



# Fast Forward: Bronx Bus Network Redesign

June 14, 2019

# Why redesign the Bronx bus network?

- Our customers asked us to take a fresh look at bus service in the Bronx and make improvements that will:
  - Provide them with shorter travel times
  - Mean less time spent waiting and wondering where the bus is
- **Speed**
  - Bus speeds continue to decline year by year
  - Bronx buses are some of the slowest in the nation, traveling at less than 7 mph
  - Slower bus speeds are primarily caused by growing congestion in the area, in turn worsening reliability
- **Service Reliability**
  - Our customers have told us that Bronx buses are not the most reliable and that buses are often slow and sitting in traffic
  - The effects of congestion are heavily felt among Bronx bus customers because for many of them, buses are their only travel option
  - Wait Assessment of Bronx bus routes has declined by 7% since 2014
  - Customer Journey Time Performance is at 60%, 9% lower than the system average





# Why redesign the Bronx bus network?

- **Ridership Decline**
  - **Bus ridership in the Bronx has been decreasing rapidly since 2016**
  - **The decline is due to slower bus speeds; modal shifts to other transportation (subway and TNCs); and demographic shifts**
- **Central Business District Tolling (CBDT)**
  - **The implementation of CBDT will be an effective way to reduce congestion within the City and will further encourage Bronx residents and employees to seek out alternative means of transportation other than the car**
  - **CBDT will provide the MTA with a new revenue source that will help to address budgetary issues and specifically increase capital investment in bus service**



# How are we redesigning the Bronx bus network?



## More Direct Routings

- Streamline circuitous routings to make them straighter and more direct
- Bus routes with straight and direct routing tend to be more reliable
- Complex, indirect routes are less reliable and spend valuable time meandering through neighborhoods

## Bus Stop Balancing

- The spacing of bus stops along a route is important 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
- NYC buses spend 27% of time crawling or stopped with their doors open
- NYC buses have the shortest avg. stop distance (805 ft.) of any major city

# How are we redesigning the Bronx bus network?



## 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
- We heard from customers that we need to:
  - Improve east-west bus connections which are crucial for intra-borough travel
  - Improve connections to the subway lines
  - Improve crosstown access to Manhattan



# How are we redesigning the Bronx bus network?



## NYCDOT Bronx Borough Bus Priority Plan

- NYCDOT is currently planning a set of Bronx bus priority projects to be implemented 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
- NYCDOT is continuing its initiative to bring real-time passenger information (RTPI) bus arrival information displays to bus stops
- NYCDOT, with MTA, continues to expand Transit Signal Priority (TSP) in the Bronx

# Regular Bus Service Proposed Improvements

# Proposed Improvements

- 20 total route changes are proposed with 1 route discontinued and 1 new route:
- Bx4A
- Bx6 SBS
- Bx8
- Bx11
- Bx15
- Bx18
- Bx23
- Bx24
- Bx26
- Bx28
- Bx38 (disc.)
- Bx29
- Bx30
- Bx34
- Bx35
- Bx36
- Bx40
- Bx42
- M125 (new)
- Q50
- 400 out of 2,225 Local/Limited stops are proposed for removal
- This would improve average stop spacing from every 882 feet to every 1,132 feet





