



Bronx Bus Network Redesign Restart

September 22, 2021

Redesign Process: Where We Are Now

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

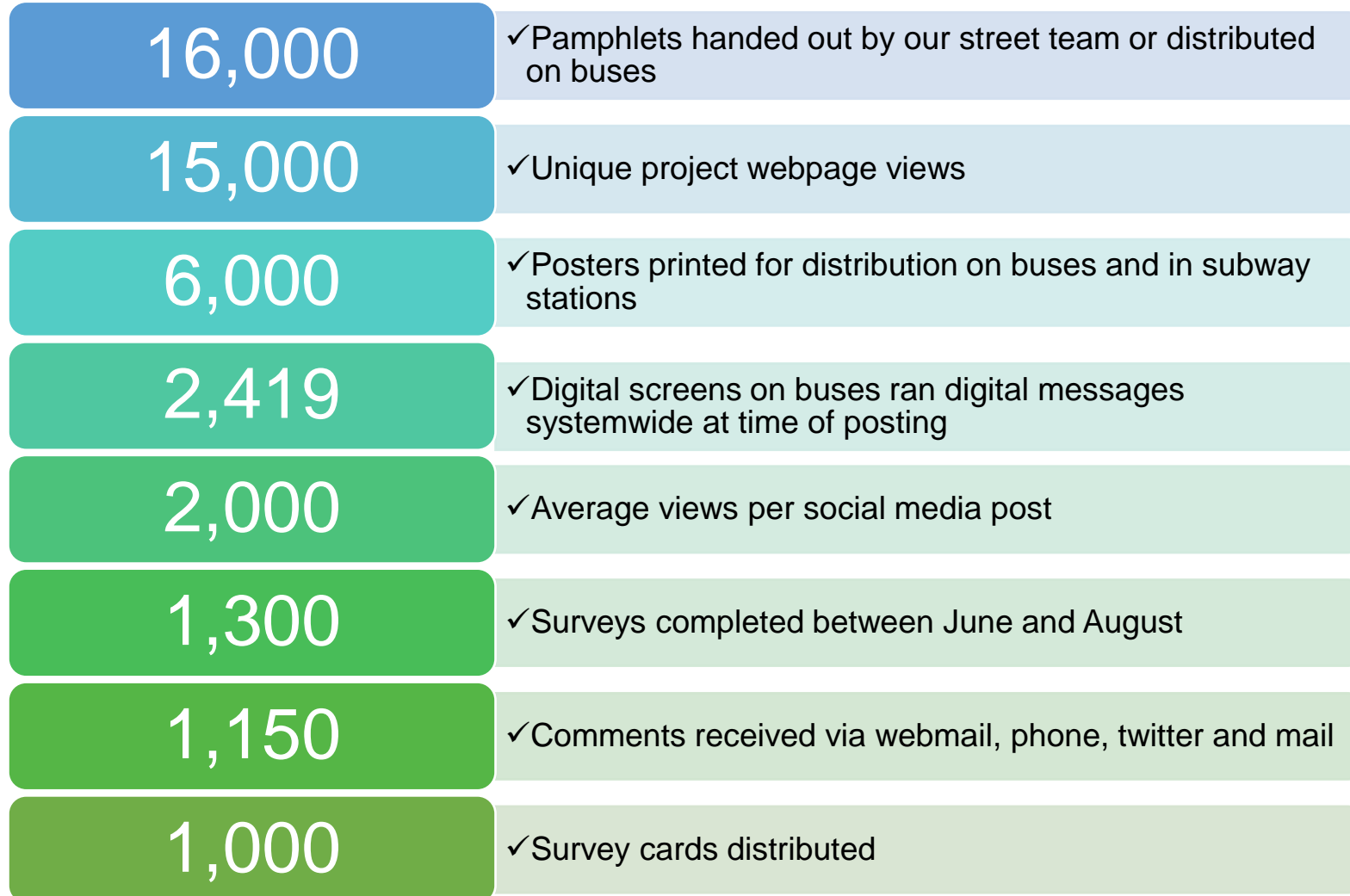
Update Proposed Final Plan

- MTA Board Votes on Plan December 2021

