



Fast Forward: Bronx Bus Network Redesign Final Plan

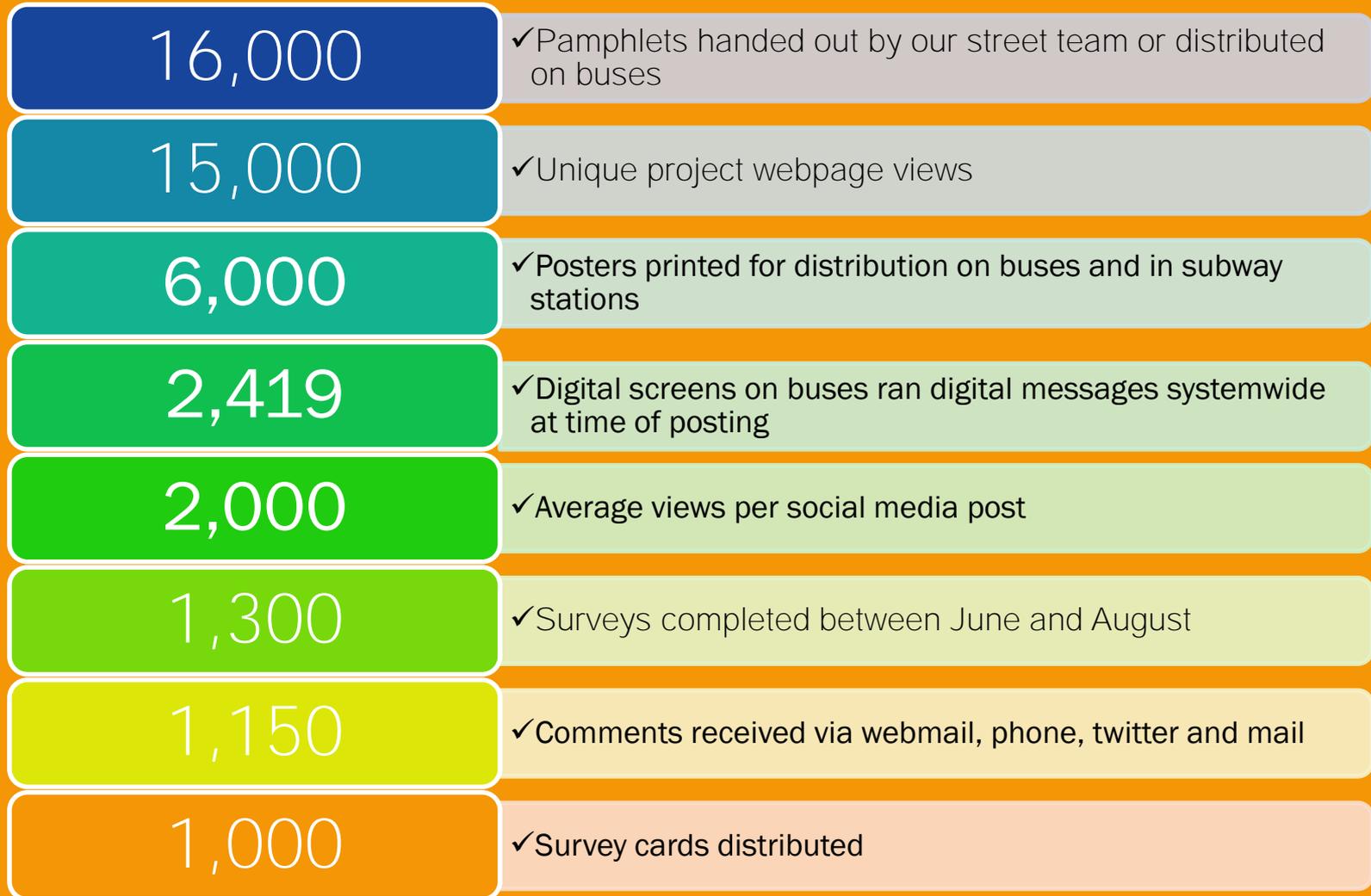
November 26, 2019

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



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 for 11 routes on 9 key corridors to create an all-day frequent network

