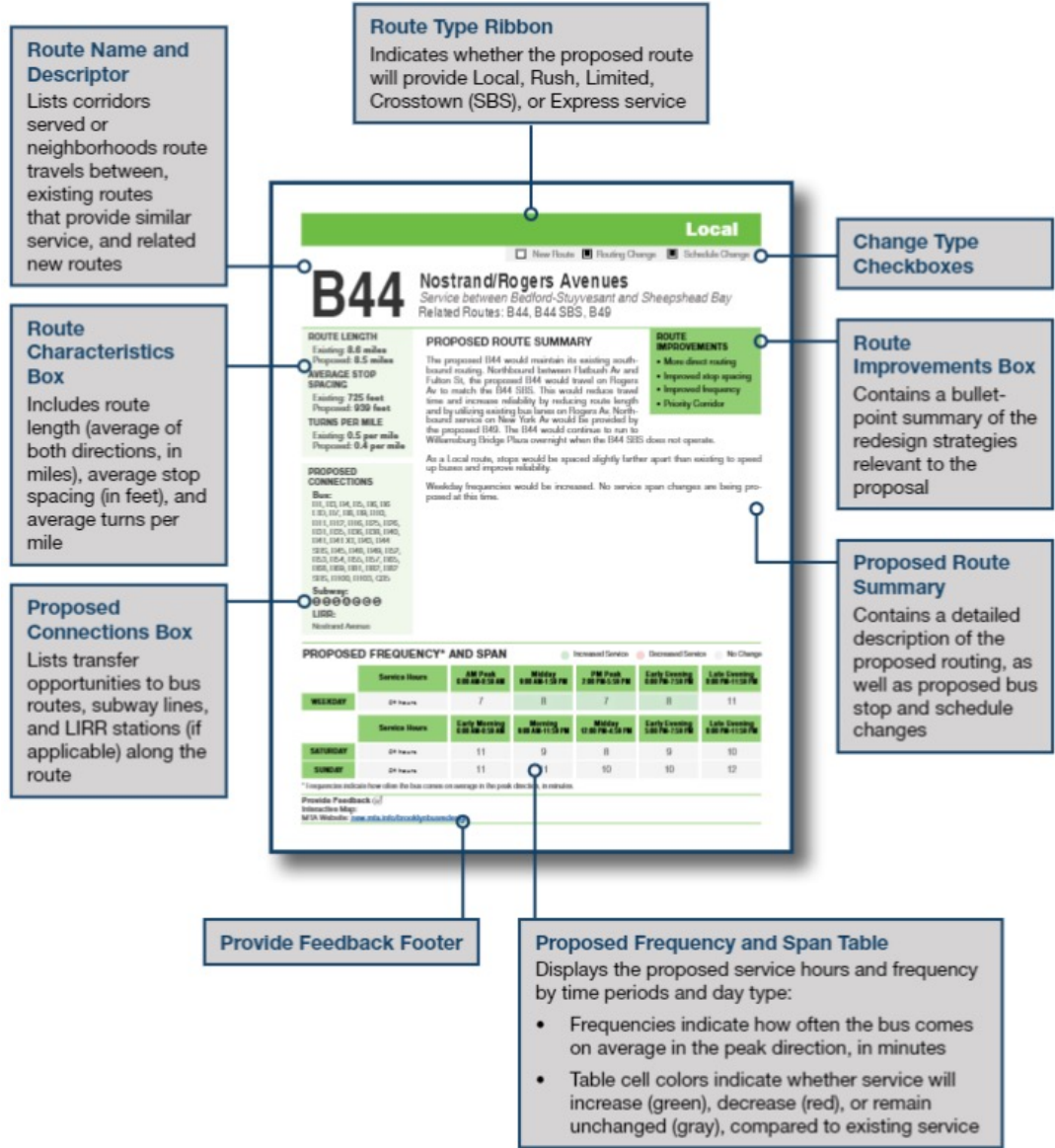


The New Bus Network

CD 14 Ditmas Park, Flatbush, Manhattan Terrace, Midwood,
Ocean Parkway, Prospect Park South

Thursday, February 23, 2023

How to Read the Route Profiles



Local

□ New Route ■ Routing Change ■ Schedule Change

B6

Gravesend - Canarsie

Related Routes: B6, B82, B103

ROUTE LENGTH

Existing: 8.2 miles
Proposed: 7.7 miles

AVERAGE STOP SPACING

Existing: 691 feet
Proposed: 835 feet

URNS PER MILE

Existing: 1.7 per mile
Proposed: 1.5 per mile

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B6 LTD, B7, B9, B11, B17, B40, B41, B41 XT, B42, B44, B44 SBS, B46, B46 SBS, B47, B49, B60, B64, B66, B76, B81, B82, B82 SBS, Q35

Subway:

2 5 D N F L C

PROPOSED ROUTE SUMMARY

The proposed B6 would mostly maintain its existing routing. Between Flatbush Av and E 80 St, the route would be rerouted via the same path as the B103 LTD. Instead of traveling on Albany Av and Glenwood Rd, the route would use Avenue H, improving reliability by removing turns and also increasing frequency on Avenue H. Instead of traveling on Ralph Av to Flatlands Av, the route would use Glenwood Rd and E 80 St. This would remove a challenging turn at Ralph Av/Flatlands Av, reducing delays. The proposed B6 would no longer serve Shore Pkwy and would instead use Cropsey Av in both directions. Service on Shore Pkwy would be provided by the B82 Local. The B6 would continue to run to New Lots Av overnight when the B6 LTD does not operate.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Frequencies would be slightly decreased early evenings on Saturdays and much of the day on Sundays, since there would be additional service on the corridor on the proposed B5 LTD and B6 LTD. Frequencies would still match ridership demand. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Avoids narrow streets
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-11:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	8	9	7	9	9
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	10	11	10	12	11
SUNDAY	24 hours	7	12	12	12	11

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

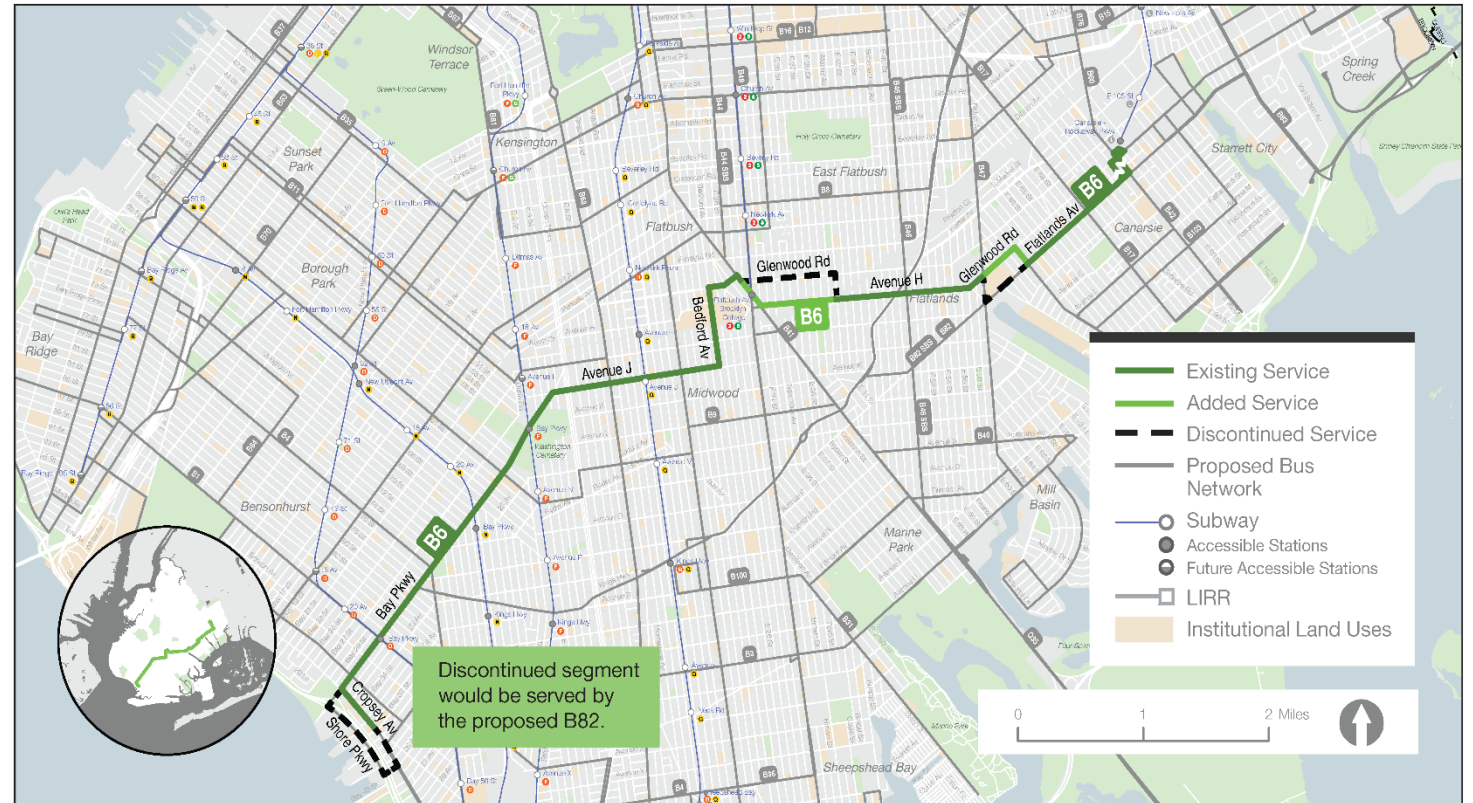
Local

□ New Route ■ Routing Change ■ Schedule Change

B6

Gravesend - Canarsie

Related Routes: B6, B82, B103



Limited

New Route Routing Change Schedule Change

B6

Gravesend - East New York

Related Routes: B6 LTD, B5, B82, B103

ROUTE LENGTH

Existing: **10.5 miles**
Proposed: **9.9 miles**

AVERAGE STOP SPACING

Existing: **1,044 feet**
Proposed: **1,809 feet**

TURNS PER MILE

Existing: **1.8 per mile**
Proposed: **1.6 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B7, B9, B11, B15, B17, B20, B40, B41, B41 XT, B42, B44, B44 SBS, B46, B46 SBS, B47, B49, B55, B60, B64, B68, B76, B81, B82, B82 SBS, B83, B103, Q8, Q35

Subway:

2 3 5 D N F L Q

PROPOSED ROUTE SUMMARY

The proposed B6 LTD would mostly maintain its existing routing. Between Flatbush Av and E 80 St, the route would be rerouted via the same path as the B103 LTD. Instead of traveling on Albany Av and Glenwood Rd, the route would stay on Avenue H, improving reliability by removing turns and also increasing frequency on Avenue H. Instead of traveling on Ralph Av to Flatlands Av, the route would use Glenwood Rd and E 80 St. This would remove a challenging turn at Ralph Av/Flatlands Av, reducing delays. The proposed B6 LTD would no longer serve Shore Pkwy and would instead use Cropsey Av in both directions. Service on Shore Pkwy would be provided by the B82 Local. A new branch of the B6 LTD is proposed, the B5 LTD, mainly serving the same route path but terminating at Gateway Center on its eastern end instead of at New Lots Av. Riders boarding west of Cozine Av/Jerome St can take either the B5 LTD or the B6 LTD.

As a Limited route, stops would be spaced slightly farther apart than Local routes to improve speed and reliability, but still within walking distance.

Frequencies would be slightly decreased, since buses would be split between the proposed B5 LTD and B6 LTD. Frequencies would still match ridership demand. New Sunday service is proposed.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Avoids narrow streets
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	4:30 AM - 10:30 PM	10	12	10	10	15
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	6:30 AM - 10:30 PM	20	15	15	15	20
SUNDAY	10:00 AM - 8:00 PM	-	15	15	20	-

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

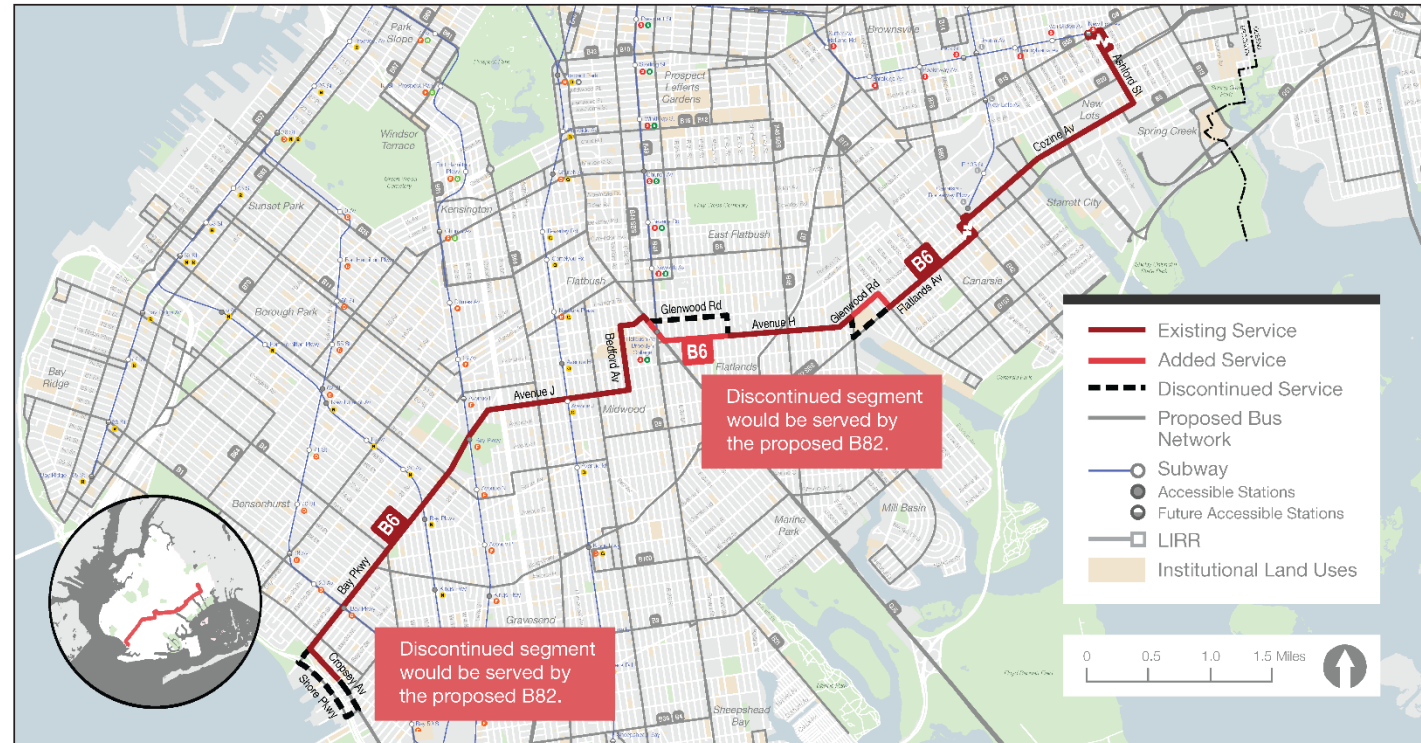
Limited

New Route Routing Change Schedule Change

B6

Gravesend - East New York

Related Routes: B6 LTD, B5, B82, B103



Limited

New Route
 Routing Change
 Schedule Change

B5

Gravesend - Gateway Center

Related Routes: B6 LTD, B84, B103

ROUTE LENGTH

Existing: **N/A**
Proposed: **11.3 miles**

AVERAGE STOP SPACING

Existing: **N/A**
Proposed: **1,810 feet**

URNS PER MILE

Existing: **N/A**
Proposed: **1.5 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B6, B6 LTD, B7, B9, B11, B13, B17, B40, B41, B41 XT, B42, B44, B44 SBS, B46, B46 SBS, B47, B49, B60, B64, B68, B76, B81, B82, B82 SBS, B83, B103, Q35, Q51

Subway:

2 5 D N F L Q

PROPOSED ROUTE SUMMARY

The proposed B5 LTD would be a new route primarily serving the same route path as the B6 LTD from Gravesend to East New York, with a new connection to Gateway Center from the west, including from Canarsie and The Junction. Riders boarding west of Cozine Av/Jerome St can take either the B5 LTD or the B6 LTD. The B5 LTD would replace B84 service on Flatlands Av, and would provide service in both directions on Vandalia Av and Erskine St.

ROUTE IMPROVEMENTS

- More direct routing
- New connections
- Improved stop spacing
- Avoids narrow streets
- Priority Corridor

As a Limited route, stops would be spaced slightly farther apart than Local routes to improve speed and reliability, but still within reasonable walking distance.

Frequencies would be similar to the proposed B6 LTD, and buses would be split between the proposed B5 LTD and B6 LTD. Frequencies would still match ridership demand. Service would operate during similar hours as the proposed B6 LTD, but running later at night to provide service to evening destinations at Gateway Center.

