Fast Forward: Bronx Bus Network Redesign Final Plan

November 13, 2019

Post-Draft Plan Update

Outreach Summary

200	✓Subway stations with digital screens ran digital messages systemwide at time of posting
50	✓Social media posts promoting the Bronx Bus Network Redesign
13	✓On-street engagement events in the Bronx and Upper Manhattan in July and August
11	✓Community Board presentations in the Bronx and Manhattan
9	✓Open Houses in the Bronx (8) and Upper Manhattan (1)
6	✓Workshops to introduce the project
3	✓Videos of our presentations to the Joint Borough Service Cabinet/Borough Board available on Bronxnet.org
2	✓Fast Forward Community Conversations
1	✓Update to the public timeline with explanation to support transparency
✓	✓Met with all stakeholders who requested a meeting or phone call

Outreach Summary

16,000	✓Pamphlets handed out by our street team or distributed on buses
15,000	✓Unique project webpage views
6,000	✓Posters printed for distribution on buses and in subway stations
2,419	✓Digital screens on buses ran digital messages systemwide at time of posting
2,000	✓Average views per social media post
1,300	✓Surveys completed between June and August
1,150	✓Comments received via webmail, phone, twitter and mail
1,000	✓Survey cards distributed

Redesign Strategies

More Direct Routings

- Streamlined complex, circuitous routings to make them more simple, straight, and direct
- Bus routes with straight and direct routing tend to be more reliable

Bus Stop Balancing

- Every bus stop is a trade-off between convenience of access to the bus and the speed and reliability of service
- NYC buses have the shortest average stop distance (805 ft.) of any major city
- Improved stop spacing in the Bronx to get customers where they are going faster

Improved Connectivity

- Improved east-west bus connections which are crucial for intra-borough travel
- Improved connections to the subway lines
- Improved crosstown access to Manhattan

Increased Frequency

- Improved frequency for 11 routes on 9 key corridors to create an all-day frequent network

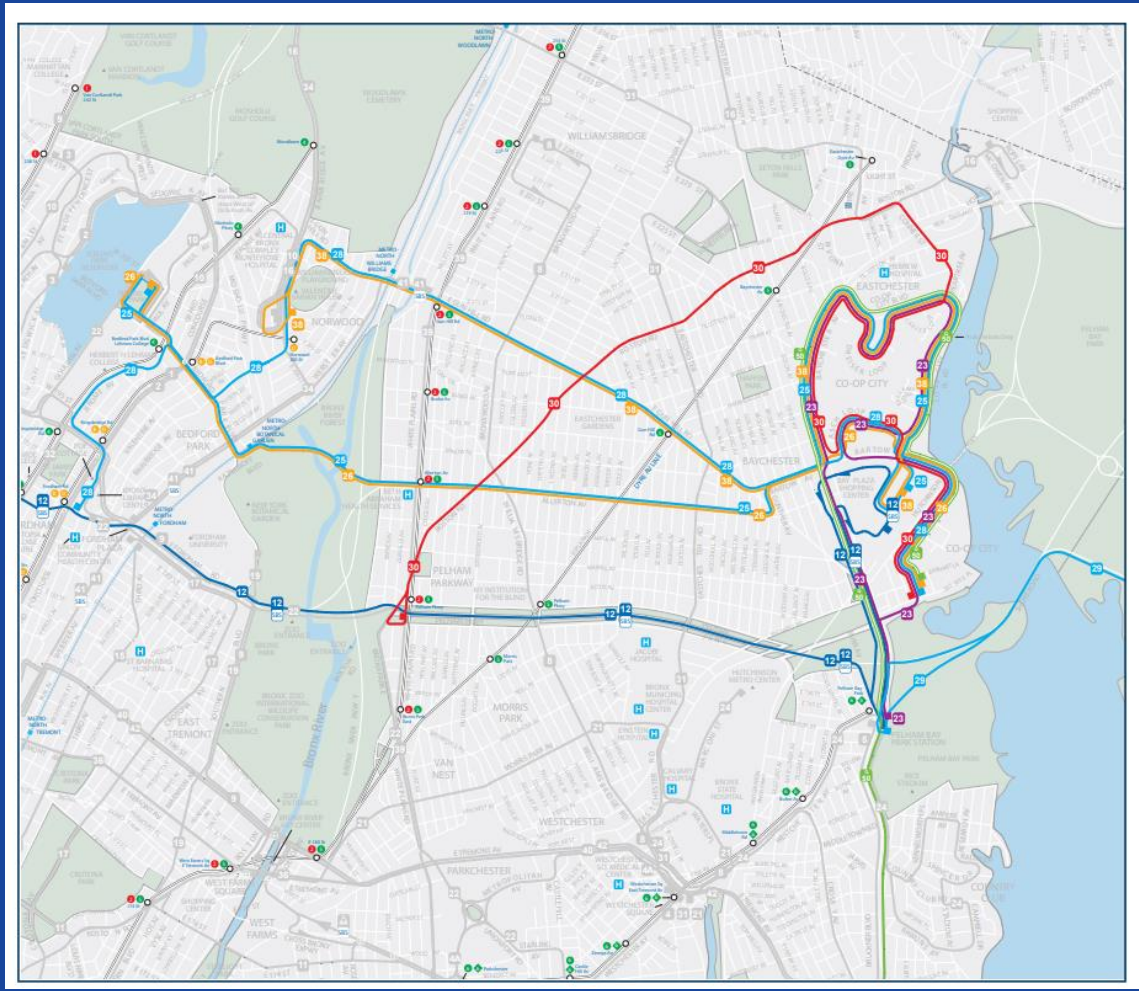
More Bus Priority

- NYCDOT has identified 10 key transit priority corridors in the Bronx
- Bus lanes and other priority treatments would provide the biggest benefit to customers
- NYCDOT, with MTA, continues to expand Transit Signal Priority (TSP) in the Bronx

