DRAFT PLAN

Bronx Bus Network Redesign

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INTRODUCTION

Why redesign the Bronx Bus Network?

The Draft Plan is a first look at how we can improve the bus service we provide in the Bronx to benefit the greatest number of customers. Nearly 60 percent of Bronx residents rely on public transit for their daily commutes and at least 16 percent commute primarily by bus. The Bronx Bus Network has not substantially changed in decades and needs to evolve to meet the changing needs of our bus customers. We have made minor changes to the bus network, but have not kept pace with the major growth the Bronx is experiencing and will continue to see moving forward. Our customers have asked us to take a fresh look at bus service in the Bronx to provide them with shorter travel times, shorter wait times, and accurate, real-time information on when the next bus will arrive.

The Bronx Bus Network has an extensive grid-based network; most routes are frequent and direct in the peak periods, with a small number of routes providing coverage service in lower-density areas. With a grid network already in place, the Bronx Bus Network Redesign identifies neighborhood route improvements and individual route improvements that will provide more direct service, right-sized bus stop spacing, improved crosstown connections, improved bus speeds, and improved service reliability for customers.

Speed

- Bus speeds continue to decline year-to-year and are an ongoing challenge to providing fast and reliable bus service for Bronx residents and employees.
- Bronx buses are some of the slowest in the nation, second only to Manhattan, traveling at less than seven miles per hour (mph); some routes are as slow as five mph in the peak travel periods.
- Slower bus speeds reduce route reliability and decrease productivity, further deterring Bronx residents and employees from choosing to take the bus.
- Congestion is the leading cause of declining bus speeds and service reliability in the area. It is often worse on key corridors and choke points, amplifying its detrimental effect on bus speeds and, in turn, the reliability of bus service.

Service Reliability

- Our customers told us that Bronx buses are not the most reliable and that buses are often slow and stuck in traffic.
- The wait assessment of Bronx bus routes has declined at a much greater rate than other boroughs over recent years, decreasing by seven (7) percent since 2014.
- The Bronx has a Customer Journey Time Performance (CJTP) of 60 percent, which was nine (9) percent less than the system average of 69 percent.
- As bus service becomes less reliable due to congestion, the effects are heavily felt among Bronx bus customers because for many of them, buses are their only travel option.

Ridership Decline

- Bus ridership in the Bronx has decreased rapidly since 2016.
- The decline in ridership can be attributed to a variety of factors, including slower bus speeds; modal shifts to other transportation, including the subway and Transportation Network Companies (TNCs); and demographic shifts.

Central Business District Tolling

- The implementation of Central Business District Tolling (CBDT), where vehicles are charged as they enter Manhattan south of 60th Street, will be an effective way to reduce congestion within the City and further encourage Bronx residents and employees to seek out alternative means of transportation other than the car.
- CBDT will also provide the MTA with a new revenue source that may help to address budgetary issues and increase investment in bus service.

How are we redesigning the Bronx Bus Network?

Customers said that taking the bus in the Bronx can be challenging: wait times can be long, the buses move slowly, and bus lanes are often blocked by double parked vehicles, which creates added delay and travel time for customers. We want our customers to have faster and more reliable trips on our buses. To improve travel times and enhance east-west crosstown connections, we plan to:

- Design a network with easy connections and frequent all-day bus service
- Streamline bus routes, making them more simple and direct
- Minimize the number of turns buses make, which means buses will meander less
- Improve vital east-west bus corridors that are essential for intra-borough travel and connect with subway lines

Connectivity

- While population and employment densities in the Bronx are concentrated largely in the Central Bronx along subway lines, many residences, community facilities, employment centers, and other key destinations are only accessible by bus.
- Customers told us that they rely on multiple bus routes, subways lines, or commuter rail for their commutes. Improving connectivity at transfer locations is necessary to ensure customers have a quick and easy transition between buses and other public transit modes.

Bus Stop Balancing

- New York City has the shortest distances between bus stops of any major city. Bus stops in the Bronx are spaced very close together. Such close stop spacing directly contributes to slow buses and longer travel times for customers.
- When a bus stops more frequently along a route, exiting, stopping, and re-entering the flow of traffic, it loses speed and increases customers' travel time. By removing closely-spaced and under-utilized stops throughout the Bronx, buses can keep moving with the flow of traffic and get customers where they need to go faster.

Accessibility

- The New York City bus fleet is fully equipped with accessibility features and provides an important alternative in neighborhoods where there are no accessible subway stations.
- Approximately 11 percent of citywide bus customers are seniors or disabled.
- As part of the Bronx Bus Network Redesign, we looked closely at areas with a high density of disabled residents, as identified by 2016 U.S. Census American Community Survey (ACS) data. Such density can be found along subway lines and is largely concentrated in the Central Bronx.
- The proximity to subway lines makes ADA-accessible subway stations important to the mobility of customers with disabilities.

- We plan to streamline routes and expand connections to current and future ADA-accessible subway stations as part of the Redesign effort.
- NYCDOT is coordinating with the MTA on improving the accessibility of bus stops in the Bronx and citywide. NYCDOT is launching a citywide bus stop accessibility study to identify areas with physical accessibility challenges that can be upgraded, and is working to expand the installation of Real Time Passenger Information Signs (RTPI) and bus shelters.
- We plan to increase the use of real-time information screens and improved digital announcements on buses to aid passengers with impaired vision, hearing, or cognitive delays.

Bus Rapid Transit

- In addition to redesigning the Bronx Bus Network, we are working together with NYCDOT to improve the city's bus system and expand bus rapid transit improvements on routes throughout the city.
- We will prioritize buses on the street and use the full toolbox of bus priority measures, such as dedicated bus lanes, queue jumps, all-door boarding, and transit signal priority.
- We plan to work together to improve bus stop amenities, including seating, lighting, and real-time bus arrival information.

Frequency

- Customers told us that they want more frequent and reliable bus service in the Bronx.
- The Existing Conditions Report found that Bronx residents have frequent service (buses operating every 15 minutes or better) most of the day and have very frequent service on over half of the existing Bronx bus routes during the peak periods.
- These very frequent routes are operating along high-capacity, high-activity corridors in densely populated areas.
- We heard from customers that even if buses are scheduled frequently, they need to arrive on time and they need to be reliable.

Other Bus Plan Efforts that Support the Bronx Bus Network Redesign

Require Effective Traffic Enforcement

- Continue to work closely with the New York Police Department (NYPD) to expand traffic enforcement of bus lanes and reduce instances of double-parked vehicles blocking bus lanes and delaying bus service.
- Dedicate transit priority traffic teams to further address the issue.

Speed up Boarding in Conjunction with OMNY

- Speed up bus stop boarding in conjunction with the MTA's new fare payment system, OMNY.
    - First, tap readers will be installed to speed up the boarding process so buses spend less time waiting at stops.
    - Second, we will introduce all-door boarding to allow customers to board the bus through any door.
    - Third, we will explore cashless options to further decrease boarding times.

Improve the Customer Experience

- Continue to enhance the bus performance dashboard with industry-leading, customer-focused indicators.

- Continue to install digital information screens on buses to provide ADA-compliant route and next stop information as well as service announcements.
- Provide real-time seat availability information to show how full the bus is via web and mobile applications.
- Continue working with NYCDOT to install more real-time “next bus” signs at bus stops and to ensure the accessibility of all bus stops.

Provide Proactive Service Management

- Leverage new technology to improve communications and put real-time data at the fingertips of operators and service managers.
- Reorganize for success through streamlined command and control and the strategic deployment of resources.

Enhance Our World-Class Fleet

- Transition to a zero-emissions fleet to improve air quality and reduce greenhouse gas emissions.
- Evaluate new bus designs to expand service options, streamline passenger flow, increase capacity, and ensure reliability.
- Optimize bus reliability to improve performance, reduce impacts to service, and save money.

PROJECT STATUS

What has happened so far?

The Bronx Bus Network Redesign launched in August 2018. It was first presented to the Bronx Borough President and elected officials on August 15, 2018. This was followed by a presentation to the Bronx Borough Board/District Service Cabinet on September 5, 2018. The first public outreach effort of the Redesign focused on surveying customers in person and online, and obtaining their input and feedback at our public workshops. The workshops were held at six key locations within the borough in September and October 2018.

Following the public workshops, we continued to gather data and build our Existing Conditions Report. The report was released in February 2019 and consisted of Market and Service Analyses, which outlined what population, employment, and demographic trends are like in the Bronx today and offered a look at how current bus service operates in the Bronx. The finalized report was then presented to the Bronx Borough Board/District Service Cabinet on February 6, 2019, followed by presentations to any interested Bronx Community Boards from March through May 2019.

Where are we now?

We have completed the Bronx Bus Network Redesign Draft Plan and will be holding eight public open houses across the Bronx throughout the month of June. The open houses will provide customers with information about route-specific improvements outlined in the Draft Plan. All attendees will be able to share their questions, comments, and concerns regarding redesigned routes and bus stop balancing proposals. In addition to open houses, we have offered to present the Draft Plan to any interested Community Boards during the month of June.

All customers will be able to comment on the Draft Plan by visiting the Bronx Bus Network Redesign microsite at https://new.mta.info/bronxbusredesign and completing our online survey. Feedback from this round of outreach will be used to inform the Final Plan.

What's next?

The Final Plan will be released in September 2019 and will be followed by another round of public outreach. We will hold public open houses to solicit a final round of feedback from customers regarding the Final Plan. We will also present the Final Plan to the Borough Board/ District Service Cabinet and to community boards. Note that the Final Plan will include draft bus timetables to allow customers to see how changes might impact their trip and will allow for additional comments and feedback before implementation occurs. We want to be sure that any proposed route changes are implemented in an easy, customer-friendly manner.

The recommendations proposed in this Draft Plan are guided by the priorities established within Fast Forward: The Plan to Modernize New York City Transit. They consider the market and service analyses findings that were included in the Existing Conditions Report, as well as community requests and issues voiced throughout our public outreach process. Each of these elements are outlined below.

Market Analysis Findings

- Population and employment densities are concentrated along subway lines
- The South Bronx will experience significant growth
- Only 12 of the Bronx's subway stations are ADA-accessible
- About 60 percent of Bronx residents commute by transit

Service Analysis Findings

- Most Bronx residents have access to some level of bus service
- Overall, Bronx bus service is very frequent (8 minutes or better) for most of the day
- The Bronx has the most productive (passenger boardings per in-service hour) in the city
- The most productive routes are simple and direct
- Most customers rely on multiple bus routes or subway lines to get where they need to go
- The Bronx Bus Network has very close stop spacing

Public Outreach Findings

- When customers identified their top priorities for bus service improvements, they asked for:
    - More frequent service
    - Real-time information at bus stops
    - More bus priority

- Customers were provided with a set of trade-off questions and asked to choose what was most important to them:
    - 55 percent of customers prefer more frequent service and 45 percent prefer preserving service coverage
    - 70 percent of customers prefer simple, direct routes and 30 percent prefer complex, indirect routes
    - 63 percent of customers prefer fewer bus stops and 37 percent prefer more bus stops

- Customers also shared regular issues they encounter when taking the bus:
    - East-west crosstown connections are hard to make
    - Buses are not reliable because they move at slow speeds and sit in congestion
    - There is a need for greater bus lane enforcement as vehicles are regularly double parked and block buses
    - Three-legged transfers are not allowed

- Customers asked for bus rapid transit measures on more corridors:
    - 149th Street
    - Tremont Avenue
    - Grand Concourse
    - Gun Hill Road
    - Pelham Parkway
    - White Plains Road

Goal of Recommendations

The goal of these recommendations is to update a bus network that has not substantially changed in decades. Our recommendations consider the service performance of each route, the speed, ridership, and reliability on key corridors, and how individual routes contribute to the larger network.

Recommendations are shared at both the network level and the route level for regular bus service and express bus service. All recommendations have been developed in collaboration with NYCDOT, with focus given to identifying key corridors where roadway treatments and traffic signal improvements can help expand bus priority and better support sustainable, all-day bus service. As part of this collaborative effort, NYCDOT has developed a Bronx bus priority plan. The initial details of that plan can be found on page 12.

Network-Level Improvements

We identified key corridors within the network where high-capacity, high-frequency, high-ridership bus service should be maintained or introduced. We also identified areas where bus-to-bus and bus-to-subway connections can be improved to allow for easy transfers to and from frequent bus service at all times. These are addressed at the neighborhood level on the following pages and highlight how route improvements work together in various sectors of the Bronx. We also identified low-performing routes and segments of routes where service can be discontinued and those resources reallocated to improve bus service for the greatest number of Bronx customers.

In addition to regular bus service improvements, proposed recommendations also focus on improving Bronx express bus service. Express bus recommendations aim to best move customers between the Bronx and Manhattan by streamlining routes, providing new connections, and reducing service on heavily congested local Manhattan streets and reducing service in areas that carry a low number of customers.

Route-Level Improvements

We have identified opportunities to make specific routes more simple and direct while balancing bus stop spacing. By streamlining routes, reducing the number of turns made, and reducing the number of stops made, buses will move faster, travel times will decrease, and service will be more reliable.

Most individual route recommendations address a common challenge shared by customers and called out earlier in the public outreach findings: crosstown connections can be difficult and time consuming, particularly given the limited number of east-west through streets and crossings. An analysis of slow bus speeds in the Existing Conditions Report found that east-west crossings are typically heavily congested and travel through major choke points, which slow bus speeds and, in turn, increase Bronx customers' travel time.

REGULAR BUS SERVICE RECOMMENDATIONS

Network-Level Improvements

More Direct Routings

Throughout the process of developing service recommendations, key corridors within the network were identified to maintain simple, direct routes and improve complex, indirect routes. We have noted opportunities to streamline circuitous routings by reducing the number of turns made, so buses will move faster and will be more reliable. Bus routes with straight and direct routing tend to be the most productive. Routes such as the Bx1/2, Bx3, and Bx12 SBS were maintained because of their high productivity, direct routing, and connections to several important destinations and transfer points. Complex, indirect routes such as the Bx24 and Bx36 tend to be less productive or reliable. The existing Bx24 meanders throughout the Country Club neighborhood, whereas the proposed Bx24 will provide more direct service by concentrating that service along one central street. The existing Bx36 makes several turns, traversing through some of the most congested areas of the Bronx. The proposed Bx36 will operate primarily on Tremont Avenue with fewer turns, avoiding some heavily-congested areas.

Bus Stop Balancing

The spacing of bus stops along a route is an important factor in providing faster and more reliable bus service. Every bus stop is a trade-off between convenience of access to the bus and the speed and reliability of service. New York City buses spend 27 percent of their time crawling or stopped with their doors open and have the shortest average stop distance (805 feet) of any major city. London, which has the second closest stop spacing of peer cities, has an average distance between stops of 1,000 ft.

Bus stop spacing for local Bronx routes averages approximately 882 feet. This is slightly higher than the New York City average, but still very close together. Close stop spacing directly contributes to slow buses and longer travel times for customers. When a bus stops more frequently along a route, exiting, stopping, and re-entering the flow of traffic, it loses speed, increases the chance of being stopped at a red traffic signal, and adversely affects customers' travel time. By removing closely-spaced and under-utilized stops throughout the Bronx, we will reduce dwell time by allowing buses to keep moving with the flow of traffic and get customers where they need to go faster.

Improved Frequency

A key component of the Draft Plan is to improve service levels on key corridors within the Bronx and build a network of sustainable, all-day bus service that is reliable and moves customers as quickly as possible. All-day bus service is defined as bus service that operates consistently throughout the day and into the evening, from 7 AM to 9 PM. Presently, many bus corridors in the Bronx have frequent service during the AM and PM peak periods. However, these corridors may not have frequent service during the midday and evening periods. We propose to expand frequency throughout the day to provide more Bronx customers with all-day, frequent bus service. Route-specific frequency improvements are identified in the Route Proposals section of this report starting on page 20.

Improved Connections

The Bronx Bus Network Redesign can help integrate the bus network, ensuring it provides increased freedom for customers through better connections, reliability, and frequent service. Currently, the subway system provides mostly north-south access in the borough. Our recommendations aim at improving east-west bus connections, which are crucial for intra-borough travel, by connecting buses with subway lines and providing crosstown access to Manhattan. For example, the proposed Bx6 SBS route will have more direct routing by continuing east along Bruckner Boulevard and Story Avenue, introducing additional connections for Soundview customers and creating a complete east-west bus service corridor in the southern section of the Bronx. Co-op City is another area of focus for our recommendations. Co-op City residents are best served by bus routes that travel quickly out of the neighborhood, without making circuitous trips around all sections. Currently, many of the Co-op City routes provide complex and duplicative service at varying frequencies throughout the day. Our proposal aims to simplify the routing by concentrating service and increasing frequency within Co-op City and to Pelham Bay Park Station on the Bx23 circulator, while encouraging transfers at key areas for service to other areas outside of Co-op City.

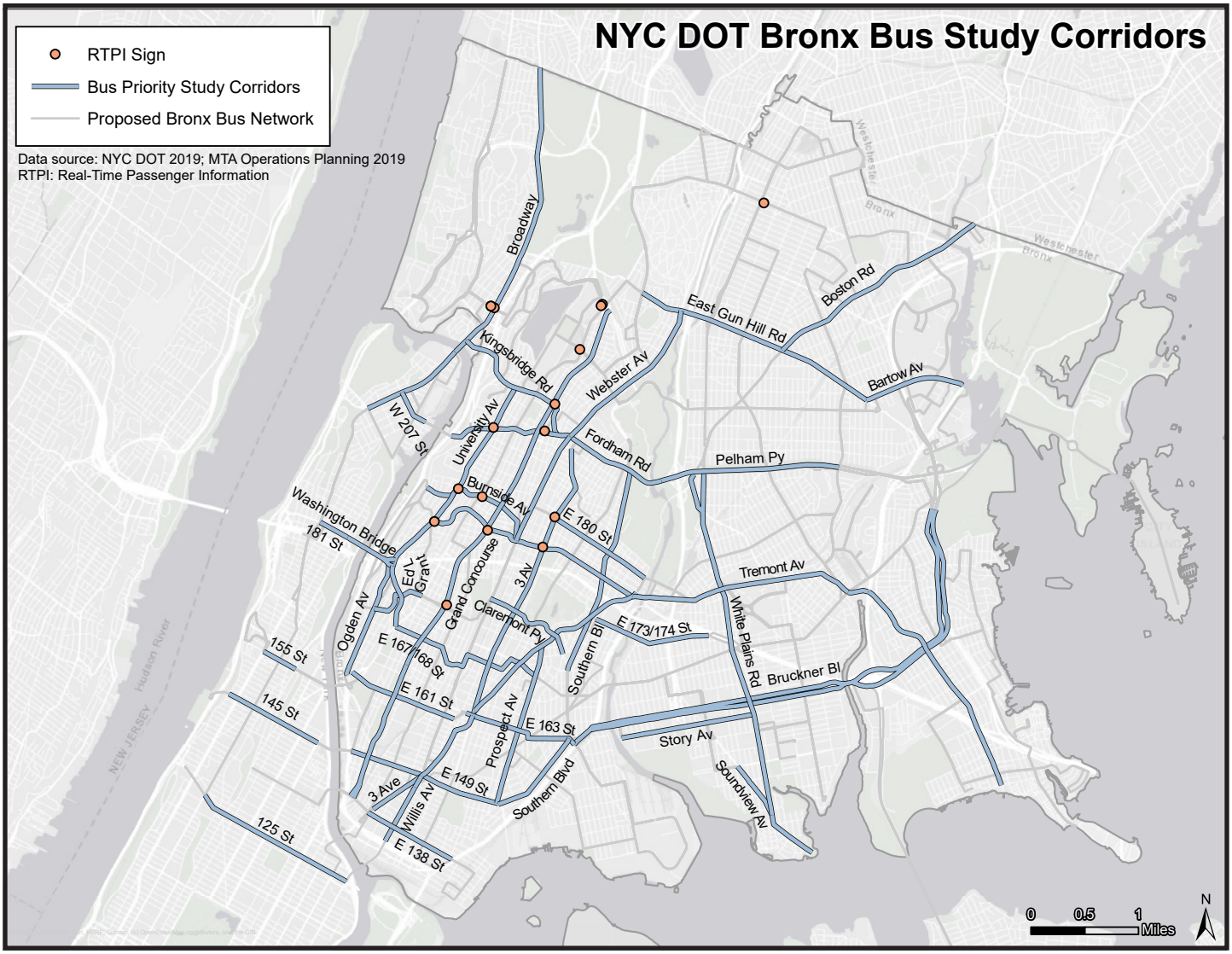
NYCDOT Bronx Borough Bus Priority Plan

As part of the Better Buses Action Plan, NYCDOT is identifying key Bronx corridors where roadway treatments and traffic signal improvements can be implemented to better support sustainable, all-day bus service. NYCDOT is currently planning a set of Bronx bus priority projects to implement in the summer and fall of 2020. NYCDOT is also conducting an analysis of major Bronx corridors to identify streets where future bus lanes and other priority treatments would provide the biggest benefit to Bronx bus riders. The goal of this analysis is to prioritize streets for further study, planning, public outreach, design, and implementation of street interventions that enhance the customer benefits of a Bus Network Redesign.

NYCDOT has created corridor evaluation criteria, in collaboration with the MTA, based on the level of demand for bus service, bus speed and reliability, frequency of service in the proposed bus network, neighborhood demographics, and feasibility of implementing new street treatments. This process has identified 46 corridors to be studied for potential bus lane-priority street improvements. NYCDOT will continue to refine this analysis to release a more detailed set of bus priority proposals as part of the Bronx Bus Network Redesign Final Plan, some of which will be targeted for 2020 implementation.

NYCDOT is continuing its initiative to bring real-time passenger information (RTPI) bus arrival data displays to bus stops. Since 2013, NYCDOT successfully installed 344 RTPI signs at non-SBS bus stops throughout all five boroughs. As shown on this map, NYCDOT installed 17 signs at Bronx bus stops, all funded by the New York City Council. Over the next few years, additional RTPI signs will be installed in the Bronx and the other boroughs through Resolution A (Reso A) City Council funding. In addition to those on this map,real time bus information totems are also located in the Bronx along the Bx41, Bx6, and Q44 SBS routes.

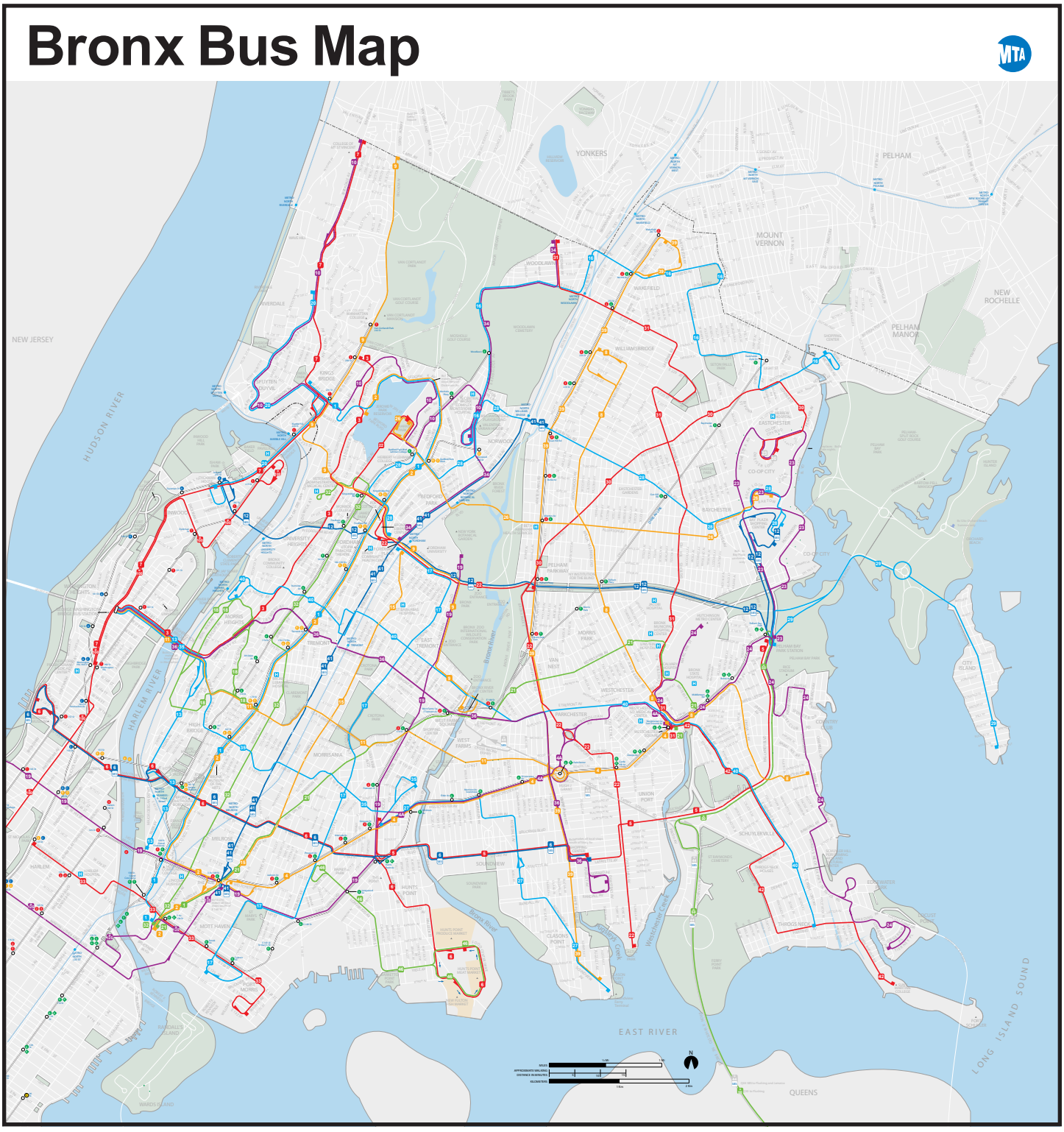
NYCDOT, with MTA, continues to expand Transit Signal Priority (TSP) in the Bronx. TSP is technology that helps buses move through intersections quickly by holding a traffic light green, or turning the light green sooner. TSP has been active along the Bx41 Webster Avenue SBS corridor since 2015, and is currently under study for the Bx6 SBS route, scheduled for implementation by the end of 2019, and for the Bx12 SBS on Fordham Road, scheduled for implementation by the end 2020.



Map 1. NYCDOT Bronx Bus Study Corridors

Neighborhood Improvements

Although all proposed route modifications are listed by individual route on the following pages, many proposals work together and should be viewed as larger neighborhood improvements. The below map shows the proposed Bronx Bus Network and supports the neighborhood improvements outlined below.



Map 2. Regular Bus Service Proposed Network

Central Bronx East-West Connections

The Draft Plan creates more direct east-west routes, particularly in the Central Bronx where current routes are circuitous and ridership is high. The Bx36 is especially noteworthy in this regard, as it is among the highest-ridership routes in the borough yet is one of the slowest. Segments on East 174th Street and East 180th Street add several turns and route it onto a particularly slow section of Boston Road in West Farms Square. Our proposal to reroute the Bx36 to stay on East Tremont Avenue would streamline the route and provide a simpler, more direct east-west connection.

To maintain bus service on East 180th Street, we propose to reroute the Bx40 off East Tremont Avenue between Rosedale and Webster Avenues. Other benefits of this proposal would be a new ADA-accessible connection to the 2/5 express subway station at E 180 St.

To maintain bus service on East 174th Street, we propose to reroute the Bx11 off East 172nd Street and Jennings Street. The reroute onto East 174th Street to the Parkchester neighborhood would create a new direct east-west connection between the western Bronx and eastern Bronx. In particular, Morrisania would now connect to the Parkchester 6 station, as well as other bus routes in the area, including interborough service via the Q44 SBS.

To maintain bus service in the neighborhood near East 172nd Street and Jennings Street, we propose to extend the Bx35 north on West Farms Road past Gladstone Square. Though customers in this area would use the Bx35 instead of the Bx11, it would maintain the same connections to north-south subway lines and bus routes.

This route restructuring creates more direct east-west connections in an area of the Bronx where this access is critical. The Bx36, Bx40, and Bx11 would now provide faster, more reliable connections to key destinations and to north-south subway lines and bus routes.

High Bridge

We also propose to streamline the Bx11 in High Bridge, removing the circuitous routing via Shakespeare Avenue, West 168th Street, and Ogden and Plimpton Avenues. Instead, the Bx11 would travel via Edward L. Grant Highway directly into Manhattan, providing faster interborough travel.

To maintain bus service in the high-density neighborhood near Shakespeare Avenue and West 168th Street, we propose to extend the Bx18 and increase its frequency, creating a circulator route connecting High Bridge and Morris Heights with the 4 and B/D subway lines.

Norwood

We propose to discontinue Bx34 service along southern Bainbridge Avenue and Valentine Avenue. Service would be rerouted onto East 204th Street and Webster Avenue and access to Fordham Road would still be provided. Webster Avenue is also a wider street more suitable for bus operations, and the existing bus lanes should improve reliability and bus speed.

To maintain service on Bainbridge Avenue between East 204th Street and Bedford Park Boulevard, the Bx28 would be rerouted. This would also remove several turns on a circuitous section of the route that currently travels via Paul Avenue and Mosholu Parkway.

Co-op City

Many of the bus routes in Co-op City try to achieve two objectives at once, serving as a circulator through the neighborhood and serving as a connector to subway lines and other northeast Bronx areas. However, this creates an overly complex network with duplicative service and buses slowed by multiple turns. In the MTA's 2014 study of Co-op City bus service, we found that most bus riders in the area are residents traveling to points outside of Co-op City for work and, secondarily, for shopping. These riders are best served by bus routes that travel quickly out of Co-op City, without making circuitous trips around all sections.

Our proposal creates two distinct and separate types of routes. Circulator service would only be provided by the Bx23, which would maintain its current routing, connecting to all sections of Co-op City and the Pelham Bay Park 6 station. It would receive a significant increase in frequency. Other routes leaving the area would only serve one connection point within Co-op City. At these new nodes in the bus network, customers coming from other sections of the neighborhood would transfer from the Bx23 circulator to another route to leave Co-op City or Pelham Bay Park:

- The Bx26's connection point would be at Asch Loop
- The Bx28's connection point would be at Asch Loop
- The Bx29's connection point would be at Pelham Bay Park
- The Bx30's connection point would be at Dreiser Loop
- The Q50 LTD's connection point would be at Pelham Bay Park

Country Club and Locust Point

We are proposing to shorten the Bx8, moving its southern terminal to Layton Avenue and Dean Avenue.The majority of Bx8 customers are traveling north of this point and shortening the route would improve reliability where most customers are riding. The discontinued southern segment of the route would be covered by a proposed extension of the Bx24.

125th Street (Harlem)

Though in Manhattan, two Bronx bus routes currently operate on 125th Street: the Bx15 and the M100. However, this is a particularly congested street that causes reliability issues along all sections of these routes, even those far from Harlem. 125th Street has the advantage of having other bus service alternatives, the M60 SBS and the M101.

We are proposing to split the Bx15 into two routes at The Hub. The southern half of the route would be served by a new route (the M125), which would maintain bus service west to 12th Avenue and maintain the interborough connection between Manhattan and the Bronx.

We are also proposing to shorten the M100, moving its southern terminal to Amsterdam Avenue and West 125th Street. Customers seeking to access Central and East Harlem could transfer to the M60 SBS, M101, or the new M125 route, and those customers boarding on Amsterdam Avenue south of West 163rd Street could use the M101 instead of the M100.

Further details on all the proposed reroutes above can be found under Route-Level Improvements.

Route-Level Improvements

Proposed recommendations at the route level will establish frequent service along key corridors, while we also coordinate with NYCDOT to implement bus priority measures on those same key corridors. Proposed route alignment changes will make service simpler and more direct, and minimize the number of circuitous or meandering segments of a route.

Of the 46 local, limited, and SBS routes that operate in the Bronx, we propose modifications to 16 routes, one new route added (the M125), and one route proposed to be discontinued (the Bx38). All individual route proposals include a stop spacing evaluation. Each proposal has an explanation regarding why a route realignment was or was not proposed.

The following table identifies what improvements have been made to each regular bus service route.

	Route Improvements					
Route	More Direct	Improved Stop Spacing	Improved Frequency	Improved Connections	Bus Priority Study Corridor	Now Serves Accessible Subway Station
Bx1		✓			✓	
Bx2		✓			✓	
Bx3		✓			✓	
Bx4		✓	✓			
Bx4A		✓	✓			✓
Bx5		✓			✓	
Bx6		✓	✓		✓	
Bx6SBS	✓			✓	✓	
Bx7		✓				
Bx8	✓	✓				
Bx9		✓			✓	
Bx10		✓				
Bx11	✓	✓	✓	✓	✓	
Bx12		✓			✓	
Bx12SBS					✓	
Bx13		✓	✓		✓	
Bx15	✓	✓			✓	
Bx16		✓				
Bx17		✓			✓	
Bx18		✓	✓	✓		
Bx19		✓			✓	
Bx20		✓				
Bx21		✓				
Bx22		✓	✓		✓	
Bx23		✓	✓			
Bx24	✓	✓		✓		
Bx26	✓	✓		✓		
Bx27		✓			✓	
Bx28	✓	✓	✓	✓	✓	✓
Bx38 (Discontinued)						
Bx29		✓				
Bx30	✓	✓		✓	✓	
Bx31		✓				
Bx32		✓			✓	
Bx33		✓			✓	
Bx34	✓	✓		✓	✓	
Bx35		✓		✓	✓	
Bx36	✓	✓			✓	
Bx39		✓			✓	
Bx40	✓	✓	✓		✓	✓
Bx42	✓	✓	✓		✓	
Bx41		✓			✓	
Bx41SBS			✓		✓	
Bx46		✓				
Q50LTD	✓				✓	
M100	✓	✓				
M125 (New)	✓	✓			✓	

Table 1. Regular Bus Service Route Improvements

EXPRESS BUS SERVICE RECOMMENDATIONS

Route-Level Improvements

We propose making route-level improvements for several express bus routes. Like regular bus service recommendations, these aim to streamline service and make express routes simpler and more direct. Recommendations focus on straightening out express routes that meander or deviate from major roads too much, reducing route segments that are duplicative of subway service, providing more highway travel when possible, and providing express bus service to new markets and areas where there is a need or demand. In addition, some recommendations propose service level reductions to better run direct, effective, efficient express bus service.

Of the 11 express bus routes that operate in the Bronx, we propose making modifications to seven routes, as well as the introduction of one new express route (the BxM17). All express route proposals include a stop spacing evaluation. Each proposal has an explanation regarding why a route realignment was or was not proposed.

The following table identifies what improvements have been made to each express bus service route.

Route Improvements					
Route	More Direct	Improved Stop Spacing	Improved Connections	Bus Priority Study Corridor	Now Serves Accessible Subway Station
BxM1		✓			
BxM2	✓				
BxM3		✓			
BxM4	✓	✓	✓		
BxM5	✓				
BxM6					
BxM7					
BxM8	✓	✓			
BxM9		✓			
BxM10	✓	✓	✓		
BxM17					
BxM18	✓	✓	✓		

Table 2. Express Bus Service Route Improvements

The following section displays individual route proposals for regular bus service and express bus service. Note that for all bus stop spacing evaluations, we calculated the added walk time by taking the minimum of the distance to the previous stop or the distance to the next stop and multiplied this by the average walk speed, multiplied by 80 percent. We assumed a walking speed of 4.5 feet-per-second and that customers will walk to their current bus stop and then walk to the nearest of the previous or next bus stop. This is an overestimation, as many customers would walk directly to the next nearest stop, reducing the distance by 20 percent. This is a unique calculation for each stop.

WE WANT YOUR FEEDBACK

The changes proposed in this Draft Plan are not set in stone. Redesigning a bus network is a collaborative process. As you review each of the route profiles, think about what these changes may mean for you. We need your input.

Join us at one of the eight open houses scheduled throughout June 2019, or visit https://mta-nyc.custhelp.com/app/comments_bronxbus to submit your comments.

Bronx Bus Network Redesign Open House Locations	
Tuesday, June 11	Ft. Independence Community Center 3350 Bailey Avenue, Bronx, New York 10463 Subway: 1 train to 231 St Bus: Bx1, Bx2, Bx3, Bx10, BxM3
Wednesday, June 12	The Bronx Museum of the Arts/North Wing, 2nd Floor 1040 Grand Concourse, Bronx, New York 10451 Subway: B, D, 4 train to 161 St/Yankee Stadium Bus: Bx1, Bx2
Monday, June 17	Bronx Community Board 12/Carriage House 4101 White Plains Road, Bronx, New York 10466 Subway: 2/5 train to 233 St Bus: Bx39
Tuesday, June 18	ShopRite of Bruckner Boulevard (Bruckner Mall)/ Community Space, 2nd Floor 1994 Bruckner Boulevard, Bronx, New York 10473 Subway: 6 to Parkchester Bus: Bx5, Bx36, Bx39
Wednesday, June 19	P.S./M.S. 71 3040 Roberts Avenue, Bronx, New York 10461 Subway: 6 to Buhre Av Bus: Bx8, Bx24
Monday, June24	Monroe College/Kings Hall, Mintz Room 2501 Jerome Avenue, Bronx, New York 10468 Subway: B/D/4 train to Fordham Road Bus: Bx1, Bx2, Bx12, Bx12-SBS, Bx32
Tuesday, June 25	Davidson Community Center 2038 Davidson Avenue, Bronx, New York 10453 Subway: 4 to Burnside Ave Bus: Bx32, Bx40, Bx42
Thursday, June27	RiverBay Corporation/Co-op City/Rm. 31 2049 Bartow Avenue, Bronx, New York 10475 Subway: 6 to Pelham Bay Park Bus: Bx23, Bx26, Bx28, Bx30, Bx38, BxM7, Q50

Bx1 Grand Concourse

Proposal Summary

We are not proposing any routing changes for the Bx1/Bx1 LTD, considering the route is straight, direct, has high ridership, and connects to several important destinations and transfer points.

Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx1 has 93 total stops with an average stop spacing of 869 feet. To improve reliability and bus speed on the route, we are proposing to remove 3 of the 93 stops. This will reduce the total number of stops on the route by three percent and improve stop spacing to an average of 899 feet. The Bx1 LTD has 53 total stops with an average stop spacing of 1,551 feet. To improve reliability and bus speed on the route, we are proposing to remove 2 of the 53 stops. This will reduce the total number of stops on the route by three percent and improve stop spacing to an average of 1,614 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)	
Albany Cres / Bailey Av	Remove	North	2	LTD stops
Heath Av / Albany Cres	Remove	South	2	
Grand Concourse / E Moshulu Pky S	Remove	North	2	


Existing service
Added service
Discontinued service
N
Bx1 Grand Concourse

Bx2 Grand Concourse/149th Street

Proposal Summary

We are not proposing any routing changes for the Bx2, considering the route is straight, direct, has high ridership, and connects to several important destinations and transfer points.

Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx2 has 99 total stops with an average stop spacing of 874 feet. To improve reliability and bus speed on the route, we are proposing to remove 4 of the 99 stops. This will reduce the total number of stops on the route by four percent and improve stop spacing to an average of 912 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Grand Concourse / McClellan St	Remove	North	2
Grand Concourse / McClellan St	Remove	South	1
Grand Concourse / E Moshulu Pky S	Remove	North	2
3 Av / E 142 St	Remove	South	2

Bx2 Grand Concourse/149th Street

Bx3 University Avenue/181st Street

Proposal Summary

We are not proposing any routing changes for the Bx3, considering the route is straight, direct, and connects to several important transfer points.

Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx3 has 58 total stops with an average stop spacing of 856 feet. To improve reliability and bus speed on the route, we are proposing to remove 10 of the 58 stops. This will reduce the total number of stops on the route by 17 percent and improve stop spacing to an average of 1,004 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Sedgwick Av / W 229 St	Remove	North	1
Sedgwick Av / W 229 St	Remove	South	1
Sedgwick Av / Ft Independence St	Remove	North	1
Ft Independence St / Heath Av	Remove	South	2
Sedgwick Av / W 195 St	Remove	North	2
Sedgwick Av / W 195 St	Remove	South	1
University Av / W 183 St	Remove	North	1
University Av / W 183 St	Remove	South	2
University Av / W Burnside Av #1	Remove	North	2
University Av / W 180 St	Remove	North	1


Bx3 University Avenue/181st Street
Existing service
Added service
Discontinued service
N
W 181 ST
WASHINGTON BRIDGE
UNIVERSITY AV
FORT INDEPENDENCE ST
SEDGWICK AV
WEBB AV
KINGS BRIDGE
SPUYTEN DUYVIL
INWOOD
INWOOD HILL PARK
ISHAM PARK
FORT TRYON PARK
RIVERDALE PARK
EWEN PARK
BAKER FIELD
ALLEN PAVILLION
DYCKMAN HOUSE
THE CLOISTERS MUSEUM
ROBERTO CLEMENTE STATE PARK
PETER JAY SHARP BOATHOUSE
RIVER PARK TOWERS
YESHIVA UNIVERSITY
MORRIS HEIGHTS
BRONX COMMUNITY COLLEGE
UNIVERSITY HEIGHTS
MONROE COLLEGE
FORDHAM
UTOPIA PARADISE THEATRE
UNION COMMUNITY HEALTH CENTER
DEVOE PARK
ST JAMES PARK
POE COTTAGE
VETERANS ADMINISTRATION MEDICAL CENTER
TREMONT
CROTONA PARK
CLAREMONT PARK
BRONX LEBANON HOSPITAL
VAN CORTLANDT PARK SOUTH
JEROME PARK RESERVOIR
METRO-NORTH SPUYTEN DUYVIL
METRO-NORTH MARBLE HILL
METRO-NORTH MORRIS HEIGHTS
METRO-NORTH UNIVERSITY HEIGHTS
METRO-NORTH TREMONT
HENRY HUDSON BRIDGE
BROADWAY BRIDGE
UNIVERSITY HEIGHTS BRIDGE
MAJOR DEEGAN EXPWY
HENRY HUDSON PKWY
BROADWAY
JOHNSON AV
KINGSBRIDGE AV
W 231 ST
W 230 ST
W 225 ST
W 215 ST
W 207 ST
W 204 ST
W 201 ST
W 190 ST
W 186 ST
W 181 ST
W 179 ST
W 178 ST
W FORDHAM ROAD
W TREMONT AV
W BURNSIDE AV
238 St
231 St
Marble Hill 225 St
215 St
Inwood 207 St
207 St
Dyckman St
Dyckman St
191 St
190 St
181 St
Kingsbridge Rd
Fordham Rd
Fordham Rd
183 St
182-183 Sts
Burnside Av
Tremont Av
174-175 Sts
176 St
Mt Eden Av
170 St
Van Cortlandt 242 St

Bx4 Westchester Avenue

Proposal Summary

Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor
- ✓ More frequent

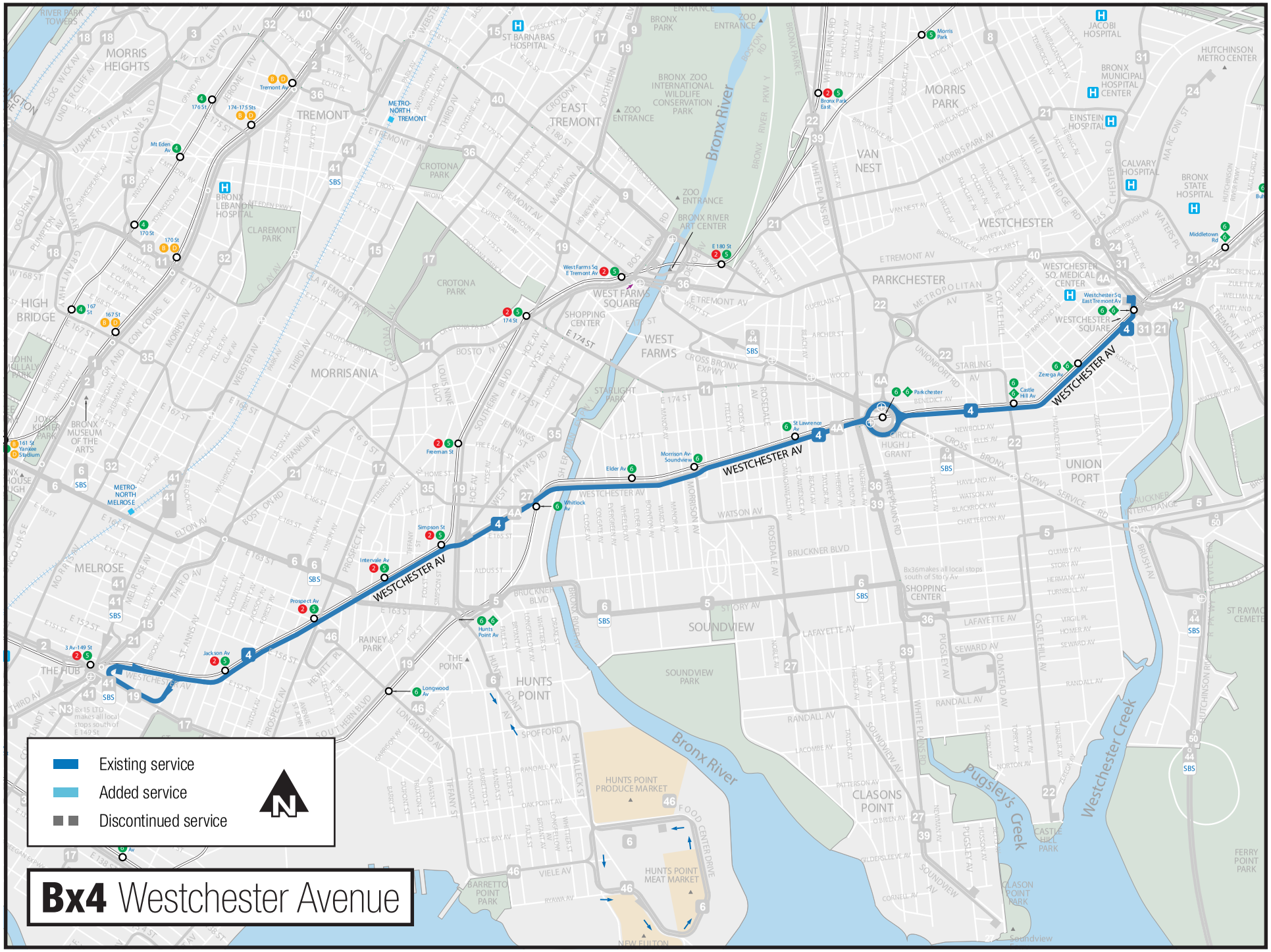
We are not proposing any routing changes for the Bx4, considering the route is straight and direct. Currently, the Bx4 and Bx4A each have an all-day frequency of 20 minutes or better, which is 10 minutes or better where the routes overlap. We are proposing to improve the frequency of the Bx4A to 15 minutes or better all-day, which would be 8 minutes or better where the Bx4 and Bx4A overlap.

(Note that we are proposing a routing change for the Bx4A, which is described on page 28.)

Stop Spacing Evaluation

The Bx4 has 60 total stops with an average stop spacing of 774 feet. To improve reliability and bus speed on the route, we are proposing to remove 6 of the 60 stops. This will reduce the total number of stops on the route by 10 percent and improve stop spacing to an average of 917 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Westchester Av / Tiffany St	Remove	North	2
Westchester Av / Tiffany St	Remove	South	0
Westchester Av / Thieriot Av	Remove	North	2
Westchester Av / Thieriot Av	Remove	South	2
Westchester Av / Noble Av	Remove	North	2
Westchester Av / Noble Av	Remove	South	2



Bx4 Westchester Avenue

Bx4A Westchester Avenue/Metropolitan Avenue

Proposal Summary

Route Improvements

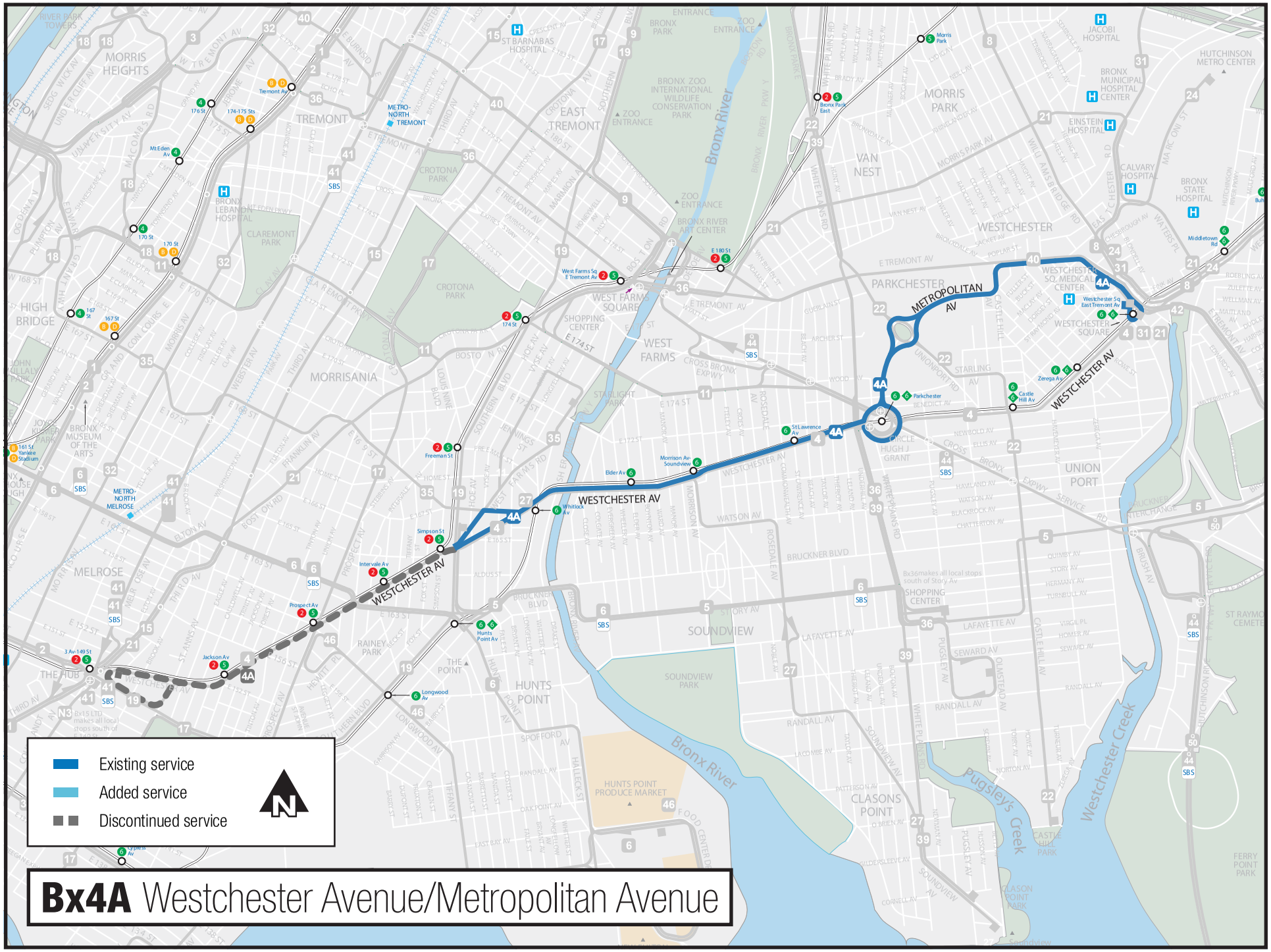
- ✓ Improved stop spacing
- ✓ Serves accessible subway station
- ✓ More frequent

We are proposing to shorten the Bx4A to improve reliability where most customers are riding. The proposed Bx4A would travel from Westchester Square to Southern Boulevard, using its current routing via Metropolitan Avenue and Westchester Avenue. The Bx4 routing would remain unchanged, with service from Westchester Avenue to The Hub maintained. Currently, the Bx4 and Bx4A each have an all-day frequency of 20 minutes or better, which is 10 minutes or better where the routes overlap. We are proposing to improve the frequency of the Bx4A to 15 minutes or better all-day, which would be 8 minutes or better where the Bx4 and Bx4A overlap.

Stop Spacing Evaluation

In its current alignment, the Bx4A has 68 total stops with an average stop spacing of 787 feet. Bx4A service will be discontinued at 23 stops due to the proposed change in alignment, while 3 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 9 of the 48 remaining stops. This will reduce the total number of stops on the route by 19 percent and improve stop spacing to an average of 957 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
W Farms Rd / Westchester Av	Add new	North	--
W Farms Rd / Hoe Av	Add new	South	--
E 167 St / Bryant Av	Add new	South	--
Westchester Av / Thieriot Av	Remove	North	2
Westchester Av / Thieriot Av	Remove	South	2
Westchester Av / Noble Av	Remove	North	2
Westchester Av / Rosedale Av	Remove	South	2
E Tremont Av / Saint Peters Av	Remove	North	2
E Tremont Av / Lurting Av	Remove	South	1
Metropolitan Av / Purdy St	Remove	South	1
Metropolitan Av / Pine St	Remove	South	1
Metropolitan Av / Wood Rd	Remove	South	2


Existing service
Added service
Discontinued service
N
Bx4A Westchester Avenue/Metropolitan Avenue
WESTCHESTER AV
METROPOLITAN AV
Bronx River
Pugsley's Creek
Westchester Creek

Bx5 Story Avenue/Bruckner Boulevard

Proposal Summary

We are not proposing any routing changes for the Bx5, considering the route is relatively direct, operates through neighborhoods far from subway service, and it connects to several important transfer points. Note that the Bx5 would still serve Bay Plaza on weekends as no routing changes are proposed.

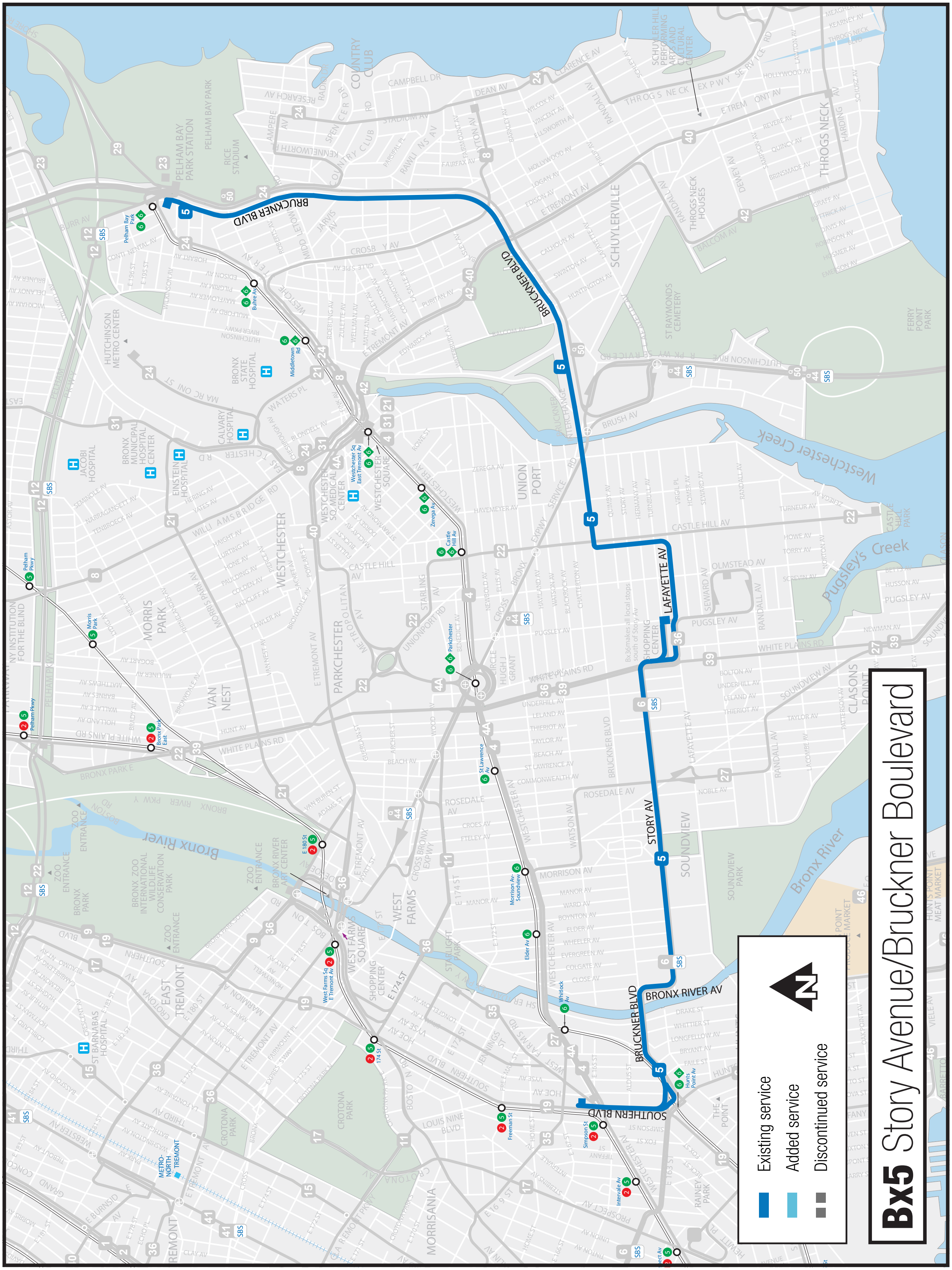
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx5 has 67 total stops with an average stop spacing of 995 feet. To improve reliability and bus speed on the route, we are proposing to remove 9 of the 67 stops. This will reduce the total number of stops on the route by 13 percent and improve stop spacing to an average of 1,401 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Story Av / Colgate Av	Remove	North	2
Story Av / Evergreen Av	Remove	South	2
Story Av / Noble Av	Remove	North	1
Story Av / Soundview Av	Remove	South	1
Story Av / Taylor Av	Remove	North	1
Story Av / Taylor Av	Remove	South	2
Story Av / Boynton Av	Remove	North	1
Bruckner Bl / Castle Hill Av	Remove	North	1
Bruckner Bl / Havemeyer Av	Remove	North	2
Castle Hill Av / Quimby Av	Adjust	North	1
Story Av / Underhill Av	Adjust	South	1


Bx5 Story Avenue/Bruckner Boulevard
Existing service
Added service
Discontinued service
BRUCKNER BLVD
LAFAYETTE AV
STORY AV
BRONX RIVER AV
SOUTHERN BLVD
Westchester Creek
Pugsley's Creek
Bronx River

Bx6 161st Street/Hunts Point Avenue

Proposal Summary

We are not proposing any routing changes for the Bx6, a key east-west corridor that connects to several important destinations and transfer points. Currently, the Bx6 Local has an all-day frequency of 10 minutes or better all-day. We are proposing to improve frequency on the route to 8 minutes or better all day to maintain the current level of service to Hunts Point, with the proposed Bx6 SBS route no longer serving the area. (see page 34)

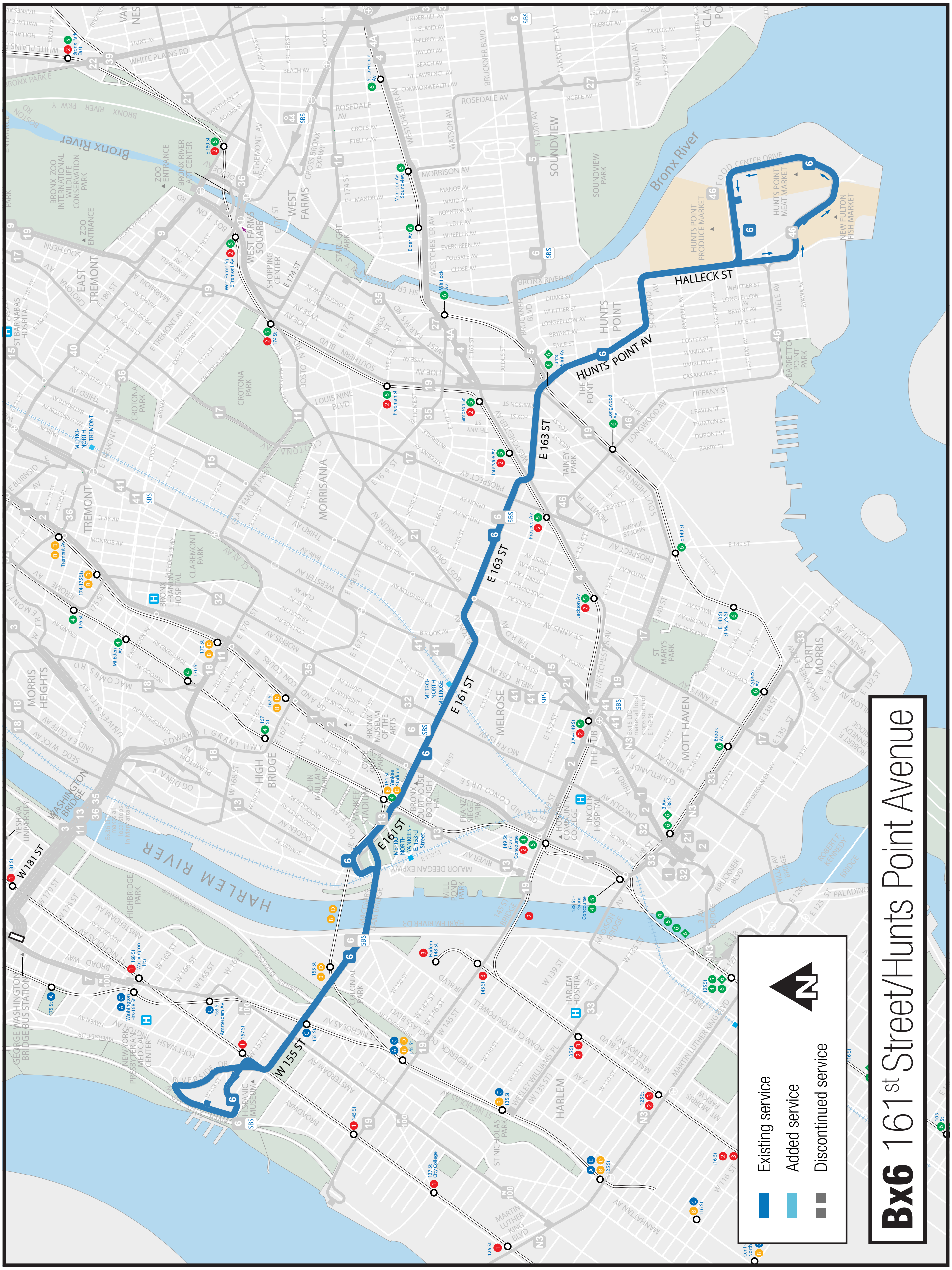
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor
- ✓ More frequent

Stop Spacing Evaluation

The Bx6 has 64 total stops with an average stop spacing of 1,001 feet. To improve reliability and bus speed on the route, we are proposing to remove 8 of the 64 stops. This will reduce the total number of stops on the route by 13 percent and improve stop spacing to an average of 1,117 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Hunts Point Av / Lafayette Av	Remove	West	1
Hunts Point Av / Gilbert Pl	Remove	East	1
E 163 St / Tinton Av	Remove	West	2
E 163 St / Tinton Av	Remove	East	2
E 161 St / Park Av	Remove	West	2
E 161 St / Park Av	Remove	East	1
Halleck St / Oak Pt Av	Remove	East	1
E 161 St / Gerard Av	Remove	East	1


Bx6 161st Street/Hunts Point Avenue
Existing service
Added service
Discontinued service
HUNTS POINT AV
HALLECK ST
E 163 ST
E 161 ST
W 155 ST
W 181 ST
HARLEM RIVER
Bronx River
HUNTS POINT PRODUCE MARKET
HUNTS POINT MEAT MARKET
NEW FULTON FISH MARKET
FOOD CENTER DRIVE
YANKEE STADIUM
HISPANIC MUSEUM

Bx6SBS 161st Street/Story Avenue SBS

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Bus Priority Study Corridor

To improve crosstown connections, we are proposing to reroute the Bx6 SBS along Bruckner Boulevard, Bronx River Avenue, and Story Avenue, terminating at Turnbull Avenue and Pugsley Avenue. The Bx6 SBS would no longer serve Hunts Point. We are proposing to maintain Bx6 Local service in Hunts Point as it exists today, ensuring that current Bx6 SBS customers traveling there would still have service. The proposed routing change would make service more direct and would introduce additional connections for Bx5 customers. In addition, adding SBS service to Story Avenue would provide a new, faster crosstown service for Soundview residents.

Stop Spacing Evaluation

No bus stops will be removed apart from those along the discontinued segment servicing Hunts Point. However, 10 new stops will be added to accommodate the proposed segment servicing Story Avenue and terminating at Turnbull and Pugsley Avenues.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
E 163 St / Southern Bl	Add new	West	--
Hunts Point Av / Southern Bl	Add new	East	--
Story Av / Boynton Av	Add new	West	--
Story Av / Elder Av	Add new	East	--
Story Av / Rosedale Av	Add new	West	--
Story Av / Rosedale Av	Add new	East	--
White Plains Rd / Lafayette Av	Add new	West	--
White Plains Rd / Story Av	Add new	East	--
Lafayette Av / Pugsley Av	Add new	West	--
Turnbull Av / Pugsley Av	Add new	East	--


Existing service
Added service
Discontinued service
N
Bx6SBS 161st Street/Story Avenue SBS
W 181 ST
W 155 ST
E 161 ST
E 163 ST
BRUCKNER BL
STORY AV
HARLEM RIVER
Bronx River
Pugsley's Creek
WASHINGTON HEIGHTS
MORRIS HEIGHTS
TREMONT
EAST TREMONT
HIGH BRIDGE
MORRISANIA
MELROSE
HARLEM
MOTT HAVEN
HUNTS POINT
SOUNDVIEW
CLASONS POINT
MORRIS PARK
VAN NEST
WEST FARMS
WESTCHESTER
PARKCHESTER
METRO-NORTH YANKEES - E. 153rd Street
METRO-NORTH MELROSE
METRO-NORTH TREMONT
METRO-NORTH MORRIS HEIGHTS
METRO-NORTH 125 ST
HUNTS POINT PRODUCE MARKET
HUNTS POINT MEAT MARKET
NEW FULTON FISH MARKET

Bx7 Broadway/Riverdale Avenue

Proposal Summary

We are not proposing any routing changes for the Bx7, considering the route's connections to several important destinations and transfer points, and its good performance metrics.

Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The Bx7 has 86 total stops with an average stop spacing of 765 feet. To improve reliability and bus speed on the route, we are proposing to remove 13 of the 86 stops. This will reduce the total number of stops on the route by 15 percent and improve stop spacing to an average of 892 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Broadway / W 189 St	Remove	North	1
Broadway / W 189 St	Remove	South	1
Broadway / Academy St	Remove	North	2
Broadway / Academy St	Remove	South	2
Broadway / W 213 St	Remove	North	1
Broadway / W 213 St	Remove	South	1
Broadway / W 173 St	Remove	North	2
Broadway / W 174 St	Remove	South	2
Broadway / Arden St	Remove	North	2
Broadway / W 183 St	Remove	North	2
W 166 St / St Nicholas Av	Remove	South	1
Broadway / W 170 St	Remove	South	1
Broadway / W 192 St	Remove	South	2
Broadway / W 185 St	Adjust	North	1


Existing service
Added service
Discontinued service
N
Bx7 Broadway/Riverdale Avenue

Bx8 Williamsbridge-Country Club via Williamsbridge Road

Proposal Summary

We are proposing to shorten the Bx8, moving its southern terminal to Layton Avenue and Dean Avenue. The majority of Bx8 customers are traveling north of this point and shortening the route would improve reliability where most customers are riding. The discontinued southern segment of the route would be covered by a proposed extension of the Bx24 (see page 71).

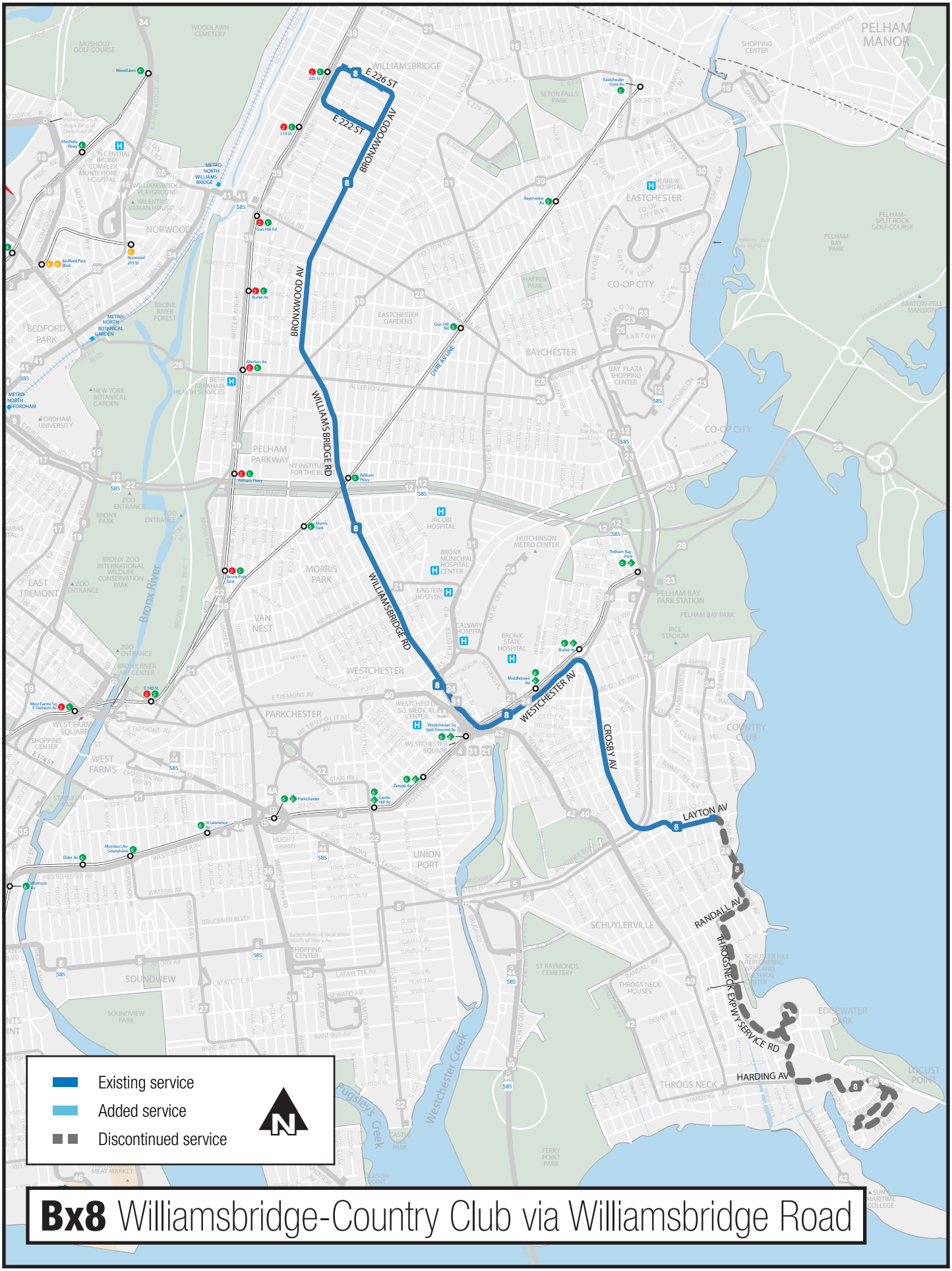
Route Improvements

- ✓ Improved stop spacing
- ✓ More direct

Stop Spacing Evaluation

In its current alignment, the Bx8 has 108 total stops with an average stop spacing of 871 feet. Bx8 service will be discontinued at 27 stops due to the proposed change in alignment. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 15 of the 81 remaining stops. This will reduce the total number of stops on the route by 19 percent and improve stop spacing to an average of 983 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Crosby Av / Coddington Av	Remove	North	2
Crosby Av / Coddington Av	Remove	South	2
Bronxwood Av / Arnow Av	Remove	North	1
Bronxwood Av / Arnow Av	Remove	South	1
Layton Av / Throgs Neck Exp	Remove	North	2
Otis Av / Throgs Neck Exp	Remove	South	2
Westchester Av / Roberts Av	Remove	North	2
Westchester Av / Roberts Av	Remove	South	3
Bronxwood Av / E 214 St	Remove	North	2
Bronxwood Av / E 214 St	Remove	South	1
Bronxwood Av / E 220 St	Remove	North	2
Bronxwood Av / E 220 St	Remove	South	2
Williamsbridge Rd / Saint Raymonds Av	Remove	North	1
Bronxwood Av / E 224 St	Remove	North	2
E 226 St / Barnes Av	Remove	North	2



Bx8 Williamsbridge-Country Club via Williamsbridge Road

Bx9 North Riverdale-West Farms Square via Kingsbridge Road

Proposal Summary

We are not proposing any routing changes for the Bx9, considering the route's high ridership and its connections to several important destinations and transfer points.

Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx9 has 73 total stops with an average stop spacing of 927 feet. To improve reliability and bus speed on the route, we are proposing to remove 2 of the 73 stops. This will reduce the total number of stops on the route by three percent and improve stop spacing to an average of 959 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Broadway / Tim Hendrick Pl	Remove	North	2
Broadway / W 236 St	Remove	South	2

Bx9 North Riverdale-West Farms Square via Kingsbridge Road

Bx10 North Riverdale-Norwood

Proposal Summary

We are not proposing any routing changes for the Bx10, considering the route's connections to several important destinations and transfer points.

Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The Bx10 has 80 total stops with an average stop spacing of 979 feet. To improve reliability and bus speed on the route, we are proposing to remove 2 of the 80 stops. This will reduce the total number of stops on the route by three percent and improve stop spacing to an average of 1,013 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
ll Van Cortlandt Av E / Rochambeau Av	Remove	North	1
ll Henry Hudson Pky W / 2735 Henry Hudson Pky	Remove	South	1


Existing service
Added service
Discontinued service
N
Bx10 North Riverdale-Norwood
RIVERDALE AV
HENRY HUDSON PKWY
JOHNSON AV
KAPPOCK ST
W 231 ST
BAILEY AV
SEDGWICK AV
PAUL AV
JEROME AV
BAINBRIDGE AV
COLLEGE OF MT ST VINCENT
METRO-NORTH RIVERDALE
WAVE HILL
RIVERDALE PARK
RIVERDALE
VAN CORTLANDT PARK
VAN CORTLANDT GOLF COURSE
VAN CORTLANDT MANSION
MANHATTAN COLLEGE
MOSHOLU GOLF COURSE
SPUYTEN DUYVIL
KINGS BRIDGE
EWEN PARK
JEROME PARK RESERVOIR
HARRIS PARK
BEDFORD PARK BLVD
HERBERT H LEHMAN COLLEGE
N CENTRAL BRONX COMPLEX MONTEFIORE HOSPITAL
Van Cortlandt Park 242 St
238 St
231 St
Marble Hill 225 St
Woodlawn
Mosholu Pkwy
Bedford Park Blvd Lehman College
Bedford Park Blvd
Norwood 205 St
Bx1 LTD makes all local stops West of Dickinson Av

Bx11 Parkchester-Washington Heights via 170th Street

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor
- ✓ More frequent

We are proposing to improve crosstown service by simplifying the Bx11, Bx35, Bx36, and Bx40/42. By streamlining routes, reducing the number of turns, avoiding slow speed segments, and improving stop spacing, customers should see improved reliability and bus speed. The proposed Bx11 would now serve East 174th Street (replacing the Bx36 and the Bx36 LTD — see page 98) and would terminate at the Parkchester 6 station, providing a new connection to the 6 train from Morrisania and giving customers along East 174th Street more direct crosstown service. Service near Jennings Street and West Farms Road would be provided by a proposed extension of the Bx35 (see page 96). The Bx11 would also avoid circuitous routing on Shakespeare Avenue, West 168th Street, and Ogden/Plimpton Avenues by traveling directly into Manhattan via Edward L. Grant Highway. Service in this area would be provided by an extended Bx18 (see page 59). Currently, the Bx11 has a frequency of 10 minutes or better all-day. We are proposing to improve the frequency of the Bx11 to 8 minutes or better all-day.

