Fast Forward: Bronx Bus Network Redesign

September 3, 2019

Why redesign the Bronx bus network?

- Our customers asked us to take a fresh look at bus service in the Bronx and make improvements that will:
  - Provide them with shorter travel times
  - Mean less time spent waiting and wondering where the bus is
- Speed
  - Bus speeds continue to decline year by year
  - Bronx buses are some of the slowest in the nation, traveling at less than 7 mph
  - Slower bus speeds are primarily caused by growing congestion in the area, in turn worsening reliability
- Service Reliability
  - Our customers have told us that Bronx buses are not the most reliable and that buses are often slow and sitting in traffic
  - The effects of congestion are heavily felt among Bronx bus customers because for many of them, buses are their only travel option
  - Wait Assessment of Bronx bus routes has declined by 7% since 2014
  - Customer Journey Time Performance is at 60%, 9% lower than the system average

Why redesign the Bronx bus network?

- **Ridership Decline**
  - **Bus ridership in the Bronx has been decreasing rapidly since 2016**
  - **The decline is due to slower bus speeds; modal shifts to other transportation (subway and TNCs); and demographic shifts**
- **Central Business District Tolling (CBDT)**
  - **The implementation of CBDT will be an effective way to reduce congestion within the City and will further encourage Bronx residents and employees to seek out alternative means of transportation other than the car**
  - **CBDT will provide the MTA with a new revenue source that will help to address budgetary issues and specifically increase capital investment in bus service**

How are we redesigning the Bronx bus network?

More Direct Routings

- Streamline circuitous routings to make them straighter and more direct
- Bus routes with straight and direct routing tend to be more reliable
- Complex, indirect routes are less reliable and spend valuable time meandering through neighborhoods

Bus Stop Balancing

- The spacing of bus stops along a route is important in providing faster and more reliable bus service
- Every bus stop is a trade-off between convenience of access to the bus and the speed and reliability of service
- NYC buses spend 27% of time crawling or stopped with their doors open
- NYC buses have the shortest avg. stop distance (805 ft.) of any major city

How are we redesigning the Bronx bus network?

Improved Connections

- The Bronx Bus Network Redesign can help integrate the bus network, ensuring it provides increased freedom for customers through better connections, reliability, and frequent service
- We heard from customers that we need to:
  - Improve east-west bus connections which are crucial for intra-borough travel
  - Improve connections to the subway lines
  - Improve crosstown access to Manhattan

How are we redesigning the Bronx bus network?

NYCDOT Bronx Borough Bus Priority Plan

- NYCDOT is currently planning a set of Bronx bus priority projects to be implemented in the summer and fall of 2020
- NYCDOT is also conducting an analysis of major Bronx corridors to identify streets where future bus lanes and other priority treatments would provide the biggest benefit to Bronx bus riders
- NYCDOT is continuing its initiative to bring real-time passenger information (RTPI) bus arrival information displays to bus stops
- NYCDOT, with MTA, continues to expand Transit Signal Priority (TSP) in the Bronx

Regular Bus Service Proposed Improvements

Proposed Improvements

- 20 total route changes are proposed with 1 route discontinued and 1 new route:
  - Bx4A
  - Bx6 SBS
  - Bx8
  - Bx11
  - Bx15
  - Bx18
  - Bx23
  - Bx24
  - Bx26
  - Bx28
  - Bx38 (disc.)
  - Bx29
  - Bx30
  - Bx34
  - Bx35
  - Bx36
  - Bx40
  - Bx42
  - M125 (new)
  - Q50
- 400 out of 2,225 Local/Limited stops are proposed for removal
- This would improve average stop spacing from every 882 feet to every 1,132 feet

Proposed Improvements

- Many of our individual route proposals work together
- They can be viewed as larger neighborhood improvements:
  - 125th Street (Harlem)
  - Central Bronx East-West Connections
  - High Bridge
  - Norwood
  - Co-op City
  - Country Club & Locust Point

