

Tremont Ave Corridor Safety Project

2016



New York City Department of Transportation
Presented to Community Board 5 on January 20, 2016



Presentation Overview



(1) Background

- Bike Network Expansion
- Safety

(2) Proposed Project

- Corridor Treatments / Bike Facilities
- Intersection Treatments / Pedestrian Safety

(3) Summary of Proposal






Project Background

Bike Network Connectivity

Roberto Clemente State Park pedestrian/bike esplanade
To open in 2017

Council Member Torres Request to study bike lanes on Tremont Ave
2014

LEGEND

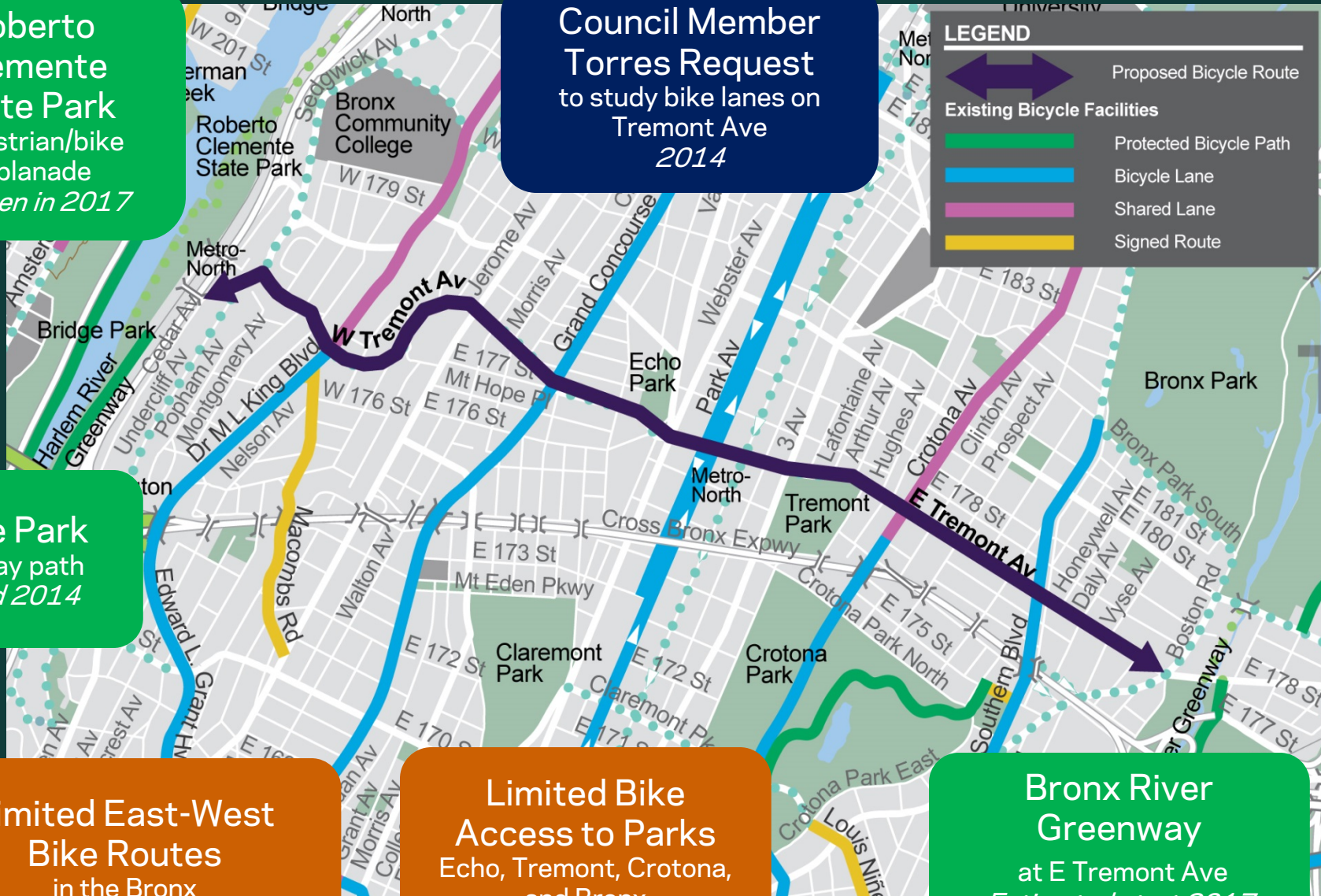
	Proposed Bicycle Route
Existing Bicycle Facilities	
	Protected Bicycle Path
	Bicycle Lane
	Shared Lane
	Signed Route

Bridge Park greenway path
Opened 2014

Limited East-West Bike Routes
in the Bronx

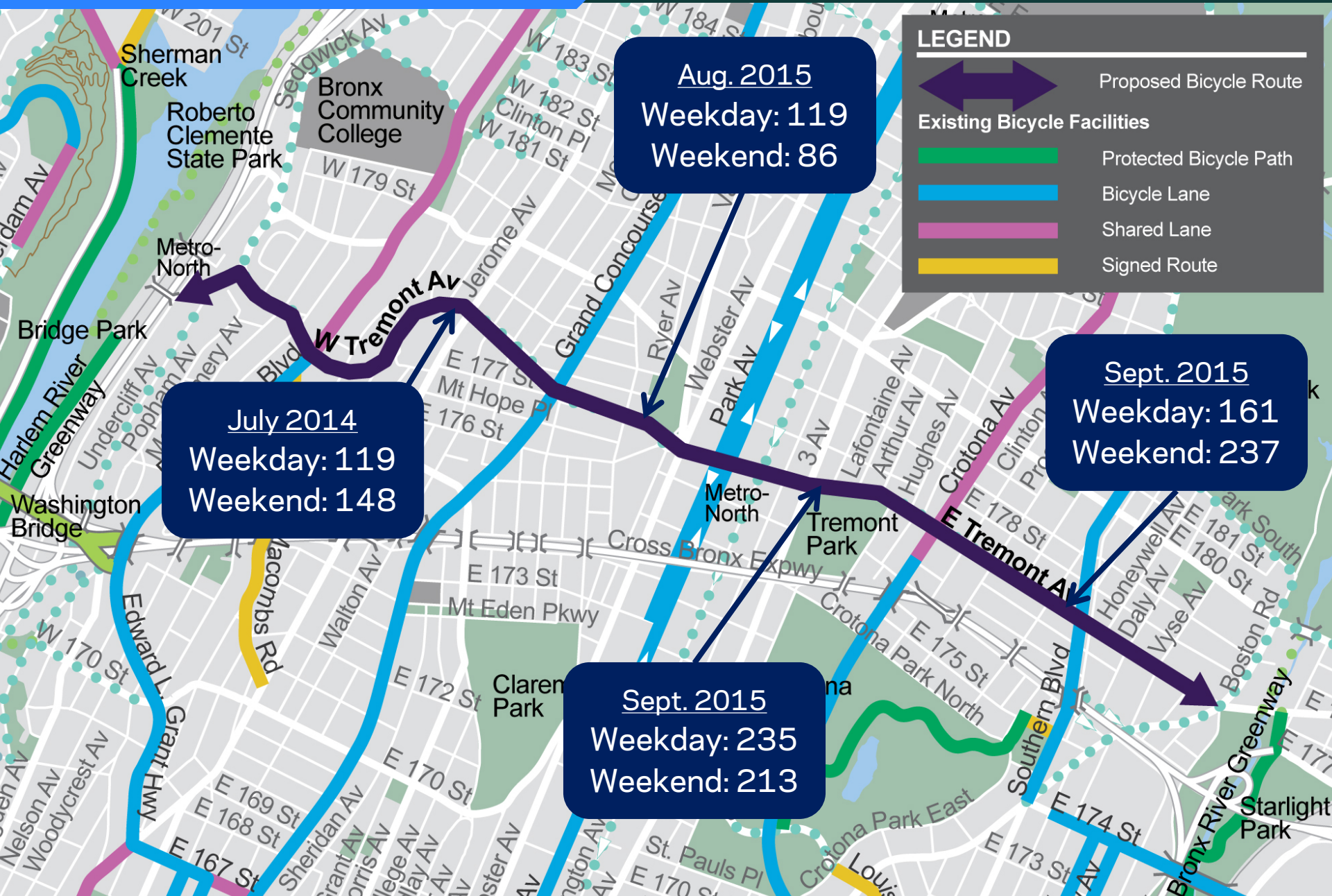
Limited Bike Access to Parks
Echo, Tremont, Crotona,
and Bronx

Bronx River Greenway
at E Tremont Ave
Estimated start 2017



Project Background

Bike Volumes



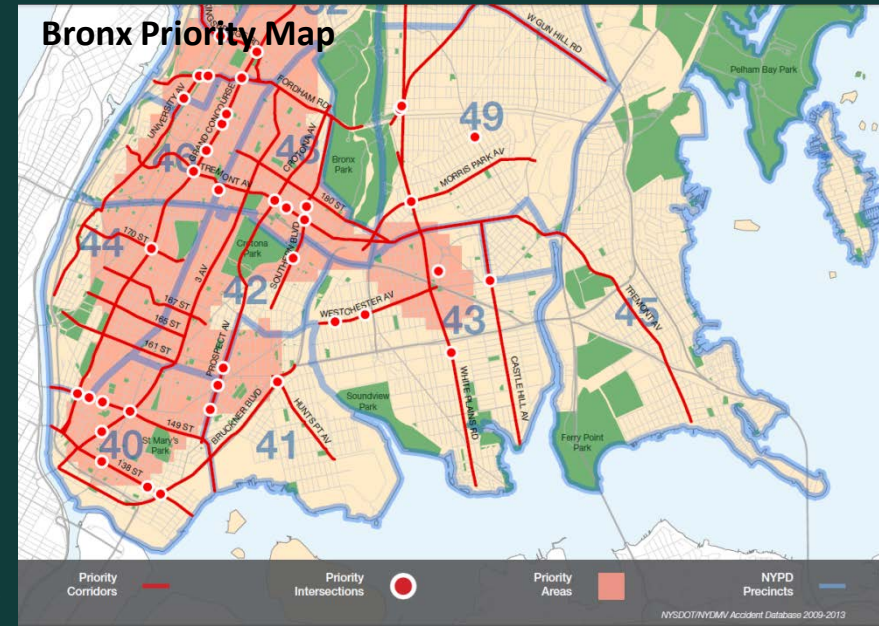
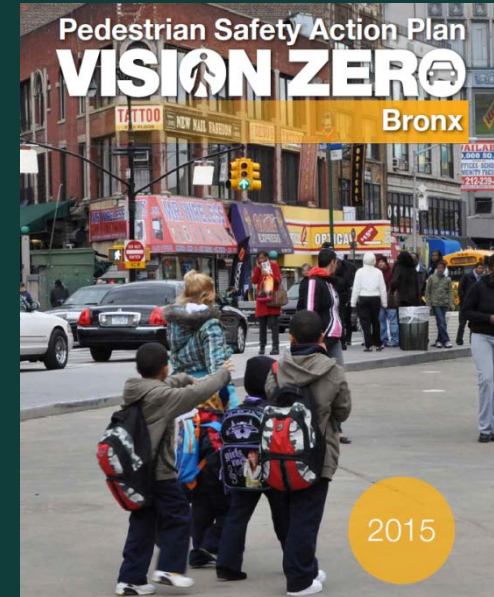
Project Background

