



Fast Forward: Bronx Bus Network Redesign Final Plan

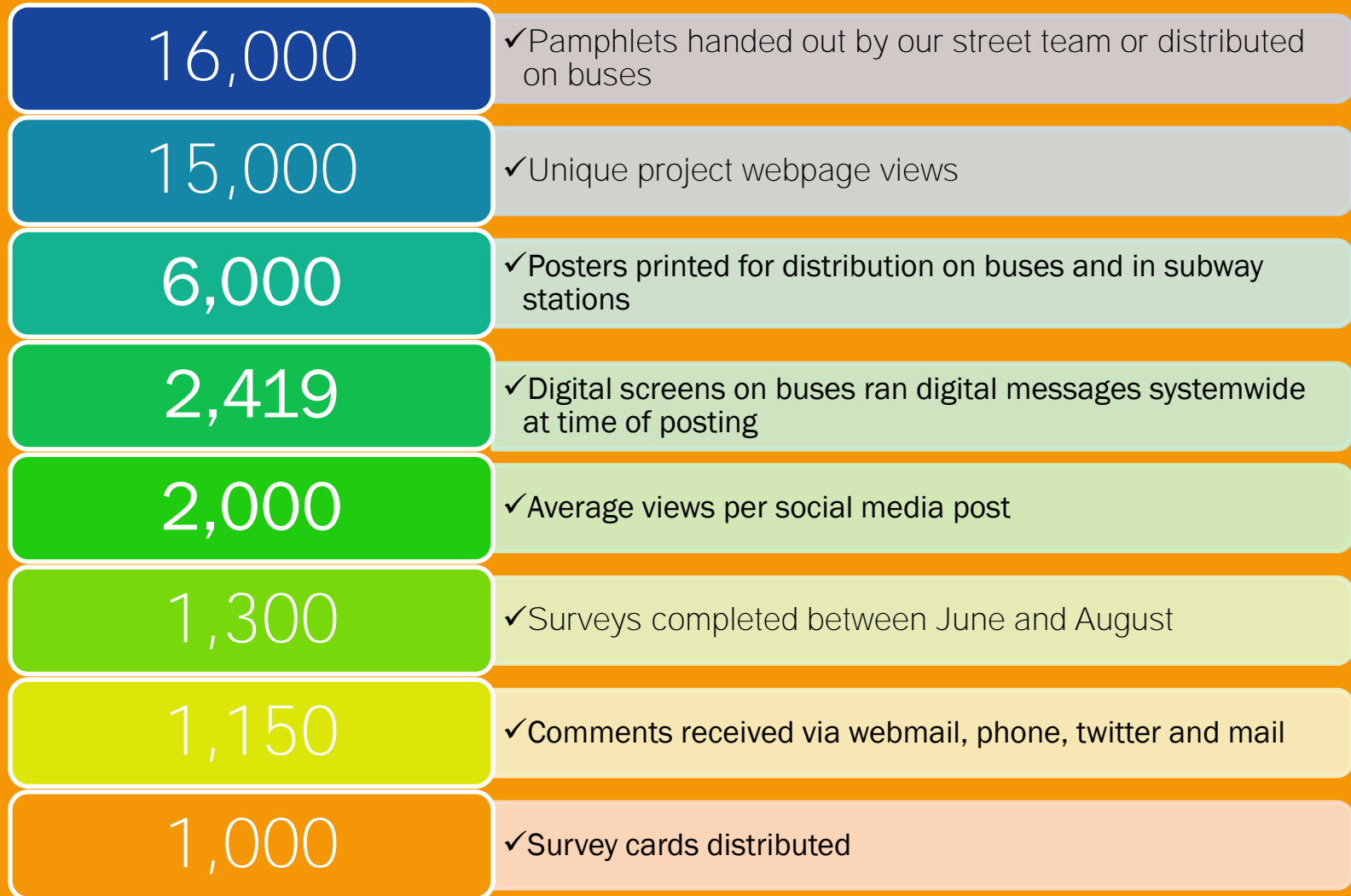
January 16, 2020

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

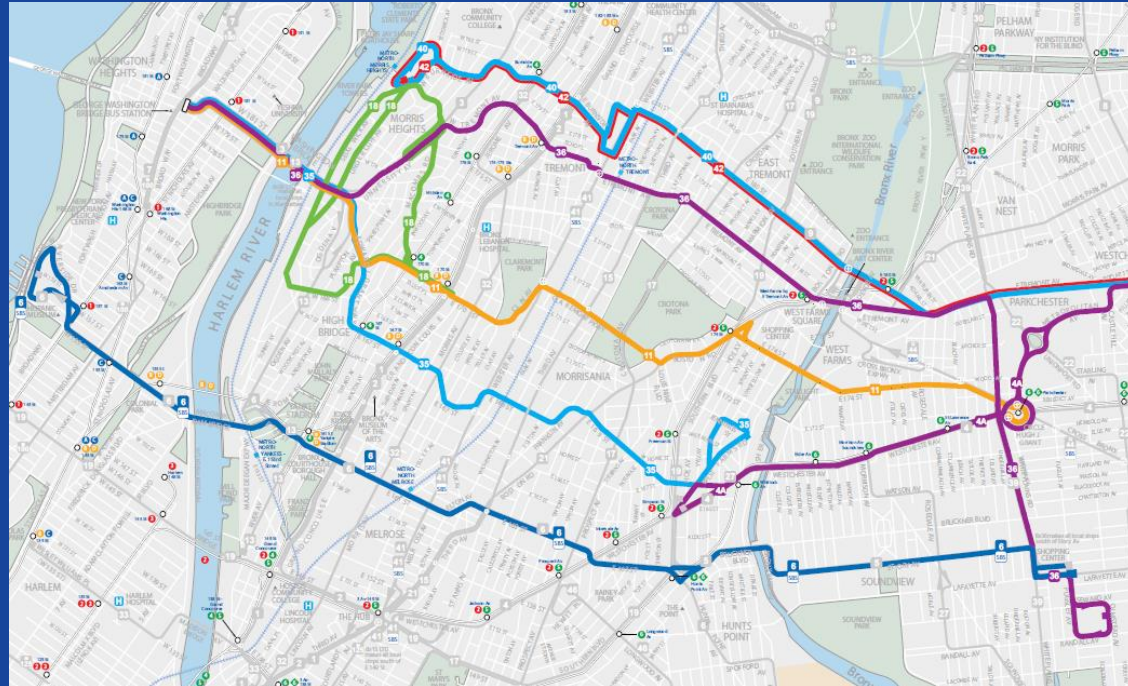
More Bus Priority

- 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

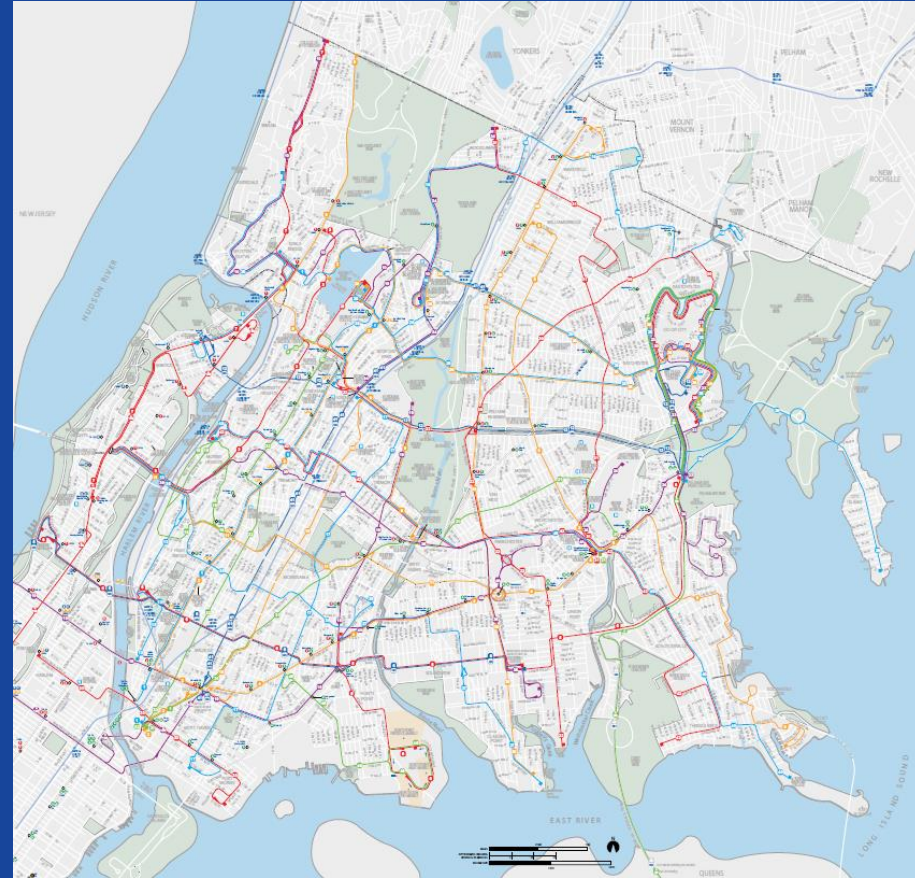
More Direct Routings

- 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)

