

Grand Concourse: Fast Buses, Better Service

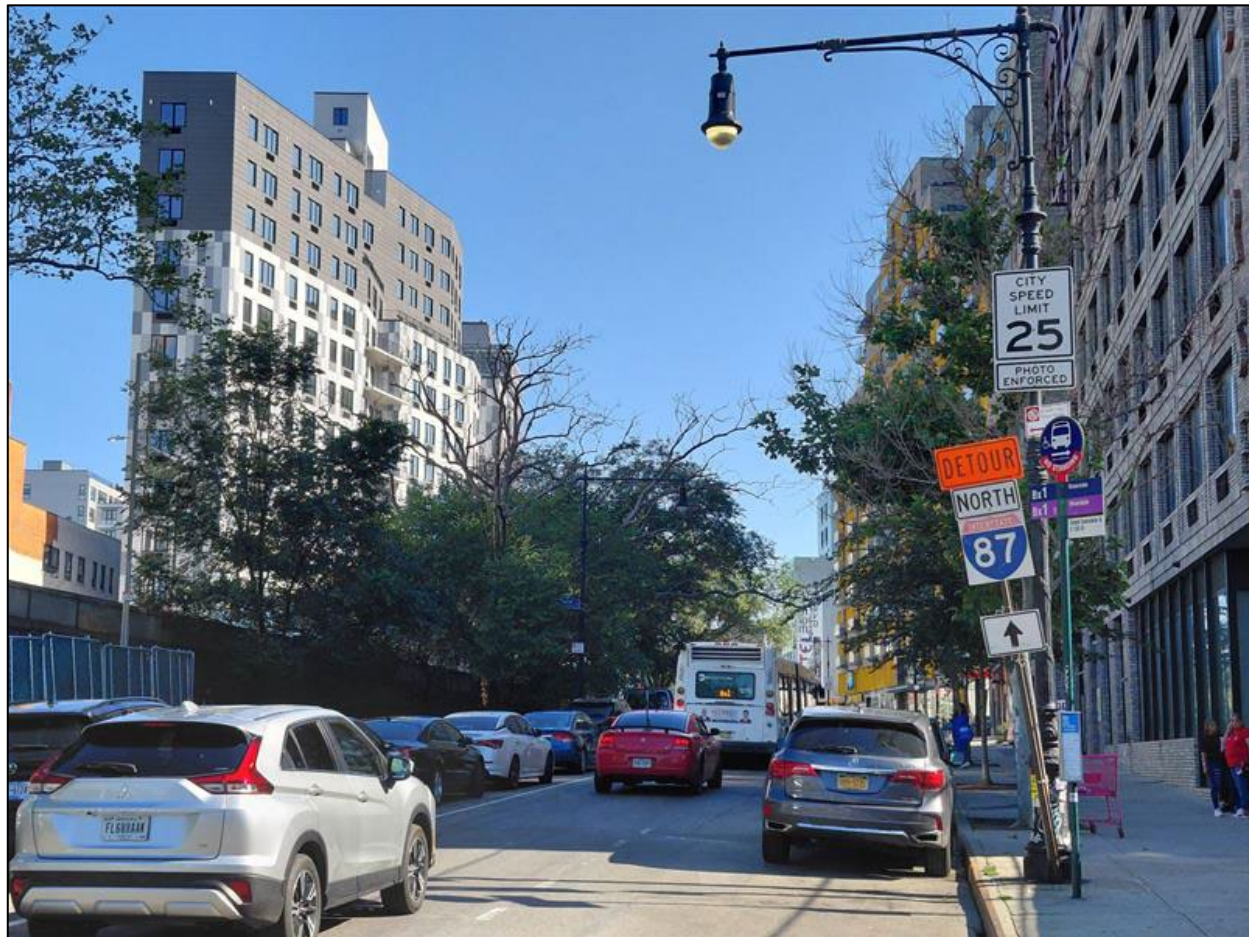
Community Board 1

September 2026



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Bx1 LTD begins its journey up Grand Concourse from 138th St

