

Tremont Av Bus Priority Improvements

Community Advisory Board Meeting #1

December 12th, 2022



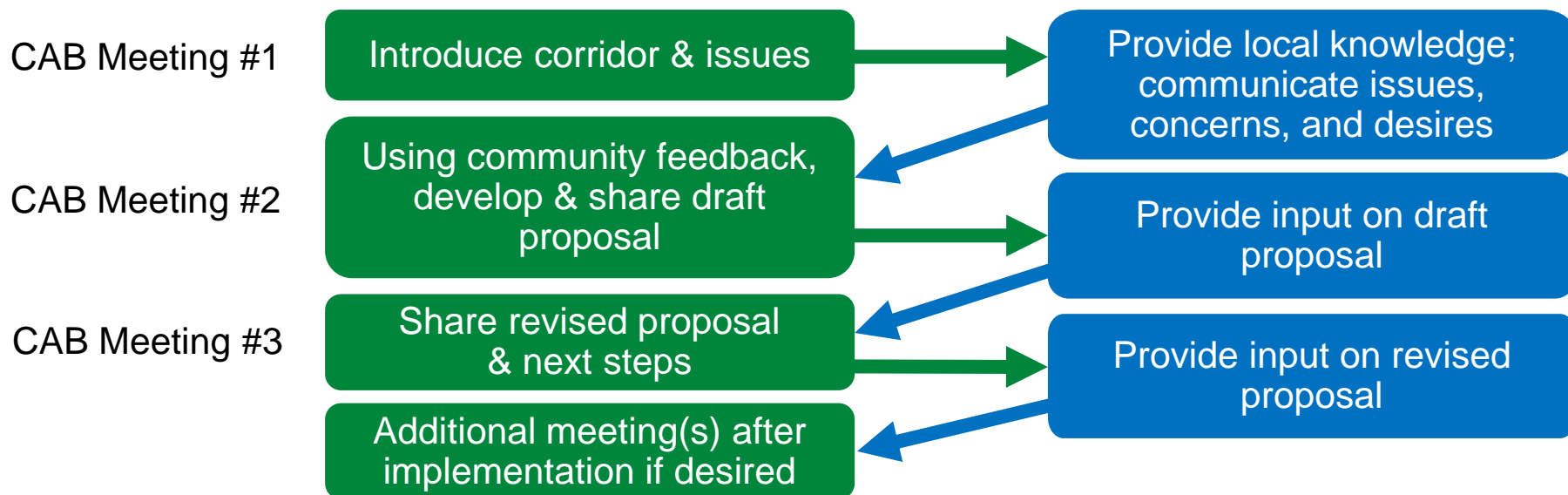
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Introduction & Existing Conditions

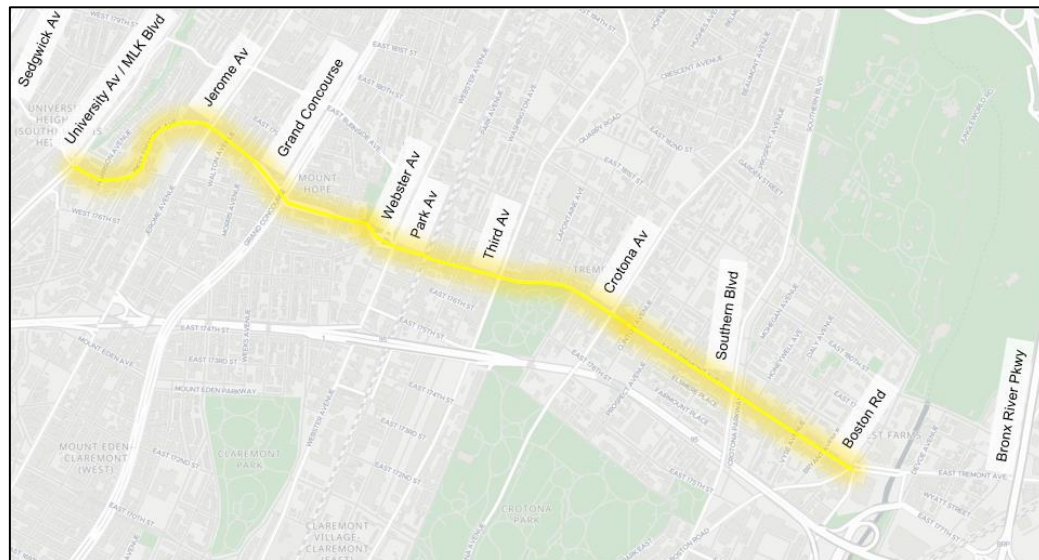
Community Advisory Board (CAB)

