



**November 2021**

# **The Bronx Bus Network Redesign Final Plan Addendum**

# Executive Summary

## Bronx Bus Network Redesign Restart – How We Got Here

- In February 2020, the MTA held a public hearing on the Bronx Bus Network Redesign proposed Final Plan, wrapping up a multi-year planning effort that incorporated customer needs and feedback from every corner of the Bronx.
- The redesign work is focused on improving Local, Limited and Select Bus Service routes. There are currently no changes to express routes at this time.
- The next step would have been to take the proposed Final Plan to the MTA’s Board of Directors for a vote. Due to the COVID-19 Pandemic, we made the difficult decision in March 2020 to pause the bus network redesign initiative to ensure that resources were concentrated where needed most, specifically moving our essential workers as quickly and safely as possible. The project remained paused for approximately 18 months.
- In August 2021, Acting MTA Chair and CEO Janno Lieber and Interim New York City Transit President Craig Cipriano joined New York City Department of Transportation (NYCDOT) Commissioner Henry Gutman to announce many exciting bus initiatives, including the restart of the Bronx Bus Network Redesign.
- Bus network redesigns are among the most crucial efforts the MTA can undertake to ensure New Yorkers receive appropriate bus service. The MTA is excited to restart its Bus Network Redesign program this fall, beginning with the resumption of the Bronx Local Bus Network Redesign, planned for implementation next summer.
- Following implementation, the MTA will continue to monitor ridership patterns and incorporate necessary changes in the bus network to better match bus service with current and future travel demands.
- This document will outline changes to the proposed Final Plan as published in October 2019. These changes are based on the input of our customers and community stakeholders.

## A few changes have been made since the proposed Final Plan was released in October 2019:

- Bx28 retains original routing
  - The proposed Final Plan called for streamlining of the Bx28, making it more direct by avoiding circuitous segments along Mosholu Parkway and Paul Avenue. However, strong community opposition demonstrated that the current alignment is valuable and most preferred by existing Bx28 bus customers, especially along the western portion of the route. After field visits from agency staff members and hearing from members of the community during our February 2020 public hearing, it was agreed that Bx28 would no longer change and remain as-is. The proposed frequency improvements to the Bx28 are still planned.
- Bx34 retains original routing
  - The proposed Final Plan would bring service to the larger Webster Avenue corridor instead of the Bx34 continuing to operate on the narrow one-way streets Valentine Avenue and Bainbridge Avenue. However, strong community opposition from local senior customers demonstrated that the current alignment is valuable and most preferred by Bx34 bus customers. After field visits from agency staff members and hearing from members of the community during our February 2020 public hearing, it was agreed that Bx34 would no longer change and remain as-is. Bx34 frequencies will remain the same as they are today.

## **Bus Stop Changes**

- In February 2020, the MTA held a public hearing on the Bronx Bus Network Redesign Proposed. The majority of stop changes in the proposed Final Plan will be implemented as published in October 2019. There are a small number of bus stop changes that have been made to accommodate NYC DOT bus priority projects, both those already implemented and those planned for the coming years. In addition, some stop proposals have been updated to better reflect community needs in certain neighborhoods. We strongly recommend that all customers check the route profiles listed on page 10 to confirm the status of their bus route(s) and respective bus stops.

## **Bx6 SBS, Bx6 Local, and Bx5 changes and all-door boarding postponed until 2023**

- Due to the 18-month pause caused by the COVID-19 pandemic, Bx6 SBS implementation has been delayed until 2023 to coincide with the retirement of the MetroCard and the full deployment of OMNY across the city. Also, all-door boarding will be launched on all bus routes in 2023. The logistics and expense associated with installing and then uninstalling off-board fare machines along the future alignment in Soundview for just one year of use is not an effective or efficient use of limited resources. The associated changes to the Bx5 and Bx6 Local schedules will also be postponed until 2023 when the Bx6 SBS realignment is implemented.