Next Stop: Faster Buses, Better Service

- On July 8, Mayor Mamdani and Governor Hochul announced Next Stop: *Fast Buses, Better Service*
- Commitment to delivering faster, more reliable buses for working New Yorkers
 - Slowest buses and longest commutes in the nation
 - Bus commuters are majority people of color, women, and earn lower incomes
 - Improved service makes the city more affordable, with better access to jobs, education and services



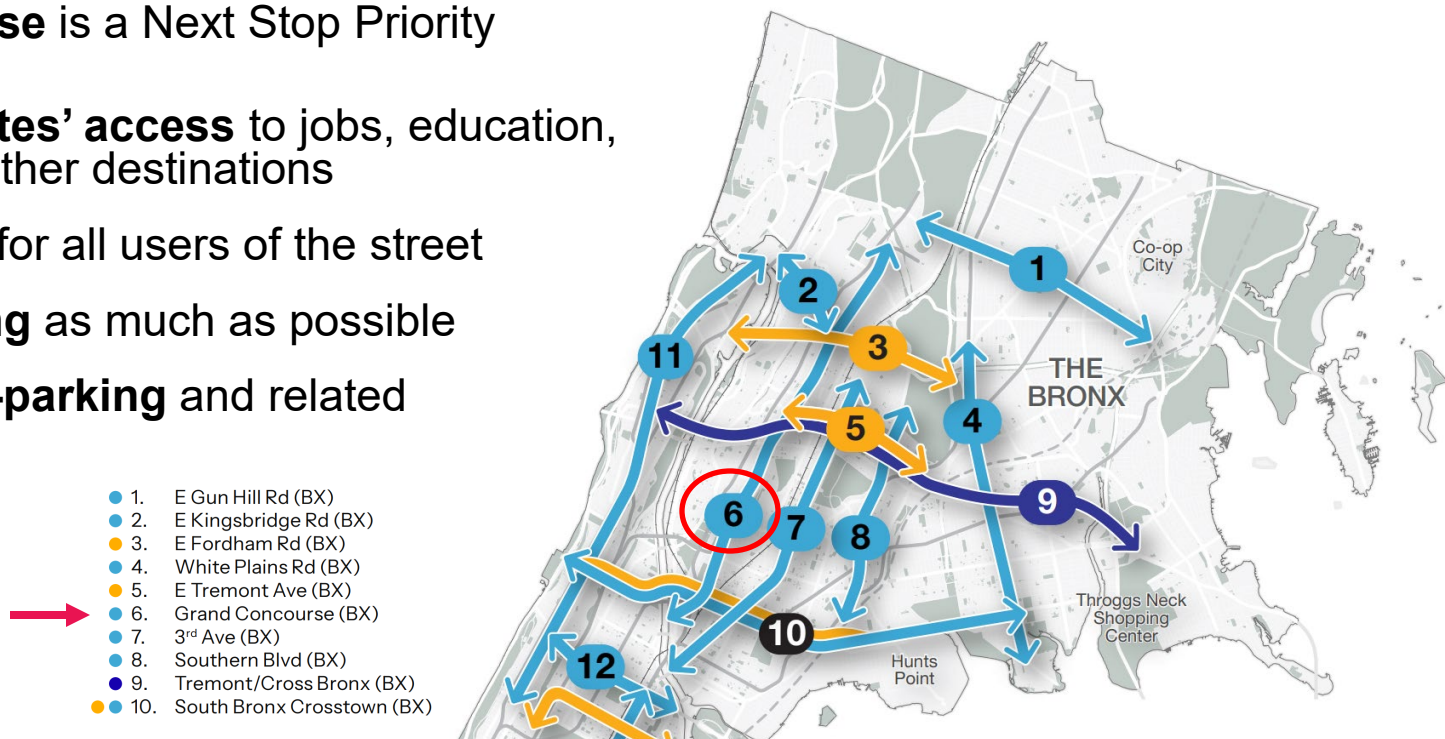
Project Goals

- **Make bus service faster & more reliable**
 - Improve speeds by 20%
 - Reduce average wait time at bus stops to <2 mins past scheduled arrival time
- **Grand Concourse** is a Next Stop Priority Corridor
- **Improve Bronxites' access** to jobs, education, medical care & other destinations
- **Improve safety** for all users of the street
- **Preserve parking** as much as possible
- **Reduce double-parking** and related congestion

Next Stop

Fast Buses, Better Service

Priority Corridors