- 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



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

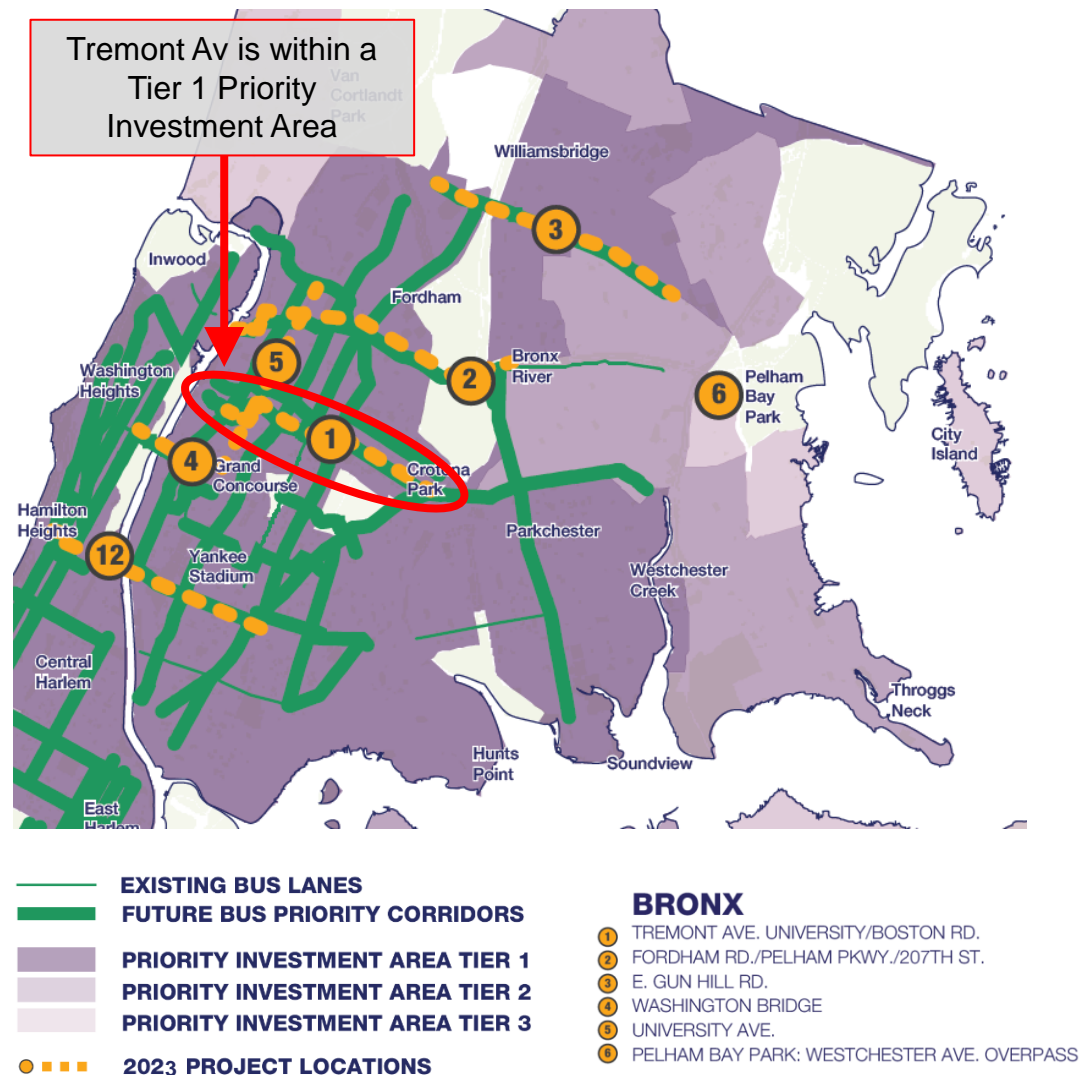


NYC Streets Plan (2021) and Transit Goals

Transit goals of the Streets Plan:

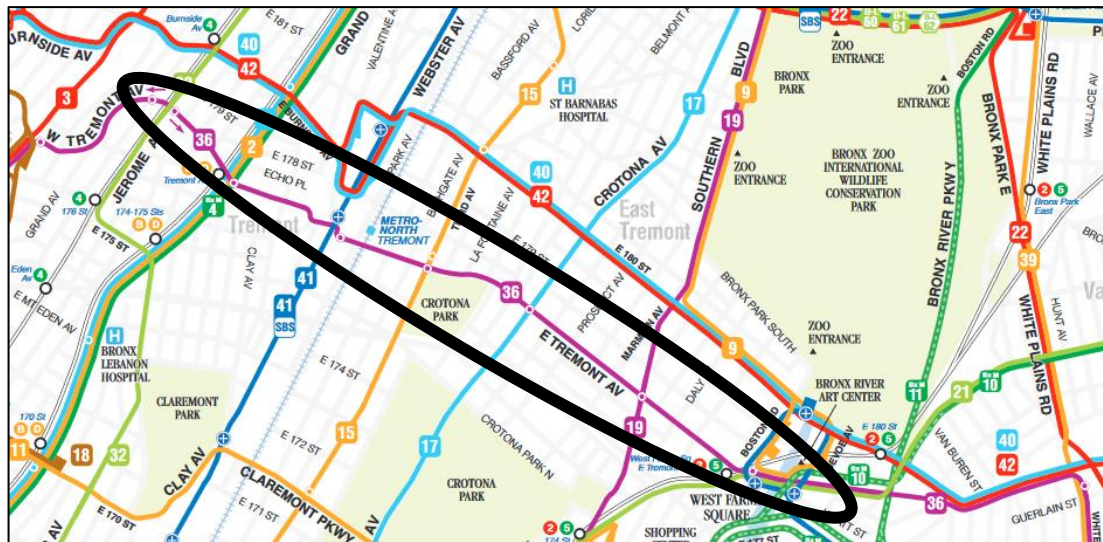
1. **Increase sustainable travel modes** by reconfiguring streets
2. **Expand access to job opportunities** through faster and more reliable transportation options
3. Allow all New Yorkers to get around the city in multiple ways **without encountering barriers to travel**

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

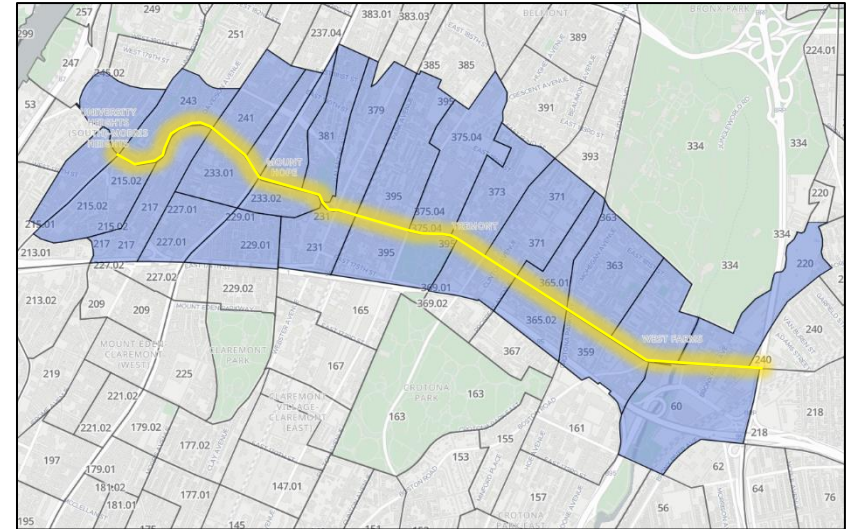


MTA Bronx Bus
Network Redesign
Public Open House

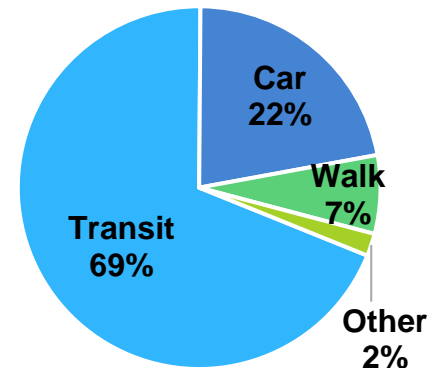
Demographics

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

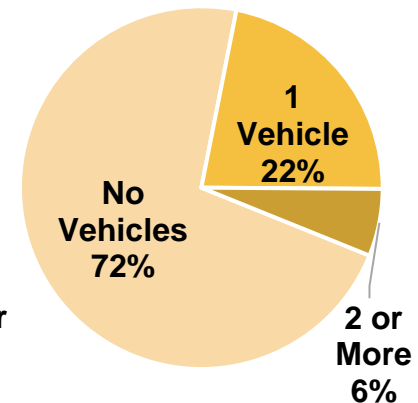
- **118,000 residents**
- **72%** of households do not have access to a private vehicle
 - Above city average of 55%
- **78%** commute to work via public transit, walking, or biking
 - Above city average of 71%
- **45 minute** average travel time to work
 - Above city average of 41 minutes
- **\$31,000**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



