Brooklyn Bus Network Redesign

Draft Plan 12/01/22

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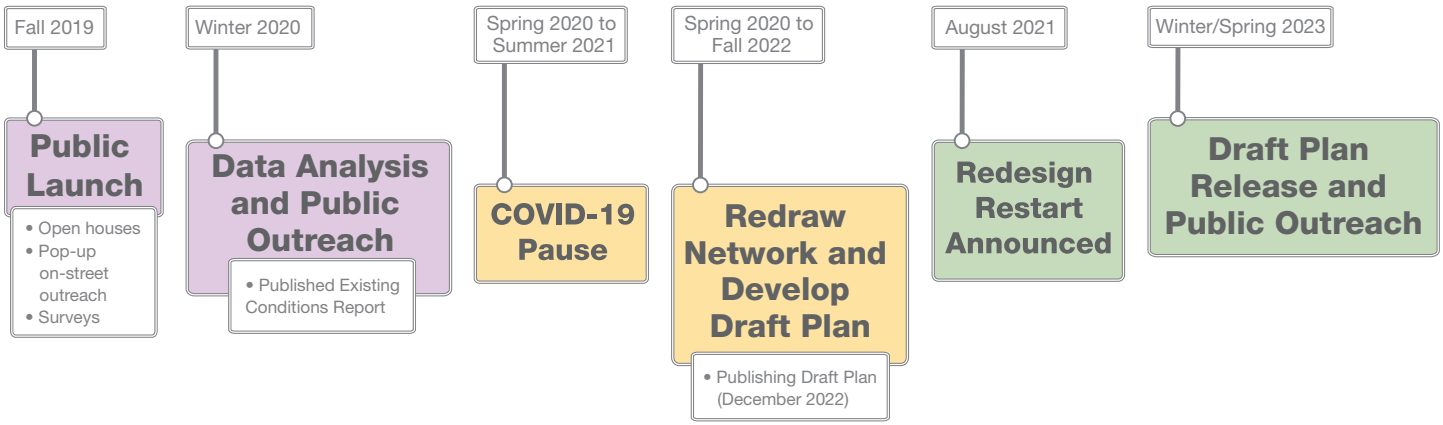
Introduction

The Brooklyn Bus Network Redesign is part of the Metropolitan Transportation Authority's (MTA) larger effort to comprehensively and holistically modernize New York City's bus network and improve bus service borough by borough. Over the last several decades, New York City has experienced a huge amount of growth and change, but the bus network has not kept up with the evolving needs of our customers. Meanwhile, bus ridership has decreased, buses have slowed down in ever-worsening traffic, and reliability has declined. The MTA has made modest, incremental changes to individual routes over the years, but a Bus Network Redesign is a rare opportunity to take a fresh look at the bus network comprehensively, with the goal of meeting customers' priorities: Frequent Service, Faster Travel, Reliable Service, Better Connections, and An Easy Ride.

This Draft Plan introduces a proposed Brooklyn bus network with routes, stops, and generalized frequencies that have been reimagined to meet the needs of current and future customers.

In this report, we will discuss how we got here, what we've heard from customers, and how we have integrated this feedback to arrive at our proposed network.

Following the publication of this report, the MTA will host a range of public meetings and workshops to gather additional input from Brooklyn bus customers and residents. Your invaluable input will inform and shape the Proposed Final Plan. This process is laid out in more detail within the report.



PROJECT STATUS

What Has Happened So Far?

The Brooklyn Bus Network Redesign launched in October 2019, with the first public outreach efforts focused on surveying customers and hearing about their priorities for improving bus service in Brooklyn. We surveyed customers both online and in-person, held ten open houses throughout Brooklyn in October and November 2019, and conducted numerous on-street engagement events to help spread awareness of the project.

Following the public open houses, we continued to gather data and produced our Existing Conditions Report. The report was released in January 2020, and outlined key metrics such as population, employment, and demographic trends in Brooklyn and analyzed how current bus service operates in the borough.

In February 2020, we began to develop a Draft Plan of a new bus network for Brooklyn that reflected the findings of the Existing Conditions Report and the input we received from customers.

In March 2020, as a result of the COVID-19 pandemic, we made the difficult decision to pause the bus network redesign initiative to protect public health and ensure that resources were concentrated where needed most -- moving our essential workers as quickly and safely as possible to address the public health emergency. During the intervening months, the planning team continued to analyze public input and data in order to continue the project once the height of the pandemic had passed.

In August 2021, the MTA announced many exciting bus initiatives, including the restart of the Bus Network Redesigns. We picked up where we left off and continued to develop the Brooklyn Redesign Draft Plan.

Where Are We Now?

We are excited to restart the Brooklyn Bus Network Redesign project with this Draft Plan. The proposed new bus network for Brooklyn reflects customer priorities and applies network redesign strategies to improve the bus network. While much of the network looks similar to today's Brooklyn bus network, there are a substantive number of proposals to improve the network for our customers based on these strategies: simplifying the network, straightening routes, creating new connections, strengthening interborough service, reallocating frequency, proposing new route types, and right-sizing the distance between bus stops.

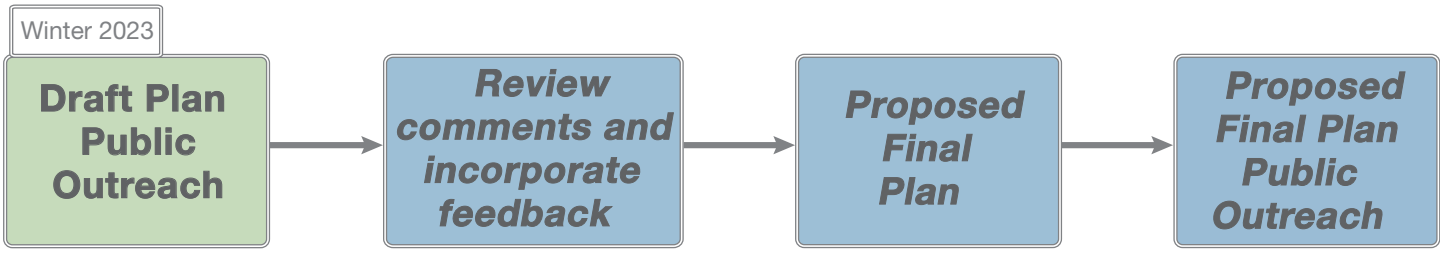
How Can You Provide Feedback?

Following the release of the Draft Plan, we will host 18 virtual public workshops – one for each Community District in Brooklyn. The public workshops will provide customers with information about all the changes proposed in the Draft Plan. Participants will be able to share their questions, comments, and concerns regarding the proposed new routes and bus stop balancing proposals.

All customers are invited to comment on the Draft Plan by visiting the Brooklyn Bus Network Redesign microsite at https://new.mta.info/project/brooklyn-bus-network-redesign and accessing our comment portal. Additionally, customers will have the opportunity to visualize the proposed network in detail in Remix, an interactive web-based mapping tool, which has a geographic commenting feature for route-specific comments. Links to both resources will be shared on the microsite as well as on each of the route profiles in this document. Feedback from this round of outreach will be used to inform the Proposed Final Plan.

What's Next?

The Proposed Final Plan will be released after completing the Draft Plan outreach process and reviewing public comments and suggestions to inform any additional changes to the bus network. The Proposed Final Plan 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 Proposed Final Plan. We will also present the Proposed Final Plan to the Borough Board and District Service Cabinet and to community boards. The Proposed Final Plan will include draft bus timetables and a Trip Planning tool to allow customers to see how changes might impact their trip and will allow for additional comments and feedback before implementation occurs.



WHY REDESIGN THE BROOKLYN BUS NETWORK?

The Draft Plan is a fresh look at how we can improve the bus service we provide in Brooklyn to benefit the greatest number of customers. About 62 percent of Brooklyn residents rely on public transit for their daily commutes and at least 9 percent commute primarily by bus. The Brooklyn bus network has not substantially changed in decades and needs to evolve to meet the changing needs of our bus customers by providing shorter travel times and better connections. Over the years, we have made minor changes to the network, but have not kept pace with the major growth and change Brooklyn is experiencing and will continue to see moving forward. The comments we heard so far during public open houses, on-street engagement, and from our online survey all indicate the need to redesign the Brooklyn Bus Network.

After reviewing our customers' comments, we grouped what we heard into five primary areas of concern: frequency, travel time, reliability, connections, and ease of use. The bus ridership decline in Brooklyn in recent years is another motivation to redesign the Brooklyn Bus Network.

Brooklyn's Bus Ridership Decline

Bus ridership in Brooklyn fell 14 percent from 2016 to 2019. The decline in ridership can be attributed to a variety of factors, including slower bus speeds, decreased reliability, modal shifts to other transportation, including the subway and Transportation Network Companies (TNCs), and demographic changes.

During the height of the pandemic, bus ridership in Brooklyn fell to roughly 50 percent of pre-pandemic levels. However, ridership has slowly continued to recover as customers return to their daily activities.

Note: *On the COVID-19 Pandemic and Data Used in the Draft Plan*

Despite the pandemic-related ridership drop, we did not want to redesign the bus network using pandemic-era figures. While the pandemic has required many of us to adjust our routines, Brooklyn riders still need frequent and reliable bus service to get around the city, and they deserve a new and improved bus network that will meet their current needs and their needs for years to come. To that end, we have used pre-pandemic ridership data to inform our proposals in this Draft Plan, complementing customer feedback.

Frequency: Waiting For The Bus

Decreasing wait time and increasing frequency is the top priority of Brooklyn bus riders. Consistent, frequent bus service throughout the day provides customers with the ability to spontaneously choose when they travel, rather than letting the schedule decide for them.

Currently, 26 routes operate frequently all-day – defined as every 10 minutes or better between 6am and 8pm on weekdays. An additional 19 routes operate every 15 minutes or better. However, this leaves a large number of routes (21) in Brooklyn which do not meet this threshold and operate at headways greater than 15 minutes during some time periods.

Thirty-three local bus routes operate 24 hours a day and cover the majority of the borough. With employment in the largest late-shift sectors, such as healthcare, food services, and hospitality/leisure, expected to continue growing quickly in the next decade, the importance of the overnight bus network will only increase.

Speed: Buses Are Slow

Prior to the pandemic, bus speeds had been declining systemwide for several years. In 2019, average bus speeds in Brooklyn were the second lowest of the five boroughs at 7.0 miles per hour (MPH) and had decreased 5 percent since 2014 (7.4 MPH). Even small decreases in bus speeds can have a cascading effect on customers' overall travel times.

Congestion is the leading cause of declining bus speeds and service reliability in Brooklyn. 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. This further deters would-be customers from choosing to take the bus.

Bus stops spaced close together are another reason for slow bus speeds in Brooklyn. Bus stops can be so close together that the bus barely has enough time to leave one bus stop before it enters the next one. With an average of 830 feet between stops on Local routes, buses are often stopping as frequently as every one or two blocks. This is shorter than the distance between stops in international peer transit systems around the world, which typically ranges from 1,000 to 1,680 feet.

When a bus stops more frequently along a route, exiting, stopping, and re-entering the flow of traffic, it loses speed, increases customers' travel time, and increases the chance of delays. By rationalizing the distance between stops and preserving stops with high ridership and at key destinations throughout Brooklyn, buses can keep moving with the flow of traffic and get customers where they need to go faster.

We have found that removing one stop saves about 20 seconds per trip – and potentially more during peak periods. Over the course of a whole route, this can translate to a significant savings in the amount of time a customer spends on the bus.

Reliability: Buses Arrive Late

Our customers told us what our metrics[1] also show: that Brooklyn buses are often slow, stuck in traffic, and arrive bunched together. The average Brooklyn bus customer had a Customer Journey Time Performance (CJTP) of 69 percent prior to the pandemic (CJTP measures the percentage of trips completed within five minutes of the scheduled time). On an average trip, Brooklyn bus customers waited at the bus stop two minutes longer than scheduled and spent one minute longer than scheduled onboard the bus.

During the height of the pandemic, service reliability briefly improved due to less traffic on the roads. However, much of that congestion has since returned and reliability has begun to decrease back to pre-pandemic levels. As bus service becomes less reliable due to congestion, particularly in areas such as Downtown Brooklyn, the effects are experienced by many Brooklyn bus customers across the borough.

Narrow streets and frequent turns also exacerbate unreliable bus service, as each can lead to unpredictable delays.

[1] More information on Brooklyn bus metrics can be found at http://dashboard.mta.info/Bus and https://metrics.mta.info.

Connectivity: Public Transit Doesn't Take You Everywhere You Want To Go

While population and employment densities in Brooklyn are often concentrated largely along subway lines, many residences, community facilities, employment centers, and other key destinations are only accessible by bus (particularly in southeastern Brooklyn). Customers told us that they rely on multiple bus routes, subway 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. Connectivity challenges between Brooklyn and Queens are of particular concern to our customers.

Ease of Use: Buses Can Be Hard To Figure Out

The Brooklyn Bus Network is complex. In many instances, the complexity is necessary and benefits the borough by connecting many different neighborhoods and key destinations to each other. On the other hand, the bus network is not always easy to comprehend, particularly for those new to the bus system or attempting to travel to a new location. These intricacies can make the bus network feel overwhelming. One way to encourage bus ridership is to find the proper balance between simplicity and complexity in the bus network.

2. WHAT CUSTOMERS WANT

- What We Heard
- Customer Priorities

WHAT WE HEARD

Public Outreach Summary

Customer feedback from the initial round of public outreach in 2019 was crucial in the development of the Draft Plan. In Fall 2019, we focused on surveying customers and hearing about their priorities for improving bus service in Brooklyn. We surveyed customers both online and in-person, held ten open houses throughout Brooklyn in October and November 2019, and conducted numerous on-street engagement events to help spread awareness of the project.

CUSTOMER PRIORITIES

This section outlines the five different customer priorities that we heard during the outreach sessions. These five priorities represent the goals for the Brooklyn Bus Network Redesign.

Frequent Service

When asked to select their top priority for improving bus service at both the open houses and through the online survey, the majority of respondents chose decreased wait times and increased service frequency. Customers requested increased frequency on many specific routes as well as to many specific destinations. Customers also asked for more service at certain times of day.

Faster Travel

Speeding up travel times on the bus was another high priority for Brooklyn bus riders. At open houses, where attendees were asked to vote for their top four priorities, decreased travel times through infrastructure such as dedicated bus lanes and transit signal priority was a close second choice to decreasing wait times.

Consolidating bus stops is one way to speed up bus travel. Survey respondents were overwhelmingly in favor, with a large majority choosing faster trips over more bus stops. Many individual comments referenced having fewer bus stops.

What Customers Want

Customers asked for more Limited or Select Bus Service (SBS) style routes, which stop much less frequently to get riders across long distances faster. Customers also requested more bus priority through bus lanes and busways.

Reliable Service

Improved reliability was another top priority for Brooklyn bus riders. Issues noted by customers about the lack of bus priority in most parts of the borough relate to reliability challenges as well.

Better Connections

Customers want to go more places, faster. While part of the solution certainly involves speeding up buses, there are other things we can do, like establishing connections between routes that do not currently exist in the bus network. Since the bus network has not changed much in the past decades, there are many pairs of origins and destinations that are not served well. These include both trips within and between Brooklyn neighborhoods, and trips to other boroughs. Customers often called out challenges traveling to Queens, stating that the existing network lacks frequent and direct service between the two boroughs.

An Easy Ride

Customers want the whole process of riding the bus to be easier, from figuring out which bus to take, to finding the right bus stop, to paying and boarding, to knowing when to get off. Riding the bus can be daunting for those who have never done it before.

In particular, customers noted that many routes that primarily travel on one street do not always continue on that same street for their full length, making the bus network unnecessarily complicated. Many customers also commented on the challenges of transferring between two buses or between the bus and the subway.

What Customers Want

3. REDESIGNING THE NETWORK

- How Are We Redesigning the Network?
- Route Types
- Other Efforts that Support the Brooklyn Bus Network Redesign

HOW ARE WE REDESIGNING THE NETWORK?

We have redesigned the Brooklyn Bus Network with emphasis on the five customer priorities detailed in the previous chapter: Frequent Service, Faster Travel, Reliable Service, Better Connections, and An Easy Ride. To address each of these priorities, we have used several different network redesign strategies.

Decrease Wait Time and Increase Frequency 

Decreasing wait time and increasing frequency is the top priority of Brooklyn bus riders. Consistent, frequent bus service throughout the day provides customers with the ability to spontaneously choose when they travel, rather than letting the schedule decide for them.

However, with a fixed number of buses available in the fleet during the peaks partly due to limited space available in Brooklyn bus depots, as well as operating resource constraints, increasing frequency is not a simple task.

We have used the following network redesign strategies to increase frequency:

- We have focused frequency improvements on key corridors and in historically disadvantaged neighborhoods, especially in areas far from the subway where residents and employees tend to be more dependent on the bus.

- Some of these frequency improvements are possible due to reinvesting resources gained by removing redundancies elsewhere in the network, for instance where two routes run on the same street through a lower-ridership area.

