



E. Tremont Ave, Harding Ave

Safety Improvements

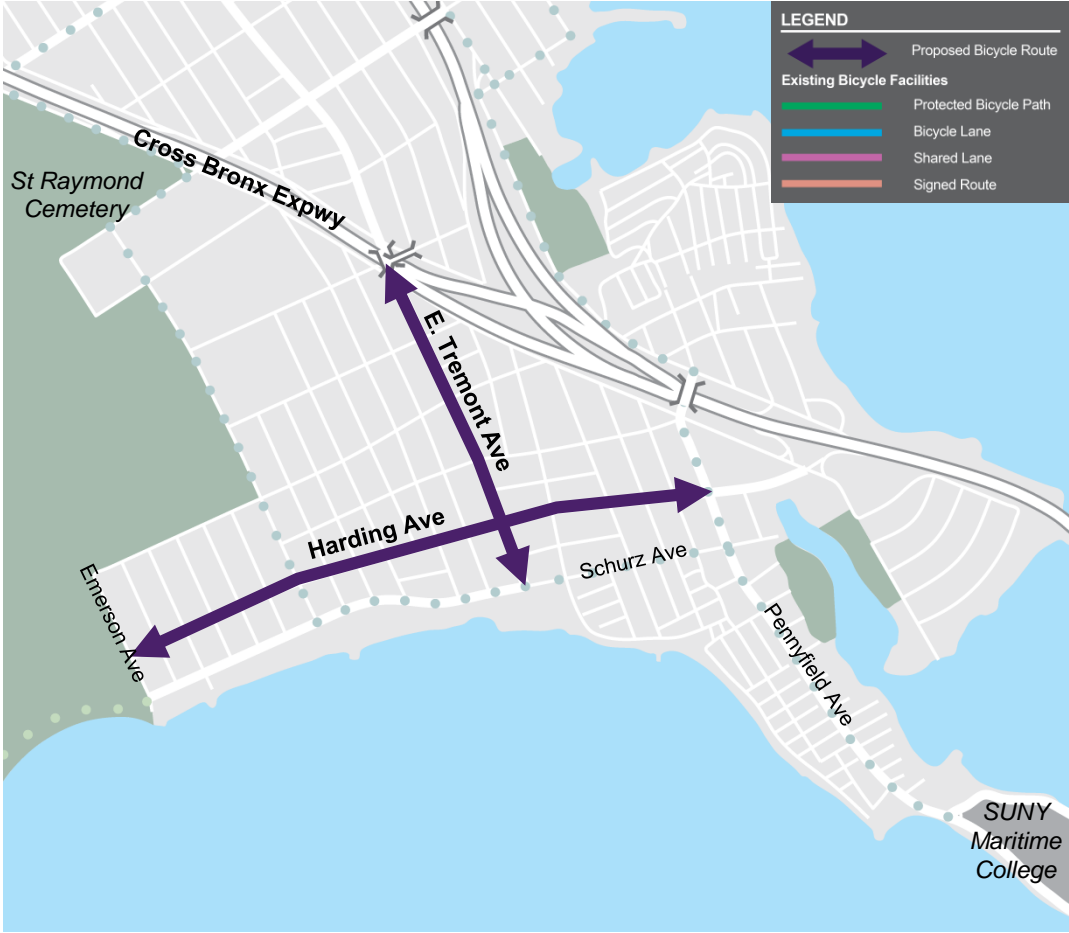
Community Board 10

July 22, 2020

Project Areas

Goals:

- **Decrease speeding and improve safety** for all street users
- Create safe places for riding in the neighborhood
- Maintain or improve traffic flow and parking