Travel to Work



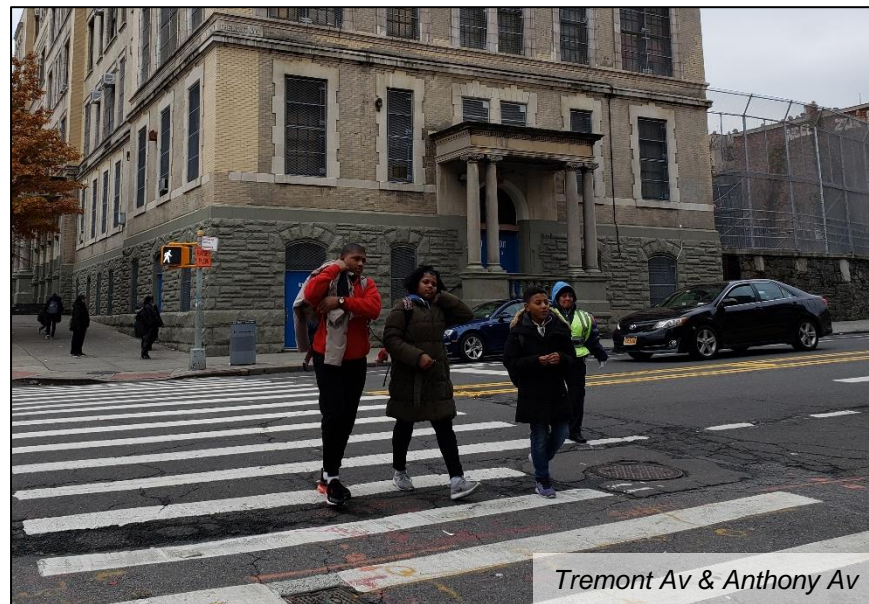
Vehicle Access by Household



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



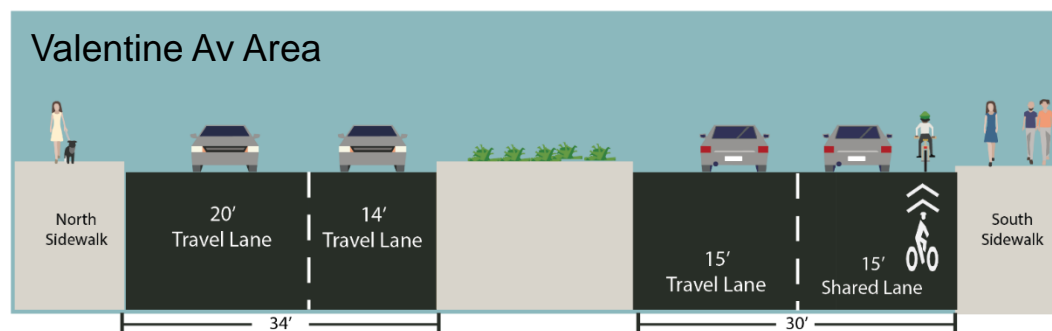
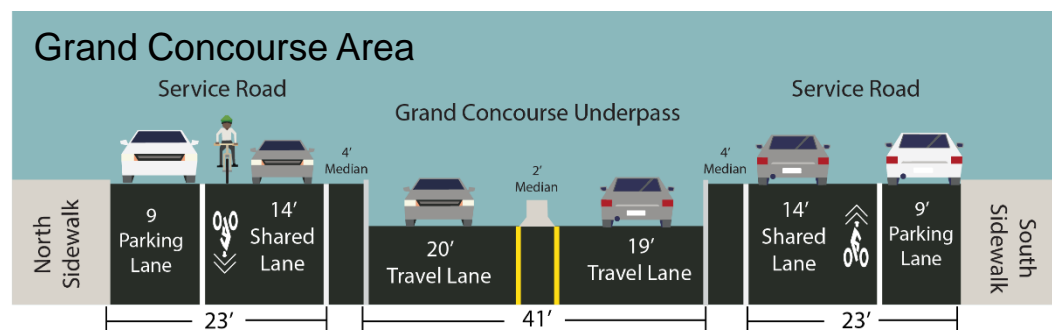
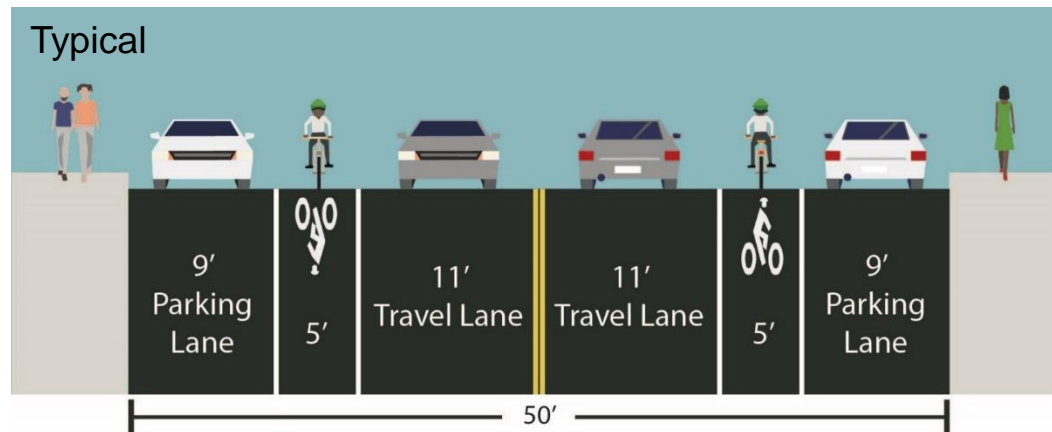
Tremont Av, University Av to Bronx River Pkwy
Injury Summary, 2016-2020 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	215	19	1	20
Bicyclists	95	4	1	5
Motor Vehicle Occupant	797	20	0	20
Total	1,107	43	2	45