- Some of these frequency improvements are possible due to speeding up buses and reinvesting those resources. See the next section ('Decrease Travel Times and Speed Up Buses') for strategies to reduce running time.

- We have consolidated nearby parallel routes onto one street, thereby increasing frequency on the combined section.

Decrease Travel Time and Speed Up Buses

Shortening travel time once on the bus is another top priority of Brooklyn bus riders.

We have used the following network redesign strategies to decrease travel time.

- Expand bus priority in conjunction with the New York City Department of Transportation (NYC DOT).
- Balance bus stop spacing so that buses are not constantly entering/exiting traffic.
- Develop new patterns of service that are designed to get people quickly to their destination (Rush, Crosstown/SBS).

Expanded Bus Priority

As part of redesigning the Brooklyn Bus Network, we are working together with NYC DOT to expand bus priority improvements on corridors throughout the city.

The NYC Streets Plan[2], released in December 2021, seeks to expand the rollout of bus priority street improvements and the improvement of bus stop amenities. NYC DOT is working collaboratively with the MTA to meet those objectives as part of the Brooklyn Bus Network Redesign.

As part of the NYC Streets Plan, NYC DOT identified key Brooklyn corridors where bus priority street treatments can be implemented to better support sustainable, all-day bus service. The toolkit of potential improvements may include dedicated bus lanes, busways, queue jump intersections, transit signal priority, and other interventions, including pedestrian safety elements and physical accessibility upgrades of bus stops.

NYC DOT has conducted an analysis of major Brooklyn corridors to identify streets where future bus priority treatments would have the greatest impact for Brooklyn bus riders. The goal of this analysis is to prioritize streets for further study, planning, public outreach, design, and implementation of street interventions that improve bus rider travel times and complement a Bus Network Redesign.

NYC DOT identified bus priority corridors, in collaboration with the MTA, based on the following criteria:

- Demand for bus service
- Bus performance
- Feasibility of implementing new street treatments, including traffic levels and street widths
- The corridor's role in the transit network
- Neighborhood demographics and equity metrics

[2] https://www1.nyc.gov/html/dot/html/about/nyc-streets-plan.shtml

Redesigning The Network

This process identified 49 corridors to be studied for potential bus priority street improvements, including 17 top ranked corridors.

The following corridors, listed alphabetically, ranked highest in the NYC DOT evaluation process:

- 18 Av / Coney Island Av
- Albany Av / Lefferts Av / E New York Av / Pitkin Av
- Avenue Z
- Bay Pkwy
- Church Av
- Flatbush Av
- Flatlands Av / Glenwood Rd / Cozine Av
- Fulton St
- Fulton St / Jamaica Av / Pennsylvania Av
- Livingston St / Boerum Pl / Joralemon St
- Malcolm X Blvd
- Marcus Garvey Blvd / Albany Av / Dean St
- Nostrand Av
- Ralph Av / E 98 St / New Lots Av
- Rockaway Av
- Throop Av / Flushing Av / Bergen St
- Utica Av

NYC DOT Brooklyn Bus Priority Corridors

Ongoing NYC DOT Efforts to Improve Bus Service

In 2023, NYC DOT is undertaking work on bus priority improvements to Flatbush Avenue, the **B82 SBS** South Brooklyn corridor, and Livingston Street.

Flatbush Avenue

NYC DOT is pursuing bus priority and pedestrian safety improvements on Flatbush Avenue between Tillary Street and Avenue V. With over 118,000 daily bus riders on 12 routes pre-pandemic, Flatbush Avenue is a bus priority corridor in the NYC Streets Plan, as well as a Vision Zero priority corridor for safety improvements. Bus speeds average 7 MPH across the corridor, and below 5 MPH in Downtown Brooklyn. Informed by a robust community outreach process, the project will explore and implement solutions to improve bus speeds and pedestrian safety. Bus priority solutions may include curbside, offset or center-running bus lanes; a busway; transit-signal priority; queue jumps; and bus stop improvements.

B82 SBS South Brooklyn

NYC DOT is pursuing capital projects along the **B82 SBS** South Brooklyn Corridor. Capital work will be implemented along Kings Highway, Flatlands Ave, and Pennsylvania Ave. The planned treatments will improve accessibility at bus stops, increase pedestrian safety, and enhance the livability of the corridor. Improvements include expanded median bus stops, bus bulbs, bus pads, median tip expansions, median landscaping, and raised crosswalks.

Livingston Street

NYC DOT is pursuing options for upgrading the current bus priority on Livingston Street and improving bus speeds and reliability on this important corridor. Livingston Street currently has westbound curbside bus lanes and eastbound offset bus lanes. Unfortunately, illegal placard parking and a proliferation of building sites that impinge on the street has led to deteriorating effectiveness of the bus lanes over time. As a result, bus speeds are well below boroughwide averages for much of the day. NYC DOT is currently exploring options that will address current enforcement challenges. This could include physically separated bus lanes, bus boarding islands, and/or busways.

Bus Stop Balancing

In addition to bus priority, another key way to decrease travel time is to remove certain closely-spaced, under-utilized bus stops, allowing buses to keep moving with the flow of traffic and getting customers where they need to go faster.

We used multiple criteria to evaluate existing stops for the Draft Plan, such as route type (e.g., Local versus Limited – you can learn more about route types starting on page 26), ridership, distance from the previous stop, proximity to key destinations and transfer points, senior population and population with disabilities, ADA-accessible stop conditions, and existing bus stop conditions (e.g., shelters, benches, or other amenities).

Customers should be assured that the bus stop balancing proposals in this plan are drafts and your input is instrumental in refining the plan.

Design a More Reliable Network

Improving reliability is critical to retain existing riders and to encourage bus usage for more types of trips, yet it is one of the trickiest challenges to solve.

We have used the following network redesign strategies to improve reliability:

- Avoid narrow streets to reduce choke points caused by congestion, double parking, or other inappropriate uses of public street space
- Straighten routes by removing turns, which reduces delays that can lead to gaps in service and crowding
- Shorten routes so that buses are not getting caught in traffic traversing long distances
- Eliminate route redundancy, particularly in congested areas such as Downtown Brooklyn, so that buses are not blocking each other

Expand Connectivity Across the Borough and City

A transit network with a grid structure is often the most effective way to provide connectivity across large areas. With just one or sometimes two transfers, one can get from any point to nearly any other point within the network. Much of the Brooklyn Bus Network is already a grid.

In certain locations, a hub-and-spoke model is a more effective network design, with many routes coming together at one terminal and allowing for many possible transfers.

We have used the following network redesign strategies to expand connectivity:

- Where appropriate, straighten routes to create an even stronger grid structure, particularly on high-capacity, high-frequency core routes
- Where appropriate, maximize connective hubs to allow for easy transfers and travel across long distances
- Create new connections to key destinations, often by changing the terminal of a route to maximize opportunities to travel between different neighborhoods
- Create new interborough connections between Brooklyn and Queens

Make It Easier to Travel by Bus

A simpler bus network is easier to understand and easier to use for both existing customers and potential new customers.

We have used the following network redesign strategies to provide a better customer experience:

- Simplify the network by streamlining routes so that they run relatively straight to their destinations
- Eliminate difficult to understand route patterns so that riders know more easily where their bus is going
- Create new transfer points, particularly to current and future ADA-accessible subway stations, and shorten existing walking distances at transfer points
- Expand the all-day frequent network so customers can catch more buses without needing to memorize a timetable
- Balance bus stop spacing, which allows more stops to receive improved amenities

Accessibility

The New York City bus fleet is fully accessible for people who use mobility devices and continues to provide safe and reliable service for our customers with disabilities, particularly in neighborhoods where there are no accessible subway stations. Approximately 19 percent of Brooklyn bus customers are seniors or people with disabilities.

As part of the Brooklyn Bus Network Redesign, we have looked closely at areas with a high density of residents with disabilities, as identified by 2019 U.S. Census American Community Survey (ACS) data. We have streamlined routes and expanded connections to current and future ADA-accessible subway stations and have filled gaps in the bus network to expand the reach of accessible public transportation. In addition, we have used multiple criteria to evaluate our bus stop spacing from an accessibility perspective (see above section on Bus Stop Balancing for more details).

NYC DOT is coordinating with the MTA on improving the accessibility of bus stops in Brooklyn and citywide. NYC DOT has launched a citywide bus stop accessibility study to identify inaccessible stops that can be upgraded and is working to expand the installation of Real Time Passenger Information signs and bus shelters.

We continue to increase the use of real-time information screens and improved digital announcements on buses to assist passengers with visual, hearing, or cognitive disabilities.

Route Types

We currently operate the following types of bus routes: local, limited, Select Bus Service (SBS), and express. As they exist today, maps do little to indicate what pattern of service each route provides in terms of frequency, stop spacing, and bus priority. The only ways to differentiate between the different route types and what purpose they serve are the branding for **SBS** routes, or the green color and '**BM**' or '**X**' prefix for the express routes.

To address these issues, we are using different color-coded route types that were originally proposed in the Queens Bus Network Redesign New Draft Plan. We are calling them Local, Limited, Rush, Crosstown (SBS), and Express. Each of these route types serve a particular purpose with different guidelines for stop spacing and service frequencies. When looking at a map, customers will be able to quickly determine how these routes meet their needs. Below, we examine these new solutions and describe what purpose each of them is intended to serve. For a look at how these route concepts translate into the larger Brooklyn Bus Network, see the system map in the next chapter.

Route Labels

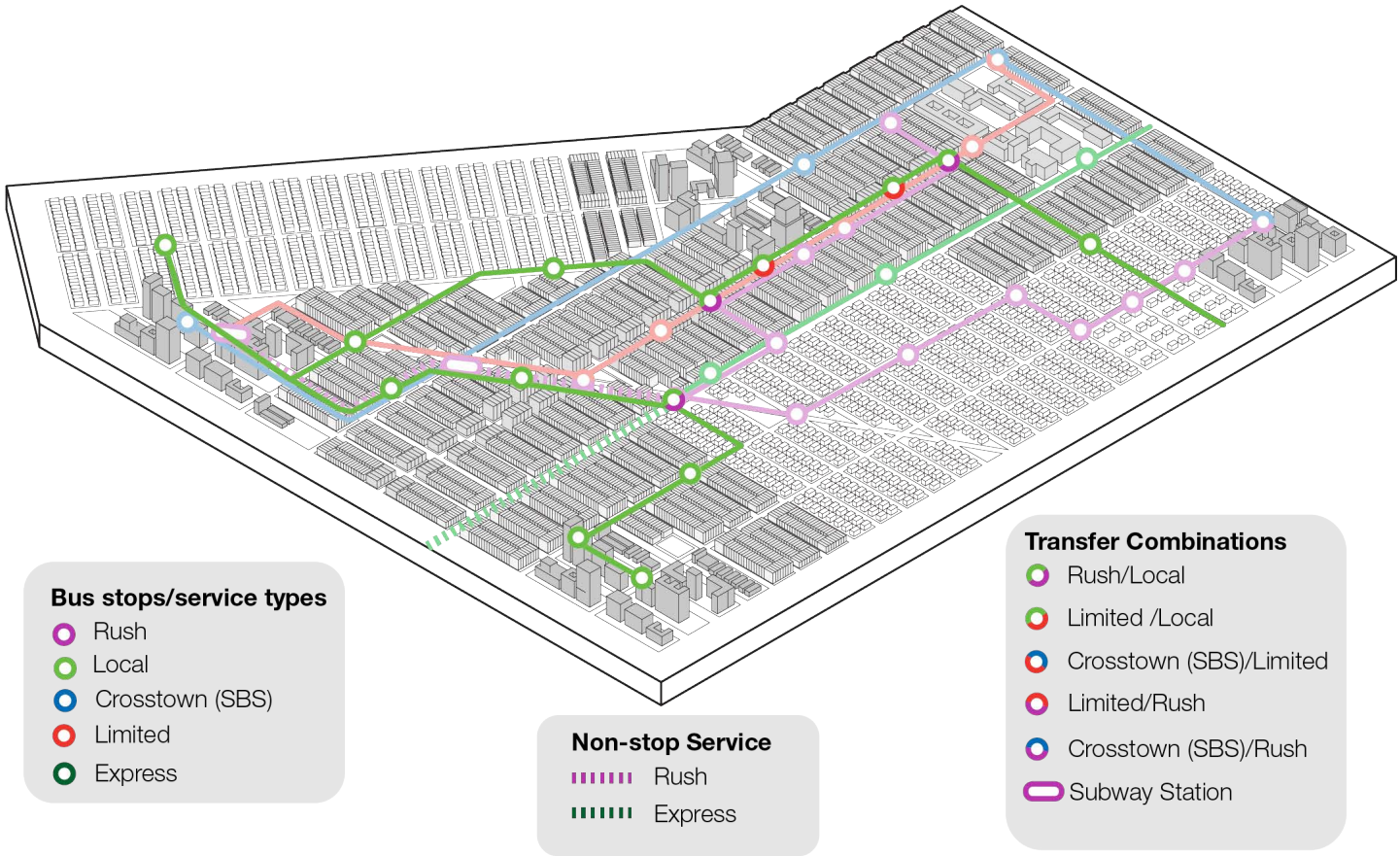
For all routes other than express routes in the Draft Plan, we have used existing '**B**' or '**Q**'labels where possible. If a proposed route looks much like an existing route, we have kept the existing route label. If a proposed route looks too different to assign it an existing label, we have given it a new '**B**' or '**Q**' number (e.g., the proposed **B81**). You will also notice that some existing route labels are not in this plan. This doesn't mean that service is discontinued. We are 'retiring' the route number and, in most cases, it is being replaced by another existing or new '**B**' or '**Q**' route label.

For express routes in the Draft Plan, we have continued the recent Network Redesign custom in Staten Island and Queens and replaced '**X**' labels with '**BM**' labels. These '**BM**' labels help customers in Manhattan identify the final borough destination of the express route. In addition, we have assigned each existing variant a different route number to help customers' understanding of the network. Peak-only Downtown service patterns now have a single-digit number (e.g., the proposed **BM1**), peak-only Midtown service patterns now have a number starting with a '**3**' (e.g., the proposed **BM31**), and off-peak Downtown and Midtown 'combination' variants have a '**c**' after the number (e.g., the proposed **BM1c**).

FOUR ROUTE TYPES FOR LOCAL BUS SERVICE

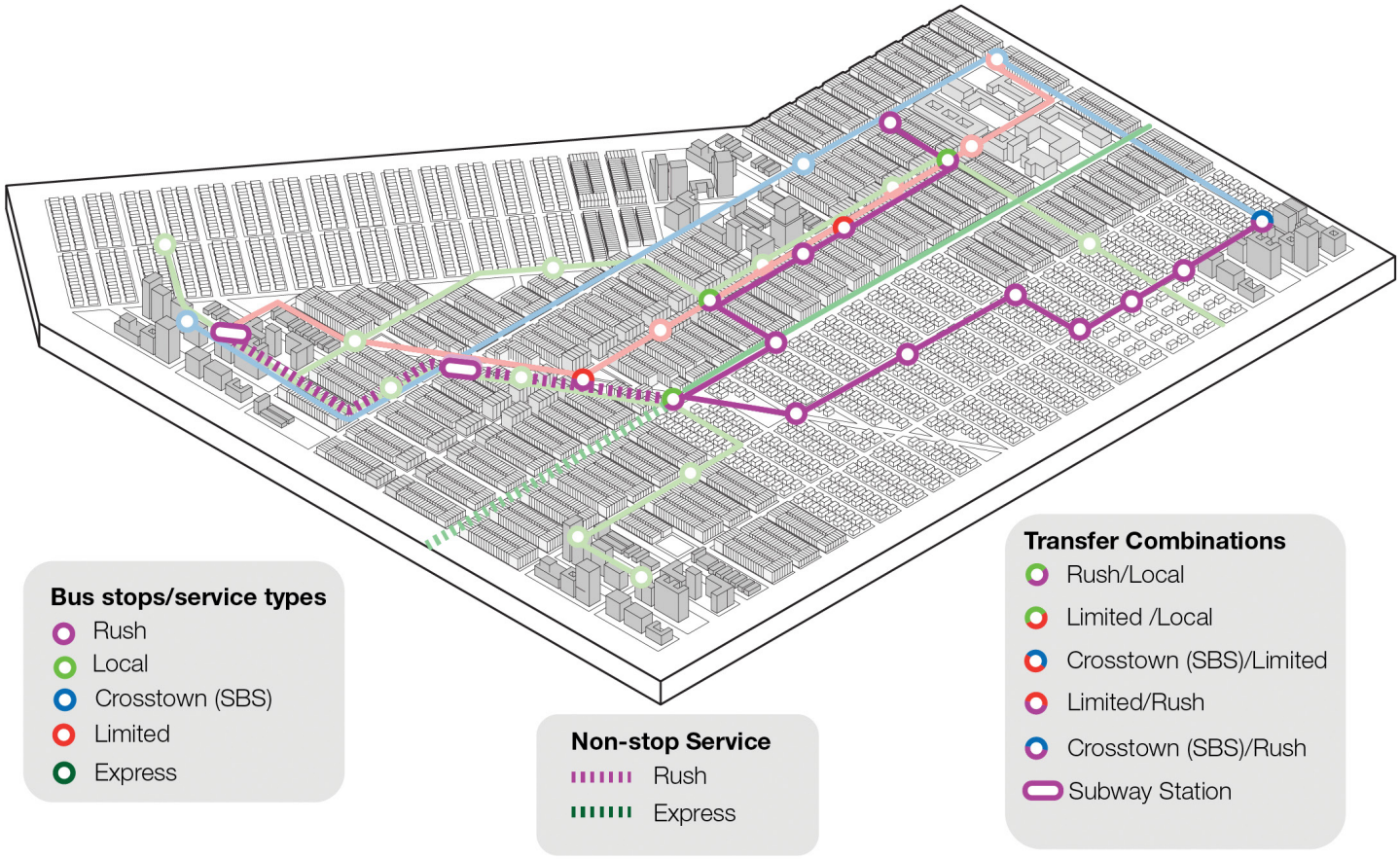
The following section shows four types of local bus routes used in the network redesign. Each of these route types serve a particular purpose with different guidelines for stop spacing and service frequencies. Each will be identified with a specific color.