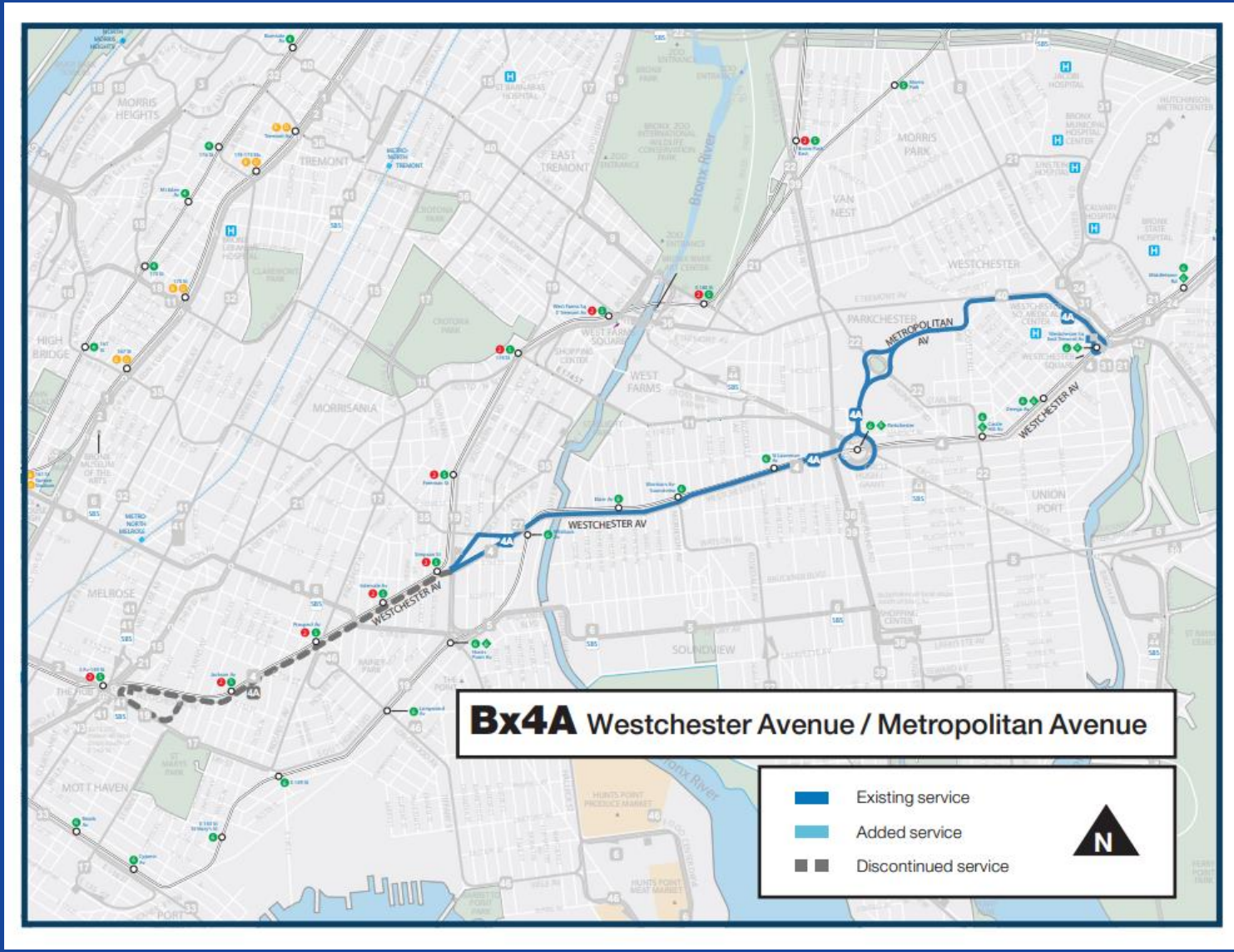
Proposed Final Plan

More Direct Routings

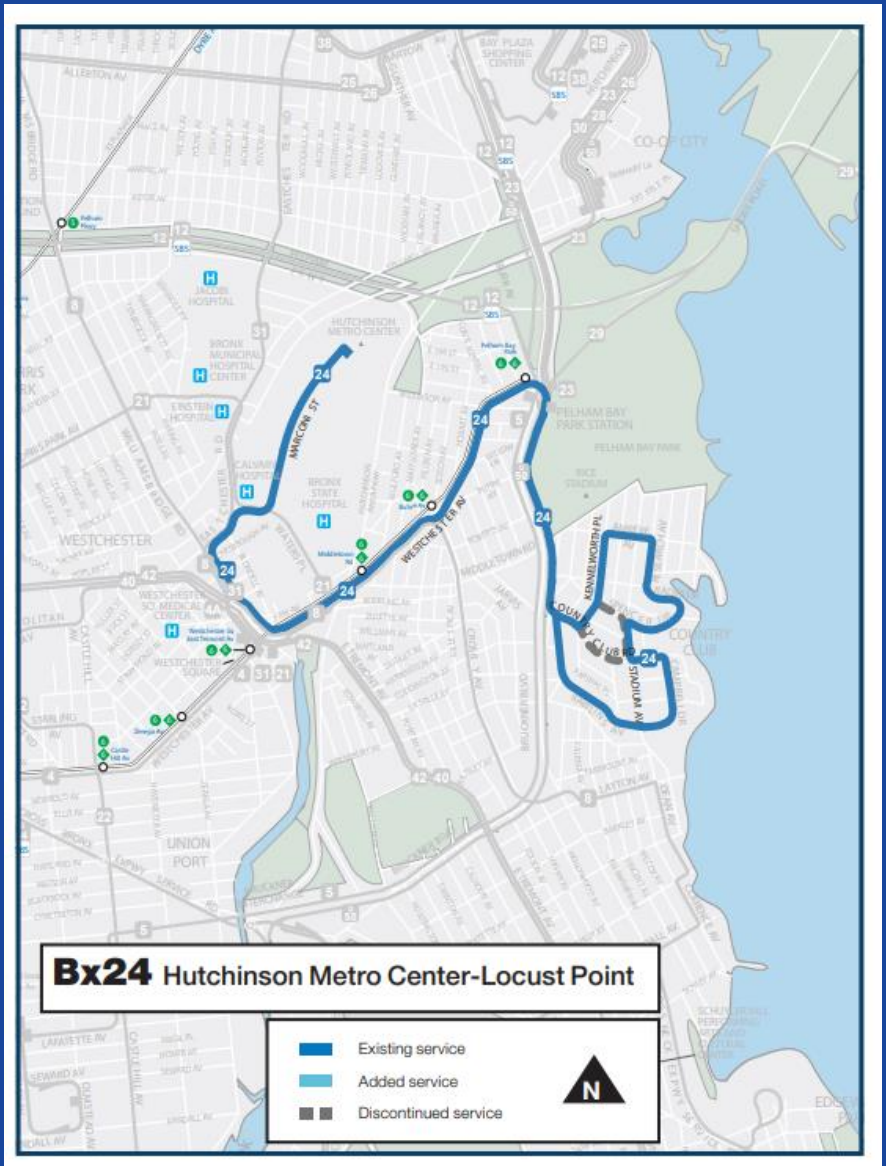
- 18 total route changes are proposed with 2 new routes
  - Bx4A
  - Bx6 SBS
  - Bx11
  - Bx15
  - Bx18
  - Bx24
  - Bx25 (new)
  - Bx28
  - Bx29
  - Bx30
  - Bx34
  - Bx35
  - Bx36
  - Bx40
  - Bx42
  - Q50 Ltd
  - M100
  - M125 (new)