## **Network Redesign Matters**

- Hundreds of thousands of customers rely on the MTA to provide their daily bus service in the Bronx including short, local trips within the neighborhood and long-distance commutes to faraway workplaces. A disproportionate number of Bronx bus customers are low-income and therefore have few other options apart from long commutes. The bus service changes in this plan are geared toward speeding up the bus and commutes of nearly all Bronx bus customers. We are committed to making this plan a reality in Summer 2022, as soon as it is feasible to do so, because our customers deserve bus service that gets them where they need to go as quickly and safely as possible.

# Redesign Strategies

## Simplify the Network

More direct routes bring bus customers to key destinations faster. Routes that make a lot of turns and take roundabout paths are slower and therefore less useful for customers. Streamlining routes may include shortening or splitting routes if customer volumes are low and multiple bus service options exist. Streamlined routes are often more reliable and efficient because they avoid congested areas and are easier to manage. This plan proposes 14 route alignment changes and two new routes.

## Enhance Connectivity

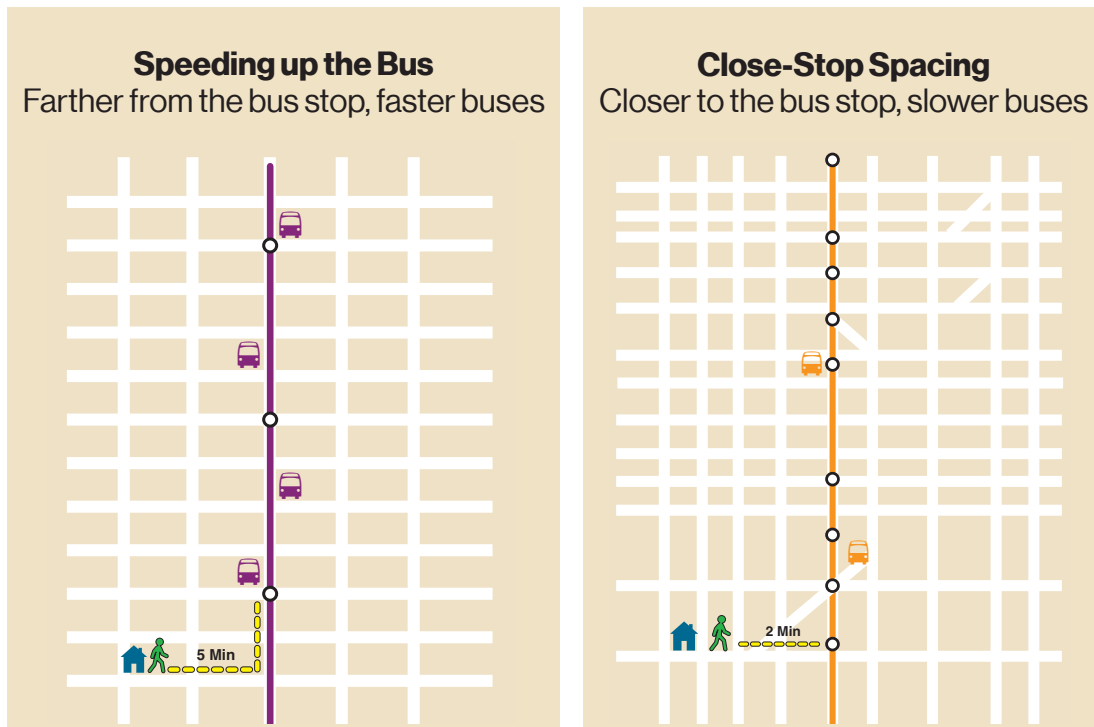
Many bus customers, especially those in the Bronx, make transfers to reach their final destinations. This plan works to enhance east-west connectivity across the borough as well as inter-borough travel by facilitating transfers and reducing wait times for buses. Four routes will be extended and three will make key connections to subway stations.

## Improve Frequencies

Prioritizing an all-day frequent network is critical to getting customers to their destinations while allowing for easy, flexible travel. Frequent service allows customers to change plans and rely on the transportation network. This plan improves frequency on nine routes along 11 corridors.

