



# Bronx Bus Network Redesign Restart

*November 8, 2021*

# Redesign Process

## Market and Service Data Analyses and Public Outreach

- Publish Existing Conditions Report February 2019

## Redraw Network and Develop Draft Plan

- Publish Draft Plan May 2019

## Draft Plan Public Outreach and Proposed Final Plan Development

- Publish Final Plan October 2019

## Proposed Final Plan Public Outreach

- Public Hearing February 2020

## COVID-19 Pause

- March 2020 - September 2021

## Update Proposed Final Plan

- Publish Final Plan Addendum November 2021

## Vote on Proposed Final Plan

## Public Outreach on Final Plan and Project Implementation

- Implementation Summer 2022

# Public Engagement & Input

- Since launching the Bronx Bus Network Redesign in 2018, MTA staff have engaged in hundreds of hours of outreach to Bronx bus customers, the public and other stakeholders
- The recommendations in the Proposed Final Plan were developed following unprecedented levels of public outreach with communities and in coordination with NYC DOT, elected officials, and transit advocates, including:
  - Informational open houses
  - Activity-based workshops
  - Community board meetings
  - In-person and online surveys
  - Direct outreach at bus stops, subway stations, and community events
- Past engagements, presentations and other resources are available online at: [\*\*new.mta.info/bronxbusredesign\*\*](https://new.mta.info/bronxbusredesign)

# Redesign Strategies

## **Simplify the Network**

- More direct routes
- Streamline routes

## **Enhance Connectivity**

- Improve east-west bus connections
- Strengthen intra-borough travel and inter-borough travel to Manhattan

## **Improve Frequency**

- Prioritize all-day frequent network
- Increase frequency on 9 key corridors for 11 routes

## **Expand Bus Priority**

- More busways, bus lanes, and other treatments to speed up service and improve reliability