Existing Conditions Overview

1

Why Grand Concourse?

- Study area: E 138th St to Mosholu Pkwy (5.1 miles)
- **52,000+ daily passengers** on Bx1, Bx2, BxM4
- Bus speeds as low as **5.5 mph** in peak times
- Serves **2 4 5 B D** trains, multiple crosstown bus routes
- Serves Hostos Community College, Lincoln and BronxCare Hospitals, Yankee Stadium, Courthouses, Fordham Rd & The Hub
- **76%** of area households don't own a vehicle
- **73%** of area residents commute on public transit or walking
 - 13% drive alone to work
- Buses stuck in traffic, behind double-parked cars, parking maneuvers, & right turns



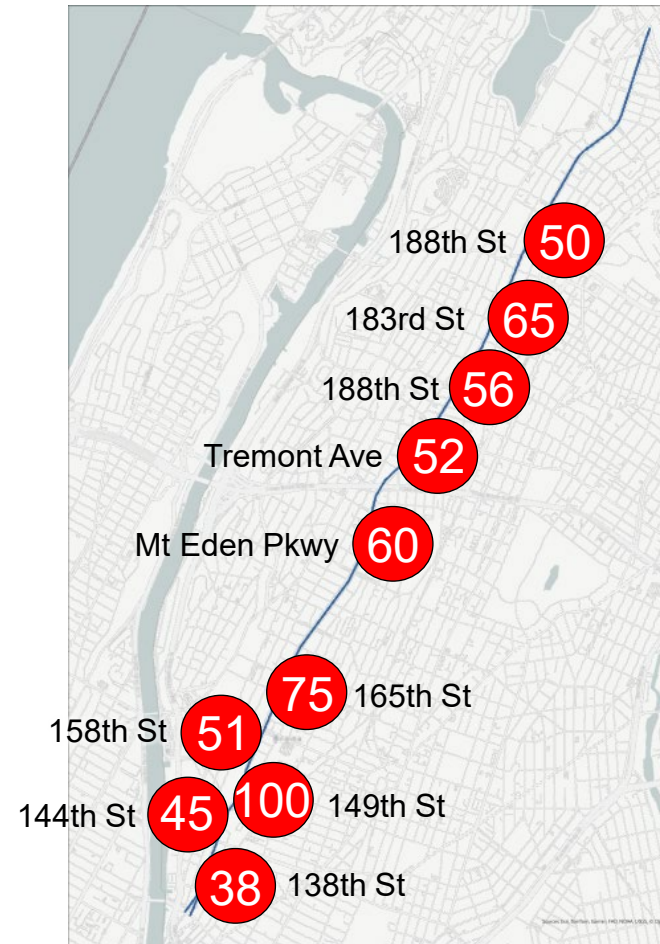
Grand Concourse on Bronx Bus Map

Safety on the Grand Concourse

- Vision Zero Priority Corridor
- **5+ people injured every week** on average (2021-25)
 - **1,409** total injuries
 - **120** severe injuries
 - **8 fatalities**
- Recent & upcoming capital projects significantly improve safety
- This project adds further safety improvements