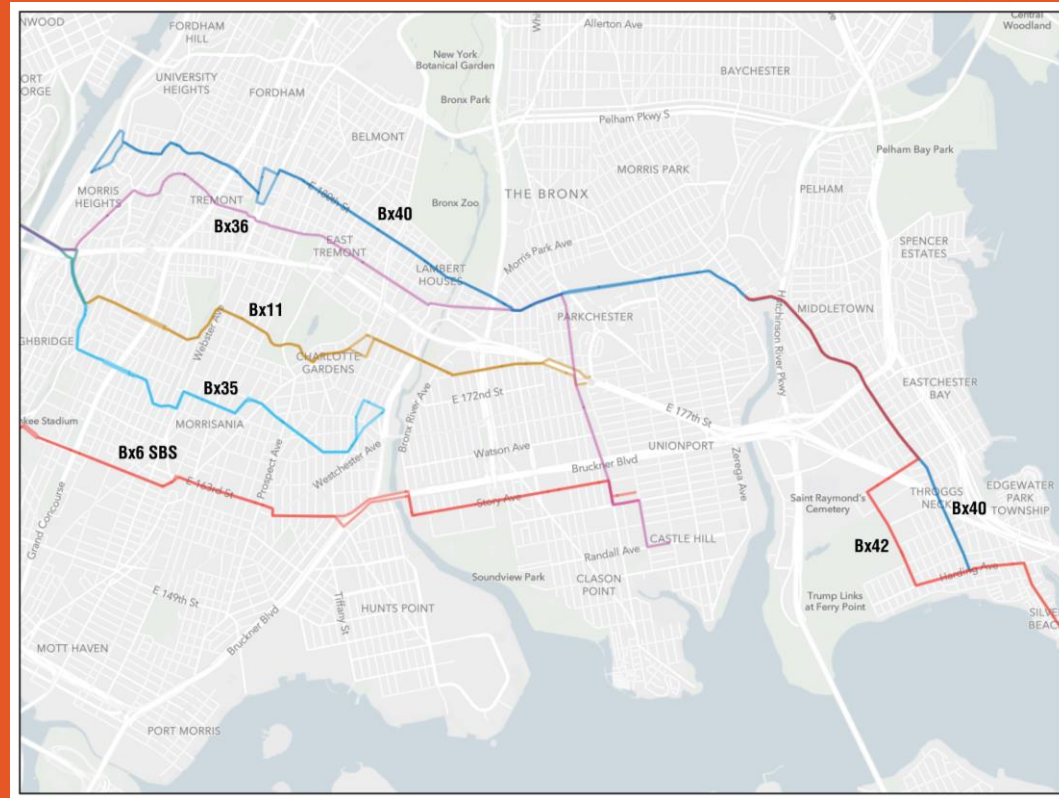
# Proposed Improvements

- Many of our individual route proposals work together
- They can be viewed as larger neighborhood improvements:
  - Central Bronx East-West Connections
  - High Bridge
  - Norwood
  - Co-op City
  - Country Club & Locust Point
  - 125<sup>th</sup> Street (Harlem)



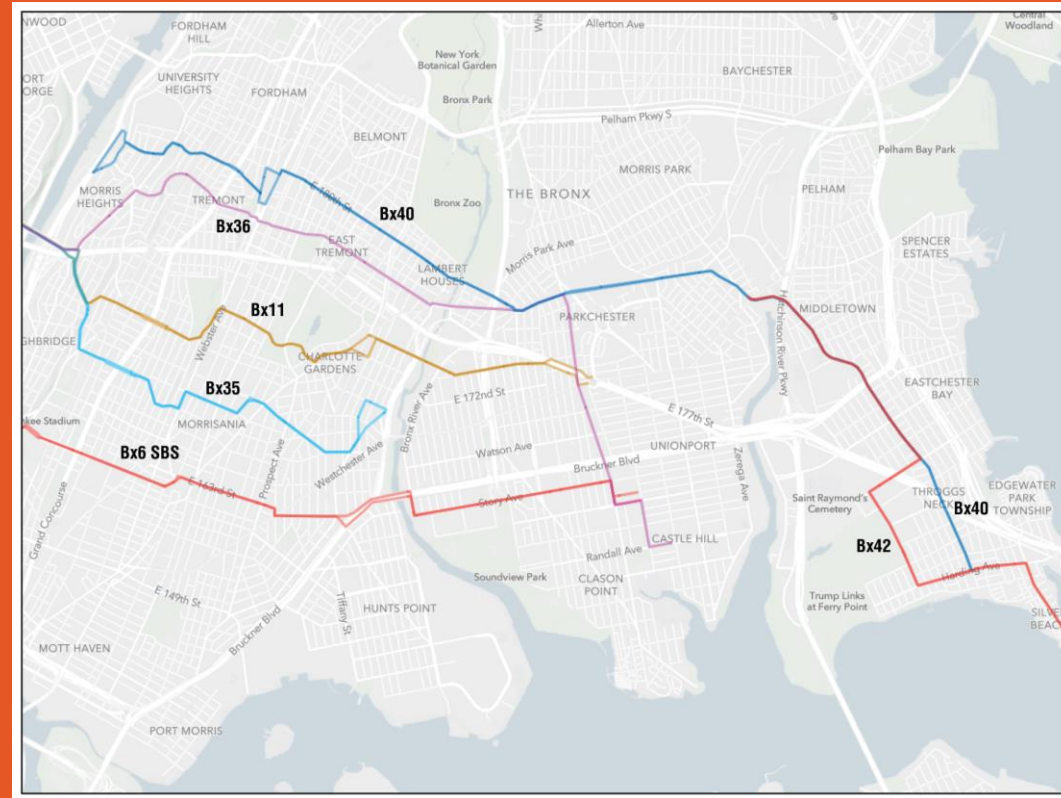
# Central Bronx East-West Connections

- A focus of the Draft Plan is to create more direct east-west routes, particularly in the central Bronx where current routes are circuitous and ridership is high
- Bx6 SBS would be rerouted along Bruckner Bl, Bronx River Av, and Story Av, terminating at Turnbull Av/Pugsley Av
- Proposed change would make service more direct and would introduce additional crosstown connections for current Bx5 customers
- Bx36 is especially noteworthy as it is among the highest-ridership routes, yet is one of the slowest
- We propose to reroute the Bx36 to stay on E Tremont Av – this would streamline the route and provide a simpler, more direct east-west connection
- To maintain bus service on E 180 St, we propose to reroute the Bx40 off E Tremont Av between Rosedale & Webster Aves
  - Bx40 customers would have a new ADA accessible station connection to the E 180 St ②⑤ express station



