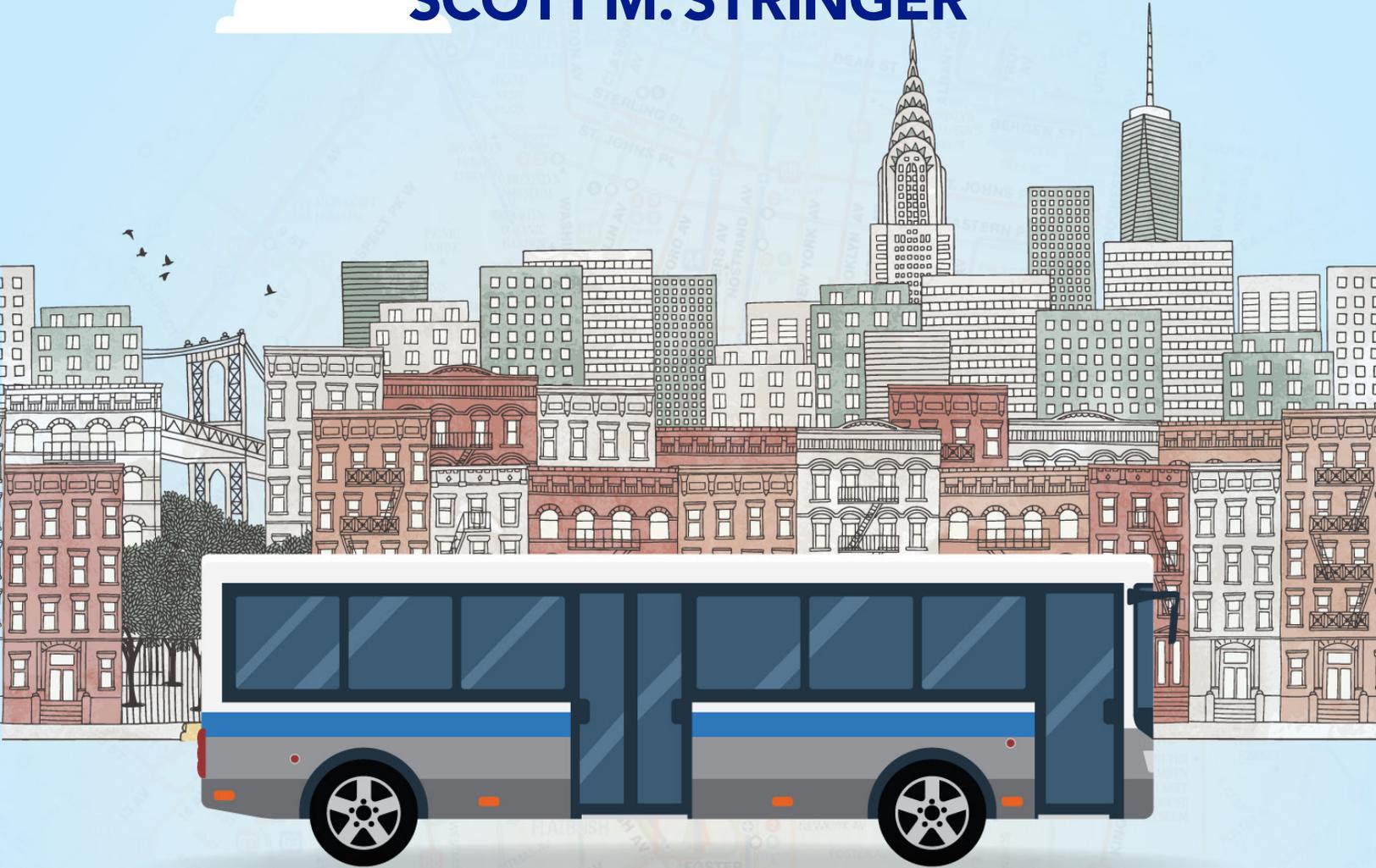




**NEW YORK CITY COMPTROLLER
SCOTT M. STRINGER**



**BUS ROUTE PROFILES
2017**

An Addendum to “The Other Transit Crisis: How to Improve the NYC Bus System”





THE CITY OF NEW YORK
OFFICE OF THE COMPTROLLER
SCOTT M. STRINGER

Dear Friend,

As we all know, New York City's public transit system is vital to the health, wealth, and welfare of its residents. Our subways and buses connect New Yorkers from every neighborhood and every walk of life, helping them get to jobs, school, appointments, events, and meet-ups with friends and family.

Unfortunately, our transit system is old, overworked, and increasingly unresponsive to the needs of a growing and changing city. That's not just true for the subways, but for our buses as well, as my office documented in a recent report, "The Other Transit Crisis."

Too many of our bus routes are slow, unreliable, infrequent, and meandering, and too often they are failing to connect working people to where they need to go, when they need to go. Meanwhile, the bus fleet is old, bus shelters are deficient, and many innovations that could help to speed up buses are being implemented slowly or not at all, leading to a decline in ridership of over 100 million in the last eight years alone.

In response to this decline, my office has put together a comprehensive blueprint for resuscitating the bus system and improving the lives of its riders. We've also put together these "Bus Route Profiles" to help you see how buses in your neighborhood are doing. It analyzes the ridership, speed, frequencies, and interconnectivity of every route, providing an important resource to communities throughout the city.

My hope is that by shining a light on the performance of every route in the city, riders will have the information they need to press for better service. The MTA is already making data like this available to subway riders through its "Subway Performance Metrics Dashboard," and I believe they should bring the same level of transparency to the bus system as soon as possible.

