

Tremont Av Bus Priority Project

Draft Proposal – Bronx Community Board 6

June 20, 2024



Agenda

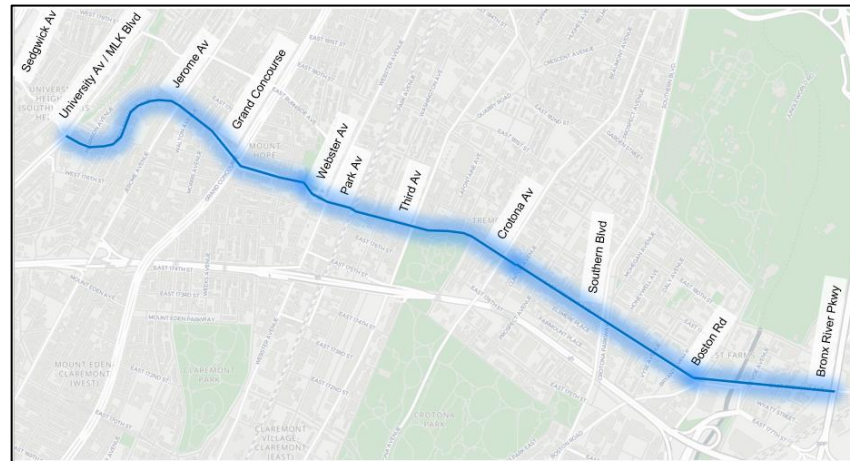
1. Summary & Work to Date
2. Draft Proposal
3. Next Steps

Summary & Work to Date

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Why Tremont Av?

- University Av to Bronx River Pkwy
- Bx36 carries 34,000 bus riders per day – 5th busiest route in the Bronx
- Buses move slowly all day, and less than 5 mph in many areas during peak periods
- Critical crosstown route; fills 1.5-mile long gap between subway lines
- 2016 DOT project reduced injuries on Tremont Av, but still 3+ injuries per week on average (2019-2023)
 - One of the Bronx's highest crash corridors



Tremont Bus Priority Project Limits

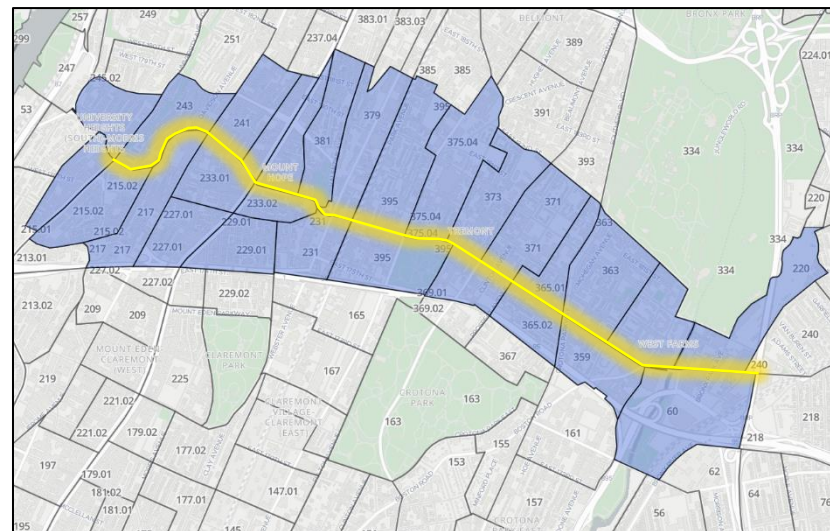


Tremont Av and Harrison Av

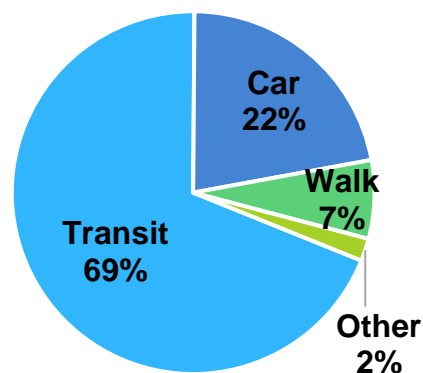
Demographics

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

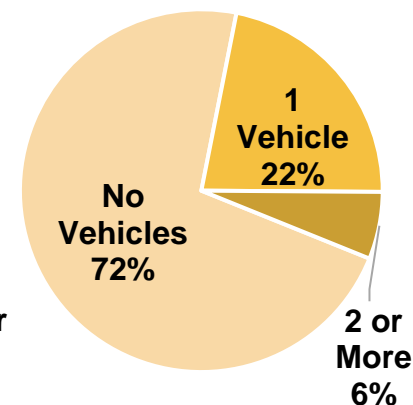
- 118,000 residents
- 72% of households do not have access to a private vehicle
 - Above city average of 55%
- 78% commute to work via public transit, walking, or biking
 - Above city average of 71%
- 45 minute average travel time to work
 - Above city average of 41 minutes
- \$31,000 median household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



Travel to Work

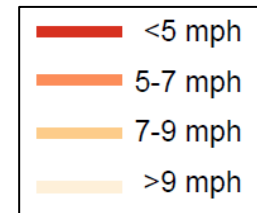


Vehicle Access by Household



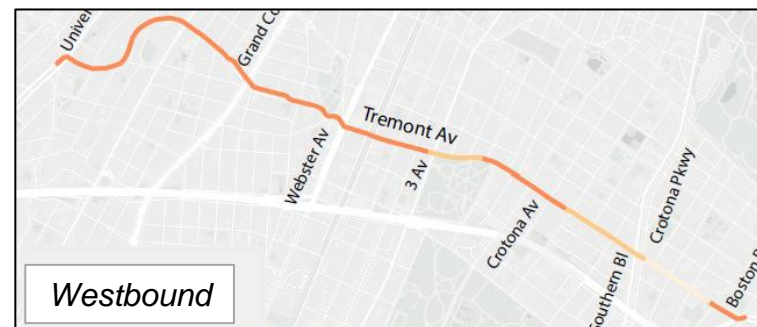
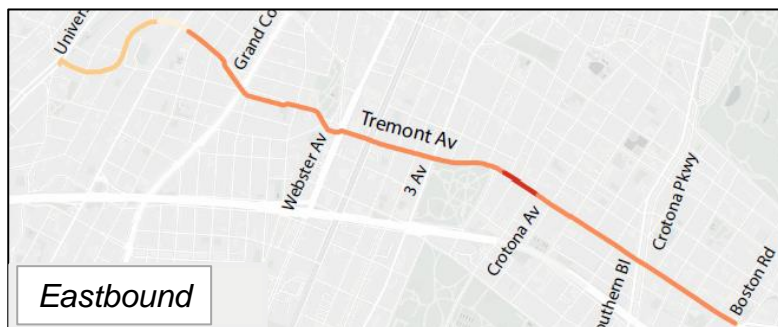
Source: 2016-2020 American Community Survey

