



Bronx Bus Network Redesign Restart

*Bronx Community Board 12
December 9, 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
- Express bus proposals withdrawn

COVID-19 Pause

- March 2020 - September 2021

Update Proposed Final Plan

- Publish Final Plan Addendum November 2021

Vote on Proposed Final Plan

- MTA Board Votes on Plan December 2021

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

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

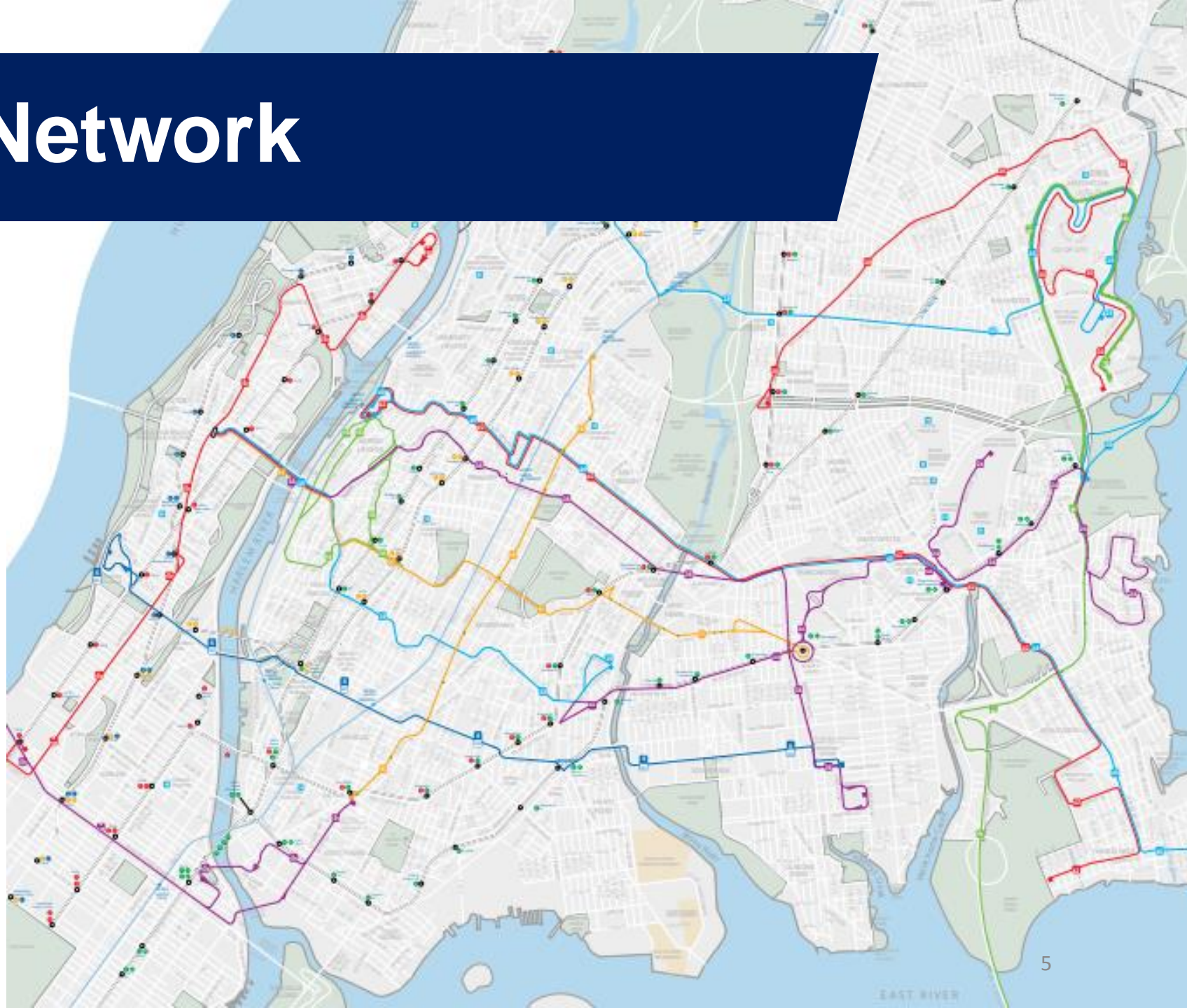
Balance Bus Stops

- 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)



