

# Tremont Av Bus Priority Project

Community Board 6 Transportation Committee Meeting

February 13, 2025



# Agenda

1. Summary & Work to Date
2. Final Proposal
3. Busway Education & Launch
4. Next Steps

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# Summary & Work to Date

# 1

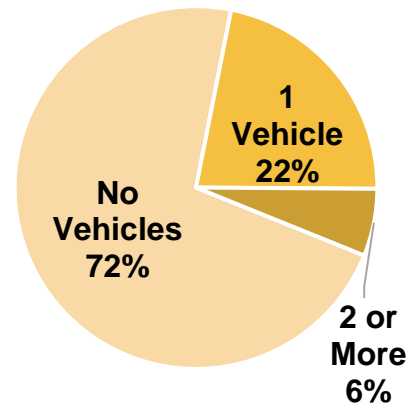
# Why Tremont Av?

- University Av to Bronx River Pkwy
- Bx36 carries 34,000 bus riders per day
  - 5<sup>th</sup> busiest route in the Bronx
  - Critical east-west transit connection
- Buses move slowly all day, and **less than 5 mph** in many areas during peak periods
- 3+ injuries per week on average (2019-2023)
- 72% of households do not have access to a private vehicle
  - 78% commute to work via public transit, walking, or biking

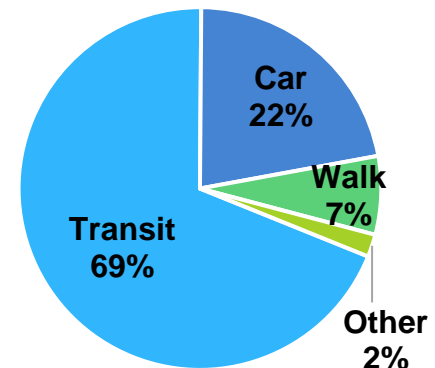


Eastbound Bus Speeds – PM Peak (3-7pm)

## Vehicle Access by Household



## Travel to Work



Source: 2016-2020 American Community Survey, census tracts adjacent to Tremont Av between University Av and Bronx River Pkwy

# 35+ Outreach Events to Date

- 2016: Tremont Av Safety Project
- 2018-2023: MTA Bronx Bus Network Redesign
  - 50+ public outreach events
- 2019: Merchant Survey #1 (146 responses)
- Dec 2022: Community Advisory Board meeting #1
- 2023: DOT on-street engagement
  - Merchant survey #2 (162 responses)
  - Pedestrian intercept survey (131 responses)
  - Bus passenger survey (290 responses)
- Feb-March 2024: Present Existing Conditions to CBs 5 & 6
- March 2024: Borough President briefing
- June 2024: Present Draft Proposal to CBs 5 & 6
- June 2024: Present Draft Proposal to elected officials
- July 2024: Community Advisory Board meeting #2
- August 2024: Merchant Survey #3 (229 responses)
- August 2024: Bronx Summer Streets Event
- Oct-Nov 2024: Present Updated Proposal to elected officials
- Oct-Nov 2024: Present Updated Proposal to CBs 5 & 6

## Upcoming Outreach:

- February 2025: Present Final Proposal to Elected Officials and CB 6
- Spring 2025: Busway education outreach



August 2024 Merchant Survey



Participant in the 2023 bus passenger survey  
Sign reads "Pasar ma rápido"/ "Go faster"

# What We've Heard

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## *Feedback we received*

Traffic  
Congestion

- Curb regulation changes aimed at decreasing double parking and improving traffic flow
- Traffic monitoring after the busway launch – will inform adjustments made to manage changes in traffic volumes

Parking

- Busway design, which retains parking along entire extent of busway and gateway treatment

Local Business  
Access

- Shortened westbound busway to ensure all block faces are accessible to all vehicles
- Truck Loading Zones to provide dedicated space for businesses to receive and make deliveries

Enforcement

- DOT stationary cameras and ACE on bus cameras to enforce busway
- Coordination with NYPD

## *Proposal includes*

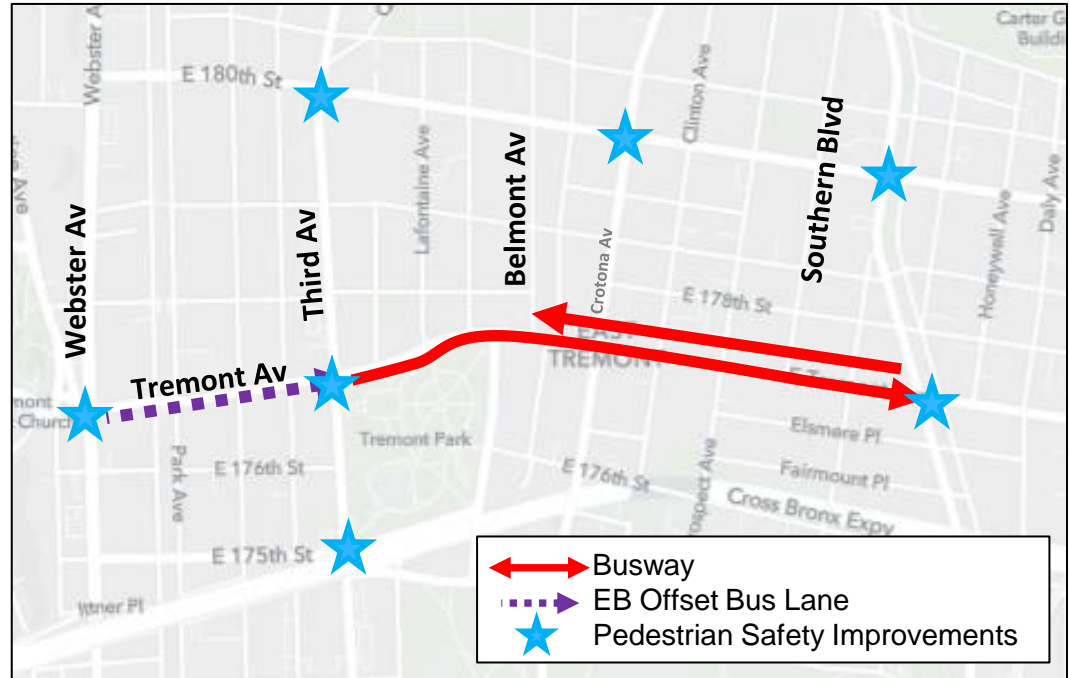
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# Final Proposal

# 2

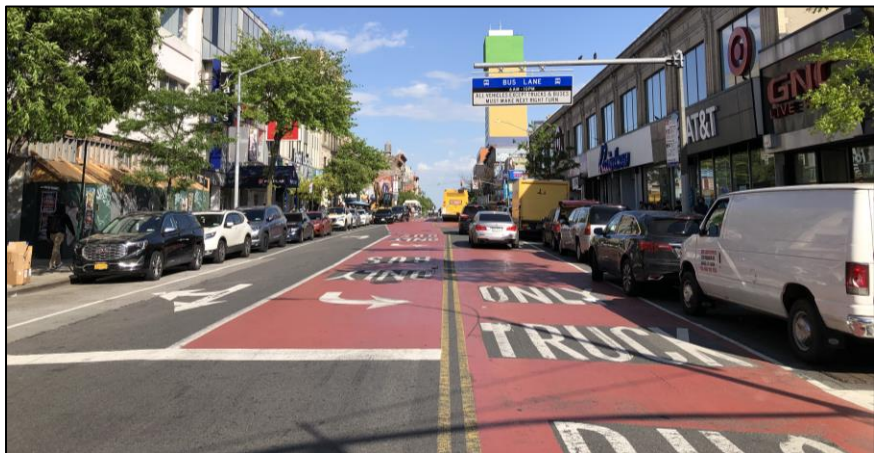
# Final Proposal

- Eastbound busway from Third Av to Southern Blvd
- Westbound busway from Southern Blvd to Belmont Av
  - Shortened busway ensures access to all block faces
- Gateway treatment: 4 blocks of offset bus lane from Webster Av to Third Av, eastbound only
- Pedestrian safety improvements at 7 intersections
  - Requested by community stakeholders
- Curb regulation changes throughout corridor between Grand Av and the Bronx River Parkway





# Why Busway?



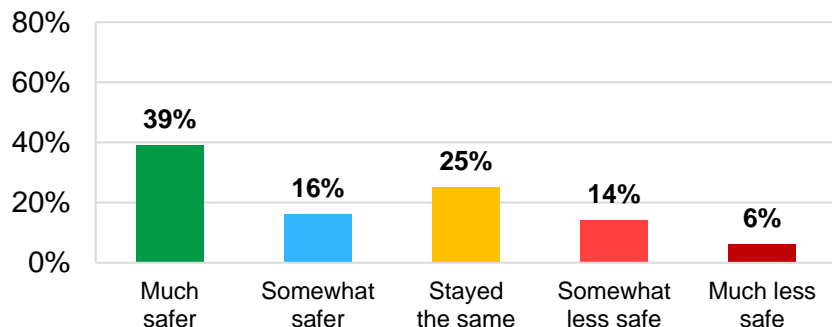
181<sup>st</sup> St Busway, Manhattan

- Busway regulations reduce congestion
  - Improve bus speeds and reliability
  - Create more viable transportation options
  - Retains parking
  - Eliminates cut-through traffic

## Case Study: 181<sup>st</sup> 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

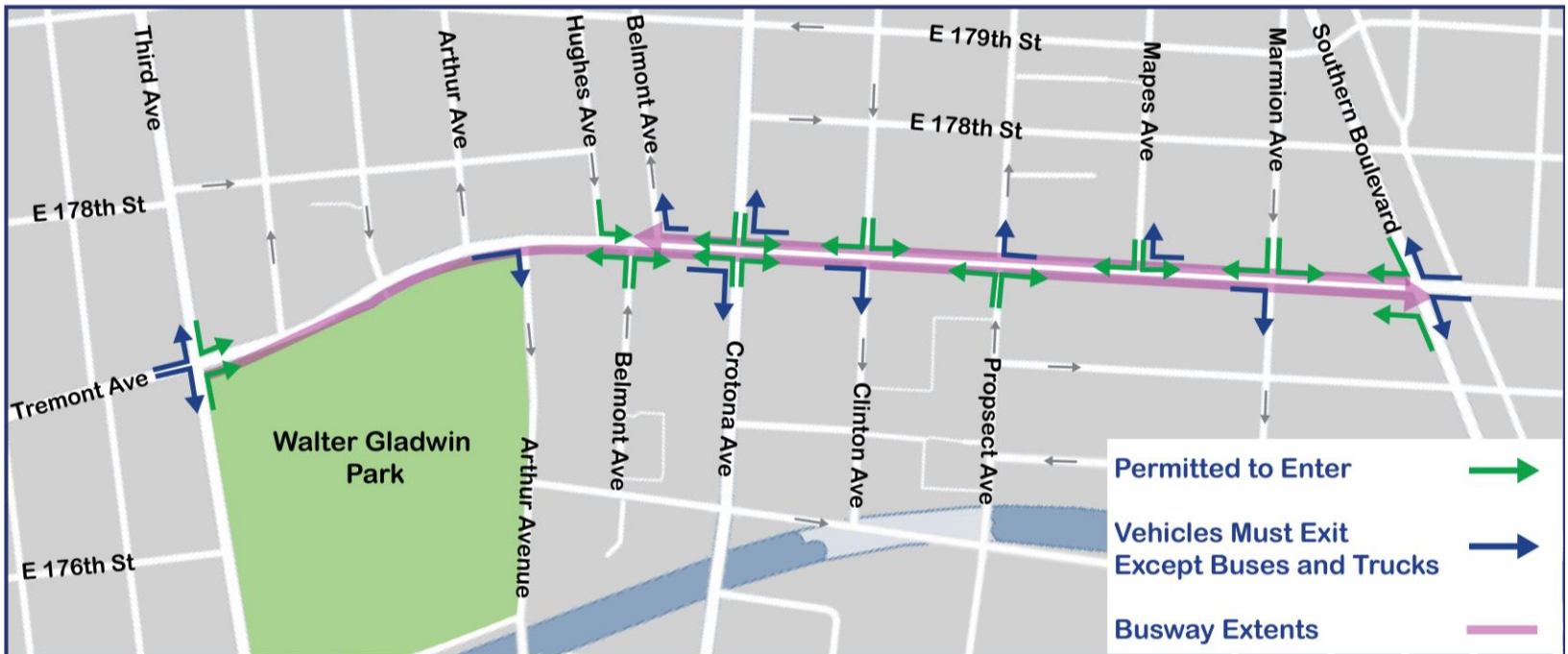
### Experience Crossing 181st Street feels...



