

# Tremont Av Bus Priority Improvements

Community Board 5 Municipal Services Committee

March 12<sup>th</sup>, 2024



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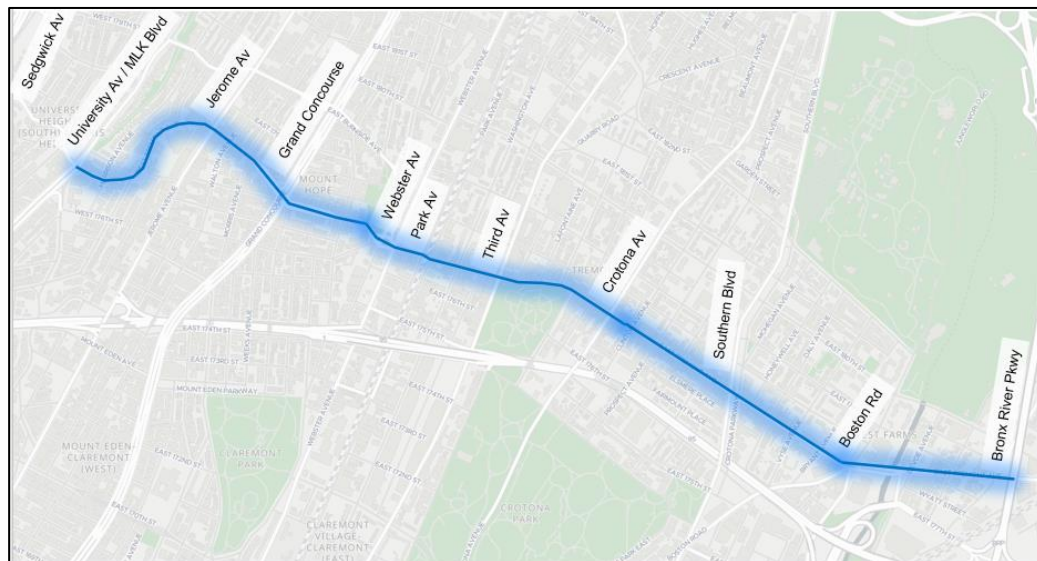
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2. Work to Date
3. Toolkit
4. Next Steps
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# Introduction & Existing Conditions



# Why Tremont Av?

- Study area: University Av to Bronx River Pkwy
- Over 34,000 daily bus passengers on the Bx36 Limited & local
  - 5th 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