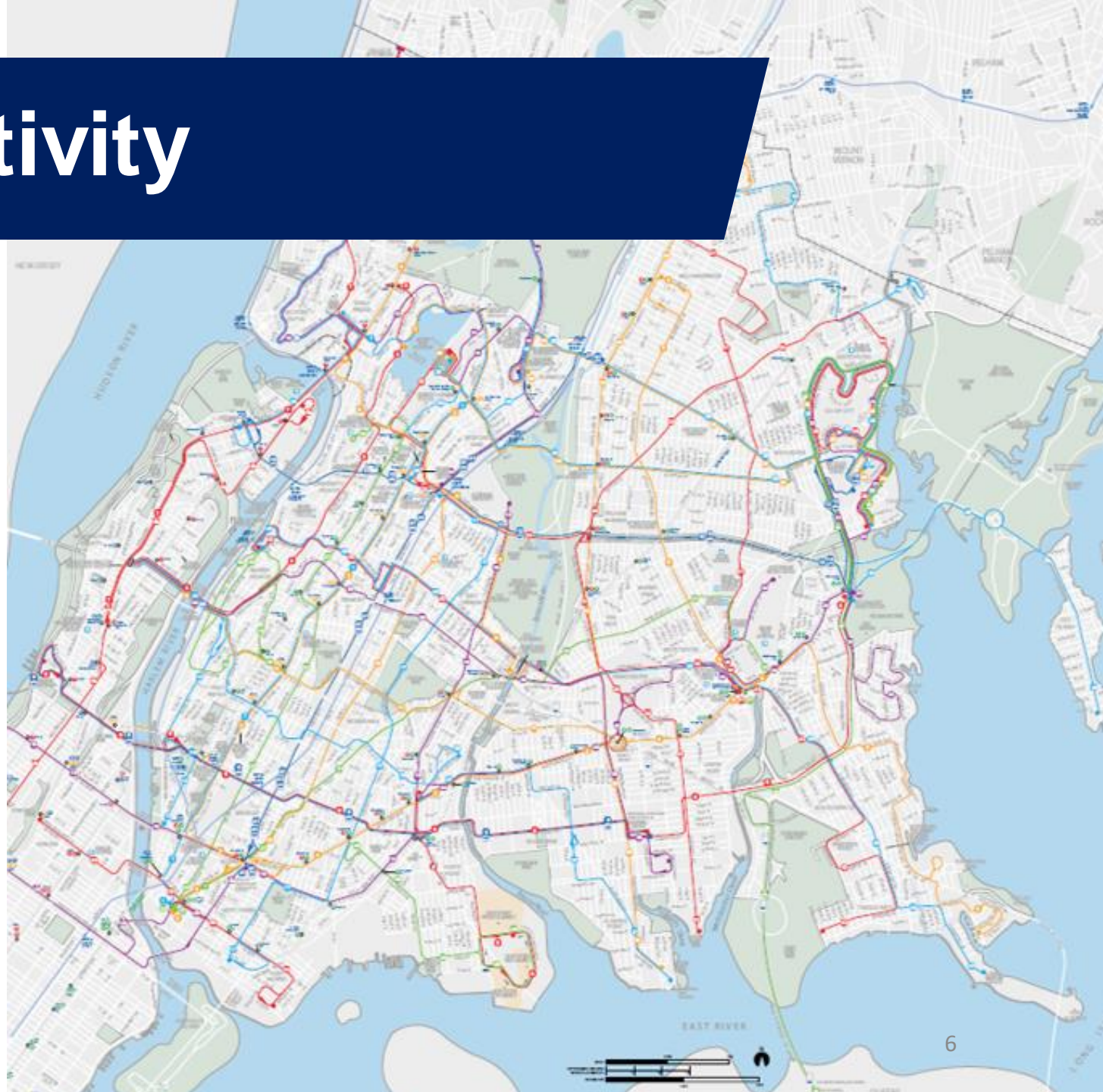
Enhance Connectivity

Extensions

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

New Connections

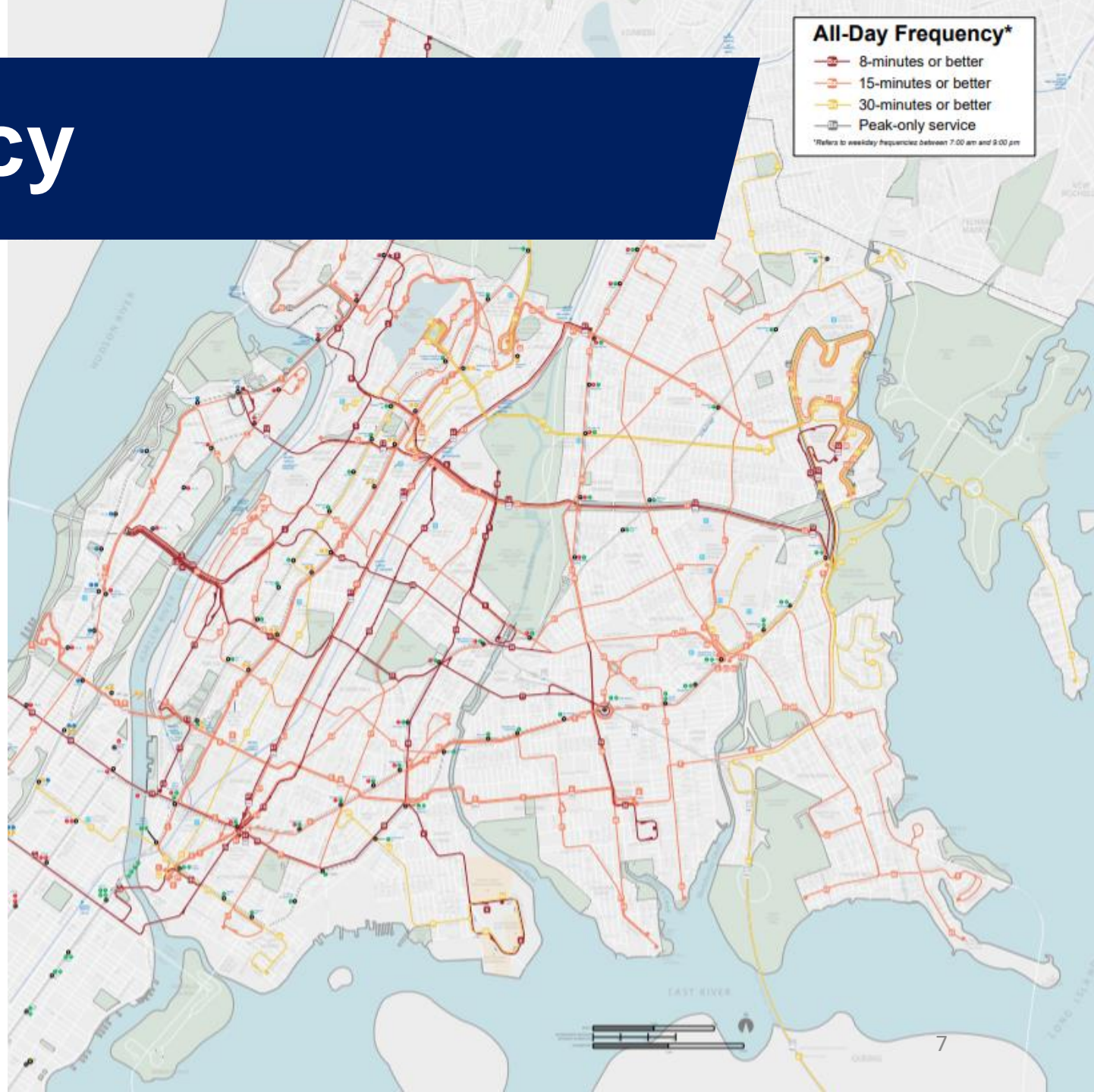
- Bx25 from Northern Co-op City to Bedford Park
- Bx30 to Boston Rd
- Bx40/42 to E 180 St 2/5 ADA accessible station



Improve Frequency

11 routes on 9 key corridors

Bx4	Bx23
Bx4A	Bx28
Bx6 Local*	Bx29
Bx11	Bx38
Bx13	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

