Fast Forward: Bronx Bus Network Redesign Proposed Final Plan

February 1, 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

16,000	✓Pamphlets handed out by our street team or distributed on buses
15,000	✓Unique project webpage views
6,000	✓Posters printed for distribution on buses and in subway stations
2,419	✓Digital screens on buses ran digital messages systemwide at time of posting
2,000	✓Average views per social media post
1,300	✓Surveys completed between June and August
1,150	✓Comments received via webmail, phone, twitter and mail
1,000	✓Survey cards distributed

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

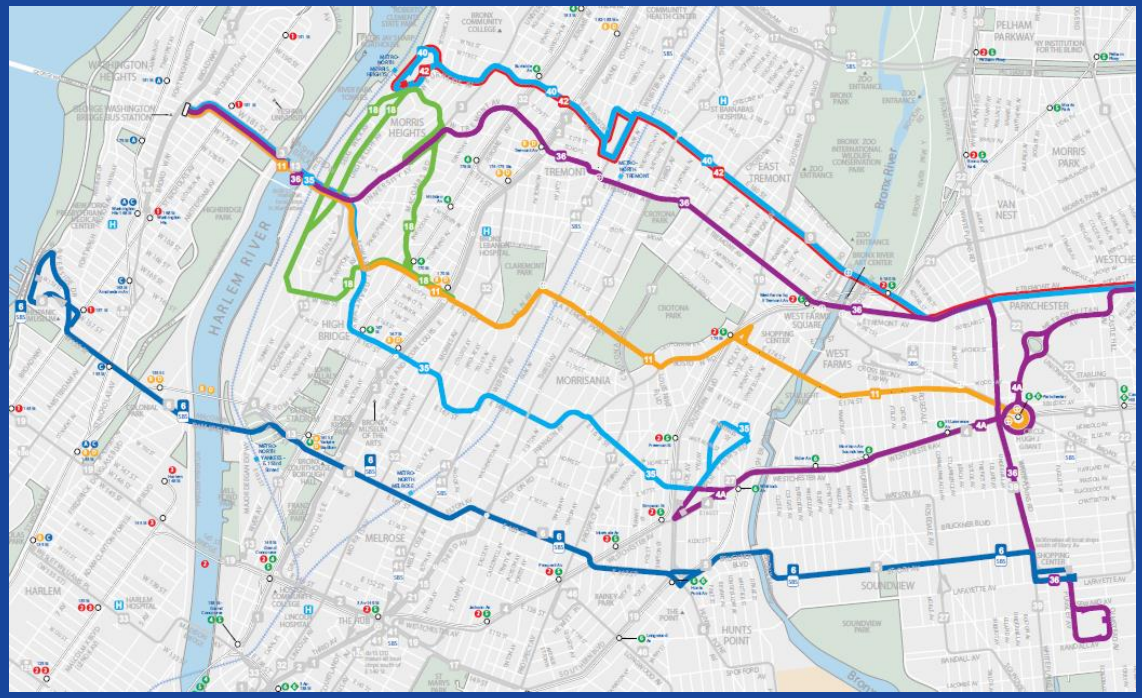
More Bus Priority

- 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

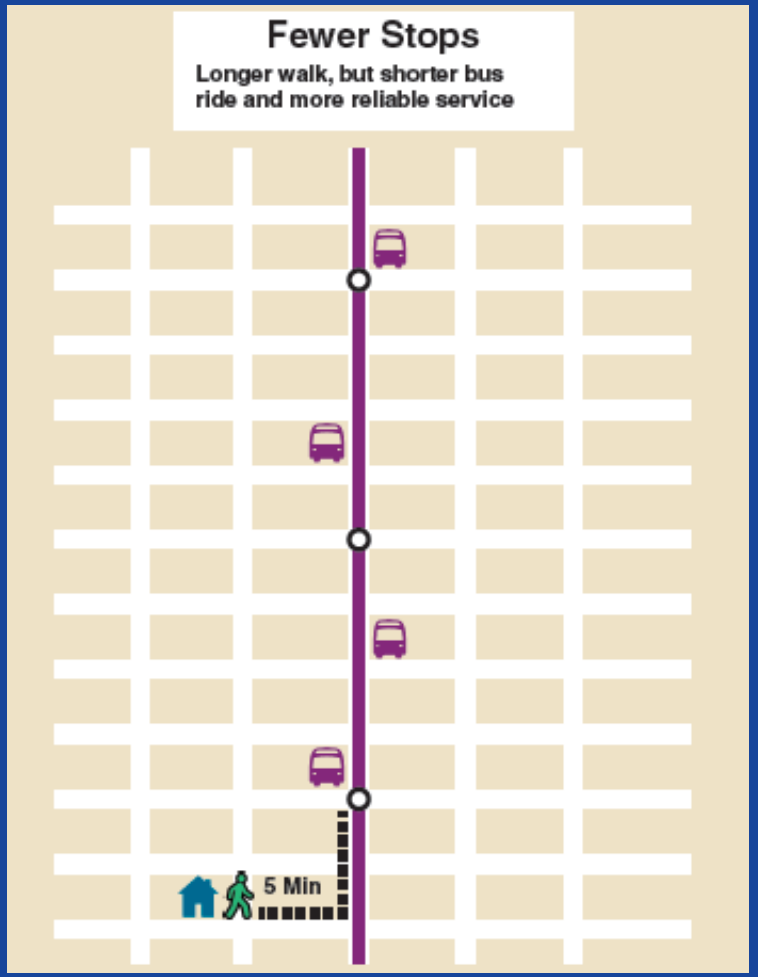
More Direct Routings

- **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)**



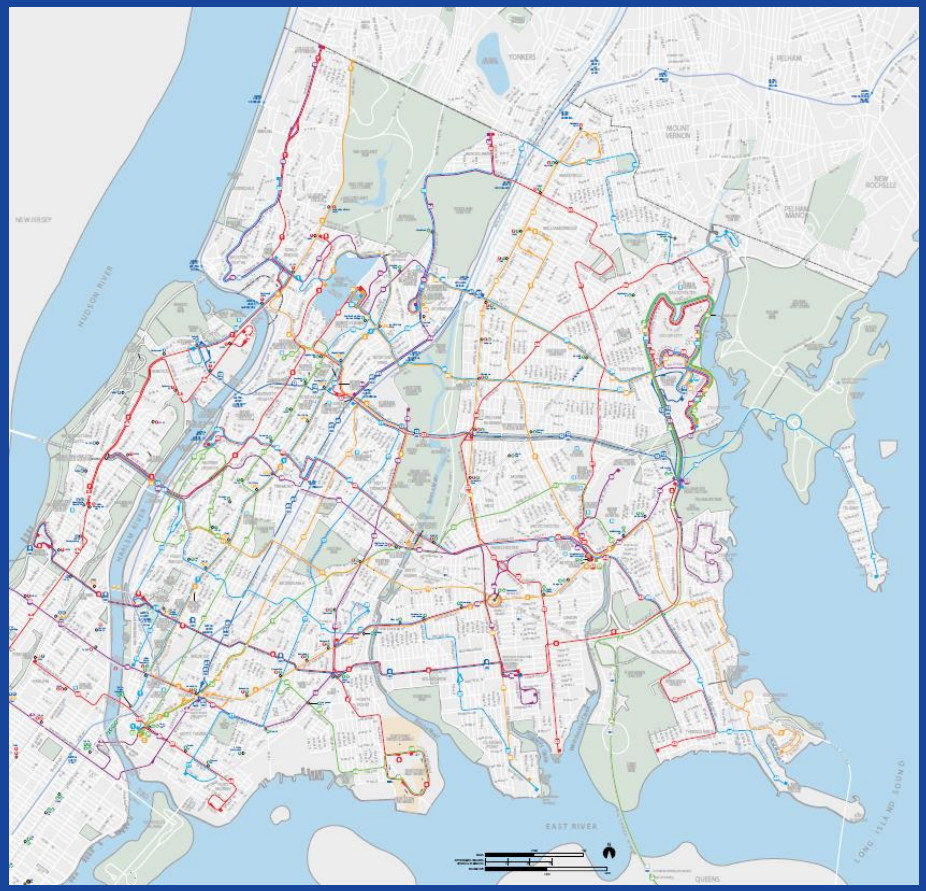
Bus Stop Balancing

- **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)