Route Type: Local Routes



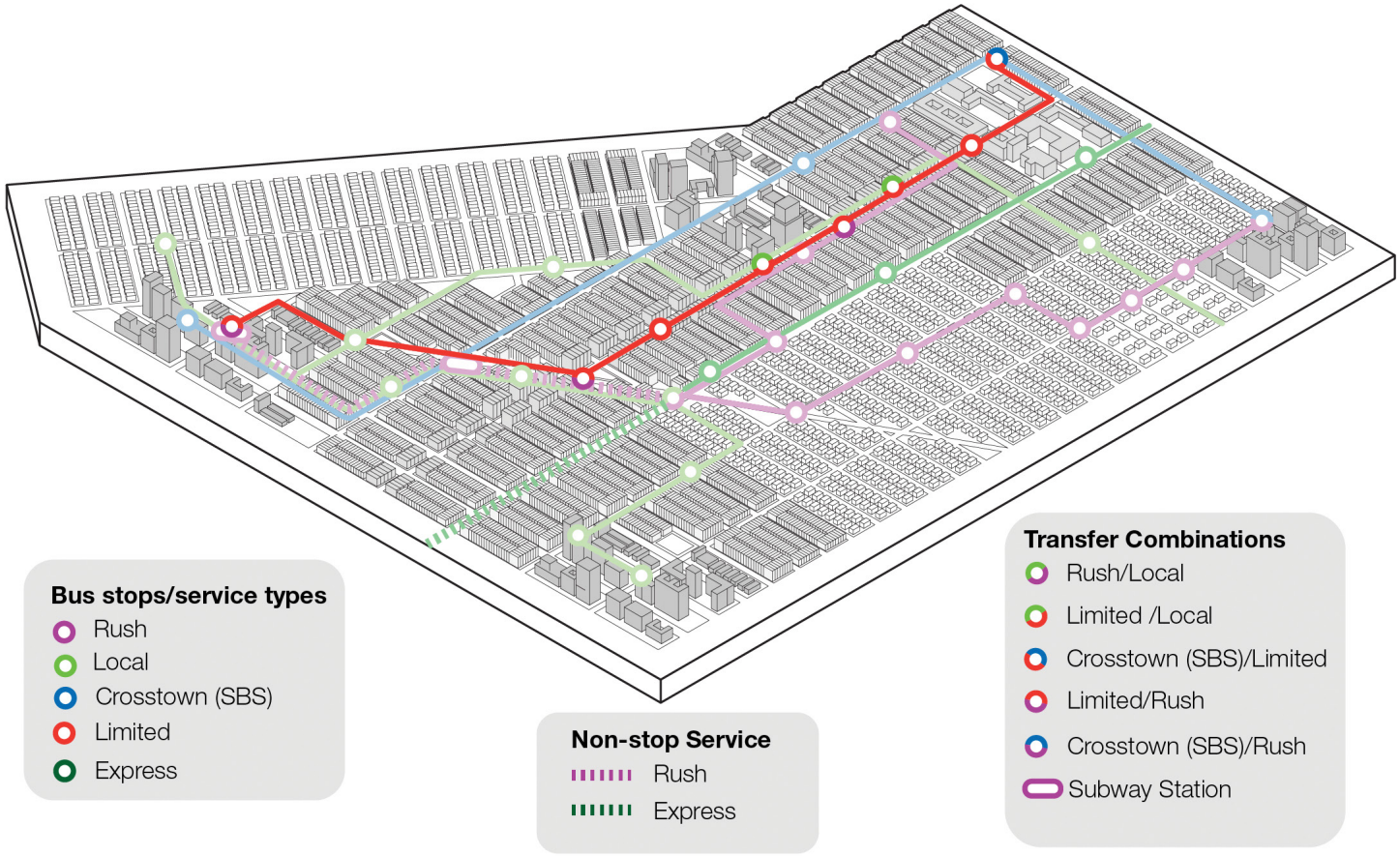
The purpose of Local routes is to connect local neighborhoods, key transit hubs, and important destinations. To easily recognize these routes on a map, they are shown in a green color. Service frequencies are typically driven by ridership demand. The average distance between stops on Local routes is approximately between 1,000 and 1,320 feet (1/4 mile).

Route Type: Rush Routes



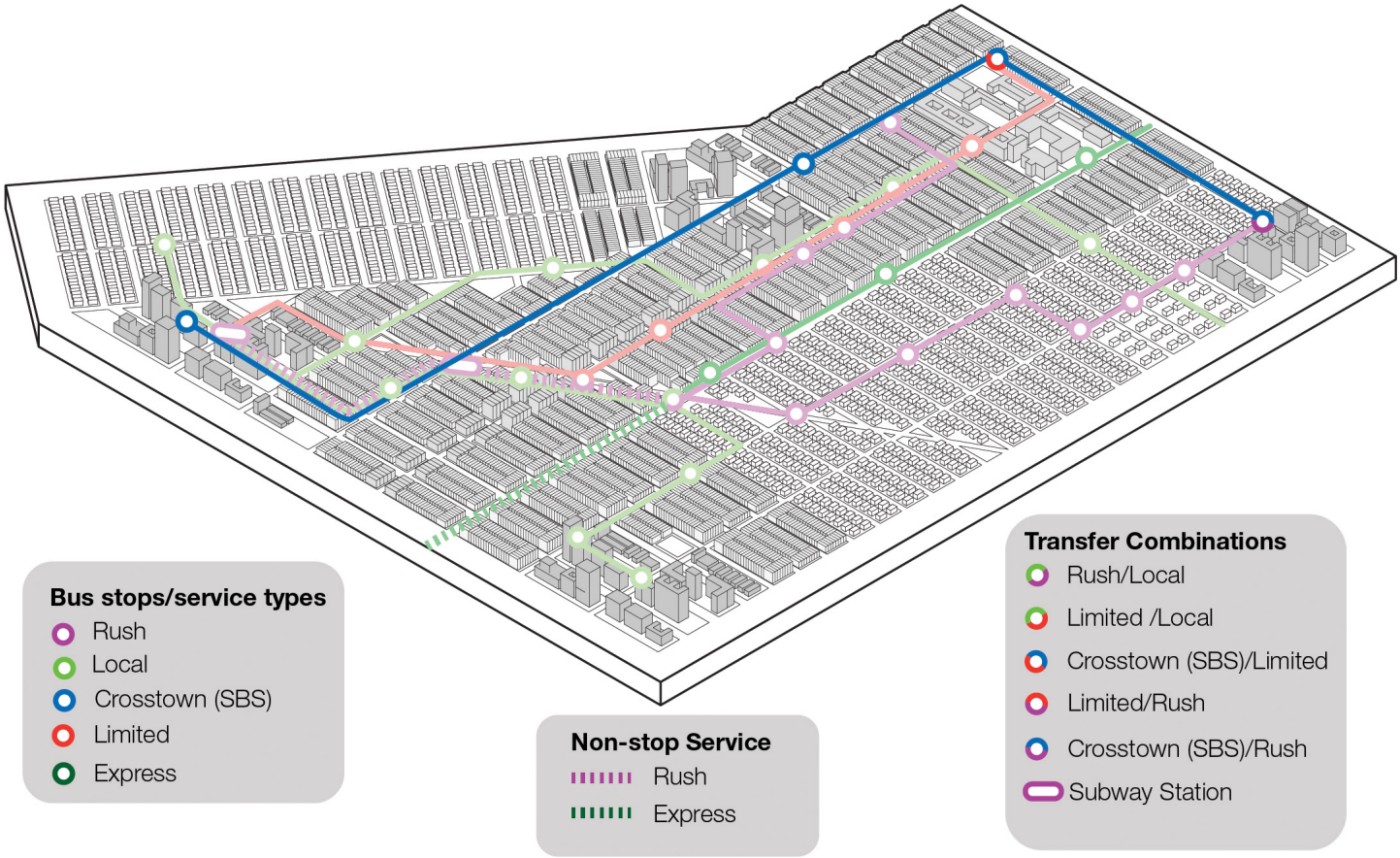
The purpose of Rush routes is to connect quickly between outer borough neighborhoods and subway stations. To easily recognize these routes on a map, they are shown in a purple color. These routes pick up locally and then travel as fast as possible to the subway, stopping only at major transfer points and key destinations. Along these 'non-stop' portions, Rush routes have underlying service from Local routes. These routes are typically more frequent in the AM and PM weekday peak period. The average distance between stops on Rush routes is approximately 1/4 of a mile (1,320 feet) in the local neighborhoods served, and approximately 1/3 of a mile or greater on the 'non-stop' portion of the route on the way to the subway.

Route Type: Limited Routes



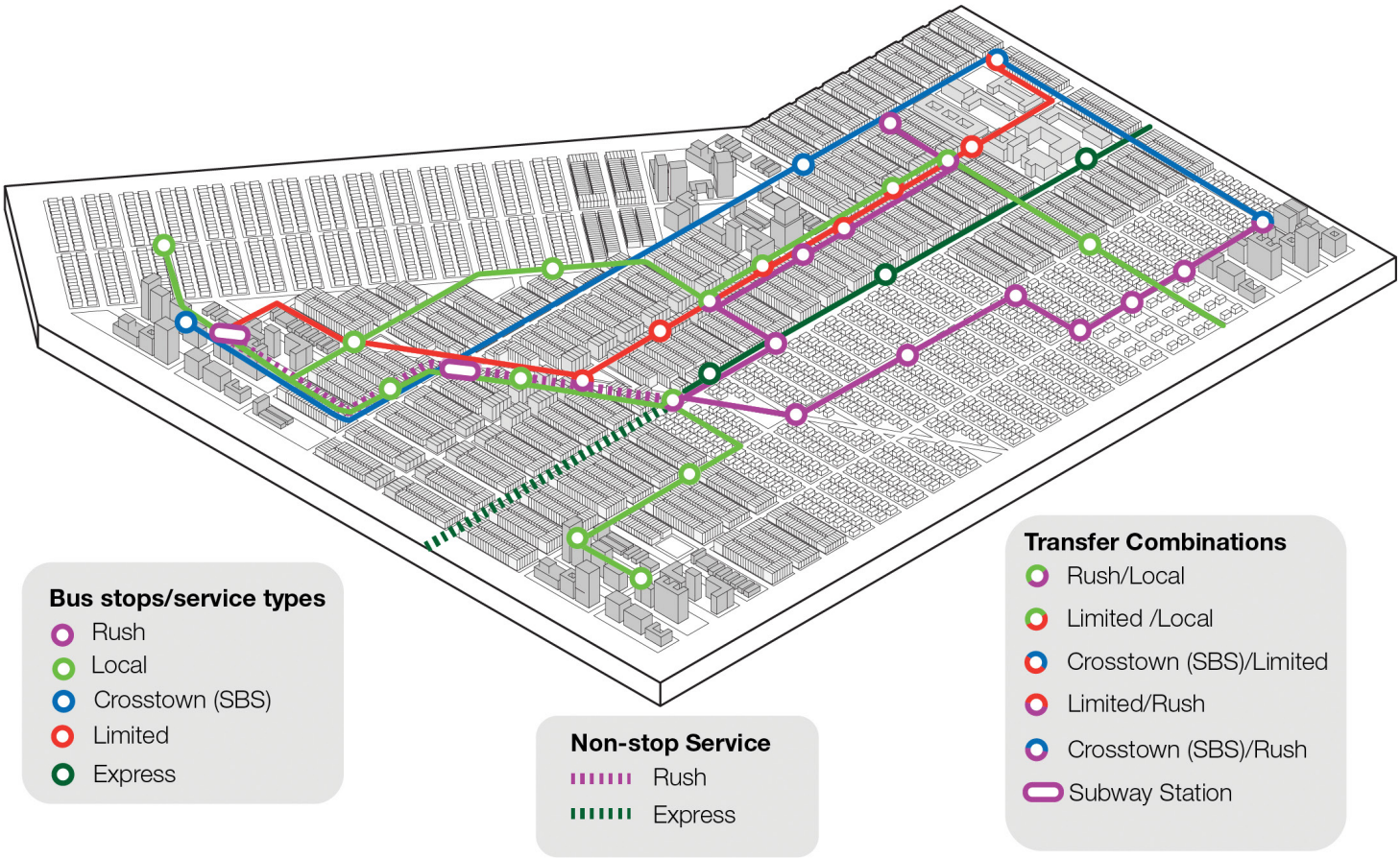
The purpose of Limited routes is to serve high-ridership, high-density corridors and connect quickly across the city. They combine with Crosstown (SBS) routes to form a high-frequency core network. To easily recognize these routes on a map, they are shown in a red color. These routes have slightly wider stop spacing than Local routes but not as wide as Crosstown (SBS) routes, with stops located at high ridership locations and key transfer points and destinations. Service on most routes is frequent all day (between 6:00 AM and 8:00 PM on weekdays). The average distance between stops on Limited routes is approximately 1/3 of a mile or greater.

Route Type: Crosstown (SBS) Routes



The purpose of Crosstown (SBS) routes is to connect across the city as fast as possible between several important destinations, serving high-ridership, high-density corridors. To easily recognize these routes on a map, they are shown in a blue color. These routes have the widest bus stop spacing and all-day frequent service (between 6:00 AM and 8:00 PM on weekdays). Combined with Limited routes, they form a high-frequency core network. The average distance between stops on Crosstown (SBS) routes is approximately a 1/2-mile (2,640 feet).

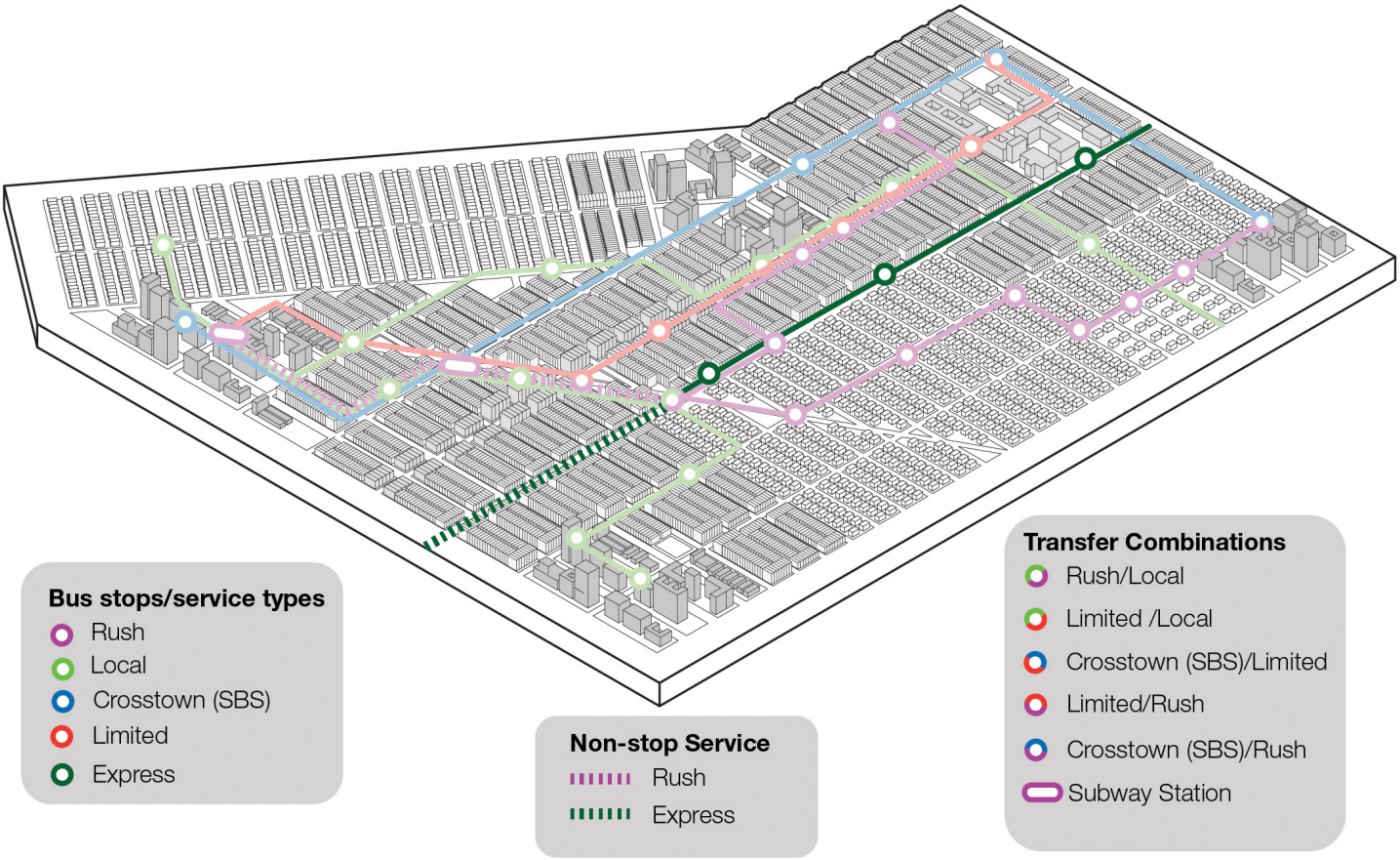
BUILDING A COHESIVE NEW LOCAL NETWORK WITH IMPROVED ROUTE TYPES



Using these different service concepts, we built a cohesive network to fulfill the different needs of our Brooklyn customers. Some services traverse straight, long corridors, connecting several activity centers along the way, while other services are better suited to connect neighborhoods to major destinations.