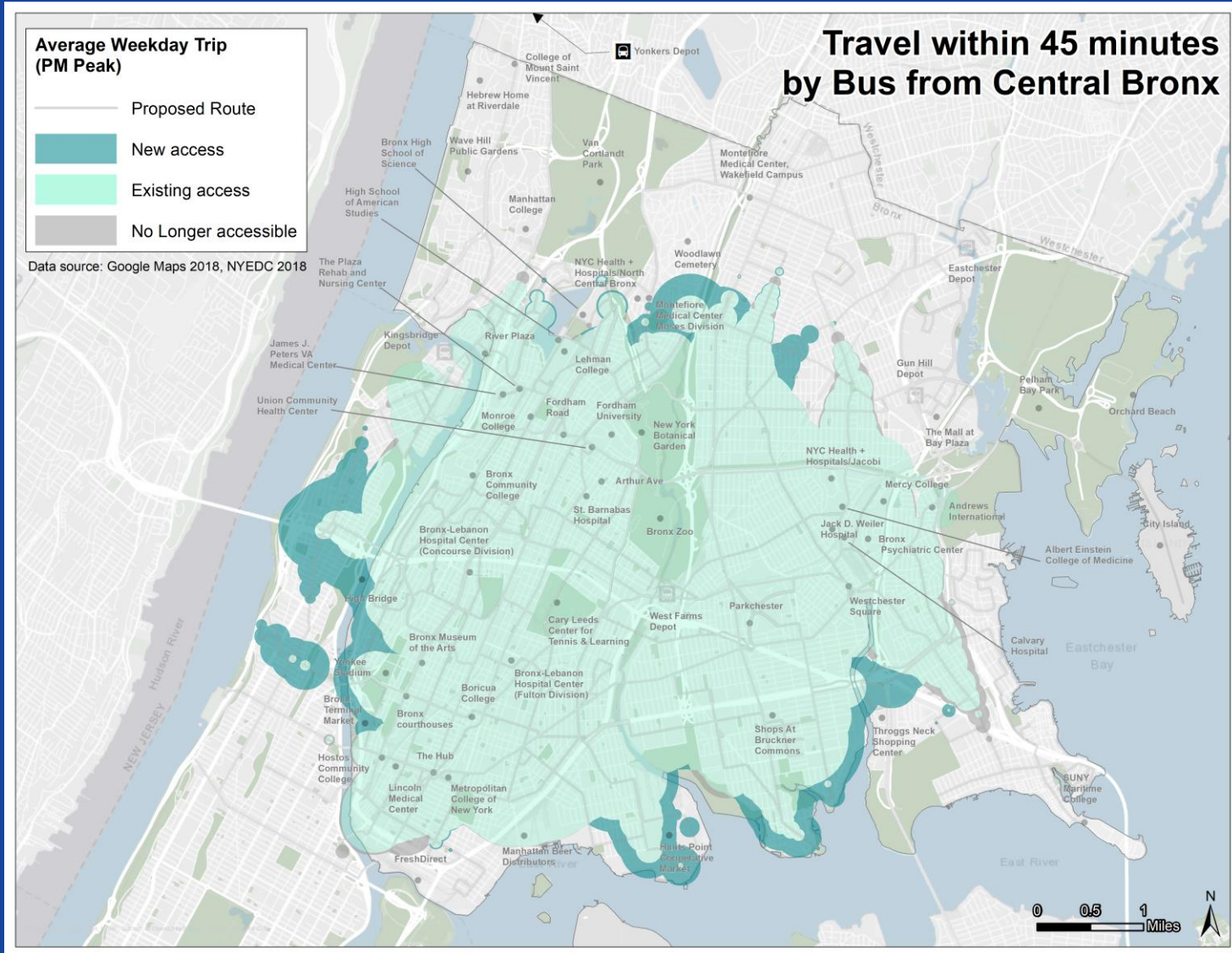


Improved Connectivity

- 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

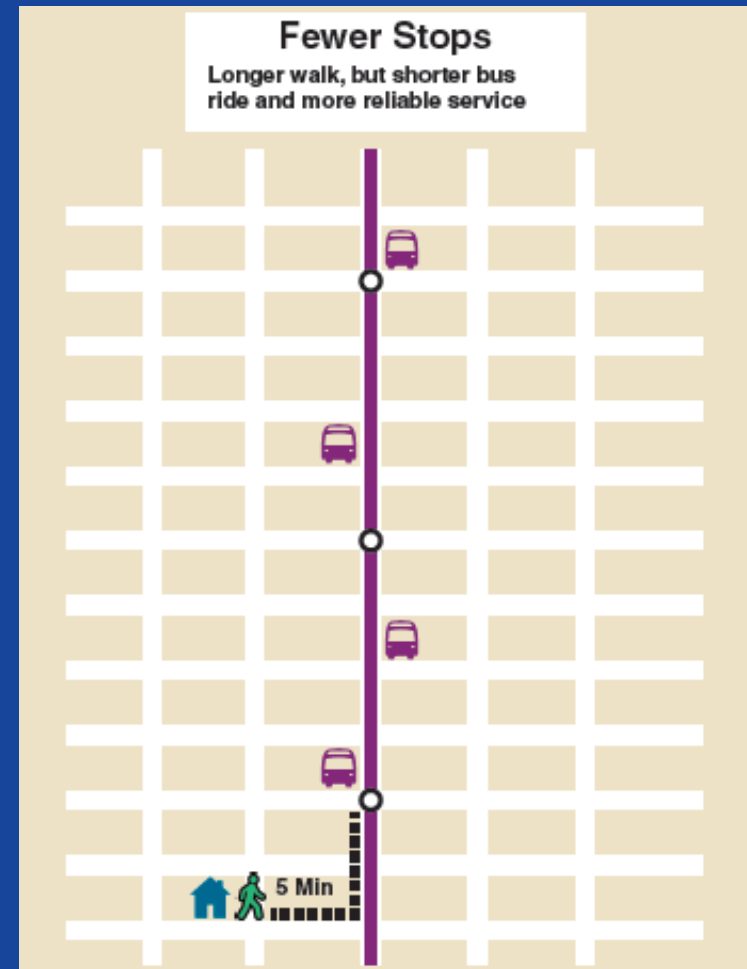


Improved Connectivity

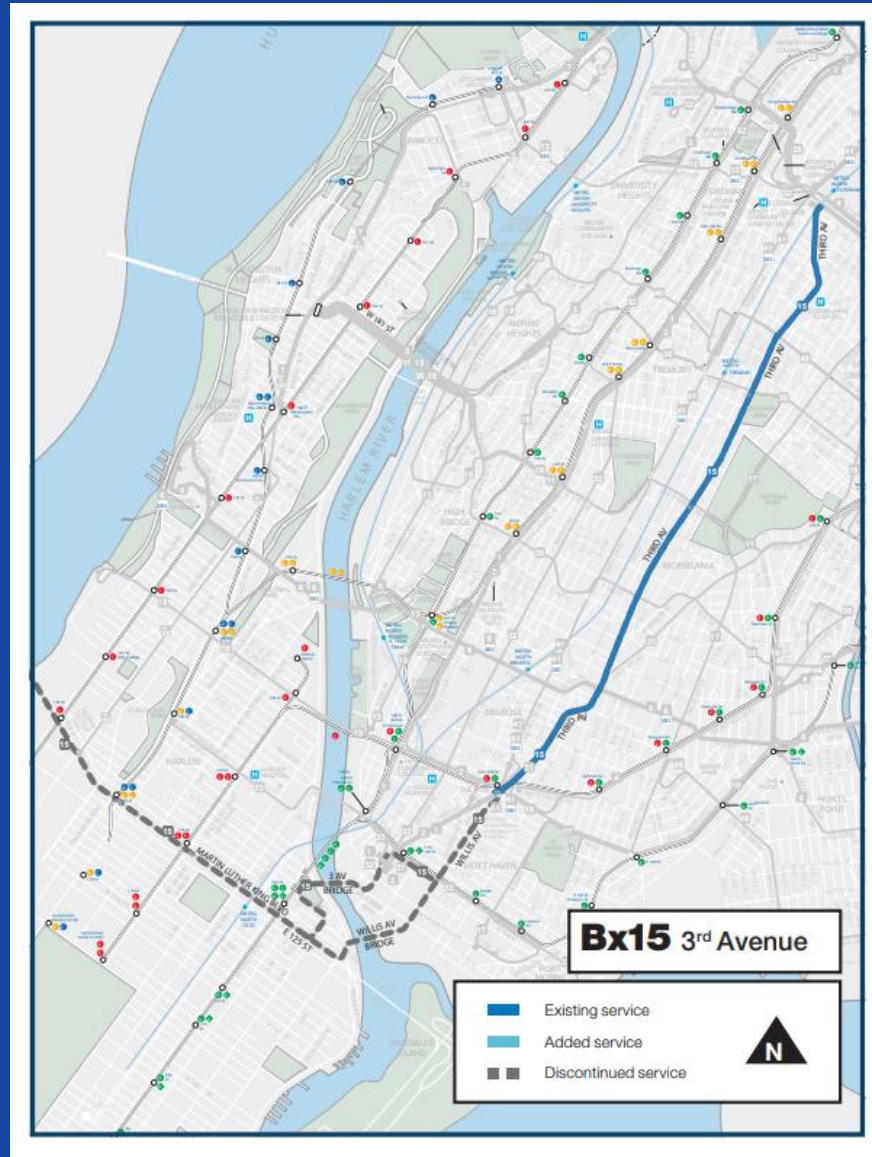


Bus Stop Balancing

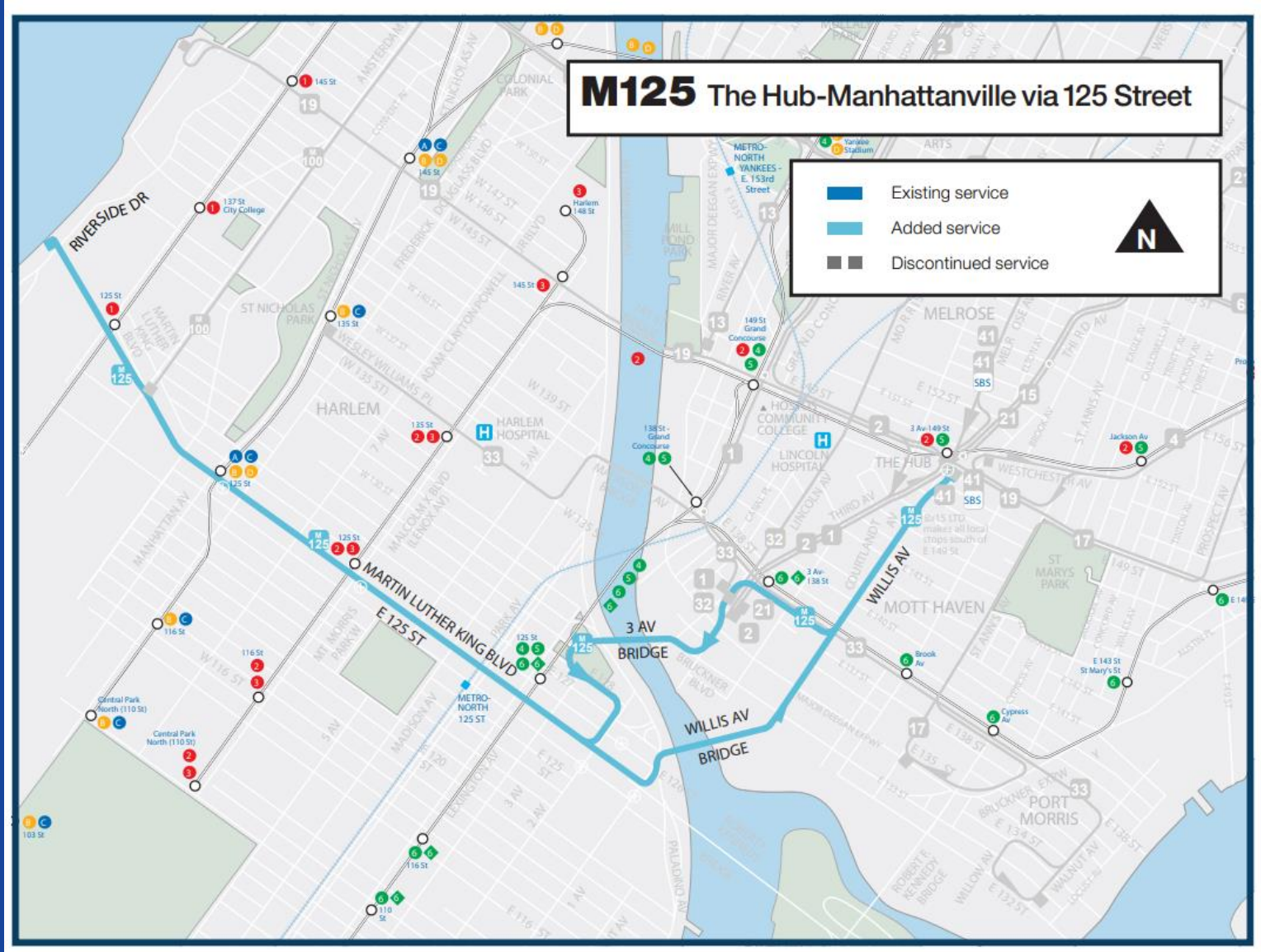
- **400** Local/Limited stops are proposed for removal
- This would improve average stop spacing from every 882 feet to every **1,100** feet
- For every bus stop removed 20 seconds is shaved off a customer's commute
- Those routes with fewer stop removals are due to severe drawbacks (such as elevation) 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)