Stop Spacing Evaluation

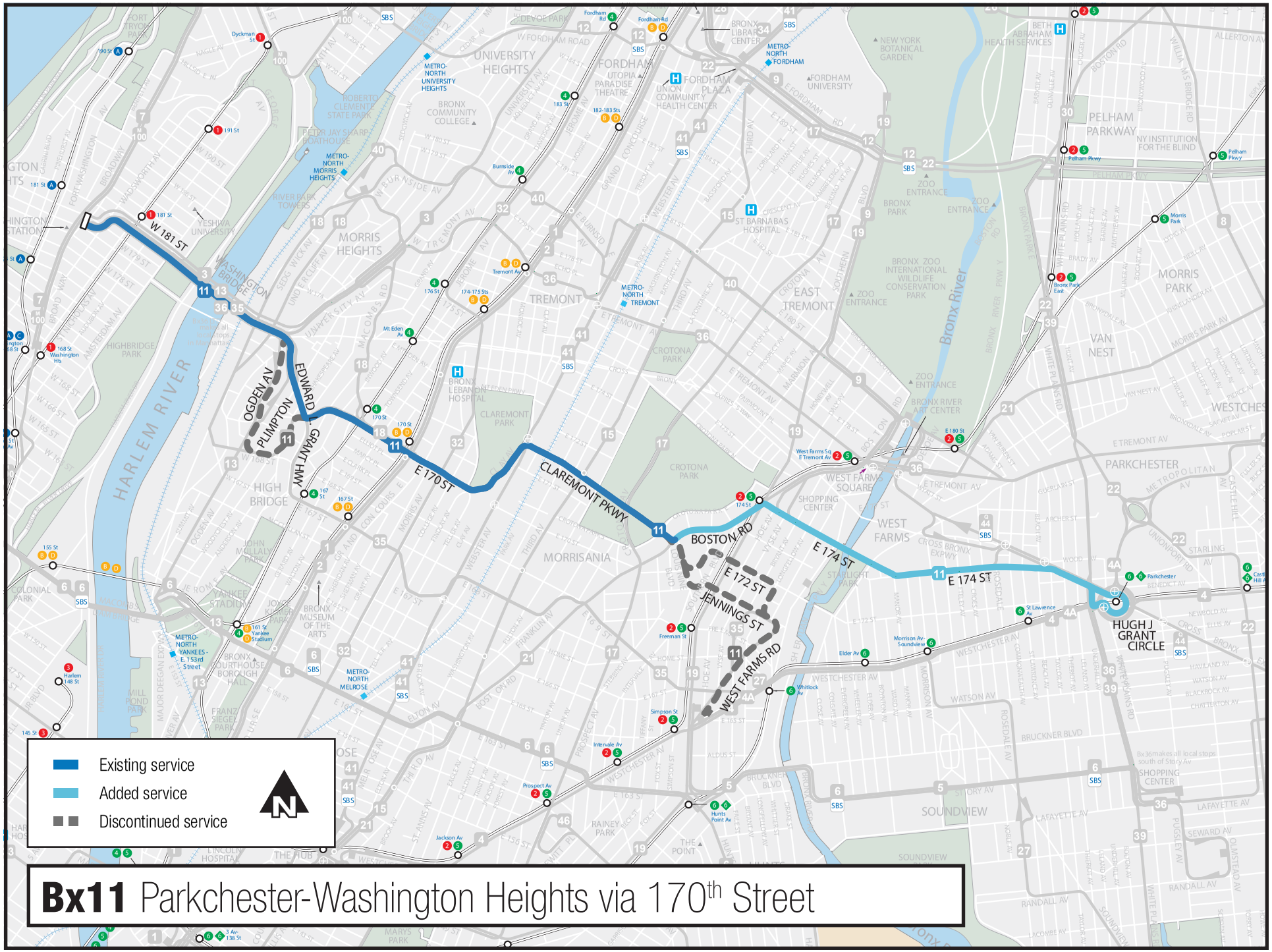
In its current alignment, the Bx11 has 68 total stops with an average stop spacing of 772 feet. Bx11 service will be discontinued at 31 stops due to the proposed change in alignment, while 23 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 12 of the 62 remaining stops. This will reduce the total number of stops on the route by 19 percent and improve stop spacing to an average of 1,090 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Edward L Grant Hwy / University Av	Add new	West	--
Edward L Grant Hwy / University Av	Add new	East	--
Edward L Grant Hwy / Jesup Av	Add new	West	--
Edward L Grant Hwy / Shakespeare Av	Adjust	East	--
Boston Rd / E 173 St	Add new	West	--
Boston Rd / Seabury Pl	Add new	East	--
Hoe Av / E 174 St	Add new	West	--
Boston Rd / Southern Bl	Add new	East	--
E 174 St / Boone Av	Add new	West	--
E 174 St / Longfellow Av	Add new	East	--
E 174 St / Bronx Rvr Av	Add new	West	--
E 174 St / Bronx Rvr Av	Add new	East	--
E 174 St / Manor Av	Add new	West	--
E 174 St / Manor Av	Add new	East	--
E 174 St / Harrod Av	Add new	West	--
E 174 St / Harrod Av	Add new	East	--

Bx11 Parkchester-Washington Heights via 170th Street

Stop Spacing Evaluation, continued

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
E 174 St / Croes Av	Add new	West	--
E 174 St / Fteley Av	Add new	East	--
E 174 St / St Lawrence Av	Add new	West	--
E 174 St / St Lawrence Av	Add new	East	--
Hugh Grant Cir / Cross Bx Svc Rd	Add new	West	--
Westchester Av / Virginia Av	Add new	East	--
Boston Rd / Louis Nine Bl	Add new	East	--
E 174 St / Rosedale Av	Remove	West	2
Rosedale Av / E 174 St	Remove	East	2
Edward L Grant Hwy / Plimpton Av	Remove	West	1
Edward L Grant Hwy / Nelson Av	Remove	East	1
E 170 St / Grand Concourse	Remove	West	1
E 170 St / Grand Concourse	Remove	East	1
E 174 St / Bryant Av	Remove	West	1
E 174 St / Bryant Av	Remove	East	1
E 170 St / Walton Av	Remove	West	1
E 170 St / Walton Av	Remove	East	1
W 178 St / Broadway	Remove	East	1
E 170 St / Findlay Av	Remove	East	1
W 170 St / Edward L. Grant Hy	Adjust	West	1
Cross Bx Svc Rd S / Beach Av	Adjust	East	1



Bx11 Parkchester-Washington Heights via 170th Street

Bx12 Fordham Road/Pelham Parkway

Proposal Summary

We are not proposing any routing changes for the Bx12, considering its direct routing and its connections to several important destinations and transfer points.

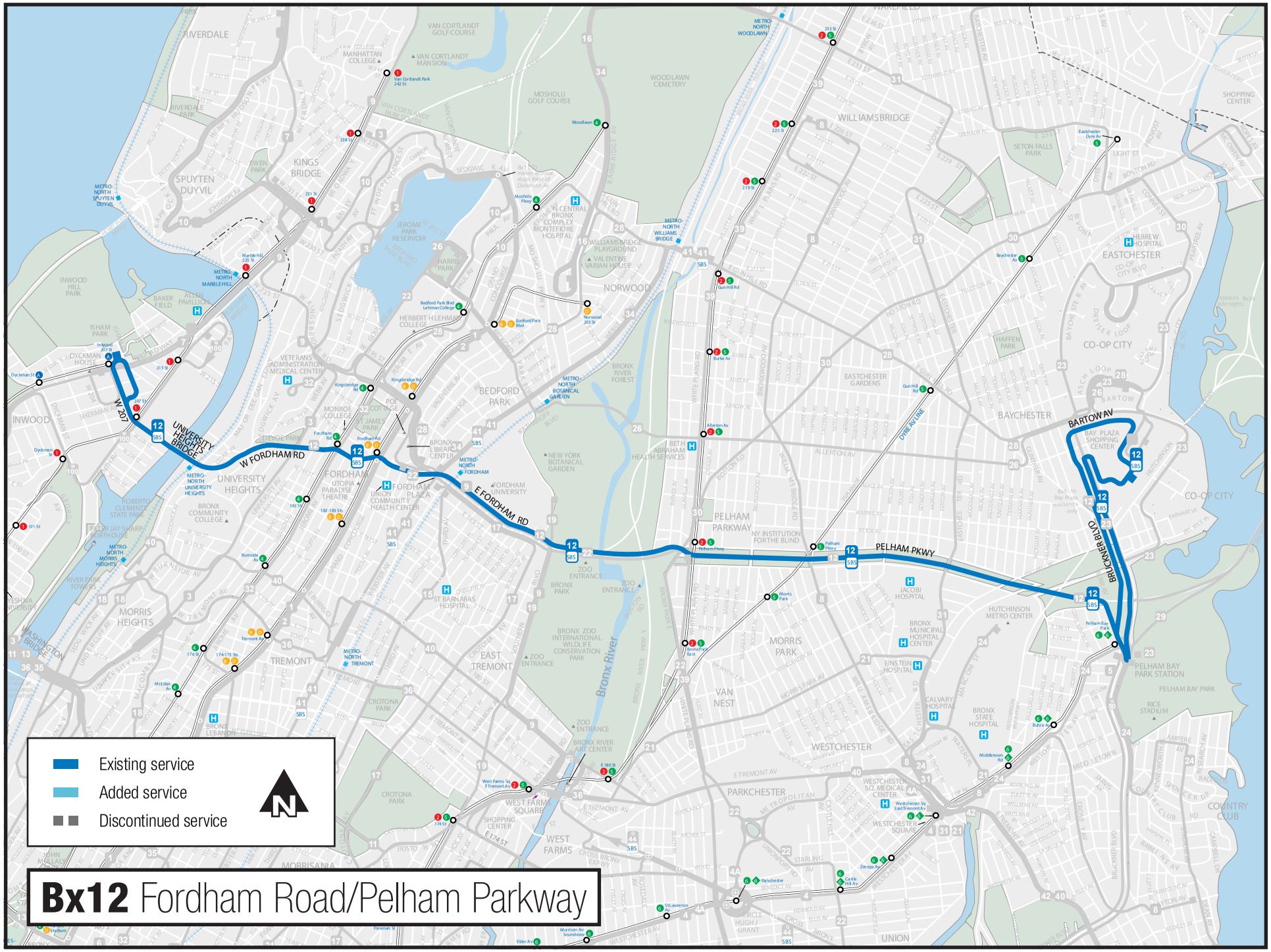
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx12 Local has 50 total stops with an average stop spacing of 1,399 feet. To improve reliability and bus speed on the route, we are proposing to remove 1 of the 50 stops. This will reduce the total number of stops on the route by two percent and improve stop spacing to an average of 1,455 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
ll E Fordham Rd / Decatur Av	Remove	West	1



Bx12 Fordham Road/Pelham Parkway

Bx12SBS Inwood-Bay Plaza SBS via Fordham Road

Proposal Summary

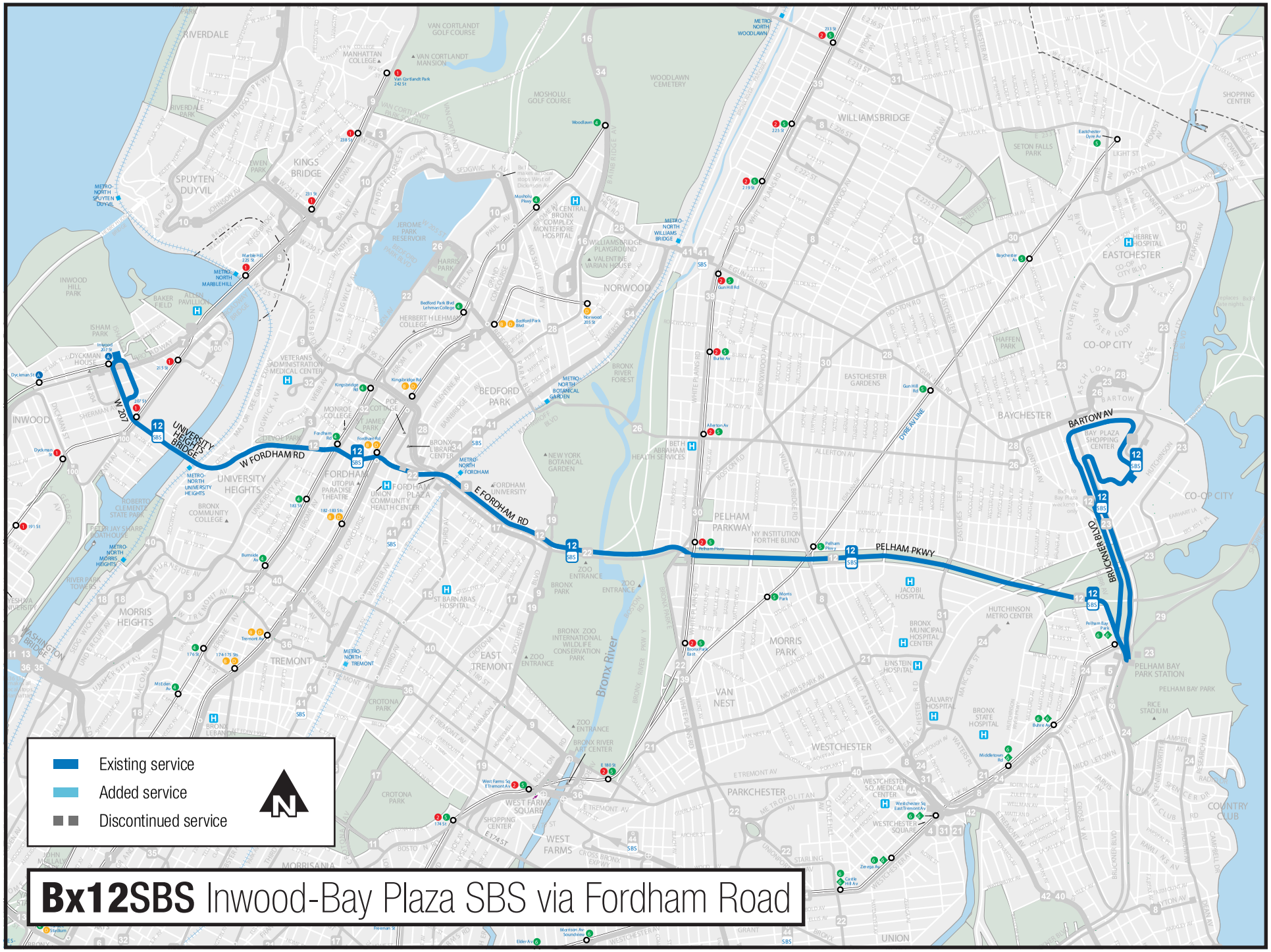
We are not proposing any routing changes for the Bx12 SBS, considering its direct routing, high ridership, and its connections to several important destinations and transfer points.

Route Improvements

- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

We are not proposing any stop removals for the Bx12 SBS.


Existing service
Added service
Discontinued service
N
W FORDHAM RD
E FORDHAM RD
PELHAM PKWY
BRUCKNER BLVD
BARTOW AV
UNIVERSITY HEIGHTS BRIDGE
W 207
Bronx River
RIVERDALE
KINGS BRIDGE
SPUYTEN DUYVIL
INWOOD
MARBLE HILL
BEDFORD PARK
NORWOOD
FORDHAM
UNIVERSITY HEIGHTS
MORRIS HEIGHTS
TREMONT
EAST TREMONT
WEST FARMS
MORRISANIA
WILLIAMSBRIDGE
BAYCHESTER
EASTCHESTER
CO-OP CITY
PELHAM PARKWAY
MORRIS PARK
VAN NEST
WESTCHESTER
PARKCHESTER
UNION
PELHAM BAY PARK
HUTCHINSON METRO CENTER
WOODLAWN CEMETERY
VAN CORTLANDT GOLF COURSE
MOSHOLU GOLF COURSE
NEW YORK BOTANICAL GARDEN
BRONX ZOO
BRONX RIVER ART CENTER
BRONX RIVER FOREST
SETON FALLS PARK
HAFFEN PARK
BAY PLAZA SHOPPING CENTER
SHOPPING CENTER
JEROME PARK RESERVOIR
HARRIS PARK
CROTONA PARK
RIVERDALE PARK
INWOOD HILL PARK
ISHAM PARK
ROBERTO CLEMENTE STATE PARK
PELHAM BAY PARK
RICE STADIUM
COUNTRY CLUB
MANHATTAN COLLEGE
BRONX COMMUNITY COLLEGE
LEHMAN COLLEGE
HERBERT H LEHMAN COLLEGE
FORDHAM UNIVERSITY
MONTEFIORE HOSPITAL
JACOBI HOSPITAL
EINSTEIN HOSPITAL
CALVARY HOSPITAL
BRONX STATE HOSPITAL
NY INSTITUTION FOR THE BLIND
BETH ABRAHAM HEALTH SERVICES
ST BARNABAS HOSPITAL
HEBREW HOSPITAL
BRONX MUNICIPAL HOSPITAL CENTER
WESTCHESTER SQ MEDICAL CENTER
BRONX LEBANON
UNION COMMUNITY HEALTH CENTER
VETERANS ADMINISTRATION MEDICAL CENTER
BRONX LIBRARY CENTER
METRO-NORTH MARBLE HILL
METRO-NORTH SPUYTEN DUYVIL
METRO-NORTH UNIVERSITY HEIGHTS
METRO-NORTH MORRIS HEIGHTS
METRO-NORTH TREMONT
METRO-NORTH FORDHAM
METRO-NORTH BOTANICAL GARDEN
METRO-NORTH WILLIAMS BRIDGE
METRO-NORTH WOODLAWN
Bx12SBS Inwood-Bay Plaza SBS via Fordham Road

Bx13 Ogden Avenue/181st Street

Proposal Summary

We are not proposing any routing changes for the Bx13, considering the route's connections to several important destinations and transfer points, and its good performance metrics. Currently, the Bx13 has a frequency of 9 minutes or better all-day. We are proposing to improve the frequency of the Bx13 to 8 minutes or better all-day.

Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor
- ✓ More frequent

Stop Spacing Evaluation

The Bx13 has 45 total stops with an average stop spacing of 869 feet. To improve reliability and bus speed on the route, we are proposing to remove 10 of the 45 stops. This will reduce the total number of stops on the routeby 22 percent and improve stop spacing to an average of 1,090 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Ogden Av / W 167 St	Remove	North	2
Ogden Av / W 167 St	Remove	South	1
Ogden Av / W 165 St	Remove	North	1
Ogden Av / W 165 St	Remove	South	1
E 161 St / Park Av	Remove	North	2
E 161 St / Park Av	Remove	South	1
Plimpton Av / Edward L. Grant Hy	Remove	North	1
Ogden Av / W 171 St	Remove	South	2
W 178 St / Broadway	Remove	South	1
E 161 St / Gerard Av	Remove	South	1


Existing service
Added service
Discontinued service
N
Bx13 Ogden Avenue/181st Street
HARLEM RIVER
W 181 ST
WASHINGTON BRIDGE
OGDEN AV
PLIMPTON AV
RIVER AV
E 161 ST
GEORGE WASHINGTON BRIDGE BUS STATION
YESHIVA UNIVERSITY
RIVER PARK TOWERS
MORRIS HEIGHTS
HIGHBRIDGE PARK
NEW YORK PRESBYTERIAN MEDICAL CENTER
HIGH BRIDGE
JOHN MULLALY PARK
YANKEE STADIUM
JOYCE KILMER PARK
BRONX MUSEUM OF THE ARTS
COLONIAL PARK
MILL POND PARK
FRANZ SIEGEL PARK
BRONX COURTHOUSE BOROUGH HALL
MELROSE
METRO-NORTH YANKEES - E. 153rd Street
METRO-NORTH MELROSE
Bx36 LTD makes all local stops in Manhattan
181 St
175 St
168 St Washington Hts
Washington Hts-168 St
163 St Amsterdam Av
157 St
155 St
145 St
Harlem 148 St
135 St
138 St -
149 St Grand Concourse
161 St Yankee Stadium
167 St
170 St
Mt Eden Av
3 Av-149 St
SBS

Bx15 3rd Avenue

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

We are proposing to split the existing Bx15 into two routes. The proposed Bx15 Local would operate between The Hub and Fordham Plaza at all times, as it currently does on weekdays. This would discontinue the segment of the existing route along 125th Street in Manhattan where congestion is greater and is often the primary source of reliability issues along the entire route. The proposed Bx15 would avoid these traffic delays while traveling solely along 3rd Avenue in the Bronx. The discontinued southern segment of the route would be covered by a new route (M125) operating between The Hub and Manhattanville (see page 119).

Stop Spacing Evaluation

In its current alignment, the Bx15 Local has 90 total stops with an average stop spacing of 984 feet. Bx15 Local service will be discontinued at 50 stops due to the proposed change in alignment. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 8 of the 40 remaining stops. This will reduce the total number of stops on the route by 20 percent and improve stop spacing to an average of 1,122 feet. The Bx15 Limited currently has 66 total stops with an average stop spacing of 984 feet. Bx15 Limited service will be discontinued at 46 stops due the proposed change in the route alignment. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 2 of the 20 remaining stops. This will reduce the total number of stops on the route by 10 percent and improve stop spacing to an average of 2,292 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)	
3 Av / E 161 St	Remove	North	2	
3 Av / E 161 St	Remove	South	2	
3 Av / E 166 St	Remove	North	5	remove from Bx15 LTD only
3 Av / E 166 St	Remove	South	4	
3 Av / E 188 St	Remove	North	2	
3 Av / E 188 St	Remove	South	1	
3 Av / E 152 St	Remove	North	1	
3 Av / E 156 St	Remove	South	2	→ LTD stop
3 Av / E 158 St	Adjust	South	--	→ add LTD service


Existing service
Added service
Discontinued service
N
THIRD AV
WILLIS AV
3 AV BRIDGE
WILLIS AV BRIDGE
MARTIN LUTHER KING BLVD
E 125 ST
W 181 ST
HARLEM RIVER
HUDSON
Bx15 3rd Avenue

Bx16 Norwood-Eastchester

Proposal Summary

We are not proposing any routing changes for the Bx16 to maintain coverage in the northeast Bronx.

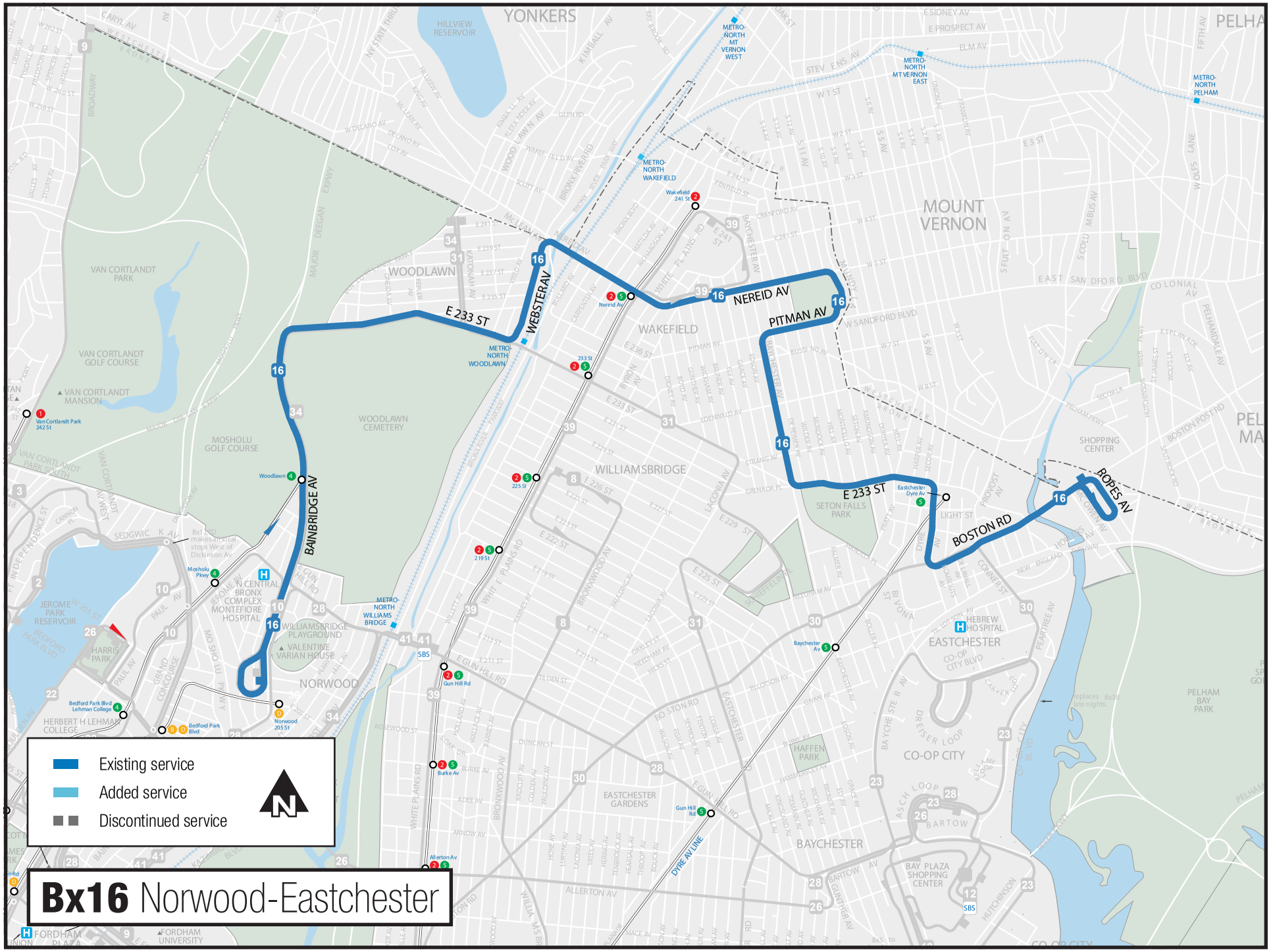
Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The Bx16 has 76 total stops with an average stop spacing of 1,003 feet. To improve reliability and bus speed on the route, we are proposing to remove 6 out of 76 stops. This will reduce the total number of stops on the route by eight percent and improve stop spacing to an average of 1,062 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
E 233 St / Oneida Av	Remove	West	2
E 233 St / Oneida Av	Remove	East	2
E 233 St / Harper Av	Remove	West	1
Nereid Av / Monticello Av	Remove	West	2
Van Cortlandt Av E / Rochambeau Av	Remove	East	1
E 233 St / Van Cortlandt Pk E	Remove	East	2


Existing service
Added service
Discontinued service
N
Bx16 Norwood-Eastchester
YONKERS
MOUNT VERNON
WOODLAWN
WAKEFIELD
WILLIAMSBRIDGE
NORWOOD
EASTCHESTER
BAYCHESTER
CO-OP CITY
PELHAM BAY PARK
VAN CORTLANDT PARK
VAN CORTLANDT GOLF COURSE
MOSHOLU GOLF COURSE
WOODLAWN CEMETERY
SETON FALLS PARK
HAFFEN PARK
HARRIS PARK
JEROME PARK RESERVOIR
HILLVIEW RESERVOIR
E 233 ST
WEBSTER AV
NEREID AV
PITMAN AV
BAINBRIDGE AV
BOSTON RD
ROPES AV
DYRE AV LINE
METRO-NORTH MT VERNON WEST
METRO-NORTH MT VERNON EAST
METRO-NORTH PELHAM
METRO-NORTH WAKEFIELD
METRO-NORTH WOODLAWN
METRO-NORTH WILLIAMS BRIDGE
Wakefield 241 St
Nereid Av
233 St
225 St
219 St
Gun Hill Rd
Burke Av
Allerton Av
Woodlawn
Mosholu Pkwy
Norwood 205 St
Bedford Park Blvd
Bedford Park Blvd Lehman College
Van Cortlandt Park 242 St
Eastchester Dyre Av
Baychester Av
SHOPPING CENTER
BAY PLAZA SHOPPING CENTER
HEBREW HOSPITAL
NORTH CENTRAL BRONX COMPLEX MONTEFIORE HOSPITAL
WILLIAMSBRIDGE PLAYGROUND
VALENTINE VARIAN HOUSE
HERBERT H LEHMAN COLLEGE
FORDHAM UNIVERSITY
FORDHAM PLAZA
SBS

Bx17 Prospect Avenue/Crotona Avenue

Proposal Summary

We are not proposing any routing changes for the Bx17, considering its relatively direct routing through neighborhoods far from subway service and its important connections to subway transfer points.

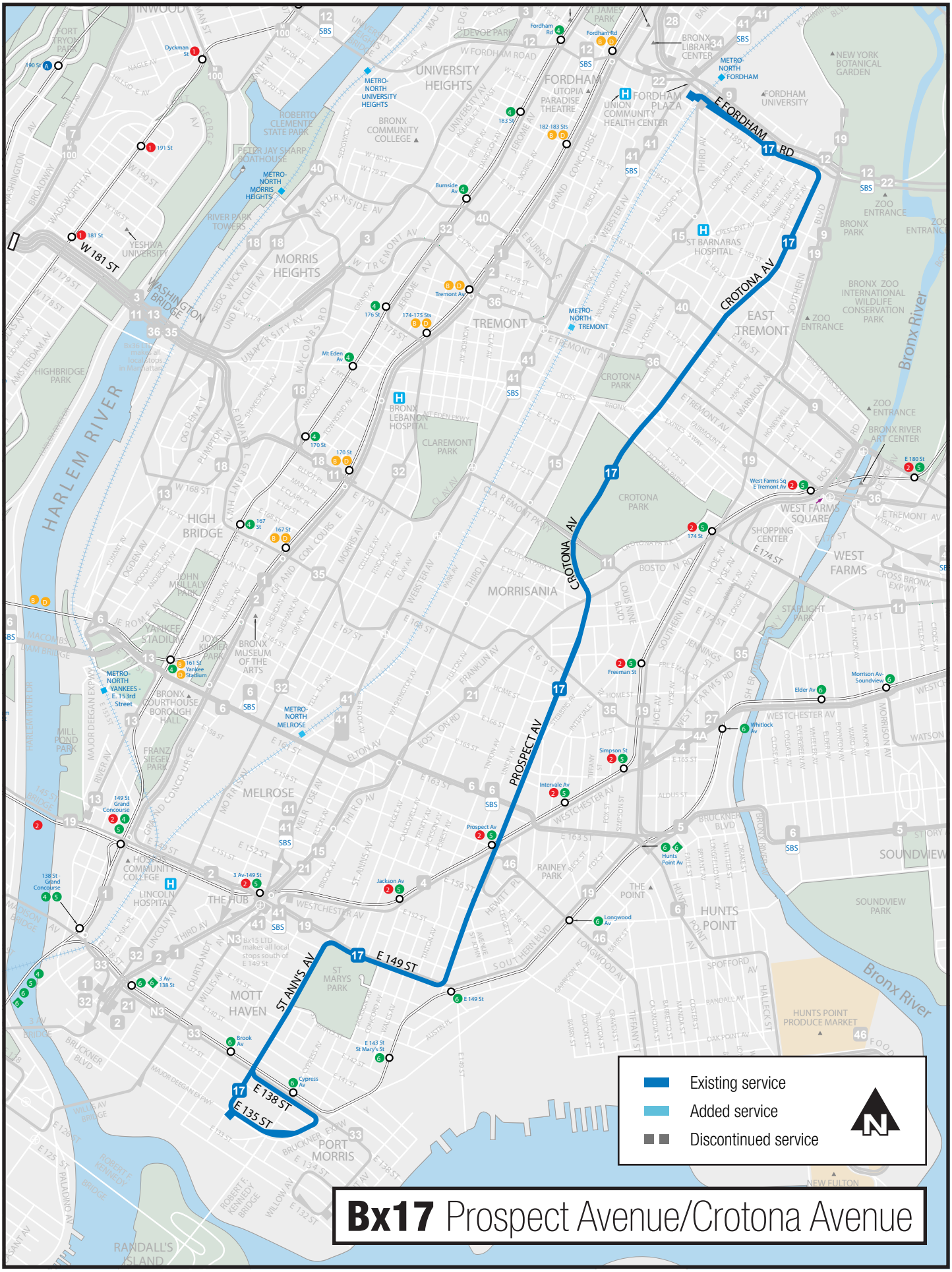
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx17 has 74 total stops with an average stop spacing of 805 feet. To improve reliability and bus speed on the route, we are proposing to remove 6 out of 74 stops. This will reduce the total number of stops on the route by eight percent and improve stop spacing to an average of 873 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Crotona Av / E 176 St	Remove	North	1
Crotona Av / E 176 St	Remove	South	1
Crotona Av / E 179 St	Remove	North	1
Crotona Av / E 179 St	Remove	South	2
Washington Av / E Fordham Rd	Remove	North	2
E 138 St / Jackson Av	Remove	South	1



Bx17 Prospect Avenue/Crotona Avenue

Bx18 High Bridge-Morris Heights Circulator

Proposal Summary

We are proposing to extend the Bx18 to serve a new section along West 168th Street and Shakespeare Avenue (replacing the Bx11 -- see page 44) and increasing its frequency throughout the day. This would provide existing Bx18 customers with more frequent access to the E 170 St 4 and B/D stations, while maintaining service for those along West 168th Street and Shakespeare Avenue. As a circulator route, it would operate both in a clockwise and counterclockwise direction.

Route Improvements

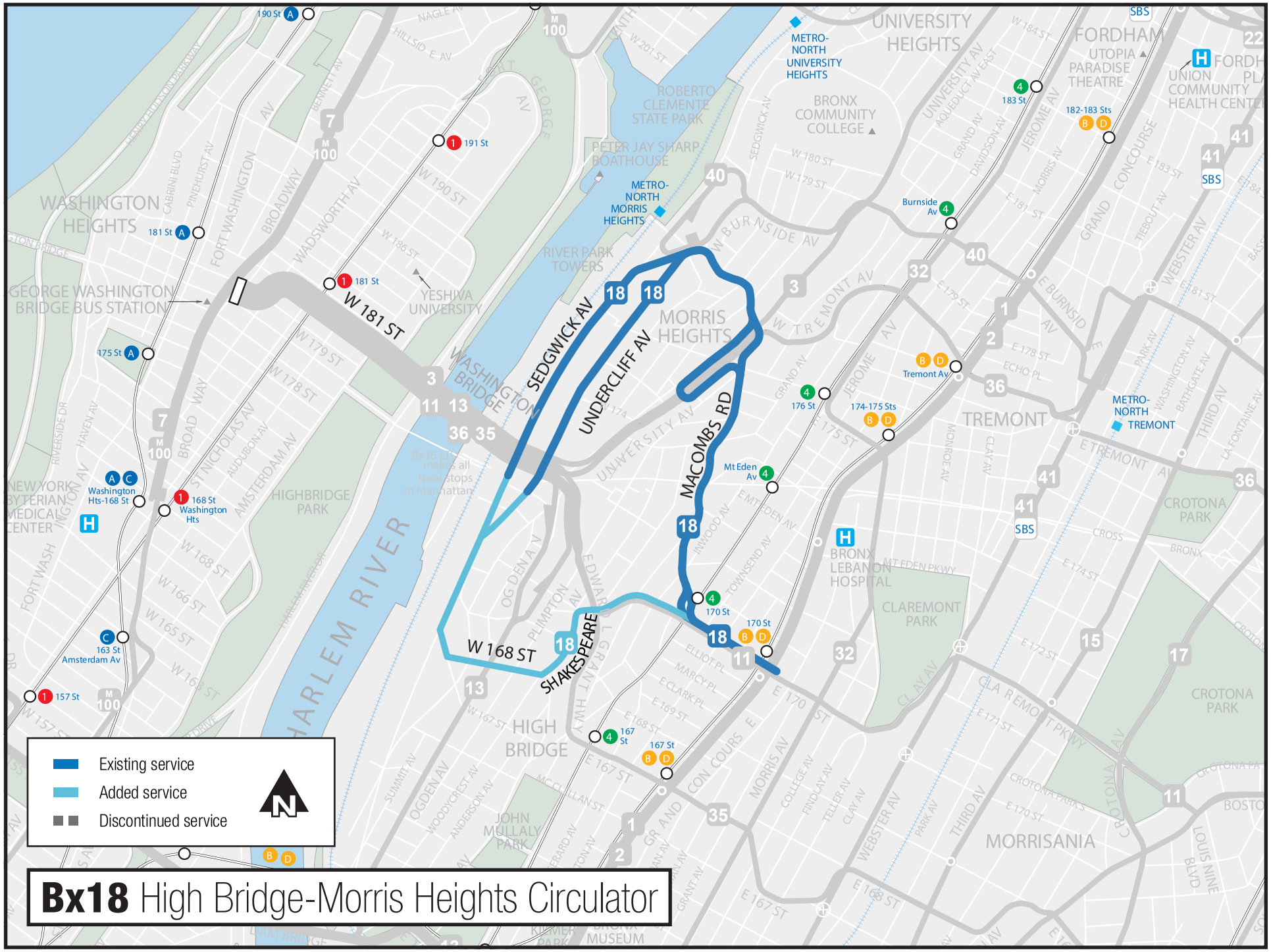
- ✓ More direct
- ✓ Improved stop spacing
- ✓ More frequent

We are also working with NYCDOT to explore the feasibility of improving the U-turn on University Avenue to access Macombs Road. Currently, the Bx18 has a frequency of 30 minutes or better all-day. We are proposing to improve the frequency of the Bx18 to 20 minutes or better all-day.

Stop Spacing Evaluation

In its current alignment, the Bx18 has 34 total stops with an average stop spacing of 809 feet. 10 new stops will be added to Bx18 service due to the proposed change in alignment. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 6 out of 44 stops. This will reduce the total number of stops on the route by 12 percent and improve stop spacing to an average of 912 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
W 170 St / Edward L Grant Hwy	Add new	Clockwise	--
W 170 St / Edward L Grant Hwy	Add new	CClockwise	--
Shakespeare Av / W 169 St	Add new	Clockwise	--
Shakespeare Av / W 169 St	Add new	CClockwise	--
W 168 St / Woodycrest Av	Add new	Clockwise	--
Woodycrest Av / Shakespeare Av	Add new	CClockwise	--
W 167 St / Sedgwick Av	Add new	Clockwise	--
W 167 St / Sedgwick Av	Add new	CClockwise	--
W 168 St / Ogden Av	Add new	Clockwise	--
Sedgwick Av / Depot Pl	Add new	Clockwise	--
E 170 St / Walton Av	Remove	Clockwise	1
E 170 St / Walton Av	Remove	CClockwise	1
University Av / W 176 St	Remove	Clockwise	1
E 170 St / Grand Concourse	Remove	Clockwise	1
E 170 St / Grand Concourse	Remove	CClockwise	1
Undercliff Av / Sedgwick Av	Remove	CClockwise	1
W 168 St / Nelson Av	Adjust	CClockwise	1



Bx18 High Bridge-Morris Heights Circulator

Bx19 Southern Boulevard/149th Street

Proposal Summary

We are not proposing any routing changes for the Bx19, considering the route is straight, direct, has high ridership, and connects to several important destinations and transfer points.