Safety

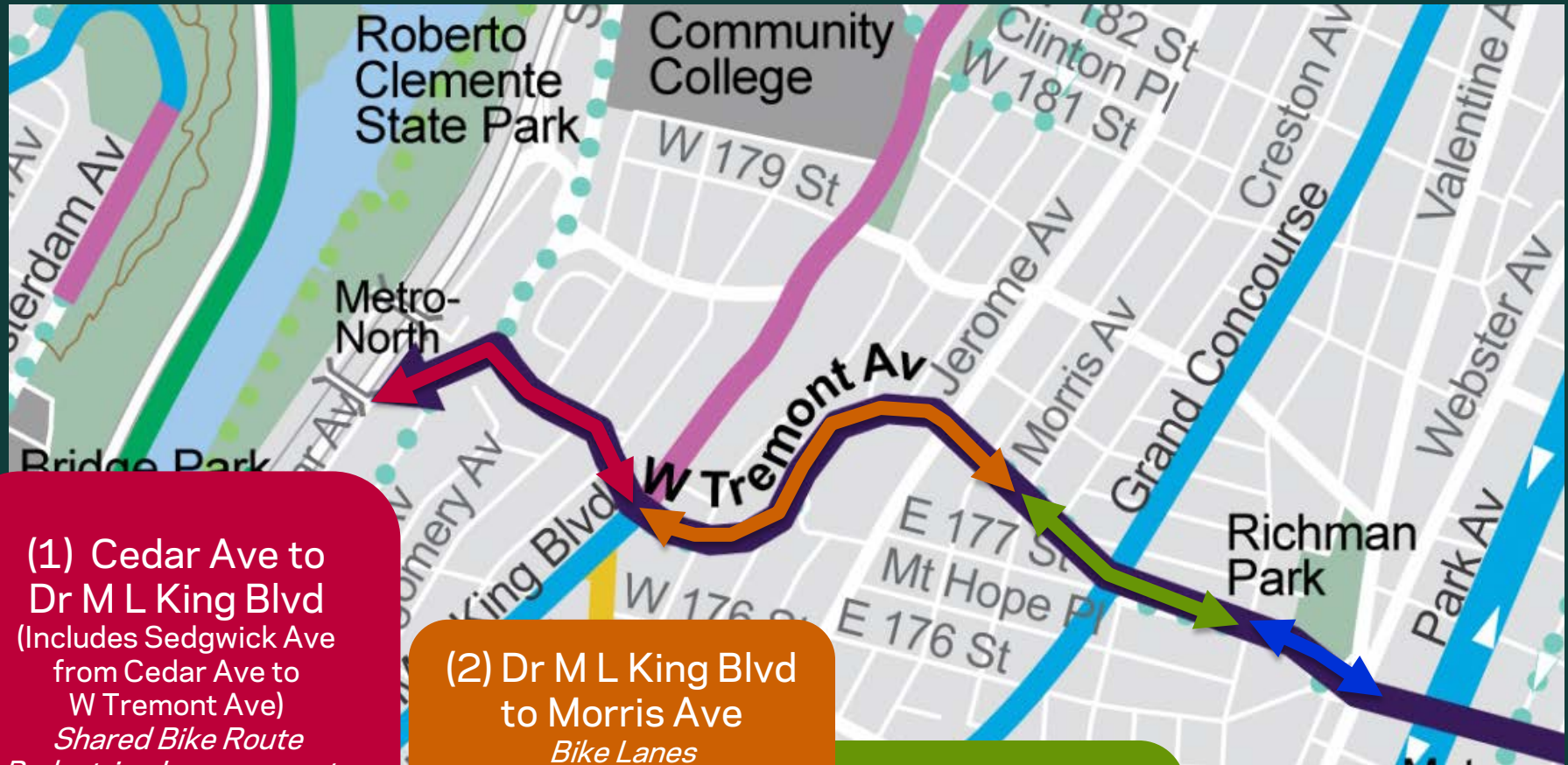
Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2015
 - Priority Intersections, Corridors, and Areas identified for each borough
- Tremont Ave identified as a Priority Corridor with priority intersections at Grand Concourse, Crotona Ave, Prospect Ave, and Southern Blvd

33 Pedestrians, 10 Cyclists
36 Motor Vehicle Occupants
Killed or Severely Injured
along Project Corridor (2010-2014)



Project Overview



(1) Cedar Ave to
Dr M L King Blvd
(Includes Sedgwick Ave
from Cedar Ave to
W Tremont Ave)
*Shared Bike Route
Pedestrian Improvements
at Undercliff Ave*

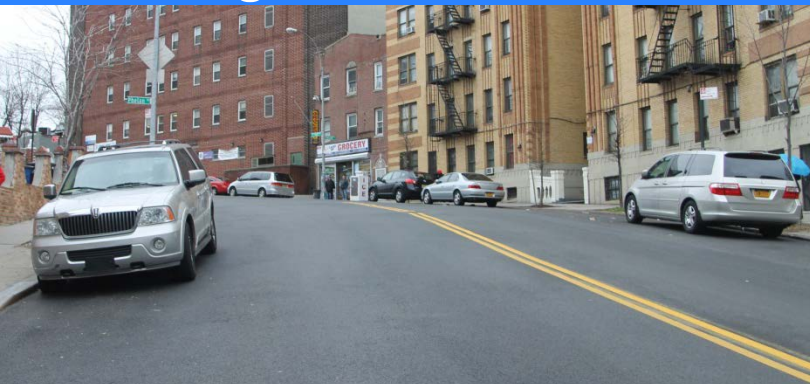
(2) Dr M L King Blvd
to Morris Ave
*Bike Lanes
Pedestrian Improvements
at Grand Ave, Jerome Ave*

(3) Grand
Concourse
Underpass
*Bike Lanes / Shared Lanes
Safety Improvements
at Grand Concourse*

