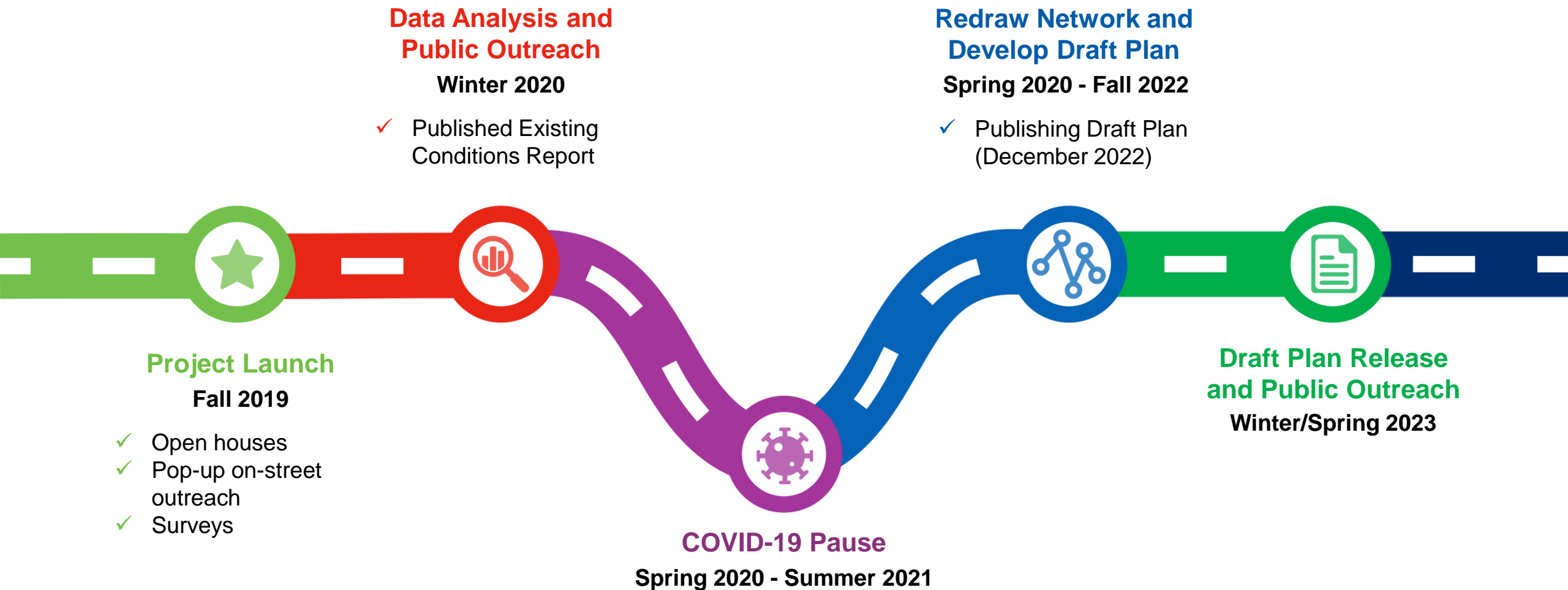




# Brooklyn Bus Network Redesign

**DRAFT PLAN**

# Brooklyn Redesign Process & Project Status



# Why Redesign the Brooklyn Bus Network?

Brooklyn is growing and evolving, with demographics shifting and travel patterns changing. Meanwhile, the Brooklyn bus network has not substantially changed in decades. As our customers' needs change, we must change with them.\*

## Slow Speeds

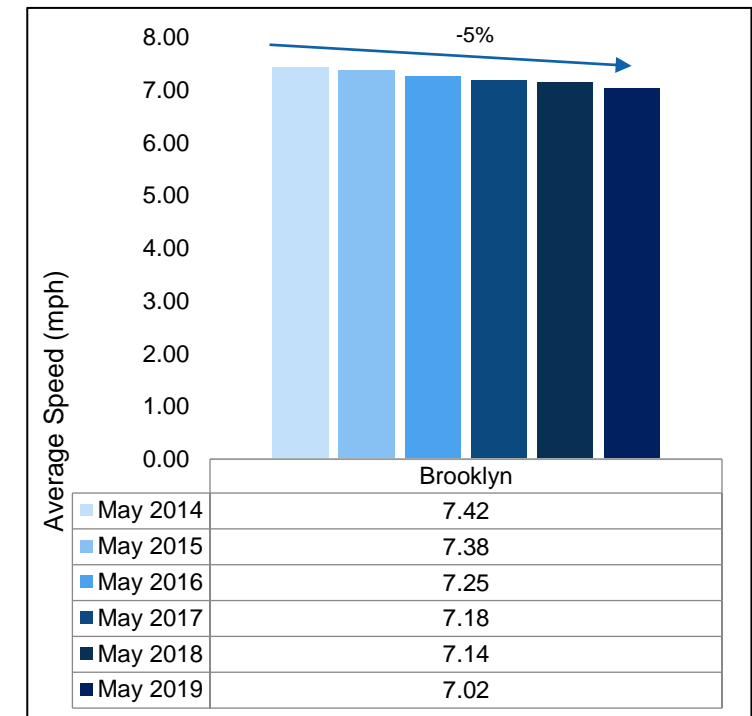
- Bus speeds continue to decline year by year

## Service Reliability

- Customer Journey Time Performance (CJTP) was 69% in 2019

## Ridership Decline

- Pre-pandemic bus ridership was on a steady decline
- Ridership in Brooklyn has started to rebound, and the Brooklyn Redesign brings the opportunity to make bus service even more appealing to our bus customers



*\*We used pre-pandemic ridership data to inform our proposals in the Draft Plan.*

# How Are We Redesigning the Bus Network?

## Customer Priorities

During our initial outreach, we asked customers how we should prioritize our efforts to develop a better bus network. They answered with the five priorities below, which are the goals for the redesign.