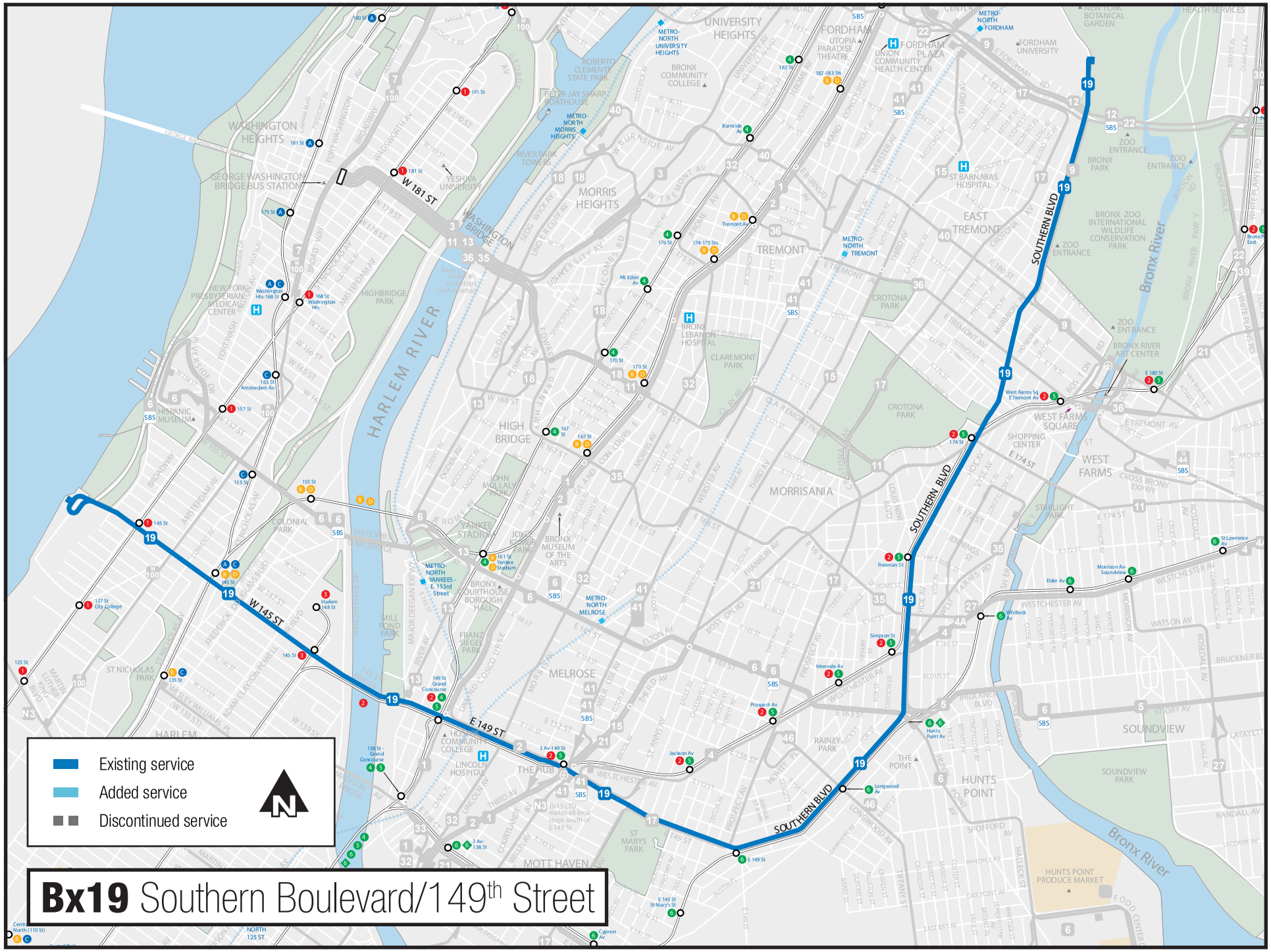
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx19 has 87 total stops with an average stop spacing of 834 feet. To improve reliability and bus speed on the route, we are proposing to remove 11 of the 87 stops. This will reduce the total number of stops on the route by 13 percent and improve stop spacing to an average of 968 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
W 145 St / Convent Av	Remove	North	1
W 145 St / Convent Av	Remove	South	1
E 149 St / Brook Av	Remove	North	2
E 149 St / Brook Av	Remove	South	1
Southern Bl / Leggett Av	Remove	North	2
Southern Bl / Leggett Av	Remove	South	1
Southern Bl / Home St	Adjust	North	2
Southern Bl / Home St	Remove	South	2
Southern Bl / E 173 St	Remove	North	2
Southern Bl / E 173 St	Remove	South	2
E 149 St / Prospect Av	Remove	South	1
Southern Bl / E 179 St	Remove	South	2


Existing service
Added service
Discontinued service
N
Bx19 Southern Boulevard/149th Street
W 181 ST
W 145 ST
E 149 ST
SOUTHERN BLVD
HARLEM RIVER
Bronx River
WASHINGTON HEIGHTS
MORRIS HEIGHTS
UNIVERSITY HEIGHTS
FORDHAM
TREMONT
EAST TREMONT
HIGH BRIDGE
MORRISANIA
CROTONA PARK
WEST FARMS
SOUNDVIEW
HUNTS POINT
MELROSE
MOTT HAVEN

Bx20 Riverdale-Inwood

Proposal Summary

We are not proposing any routing changes for the Bx20, considering its connections to important transfer points.

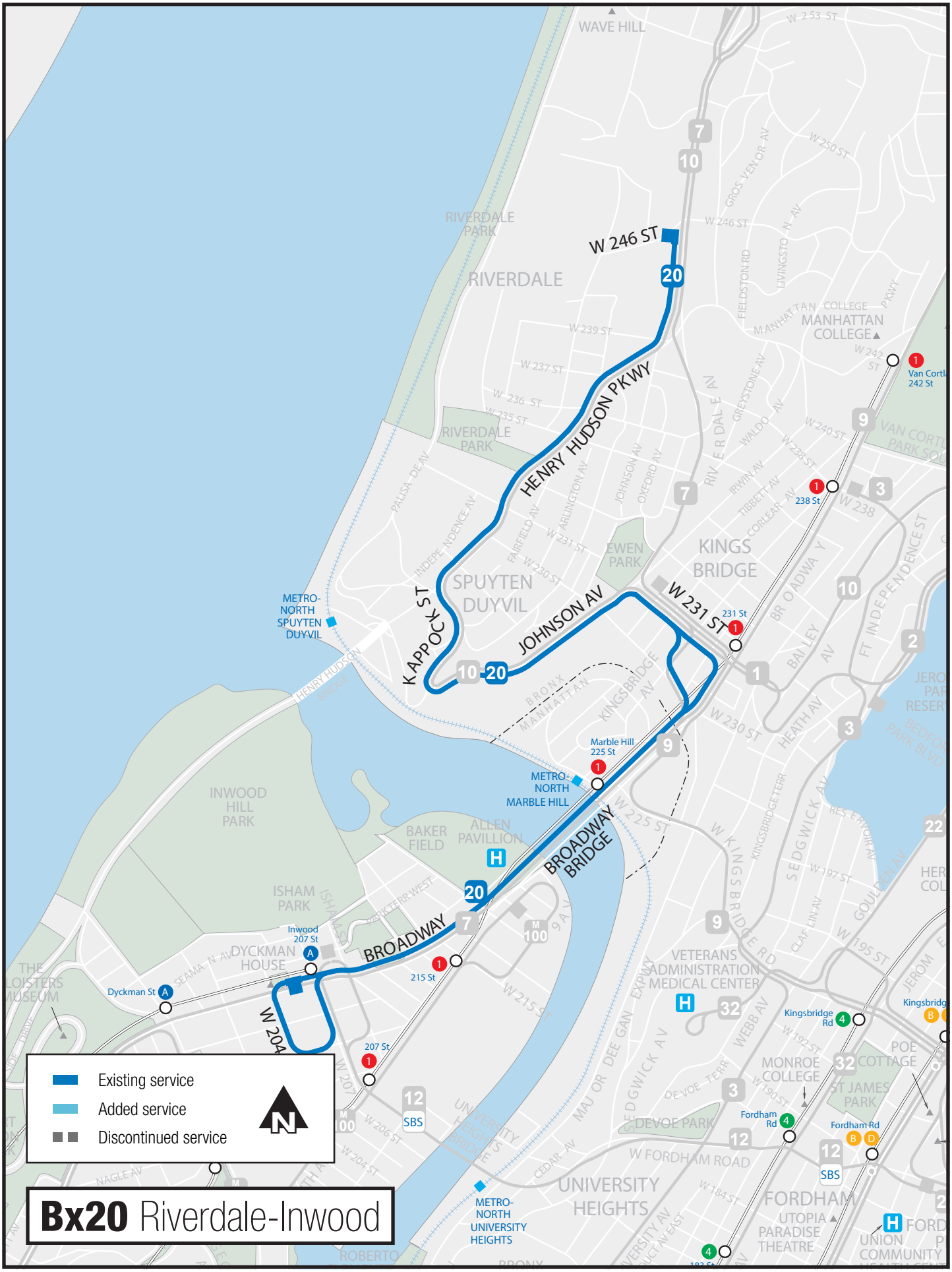
Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The Bx20 has 43 total stops with an average stop spacing of 877 feet. To improve reliability and bus speed on the route, we are proposing to remove 3 of the 43 stops. This will reduce the total number of stops on the route by seven percent and improve stop spacing to an average of 939 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Broadway / W 213 St	Remove	North	1
Broadway / W 213 St	Remove	South	1
Henry Hudson Pky W / 2735 Henry Hudson Pky	Remove	South	1


Existing service
Added service
Discontinued service
N
Bx20 Riverdale-Inwood
W 246 ST
HENRY HUDSON PKWY
KAPPOCK ST
JOHNSON AV
W 231 ST
BROADWAY
BROADWAY BRIDGE
W 204 ST
RIVERDALE
RIVERDALE PARK
SPUYTEN DUYVIL
KINGS BRIDGE
EWEN PARK
INWOOD HILL PARK
BAKER FIELD
ISHAM PARK
ALLEN PAVILLION
DYCKMAN HOUSE
VETERANS ADMINISTRATION MEDICAL CENTER
MANHATTAN COLLEGE
MONROE COLLEGE
POE COTTAGE
ST JAMES PARK
DEVOE PARK
UNIVERSITY HEIGHTS
FORDHAM
UTOPIA PARADISE THEATRE
METRO-NORTH SPUYTEN DUYVIL
METRO-NORTH MARBLE HILL
METRO-NORTH UNIVERSITY HEIGHTS
Marble Hill 225 St
Inwood 207 St
Dyckman St
215 St
207 St
231 St
238 St
Van Cortlandt 242 St
Kingsbridge Rd
Fordham Rd
WAVE HILL
HENRY HUDSON BRIDGE
BRONX
MANHATTAN
SBS

Bx21 Boston Road/Morris Park Avenue

Proposal Summary

We are not proposing any routing changes for the Bx21, considering its direct routing and its connections to several important destinations and transfer points.

Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The Bx21 has 85 total stops with an average stop spacing of 868 feet. To improve reliability and bus speed on the route, we are proposing to remove 14 of the 85 stops. This will reduce the total number of stops on the route by 16 percent and improve stop spacing to an average of 1,049 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Morris Pk Av / Unionport Rd	Remove	North	2
Morris Pk Av / Amethyst St	Remove	South	2
3 Av / E 161 St	Remove	North	2
3 Av / E 161 St	Remove	South	2
Boston Rd / Union Av	Remove	North	1
Boston Rd / Crotona Av	Remove	South	1
Morris Pk Av / Taylor Av	Adjust	North	2
Morris Pk Av / Melville St	Adjust	South	1
3 Av / E 152 St	Remove	North	1
Boston Rd / Home St	Remove	North	2
E Tremont Av / Bronx Park Av	Remove	North	2
Eastchester Rd / Bassett Av	Remove	South	1
Boston Rd / E Tremont Av F/S	Remove	South	1
Waters Pl / Marconi St	Remove	South	1
3 Av / E 156 St	Remove	South	2
3 Av / E 142 St	Remove	South	2


Existing service
Added service
Discontinued service
N
Bx21 Boston Road/Morris Park Avenue
BOSTON RD
MORRIS PARK AV
THIRD AV
EASTCHESTER RD
WATERS PL
Bronx River
HARLEM RIVER
MORRISANIA
MELROSE
MOTT HAVEN
PORT MORRIS
HUNTS POINT
SOUNDVIEW
CLASONS POINT
UNION PORT
WEST FARMS
WESTCHESTER
PARKCHESTER
VAN NEST
MORRIS PARK
PELHAM PARKWAY
TREMONT
EAST TREMONT
HIGH BRIDGE
MORRIS HEIGHTS
W 181 ST
WASHINGTON BRIDGE
WEST FARMS SQUARE
WESTCHESTER SQUARE
BRONX ZOO
BRONX PARK
CROTONA PARK
YANKEE STADIUM
BRONX MUSEUM OF THE ARTS
BRONX COURTHOUSE
LINCOLN HOSPITAL
THE HUB
ST MARYS PARK
SOUNDVIEW PARK
HUNTS POINT PRODUCE MARKET
BARRETTO POINT PARK
RAINEY PARK
THE POINT
CROSS BRONX EXPWY
BRUCKNER BLVD
SHOPPING CENTER
STARLIGHT PARK
JACOBI HOSPITAL
BRONX MUNICIPAL HOSPITAL CENTER
EINSTEIN HOSPITAL
CALVARY HOSPITAL
BRONX STATE HOSPITAL
HUTCHINSON METRO CENTER
WESTCHESTER SQ MEDICAL CENTER
NY INSTITUTION FOR THE BLIND
BRONX RIVER ART CENTER
BRONX ZOO INTERNATIONAL WILDLIFE CONSERVATION PARK
ST BARNABAS HOSPITAL
FORDHAM UNIVERSITY
BRONX COMMUNITY COLLEGE
YESHIVA UNIVERSITY
ROBERTO CLEMENTE STATE PARK
RIVER PARK TOWERS
HIGHBRIDGE PARK
JOHN MULLALY PARK
MILL POND PARK
FRANZ SIEGEL PARK
CLAREMONT PARK
METRO-NORTH MORRIS HEIGHTS
METRO-NORTH TREMONT
METRO-NORTH MELROSE
METRO-NORTH YANKEES - E. 153rd Street
Bx36 makes all local stops in Manhattan
Bx15 LTD makes all local stops south of E 149 St
Bx36 makes all local stops south of Story Av

Bx22 Castle Hill Avenue/Fordham Road

Proposal Summary

We are not proposing any routing changes for the Bx22, considering the route's connections to several important destinations and transfer points. Currently, the Bx22 has a frequency of 12 minutes or better all-day. We are proposing to improve the frequency of the Bx22 to 8 minutes or better all-day.

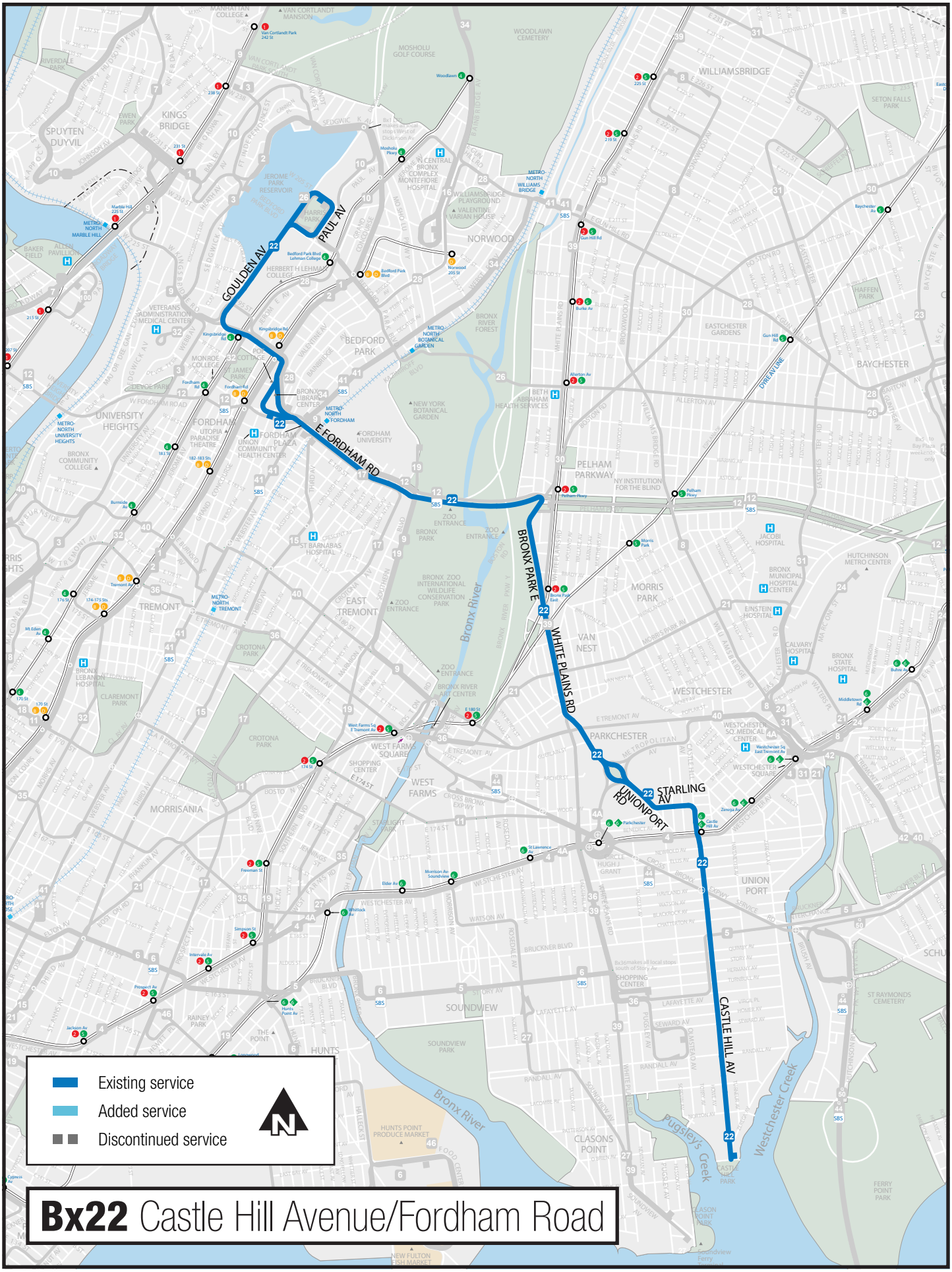
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor
- ✓ More frequent

Stop Spacing Evaluation

The Bx22 has 79 total stops with an average stop spacing of 902 feet. To improve reliability and bus speed on the route, we are proposing to remove 5 of the 79 stops. This will reduce the total number of stops on the route by six percent and improve stop spacing to an average of 981 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Bronx Pk E / Lydig Av	Remove	North	2
Bronx Pk E / Lydig Av	Remove	South	2
White Plains Rd / Bronxdale Av	Remove	North	2
Castle Hill Av / Cross Bx Svc Rd N	Remove	North	1
Castle Hill Av / Virgil Pl	Remove	South	2



Bx22 Castle Hill Avenue/Fordham Road

Bx23 Pelham Bay/Co-op City Circulator

Proposal Summary

Route Improvements

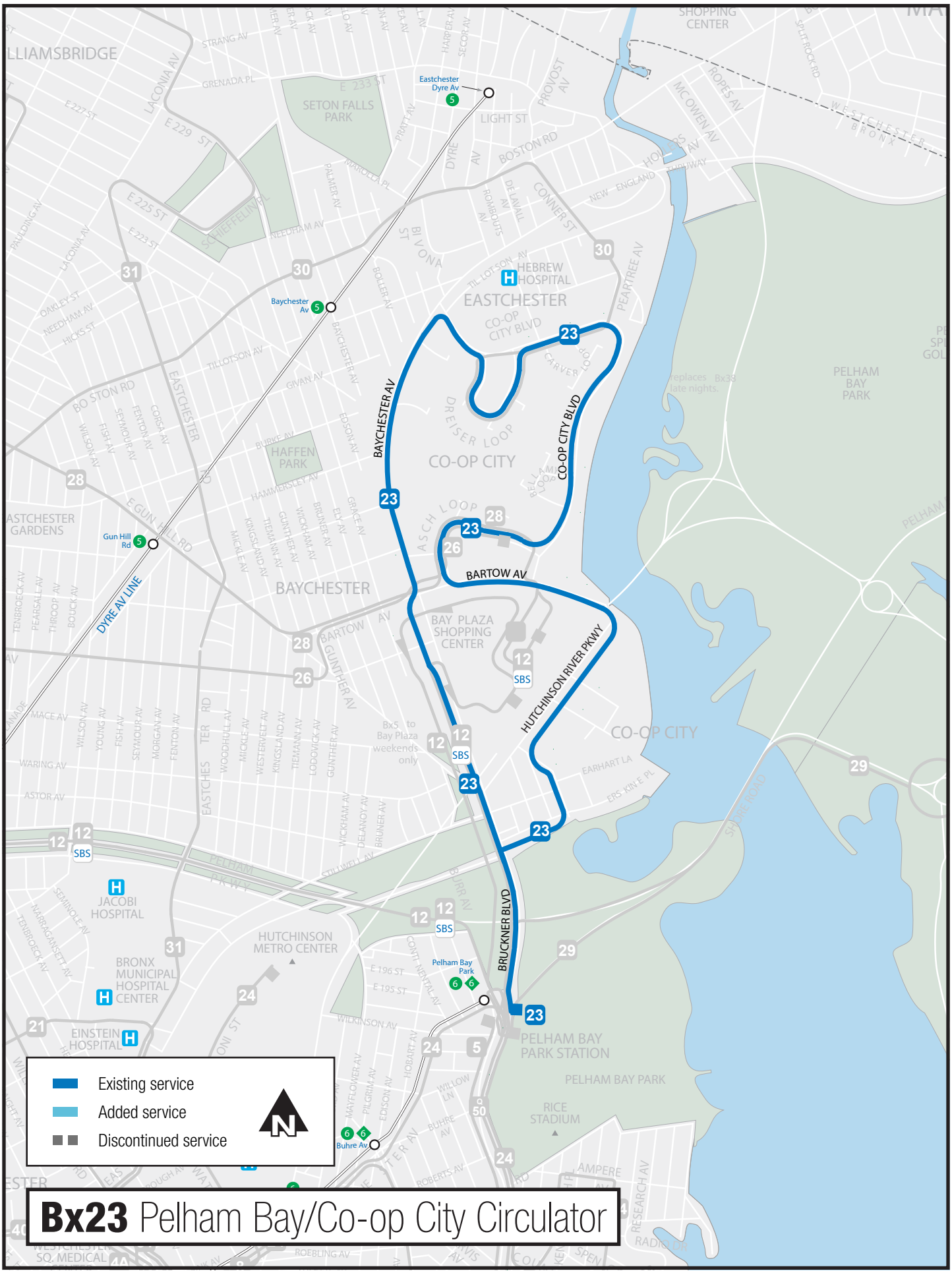
- ✓ Improved stop spacing
- ✓ More frequent

We are not proposing any routing changes for the Bx23, though we are proposing a significant increase in all-day frequency to provide better access to all areas within Co-op City and to subway stations at Pelham Bay Park and Gun Hill Rd. Currently, the Bx23 has a frequency of 30 minutes or better all-day. We are proposing to improve the frequency to 8 minutes or better all-day, with a frequency of 3 minutes in the AM and PM peak periods. This is part of a Co-op City redesign in which the Bx23 would provide a connection to important transfer points such as the Pelham Bay Park 6 station and Asch Loop, where customers would transfer to buses leaving Co-op City.

Stop Spacing Evaluation

The Bx23 has 47 total stops with an average stop spacing of 1,509 feet. To improve reliability and bus speed on the route, we are proposing to remove 9 of the 47 stops. This will reduce the total number of stops on the route by 19 percent and improve stop spacing to an average of 1,887 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Bartow Av / Rear of Pathmark	Remove	North	2
Bartow Av / Rear of Pathmark	Remove	South	2
Dreiser Loop / Debs Pl	Remove	North	2
Dreiser Loop / Debs Pl	Remove	South	1
Asch Loop / Adler Pl	Remove	North	2
Asch Loop / Adler Pl	Remove	South	2
Co-op City Bl / Bellamy Loop S	Remove	North	2
Co-op City Bl / Peartree Av	Remove	South	2
Hunter Av / Earhart La	Remove	South	2


Existing service
Added service
Discontinued service
N
Bx23 Pelham Bay/Co-op City Circulator
EASTCHESTER
CO-OP CITY
BAYCHESTER
PELHAM BAY PARK
PELHAM BAY PARK STATION
BAY PLAZA SHOPPING CENTER
HEBREW HOSPITAL
JACOBI HOSPITAL
BRONX MUNICIPAL HOSPITAL CENTER
EINSTEIN HOSPITAL
HUTCHINSON METRO CENTER
RICE STADIUM
SETON FALLS PARK
HAFFEN PARK
BAYCHESTER AV
CO-OP CITY BLVD
BARTOW AV
HUTCHINSON RIVER PKWY
BRUCKNER BLVD
DYRE AV LINE
Eastchester Dyre Av
Baychester Av
Gun Hill Rd
Pelham Bay Park
Buhre Av

Bx24 Hutchinson Metro Center-Locust Point

Proposal Summary

We are proposing to streamline Bx24 service in Country Club with new routing along Kennellworth Place, Ampere Avenue, and Stadium Avenue, and to extend the Bx24 to Locust Point, replacing the southern segment of the shortened Bx8 (see page 38). The Bx24 and this segment of the current Bx8 travel through similar low-density areas, and combining these routes will allow us to more efficiently provide coverage service to these Bronx neighborhoods.

Route Improvements

- ✓ Improved stop spacing
- ✓ More direct

Stop Spacing Evaluation

In its current alignment, the Bx24 has 52 total stops with an average stop spacing of 961 feet. Bx24 service will be discontinued at 11 stops due to the proposed change in alignment, while 21 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 12 of the 73 remaining stops on the route. This will reduce the total number of stops on the route by 16 percent and improve stop spacing to an average of 1,349 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Kennelworth Pl / Spencer Dr	Add new	West	--
Kennelworth Pl / Spencer Dr	Add new	East	--
Ampere Av / Stadium Av	Add new	West	--
Stadium Av / Ampere Av	Add new	East	--
Stadium Av / Spencer Dr	Add new	West	--
Stadium Av / Spencer Dr	Add new	East	--
Stadium Av / Agar Pl	Add new	West	--
Stadium Av / Parsifal Pl	Add new	East	--
Dean Av / Layton Av	Add new	West	--
Dean Av / Layton Av	Add new	East	--
Clarence Av / Philip Av	Add new	West	--
Clarence Av / Philip Av	Add new	East	--
Clarence Av / Randall Av	Add new	West	--
Clarence Av / Randall Av	Add new	East	--
Throgs Neck Exp / Randall Av	Add new	West	--
Ellsworth Av / Schley Av	Add new	East	--
Throgs Neck Exp / Veterans Memorial Pk	Add new	West	--
Throgs Neck Exp / Veterans Memorial Pk	Add new	East	--
Edgewater Pk / Edgewater Pk Oval	Add new	West	--
Edgewater Pk / Edgewater Pk Oval	Add new	East	--
Throgs Neck Exp / Wissman Av	Add new	West	--
Throgs Neck Exp / Prentiss Av	Add new	East	--
Pennyfield Av / Throgs Neck Exp	Add new	West	--
Pennyfield Av / Lawton Av	Add new	East	--

Bx24 Hutchinson Metro Center-Locust Point

Stop Spacing Evaluation, continued

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Pennyfield Av / Harding Av	Add new	West	--
Pennyfield Av / Harding Av	Add new	East	--
Longstreet Av / Chaffee Av	Add new	West	--
Longstreet Av / Chaffee Av	Add new	East	--
Tierney Pl / Longstreet Av	Add new	West	--
Throgs Neck Exp / Harding Av	Add new	East	--
Locust Point Dr / Giegerich Pl	Add new	West	--
Throgs Neck Exp / Meagher Av	Add new	West	--
Westchester Av / Roberts Av	Remove	West	2
Westchester Av / Roberts Av	Remove	East	2
Westchester Av / St Theresa Av	Remove	West	2
Westchester Av / Mahan Av	Remove	East	3
Dean Av / Lafayette Av	Remove	West	3
Dean Av / Lafayette Av	Remove	East	3
Locust Point Dr / Hatting Pl	Remove	West	1
Chaffee Av / Hatting Pl	Remove	East	1
Country Club Rd / Kennelworth Pl	Remove	West	1
Williamsbridge Rd / Saint Raymonds Pl	Remove	West	1
Bruckner Bl / Middletown Rd	Remove	East	2
Country Club Rd / Kearney Av	Remove	East	1

Bx24 Hutchinson Metro Center-Locust Point

Bx26 Bedford Park Boulevard/Allerton Avenue

Proposal Summary

We are proposing to terminate the Bx26 at Asch Loop in Co-op City. Service between Section 5 and Asch Loop would be provided by an enhanced Bx23 with increased frequency. This is part of a Co-op City redesign in which the Bx23 would provide a connection to important transfer points such as Asch Loop, where customers could transfer to buses leaving Co-op City. Overall, this would provide more direct and less duplicative service.

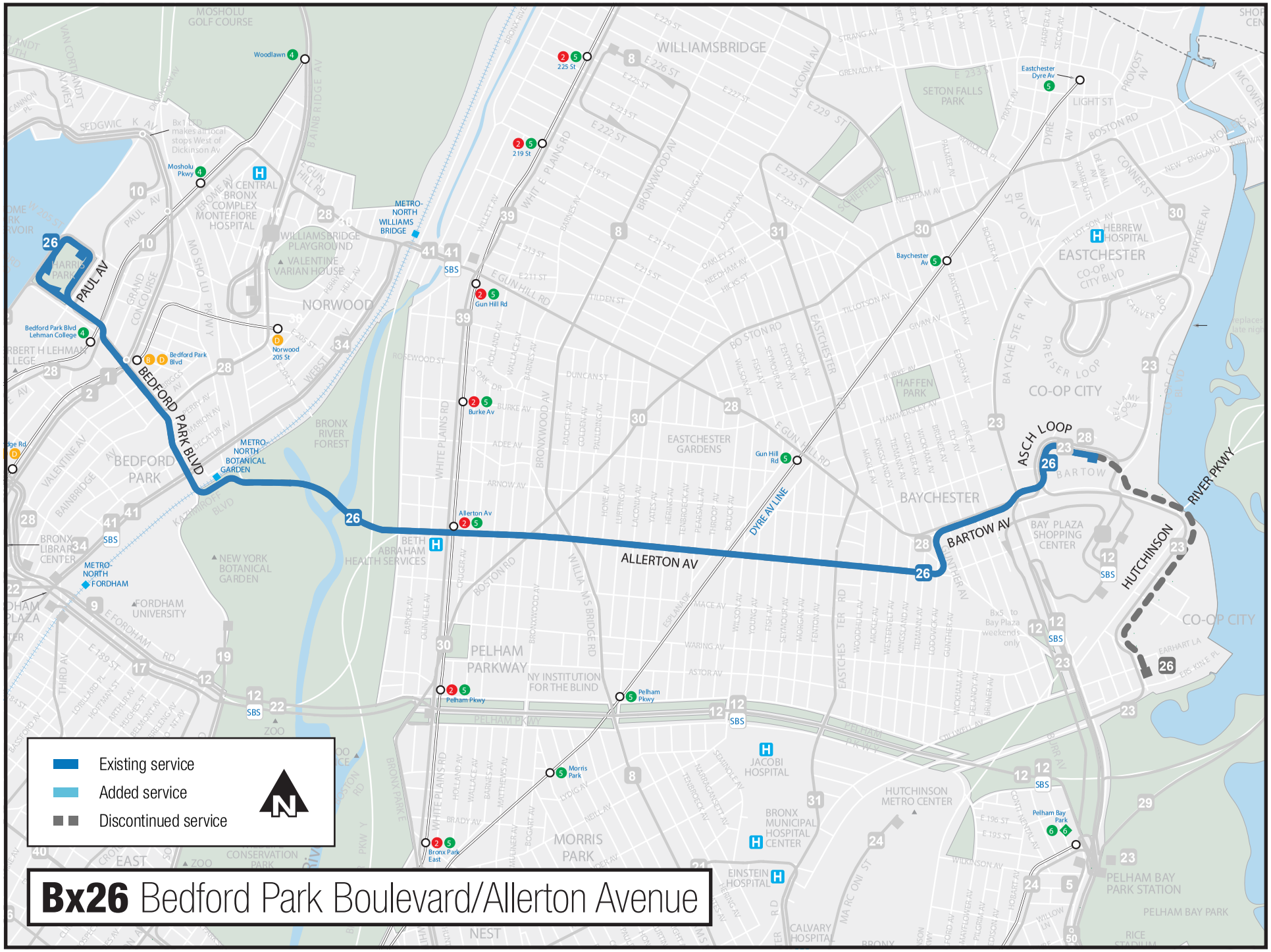
Route Improvements

- ✓ More direct
- ✓ Improved stop spacing

Stop Spacing Evaluation

In its current alignment, the Bx26 has 75 total stops with an average stop spacing of 841 feet. Bx26 service will be discontinued at 15 stops due to the proposed change in alignment. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 19 of the 60 remaining stops. This will reduce the total number of stops on the route by 32 percent and improve stop spacing to an average of 1,191 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Bedford Pk Bl / Paul Av	Remove	West	2
Paul Av / Bedford Pk Bl	Remove	East	2
Allerton Av / Holland Av	Remove	West	2
Allerton Av / Holland Av	Remove	East	2
Allerton Av / Boston Rd	Remove	West	1
Allerton Av / Bronxwood Av	Remove	East	1
Allerton Av / Hone Av	Remove	West	2
Allerton Av / Hone Av	Remove	East	1
Allerton Av / Hering Av	Remove	West	2
Allerton Av / Hering Av	Remove	East	2
Allerton Av / Wilson Av	Remove	West	2
Allerton Av / Wilson Av	Remove	East	1
Allerton Av / Morgan Av	Remove	West	2
Allerton Av / Morgan Av	Remove	East	2
Bedford Pk Bl / Marion Av	Remove	West	1
Bedford Pk Bl / Marion Av	Remove	East	2
Bartow Av / Brunner Av	Remove	West	2
Allerton Av / Woodhull Av	Remove	East	2
Bartow Av / Edson Av	Remove	East	1
Gunther Av / Bartow Av	Adjust	West	1


Existing service
Added service
Discontinued service
PAUL AV
BEDFORD PARK BLVD
ALLERTON AV
BARTOW AV
ASCH LOOP
RIVER PKWY
HUTCHINSON
DYRE AV LINE
Bx26 Bedford Park Boulevard/Allerton Avenue

Bx27 Westchester Avenue/Soundview Avenue

Proposal Summary

We are not proposing any routing changes for the Bx27, considering the route's connections to several important destinations and its good performance metrics.

