

Tremont Ave Corridor Safety Project

2016



Presentation Overview

(1) Background

- Bike Network Expansion
- Safety

(2) Proposed Project

- Corridor Treatments / Bike Facilities
- Intersection Treatments / Pedestrian Safety

(3) Summary of Proposal

Project Background

Bike Network Connectivity

Roberto Clemente State Park pedestrian/bike esplanade
To open in 2017

Council Member Torres Request to study bike lanes on Tremont Ave
2014

LEGEND

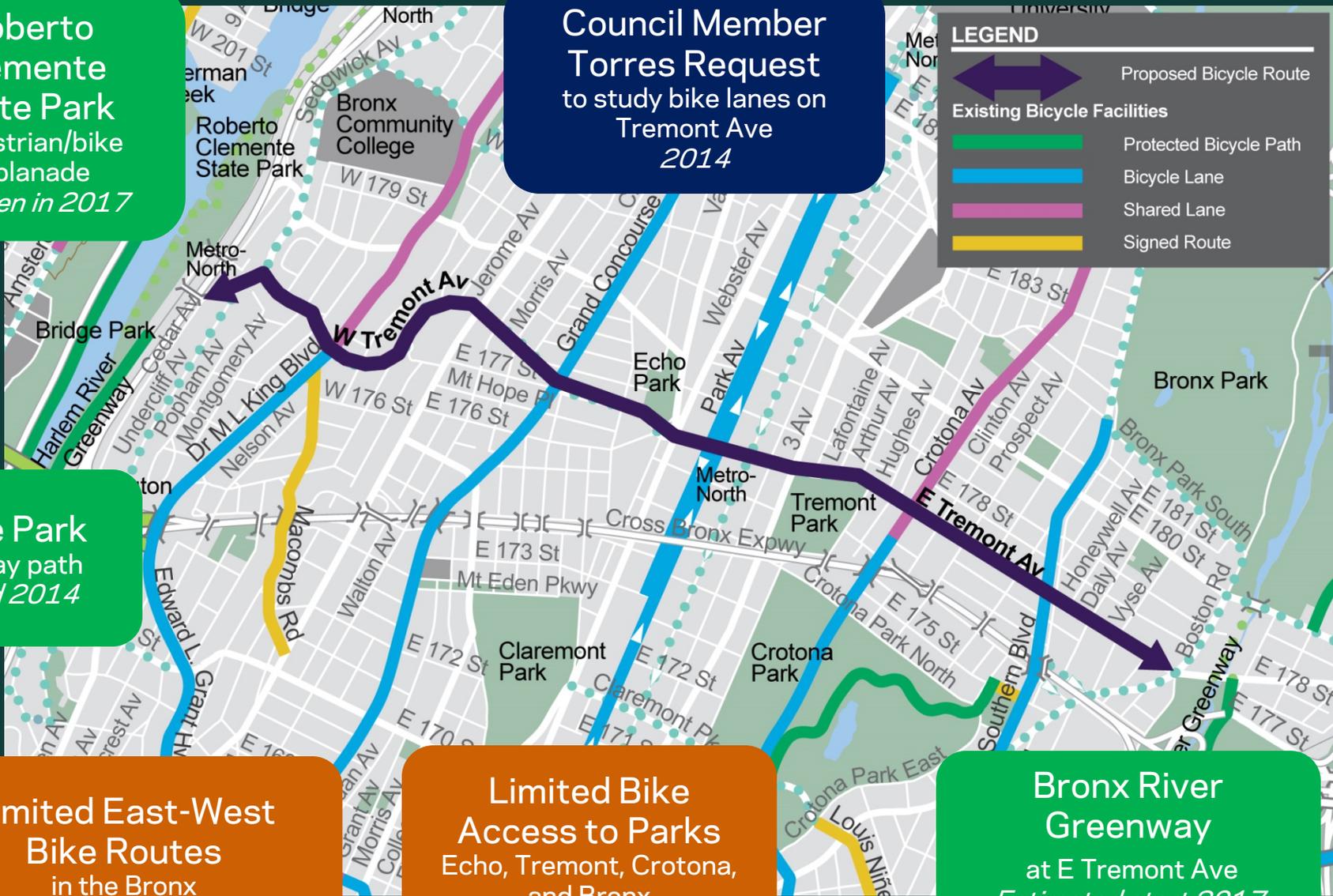
- Proposed Bicycle Route
- Existing Bicycle Facilities
 - Protected Bicycle Path
 - Bicycle Lane
 - Shared Lane
 - Signed Route

Bridge Park greenway path
Opened 2014

Limited East-West Bike Routes in the Bronx

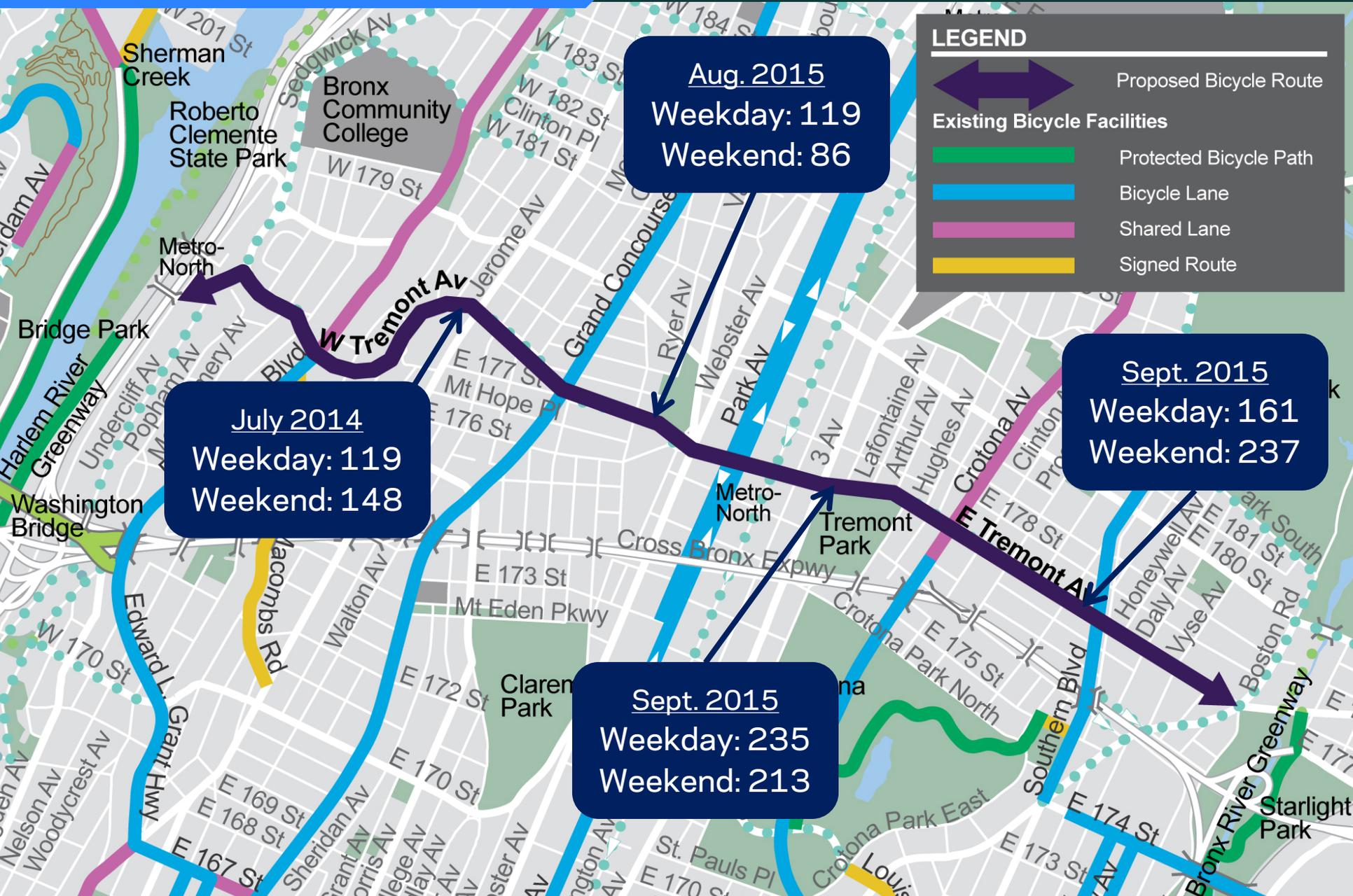
Limited Bike Access to Parks Echo, Tremont, Crotona, and Bronx