# Central Bronx East-West Connections

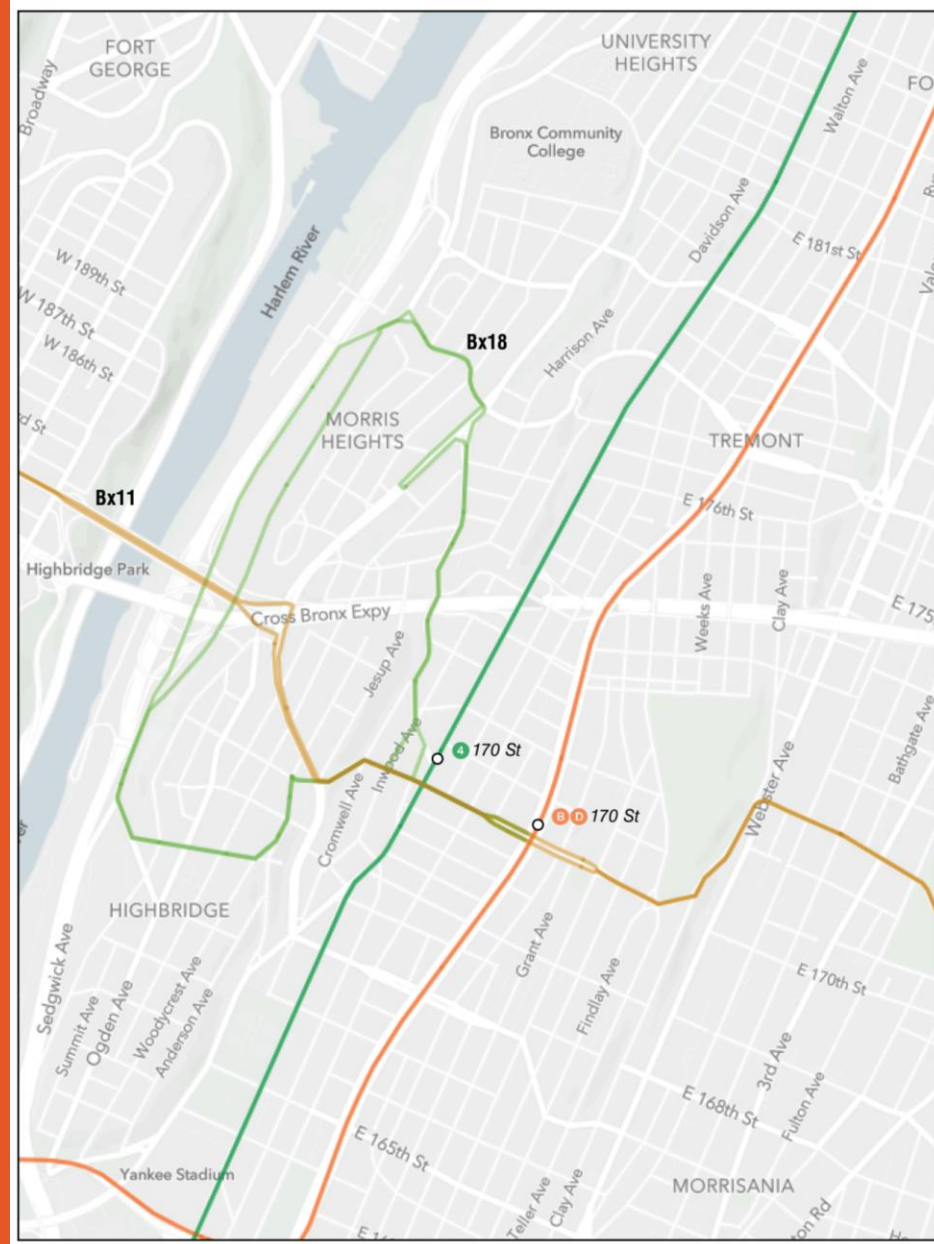
- To maintain bus service on E 174 St, we propose to reroute the Bx11 off E 172 St and Jennings St
- Rerouting the Bx11 onto E 174 St and continuing to the Parkchester neighborhood would create a new direct east-west connection
  - Morrisania would now be connected to the Parkchester 6 station and other bus routes in the area, including the Q44 SBS
- To maintain bus service in the neighborhood near E 172 St and Jennings St, we propose to extend the Bx35 north on West Farms Road past Gladstone Square
  - Customers in this area would use the Bx35 instead of the Bx11 and existing connections to north-south subway lines and bus routes would be maintained