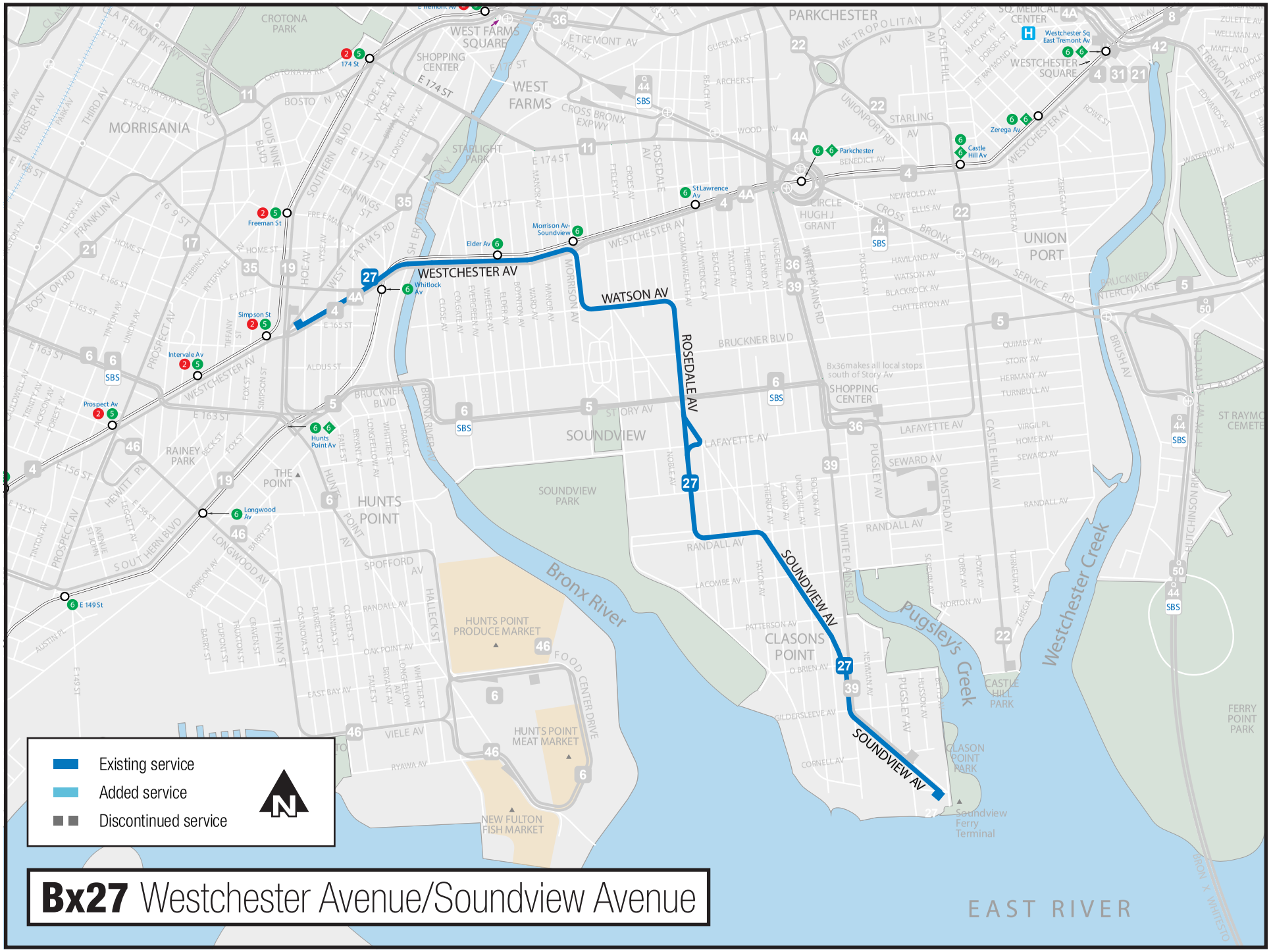
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx27 has 50 total stops with an average stop spacing of 822 feet. To improve reliability and bus speed on the route, we are proposing to remove 5 of the 50 stops. This will reduce the total number of stops on the route by 10 percent and improve stop spacing to an average of 871 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Westchester Av / Boynton Av	Remove	West	1
Westchester Av / Ward Av	Remove	East	2
Watson Av / Metcalf Av	Remove	West	1
Watson Av / Soundview Av	Remove	East	1
Watson Av / Rosedale Av	Remove	West	2


Existing service
Added service
Discontinued service
N
Bx27 Westchester Avenue/Soundview Avenue
WESTCHESTER AV
WATSON AV
ROSEDALE AV
SOUNDVIEW AV
SOUNDVIEW AV
Bx36makes all local stops south of Story Av
Bronx River
Pugsley's Creek
Westchester Creek
EAST RIVER
MORRISANIA
WEST FARMS
WEST FARMS SQUARE
CROTONA PARK
PARKCHESTER
UNION PORT
SOUNDVIEW
HUNTS POINT
THE POINT
RAINEY PARK
SOUNDVIEW PARK
CLASONS POINT
CASTLE HILL PARK
FERRY POINT PARK
SHOPPING CENTER
WESTCHESTER SQUARE
CIRCLE HUGH J GRANT
BRUCKNER INTERCHANGE
HUNTS POINT PRODUCE MARKET
HUNTS POINT MEAT MARKET
NEW FULTON FISH MARKET
Soundview Ferry Terminal
Freeman St
Simpson St
Intervale Av
Prospect Av
Whitlock Av
Elder Av
Morrison Av-Soundview
St Lawrence Av
Parkchester
Castle Hill Av
Zerega Av
Hunts Point Av
Longwood Av
E 149 St
174 St

Bx28 Gun Hill Road

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Serves accessible subway station
- ✓ Bus Priority Study Corridor
- ✓ More frequent

We are proposing to reroute the Bx28 on both the eastern and western ends of the route. In Co-op City, we are proposing to terminate the Bx28 at Bay Plaza Mall, operating via Asch Loop. Service between Section 5 and Asch Loop would be provided by an enhanced Bx23 with increased frequency. This is part of a Co-op City redesign in which the Bx23 would provide a connection to important transfer points such as Asch Loop where customers could transfer to buses leaving Co-op City. Overall, this would provide more direct and less duplicative service. In Norwood and Bedford Park, we are proposing to discontinue service on Mosholu Parkway and Paul Avenue, streamlining the route by operating on Bainbridge Avenue and Bedford Park Boulevard. This would make a circuitous section of the route more direct, while eliminating several turns which slow down service. The current frequency of the Bx28 is 20 minutes or better all-day and when overlapped with the Bx38, it is at a frequency of 10 minutes or better all-day. Considering the discontinuation of the Bx38 (see page 81) and the rerouting of the Bx30 off Gun Hill Road (see page 85), we are proposing an increase in frequency on the Bx28 to 8 minutes or better all-day.

Stop Spacing Evaluation

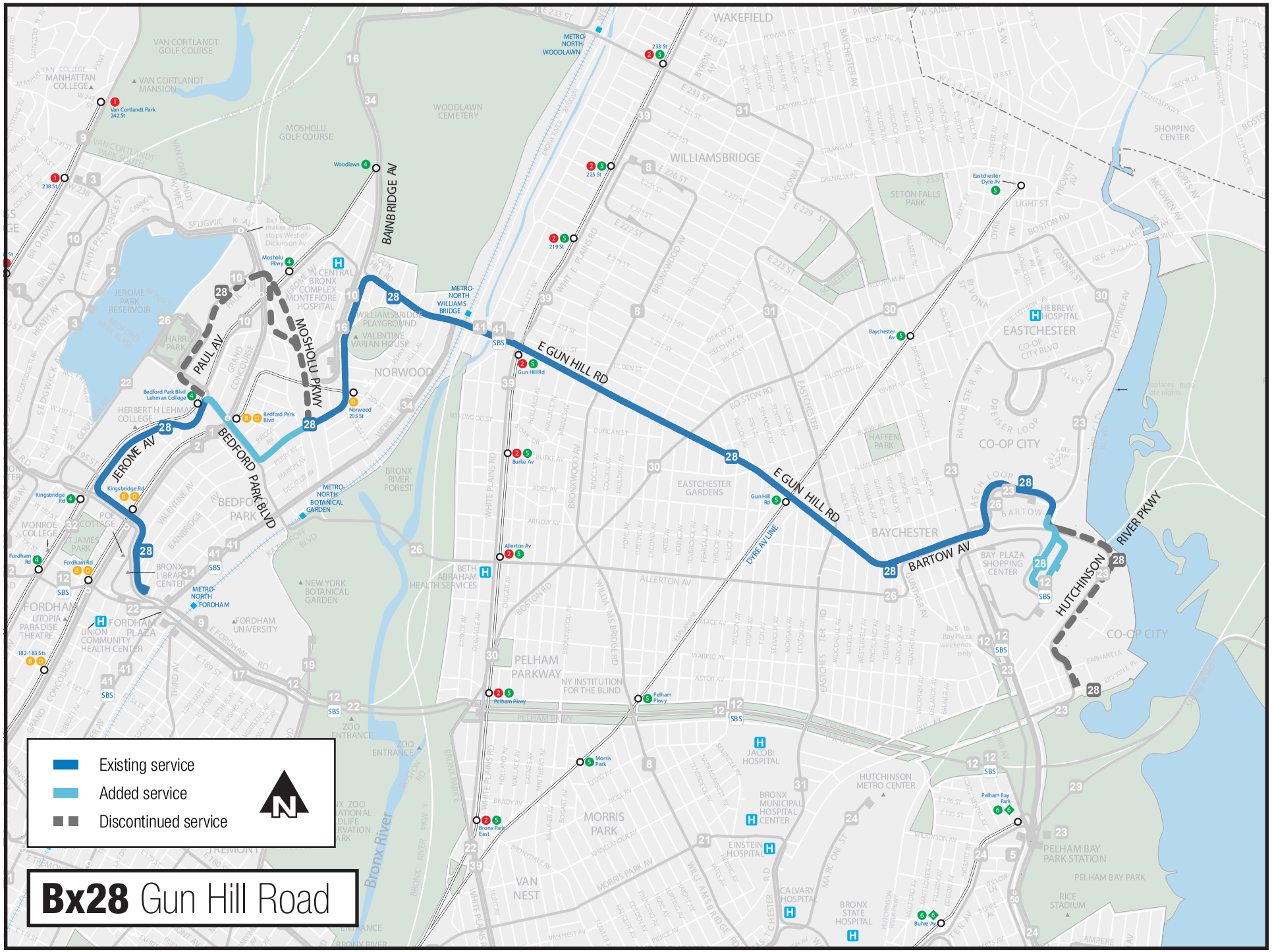
In its current alignment, the Bx28 has 93 total stops with an average stop spacing of 861 feet. Bx28 service will be discontinued at 23 stops due to the proposed change in alignment, while 9 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 15 of the 79 remaining stops. This will reduce the total number of stops on the route by 19 percent and improve stop spacing to an average of 1,005 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Bay Pz / Bartow Av	Add new	West	--
Bay Pz / Bartow Av	Add new	East	--
Bedford Pk Bl / Grand Concourse	Add new	West	--
Bedford Pk Bl / Grand Concourse	Add new	East	--
Bainbridge Av / E Moshulu Pky S	Add new	West	--
Bainbridge Av / E Moshulu Pky S	Add new	East	--
Bedford Pk Bl / Briggs Av	Add new	West	--
Bainbridge Av / Bedford Pk Bl	Add new	East	--
Bay Pz / Co-op City Bl	Add new	West	--
E Gun Hill Rd / Kingsland Av	Remove	West	1
E Gun Hill Rd / Arnow Av	Remove	East	1
E Gun Hill Rd / Fish Av	Remove	North	1
E Gun Hill Rd / Young Av	Remove	South	1
E Gun Hill Rd / Laconia Av	Remove	West	2
E Gun Hill Rd / Laconia Av	Remove	East	2

Bx28 Gun Hill Road

Stop Spacing Evaluation, continued

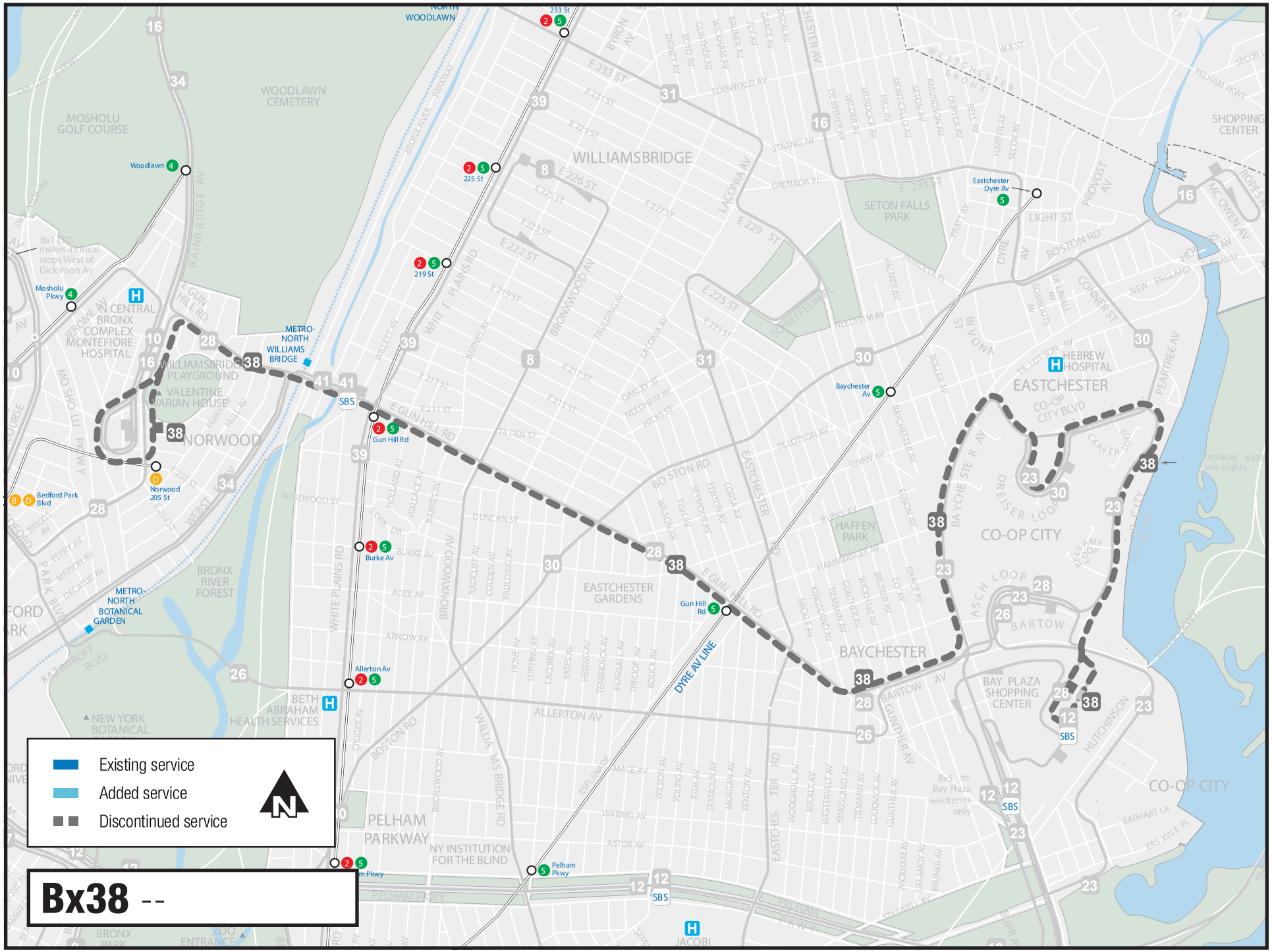
STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Asch Loop / Adler Pl	Remove	West	1
Asch Loop / Adler Pl	Remove	East	1
Bainbridge Av / E 204 St	Remove	West	1
Bainbridge Av / E 204 St	Remove	East	1
E Gun Hill Rd / Putnam Pl	Remove	East	1
Bartow Av / Brunner Av	Remove	West	2
E Gun Hill Rd / Hull Av	Remove	West	1
E Gun Hill Rd / Olinville Av	Remove	East	2
Bartow Av / Edson Av	Remove	East	1


Existing service
Added service
Discontinued service
N
Bx28 Gun Hill Road
WAKEFIELD
WILLIAMSBRIDGE
NORWOOD
EASTCHESTER
BAYCHESTER
CO-OP CITY
PELHAM PARKWAY
MORRIS PARK
VAN NEST
FORDHAM
BEDFORD PARK BLVD
JEROME AV
BAINBRIDGE AV
MOSHOLU PKWY
PAUL AV
E GUN HILL RD
BARTOW AV
HUTCHINSON RIVER PKWY
METRO-NORTH WOODLAWN
METRO-NORTH WILLIAMS BRIDGE
METRO-NORTH BOTANICAL GARDEN
METRO-NORTH FORDHAM
Bronx River

Bx38 - -

Proposal Summary

We are proposing to discontinue Bx38 service. Service between Sections 1-4 and Bartow Avenue in Co-op City would be provided by an enhanced Bx23 with increased frequency. This is part of a Co-op City redesign in which the Bx23 would provide a connection to important transfer points where customers could transfer to buses leaving Co-op City. Overall, this would provide more direct and less duplicative service. Service on Gun Hill Road would be provided by increased all-day frequency on the Bx28. Releasing this route from service will allow us to apply those resources more efficiently and effectively elsewhere, including increased frequency on the Bx28 and Bx23.


Existing service
Added service
Discontinued service
Bx38 --
WOODLAWN CEMETERY
MOSHOLU GOLF COURSE
WILLIAMSBRIDGE
NORWOOD
BRONX RIVER FOREST
EASTCHESTER GARDENS
BAYCHESTER
CO-OP CITY
EASTCHESTER
SETON FALLS PARK
HAFFEN PARK
BAY PLAZA SHOPPING CENTER
PELHAM PARKWAY
NY INSTITUTION FOR THE BLIND
NEW YORK BOTANICAL
BETH ABRAHAM HEALTH SERVICES
IN CENTRAL BRONX COMPLEX MONTEFIORE HOSPITAL
HEBREW HOSPITAL
JACOBI
METRO-NORTH WILLIAMS BRIDGE
METRO-NORTH BOTANICAL GARDEN
DYRE AV LINE
Woodlawn
Mosholu Pkwy
Norwood 205 St
Bedford Park Blvd
225 St
219 St
Gun Hill Rd
Burke Av
Allerton Av
Pelham Pkwy
Eastchester Dyre Av
Baychester Av
SBS

Bx29 City Island Avenue

Proposal Summary

Route Improvements

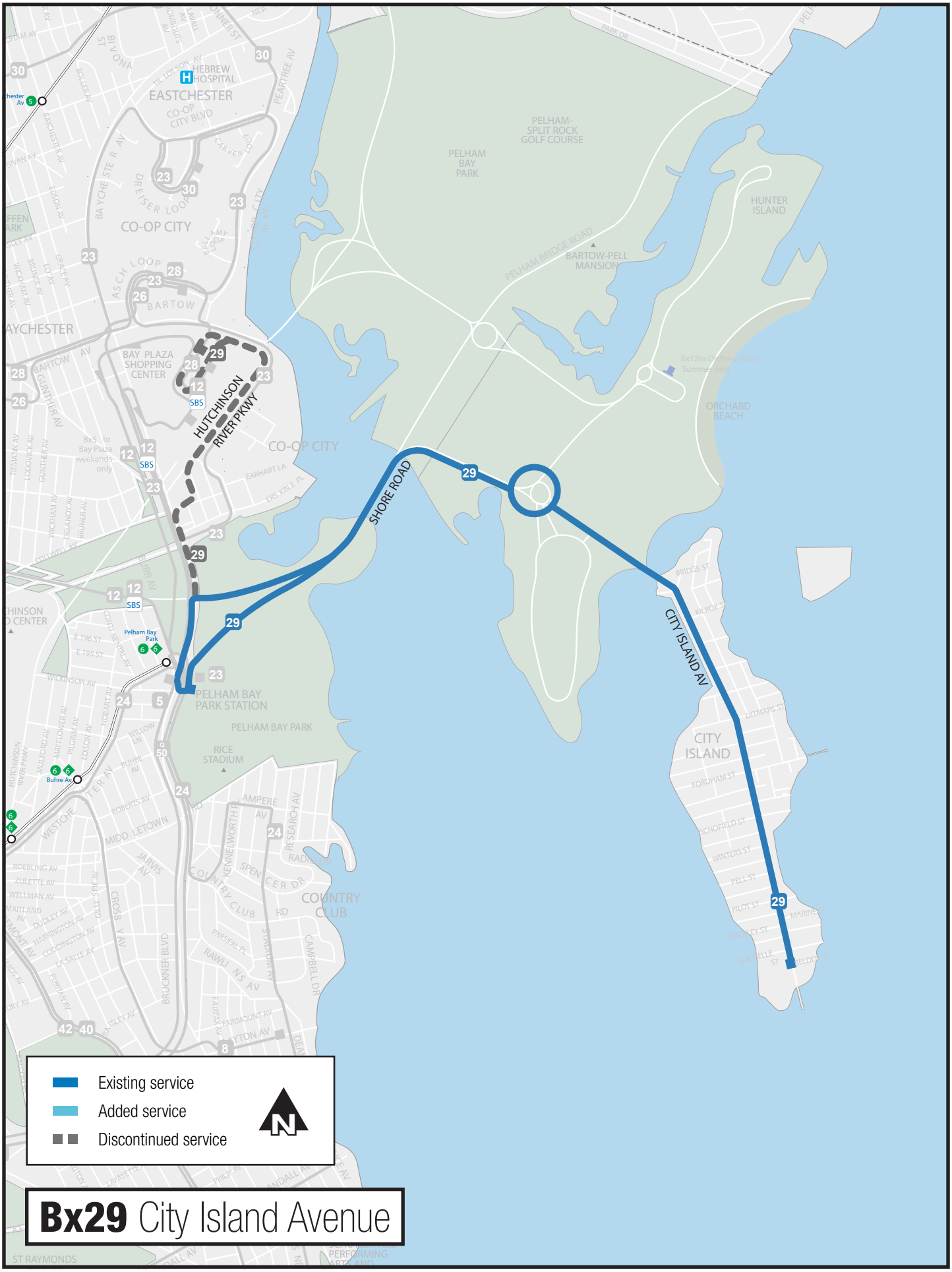
✓ Improved stop spacing

We are proposing to shorten the Bx29, moving its northern terminal to the Pelham Bay Park 6 station. Service between Co-op City and Pelham Bay Park would be provided by an enhanced Bx23 with increased frequency. This is part of a Co-op City redesign in which the Bx23 would provide a connection to important transfer points such as Pelham Bay Park where customers could transfer to numerous other bus routes. Overall, this would provide more direct and less duplicative service. In addition, we are proposing introducing overnight service.

Stop Spacing Evaluation

In its current alignment, the Bx29 has 44 total stops with an average stop spacing of 1,517 feet. Bx29 service will be discontinued at 15 stops due to the proposed change in alignment. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 8 of the 29 remaining stops. This will reduce the total number of stops on the route by 28 percent and improve stop spacing to an average of 2,172 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
City Island Av / Cross St	Remove	West	1
City Island Av / Cross St	Remove	East	2
City Island Av / Schofield St	Remove	West	2
City Island Av / Schofield St	Remove	East	1
City Island Av / Pell Pl	Remove	West	1
City Island Av / Pell Pl	Remove	East	1
City Island Av / Sutherland St	Remove	West	1
Charles Bruckner Bl / Westchester Av	Remove	West	2



Bx29 City Island Avenue

Bx30 Boston Road

Proposal Summary

Route Improvements

- ✓ Improved stop spacing
- ✓ More direct
- ✓ Bus Priority Study Corridor

We are proposing to reroute the Bx30 on both the eastern and western ends of the route. In Co-op City, we are proposing to terminate the Bx30 at Dreiser Loop. Service between Dreiser Loop and other sections of Co-op City would be provided by an enhanced Bx23 with increased frequency. This is part of a Co-op City redesign in which the Bx23 would provide a connection to important transfer points such as Dreiser Loop where customers could transfer to buses leaving Co-op City. Overall, this would provide more direct and less duplicative service. In addition, we are proposing to discontinue service to Norwood which duplicates Bx28 service. The new routing would continue southbound via Boston Road, south of Gun Hill Road to the Pelham Pkwy 2/5 station, providing service along a corridor not previously served by NYCT. To replace Bx30 service on Gun Hill Road, we are proposing an all-day increase in frequency on the Bx28.

Stop Spacing Evaluation

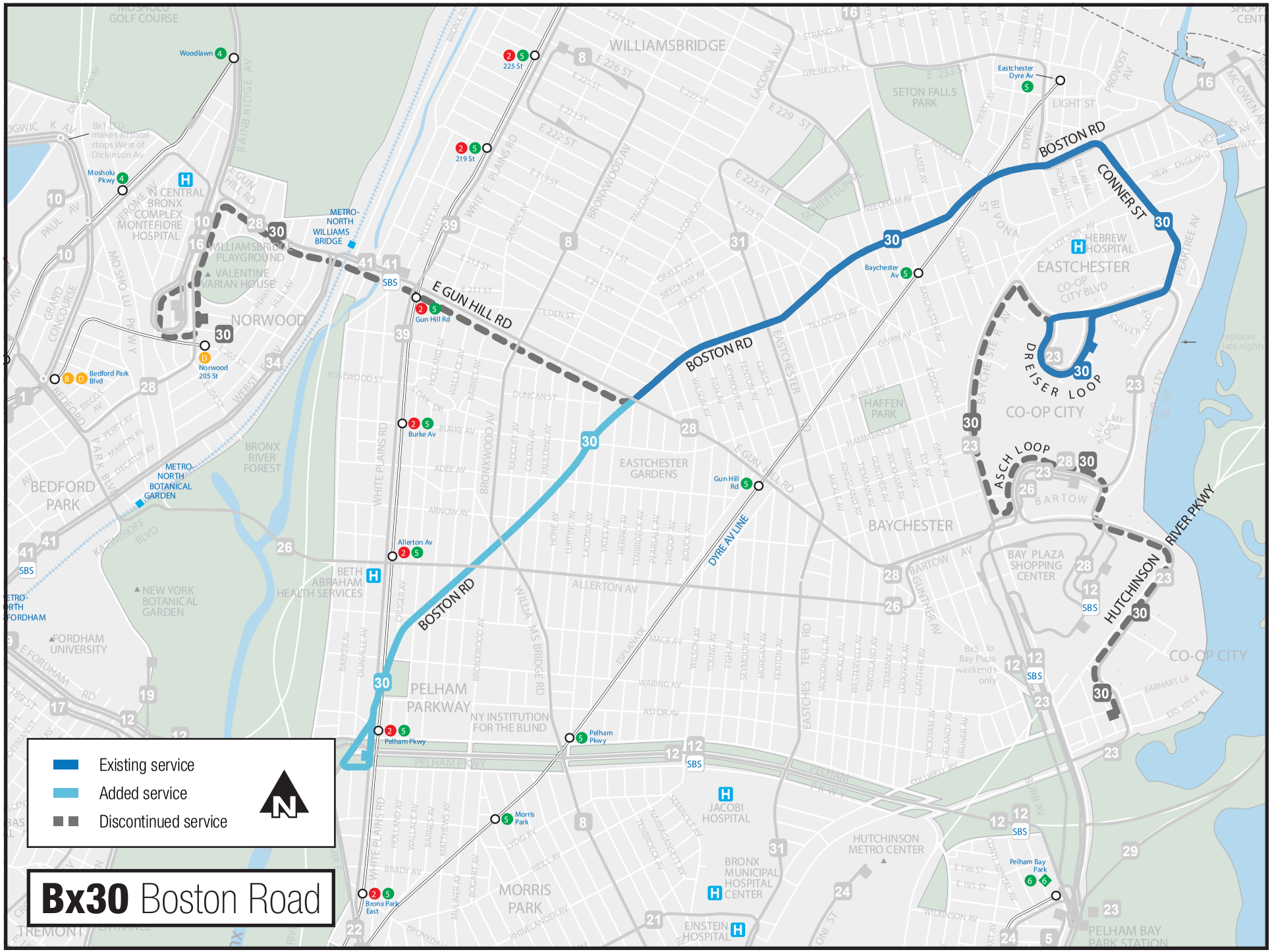
In its current alignment, the Bx30 has 91 total stops with an average stop spacing of 866 feet. Bx30 service will be discontinued at 54 stops due to the proposed change in alignment, while 13 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 8 of the 50 remaining stops. This will reduce the total number of stops on the route by 16 percent and improve stop spacing to an average of 1,090 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Boston Rd / Holland Av	Add new	West	--
Boston Rd / Holland Av	Add new	East	--
Boston Rd / Matthews Av	Add new	West	--
Boston Rd / Bronxwood Av	Add new	East	--
Boston Rd / Arnow Av	Add new	West	--
Boston Rd / Arnow Av	Add new	East	--
Boston Rd / Hone Av	Add new	West	--
Boston Rd / Adee Av	Add new	East	--
Boston Rd / Lurting Av	Add new	West	--
Boston Rd / Laconia Av	Add new	East	--
Boston Rd / East Gun Hill Rd	Add new	West	--
Boston Rd / Thwaites Pl	Add new	West	--
Boston Rd / Astor Av	Add new	East	2
Boston Rd / Seymour Av	Remove	West	2
Boston Rd / Seymour Av	Remove	East	2
Boston Rd / Tiemann Av	Remove	West	1
Boston Rd / Kingsland Av	Remove	East	2
Boston Rd / Grace Av	Remove	West	2
Boston Rd / Ely Av	Remove	East	2

Bx30 Boston Road

Stop Spacing Evaluation, continued

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
ll Boston Rd / Peartree Av	Remove	East	2
ll Boston Rd / Debs Pl	Remove	West	2
ll Dreiser Loop / Co-op City Bl	Adjust	East	2
ll Dreiser Loop / Defoe Pl	Adjust	East	2


Existing service
Added service
Discontinued service
N
Bx30 Boston Road
BOSTON RD
E GUN HILL RD
CONNER ST
DREISER LOOP
ASCH LOOP
HUTCHINSON RIVER PKWY
DYRE AV LINE
WILLIAMSBRIDGE
NORWOOD
BEDFORD PARK
BAYCHESTER
EASTCHESTER
CO-OP CITY
PELHAM PARKWAY
MORRIS PARK
BARTOW
HAFFEN PARK
SETON FALLS PARK
EASTCHESTER GARDENS
BRONX RIVER FOREST
NEW YORK BOTANICAL GARDEN
FORDHAM UNIVERSITY
JACOBI HOSPITAL
BRONX MUNICIPAL HOSPITAL CENTER
EINSTEIN HOSPITAL
HUTCHINSON METRO CENTER
PELHAM BAY PARK STATION
BAY PLAZA SHOPPING CENTER
NY INSTITUTION FOR THE BLIND
BETH ABRAHAM HEALTH SERVICES
METRO-NORTH WILLIAMS BRIDGE
METRO-NORTH BOTANICAL GARDEN
Woodlawn
Mosholu Pkwy
Bedford Park Blvd
Norwood 205 St
225 St
219 St
Gun Hill Rd
Burke Av
Allerton Av
Pelham Pkwy
Bronx Park East
Morris Park
Eastchester Dyre Av
Baychester Av
Pelham Bay Park

Bx31 Eastchester Road

Proposal Summary

We are not proposing any routing changes for the Bx31, considering its connections to several important destinations and transfer points.

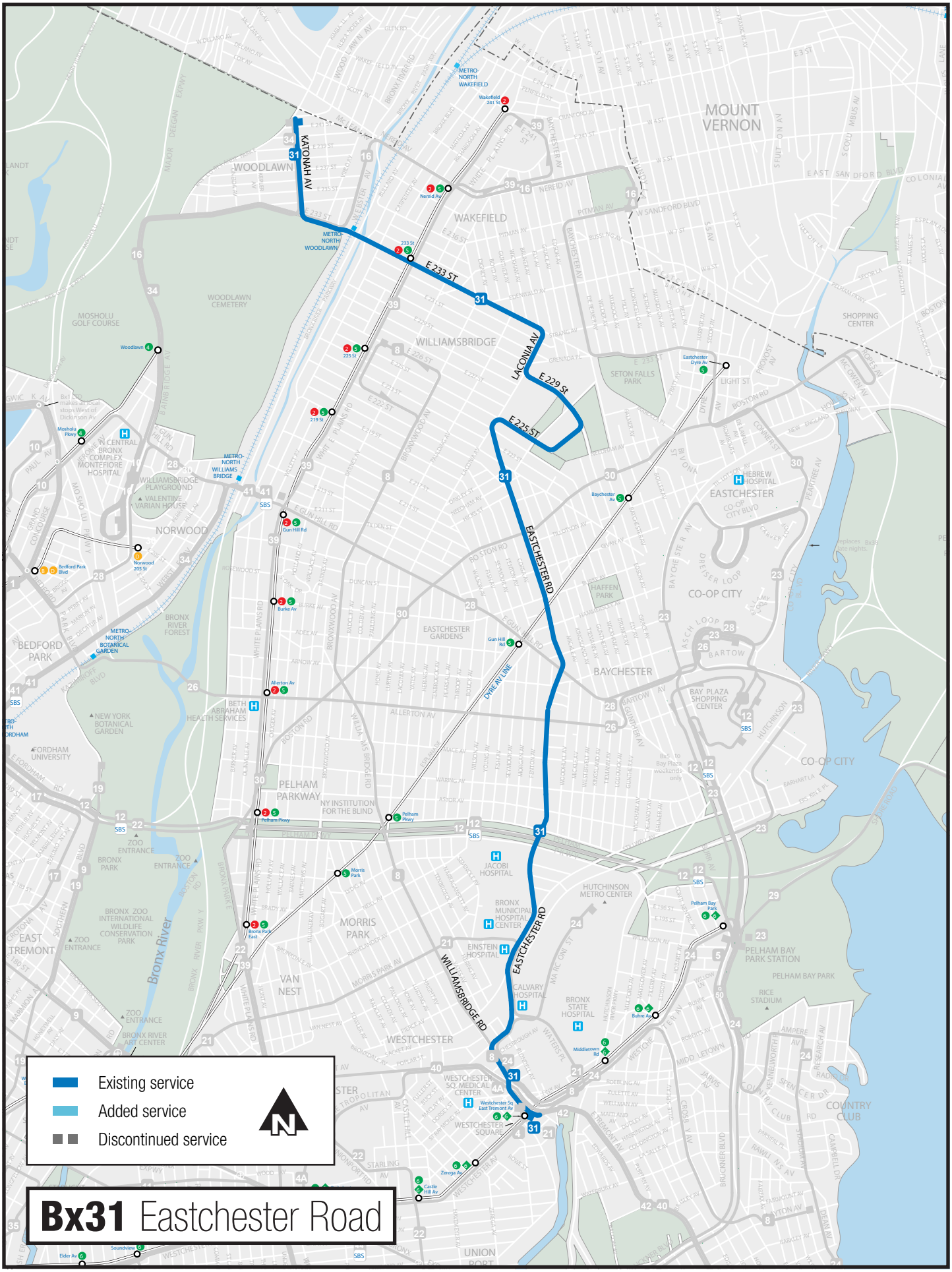
Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The Bx31 has 84 total stops with an average stop spacing of 776 feet. To improve reliability and bus speed on the route, we are proposing to remove 19 of the 84 stops. This will reduce the total number of stops on the route by 23 percent and improve stop spacing to an average of 1,012 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Eastchester Rd / Wilkinson Av	Remove	North	2
Eastchester Rd / Wilkinson Av	Remove	South	1
Eastchester Rd / Waring Av	Remove	North	2
Eastchester Rd / Waring Av	Remove	South	2
Eastchester Rd / Schorr Pl	Remove	North	1
Eastchester Rd / Schorr Pl	Remove	South	2
Eastchester Rd / Givan Av	Remove	North	2
Eastchester Rd / Givan Av	Remove	South	2
Eastchester Rd / Needham Av	Remove	North	1
Eastchester Rd / Needham Av	Remove	South	1
Williamsbridge Rd / Saint Raymonds Av	Remove	North	1
Williamsbridge Rd / E Tremont Av	Remove	South	2
E 229 St / Schieffelin Av	Remove	North	1
E 229 St / Schieffelin Av	Remove	South	1
Eastchester Rd / Bassett Av	Remove	North	1
Eastchester Rd / Adee Av	Remove	North	2
E 225 St / Schieffelin Av	Remove	South	1
E 229 St / Laconia Av	Remove	South	1


Existing service
Added service
Discontinued service
N
Bx31 Eastchester Road
KATONAH AV
E 233 ST
LACONIA AV
E 229 St
E 225 ST
EASTCHESTER RD
DYRE AV LINE
WILLIAMSBRIDGE RD
MOUNT VERNON
WOODLAWN
WAKEFIELD
WILLIAMSBRIDGE
NORWOOD
BEDFORD PARK
BAYCHESTER
EASTCHESTER
CO-OP CITY
PELHAM PARKWAY
MORRIS PARK
VAN NEST
WESTCHESTER
EAST TREMONT
PELHAM BAY PARK
Bronx River

Bx32 Morris Avenue/Jerome Avenue

Proposal Summary

We are not proposing any routing changes for the Bx32, considering its straight, direct routing.

Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx32 has 79 total stops with an average stop spacing of 727 feet. To improve reliability and bus speed on the route, we are proposing to remove 20 of the 79 stops. This will reduce the total number of stops on the route by 25 percent and improve stop spacing to an average of 970 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Morris Av / E 164 St	Add new	North	--
Morris Av / E 164 St	Add new	South	--
Morris Av / E 140 St	Remove	North	1
Morris Av / E 140 St	Remove	South	2
Morris Av / E 151 St	Remove	North	2
Morris Av / E 151 St	Remove	South	1
Morris Av / E 163 St	Remove	North	2
Morris Av / E 163 St	Remove	South	2
Morris Av / E 165 St	Remove	North	1
Morris Av / E 165 St	Remove	South	2
Morris Av / E 171 St	Remove	North	1
Morris Av / E 171 St	Remove	South	1
E 175 St / Jerome Av	Remove	North	1
E 175 St / Jerome Av	Remove	South	1
Jerome Av / E 182 St	Remove	North	2
Jerome Av / W 182 St	Remove	South	2
Jerome Av / North St	Remove	North	1
Jerome Av / North St	Remove	South	1
Morris Av / E 144 St	Remove	North	1
W 195 St / Jerome Av	Remove	South	1
Morris Av / McClellan St	Remove	South	1
3 Av / E 137 St	Remove	South	1
3 Av / E 139 St	Remove	South	1
Reservoir Av / W Kingsbridge Rd	Remove	North	1


Existing service
Added service
Discontinued service
N
Bx32 Morris Avenue/Jerome Avenue

Bx33 East 138th Street/West 135th Street

Proposal Summary

We are not proposing any routing changes for the Bx33, considering its short and direct routing and its connections to several transfer points.

