Administration's (FHWA) understanding concerning New York City's 34<sup>th</sup> Street corridor plan is based on the New York City Department of Transportation's (NYCDOT) website. According to the website, NYCDOT is [proposing](#) a busway for the 34<sup>th</sup> Street corridor across Manhattan that would allow buses, trucks, emergency vehicles, and other transit services to operate along the entire corridor while other vehicles (i.e. cars, taxis, and for-hire vehicles) would be allowed to operate only for local access. All other such vehicles would only be allowed access from side streets and must leave the corridor at the next required turn. The proposal also appears to narrow travel lane widths to eleven (11) feet.

There are a number of concerns with the proposed busway on the 34<sup>th</sup> Street corridor as currently proposed. Routes on the NHS must continue to meet applicable NHS standards (23 U.S.C.

103(b)), which means that the route must continue to serve the interstate and interregional travel and commerce needs for which the route is designed. Second, while the busway proposal indicates trucks are allowed access on the busway, it is not clear if the busway can safely and efficiently accommodate all commercial motor vehicle deliveries meeting the specified dimensions specified in 23 CFR part 658. 23 CFR 658.19(d) states, “No State may enact or enforce any law denying access within 1 road-mile from the National Network using the most reasonable and practicable route available except for specific safety reasons on individual routes.” Finally, it is not clear that a traffic analysis of the busway proposal has been completed, what the implication would be of traffic diversions in the area, or if coordination with New York Metropolitan Transportation Council (NYMTC) has occurred to meet metropolitan transportation planning process requirements (23 CFR 450).

Given the concerns outlined, FHWA requests the State’s future intent regarding the continued classification of the 34<sup>th</sup> Street corridor as a route on the NHS. As the corridor’s future is being considered, we urge New York State Department of Transportation (NYSDOT) and NYCDOT to consider the traffic and safety implications to the area and disclose to the public, and to ensure the corridor can accommodate commercial motor vehicles safely and efficiently.

If it is deemed that a modification to the NHS is needed, New York State should follow the applicable system modification procedures contained at [23 CFR Part 470](#). Additional information can be obtained at FHWA’s website ([FHWA's NHS Modification Procedures](#)). States are responsible for submitting requests to the FHWA Division Office for FHWA approval. For modification proposals originating with Metropolitan Planning Organizations (MPO), the MPO would transmit the request and approval documentation through the State. We urge you to coordinate with NYMTC on any NHS modification, as well as any required coordination as part of the metropolitan transportation planning process.

Please provide your future intentions for the 34<sup>th</sup> Street corridor and how the concerns have been considered/addressed. FHWA is also aware that there are other busways in New York City that are on the NHS (i.e. Main Street, Jamaica Avenue, 14<sup>th</sup> Street, and Fulton Street). Please consider the outlined concerns as they may apply and provide an update on these as well. If you have questions, please contact me.

Sincerely,

RICHARD  
JOSEPH  
MARQUIS

Digitally signed by RICHARD  
JOSEPH MARQUIS  
Date: 2025.09.08 14:41:15  
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Richard J. Marquis  
Division Administrator, FHWA-NY