PROPOSED FREQUENCY* AND SPAN

● Increased Service
 ● Decreased Service
 ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-11:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	6:00 AM - 12:00 AM	10	12	10	10	15
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	6:00 AM - 12:00 AM	20	15	15	15	20
SUNDAY	9:00 AM - 9:00 PM	-	15	15	20	20

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

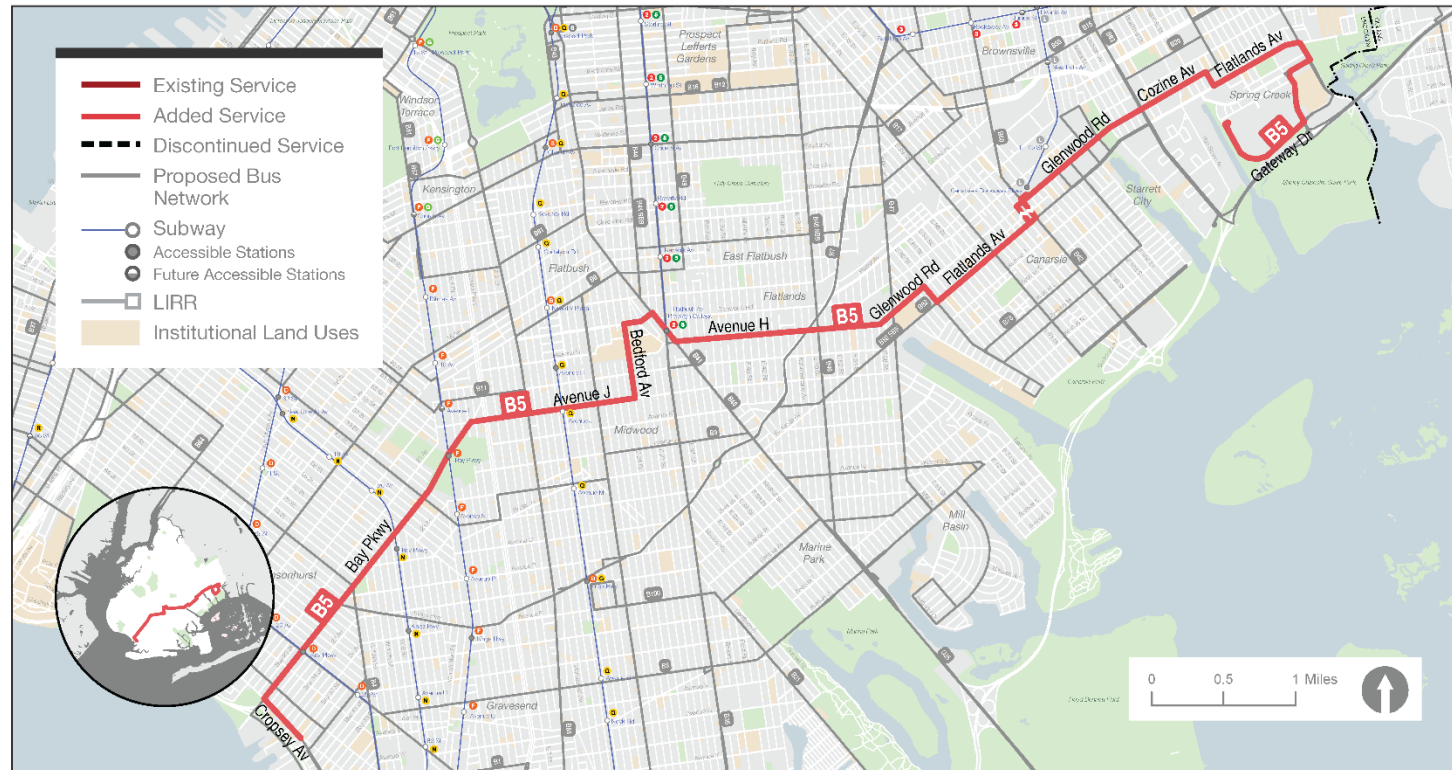
Limited

New Route
 Routing Change
 Schedule Change

B5

Gravesend - Gateway Center

Related Routes: B6 LTD, B84, B103



Local

New Route Routing Change Schedule Change

B7

Midwood - Fresh Pond

Related Routes: B7, B13, B20

ROUTE LENGTH

Existing: **6.8 miles**
Proposed: **9.2 miles**

AVERAGE STOP SPACING

Existing: **662 feet**
Proposed: **1,167 feet**

URNS PER MILE

Existing: **2.0 per mile**
Proposed: **2.4 per mile**

PROPOSED CONNECTIONS

Bus:

B5, B6, B8, B9, B10, B12, B13, B14, B15, B17, B25, B26, B31, B35, B38, B40, B41, B41 XT, B44, B44 SBS, B45, B46, B46 SBS, B47, B49, B53, B55, B60, B66, B68, B76, B82, B82 SBS, B100, B103, Q35, Q55, Q58, Q67, Q98

Subway:

3 4 A C B Q J M
2 L

PROPOSED ROUTE SUMMARY

The proposed B7 would be extended north to Fresh Pond via Cooper St/Av, 61/62 Sts, and Fresh Pond Rd for a new interborough connection. The new extension would replace a portion of the existing B13 in Glendale and would travel a path similar to a portion of the existing B20 in Bushwick. A connection to the J train would be available at Chauncey St Station instead of Halsey St Station.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

No frequency or service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- Interborough route
- New connections
- Improved stop spacing

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	4:30 AM - 1:30 AM	10	19	14	12	28
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-1:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	4:30 AM - 1:30 AM	20	27	22	23	30
SUNDAY	4:30 AM - 1:30 AM	27	30	24	23	30

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Local

New Route Routing Change Schedule Change

B7

Midwood - Fresh Pond

Related Routes: B7, B13, B20



Local

B8

18th Avenue / Avenue D

Service between Fort Hamilton and Brownsville

Related Routes: B8, B17, B35, B55

□ New Route ■ Routing Change ■ Schedule Change

ROUTE LENGTH

Existing: **10.1 miles**
Proposed: **9.7 miles**

AVERAGE STOP SPACING

Existing: **696 feet**
Proposed: **1,068 feet**

URNS PER MILE

Existing: **2.0 per mile**
Proposed: **2.0 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B4, B7, B9, B11, B15, B16, B17, B35, B37, B40, B41, B41 XT, B44, B44 SBS, B46, B46 SBS, B47, B49, B55, B60, B63, B64, B68, B70, B76, B81, S53, S79 SBS, S93

Subway:

2 5 B C D N R F

PROPOSED ROUTE SUMMARY

The proposed B8 would mostly maintain its existing routing with only a minor change approaching its eastern terminal. Instead of using Remsen Av and Church Av to reach Brookdale Hospital, the route would stay on Avenue B, reducing turns and delays. The proposed B17 would continue to serve Remsen Av. The proposed B35 would continue to serve Church Av along with the proposed new B55 Crosstown.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Weekday frequencies would be slightly increased to 10 minutes or better all day, and weekend frequencies would be slightly increased as well. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Improved frequency
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

WEEKDAY	Service Hours	Increased Service		Decreased Service		No Change	
		AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM	
	24 hours	7	10	8	8	14	
SATURDAY	Service Hours	Increased Service		Decreased Service		No Change	
		Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM	
	24 hours	13	12	10	10	20	
SUNDAY	24 hours	15	14	12	13	22	

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Local

B8

18th Avenue / Avenue D

Service between Fort Hamilton and Brownsville

Related Routes: B8, B17, B35, B55

□ New Route ■ Routing Change ■ Schedule Change



Local

New Route Routing Change Schedule Change

B9 60th Street / Flatbush Avenue

Service between Bay Ridge and Kings Plaza
Related Routes: B9

ROUTE LENGTH

Existing: **8.0 miles**
Proposed: **8.0 miles**

AVERAGE STOP SPACING

Existing: **770 feet**
Proposed: **1,056 feet**

URNS PER MILE

Existing: **1.3 per mile**
Proposed: **1.3 per mile**

PROPOSED ROUTE SUMMARY

The proposed B9 would maintain its existing routing.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Weekday frequencies would be slightly increased to 10 minutes or better all day, and Saturday frequencies would be increased as well. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- Improved stop spacing
- Improved frequency
- Priority Corridor

PROPOSED CONNECTIONS

Bus:

B3, B5, B6, B6 LTD, B7, B8, B11, B16, B37, B40, B41, B41 XT, B44, B44 SBS, B46, B46 SBS, B47, B49, B63, B64, B68, B70, B82, B82 SBS, B100, Q35

Subway:

D N R F G

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	4:30 AM - 1:30 AM	6	9	8	10	28
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	5:00 AM - 1:30 AM	15	10	10	12	20
SUNDAY	5:00 AM - 2:00 AM	17	10	10	12	21

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Local

New Route Routing Change Schedule Change

B9 60th Street / Flatbush Avenue

Service between Bay Ridge and Kings Plaza
Related Routes: B9



Local

B11

49th/50th Streets

Service between Midwood and Sunset Park

Related Routes: B11

New Route Routing Change Schedule Change

ROUTE LENGTH

Existing: **5.8 miles**
Proposed: **5.7 miles**

AVERAGE STOP SPACING

Existing: **759 feet**
Proposed: **979 feet**

URNS PER MILE

Existing: **2.4 per mile**
Proposed: **2.3 per mile**

PROPOSED CONNECTIONS

Bus:

B5, B6, B6 LTD, B8, B9, B10, B16, B37, B40, B41, B41 XT, B44, B44 SBS, B49, B63, B64, B68, B70, B81, Q35

Subway:

2 5 D N R F Q

PROPOSED ROUTE SUMMARY

The proposed B11 would mostly maintain its existing routing with only a minor Changes approaching its western terminal. Westbound, the proposed B11 would use 57 St instead of 53 St to travel between 2 Av and 1 Av, reducing travel time for customers headed to the Brooklyn Army Terminal. Eastbound, the proposed B11 would use 56 St instead of 52 St to travel between 2 Av and 4 Av. These proposed changes would streamline the route while still providing service to NYU Langone Hospital Brooklyn.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

No frequency or service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	4:00 AM - 1:00 AM	7	10	8	9	22
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	4:00 AM - 1:00 AM	18	14	13	18	28
SUNDAY	4:30 AM - 1:00 AM	16	13	11	14	23

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Local

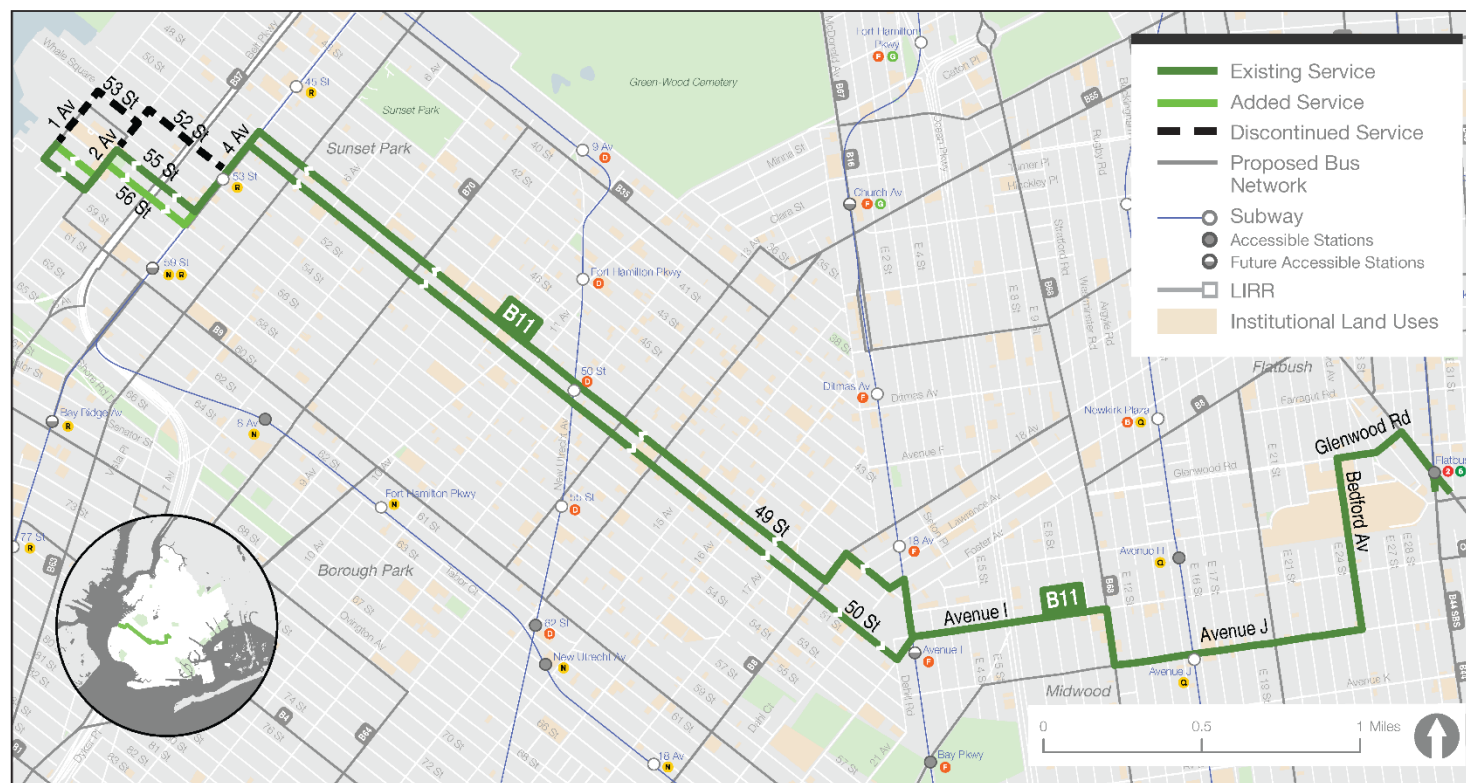
New Route Routing Change Schedule Change

B11

49th/50th Streets

Service between Midwood and Sunset Park

Related Routes: B11



Local

New Route
 Routing Change
 Schedule Change

B12 East New York Avenue / Clarkson Avenue

Service between Broadway Junction and Prospect-Lefferts Gardens
 Related Routes: B12, B10, B16

ROUTE LENGTH

Existing: **4.1 miles**
 Proposed: **4.1 miles**

AVERAGE STOP SPACING

Existing: **689 feet**
 Proposed: **1,009 feet**

URNS PER MILE

Existing: **2.4 per mile**
 Proposed: **2.4 per mile**

PROPOSED CONNECTIONS

Bus:
 B7, B10, B14, B15, B16, B17, B20, B25, B40, B41, B41 XT, B43, B44, B44 SBS, B45, B46, B46 SBS, B47, B49, B53, B60, B66, B76, B83, Q24, Q56

Subway:
2 3 4 5 7 10

LIRR:
 East New York

PROPOSED ROUTE SUMMARY

The proposed B12 would maintain its existing routing. A new branch of the B12 is proposed, the B10 LTD. On weekdays, the B10 LTD would travel the same route path between Broadway Junction and Utica Av but would make only Limited stops. West of Utica Av, the B10 LTD would travel on Empire Blvd to its new terminal at the Prospect Park B/Q/S station. The proposed B16 would provide additional service on Clarkson Av.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Weekday frequencies would be decreased since buses would be split between the proposed B10 LTD and B12, but there would be an overall increase in service on the shared section between Broadway Junction and Utica Av. Weekend frequencies would be increased, when the B10 LTD would not operate. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- Improved stop spacing
- Improved frequency
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service
 ● Decreased Service
 ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	10	12	10	15	15
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	8	8	8	8	13
SUNDAY	24 hours	15	12	10	10	15

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

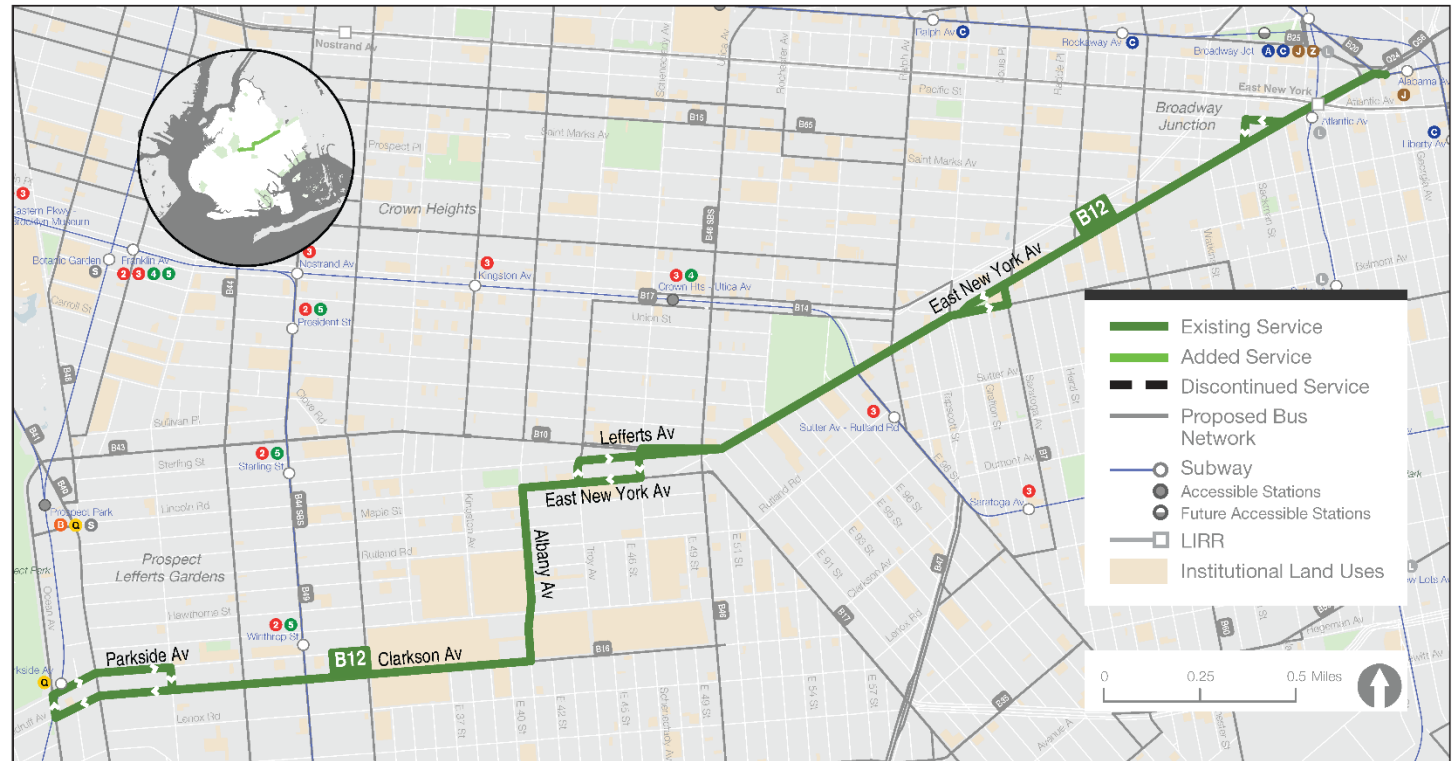
Interactive Map:
 MTA Website: new.mta.info/brooklynbusredesign

Local

New Route
 Routing Change
 Schedule Change

B12 East New York Avenue / Clarkson Avenue

Service between Broadway Junction and Prospect-Lefferts Gardens
 Related Routes: B12, B10, B16



Limited

New Route
 Routing Change
 Schedule Change

B10

East New York Avenue / Empire Boulevard

Service between Broadway Junction and Prospect-Lefferts Gardens
 Related Routes: B12, B43

ROUTE LENGTH

Existing: **N/A**
 Proposed: **3.8 miles**

AVERAGE STOP SPACING

Existing: **N/A**
 Proposed: **1,822 feet**

TURNS PER MILE

Existing: **N/A**
 Proposed: **1.7 per mile**

PROPOSED CONNECTIONS

Bus:
 B7, B12, B14, B15, B17, B20, B25, B40, B41, B41 XT, B43, B44, B44 SBS, B45, B46, B46 SBS, B47, B48, B49, B53, B60, B66, B76, B83, Q24, Q56

Subway:
 2 3 5 B Q J L S

LIRR:
 East New York

PROPOSED ROUTE SUMMARY

The proposed B10 LTD would be a new route connecting Broadway Junction and Prospect-Lefferts Gardens. Between Broadway Junction and Utica Av, it would follow the same route path as the B12 but would make only Limited stops at key destinations and transfer points. West of Utica Av, the B10 LTD would travel on Empire Blvd to its new terminal at the Prospect Park B/Q/S station, an express and accessible station. The route would also provide a faster and more direct connection to the 2/5 trains and multiple north-south bus routes.