KSI = Killed or Severely Injured. Source: NYC DOT

Existing Condition

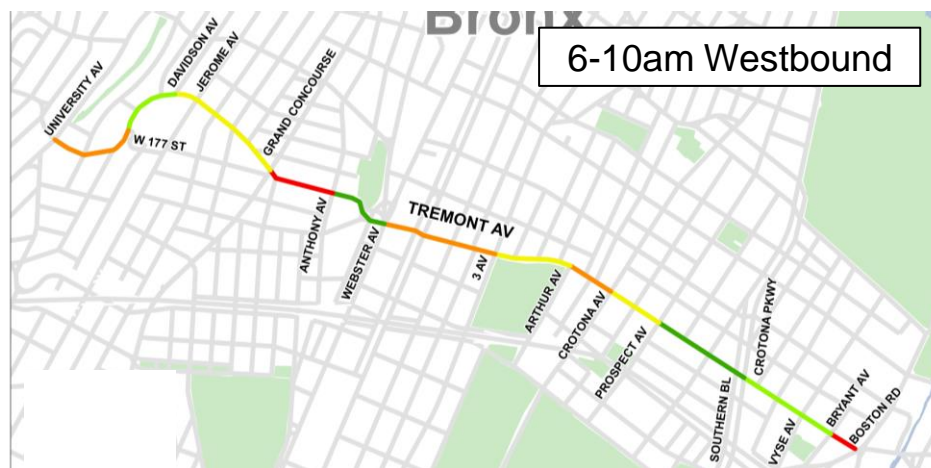
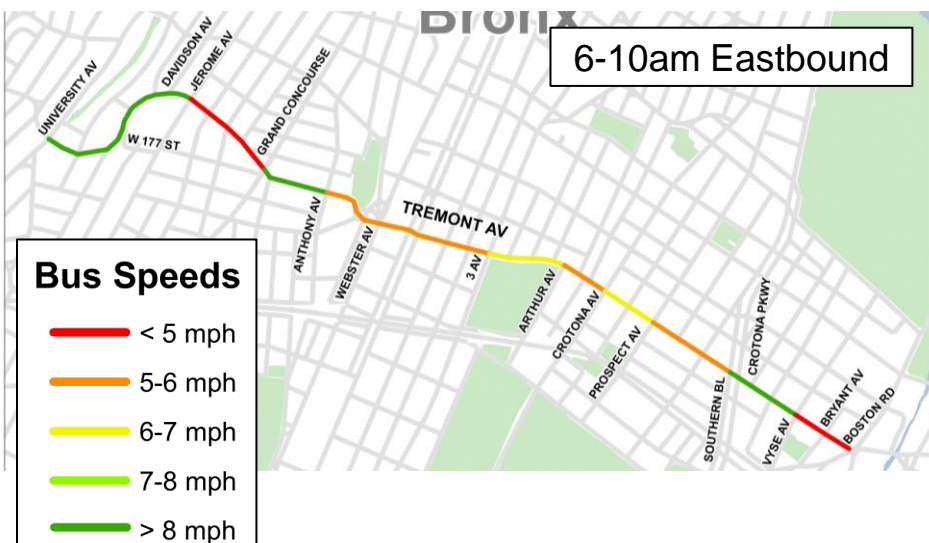
- Most sections are 50 feet wide, curb to curb
 - Each direction has a moving lane, a parking lane and a bike lane
- Tremont Av widens and divides into EB & WB sides around Grand Concourse, Valentine Av
- 2 extra moving lanes from Webster Av to Park Av (1 block)
- 1 extra moving lane from Park Av to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

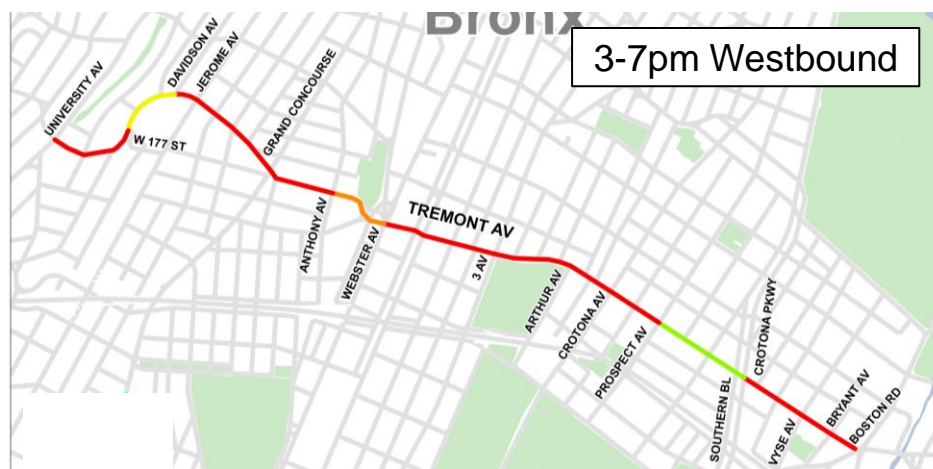
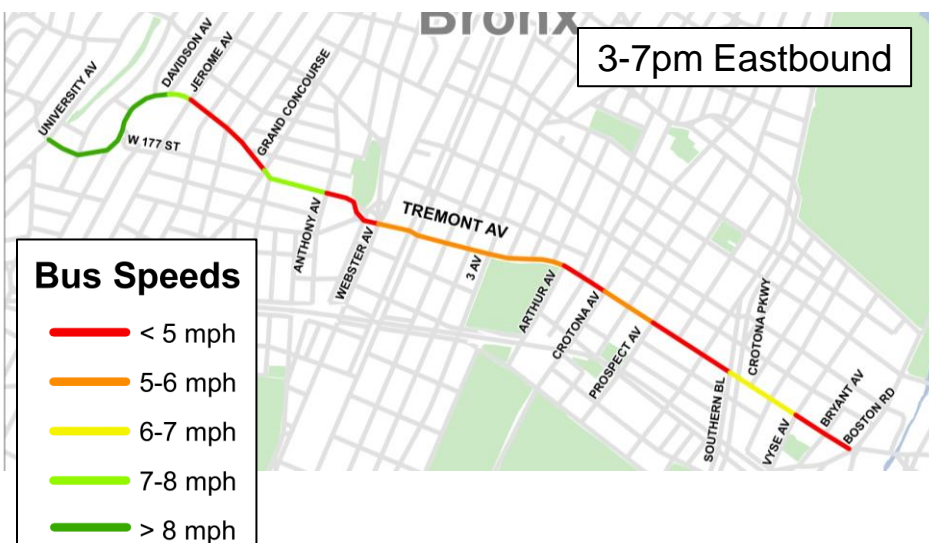


Source: MTA NYCT

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



Tremont Av & Walton Av

Challenges:

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



Tremont Av & Arthur Av

Toolkit

Transit Toolkit



Offset Bus Lane

Woodhaven Blvd, QN



Center Bus Lane/
Physical Protection

161st St, BX



Busway/Transit & Truck Priority

© NYC DOT

14th St, MN



Curbside Bus Lane

Hylan Blvd, SI



Broadway, QN

Bus Stop Toolkit



Leaning Bars

Nostrand Ave, BK



CityBench

86th St, MN



Physical Accessibility

Hylan Blvd, SI



Bus Boarders

Utica Av, BK

Pedestrian Safety Toolkit



Pedestrian Island

Fordham Rd, BX



Bus Boarding Island

Kings Hwy, BK



149th St, BX



Southern Blvd, BX

Parking Toolkit

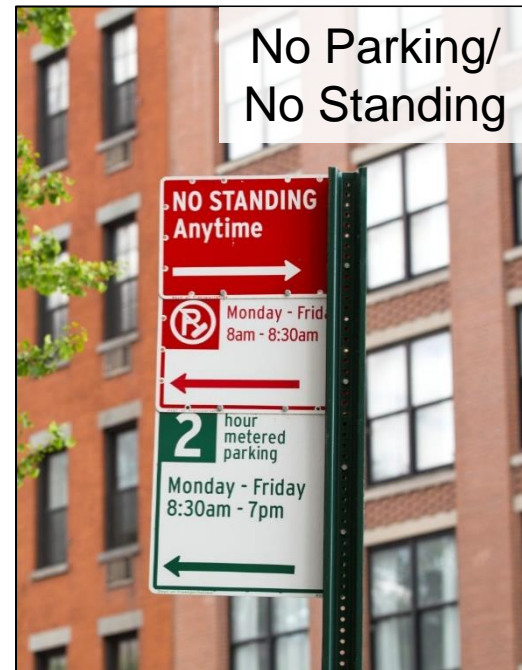
Parking Meters



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

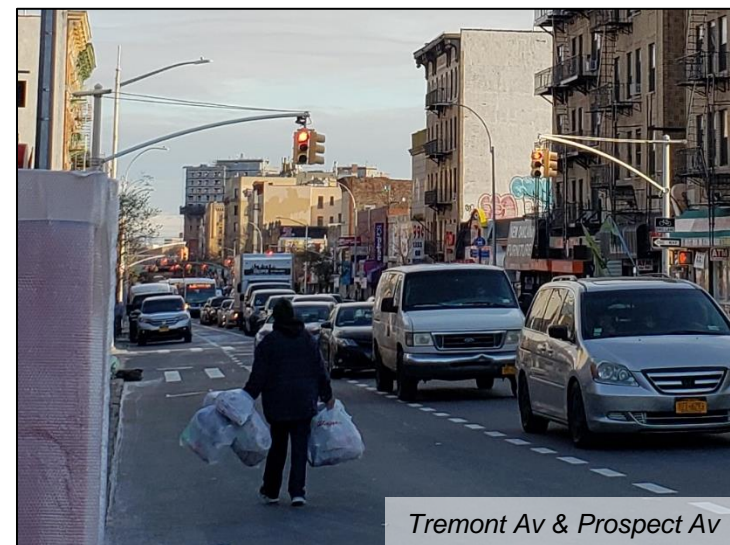
- In November 2019, DOT visited every business on Tremont Av from the Grand Concourse to Boston Rd
- **146 merchants** took our survey on delivery schedules, challenges & needs
- Busiest blocks for deliveries:
 - Crotona Av to Mapes Av, both sides
 - Grand Concourse to Anthony Av, N side
 - Arthur Av 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**