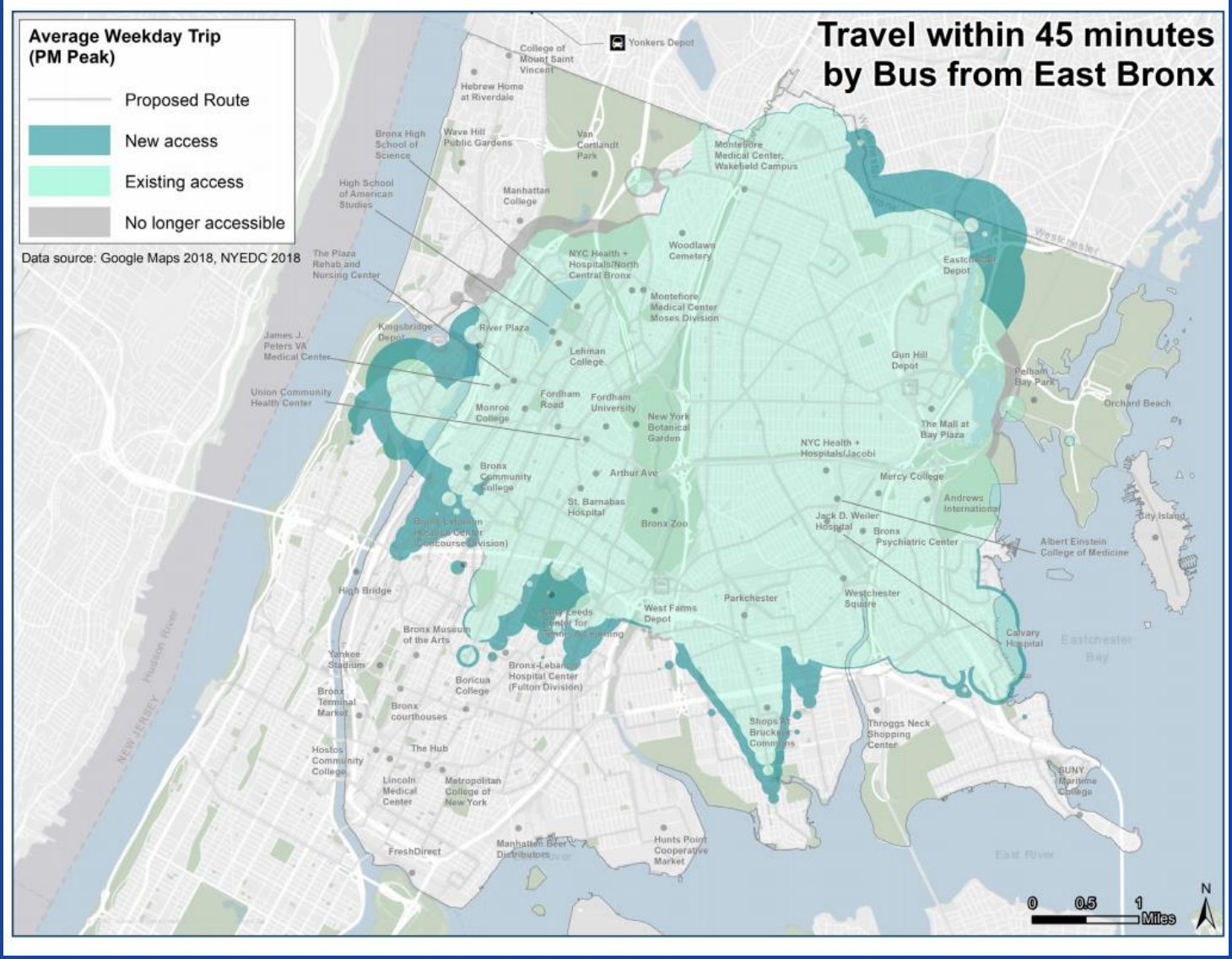


Improved Connectivity

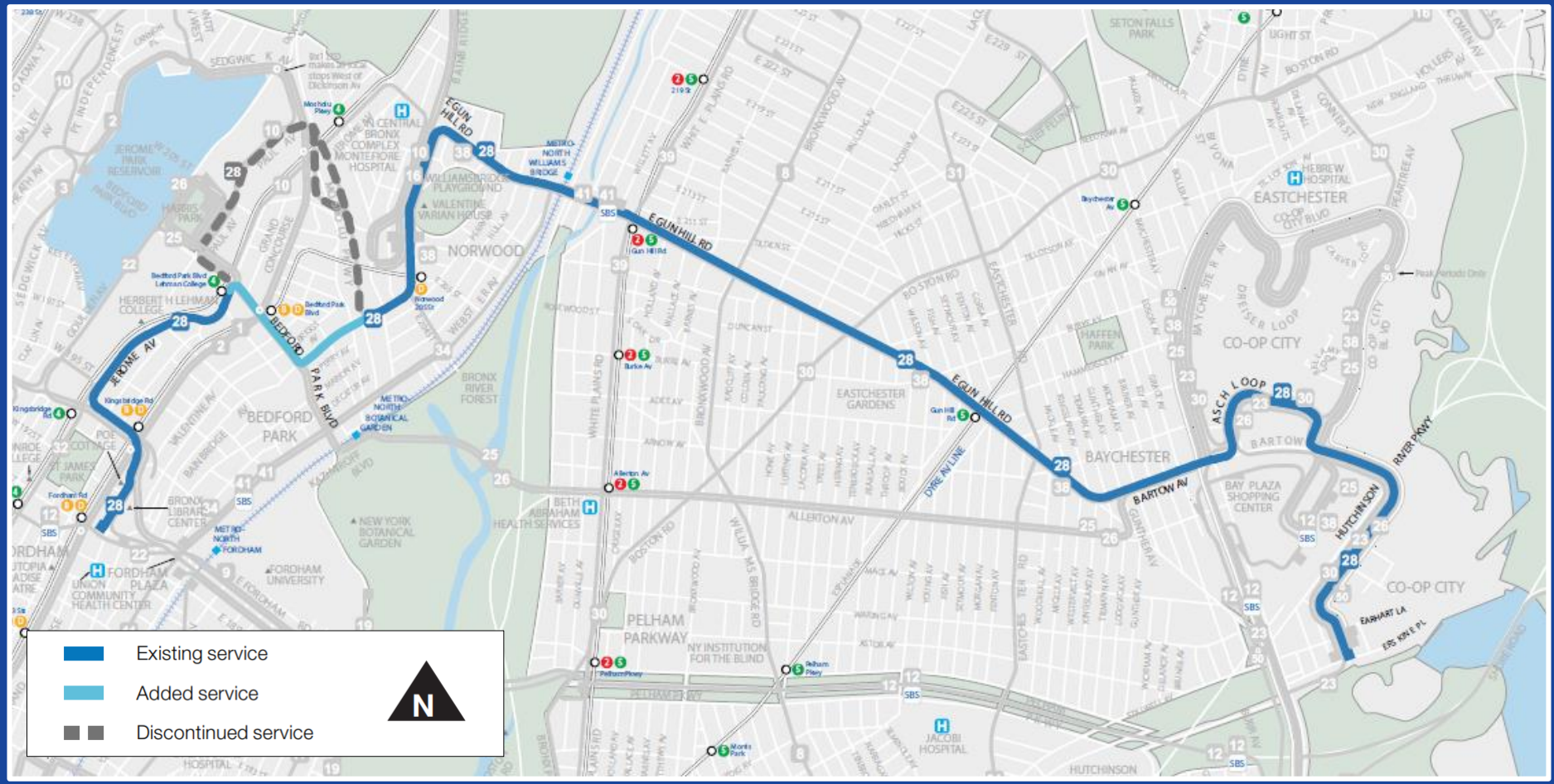
- Ease of connections at key transfer locations
- Route alignment changes bring new access for customers
  - Bx6 SBS extension to Soundview
  - Bx11 extension to Parkchester
  - Bx18 extension in High Bridge
  - Bx25 new service from Northern Co-op City to Bedford Park
  - Bx30 reroute to Boston Rd
  - 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