Tremont Av Bus Speeds

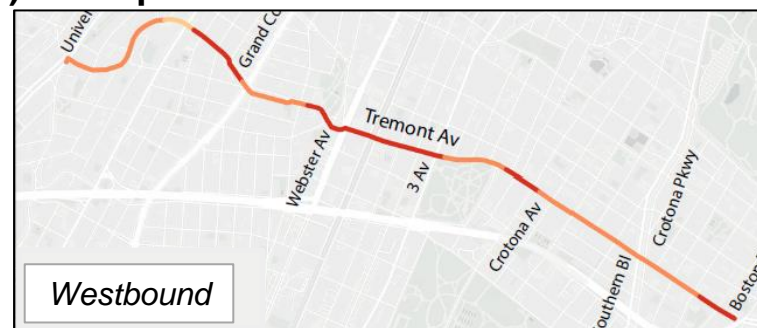
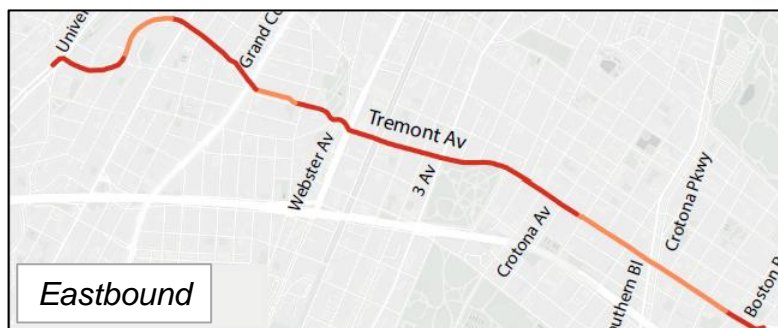


- Buses move slowly all day, and often **less than 5 mph**
- Between 3-7pm, trips take **7-9 minutes longer** than evening/overnight

AM Peak Period (6-10am) Bus Speeds



PM Peak Period (3-7pm) Bus Speeds



Source: MTA NYCT Oct 2023

Work to Date

- Tremont Av Safety Project (2016)
- MTA Bronx Bus Network Redesign: 50+ public outreach events
- Tremont Av Project Community Advisory Board Meeting (Dec 2022)
- DOT on-street engagement (2023)
 - Merchant survey – 162 responses
 - Pedestrian intercept survey – 131 responses
 - Bus passenger survey – 290 responses
- Existing conditions presentations to Community Boards 5 & 6 (Feb-Mar 2024)
- Field observations & data analysis
- In this meeting, we are presenting a **draft proposal**



Tremont Av & Lafontaine Av 2016 Corridor Safety Project



MTA Bronx Bus Network Redesign Public Workshop

Community Feedback

- DOT Street Ambassador Outreach:
 - Bus riders' top requests: timely and more reliable service, less crowding, improved accessibility for older residents and people with disabilities, and faster speeds
 - Tremont Av is congested throughout
 - Lack of parking for delivery vehicles forces double parking
 - Pedestrians feel unsafe crossing the street
- Community Board 5 Feedback:
 - 'Tremont Ave does not work now for anyone'
 - Leadership support for a busway along Tremont
 - Congestion and pedestrian safety concerns throughout the corridor, including Third Av, Anthony Av, Creston Av
 - School bus parking increases traffic on school days
- Community Board 6 Feedback:
 - Fast & reliable bus service is important to the community
 - Biking on Tremont feels unsafe and uncomfortable
 - Lots of double parking, especially around Arthur Av and on commercial blocks
 - Multiple businesses on the same block get deliveries simultaneously, causing increased double-parking



A DOT Ambassador talking to a pedestrian intercept survey participant



DOT & MTA Presenting at Bronx CB 5, March 12, 2024

Tremont Av Bus Passenger Testimonials



"I wish the buses run on time more"



"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"



"Come on time, more frequent"



"Pasar ma rápido/Go faster"

Draft Proposal

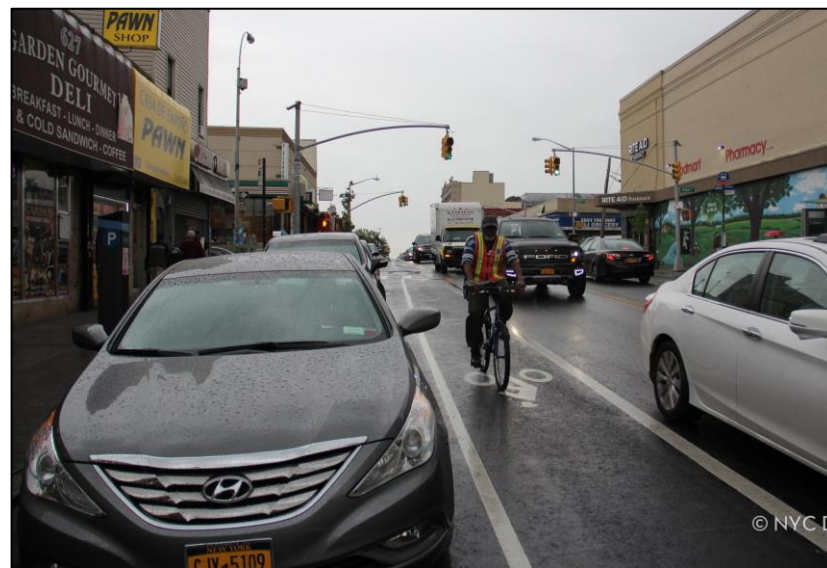
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Unique Design Constraints