ROUTE IMPROVEMENTS

- More direct routing
- New connections
- Improved stop spacing
- Avoids narrow streets
- Improved ADA access
- Priority Corridor

As a Limited route, stops would be spaced slightly farther apart than Local routes to improve speed and reliability, but still within reasonable walking distance.

Frequencies would be similar to the proposed B12, and buses would be split between the proposed B10 LTD and B12 with an overall increase in service on the shared section between Broadway Junction and Utica Av. Service would operate on weekdays between 6:00 AM and 8:00 PM.

PROPOSED FREQUENCY* AND SPAN

● Increased Service
 ● Decreased Service
 ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	6:00 AM - 8:00 PM	10	12	10	15	-
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-1:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	N/A	-	-	-	-	-
SUNDAY	N/A	-	-	-	-	-

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
 MTA Website: new.mta.info/brooklynbusredesign

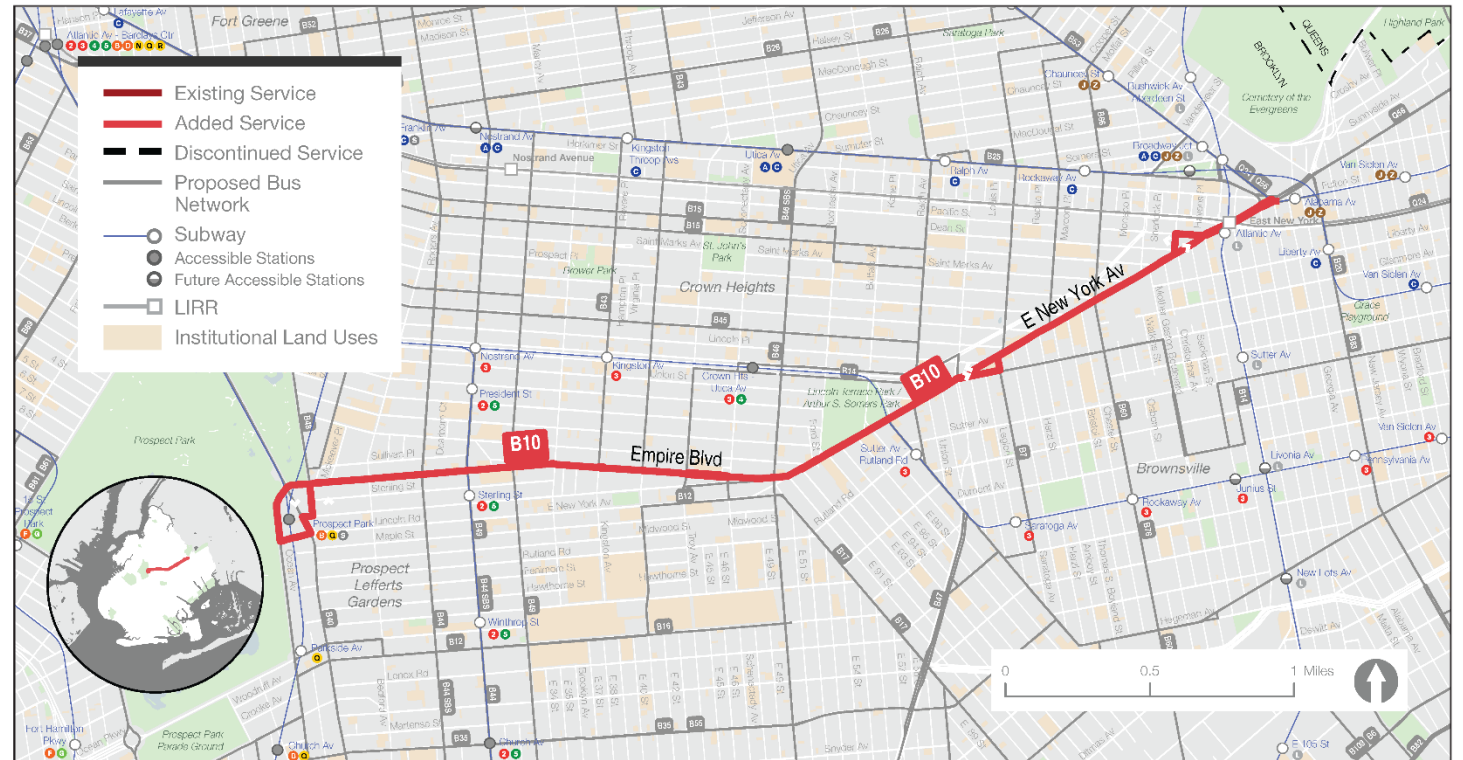
Limited

New Route
 Routing Change
 Schedule Change

B10

East New York Avenue / Empire Boulevard

Service between Broadway Junction and Prospect-Lefferts Gardens
 Related Routes: B12, B43



Local

□ New Route ■ Routing Change ■ Schedule Change

B16 Fort Hamilton - East Flatbush

Related Routes: B16, B12, B48

ROUTE LENGTH

Existing: **7.8 miles**
Proposed: **8.7 miles**

AVERAGE STOP SPACING

Existing: **676 feet**
Proposed: **980 feet**

TURNS PER MILE

Existing: **1.9 per mile**
Proposed: **1.7 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B4, B8, B9, B11, B12, B35, B37, B40, B41, B41 XT, B44, B44 SBS, B46, B46 SBS, B49, B55, B63, B64, B67, B68, B70, B81, S53, S79 SBS, S93

Subway:

2 5 B Q D N R F G

PROPOSED ROUTE SUMMARY

The proposed B16 would be extended on its eastern end to provide additional service on Clarkson Av to Kings County Hospital Center and Kingsbrook Jewish Medical Center. This extension would also provide new connections to the Winthrop St 2/5 station and very frequent bus routes such as B44 SBS and B46 SBS. The proposed B48 would serve Ocean Av. In Kensington, the proposed B16 would be rerouted via Church Av and McDonald Av, reducing a turn and thereby reducing delays, and providing a new connection to the future accessible Church Av F/G station. Existing B16 service on Dahill Rd, 12 Av, and 36/37 Sts would be discontinued. In Borough Park, the proposed B16 would be rerouted to travel via 60 St instead of narrow 56/57 Sts, providing a new accessible connection to the 62 St-New Utrecht Av D/N station. Existing B16 service on 56/57 Sts would be discontinued.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Midday and Early Evening weekday frequencies would be increased. Service span would be slightly increased.

ROUTE IMPROVEMENTS

- More direct routing
- New connections
- Improved stop spacing
- Improved frequency
- Avoids narrow streets
- Improved ADA access
- Priority Corridor

Local

□ New Route ■ Routing Change ■ Schedule Change

B16 Fort Hamilton - East Flatbush

Related Routes: B16, B12, B48



PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-11:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	4:30 AM - 1:30 AM	6	15	9	15	30
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	4:30 AM - 1:30 AM	20	20	17	20	28
SUNDAY	4:30 AM - 1:30 AM	27	20	20	20	30

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Local

□ New Route ■ Routing Change ■ Schedule Change

B48 Flatbush - Downtown Brooklyn

Related Routes: B48, B16, B69

ROUTE LENGTH

Existing: **6.0 miles**
Proposed: **5.2 miles**

AVERAGE STOP SPACING

Existing: **710 feet**
Proposed: **1,083 feet**

URNS PER MILE

Existing: **1.8 per mile**
Proposed: **1.7 per mile**

PROPOSED CONNECTIONS

Bus:

B10, B16, B25, B26, B27, B35, B38, B40, B41, B41 XT, B43, B45, B49, B52, B54, B55, B57, B62, B65, B67, B69

Subway:

2 3 4 5 A C B D F G S

PROPOSED ROUTE SUMMARY

The proposed B48 would be rerouted on its northern end to Downtown Brooklyn via Flushing Av to provide a new connection from central Brooklyn east of Prospect Park to the Brooklyn Navy Yard, increasing north-south service to that employment center. The proposed B48 would be extended on its southern end to Church Av via Ocean Av to provide new connections to the B35 and the proposed new B55 Crosstown to JFK Airport on Church Av, and to the B12 and the proposed B16 on Parkside Av/Woodside Av. Service on Wallabout St, Lorimer St, and Nassau Av would be provided by the proposed B69.

ROUTE IMPROVEMENTS

- New connections
- Improved stop spacing
- Priority Corridor

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

No frequency changes are being proposed at this time. The route would no longer operate 24 hours.

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	5:00 AM - 12:00 AM	13	20	20	20	28
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	5:00 AM - 12:00 AM	27	20	20	20	25
SUNDAY	5:00 AM - 12:00 AM	30	20	20	20	30

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Local

□ New Route ■ Routing Change ■ Schedule Change

B48 Flatbush - Downtown Brooklyn

Related Routes: B48, B16, B69



Local

New Route
 Routing Change
 Schedule Change

B35

Church Avenue / 39th Street

Service between Brownsville and Sunset Park
 Related Routes: B35, B35 LTD, B55

ROUTE LENGTH

Existing: **4.3 miles**
 Proposed: **6.5 miles**

AVERAGE STOP SPACING

Existing: **716 feet**
 Proposed: **923 feet**

URNS PER MILE

Existing: **1.3 per mile**
 Proposed: **0.9 per mile**

PROPOSED CONNECTIONS

Bus:
 B7, B8, B15, B16, B17, B37, B40, B41, B41 XT, B44, B44 SBS, B46, B46 SBS, B47, B49, B55, B60, B63, B67, B68, B70, B76, B81

Subway:
 2 5 B Q D F G

PROPOSED ROUTE SUMMARY

The proposed B35 would maintain the same routing as the existing overnight route, traveling between 39 St/1 Av and Mother Gaston Blvd/Hegeman Av at all times. Existing B35 LTD service would be replaced by the proposed new B55 Crosstown connecting Church Av/McDonald Av and JFK Airport via Church Av, New Lots Av, and Linden Blvd.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Frequencies would be the same as the existing B35 Local, with a slight increase in the Weekday PM Peak. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- New connections
- Improved stop spacing
- Improved frequency
- Fewer route patterns
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

Increased Service
 Decreased Service
 No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	10	12	10	10	11
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	12	12	12	12	12
SUNDAY	24 hours	11	11	12	11	12

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

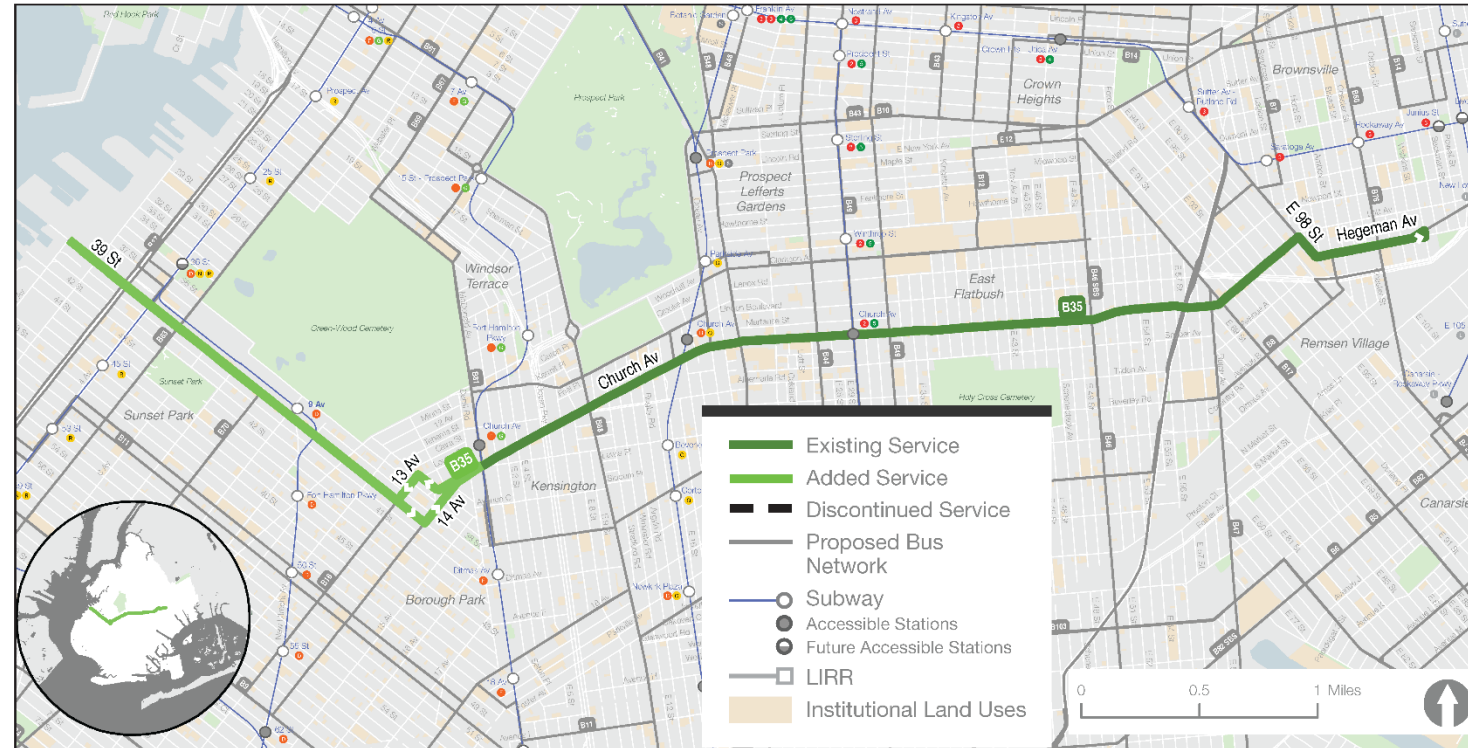
Local

New Route
 Routing Change
 Schedule Change

B35

Church Avenue / 39th Street

Service between Brownsville and Sunset Park
 Related Routes: B35, B35 LTD, B55



Crosstown/SBS

New Route
 Routing Change
 Schedule Change

B55 Kensington - JFK Airport

Related Routes: B15, B35

ROUTE LENGTH

Existing: *N/A*
Proposed: **9.4 miles**

AVERAGE STOP SPACING

Existing: *N/A*
Proposed: **2,152 feet**

TURNS PER MILE

Existing: *N/A*
Proposed: **0.8 per mile**

PROPOSED CONNECTIONS

Bus:

B6, B7, B8, B13, B14, B15, B16, B17, B20, B35, B40, B41, B41 XT, B44, B44, B46, B46, B47, B49, B60, B67, B68, B76, B81, B83, B103, Q3, Q8, Q10, Q51, Q109

Subway:

2 3 5 A B D F G L

PROPOSED ROUTE SUMMARY

The proposed B55 would be a new route connecting Church Av and JFK Airport. Between Church Av/McDonald Av and Hegeman Av/Rockaway Av, it would replace the B35. Between Hegeman Av/Rockaway Av and Linden Blvd/Drew St it would provide additional service to the B15 but only making stops at key destinations and transfer points.

The proposed B55 would replace B15 service connecting Brooklyn and JFK Airport, terminating at the Lefferts Blvd AirTrain station during JFK Redevelopment. With fewer stops than the existing B15, the proposed B55 would provide faster and more reliable access to JFK Airport. It would maintain the same connections from JFK Airport to subways and other bus routes in East New York and Brownsville, and it would provide additional service between Linden Blvd and the New Lots Av 3 and L stations. It would also provide access from new areas of Brooklyn to East New York and JFK Airport with new connections to the 2/5, B/Q, and F/G subways as well as many high-frequency bus routes.

As a new Crosstown route, stops would only be located at key destinations and transfer points to provide faster and more reliable service along the corridor.

Frequencies would be similar to or better than the existing B35 and existing B15 JFK Airport trips, and would be 10-minutes-or-better on weekdays. Service would operate 24 hours on weekdays and weekends.

ROUTE IMPROVEMENTS

- Interborough route
- New connections
- Improved stop spacing
- Improved ADA access
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service
 ● Decreased Service
 ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	7	10	7	8	12
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	12	12	10	10	12
SUNDAY	24 hours	13	12	10	12	14

* Frequencies indicate the average headway between bus trips in the peak direction, in minutes.