### **Frequent Service**

Customers want the bus to arrive more often



### **Faster Travel**

Customers expressed concerns about delays, slow bus service, and congestion



### **Reliable Service**

Customers want to be able to rely on buses to arrive when they are supposed to



### **Better Connections**

Customers want improved intra- and inter-borough connections



### **Ease of Use**

Customers want bus service that's simple and easy to understand

# How Are We Redesigning the Bus Network?

## Redesign Strategies

We deployed the following strategies to achieve the five customer priorities:

### **Simplifying the Network**

- Straighter, more direct routing
- New route types
- Less redundant service and fewer route variants

### **Enhancing Connectivity**

- In some locations, improve the network grid
- In other locations, maximize connective hubs
- Create new connections to key destinations
- Strengthen interborough bus travel to Queens

### **Improving Reliability**

- Avoid narrow streets and remove turns

### **Improving Frequency**

- Build a better all-day frequent network
- Reallocate service to align with routing changes and to better meet customer needs

### **Balancing Bus Stops**

- Increase stop spacing to speed up buses and improve reliability for customers
- Improve average stop spacing based on new route types

### **Expanding Bus Priority with NYC DOT**

- More busways, bus lanes, and other treatments to speed up service and improve reliability

# How Are We Redesigning the Bus Network?

## Simplifying the Network

### Straighter and more direct routing

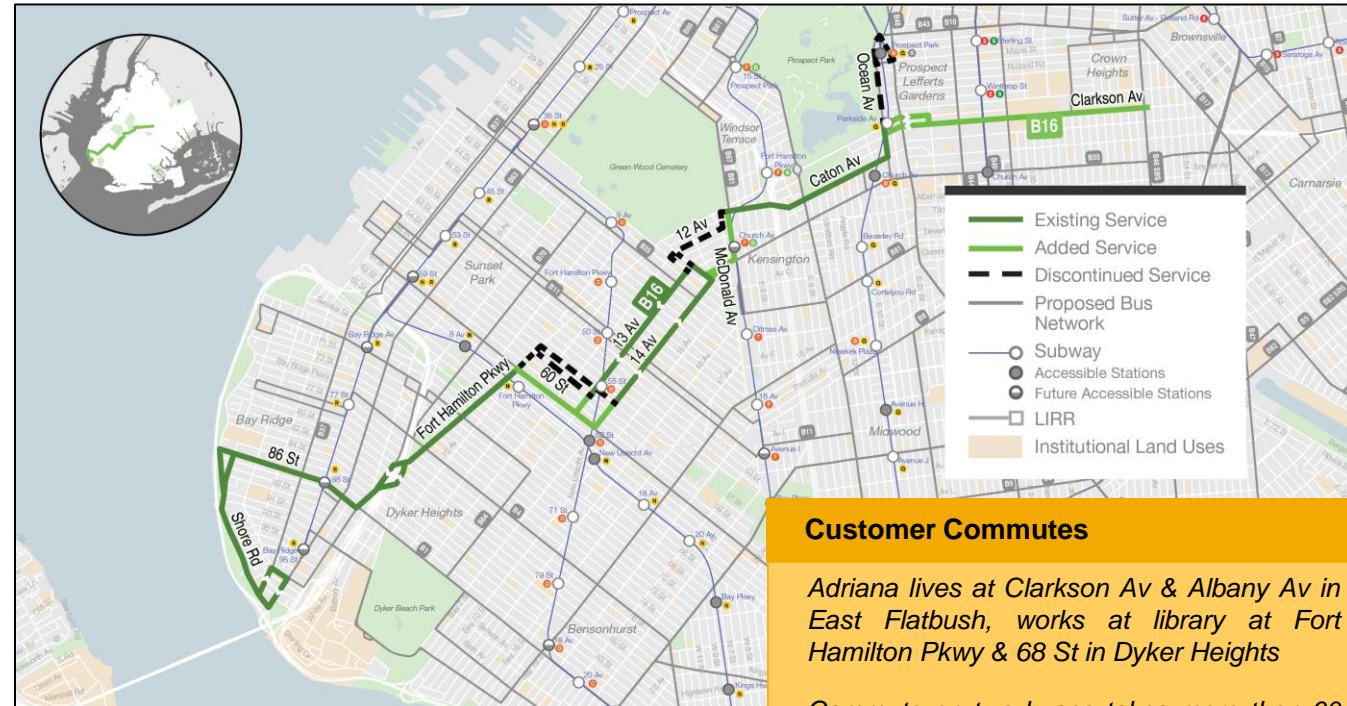
- Fewer turns and fewer diversions means less time spent stopped at intersections and more time spent moving
- Consolidate nearby parallel routes onto one street to increase frequency on that section and simplify the network

### Less redundant service and fewer route variants

- Routes serve one purpose, so customers know which route to take without looking at the destination sign
- Multiple routes serving the same corridor don't need to make every stop