- Important commercial corridor with many small businesses
- West of Webster Av, there are few alternative driving routes besides Tremont Av
- Most of the corridor is narrow (50' wide), limiting design options
- Existing standard bike lanes

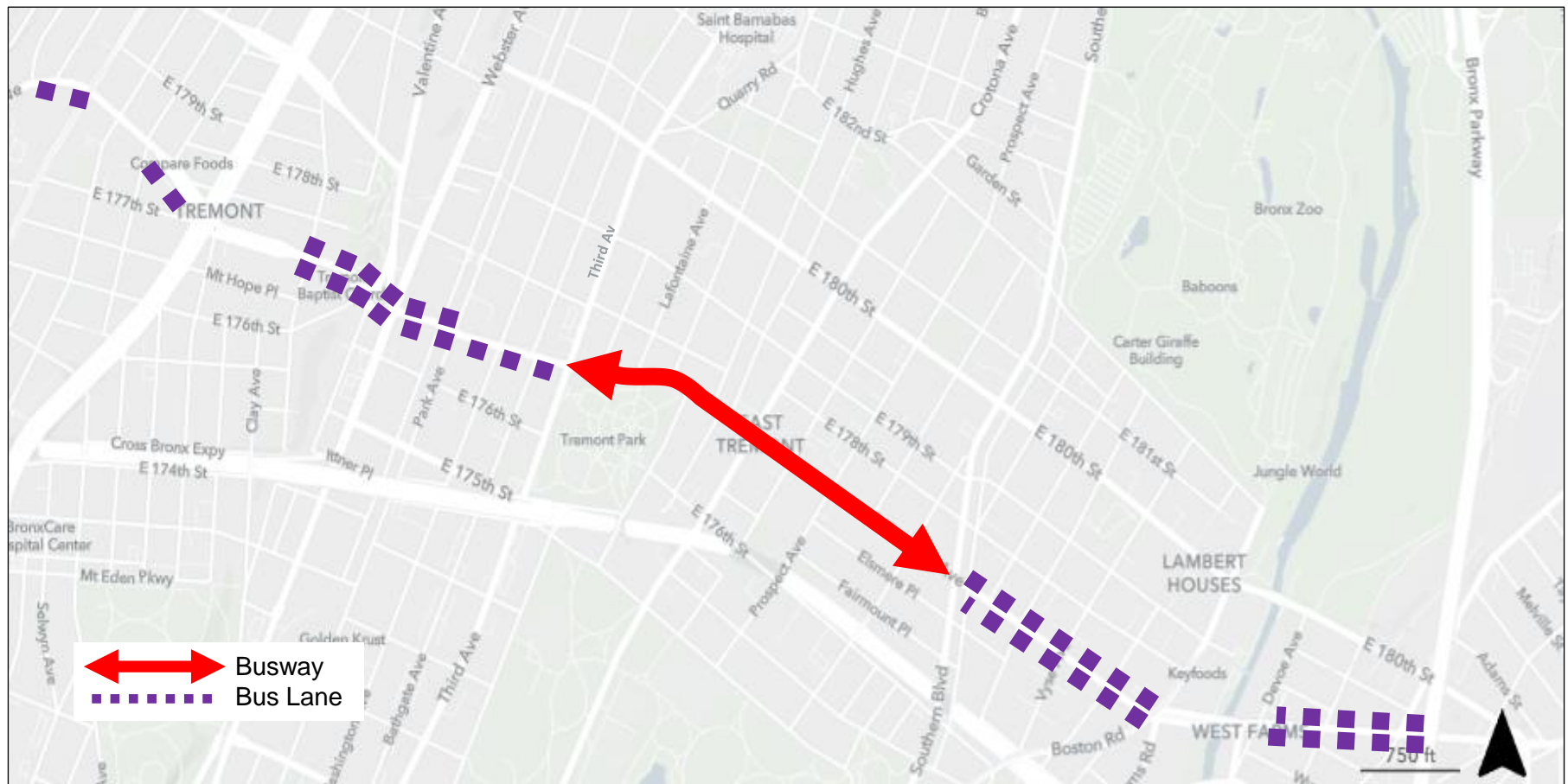


Tremont Av and Arthur Av

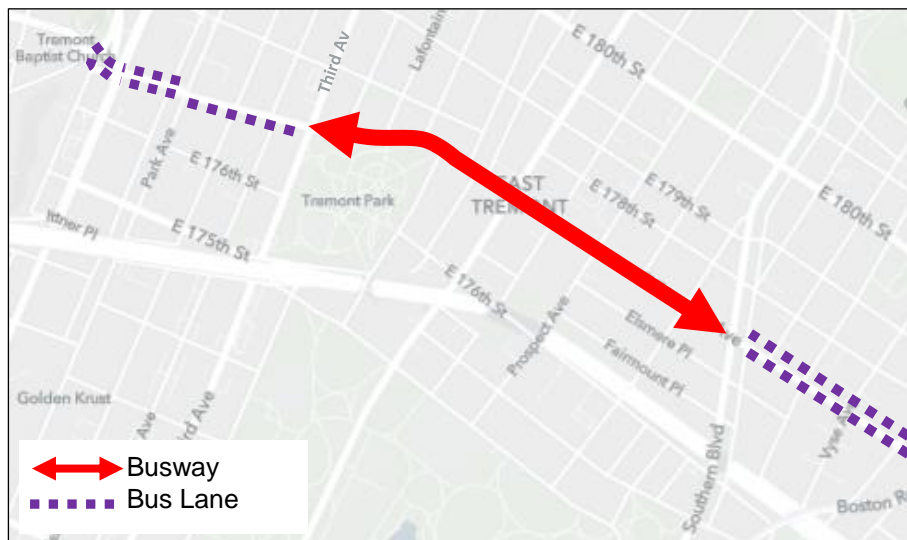


Tremont Av and Hughes Av

Draft Proposal



Draft Proposal, Part 1: Busway



Busway between Third Av and Southern Blvd in both directions

- Buses are as slow as **4.5 mph**, and 6 mph or less from 7am-9pm
- 57% of people travelling along this section of Tremont Av ride the bus
- Dense commercial corridor
- Vision Zero Priority Corridor
 - 2019-23: 283 injuries, 22 severe injuries, 2 fatalities