Bronx River Greenway at E Tremont Ave
Estimated start 2017



Project Background

Bike Volumes

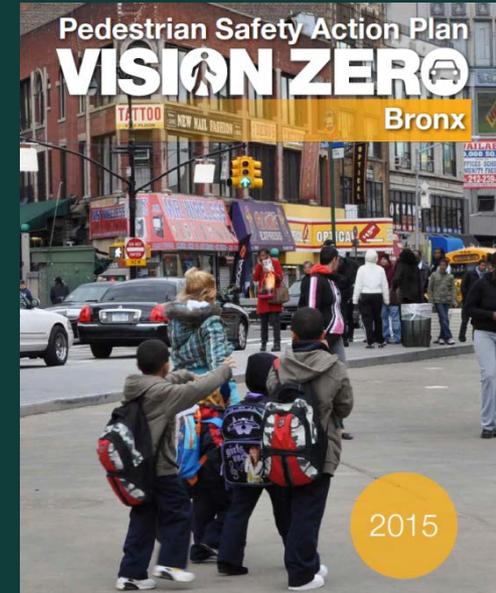


Project Background

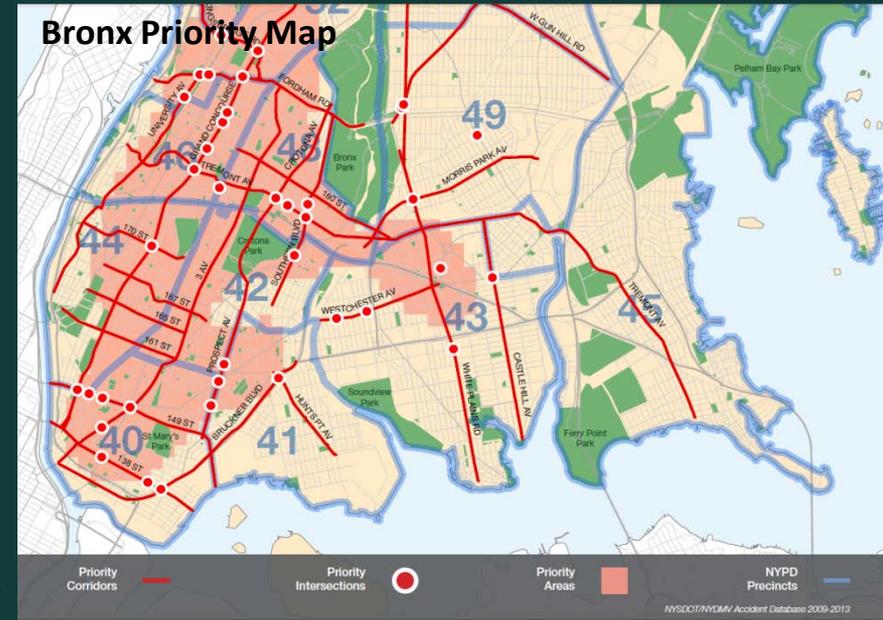
Safety

Vision Zero

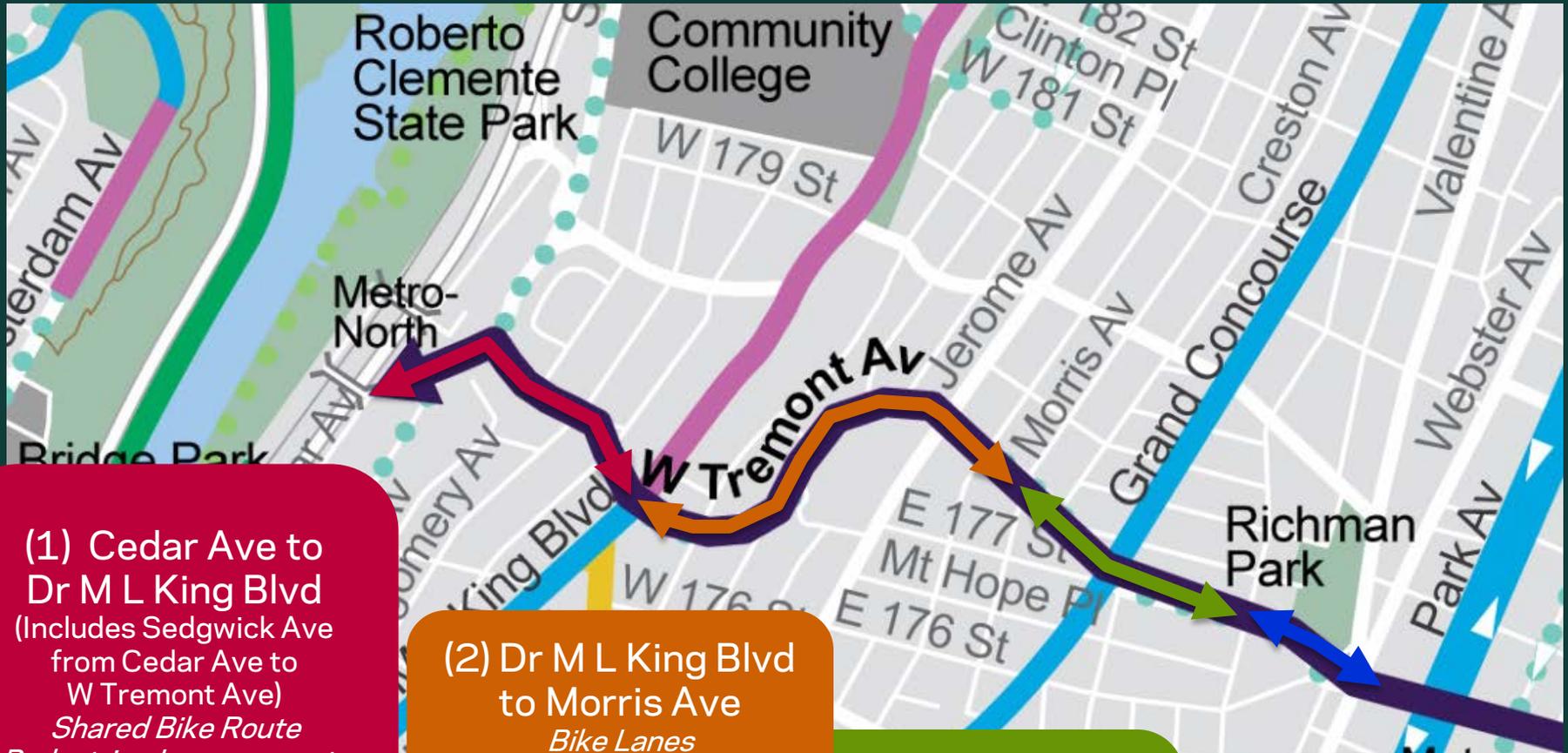
- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
 - Priority Intersections, Corridors, and Areas identified for each borough
- Tremont Ave identified as a Priority Corridor with priority intersections at Grand Concourse, Crotona Ave, Prospect Ave, and Southern Blvd



**33 Pedestrians, 10 Cyclists
36 Motor Vehicle Occupants
Killed or Severely Injured
along Project Corridor (2010-2014)**



Project Overview



(1) Cedar Ave to
Dr M L King Blvd
(Includes Sedgwick Ave
from Cedar Ave to
W Tremont Ave)
Shared Bike Route
Pedestrian Improvements
at Undercliff Ave

(2) Dr M L King Blvd
to Morris Ave
Bike Lanes
Pedestrian Improvements
at Grand Ave, Jerome Ave

(3) Grand
Concourse
Underpass
Bike Lanes / Shared Lanes
Safety Improvements
at Grand Concourse

(4) Anthony Ave to
Webster Ave
Bike Lanes / Shared
Lanes
Capital Project

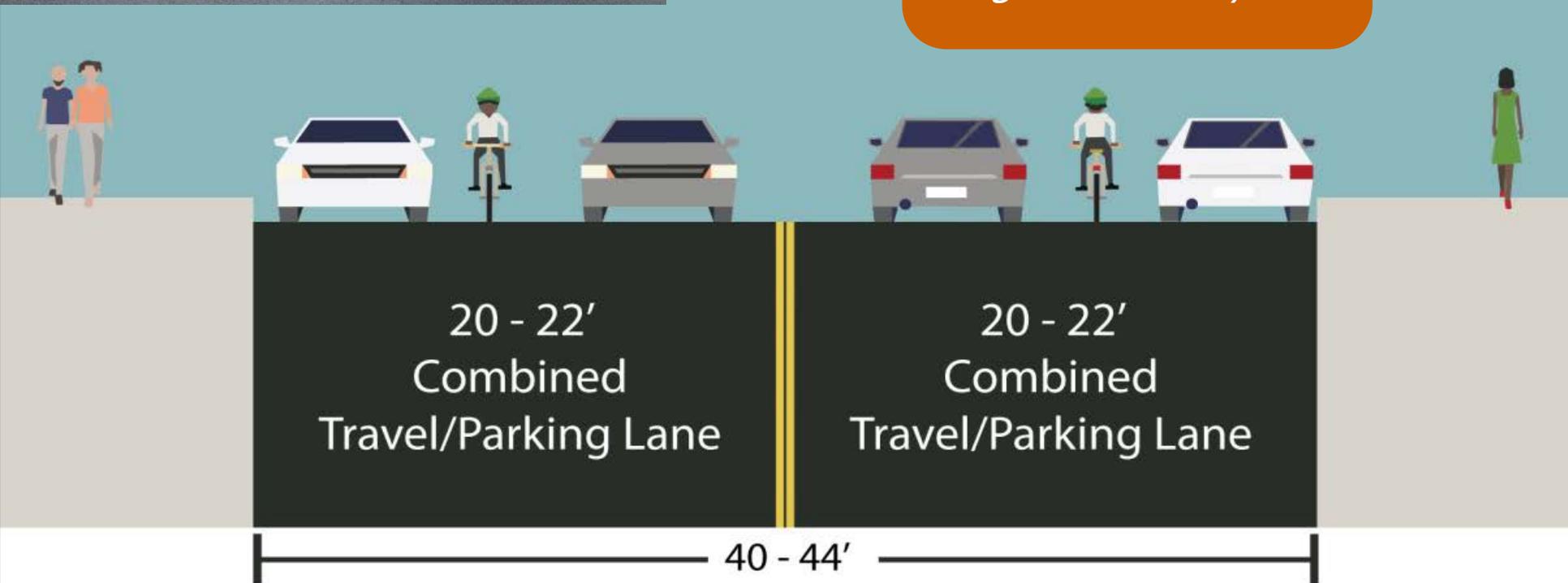
(1) Cedar Ave to Dr M L King Blvd

Existing Conditions - *Corridor*



Between Sedgwick Ave and Phelan Pl

Lack of markings
*No indication to drivers
to look for cyclists
No guidance for cyclists*