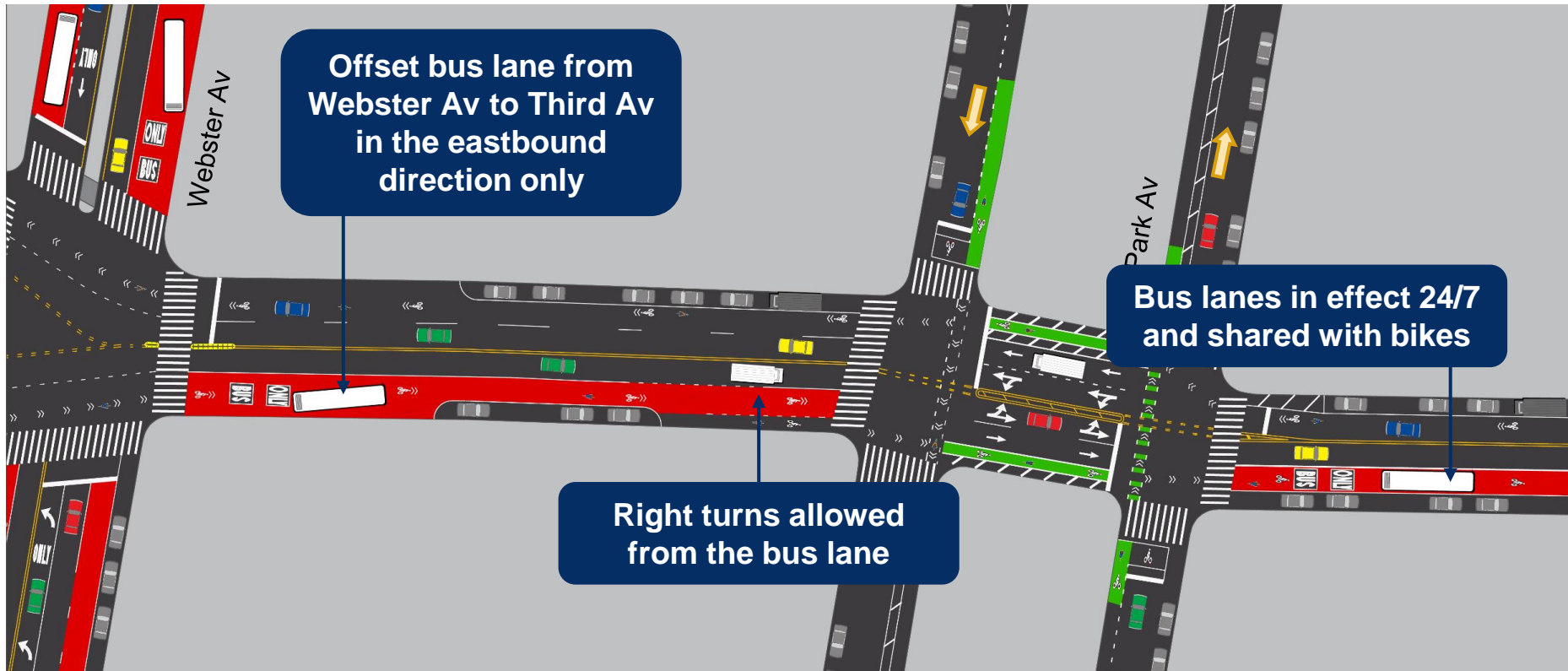
Source: Public survey of passersby/merchants along project corridor conducted in Apr 2022.  
Data collected on-street and via QR codes.  
Display values rounded; answer choices were combined where applicable.

# Busway Regulations

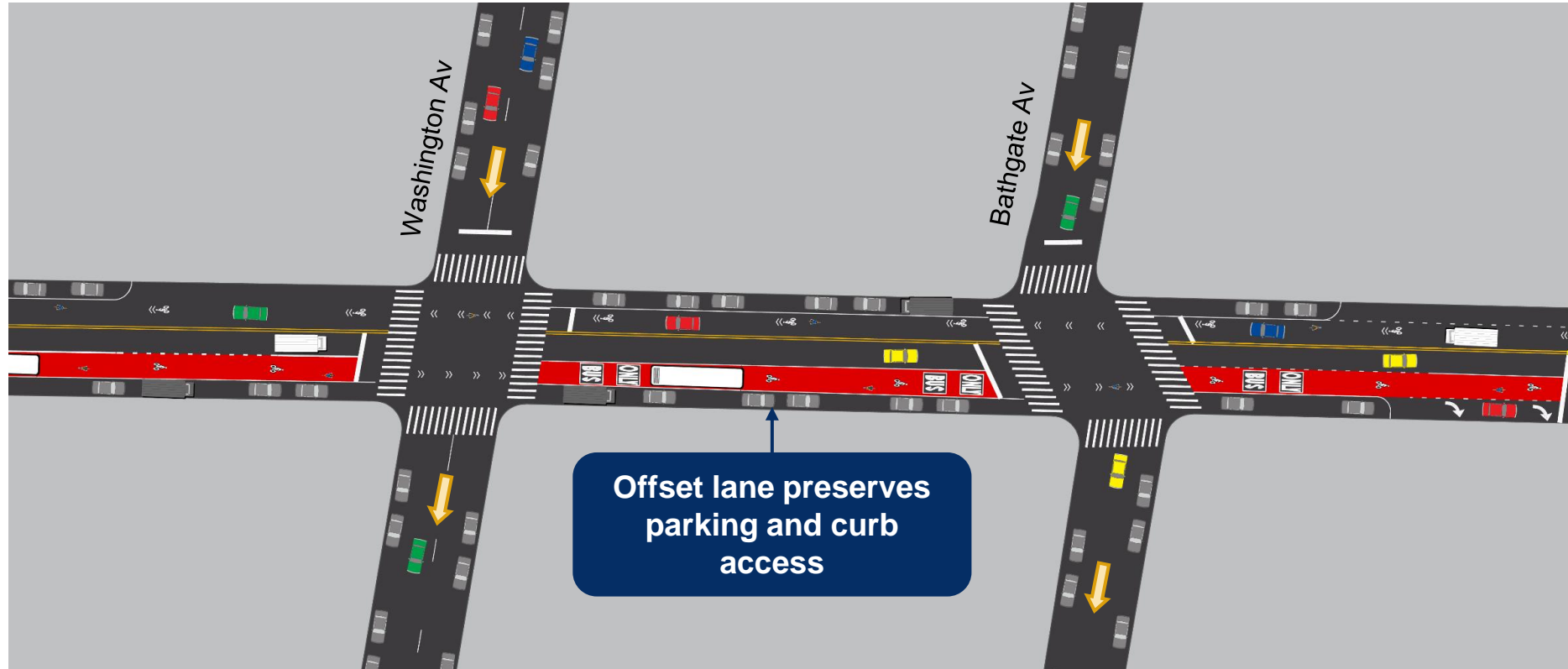
- In effect 7 days a week, 6am – 8pm
- Buses, trucks, emergency vehicles, and Access-a-Ride vans can travel through entire corridor
- Local access allowed for all other vehicles, including cars, taxis & for-hire vehicles
  - Vehicles access the corridor from side streets
  - Must leave the corridor at the next required right turn as shown on road signs



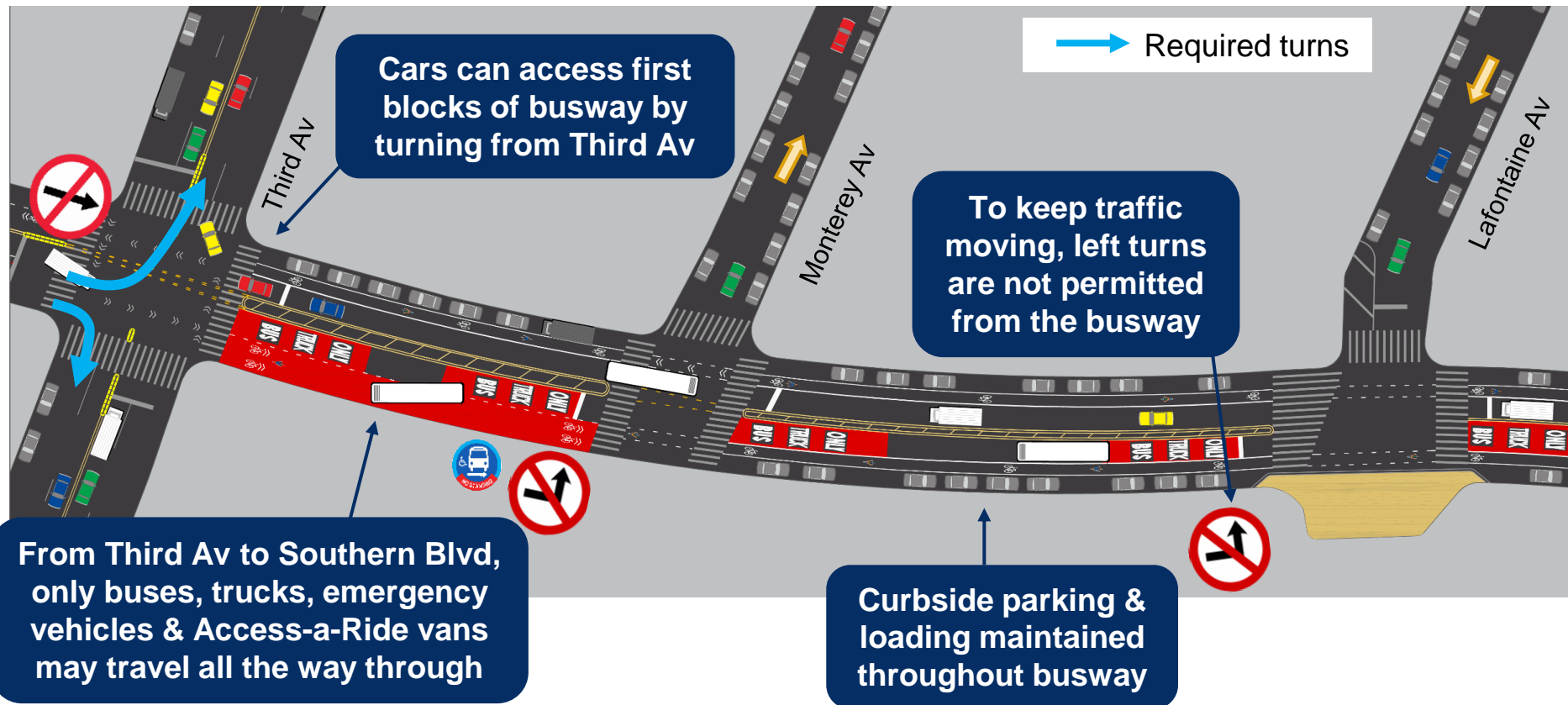
# Offset Bus Lane: Webster Av to Washington Av



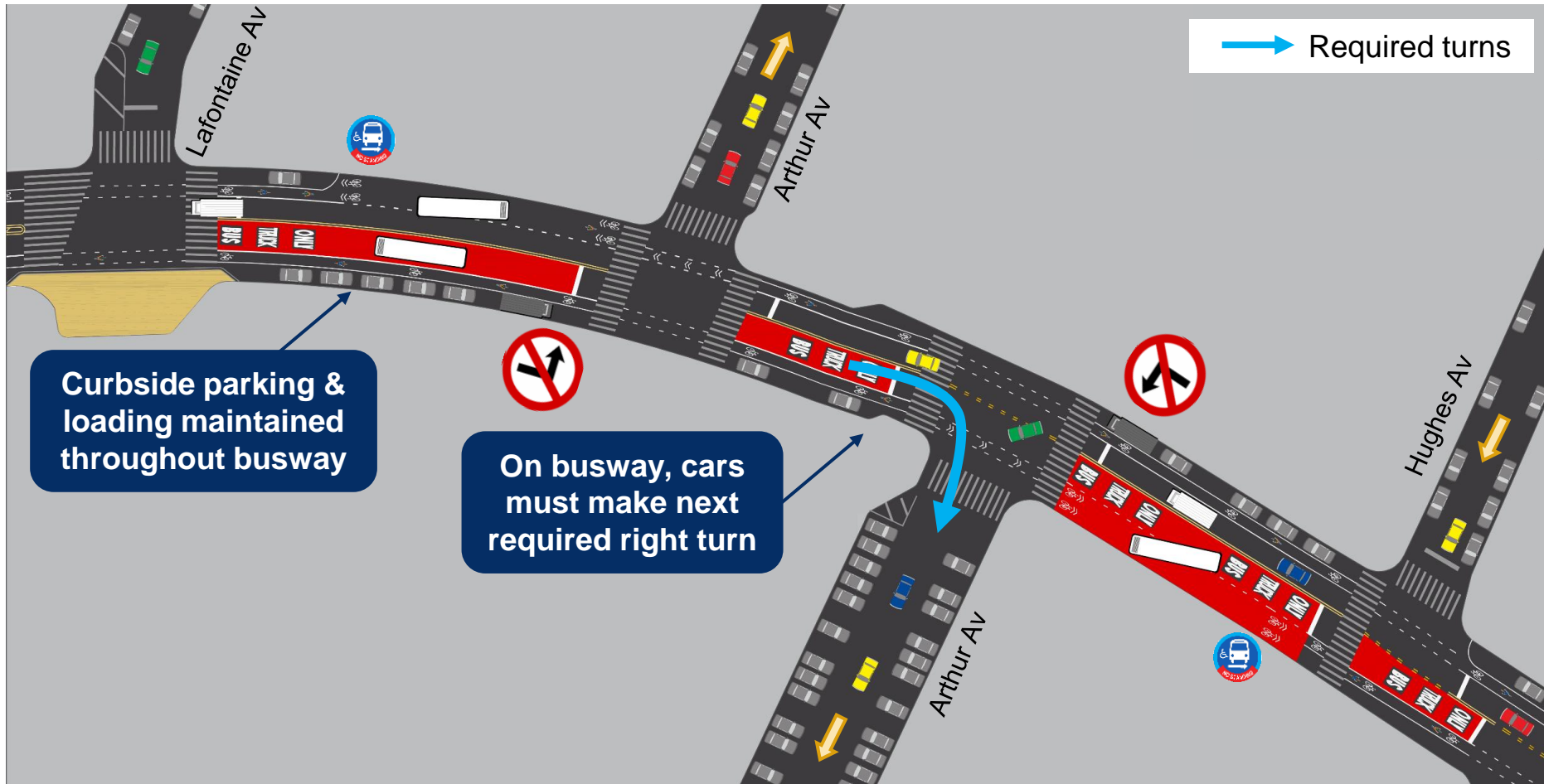
# Offset Bus Lane: Washington Av to Third Av