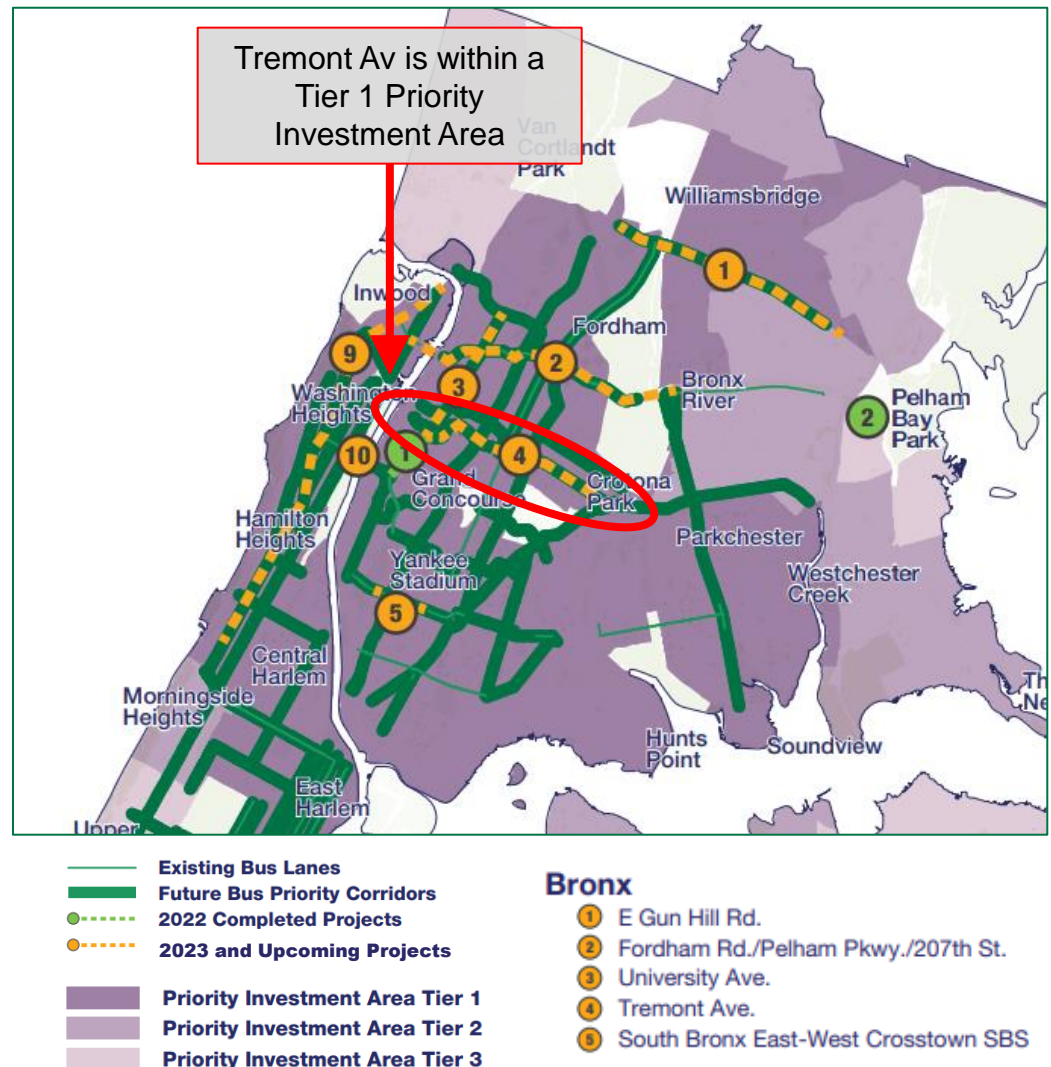


# NYC Streets Plan and Transit Goals

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

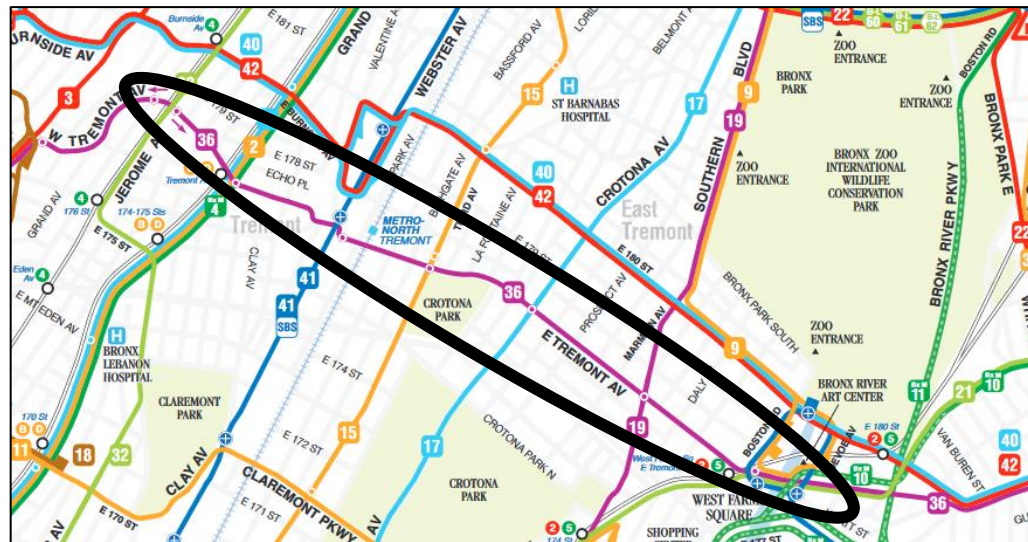
In addition to the Streets Plan and bus priority corridors, NYC DOT and MTA are working together on automated enforcement & transit signal priority





# Bronx Bus Network Redesign

- Implemented June 2022
- Recognized Tremont Av as an important Bronx bus corridor & made improvements:
  - Straight, direct routing: Bx36 serves Tremont Av from University Av to White Plains Rd; Bx40/Bx42 serves Tremont Av east of Rosedale Av
  - Bx36 and Bx40/42 no longer switch streets at Webster Av
- This project continues NYC DOT & MTA's work to improve bus service on Tremont Av



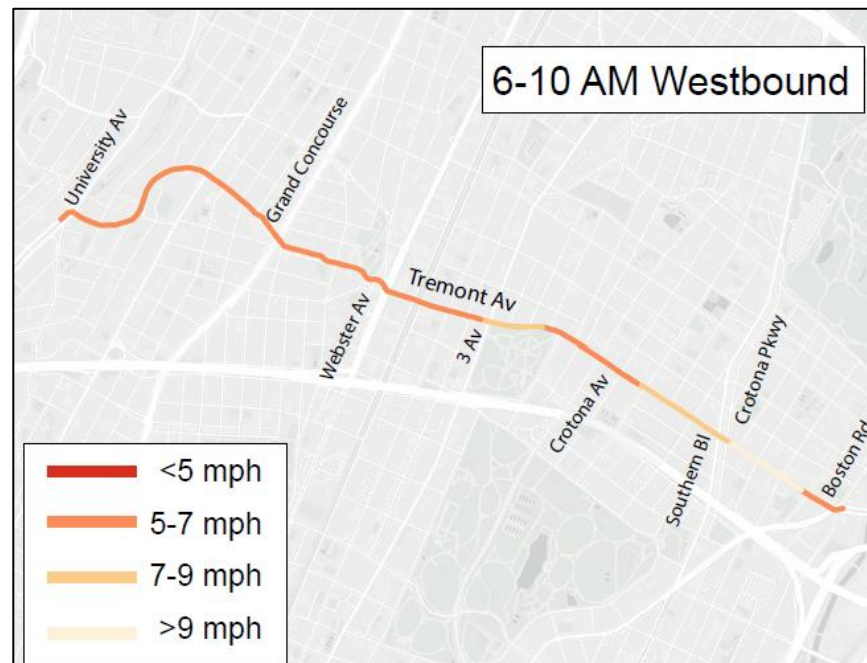
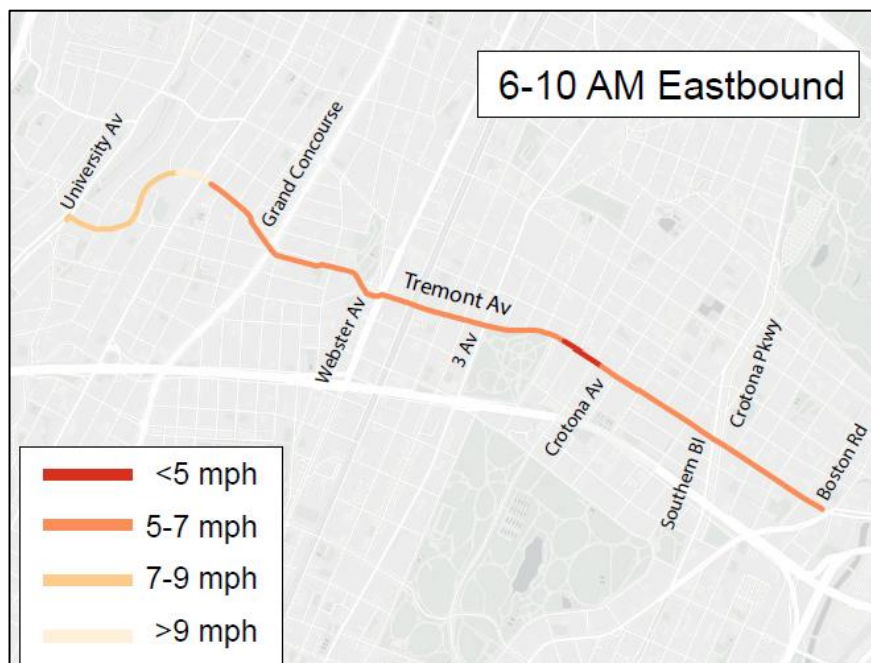
MTA Bronx Bus  
Network Redesign  
Public Open House