	Severe Injuries	Fatalities	KSI*	Total injuries
Pedestrian	47	4	51	272
Bicyclist	9	0	9	99
Motorized 2 Wheelers	46	4	50	226
Motor Vehicles	18	0	18	812
Total	120	8	128	1409

*KSI = Killed or Severely Injured



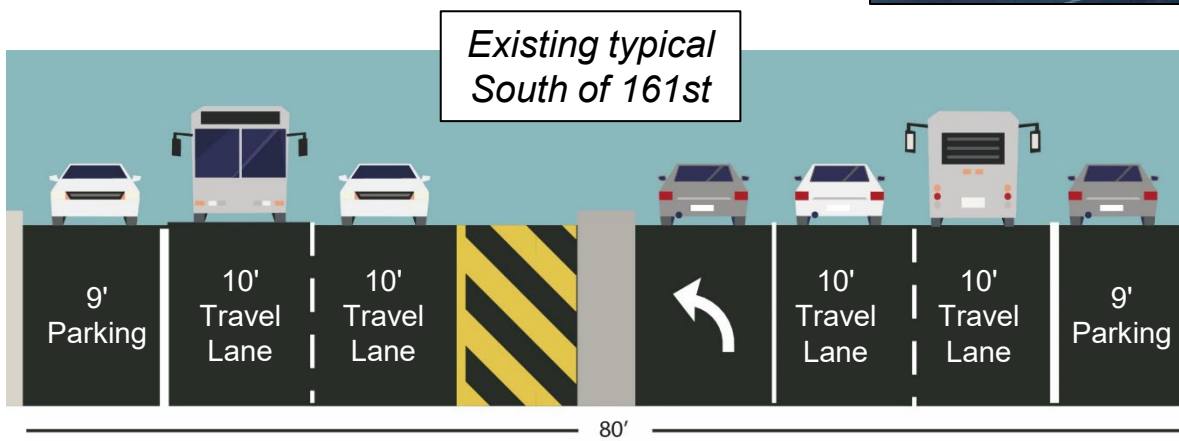
Source: NYPD Traffic Safety Data (2021-2025)

Existing Conditions: South of 163rd St

- Wide, high-speed corridor
 - 80 feet wide, curb to curb
 - Only travel lanes and parking
 - Buses held up from double parked cars
- Bus speeds as low as 5.5 mph in peak hours
- Increase in residential development, which would benefit from improved mass transit

