



# Fast Forward: Bronx Bus Network Redesign Final Plan

October 24, 2019

# Highlights

## New Service

- Two new local routes (Bx25, M125)
- One new express route (BxM5)

## Bus Stop Balancing

- ~400 stops removed (18% of total stops)
- 20 seconds saved for every stop removed
- Local bus average stop spacing improved to 1,100 feet from 882 feet today
- 44 of 46 routes received bus stop balancing

## Straighten and Simplify Routes

- 18 local/limited routes more direct (39% of routes)

## Improved Connectivity

- Improved bus connections on 7 routes which are crucial for intra-borough travel
- 3 routes now serve ADA accessible subway stations
- Improved access to jobs
  - 18% increase for Co-op City residents
  - 15% increase for Soundview residents
  - 12% increase for Central Bronx residents

## Increased Frequency

- Improved frequency for 11 routes on 9 key corridors to create a all-day frequent network

## More Bus Priority

- NYCDOT has identified 10 transit priority corridors in the Bronx

# Proposed Final Plan

# Redesign Strategies

## More Direct Routings

- Streamlined complex, circuitous routings to make them more simple, straight, and direct
- Bus routes with straight and direct routing tend to be more reliable

## Bus Stop Balancing

- Every bus stop is a trade-off between convenience of access to the bus and the speed and reliability of service
- NYC buses have the shortest average stop distance (805 ft.) of any major city
- Improved stop spacing in the Bronx to get customers where they are going faster

## Improved Connectivity

- Improved east-west bus connections which are crucial for intra-borough travel
- Improved connections to the subway lines
- Improved crosstown access to Manhattan

## Increased Frequency

- Improved frequency on key east-west corridors whenever possible
- Improved frequency on certain north-south routes as well

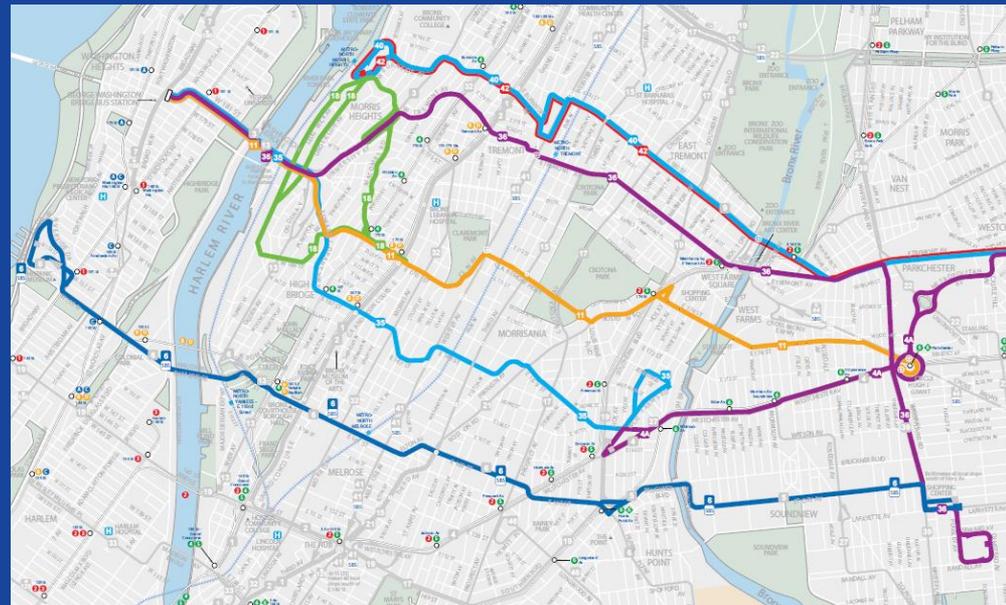
## More Bus Priority

- NYCDOT has identified key transit priority corridors in the Bronx
- Bus lanes and other priority treatments would provide the biggest benefit to customers
- NYCDOT, with MTA, continues to expand Transit Signal Priority (TSP) in the Bronx

# More Direct Routings

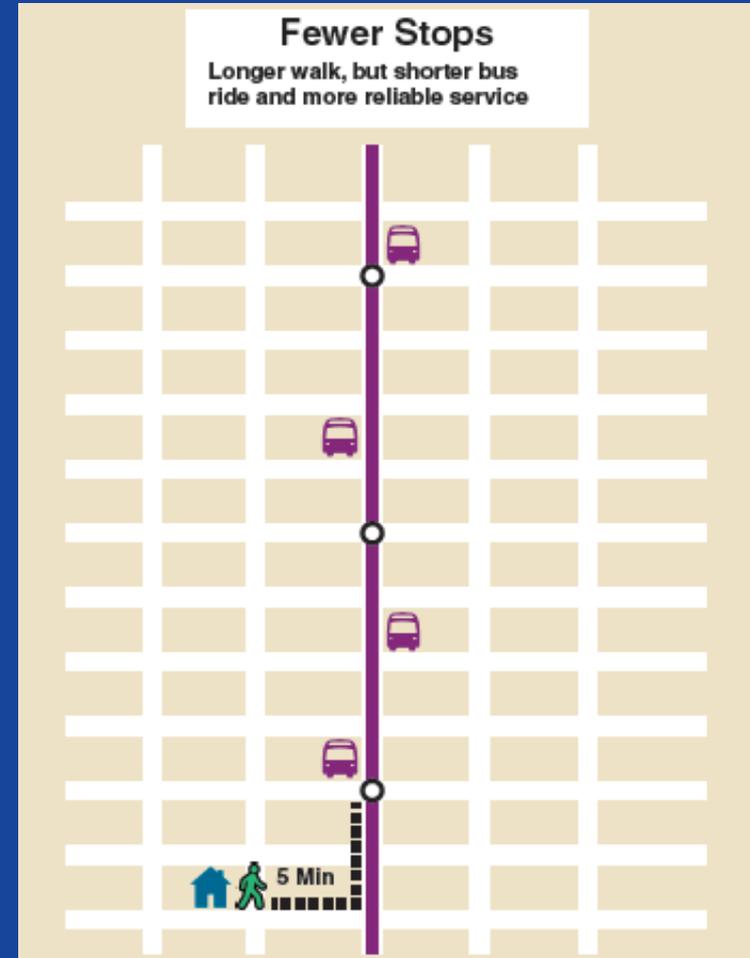
- 18 total route changes are proposed with 2 new routes
  - Bx4A
  - Bx6 SBS
  - Bx11
  - Bx15
  - Bx18
  - Bx24
  - Bx25 (new)
  - Bx28
  - Bx29
  - Bx30
  - Bx34
  - Bx35
  - Bx36
  - Bx40
  - Bx42
  - Q50 Ltd
  - M100
  - M125 (new)