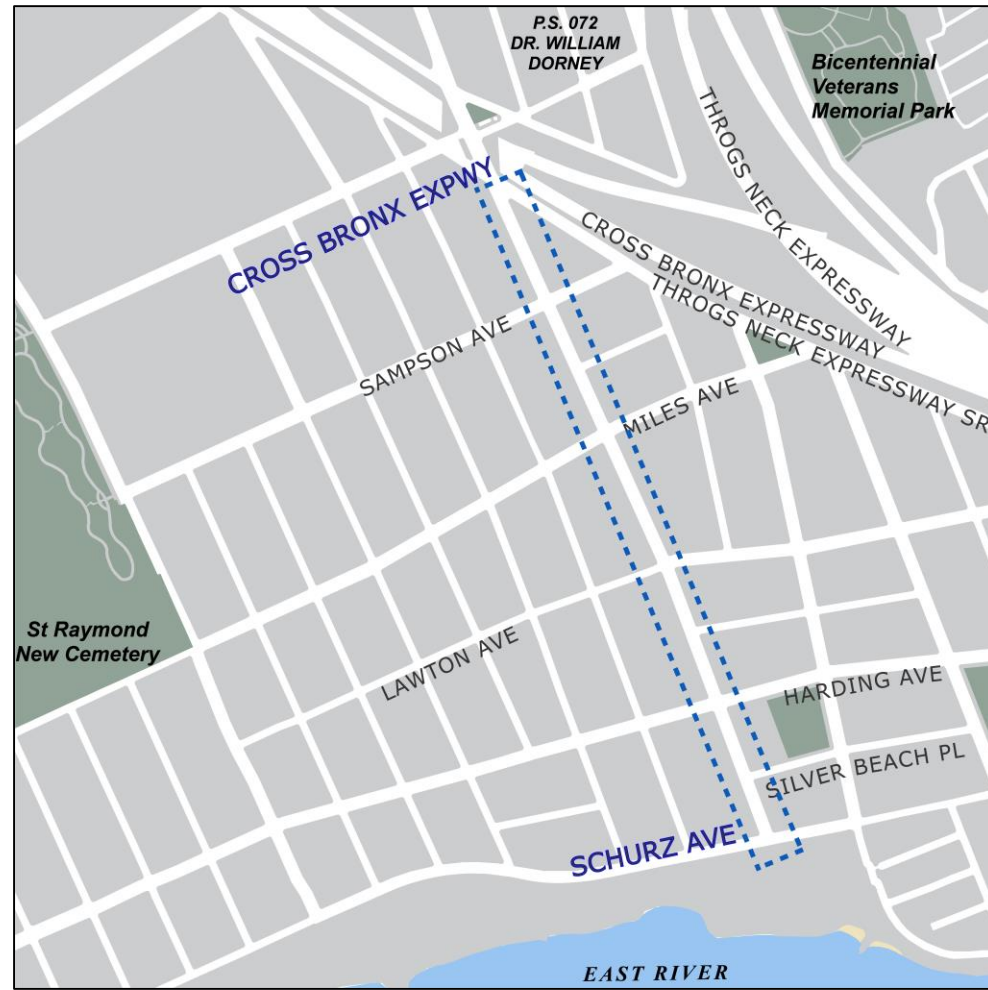


E. Tremont Ave, Schurz Ave to Cross Bronx Expwy

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Background

- 0.6 mile stretch between the Cross Bronx Expwy and Schurz Ave
- Bx40, Bx42, and BxM9 buses
- Safety improvements implemented on E. Tremont Ave from Ericson Pl to Bruckner Blvd in 2016, and from Beach Ave to Unionport Rd in 2017
- Residential and commercial land use



Crash Data

- 2 pedestrian fatalities on the corridor since 2018
- E. Tremont is a Vision Zero Priority Corridor
- 40% of pedestrians injuries occurred while crossing in crosswalks with signal



E Tremont Ave - Cross Bronx Expwy to Schurz Ave, BX
Injury Summary, 2013-2017 (5 Years)