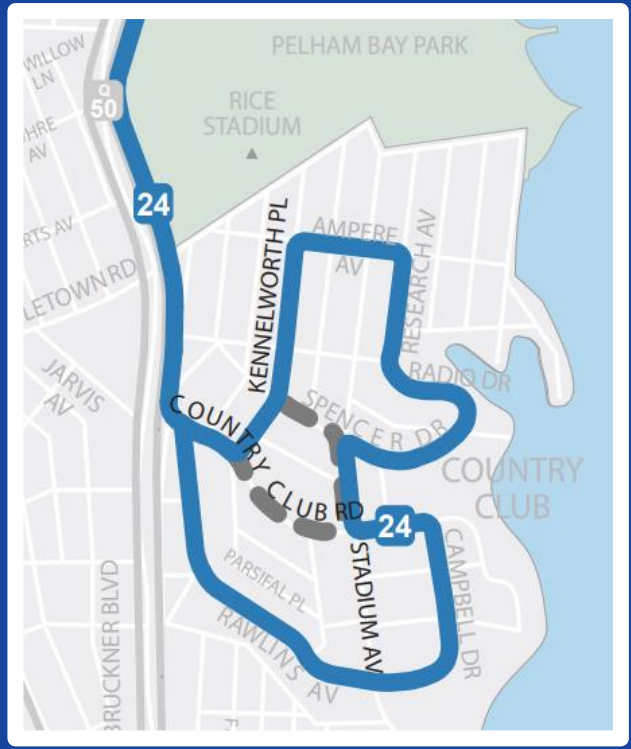


More Direct Routings

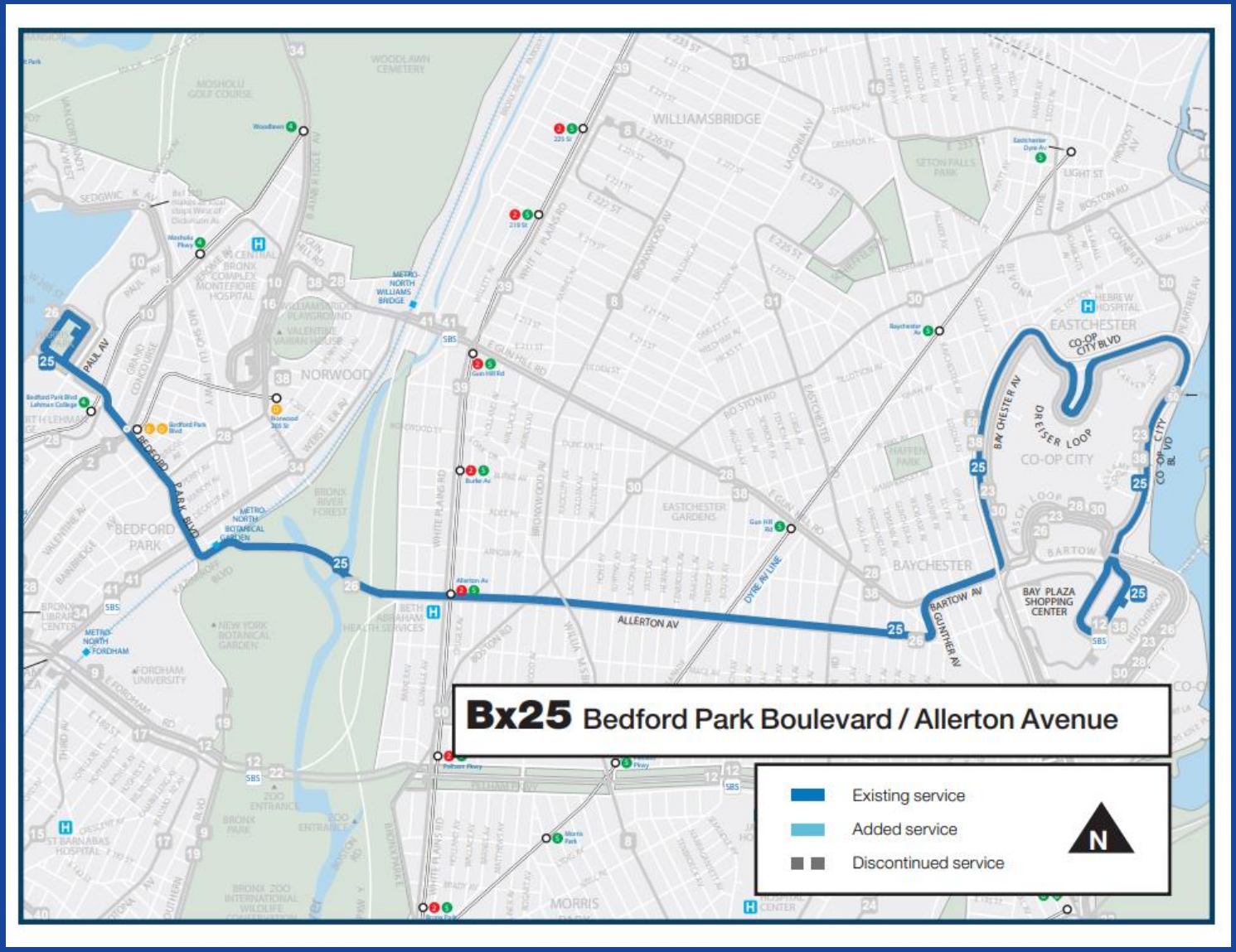


More Direct Routings



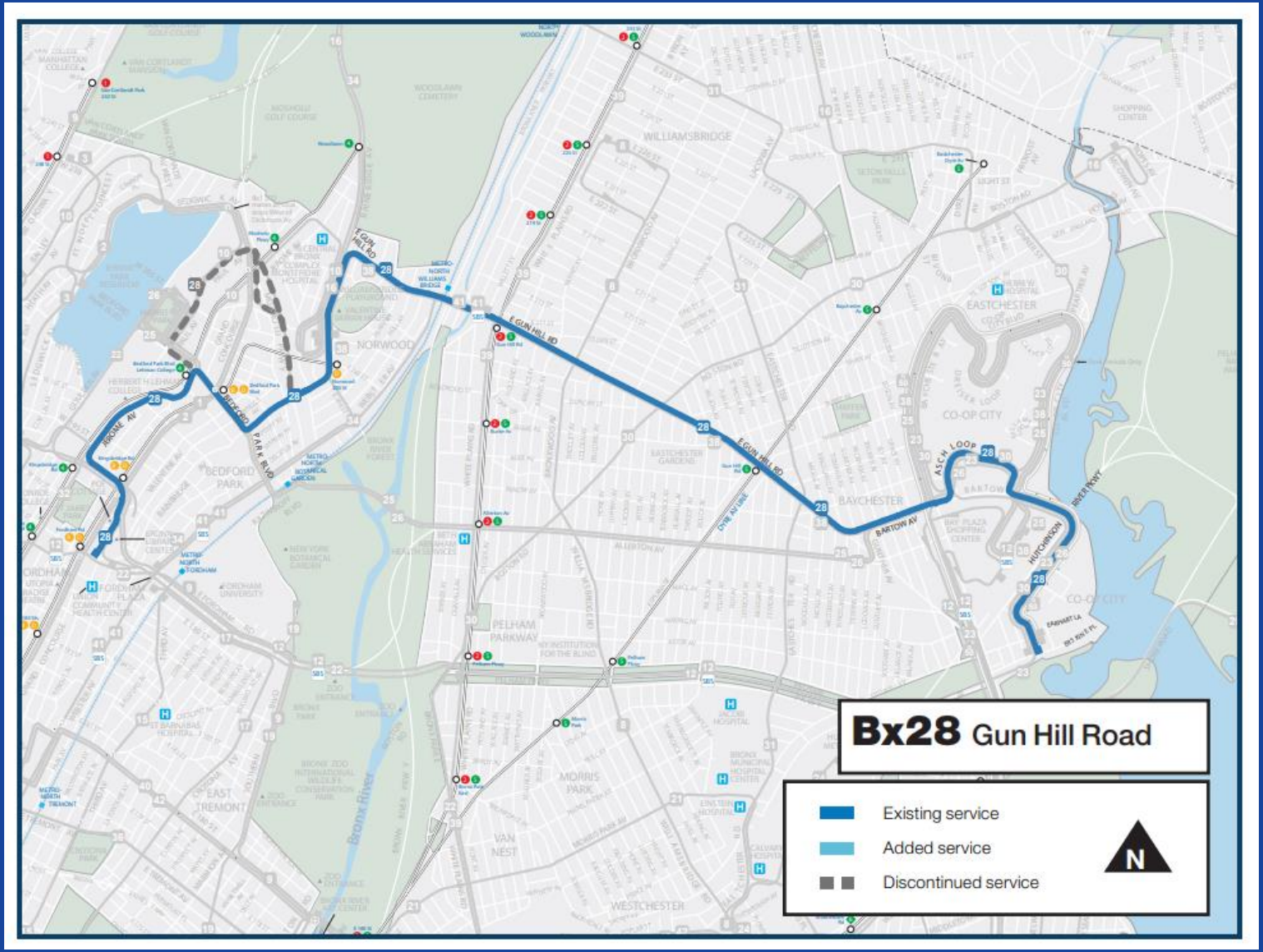


More Direct Routings



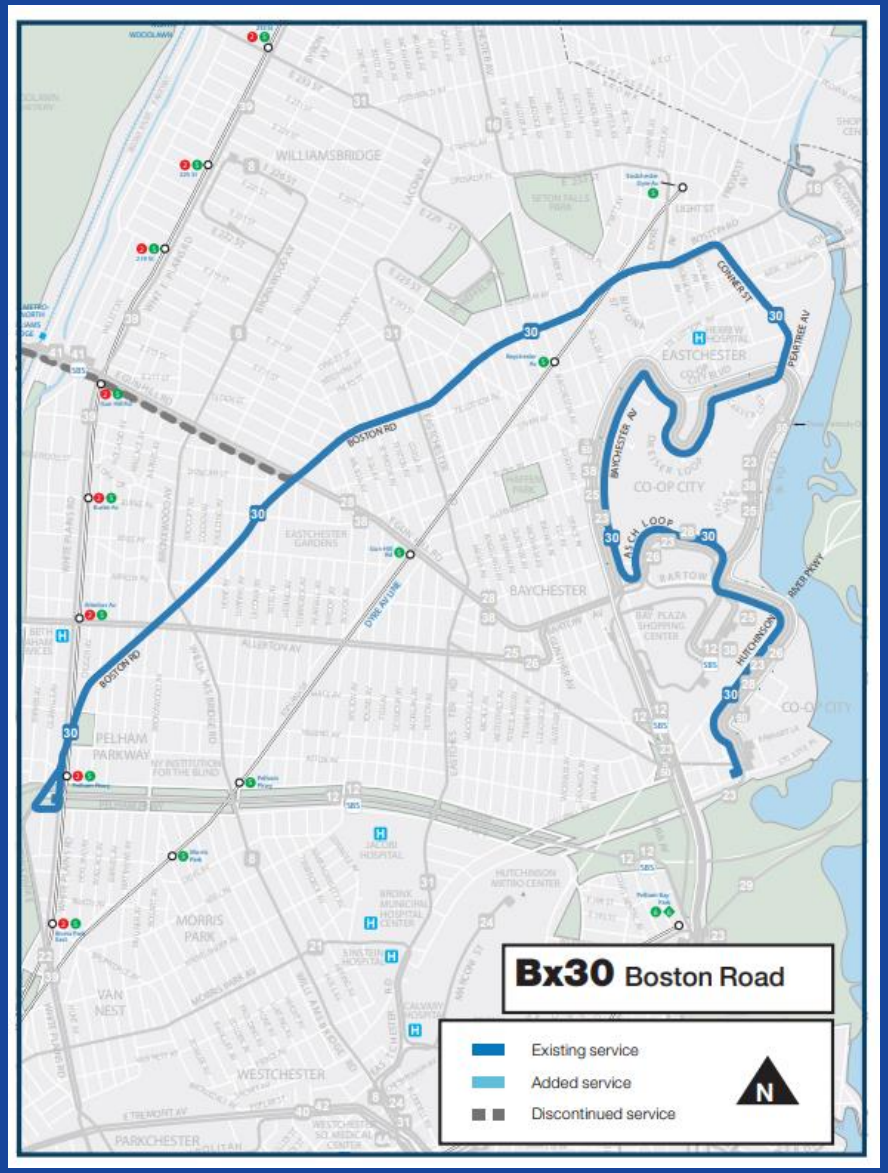
New York City Transit

More Direct Routings

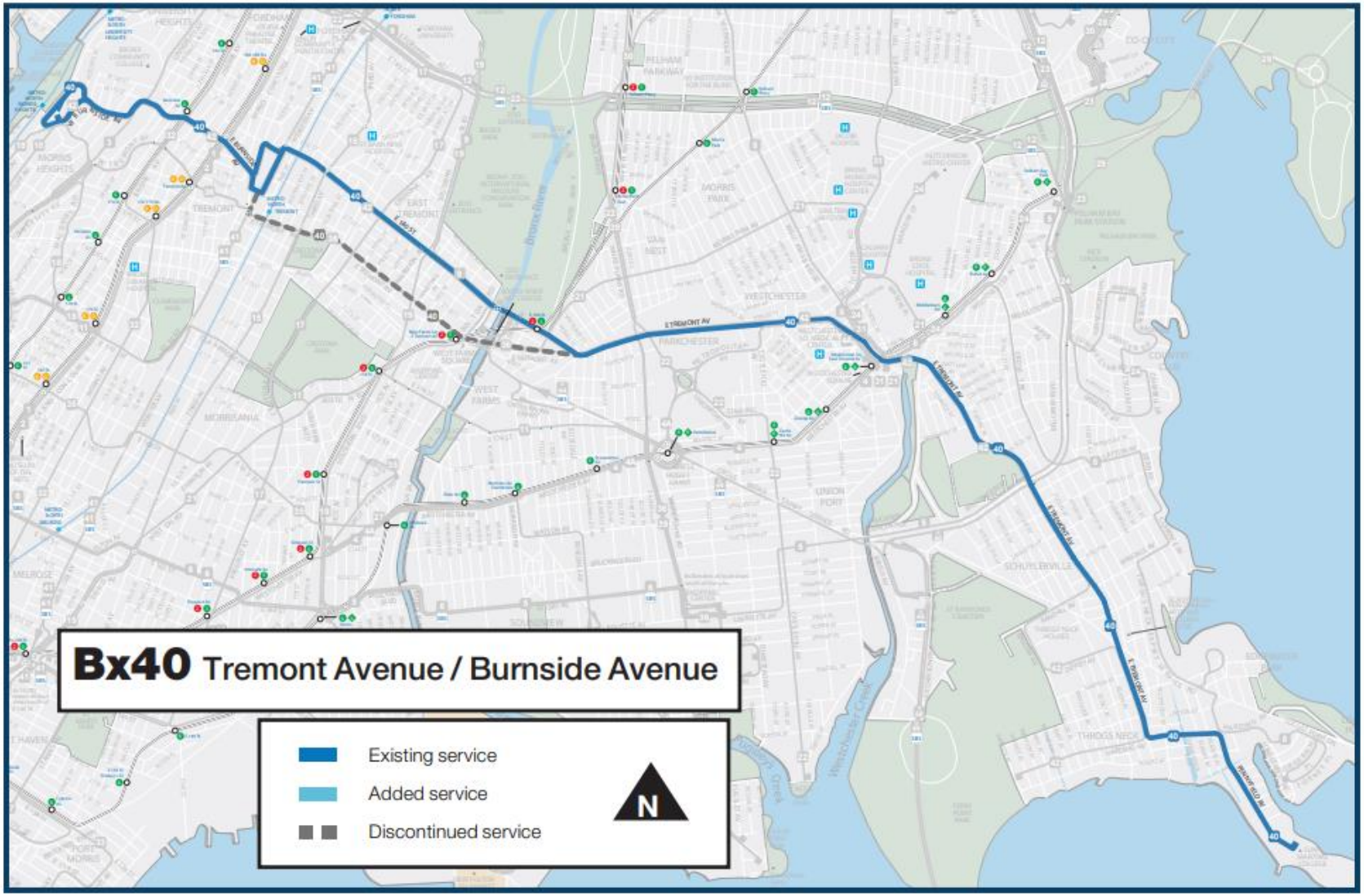


More Direct Routings

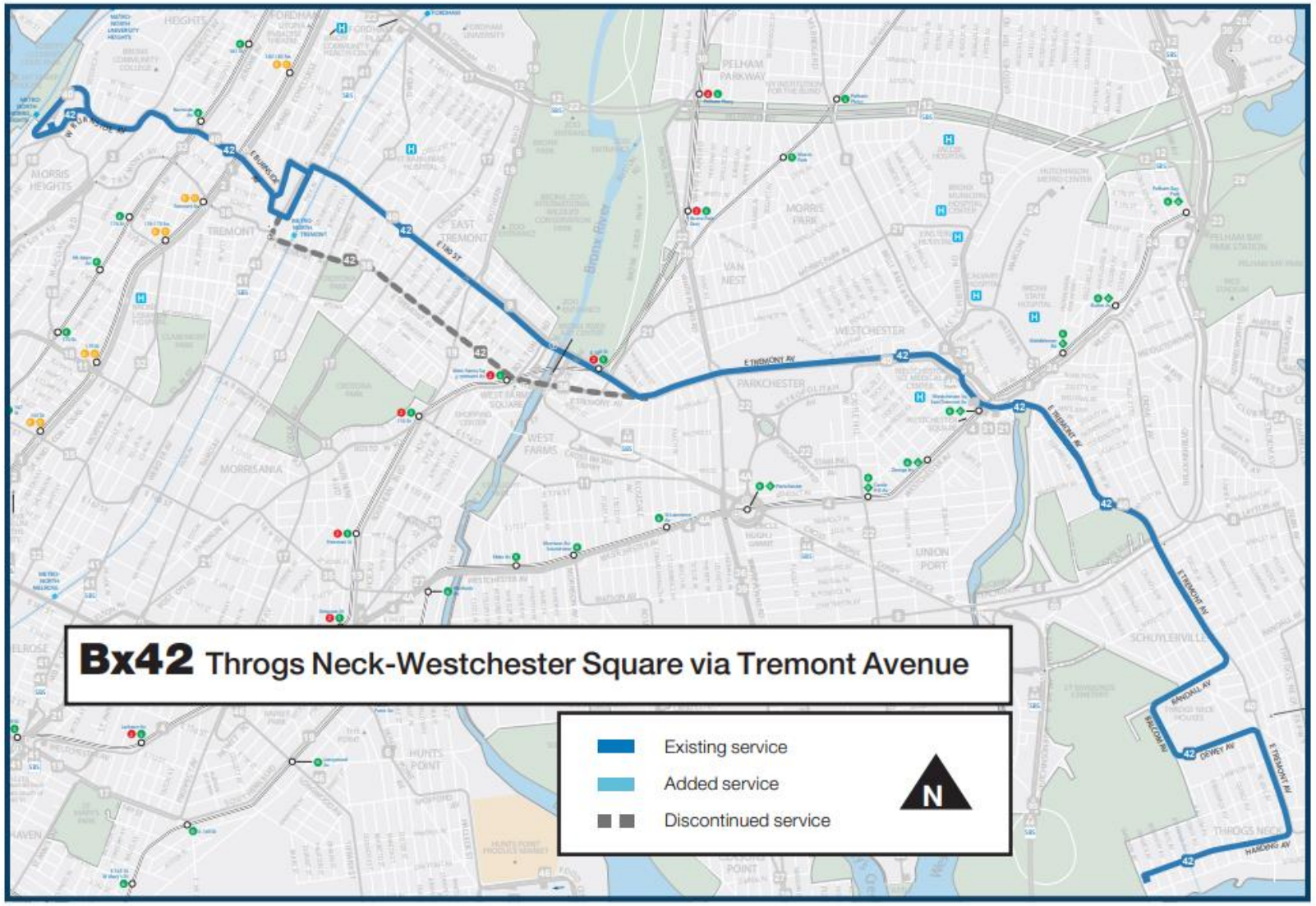
More Direct Routings



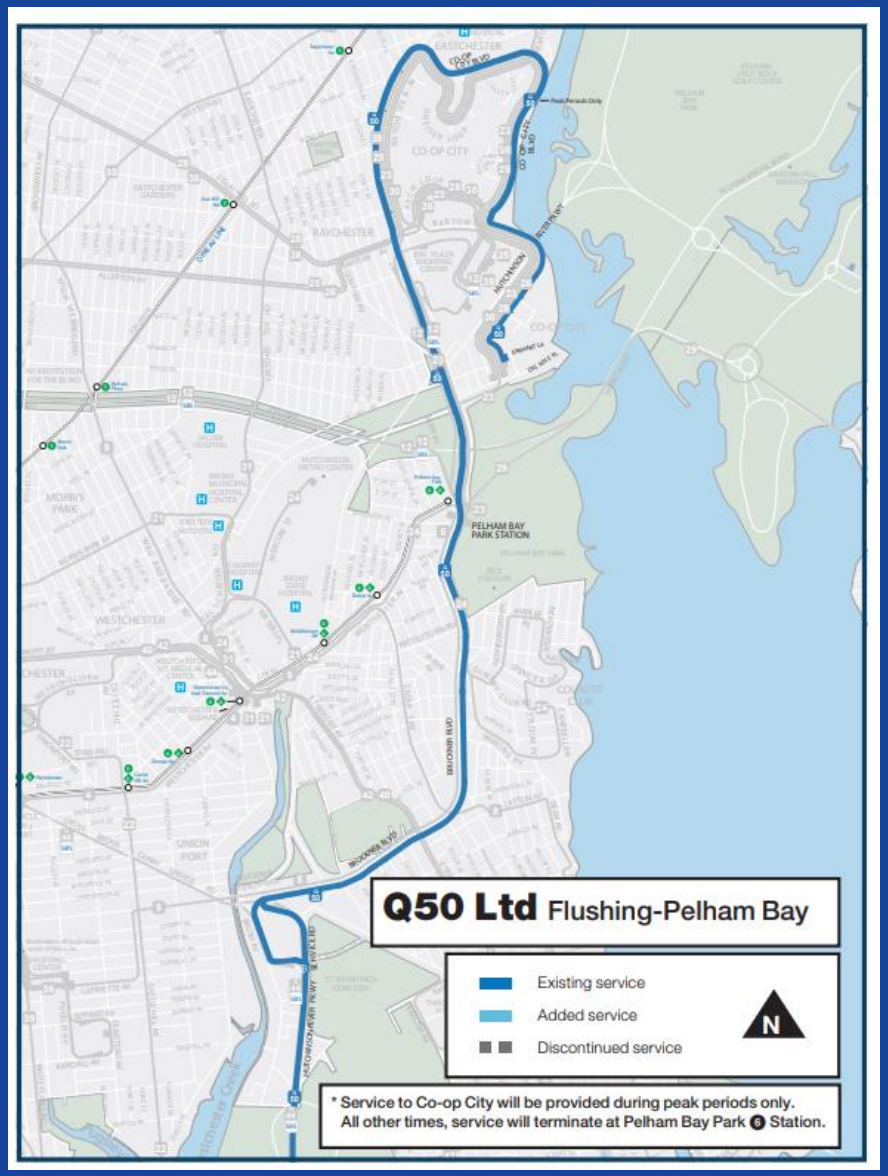
More Direct Routings



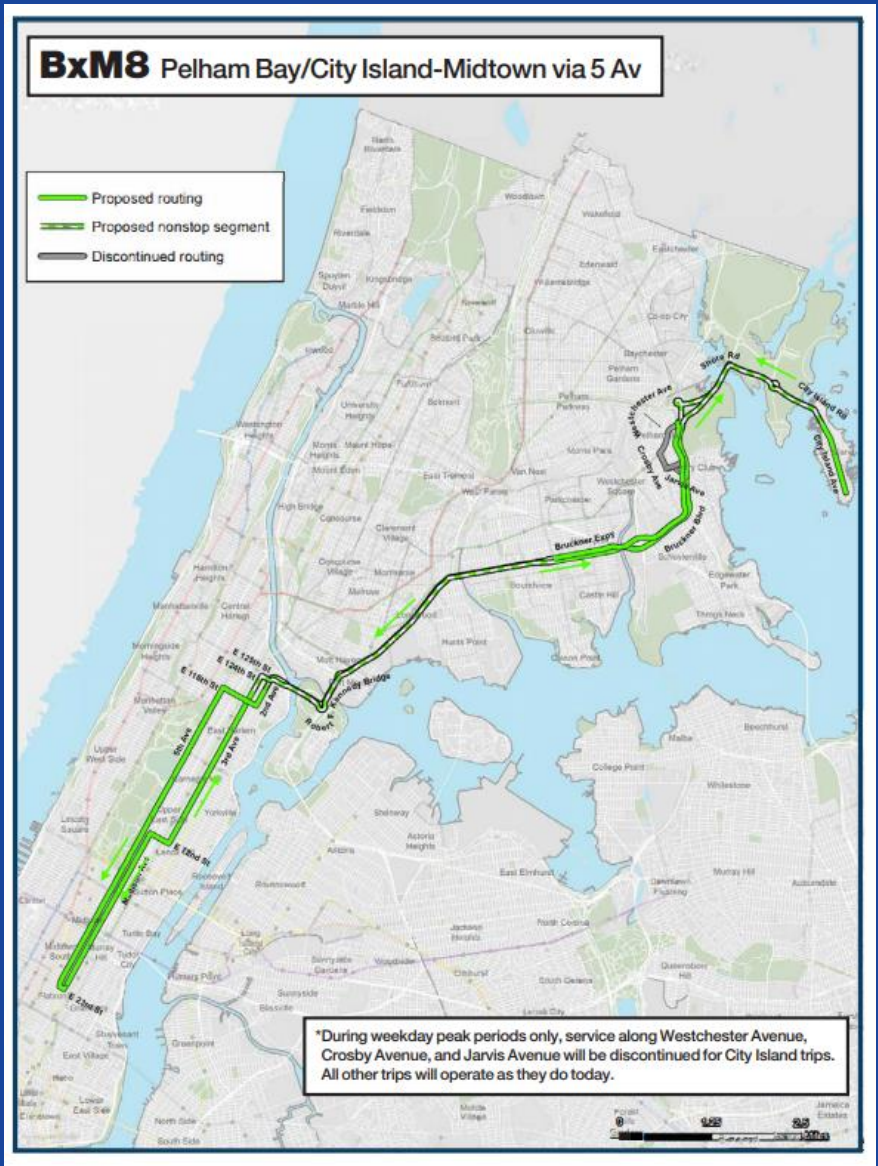
More Direct Routings



More Direct Routings



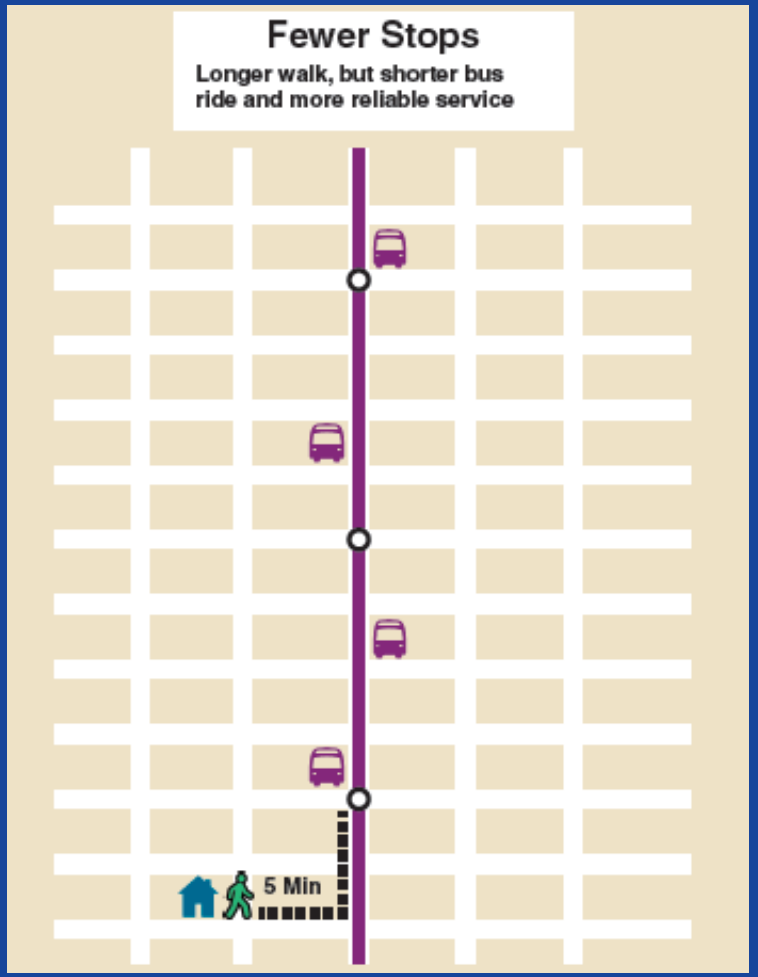