(4) Anthony Ave to
Webster Ave
*Bike Lanes / Shared
Lanes
Capital Project*

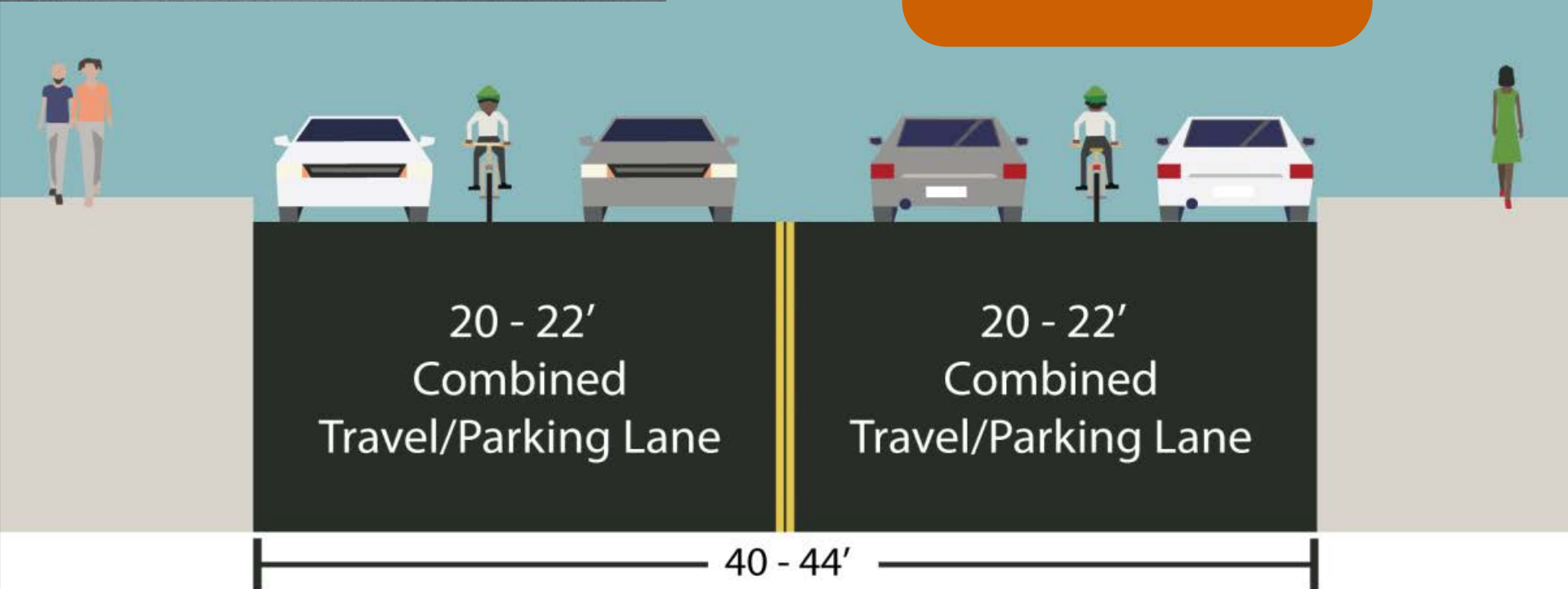
(1) Cedar Ave to Dr M L King Blvd

Existing Conditions - *Corridor*



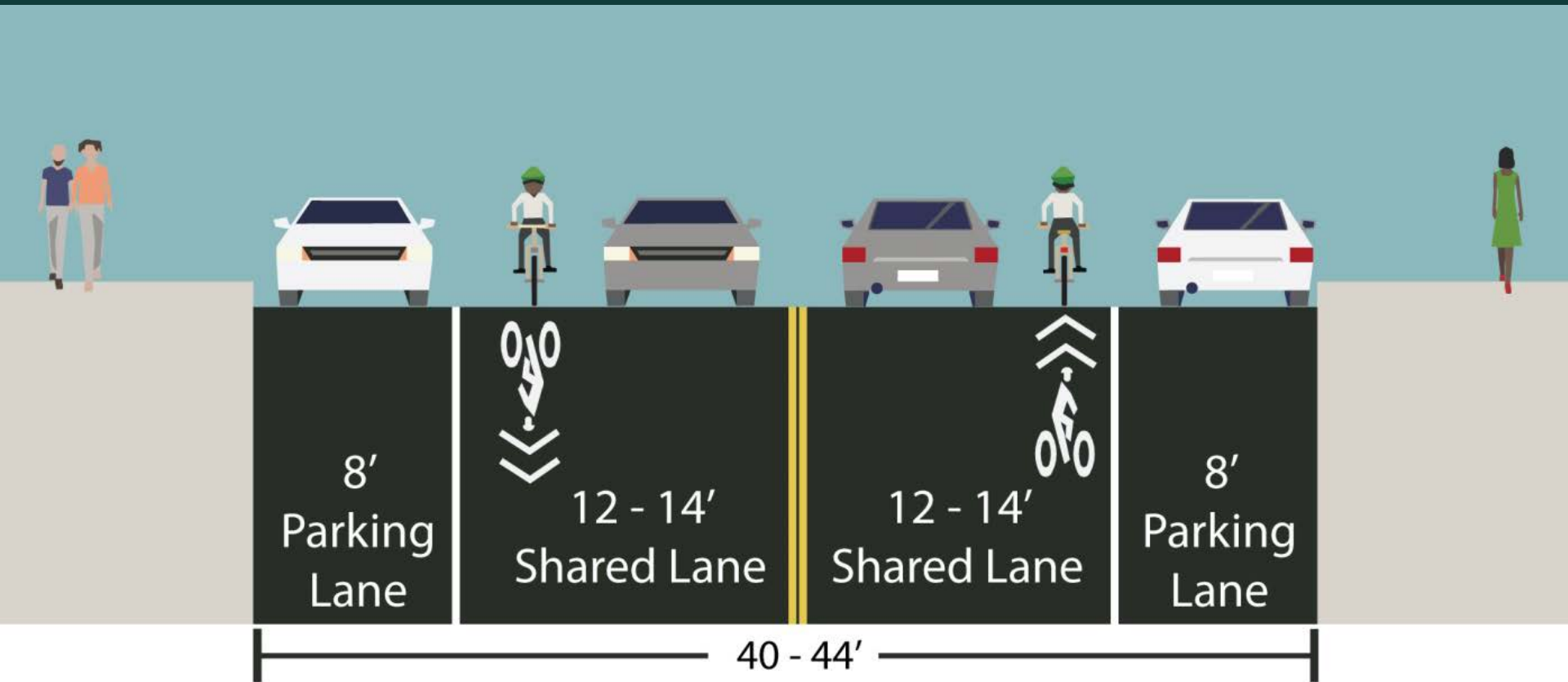
Between Sedgwick Ave and Phelan Pl

Lack of markings
*No indication to drivers
to look for cyclists
No guidance for cyclists*



(1) Cedar Ave to Dr M L King Blvd

Proposed Design - *Corridor*



Shared Lane Markings

Increase awareness for motorists
Provide way-finding for cyclists
Guide cyclists away from door zone

(1) Cedar Ave to Dr M L King Blvd

Example of Proposed Design - *Shared Lane*



Crotona Ave, Bronx

(1) Cedar Ave to Dr M L King Blvd

Existing Conditions – *Sedgwick Ave and Undercliff Ave*



Intersection of Sedgwick and Undercliff Ave



Angled
Intersection
*Encourages
aggressive
turning*

Long Unmarked
Pedestrian
Crossing

(1) Cedar Ave to Dr M L King Blvd

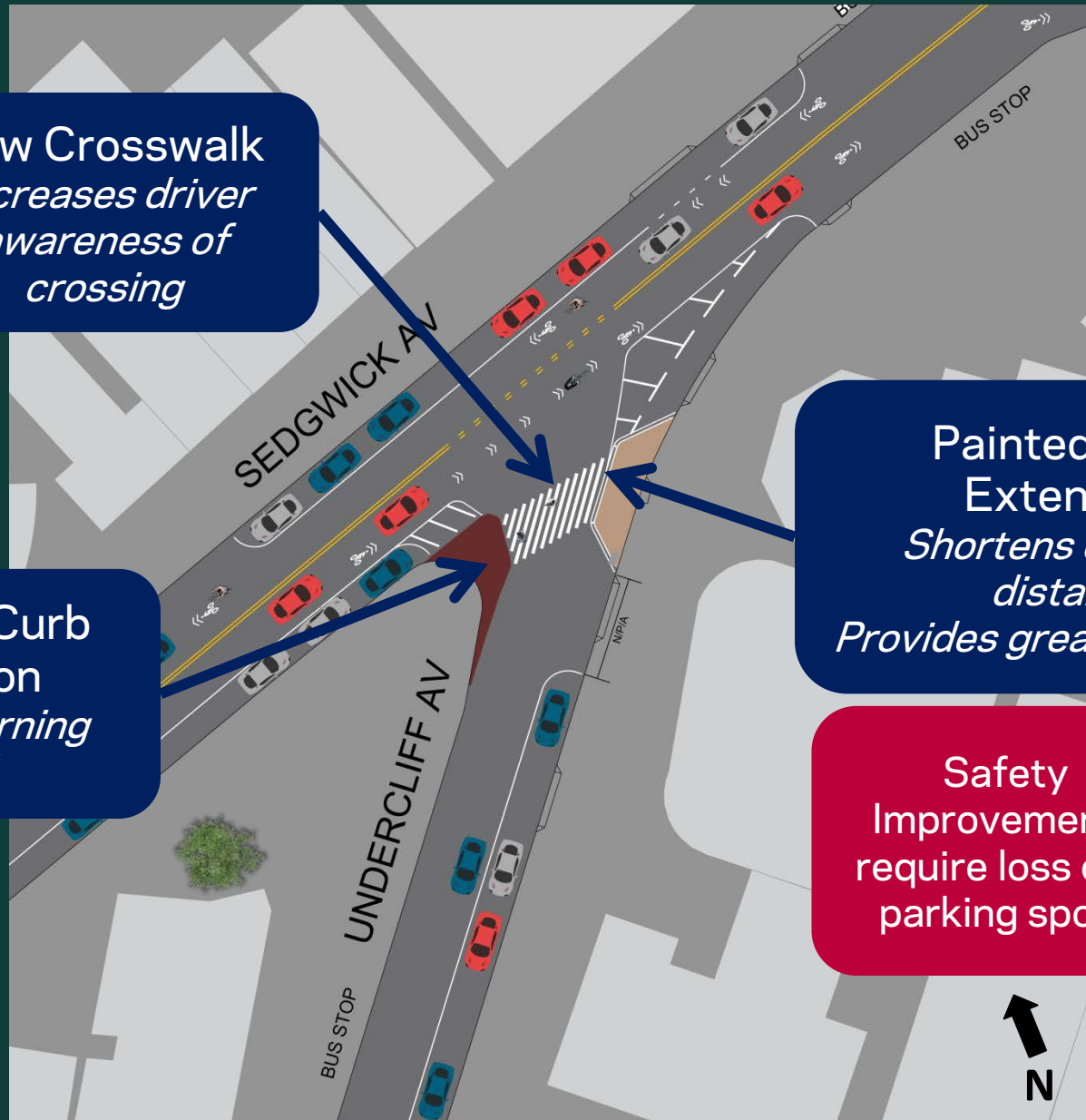
Proposed Design - *Sedgwick Ave and Undercliff Ave*

New Crosswalk
*Increases driver
awareness of
crossing*

Concrete Curb
Extension
*Reduces turning
speed*

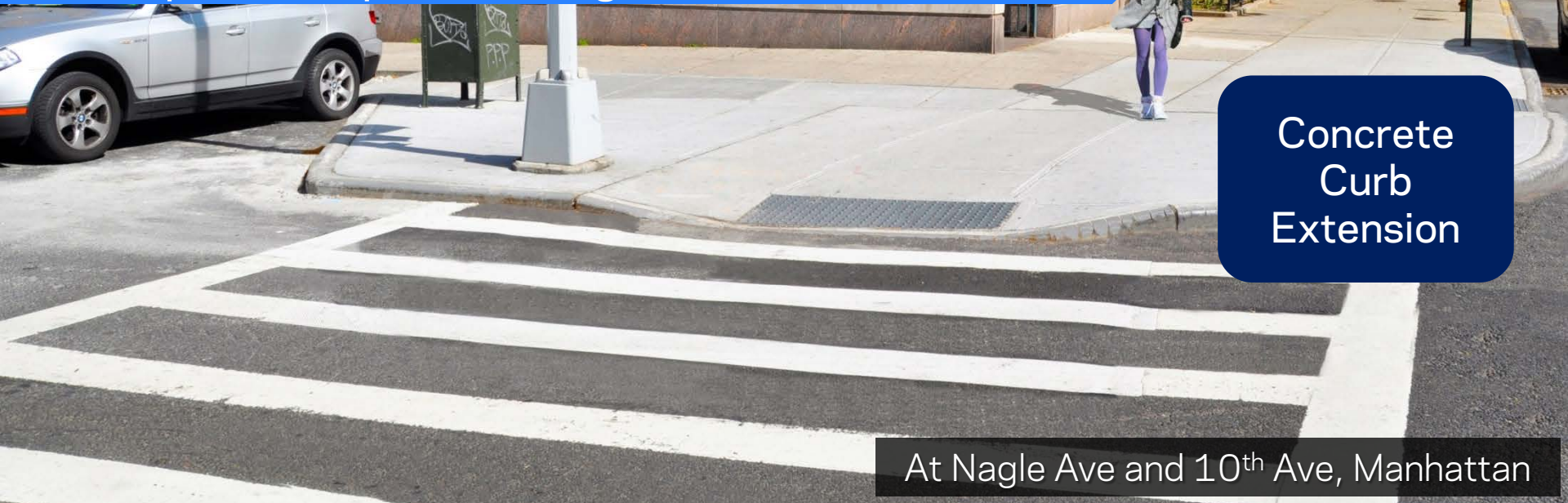
Painted Curb
Extension
*Shortens crossing
distance
Provides greater visibility*