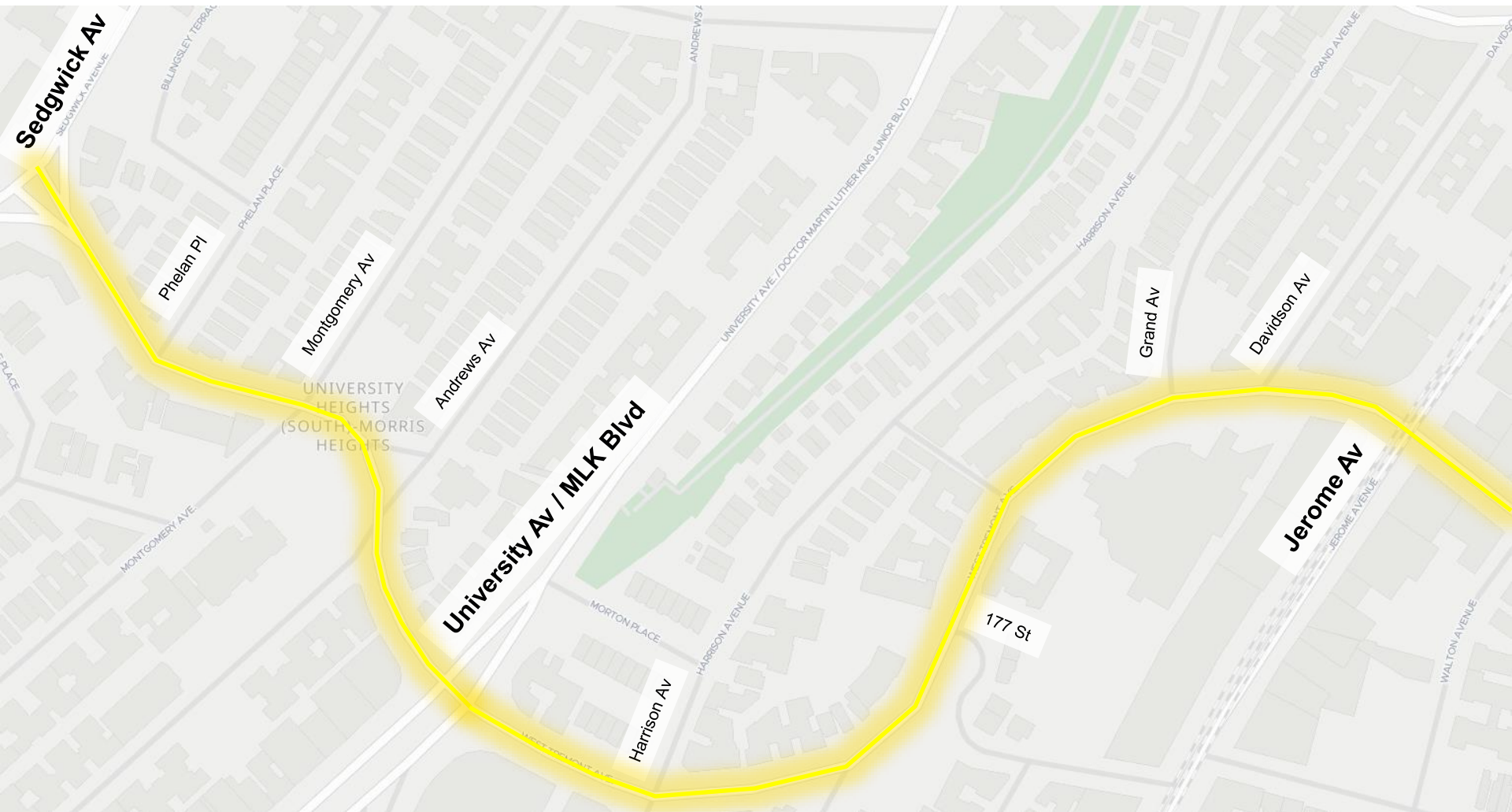
Discussion

Open Discussion

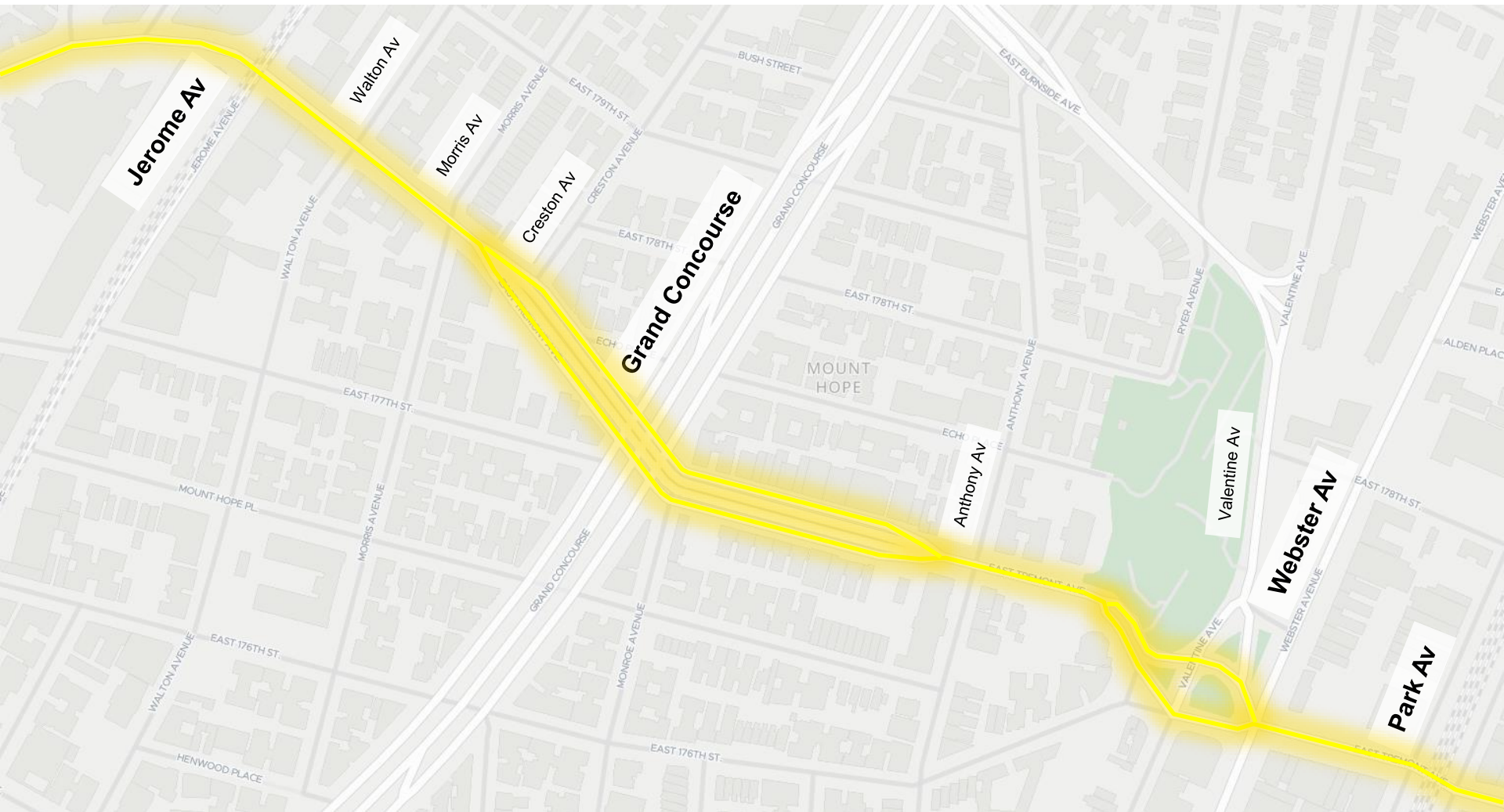
- How does Tremont Av operate right now? What works & doesn't work?
- Which DOT and MTA tools sound most useful? Less useful?
- What would a successful project look like?
- What tradeoffs are acceptable?
- What role can DOT and MTA take to make Tremont Av work better?