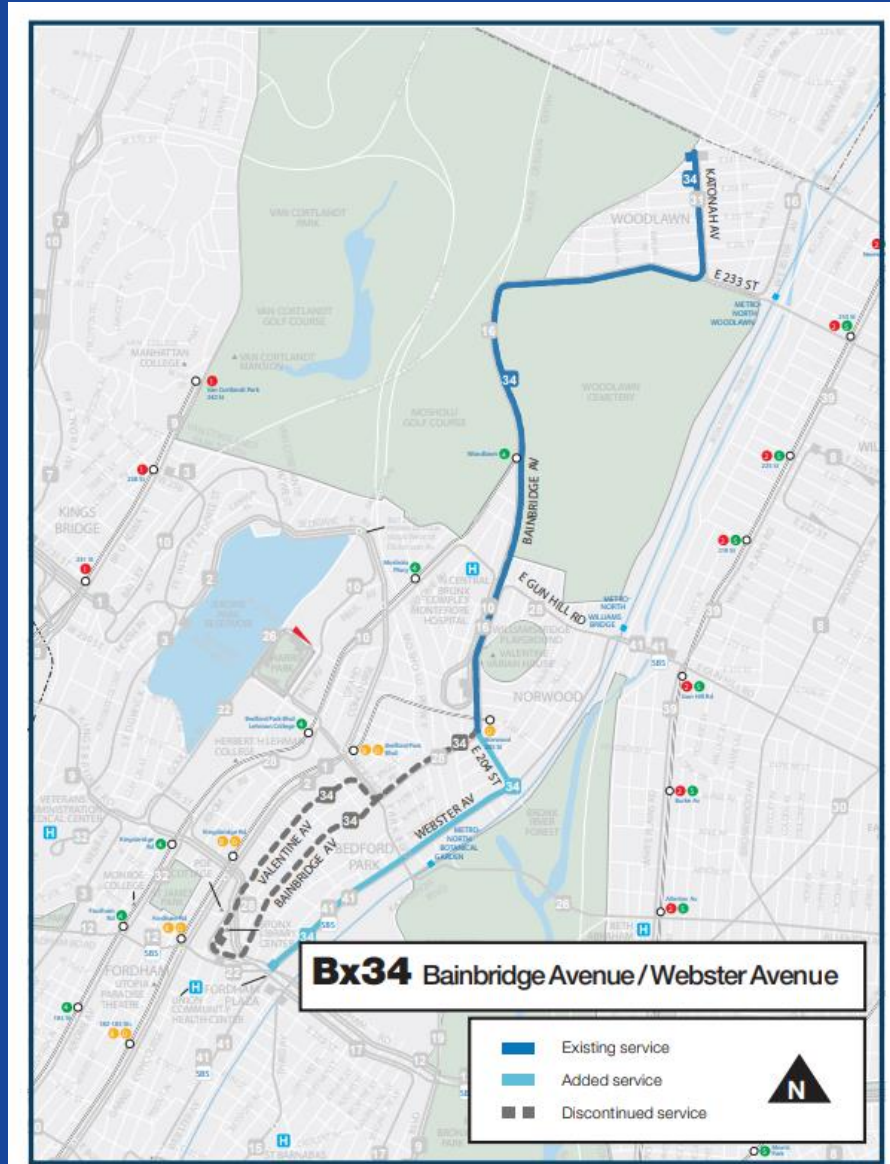
Bx15



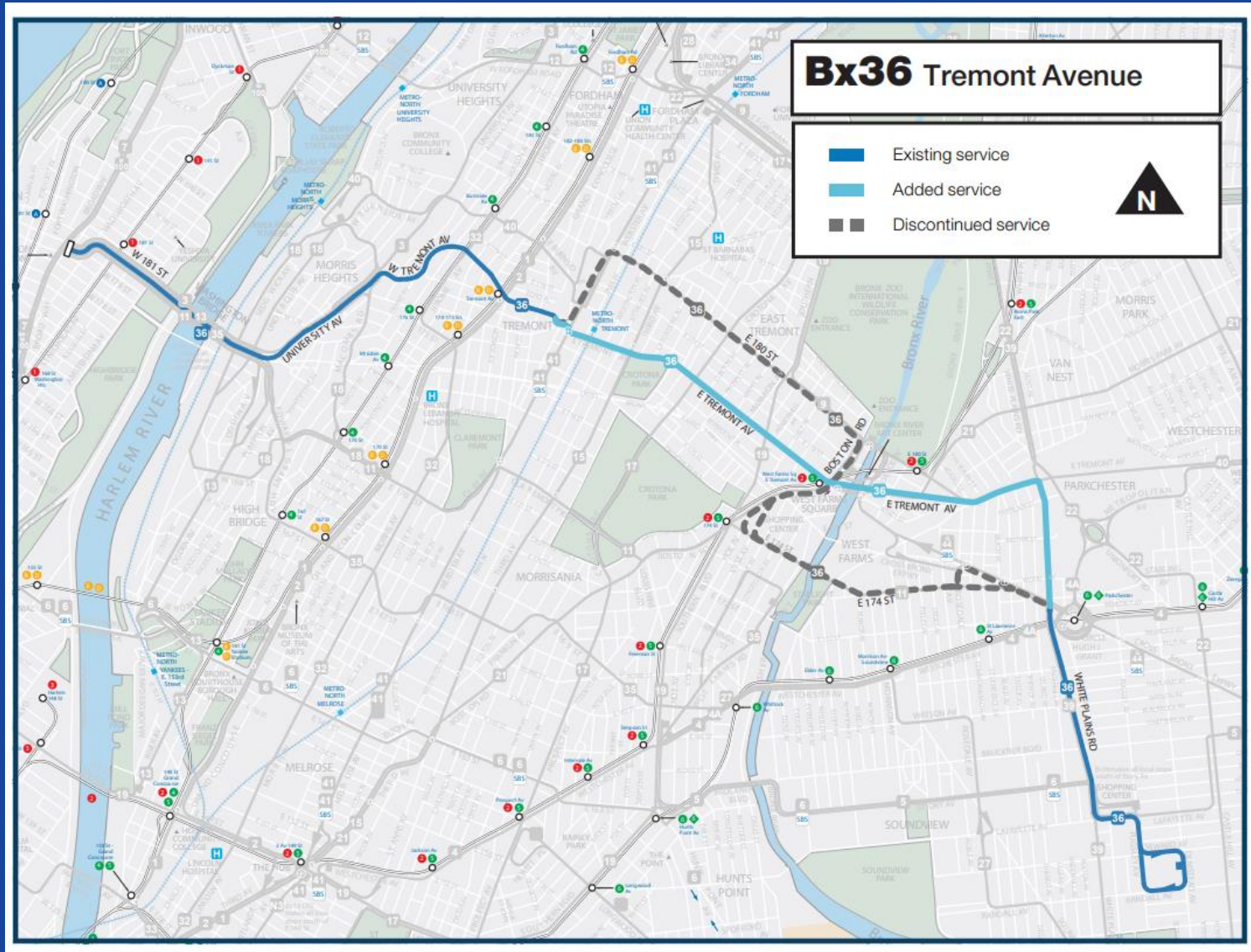
M125



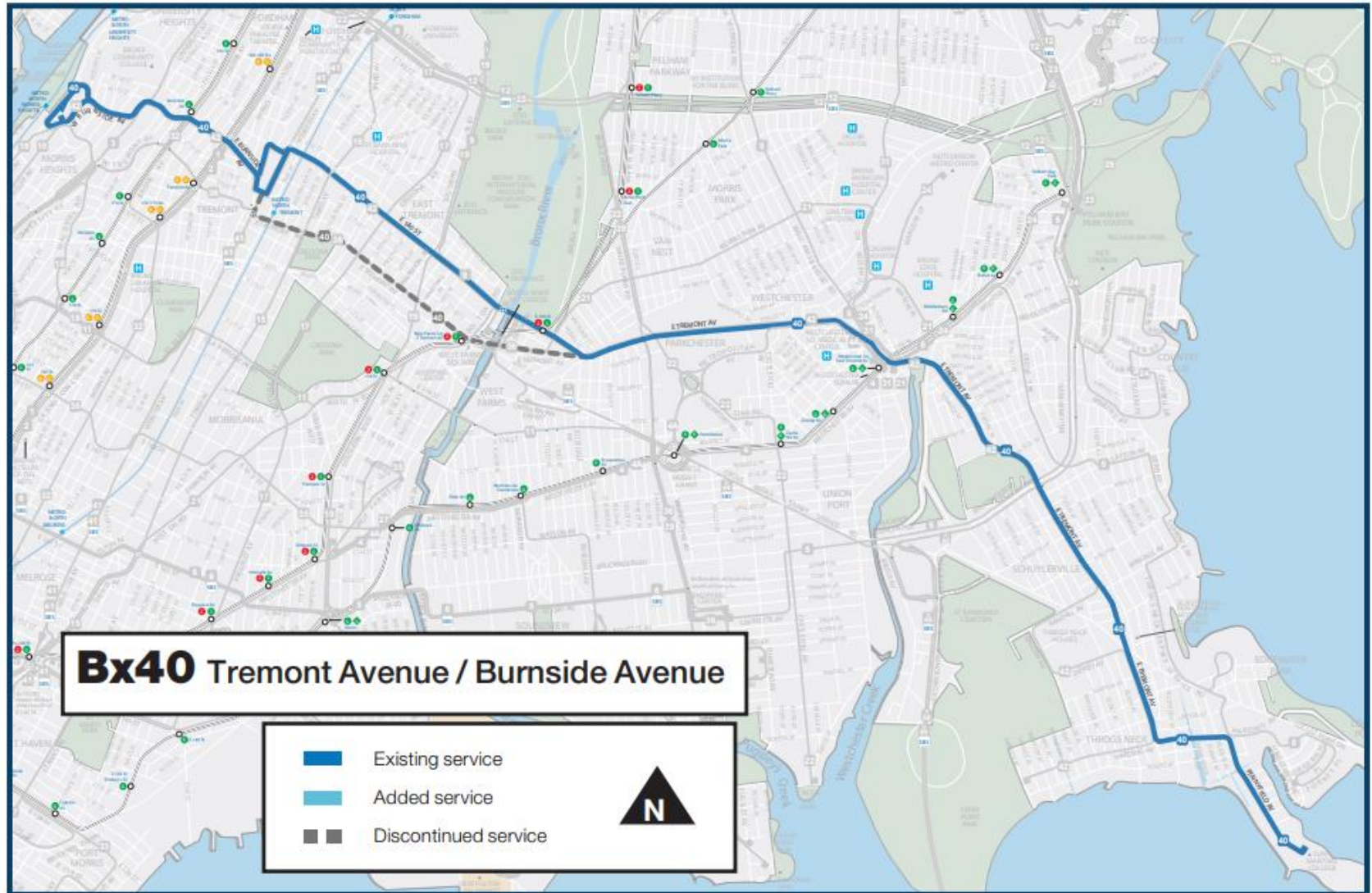
Bx34



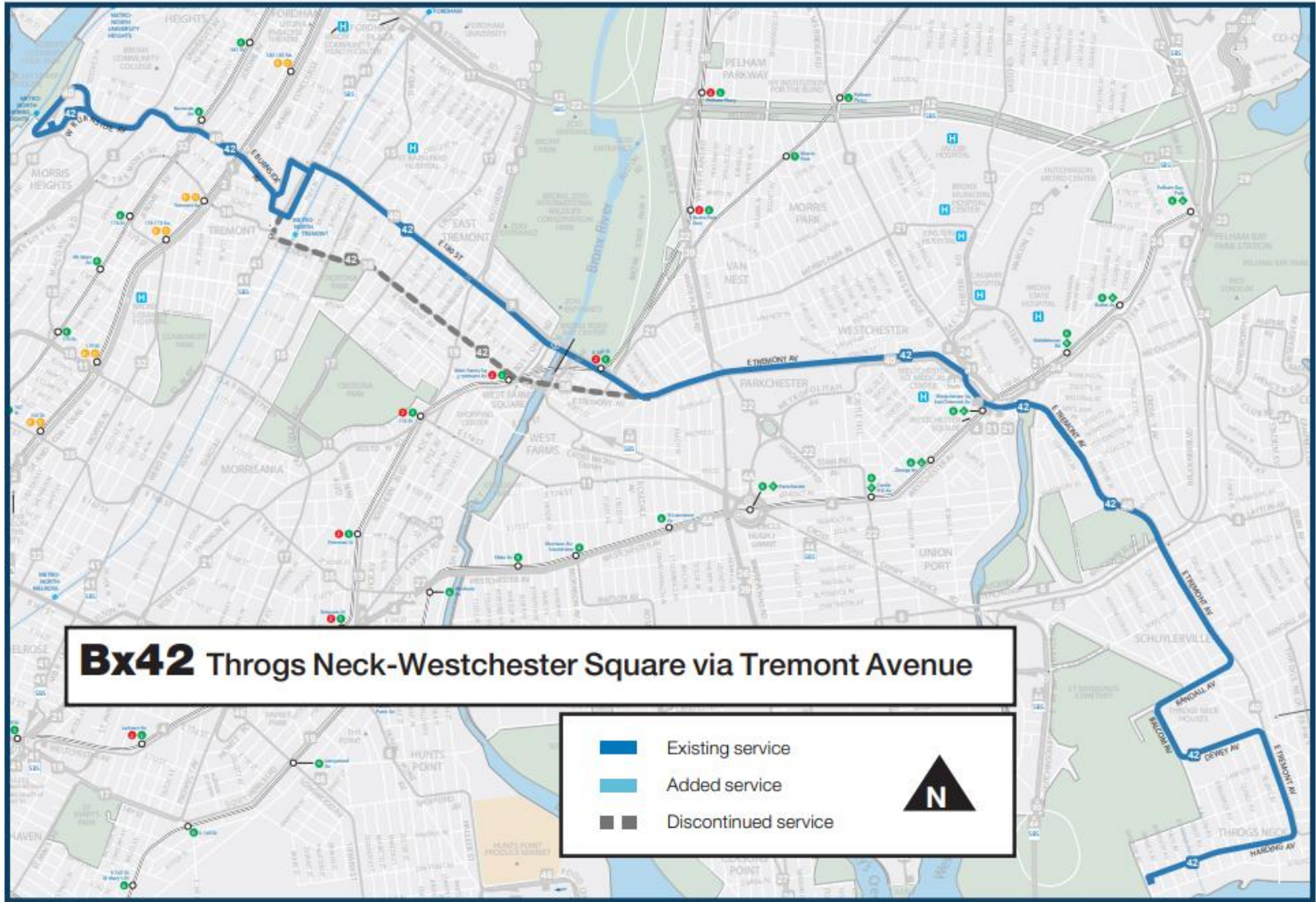
Bx36



Bx40



Bx42



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

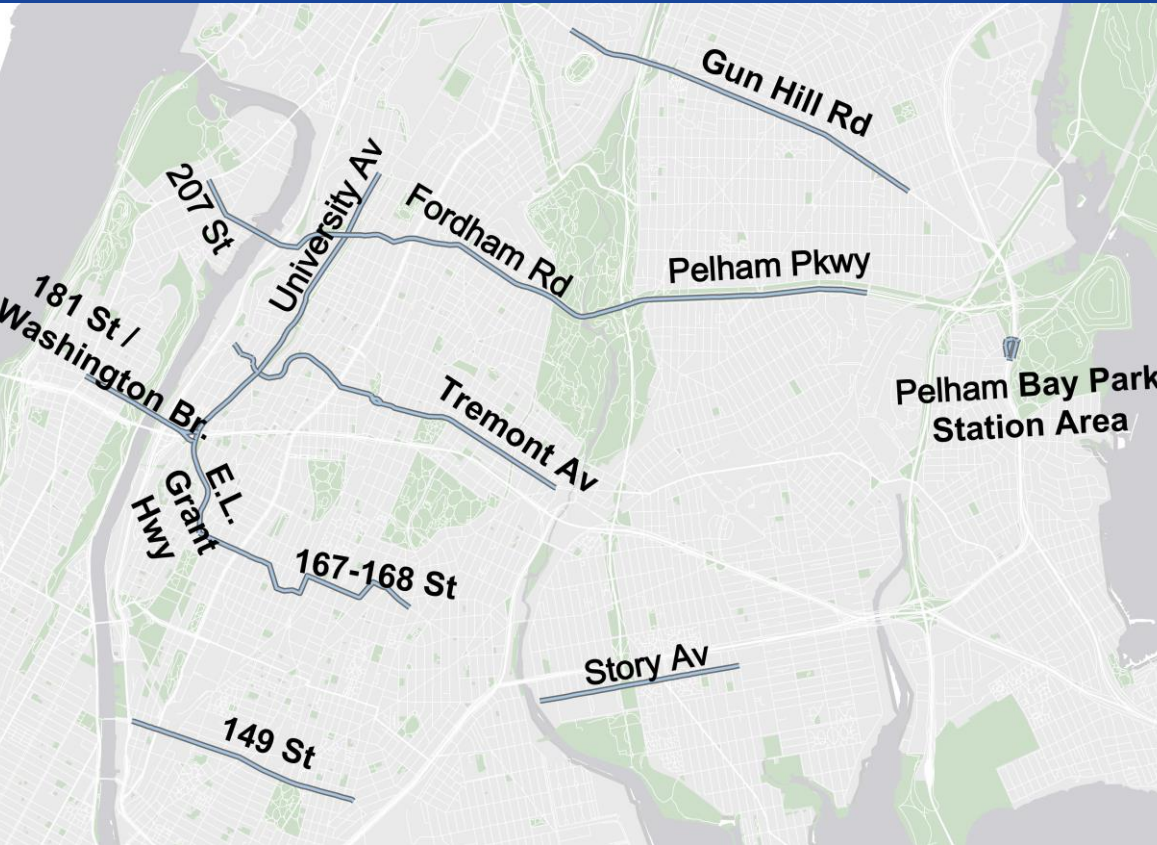
- We have been out and about in the Bronx and Manhattan to hear from customers & other stakeholders
- Detailed information for public input sessions is on the project website <https://new.mta.info/bronxbusredesign>
- We have heard from local and express bus costumers and are working to refine the Proposed Final Plan and publish an update in early 2020
- An alternative Trip Planner is available on the project website to allow customers to test out their travel options under the Proposed Final Plan:
- <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**