Safety
Improvements
require loss of 4
parking spots



(1) Cedar Ave to Dr M L King Blvd

Example of Proposed Design - *Curb Extensions*



Concrete
Curb
Extension

At Nagle Ave and 10th Ave, Manhattan



Painted
Curb
Extension

E Broadway at Canal St, Manhattan

(2) Dr M L King Blvd to Morris Ave

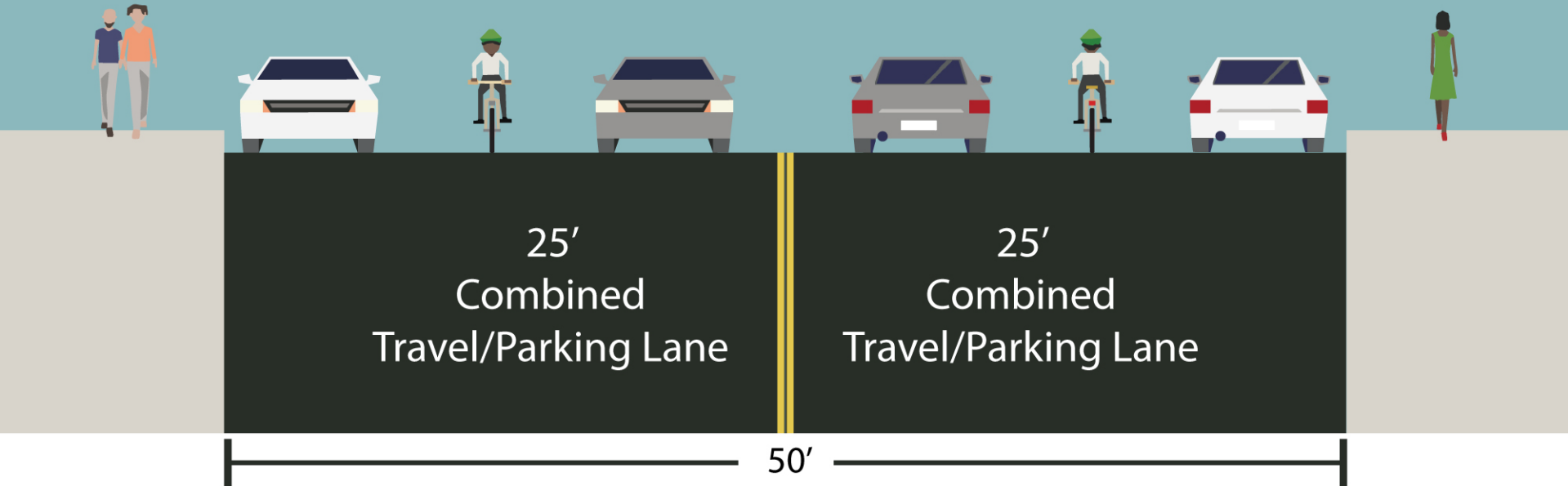
Existing Conditions - *Corridor*



Between Grand Ave (E) and W 177th St

Wide Travel Lanes
Encourage speeding

Lack of Markings
No dedicated space for cyclists



(2) Dr M L King Blvd to Morris Ave

Proposed Design - *Corridor*

Bike Lanes

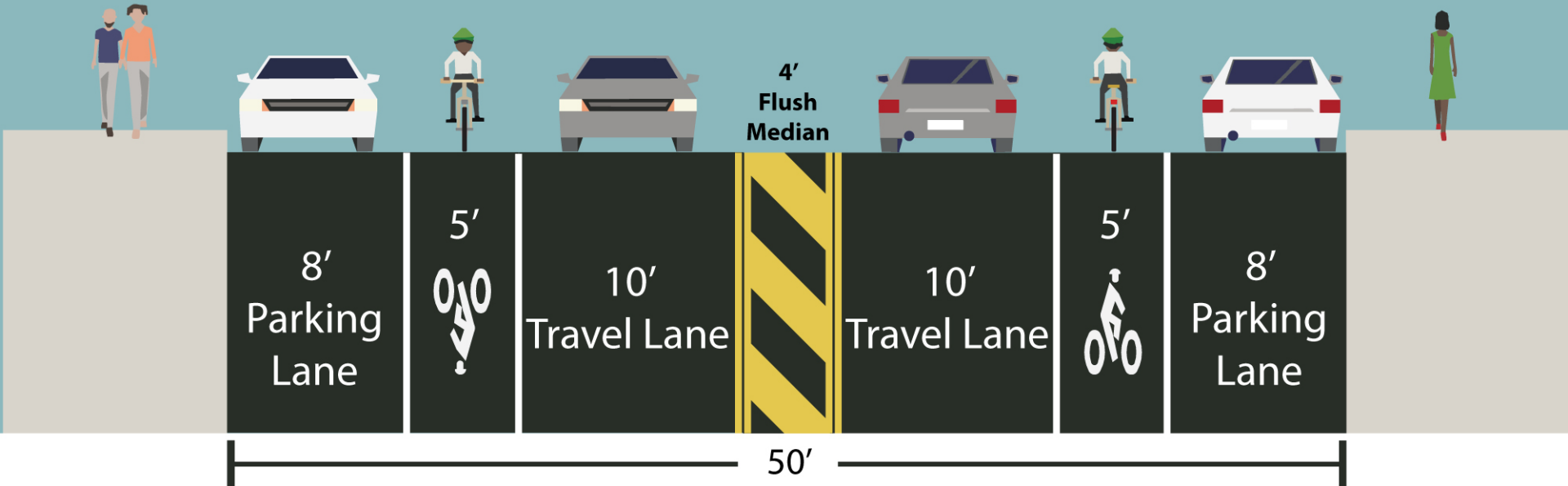
*Provide dedicated space for
cyclists
Increase predictability of cyclist
location*

Flush Median

*Calms traffic
Buffers opposing
traffic*

Standard Width

*Travel Lanes
Discourage
speeding*



(2) Dr M L King Blvd to Morris Ave

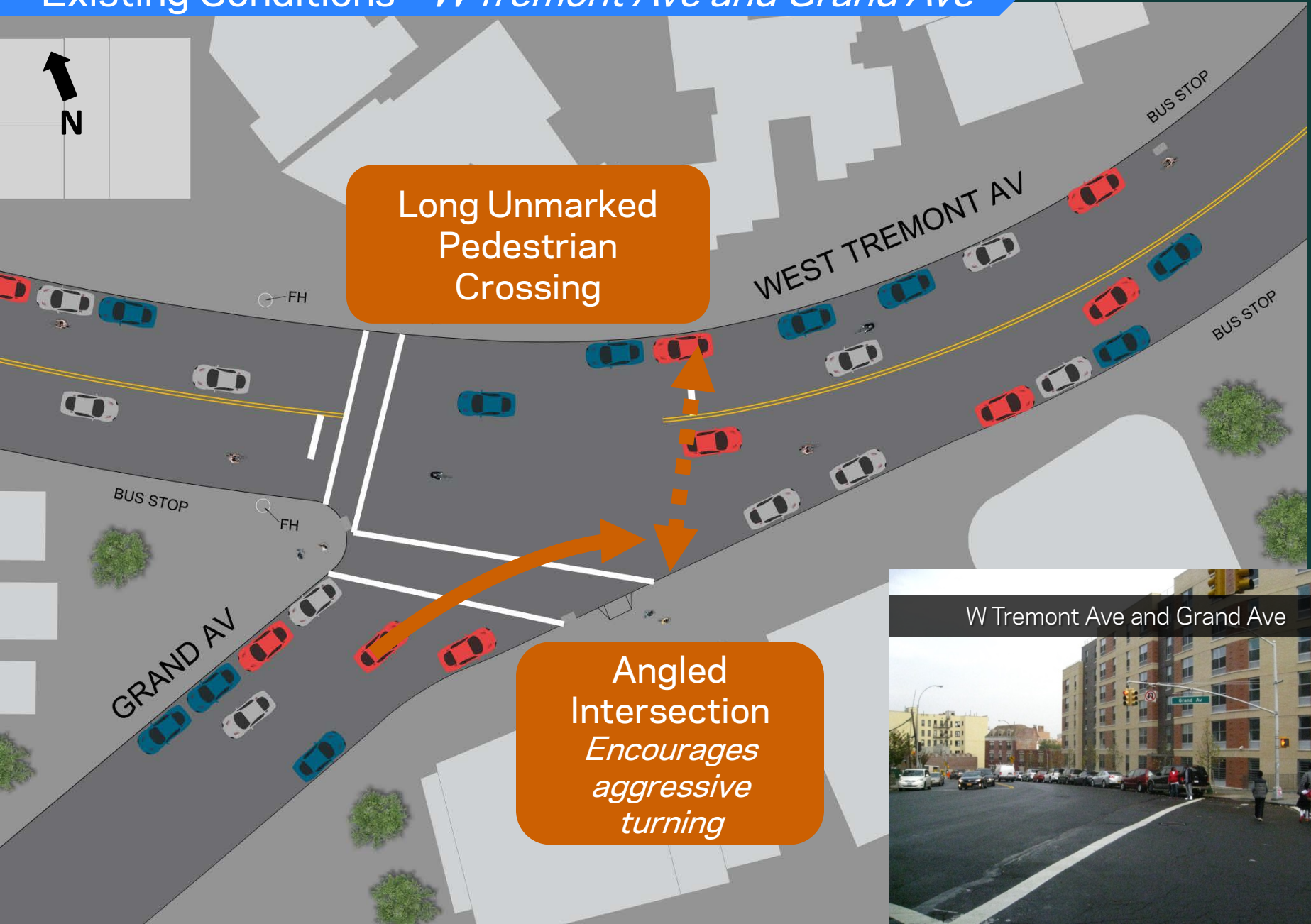
Example of Proposed Design – *Bike Lanes and Flush Median*