More Direct Routings



New York City Transit

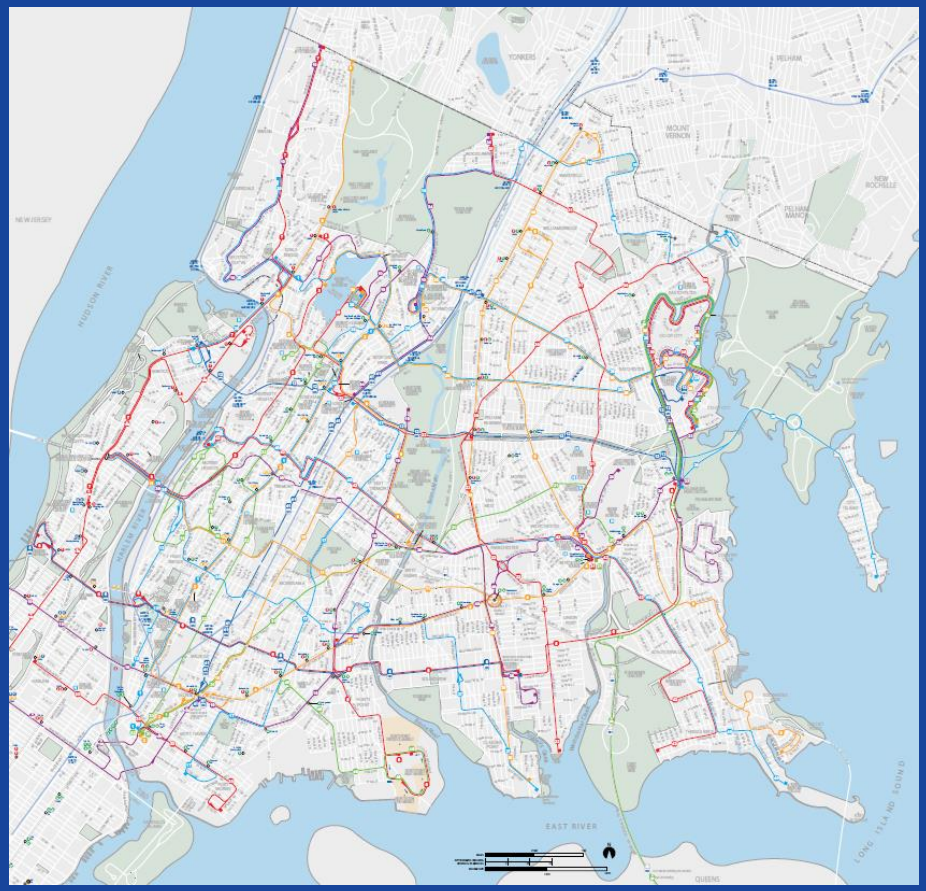
Bus Stop Balancing

- **400** Local/Limited stops are proposed for removal
- This would improve average stop spacing from every 882 feet to every **1,100** feet
- For every bus stop removed 20 seconds is shaved off a customer's commute
- Those routes with fewer stop removals are due to severe drawbacks (such as elevation) and community impacts if spacing was more aggressive
- Maintained stops that provided connection to subway stations and other bus routes
