Better Buses
Better Buses

Better Buses Program

• Mayor’s 2019 State of the City: *Improve bus speeds by 25%*

• Better Buses Action Plan
  Released April 2019

• Bus Priority Projects
  – 22 projects implemented in 2019
  – 16.3 miles of bus lanes installed 2020
  – 2 projects completed in the Bronx in 2020:
    • Edward L Grant Hwy
    • E 149 St
Better Buses

Bronx Bus Priority Corridors

• Analyzed major Bronx corridors to identify locations where treatments to improve bus speeds and reliability are needed

• Ranked potential bus-priority corridors using the following criteria:
  • Demand for bus service
  • Bus performance (speed and reliability)
  • Service levels proposed by MTA
  • Neighborhood demographics
  • Feasibility of implementation
Pelham Bay Park
Station Area
Background

- Serves Bx12 Local/SBS, the busiest bus route in the Bronx
- Also serves the Bx5, Bx23, Bx24, Bx29, and Q50
- ~55,000 pre-COVID weekday riders for all bus routes through area
- As the terminus for the 6 line, there are high volumes of passengers transferring to buses to continue their journey
- Area provides connections to destinations such as Co-op City, Pelham Bay Park, the Fordham Road commercial district
Existing Bx12 SBS Issues

- Manhattan-bound and Co-op City bound Bx12 SBS bus stops are on same block face, which can confuse riders
- Lack of crosswalks at Westchester and Burr Aves
- Due to the existing street geometry, bus routes are circuitous, often adding minutes to travel times
Proposed Improvements

- Re-route eastbound Bx12 SBS directly on Westchester Ave through an eastbound contraflow bus only lane
- Relocate eastbound SBS stop from Amendola Plaza to Westchester Ave at southbound Bruckner Blvd
- Better organize westbound vehicular movements on Westchester Ave approaching Burr Ave
- No directional changes for passenger vehicles, trucks, and other buses
- Emergency vehicles may use bus lane
Proposed Improvements:
Westchester Ave at Burr Ave

Existing Traffic Patterns

Proposed Traffic Patterns

Eastbound/Co-op City-bound Bx12 SBS route
All other traffic, including buses/cars/trucks
Proposed Improvements

- Expanded sidewalk to accommodate new bus stop
- Concrete median and new stop sign
- New crosswalks
- Retained MTA layover space
- New stop signs
- Eastbound 24-hour bus lane
Proposed Improvements

- Eastbound 24-hour bus lane
- Quick curb protection
- New MTA layover space

Map showing: WILKINSON AVE, BRUCKNER BLVD (SOUTH), BRUCKNER BLVD (NORTH), CIMI PL (MTA BUS LAYOVER)
Proposed Improvements: MTA Test Bus Run

- On December 10, 2020, DOT, MTA, and NYPD organized a test bus run to simulate bus operations with the new routing changes using cones to separate the test bus study area from existing traffic.
- The bus was able to get to the proposed bus stop without issue.
- The proposed lane configuration helped reduce weaving and improved organization of traffic.
Benefits from Changes

- More direct routing for eastbound Bx12 SBS buses, saving as much as 2.5 minutes for 3,000 daily riders (125 total passenger hours daily)
- Reduced total Bx12 SBS end-to-end travel time by 5%
- Improved reliability for all Bx12 SBS riders
- Small but impactful project for bus riders, with organizational improvements to non-bus traffic
Next Steps

Summer 2021

• Build concrete sidewalk extension for relocated bus stop
• Relocate fare machines to new bus stop
• Install contraflow bus lane and re-route eastbound Bx12 SBS buses
Thank You!

Questions?
Appendix
Example Photo: “Quick Curb”
Example Photo: Contraflow Lane