## Balance Bus Stops

Each bus stop removed from a route saves an average of 20 seconds, but depending on location and time of day, each stop might save a minute or more travel time for everyone on the bus and makes bus service more reliable. These savings stem from buses not having to exit and reenter the traffic so often. New York City's bus stops are closer together than most other cities across the country and around the world, so added travel time to the next closest bus stop is not typically long (averaging less than two extra minutes to reach). This plan proposes removing about 400 bus stops. Careful consideration has been given to each stop regarding ridership, distance between stops, transfers, community facilities, and local demographics.



## Expand Bus Priority

Buses move hundreds of thousands of customers in the Bronx. Because of their importance in transporting people to and within the borough, NYC DOT has done extensive work to give buses preferential treatment on streets where appropriate to improve bus speeds and reliability. The next section expands upon these efforts.

# Bus Priority Corridors

NYC DOT analyzed 46 corridors in the Bronx and Manhattan and selected 10 of the highest-ranking corridors to implement a variety of bus priority treatments that speed up buses and allow the MTA to operate more frequent service. These improvements include new bus lanes, transit signal priority (TSP), bus boarders, and curb management. The following list has the 10 corridors identified for bus priority improvements in the Bronx:

Status	Corridors	From	To	Routes
Future Plan	Tremont Avenue	Sedgwick Avenue	Boston Road	Bx18, Bx36, Bx40 (current), Bx42 (current)
Future Plan	East Gun Hill Road	Bainbridge Avenue	Bartow Avenue	Bx28, Bx38, Bx30 (current)
Future Plan	Pelham Parkway, Fordham Road, and West 207 Street	Eastchester Avenue	Broadway	Bx9, Bx12, Bx12 SBS, Bx17, Bx22, Bee Line 60-62
Future Plan	Washington Bridge	Amsterdam Avenue	University Avenue	Bx3, Bx11, Bx13, Bx35, Bx36
Present Implementation	University Avenue	Kingsbridge Road	Cross Bronx Expressway	Bx3, Bx18, Bx36
Present Implementation	Story Avenue	Bronx River Avenue	White Plains Road	Bx5 (existing), Bx6 SBS (after redesign)
Present Implementation	Pelham Bay Park Station Area	Westchester Avenue	Wilkinson Avenue	Bx5, Bx12, Bx12 SBS, Bx23, Bx24, Bx29, Q50 LTD
Completed 2020	East 149 Street	River Avenue	Southern Boulevard	Bx2, Bx4, Bx4A (current), Bx19, Bx17
Completed 2020	E.L. Grant Highway	Cross Bronx Expressway	East 167 St	Bx35
Completed 2020	West 181st Street	Amsterdam Avenue	Broadway	Bx3, Bx11, Bx13, Bx35, Bx36

Since Fall 2020, NYC DOT has completed three bus priority projects in the Bronx, including new bus lanes on East 149th Street in October 2020, center running bus lanes on E.L. Grant Highway in November 2020, and a Busway on West 181st Street in April 2021.

For more details on these bus priority treatments in the Bronx, please refer to page 22 of the proposed Final Plan. To learn about more NYC DOT's bus priority treatments, visit NYC DOT's Better Busway webpage ([nyc.gov/betterbuses](https://nyc.gov/betterbuses)).



# Updates to the Proposed Final Plan

After publishing the Bronx Bus Network Redesign proposed Final Plan, we listened to feedback from customers, communities throughout the Bronx and Upper Manhattan, as well as community boards, elected officials and advocates. Customers and community members value the existing routing of the Bx28 and Bx34 routes over the proposed alignment changes that were outlined in the Draft and Final Plans. With such strong community and customer desire to maintain existing route alignments, these routes alignments will not be changed. The maps that follow show the current route alignments for the Bx28 and Bx34 that will be retained.