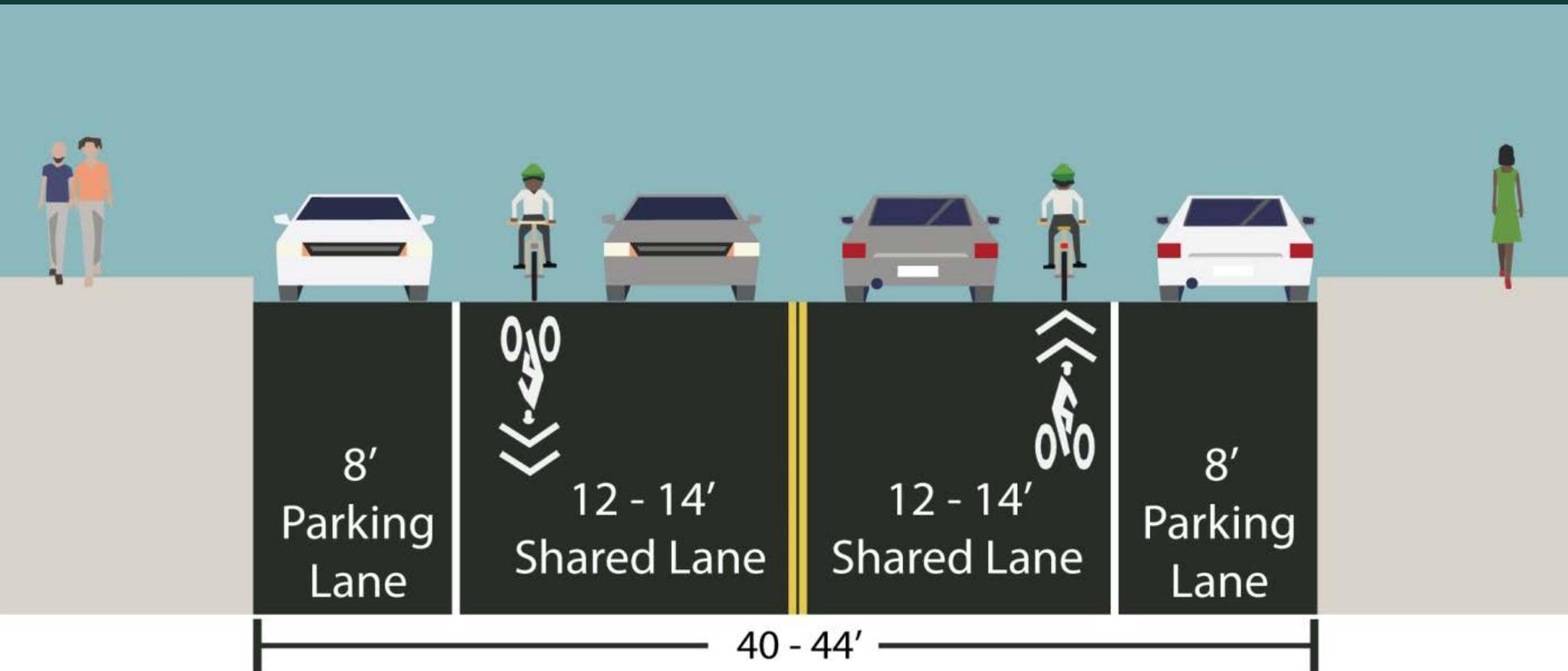
20 - 22'
Combined
Travel/Parking Lane

20 - 22'
Combined
Travel/Parking Lane

40 - 44'

(1) Cedar Ave to Dr M L King Blvd

Proposed Design - *Corridor*



Shared Lane Markings
Increase awareness for motorists
Provide way-finding for cyclists
Guide cyclists away from door zone

(1) Cedar Ave to Dr M L King Blvd

Example of Proposed Design - *Shared Lane*



Crotona Ave, Bronx

(1) Cedar Ave to Dr M L King Blvd

Existing Conditions - *Sedgwick Ave and Undercliff Ave*



Intersection of Sedgwick and Undercliff Ave



Angled Intersection
Encourages aggressive turning

Long Unmarked Pedestrian Crossing

(1) Cedar Ave to Dr M L King Blvd

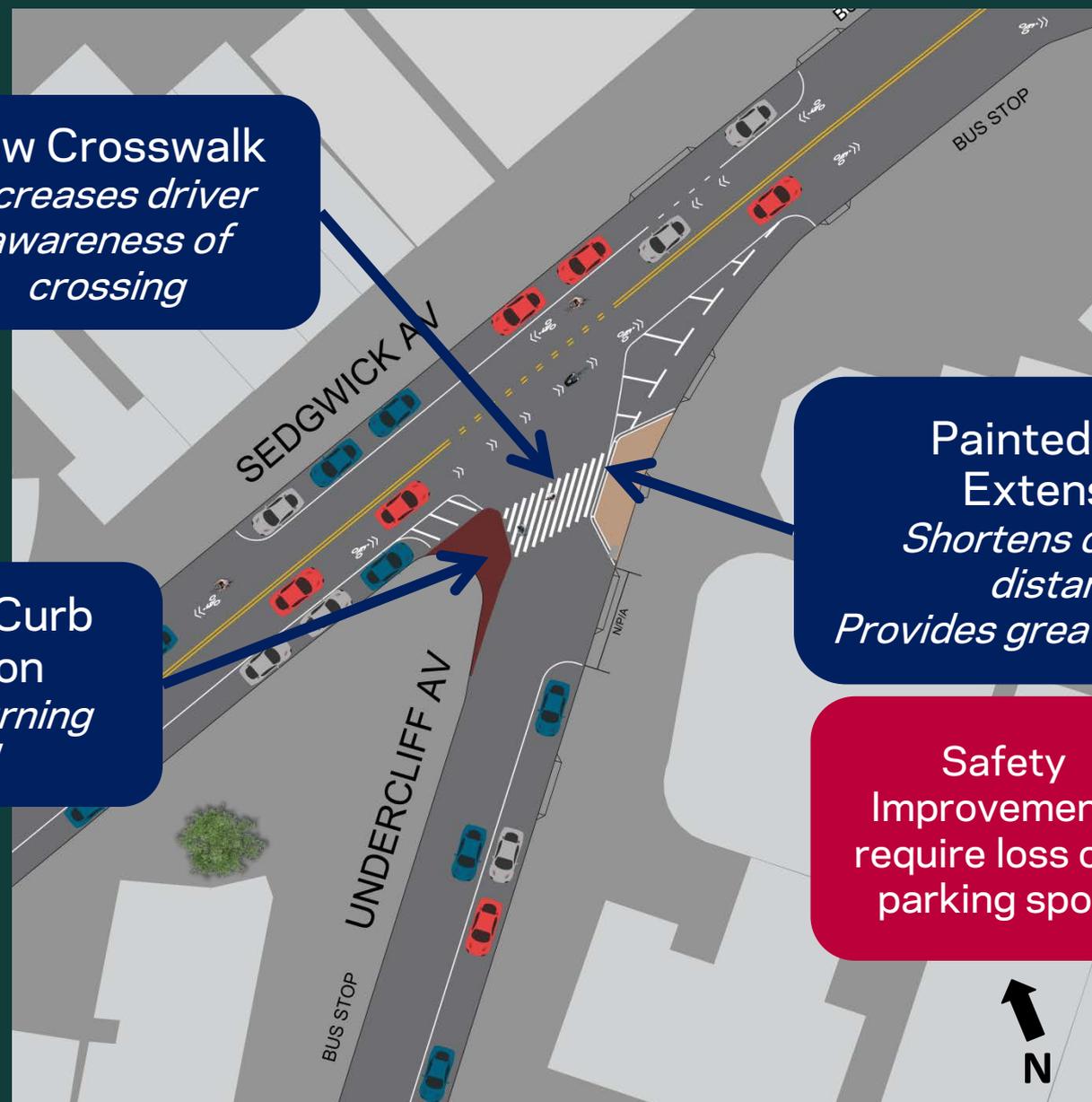
Proposed Design - *Sedgwick Ave and Undercliff Ave*

