

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

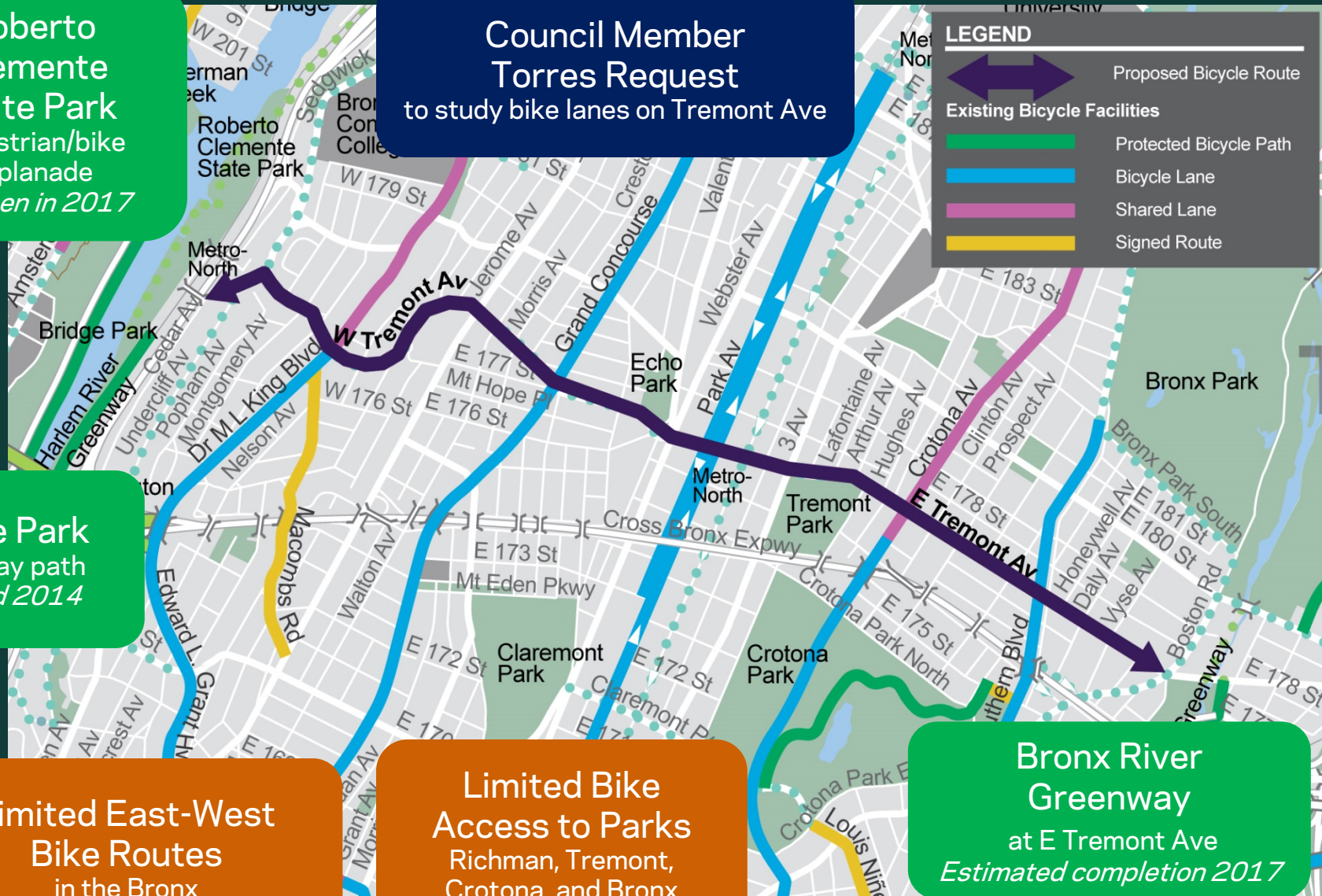
Council Member Torres Request
to study bike lanes on Tremont Ave

Bridge Park greenway path
Opened 2014

Limited East-West
Bike Routes
in the Bronx

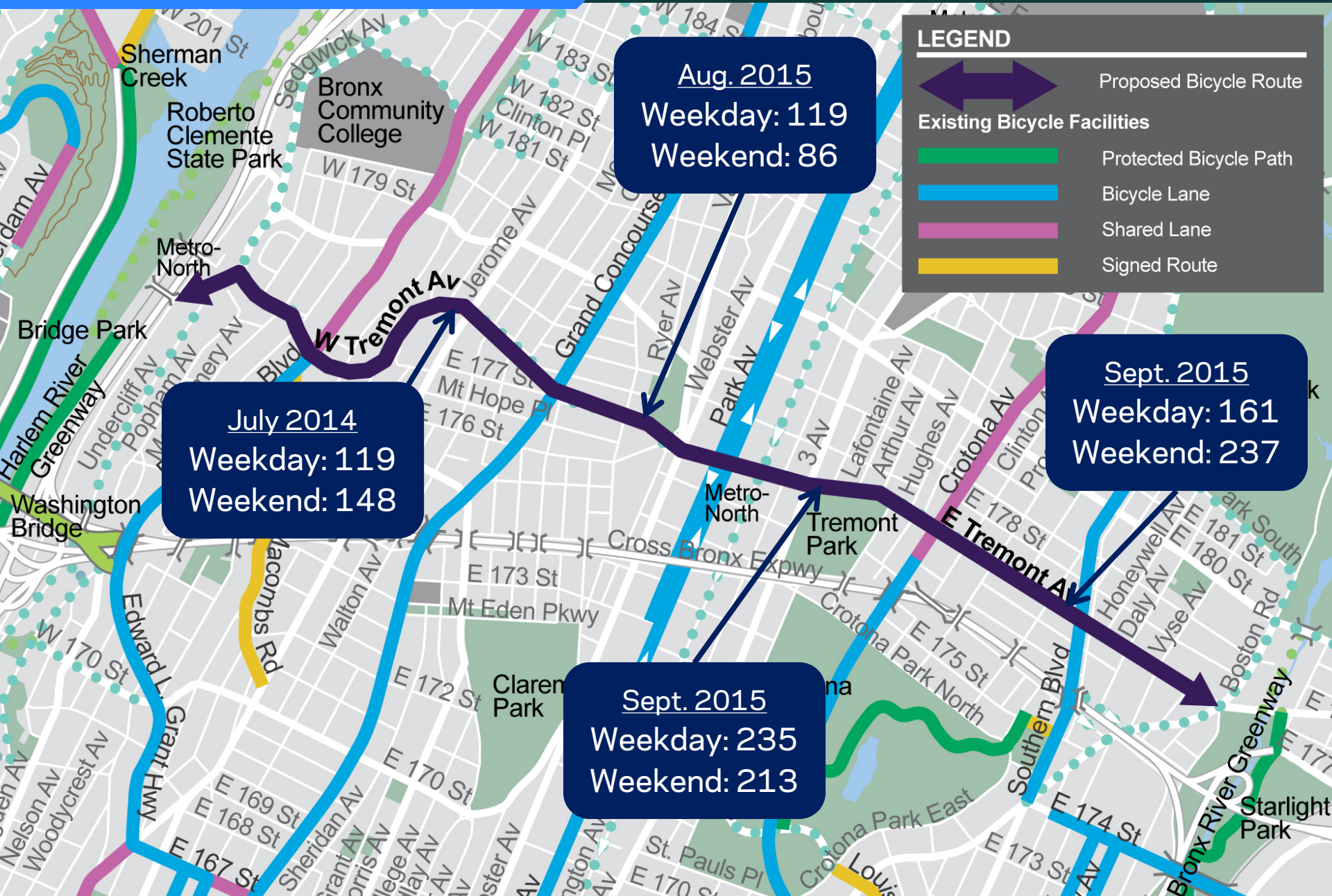
Limited Bike
Access to Parks
Richman, Tremont,
Crotona, and Bronx