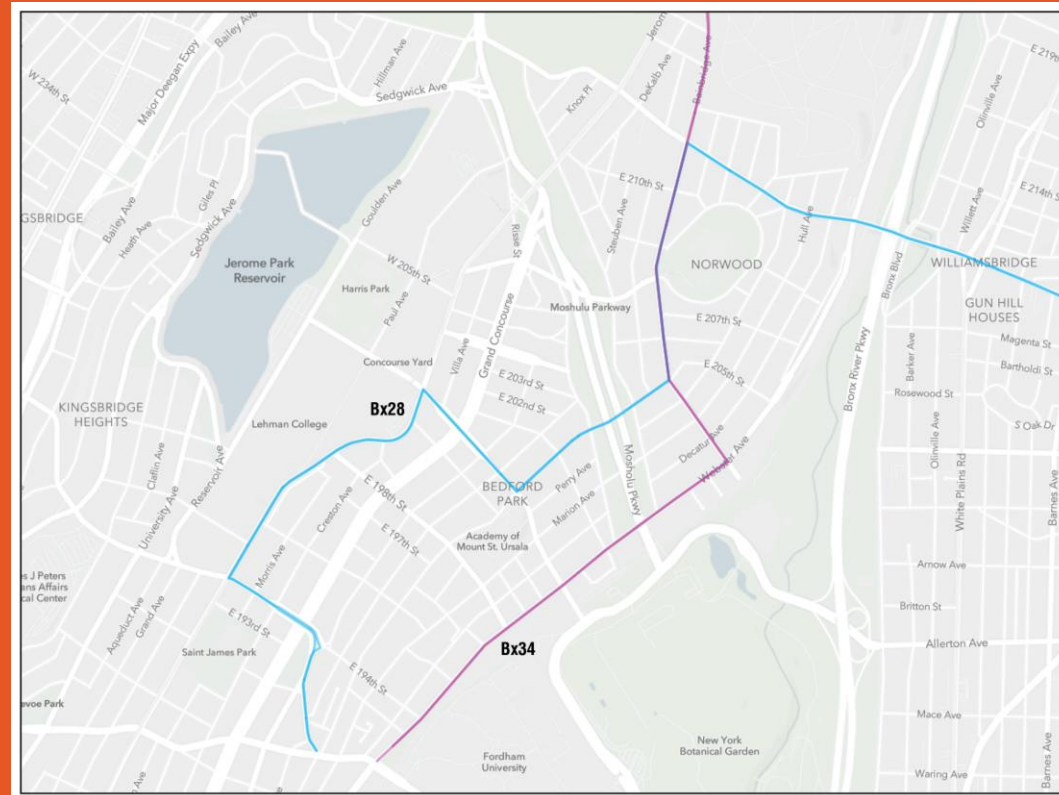
# High Bridge

- We propose to streamline the Bx11 in High Bridge
- We would remove the circuitous routing via Shakespeare Avenue, W 168 St, and Ogden and Plimpton Aves
- Instead, the Bx11 would travel via Edward L. Grant Hwy directly into Manhattan, providing faster interborough travel
- To maintain bus service in the high density neighborhood near Shakespeare Av and W 168 St, we propose to extend the Bx18 and increase its frequency
- The Bx18 would be a circulator route connecting High Bridge and Morris Heights with the 4 and B D subway lines