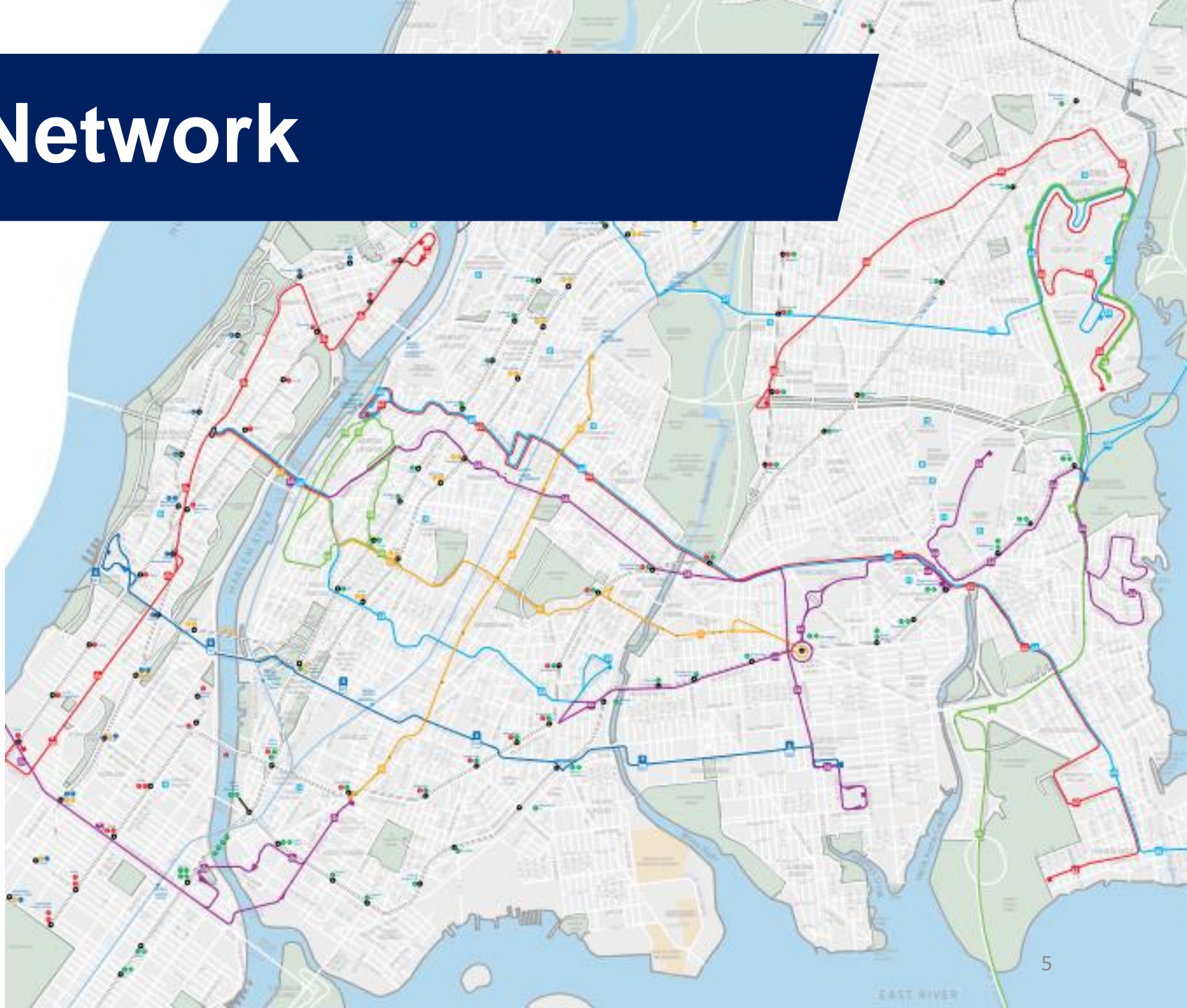
## **Balance Bus Stops**

- Improve stop spacing to get customers where they are going faster
- Increase average stop spacing to 1,100 ft. from current 800 ft.

# Simplify the Network

## 14 route changes and 2 new routes

Bx4A	Bx30
Bx6 SBS*	Bx35
Bx11	Bx36
Bx15	Bx40
Bx18	Bx42
Bx24	Q50 Ltd
Bx25(new)	M100
Bx29	M125(new)