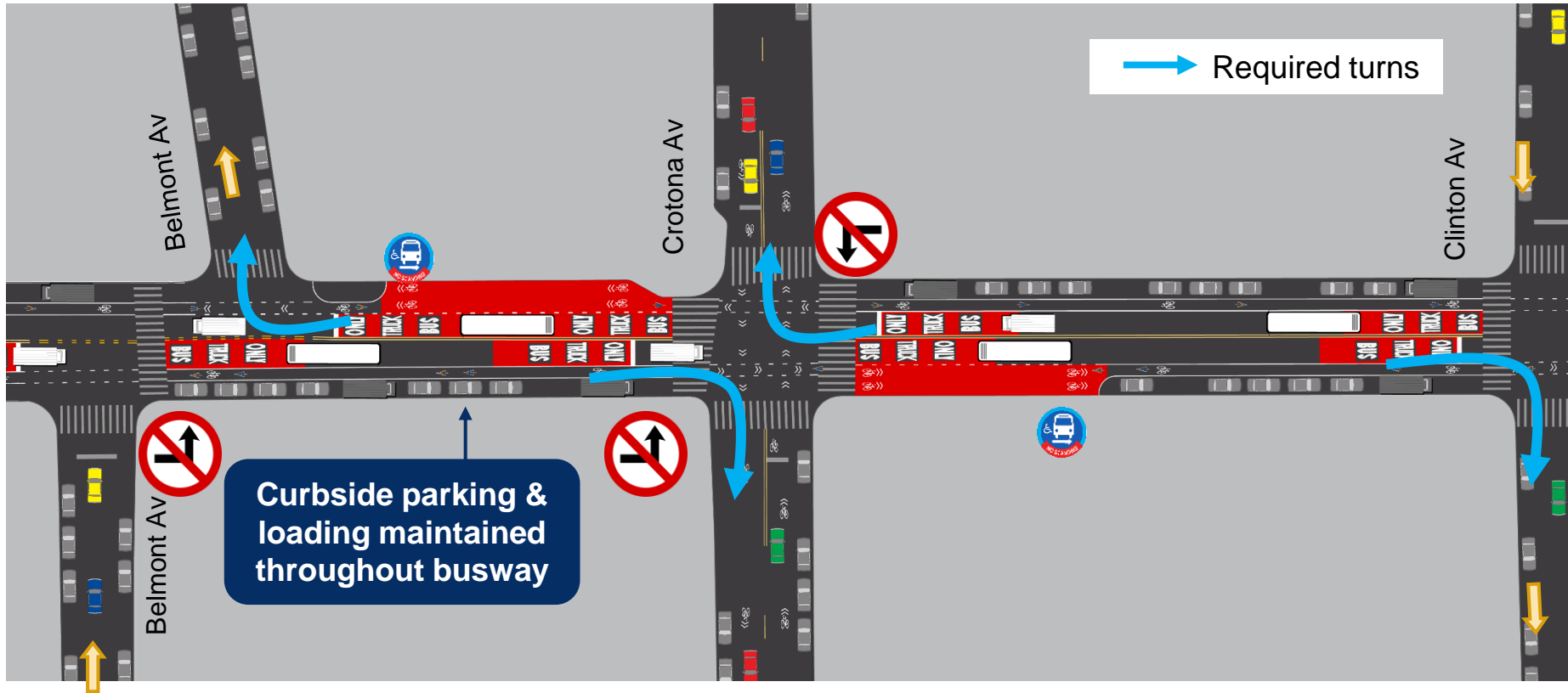
# Busway: Third Av to Lafontaine Av



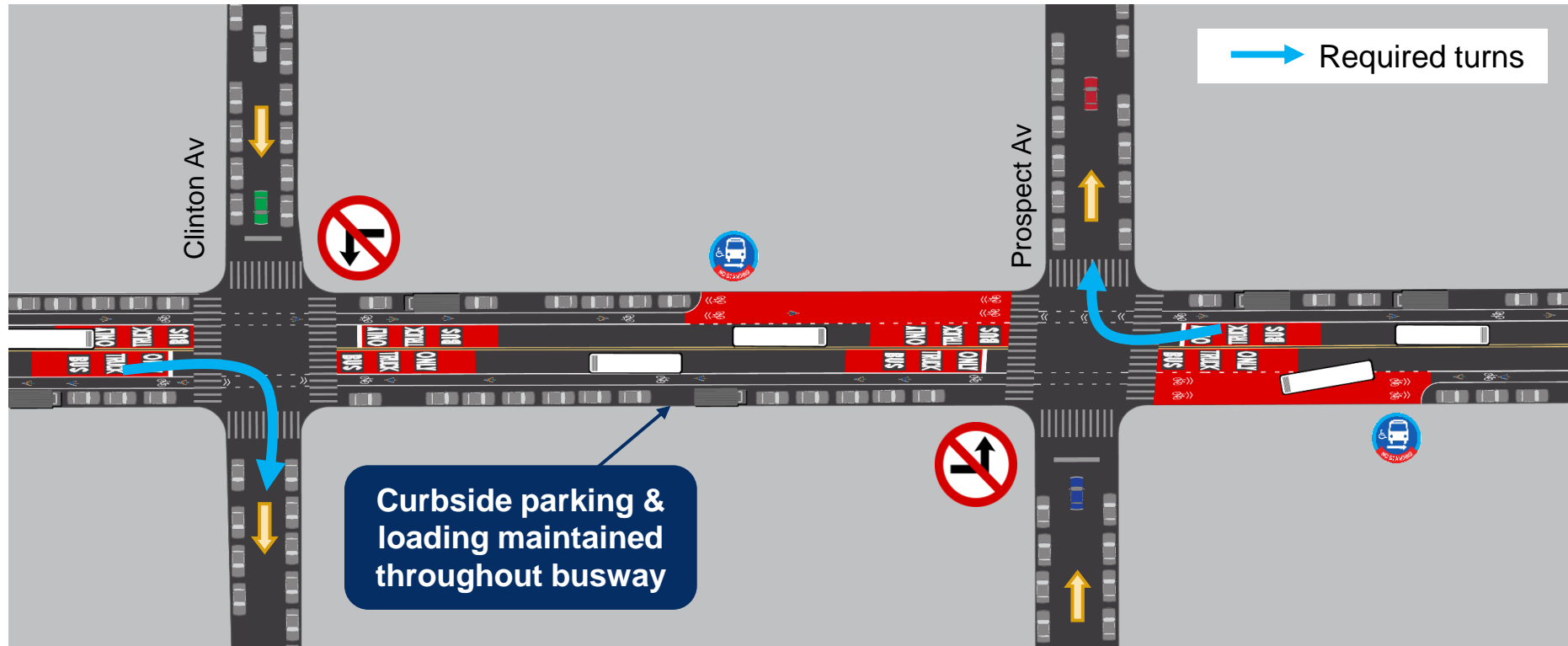
# Busway: Lafontaine Av to Hughes Av



# Busway: Hughes Av to Clinton Av

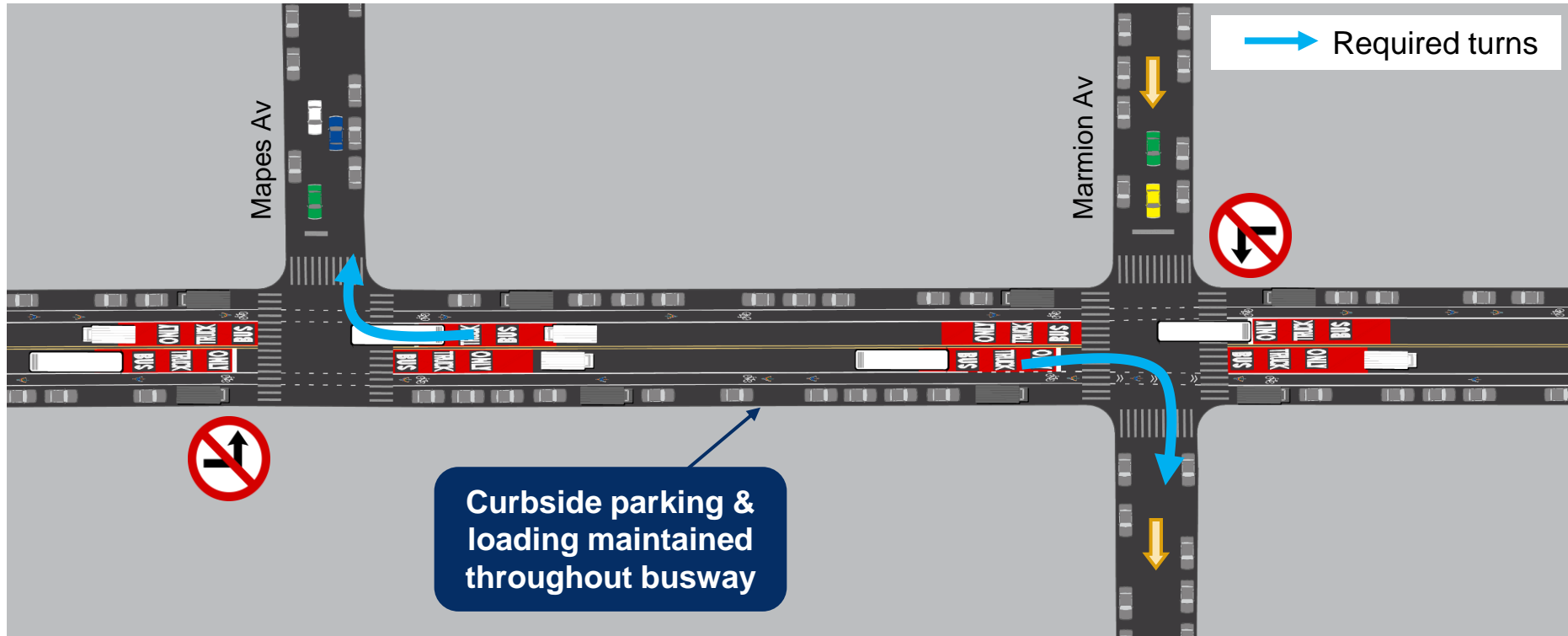


# Busway: Clinton Av to Mapes Av

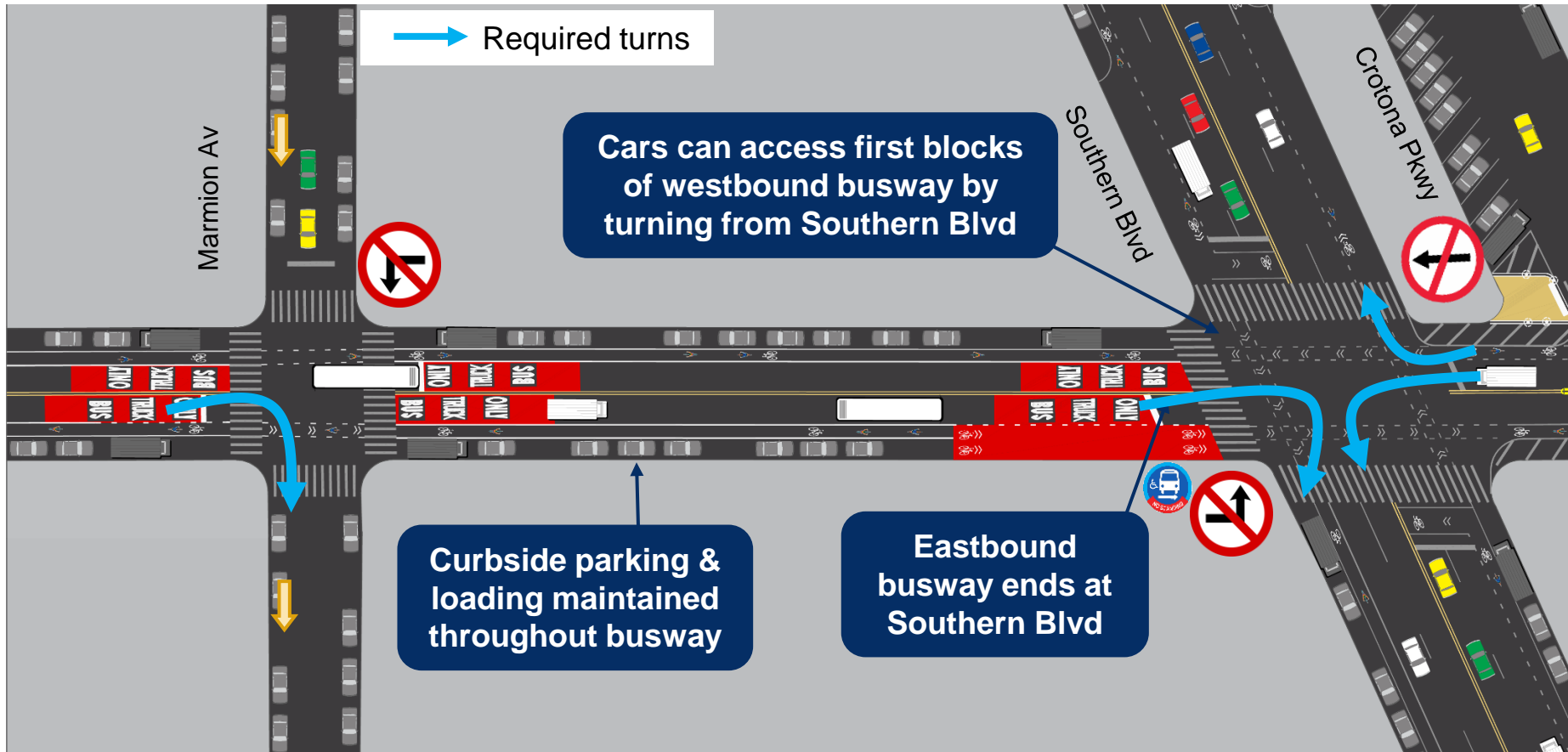




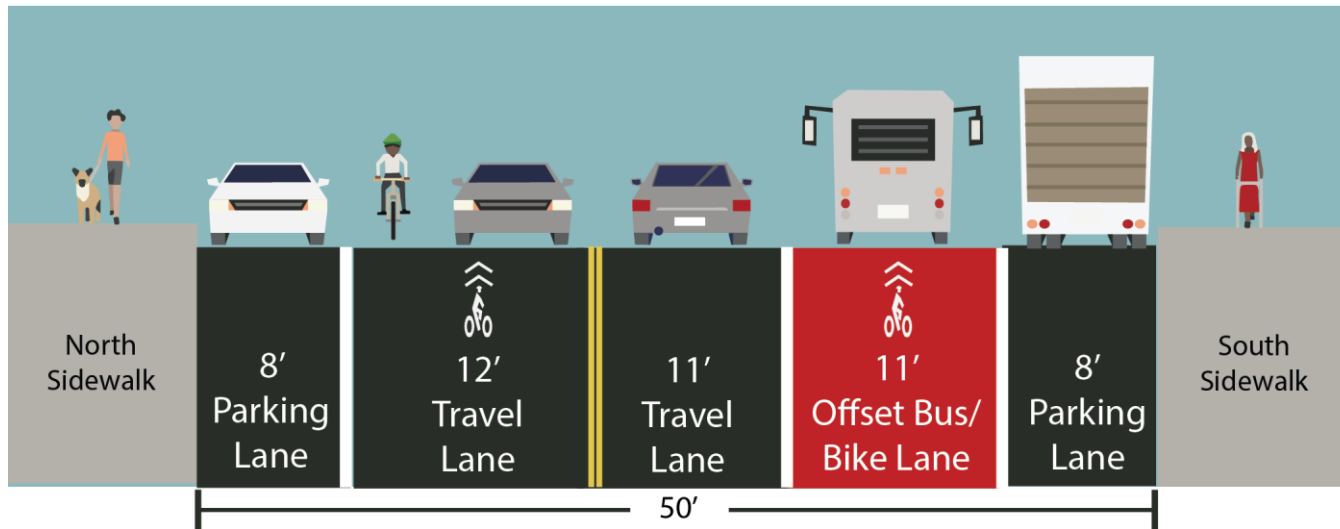
# Busway: Mapes Av to Marmion Av



# Busway: Marmion Av to Southern Blvd

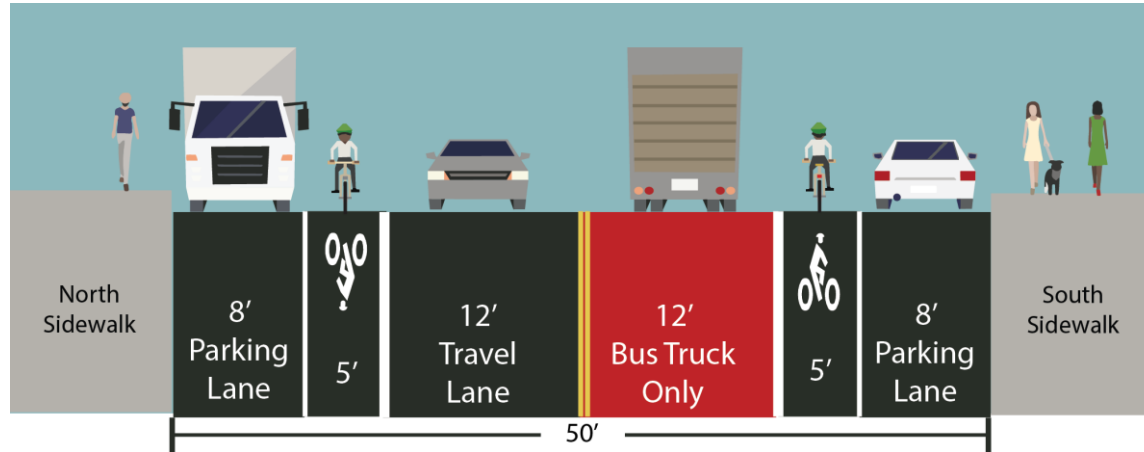


# Cross Section: Offset Bus Lane

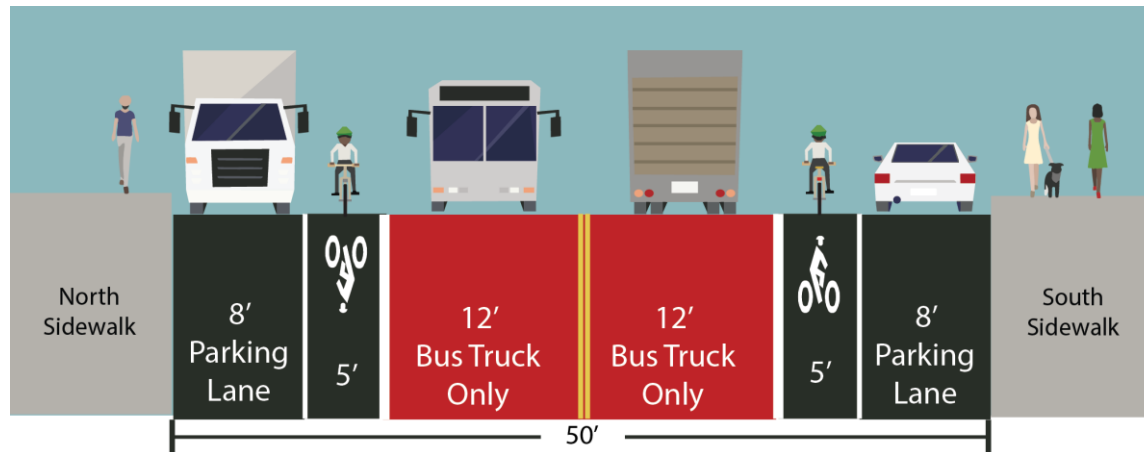


Webster Av to Third Av

# Cross Section: Busway



**Third Av to Belmont Av**



**Belmont Av to Southern Blvd**

# Curb Regulation Changes

- **Busway preserves parking**
- Changes to curb regulations on some blocks between Grand Av and the Bronx River Parkway
  - Make parking more available for customers, deliveries & residents
  - Keep traffic moving by reducing double parking
- Changes include:
  - Additional **metered parking** in front of businesses to increase turnover
  - **Truck Loading Zones** on commercial blocks for deliveries and loading
  - **Neighborhood Loading Zones** for drop-off, pickup & delivery in front of residential buildings
  - Overnight residential parking



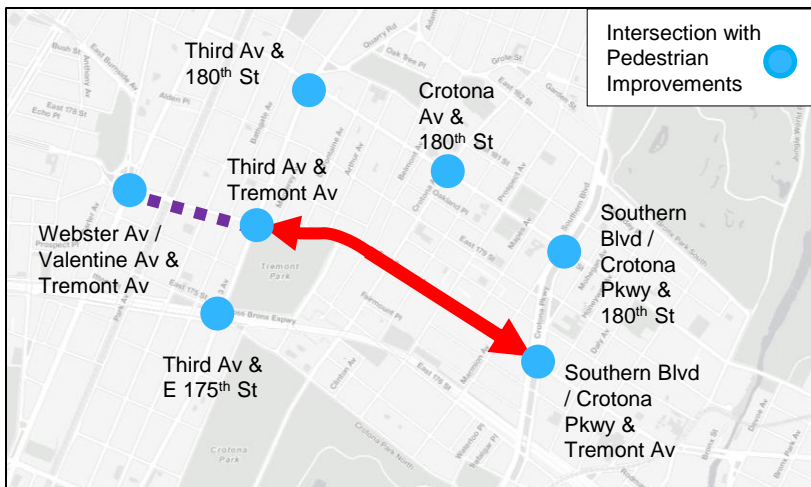
*Truck loading on Tremont Av*



*Neighborhood Loading Zone*

# Pedestrian Safety Improvements

- Request from December CAB meeting for pedestrian and bike safety improvements at intersections that may see increased traffic volumes
- Considering pedestrian improvements at 7 intersections
  - Painted pedestrian spaces
  - Left turn calming

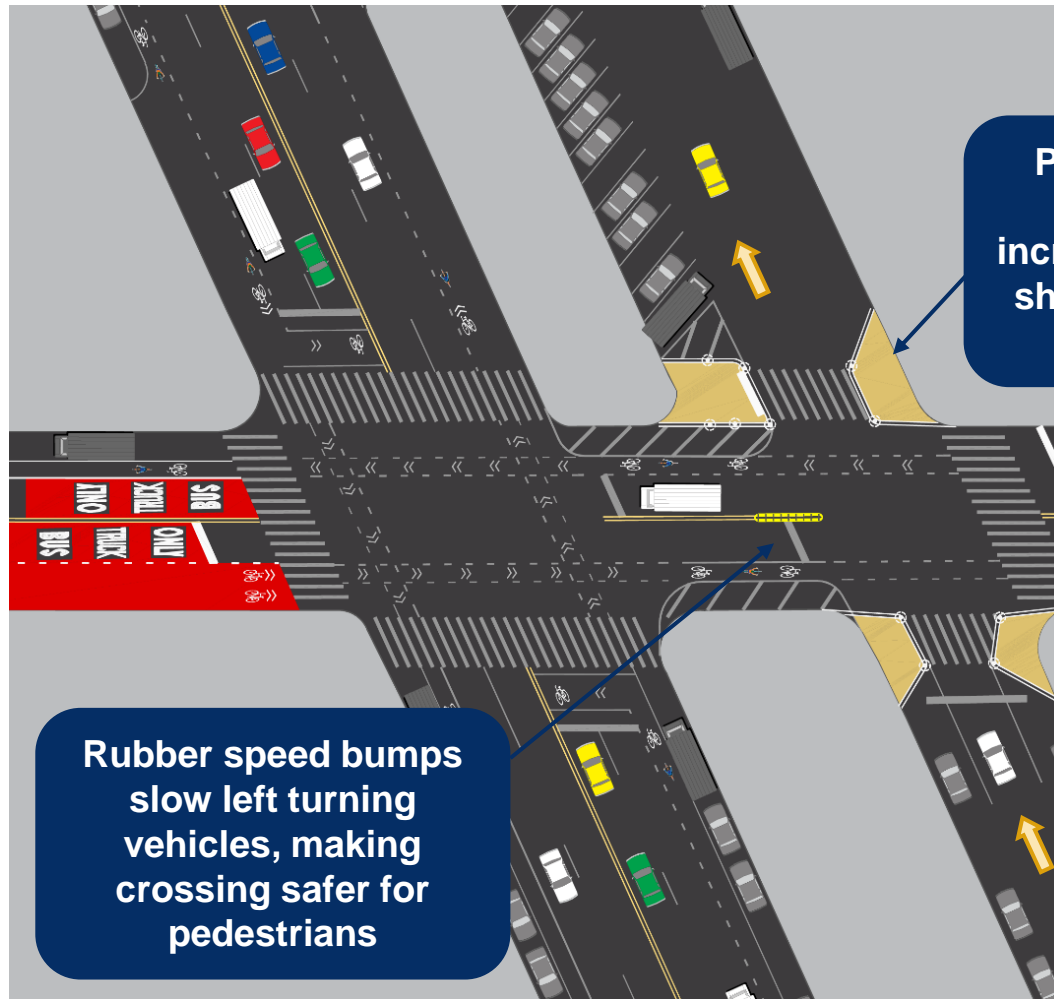


*Intersections with requested pedestrian improvements*



*Painted pedestrian spaces, Southern Blvd/179th St, Bronx*

# Tremont Av at Southern Blvd/Crotona Pkwy

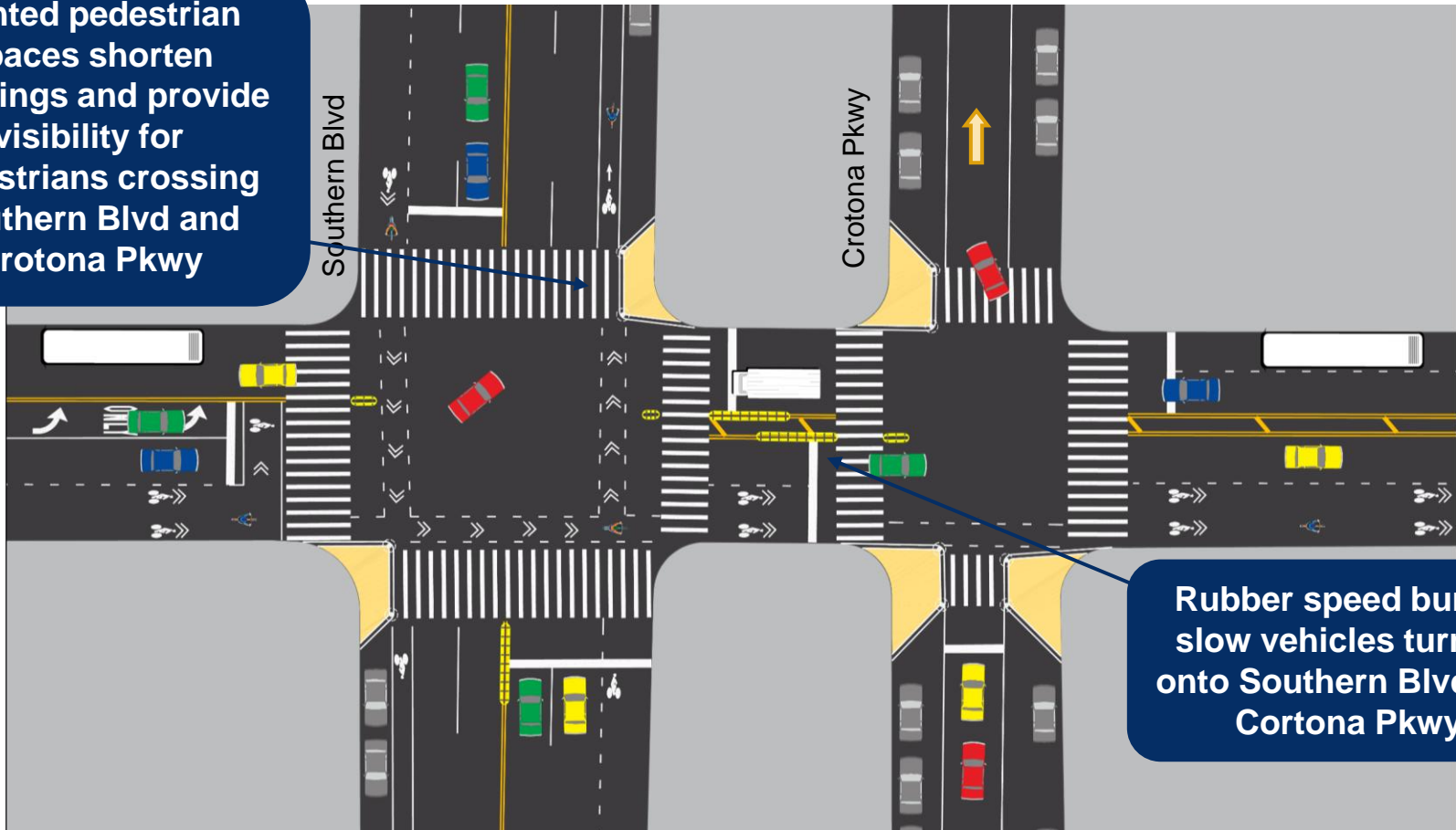


Painted pedestrian spaces provide increased visibility and shorter crossings for pedestrians

