



Fast Forward: Bronx Bus Network Redesign Final Plan

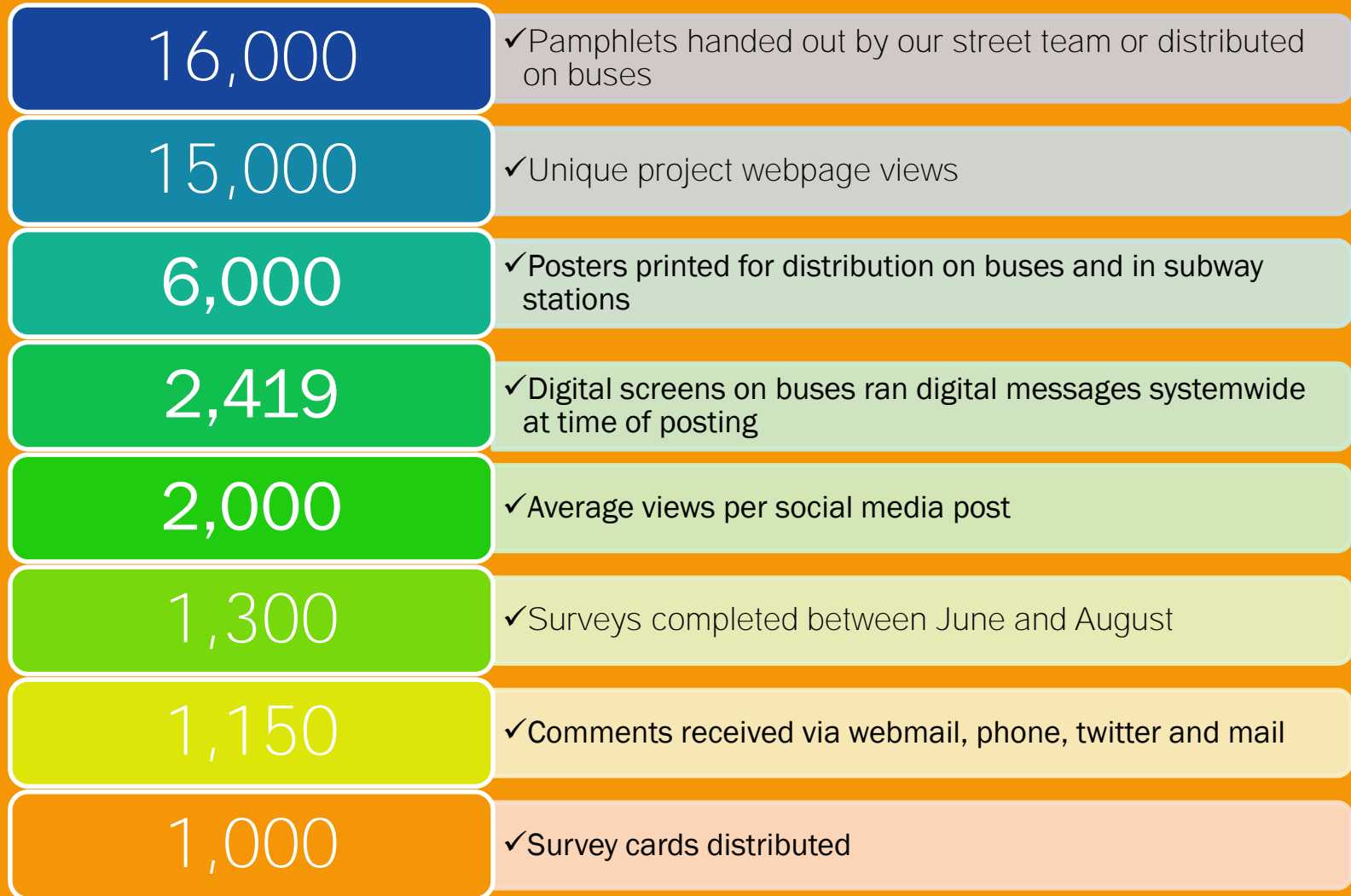
December 18, 2019

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

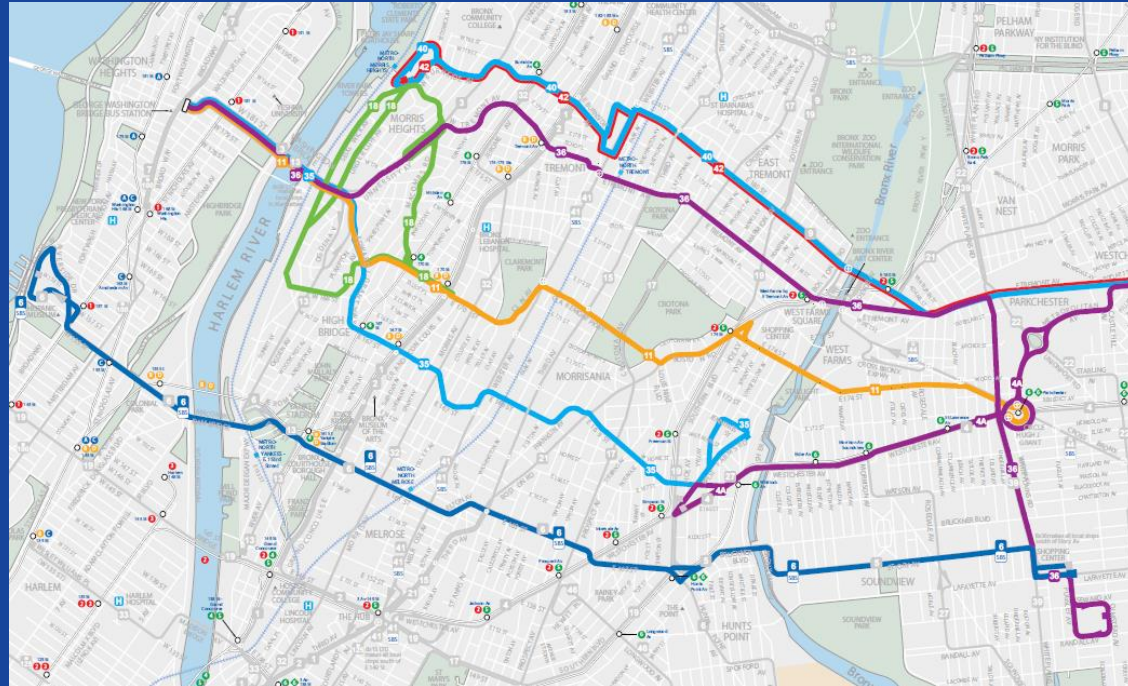