I hope you'll find these profiles of interest. If you'd like to follow-up on this or any other issue, please don't hesitate to call my office's Community Action Center at 212-669-3916 or to sign-up for our mailing list via our website at www.comptroller.nyc.gov or via email at action@comptroller.nyc.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott M. Stringer".

Scott M. Stringer



BRONX

Route	Average Weekday Ridership, 2011	Average Weekday Ridership, 2016	Ridership Change, 2011-2016	On-Time Performance 2016	Wait Assessment 2016	Average Speed (mph)	Length of Route (in miles)
BX1	38,891	36,487	-6%	69%	85%	6.8	8.8
BX2	38,891	36,487	-6%	60%	75%	5.7	8.0
BX3	15,800	14,921	-6%	65%	79%	6.5	4.5
BX4	12,141	11,411	-6%	63%	79%	5.7	4.7
BX4A	12,141	11,411	-6%	59%	77%	5.5	4.9
BX5	12,186	11,194	-8%	69%	82%	7.7	7.7
BX6	22,146	23,800	7%	66%	81%	5.8	5.8
BX7	14,771	13,720	-7%	72%	82%	6.7	6.0
BX8	6,763	7,282	8%	69%	82%	7.8	8.7
BX9	26,868	27,175	1%	67%	81%	6.1	6.4
BX10	10,500	11,266	7%	72%	84%	8.0	7.4
BX11	13,312	14,269	7%	61%	78%	5.4	4.9
BX12	45,436	48,124	6%	66%	82%	7.4	8.1
BX12 SBS	45,436	48,124	6%	70%	83%	9.5	7.6
BX13	10,437	12,094	16%	69%	83%	5.7	4.1
BX15	20,096	28,156	40%	48%	71%	5.4	7.6
BX16	7,566	8,239	9%	71%	82%	7.9	7.4
BX17	10,075	10,219	1%	56%	74%	6.0	5.7
BX18	1,720	1,920	12%	53%	76%	7.2	2.4
BX19	30,712	29,378	-4%	58%	76%	5.1	6.8
BX20	948	772	-19%	63%	74%	7.6	3.7
BX21	15,148	15,234	1%	58%	76%	6.1	6.9
BX22	15,700	14,690	-6%	65%	79%	6.2	6.6
BX23*	4,498	3,829	-15%	78%	85%	9.7	6.5
BX24	326	754	131%	77%	88%	8.5	4.5
BX26	7,636	7,988	5%	71%	83%	6.8	6.1
BX27	7,591	7,435	-2%	75%	84%	6.4	3.6
BX28	15,373	15,750	2%	66%	81%	6.4	9.7
BX29	2,669	2,476	-7%	79%	87%	13.9	5.9
BX30	9,492	9,680	2%	63%	77%	7.1	7.3
BX31	10,371	10,019	-3%	64%	80%	7.1	6.4
BX32	6,593	6,809	3%	58%	75%	5.5	5.2
BX33	3,238	2,866	-11%	72%	84%	5.0	2.9
BX34	4,498	4,268	-5%	71%	83%	7.1	3.9
BX35	15,459	17,651	14%	64%	81%	5.0	4.1
BX36	29,751	30,474	2%	60%	77%	5.7	9.4
BX38	15,373	15,750	2%	67%	81%	6.5	8.8
BX39	16,423	16,434	0%	65%	78%	6.3	7.6
BX40	25,996	25,454	-2%	67%	82%	5.8	8.2
BX41	19,248	23,558	22%	66%	80%	6.6	5.5
BX41 SBS	19,248	23,558	22%	66%	81%	8.6	5.4
BX42	25,996	25,454	-2%	65%	81%	5.9	8.6
BX46	0	619	-	82%	92%	9.2	2.6
Bronx	524,153	526,655	0.5%	64%	79%	6.5	6.2
NYC	2,463,860	2,367,223	-3.9%	61%	78%	7.1	6.8

* These routes are run by the MTA Bus Company rather than the MTA New York City Transit Bus.



The MTA bus system lost **100M riders** in the last eight years, falling from 868M passenger trips in 2008 to 769M in 2016.

Route	Frequency during AM Rush, Buses per Hour (7:30am to 8:30am)	Frequency in the Evening, Buses per Hour (8:30pm to 10:30pm)	# of Stops along Route	Average Distance Between Stops (in feet)	# of Turns along Route	Bus Stops within .1 miles of a Subway Station	# of Subway lines that intersect the Route
-------	---	--	------------------------	--	------------------------	---	--

BX1	7	4	47	1,021	10	19	7
BX2	7	3	50	871	6	18	7
BX3	11	7	28	884	10	3	1
BX4	5	3	32	799	3	16	3
BX4A	6	3	35	779	7	13	3
BX5	10	6	36	1,173	9	4	3
BX6	17	9	32	997	14	6	6
BX7	10	5	43	762	6	8	3
BX8	8	2	55	858	29	4	3
BX9	15	8	37	956	6	9	6
BX10	13	5	41	995	14	5	3
BX11	13	4	35	767	14	6	4
BX12	8	6	32	1,396	5	6	8
BX12 SBS	15	6	16	2,664	12	5	6
BX13	15	8	26	874	8	2	1
BX15	19	6	45	909	9	12	10
BX16	11	3	37	1,082	9	5	4
BX17	10	4	37	832	7	7	3
BX18	5	3	17	793	7	3	3
BX19	11	6	44	842	2	15	10
BX20	4	0	22	939	6	5	2
BX21	11	5	43	867	10	8	3
BX22	8	5	39	917	10	3	4
BX23*	11	2	24	1,533	23	2	1
BX24	3	3	26	949	16	4	1
BX26	8	4	38	881	15	4	5
BX27	14	5	25	806	9	4	1
BX28	6	3	58	905	18	9	5
BX29	4	2	23	1,449	13	1	1
BX30	11	4	46	872	21	2	3
BX31	10	4	42	840	7	2	3
BX32	7	3	39	727	6	10	4
BX33	4	3	21	788	6	9	7
BX34	5	4	24	925	4	4	3
BX35	17	6	24	937	10	5	4
BX36	20	7	49	1,029	17	6	6
BX38	6	3	50	957	11	9	5
BX39	12	5	47	880	6	12	2
BX40	4	3	59	757	5	4	4
BX41	6	6	30	1,016	1	2	2
BX41 SBS	9	4	12	2,589	1	2	2
BX42	4	3	59	785	8	4	4
BX46	3	3	14	1,097	9	2	3
Bronx	9	4	37	920	10	7	4
NYC	9	4	44	845	10	6	5