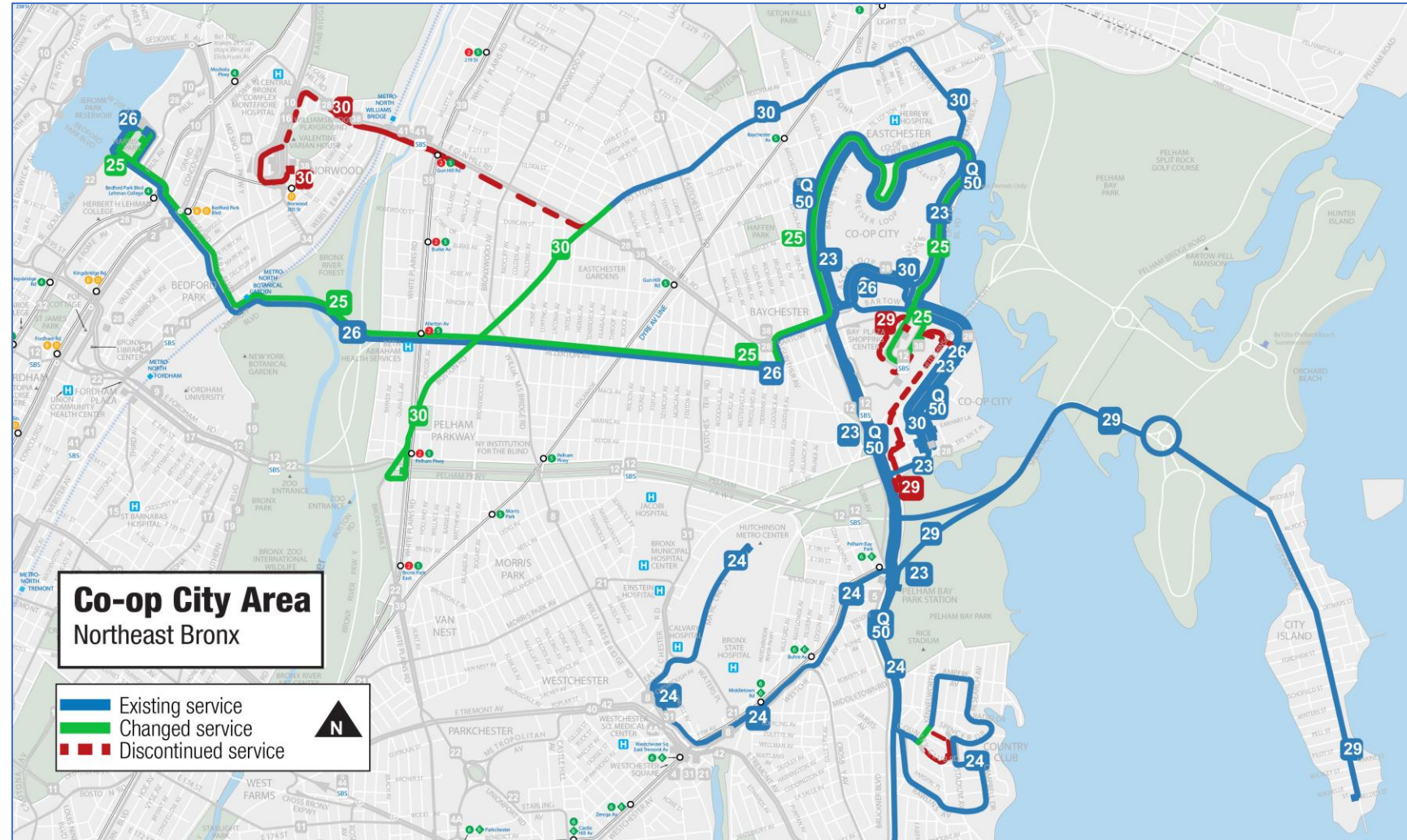
- In Fall 2019, MTA proposed taking the route off Mosholu Pkwy and Paul Avenue to make it more direct
 - This proposal was met with strong community opposition, especially from residents at Tracey Tower, many of whom attended the February 2020 public hearing
- Operations Planning and Department of Buses 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**

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





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
 - 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 (as requested)
 - Held virtual public meeting
- December 2021
 - Community Board presentations (as requested)
 - MTA Board Vote on Final Plan
- Summer 2022
 - Implementation of Local Bus Final Plan



Thank you!

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