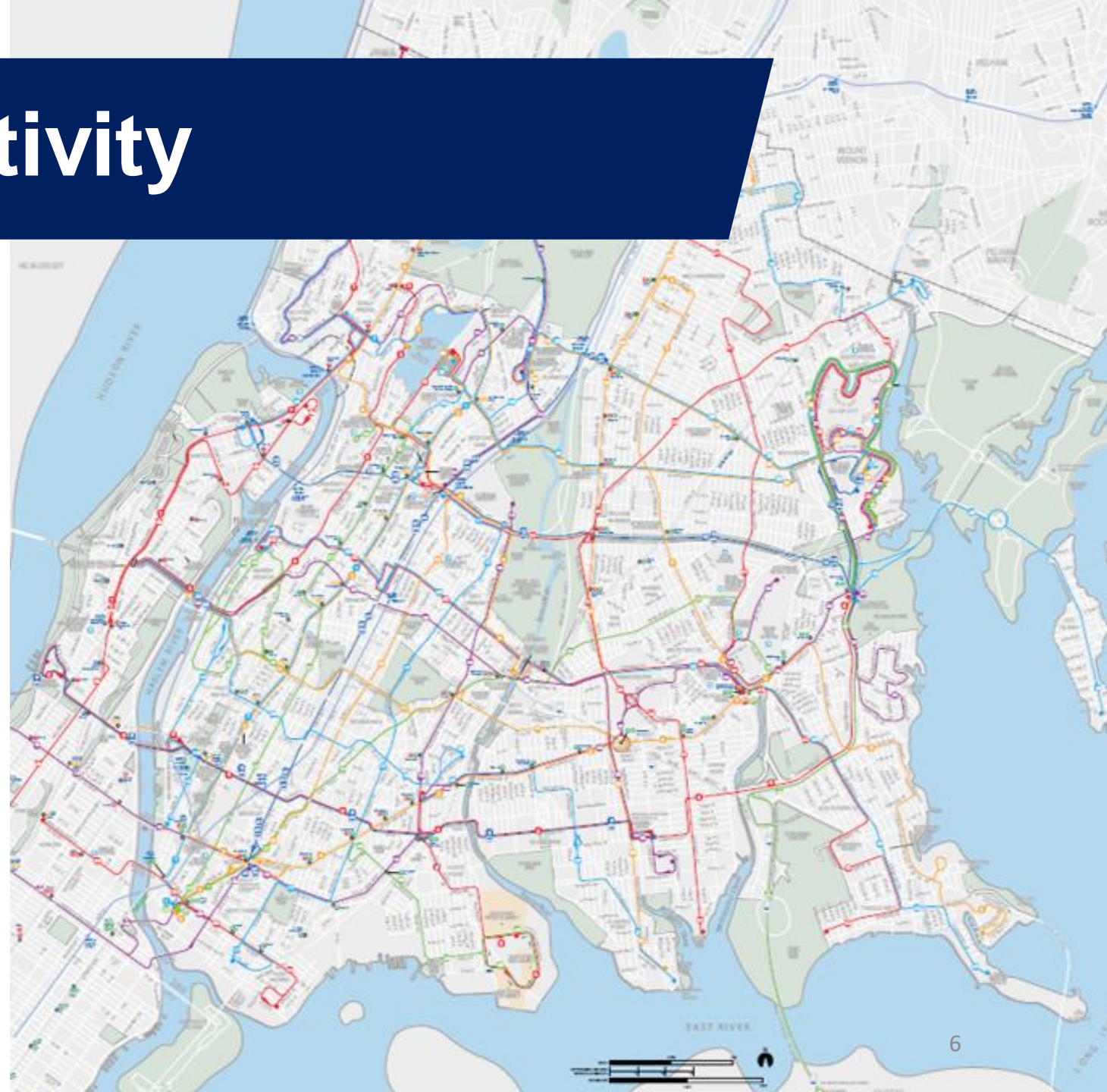
# Enhance Connectivity

## Extensions

- Bx6 SBS to Soundview\*
- Bx11 to Parkchester
- Bx18 in High Bridge
- Bx35 to West Farms

## New Connections

- Bx25 from Northern Co-op City to Bedford Park
- Bx30 to Boston Rd
- Bx40/42 to E 180 St 2/5 ADA accessible station



# Improve Frequency

## All-Day Frequency\*

- 8-minutes or better
- 15-minutes or better
- 30-minutes or better
- Peak-only service

\*Refers to weekday frequencies between 7:00 am and 9:00 pm

## 11 routes on 9 key corridors

Bx4	Bx23
Bx4A	Bx28
Bx6 Local*	Bx29
Bx11	Bx38
Bx13	Bx41 SBS
Bx18	



# Expand Bus Priority

NYC DOT analyzed 46 corridors in the Bronx and Manhattan and selected the highest-ranking corridors to implement bus lanes and other treatments that speed up buses and allow the MTA to operate more frequent service

## Completed

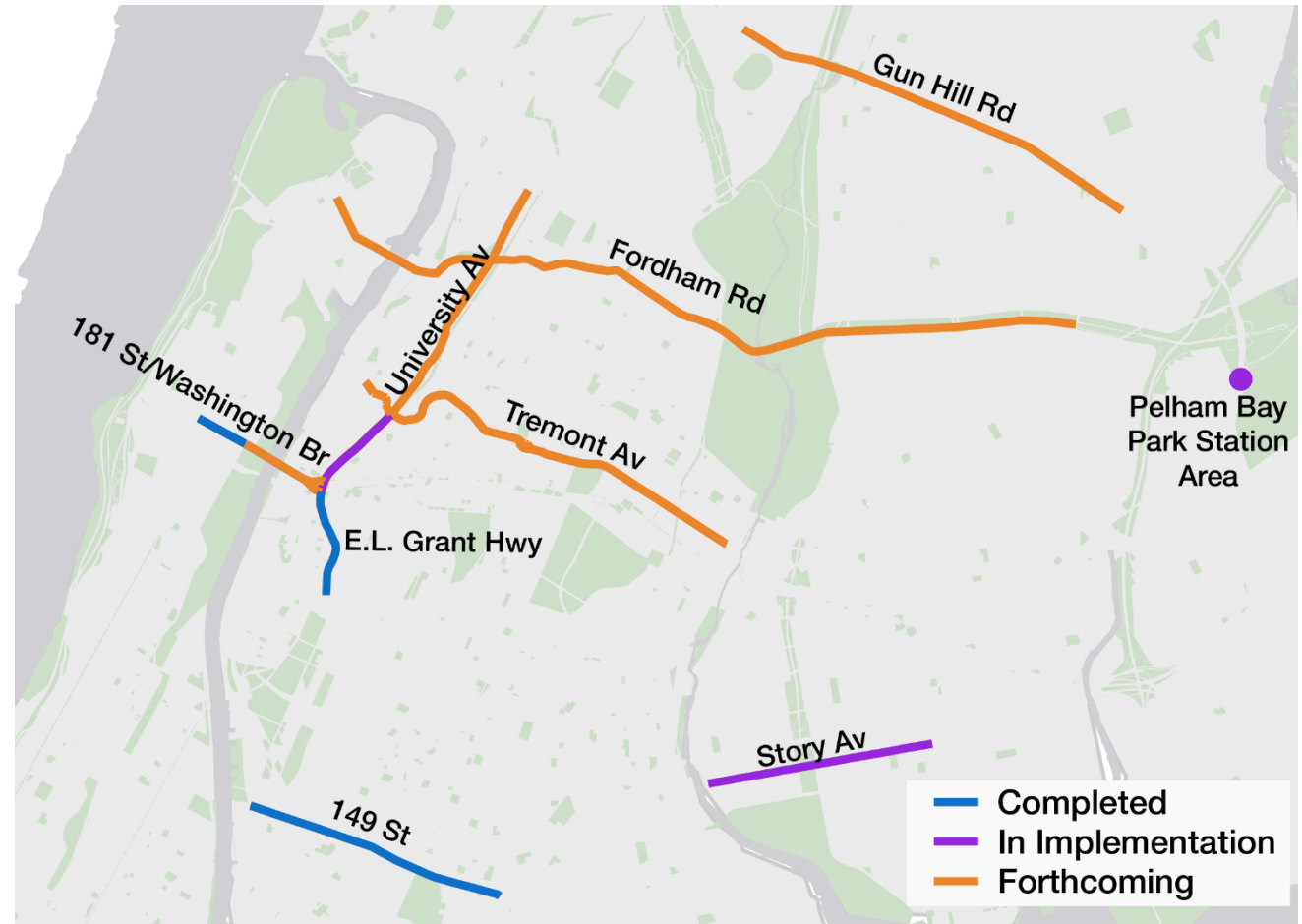
- 149 St
- E.L. Grant Hwy
- University Av (part 1)
- 181 St