22% of buses have been on the road for more than a dozen years, despite the MTA's 12-year replacement goal.



BROOKLYN

Route	Average Weekday Ridership, 2011	Average Weekday Ridership, 2016	Ridership Change, 2011-2016	On-Time Performance 2016	Wait Assessment 2016	Average Speed (mph)	Length of Route (in miles)
B1	18,717	19,828	6%	69%	80%	7.2	6.8
B2	2,591	2,464	-5%	79%	89%	7.2	2.6
B3	12,958	11,803	-9%	67%	79%	6.4	5.3
B4	4,643	6,195	33%	65%	81%	6.6	9.2
B6	41,765	41,320	-1%	58%	77%	6.9	12.6
B7	5,951	6,066	2%	60%	77%	6.5	6.8
B8	19,645	19,616	0%	62%	79%	5.9	10.0
B9	13,441	14,404	7%	64%	81%	6.0	8.0
B11	11,722	11,273	-4%	60%	78%	5.3	5.8
B12	17,954	15,380	-14%	50%	73%	4.7	4.3
B13	5,115	6,290	23%	62%	81%	7.2	8.8
B14	7,571	7,243	-4%	58%	76%	5.4	5.2
B15	21,985	22,282	1%	51%	73%	6.5	13.3
B16	6,959	6,739	-3%	58%	76%	6.3	8.0
B17	13,250	11,279	-15%	60%	78%	6.0	6.5
B20	8,000	7,042	-12%	60%	78%	6.1	7.5
B24	2,614	2,390	-9%	54%	74%	6.4	6.5
B25	11,205	10,048	-10%	49%	73%	5.4	6.0
B26	10,145	9,723	-4%	60%	81%	6.0	5.9
B31	2,722	2,753	1%	80%	90%	7.5	2.9
B32	0	819	-	66%	81%	8.0	3.6
B35	35,680	31,886	-11%	53%	75%	5.1	7.4
B36	15,030	14,026	-7%	69%	82%	7.0	5.8
B37	0	2,380	-	65%	80%	6.5	6.3
B38	20,663	19,099	-8%	59%	79%	5.7	8.0
B39	0	260	-	-	-	6.2	1.8
B41	33,898	27,082	-20%	50%	73%	6.6	10.5
B42	4,473	4,186	-6%	-	-	6.7	1.3
B43	10,787	10,540	-2%	60%	78%	5.5	6.8
B44	39,516	37,418	-5%	60%	76%	6.0	10.3
B44 SBS	39,516	37,418	-5%	65%	83%	8.6	9.4
B45	7,201	6,019	-16%	52%	72%	5.2	4.6
B46	47,858	43,463	-9%	53%	74%	6.3	8.4
B46 SBS	47,858	43,463	-9%	68%	84%	-	6.0
B47	11,691	10,436	-11%	53%	73%	6.1	7.8
B48	3,145	3,851	22%	63%	81%	5.5	6.0
B49	15,506	12,452	-20%	61%	76%	6.8	10.7
B52	12,586	12,435	-1%	63%	82%	5.5	5.1
B54	11,875	10,466	-12%	59%	82%	5.2	4.4
B57	5,993	7,244	21%	55%	76%	5.5	8.0
B60	11,969	9,906	-17%	58%	75%	5.8	7.9
B61	11,378	9,945	-13%	68%	81%	6.4	5.8
B62	10,899	7,882	-28%	54%	75%	6.2	7.6
B63	12,441	11,607	-7%	65%	80%	5.2	8.2
B64	5,581	5,732	3%	71%	84%	7.4	6.9
B65	3,810	3,398	-11%	59%	76%	5.9	4.5
B67	4,200	4,504	7%	64%	81%	6.0	7.1
B68	15,465	14,159	-8%	67%	80%	7.2	7.6
B69	3,572	4,225	18%	66%	81%	5.8	6.2
B70	5,637	5,942	5%	70%	83%	5.9	4.8
B74	4,357	4,225	-3%	71%	84%	7.5	3.0
B82	27,068	27,959	3%	52%	74%	7.2	12.8
B83	8,579	8,281	-3%	60%	77%	7.1	6.0
B84	0	595	-	81%	89%	9.1	2.2
B100*	4,682	5,387	15%	77%	84%	8.9	4.4
B103*	11,064	14,448	31%	45%	74%	7.8	11.8
Brooklyn	655,802	626,847	-4.4%	59%	77%	6.3	6.7
NYC	2,463,860	2,367,223	-3.9%	61%	78%	7.1	6.8

* These routes are run by the MTA Bus Company rather than the MTA New York City Transit Bus.

