

Bronx Local Bus Network Redesign Fact Sheet

13 route changes and 2 new routes		Extensions	New Connections
Bx4A	Bx30	Bx11 to Parkchester from Crotona Park East	Bx25 from Northern Co-op City to Bedford Park
Bx11	Bx35		
Bx15	Bx36	Bx18 to Highbridge from Morris Heights and Mt Eden	Bx30 to Boston Rd
Bx18	Bx40		
Bx24	Bx42		
Bx25 (new)	Q50 Ltd	Bx35 to West Farms Road, Jennings Street, and Bryant Avenue, from Morrisania	Bx40/42 to E 180 St 2/5 ADA accessible station
Bx29	M100		
	M125 (new)		

Bus Stop Balancing

Approximately 375 bus stops removed and spacing increased from an average of 800 feet to 1,000 feet between bus stops

- New York City has the shortest distance between its bus stops of any major city, with an average of 800 feet between stops, compared to 1,000 to 1,680 feet which is the international average.
- Each stop removed saves 20 seconds in travel time
- Maintained stops with heavy ridership, those which provide key connections and those serving community facilities

Central Bronx

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

Soundview & Parkchester

- Bx4A to terminate at Gladstone Square
- Increase combined weekday frequency to 8 minutes or better all-day

Northeast Bronx

- New Bx25 to northern Co-op City Bx30 will provide new service via Boston Road
- Bx29 discontinued between Co-op City and Pelham Bay Park 6 station with new overnight service

- Q50 Ltd will operate between Pelham Bay Park 6 station and Co-op City during peak periods only
- Bx23 service increased, replacing Bx29 & Q50 Ltd service during midday & weekends in Co-op City
- Bx24 streamlined to no longer serve short, meandering segment within Country Club

125th Street

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

Bronx Local Bus Network Redesign Timeline

- Published Existing Conditions Report February 2019
- Published Draft Plan May 2019
- Published Final Plan October 2019
- Public Hearing February 2020
- COVID-19 Pause: March 2020 – August 2021
- Restarted with joint public announcement with NYC DOT – August 2021
- Presented Restart to Elected Officials, Bus Turnaround Coalition – September 2021
- Presented Restart to Joint Bronx Borough Board and Borough Service Cabinet and offered presentations to all Bronx and Northern Manhattan Community Boards – September 2021
- Announced final public meeting and key changes to the Proposed Final Plan – October 2021
- Held final public meeting on Nov. 9 2021. Published Final Plan Addendum November 2021
- MTA Board Adopts Final Plan December 15, 2021
- Briefed recently elected Bronx officials including city council members and Bronx Borough President Gibson – February/March 2022
- Public Outreach on Final Plan Begins: Bus stop signage, social media engagement, onboard announcements, digital screen messages on buses and throughout subway system, online resources such as the trip planning tool, route profiles, new schedules, route-specific brochures, borough-wide map, etc.
- Customer assistance program launched Sunday, June 12, 2022 and continues through launch for two weeks.
- Launch – Sunday, June 26, 2022