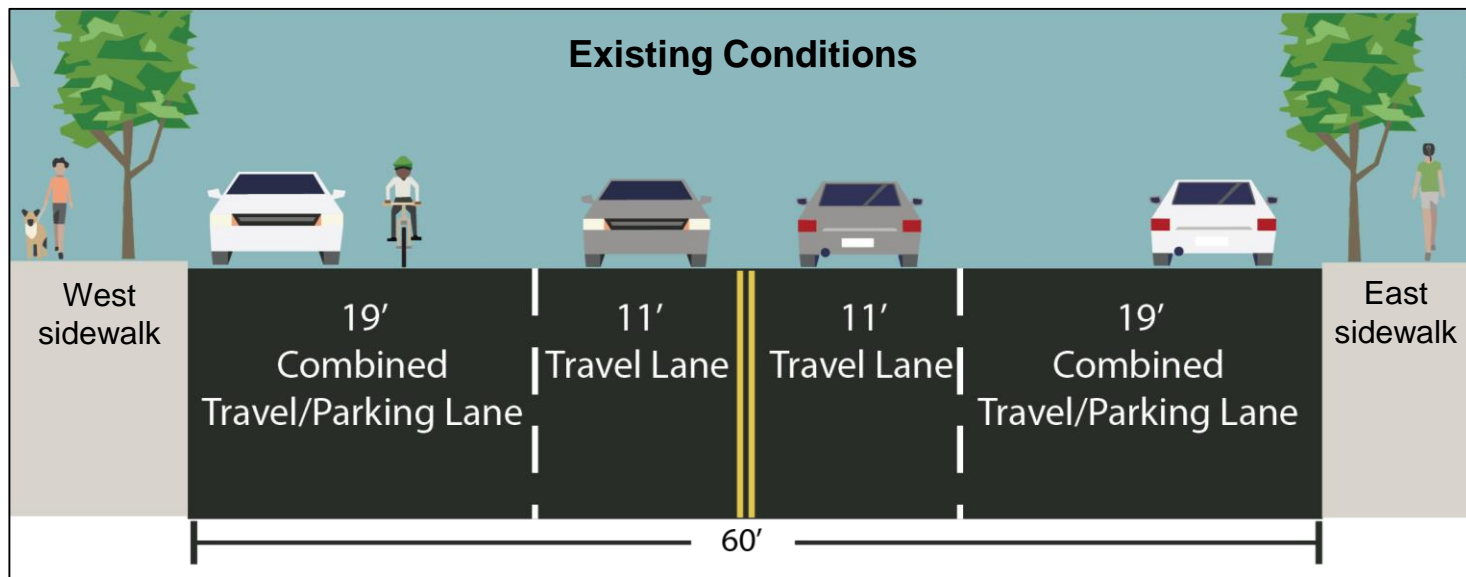
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	6	0	0	0
Bicyclist	0	0	0	0
Motor Vehicle Occupant	35	2	0	2
Total	41	2	0	2

Fatalities, 01/01/2013-5/11/2020 : **2**

Source: Fatalities: NYCDOT
Injuries: NYSDOT
KSI: Persons Killed or Severely Injured

Existing Conditions

- E. Tremont Ave is a 60' wide corridor with two moving lanes in each direction
- Bx40, Bx42, and BxM9 buses run on E Tremont Ave
- Unmarked parking and moving lane