Bronx River Greenway
at E Tremont Ave
Estimated completion 2017



Project Background

Bike Volumes



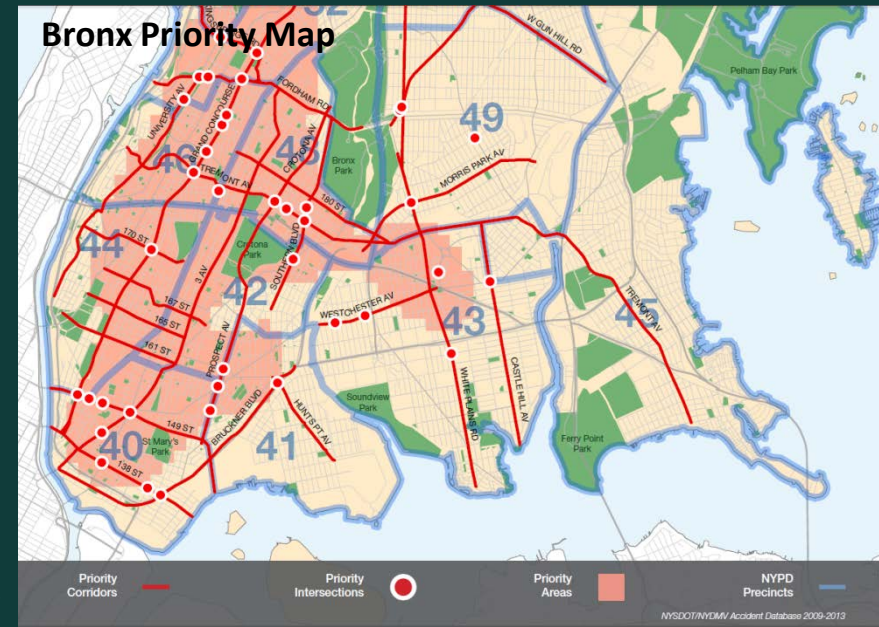
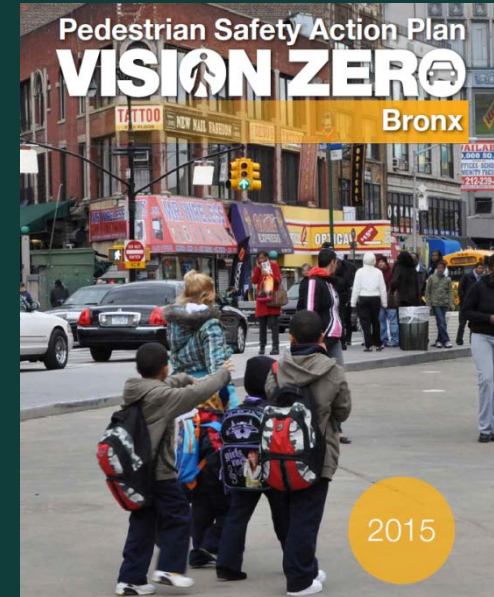
Project Background

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)



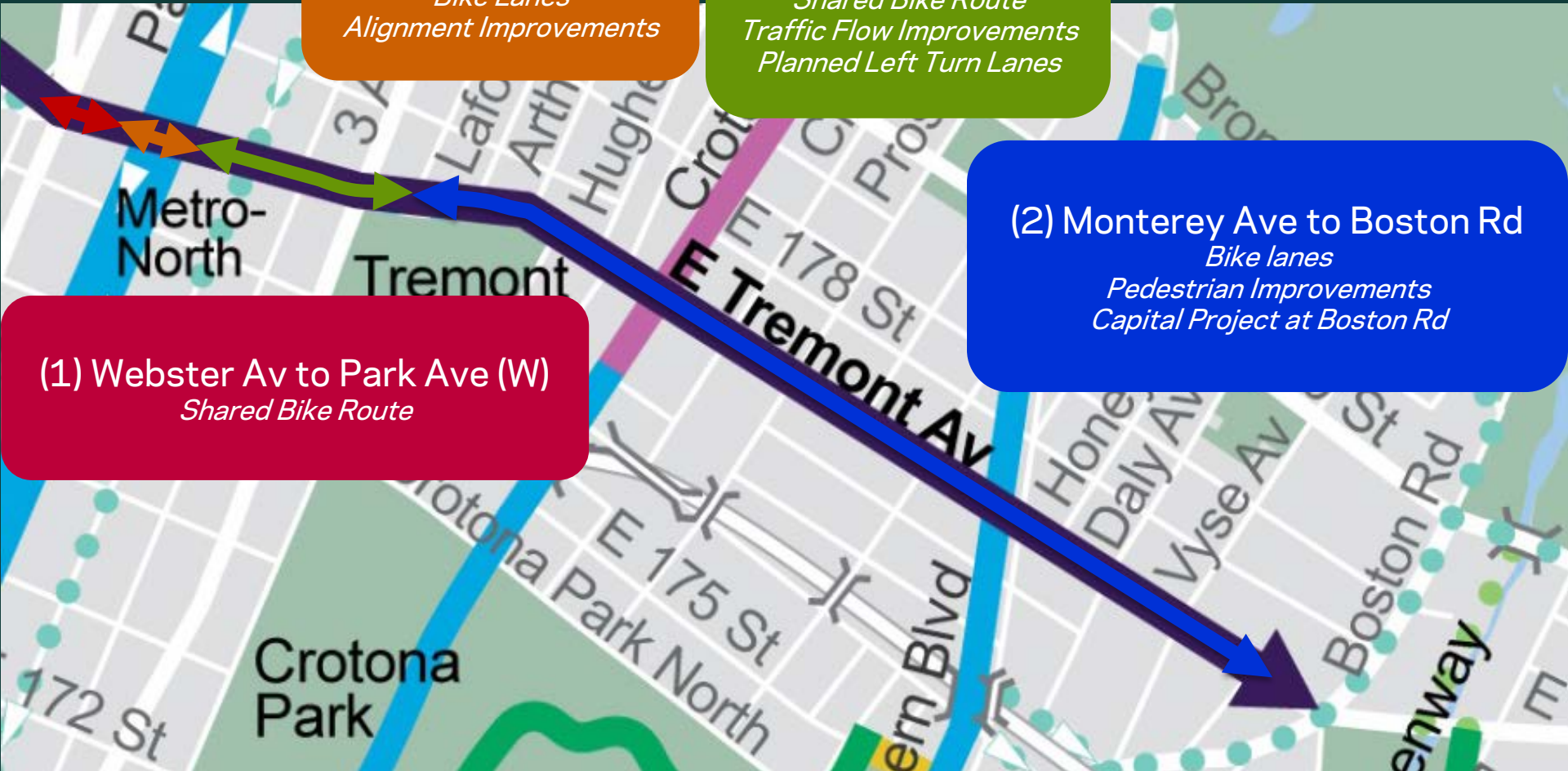
Project Overview

(2) Park Ave (W) to
Park Ave (E)
Bike Lanes
Alignment Improvements

(3) Park Ave (E) to
Monterey Ave
Shared Bike Route
Traffic Flow Improvements
Planned Left Turn Lanes

(2) Monterey Ave to Boston Rd
Bike lanes
Pedestrian Improvements
Capital Project at Boston Rd

(1) Webster Av to Park Ave (W)
Shared Bike Route

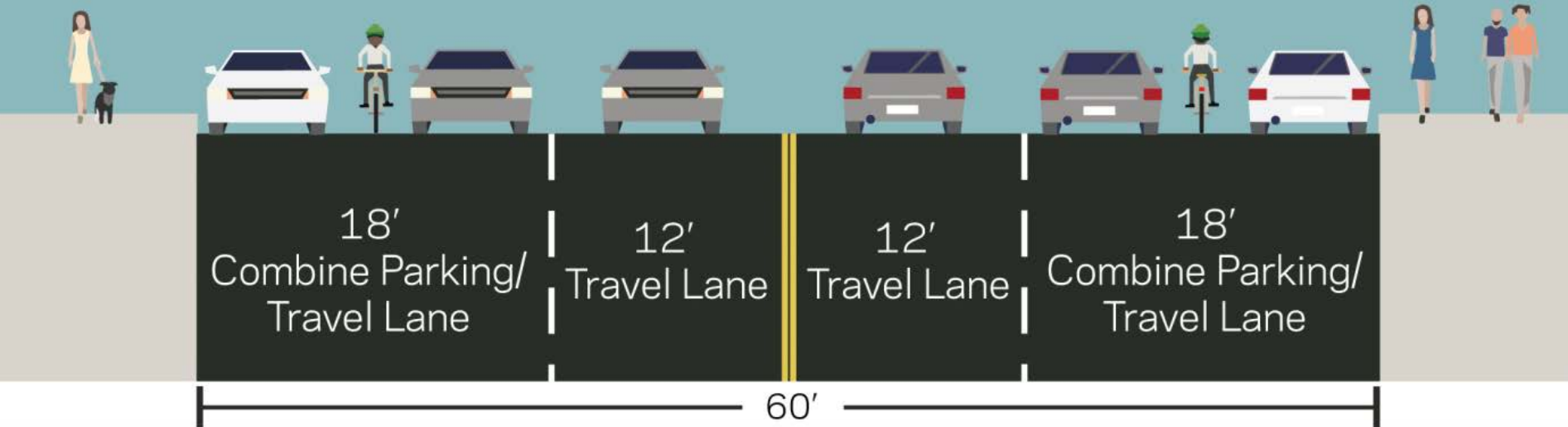


(1) Webster Ave to Park Ave (W)