Due to the 18-month pause caused by the COVID-19 pandemic, Bx6 SBS implementation has been delayed until 2023 to coincide with the retirement of the MetroCard and the full deployment of OMNY across the city. The logistics and expense associated with installing and then uninstalling fare machines along the future alignment in Soundview for just one year of use is not an effective or efficient use of limited resources. The associated changes in Bx6 local and Bx5 frequencies will also be postponed until the full deployment of OMNY when the Bx6 SBS realignment is implemented.

## **Bx28**

The proposed Final Plan called for streamlining of the Bx28, making it more direct by avoiding circuitous segments. However, customers and community members expressed strong value in the existing routing of the Bx28 over the proposed alignment change that was outlined in the Draft and proposed Final Plans. After field visits from agency staff members and hearing from members of the community during our February 2020 public hearing, it was determined that the Bx28 routing will remain as-is. The proposed frequency improvements to the Bx28 are still planned.

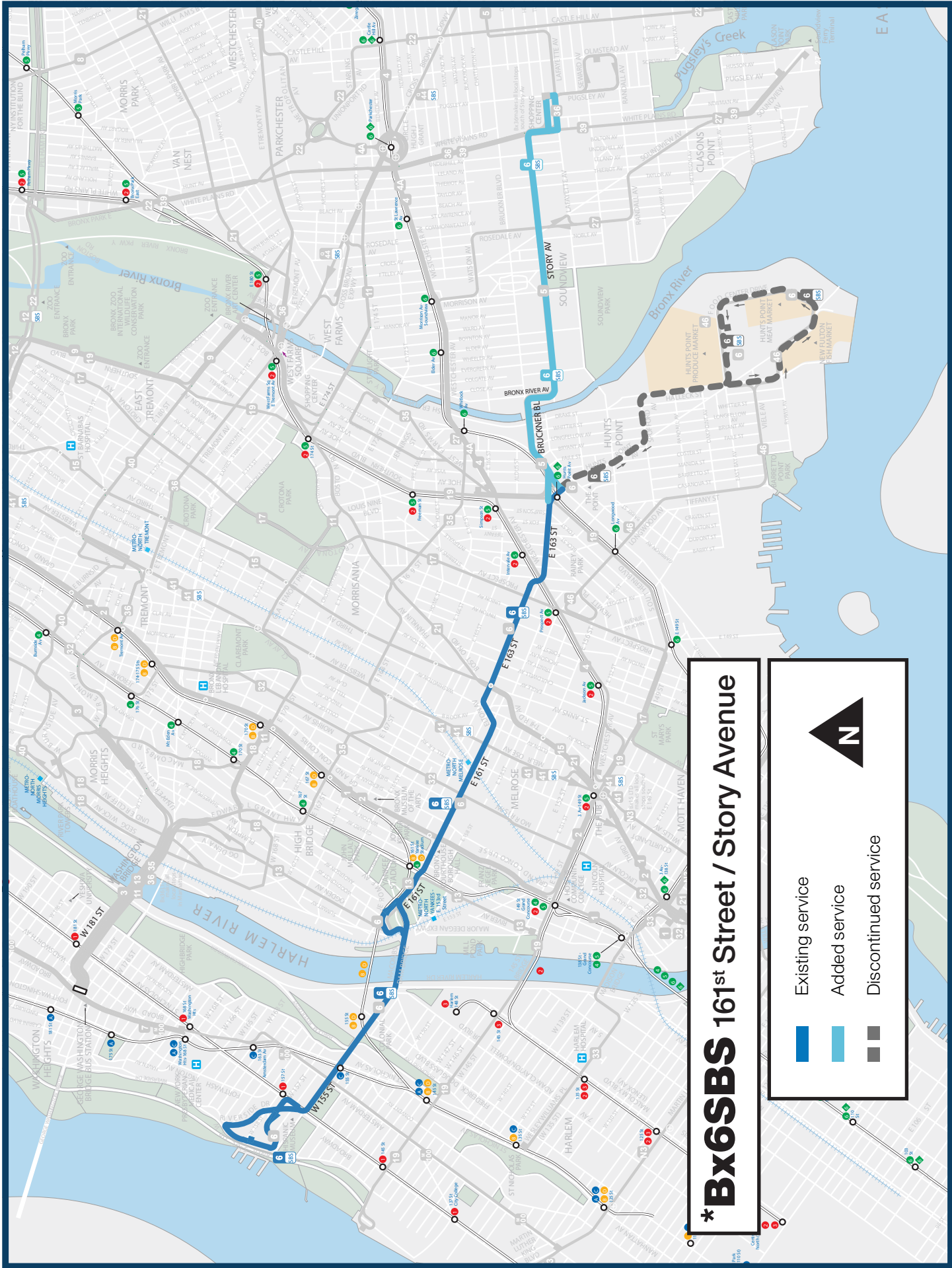