This combination creates a network that works better as a whole and opens new opportunities to the residents and workers of Brooklyn.

Route Type: Express Routes



The purpose of Express routes is to connect neighborhoods in the outer boroughs to the central business district in Manhattan with a one-seat ride via the highway. Express routes use coach buses and have a higher fare than Local routes due to the longer distance they travel and the higher operational cost. In this plan, we are showing the express routes in three different colors, each based on their Manhattan destination: orange for Downtown, purple for Midtown, and dark green for Midtown via Downtown. These routes mostly offer peak-hour service with frequency based on ridership demand. The average distance between stops on Express routes is approximately 1/3 of a mile (1,760 feet) in the local neighborhood served and in Manhattan, excluding the non-stop portion of the route on the highway.

OTHER EFFORTS THAT SUPPORT THE BROOKLYN BUS NETWORK REDESIGN

The MTA and its partner agencies have many other ongoing efforts to improve bus service in Brooklyn and beyond in addition to redesigning the bus network.

Collaborating with NYPD for Traffic Enforcement

- We continue to work closely with the New York City Police Department (NYPD) to expand traffic enforcement of bus lanes and reduce instances of double-parked vehicles blocking bus lanes and delaying bus service.
- We have committed to expanding the Automatic Bus Lane Enforcement (ABLE) initiative, which utilizes cameras to enforce bus lane rules.
- We will work with NYPD and NYC DOT to deploy Traffic Enforcement Agents to further address these issues.

Faster Boarding with OMNY

MTA's new fare payment system - OMNY - will help speed up bus boarding:

- **First, tap readers have been installed on all buses to speed up boarding, so buses spend less time waiting at stops.**
- **Second, with significant OMNY usage, we will be able to introduce all-door boarding.**
- **To learn more about the benefits of OMNY, please visit https://omny.info.**

We introduced fare capping on February 28, 2022. Customers who tap to pay their fares 12 times ($33) during the week with OMNY will automatically receive free, unlimited rides for the rest of the week (Monday to Sunday).

- **Fare capping makes fare payment more equitable throughout the system and supports the Bus Network Redesign by improving customers' freedom to travel throughout the system without having to worry about paying extra fares.**

- **To learn more about the fare capping pilot program, visit https://new.mta.info/fares/fare-capping-pilot-program.**

Central Business District Tolling Program

- The implementation of the Central Business District (CBD) Tolling Program, which would charge vehicles that enter or remain in Manhattan's CBD, will be an effective way to reduce congestion within the city and further encourage Brooklyn residents and employees to seek out alternative means of transportation other than a private vehicle.

- The CBD Tolling Program will also provide the MTA with a new revenue source that will help to address budgetary issues and increase capital investment in bus service.

- In addition, since people will be discouraged from driving to, from, and within the CBD, congestion will decrease, and bus speeds and reliability will increase.

- Visit https://new.mta.info/CBDTP to learn more.

2020-2024 MTA Capital Program

The 2020-2024 MTA Capital Program includes $54.8 billion of investments within the New York City region, many of which will improve bus service and support the Bus Network Redesign.

While more than 82 percent of the Capital Program is dedicated to the MTA's existing core infrastructure, strategically pursuing expansion projects is key to meeting new needs and addressing historic transportation inequities.

The 2020-24 Capital Plan's biggest priorities are to:

- Upgrade stations and improving accessibility
- Invest in new buses and train cars
- Modernize signals on the busiest subway lines and commuter rail lines
- Build the region's megaprojects
- Keep bridges and tunnels in good working condition
- Keep the MTA's other infrastructure in good working condition

Visit https://new.mta.info/capital/2020CapitalProgram to learn more.

4. INTRODUCING THE NEW NETWORK

- Proposed Draft Bus Network
- Route Improvements and Customer Benefits
- How to Provide Feedback

Proposed Local Bus Network

Summary of Proposed Changes to the Local Bus Network

We are proposing a redesigned Local Bus Network with 69 routes[3]. Each route has been assigned one of the four different route types described in the previous section and are broken down as follows:

54 Local Routes
3 Rush Routes
7 Limited Routes
5 Crosstown (SBS) Routes

Although many routes in the Draft Plan should look familiar to you, most of them have some type of proposed change. The extent of these proposed changes varies by route. Some routes are extended, some are realigned to serve other streets, some are shortened, some are combined with other routes, some are new routes, and some only have proposed stop changes. Specifically, the Draft Plan contains:

- **9 new routes**
- **15 routes with a minor routing change**
- **7 routes with a major routing change**
- **7 routes extended**
- **8 routes shortened**
- **3 routes extended on one end, shortened on the other**
- **4 routes with branch changes**
- **14 routes with stop changes only**
- **2 routes with no routing or stop changes**

For context, we are also showing seven additional routes that are considered part of the Queens Bus Network Redesign project yet travel within the borders of Brooklyn. Of these, two are Local routes, one is a Rush route, two are Limited routes, and two are Crosstown (SBS) routes.

[3]The 69 routes in the network include all routes analyzed by the MTA's Brooklyn Bus Network Redesign project team. This includes 5 'Q' routes that are part of the MTA Department of Buses Brooklyn Division – Q24, Q54, Q55, Q56, Q59. The Q58 is not included. While it is a Brooklyn Division route, its redesign was worked on solely by the Queens Bus Network Redesign project team. However, we are showing some information about the Q58 and six additional routes from the Queens Bus Network Redesign for context in this report.

ROUTE IMPROVEMENTS AND CUSTOMER BENEFITS

Each of these route changes have been proposed to address one or more of the Customer Priorities (Frequent Service, Faster Travel, Reliable Service, Better Connections, An Easy Ride). We have used several different globally recognized network redesign strategies to achieve these priorities, which are described below. The following chart summarizes the route improvements proposed for each route.

More direct routing – route is straighter with fewer turns

New connections – route creates new connections to subway stations, other bus routes, Long Island Rail Road (LIRR) and/or key destinations

Improved stop spacing – route has fewer stops, leading to faster and more reliable service

Improved frequency – route has a proposed frequency increase in at least one time period

Fewer route patterns – route has fewer variations or branches (e.g., the proposed **B41** would only serve Kings Plaza, while the proposed **B40** would only serve Avenue N/Veterans Avenue)

Avoids narrow streets – route avoids narrow streets with known issues such as double parking

Improved ADA access – route now serves a current or future ADA-accessible subway station

Priority Corridor – route operates on one of the key corridors identified by NYC DOT where bus priority street treatments would be implemented

Route Improvement Summary Table

Proposed Route	More direct routing	New connections	Improved stop spacing	Improved frequency	Fewer route patterns	Avoids narrow streets	Improved ADA access	Priority Corridor
B1			X					
B3			X					
B4	X		X				X	X
B5 LTD	X	X	X			X		X
B6	X		X			X		X
B6 LTD	X		X			X		X
B7		X	X					
B8	X		X	X				X
B9			X	X				X
B10 LTD	X	X	X			X	X	X
B11	X		X					X
B12			X	X				X
B13	X	X	X	X		X		
B14		X	X	X			X	X
B15	X	X			X			X
B16	X	X	X	X		X	X	X
B17	X		X	X	X	X		X
B20 Rush	X		X	X	X	X		X
B25			X					X
B26 Rush	X	X	X	X			X	X
B27			X					X
B31			X					
B35		X	X	X	X			X
B36			X					X
B37			X					
B38			X		X	X		X
B39								
B40 Rush			X					X
B41	X		X		X			X
B41 XT	X		X		X			X
B42			X					X
B43			X					X
B44	X		X	X				X
B44 SBS		X	X	X			X	X
B45		X	X			X		X
B46			X					X
B46 SBS				X				X

XT refers to a Crosstown route (see page 29)

Route Improvement Summary Table continued

Proposed Route	More direct routing	New connections	Improved stop spacing	Improved frequency	Fewer route patterns	Avoids narrow streets	Improved ADA access	Priority Corridor
B47	X		X					X
B48		X	X					X
B49		X	X	X	X	X	X	X
B52	X		X					X
B53		X	X			X	X	
B54			X					
B55 XT		X	X				X	X
B57 LTD	X	X	X	X		X	X	X
B60		X	X				X	X
B61	X		X			X		X
B62 LTD	X	X	X	X		X		X
B63			X					X
B64	X	X	X	X			X	
B65		X	X			X	X	X
B66		X	X			X	X	X
B67			X		X	X		X
B68		X	X					X
B69		X	X				X	X
B70			X	X			X	
B74			X					
B76	X	X	X			X	X	X
B81		X	X				X	X
B82	X		X	X				X
B82 SBS			X	X				X
B83	X		X	X				X
B100			X	X				
B103 LTD		X			X		X	X
Q24			X					X
Q54 LTD	X		X	X				
Q55		X	X				X	
Q56			X					X
Q59	X	X	X	X		X		

XT refers to a Crosstown route (see page 29)

Proposed Frequency Changes for a Better All-Day Frequent Network

In addition to routing changes, we are also proposing frequency and span changes across the bus network. Some of these changes are proposed to complement routing changes. Others are proposed to create a better all-day frequent grid network that gives customers more freedom to travel across the borough without having to look at a schedule. Additionally, the four proposed route types make it easier for customers to understand how frequent their route will be based on their color.

The chart on the next page summarizes weekday frequency and span changes we are proposing by route. The chart shows the average headway in minutes in the peak direction that customers should expect during different time periods on weekdays. Headways shown in green are an improvement as compared to the existing network; headways shown in yellow are a decrease. Span increases and decreases are also shown in green and yellow. New routes are shown in blue. Proposed Saturday and Sunday frequency and span changes can be found on pages 470 to 473. Frequencies and spans for existing routes can be found on pages 475 to 480. As a reminder, the forthcoming Proposed Final Plan will show more detailed schedules, after we have received public feedback on this plan.

Proposed Frequency & Span Changes Local Routes (Weekdays Only)

Proposed Route	Service Hours	AM Peak 6:00AM-8:59AM	Midday 9:00AM-1:59PM	PM Peak 2:00PM-5:59PM	Early Evening 6:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B1	24 hours	6	7	6	10	18
B3	24 hours	6	9	8	8	15
B4	4:30AM - 1:30AM	14	24	16	30	30
B5 LTD	6:00AM - 12:00AM	10	12	10	10	15
B6	24 hours	8	9	7	9	9
B6 LTD	4:30AM - 10:30PM	10	12	10	10	15
B7	4:30AM - 1:30AM	10	19	14	12	28
B8	24 hours	7	10	8	8	14
B9	4:30AM - 1:30AM	6	9	8	10	28
B10 LTD	6:00AM - 8:00PM	10	12	10	15	-
B11	4:00AM - 1:00AM	7	10	8	9	22
B12	24 hours	10	12	10	15	15
B13	24 hours	10	14	9	11	20
B14	24 hours	12	15	11	12	21
B15	24 hours	9	9	9	10	13
B16	4:30AM - 1:30AM	6	15	9	15	30
B17	24 hours	6	9	7	5	9
B20 Rush	5:00AM - 1:30AM	7	10	8	8	17
B25	24 hours	10	9	8	10	23
B26 Rush	24 hours	8	10	8	10	17
B27	4:00AM - 1:00AM	14	18	14	14	29
B31	4:30AM - 1:30AM	10	27	16	11	20
B35	24 hours	10	12	10	10	11
B36	24 hours	6	10	7	8	18
B37	5:00AM - 12:00AM	20	22	20	20	28
B38	24 hours	3	4	4	5	12
B39	7:00AM - 9:30PM	30	30	30	30	45
B40 Rush	24 hours	10	15	10	12	20
B41	24 hours	8	10	8	10	20
B41 XT	6:00AM - 9:30PM	8	10	8	10	20
B42	24 hours	5	10	8	7	10
B43	24 hours	8	15	12	10	16
B44	24 hours	7	8	7	8	11
B44 SBS	5:30AM - 11:00PM	5	8	6	7	10
B45	5:00AM - 1:30AM	12	15	11	14	24

XT refers to a Crosstown route (see page 29)

Proposed frequency or span increase Proposed frequency or span decrease New route / new frequency and span proposal

Proposed Frequency & Span Changes Local Routes (Weekdays Only)

Proposed Route	Service Hours	AM Peak 6:00AM-8:59AM	Midday 9:00AM-1:59PM	PM Peak 2:00PM-5:59PM	Early Evening 6:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B46	24 hours	4	8	7	7	9
B46 SBS	5:30AM - 10:30PM	3	7	5	5	8
B47	24 hours	7	14	10	11	18
B48	5:00AM - 12:00AM	13	20	20	20	28
B49	24 hours	7	9	8	10	15
B52	24 hours	6	8	8	8	18
B53	24 hours	14	20	15	18	25
B54	24 hours	9	10	8	8	16
B55 XT	24 hours	7	10	7	8	12
B57 LTD	24 hours	10	10	10	10	25
B60	24 hours	9	13	10	15	20
B61	24 hours	11	12	11	11	21
B62 LTD	24 hours	8	10	10	10	20
B63	24 hours	11	12	8	16	23
B64	4:30AM - 1:30AM	12	15	12	15	20
B65	4:30AM - 1:00AM	14	15	14	15	23
B66	24 hours	15	20	14	17	30
B67	4:30AM - 1:30AM	12	22	11	21	30
B68	4:00AM - 2:30AM	8	9	8	9	23
B69	5:00AM - 12:00AM	11	23	14	23	25
B70	4:30AM - 2:00AM	10	16	12	14	28
B74	5:00AM - 11:00PM	9	14	8	8	24
B76	6:00AM - 9:00AM 3:00PM - 8:00PM	10	-	10	12	-
B81	5:30AM - 1:00AM	10	14	9	12	28
B82	24 hours	9	11	9	11	13
B82 SBS	4:30AM - 11:00PM	7	10	9	10	24
B83	24 hours	7	8	8	8	17
B100	5:00AM - 1:00AM	6	15	7	7	20
B103 LTD	5:00AM - 1:30AM	3	7	4	5	12
Q24	24 hours	8	13	11	14	23
Q54 LTD	24 hours	8	10	8	10	19
Q55	24 hours	7	15	10	11	16
Q56	24 hours	10	12	12	16	23
Q59	24 hours	11	15	12	12	23

XT refers to a Crosstown route (see page 29)

Proposed frequency or span increase Proposed frequency or span decrease New route / new frequency and span proposal