Route	Frequency during AM Rush, Buses per Hour (7:30am to 8:30am)	Frequency in the Evening, Buses per Hour (8:30pm to 10:30pm)	# of Stops along Route	Average Distance Between Stops (in feet)	# of Turns along Route	Bus Stops within .1 miles of a Subway Station	# of Subway lines that intersect the Route
B1	14	7	50	731	5	12	6
B2	6	3	21	683	7	1	2
B3	13	5	45	640	3	6	4
B4	4	2	66	749	16	7	6
B6	18	13	83	815	16	8	8
B7	5	3	56	653	12	4	4
B8	11	6	79	681	19	9	8
B9	7	4	56	772	11	5	4
B11	11	4	42	760	15	5	6
B12	12	5	33	719	10	4	4
B13	5	3	62	762	25	13	5
B14	5	3	46	620	10	5	3
B15	11	6	79	906	19	5	4
B16	4	3	62	694	14	6	5
B17	12	9	49	720	5	1	2
B20	8	3	58	699	15	12	6
B24	4	2	40	884	11	8	5
B25	6	4	41	789	5	23	14
B26	10	4	43	754	8	14	13
B31	7	3	23	687	2	1	2
B32	3	1	22	913	11	2	3
B35	18	10	54	747	7	5	7
B36	15	4	42	758	10	1	2
B37	3	3	42	821	4	1	3
B38	21	6	50	867	8	12	13
B39	3	1	4	3,858	0	1	3
B41	19	8	53	1,067	3	12	13
B42	17	8	11	738	4	1	1
B43	8	5	52	710	10	6	7
B44	8	6	68	821	2	13	5
B44 SBS	11	7	19	2,744	5	6	5
B45	5	3	32	788	9	7	13
B46	23	8	54	847	4	7	5
B46 SBS	26	10	14	2,547	3	1	2
B47	8	4	58	721	11	5	4
B48	5	2	45	718	11	10	12
B49	10	4	68	850	11	2	4
B52	13	5	37	745	7	13	14
B54	9	4	33	723	3	8	8
B57	5	2	55	793	11	5	8
B60	8	3	68	623	13	13	6
B61	8	4	43	735	15	9	9
B62	9	4	48	861	21	10	9
B63	7	3	57	776	12	4	9
B64	6	3	50	754	12	3	5
B65	6	3	33	747	3	4	7
B67	5	3	45	859	22	11	11
B68	8	4	52	793	9	6	6
B69	6	2	46	728	22	7	6
B70	5	3	37	715	11	2	1
B74	8	6	28	611	2	2	4
B82	16	6	79	865	16	6	6
B83	10	5	31	1,071	9	5	5
B84	3	1	13	972	8	2	1
B100*	12	4	29	823	15	1	2
B103*	20	5	38	1,680	17	6	8
Brooklyn	10	4	47	778	10	6	6
NYC	9	4	44	845	10	6	5



MANHATTAN

Route	Average Weekday Ridership, 2011	Average Weekday Ridership, 2016	Ridership Change, 2011-2016	On-Time Performance 2016	Wait Assessment 2016	Average Speed (mph)	Length of Route (in miles)
M1	13,275	10,436	-21%	36%	66%	5.6	9.4
M2	12,621	9,275	-27%	50%	77%	6.3	10.5
M3	15,433	13,149	-15%	41%	68%	5.5	10.5
M4	20,443	16,235	-21%	43%	69%	5.6	12.1
M5	14,491	10,063	-31%	41%	70%	6.9	9.4
M7	16,557	12,905	-22%	41%	69%	5.5	7.8
M8	2,377	2,107	-11%	76%	86%	5.0	2.2
M9	4,131	5,333	29%	52%	74%	5.1	4.8
M10	8,283	6,874	-17%	70%	81%	5.8	5.2
M11	12,331	10,152	-18%	52%	73%	5.6	7.9
M12	0	515	-	58%	81%	5.9	3.5
M14A	35,997	30,558	-15%	60%	77%	4.6	3.9
M14D	35,997	30,558	-15%	63%	76%	4.7	3.4
M15	55,859	44,797	-20%	50%	73%	5.2	8.7
M15 SBS	55,859	44,797	-20%	34%	69%	7.1	8.7
M20	4,113	2,446	-41%	40%	69%	5.6	6.4
M21	1,254	1,402	12%	64%	81%	5.0	2.4
M22	3,559	2,732	-23%	64%	79%	4.5	2.8
M23 SBS	15,124	12,308	-19%	54%	84%	-	2.6
M31	11,529	9,995	-13%	59%	79%	4.1	3.9
M34 SBS	18,181	14,901	-18%	70%	85%	4.8	2.1
M34A SBS	18,181	14,901	-18%	66%	84%	4.7	2.5
M35	1,817	1,038	-43%	50%	77%	11.3	3.0
M42	15,090	10,596	-30%	57%	79%	3.9	2.1
M50	3,562	2,785	-22%	68%	85%	4.5	2.3
M55	14,491	10,063	-31%	-	-	-	4.5
M57	7,601	6,065	-20%	53%	74%	4.2	3.0
M60 SBS	16,147	16,751	4%	38%	69%	8.7	9.4
M66	12,835	11,195	-13%	63%	79%	4.3	2.0
M72	6,711	5,675	-15%	71%	83%	5.3	3.0
M79 SBS	17,391	13,892	-20%	-	-	-	2.2
M86 SBS	25,300	24,746	-2%	75%	89%	5.1	2.4
M96	16,136	15,034	-7%	68%	83%	4.8	2.0
M98	2,141	1,863	-13%	64%	77%	8.1	7.3
M100	16,261	17,006	5%	63%	78%	5.3	7.3
M101	29,635	24,275	-18%	50%	71%	5.5	11.9
M102	15,917	12,292	-23%	45%	68%	4.9	7.7
M103	12,911	9,786	-24%	42%	68%	4.9	7.8
M104	12,626	8,223	-35%	54%	75%	5.1	5.2
M106	1,777	2,476	39%	67%	83%	5.1	2.5
M116	8,965	10,296	15%	74%	84%	4.5	2.6
Manhattan	488,675	410,479	-16.0%	54%	75%	5.5	5.5
NYC	2,463,860	2,367,223	-3.9%	61%	78%	7.1	6.8