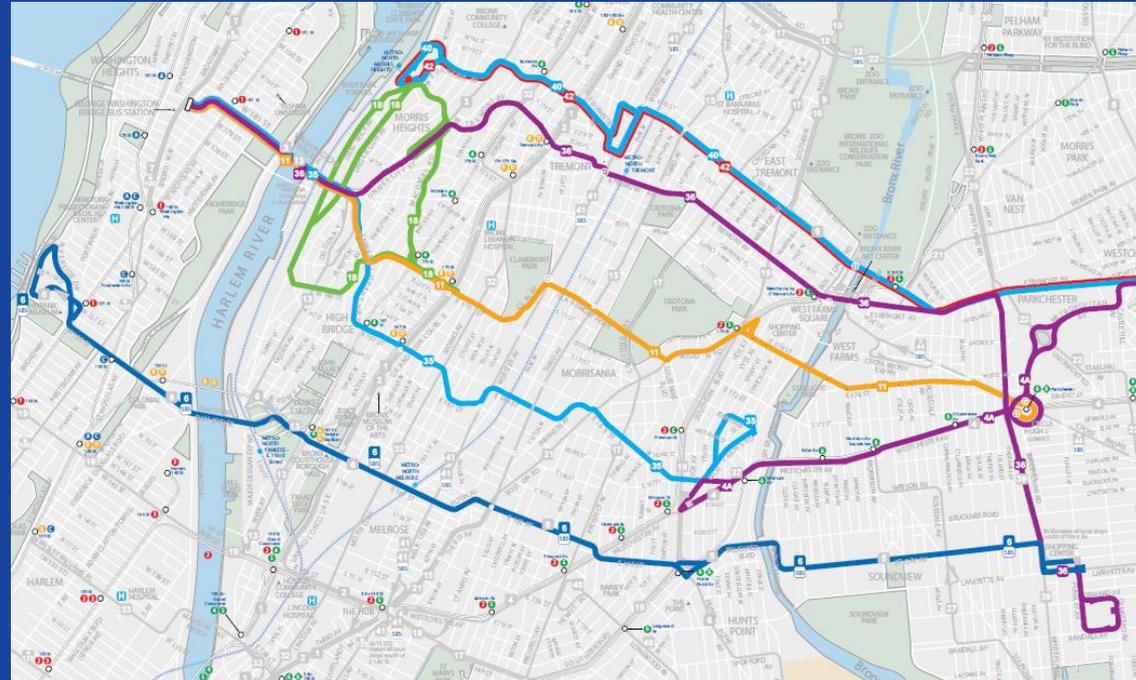
More Bus Priority

- NYCDOT has identified 10 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

Proposed Final Plan

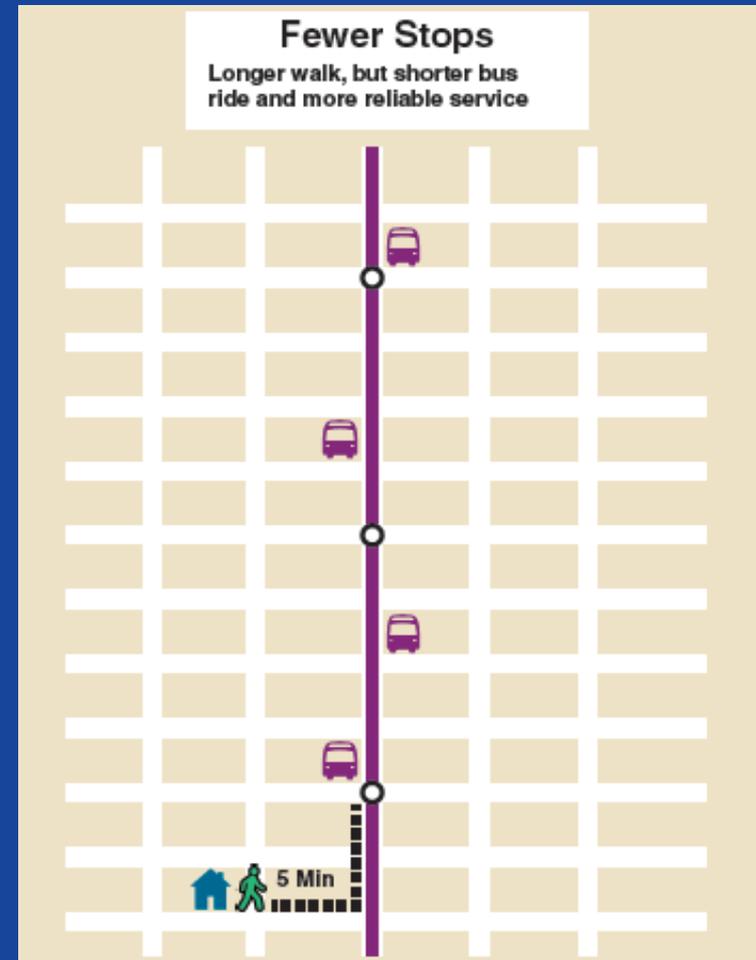
More Direct Routings

- 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)



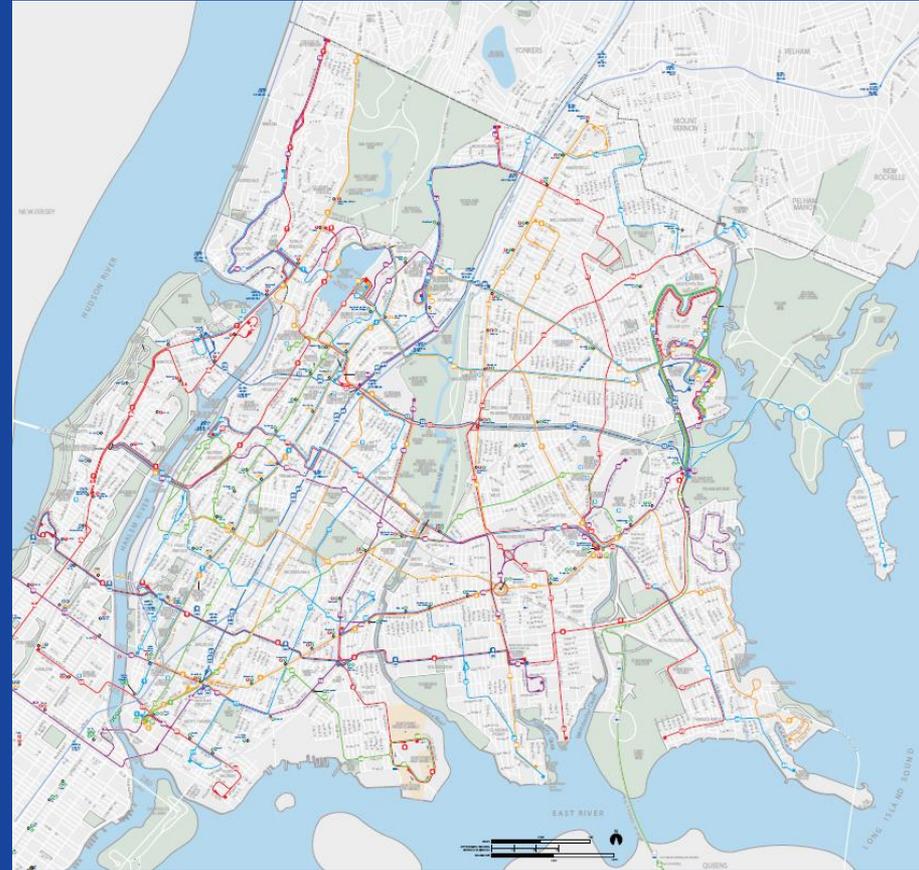
Bus Stop Balancing

- **400** 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)