More Bus Priority

- 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

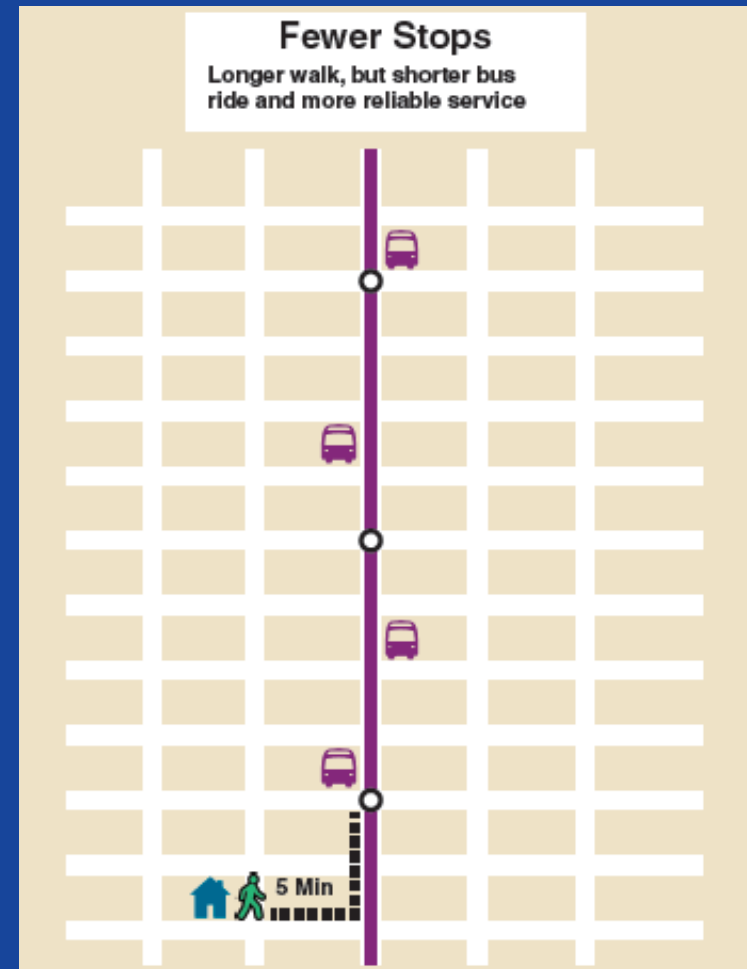
More Direct Routings

- 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)