### New route types

- New route types have more specific design guidelines for stop spacing and frequencies, allowing customers to know what type of service to expect on their route



# How Are We Redesigning the Bus Network?

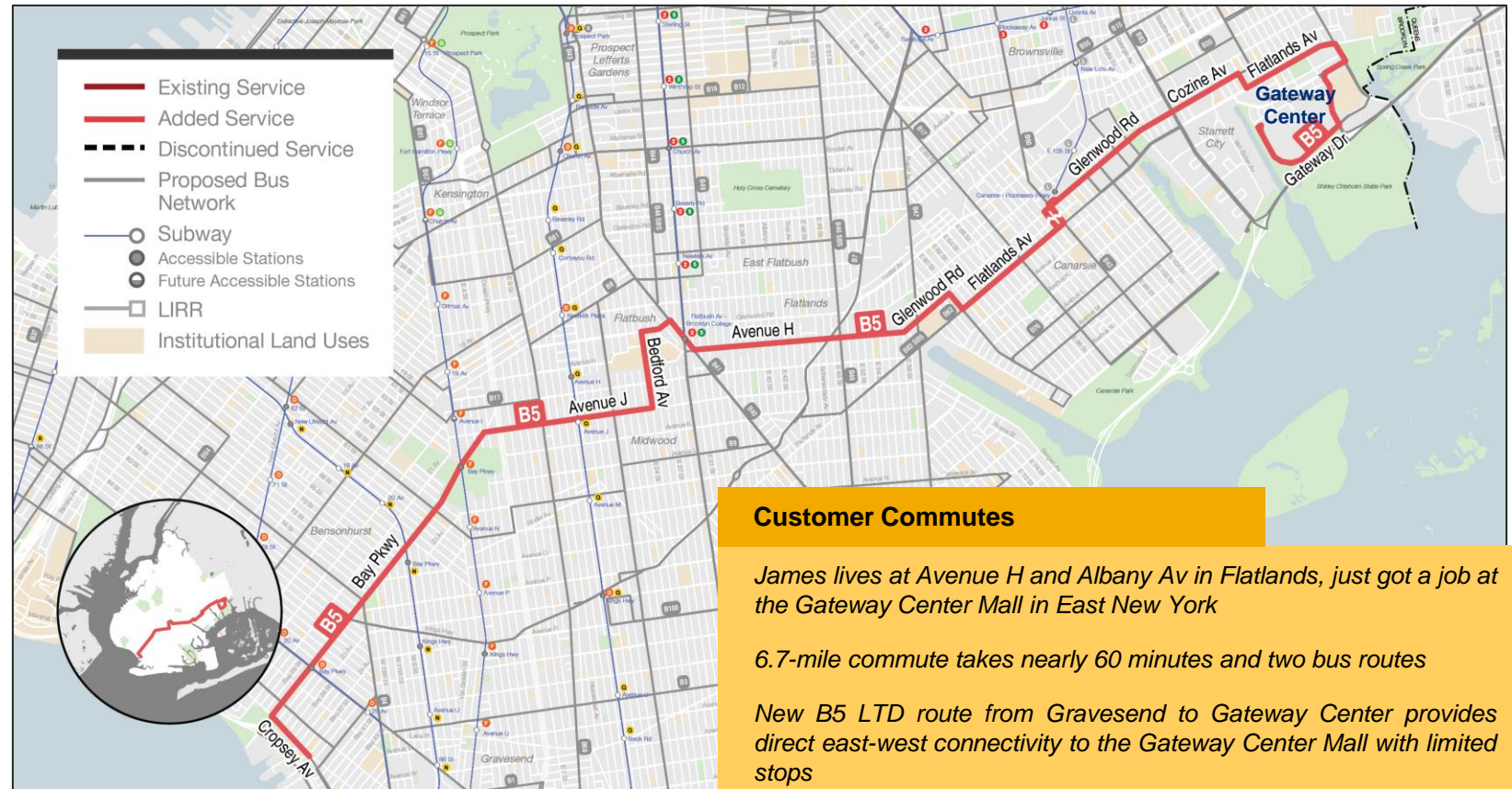
## Enhancing Connectivity

Improve the bus network grid to create new connections

Create new routes to address gaps in the bus network

Strengthen interborough bus travel to Queens

- Each of these strategies expand access within the borough and beyond
- Create new travel opportunities, reduce travel time, and increase the reach of our ADA accessible bus network



### Customer Commutes

James lives at Avenue H and Albany Av in Flatlands, just got a job at the Gateway Center Mall in East New York

6.7-mile commute takes nearly 60 minutes and two bus routes

New B5 LTD route from Gravesend to Gateway Center provides direct east-west connectivity to the Gateway Center Mall with limited stops