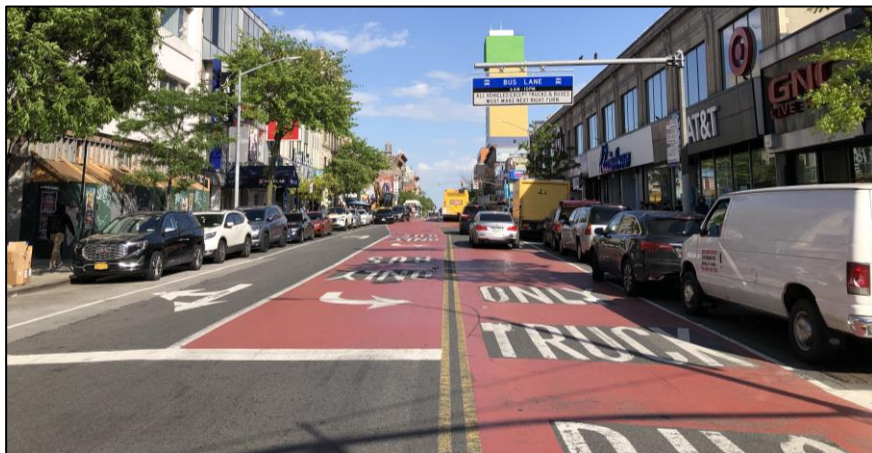
Busway

- Buses, trucks, and emergency vehicles can travel along the entire corridor
- Local access allowed for other vehicles, including cars, taxis & for-hire vehicles
 - Vehicles access the corridor from side streets
 - Must leave the corridor at the next required turn, using posted signage
- Allows parking, loading, deliveries & customer access to businesses
- **Any vehicle can still access every block & every building**
- Signage & red paint make the rules clear & direct traffic



Jamaica Ave Busway, Queens

Busway Benefits



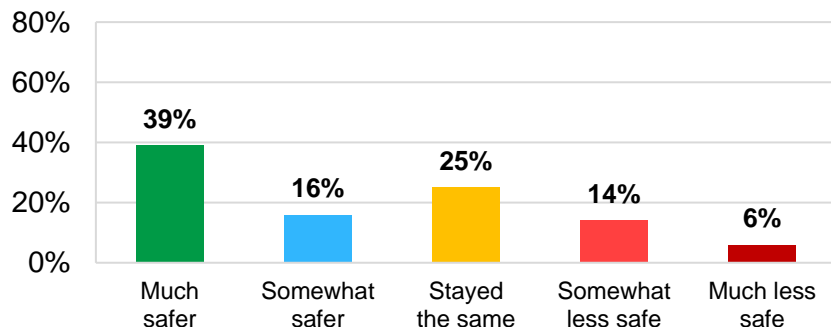
181st St Busway, Manhattan

- Busway regulations reduce congestion
 - Improve bus speeds and reliability
 - Create more viable transportation options

Case Study: 181st Street

- Launched in April 2021
- Bus speeds increased up to 28%
- Pedestrian and bicyclist injuries decreased by 40%
- Travel speeds for streets around the busway had minimal changes
- In post-implementation surveys, participants mentioned:
 - Faster, more frequent bus service
 - People feel safer crossing the street
 - The area feels more enjoyable

Experience Crossing 181st Street feels...



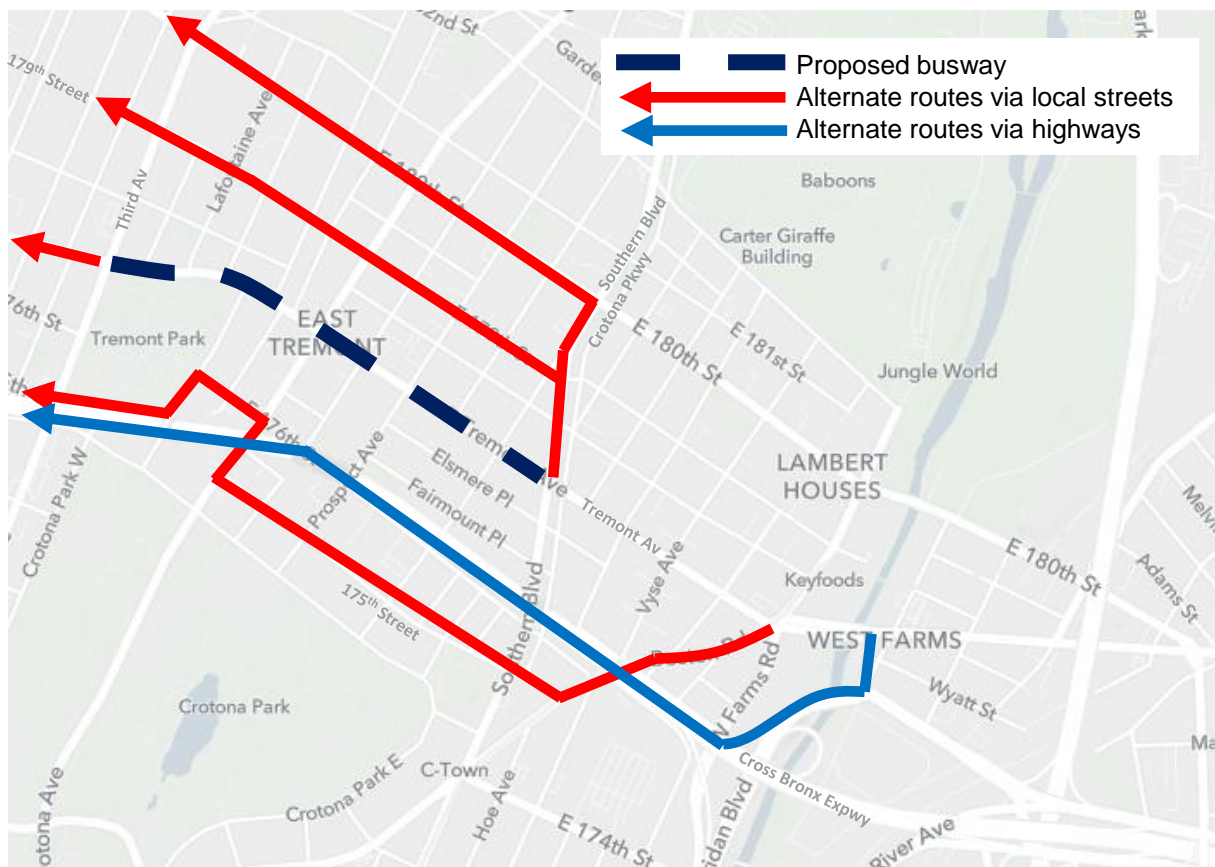
Source: Public survey of passersby/merchants along project corridor conducted in Apr 2022.