## **Bx34**

The proposed Final Plan called for streamlining of the Bx34, making it more direct by avoiding circuitous segments and narrow, one-way streets. However, customers and community members expressed strong value in the existing routing of the Bx34 over the proposed alignment change that was outlined in the Draft and proposed Final Plans. After field visits from agency staff members and hearing from members of the community during our February 2020 public hearing, it was determined that the Bx34 routing will remain as-is.

The maps that follow show that the current route alignments for the Bx28 and Bx34 will be retained.

## **Bx6 SBS**

Due to the 18-month pause caused by the COVID-19 pandemic, Bx6 SBS implementation has been delayed until 2023 to coincide with the retirement of the MetroCard and the full deployment of OMNY across the city. The logistics and expense associated with installing and then uninstalling off-board fare machines along the future alignment in Soundview for just one year of use is not an effective or efficient use of limited resources. The associate changes to the Bx5 and Bx6 Local schedules will also be postponed until the full deployment of OMNY when the Bx6 SBS realignment is implemented.



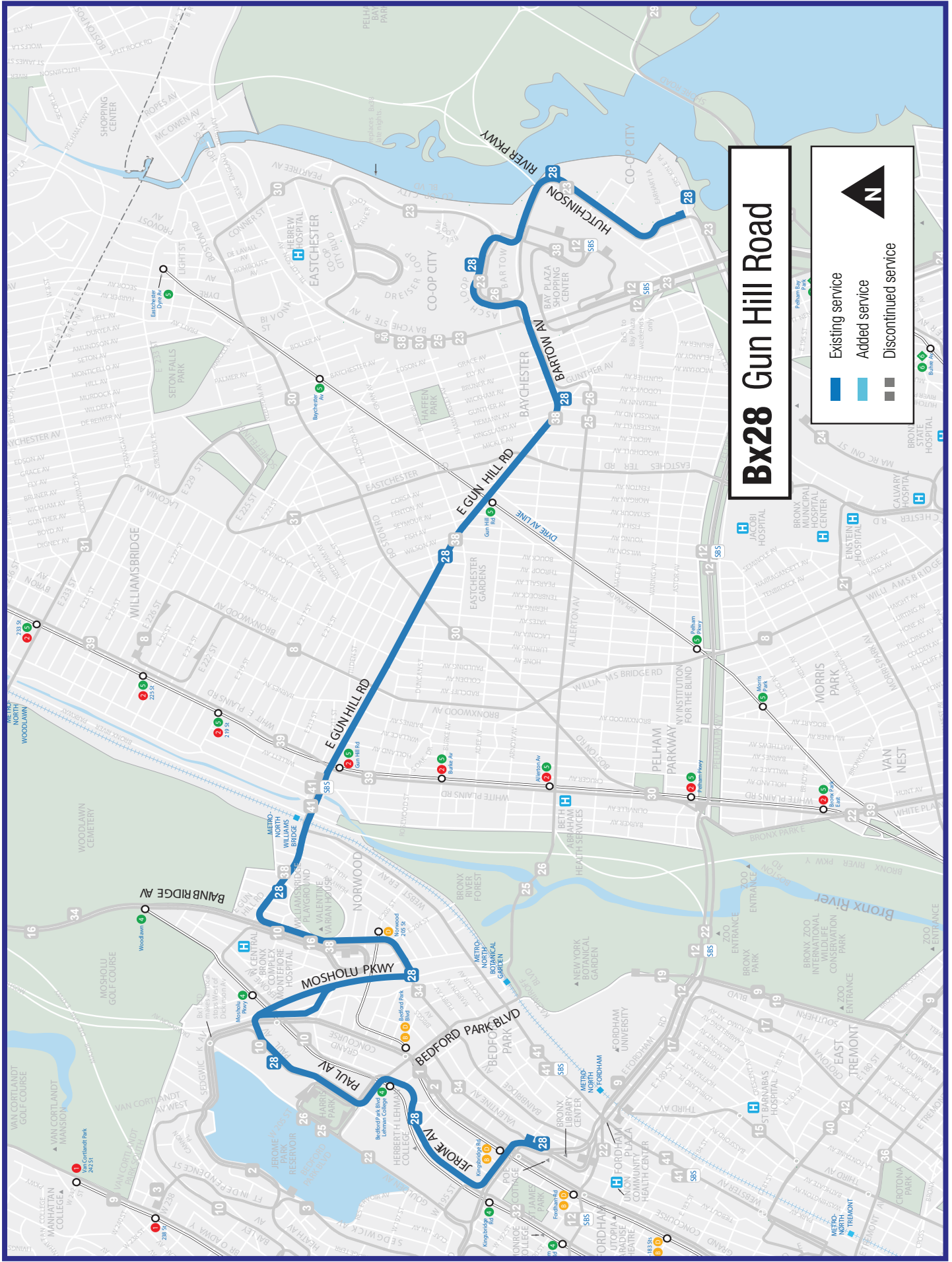
**\* Bx6SBS 161st Street / Story Avenue**