## Central Bronx



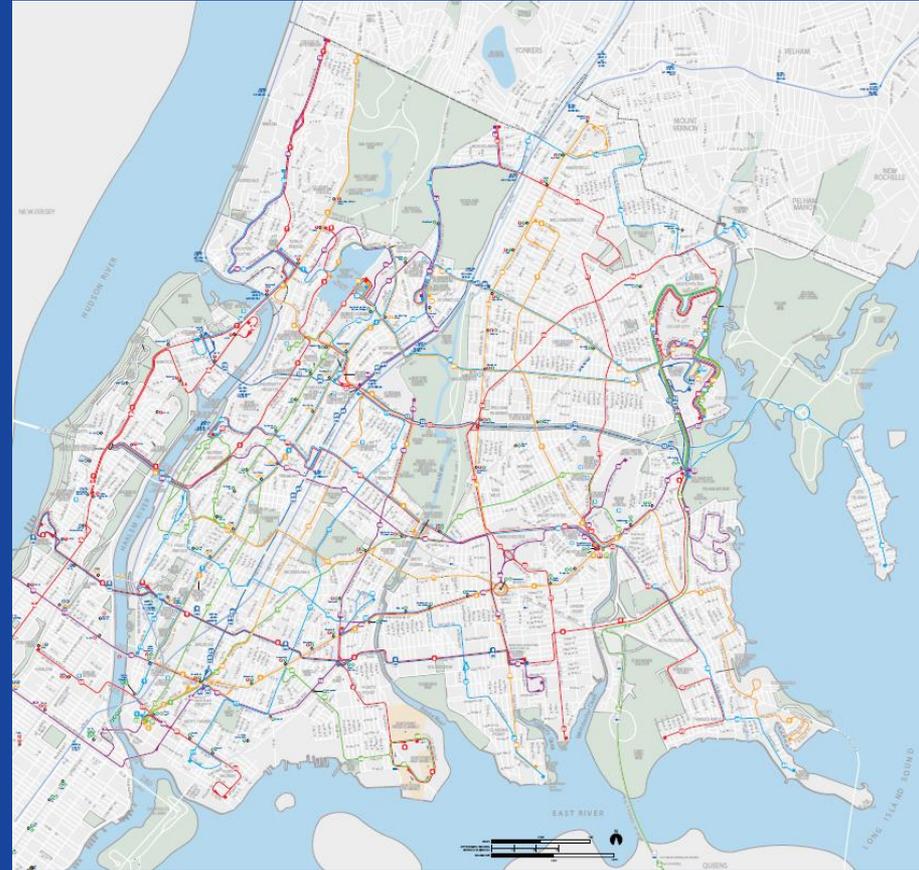
# Bus Stop Balancing

- **450** Local/Limited stops are proposed for removal
- This would improve average stop spacing from every 882 feet to every **1,100** feet
- For every bus stop removed 20 seconds is shaved off a customer's commute
- Those routes with fewer stop removals are due to severe drawbacks (such as elevation) and community impacts if spacing was more aggressive
- Maintained stops that provided connection to subway stations and other bus routes
- Maintained stops with heavy ridership, specifically those used by populations for whom a removal would present a significant burden (e.g. retirement communities, hospitals, schools)