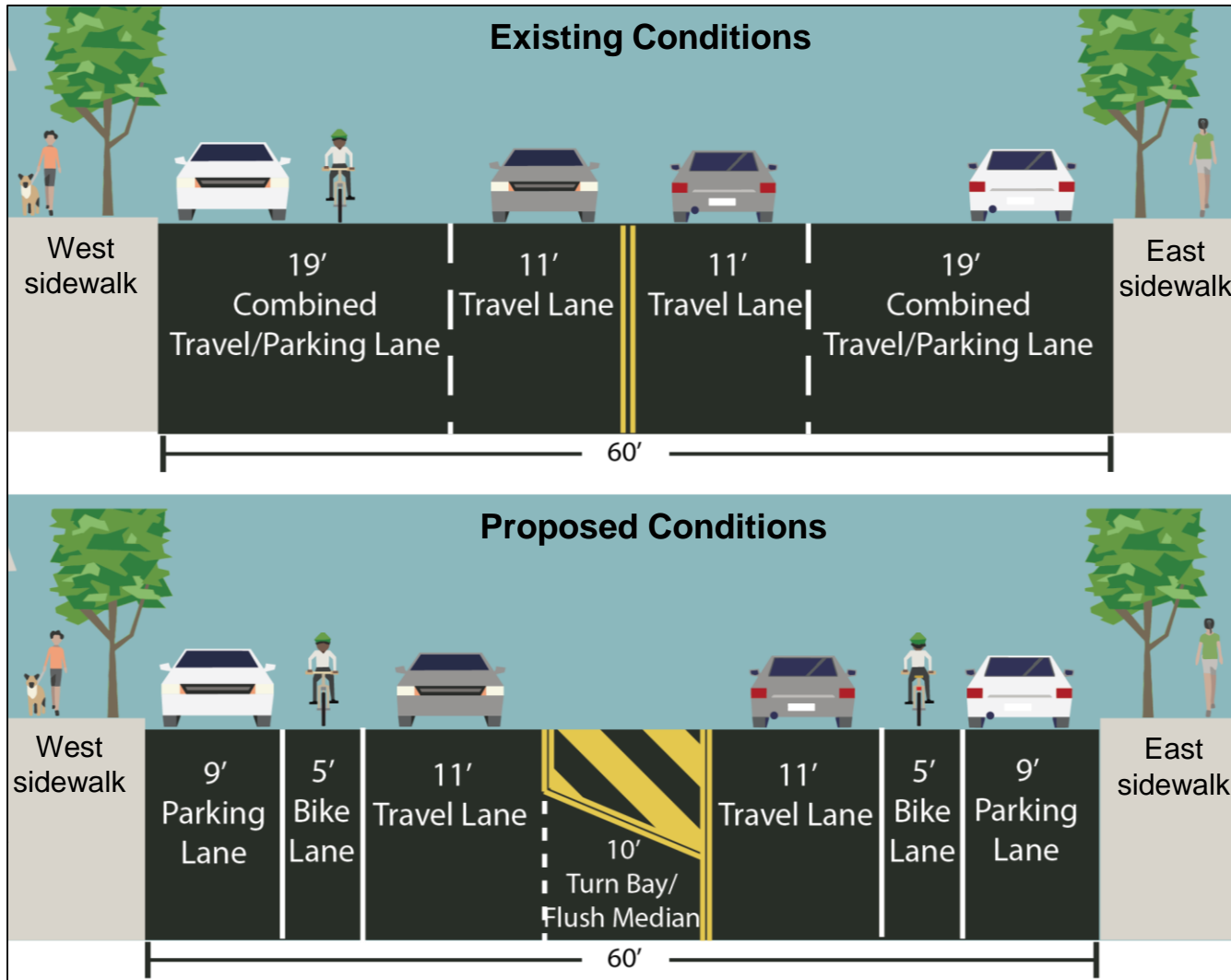
Existing Conditions

- Wide street with excess vehicular capacity leads to frequent speeding
- Community request from CB 10 for traffic calming
- 94% of vehicles over the speed limit with a maximum speed of 49 mph (January, 2020)
- Low traffic volumes
 - Peak AM Volume (Vehicles per hour): Northbound: 128, Southbound: 589
 - Peak PM Volume (Vehicles per hour): Northbound: 115, Southbound: 395



E. Tremont Ave looking northwest at Schurz Ave

Proposed Improvements



Completed Bronx Road Diets

- **Allerton Ave, E Gun Hill Rd to Boston Rd (2009)**
 - 50% reduction in pedestrian injuries
- **Laconia Ave, E 233 St to Pelham Pkwy N (2010)**
 - 21% reduction in motor vehicle injuries
- **E 180th St, Boston Rd to Webster Ave (2010)**
 - 31% reduction in pedestrian injuries
- **Southern Blvd, Westchester Ave to St Mary's St (2010)**
 - 20% reduction in motor vehicle injuries
- **Macombs Rd, University Ave to Jerome Ave (2011)**
 - 52% reduction in pedestrian injuries
- **Bronxwood Ave, Boston Rd to E 233 St (2013)**
 - 11% reduction in motor vehicle injuries
- **Burke Ave, Westchester Ave to Southern Blvd (2014)**
 - 60% reduction in motor vehicle injuries
- **White Plains Rd, Birchall Ave to Soundview Ave (2014)**
 - 46% reduction in motor vehicle injuries
- **Longwood Ave, Westchester Ave to Southern Blvd (2014)**
 - 47% reduction in pedestrian injuries
- **Intervale Ave, Freeman St to E 163rd St (2015)**
 - 33% reduction in motor vehicle injuries
- **Castle Hill Ave, E Tremont Ave to Hart St (2016)**
 - 21% reduction in motor vehicle injuries