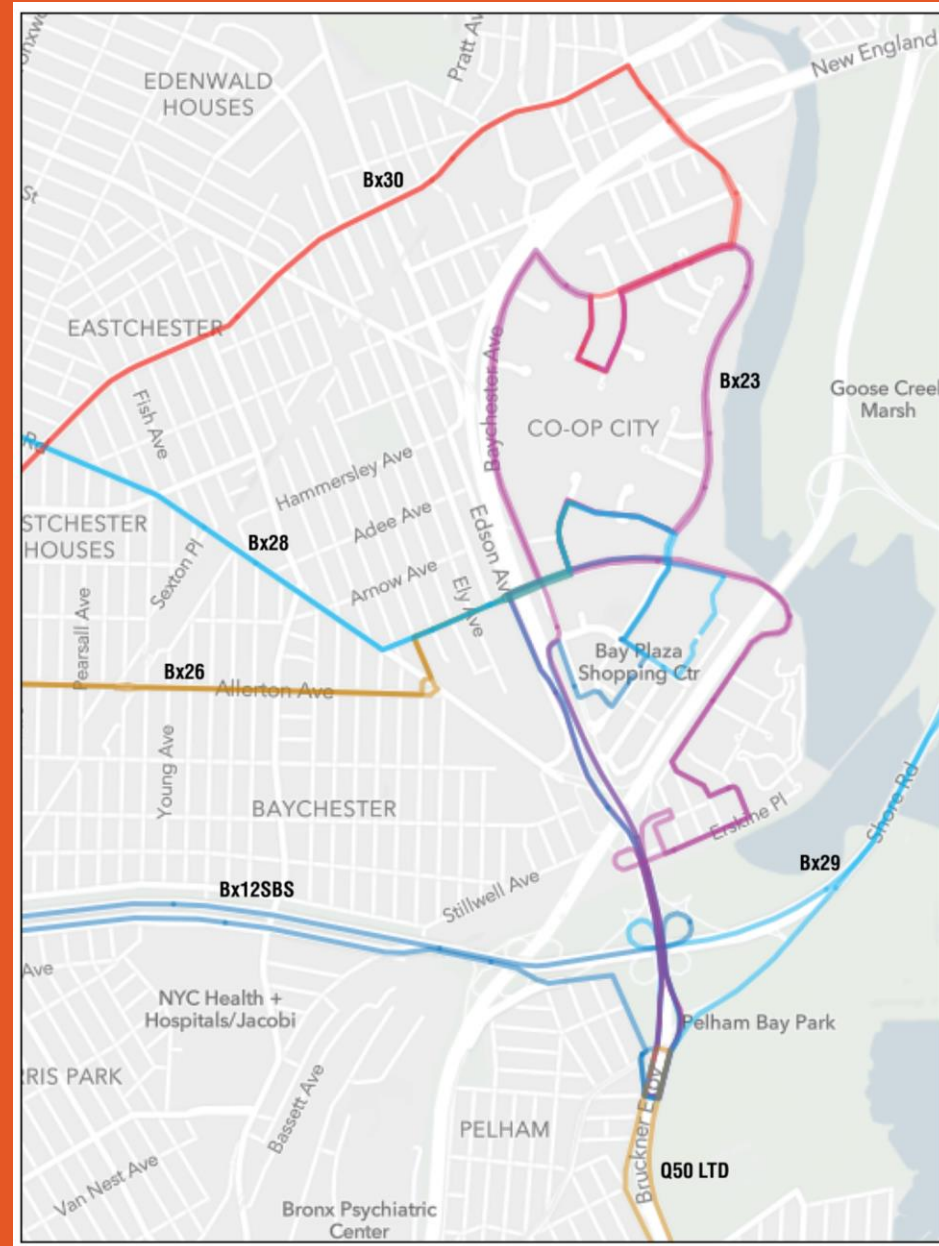
# Norwood

- We propose to discontinue Bx34 service along southern Bainbridge Av and Valentine Av
- Service would be rerouted onto E 204 St and Webster Av and access to Fordham Rd would still be provided
- Webster Av is a wider street, more suitable for bus operations with existing bus lanes, which should improve reliability and bus speed
- To maintain service on Bainbridge Av between E 204 St and Bedford Park Bl, the Bx28 would be rerouted
- This reroute would remove several turns on a circuitous section of the route that currently travels via Paul Av and Mosholu Pkwy



# 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
  - Serving as a connector to subway lines and other northeast Bronx areas
- This creates an overly complex network with duplicative service and buses slowed by multiple turns
- MTA's 2014 study of Co-op City bus service found that the majority of bus riders in the area are residents traveling to points outside of Co-op City for work and 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