New Crosswalk
Increases driver awareness of crossing

Painted Curb Extension
Shortens crossing distance
Provides greater visibility

Concrete Curb Extension
Reduces turning speed

Safety Improvements
require loss of 4 parking spots



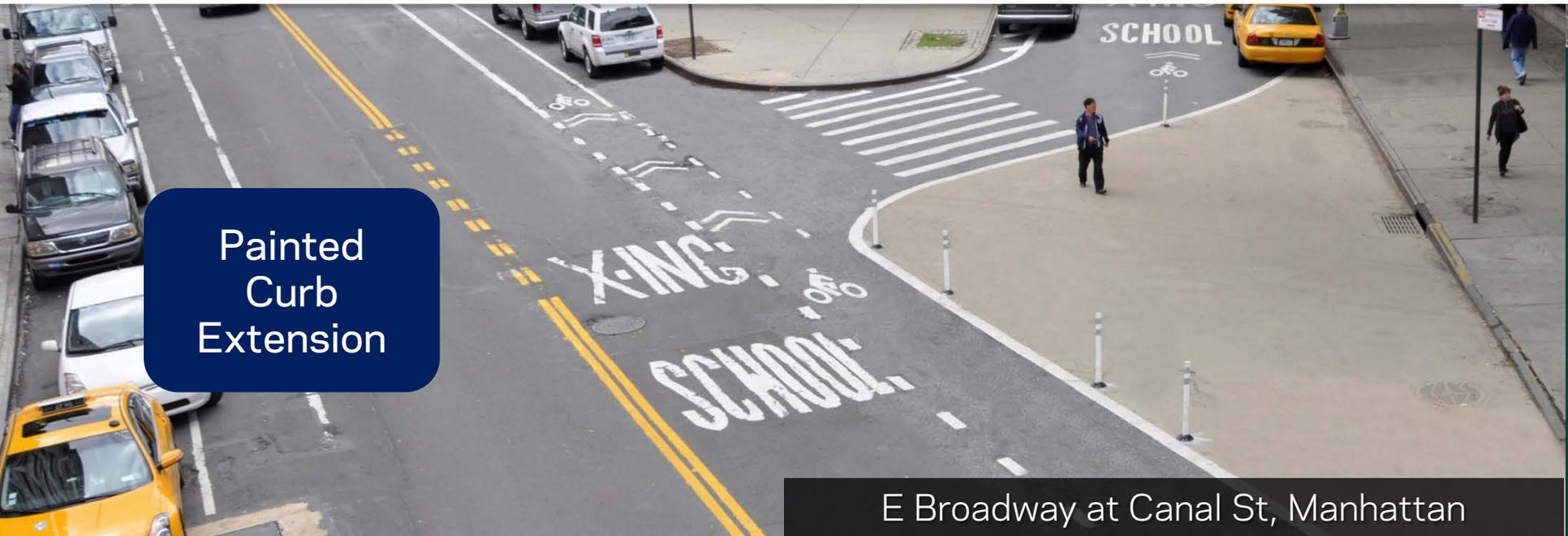
(1) Cedar Ave to Dr M L King Blvd

Example of Proposed Design - *Curb Extensions*



Concrete
Curb
Extension

At Nagle Ave and 10th Ave, Manhattan



Painted
Curb
Extension

E Broadway at Canal St, Manhattan

(2) Dr M L King Blvd to Morris Ave

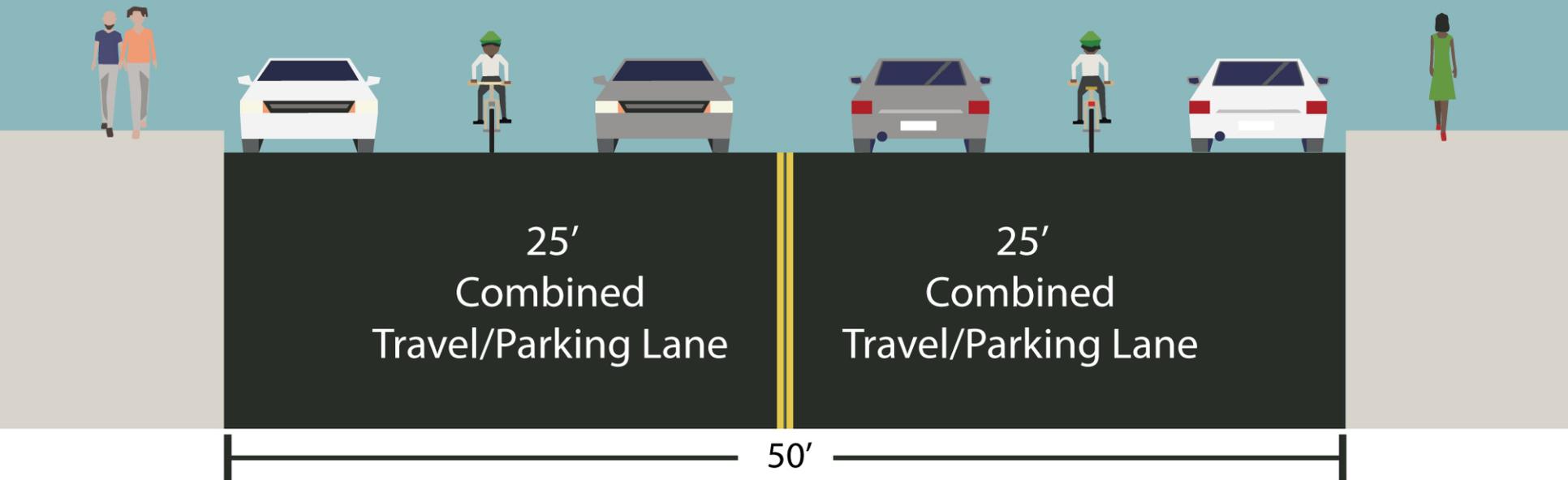
Existing Conditions - *Corridor*



Between Grand Ave (E) and W 177th St

Wide Travel Lanes
Encourage speeding

Lack of Markings
No dedicated space for cyclists



(2) Dr M L King Blvd to Morris Ave

Proposed Design - *Corridor*

Bike Lanes

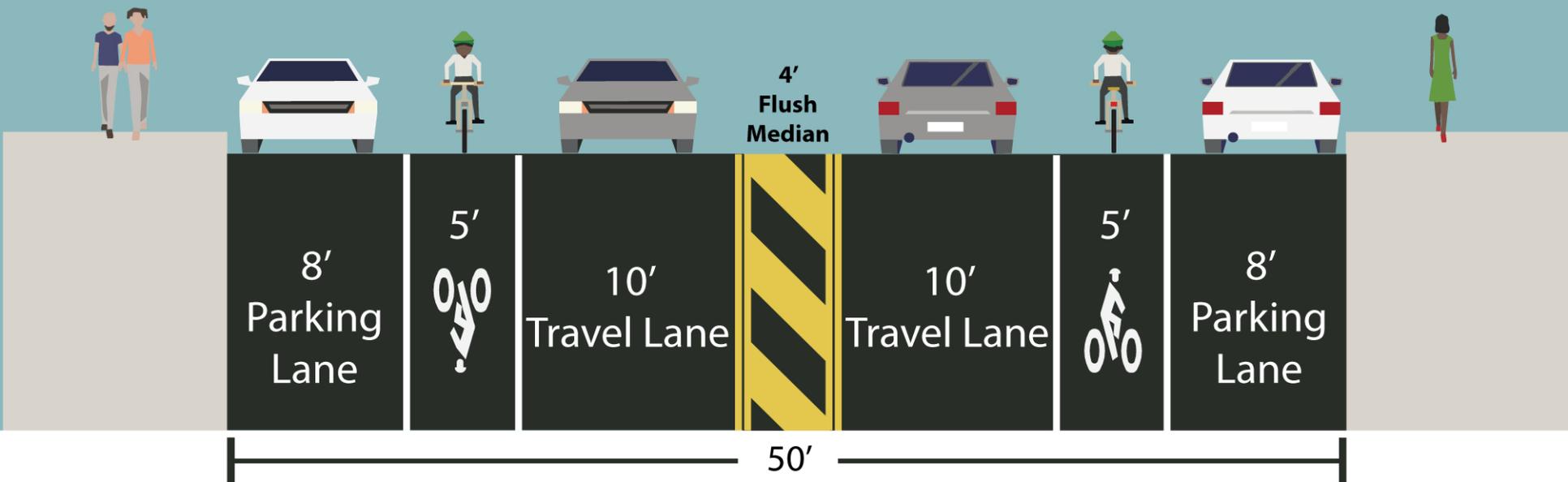
*Provide dedicated space for cyclists
Increase predictability of cyclist location*