Data collected on-street and via QR codes.

Display values rounded; answer choices were combined where applicable.

Westbound Alternate Routes

- Vehicles passing through the area can choose from multiple alternate routes to divert around the busway

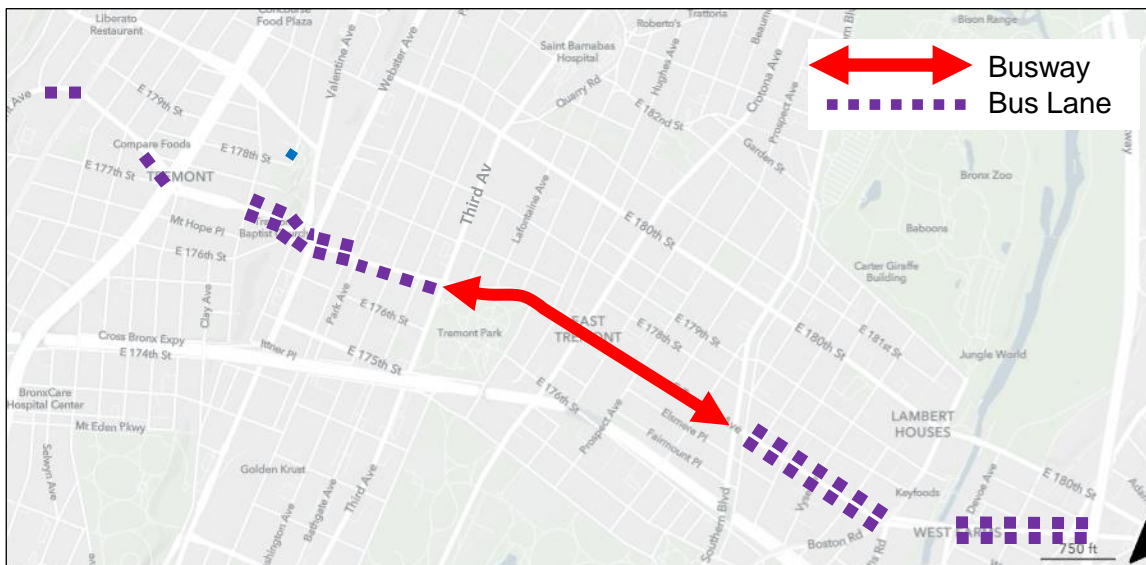


Eastbound Alternate Routes

- Vehicles passing through the area can choose from multiple alternate routes to divert around the busway



Draft Proposal, Part 2: Bus Lanes



Considering bus lanes on several segments of Tremont Av

Curbside Bus Lanes

- Bus lane at the curb
- Can be targeted to the most congested hours of the day and days of the week, with parking permitted at other times
- On Story Av, bus speeds increased by 5-11% after curbside bus lanes were implemented



Curbside bus lanes on Story Av, Bronx



Offset bus lanes on Webster Av. Bronx

Offset Bus Lanes

- Bus lane next to the parking lane
- Preserves curb space for parking & loading at all times
- On Webster Av, bus speeds increased 19-23% after offset bus lanes were implemented

Bus Lanes – Draft Proposal

- Evaluating a combination of curbside and offset bus lanes
 - Considering factors including land use, parking, traffic, business activity, street width, and existing bike facilities to determine the extents of the bus lanes
- Block-by-block plan is under development; we will present it to all community stakeholders for input
- Studying potential designs that accommodate both buses and bicyclists
- Ensuring that our plans are compatible with Tremont Av/Devoe Av/177th St capital project and construction plans