24% of buses are “unreliable,” failing to maintain steady, evenly spaced service along their route.

Route	Frequency during AM Rush, Buses per Hour (7:30am to 8:30am)	Frequency in the Evening, Buses per Hour (8:30pm to 10:30pm)	# of Stops along Route	Average Distance Between Stops (in feet)	# of Turns along Route	Bus Stops within .1 miles of a Subway Station	# of Subway lines that intersect the Route
M1	12	4	62	816	9	10	8
M2	7	4	73	769	11	16	12
M3	6	6	80	702	9	24	14
M4	12	6	79	827	6	21	12
M5	12	4	63	807	7	16	13
M7	7	4	61	696	9	28	17
M8	6	2	22	556	3	6	4
M9	7	3	29	897	15	5	8
M10	8	4	47	599	4	20	5
M11	7	3	60	703	6	2	1
M12	3	2	22	876	7	2	6
M14A	9	5	30	728	6	10	17
M14D	20	9	27	698	7	9	16
M15	8	6	64	732	6	8	6
M15 SBS	21	6	22	2,252	6	3	5
M20	4	4	43	809	14	27	16
M21	5	3	21	642	6	5	6
M22	8	3	22	714	14	6	12
M23 SBS	8	5	16	918	5	5	8
M31	8	6	29	730	4	2	5
M34 SBS	7	3	14	884	7	6	16
M34A SBS	7	3	15	974	2	6	15
M35	6	4	12	1,485	12	1	3
M42	17	4	16	727	4	8	19
M50	4	3	16	800	1	4	11
M55	4	4	34	735	3	18	17
M57	7	4	22	763	5	3	8
M60 SBS	8	5	23	2,262	10	5	12
M66	13	5	13	865	3	3	2
M72	7	3	19	876	11	5	6
M79 SBS	14	6	14	907	4	2	3
M86 SBS	15	7	15	922	4	6	7
M96	14	6	12	1,015	9	7	7
M98	7	0	18	2,340	7	8	4
M100	9	4	56	711	8	12	10
M101	10	6	79	808	8	25	17
M102	7	5	60	697	8	26	12
M103	7	4	56	760	3	23	13
M104	6	5	41	689	6	27	14
M106	3	0	17	837	10	3	5
M116	9	4	21	693	4	5	5
Manhattan	9	4	39	757	7	10	10
NYC	9	4	44	845	10	6	5



The average personal income of bus commuters is \$28,455
 – far lower than subway commuters (\$40,000) and employed New Yorkers as a whole (\$38,840).



QUEENS

Route	Average Weekday Ridership, 2011	Average Weekday Ridership, 2016	Ridership Change, 2011-2016	On-Time Performance 2016	Wait Assessment 2016	Average Speed (mph)	Length of Route (in miles)
Q1	4,731	4,381	-7%	75%	86%	8.8	5.9
Q2	6,077	5,722	-6%	72%	82%	8.0	4.6
Q3	9,712	9,684	0%	71%	81%	8.5	8.5
Q4	10,568	9,242	-13%	66%	80%	8.4	6.6
Q5	12,704	11,728	-8%	66%	80%	8.6	8.6
Q06*	11,978	11,334	-5%	55%	76%	6.9	6.2
Q07*	5,291	5,341	1%	54%	76%	7.7	6.9
Q08*	9,791	10,696	9%	58%	75%	6.8	8.4
Q09*	5,083	5,050	-1%	59%	77%	6.3	3.3
Q10*	24,244	23,363	-4%	65%	81%	8.2	11.2
Q11*	7,332	5,004	-32%	65%	79%	8.9	8.4
Q12	10,828	11,099	3%	76%	86%	8.1	5.8
Q13	9,111	8,516	-7%	71%	85%	8.6	6.3
Q15	5,615	5,876	5%	80%	91%	8.5	4.4
Q15A	5,615	5,876	5%	81%	90%	8.8	4.7
Q16	3,982	4,054	2%	78%	88%	9.7	6.2
Q17	19,105	17,224	-10%	60%	78%	7.9	8.7
Q18*	8,337	8,780	5%	69%	80%	6.4	5.6
Q19*	2,365	3,467	47%	55%	76%	9.1	6.3
Q20A	13,150	14,192	8%	75%	87%	6.8	9.0
Q20B	13,150	14,192	8%	77%	87%	6.7	9.2
Q21*	3,236	2,926	-10%	70%	84%	8.8	8.4
Q22*	7,350	7,247	-1%	67%	79%	10.3	9.0
Q23*	16,493	16,059	-3%	60%	76%	6.2	6.9
Q24	8,270	8,512	3%	47%	72%	6.5	8.5
Q25*	17,336	20,083	16%	55%	75%	7.0	9.5
Q26	1,509	1,466	-3%	80%	87%	8.4	3.5
Q27	24,567	24,580	0%	71%	82%	8.7	11.9
Q28	9,956	9,893	-1%	77%	88%	8.5	5.3
Q29*	6,115	5,402	-12%	66%	80%	7.3	4.1
Q30	9,679	10,555	9%	62%	78%	8.7	8.5
Q31	6,320	5,692	-10%	63%	78%	8.4	8.6
Q32	12,271	9,454	-23%	40%	70%	5.3	7.4
Q33*	9,100	7,773	-15%	73%	84%	5.9	2.5
Q34*	6,880	6,941	1%	58%	76%	7.0	7.1
Q35*	4,400	4,426	1%	80%	90%	16.2	8.9
Q36	5,444	6,101	12%	75%	86%	9.3	10.2
Q37*	6,639	7,842	18%	64%	80%	8.2	5.9
Q38*	6,555	8,465	29%	67%	81%	7.7	8.0
Q39*	5,727	5,548	-3%	60%	77%	7.3	7.1
Q40*	5,348	4,976	-7%	62%	80%	7.2	3.0
Q41*	7,111	7,204	1%	58%	75%	7.3	8.9
Q42	912	1,195	31%	88%	91%	8.1	2.5
Q43	16,008	14,853	-7%	70%	80%	9.0	7.8
Q44 SBS	28,143	27,712	-2%	66%	82%	8.7	14.0
Q46	22,593	21,468	-5%	72%	83%	11.0	10.2
Q47*	7,943	8,043	1%	59%	76%	7.1	7.0
Q48	2,629	2,854	9%	64%	82%	8.7	5.6
Q49*	8,514	9,303	9%	72%	83%	5.7	2.6
Q50*	3,225	4,690	45%	63%	80%	11.9	12.3
Q52*	0	5,356	-	64%	81%	13.2	13.1
Q53*	14,931	14,752	-1%	54%	76%	11.8	14.4
Q54	12,073	11,952	-1%	53%	75%	6.7	9.7
Q55	7,591	7,343	-3%	67%	84%	6.5	4.4
Q56	9,267	7,862	-15%	46%	70%	6.0	6.6
Q58	26,563	29,412	11%	58%	80%	7.0	10.4
Q59	6,965	7,127	2%	59%	78%	6.6	7.3