Provide Feedback

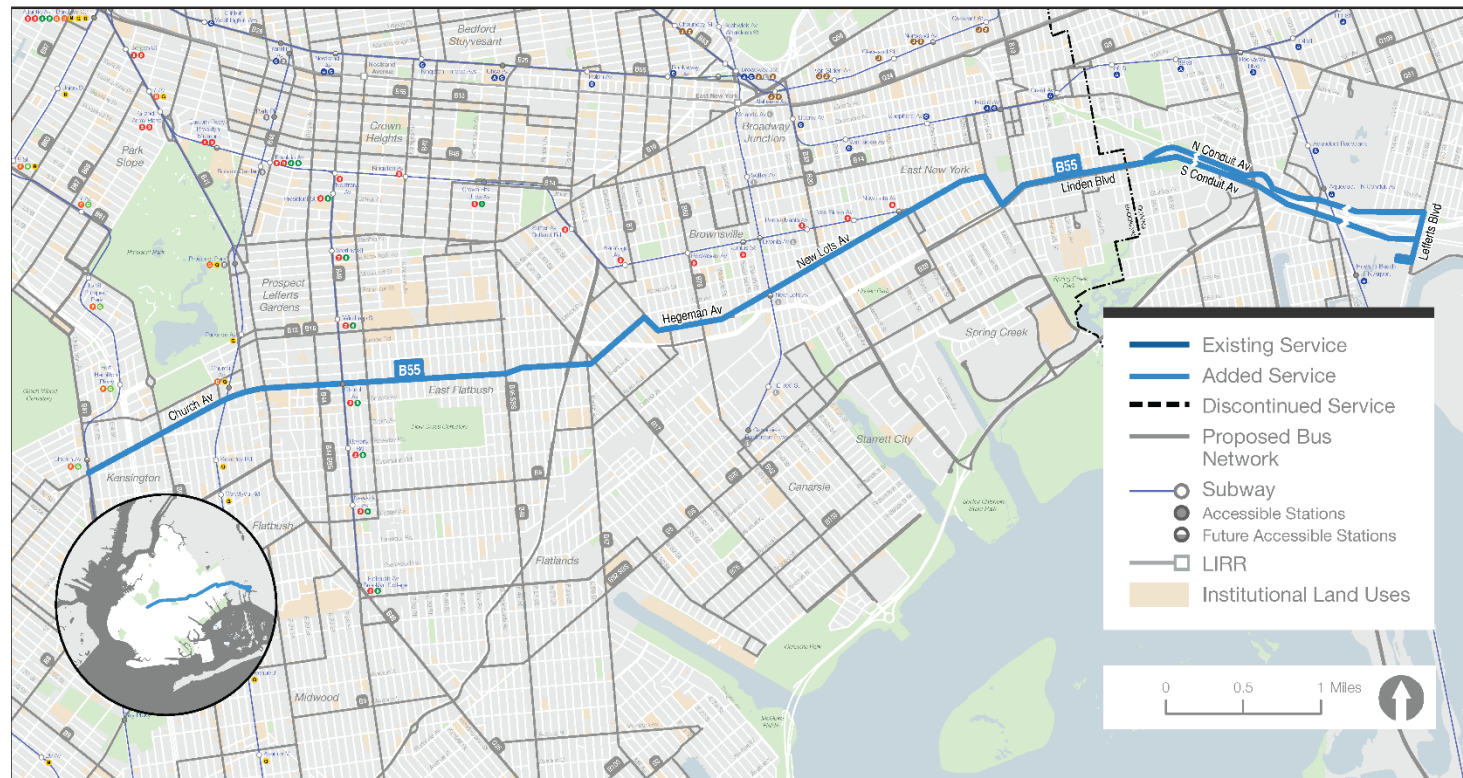
Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Crosstown/SBS

New Route
 Routing Change
 Schedule Change

B55 Kensington - JFK Airport

Related Routes: B15, B35



Local

□ New Route ■ Routing Change ■ Schedule Change

B41

Flatbush Avenue

Service between Downtown Brooklyn and Kings Plaza

Related Routes: B41, B25, B26, B38, B40, B41 Crosstown, B52

ROUTE LENGTH

Existing: **7.5 miles**
Proposed: **7.2 miles**

AVERAGE STOP SPACING

Existing: **985 feet**
Proposed: **1,097 feet**

URNS PER MILE

Existing: **0.7 per mile**
Proposed: **0.8 per mile**

PROPOSED CONNECTIONS

Bus:

B3, B5, B6, B6 LTD, B7, B8, B9, B10, B11, B12, B16, B25, B26, B27, B35, B37, B38, B40, B41 XT, B43, B44, B44 SBS, B45, B46, B46 SBS, B47, B48, B49, B52, B55, B57, B61, B62, B63, B65, B67, B69, B81, B82, B82 SBS, B100, B103, Q35

Subway:

2 3 4 5 A C B Q D
N R F G S

LIRR: Atlantic Terminal

PROPOSED ROUTE SUMMARY

The proposed B41 would maintain the same routing as its Kings Plaza branch. Service on Avenue N/Veterans Av would be provided by the new proposed B40 Rush, whose northern terminal would be at Flatbush Av/Empire Blvd. In Downtown Brooklyn, the proposed B41 would turn around via Court St and Joralemon St instead of via Cadman Plaza W, Tillary St, and Adams St in order to reduce delays, pending further study by NYC DOT. The proposed B25, B26, B38, and B52 would still provide service on Cadman Plaza W and Tillary St.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Frequencies would be the same as on existing B41 Local trips to Kings Plaza. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-11:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	8	10	8	10	20
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	8	10	8	10	15
SUNDAY	24 hours	10	12	10	12	20

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Local

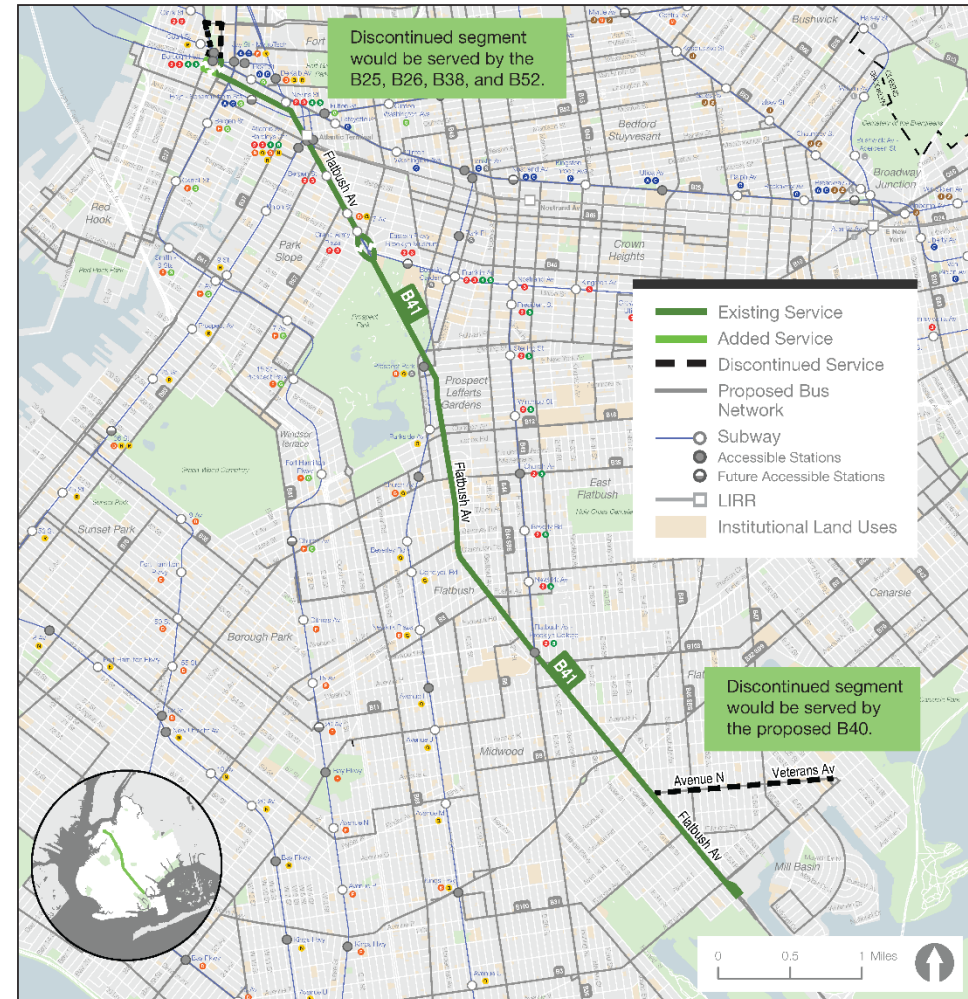
□ New Route ■ Routing Change ■ Schedule Change

B41

Flatbush Avenue

Service between Downtown Brooklyn and Kings Plaza

Related Routes: B41, B25, B26, B38, B40, B41 Crosstown, B52



Crosstown/SBS

□ New Route ■ Routing Change ■ Schedule Change

B41 Flatbush Avenue

Service between Downtown Brooklyn and Kings Plaza
Related Routes: B25, B26, B38, B40, B41 LTD, B52

ROUTE LENGTH

Existing: 7.5 miles
Proposed: 7.2 miles

AVERAGE STOP SPACING

Existing: 1,832 feet
Proposed: 2,441 feet

URNS PER MILE

Existing: 0.7 per mile
Proposed: 0.8 per mile

PROPOSED CONNECTIONS

Bus:

B3, B5, B6, B6 LTD, B7, B8, B9, B10, B11, B12, B16, B25, B26, B27, B35, B37, B38, B40, B41, B43, B44, B44 SBS, B45, B46, B46 SBS, B47, B48, B49, B52, B55, B57, B61, B62, B63, B65, B67, B69, B81, B82, B82 SBS, B103, Q35

Subway:

2 3 4 5 A C B D
N R F G S

LIRR: Atlantic Terminal

PROPOSED ROUTE SUMMARY

The proposed B41 Crosstown would maintain the same routing as the existing Kings Plaza branch of the B41 LTD. Service on Avenue N/Veterans Av would be provided by the new proposed B40 Rush, whose northern terminal would be at Flatbush Av/Empire Blvd. In Downtown Brooklyn, the proposed B41 Crosstown would turn around via Court St and Joralemon St instead of via Cadman Plaza W, Tillary St, and Adams St in order to reduce delays, pending further study by NYC DOT. The proposed B25, B26, B38, and B52 would still provide service on Cadman Plaza W and Tillary St.

As a Crosstown/SBS route, stops would only be located at key destinations and transfer points to provide faster and more reliable service across the corridor.

Frequencies would be the same as on existing B41 LTD trips to Kings Plaza. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	6:00 AM - 9:30 PM	8	10	8	10	20
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	9:30 AM - 9:30 PM	-	12	10	12	20
SUNDAY	11:30 AM - 9:00 PM	-	15	12	12	38

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Crosstown/SBS

□ New Route ■ Routing Change ■ Schedule Change

B41 Flatbush Avenue

Service between Downtown Brooklyn and Kings Plaza
Related Routes: B25, B26, B38, B40, B41 LTD, B52



Rush

New Route Routing Change Schedule Change

B40 Flatbush Avenue / Avenue N

Service between Prospect-Lefferts Gardens and Bergen Beach
Related Routes: B41, B41 LTD, B41 Crosstown

ROUTE LENGTH
Existing: **N/A**
Proposed: **4.9 miles**

AVERAGE STOP SPACING
Existing: **N/A**
Proposed: **2,345 feet**

URNS PER MILE
Existing: **N/A**
Proposed: **0.6 per mile**

PROPOSED ROUTE SUMMARY

The proposed B40 Rush would be a new route replacing the Avenue N/Veterans Av branch of the existing B41. The route would be shortened on its northern end to Flatbush Av/Empire Blvd to improve route reliability. The proposed B41 Local and B41 Crosstown would continue to serve Flatbush Av between Empire Blvd and Downtown Brooklyn.

As a new "Rush" route with a local and non-stop section, stops along Avenue N and Veterans Av would be spaced slightly farther apart than existing, while stops along Flatbush Av would only be located at key destinations and major transfer points.

Weekday frequencies would be decreased as compared to the existing B41 Avenue N/Veterans Av branch but would still match ridership demand. Weekend frequencies would match the existing B41 Avenue N/Veterans Av branch. The route would operate 24 hours on weekdays and weekends.

ROUTE IMPROVEMENTS

- Improved stop spacing
- Priority Corridor

PROPOSED CONNECTIONS

Bus:
B3, B5, B6, B6 LTD, B7, B8, B9, B10, B11, B12, B16, B35, B41, B41 XT, B43, B44, B44 SBS, B46, B46 SBS, B47, B48, B49, B55, B81, B82, B82 SBS, B103, Q35

Subway:
2 5 B Q R S

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	10	15	10	12	20
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	30	20	20	20	30
SUNDAY	24 hours	30	20	20	30	30

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback 
Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Rush

New Route Routing Change Schedule Change

B40 Flatbush Avenue / Avenue N

Service between Prospect-Lefferts Gardens and Bergen Beach
Related Routes: B41, B41 LTD, B41 Crosstown



Local

New Route
 Routing Change
 Schedule Change

B44 Nostrand/Rogers Avenues

Service between Bedford-Stuyvesant and Sheepshead Bay
 Related Routes: B44, B44 SBS, B49

ROUTE LENGTH

Existing: **8.6 miles**
 Proposed: **8.5 miles**

AVERAGE STOP SPACING

Existing: **725 feet**
 Proposed: **939 feet**

URNS PER MILE

Existing: **0.5 per mile**
 Proposed: **0.4 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B6, B6 LTD, B7, B8, B9, B10, B11, B12, B16, B25, B26, B31, B35, B36, B38, B40, B41, B41 XT, B43, B44 SBS, B45, B48, B49, B52, B53, B54, B55, B57, B65, B68, B69, B81, B82, B82 SBS, B100, B103, Q35

Subway:

2 3 5 A C G S

LIRR:

Nostrand Avenue

PROPOSED ROUTE SUMMARY

The proposed B44 would maintain its existing southbound routing. Northbound between Flatbush Av and Fulton St, the proposed B44 would travel on Rogers Av to match the B44 SBS. This would reduce travel time and increase reliability by reducing route length and by utilizing existing bus lanes on Rogers Av. Northbound service on New York Av would be provided by the proposed B49. The B44 would continue to run to Williamsburg Bridge Plaza overnight when the B44 SBS does not operate.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Weekday frequencies would be increased. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Improved frequency
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

Increased Service
 Decreased Service
 No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	7	8	7	8	11
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	11	9	8	9	10
SUNDAY	24 hours	11	11	10	10	12

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Local

New Route
 Routing Change
 Schedule Change

B44 Nostrand/Rogers Avenues

Service between Bedford-Stuyvesant and Sheepshead Bay
 Related Routes: B44, B44 SBS, B49



Local

□ New Route ■ Routing Change ■ Schedule Change

B49 Ocean Ave/Nostrand/New York Ave

Service between Coney Island and Bedford-Stuyvesant
Related Routes: B49, B4, B44, B44 SBS, B68

ROUTE LENGTH

Existing: **8.8 miles**
Proposed: **10.1 miles**

AVERAGE STOP SPACING

Existing: **721 feet**
Proposed: **914 feet**

URNS PER MILE

Existing: **1.5 per mile**
Proposed: **1.1 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B6, B6 LTD, B7, B8, B9, B10, B11, B12, B16, B25, B26, B31, B35, B36, B40, B41, B41 XT, B43, B44, B44 SBS, B45, B48, B55, B64, B65, B68, B74, B81, B82, B82 SBS, B100

Subway:

2 3 5 A C B Q D N
F S

LIRR:

Nostrand Avenue

PROPOSED ROUTE SUMMARY

In its northern section, the proposed B49 would travel northbound on New York Av and southbound on Nostrand Av between Foster Av and Atlantic Av/Fulton St. Northbound service on New York Av would replace the B44 Local which is proposed to be rerouted onto Rogers Av. Southbound service on Nostrand Av would be faster and more reliable due to the existing bus lanes. Service on Bedford Av would be discontinued. On its southern end, the proposed B49 would be rerouted to Coney Island-Stillwell Av D/F/N/Q station via Avenue Z, Coney Island Av, and Brighton Beach Av, providing a new accessible connection. This would replace the B68 which is proposed to be rerouted to Kingsborough Community College. The proposed B49 would avoid Sheepshead Bay Rd and challenging turns in this area, reducing delays. The proposed B4 would continue to serve Sheepshead Bay Rd. Service on West End Av would be discontinued.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability. All existing B49 LTD trips would operate as Local trips, making all proposed stops.

Weekend frequencies would be increased to better match existing B44 and B68 frequencies. The route would now operate 24 hours to provide overnight service to Kings County Hospital Center on New York Av.

ROUTE IMPROVEMENTS

- New connections
- Improved stop spacing
- Improved frequency
- Fewer route patterns
- Avoids narrow streets
- Improved ADA access
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	7	9	8	10	15
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	11	10	10	10	15
SUNDAY	24 hours	12	12	10	11	15

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Local

□ New Route ■ Routing Change ■ Schedule Change

B49 Ocean Ave/Nostrand/New York Ave

Service between Coney Island and Bedford-Stuyvesant
Related Routes: B49, B4, B44, B44 SBS, B68



Crosstown/SBS

□ New Route ■ Routing Change ■ Schedule Change

B44 Nostrand/Rogers Avenues

Service between Williamsburg and Sheepshead Bay
Related Routes: B44 SBS, B36, B44

ROUTE LENGTH

Existing: **9.4 miles**
Proposed: **10.0 miles**

AVERAGE STOP SPACING

Existing: **2,608 feet**
Proposed: **2,640 feet**

URNS PER MILE

Existing: **0.6 per mile**
Proposed: **0.5 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B6, B6 LTD, B7, B8, B9, B10, B11, B12, B16, B25, B26, B31, B35, B36, B38, B39, B40, B41, B41 XT, B43, B44, B45, B48, B49, B52, B53, B55 SBS, B57, B62, B66, B68, B69, B81, B82, B82 SBS, B100, B103, Q35, Q54, Q59, Q68

Subway:

2 5 A C G J M Z S

LIRR: Nostrand Avenue

PROPOSED ROUTE SUMMARY

The proposed B44 SBS would mostly maintain its existing routing but would be rerouted near its southern terminal to Ocean Pkwy via Avenue Z. This would provide a new connection to the future accessible Sheepshead Bay B/Q station and additional service to Coney Island Hospital. The proposed B44 Local would continue to serve Shore Pkwy and Emmons Av.

As a Crosstown/SBS route, stops would only be located at key destinations and transfer points to provide faster and more reliable service across the corridor.

Frequencies would be increased Late Evening on all days, and Early Morning and Early Evening on Sundays. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- New connections
- Improved stop spacing
- Improved frequency
- Improved ADA access
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	5:30 AM - 11:00 PM	5	8	6	7	10
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	6:00 AM - 11:00 PM	9	8	8	9	13
SUNDAY	6:00 AM - 10:00 PM	12	12	10	12	15

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Crosstown/SBS

□ New Route ■ Routing Change ■ Schedule Change

B44 Nostrand/Rogers Avenues

Service between Williamsburg and Sheepshead Bay
Related Routes: B44 SBS, B36, B44



Local

□ New Route ■ Routing Change ■ Schedule Change

B68

Coney Island Avenue

Service between Windsor Terrace and Manhattan Beach

Related Routes: B68, B1, B49

ROUTE LENGTH

Existing: **7.6 miles**
Proposed: **7.1 miles**

AVERAGE STOP SPACING

Existing: **786 feet**
Proposed: **955 feet**

URNS PER MILE

Existing: **0.7 per mile**
Proposed: **0.6 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B6, B6 LTD, B7, B8, B9, B11, B16, B31, B35, B36, B44 SBS, B49, B55, B61, B81, B82, B82, B100

Subway:

B Q F G

PROPOSED ROUTE SUMMARY

The proposed B68 would mostly maintain its existing routing but would have a new southern terminal at Kingsborough Community College. Instead of traveling west from Coney Island Av to the Coney Island-Stillwell Av D/F/N/Q station, it would travel east to the college via Brighton Beach Av and Oriental Blvd along with the B1. This would simplify service to the college and would allow for better management of overcrowding, as both bus routes to the college would serve the same Brighton Beach B/Q subway station. The proposed B68 would provide similar bus connections to the B49 north of Brighton Beach Av. Service between Coney Island Av and Stillwell Av via Brighton Beach Av, W 5th St, and Neptune Av would be provided by the proposed B49.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

No frequency changes are being proposed at this time. Service spans would be slightly shortened overnight, with new 24-hour service provided on the proposed B49 instead.