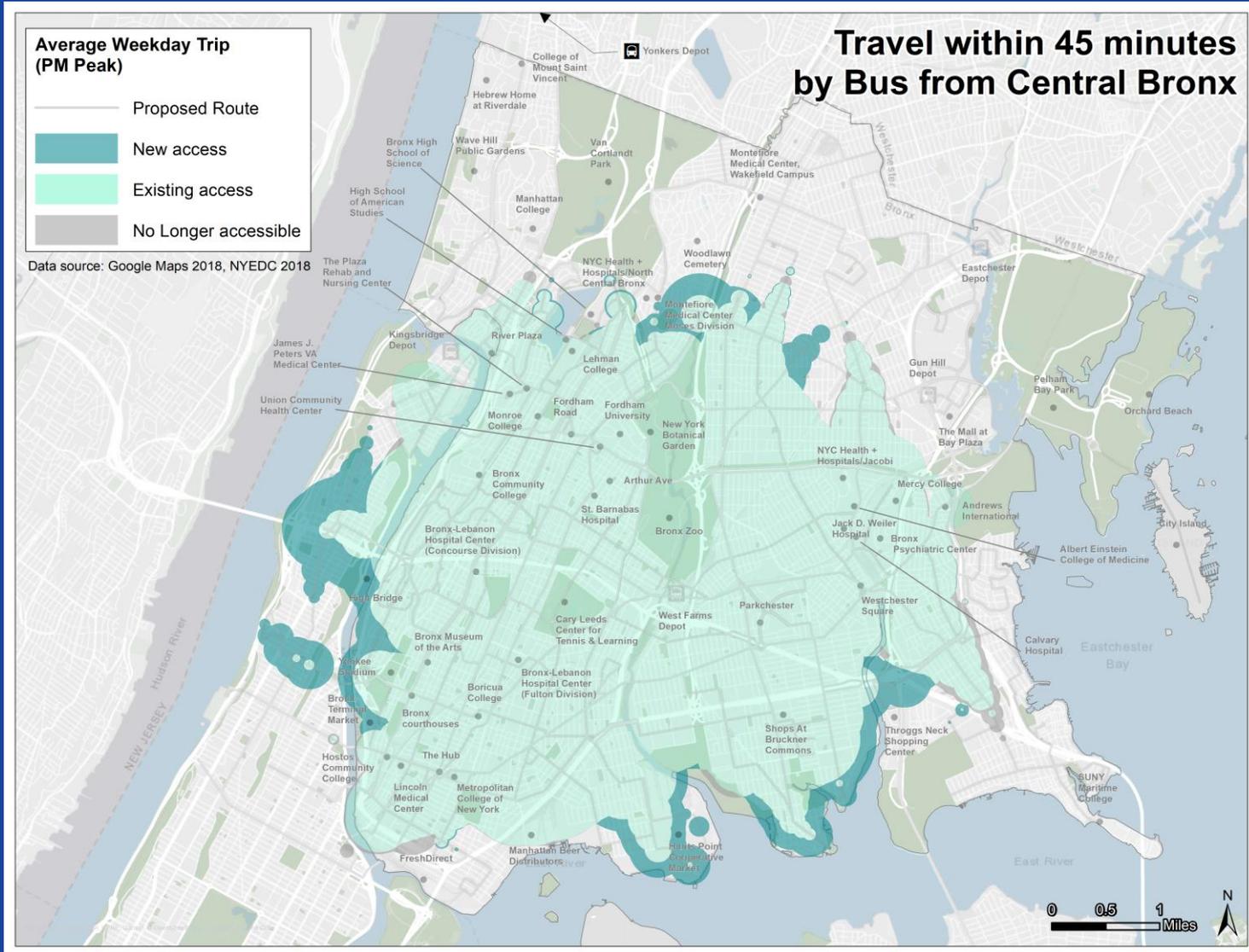


# Improved Connectivity

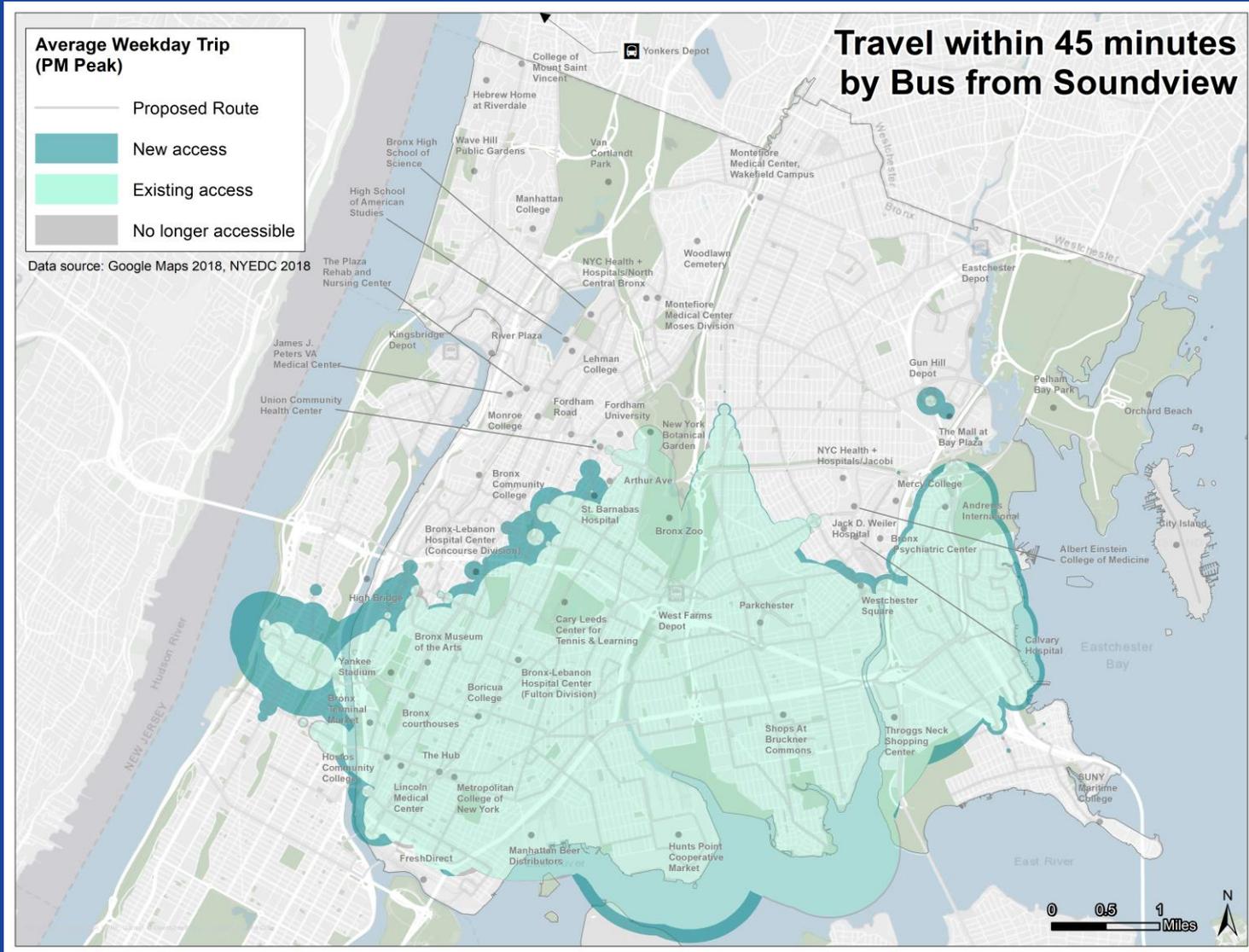
- Ease of connections at key transfer locations
- Route alignment changes bring new access for customers
  - Bx6 SBS extension to Soundview
  - Bx11 extension to Parkchester
  - Bx18 extension in High Bridge
  - Bx25 new service from Northern Co-op City to Bedford Park
  - Bx30 reroute to Boston Rd
  - Bx34 reroute to terminate at Fordham Plaza
  - Bx35 extension to West Farms
  - Bx40/42 new connection to E 180 St **2** **5** station