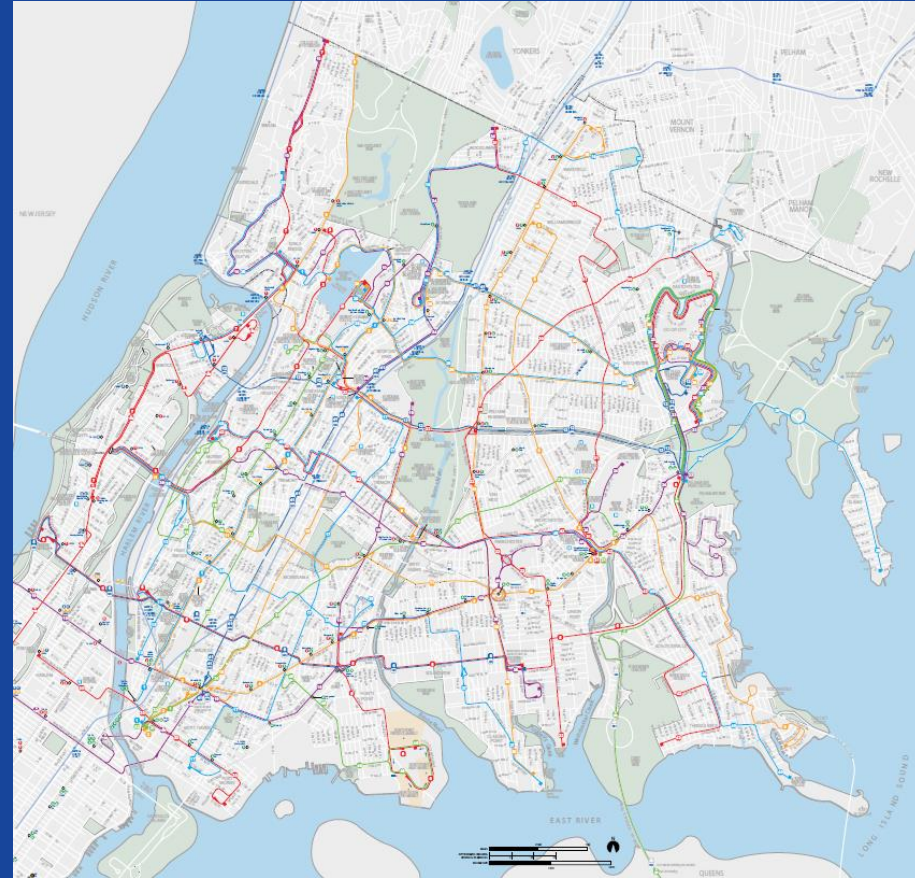
Bus Stop Balancing

- **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)