# Tremont Av Bus Speeds (AM)

- Slow and unreliable bus service along Tremont Av
- Buses move slowly all day and **less than 5 mph** in some segments
- Traffic congestion and double parking cause slowdowns

## AM Peak Period Bus Speeds, Oct 2023

Source: MTA NYCT

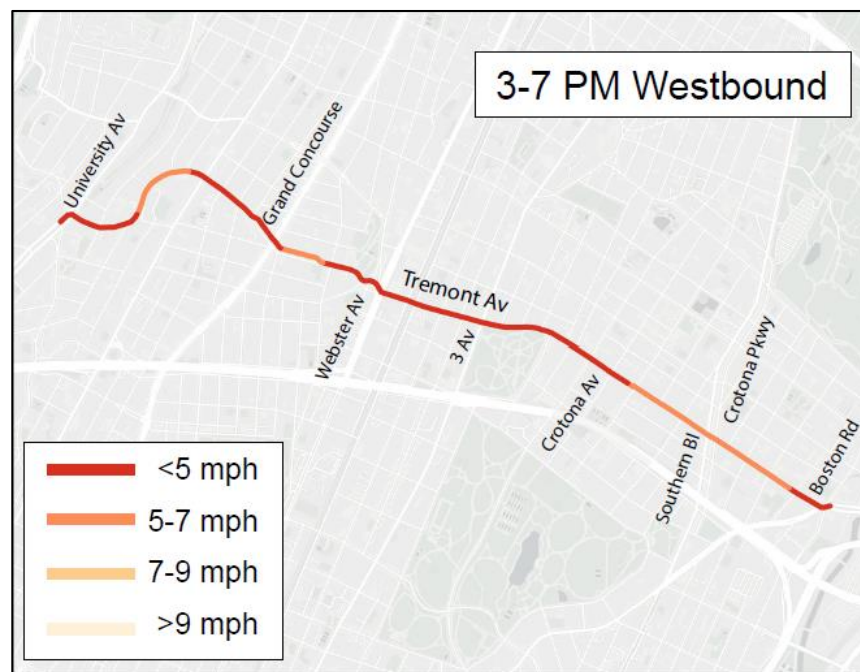
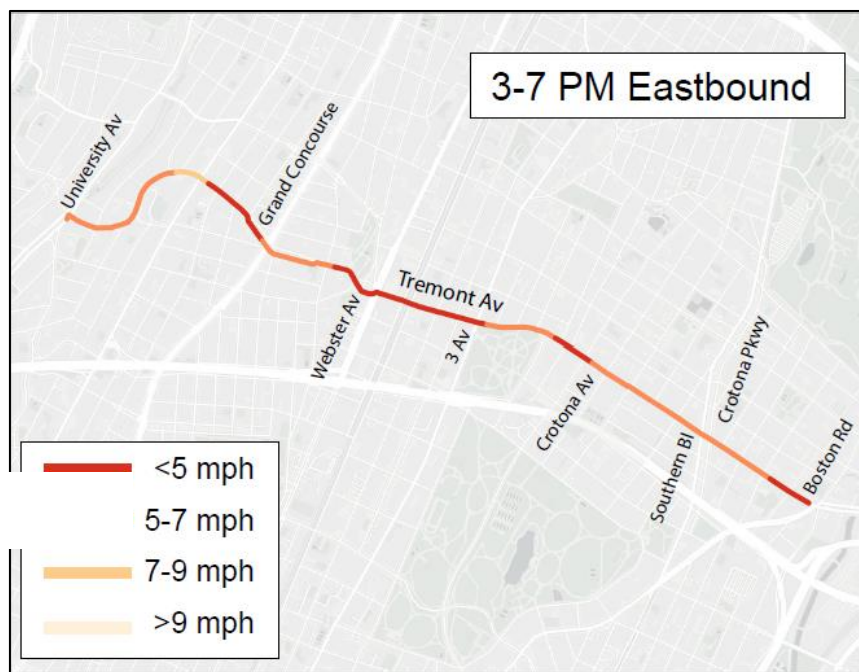


# Tremont Av Bus Speeds (PM)

- Slow and unreliable bus service along Tremont Av
- Buses move slowly 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