Existing Conditions

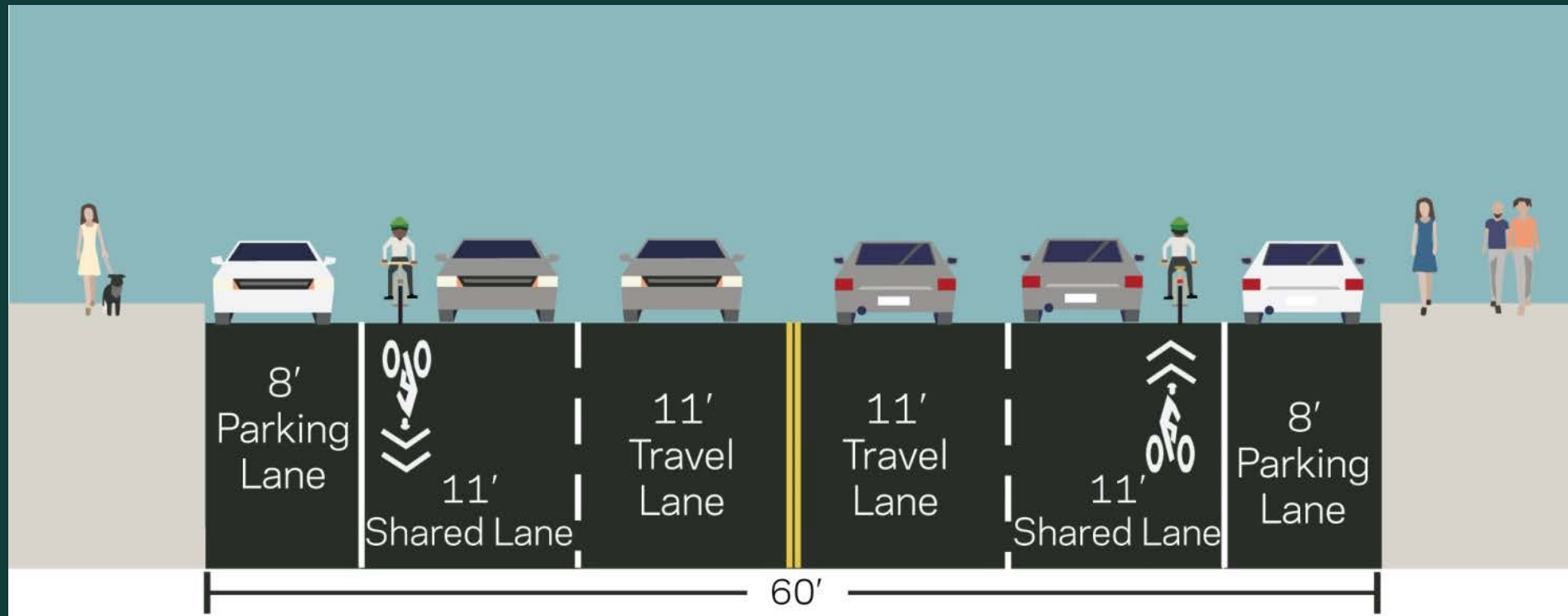
Active
Curbside Use
Bus Stop
Loading
Parking

Heavy Volumes
Peak Hour AM/PM:
Eastbound: 1019/944
Westbound: 724/778



(1) Webster Ave to Park Ave (W)

Proposed Design



Standard Lane Widths
Less friction along bus stop
Parking lane

Shared Lane Markings
Increased awareness
Wayfinding
Guides cyclists outside door zone

(1) Webster Ave to Park Ave (W)

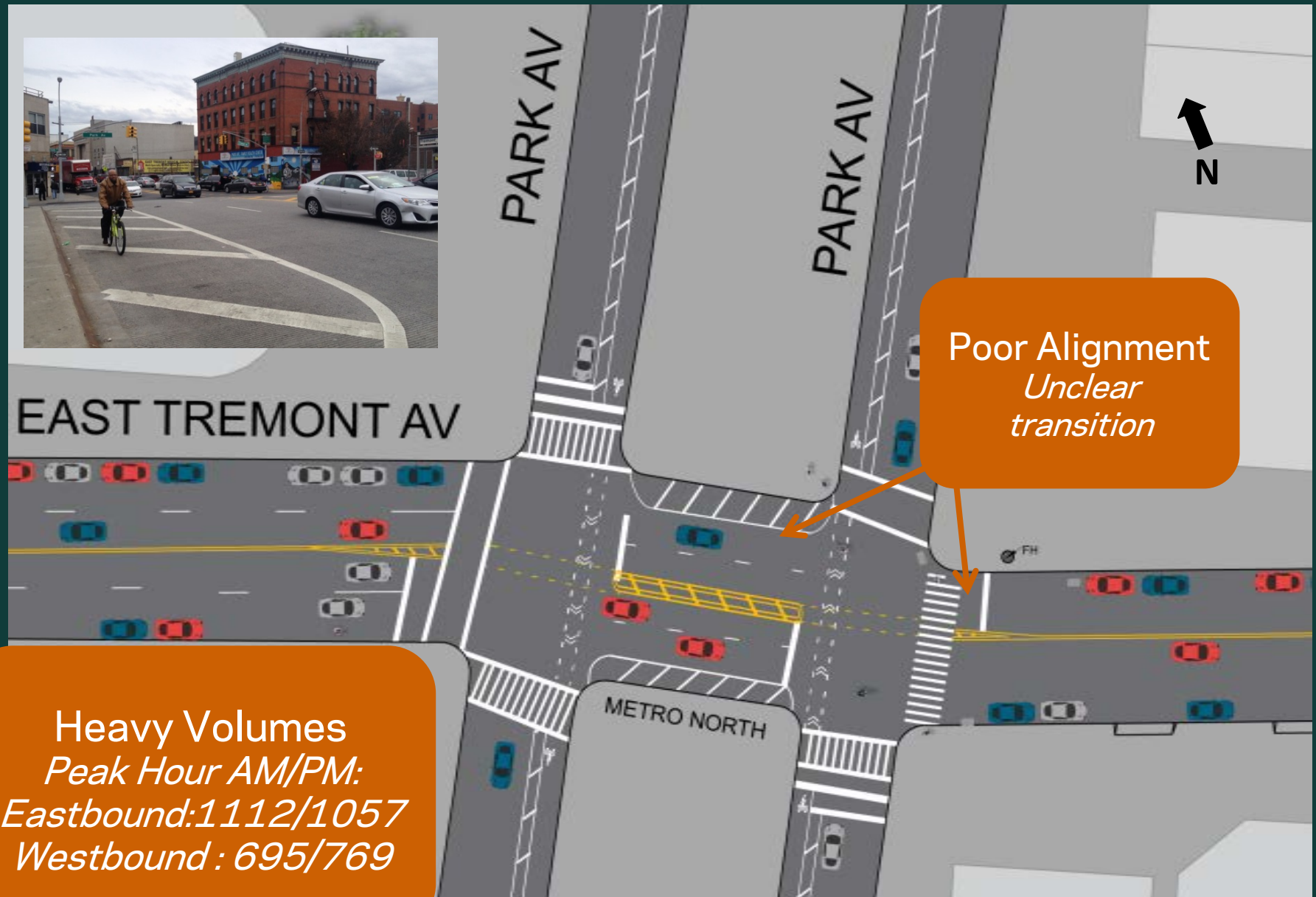
Example of Proposed Design - *Shared Lane*



Vanderbilt Ave, Brooklyn

(2) Park Ave (W) to Park Ave (E)