- Maintained stops with heavy ridership, specifically those used by populations for whom a removal would present a significant burden (e.g. retirement communities, hospitals, schools)

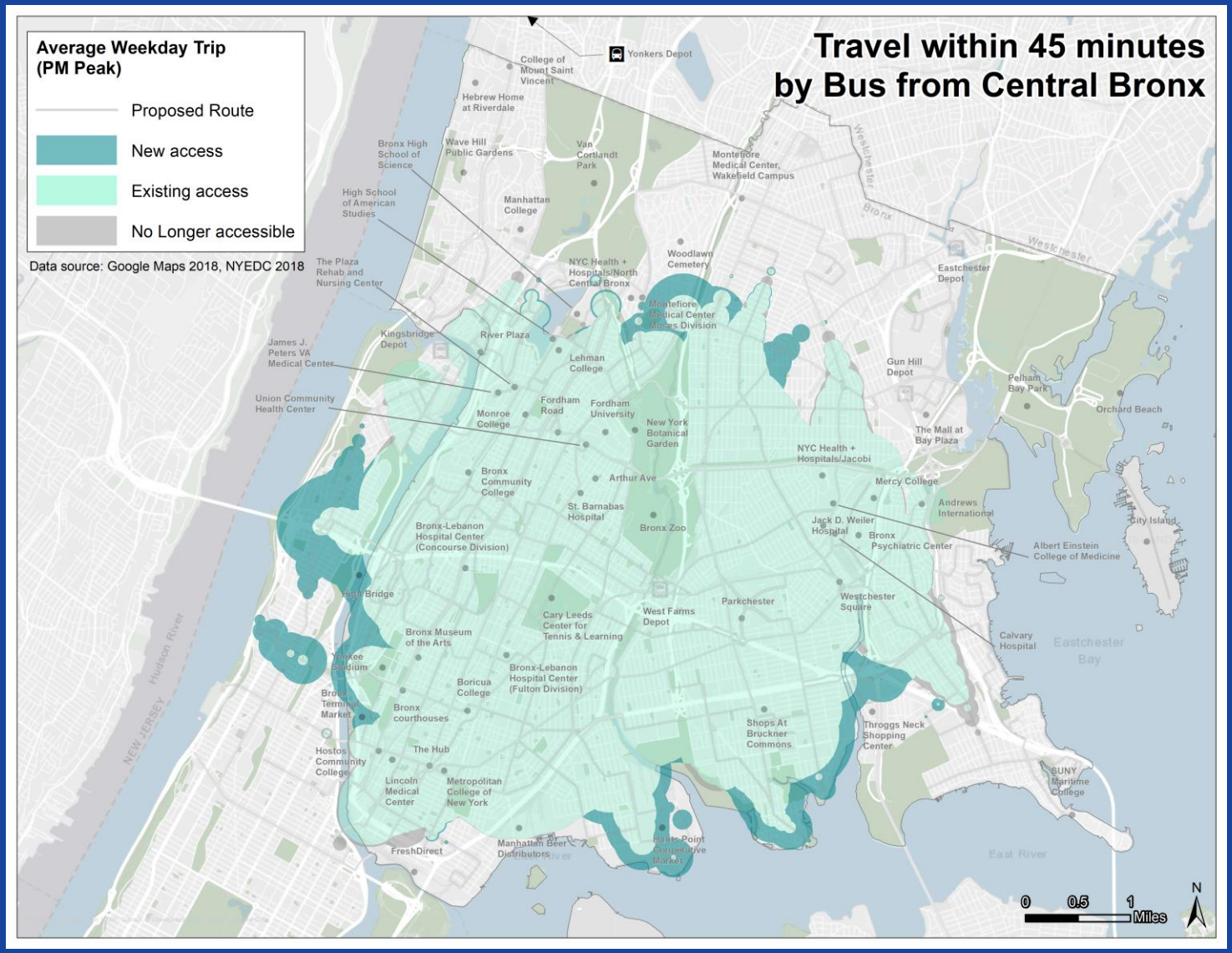


Improved Connectivity

- Ease of connections at key transfer locations
- Route alignment changes bring new access for customers
  - Bx6 SBS extension to Soundview
  - Bx11 extension to Parkchester
  - Bx18 extension in High Bridge
  - Bx25 new service from Northern Co-op City to Bedford Park
  - Bx30 reroute to Boston Rd
  - Bx34 reroute to terminate at Fordham Plaza
  - Bx35 extension to West Farms
  - Bx40/42 new connection to E 180 St 2 5 station