149th St, Bronx

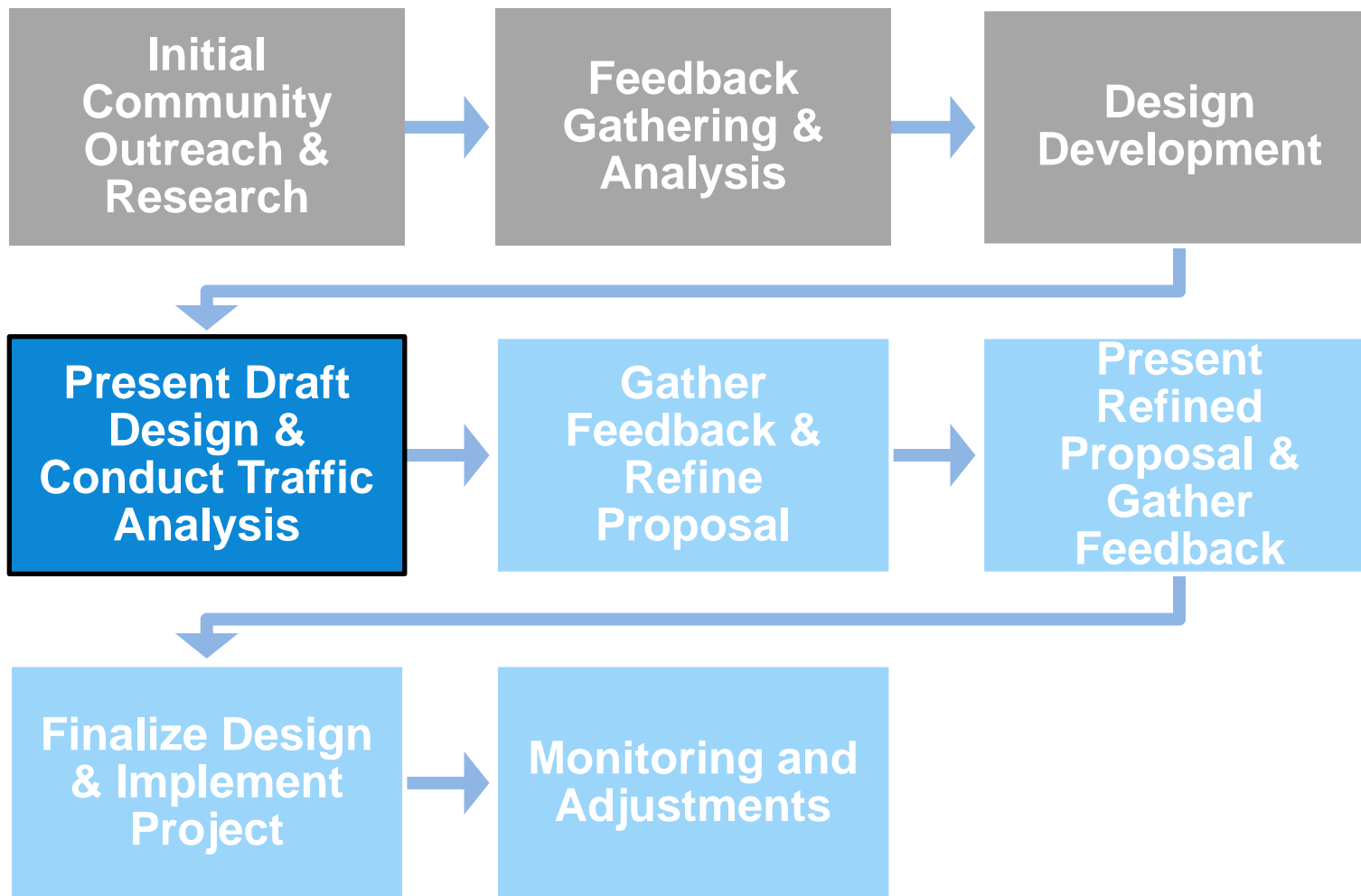


Webster Av, Bronx

Summary & Next Steps

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Project Timeline



Traffic Analysis

- Traffic analysis will include:
 - Data collection: existing traffic volumes at 100+ intersections on & near Tremont Av, as well as adjacent corridors
 - Model of existing traffic conditions in the area
 - Analysis of how the proposal would affect traffic patterns, both on Tremont Av and on alternate routes around busway
 - Any changes to signal timing to improve traffic flow
- Traffic analysis report will explain how the proposed busway & bus lanes would affect traffic patterns
- We will share analysis results with the community

Next Steps

June 2024:

- Present **draft proposal** to elected officials, CBs 5 & 6, & other stakeholders
- We need your input! Feedback will help shape refined proposal

Summer 2024:

- Meet with Community Advisory Board
- Incorporate community feedback
- Determine best design for adding bus lanes to this existing bike corridor
- Continue fieldwork & traffic analysis; refine the proposal

Late Summer/Fall 2024:

- Share & discuss **refined proposal** with all community stakeholders
 - Will include details on traffic analysis, curb regulations, and design

Implementation: Late 2024 or 2025

Thank You!

Open Discussion



NYC DOT



NYC DOT



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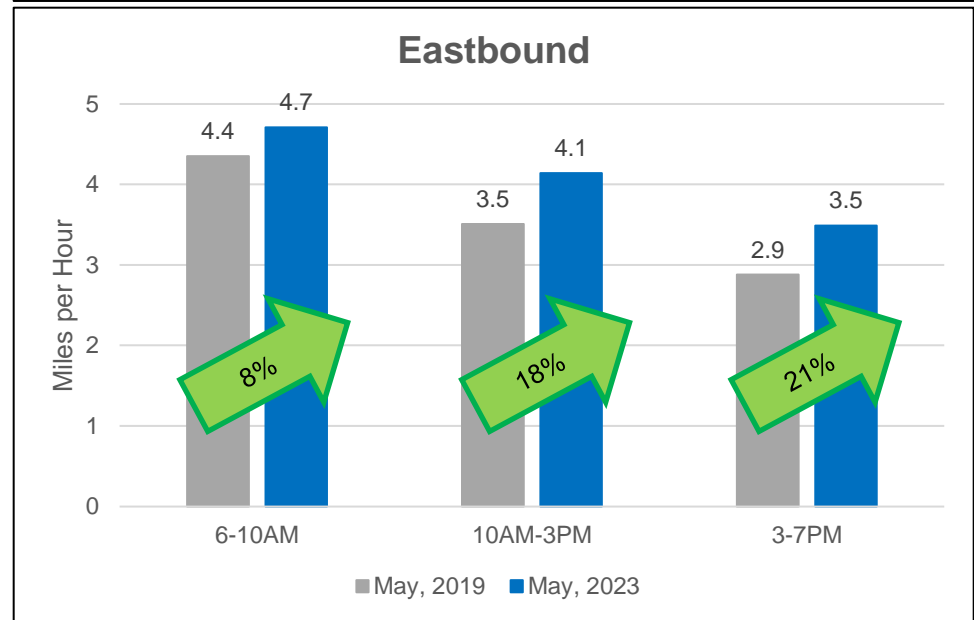
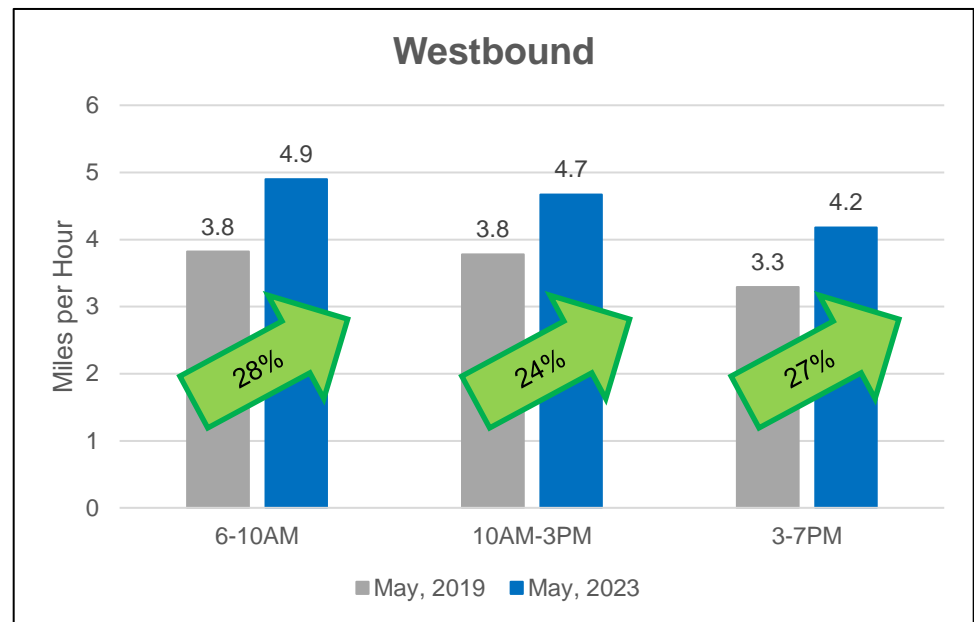