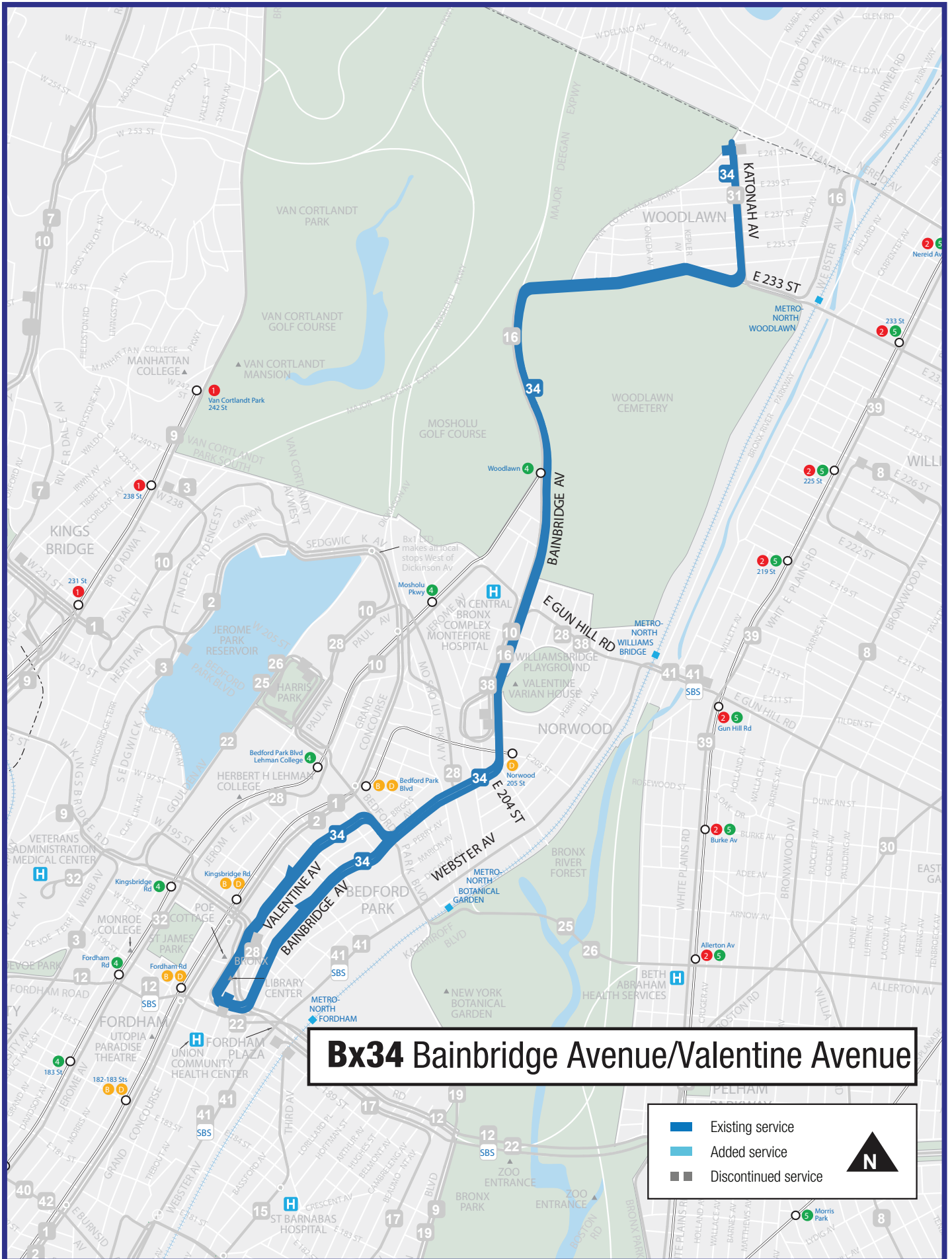
- Existing service
- Added service
- Discontinued service