Rubber speed bumps slow left turning vehicles, making crossing safer for pedestrians

# 180<sup>th</sup> St at Southern Blvd/Crotona Pkwy

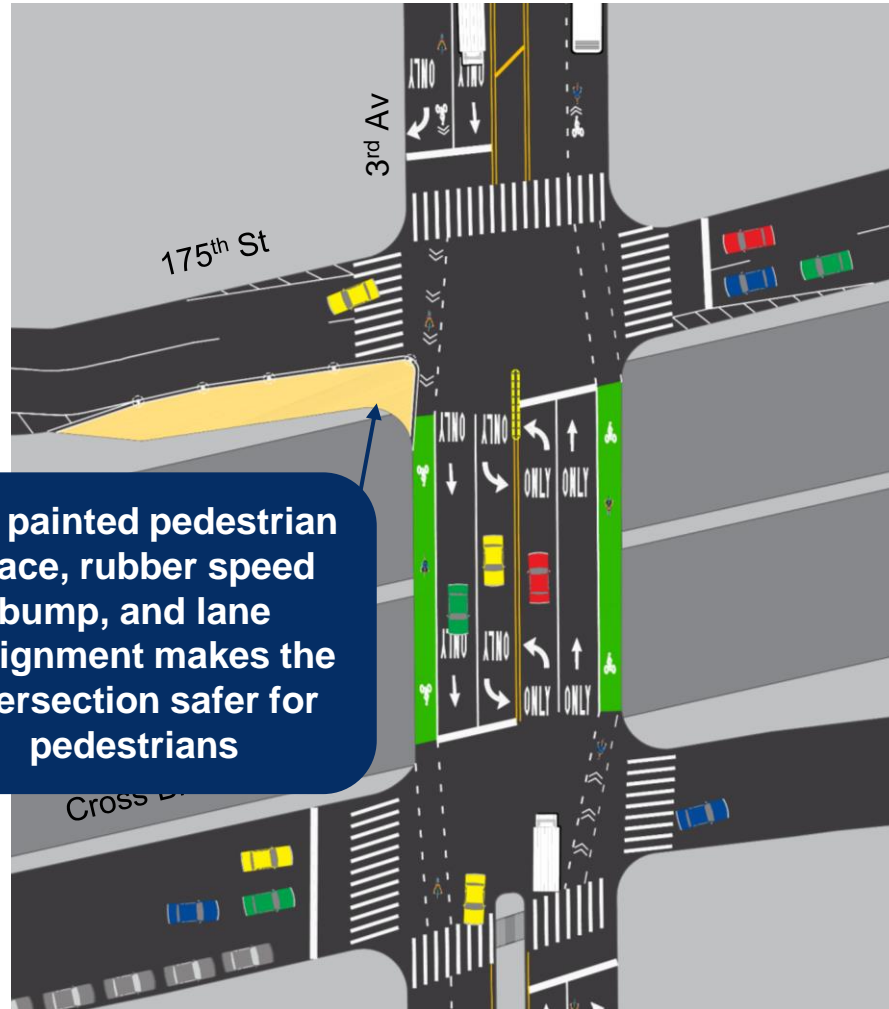
Painted pedestrian spaces shorten crossings and provide visibility for pedestrians crossing Southern Blvd and Crotona Pkwy



Rubber speed bumps slow vehicles turning onto Southern Blvd and Cortona Pkwy



# 3<sup>rd</sup> Av at 175<sup>th</sup> St



The painted pedestrian space, rubber speed bump, and lane realignment makes the intersection safer for pedestrians

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## Busway Education & Launch

# 3

# Busway Education Plan

- Education campaign ahead of busway launch
  - Ensures busway regulations are clearly communicated to neighborhood stakeholders and the public
- Campaign includes:
  - Door to door outreach to businesses & organizations on/near the busway
  - On-street engagement with pedestrians & drivers
  - Informational signage posted on corridor
  - Tremont busway website
  - Update digital platforms with busway regulations including Google Maps, Waze, Uber, Lyft, etc.
- All educational materials will be available in both English and Spanish



*MTA & DOT staff speaking with merchants on Tremont Av*

# Brochure Example Front

- Will update for Tremont Av and widely distribute prior to launch, in print & digital

## Transit & Truck Priority

Starting April 26, 2021, 181st St, from Amsterdam Ave to Broadway, will become a Busway as part of a one-year pilot project designed to:

- Increase bus speeds and reliability for the 5 bus routes that travel along this corridor
- Improve truck movement, deliveries, and parking along the corridor

## Frequently Asked Questions

**Are private vehicles allowed on the Busway?**  
Yes, all vehicles are allowed to enter the Busway at each block to access the curb and garages, but must turn right at the next block, except between Broadway and Wadsworth, where eastbound travel is limited to bus, trucks, and emergency vehicles.

**Why can't eastbound private vehicles enter the Busway from Broadway?**  
The entire southern curb of 181st St, between Broadway and Wadsworth Ave is a bus stop with no space for parking. Therefore, only buses and trucks can use this block in the eastbound direction.

**Where can I be dropped off or picked up?**  
Pickups, drop-offs, and short-term parking are allowed throughout the corridor.

**Which vehicles are considered trucks?**  
Any vehicle that has more than two axes OR six or more wheels is considered a truck.

**How is the Busway enforced?**  
Restrictions are enforced through warnings and summonses given by NYPD traffic agents in addition to automated cameras.


**How are curb regulations enforced?**  
Curb regulations are enforced by NYPD traffic agents; future automated cameras will only be used for bus lane enforcement.

**How will this project be monitored and evaluated?**  
Data on bus performance, safety, parking, traffic, and trucks will be collected and publicly reported regularly. Community engagement will enable public input.

## Begins April 26, 2021

# 181<sup>st</sup> St. Busway Pilot Project

## Amsterdam Ave. to Broadway



## New 181st St. Busway Regulations

### 6 AM – 10 PM / 7 days a week

**Only buses, trucks, and emergency vehicles** may make through trips between Amsterdam Ave and Broadway.

In the eastbound direction, **only buses, trucks, and emergency vehicles** may use 181<sup>st</sup> St between Broadway and Wadsworth Ave.

**All other vehicles** make local trips to access the curb and garages, but must make the next available right turn off the Busway;

**Passenger vehicles** may drop-off, pickup, and short-term park all along the corridor

**Passenger vehicles** are allowed access to every block along the corridor, except for the eastbound block between Broadway and Wadsworth Avenue.


Learn more at [nyc.gov/busprojects](https://nyc.gov/busprojects)

VISION ZERO NEW YORK CITY MTA

**BETTERBUSES Restart**

# Brochure Example Back


- Will update for Tremont Av and widely distribute prior to launch, in print & digital




## 181<sup>st</sup> St. Busway Pilot

### Traveling on the Busway: How to Reach Your Block

**Eastbound**



**Westbound**




**Busway Regulations for Private Vehicles**


If you enter 181st St from:	You must exit on:
Amsterdam Ave. (headed Westbound)	Audubon Ave.
Audubon Ave.	St. Nicholas Ave., Southbound Amsterdam Ave., or the Washington Bridge
St. Nicholas Ave.	Wadsworth Ave. or Audubon Ave.
Wadsworth Ave. (headed Eastbound)	St. Nicholas Ave.




**Eastbound 181st Street between Broadway and Wadsworth Ave:**

- Only buses, trucks, and emergency vehicles may travel eastbound on this block
- If you are approaching 181st St from Broadway, you cannot continue eastbound

Legend

 **Must Turn to Exit**

 **Permitted to Enter/Turn Onto**

# Busway Enforcement

- ACE on-bus and fixed-location cameras enforce illegal parking in bus stops, double parking, and violations of required turns on the busway
  - ACE cameras in effect on Tremont Av (Bx36 route) since 6/20/24
- Data shows that camera enforcement is successful in changing driver behavior
  - The number of violations decreases over time as drivers adjust to busway violations
  - ~80% of violators don't get a second ticket
  - Human review by DOT process ensures violations are captured and issued according to program rules
- For new regulations, cameras issue **warnings only for the first 60 days**
  - Existing regulations will be enforced as usual
- Close coordination with NYPD for busway launch

# Post-Launch Monitoring

- DOT and MTA will be evaluating busway compliance and performance closely after launch:
  - In-person observations
  - Monitor Bx36 bus speeds and ridership along Tremont Av
  - Monitor traffic volumes and patterns using multiple tools, including:
    - Automated Traffic Recorders (ATRs)
    - Streetlight and INRIX (GPS)
    - In-person observations
- Adjustments can be made to improve traffic circulation and bus performance as needed, including:
  - Signal timing
  - Roadway markings
  - Signage
  - Additional bus lanes outside of busway extents

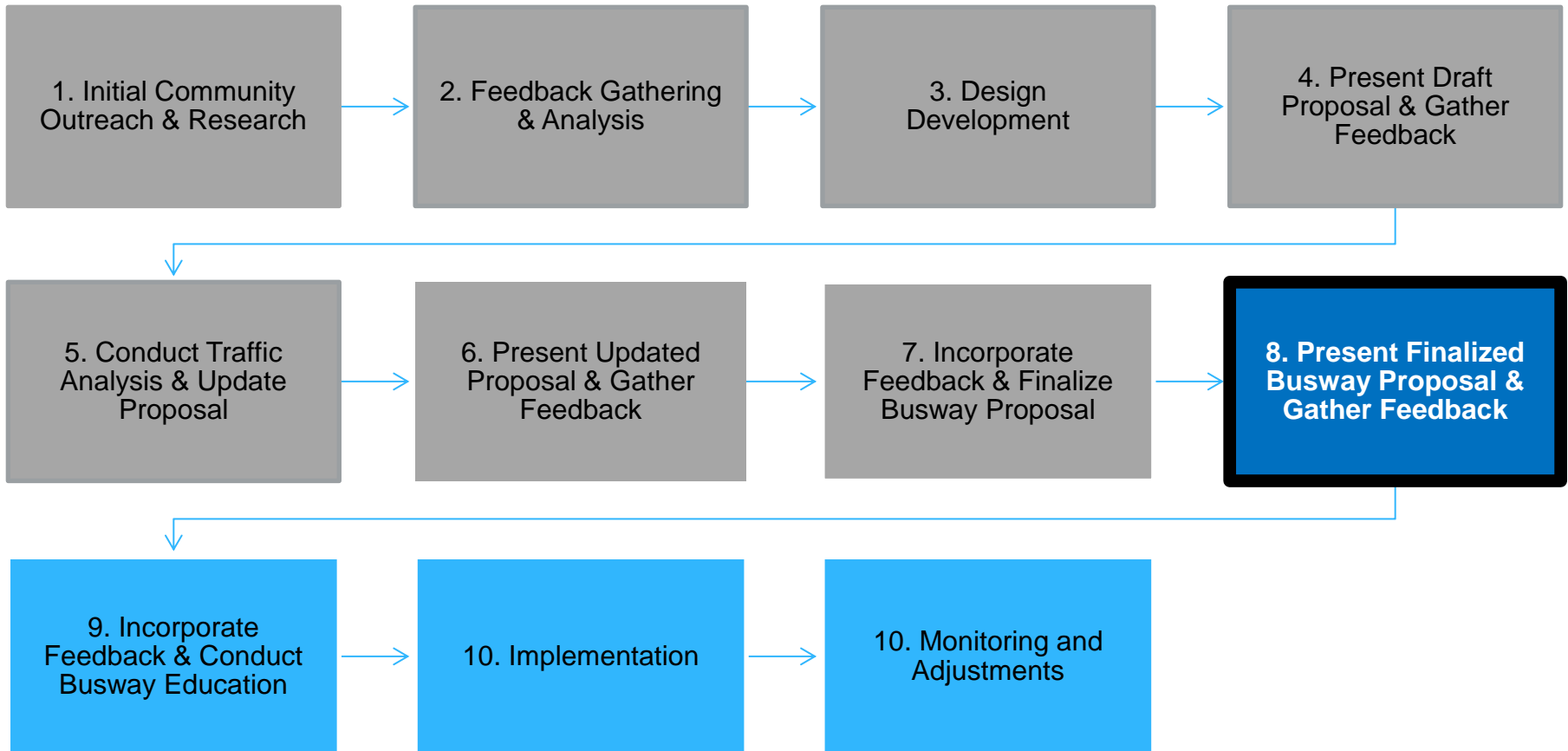
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## Next Steps

# 4



# Updated Project Timeline



# Next Steps

## Winter 2025

- Share and discuss Final Busway Proposal with community stakeholders and elected officials
  - Includes curb regulation changes, busway information & education plan
- Incorporate feedback from outreach
- Busway education campaign beginning mid-March

## Spring 2025

- Continue busway education
- **Begin Implementation (Paint, Signage, & Cameras) of Busway and Bus Lanes late March/April 2025**
- **Busway Launch**

## Summer 2025

- Evaluate busway performance and the need for additional potential treatments

# Thank You!



NYC DOT



NYC DOT



nyc\_dot



NYC DOT

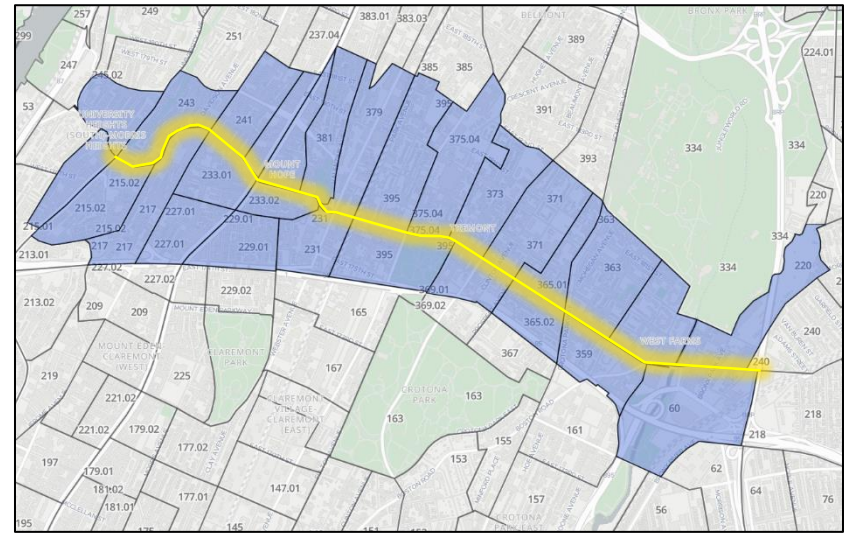
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# Appendix