* These routes are run by the MTA Bus Company rather than the MTA New York City Transit Bus.

Route	Frequency during AM Rush, Buses per Hour (7:30am to 8:30am)	Frequency in the Evening, Buses per Hour (8:30pm to 10:30pm)	# of Stops along Route	Average Distance Between Stops (in feet)	# of Turns along Route	Bus Stops within .1 miles of a Subway Station	# of Subway lines that intersect the Route
Q1	8	4	43	739	3	2	1
Q2	10	5	34	745	6	2	1
Q3	10	6	49	934	8	2	1
Q4	13	6	38	950	3	2	2
Q5	14	8	51	921	4	2	2
Q06*	23	8	34	998	6	1	2
Q07*	7	3	46	807	10	5	2
Q08*	9	4	48	946	11	4	4
Q09*	10	3	22	856	6	1	2
Q10*	17	7	45	1,362	18	3	3
Q11*	7	3	49	927	12	5	4
Q12	13	12	44	724	2	1	1
Q13	9	6	47	723	6	1	1
Q15	6	3	34	721	6	1	1
Q15A	5	3	36	726	8	1	1
Q16	10	3	46	737	7	1	1
Q17	15	13	51	933	5	4	2
Q18*	8	3	46	665	15	4	5
Q19*	4	1	34	1,001	9	2	3
Q20A	5	3	61	797	12	8	4
Q20B	5	2	64	779	12	8	4
Q21*	3	2	49	935	8	3	4
Q22*	8	3	60	808	11	9	2
Q23*	8	4	49	770	14	3	5
Q24	6	4	66	688	8	14	4
Q25*	13	4	56	908	16	4	4
Q26	7	0	29	674	5	1	1
Q27	24	11	76	838	5	2	1
Q28	16	6	38	766	10	1	1
Q29*	9	3	27	851	11	3	3
Q30	9	5	56	813	10	4	3
Q31	7	2	61	753	13	3	3
Q32	6	5	46	872	9	23	13
Q33*	10	7	20	707	7	2	5
Q34*	7	3	48	801	16	4	4
Q35*	7	3	30	1,641	8	1	2
Q36	8	4	68	813	8	2	1
Q37*	13	4	32	1,013	20	3	4
Q38*	5	3	55	788	21	5	2
Q39*	11	3	47	827	27	3	5
Q40*	10	5	24	712	4	2	3
Q41*	8	2	55	875	18	3	3
Q42	5	0	20	712	11	2	2
Q43	18	7	48	880	4	6	3
Q44 SBS	13	8	33	2,351	15	9	7
Q46	29	12	55	1,002	3	1	2
Q47*	10	4	40	941	23	2	5
Q48	4	3	27	1,130	11	3	1
Q49*	19	7	23	629	8	1	5
Q50*	5	2	27	2,490	21	2	2
Q52*	6	3	21	3,540	7	3	4
Q53*	10	6	25	3,234	9	9	8
Q54	6	4	68	764	8	7	4
Q55	13	4	34	708	3	3	2
Q56	6	3	57	621	4	21	5
Q58	14	9	57	993	16	6	3
Q59	6	3	48	831	7	3	4