**N**

\*Bx6SBS route changes have been postponed until 2023 when MetroCards are retired and OMNY is fully deployed.







<b>Route (with Profile Link)</b>	<b>Alignment Changes</b>	<b>Schedule Improvement</b>	<b>Bus Stop Changes</b>
<a href="#">Bx1</a>			X
<a href="#">Bx2</a>			X
<a href="#">Bx3</a>			X
<a href="#">Bx4</a>		X	X
<a href="#">Bx4A</a>	X	X	X
<a href="#">Bx5</a>			X
<a href="#">Bx6</a>		*to be implemented in 2023 with Bx6 SBS alignment and Bx5 schedule changes)	X
<a href="#">Bx7</a>			X
<a href="#">Bx8</a>			X
<a href="#">Bx9</a>			X
<a href="#">Bx10</a>			X
<a href="#">Bx11</a>	X	X	X
<a href="#">Bx12</a>			X
<a href="#">Bx12 SBS</a>			
<a href="#">Bx13</a>		X	X
<a href="#">Bx15</a>	X		X
<a href="#">Bx16</a>			X
<a href="#">Bx17</a>			X
<a href="#">Bx18</a>	X	X	X
<a href="#">Bx19</a>			X
<a href="#">Bx20</a>			X
<a href="#">Bx21</a>			X
<a href="#">Bx22</a>			X
<a href="#">Bx23</a>		X	
<a href="#">Bx24</a>	X		X
<a href="#">Bx25</a>	X		
<a href="#">Bx26</a>			X
<a href="#">Bx27</a>			X
<a href="#">Bx28</a>		X	X
<a href="#">Bx38</a>		X	X
<a href="#">Bx29</a>	X	X	X
<a href="#">Bx30</a>	X		X
<a href="#">Bx31</a>			X
<a href="#">Bx32</a>			X
<a href="#">Bx33</a>			X
<a href="#">Bx34</a>			X
<a href="#">Bx35</a>	X		X
<a href="#">Bx36</a>	X		X
<a href="#">Bx39</a>			X
<a href="#">Bx40</a>	X		X
<a href="#">Bx42</a>	X		X
<a href="#">Bx41</a>			X
<a href="#">Bx41 SBS</a>		X	
<a href="#">Bx46</a>			X
<a href="#">Q50 LTD</a>	*during off-peak periods only		X
<a href="#">M100</a>	X		X
<a href="#">M125</a>	X		