ROUTE IMPROVEMENTS

- New connections
- Improved stop spacing
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	4:00 AM - 2:30 AM	8	9	8	9	23
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	4:00 AM - 2:30 AM	10	8	8	11	18
SUNDAY	4:00 AM - 2:30 AM	13	10	10	10	19

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Local

□ New Route ■ Routing Change ■ Schedule Change

B68

Coney Island Avenue

Service between Windsor Terrace and Manhattan Beach

Related Routes: B68, B1, B49



Local

B82

Kings Highway / Flatlands Avenue

Service between Gravesend and Spring Creek Towers
Related Routes: B82, B6, B64, B82 SBS

□ New Route ■ Routing Change ■ Schedule Change

ROUTE LENGTH

Existing: **10.5 miles**
Proposed: **9.4 miles**

AVERAGE STOP SPACING

Existing: **746 feet**
Proposed: **1,088 feet**

TURNS PER MILE

Existing: **1.2 per mile**
Proposed: **1.3 per mile**

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B6, B6 LTD, B7, B9, B17, B31, B40, B41, B41 XT, B42, B44, B44 SBS, B46, B46 SBS, B47, B49, B60, B64, B68, B76, B82 SBS, B83, B100, B103, Q35

Subway:

B O D N F L

PROPOSED ROUTE SUMMARY

The proposed B82 would be shortened on its southern end, terminating at Cropsey Av/Bay 37 St as the B82 SBS does. The Gravesend-bound B82 would serve Shore Pkwy between Bay Pkwy and 26 Av, replacing existing B6 service. Service on Cropsey Av between 26 Av and Coney Island would be provided by the proposed B64. In Flatlands, the proposed B82 would travel between Kings Hwy and Flatlands Av via Avenue K instead of via Flatbush Av, sharing the same travel path as the B82 SBS, traveling on the Kings Hwy bus lanes for a greater distance, and avoiding congestion on Flatbush Av. Existing service on Flatlands Av between Flatbush Av and Avenue K would be discontinued.

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Frequencies would be slightly increased during Early Evenings on weekends. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- More direct routing
- Improved stop spacing
- Improved frequency
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	24 hours	9	11	9	11	13
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	24 hours	8	10	9	9	13
SUNDAY	24 hours	10	10	10	10	18

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Local

□ New Route ■ Routing Change ■ Schedule Change

B82

Kings Highway / Flatlands Avenue

Service between Gravesend and Spring Creek Towers
Related Routes: B82, B6, B64, B82 SBS



Discontinued segment would be served by the proposed B64.

Crosstown/SBS

New Route Routing Change Schedule Change

B82

Kings Highway / Flatlands Avenue
Service between Gravesend and Spring Creek Towers
 Related Routes: B82 SBS

ROUTE LENGTH

Existing: **8.9 miles**
 Proposed: **8.9 miles**

AVERAGE STOP SPACING

Existing: **2,136 feet**
 Proposed: **2,362 feet**

TURNS PER MILE

Existing: **1.2 per mile**
 Proposed: **1.2 per mile**

PROPOSED ROUTE SUMMARY

The proposed B82 SBS would maintain its existing routing.

As a Crosstown/SBS route, stops would only be located at key destinations and transfer points to provide faster and more reliable service across the corridor.

Frequencies would be increased on weekdays to 10-minutes-or-better. No service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- Improved stop spacing
- Improved frequency
- Priority Corridor

PROPOSED CONNECTIONS

Bus:

B1, B3, B4, B5, B6, B6 LTD, B7, B9, B17, B31, B40, B41, B41 XT, B42, B44, B44 SBS, B46, B46 SBS, B47, B49, B60, B64, B68, B76, B82, B83, B100, B103, Q35

Subway:

B Q D N F L

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	4:30 AM - 11:00 PM	7	10	9	10	24
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	N/A	-	-	-	-	-
SUNDAY	N/A	-	-	-	-	-

* Frequencies indicate the average headway between bus trips in the peak direction, in minutes.

Provide Feedback

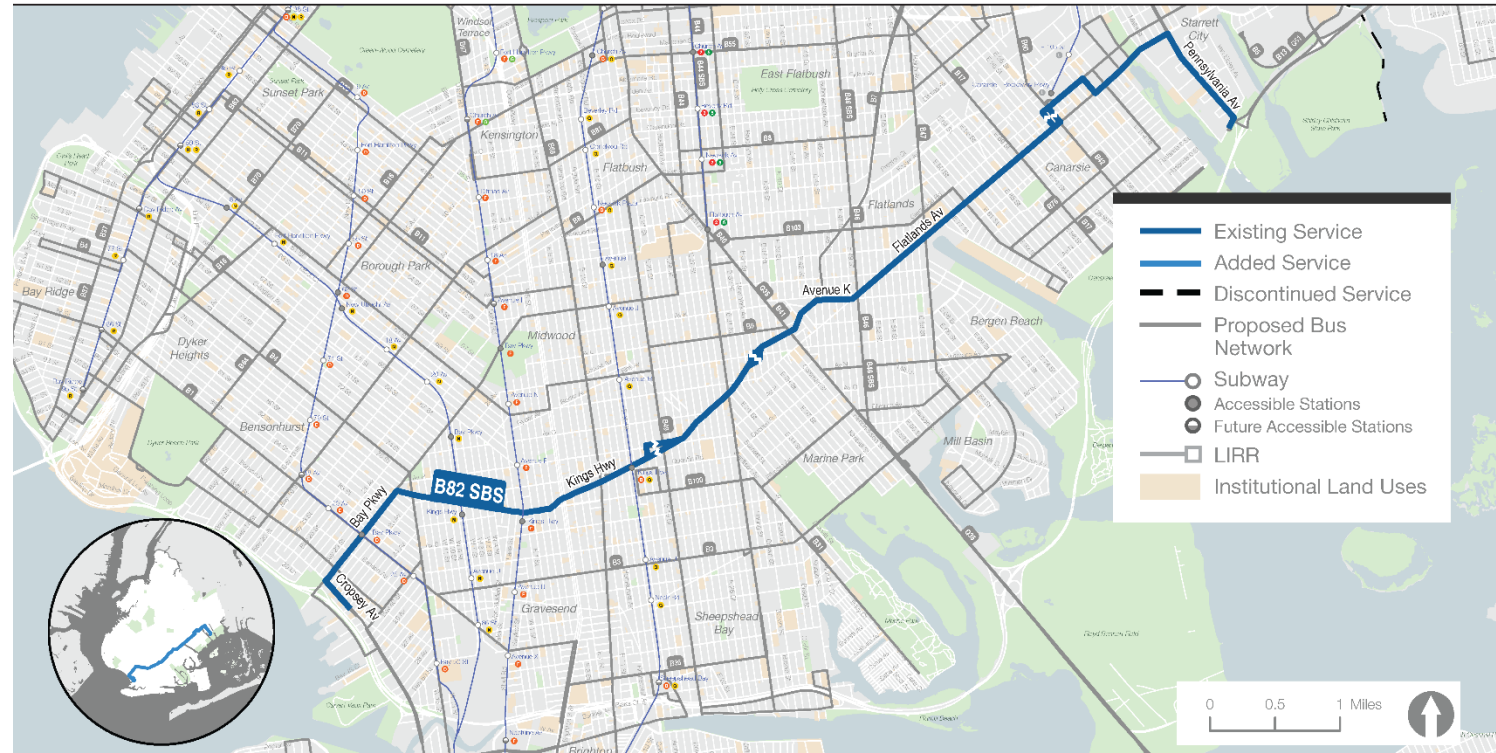
Interactive Map:
 MTA Website: new.mta.info/brooklynbusredesign

Crosstown/SBS

New Route Routing Change Schedule Change

B82

Kings Highway / Flatlands Avenue
Service between Gravesend and Spring Creek Towers
 Related Routes: B82 SBS



Limited

New Route Routing Change Schedule Change

B103

East New York - Midwood

Related Routes: B103, B6, B37, B41, B41 XT, B81

ROUTE LENGTH

Existing: **11.7 miles**
Proposed: **6.4 miles**

AVERAGE STOP SPACING

Existing: **1,693 feet**
Proposed: **1,600 feet**

URNS PER MILE

Existing: **1.6 per mile**
Proposed: **1.6 per mile**

PROPOSED CONNECTIONS

Bus:

B5, B6, B7, B11, B15, B17, B20, B40, B41, B42, B44, B44 SBS, B46, B46 SBS, B47, B65, B60, B76, B81, B82, B82 SBS, B83, Q8, Q35

Subway:

2 3 5

PROPOSED ROUTE SUMMARY

On its eastern end, the proposed B103 would be extended to the future accessible New Lots Av 3 station via Glenwood Rd, Cozine Av, and Ashford St, providing a new connection between Canarsie and East New York. This extension would also shorten the walking connection between the B103 and the E 105 St L station. On its western end, the proposed B103 would be shortened, with all trips terminating at The Junction at Flatbush Av/Nostrand Av. Service between The Junction and Downtown Brooklyn would be provided by both the proposed B41 Local and B41 Crosstown, as well as the 2/5 subways. Service between Cortelyou Rd and The Junction would be provided by the proposed B81. Service on 3 Av would be provided by the proposed B37, service on 4 Av would be discontinued.

As a Limited route, stops would be spaced slightly farther apart than Local routes to improve speed and reliability, but still within walking distance.

No frequency or service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- New connections
- Fewer route patterns
- Improved ADA access
- Priority Corridor

PROPOSED FREQUENCY* AND SPAN

● Increased Service ● Decreased Service ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	5:00 AM - 1:30 AM	3	7	4	5	12
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	5:30 AM - 1:30 AM	13	10	8	8	12
SUNDAY	6:00 AM - 1:30 AM	27	13	10	10	19

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

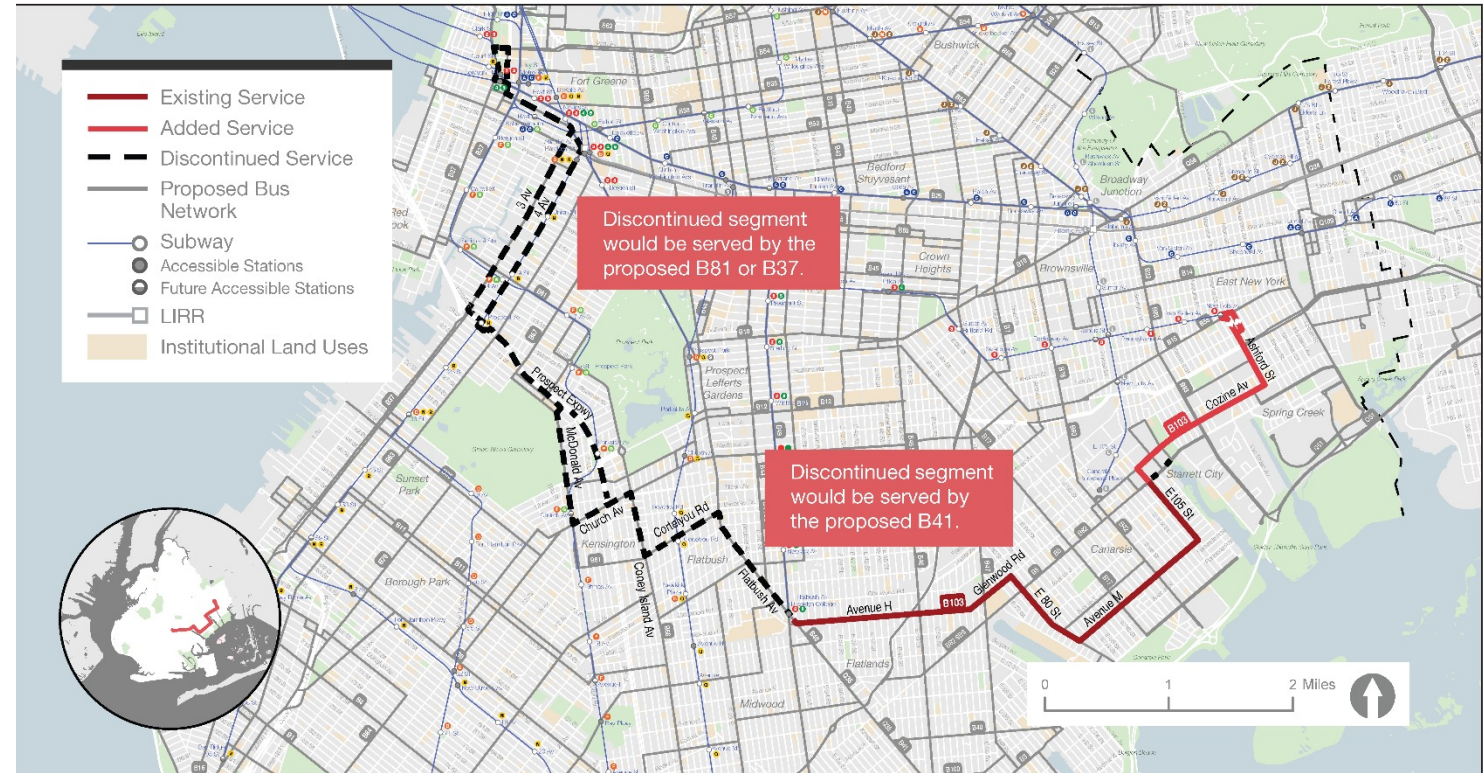
Limited

New Route Routing Change Schedule Change

B103

East New York - Midwood

Related Routes: B103, B6, B37, B41, B41 XT, B81



Local

New Route
 Routing Change
 Schedule Change

B81

Midwood - Red Hook

Related Routes: B57, B61, B67, B69, B103

ROUTE LENGTH

Existing: **N/A**
Proposed: **7.1 miles**

AVERAGE STOP SPACING

Existing: **N/A**
Proposed: **957 feet**

URNS PER MILE

Existing: **N/A**
Proposed: **2.2 per mile**

PROPOSED CONNECTIONS

Bus:

B5, B6, B6 LTD, B8, B11, B16, B27, B35, B37, B40, B41, B41 XT, B44, B44 SBS, B49, B55, B61, B63, B67, B68, B69, B103, Q35

Subway:

2 5 F G R Q

PROPOSED ROUTE SUMMARY

The proposed B81 would be a new route connecting Red Hook and Midwood, providing new direct service from Red Hook and Park Slope to central Brooklyn and providing new connections to the Q and 2/5 subway lines as well as high-frequency bus routes such as the B8, B35, B41, and B44. The proposed B81 would follow the B61 travel path from the Red Hook ferry terminal to Prospect Park W/20 St, replacing the shortened B61 on Prospect Park W between Bartel-Pritchard Sq and 20 St. (In Red Hook, the Red Hook-bound B81 would travel via Columbia St for direct service to IKEA, while the proposed B61 would travel directly from Dwight St to Van Dyke St.) In Windsor Terrace and Kensington, the proposed B81 would follow the B69 travel path on McDonald Av, replacing the shortened B69. East of McDonald Av, the proposed B81 would travel via Cortelyou Rd and Flatbush Av, replacing the shortened B103 LTD travel path east of Coney Island Av and providing new service on Cortelyou Rd west of Coney Island Av.

ROUTE IMPROVEMENTS

- New connections
- Improved stop spacing
- Improved ADA access
- Priority Corridor

As a Local route, stops would be spaced slightly farther apart than existing to speed up buses and improve reliability.

Frequencies and service spans would be similar to existing B103 LTD trips between Midwood and Downtown Brooklyn.

PROPOSED FREQUENCY* AND SPAN

● Increased Service
 ● Decreased Service
 ● No Change

	Service Hours	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-1:59 PM	PM Peak 2:00 PM-5:59 PM	Early Evening 6:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
WEEKDAY	5:30 AM - 1:00 AM	10	14	9	12	28
	Service Hours	Early Morning 6:00 AM-8:59 AM	Morning 9:00 AM-11:59 PM	Midday 12:00 PM-4:59 PM	Early Evening 5:00 PM-7:59 PM	Late Evening 8:00 PM-11:59 PM
SATURDAY	6:00 AM - 1:00 AM	27	18	15	18	20
SUNDAY	6:30 AM - 1:00 AM	27	20	20	20	20

* Frequencies indicate how often the bus comes on average in the peak direction, in minutes.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

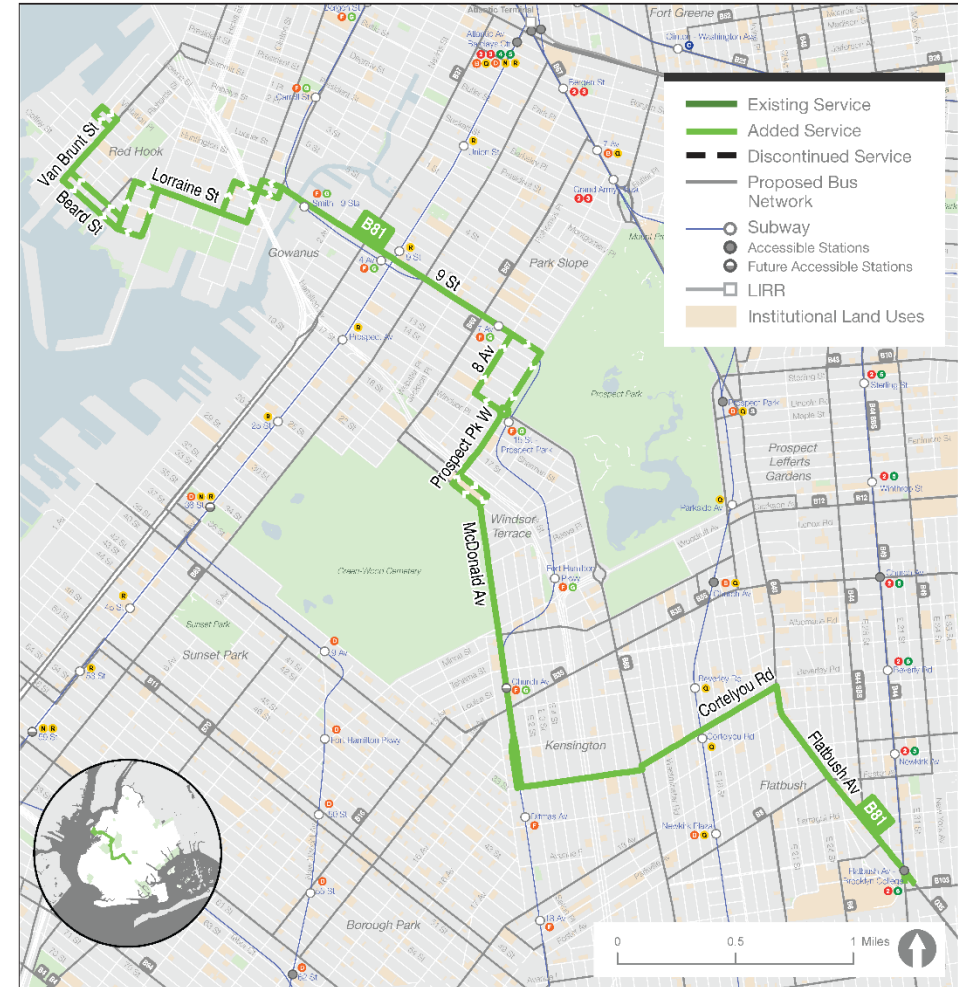
Local

New Route
 Routing Change
 Schedule Change

B81

Midwood - Red Hook

Related Routes: B57, B61, B67, B69, B103



Rush

New Route Routing Change Schedule Change

Q35 Midwood - Rockaway Park

Related Routes: Q35, Q22, B41

ROUTE LENGTH

Existing: **8.5 miles**
Proposed: **9.4 miles**

AVERAGE STOP SPACING

Existing: **898 feet**
Proposed: **1,266 feet**

PROPOSED CONNECTIONS

Bus:
B3, B6, B6 LTD, B7, B9, B11, B40, B41, B41 XT, B44, B44 SBS, B46, B46 SBS, B47, B81, B82, B82 SBS, B103, Q22, Q53 SBS

Subway:
2 5 5

PROPOSED ROUTE SUMMARY

As part of the Queens Bus Network Redesign, the proposed Q35 Rush would be rerouted in the Rockaways from Newport Av to Rockaway Beach Blvd, replacing Q22 service in that segment and improving speed and reliability. The route would also be extended east from Beach 116 St to Beach 108 St to provide connections to the ferry, Scholars' Academy, and other destinations.