Introducing The New Network

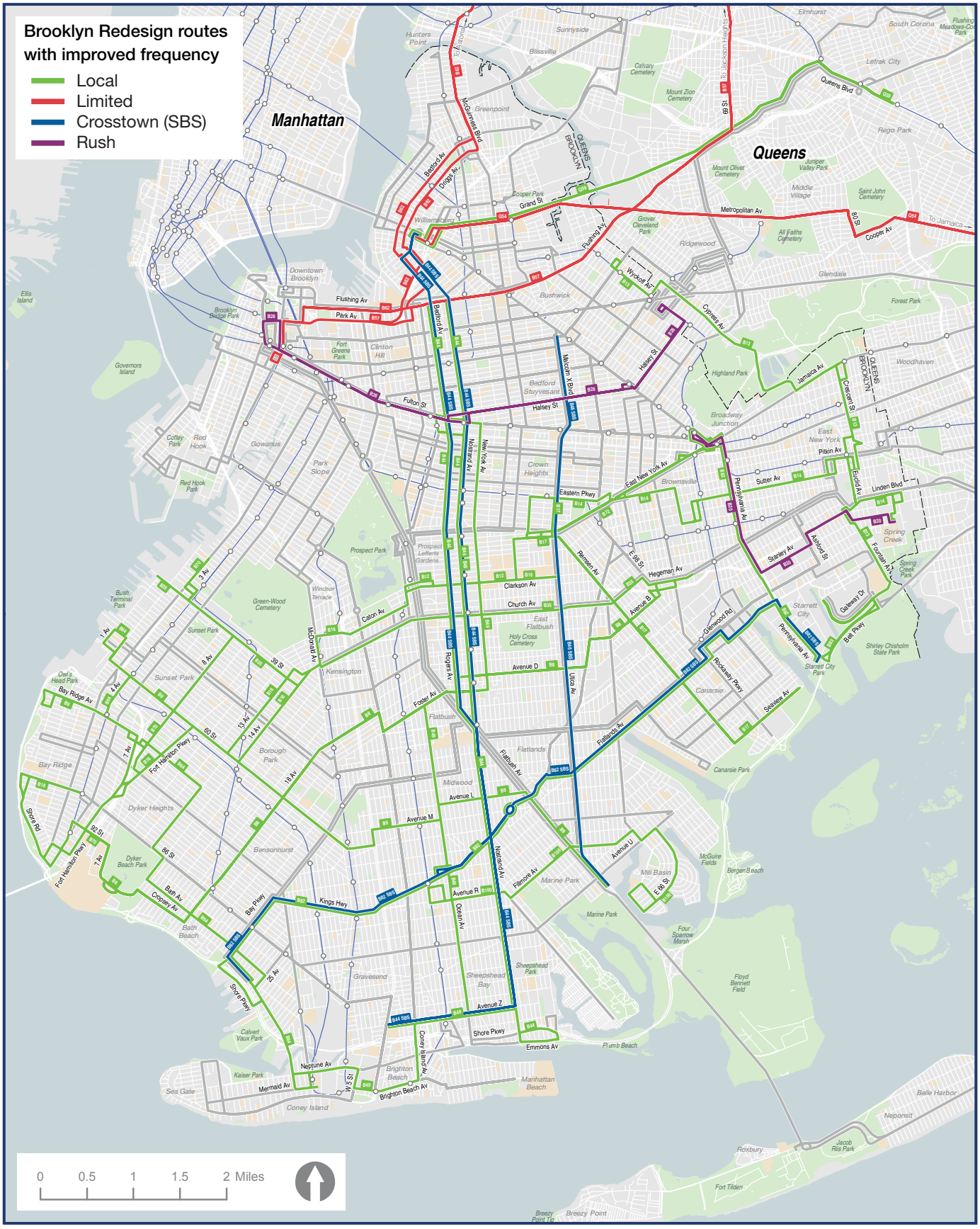
The proposed network includes an increase of five routes which operate frequently all-day – defined as every 10 minutes or better between 6am and 8pm on weekdays – for a total of 31 routes in Brooklyn. The existing all-day frequent network already covers much of the borough, providing access within 1/4 mile to 77% of Brooklyn residents. The proposed all-day frequent network strategically adds routes in other high-ridership areas, including crosstown routes in southern Brooklyn and interborough routes to Queens. Eighty-seven percent of Brooklyn residents would have access within 1/4 mile to the proposed all-day frequent network, an increase of 10% or approximately 244,000 residents. Due primarily to proposed routing changes developed as part of the Draft Plan, certain streets would no longer have all-day frequent service as reflected on the map on the next page.

Proposed All-Day Frequent Network

Introducing The New Network

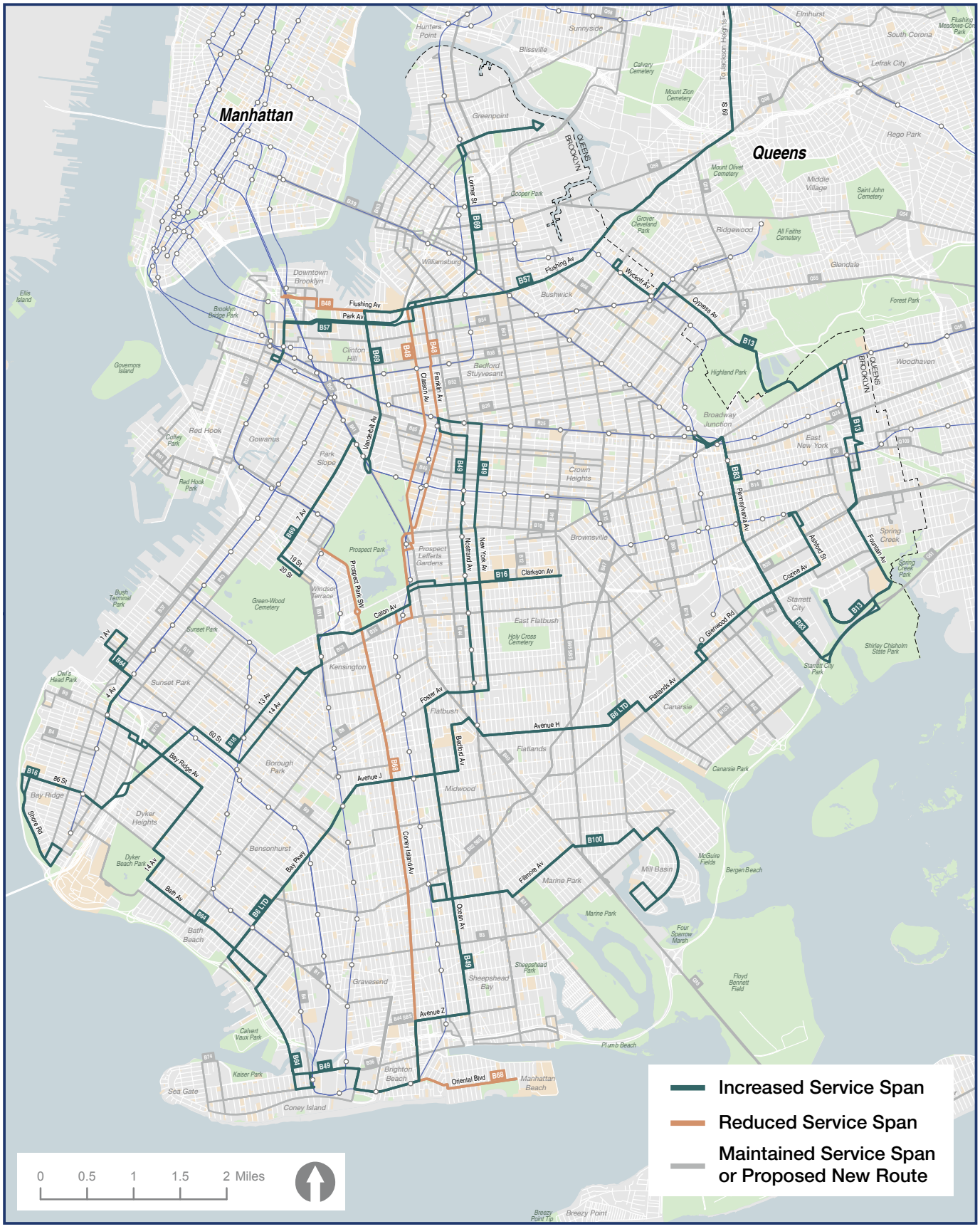
Proposed Routes with Frequency Increases

The proposed network includes 24 routes with frequency improvements in at least one time period.
These routes are spread out across much of the borough and also include many interborough routes to Queens.



Proposed Span Changes

The proposed network includes nine routes with span increases and two routes with span reductions. Some of the routes with span increases provide additional late-night service to Brooklyn hospitals.



Proposed Overnight Network

The proposed network includes six additional routes with overnight service as compared to the existing network. This includes new overnight service on four existing routes (**B13**, **B49**, **B57**, **B83**), overnight service on four new routes (**B40 Rush**, **B53**, **B55 Crosstown**, **B66**), and the discontinuation of overnight service on two existing routes (**B48**, **B68**).

Improved Interborough Travel

One of the customer priorities for the Bus Network Redesign is to create better connections. This includes improving interborough bus connections between Brooklyn and Queens. In the Draft Plan, we have proposed new route patterns that offer several direct connections between the two boroughs. We have worked closely with the Queens Bus Network Redesign team to coordinate proposals to improve interborough service.

Note: ***On Brooklyn-Queens 'Interborough Service' and the Bus Network Redesign Process***

'Interborough service' is exactly what is sounds like – bus service that can take a customer from one borough into another without transferring to another route or mode. As any New Yorker knows, Brooklyn shares a landmass with Queens, and we have often heard that traveling by bus between the two boroughs is difficult. To address this issue, the Brooklyn and Queens Bus Network Redesign teams have put in a concerted effort to improve bus travel between these two boroughs. We are sharing these improved Brooklyn-to-Queens interborough routes in this proposal. As these changes would affect both Brooklyn and Queens riders, they were already included in the Queens Redesign New Draft Plan released in March 2022. We are giving riders from both boroughs a chance to weigh in on these new connections. These route proposals should be considered drafts and are designed to give both Brooklyn and Queens customers opportunities to voice their opinions as part of both draft plans. The input we receive will be reviewed and used to strengthen the proposals in this iterative process.

Customers are encouraged to submit their feedback through either our comment portal or via Remix. More information on how to give feedback is provided in the next section.

Brooklyn-Queens Interborough Route Map

Summary of Proposed Changes to the Express Bus Network

The Express bus network has been redesigned to better fit existing ridership patterns, eliminate under-used portions of the network, and provide new opportunities for access from different parts of Brooklyn into Manhattan. While most of the proposed Express routes will look familiar, some have proposed changes to provide more direct and efficient service to and from Manhattan.

For express routes in the Draft Plan, we have continued the recent Network Redesign custom in Staten Island and Queens and replaced '**X**' labels with '**BM**' labels. These '**BM**' labels help customers in Manhattan identify the final borough destination of the express route. In addition, we have assigned each existing variant a different route number to help customers' understanding of the network. Peak-only Downtown service patterns now have a single-digit number (e.g., the proposed **BM1**), peak-only Midtown service patterns now have a number starting with a '**3**' (e.g., the proposed **BM31**), and off-peak Downtown and Midtown 'combination' variants have a '**c**' after the number (e.g., the proposed **BM1c**).

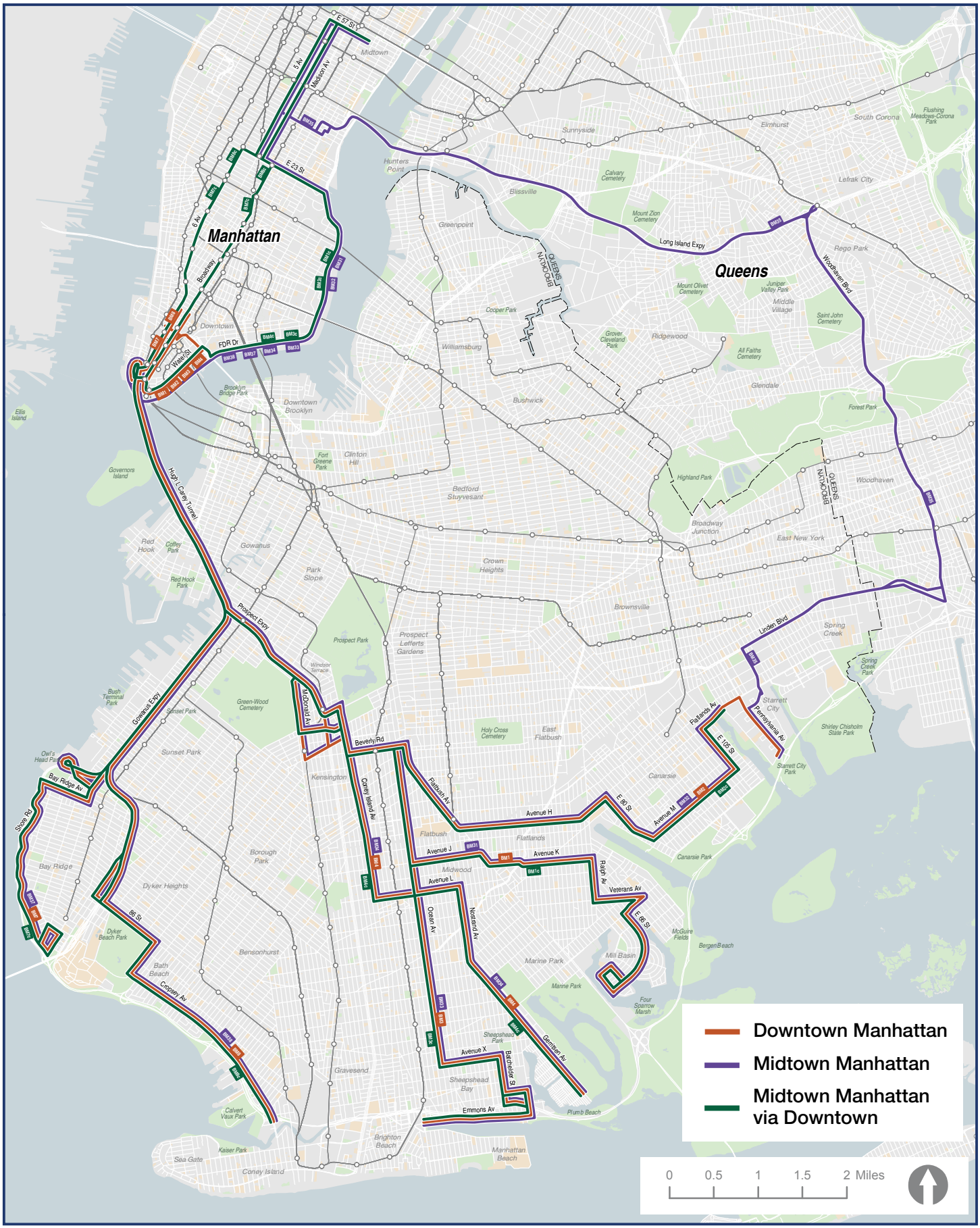
Due to this route numbering change, we are proposing a total of 19 express routes instead of the existing nine routes. Although many routes in the Draft Plan should look familiar to you despite the new numbering system, most of them have some type of additional proposed change as well. The extent of these proposed changes varies by route. Some routes are realigned to serve other streets, some are shortened, and some only have proposed stop changes.

Routes on the Express map are color-coded by their Manhattan destination to improve legibility and ease of use: orange for Downtown, purple for Midtown, and dark green for Midtown via Downtown.

Proposed Express Route Frequency Changes

We are also proposing frequency and service span changes to express routes. While some express routes operate near capacity on some trips, many trips are underutilized, especially during the weekday middays and on weekends. We are proposing to reduce service where ridership is the lowest so we can reinvest the service where it is most needed. The charts on page 54 and 55 summarize our frequency proposals for express routes. Proposed Saturday and Sunday frequency and span changes can be found on page 474. Frequencies and spans for existing routes can be found on pages 481 to 483.