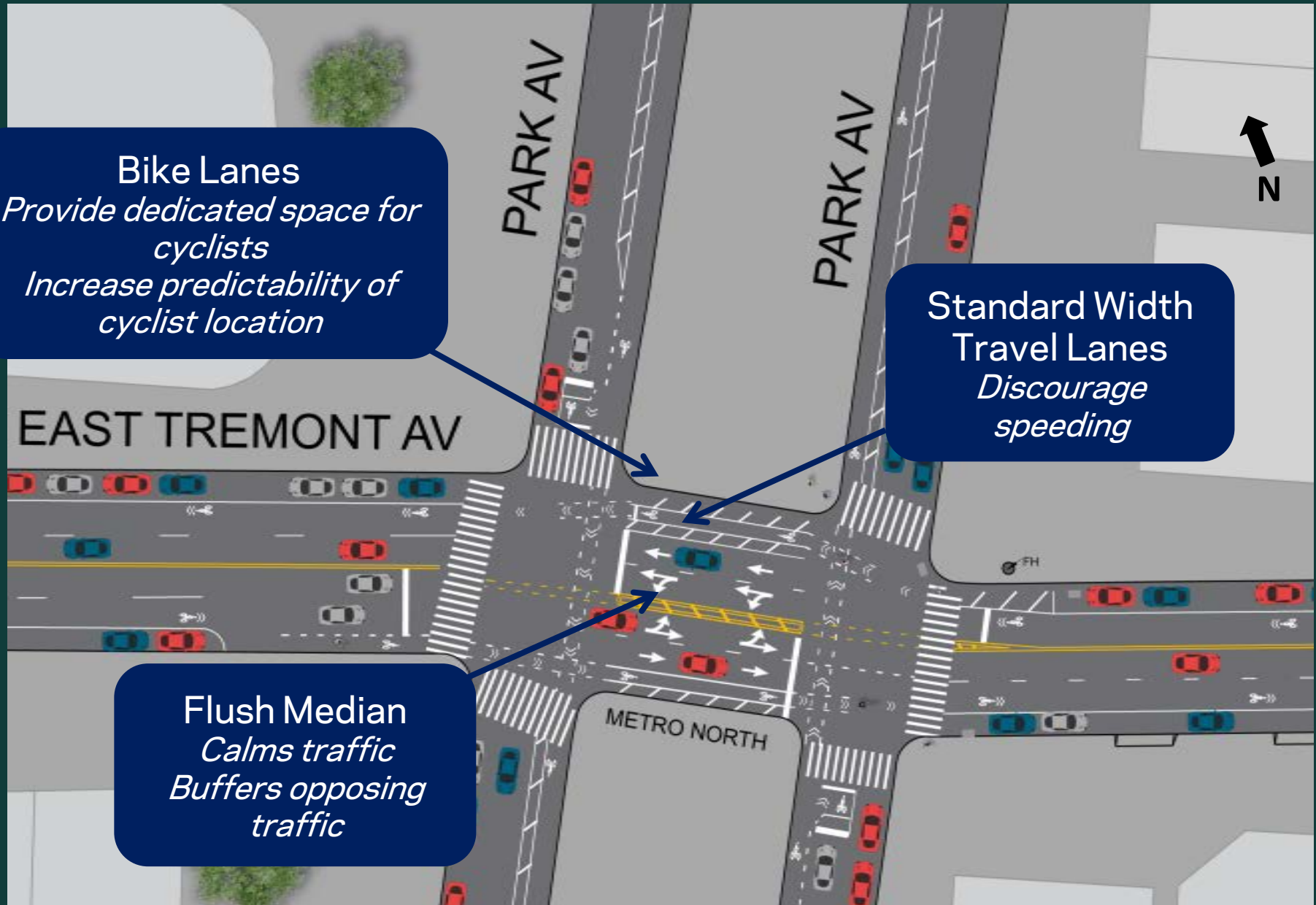
Existing Conditions



Heavy Volumes
Peak Hour AM/PM:
Eastbound: 1112/1057
Westbound : 695/769

(2) Park Ave (W) to Park Ave (E)

Proposed Design

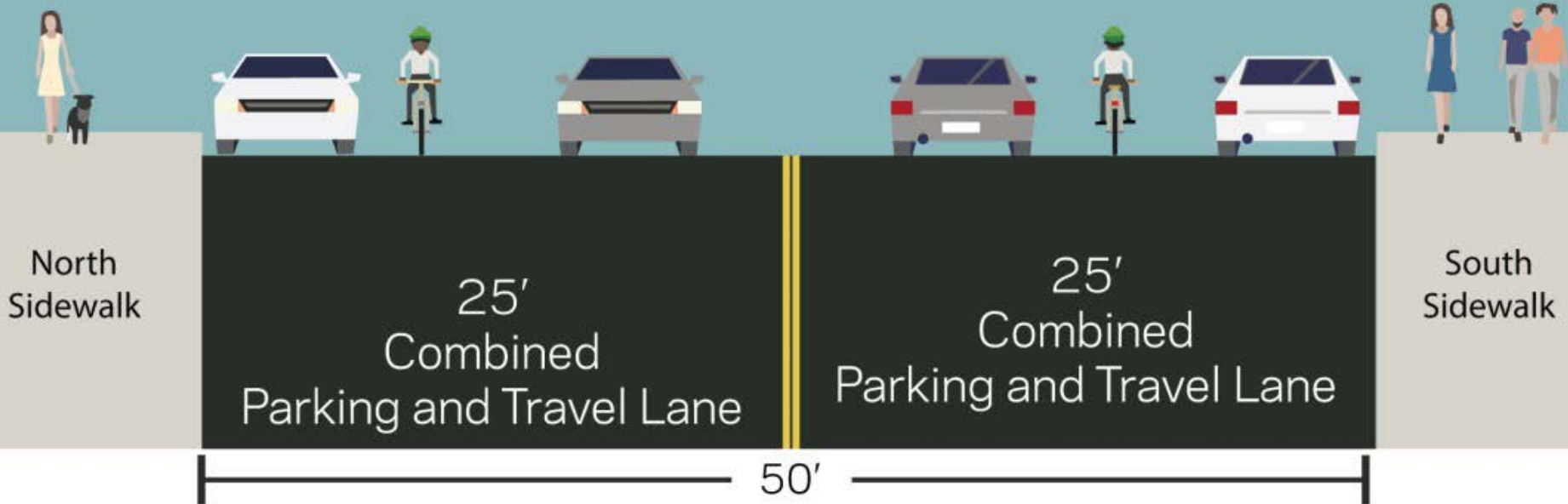
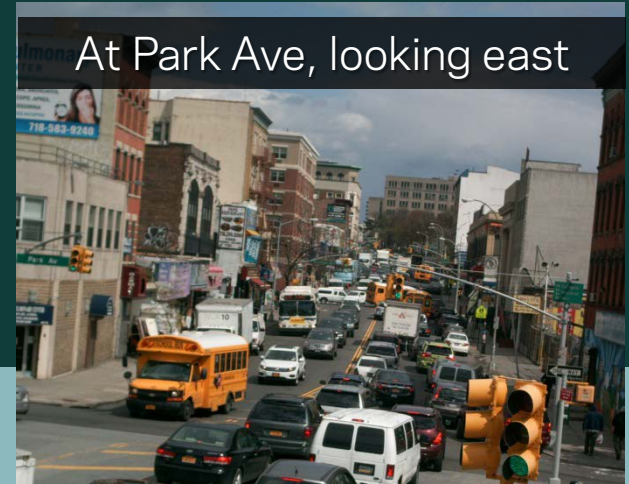