## PM Peak Period Bus Speeds, Oct 2023

Source: MTA NYCT

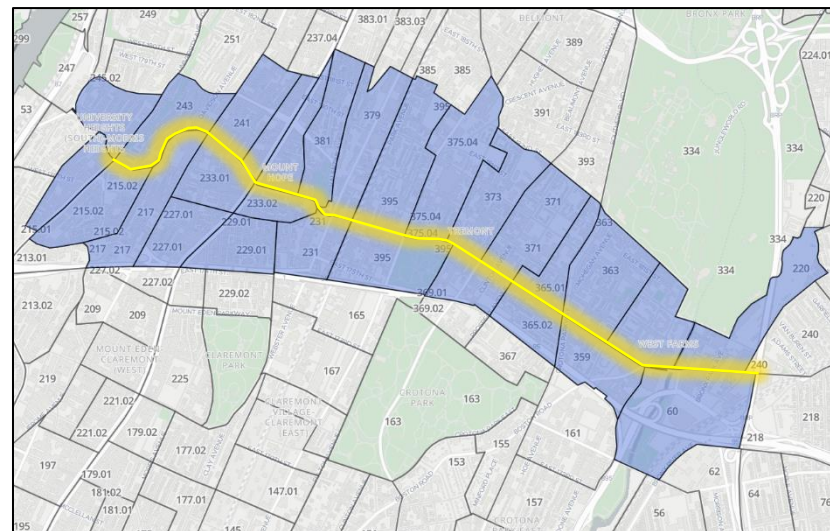




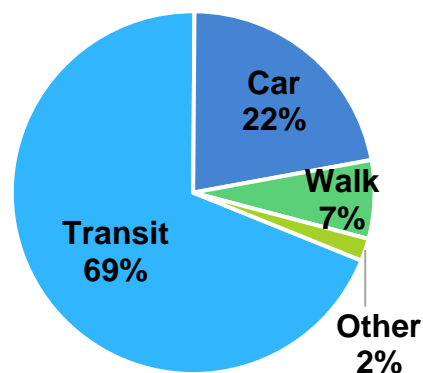
# Demographics

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

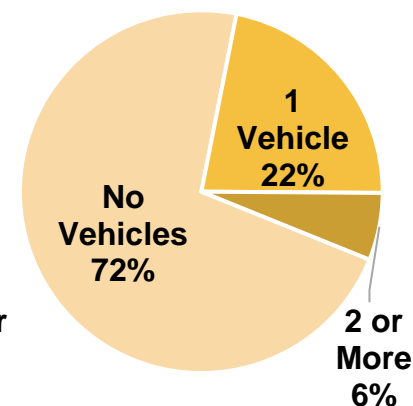
- 118,000 residents
- 72% of households do not have access to a private vehicle
  - Above city average of 55%
- 78% commute to work via public transit, walking, or biking
  - Above city average of 71%
- 45 minute average travel time to work
  - Above city average of 41 minutes
- \$31,000 median household income
  - Below city median of \$77,000



**Travel to Work**



**Vehicle Access by Household**



Source: 2016-2020 American Community Survey

# Safety

- From 2019-2023, 920 people were injured in crashes on Tremont Av between University Av and the Bronx River Pkwy
  - Average of more than 3 injuries every week
  - 57 people severely injured
  - 4 people were killed
- Vision Zero Priority Corridor, with one Vision Zero Priority Intersection:
  - Park Av & E Tremont Av



Tremont Av, University Av to Bronx River Pkwy  
Injury Summary, 2019-2023 (5 years)

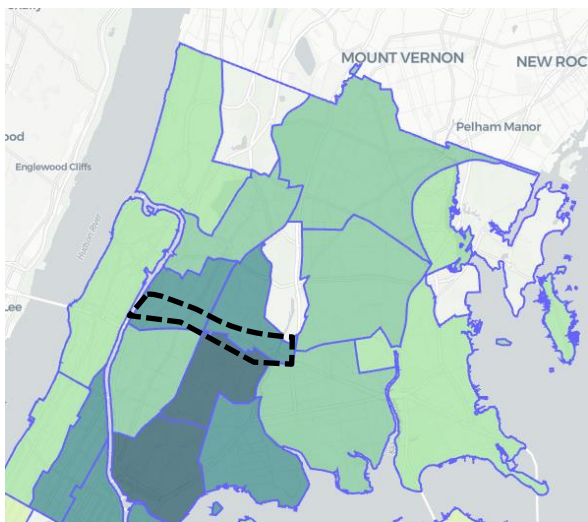
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	179	16	3	19
Bicyclists	119	14	0	14
Motor Vehicle Occupant	622	27	1	28
Total	920	57	4	61

KSI = Killed or Severely Injured. Source: NYC DOT

# Public Health and Air Quality

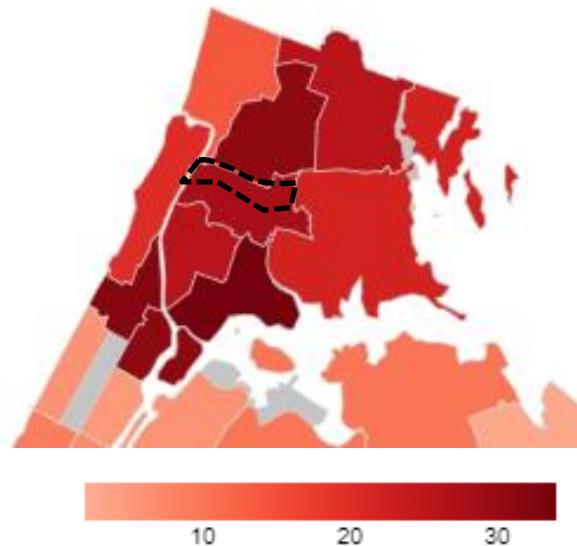
- Residents in neighborhoods near Tremont Av have high rates of asthma, diabetes, and heart disease, in part due to exposure to pollution
- Transit improvements can reduce private vehicle use, improve air quality, and promote physical activity