44th Dr, Queens

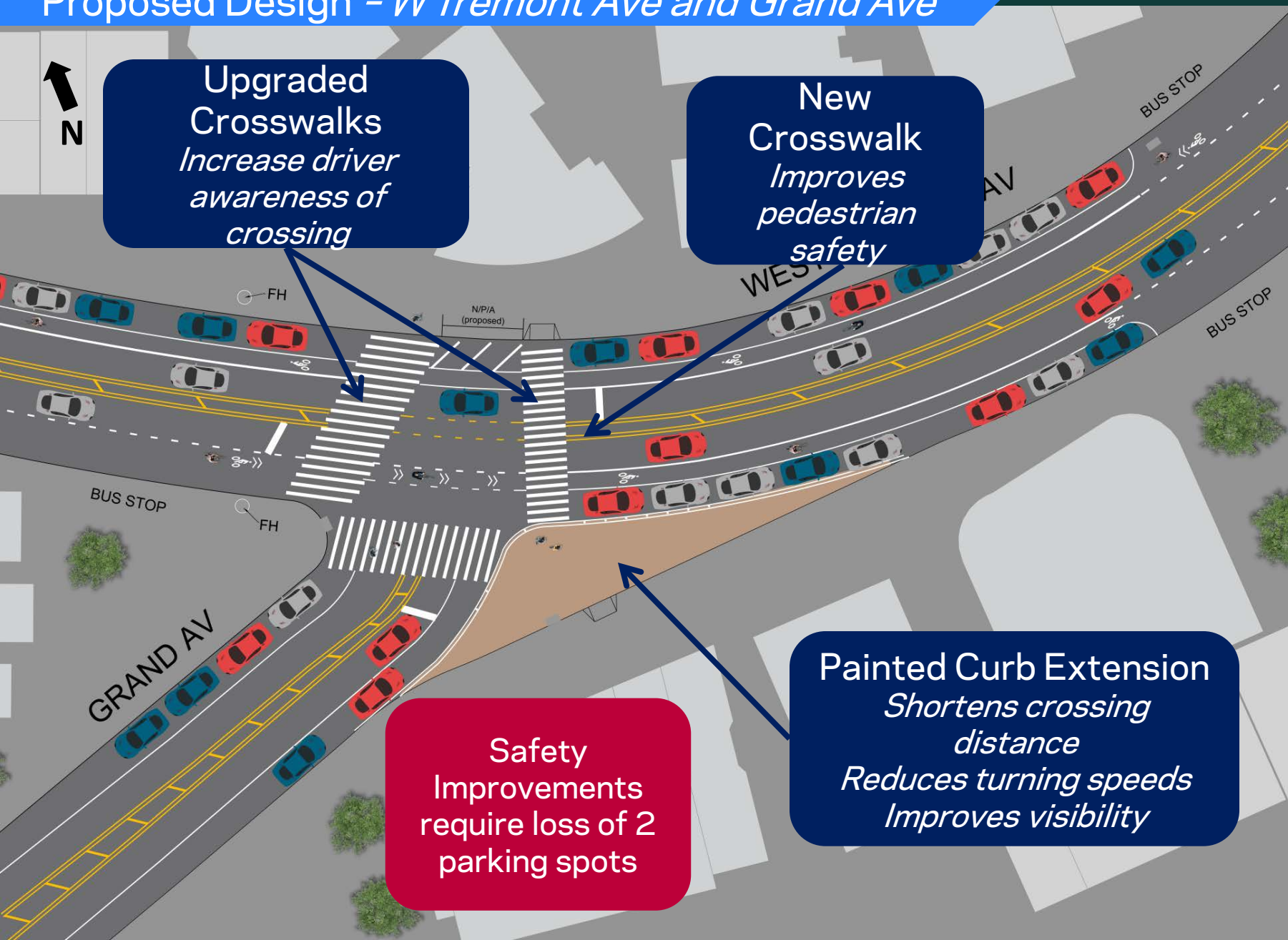
(2) Dr M L King Blvd to Morris Ave

Existing Conditions - *W Tremont Ave and Grand Ave*



(2) Dr M L King Blvd to Morris Ave

Proposed Design - *W Tremont Ave and Grand Ave*



Upgraded
Crosswalks
*Increase driver
awareness of
crossing*

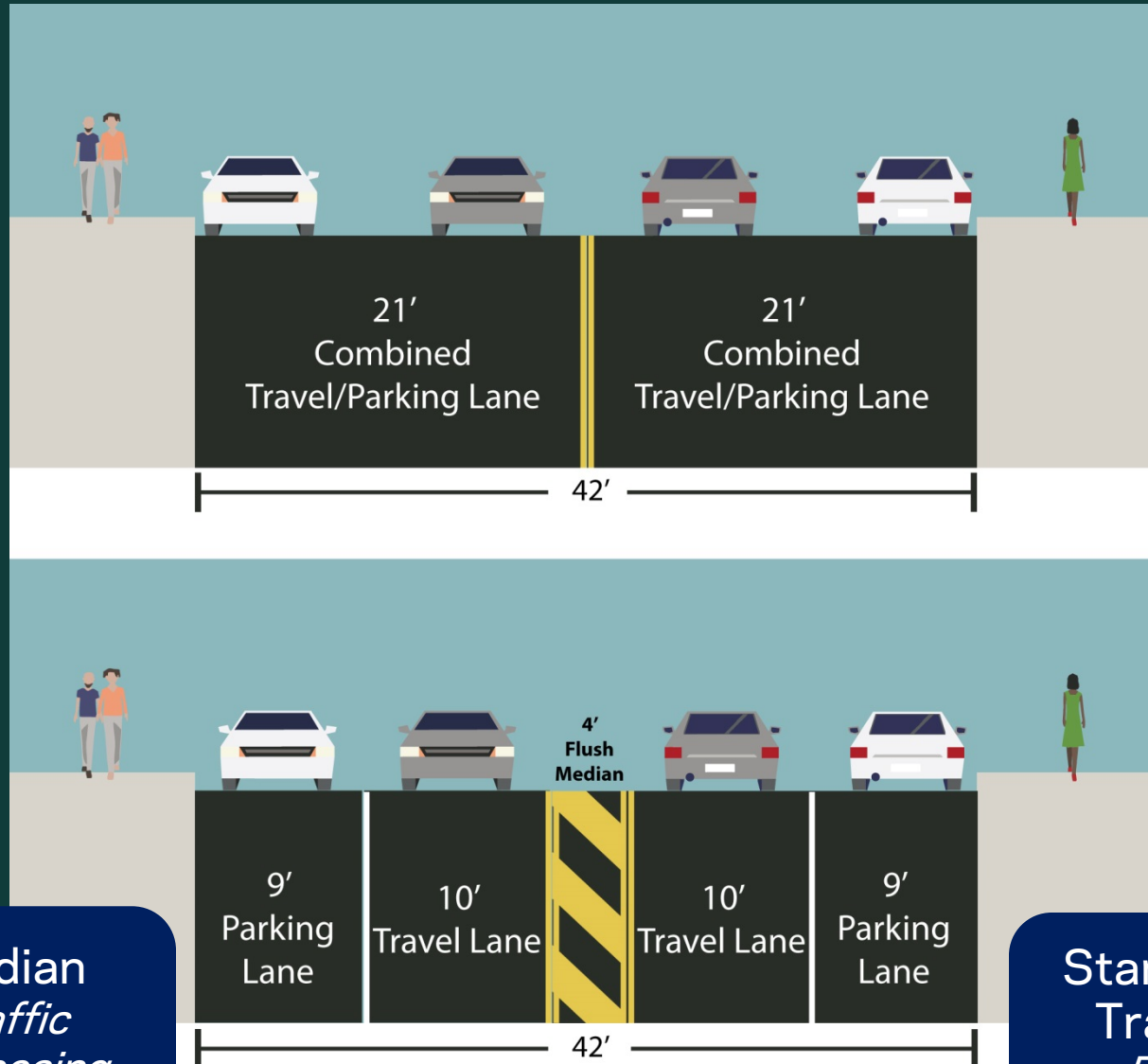
New
Crosswalk
*Improves
pedestrian
safety*

Painted Curb Extension
*Shortens crossing
distance
Reduces turning speeds
Improves visibility*

Safety
Improvements
require loss of 2
parking spots

(2) Grand Ave – W Tremont Ave to W 176th St

Proposed Design – *Corridor*




Flush Median
Calms traffic
Buffers opposing traffic

Standard Width Travel Lanes
Discourage speeding

(2) Dr M L King Blvd to Morris Ave

Existing Conditions - *W Tremont Ave and Jerome Ave*



Lack of Curbside
Parking
*Leads to unpredictable
movements*

The diagram is an aerial view of a street intersection. Jerome Ave runs diagonally from the bottom-left towards the top-right. East Tremont Av runs diagonally from the top-right towards the bottom-left, intersecting Jerome Ave at an angle. The intersection has crosswalks with white stripes. Several cars are shown on the streets. A bus stop is located on East Tremont Av. A north arrow is in the bottom right corner. Two orange callout boxes with arrows point to specific areas: one points to a spot on Jerome Ave labeled 'Lack of Curbside Parking', and the other points to the intersection area labeled 'Angled Intersection'.

Angled Intersection
*Encourages sharp turns
Lengthens pedestrian
crossing*

(2) Dr M L King Blvd to Morris Ave

Proposed Design - *W Tremont Ave and Jerome Ave*



Change Parking Regulations
Adds 4 Parking Spaces

The diagram shows an aerial view of a city intersection. A red callout box points to a new parking area on the left side of the intersection, near Jerome Ave. A blue callout box points to a concrete curb extension on the same side. A dark blue callout box points to the intersection area, highlighting pedestrian crossings and bus stops. A north arrow is located in the bottom right corner.