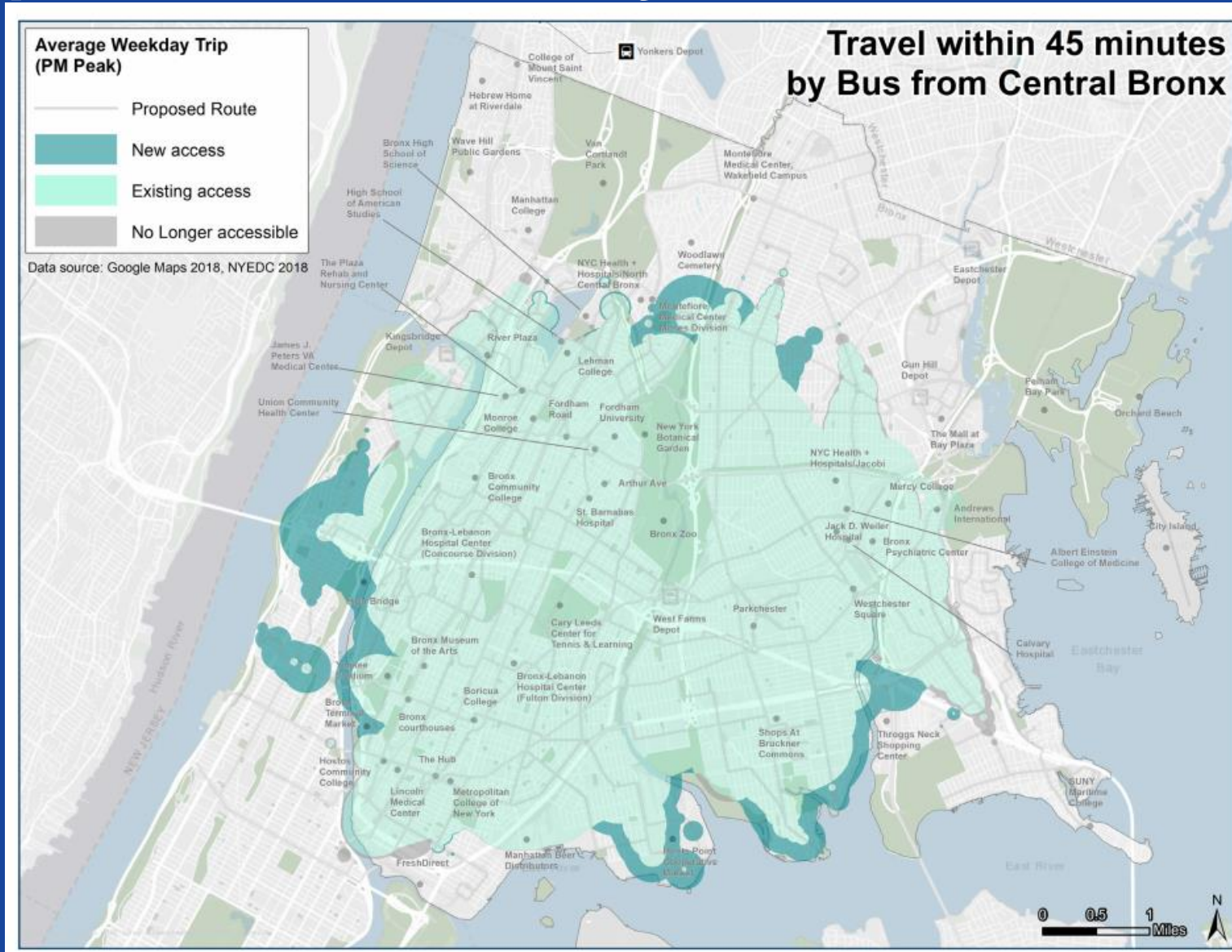


Improved Connectivity

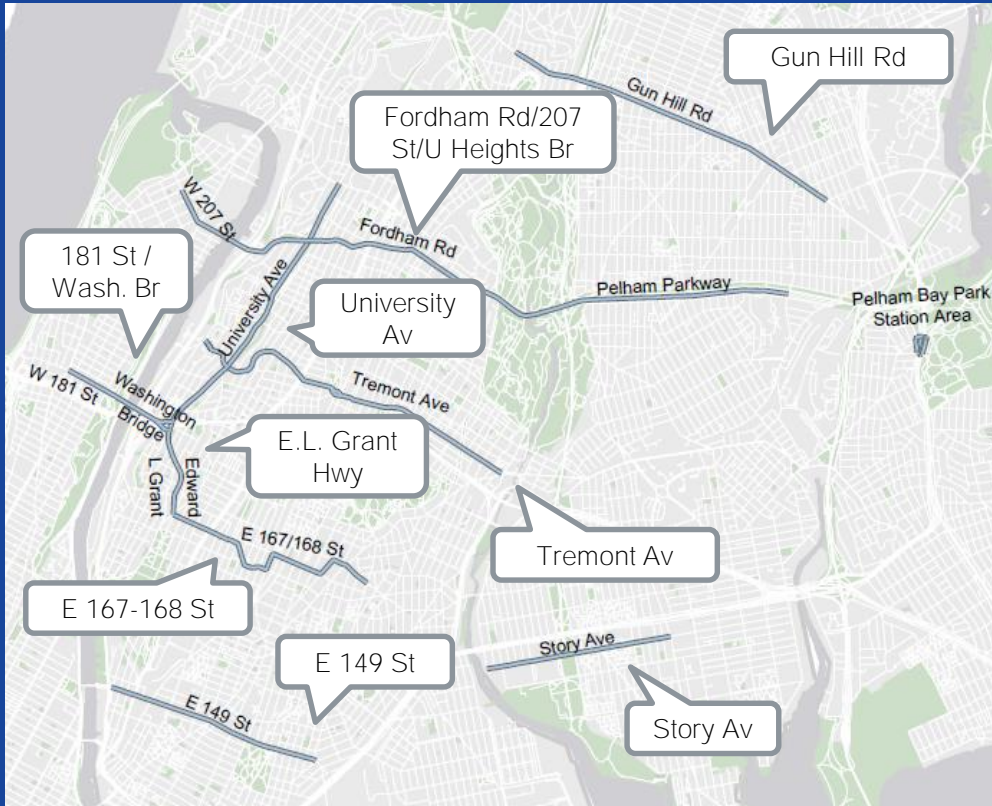
- Ease of connections at key transfer locations
- Route alignment changes bring new access for customers
 - Bx6 SBS extension to Soundview
 - Bx11 extension to Parkchester
 - Bx18 extension in High Bridge
 - Bx25 new service from Northern Co-op City to Bedford Park
 - Bx30 reroute to Boston Rd
 - Bx34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