Castle Hill Ave at Parker Ave, 2018

Evaluation of Lane Removal

Congested Lane 

- 700 vehicles per hour or above

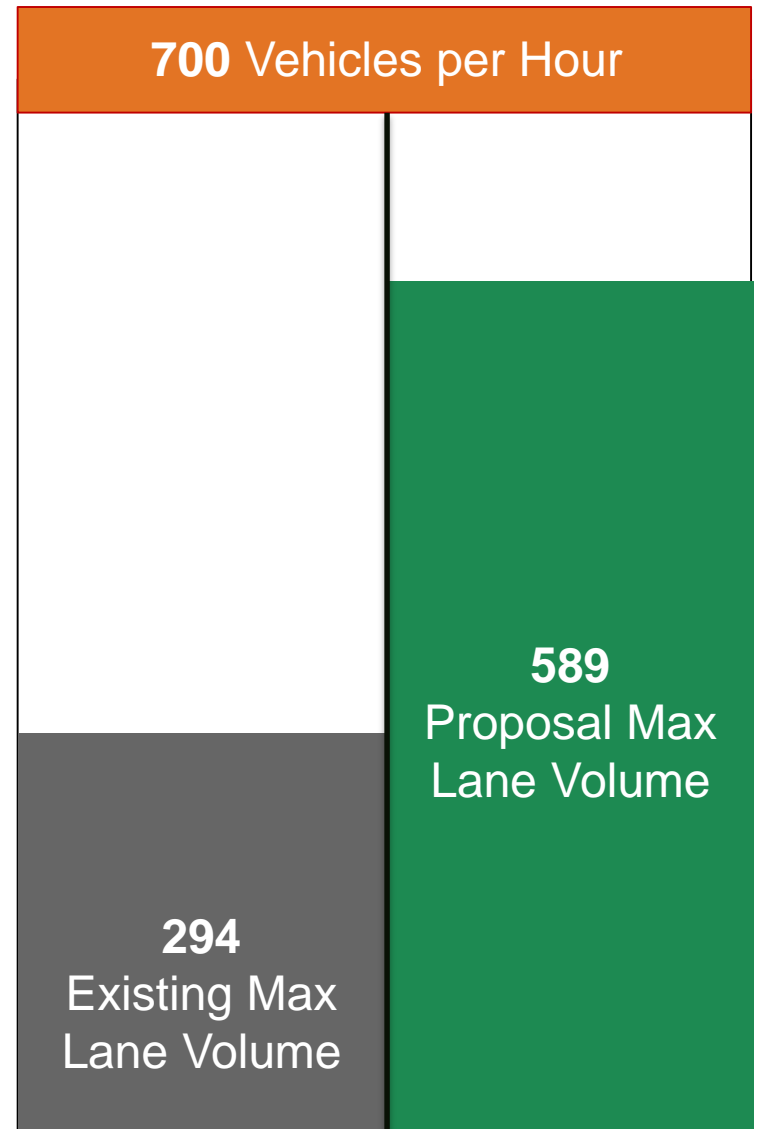
Existing (2 lanes)