Proposed Express Bus Network



Proposed Frequency & Span Changes Express Routes (Weekdays Only)

Proposed Route	Direction	Service Hours	Early AM 5:00AM-5:59AM	AM Peak 6:00AM-8:59AM	Midday 9:00AM-3:59PM	PM Peak 4:00PM-6:59PM	Evening 7:00PM-11:59PM
BM1	Inbound	6:00AM - 9:00AM	-	23	-	-	-
	Outbound	3:00PM - 7:00PM	-	-	60	30	-
BM1c	Inbound	5:00AM - 7:00AM, 9:00AM-11:00AM	60	60	60	-	-
	Outbound	7:00PM - 9:00PM	-	-	-	-	60
BM2	Inbound	7:00AM- 9:00AM	-	24	-	-	-
	Outbound	3:00PM - 8:00PM	-	-	60	45	60
BM2c	Inbound	5:00AM - 7:00AM, 9:00AM-10:00AM	60	60	60	-	-
	Outbound	7:00PM - 9:00PM	-	-	-	-	60
BM3	Inbound	7:30AM - 9:00AM	-	23	-	-	-
	Outbound	4:30PM - 6:30PM	-	-	-	30	-
BM3c	Inbound	5:00AM - 7:00AM, 9:00AM - 11:00AM	60	30	60	-	-
	Outbound	2:00PM - 4:00PM, 6:30PM - 9:00PM	-	-	60	30	60
BM4	Inbound	7:30AM - 9:00AM	-	23	-	-	-
	Outbound	4:30PM - 6:30PM	-	-	-	30	-
BM4c	Inbound	6:00AM - 7:00AM, 8:30AM - 10:00AM	-	30	60	-	-
	Outbound	6:30PM - 8:00PM	-	-	-	30	60
BM7	Inbound	6:30AM - 9:00AM	-	8	-	-	-
	Outbound	4:30PM - 8:00PM	-	-	-	11	15
BM7c	Inbound	5:00AM - 6:30AM, 8:30AM - 4:00PM	30	20	27	-	-
	Outbound	2:00PM - 4:30PM, 7:30PM - 11:00PM	-	-	30	15	23
BM8	Inbound	6:30AM - 9:00AM	-	10	-	-	-
	Outbound	4:00PM - 7:30PM	-	-	-	13	15
BM8c	Inbound	5:00AM - 6:30AM, 8:30AM - 12:00PM	20	20	26	-	-
	Outbound	2:00PM - 4:30PM, 7:30PM - 1:00AM	-	-	40	30	30
BM31	Inbound	6:00AM - 9:00AM	-	23	-	-	-
	Outbound	3:00PM - 7:00PM	-	-	60	30	-

Proposed frequency or span increase Proposed frequency or span decrease

Proposed Frequency & Span Changes Express Routes (Weekdays Only)

Proposed Route	Direction	Service Hours	Early AM 5:00AM-5:59AM	AM Peak 6:00AM-8:59AM	Midday 9:00AM-3:59PM	PM Peak 4:00PM-6:59PM	Evening 7:00PM-11:59PM
BM32	Inbound	7:00AM - 9:00AM	-	30	-	-	-
	Outbound	4:00PM - 6:30PM	-	-	-	30	-
BM33	Inbound	7:00AM - 9:00AM	-	20	-	-	-
	Outbound	4:00PM - 7:00PM	-	-	-	36	-
BM34	Inbound	7:00AM- 8:30AM	-	30	-	-	-
	Outbound	4:30PM - 6:00PM	-	-	-	30	-
BM35	Inbound	6:00AM - 10:00AM	-	23	60	-	-
	Outbound	3:00PM - 10:00PM	-	-	60	26	45
BM37	Inbound	6:00AM - 9:00AM	-	11	-	-	-
	Outbound	4:00PM - 7:30PM	-	-	-	14	15
BM38	Inbound	6:30AM - 9:00AM	-	9	-	-	-
	Outbound	3:00PM - 7:00PM	-	-	60	15	-

Proposed frequency or span increase Proposed frequency or span decrease

HOW TO PROVIDE FEEDBACK

The changes proposed in this Draft Plan are designed to continue the important discussion required to design a bus network that works for Brooklyn. We believe we have proposed a new bus network that addresses many of the major customer concerns that we heard. However, the plan is a draft. Redesigning an entire bus network is an iterative process that involves collaboration and customer feedback. The release of this Draft Plan is intended to restart that dialogue and our public outreach process. Through your feedback on this plan, we can balance network changes together and build a new bus network that works towards achieving the five customer priorities: Frequent Service, Faster Travel, Reliable Service, Better Connections, and An Easy Ride. As you review each of the route profiles, think about what these changes may mean for you. Your input is a vital component of this project and will help us revise our thinking in the Proposed Final Plan.

Our public outreach process will give every Community District in Brooklyn an opportunity to see the plan and provide feedback. Following the release of this plan, we will hold 18 virtual public workshops, one for each Community District in Brooklyn. The public workshops will provide customers and other stakeholders with information about the changes proposed in this Draft Plan. Attendees will be able to share their questions, comments, and concerns regarding the proposed new routes and bus stop balancing proposals.

Introducing The New Network

All customers are invited to comment on the Draft Plan and there are multiple ways to do so:

- Leave a comment in Remix. This resource works best from a computer.

  Proposed Local Bus Network:
  https://platform.remix.com/project/0a258263?latlng=40.66998,-73.91416,10.973&public=true

  Proposed Express Bus Network:
  https://platform.remix.com/project/1d4eae64?latlng=40.66918,-73.95513,11.118&public=true

- Send us a written comment through the Bus Network Redesign Comment Portal:

  https://contact.mta.info/s/forms/bus-network-redesign

- By Phone using 511:

  Here are some tips on how to navigate the 511 phone system:
  https://new.mta.info/contact-us/call-us

- By mail at MTA New York City Transit, Government and Community Relations, 2 Broadway, New York, NY 10004

- Chat with us on social media:

  Text New York City Transit **on**
  https://api.whatsapp.com/send?phone=16465046928

  For questions about the bus, tag or DM us @NYCTBus on Twitter
  https://twitter.com/nyctbus

  Message us on Facebook at
  https://www.facebook.com/MTANewYorkCityTransit

  If you need help with the subway or buses, contact us via iMessage from an iOS device. https://bcrw.apple.com/messages/ui/unsupported

Feedback from this round of outreach will be used to inform the Proposed Final Plan.

Outreach Schedule

Date	Community District	Neighborhoods Covered
Wednesday, January 11	Community District 1	East Williamsburg, Greenpoint, Northside, Southside, Williamsburg
Thursday, January 12	Community District 2	Boerum Hill, Brooklyn Heights, Clinton Hill, Downtown Brooklyn, DUMBO, Fort Greene, Fulton Ferry, Navy Yard, Vinegar Hill
Tuesday, January 17	Community District 3	Bedford-Stuyvesant, Stuyvesant Heights, Tompkins Park North
Thursday, January 19	Community District 4	Bushwick
Tuesday, January 24	Community District 5	Broadway Junction, City Line, Cypress Hills, East New York, Highland Park, New Lots, Spring Creek, Starrett City
Thursday, January 26	Community District 6	Carroll Gardens, Cobble Hill, Columbia St, Gowanus, Park Slope, Red Hook
Tuesday, January 31	Community District 7	Sunset Park, Windsor Terrace
Thursday, February 2	Community District 8	Crown Heights, Prospect Heights, Weeksville
Tuesday, February 7	Community District 9	Crown Heights South, Prospect Lefferts Gardens, Wingate
Thursday, February 9	Community District 10	Bay Ridge, Dyker Heights, Fort Hamilton
Monday, February 13	Community District 11	Bath Beach, Bensonhurst, Gravesend, Mapleton
Thursday, February 16	Community District 12	Borough Park, Kensington, Ocean Parkway
Tuesday, February 21	Community District 13	Brighton Beach, Coney Island, Gravesend, Homecrest, Sea Gate, West Brighton
Thursday, February 23	Community District 14	Ditmas Park, Flatbush, Manhattan Terrace, Midwood, Ocean Parkway, Prospect Park South
Wednesday, March 1	Community District 15	Gerritsen Beach, Gravesend, Homecrest, Kings Highway, Manhattan Beach, Plumb Beach, Sheepshead Bay
Thursday, March 2	Community District 16	Broadway Junction, Brownsville, Ocean Hill
Tuesday, March 7	Community District 17	East Flatbush, Farragut, Flatbush, Northeast Flatbush, Remsen Village, Rugby, Erasmus
Thursday, March 9	Community District 18	Bergen Beach, Canarsie, Flatlands, Georgetown, Marine Park, Mill Basin, Mill Island, Paerdegat Basin

5. INDIVIDUAL ROUTE PROPOSALS

- Reading the Route Profiles
- Finding Your New Route
- Route Profiles
- Appendix: Glossary of Terms

READING THE ROUTE PROFILES

This chapter contains detailed profiles for each route in the proposed Brooklyn Bus Network. Each profile includes:

- The proposed route type: Crosstown (SBS), Limited, Rush, Local, or Express
- Proposed route terminals
- What route(s) currently serve the corridor
- A detailed description of the proposed routing changes
- Proposed route improvements associated with the changes
- Whether the route runs along a proposed or existing priority corridor
- Proposed versus existing route length
- Proposed versus existing average stop spacing
- Proposed versus existing turns per mile
- Proposed bus, subway, and LIRR connections
- Proposed service frequencies and spans
- A map of the proposed route, showing exactly where proposed service is added or discontinued, along with callout boxes explaining which routes would replace discontinued segments
- A stop list showing which stops the proposed route would serve and which are proposed to be removed as part of the bus stop balancing effort

Each profile lists with which existing routes the proposed route is associated. For example, the route profile for the proposed **B4** states that its service areas are currently served by the **B4** and **B64** in the existing network. Some of the current routes have been replaced by new routes, but much of the same areas are still covered. So, even if an existing route doesn't appear in the proposed plan, that doesn't mean that service is gone. It might just be called something else and look a little different.

Seven route profiles are included for context at the end of the chapter as they are Queens Bus Network Redesign routes that travel within Brooklyn. Most of the same elements are included in the route profiles, except that the service frequencies do not include the same level of detail. More detailed frequencies will be provided as part of the Queens Proposed Final Plan, due out in 2023.

How to Read the Route Profile

Route Name and Descriptor
Lists corridors served or neighborhoods route travels between, existing routes that provide similar service, and related new routes

Route Type Ribbon
Indicates whether the proposed route will provide Local, Rush, Limited, Crosstown (SBS), or Express service

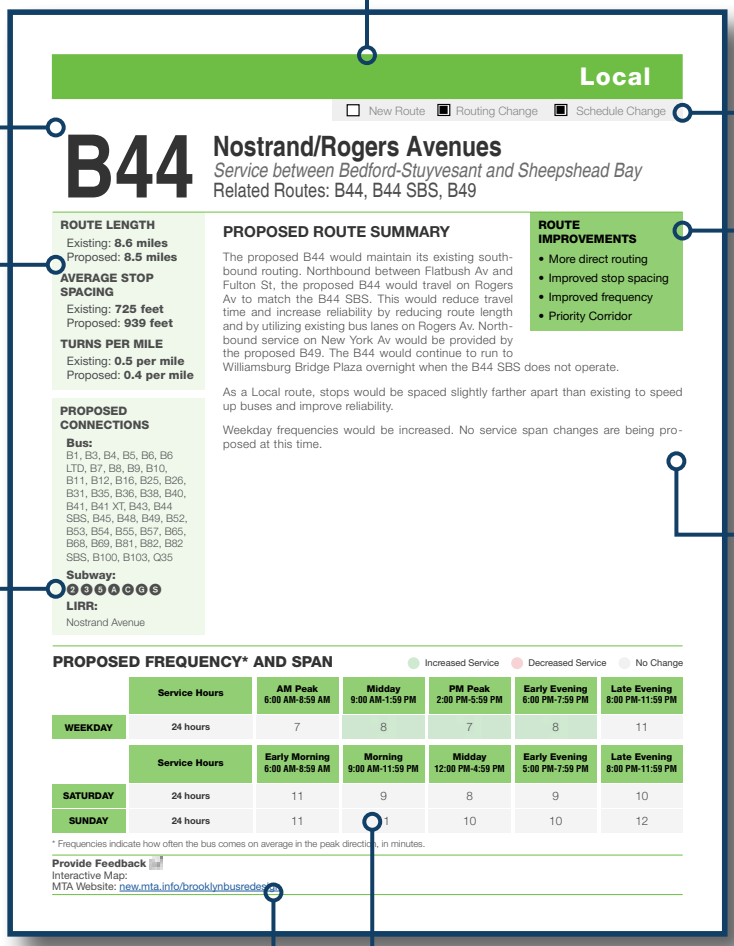
Change Type Checkboxes

Route Characteristics Box
Includes route length (average of both directions, in miles), average stop spacing (in feet), and average turns per mile

Route Improvements Box
Contains a bullet-point summary of the redesign strategies relevant to the proposal

Proposed Connections Box
Lists transfer opportunities to bus routes, subway lines, and LIRR stations (if applicable) along the route

Proposed Route Summary
Contains a detailed description of the proposed routing, as well as proposed bus stop and schedule changes



Provide Feedback Footer

Proposed Frequency and Span Table
Displays the proposed service hours and frequency by time periods and day type:

- Frequencies indicate how often the bus comes on average in the peak direction, in minutes
- Table cell colors indicate whether service will increase (green), decrease (red), or remain unchanged (gray), compared to existing service

FINDING YOUR NEW ROUTE

The chart below shows how the proposed routes relate to the existing routes. Based on your existing route, you can use this chart to find which of the proposed routes applies to you.

Route	Related Route(s)	Draft Plan Route Profile, Map, Pages	Draft Plan Bus Stop List Pages	Change Notes
B1	B1	66, 67	68,69	
B2	B100			Route label retired
B3	B3	70,71	72,73	
B4	B4, B1, B64	74, 75	76, 77, 78	
B5 LTD	B6 LTD, B84, B103 LTD	79, 80	81, 82,	New route
B6	B6, B82, B103 LTD	83, 84	85, 86, 87	
B6 LTD	B6 LTD, B5 LTD, B82, B103 LTD	88, 89	90, 91	
B7	B7, B13, B20	92, 93	94, 95, 96	
B8	B8, B17, B35, B55 XT	97, 98	99, 100, 101	
B9	B9	102,103	104, 105	
B10 LTD	B12, B43	106, 107	108	New route
B11	B11	109,110	111, 112	
B12	B12, B10 LTD, B16	113, 114	115, 116	
B13	B13, B5 LTD, B7, B14, B84, Q8, Q58 LTD, Q98 XT	117,118	119,120, 121	
B14	B14, B13	122, 123	124, 125	
B15	B15, B43, B55 XT	126, 127	128, 129, 130	
B16	B16, B12, B48	131, 132	133, 134, 135	
B17	B17, B76	136, 137	138, 139	
B20 Rush	B20, B5 LTD, B6 LTD, B7, B14, B15, B55 XT, B83, B103 LTD	140, 141	142, 143	New route type
B24	B53, Q68			Route label retired
B25	B25, B26 Rush	144, 145	146,147	
B26 Rush	B26, B25	148, 149	150, 151	New route type
B27	B57, B62	152, 153	154	New route
B31	B31	155,156	157	
B32	B53			Route label retired
B35	B35, B35 LTD, B55 XT	158,159	160, 161	B35 LTD service discontinued
B36	B36	162,163	164, 165	
B37	B37	166, 167	168,169	
B38	B38, B38 LTD, B57 LTD, Q54 LTD	170, 171	172 173	B38 LTD service discontinued
B39	B39	174, 175	176	
B40 Rush	B41, B41 LTD, B41 XT	177, 178	179	New route
B41	B41, B25, B26 Rush, B38, B40 Rush, B41 XT, B52	180, 181	182, 183	

XT refers to a Crosstown route (see page 29)

FINDING YOUR NEW ROUTE

For example, if you currently ride the **B2**, your newly proposed route would be the **B100**.

Route	Related Route(s)	Draft Plan Route Profile, Map Pages	Draft Plan Bus Stop List Pages	Change Notes
B41 XT	B25, B26 Rush, B38, B40 Rush, B41 LTD, B52	184, 185	186	New route type
B42	B42	187, 188	189	
B43	B43, B15	190, 191	182, 193, 194	
B44	B44, B44 SBS, B49	195, 196	197, 198, 199	
B44 SBS	B44 SBS, B36, B44	200, 201	202	
B45	B45, B47	203, 204	205, 206	
B46	B46, B53	207, 208	209, 210	
B46 SBS	B46 SBS	211, 212	213	
B47	B47	214, 215	216, 217, 218	
B48	B48, B16, B69	219, 220	221, 222, 223	
B49	B49, B4, B44, B44 SBS, B68	224, 225	226, 227, 228, 229	B49 LTD service discontinued
B52	B52	230, 231	232, 233	
B53	B24, B32, B46, Q24	234, 235	236, 237	New route
B54	B54	238, 239	240, 241	
B55 XT	B15, B35 LTD	242, 243	244	New route
B57 LTD	B57, B27, B62, B62 LTD	245, 246	247, 248, 249	New route type
B60	B60, B5 LTD, B6 LTD, B66, B76	250, 251	252, 253, 254	
B61	B61, B27, B81	255, 256	257, 258	
B62 LTD	B62, B27, B43, B57, B57 LTD, Q63, Q66	259, 260	261, 262, 263	New route type
B63	B63	264, 265	266, 267	
B64	B64, B4, B9, B82	268, 269	270, 271	
B65	B65, B15, B45	272, 273	274, 275	
B66	B60	276, 277	278	New route
B67	B67, B57, B62 LTD	279, 280	281, 282	
B68	B68, B1, B49	283, 284	285, 286	
B69	B69, B48, B62 LTD, B67, B81	287, 288	289, 290, 291	
B70	B70, B35	292, 293	294, 295	
B74	B74	296, 297	298	
B76	B17, B42, B60	299, 300	301	New route
B81	B57, B61, B67, B69, B103 LTD	302, 303	304,305	New route
B82	B82, B6, B64, B82 SBS	306, 307	308, 309, 310	
B82 SBS	B82 SBS	311, 312	313	

XT refers to a Crosstown route (see page 29)

FINDING YOUR NEW ROUTE

Route	Related Route(s)	Draft Plan Route Profile, Map Pages	Draft Plan Bus Stop List Pages	Change Notes
B83	B83, B5 LTD, B6 LTD, B15, B20 Rush, B55 XT, B103 LTD	314, 315	316, 317	
B84	B5 LTD, B13			Route label retired
B100	B100, B2, B31	318, 319	320, 321	
B103 LTD	B103 LTD, B6 LTD, B37, B41, B41 XT, B81	322, 323	324, 325	
Q24	Q24, B53, Q42	326, 327	328,329, 330	
Q54 LTD	Q54	331, 332	333, 334, 335	New route type
Q55	Q55	336, 337	338, 339	
Q56	Q56	340, 341	342, 343	
Q59	Q59, B53, B62 LTD, Q54, Q68	344, 345	346, 347	
Queens Bus Network Redesign context routes				
Q8 LTD	Q8, B13, Q51 XT	348, 349	350, 351	
Q35 Rush	Q35, Q22, B41	352, 353	354,355	New route type
Q51 XT		356, 357	358	New route
Q58 LTD	Q58, Q23, Q98 XT	359, 360	361, 362, 363	New route type
Q68	B24, Q101	364, 365	366, 367	New route
Q98 XT	Q58, Q58 LTD	368, 369	370	New route
Q109	Q7, Q41, Q112	371, 372	373	New route

XT refers to a Crosstown route (see page 29)

FINDING YOUR NEW ROUTE

Route	Related Route(s)	Draft Plan Route Profile, Map, Pages	Draft Plan Stop List Pages	Change Notes
BM1	BM1, BM7, BM8, M55	374, 375, 376	377, 378	
BM1c	BM1, BM7c, BM8c, M55	379, 380, 381	382, 383	New Route
BM2	BM2, BM7, BM8, M55	384, 385, 386	387, 388	
BM2c	BM2, BM7c, BM8c, M55	389, 390, 391	392, 393	New Route
BM3	BM3, BM4, BM7, BM8, M55	394, 395, 396	397, 398	
BM3c	BM3, BM4c, BM7c, BM8c, M55	399, 400, 401	402, 403	New Route
BM4	BM4, BM1, BM3, BM7, BM8, M55	404, 405, 406	407, 408	
BM4c	BM4, BM1c, BM3c, BM7c, BM8c, M55	409, 410, 411	412, 413	New Route
BM7	X27, M55	414, 415, 416	417	New Route
BM7c	X27	418, 419, 420	421, 422	New Route
BM8	X28, B36, B74, M55	423, 424, 425	426, 427	New Route
BM8c	X28, B36, B74	428, 429, 430	431, 432	New Route
BM31	BM1	433, 434, 435	436, 437	New Route
BM32	BM2	438, 439, 440	441, 442	New Route
BM33	BM3, BM34	443, 444, 445	446, 447	New Route
BM34	BM4, BM31, BM33	448, 449, 450	451, 452	New Route
BM35	BM5	453, 454, 455	456	New Route
BM37	X37	457, 458, 459	460	New Route
BM38	X38, B36, B74	461, 462, 463	464, 465	New Route

Glossary Of Terms

Accessible – A service, vehicle, or facility is accessible if it is in compliance with the **Americans with Disabilities Act** (**ADA**), or in general (nonlegal) terms if it is readily usable by persons with disabilities.