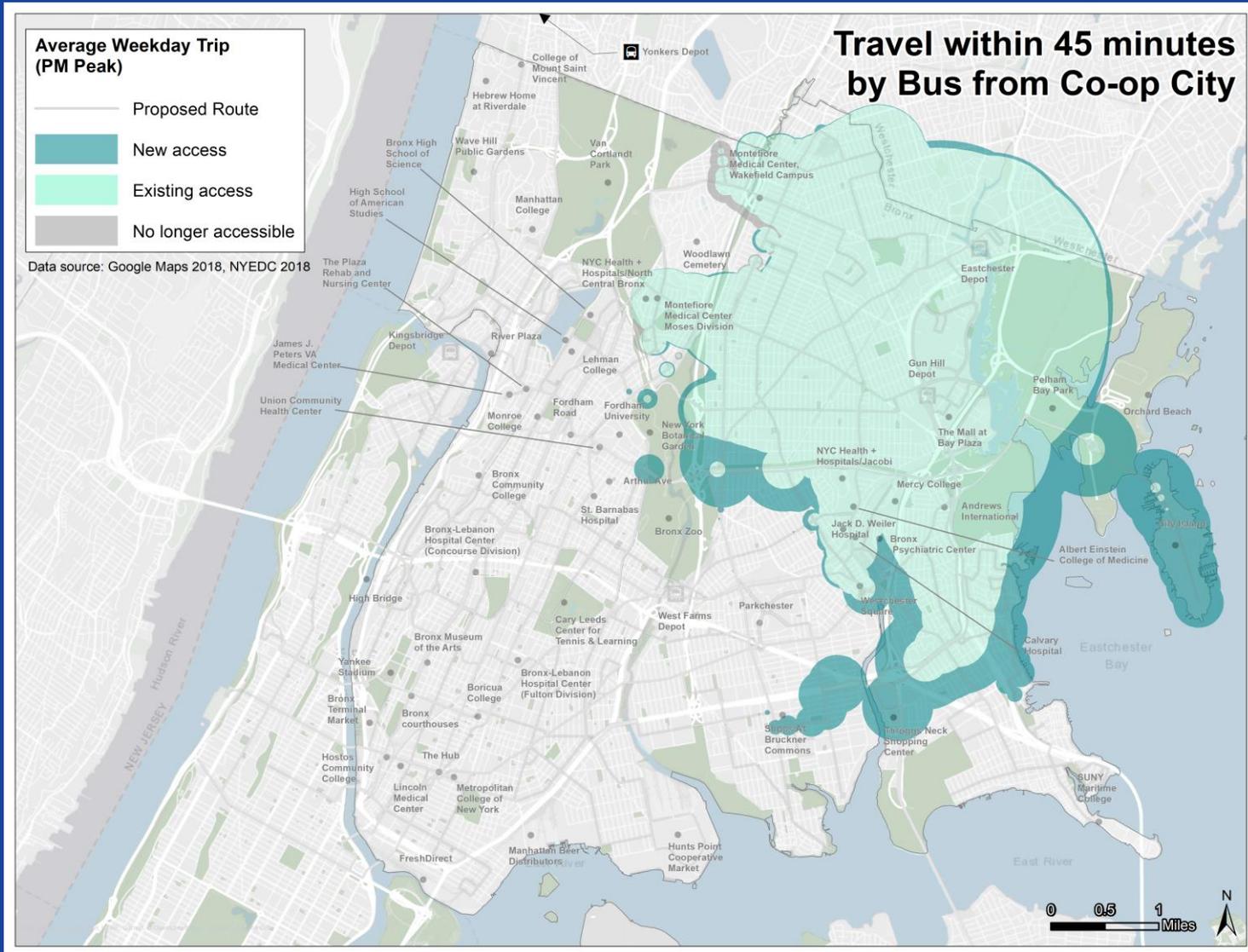
# Improved Connectivity



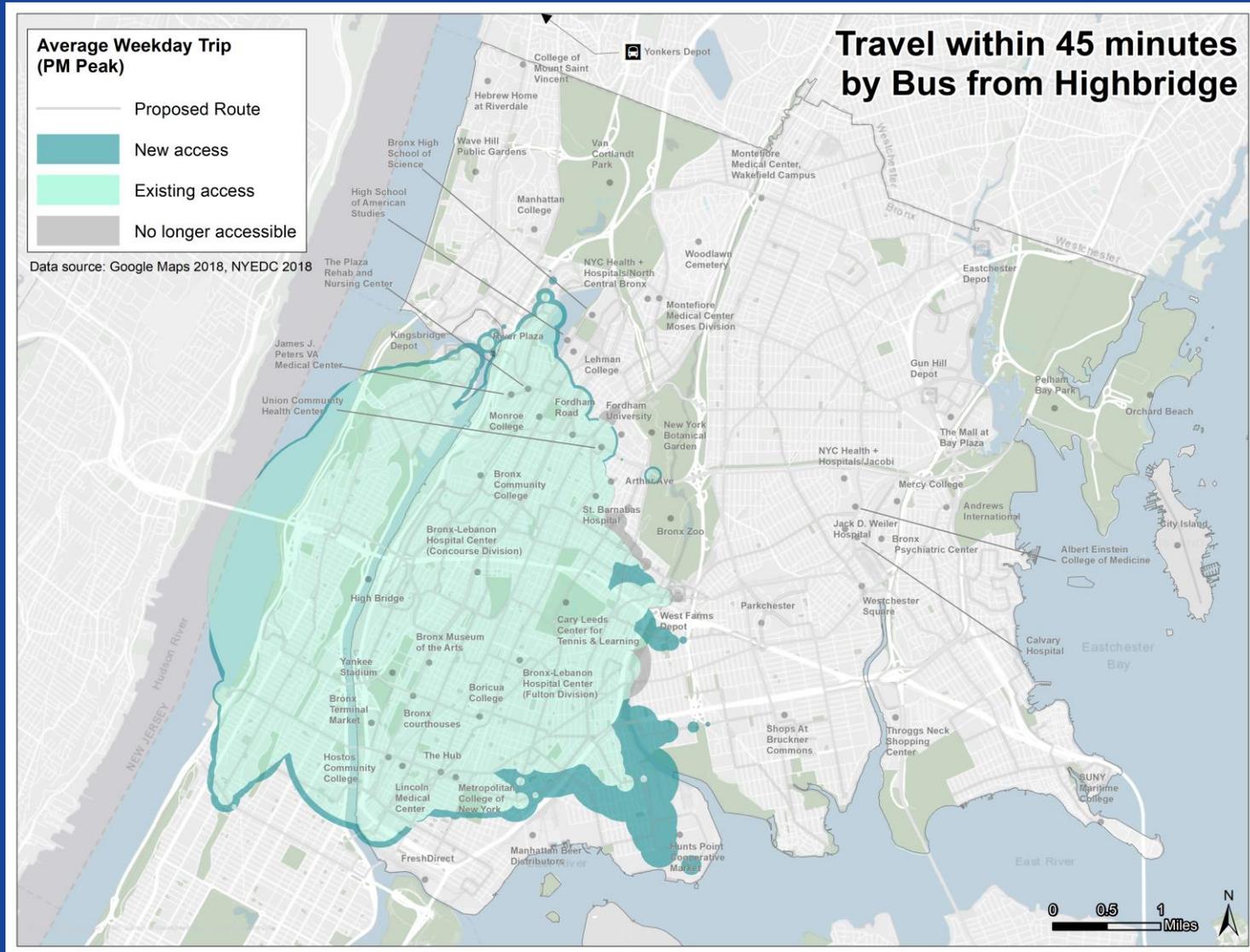
# Improved Connectivity



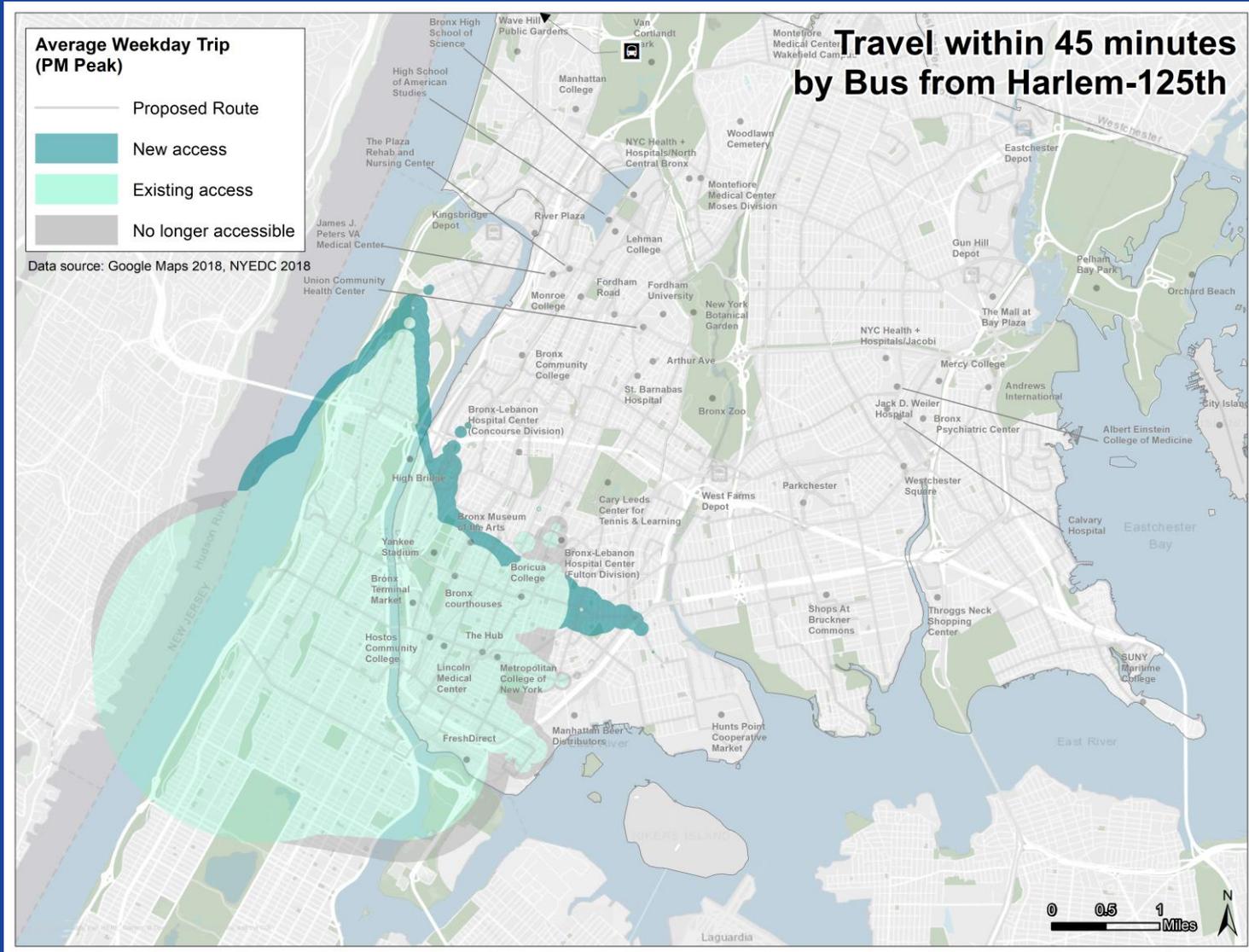
# Improved Connectivity



# Improved Connectivity



# Improved Connectivity



# Increased Frequency

Route	Frequency (min.)	Proposed (min.)	Proposed Frequency - Weekday (min.)					Proposed Service Span - Weekday	
			AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
<b>Bx1</b>	15-or-better	15-or-better	-	-	-	12	-	4:15 AM - 5:45 am 6:45 pm - 12:45 am	5:15 am - 6:45 am 8:00 pm - 1:45 am
<b>Bx1 LTD</b>			8	10	8	-	-	5:45 am - 6:30 pm	6:45 am - 8:00 pm
<b>Bx2</b>	15-or-better	15-or-better	8	9	8	15	-	5:00 am - 11:30 pm	6:00 am - 1:00 am
<b>Bx1/2 Combined</b>	8-or-better	8-or-better	4	5	4	7	-		
<b>Bx3</b>	8-or-better	8-or-better	6	7	7	8	-	5:15 am - 12:45 am	5:30 am - 1:30 am
<b>Bx4</b>	30-or-better	<b>15-or-better</b>	<b>10</b>	<b>15</b>	<b>12</b>	<b>15</b>	-	5:00 am - 12:45 am	5:30 am - 1:30 am
<b>Bx4A</b>	30-or-better	<b>15-or-better</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>15</b>	-	<b>5:30 am - 12:00 am</b>	<b>5:30 am - 1:00 am</b>
<b>Bx4/4A Combined</b>	15-or-better	<b>8-or-better</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>8</b>	-		
<b>Bx5</b>	15-or-better	<b>15-or-better</b>	<b>5</b>	<b>12</b>	<b>8</b>	<b>9</b>	-	5:00 am - 12:45 am	5:15 am - 1:15 am
<b>Bx6</b>	15-or-better	<b>8-or-better</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>8</b>	60	24 hours	24 hours
<b>Bx6 SBS</b>	15-or-better	15-or-better	8	12	10	10	-	5:30 am - 9:15 pm	5:30 am - 9:45 pm
<b>Bx7</b>	15-or-better	15-or-better	7	11	7	7	-	4:45 am - 1:30 am	4:45 am - 12:45 am
<b>Bx8</b>	15-or-better	15-or-better	9	13	10	12	-	6:00 am - 10:30 pm	5:30 am - 9:30 pm
<b>Bx9</b>	8-or-better	8-or-better	5	8	5	8	45	24 hours	24 hours
<b>Bx10</b>	15-or-better	15-or-better	6	10	8	9	40	24 hours	24 hours
<b>Bx11</b>	15-or-better	<b>8-or-better</b>	5	<b>8</b>	6	8	<b>40</b>	<b>24 hours</b>	<b>24 hours</b>
<b>Bx12</b>	15-or-better	15-or-better	10	12	9	13	40	24 hours	24 hours
<b>Bx12 SBS</b>	8-or-better	8-or-better	4	5	5	6	-	5:15 am - 10:00 pm	5:00 am - 11:00 pm
<b>Bx13</b>	15-or-better	<b>8-or-better</b>	4	<b>8</b>	4	6	-	5:30 am - 1:00 am	5:00 am - 12:30 am
<b>Bx15</b>	15-or-better	15-or-better	<b>8</b>	12	9	<b>10</b>	<b>30</b>	24 hours	24 hours
<b>Bx15 LTD</b>	15-or-better	15-or-better	<b>7</b>	<b>11</b>	8	12	-	5:00 am - 6:45 pm	5:30 am - 7:45 pm
<b>Bx15 Combined</b>	8-or-better	8 or better	4	6	4	6	30		
<b>Bx16</b>	30-or-better	30-or-better	7	20	10	17	-	5:00 am - 1:15 am	5:30 am - 12:30 am
<b>Bx17</b>	15-or-better	15-or-better	6	12	9	12	-	4:30 am - 12:45 am	4:15 am - 12:00 am
<b>Bx18</b>	30 or better	30-or-better	<b>10</b>	<b>20</b>	<b>10</b>	<b>17</b>	-	<b>5:00 am - 1:00 am</b>	<b>5:00 am - 12:45 am</b>
<b>Bx19</b>	8-or-better	8-or-better	7	8	7	8	45	24 hours	24 hours
<b>Bx20</b>	Peak Only	Peak Only	17	-	16	-	-	7:30 am - 9:00 am 3:45 pm - 8:00 pm	7:00 am - 8:30 am 3:30 pm - 7:30 pm