- Maximum* 294 vehicles per lane

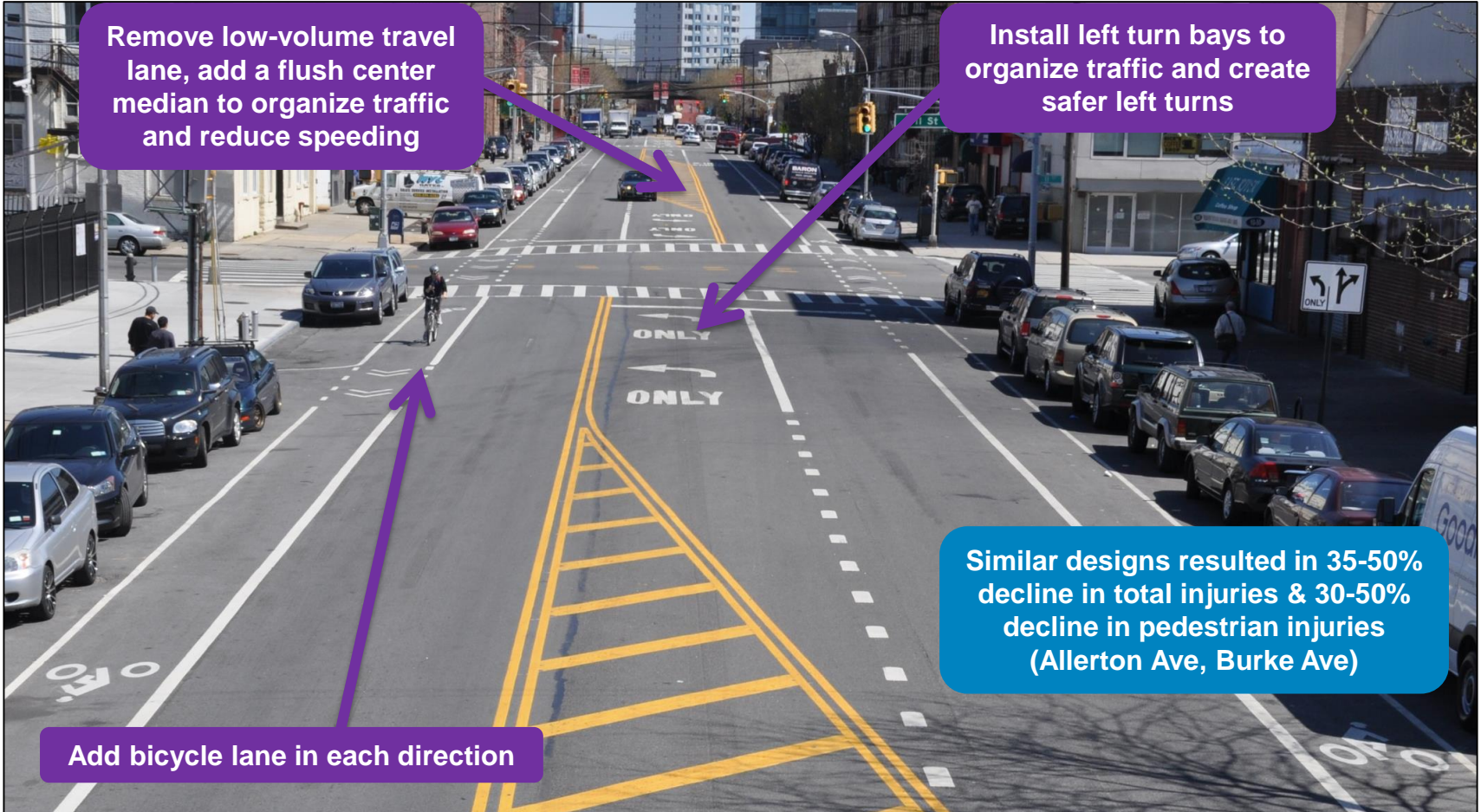
Proposal (1 lane + left turn bays)

- Maximum 589 vehicles per lane

*Maximum Recorded Peak Volume (AM & PM) at E Tremont Ave & Sampson Ave



Proposed Improvements



Add bicycle lane in each direction

Remove low-volume travel lane, add a flush center median to organize traffic and reduce speeding

Install left turn bays to organize traffic and create safer left turns

Similar designs resulted in 35-50% decline in total injuries & 30-50% decline in pedestrian injuries (Allerton Ave, Burke Ave)