(3) Park Ave (E) to Monterey Ave

Existing Conditions - *Corridor*

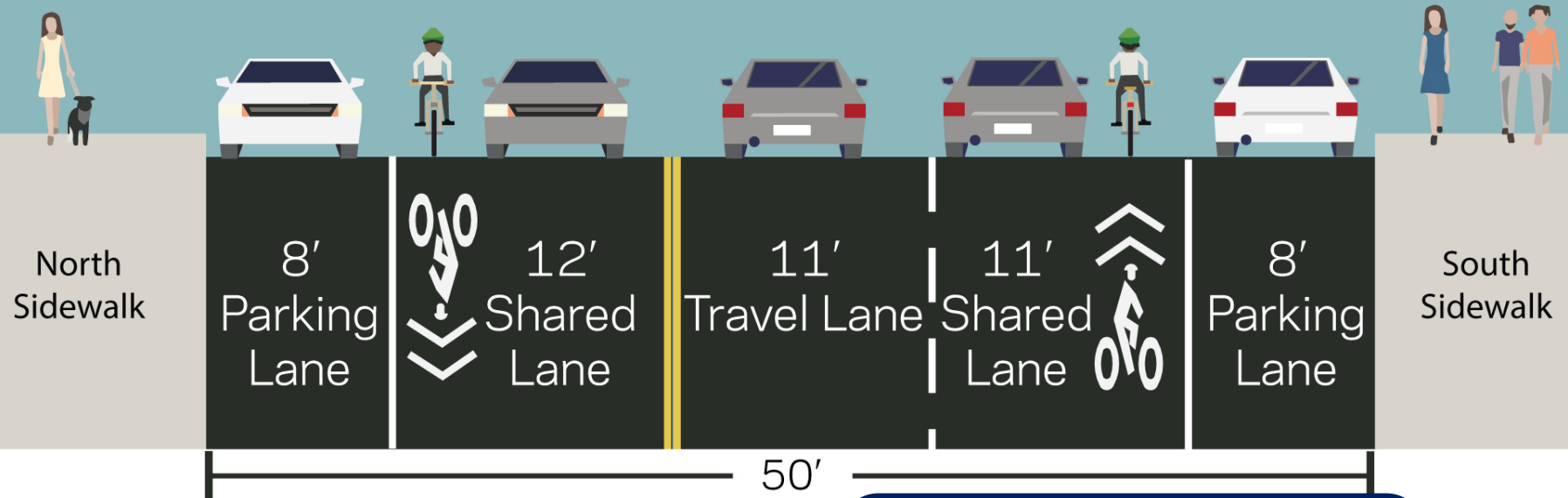
Heavy Volumes
Park Ave towards 3 Ave

Unmarked
merge
*Unpredictable
movements*



(3) Park Ave (E) to Monterey Ave

Proposed Design - *Corridor*

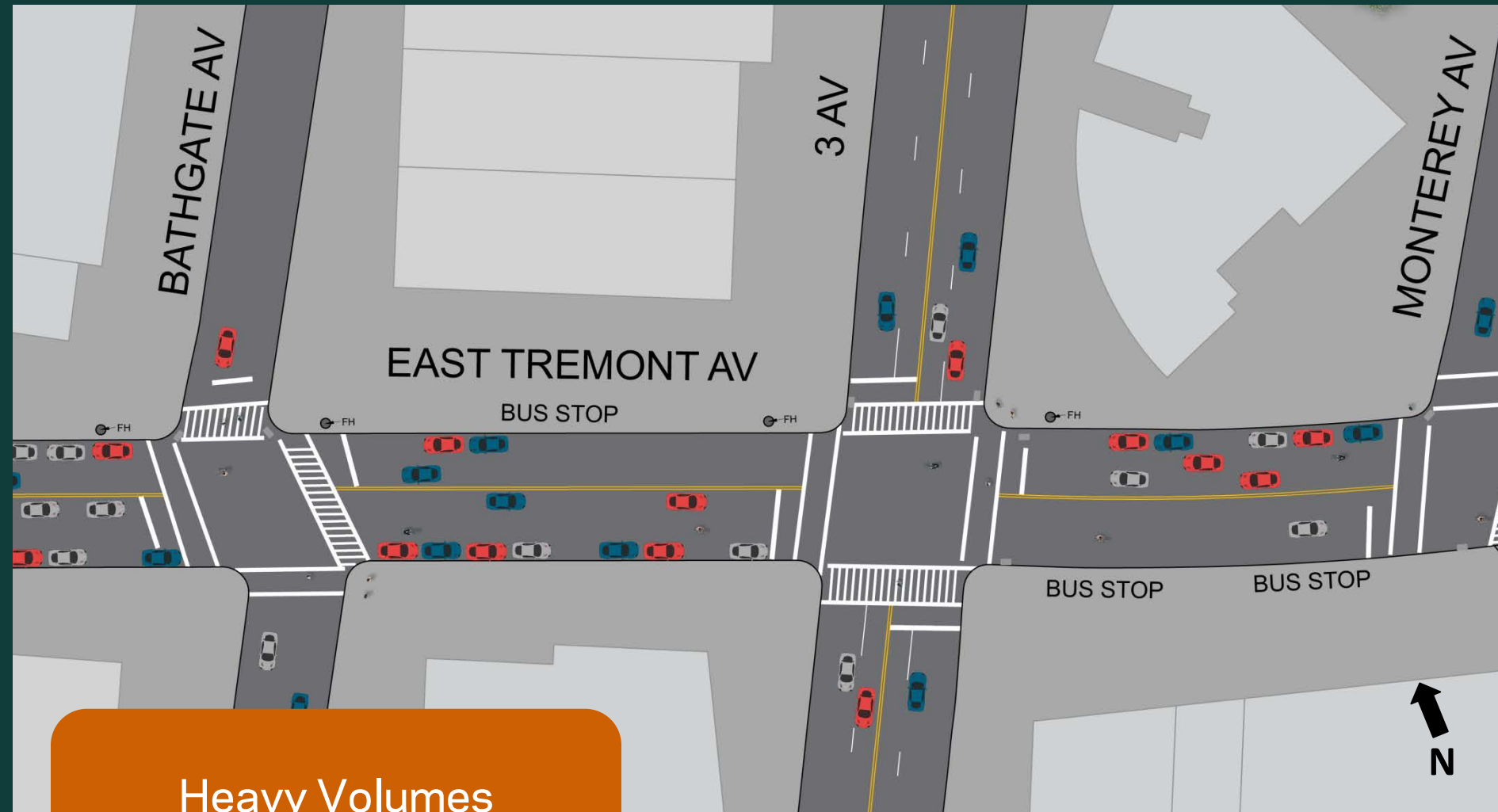


Shared Lane Markings
Increased awareness
Wayfinding
Guides cyclists outside door zone

Mark Two Standard Width
Travel Lanes
Predictable movements

(3) Park Ave (E) to Monterey Ave

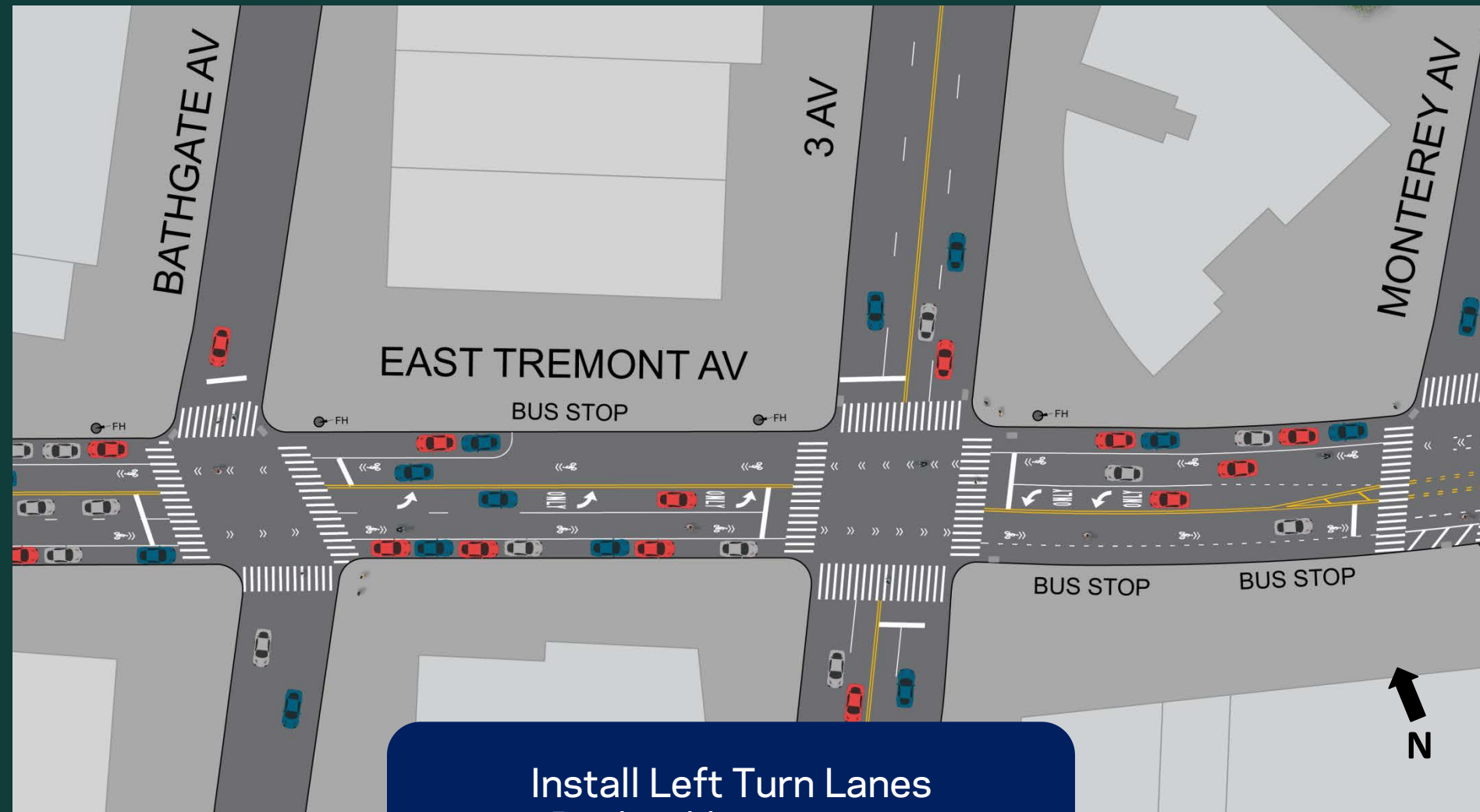
Existing Conditions - *Bathgate Ave to Monterey Ave*