## In Implementation

- Pelham Bay Park Station Area
- University Av (part 2)
- Story Av

## Forthcoming

- Tremont Av
- Gun Hill Rd
- Washington Bridge
- Fordham Rd





# Balance Bus Stops

**400 Local/LTD stops proposed for removal**

**Roughly 18% of stops to be removed**

**Improves spacing to 1,100 ft**

- New York City has the shortest distance between its bus stops of any major city, with an average of 805 feet between stops
- Other major American cities have stop spacing of 1,030 feet on average
- 20 seconds saved per stop removed
- Maintained stops with heavy ridership, that provide key connections, and serve community facilities
- Some bus stop balancing to accommodate bus priority projects implemented in advance of Bronx Redesign

# COVID Effects on Ridership

- The Bronx experienced a smaller drop in bus ridership than other parts of the city
- Our post-COVID ridership analyses show that as ridership has returned, pre-COVID ridership patterns are also returning, and the routing changings in the Bronx Redesign Final Plan continue to improve service for our riders
- Building an all-day frequent network will directly benefit essential workers both today and in future
- We will continue to monitor ridership changes and adjust service levels as needed

# Updates to Final Plan

## Bx6 SBS

- Proposal focused on improving crosstown connections
- Route would be realigned to provide direct crosstown service to Soundview via Story Ave
- Implementation will be **postponed until 2023** when MetroCards are retired and OMNY is fully deployed
- Postponement of changes includes any frequency changes to Bx5 and Bx6 Local service

## Bx28

- In Fall 2019, MTA proposed taking the route off Mosholu Pkwy and Paul Avenue to make it more direct
  - This proposal was met with strong community opposition, especially from residents at Tracy Tower, many of whom attended the February 2020 public hearing
- Operations Planning and Department of Buses conducted field visits to investigate further and agreed that Bx28 would no longer change route alignment and **remain as it is today**

## Bx34

- Proposal focused on no longer operating on narrow, one-way residential streets
  - Route would instead travel via E 204 St to Webster Av
  - We heard significant opposition from seniors on Valentine Av and at the February 2020 public hearing
- Operations Planning and Department of Buses conducted field visits to investigate further and agreed that Bx34 would no longer be rerouted and **remain as it is today**