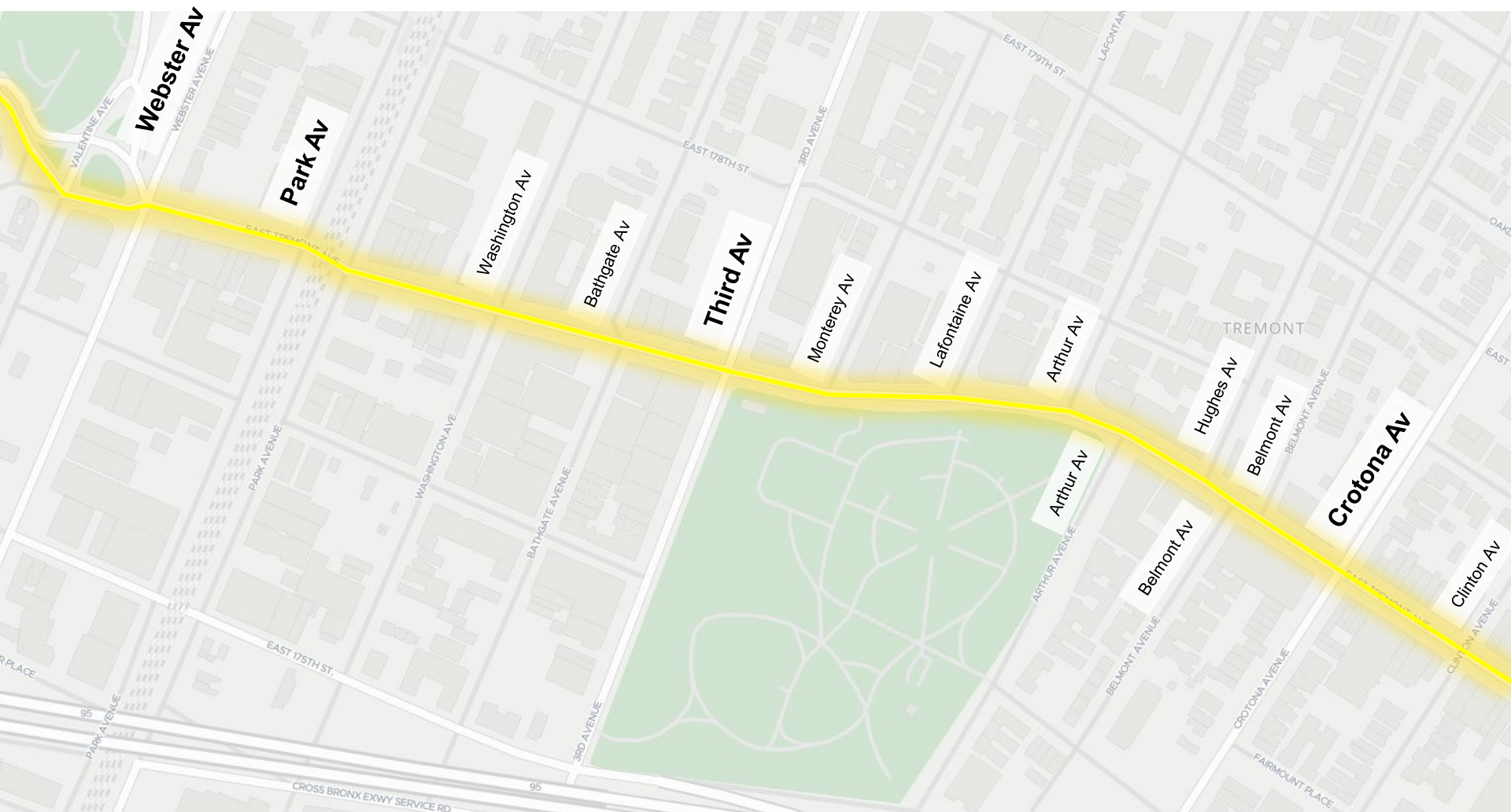
Section 1: Sedgwick Av to Jerome Av



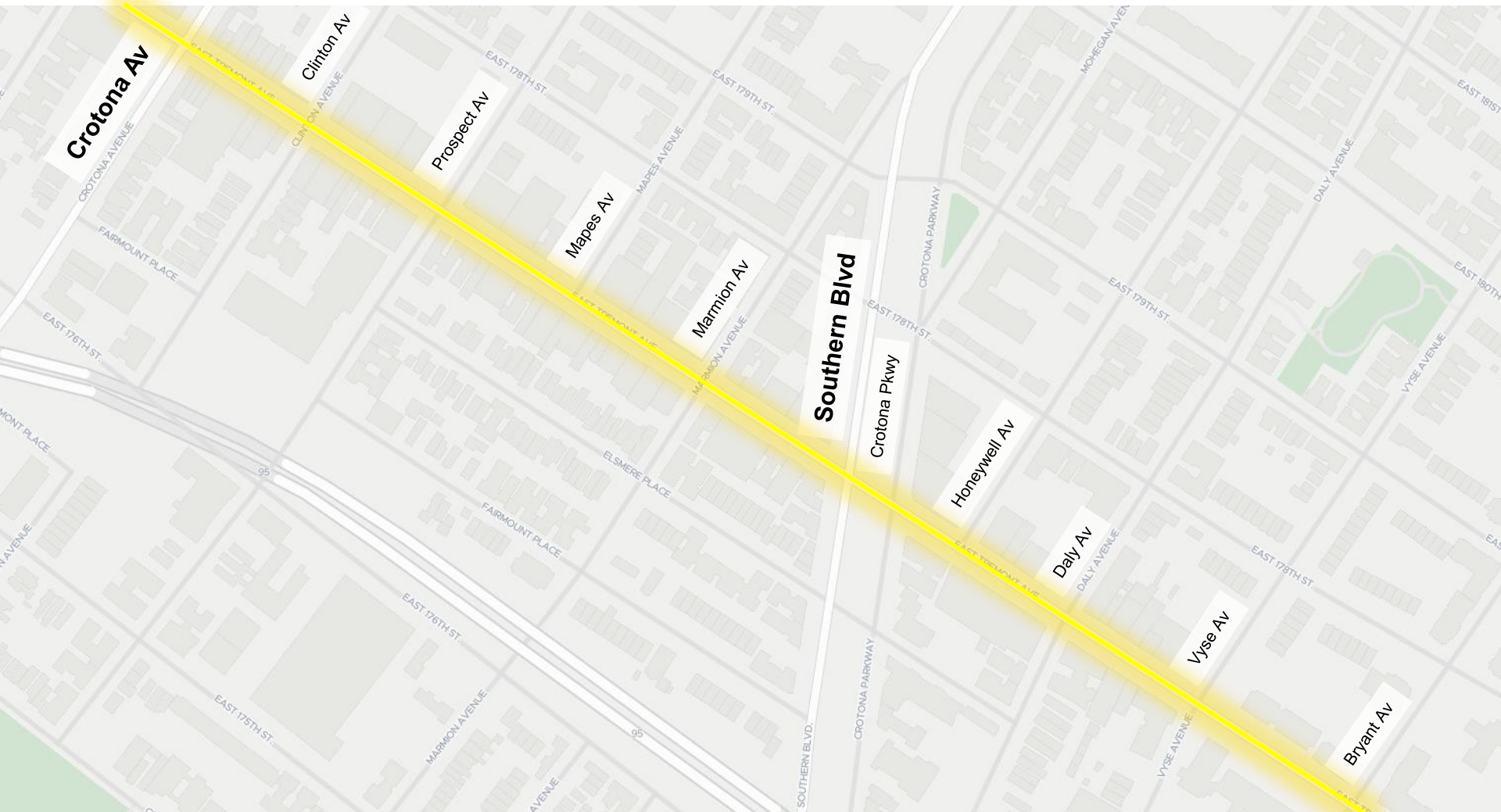
Section 2: Jerome Av to Webster Av



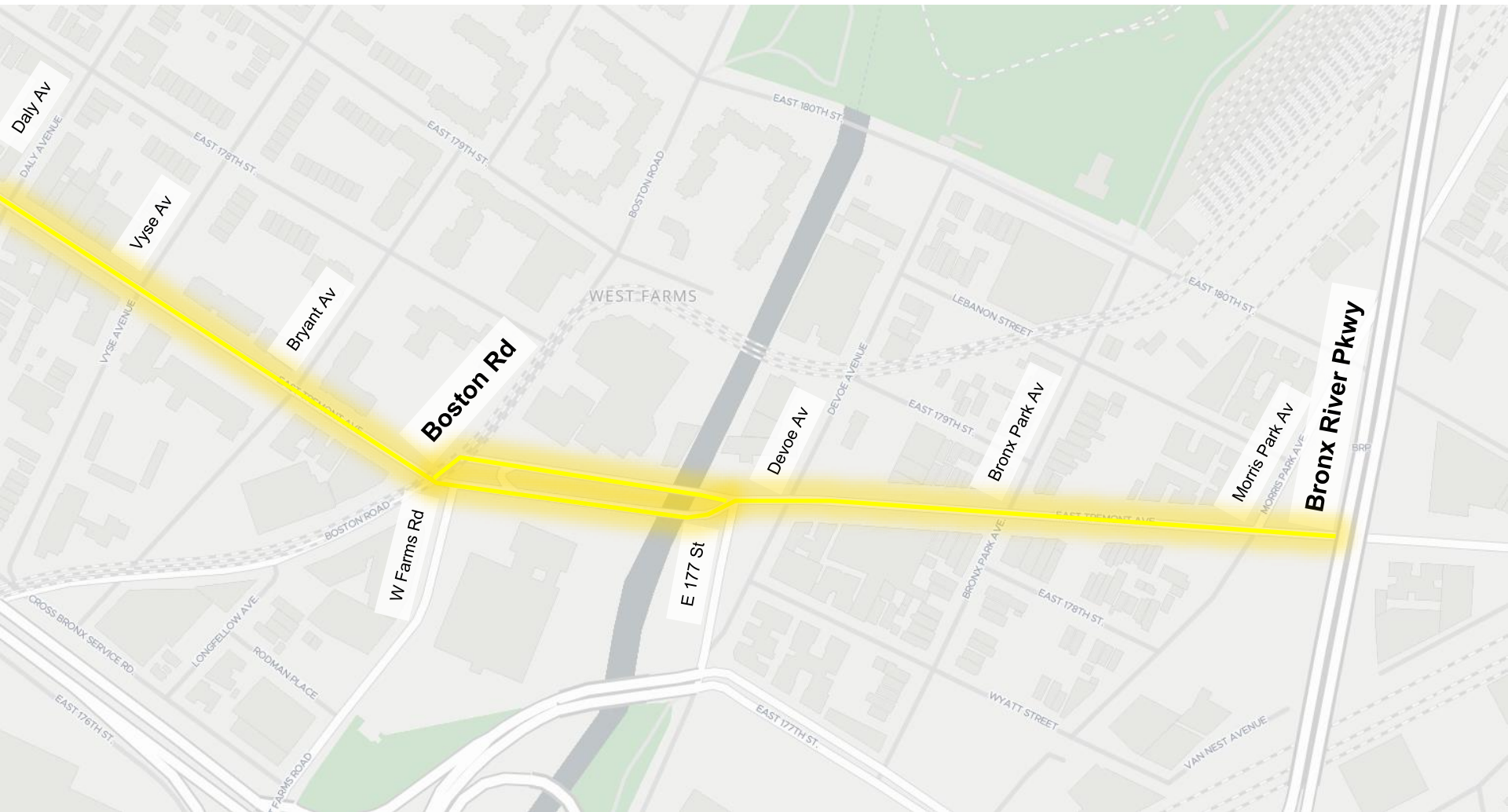
Section 3: Webster Av to Crotona Av