<b>Bx21</b>	15 or better	15-or-better	7	10	8	10	45	24 hours	24 hours
<b>Bx22</b>	15-or-better	15-or-better	7	12	8	10	60	24 hours	24 hours
<b>Bx23</b>	30-or-better	30-or-better	6	<b>20</b>	<b>6</b>	<b>15</b>	-	5:30 am - 1:00 am	4:45 am - 11:45 pm
<b>Bx24</b>	30-or-better	30-or-better	30	30	30	30	60	24 hours	24 hours
<b>Bx25</b>	-	30-or-better	<b>17</b>	<b>24</b>	<b>18</b>	<b>24</b>	-	5:45 am - 10:45 pm	6:30 am - 11:30 pm

No change in frequency
  Increase in frequency
  Decrease in frequency

# Increased Frequency

Route	Frequency (min.)	Proposed (min.)	Proposed Frequency - Weekday (min.)					Proposed Service Span - Weekday	
			AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
<b>Bx26</b>	15-or-better	<b>30-or-better</b>	<b>17</b>	<b>24</b>	<b>18</b>	<b>24</b>	-	5:30 am - 11:00 pm	6:15 am - 11:45 pm
<b>Bx25/26 Combined</b>	-	<b>15-or-better</b>	9	12	9	12	-		
<b>Bx27</b>	15-or-better	15-or-better	5	12	6	9	40	24 hours	24 hours
<b>Bx28</b>	15-or-better	15-or-better	<b>10</b>	15	<b>11</b>	<b>13</b>	40	24 hours	24 Hours
<b>Bx38</b>	15-or-better	15-or-better	<b>10</b>	15	<b>11</b>	<b>13</b>	-	5:45 am - 9:45 pm	6:45 am - 10:00 pm
<b>Bx28/38 Combined</b>	8-or-better	8-or-better	<b>5</b>	8	6	<b>7</b>	40		
<b>Bx29</b>	30-or-better	30-or-better	15	30	15	20	<b>40</b>	<b>24 hours</b>	<b>24 hours</b>
<b>Bx30</b>	15-or-better	15-or-better	8	13	9	12	-	5:15 am - 11:30 pm	6:00 am - 12:00 am
<b>Bx31</b>	15-or-better	15-or-better	8	12	9	12	-	5:15 am - 1:15 am	4:45 am - 12:45 am
<b>Bx32</b>	30-or-better	30-or-better	9	13	11	20	-	6:00 am - 12:00 am	6:15 am - 11:30 pm
<b>Bx33</b>	30-or-better	30-or-better	15	24	16	30	-	5:00 am - 12:30 am	4:30 am - 12:00 am
<b>Bx34</b>	30-or-better	30-or-better	13	20	16	20	-	5:00 am - 1:00 am	5:00 am - 12:30 am
<b>Bx35</b>	15-or-better	15-or-better	6	10	8	10	60	24 hours	24 hours
<b>Bx36</b>	15-or-better	15-or-better	9	9	8	10	50	24 hours	24 hours
<b>Bx36 LTD</b>	15-or-better	15-or-better	10	-	11	-	-	"6:45 am - 9:00 am 3:00 pm - 6:15 pm"	"6:45 am - 10:00 am 2:45 pm - 7:30 pm"
<b>Bx36 Combined</b>	15-or-better	15-or-better	5	9	5	10	50		
<b>Bx39</b>	15-or-better	15-or-better	6	12	10	13	60	24 hours (overnight north of Gun Hill Rd)	24 hours (overnight north of Gun Hill Rd)
<b>Bx40</b>	30-or-better	30-or-better	15	17	15	17	60	24 hours	24 hours
<b>Bx42</b>	30-or-better	30-or-better	15	17	15	15	-	4:30 am - 1:00 am	4:00 am - 12:45 am
<b>Bx40/42 Combined</b>	15-or-better	15-or-better	8	9	8	8	60		
<b>Bx41</b>	15-or-better	15-or-better	12	12	11	11	60	24 hours	24 hours
<b>Bx41 SBS</b>	15-or-better	<b>8-or-better</b>	8	<b>8</b>	8	<b>8</b>	-	5:30 am - 9:00 pm	6:00 am - 9:45 pm
<b>Bx46</b>	30-or-better	30-or-better	30	30	30	30	-	6:00 am - 12:00 am	5:30 am - 11:30 pm
<b>Q50 LTD</b>	30-or-better	30-or-better	15	30	15	24	-	3:30 am - 12:00 am	4:25 am - 1:15 am
<b>M100</b>	15-or-better	15-or-better	8	8	9	12	-	4:15 am - 12:15 am	5:15 am - 1:15 am
<b>M125</b>	-	8-or-better	8	8	8	8	60	24 hours	24 hours