QUEENS

Route	Average Weekday Ridership, 2011	Average Weekday Ridership, 2016	Ridership Change, 2011-2016	On-Time Performance 2016	Wait Assessment 2016	Average Speed (mph)	Length of Route (in miles)
Q60*	14,525	13,761	-5%	50%	72%	6.2	10.9
Q64*	10,200	9,731	-5%	80%	89%	7.4	2.6
Q65*	18,724	21,052	12%	58%	76%	7.6	10.4
Q66*	12,535	13,824	10%	62%	77%	7.6	7.4
Q67*	2,645	2,768	5%	64%	79%	8.4	7.0
Q69*	10,432	9,849	-6%	61%	77%	6.7	5.1
Q70 SBS*	0	4,183	-	66%	85%	-	8.8
Q72*	5,603	6,204	11%	53%	73%	5.6	4.3
Q76	5,818	5,742	-1%	68%	79%	9.2	10.1
Q77	6,678	6,413	-4%	62%	78%	8.0	6.7
Q83	9,361	8,664	-7%	76%	85%	8.1	7.0
Q84	4,897	4,441	-9%	76%	83%	9.5	5.4
Q85	12,822	11,820	-8%	68%	80%	9.0	9.6
Q88	10,803	11,010	2%	64%	77%	10.6	9.8
Q100*	3,791	4,129	9%	72%	85%	10.0	5.7
Q101*	3,436	3,632	6%	63%	82%	6.2	5.4
Q102*	2,462	2,663	8%	65%	81%	6.6	5.6
Q103*	544	1,385	155%	86%	90%	8.2	3.5
Q104*	2,125	2,296	8%	78%	87%	6.9	2.8
Q110*	6,900	6,281	-9%	56%	77%	8.2	5.3
Q111*	14,470	12,390	-14%	50%	73%	7.6	10.3
Q112*	5,512	5,217	-5%	47%	70%	6.4	4.0
Q113*	11,196	4,569	-59%	37%	65%	10.7	10.3
Q114*	0	6,396	-	44%	70%	9.4	13.2
Queens	703,270	708,707	0.8%	63%	79%	8.1	6.9
NYC	2,463,860	2,367,223	-3.9%	61%	78%	7.1	6.8

* These routes are run by the MTA Bus Company rather than the MTA New York City Transit Bus.



While a growing number of New Yorkers are working outside the traditional “M-F, 9am-5pm” schedule, MTA bus service is failing to serve these New Yorkers as well as their clients and customers. **At its morning peak, the MTA runs 12 times more buses than during its late-evening low point.**

Route	Frequency during AM Rush, Buses per Hour (7:30am to 8:30am)	Frequency in the Evening, Buses per Hour (8:30pm to 10:30pm)	# of Stops along Route	Average Distance Between Stops (in feet)	# of Turns along Route	Bus Stops within .1 miles of a Subway Station	# of Subway lines that intersect the Route
-------	---	--	------------------------	--	------------------------	---	--

Q60*	7	5	55	1,063	3	20	8
Q64*	20	7	19	780	4	1	4
Q65*	14	5	53	1,057	15	4	4
Q66*	16	4	40	996	6	5	6
Q67*	7	1	43	877	20	7	4
Q69*	11	3	42	660	4	2	4
Q70 SBS*	6	6	7	7,708	6	4	5
Q72*	7	3	25	973	10	2	3
Q76	6	3	65	833	8	2	1
Q77	5	2	49	738	4	2	1
Q83	17	6	46	836	7	4	3
Q84	8	4	43	680	4	2	2
Q85	16	8	53	975	10	1	2
Q88	8	4	63	840	6	1	2
Q100*	6	4	10	3,560	5	1	1
Q101*	5	3	26	1,149	5	7	6
Q102*	4	3	39	785	26	13	7
Q103*	5	2	27	717	8	4	2
Q104*	4	2	23	674	5	4	5
Q110*	16	4	36	805	4	4	3
Q111*	20	6	59	938	5	1	1
Q112*	9	3	33	663	7	8	1
Q113*	3	2	17	3,388	16	1	1
Q114*	4	4	67	1,062	19	2	2
Queens	10	4	44	858	9	4	3
NYC	9	4	44	845	10	6	5



The average New York City Transit bus travels **7.4 MPH** along its local, SBS, and express routes – slowest among the 17 largest bus companies in the nation.



STATEN ISLAND

Route	Average Weekday Ridership, 2011	Average Weekday Ridership, 2016	Ridership Change, 2011-2016	On-Time Performance 2016	Wait Assessment 2016	Average Speed (mph)	Length of Route (in miles)
S40	4,559	4,629	2%	69%	84%	11.8	7.8
S42	906	914	1%	77%	88%	9.6	3.4
S44	6,755	7,016	4%	62%	78%	10.0	10.9
S46	7,126	7,299	2%	67%	81%	9.3	10.0
S48	7,765	7,702	-1%	67%	82%	8.6	6.8
S51	4,364	4,169	-4%	67%	84%	11.3	8.7
S52	3,259	3,450	6%	64%	81%	9.3	9.0
S53	9,763	9,378	-4%	77%	87%	9.5	9.4
S54	1,621	1,315	-19%	69%	81%	11.2	11.5
S55	529	355	-33%	70%	84%	14.5	10.5
S56	661	515	-22%	72%	87%	13.9	9.2
S57	1,472	1,436	-2%	63%	79%	11.4	11.3
S59	4,000	3,592	-10%	71%	83%	13.2	16.0
S61	4,534	4,385	-3%	65%	82%	10.9	9.8
S62	4,923	4,431	-10%	69%	86%	10.5	8.4
S66	1,825	1,659	-9%	61%	82%	10.2	8.4
S74	5,479	5,411	-1%	58%	78%	11.9	19.4
S76	4,436	4,617	4%	59%	78%	10.6	9.6
S78	6,344	6,163	-3%	56%	76%	12.5	20.8
S79 SBS	8,969	11,378	27%	71%	85%	14.3	15.1
S81	4,364	4,169	-4%	66%	81%	-	7.7
S84	5,479	5,411	-1%	46%	77%	-	17.0
S86	4,436	4,617	4%	38%	85%	-	9.1
S89	901	756	-16%	70%	83%	13.7	11.8
S90	4,559	4,629	2%	66%	78%	12.7	7.8
S91	4,534	4,385	-3%	59%	75%	9.6	9.5
S92	4,923	4,431	-10%	54%	78%	10.2	8.4
S93	1,646	3,686	124%	74%	86%	12.5	8.8
S94	6,755	7,016	4%	56%	75%	9.1	9.9
S96	7,126	7,299	2%	66%	77%	10.1	9.6
S98	7,765	7,702	-1%	65%	77%	9.1	6.8
Staten Island	91,960	94,535	2.8%	67%	82%	11.4	10.6
NYC	2,463,860	2,367,223	-3.9%	61%	78%	7.1	6.8