Could save James up to 5 minutes and removes a transfer

**Travel time reductions: Up to 5 minutes**

# How Are We Redesigning the Bus Network?

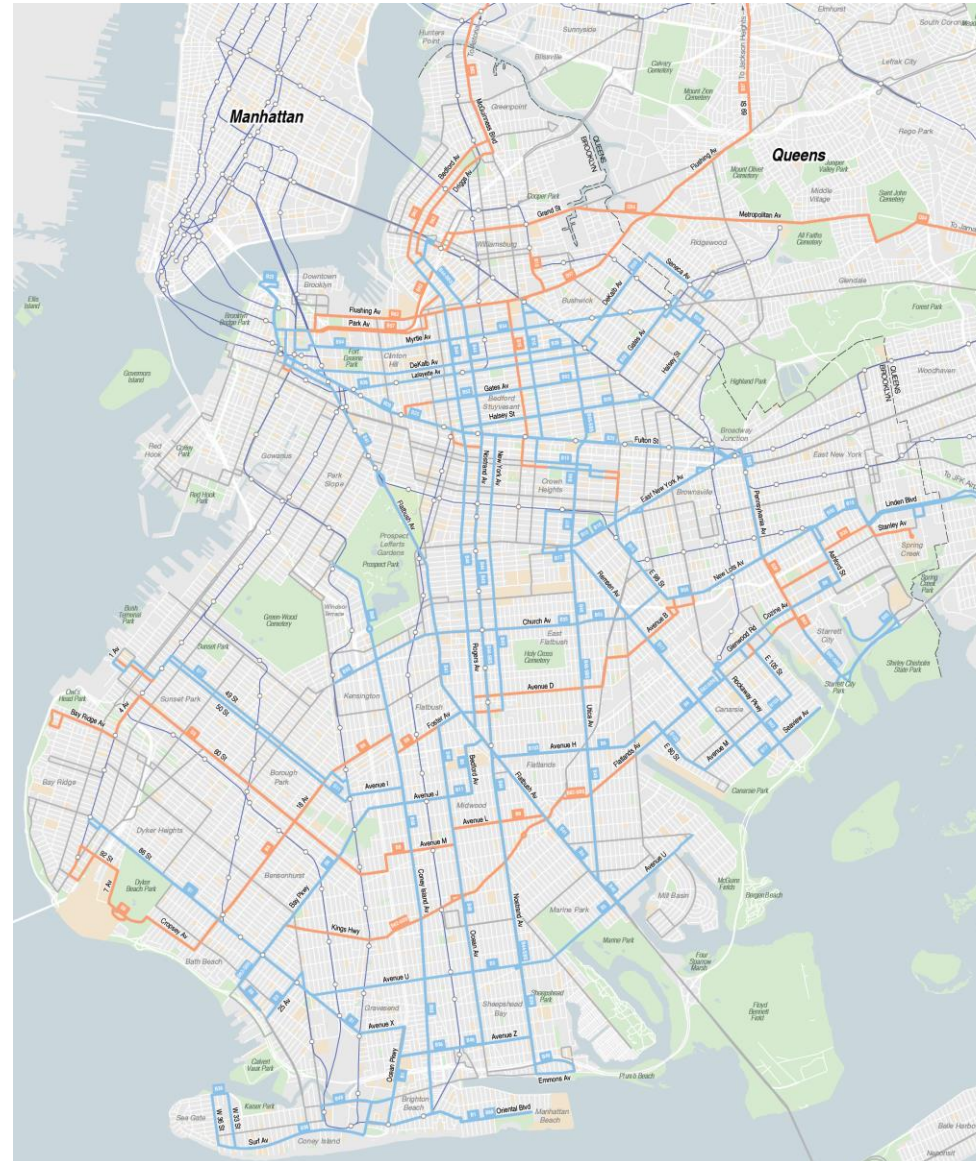
## Improving Frequency

### Build a better all-day frequent network

- Strategic additions to widespread existing all-day frequent network
  - Interborough routes
  - East-west routes in southern Brooklyn
- Many Limited routes and all Crosstown routes would be scheduled at 10-minutes-or-better between 6am and 8pm on weekdays

### Reallocate service to align with route changes and to better meet customer needs

- 24 routes with increase in at least one time period



— 10-minutes or better frequency maintained  
— 10-minutes or better frequency gained



# How Are We Redesigning the Bus Network?

## Route Types (Local Network)

To improve bus network legibility and tailor routes to customers' needs, we are proposing four color-coded route types

Each route type serves a particular purpose with different guidelines for stop spacing and service frequency

### Local Routes (Green)

**Connecting local neighborhoods**

- Average stop spacing between 1,000 and 1,320 feet
- Frequency varies based on ridership

### Rush Routes (Purple)

**Connecting outer borough neighborhoods quickly to the subway**

- Average stop spacing for local portion is 1/4 of a mile (1,320 feet)
- More frequent during peak hours

### Limited Routes (Red)

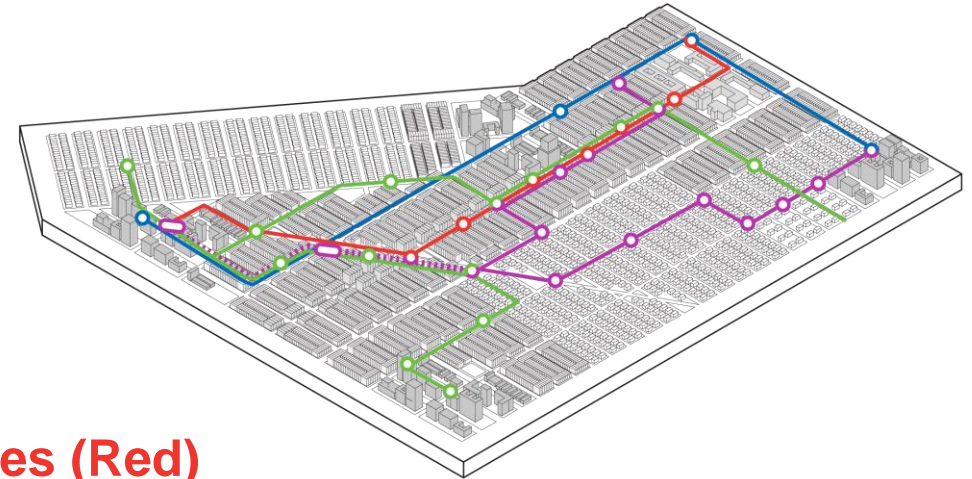
**Serving high demand corridors with frequent service**