Flush Median

*Calms traffic
Buffers opposing traffic*

Standard Width

*Travel Lanes
Discourage speeding*



(2) Dr M L King Blvd to Morris Ave

Example of Proposed Design - *Bike Lanes and Flush Median*



44th Dr, Queens

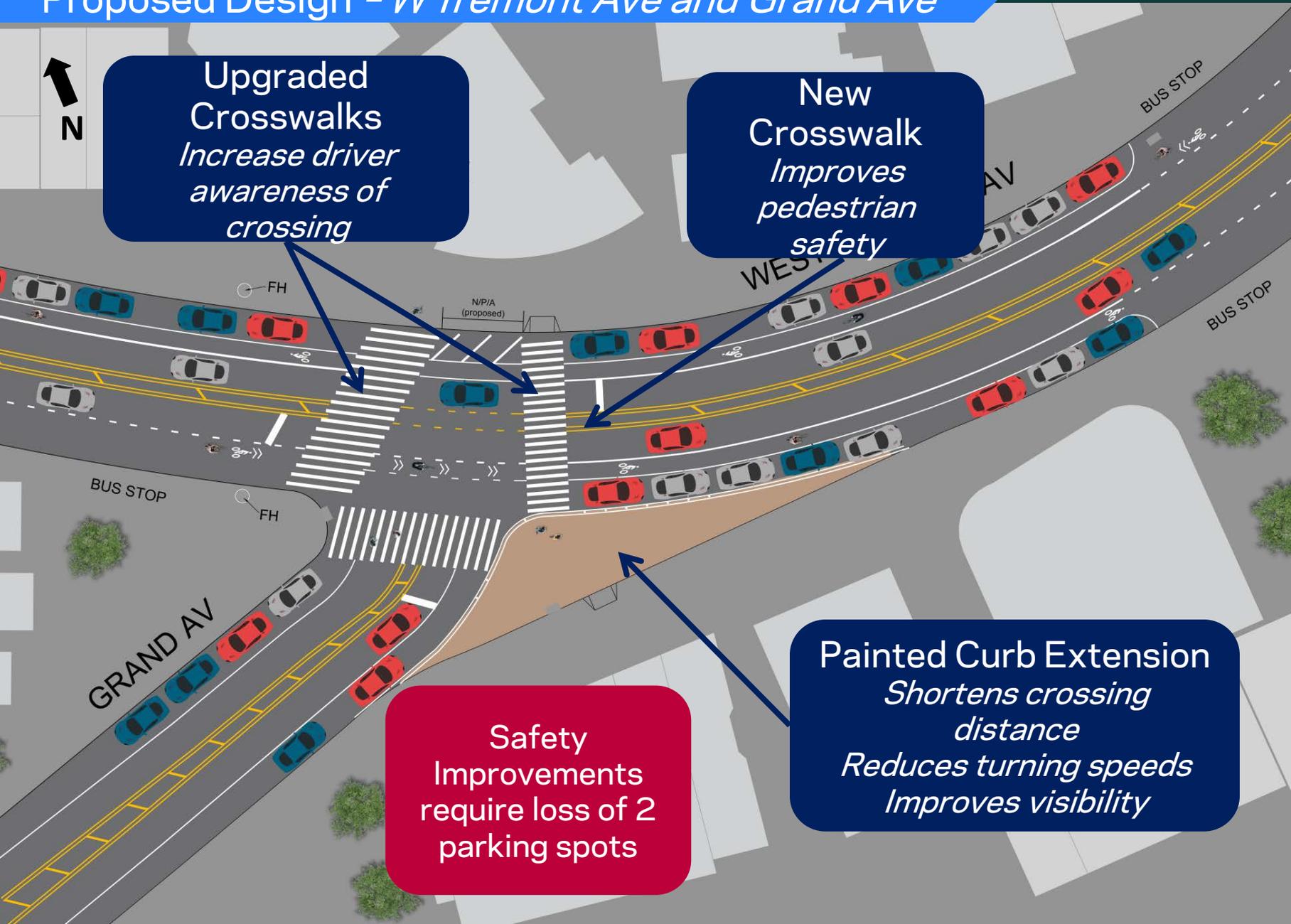
(2) Dr M L King Blvd to Morris Ave

Existing Conditions - W Tremont Ave and Grand Ave



(2) Dr M L King Blvd to Morris Ave

Proposed Design - W Tremont Ave and Grand Ave



Upgraded Crosswalks
Increase driver awareness of crossing

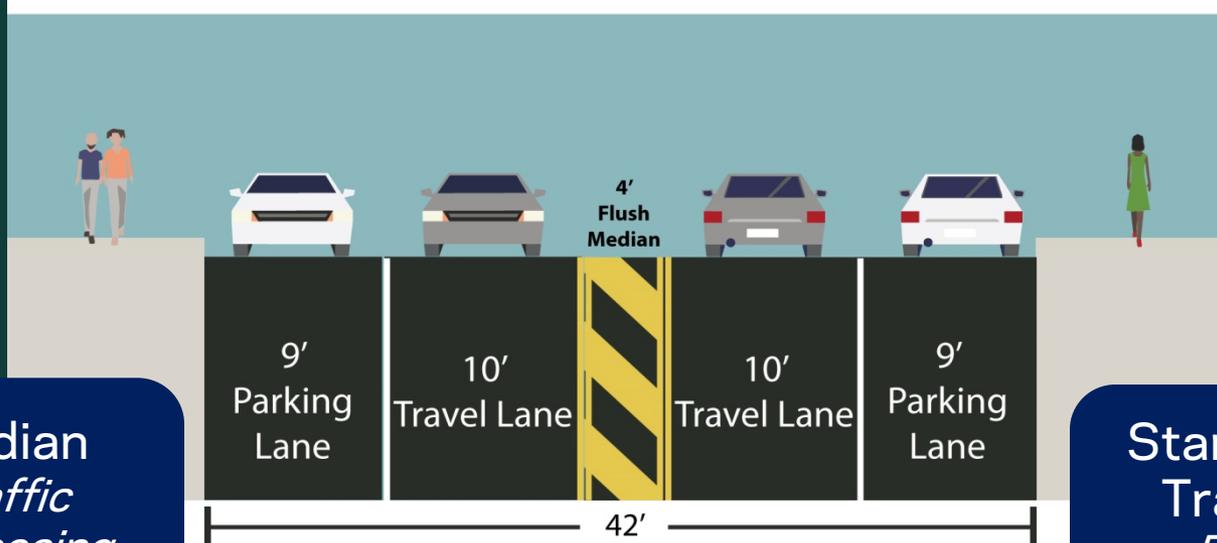
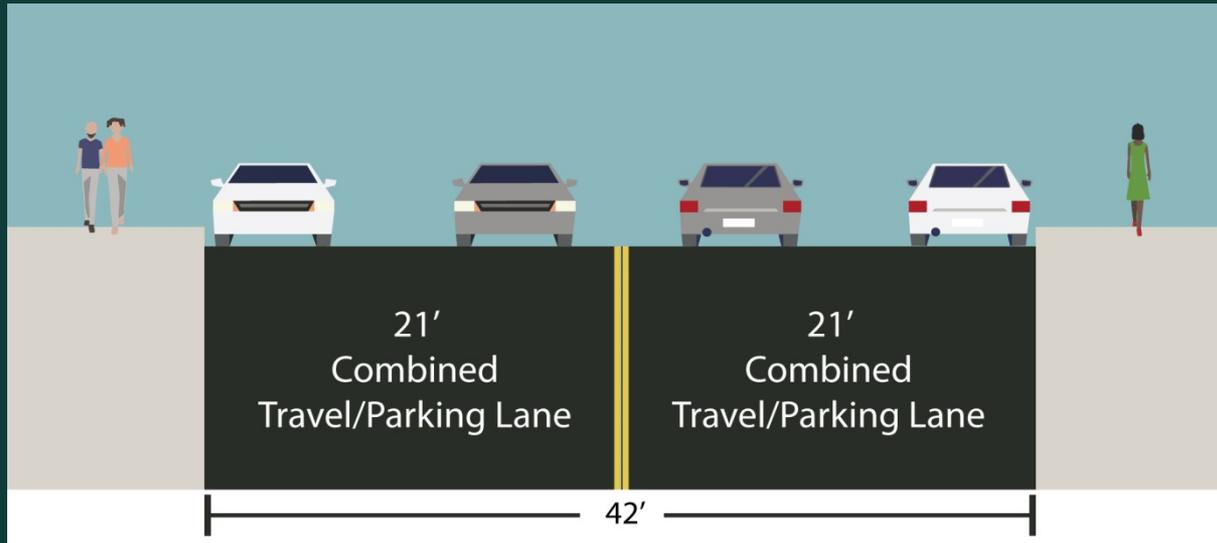
New Crosswalk
Improves pedestrian safety

Painted Curb Extension
Shortens crossing distance
Reduces turning speeds
Improves visibility