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

Tremont Avenue

Sedgwick Ave to Boston Rd

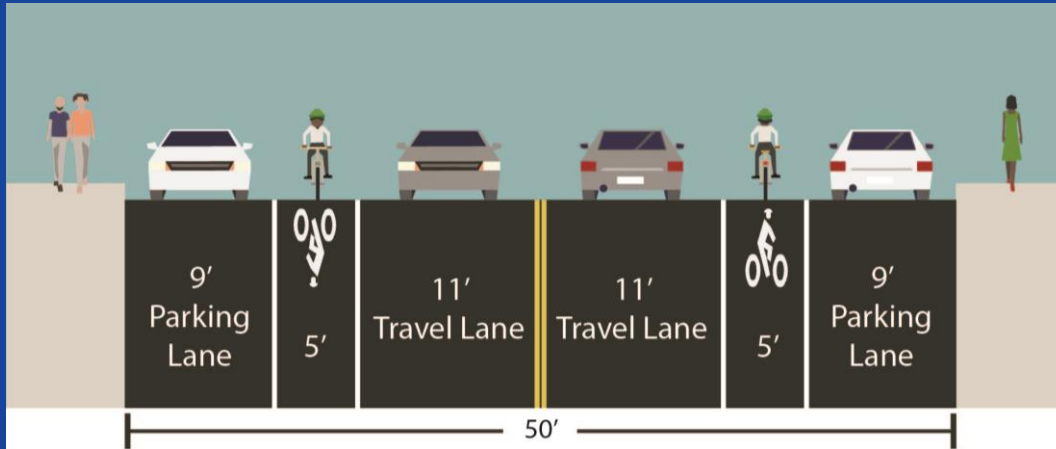


- Bx36 bus route carries 36,800 weekday riders
- Major destinations:
 - Tremont Avenue Shopping District
 - Tremont Park
 - Connections to 11 bus routes
 - B/D, 2, and 5 subway lines; Metro North
- Average bus speeds: 4.3 mph during PM peak
- Key issues:
 - Congested corridor with slow bus speeds
 - Double parking
 - Vehicles blocking bus stops



E Tremont and Southern Blvd, Looking West

Tremont Ave: Current Conditions



E Tremont and Monterey Ave, Looking West



E Tremont and Mapes Ave, Looking East

Tremont Ave: Potential Treatments

Bus Queue Jump Signals (79 St, Manhattan)



DOT will study feasibility by analyzing:

- Geometric feasibility
- Traffic volumes and turning movements
- Curb access / double parking issues
- Existing bus delays

Benefits of potential treatments:

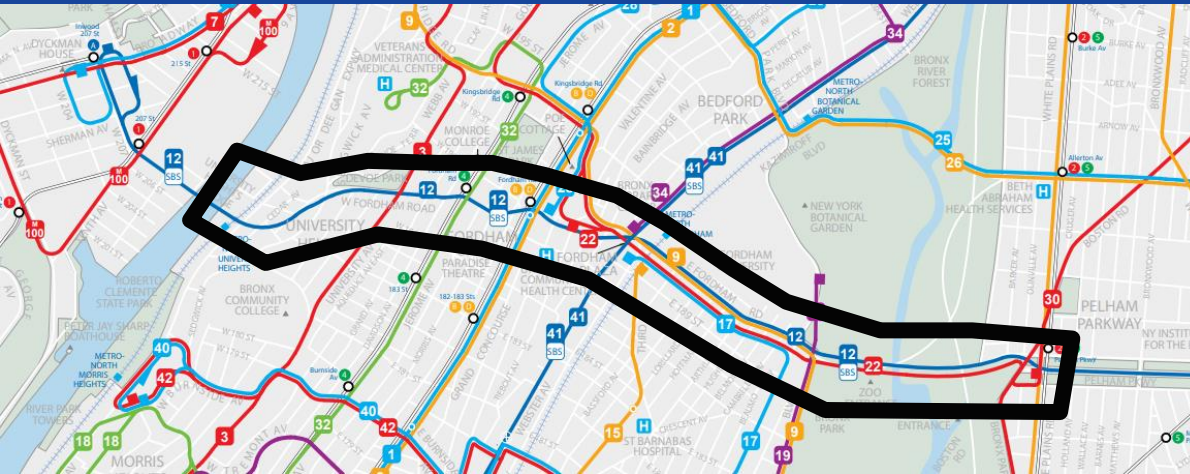
- Increases bus speeds by bypassing traffic queues
- Make bus travel times more reliable

Short Segments of Bus Lanes
(Broadway at 78 St, Queens)