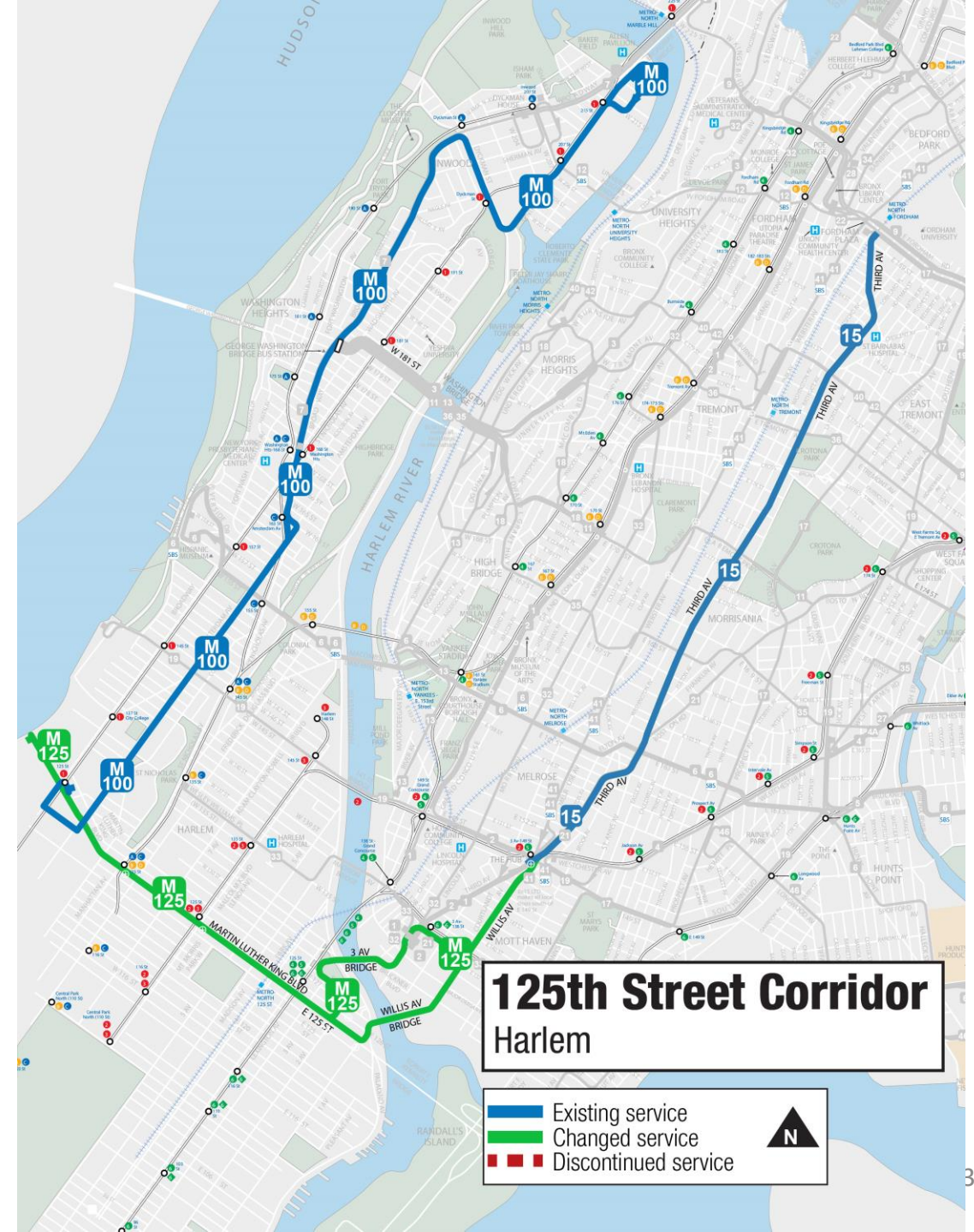
# Soundview & Parkchester

- Bx4 to maintain route alignment as-is to continue providing service to The Hub
- Bx4A to terminate at Gladstone Square
- Increase combined weekday frequency to 8 minutes or better all-day
- *\*New Bx6 SBS service to Soundview via Bruckner Bl, Bronx River Av, and Story Av*
- *\*Bx6 Local will continue to serve area at improved frequency of 8 minutes or better all-day*



# 125th Street


- Bx15 will be split into 2 routes to improve reliability and bus speeds throughout the length of route
- New Bx15 will operate between The Hub and Fordham Plaza, as it currently does on weekdays
- New M125 route will replace service along 125 St to The Hub
- M100 will be shortened and no longer operate along 125 St to avoid congestion and improve reliability on the rest of route
- Frequencies will be adjusted to reflect ridership trends