Safety Improvements
require loss of 2 parking spots

(2) Grand Ave - W Tremont Ave to W 176th St

Proposed Design - *Corridor*

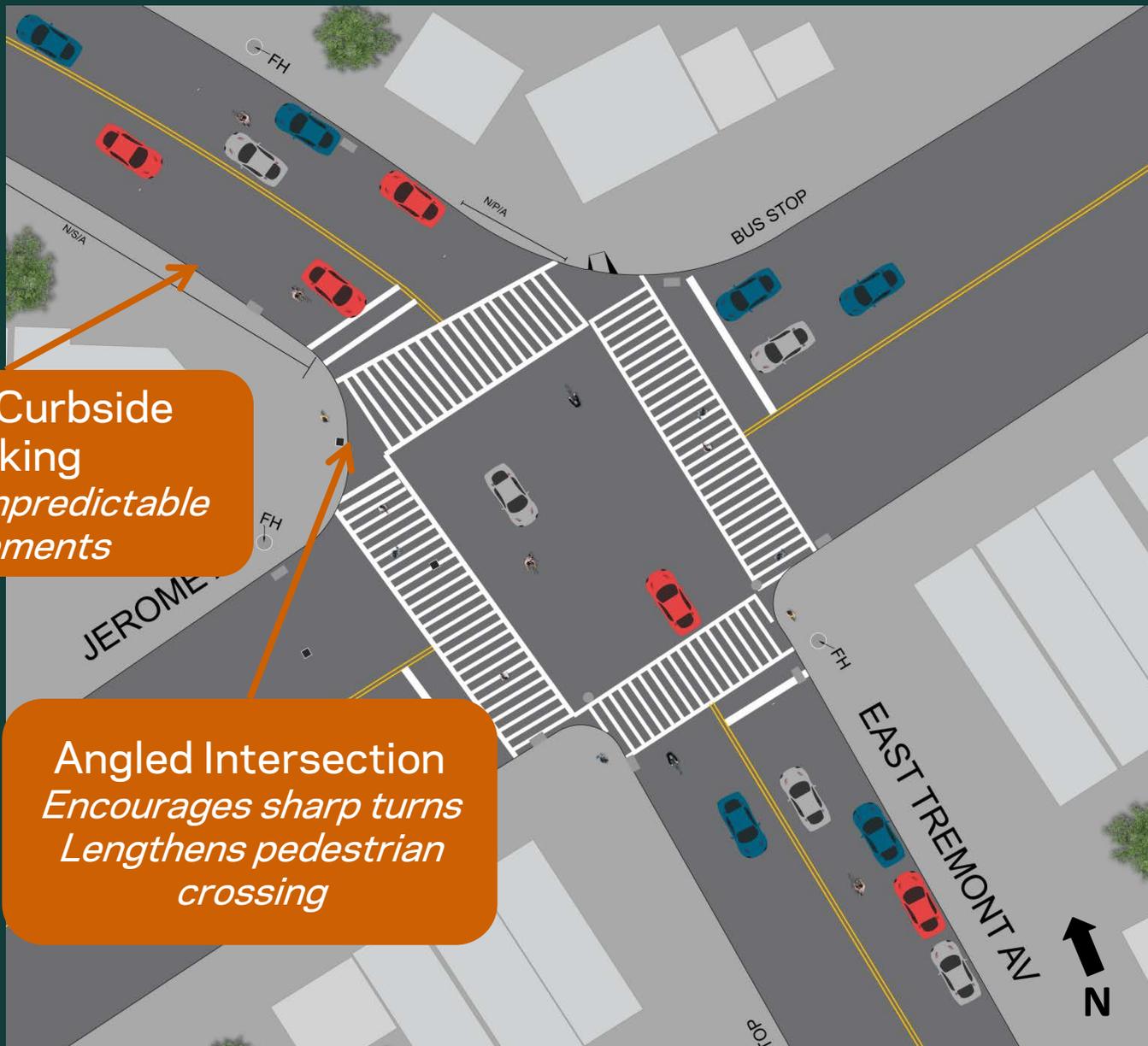


Flush Median
Calms traffic
Buffers opposing traffic

Standard Width Travel Lanes
Discourage speeding

(2) Dr M L King Blvd to Morris Ave

Existing Conditions - *W Tremont Ave and Jerome Ave*

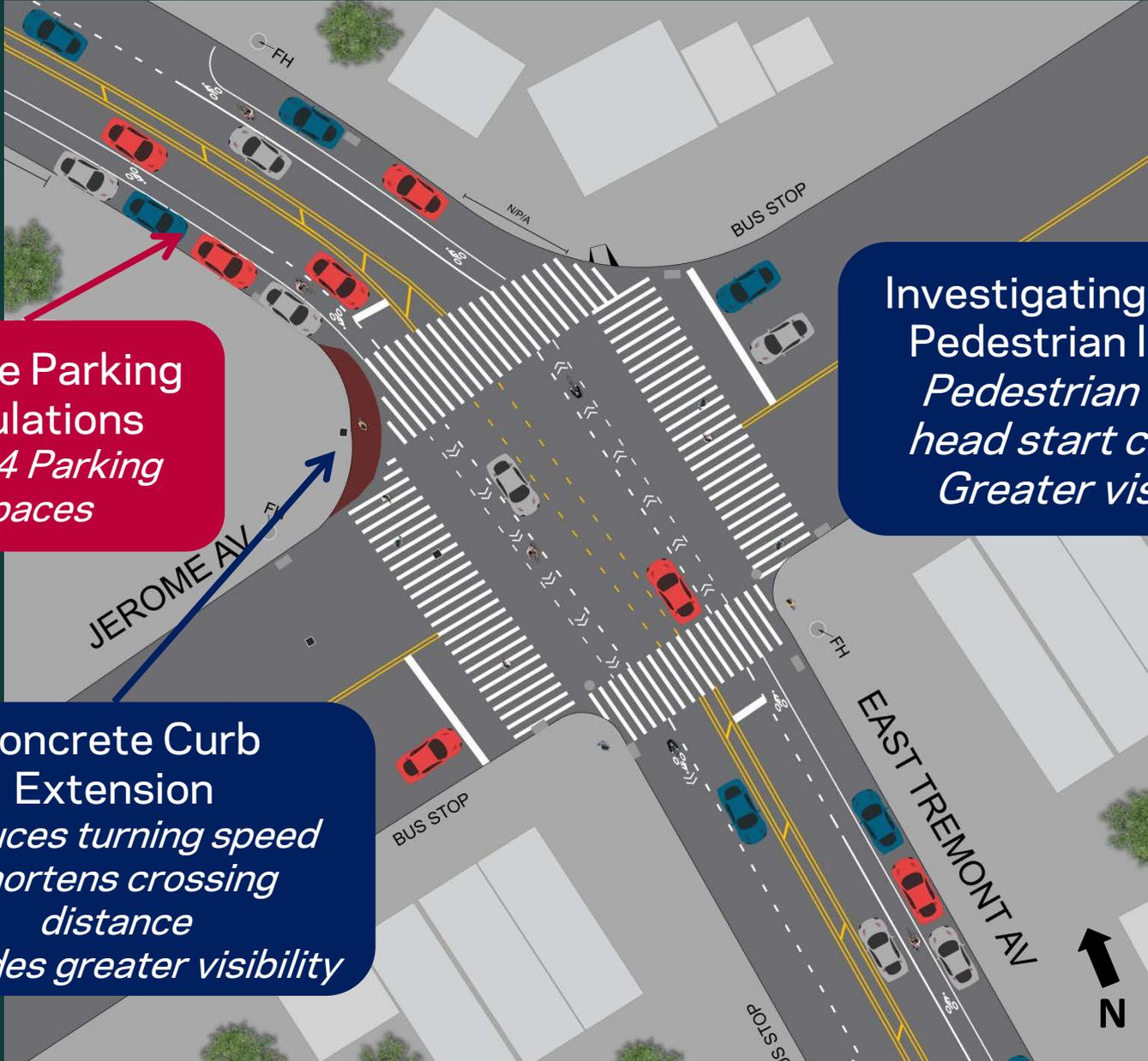


Lack of Curbside Parking
Leads to unpredictable movements

Angled Intersection
*Encourages sharp turns
Lengthens pedestrian crossing*

(2) Dr M L King Blvd to Morris Ave

Proposed Design - W Tremont Ave and Jerome Ave



The image is an aerial view of a street intersection. The main road is Jerome Ave, running diagonally from the top-left to the bottom-right. It intersects with East Tremont Ave, which runs diagonally from the bottom-left to the top-right. There are also other streets visible, including one labeled 'NPIA' and another labeled 'FH'. The intersection features crosswalks with white stripes and a central island. Several cars are shown on the roads. A red arrow points from the 'Change Parking Regulations' box to a set of parking spaces on Jerome Ave. A blue arrow points from the 'Concrete Curb Extension' box to a curb extension on Jerome Ave. A north arrow is located in the bottom right corner.

Change Parking Regulations
Adds 4 Parking Spaces

Investigating Leading Pedestrian Interval
Pedestrians get a head start crossing
Greater visibility

Concrete Curb Extension
Reduces turning speed
Shortens crossing distance
Provides greater visibility

(3) Grand Concourse Underpass

Existing Conditions - *Creston Ave to Anthony Ave*

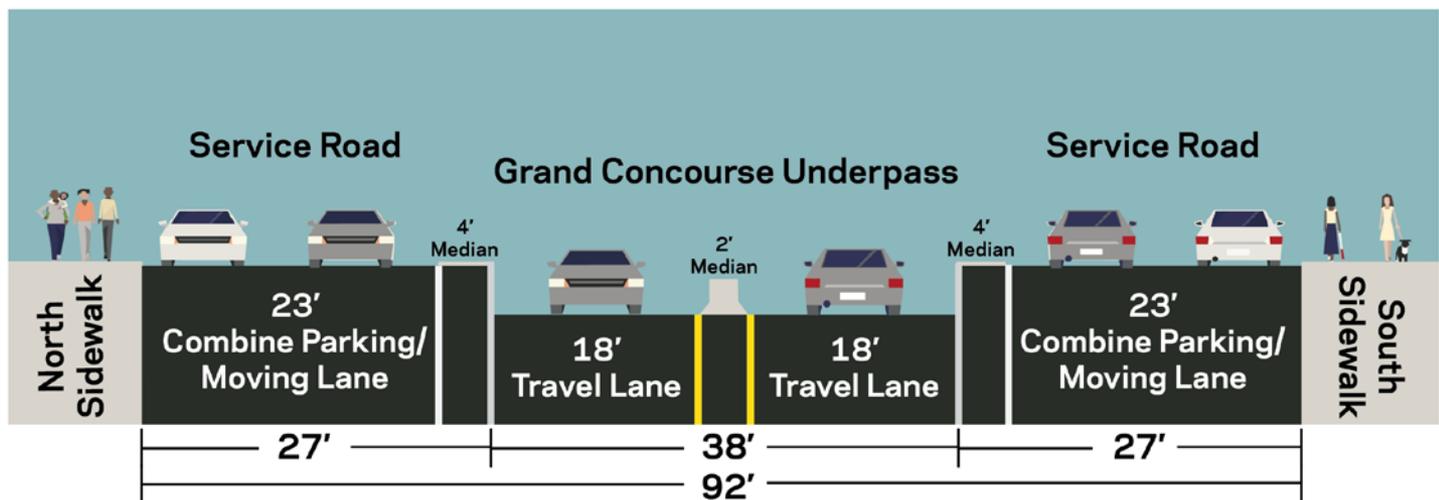


Between Grand Concourse and Anthony Ave

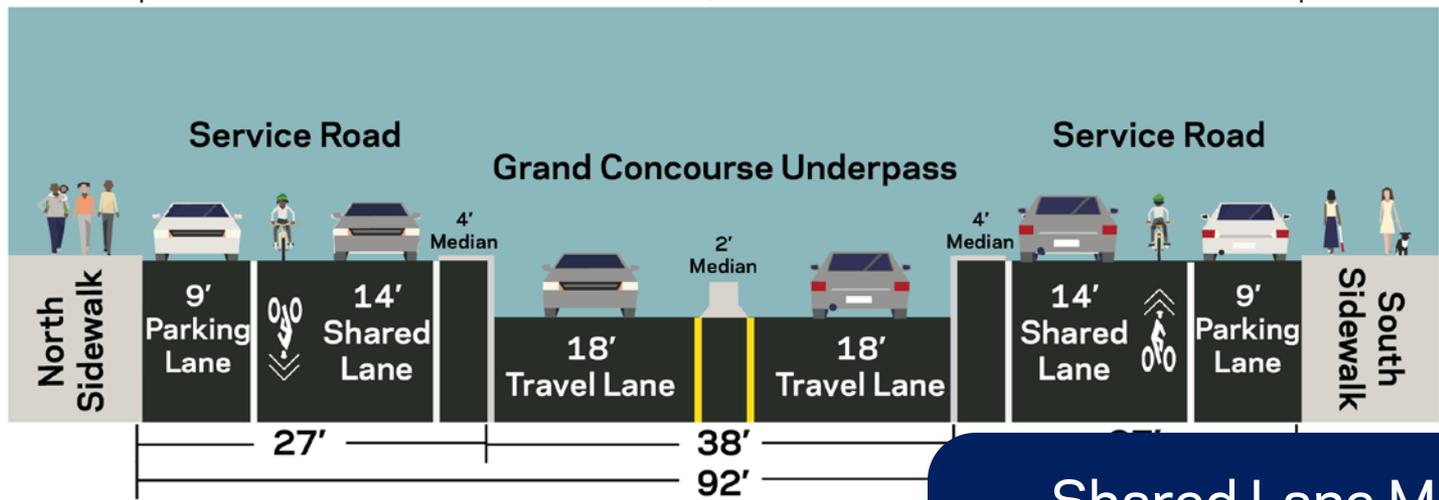
(3) Grand Concourse Underpass

Proposed Design - *Creston Ave to Anthony Ave*

Existing



Proposed



Shared Lane Markings
Increase awareness for motorists
Provide way-finding for cyclists
Guide cyclists away from door zone