As a new "Rush" route with a local and non-stop portion, stops along Rockaway Beach Blvd would be spaced slightly farther apart than existing, while stops along Flatbush Av would only be located at key destinations and major transfer points.

No frequency or service span changes are being proposed at this time.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- New connections
- Improved stop spacing
- Priority Corridor

PROPOSED FREQUENCY AND SPAN

		Service Hours	Peak Frequency*	Off-Peak Frequency*
WEEKDAY	Existing	24 hours	12 or better	20 or better
	Proposed	24 hours	12 or better	20 or better
SATURDAY	Existing	24 hours	30 or better	15 or better
	Proposed	24 hours	30 or better	15 or better
SUNDAY	Existing	24 hours	20 or better	20 or better
	Proposed	24 hours	20 or better	20 or better

* Peak Frequency represents the minimum frequency during the AM and PM peak periods (6-9 AM and 4-7 PM).
Off-Peak Frequency represents the minimum frequency at any point during the day (between 6 AM and 9 PM).

Provide Feedback 
Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Rush

New Route Routing Change Schedule Change

Q35 Midwood - Rockaway Park

Related Routes: Q35, Q22, B41



Express

BM1 Mill Basin - Downtown Manhattan

Related Routes: BM1, BM7, BM8, M55

ROUTE LENGTH

Existing: **14.7 miles**
Proposed: **13.7 miles**

AVERAGE STOP SPACING¹

Existing: **1,274 feet**
Proposed: **1,577 feet**

URNS PER MILE

Existing: **1.5 per mile**
Proposed: **1.4 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM1 would refer only to the Downtown peak-only variant of the existing BM1. The proposed BM1 would mostly maintain its existing routing. Between Flatbush Av and Ocean Av, the BM1 would use Avenue J instead of Avenue K in order to avoid a difficult series of turns at Avenue K/Flatbush Av. Existing service would be discontinued on this portion of Avenue K. Between Ocean Av and Coney Island Av, the BM1 would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd. In Manhattan, the proposed BM1 would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7, BM8, the M55, and numerous nearby subway lines.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

Inbound frequencies and span would remain the same as the existing BM1 Downtown variant. Outbound frequencies would be slightly reduced and the span shortened due to low ridership on some trips.

PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

WEEKDAY	Inbound	Service Hours	Early AM	AM Peak	Midday	PM Peak	Evening
		6:00 AM - 9:00 AM	5:00 AM-5:59 AM	6:00 AM-8:59 AM	9:00 AM-3:59 PM	4:00 PM-6:59 PM	7:00 PM-11:59 PM
	Inbound	6:00 AM - 9:00 AM	-	23	-	-	-
	Outbound	3:00 PM - 7:00 PM	-	-	60	30	-

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

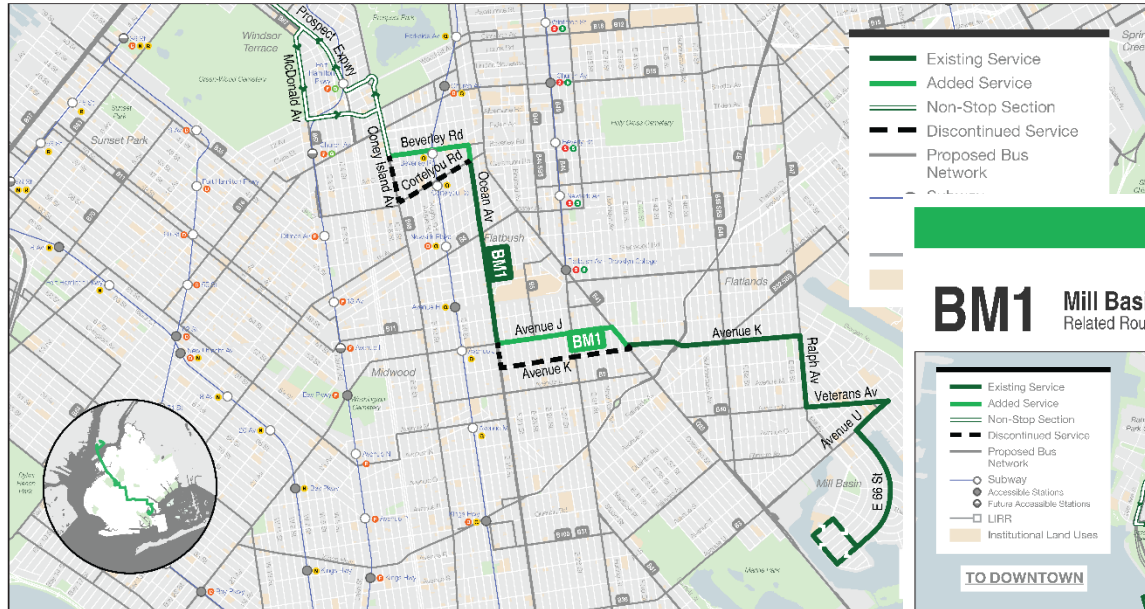
Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Express

BM1 Mill Basin - Downtown Manhattan

Related Routes: BM1, BM7, BM8, M55



Express

BM1 Mill Basin - Downtown Manhattan

Related Routes: BM1, BM7, BM8, M55



Express

New Route
 Routing Change
 Schedule Change

BM1c Mill Basin - Downtown/Midtown Manhattan

Related Routes: BM1, BM7c, BM8c, M55

ROUTE LENGTH

Existing: **19.6 miles**
Proposed: **19.4 miles**

AVERAGE STOP SPACING¹

Existing: **1,319 feet**
Proposed: **1,617 feet**

URNS PER MILE

Existing: **1.1 per mile**
Proposed: **1.1 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM1c would refer to the Downtown/Midtown off-peak "combo" variant of the existing BM1. The proposed BM1c would mostly maintain its existing routing. Between Flatbush Av and Ocean Av, the BM1c would use Avenue J instead of Avenue K in order to avoid a difficult series of turns at Avenue K/Flatbush Av. Existing service would be discontinued on this portion of Avenue K. Between Ocean Av and Coney Island Av, the BM1c would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd. In Manhattan, the proposed BM1c would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7c, BM8c, the M55, and numerous subway lines.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

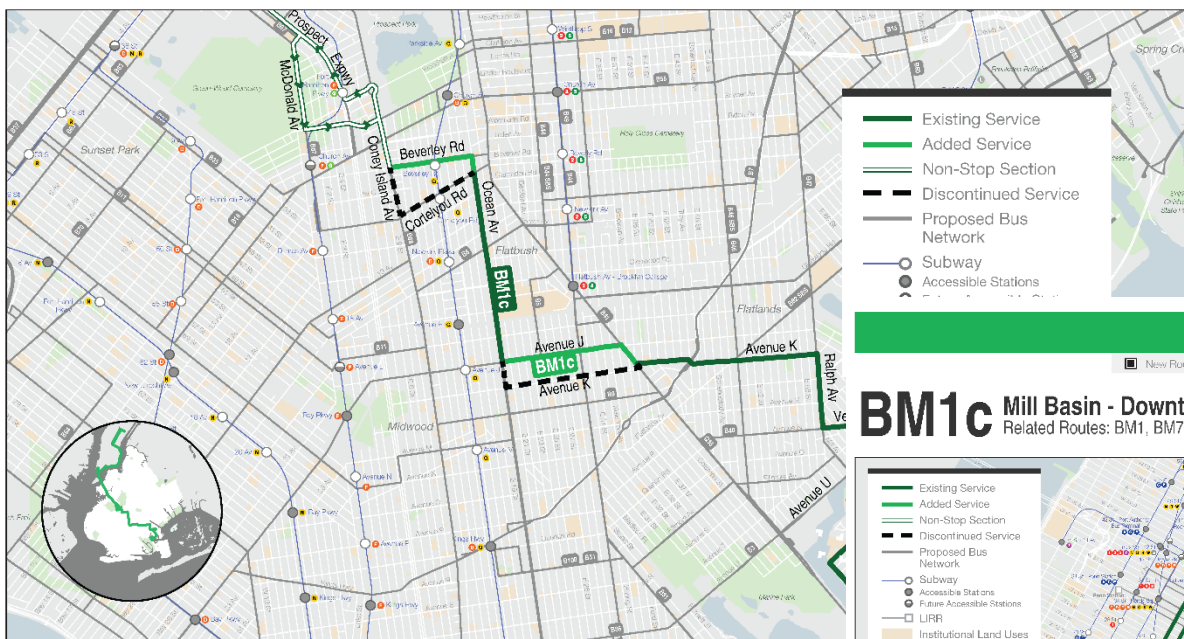
Weekday spans would be shortened and outbound frequencies reduced due to low ridership on some trips. Saturday service would be discontinued due to low ridership.

Express

New Route
 Routing Change
 Schedule Change

BM1c Mill Basin - Downtown/Midtown Manhattan

Related Routes: BM1, BM7c, BM8c, M55



Express

New Route
 Routing Change
 Schedule Change

BM1c Mill Basin - Downtown/Midtown Manhattan

Related Routes: BM1, BM7c, BM8c, M55



PROPOSED FREQUENCY AND SPAN²

● Increased Service
 ● Decreased Service
 ● No Change

		Service Hours	Early AM 5:00 AM-5:59 AM	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-3:59 PM	PM Peak 4:00 PM-6:59 PM	Evening 7:00 PM-11:59 PM
WEEKDAY	Inbound	5:00 AM - 7:00 AM 9:00 AM - 11:00 AM	60	60	60	-	-
	Outbound	7:00 PM - 9:00 PM	-	-	-	-	60

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Express

New Route Routing Change Schedule Change

BM31 Mill Basin - Midtown Manhattan

Related Routes: BM1

ROUTE LENGTH

Existing: **19.7 miles**
Proposed: **19.3 miles**

AVERAGE STOP SPACING¹

Existing: **1,308 feet**
Proposed: **1,660 feet**

URNS PER MILE

Existing: **0.9 per mile**
Proposed: **0.9 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM31 would refer to the Midtown peak-only variant of the existing BM1. The proposed BM31 would mostly maintain its existing routing. Between Flatbush Av and Ocean Av, the BM31 would use Avenue J instead of Avenue K in order to avoid a difficult series of turns at Avenue K/Flatbush Av. Existing service would be discontinued on this portion of Avenue K. Between Ocean Av and Coney Island Av, the BM31 would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

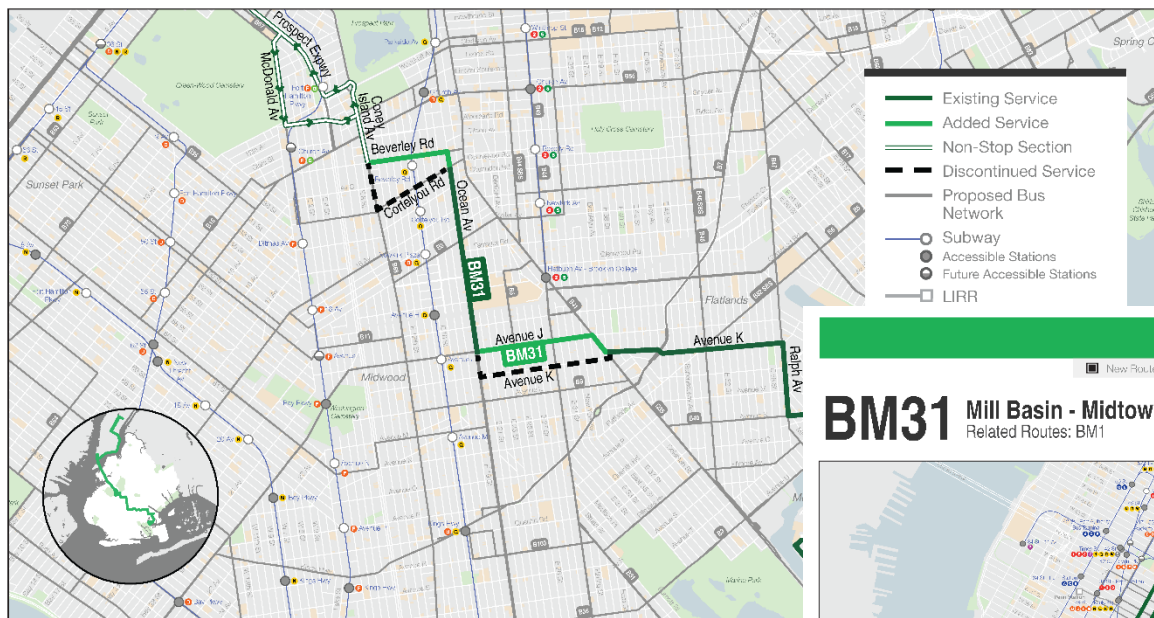
Spans would remain the same as the existing BM1 Midtown variant. Frequencies would be reduced due to low ridership on some trips.

BM31 Mill Basin - Midtown Manhattan

Related Routes: BM1

Express

New Route Routing Change Schedule Change



Express

New Route Routing Change Schedule Change

BM31 Mill Basin - Midtown Manhattan

Related Routes: BM1



PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

WEEKDAY	Inbound	Service Hours	Early AM	AM Peak	Midday	PM Peak	Evening
		6:00 AM - 9:00 AM	5:00 AM-5:59 AM	6:00 AM-8:59 AM	9:00 AM-3:59 PM	4:00 PM-6:59 PM	7:00 PM-11:59 PM
		6:00 AM - 9:00 AM	-	23	-	-	-
	Outbound	3:00 PM - 7:00 PM	-	-	60	30	-

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Express

□ New Route ■ Routing Change ■ Schedule Change

BM2 Spring Creek/Canarsie - Downtown Manhattan

Related Routes: BM2, BM7, BM8, M55

ROUTE LENGTH

Existing: **15.5 miles**
Proposed: **14.6 miles**

AVERAGE STOP SPACING¹

Existing: **1,373 feet**
Proposed: **1,722 feet**

URNS PER MILE

Existing: **1.2 per mile**
Proposed: **1.1 per mile**

PROPOSED ROUTE SUMMARY

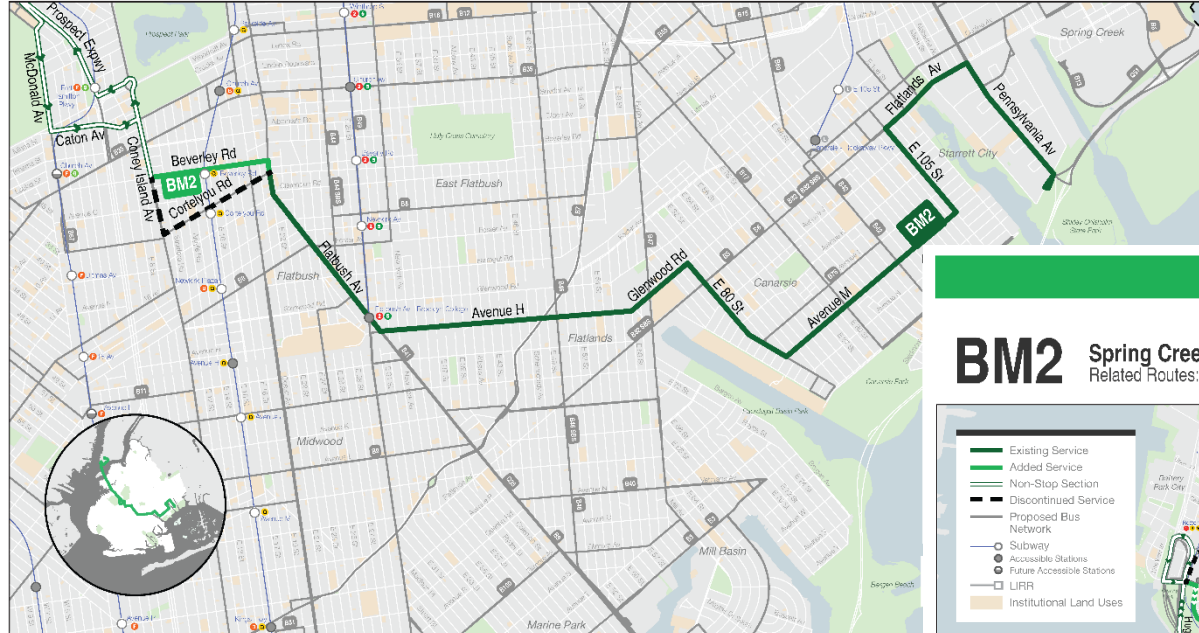
The proposed BM2 would refer only to the Downtown peak-only variant of the existing BM2. The proposed BM2 would mostly maintain its existing routing. Between Ocean Av and Coney Island Av, the BM2 would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd. In Manhattan, the proposed BM2 would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7, BM8, the M55, and numerous nearby subway lines.