Alighting – Exiting or getting off of a bus, train, or other mode of transit. **See Boarding**.

ACS – American Community Survey. An ongoing, nationwide survey conducted by the U.S. Census Bureau from which data on employment, demographics, commuting behavior, and other subjects is gathered and distributed.

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 Accessible**.

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. **See Alighting**.

Bus bulb – A sidewalk platform extending from the sidewalk that enables easier boarding for bus passengers. Bus bulbs are as close to level with the floor of the bus as feasible.

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. In essence, where buses travel, when buses travel, and how often buses travel.

Glossary Of Terms

Bus priority – Any number of techniques or tools that enable bus transit to take precedence over other modes of surface transportation in traffic.
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.

CBDT – Central Business District Tolling program.

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.

Connections – When a rider transfers from one MTA vehicle to another.

Core route – A route in a bus network that tends to have higher ridership and higher frequency and that provides critical connections to key destinations.

Crosstown (SBS) routes – See detailed description on page 29.

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. Express bus service charges a premium fare.

Frequency – how often a bus runs on a route. The frequencies in this Draft Plan indicate how often the bus comes on average in the peak direction (the direction carrying the most customers), in minutes.

Frequent All-Day Service - service that comes every ten minutes or better from 6:00 AM to 8:00 PM on weekdays.

Glossary Of Terms

Inaccessible – A service, vehicle, or facility is inaccessible if it is not in compliance with the Americans with Disabilities Act (ADA), or in general (nonlegal) terms if it is not readily usable by persons with disabilities. **See Accessible**.

Interborough service – Transit service that can take a customer from one borough into another without transferring to another route or mode.

Limited routes – See detailed description on page 28.

Local routes – See detailed description on page 26.
Also refers to all routes that are not Express routes.

MetroCard – The Metropolitan Transportation Authority's fare payment method.

NYC DOT – New York City Department of Transportation.

NYPD – New York Police Department.

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. All buses and subway stations are equipped with OMNY readers. Visit https://new.mta.info/fares/omny for more information.

On-Time Performance – Measures how well a bus route performs compared to its schedule. It is defined as the percentage of buses that are between one minute early and five minutes late as compared to the schedule at each official timepoint along the route.

Peak – The times during which commuter demand is heaviest and typically when the most service is provided. The morning peak period is weekdays between 6:00 AM and 9:00 AM. The afternoon peak period on Local routes is weekdays between 2:00 PM and 6:00 PM; the afternoon peak period on Express routes is weekdays between 4:00 PM and 7:00 PM.

Glossary Of Terms

Priority Corridor – Key corridors identified by NYC DOT where bus priority street treatments can be implemented to better support sustainable, all-day bus service.

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.

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

Real-Time Passenger Information Signs – provides riders with wait time information for buses and projects the data onto an easy-to-see LED display for customers.

Remix by Via – An interactive web-based transportation planning software used to help plan, share, and receive feedback on our Draft Plan bus network.

Running time –The length of time it takes a bus to travel from one terminal of a route to the other.

Rush routes – See detailed description on page 27.

SBS routes – Select Bus Service. New York City Transit's branded implementation of BRT (Bus Rapid Transit) See detailed description on page 29.

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

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

TSP – Traffic signal priority. **See bus priority**.

Proposed Frequency & Span Changes

Local Routes (Saturday)

Appendix

Proposed Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59PM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B1	24 hours	11	10	9	10	17
B3	24 hours	10	10	8	10	16
B4	4:30 AM - 1:30 AM	20	20	20	20	25
B5 LTD	6:00 AM - 12:00 AM	20	15	15	15	20
B6	24 hours	10	11	10	12	11
B6 LTD	6:30 AM - 10:30 PM	20	15	15	15	20
B7	4:30 AM - 1:30 AM	20	27	22	23	30
B8	24 hours	13	12	10	10	20
B9	5:00 AM - 1:30 AM	15	10	10	12	20
B11	4:00 AM - 1:00 AM	18	14	13	18	28
B12	24 hours	8	8	8	8	13
B13	24 hours	18	15	12	12	24
B14	24 hours	18	15	12	15	23
B15	24 hours	12	10	8	10	12
B16	4:30 AM - 1:30 AM	20	20	17	20	28
B17	24 hours	9	8	9	9	11
B20 Rush	5:30 AM - 1:30 AM	18	12	12	18	23
B25	24 hours	21	9	8	11	19
B26 Rush	24 hours	14	10	9	10	15
B27	4:30 AM - 1:00 AM	20	20	14	16	20
B31	4:30 AM - 1:30 AM	20	20	18	20	20
B35	24 hours	12	12	12	12	12
B36	24 hours	15	15	14	15	20
B37	5:00 AM - 12:00 AM	30	27	30	30	38
B38	24 hours	9	7	7	7	11
B39	7:00 AM - 9:30 PM	30	30	30	30	45
B40 Rush	24 hours	30	20	20	20	30
B41	24 hours	8	10	8	10	15
B41 XT	9:30 AM - 9:30 PM	-	12	10	12	20
B42	24 hours	14	15	13	10	13
B43	24 hours	20	15	12	16	23
B44	24 hours	11	9	8	9	10
B44 SBS	6:00 AM - 11:00 PM	9	8	8	9	13
B45	5:00 AM - 1:30 AM	23	15	13	13	19
B46	24 hours	9	8	7	8	10

XT refers to a Crosstown route (see page 29 in draft plan)

Proposed frequency or service span increase

Proposed frequency or service span decrease

Proposed new route

Proposed Frequency & Span Changes

Local Routes (Saturday)

Appendix

Proposed Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59PM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B46 SBS	6:00 AM - 11:30 PM	8	8	8	8	12
B47	24 hours	17	12	11	12	16
B48	5:00 AM - 12:00 AM	27	20	20	20	25
B49	24 hours	11	10	10	10	15
B52	24 hours	12	8	9	10	15
B53	24 hours	20	20	20	20	25
B54	24 hours	20	17	13	14	19
B55 XT	24 hours	12	12	10	10	12
B57 LTD	24 hours	18	20	19	15	25
B60	24 hours	27	17	15	18	23
B61	24 hours	15	12	12	13	20
B62 LTD	24 hours	20	15	10	13	16
B63	24 hours	22	12	8	11	21
B64	4:30 AM - 1:30 AM	15	12	12	13	20
B65	4:30 AM - 1:00 AM	15	15	15	15	19
B66	24 hours	29	23	19	24	29
B67	4:30 AM - 1:30 AM	30	30	30	30	30
B68	4:00 AM - 2:30 AM	10	8	8	11	18
B69	5:00 AM - 12:00 AM	30	27	30	30	30
B70	4:30AM - 2:00AM	18	15	17	20	28
B74	7:00 AM - 11:00 PM	25	15	14	11	27
B81	6:00 AM - 1:00 AM	27	18	15	18	20
B82	24 hours	8	10	9	9	13
B83	24 hours	15	12	10	11	18
B100	5:00 AM - 1:00 AM	23	20	20	20	20
B103 LTD	5:30 AM - 1:30 AM	13	10	8	8	12
Q24	24 hours	12	15	14	15	20
Q54 LTD	24 hours	18	17	13	15	23
Q55	24 hours	17	15	13	13	23
Q56	24 hours	15	13	12	17	20
Q59	24 hours	20	18	13	12	23

XT refers to a Crosstown route (see page 29 in draft plan)

Proposed frequency or service span increase

Proposed frequency or service span decrease

Proposed new route

Proposed Frequency & Span Changes

Local Routes (Sunday)

Appendix

Proposed Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59PM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B1	24 hours	16	11	10	11	21
B3	24 hours	12	10	8	8	16
B4	4:30AM - 1:30 AM	30	27	20	27	30
B5 LTD	9:00 AM - 9:00 PM	-	15	15	20	20
B6	24 hours	7	12	12	12	11
B6 LTD	10:00 AM - 8:00 PM	-	15	15	20	-
B7	4:30 AM - 1:30 AM	27	30	24	23	30
B8	24 hours	15	14	12	13	22
B9	5:00 AM - 2:00 AM	17	10	10	12	21
B11	4:30AM - 1:00 AM	16	13	11	14	23
B12	24 hours	15	12	10	10	15
B13	24 hours	26	20	15	15	26
B14	24 hours	30	20	20	20	30
B15	24 hours	14	11	10	12	14
B16	4:30 AM - 1:30 AM	27	20	20	20	30
B17	24 hours	9	8	9	8	16
B20 Rush	5:30 AM - 1:30 AM	20	18	12	18	20
B25	24 hours	23	17	12	16	28
B26 Rush	24 hours	23	16	10	12	19
B27	4:30 AM - 1:00 AM	27	20	20	22	30
B31	4:30 AM - 1:30 AM	20	20	20	20	20
B35	24 hours	11	11	12	11	12
B36	24 hours	15	15	13	14	20
B37	5:00 AM - 12:00 AM	30	30	30	30	30
B38	24 hours	11	7	7	8	14
B39	7:00 AM - 9:30 PM	30	30	30	30	45
B40 Rush	24 hours	30	20	20	30	30
B41	24 hours	10	12	10	12	20
B41 XT	11:30 AM - 9:00 PM	-	15	12	12	38
B42	24 hours	15	15	15	15	15
B43	24 hours	20	20	20	20	20
B44	24 hours	11	11	10	10	12
B44 SBS	6:00 AM - 10:00 PM	12	12	10	12	15
B45	5:00 AM - 1:30 AM	27	27	20	20	28
B46	24 hours	8	8	9	10	12

XT refers to a Crosstown route (see page 29 in draft plan)

Proposed frequency or service span increase

Proposed frequency or service span decrease

Proposed new route

Proposed Frequency & Span Changes

Local Routes (Sunday)

Appendix

Proposed Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59PM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B46 SBS	6:00 AM - 11:30 PM	12	10	10	10	13
B47	24 hours	20	18	15	17	23
B48	5:00 AM - 12:00 AM	30	20	20	20	30
B49	24 hours	12	12	10	11	15
B52	24 hours	22	12	11	12	20
B53	24 hours	20	20	20	20	25
B54	24 hours	27	18	12	16	20
B55 XT	24 hours	13	12	10	12	14
B57 LTD	24 hours	23	20	20	23	30
B60	24 hours	20	20	20	20	23
B61	24 hours	20	20	13	15	20
B62 LTD	24 hours	27	20	19	15	25
B63	24 hours	27	17	10	14	23
B64	4:30 AM - 1:30 AM	20	15	15	15	20
B65	4:30 AM - 1:30 AM	15	15	15	15	22
B66	24 hours	30	27	23	30	30
B67	4:30 AM - 1:30 AM	30	30	30	30	30
B68	4:00 AM - 2:30 AM	13	10	10	10	19
B69	5:00 AM - 12:00 AM	30	27	30	30	30
B70	4:30 AM - 2:00 AM	25	18	20	30	30
B74	7:00 AM - 11:00 PM	20	17	15	12	27
B81	6:30 AM - 1:00 AM	27	20	20	20	20
B82	24 hours	10	10	10	10	18
B83	24 hours	20	15	15	15	18
B100	5:00 AM - 1:00 AM	23	20	20	20	30
B103 LTD	6:00 AM - 1:30 AM	27	13	10	10	19
Q24	24 hours	23	20	15	15	20
Q54 LTD	24 hours	22	20	16	17	20
Q55	24 hours	20	20	20	20	25
Q56	24 hours	20	20	16	18	25
Q59	24 hours	30	23	13	16	30

XT refers to a Crosstown route (see page 29 in draft plan)

Proposed frequency or service span increase

Proposed frequency or service span decrease

Proposed new route

Proposed Frequency & Span Changes

Express Routes (Saturday)

Appendix

Proposed Route	Direction	Service Hours	Early Morning 5:00AM-5:59AM	Morning 6:00AM-8:59AM	Midday 9:00AM-3:59PM	Early Evening 4:00PM-6:59PM	Late Evening 7:00PM-11:59PM
BM1c	Inbound	-	-	-	-	-	-
	Outbound	-	-	-	-	-	-
BM2c	Inbound	-	-	-	-	-	-
	Outbound	-	-	-	-	-	-
BM3c	Inbound	-	-	-	-	-	-
	Outbound	-	-	-	-	-	-
BM4c	Inbound	-	-	-	-	-	-
	Outbound	-	-	-	-	-	-
BM7c	Inbound	7:00 AM - 7:00 PM	-	30	35	60	-
	Outbound	12:00 PM -11:00 PM	-	-	48	30	40
BM8c	Inbound	7:00 AM - 7:00 PM	-	40	47	60	-
	Outbound	12:00 PM - 11:00 PM	-	-	60	36	60
BM35	Inbound	-	-	-	-	-	-
	Outbound	-	-	-	-	-	-

Express Routes (Sunday)

Proposed Route	Direction	Service Hours	Early Morning 5:00AM-5:59AM	Morning 6:00AM-8:59AM	Midday 9:00AM-3:59PM	Early Evening 4:00PM-6:59PM	Late Evening 7:00PM-11:59PM
BM7c	Inbound	8:00 AM - 5:00 PM	-	30	35	60	-
	Outbound	1:00 PM - 9:00 PM	-	-	45	30	30
BM8c	Inbound	9:00 AM - 5:00 PM	-	-	60	60	-
	Outbound	2:00 PM - 9:00 PM	-	-	60	45	60

Proposed frequency or service span increase

Proposed frequency or service span decrease

Existing Frequency & Span

Local Routes (Weekday)

Appendix

Existing Route	Service Hours	AM Peak 6:00AM-8:59AM	Midday 9:00AM-1:59PM	PM Peak 2:00PM-5:59PM	Early Evening 6:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B1	24 hours	6	7	6	10	18
B2	5:00 AM - 12:30 AM	12	26	16	14	20
B3	24 hours	6	9	8	8	15
B4	4:30 AM - 1:30 AM	14	24	16	30	30
B6	24 hours	8	9	7	9	9
B6 LTD	4:30 AM - 10:30 PM	5	7	6	6	9
B7	4:30 AM - 1:30 AM	10	19	14	12	28
B8	24 hours	7	11	8	8	14
B9	4:30 AM - 1:30 AM	6	9	8	11	28
B11	4:00 AM - 1:00 AM	7	10	8	9	22
B12	24 hours	5	7	7	9	15
B13	4:30 AM - 1:30 AM	12	19	11	13	26
B14	24 hours	14	15	11	12	21
B15	24 hours	7	7	7	8	10
B16	5:00 AM - 1:00 AM	6	20	9	20	30
B17	24 hours	7	9	7	5	9
B20	5:00 AM - 1:30 AM	8	14	10	9	19
B24	5:00 AM - 1:00 AM	20	30	23	25	30
B25	24 hours	10	9	8	10	23
B26	24 hours	8	10	9	10	17
B31	4:30AM - 1:30AM	10	27	16	11	20
B32	7:00 AM - 9:00 PM	25	30	30	30	45
B35	24 hours	10	12	11	10	11
B35 LTD	6:00 AM - 10:30 PM	8	12	8	9	16
B36	24 hours	6	10	7	8	18
B37	5:00 AM - 12:00 AM	20	22	20	20	28
B38	24 hours	6	9	9	9	12
B38 LTD	6:30 AM - 7:30 PM	8	9	8	10	0
B39	7:00 AM - 9:30 PM	30	30	30	30	45
B41	24 hours	8	9	7	9	12
B41 LTD	6:00 AM - 9:30 PM	5	8	8	8	20
B42	24 hours	5	10	8	7	10
B43	24 hours	8	15	12	10	16
B44	24 hours	7	10	8	9	11
B44 SBS	5:30 AM - 11:00 PM	5	8	6	7	23
B45	5:00 AM - 1:30 AM	12	15	11	14	24
B46	24 hours	4	8	7	7	9
B46 SBS	5:30 AM - 10:30 PM	3	8	5	5	8