No change in frequency
  Increase in frequency
  Decrease in frequency

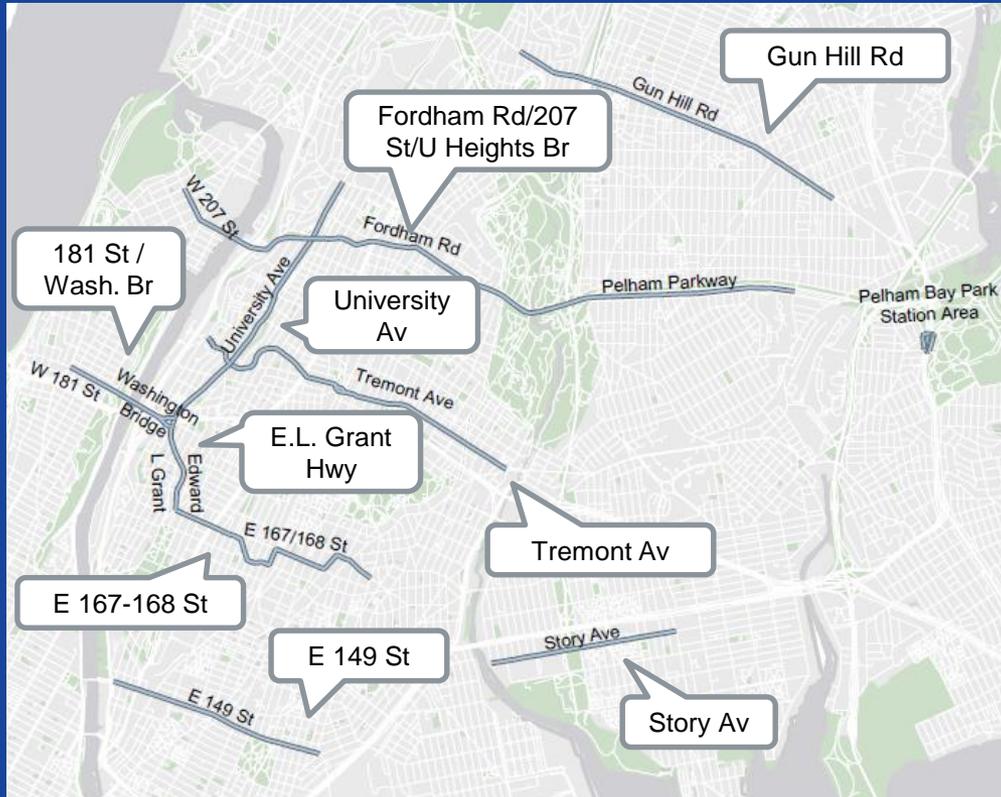
# Express Bus Schedule Changes

- All service reductions are guideline-based
- Numerous routes showed extremely low ridership, especially in the reverse peak direction
- On weekends, most buses carry fewer than 10 passengers per trip across a 14-16 hour service span
- We also reduced span in the reverse-peak direction where ridership was extremely low
- We reinvested much of the savings into insuring our scheduled running time more accurately matches road conditions, hence, improving overall reliability

Route	Proposed Frequency - Weekday (min.)					Proposed Service Span - Weekday	
	AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
<b>BxM1</b>	8	30	12	<b>30</b>	-	5:30 am - <b>4:45 pm</b>	6:45 am - 12:45 am
<b>BxM2</b>	15	<b>60</b>	15	30	-	6:00 am - <b>3:00 pm</b>	<b>12:00 pm</b> - 12:45 am
<b>BxM3</b>	20	60	20	<b>60</b>	-	5:30 am - <b>1:45 pm</b>	<b>3:00 pm</b> - 12:00 am
<b>BxM4</b>	30	-	30	-	-	<b>5:30 am - 7:30 am</b>	<b>4:30 pm - 6:30 pm</b>
<b>BxM5</b>	<b>30</b>	-	<b>30</b>	-	-	<b>5:30 am - 7:30 am</b>	<b>4:30 pm - 6:30 pm</b>
<b>BxM6</b>	<b>20</b>	-	15	60	-	<b>5:30 am - 8:45 am</b>	<b>3:15 pm</b> - 12:15 am
<b>BxM7</b>	10	<b>60</b>	<b>7</b>	10	-	4:45 am - <b>3:00 pm</b>	<b>12:00 pm</b> - 1:30 am
<b>BxM8</b>	<b>10</b>	<b>60</b>	<b>7</b>	<b>30</b>	-	5:30 am - <b>12:00 pm</b>	<b>1:00 pm - 12:15 am</b>
<b>BxM9</b>	6	<b>60</b>	<b>8</b>	<b>30</b>	-	4:45 am - <b>3:00 pm</b>	<b>1:00 pm - 12:15 am</b>
<b>BxM10</b>	10	<b>60</b>	10	<b>30</b>	-	5:30 am - <b>10:00 pm</b>	7:00 am - 12:15 am
<b>BxM11</b>	<b>10</b>	<b>60</b>	<b>15</b>	<b>20</b>	-	5:30 am - <b>1:00 pm</b>	<b>1:15 pm</b> - 12:15 am
<b>BxM18</b>	<b>20</b>	-	30	-	-	<b>5:45 am</b> - 7:45 am	4:15 pm - 7:15 pm

No change in frequency
  Increase in frequency
  Decrease in frequency

# Identified Bus Priority Corridors



- NYCDOT analyzed 46 major Bronx corridors to identify where bus lanes and other treatments would speed up buses and allow the MTA to operate more frequent service
- The analysis 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
- NYCDOT selected 10 of the highest ranking corridors and has begun studying bus priority projects to accompany the network redesign, with work beginning in 2020