# Proposed Schedule Changes

Route	Frequency	Proposed	Proposed Frequency - Weekday					Proposed Service Span - Weekday	
			AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
<b>Bx1</b>	15-or-better	15-or-better	-	-	-	12	-	4:15 am - 5:45 am; 6:45pm - 12:45 am	5:15 am - 6:45 am; 8:00 pm - 1:45 am
<b>Bx1 LTD</b>			8	10	8	-	-		
<b>Bx2</b>	15-or-better	15-or-better	8	9	8	15	-	5:00 am - 11:30 pm	6:00 am - 1:00 am
<b>Bx1/2 Combined</b>	8-or-better	8-or-better	4	5	4	7	-		
<b>Bx3</b>	8-or-better	8-or-better	6	7	7	8	-	5:15 am - 12:45 am	5:30 am - 1:30 am
<b>Bx4</b>	30-or-better	15-or-better	10	15	12	15	-	5:00 am - 12:45 am	5:30 am - 1:30 am
<b>Bx4A</b>	30-or-better	15-or-better	12	15	12	15	-	5:30 am - 12:00 am	5:30 am - 1:00 am
<b>Bx4/4A Combined</b>	15-or-better	8-or-better	6	8	6	8	-		
<b>Bx5</b>	15-or-better	15-or-better	5	12	8	9	-	5:00 am - 12:45 am	5:15 am - 1:15 am
<b>Bx6</b>	15-or-better	8-or-better	6	8	6	8	60	24 hours	24 hours
<b>Bx6 SBS</b>	15-or-better	15-or-better	8	12	10	10	-	5:30 am - 9:15 pm	5:30 am - 9:45 pm
<b>Bx7</b>	15-or-better	15-or-better	7	11	7	7	-	4:45 am - 1:30 am	4:45 am - 12:45 am
<b>Bx8</b>	15-or-better	15-or-better	9	13	10	12	-	6:00 am - 10:30 pm	5:30 am - 9:30 pm
<b>Bx9</b>	8-or-better	8-or-better	5	8	5	8	45	24 hours	24 hours
<b>Bx10</b>	15-or-better	15-or-better	6	10	8	9	40	24 hours	24 hours
<b>Bx11</b>	15-or-better	8-or-better	5	8	6	8	40	24 hours	24 hours

Bx6-SBS alignment changes and Bx5/Bx6 frequency changes delayed until 2023 when MetroCards are retired and OMNY is fully deployed

 No change in frequency

 Increase in frequency

 Decrease in frequency

# Proposed Schedule Changes

Route	Frequency	Proposed	Proposed Frequency - Weekday					Proposed Service Span - Weekday	
			AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
<b>Bx12</b>	15-or-better	15-or-better	10	12	9	13	40	24 hours	24 hours
<b>Bx12 SBS</b>	8-or-better	8-or-better	4	5	5	6	-	5:15 am - 10:00 pm	5:00 am - 11:00 pm
<b>Bx13</b>	15-or-better	8-or-better	4	8	4	6	-	5:30 am - 1:00 am	5:00 am - 12:30 am
<b>Bx15</b>	15-or-better	15-or-better	8	12	9	10	30	24 hours	24 hours
<b>Bx15 LTD</b>	15-or-better	15-or-better	7	11	8	12	-	5:00 am - 6:45 pm	5:30 am - 7:45 pm
<b>Bx15 Combined</b>	8-or-better	8-or-better	4	6	4	6	30		
<b>Bx16</b>	30-or-better	30-or-better	7	20	10	17	-	5:00 am - 1:15 am	5:30 am - 12:30 am
<b>Bx17</b>	15-or-better	15-or-better	6	12	9	12	-	4:30 am - 12:45 am	4:15 am - 12:00 am
<b>Bx18</b>	30-or-better	30-or-better	10	20	10	17	-	5:00 am - 1:00 am	5:00 am - 12:45 am
<b>Bx19</b>	8-or-better	8-or-better	7	8	7	8	45	24 hours	24 hours
<b>Bx20</b>	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
<b>Bx21</b>	15-or-better	15-or-better	7	10	8	10	45	24 hours	24 hours
<b>Bx22</b>	15-or-better	15-or-better	7	12	8	10	60	24 hours	24 hours
<b>Bx23</b>	30-or-better	30-or-better	6	20	6	15	-	5:30 am - 1:00 am	4:45 am - 11:45 pm
<b>Bx24</b>	30-or-better	30-or-better	30	30	30	30	60	24 hours	24 hours