(3) Grand Concourse Underpass

Example of Proposed Design - *Shared Lane*

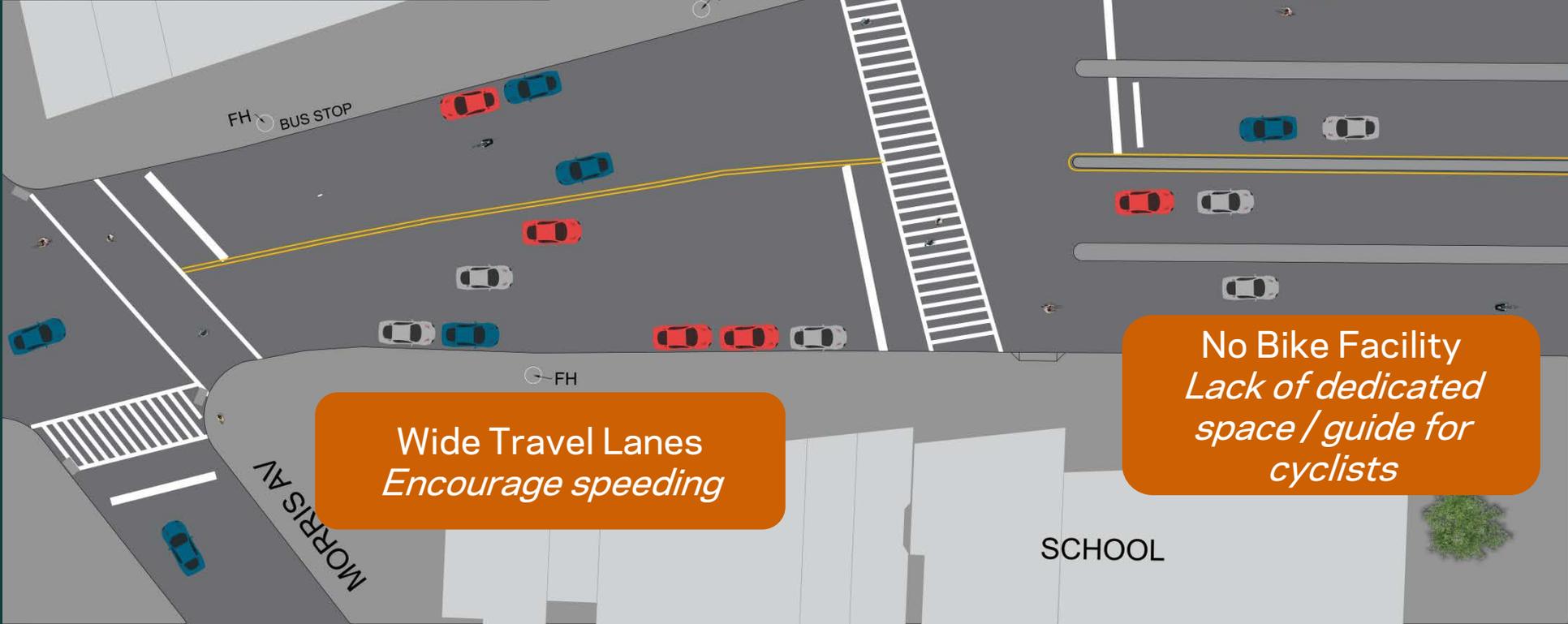


Vermont St, Brooklyn

(3) Grand Concourse Underpass

Existing Conditions - Morris Ave to Creston Ave

Grand Concourse Underpass



Lack of Markings
Leads to unpredictable movements

Wide Travel Lanes
Encourage speeding

No Bike Facility
Lack of dedicated space / guide for cyclists

SCHOOL

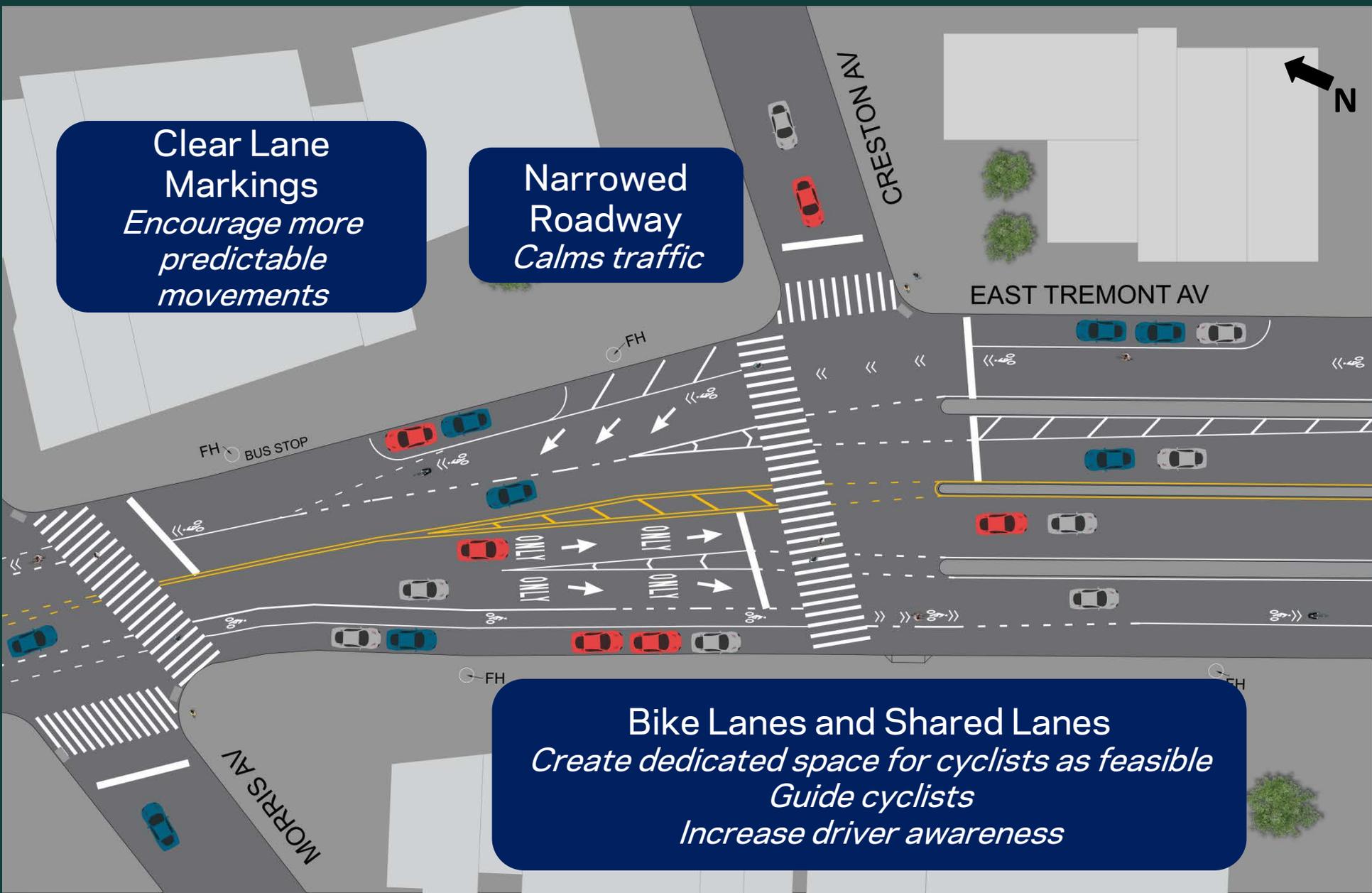
(3) Grand Concourse Underpass

Proposed Design - Morris Ave to Creston Ave

Clear Lane Markings
Encourage more predictable movements

Narrowed Roadway
Calms traffic

Bike Lanes and Shared Lanes
Create dedicated space for cyclists as feasible
Guide cyclists
Increase driver awareness



(3) Grand Concourse Underpass

Existing Conditions - At Anthony Ave

Wide Travel Lanes
Encourage speeding

No Bike Facility
Lack of dedicated space / guide for cyclists

Lack of Markings
Leads to unpredictable movements



Grand Concourse Underpass



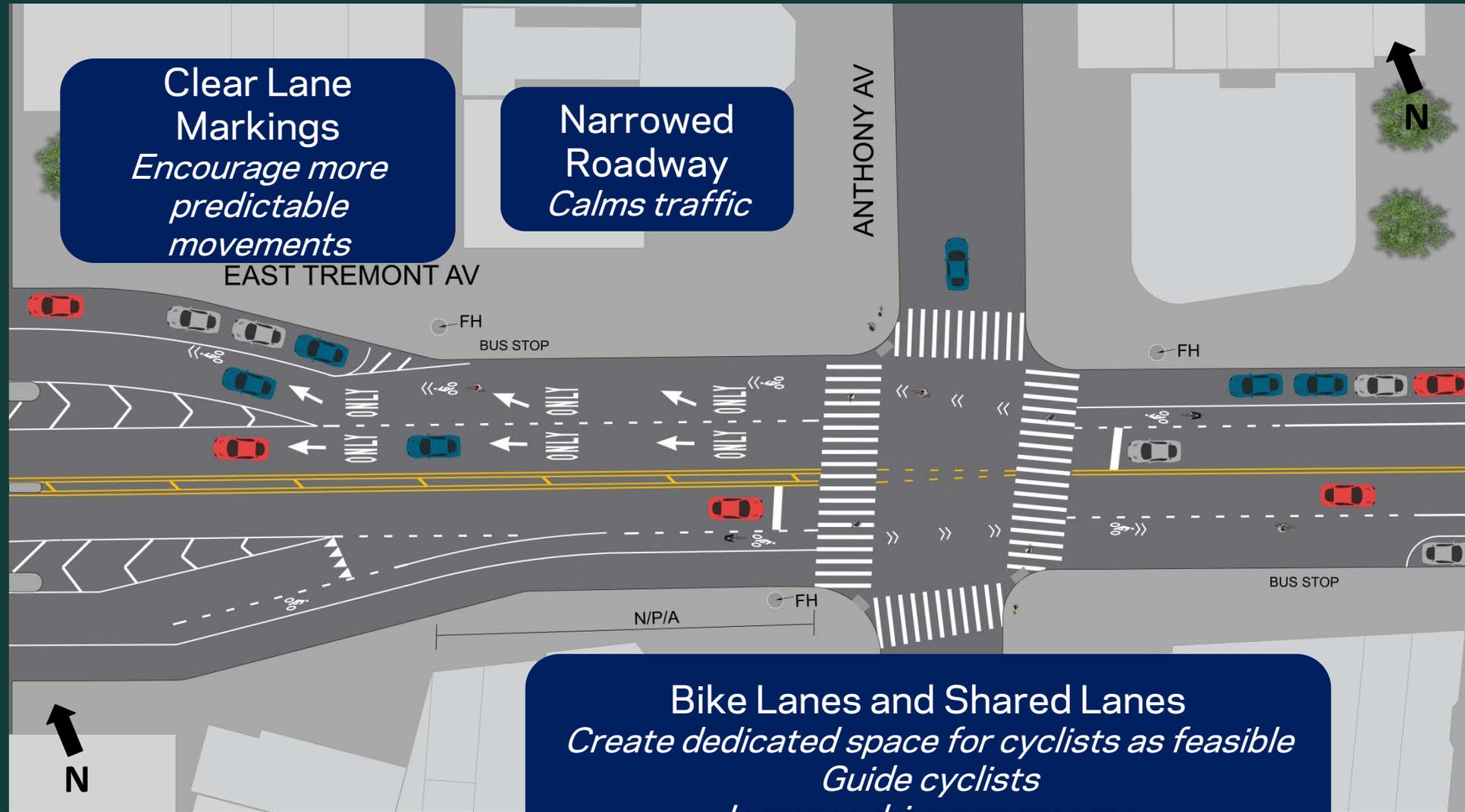
(3) Grand Concourse Underpass

Proposed Design - *At Anthony Ave*

Clear Lane Markings
Encourage more predictable movements

Narrowed Roadway
Calms traffic

Bike Lanes and Shared Lanes
Create dedicated space for cyclists as feasible
Guide cyclists
Increase driver awareness