- Average stop spacing approximately 1/3 of a mile (1,760 feet)
- Generally all-day frequent service (10-minutes-or-better between 6am and 8pm on weekdays)

### Crosstown (SBS) Routes (Blue)

**Connecting key destinations across longer distances**

- Average stop spacing approximately 1/2 of a mile (2,640 feet)
- All-day frequent service (routes are 10-minutes-or-better between 6am and 8pm on weekdays)



# How Are We Redesigning the Bus Network?

## Balancing Bus Stops

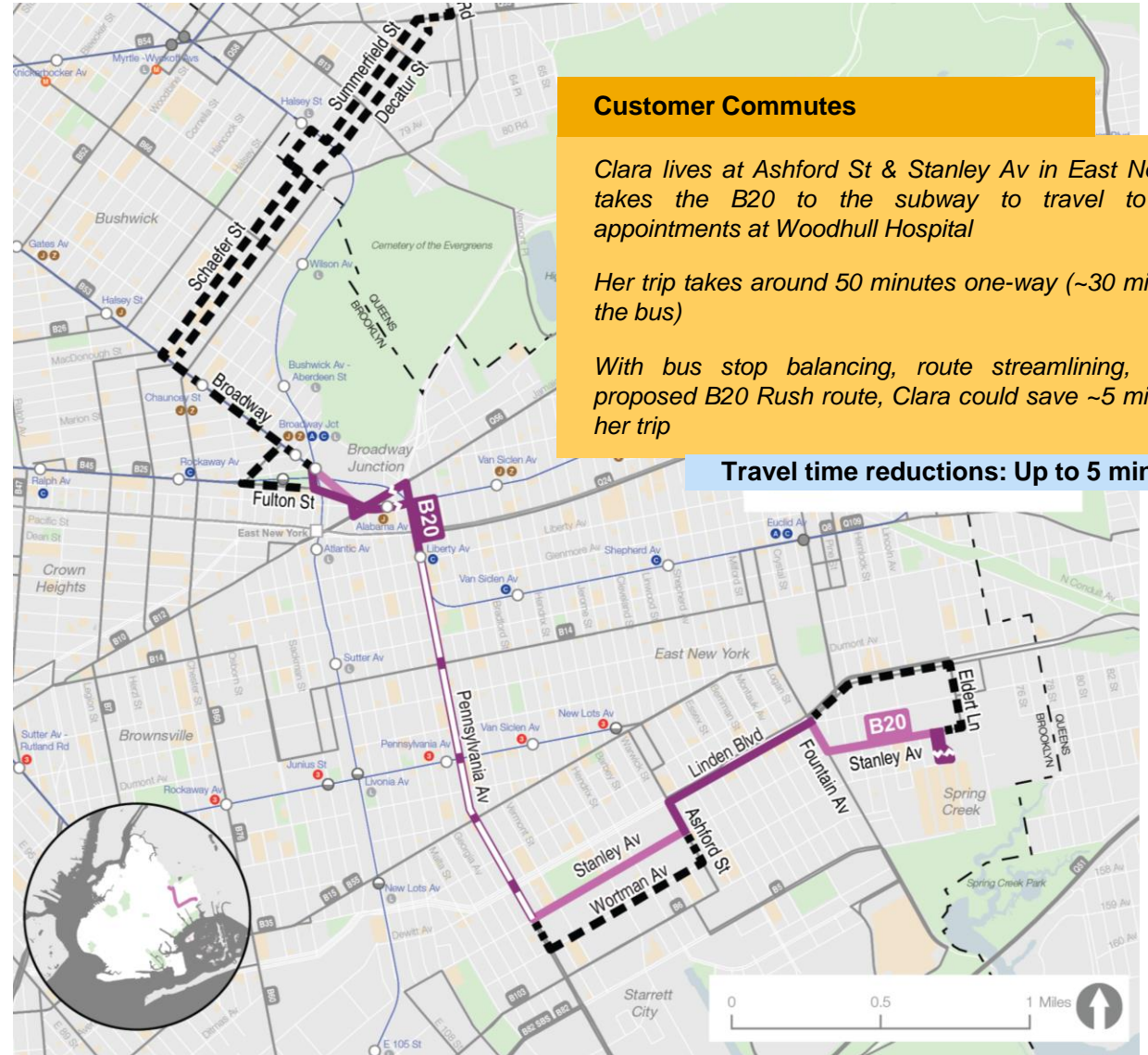
### Route types with new average stop spacing guidelines

Existing versus proposed average stop spacing

Route Type	Existing Average Stop Spacing	Proposed Average Stop Spacing
Local Routes	830 feet	1,100 feet
Limited Routes	1,586 feet	1,621 feet
Rush Routes	N/A	1,556 feet
Crosstown (SBS) Routes	2,466 feet	2,465 feet
Express Routes	1,387 feet	1,685 feet