NYC DOT

Appendix

181st Street Busway Speed Analysis

- 181st Busway launched in 2021
- Average bus speed for all routes using the 181st busway increased at all times of the day compared to the same period in 2019
- Overall, eastbound speeds increased by 15% and westbound speeds increased by 26%



Source: MTA

Traffic Analysis Methodology

1. Count traffic & pedestrians at over 100 intersections along Tremont Av and on side streets

2. Analyze origin-destination with anonymized GPS data from drivers on Tremont Av used to understand diversion routes likely under a busway

3. Model each intersection and analyze:

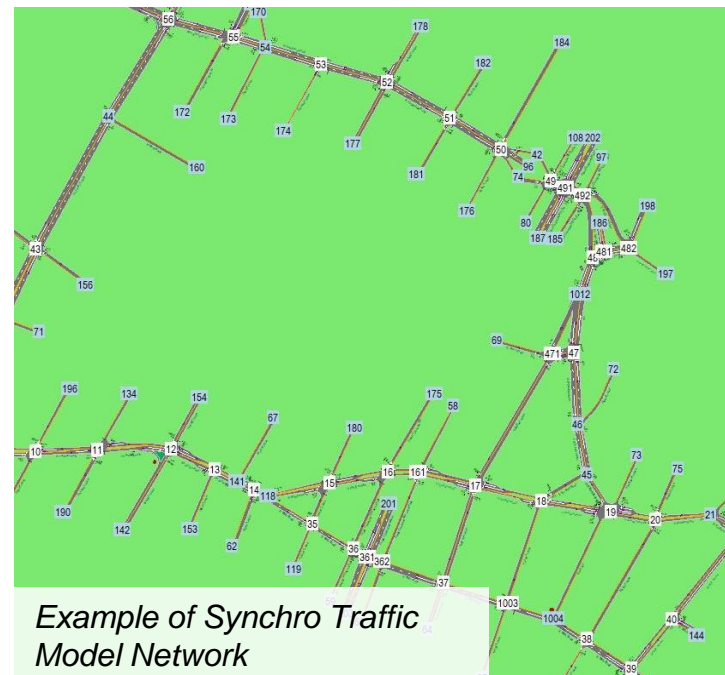
- Signal timing
- Number of lanes and turning movements (left, straight, right)
- Time and number of pedestrians crossing streets
- For multiple alternatives, scenarios & improvements

4. Validate model with observations in-person of traffic flow, parking movements, loading, etc.

5. Worst case scenario is analyzed:

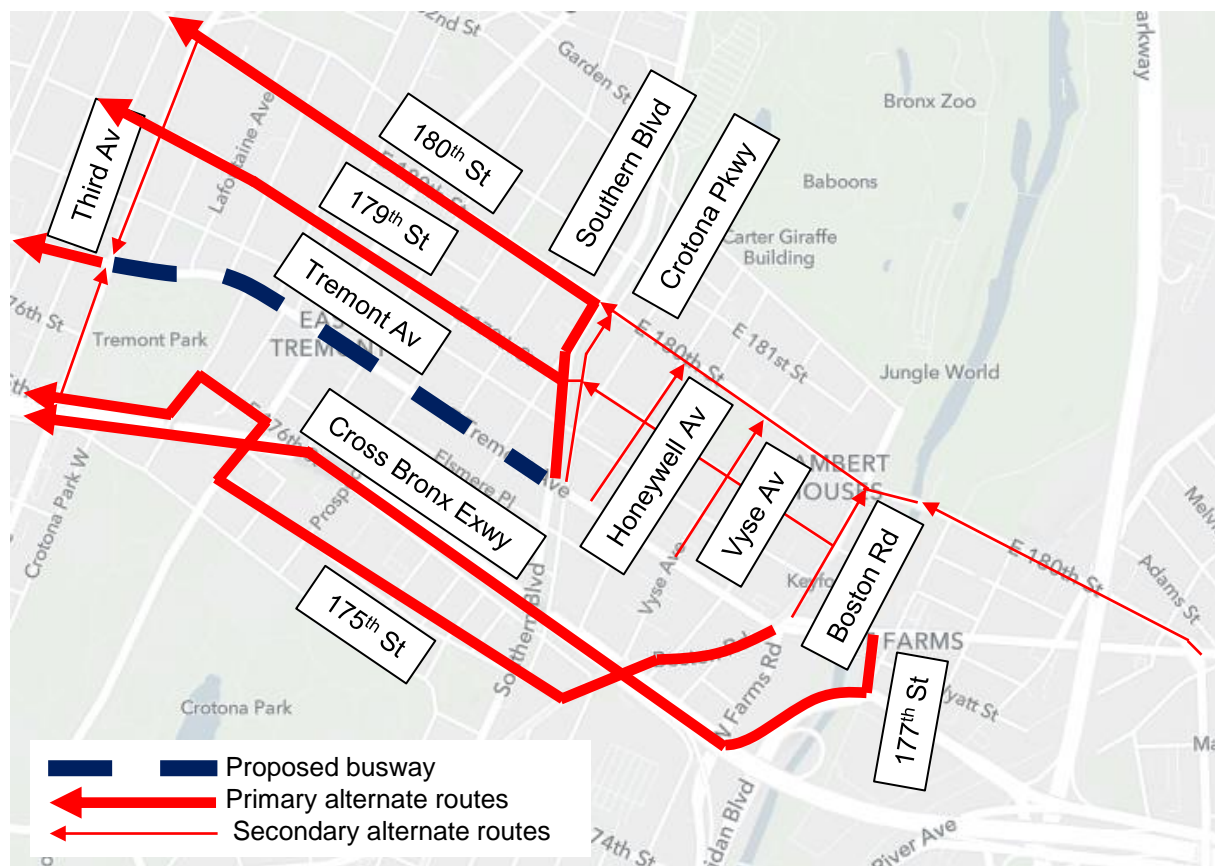
- Traffic analysis software analyzes worst hours of day, longest queues, diversion patterns.
- Realistically, some drivers divert to other routes or choose to travel at different times of day
- Traffic analyses were prepared for a range of scenarios from no volume reduction up to a 40% reduction.