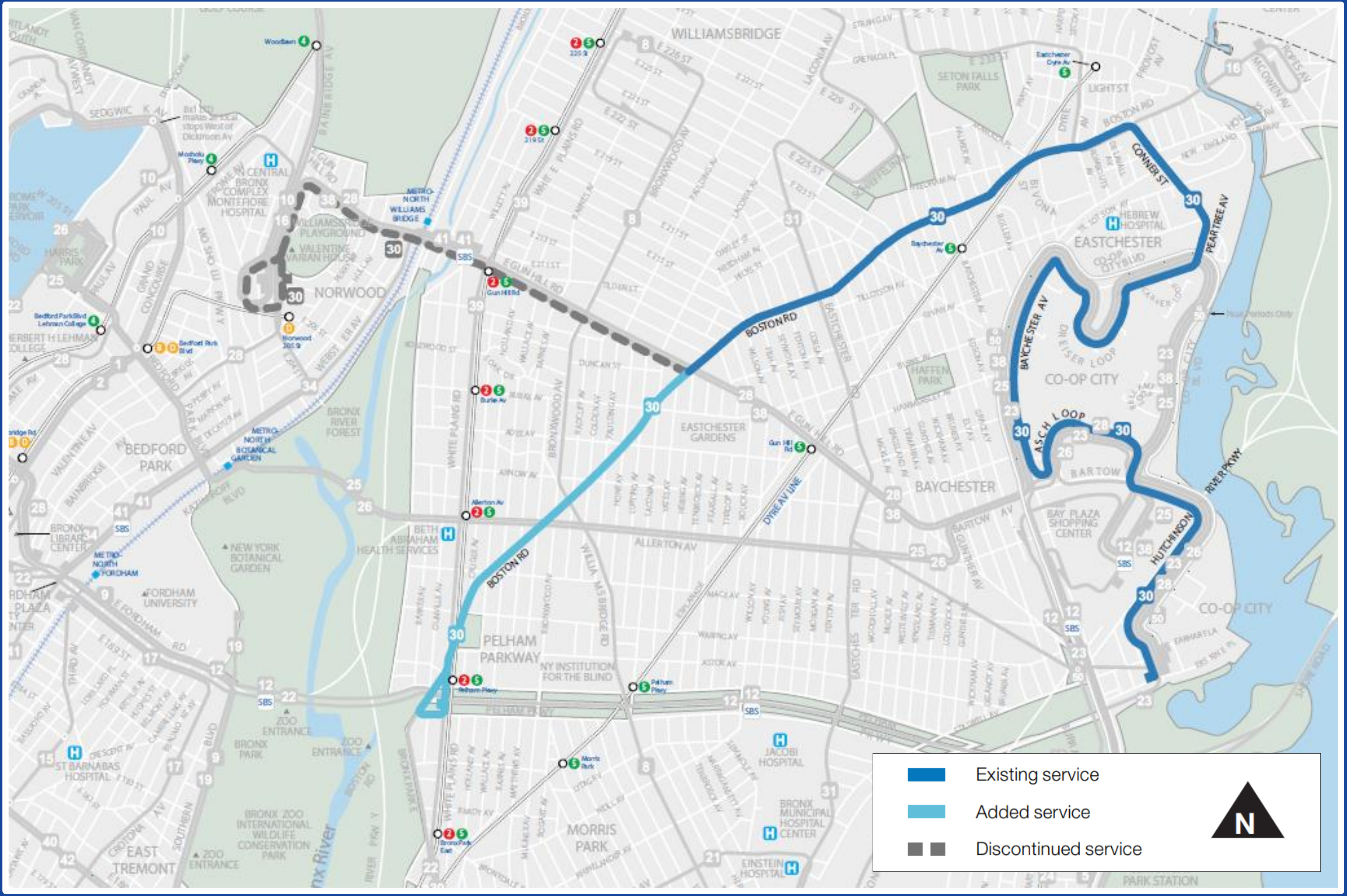


Bx28



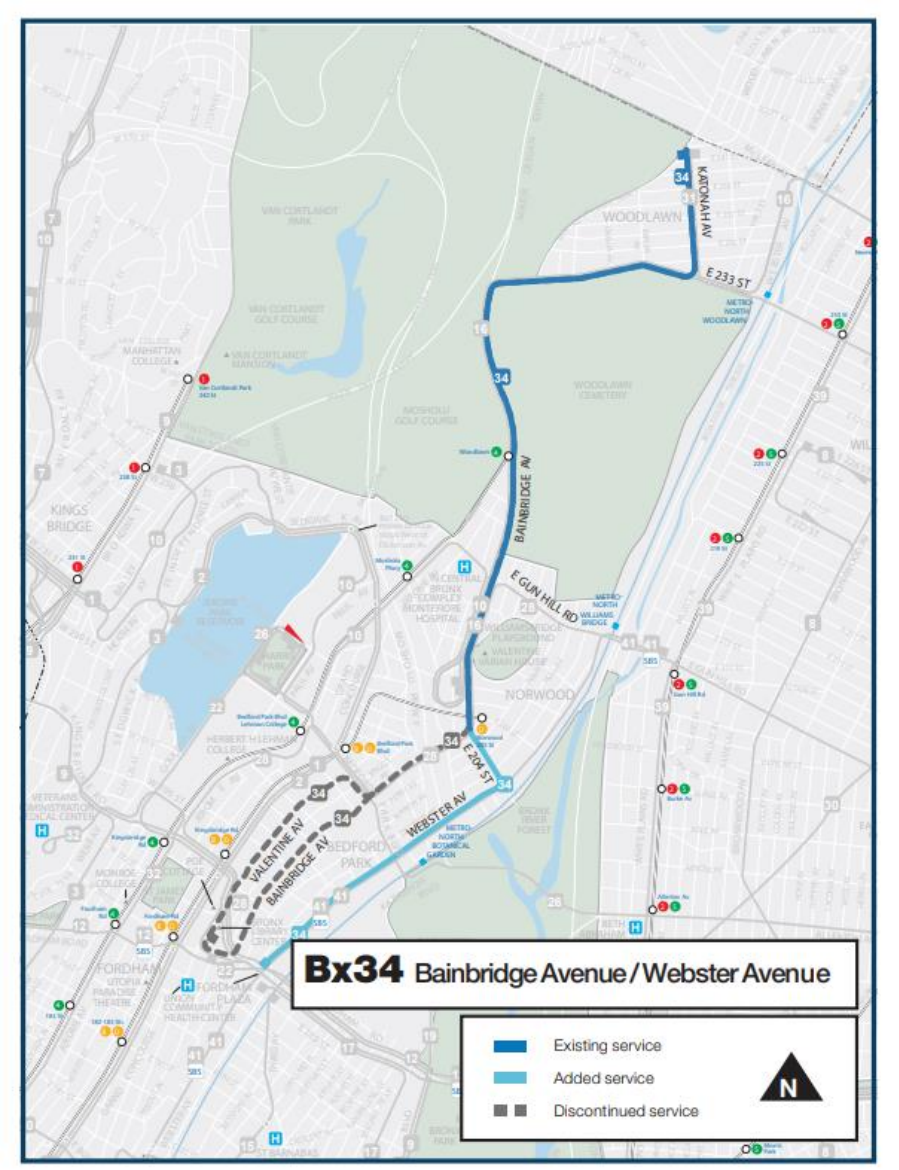
New York City Transit

Bx30



Existing service
Added service
Discontinued service
N
WILLIAMSBRIDGE
NORWOOD
EASTCHESTER
CO-OP CITY
BAYCHESTER
EASTCHESTER GARDENS
PELHAM PARKWAY
BEDFORD PARK
MORRIS PARK
BOSTON RD

Bx34


Bx34 Bainbridge Avenue / Webster Avenue
Existing service
Added service
Discontinued service
N
KATONAH AV
E 233 ST
BAINBRIDGE AV
E GUN HILL RD
E 204 ST
WEBSTER AV
VALENTINE AV
WOODLAWN
NORWOOD
KINGS BRIDGE
FORDHAM
BEDFORD PARK

Increased Frequency

Route	Frequency (min.)	Proposed (min.)	