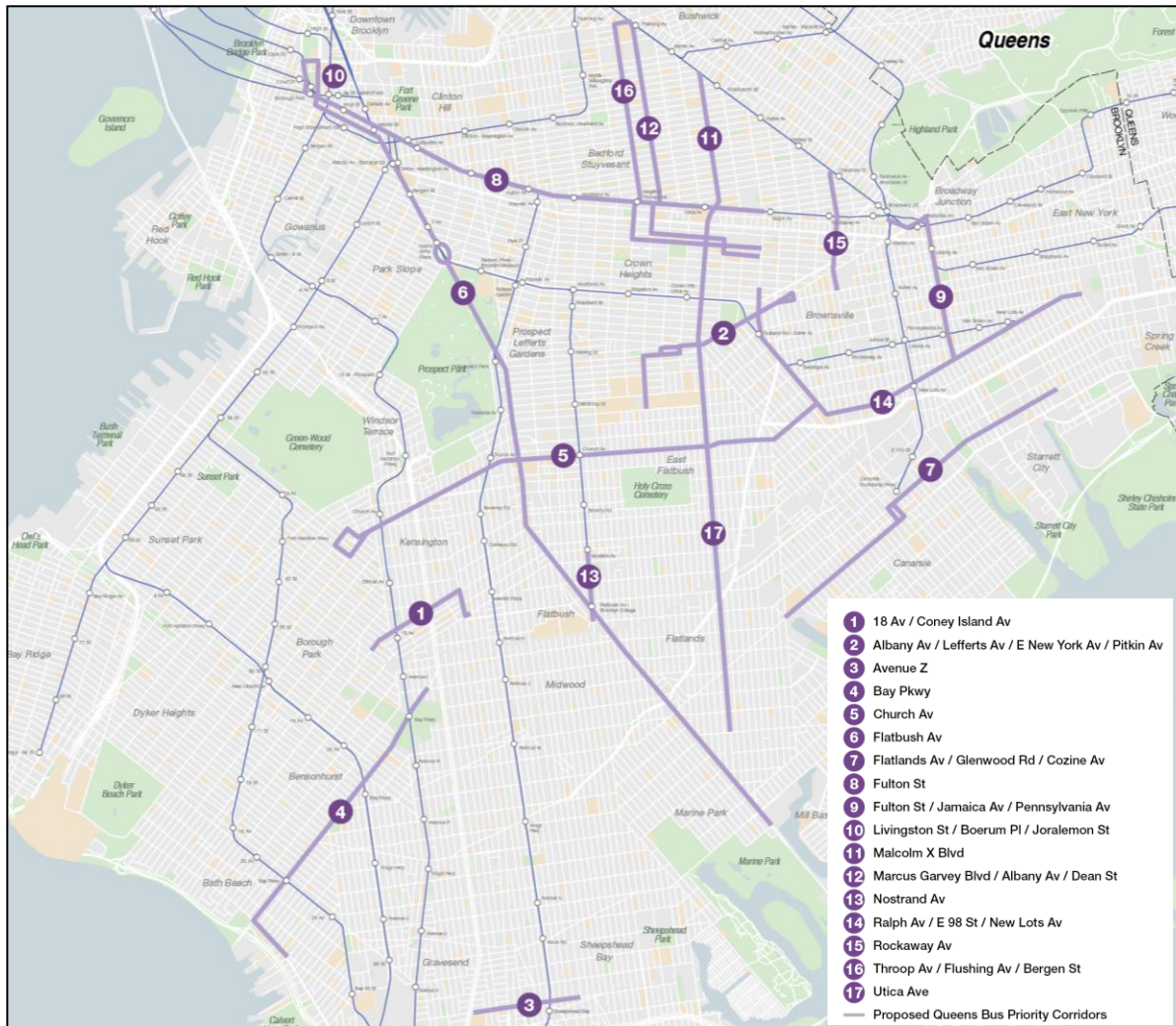
### Increase stop spacing to speed up buses and improve reliability for customers

- Every bus stop removed saves about 20 seconds on average; this can translate to noticeable travel time savings and improved reliability along the entire route
- Maintains stops with heavy ridership, that provide key connections, and serve community facilities



# How Are We Redesigning the Bus Network?

## Expanding Bus Priority with NYC DOT



**More busways, bus lanes, and other bus priority treatments to speed up service and improve reliability**

- NYC DOT has identified 17 potential bus priority corridors to complement the draft plan
- Corridors were identified based on several criteria, including where the Redesign project proposes service increases

# Introducing the New Bus Network

# Overview of the Proposed Local Bus Network Changes

## Route Changes

### 69 total proposed routes

- 9 new routes
- 15 routes with minor routing change
- 7 routes with major routing change
- 7 routes extended