Premature Mortality  
2021  
(per 100,000 NYC residents)



Source: Equity NYC

Asthma hospitalizations due to  
Ozone  
2017-2019  
Estimated annual rate (under age 18, per  
100,000 children)

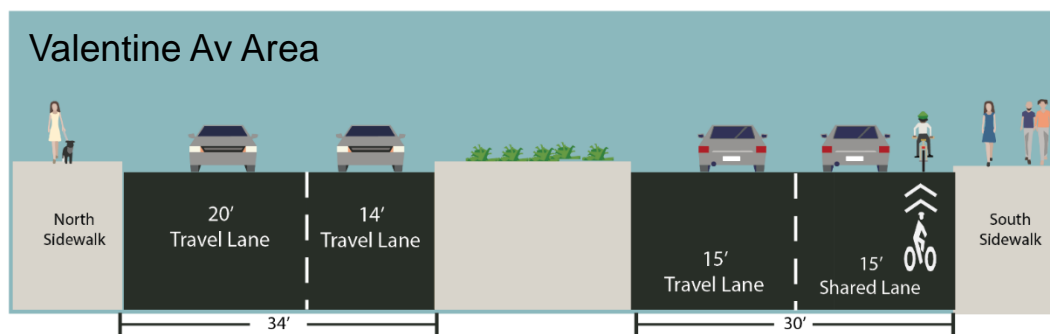
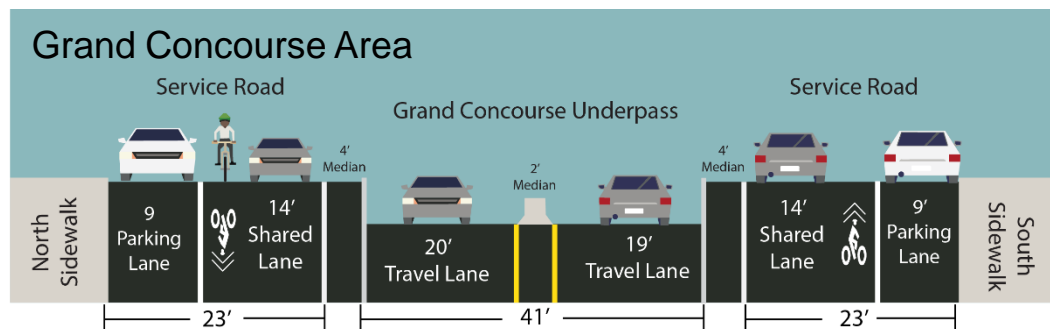
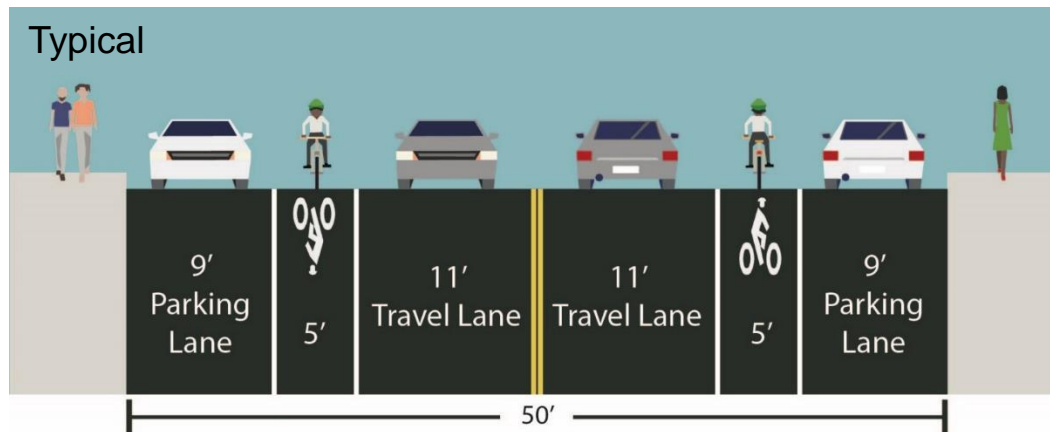


Source: EH Data Portal



# 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)



# Upcoming Capital Projects

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- Tremont Av at Devoe Av
  - Starting construction in Fall 2024
- Jerome Av Area
  - Preliminary Design

# 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
- Double parking & vehicle access needs
- Few alternate routes in some sections
- Space for bikes and buses