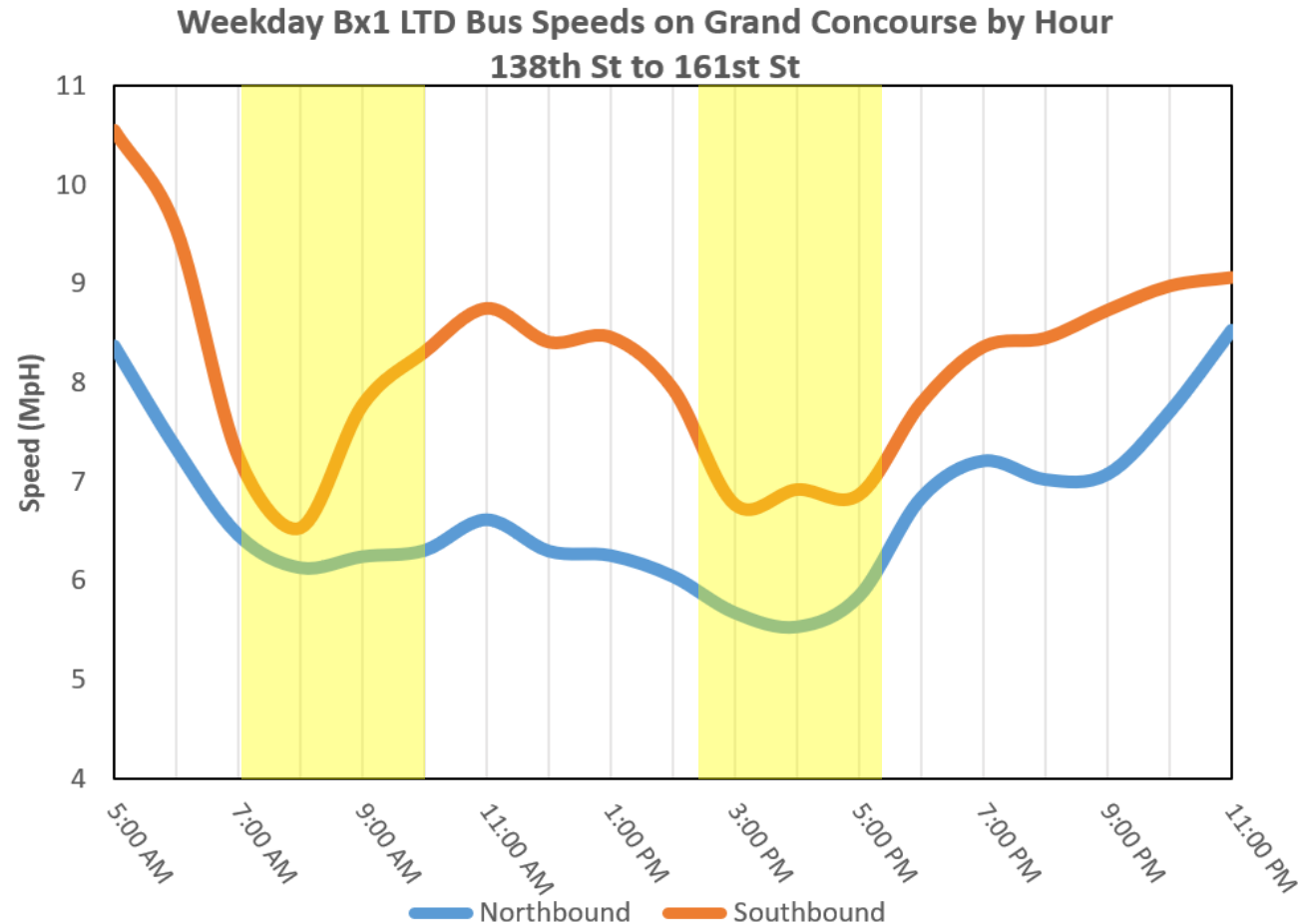


Grand Concourse at 144th St



Bus Speeds: South of 161st St

- Bus speeds as low as **5.5 mph** during peak commuting hours.
- Northbound average: 6.3 mph
- Southbound average: 7.7 mph
- Traffic congestion and double-parking cause slowdowns



Peak Commuting Hours

Source: MTA, Oct 2025

Previous Work on Grand Concourse

- Grand Concourse Reconstruction
 - Complete: Phases 1-4 (161st St to Fordham Rd)
 - In Construction: Phase 5 (Fordham Rd to 198th St)
 - Project adds bike lanes, expanded concrete medians, pedestrian improvements, and greening
- Completed in 2016: In-house DOT safety project expanded pedestrian medians south of 161st
- Lower Grand Concourse Reconstruction (138th St to 161st St)
 - Funded, in preliminary design, construction in 2029