Heavy Volumes
Park Ave towards 3 Ave

(3) Park Ave (E) to Monterey Ave

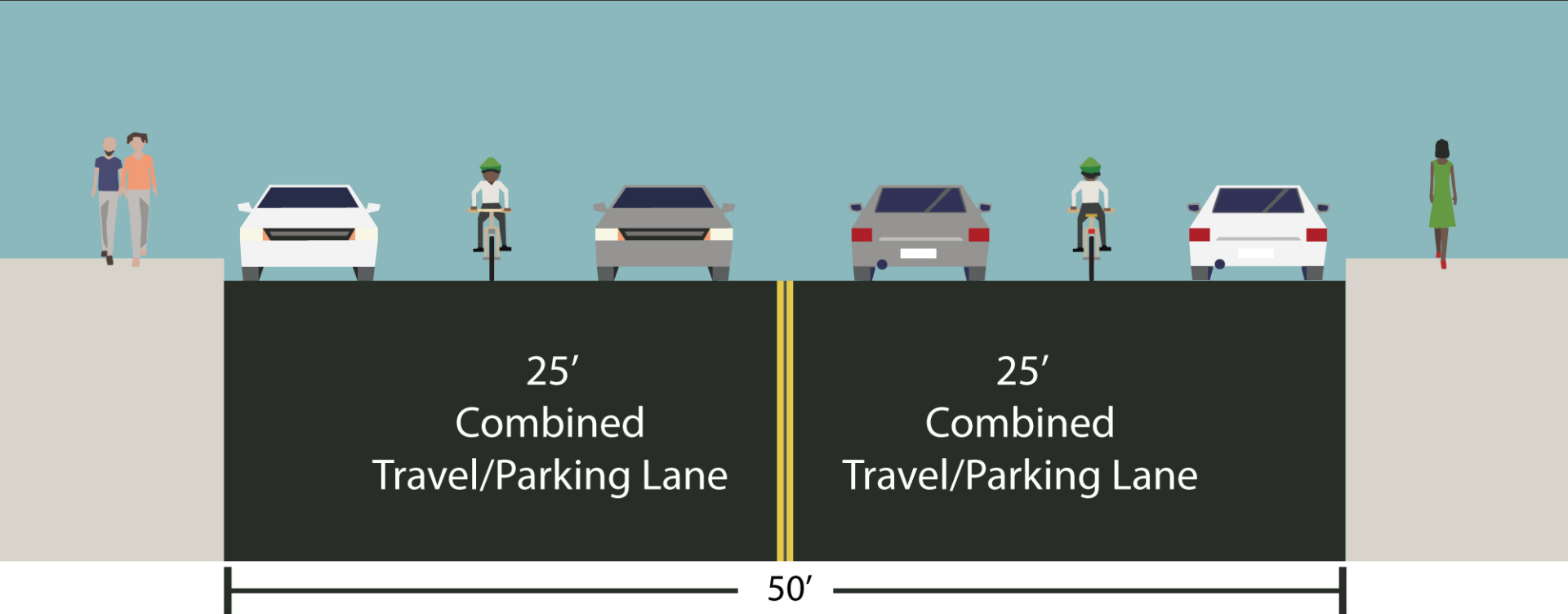
Proposed Design- *Bathgate Ave to Monterey Ave*