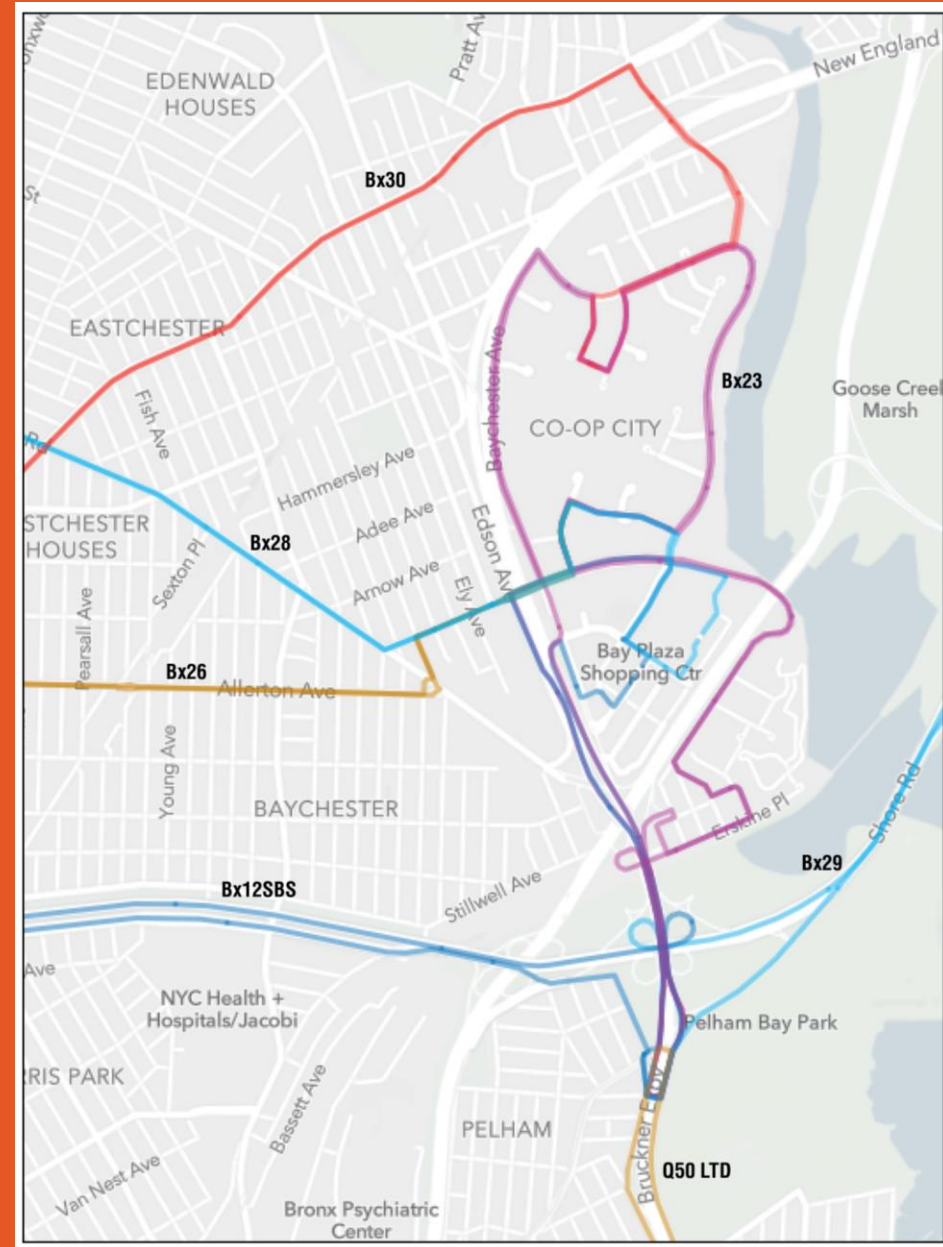




# Co-op City

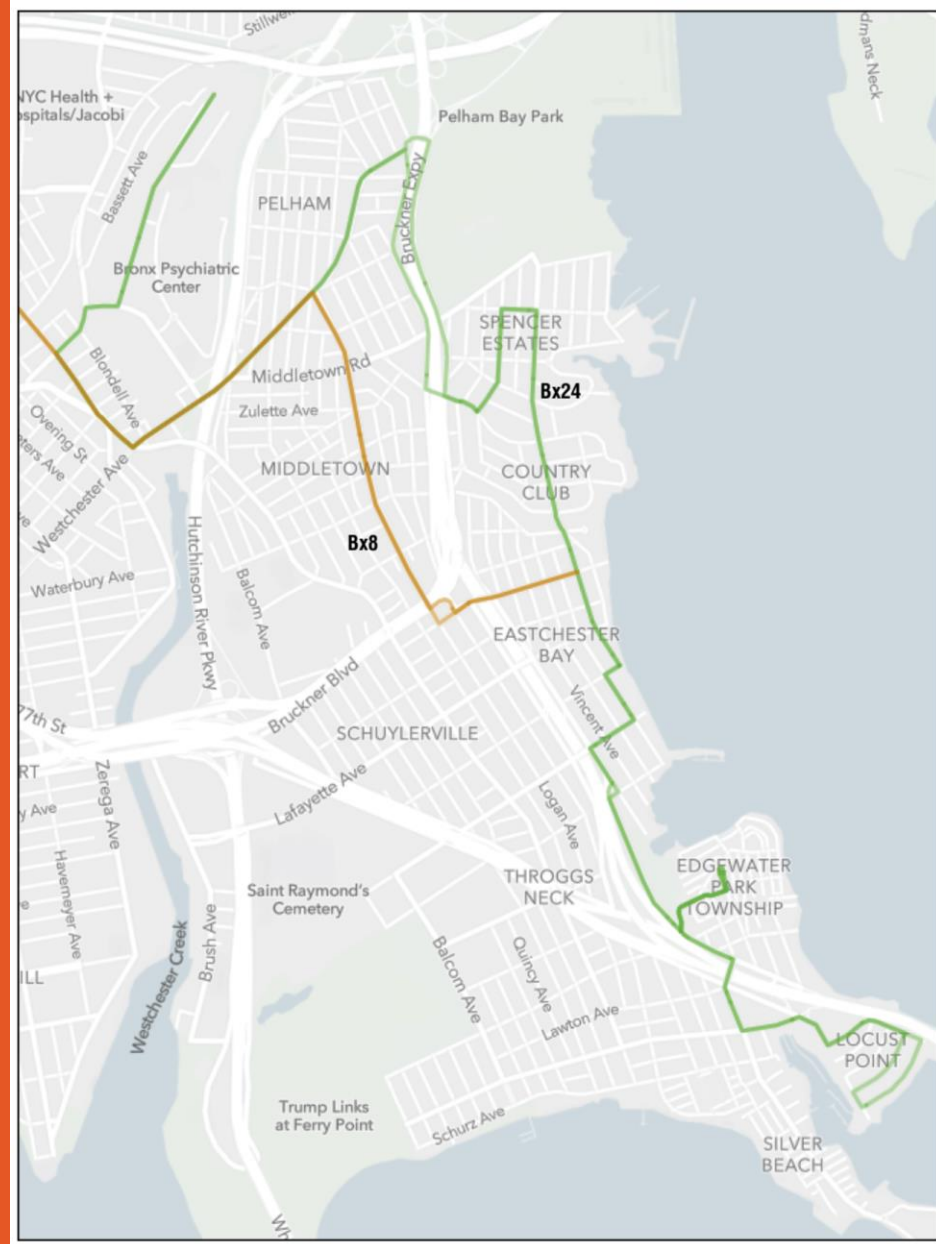
Our proposal creates two distinct and separate types of bus route

- Circulator service would 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
  - The Bx23 would receive a significant increase in frequency
- Other routes leaving the area would each 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
  - Bx26 connection point: Asch Loop
  - Bx28 connection point: Asch Loop
  - Bx29 connection point: Pelham Bay Park
  - Bx30 connection point: Dreiser Loop
  - Q50 LTD connection point: Pelham Bay Park



# Country Club & Locust Point

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



# 125 St (Harlem)

- Two Bronx bus routes currently operate on 125th Street: the Bx15 and the M100
- 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 propose 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)





# 125 St (Harlem)

- The M125 would maintain bus service all the way west to 12th Av and the interborough connection between Manhattan and the Bronx
- We also propose to shorten the M100, moving its southern terminal to Amsterdam Av and West 125 St
- 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



# Express Bus Service Proposed Improvements

# Riverdale (BxM2)

- Discontinue service on Riverdale Av (Henry Hudson Pkwy – W 230 St)
- Reroute to operate via Inwood to Henry Hudson Parkway to serve West Midtown (to W 26th St)
- Avoids slow speeds and regular traffic delays on Major Deegan Expwy
- Bus spends less time on local Manhattan streets that are heavily congested
- Customers using stops south of W 72 St would have a faster trip as buses would operate exclusively on the west side to 79 St instead of traveling on the east side and crossing through Central Park





# Riverdale (BxM18)

- Streamline route 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
- Will minimize the time the bus spends on local Manhattan streets that are heavily congested
- Proposed routing change will require further coordination with NYCDOT prior to being possible for implementation