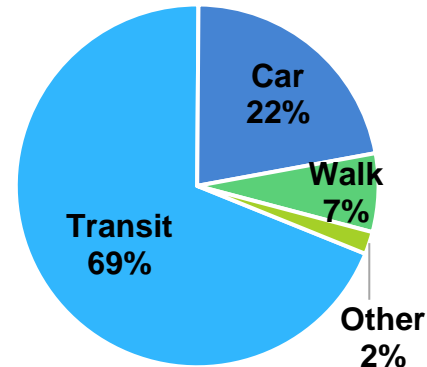
# Demographics

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

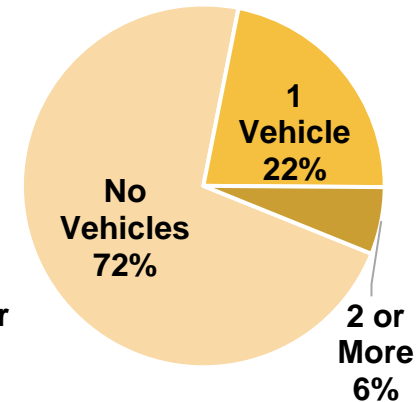
- 118,000 residents
- 72% of households do not have access to a private vehicle
  - Above city average of 55%
- 78% commute to work via public transit, walking, or biking
  - Above city average of 71%
- 45 minute average travel time to work
  - Above city average of 41 minutes
- \$31,000 median household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



### Travel to Work

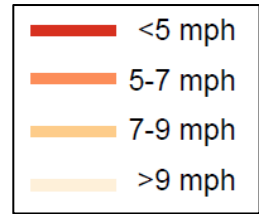


### Vehicle Access by Household



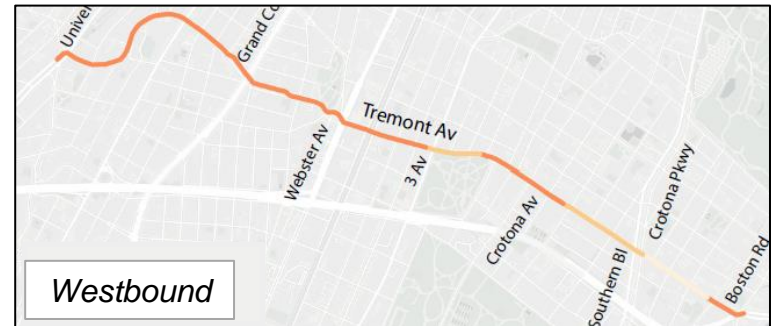
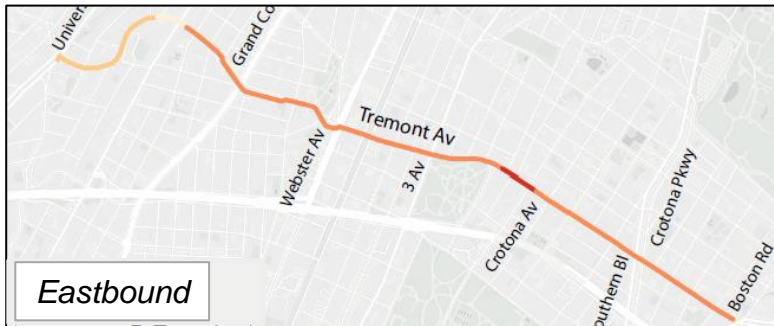
Top: Map of census tracts adjacent to study area  
Bottom source: 2016-2020 American Community Survey

# Tremont Av Bus Speeds

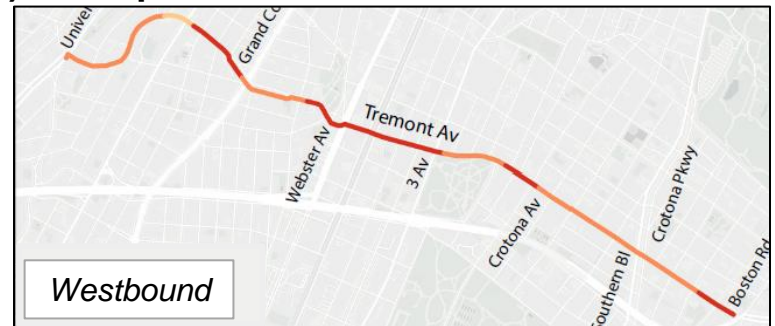
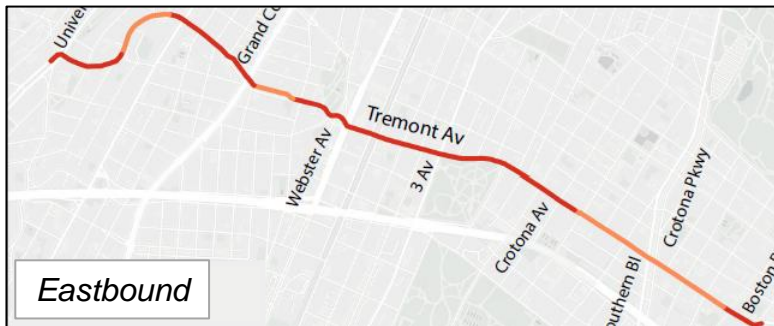


- Buses move slowly all day, and often **less than 5 mph**
- Between 3-7pm, trips take **7-9 minutes longer** than evening/overnight

### AM Peak Period (6-10am) Bus Speeds



### PM Peak Period (3-7pm) Bus Speeds



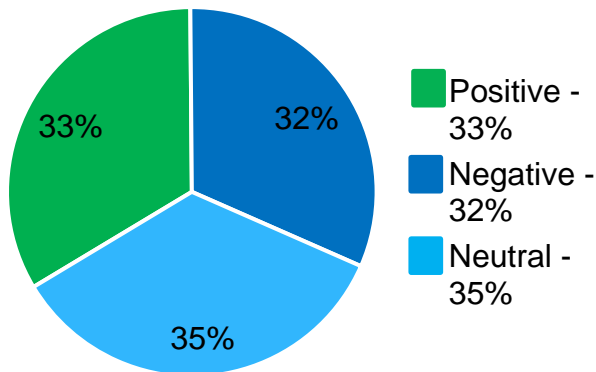
Source: MTA NYCT Oct 2023

# August 2024 Merchant Survey

- When asked if they felt positive, negative, or neutral about bus priority facilities:
  - Slightly more merchants were positive about a busway than negative
  - Most merchants were negative about bus lanes that repurpose parking
- Of merchants that supported bus priority, over 2/3 would prefer a busway, while less than 1/3 would prefer bus lanes

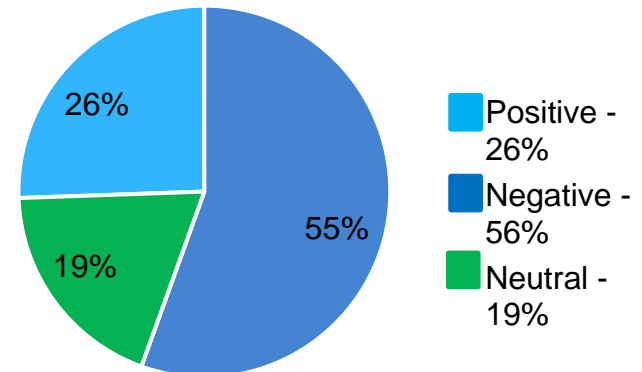
## Merchant Sentiment on a Busway

*How would you feel about a busway that does not remove parking in front of your business?*



## Merchant Sentiment on Bus Lanes

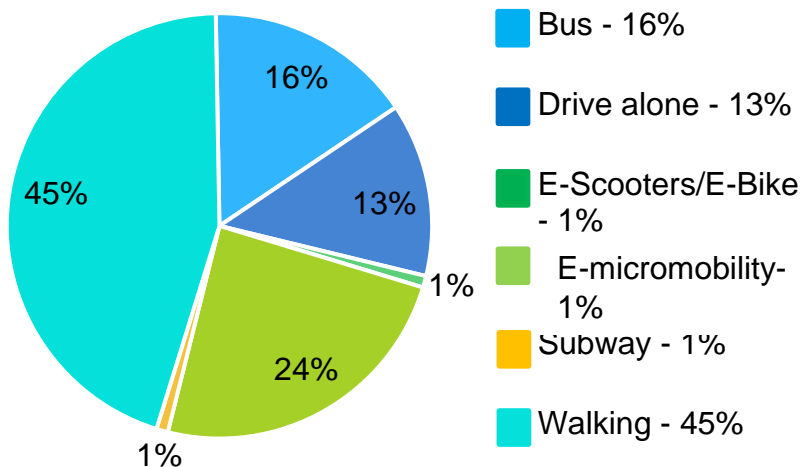
*How would you feel about bus lanes that remove the parking lane in front of your business?*



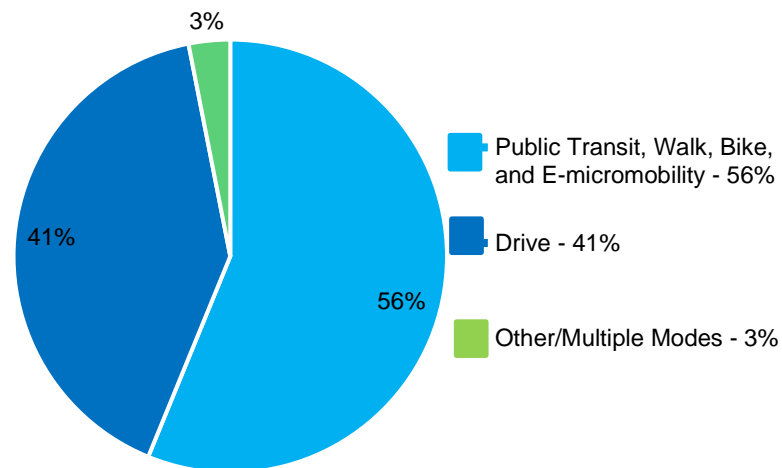
# Merchant Survey Results: Business Access

- Most merchants say their customers reach them by walking, taking the bus, or using a combination of transport modes
- Most employees get to work on Tremont by taking public transit, walking, or biking
  - Business owners are much more likely to drive to work than employees

## How Do Most Customers Access Your Business?



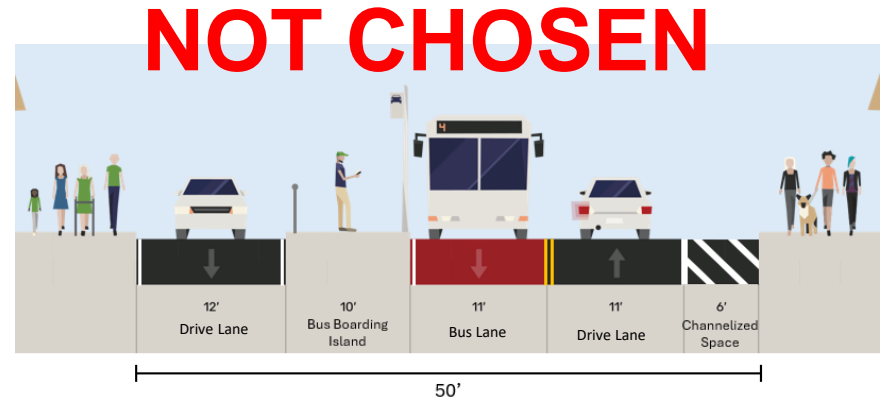
## How Do You Get to Work? *(Employees & Managers)*



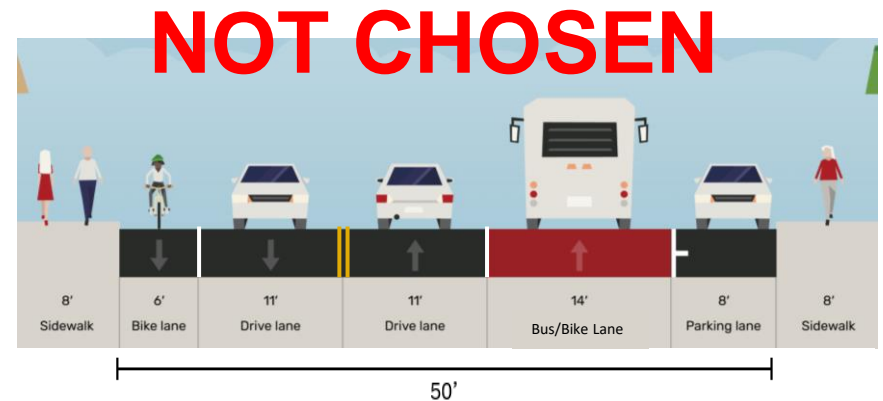


# Bus Lane Alternatives Not Chosen

- We evaluated the potential for curbside, offset, and center-running bus lanes along Tremont
- Center-Running Bus Lanes:
  - Requires 70' right of way for center-running bus lanes in both directions
  - Most of Tremont Av is 50' wide – bus lane could fit in *one direction*
    - Would eliminate parking on both sides of street
  - Would require removing at least one bike facility
- Offset Bus Lanes:
  - Requires 60' right of way for offset bus lanes in both directions
  - On Tremont, offset bus lane could fit in one direction
    - Would eliminate parking on one side of the street
- Busway provides better bus benefits, in both directions, while maintaining parking