Public Outreach on Project Implementation

- Implementation Summer 2022

Redesign Process: What We Have Done



Redesign Process: What We Have Done

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

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

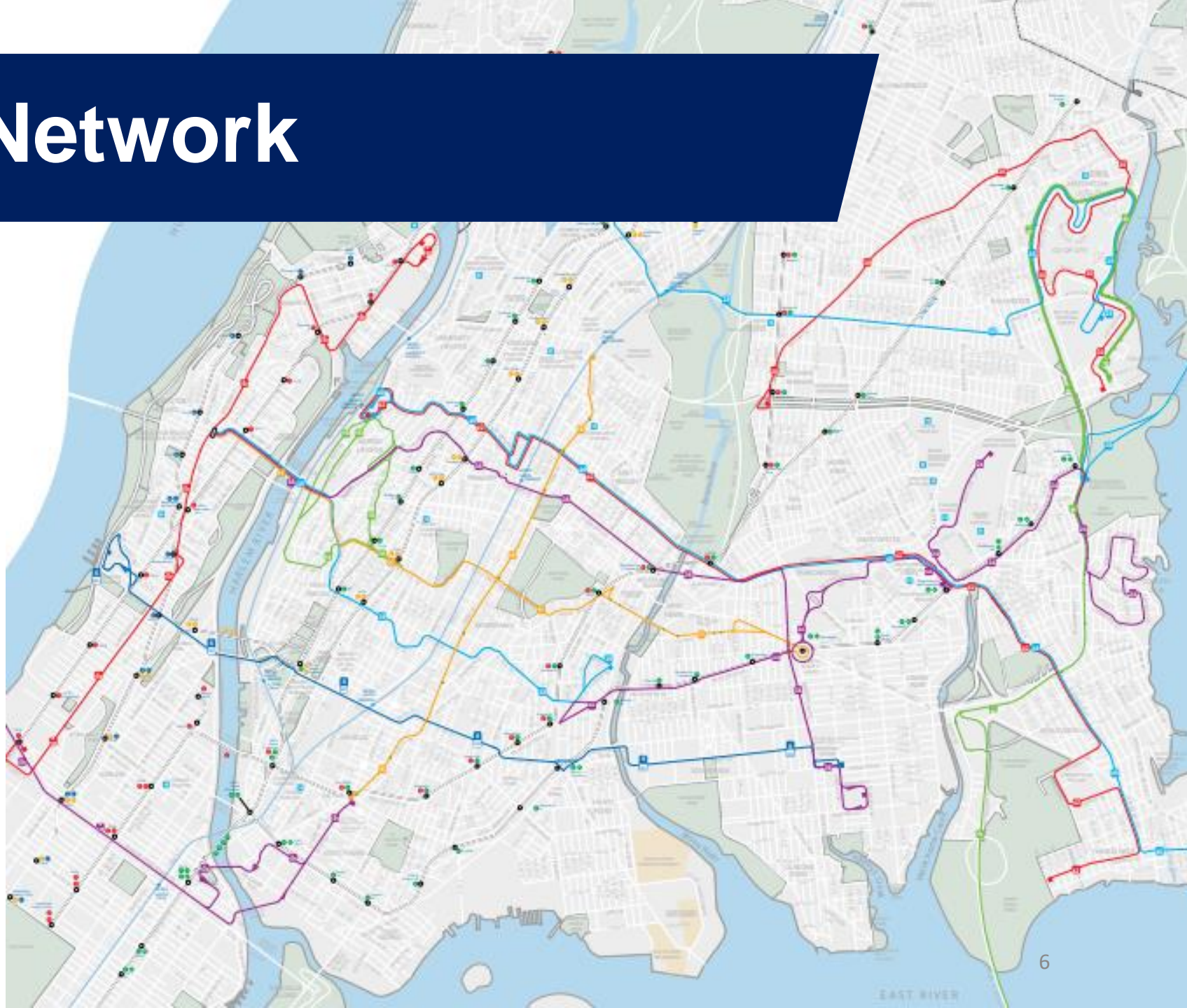
Balance Bus Stops

- 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

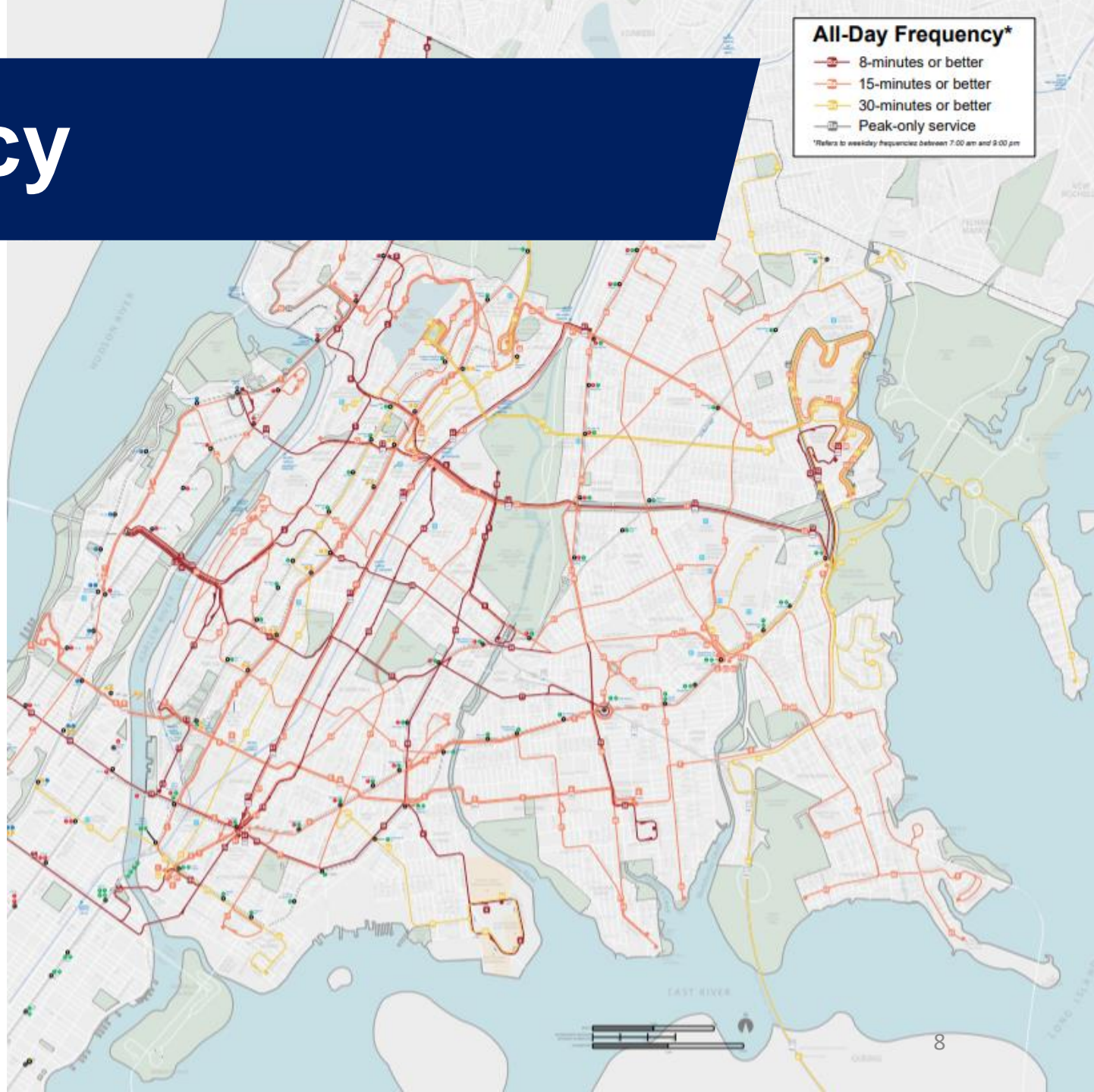
- Bx25 from Northern Co-op City to Bedford Park
- Bx30 to Boston Rd
- Bx40/42 to E 180 St 2/5 ADA accessible station