# Woodlawn (BxM4)

- Extend northern terminal further east to E 241 St/White Plains Rd to serve former BxM11 riders
- Discontinue service along Bainbridge Av and Grand Concourse
- Reduce service to operate peak-hour, peak-direction only
- Bus spends less time on local Bronx streets and gets on the highway quickly
- Bypasses congested Bainbridge Av and Grand Concourse corridors which duplicates nearby subway service (B D 4)





# Woodlawn (BxM5\*)

- Reroute to operate from E 233 St to Bronxwood Av
- Discontinue service along White Plains Rd
- Change route name to BxM5
- Has similar northern terminal area as Proposed BxM4
- Customers north of 232 St would have a faster ride provided by the modified BxM4 service
- Avoids delays from being stuck behind local buses on White Plains Rd
- Avoids duplicating subway service directly above on elevated tracks
- Would improve speed and reliability by utilizing a less congested street

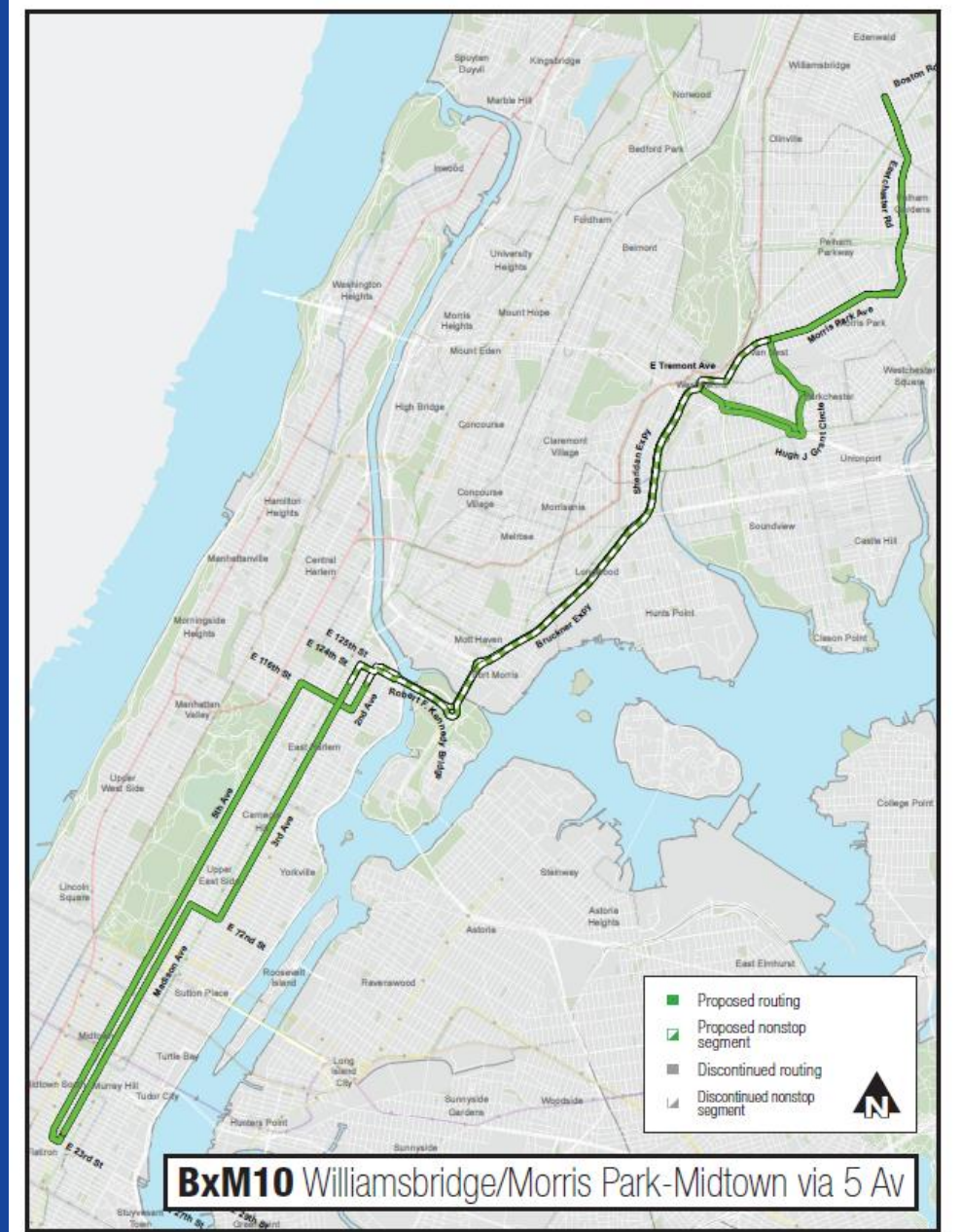


**\*Formerly BxM11**



# Williamsbridge/ Morris Park(BxM10)

- Reroute off-peak and weekend service on the BxM10
- Proposed routing would operate via Hugh J. Grant Circle to serve current BxM6 customers that will no longer have off-peak and weekend service
- 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