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

Spans and inbound frequencies would remain the same as the existing BM2 Downtown variant. Outbound frequencies would be reduced due to low ridership on some trips.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor



Express

□ New Route ■ Routing Change ■ Schedule Change

BM2 Spring Creek/Canarsie - Downtown Manhattan

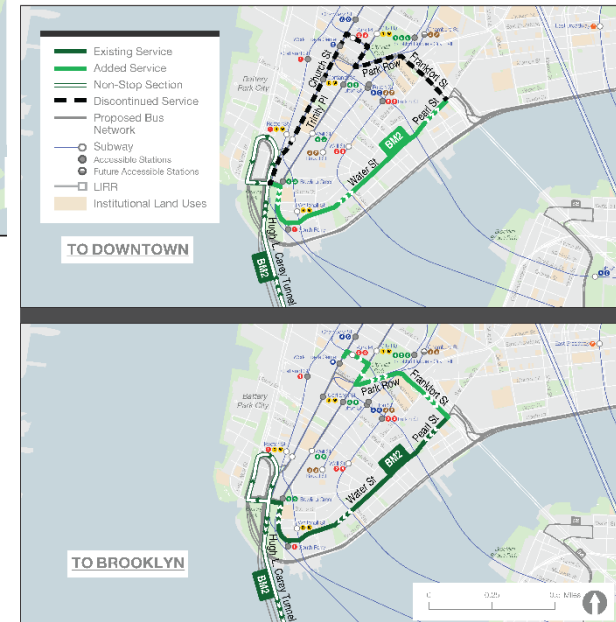
Related Routes: BM2, BM7, BM8, M55

Express

□ New Route ■ Routing Change ■ Schedule Change

BM2 Spring Creek/Canarsie - Downtown Manhattan

Related Routes: BM2, BM7, BM8, M55



PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

WEEKDAY		Service Hours	Early AM	AM Peak	Midday	PM Peak	Evening
			5:00 AM-5:59 AM	6:00 AM-8:59 AM	9:00 AM-3:59 PM	4:00 PM-6:59 PM	7:00 PM-11:59 PM
WEEKDAY	Inbound	7:00 AM - 9:00 AM	-	24	-	-	-
	Outbound	3:00 PM - 8:00 PM	-	-	60	45	60

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Express

New Route Routing Change Schedule Change

BM2c Canarsie - Downtown/Midtown Manhattan

Related Routes: BM2, BM7c, BM8c, M55

ROUTE LENGTH

Existing: **19.2 miles**
Proposed: **19.2 miles**

AVERAGE STOP SPACING¹

Existing: **1,449 feet**
Proposed: **1,802 feet**

URNS PER MILE

Existing: **1.0 per mile**
Proposed: **0.9 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM2c would refer to the Downtown/Midtown off-peak "combo" variant of the existing BM2. The proposed BM2c would mostly maintain its existing routing. Between Ocean Av and Coney Island Av, the BM2c would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd. In Manhattan, the proposed BM2c would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7c, BM8c, the M55, and numerous subway lines.

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

Weekday spans would be shortened and outbound frequencies reduced due to low ridership on some trips. Saturday service would be discontinued due to low ridership.

ROUTE IMPROVEMENTS

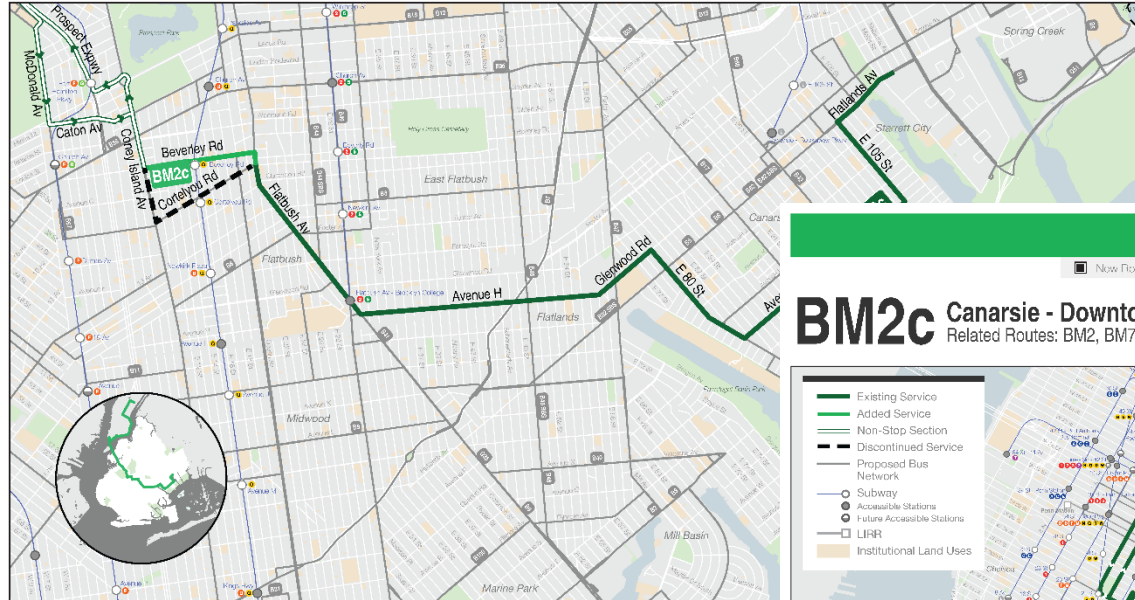
- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

Express

New Route Routing Change Schedule Change

BM2c Canarsie - Downtown/Midtown Manhattan

Related Routes: BM2, BM7c, BM8c, M55

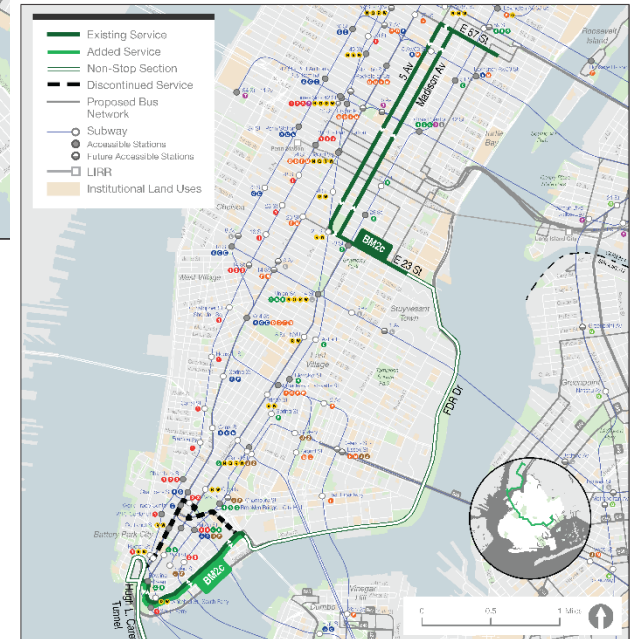


Express

New Route Routing Change Schedule Change

BM2c Canarsie - Downtown/Midtown Manhattan

Related Routes: BM2, BM7c, BM8c, M55



PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

		Service Hours	Early AM 5:00 AM - 5:59 AM	AM Peak 6:00 AM - 8:59 AM	Midday 9:00 AM - 3:59 PM	PM Peak 4:00 PM - 6:59 PM	Evening 7:00 PM - 11:59 PM
WEEKDAY	Inbound	5:00 AM - 7:00 AM 9:00 AM - 10:00 AM	60	60	60	-	-
	Outbound	7:00 PM - 9:00 PM	-	-	-	-	60

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Express

New Route Routing Change Schedule Change

BM32 Canarsie - Midtown Manhattan

Related Routes: BM2

ROUTE LENGTH

Existing: **19.3 miles**
Proposed: **19.1 miles**

AVERAGE STOP SPACING¹

Existing: **1,450 feet**
Proposed: **1,883 feet**

URNS PER MILE

Existing: **0.7 per mile**
Proposed: **0.7 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM32 would refer to the Midtown peak-only variant of the existing BM2. The proposed BM32 would mostly maintain its existing routing. Between Ocean Av and Coney Island Av, the BM32 would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd.

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

The inbound span would remain the same as the existing BM2 Midtown variant. The outbound span would be shortened and frequencies in both directions would be reduced due to low ridership on some trips.

ROUTE IMPROVEMENTS

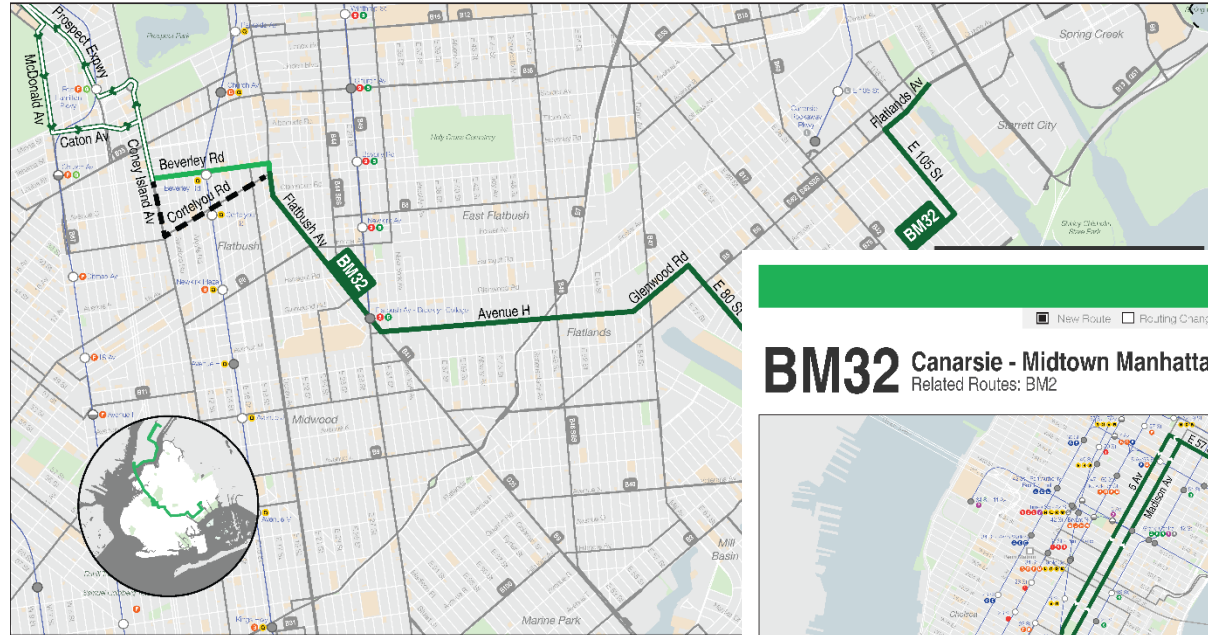
- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

Express

New Route Routing Change Schedule Change

BM32 Canarsie - Midtown Manhattan

Related Routes: BM2



Express

New Route Routing Change Schedule Change

BM32 Canarsie - Midtown Manhattan

Related Routes: BM2



PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

		Service Hours	Early AM 5:00 AM-5:59 AM	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-3:59 PM	PM Peak 4:00 PM-6:59 PM	Evening 7:00 PM-11:59 PM
WEEKDAY	Inbound	7:00 AM - 9:00 AM	-	30	-	-	-
	Outbound	4:00 PM - 6:30 PM	-	-	-	30	-

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Express

□ New Route ■ Routing Change ■ Schedule Change

BM3 Sheepshead Bay - Downtown Manhattan

Related Routes: BM3, BM4, BM7, BM8, M55

ROUTE LENGTH

Existing: **15.1 miles**
Proposed: **14.1 miles**

AVERAGE STOP SPACING¹

Existing: **1,448 feet**
Proposed: **1,686 feet**

URNS PER MILE

Existing: **1.1 per mile**
Proposed: **1.0 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM3 would refer only to the Downtown peak-only variant of the existing BM3. The proposed BM3 would mostly maintain its existing routing. Between Ocean Av and Coney Island Av, the BM3 would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd. Between Beverley Rd and the Prospect Expwy, the BM3 would follow the same more direct non-stop travel path as the BM1 and BM2 via Park Circle inbound and Caton Av outbound. Service on Coney Island Av and Church Av would still be provided by the BM4/BM4c/BM34. In Manhattan, the proposed BM3 would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7/BM7c, BM8/BM8c, the M55, and numerous nearby subway lines.

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

Frequencies and the inbound span would remain the same as the existing BM3 Downtown variant. The outbound span would be shortened due to low ridership on some trips.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns

PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

WEEKDAY		Service Hours	Service Hours			
			Early AM 5:00 AM - 5:59 AM	AM Peak 6:00 AM - 8:59 AM	Midday 9:00 AM - 3:59 PM	PM Peak 4:00 PM - 6:59 PM
WEEKDAY	Inbound	7:30 AM - 9:00 AM	-	23	-	-
	Outbound	4:30 PM - 6:30 PM	-	-	30	-

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback 
Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Express

□ New Route ■ Routing Change ■ Schedule Change

BM3 Sheepshead Bay - Downtown Manhattan

Related Routes: BM3, BM4, BM7, BM8, M55



Express

□ New Route ■ Routing Change ■ Schedule Change

BM3 Sheepshead Bay - Downtown Manhattan

Related Routes: BM3, BM4, BM7, BM8, M55



Express

New Route Routing Change Schedule Change

BM3c Sheepshead Bay - Downtown/Midtown Manhattan

Related Routes: BM3, BM4c, BM7c, BM8c, M55

ROUTE LENGTH

Existing: **20.0 miles**
Proposed: **19.8 miles**

AVERAGE STOP SPACING¹

Existing: **1,472 feet**
Proposed: **1,678 feet**

URNS PER MILE

Existing: **0.9 per mile**
Proposed: **0.9 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM3c would refer to the Downtown/Midtown off-peak "combo" variant of the existing BM3. The proposed BM3c would mostly maintain its existing routing. Between Ocean Av and Coney Island Av, the BM3c would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd. Between Beverley Rd and the Prospect Expwy, the BM3c would follow the same more direct non-stop travel path as the BM1 and BM2 via Park Circle inbound and Caton Av outbound. Service on Coney Island Av and Church Av would still be provided by the BM4/BM4c/BM34. In Manhattan, the proposed BM3c would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7/BM7c, BM8/BM8c, the M55, and numerous nearby subway lines.

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

Weekday spans would be shortened and frequencies reduced due to low ridership on some trips. Saturday service would be discontinued due to low ridership.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns

PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

WEEKDAY	Inbound	Service Hours	Early AM	AM Peak	Midday	PM Peak	Evening
			5:00 AM - 7:00 AM 9:00 AM - 11:00 AM	6:00 AM - 8:59 AM	8:00 AM - 3:59 PM	4:00 PM - 6:59 PM	7:00 PM - 11:59 PM
			60	30	60	-	-
	Outbound	2:00 PM - 4:00 PM 6:30 PM - 9:00 PM	-	-	60	30	60

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

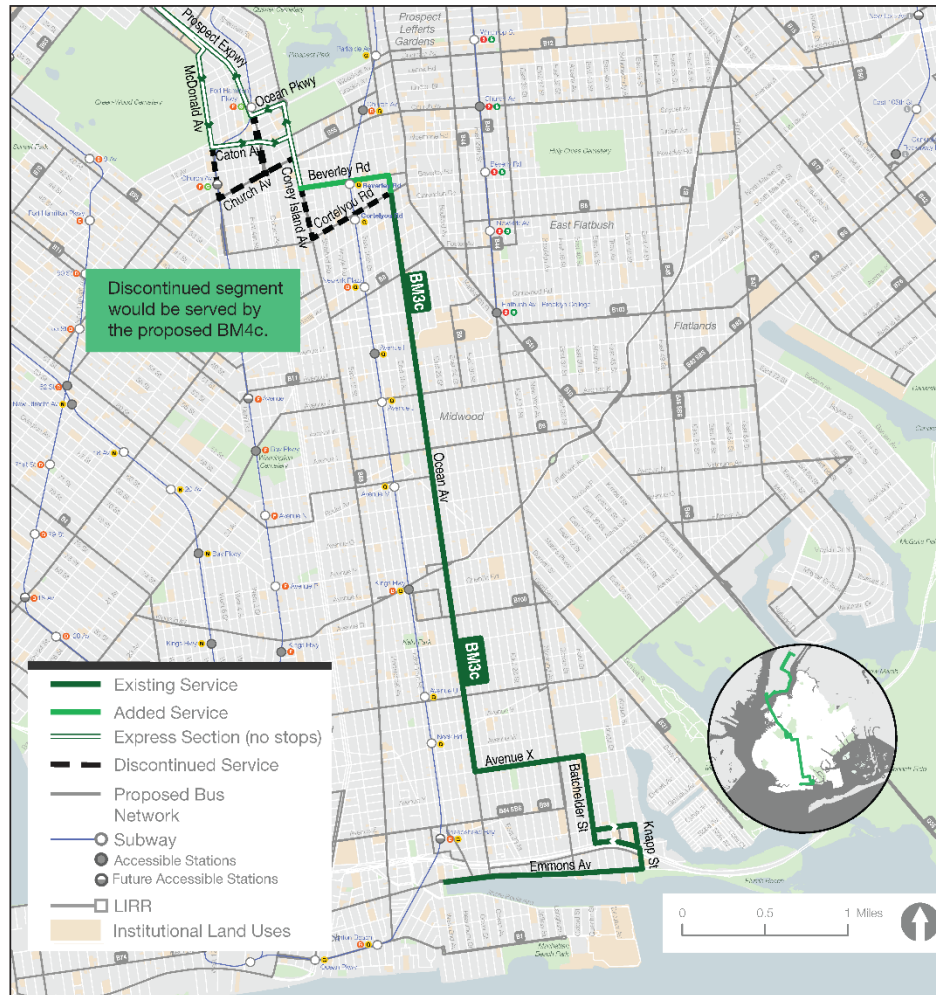
Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Express

New Route Routing Change Schedule Change

BM3c Sheepshead Bay - Downtown/Midtown Manhattan

Related Routes: BM3, BM4c, BM7c, BM8c, M55



Express

New Route Routing Change Schedule Change

BM3c Sheepshead Bay - Downtown/Midtown Manhattan

Related Routes: BM3, BM4c, BM7c, BM8c, M55



Express

New Route
 Routing Change
 Schedule Change

BM33 Sheepshead Bay - Midtown Manhattan

Related Routes: BM3, BM34

ROUTE LENGTH

Existing: **20.0 miles**
Proposed: **19.7 miles**

AVERAGE STOP SPACING¹

Existing: **1,476 feet**
Proposed: **1,765 feet**

URNS PER MILE

Existing: **0.7 per mile**
Proposed: **0.7 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM33 would refer to the Midtown peak-only variant of the existing BM3. The proposed BM33 would mostly maintain its existing routing. Between Ocean Av and Coney Island Av, the BM33 would use Beverley Rd instead of Cortelyou Rd, a shorter route path that would remove a challenging turn at Coney Island Av/Cortelyou Rd, reducing delays. Existing express service would be discontinued on Cortelyou Rd. Between Beverley Rd and the Prospect Expwy, the BM33 would follow the same more direct non-stop travel path as the BM1 and BM2 via Park Circle inbound and Caton Av outbound. Service on Coney Island Av and Church Av would still be provided by the BM4/BM4c/BM34.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

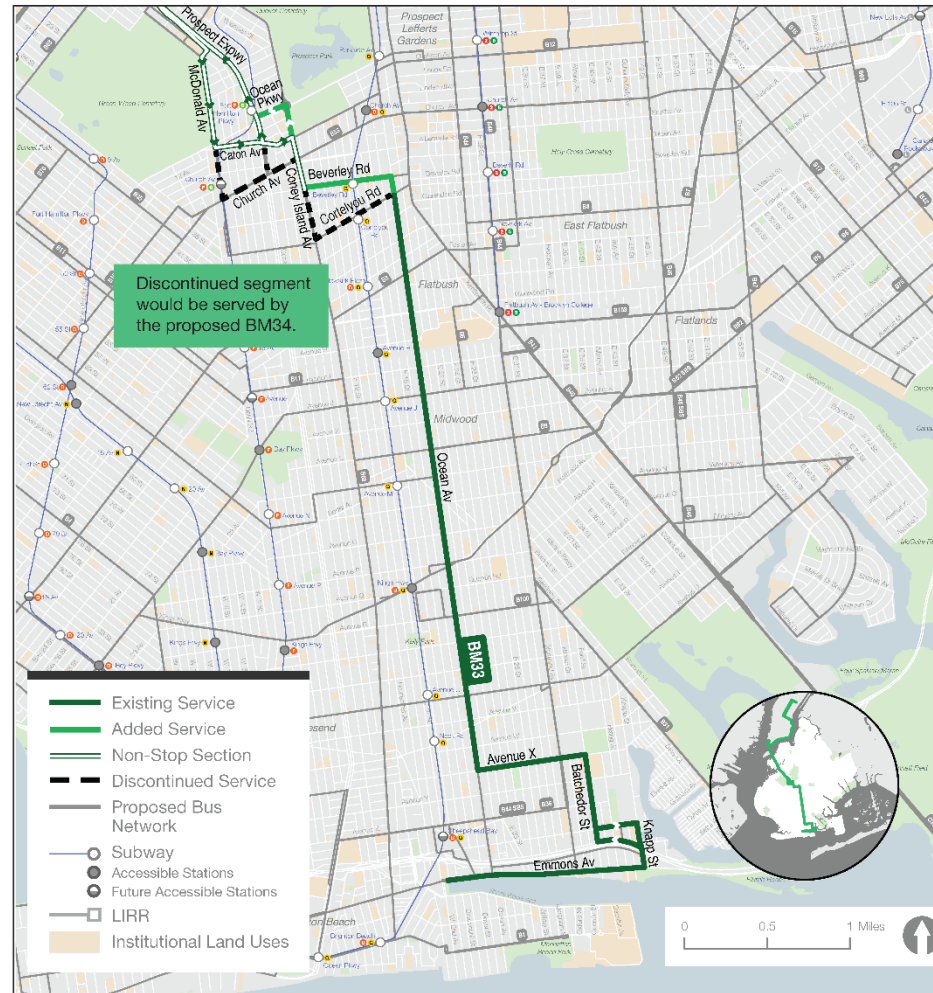
Spans and inbound frequencies would remain the same as the existing BM3 Midtown variant. Outbound frequencies would be reduced due to low ridership on some trips.