Proposed Frequency - Weekday (min.) AM Peak	Midday	PM Peak	Evening	Overnight	Proposed Service Span - Weekday 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

Next Steps

Outreach

- 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
  - Public Hearing on Plan – February 20, 2020
    - 6 PM – 8 PM
    - The Bronx Museum of the Arts
  - MTA Board votes on Plan – April 2020
  - Implementation
    - Fall 2020 – Local Bus Service
    - 2021 – Express Bus Service

Moving Forward

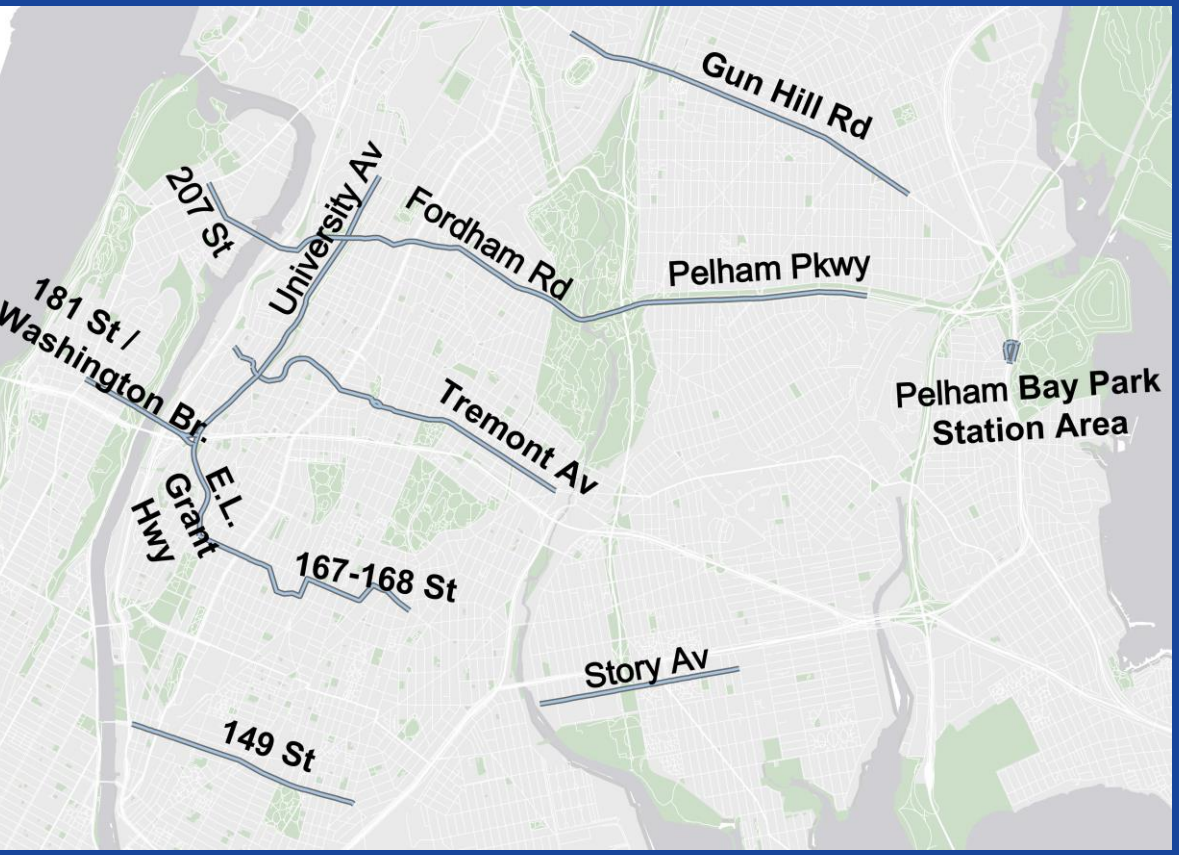
- The network redesign provides a new baseline upon which the MTA can make adjustments to tailor service based on ridership trends while improving service for the majority of Bronx residents

