



THE CITY OF NEW YORK BRONX COMMUNITY BOARD 6

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Honorable Vanessa L. Gibson, Bronx Borough President

Honorable Oswald Feliz, New York City Council Member

EVONNE CAPERS
Board Chairperson

RAFAEL MOURE-PUNETT
District Manager

Transportation Committee Meeting Minutes

Lisa Sanchez, Committee Chairperson

Thursday, November 14, 2024

The Transportation Committee met on Thursday, November 14, 2024 in-person at the district office and via Zoom Video Communications. The following Board Members attended the Transportation Committee meeting: Lazarus Jackson, Maria Latimer, Magdamary Marcano, Donald McLachlan, Reggie Powell (Virtual), Katrina Rawlins (Virtual), Renee Reed, Kristine Rivera (Virtual), and Lisa Sanchez.

The Transportation Committee discussed the following:

- **Presentation on the findings of the Bronx Community Board 6's Tremont Avenue Bus Priority Improvements Project Survey**

District Manager Rafael Moure presented the results of the survey conducted by CB6 on the Tremont busway. 276 residents responded, almost all of whom live in the Bronx and near the area in question. 4 out of 5 respondents opposed the busway as described in the preliminary design by DOT, and 1 in 4 recommended traffic enforcement by NYPD as an alternative solution. Rafael added that he had contacted the 48th Precinct commanding officer to follow up on the traffic enforcement request.

- **Presentation by the New York City Department of Transportation on the Tremont Avenue Bus Priority Improvements Project**

The New York City Department of Transportation informed the Transportation Committee about the proposed updated plans for the Tremont Avenue Bus Priority Improvements project. They were informed that Tremont Avenue was selected because of its importance as a connector to the east-west corridor, carrying the BX36, the fifth busiest bus route in the Bronx. The Department of Transportation met with business owners along Tremont Avenue and learned that the ability to park in front of their business was a priority. Business owners preferred the creation of a busway from University Avenue to Bronx River Parkway over a bus lane that would eliminate parking. The Department of Transportation also informed the Transportation Committee that they are considering ways to address slow bus speeds in the short term and installed Bus Queue Jump Signals at Tremont Avenue and Grand Concourse this fall. In the spring of 2025, the Department of Transportation will add an additional four blocks of offset bus lane approaching the busway, only in the eastbound direction from Webster Avenue to Third Avenue. The Department of Transportation anticipates that by the summer of 2025, a future presentation of the additional traffic studies on the busway performance data and any needed project modifications will be delivered to the Community Board. The Department of Transportation assured us that this project would maintain existing parking, loading, deliveries, and customer access to

businesses. Other than the eastbound gateway treatment, the Department of Transportation is not including bus lanes in the proposed plans because the narrow street width would require the removal of bike lanes and parking spots. The Department of Transportation also informed the Transportation Committee that they conducted a traffic analysis of the area and is prepared to study changes in traffic volume at several intersections. The Department of Transportation added that it has requested implementation of on-bus ACE cameras with the MTA and fixed-location cameras to enforce illegal parking in bus stops, double parking, and violations of required turns on the busway.

The Transportation Committee expressed concerns about the implementation of the bus way proposal and the historical practice of the Department of Transportation not incorporating community feedback. They also expressed concerns about the backup of buses at stop signs, increased traffic congestion at East 180th Street, lack of capacity by the New York City Police Department to ensure riders are safe on-board buses, loss of parking spaces, and the need to examine ways to increase bus speeds.

The Department of Transportation explained that once implemented, the Tremont Avenue Bus Priority Improvements project will enter the monitoring stage, at which point adjustments can be made. For instance, feedback from merchants or traffic data may indicate that turns should occur every two blocks, instead of requiring drivers to make a turn after driving one block. The Department of Transportation is looking to install additional Bus Queue Jump Signals. A final plan for the busway will be presented to the committee in January or February.

- **Update by the New York City Department of Transportation on the Reimagining the Cross Bronx Expressway Project**

The New York City Department of Transportation presented to the Transportation Committee an overview of the Cross Bronx Expressway study goals, strategies to improved east-west connection, and highway capping recommendations. The study is in the concept refinement stage and will address the community identified issues through short-, mid- and long-term project concepts. In the short-term, New York City Department of Transportation is planning a Bus Priority Improvements project along Tremont Avenue. The project aims to respond to community needs for faster, more reliable bus service and improved east-to-west travel. The draft vision of this project includes options to separate local and through traffic to reduce highway overflow into neighborhoods, allowing the Cross Bronx Expressway to serve as a more reliable highway connector. Tools to make the Cross Bronx Expressway more reliable include ramp closures and ramp reconfigurations, active Traffic Management, and intelligent Transportation Systems. In the long-term the New York City Department of Transportation suggests a highway cap, which covers a highway that runs below ground. Capping can create new opportunities to increase public space, connect communities, and reduce some of the negative effects of the highway. The areas for a potential highway cap are Macomb's Road to Walton Avenue, Walter Gladwin Park and Crotona Park, and the Hugh J. Grant Circle. Other future investments could include upgrading existing pedestrian crossings over the highway to become fully accessible and include cycling infrastructure.

The Transportation Committee discussed the danger and safety problems caused by trucks being allowed to make left turns and getting onto the I-95, as well as the need for street resurfacing on Tremont Avenue for cyclists.