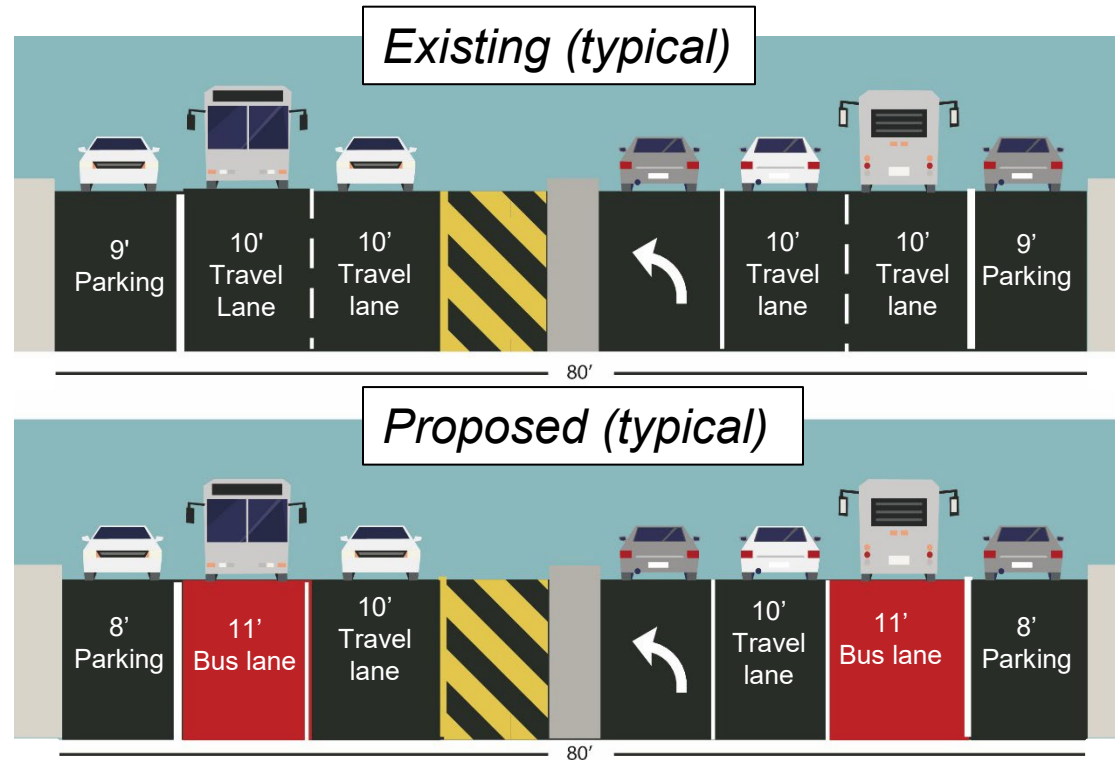
Proposal

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Proposal: Bus Improvements (South of 163rd St)

Add 24/7 offset bus lanes to speed up buses and minimize conflicts from double parking (south of 163rd)

- This proposal preserves parking, installs bus lane *next* to parking lane
- Offset bus lanes have led to 20% bus speed increases in other corridors across NYC
 - Lexington Avenue, Manhattan
 - Hillside Avenue, Queens
- MTA will adjust bus schedules after implementation as needed to reflect changes in bus speeds



Proposal: Ped. Safety Improvements (South of 163rd St)

- Improve safety at all 13 intersections from 138th St to 161st St
 - Painted curb extensions with hardened daylighting (*example pictured*)
- Improve visibility between pedestrians and drivers
- Shorten crossing distances
- Reduce crashes, injuries & fatalities



Example of proposed pedestrian curb extension; Planters are sited free-of-charge but require a local maintenance partner

Next Steps

3

Implementation Sequence

- Add bus lanes and safety improvements between 138th St and 163rd St
- Study bus lane and bus stop improvements along medians north of 163rd St



Bx1 bus stop blocked by driver at Grand Concourse & 149th St

Next Steps

- Summer/Fall 2026:
 - Meet with elected officials, community boards & stakeholders
 - Conduct traffic analysis & field observations
 - Study MTA, traffic & safety data
- Winter/Spring 2027:
 - Meet with elected officials, community boards & stakeholders
 - Spring: implement first phase of project
- 2027 and beyond:
 - Meet with elected officials, community boards & stakeholders
 - Monitor first phase of project
 - Implement remainder of project (north of 163rd Street)



Bx1 slows behind traffic at Grand Concourse & 188th St

Thank You!

Questions?



nyc.gov/fastbuses