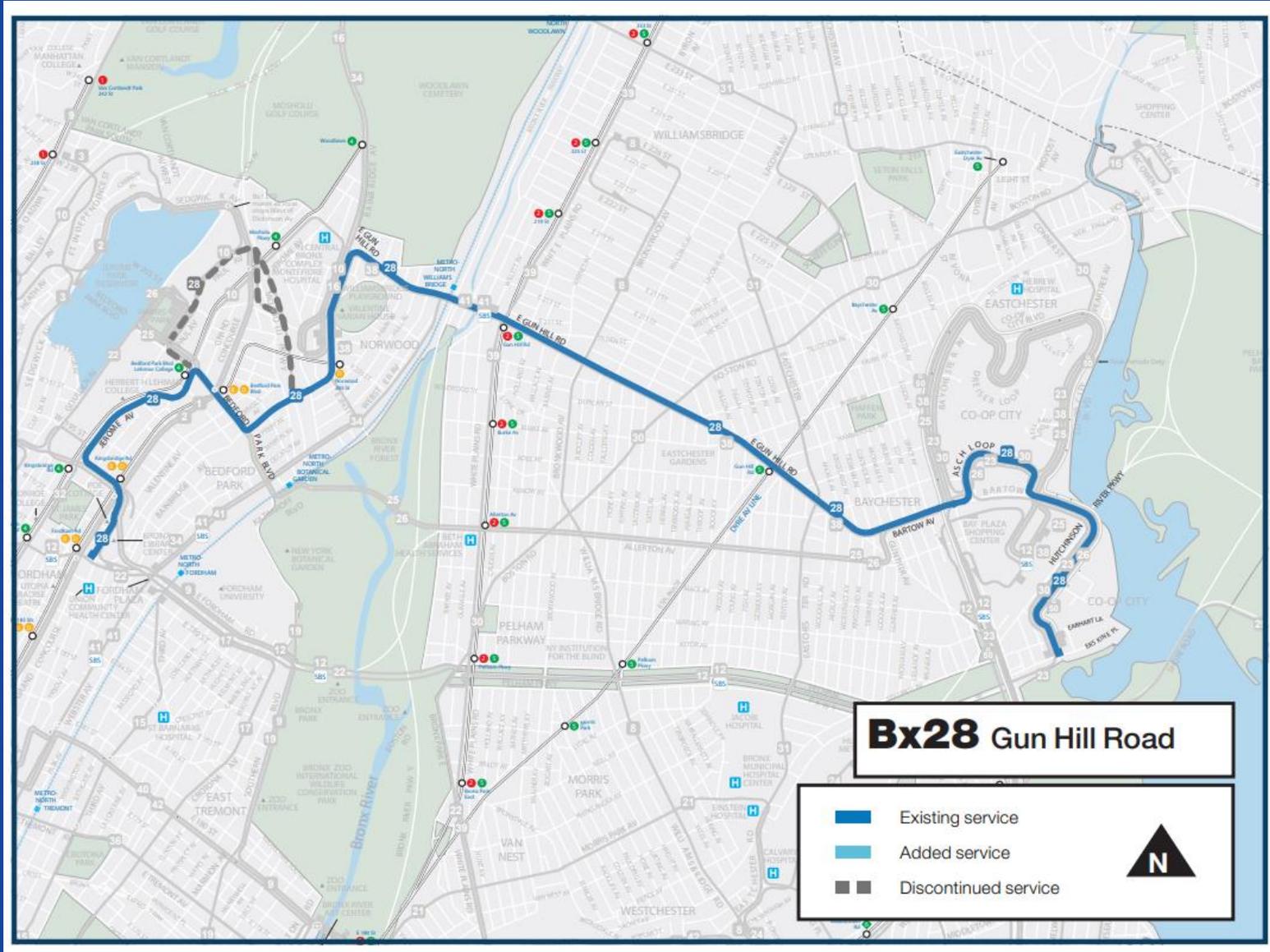


Improved Connectivity

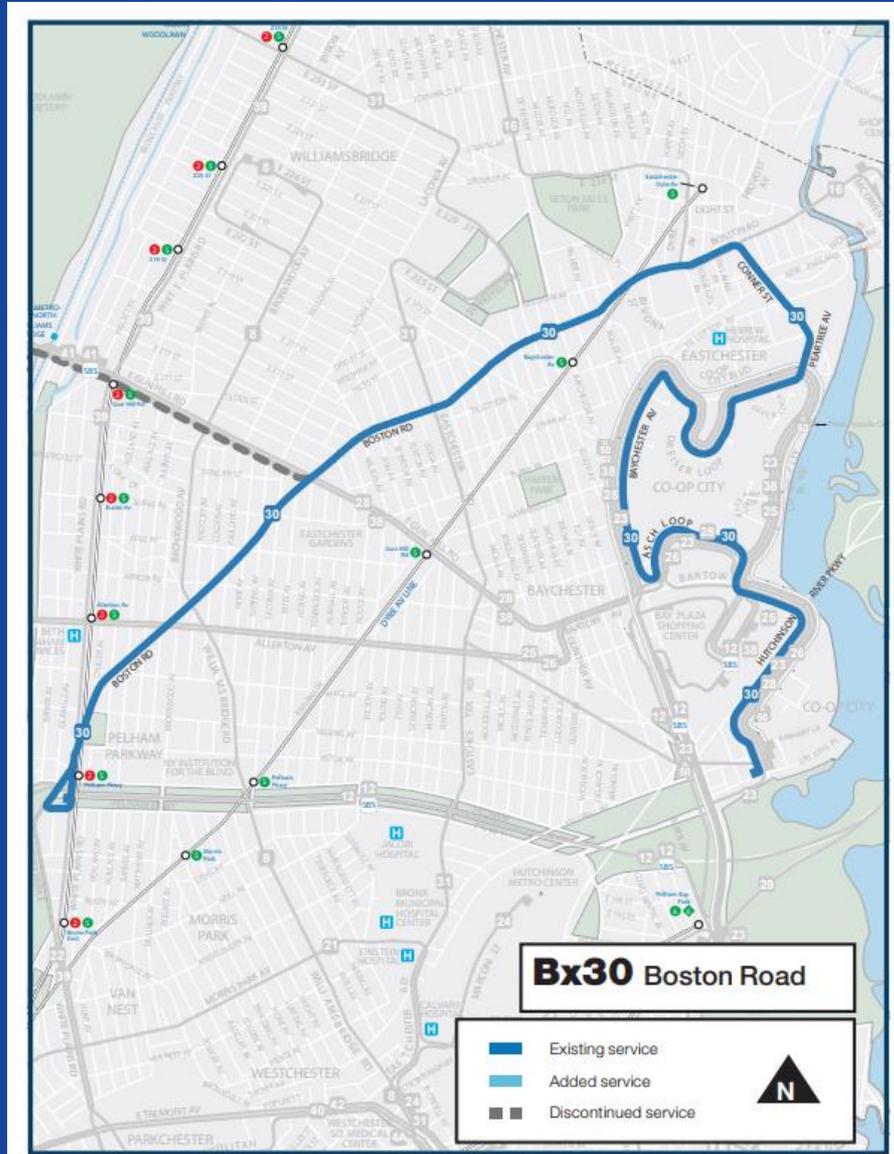
- Ease of connections at key transfer locations
- Route alignment changes bring new access for customers
 - Bx6 SBS extension to Soundview
 - Bx11 extension to Parkchester
 - Bx18 extension in High Bridge
 - Bx25 new service from Northern Co-op City to Bedford Park
 - Bx30 reroute to Boston Rd
 - Bx34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