Tremont Av & Arthur Av



# Work to Date

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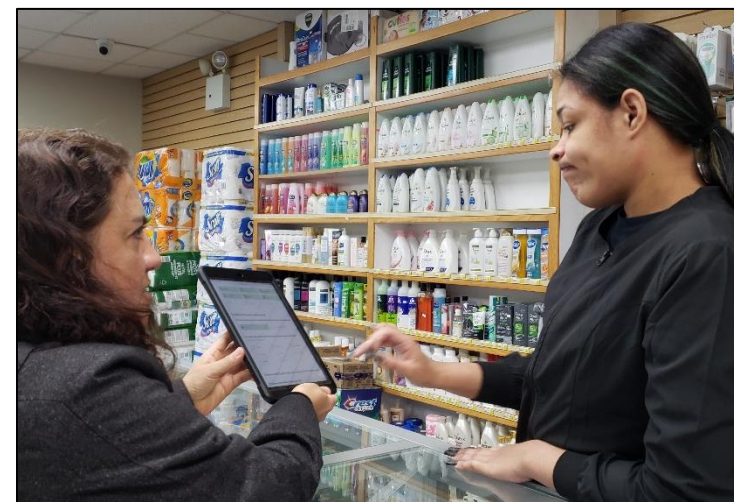
- Tremont Av Safety Project (2016) →
- MTA Bronx Bus Network Redesign: 50+ public outreach events
  - On-street and in-station pop-ups
  - Public open houses
  - Community Board presentations
  - Online workshop & surveys →
- Tremont Av Project Community Advisory Board Meeting (Dec 2022)
- DOT on-street engagement (2023)
  - Merchant survey
  - Pedestrian Intercept survey
  - Bus passenger survey
- Field observations & data analysis



# Tremont Av Merchant Survey

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- In April and May of 2023, DOT visited every business on Tremont Av from University Av to Boston Rd
- 162 merchants took our survey on delivery schedules, challenges & needs
- Busiest blocks for deliveries:
  - Lafontaine Av to Arthur Av, North curb
  - Park Av to Washington Av, North curb
  - Webster Av to Park Av, South curb
- Most businesses reported receiving deliveries between 9 AM and 1 PM





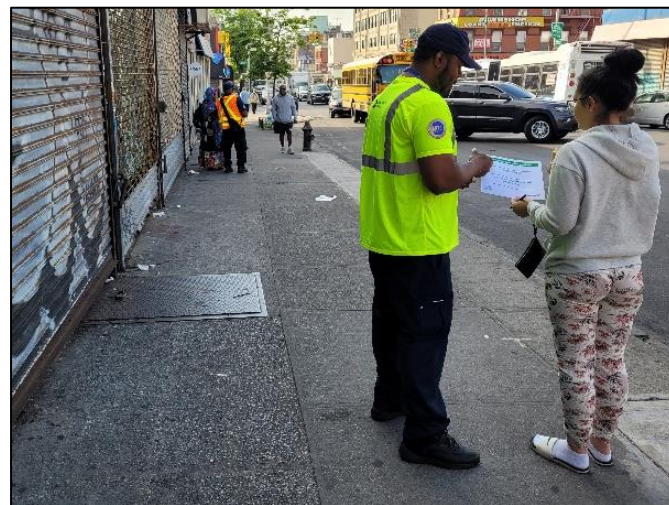
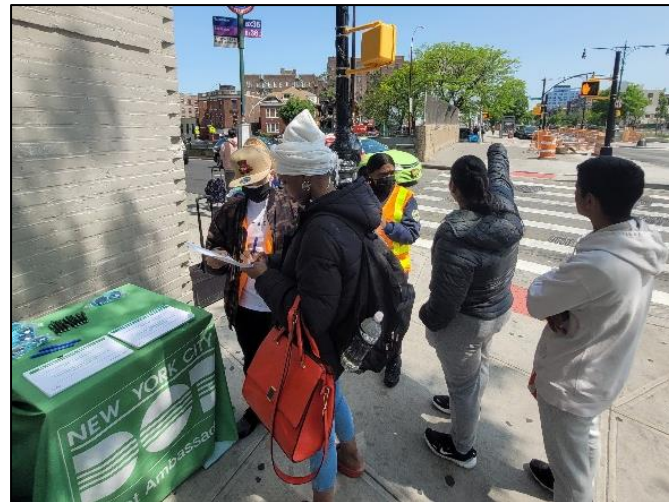
# Tremont Av Pedestrian Intercept Survey

- In April and May 2023, DOT administered pedestrian intercept surveys at select locations along Tremont Av
- DOT had over 150 on-street conversations and administered 131 on-street surveys
- Participants commented on Bx36; issues mentioned included long wait times, bus bunching, and congestion
- 62% of people surveyed took the bus to Tremont Av
  - 33% of participants walked



# Tremont Av Bus Passenger Testimonials

- In May 2023, DOT and MTA spoke with the public at bus stops along Tremont Av and had conversations with over 290 bus riders
  - Wednesday, May 10
  - Friday, May 12
  - Monday, May 15
- Included stops at Grand Concourse, Third Av, Webster Av, Jerome Av, Crotona Av, and Boston Rd





# Community Feedback

- Bus riders' top requests:
  - Timely service/more reliable service
  - Less crowding
  - Faster bus speeds
  - Improved accessibility for older residents & people with disabilities



“Arrive more consistently”



“Faster/Rápido”



# Community Feedback



“I wish the buses run on time more”



“Come on time, more frequent”

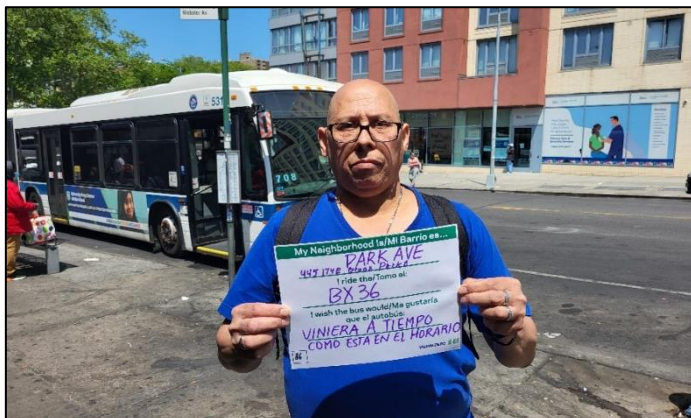


“Más espacio, los buses tienen mucha gente y no tienen mucho espacio/More space, the buses have a lot of people and they don't have much space”