Improved Connectivity

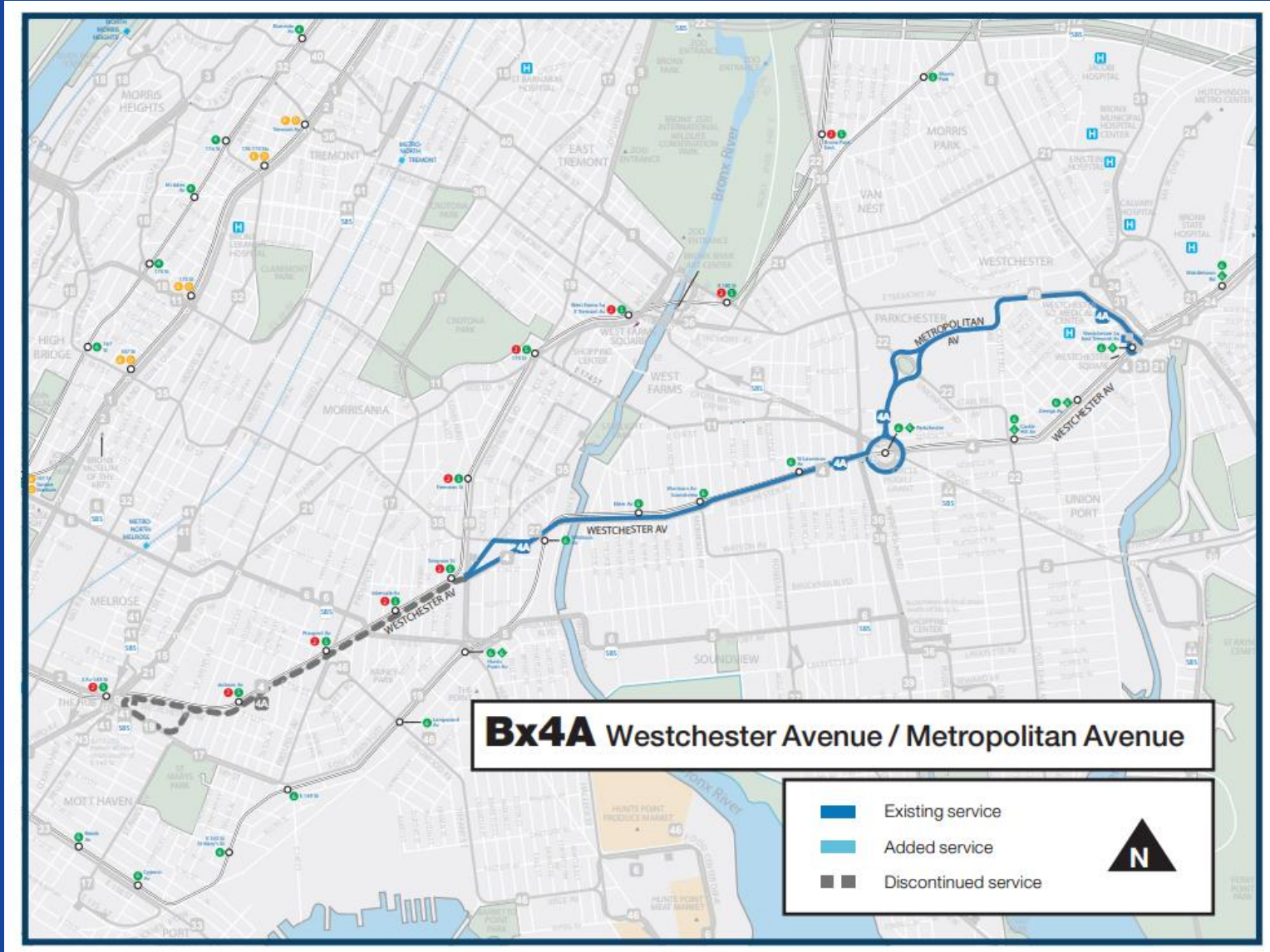


Identified Bus Priority Corridors



- 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

Bx4A



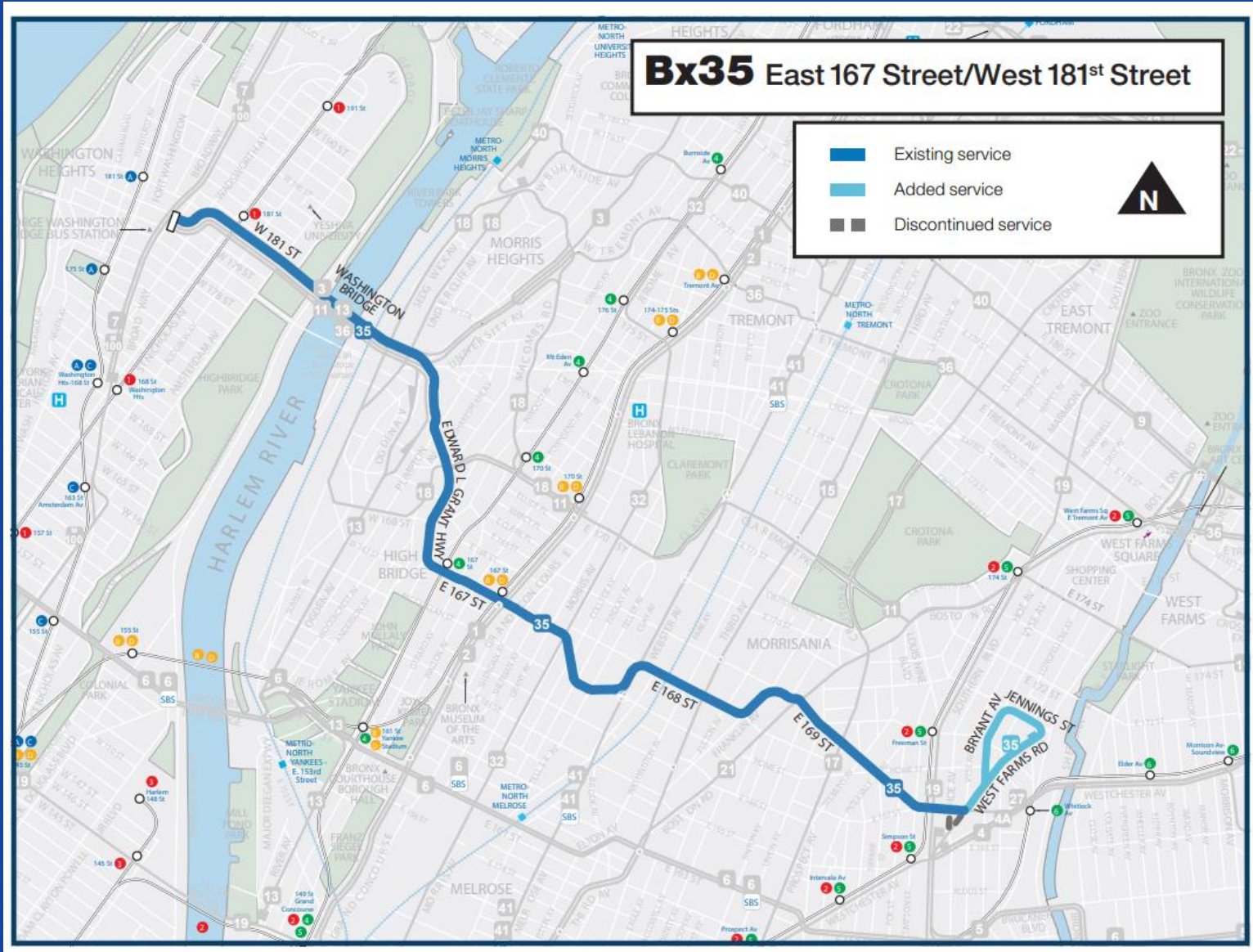
Bx4A Westchester Avenue / Metropolitan Avenue

| | |
|--|----------------------|
| | Existing service |
| | Added service |
| | Discontinued service |

Bx6 SBS



Bx35



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>
 - 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**

Thank you

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

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

[#fastforwardNYC](https://twitter.com/fastforwardNYC)