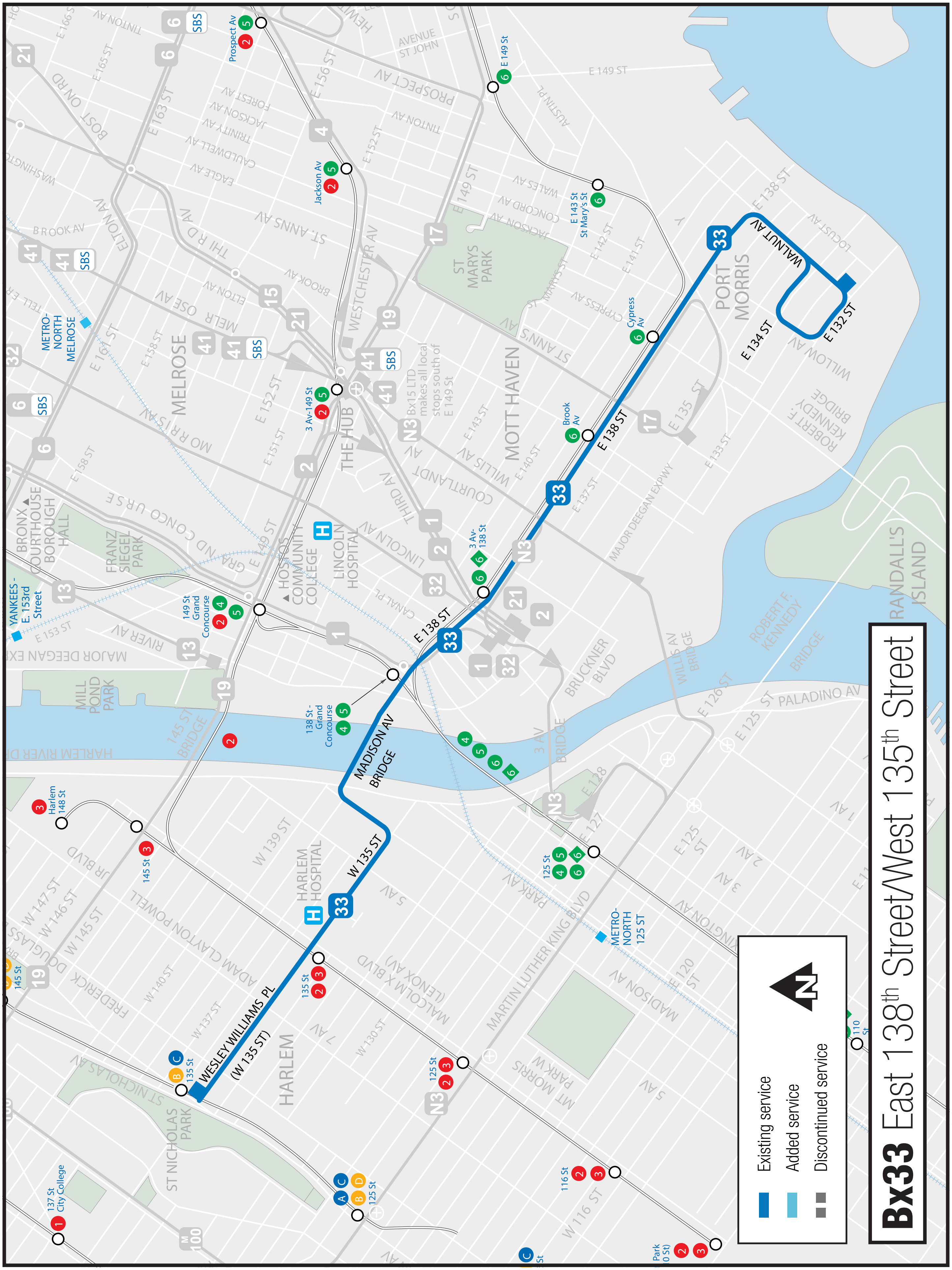
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx33 has 38 total stops with an average stop spacing of 788 feet. To improve reliability and bus speed on the route, we are proposing to remove 9 of the 38 stops. This will reduce the total number of stops on the route by 24 percent and improve stop spacing to an average of 1,135 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
E 135 St / Madison Av	Remove	West	1
E 135 St / Madison Av	Remove	East	2
W 135 St / Fred Douglass Bl	Remove	West	1
W 135 St / Fred Douglass Bl	Remove	East	2
E 138 St / Jackson Av	Remove	West	2
E 138 St / Jackson Av	Remove	East	1
E 138 St / Alexander Av	Remove	West	2
E 138 St / Alexander Av	Remove	East	2
E 134 St / Walnut Av	Remove	East	1


Bx33 East 138th Street/West 135th Street
Existing service
Added service
Discontinued service
N
E 138 ST
MADISON AV BRIDGE
W 135 ST
WESLEY WILLIAMS PL (W 135 ST)
WALNUT AV
E 134 ST
E 132 ST
PORT MORRIS
MOTT HAVEN
MELROSE
HARLEM
THE HUB
RANDALL'S ISLAND
HARLEM HOSPITAL
LINCOLN HOSPITAL
HOSTOS COMMUNITY COLLEGE
ST MARYS PARK
ST NICHOLAS PARK
MILL POND PARK
FRANZ SIEGEL PARK
BRONX COURTHOUSE BOROUGH HALL
ROBERT F. KENNEDY BRIDGE
METRO-NORTH MELROSE
METRO-NORTH 125 ST
YANKEES - E. 153rd Street
Bx15 LTD makes all local stops south of E 149 St

Bx34 Bainbridge Avenue/Webster Avenue

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

We are proposing to discontinue Bx34 service along southern Bainbridge Avenue and Valentine Avenue. Service would be rerouted onto East 204th Street and Webster Avenue. Access to Fordham Road would still be provided. Existing bus lanes on Webster Avenue, which is also a wider street more suitable for bus operations, should improve reliability and bus speed. Changing the southern terminal of the route to Fordham Plaza maintains the same connections as the current terminal while adding additional bus connections and a Metro-North connection.

Stop Spacing Evaluation

In its current alignment, the Bx34 has 47 total stops with an average stop spacing of 937 feet. Bx34 service will be discontinued at 8 stops due to the proposed change in alignment, while 14 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 3 of the 41 remaining stops. This will reduce the total number of stops on the route by seven percent and improve stop spacing to an average of 1,146 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Webster Av / E 195 St	Add new	North	--
Webster Av / E 194 St	Add new	South	--
Webster Av / E 197 St	Add new	North	--
Webster Av / E 197 St	Add new	South	--
Webster Av / Bedford Pk Bl	Add new	North	--
Webster Av / Bedford Pk Bl	Add new	South	--
Webster Av / Botanical Sq N	Add new	North	--
Webster Av / E Moshulu Pky N	Add new	South	--
E 204 St / Webster Av	Add new	North	--
Webster Av / E 204 St	Add new	South	--
E 204 St / Hull Av	Add new	North	--
E 204 St / Hull Av	Add new	South	--
Webster Av / E Fordham Rd	Add new	North	--
E Fordham Rd / 3 Av	Add new	South	--
E 233 St / Oneida Av	Remove	North	2
E 233 St / Oneida Av	Remove	South	2
E 233 St / Van Cortlandt Pk E	Remove	North	2

Bx34 Bainbridge Avenue/Webster Avenue

Bx35 East 167th Street/West 181st Street

Proposal Summary

Route Improvements

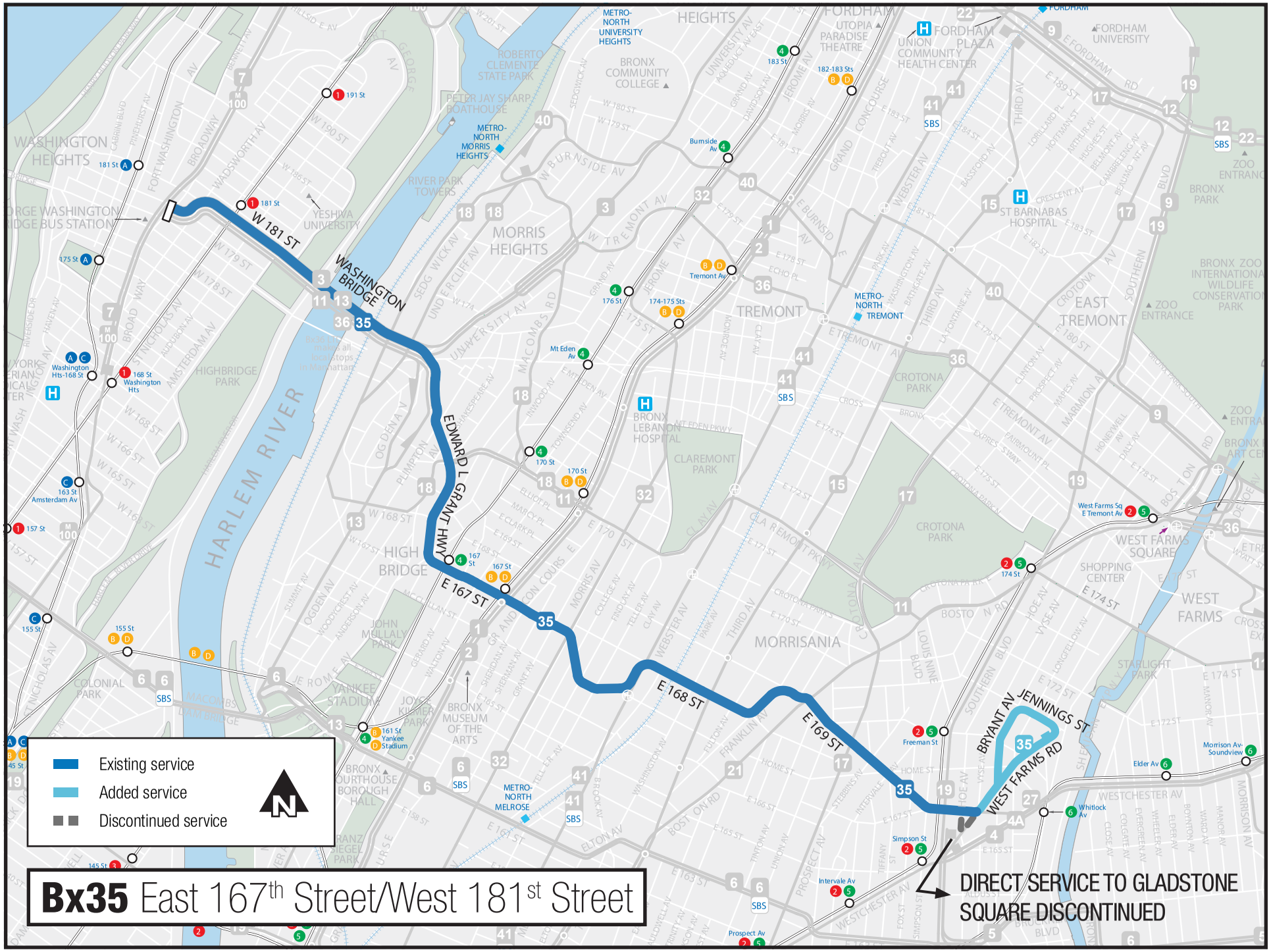
- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

We are proposing to improve crosstown service by simplifying the Bx35, Bx11, Bx36, and Bx40/42. By streamlining routes, reducing the number of turns, avoiding slow speed segments, and improving stop spacing, customers should see improved reliability and bus speed. The proposed Bx35 would bypass the bus-congested Gladstone Square (less than 500 feet away) and would serve West Farms Road, Jennings Street, and Bryant Avenue. This change would replace the rerouted Bx11 (see page 44) and could potentially improve reliability.

Stop Spacing Evaluation

In its current alignment, the Bx35 has 48 total stops with an average stop spacing of 888 feet. Bx35 service will be discontinued at 2 stops due to the proposed change in alignment, while 7 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 6 of the 53 remaining stops on the route. This will reduce the total number of stops on the route by 11 percent and improve stop spacing to an average of 945 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
W Farms Rd / Vyse Av	Add new	West	--
W Farms Rd / E 167 St	Add new	East	--
W Farms Rd / Jennings St	Add new	West	--
W Farms Rd / Jennings St	Add new	East	--
Jennings St / Bryant Av	Add new	West	--
Bryant Av / Home St	Add new	West	--
W Farms Rd / Longfellow Av	Add new	East	--
E 167 St / Grand Concourse	Remove	West	1
E 167 St / Grand Concourse	Remove	East	1
Edward L Grant Hwy / Plimpton Av	Remove	West	1
Edward L Grant Hwy / Nelson Av	Remove	East	1
Edward L Grant Hy / Jerome Av	Remove	East	1
E 169 St / Union Av	Remove	East	1
Edward L Grant Hwy / Shakespeare Av	Adjust	East	1



Bx35 East 167th Street/West 181st Street

Bx36 Tremont Avenue

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

We are proposing to improve crosstown service by simplifying the Bx36, Bx11, Bx35, and Bx40/42. By streamlining routes, reducing the number of turns, avoiding slow speed segments, and improving stop spacing, customers should see improved reliability and bus speed. The proposed Bx36 would still travel from Soundview to Washington Heights, but would now do so via East Tremont Avenue instead of East 174th and East 180th Streets. The route would still serve the West Farms and East Tremont neighborhoods, but without meandering via Boston Road. All major subway and bus connections would be maintained. Customers on East 174th Street would have new crosstown service on a modified Bx11 route (see page 44). Customers on East 180th Street would have new crosstown service on a modified Bx40 route (see pages 103).

Stop Spacing Evaluation

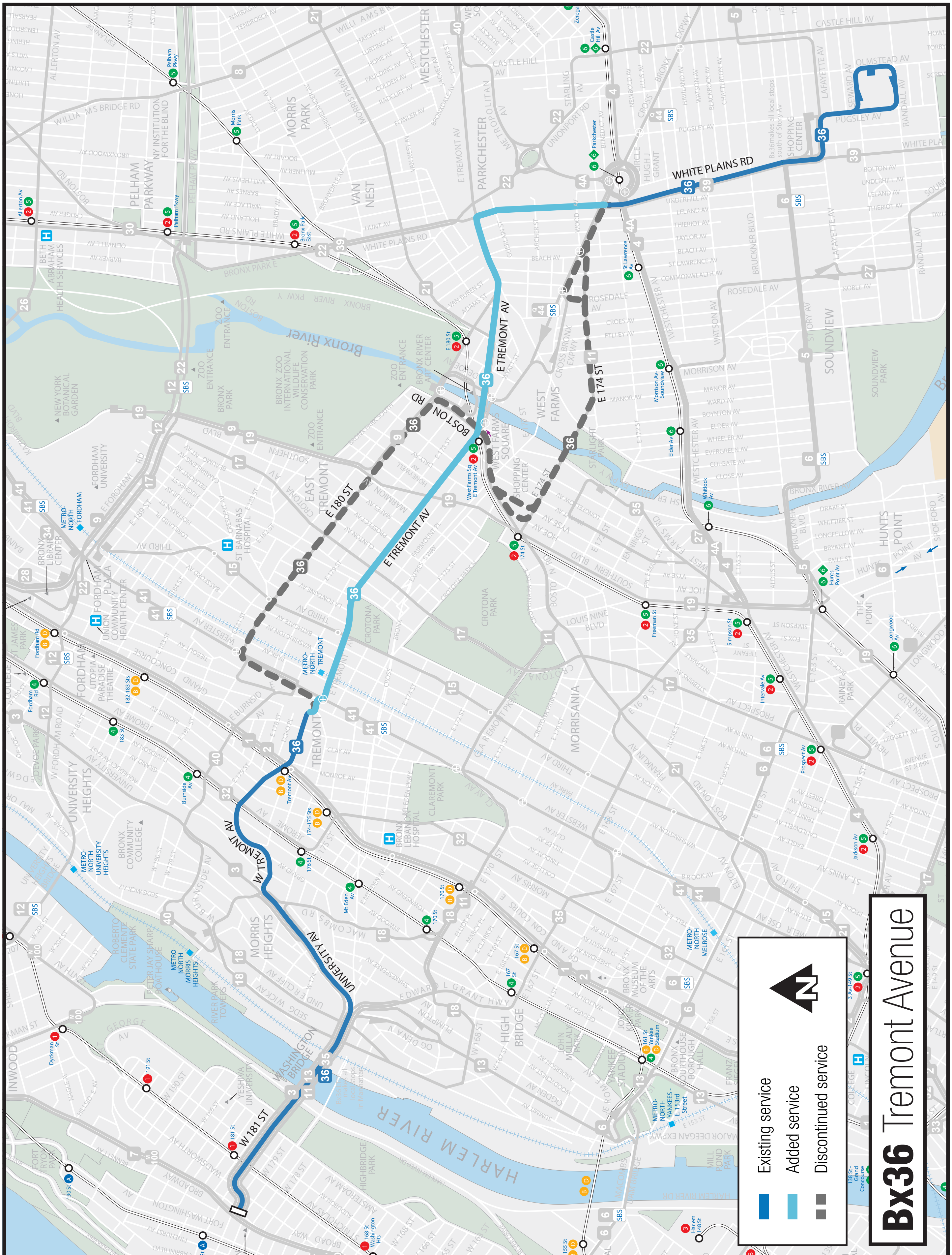
In its current alignment, the Bx36 Local has 98 total stops with an average stop spacing of 939 feet. Bx36 Local service will be discontinued at 38 stops due to the proposed change in alignment, while 26 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 18 of the 86 remaining stops. This will reduce the total number of stops on the route by 21 percent and improve stop spacing to an average of 1,030 feet. The Bx36 Limited currently has 51 total stops with an average stop spacing of 1,616 feet. Bx36 Limited service will be discontinued at 23 stops due to the proposed change in alignment, while 11 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 1 of the 39 remaining stops. This will reduce the total number of stops on the route by three percent and improve stop spacing to an average of 1,901 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)	
White Plains Rd / Wood Av	Add new	West	--	
White Plains Rd / Wood Av	Add new	East	--	
White Plains Rd / Archer St	Add new	West	--	
White Plains Rd / Archer St	Add new	East	--	
White Plains Rd / Guerlain St	Add new	West	--	LTD stops
White Plains Rd / E Tremont Av	Add new	East	--	
E Tremont Av / Prospect Av	Add new	West	--	
E Tremont Av / Prospect Av	Add new	East	--	
E Tremont Av / Saint Lawrence Av	Add new	West	--	
E Tremont Av / Commonwealth Av	Add new	East	--	
E Tremont Av / Morris Pk Av	Add new	West	--	
E Tremont Av / Morris Pk Av	Add new	East	--	
E Tremont Av / Boston Rd	Add new	West	--	LTD stops
E Tremont Av / E 177 St	Add new	East	--	
E Tremont Av / Bryant Av	Add new	West	--	
E Tremont Av / Vyse Av	Add new	East	--	

Bx36 Tremont Avenue

Stop Spacing Evaluation, continued

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)	
E Tremont Av / Crotona Pky	Add new	West	--	LTD stops
E Tremont Av / Southern Bl	Add new	East	--	
E Tremont Av / Devoe Av	Add new	West	--	
E Tremont Av / Boston Rd	Add new	East	--	
E Tremont Av / Crotona Av	Add new	West	--	LTD stop
E Tremont Av / Crotona Av	Add new	East	--	
E Tremont Av / 3 Av	Add new	West	--	LTD stops
E Tremont Av / 3 Av	Add new	East	--	
E Tremont Av / Webster Av	Add new	West	--	LTD stops
E Tremont Av / Webster Av	Add new	East	--	
W Tremont Av / Harrison Av	Remove	West	1	
W Tremont Av / Grand Av	Remove	East	1	
E Tremont Av / Grand Concourse W	Remove	West	1	
E Tremont Av / Monroe Av	Remove	East	1	
E Tremont Av / Washington Av	Remove	West	2	
E Tremont Av / Washington Av	Remove	East	2	
E Tremont Av / Arthur Av	Remove	West	2	
E Tremont Av / Arthur Av	Remove	East	2	
E Tremont Av / E 180 St	Remove	West	2	
E Tremont Av / Bronx River Av	Remove	East	1	
E Tremont Av / Leland Av	Remove	West	2	
E Tremont Av / Thieriot Av	Remove	East	2	
E Tremont Av / Morris Av	Remove	West	1	
E Tremont Av / Morris Av	Remove	East	1	
Pugsley Av / Randall Av	Remove	West	2	LTD stop
E Tremont Av / Marmion Av	Remove	West	2	
W 178 St / Broadway	Remove	East	1	
E Tremont Av / Bronx Park Av	Remove	East	1	


Bx36 Tremont Avenue
Existing service
Added service
Discontinued service
E TREMONT AV
WHITE PLAINS RD
BOSTON RD
E 180 ST
E 174 ST
W 181 ST
UNIVERSITY AV
W TREMONT AV
PUGSLEY AV
OLMSTEAD AV
HARLEM RIVER
Bronx River

Bx39 White Plains Road

Proposal Summary

We are not proposing any routing changes for the Bx39, considering the route's high ridership, straight, direct routing, and its connections to several important transfer points.

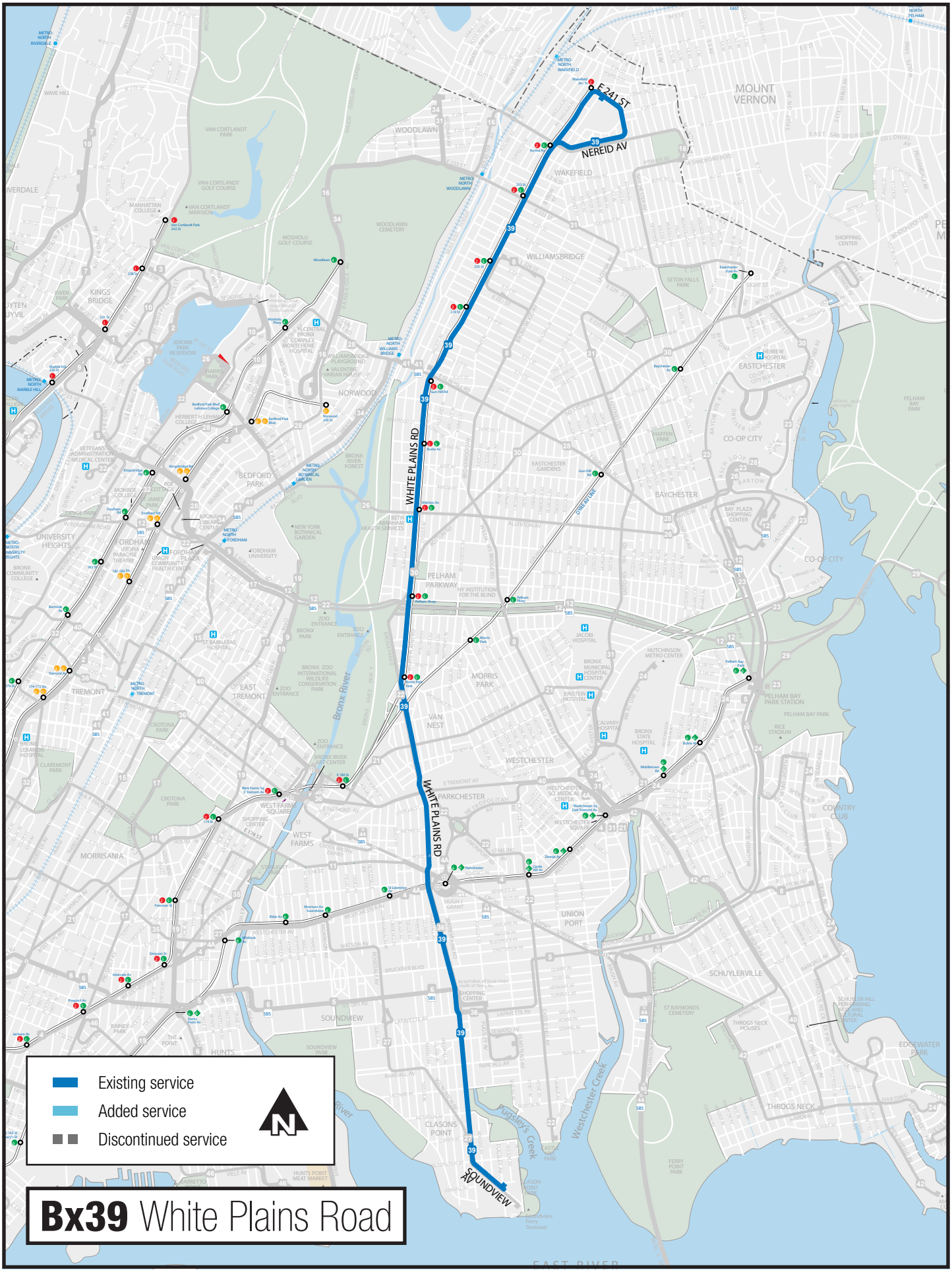
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx39 has 92 total stops with an average stop spacing of 848 feet. To improve reliability and bus speed on the route, we are proposing to remove 9 of the 92 stops. This will reduce the total number of stops on the route by 10 percent and improve stop spacing to an average of 944 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
White Plains Rd / Adee Av	Remove	North	2
White Plains Rd / Adee Av	Remove	South	2
White Plains Rd / Rosewood St	Remove	North	2
White Plains Rd / Rosewood St	Remove	South	2
White Plains Rd / E 231 St	Remove	North	2
White Plains Rd / E 231 St	Remove	South	2
White Plains Rd / E 235 St	Adjust	North	2
White Plains Rd / E 235 St	Adjust	South	2
White Plains Rd / E 237 St	Adjust	North	2
White Plains Rd / E 237 St	Adjust	South	2
Boston Rd / Astor Av	Remove	North	2
White Plains Rd / E 240 St	Remove	South	2
Soundview Av / Newman Av	Remove	South	1



Bx39 White Plains Road

Bx40 Tremont Avenue/Burnside Avenue

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Serves accessible subway station
- ✓ Bus Priority Study Corridor
- ✓ More frequent

We are proposing to improve crosstown service by simplifying the Bx40/42, Bx11, Bx35, and Bx36. By streamlining routes, reducing the number of turns, avoiding slow speed segments, and improving stop spacing, customers should see improved reliability and bus speed. The Bx40 would still travel from Throgs Neck to Morris Heights, but would now do so via East Tremont Avenue and East 180th Street. The discontinued segment of the route on East Tremont Avenue between Rosedale and Webster Avenues would be covered by a proposed reroute of the Bx36 and the Bx36 LTD (see pages 98 and 99). This routing would allow most customers along East Tremont Avenue and East 180th Street to have simpler, more direct service, while avoiding some of the congestion of the West Farms Square area. It would also allow for a new connection to the E 180 St 2/5 station, which is both an express and accessible station. All major subway and bus connections would be maintained. Also, the Bx40 would no longer meander through Throgs Neck, but would instead terminate at East Tremont and Harding Avenues. The discontinued segment of the route on Harding and Pennyfield Avenues would be covered by a proposed reroute of the Bx42 (see page 106). Currently, the Bx40 and Bx42 each have an all-day frequency of 20 minutes or better, which is 10 minutes or better where the routes overlap. Considering the shortening of the Bx42 to Westchester Square, we are proposing to improve the frequency of the Bx40 to 8 minutes or better all-day and the frequency of the Bx42 to 15 minutes or better all-day.

Stop Spacing Evaluation

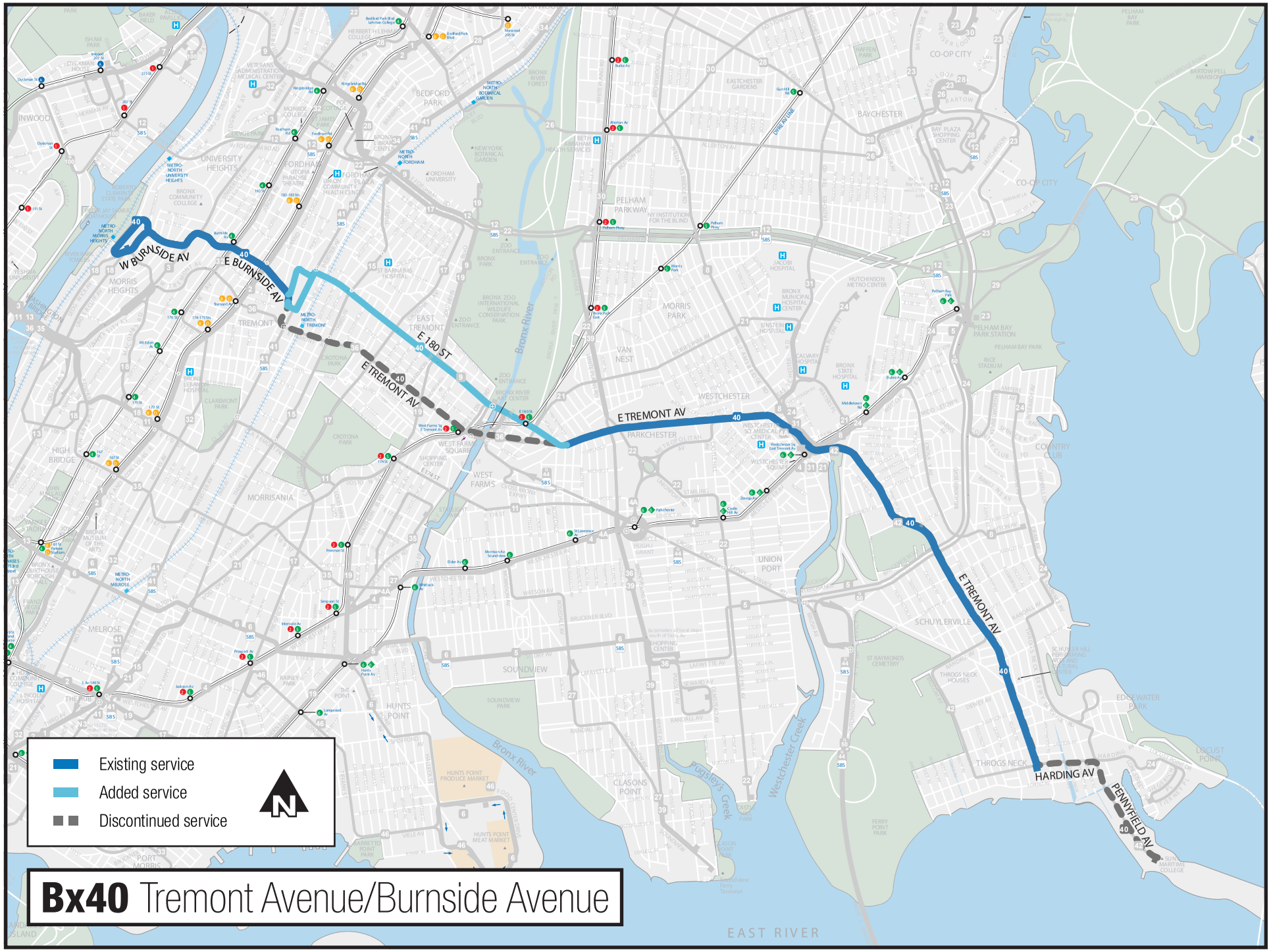
In its current alignment, the Bx40 has 117 total stops with an average stop spacing of 764 feet. Bx40 service will be discontinued at 38 stops due to the proposed change in alignment, while 16 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 28 of the 95 remaining stops. This will reduce the total number of stops on the route by 30 percent and improve stop spacing to an average of 1,193 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
E 180 St / Morris Park Av	Add new	West	--
E 180 St / Morris Park Av	Add new	East	--
E 180 St / Boston Rd	Add new	West	--
E 180 St / Boston Rd	Add new	East	--
E 180 St / Daly Av	Add new	West	--
E 180 St / Daly Av	Add new	East	--
E 180 St / Southern Bl	Add new	West	--
E 180 St / Southern Bl	Add new	East	--
E 180 St / Crotona Av	Add new	West	--
E 180 St / Crotona Av	Add new	East	--

Bx40 Tremont Avenue/Burnside Avenue

Stop Spacing Evaluation, continued

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
E 180 St / Arthur Av	Add new	West	--
E 180 St / Arthur Av	Add new	East	--
E 180 St / 3 Av	Add new	West	--
E 180 St / Bathgate Av	Add new	East	--
Webster Av / E 180 St	Add new	West	--
E 180 St / Webster Av	Add new	East	--
W Burnside / Grand Av	Remove	West	2
W Burnside / Grand Av	Remove	East	2
E Burnside / Morris Av	Remove	West	1
E Burnside / Morris Av	Remove	East	2
E 180 St / Washington Av	Remove	West	1
E 180 St / Washington Av	Remove	East	1
E 180 St / Prospect Av	Remove	West	2
E 180 St / Prospect Av	Remove	East	2
E 180 St / Crotona Pky	Remove	West	1
E 180 St / Mohegan Av	Remove	East	1
E Tremont Av / Leland Av	Remove	West	2
E Tremont Av / Thieriot Av	Remove	East	2
E Tremont Av / Opp Macy's	Remove	West	2
E Tremont Av / Dogwood Dr	Remove	East	2
E Tremont Av / Purdy St	Remove	West	2
E Tremont Av / Purdy St	Remove	East	1
E Tremont Av / Lurting Av	Remove	West	1
E Tremont Av / Saint Peters Av	Remove	East	2
E Tremont Av / Puritan Av	Remove	West	2
E Tremont Av / Puritan Av	Remove	East	1
E Tremont Av / Lafayette Av	Remove	West	1
E Tremont Av / Lafayette Av	Remove	East	1
E Tremont Av / Sampson Av	Remove	West	2
E Tremont Av / Sampson Av	Remove	East	2
W Burnside / University Av	Remove	West	2
E Burnside Av / Grand Concourse	Remove	West	1
E Tremont Av / Bronx River Av	Remove	East	1
E Tremont Av / Latting St	Remove	East	2



Bx40 Tremont Avenue/Burnside Avenue

Bx42 Throgs Neck-Westchester Square via Tremont Avenue

Proposal Summary

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor
- ✓ More frequent

We are proposing to improve crosstown service by simplifying the Bx40/42, Bx11, Bx35, and Bx36. By streamlining routes, reducing the number of turns, avoiding slow speed segments, and improving stop spacing, customers should see improved reliability and bus speed. The proposed Bx42 would no longer completely duplicate Bx40 service along the Tremont Avenue and Burnside Avenue corridors. Its western terminal would be changed to Westchester Square. Service west of Westchester Square would be provided by increased all-day frequency on the Bx40. In Throgs Neck, the route would provide coverage service to Balcom and Pennyfield Avenues via one single route instead of two (the proposed Bx40 would terminate at East Tremont and Harding Avenues -- see page 103). This would give customers along Balcom, Harding, and Pennyfield Avenues more reliable and more frequent service to the Westchester Square 6 station. We are working with NYCDOT to explore the feasibility of the proposed routing along Balcom Avenue. Currently, the Bx40 and Bx42 each have an all-day frequency of 20 minutes or better, which is 10 minutes or better where the routes overlap. Considering the shortening of the Bx42 to Westchester Square, we are proposing to improve the frequency of the Bx40 to 8 minutes or better all-day and the frequency of the Bx42 to 15 minutes or better all-day.

Stop Spacing Evaluation

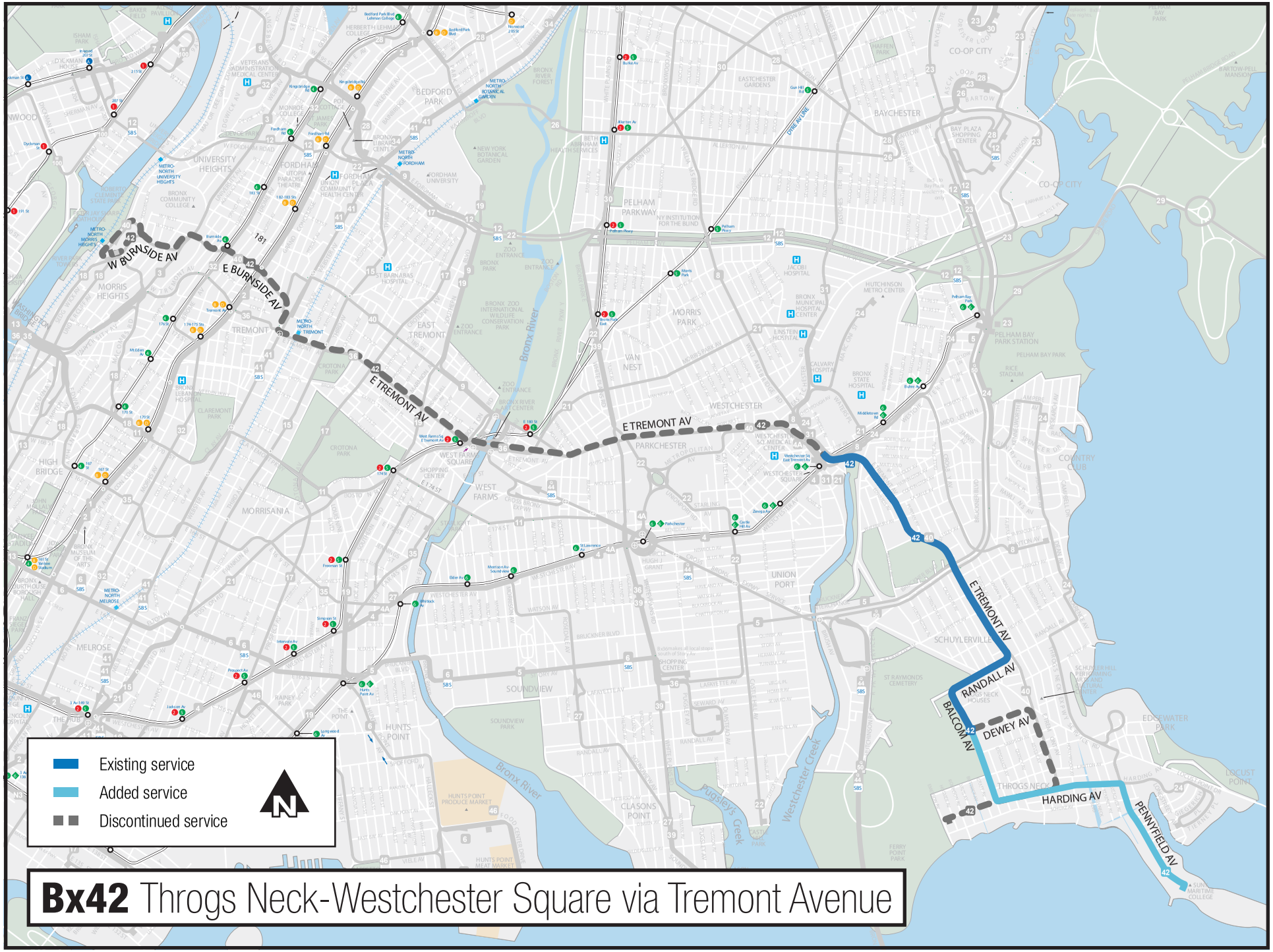
In its current alignment, the Bx42 has 118 total stops with an average stop spacing of 785 feet. Bx42 service will be discontinued at 84 stops due to the change in the alignment, while 18 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 13 of the 52 remaining stops. This will reduce the total number of stops on the route by 25 percent and improve stop spacing to an average of 1,136 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Balcom Av / Sampson Av	Add new	West	--
Balcom Av / Sampson Av	Add new	East	--
Harding Av / Balcom Av	Add new	West	--
Harding Av / Balcom Av	Add new	East	--
Harding Av / Calhoun Av	Add new	West	--
Harding Av / Calhoun Av	Add new	East	--
Harding Av / E Tremont Av	Add new	West	--
Harding Av / E Tremont Av	Add new	East	--
Harding Av / Throgs Neck Bl	Add new	West	--
Harding Av / Throgs Neck Bl	Add new	East	--
Pennyfield Av / Harding Av	Add new	West	--
Harding Av / Pennyfield Av	Add new	East	--
Pennyfield Av / Glennon Pl	Add new	West	--
Pennyfield Av / Glennon Pl	Add new	East	--

Bx42 Throgs Neck-Westchester Square via Tremont Avenue

Stop Spacing Evaluation, continued

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Pennyfield Av / Fearn Pl	Add new	West	--
Pennyfield Av / Geranium Pl	Add new	East	--
Pennyfield Av / Ft Schuyler Ent	Add new	West	--
Pennyfield Av / Ft Schuyler Ent	Add new	East	--
E Tremont Av / Puritan Av	Remove	West	2
E Tremont Av / Puritan Av	Remove	East	1
E Tremont Av / Lafayette Av	Remove	West	1
E Tremont Av / Lafayette Av	Remove	East	1
Balcom Av / Randall Av	Remove	West	2
Balcom Av / Randall Av	Remove	East	2
Pennyfield Av / Chaffee Av	Remove	West	1
Pennyfield Av / Chaffee Av	Remove	East	2
Pennyfield Av / Tierney Pl	Remove	West	1
Pennyfield Av / Tierney Pl	Remove	East	1
Pennyfield Av / Alan Pl	Remove	West	2
Pennyfield Av / Alan Pl	Remove	East	2
E Tremont Av / Latting St	Remove	East	2



Bx42 Throgs Neck-Westchester Square via Tremont Avenue

Bx41 Webster Avenue

Proposal Summary

We are not proposing any routing changes for the Bx41, considering the route is straight, direct, and connects to several important destinations and transfer points.