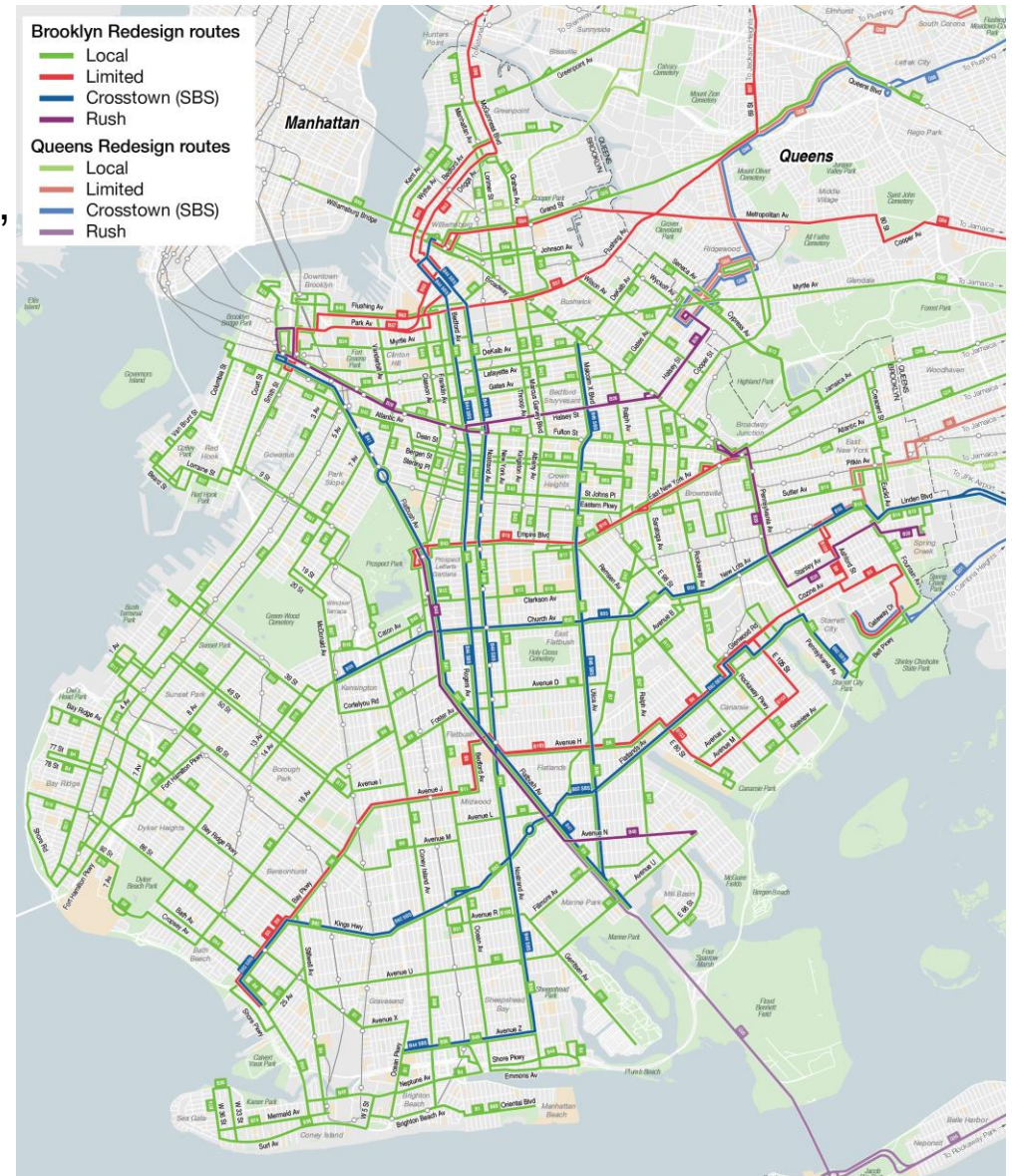
- 8 routes shortened
- 3 routes extended on one end, shortened on the other
- 4 routes with branch changes
- 14 routes with stop changes only
- 2 routes with no routing or stop changes

## Frequency Changes

- 24 routes with increase in at least one time period
- 6 additional overnight routes

## Route Labels

- 9 new route labels
- 4 retired route labels (most either have a new label or are combined with other routes)



# Introducing the New Bus Network

## Overview of the Proposed Express Bus Network Changes

### Route Changes

- 9 existing routes, but many have 3-4 variants
- Increase network legibility by creating one new route number for each variant
  - For instance:
    - BM1 is peak-only Downtown variant
    - BM1c is off-peak Downtown/Midtown variant
    - BM31 is peak-only Midtown variant
  - Total of 19 Draft Plan express routes
- 'X' routes renamed as 'BM' routes
- Generally minor routing changes proposed
- BM1/2/3/4 proposed to travel in both directions on Water St in Lower Manhattan, rather than existing one-way loop
- All routes receive stop balancing
- All routes have some proposed frequency and/or span reductions due to low ridership on some trips



# How to read a route profile

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

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

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

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

**Local**

**B44 Nostrand/Rogers Avenues**  
Service between Bedford-Stuyvesant and Sheepshead Bay  
Related Routes: B44, B44 SBS, B49

**ROUTE LENGTH:**  
Existing: 8.8 miles  
Proposed: 8.8 miles

**AVERAGE STOP SPACING:**  
Existing: 726 feet  
Proposed: 839 feet

**TURNS PER MILE:**  
Existing: 5.3 per mile  
Proposed: 6.4 per mile

**PROPOSED CONNECTIONS:**  
Bus: 011, 012, 014, 015, 046, 048, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

**PROPOSED FREQUENCY\* AND SPAN**

	Service Hours	AM Peak 1:00 AM - 5:00 AM	Midday 5:00 AM - 12:00 PM	PM Peak 1:00 PM - 5:00 PM	Early Evening 5:00 PM - 11:00 PM	Late Evening 11:00 PM - 1:00 AM
<b>WEEKDAY</b>	24 hours	1	0	0	0	11
<b>SATURDAY</b>	24 hours	11	0	0	0	10
<b>SUNDAY</b>	24 hours	11	0	0	10	12