- 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



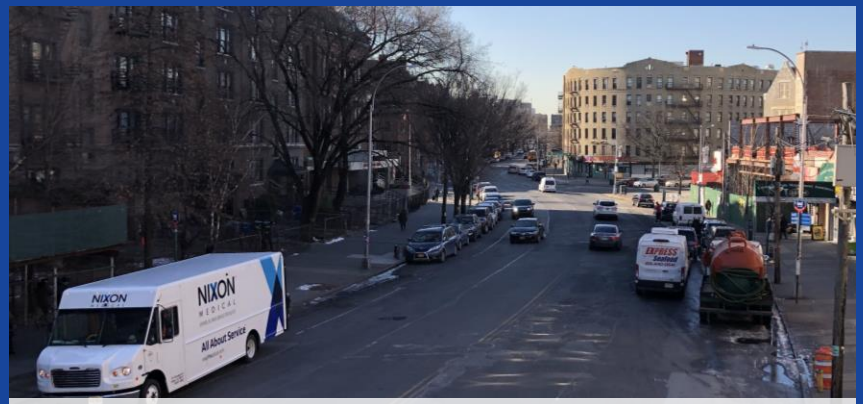
- NYC DOT analyzed 46 major Bronx corridors to identify where bus lanes and other treatments would speed up buses and allow the MTA to operate more frequent service
- The analysis ranked potential bus-priority corridors using the following criteria:
  - Demand for bus service
  - Bus performance (speed 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

University Ave

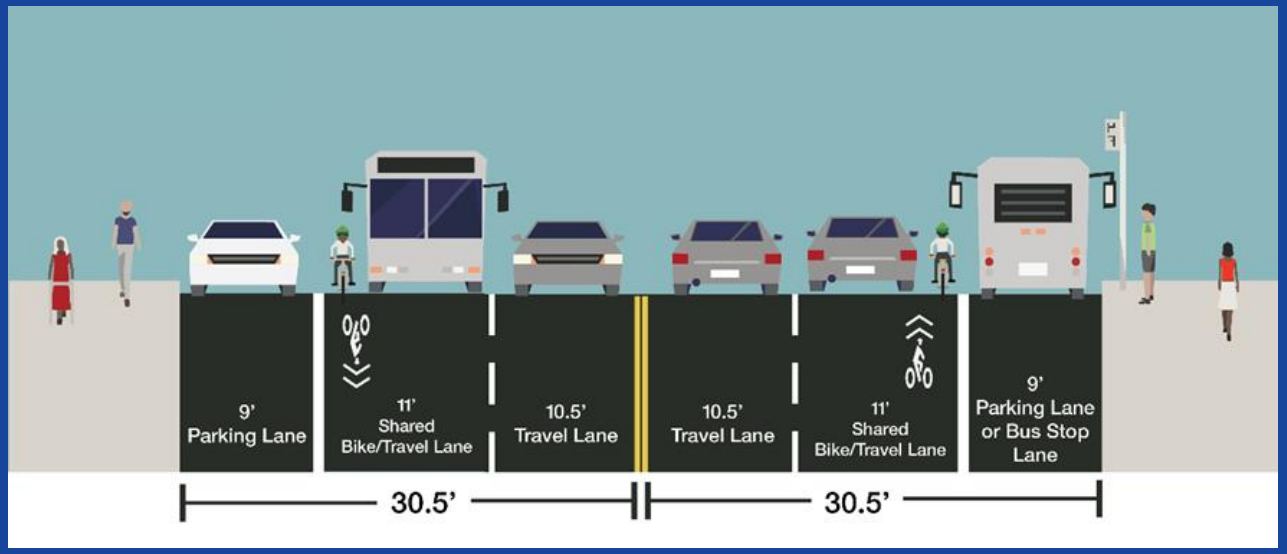
Kingsbridge Rd to Washington Bridge



University Ave and Burnside Ave, Looking South

- 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: Current Conditions



University Ave and Fordham Rd, Looking North

University Ave and Burnside Ave, Looking South

University Ave: Potential Treatments

Bus Queue Jump Signals (79 St, Manhattan)

Benefits of potential treatments:

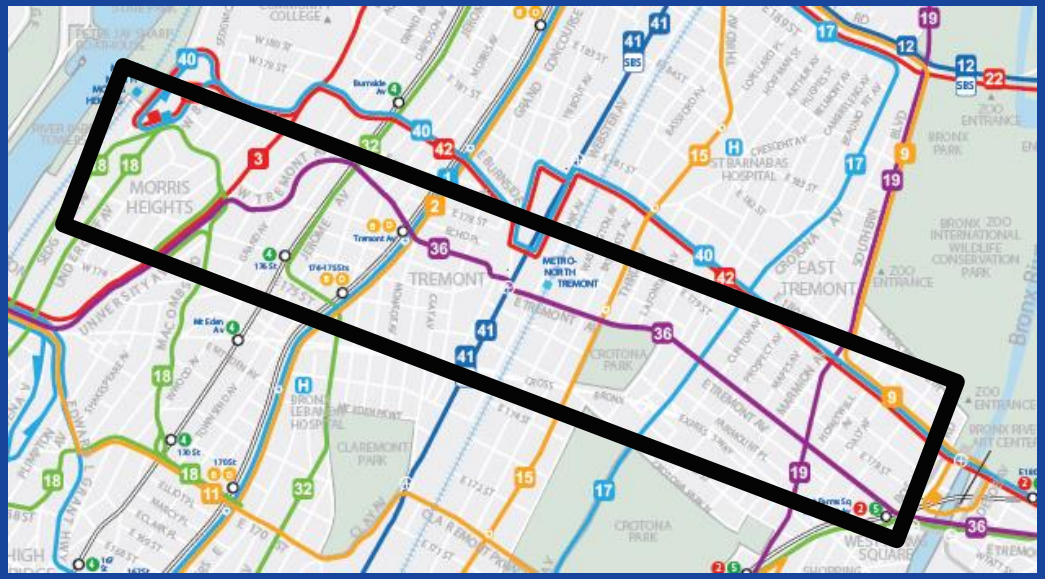
- **Increases bus speeds by bypassing traffic queues at congested intersections**
- **Improves accessibility and reduces time buses spend at bus stops**

Offset Bus Lanes (Webster Ave)