Install Left Turn Lanes
Predictable movements
Improve traffic flow

(4) Monterey Ave to Boston Rd

Existing Conditions - *Corridor*



(4) Monterey Av to Boston Rd

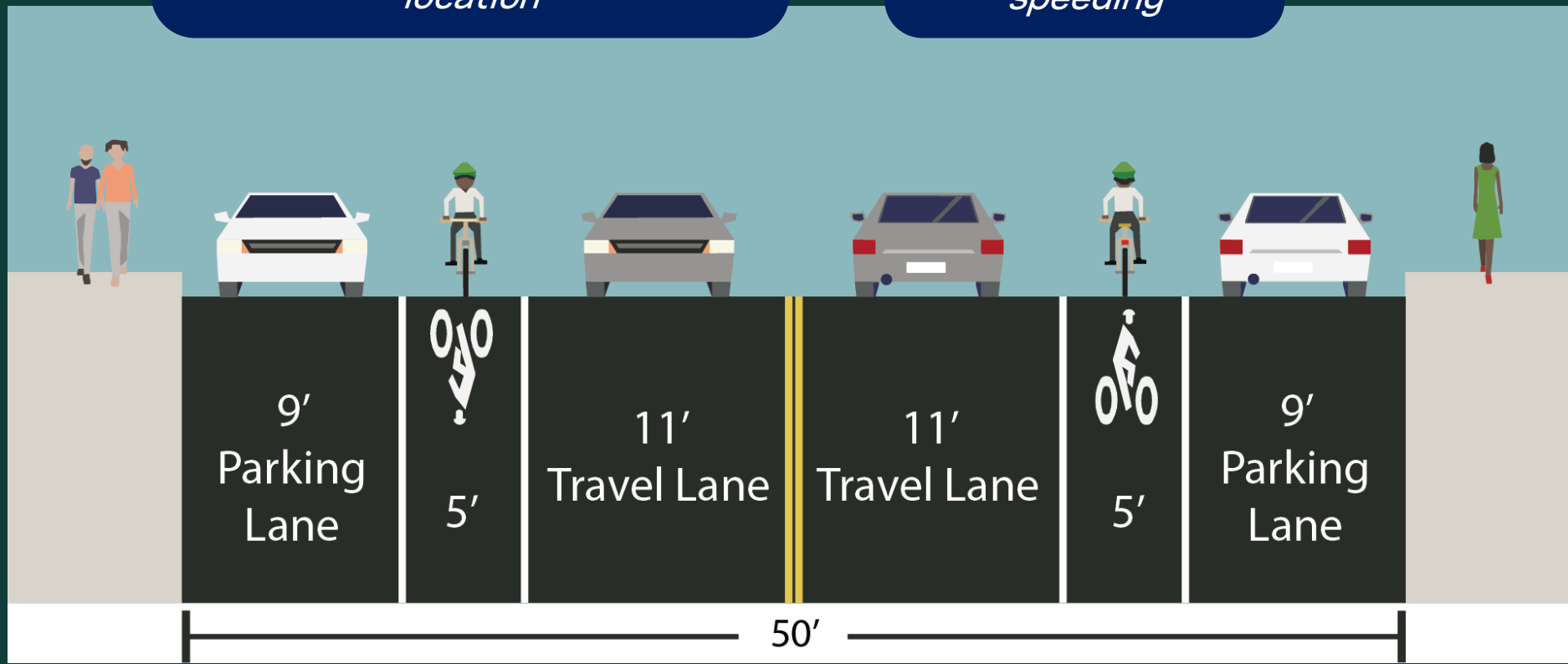
Proposed Design- *Corridor*

Bike Lanes

Provide dedicated space for cyclists
Increase predictability of cyclist location

Standard Width Travel Lanes

Discourage speeding



(4) Monterey Ave to Boston Rd

Example of Proposed Design - *Bike Lane*



3rd Ave at E 145 St, Bronx

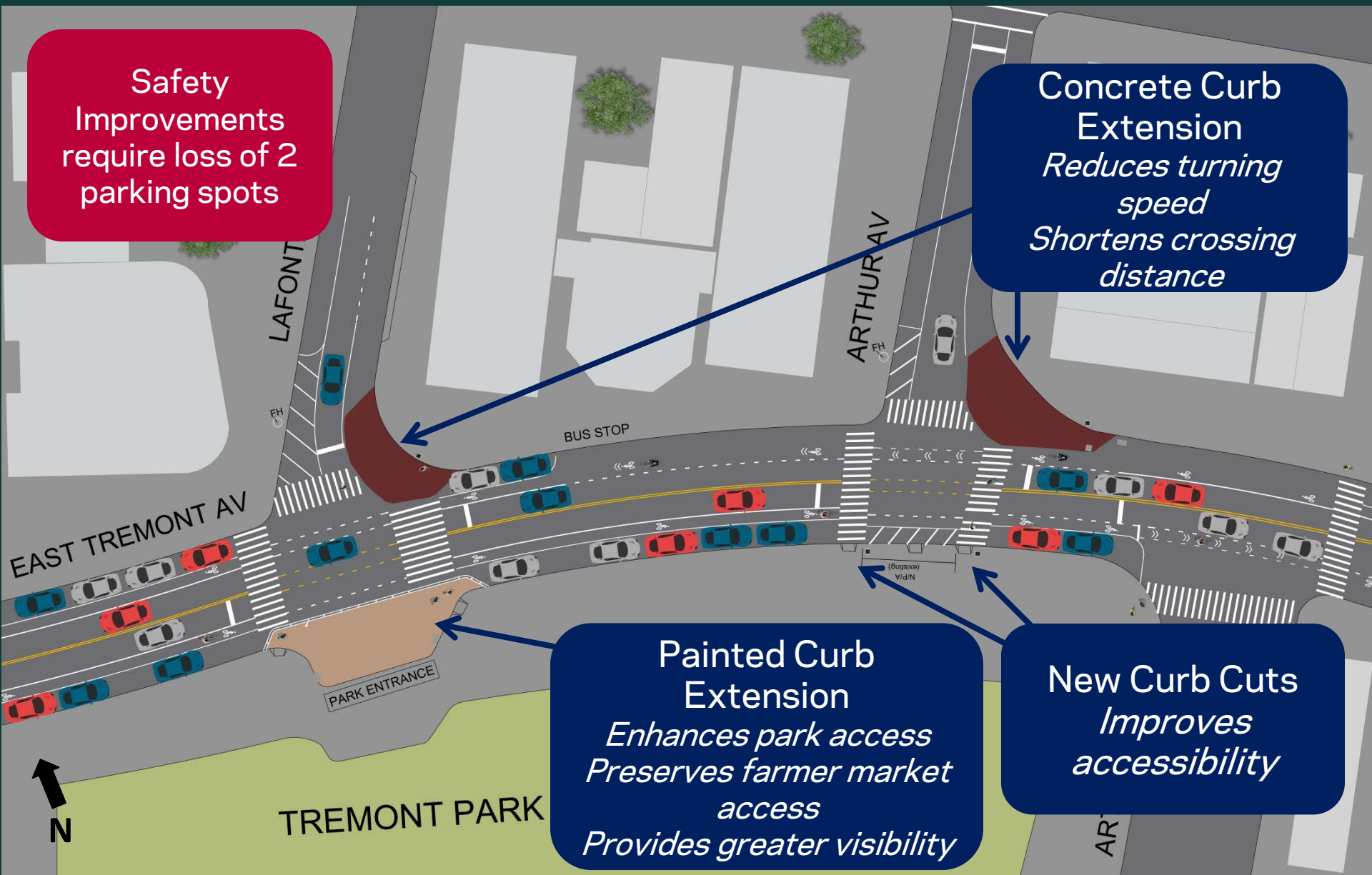
(4) Monterey Ave to Boston Rd

Existing Conditions - Tremont Park Access



(4) Monterey Ave to Boston Rd

Proposed Design - Tremont Park Access



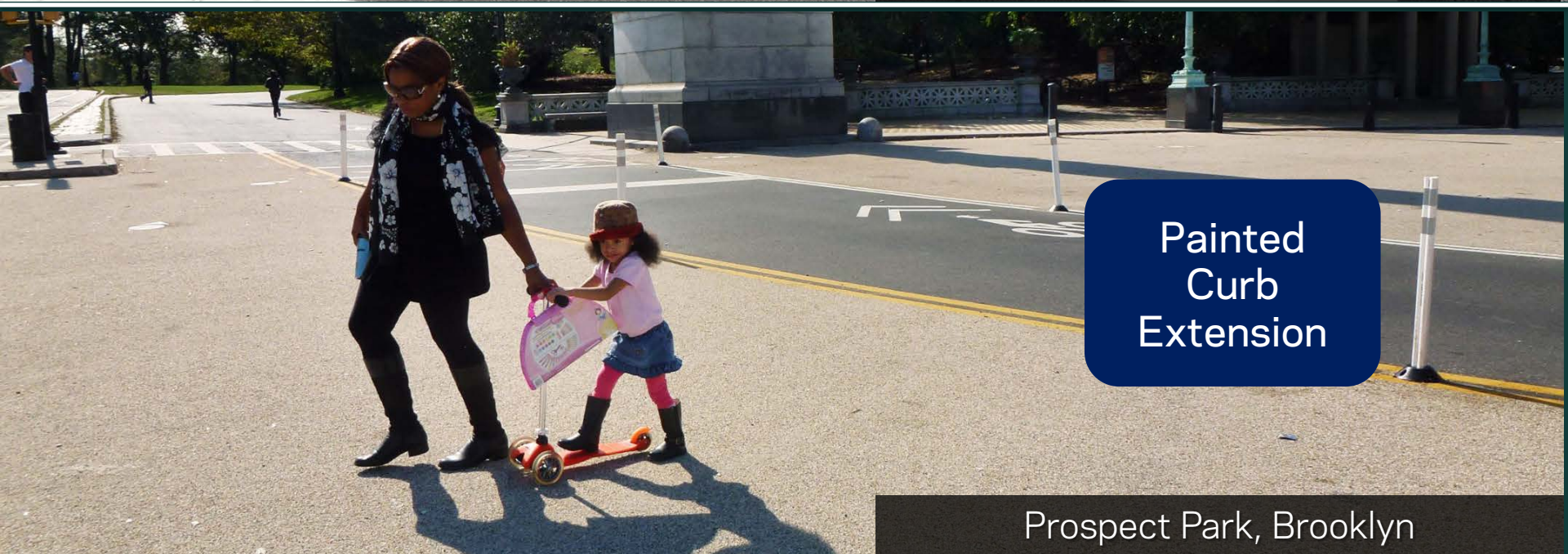
(4) Monterey Ave to Boston Rd

Example of Proposed Design - *Curb Extensions*



Concrete
Curb
Extension

At Nagle Ave and 10th Ave, Manhattan

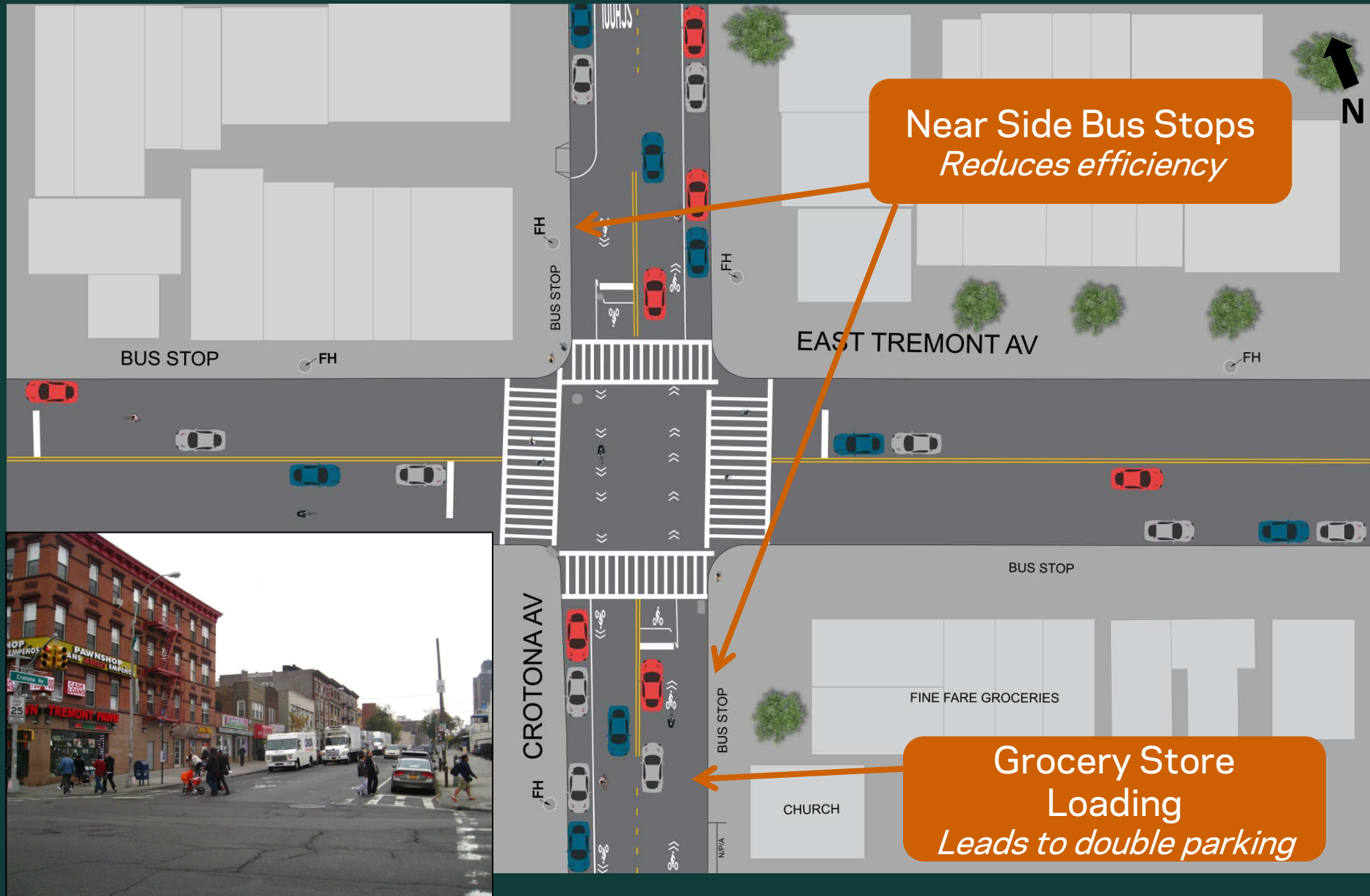


Painted
Curb
Extension

Prospect Park, Brooklyn

(4) Monterey Ave to Boston Rd