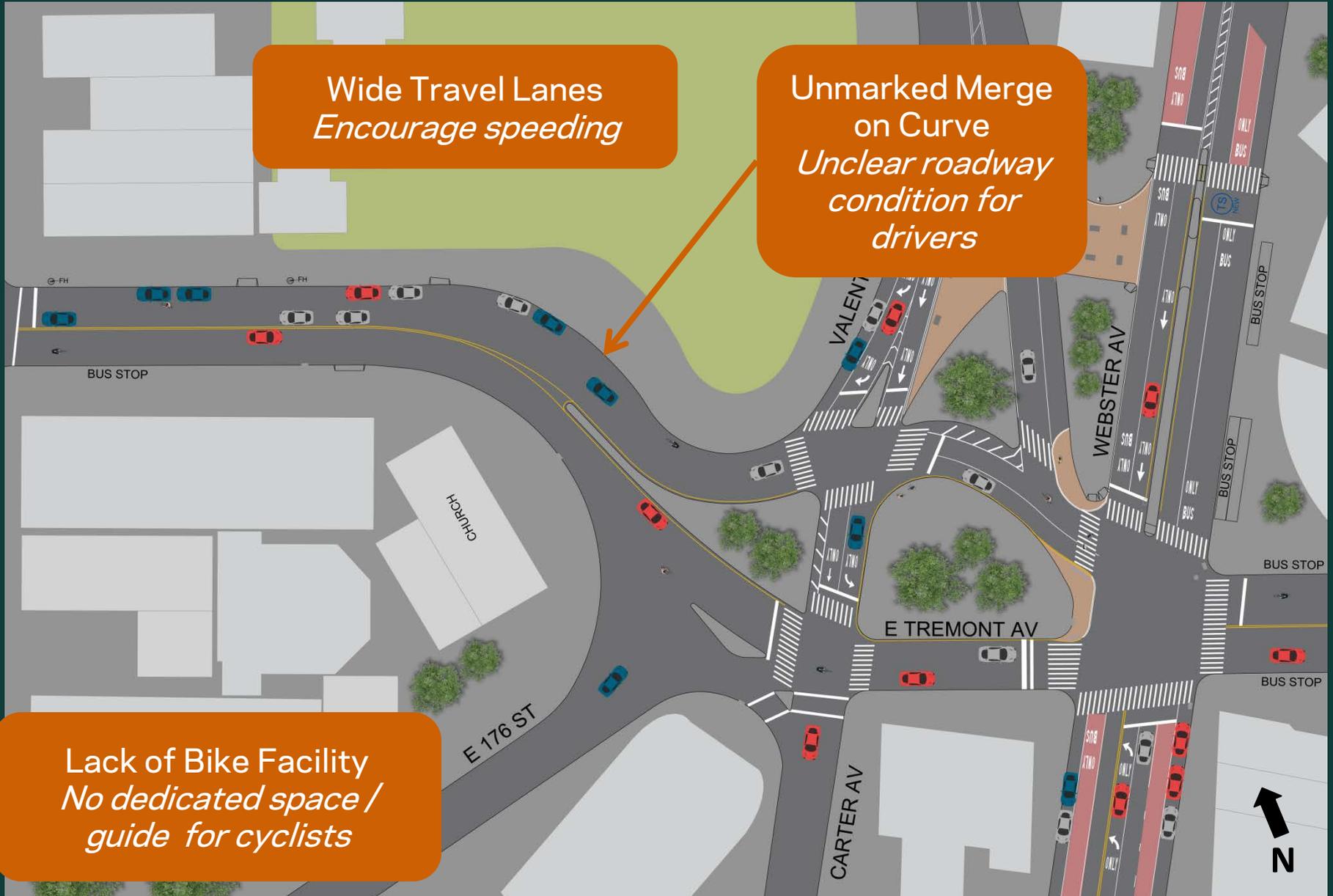
(4) Anthony Ave to Webster Ave

Existing Conditions

Wide Travel Lanes
Encourage speeding

Unmarked Merge
on Curve
*Unclear roadway
condition for
drivers*

Lack of Bike Facility
*No dedicated space /
guide for cyclists*



(4) Anthony Ave to Webster Ave

Proposed Design

Dedicated Space for all Road Users
Predictable movements at west bound merge

Capital Redesign
Additional safety improvements



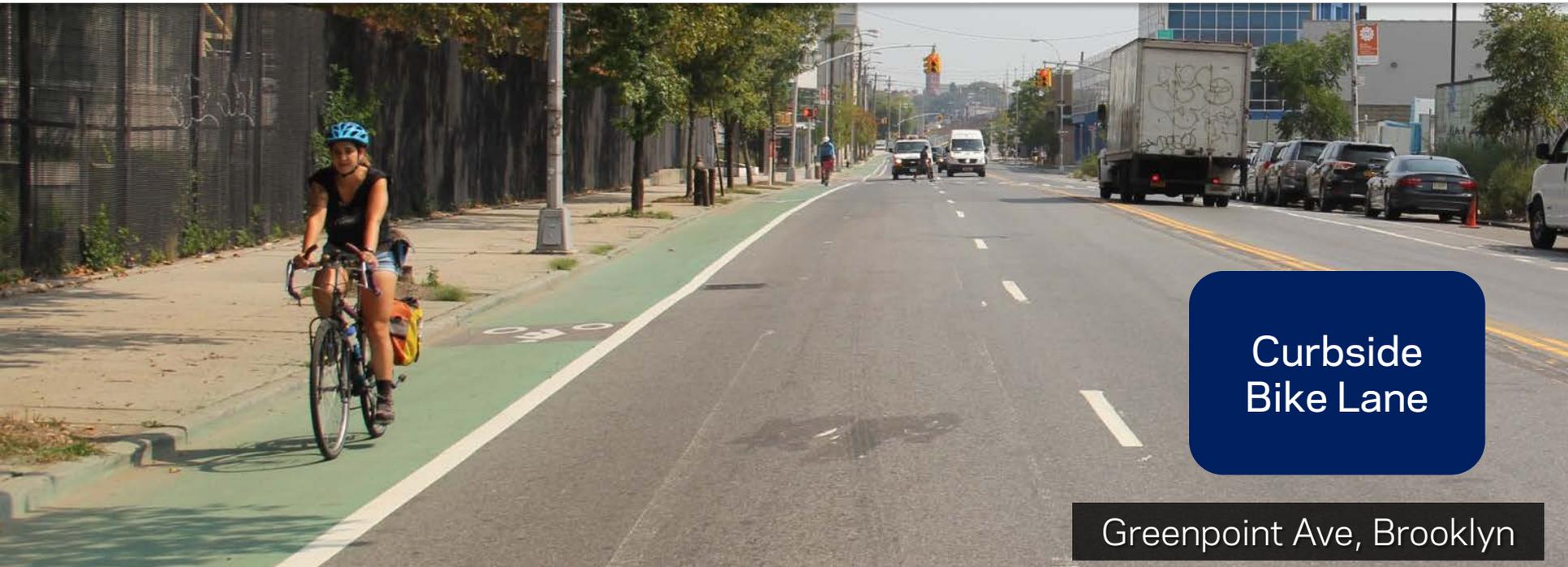
Bike Lanes and Shared Lanes
Create dedicated space for cyclists as feasible
Guide cyclists
Increase driver awareness

Example of Proposed Design

Standard
Bike Lane



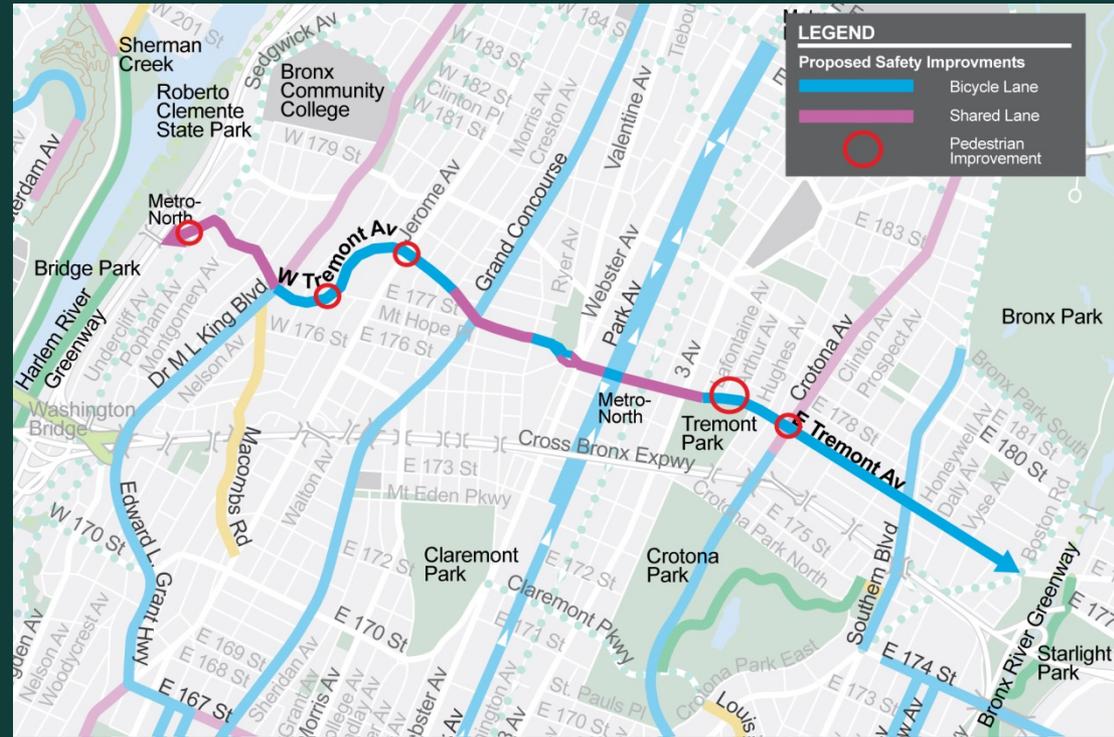
3rd Ave at E 145 St, Bronx



Curbside
Bike Lane

Greenpoint Ave, Brooklyn

Summary/Benefits



(1) Increased Safety for Road Users

- Organizes roadway
- Reduces speeds/calms traffic
- Shorter crossing distances
- New crosswalks
- Increases awareness of cyclists and pedestrians

(2) New Connections - Critical East-West Bike Route

- Bridge Park + Roberto Clemente State Park
- Bronx River Greenway
- Echo, Tremont, Crotona, and Bronx Parks
- Numerous North - South Bike Routes



Street Ambassador Outreach

Merchant Survey - *Deliveries*



Background

- Street ambassadors deployed to Tremont Ave from Sedgwick Ave and Boston Rd
- 235 Business Visited
- 170 Surveys Administered

Questions?

**Thank
You**

nyc.gov/dot

For questions contact Bronx Borough Commissioner's Office: (212) 748-6680