Bus Boarders (7 Ave, Manhattan)

Tremont Avenue

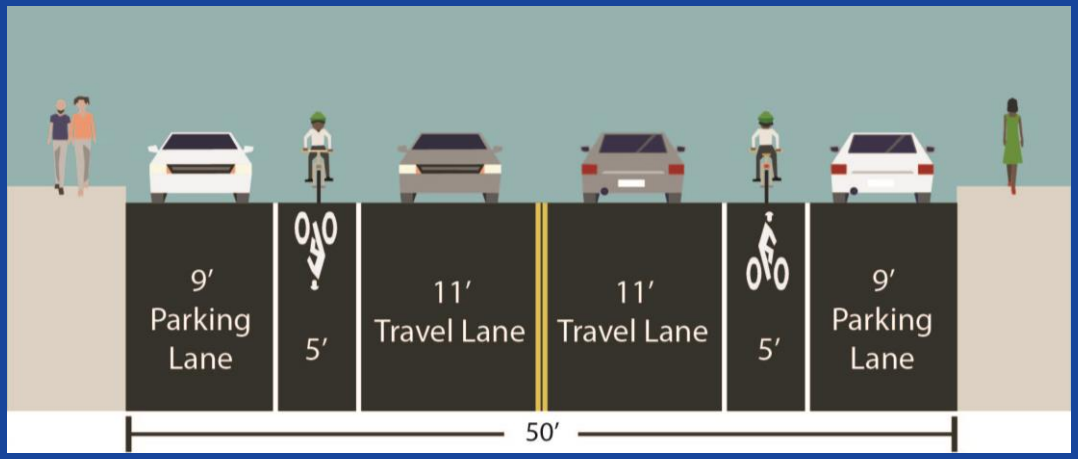
Sedgwick Ave to Boston Rd

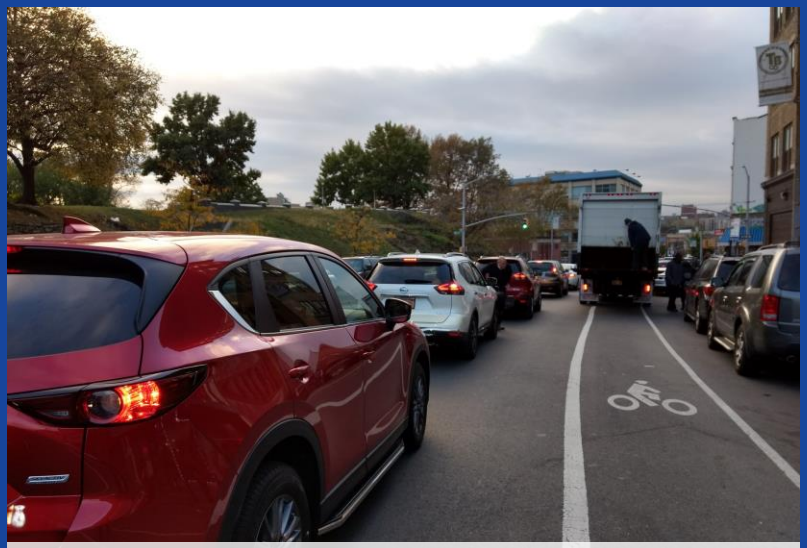


E Tremont and Southern Blvd, Looking West

- 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

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)

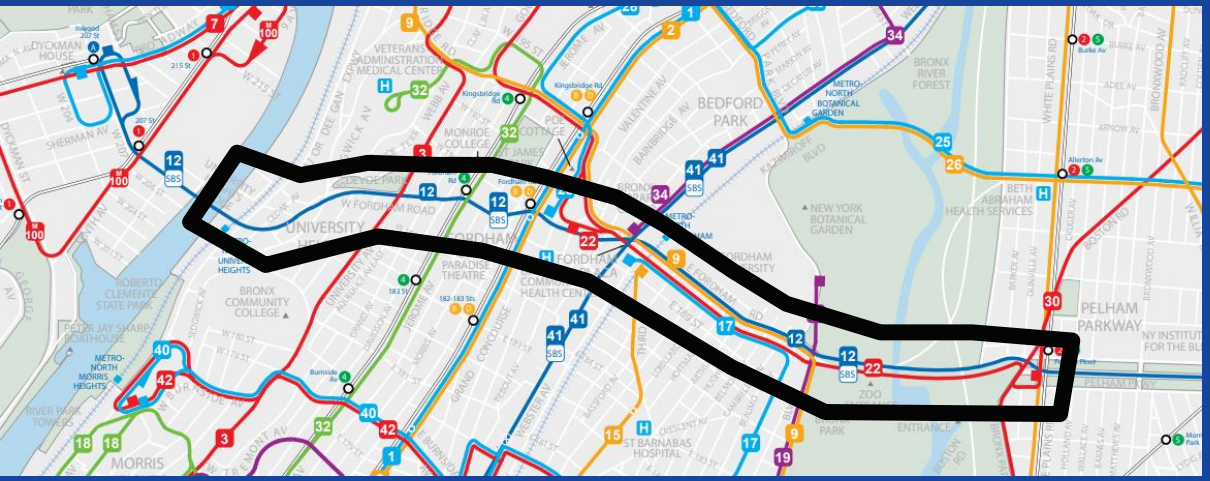
Short Segments of Bus Lanes
(Broadway at 78 St, Queens)

Benefits of potential treatments:

- **Increases bus speeds by bypassing traffic queues at congested intersections**
- **Makes bus travel times more reliable and improves overall traffic flow**