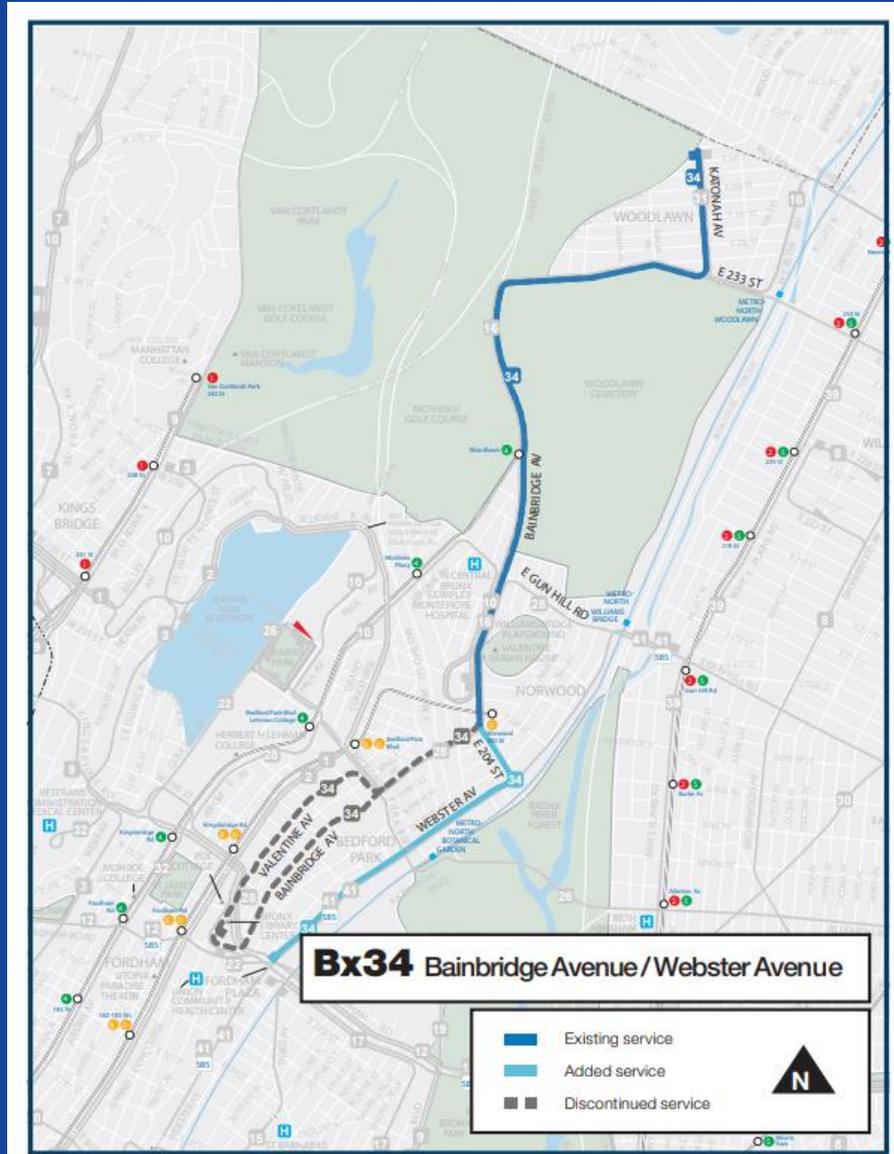
Bx28



Bx30



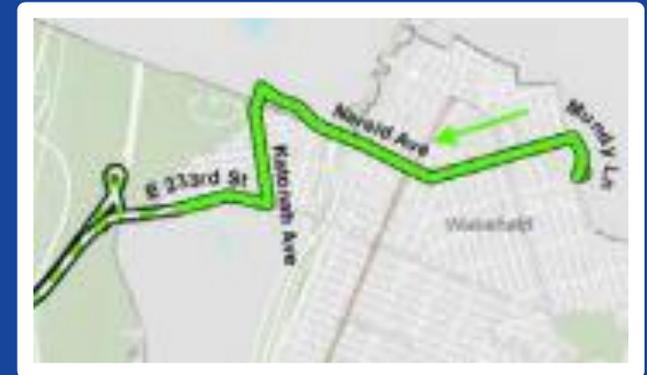
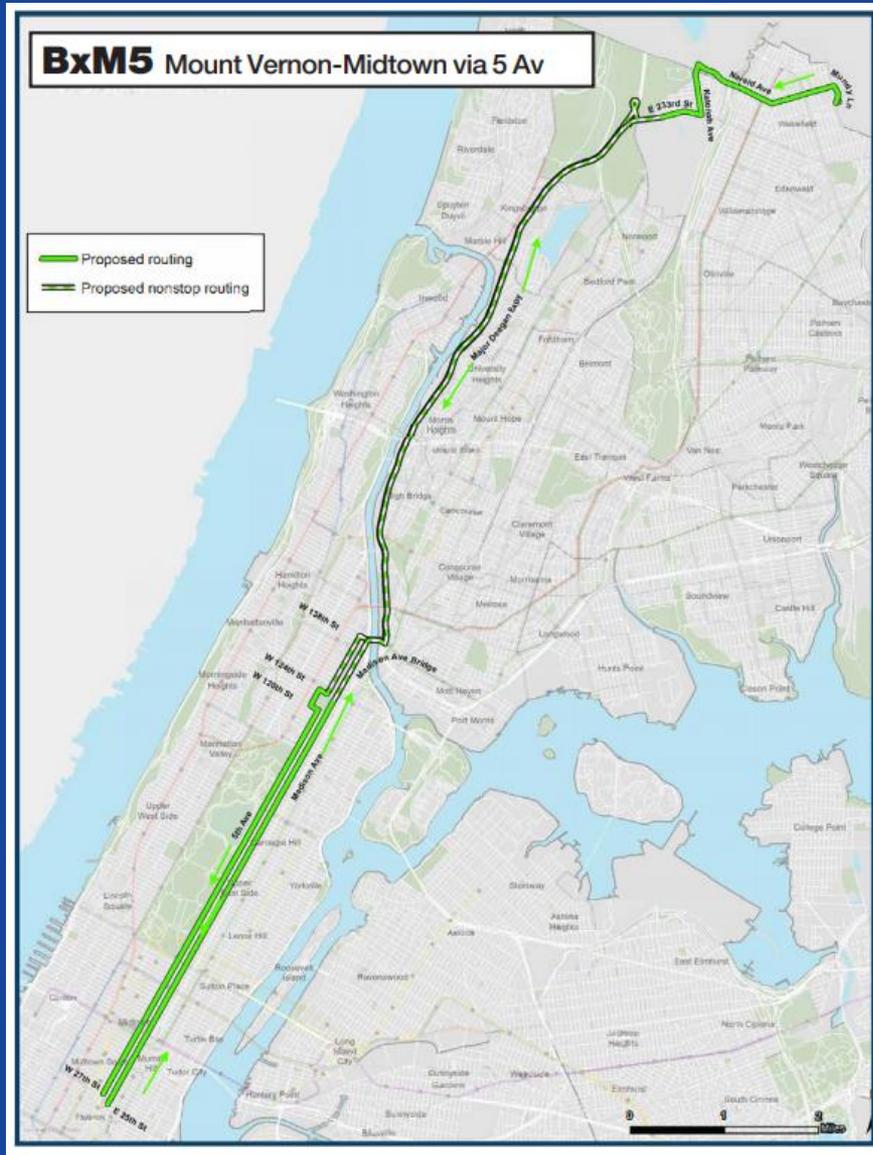
Bx34