Investigating Leading Pedestrian Interval
Pedestrians get a head start crossing
Greater visibility

Concrete Curb Extension
Reduces turning speed
Shortens crossing distance
Provides greater visibility

(3) Grand Concourse Underpass

Existing Conditions - *Creston Ave to Anthony Ave*

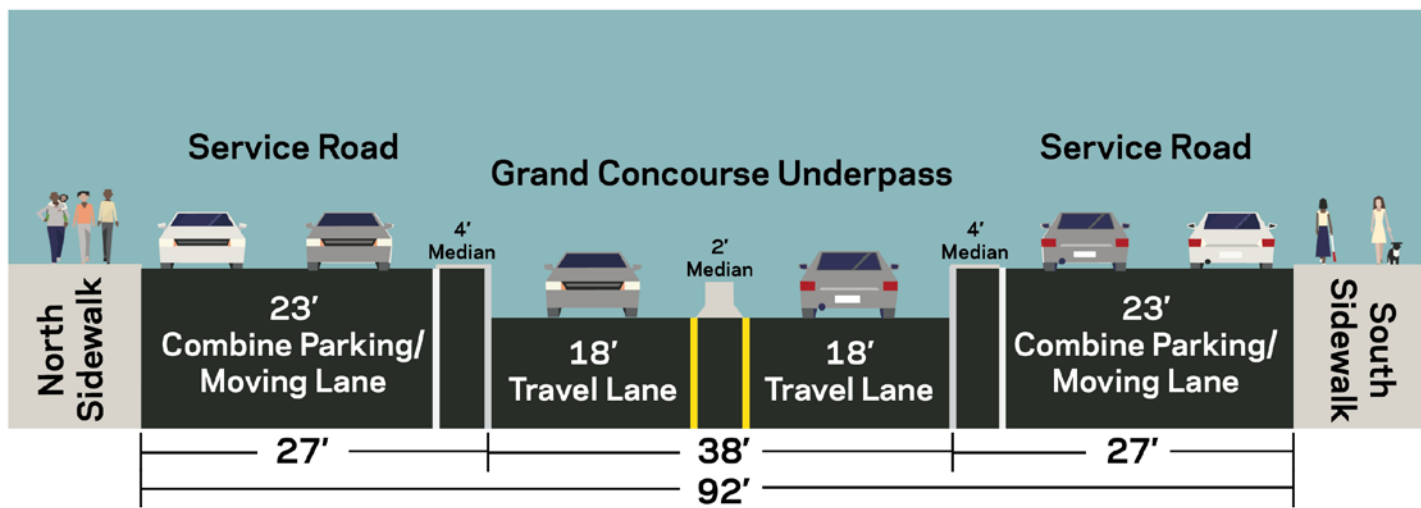


Between Grand Concourse and Anthony Ave

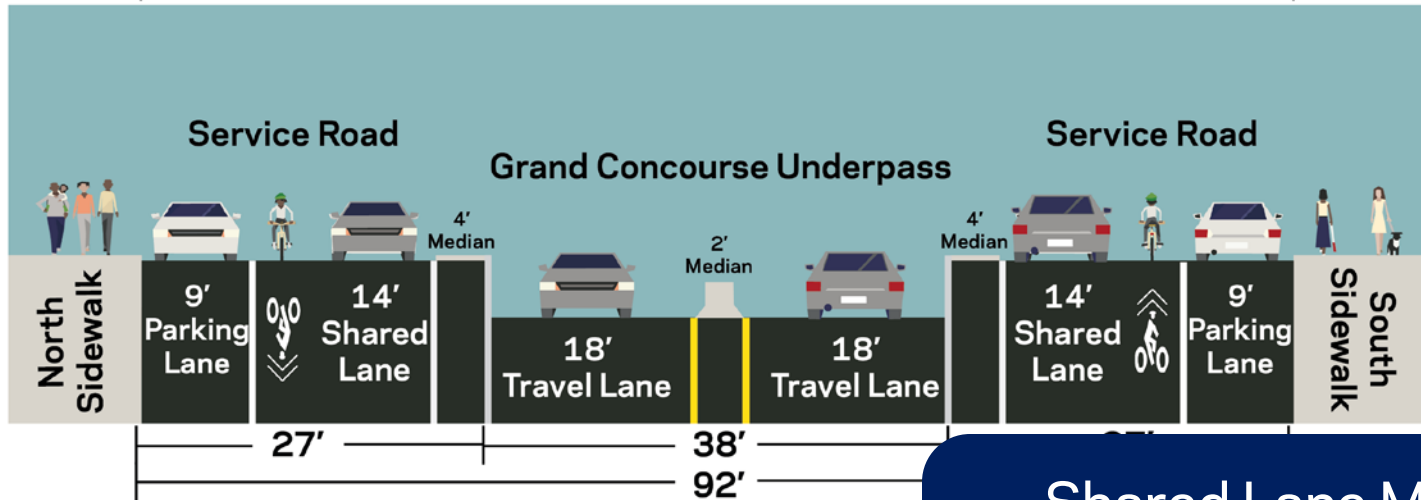
(3) Grand Concourse Underpass

Proposed Design - *Creston Ave to Anthony Ave*

Existing



Proposed



Shared Lane Markings
Increase awareness for motorists
Provide way-finding for cyclists
Guide cyclists away from door zone