Improve Frequency

11 routes on 9 key corridors

Bx4	Bx23
Bx4A	Bx28
Bx6 Local*	Bx29
Bx11	Bx38
Bx13	Bx41SBS
Bx18	



Expand Bus Priority

NYC DOT analyzed 46 corridors in the Bronx and Manhattan and selected 10 of the highest-ranking corridors to implement bus lanes and other treatments that speed up buses and allow the MTA to operate more frequent service:

2020

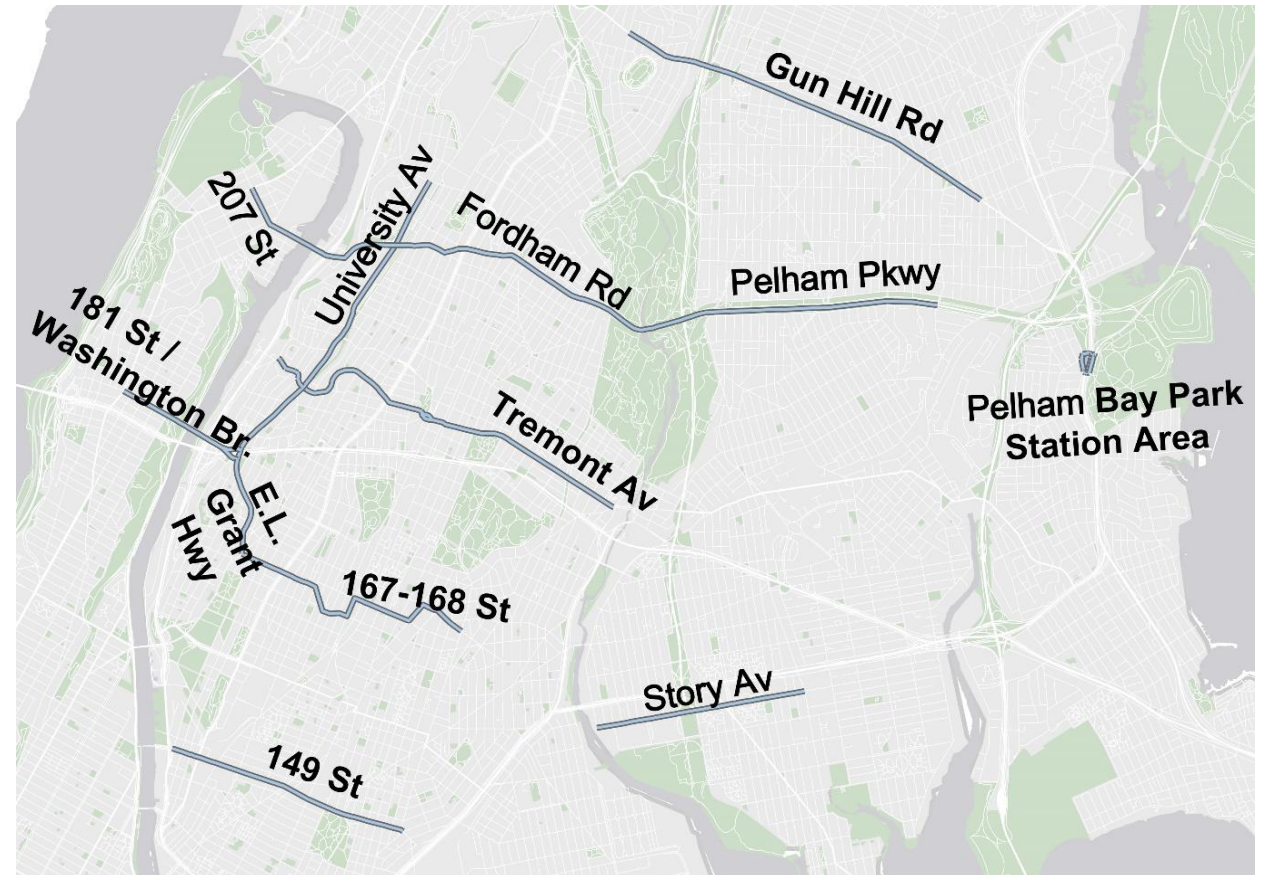
- 149 St
- E.L. Grant Hwy
- University Av (part 1)