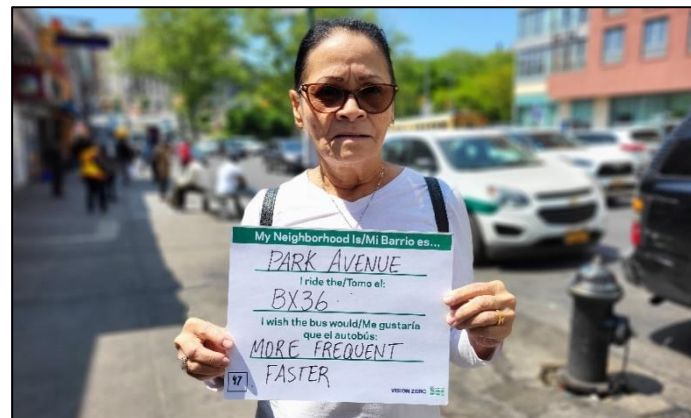


“Pasar ma rápido/Go faster”

# Community Feedback



“Viniera a tiempo como esta en el horario/Come on time as it is on the schedule”



“More frequent, Faster”



“Faster”



“I [would] like the bus [to] be more often”

# Toolkit



# Transit Toolkit



Woodhaven Blvd, QN



161st St, BX



14th St, MN



Hylan Blvd, SI



Broadway, QN



# Bus Stop Toolkit



Leaning Bars

Nostrand Av, BK



CityBenches

86<sup>th</sup> St, MN



Physical Accessibility

Hylan Blvd, SI



Bus Boarders

Utica Av, BK



# Pedestrian Safety Toolkit



*Fordham Rd, BX*



*Kings Hwy, BK*



*149th St, BX*



*Southern Blvd, BX*



# Parking Toolkit

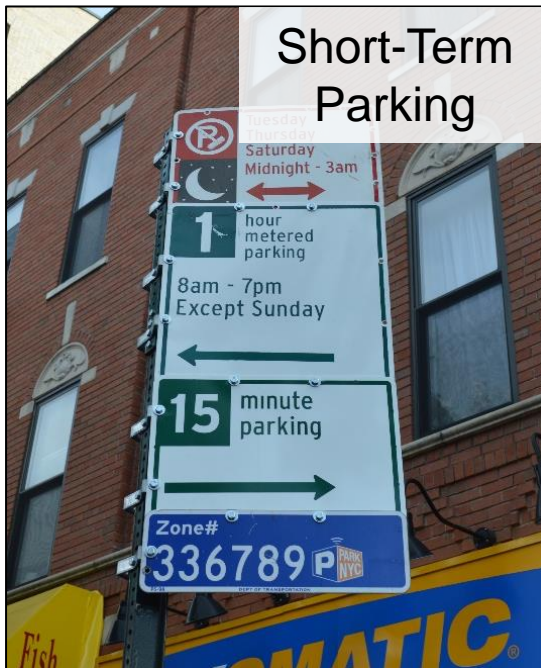
## Parking Meters



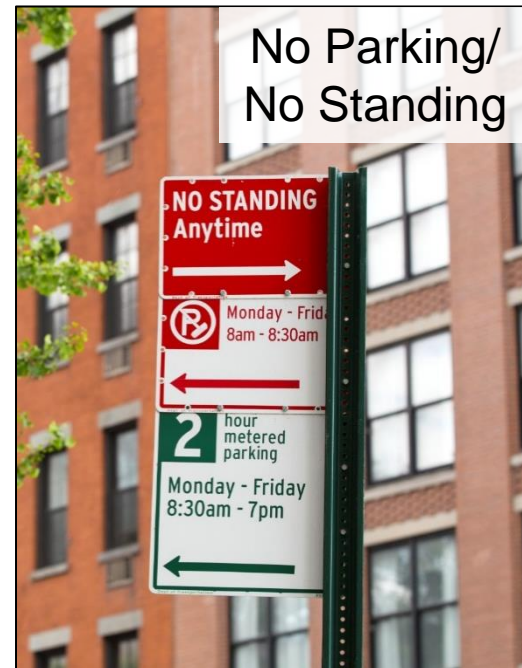
## Truck Loading Zones



## Short-Term Parking



## No Parking/ No Standing



# Other Tools

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- Traffic signal timing
- Transit Signal Priority (TSP)
- Bus lane camera enforcement
  - DOT stationary cameras
  - MTA on-bus cameras (ACE)
- Left & right turn bays
- Trees & streetscape improvements



