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Introduction & Existing Conditions
Community Advisory Board (CAB)

- Compliments standard outreach with Community Boards, elected officials & stakeholders
- Extra opportunity to meet together, share ideas and inform each other
- CAB meets before project implementation; can continue to meet during and after implementation if desired
- Not public meetings, but intended to be broad and inclusive

<table>
<thead>
<tr>
<th>CAB Meeting #1</th>
<th>Introduce corridor &amp; issues</th>
<th>Provide local knowledge; communicate issues, concerns, and desires</th>
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</thead>
<tbody>
<tr>
<td>CAB Meeting #2</td>
<td>Using community feedback, develop &amp; share draft proposal</td>
<td>Provide input on draft proposal</td>
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<tr>
<td>CAB Meeting #3</td>
<td>Share revised proposal &amp; next steps</td>
<td>Provide input on revised proposal</td>
</tr>
<tr>
<td></td>
<td>Additional meeting(s) after implementation if desired</td>
<td></td>
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</tbody>
</table>
Why Tremont Av?

- Study area: University Av to Boston Rd
- Nearly 29,000 daily bus passengers on the Bx36 Limited & local
  - 4th busiest bus route in the Bronx
- Critical crosstown service with connections to 1 2 4 5 6 A B D, Metro-North Railroad & many local bus routes
- Named one of 10 key Bronx corridors for bus priority
NYC Streets Plan (2021) and Transit Goals

Transit goals of the Streets Plan:

1. **Increase sustainable travel modes** by reconfiguring streets
2. **Expand access to job opportunities** through faster and more reliable transportation options
3. Allow all New Yorkers to get around the city in multiple ways without encountering barriers to travel

In addition to the Streets Plan and bus priority corridors, NYC DOT and MTA are working together on **automated enforcement & transit signal priority**
Bronx Bus Network Redesign

- Implemented June 2022
- Recognizes Tremont Av as an important Bronx bus corridor & makes improvements:
  - **Straight, direct routing:** Bx36 serves Tremont Av from University Av to White Plains Rd; Bx40/Bx42 serves Tremont Av east of Rosedale Av
  - **Bus stop consolidation** improves bus travel time & reliability
- **This project continues NYC DOT & MTA’s work** to improve bus service on Tremont Av
Demographics

Census Tracts – Tremont Av (University Av to Bronx River Pkwy)

- **118,000 residents**
- **72%** of households do not have access to a private vehicle
  - Above city average of 55%
- **78%** commute to work via public transit, walking, or biking
  - Above city average of 71%
- **45 minute** average travel time to work
  - Above city average of 41 minutes
- **$31,000** median household income
  - Below city average of $67,000

Vehicle Access by Household

- **Transit** 69%
- **Car** 22%
- **Walk** 7%
- **No Vehicles** 22%
- **1 Vehicle** 22%
- **2 or More Vehicles** 6%

Source: 2016-2020 American Community Survey
Safety

- From 2016-2020, **over 1,100 people** were injured in crashes on Tremont Av
  - Average of more than 4 injuries every week
  - 43 people severely injured
  - 2 people were killed
- Vision Zero Priority Corridor, with 3 Vision Zero Priority Intersections:
  - Grand Concourse
  - Anthony Av
  - Boston Rd

<table>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tbody>
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<td><strong>Pedestrian</strong></td>
<td>215</td>
<td>19</td>
<td>1</td>
<td>20</td>
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<td><strong>Bicyclists</strong></td>
<td>95</td>
<td>4</td>
<td>1</td>
<td>5</td>
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<tr>
<td><strong>Motor Vehicle Occupant</strong></td>
<td>797</td>
<td>20</td>
<td>0</td>
<td>20</td>
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<tr>
<td><strong>Total</strong></td>
<td>1,107</td>
<td>43</td>
<td>2</td>
<td>45</td>
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</tbody>
</table>

*KSI = Killed or Severely Injured. Source: NYC DOT*
Existing Condition

- Most sections are 50 feet wide, curb to curb
  - Each direction has a moving lane, a parking lane and a bike lane
- Tremont Av widens and divides into EB & WB sides around Grand Concourse, Valentine Av
- 2 extra moving lanes from Webster Av to Park Av (1 block)
- 1 extra moving lane from Park Av to Monterey Av (4 blocks)
Tremont Av Bus Speeds (AM)