Example of Proposed Treatment: 44th Drive, Queens

Harding Ave, Emerson Ave to Pennyfield Ave

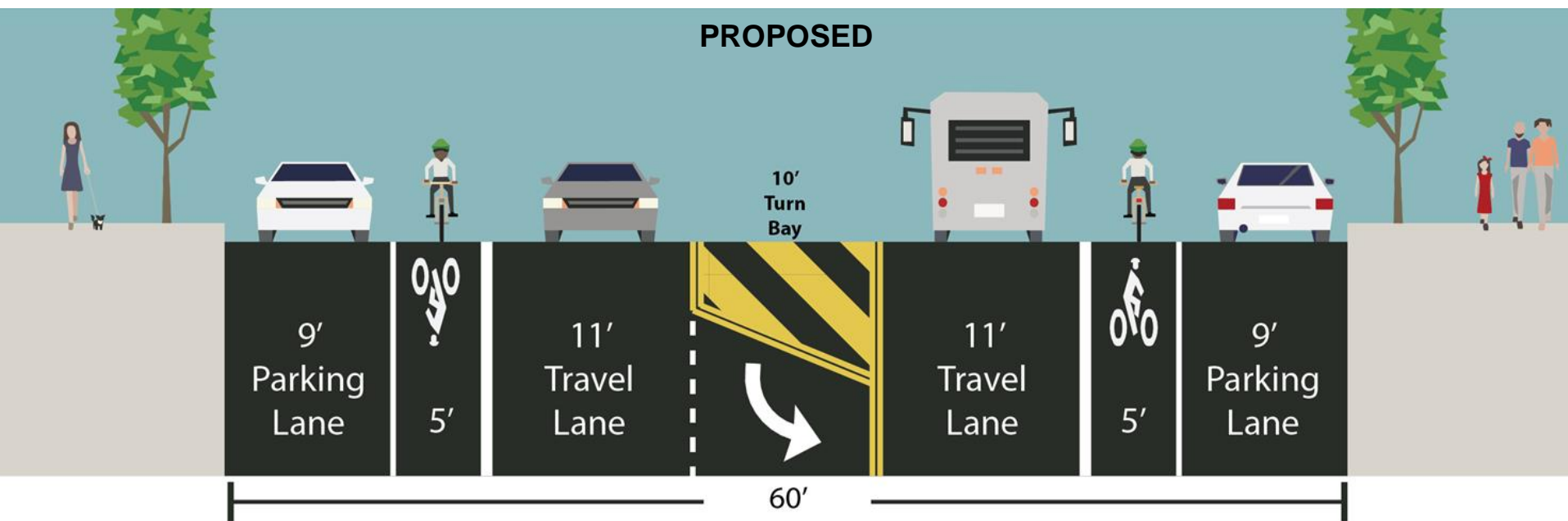
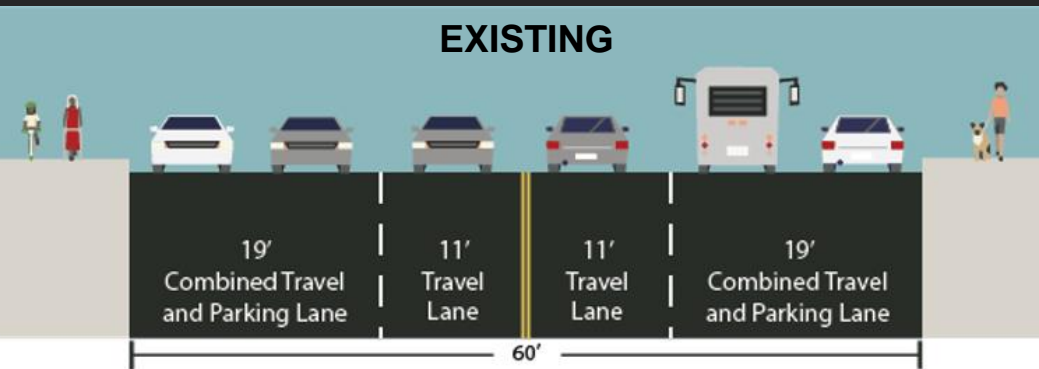
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Existing Conditions



- 60' wide street with two moving lanes in each direction
- Wide street with excess vehicular capacity leads to speeding
 - 90%+ vehicles observed speeding (01/10/2020, 85 vehicles counted)
 - Community request from CB 10 for traffic calming
- Low vehicular volumes: 177 (AM Peak), 195 (PM Peak)
- Bx42 Route

Proposed



- Remove one travel lane, and add turn bays
- Install standard bicycle lanes in both directions

Design Elements



- **Narrower Roadway** discourages speeding, fewer lanes for pedestrians to cross
- **Turn Bays** create simpler, safer left turns, reduce back pressure
- **Bike Lanes** provide dedicated space for cyclists, increase predictability
- Street redesigns improve safety for **all road users**: cyclists, pedestrians and drivers

Summary of Benefits

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Project Benefits

No Loss of Parking, Accommodates Traffic Volumes

Visually narrows travel and parking lanes to increase safety without impacting existing capacity

Improved Safety

Proposed design discourages speeding, organizes traffic, and creates safer left turns

Encourage Cycling

Adds 3.2 lane miles to the bicycle network and create safer bicycle connections in the Throgs Neck neighborhood



Thank You!

Questions?



NYCDOT



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