Existing Conditions - *At Crotona Ave*



(4) Monterey Ave to Boston Rd

Proposed Design - *E Tremont Ave and Crotona Ave*

Concrete Curb
Extension
*Reduces turning
speed
Shortens crossing*

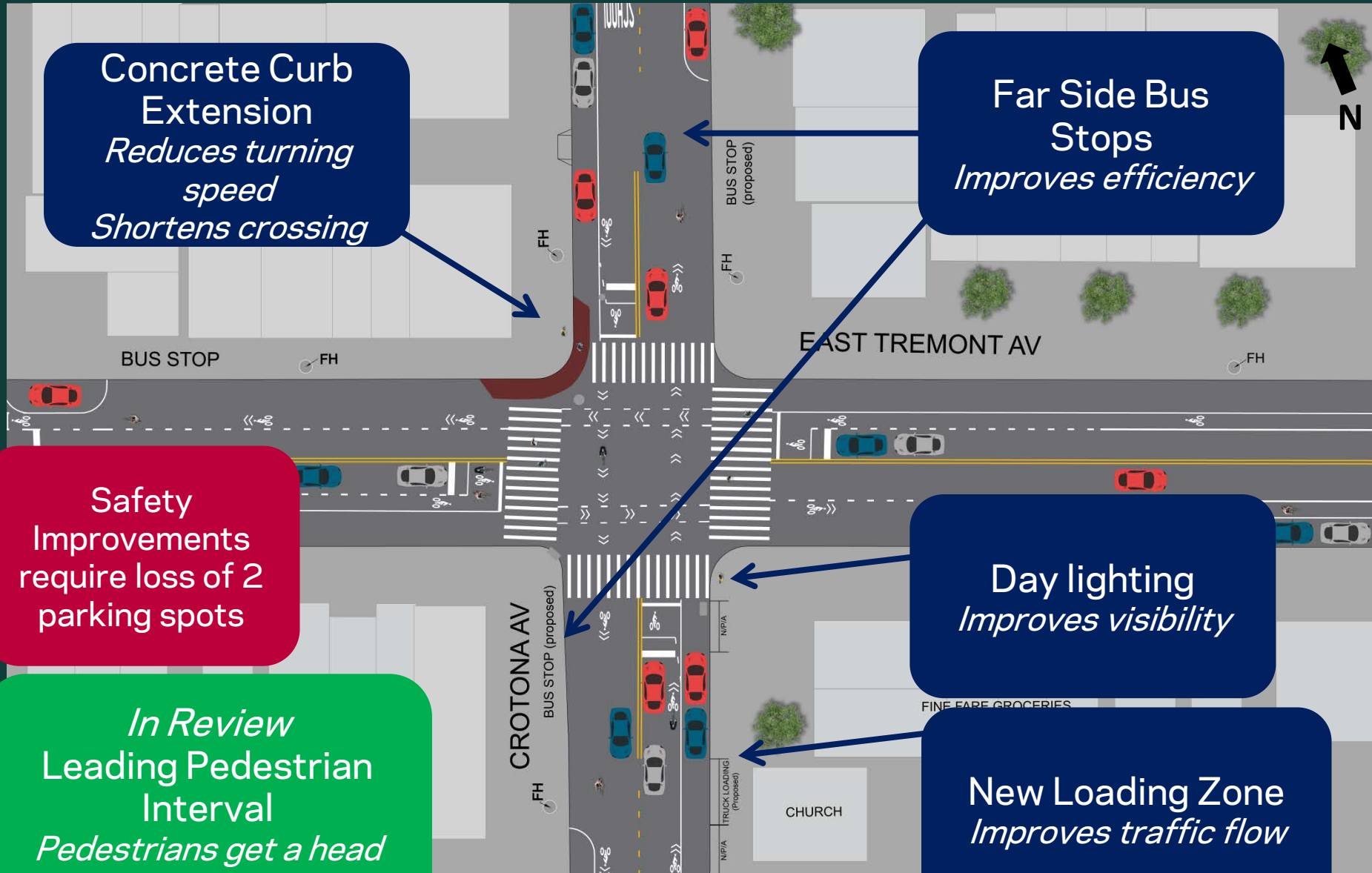
Far Side Bus
Stops
Improves efficiency

Safety
Improvements
require loss of 2
parking spots

In Review
Leading Pedestrian
Interval
*Pedestrians get a head
start crossing*

Day lighting
Improves visibility

New Loading Zone
Improves traffic flow



Summary/Benefits



Between Prospect Ave and Mapes Ave

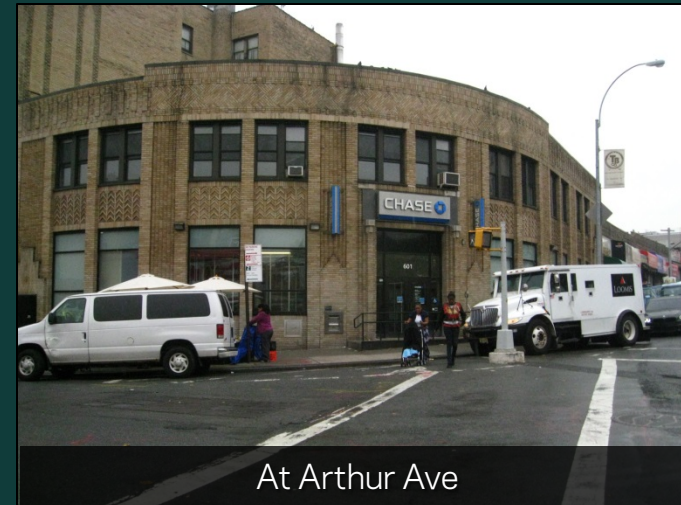


(1) Increased Safety for Road Users

- 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

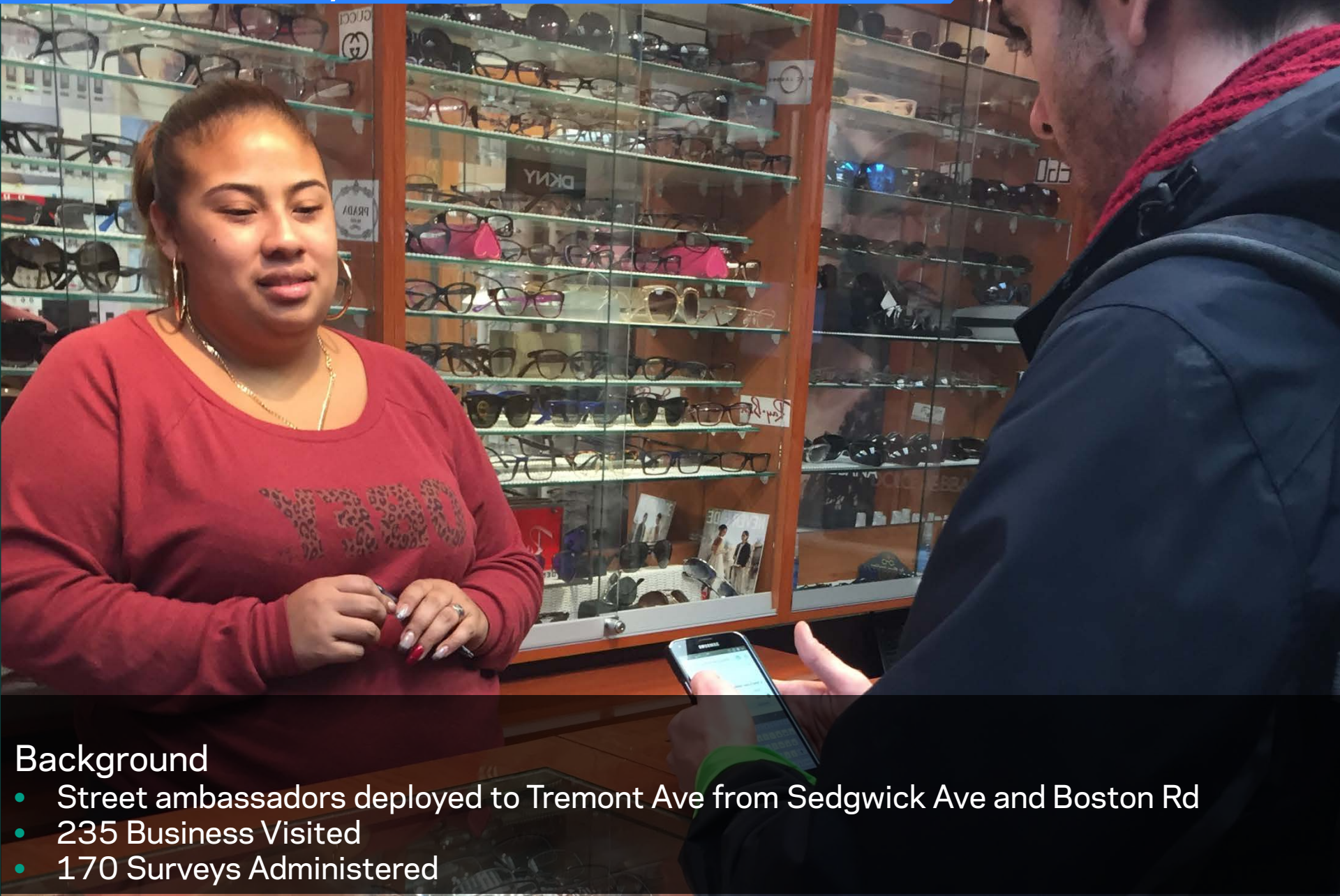
- Bridge Park + Roberto Clemente State Park
- Bronx River Greenway
- Echo, Tremont, Crotona, and Bronx Parks
- Numerous North - South Bike Routes



At Arthur Ave

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**

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