While the MTA has found that **long and meandering bus routes are inefficient and unreliable**, 38 local routes make at least **15 turns** and the average Staten Island route makes 13.

Route	Frequency during AM Rush, Buses per Hour (7:30am to 8:30am)	Frequency in the Evening, Buses per Hour (8:30pm to 10:30pm)	# of Stops along Route	Average Distance Between Stops (in feet)	# of Turns along Route	Bus Stops within .1 miles of a Subway Station	# of Subway lines that intersect the Route
-------	---	--	------------------------	--	------------------------	---	--

S40	5	3	48	882	3	0	0
S42	3	2	23	842	13	0	0
S44	6	3	60	974	14	0	0
S46	7	3	57	951	14	0	0
S48	5	3	46	801	9	0	0
S51	8	3	55	852	11	0	0
S52	5	3	60	812	26	0	0
S53	10	6	47	1,081	11	1	1
S54	4	2	69	894	18	0	0
S55	2	0	39	1,455	10	0	0
S56	3	0	40	1,259	11	0	0
S57	5	2	63	972	28	0	0
S59	5	3	84	1,023	12	0	0
S61	6	3	55	964	12	0	0
S62	5	3	57	793	2	0	0
S66	4	3	50	909	10	0	0
S74	8	3	95	1,090	12	0	0
S76	6	3	72	716	7	0	0
S78	6	3	114	973	16	0	0
S79 SBS	12	6	23	3,624	11	1	1
S81	0	1	33	1,314	11	0	0
S84	0	1	43	2,191	12	0	0
S86	0	0	71	700	7	0	0
S89	5	0	17	4,007	6	0	0
S90	6	2	28	1,552	3	0	0
S91	5	0	36	1,434	12	0	0
S92	4	0	39	1,181	2	0	0
S93	7	3	21	2,333	6	1	1
S94	3	1	39	1,399	14	0	0
S96	5	2	38	1,370	14	0	0
S98	5	2	25	1,524	9	0	0
Staten Island	6	2	59	955	13	0	0
NYC	9	4	44	845	10	6	5



Only 22% of bus stops have shelters in New York City and only 12% do in Staten Island.

GLOSSARY

Frequency during AM rush, Buses per hour: The number of buses that begin their route between 7:00am and 8:00am. A route is generally considered “frequent” if it provides more than six buses per hour (i.e. the wait time between buses averages less than 10 minutes).

Frequency in the Evening, Buses per Hour: The number of buses that begin their route between 8:30pm and 10:30pm.

Length of Route (in miles): Distance a bus travels along its route. The longer the route, the greater likelihood for delays to accumulate and cascade down the entirety of the line.

Average Distance between Bus Stops (in feet): Pulling into a bus stop, off-boarding passengers, on-boarding passengers, and exiting a bus stop can be time consuming. In fact, the typical MTA bus spends 22 percent of its time at stops. Thus, more stops can translate into slower bus service.

of Turns along Route: Frequent turns along a route will slow down a bus, forcing it to wait for an opening in traffic and carefully maneuver onto a new road. This can be dangerous as well, as turns carry a higher likelihood for collisions.

Bus Stops within .1 Miles of a Subway or Staten Island Rail Road station: Effective bus and subway routes will complement and reinforce one another. Buses should extend and connect the subway system, maximizing coverage and minimizing commute times. Yet many routes have too few or too many connection points with the subway.

Average Weekday Ridership: The MTA provides combined ridership data for routes BX1/BX2, BX4/BX4A, BX12/BX12 SBS, BX28/BX38, BX40/BX42, BX41/BX41 SBS, B44/B44 SBS, B46/B46 SBS, M5/M55, M14A/M14D, M15/M15 SBS, M34 SBS/M34A SBS, Q15/Q15A, Q20A/Q20B, S40/S90, S44/S94, S46/S96, S48/S98, S51/S81, S61/S91, S62/S92, S74/S84, and S76/S86.

On-Time Performance: The percentage of buses that arrive at their final stop no more than five minutes late or one minute early. When buses fail to adhere to their schedule and maintain steady service, riders are adversely impacted. They are late for work, for school, for appointments, caretaking, pick-ups, drop-offs, and much more. A high-frequency network is of little value when buses run ahead or behind schedule. A bus system that is unreliable will struggle to retain and attract ridership.

Wait Assessment: A measure of bus reliability. Tracks the percentage of buses that maintain even-spacing along their route and do not get bunched.