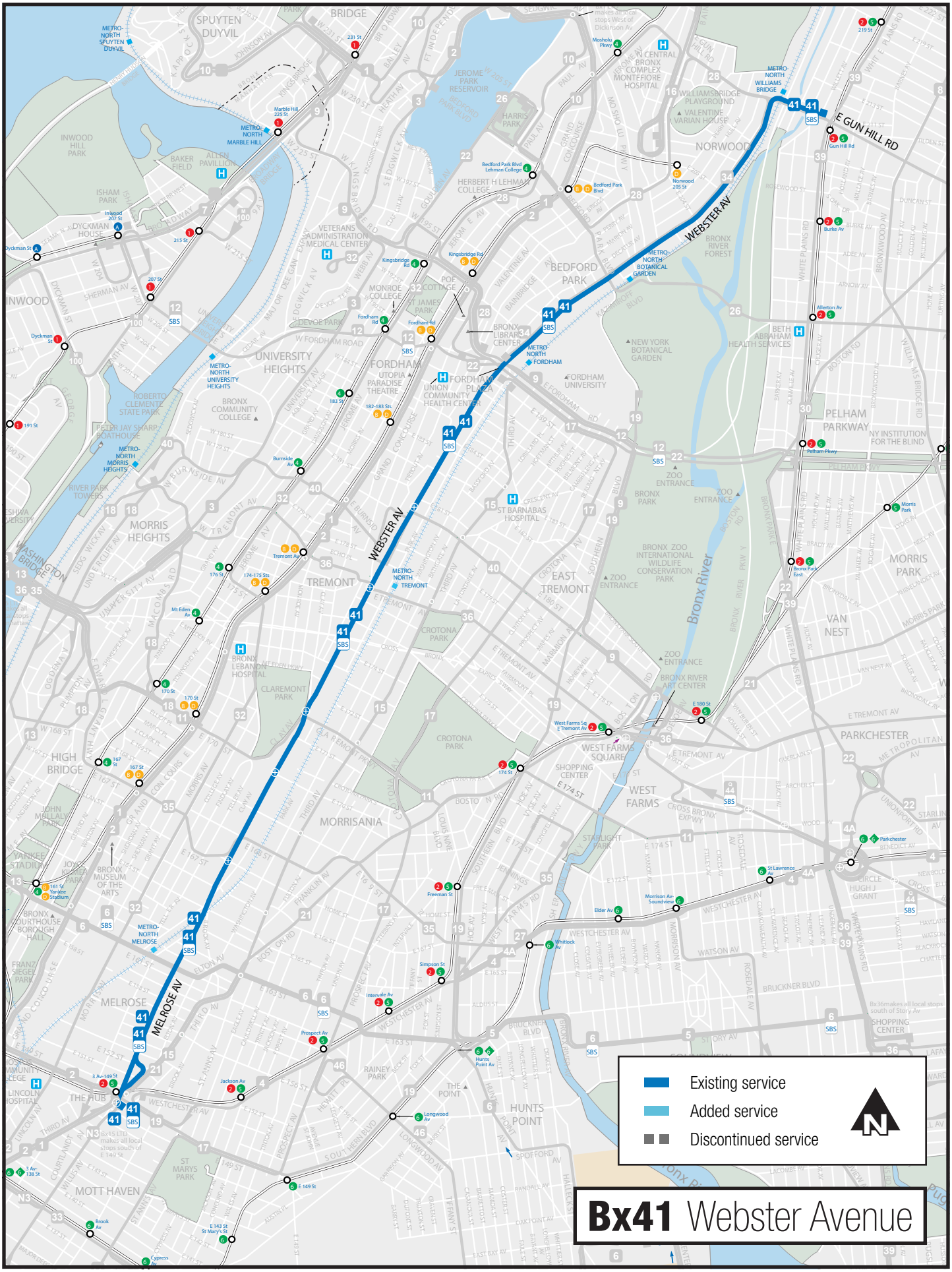
Route Improvements

- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

The Bx41 Local has 56 total stops with an average stop spacing of 993 feet. To improve reliability and bus speed on the route, we are proposing to remove 3 of the 56 stops. This will reduce the total number of stops on the route by five percent and improve stop spacing to an average of 1,118 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Melrose Av / E 158 St	Remove	North	2
Melrose Av / E 158 St	Remove	South	2
E Gun Hill Rd / Olinville Av	Remove	North	2


Existing service
Added service
Discontinued service
N
Bx41 Webster Avenue
WEBSTER AV
MELROSE AV
E GUN HILL RD
Bronx River

Bx41SBS Webster Avenue SBS

Proposal Summary

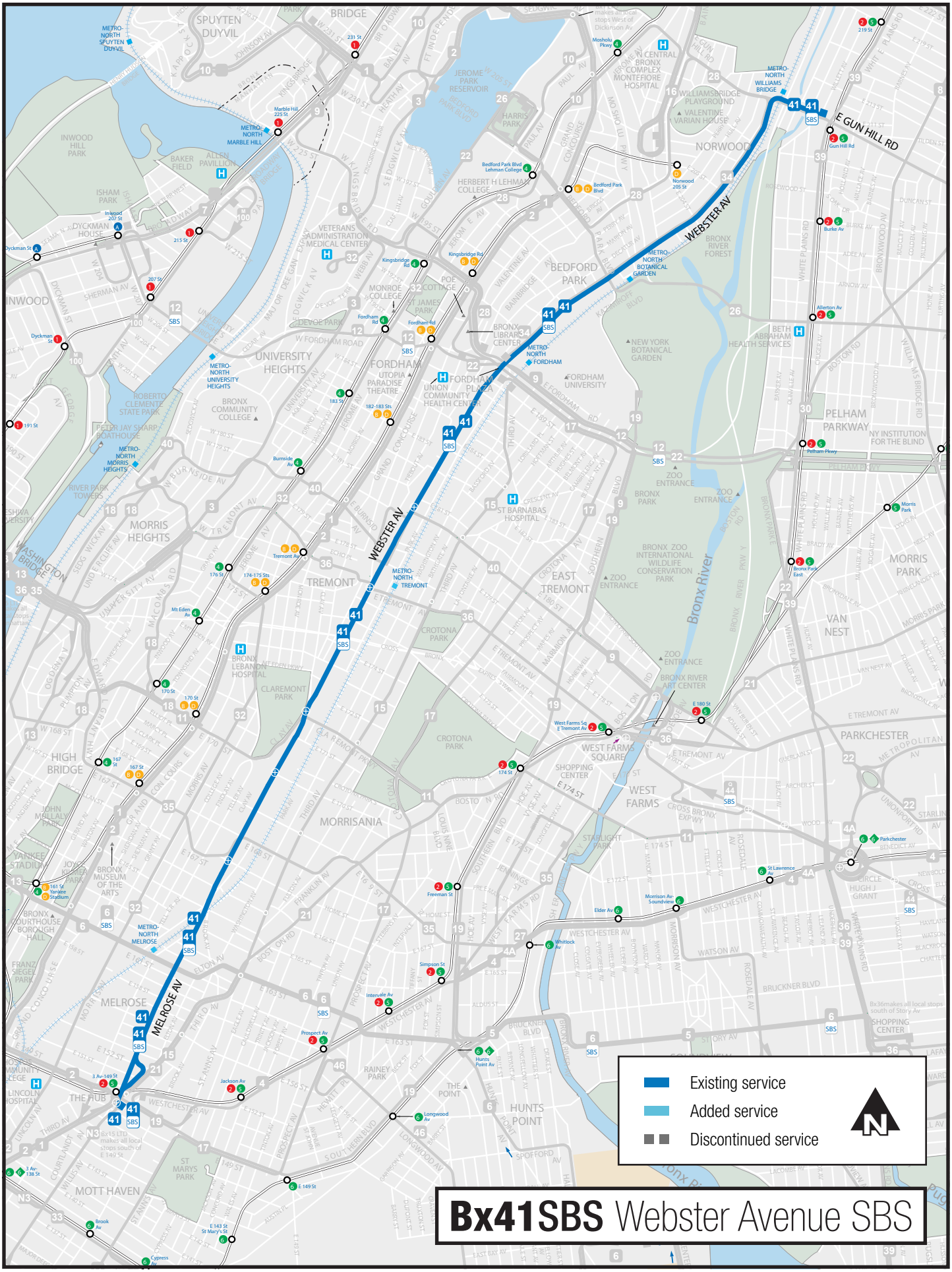
We are not proposing any routing changes for the Bx41 SBS, considering the route's directness and its connections to several important destinations and transfer points. Currently, the Bx41 SBS has a frequency of 12 minutes or better all-day. We are proposing to improve the frequency of the Bx41 SBS to 8 minutes or better all-day.

Route Improvements

- ✓ Bus Priority Study Corridor
- ✓ More frequent

Stop Spacing Evaluation

We are not proposing any stop removals for the Bx41 SBS.



Bx41SBS Webster Avenue SBS

Bx46 Hunts Point-Longwood

Proposal Summary

We are not proposing any routing changes for the Bx46 to maintain coverage in Hunts Point.

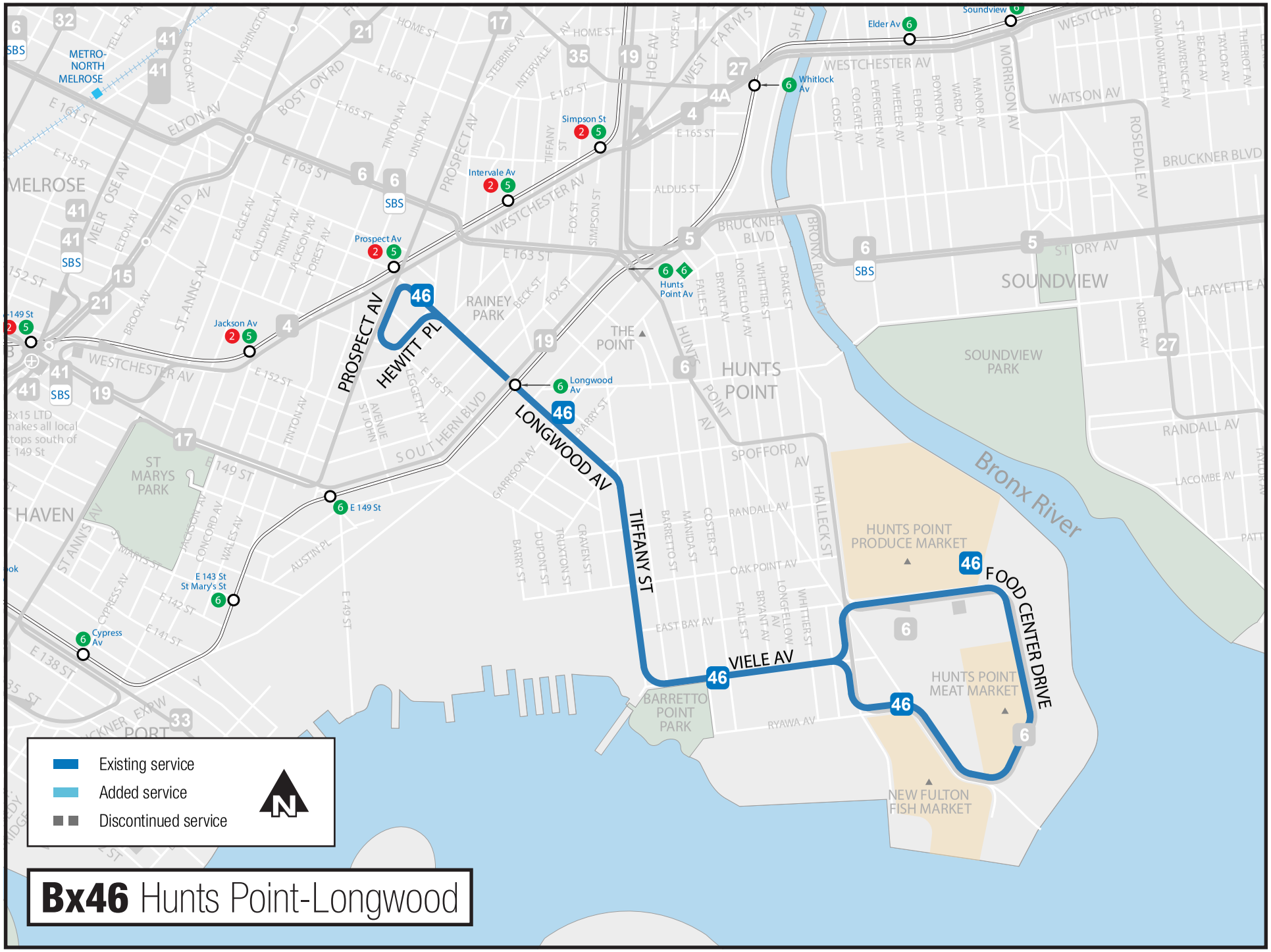
Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The Bx46 has 30 total stops with an average stop spacing of 1,075 feet. To improve reliability and bus speed on the route, we are proposing to remove 6 of the 30 stops. This will reduce the total number of stops on the route by 20 percent and improve stop spacing to an average of 1,249 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Longwood Av / Tiffany St	Remove	West	2
Longwood Av / Truxton St	Remove	East	2
Viele Av / Whittier Av	Remove	West	2
Viele Av / Whittier Av	Remove	East	2
Viele Av / Manida St	Remove	West	2
Viele Av / Manida St	Remove	East	2


Existing service
Added service
Discontinued service
N
Bx46 Hunts Point-Longwood
PROSPECT AV
HEWITT PL
LONGWOOD AV
TIFFANY ST
FOOD CENTER DRIVE
VIELE AV
Bronx River
METRO-NORTH MELROSE
MELROSE
WESTCHESTER AV
RAINEY PARK
THE POINT
HUNTS POINT
SOUNDVIEW
SOUNDVIEW PARK
ST MARYS PARK
HAVEN
HUNTS POINT PRODUCE MARKET
HUNTS POINT MEAT MARKET
BARRETTO POINT PARK
NEW FULTON FISH MARKET
Prospect Av
Intervale Av
Simpson St
Jackson Av
Longwood Av
Hunts Point Av
Whitlock Av
Elder Av
Soundview
E 149 St
E 143 St St Mary's St
Cypress Av

Q50LTD Flushing-Pelham Bay

Proposal Summary

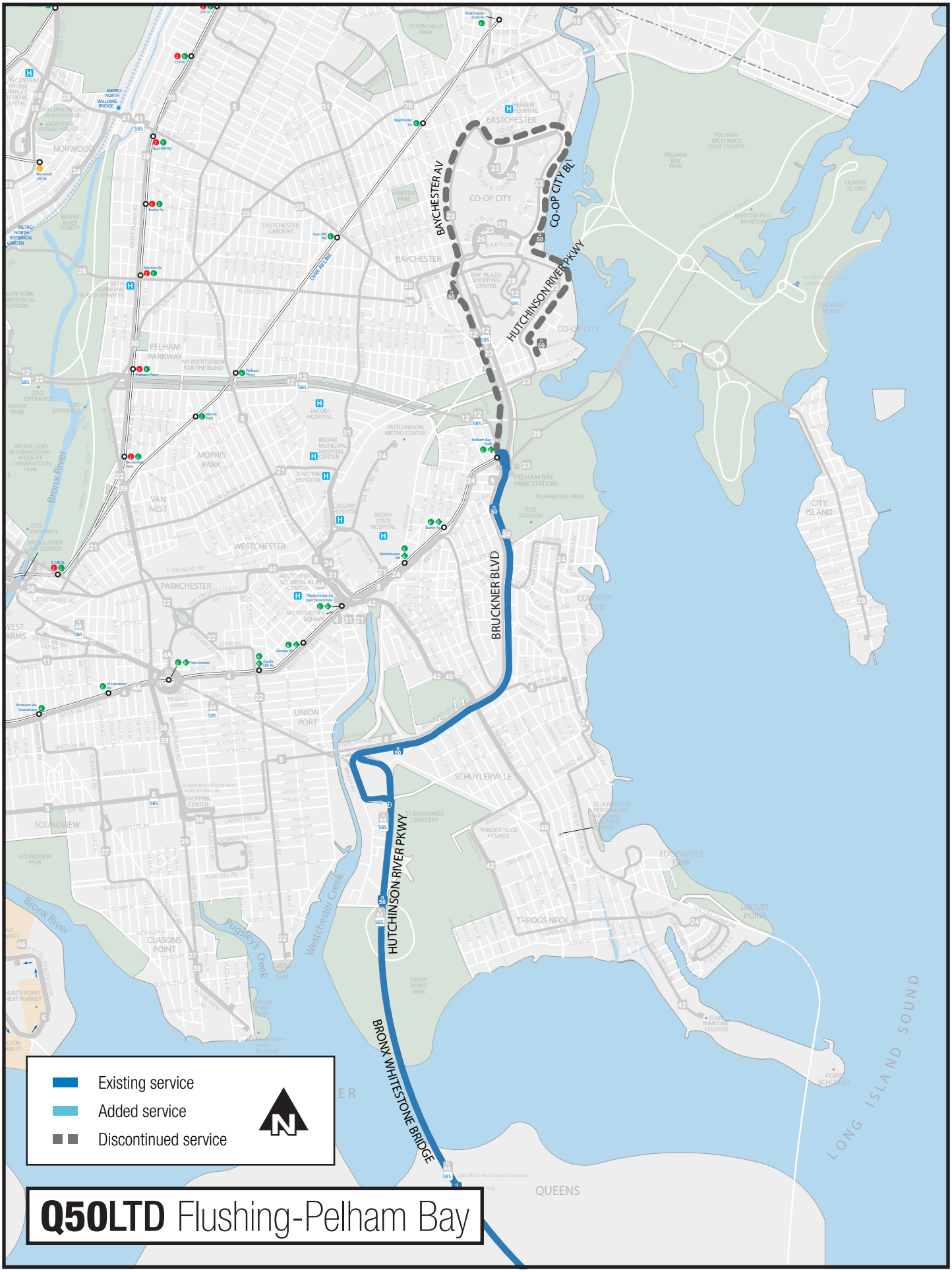
We are proposing to shorten the Q50 LTD, moving its northern terminal to the Pelham Bay Park 6 station. Service between Co-op City and Pelham Bay Park would be provided by an enhanced Bx23 with increased frequency. This is part of a Co-op City redesign in which the Bx23 would provide a connection to important transfer points such as Pelham Bay Park where customers could transfer to numerous other bus routes. Overall, this would provide more direct and less duplicative service for customers.

Route Improvements

- ✓ More direct
- ✓ Bus Priority Study Corridor

Stop Spacing Evaluation

No bus stops will be removed apart from those along the discontinued segment servicing Bay Plaza Shopping Center in Co-op City.


BAYCHESTER AV
CO-OP CITY BL
HUTCHINSON RIVER PKWY
BRUCKNER BLVD
HUTCHINSON RIVER PKWY
BRONX WHITESTONE BRIDGE
Existing service
Added service
Discontinued service
N
Q50LTD Flushing-Pelham Bay

M100 Broadway/Amsterdam Avenue

Proposal Summary

We are proposing to shorten the M100, moving its southern terminal to Amsterdam Avenue and West 125th Street. This would discontinue the segment of the existing route along 125th Street that is more congested and is the primary source of reliability issues along the entire route. The discontinued 125th Street segment of the route would continue to be covered by the M60 SBS and M101, and would also be covered by the new M125 route (see page 119).

Route Improvements

- ✓ Improved stop spacing
- ✓ More direct

Stop Spacing Evaluation

In its current alignment, the M100 has 110 total stops with an average stop spacing of 725 feet. M100 service will be discontinued at 27 stops due to the proposed change in alignment. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 17 of the 83 remaining stops. This will reduce the total number of stops on the route by 20 percent and improve stop spacing to an average of 952 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Amsterdam Av / W 140 St	Remove	North	2
Amsterdam Av / W 140 St	Remove	South	2
Broadway / W 173 St	Remove	North	2
Broadway / W 174 St	Remove	South	2
St Nicholas Av / W 165 St	Remove	North	2
W 166 St / St Nicholas Av	Remove	South	2
Broadway / W 189 St	Remove	North	1
Broadway / W 189 St	Remove	South	1
Amsterdam Av / W 129 St	Remove	North	1
Amsterdam Av / W 133 St	Remove	North	1
Broadway / W 183 St	Remove	North	2
Broadway / Arden St	Remove	North	2
Broadway / W 170 St	Remove	South	1
St Nicholas Av / W 162 St	Remove	South	1
Amsterdam Av / W 150 St	Remove	South	1
10 Av / W 204 St	Remove	South	1
Broadway / W 192 St	Remove	South	2
Broadway / W 185 St	Adjust	North	1


Existing service
Added service
Discontinued service
N
M100 Broadway/Amsterdam Avenue
BROADWAY
AMSTERDAM AV
DYCKMAN ST
TENTH AV
W 181 ST
MARTIN LUTHER KING BLVD
E 125 ST
HARLEM RIVER
WASHINGTON HEIGHTS
HARLEM
MORRIS HEIGHTS
HIGH BRIDGE
MORRISANIA
MELROSE
TREMONT
FORDHAM
UNIVERSITY HEIGHTS
MOTT HAVEN
INWOOD
THE HUB

M125 The Hub-Manhattanville via 125th Street

Proposal Summary

We propose a new route that serves the southern section of the current Bx15, which we are proposing to split in two (see page 54). The route would run from The Hub to Manhattanville via 125th Street. This new routing maintains a key interborough connection and could improve reliability since the route is shorter. We are proposing a frequency on the M125 of 8 minutes or better all-day.

Route Improvements

- ✓ More direct
- ✓ Improved stop spacing
- ✓ Bus Priority Study Corridor
- ✓ More frequent

Stop Spacing Evaluation

The new proposed M125 took over those bus stops of the Bx15 Local and Limited segment south of The Hub. Therefore, it has 49 total stops with an average stop spacing of 671 feet. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 7 of the 49 stops on the route. This will reduce the total number of stops on the route by 14 percent and improve stop spacing to an average of 872 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
‖ Willis Av / E 142 St	Remove	North	2
‖ Willis Av / E 142 St	Remove	South	1
‖ Willis Av / E 136 St	Remove	North	1
‖ E 138 St / Alexander Av	Remove	South	2
‖ Lincoln Av / E 136 St	Remove	South	2
‖ W 125 St / 12 Av	Remove	South	0
‖ 2 Av / E 126 St	Remove	South	1

M125 The Hub-Manhattanville via 125th Street

BxM1 Riverdale-East Midtown via 3 Av

Proposal Summary

We are not proposing any routing changes for the BxM1, which provides a direct connection between Riverdale and East Midtown.

Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The BxM1 has 57 total stops with an average stop spacing of 2,891 feet. To improve reliability and bus speed on the route, we are proposing to remove 1 of the 57 stops. This will reduce the total number of stops on the route by two percent and improve stop spacing to an average of 2,912 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
ll 5 Av / 96 St	Add new	South	--
ll 3 Av / E 64 St	Remove	North	2


W 261st St
Riverdale Ave
Woodlawn
Fieldston
Riverdale
Kappock St
Riverdale Ave
W 230th St
Johnson Ave
Norwood
Olinville
Bedford Park
Broadway
Dyckman St
Sedgwick Ave
Fordham
Belmont
University Heights
Washington Heights
Mount Hope
Major Deegan Expy
Mount Eden
East Tremont
Van Nest
West Farms
Harlem River Dr
High Bridge
Concourse
Claremont Village
Concourse Village
Morrisania
Hamilton Heights
Soundview
Melrose
Manhattanville
W 138th St
Longwood
Hunts Point
Morningside Heights
W 124th St
E 127th St
W 120th St
Mott Haven
Port Morris
Manhattan Valley
5th Ave
1st Ave
E 116th St
2nd Ave
Upper West Side
Carnegie Hill
3rd Ave
Yorkville
Lincoln Square
Lexington Ave
Astoria
Roosevelt Island
Ravenswood
Sutton Place
Clinton
Midtown
Turtle Bay
E 334th St
Midtown South
Tudor City
E 33rd St
Sunnyside Gardens
Woodside
Proposed routing
Proposed nonstop segment
Discontinued routing
Discontinued nonstop segment
N
BxM1 Riverdale-East Midtown via 3 Av

BxM2 Riverdale-West Midtown via 7 Av

Proposal Summary

Route Improvements

✓ More direct

We are proposing to streamline the BxM2 in an effort to avoid slow speeds and regular traffic delays on the Major Deegan Expressway. Service would be rerouted to operate via Inwood to the Henry Hudson Parkway, then to Riverside Drive to serve West Midtown. The proposed routing change will minimize the time the bus spends on local Manhattan streets that are heavily congested. Customers using stops south of W 72nd Street would have a faster trip as buses would operate on Riverside Drive to 79th Street, rather than traveling on the east side and traversing through Central Park. This routing change will require further coordination with NYCDOT prior to being possible for implementation.

Stop Spacing Evaluation

We are not proposing any stop removals for the BxM2.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
‖ Broadway / W 72 St	Add new	North	--

BxM2 Riverdale-West Midtown via 7 Av

BxM3 Yonkers-Midtown via 5 Av

Proposal Summary

We are not proposing any routing changes for the BxM3, which provides a direct connection between Yonkers, Riverdale, Kingsbridge, and Midtown.

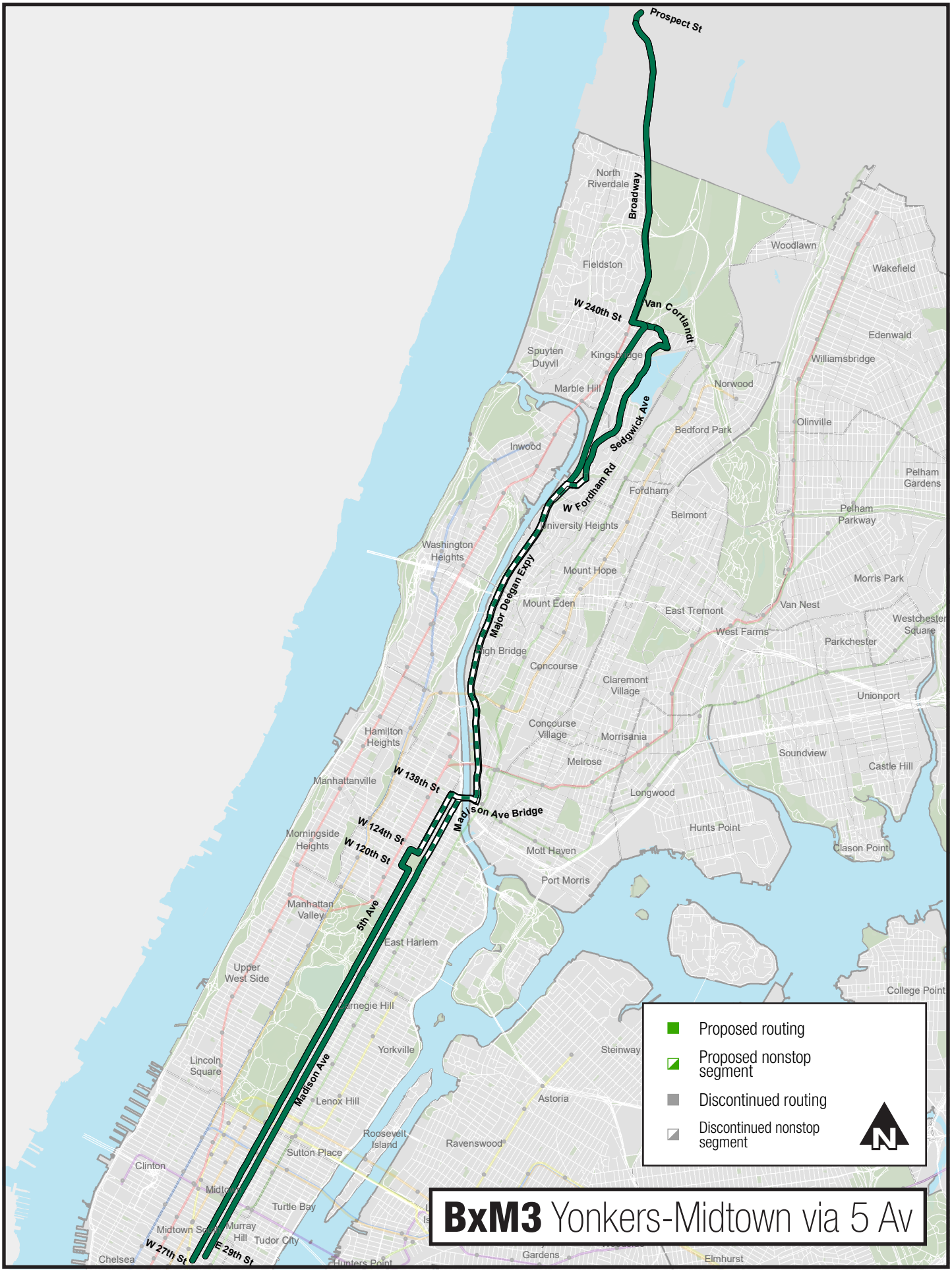
Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The BxM3 has 61 total stops with an average stop spacing of 2,799 feet. To improve reliability and bus speed on the route, we are proposing to remove 2 of the 61 stops. This will reduce the total number of stops on the route by three percent and improve stop spacing to an average of 2,834 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Sedgwick Av / Bailey Av	Remove	North	1
Sedgwick Av / Bailey Av	Remove	South	2


Prospect St
Broadway
North Riverdale
Fieldston
Woodlawn
Wakefield
W 240th St
Van Cortlandt
Edenwald
Spuyten Duyvil
Kingsbridge
Williamsbridge
Marble Hill
Norwood
Sedgwick Ave
Olinville
Bedford Park
Inwood
Pelham Gardens
W Fordham Rd
Fordham
Belmont
Pelham Parkway
University Heights
Washington Heights
Major Deegan Expy
Mount Hope
Morris Park
Mount Eden
East Tremont
Van Nest
West Farms
Westchester Square
Parkchester
Concourse
Claremont Village
Unionport
Concourse Village
Hamilton Heights
Morrisania
Soundview
Melrose
Castle Hill
Manhattanville
W 138th St
Longwood
Madison Ave Bridge
W 124th St
Hunts Point
Morningside Heights
W 120th St
Mott Haven
Clason Point
Port Morris
Manhattan Valley
5th Ave
East Harlem
Upper West Side
College Point
Carnegie Hill
Yorkville
Steinway
Lincoln Square
Madison Ave
Lenox Hill
Astoria
Roosevelt Island
Ravenswood
Sutton Place
Clinton
Midtown
Turtle Bay
Midtown South
Murray Hill
Tudor City
W 27th St
E 29th St
Chelsea
Hunters Point
Gardens
Elmhurst
Proposed routing
Proposed nonstop segment
Discontinued routing
Discontinued nonstop segment
N
BxM3 Yonkers-Midtown via 5 Av

BxM4 Woodlawn-Midtown via 5 Av

Proposal Summary

Route Improvements

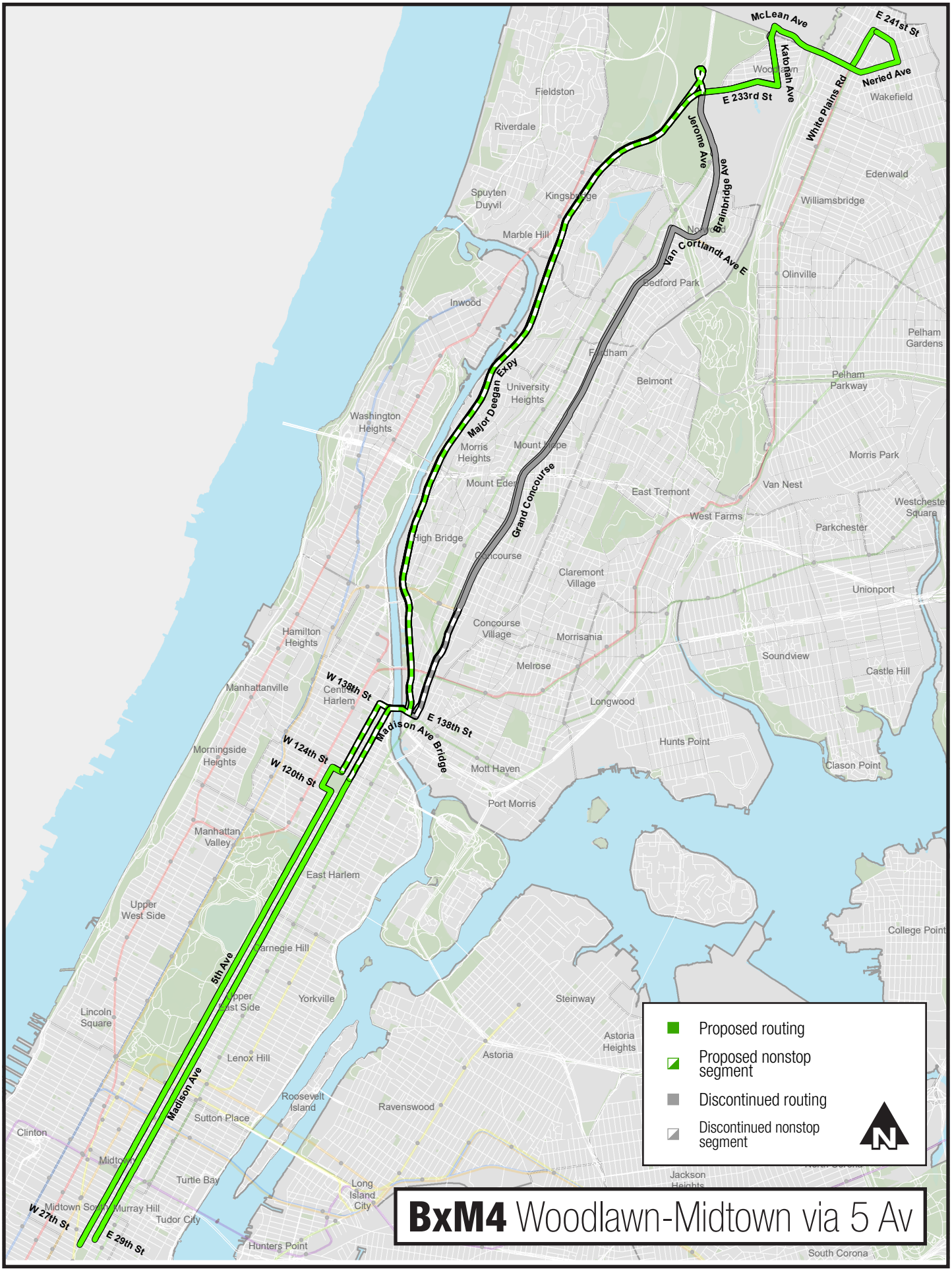
- ✓ Improved stop spacing
- ✓ More direct

We are proposing to extend the northern terminal further east to E 241st Street/White Plains Road where the current BxM11 terminates. Service along Bainbridge Avenue and Grand Concourse would be discontinued to remove service that duplicates the subway and to provide faster, more direct service. Service would operate during the peak-hour, peak-direction only. The proposed routing change will minimize the time the bus spends on local Manhattan streets that are heavily congested and improve travel time for customers.

Stop Spacing Evaluation

In its current alignment, the BxM4 has 62 total stops with an average stop spacing of 2,436 feet. BxM4 service will be discontinued at 30 stops due to the proposed change in alignment, while 11 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 2 of the 43 remaining stops. This will reduce the total number of stops on the route by five percent and improve stop spacing to an average of 4,160 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
McClean Av / E 241 St	Add new	North	--
McClean Av / Woodlawn Av	Add new	South	--
Nereid Av / Webster Av	Add new	North	--
Nereid Av / Webster Av	Add new	South	--
Nereid Av / Carpenter Av	Add new	North	--
Nereid Av / Carpenter Av	Add new	South	--
Nereid Av / White Plains Rd	Add new	North	--
White Plains Rd / Nereid Av	Add new	South	--
E 241 St / Cranford Av	Add new	North	--
E 241 St / Cranford Av	Add new	South	--
Nereid Av / Edson Av	Add new	North	--
Katonah Av / E 237 St	Remove	North	--
Katonah Av / E 237 St	Remove	South	--
Katonah Av / E 242 St	Adjust	North	--


McLean Ave
E 241st St
Katonah Ave
Nereid Ave
E 233rd St
White Plains Rd
Jerome Ave
Brainbridge Ave
Van Cortlandt Ave E
Major Deegan Expy
Grand Concourse
W 138th St
E 138th St
Madison Ave Bridge
W 124th St
W 120th St
5th Ave
Madison Ave
W 27th St
E 29th St
Fieldston
Riverdale
Spuyten Duyvil
Kingsbridge
Marble Hill
Inwood
Washington Heights
Morris Heights
Mount Eden
High Bridge
Concourse
Hamilton Heights
Manhattanville
Central Harlem
Morningside Heights
Manhattan Valley
East Harlem
Upper West Side
Carnegie Hill
Upper East Side
Yorkville
Lincoln Square
Lenox Hill
Roosevelt Island
Sutton Place
Clinton
Midtown
Turtle Bay
Midtown South
Murray Hill
Tudor City
Hunters Point
Long Island City
Ravenswood
Astoria
Steinway
Astoria Heights
Jackson Heights
College Point
Clason Point
Hunts Point
Mott Haven
Port Morris
Melrose
Concourse Village
Morrisania
Claremont Village
Longwood
Soundview
Castle Hill
Unionport
Westchester Square
Parkchester
West Farms
East Tremont
Van Nest
Morris Park
Pelham Parkway
Belmont
Fordham
University Heights
Mount Hope
Pelham Gardens
Bedford Park
Olinville
Williamsbridge
Edenwald
Wakefield
Woodlawn
Norwood
Proposed routing
Proposed nonstop segment
Discontinued routing
Discontinued nonstop segment
N
BxM4 Woodlawn-Midtown via 5 Av

BxM5* Wakefield-Midtown via 5 Av

Proposal Summary

We are proposing to reroute service to operate from E 233rd Street to Bronxwood Avenue. Service along White Plains Road would be discontinued to remove service that duplicates the subway and to provide faster, more direct service. The proposed routing would minimize the time the bus spends on local, more congested streets and would improve travel time for customers.