(3) Grand Concourse Underpass

Example of Proposed Design - *Shared Lane*

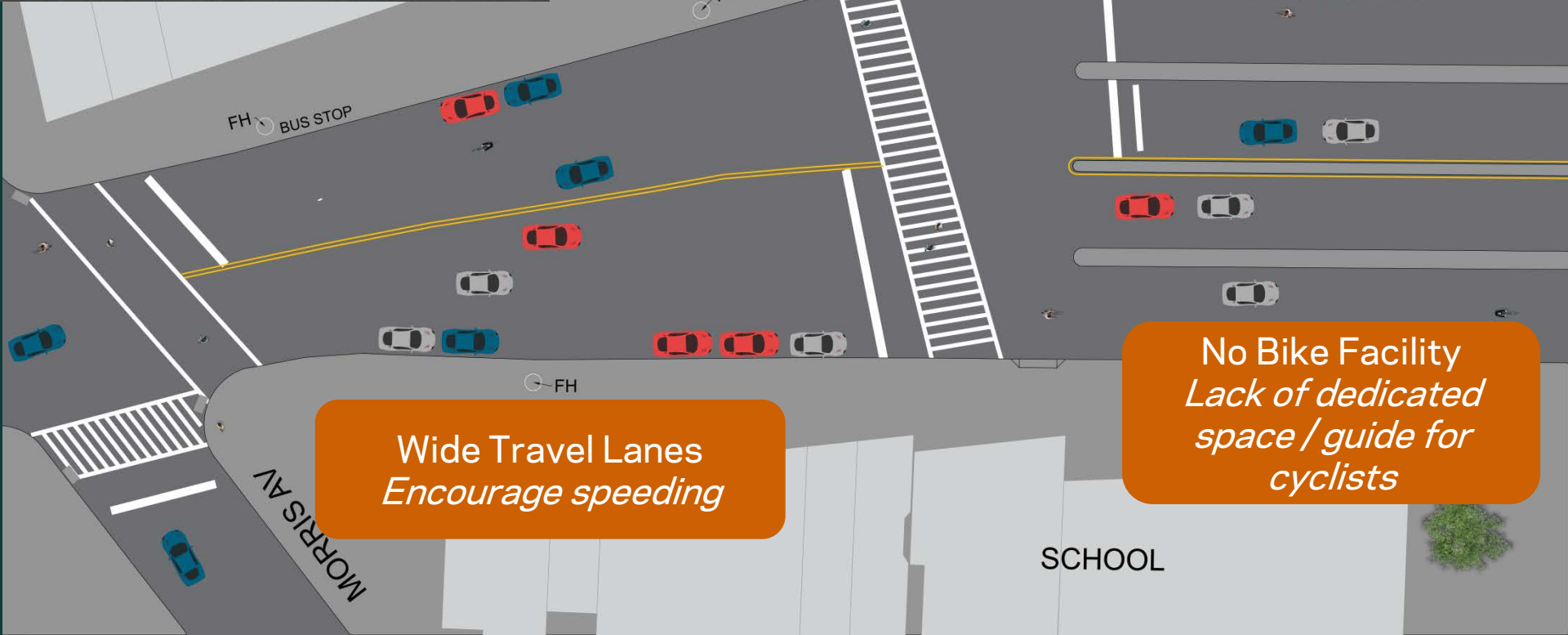


Vermont St, Brooklyn

(3) Grand Concourse Underpass

Existing Conditions - Morris Ave to Creston Ave

Grand Concourse Underpass



Lack of Markings
Leads to unpredictable movements

Wide Travel Lanes
Encourage speeding

No Bike Facility
Lack of dedicated space / guide for cyclists

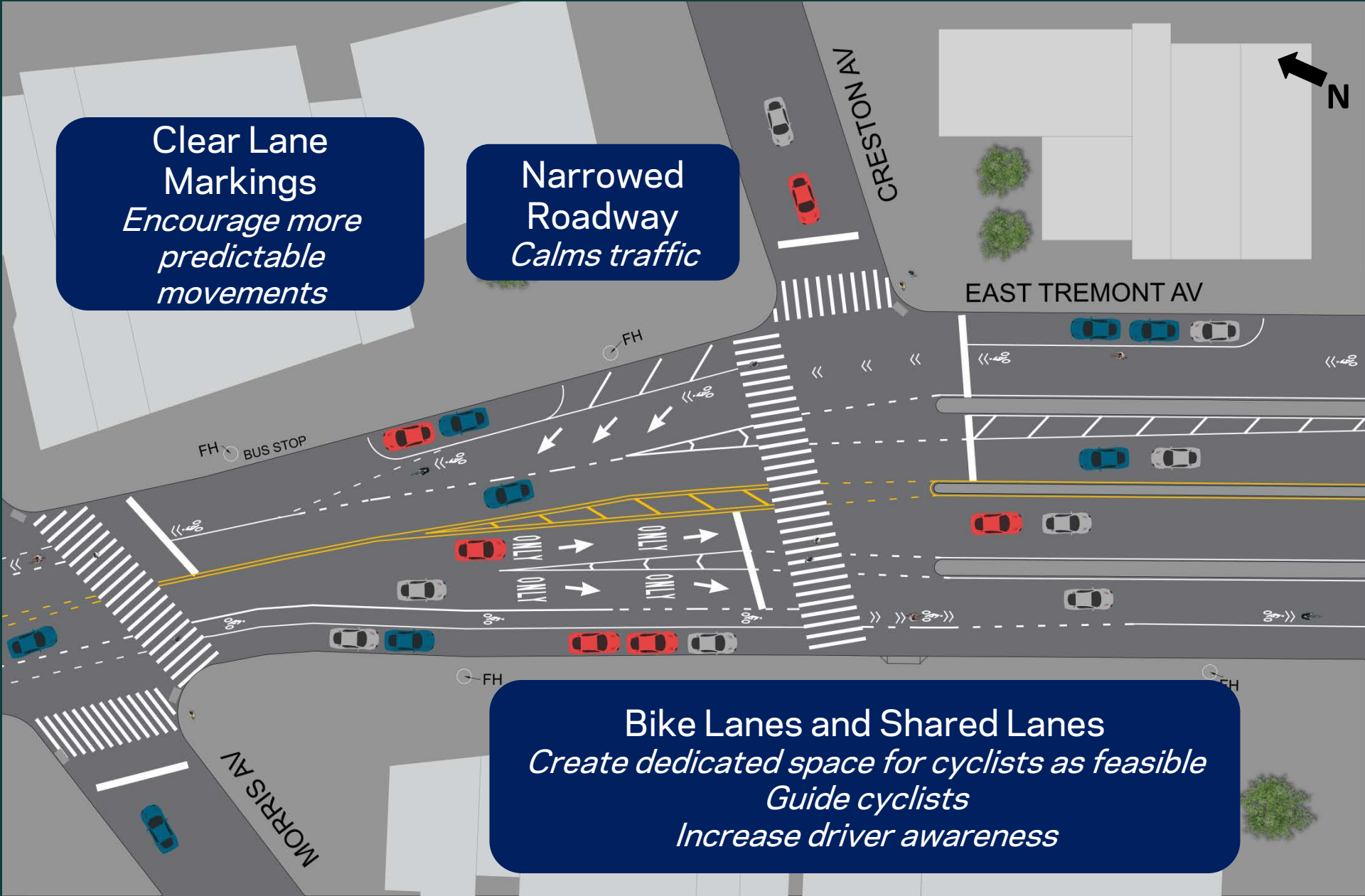
(3) Grand Concourse Underpass

Proposed Design - *Morris Ave to Creston Ave*

Clear Lane
Markings
*Encourage more
predictable
movements*

Narrowed
Roadway
Calms traffic

Bike Lanes and Shared Lanes
*Create dedicated space for cyclists as feasible
Guide cyclists
Increase driver awareness*



(3) Grand Concourse Underpass

Existing Conditions - *At Anthony Ave*

Wide Travel Lanes
Encourage speeding

No Bike Facility
*Lack of dedicated
space / guide for
cyclists*

Lack of Markings
*Leads to unpredictable
movements*

Grand Concourse Underpass



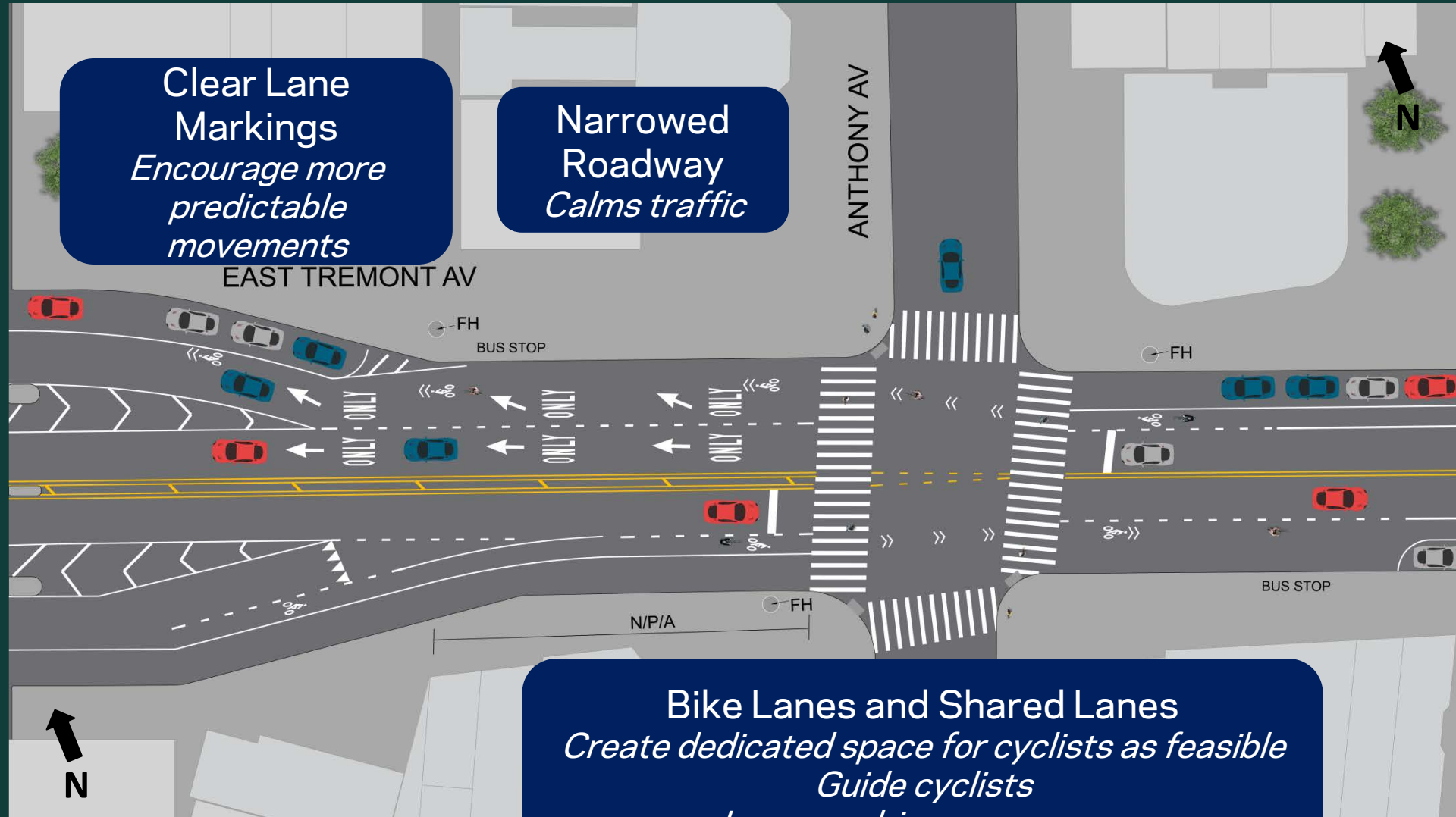
(3) Grand Concourse Underpass

Proposed Design - *At Anthony Ave*

Clear Lane
Markings
*Encourage more
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Bike Lanes and Shared Lanes
*Create dedicated space for cyclists as feasible
Guide cyclists
Increase driver awareness*