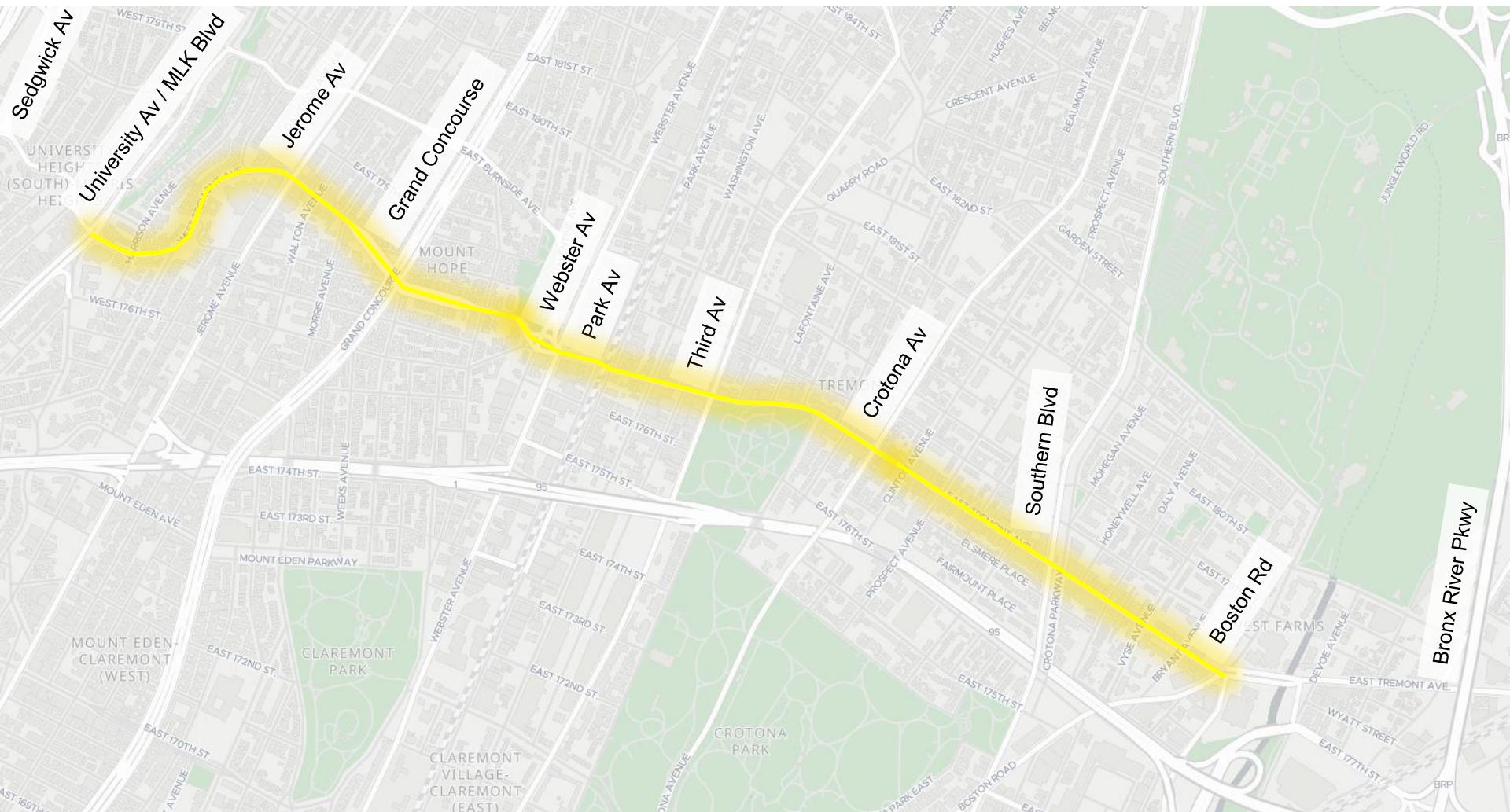
Section 4: Crotona Av to Vyse Av



Section 5: Vyse Av to Bronx River Pkwy



Full Corridor



Thank You!

Questions?



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