# NYCDOT Bus Priority Toolkit



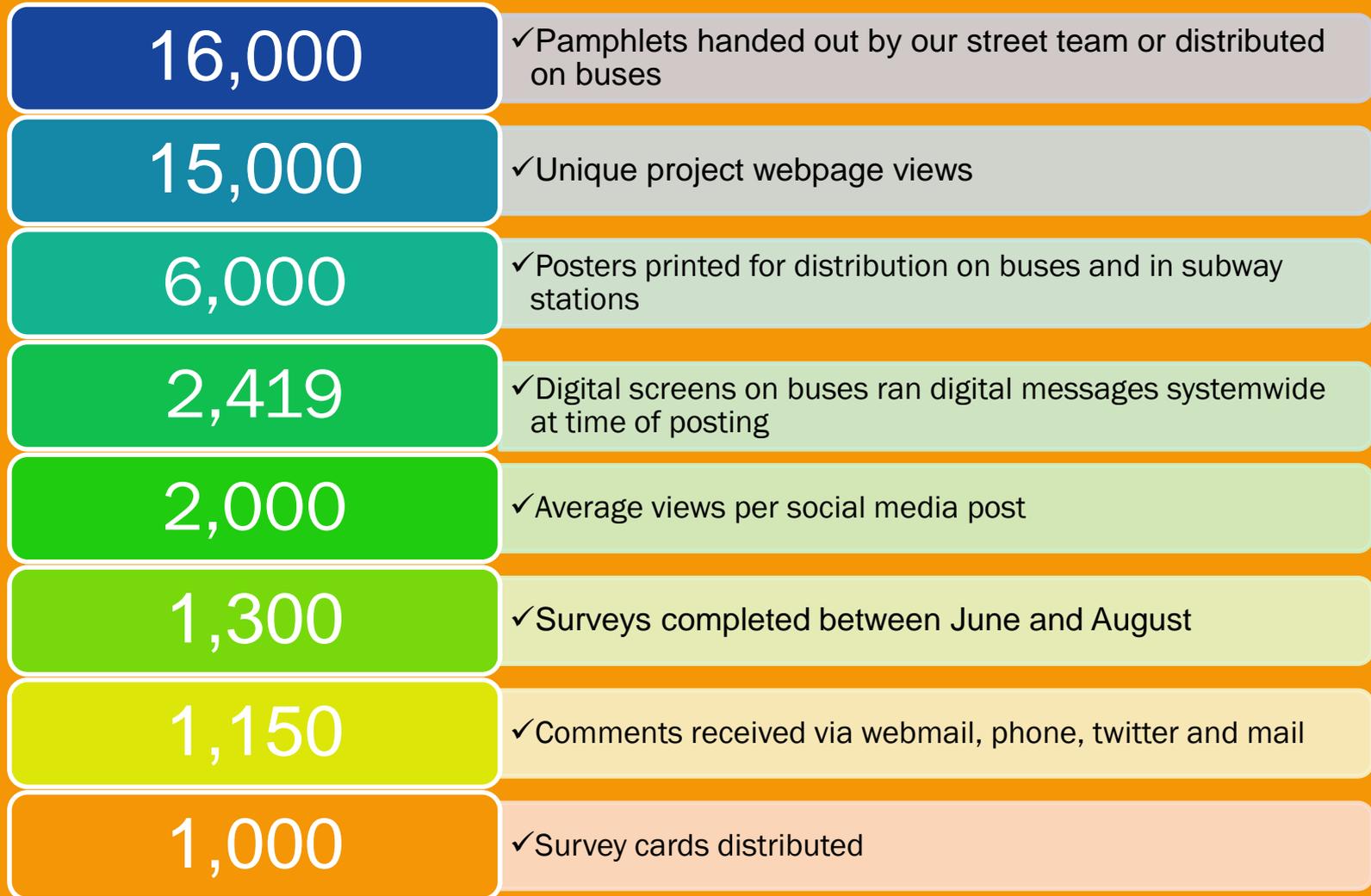
- NYCDOT has developed and implemented a variety of bus priority treatments to provide faster and more reliable bus service
- For each priority corridor, NYCDOT will investigate improvements that may include the following:
  - New bus lanes
  - Upgraded bus lanes
  - Protected bus lanes
  - Transit and freight priority streets
  - Bus boarders
  - Bus queue jump signals
  - Curb management
  - Pedestrian safety
  - Bus stop accessibility
  - Turn restrictions
- NYCDOT is also exploring opportunities to implement bus-supportive technologies throughout the Bronx, including Transit Signal Priority (TSP) and Real-Time Passenger Information (RTPI)

# Post-Draft Plan Update

# Outreach Summary

200	✓Subway stations with digital screens ran digital messages systemwide at time of posting
50	✓Social media posts promoting the Bronx Bus Network Redesign
13	✓On-street engagement events in the Bronx and Upper Manhattan in July and August
11	✓Community Board presentations in the Bronx and Manhattan
9	✓Open Houses in the Bronx (8) and Upper Manhattan (1)
6	✓Workshops to introduce the project
3	✓Videos of our presentations to the Joint Borough Service Cabinet/Borough Board available on Bronxnet.org
2	✓Fast Forward Community Conversations
1	✓Update to the public timeline with explanation to support transparency
✓	✓Met with all stakeholders who requested a meeting or phone call

# Outreach Summary



# Regular Bus Service Changes: Co-op City

## Bx23

- 6-min peak/20-min off-peak
- All existing Bx23 stops will be maintained

## Bx25/26

- New Bx25 route to provide service between northern Co-op City and Norwood via Allerton Ave
- Bx26 will maintain existing routing
- Existing Bx26 frequency split with Bx25: each at 12-min peak/30-min off-peak

## Bx28/38

- Bx28 will maintain existing routing in Co-op City and proposed routing under Draft Plan in Norwood/Bedford Park
- Bx38 will maintain existing routing
- Both routes have improved frequency of 10/11-min peaks/13-min evening – combined 5/6-min peaks/7-min evening

## Bx29

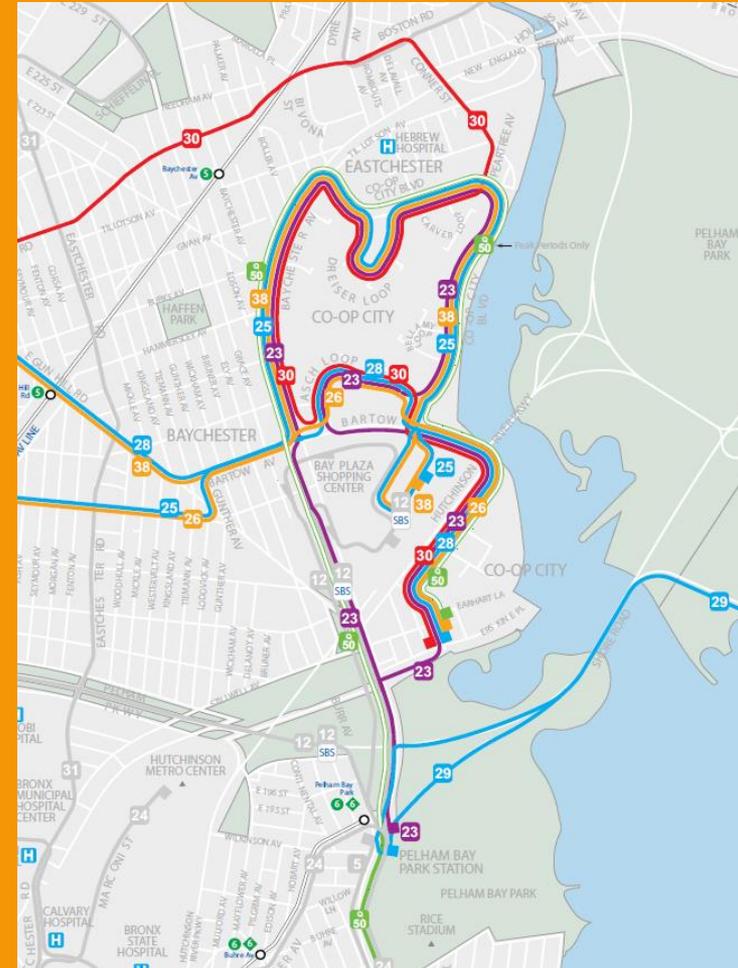
- Draft Plan proposal moving forward

## Bx30

- Existing routing in Co-op City maintained, proposed routing under Draft Plan along Boston Road moving forward