Existing Frequency & Span

Local Routes (Weekday)

Appendix

Existing Route	Service Hours	AM Peak 6:00AM-8:59AM	Midday 9:00AM-1:59PM	PM Peak 2:00PM-5:59PM	Early Evening 6:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B47	24 hours	7	14	10	11	18
B48	24 hours	13	20	20	20	28
B49	4:00 AM - 2:30 AM	8	9	8	10	15
B49 LTD	6:30 AM - 8:00 AM	14	-	-	-	-
B52	24 hours	6	8	8	8	18
B54	24 hours	9	10	8	8	16
B57	4:00 AM - 1:00 AM	13	16	15	20	30
B60	24 hours	9	13	10	15	20
B61	24 hours	11	12	11	11	21
B62	24 hours	8	16	14	12	20
B63	24 hours	11	12	8	16	23
B64	4:30 AM - 1:00 AM	12	19	12	15	25
B65	4:30 AM - 1:00 AM	14	15	14	15	19
B67	4:30 AM - 1:30 AM	12	22	11	21	30
B68	24 hours	8	9	8	9	23
B69	5:30 AM - 9:30 PM	11	23	14	23	25
B70	4:30 AM - 2:00 AM	10	18	12	14	28
B74	5:00 AM - 11:00 PM	9	14	8	8	24
B82	24 hours	9	11	9	11	13
B82 SBS	4:30 AM - 11:00 PM	7	12	9	12	24
B83	4:30 AM - 1:00 AM	7	10	9	9	17
B84	5:30 AM - 9:30 PM	30	30	30	30	45
B100	5:30 AM - 1:00 AM	6	15	7	7	19
B103 LTD	5:00 AM - 1:30 AM	3	7	4	5	12
Q24	24 hours	8	13	11	14	23
Q54	24 hours	8	14	8	11	19
Q55	24 hours	7	15	10	11	16
Q56	24 hours	10	12	12	16	23
Q59	24 hours	11	19	12	13	23

Existing Frequency & Span

Local Routes (Saturday)

Appendix

Existing Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59AM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B1	24 hours	11	10	9	10	17
B2	5:00 AM - 1:00 AM	23	20	20	20	20
B3	24 hours	10	10	8	10	16
B4	4:30 AM - 1:30 AM	20	20	20	20	25
B6	24 hours	10	11	10	11	11
B6 LTD	6:30 AM - 10:30 PM	10	9	9	9	13
B7	4:30 AM - 1:30 AM	20	27	22	23	30
B8	24 hours	13	12	10	11	20
B9	5:00 AM - 1:30 AM	15	11	11	14	20
B11	4:00 AM - 1:00 AM	18	14	13	18	28
B12	24 hours	10	9	8	9	13
B13	4:30 AM - 1:00 AM	30	23	20	23	30
B14	24 hours	18	15	12	15	23
B15	24 hours	9	8	7	8	10
B16	4:30 AM - 1:00 AM	20	20	17	20	28
B17	24 hours	9	8	9	9	11
B20	5:30 AM - 1:30 AM	20	15	15	20	25
B24	5:00 AM - 1:00 AM	27	30	30	30	28
B25	24 hours	21	9	8	11	19
B26	24 hours	14	10	9	10	15
B31	4:30 AM - 1:30 AM	20	20	18	20	20
B32	7:00 AM - 9:00 PM	30	30	30	30	45
B35	24 hours	12	12	12	12	12
B35 LTD	6:30 AM - 10:30 PM	19	12	10	11	15
B36	24 hours	15	15	14	15	20
B37	5:00 AM - 12:00 AM	30	27	30	30	38
B38	24 hours	9	7	7	7	11
B39	7:00 AM - 9:30 PM	30	30	30	30	45
B41	24 hours	9	7	7	7	12
B41 LTD	9:30 AM - 9:30 PM	-	10	8	10	21
B42	24 hours	14	15	13	10	13
B43	24 hours	20	15	12	16	23
B44	24 hours	11	9	8	9	10
B44 SBS	6:00 AM - 11:00 PM	9	8	8	9	25
B45	5:00 AM - 1:30 AM	23	15	13	13	19
B46	24 hours	9	8	7	8	10
B46 SBS	6:00 AM - 11:30 PM	8	8	8	8	12
B47	24 hours	17	12	11	12	16

Existing Frequency & Span

Local Routes (Saturday)

Appendix

Existing Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59AM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B48	24 hours	27	20	20	20	25
B49	4:00 AM - 2:30 AM	11	15	15	15	19
B52	24 hours	12	8	9	10	15
B54	24 hours	20	17	13	14	19
B57	4:30 AM - 1:00 AM	18	20	19	15	18
B60	24 hours	27	17	15	18	23
B61	24 hours	15	12	12	13	20
B62	24 hours	20	15	10	13	16
B63	24 hours	22	12	8	11	21
B64	5:00 AM - 1:00 AM	17	12	12	13	23
B65	4:30 AM - 1:00 AM	12	12	12	12	17
B67	4:30 AM - 1:30 AM	30	30	30	30	30
B68	24 hours	10	8	8	11	18
B69	5:30 AM - 9:30 PM	30	27	30	30	30
B70	4:30 AM - 2:00 AM	18	15	17	20	28
B74	7:00 AM - 11:00 PM	25	15	14	11	27
B82	24 hours	8	10	9	10	13
B83	4:30 AM - 1:30 AM	15	14	10	11	18
B84	10:00 AM - 6:30 PM	-	30	30	45	-
B100	6:00 AM - 1:00 AM	23	20	20	20	35
B103 LTD	5:30 AM - 1:30 AM	13	10	8	8	12
Q24	24 hours	12	15	14	15	20
Q54	24 hours	18	17	13	15	23
Q55	24 hours	17	15	13	13	23
Q56	24 hours	15	13	12	17	20
Q59	24 hours	20	18	13	12	23

Existing Frequency & Span

Local Routes (Sunday)

Appendix

Existing Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59AM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B1	24 hours	16	11	10	11	21
B2	5:00 AM - 1:00 AM	23	20	20	20	20
B3	24 hours	12	10	8	8	16
B4	4:30 AM - 1:30 AM	30	27	20	27	30
B6	24 hours	7	7	7	7	11
B7	4:30 AM - 1:30 AM	27	30	24	23	30
B8	24 hours	15	14	12	14	23
B9	5:00AM - 2:00AM	17	10	10	12	21
B11	4:30 AM - 1:00 AM	16	13	11	14	23
B12	24 hours	16	12	11	11	16
B13	4:30 AM - 1:00 AM	30	23	20	30	30
B14	24 hours	30	20	20	20	30
B15	24 hours	11	8	8	9	11
B16	5:00 AM - 1:00 AM	27	20	20	20	30
B17	24 hours	9	8	9	8	16
B20	5:30 AM - 1:30 AM	23	20	14	20	23
B24	5:00 AM - 1:00 AM	27	30	30	27	30
B25	24 hours	23	17	12	16	28
B26	24 hours	23	16	10	12	19
B31	4:30 AM - 1:30 AM	20	20	20	20	20
B32	7:00 AM - 9:00 PM	30	30	30	30	45
B35	24 hours	11	11	12	11	12
B35 LTD	12:00 PM - 7:30 PM	-	-	12	17	-
B36	24 hours	15	15	13	14	20
B37	5:00 AM - 12:00 AM	30	30	30	30	30
B38	24 hours	11	7	7	8	14
B39	7:00 AM - 9:30 PM	30	30	30	30	45
B41	24 hours	10	9	8	10	14
B41 LTD	11:30 AM - 9:00 PM	-	15	10	11	38
B42	24 hours	15	15	15	15	15
B43	24 hours	20	20	20	20	20
B44	24 hours	11	11	10	10	12
B44 SBS	6:00 AM - 10:00 PM	14	12	10	13	30
B45	5:00 AM - 1:30 AM	27	27	20	20	28
B46	24 hours	8	8	9	10	12
B46 SBS	6:00 AM - 11:30 PM	12	10	10	10	13
B47	24 hours	20	18	15	17	23
B48	24 hours	30	20	20	20	30

Existing Frequency & Span

Local Routes (Sunday)

Appendix

Existing Route	Service Hours	Early Morning 6:00AM-8:59AM	Morning 9:00AM-11:59AM	Midday 12:00PM-4:59PM	Early Evening 5:00PM-7:59PM	Late Evening 8:00PM-11:59PM
B49	4:00 AM - 2:00 AM	16	17	15	17	18
B52	24 hours	22	12	11	12	20
B54	24 hours	27	18	12	16	20
B57	4:30 AM - 1:00 AM	23	20	20	23	30
B60	24 hours	20	20	20	20	23
B61	24 hours	18	20	13	15	20
B62	24 hours	27	20	19	15	25
B63	24 hours	27	17	10	14	23
B64	5:00 AM - 1:00 AM	27	16	15	15	25
B65	4:30 AM - 1:30 AM	12	12	12	12	19
B67	4:30 AM - 1:30 AM	30	30	30	30	30
B68	24 hours	13	10	10	10	19
B69	6:00 AM - 10:00 PM	30	27	30	30	30
B70	4:30 AM - 2:00 AM	25	18	20	30	30
B74	7:00 AM - 11:00 PM	20	17	15	12	27
B82	24 hours	10	10	10	12	18
B83	5:30 AM - 12:30 AM	20	15	15	15	20
B84	10:00 AM - 6:30 PM	-	30	30	45	-
B100	7:00 AM - 12:00 AM	40	30	30	30	38
B103 LTD	6:00 AM - 1:30 AM	27	13	10	10	19
Q24	24 hours	23	20	15	15	20
Q54	24 hours	22	20	16	17	20
Q55	24 hours	20	20	20	20	25
Q56	24 hours	20	20	16	18	25
Q59	24 hours	30	23	13	16	30
Q59	24 hours	30	23	13	16	30

Existing Frequency & Span

Express Routes (Weekday)

Appendix

Existing Route	Direction		Service Hours	Early AM 5:00AM-5:59AM	AM Peak 6:00AM-8:59AM	Midday 9:00AM-3:59PM	PM Peak 4:00PM-6:59PM	Evening 7:00PM-11:59PM
BM1	Downtown	In	6:00 AM - 9:00 AM	-	23	-	-	-
		Out	3:00 PM - 8:00PM	-	-	60	26	60
BM1	Downtown/ Midtown	In	5:00 AM - 7:00 AM, 9:00 AM - 4:30 PM	60	60	60	30	-
		Out	11:00 AM - 4:00 PM, 7:00 PM - 12:00 AM	-	-	60	-	43
BM1	Midtown	In	6:00 AM - 9:00 AM	-	20	-	-	-
		Out	3:00 PM - 7:00 PM	-	-	60	20	-
BM2	Downtown	In	7:00 AM - 9:00 AM	-	24	-	-	-
		Out	3:00 PM - 8:00PM	-	-	60	36	60
BM2	Downtown/ Midtown	In	5:00 AM - 7:00 AM, 9:00 AM - 4:00 PM	60	60	60	-	-
		Out	11:00 AM - 3:00 PM, 7:00 PM - 1:00 AM	-	-	60	-	45
BM2	Midtown	In	7:00 AM- 9:00 AM	-	20	-	-	-
		Out	3:00 PM - 6:30 PM	-	-	60	21	-
BM3	Downtown	In	7:30 AM - 9:00 AM	-	23	-	-	-
		Out	4:30 PM - 7:00 PM	-	-	-	30	-
BM3	Downtown/ Midtown	In	5:00 AM - 7:00 AM, 9:00 AM - 4:00 PM	60	30	53	-	-
		Out	12:00 PM - 4:00 PM, 6:30 PM - 1:00 AM	-	-	48	30	51
BM3	Midtown	In	7:00 AM - 9:00 AM	-	20	-	-	-
		Out	4:00 PM - 7:00 PM	-	-	-	26	-
BM4	Downtown	In	7:30 AM - 9:00 AM	-	23	-	-	-
		Out	4:30 PM - 7:00 PM	-	-	-	30	-
BM4	Downtown/ Midtown	In	6:00 AM - 7:00 AM, 8:30 AM - 2:00 PM	-	23	50	-	-
		Out	12:00 PM - 4:00 PM, 6:30 PM - 9:00 PM	-	-	60	30	60
BM4	Midtown	In	7:00 AM - 8:30 AM	-	23	-	-	-
		Out	3:00 PM - 6:00 PM	-	-	60	24	-
BM5		In	6:00 AM - 2:00 PM	-	23	60	-	-
		Out	12:00 PM - 12:00 AM	-	-	60	26	50
X27	Downtown	In	6:30 AM - 9:00 AM	-	8	-	-	-
		Out	4:30 PM - 8:00 PM	-	-	-	11	15
X27	Downtown/ Midtown	In	5:00 AM - 6:30 AM, 8:30 AM - 6:00 PM	30	20	32	60	-
		Out	9:00 AM - 4:30 PM, 7:30 PM - 1:00 AM	-	-	53	30	28

Existing Frequency & Span

Express Routes (Weekday)

Appendix

Existing Route	Direction		Service Hours	Early AM 5:00AM-5:59AM	AM Peak 6:00AM-8:59AM	Midday 9:00AM-3:59PM	PM Peak 4:00PM-6:59PM	Evening 7:00PM-11:59PM
X28	Downtown	In	6:30 AM - 9:00 AM	-	9	-	-	-
		Out	4:00 PM - 7:30 PM	-	-	-	11	15
X28	Downtown/ Midtown	In	5:00 AM - 6:30 AM, 8:30 AM - 6:00 PM	20	15	42	60	-
		Out	9:00 AM - 4:30 PM, 7:30 PM - 12:00 AM	-	-	53	30	30
X37		In	6:00 AM - 9:00 AM	-	10	-	-	-
		Out	4:00 PM - 7:30 PM	-	-	-	14	15
X38		In	6:30 AM - 9:00 AM	-	10	-	-	-
		Out	3:00 PM - 7:00 PM	-	-	60	14	-

Existing Frequency & Span

Express Routes (Saturday)

Appendix

Existing Route	Direction		Service Hours	Early Morning 5:00AM-5:59AM	Morning 6:00AM-8:59AM	Midday 9:00AM-3:59PM	Early Evening 4:00PM-6:59PM	Late Evening 7:00PM-11:59PM
BM1	Downtown/ Midtown	In	6:00 AM - 4:00 PM	-	60	60	-	-
		Out	11:00 AM - 11:00 PM	-	-	60	60	60
BM2	Downtown/ Midtown	In	6:00 AM - 5:00 PM	-	90	60	60	-
		Out	11:00 AM - 12:00 AM	-	-	60	60	60
BM3	Downtown/ Midtown	In	6:00 AM - 4:00 PM	-	90	53	-	-
		Out	11:00 AM - 12:00 AM	-	-	60	60	60
BM4	Downtown/ Midtown	In	7:00 AM - 4:00 PM	-	60	60	-	-
		Out	9:00 AM - 7:00 PM	-	-	60	60	-
BM5		In	7:00 AM - 2:00 PM	-	60	60	-	-
		Out	10:00 AM - 7:00 PM	-	-	60	60	-
X27	Downtown/ Midtown	In	6:00 AM - 9:30 PM	-	36	30	30	50
		Out	7:00 AM - 11:00 PM	-	60	32	30	34
X28	Downtown/ Midtown	In	6:00 AM - 9:00 PM	-	45	38	36	40
		Out	8:00 AM - 11:00 PM	-	60	38	36	40

Express Routes (Sunday)

Existing Route	Direction		Service Hours	Early Morning 5:00AM-5:59AM	Morning 6:00AM-8:59AM	Midday 9:00AM-3:59PM	Early Evening 4:00PM-6:59PM	Late Evening 7:00PM-11:59PM
X27	Downtown/ Midtown	In	7:00 AM - 8:30 PM	-	60	30	45	45
		Out	8:00 AM - 10:00 PM	-	60	38	30	45
X28	Downtown/ Midtown	In	7:00 AM - 8:30 PM	-	60	38	36	45
		Out	9:00 AM - 10:00 PM	-	-	47	30	36

Brooklyn Bus Network Redesign

Draft Plan 12/01/22