2021

- 181 St/Washington Bridge
- Pelham Bay Park Station Area
- University Av (part 2)
- Story Av
- Fordham Rd

2022

- 167 St/168 St
- Tremont Av
- Gun Hill Rd



Balance Bus Stops

400 Local/LTD stops proposed for removal

Roughly 18% of stops to be removed

Improves spacing to 1,100 ft

- 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
 - As of October 2020, Bronx local routes retained 61% of Pre-COVID ridership versus 46% in Queens, 49% in Brooklyn, and 51% in NYC local service overall
 - Ridership across the city has increased throughout the spring into the summer with Bronx local routes now at 69% of Pre-COVID ridership versus 61% in Brooklyn, 57% in Manhattan, 60% in Queens, and 59% in Staten Island
- 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

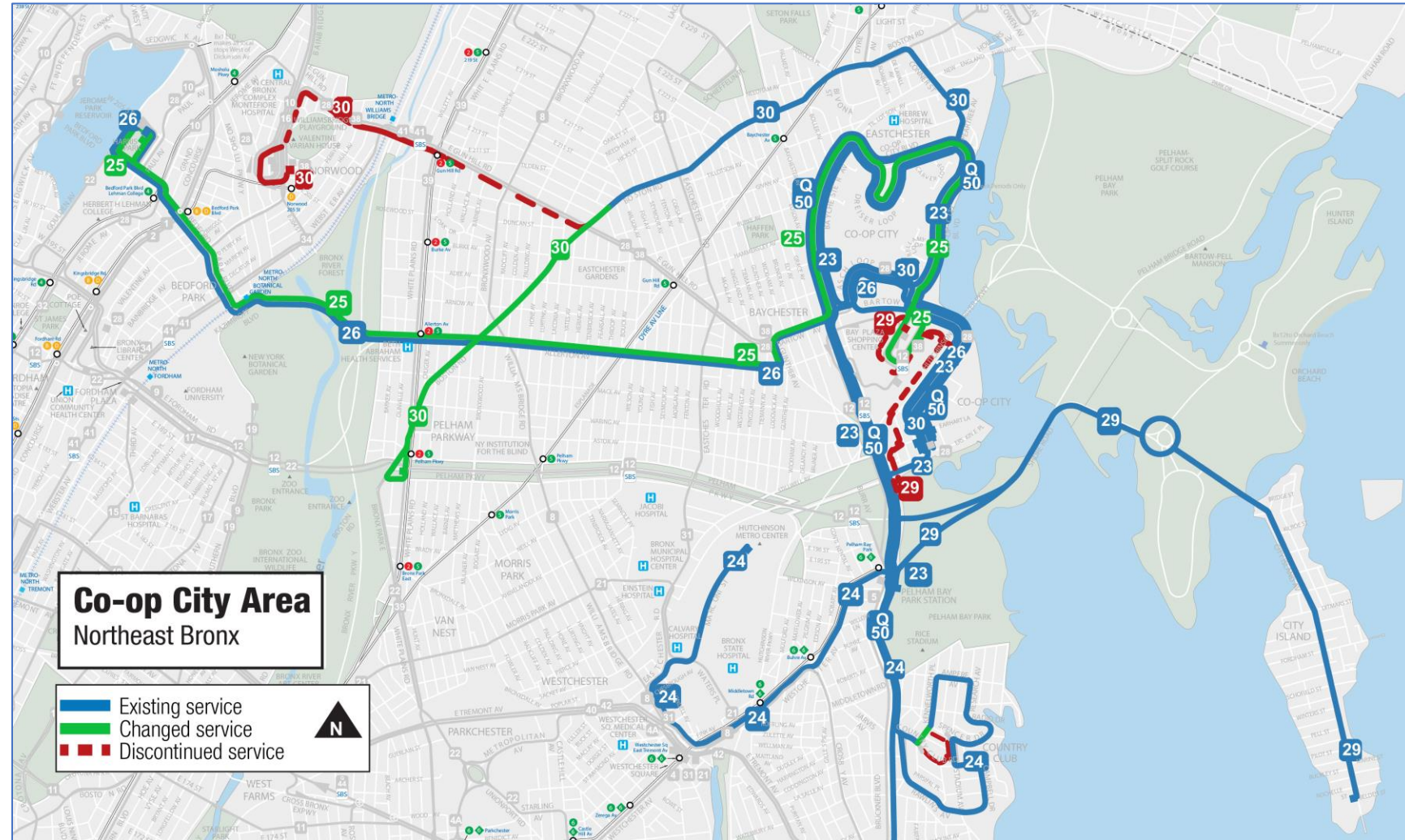
Soundview & Parkchester

- 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*



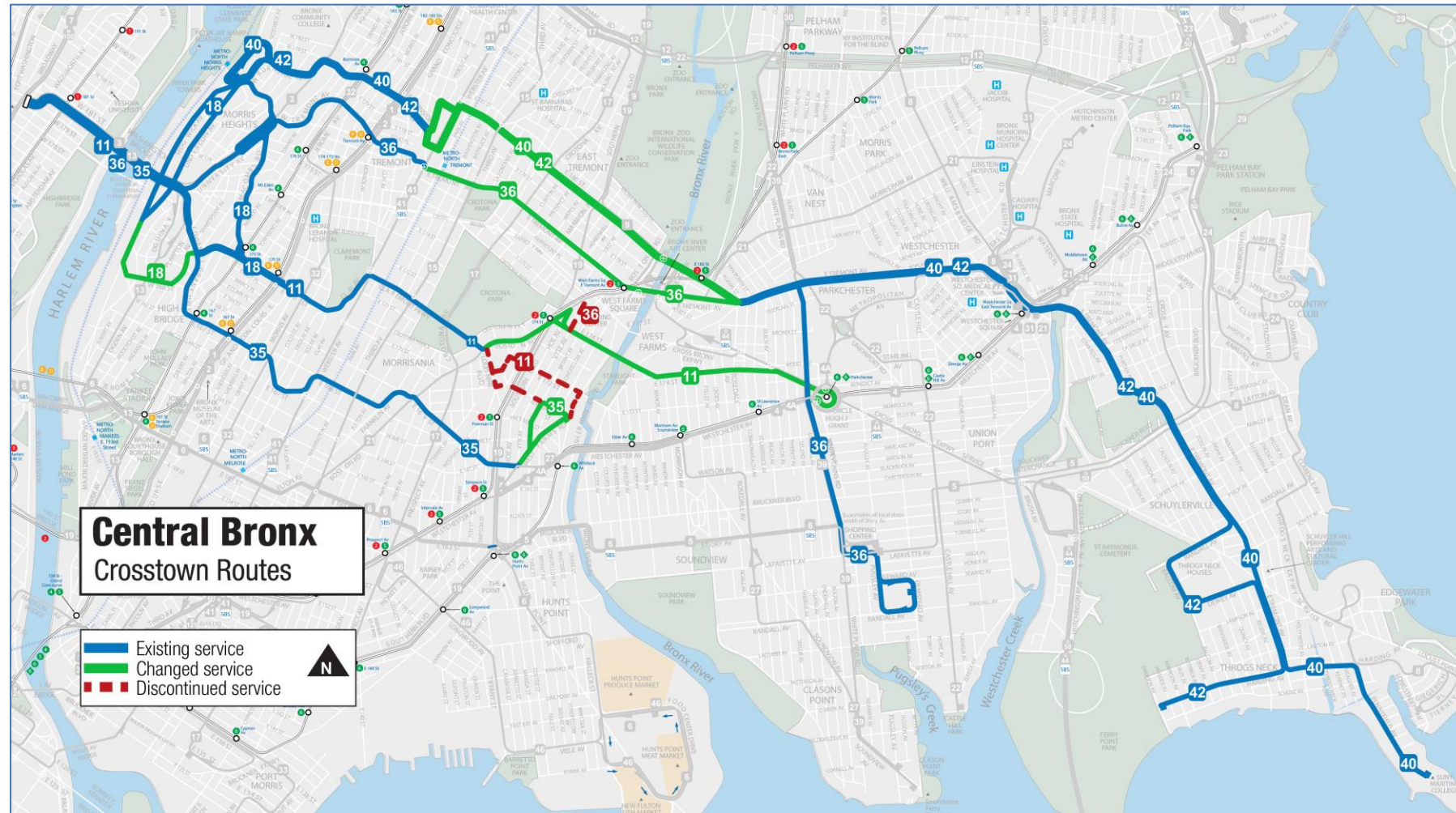
Co-op City

- Bx25 newly added to northern Co-op City
- Bx30 will provide new service via Boston Road
- Bx29 discontinued between Co-op City and Pelham Bay Park 6 station with new overnight service introduced
- Q50 Ltd will operate between Pelham Bay Park 6 station and Co-op City during peak periods only
- Bx23 service increased to make up for loss of Bx29 & Q50 Ltd service during midday & weekends in Co-op City
- Bx24 streamlined to no longer serve short, meandering segment within Country Club