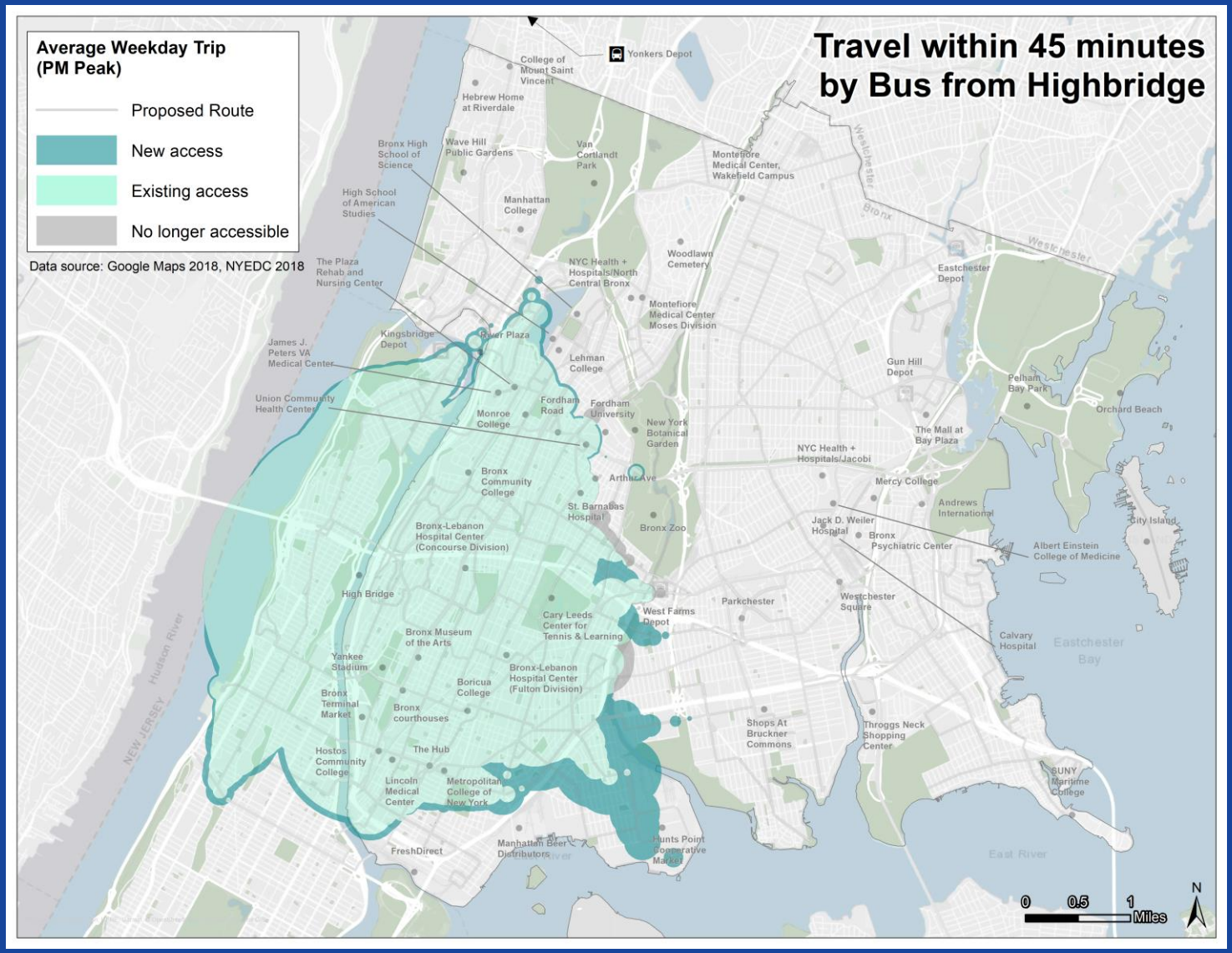


Improved Connectivity



New York City Transit

Improved Connectivity



New York City Transit

Increased Frequency

Route	Frequency (min.)	Proposed (min.)	Proposed Frequency - Weekday (min.) AM Peak	Midday	PM Peak	Evening	Overnight	Proposed Service Span - Weekday SB/WB	NB/EB
Bx1	15-or-better	15-or-better	–	–	–	12	–	4:15 AM - 5:45 am 6:45 pm - 12:45 am	5:15 am - 6:45 am 8:00 pm - 1:45 am
Bx1 LTD			8	10	8	–	–	5:45 am - 6:30 pm	6:45 am - 8:00 pm
Bx2	15-or-better	15-or-better	8	9	8	15	–	5:00 am - 11:30 pm	6:00 am - 1:00 am
Bx1/2 Combined	8-or-better	8-or-better	4	5	4	7	–		
Bx3	8-or-better	8-or-better	6	7	7	8	–	5:15 am - 12:45 am	5:30 am - 1:30 am
Bx4	30-or-better	15-or-better	10	15	12	15	–	5:00 am - 12:45 am	5:30 am - 1:30 am
Bx4A	30-or-better	15-or-better	12	15	12	15	–	5:30 am - 12:00 am	5:30 am - 1:00 am
Bx4/4A Combined	15-or-better	8-or-better	6	8	6	8	–		
Bx5	15-or-better	15-or-better	5	12	8	9	–	5:00 am - 12:45 am	5:15 am - 1:15 am
Bx6	15-or-better	8-or-better	6	8	6	8	60	24 hours	24 hours
Bx6 SBS	15-or-better	15-or-better	8	12	10	10	–	5:30 am - 9:15 pm	5:30 am - 9:45 pm
Bx7	15-or-better	15-or-better	7	11	7	7	–	4:45 am - 1:30 am	4:45 am - 12:45 am
Bx8	15-or-better	15-or-better	9	13	10	12	–	6:00 am - 10:30 pm	5:30 am - 9:30 pm
Bx9	8-or-better	8-or-better	5	8	5	8	45	24 hours	24 hours
Bx10	15-or-better	15-or-better	6	10	8	9	40	24 hours	24 hours
Bx11	15-or-better	8-or-better	5	8	6	8	40	24 hours	24 hours
Bx12	15-or-better	15-or-better	10	12	9	13	40	24 hours	24 hours
Bx12 SBS	8-or-better	8-or-better	4	5	5	6	–	5:15 am - 10:00 pm	5:00 am - 11:00 pm
Bx13	15-or-better	8-or-better	4	8	4	6	–	5:30 am - 1:00 am	5:00 am - 12:30 am
Bx15	15-or-better	15-or-better	8	12	9	10	30	24 hours	24 hours
Bx15 LTD	15-or-better	15-or-better	7	11	8	12	–	5:00 am - 6:45 pm	5:30 am - 7:45 pm
Bx15 Combined	8-or-better	8 or better	4	6	4	6	30		
Bx16	30-or-better	30-or-better	7	20	10	17	–	5:00 am - 1:15 am	5:30 am - 12:30 am
Bx17	15-or-better	15-or-better	6	12	9	12	–	4:30 am - 12:45 am	4:15 am - 12:00 am
Bx18	30 or better	30-or-better	10	20	10	17	–	5:00 am - 1:00 am	5:00 am - 12:45 am
Bx19	8-or-better	8-or-better	7	8	7	8	45	24 hours	24 hours
Bx20	Peak Only	Peak Only	17	–	16	–	–	7:30 am - 9:00 am 3:45 pm - 8:00 pm	7:00 am - 8:30 am 3:30 pm - 7:30 pm
Bx21	15 or better	15-or-better	7	10	8	10	45	24 hours	24 hours
Bx22	15-or-better	15-or-better	7	12	8	10	60	24 hours	24 hours
Bx23	30-or-better	30-or-better	6	20	6	15	–	5:30 am - 1:00 am	4:45 am - 11:45 pm
Bx24	30-or-better	30-or-better	30	30	30	30	60	24 hours	24 hours
Bx25	-	30-or-better	17	24	18	24	–	5:45 am - 10:45 pm	6:30 am - 11:30 pm