125 St (Harlem)

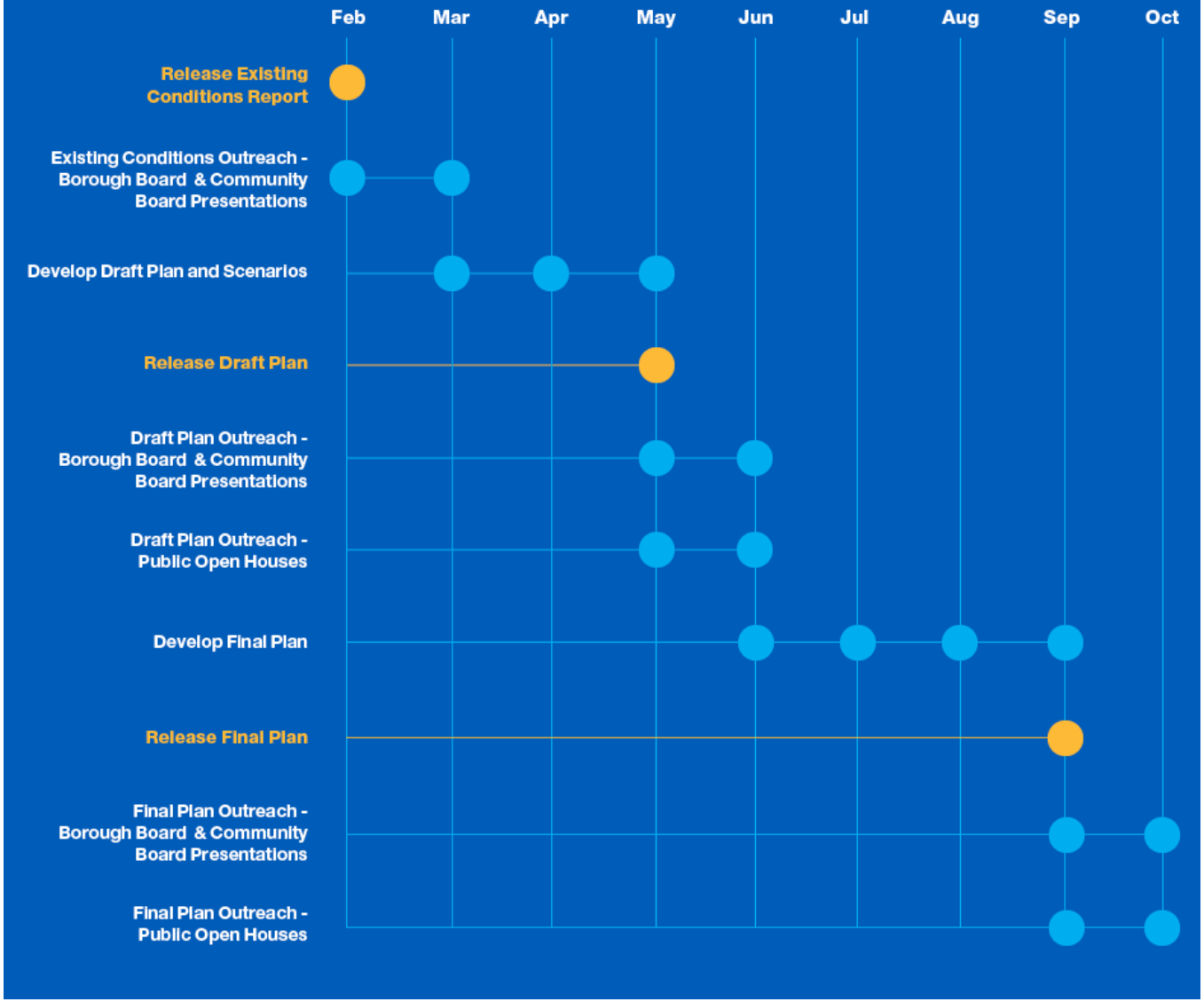
- Two Bronx bus routes currently operate on 125th Street: the Bx15 and the M100
- This is a particularly congested street that causes reliability issues along all sections of these routes, even those far from Harlem
- 125th Street has the advantage of having other bus service alternatives: the M60 SBS and the M101
- We propose to split the Bx15 into two routes at The Hub
- The southern half of the route would be served by a new route (the M125)

125 St (Harlem)

- The M125 would maintain bus service all the way west to 12th Av and the interborough connection between Manhattan and the Bronx
- We also propose to shorten the M100, moving its southern terminal to Amsterdam Av and West 125 St
- Customers seeking to access Central and East Harlem could transfer to the M60 SBS, M101, or the new M125 route, and those customers boarding on Amsterdam Avenue south of West 163rd Street could use the M101 instead of the M100

New York City Transit

Bronx Bus Network Redesign Updated Project Timeline



Thank you

FastForward.mta.info
New.mta.info/BronxBusRedesign
#fastforwardNYC

New York City Transit