# Next Steps

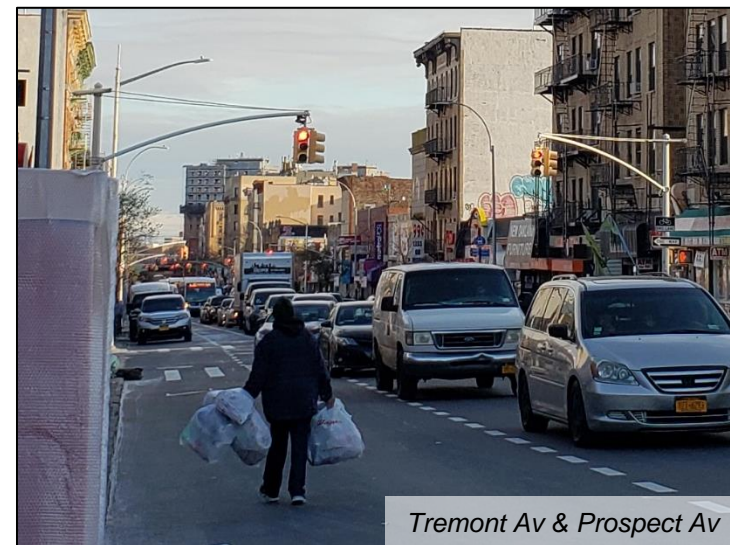


# Next Steps

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*(Note: all dates are tentative estimates)*

- February and March 2024
  - Community Boards 5 & 6: Discuss existing conditions, needs & wants
  - Feedback will help shape DOT's draft proposal
  - Site visits & data collection
- Spring/Summer 2024:
  - Continue public outreach w/ CBs 5 & 6, elected officials, Community Advisory Board & other stakeholders
  - Conduct traffic analysis
  - Develop & share draft plans; feedback will help refine proposal
  - Share refined plan
- Implementation in late 2024 or 2025



# Discussion

# Open Discussion

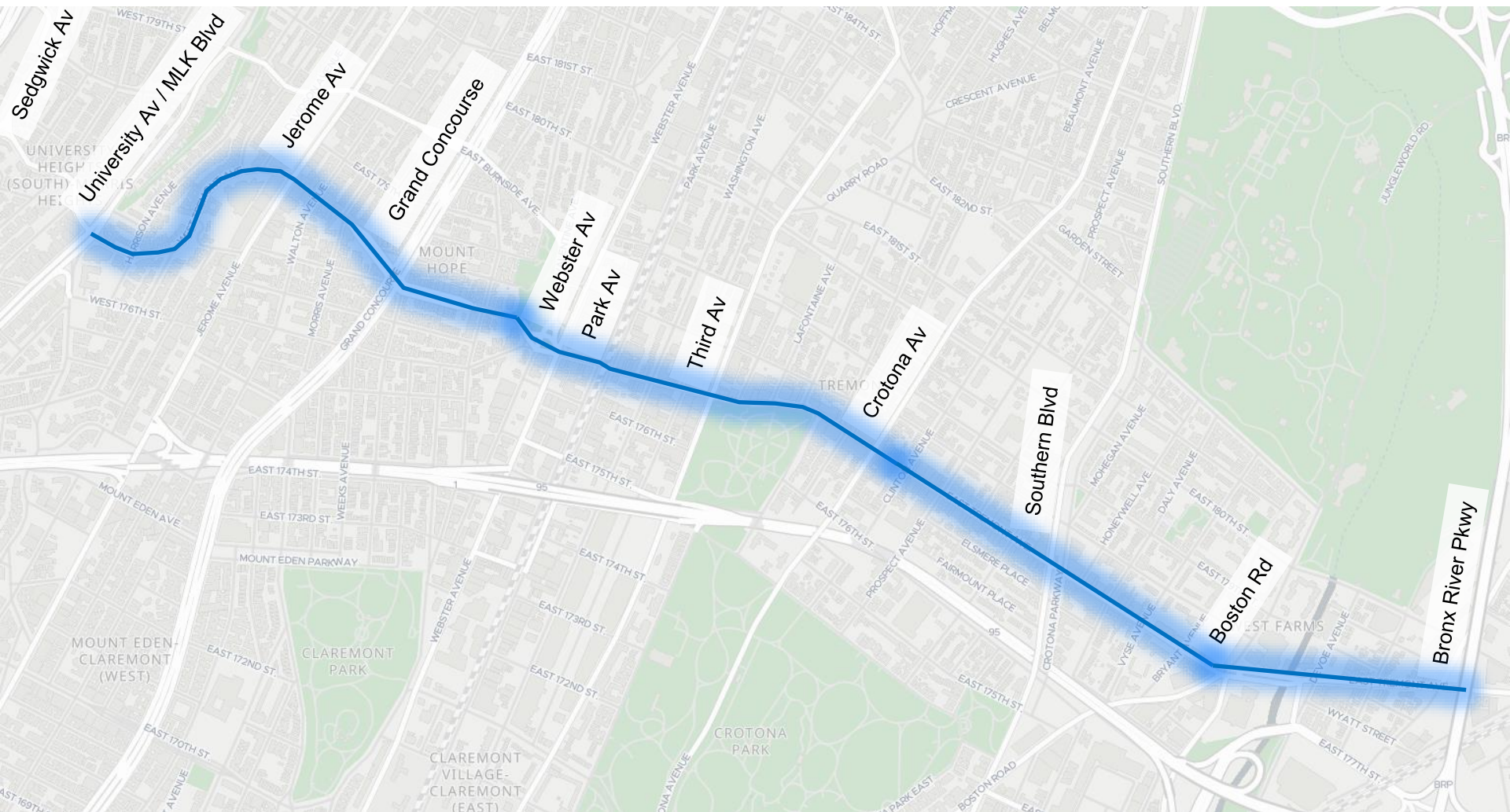
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- How does Tremont Av operate right now? What works & doesn't work?
- Which DOT and MTA tools sound most useful? Less useful?
- Who else should we reach out to about this project? Any groups or specific individuals?
- What would a successful project look like?
- What tradeoffs are acceptable?
- What role can DOT and MTA take to make Tremont Av work better?





# Full Corridor



# Thank You!

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## Questions?



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