BxM4



BxM5



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
Bx1	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
Bx1 LTD			8	10	8	-	-	5:45 am - 6:30 pm	6:45 am - 8:00 pm
Bx2	15-or-better	15-or-better	8	9	8	15	-	5:00 am - 11:30 pm	6:00 am - 1:00 am
Bx1/2 Combined	8-or-better	8-or-better	4	5	4	7	-		
Bx3	8-or-better	8-or-better	6	7	7	8	-	5:15 am - 12:45 am	5:30 am - 1:30 am
Bx4	30-or-better	15-or-better	10	15	12	15	-	5:00 am - 12:45 am	5:30 am - 1:30 am
Bx4A	30-or-better	15-or-better	12	15	12	15	-	5:30 am - 12:00 am	5:30 am - 1:00 am
Bx4/4A Combined	15-or-better	8-or-better	6	8	6	8	-		
Bx5	15-or-better	15-or-better	5	12	8	9	-	5:00 am - 12:45 am	5:15 am - 1:15 am
Bx6	15-or-better	8-or-better	6	8	6	8	60	24 hours	24 hours
Bx6 SBS	15-or-better	15-or-better	8	12	10	10	-	5:30 am - 9:15 pm	5:30 am - 9:45 pm
Bx7	15-or-better	15-or-better	7	11	7	7	-	4:45 am - 1:30 am	4:45 am - 12:45 am
Bx8	15-or-better	15-or-better	9	13	10	12	-	6:00 am - 10:30 pm	5:30 am - 9:30 pm
Bx9	8-or-better	8-or-better	5	8	5	8	45	24 hours	24 hours
Bx10	15-or-better	15-or-better	6	10	8	9	40	24 hours	24 hours
Bx11	15-or-better	8-or-better	5	8	6	8	40	24 hours	24 hours
Bx12	15-or-better	15-or-better	10	12	9	13	40	24 hours	24 hours
Bx12 SBS	8-or-better	8-or-better	4	5	5	6	-	5:15 am - 10:00 pm	5:00 am - 11:00 pm
Bx13	15-or-better	8-or-better	4	8	4	6	-	5:30 am - 1:00 am	5:00 am - 12:30 am
Bx15	15-or-better	15-or-better	8	12	9	10	30	24 hours	24 hours
Bx15 LTD	15-or-better	15-or-better	7	11	8	12	-	5:00 am - 6:45 pm	5:30 am - 7:45 pm
Bx15 Combined	8-or-better	8-or-better	4	6	4	6	30		
Bx16	30-or-better	30-or-better	7	20	10	17	-	5:00 am - 1:15 am	5:30 am - 12:30 am
Bx17	15-or-better	15-or-better	6	12	9	12	-	4:30 am - 12:45 am	4:15 am - 12:00 am
Bx18	30-or-better	30-or-better	10	20	10	17	-	5:00 am - 1:00 am	5:00 am - 12:45 am
Bx19	8-or-better	8-or-better	7	8	7	8	45	24 hours	24 hours
Bx20	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
Bx21	15 or better	15-or-better	7	10	8	10	45	24 hours	24 hours
Bx22	15-or-better	15-or-better	7	12	8	10	60	24 hours	24 hours
Bx23	30-or-better	30-or-better	6	20	6	15	-	5:30 am - 1:00 am	4:45 am - 11:45 pm
Bx24	30-or-better	30-or-better	30	30	30	30	60	24 hours	24 hours
Bx25	-	30-or-better	17	24	18	24	-	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
Bx26	15-or-better	30-or-better	17	24	18	24	-	5:30 am - 11:00 pm	6:15 am - 11:45 pm
Bx25/26 Combined	-	15-or-better	9	12	9	12	-		
Bx27	15-or-better	15-or-better	5	12	6	9	40	24 hours	24 hours
Bx28	15-or-better	15-or-better	10	15	11	13	40	24 hours	24 Hours
Bx38	15-or-better	15-or-better	10	15	11	13	-	5:45 am - 9:45 pm	6:45 am - 10:00 pm
Bx28/38 Combined	8-or-better	8-or-better	5	8	6	7	40		
Bx29	30-or-better	30-or-better	15	30	15	20	40	24 hours	24 hours
Bx30	15-or-better	15-or-better	8	13	9	12	-	5:15 am - 11:30 pm	6:00 am - 12:00 am
Bx31	15-or-better	15-or-better	8	12	9	12	-	5:15 am - 1:15 am	4:45 am - 12:45 am
Bx32	30-or-better	30-or-better	9	13	11	20	-	6:00 am - 12:00 am	6:15 am - 11:30 pm
Bx33	30-or-better	30-or-better	15	24	16	30	-	5:00 am - 12:30 am	4:30 am - 12:00 am
Bx34	30-or-better	30-or-better	13	20	16	20	-	5:00 am - 1:00 am	5:00 am - 12:30 am
Bx35	15-or-better	15-or-better	6	10	8	10	60	24 hours	24 hours
Bx36	15-or-better	15-or-better	9	9	8	10	50	24 hours	24 hours
Bx36 LTD	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"
Bx36 Combined	15-or-better	15-or-better	5	9	5	10	50		
Bx39	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)
Bx40	30-or-better	30-or-better	15	17	15	17	60	24 hours	24 hours
Bx42	30-or-better	30-or-better	15	17	15	15	-	4:30 am - 1:00 am	4:00 am - 12:45 am
Bx40/42 Combined	15-or-better	15-or-better	8	9	8	8	60		
Bx41	15-or-better	15-or-better	12	12	11	11	60	24 hours	24 hours
Bx41 SBS	15-or-better	8-or-better	8	8	8	8	-	5:30 am - 9:00 pm	6:00 am - 9:45 pm
Bx46	30-or-better	30-or-better	30	30	30	30	-	6:00 am - 12:00 am	5:30 am - 11:30 pm
Q50 LTD	30-or-better	30-or-better	15	30	15	24	-	3:30 am - 12:00 am	4:25 am - 1:15 am
M100	15-or-better	15-or-better	8	8	9	12	-	4:15 am - 12:15 am	5:15 am - 1:15 am
M125	-	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
BxM1	8	30	12	30	-	5:30 am - 4:45 pm	6:45 am - 12:45 am
BxM2	15	60	15	30	-	6:00 am - 3:00 pm	12:00 pm - 12:45 am
BxM3	20	60	20	60	-	5:30 am - 1:45 pm	3:00 pm - 12:00 am
BxM4	30	-	30	-	-	5:30 am - 7:30 am	4:30 pm - 6:30 pm
BxM5	30	-	30	-	-	5:30 am - 7:30 am	4:30 pm - 6:30 pm
BxM6	20	-	15	60	-	5:30 am - 8:45 am	3:15 pm - 12:15 am
BxM7	10	60	7	10	-	4:45 am - 3:00 pm	12:00 pm - 1:30 am
BxM8	10	60	7	30	-	5:30 am - 12:00 pm	1:00 pm - 12:15 am
BxM9	6	60	8	30	-	4:45 am - 3:00 pm	1:00 pm - 12:15 am
BxM10	10	60	10	30	-	5:30 am - 10:00 pm	7:00 am - 12:15 am
BxM11	10	60	15	20	-	5:30 am - 1:00 pm	1:15 pm - 12:15 am
BxM18	20	-	30	-	-	5:45 am - 7:45 am	4:15 pm - 7:15 pm