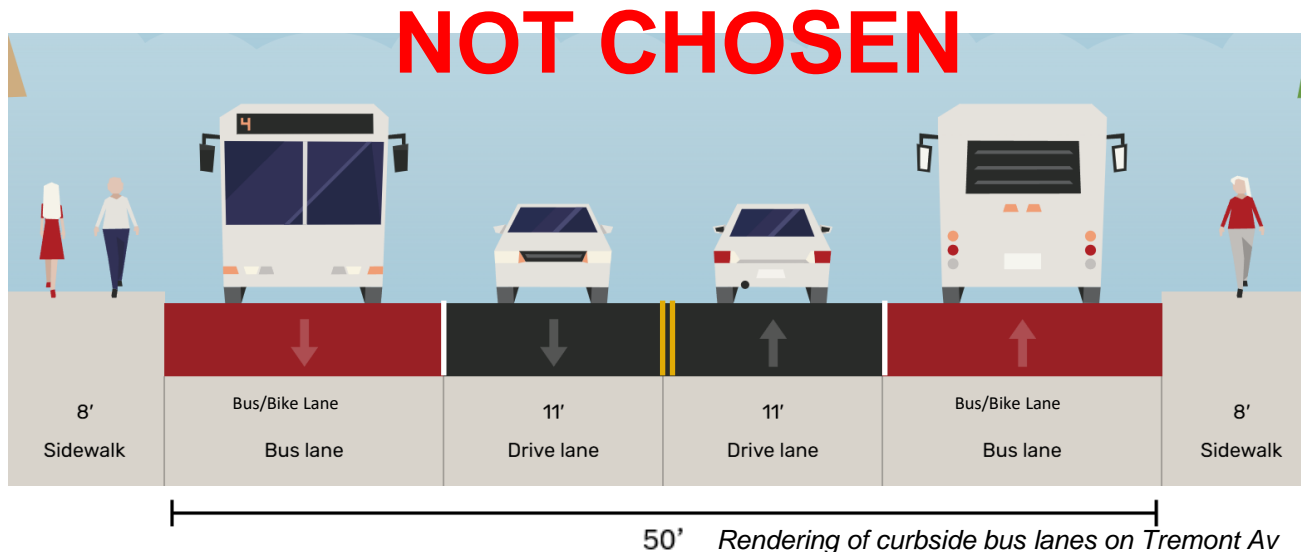
Rendering of center-running bus lane on Tremont Av



Rendering of offset bus lane on Tremont Av

# Bus Lane Alternatives Not Chosen

- Curbside Bus Lanes:
  - On streets with 50' right of way, curbside bus lanes are the most feasible option
  - Would require removing all parking spaces on both sides of the street
  - Where feasible, busways do more for bus riders while maintaining parking
    - After implementation of the 181<sup>st</sup> St. busway, bus speeds increased up to 28%



# 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



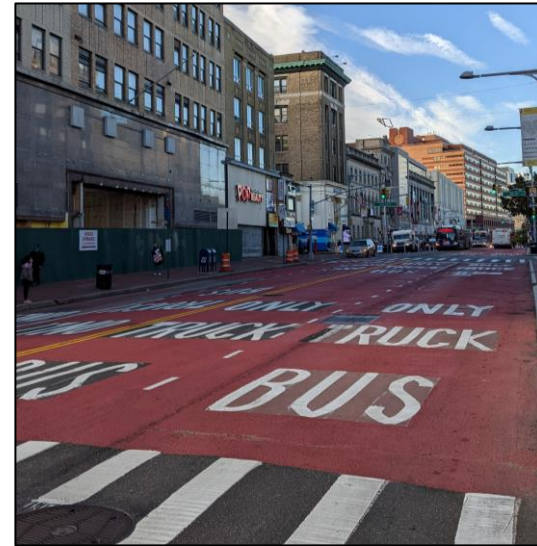
*A DOT Ambassador talking to a pedestrian intercept survey participant*



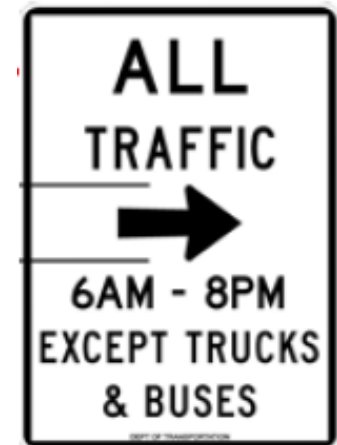
*DOT & MTA Presenting at Bronx CB 5, March 12, 2024*

# Busway Signage and Markings

- The travel lane is painted red at the beginning and end of each block
  - Indicates to drivers they are driving on the busway
- Drivers entering busway from a side street will see signage posted with local access restrictions
- After turning onto the busway, they will see signage designating the required right turn

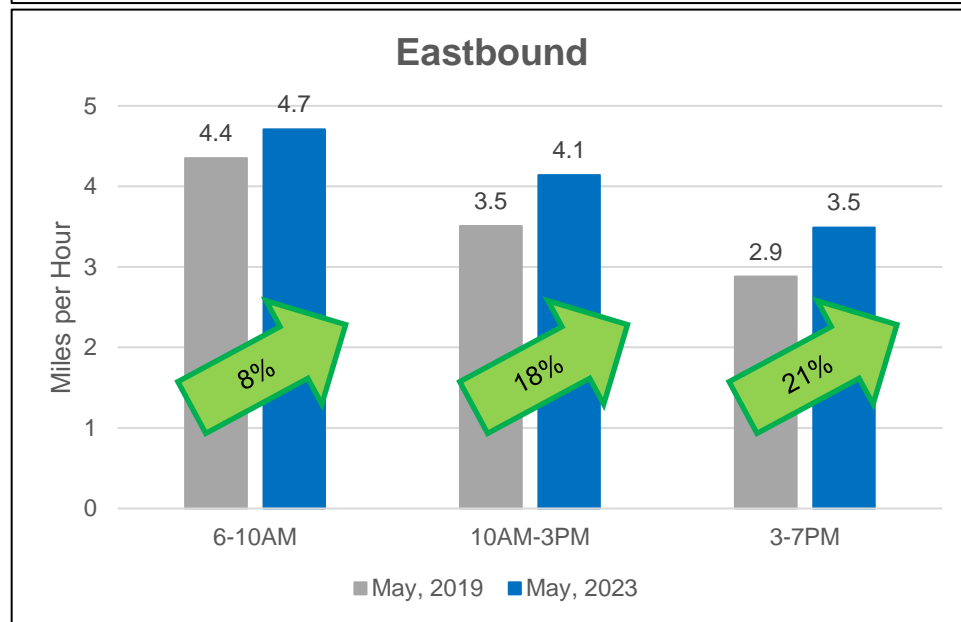
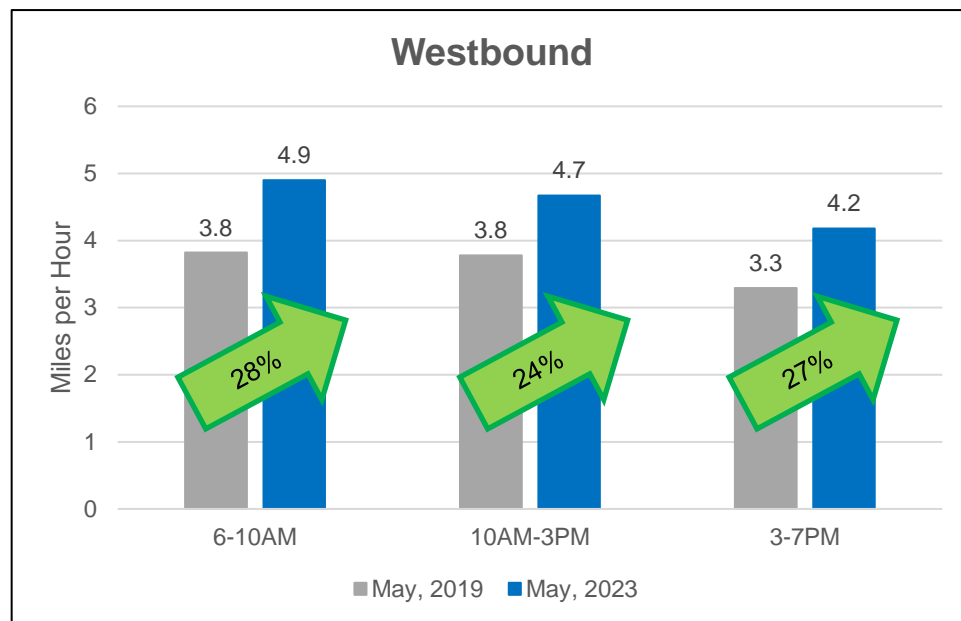


Jamaica Av Busway, Queens



# 181<sup>st</sup> Street busway Speed Analysis

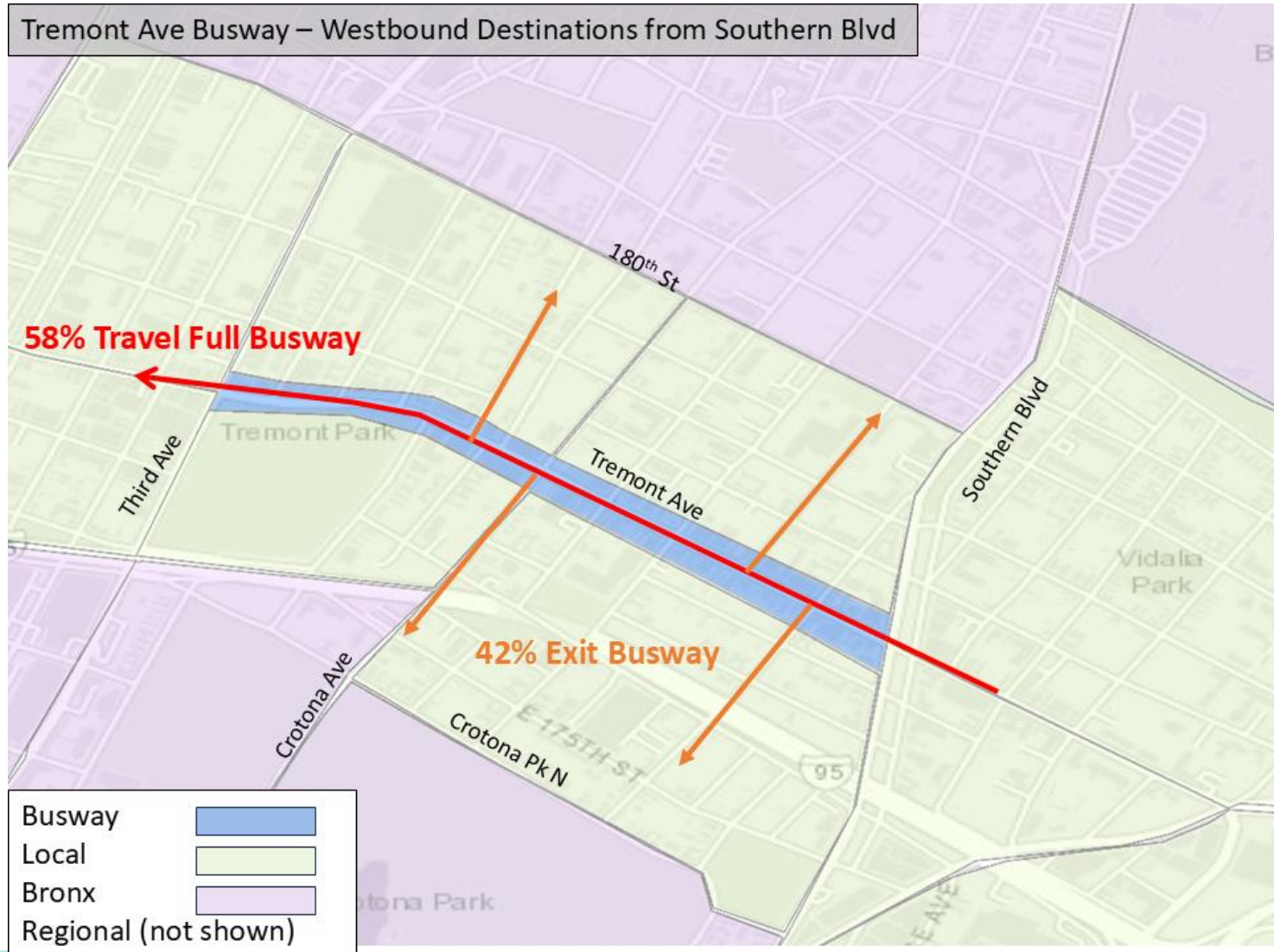
- 181<sup>st</sup> busway launched in 2021
- Average bus speed for all routes using the 181<sup>st</sup> busway increased at all times of the day compared to the same period in 2019
- Overall, eastbound speeds increased by 15% and westbound speeds increased by 26%