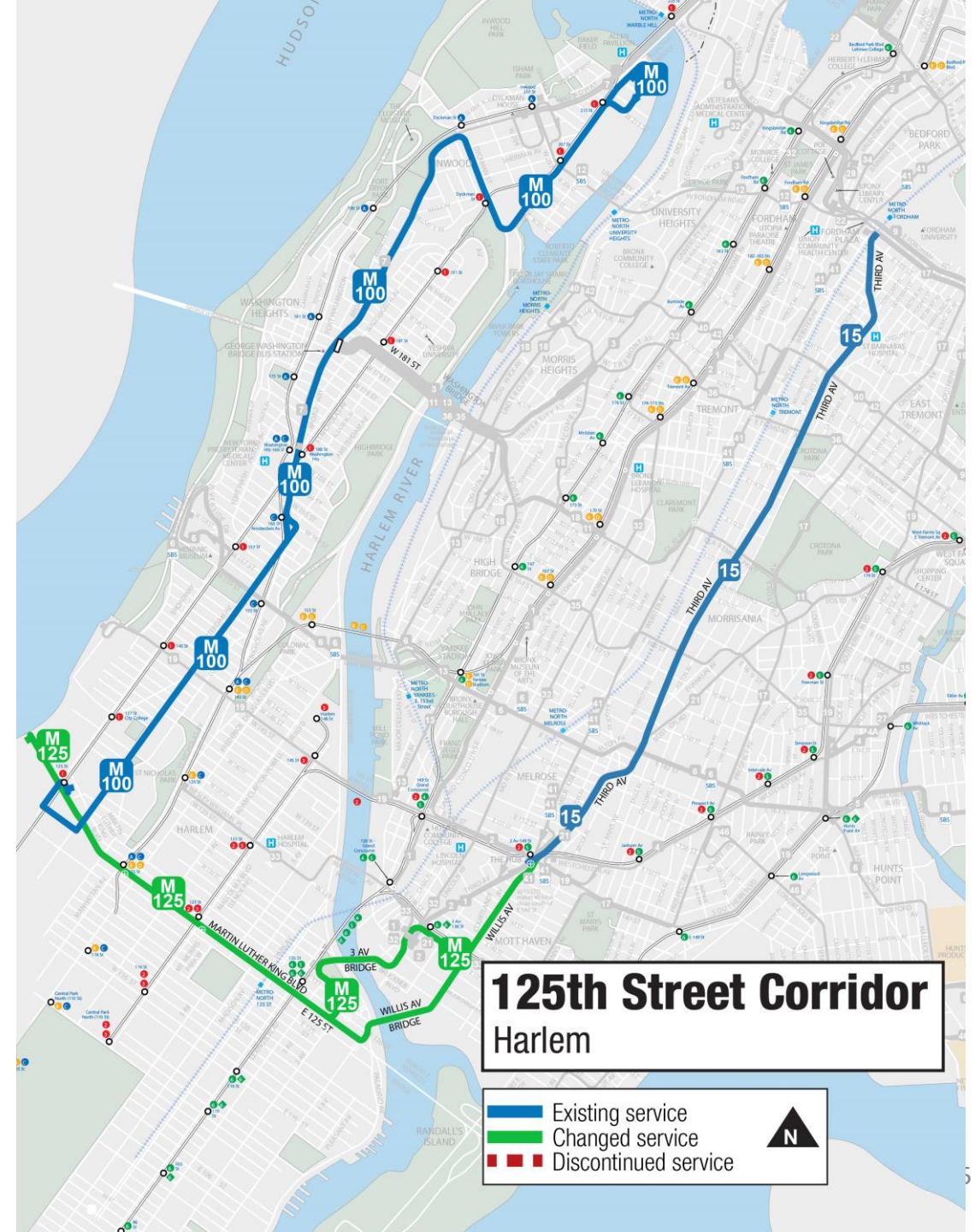
Central Bronx

- Bx36 will now operate on E Tremont Av instead of E 174 & E 180 Sts
- Bx40/42 will operate via E Tremont Av & E 180 St, providing new connection to E 180 St 2/5 ADA accessible station
- Bx11 will serve E 174 St instead of Bx36 and will terminate at Parkchester 6 station
- Bx35 extended to serve Jennings St and West Farms Rd instead of Bx11
- Bx18 frequency increased, and route extended to provide new service along 168 St & Shakespeare Av while replacing Bx11 along segment



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



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

- Proposal focused on streamlining route and making it more direct
- Route would no longer operate on Mosholu Pkwy and Paul Ave
- Strong community opposition, especially from residents at Tracy Tower
- After field visits by OP & DOB and Feb 2020 public hearing it was agreed that Bx28 would no longer be changed and **remain as-is**


Bx34


- Proposal focused on no longer operating on narrow, one-way residential streets
- Route would instead travel via E 204 St to Webster Av
- Significant opposition from seniors (over 400 signed petition) on Valentine Av
- After field visits by OP & DOB and Feb 2020 public hearing it was agreed that Bx34 would no longer be changed and **remain as-is**


Proposed Schedule Changes

Route	Frequency	Proposed	Proposed Frequency - Weekday					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; 6:45pm - 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

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
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



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
Bx25	-	30-or-better	17	24	18	24	-	5:45 am - 10:45 pm	6:30 am - 11:30 pm
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

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
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

Timeline

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