No change in frequency
 Increase in frequency
 Decrease in frequency

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 is on the project website
- <https://new.mta.info/bronxbusredesign>
 - Community Board presentations
 - Pop-up events and informational sessions
 - In-station open houses
- We also have an alternative Trip Planner available on the project website to allow customers to test out their travel options:
 - <https://otp-mta-proto.camsys-apps.com/>

Implementation

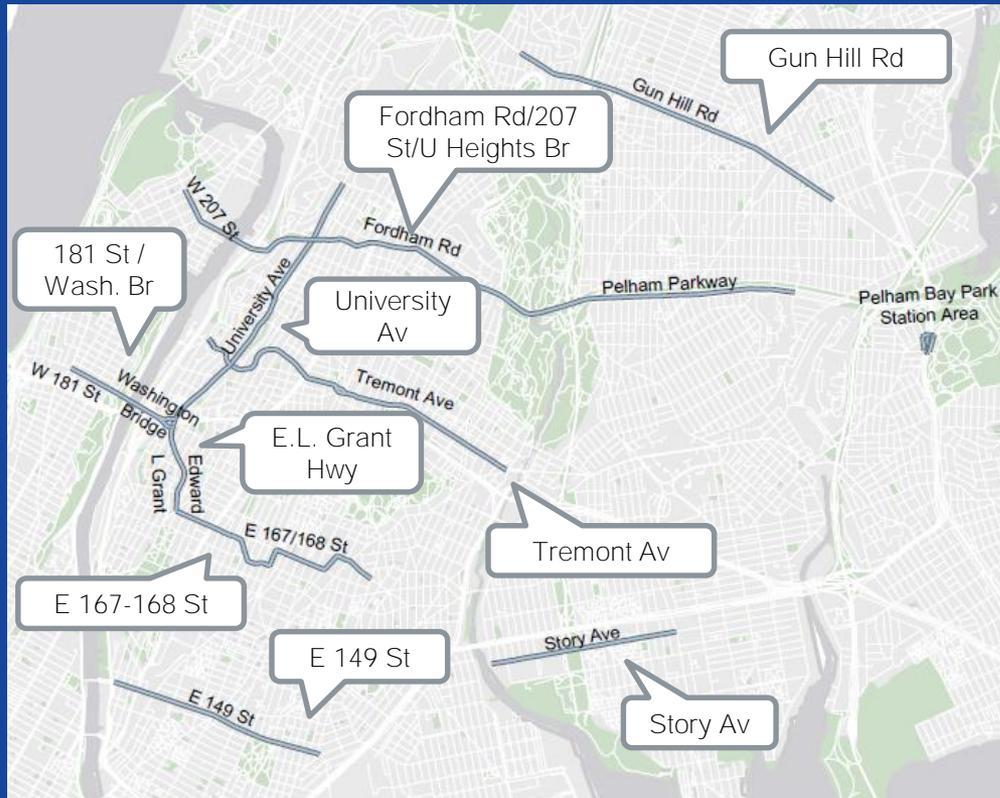
- Following outreach, we will begin to finalize the Bronx Bus Network Redesign Plan & prepare for implementation
- You will continue to hear from us as we grow closer to implementation
- Key Dates
 - Winter 2020
 - Public Hearing on Plan
 - MTA Board votes on Plan
 - Summer/Fall 2020
 - Implementation