Express

New Route
 Routing Change
 Schedule Change

BM33 Sheepshead Bay - Midtown Manhattan

Related Routes: BM3, BM34



Express

New Route
 Routing Change
 Schedule Change

BM33 Sheepshead Bay - Midtown Manhattan

Related Routes: BM3, BM34



PROPOSED FREQUENCY AND SPAN²

● Increased Service
 ● Decreased Service
 ● No Change

		Service Hours	Early AM 5:00 AM-5:59 AM	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-3:59 PM	PM Peak 4:00 PM-6:59 PM	Evening 7:00 PM-11:59 PM
WEEKDAY	Inbound	7:00 AM - 9:00 AM	-	20	-	-	-
	Outbound	4:00 PM - 7:00 PM	-	-	-	36	-

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

Express

□ New Route ■ Routing Change ■ Schedule Change

BM4

Gerritsen Beach - Downtown Manhattan

Related Routes: BM4, BM1, BM3, BM7, BM8, M55

ROUTE LENGTH
Existing: **13.6 miles**
Proposed: **12.7 miles**

AVERAGE STOP SPACING¹
Existing: **1,367 feet**
Proposed: **1,802 feet**

TURNS PER MILE
Existing: **1.1 per mile**
Proposed: **0.8 per mile**

PROPOSED ROUTE SUMMARY

The proposed BM4 would refer only to the Downtown peak-only variant of the existing BM4. The proposed BM4 would be rerouted to travel via Avenue L and Coney Island Av instead of Avenue K, Ocean Av, and Cortelyou Rd. The new route path removes two turns, thereby reducing delays, and it provides new express service to Coney Island Av. Service on Ocean Av would still be provided by the BM1 and BM3. Existing service on Avenue K between Nostrand Av and Ocean Av would be discontinued. Existing express service on Cortelyou Rd would be discontinued. In Manhattan, the proposed BM4 would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7, BM8, the M55, and numerous nearby subway lines.

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

Frequencies and inbound span would remain the same as the existing BM4 Downtown variant. The outbound span would be shortened due to low ridership on some trips.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

WEEKDAY		Service Hours	Early AM	AM Peak	Midday	PM Peak	Evening
			5:00 AM-5:59 AM	6:00 AM-8:59 AM	9:00 AM-3:59 PM	4:00 PM-6:59 PM	7:00 PM-11:59 PM
Inbound		7:30 AM - 9:00 AM	-	23	-	-	-
		4:30 PM - 6:30 PM	-	-	-	30	-

¹ Excludes non-stop sections.
² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback
Interactive Map:
MTA Website: new.mta.info/brooklynbusredesign

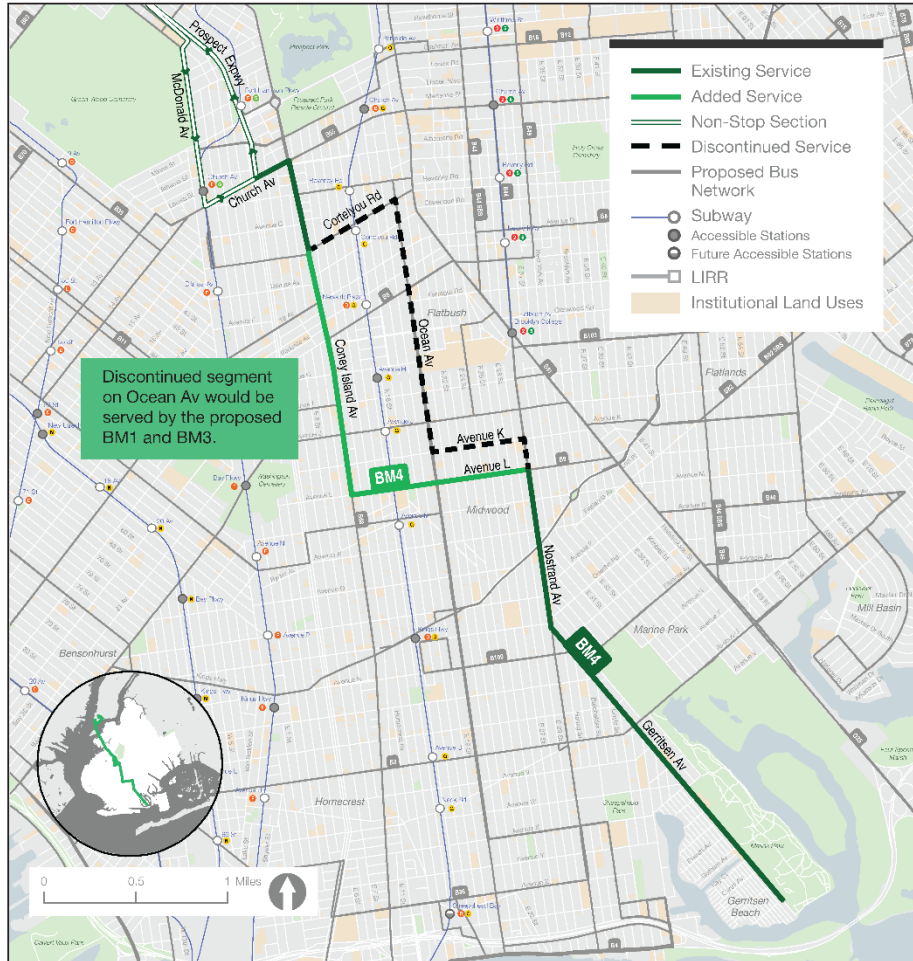
Express

□ New Route ■ Routing Change ■ Schedule Change

BM4

Gerritsen Beach - Downtown Manhattan

Related Routes: BM4, BM1, BM3, BM7, BM8, M55



Express

□ New Route ■ Routing Change ■ Schedule Change

BM4

Gerritsen Beach - Downtown Manhattan

Related Routes: BM4, BM1, BM3, BM7, BM8, M55



Express

New Route
 Routing Change
 Schedule Change

BM4c Gerritsen Beach - Downtown/Midtown Manhattan

Related Routes: BM4, BM1c, BM3c, BM7c, BM8c, M55

ROUTE LENGTH

Existing: 18.5 miles
Proposed: 18.3 miles

AVERAGE STOP SPACING¹

Existing: 1,405 feet
Proposed: 1,770 feet

URNS PER MILE

Existing: 0.9 per mile
Proposed: 0.7 per mile

PROPOSED ROUTE SUMMARY

The proposed BM4c would refer to the Downtown/Midtown off-peak "combo" variant of the existing BM4. The proposed BM4c would be rerouted to travel via Avenue L and Coney Island Av instead of Avenue K, Ocean Av, and Cortelyou Rd. The new route path removes two turns, thereby reducing delays, and it provides new express service to Coney Island Av. Service on Ocean Av would still be provided by the BM1c and BM3c. Existing service on Avenue K between Nostrand Av and Ocean Av would be discontinued. Existing express service on Cortelyou Rd would be discontinued. In Manhattan, the proposed BM4c would travel in both directions on Water St in order to simplify service. Service on Trinity Pl and Church St would be provided by the proposed BM7c, BM8c, the M55, and numerous nearby subway lines.

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

Weekday spans would be shortened and inbound frequencies reduced due to low ridership on some trips. Saturday service would be discontinued due to low ridership.

ROUTE IMPROVEMENTS

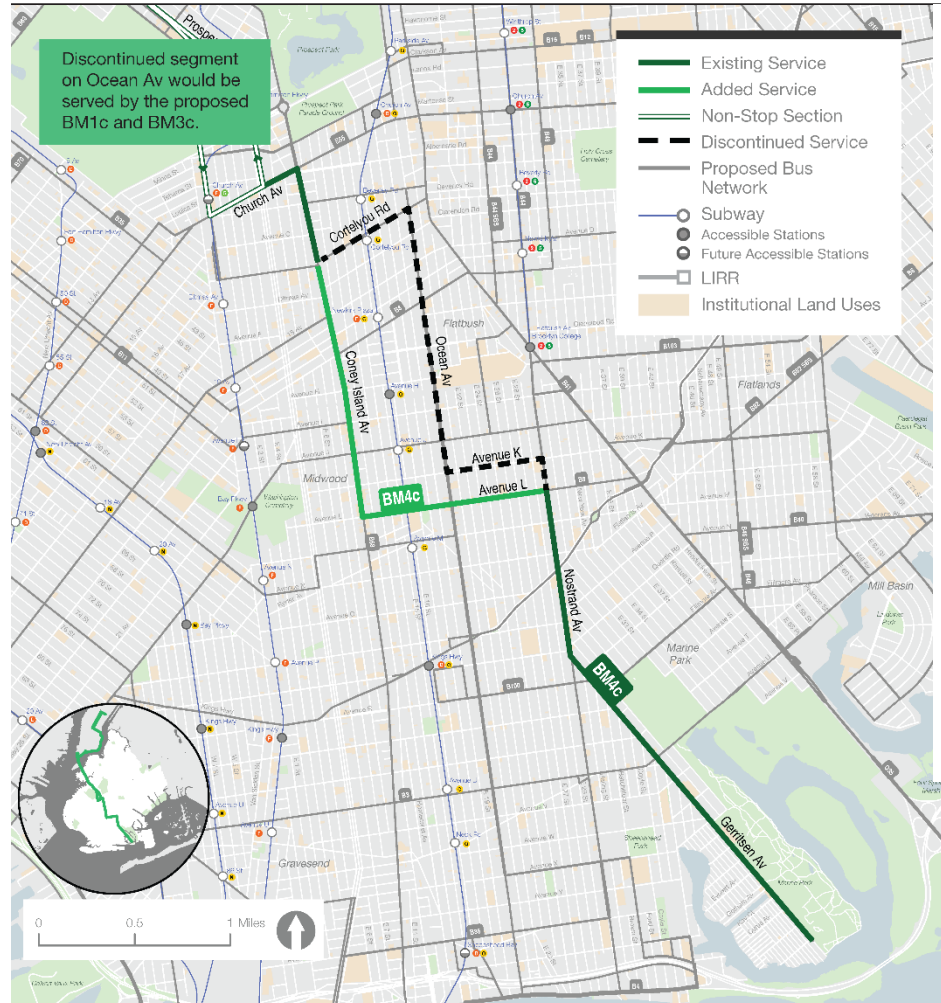
- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

BM4c Gerritsen Beach - Downtown/Midtown Manhattan

Related Routes: BM4, BM1c, BM3c, BM7c, BM8c, M55

Express

New Route
 Routing Change
 Schedule Change



Express

New Route
 Routing Change
 Schedule Change

BM4c Gerritsen Beach - Downtown/Midtown Manhattan

Related Routes: BM4, BM1c, BM3c, BM7c, BM8c, M55



PROPOSED FREQUENCY AND SPAN²

● Increased Service
 ● Decreased Service
 ● No Change

WEEKDAY		Service Hours	Frequency				Evening
			Early AM	AM Peak	Midday	PM Peak	
Inbound	6:00 AM - 7:00 AM	5:00 AM - 5:59 AM	-	30	60	-	-
	8:30 AM - 10:00 AM	6:00 AM - 8:59 AM	-	30	60	-	-
Outbound	6:30 PM - 8:00 PM	9:00 AM - 3:59 PM	-	-	-	30	60
		4:00 PM - 6:59 PM	-	-	-	30	60

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

Provide Feedback

Interactive Map:

MTA Website: new.mta.info/brooklynbusredesign

Express

New Route Routing Change Schedule Change

BM34 Gerritsen Beach - Midtown Manhattan

Related Routes: BM4, BM31, BM33

ROUTE LENGTH

Existing: 18.6 miles
Proposed: 18.3 miles

AVERAGE STOP SPACING¹

Existing: 1,555 feet
Proposed: 1,819 feet

URNS PER MILE

Existing: 0.6 per mile
Proposed: 0.5 per mile

PROPOSED ROUTE SUMMARY

The proposed BM34 would refer to the Midtown peak-only variant of the existing BM4. The proposed BM34 would be rerouted to travel via Avenue L and Coney Island Av instead of Avenue K, Ocean Av, and Cortelyou Rd. The new route path removes two turns, thereby reducing delays, and it provides new express service to Coney Island Av. Service on Ocean Av would still be provided by the BM31 and BM33. Existing service on Avenue K between Nostrand Av and Ocean Av would be discontinued. Existing express service on Cortelyou Rd would be discontinued.

ROUTE IMPROVEMENTS

- Interborough route
- More direct routing
- Improved stop spacing
- Fewer route patterns
- Priority Corridor

As an Express route, stops on local streets would be spaced slightly farther apart than existing to speed up travel time and improve reliability. Along the highway, Express routes travel non-stop to and from Manhattan.

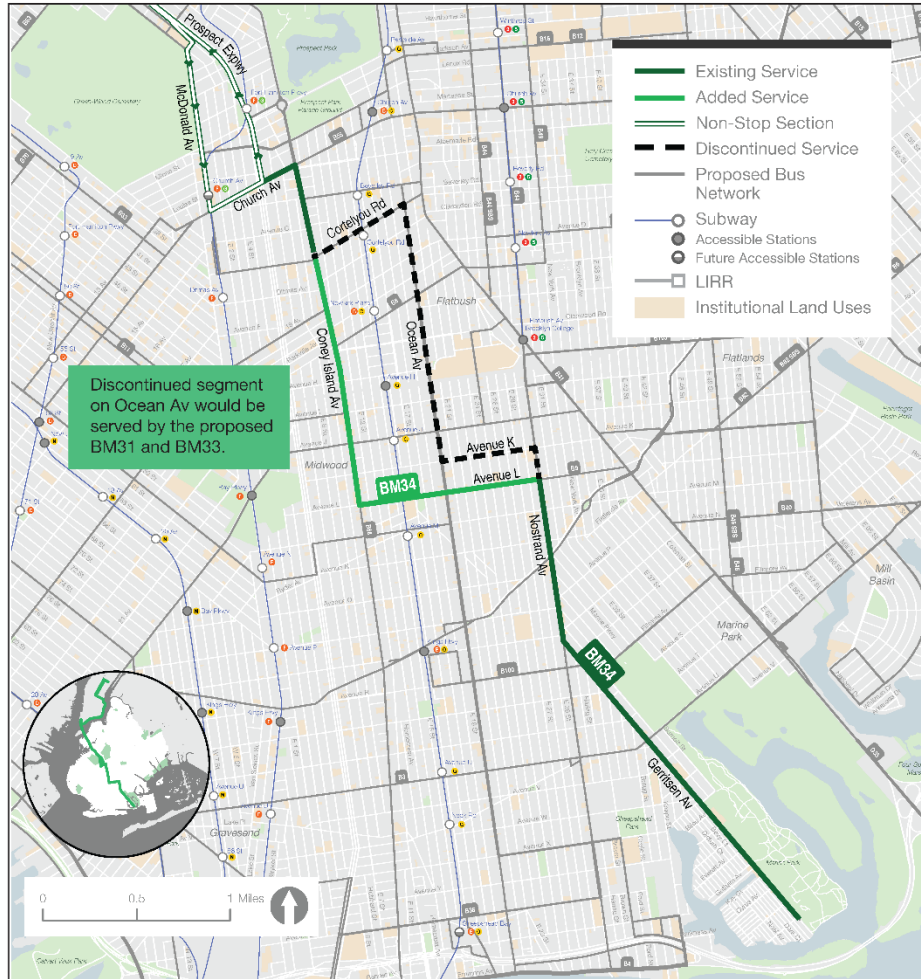
The inbound span would remain the same as the existing BM4 Midtown variant. The outbound span would be shortened and frequencies in both directions would be reduced due to low ridership on some trips.

Express

New Route Routing Change Schedule Change

BM34 Gerritsen Beach - Midtown Manhattan

Related Routes: BM4, BM31, BM33



Express

New Route Routing Change Schedule Change

BM34 Gerritsen Beach - Midtown Manhattan

Related Routes: BM4, BM31, BM33



PROPOSED FREQUENCY AND SPAN²

● Increased Service ● Decreased Service ● No Change

		Service Hours	Early AM 5:00 AM-5:59 AM	AM Peak 6:00 AM-8:59 AM	Midday 9:00 AM-3:59 PM	PM Peak 4:00 PM-6:59 PM	Evening 7:00 PM-11:59 PM
WEEKDAY	Inbound	7:00 AM - 8:30 AM	-	30	-	-	-
	Outbound	4:30 PM - 6:00 PM	-	-	-	30	-

¹ Excludes non-stop sections.

² Frequencies indicate how often the bus comes on average in the peak direction, in minutes; spans refer to trip times at the last stop before the non-stop section.

DRAFT PLAN

Brooklyn Bus Network Redesign

Thank you

Project website:

<https://new.mta.info/project/brooklyn-bus-network-redesign>