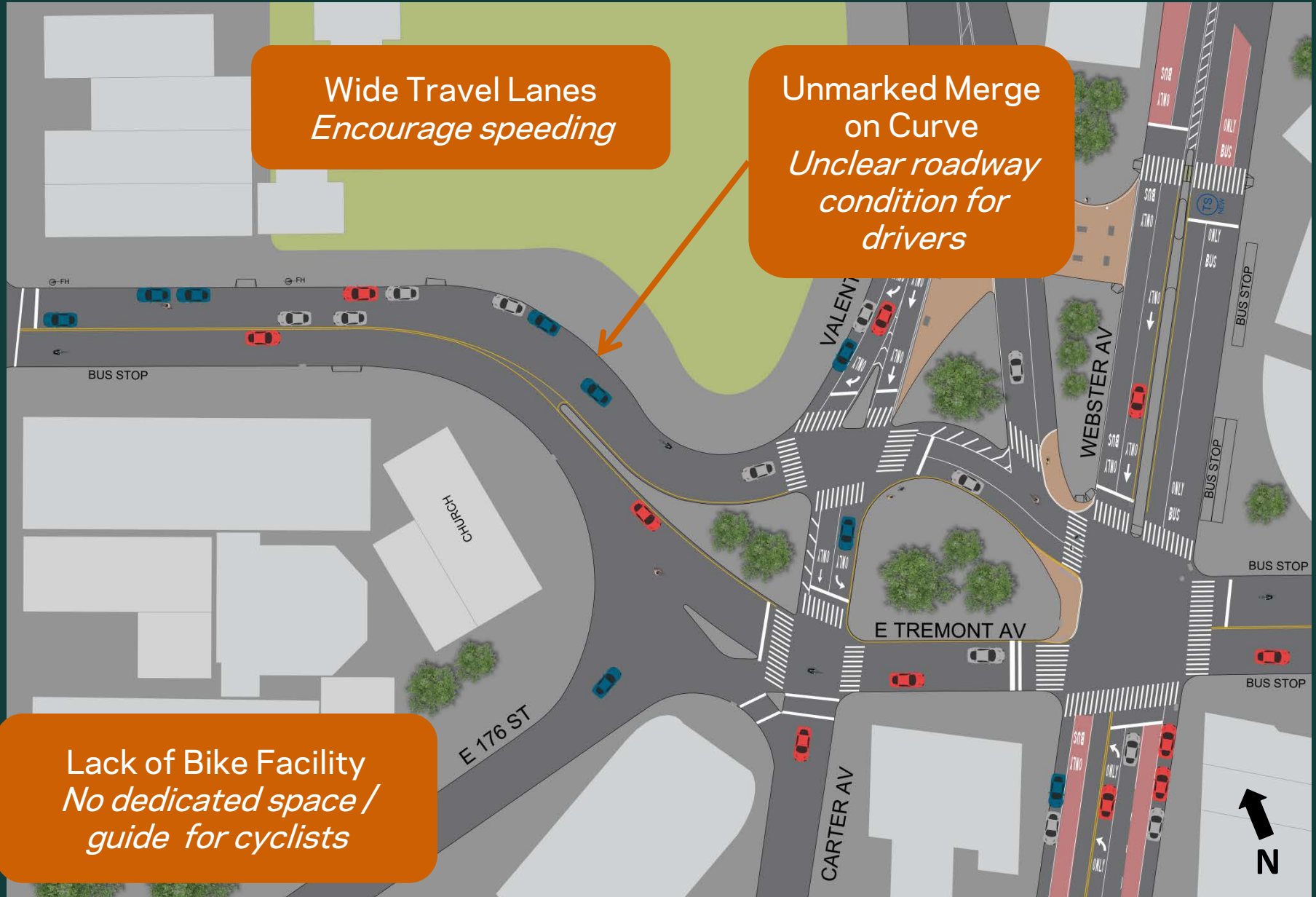
(4) Anthony Ave to Webster Ave

Existing Conditions

Wide Travel Lanes
Encourage speeding

Unmarked Merge
on Curve
*Unclear roadway
condition for
drivers*

Lack of Bike Facility
*No dedicated space /
guide for cyclists*

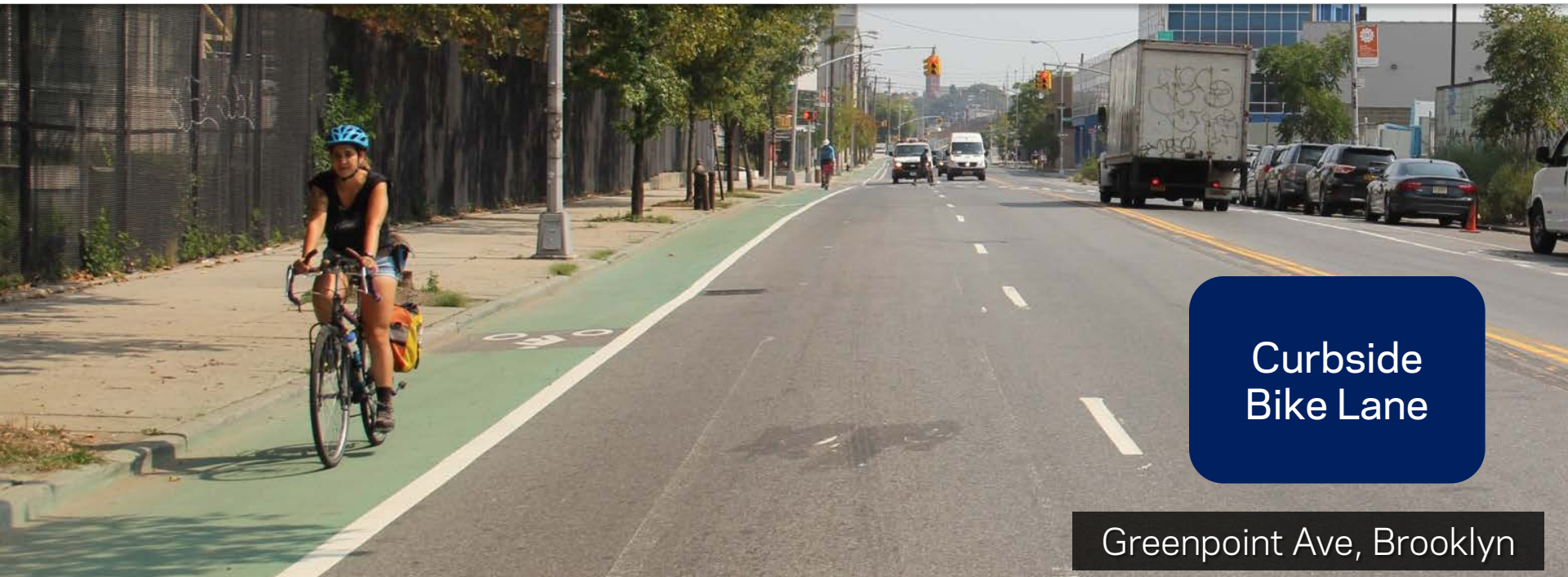


Example of Proposed Design

Standard
Bike Lane



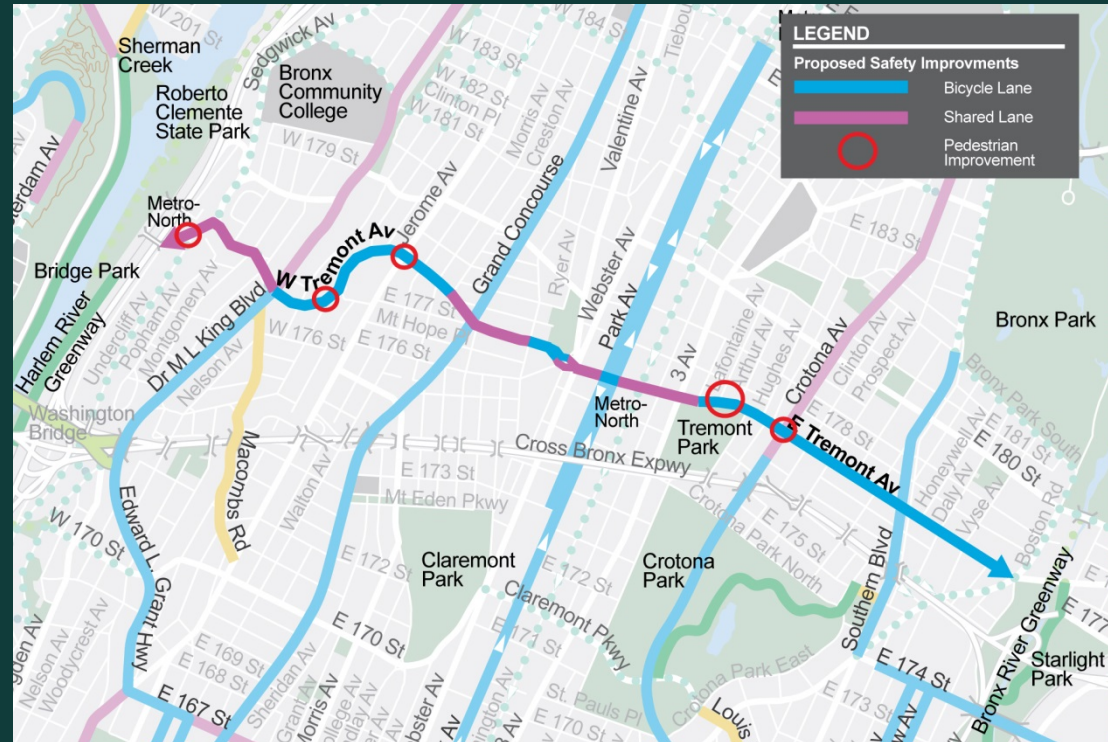
3rd Ave at E 145 St, Bronx

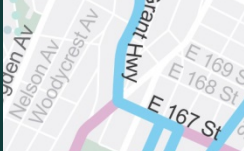


Curbside
Bike Lane

Greenpoint Ave, Brooklyn

Summary/Benefits

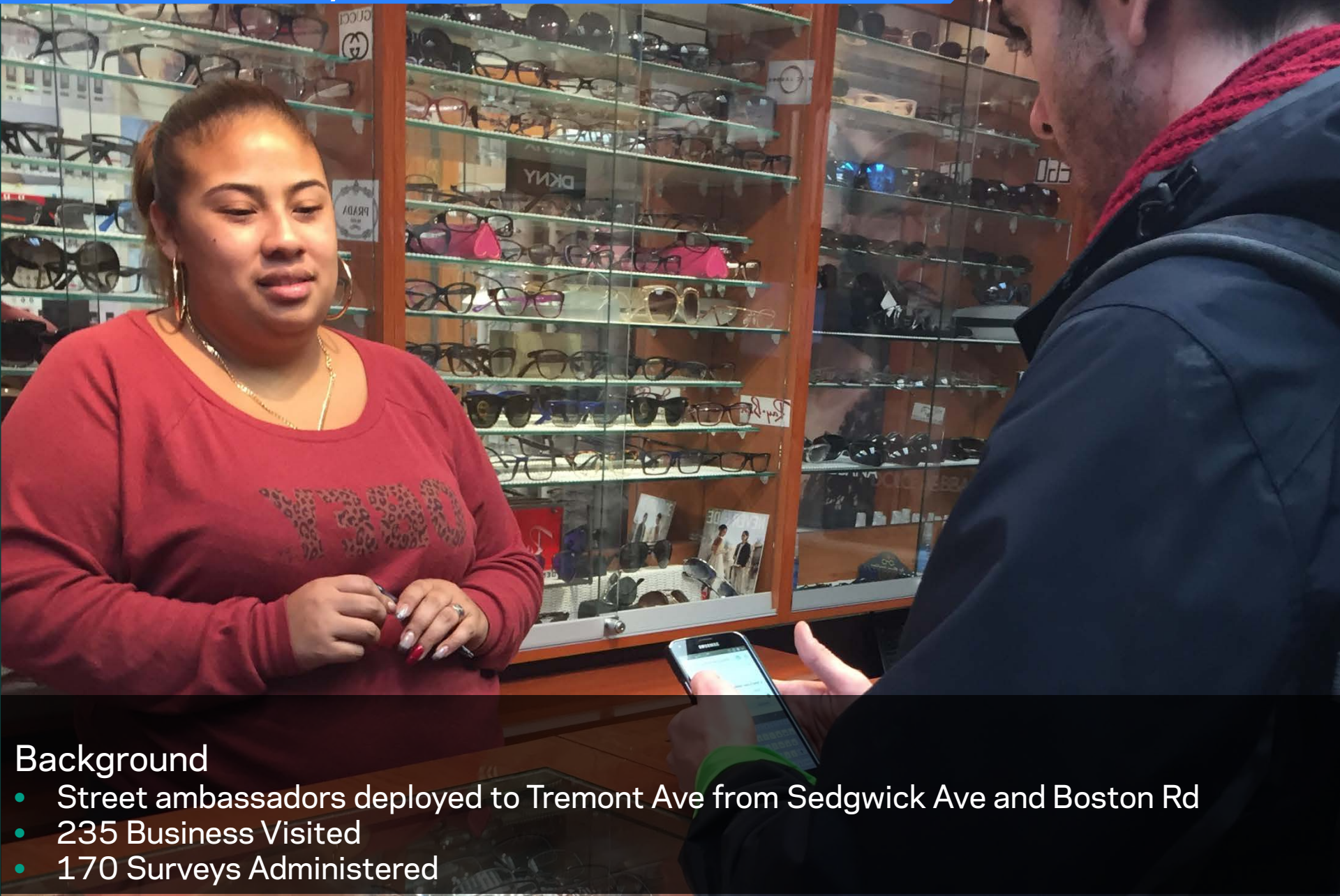


- (1) Increased Safety for Road Users
 - Organizes roadway
 - Reduces speeds/calms traffic
 - Shorter crossing distances
 - New crosswalks
 - Increases awareness of cyclists and pedestrians
 - (2) New Connections – Critical East-West Bike Route
 - Bridge Park + Roberto Clemente State Park
 - Bronx River Greenway
 - Echo, Tremont, Crotona, and Bronx Parks
 - Numerous North – South Bike Routes



Street Ambassador Outreach

Merchant Survey - *Deliveries*



Background

- Street ambassadors deployed to Tremont Ave from Sedgwick Ave and Boston Rd
- 235 Business Visited
- 170 Surveys Administered

Questions?

**Thank
You**

nyc.gov/dot