Moving Forward

- **The network redesign provides a new baseline upon which the MTA can make adjustments to tailor service based on ridership trends while improving service for the majority of Bronx residents**
- **We will continue to improve and build upon the Bronx Bus Network Redesign following implementation based on the input we receive from customers, community groups, and stakeholders**
- **This is an iterative process and we will continue to listen and respond to our customers**

NYC DOT Bus Priority Corridors

Identified Bus Priority Corridors



- NYC DOT 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
- NYC DOT 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

- NYC DOT has developed and implemented bus priority treatments to provide faster, more reliable bus service:



- New bus lanes
- Upgraded bus lanes
- Protected bus lanes
- Bus boarders
- Bus queue jump signals
- Curb management
- Pedestrian safety
- Bus stop accessibility
- Turn restrictions

- Other bus-supportive technologies: Transit Signal Priority (TSP) and Real-Time Passenger Information (RTPI)

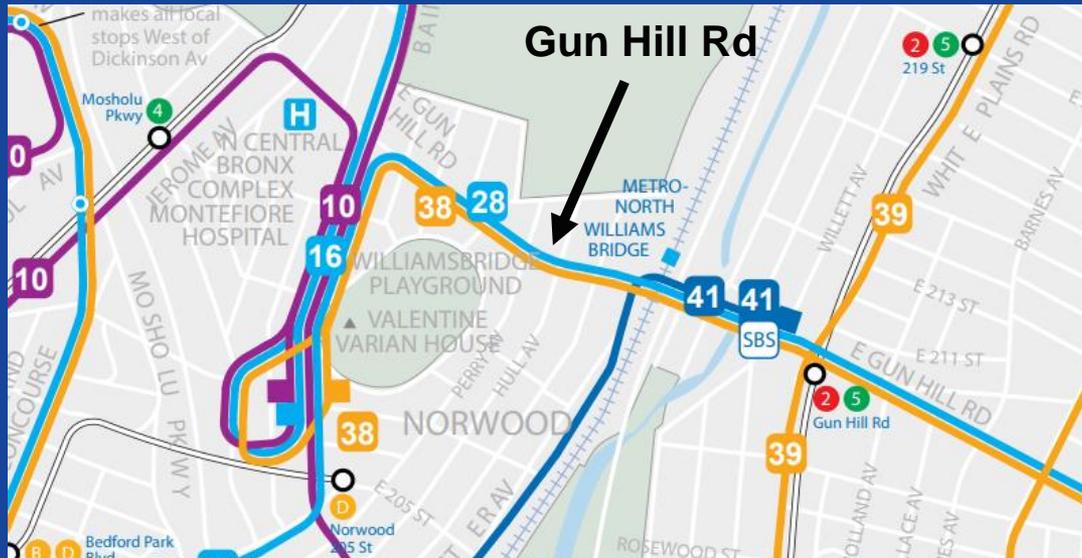
- Better Buses Action Plan sets annual goals for bus improvements:

- 10 miles of new bus lane
- 5 miles of upgrades to existing bus lanes
- 300 intersections of new TSP



Gun Hill Rd

Bainbridge Ave to Bartow Ave

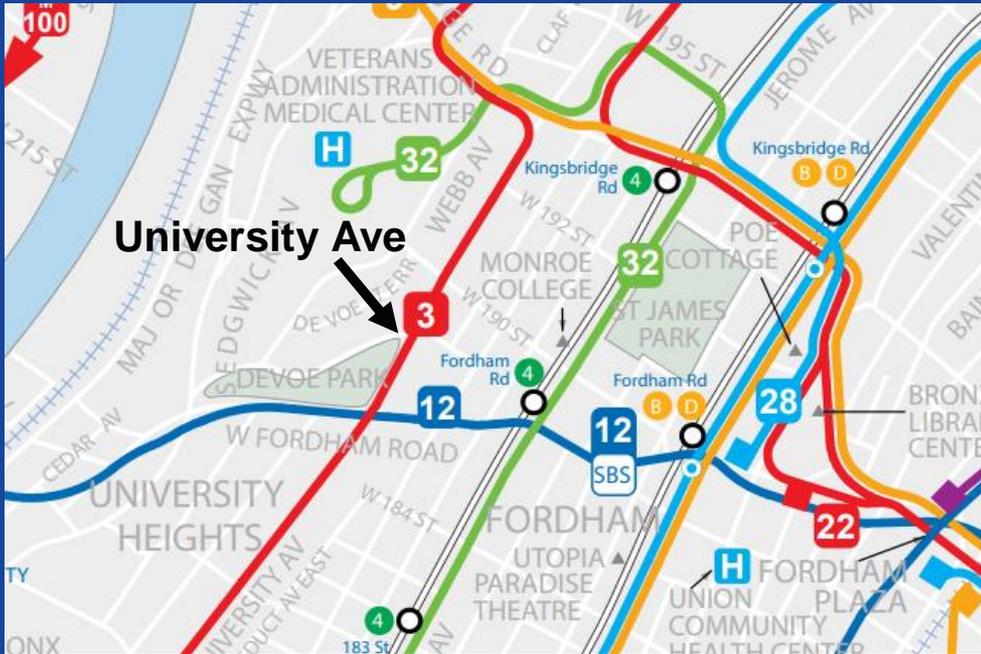


Gun Hill Rd at Bronx River Pkwy, Looking East

- Will carry Bx28, Bx38, and Bx41 Local/SBS routes
 - 44,000 weekday riders
- Major destinations:
 - Montefiore Hospital
 - 2, 5, and D trains; Metro-North
 - Co-Op City
 - Bay Plaza Shopping Center
- Key issues:
 - Average peak hour bus speeds are below 4 mph in CB 7
 - Irregular intersections with long pedestrian crossings
 - Double parking, weaving & merging
 - Buses subject to severe traffic congestion near Bronx River Pkwy