Route Improvements

- ✓ More direct

Stop Spacing Evaluation

We are not proposing any stop removals for the BxM5.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
Boston Rd / Allerton Av	Add new	North	--
Boston Rd / Allerton Av	Add new	South	--
Bronxwood Av / Burke Av	Add new	North	--
Bronxwood Av / Burke Av	Add new	South	--
Bronxwood Av / E Gun Hill Rd	Add new	North	--
Bronxwood Av / E Gun Hill Rd	Add new	South	--
Bronxwood Av / E 218 St	Add new	North	--
Bronxwood Av / E 218 St	Add new	South	--
Bronxwood Av / E 224 St	Add new	North	--
Bronxwood Av / E 224 St	Add new	South	--
Bronxwood Av / E 233 St	Add new	North	--
Bronxwood Av / E 232 St	Add new	South	--
E 233 St / White Plains Rd	Add new	North	--
E 233 St / White Plains Rd	Add new	South	--
E 233 St / Carpenter Av	Add new	North	--
E 233 St / Bronx Blvd	Add new	South	--

***formerly BxM11**


*formerly BxM11
E 241st St
Baychester Ave
Neried Ave
Woodlawn
Wakefield
Fieldston
Riverdale
E 233rd St
Edenwald
Spuyten Duyvil
Kingsbridge
Williamsbridge
Marble Hill
Norwood
White Plains Rd
Bronxwood Ave
Olinville
Bedford Park
Inwood
Pelham Gardens
Fordham
Boston Rd
Belmont
Pelham Parkway
University Heights
Washington Heights
Morris Heights
Mount Hope
Morris Park
Mount Eden
East Tremont
Van Nest
Westchester Square
West Farms
Parkchester
High Bridge
Concourse
Claremont Village
Bronx River Pkwy
Unionport
Concourse Village
Morrisania
Sheridan Expy
Bruckner Blvd
Soundview
Hamilton Heights
Melrose
Castle Hill
Manhattanville
Central Harlem
Longwood
Bruckner Expy
Hunts Point
Morningside Heights
E 124th St
E 125th St
Mott Haven
Clason Point
W 116th St
3rd Ave
2nd Ave
Port Morris
Robert F. Kennedy Bridge
Manhattan Valley
East Harlem
Upper West Side
College Point
5th Ave
Carnegie Hill
Upper East Side
Yorkville
Steinway
Lincoln Square
Astoria Heights
Lenox Hill
Astoria
Madison Ave
Roosevelt Island
Ravenswood
Sutton Place
Clinton
Midtown
Turtle Bay
Long Island City
Jackson Heights
Midtown South
Murray Hill
Tudor City
W 23rd St
E 29th St
Hunters Point
South Corona
Proposed routing
Proposed nonstop segment
Discontinued routing
Discontinued nonstop segment
N
BxM5 Wakefield-Midtown via 5 Av

BxM6 Parkchester-Midtown via 5 Av

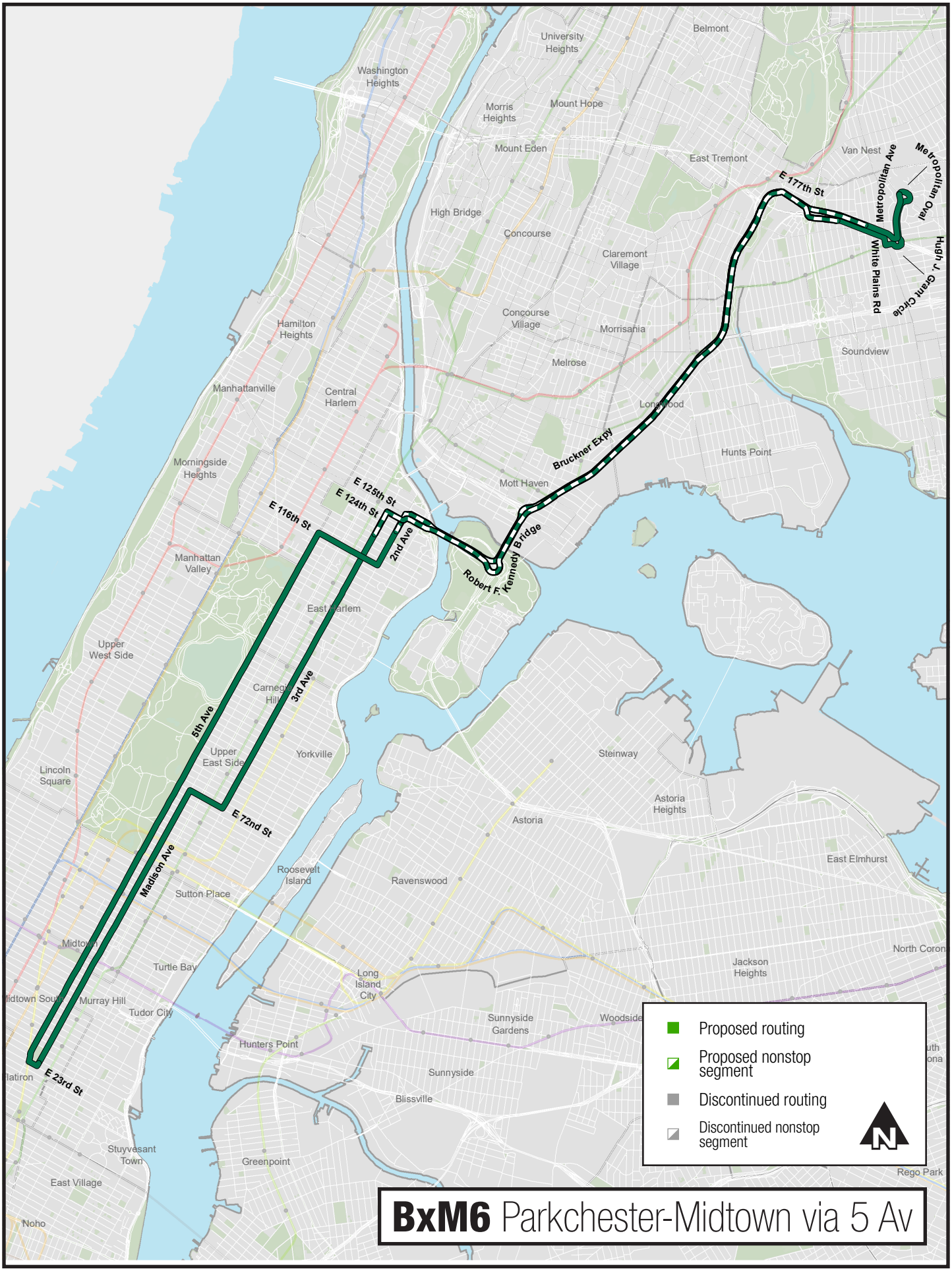
Proposal Summary

We are not proposing any routing changes for the BxM6, which provides a direct connection between Parkchester and Midtown. However, we are proposing to discontinue off-peak and weekend service and have a rerouted BxM10 provide services.

Stop Spacing Evaluation

We are not proposing any stop removals for the BxM6.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
3 Av / 96 St	Add new	North	--
5 Av / 96 St	Add new	South	--


Belmont
University Heights
Washington Heights
Morris Heights
Mount Hope
Mount Eden
East Tremont
Van Nest
Metropolitan Ave
Metropolitan Oval
E 177th St
High Bridge
Concourse
Claremont Village
White Plains Rd
Hugh J. Grant Circle
Concourse Village
Morrisania
Hamilton Heights
Soundview
Melrose
Manhattanville
Central Harlem
Longwood
Bruckner Expy
Hunts Point
Morningside Heights
Mott Haven
E 125th St
E 124th St
E 116th St
2nd Ave
Robert F. Kennedy Bridge
Manhattan Valley
East Harlem
Upper West Side
3rd Ave
5th Ave
Upper East Side
Yorkville
Lincoln Square
Steinway
Astoria Heights
E 72nd St
Astoria
Madison Ave
Roosevelt Island
Ravenswood
East Elmhurst
Sutton Place
Midtown
Turtle Bay
Jackson Heights
Long Island City
Murray Hill
Tudor City
Sunnyside Gardens
Woodside
Hunters Point
E 23rd St
Sunnyside
Blissville
Stuyvesant Town
Greenpoint
East Village
Noho
Rego Park
Proposed routing
Proposed nonstop segment
Discontinued routing
Discontinued nonstop segment
N
BxM6 Parkchester-Midtown via 5 Av

BxM7 Co-op City-Midtown via 5 Av

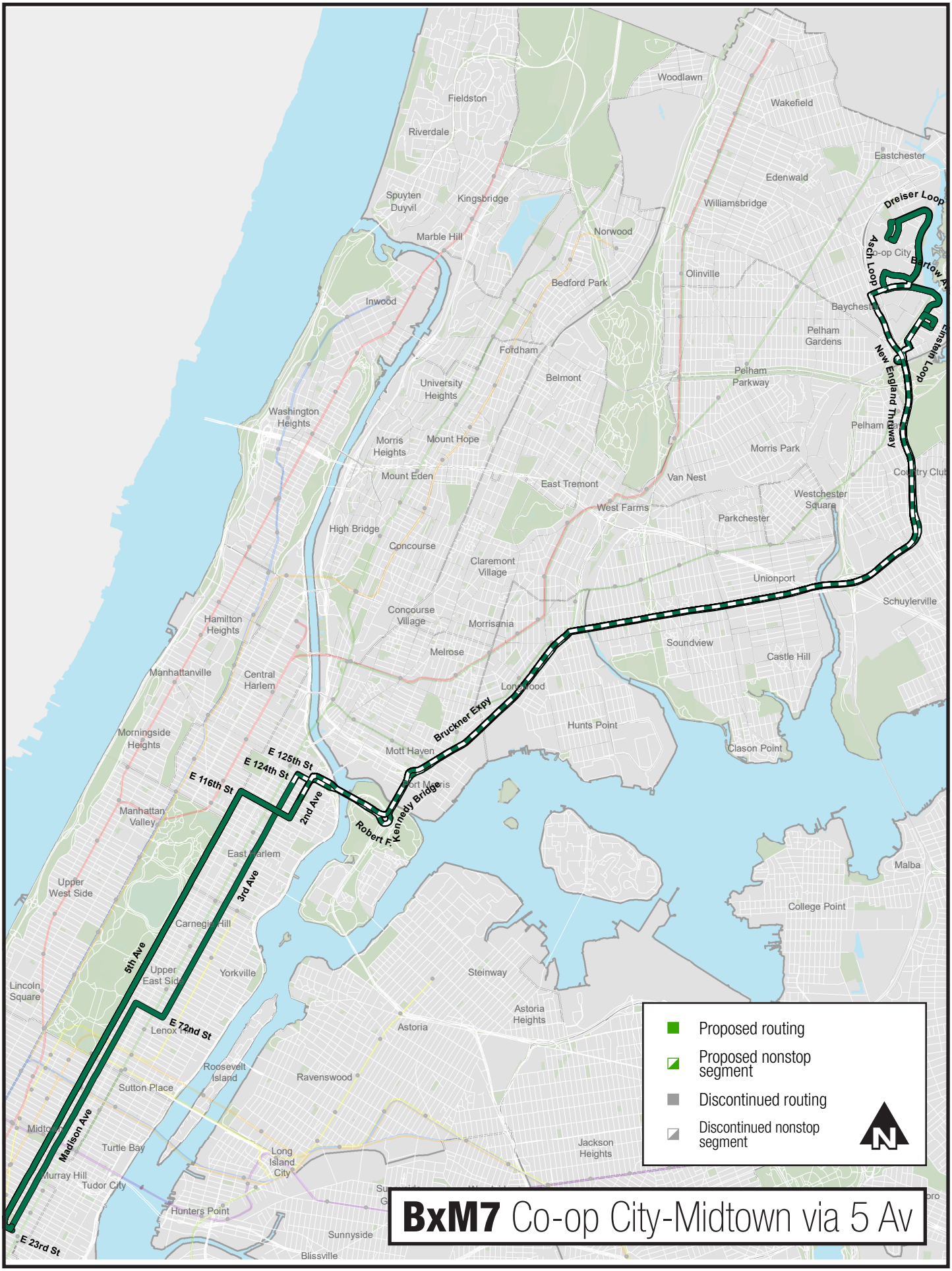
Proposal Summary

We are not proposing any routing changes for the BxM7, which provides a direct connection between Co-op City and Midtown.

Stop Spacing Evaluation

We are not proposing any stop removals for the BxM7.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
3 Av / 96 St	Add new	North	--
5 Av / 96 St	Add new	South	--



BxM7 Co-op City-Midtown via 5 Av

BxM8 City Island-Pelham Bay-Midtown via 5 Av

Proposal Summary

We are proposing to streamline the routing and discontinue service on Westchester Avenue, Crosby Avenue, and Jarvis Avenue for current City Island trips. The proposed routing would bypass the Westchester Avenue corridor which duplicates subway service and would minimize the time the bus spends on local, more congested streets. It would provide City Island customers with a faster, more direct connection to Midtown.

Route Improvements

- ✓ Improved stop spacing
- ✓ More direct

Stop Spacing Evaluation

In its current alignment, the BxM8 has 43 total stops with an average stop spacing of 5,096 feet. BxM8 service will be discontinued at 5 stops due to the proposed change in alignment, while 2 new stops will be added. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 5 of the 40 remaining stops. This will reduce the total number of stops on the route by 13 percent and improve stop spacing to an average of 5,951 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
3 Av / 96 St	Add new	North	--
5 Av / 96 St	Add new	South	--
City Island Av / Ditmars St	Remove	North	2.74
City Island Av / Ditmars St	Remove	South	2.35
City Island Av / Winters St	Remove	North	2.88
City Island Av / Winters St	Remove	South	3.21
City Island Av / Pilot St	Remove	North	2.63
City Island Av / Pilot St	Remove	South	2.17
Bruckner Bl / Connell Pl	Remove	North	2.94


Proposed routing
Proposed nonstop segment
Discontinued routing
Discontinued nonstop segment
N
BxM8 City Island-Pelham Bay-Midtown via 5 Av

BxM9 Throgs Neck-Midtown via 5 Av

Proposal Summary

We are not proposing any routing changes for the BxM9, which provides a direct connection between Throgs Neck and Midtown.

Route Improvements

✓ Improved stop spacing

Stop Spacing Evaluation

The BxM9 has 39 total stops with an average stop spacing of 4,467 feet. To improve reliability and bus speed on the route, we are proposing to remove 6 of the 39 stops. Due to the addition of new stops, the total number of stops on the route will decrease by five percent and improve stop spacing to an average of 4,706 feet.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
E Tremont / Schley Av	Add new	North	--
E Tremont / Schley Av	Add new	South	--
3 Av / 96 St	Add new	North	--
5 Av / 96 St	Add new	South	--
E Tremont Av / Roosevelt Av	Remove	North	2
Randall Av / E Tremont Av	Remove	South	2
E Tremont Av / Cross Bronx Exp	Remove	North	2
E Tremont Av / Dewey Av	Remove	South	3
E Tremont Av / Miles Av	Remove	North	2
E Tremont Av / Miles Av	Remove	South	2


Proposed routing
Proposed nonstop segment
Discontinued routing
Discontinued nonstop segment
N
BxM9 Throgs Neck-Midtown via 5 Av

BxM10 Williamsbridge/Morris Park-Midtown via 5 Av

Proposal Summary

We are proposing to reroute off-peak and weekend service on the BxM10. The proposed routing would operate via Hugh J. Grant Circle to serve current BxM6 customers that will no longer have off-peak and weekend service. The proposed routing change and consolidation of BxM6 and BxM10 off-peak and weekend service will save express bus resources by combining express routes that provide similar service and are low performing.

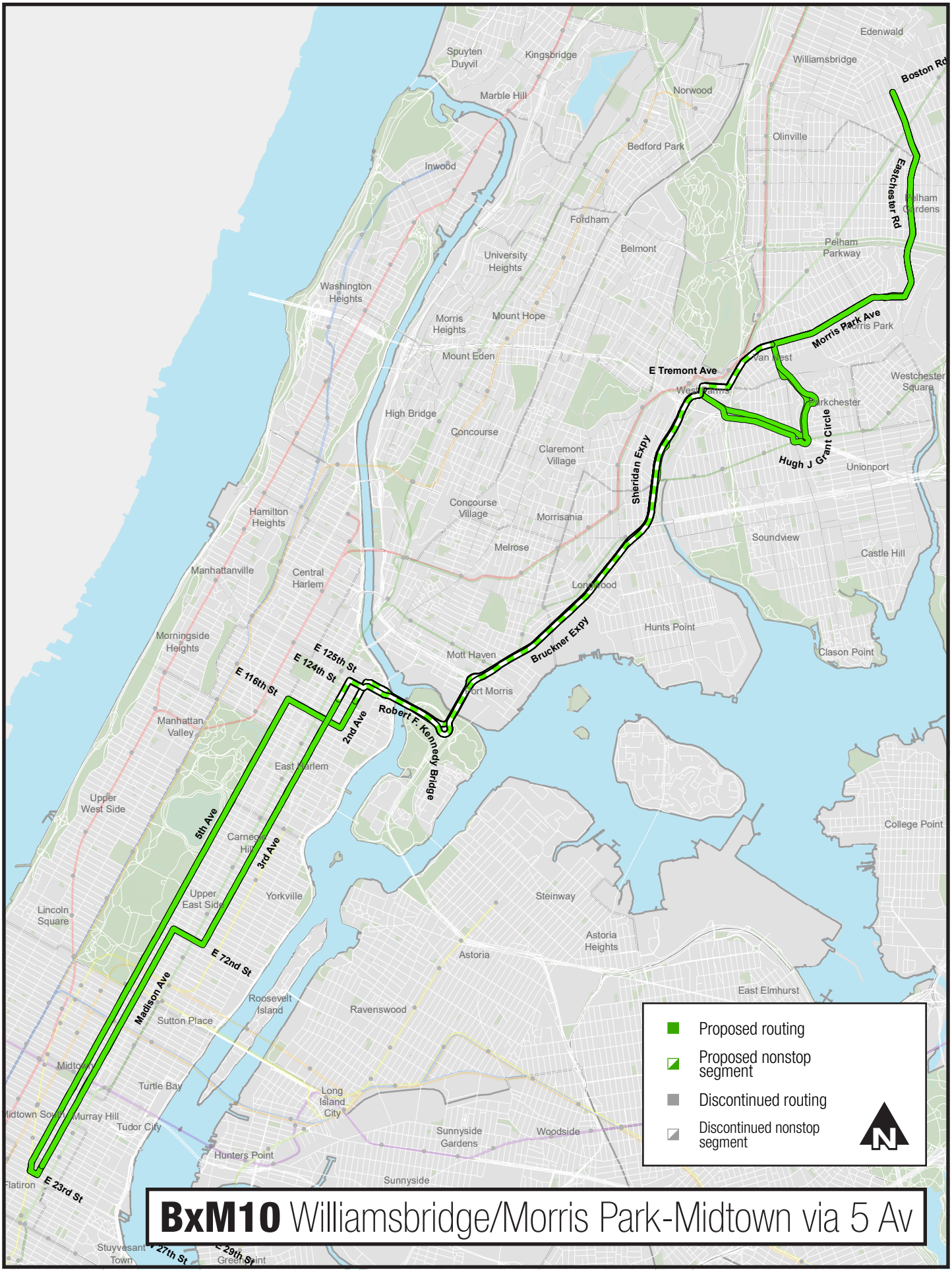
Route Improvements

- ✓ Improved stop spacing
- ✓ More direct

Stop Spacing Evaluation

The BxM10 has 38 total stops with an average stop spacing of 4,156 feet. To improve reliability and bus speed on the proposed route alignment, we are proposing to remove 3 of the 38 stops on the route. Due to the addition of new off-peak stops, there will be no change in average stop spacing for this route.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)	
3 Av / 96 St	Add new	North	--	
5 Av / 96 St	Add new	South	--	
Cross Bx Svc Rd / Rosedale Av	Add new	North	--	off-peak only
Cross Bx Svc Rd / Commonwealth Av	Add new	South	--	
Metropolitan Av / Benedict Av	Add new	North	--	
Hugh Grant Cir / Metropolitan Av	Add new	South	--	
Aileen Ryan Oval / Metropolitan Av	Add new	North	--	
Metropolitan Av / Wood Rd	Add new	South	--	
Unionport Rd / E Tremont Av	Add new	North	--	
Unionport Rd / E Tremont Av	Add new	South	--	
White Plains Rd / Morris Pk Av	Add new	South	--	
Morris Pk Av / Adams St	Remove	North	--	
Morris Pk Av / White Plains Rd	Remove	South	5	
Morris Pk Av / E 180 St	Remove	South	7	



BxM10 Williamsbridge/Morris Park-Midtown via 5 Av

BxM17 Co-op City Downtown via Water St

Proposal Summary

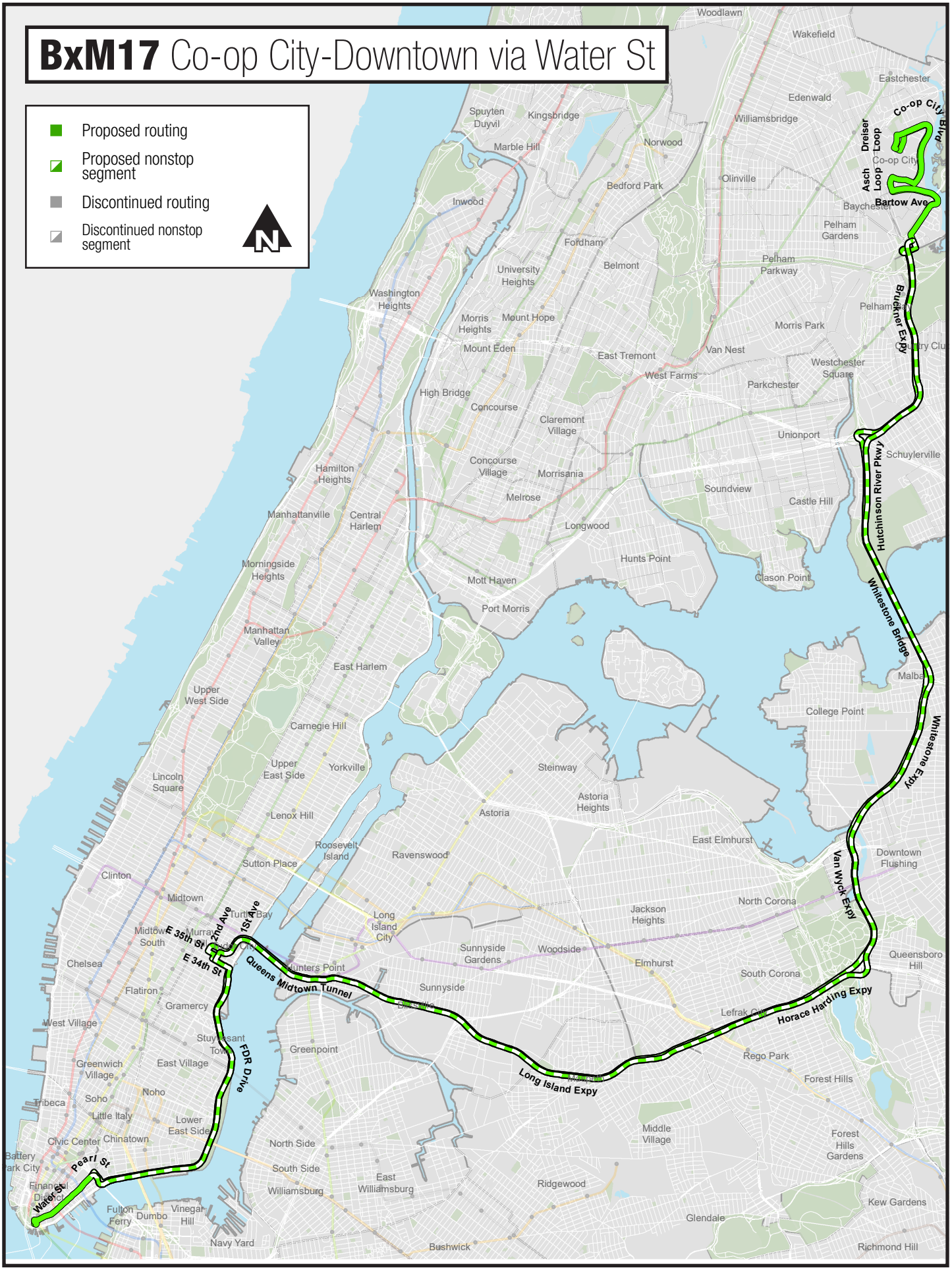
We are proposing a new route, the BxM17, which would provide a direct connection between Co-op City and Downtown. The proposed express route would avoid local Manhattan congested streets by traveling via the Whitestone Bridge and Long Island Expressway.

Stop Spacing Evaluation

We are not proposing any stop removals given the BxM17 is a new proposed route.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
South Ferry Term / South Ferry Term	Add new	North	--
South Ferry Term / South Ferry Term	Add new	South	--
Water St / Broad St	Add new	North	--
Water St / Broad St	Add new	South	--
Water St / Wall St	Add new	North	--
Water St / Gouverneur Ln	Add new	South	--
Pearl St / Fulton St	Add new	North	--
Pearl St / Fulton St	Add new	South	--
Pearl St / Peck Slip	Add new	North	--
Pearl St / Frankfort St	Add new	South	--
Palmer Av / Stillwell Av	Add new	North	--
Palmer Av / Hutchinson Rvr Pky E	Add new	South	--
Einstein Loop / Elgar Pl	Add new	North	--
Einstein Loop / Elgar Pl	Add new	South	--
Bartow Av / Co-op City Bl	Add new	North	--
Bartow Av / Co-op City Bl	Add new	South	--
Alcott Pl / Asch Loop	Add new	North	--
Asch Loop / Alcott Pl	Add new	South	--
Co-op City Bl / Bellamy Loop N	Add new	North	--
Co-op City Bl / Bellamy Loop N	Add new	South	--
Co-op City Bl / Carver Loop #1	Add new	North	--
Co-op City Bl / Carver Loop #2	Add new	South	--
Dreiser Loop / Defoe Pl	Add new	North	--
Dreiser Loop / Defoe Pl	Add new	South	--

BxM17 Co-op City-Downtown via Water St



BxM18 Riverdale-Downtown via West Side Highway

Proposal Summary

Route Improvements

- ✓ Improved stop spacing
- ✓ More direct

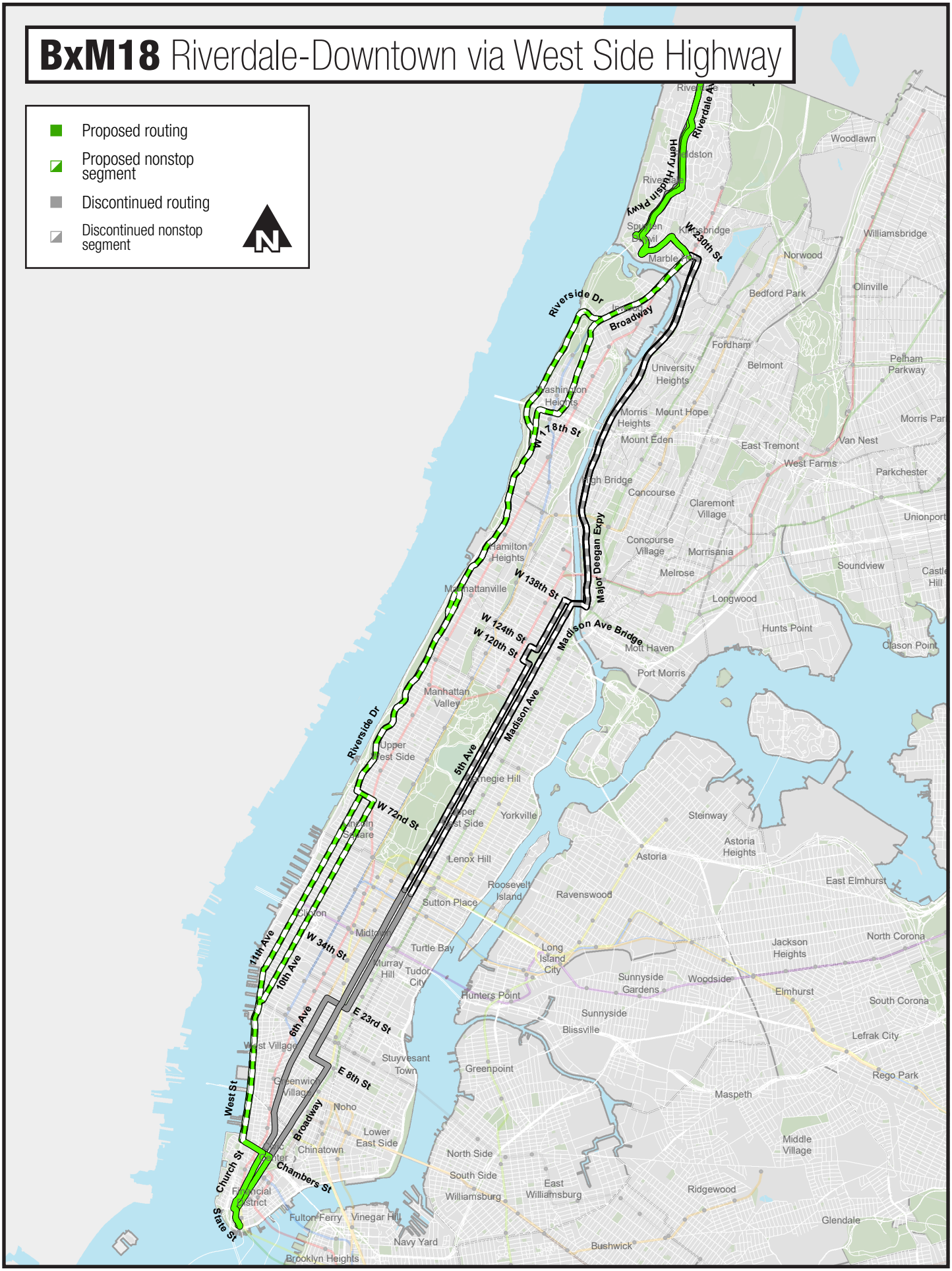
We are proposing to streamline the BxM18 in an effort to avoid slow speeds and regular traffic delays on the Major Deegan Expressway. Service would be rerouted to operate via Inwood to the Henry Hudson Parkway, then to Riverside Drive to serve Hudson Yards and Downtown. The proposed routing change will provide Riverdale and Inwood customers with new direct service to Hudson Yards and will minimize the time the bus spends on local Manhattan streets that are heavily congested. This routing change will require further coordination with NYCDOT prior to being possible for implementation.

Stop Spacing Evaluation

We are not proposing any stop removals for the BxM18.

STOP PAIR	PROPOSAL	DIRECTION	ADDED WALK (MIN.)
South Ferry Term / South Ferry Term	Add new	North	--
South Ferry Term / South Ferry Term	Add new	South	--
Chambers St / Greenwich St	Add new	North	--
Chambers St / Greenwich St	Add new	South	--
W 34 St / Hudson Blvd E	Add new	North	--
11 Av / W 33 St	Add new	South	--
Broadway / Dyckman St	Add new	North	--
Broadway / Academy	Add new	South	--
Broadway / W 207 St	Add new	North	--
Broadway / W 207 St	Add new	South	--
Broadway / W 219 St	Add new	North	--
Broadway / W 220 St	Add new	South	--
Broadway / W 225 St	Add new	North	--
Broadway / W 225 St	Add new	South	--
10 Av / W 31 St	Add new	North	--
11 Av / W 23 St	Add new	South	--

BxM18 Riverdale-Downtown via West Side Highway



GLOSSARY OF TERMS

Accessibility – a service, vehicle, or facility is accessible if it is in compliance with the ADA, or in general (nonlegal) terms, if it is readily usable by persons with disabilities.

ADA – the American with Disabilities Act of 1990, which applied to public transit, requires that transit providers must follow regulations ensuring that services, vehicles, and facilities are accessible to and usable by individuals with disabilities. See: **accessibility**

BRT – Bus Rapid Transit. BRT systems strive to bring faster, more reliable, and quality bus service to high ridership corridors by combining amenities of rail-based rapid transit systems with the flexibility of buses. New York City Transit's implementation of BRT is Select Bus Service, which improves speed and reliability through dedicated bus lanes, off-board fare payment, stop spacing, and transit signal priority.

Boarding – entering or getting onto a bus, train, or other mode of transit.

Bus lane – a lane of the roadway dedicated exclusively to bus movement.

Bus network – a collection of bus routes, including the physical paths they take as well as their scheduled frequencies and spans of service. Essentially, where buses travel, when buses travel, and how often buses travel.

Bus priority – any number of techniques or tools that enable bus transit to take precedence over other modes of surface transportation in traffic. For example, with transit signal priority (TSP), traffic lights can change more quickly from red to green or a green light can be held longer if a bus is approaching.

Bus stop balancing – improving stop spacing through removing and adjusting (moving) bus stops so that buses can travel more quickly along their routes. The thought process behind bus stop balancing is that buses currently stop too frequently; improvements in overall travel time and reliability will outweigh small increases in the time spent walking to bus stops.

Bus Time Pole Signs – real-time passenger information (RTPI) signs resembling standard bus stop lollipops that are digitized and provide bus arrival time information.

CJTP – Customer Journey Time Performance. The percentage of customers whose journeys (trips) are completed within five minutes of the scheduled time. CJTP considers both how long customers wait at the bus stop beyond what they would have if their bus arrived on time, as well as how long customers spend on the bus beyond what they would have if the bus completed its trip in the time allotted in the schedule.

Corridor – one or more roadways that connect to provide continuous travel. For example, Fordham Road and Pelham Parkway combine to form an east-west corridor in the Bronx.

Coverage service – bus service that operates at a minimum of every 30 minutes.

Crosstown – bus service operating primarily in an east-west travel pattern as opposed to a north-south pattern.

Express bus service – bus service focused specifically on transporting commuters between Manhattan and the outer boroughs. Express bus routes typically have a series of pick-up locations in one borough and a series of drop-off locations in the other, between which is an express segment¬. The bus does not stop throughout the express segment, which is generally on a highway.

Fast Forward Plan – New York City Transit's 2018 strategic plan to modernize transit in New York City.

Frequency – the rate at which buses run along a specific route. See: **headway**

Grid route – routes that operate through multiple neighborhoods with customers boarding and alighting throughout the length of the route. Grid routes constitute more than eighty percent of New York City Transit's local bus routes.

Headway – the scheduled interval of time between buses running along a specific route. See: **frequency**

Limited bus service – operates on the same routes served by local bus service, but makes fewer stops to travel the length of the route more quickly.

Local bus service – the most commonly provided bus service. Local bus service—in contrast to limited bus service—makes all stops along a route.

Low-performing – as it pertains to reducing service, low-performing routes are those that score lower in measures of productivity and ridership.

Market Analysis – a study of all the characteristics of a specific area, such as: Who lives in the Bronx? Where in the Bronx do they live? Where do they work? How do they get there? If not for work or home, why do people visit the Bronx and where do they go? What will the Bronx look like in 20 years? See: **Service Analysis**

MetroCard – the Metropolitan Transit Authority's predominant fare payment method.

Network-level – in contrast with route-level, network-level improvements pertain to the Bronx Bus Network as a whole, rather than any individual route.

NYCDOT – New York City Department of Transportation

OMNY – the MTA's new contactless fare payment system. Customers can use contactless debit and credit cards, as well as smart devices, to pay their fare. Full rollout of OMNY throughout the entire subway system and on all bus routes is expected by late 2020.

Peak – the times during which commuter demand is heaviest and typically when the most service is provided. The morning peak period is weekdays between 7:00 A.M. and 9:00 A.M. The afternoon peak period is weekdays between 4:00 P.M. and 7:00 P.M.

Productivity – the measure of ridership given the level of service provided. Bus routes are more productive when they attract more riders per unit of time that they are in service.

Queue jump – queue jump lanes give buses priority at signalized intersections by providing buses the space (a dedicated lane) and time (a bus-specific, early green light) to enter traffic flow ahead of other vehicles.

Reliability – service reliability constitutes buses arriving at stops on time and at regular intervals, as well as customers completing their journey in the scheduled time frame. Our reliability metrics include measures of passenger wait times, on-time performance, and customer journey time performance at the borough-wide and route levels.

Ridership – the total number of customers using a specific route or the bus system generally.

Route-level – in contrast with network-level, route-level improvements pertain to individual bus routes rather than the entire Bronx Bus Network.

SBS – Select Bus Service. New York City Transit's branded implementation of BRT (Bus Rapid Transit).

Service Analysis – a study of the bus service delivered by NYCT and MTA Bus Company within the a specific area and how the service supports the Bronx's residents, workers, and visitors. It also examines how the existing service compares with standards for bus service.
See: **Market Analysis**

Span – the time period throughout the day that a route is in service.

Stop spacing – the average traveled distance between bus stops along a route.

TNC – Transportation Network Company. Also known as ride-hailing service companies. TNC customers hail for-hire vehicles using mobile apps associated with various TNCs. Companies with a significant presence in New York City include Uber, Lyft, Juno, and Via.

Traffic signal improvements – See: **bus priority**

TSP – Traffic Signal Priority. See: **bus priority**

Wait assessment – a measure of how evenly buses are spaced. It is defined as the percentage of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (6am-9am) and afternoon (4pm-7pm) peak periods, and no more than five minutes over the scheduled interval for the rest of the day.

Vision Zero – the City of New York's plan to end traffic fatalities and injuries in New York City.