No change in frequency




Increase in frequency





Decrease in frequency

# Proposed Schedule Changes

Route	Frequency	Proposed	Proposed Frequency - Weekday					Proposed Service Span - Weekday	
			AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
<b>Bx25</b>	-	30-or-better	17	24	18	24	-	5:45 am - 10:45 pm	6:30 am - 11:30 pm
<b>Bx26</b>	15-or-better	30-or-better	17	24	18	24	-	5:30 am - 11:00 pm	6:15 am - 11:45 pm
<b>Bx25/26 Combined</b>	-	15-or-better	9	12	9	12	-		
<b>Bx27</b>	15-or-better	15-or-better	5	12	6	9	40	24 hours	24 hours
<b>Bx28</b>	15-or-better	15-or-better	10	15	11	13	40	24 hours	24 Hours
<b>Bx38</b>	15-or-better	15-or-better	10	15	11	13	-	5:45 am - 9:45 pm	6:45 am - 10:00 pm
<b>Bx28/38 Combined</b>	8-or-better	8-or-better	5	8	6	7	40		
<b>Bx29</b>	30-or-better	30-or-better	15	30	15	20	40	24 hours	24 hours
<b>Bx30</b>	15-or-better	15-or-better	8	13	9	12	-	5:15 am - 11:30 pm	6:00 am - 12:00 am
<b>Bx31</b>	15-or-better	15-or-better	8	12	9	12	-	5:15 am - 1:15 am	4:45 am - 12:45 am
<b>Bx32</b>	30-or-better	30-or-better	9	13	11	20	-	6:00 am - 12:00 am	6:15 am - 11:30 pm
<b>Bx33</b>	30-or-better	30-or-better	15	24	16	30	-	5:00 am - 12:30 am	4:30 am - 12:00 am
<b>Bx34</b>	30-or-better	30-or-better	13	20	16	20	-	5:00 am - 1:00 am	5:00 am - 12:30 am

 No change in frequency

 Increase in frequency

 Decrease in frequency



# Proposed Schedule Changes

Route	Frequency	Proposed	Proposed Frequency - Weekday					Proposed Service Span - Weekday	
			AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
<b>Bx35</b>	15-or-better	15-or-better	6	10	8	10	60	24 hours	24 hours
<b>Bx36</b>	15-or-better	15-or-better	9	9	8	10	50	24 hours	24 hours
<b>Bx36 LTD</b>	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
<b>Bx36 Combined</b>	15-or-better	15-or-better	5	9	5	10	50		
<b>Bx39</b>	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)
<b>Bx40</b>	30-or-better	30-or-better	15	17	15	17	60	24 hours	24 hours
<b>Bx42</b>	30-or-better	30-or-better	15	17	15	15	-	4:30 am - 1:00 am	4:00 am - 12:45 am
<b>Bx40/42 Combined</b>	15-or-better	15-or-better	8	9	8	8	60		
<b>Bx41</b>	15-or-better	15-or-better	12	12	11	11	60	24 hours	24 hours
<b>Bx41 SBS</b>	15-or-better	8-or-better	8	8	8	8	-	5:30 am - 9:00 pm	6:00 am - 9:45 pm
<b>Bx46</b>	30-or-better	30-or-better	30	30	30	30	-	6:00 am - 12:00 am	5:30 am - 11:30 pm
<b>Q50 LTD</b>	30-or-better	30-or-better	15	30	15	24	-	3:30 am - 12:00 am	4:25 am - 1:15 am
<b>M100</b>	15-or-better	15-or-better	8	8	9	12	-	4:15 am - 12:15 am	5:15 am - 1:15 am
<b>M125</b>	-	8-or-better	8	8	8	8	60	24 hours	24 hours



No change in frequency



Increase in frequency



Decrease in frequency

# Timeline

- September 2021
  - Presented to Bronx Borough President & elected officials
  - Publicly announced updates to Local Bus Final Plan
  - Presented to Joint Borough Service Cabinet & Bronx Borough Board
  - Community Board presentations (as requested)
- October & November 2021
  - Community Board presentations continue
  - Hold virtual public meeting
- December 2021
  - MTA Board Vote on Final Plan
- Summer 2022
  - Implementation of Local Bus Final Plan