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

**Provide Feedback Footer**  
Feedback Form  
MTA Website: [www.mta.info/feedback](http://www.mta.info/feedback)

**Change Type Checkboxes**

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

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

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

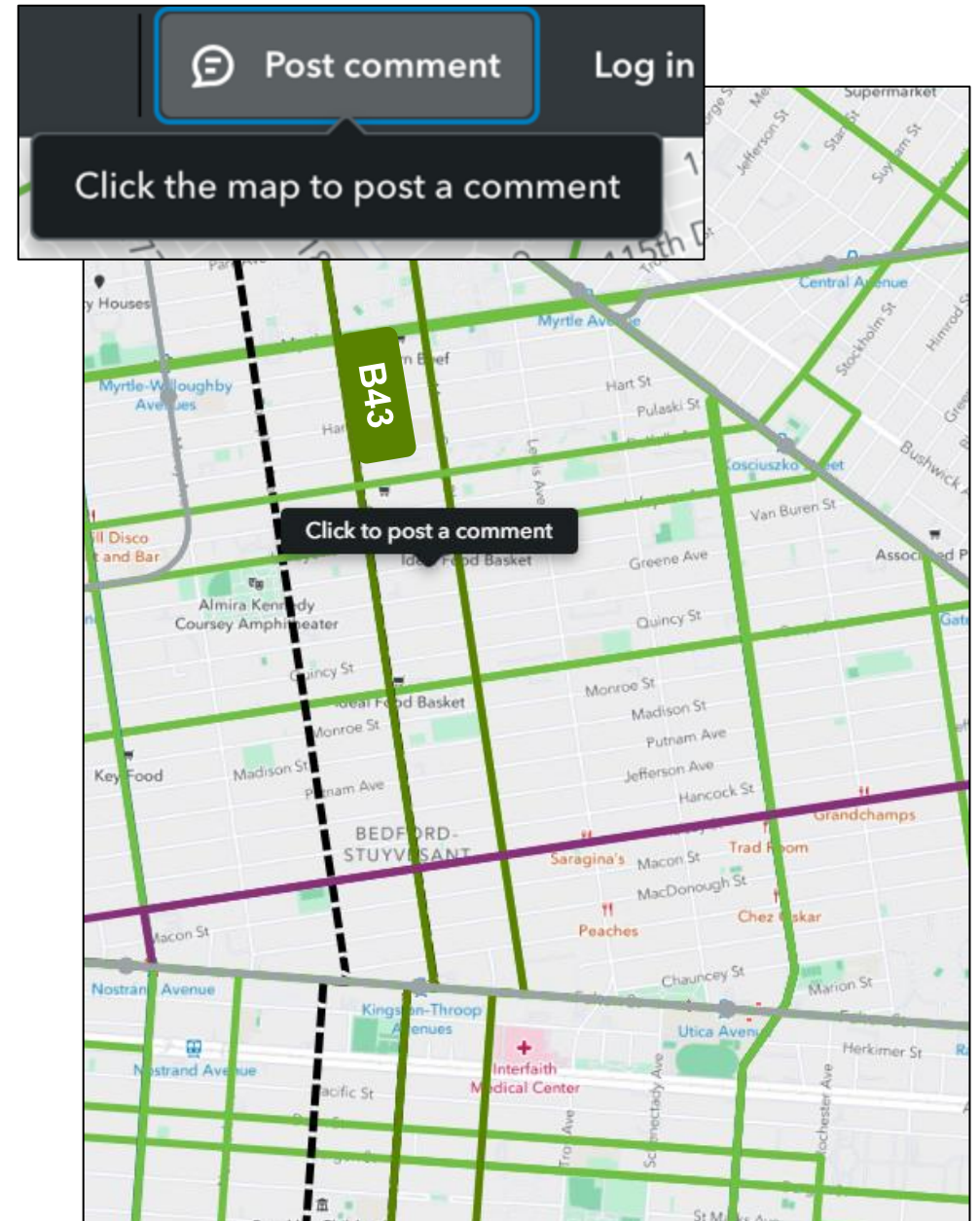
- Frequencies indicate how often the bus comes on average in the peak direction, in minutes
- Table cell colors indicate whether service will increase (green), decrease (red), or remain unchanged (gray), compared to existing service



# How to provide feedback

## Customers can provide feedback through various means:

- At one of the 18 virtual public workshops – one for each community district in Brooklyn (schedule on next slide)
- Through Remix, a web-based interactive map
  - Customers can view all proposed routes and stops in detail, compare with existing routes, and post comments in specific geographic locations
  - Remix can be accessed on both desktop and mobile – where people can view stops and frequencies by route for the entire Brooklyn Bus Network
- Through our comment portal on the Brooklyn Bus Network Redesign microsite





# How to Provide Feedback

## 18 Virtual Workshops by Community District - Proposed Schedule

All workshops 6:30-8:30pm with sessions beginning at 6:30pm and 7:30pm

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

# On-Street Outreach Locations

## On-Street Outreach and Engagement Locations



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## Brooklyn Bus Network Redesign

# Thank you!

**Project website:**

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