No change in frequency Increase in frequency Decrease in frequency

Increased Frequency

Route	Frequency (min.)	Proposed (min.)	Proposed Frequency - Weekday (min.)					Proposed Service Span - Weekday	
			AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
Bx26	15-or-better	**30-or-better**	**17**	**24**	**18**	**24**	-	5:30 am - 11:00 pm	6:15 am - 11:45 pm
Bx25/26 Combined	-	**15-or-better**	9	12	9	12	-		
Bx27	15-or-better	15-or-better	5	12	6	9	40	24 hours	24 hours
Bx28	15-or-better	15-or-better	**10**	15	**11**	**13**	40	24 hours	24 Hours
Bx38	15-or-better	15-or-better	**10**	15	**11**	**13**	-	5:45 am - 9:45 pm	6:45 am - 10:00 pm
Bx28/38 Combined	8-or-better	8-or-better	**5**	8	6	**7**	40		
Bx29	30-or-better	30-or-better	15	30	15	20	**40**	**24 hours**	**24 hours**
Bx30	15-or-better	15-or-better	8	13	9	12	-	5:15 am - 11:30 pm	6:00 am - 12:00 am
Bx31	15-or-better	15-or-better	8	12	9	12	-	5:15 am - 1:15 am	4:45 am - 12:45 am
Bx32	30-or-better	30-or-better	9	13	11	20	-	6:00 am - 12:00 am	6:15 am - 11:30 pm
Bx33	30-or-better	30-or-better	15	24	16	30	-	5:00 am - 12:30 am	4:30 am - 12:00 am
Bx34	30-or-better	30-or-better	13	20	16	20	-	5:00 am - 1:00 am	5:00 am - 12:30 am
Bx35	15-or-better	15-or-better	6	10	8	10	60	24 hours	24 hours
Bx36	15-or-better	15-or-better	9	9	8	10	50	24 hours	24 hours
Bx36 LTD	15-or-better	15-or-better	10	-	11	-	-	"6:45 am - 9:00 am 3:00 pm - 6:15 pm"	"6:45 am - 10:00 am 2:45 pm - 7:30 pm"
Bx36 Combined	15-or-better	15-or-better	5	9	5	10	50		
Bx39	15-or-better	15-or-better	6	12	10	13	60	24 hours (overnight north of Gun Hill Rd)	24 hours (overnight north of Gun Hill Rd)
Bx40	30-or-better	30-or-better	15	17	15	17	60	24 hours	24 hours
Bx42	30-or-better	30-or-better	15	17	15	15	-	4:30 am - 1:00 am	4:00 am - 12:45 am
Bx40/42 Combined	15-or-better	15-or-better	8	9	8	8	60		
Bx41	15-or-better	15-or-better	12	12	11	11	60	24 hours	24 hours
Bx41 SBS	15-or-better	**8-or-better**	8	**8**	8	**8**	-	5:30 am - 9:00 pm	6:00 am - 9:45 pm
Bx46	30-or-better	30-or-better	30	30	30	30	-	6:00 am - 12:00 am	5:30 am - 11:30 pm
Q50 LTD	30-or-better	30-or-better	15	30	15	24	-	3:30 am - 12:00 am	4:25 am - 1:15 am
M100	15-or-better	15-or-better	8	8	9	12	-	4:15 am - 12:15 am	5:15 am - 1:15 am
M125	-	8-or-better	8	8	8	8	60	24 hours	24 hours

No change in frequency Increase in frequency Decrease in frequency

Express Bus Schedule Changes

- All service reductions are guideline-based
- Numerous routes showed extremely low ridership, especially in the reverse peak direction
- On weekends, most buses carry fewer than 10 passengers per trip across a 14-16 hour service span
- We also reduced span in the reverse-peak direction where ridership was extremely low
- We reinvested much of the savings into insuring our scheduled running time more accurately matches road conditions, hence, improving overall reliability

Route	Proposed Frequency - Weekday (min.)					Proposed Service Span - Weekday	
	AM Peak	Midday	PM Peak	Evening	Overnight	SB/WB	NB/EB
BxM1	8	30	12	30	-	5:30 am - 4:45 pm	6:45 am - 12:45 am
BxM2	15	60	15	30	-	6:00 am - 3:00 pm	12:00 pm - 12:45 am
BxM3	20	60	20	60	-	5:30 am - 1:45 pm	3:00 pm - 12:00 am
BxM4	30	-	30	-	-	5:30 am - 7:30 am	4:30 pm - 6:30 pm
BxM5	30	-	30	-	-	5:30 am - 7:30 am	4:30 pm - 6:30 pm
BxM6	20	-	15	60	-	5:30 am - 8:45 am	3:15 pm - 12:15 am
BxM7	10	60	7	10	-	4:45 am - 3:00 pm	12:00 pm - 1:30 am
BxM8	10	60	7	30	-	5:30 am - 12:00 pm	1:00 pm - 12:15 am
BxM9	6	60	8	30	-	4:45 am - 3:00 pm	1:00 pm - 12:15 am
BxM10	10	60	10	30	-	5:30 am - 10:00 pm	7:00 am - 12:15 am
BxM11	10	60	15	20	-	5:30 am - 1:00 pm	1:15 pm - 12:15 am
BxM18	20	-	30	-	-	5:45 am - 7:45 am	4:15 pm - 7:15 pm

No change in frequency Increase in frequency Decrease in frequency

Next Steps

Outreach

- We will be out and about in the Bronx and Manhattan to hear from customers & other stakeholders
- Detailed information for public input sessions will be on the project website closer to publication:
  - Community Board presentations
  - Pop-up events and informational sessions
  - Open houses
- We also have an alternative Trip Planner available on the project website to allow customers to test out their travel options

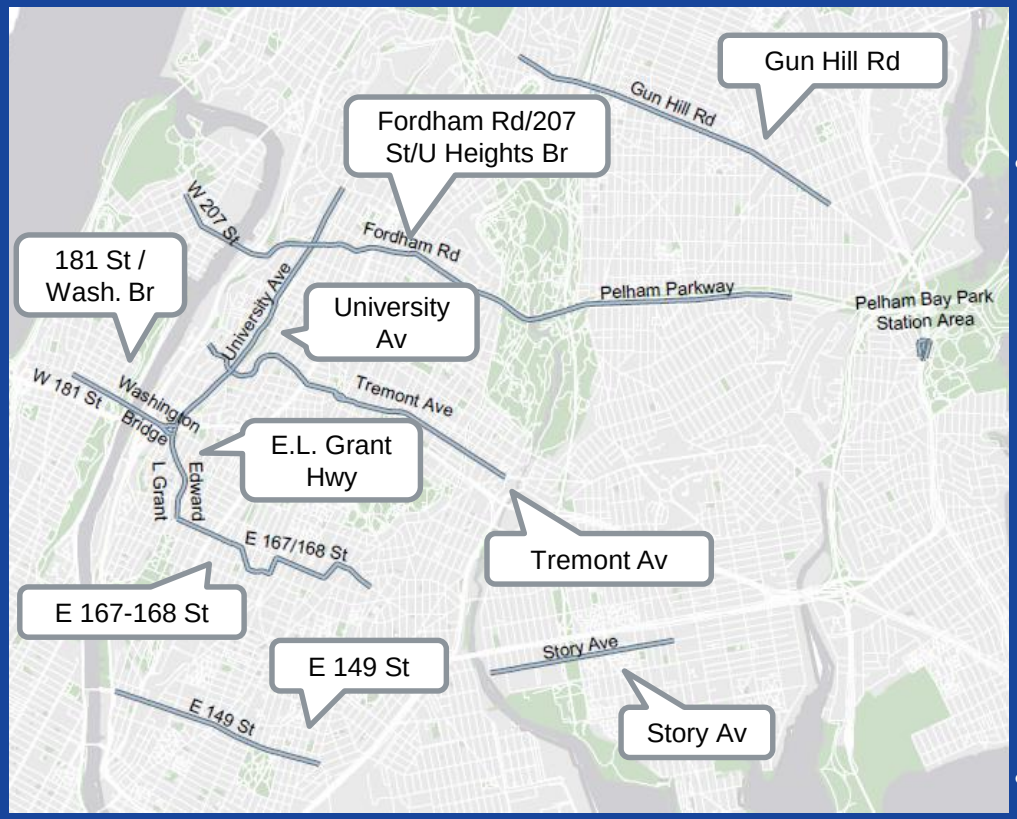
Implementation

- Following outreach, we will begin to finalize the Bronx Bus Network Redesign Plan & prepare for implementation
- You will continue to hear from us as we grow closer to implementation

- Key Dates
  - Winter 2020
    - Public Hearing on Plan
    - MTA Board votes on Plan
  - Summer/Fall 2020
    - Implementation