Fordham Rd

Cedar Ave to White Plains Rd

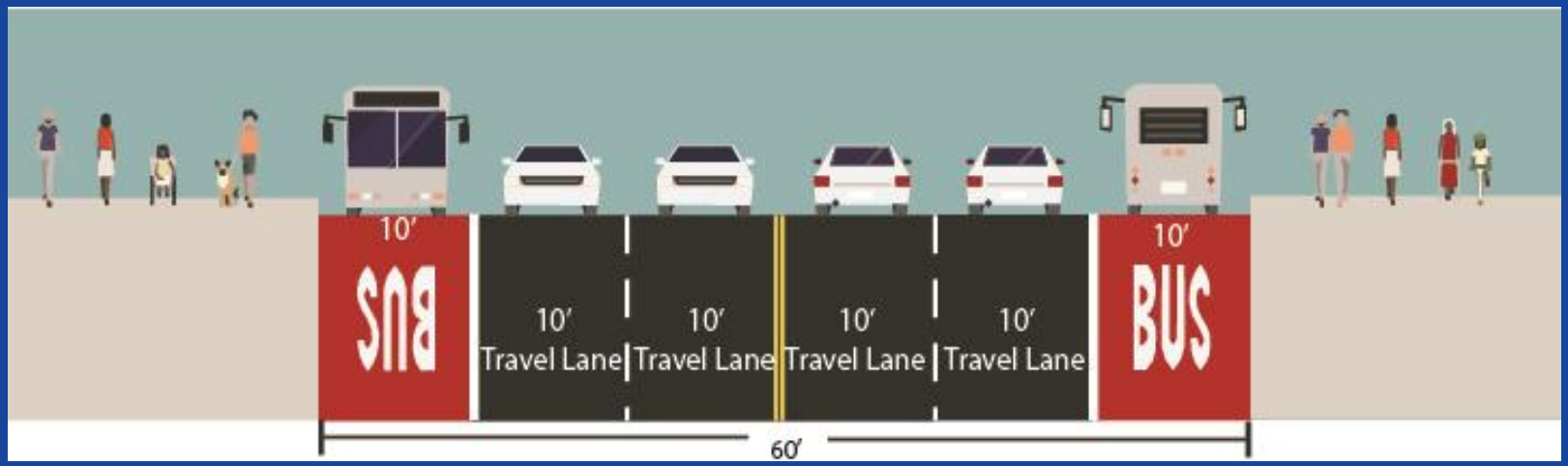


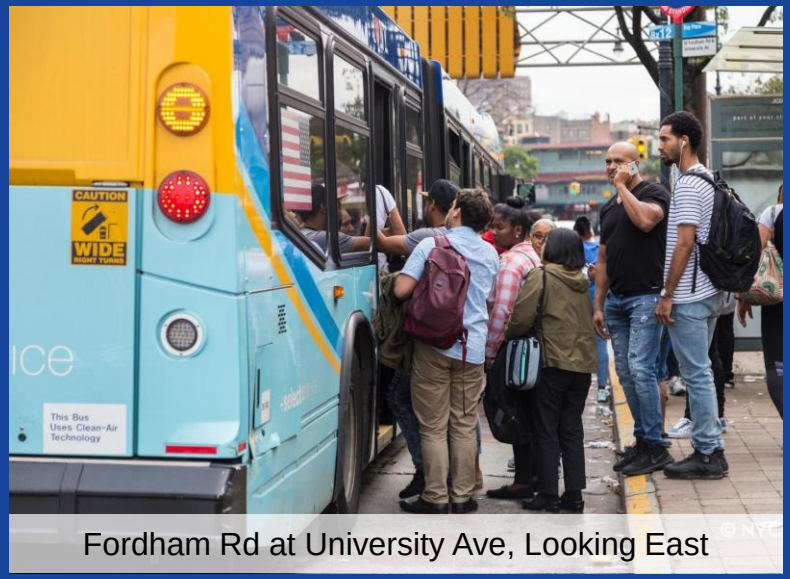
Fordham Rd at 3 Ave, Looking East

© NYC DOT

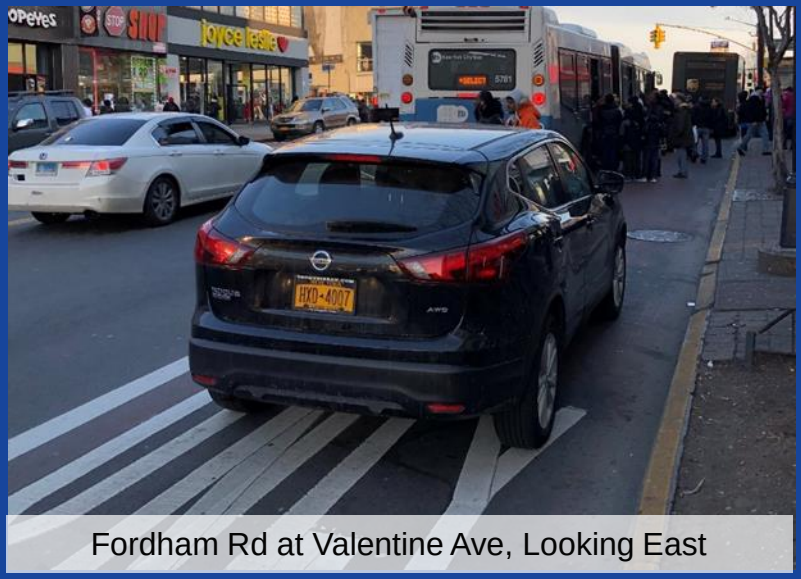
- Bx9, Bx12 SBS/Local, Bx17, and Bx22 carry 113,700 weekday riders, of which 53,100 use the Bx12 SBS & Local
- Major destinations:
  - Fordham Rd Shopping District, Arthur Avenue, and Fordham Plaza
  - Bronx Zoo, NY Botanical Garden
  - Fordham University
  - 1, 2, 4, 5, A, B/D subway lines; Metro North
- 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**
- **Decreases 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

Fall 2019 / 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

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New.mta.info/BronxBusRedesign
#fastforwardNYC

New York City Transit