Source: MTA

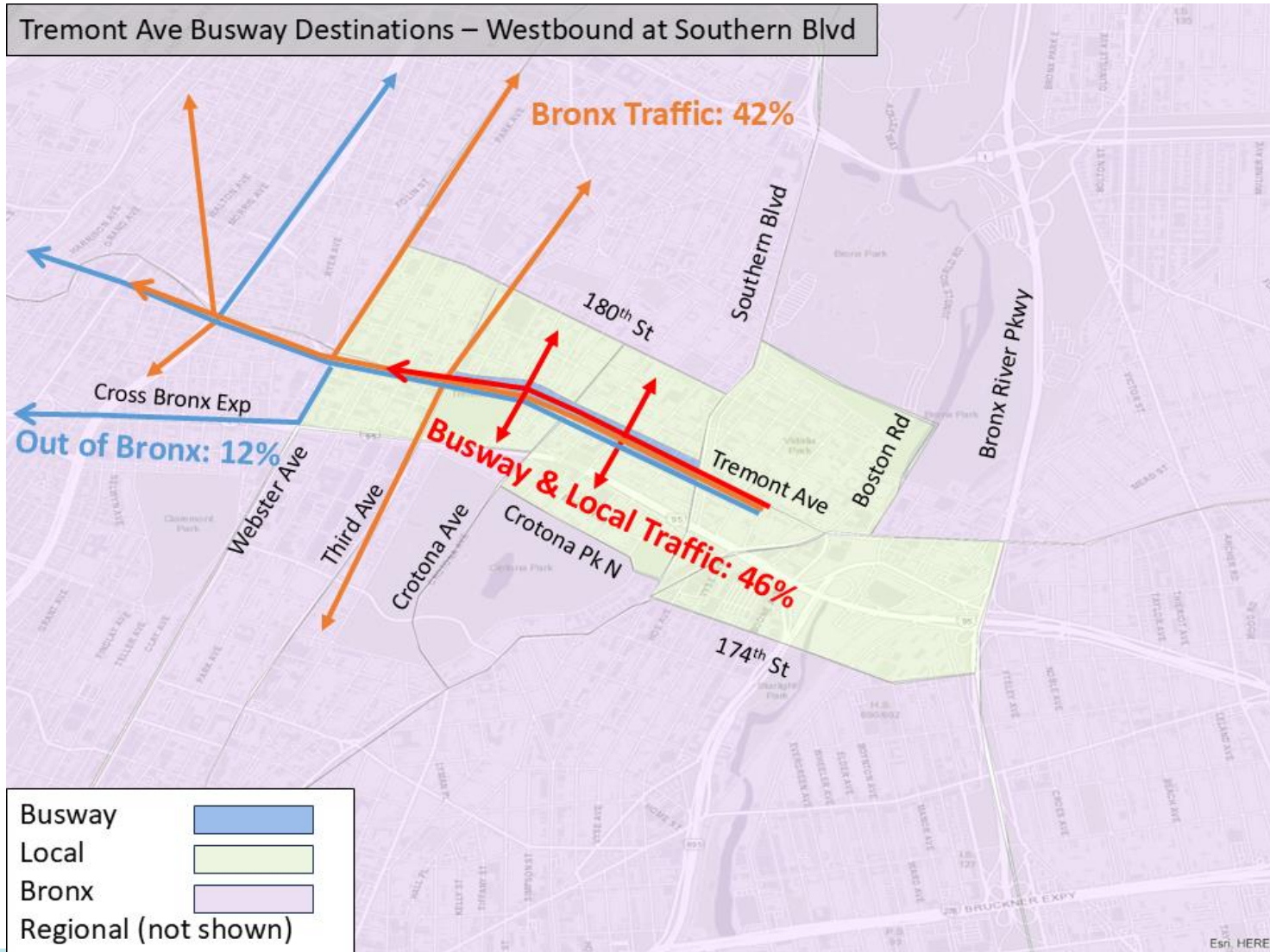
# Westbound Vehicle Travel Paths

Tremont Ave Busway – Westbound Destinations from Southern Blvd



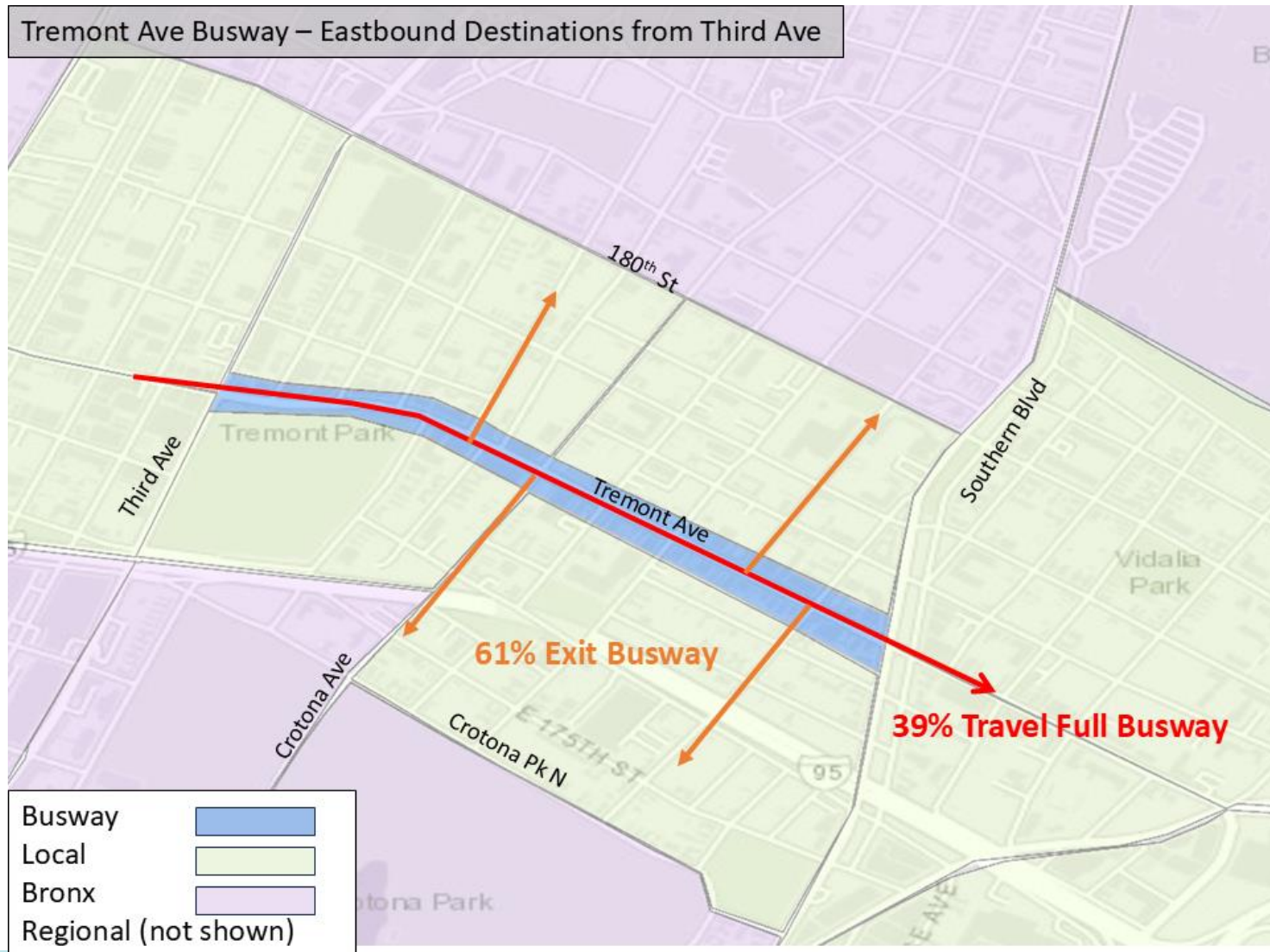
# Westbound Vehicle Destinations

Tremont Ave Busway Destinations – Westbound at Southern Blvd



# Eastbound Vehicle Travel Paths

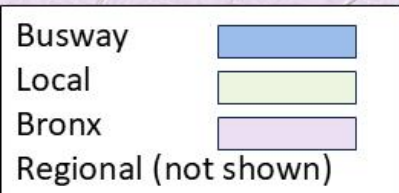
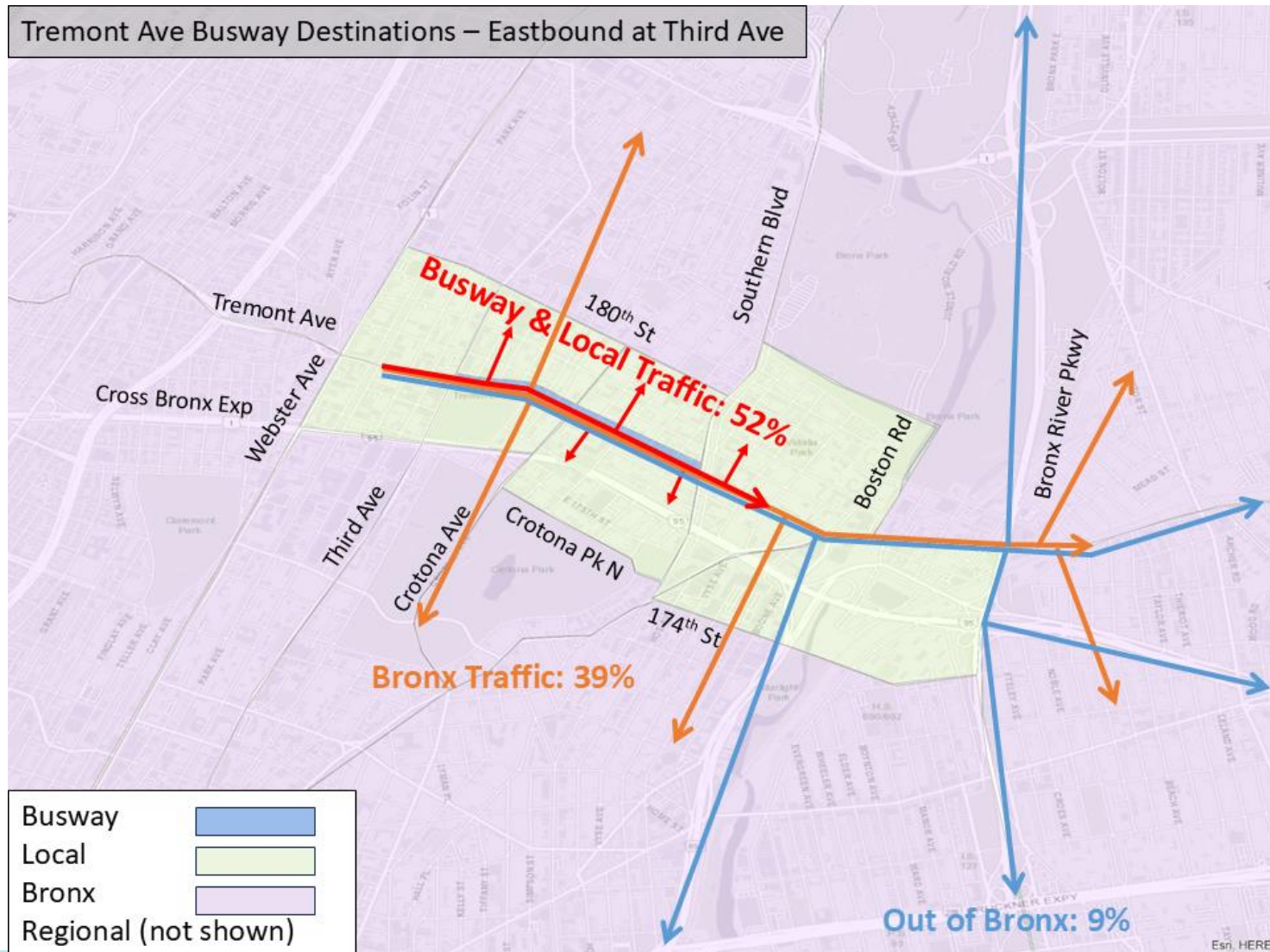
Tremont Ave Busway – Eastbound Destinations from Third Ave





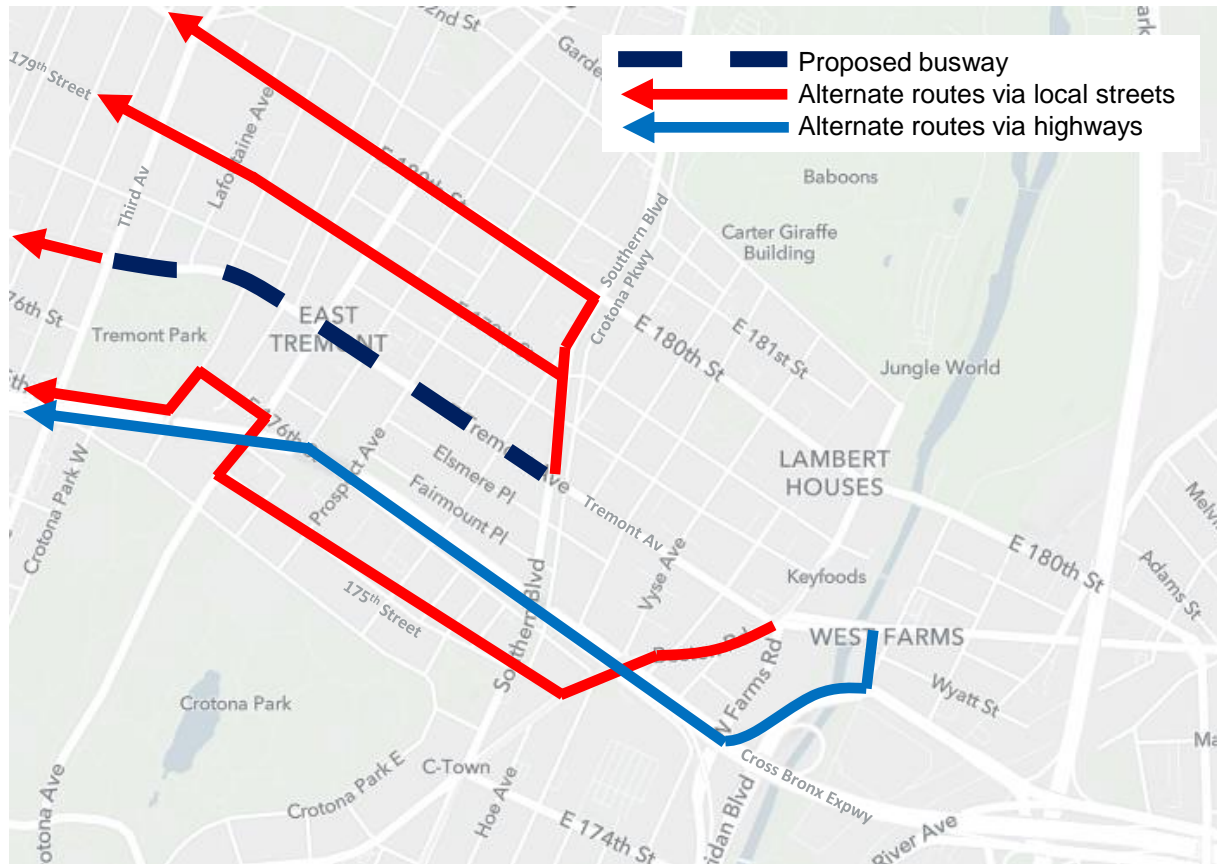
# Eastbound Vehicle Destinations

Tremont Ave Busway Destinations – Eastbound at Third Ave



# Westbound Alternate Routes

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



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