Result is a prediction of the future according to engineering standards



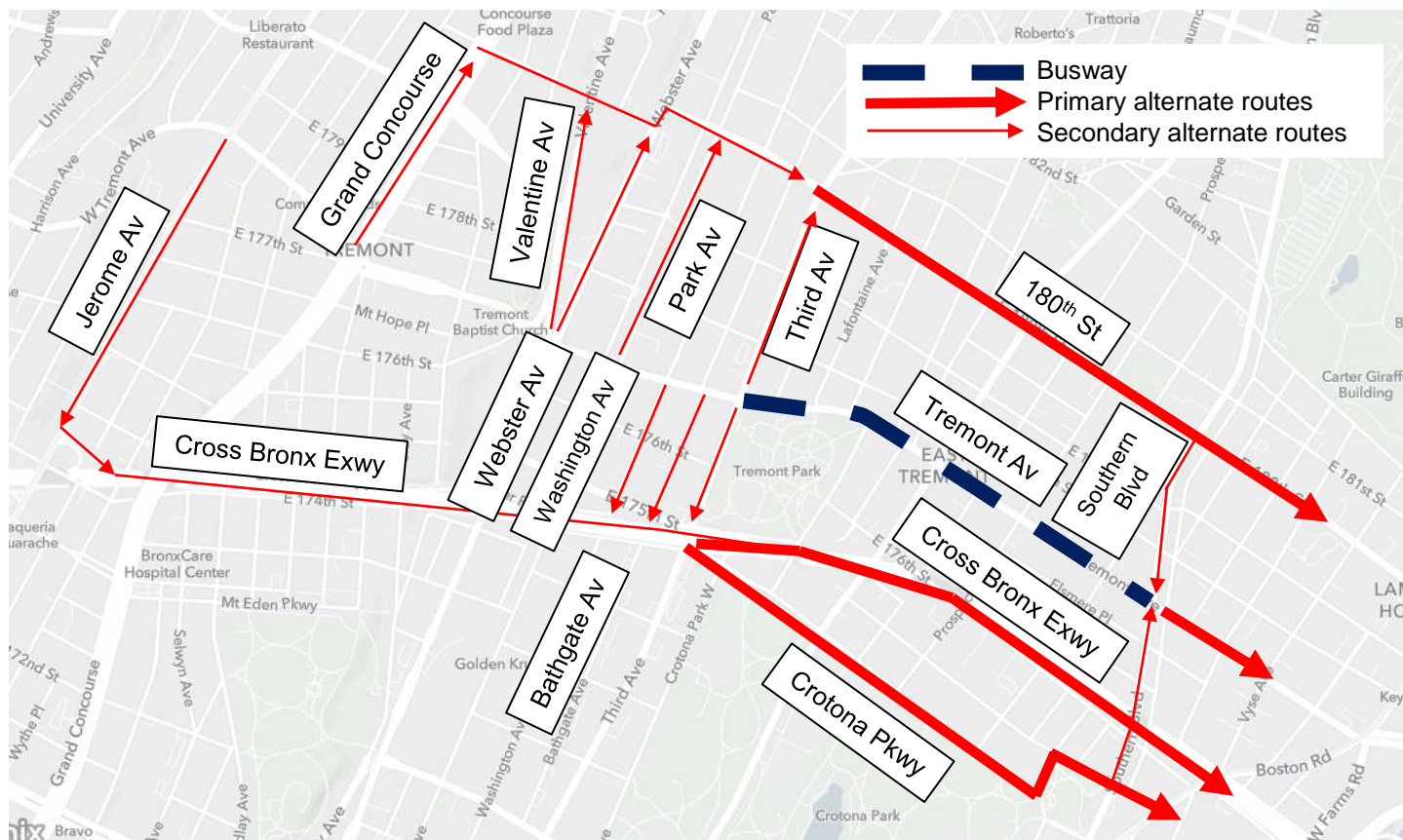
Westbound Alternate Routes

- Vehicles passing through the area can choose from multiple alternate routes to divert around the busway



Eastbound Alternate Routes

- Vehicles passing through the area can choose from multiple alternate routes to divert around the busway



Parking

- Curb regulation plans are under development; we will share them as part of the refined proposal plans in the coming months
- Based on the existing draft, we estimate roughly 46 of existing parking spaces will be repurposed, either part time or full time
- This is an early draft estimate and is liable to change
- Parking changes should be minimal within the busway