University Ave

Kingsbridge Rd to Washington Bridge



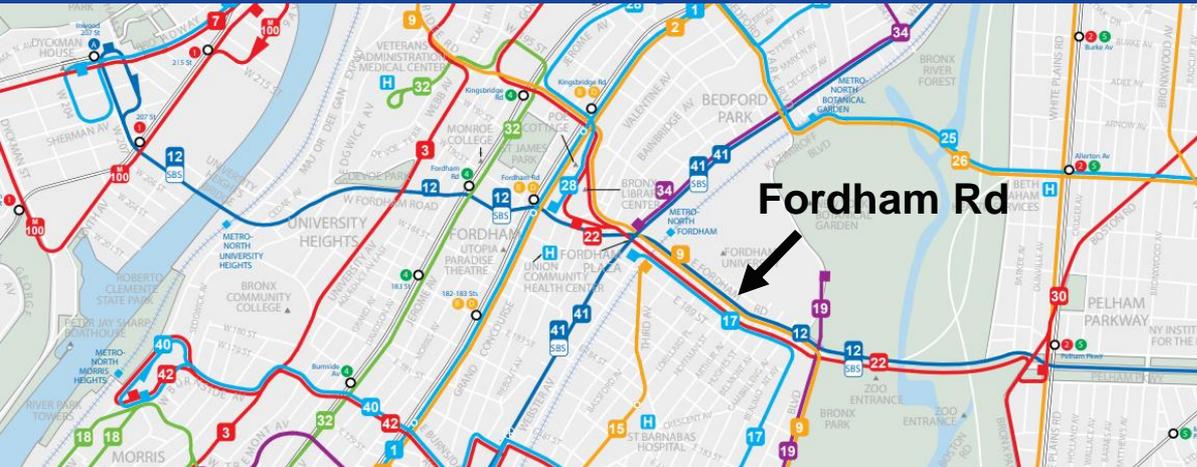
- Carries Bx3 bus route
 - 18,000 weekday riders
- Major destinations:
 - James J. Peters VA Medical Center
 - Bronx Community College
 - Fordham Rd Shopping District
 - Riverdale, University Heights, Morris Heights, and Washington Heights
- Key issues:
 - Congested corridor with slow bus speeds
 - High bus ridership
 - Conflicts between vehicles and pedestrians and cyclists



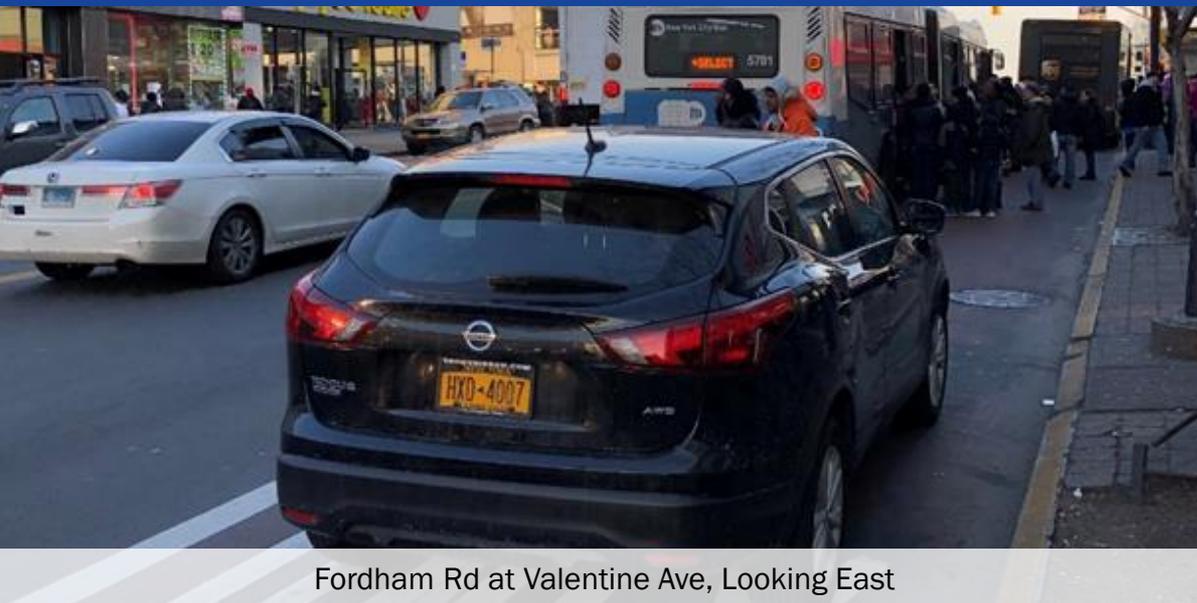
University Ave at Fordham Rd, Looking North

Fordham Rd

Cedar Ave to White Plains Rd



- Bx9, Bx12 SBS/Local, Bx17, and Bx22 carry 113,700 weekday riders, of which 53,100 use the Bx12 SBS & Local routes
- Major destinations:
 - Fordham Rd Shopping District, Arthur Avenue, and Fordham Plaza
 - Bronx Zoo, NY Botanical Garden
 - Fordham University
 - 2, 4, 5, B/D subways; Metro North trains
- Bus speeds have significantly and consistently declined in recent years
- Key issues:
 - Traffic congestion
 - Heavy commercial uses
 - Sidewalk congestion



Fordham Rd at Valentine Ave, Looking East

Potential Treatments

Painted Curbside Bus Lanes:

- Provides bus priority
- Can provide parking/loading during off peak hours



Offset Bus Lanes:

- Provides bus priority while maintaining curb access



Potential Treatments

Bus Queue Jump Signals:

- Prioritizes buses at intersections
- Allows buses to get in front of traffic queues



Bus Queue Jump Signal (79 St, Manhattan)

Bus Boarders:

- Reduces sidewalk congestion
- Improves bus operations at bus stops



Bus Boarder (7 Ave, Manhattan)

© NYC DOT

Next Steps

Fall 2019

- Presentation to CB 7
- Ongoing coordination with MTA
- Ongoing outreach with businesses
- Additional data analysis

Winter 2019/2020

- Develop draft street design plans
- Present draft plans to CB 7

Spring 2020

- Develop final street design plans
- Present final plans to CB 7

Later in 2020

- Implement project improvements

Thank you

[FastForward.mta.info](https://www.fastforward.mta.info)

[New.mta.info/BronxBusRedesign](https://www.new.mta.info/BronxBusRedesign)

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