- Slow and unreliable bus service along Tremont Av
- Buses move slow all day and less than 5 mph in some segments
- Traffic congestion and double parking cause slowdowns, especially when the Cross-Bronx Expressway is congested

**AM Peak Period Bus Speeds, Oct 2022**

**6-10am Eastbound**

**6-10am Westbound**

**Bus Speeds**
- < 5 mph
- 5-6 mph
- 6-7 mph
- 7-8 mph
- > 8 mph

Source: MTA NYCT
Tremont Av Bus Speeds (PM)

- Slow and unreliable bus service along Tremont Av
- Buses move slow all day and **less than 5 mph** in many segments
- PM peak-period trips take **7-9 minutes longer** than evening/overnight
- Traffic congestion and double parking cause slowdowns, especially when the Cross-Bronx Expressway is congested

**PM Peak Period Bus Speeds, Oct 2022**

Source: MTA NYCT
Vision & Challenges

Vision:

• Make bus service fast, reliable and on-time
• Make Tremont Av safer to walk, bike & drive
• Ensure access to businesses

Challenges:

• Traffic congestion & overflow from the Cross-Bronx Exwy
• Double parking & vehicle access needs
• Few alternate routes in some sections
Toolkit
Transit Toolkit

Offset Bus Lane
Woodhaven Blvd, QN

Center Bus Lane/
Physical Protection
161st St, BX

Busway/Transit & Truck Priority
14th St, MN

Curbside Bus Lane
Hylan Blvd, SI

Broadway, QN
Bus Stop Toolkit

Leaning Bars

Nostrand Ave, BK

CityBenches

86th St, MN

Physical Accessibility

Bus Boarders

Hylan Blvd, SI

Utica Av, BK
Pedestrian Safety Toolkit

- Painted Curb Extension
  - Southern Blvd, BX
- Pedestrian Island
  - Fordham Rd, BX
- Pedestrian Island
  - 149th St, BX
- Bus Boarding Island
  - Kings Hwy, BK
- Bus Boarding Island
  - Southern Blvd, BX
Parking Toolkit

Parking Meters

Truck Loading Zones

No Parking/No Standing
Other Tools

• Traffic signal timing
• Transit Signal Priority (TSP)
• Bus lane camera enforcement
  – DOT stationary cameras
  – MTA on-bus cameras (ABLE)
• Left & right turn bays
Work to Date & Next Steps
Work to Date

• Tremont Av Corridor Safety Project (2016)
• MTA Bronx Bus Network Redesign: 50+ public outreach events
  – On-street and in-station pop-ups
  – Public open houses
  – Community Board presentations
  – Online workshop & surveys
• Tremont Av merchant survey (2019)
• Initial field observations
Tremont Av Merchant Survey

- In November 2019, DOT visited every business on Tremont Av from the Grand Concourse to Boston Rd
- **146 merchants** took our survey on delivery schedules, challenges & needs
- Busiest blocks for deliveries:
  - Crotona Av to Mapes Av, both sides
  - Grand Concourse to Anthony Av, N side
  - Arthur Av to Hughes Av, N side
- **81%** of businesses don’t control when their deliveries arrive
Next Steps

(Note: all dates are tentative estimates)

- **December 12th, 2022:**
  - Discuss existing conditions, needs & wants
  - Feedback will help shape DOT’s draft proposal
  - Initial site visits & data collection

- **Winter/Spring 2023:**
  - Traffic analysis & continue public outreach

- **Early-mid 2023:**
  - Traffic analysis
  - Develop proposals
  - Continue public outreach
  - Share refined plan

- Implementation in **late fall 2023 or 2024**
Discussion
Open Discussion

- How does Tremont Av operate right now? What works & doesn’t work?
- Which DOT and MTA tools sound most useful? Less useful?
- What would a successful project look like?
- What tradeoffs are acceptable?
- What role can DOT and MTA take to make Tremont Av work better?
Section 1: Sedgwick Av to Jerome Av
Section 2: Jerome Av to Webster Av
Section 3: Webster Av to Crotona Av
Section 4: Crotona Av to Vyse Av
Section 5: Vyse Av to Bronx River Pkwy
Full Corridor
Thank You!

Questions?