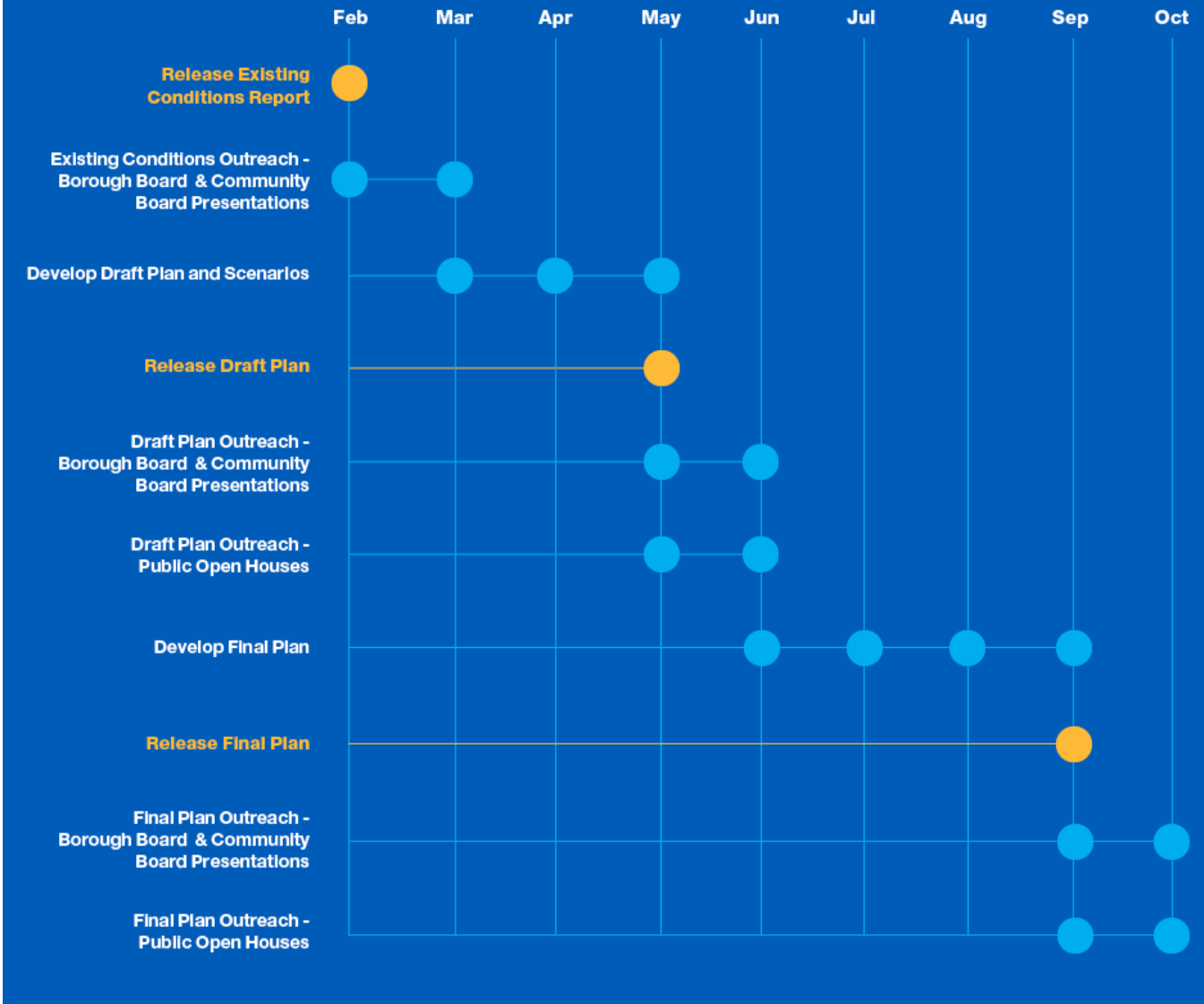


# Co-op City (BxM17)

- **New direct Express Bus service between Co-op City and Lower Manhattan**
- **Bus will avoid congested local Manhattan streets by traveling via the Whitestone Bridge and Long Island Expressway**
- **Responds to community requests for Downtown service**
- **Possibly attract customers who currently use subway/local buses to get Downtown**
- **Will attract some BxM7 riders**
- **BxM18 is the 4th highest bus-to-bus transfer from the BxM7**



# Bronx Bus Network Redesign Updated Project Timeline





# Upcoming Open Houses

All workshops are 6:00pm-8:30pm

Ft. Independence Community Center  
Tuesday, June 11, 2019  
3350 Bailey Avenue

The Bronx Museum of the Arts - North Wing, 2nd Floor  
Wednesday, June 12, 2019  
1040 Grand Concourse

Bronx Community Board 12 - Carriage House  
Monday, June 17, 2019  
4101 White Plains Road

ShopRite of Bruckner Boulevard (Bruckner Mall) - Community Space, 2nd Floor  
Tuesday, June 18, 2019  
1994 Bruckner Boulevard



# Upcoming Open Houses

All workshops are 6:00pm-8:30pm

## PS/MS 71

Wednesday, June 19, 2019

3040 Roberts Avenue

## Monroe College - Kings Hall, Mintz Room

Monday, June 24, 2019

2501 Jerome Avenue

## Davidson Community Center

Tuesday, June 25, 2019

2038 Davison Avenue

## RiverBay Corporation - Co-op City, Room 31

Thursday, June 27, 2019

2049 Bartow Avenue



# Thank you

[FastForward.mta.info](https://www.fastforward.mta.info)

[New.mta.info/BronxBusRedesign](https://www.new.mta.info/BronxBusRedesign)

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