## Q50 Limited

- Will terminate at Pelham Bay Park 6 station in off-peak with existing alignment (serving Co-op City) during peaks



# Regular Bus Service Changes: Country Club/Locust Point/Throgs Neck

## Bx8

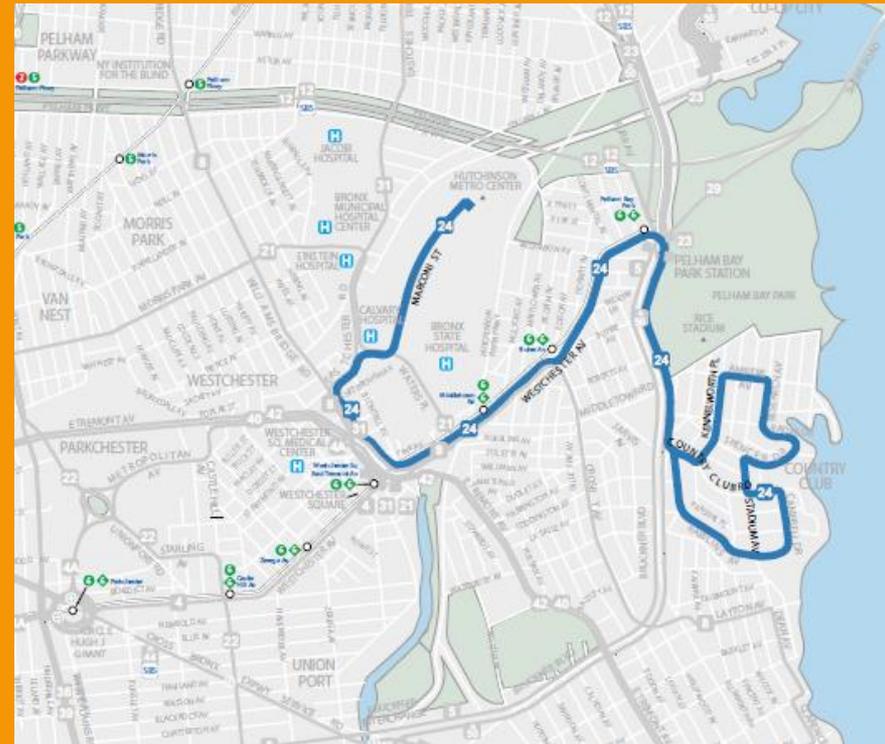
- Existing routing will be maintained

## Bx24

- Existing routing will be largely maintained with slight changes at Country Club Rd and Spencer Dr

## Bx40/42

- Existing routing will be maintained in Throgs Neck, proposed western alignment under Draft Plan moving forward



# Express Bus Service Changes

## BxM1

- Draft Plan proposal moving forward

## BxM2

- Draft Plan proposal moving forward

## BxM4

- Community and political opposition to proposal
- Service on majority of Grand Concourse will be maintained
- Route will begin at W 205 St/Paul Av, north Paul Av, right W Mosholu Pkwy S onto Grand Concourse
- Service in Manhattan will be maintained as it is today
- Service span: 5:30 – 7:30am and 4:30 – 6:30pm with 5 trips in each period

## BxM5

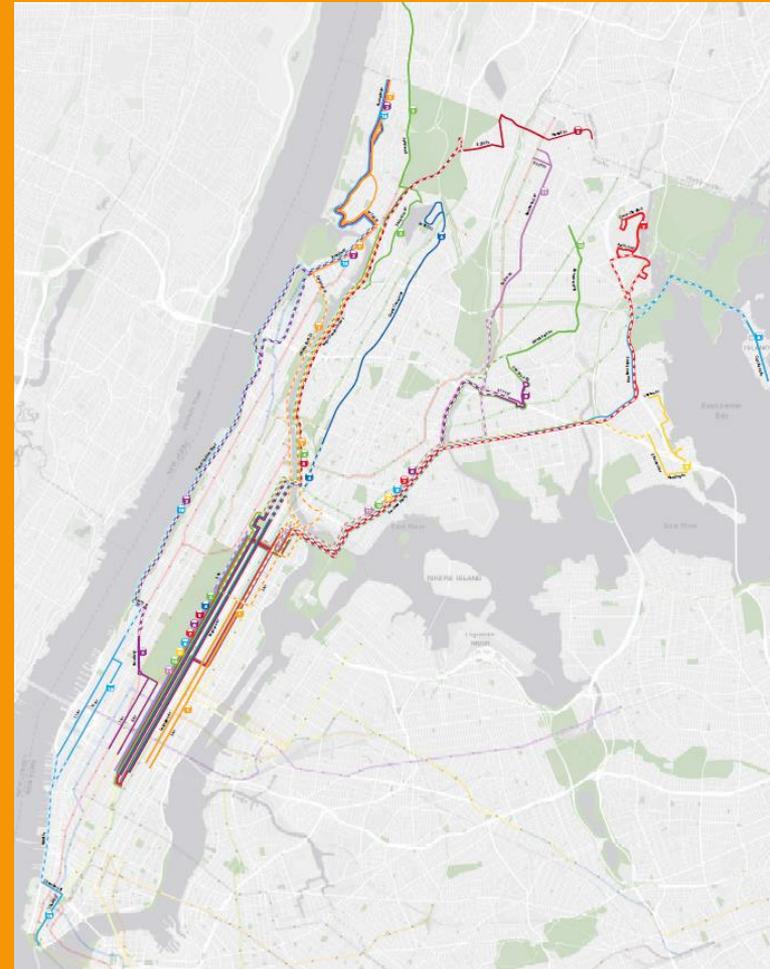
- Will become northern replacement for existing BxM4 service (considered new route)
- Route will begin at Mundy Ln/Pitman Av, left Nereid Av, onto McLean Av, left Kimball Av, right E 233 St, onto Major Deegan Expwy, Madison Ave Bridge, left 5 Av to existing routing in Manhattan
- Service span: 5:30 – 7:30am and 4:30 – 6:30pm with 5 trips in each period

## BxM11

- Under Final Plan routing will be that of BxM5 in Draft Plan

## BxM17

- Under Final Plan will no longer be proposed due to community and political requests



# Next Steps

# Outreach

- We will be out and about in the Bronx and Manhattan to hear from customers & other stakeholders
- Detailed information for public input sessions will be on the project website closer to publication:
  - Community Board presentations
  - Pop-up events and informational sessions
  - Open houses
- We will also have an alternative Trip Planner available on the project website to allow customers to test out their travel options

# Implementation

- Following outreach, we will begin to finalize the Bronx Bus Network Redesign Plan & prepare for implementation
- You will continue to hear from us as we grow closer to implementation
- **Key Dates**
  - **Winter 2020**
    - Public Hearing on Plan
    - MTA Board votes on Plan
  - **Summer/Fall 2020**
    - Implementation

# Bronx Bus Network Redesign Project Timeline (Updated)