Fordham Rd

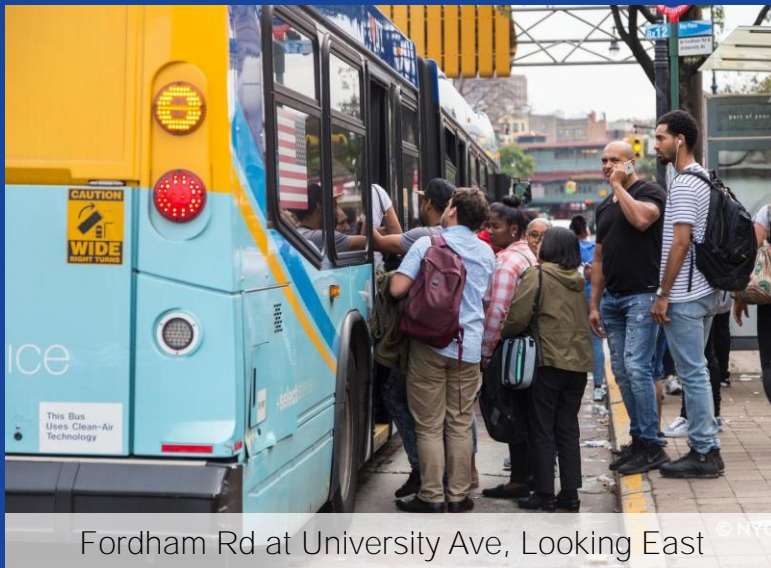
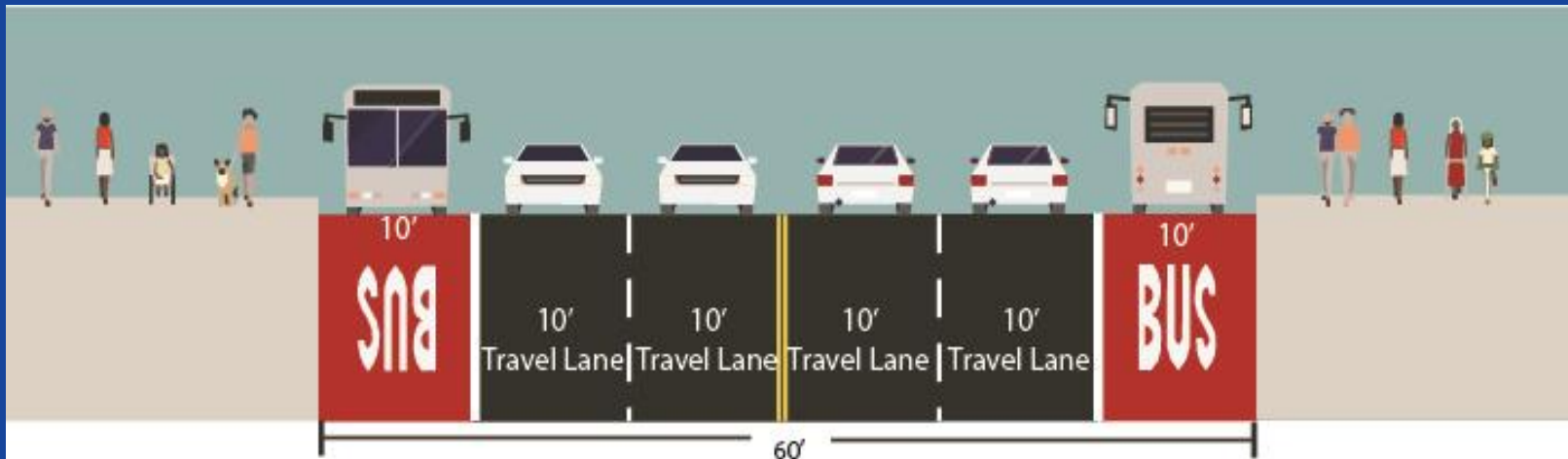
Cedar Ave to White Plains Rd



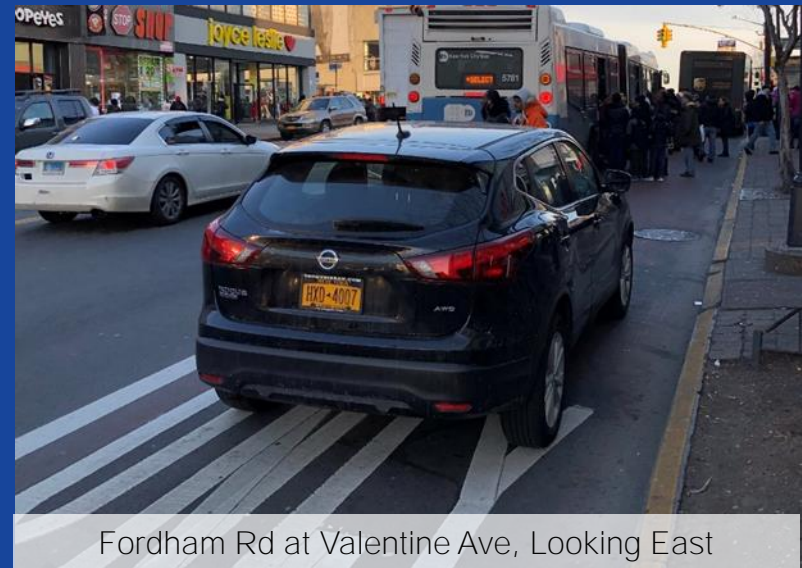
- Bx9, Bx12 SBS/Local, Bx17, and Bx22 carry 113,700 weekday riders, of which 53,100 use the Bx12 SBS & Local
- Major destinations:
 - Fordham Rd Shopping District, Arthur Avenue, and Fordham Plaza
 - Bronx Zoo, NY Botanical Garden
 - Fordham University
 - 1, 2, 4, 5, A, B/D subway lines; Metro North
- Bus speeds have significantly and consistently declined in recent years
- Key issues:
 - Traffic congestion
 - Heavy commercial activity
 - Sidewalk crowding



Fordham Rd: Current Conditions



Fordham Rd at University Ave, Looking East



Fordham Rd at Valentine Ave, Looking East

Fordham Rd: Potential Treatments

Benefits of treatments:

- Increases bus speeds
- Decrease travel times and improve reliability for 113,700 riders
- More efficient organization of travel lanes and accommodation of commercial loading needs
- Enhances pedestrian safety and reduces sidewalk crowding

Bus Boarders (7 Ave, Manhattan)



Protected Bus Lanes (161 St)



Bus Queue Jump Signals
(79 St, Manhattan)



Offset Bus Lanes (Webster Ave)

Next Steps

Winter 2020

- Present potential treatments to CBs
- Ongoing coordination with MTA
- Collect feedback from businesses
- Additional data analysis and plan development

Late Winter / Early Spring 2020

- Develop draft street design plans
- Present draft plans to community boards

Spring 2020

- Develop final street design plans
- Present final plans to community boards

Summer/Fall 2020

- Implement project improvements

Thank you

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

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

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