NYC DOT Bus Priority Corridors

Identified Bus Priority Corridors

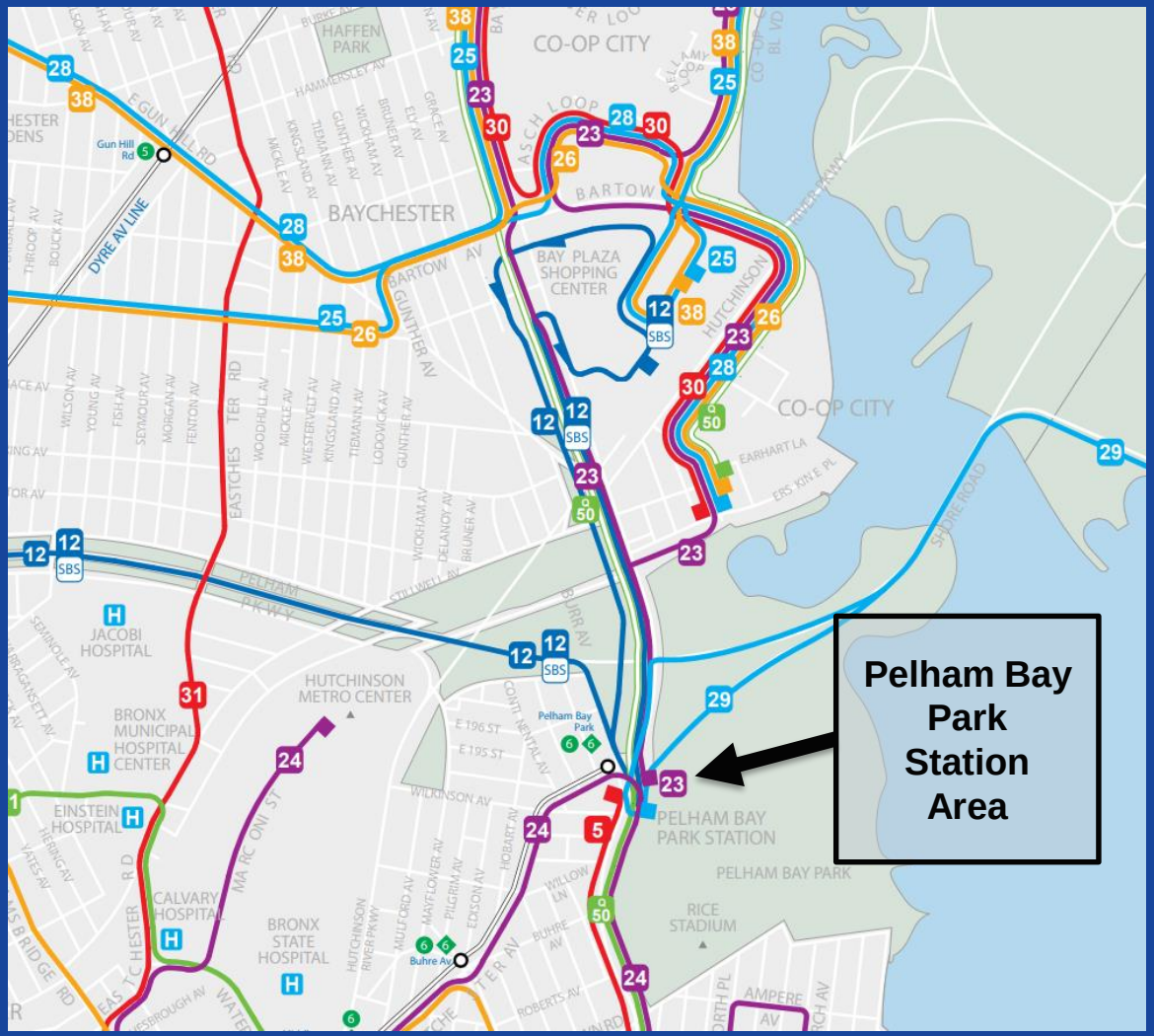


- NYC DOT analyzed 46 major Bronx corridors to identify where bus lanes and other treatments would speed up buses and allow the MTA to operate more frequent service
- The analysis ranked potential bus-priority corridors using the following criteria:
  - Demand for bus service
  - Bus performance (speed and reliability)
  - Service levels proposed by MTA
  - Neighborhood demographics
  - Feasibility of implementation
- NYC DOT selected 10 of the highest ranking corridors and has begun studying bus priority projects to accompany the network redesign, with work beginning in 2020

NYCDOT Bus Priority Toolkit

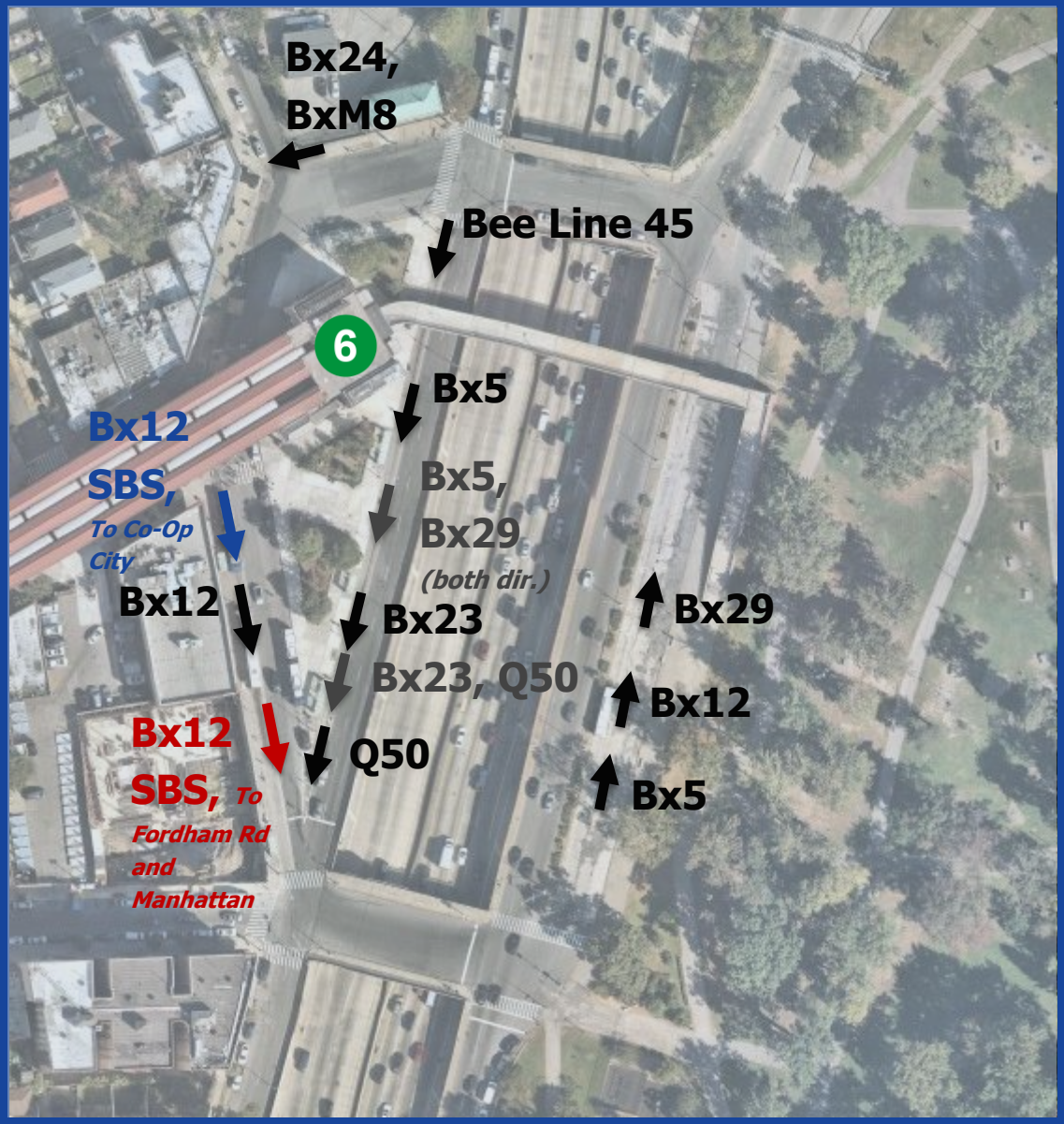
- NYC DOT has developed and implemented bus priority treatments to provide faster, more reliable bus service:
  - New bus lanes
  - Upgraded bus lanes
  - Protected bus lanes
  - Transit and freight priority streets
  - Bus boarders
  - Bus queue jump signals
  - Curb management
  - Pedestrian safety
  - Bus stop accessibility
  - Turn restrictions
- Other bus-supportive technologies: Transit Signal Priority (TSP) and Real-Time Passenger Information (RTPI)
- Better Buses Action Plan sets annual goals for bus improvements:
  - 10 miles of new bus lane
  - 5 miles of upgrades to existing bus lanes
  - 300 intersections of new TSP

Pelham Bay Park Station Area



- Carries Bx5, Bx12 Local/SBS, Bx23, Bx24, Bx29, and Q50
  - 83,000 weekday riders
- Major destinations:
  - Pelham Bay Park
  - Co-Op City
  - Bay Plaza Shopping Center and Fordham Rd commercial district
  - Educational institutions
- Key issues:
  - Bus stop confusion on Bx12 SBS
  - All SBS buses make a circuitous route through the station area due to existing roadway configuration

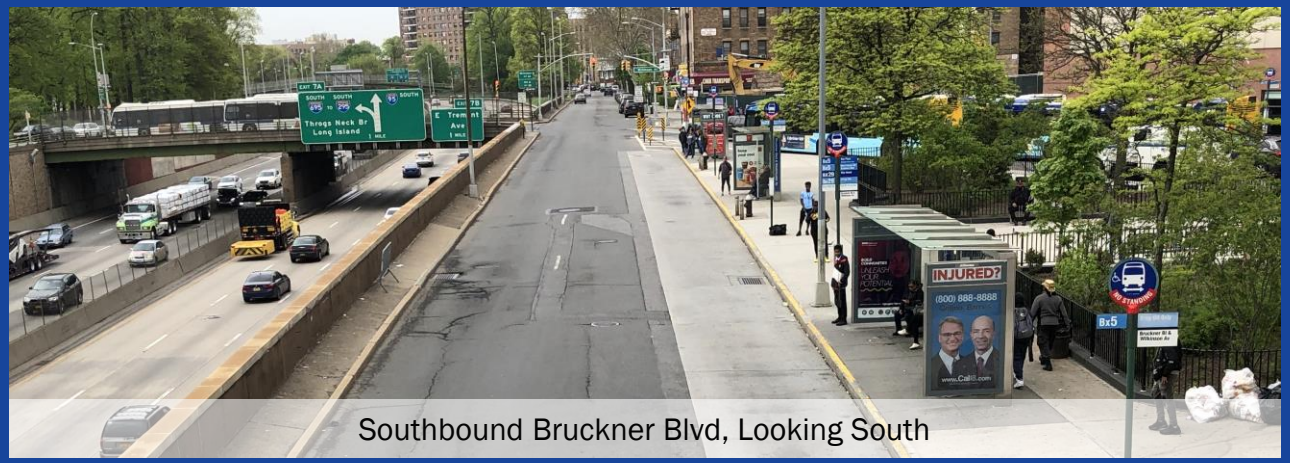
Pelham Bay Park Station Area



- Carries Bx5, Bx12 Local/SBS, Bx23, Bx24, Bx29, and Q50
  - 83,000 weekday riders
- Major destinations:
  - Pelham Bay Park
  - Co-Op City
  - Bay Plaza Shopping Center and Fordham Rd commercial district
  - Educational institutions
- Key issues:
  - Bus stop confusion on Bx12 SBS
  - All SBS buses make a circuitous route through the station area due to existing roadway configuration

Pelham Bay Park Station Area: Current Conditions

Westchester Ave at Bruckner Blvd, Looking West



Southbound Bruckner Blvd, Looking South

Pelham Bay Park Station Area: Potential Treatments

Contraflow Bus Lanes

- Allows new routing options
- Provides bus priority

Contraflow Bus Lane (Glenwood Rd, Brooklyn) © NYC DOT

Queue Jump Signals

- Provides bus priority at intersections

Bus Queue Jump Signal (79 St, Manhattan)

Pelham Bay Park Station Area: Next Steps

Fall 2019

- Presentation to CB 10
- Ongoing coordination with MTA
- Additional data analysis and plan development

Winter/Spring 2020

- Develop final street design plan
- Present final plan to CB 10

Later in 2020

- Implement project improvements

Thank you

FastForward.mta.info
New.mta.info/BronxBusRedesign
#fastforwardNYC

New York City Transit